

Transit-Oriented Development

Station Area Evaluation Summary

July 2022

Introduction

The Transit-oriented development (TOD) Implementation Strategy, approved by Calgary City Council in December 2019, proposed a 4-part action plan that included completion of a station areas evaluation. The station areas evaluation, summarized here, was completed in three steps:

1. City staff gathered and analyzed data related to criteria such as: development potential; growth and change; local amenities; and TOD readiness.
2. A preliminary list of station areas was circulated to City of Calgary departments to identify opportunities where investments are already being contemplated near transit stations.
3. The City of Calgary hired a real estate and development consultant to conduct a site-specific market review of our short-listed station areas.

The resulting list of station areas differentiates where TOD projects are most likely to be initiated in the short term (within 8 years) from locations that may take more time for market conditions to mature. It serves as a guide to direct additional planning work and City-led investments in public realm and utility upgrades that support private investment in TOD.

It is important to note that this list will evolve over time as conditions change. Should opportunities at other station areas emerge over time, The TOD Program will look for ways to work with landowners and communities to support such opportunities.

Highest opportunity station areas

Emerging

Market interest and development opportunity are well-evolved at these Station Areas and represent the strongest opportunity for initiation of transit-oriented development within 8 years (two budget cycles).

- Brentwood (Red Line LRT and MAX Orange BRT Northwest)
- Chinook (Red Line LRT South)
- Glenmore Landing (MAX Yellow BRT Southwest)
- Ramsay-Inglewood (Green Line LRT Southeast)
- Shepard (Green Line LRT Southeast)

Prospective

These Station Areas demonstrate some degree of market interest and development opportunity but require evolution of ownership intent and/or market conditions to emerge as more reliable opportunities for TOD.

- 16th Avenue N (Green Line LRT and MAX Orange BRT North)
- 28th Avenue N (Green Line BRT North)
- 40th Avenue N (Green Line BRT North)
- 52nd Street SE (MAX Purple BRT Southeast)
- 64th Avenue N (Green Line BRT North)
- Anderson (Red Line LRT South)
- Douglas Glen (Green Line LRT and MAX Teal BRT Southeast)
- Heritage (Red Line LRT and MAX Teal BRT South)
- Lion's Park / North Hill (Red Line LRT and MAX Orange BRT Northwest)
- Ogden (Green Line LRT Southeast)
- Quarry Park (Green Line LRT and MAX Teal BRT Southeast)
- Shaganappi Point (Blue Line LRT West)
- South Hill (Green Line LRT Southeast)

Potential

These Station Areas are identified in the Municipal Development Plan with a general land use that is compatible with transit-oriented development. Few market indicators suggest TOD is likely in the short-to medium-term and/or little planning work has been completed to guide development. (Only the most likely to become 'prospective' are listed here)

- 4th Street / 16 Avenue NW (MAX Orange Line Northwest)
- 26th Avenue SE (Green Line LRT Southeast)
- 33rd Street SE (MAX Purple Line Southeast)
- Edmonton Trail / 16th Avenue NE (MAX Orange BRT Northeast)
- Rundle (Blue Line LRT and MAX Orange BRT Northeast)
- Russett Road / Moncton Road / 16 Avenue NE (MAX Orange BRT Northeast)

Highest opportunity station areas map





TOD | Brentwood (Red Line LRT Northwest)

Key Statistics

2023-2026

Public realm design (pending budget)

2027-2030

Initiate construction of public realm (in sequence with development)

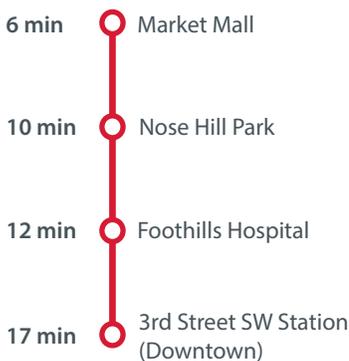
Local amenities

- University of Calgary
- University Research Park
- Retail centre with grocery anchor

10,400

Ridership per weekday (2019)

Commute times via transit



Brentwood (Red Line LRT Northwest)

Project Vision

The area around Brentwood Station is envisioned as a vibrant transit-oriented development with mixed-use residential and commercial on the north side of Crowchild Trail and a redeveloped research park / University Innovation Quarter (UiQ) on the south side. The City will contribute to establish a vibrant multimodal node centered on the station, featuring well-designed pathways, streets and public space(s).

Project Approach

Collaboration between The City, The University of Calgary and landowners on the north side of Crowchild Trail will deliver key investments in transit-oriented development, utility upgrades and public realm improvements around the station. Of particular importance is improving the connection across Crowchild Trail to better link the Tri-wood communities to the university research park, improving pedestrian and cycling infrastructure between the research park and the main campus and improving the design of Brentwood Road NW.

Implementation Strategy

Initial investments in public realm should focus on improvements to pedestrian infrastructure across Crowchild Trail and the streetscape of Brentwood Road NW (with future requirements connecting the UiQ to the University across 32nd Avenue NW). Understanding the contribution adjacent development will make toward these upgrades is an important point of negotiation for all parties.

Key Design Considerations

- Improving multi-modal mobility to connect LRT with local destinations.
- Invest in public spaces, lighting and public furnishings.
- Redesign Brentwood Road NW to better support pedestrian and cyclist mobility and improve the interface with an expanded mixed-use development footprint evolving north of Crowchild Trail.
- Align public realm improvements with utility upgrades.
- Align public realm improvements with utility upgrades.



TOD | Chinook (Red Line LRT South)

Key Statistics

2023-2026

Working with landowners and potential for public realm design (pending budget)

Local amenities

- Chinook Mall
- Office space
- Barley Belt brewery district

19,300

Ridership per weekday (2019)

Commute times via transit



Chinook (Red Line LRT South)

Project Vision

The area between the LRT Station and Chinook Mall will become the heart of a mixed-use urban centre with high-quality streetscapes and safe, convenient connections to surrounding communities. The introduction of parks, trees and other 'greening' elements will be a significant focus of renewal. Streetscape designs will build on previous improvements made to 61 Avenue SW, enhancing the safety and comfort of pedestrians and cyclists moving to and through the area.

Project Approach

The TOD Program will collaborate with local landowners to develop a cohesive design vision for the station area. In partnership with local landowners, The City may consider improvements to stormwater management, pathway/sidewalk connections and provision of green space.

Implementation Strategy

City-led investments for design and construction of public realm improvements in this area depends on the willingness of landowners to share in a vision for the station area. Investments are anticipated to initially focus on the area closest to the LRT station, between 58th and 61st Avenue SW, from MacLeod Trail to the LRT alignment. Subsequent phases will focus on areas further east and south of the station.

Key Design Considerations

- Introduction of new green space(s).
- Stormwater management facility (perhaps as part of green space).
- Utilities that can support higher density mixed-use development.
- Streetscape improvements between 58th and 61st avenue SW, from Macleod Trail to the LRT alignment.



TOD | Glenmore Landing (MAX Yellow BRT Southwest)

Key Statistics

2023-2026

Working with landowner and surrounding communities

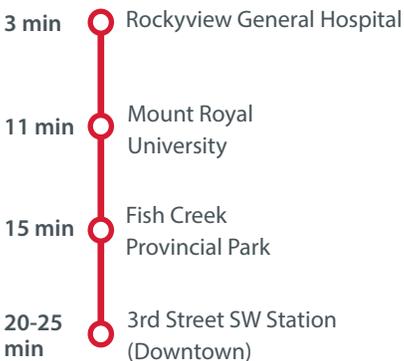
Local amenities

- Glenmore Landing Shopping Centre
- South Glenmore Park
- Heritage Park

150

Ridership per weekday (2022)

Commute times via transit



Glenmore Landing Station (MAX Yellow BRT Southwest)

Project Vision

Glenmore Landing is envisioned to become a significant transit-oriented development in southwest Calgary and an important example of how Bus Rapid Transit can catalyze redevelopment. As the site redevelops, The City will consider public realm improvements to enhance connectivity for pedestrians and cyclists across 90th Avenue SW, along the regional pathway network north and west of the site and enhancements to nearby parks.

Project Approach

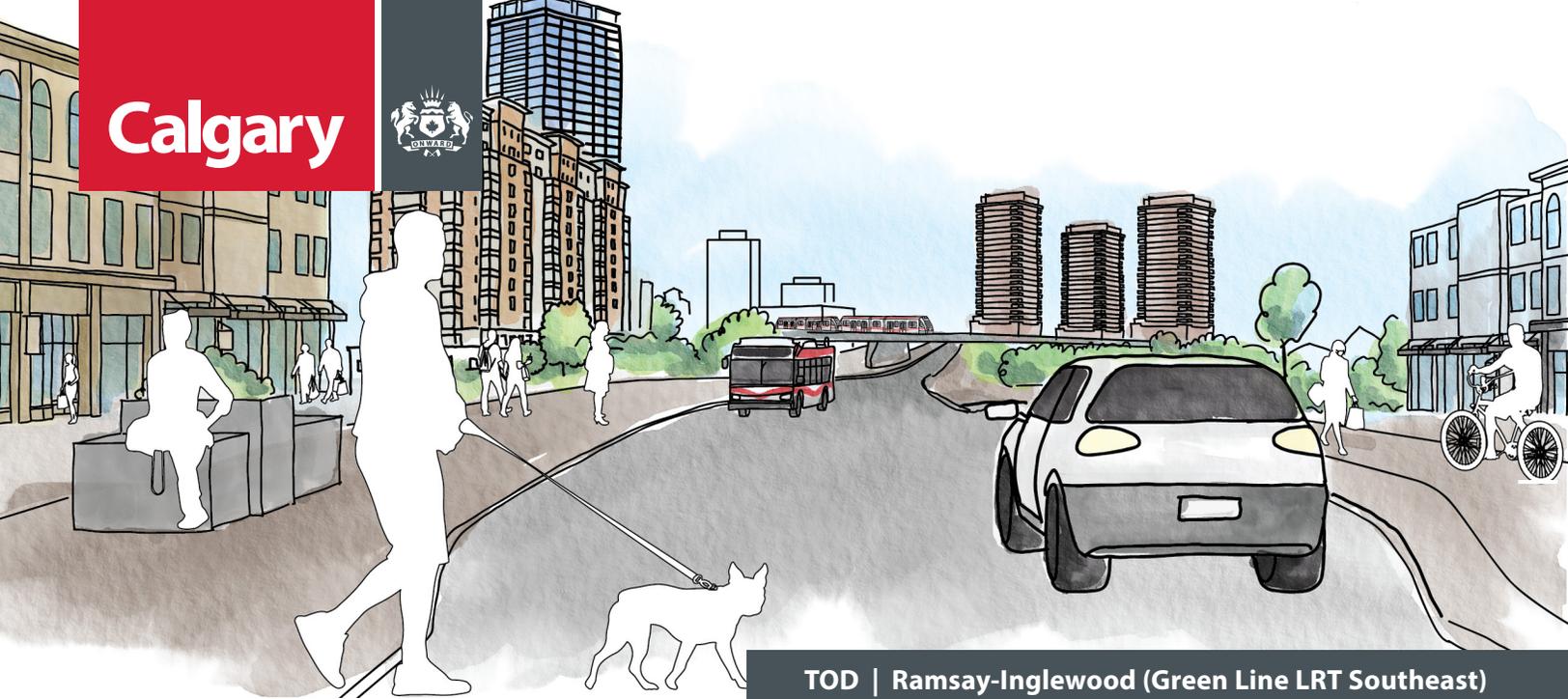
The TOD Program will collaborate with area landowners and residents to identify specific improvements to connectivity in the area and enhancements to public spaces surrounding the redevelopment site. Establishing a close working relationship with the site owner/developer will help align the designs of public and private realm and coordinate timing of construction.

Implementation Strategy

The TOD Program team may initiate conceptual design work to help establish the vision for an integrated station area as planning for the redevelopment of Glenmore Landing proceeds. Opportunities to make improvements to streetscapes and park spaces in the area will be explored with other stakeholders in the area.

Key Design Considerations

- Pedestrian and cyclist improvements to 90th Avenue SW and along nearby portions of the regional pathway network.
- Improvements to the green space around the site to enhance safety, comfort and to provide new amenities



TOD | Ramsay-Inglewood (Green Line LRT Southeast)

Key Statistics

2023-2026

Phase 1 construction – streetscapes (pending budget)

2027-2030

Phase 2 construction - Greenway and 12 Street SE underpass (pending budget)

Local amenities

- Local shops and businesses
- Barley Belt brewery district
- Calgary Zoo, Bow and Elbow River parks and pathways

2,900

Trips per weekday (projected 2028)

Commute times via transit



Ramsay-Inglewood (Green Line LRT Southeast)

Project Vision

With completion of the Green Line station expected by 2030, the TOD Program is in the process of designing better connection between the future station and destinations in these communities. Streetscapes in the area will be upgraded with features such as a grade-separated pathway, wider sidewalks and generous furnishing zones with street trees where feasible. A greenway, linking the station to the Elbow River pathway via a series of parks south of the future Green Line alignment is also an important part of the vision for the area.

Project Approach

Through collaboration with the community stakeholders, landowners and other interested groups, the project team will continue to advance public realm designs that are compatible with proposed development in the area and create safe and convenient pedestrian and cyclist connections between the north and south sides of the rail line that support transit ridership. In addition to design work, the project team will explore ways to support activation of public spaces to create a vibrant neighbourhood centre.

Implementation Strategy

An initial investment in 2023-2026 will focus on constructing streetscapes. This timing is critical to ensure integration of the proposed Inglewood mixed-use firehall and other potential developments in the area. Construction of the Greenway and the 12th Street SE underpass is anticipated during a second round of investments in 2027-2030 to ensure alignment with design and construction of the Green Line and Ramsay-Inglewood Station.

Key Design Considerations

- Streetscapes designed to encourage and serve more pedestrian and cycling traffic.
- Greenway that will provide a mix of recreation opportunities.
- Pathway connection between the station and the Elbow River and regional pathway network.
- Community activation of public spaces.



TOD | Shepard (Green Line LRT Southeast)

Key Statistics

2023-2026

Facilitate coordination between landowner and Green Line

Local amenities

- South Trails shopping centre
- Fish Creek Park
- Bow River pathway

15,200

trips per weekday (projected 2028)

Commute times via transit



Shepard

(Green Line LRT Southeast)

Project Vision

While Shepard Station will serve as the Green Line terminus for phase 1 development and will be the site of the maintenance and storage facility (MSF), there is also a strong opportunity for mixed-use development to the south of the station. The landowner has expressed interest to create a seamless connection between their development site and the LRT platform.

Project Approach

The TOD Program can assist the landowner and Green Line Team with planning the station area to optimize opportunities for integration. As a project vision emerges the TOD Program may consider investments in the public realm to enhance connections between the station and the retail / commercial zone to the south.

Implementation Strategy

The TOD Program team will act as a facilitator between the landowner and the Green Line team to identify opportunities and work through challenges related to station integration.

Key Design Considerations

- Seamless connection between the station platform and transit-oriented development to the south.
- Opportunity for landowner/developer to acquire air rights above the station platform.
- Management of traffic related to Shepard Station Park and Ride.