

## **GREEN LINE TRANSIT ORIENTED DEVELOPMENT SCOPING STUDY – STATUS REPORT**

### **EXECUTIVE SUMMARY**

This report provides a status report on transit-oriented development (TOD) planning for the Green Line rapid transit corridor, including a scope of work for TOD planning on the Southeast Transitway.

A complimentary report on the workplan for the Green Line program will be presented at the 2014 September 19 meeting of the SPC on Transportation and Transit.

### **ADMINISTRATION RECOMMENDATION(S)**

That the SPC on Planning and Urban Development recommends that Council receive this report for information.

### **RECOMMENDATION OF THE SPC ON PLANNING AND URBAN DEVELOPMENT, DATED 2014 SEPTEMBER 10:**

That the Administration Recommendation contained in Report PUD2014-0675 be approved.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

At the Special Meeting of Council on 2013 November 25, the following motion arising, moved by Councillor Farrell, Seconded by Councillor Keating, was adopted with respect to C2013-0668:

“8. That Council direct Administration to provide a scoping study to realize transit oriented development opportunities along the Green Line, to ensure land use integration, and report to Council through the SPC on Planning and Urban Development no later than Q3 2014.”

Subsequently, at the 2014 March 31 Regular Meeting, NM2014-14 (Councillors Carra and Keating) was approved as follows:

“NOW THEREFORE BE IT RESOLVED that Council direct Administration to hire a consultant to work collaboratively with Administration on SETway vision and objectives, TOD scoping and planning in conjunction with the Pre-Design and other applicable processes and also undertake community-based visioning with the impacted neighbourhoods and stakeholders.

AND FURTHER BE IT RESOLVED that Administration report back to the Standing Policy Committee on Transportation and Transit no later than October 2015 with the associated functional plan amendments regarding any potential alignment and station location modifications including additions and report back to the Standing Policy Committee on Planning and Urban Development with TOD area plans and the associated policy amendments and/or replacements.”

### **BACKGROUND**

The Green Line is identified in RouteAhead, a 30-year strategic plan for transit in Calgary, as a transitway between North Pointe in north central Calgary to Seton in the southeast, with future extensions to the north possible in the longer term. The Green Line will ultimately become an

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LRT line, complementing the existing Red Line and Blue Line. Implementation of bus-based transitway infrastructure on the Green Line will occur within the next 10 years based on Council's approved Investing In Mobility plan.

Council allocated \$10 million for predesign work along the Southeast Transitway and \$2 million for TOD planning in the same area. As a result, Administration has commenced work on the predesign stage of the transitway between downtown and Seton (the Southeast Transitway).

Administration is also completing an assessment of alignment alternatives for the North Central LRT. Upon receiving approval from Council on a recommended alignment for the North Central LRT, anticipated in 2015 January, Administration will begin a functional planning study for the bus-based transitway between downtown and North Pointe (the Centre Street Transitway).

Integrating land use planning as part of the infrastructure design is an important factor in the success of the Green Line. The investment in this transitway is intended to both serve commuters as well as serve as a catalyst for new land development.

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

Administration is currently engaged in preliminary TOD planning for the Southeast Transitway, and similar preliminary work will begin upon completion of the North Central LRT study. TOD planning is being coordinated with the Local Area Planning & Implementation (LPI) Corridors Program.

Below is a summary of the scope of work for TOD planning on the Southeast Transitway. Phases 1A, 1B and 2 are funded and a Request for Proposal has been issued to the consultant community.

#### **Phase 1A - Land Use Study for lands between 4 Street SE Station and Seton Station**

The purpose of Phase 1A is to provide a high level study for the entire Southeast Transitway and specific character areas within. The Land Use Study will be conducted by consultants with the assistance of the City TOD working team using community and stakeholder visioning workshops. The results of the workshops will be incorporated into the design of the Southeast Transitway. Desired outcomes from Phase 1A include:

- Align with Council Policy and Programs
- Prepare and conduct visioning workshops
- Prepare a Land Use Study Report
- Publically identify areas of intended redevelopment and intensification

#### **Phase 1B - Post Land Use Study**

This TOD Phase will be completed by the internal City TOD working team. This phase involves the identification of priority station areas likely to be developed within a 10 to 20 year horizon (2024-2034). Detailed station area planning for these priority sites will not be developed in this phase.

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The City TOD working team will identify priority station areas for more detailed study which will inform the consultant's work in Phase 2. Phase 1B studies are anticipated to provide a basis for more detailed work that would lead to Area Redevelopment Plan (ARP) or Area Structure Plan (ASP) amendments (or a completely new ARP) for specific station areas. The station areas will be identified based on criteria including:

- Residential and commercial market for redevelopment at selected sites
- High potential redevelopment sites (large parcels of land, location and possible development yield)
- Locations that could accommodate development that would support the existing communities, with potential for appropriate transition from existing development to TOD development.

### **Phase 2 – Plan Preparation for Priority Sites**

This TOD Phase would involve detailed land use planning within the priority sites identified in TOD Phase 1. Based on current information, Administration estimates that three to five stations will progress to Phase 2 plan preparation. The scope of work in Phase 2 includes the following:

- Prepare concept plan for priority station area(s)
- Coordinate with Corporate TOD initiatives (e.g. Corridors Program, Office of Land Servicing and Housing)
- Conduct Station Area Design Charrettes
- Prepare Station Area Concept Plan

Upon completion of Phase 2, Administration will begin work on ARP/ASP amendments (and will begin work on any new ARPs required), subject to Council's approval of these items being prioritized within the Planning, Development and Assessment/LPI work plan.

### **Stakeholder Engagement, Research and Communication**

Some public engagement with communities and landowners along the Green Line has been undertaken as part of the current alignment and predesign work.

The focussed public engagement process for the Southeast Transitway land use study will begin in 2015. Further discussions with area stakeholders including developers will be undertaken to develop the plans for each of the station areas in conjunction with the design and construction of the Green Line infrastructure.

Public engagement will be conducted on related matters:

- Public engagement on the North Central LRT study will continue in the fall of 2014.
- The Corridors Program will conduct public engagement in the fall of 2014 for Corridors in north central Calgary and Inglewood.

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### **Strategic Alignment**

The Green Line is identified as part of the RouteAhead 30-year Strategic Plan for Transit in Calgary. The RouteAhead plan is aligned with the policy direction and strategic goals of the Municipal Development Plan/Calgary Transportation Plan, the 2020 Sustainability Direction and Council's Action Plan priorities. RouteAhead was developed in coordination with Investing in Mobility to ensure strategic alignment within the Transportation Department capital plans. The identification of priorities in this report is consistent with the Growth Management Framework and the balance of growth between established communities and new green field communities

### **Social, Environmental, Economic (External)**

#### **Social**

TOD contributes to greater mobility choice through improved travel options, increases housing choice, improves employment/service/commercial opportunities within existing communities, promotes better jobs/housing location balance, and creates health benefits through accessible transportation and pedestrian-oriented communities.

#### **Environmental**

TOD reduces greenhouse gas emissions and improves urban air quality through higher transit ridership and pedestrian-oriented community design, reduces energy consumption resulting from inefficient land use and transportation connections, and reduces the overall ecological footprint of an urban area population.

#### **Economic**

TOD maximizes the use of public investment in transit infrastructure, reduces costs related to traffic congestion, and enables redevelopment of under-used industrial and commercial lands.

### **Financial Capacity**

#### **Current and Future Operating Budget:**

There are no operating budget implications associated with the recommendations.

#### **Current and Future Capital Budget:**

There are no capital budget implications associated with the recommendations.

### **Risk Assessment**

There are no significant risks associated with the recommendations.

### **REASON(S) FOR RECOMMENDATION(S):**

Provide the SPC on Planning and Urban Development a status report and scope of work for TOD planning on the Green Line.

### **ATTACHMENT(S)**

None.