

GREEN LINE TRANSIT ORIENTED DEVELOPMENT PLANNING UPDATE

EXECUTIVE SUMMARY

The following report provides an update on the land use policy and Transit Oriented Development (TOD) planning activities for the Green Line program. The planning work completed to date is in alignment with associated policy projects in Community Planning and Calgary Growth Strategies and forms a part of the Green Line long-term vision.

The next step to see the long-term vision of the Green Line through to reality is to develop an implementation strategy that considers City initiatives, resources, timelines and funding. A TOD Implementation Strategy is needed to make use of the opportunities for TOD that has been created by the investment in Green Line and to ensure The City's, the Province's and the Federal Government's goals are supported. This strategy will provide guidance on the timing and type of TOD efforts by taking into account the sequence and priority of local area policy work, land use redesignations, City real-estate development efforts and City infrastructure projects. This effort will require internal and external collaboration. Administration will present a framework for this implementation strategy no later than 2017 June.

Administration is recommending a deferral of the four new local area plans in the Green Line Southeast communities of Inglewood, Ramsay, Millican-Ogden and South Hill to no later than Q4 2018. This recommendation is being made to ensure they are based on the final approved Green Line alignment and that they are aligned with the TOD Implementation Strategy and other City initiatives. This will ensure that they can provide appropriate land use development direction, and that any further engagement resulting from the TOD Implementation Strategy and the approved alignment can be undertaken in a coordinated fashion with communities.

This report is accompanied by similar reports to the SPC on Community and Protective Services and the SPC on Transportation and Transit. This intentional linking of reports to Committees of Council highlights the integrated transportation, planning and community building nature of the Green Line LRT Program, also referred to as "City Shaping". It is important to ensure that Council is enabled to clearly understand the link to the associated SPC reports and to develop a strong understanding of their common aspects. Administration recommends scheduling this report to be presented to Council in conjunction with those other two reports on 2017 April 10.

ADMINISTRATION RECOMMENDATION(S)

That the SPC on Planning and Urban Development recommends that:

1. Council direct Administration to report back to Council, through the SPC on Planning and Urban Development, no later than 2017 June and present the TOD Concept Report for the long-term vision from 160 Avenue North to Seton Southeast, as well as a recommended framework for TOD implementation;
2. Council Defer the local area plans for Inglewood, Ramsay, Millican-Ogden and South Hill to return to Council, through Calgary Planning Commission (CPC) no later than 2018 Q4; and
3. This Report be forwarded to the 2017 April 10 Combined Meeting of Council together with the associated reports of the SPC on Transportation and Transit and the SPC on Community and Protective Services.

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RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2017 MARCH 08:

That Council:

1. Direct Administration to report back to Council, through the SPC on Planning and Urban Development, no later than 2017 June and present the Transit Oriented Development Concept Report for the long-term vision from 160 Avenue North to Seton Southeast, as well as a recommended framework for Transit Oriented Development implementation; and
2. Defer the local area plans for Inglewood, Ramsay, Millican-Ogden and South Hill to return to Council, through Calgary Planning Commission (CPC) no later than 2018 Q4.

PREVIOUS COUNCIL DIRECTION / POLICY

Transit Oriented Development has been an integral part of Green Line since planning for the Green Line Southeast began in 2014.

On 2015 November 09 the Green Line Southeast Transit Oriented Development Plan was approved (PUD2015-0765). Council directed Administration to "investigate Transit Oriented Development (TOD) policy amendments as outlined in the Potential TOD Policy Implementation document and to undertake implementation by the end of 2016 December".

At the 2015 December 14 Regular Meeting of Council, the Green Line North Update (TT2015-0905) was approved. As amended, Council directed Administration to undertake the functional planning for the North including the same elements as the Green Line Southeast alignment and stations report of 2015 November.

At the 2016 July 22 Regular Meeting of Council, through PUD2016-0631, Council approved Administration's recommendation for deferral of the Green Line Southeast Local Area Plans until the end of Q1 2017 to provide more time for adequate engagement with communities and the development industry outside of the summer months.

On 2016 October 03 Council approved, in principal, the recommended underground alignment from approximately 16 Avenue North to 10 Avenue South, through the Downtown (TT2016-0705).

On 2016 December 19 Council provided direction to the Green Line to focus its alignment considerations through the Beltline on 12 Avenue South (TT2016-0927).

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At the 2017 January 23 Regular Meeting, Council approved the recommendations of the SPC on Planning and Development (PUD2017-0025) to again defer the Green Line Southeast Local Area Plans to allow additional time to complete engagement on the Developed Areas Guidebook, and subsequently, to ensure alignment between the local area plans and the Developed Areas Guidebook. Council directed Administration to return to Council, through Calgary Planning Commission (CPC) no later than Q2 2017.

BACKGROUND

In 60 years it is expected that Calgary will double in population, reaching over two million people. Based on the trends over the past 20 years, Calgarians continue to value greater choices when deciding where to live, work and play, as well as how to get around Calgary. The Green Line will play a significant role in accepting this growth and a long-term vision is required to help guide The City's largest investment in infrastructure. This long-term vision is a Calgary-designed solution that invests in transit, people, places and programs that, when implemented, makes Calgary more attractive, accessible and vibrant.

The Green Line is the largest infrastructure project in Calgary's history with almost all the stations located in developed areas. However Green Line is not just an infrastructure project. The Green Line Program is an unprecedented opportunity to plan and invest in the communities that surround Green Line stations.

Integrated transportation planning, land use planning and community building aligns with the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) target of 33% of new residential growth in established areas by 2038 and 50% of new residential growth in established areas by 2076.

A shift to more urban and transit-oriented living is occurring in most North American markets, including Calgary. The comprehensive Green Line Program is about transforming communities to support Council's long-term vision, and to meet market demand for more transit-oriented living opportunities in Calgary.

A comprehensive, coordinated transportation planning, land use planning, and community building approach is critical to setting the stage for the transformation of Green Line LRT station areas.

Administration will be bringing forward a series of Transportation and Transit, Planning and Urban Development, and Community and Protective Services report to their respective committees and then Council in March, April and June 2017.

A four-layered approach to the Green Line Program, shown in Attachment 1, is a planning and communication tool to illustrate the complexity and interdependence of the work. The four layers illustrate transportation (Layers 1 and 2), planning (Layer 3) and city shaping (Layer 4) work required to create more accessible, complete and vibrant communities. Progress on all four layers generally occurs concurrently, once the Green Line LRT track and stations are in place. The four layers are described below and include a reference to the corresponding subcommittee of Council that will focus on each layer.

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The four-layered planning approach developed by Administration is the strategy for delivering the long-term vision. Multiple aspects of a strong, vibrant city have been considered and the investments made in any one layer can be leveraged to benefit the others. This ensures a holistic approach that will positively shape communities on opening day and into the future. To that end Administration has taken the opportunity provided through the Green Line Program to determine what can be achieved with an initial investment and is determining how this and future investments can achieve the greatest return for years to come.

Like the Red Line and Blue Line, a staged implementation is expected for Green Line. The Red and Blue lines were built over 30 years as funding became available and for this reason Administration is finalizing a long-term vision for Green Line. This overall vision serves to protect the alignment and set the stations; it ensures future decisions are supportive of the long-term goals, provides assurances to neighbouring communities and informs planning for future development along the alignment.

Over the past year the public, stakeholders and Council have contributed to the development of the long-term vision for the Green Line. This vision includes a low floor LRT connecting existing and future mixed-use communities, accessed by pathways, attractive and pedestrian –friendly streets, and station sites that are vibrant with new amenities such as libraries and recreation centres. It is important to note that the ultimate vision for the Green Line will take shape over an extended period of time, potentially decades. As the development of the long-term vision nears completion, Administration is now shifting focus to the initial stage of implementing the Green Line within the realities of available funding.

A robust and intentional implementation framework is required to guide Administration as it charts its course towards the vision. Administration will be bringing forward a series of Council reports over the course of March and June 2017 utilizing the four-layered approach to creating the long-term vision of the Green Line.

By applying this integrated, layered approach, The City has taken a significant step in the implementation of the goals of the Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP). The four-layered planning approach is described as follows and shown in Attachment 1:

Layer 1 - Transit Infrastructure (TT2017-0236)

Transit infrastructure includes land acquisition, the LRT tracks and stations, and light rail vehicles. Layer 1 is currently the most significantly funded element of the full Green Line Program, and is planned to be constructed in stages.

Layer 2 – Connections to Stations (TT2017-0236)

Connections to stations refers to the infrastructure to connect the LRT stations to surrounding communities and provides attractive and safe multi-modal connections for transit customers. The connections include transit access, sidewalks, multi-use pathways, bikeways, kiss and ride, car share and park and ride facilities.

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Layer 3 – Transit Oriented Development (TOD) (PUD2017-0170)

Transit Oriented Development means the policy planning and other measures that are necessary to encourage and enable Transit Oriented Development to occur at Green Line stations. It includes updated local area planning, land use redesignations, supporting associated policies, municipal infrastructure improvements, and public realm upgrades.

Layer 4 – City Shaping (CPS2017-0169)

Leveraging layers 1, 2, and 3 and opportunities through partnerships that support healthy, vibrant, resilient and equitable community development and linking them to the Green Line investment.

Funding commitments and the associated financing terms for Layer 1 continue to be unknown from the Government of Canada and the Province of Alberta. In anticipation of the funding being confirmed, Administration continues to advance the Green Line long-term vision in preparation for a funding application submission in 2017.

Layers 2, 3 and 4 are primarily unfunded. However some Layer 2, 3 and 4 initiatives are funded through separate City of Calgary programs that have redirected investment towards the Green Line corridor or whose timelines have been expedited in anticipation of Green Line LRT.

Administration continues to investigate tools that can be used to fund Layers 2, 3 and 4. Potential funding mechanisms include realignment of City priorities and programs, leveraging real estate assets, and specific budget and borrowing requests.

Investment and implementation of Layers 2, 3 & 4 occurs concurrently and occurs over many decades, in Green Line, as well as Red and Blue Line station areas. Many investments will be market driven, while others will be public sector driven.

Important opportunities are created by this integrated planning, transportation and community services approach of the Green Line program, including:

- Build on related, high quality City of Calgary planning work already completed or underway
- Jointly establish desired outcomes for LRT station areas
- Jointly create the TBL business case for investing in Transit Oriented Living at Green Line station areas and generally at all LRT station areas
- Jointly create strategies, actions and performance measures to identify and track progress toward desired outcomes
- Collectively direct more investment of infrastructure, programs and services to LRT station areas
- Increase the amount and quality of internal collaboration
- Foster new transit oriented planning & investment approaches of key partners such as developers, school boards, and Alberta Health Services

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More integrated City of Calgary planning is already occurring with Infrastructure Calgary, the new Action Plan and Administration's focus on outcome-based decision making, more collaboration and collective accountability.

This report is accompanied by similar reports to the SPC on Community and Protective Services and the SPC on Transportation and Transit. This intentional linking of reports to Committees of Council highlights the integrated transportation, planning and community building opportunity of the Green Line LRT program.

The integrated reports reinforce that multiple disciplines, from all departments, are already working together to define success, to build on the great work already underway, and to seek opportunities for integration and efficiencies on this very large and impactful project.

To reinforce the importance and interdependence of the SPC reports to PUD, CPS and T&T, Administration recommends the three reports be presented to Council at the same time as one program. The preferred Council date is 2017 April 10, with a backup date of 2017 May 08.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Connecting Destinations and Communities

The long-term vision for Green Line extends 46km from Seton in the south to 160 Avenue in the north. In total the line will serve approximately 30 stations and 27 communities. It will provide direct connections to the new South Health Campus, new recreation centres, major employment centres, the new \$168 million National Music Centre, the new \$245 million Central Library, Stampede Park, and several business revitalization zones. It will also integrate with a future rail connection to the Calgary International Airport. (Attachment 2)

Transit Oriented Development Planning

The TOD potential of each of the Green Line stations was analysed based on existing policy, existing and planned development and a study of the anticipated market demand over the next 30 years. Five stations in the southeast and five stations in the north were identified for further study and policy planning work. These station areas were the subject of week-long design workshops (Charrettes) to identify opportunities and aspirations and develop feasible and mutually supported concepts with stakeholders from the communities, industry and The City. These TOD concepts form the foundation for subsequent local area policy planning and land use redesignation projects by Community Planning. They are also able to inform outline plan and land development work to be completed by RE&DS in station areas where The City is the significant landowner (Aurora and South Hill).

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Southeast TOD Planning Update

TOD planning is further advanced on the southeast segment of the Green Line because the project work originally began in the south. The following five stations were studied through TOD charrettes:

- Inglewood/Ramsay
- 26 Avenue SE
- Lynwood/Millican
- Ogden
- South Hill

Charrettes occurred in these areas in 2015. On the basis of the charrette concepts, four local area planning policies were then developed together with the communities through the course of 2016. These plans are for the communities of Inglewood, Ramsay (Inglewood/Ramsay and 26 Ave. SE Stations) and Millican-Ogden (Lynwood/Millican and Ogden Stations) and the station area of South Hill (South Hill Station).

Deferral of the Southeast Policy Plans

Based on direction received in 2017 January Administration had planned to return to Council, through Calgary Planning Commission no later than Q2 2017 with the local area plans for Inglewood, Ramsay, Millican-Ogden and South Hill. The final drafts are complete and they are currently being prepared for Council's review. For the reasons illustrated in the following, Administration recommends a further deferral of these four local area plans to no later than Q4 2018. Deferral of these plans will result in a challenge to Planning and Development to meet the Council-approved performance measure of 1,400 ha in 2017 for Developed Local Area Plans in alignment with the Developed Areas Guidebook.

Community members and stakeholders have committed substantial time to the development of these policies. These policies cannot be viewed in isolation. The policies are interconnected and dependent on other City initiatives that are currently ongoing, such as the Green Line Program, Developed Areas Guidebook and the new Mixed Use District. Proper alignment of the different projects must occur to ensure these policy plans can provide appropriate land use development direction, and that any further engagement resulting from these initiatives and the approved alignment can be undertaken with communities.

Administration is currently studying, together with stakeholders, the Green Line alignment through the Beltline and East Victoria Park and will report to Council with a recommendation in 2017 June (see TT2017-0236). Victoria Park has emerged as a high priority for The City of Calgary and was recently identified by Council as an area of investment focus to create a culture and entertainment district. One of the key considerations for the Beltline to Inglewood/Ramsay alignment recommendations will be further coordination with planning initiatives in Victoria Park and coordination with ongoing initiatives in the Inglewood and Ramsay communities. Calgary Municipal Lands Corporation (CMLC) has initiated the Rivers District Masterplan process to create a holistic and comprehensive plan for the future of Victoria Park (including the culture and entertainment district). Further strategic discussions are required with key stakeholders in the Victoria Park area including Ramsay and Inglewood Community

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Associations, Beltline Neighbourhoods Association (BNA), CMLC, Calgary Sports and Entertainment Corporation (CSEC), Calgary Stampede, Victoria Park Business Improvement Area (BIA) and Remington Development Corporation. Coordination with these stakeholders is essential to ensure the Green Line LRT supports the future vision for the area.

The resulting recommendation may require an amendment to the approved alignment through Ramsay. This could have a significant effect on the community fabric, land use pattern and development prospects for the northern area of Ramsay. The current draft of the Ramsay Area Redevelopment Plan (ARP) was predicated on the Green Line alignment that had been approved in 2015 November. Finalization and approval of the Ramsay ARP should be deferred until the final Green Line alignment is approved. This deferral will provide for further engagement with the community towards determining the Green Line alignment and will ensure the plan provides proper guidance and enables this area's redevelopment in the context of Green Line.

Inglewood and Ramsay are closely connected and there is a potential that changes to one area may affect the other. New street and pedestrian connections between Ramsay and Inglewood may be required should the Ramsay alignment be changed. The type and scale of development along the interface between the communities may have to be reconsidered to best accommodate a changed alignment and healthy community development. To affirm the cohesion of these two communities, and to ensure a potential change in the alignment is properly addressed, the proposed ARP for Inglewood should also be deferred with the Ramsay plan.

A primary objective during the development of these four new local area plans for the Southeast communities was to create a consistent set of policies for the development of Green Line station areas. To ensure this consistency is not lost upon further review of the Inglewood and Ramsay plans, the plans for Millican-Ogden and South Hill should also be deferred so that Council can review them as a set of associated plans. It is possible that new policies that may be required to accommodate a changed alignment in Ramsay or healthy community development would also be useful in Millican-Ogden and South Hill. As there are no imminent development pressures in these two areas it is appropriate to allow for the same time for their finalization. The forthcoming review and approval of the new Developed Areas Guidebook and the anticipated monitoring and second generation of the Guidebook will further enhance the consistency of these related policy tools.

As illustrated below, Administration will develop a TOD Implementation Strategy to make best use of the opportunities for TOD that has been created by the investment in Green Line. Deferring the four policy plans provides the opportunity to potentially incorporate recommendations from the implementation strategy into these new plans. This will reinforce the coordination and alignment with other City projects and make these plans more effective towards healthy community development and city shaping.

Green Line North TOD Planning Update

TOD planning work on the north segment of Green Line began in 2016. Five stations were studied through three TOD charrettes:

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- 9 Avenue North
- 16 Avenue North
- 28 Avenue North
- 40 Avenue North
- 64 Avenue North

96 Avenue North and the Aurora Business Park area had also been identified as having TOD potential. Work has been deferred in this location pending the clarification of Green Line's land needs for a maintenance facility, connection to Calgary International Airport and the optimal location of the LRT station. RE&DS is currently also reviewing the approved Outline Plan with regard to changes required by Green Line and will bring forward an amended Outline Plan that would include optimized land uses in the future station area.

The concepts developed through these charrettes will form the basis for subsequent policy planning work. Administration is currently evaluating which type of policy and planning work is best suited for each of these areas and will recommend an approach in the 2017 June report. Experiences gained during the southeast policy planning work and on West LRT will inform this recommendation. The recommendation will also consider other City projects and the benefits of aligning the policy and land use planning work with them.

TOD Implementation Strategy

Currently only a staged section of the Green Line LRT infrastructure (Layer 1) is included in the funding request. Administration is working to identify ways to leverage this investment to support the achievement of the other layers, primarily Layer 3 (TOD) and Layer 4 (City Shaping). Coordination and alignment with other City Business Units and projects and aligning budgets is a core tool towards this.

Investments along the Green Line corridor are already being made by The City. Land acquisition to construct Green Line will be the largest single investment beside infrastructure and it presents a significant opportunity to leverage Green Line for TOD and City Shaping. Significant local area planning policy work has also already been undertaken by Community Planning in the TOD areas along Green Line Southeast. Another project that supports the delivery of Layer 3 (TOD) and Layer 4 (City Shaping) goals is the Integrated Civic Facilities Program's work at the Thornhill Recreation Centre at the planned 64 Avenue N. station (Thornhill Civic Centre Learning Project). The direction and timing of this project was directly influenced by the TOD concept developed through the 64 Avenue North Green Line Charrette. Without the Green Line work this project may not have occurred at this time and may have taken on a different form.

A TOD Implementation Strategy is needed to make use of the opportunities for TOD that has been created by the investment in Green Line. This strategy will provide guidance on the prioritization of TOD efforts by taking into consideration ongoing TOD development on the existing Red and Blue LRT lines. The strategy will also provide guidance on the sequence and priority of local area policy work, the appropriate and strategic timing of land use redesignations, City real-estate development investments and City infrastructure projects. This effort will require collaboration and consultation with business unit partners such as Real Estate and

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Development Services, Community Planning and Community Services as well as the private development sector.

A core element of the strategy is to develop an understanding of TOD opportunities and to link them to other City projects and private sector endeavours to magnify their potential. A tool that will be developed to achieve this is the "Station Opportunities Brief". The brief will provide key information on each Green Line station. This information will be used to align City efforts and encourage private sector development. An initial draft of the template for the Station Opportunities Brief is presented as Attachment 3.

The 2017 June Green Line Program report to Council will present a framework for the proposed TOD implementation strategy along with the City Shaping and staging recommendations. This framework will identify key collaboration and consultation partners, timelines, recommendations for initial Community Planning policy work and potential implementation tools including other Business Unit resources.

Attachment 4 presents a schedule of major milestones for the Green Line broken down by project layer.

Alignment with Developed Areas Guidebook and Main Streets

Green Line has been working closely with the Developed Areas Guidebook and Main Streets projects. Once approved the Developed Areas Guidebook will become part of the Municipal Development Plan (MDP). It will establish the land use policy framework for main streets and activity centres, including transit station areas. It provides direction for character areas, the desired built form within these areas, community services, mobility networks and infrastructure requirements. The Developed Areas Guidebook was approved by Calgary Planning Commission on 2017 February 23 and will be reviewed by Council on 2017 April 10.

Close collaboration has also occurred with the Main Streets project, in particular because Centre Street is common to both projects. Implementation of Main Streets policies and land use amendments on Centre Street will occur once alignment and station planning for the Green Line North corridor has been approved and in coordination with the TOD Implementation Strategy. Main Streets is reporting to SPC on Planning and Urban Development on 2017 March 08.

Stakeholder Engagement, Research and Communication

Over the course of 2015 and 2016 workshops were held in communities for every proposed Green Line station. These Station Area Workshops focused on the how the stations would operate, how buses, pedestrians, cyclists and cars would access the stations and how the stations would fit into their immediate surroundings.

In 2015 and 2016 a total of six one-week-long TOD charrettes were held to study opportunities for Transit Oriented Development at ten Green Line stations. Administration continues to meet with stakeholders along the corridor to discuss opportunities to integrate the Green Line with existing and future developments.

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Final public engagement events were held in 2016 November to review the final drafts of the local area plans in the three TOD areas of Inglewood/Ramsay and 26 Avenue SE, Lynnwood/Millican and Ogden, and South Hill.

Administration is working closely with stakeholders to coordinate the planning and design of the Beltline alignment section. Open houses and online engagement over multiple phases have garnered over 2300 comments and submissions. Meetings and workshops are currently ongoing with directly impacted stakeholders in the area and include regular meetings with the Victoria Park stakeholders to coordinate planning and share information. Working sessions, initiated in 2016 October, will continue through to 2017 to develop a recommended Beltline alignment.

Strategic Alignment

The Green Line vision is in accordance with Council's priorities and aligned with the Government of Alberta's and Government of Canada's strategic objectives.

The TOD planning efforts and the proposed next steps towards the development of a TOD implementation strategy align with City policies including the Municipal Development Plan, Calgary Transportation Plan, RouteAhead, ImagineCalgary, Main Streets, the new Mixed-Use Land Use District and the Triple Bottom Line.

Social, Environmental, Economic (External)

The Green Line program will result in city-shaping outcomes which include social, environmental, and economic benefits for generations to come.

Social

As a city-shaping initiative, Green Line supports mixed-use and mixed income communities to reach community aspirations for vitality, sustainability and affordability. Mixed-use neighbourhoods are the places where people live, work, play, shop and learn. Mixed income communities are financially accessible to all Calgarians. A major benefit of increasing access to rapid transit is the overall lowering of household transportation costs, and the fundamental link between cost and affordability of housing, especially lower income households. Consideration for multi-generational communities and the places where residents can transition through all stages of life ensure a long-term, sustainable and resilient plan.

Environmental

The City of Calgary has committed to reducing greenhouse gases (GHG) from its corporate operations, through energy efficiency and conservation programs and a shift to using lower carbon and renewable energy sources. Green Line presents opportunities to lead Calgary into the next phase of environmental sustainability and accountability through direct reductions in GHGs through the use of renewable energy, emission gains with fewer internal combustion engines in use, facilitating densification around transit villages and our civic facilities being built to LEED standards.

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Economic

Investing in Green Line will support Calgary's economic resiliency through providing mobility infrastructure that will support business attraction and job creation, employee travel choices and Gross Domestic Product (GDP) growth. There are also direct benefits resulting from construction, operations and maintenance, increased property assessment values in station areas, increased income tax revenue, productivity gains, and contribution to economic diversification. The Green Line LRT will contribute to the economy in Calgary and within Alberta in many ways.

Financial Capacity

Current and Future Operating Budget:

There are no operating budget implications associated with these recommendations. Deferral of the four local area plans for the Southeast communities and additional work or engagement activities will require staff resources. These will be covered through existing budgets in Community Planning.

Current and Future Capital Budget:

There are no direct capital budget implications associated with these recommendations.

Risk Assessment

The Green Line program has many risks that are being tracked and actioned. The following risks are the focus of Administration's ongoing risk management as it relates to TOD:

Ongoing Developments

Ongoing developments along the Green Line alignment may not align with TOD principles and city-shaping efforts. The proposed developments may directly impact the construction of the Green Line.

Funding

Funding may be required for additional investments in infrastructure and policy that go beyond the primary Green Line LRT infrastructure (Layer 1) to connect the line to communities, promote ridership and enable the desired redevelopment activity. These infrastructure investments and policy projects are not currently funded nor included in the Green Line funding request to the Province and Federal Government.

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REASON(S) FOR RECOMMENDATION(S):

To provide Council and the public with an update on the status of Green Line land use policy and Transit Oriented Development planning activities. The recommendations also provide for consistency and appropriate community engagement for the four local area plans in the Southeast. Scheduling this report to be presented to Council on 2017 April 10 links it more strongly to its associated SPC reports and provides better understanding of the common aspects.

ATTACHMENT(S)

1. Green Line – Transforming Communities Through Transit (Layers Overview)
2. Green Line – Current TOD and City Shaping Initiatives
3. Green Line – Station Opportunity Brief – 64th Avenue (Sample)
4. Green Line LRT – Program Milestones (Level 1 Schedule)