



PLACE-MAKING POSSIBILITIES

A framework for evaluating project ideas and sample ideas for activating future transit rights-of-way

SITE 4

COUNTRY HILLS TOD SITE

LOCATION

Land has been purchased in the community of Country Hills to fulfil Council-approved park and ride policy and provide for efficient bus operations, at a site on Harvest Hills Boulevard and Country Hills Road / 96 Avenue N. In this hypothetical project example, it is supposed that this large parcel is fully available for a period of ten years, after which increasing bus ridership in the area requires the development of a transit hub in advance of full LRT implementation.



INTENT

Today, there is a stop for Route 301 BRT adjacent to this site. Some Calgary Transit customers have an informal relationship with the adjacent church, and are able to park at the church site on weekdays. The parking supply at the church site (~240 stalls) matches the peak weekday supply of 225-250 stalls required in the ultimate configuration by the City's park and ride strategy. The ultimate design will also include a bus terminal. In this project example, it is supposed that the adjacent church partners with the City on a shared parking agreement to unlock the adjacent land for a mix of other uses that benefit the church community as well as area residents and nearby retail businesses.

PROPOSED USES FOR SUBJECT SITE

This demonstration concept for the site shows an evolving group of partners contributing to activation of portions of the site as it transitions over an extended period into a fully developed Transit Oriented Design Site. The proposal combines multi-generational active living opportunities, redevelopment potential as well as temporary and long term transportation uses including a future bus loop and parking. Layering the opportunities in phases shows the value, flexibility and scale of the parcel that would otherwise be kept empty for a period of ten or more years.

SCREENING CRITERIA / PARTNERS

Screening Criteria	
Easy to remove or accommodates LRT (has an exit strategy)	Community group or partner will own / operate / maintain / (hands off approach)
Yes	Yes

In this case, the subsequent phases are increasingly complex. Screening and review of the partner relationship would be scheduled at each phase to show that obligations are being met and sufficiently resourced. The exit strategy involves a gradual evolution of the site rather than a single project which terminates when LRT arrives. The following pages demonstrate an imagined phasing of uses that supports a vital community hub throughout the transition process.

SITE SCORING

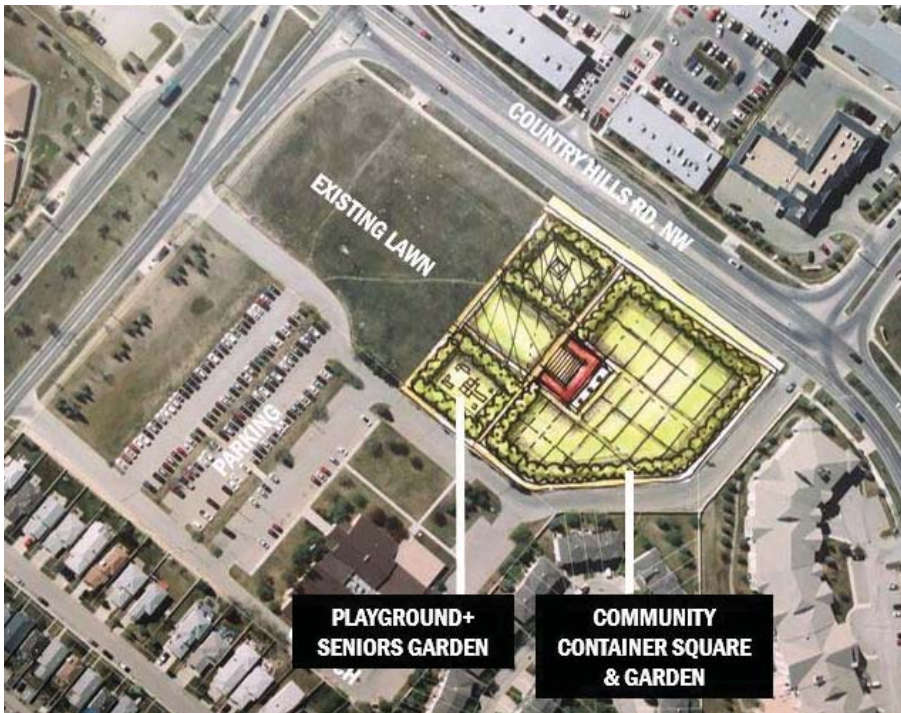
Scoring was performed on a practice cricket pitch which a sports organization is imagined to have proposed as a Phase 2 addition to previous activation of the site (community garden, container park/outdoor stage, and playground). The scoring assumes the organization has done work to demonstrate a reasonable market and catchment for the use, and found support with the surrounding community. This sample demonstrates the complexity of creating a rigid scoring system as a variety of complementary uses may each resonate with different stakeholders.

SCORING						
	Family & Diversity Friendly (fun and inclusive)	High Return On Investment (low cost or high bang for buck)	Longevity / Sustainability (upfront efforts be rewarded long term)	Feasible (easy to implement / maintain)	Meets community or ecological need (someone will want it)	TOTAL
Practice Cricket Pitch	High	High	High	High	High	High

SITE 4

Urban Design Concept (Phased Approach)

PHASE 1



In this sample project, the evolution of this site starts with a series of uses that speak to the needs of the church community and adjacent residences: community gardens, a container square that can function as a small outdoor stage, a playground and an introspective garden.

The ideas include exploring a more formal relationship with Harvest Hills Alliance Church around joint uses and management of the lands.

PRECEDENTS



Precedent for Phase I shows how community gardens and containers can quickly define a space and create patterns of movement and development that get replicated as permanent developments are implemented.





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PHASE 2



Phase 2 expands uses through the entire site and focuses on more active uses, including a practice cricket pitch and space for volleyball/badminton courts or picnic sites.

The uses for this portion of the site would limit hard infrastructure to facilitate construction of future phases of the site and the adjacent Green Line station.

PRECEDENTS



Small athletic spaces can support many diverse interests as well as small and large gatherings.

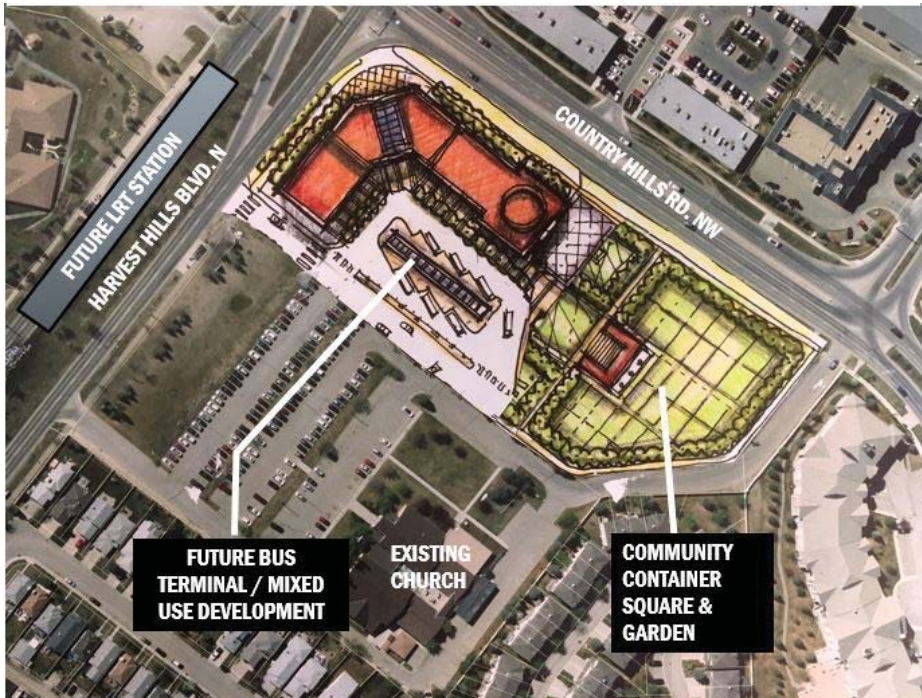
Understanding community age, makeup and preferences is key to success.



SITE 4

Urban Design Concept (Phased Approach)

PHASE 3



Phase 3 starts to bring in heavier infrastructure and investment including retail and a bus terminal.

The evolution supports a logical parcelling of the site, creating urban edges and a vibrant experience near transit service.

Observation of the early operations can assist in determining if a shared parking agreement with the adjacent church site can support the level of demand, or if a portion of the site is needed for surface or structured parking.

PRECEDENTS



Depending on the local market, a variety of scales of development can be built.

Design can anticipate future transit needs, including an integrated bus loop.





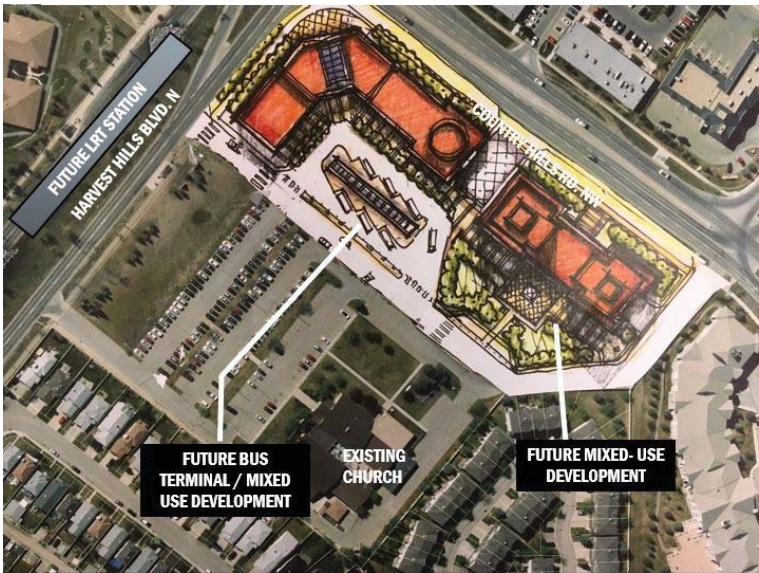
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PHASE 4



Phase 4 introduces more development with a mixed-use or residential development. At this point, the last of the interim uses drop away or are integrated into development proposals. The arrival of LRT service during this phase would build on the travel patterns established by the transit hub, while structured parking associated with mixed-use development is combined with the ongoing shared parking strategy to accommodate site parking needs.

Learnings from the ten year experiment with the site may inform development plans for open space on the adjacent church site or for future community association-owned amenities.

PRECEDENTS



The precedent that helps describe Phase 4 show the mixing of public and private realm along pedestrian spaces.

