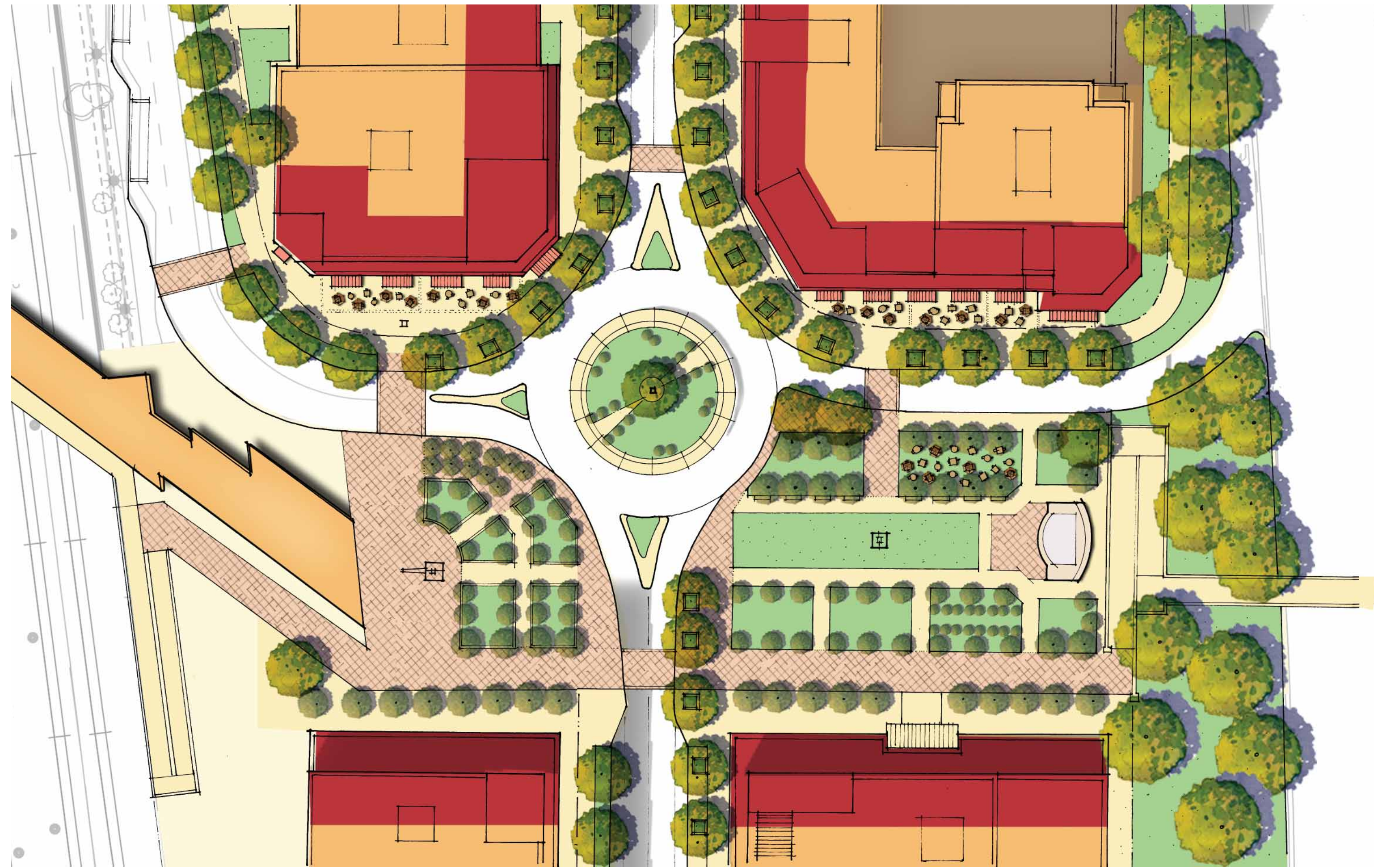


TRANSIT PLAZA & ANDERSON SQUARE CONCEPTS



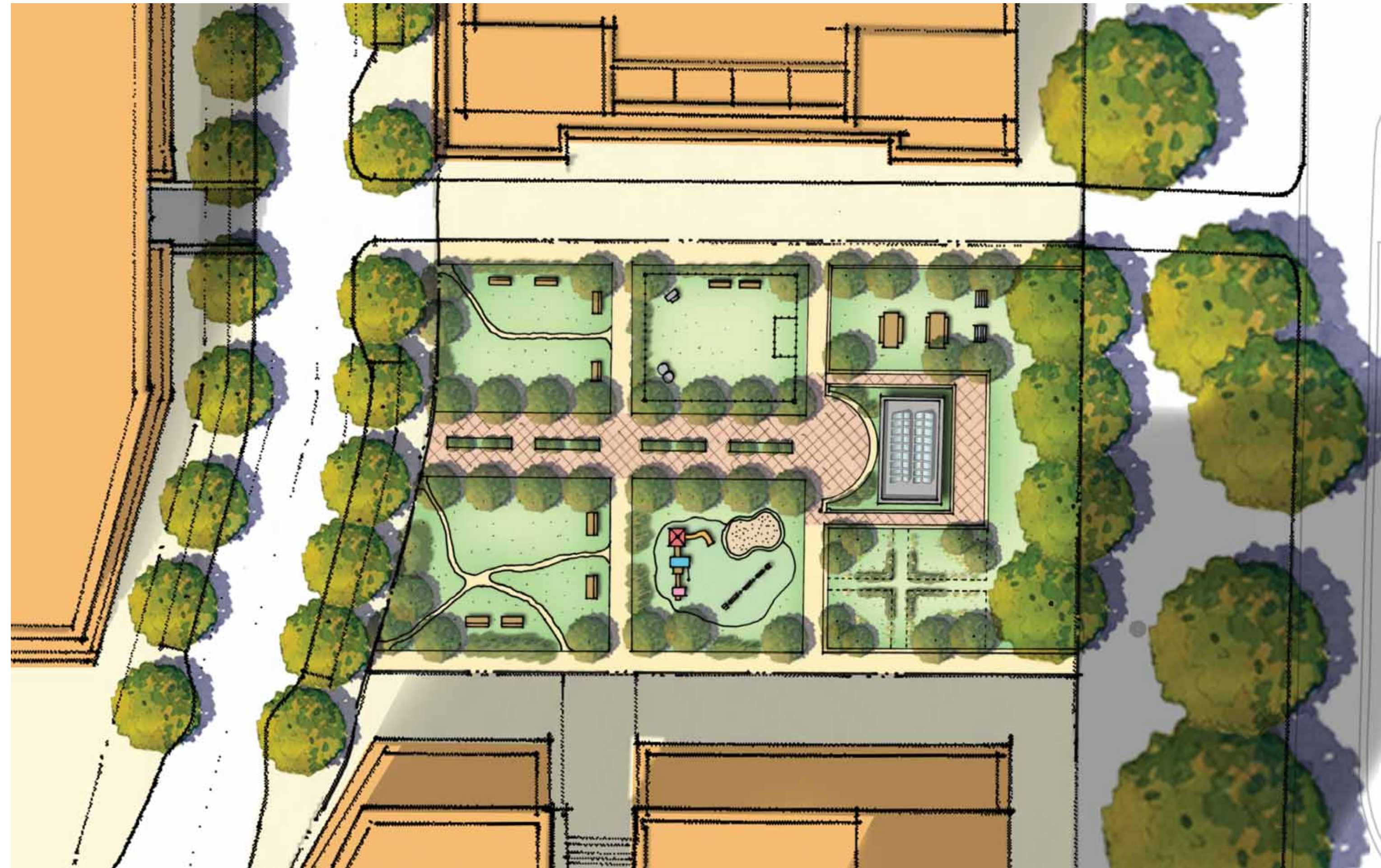
POTENTIAL AMENITIES

- Flexible plaza space
- Public art and sculpture
- Space for small fairs & markets
- Pavilions and kiosks
- Allees of trees and planters
- Pedestrian-scaled lighting
- Iconic bike racks
- Benches, tables, moveable furniture
- Multi-use green for frisbee, lawn bowling, etc.
- Lawn games and game tables
- Small bandshell for performances



Anderson Station TOD

“GREEN” ROOM CONCEPT



POTENTIAL AMENITIES

- Places for small children to play, tot lots, sandbox
- Dog park/dog run
- Passive sitting spaces in “garden rooms”
- Residential lighting
- Iconic bike racks
- Pavilion and picnic tables for cookouts and outdoor dining
- Barbeque pits
- Outdoor fire pit



Anderson Station TOD

TRANSPORTATION NETWORK

The Anderson Station TOD Project will build on the objectives of the Calgary Transportation Plan as it aims to increase mobility choices for people in the area.

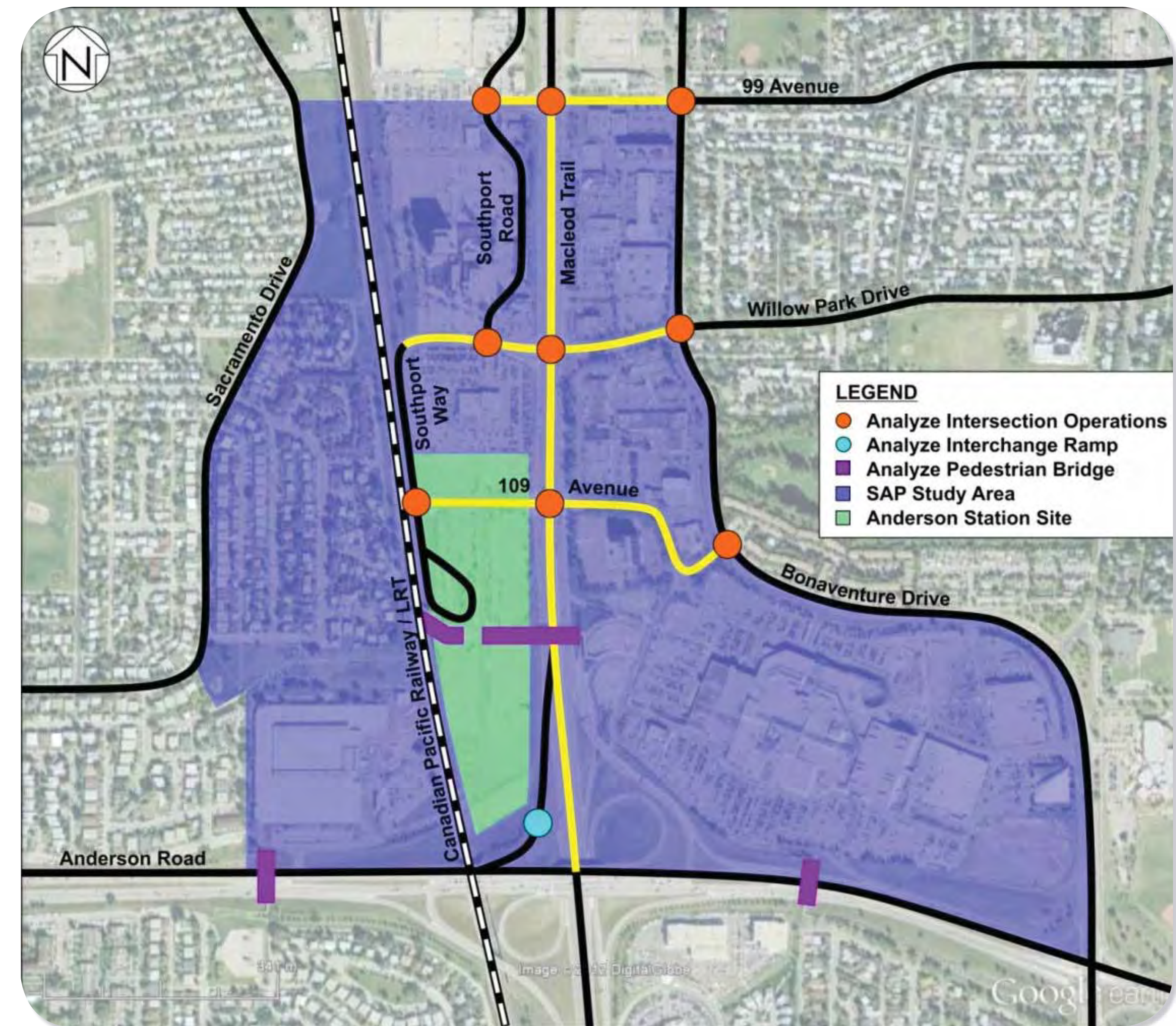
Anderson Station TOD Project: Traffic Impact Assessment

We know that many people have questions about the impact of new development on the transportation network. While a Transportation Study was completed for the larger station area in 2013, a new study (or **Traffic Impact Assessment**) will be conducted for the Anderson Station TOD Project. This study will incorporate more detailed information on the mix of uses and densities anticipated at Anderson Station.

The new **Traffic Impact Assessment** for the Anderson Station TOD lands will be completed over the summer, and we expect to communicate the results of this study to communities when it is available.

The new study will examine:

- the anticipated daily traffic and peak hour operations of 9 key intersections in the area;
- Transportation Demand Management measures;
- pedestrian and cycling mobility through the site;
- current and future transit service in the area;
- the integration of “Complete Streets” into the internal road network; and
- the potential for a new access point to Anderson Station from Macleod Trail SW.



2013 Transportation Study Area

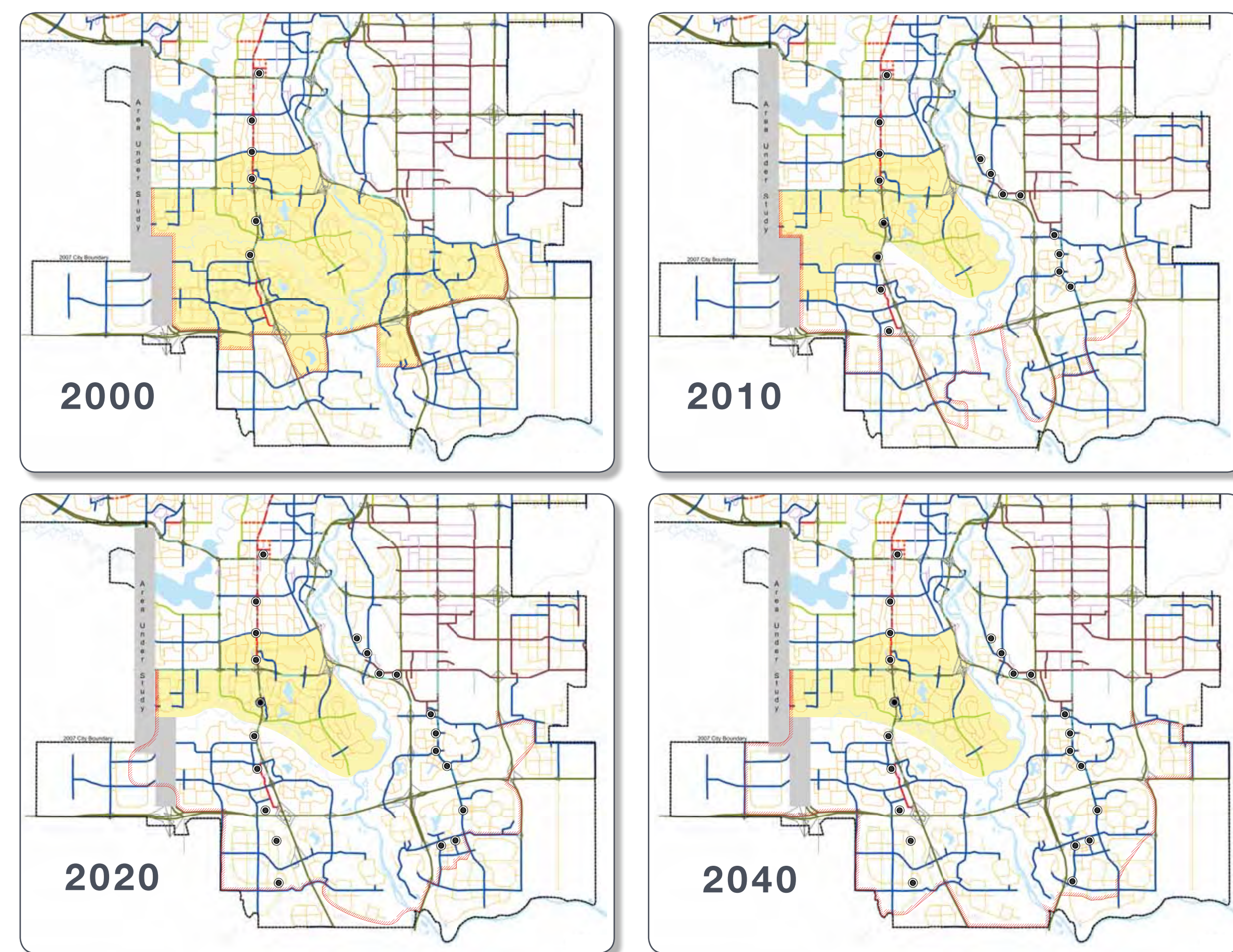
Note: these intersections will be re-evaluated in the new study

TRANSIT

Park and Ride

- The Anderson Park and Ride facility has about 1,750 parking stalls as it was designed to operate as the terminal station on the blue line serving a large area.
- Improved transit and additional Park and Ride facilities south of Anderson Station mean that the lot now serves a much smaller catchment area.
- In order to align with long-standing City policy and what is provided at other stations, the revised number of stalls is estimated to be in the range of 500.

Anderson Catchment Area (yellow area)



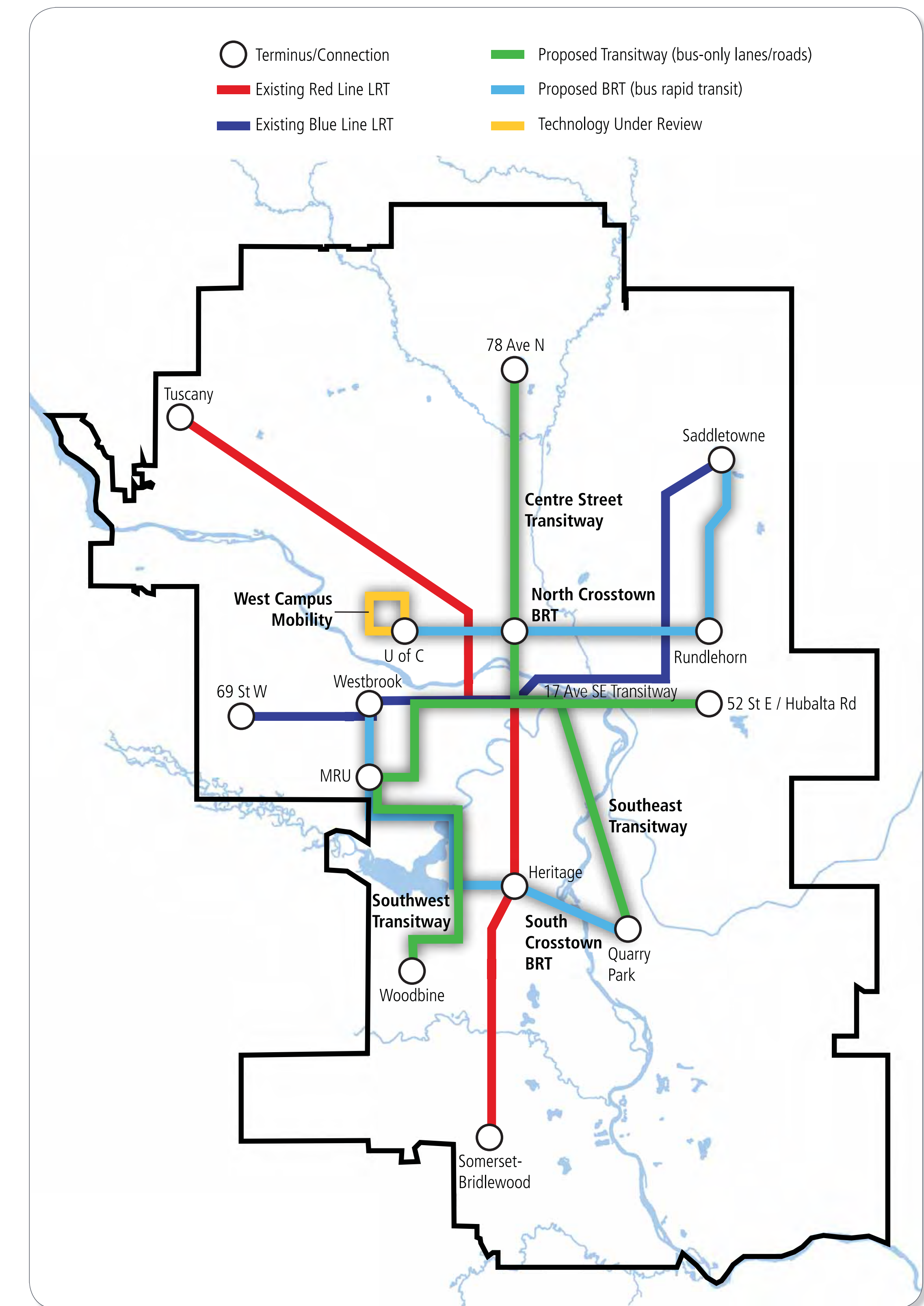
Transit Initiatives

- Future transit initiatives should off-set the need for more parking at Anderson Station. Some initiatives include:
 - new Bus Rapid Transit (BRT) routes
 - new Transitways (dedicated bus lanes)

Feeder Buses

- Feeder bus service is continually reviewed to ensure that it is meeting appropriate coverage and efficiency standards.
- Currently, feeder buses cover most communities in the Anderson Station catchment area.

RouteAhead / Investing in Mobility 10-year Rapid Transit Corridors



Anderson Station TOD

SUSTAINABILITY FEATURES

Several sustainability options are being considered for the Anderson TOD Project. These features include **District Energy** and **Low Impact Development (LID)** techniques.

Direct Energy

District Energy generates and distributes thermal energy at a community level, rather than per building and creates fewer emissions. By allowing buildings to take in only the amount of energy they require, District Energy removes the need for on-site boiler plants that must be designed for peak heating needs.



District Energy

Low Impact Development Techniques

Low Impact Development (LID) is an approach to land development that works with nature to manage stormwater as close to its source as possible.

Techniques include:

Bio-retention Facilities

Bio-retention is a process which captures and filters stormwater. Examples include:

- Rain Gardens (landscaping features adapted to provide on-site treatment of stormwater)
- Silva Cells (underground structures which treat stormwater and irrigate street trees in an urban setting)

Permeable Pavements

Paving materials that allow stormwater to move through the surface. The goal is to control stormwater at the source, reduce run-off and improve water quality by filtering pollutants.



Rain Gardens



Silva Cells, Kensington Calgary, AB



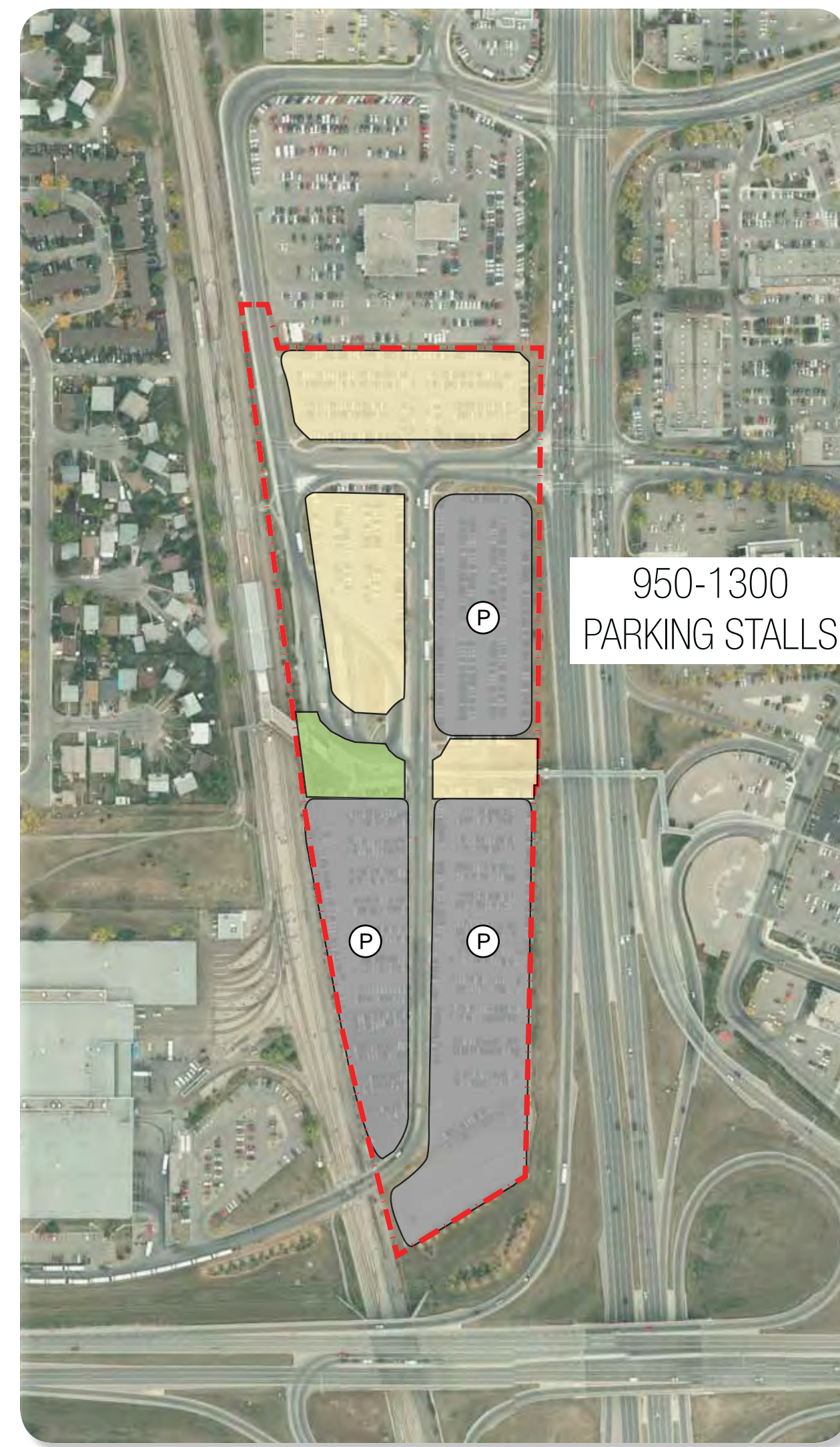
Permeable Pavements



PHASING



EXISTING CONDITIONS - 2015



2016-2019



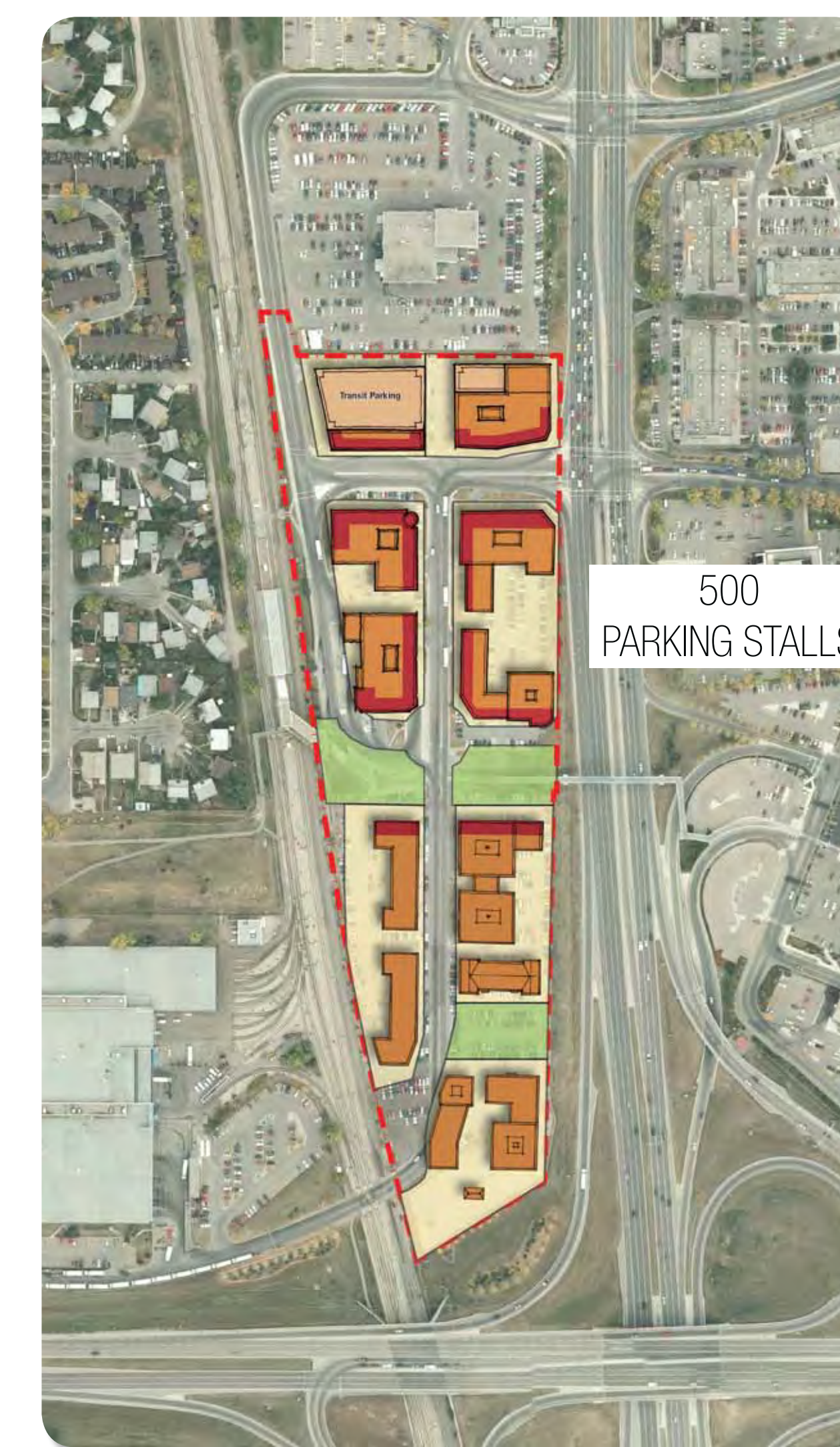
2020-2023



2024-2026



2027-2029



FINAL BUILD OUT - 2031

Park & Ride
Parkade Under
Construction

Park & Ride
Parkade Complete

LEGEND

- Site Preparation
- Available Parking
- Park Space

NEXT STEPS

1. Analyze feedback from the Open House.
2. Prepare a Traffic Impact Analysis specific to the site.
3. Meet with the community to review the results of the Traffic study.
4. Refine the plan, and submit an Outline Plan and Land Use Redesignation application to The City of Calgary.
5. The City of Calgary circulates the application to adjacent land owners and Community Associations for review and comment.
6. Revisions to the plan may be needed based on feedback from The City of Calgary's circulation and review.
7. The proposal is presented to Calgary Planning Commission for review and subsequent recommendation to Council.
8. Meet with the community to review Calgary Planning Commission's recommendation to City Council and any major changes to the proposal.
9. A Public Hearing is held on the proposed land use change in which members of the public can address City Council directly.
10. City Council renders a decision on the proposed land use change after the Public Hearing is complete.

