

Planning & Development Report to
Calgary Planning Commission
2020 October 01

ISC: UNRESTRICTED
CPC2020-0908

Development Liaison Application in Beltline (Ward 11) at multiple addresses, DL2020-0004

EXECUTIVE SUMMARY

This Development Liaison application was submitted on 2020 June 20 by GEC Architecture on behalf of Calgary Municipal Land Corporation (CMLC). The application seeks redevelopment of the existing Victoria Park/Stampede LRT Station with two side-loading platforms; bringing station platforms to grade level while introducing at-grade pedestrian crossings along Macleod Trail SE. This application will accommodate renovations within the existing LRT right-of-way that includes:

- Demolishing the existing station and pedestrian overpass across Macleod Trail SE;
- Construction of temporary at-grade pedestrian crossings and ramps to a temporary centre-loaded platform (during construction of final platforms) and a new utility complex;
- Two (2) new side-loaded platforms accessed at-grade by pedestrian at each ends of the station
- Construction of permanent tracks, removal of the temporary track and other enabling works;
- Construction of public boulevards along Macleod Trail SE with connections into Stampede Park in conjunction with the 17 Avenue SE extension project; and
- A technical and urban design assessment provided by Administration for a development in the LRT right-of-way exempt from the requirements of a development permit application.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **RECEIVE FOR CORPORATE RECORD** the proposed Development Liaison application, DL2020-0004 for the new Victoria Park/Stampede LRT Station, platform and canopy at 1398, 1414, 1502, 1504, 1510 and 1602 Macleod Trail SE (Plan C; Block 108; Lots 1 to 4 and Lots 37 to 40; Plan C, Block 115, Lots 1 to 5; Plan C, OT; Portion of SW1/4 Section 15-24-1-5).

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This application was submitted on 2020 June 20 by GEC Architecture on behalf of Calgary Municipal Land Corporation (CMLC).

In 2018 December, CMLC released the [Rivers District Master Plan](#) (RDMP) - a plan to integrate and align with the many existing and evolving plans, programs and development aspirations of the various stakeholders in the area. To enable the RDMP, this Development Liaison application was initiated to extend 17 Avenue SE at Macleod Trail by an at-grade crossing of the Red Line C-Train tracks into Stampede Park, accommodating all modes of transportation.

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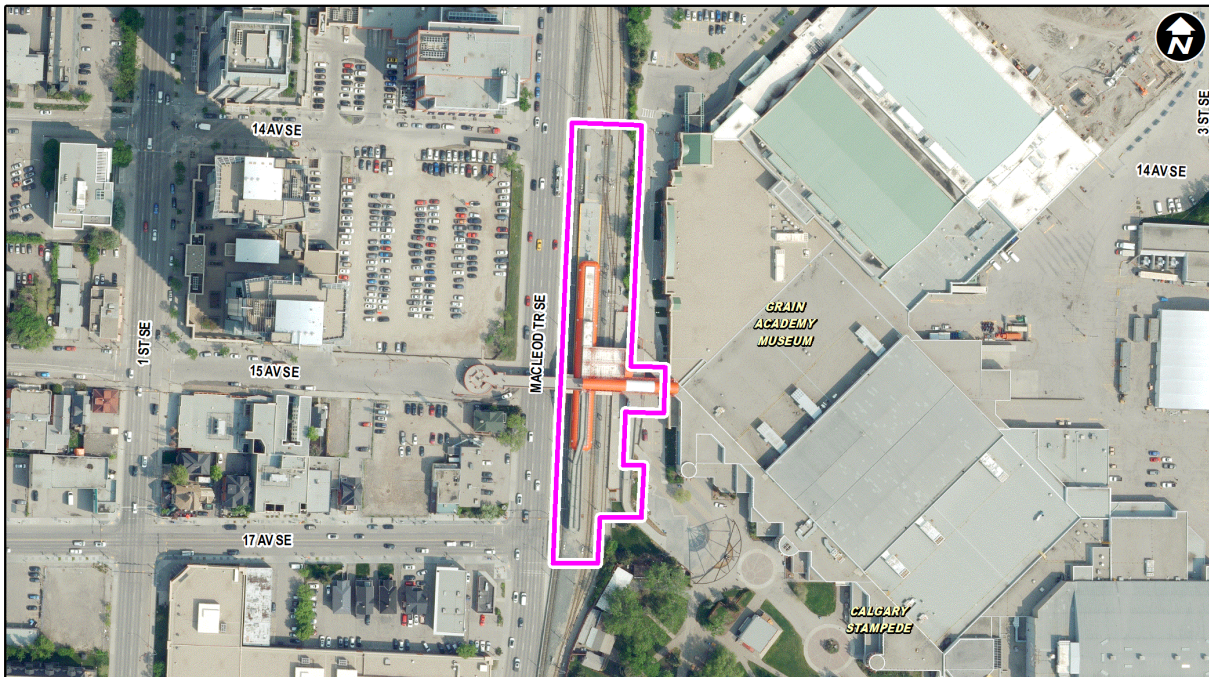
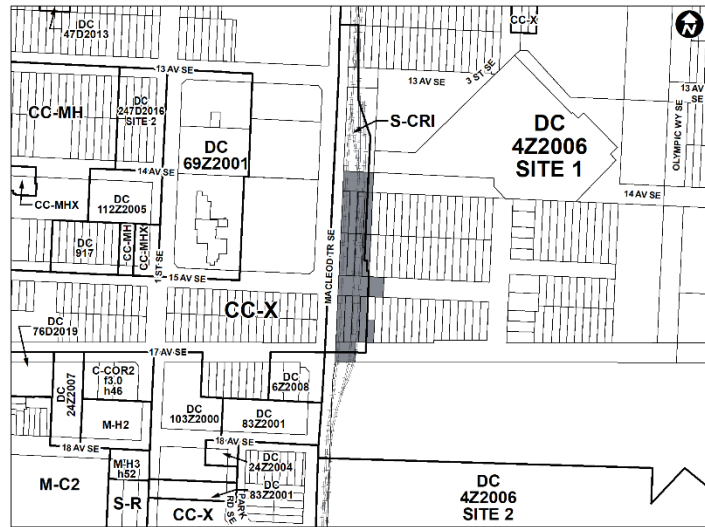
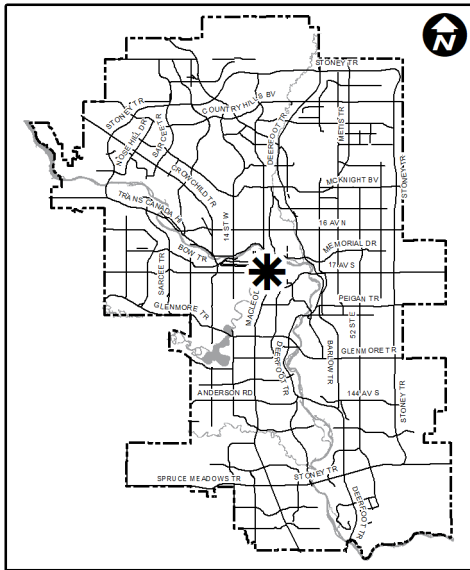
As part of CMLC's mandate to lead the delivery of the overall RDMP for east Victoria Park, CMLC will manage the delivery of the station; funded through the Community Revitalization Levy (CRL).

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Location Maps



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Site Context

The subject site is located in the community of East Victoria Park in the Beltline; comprising of a number of parcels within the LRT right-of-way (approximately 0.35 hectares) adjoining Macleod Trail SE between 14 Avenue SE and 17 Avenue SE. The Victoria Park/Stampede LRT Station represents the first LRT station on the Red Line, south of the 7 Avenue South LRT corridor in the Downtown Core. This station currently serves both inbound transit riders into the Centre City and outbound riders along the Red Line; terminating at the Somerset/Bridlewood LRT Station. An existing pedestrian overpass furnished with a spiral ramp serving both pedestrians and cyclists spans across Macleod Trail SE at 15 Avenue SE.

Surrounding development in proximity to the LRT station includes a mix of high density residential and commercial development to the west, and Stampede Park; comprising of cultural, entertainment and educational uses. Significant development on the Stampede anticipated within the next five years include the extension of 17 Avenue SE towards Olympic Way SE, expansion of the BMO Centre, the new Stampede Agricultural Museum, and the new Event Centre at 12 Avenue SE and Olympic Way SE.

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Figure 1 shows the Beltline Community continuing to grow in population over the last several years, reaching its population peak in 2019.

Figure 1: Community Peak Population

Beltline	
Peak Population Year	2019
Peak Population	25,129
2019 Current Population	25,129
Difference in Population (Number)	0
Difference in Population (Percent)	0%

Source: The City of Calgary 2019 Civic Census

Additional demographic and socio-economic information may be obtained on the [Beltline Community Profile](#) online page.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This Development Liaison application is for the redevelopment of the Victoria Park/Stampede LRT Station to accommodate new side-loaded platforms accessed at-grade by pedestrian at each ends of the station (Attachment 1). The reconstruction will modernize this LRT station; resulting in more efficient movement of people across Macleod Trail and Stampede Park. In particular, this application aligns with the Culture, Entertainment and Education Character Area envisioned in the *Beltline Area Redevelopment Plan* (ARP) and helps implement CMLC's *Rivers District Master Plan*.

Application Review

The Corporate Planning Applications Group (CPAG) has reviewed this application and received comments back from all relevant internal and external stakeholder groups. As a Development Liaison, the subject application is exempt from the requirement of development permit approvals in accordance with section 25.1(a) of Land Use Bylaw 1P2007. The scope of CPAG's review and comments issued to the applicant are not compulsory for compliance. Nevertheless, the review provided is for the purpose of Administration providing urban design control for projects located within municipally owned parcels.

Land Use

Both current and future station platform sit on parcels totaling 0.17 hectares located within the LRT Right-of-Way, designated Special Purpose – Community and Regional Infrastructure (S-CRI) District. The purpose of this district is to accommodate public infrastructure components that may include the right-of-way, utility buildings and associated support facilities.

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Site Design

The current station area and platform is accessed by two pedestrian overpasses; from Macleod Trail SE and Stampede Park skywalk. The station area and platform are to be reconstructed as an at-grade station serving inbound (Centre-City) and outbound (south on the Red Line) from side-loading platforms accessed from at-grade crossings located at 14 and 17 Avenue SE. These signalized at-grade crossings will facilitate the removal of the pedestrian overpasses across Macleod Trail SE and Stampede Park detailed in Attachment 2.

The proposed at-grade station significantly improves pedestrian access to the platforms, reducing walking distances and travel times to and from the station. Furthermore, the at-grade platforms reduce the visual and physical barriers between the west side of Macleod Trail SE and the BMO Centre. A three metre wide sidewalk lined with street trees will be maintained along the boulevard edge on Macleod Trail SE adequately serving pedestrians moving north-south within the station area. Universal access to station platforms are provided through ramps designed in accordance with the City's Accessibility Standards. The transition of boulevard to platform areas is addressed by landscaped planter beds aligned with the station area. On-site furniture and bicycle racks have been incorporated into the redesign.

A temporary track shifting the active rail alignment outside the future permanent station area is to be constructed; facilitating the continued operation of the station through all construction phases.

The extension of 17 Avenue SE is also made possible with the new station design as it enables pedestrian and vehicular access into Stampede Park from 17 Avenue SE, envisioned through CMLC's *Rivers District Master Plan*.

Urban Design Review Panel

While in circulation to the various internal and external referees, the application was reviewed by the Urban Design Review Panel (UDRP) on 2020 June 05. The proposed reconstruction of the station area and platform was received by the Panel as having strong urban design greatly enhancing the gateway aspect to and from the adjoining communities. No significant changes were requested by the Panel regarding the design of the station area and platform. The detailed UDRP commentary and applicant responses are found in Attachment 3.

Environmental Site Considerations

Site remediation is not required for the subject site in order to facilitate the reconstruction of the station area and platforms. No evidence of contamination was identified as part of Administration's review.

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Climate Resilience

The reconstruction of the Victoria Park/Stampede LRT Station reinforces The City's need to invest in sustainable transportation and helps to reduce contributions to climate change by improving energy management and reducing greenhouse gas emissions (climate change mitigation) by providing citizens with more direct and convenient public transit options that are far more accessible to all users.

All materials used are sourced from sustainable materials and include varying percentages of recycled content. Furthermore, the design of the platform and canopy maximizes sunlight penetration into the station area such that no supplemental lighting is necessary during daytime hours.

Utilities and Servicing

Public water, sanitary and storm sewer mains exist and is intended to remain unchanged by the scope of the subject application.

Transportation

The application area adjoins Macleod Trail SE; a one-way (northbound) four-lane arterial street. Transit services available from Macleod Trail SE include the following:

- LRT (Red Line) connecting residents of the southern areas of the city to the Beltline and Downtown commercial core; and
- Bus services (Route 10) from the station area along Macleod Trail SE; connecting riders from Anderson LRT Station to City Hall LRT Station that includes a downtown loop.

Two at-grade crossing across Macleod Trail SE at 14 Avenue SE and 17 Avenue SE connect the station area to major pedestrian routes in East Victoria Park; accommodating more efficient pedestrian movement to and from special events within Stampede Park. Scramble crosswalks at these Avenues were strongly considered as part of the review of the subject application; however, they are not being implemented through the scope of this Development Liaison. The applicant has assured Administration future signalization facilitating scramble crossings remain possible upon future considerations.

The station area is also to connect into regional pathways within Stampede Park; ultimately connecting to the Elbow River regional network.

Public bicycle amenities are encouraged to be provided in key locations such as LRT stations. While not required, an adequate number of bicycle stalls and e-scooter stalls are offered throughout the station area without impeding onto pedestrian walking paths.

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Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practices, this application was circulated to relevant stakeholders that included the Beltline Neighbourhoods Association (BNA) and Victoria Park Business Improvement Area.

Letters in support of the proposed reconstruction of the Platform and station area were received from both stakeholders (Attachments 4 and 5).

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP), which directs population growth in the region to Cities and Town, promoting efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). This application builds on the principles of the IGP by promoting efficient use of land and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The recommendation by Administration is aligned with the [Municipal Development Plan](#) (MDP). The application area is situated in the Centre City Area as shown on Map 1: Urban Structure. The Centre City is recognized by the MDP to be formed by a diverse and unique neighbourhoods focused around Downtown, including Stampede Park. Land Use policies (Section 3.2.1) reinforce the Centre City as the focus of business, employment, cultural, recreation, retail and high density housing within Calgary.

Beltline Area Redevelopment Plan (Statutory 2006)

The [Beltline ARP](#) was amended in April 2019 and includes updated policies for Character Areas (Section 3.3). The station area adjoins the Culture, Entertainment and Education Character Area envisioned to become a hub of activity integrating long-standing agricultural, convention and sports venues with emerging cultural facilities, arts, shopping and entertainment uses. The proposed reconstruction of the station area and platform implements this vision by providing for more accessible and convenient transit options to these destinations.

Centre City Plan (Non-Statutory – 2007)

The [Centre City Plan](#) recognizes Stampede Park as one of seven special areas located within its boundaries. This application accommodates better mobility, access and transportation

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options to Stampede Park and the Victoria Park community as envisioned by the [Centre City Plan](#).

Rivers District Master Plan - Calgary Municipal Land Corporation (Non-Statutory – 2019)

The Calgary Municipal Land Corporation (CMLC) was incorporated in 2007 as a wholly owned subsidiary of The City to implement and execute the Rivers District Community Revitalization Plan – a public infrastructure program approved by the City and Province. [The Rivers District Master Plan](#) (RDMP) is a visionary non-statutory planning document created by CMLC and approved by its Board of Directors and Shareholder, The City. The RDMP envisions the subject lands as being part of the culture and entertainment district and is reinforced by the policies of the *Beltline ARP*, amended in April 2019. This application helps achieve the vision of the RDMP, enabling a wide range of uses and building forms that is to be fostered in the culture and entertainment district by providing better mobility to and from a modernized LRT station and platforms.

Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) identifies programs and actions intended to reduce Calgary's greenhouse gas emissions and mitigate climate risks. The measures the applicant has committed to support Action 5.4: Low or Zero Emission Transportation Modes, and incorporate green building features aforementioned in the preceding sections of this report.

Social, Environmental, Economic (External)

The proposal will accommodate better mobility of pedestrians and transit users in and out of the Centre City while encouraging more sustainable transportation options in support of the cultural and entertainment destinations within Stampede Park and Victoria Park community.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

Current and Future Capital Budget

The proposed station area redevelopment does not trigger any additional capital infrastructure investment, and therefore there are no budgetary implications at this time.

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Risk Assessment

There are no known risks associated with this application.

REASON(S) FOR RECOMMENDATION(S):

This Development Liaison application accommodates more efficient pedestrian movement into and out of the station area. The reconstruction of the platforms at-grade level will provide for more convenient transit options in support the of the emerging cultural and entertainment uses within Stampede Park, and support the implementation of the vision as set out in the *Beltline Area Redevelopment Plan* and the *Rivers District Master Plan*.

ATTACHMENTS

1. Applicant's Submission
2. Detailed Plans and Renderings
3. Urban Design Review Panel – Comments and Applicant Responses
4. Community Association Letter
5. Victoria Park Business Improvement Area Letter