

Land Acknowledgement

We respectfully acknowledge that our communities are located in a place called Moh'kinstsis, a Blackfoot word that means elbow. It is in the spirit of truth, respect and reciprocity that we honour and acknowledge Moh'kinstsis, and recognize the traditional territories and oral practices of the Blackfoot Confederacy, including the Siksika, Piikani and the Kainai Nations; the Îyâxe Nakoda, including the Chiniki, Bearspaw and Goodstoney Nations; and the Tsuut'ina Nation. The City of Calgary is also home to the Métis Nation of Alberta, Districts 5 and 6.

Welcome

Introduction

Calgary Municipal Land Corporation (CMLC) has been exploring a Transit-Oriented Community at Fish Creek-Lacombe since early 2025. Through 2025, CMLC initiated site analysis, market analysis and a preliminary community survey. In 2026, CMLC onboarded a planning team to advance master planning for the site. Planning is now underway, with further site analysis, concept planning and community engagement to continue through 2026.

Led by Calgary Municipal Land Corporation (CMLC), working in collaboration with the City of Calgary and supported by a team of technical consultants, including CivicWorks as the planning and engagement lead, supported by Hindle Architects, Scatliff + Miller + Murray, and a broader multi-disciplinary team.

Together, our role is to:

- Guide planning around the transit station in alignment with CMLC's Transit-Oriented Communities (TOC) mandate in support of The City of Calgary's housing strategy.
- Provide technical expertise and share information about the project and process.
- Listen to community input and collect feedback to inform decisions.

Objectives

This phase of community engagement seeks input on the master plan vision for the site, and the feedback gathered here will be incorporated into the Land Use Application and Concept Plan, which are anticipated to be submitted to The City of Calgary in late June 2026. We will share findings from community engagement before the LUA and Concept Plan are submitted.

Today, we're here to:

- Introduce the project, outline the process, and engage community in the planning process.
- Understand existing community conditions related to connectivity, open space, and new housing and commercial.
- Share early site concepts for future TOC.



About CMLC

Calgary Municipal Land Corporation (CMLC) is wholly owned by The City of Calgary.

We've been working since 2007 to revitalize East Village, and since 2019 to bring The Culture + Entertainment District to life through the creation of master plans, stewardship of development, and leadership of community-building and placemaking initiatives.

We've delivered major city-building projects including Central Library, Platform Innovation Centre + Parkade, BMO Centre Expansion, 17 Ave S.E. Extension + Victoria Park/Stampede Station Rebuild, now delivering Werklund Centre + Olympic Plaza Transformation.

In 2025, we broadened our boundaries to bring everything we've learned about planning, placemaking and creating great places to new neighbourhoods and a new city-building opportunity—Transit-Oriented Communities.

Through mindful master-planning, creative placemaking and bold city-building ventures, we're transforming Calgary into one of the world's most livable and lovable cities.



CMLC's Role in TOC

Our Role

Master Plan Development + Community Building

CMLC's role in the development of Transit-Oriented Communities is first to create a master plan for each site that contemplates connectivity, public realm, placemaking and housing. This process includes community engagement, market analysis, site evaluation, the development of a concept plan, and regulatory approvals for a Land Use Amendments and Outline Plan.

Stewarding Private Development Aligned with Master Plan

Once the Land Use Amendment and Outline Plan has received regulatory approval, we establish partnerships with home builders who will buy parcels of land within the TOC and build homes and commercial spaces. We work with our developer partners throughout the process to ensure that what is ultimately built in each TOC aligns with the master plan vision, meets our design guidelines, and delivers on our shared objectives for a great Transit-Oriented Community.

- Master planner
- Developer
- Development manager
- City-builder
- Community activator





Supporting Calgary's Housing Strategy

Home is Here is the City of Calgary's housing strategy for 2024 to 2030. It aims to increase housing supply, make homes more affordable, support non-market housing providers, offer a wider range of housing options, and address Indigenous housing needs. Council approved the strategy in 2023.

The strategy directs the City to sell City-owned land "as soon as possible" for Transit-Oriented Development sites suitable for market and non-market housing, as outlined in Objective 1A, Action 1.A.1. Transit-oriented development means walkable, mixed-use areas usually within 600 metres of a transit station. These areas have higher densities near transit to make travel easier, encourage more people to use transit, make better use of existing infrastructure, offer more ways to get around, and help create lively communities with a mix of uses and building types.

The Fish Creek-Lacombe Transit-Oriented Community supports the Home is Here strategy by bringing new housing and business opportunities close to the Fish Creek-Lacombe LRT Station. The project plans to turn surface parking lots into a complete, mixed-use community that supports transit. This helps City Council use City-owned transit-adjacent sites more effectively for housing and affordability, and to make the most of existing infrastructure.



Council's Directive for TOCs

Together, these long-term, city-wide, statutory Council-approved policies provide strong and consistent support for TOC development at LRT stations.

Municipal Development Plan (2009)

- The City of Calgary's (The City) Municipal Development Plan (MDP) is a strategic policy document that guides Calgary's growth and city building.
- The MDP's goals focus on enhancing livability by strengthening Calgary's position as a global city, advancing sustainability, and improving the availability of amenities and services.
- The subject site is designated as Major Activity Centre (MAC), intended as areas of high job and population growth, located in strategic areas central to larger residential catchment areas and linked city-wide by the Primary Transit Network.
- Transit-Oriented Community development is aligned with this policy.

Calgary Transportation Plan (2009)

- The Calgary Transportation Plan (CTP) works together with the MDP to guide Calgary's growth and city building.
- The CTP provides policy direction on multiple aspects of Calgary's transportation system, including the road network, public transit, and active transportation methods.
- The subject site is identified as a Primary Transit hub, which are intended to accommodate higher passenger volumes than other transit stations and, therefore, should include enhanced amenities to provide a pleasant customer experience to accommodate expected ridership levels.
- Transit-Oriented Community development is aligned with this policy.

The Calgary Plan (Draft, 2024)

- The Calgary Plan is intended to replace Calgary's MDP and CTP.
- The Calgary Plan will guide how Calgary will grow and change over the next 30-years, setting the direction for future land use.
- The subject site is designated as Neighbourhood - High Activity, which can expect significant growth, an increasingly diverse mix of uses, greater concentrations of amenities, and the largest range of building scales.
- Transit-Oriented Community development is aligned with this policy.

Route Ahead: Calgary Transit's 30-Year Strategic Plan (2023)

- RouteAhead is a long-term plan to guide Calgary Transit over the next 30-years.
- Policy goals focus on Calgary's public transit network and services, seeking to move people of all ages, wages, and stages safely and conveniently.
- Transit-Oriented Community development is aligned with this policy.

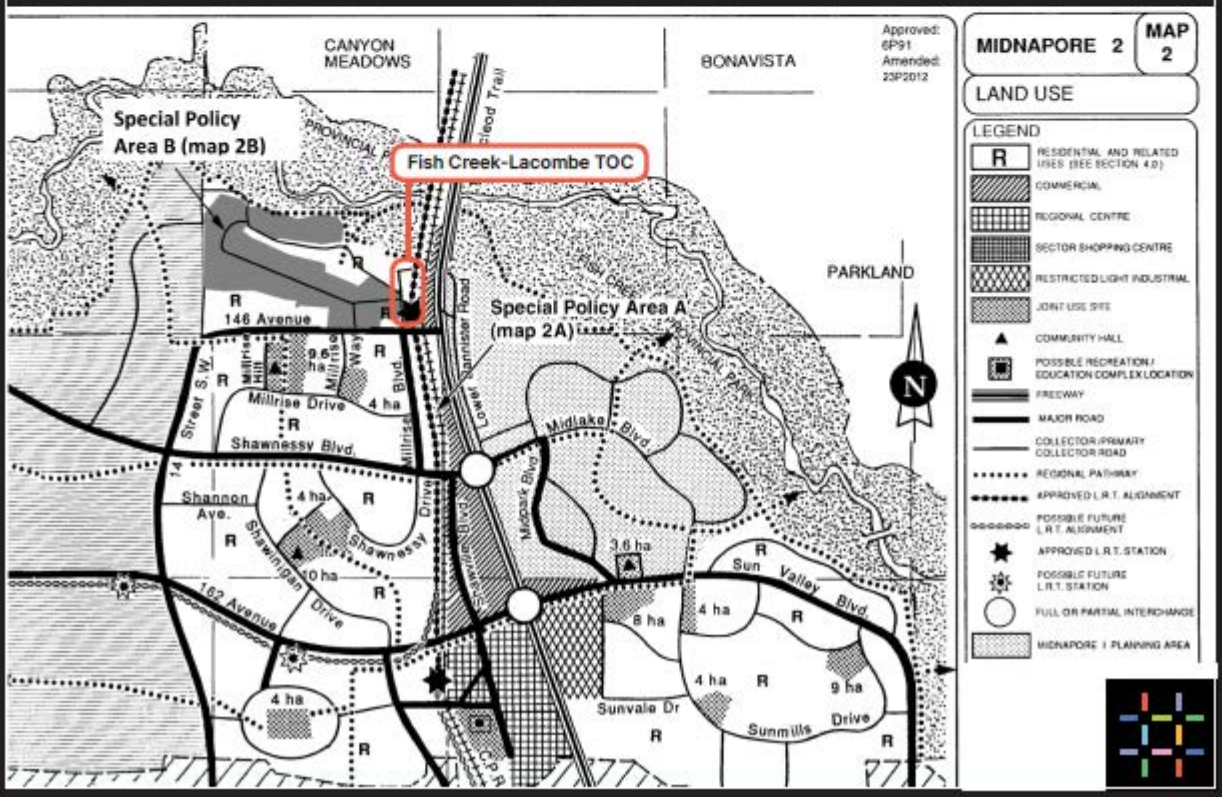
TOD Guidelines (2005)

- The Transit Oriented Development (TOD) Policy Guidelines support higher-density, walkable, mixed-use development within 600 m of transit stations to make better use of transit infrastructure.
- Transit-Oriented Community development is aligned with this policy.

Area Structure Plan

Revised Midnapore Phase 2 Area Structure Plan (1991)

- Midnapore Phase 2 Area Structure Plan (ASP) was approved by Council in 1991.
- Area Structure Plans (ASP) typically have a planning horizon of 15 to 20-years.
- The subject site is located within the residential and related uses, which would not align with flexibility of uses required to recognize this site is unique to the LRT station and Fish Creek Park.
- An ASP Amendment would be required to allow for a new Policy Area.
- No Local Area Plan in progress or anticipated to start in the near-future.



Key Terms

Master Plan

- A Master Plan is a high-level vision document that sets the goals, principles, and overall direction for how a large site or area should grow and change over time.
- It usually considers urban design principles, character areas, public realm and street design guidelines, retail and demographic considerations, and an implementation approach.
- A Master Plan does not approve specific buildings or detailed site layouts, but it helps guide the future Concept Plan, land use application, and later development permit submissions.

Land Use Application

- A Land Use Application, also called a Land Use Amendment or Land Use Redesignation in Calgary, asks to change the land use district of a property.
- This step determines what types of development can be considered on the site, especially when the current zoning does not allow the proposed vision.
- Land use applications are reviewed by City staff and Calgary Planning Commission before Calgary City Council makes the final decision at a public hearing.

Concept Plan

- A Concept Plan is a high-level plan that shows how a site could look, feel, and function.
- In Calgary, it usually shows the general arrangement of land uses, streets, open spaces, blocks, connections, and building types, but it does not have its own separate approval.
- It helps support later applications, such as a land use application or development permit.

Development Permit

- A Development Permit is the more detailed review of what is proposed to be built on a site, and usually comes after a Land Use Application.
- In Calgary, it checks the design against the Land Use Bylaw, planning policies, technical requirements, and comments from affected parties, including nearby residents and community associations.
- In CMLC's TOCs, this is the part of the process where CMLC works with developer partners to ensure the plans for each parcel align with the master plan vision.
- Development Permit applications are reviewed by City staff and a decision is rendered by the Development Authority or Calgary Planning Commission.

Planning Process + Engagement

2025 — Fall
- **Site + Market Analysis**
  - Preliminary survey

2026 — Winter
- **CMLC Onboards Planning Team**

We're Here — Spring
- **Begin Master Planning**
  - Workshops
  - Open houses + online engagement

Summer
- **Land Use Application and Outline Plan**
  - City Review
  - Community/public input on DMap

Fall
- **Plan Refinement**
  - Open houses + online engagement
- **Plan Resubmission**
  - City Review
  - Community/public input on DMap

2027 — Winter
- **Calgary Planning Commission**

Spring
- **Land Use Application Approval by City Council**
  - Community/public input at public hearing

2027 Onwards
- **Developer Partnerships**
  - CMLC sells land to developer partners to help deliver master plan vision
- **Developer Partners Plan/Design Mixed-Use Housing Development Permits**
  - City review
  - Community/public input on DMap
- **Construction: Site Preparation, Infrastructure + Public Spaces, Individual Parcel Development**

Introducing Transit-Oriented Communities

Transit-Oriented Communities (TOCs) are planned communities built around transit that make it easier for people to live, walk, and access daily needs in one connected area. By bringing more homes, shops, services, and job closer to transit, they help more people use transit, reduce traffic, and create more complete and convenient neighbourhoods. They also help The City make better use of its transit investments while supporting growth which may reduce costs for taxpayers over time.

TOC Portfolio

Currently, CMLC's TOC portfolio includes the following stations:

+ Dalhousie Station (Red Line)
+ Anderson Station (Red Line)
+ Fish Creek-Lacombe (Red Line)



● CMLC's Initial TOC Portfolio LRT Stations

Corridor Approach

Transit Corridor

A corridor-based approach aligns land use, mobility, and infrastructure investments along the transit corridor — creating a continuous network of distinct station communities that serve diverse roles.



CMLC's TOC Planning Principles

+ Deliver strategic mixed use development at transit stations
+ Enable multi-modal connectivity
+ Facilitate placemaking & public realm activation
+ Drive economic value
+ Enable equity & affordability
+ Support long-term sustainability

The 6 Ds of TOCs & Design Guidelines

CMLC's TOC portfolio is guided by a series of planning and design principles that will inform CMLC's delivery of the master plan and of the community's connectors, public realm and open spaces. The same planning and design principles will also inform our developer partners in their delivery of mixed-use residential development to ensure that each project within the TOC aligns with the master plan vision.

The 6 Ds of TOCs

Design
Human-scaled places that prioritize pedestrian safety, comfort, and accessibility.

Diversity
A mix of land uses, housing types, and mobility options that support inclusive, adaptable, and transit-oriented communities.

Density
Compact, efficient development near LRT stations that makes better use of land, increases transit use, and strengthens community life.

Distance
A direct, intuitive street network that brings daily needs within easy reach and supports sustainable, car-light living.

Destination
Well-connected destinations along a transit corridor that support daily life and make transit the most convenient choice.

Demand Management
Managed travel demand that balances user needs so all modes function reliably and efficiently.

Design Guidelines

Community Design

+ Street Network
+ Block Design
+ Open Spaces
+ Built Environment
+ Servicing

Open Space Design

+ Transit Integration
+ Streets
+ Boulevards
+ Parks & Plazas
+ Semi-Private Spaces

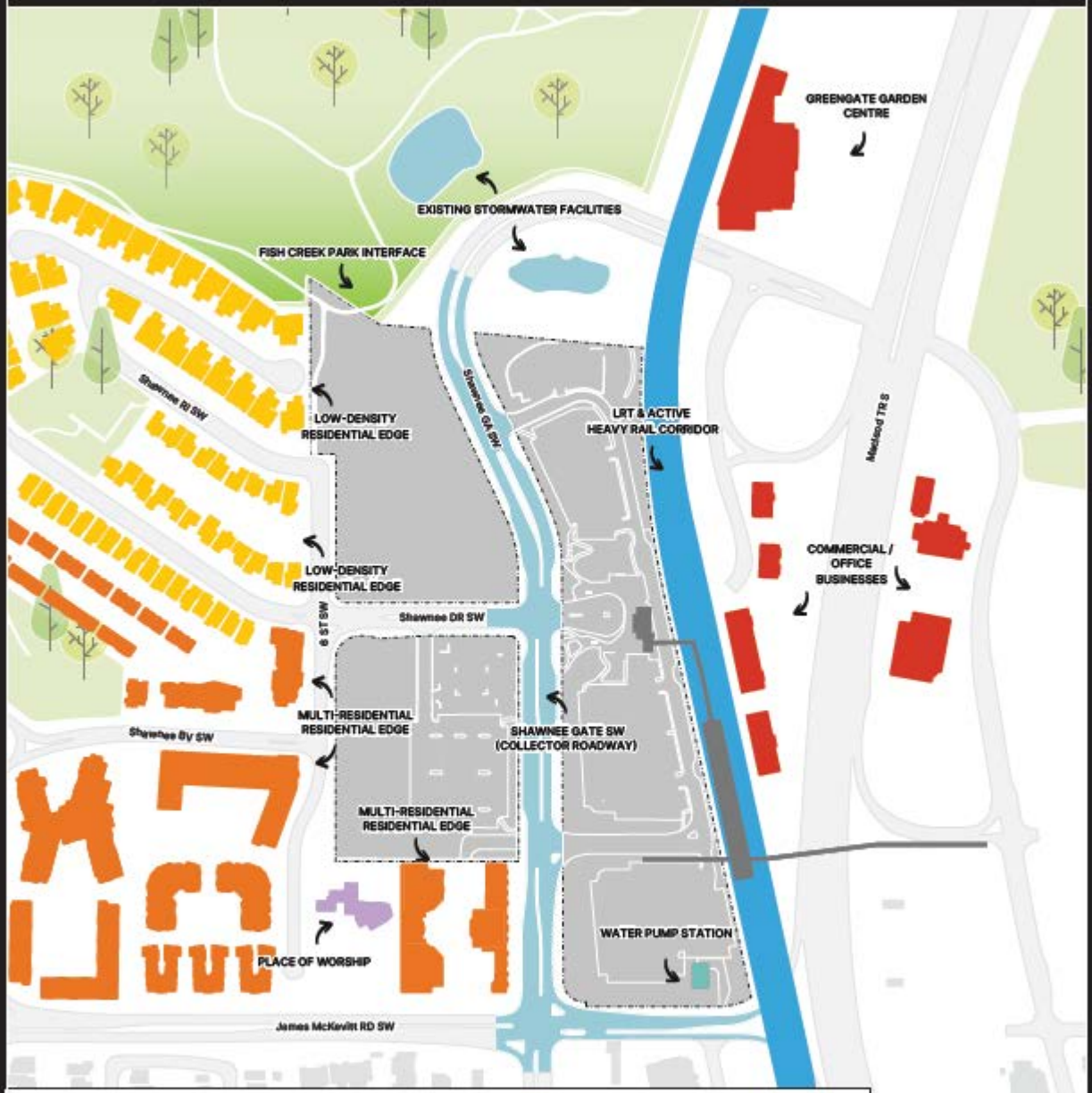
Building Design

+ Building Form
+ Building Frontage
+ Facade
+ Building Top





Existing Interface Conditions



Analysis

Site Analysis

- Geotechnical Report completed in August 2025 found no major concerns that can't be mitigated through standard construction practices.
- Environmental Site Assessment completed in September 2025 found that further environmental analysis was not warranted given site conditions, and a Preliminary Natural Site Assessment is underway to determine integrity of undeveloped areas within the site.
- Transportation Impact Assessment is underway, more analysis to come.
- Servicing studies underway, more analysis to come.



Market Analysis

Market analysis informs land use planning by examining:

- Demographics and household composition
- Existing and future housing and retail development potential in the surrounding area
- Viable housing options that respond to market opportunities
- Gaps in housing type or price point.

Key Findings:

- 83% home ownership rate near Fish Creek-Lacombe Station, 71% single-detached homes.
- Most rental units built 1960-70s, only 31% built after 2000, indicating need for new inventory.
- Opportunity for range of housing typologies and price points while future phases activate street front through commercial retail.

Market analysis indicates a potential range of 1,200-2,000 units at Fish Creek-Lacombe TOC, across a mix of housing typologies.

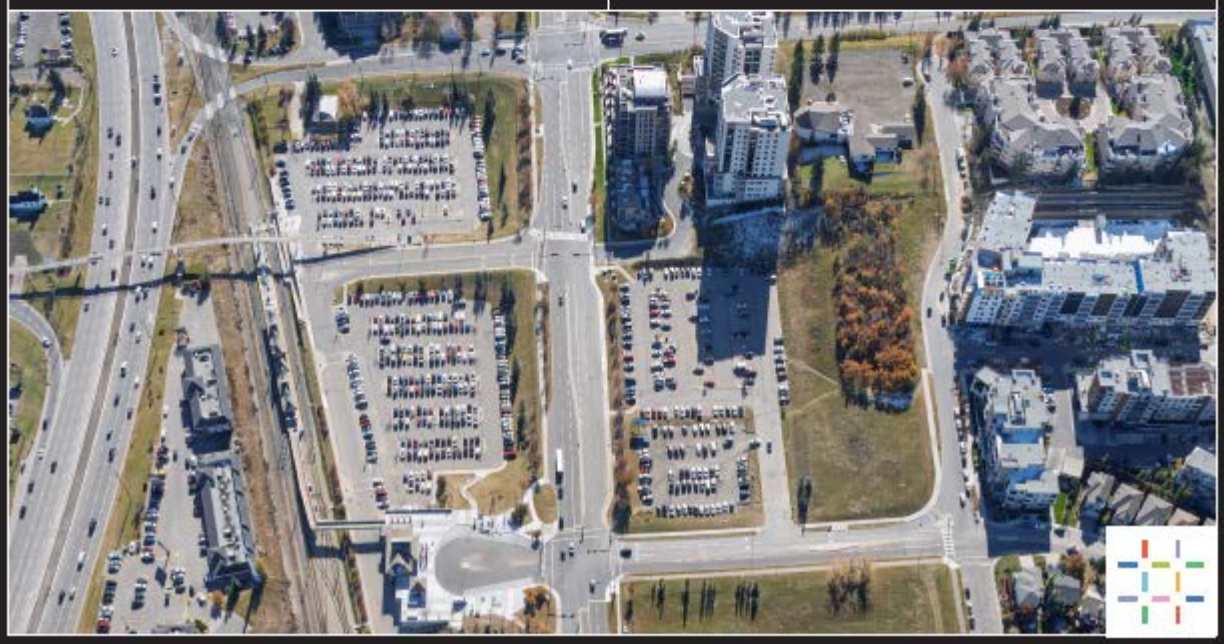
Transportation Impact Assessment

What is a TIA

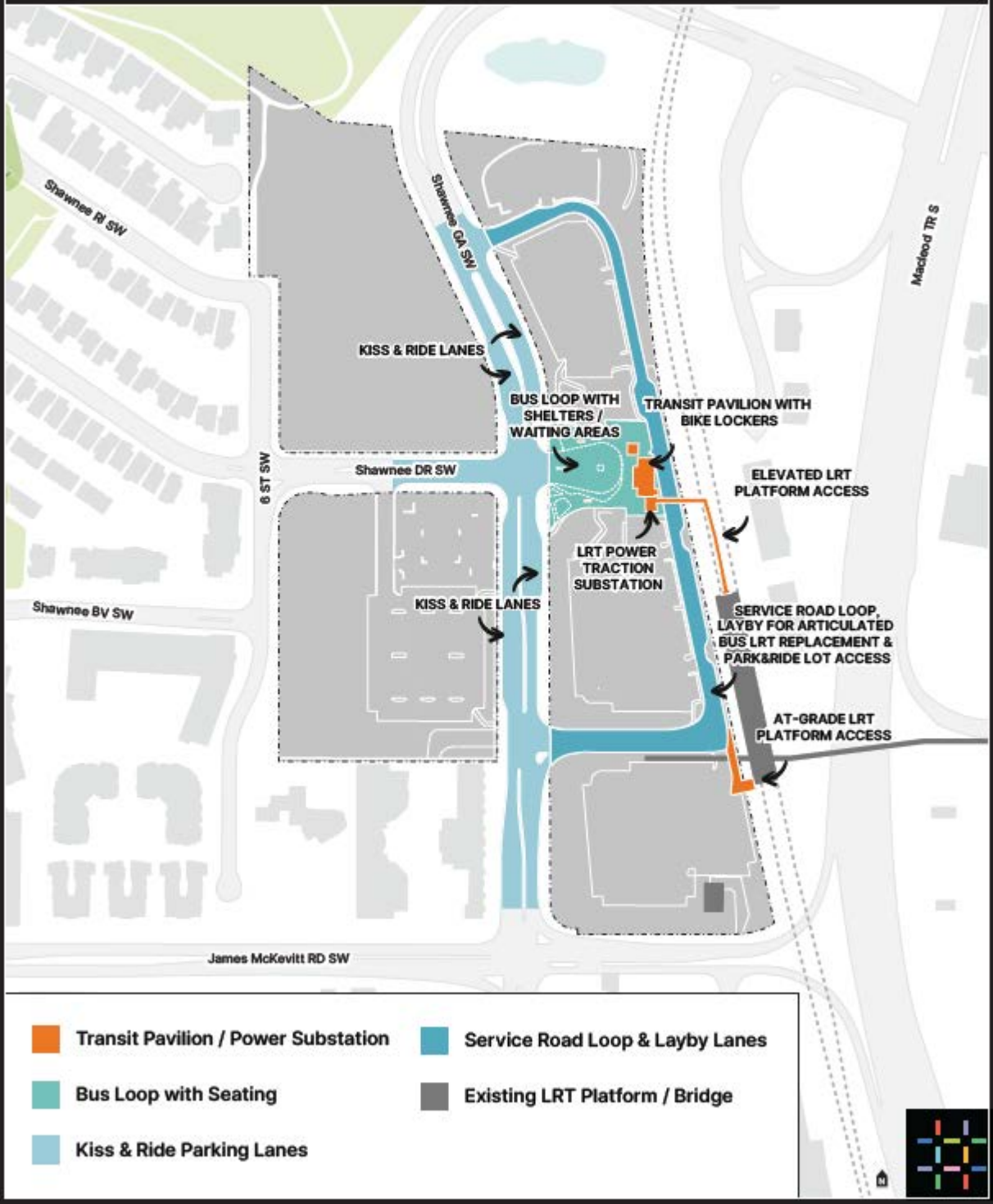
- A Transportation Impact Assessment, or TIA, is a technical study that reviews how a proposed development may affect the surrounding transportation network.
- In Calgary, it may look at vehicle traffic, transit, walking, cycling, parking, site access, and future mobility patterns.
- The City uses a TIA to understand whether the existing and planned network can support the proposed development.
- A TIA may identify required upgrades, mitigation measures, or design changes to support safe and efficient vehicle movement.
- The scope and level of detail of the TIA is determined by The CIty, depending on the size of the project, the application stage, and the surrounding transportation context.

Fish Creek-Lacombe TIA

- The Fish Creek-Lacombe TOC TIA is currently in development and will include vehicle traffic forecasting to 2048.
- The analysis will consider existing development, under-construction development, approved development, and the proposed TOC development.
- The TIA will review both existing and proposed intersections within the subject site. It will also consider nearby intersections.
- All technical studies will be reviewed by The City's Development Engineering team for acceptance.



Existing Transit Operations



Park & Ride

Transit-Oriented Communities build housing and amenities adjacent to transit to reduce the need for personal vehicles.

We anticipate that parking for the residential buildings would be contained within the developments, likely as underground parking, though until we engage development partners, it is difficult to anticipate how much parking each building would require and how it would be constructed.

CMLC is leading a corridor parking strategy, which explores the transit-related parking demand and supply of the entire Red Line corridor, and evaluates how Park and Ride parking could be accommodated at a system level.

At this time, our plans outline developable parcels and do not show any Park and Ride stalls, but we are working with Calgary Transit to understand parking needs and will evaluate how much parking would be retained at Fish Creek-Lacombe Station and what form the parking would take.

We anticipate that transit-related parking solutions along the Red Line corridor could include on-site or off-site structured parking. We also anticipate that development would occur in phases over time, allowing for a more gradual change in parking behaviour.

Park & Ride Facilities

1,130 Parking Stalls
Fish Creek-Lacombe Station

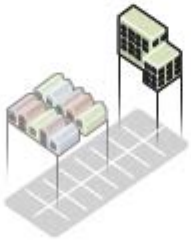


Park & Ride Considerations Across the Red Line LRT Corridor



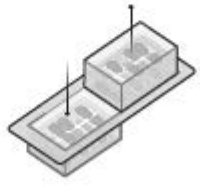
Under-Utilized Stalls

Adjusting Parking Supply to Match Demand



Phased Development

Gradual Shift of Parking Supply to New Uses & Housing



Structured Parking

Structured Parking Below-Grade or Above-Grade



Mode Shift

Parking Demand Shift to New Transit Availability/Frequency and Improved Walking/Cycling Routes

Transit Infrastructure & Parking

Transit Infrastructure and Operations

- Working with Calgary Transit to evaluate operations and infrastructure requirements for service and access.
- Transit operations (bus and train lines and access) will need to be maintained through all phases of redevelopment and beyond completion.
- Potential for strategic relocation of transit facilities for faster, more accessible at-grade access between the existing bus loop and LRT Station entrance.

About Phasing

- We anticipate transit operations, facilities, and Park and Ride areas will be relocated or redeveloped in phases to maintain service and parking access until the final stages of development.

Park and Ride Infrastructure

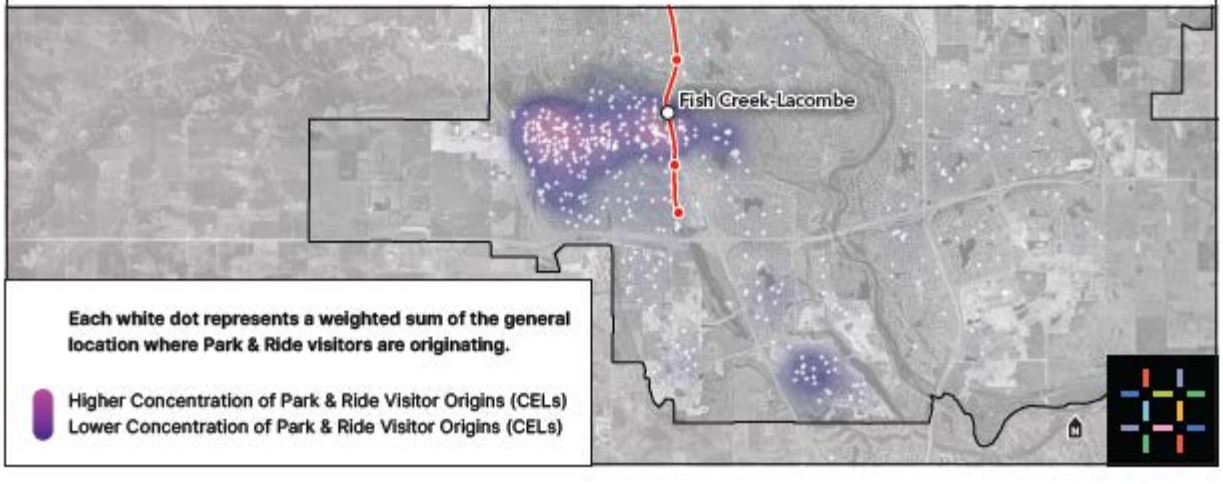
Parking Supply + Demand

- 1,130 Park and Ride stalls (1,031 free, 71 reserved, 17 four-hour, 11 accessible)
- Weekday stall occupancy 83%
- Weekend stall occupancy 3%
- 11,193 total unique visitors in 2025

Park and Ride Origin Data

Working with a third party provider, cell carrier data indicates origin of Park and Ride users:

- 28% within a 0-5 min drive of station
- 48% within a 5-10 min drive of station
- 13% within a 10-15 min drive of station
- 11% 15+ min drive of station



Existing Conditions



Core Considerations

Transit Operations & Infrastructure
Opportunities for Efficiency & Improvement





Open Space & Parks
Community Amenities & Fish Creek Connection





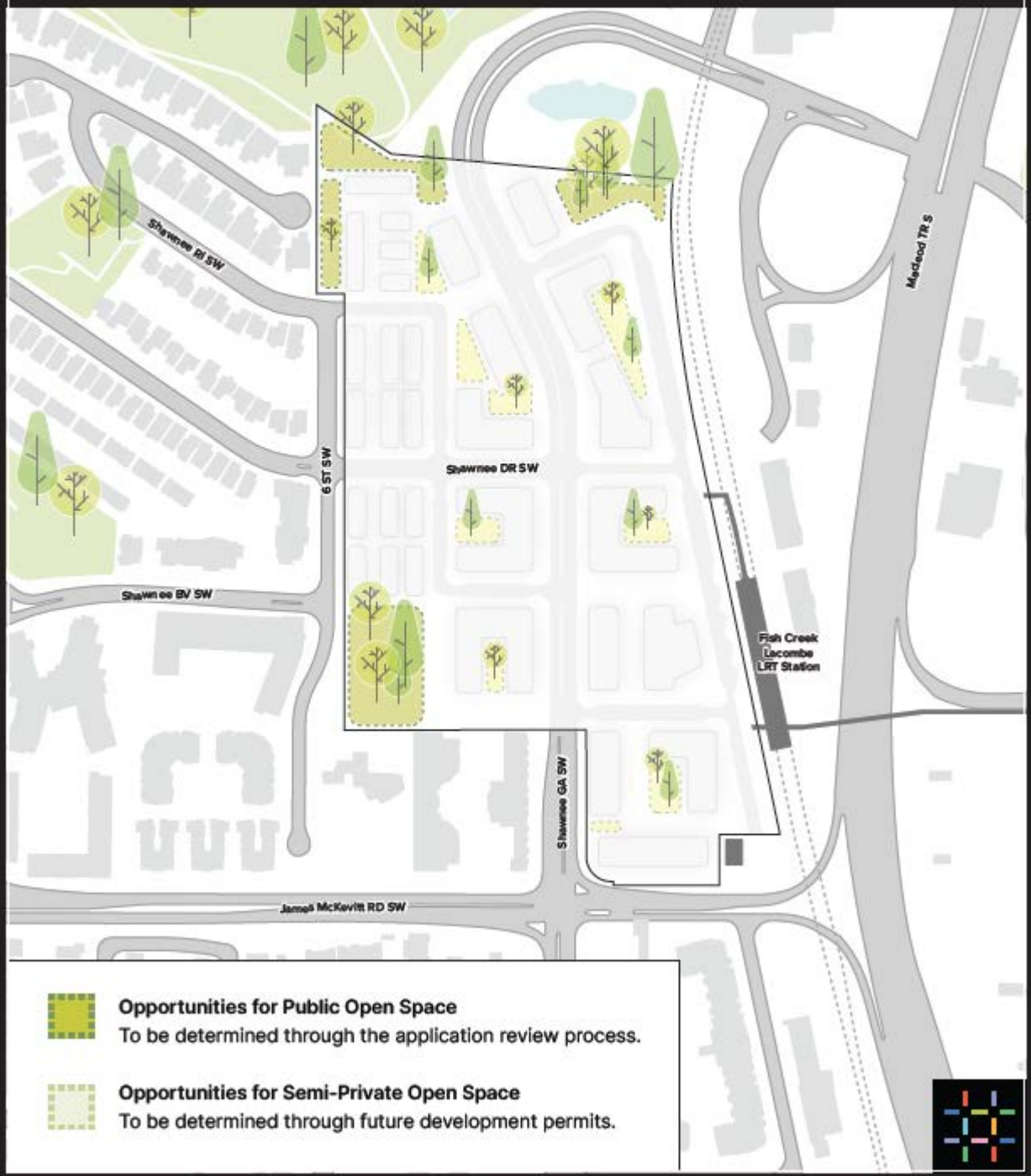
New Housing & Commercial
Nearest LRT Station & Bus Loop





Public Realm & Open Space

The TOC will introduce a diverse network of open spaces, from publicly accessible parks with programming, to publicly-accessible private courtyards and plazas that support everyday community.



Existing Nearby Amenities & Open Space













Public Realm and Open Space

Looking at concept plans and the possible open spaces identified adjacent to buildings and on the edges:

What kinds of open spaces and amenities in the TOC would support your community?

What elements of public realm would make this TOC successful?



Public Realm and Open Space Ideas

Pump Track



Playground



Lookouts



Community Garden



Plaza



All-Season Berm

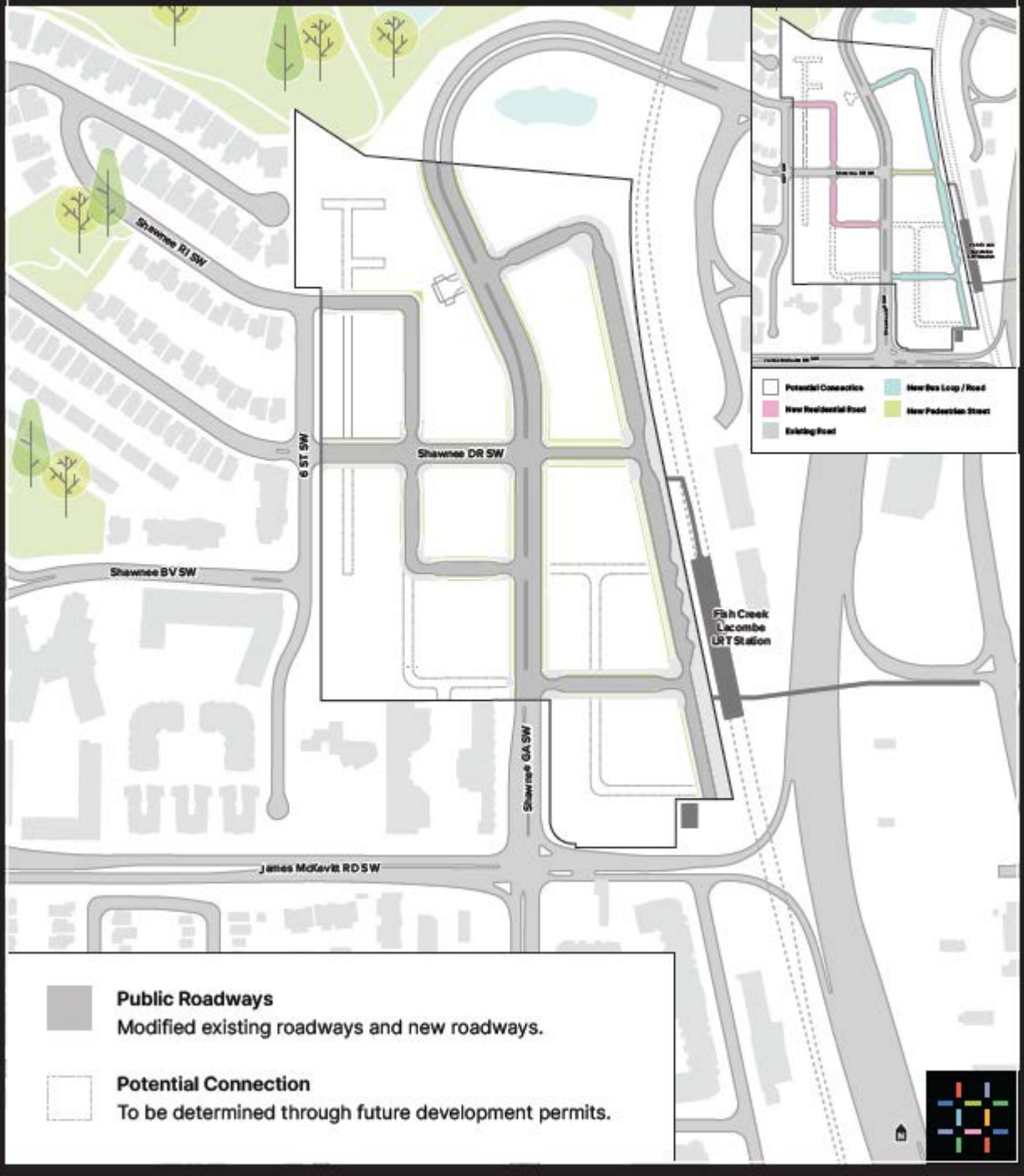


Dog Park



Connectivity

The TIA will help shape the TOC's connectivity strategy, including the potential need for new streets and refinements to the bus loop to better support transit access and circulation.



Connectivity

Looking at concept plans:

What would improve access/connectivity to the station and the future TOC?

What are the challenges associated with walking, biking, bus service, etc. in this area?



Connectivity Ideas















Building Scale Approach



Limited Scale
Up to 3 Storeys

Low Scale
Up to 4-6 Storeys

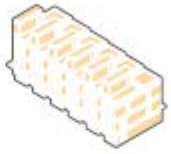
Mid Scale
Up to 7-12 Storeys (with potential for some taller elements)

Building Scale Typologies

Anticipated Scale of Building with Potential for Some Taller Elements.

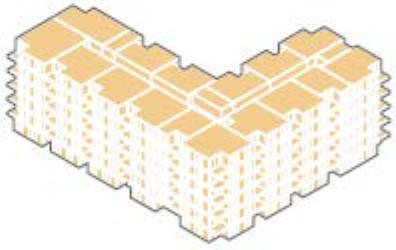
Limited Scale
Townhomes: 3 Storeys





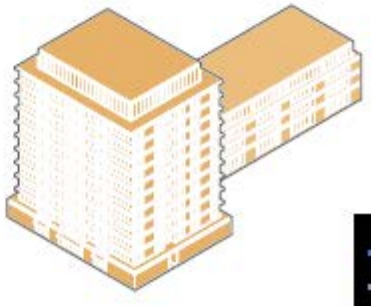
Low Scale
Multi-Residential: 4-6 Storeys





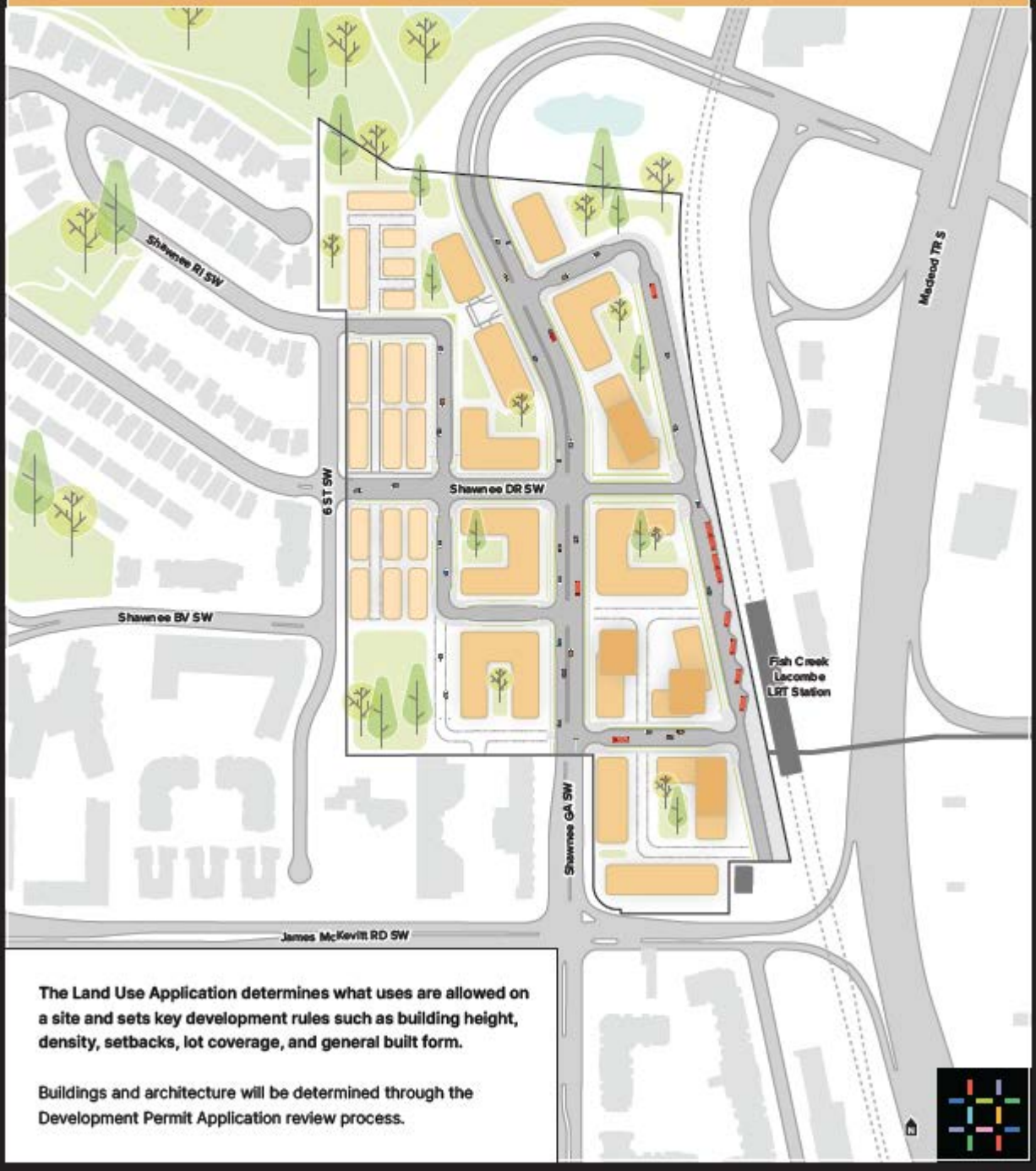
Mid Scale
Mixed-Use Multi-Residential: 7-12 Storeys with Potential for Some Taller Elements





Building Form Scenario (Linear Bus Loop)

Range of 1,200 - 2,000 Units
From 3-Storeys, Up to 12-Storeys (with potential for some taller elements)



The Land Use Application determines what uses are allowed on a site and sets key development rules such as building height, density, setbacks, lot coverage, and general built form.

Buildings and architecture will be determined through the Development Permit Application review process.

Building Form Scenario (Existing Bus Loop)

The concept plan is also designed to work with existing transit operations and facilities, while allowing for potential improvements if supported through further review.



The Land Use Application determines what uses are allowed on a site and sets key development rules such as building height, density, setbacks, lot coverage, and general built form.

Buildings and architecture will be determined through the Development Permit Application review process.

Commercial Scenario

Active Pedestrian-Oriented Commercial
Up to 60,000 sq.ft. of Commercial Retail Units
(Located At-Grade)



The Land Use Application determines what uses are allowed on a site and sets key development rules such as building height, density, setbacks, lot coverage, and general built form.

Buildings and architecture will be determined through the Development Permit Application review process.

Housing Typology and Density

Looking at concept plans and the range of possible housing typologies:

What are the opportunities of the concept plan?

What are the challenges of the concept plan?



Commercial & Retail Ideas









Housing Typology & Density Ideas













Thank You For Joining Us!

Next Steps

Feedback received during workshops, open houses and online engagement will be incorporated into the Land Use Application and Concept Plan, which we anticipate will be submitted in late June 2026 for City regulatory review. Findings from community engagement will be shared in alignment with submission.

Further opportunities for community engagement will take place in fall 2026 and winter 2027 as the plan advances through the regulatory approval process.

Stay Involved

Subscribe to the Fish Creek-Lacombe TOC Project Newsletter to stay informed of project progress and upcoming engagement opportunities.

Questions?

Reach out directly to our team with any questions or concerns by email:

TOC-Fish-Creek-Lacombe@calgarymlc.ca

