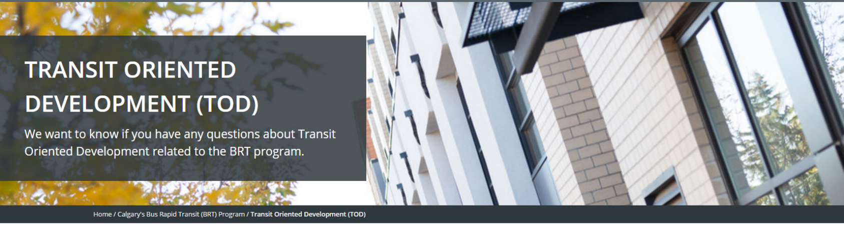

TRANSIT ORIENTED DEVELOPMENT (TOD)

We want to know if you have any questions about Transit Oriented Development related to the BRT program.

Transit Oriented Development (TOD) related to the Bus Rapid Transit (BRT) program is one of the topics we've heard Calgarians would like to discuss. You'll find some information about this topic and the opportunity to provide feedback below.

Transit Oriented Development (TOD)

The BRT program does not include rezoning of lands adjacent to the BRT stations. The City understands that as communities evolve and people change, their travel demands change. Investments in transit will strengthen travel options and make areas more attractive to live and work. The presence of a BRT station can certainly make a piece of land more attractive for redevelopment by individual land owners. If individual land owners would like to redevelop they are required to apply for redevelopment and are required to follow the normal city process which includes a public hearing for any land use changes.

The City does encourage redevelopment over time of appropriate parcels are near transit stations. For example the Glenmore Landing shopping center is a location that may see renovations to renew and diversify the 1990s shopping centre.

The aim of the four new BRT projects is to serve developments that already exist or are already underway, such as Rockyview Hospital, Mount Royal University, Currie Barracks, University of Calgary, and Quarry Park. For more information, visit the transit oriented development page.

Do you have any questions about transit oriented development related to the BRT program that you'd like us to answer?

We want to hear from you about transit oriented development related to the BRT program.

Comment Submission Guidelines

Feedback provided is moderated to ensure a productive, positive and respectful space for everyone. All questions and comments are welcome but keep in mind that the submissions are being moderated and any comments that are insulting, rude or dismissive of others ideas are subject to removal. If you disagree with an idea or comment you are encouraged to have a discussion about the content and to do so in a way that is respectful and talks about the ideas not the person.

This forum is monitored 24/7 to ensure all submissions comply with the above Comment Submission Guidelines. Questions will only be monitored and addressed during regular business hours. Thank you for your understanding.

Add Message

Adding new posts is disabled for this conversation.

78 Messages

Most Recent First

Mitchell07 | Posted on May 17, 2016

busses are an ineffective mode of public transportation. Use the money for trains instead. It's a huge mistake to dedicate a lane of traffic for one type of vehicle when we already have major traffic issues in this city. And it makes people ANGRY. Including myself.

This idea needs to go the way of the dodo.

Roberta | Posted on May 14, 2016

How about some basic transparency on where these TODs are planned to be developed over the next 30 years? Even better, put our minds at ease and give us an indication of the total number of residents that may be living within a TOD.

What will we do with your feedback?

Questions will be answered as soon as possible, either in the discussion forum or through a 'Frequently Asked Questions' report back. Additional feedback will be compiled and we will produce a 'What We Heard' report back as soon as possible.

Links

- BRT Engagement Home Page
- More Information About BRT

CityofCalgary | Posted on May 18, 2016

Hi Roberta - There aren't any plans for TOD with the SW BRT project. Any development project is initiated by the developer, and the developer must do public engagement before proceeding with a project. TOD doesn't have set criteria (like a set number of residents or businesses) – it's a principle that sees development around transit stations, and that development could include a combination of residential, commercial or recreational. Other than the development at Glenmore Landing, there aren't any plans for TOD around the SW BRT. Learn more about Glenmore Landing at calgary.ca/glenmorelandingproject. You can also have a look at the Glenmore Landing Notice of Motion website for more details. If you're interested in TOD projects happening in other areas, visit Calgary.ca/GreenLine. There are a number of station areas related to that project that have been identified as TOD sites.

urban biodiversity | Posted on Apr 15, 2016

Re: SW BRT --With regard to the City selling the green space north of Glenmore Landing Shopping Center to a developer to build a replacement shopping center and some housing and a frontage road has there firstly been a environmental / social assessment study to 1) determine the loss of natural recreational waterfront green space and its impact on citizens 2) determine the loss of a natural area corridor and its impact on urban wildlife to be able to move north or south around the east end of the Glenmore Reservoir 3) determine the loss of natural habitat which will impact the feeding, resting and reproduction activity for wild bird species, insects, small mammal species etc. 4) determine the loss of native tree, shrub , grass and flower species 5) determine the impact of high density real esate development on the reservoir shoreline and water ecosystem and its urban biodiversity 6) determine the degradation effects of high density shoreline real estate development on the water quality in the Glenmore Reservoir which is a source of drinking water for Calgarians

GWD | Posted on Apr 16, 2016

I agree with your concerns, but please note that my April 15 "GWD" post (below) was my own **personal speculation** about what **might** be being discussed between City and RioCan. I was speculating because:

(a) Demolishing and redeveloping Glenmore Landing by itself does not make a lot of sense to me, whereas demolishing Glenmore Landing to make way for a much larger development would make more sense. (Or reconfiguring Glenmore Landing to be part of a larger development.)

(b) Along with others in my community I am frustrated with my Councillor who in the past has negotiated with a developer behind closed doors while simultaneously telling his constituents that he isn't aware of what is going on. So now I am trying to figure out what his current strategy on TOD at this location really is.

(c) Keeping a larger development (90th Avenue to Heritage Drive) secret until the SW BRT is a done deal would be consistent with a "divide and conquer" strategy to justify the development because a BRT is already in-place.

urban biodiversity | Posted on Apr 16, 2016

Thank you very much for the additional posting GWD. I think our elected representatives should make it very very clear to all the voters through numerous press releases what their vision and therefore what the City vision is for the SW communities along the proposed SW BRT route. The information I received at least over the last few months from Councillor Pincott releases was surficial and lacked important details in my opinion. I did not even know about the topic of Transit Oriented Development until the Ready To Engage group brought it to public attention. I am still not clear what Councillor Pincott's Ward 11 email yesterday really means..."we need to understand the interaction of this project with commercial and residential developments that are coming forward in the SW Corridor" WHAT SW CORRIDOR RESIDENTIAL DEVELOPMENTS ? IN WHAT COPMMUNITIES ? ON WHAT LANDS? This is important to me (and many others) as I live in Calgary because of the green spaces and wonderful urban biodiversity. Further declining biodiversity is a world wide crisis and increasing daily. If the City really intends to densify community green spaces within 600 meters of the SW BRT stations it is critical to know this.

GWD | Posted on Apr 15, 2016

In my opinion, it does not make economic sense for RioCan to demolish Glenmore Landing (GL) in order to simply redevelop it. It's a viable business as-is and RioCan has only recently finished a major exterior upgrade. I believe a much larger development is contemplated. Something along the lines of:

a. City transfers to RioCan the large parcel of City-owned land to the north of GL (i.e. between GL and Heritage Drive).
b. RioCan develops that parcel first, including: a new frontage road connecting Heritage Drive to 90th Avenue; a new shopping centre; and some housing.
c. GL tenants relocate to the new shopping centre, then RioCan demolishes GL and redevelops that land as additional housing.

BTW, here's some historical background on the land parcel north of GL. This land was received by the City in a land swap about 25 years ago. The City closed 14th Ave SE between McLeod Trail and 1st St SE and transferred that small piece of land to a developer; in return the developer gave the above-described parcel to the City.

urban biodiversity | Posted on Apr 13, 2016

Today His Worship Mayor Nenshi was at a ground breaking ceremony for a new $500 million dollar Bosa residential and commercial development at the East Village downtown. It may be telling that he advised the ceremony that over the next 50 years the City goal is for fully half of new population growth to be absorbed by existing communities (this is not an exact quote).

Southwood | Posted on Apr 11, 2016

For better or worse, Calgary is now a big city, and we have to face the big city reality of densification. I think if done well, it's a great idea. If it takes place as outlined in this section (basically, natural redevelopment driven by market forces, which will probably be supported by BRT), great. I'm not so comfortable with the grand designs for TOD at places like Anderson Station - these look very much like ideas dreamed up by people with a Masters in urban planning, and not a great connection to the real world.

Ann | Posted on Apr 12, 2016

Good comments. Which is why I am asking about the status of the TOD Framework that is meant to replace the current policy. From what I am reading, it has been in the works for a few years. Given that the BRT is happening in our communities, wouldn't it be nice to have a complete picture up front about what will happen in transit corridors and around BRT stations and transit nodes in general.

urban biodiversity | Posted on Apr 9, 2016

Please list all the City of Calgary controlled green spaces within 600 meters of the proposed BRT stations which the City will allow either directly or indirectly (through sale to developers) to be converted from current green spaces to housing or high density housing or non marketable housing or subsidized housing. Please advise the total number of hectares of these subject green spaces, there current recreational use and environmental assessment of what species currently occupy these green spaces and

Mark | Posted on Apr 7, 2016

High density development in a city is a fact of life, so it should be near transit routes. This is better than more urban sprawl and should ease some traffic congestion.

R | Posted on Apr 7, 2016

Living in Berlin Germany for a few years, I found it to be extremely convent to have coffee/snack stores on LRT platforms, it opens up opportunity for small businesses and employment. This could be a draw, to entice people to use transit as well, knowing there are options for food along the way.

Robyn | Posted on Apr 7, 2016

We do not need a draw of more people in this area. It is a great residential area. If we wanted a more dense area to live in I would have moved closer to downtown.

Joey123 | Posted on Apr 9, 2016

On the other hand, I would love to see more people in this area, though I'm not sure if snacks at the station is what's going to attract the swarms. Generally, I don't find empty sidewalks and struggling businesses all that attractive. So I'm not going to complain if someone attempts to make my neighbourhood more viable and more convenient to live in. I'm also not going to complain if my property value increases as a result.

Mike | Posted on Apr 5, 2016

I'm in favour of transit oriented development related to the South West BRT. I see it as bringing more diversification and potentially more amenities to our communities. In our community we've had an apartment tower and a three-storey condominium development built over the past number of years. When the developments were proposed, people were concerned about increased traffic and parking problems, among other issues. Those problems just don't seem to have materialized.

Robyn | Posted on Apr 7, 2016

We do not need more amenties in this community. The pool, shopping, grocery, etc. is no more than 15 mins away. Plus we have resturants, groceries, etc. central to our neighbourhood. What more do we need? The proposed BRT is to be right in front of our Fish Creek entrance also. I don't think we can fit anymore people on the pathways on a Saturday.

Anna | Posted on Apr 5, 2016

TOD is great and should be pushed so that each station also has daycare and a grocery store

Ann | Posted on Apr 4, 2016

I posted here back on March 23 and my entry has disappeared. My question was about the TOD Framework the City is working on to replace the current TOD policy. It is referenced on your Transit Oriented Development webpage. Where are you at on the framework

CityofCalgary | Posted on Apr 6, 2016

Hi Ann. Thanks for letting us know that you were unable to see your previous comment. It appears that some of the earliest comments were not appearing automatically within this thread unless the comments were sorted by "Earliest First." We have now made a change and all comments are now appearing when you click the "Load More" button at the bottom of the comment thread. Thanks again for flagging this issue.

Ann | Posted on Apr 9, 2016

TOD Framework

Ann | Posted on Apr 6, 2016

Thank you for making the change

Gary | Posted on Apr 2, 2016

I have only been to Vancouver and Toronto when it comes to traveling as well as Montreal. I've seen very dense districts in those areas including on public train stations.

I have lived in Calgary for 20 years and I have lived in Alberta all of my life. I am still stunned at the attitude that we are a city and yet people are Furiously angry about calgary growing up instead of out. I can count to you a number of people who are furiously angry but the identification of the city. They want the city to stay spread out space-wise. I have heard this from a lot of people. This at the same time that people in One driver cars wonder why the roads are so clogged.

As for me I'm a Transit user and I quietly listen to people rant and rave about development. I for one supports transit-oriented development only because it uses up space and many people will understand the convenience of living near an LRT station or in many cases on top of an LRT station. I still believe that Westbrook station should have had a condo on top of it instead of a small office tower. Perhaps the green line can have a provision that every stop must have residential zoning around it.

I just don't understand why everybody who moves here has to have a house and the lawn and property while being in one driver cars.

I know this is off topic but I would like to know why Calgary has never considered carpool lanes for other parts of the city. The next million people who move to Calgary are going to have cars and exactly where are we going to put them all?

Mcl | Posted on Apr 7, 2016

From my perspective, people are "furious" about how the City has handled the SWBRT project as opposed to development. True, there are many who oppose high density developments in quiet residential areas where they chose to live but by far the biggest affront is the complete lack of honesty and transparency from City Councillor's and representatives on this and other BRT issues.

Robyn | Posted on Apr 7, 2016

Exactly!

Gary | Posted on Apr 2, 2016

in my previous comment using voice to text, I meant that people are furiously angry about densification. in other words they want the city spread out

robdickinsonAB | Posted on Mar 31, 2016

It is my understanding that the City does not have plans to under take Transit Oriented Development (TOD) along this route. The City does not own land along this route that would be conducive to a TOD build, such as what is being proposed at Anderson Station - which would be fantastic if Council could approve that, since it is going to take 15 years to actually build out...

That said, there is existing private development and future private development along the Southwest BRT route. Currie Barracks, Mount Royal University and business parks in that area provide significant jobs and homes and will continue to get busier. MRU is a key institution and improving transit access to it makes absolute sense. Along 14th street SW, the two key hubs of Heritage Park and Rockyview Hospital already exist, and my understanding is there will be more jobs and activity occurring at Rockyview in the future. At 90th avenue there is Glenmore Landing and the Calgary Jewish Community Centre. Both of these areas have long-term plans for growth and the Southwest Bus Rapid Transit route will help support that growth. It provides additional options to people that may choose to live, work or play at these hubs. On Southland Drive, there already exists another key destination point, Southland Leisure Centre.

Ultimately, the Southwest Bus Rapid Transit system is providing increased transit service for people to already existing hubs. There will be some development in the future along this route and that likely would occur with or without the SWBRT. However, having the SWBRT provides more options for residents, employees and visitors of this area. There is already a demand and need for this service, it will greatly benefit the area as a whole.

AFH | Posted on Mar 31, 2016

RobdickinsonAB I respectfully suggest that your understanding is not correct. The City does own land along the route and have in fact had "numerous meetings" with RioCan to discuss redevelopment of the Glenmore Landing site as stated in the Stantec Functional Planning Study.

I would agree with your statement that the City does not own land along the route that is conducive to a TOD build however they are in fact going forward with it as was clearly indicated in Councillor Pincot's Notice of Motion of Feb 9/15. City administration has been directed to "work directly with the Glenmore Landing Shopping Center owner to explore disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non market housing"

robdickinsonAB | Posted on Mar 31, 2016

Thanks AFH. I did indicate that Glenmore Landing would be undergoing future development, hence why having the SWBRT connecting to it (and the JCC expansion) is beneficial. It is important that the private owners of that property work with the City to coordinate a build on that land that is of the highest possible quality and integrates well with the surrounding lands. The City itself is not planning TOD along this route, unlike Anderson station, for example.

AFH | Posted on Mar 31, 2016

I agree 100% that it is important that the owners of GL work with the City to coordinate a build that integrates well with the surrounding lands, that is precisely my point. As far as "the City itself" is not planning TOD along the route... semantics is a wonderful thing.

robdickinsonAB | Posted on Apr 1, 2016

I am supportive of TOD. The node at 90 avenue and 14 street, with the future development of the JCC, Glenmore Landing and the addition of the SWBRT, is a good location for this type of development.

Mcl | Posted on Mar 31, 2016

March 29 reply from the City: "We'll get back to you as soon as we can" Nothing new here, we've been waiting for answers since the City (re) launched this project in October 2015. Of the hundreds and hundreds of questions and concerns posted to this site, I cannot find one legitimate/sincere response by the City. How stupid do they think we are?? They have no intention of providing answers on their secret project. This is nothing more than a diversion so they can have their way and start construction this summer. When citizens complain, they'll simply say "sorry, you missed your opportunity to express your concerns on our engage portal."

This is sooo ridiculous. I can't believe people accept this kind of treatment from our elected officials.

Joey123 | Posted on Apr 9, 2016

I'm unclear on what is so secretive about this project as there appears to be a lot of information about it.

Sarah | Posted on Apr 2, 2016

I actually find the information pretty comprehensive, and if it takes awhile to answer a question that is probably better than a shoot from the hip answer. It's pretty much impossible to address every concern. I'm concerned that a real plan for TOD in my neighbourhood, which is going to benefit from the SWTransit development, won't be created or move forward because of NIMBY-ism ("Not In My Backyard", against everything suspicious attitude), but other people feel completely differently. I might want the city to "address **my** concerns" but hopefully that won't happen unless I have a good argument and real facts back up what I'm supporting.

Barb | Posted on Mar 29, 2016

At your Woodbine meeting, one of your boards stated "there are not TOD developments planned..." and yet land is set aside for TOD. This seems a contradiction.

SB | Posted on Mar 29, 2016

The statement "The BRT program does not include rezoning of lands adjacent to the BRT stations." is the elephant in the room. This is a bunch of bunk. A perfect example of this is the underpass at 90 ave smacks of some massive future development that will be taking place at this location. This is a costly adder to the 14th street BRT and what far??? Again lack of transparency of what the city is planning. Also this shows a lack of respect to the property owners in these areas that will be affected.

CityofCalgary | Posted on Mar 29, 2016

Thanks for all of the feedback! There have been a lot of great questions and comments. We're currently connecting with the technical and subject matter experts to get your questions answered. We'll get back to you as soon as we can. We appreciate your patience.

Who is responsible for taking off comments that do not support the Cities position | Posted on Mar 28, 2016

This message has been deleted.

City of Calgary | Posted on Mar 28, 2016

Our apologies - there were a few comments that were in our 'moderation' site were awaiting confirmation to post - they have since been posted. We welcome comments that agree or disagree with The City - please see the Moderation Policy above. Thx,

AFH | Posted on Mar 28, 2016

Why have my comments between "Ronya" and "Lea" been removed? They were productive, respectful and factual

AFH | Posted on Mar 28, 2016

City administration along with our elected officials are not being transparent much less truthful in their statements surrounding plans for TOD in relation to the SW BRT project. Until the March 23/16 roll out of this on line "consultation" they have not only insisted that there are no plans for TOD along the SW BRT route but have gone as far as accusing constituents of spreading "misinformation" (politically correct way of saying the people who elected them are liars) Their TOD plans have been years in the making behind closed doors. It seems that the City is more interested in pleasing developers than with addressing the concerns and being truthful with residents who will bear the brunt of the negative impact these developments will bring upon the quality of life in their communities. A sampling of contradicting statements over the past 4 years include;

ROUTE AHEAD STRATEGIC PLAN 2012- "conduct land use planning for transit oriented development at BRT stations to build ridership" and "opportunities for transit oriented development, the permanency of transitway stations and busways give developers more certainty regarding the lasting value of improvements."

DAVID COOPER & ASIF KURJI, CALGARY TRANSIT- FEB 7, 2013- interview with spacing.ca- "major changes in established communities usually occur when higher order transit is introduced." Included in response to what triggers higher order transit; "Land use and the road network" and "routes that align with future land use projections or connect with high density population and employment"

COUNCILLOR PINCOTT'S NOTICE OF MOTION- FEB 9, 2015- "The City desires comprehensive transit oriented development in proximity to transit stations." "NOW THEREFORE BE IT RESOLVED that administration be directed to: a. Work collaboratively with the owner of the Glenmore Landing Shopping Centre through the Transforming Planning Explore process to develop a comprehensive plan for redevelopment that takes into account the future Southwest Transitway..." "b. Work directly with the Glenmore Landing Shopping Centre owner to explore the disposition of surplus City owned lands to be included in the overall comprehensive redevelopment, including opportunities for the provision of non-market housing..."

COUNCILLOR PINCOTT'S OFFICE RESPONSE WHEN ASKED ABOUT GLENMORE LANDING REDEVELOPMENT- NOV/DEC 2015- They are "unable to comment on what we don't know about." The city continues to state there "no plans for TODs associated with the SW BRT"

STANTEC FUNCTIONAL PLANNING STUDY- JAN 2016- "In support of this notice of motion, during the Functional Planning process, numerous meetings were held between RioCan and the City to discuss the integration of the transitway and the stations at this location into the proposed development"

My question to the City and more particularly to Councillor Pincott is are you finally prepared to offer complete transparency to the citizens of Calgary in regards to your grand plan and what has been your motivation in denying documented facts and ignoring your constituents valid concerns up to this point?

Concerned Taxpayer | Posted on May 8, 2016

Excellent post AFH. There is some clarity now as to why the City would spend so much money on an unneeded project. The question is what does the City get out of this development?

Urban Biodiversity | Posted on Apr 21, 2016

Dear AFH thank you for your important posting. I think your information is offering citizens a look at what is really going to happen to our communities in the future. I wish that the City was more forth coming, up front and revealing about their development plans or land use policy attached to the Bus Rapid Transit project for each community. Would you please consider copying this above AFH posting from March 28 and also posting it under the heading " Anything Else You'd Like Us To Consider?" which is visited by many more people? Your above information --ROUTE AHEAD STRATEGIC PLAN 2012- "conduct land use planning for transit oriented development at BRT stations to build ridership" . "Building ridership"???? .....community members should know what the City's real goal is for their community. Thank you.

MZZ | Posted on Apr 9, 2016

And what's wrong with TOD? I thought it was a City policy based on best practices.

Sarah | Posted on Apr 2, 2016

Hopefully you are right and TOD is being considered in some way. There is a lot of good research about the benefits of TOD out there, like by the Canadian Mortgage and Housing Corporation. I encourage you to check it out! My feeling is that TOD would be good for our local businesses and there would end up being more services and people to revitalize our neighbourhoods. It's too bad there doesn't seem to be a grand plan, hopefully some more planning is done about TOD in the SW.

Robyn in Woodbine | Posted on Mar 28, 2016

I am supportive of increased density where it is strategic to do so. A critical mass of population around transit will assist to support the viability of the investment into transit.

Lea | Posted on Mar 28, 2016

You still need to provide park and ride PARKING at TOD sites to increase ridership. Transit is a huge tax burden on all of us-- add parking so you get ridership and reduce the tax dollars needed to keep things afloat!

Ronya | Posted on Mar 28, 2016

I find several aspects of the plans curious and was wondering if you had any explanations as to why this particular format was chosen.

- Why is only 14th street going to have additional bus only lanes and the buses will funtion in mixed traffic for the rest of the route?- If we have a functional LRT that is always looking for increased rider-ship why is the BRT being proposed and not an increase in buses transporting people from the outlying areas to the LRT?-Why is 90th Ave being proposed for an intersection underpass and no other intersections? Especially when there is going to be a station at 90th anyways?
-If we have to have these bus lanes added would it not benefit traffic to also make them HOV lanes (I saw nothing in the literature about this idea)?

Woodlander | Posted on Mar 27, 2016

There needs to be more balance in the move to "densification". Increased density can make sense in some locations (e.g. close to transit; redevelopment of parking lot/commercial; transit, roads and utilities can handle the increased loads). All too often, however, densification is pushed in areas not designed for it; communities lose greenspace, face transportation bottlenecks, and utility systems need to be upgraded at high cost. The City still seems fixated on increasing housing density in the suburbs with the bulk of the "jobs" downtown. This drives the need for more transit and roads. A more current urban design approach is to build housing and workplaces together. The focus should be on a) increasing housing downtown where jobs are, or b) encouraging regional business centres (similar to Quarry Park) where housing and offices are built in close proximity. In both cases the need for roads and transit are reduced. I was very disappointed to see Council ease the residential requirement for a recent commercial development downtown in the Eau Claire area. This will only drive the need for more roads and more transit.....and higher costs to pay for it all.

Calgary AGT | Posted on Mar 27, 2016

I am confident that you have carefully considered the Southwest BRT's impact on existing communities, as well as projects currently in development. The Southwest BRT will provide a valuable service to these communities.

LeMoN | Posted on Mar 25, 2016

I live in a high density neighbourhood on this route and have to issue as there is already more development happening just north of my house on this route. Rapid transit is greatly needed to get folks to MRU and those of us who live nearby to downtown, SAIT and UofC. This is a great initiative!!!

Owl | Posted on Mar 25, 2016

The only way that BRT can be successful is to increase ridership through increased density at selected BRT or LRT stations. This is in the City's 200 plus page Route Ahead strategic plan on their website. It is disingenuous to say that new BRT projects are aimed at serving existing nodes such as MRC and Rockyview. Brian Pincott in a Notice Of Motion dated February 9,2015 States " The City desires comprehensive transit-oriented development in proximity to transit stations." Riocan met and continues to meet with the City to discuss TOD for Glenmore Landing . The city will work directly with Riocan "to explore the disposition of surplus city-owned lands (5.48 acres) tobe included in the overall comprehensive redevelopment...including non-market housing." This imples that rather than waiting for developers to appproach the City, it is approaching the developers to get TOD rolling at Glenmore Landing. The resultant increased density of this development will have serious negative impacts on the communities surrounding Glenmore Landing and the adjacent Glenmore parkland connected to the Weaselhead and Heritage Park along the Glenmore Reservoir. This parkland is in jeopard due to TOD.

KH | Posted on Mar 24, 2016

"For example the Glenmore Landing shopping center is a location that may see renovations to renew and diversify the 1990s shopping centre." Just reading between the lines here as this sure sounds like the beginning of the City's intention for TOD. This area is soooo congested as it, parking at GL is awful at best. A BRT and underpass at 90th will not alleviate any additional traffic from a TOD at Glenmore Landing. Perhaps the ring road should be built first before the SWBRT. TOD is a terrible idea and would only make Glenmore Landing dumpier and even more frustrating to shop at the retail stores there. I do not support TOD at Glenmore Landing or the City's land near Heritage Park.

bobr | Posted on Mar 24, 2016

Good idea!

CM | Posted on Mar 24, 2016

Smart development around stations is good way to leverage infrastructure and promote sustainable growth in the southwest.

BIS | Posted on Mar 24, 2016

I support gradual increased density throughout the city and even in my neighbourhood. Good development needs the city to keep the area plans upto date and reflecting citizen concerns.

Not sure why a lot of the comments are about project budget but it does seem that city needs to be more clear on when an updated complete budget will be provided

Toasty | Posted on Mar 24, 2016

Higher density developmet around Glenmore reservior should not be approved. This is a major supply of drinking water an I am concerned about possible contamination. Approving a higher density when the city is concerned by contamination as evidenced by the areas priority in street cleaning every year seems hypocritical.

Totally against | Posted on Mar 24, 2016

Your plan for redevelopment of the Glenmore Landing shopping area due to the BRT station is ridiculous. The area is already so congested that you cannot find a parking space after driving around and around in order to run into Safeway or another store even during mid day. What your plan will do is add more traffic, run the long time businesses out of that shopping center and stop regular customers from going near it. It will also make an already packed 14th St and 90th Avenue impossible to use. You say you won't use any green space and not use any of the existing traffic lanes so is this new buss lane and station going to hover in the air

> **Sarah** | Posted on Apr 2, 2016
>
> Good transit means less cars on the road, which will reduce parking and transit problems or at least let more people live in our neighbourhoods and support our local businesses without making traffic problems worse.

JG | Posted on Mar 23, 2016

I don't actually think that it would be a bad thing to have more high density and mixed neighbourhoods in Calgary (yes, even near me.)

> **JG** | Posted on Mar 23, 2016
>
> Heads up to admin - this comment was posted to transit-oriented development, but is also showing up in comments for the budget section.
>
> > **CityofCalgary** | Posted on Mar 24, 2016
> >
> > Hi JG. Thanks very much for flagging this. We are working to fix the duplication now and appreciate the heads up.

TOD | Posted on Mar 23, 2016

I support strategies that move people away from always using their car for transportation. AND I think that the planners have considered ways of enhancing transit options without the large capital cost associated with LRT construction.

Bruce | Posted on Mar 23, 2016

." For example the Glenmore Landing shopping center is a location that may see renovations "

How about some clarity on this as well as any current proposals to how this land could or would be rezoned. I have heard some rumours that there could be potential for rezoning that would bring high density housing to this corner? Can the City address this with a straight honest answer?

David Payne | Posted on Mar 23, 2016

why not get the 4th car on the LRT first?! To see if this reduces demands on bus services

Mark Kruse, PEng | Posted on Mar 23, 2016

Let's please make sure that the project team is engaging on the overall approach options. This page above states that the SW BRT is only at Class 4 Conceptual Design. This is a key time to really engage the stakeholders.

I am concerned that the focus for "engagement" is being limited to the BRT station design selections.

Mark Kruse, PEng | Posted on Mar 23, 2016

Suggest installing pedestrian bridges over major roads at each of the BRT stations. Promotes pedestrian access from both sides, and eliminates the need to incorporate pedestrian crossing into the traffic lights.

Mark Kruse, PEng | Posted on Mar 23, 2016

No detail (despite requests of the project team, PM, mayor, and Mr. Pincott) has been provided regarding how the two-way-on-the-west-side busses will return to their proper side once they begin the Southland Drive part of the route. There is no good switch-back area or intersection for this to happen.

Ultimately, my preference is to have busses travel on their correct side of the road. Then this issue, and others, goes away.

D | Posted on Mar 23, 2016

Larger scale TOD should take place at area nodes and along main streets. Community centres do not have to change significantly and can instead incorporate medium density increases along corridors and low density increases throughout. Even row housing and semi-detached dwellings can increase density while keeping a similar scale to single-detached dwellings.

John | Posted on Mar 23, 2016

Until the RTE group raised the development implications of the plan, you could probably count me as someone more in favour of the BRT than not. Certainly, I wasn't objecting. However, I am very concerned about this plan if it is intended that the TOD will result in the adjacent communities becoming like Marda Loop or Altadore (both great communities for those who prefer this kind of density but not our cup of tea). There is an implication in the language being used by the City that redevelopment by individual land owners would be favourably viewed by the City. Can we receive assurances that our community will not be transformed in this way or are we to be faced with continuing redevelopment "skirmishes" with owners who want to subdivide their property (or by others who buy property with no intent to actually live in the neighborhood)? While several other issues raised by the RTE group (which I'm not a part of) have merit for discussion (eg budgets, traffic patterns), this TOD issue is a major long term consideration and needs better definition since most of the neighborhoods of the adjacent communities could be construed, using the City words, as "appropriate parcels near transit stations" depending on what "near" means.

Thanks

Mark Kruse, PEng | Posted on Mar 23, 2016

Along 14 Street, keep the busses on their own/correct side of the street.

- Have dedicated, bus-and-HOV lanes on the correct side of the road.
- Won't need underpass at 90 Ave (WAY cheaper)
- No cross-over needed at Hospital/75 Ave (better traffic flow, better access to hospital & eagle ridge)
- No cross-back-over required at Southland/14 Street (cheaper and more simple traffic lights)
- Match the approach used on vast majority of the 22km route.
- Allow "by pass" in case of vehicle and/or bus accidents (added flexibility)
- Suggest put in pedestrian overpasses at BRT stations (dedicate traffic lights for cars; ped access to BRT)

This is a simple adjustment to the plan that would save money, and accomplish the goal.

Rob | Posted on Mar 23, 2016

a. Budget for new buses, and life cycle management

b. Budget for traffic control and camera monitoring on SW-BRT .

c. Budget for communications and security systems on SW-BRT

d. The stations do not offer protection fro wind nor extreme winter conditions. Suggest glass is a perfect vandal opportunity

e. Budget for ant new raised cross-walks over Crowchild Tr for access to Mount Royal Collection routes, over 14th St. for Hospital, shopping centre etc.

f. Budget for proposed tunnel at 90th Ave

g. Left turn on 14 th St and Southland Dr. With BRT lanes N&S on West side of 14st. How and where will be connector be made for SL Dr and BRT lane(s)

h. are there plans to alter and lessen traffic pattern from 17ave to Crowchild N to preclude existing rush hour conditions . Applies also to 33Ave and new Currie on/off ramps.

I. When will re zoning application be submitted

j. Where will TOD be approved

Thank you

Ann | Posted on Mar 23, 2016

What is the status of the Transit Oriented Development Framework that is meant to replace the current policy

Piper | Posted on Mar 23, 2016

What will the city do to actively enable TOD? There are a few sites along the SW route which may be appropriate for TOD.

Slbyth | Posted on Mar 23, 2016

opposed to any further development around these transit stations and definitely not at Glenmore Landing! (*Portion of comment has been flagged as inappropriate and removed by the moderator in accordance with the Content Submission Disclaimer*)

Bill Halliwell | Posted on Mar 23, 2016

What are the plans for the City owned propertied which would be adjacent of close to the new BRT stations? What process must the City follow to rezone areas?

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