

Potential Focus Area for Growth:

Transit Station Areas & Neighbourhood Activity Centres (Nodes)

Growth along Transit Station Areas and Neighbourhood Activity Centres (Nodes) have a different contexts and growth should consider their surroundings. Focusing new growth, in the form of residential and commercial buildings of 4+ storeys, within Transit Station Areas & Neighbourhood Activity Centre (Nodes) in the plan area has many benefits, including:

1. Allowing new residents and business around transit stations provides more people the option to use transit. For those new residents, being located directly adjacent to a transit station makes using transit incredibly convenient and easy. This could reduce the use of private vehicles for transportation, reducing the burden on our roads, decreasing greenhouse gas emissions and saving people on the cost of owning and operating a vehicle.
2. By focusing development around a transit station, a concentration of commercial services and amenities is realized. New businesses that want to capitalize on the concentration of transit users and new residents in the area will move in, which provides additional services not only for new residents in the transit area, but for existing residents in the wider community. With new businesses and amenities opening, it could mean that existing residents no longer have to travel across the city to meet some of their needs, decreasing the burden on roads and making services more accessible to residents.
3. More residents and businesses around transit makes transit operations more efficient. With more people and businesses located close to transit, transit can operate more efficiently, with more passengers per train or bus.
4. A vibrant and active public realm feels safe and comfortable and can be enjoyed by everyone as part of their everyday life.
5. Allowing new residents in Neighbourhood Activity Centres (Nodes) in a variety of moderate intensity housing welcomes a diverse population (families, students, seniors, new Calgarians, pet owners and more) and allows more people to live in the area, supporting local business, services and amenities.
6. There are four main Neighbourhood Activity Centres (Nodes) located at Heritage Drive S and Elbow Drive SW; Fairmount Drive SE and Heritage Drive S; Southland Drive SE and Fairmount Drive SE; and Southland Drive S and Elbow Drive SW. These, and other smaller centres, are commercial sites or strip malls that provide walkable destinations for nearby residents.

Focusing new growth within Transit Stations including Anderson, Southland & Heritage Transit Station Areas and in Neighbourhood Activity Centres (Nodes) connects to and builds on the following core values:

Foster Vibrant Transit Station Areas

Support the transition of the existing Heritage LRT Station Area, Southland LRT Station Area and Anderson LRT Station Area into vibrant, compact and well-connected mixed-use areas.

Improve Connectivity Between Communities

Provide safe, complete and accessible mobility infrastructure for different modes supported by an enhanced public realm with an emphasis on river-to-reservoir connections.

Build on the Uniqueness of the Heritage Communities

Realize the potential of the Heritage Communities by drawing from shared histories and assets and promoting strategic growth to support the existing features and unique urban fabric.

Promote Inclusive and Accessible Housing Choices

Advance diverse, affordable and universal housing choices through development at greater intensities in locations such as Macleod Trail S and Transit Station Areas while supporting moderate to low growth in other parts of the communities, including Community Corridors and Neighbourhood Activity Centres, to support more diverse and inclusive communities.

MAP 2: Transit Stations Areas & Neighbourhood Activity Centres (Nodes) – outlining potential focus areas for moderate to large-scale buildings



The Municipal Development Plan identifies transit stations and activity centres as key areas for growth.

Policies in the *Municipal Development Plan* encourage a mix of medium and high-density employment and residential uses in these areas, as well as providing retail, recreation, sport, cultural, open space and community and protective services:

3.3.4 (b) NACs should contain a broad range of ground oriented and low-density apartment housing and a mix of housing tenure and affordability to accommodate a diverse range of the population.

3.3.4 (d) Encourage the creation of a public gathering space within each NAC.

The *Municipal Development Plan* also encourages development around transit stations that are not identified as activity centres. Policies in the *Municipal Development Plan* that speak to development around transit include:

2.2.2(a) Locate transit-supportive land uses, including higher-density residential and employment developments, within Activity Centres and Main Streets supported by the Primary Transit Network.

2.2.2(b) Increase development densities in proximity of the Primary Transit Network by targeting residential and employment intensities within 400 metres of transit stops, in areas deemed appropriate through the Local Area Planning process and in accordance with the Typology thresholds identified in Part 3.

2.2.2(d) Underutilized commercial and brownfield sites accessible to the Primary Transit Network should be redeveloped over time, where feasible, as mixed-use and/or employment intensive sites

2.2.2(e) Ensure that the design and mix of land uses surrounding transit stops and stations support transit and emphasize a pedestrian oriented environment.

Additionally, public feedback from phase 1 reinforced the importance of development around transit stations and nodes/neighbourhood activity centres. Community comments such as:

"I would love to hope on my bike and go over to [Removed] and feel comfortable biking home, but there is no way that I would do that. Macleod and Heritage is so scary. And when we were Ward 12, I saw a picture of all these bike paths everywhere, but now that we are part of Ward 11, will we still have these bike connectivity?"

"Stronger densification should be in busier areas (e.g. Anderson TOD, etc)"

"...Having the ability to walk to not one, but two c-train stations (heritage and southland) is a very unique thing for a community"

"Create the LRT stations as multipurpose hubs; including cafes and bathrooms!"

"Higher density closer to the LRT stations or higher traffic corridors"

"We are a one-car family and really like the accessibility to public transit. It's nice to have Chinook Park School and Woodman school close by, as well as lots of amenities. It would be nicer still to have some more coffee shops close by, in addition to the Starbucks at 75th Ave and Elbow."