

Transportation Report to
SPC on Transportation and Transit
2019 March 20

ISC: UNRESTRICTED
TT2019-0235

Southland Station Pedestrian Connectivity

EXECUTIVE SUMMARY

In 2017 Council moved to adopt two land use bylaws to support future redevelopment at Wyldewood Estates in Acadia and Southland Crossing Shopping Centre in Haysboro. Recognizing that neither of these designations resolved existing pedestrian connectivity issues in the area, which were anticipated to be exacerbated by the increased density near primary transit service, council approved NM2017-37 to direct Administration to coordinate a plan to resolve these issues and implement improvements.

Notice of Motion (NM) 2017-37 directed Administration to work with area developers and area Community Associations (CA) to identify pedestrian improvements along Southland Drive between 2 Street SE and Southland LRT Station and collaborate on implementation of the plan. At this time, the developments in question have not proceeded. Administration is planning to undertake a community mobility planning exercise in concert with the Kingsland Area Redevelopment Plan, which includes the affected area. As a result, Administration will include an assessment of walking connections near the future development sites. Administration will work with the affected landowners and adjacent CAs to create a plan to be built at such time as future development proceeds or other funding becomes available.

ADMINISTRATION RECOMMENDATION:

That the SPC on Transportation and Transit recommend that Council direct administration to include a recommended plan for Southland Station pedestrian connectivity as part of the Kingsland Area Redevelopment Plan.

PREVIOUS COUNCIL DIRECTION / POLICY

On 2017 September 11, Council adopted NM2017-37 and directed Administration to “work with both Applicants and the adjacent community associations to identify pedestrian improvements along Southland Drive between 2 Street SE and Southland Station, including the Southland Drive Bridge, and return to City Council through the Standing Policy Committee on Transportation and Transit, no later than Q1 2019 with an implementation plan to coincide with the construction of the applicants’ sites.”

On 2017 July 31, Council moved to adopt Bylaw 241D2017, being a Bylaw of The City of Calgary to Amend the Land Use Bylaw 1P2007 (Land Use Amendment LOC2016-0064 – Wyldewood Estates, Acadia)

On 2017 July 31, Council moved to adopt Bylaw 261D2017, being a Bylaw of The City of Calgary to Amend the Land Use Bylaw 1P2007 (Land Use Amendment LOC2015-0194 – Southland Crossing Shopping Centre, Haysboro)

On 2016 May 2, Council approved, as part of TT2016-0250 Pedestrian Strategy Final Report, Action 24: Conduct pedestrian facility reviews (connectivity and accessibility) for all existing transit station areas.

Transportation Report to
SPC on Transportation and Transit
2019 March 20

ISC: UNRESTRICTED
TT2019-0235

Southland Station Pedestrian Connectivity

BACKGROUND

In 2017 July, Council approved two land use designations near Southland LRT Station. Recognizing that neither of these designations resolved existing pedestrian connectivity issues in the area, which were anticipated to be exacerbated by the increased density near primary transit service, council approved NM2017-37 to direct Administration to coordinate a plan to resolve these issues and implement improvements. Administration expected to take up these issues when one or both land owners decided to advance their applications to the next stage of approval. As of this report, neither land owner has elected to advance projects associated with the new land use approvals for these sites.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Administration is planning to embark on a community mobility planning exercise in concert with the Kingsland Area Redevelopment Plan, which includes the affected area (Attachment). As a result, Administration will include an assessment of walking connections near these sites as part of that work and will work with the affected landowners and adjacent CAs to create a plan to be enacted when new development proceeds or other funding becomes available.

Stakeholder Engagement, Research and Communication

The relevant landowners and community associations will be engaged as part of the local area planning process and their input will inform the plan to be developed.

Strategic Alignment

The proposed incorporation of this analysis in the broader local area planning process aligns with One City, One Voice, which directs Administration to align efforts across projects and services to ensure consistent and effective collaboration with community partners. The resulting plan will align with council's goals for "A City of Safe and Inspiring Neighbourhoods" and "A City that Moves".

Social, Environmental, Economic (External)

Conducting this review at the appropriate time will support community cohesion by embedding the discussion in a vision for the community, enhance the success of transit-oriented developments in the vicinity, and support efficient use of City resources on engagement.

Financial Capacity

Current and Future Operating Budget:

The mobility aspects of the local area plan work can be accommodated through existing operating budgets in the Sidewalks and Pathways service.

Current and Future Capital Budget:

There are no capital budget implications at this time. Future capital budget implications of identified improvements to pedestrian connectivity will be assessed as part of the local area planning process.

Transportation Report to
SPC on Transportation and Transit
2019 March 20

ISC: UNRESTRICTED
TT2019-0235

Southland Station Pedestrian Connectivity

Risk Assessment

The risks associated with this request include sustained uncertainty for area residents and landowners, and potential delays in implementation of pedestrian improvements if there are delays with the associated local area planning exercise. These risks are offset by the strategic advantage and project efficiencies of combining the two efforts.

REASON(S) FOR RECOMMENDATION(S):

The original notice of motion on this subject did not envision the opportunity presented by the upcoming Local Area Plan work, nor the changing economic realities which impacted the timelines for development in the area.

ATTACHMENT(S)

1. Attachment – Map of Kingsland Area Redevelopment Plan boundaries