

Calgary Regional Land Use Plan Working Session Notes

Regional Transportation

January 31, 2008

Attendance

Elected

Mayor Truper McBride	Cochrane
Mayor Dona Fluter	Turner Valley
Councillor Jim Ridley	Canmore
Councillor Michel Jackson	Black Diamond
Councillor Beth Kish	Okotoks

Staff/Other

Al Kenyon	Crossfield
Alex Broda	Calgary
Blanka Bracic	Calgary
Bob Miller	CRP
Bob Neale	Airdire
Charles Boechler	Remington Dev Corp
Colleen Shepherd	CRP
Dan Bolger	
Dave Colquhoun	Calgary
David Allen	UDI
David McElhanney	Calgary
Don Brownie	Prolog Canada
Don Heron	CPR
Don Mulligan	Calgary
Doug Howard	Okotoks
Doug Munn	High River
Doug Olson	O2 Planning & Design
Liz Breakey	Action for Agriculture
Frances Jackson-Dover	MD Foothills
Gordon McIlwain	Bragg Creek
James Robertson	Calgary
Jeremy Fenton	MD Rocky View
Jerry Lau	Alberta Government
Jessica Van de Mosselaer	Calgary
Jim Anderson	Cochrane
Jorie McKenzie	MD Rocky View
Jose Reyes	High River
Gord Rowland	MD Rocky View
David Churchill	Wheatland County
Gerry Van Oostwaard	Wheatland County
Keith Crowder	WID
Ken Prusky	Calgary Fire
Kevin Van Vliet	Canmore
Lynne Dale	Chestermere

Marley Oness	Okotoks
Paul Cochrane	Calgary
Peter Vang	Crossfield
Peter Wallis	Van Horne Inst
Reg Johnston	Calgary Airport Authority
Rick Butler	CRP
Rick Wiljamaa	MD Rocky View
Ron Laycraft	MD Foothills
Sharon Wood	Calgary
Steve Hanhart	Okotoks
Tanis Houck	Airdrie
Tim Creelman	Calgary
Verne Kemble	Action for Agriculture
Heather Hemingway	MD Foothills
Eric MacNaughton	
Peter Williams	
Amanda Cromar	CRP

1 Preamble

The Calgary Regional Partnership is creating a regional growth management plan where each municipality's uniqueness and autonomy will be kept, while ensuring that we have a way forward to make decisions about sustainable growth in the region for our future. The plan that we collectively create, with all 18 municipalities aboard, will help us determine a logical process for the **sustainable** development of infrastructure, land and community services across the region. Put another way, we will determine where the next 1.5 million new residents to our region will live sustainably; and what areas or lands need to be preserved forever – be that for agriculture, recreation or environmental protection. Taking this regional approach will allow us to not only avoid potential inter-municipal and environmental conflicts in the region, but it will help us proactively plan. The plan is being built for citizens in the region, by citizens in the region. Opportunities for input have been created for expert groups alongside citizens. To date we have developed three growth scenarios that show what the region could look like if we made certain assumptions. The first being – what if we continued to grow as we are now? The second looks at growth management from an entirely environmental perspective and the third looks at nodes and economic and transportation corridors. These scenarios have been fully and spatially mapped out by our planning team and have been presented to all the Mayors, Reeves and Councillors across the region.

This working session is part of the evaluation process and is designed to explore all the key issues around the regional plan and in particular, with respect to issues surrounding regional transportation. We will present an overview of the three growth scenarios mentioned above with particular emphasis on how these scenarios will impact transportation within the region. Experts from around the region will join attendees to discuss the key elements of the scenarios as well as the essential criteria needed to move forward to the Draft Plan.

2 Welcome provided by Mayor Truper McBride from Cochrane

Mayor Truper McBride welcomed all participants on behalf of the Cochrane and the CRP Executive. He talked about the dramatic growth the region has seen over the last decade and the challenges that we now face. He added that this Regional Land Use Plan is committed to tackling issues such as how can our transportation needs be met and how will they evolve over time? and what changes can we make to our existing transportation needs and habits to help us offset greenhouse gases being produced by so many vehicles on the road today? Mayor McBride emphasized the need in his own community of Cochrane to consider these issues as they have a large commuter population travelling to and from Calgary. Whilst, working to develop more jobs in the community is important, it is unlikely to ever solve the problem and there will always be a need for commuting. We need to consider switching the region over from roads to rail and this idea and others must be considered in the context of the region and in conjunction with land use planning.

3 Session Presentations

All presentations are available to view in full at www.calgaryregion.ca under the Regional Land Use Plan/presentations or by clicking on

<http://www.calgaryregion.ca/crp/projects/projects/regionalgrowth/presentations.aspx>

Who travels, when, why and where? - The basics of travel in the City and the Region Don Mulligan – Director, Transportation Planning, City of Calgary

Don provided an overview of the Calgary Transportation Plan and the process known as “The Calgary Go-Plan”. He covered the Vision for the Plan which looked at what Calgary’s transportation system will look like in 2024. Some of the changes in land use between 1995 and 2005 were reviewed as well as changing work/home/commuting behaviors of Calgarians over the years. The aspirations from the 1995 Calgary Transit Plan were reviewed – i.e. Mini downtowns, new town centers with mixed use, more jobs on the west side and more multifamily housing at perimeter and downtown. Presentation covered a global context as well as the long range travel forecast provided by the Calgary Regional Transportation Model (RTM). It also reviewed Calgary’s sustainability principles that were approved in January 2007.

Click below for the full presentation:-

<http://www.calgaryregion.ca/crp/media/26355/crp%20january%2031%202008.pdf>

Discussion following presentation

What did the City do to implement the 1995 plan? No more roads into downtown Calgary- Transit expanded, Focus on walking / pathways, Limit downtown parking, - Town centers – less intervention - market dominated, car oriented. This was not the outcome wanted from 1995 plan

Principles and goals are similar between 1995 and now but what is being done differently now? We have been only accommodating growth in city, but are now looking at smart growth. We will not plan long range in all directions this year, we will wait and this was agreed in council this week. We cannot afford to service 30+ communities at once. In the town centers, there is still much effort going on, with a focus around transit orientated designs and trying to systematic.

If you updated this study, what kind of information / knowledge did you not have then and could use now? We are re-doing the Plan - RLUP and Plan It Calgary. We realize it is not just about increase density, it is also about public amenities, design. We have better technology now and know to get developers involved.

Collaboration between the two - will it be seamless? Yes, we have plans down the line to look at how both plans work together. Some parts i.e. transportation, servicing, cannot stop at border and we need to make sure it matches and works. Canals were not shown on the maps as the scale was too big but this information has been provided by Western Irrigation District and appears on the sub-regional maps.

Do we have enough data to predict what might happen downstream from Calgary depending on what decisions we make here?

Regional Land Use Plan – an overview of three scenarios for regional planning By CRP Core Planning Team member - Doug Olson, O2 Planning and Design

Doug Olson – planning consultant to the CRP on the regional land use plan core planning team provided a summary of the three learning scenarios prepared by the CRP’s project core planning team that look long into the future and assume the same 1.75 million additional population. The first -Trend and Regional Predictions maps out what the region would look like if we continued with current policies, all approved ASPs, MDPs, and other contemplated projects currently in the planning stages. The second scenario looks at growth from the perspective of Nodes and Corridors – A network of connected nodes and corridors of intensified development that provides for efficient infrastructure and transportation delivery whilst building complete communities that adopt the forms of towns and villages. The final scenario focuses on creating a future that assumes that we will identify an ecologically and culturally sensitive land base and that development is excluded from these areas. It will create complete communities that adopt the forms of towns and villages with non retail employment associated with all towns to reduce travel requirements. Each of these scenarios will be evaluated against the same set of impact criteria and the resulting “Plan” will be a hybrid scenario that includes critically important conditions/assumptions from each learning scenario.

This presentation can be viewed on the home page of the CRP or by clicking <http://www.calgaryregion.ca/crp/media/33703/crp%20transport%20workshop%20jan31.pdf>

Panel Discussion - Moving goods within and across the Region

Members:	Jerry Lau	Alberta Government
	Reg Johnston	Calgary Airport Authority
	Peter Wallis	Van Horne Institute
	Don Heron	CPR

Panel Observations and Review of the following questions:-

- √ *“4 things we need to understand as we develop a regional land use plan”*
- √ *“4 important questions we need to wrestle with ”*

Jerry Lau (Planning Engineer, Alberta Infrastructure and Transportation)

<http://www.calgaryregion.ca/crp/media/26405/calgary%20regional%20partnership%20workshop.pdf>

Key message – The National Highway System (NHS) is the spine of our freeway network and to which all other highways connect. The mission for transportation is to maintain and develop the provincial highway network to support inter regional and inter provincial travel for people and goods. Plans include upgrading to freeway standards, future freeway corridors, bypass routes and ring roads.

“4 things we need to understand as we develop a regional land use plan”

- We often hear that a bypass will kill our town, but from a provincial prospective, the net loss is zero. Examples include Olds, Didsbury and Carstairs
- Developer responsibility i.e. Deerfoot Meadows, United horsemen development

“4 important questions we need to wrestle with”

- Include the highway – don’t expect to pour development traffic on the highway
- Some communities promote themselves as bedroom communities to Calgary, but that promotes more commuter traffic
- Developers generally like to isolate their communities and discourage through traffic

Reg Johnston (Director of Business and Development Logistics – Calgary Airport Authority):

Key Message – What we plan has an impact on the economics of the region. We must remain competitive and to get shippers to invest here they need to have all modes covered – road, rail and airport need to be nearby to service these modes.

“4 things we need to understand as we develop a regional land use plan”

- we are an economic region that impacts Western Canada
- we need to remain competitive
- need to offer all modes – connectivity

“4 important questions we need to wrestle with”

- Should we attract logistics? It takes up a lot of land, less people work there. But a lot of people want warehousing and we need diversification. Easiest one to integrate with other industrial uses

Peter Wallis (President and CEO - Van Horne Institute):

<http://www.calgaryregion.ca/crp/media/26395/regional%20transportation%20panel%20cochrane,%20jan%2031%2008.pdf>

Don Heron (Director of Passenger Rail - CPR):

<http://www.calgaryregion.ca/crp/media/26365/crp%20forum%20january%2031%202008.pdf>

Questions to the Panel:

With 2.8 million people coming to region, we need to address recreation. Are there plans to upgrade highways to get all these extra people to recreation areas? We are not in a position to expand within parks but can upgrade and expand outside parks

Are there any plans to expand Springbank Airport industrial use? Yes, we will support the aviation industry first by getting those industries in first. We could do logistics at Springbank, if it fit. Challenge is to find those businesses that depend more on air freight than multi-modal.

Was a Regional Transit Authority ever looked at for this region / province? Analysis was done in 2003 on governance structure for transportation, but not since. There are a lot of governance models available to research and consider if we were to move towards transportation authority etc.

Are there other locations in region where inter-modal facilities might make sense? “inter-modal” – the ability to interchange between modes, “multi-modal” – lots of modes. Tracks are expensive, would be costly to build new facilities - not good capital business case to move “multi-modal” operations.

Over the long term, would it be good to have jobs outside the city to reduce pressure on roads and is this Province policy? It is a common sense statement but not an official policy

Are there concerted efforts in the industry to make more efficient use of empty containers? Are there regional efforts? Railways are open to do it. It is a great idea and there are lots of creative ways to fill empty containers, but there needs to be market interest. Owners of containers are anxious to get them back to Asia to refill.

Panel Discussion - Moving people within and across the Region

Members:	Don Heron	CPR
	Reg Johnston	Calgary Airport Authority
	Dave Colquhoun	City of Calgary
	Blanka Bracic	City of Calgary

Panel Observations and Review of the following questions:-

- √ “4 things we need to understand as we develop a regional land use plan”
- √ “4 important questions we need to wrestle with”

Don Heron (Director of Passenger Rail - CPR):

<http://www.calgaryregion.ca/crp/media/26425/crp%20cochrane%20forum%20january%2031%202008.pdf>

Key Message – Vancouver’s West Coast Express is a perfect example of how multi and inter-modal transportation hubs work. It gets people downtown to then connect with all other modes.

Regional Transportation plan should be “intentional”

If commuter rail is chosen:

- Lands for stations need to be reserved soon to have the option of heavy rail commuter service now, or later
- Regional Transit Authority needs to be created

Dave Colquhoun (Transportation Sustainable City Program – City of Calgary):

<http://www.calgaryregion.ca/crp/media/26415/crp%20-%202008%20february.pdf>

Key Messages

1. Supportive land use policies (compact, walkable, mixed-use) are required to achieve quality, cost-effective transit service
2. A network of connected nodes and corridors is key to supporting existing rapid transit and creating new corridors in the city and the region.
3. Regional collaboration (planning, funding, governance) is required to explore transit options to service various markets:
 - Service to Calgary (downtown, post-secondary education, airport, hospitals)
 - Service between regional municipalities
 - Service within regional municipalities
4. Visioning for future regional rapid transit is important; however, short term goal should be to create the conditions to support cost-effective bus service in the region
5. Potential transit corridor connections to the region: NW (Crowchild Tr.), North (Centre St.), East (17th Ave.SE), South (Macleod Tr.).

Important Questions

1. What level of commitment exists in the region to transit supportive growth strategies and funding transit service?
2. What is the appropriate form and level of transit service for the Calgary Region based on the recommended development patterns?
 - Feasibility of rapid transit (LRT, BRT, Commuter Rail)
 - Markets (travel to Calgary, between and within regional centres)
 - Frequency and duration of service
3. How can we collaborate to explore questions relating to planning, funding and governance of regional transit service?

Blanka Bracic (Pathways – City of Calgary):

Key Message – How do people switch between modes? Where are the best places in the region to switch modes? All trips are multi-modal e.g. walk, car, walk. Switching is the key and we have to consider different needs e.g. cyclist should be able to put cycle on bus, LRT, train. We should look at

multi use pathways to connect and switch modes and look at existing rights of way, sides of river, rail, roads and highways.

“4 things we need to understand as we develop a regional land use plan”

- Transportation is a response to dispersed land use
- Provides universal mobility
- All trips are multi-modal – switching is key
- Pedestrian, cycling and multi-use pathways need to be planned

Questions to the Panel:

Where are the stations in Mission etc? In Mission, it is centre of small downtown. In Vancouver it is also downtown, where original passenger terminal was. In Intervening communities, stations mixed between downtown, park & ride areas, where connectivity between modes is best.

For existing CPR right of way, would CPR be interested in land exchange to move freight right of way to a different corridor to allow quicker /better access for commuters? Probably not, the 100 ft right of way & its use is pretty sacred to the integrity of the cross-national system. Might lease for fibreoptics but do not want cyclists so close to trains.

Contributions to fare box –any work been done in employer contributions to subsidize their employees? From Calgary Transit perspective, we have been concentrating on post secondary education, cheaper passes for students. We would be very interested in expanding discussions to large companies. In addition, the federal government has a program where you can purchase cheaper tickets – Winnipeg and Vancouver have this in place.

City talks about thresholds, developing an area and then transit will follow and increase size of roads until then (as cars will still be retained as preferred form of transport)- Pull Method. CPR, however, talks about “push”i.e. planning/growth around rail, using early transit to shape development etc. From city point of view we are on same page – we accept it is better to get transit into new areas as soon as possible, but it is the practical/economic reality of this that is the challenge. Our approach is to get bus based services to these new areas first to establish ridership etc., then service will expand as community develops. CPR – if you wait for development to happen you do not have the options left i.e. underground pipes, servicing etc. are already in place. Should put it in first, it is a solid endorsement, that is there forever and is a good tool of confidence to set the pattern of what you are going to be. Great cities took huge decisions, had the vision to put in these huge transit systems. Communities then build and shape around the service and the city establishes itself; history speaks for itself. City – do need a long range vision, need to have corridors purchased etc. to ensure that it is not left too long.

No objection from City to consider this as a possibility – assuming provincial funding etc.? Need to plan the future of such options and projects rights of way etc. –could be a possibility in future. Plan It Calgary is considering all of this – C train and cycle paths planned 30 years ago are coming along now exactly as they were planned.

Need to put aside the land in places like Okotoks and Chestermere to ensure that we have land to build these stations, as stations in Calgary have not been built with enough parking. What will commuter stations look like in 30 years? How much parking? Structured? What kind of shopping centres? CPR would start by asking the community, e.g. Downtown Okotoks station – people walk or take buses to it, little parking needed? Maybe a station south of Okotoks, in industrial area, with parking?

Final comments and wrap up:

- There must be improved cooperation between municipalities especially where it is linked to technical information and services.
- Must look at what vision we have for our communities and the region
- How do you take it from plans to actions?
- Choose actions that are good for all
- Is auto-non dependency & new choices part of the criteria – reduce trips, increase choices
- From Cochrane's perspective there are no growth caps.
- Want to avoid trend scenario
- Pushing at transit in advance – move away from auto
- CPR commuter rail push out would support eco culture
- How can we shape our future using transit – train as an influence driver?
- Want to network into the larger city using varied transportations options
- Nodes and Corridors requires a look at municipal gov't. relationship with developers. How can gov't. create sustainable communities? when will they stand up to make decisions even if they impact developers?
- Look at sub regional approaches - changing public attitudes will be key if we are going to move in any direction. How about moving on pilot projects. Sub regions are reaching critical capacities.
- Okotoks has a growth limit / boundary that is linked to water supply. Any growth outside Okotoks would need water. A 60,000 threshold would mean 2 nodes (new & Okotoks)
- Do not indicate that Trend should continue into future – it is clear that this is not responsible. Nodes and Corridors had transportation as its foundation but in the long run there is a need to look at a 4th alternative, somewhere between nodes & corridors and eco.
- Moving forward with Nodes & Corridors without understanding how to reduce needless travel would equal more trend type development and vehicle use and carbon output.
- Need to look at freight transportation models
- How do you support refilling of truck transport to move only full loads of goods
- Will corridors free-up for increased capacity for commercial traffic
- Support to pushing out transit ahead of development
- Would it drive our patterns
- High density areas ahead of transit are often unsafe and do not have the capacity to move people in and out quickly and safely, not adequate from EMS perspective.
- Transit does not end up getting out to communities soon enough
- Is there an acreage assessment put on developers to make roads available for EMS as well as building fire halls?
- The City has had a Nodes & Corridors scenario plan for years but it did not work despite their best intentions.
- Need an orientation to action – not just a plan
- Need to be proactively intervening in the system
- Convincing the people that this is the best solution for the region

- If you change the rules of the game politically or in the fluidity of freight, you need to be aware of impact on investment in region.
- Attracting and keeping business is connected to attracting people/labour and creating an environment that people want to live in is key.
- Push model - if railway was pushed out it could have immediate economic spin-off to the whole region
- Our municipal leaders have big decisions to make – intervene or not? by how much?, what are the consequences?
- If you can stick to a plan as a region the unpredictability will be reduced for people and economy/business.
- How are our decisions, both big and small, contributing to business as usual
- Understanding demand is very important. How does density relate to users?
- If you build it, will they come?
- Tourism traffic is outside the model – this is an additional demand
- Need to look at where are people going? There are other reasons for transportation, other than commuting eg. shopping, leisure, land use planning needs to look at this.
- Where do we put the next 1.7 million people and next 700,000 jobs in region? There needs to be a connection there.
- If we work together, cooperate, we can make things work
- We need to guard against cynicism. This is a tremendous opportunity and change is happening.
- We should make a plan and implement it as best we can