

Attachment

Southeast LRT

Future Population, Employment and Ridership

**Calgary Transit
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Southeast LRT Future Population, Employment and Ridership

Introduction

Population and employment forecasts indicate that Southeast Calgary will experience significant population and employment growth during the next 30+ years. The Calgary Transportation Plan (CTP) recognizes the need for a separate LRT line to serve the Southeast residential and business communities by the time the city reaches the 1.25 million-population horizon (currently projected for 2033). Transportation analysis has determined that the existing South LRT line is not capable of accommodating the additional ridership that the southeast area will generate. Southeast Calgary will be better served with a separate CTrain line with stations in close proximity to the residents and employees who will live and work in this area.

LRT functional plans have been approved that define an alignment for the future Southeast LRT line from Highway 22X to the east edge of the downtown (i.e., just south of the 9 Avenue SE crossing of the Elbow River). As well, an alignment for Southeast LRT has been identified in the planning policy documents for the area south of Highway 22X. An LRT station is planned in conjunction with the new hospital to be built in this area. A study to determine the final section of the Southeast line, from the Elbow River into the downtown, is expected to be completed in 2005.

The Southeast LRT line represents a significant undertaking with approximately 26 kilometres of track and 13 suburban stations. Figure 1 indicates the approved alignment and station locations for Southeast LRT.

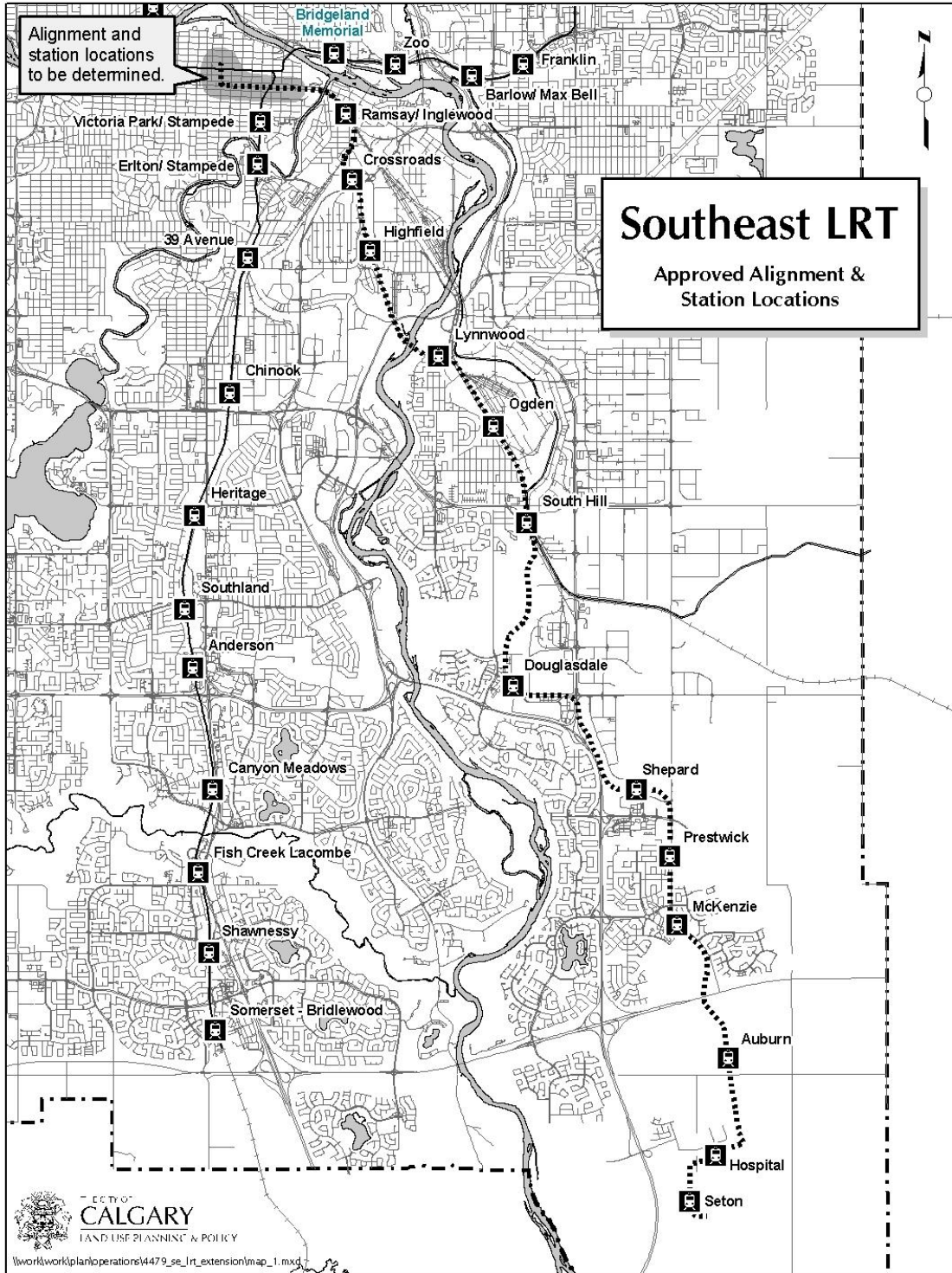
Population and Employment Projections for Southeast Calgary

Southeast LRT will serve an area of considerable size and development potential. The following table provides current and projected population and employment figures for the LRT service area. These projections are based on approved land use and current economic forecasts for Calgary.

**Table 1
Population and Employment Projections for
the Southeast LRT Service Area**

Year	Population	Employment
2001	88,000	61,000
2018	125,000	87,000
2033 (1.25 million)	184,000	107,800
Ultimate	225,000	108,000

Figure 1



Southeast LRT Service Area Population and Employment

The projected population and employment that will be served by each Southeast LRT station at the city's 1.25 million population horizon is presented in Table 2. These figures are based on currently approved land use and planned feeder bus services.

Table 2
Southeast LRT Projected Station Service Area Population and Employment
1.25 Million Horizon

Station	Population	Employment
Ramsay / Inglewood	5,370	2,740
Crossroads	0	5,510
Highfield	0	13,010
Lynnview	19,200	16,840
Ogden	8,580	2,060
South Hill	6,070	37,810
Douglasdale	37,000	9,420
Shepard	90	3,100
Prestwick	31,680	3,600
McKenzie	16,300	2,090
Auburn	38,720	1,330
SE Hospital	13,960	6,690
Seton	5,000	1,560
Total	184,000	107,800

Further residential development is expected to occur within the Southeast LRT service area beyond the city's 1.25 million population horizon (currently projected for 2033). At full build-out of the future communities south of Highway 22X and east of 52 Street SE, the expected total population of the LRT service area will be approximately 225,000. Depending on the progress of development in this area, the ultimate population could be achieved earlier.

Transit Oriented Development in Station Areas

An analysis of the potential for transit oriented development within a 600 metre radius of each future station on the Southeast line has been conducted by the City Wide Planning and Economics Division of the Planning, Development and Assessment Department. The figures in Table 3 indicate the population and employment projected for each area based on complete build out, existing zoning and approved land use plans. As well, Table 3 indicates the opportunities for increased population and employment with the application of Transit Oriented Development (TOD) guidelines on either vacant parcels or lands that have potential for redevelopment for higher density uses within the future

LRT station areas. TOD development includes medium density residential dwellings and predominately mixed use commercial, office and intensified manufacturing uses.

It should be noted that the greatest potential for TOD is at stations located north of Glenmore Trail. Within these station areas there are vacant lands or businesses with significant amounts of outdoor storage that have potential for development without displacing or negatively impacting stable communities. As well, only a portion of the station area lands located within relatively new communities or green field areas, particularly those south of Highway 22X, have been planned with TOD land uses. Opportunity exists to plan for TOD uses on these remaining lands as future land use planning is undertaken.

Table 3
Comparison of Potential Population and Employment
With and Without Transit Oriented Development
Within 600 Metre Radius of LRT Stations

Station	Potential Population		Potential Employment	
	Current Land Use	With TOD	Current Land Use	With TOD
Ramsay / Inglewood	2,740	5,520	2,180	3,400
Crossroads	290	1,920	5,000	6,400
Highfield	0	0	4,800	6,000
Lynnview (1)	1,890	1,890	0	0
Ogden	1,790	3,600	1,360	4,000
South Hill	550	4,260	3,870	4,200
Douglasdale	530	530	4,660	6,800
Shepard	0	0	5,900	7,600
Prestwick	4,860	4,860	300	400
McKenzie	7,280	7,280	1,110	1,700
Auburn (2)	3,060	6,120	300	800
SE Hospital (2)	800	2,000	5,000	5,000
Seton (2)	0	4,420	5,840	6,700
Total	23,750	42,690	40,320	53,000

Note:

1. It is assumed that there is no potential for TOD within the Lynnview Station area due to issues related to contaminated soils.
2. The potential for TOD land use at the Auburn, SE Hospital and Seton stations is related to lands for which there is currently no approved land use plan.

The results of the analysis shown in Table 3 indicate that the application of TOD principles will result in a considerable increase in population and employment within the Southeast LRT immediate station areas.

LRT Ridership Projections

Table 4 provides projected LRT weekday ridership (boardings and alightings) for each Southeast LRT station. Based on various population and transit ridership assumptions a range of ridership figures can be developed. The data shown in the left hand column of Table 4 provides median values at the 1.25 million population horizon, based on current land use. The column on the right provides the projected median figures with the incremental influence of Transit Oriented Development. TOD will contribute about 10,000 additional daily LRT trips, an increase of about 22%.

When the Southeast area is fully developed beyond the 1.25 million population horizon, daily ridership will increase by about 10 percent above the levels shown below.

Table 4
Projected LRT Weekday Ridership at Southeast LRT Stations

Station	Projected Ridership with Current Land Use	Projected Ridership with Station Area TOD
Ramsay / Inglewood	1,300	2,700
Crossroads	600	1,600
Highfield	1,300	1,600
Lynnview	5,400	5,400
Ogden	1,900	3,200
South Hill	5,000	6,600
Douglasdale	8,300	8,500
Shepard	200	600
Prestwick	6,600	6,600
McKenzie	3,400	3,500
Auburn	7,700	9,000
SE Hospital	3,100	4,400
Seton	1,400	2,700
Total	46,200	56,200

BRT Service

Prior to the eventual construction of Southeast LRT, Calgary Transit intends to introduce and develop a Bus Rapid Transit (BRT) service in Southeast Calgary. Southeast BRT service will provide frequent, limited stop bus service along the future LRT route with buses stopping at or near the planned Southeast LRT station locations. At some future stations, planned park and ride facilities along with enhanced passenger

waiting areas will be constructed to support the BRT service. BRT will benefit from TOD within the future station areas.

Summary

Southeast Calgary will experience significant population and employment growth during the next 30+ years. A Southeast LRT line will be required by the time Calgary reaches the 1.25 million population horizon. Based on these figures, daily LRT ridership will be approximately 46,000 depending on the scope and progress of development in Southeast Calgary. Transit Oriented Development within future station areas (600 metre radius) can accommodate over 18,000 additional residents and more than 10,000 more jobs within walking distance of the future stations. This could boost the potential ridership on this line by about 22 percent, more than 10,000 daily trips. In other words, TOD development within future LRT station areas will increase the attractiveness and utility of this line maximizing the return on capital investment.

Prior to the construction of Southeast LRT, a BRT service will be developed to serve this corridor.