

PROPERTY VALUE AND LAND USE IMPACTS OF CALGARY'S RAPID TRANSIT NETWORK EXPANSION: A DESCRIPTIVE ANALYSIS

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ABSTRACT

Many plans for Bus Rapid Transit (BRT) and Light Rail Transit (LRT) explicitly aim to increase economic activity, development, and intensification of land use along transit corridors. Property values and rezoning applications are often used in research to determine whether these desired land use outcomes have occurred. This study provides a descriptive analysis of how property values and land use in transit-affected areas along Calgary's four new MAX bus rapid transit corridors and Segment 1 of the proposed Green Line light rail corridor have changed throughout various phases of development. Although no clear trends emerged when examining assessed property values and land use redesignation applications from 2012 to 2021, from the data we can see some association along select corridors. Results show that property values within 600 meters of 303 MAX Orange stations have increased at a greater rate than properties outside the transit-affected area. Additionally, the number and proportion of applications for land use redesignations for properties near 303 MAX Orange stations have been steadily increasing since 2019, potentially demonstrating a positive association between BRT development and land use intensification along this corridor. Findings also suggest residential and non-residential property values could have been negatively impacted by their proximity to 304 MAX Yellow stations. This analysis is an important first step in determining the impacts of MAX BRT and the proposed Green Line that future research can build on. Statistical analysis is needed to confirm whether the patterns exhibited in the data for 303 MAX Orange and 304 MAX Yellow are associated with proximity to BRT or other neighbourhood factors.