

**Southeast LRT
Compendium of Functional Planning Studies**

Transit Planning
Calgary Transit

December 2010

PURPOSE

This compendium summarizes the approved plans (as of January 2010) for the future Southeast Light Rail Transit (LRT) line. Calgary's CTrain network map and an overview of the Southeast LRT alignment are provided in **Exhibits 1 and 2 (Appendix A)**.

A detailed drawing set showing plan and profile views of the full alignment is provided in **Appendix B**. Additional details on stations and design decisions can be found in the individual studies, which are listed in Table 1. A list of the land requirements is shown in **Appendix C**.

ROLE

Southeast LRT is one of six lines that forms Calgary's long term LRT network. The service will eventually replace a parallel street-based Bus Rapid Transit (BRT) service based on ridership growth and funding. It is anticipated that the Southeast LRT will be required before Calgary's population reaches 1.25 million.

ROUTE

Planning for Southeast LRT began in 1987 with the **South East Mass Transit Corridor Study**. This study examined projected growth in south Calgary and concluded that a dedicated Southeast LRT line would one day be needed.

Since 1987, Southeast LRT has been planned in segments. The first planned and council-approved segments were identified and acquired as part of new community planning in southeast Calgary. Planning after 1999 involved connecting the suburban Southeast LRT alignment with Calgary's downtown.

The Southeast LRT alignment generally follows rail and road rights-of-way. Designing LRT along existing and planned corridors provides access into existing and planned areas while minimizing cost and property impacts. In brief, Southeast LRT will:

- Leave the downtown via an underground alignment along 2 Street SW. Two stations are planned along 2 Street W; with the first between 1 Avenue and 3 Avenue S; and the second between 5 Avenue and 7 Avenue S.
- Turn east at 10 Avenue S with a station (either above or below grade) at Centre Street. At 4 Street E, a multi-modal station will be constructed with the future high speed rail station for the line that will travel between Calgary and Edmonton.
- Travel east along the Canadian Pacific Railway (CPR) corridor between the communities of Inglewood and Ramsay. A shared station will be built on the Ramsay side west of 12 Street E.
- Turn south near 11 Street E in Ramsay. Near the Cross Roads Market, the alignment will shift from the CPR corridor to travel along the Canadian National (CN) rail line. A station will be built just south of 26 Avenue S.
- Cross over Blackfoot Trail and travel south along CN right of way with a station near Highfield Boulevard.
- Travel over Deerfoot Trail and the Bow River, still parallel to CN rail, travelling east with an elevated station near Lynnvew Ridge.

- Turn south travelling parallel to Ogden Road and within the CPR right of way. A station will be located at 69 Avenue S to serve the Ogden community.
- Travel at-grade through the future Glenmore Trail and Ogden Road interchange. A South Hill station and park and ride facility will be located at 86 Avenue SE.
- Travel parallel to 24 Street E with a station and park and ride facility near Quarry Park Boulevard.
- Turn east, still north of 114 Avenue S with a station and park and ride facility in Douglas Glen at 29 Street E.
- Tunnel beneath Barlow Trail and then head east through the Shepard industrial area with a station near 48 Street SE. The line will continue east to 52 Street SE where it will turn to travel south.
- Tunnel under 130 Avenue and travel south along the west side of 52 Street SE with stations and park and ride facilities at Prestwick and McKenzie Towne.
- Travel south over Highway 22x with a station and park and ride facility serving the new communities of Auburn Bay and Mahogany.
- Swing west from 52 Street SE via a tunnel with a station and shared park and ride facility just south of the South Health Campus.
- Turn to travel south with a terminal station near the Seton employment centre. A park and ride facility and storage tracks will be constructed near the station, south of Back Street.

Since Southeast LRT does not connect with other CTrain lines, a storage and maintenance facility will be needed to support it. Prior to construction of Southeast LRT, an appropriately sized and located site will need to be identified within the first phase of the line. A land parcel between 8 and 10 hectares in size and located in close proximity to the alignment is required.

SERVICE AREAS

Southeast LRT will serve four distinct areas; all of which are east of the Bow River. These can be described as follows and are shown in **Exhibit 3 (Appendix A)**:

- **Re-developing area:** consists of older residential and industrial communities north of 114 Avenue SE, bounded by the Bow River and Ogden Road. The communities and employment centres forming this area are close to the city's core and are experiencing transition. Some examples where intensification is planned includes residential growth in Inglewood and Ramsay, as well as the Quarry Park, a mixed use (office & residential) transit oriented development.
- **Industrial area:** contains the majority of the jobs in southeast Calgary and is generally bounded by 50 Avenue, Ogden Road, 130 Avenue SE and the city limits to the east. Density is generally low, although increasingly offices are being built in this area.
- **Established area:** contains recently built single family residential communities with some higher density towards the south. This area is generally bounded by Deerfoot Trail to the north, the Bow River along the west, 52 Street SE in the east and Highway 22X in the south.
- **Developing area:** represents a large segment of most recent and future growth in southeast Calgary. This area includes the new South Hospital and future residential, retail and employment developments. This area is bounded to the north by Highway 22X, the west by the Bow River, the east and south by the city boundary.

Intensifying the lands near future stations along Southeast LRT will mean more passengers will find it convenient to use Southeast BRT and Southeast LRT once it is constructed. According to the report **Southeast LRT Future Population, Employment and Ridership** adding transit-supportive land uses near Southeast LRT will increase ridership by approximately 20 % (Calgary Transit, 2005).

PLANS

Table 1 lists information on the plans that describe Southeast LRT. These plans should be consulted for information on the design process and public consultation.

Table 1: Southeast LRT Planning Studies

Study (year)	Boundaries	Author	Approval & Date
South East Mass Transit Corridor Study (1987)	South Calgary	Reid Crowther & Partners Ltd.	Internal study
South East LRT Functional Planning Study (1999)	Glenmore Trail to 107 Avenue S	Reid Crowther & Partners Ltd.	2000 February TTP99-69
Southeast LRT 52 Street S Functional Planning Study (2002)	107 Avenue to 196 Avenue S	Earth Tech	2002 April TTP2002-10
Southeast LRT Functional Planning Study Phase III (2004)	Elbow River to Glenmore Trail	Clifton ND Lea	2004 April LPT2004-17
Downtown LRT Feasibility Study (2006)	Downtown to Elbow River	Clifton ND Lea	2006 April LPT2006-27
52 Street SE Functional Planning Study (2006)	Auburn Bay Drive to Seton Boulevard S	Stantec	Outcome of: East McKenzie ASP
Southeast Centre Area Structure Plan (2004)	196 Avenue to 212 Avenue S	City of Calgary	2004 June Bylaw 8P2004
Southeast LRT near Quarry Park (2009)	85 Avenue to 107 Avenue S	City of Calgary	2009 November LPT2009-72
Southeast LRT McKenzie Towne to Seton Functional Planning Study	McKenzie Towne to Seton	Stantec Engineering	2010 Refinement of approved alignment

SOUTHEAST LRT FLEET CONSIDERATIONS

Southeast LRT will operate independently of all other CTrain lines in Calgary. Because of this, low floor vehicles can be used. Low floor trains are operated throughout North America and have low profile platforms (about curb height) that are more accessible, shorter and are more easily integrated into communities. Figure 1 shows photos of low floor stations in San Jose, CA.

The Southeast LRT fleet can also be selected to with double-articulation which will help trains negotiate several tight turns that will be constructed along Southeast LRT in order to permit integration into existing and planned development. Two examples are near the end of line in Seton, as well as in the downtown where the line will turn from 2 Street W to 10 Avenue S.



Figure 1: Low-Floor Light Rail Transit in San Jose

APPENDIX A

Exhibits

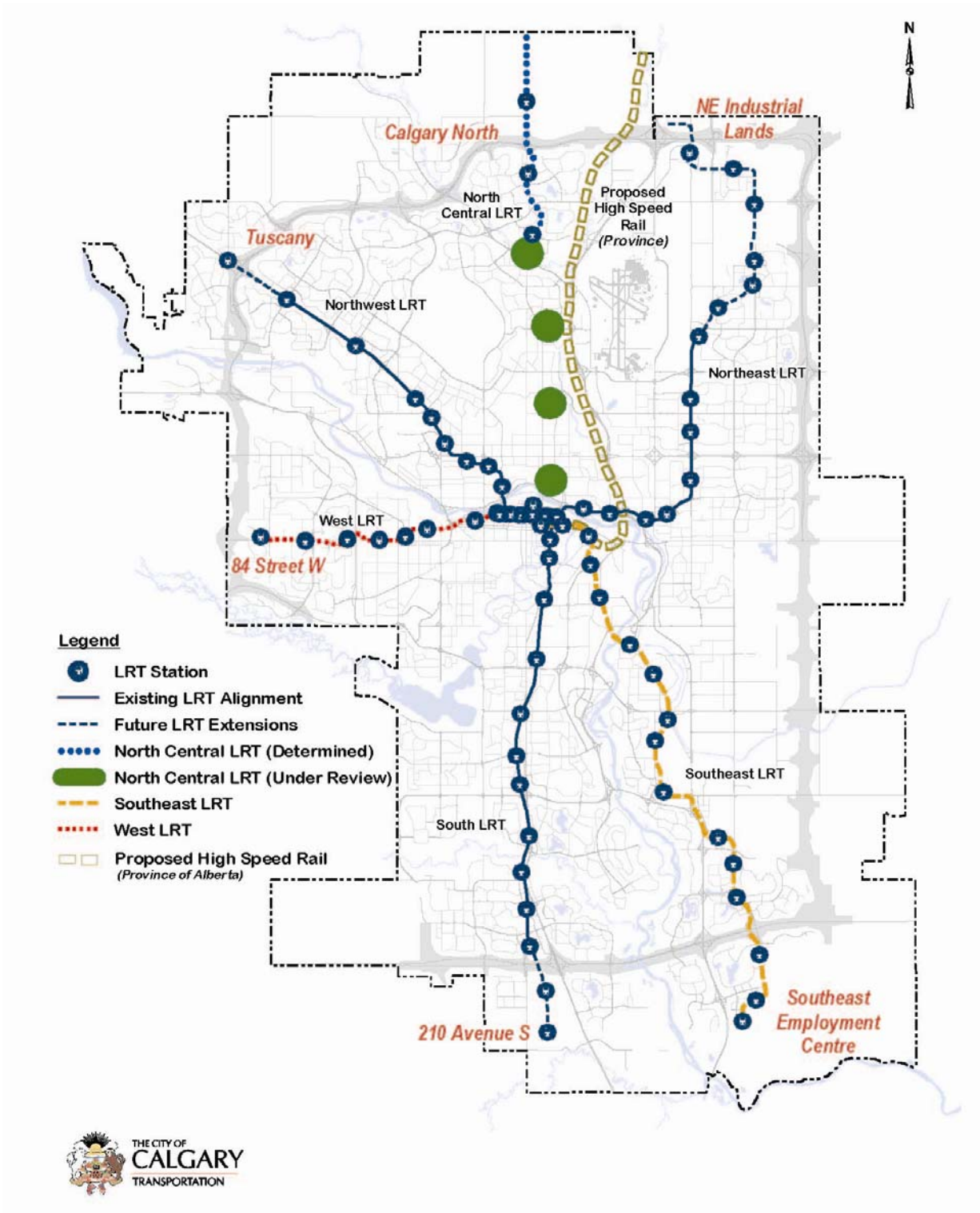
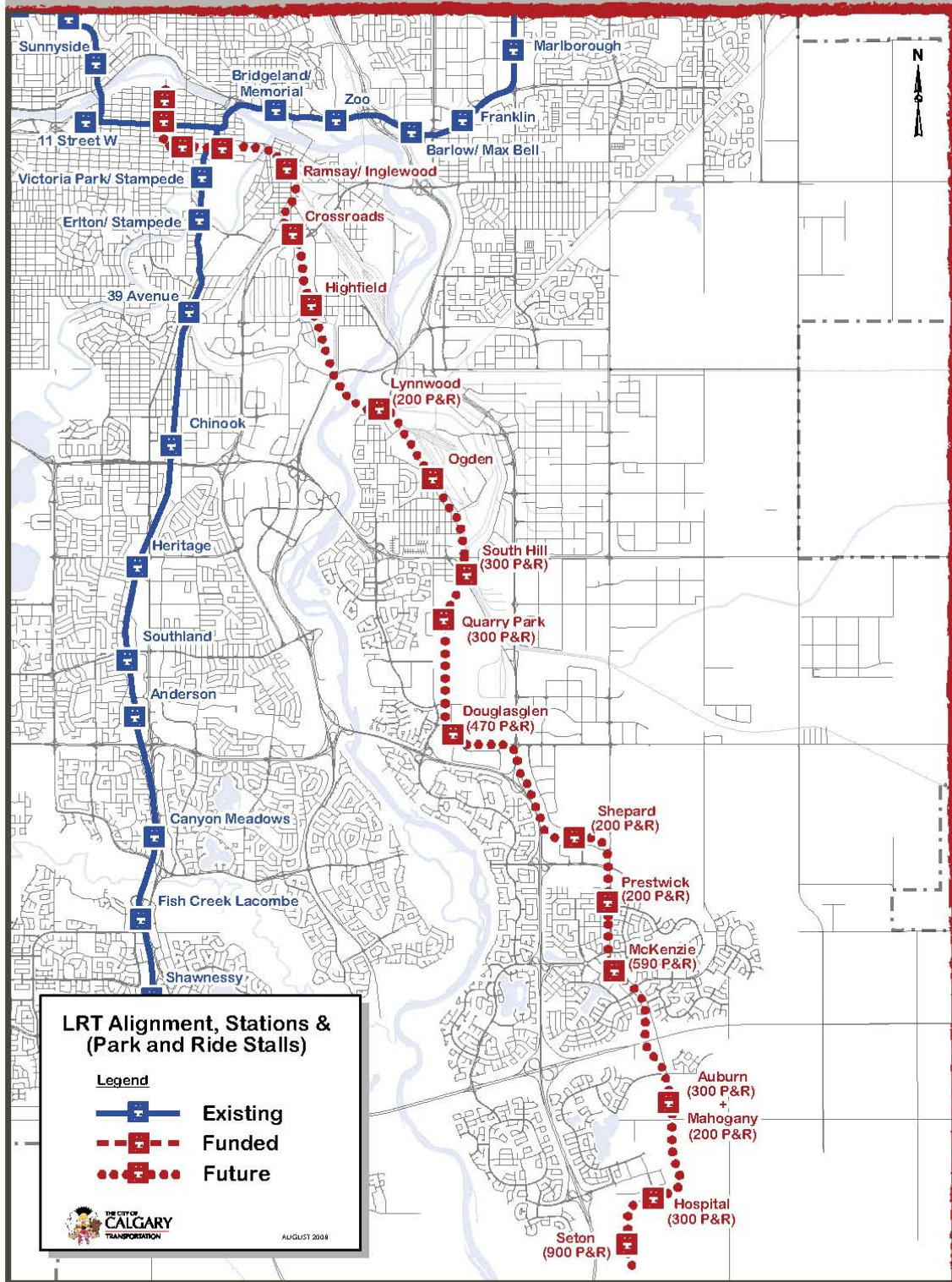


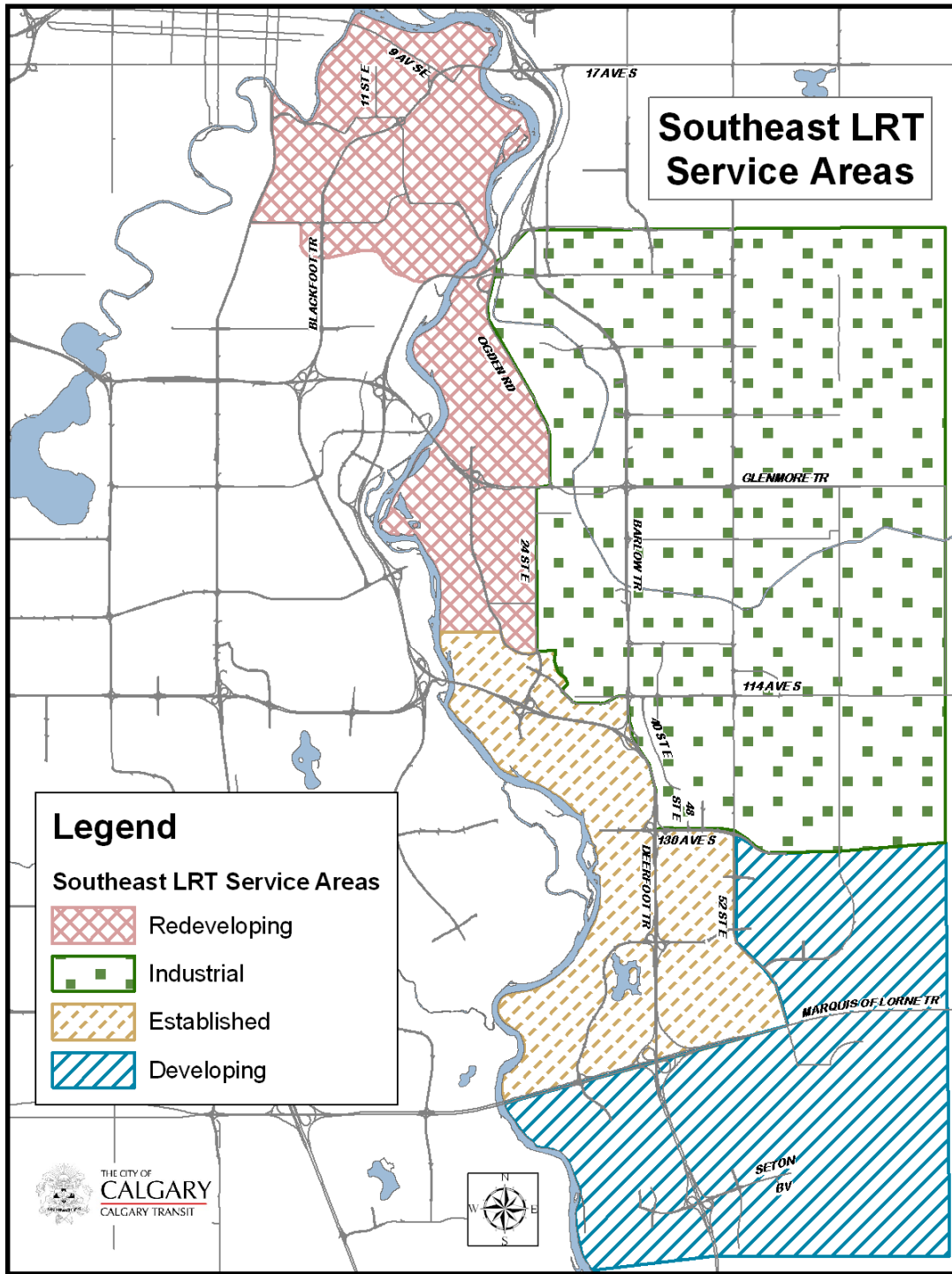
Exhibit 1: Future Calgary LRT Network

Southeast LRT



Alignment, Station Locations & (Park and Ride Stalls)

Exhibit 2: Southeast LRT Alignment & Station Locations



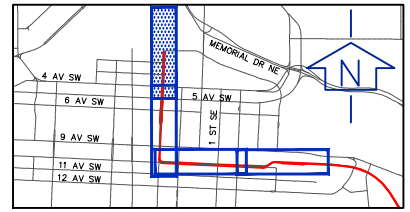
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Exhibit 3: Southeast LRT Service Area Map

APPENDIX B

Southeast LRT Alignment: Plans and Profiles

OPTION 2A / 2D



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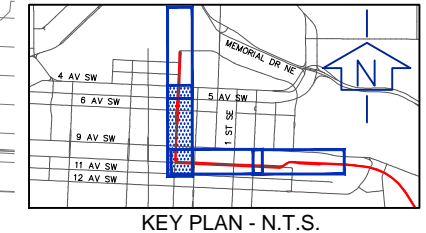
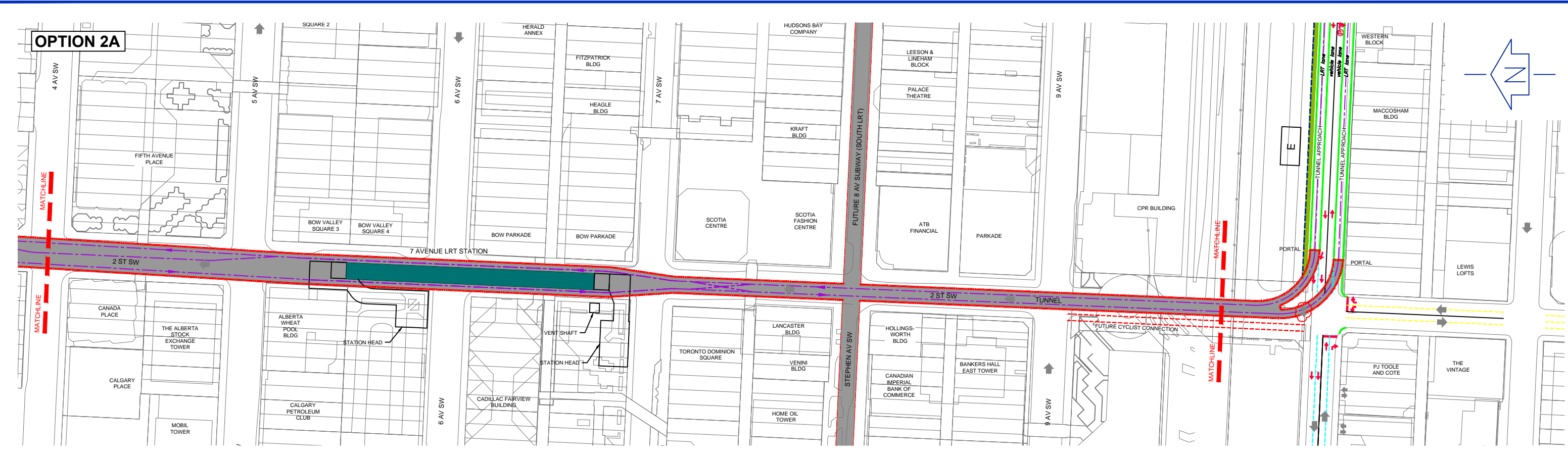
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ELECTRICAL SUBSTATION	ROAD REALIGNMENT	PROPOSED VEHICLE LANE	PROPOSED TRAFFIC FLOW	BUILDING/R.O.W. CONFLICT
RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



**THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
RIVERFRONT AVE TO 4 AVE**

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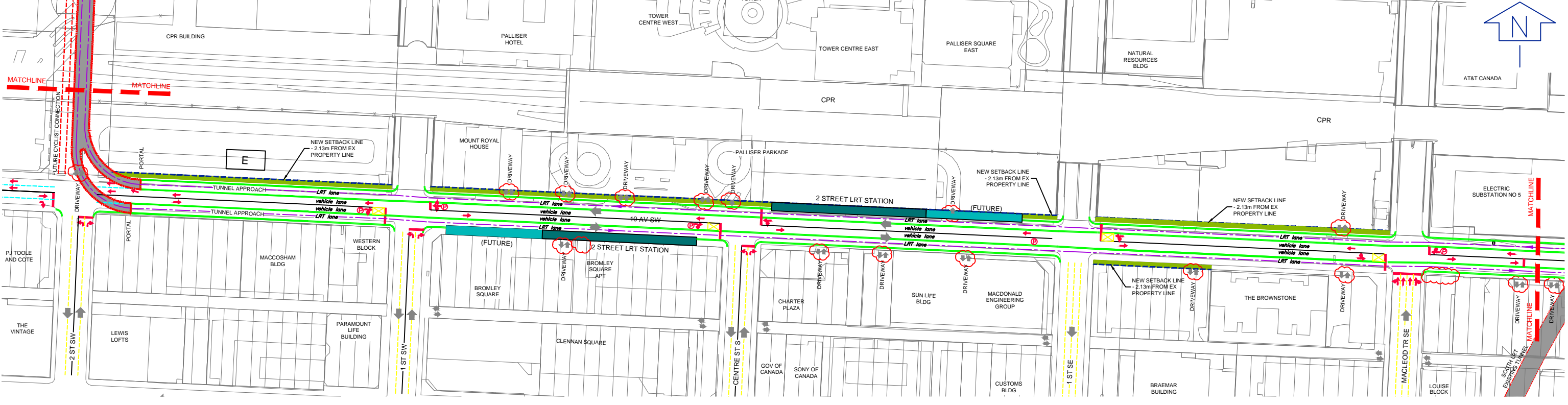
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- ROAD REALIGNMENT
- RETAINING WALL
- EX. TRAFFIC FLOW (STREET)
- PROPOSED TRAFFIC FLOW
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- LRT TUNNEL



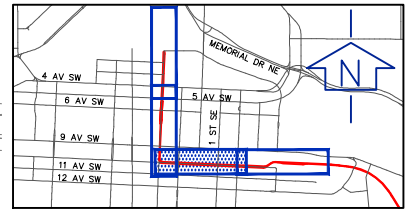
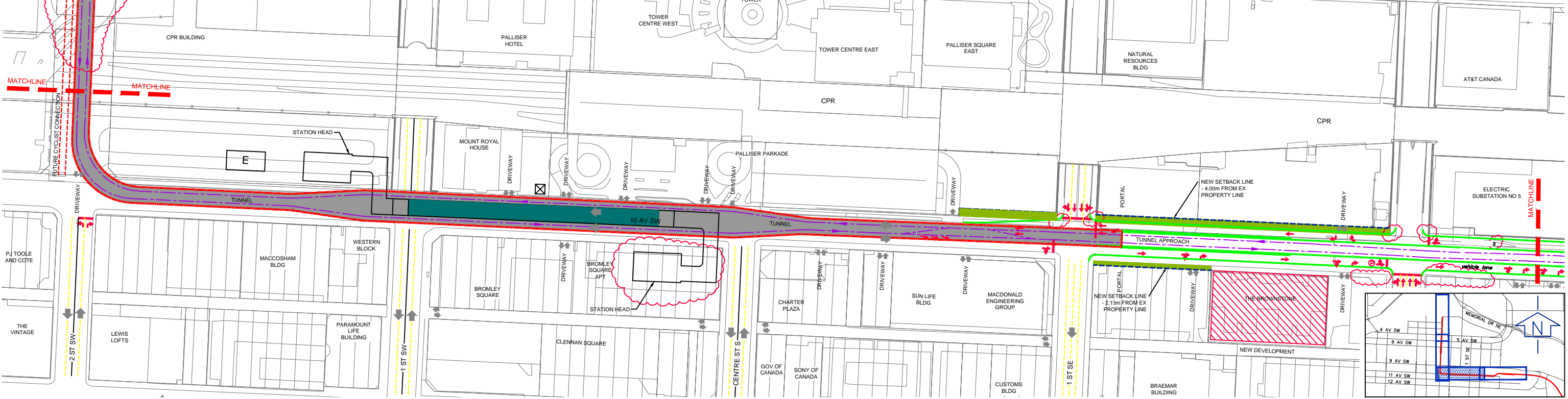
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OPTION 2A



OPTION 2D



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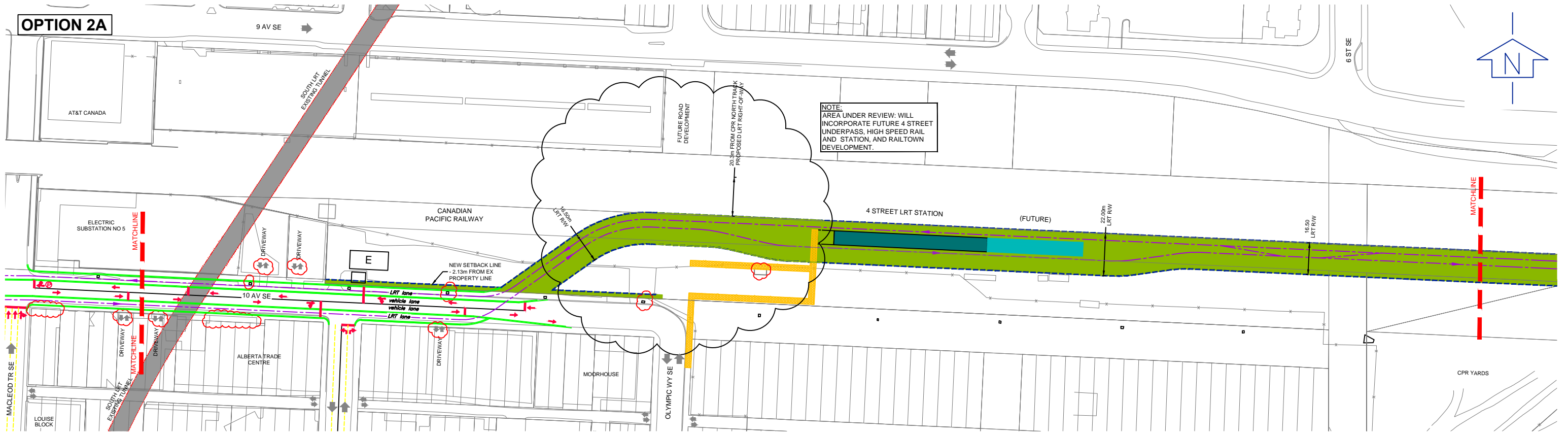
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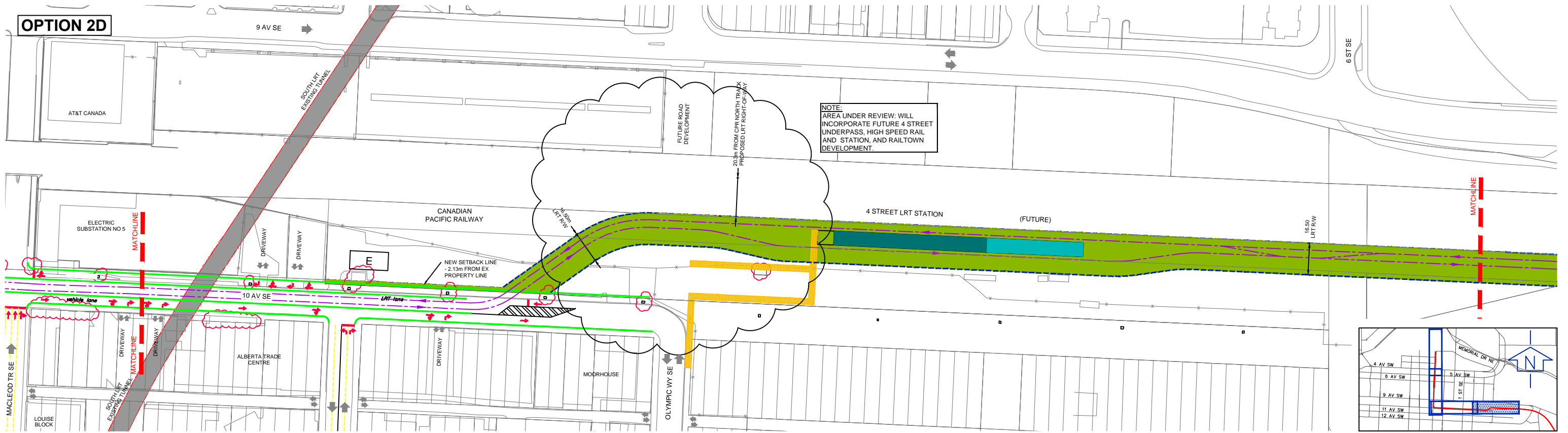
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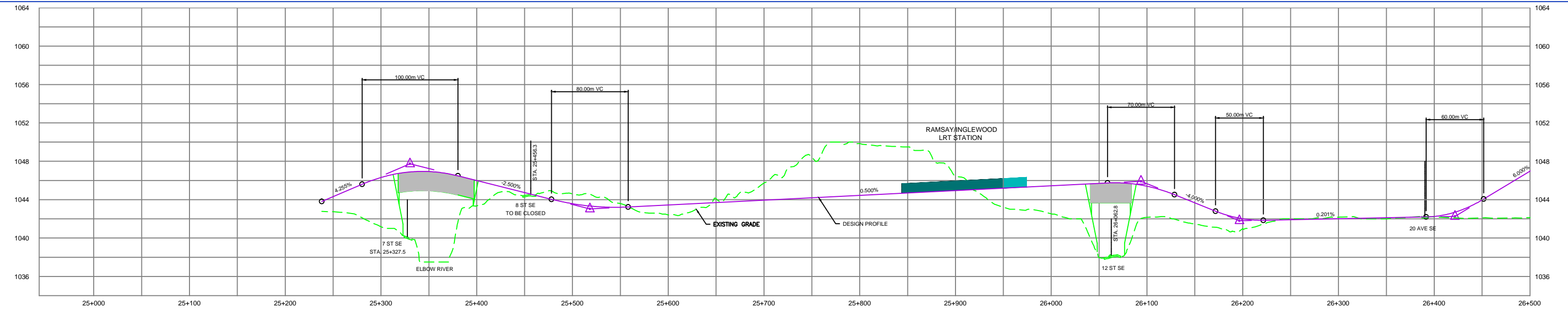
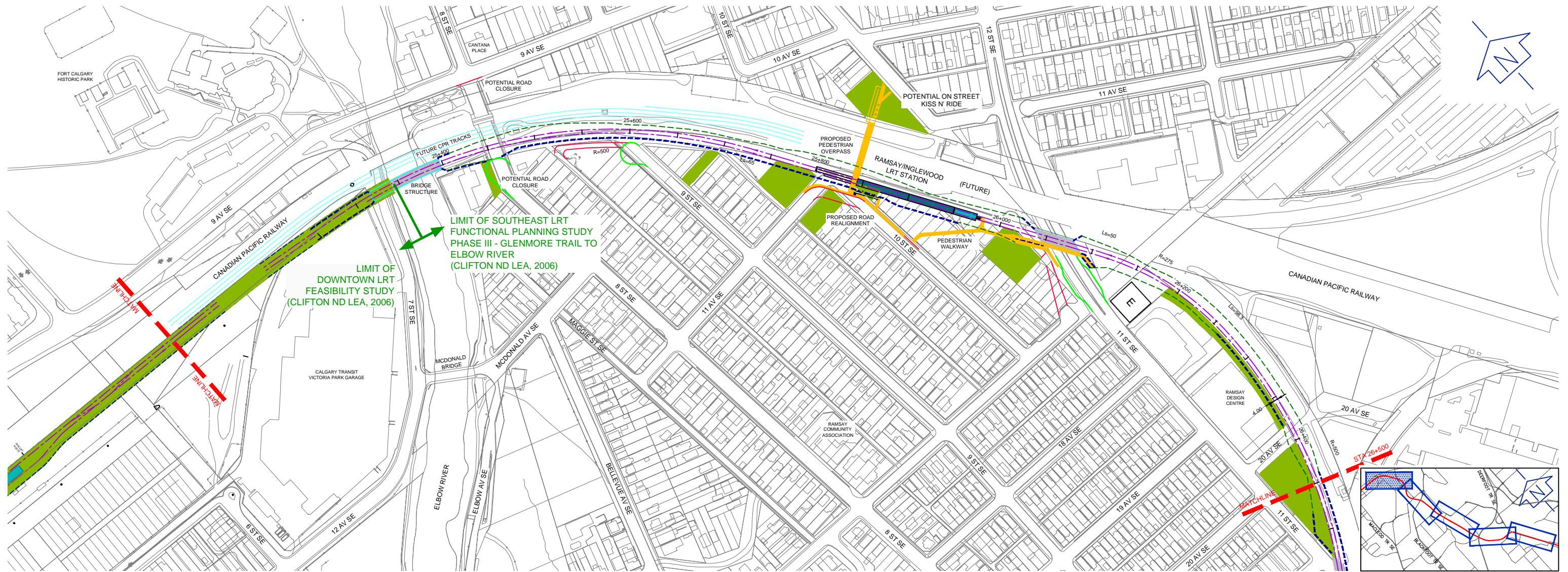
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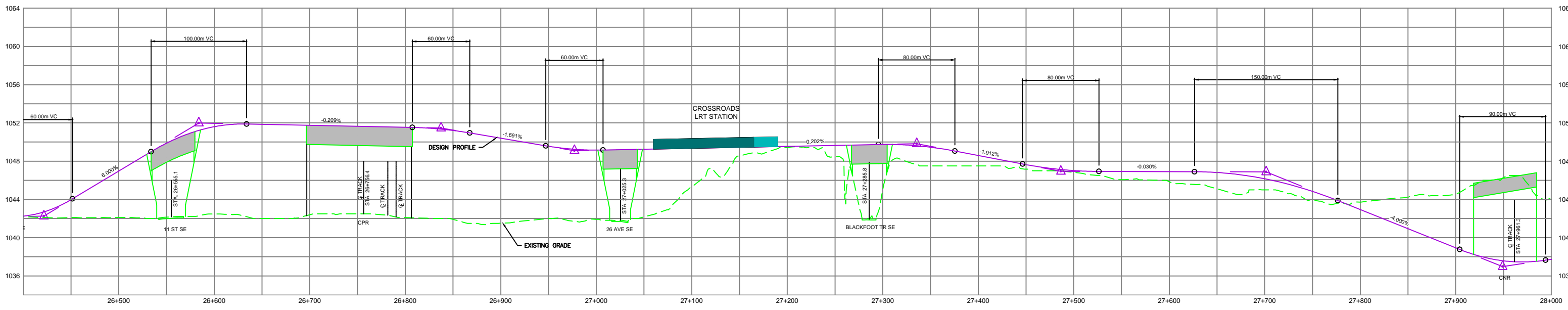
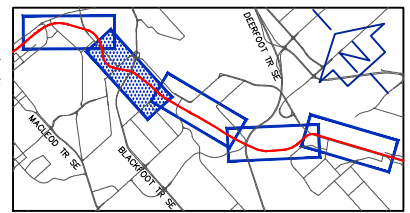
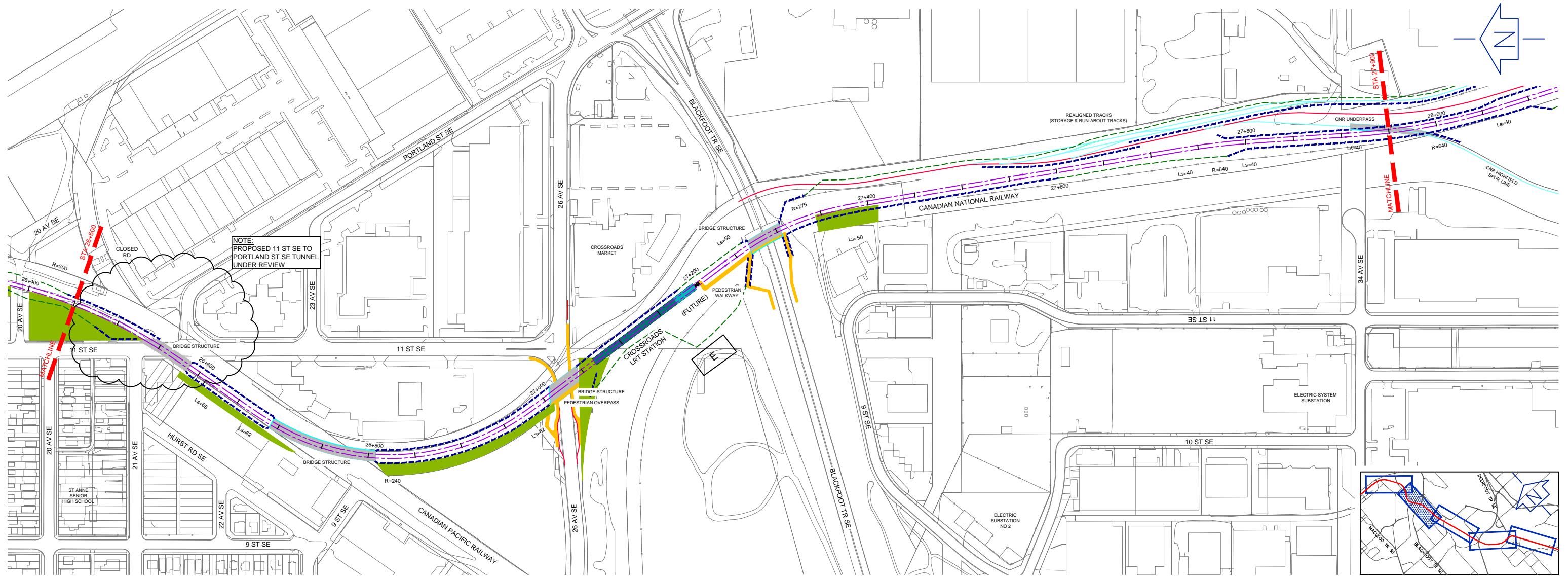
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RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
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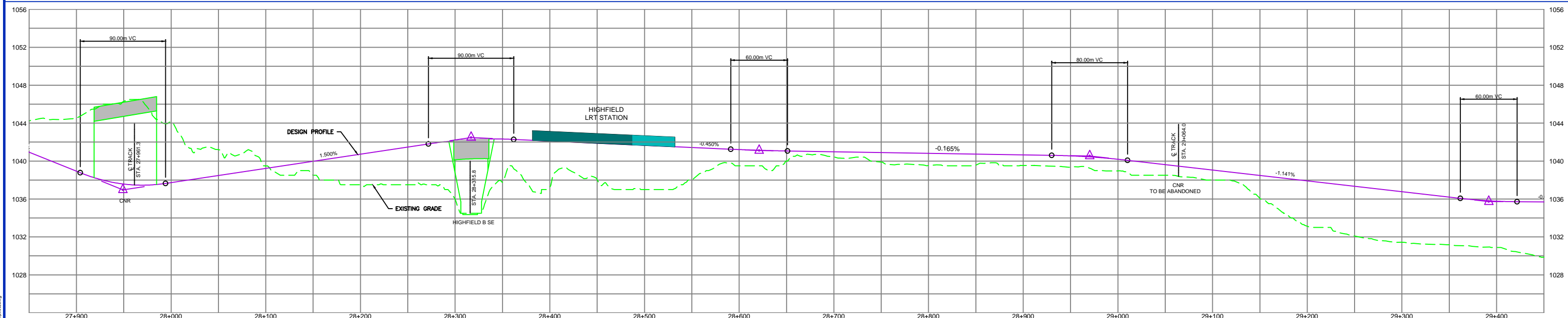
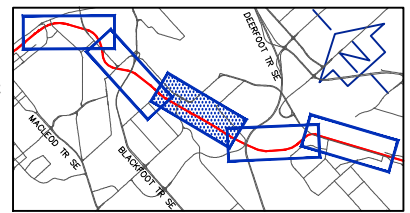
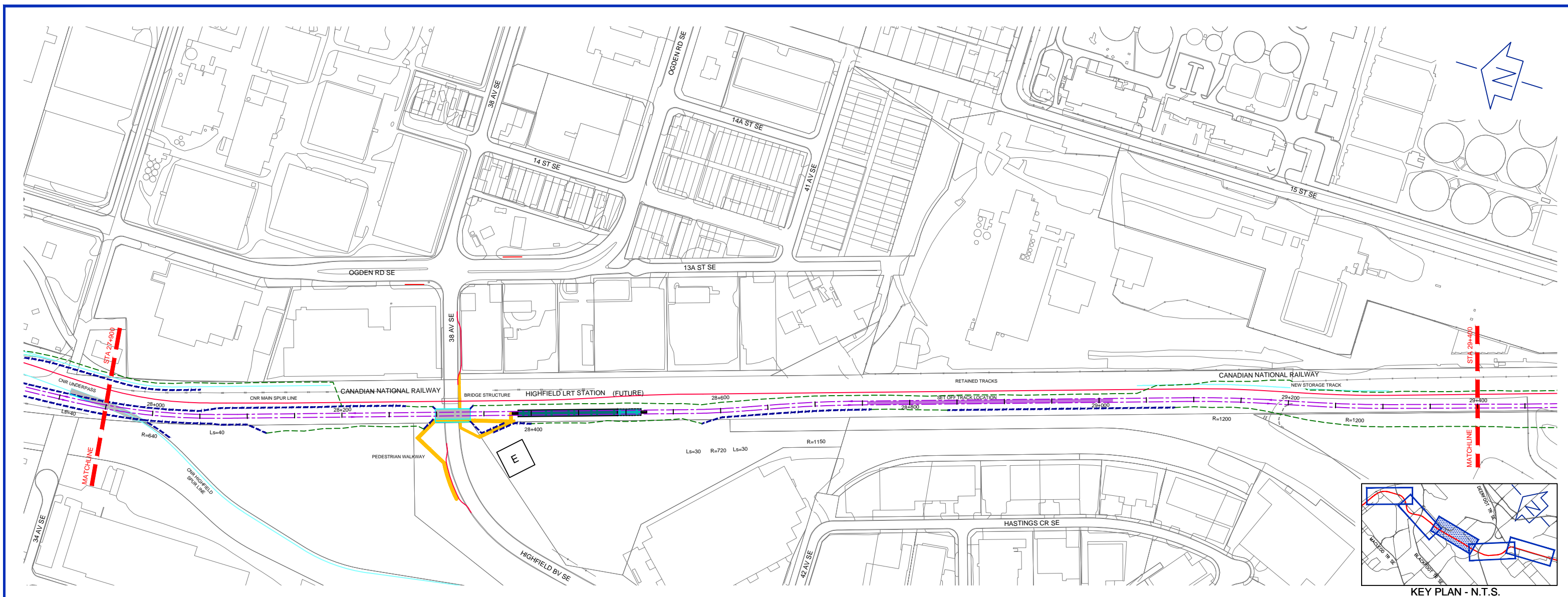
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RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
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RECOMMENDED PLAN - PROFILE
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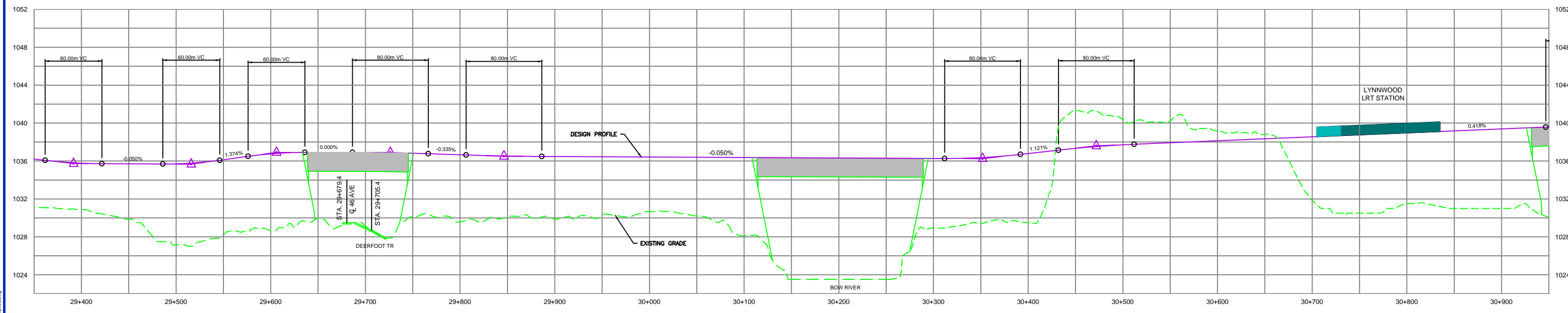
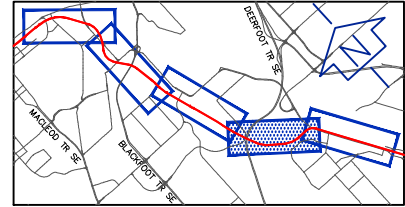
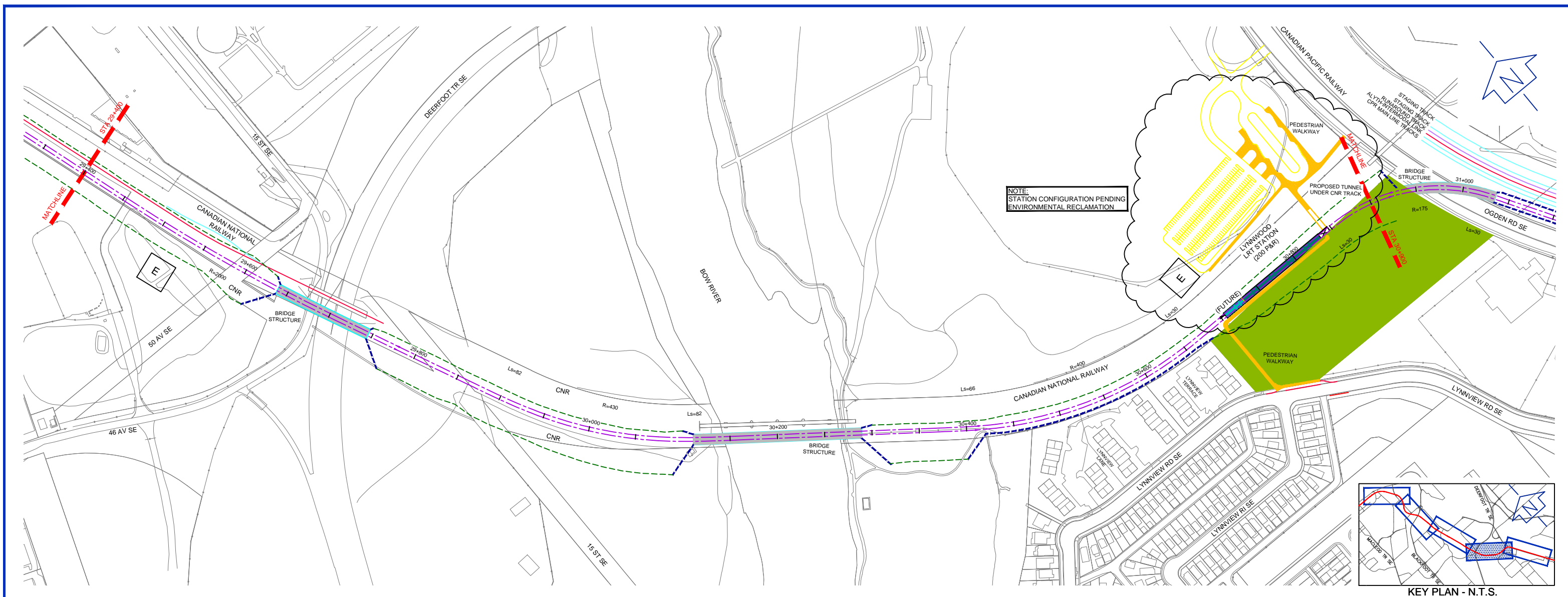


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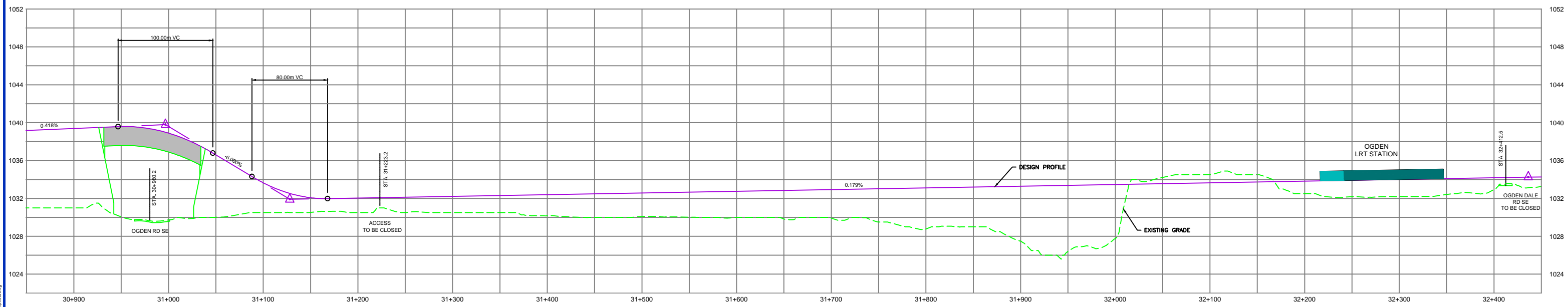
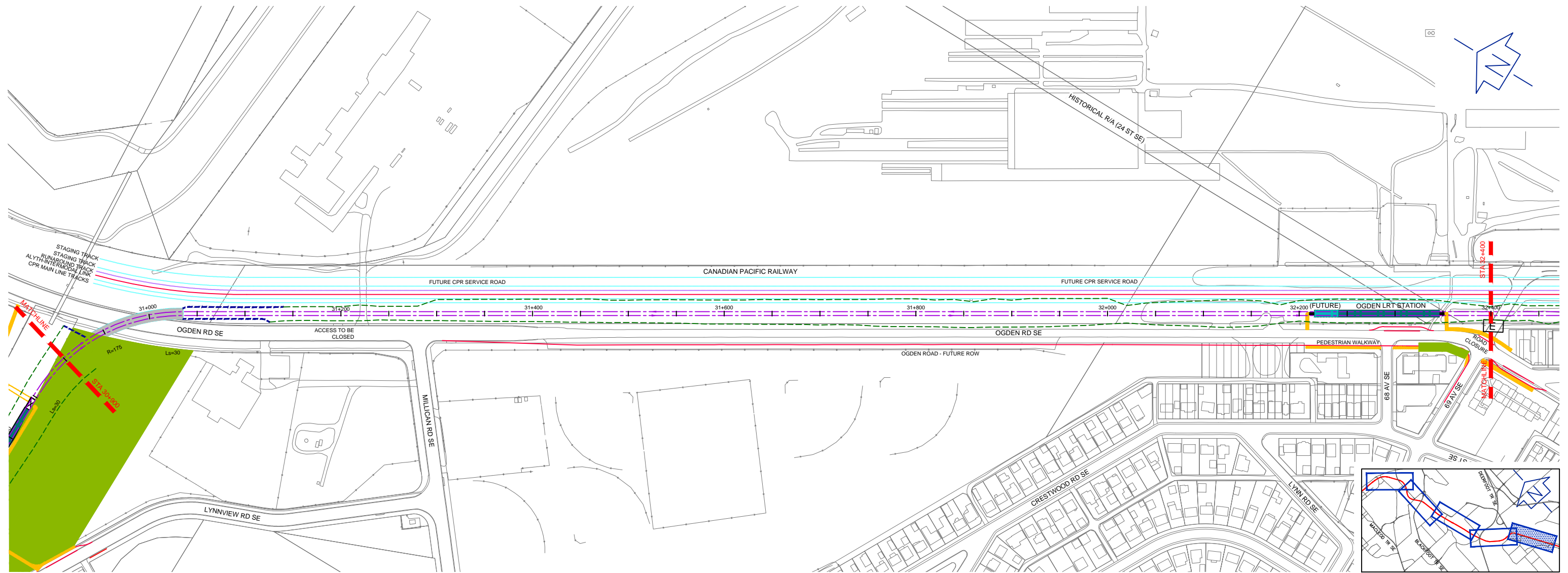
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RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
 STA 29+400 TO STA 30+900

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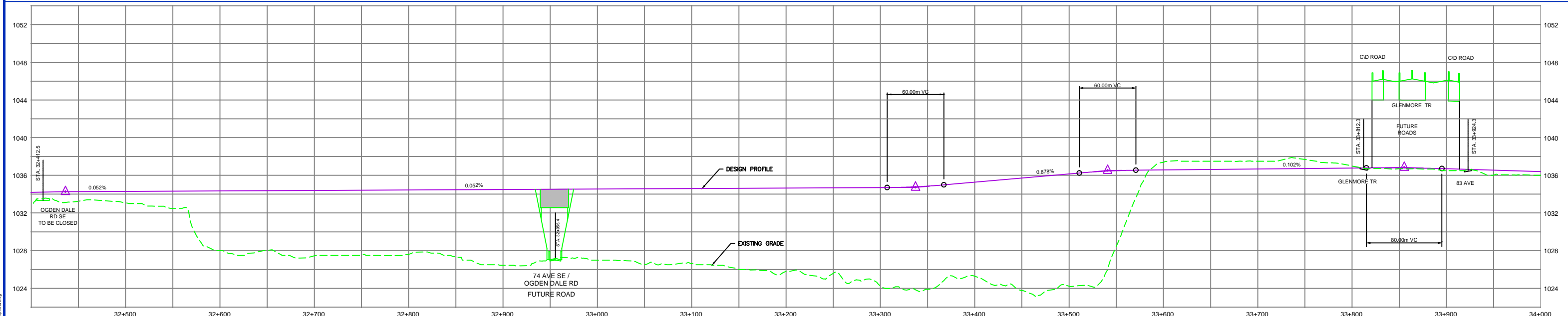
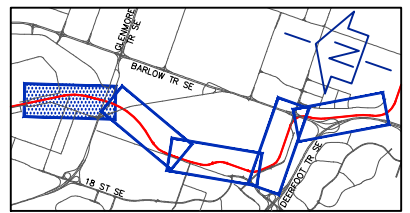
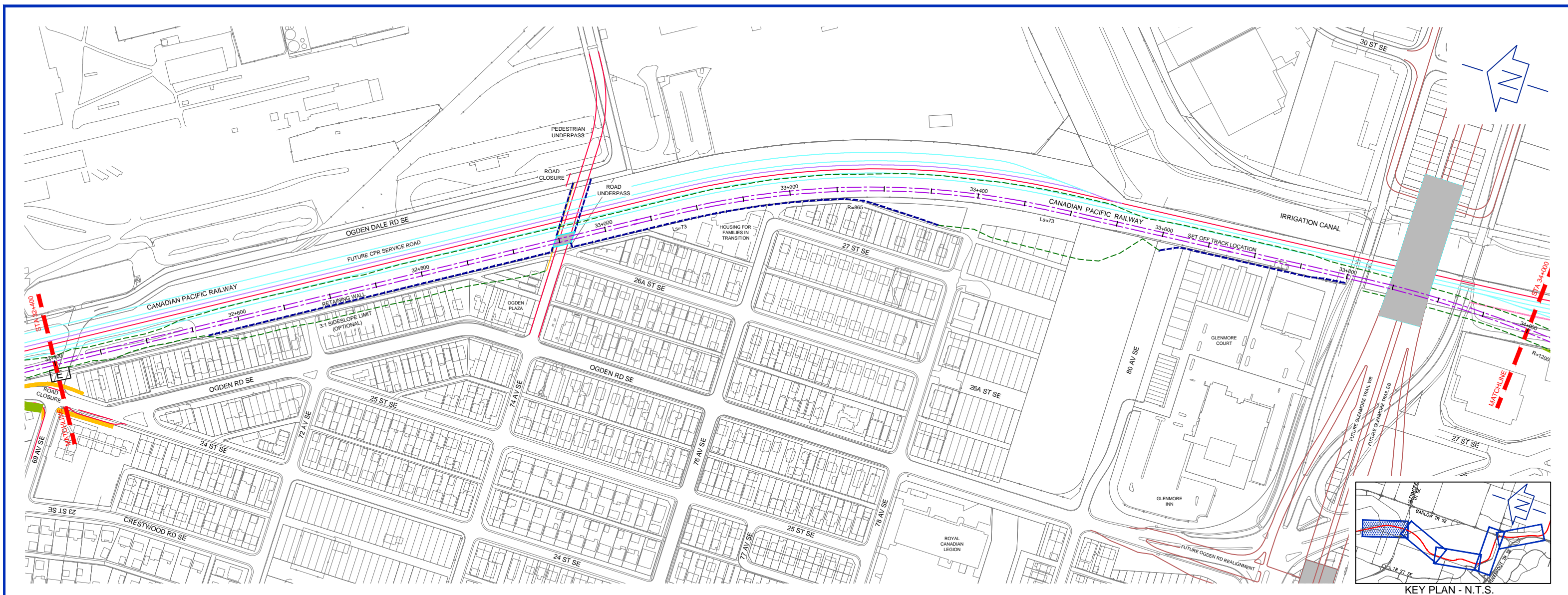
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- PEDESTRIAN PATH
- PROTECTED LANE TURN
- LRT TUNNEL



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
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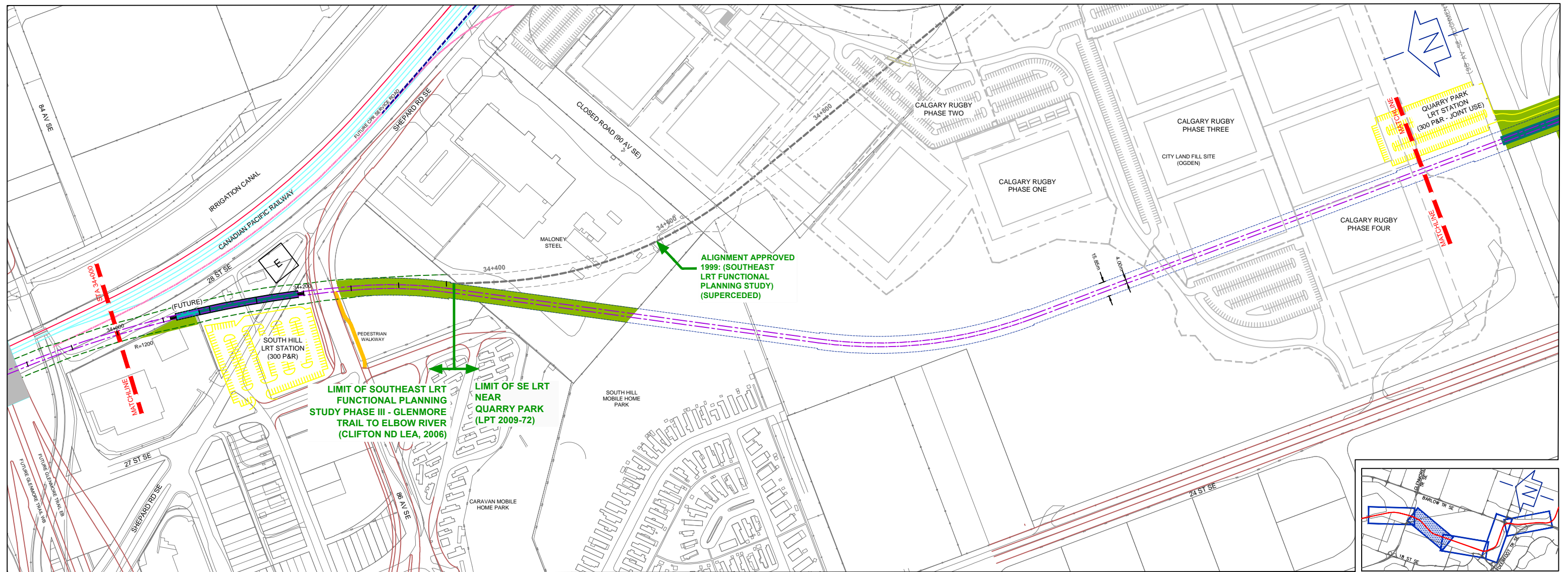
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ELECTRICAL SUBSTATION	ROAD REALIGNMENT	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
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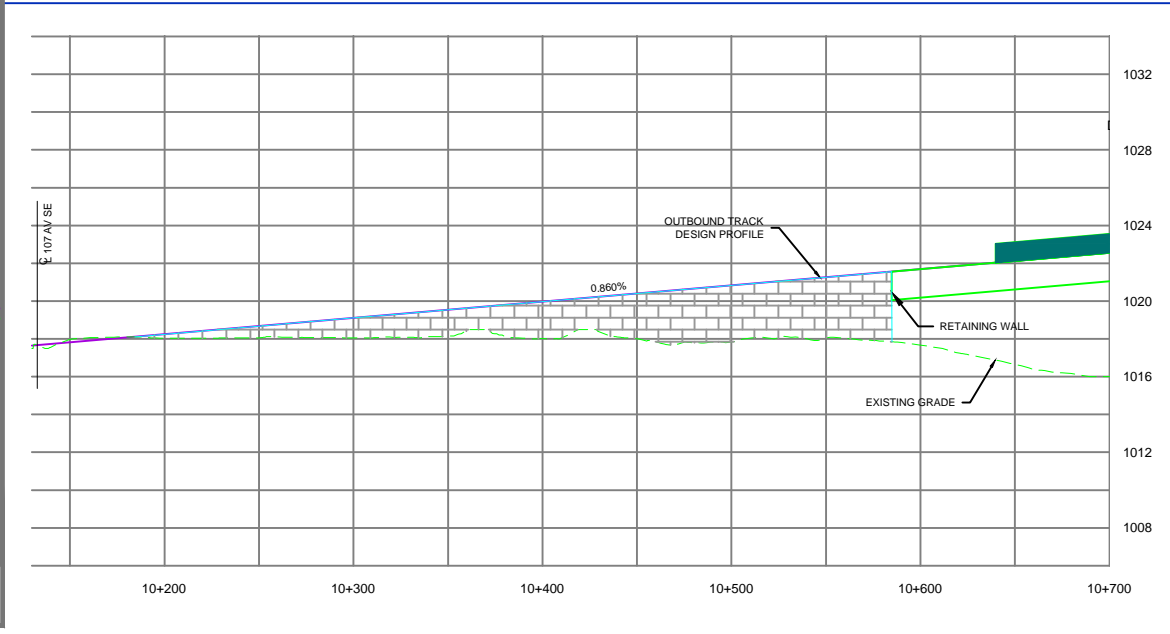
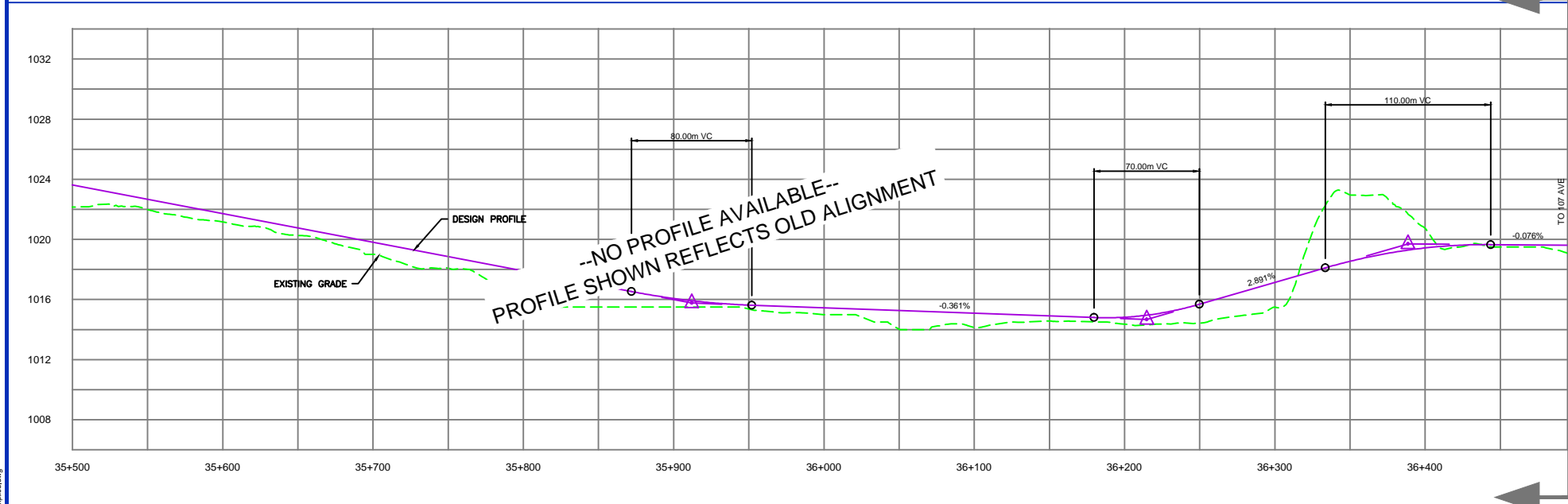
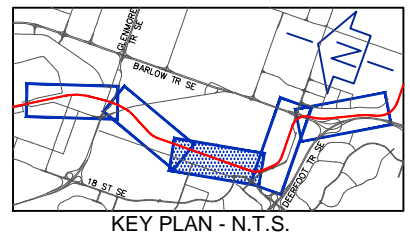
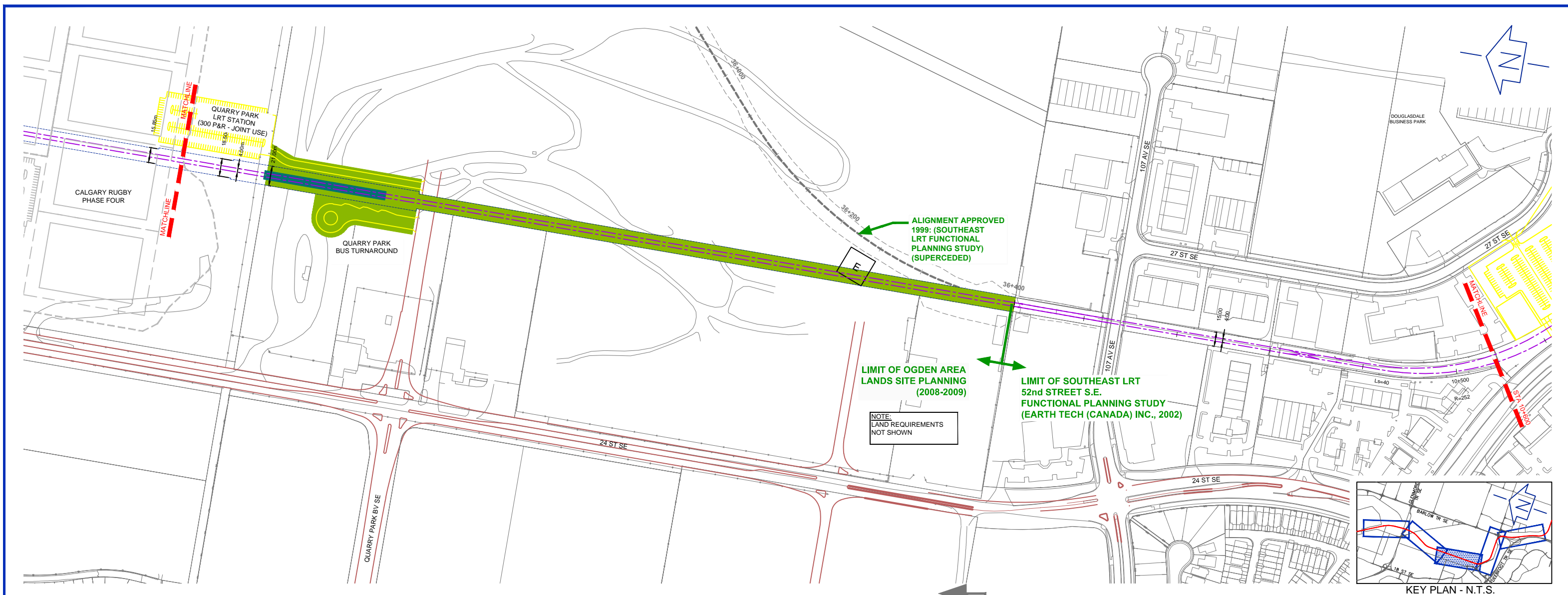
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ELECTRICAL SUBSTATION	ROAD REALIGNMENT	PROPOSED VEHICLE LANE	PROPOSED TRAFFIC FLOW	BUILDING/R.O.W. CONFLICT
RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
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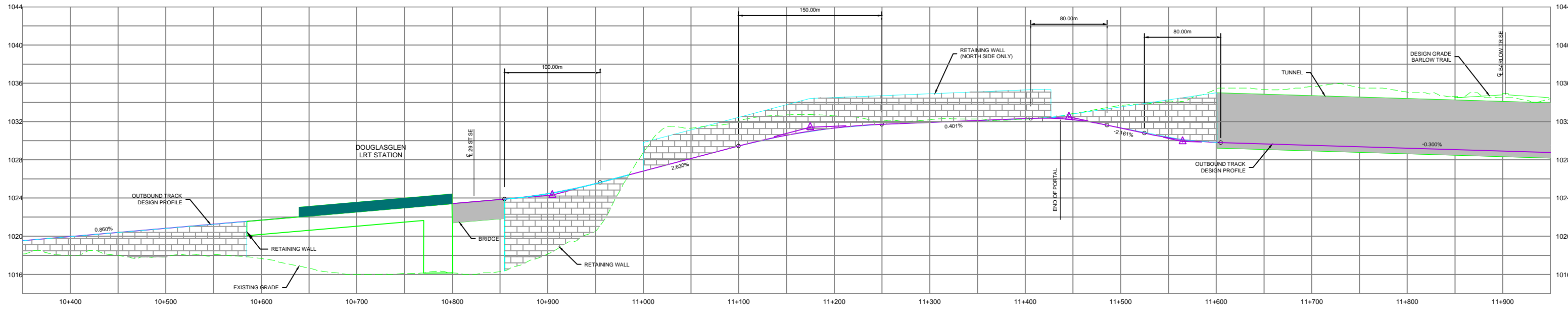
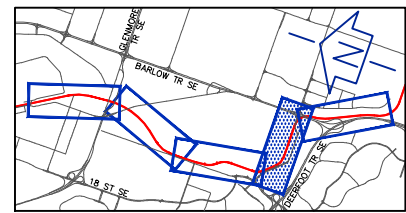
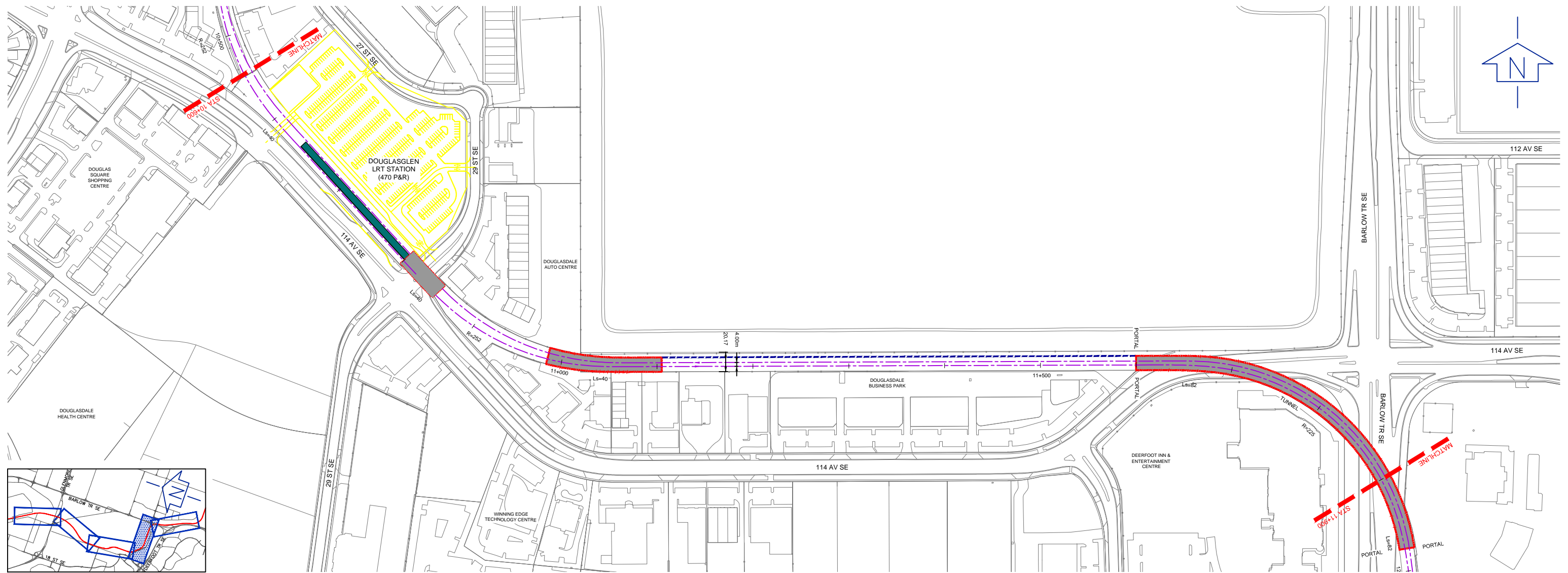
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RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
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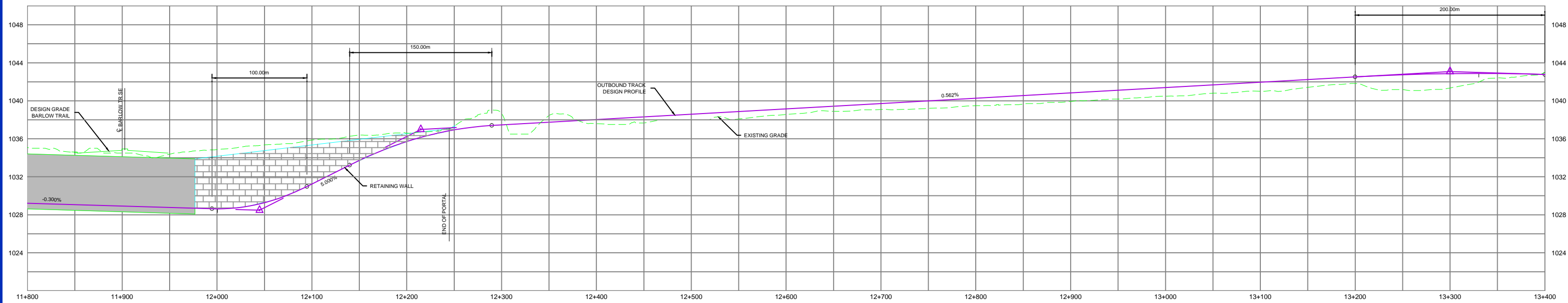
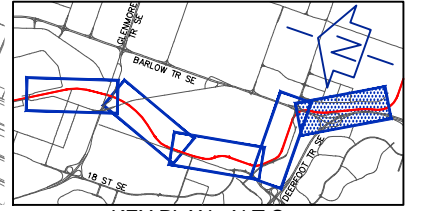
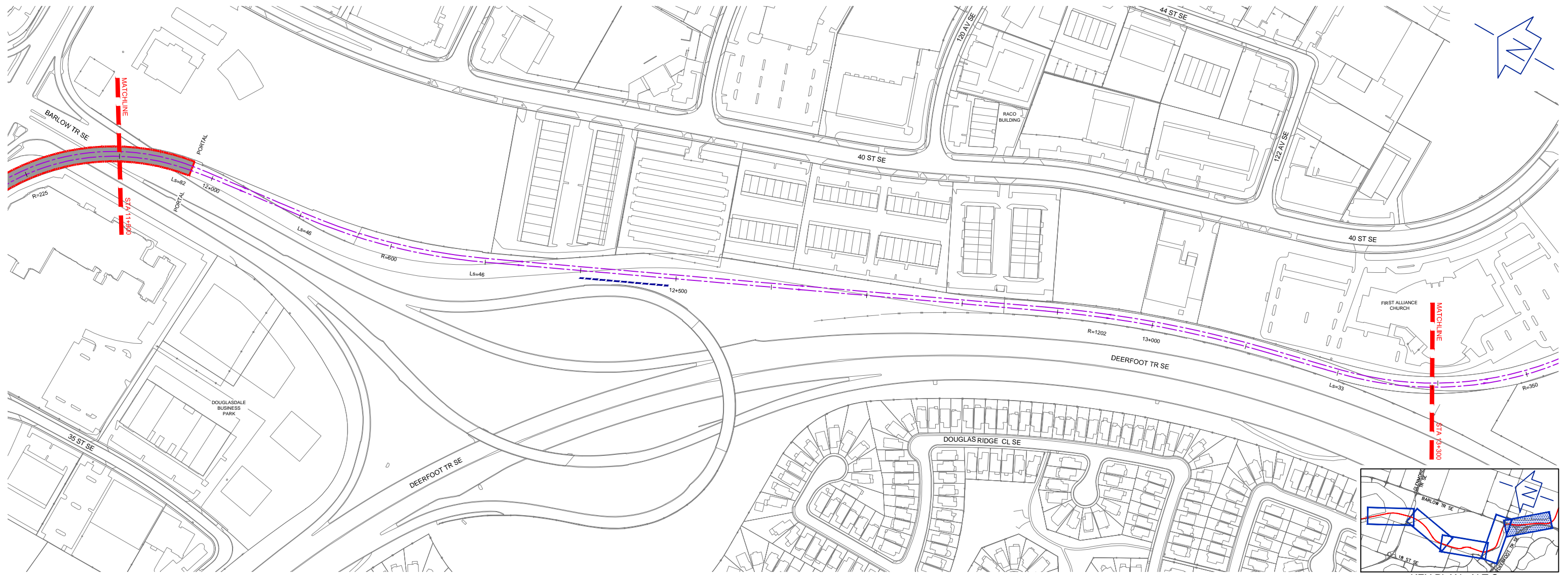
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RETAINING WALL	ROAD REALIGNMENT	PROPOSED VEHICLE LANE	PROPOSED TRAFFIC FLOW	BUILDING/R.O.W. CONFLICT
ELECTRICAL SUBSTATION	ROAD REALIGNMENT	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
 STA 10+600 TO STA 11+900

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| ELECTRICAL SUBSTATION | ROAD REALIGNMENT | PROPOSED VEHICLE LANE | PROPOSED TRAFFIC FLOW | BUILDING/R.O.W. CONFLICT |
| RETAINING WALL | PEDESTRIAN PATH | PROTECTED LANE TURN | LRT TUNNEL | |



THE CITY OF
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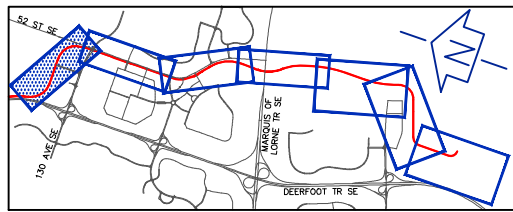
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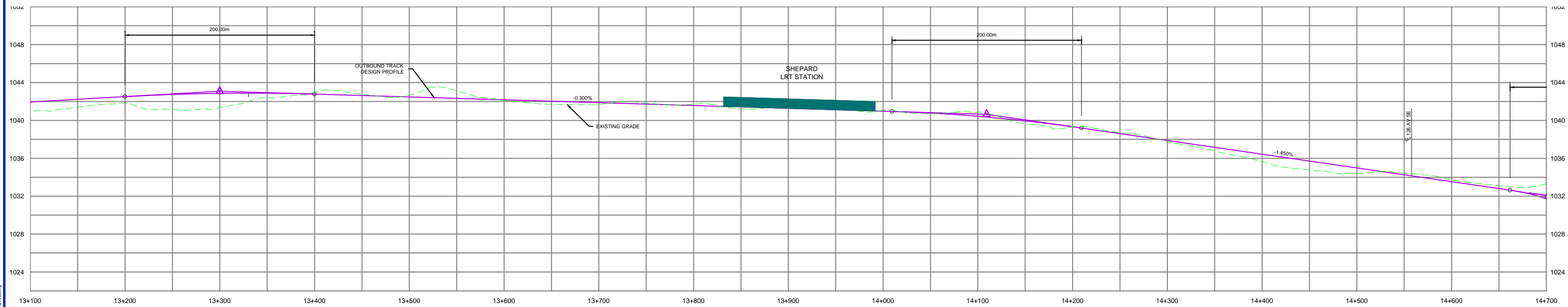
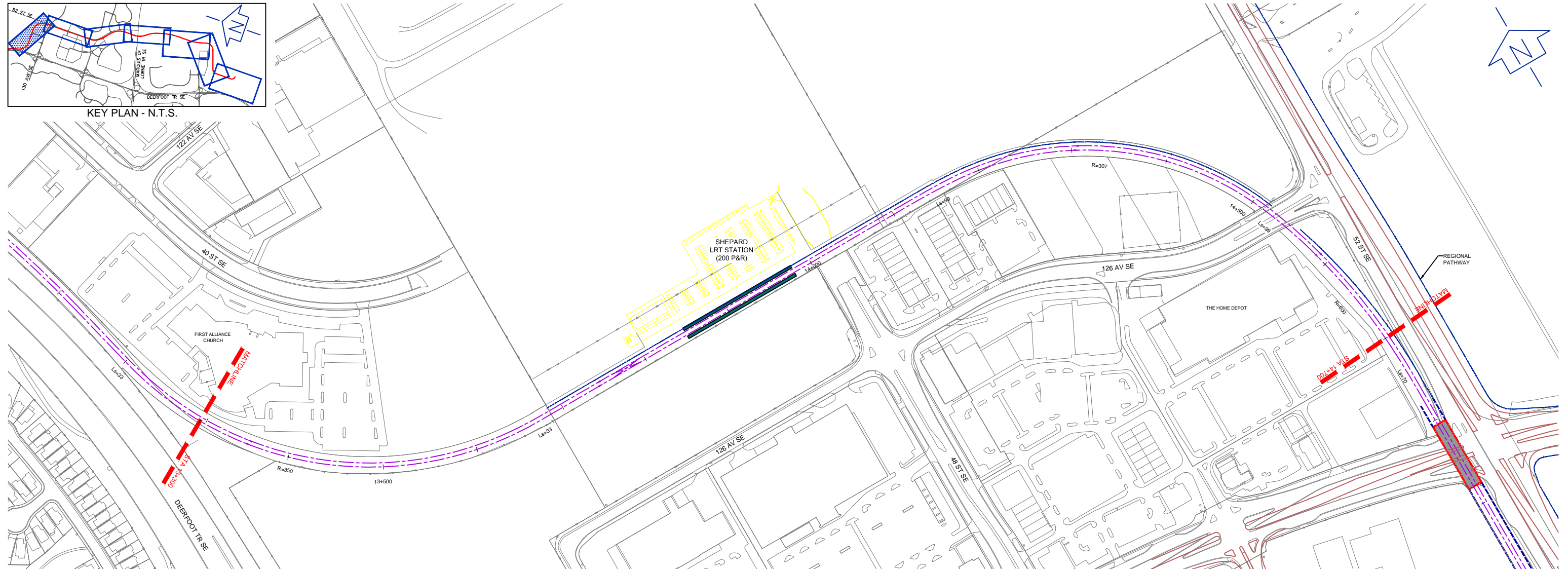
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KEY PLAN - N.T.S.



LEGEND:

- LRT TRACK CENTRE LINE
- LIMIT OF WORKS
- PROPOSED CONCRETE CURB & GUTTER
- PROPOSED VEHICLE LANE
- PEDESTRIAN PATH
- E ELECTRICAL SUBSTATION
- ROAD REALIGNMENT
- EX. TRAFFIC FLOW (STREET)
- PROPOSED TRAFFIC FLOW
- P PROTECTED LANE TURN
- LAND TO BE PURCHASED / LEASED
- X BUILDING/R.O.W. CONFLICT
- LRT TUNNEL
- RETAINING WALL



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CALGARY TRANSIT

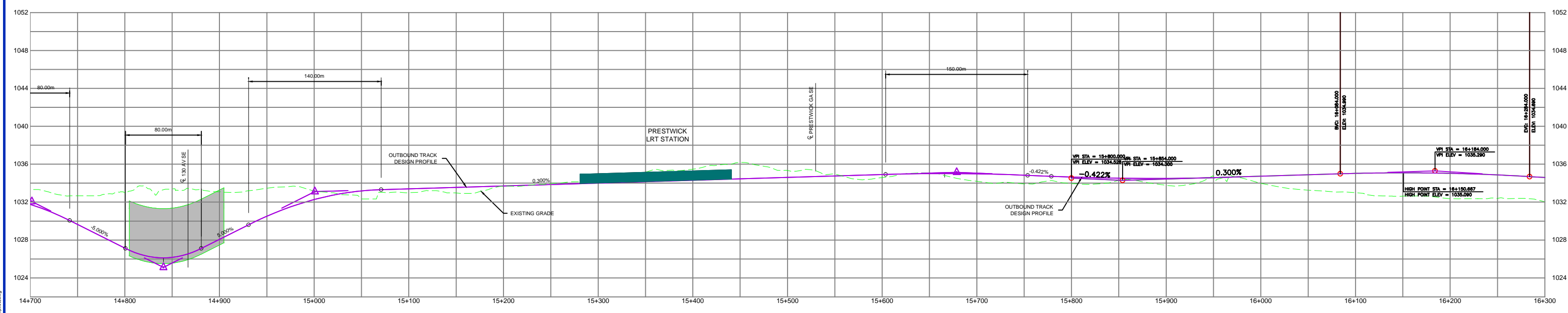
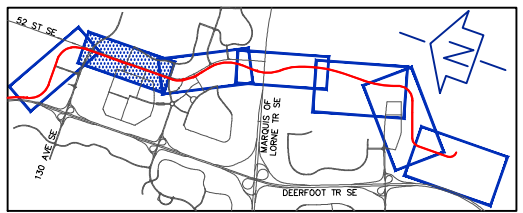
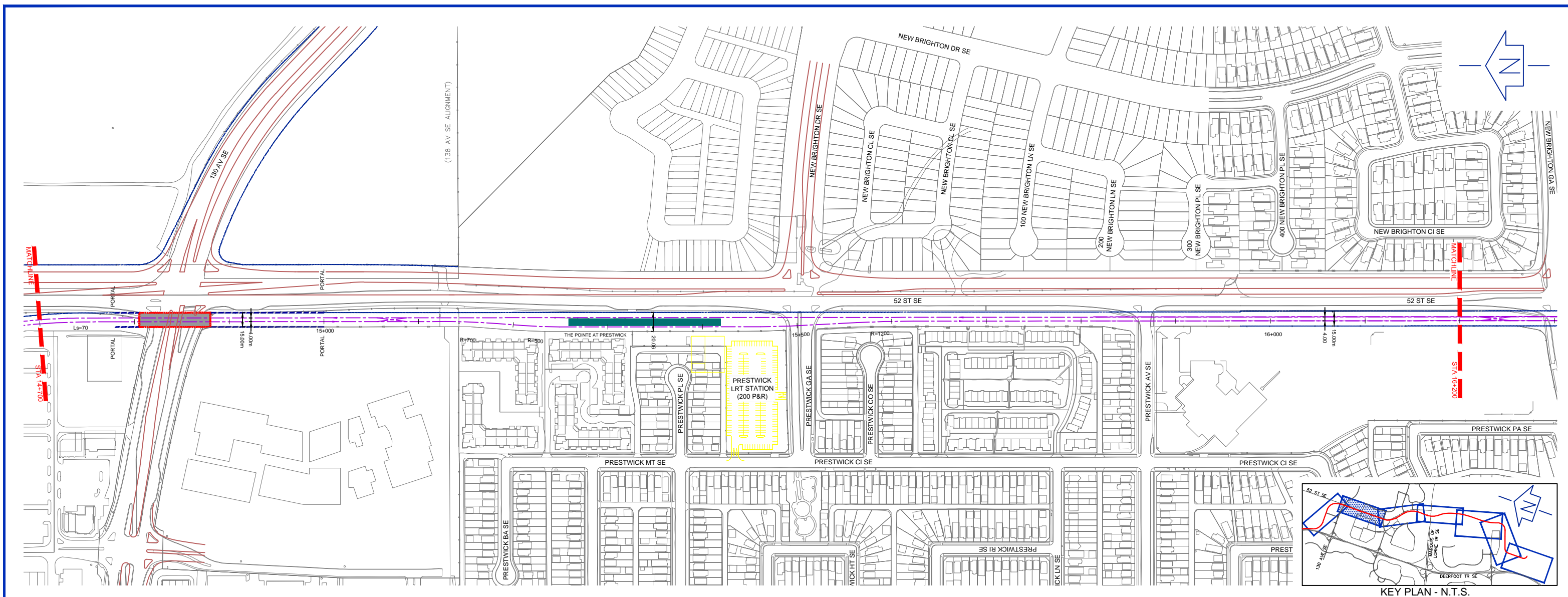
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RECOMMENDED PLAN - PROFILE
STA 13+300 TO STA 14+700

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2009-01-14

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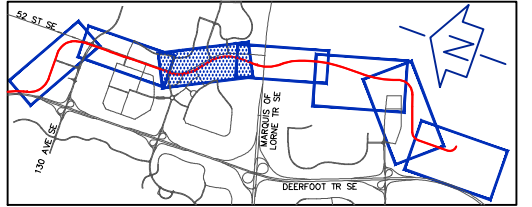
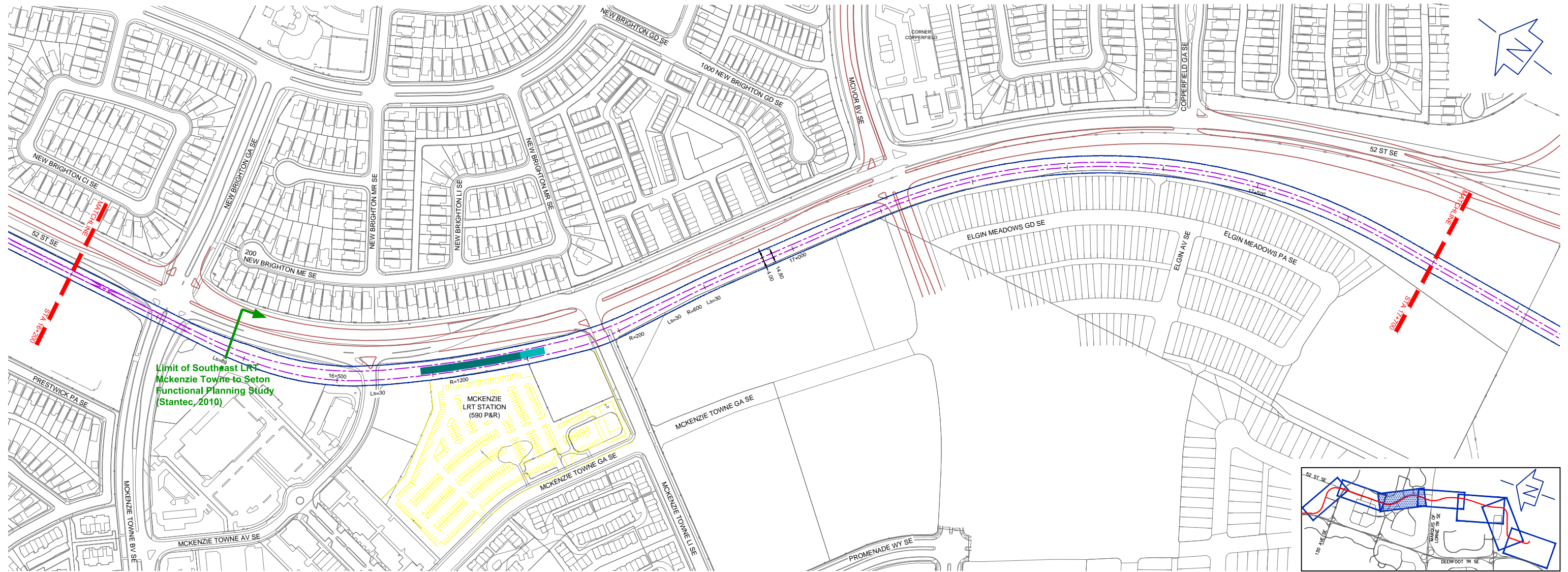
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RETAINING WALL	ROAD REALIGNMENT	PROPOSED VEHICLE LANE	PROPOSED TRAFFIC FLOW	BUILDING/R.O.W. CONFLICT
ELECTRICAL SUBSTATION	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	

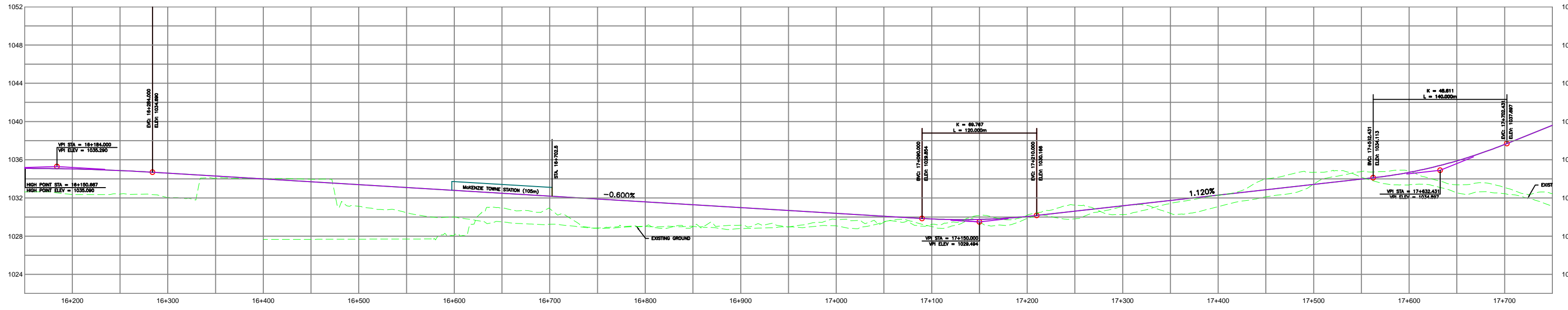


THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
 STA 14+700 TO STA 16+200

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KEY PLAN - N.T.S.



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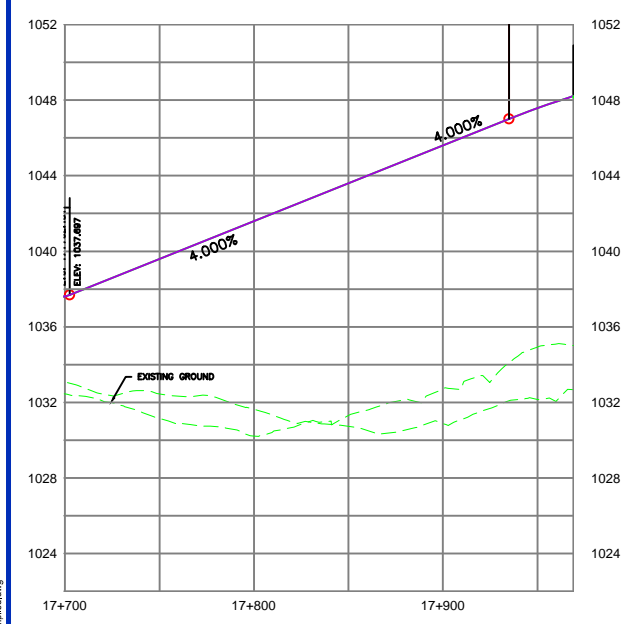
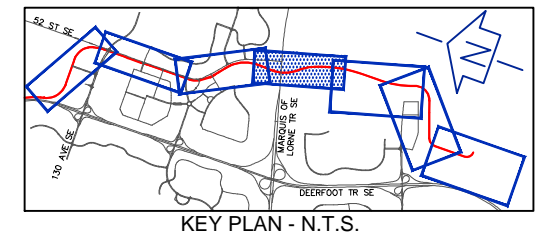
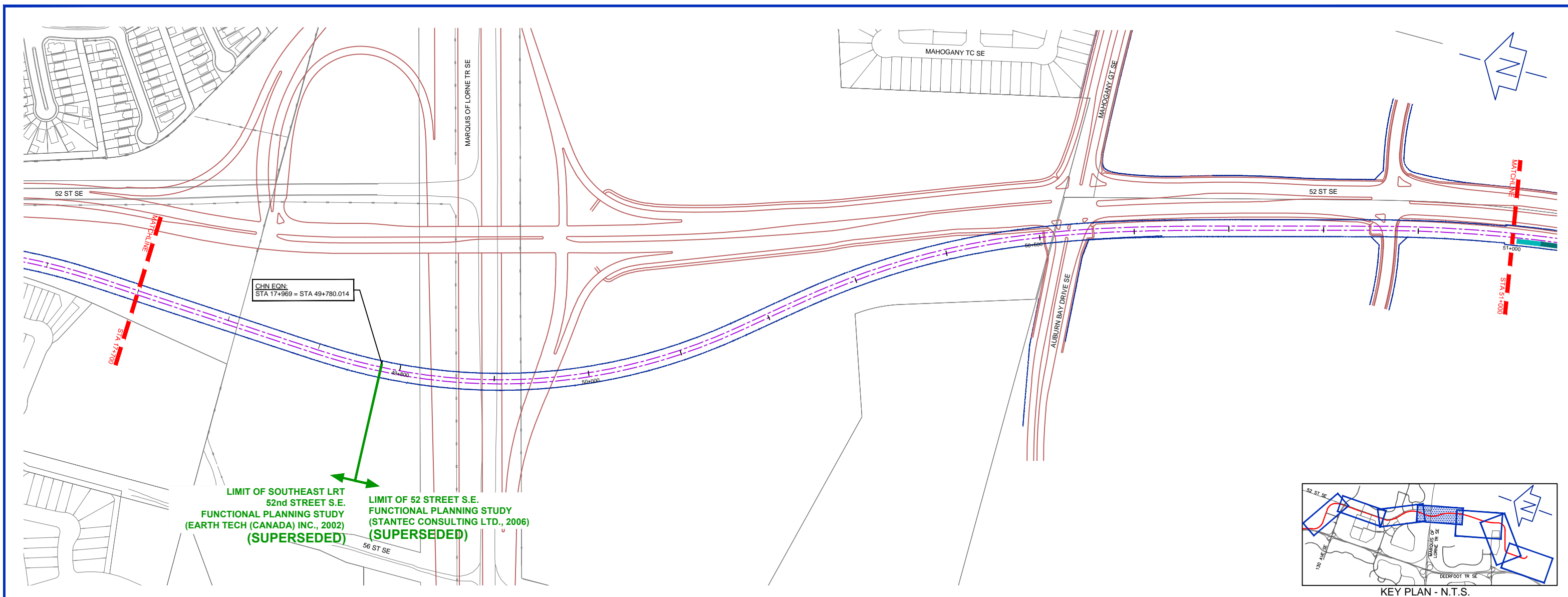
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ELECTRICAL SUBSTATION	ROAD REALIGNMENT	PROPOSED VEHICLE LANE	PROPOSED TRAFFIC FLOW	BUILDING/R.O.W. CONFLICT
RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
RECOMMENDED PLAN - PROFILE
 STA 16+200 TO STA 17+700

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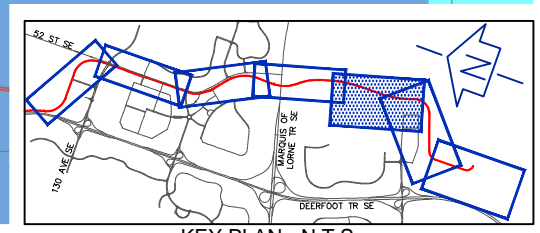
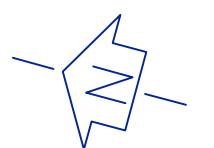
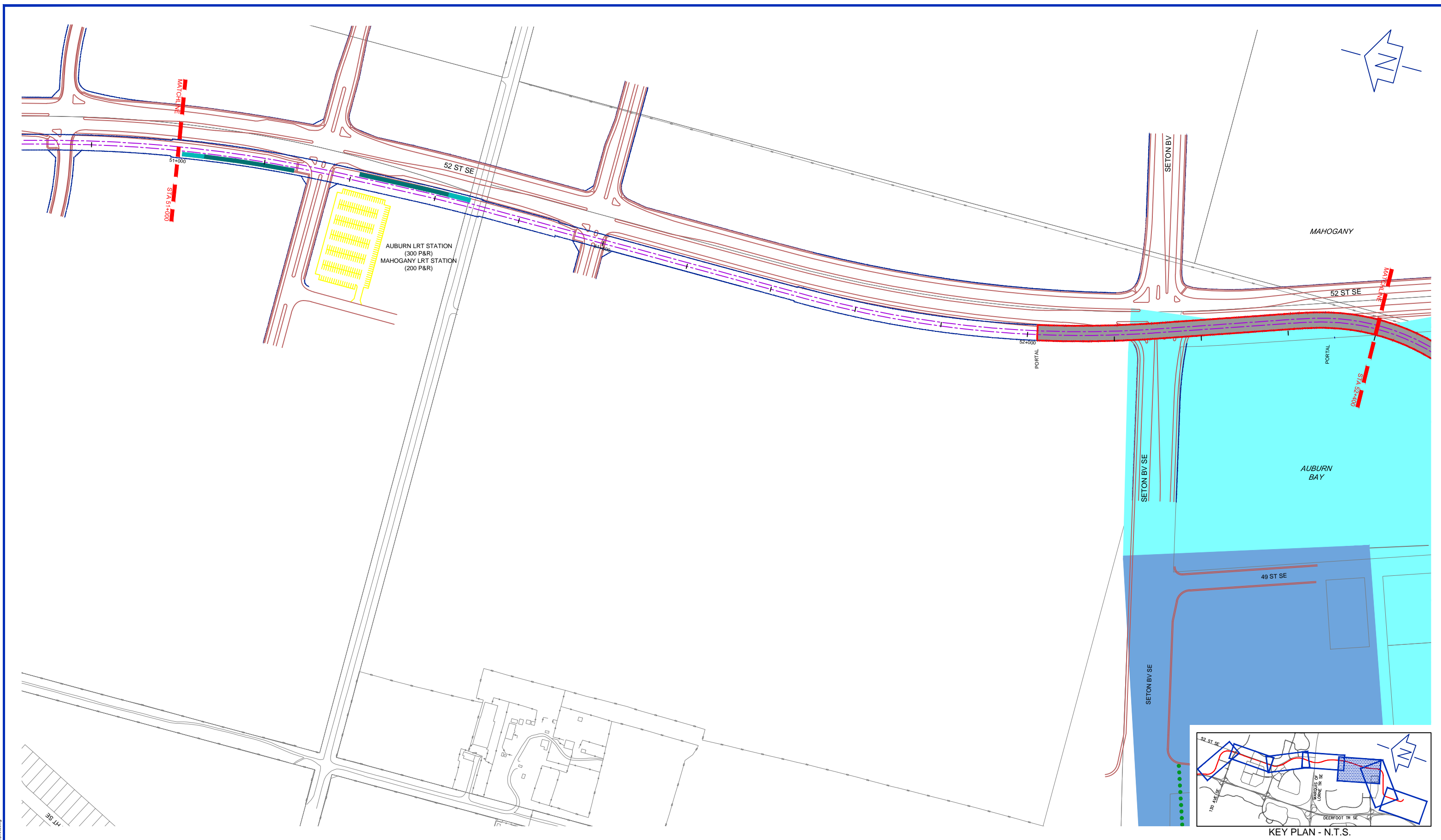
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ELECTRICAL SUBSTATION	ROAD REALIGNMENT	PROPOSED VEHICLE LANE	PROPOSED TRAFFIC FLOW	BUILDING/R.O.W. CONFLICT
RETAINING WALL	PEDESTRIAN PATH	PROTECTED LANE TURN	LRT TUNNEL	



THE CITY OF CALGARY - CALGARY TRANSIT
SOUTHEAST LRT FUNCTIONAL PLANNING STUDY
 RECOMMENDED PLAN - PROFILE
 STA 17+700 TO STA 17+969 & STA 49+780.014 TO STA 51+000

DATE: 2009-01-14	SCALE: 1:4000 HOR/1:400 VERT	DRAWING NAME: selrt_layout.dwg	Sheet 18 of 21
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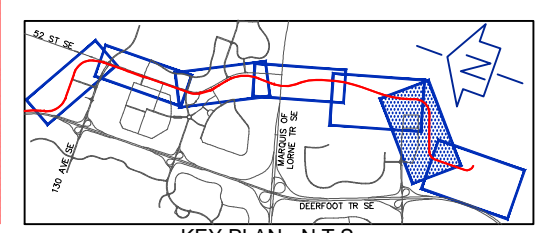
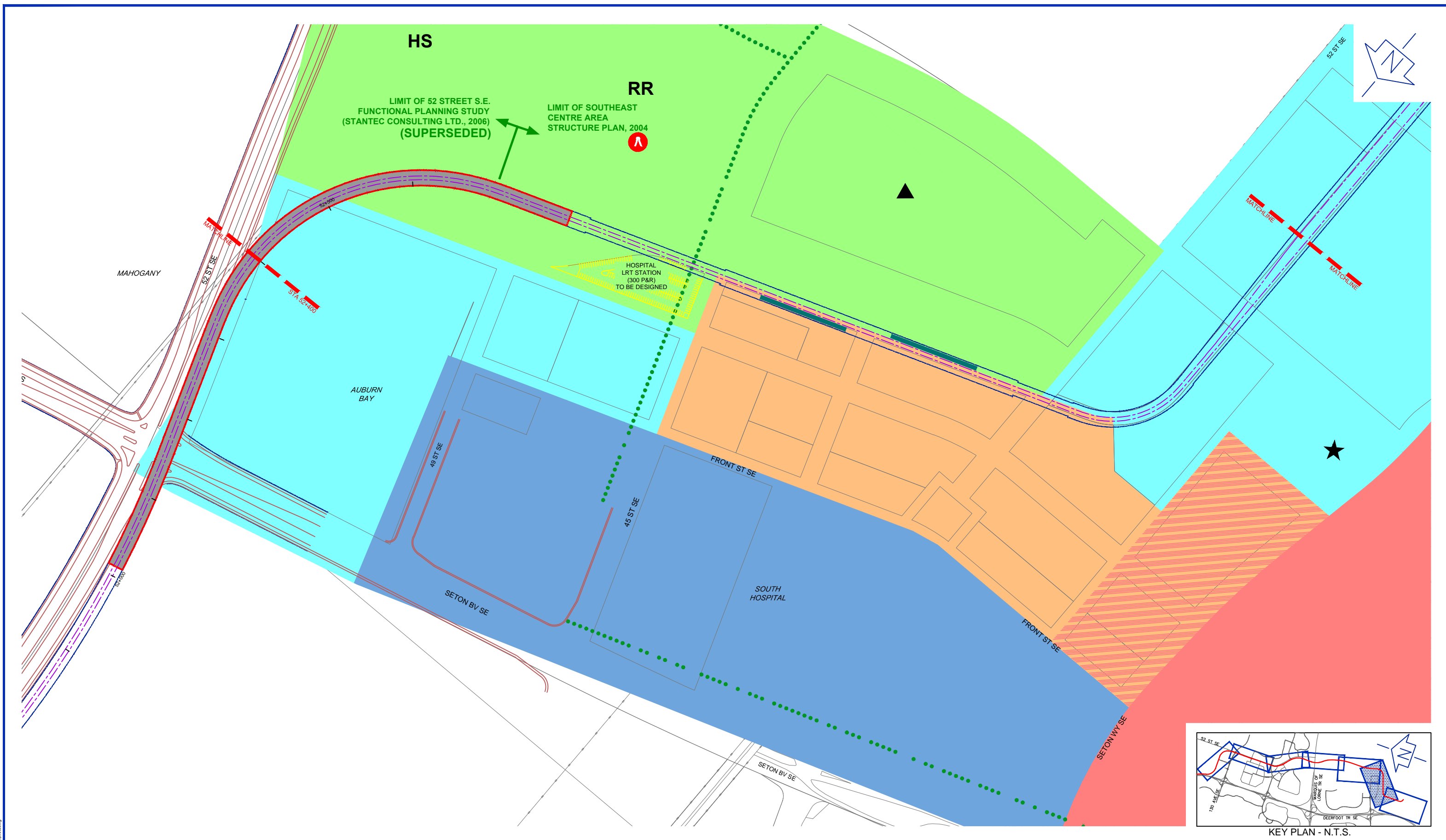
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	ELECTRICAL SUBSTATION		ROAD REALIGNMENT		PROPOSED VEHICLE LANE		PROPOSED TRAFFIC FLOW		BUILDING/R.O.W. CONFLICT
	RETAINING WALL		PEDESTRIAN PATH		PROTECTED LANE TURN		LRT TUNNEL		



<p>THE CITY OF CALGARY - CALGARY TRANSIT SOUTHEAST LRT FUNCTIONAL PLANNING STUDY RECOMMENDED PLAN - PROFILE STA 51+000 TO STA 52+400</p>			
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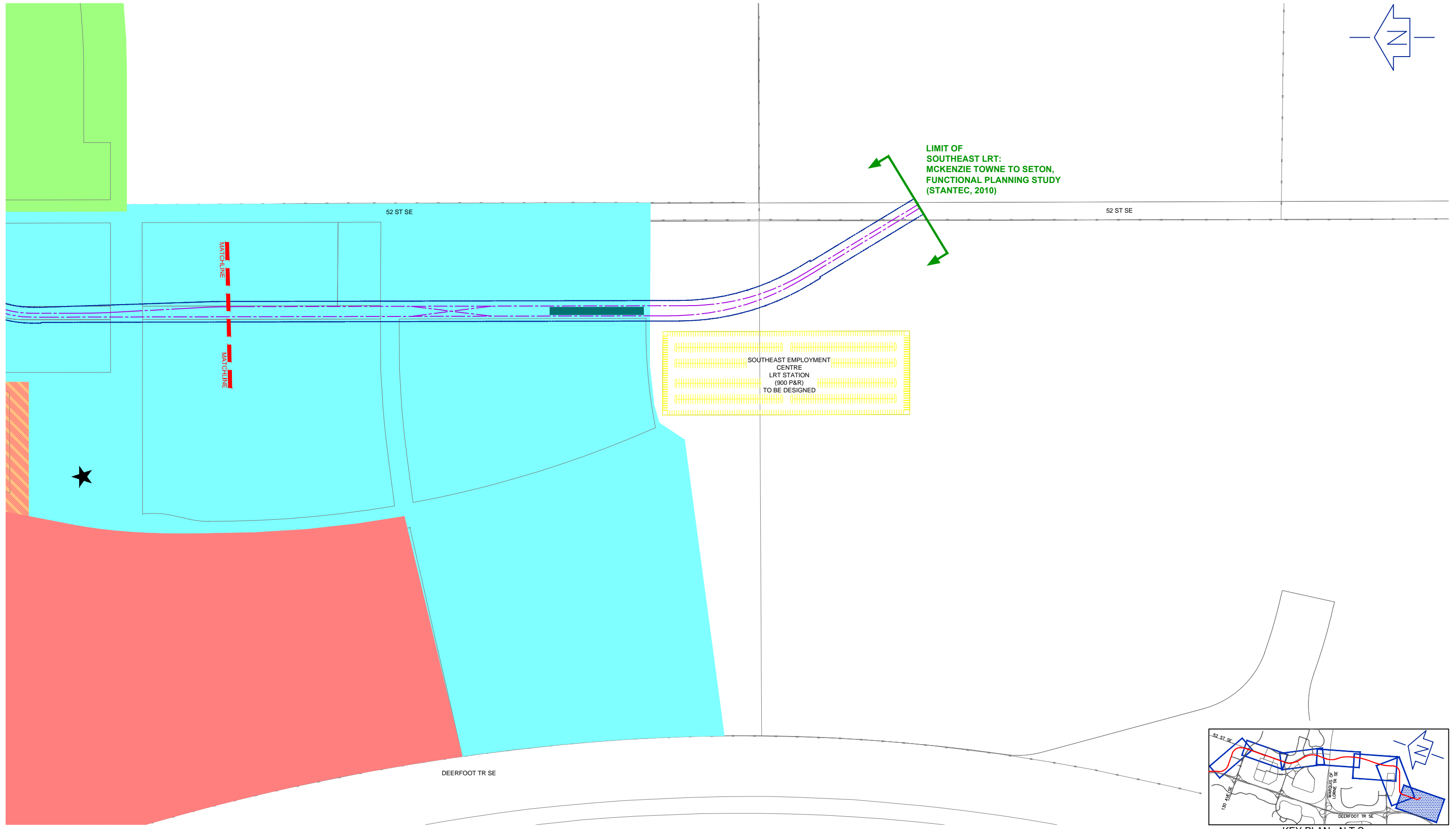
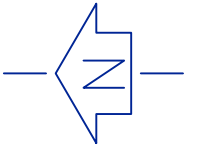
KEY PLAN - N.T.S.

LEGEND:	
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	MAIN STREET PRECINCT
	PUBLIC SERVICES PRECINCT
	EMPLOYMENT PRECINCT
	REGIONAL HEALTH CARE PRECINCT
	TRANSITIONAL MAIN STREET
	TRI-SERVICES
	PARK 'N' RIDE
	REGIONAL RECREATION CENTRE
	HIGH SCHOOL
	REGIONAL PARK
	LIBRARY
	REGIONAL PATHWAY



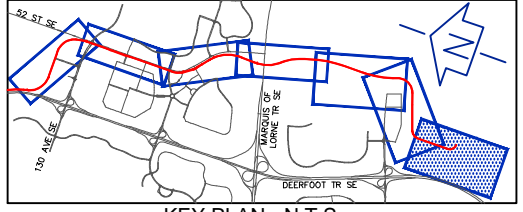
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SOUTHEAST EMPLOYMENT CENTRE
LRT STATION
(900 P&R)
TO BE DESIGNED

LIMIT OF SOUTHEAST LRT:
MCKENZIE TOWNE TO SETON,
FUNCTIONAL PLANNING STUDY
(STANTEC, 2010)



KEY PLAN - N.T.S.

LEGEND:	
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	REGIONAL HEALTH CARE PRECINCT
	TRI-SERVICES
	MAIN STREET PRECINCT
	TRANSITIONAL MAIN STREET
P	PARK 'N' RIDE
	PUBLIC SERVICES PRECINCT
	EMPLOYMENT PRECINCT
RR	REGIONAL RECREATION CENTRE
HS	HIGH SCHOOL
	REGIONAL PARK
	LIBRARY
	REGIONAL PATHWAY



THE CITY OF CALGARY - CALGARY TRANSIT SOUTHEAST LRT FUNCTIONAL PLANNING STUDY RECOMMENDED PLAN - PROFILE STA 0+000 TO STA 0+000			
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APPENDIX C

Land Requirements

Property Requirements - Private		
Address	Parent Parcel (sq. ft.)	Area of Taking (sq. ft.)
1001 - 8 Street SE	30,248	2,228
1009 - 26 Avenue SE	133,692	2,075
1013 - 11 Street SE	8,031	Full
1015 - 11 Street SE	10,366	Full
1020 - 11 Avenue SE	13,724	Full
1020 - 9 Street SE	7,096	Full
1027 - 26 Avenue SE	16,039	Full
1101 - 10 Street SE	7,421	Full
1105 - 10 Street SE	7,421	Full
1108 - 10 Street SE	2,197	Full
1127 - 11 Street SE	-	Full
1141 - 11 Street SE	-	Full
1802 - 11 Street SE	59,560	9,052
1902 - 11 Street SE	68,784	Full
2010 - 11 Street SE	34,769	Full
2101 - 11 Street SE	24,451	9,699
2105 - 11 Street SE	-	Full
2126 Hurst Road SE	126,596	Full
2904 - 11 Street SE	64,909	11,642
511 Lynnview Road SE	319,503	Full
6805/6813 Ogden Road SE	27,111	Full
8428 Shepard Road SE	158,127	5,569
2815 - 86 Avenue SE	155,108	Full
8825 Shepard Road SE	651,332	29,558
9908 - 24 Street SE	3,733,154	209,495
10012 - 24 Street SE	-	91,096
10612 - 24 Street SE	217,718	8,749
Property Requirements - Railways		
Canadian Pacific Railway (partial ROW required)		<ul style="list-style-type: none"> • Elbow River – 11 St SE • Ogden Road & 50 Ave– 83 Ave SE
Canadian National Railway (partial ROW required)		<ul style="list-style-type: none"> • 26 Ave SE – Ogden Road SE