

# WELCOME

## to the Anderson Station TOD Project Public Open House #2

We're here today to present information on the Anderson Station TOD Project which includes information on:

- the proposed plan;
- the process that got us here today;
- the community feedback that influenced the revised plan; and
- the next steps in the planning process.

City of Calgary staff and their consultants are here to answer questions about the Plan.

Please remember to fill out a survey.

Visit [www.calgary.ca/andersontod](http://www.calgary.ca/andersontod) for more information and ongoing updates.



Anderson Station TOD

# PROJECT OVERVIEW

## Project Overview

In 2007, City Council identified Anderson Station as a **Transit Oriented Development (TOD)** priority and directed the **Office of Land Servicing & Housing**, a division of The City of Calgary, to prepare a comprehensive plan to redevelop the City-owned land at the station into a model **TOD**.

The project involves 20 acres of land which includes the Anderson LRT Station, bus terminal and surface parking lot for transit riders.

The purpose of the project is to redevelop the existing parking lot into a vibrant, pedestrian oriented, mixed use urban village that reflects Council approved policy. Public parking will be provided in the new plan, however, fewer stalls will be available to transit riders.

## What is Transit Oriented Development (TOD)?

**Transit Oriented Development (TOD)** is a compact, mixed-use community within walking distance of a transit station that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.



## Who is OLSH?

The **Office of Land Servicing & Housing (OLSH)** is a business unit at The City of Calgary that plans and services City-owned lands near LRT stations for **Transit Oriented Development (TOD)**.

## What is the Anderson Station Area Plan (SAP), and how does it relate to this project?

The City of Calgary has been conducting two separate but related planning processes.

The **Anderson Station Area Plan (SAP)** process involves developing policy for the larger Station Area which includes  $\pm$  250 acres around Anderson Station.

The other planning process applies the **SAP** policy and creates a more detailed land use plan and conceptual design for the 20 acres next to the Anderson LRT Station. This process will result in an **Outline Plan & Land Use Amendment** that will be presented to City Council.



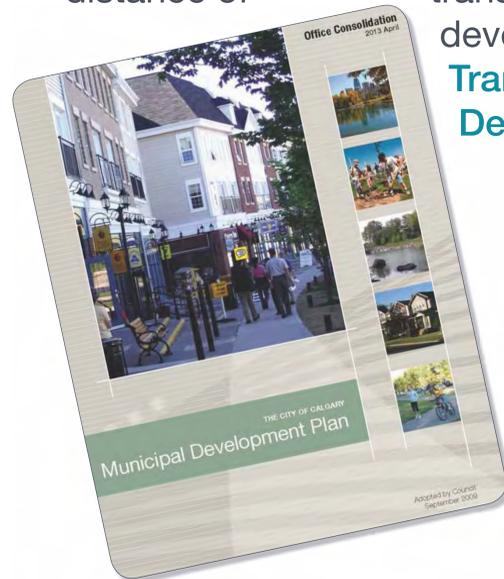
# POLICY CONTEXT

## Municipal Development Plan + Calgary Transportation Plan (2009)

The Municipal Development Plan and Calgary Transportation Plan provide a vision for long term growth and development over the next 60 years. This vision focuses on a more compact city that is made up of “complete communities” which offer safe and easy pedestrian access to shopping, opportunities for cycling and commuting on transit, and provides quality open space.

A key objective of these plans is to optimize population and job growth within walking distance of

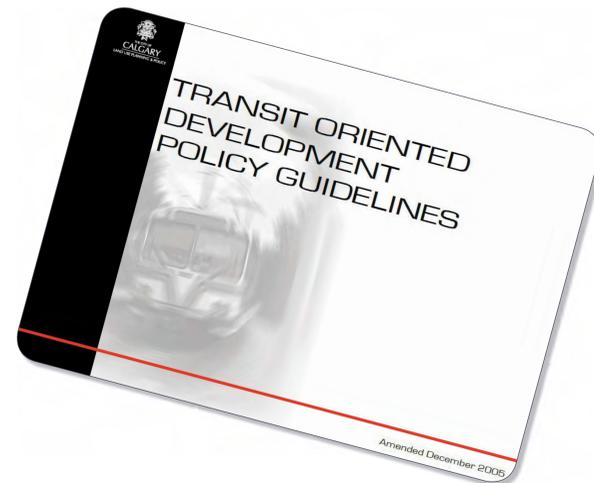
transit. This form of development is **Transit Oriented Development (TOD)**.



## Transit Oriented Development Policy Guidelines (2004)

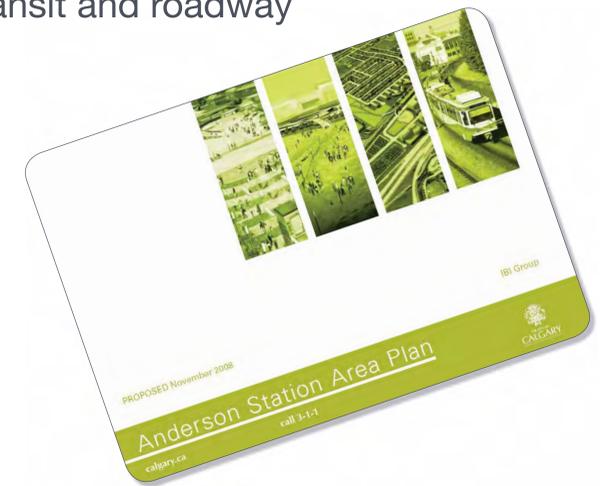
These Guidelines provide more specific direction on land use and urban design for development within a 600 metre radius of LRT Stations. Key objectives of the Guidelines include:

1. Ensure transit supportive land uses.
2. Increase density around transit stations.
3. Create pedestrian-oriented design.
4. Make each station a “place”.
5. Manage parking, bus and vehicular traffic.
6. Plan in the context with the local communities.



## Draft Anderson Station Area Plan

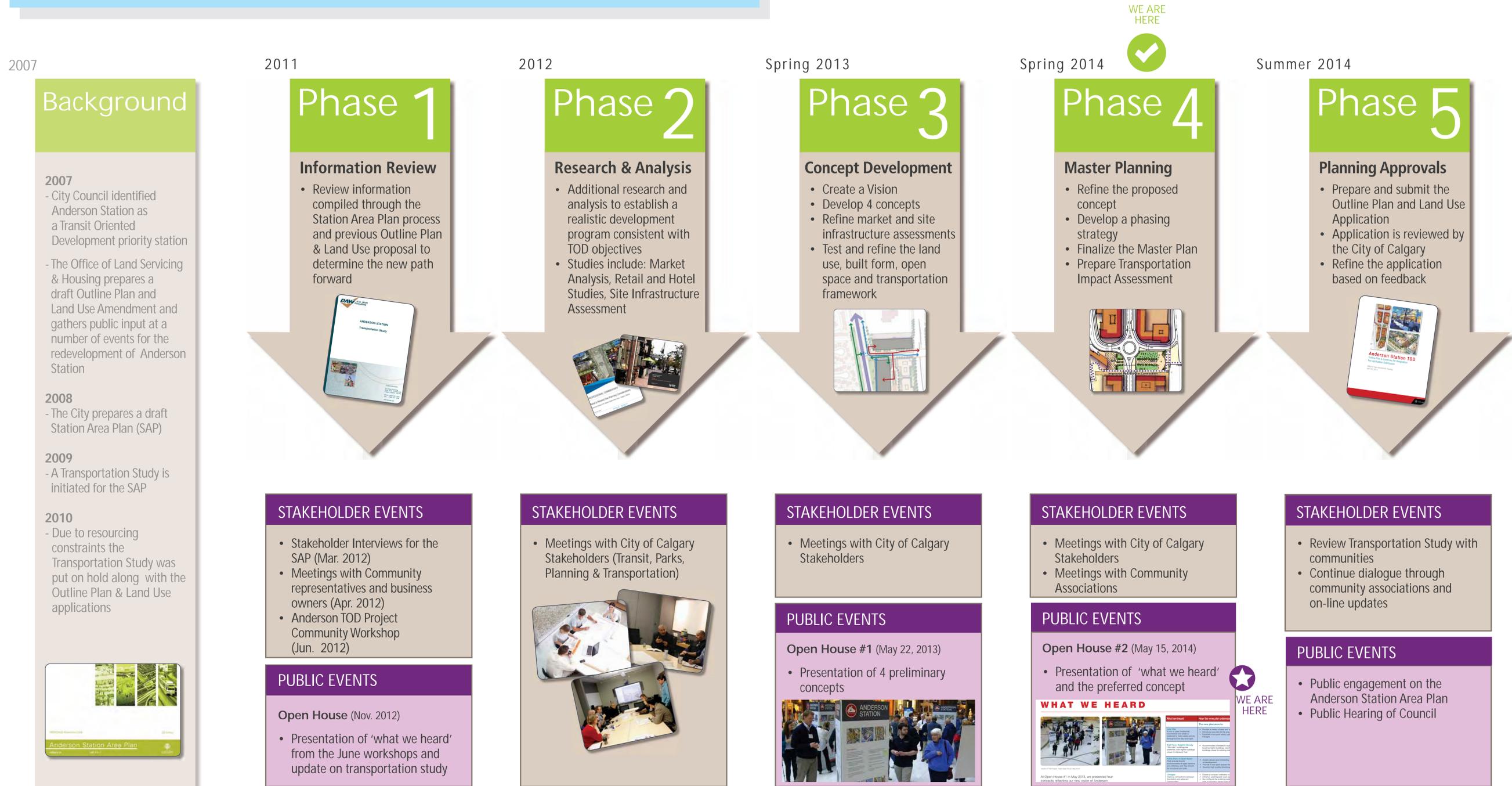
The Draft Anderson **SAP** is based on the principles of **TOD**. It provides strategic direction for the comprehensive redevelopment of the larger ( $\pm 250$  acres) around Anderson Station and includes policy on land use, built form, density, public space, new connections and improvements to the existing pedestrian, bicycle, transit and roadway systems.



Anderson Station TOD

# PROJECT SUMMARY

We want to make Anderson Station a successful, urban destination. To accomplish this, we needed to re-assess the plan that was presented in 2008. This chart summarizes the process that got us here today.



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# WHAT WE HEARD



Anderson TOD Project, Public Open House, May 2013

At Open House #1 in May 2013, we presented four concepts reflecting our new vision of Anderson Station.

In general, people supported the idea of a vibrant station area offering a greater variety of uses and activities in the area. However, more information was required on traffic impacts, and proposed building heights and densities.

This table summarizes what we've heard and identifies how the new plan intends to address these concerns.

What we heard	How the new plan addresses these concerns	
	<b>The new plan aims to:</b>	
<b>Land Use</b> A mix of uses (residential, commercial and retail) is preferred to help create activity throughout the day and night.	<ul style="list-style-type: none"> <li>Provide a variety of uses and public amenities</li> <li>Introduce new jobs to the area</li> <li>Establish more park areas, pathways and streets to create linkages</li> </ul>	
<b>Built Form, Height &amp; Density</b> "Mid-rise" buildings are preferred, with higher buildings closer to Macleod Trail.	<ul style="list-style-type: none"> <li>Accommodate changes in building heights and scale by locating higher buildings near Macleod Trail and lower buildings closer to existing residential areas</li> </ul>	
<b>Public Parks &amp; Open Space</b> Park spaces should accommodate all ages (seniors and children), and they should be functional and safe.	<ul style="list-style-type: none"> <li>Create vibrant and interesting public spaces in the first phase of development</li> <li>Provide 3 new park spaces that will serve a variety of users</li> <li>Develop high quality streetscapes</li> </ul>	
<b>Linkages</b> Improve connections between the station and adjacent communities.	<ul style="list-style-type: none"> <li>Create a compact walkable community</li> <li>Enhance existing east-west pedestrian and cyclist connection</li> <li>Re-configure the access from the Anderson TOD site to the existing pedestrian bridge from South Centre mall to provide a larger open space on the site</li> </ul>	
<b>Traffic</b> More density will result in increased traffic on Macleod Trail and in surrounding streets.	<ul style="list-style-type: none"> <li>Based on previous feedback on the larger Station Area Transportation Study, prepare a site specific study that accounts for the proposed uses, densities and related vehicle trips</li> <li>The site specific transportation study will examine potential enhancements to 9 key intersections surrounding the site</li> <li>Enhance pedestrian and cycling mobility through the site</li> </ul>	
<b>Parking</b> The long-term reduction in parking to 500 stalls is inadequate for transit riders. This could result in parking spilling-over into adjacent communities.	<ul style="list-style-type: none"> <li>Introduce a phased approach to reduce parking over a 10 year time frame resulting in a total of 500 stalls on the site at full build out.</li> <li>Monitor, and when needed, increase the frequency and efficiency of Transit to improve service to Anderson Station to off-set the loss of parking stalls.</li> <li>Residential Permit Parking programs will be available to neighbours if spill-over parking is an issue on their street</li> </ul>	
<b>Safety</b> Safety is a concern at the LRT station and in certain surrounding areas. New plans should address safety issues.	<ul style="list-style-type: none"> <li>Encourage active use of the area throughout the day and night, providing public surveillance</li> <li>Incorporate crime prevention principles into the design of all parks, pathways and buildings</li> </ul>	
<b>High Quality Design</b> Quality design and materials are important, particularly in high density areas.	<ul style="list-style-type: none"> <li>Transform the area into a vibrant community</li> <li>Create attractive streetscapes and building exteriors</li> <li>Create Urban Design Guidelines to ensure developers adhere to the Anderson Vision and address the need for a safe, high quality environment</li> </ul>	

# VISION & OBJECTIVES

## Vision

**Anderson Station** will integrate a variety of uses and public amenities into a walkable, urban environment. High quality public spaces (parks and plazas) will be connected by vibrant streets and pathways that provide direct, safe connections to the surrounding residential neighbourhoods and other nearby destinations.

New development will improve the social, economic and physical environment around Anderson Station through high quality urban design and architecture.

Transit will continue to be a major offering of the district; however, it will be augmented by development that will make this station area a unique “place” in southern Calgary.

## Objectives:

Build walkable streets that encourage multi-modal access, safety, and access to buildings.

Design for year-round use and livability.

Create memorable public spaces.

Pursue a blend of uses that keep the site active throughout the day and week, and serve the surrounding neighbourhoods.

Balance height and scale of new development with existing residential areas to the west and commercial areas to the east.

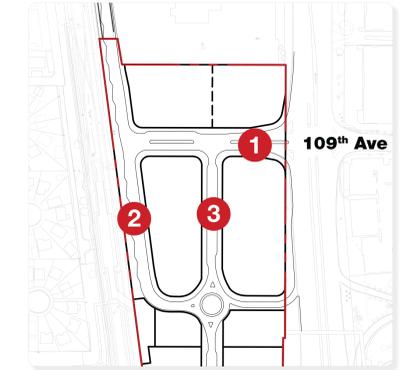
Provide for flexible development blocks that respond to dynamic market conditions.

Connect to and expanding the regional pathway network.

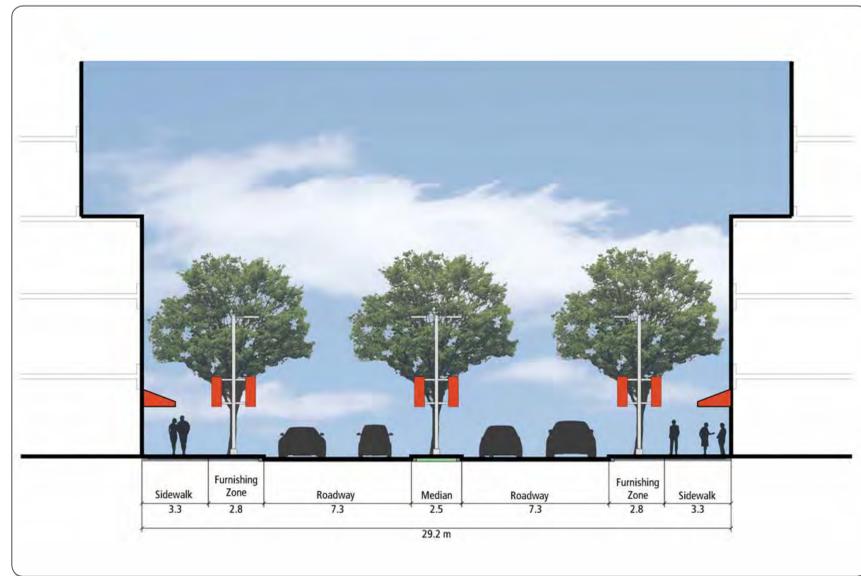
Maximize connectivity to and through the site to minimize traffic conflicts and increase transit access.

# STREETS

A vibrant interconnected street network is essential to successful Transit Oriented Development. New streets at Anderson Station will accommodate a high degree of pedestrian vibrancy, activity and safe interaction between all modes of transportation (pedestrians, cyclists, cars and buses).



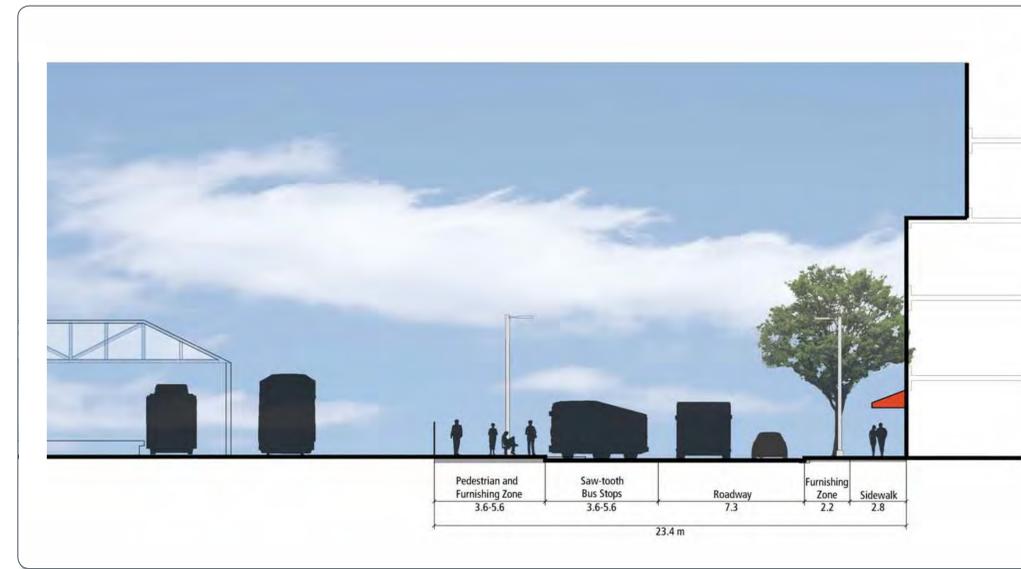
## 1. Gateway Street (109<sup>th</sup> Avenue)



### Primary vehicular entrance to the site:

- functions as the main gateway to the site
- intended to be welcoming in character
- landscaped median provides a sense of entry while facilitating vehicular movement
- wide sidewalks
- boulevard trees and street furniture
- potential for off-peak on-street parking

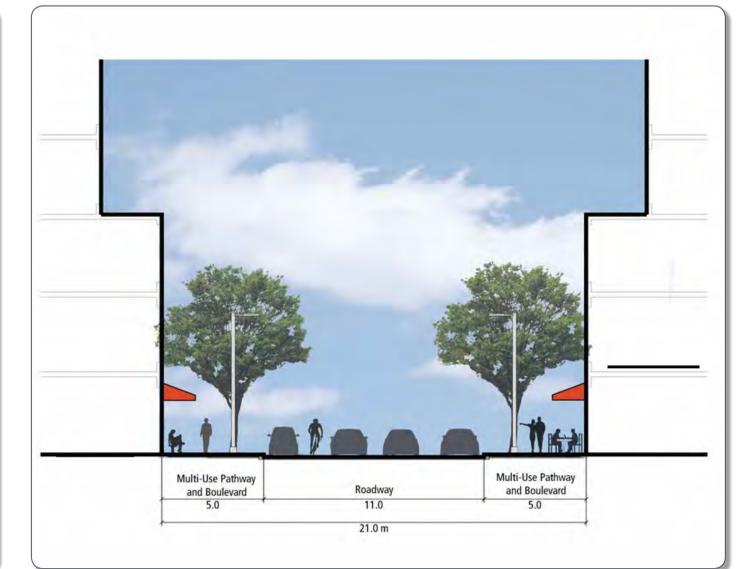
## 2. Transit Street (Southport Way)



### Primary bus circulation and transit drop-off area:

- functions as the main transit loop
- “saw-tooth” bus lay-bys adjacent to the station enables safe and easy access for transit riders
- wide sidewalks
- boulevard trees and street furniture
- transit waiting amenities

## 3. Central Spine Street



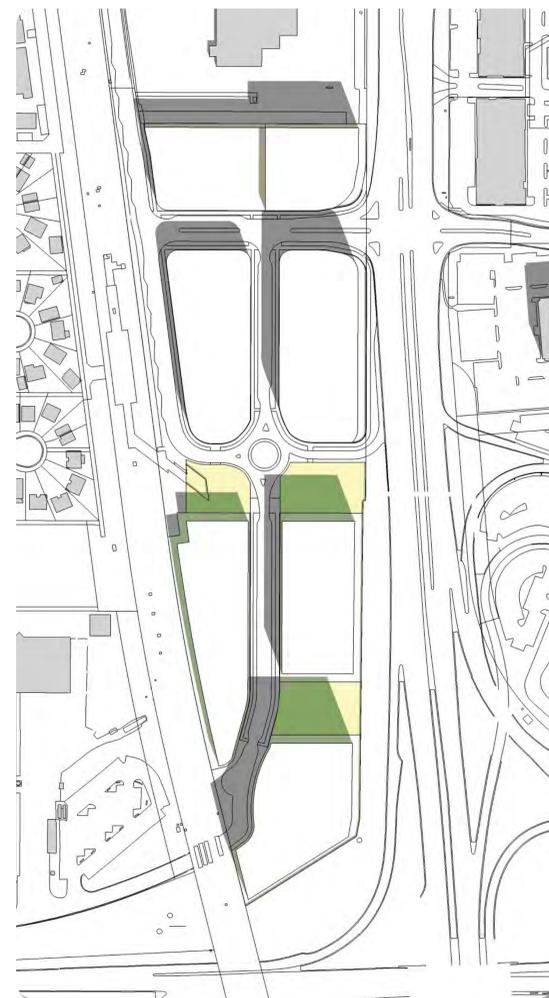
### Primary mixed-use pedestrian corridor:

- functions as the main north-south spine and mixed use corridor
- emphasizes pedestrian comfort and mobility through wide sidewalks, street trees and ample room for street furniture
- on-street parking in either direction
- opportunities for sidewalk cafes to help activate the street (north end)
- provides access to the bus-LRT maintenance building (south end)

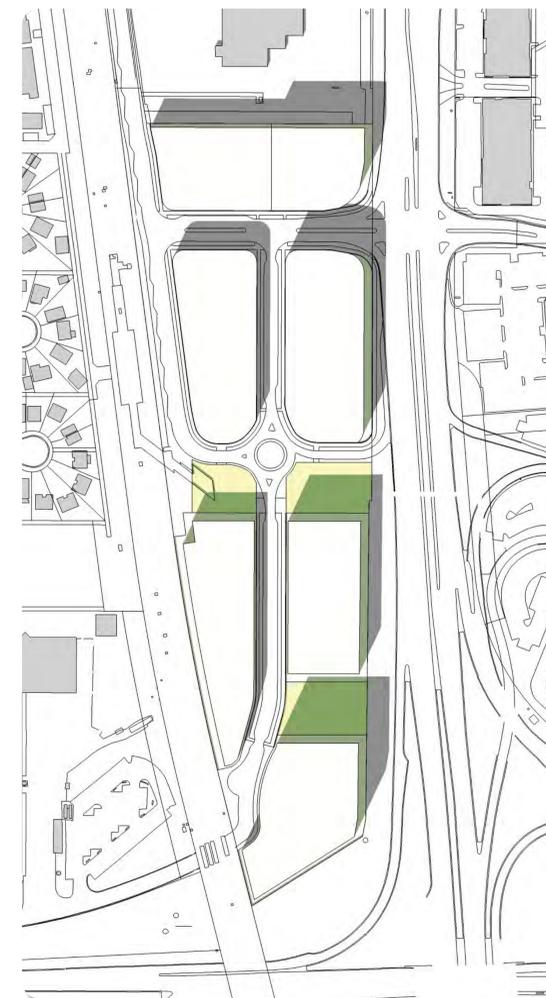
# BUILDING HEIGHT & SHADOWS



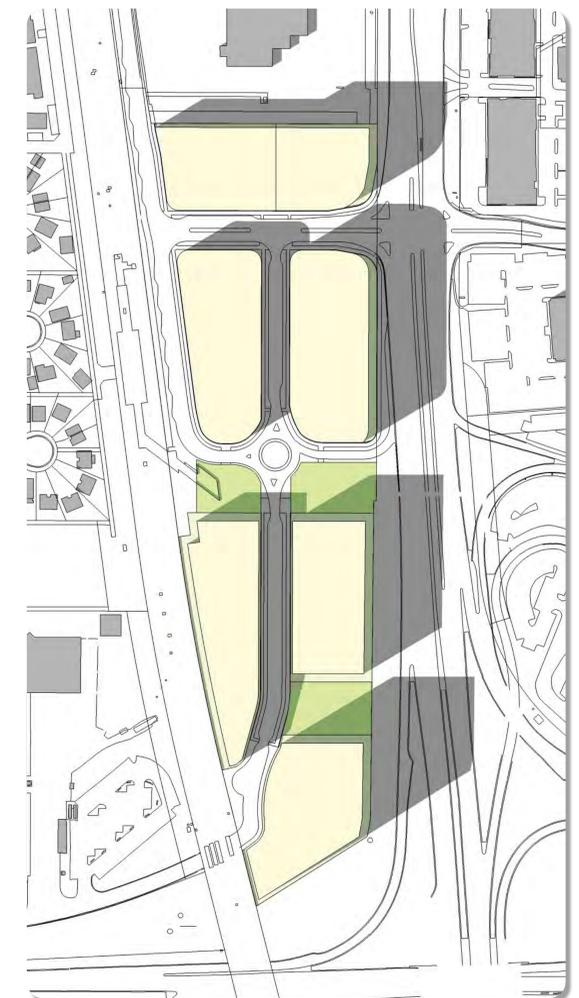
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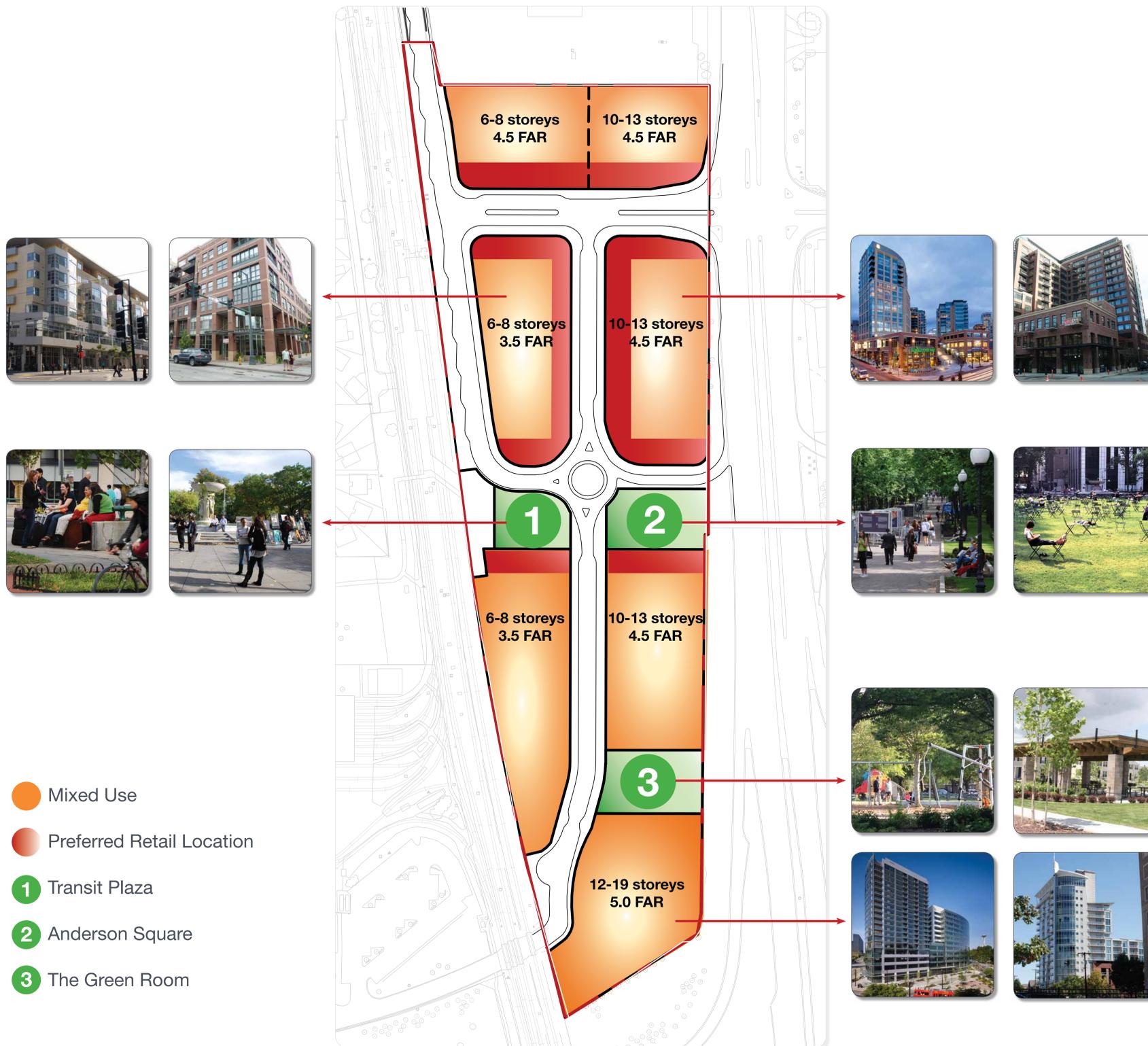
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# ANDERSON MIXED USE DISTRICT



## Plan Statistics

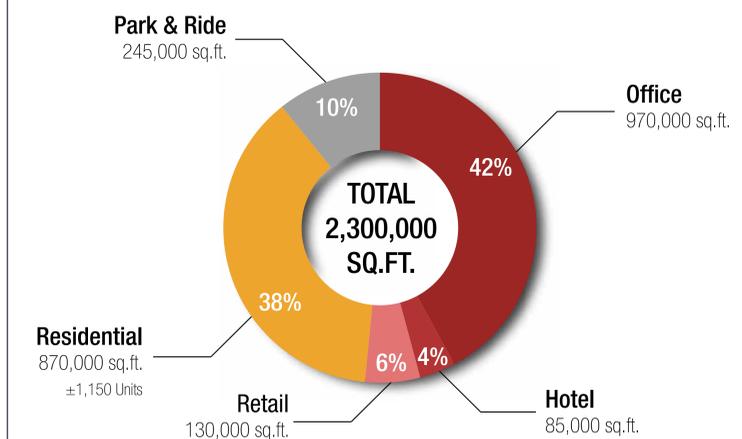
Total Net Land Area:	14.0 acres	(100%)
Mixed Use - (mid-rise 26m)	5.3 acres	(38%)
Mixed Use - (high rise 42 - 60m)	7.1 acres	(51%)
Public Park	1.6 acres	(11%)

Total Gross Floor Area: 2,300,000 sq. ft.

Estimated Residential Units: 1,150

Floor Area Ratio (FAR)	
Gross Developable:	2.6
Net Developable:	4.3

## Proposed Land Use Summary



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# ILLUSTRATED CONCEPT



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# PERSPECTIVE



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