TOD and the City of Calgary
Misty Sklar, TOD Lead - Green Line

October 2018
Where is Calgary?

Calgary, Alberta, Canada
Famous for....
The Saddledome
The Rocky Mountains
Calgary Stampede
LRT in Calgary aka CTrain
**LRT in Calgary**

**History of building the Red Line and Blue Line**

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Green Line LRT – Stage 1

- 20km of track and 14 stations
- 60,000 to 65,000 daily transit trips
- Links to 190,000+ jobs
- Connects to 60+ community services
- Approx. $500 million in property value uplift due to Green Line
- Estimated completion is 2026
- 400M buffer Total Green Line Corridor:
  - Growth: ~36%  Additional 5,000 people
- 1,000M buffer Total Green Line Corridor:
  - Growth: ~21%  Additional 13,000 people
How is Calgary Transit involved in promoting TOD?

• One city One voice
• TOD First in station selection
• Low floor LRTs
• Co-locating City facilities
• City Shaping & Placemaking
Station Location = Connecting the City

MDP and CTP Priority Areas

- Centre City & Major Activity Centre
- Community Activity Centre
- Urban Main Streets
- Neighbourhood Main Streets

- Existing LRT Station
- Proposed LRT Station
Successful TODs in Calgary

- Kensington
- The Bridges
- Westbrook
TOD at the City of Calgary

• No one group or business unit has been designated as responsible for TOD
  – We define it
  – We put policies around it
  – We study it
How do we see a Return on Investment?

Estimated Property Value Uplift by Land Use Type – based on existing LRT lines

- Single Family: Up to 5% Uplift
  - Larger Area
- Multi-Family: Up to 40% Uplift
  - Larger Area
- Commercial: Up to 80% Uplift
  - Moderate Area
How do we keep it TOD top of mind?

• A cohesive and consistent City-Wide approach to TOD
• Leverage existing infrastructure investments
• Encourage research at our institutions
• Prioritize and align city investments to maximize impact and outcomes

Single Goal: To systematically advance city-wide TOD through policies, financial tools and collaborative efforts
Our Secret Recipe…..

Layer 1: The Green Line and Stations
Layer 2: First Last Mile Connectivity
Layer 3: TOD Enabling
Layer 4: City Shaping
What are some of our hurdles to TOD?

- Permitting and approvals
- Best TOD areas are right outside downtown
- Prioritization of stations
- Absorption and market
- Community readiness and private sector investment
- First and Last mile connections
How to we know it’s working?

Emerging TOD

Growing TOD

Established TOD

Frontier TOD

Commuter Station

Metrics: Property Values, Unit Counts, Density, Sq. of Shops and Services, Resident Satisfaction
Thank You!....Any Questions?
Please submit your questions through slido

Questions can be rated (by others) to move up the priority list