

Background

Context

In 2019 Administration presented a framework to Council that considered available City resources, and the success of past activation projects. The framework described three key components that are needed for a successful activation:

1. A Parcel of land that is empty, in usable condition, has reasonable local access, is of a useful size, and is in proximity to people who would benefit from the activation.
2. A Partner Organization that can deliver an interim use on the parcel. The City's Investing in Partnership strategy provides a framework for developing partnerships with community groups, cultural organizations, business innovators, and others that would be invested in delivering projects on these sites. Existing tools including a permit, a memorandum of understanding, an optional amenities agreement, a license of occupation, and a low-cost lease may all be suited to governing and facilitating activation projects, depending on the partner and the scope of the idea. Screening and scoring criteria were defined to assess the fit of potential partner organizations to deliver activations on City-owned rights-of-way.
3. A project or idea that will enhance and activate the parcel and meet a need for the adjacent community and can be measured against screening and scoring criteria.

Previous Council Direction

On 2017 May 29, NM2018-0689 directs Administration to “explore potential interim alternative uses for the reserved LRT ROWs for the Blue Line NE, north of Saddletowne Station, that may include, but are not limited to, transit improvements, pedestrian and bicycle infrastructure, and parks that can be converted to LRT infrastructure” and to “provide an assessment of feasibility, capital costs required, return on investment, and timelines for the potential interim uses.” II.

TT2018-0145 Amendment 3 (2018 March 8) directs Administration to “explore the ways and means that the existing rights-of-way, north of 16th Avenue N and south of 126 Avenue S, can be activated for community purposes that may include, but are not limited to, BRT, pedestrian and bicycle infrastructure, that can then convert to LRT infrastructure.

TT2019 – 0204: That the SPC on Transportation & Transit recommends that Council:

- i. Direct Administration to include appropriate rapid transit expansion projects (per Attachment 1) for analysis in the upcoming RouteAhead Project Prioritization Report in Q3 of 2019.
- ii. Direct administration to engage partners in potential pilot projects to test interim non-transportation uses of future transit rights-of-way and report back with findings no later than Q2 2021

TT2021-0227: Deferral Request of Report back on Interim Alternative Uses of Future LRT Rights-of-Way, TT2019-0204 to Q2 2022