

Anderson Station Outline Plan and Land Use Amendment Supporting Information Report

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1 Background

The City of Calgary owns approximately 20 acres of land that currently accommodates the Anderson LRT Station, bus terminal and park and ride area. In 2007, Council directed Administration to prepare an Area Redevelopment Plan for the land around the station. They also directed Administration to prepare an Outline Plan and Land Use application that would enable transit oriented development to occur on the city-owned lands in the future.

The most recent Outline Plan and Land Use application was submitted in August 2014 (LOC2014-0143). The Outline Plan was approved by Calgary Planning Commission on August 27, 2015 while the ARP was referred back to Administration for further refinement. The proposed Land Use Amendment proceeded to Council on October 5, 2015; however, Council referred the Land Use Amendment back to Administration for further refinement and alignment with other ongoing streams of work including the Transit Parking Strategy, TOD Development Funding and the completion of the Anderson Station ARP.

Since then, a significant amount of work has been conducted on a regional park and ride strategy and on finalizing the ARP. The Anderson Station Park and Ride Plan was approved by Council in October 2016, and the ARP was approved in June 2017. With the completion of this work, a new Outline Plan and Land Use Amendment has been prepared by Real Estate and Development Services (REDS) that is consistent with Council approved park and ride, and land use planning policy.

This report provides a brief overview of the proposed Outline Plan and Land Use Amendment focusing on the changes that have been made since the 2014/2015 applications were reviewed by Administration, CPC and Council.

2 Affirmation of Development Intent

The vision for redevelopment is consistent with the previous application that was submitted in 2014 (LOC2014-0143). As such, the vision continues to promote the creation of a compact mixed use district consistent with TOD principles. Active frontage including fine-grained retail is encouraged along 109 Ave. SW and the new north-south spine road north of the central park spaces. The northern portion of the plan area is expected to be the hub of activity containing a vertical mix of uses reflecting a high quality pedestrian realm that provides enhanced connections to the LRT station and surrounding residential and commercial centres. The southern portion of the site is expected to contain a variety of uses; however, these uses may be arranged on the street in a horizontal fashion rather than a vertical fashion as required in the northern portion of the site.

In terms of building height and density, the new Anderson Station application is consistent with the previous application and policy for the Anderson Transit Village in the recently approved ARP. Building heights will be lower closer to the community of Southwood (approximately 6 storeys) and higher adjacent to Macleod Trail, and in the southern portion of the site (ranging from 10 storeys to 20 storeys approximately). In terms of density, the proposed land use amendment will accommodate up to 4.2 FAR across the site based net developable area or approximately 2,400,000 square feet of development.

With respect to public parks, the plan continues to provide a main public plaza and park area directly adjacent to the station entrance. The creation of this public park space will include enhancements to the

critical east-west pedestrian/cyclist linkage which crosses the train tracks and Macleod Trail linking Southwood to South Centre and other destinations east of Macleod Trail.

3 Overview of Changes to the Plan

Council's direction in October 2015 encouraged various City departments including Transit, Transportation Infrastructure, Transportation Planning and Planning and Development to work together to achieve a common goal which is to enable the best redevelopment strategy for Anderson Station while maintaining quality service to Calgarians. This collaboration has resulted in several improvements that have led to a more comprehensive framework for redevelopment, and a better Outline Plan and Land Use Application. The following describes the key changes reflected in the new application since October 2015.

3.1 Outline Plan Design

There have been several design changes reflected in the new proposed Outline Plan for Anderson Station. These changes are as follows and are reflected in the Illustrative Plan on page 5:

1. Removal of the bus lay-bys along Southport Way, south of 109 Avenue SW.

The new plan incorporates a bus terminal on the main floor of a new park and ride structure. As a result, there is no longer a need for buses to be circulating south of 109 Ave. which improves the public realm and pedestrian experience throughout the site.

2. Removal of the roundabout in the centre of the site in favour of a traditional intersection.

The main purpose of the roundabout in the previous application (LOC2014-0143) was to accommodate Transit's requirement for continuous bus circulation when exiting the site. Since Calgary Transit has agreed to remove the bus lay-bys south of 109 Ave. and incorporate their terminal into a park and ride structure, there is no need for a roundabout. This improves pedestrian safety and building frontage near the public park, and generally enables a more compact, functional and aesthetically pleasing streetscape in the heart of the development.

3. Expansion of the MR parcel adjacent to the LRT station.

Improvements to the entrance of Anderson Station will make more land available to incorporate into a public plaza/park space at the station entrance. Land associated with improvements to the regional pathway network including the area accommodating a new pedestrian bridge over the tracks has also been incorporated into the MR parcel.

In addition to these changes to the site plan, progress has also been made in other areas such as:

4. Plans for Anderson Station's transit related infrastructure improvements including a new pedestrian bridge over the railway tracks, upgrades to Anderson Station and a new all turns access to the bus maintenance facility on Anderson Road.

5. A new funding model for the capital costs associated with Anderson Station's transit related infrastructure improvements.

Funding for Anderson’s transit infrastructure (like the station pedestrian bridge, all turns access from Anderson Road and park and ride stalls) will be through Transit’s Investing in Mobility (IIM) 10 Year Capital Plan. The IIM process enables projects to be evaluated and prioritized for full funding against other priority projects in an objective manner.

3.2 Land Use

Council approval of the Anderson Station ARP and the new Mixed Use Districts in the land use bylaw created an opportunity to simplify the proposed Land Use Amendment. This new application continues to propose Direct Control Districts; however, these districts are now based on the MU-1 and MU-2 districts rather than the C-COR1 district as proposed in LOC2014-0143.

A Direct Control (DC) District is required to enable building heights in excess of 10 storeys. The current MU districts restrict building height to 10 storeys, while the proposed plan for Anderson Station, consistent with policy in the ARP, contemplates maximum building heights of 70 metres or approximately 22 storeys. The proposed DC districts also provide greater flexibility in the type of uses that can be located on the ground floor in the southern portion of the site due to limited retail demand in that area. While allowing for the potential for active uses, the proposed DC district also enables buildings containing a single use (residential or commercial) to locate in the southern half of the site.

Central Precinct Perspective



Illustrative Site Plan



3.3 Pedestrian and Cyclist Mobility

A comprehensive system of sidewalks, cross walks and multi-use pathways provides for safe and intuitive connections for each mode of transportation minimizing conflicts.

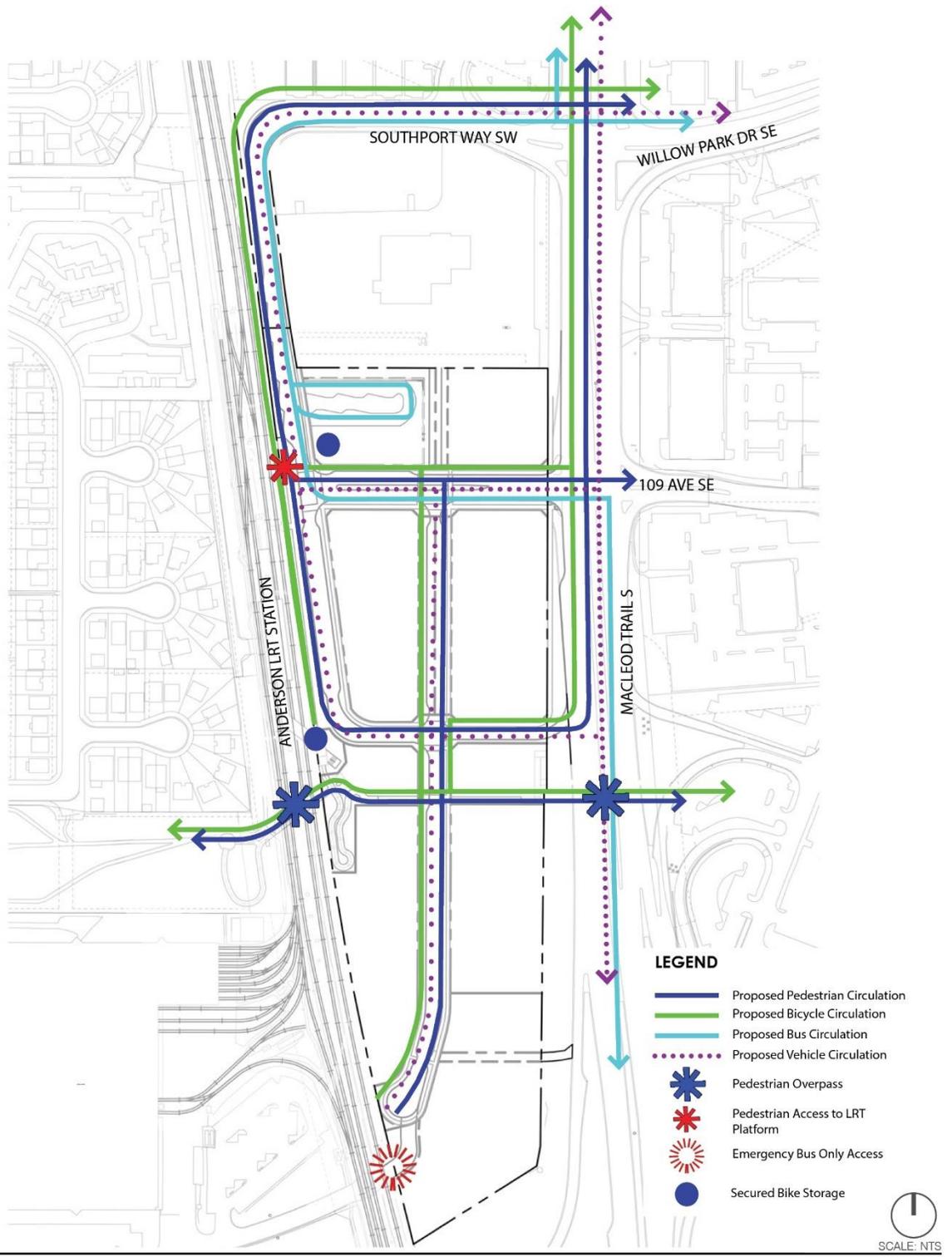
Wide sidewalks (ranging from 2.5-3.0 metres) are provided throughout the site to allow for easy pedestrian movement. Bicycles are accommodated within and around the site by providing a new regional pathway along Macleod Trail connecting to the new MR spaces and overpasses to Southcentre Mall and the community of Southwood. Internal streets will also serve as shared spaces for cars and bikes to facilitate movement to and through the site.

Secured bicycle storage will be provided by the City at the entrance to Anderson Station and within the new park and ride parkade at the northern end of the site close to the at-grade entrance to the LRT platform. Each development parcel will provide bicycle parking as per the land use bylaw requirements.

Street View of Southport Way SW



Circulation



3.4 Approved Park and Ride Plan

As noted, Council referred the 2014 application back to Administration primarily to review a park and ride strategy that would result in no net loss of parking for transit users. Extensive analysis was conducted over the last year and the Anderson Park and Ride Plan was ultimately approved. This plan is intended to facilitate TOD at Anderson Station while ensuring current transit customers are supported as redevelopment occurs.

An analysis of customer origin data indicates that of the 1,665 existing park and rides stalls, 990 users originate from the Red Line, many of whom come from south of Fish Creek Park. The remaining users originate from the future Green Line area (east of Deerfoot Trail and the Bow River) which will include new park and ride facilities at various stations. The replacement strategy to minimize the loss of parking through redevelopment of the Anderson Station lands will see a new parkade structure at Anderson Station accommodating 500 stalls. The remaining 490 stalls intended for customers originating from the Red Line area will be provided at Southcentre Mall, Canyon Meadows and Shawnessy Stations. The remaining 675 stalls will be replaced as the south east leg of the Green Line construction program is completed in 2025/26.

A parking replacement strategy focusing on minimal net loss of parking stalls in the region was developed to correspond to the phasing of redevelopment of the Anderson Station lands. This replacement strategy involves relocating park and ride stalls in two phases. Phase 1 will see additional stalls created along the Red Line in south Calgary enabling customers originating near the Green Line to transition to park and ride facilities in that area in Phase 2. The table below summarizes the anticipated relocation strategy.

Summary: Anderson Station Park & Ride Plan

Stations	Current	Anderson Phase 1 Servicing Complete	Green Line Opening/ Anderson Phase 2 Servicing Begins
Red Line Stations Park and Ride			
Heritage Station	550	550	550
Southland Station	650	650	650
Anderson Station (surface)	1,665	695	
Canyon Meadows Station	260	260	260
Displacement Locations			
Canyon Meadows Station – Additional Surface Lot		180	180
Southcentre Mall – Parking Stall Lease		165	165
Shawnessy Station – Jewish Beth Tzedec Cemetery		145	145
Anderson Station Parkade		500	500
Green Line Stations			
Lynwood Station			120
Shepard Station			175
Douglas Glen Station			405
Total Park and Ride Stalls	3,125	3,145	3,150

4 MR Dedication

The approach to Municipal Reserve (MR) dedication that was approved by JUCC during the review of the 2014 application remains the same in this application. The approach involves a combination of land dedication and deferral of reserves.

The plan presented in this application dedicates 1.00 ac (0.41 ha) which will function as a contiguous public park between the entrance to the LRT station and Macleod Trail. The intent is to construct this park/plaza area early in the redevelopment process. Once Phase 1 is complete, a review of further land dedication in the southern portion of the site will be conducted to determine if additional park space is required in Phase 2. As discussed with JUCC in 2015, the need for park space may be determined by the amount of residential development that ultimately occurs on the site. Significant residential development may trigger a need for additional public park space that serves residents in the immediate area. The Outline Plan identifies 0.62 ac (0.25 ha) in the southern portion of the site that may be considered for future park space in Phase 2.

Summary of Reserve Dedication

Development Phase	MR Owing (ac)	MR Land Dedication (ac)	Deferred Reserve Caveat	Cash-in-lieu Provided (based on ac)
Phase 1	2.25	1.00	1.25	0.00
Phase 2 (if additional MR is dedicated)	1.25	0.62	-	0.63
Phase 2 (if additional MR is not dedicated)	1.25	0.00	-	1.25

Transit Plaza Perspective



Aerial Perspective of MR-1 and MR-2



Aerial Perspective of MR-2



5 Site Servicing

Real Estate and Development Services has a mandate to pursue progressive land servicing opportunities. As a result, the servicing strategy for TOD at Anderson Station continues to implement MDP's objectives for smart growth by optimizing the use of existing infrastructure and considers the potential for District Energy infrastructure within the Outline Plan area.

Deep and shallow utilities are provided in the same manner as the 2014 application. In terms of road network, the current plan once again includes non-standard street cross sections, and utility line assignments that were originally approved by The City of Calgary and the Calgary Shallow Utilities Consortium through the review process in 2015. The customized street sections in this application are necessary in order to respond to the site's development constraints while ensuring all deep and shallow utilities including district energy can be accommodated within the road right-of-way.

Detailed street cross sections are included in the submission along with previous correspondence from Bruce Littke (Executive Director of the Shallow Utilities Consortium) as well as the no objection letters from the shallow utility providers.

6 District Energy

As noted in the Supporting Information Report for the 2014 application, Real Estate and Development Services (REDS) has investigated District Energy infrastructure as a servicing option for TOD at Anderson Station. The redevelopment of Anderson Station is a unique opportunity to offer the potential for a District Energy network as a means to support a high density, mixed-use, transit oriented development. An energy distribution centre can be accommodated within any of the proposed buildings and land use districts. A separate building/facility is not required; therefore, it is anticipated that a District Energy facility would likely be located below grade in the City owned park and ride structure that is planned for the site. Planning for District Energy at the Outline Plan/Land Use stage of development is prudent as it has the ability to strength the Anderson TOD Triple Bottom Line business case while assisting REDS in achieving its vision of delivering progressive land servicing to help create a more sustainable city.