



Green Line Southeast

Where we are &
where we're going

Predesign and Transit Oriented Development
Planning Overview, 2015 October

2015-2213

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Artist's sketch of South Hill TOD

FOREWORD

Green Line Vision

A transit service that improves mobility in existing communities in north and southeast Calgary, connecting people and places, and enhancing the quality of life in the city.

"The Green Line is going to make communities in north central and southeast Calgary more viable and vibrant areas to live and work. Community growth, combined with the transit oriented development potential along the corridor, makes the Green Line truly transformational for hundreds of thousands of Calgarians."

Councillor Shane Keating, Ward 12

The Green Line team is passionate about the project and is pleased to have Calgarians by our side in the journey to provide faster, more reliable transit service to north and southeast Calgary.

We are excited to present a summary of the work we have done over the past year, made possible by community dedication and collaboration, support from Council, and the tireless work of multiple business units within the City of Calgary. In this report, we strived to capture the spirit and highlights of our conversations with Calgarians, and how community involvement has helped us plan, design, and eventually build the Green Line.

This report outlines the recommended alignment, station locations and Transit Oriented Development potential. The recommendations are focused on providing faster, more reliable, accessible, and growth-supportive transit. The report will also provide an outline on next steps and implementation of the southeast leg of the Green Line.

Turn the page and come along for this exciting new chapter of the Green Line story!

Yours truly,

The Green Line Team

WE ARE HERE

The Green Line is the highest public transit infrastructure priority for The City, and will be Calgary's next Light Rail Transit (LRT) line.

The southeast leg of the Green Line will be 25 kilometres long, running from 4 Street and 10 Avenue S.E. to Seton, and includes 15 stations, seven Park and Ride facilities, and a Light Rail Vehicle (LRV) maintenance and storage facility.

The line will improve upon the existing transit service, bringing more reliable and efficient service to southeast Calgary. The southeast leg will ultimately connect with the future north and downtown segments of the Green Line. This will add to the city's primary transit network, and provide Calgarians with the ability to travel around the city efficiently, without relying on a personal vehicle.

DEVELOPING CALGARY'S PRIMARY TRANSIT NETWORK

Transit planning has evolved significantly in North America over the last thirty years, with a new understanding that transit can contribute to a community's vibrancy and liveability. Transit infrastructure is being planned with the purpose of moving people from point A to point B, while also integrating into communities and creating a focal point for current and future development activity.

The Green Line team has incorporated transportation and land use principles into every aspect of the planning and design process, to ensure the Green Line can be successfully integrated into communities.

The pre-design for the alignment and stations was done in parallel with the Transit Oriented Development (TOD) planning study, ensuring TOD is a key element of the new line. The combined studies have resulted in the development of a transit service that addresses ride time demands in the far south, while capitalizing on opportunities for community integration, development, and growth along the line.

PROGRESS REPORT

The following work was committed to Council in September 2014, and has been completed:

- ✓ Continued engagement with key stakeholders and the public.
- ✓ Evaluation of alternate route alignments and station locations.
- ✓ Evaluation of TOD potential at stations.
- ✓ Refinement of property requirements and development of land strategy.
- ✓ Development of a bus service plan.
- ✓ Coordination with adjacent projects.
- ✓ Further evaluation of environmental and geotechnical conditions and utility relocation requirements.
- ✓ Identification and evaluation of future maintenance and storage facility locations.
- ✓ Development of Bus Rapid Transit (BRT) and Low Floor LRT Design Guideline Manuals; and
- ✓ Refinement of cost estimates and construction schedule (dependent on delivery model).

NEXT STEPS

- Report back to Council in December 2015 with project financing recommendations/options.
- Consider a P3 delivery model to finance the project.
- Identify optimal delivery model for financing the remaining two thirds of the Green Line budget.

"...great neighbourhoods make a great city and great neighbourhoods are complete communities, diverse in population, diverse in age, diverse in wages, and diverse in opportunities. They're not just places where we live, they're places where we work, where we shop, where we learn, and where we play..."

Councillor Gian-Carlo Carra, Ward 9

WE ARE HERE

FUNDING ANNOUNCEMENT

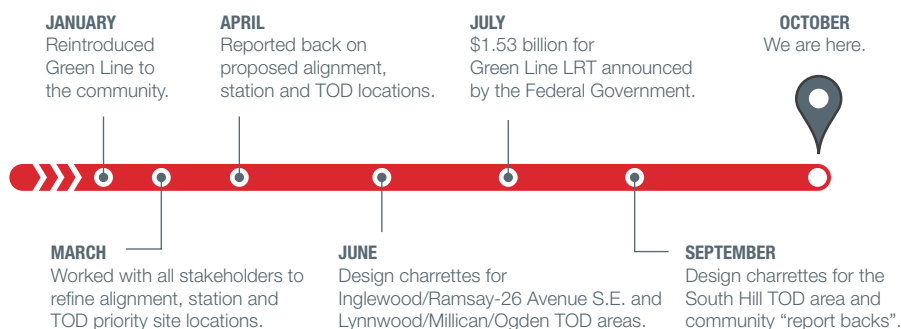
Southeast and north Calgary have long envisioned an LRT system serving the far reaches of the city. In the absence of sufficient funding for LRT, alternate options were developed to address transit needs. This included plans to construct a Bus Rapid Transit (BRT) system that could be converted to LRT in stages, as funding became available. In July 2015, the Federal Government announced \$1.53 billion from the Public Transit Fund for the construction of the Green Line LRT. This funding announcement offers an opportunity to bypass the staged implementation approach, and deliver LRT on opening day. The planning work completed on the southeast leg of the Green Line to date has been done with the future LRT in mind, and will continue to be applicable for both Transitway and LRT systems.

HISTORY OF THE GREEN LINE

The City of Calgary has been experiencing unprecedented growth in recent years. Calgary's population of 600,000 in 1983 has increased to over 1.23 million people in 2015. Planning of the southeast leg of the Green Line began in 1983. Since the initial studies, there has been intense growth and development in the southeast, a trend which is forecasted to continue. In 2013 Council approved Green Line Fund in the amount of \$52 million annually, from 2015-2024. The future of the southeast leg of the Green Line is different than first envisioned in 1983, with the introduction of low-floor LRT, and the opportunity to integrate transit infrastructure into communities and attract TOD.

2015 MILESTONES

- Undertook extensive public engagement and community-based visioning.
- Identified, evaluated and refined four areas of the alignment.
- Identified, evaluated and refined six station locations.
- Delivered Transit Oriented Development planning studies for five station sites.
- Identified and prioritized key mobility connections for pedestrians and cyclists.
- Identified locations for a future maintenance facility.
- Completed the preliminary geotechnical and environmental investigation.

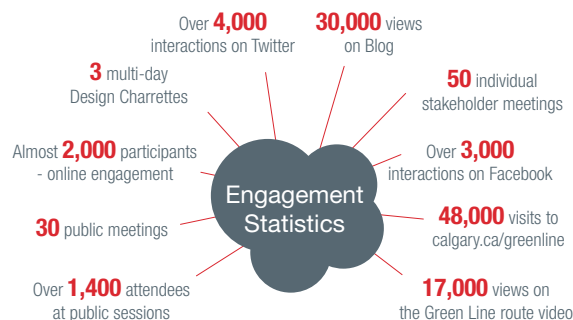


2015 AT A GLANCE

PUBLIC ENGAGEMENT

ENGAGEMENT PROCESS

The southeast leg of the Green Line touches several communities and areas, each with unique identities, and diverse area planning needs. The public engagement process strived to accommodate and respect the individuality of each community, while facilitating meaningful dialogue to gather the necessary design information. From January to September 2015, the Green Line team worked closely with communities, businesses, developers, and other key stakeholders along the route to identify opportunities, understand and mitigate concerns and issues. The engagement process also enabled the team to understand and align with community objectives, while balancing the needs of transit customers.



The initial public meetings were focused on considering stakeholder issues and aspirations, and reporting back to communities with initial concepts for validation. The refined concepts continued to evolve based on feedback from stakeholders over the course of nine months, and included opportunities to participate in workshops, information sessions, individual meetings with subject matter experts, and intensive design sessions with the team.

The alignment, station locations and TOD recommendations outlined in this report are a direct result of the stakeholder engagement process. The recommendations are technically feasible, balance community priorities, are supportable by the market, and align with City objectives.

The Green Line team incorporated three streams of input to evaluate station locations, alignment and potential TOD opportunities:

- Public Input:** The Green Line team held a series of public and online engagement sessions, workshops, design charrettes and individual meetings with directly impacted stakeholders, to understand the issues and opportunities associated with each alignment option. Residents, businesses, and Community Association representatives from areas surrounding the southeast leg of the Green Line had the opportunity to share their ideas, opinions, concerns, and develop a vision for future development around the line.
- Developer Input:** The Green Line team worked with a Developer Advisory Group (DAG), made up of over 30 industry representatives. The group provided overarching input and validation to help the team understand what criteria developers generally look for when selecting sites. This feedback will ensure the project creates a positive environment for future development around the stations. Discussions with the DAG were supplemented with market analysis reports and research, to ensure that areas identified for potential TOD would have the population and resources to support future development.
- City of Calgary guiding plans and policies:** The Green Line team reviewed each alignment option and TOD site to ensure it fit the goals of City of Calgary plans and policies, including the Municipal Development Plan, Calgary Transportation Plan, RouteAhead, Complete Streets and Build Calgary.

PUBLIC ENGAGEMENT

TRANSIT ORIENTED DEVELOPMENT CHARRETTES

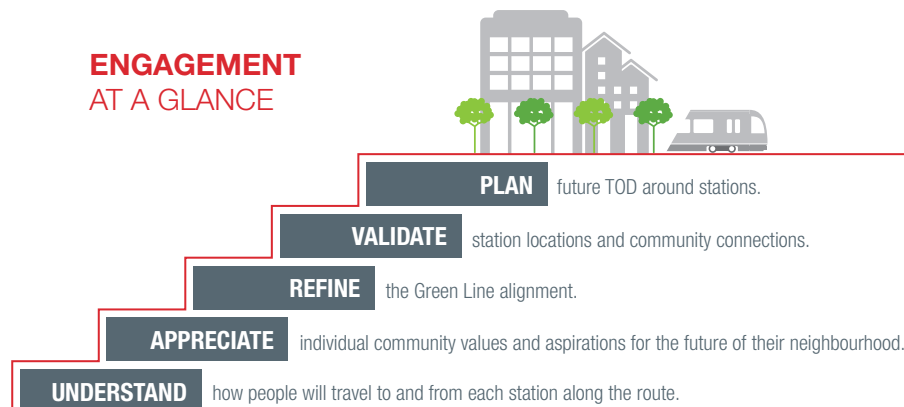


The Green Line team held three separate, multi-day, design workshops called “charrettes”. The purpose of each charrette was to identify opportunities for development and integration in communities that showed high potential for TOD. The first charrette was held in mid-June for the Lynnwood/Millican and Ogden area, followed closely by another session in Inglewood/Ramsay and 26 Avenue S.E. The third charrette took place in mid September and focused on South Hill. At these sessions, members of the public worked closely with urban and transit planners, developers, and City of Calgary representatives to develop a feasible vision for each community.

“Community input in the TOD planning process is absolutely vital. We bring a solid understanding of the planning principals of what makes TOD work, but each plan is equally weighted upon local knowledge, local conditions. And we can't get that from books, we can't even get that from a drive through the community. We have to go down and talk to the people who live here, and really avail ourselves to their knowledge base, their enthusiasm, and their commitment to where they live.”

Gary Andrishak
TOD Master Planner - Green Line Team

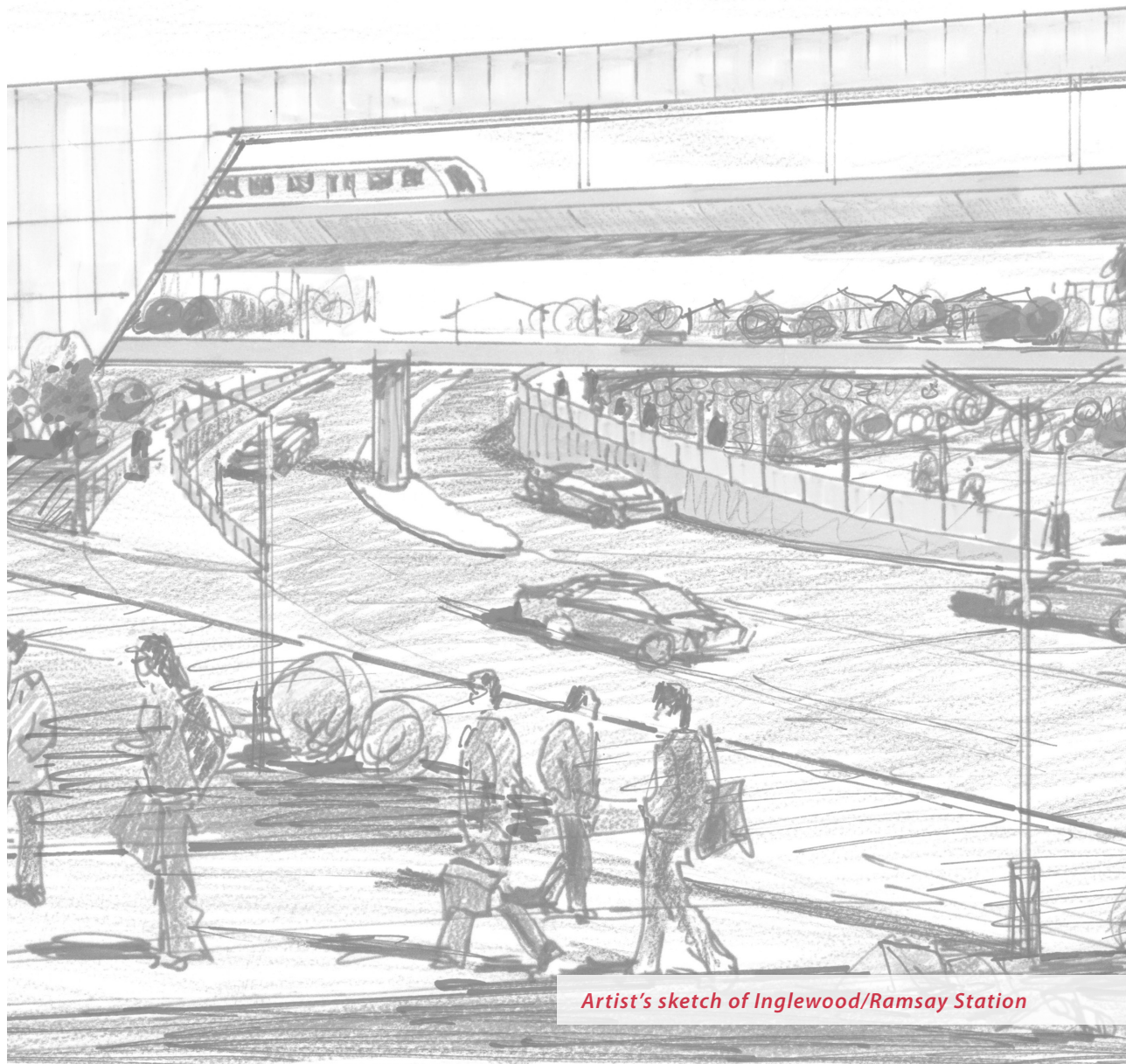
ENGAGEMENT AT A GLANCE



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PLANNING AND DESIGN

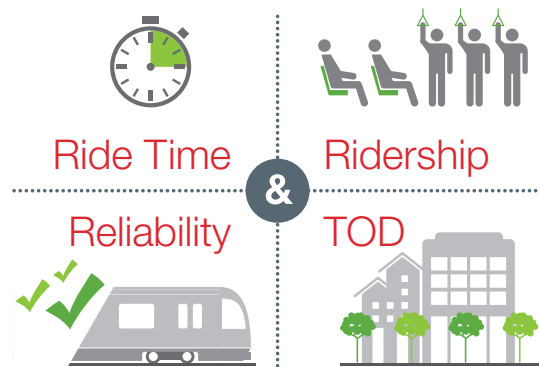
ALIGNMENT, STATIONS & TOD



Artist's sketch of Inglewood/Ramsay Station

LAYERED ELEMENTS OF A TRANSIT SYSTEM

The southeast leg of the Green Line has been designed by layering elements of a transit system, with the alignment as the foundation. The stations, community connections, and Transit Oriented Development (TOD) are critical pieces that will be integrated into the line to create a transit system that will not only meet the project's key objectives, but improve the communities that it serves.



KEY OBJECTIVES

ALIGNMENT REVIEW

In addition to meeting the key objectives, the alignment and station locations were further refined to address the highest project risks. Key considerations, including TOD potential, restrictive land, and environmentally sensitive land, helped guide the team in determining the areas where the Green Line alignment could be refined.

The changes were discussed, revised and vetted with stakeholders along the line and are recommended in the following four areas:

- Inglewood/Ramsay to 26 Avenue S.E.
- Highfield to Lynnwood/Millican
- Lynnwood/Millican to Ogden
- South Hill to Quarry Park (24 Street S.E.)

KEY CONSIDERATIONS

MAXIMIZE TRANSIT ORIENTED DEVELOPMENT (TOD) POTENTIAL

Increase density and update land use along the route to enable development and support appropriate densities in each specific area. Areas with already high residential/commercial density should support and be well served by transit.

RESTRICTIVE LAND

Identify alternate alignment options in order to minimize the dependency on previously identified land requirements, such as the railway corridors.

ENVIRONMENTALLY SENSITIVE LAND

Identify highest risk sites and environmentally sensitive lands (rivers and valleys), and minimize impacts to lands and/or confirm level of remediation required.

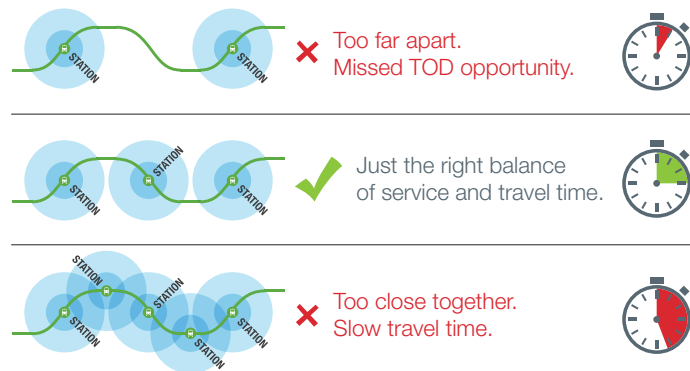
BENEFITS OF ALIGNMENT

The southeast leg of the Green Line LRT (from 4 Street S.E. to Seton) is expected to reduce current bus commute times by approximately **20 to 25 minutes** during peak hours, and improve travel time reliability.

LAYERED ELEMENTS OF A TRANSIT SYSTEM

STATIONS AND MOBILITY

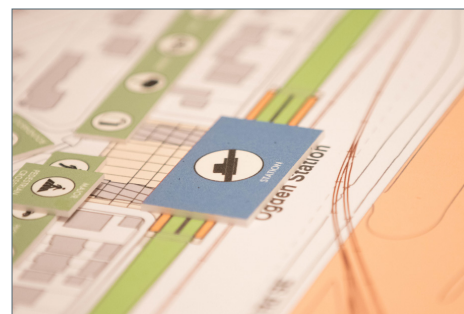
While the alignment was being set, the stations became like pearls on a string. They could be adjusted slightly along the route to ensure optimal placement within a community or area while balancing travel times and TOD opportunities.



Stations are where transit and the public meet, creating a new destination to which people can walk, cycle, or drive. Station locations were chosen for optimal access and integration with the surrounding community, providing convenient pedestrian access, supportive bus connections, and improved cycling facilities. Station locations were adjusted based on the route to provide transit customers with convenient access to stations, while striking a balance between travel times and service.

PARK AND RIDE

Current Park and Ride policy guidelines indicate that lots should be located at least five kilometres from downtown to intercept auto commuters at the earliest opportunity and encourage transit use. The policy recognizes that while the amount of parking provided may be limited by various factors, it is needed to serve people who might otherwise not use transit. The policy indicates that sufficient parking should be provided to serve approximately 15-20 per cent of expected peak-period transit trips from communities with neighbouring LRT stations or major bus terminals.

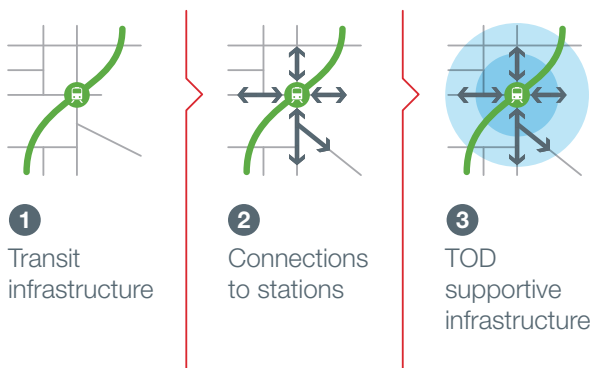


The City's Transit Oriented Development Guidelines recognize that permanent single-purpose, surface parking lots are not supportive of TOD, and are not an optimal use of land adjacent to a transit terminal. Although surface lots are necessary in the short term to attract riders, they should be designed to transition over time to attract development that is more transit supportive. Ridership and activity in a TOD area can be maximized by redeveloping surface Park and Ride lots.

LAYERED ELEMENTS OF A TRANSIT SYSTEM

TRANSIT ORIENTED DEVELOPMENT (TOD)

Transit Oriented Development creates communities where residents can live, work, play, shop and learn in close proximity to efficient public transit, and where private automobile use is an option, rather than a necessity. Successful TOD is a result of optimizing station locations to ensure they are placed in areas that are convenient for customers, and either create a centre, or build upon existing amenities in an area.



BENEFITS OF TOD

- Integration of transportation and land use planning
- Complete community development
- Pedestrian and cyclist-friendly streets
- Promotes transit ridership
- Maximizes investment in public transit

TOD EVALUATION CRITERIA AND SITE SELECTION

The Green Line TOD team established basic site selection criteria to assess TOD potential within 20 years at each station along the line.

- **Market Analysis** - Determining the amount of development likely to occur within the southeast corridor.
- **Geography** - The carrying capacity of the corridor, including physical terrain, prior environments, existing utility infrastructure, and their impact on a site's suitability for TOD.
- **Stakeholders** - Outreach to local residents, the development community and City Business Units to assess public and industry appetite for TOD in the specific area.
- **City Policy** - Tools approved by Council which enable The City and communities to implement visions and goals, and deliver services to Calgarians.

Five stations showed the highest short-to-mid-term potential for TOD. These were brought forward for further development through a design charrette:

- Inglewood/Ramsay
- 26 Avenue S.E.
- Lynnwood/ Millican
- Odgen
- South Hill

The following pages will provide details on the alignment, identify specific station locations, and highlight TOD potential along the line.

Commitment to Accessibility

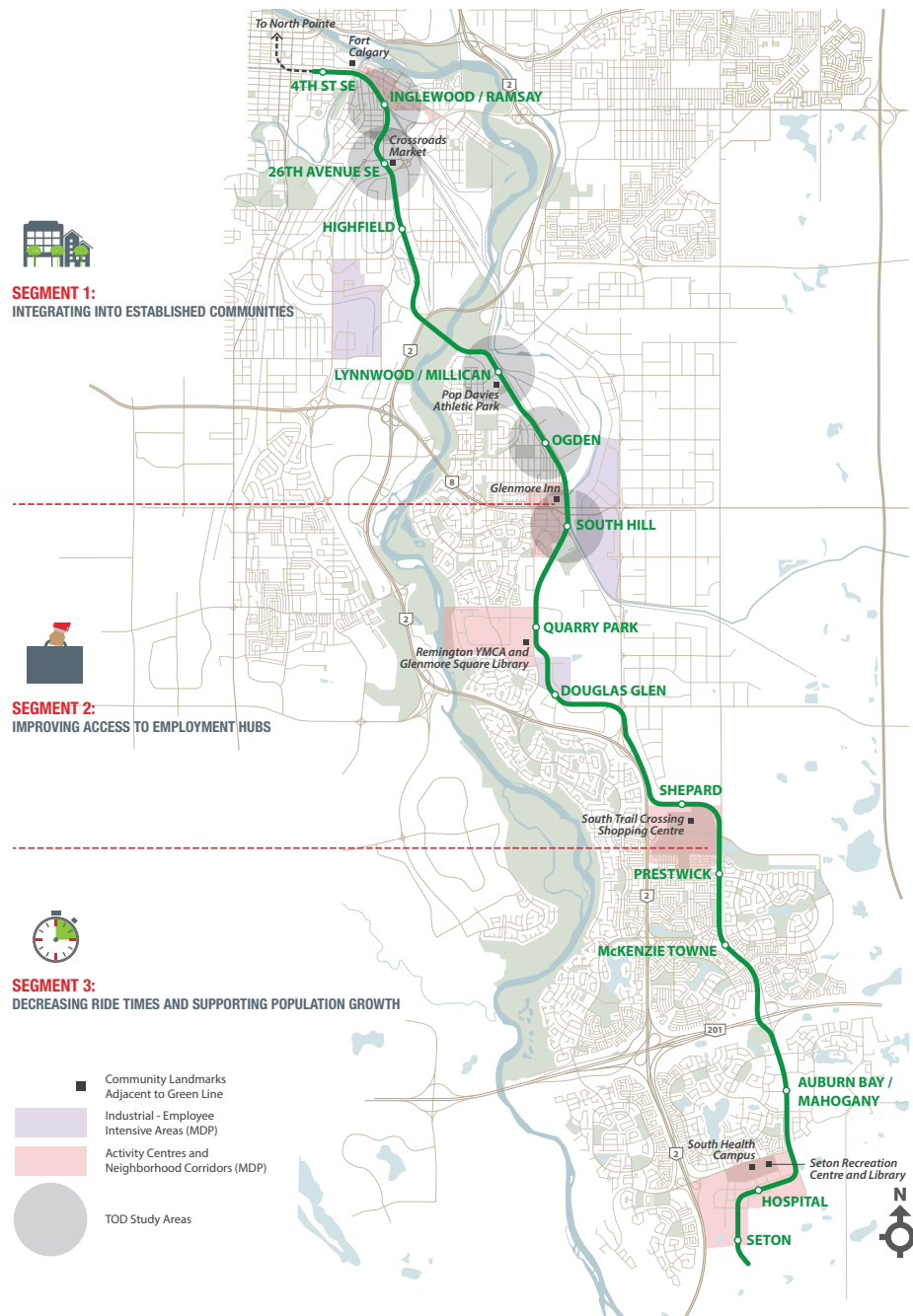
Barrier-free access for all Calgarians, in accordance with The City of Calgary's Access Design Standards and Calgary Transit's accessibility guidelines, is a key focus of Green Line station design.



Artist's sketch of Green Line crossing at 8 Street S.E./ 9 Avenue S.E.

ALIGNMENT OVERVIEW

The southeast leg of the Green Line is part of the greater Green Line LRT, which is planned to extend for 40 kilometres from North Pointe to Seton.



COMMUNITY CONTEXT

The southeast leg of the Green Line will not only be a transit line that moves people from point A to point B efficiently; it will be a reflection of the communities in which it operates. The line will extend through a number of different areas, touching inner-city neighbourhoods, spanning major industrial areas, and terminating at the community of Seton near the South Health Campus. The Green Line will have a distinct character at various points along the route, with the goal of striking a balance between efficient ride times and addressing the specific needs of each area.

SEGMENT 1: INTEGRATING INTO ESTABLISHED COMMUNITIES

The first 7.5 kilometres of the line will serve the established inner-city communities of Inglewood, Ramsay, and Lynnwood/Millican and Ogden. It will also touch Crossroads Market on 26 Avenue S.E., and the neighbouring Highfield industrial area. The area currently has over 14,000 residents, and is expected to grow by 20 per cent over the next 25 years. The Green Line will be a new transit alternative for these areas, improving access and supplementing an already existing network of pathways, bikeways and roads. The transit service will aim to complement and improve each community by planting the seed for redevelopment, while respecting the character and history of the neighbourhoods.

SEGMENT 2: IMPROVING ACCESS TO EMPLOYMENT HUBS

As it travels south, the Green Line will provide service to a number of activity centres as identified in the Municipal Development Plan (MDP). These include major community activity centres at South Hill, Quarry Park and Shepard. The Green Line will also provide service to the Industrial Employee Intensive hub at Douglas Glen. The stations in this 7.5 kilometre stretch will serve approximately 25,000 people working in this area today, which is projected to double in the long-term. The line will also serve the surrounding residential communities, with currently over 21,000 residents and with an expected 20 per cent increase in population over the next 25 years.

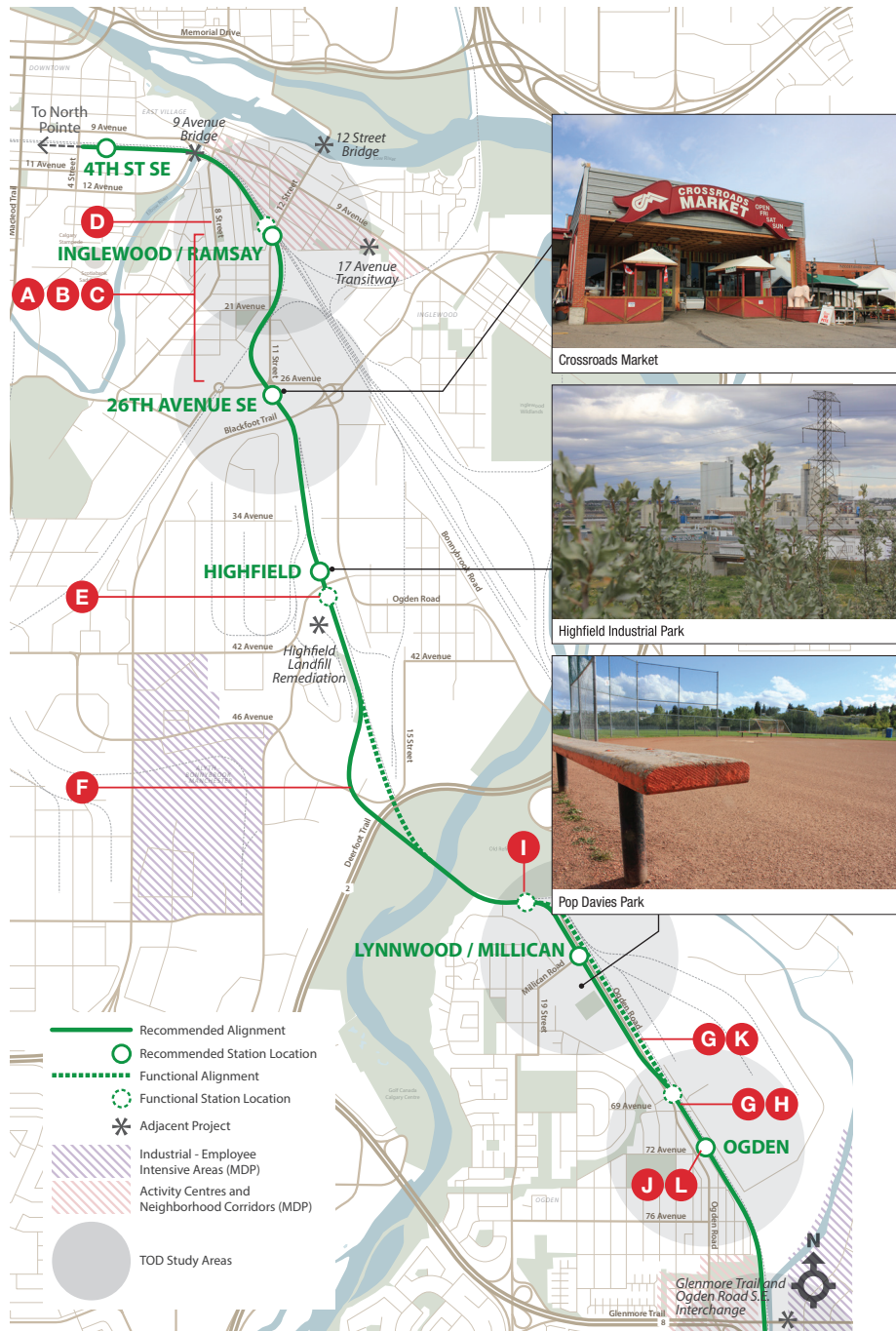
SEGMENT 3: DECREASING RIDE TIMES AND SUPPORTING POPULATION GROWTH

The last 10 kilometres of the line serve the rapidly growing communities in suburban southeast Calgary. This quadrant has seen the largest growth in the city in recent years, with over 80,000 residents east of the Bow River and south of 130 Avenue S.E., and is anticipated to grow by over 100,000 residents in the long-term. Residents will benefit from the direct, rapid transit service to and from downtown and other destinations, such as Inglewood and the major employment centres along the route. Conversely, the line will provide an essential transit service to the South Health Campus, which employs over 2,500 people today and is expected to grow to 5,000 employees in the future.

"The southeast leg of the Green Line is a 25 km dedicated route that goes from Seton to downtown. But it's not just a transit service, it's a project that will bring positive change to communities by integrating land use and mobility."

**Fabiola MacIntyre, Project Manager
Green Line Team**

SEGMENT 1: INTEGRATING INTO ESTABLISHED COMMUNITIES



SEGMENT 1: INTEGRATING INTO ESTABLISHED COMMUNITIES

DOWNTOWN TO GLENMORE TRAIL

This section of the Green Line extends from the east end of downtown at 4 Street S.E./ 10 Avenue S.E., to the community of Ogden and towards Glenmore Trail. The area is made up for the most part by older, stable neighborhoods that will benefit from redevelopment in select locations. Community input from these neighbourhoods indicated that residents are supportive of some redevelopment around the transit stations; however, it is important to these communities that historical buildings are protected, and the original feel of the community is maintained.

HIGHLIGHTS

- A** Inglewood/Ramsay station location was shifted with public support. The station will now be located above 11 Street S.E., parallel to the Canadian Pacific Railway (CP) bridge.
- B** Collaboration with CP resulted in the relocation of the track behind the Ramsay Design Centre and Snowden building along 11 Street S.E. to protect local heritage buildings.
- C** The Green Line will follow the CP track, enabling community connections and access to and from 11 Street S.E. to be maintained. Inglewood/Ramsay Station and 26 Avenue S.E. Station will provide "book-ends" to support future retail and development along 11 Street S.E.
- D** 8 Street S.E. will remain open to traffic, providing a vital connection in and out of the community.
- E** Highfield Station was relocated to the north side of Highfield Boulevard S.E. The new station location avoids a major overhead power line and transmission tower, and supports a currently proposed development site.
- F** The adjusted route in the Highfield area mitigates conflicts with the future essential Bonnybrook Waste Water Treatment Plant expansion. This expansion is needed to support the redevelopment and growth of the city by 2035.
- G** Potential for Ogden Road to become a "Complete Street", enhancing connections for pedestrians and cyclists.
- H** The new LRT tunnel under 69 Avenue S.E. will increase transit reliability without impacting traffic. The previously identified underpass (from the functional study) at 74 Avenue S.E. is no longer required to access the CP Headquarters.
- I** Stations will be located close to the baseball diamonds at Pop Davies Park, with improved pedestrian connections to and from Lynnwood/Millican areas and to the CP Headquarters.
- J** Station will be located in the heart of Ogden, with opportunities for a plaza space and TOD.
- K** Alignment shifted to the west side of Ogden Road for the Lynnwood/Millican Station, due to restrictive lands. This presented a new opportunity to build a station with better access to the community.
- L** Ogden Station was shifted to 72 Avenue S.E., increasing accessibility for the community.

FOOTNOTES

"Complete Street" - As identified in the Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP) - Complete Streets aim to increase the attractiveness, convenience and safety of all modes of transportation by creating a new selection of multi-modal streets that emphasize walking, cycling and transit, incorporate elements of green infrastructure and function in the context of surrounding land uses.

TOD AREAS - INGLEWOOD/RAMSAY/26 AVENUE S.E.

The Green Line team considered Inglewood/Ramsay and 26 Avenue S.E. as one interconnected TOD opportunity. Combining these areas would provide the necessary population of residents and visitors to support a pedestrian-friendly, retail shopping street, without adding significant high-density development to the area. Station placement in both areas provides a unique opportunity to create a transit village by rezoning current vacant or industrial lands to mixed-uses, that would support a more vibrant and diverse community.



1. Development Potential
Urban infill; Mid-rise
wood and/or concrete



2. Number of New Units
5,200 townhomes
and apartments



3. Population Growth
12,400 new residents



4. TOD Area
150,000 - 300,000 sq-ft retail;
500,000 sq-ft office



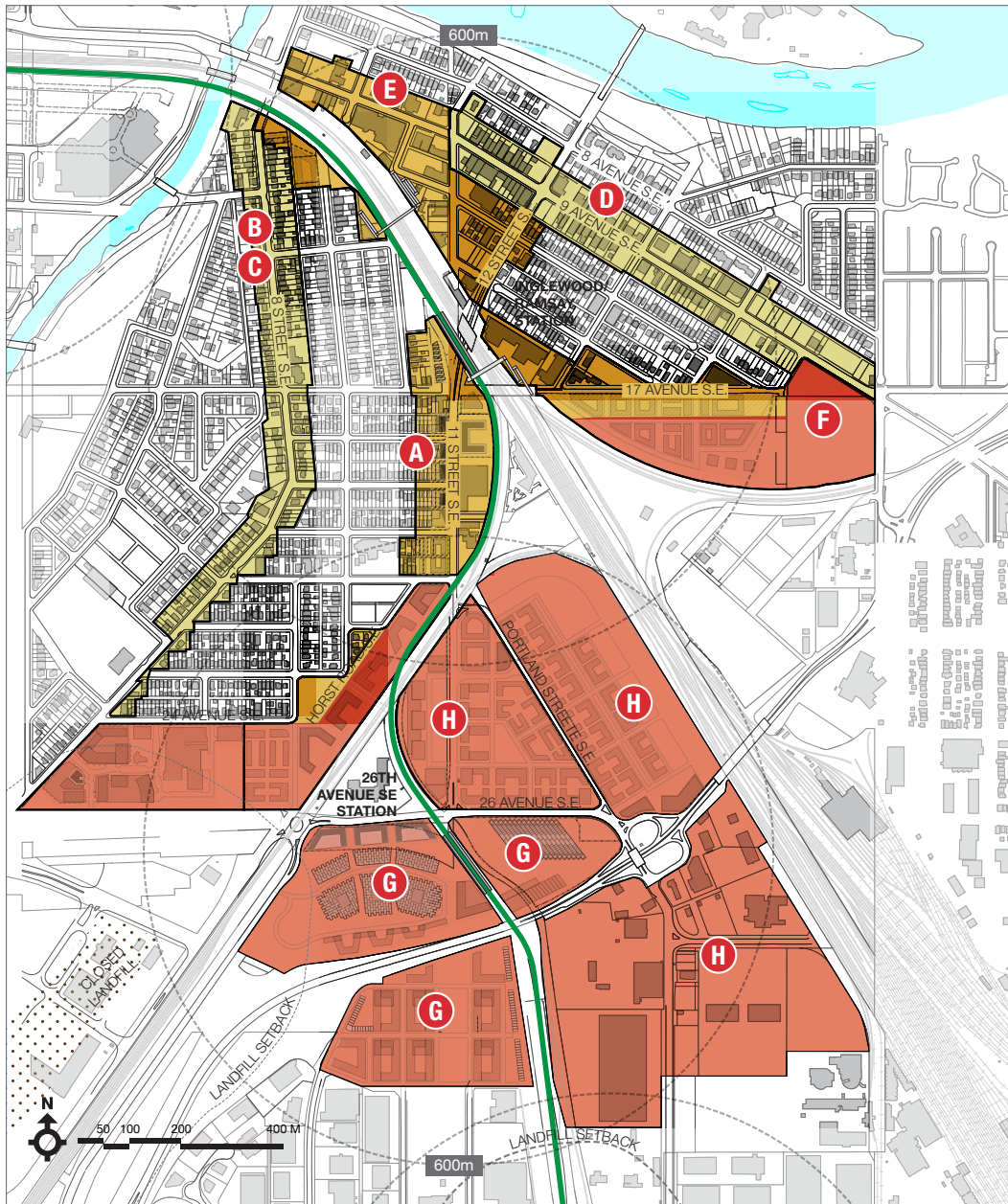
5. Preserved Areas
Two-thirds of
Inglewood/Ramsay

OPPORTUNITIES

- A** Redevelopment opportunities on 11 Street S.E., making it the new retail street of Ramsay.
- B** Improvements to 8 Street S.E., including bike lanes and other roadway improvements.
- C** Redevelopment of low-intensity, single-family residential along 8 Street S.E.
- D** Street enhancements along 9 Avenue S.E., with potential for some individual property redevelopment.
- E** Medium-intensity, comprehensive redevelopment opportunity in the "Inglewood Triangle", covering the west corner of Inglewood from 9 Avenue between 8 Street and 12 Street S.E. Redevelopment potential would extend out to 8 Street S.E. in the west, and over to the CP tracks on the east.
- F** High-intensity redevelopment opportunity at the old Brewery site.
- G** High-intensity redevelopment at Crossroads Market.
- H** Long-term strategy to create additional mixed-use development in place of the industrial warehousing surrounding Portland Street, due to the proximity to rapid transit. This would require re-designating industrial warehouses in the area.

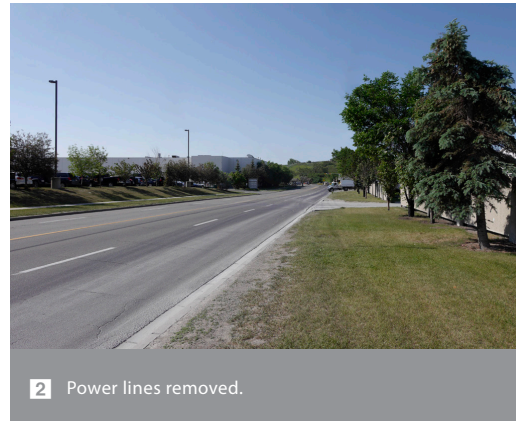
- **High-intensity development:** Areas located along a transit corridor, or large parcels of land that have the ability to add significant population density to support nearby amenities, developments, and transit.
- **Medium-intensity development:** Areas that can support medium-scale buildings, in the form of walk-up apartments or town houses.
- **Low-intensity development:** Infill development typically 2-4 storeys in height. These types of developments fit well with primarily residential communities.

TOD AREAS - INGLEWOOD/RAMSAY/26 AVENUE S.E.



WHAT COULD IT LOOK LIKE?

The following images represent simulations of the evolution of the areas surrounding Inglewood/Ramsay and 26 Avenue S.E. stations over the next 10-30 years. Infrastructure promoting redevelopment includes transit, street improvements, and utility upgrades.



WHAT COULD IT LOOK LIKE?



TOD AREAS - LYNNWOOD/MILLICAN/OGDEN

As a historic railway town, Ogden today is admired by locals for its village-like character, a trait that can be enhanced by thoughtful TOD planning. There will be two TOD opportunities in the communities of Ogden, Lynnwood and Millican.

The first station located near Millican Road will provide vital transit access to the community, as well as to the athletic fields at Pop Davies Park. The second station will be located in the heart of the community, at Ogden Road and 72 Avenue S.E. The station will include a transit plaza facing Ogden Road, creating a new “village centre” for the area.



1. Development Potential
Low scale, wood frame



2. Number of New Units
2,000 townhomes
and apartments



3. Population Growth
4,000 new residents



4. TOD Area
10% new development;
5% infill/transitional



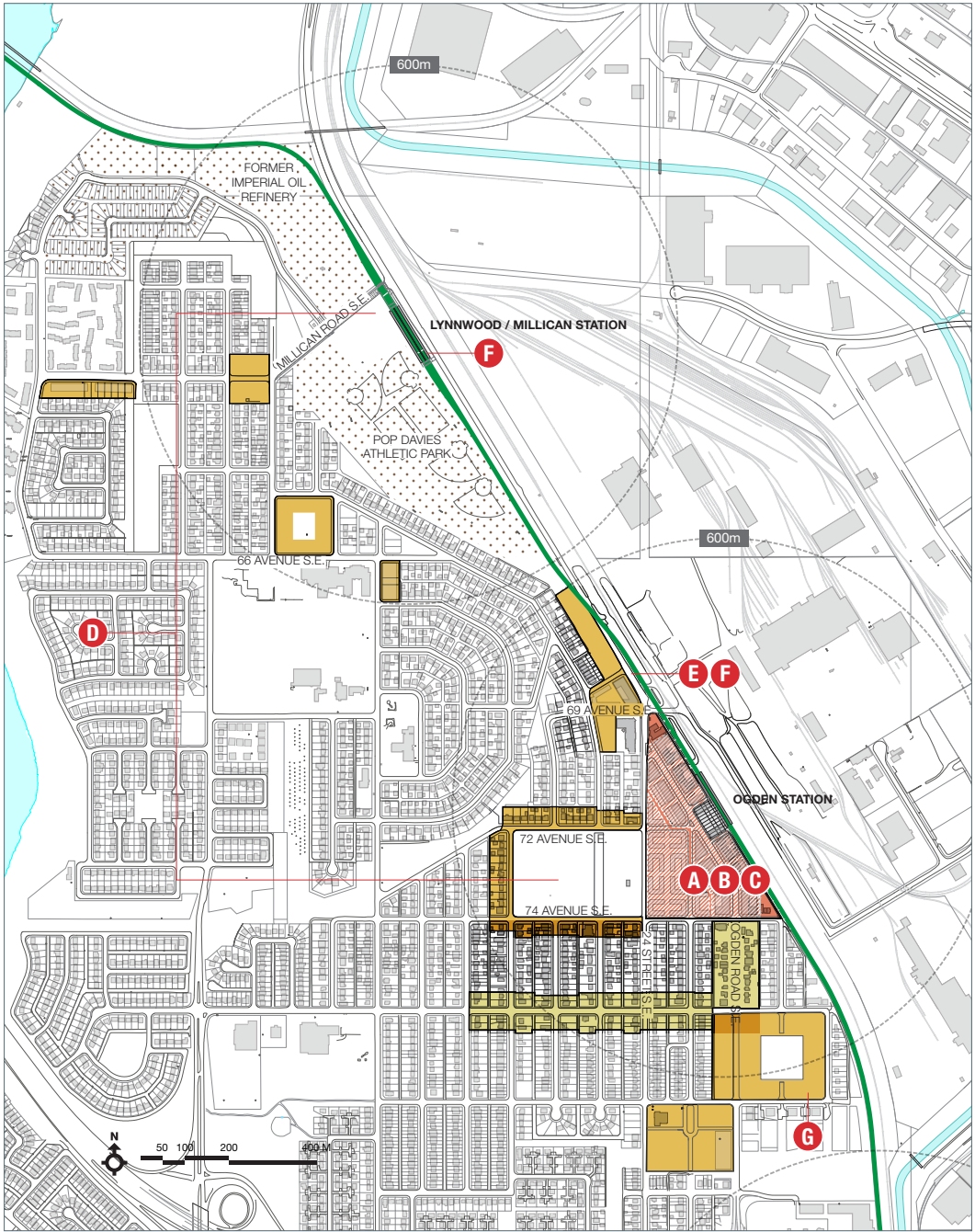
5. Preserved Areas
85% of existing
community

OPPORTUNITIES

- A** Encourage redevelopment over time of the “Ogden Triangle” - properties located along Ogden Road S.E., bordered by 24 Street S.E. to the west, and 74 Avenue S.E. to the south.
- B** Explore opportunities to change land use designations around the station to support medium-density (4-6 storeys) development over the long-term.
- C** Complete a traffic study of Ogden Road and look for opportunities to create a “complete street”.
- D** Enhance green space in the community around the new stations.
- E** Tunnel under 69 Avenue S.E., between Lynnwood/Millican Station and Ogden Station will support opportunities for urban improvements by maintaining convenient access to CP Headquarters and providing a “gateway” entrance to Ogden Road.
- F** Improve access points between CP, transit, and the community.
- G** Support existing affordable housing.

- High-intensity development:** Areas located along a transit corridor, or large parcels of land that have the ability to add significant population density to support nearby amenities, developments, and transit.
- Medium-intensity development:** Areas that can support medium-scale buildings, in the form of walk-up apartments or town houses.
- Low-intensity development:** Infill development typically 2-4 storeys in height. These types of developments fit well with primarily residential communities.

TOD AREAS - LYNNWOOD/MILLICAN/OGDEN



WHAT COULD IT LOOK LIKE?

The following images represent simulations of the evolution of the Ogden community over the next 10-30 years. Infrastructure promoting redevelopment includes transit, street improvements, and utility upgrades. Redevelopment would start around the proposed transit plaza, eventually expanding to other areas over time.

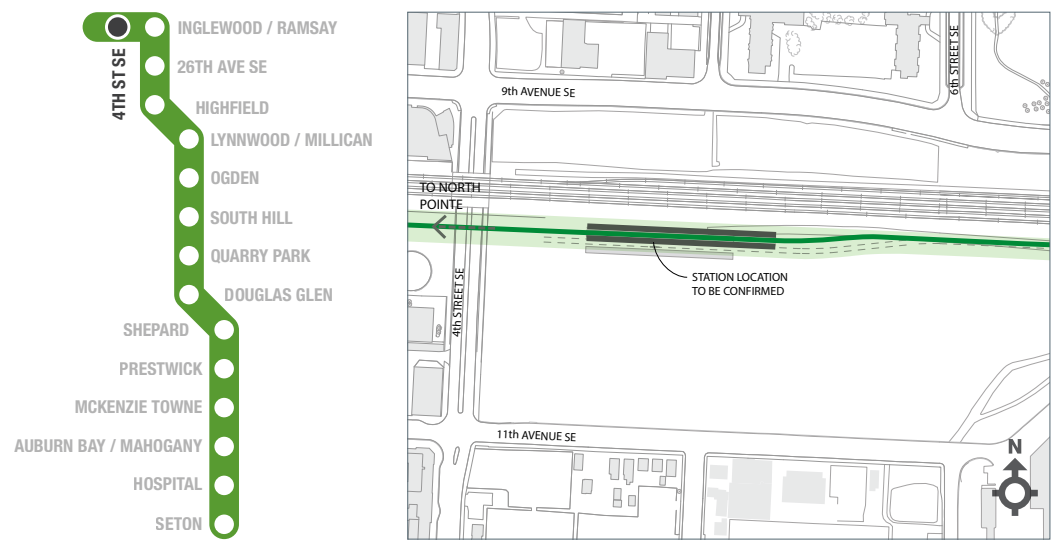


WHAT COULD IT LOOK LIKE?



4 "Complete Street" framed by new development at the heart of new Ogden Village.

SEGMENT 1: 4 STREET S.E. STATION



STATION INFORMATION

Community landmarks	National Music Centre, East Village, new Calgary Public Library, Stampede grounds, the Beltline community, Riverwalk
Station configuration	BRT side loading, LRT centre loading
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	No
Bus terminal	No, on-street stops only

ABOUT THE STATION AREA

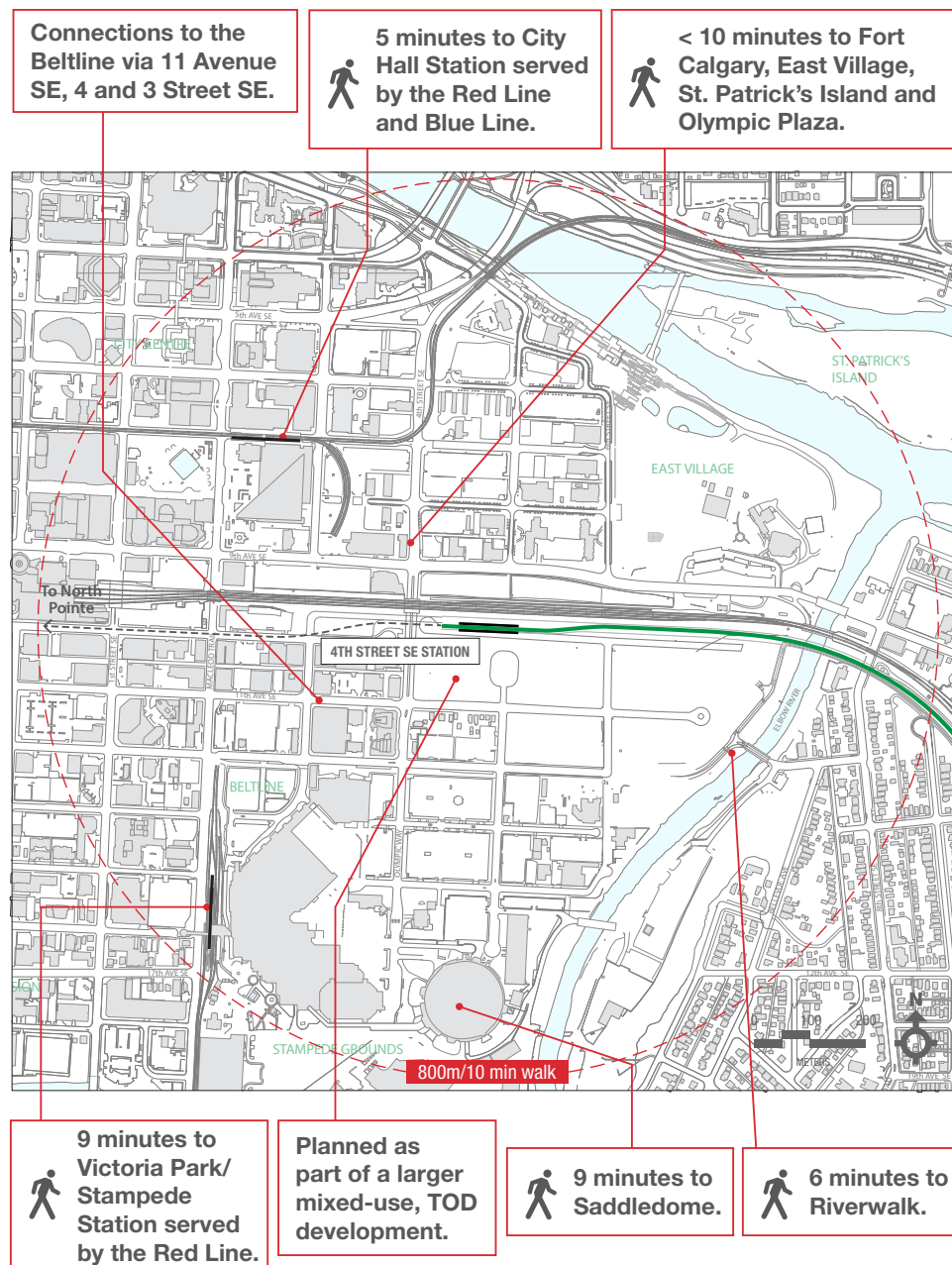
4 Street S.E. Station is currently planned to be located on 10 Avenue S.E. between 3 Street S.E. and 5 Street S.E. The station location is dependent on the comprehensive redevelopment plans for this area. It will be part of a larger proposed development which will likely include a mix of residential, commercial office and retail shopping uses.

The 4 Street S.E. Station will serve the residents and people working in the communities of East Village to the north and Beltline to the south. New development is planned for the surrounding communities including East Village, with approximately 11,000 new residents, and the Beltline, which is expected to gain an additional 18,000 residents over the next 20 years.

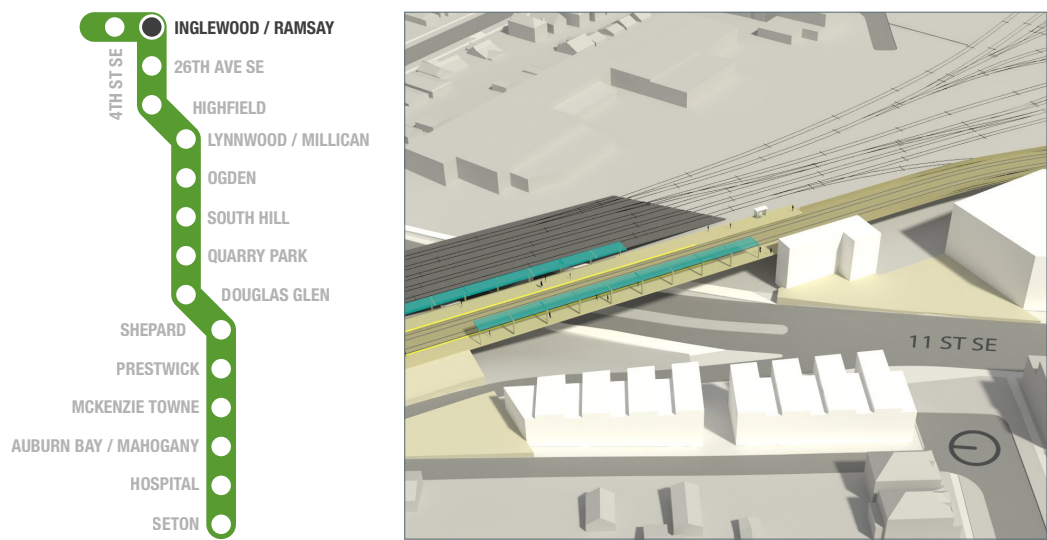
The station will have connections to downtown and the East Village.

SEGMENT 1: 4 STREET S.E. STATION

STATION LOCATION FEATURES



SEGMENT 1: INGLEWOOD/RAMSAY STATION



STATION INFORMATION

Community landmarks	Inglewood and Ramsay Communities, 9
	Avenue S.E. Shopping District, 11 Street S.E. Commercial District, many heritage buildings
Station configuration	Side loading , elevated
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	No
Bus terminal	No, on-street stops only

ABOUT THE STATION AREA

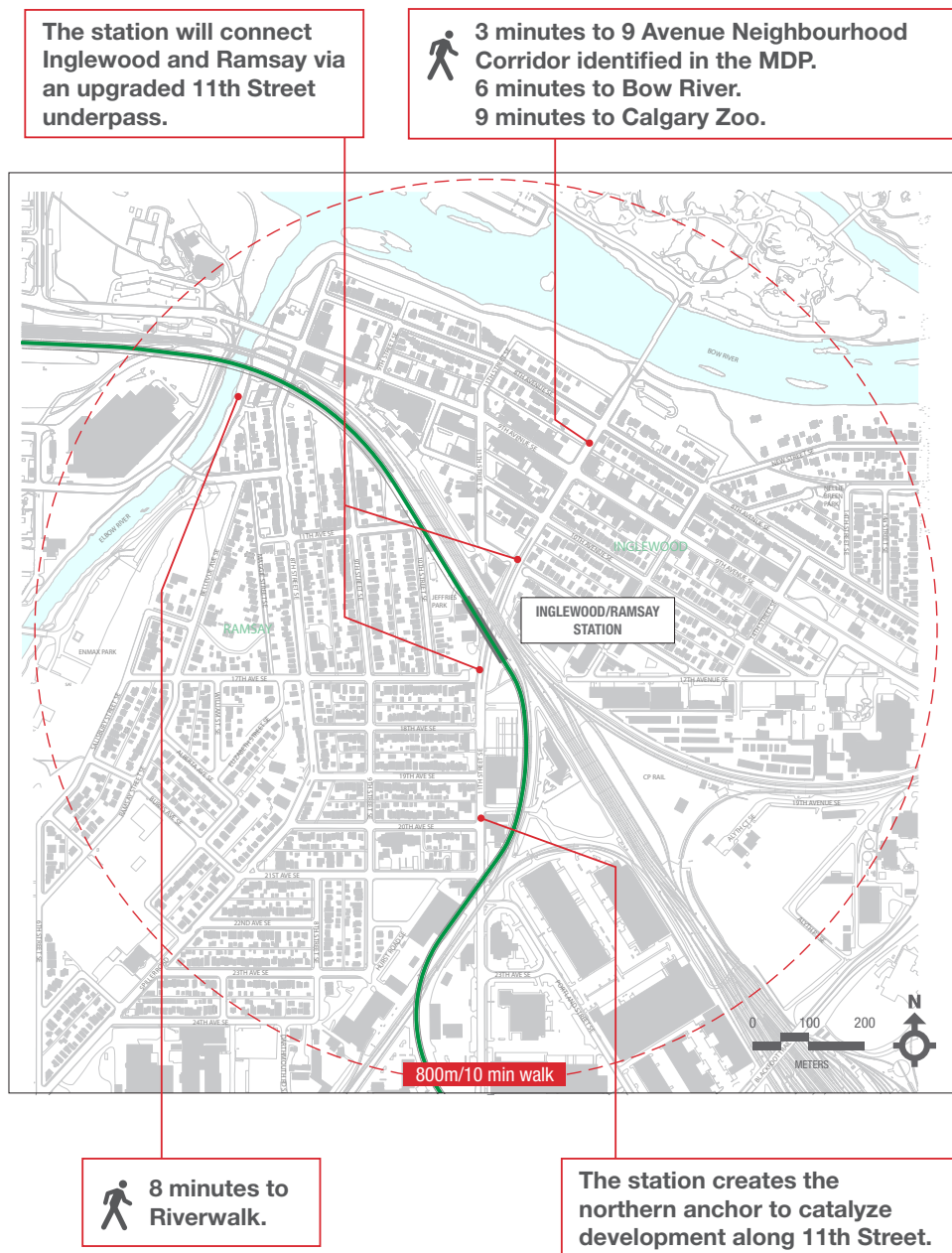
Inglewood/Ramsay Station will be an elevated “bridge” station over 11 Street S.E., parallel to the CP bridge. There will be an at-grade access on the west side from Jefferies Park, and an elevated access on the east end.

The station will provide opportunities to improve connections between Ramsay and Inglewood, ensuring both communities benefit from the station.

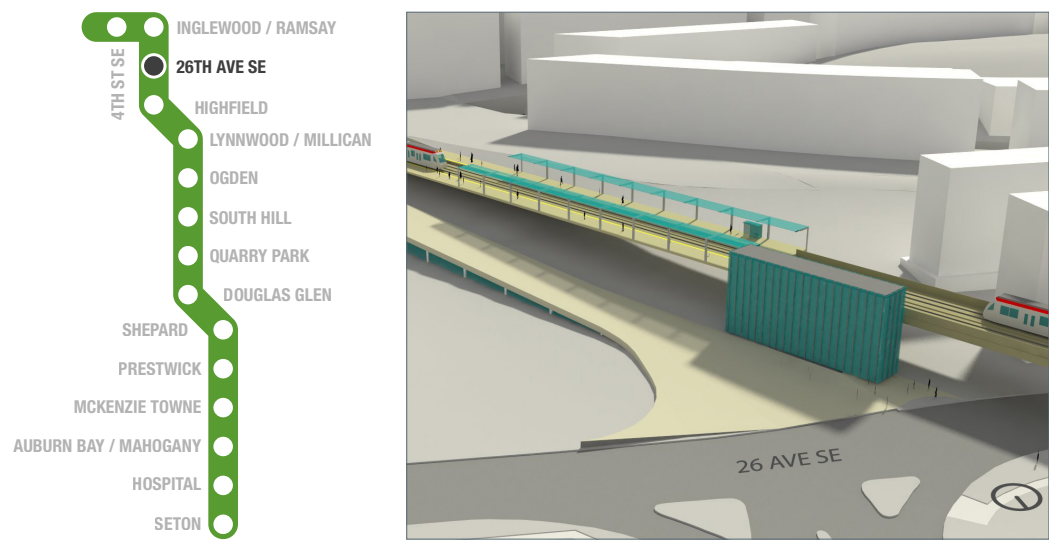
Inglewood/Ramsay Station will be the north anchor in the area, with an existing vibrant shopping street on 9 Avenue S.E., the historic Brewery District to the east, and a potential future retail street on 11 Street S.E. The proposed 26 Avenue S.E. Station at the south end of 11 Street S.E., will be the southern anchor to this area, providing opportunities for TOD.

SEGMENT 1: INGLEWOOD/RAMSAY STATION

STATION LOCATION FEATURES



SEGMENT 1: 26 AVENUE S.E. STATION



STATION INFORMATION

Community landmarks	Crossroads Market,
	Ramsay Community, Dominion Bridge area
Station configuration	Side loading
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	No
Bus terminal	No, on-street stops only

ABOUT THE STATION AREA

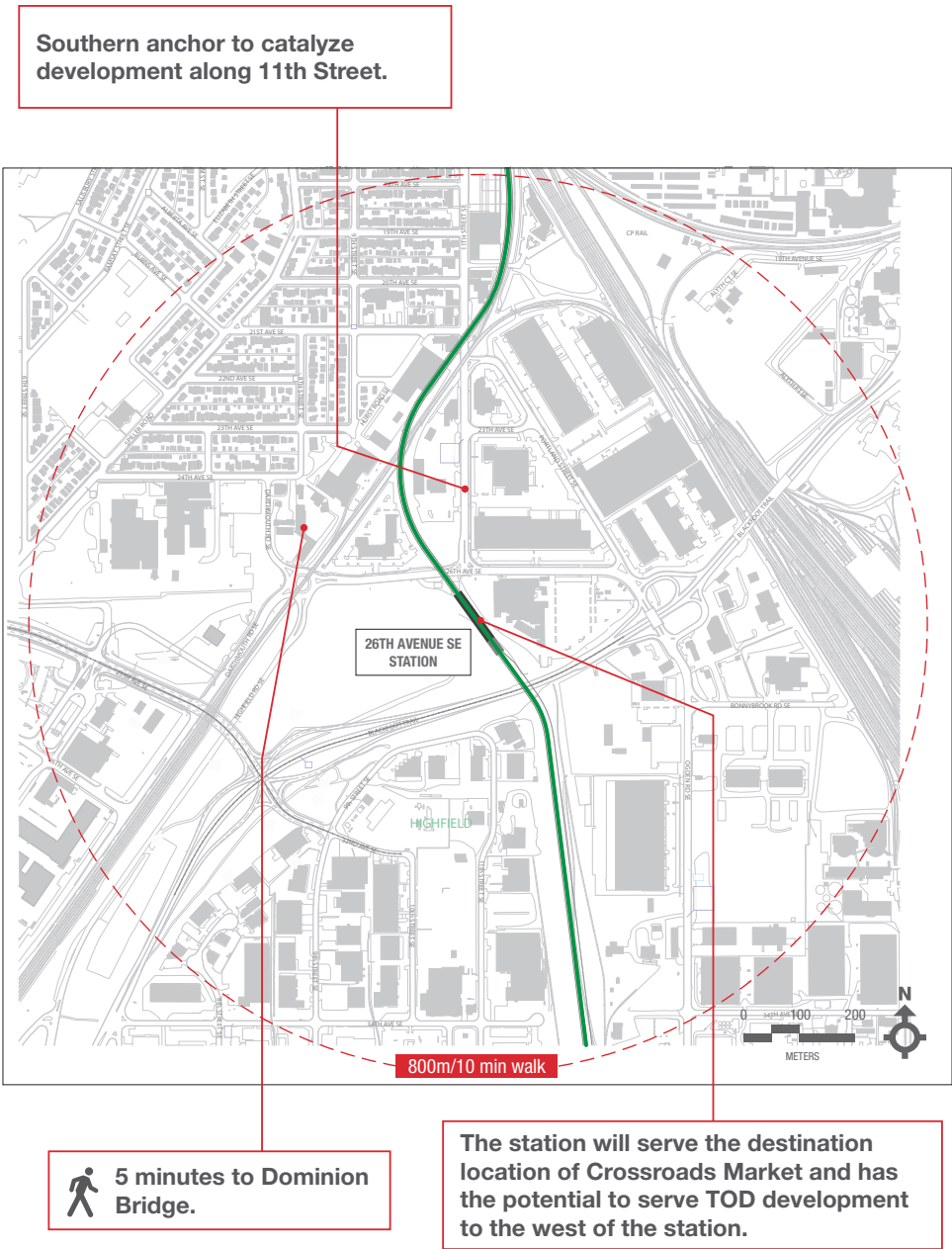
The 26 Avenue S.E. Station will be located along the embankment, west of Crossroads Market. It will include a small transit plaza with future opportunity for another plaza to integrate with future TOD.

26 Avenue S.E. Station will serve the existing residents of Ramsay, the Dominion Bridge area, and an additional 7,600 new residents who will be part of the proposed long-term TOD development. The station will be the southern anchor for a future retail street with integrated shopping, living and working TOD opportunities along 11 Street S.E.

The City-owned lands to the west have spectacular views of downtown and the mountains, and offer additional opportunities for future high-intensity TOD development.

SEGMENT 1: 26 AVENUE S.E. STATION

STATION LOCATION FEATURES



SEGMENT 1: HIGHFIELD STATION



STATION INFORMATION

Community landmarks	Two heritage areas - Alberta Distilleries Ltd., Alberta Flour Mills/ Spillers Mill
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	No
Bus terminal	Yes, off-street

ABOUT THE STATION AREA

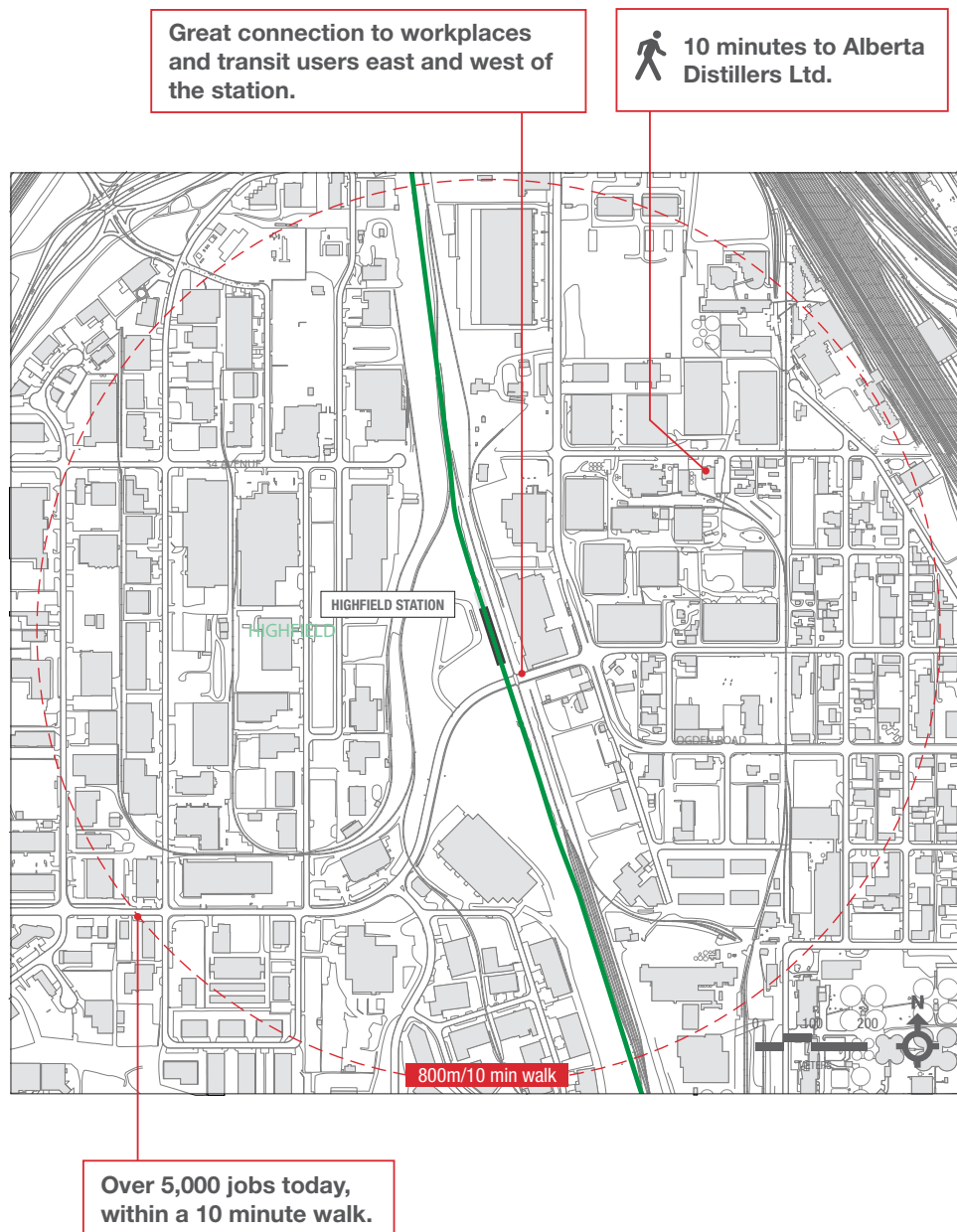
Highfield Station will be located in the centre of Calgary's original industrial district, on a former landfill currently in post-closure care. Using this land for a station creates a unique opportunity to stimulate development in the area. The station will have waiting and station facilities and improved pedestrian and cycling connections. This area has potential to become a generator for new commercial and high tech/incubator development.

The alignment will parallel the Canadian National Railway (CN) right-of-way, allowing transit to travel at higher speeds and decrease travel time. The station will primarily serve the people who work in the area.

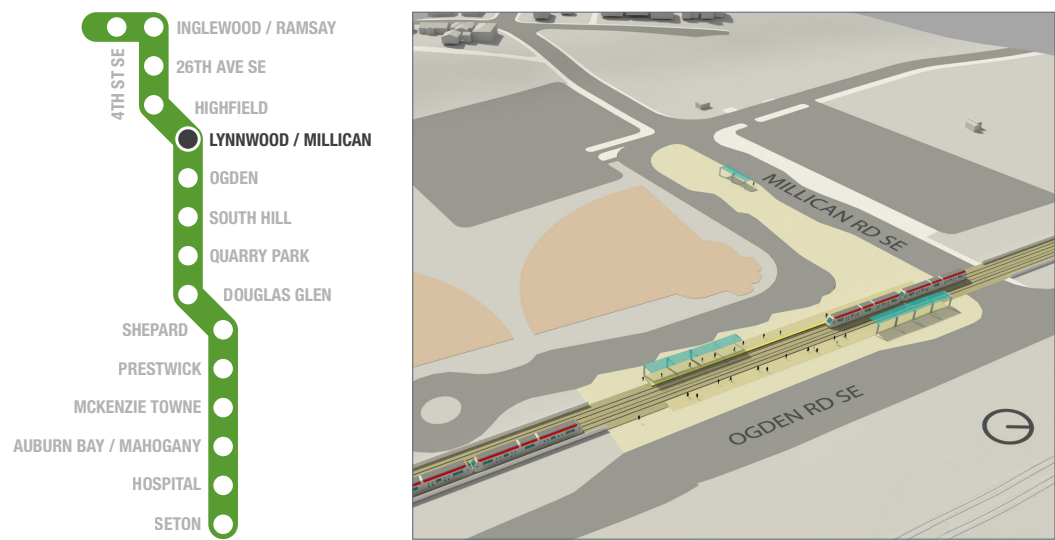
There are two important heritage resources in close proximity to the station - the Alberta Distilleries Ltd. and the Alberta Flour Mills (Spillers Mill). The area is transitioning away from an older warehouse and manufacturing area, and there is new commercial development proposed for the site immediately south of the station.

SEGMENT 1: HIGHFIELD STATION

STATION LOCATION FEATURES



SEGMENT 1: LYNNWOOD/MILLICAN STATION



STATION INFORMATION

Community landmarks	CP headquarters, the Bow River, Pop Davies Park
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	Yes
Bus terminal	Yes, off-street

ABOUT THE STATION AREA

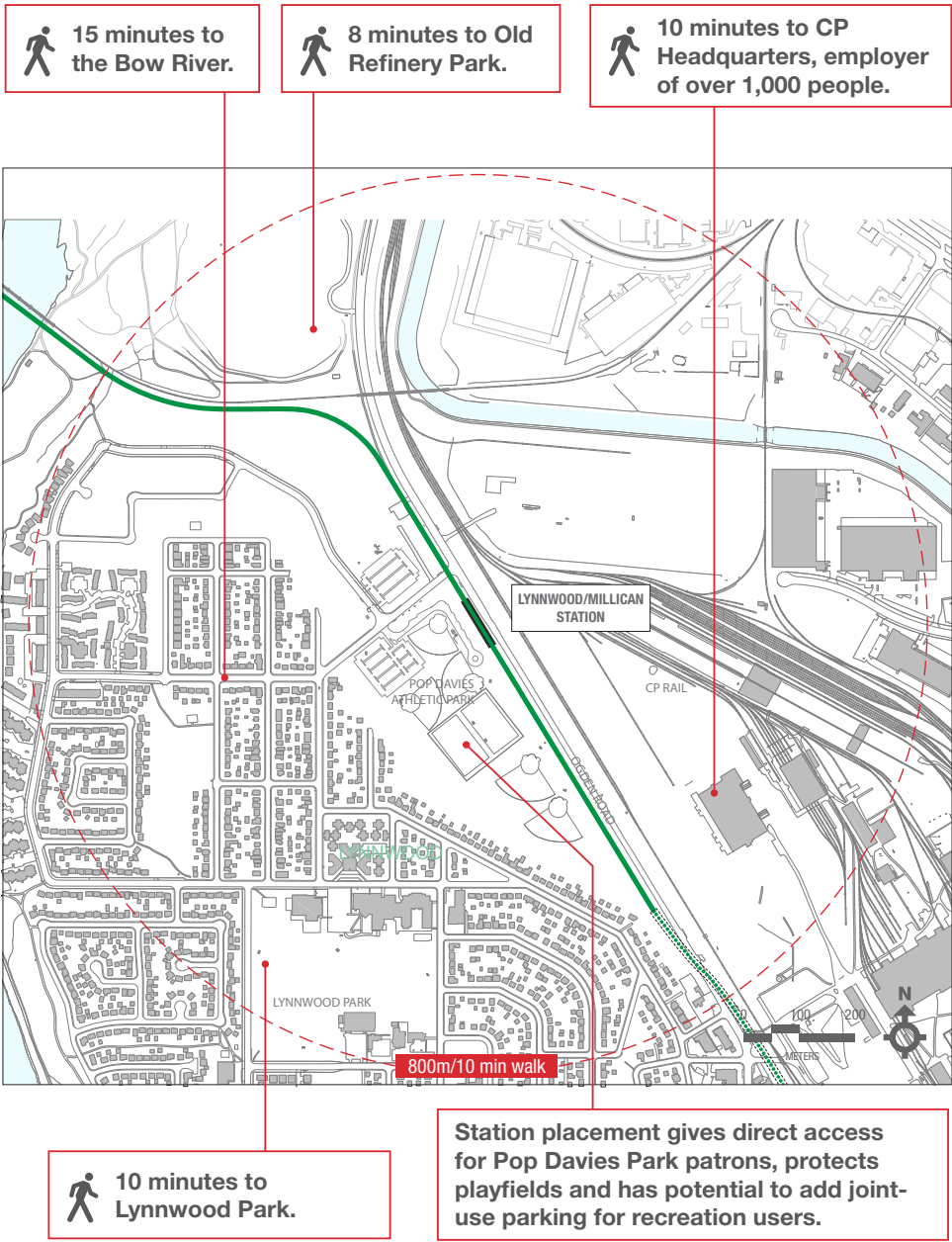
Lynnwood/Millican Station will be located at the junction of Ogden Road S.E. and Millican Road S.E. The original location was in an isolated area at the north end of Ogden Road, and was not supported by the community. The station has now been relocated next to the Pop Davies Park on the west side of Ogden Road, allowing it to serve the residents of Lynnwood/Millican and users of the soccer and baseball facilities. The proposed TOD development anticipates 700 new residents could be added to the area. In addition, well over 1,000 staff have recently relocated to the CP Headquarters nearby.

The community previously expressed concerns regarding the potential loss of parking at Pop Davies Park, and the Green Line team is currently looking at opportunities to re-purpose the Former Imperial Oil Refinery (FIOR) lands into a parking lot for the station.

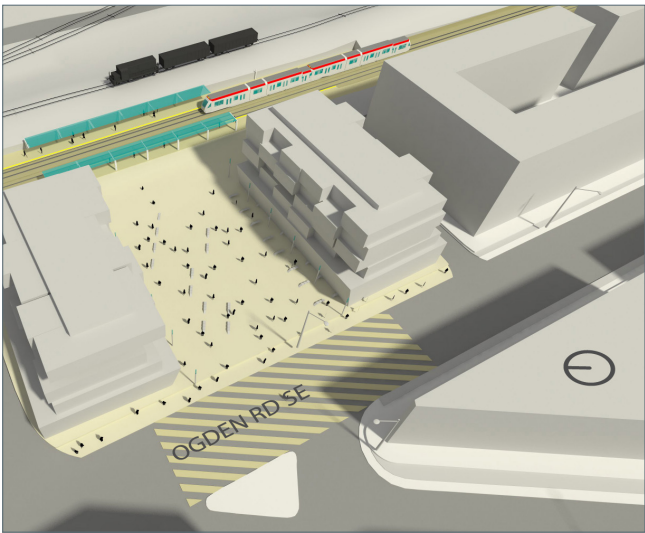
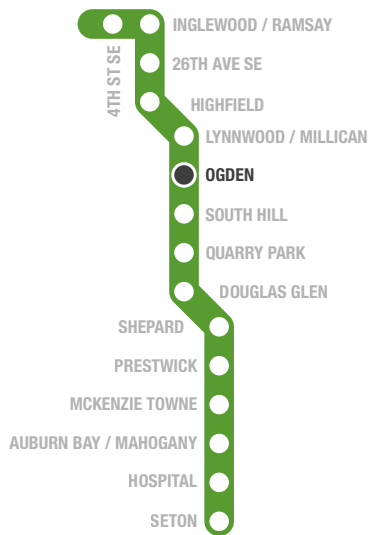
The station will have a bus terminal, serving the neighbouring communities and industrial areas to the east.

SEGMENT 1: LYNNWOOD/MILLCAN STATION

STATION LOCATION FEATURES



SEGMENT 1: OGDEN STATION



STATION INFORMATION

Community landmarks	CP headquarters,
	Historic Ogden Village,
	Victory Manor, MOCA
	Family Resource Centre
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	No
Bus terminal	No, on-street stops only

ABOUT THE STATION AREA

Ogden Station will be located in the heart of the community, at the junction of Ogden Road S.E. and 72 Avenue S.E. A transit plaza will serve as the gateway to the station. When Lynnwood/Millican Station was shifted south to Millican Road, Ogden Station was also moved to better serve residents and provide a focal point for redevelopment along Ogden Road.

The Green Line team initially explored the idea of running the transit line down Ogden Road to maximize TOD potential in the area. Upon further study, the team determined that it wasn't necessary to disrupt the fabric of the community to provide viable development options around the station; it was the placement of the station that was key to TOD.

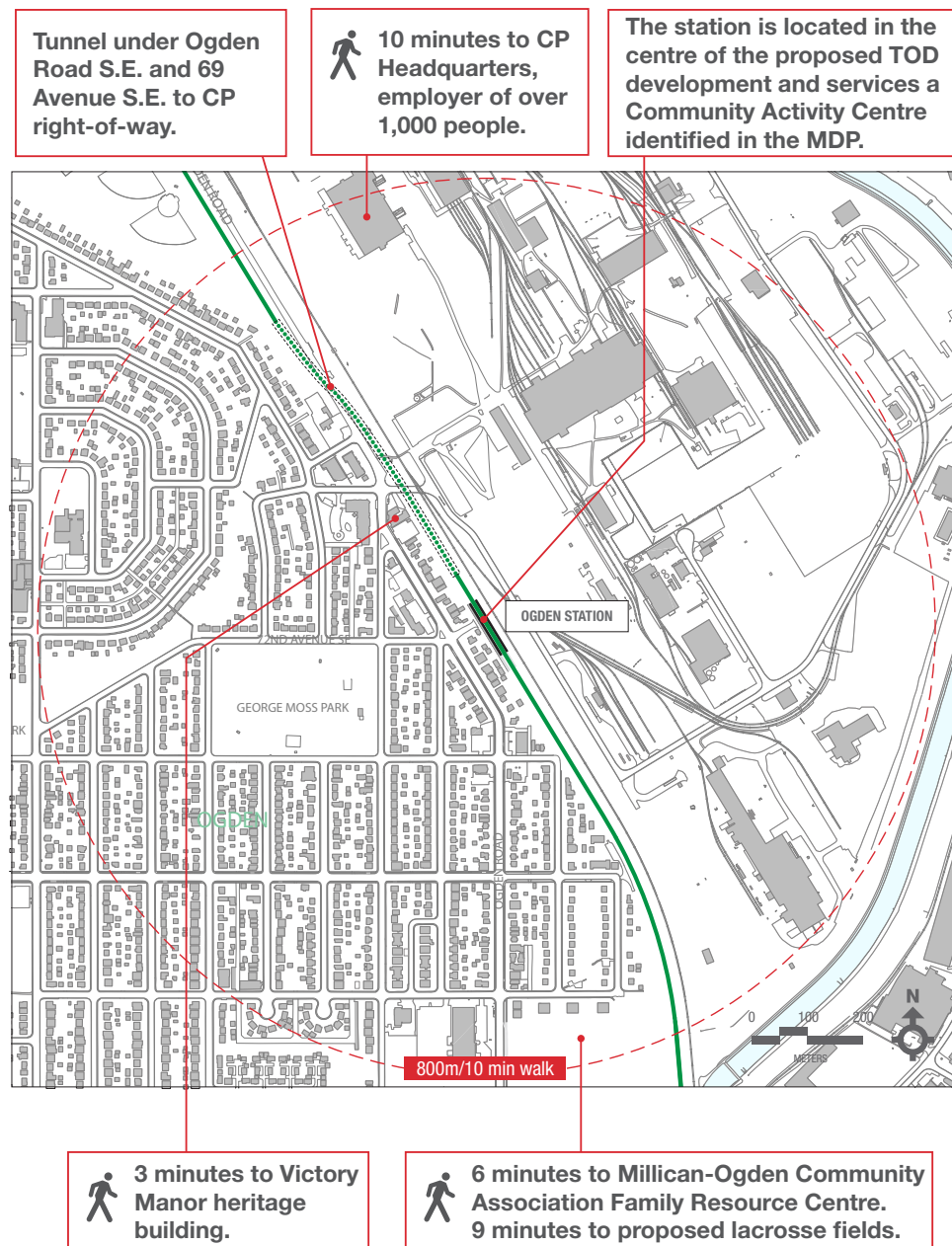
72 Avenue S.E. proved to be an ideal location for a centrally-located community station. It will allow the Green Line to run parallel to the CP right-of-way, on a separate corridor from vehicles , improving transit ride times and reliability.

This station location will enable Ogden Road to redevelop over time around the station plaza into a vibrant, mixed retail and residential street. There will be potential for interesting developments such as a flat-iron building on the southwest corner of the street, as well as possibilities to support existing affordable housing in the area.

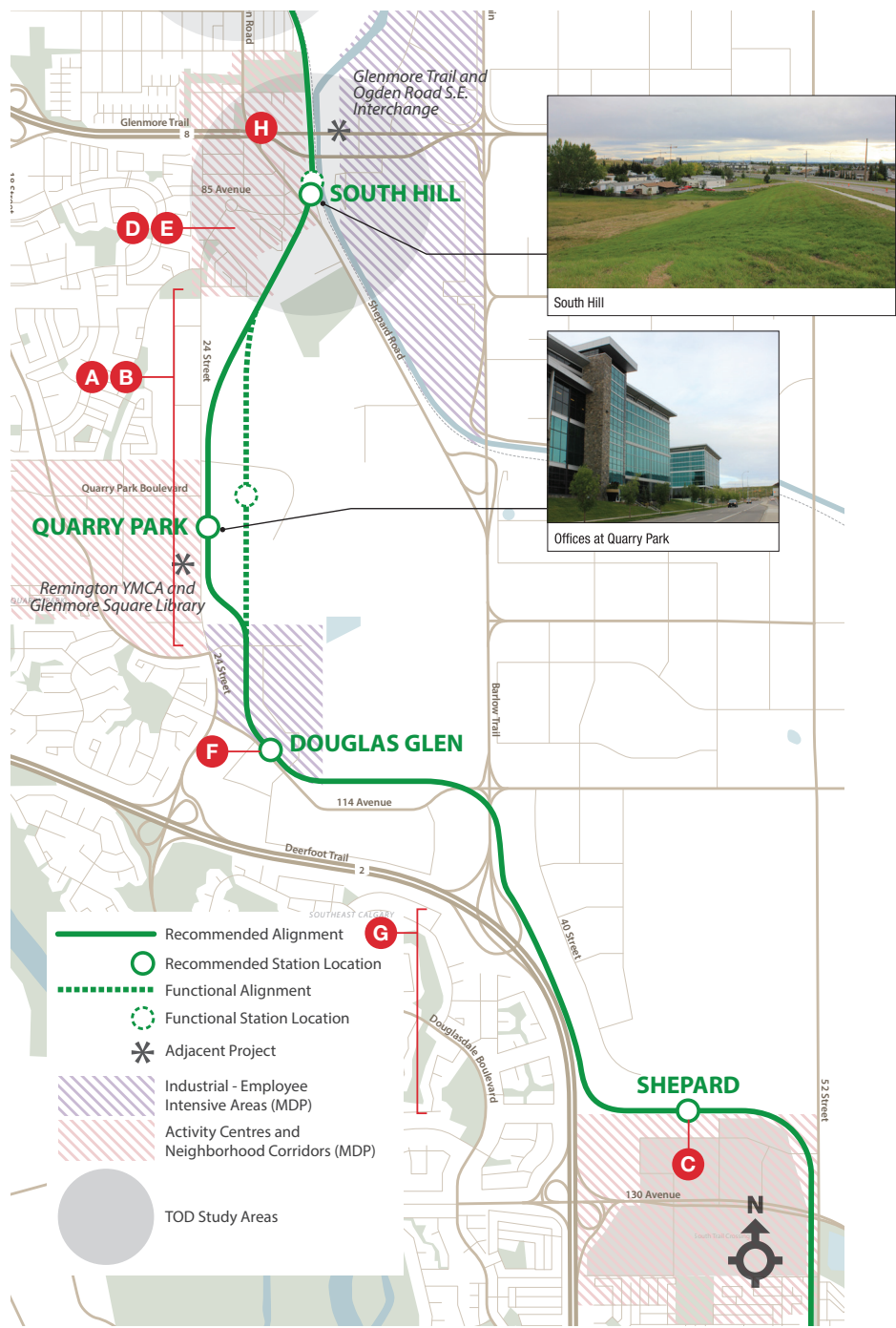
Over time, new mixed-use development will line either side of Ogden Road S.E., leading to the station. The TOD initiative will increase the likelihood of new development in the station area and bring an anticipated 3,300 residents into the station vicinity.

SEGMENT 1: OGDEN STATION

STATION LOCATION FEATURES



SEGMENT 2: IMPROVING ACCESS TO EMPLOYMENT HUBS



SEGMENT 2: IMPROVING ACCESS TO EMPLOYMENT HUBS

GLENMORE TRAIL TO 130 AVENUE S.E.

The South Hill, Quarry Park, Douglas Glen, and Shepard areas are primarily known as industrial hubs. This area is largely seen as an employment and retail centre that thousands of Calgarians commute to and from every day. The Green Line will provide improved access to the area, while also encouraging new development, and a more robust network of pathways, bikeways, and pedestrian connections.

HIGHLIGHTS

- A** The alignment and station in Quarry Park has been shifted away from the centre of the landfill and over to the east side of 24 Street S.E. This will better serve existing ridership in the Quarry Park area, including a future recreation centre/library in the area.
- B** Potential for 24 Street S.E. to become a “complete street”, with enhanced pedestrian and cycling connections in the area.
- C** The station is located within a major activity centre serving existing commercial development, and a planned 1 million square foot office development. A Light Rail Vehicle (LRV) maintenance facility will also likely be located near Shepard Station.
- D** South Hill Station offers a unique opportunity for redevelopment on City-owned land, with potential for mixed high-density residential, office, and commercial amenities.
- E** Opportunity for improved pedestrian and cycling access to and from South Hill Station.
- F** Douglas Glen is an existing Park and Ride stop for the 302 BRT route. It has been planned and designed to convert to a future LRT station.
- G** The alignment runs parallel to Deerfoot Trail and is separated from Barlow Trail, offering improved reliability and reduced travel times for transit customers. This segment of the Green Line will generate travel-time savings. Transit speeds will reach up to 80 km along this stretch.
- H** The new Glenmore/Ogden Interchange, opening in 2017, has been designed in anticipation of the Green Line.

FOOTNOTES

“Complete Street” - As identified in the Calgary Transportation Plan (CTP) and Municipal Development Plan (MDP) - Complete Streets aim to increase the attractiveness, convenience and safety of all modes of transportation by creating a new selection of multi-modal streets that emphasize walking, cycling and transit, incorporate elements of green infrastructure and function in the context of surrounding land uses.

TOD AREAS - SOUTH HILL



1. Development Potential
High-rise wood, up to 6-storey



2. Number of New Units
3,500 townhomes and apartments



3. Population Growth
7,000 new residents



4. TOD Area
100,000-150,000 sq-ft retail
500,000 sq-ft office

Much of the South Hill area is City-owned, providing a unique opportunity for TOD development on almost 20 acres of largely vacant land. This area has a number of sites with potential for TOD development in the next 10-20 years, while the greater TOD area could develop in the longer-term (20+ years).

The proposed TOD at South Hill Station was created around the concept of a transit village at the core. The South Hill Village and South Hill West areas would have pedestrian-friendly, mixed-use development, with opportunities for larger scale development on the lands north and south of Glenmore Trail, and across the canal to the east. The TOD would balance residential and commercial development, ensuring there is appropriate population density to support future retail and office growth, and provide transit ridership in the area.

High-intensity development: Areas located along a transit corridor, or large parcels of land that have the ability to add significant population density to support nearby amenities, developments, and transit.

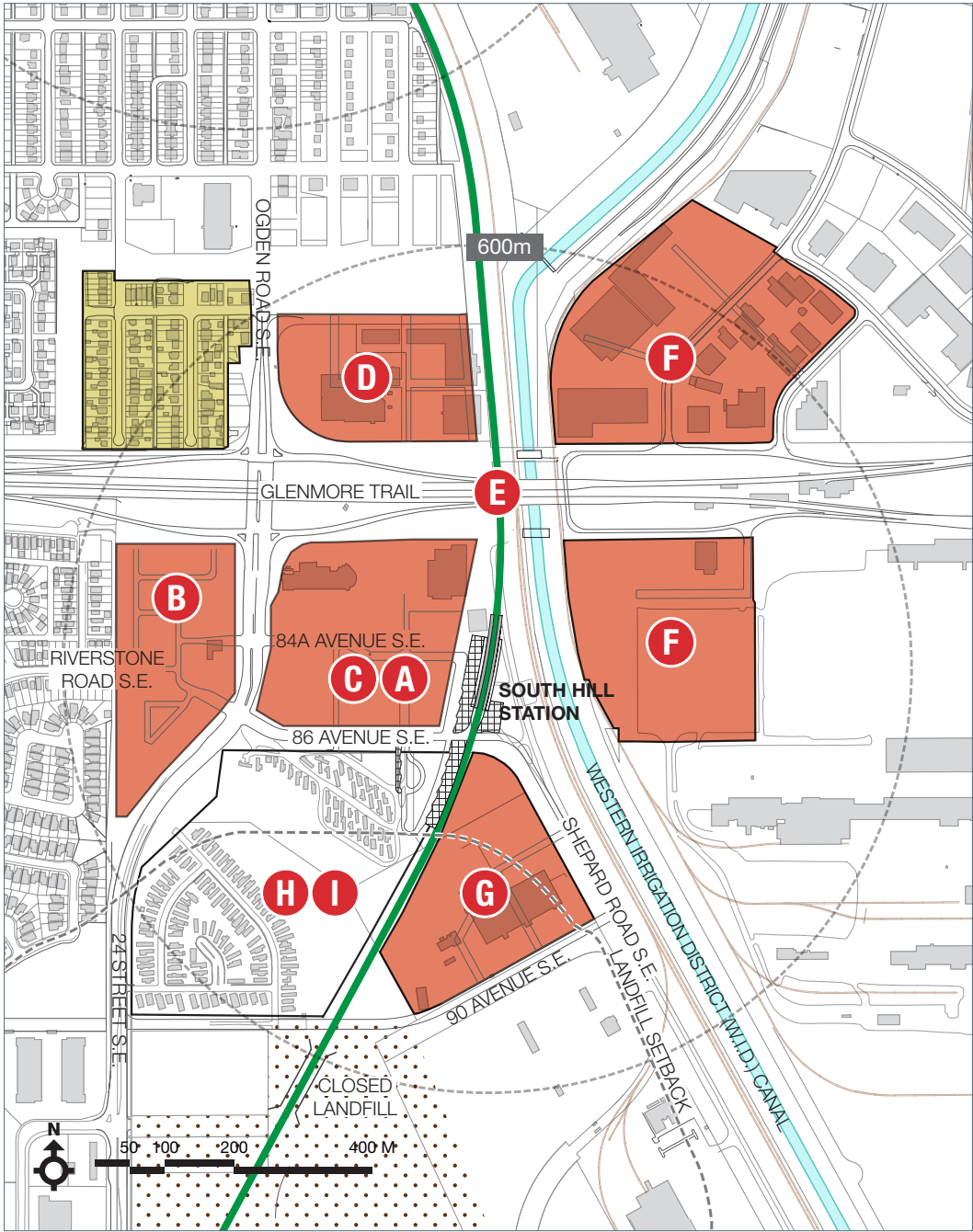
☐ The most appropriate form of TOD and timelines remain to be determined.

Low-intensity development: Infill development typically 2-4 storeys in height. These types of developments fit well with primarily residential communities.

HIGHLIGHTS

- A** The new South Hill Village will have high density, mainly six-storey, mixed-use development, with new area amenities and potential to integrate the existing cheese factory with a market.
- B** The South Hill West area will have mixed-use, residential development with potential for a central green space with park amenities. The development in this area will tie-in with the existing residential area in Riverbend.
- C** A new proposed road at 84A Avenue S.E would provide a vital connection for pedestrians, cyclists and vehicles between the future South Hill West and South Hill village areas.
- D** The Glenmore North area would have major mixed-use development that benefits from the highly visible location off Glenmore Trail. Improved pedestrian and bike links under Glenmore Trail would connect it to South Hill Village and South Hill West. There is also an opportunity for low-density infill redevelopment to the east, across from Glenmore Inn.
- E** Safe and pedestrian-friendly connection from the station to communities to the north, across the Glenmore/Ogden Interchange.
- F** Opportunity to integrate the lands to the east, incorporate the canal as a community amenity, and maximize development potential on under-utilized lands over the long-term. This area would be primarily an employment hub with pedestrian links to the station and the lands to the west.
- G** The Foremost lands located next to the station have potential for office/commercial use. These lands could be linked to the development of the East Canal area, providing a combined 500,000 square feet of developable land for an employment hub /commercial area.
- H** The existing mobile home area has long-term redevelopment potential, but in the meantime is challenged due to being located within a landfill setback. Since large areas of land directly adjacent to the station are readily available for redevelopment, this specific location will likely only redevelop in the long-term.
- I** Opportunity to develop a new regional park accessible to all Calgarians by transit. A comprehensive parks redevelopment plan would be required.

TOD AREAS - SOUTH HILL



WHAT COULD IT LOOK LIKE?

The following images represent simulations of the evolution of the South Hill area over the next 10-30 years.



1 The proposed location of the future 84A Avenue S.E., looking east towards the proposed station and Shepard Road S.E.



2 View of the future 84A Avenue S.E. and the future South Hill Village area with initial development.



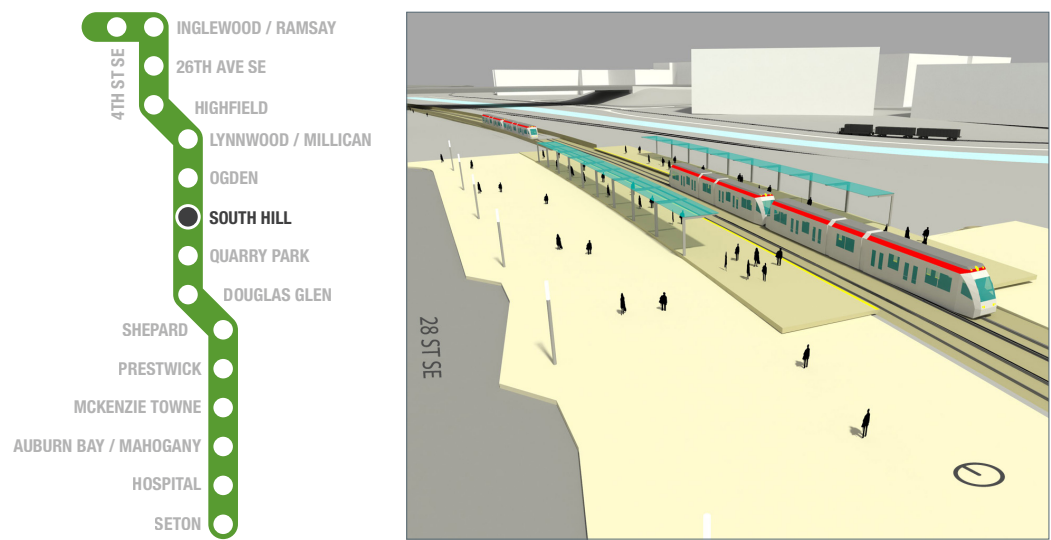
3 View of the future 84A Avenue S.E., with further build-out of mixed-use development in the South Hill Village area.

WHAT COULD IT LOOK LIKE?



4 View of the future 84A Avenue S.E., and the mixed-use main street of the TOD village leading to the station.

SEGMENT 2: SOUTH HILL STATION



STATION INFORMATION

Community landmarks	Historic Western District Irrigation Canal and pathways
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	No
Bus terminal	Yes, major transfer terminal

ABOUT THE STATION AREA

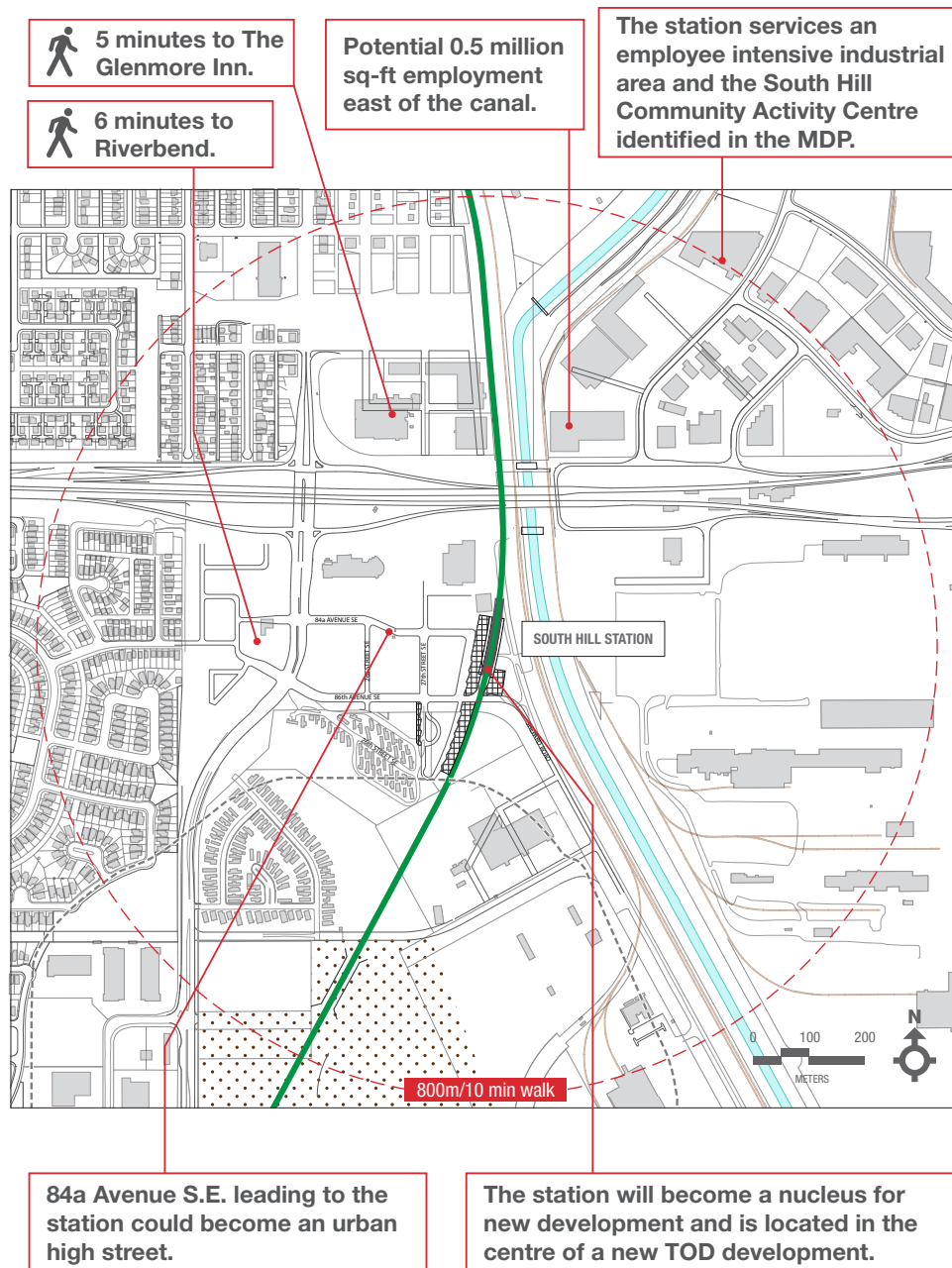
South Hill Station will be located adjacent to the Canadian Pacific (CP) line, at the end of a new avenue. The proposed 84A Avenue S.E. would be the main east-west corridor connecting to the Riverbend community west of the proposed TOD development. As a major hub in the city's transportation network, the station will serve customers connecting to other transit services, as well as Riverbend residents and the future residents of the South Hill TOD.

Important new pedestrian and cycle connections will include a link to Ogden under the Glenmore Trail Interchange, access from the Glenmore Trail Interchange to the eastern employment areas, and connectivity via the new urban blocks and street system resulting from the TOD.

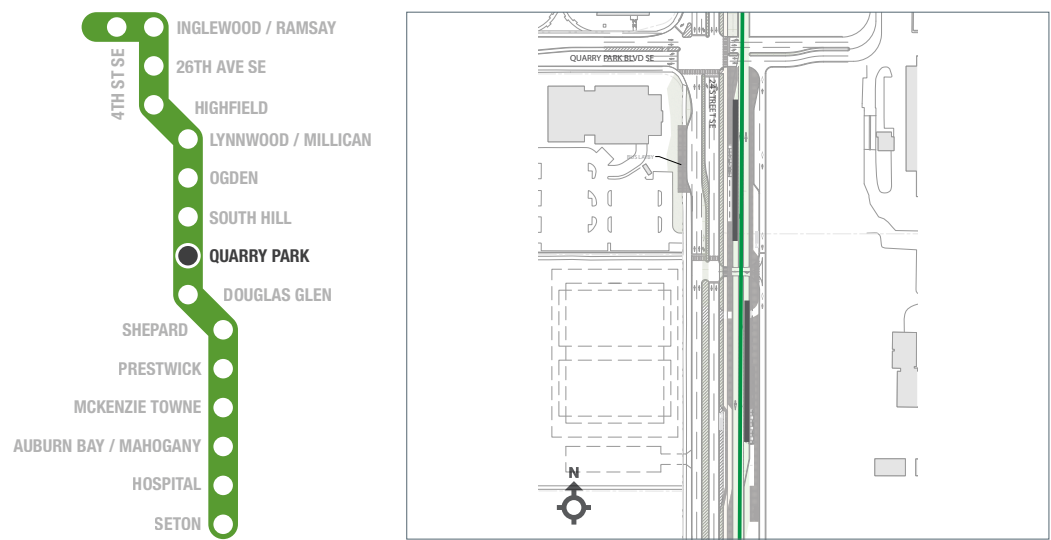
The vision is for the station and plaza to become the centrepiece of a new transit TOD mixed-use development and a major transit hub in the city.

SEGMENT 2: SOUTH HILL STATION

STATION LOCATION FEATURES



SEGMENT 2: QUARRY PARK STATION



STATION INFORMATION

Community landmarks	Quarry Park commercial business park and shopping area, Glenmore Square, Public Library, Remington YMCA Rugby Fields
Station configuration	Side loading, at-grade*
Amenities	Transit Plaza, heated waiting areas, bike parking
Park and Ride	No
Bus terminal	Yes, off-street

*This item is subject to change for LRT opening day.

ABOUT THE STATION AREA

Quarry Park Station will serve the residential communities of Douglas Glen, Riverbend, and Quarry Park, and the commercial/retail centre in Quarry Park. This is one of the largest employment centres along the line, and is host to a number of large corporations and head offices for companies such as Imperial Oil.

The alignment was shifted from the landfill to be closer to the development in the Quarry Park area, and offers improved safety, accessibility, and enables future development on the reclaimed dry landfill sites to the east.

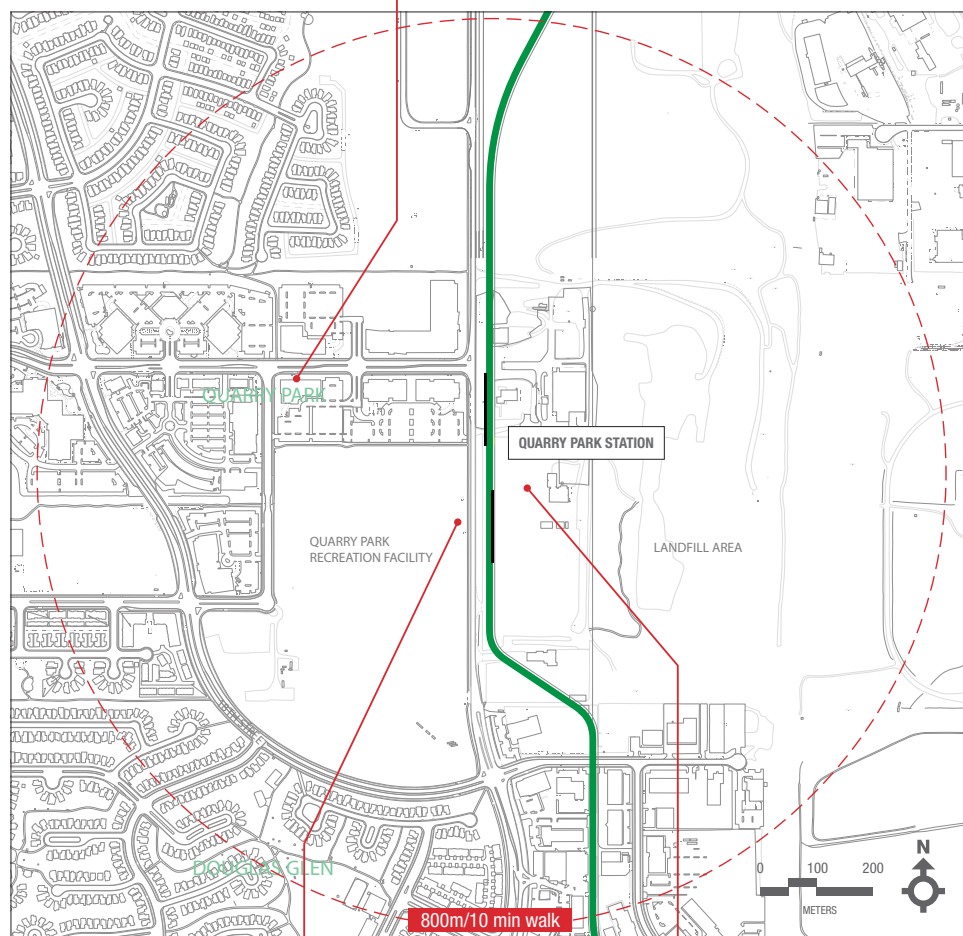
There is a proposed pedestrian crossing from the station across 24 Street S.E. leading to the new recreational centre and library.

The station will have waiting and station facilities and improved pedestrian and cycling connections. It can become a catalyst for new commercial development.

SEGMENT 2: QUARRY PARK STATION

STATION LOCATION FEATURES

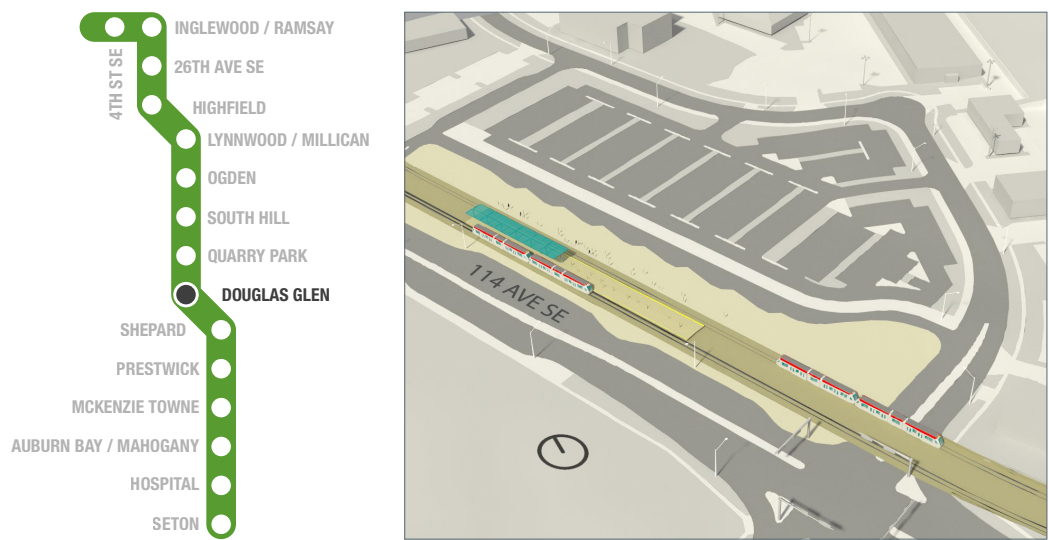
Adjacent to 1.7 million sq-ft of office space within the Quarry Park Community Activity Centre identified in the MDP.



2 minutes to Remington
YMCA and Glenmore
Square Library.

Adjacent to potential
development on the east side of
24th Street.

SEGMENT 2: DOUGLAS GLEN STATION



STATION INFORMATION

Community landmarks	Douglas Glen and Douglasdale communities, the Bow River
Station configuration	Side loading, at-grade*
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	Yes - existing
Bus terminal	Yes, major transfer terminal

*This item is subject to change for LRT opening day.

ABOUT THE STATION AREA

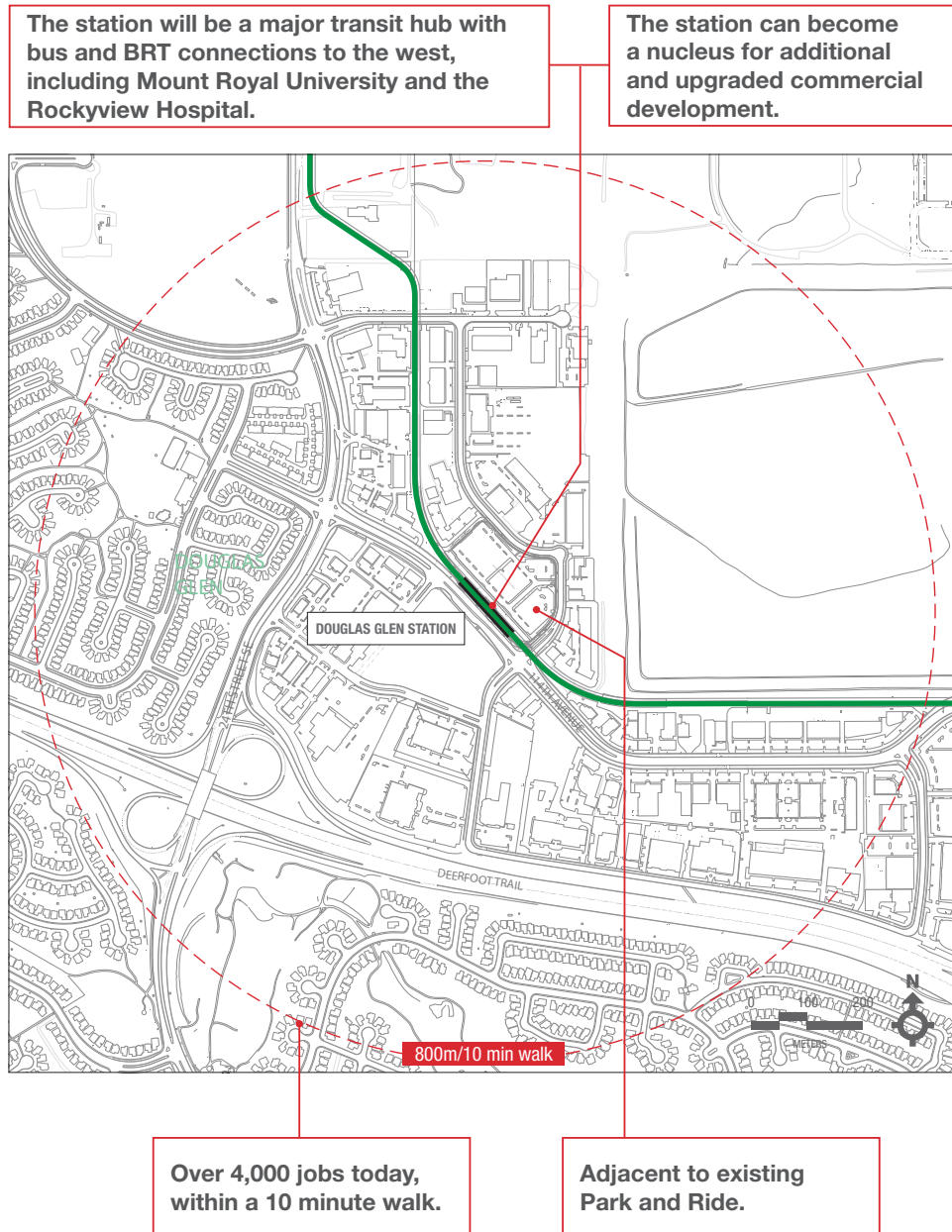
Douglas Glen Station will be located on 114 Avenue S.E. between 27 Street S.E. and 29 Street S.E. It is currently a transit hub for BRT and local bus service, and has a Park and Ride facility.

The Douglas Glen Station serves the residential communities of Douglas Glen and Douglasdale and the commercial/industrial area to the east. Improved pedestrian connections to the Douglasdale community would be beneficial, as the community is separated by Deerfoot Trail S.E., and is accessible only by the 24 Street S.E. interchange. The station is surrounded by car-oriented commercial and retail uses that do not currently provide a pedestrian-friendly environment. There are bicycle paths throughout both communities that connect to the Bow River pathway that require upgraded connections.

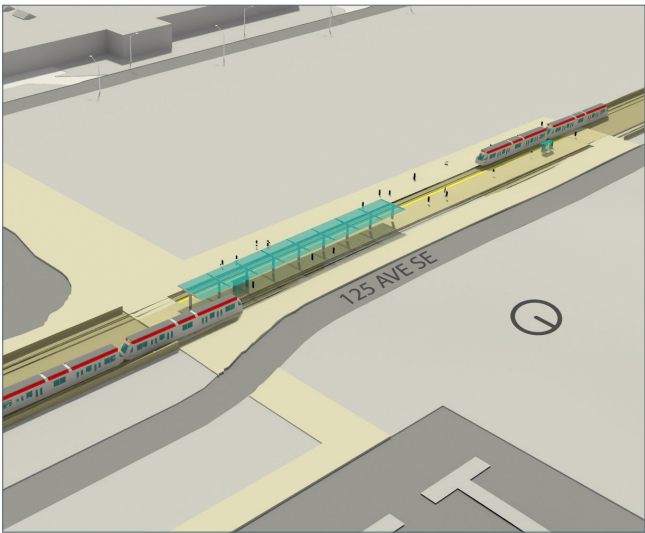
The station will be a major transit hub, with connections to the west, including Southcentre Mall, Rockyview Hospital and Mount Royal University. There will be a Park and Ride, upgraded waiting and station facilities, and improved pedestrian and cycling connections. The station will encourage new commercial and retail development in the area.

SEGMENT 2: DOUGLAS GLEN STATION

STATION LOCATION FEATURES



SEGMENT 2: SHEPARD STATION



STATION INFORMATION

Community landmarks	South Shepard and Shepard Office Park
Station configuration	Centre loading at-grade*
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	Yes - structured
Bus terminal	Yes, major transfer terminal

*This item is subject to change for LRT opening day.

ABOUT THE STATION AREA

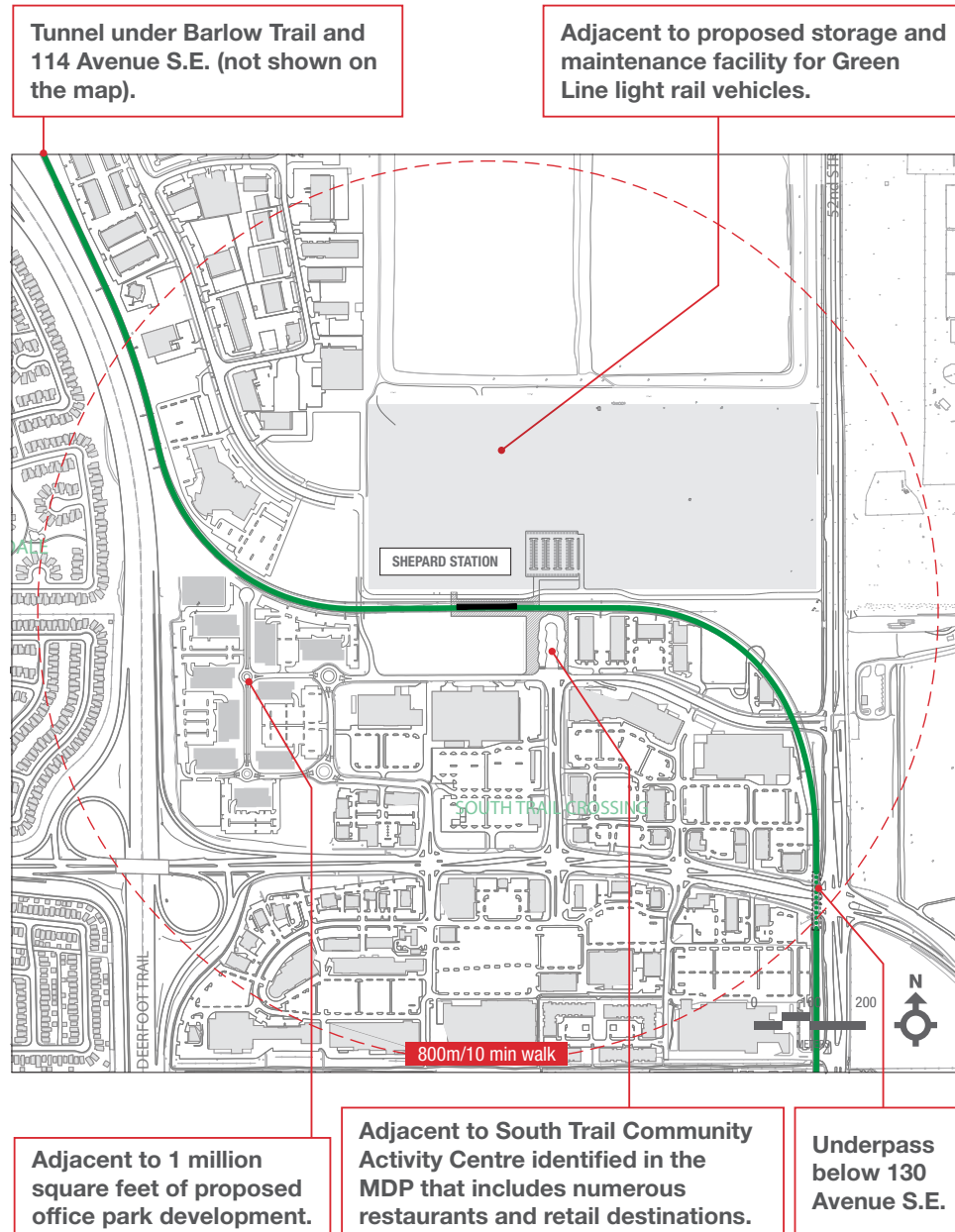
Shepard Station will serve the residential community of Douglasdale to the west and the new South Trail Crossing area. The recommended LRV maintenance facility will likely be located immediately north of the station. The site provides additional opportunities for other buildings such as a future bus operations and maintenance facility that can be accessed via the station. Future plans for the Shepard area include a 1 million square foot office development, similar to Quarry Park. The new 125 Avenue S.E. will provide an east-west connection between 40 Street S.E. and 52 Street S.E. The station will be located within walking distance of South Trail Crossing, a major shopping and entertainment destination in southeast Calgary.

Pedestrian connections from Douglasdale to the station will be important as the community is separated by Deerfoot Trail S.E. The station is surrounded by car-oriented commercial and retail, and does not currently have a pedestrian-friendly environment. Upgraded sidewalks and multi-use pathways would improve walkability in the area.

The station will be a transit hub with Park and Ride, upgraded waiting and station facilities and improved pedestrian and cycling connections.

SEGMENT 2: SHEPARD STATION

STATION LOCATION FEATURES



SEGMENT 3: DECREASING RIDE TIMES AND SUPPORTING POPULATION GROWTH



SEGMENT 3: DECREASING RIDE TIMES AND SUPPORTING POPULATION GROWTH

130 AVENUE S.E. TO SETON

The last 10 kilometres of the line will serve the rapidly growing communities in suburban southeast Calgary, while also providing a much-needed transit service to access the new South Health Campus. Transit access to and from the South Health Campus will provide consistent ridership during off-peak hours, ensuring the service is well used throughout the day. This area has seen significant population growth over the last 5 years and is expected to continue developing quickly. The communities south of 130 Avenue S.E. have been planned and built in anticipation of LRT. They have dedicated lands for the right-of-way, station areas, Park and Rides, and higher development densities.

HIGHLIGHTS

- A** The Green Line Right-of-Way was dedicated when sub-divisions were developed.
- B** Existing well-designed walking and TOD connections at McKenzie Towne will feed into the new station.
- C** Medium-density development is already occurring in the community of Auburn Bay/Mahogany, with the development of town homes and duplexes.
- D** Opportunity for transit integration with the newly developing community of Seton. This area will have mixed-use development, with a significant regional commercial/office facility.
- E** Plans for the area include future high-density development around Hospital Station. The area is the designated site for mixed-use and residential development, a major recreation complex and a regional high school.



TOD AREAS - SOUTH OF DOUGLAS GLEN

While this area follows the pattern of more conventional suburban development, there are significant TOD opportunities surrounding the stations on the southernmost portion of the line. These new communities were planned with the knowledge that a transit line would eventually be built into the community, and have developed accordingly.

TOD HIGHLIGHTS IN THESE COMMUNITIES INCLUDE:

- **McKenzie Towne:** This was the first “New Urbanist” development in Calgary with supporting appropriately-scaled architecture and planning, and a balanced development of jobs and housing. It is already a pedestrian-friendly neighbourhood, with an existing transit hub that would continue to be used by the Green Line. There are future opportunities to increase density around the station area by building over the Park and Ride lot adjacent to the transit station.
- **Hospital:** The new South Health Campus is a major employment centre and destination for Calgarians. A single developer is planning a Market Street directly south of the hospital's main entrance, adding retail and other mixed uses to the area. There are also plans for seniors' residences, a major recreation complex, and a regional high school.
- **Seton:** This will be the terminus of the southeast leg of the Green Line, and will have significant mixed-use development in the future. Substantial regional commercial/office space will attract transit riders from all over the city.



Examples of different types of TOD



Artist's sketch of McKenzie Towne Park and Ride with pop-up community event

SEGMENT 3: PRESTWICK STATION



STATION INFORMATION

Community landmarks	Communities of Prestwick and New Brighton, Prestwick Fountain Park
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	Yes
Bus terminal	No , on-street stops only

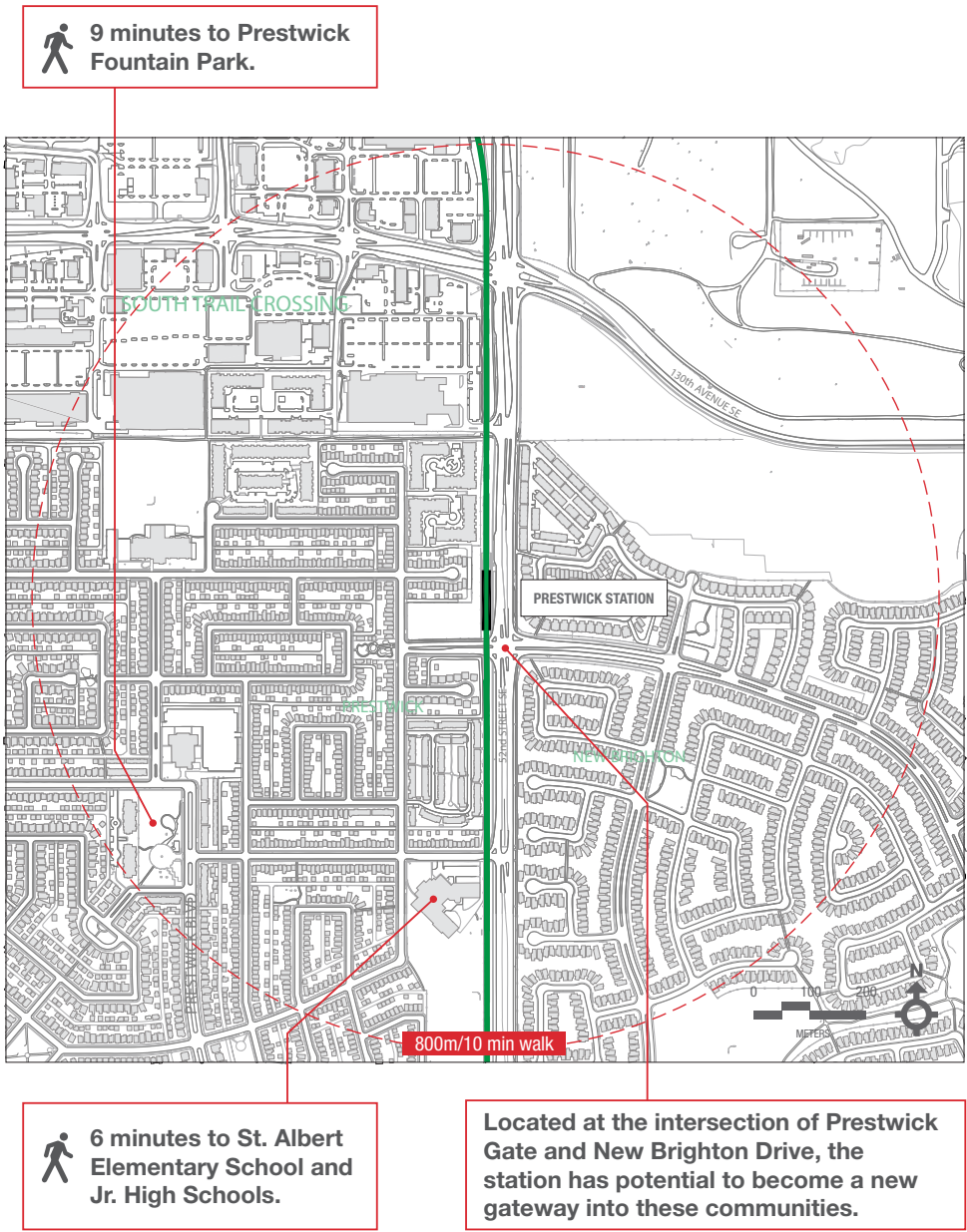
ABOUT THE STATION AREA

Prestwick Station will serve the residential community of Prestwick on the west side of 52 Street S.E. and New Brighton to the east. The station will be located in a dedicated right-of-way adjacent to 52 Street S.E., north of Prestwick Gate S.E. There is existing land for a Park and Ride lot that is currently being used as a temporary soccer field. The McKenzie Towne retail centre serves the neighbouring communities of Prestwick, New Brighton and Copperfield, however, pedestrian connections across 52 Street S.E. are limited. Upgraded sidewalks and multi-use pathways would improve walkability between communities.

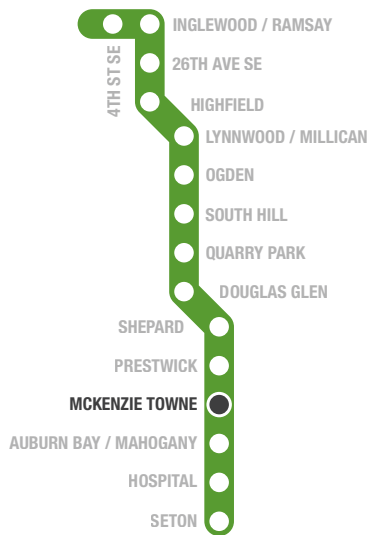
This station will include upgraded waiting and station facilities, a Park and Ride, and improved pedestrian and cycling connections.

SEGMENT 3: PRESTWICK STATION

STATION LOCATION FEATURES



SEGMENT 3: MCKENZIE TOWNE STATION



STATION INFORMATION

Community landmarks	McKenzie Towne Centre and shopping High Street and park system
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	Yes - existing
Bus terminal	No, on-street stops only

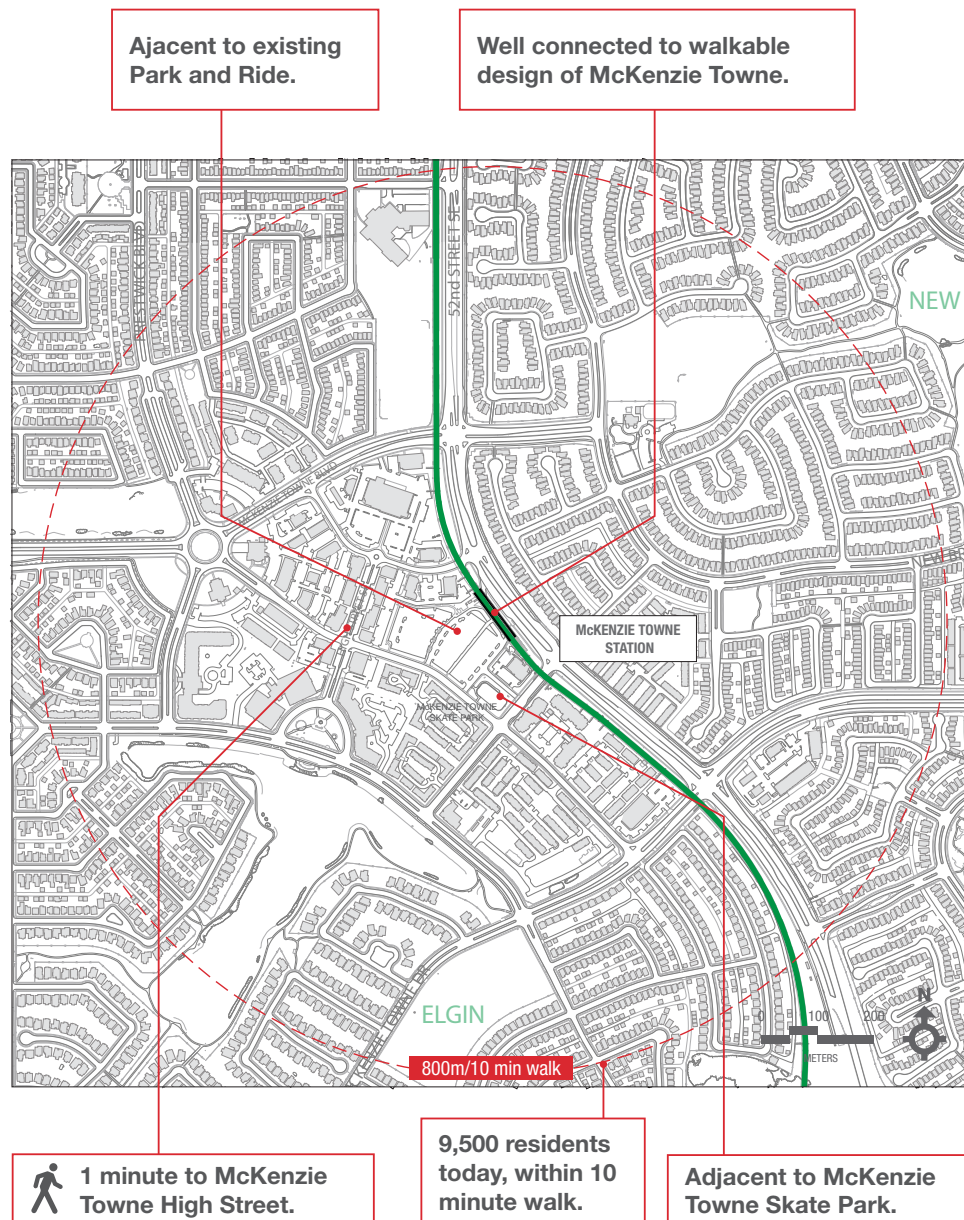
ABOUT THE STATION AREA

McKenzie Towne Station will serve the residents of that community, New Brighton, and Copperfield to the east. McKenzie Towne has been designed as a walkable community with a variety of mixed-use, retail, commercial and mid-rise multi-family developments.

The surrounding development includes integrated shopping, living and working opportunities nearby that can be further enhanced by the Green Line. The existing Park and Ride, built as part of the initial BRT in 2009, was planned in anticipation of a future LRT service. It could be incorporated into a future mixed-use development in the future.

SEGMENT 3: MCKENZIE TOWNE STATION

STATION LOCATION FEATURES



SEGMENT 3: AUBURN BAY/MAHOGANY STATION



STATION INFORMATION

Community landmarks	New communities of Auburn Bay and Mahogany
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	Yes
Bus terminal	No, on-street stops only

ABOUT THE STATION AREA

Auburn Bay/Mahogany Station will serve the community of Auburn Bay on the west side of 52 Street S.E., and Mahogany to the east.

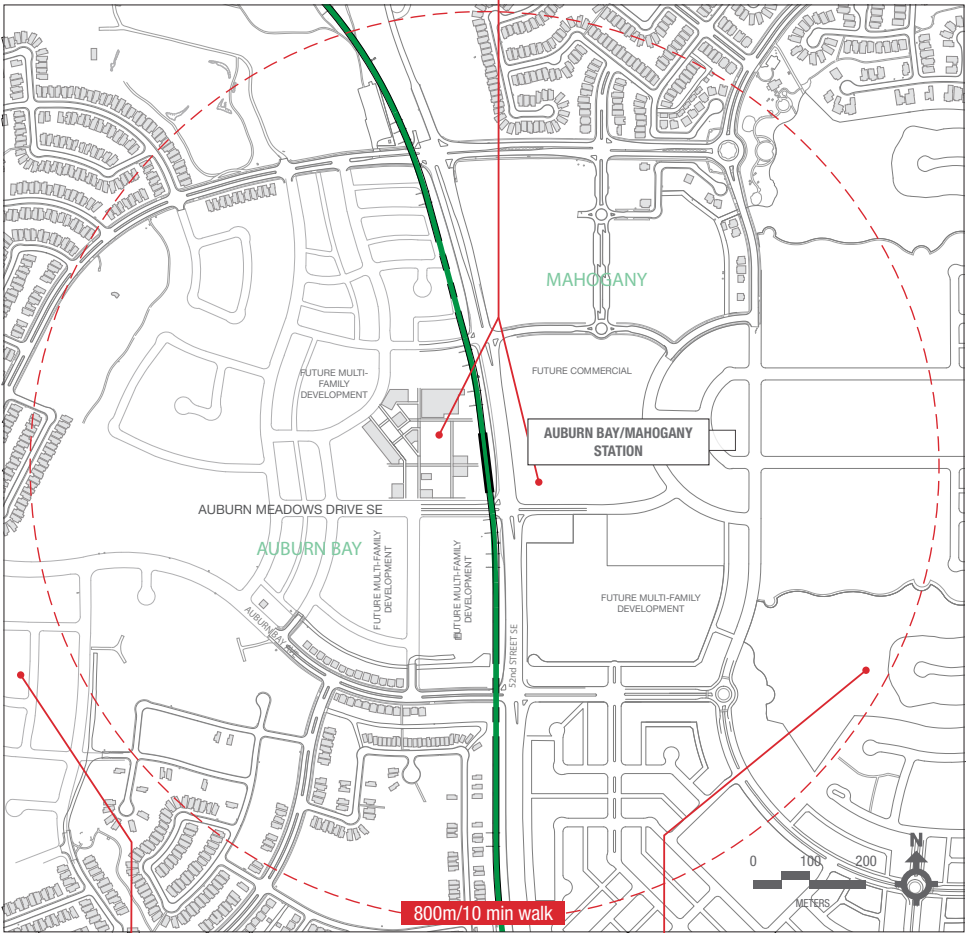
The station will be located in a dedicated right-of-way adjacent to 52 Street S.E., north of Auburn Meadows Drive S.E. Both communities have been designed in anticipation of LRT, with a mix of retail, commercial and mid-rise multi-family developments.


Pedestrian and bicycle connections are strong, with a comprehensive system of regional and local pathways linking to the future station and other destinations.


SEGMENT 3: AUBURN BAY/MAHOGANY STATION

STATION LOCATION FEATURES

Adjacent development has been planned with the station in mind, incorporating mixed use and multi-family buildings adjacent to the station.



 15 minutes to Auburn Bay Lake (not shown on map).

 10 minutes to Mahogany Lake.

SEGMENT 3: HOSPITAL STATION



STATION INFORMATION

Community landmarks	South Health Campus, new community of Seton Mixed, Seton Recreation Centre, Public Library
Station configuration	Side loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	No
Bus terminal	Yes

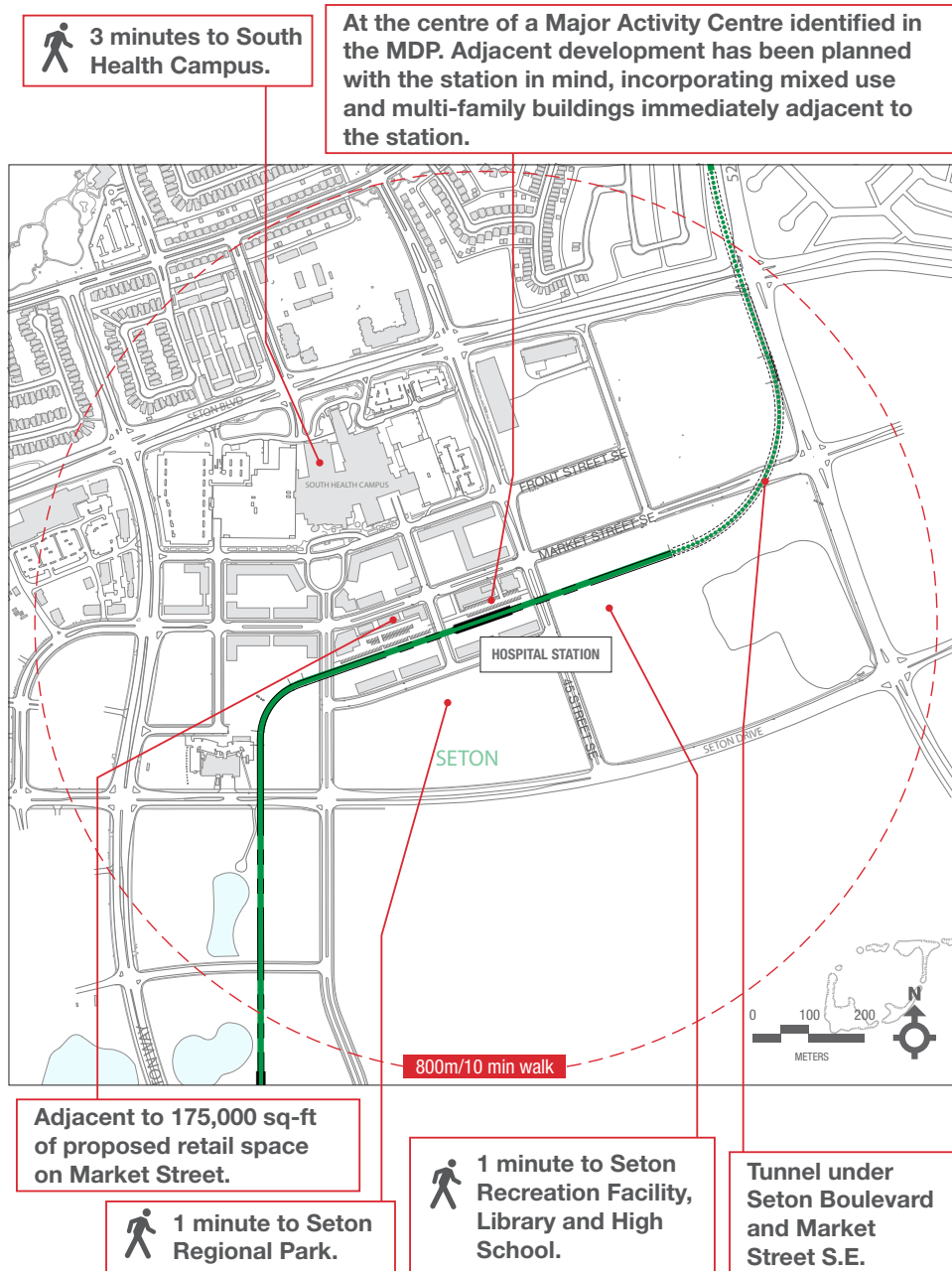
ABOUT THE STATION AREA

Hospital Station will serve the residential community of Seton and the thousands of staff from the South Health Campus, and visitors to the facility. The station is located in a dedicated right-of-way between Market Street S.E. and Seton Park. The community has a pedestrian-friendly design, with a mix of regional retail, commercial and mid-rise multi-family developments, in addition to the hospital. Pedestrian and bicycle connections are strong, with a comprehensive system of regional and local pathways linking to the station and other destinations.

The station will serve the South Health Campus, and will be part of an activity hub in the heart of a vibrant community centre, with integrated shopping, living and working opportunities nearby. There will be bus connections to the existing south LRT line (Red Line).

SEGMENT 3: HOSPITAL STATION

STATION LOCATION FEATURES



SEGMENT 3: SETON STATION



STATION INFORMATION

Community landmarks	New communities of Seton and Cranston, Commercial Office Centre, High School
Station configuration	Centre loading, at-grade
Amenities	Transit Plaza, heated waiting areas, bike parking
Customer drop on/off	Yes
Park and Ride	Yes - structured
Bus terminal	Yes , major transfer terminal

ABOUT THE STATION AREA

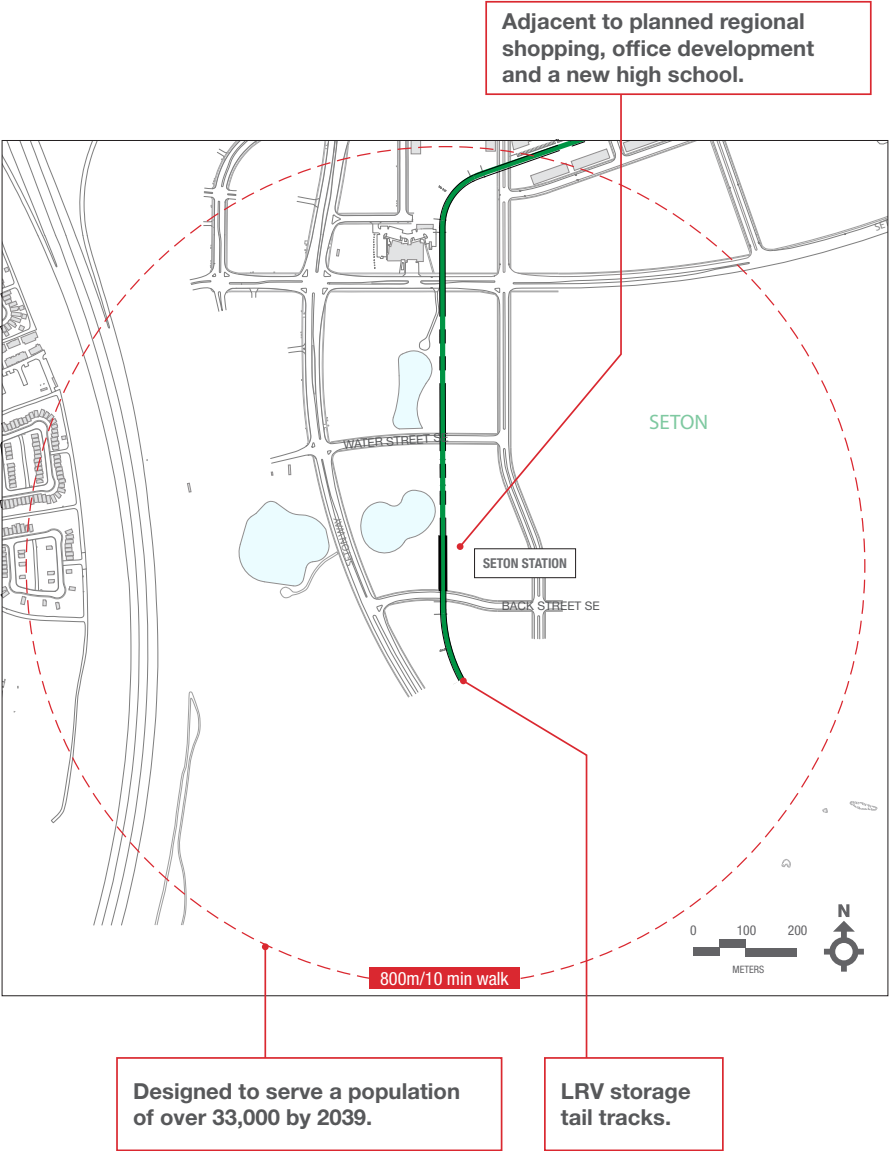
Seton Station will serve the new residential communities of Seton and Cranston, and eventually, the new communities to the east of the station. The station is located in a dedicated right-of-way behind Main Street S.E. A parkade is proposed close to the station, and the proposed high school will be located one block west of the station.

The area was designed as a walkable community with a mix of regional retail, commercial and mid-rise multi-family developments. Pedestrian and bicycle connectivity will include a comprehensive system of regional and local pathways linking to the station and other destinations.

The station will be a major transit hub in the new Seton Urban District with integrated shopping, living and working opportunities nearby.

SEGMENT 3: SETON STATION

STATION LOCATION FEATURES





Graphic recording by Sam Hester

WHERE ARE WE GOING?

The Green Line team has worked to balance transit objectives, including reducing transit ride time, improving reliability, and increasing transit ridership, with the opportunity to maximize Transit Oriented Development (TOD) potential. The southeast leg of the Green Line is no longer only defined by its transit functionality, but also by the development it attracts and how it supports the land use in surrounding areas. Combining high quality transit with vibrant TOD hubs will connect Calgarians to places where they live, work, play, shop and learn.

"A strong public transit system that is well integrated into the very fabric of our communities contributes to a vibrant city."

Mayor Naheed Nenshi

Integration between Planning, Transportation, and other City business partners has been key to the successful planning of the Green Line to date, and will continue to play an important role as the project unfolds. The Green Line team will continue working closely with the public, communities along the line and other stakeholders, to ensure local knowledge and insight is considered and integrated into the line.

The Developer Advisory Group will also remain an active component of the project, providing industry knowledge of development potential and possible catalyst sites that could develop with the Green Line.

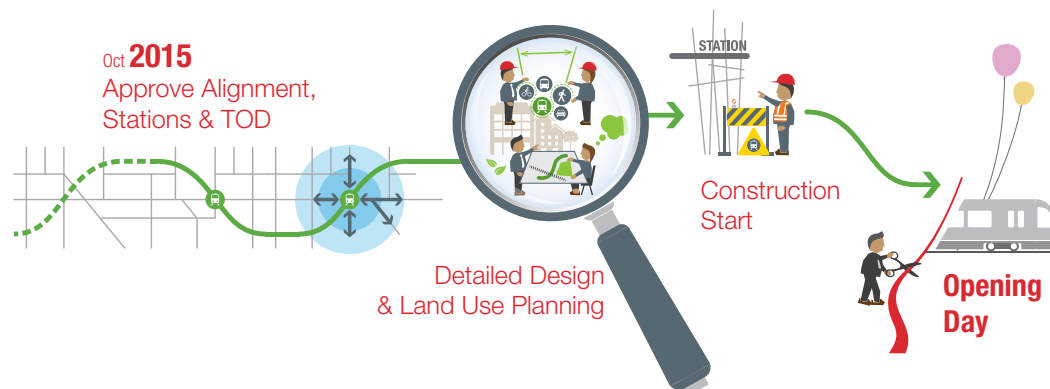
A similar planning approach will be extended to the north leg of the Green Line, ensuring sustainable and integrated transit planning along the route, and creating continuity along the entire corridor.

The Green Line team looks forward to continuing the planning and design process with the public, developers, and our City partners.

TWITTER: @yyctransport #GreenLineSE

INSTAGRAM: yycGreenLine #GreenLineSE

Calgary.ca/greenline



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