

**RE-PURPOSING PUBLIC TRANSIT:
STIMULATING SOCIAL ACTIVITY IN
CALGARY'S PUBLIC REALM**

by
Kirsten Denise Bremer

Submitted in partial fulfilment of the requirements
for the degree of Master of Architecture

at
Dalhousie University
Halifax, Nova Scotia

April, 2010



Library and Archives
Canada

Published Heritage
Branch

395 Wellington Street
Ottawa ON K1A 0N4
Canada

Bibliothèque et
Archives Canada

Direction du
Patrimoine de l'édition

395, rue Wellington
Ottawa ON K1A 0N4
Canada

Your file *Votre référence*
ISBN: 978-0-494-68126-8
Our file *Notre référence*
ISBN: 978-0-494-68126-8

NOTICE:

The author has granted a non-exclusive license allowing Library and Archives Canada to reproduce, publish, archive, preserve, conserve, communicate to the public by telecommunication or on the Internet, loan, distribute and sell theses worldwide, for commercial or non-commercial purposes, in microform, paper, electronic and/or any other formats.

The author retains copyright ownership and moral rights in this thesis. Neither the thesis nor substantial extracts from it may be printed or otherwise reproduced without the author's permission.

AVIS:

L'auteur a accordé une licence non exclusive permettant à la Bibliothèque et Archives Canada de reproduire, publier, archiver, sauvegarder, conserver, transmettre au public par télécommunication ou par l'Internet, prêter, distribuer et vendre des thèses partout dans le monde, à des fins commerciales ou autres, sur support microforme, papier, électronique et/ou autres formats.

L'auteur conserve la propriété du droit d'auteur et des droits moraux qui protègent cette thèse. Ni la thèse ni des extraits substantiels de celle-ci ne doivent être imprimés ou autrement reproduits sans son autorisation.

In compliance with the Canadian Privacy Act some supporting forms may have been removed from this thesis.

While these forms may be included in the document page count, their removal does not represent any loss of content from the thesis.

Conformément à la loi canadienne sur la protection de la vie privée, quelques formulaires secondaires ont été enlevés de cette thèse.

Bien que ces formulaires aient inclus dans la pagination, il n'y aura aucun contenu manquant.


Canada

**DALHOUSIE UNIVERSITY
SCHOOL OF ARCHITECTURE**

The undersigned hereby certify that they have read a thesis entitled "Re-purposing Public Transit: Stimulating Social Activity in Calgary's Public Realm" by Kirsten Denise Bremer, and recommend it for acceptance to the Faculty of Graduate Studies in partial fulfillment of the requirements for the degree of Master of Architecture.

Date: _____

Ted Cavanagh, supervisor

Stephen Parcell, advisor

Leslie Van Duzer, external examiner

DALHOUSIE UNIVERSITY

Author: Kirsten Denise Bremer
Title: Re-Purposing Public Transit: Stimulating Social Activity in Calgary's Public Realm
Department: School of Architecture
Degree: Master of Architecture
Convocation: May 2010

Permission is herewith granted to Dalhousie University to circulate and to have copied for non-commercial purposes, at its discretion, the above title upon the request of individuals or institutions.

The author reserves other publication rights, and neither the thesis nor extensive extracts from it may be printed or otherwise reproduced without the author's written permission.

The author attests that permission has been obtained for the use of any copyrighted material appearing in the thesis (other than brief excerpts requiring only proper acknowledgement in scholarly writing), and that all such use is clearly acknowledged.

Signature of author

Date: _____

CONTENTS

Abstract	vi
Acknowledgments	vii
Introduction.....	1
Thesis Question.....	1
Public Space.....	1
Transportation Architecture	3
Public Transit.....	3
Precedents	6
South Station, Boston, Massachusetts	6
Subcentro Las Condes, Santiago, Chile.....	9
Calgary, Alberta.....	12
Calgary Transit	15
Anderson Station	18
Design	27
Broad Stroke Strategies.....	27
Spatial Investment - The Public Room	28
Juxtapose and Diversify.....	28
Crossing Borders.....	29
Design Strategy	32
Site Proposal	32
Primary Programming.....	35
Hybrid Programming - An Experiment.....	35
The Public Room	35
Tertiary Programs	35
Processes.....	37
Narratives	42
Final Design.....	49
Model Study.....	57
Interaction.....	60
The Working Wall	63

Display and Exhibition	65
Materiality	67
Conclusion.....	69
References	70

ABSTRACT

This thesis attempts to rethink the existing notions of public space and public transportation and how they relate to each other within a city, in particular, Calgary, Alberta. In a sprawling city such as Calgary, transportation hubs can be thought of as more than just a place for people catch a bus or train. LRT stations in Calgary do not meet their full potential as 'public' and have many opportunities to house spaces for people to meet, gather, linger, pause and socialize. These spaces need to be engaging and interesting to those that use them. This thesis juxtaposes the fragility of the art of ceramics with the bullish nature of public transit. Elements of each program interfere with the other's spaces. This creates opportunities for new interactions and interferences between members of the public who may typically never cross paths.

ACKNOWLEDGEMENTS

I would like to acknowledge the guidance and support of both my supervisor and advisor, Ted Cavanagh and Steve Parcell, respectively.

Thank you to all my studiomates, you've been there from the start...

Mom, Dad, Craig, Kelsey and Ginny, thank you for keeping me motivated and staying positive.

INTRODUCTION

Thesis Question

How can social activity be encouraged and sustained in a frequented, yet, typically transitory space?

Public Space

“Public space” is a general term applied to different indoor and outdoor spaces that are loosely programmed in order to give space for a city to the general public. This space is used to socialize, recreate, wait, linger or even create activities outside of the the home. From the time of the ancient Greeks, some type of communal gathering space for citizens has remained important to maintaining human civilization. The ancient Greeks had the agora, the Romans had the forum, medieval cities and towns had their market squares, and Renaissance people had the piazza, which eventually led to the spectacle of the boulevard in 19th century Europe (Herzog, 2006, 14). What all public spaces had in common was that they provided locals with a place to disseminate information, carry out daily chores and socialize with one another. Even with the number of technologies available to date that allow people to communicate with each other, without actually being in each other’s company, there is still a personal need to connect and feel a sense of belonging to the larger society (Herzog, 2006,18).

Not all public spaces are created equally. Some public spaces have more restrictions than others and are selective about what type of users they cater towards. These spaces that have more restrictions are also ambiguous about whether or not they want people to stay and socialize or merely pass through. Places such as shopping malls or building lobbies are open to the public and allow for a variety of people to use the particular facility. However, these spaces are sanitized versions of public space and limit the variety of public life and public activity that can take place there.

For the purpose of this thesis, public spaces will be defined by the way in which they are used and how successful they are. The success of a space ultimately reveals whether it can be defined as a public space or not. Users must feel a sense of attachment

and ownership to the particular space. The space allows its users an inherent understanding of how to use the space and what is allowed there. Most people do not feel this way about a shopping mall or about the lobby in an office building although they are referred to as “public space.”

This thesis specifically addresses one aspect of public spaces: the non-place and how these types of spaces can realize their full “public space” potential. Marc Auge conceived the term in his book *Non-Places: Introduction to an Anthropology of Supermodernity*. Auge discusses different types of places and non-places; he argues that places must have a certain history and social life about them, whereas non-places lack organic social life and are places of excessive space and transience (Auge, 1996, 1-122). Some of his examples include airports, hotel rooms and freeways.

In thinking about these different spaces that are routinely used, yet clearly lack something, one begins to think that perhaps these spaces are not meeting their full potential as public, perhaps these spaces lack certain social qualities that encourage people to move along instead of stopping or pausing. One clear example is that of bus terminals and train stations.



Animation Film Festival 2008. From
Film Festival World. [website]

Transportation Architecture

It appears that, more often than not, many different transportation facilities are born out of function and necessity rather than user comfort or public social need. Some train stations are designed in such a way to move people from one mode of transit to the next with little thought behind what would make the particular space more attractive for long term stays.

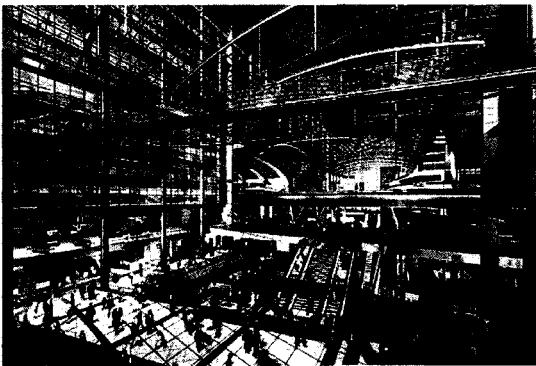
Recently, many large scale transportation hubs (airports, train terminals, ferry terminals) have been blending programmatic ideas in regard to transportation services and other amenities that are mutually beneficial. In most cases, various commercial establishments have been added in order to give people a place to stop, have something to eat, shop and then be on their way. Larger facilities such as Grand Central Terminal in New York City and Schiphol Airport in Amsterdam, have large restaurants and shops that are regularly used by passengers and even non-passengers. Although the combination of transportation and retail appears to be successful overall, there are instances where designers have taken transit terminals and have blended them with education, recreation, and civic facilities. And, if these terminals do not have two distinct programs, there are examples where a communal or circulation space in the transit terminal itself transforms into a space that hosts a variety of non-transit-related activities. In the 19th century, many railway stations were paired with hotels. This provided travelers with a place to stay during their travels. In contemporary transportation venues, the significance of the stop will have a relatable amenity. Transportation centers are now being paired with programs that offer benefits to both the mode of transportation and the service being offered by the new program. For instance, some train stations are now being paired with libraries, municipal government buildings, farmer's markets, and so on. This same idea can be used in smaller scale transportation facilities.

Public Transit

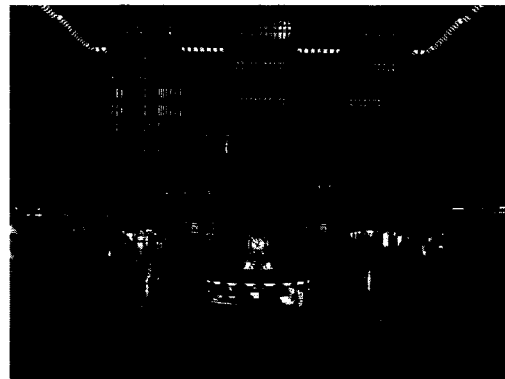
Part of the success of public spaces can be seen in their ability to attract and keep people in the space. Similarly, public transit draws people to the station; however, the primary purpose is to move people in and out of the station. Social activity is not required and is limited by transit schedules and available services. Assuming that people will rely and

depend on the services provided by public transit, this presents an opportunity to create a space for people to gather that exists in tandem with public transit. This opportunity is especially beneficial for cities whose public transit system is relied on to connect citizens to the city.

Many public transportation hubs occur at a large scale and in cities with a great deal of history. These transportation hubs tend to connect not only local public transit but various commuter and passenger trains, as well as buses that travel distances outside city limits. Recently, much more attention is being paid to public transit in younger cities. Architects and urban planners are beginning to realize the value of localized public transit and how communities and citizens can benefit from a better integration of public transit into neighborhoods. Transit Oriented Developments (TODs) are often centered around residential and commercial districts. Conversely, this thesis aims to focus on proposing additional services to public transit stations that are not exclusively commercial or retail. All too often commercial and retail amenities are added to public spaces as a probable solution to socialize a space. Jane Jacobs is quoted *ad nauseam*, suggesting that in order for public spaces to be successful, diversity is key. If diversity is the key to success, why do spaces continue to be programmed with the same monotonous amenities? In order to strengthen the quality of public spaces within cities, more consideration for what other services might be associated with public transit and public space needs to be addressed. There are a variety of programs that would not only benefit from being associated with public transit but would also be beneficial to public transit users as well.



Berlin Central Station. Berlin,
From Berlingirly's Blog [website]



Grand Central Terminal - New York, NY
From New York Real Estate Blog [website]

In order to balance the dynamic transient nature of public transit, the associated program needs to be somewhat static, yet still social. Although housing may be a viable solution, the movement patterns of residents may coincide with peak public transit times and therefore limit the population during the non-peak hours. A more applicable program could be that of a hostel, an educational facility, or a recreational facility. These types of programs operate during both public transit peak and non-peak hours. The population is constant, but not monotonous.



Typical scene at an LRT platform
From Centre City Talk [website]

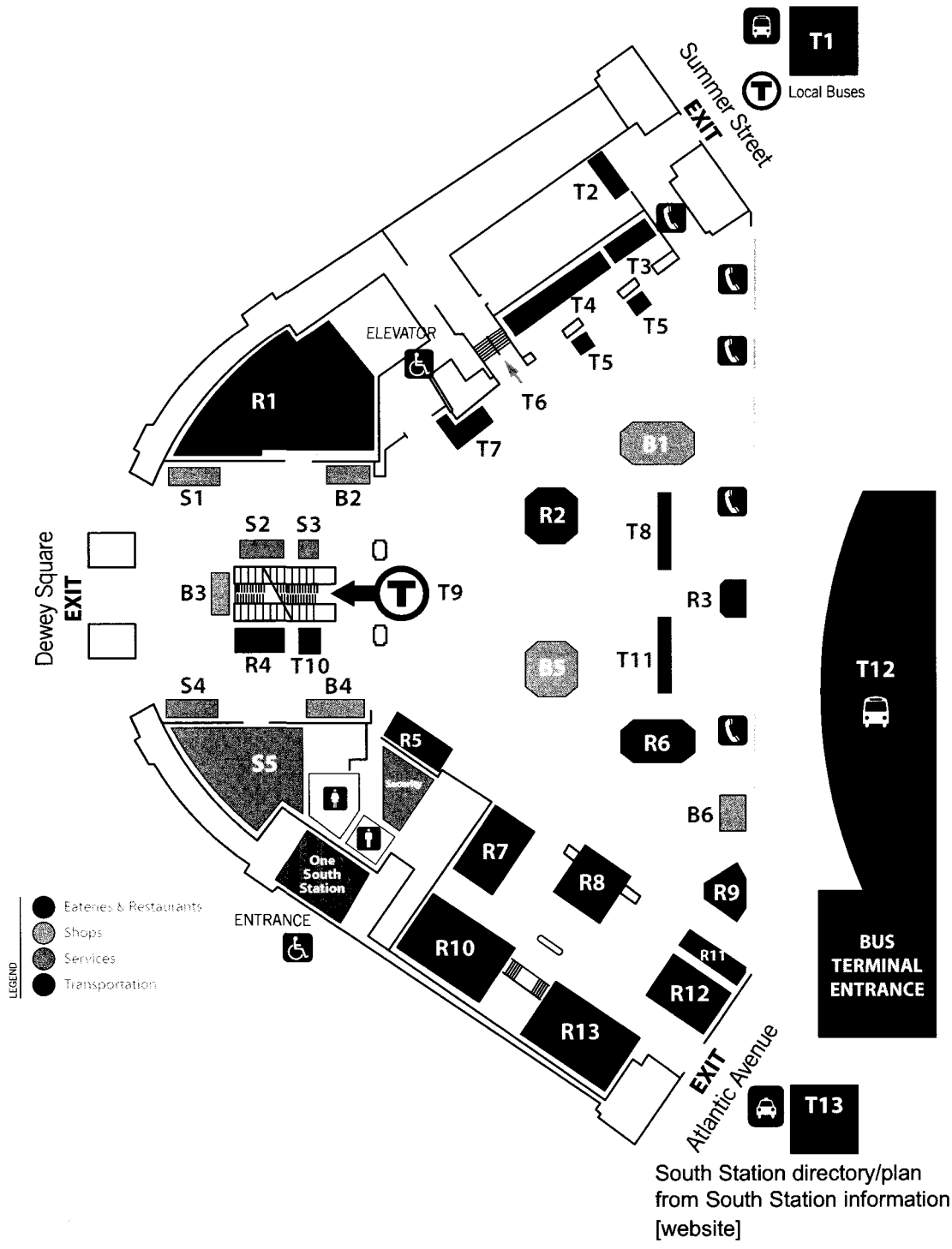
PRECEDENTS

South Station, Boston, Massachusetts

South Station in Boston, Massachusetts is an excellent example of a public space/transportation hub that combines citizens' need for public transportation and public space. To an extent, the station also provides a minimal amount of public education through the various events hosted there. The "great room" sits at the centre of the plan, connecting passengers to their desired type of transportation. The public room offers passengers a place to wait, to pause, to rest, or meet up with friends. South Station services not only local Boston public transit (both bus and subway), but also Amtrak trains, Greyhound Bus Lines, local taxis as well as an on-site parking garage. In addition to these transportation services, the station also hosts several shopping and restaurant amenities. It is not only these amenities that draw the public to this facility, but South Station routinely entertains community events including public art displays and auctions, a concert series, information sessions about tax preparation, passports and various health clinics for the community. The large windows in the great room allow passengers to watch the movement of the train passengers. The combination of transportation, commercial/retail stores and programs of interest to the community allows South Station to be diverse and socially active.



South Station, Boston, MA.
Main Entrance of station.
From Go Boston! [website]





View inside South Station from
Tao Yue [website]



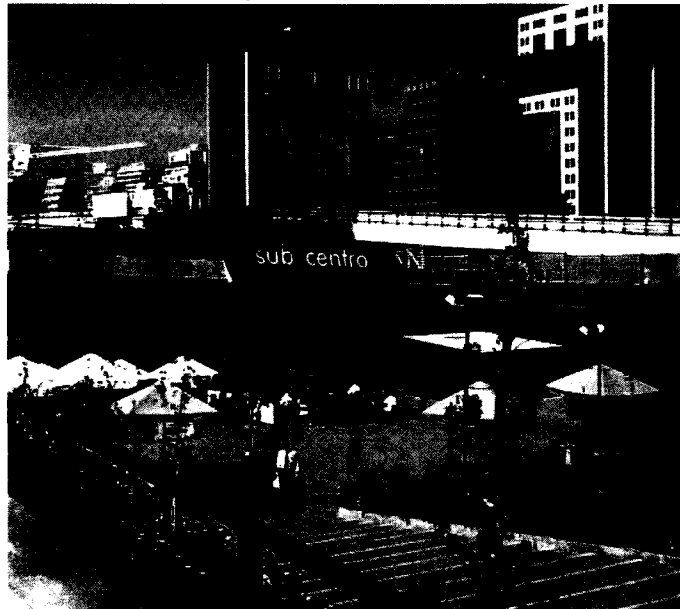
View inside South Station
From Living on Earth [website]



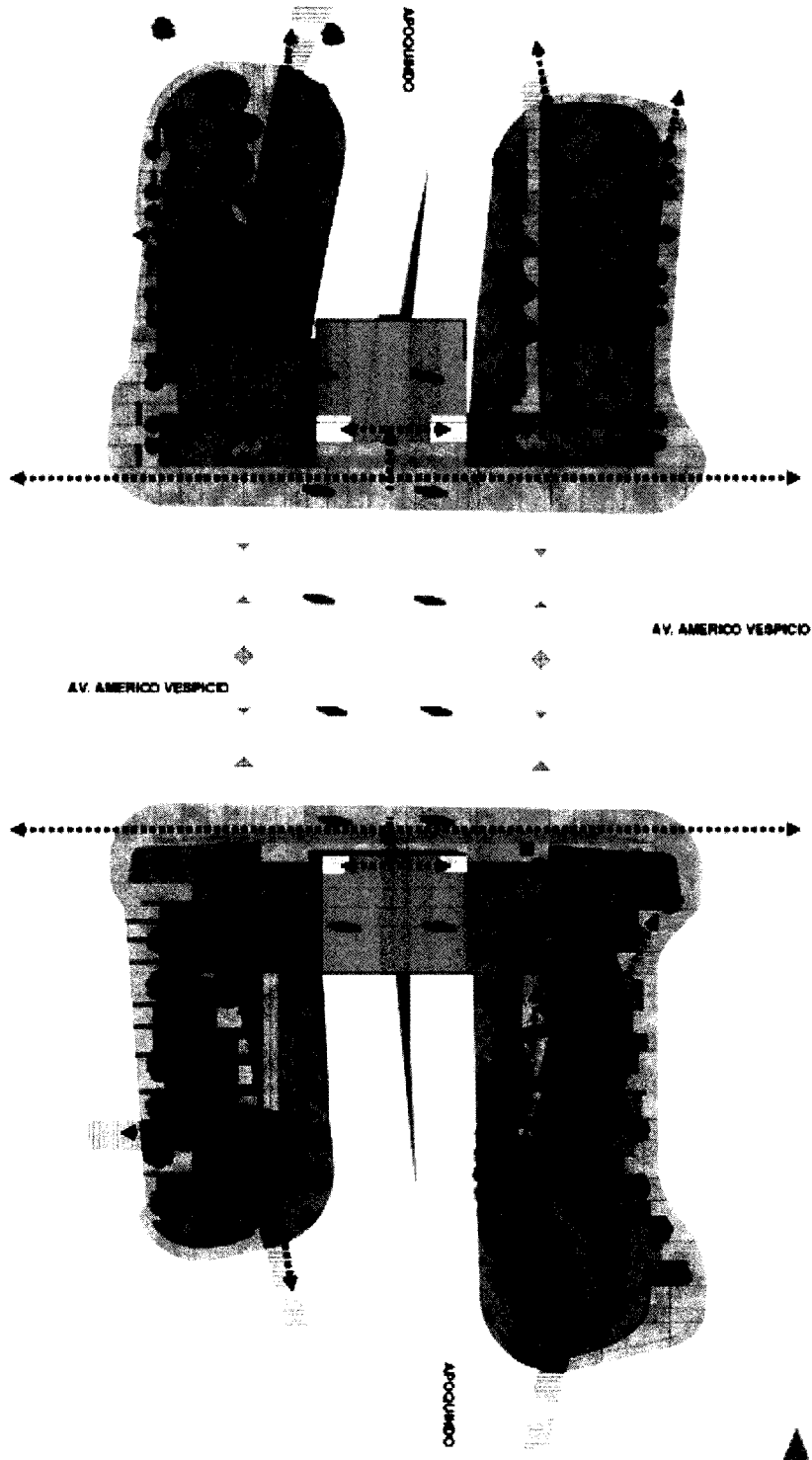
View inside South Station
From "South Station" Wikimedia
[website]

Subcentro Las Condes, Santiago, Chile

Subcentro is another example of an active transportation hub that also provides passengers with several different public spaces to use while at the station. In addition to these public spaces is a commercial/retail corridor that connects passengers underground beneath a fairly major street. Passengers can safely move from either side of the station and connect to buses traveling in different directions to the subway and rapid transit system. Aside from transportation and shopping, a farmer's market is open three days of the week on-site. The station regularly displays pieces of public art in any of the four plazas. According to a visitor to the station, the public spaces are not only used by commuters and public transit passengers, but by neighbourhood locals as well (Corbo, 2009, Project for Public Spaces). The station has also incorporated a children's playground into one of the four plazas. This was a thoughtful consideration which shows an understanding that there is a diverse group of people who use public transit. In the past few years, the station has been revitalized and made more pedestrian friendly. This was done by bringing more light into darker areas (Corbo, 2009, Project for Public Spaces). This simple move provides users with a sense of safety and security as well as an experiential quality. Again, this blending of transportation and public space has proven to be successful. Users have returned to the station to re-appropriate the new outdoor spaces as their own.



Subcentro - Plaza Level
From Projects for Public Spaces
[website]



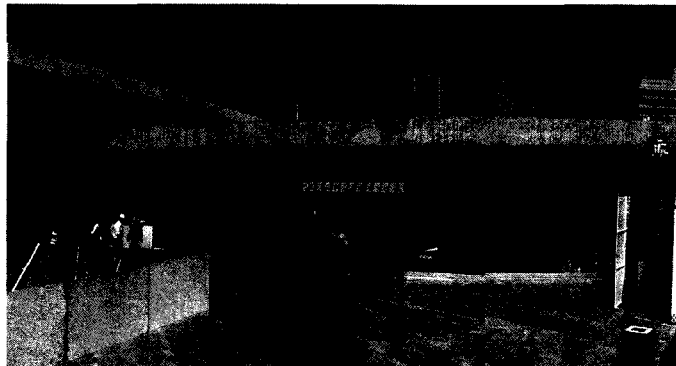
Subcentro Las Condes - Site plan from Subcentro Las Condes [website]



Subcentro Las Condes - Underground Plaza
From Sabbagh Arquitectos [website]



Street performer at Subcentro Las Condes
From Cristian Carvallo Foix [website]

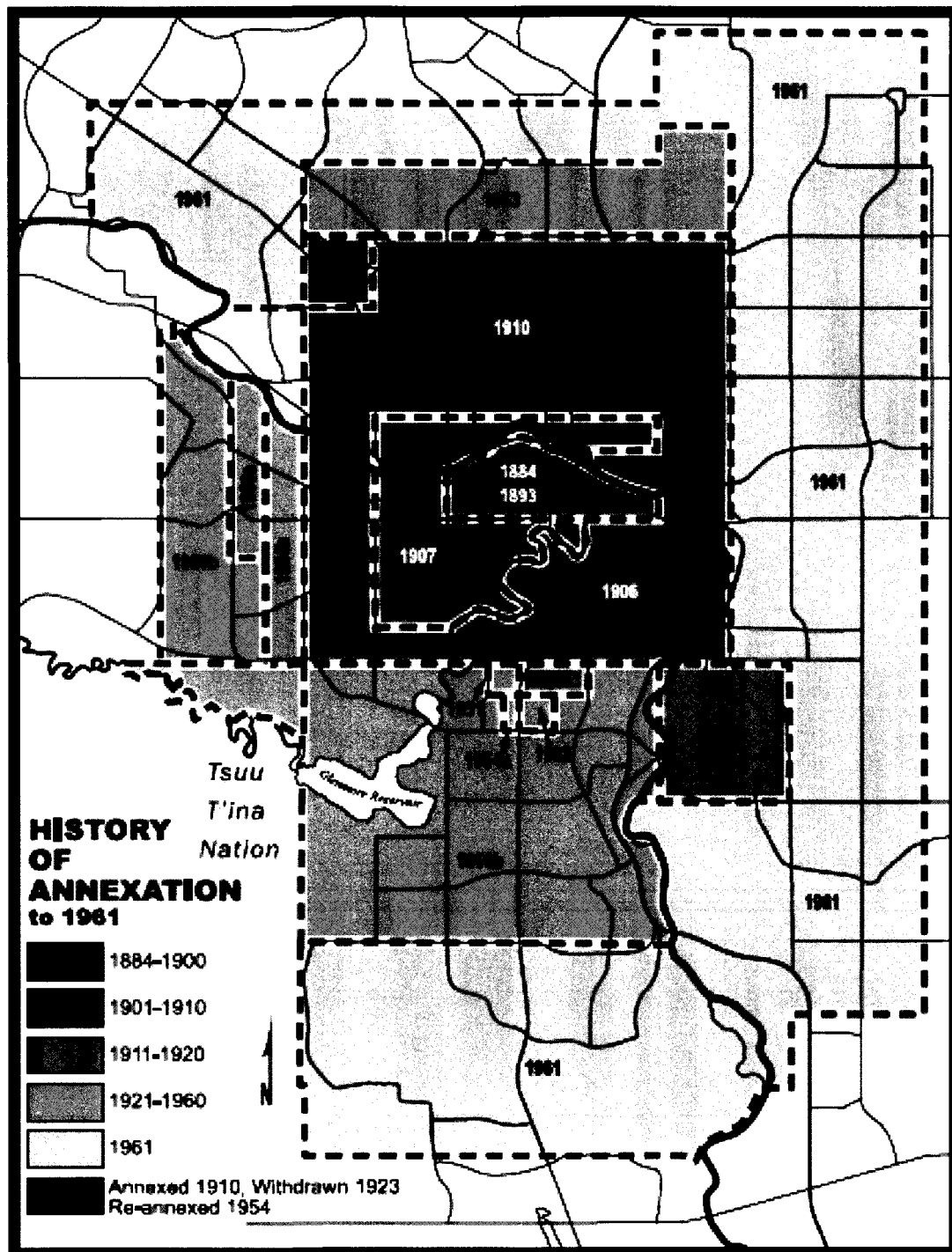


Subcentro Las Condes - outside plaza
From Plataforma Arquitectura [website]

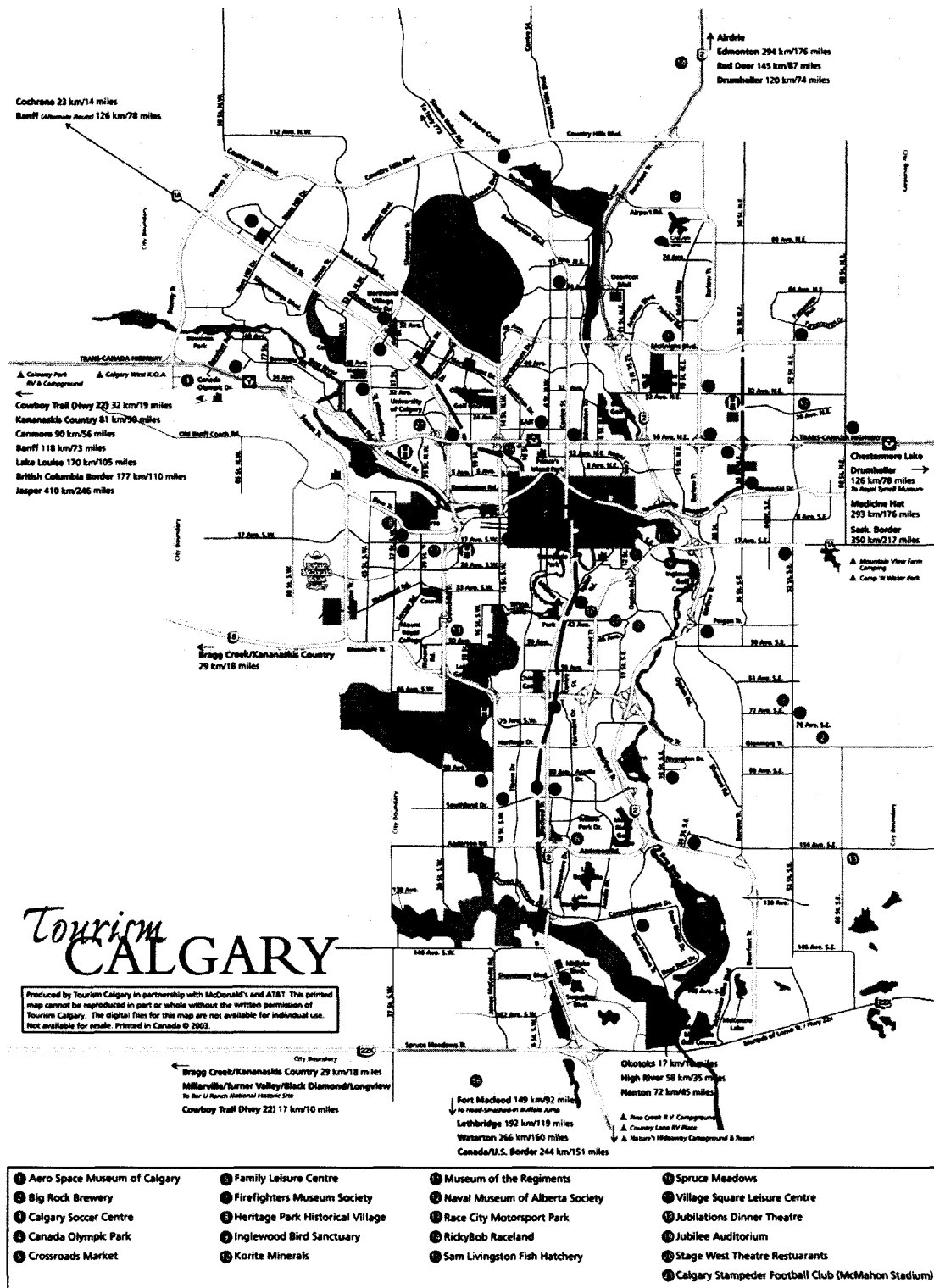
CALGARY, ALBERTA

Calgary is located in southern Alberta, surrounded by prairies, rolling foothills and the Rocky Mountains. Up until 1961, Calgary was a quarter of the size it is today (Foran, 2009, 56). Suddenly, the City of Calgary annexed many of the outlying surrounding areas and incorporated them into the City of Calgary proper. Many of the areas acquired during this annexation remained undeveloped until the 1970s (Foran, 2009, 56). It seems as though the conditions for the city to spread out in every direction were permitted by this annexing of neighboring towns. This decision allowed Calgary to spread out in such a way that what we are left with now is a city overrun by traffic infrastructure attempting to connect people to places. In the last decade, the sudden influx of people into the city demanded that home builders respond with the quick assembly of new neighborhoods and homes for people to live in. The demand for housing left many people with no option but to purchase less expensive homes in less dense neighborhoods on Calgary's periphery.

Despite the criticisms of Calgary's urban sprawl situation, there are ways in which Calgarians can benefit from this. Because the city has had to expand the LRT line to meet the needs of city growth (albeit a slow process), new stations have been added to ends of each of the three LRT lines to help connect new communities to the rest of the city. Calgary occupies a large land area and citizens are dispersed across low density communities. Many Calgarians travel in their private automobiles to traverse the city and, in the process, limit their interactions with other citizens. If desirable, LRT stations can serve as epicenters of social activity for their surrounding communities as a way to create new interactions between Calgarians. With the rise in gas prices and the need to traverse the city, public transit remains a viable option for Calgarians. However, instead of letting the LRT remain as a single use entity, stations can begin to be associated with new services that complement the nature of public transit and will help create public spaces for both community residents and Calgarians alike.



Annexation history of Calgary. Cartography by Robin Poitras, from Foran, *Expansive Discourses: Urban Sprawl*



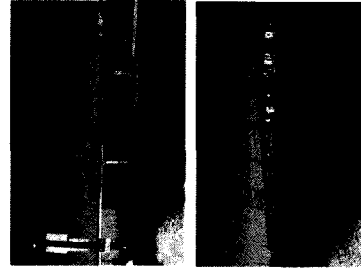
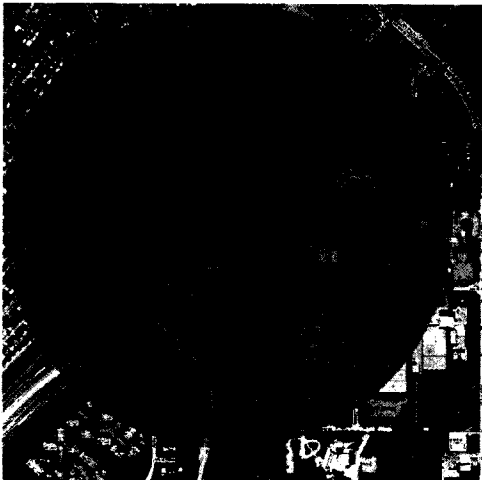
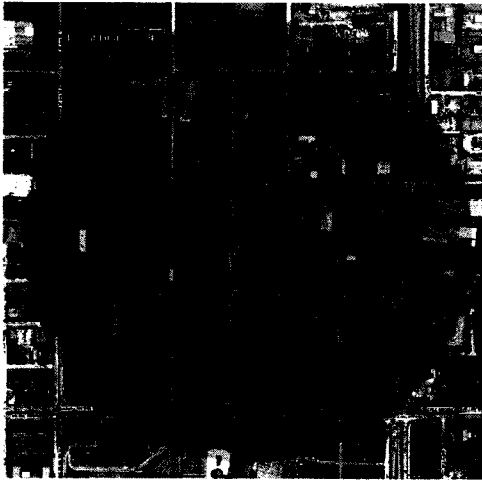
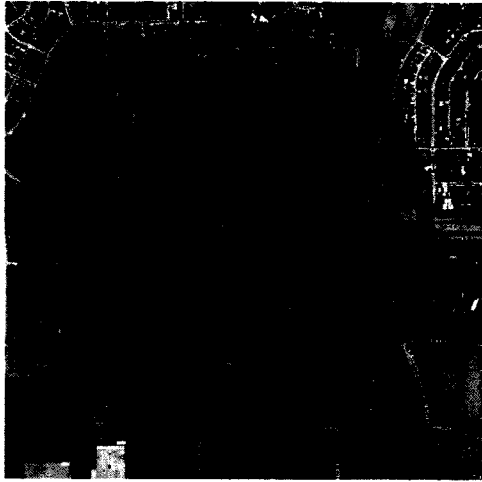
Map of Calgary, noting popular places to visit.
From University of Calgary [website]

Calgary Transit

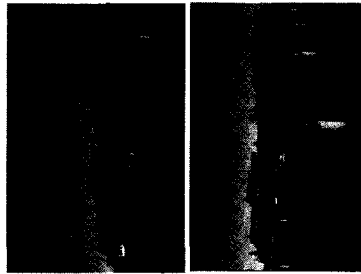
Public transportation in Calgary is managed by the City of Calgary's transportation department under the name Calgary Transit Service (CTS). Calgary Transit operates several different types of public transportation. The two major types consist of local bus service and a Light Rail Transit (LRT) system. The buses run on diesel, whereas the LRT obtains its power via electricity from overhead power lines. There are 36 train stations that exist along 2 distinct LRT routes. The 201 Line takes passengers from SE/SW Calgary to NW Calgary via downtown. The 202 line takes passengers from NE Calgary to City Center. The train platforms in downtown Calgary are shared by both lines.

In the last few years, Calgary Transit has added additional stops to all ends of the line. The largest expansion has been to the South line, adding four stations since 2001. It has been difficult for the City of Calgary to expand public transit facilities at the same rate at which the city has been growing.

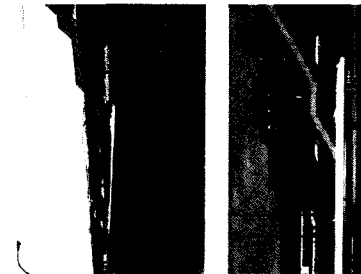
Many of the existing LRT stations in Calgary have similar conditions. They are located in proximity to a variety of educational, recreational, and commercial services, but remain disconnected from their surroundings because of large surface parking lots, major road ways and even LRT tracks. Pedestrian access to most stations is via concrete pedestrian bridges or pathways through surrounding Park'n'Ride surface lots. There are no amenities or services directly on site at these stations.



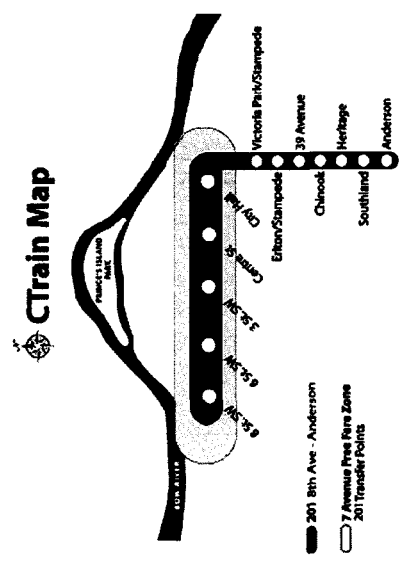
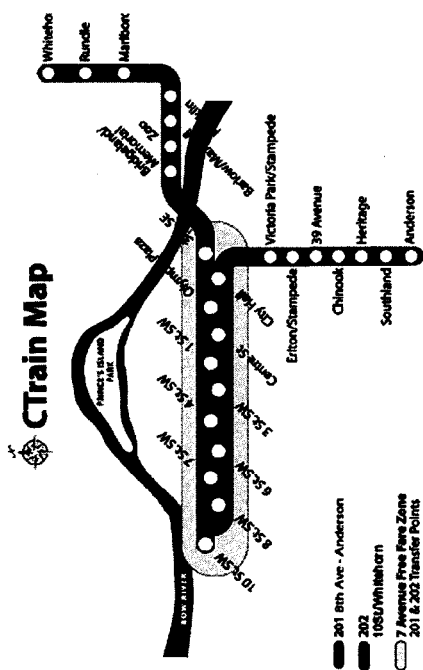
Rundle Station



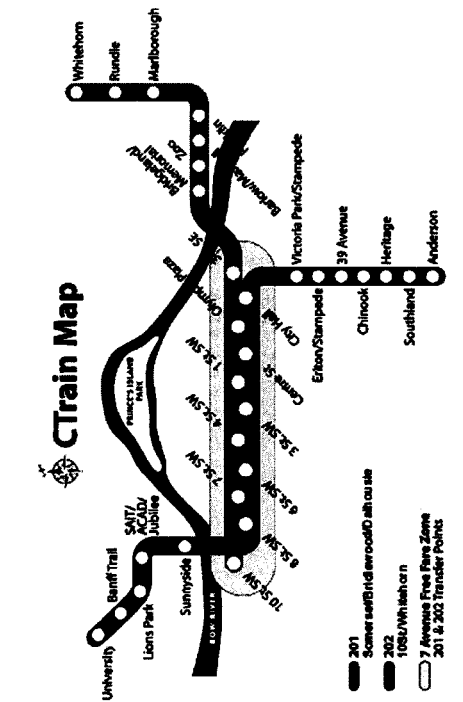
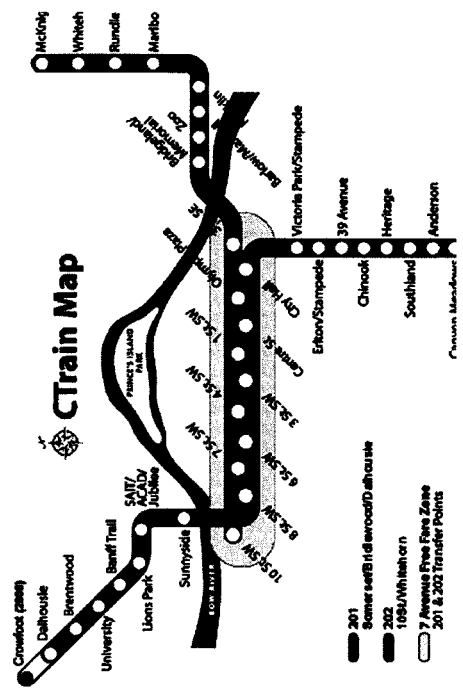
Chinook Station



Brentwood Station



1981



LRT Expansion and growth, from Calgary Transit, [website], edited by author.

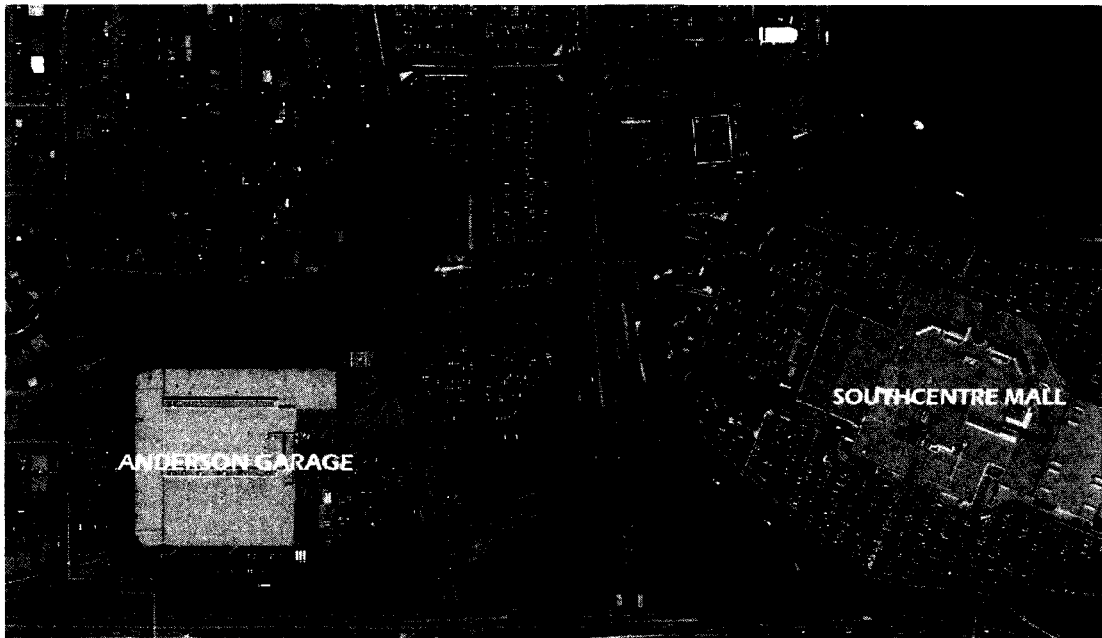
Anderson Station

Anderson Station is located along the south leg of the LRT line and lies northwest of the McLeod Trail-Anderson Road intersection, both fairly prominent roads in Calgary. Up until 2001, Anderson Station remained the end of the line for the LRT travelling south. Daily ridership at Anderson Station has continued to remain high; (14,400 (Calgary Transit, 2007)) due to its proximity to surrounding communities, nearby amenities, major roads and the Park'n'Ride facility on site.

Anderson Station is bound by the community of Southwood to the west. There is access from the community to the station via pathways that run through an existing green space which connects to the station via concrete pedestrian ramp. The other major pedestrian route is a concrete pedestrian bridge that straddles McLeod Trail. The bridge is not directly connected to Anderson Station, but is accessed east of the Park'n'Ride surface lots. The pedestrian bridge connects transit riders to SouthCentre Mall, a public library, a professional building, a family recreation centre, as well as a number of other shops not directly connected to the mall.



View of existing platform at Anderson Station. From Barp [website].

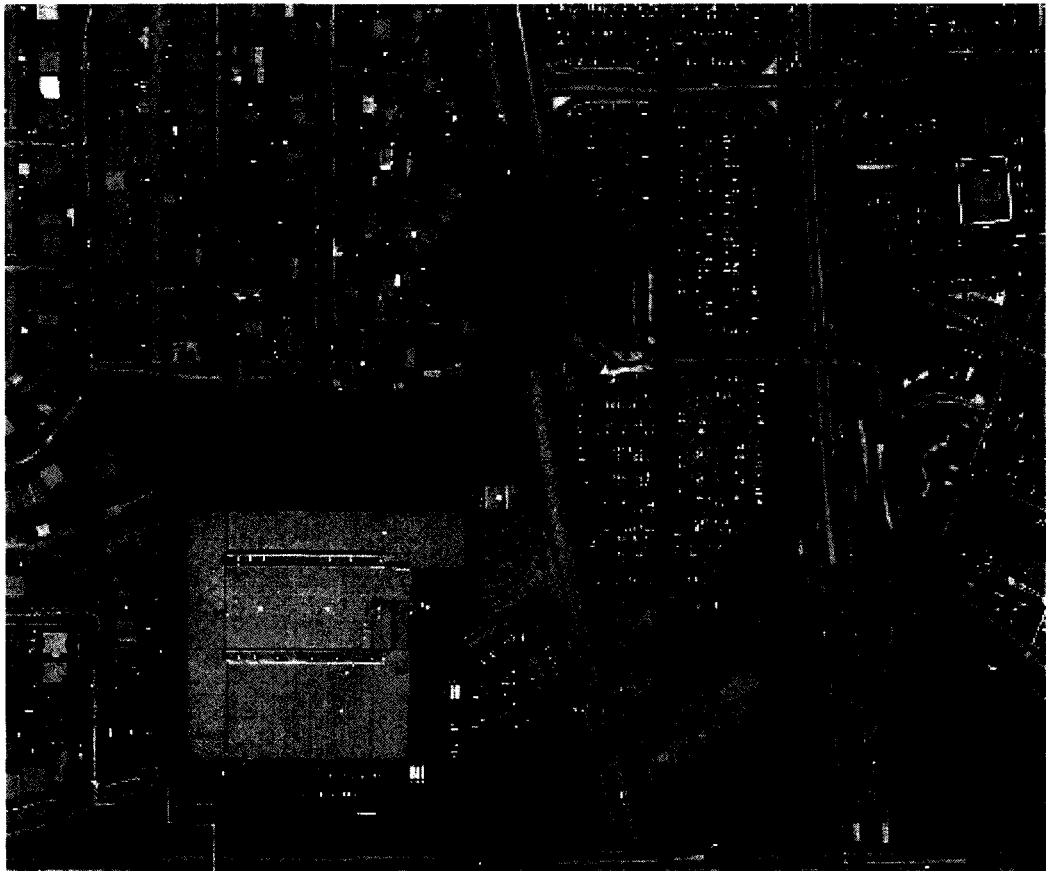


- CPR Railway Track
- LRT Track
- site

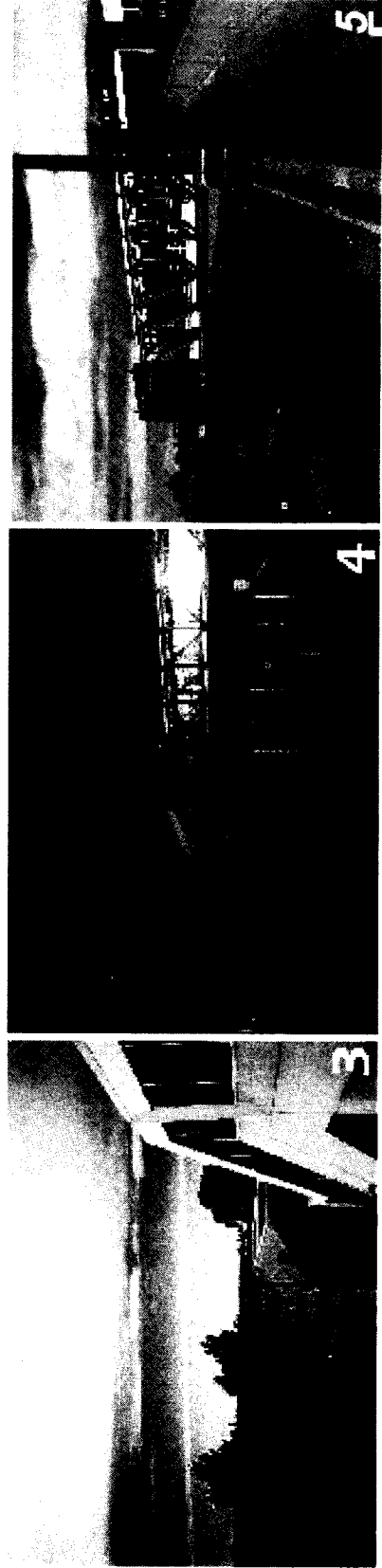
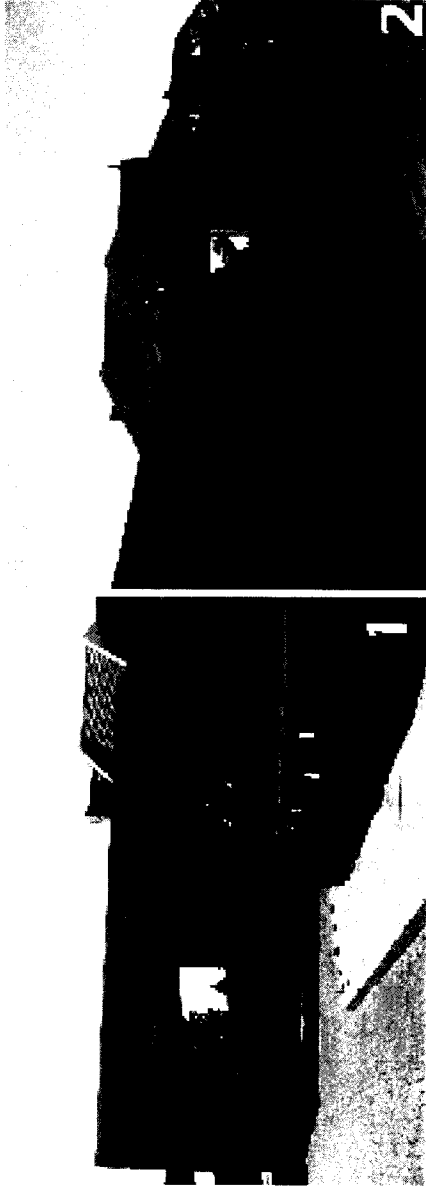
Aerial view of Anderson Station and surrounding area. From Google Maps [website]

There is a bus loop located next to the station that is serviced by 12 different bus routes. The bus routes that drop off and pick up at Anderson Station service both the local community and include large routes that service other parts of Calgary. Anderson Station also happens to be a pickup and drop off point for Greyhound Bus lines. There are several daily scheduled pickups to points heading south. There is a Calgary Transit maintenance facility, Anderson Garage, located adjacent to the site. This facility services LRT trains, buses and community shuttles. There are tracks that branch off the main LRT line to allow trains to enter and exit the facility. Bus traffic can access this facility via one of the south parking lots.

There is nothing extraordinary about this station that sets itself apart from other LRT stations in Calgary. Like many other stations in Calgary, it is plagued by the problem that the particular location is near many services but fails to be sensitive to pedestrian traffic and how they connect to destinations beyond the train station.



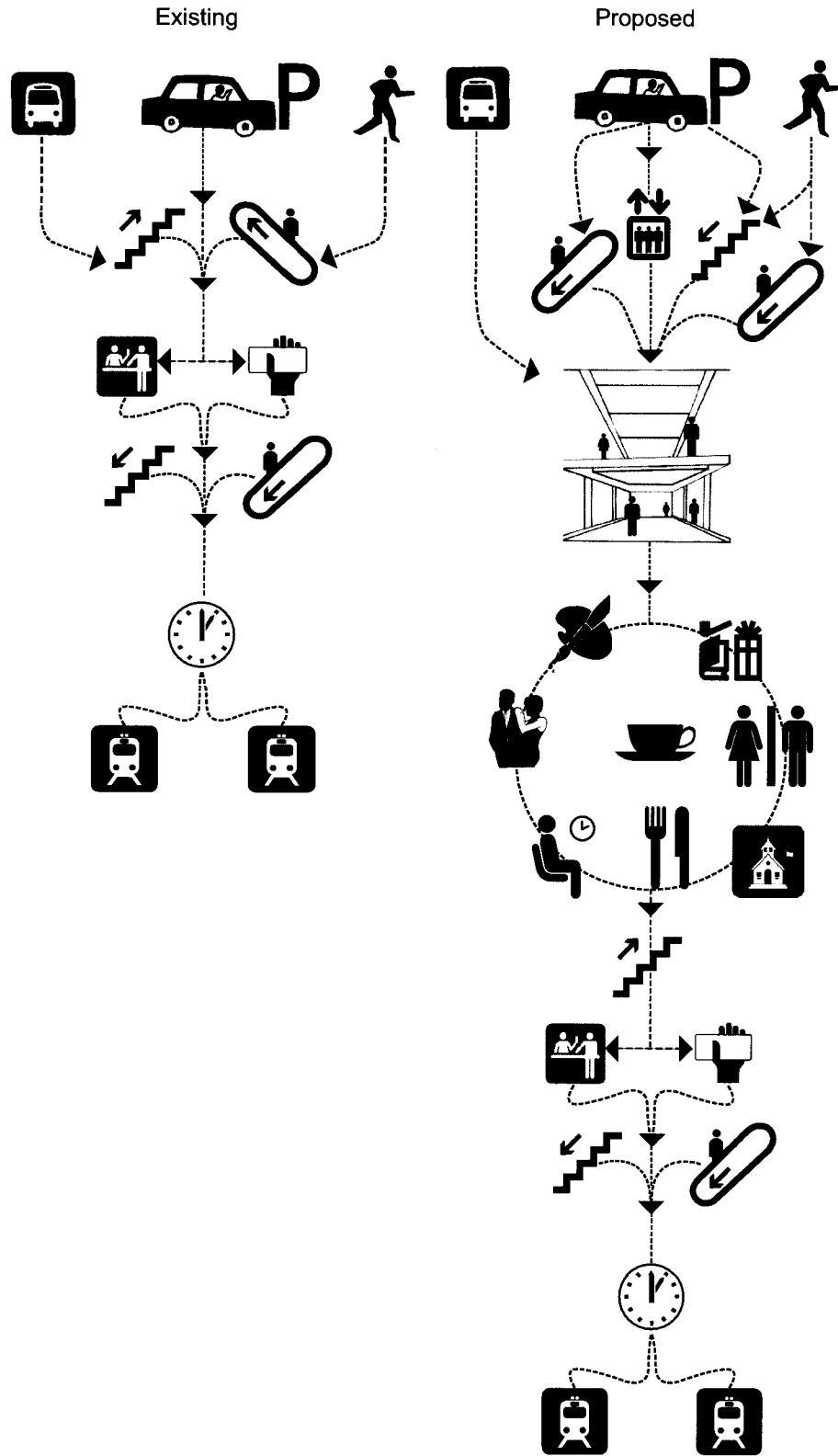
Aerial view of site showing different vantage points for photos on the next page. From Google Maps [website].



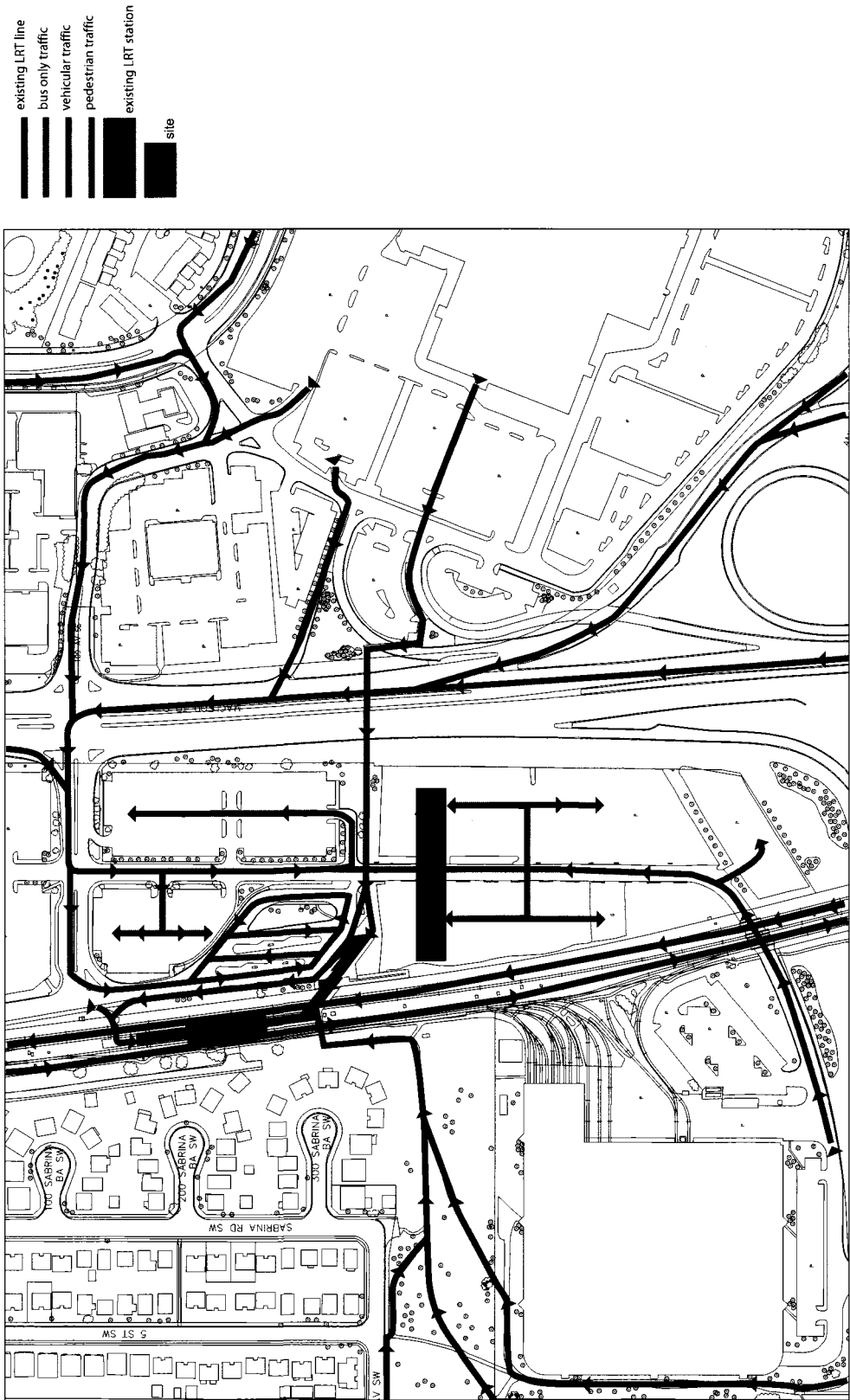
Views of existing Anderson Station and surroundings. Photos by Steve Perry, from LRT in Calgary [website]



Views of existing Anderson Station and surroundings. Photos by Steve Perry, from LRT in Calgary

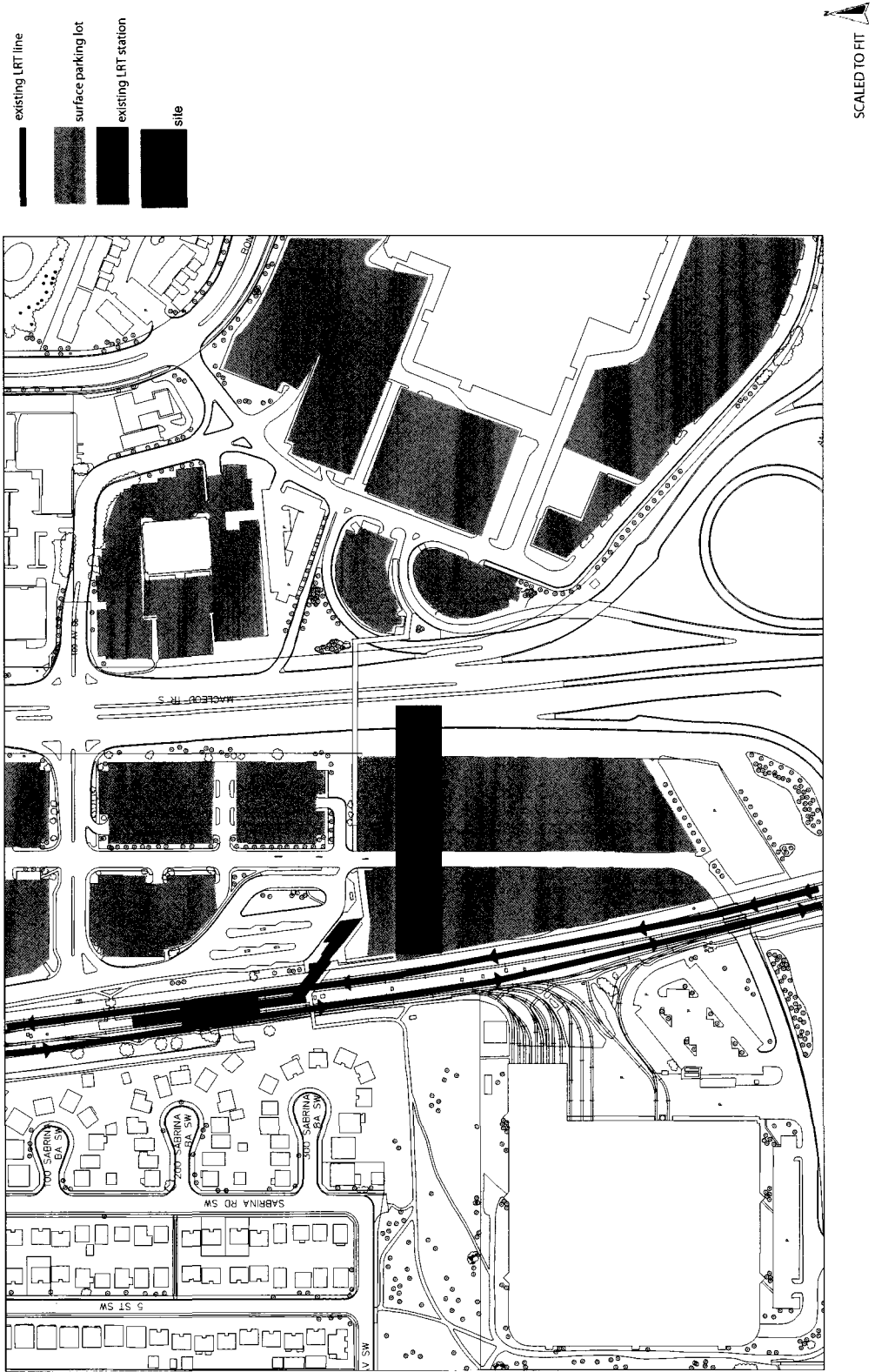


Daily routine of existing and proposed Anderson Station



SCALED TO FIT

Various paths of travel to and from Anderson Station. Map by City of Calgary, from City of Calgary [(website)], edited by author.



Surface parking located at and near Anderson Station. Map by City of Calgary, from City of Calgary [(website)]. edited by author.

Like Anderson, other LRT stations are surrounded by parking lots. Most of these parking lots belong to the Park'n'Ride facility offered at many train stations; however, there are often other parking lots beyond the Park'n'Ride that service other commercial buildings. In Calgary, where the weather varies, providing a comfortable means for transit riders to connect to nearby amenities should be a priority. There is an inadequacy of spaces to sit and wait. Seating is limited, if available at all, while waiting for either the train or the bus. Waiting areas and circulation zones are often mixed together, and during the winter months, cold air blows in as doors open and close, chilling awaiting passengers.

DESIGN

Broad Stroke Strategies

The question of this thesis focuses on the viability of socializing a space that is typically inhabited for short periods of time. In particular, it seeks to use public transit stations in Calgary as a means of providing a starting point for creating socially active public spaces. These transit stations have a high volume of users, but do not provide any infrastructure to enhance how the transit station can function beyond its primary programming: a centre for moving people in and out of the area.

This thesis aims to prove that public transit stations have the ability not only to connect citizens to other parts of the city but, to connect citizens to each other. Instead of criticising the nature in which Calgary has grown as a city, public transit stations can be re-purposed to serve their surrounding communities for other needs more than transit alone.

This thesis uses several site and program based strategies that seek to re-purpose transit stations in order to make better use of their existing conditions. These strategies implement a number of proposals for the site in question. These proposals will vary based on the transit station being taken into consideration. The strategies are meant to be used in tandem with each other and depend on each other for the overall success of the project.

There are several LRT stations in Calgary that would benefit from an intervention that focuses on stimulating public life and social activity at that particular station. For the purpose of this thesis, Anderson Station, located in SE Calgary, will be used as a specific case study.

Spatial Investment - The Public Room

One reason that transit stations in Calgary do not currently meet their public space potential is that they lack infrastructure that invites users to want to linger at the station longer than necessary. One of the major differences between other active public spaces in Calgary and an LRT station is that these highly frequented public spaces provide users with the infrastructure to stop, wait, pause, or linger. In the simplest of terms, providing both formal and informal places to rest or people watch would begin to encourage social activity at Anderson Station. However, the first step in remedying this issue would be to commit a certain amount of space for the public to use for social endeavors. This space need not be directly in the midst of any one transportation mode, but would have its own identity among other services located at the station. By giving this “social space” its own identity, users besides public transit riders will be more likely to use it.

Providing a space that encourages social activity is only part of the answer. Many public spaces are created and provide areas for people to sit, meet, wait, socialize and so on; however, they have the tendency to remain underutilized. In order to create a dynamic public/social space, users need to be entertained and engaged. If there is nothing particularly interesting about the space and if it does not give transit users any reason to stay, it too will become poorly utilized.

Juxtapose and Diversify

In order to engage transit users, the idea of juxtaposition will be implemented in order to create diversity. This idea will be explored on three different scales (site, building and haptic scales). Jane Jacobs insists that lively cities and streets are able to function well because of diversity. One of her major arguments for lively public spaces is that these spaces should have a minimum of two primary uses and more than two, if possible (Jacobs, 1989, 258). For the purpose of this thesis, one way to interpret this idea would be to take an LRT station and begin to re-purpose it. Instead of public transit being the primary and only function of the station, the addition of a complimentary but, unlikely program will begin to change the way in which train stations are thought of. Instead of providing one service to one particular group of citizens, the addition of another program will bring non-transit users to the site. This action begins to force two distinct program users to exist in the same space.

There are several conditions by which the appropriate program should be selected:

1. The additional program must have a social aspect to it. The user group should be flexible in when and how it uses its specific space.
2. The program should have a broad user group, as not to be too specific that it caters to select group of people.
3. This program's user group should be active outside peak transit hours.
4. The selected program should not be exclusively commercial, as this limits the diversity required to create a dynamic public space.

The second primary program will be inserted adjacent to the public room and become part of how the public room functions. This will serve several purposes. Firstly, the part of the program adjacent into the public room will help stimulate interaction between users of the various programs. In order to ensure that the program adjacent into the public room will pique people's interest, the inserted piece should be a public activity that is interesting to watch as well be an activity participants are comfortable sharing. For instance, if the second primary program is a recreation facility, a sporting field may be more appropriate than an exercise room. Jan Gehl insists that the presence of other people, events, inspiration and stimulation are some of the most important qualities of public space (Gehl, 1986, 26). Gehl considers watching others work an inviting scenario and therefore the direct inclusion of a source of both people and activity would help create a dynamic public space. "Integration of various activities and functions in and around public spaces allows people involved to function together and to stimulate and inspire one another" (Gehl, 1986, 103).

Crossing Borders

The third strategy requires that there be a physical connection not only on-site to the various services but to the areas in proximity to the site. What appears to be the condition at most LRT stations in Calgary is that they are surrounded by what Jane Jacobs refers to as "borders." Borders are described as the edges of large single use entities that create dead zones around the areas adjacent to them (Jacobs, 1989, 258). Many LRT stations in Calgary are in proximity to different amenities including shopping, recreational facilities, residential areas, educational facilities and so on; however, they remain disconnected due

to poor connections across train tracks, surface parking lots, and major roadways. The objective of this strategy is to consider how sites are currently being circulated around and how they can be made better in terms of movement across the site and overall experiential enjoyment.

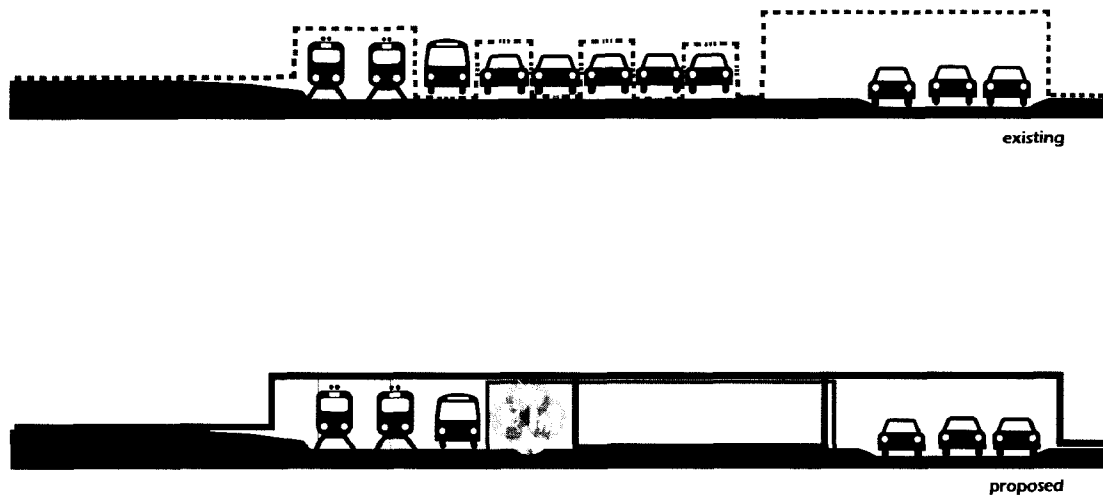


Diagram of circulation obstacles on site at Anderson Station

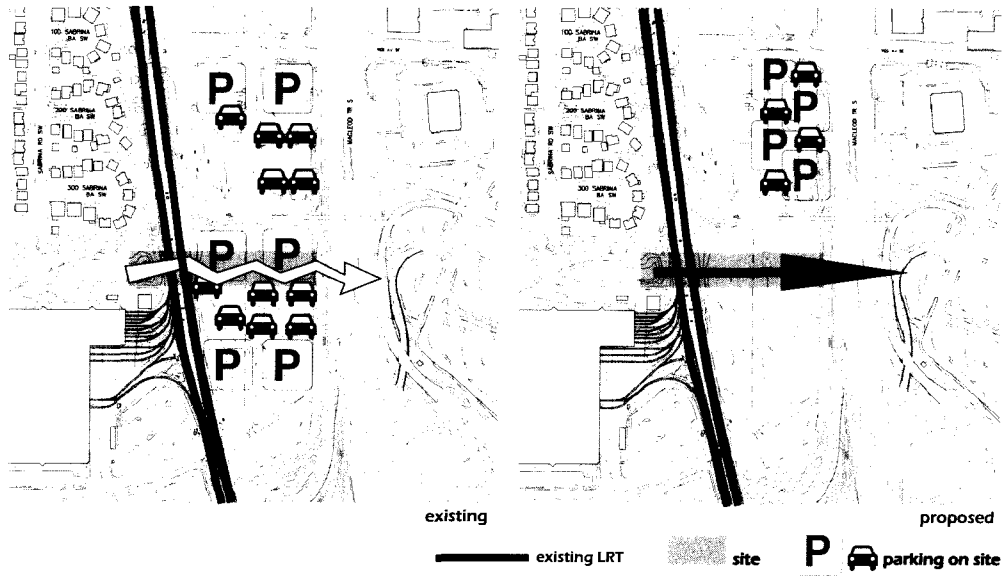


Diagram of circulation obstacles on site at Anderson Station

DESIGN STRATEGY

The following descriptions outline the major architectural moves to be made on the Anderson Station site. Together they illustrate how the broad stroke strategies can be employed to encourage and sustain social activity. These architectural moves assume that a number of proposals for the site at the master plan level have been accepted. The main focus will be that of the public room which is designed to increase public life and social activity.

Site Proposal

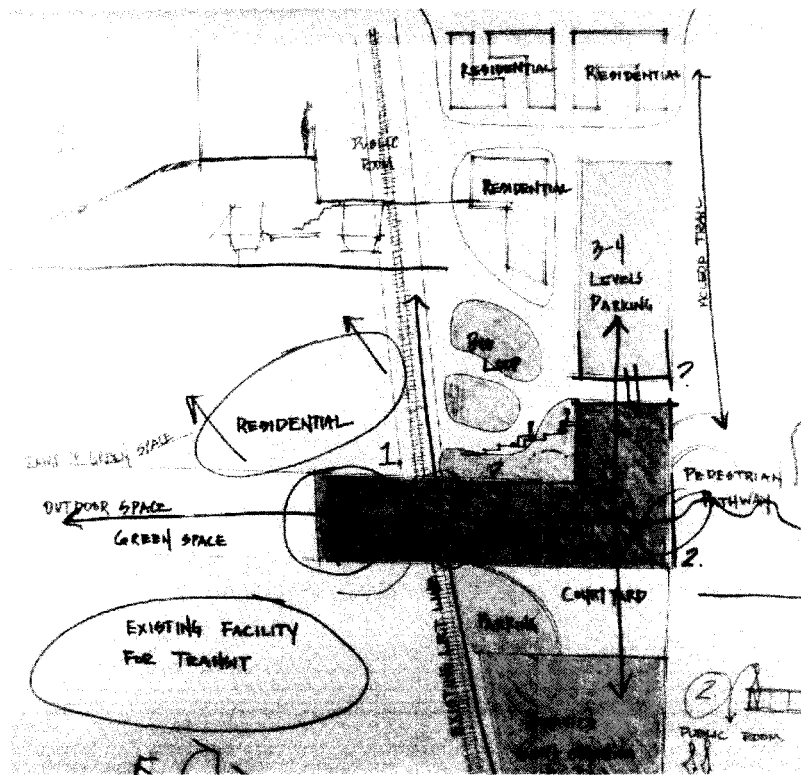
The existing site consists mainly of surface parking lots. In order to maximize the potential of the site and its location, the first move is to retain a majority of the parking on site; however, a low-rise parking facility would be introduced in order to create greater density of services on-site. The introduction of this type of facility frees up more space than required for the transit/public room/educational programs. It is recommended that this additional space be used for the addition of residential units in order to increase residential density in the area and maximize the number of users of Anderson Station.

The existing LRT line will be maintained in order to allow Anderson Garage to be used as a maintenance facility for Calgary Transit. The location of the train platform will be moved in order to create a relationship between an existing green space, the residential area and the location of the public room. The location of the bus loop area will be shifted to create a relationship with the public room and its surrounding amenities.

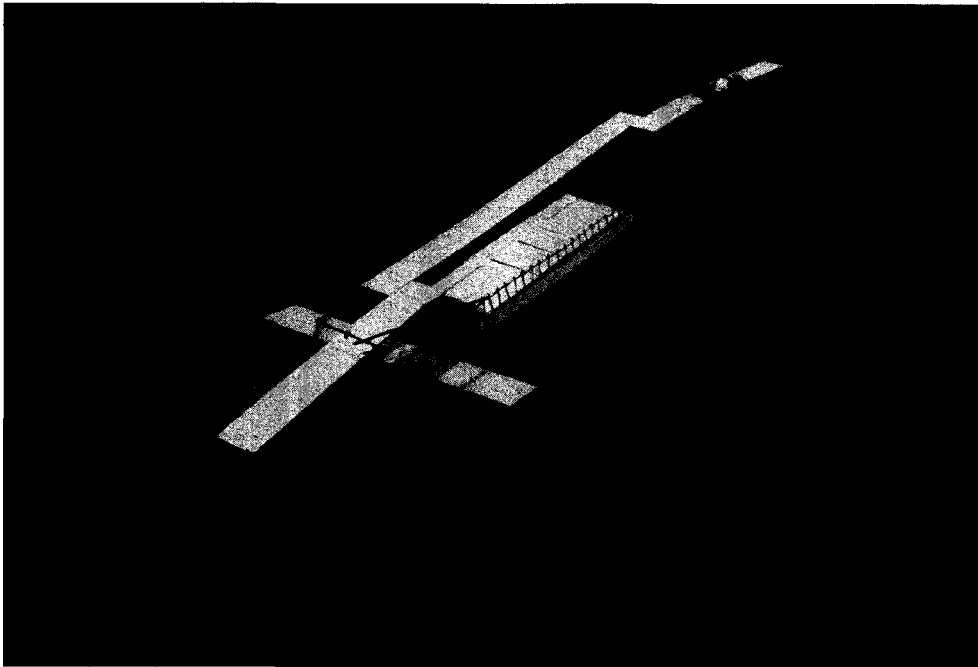
The public room is situated central to public transportation, the educational facility and pedestrian access from the residential area west of the site and the shopping centre on the east side of McLeod Trail. Users of the re-purposed Anderson Station must traverse the public room in order to gain access to the services at the station.

The new public room uses several different programming strategies. Most importantly, spaces to socialize, wait, rest, meet and so on are created. These social spaces vary in size to allow for large groups or couples to interact. These social spaces are also located

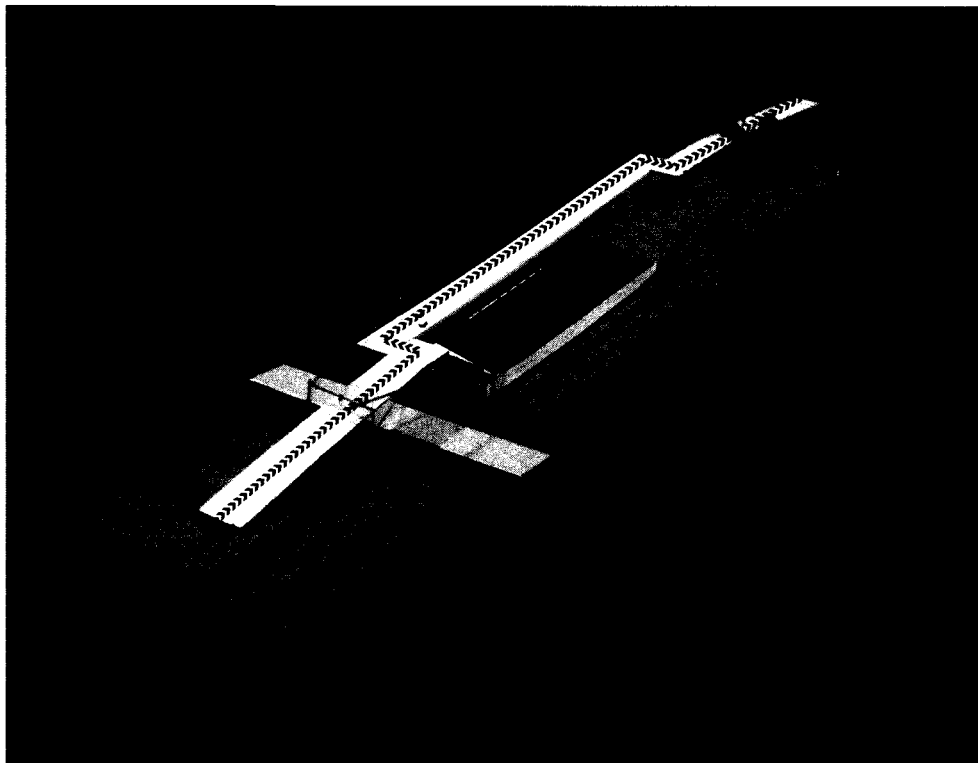
adjacent to areas that are not only advantageous to users, but that are also stimulating. The program of the public room includes the insertion of several art studios that are associated with the educational facility on site. For everyday purposes, this space will serve as a classroom for students at the school. The space is flexible so that on special occasions the moveable walls are able to be shifted in order to create an exhibition space.



Schematic site plan proposal



Sketch model - jogged circulation path through public room



transit circulation art/craft tertiary programs Sketch model - jogged circulation path through public room

HYBRID PROGRAMMING - AN EXPERIMENT

Primary Programming

In order to create a mixed user group, it is necessary to experiment with the idea of hybrid programming. The blending of two unexpected programs in the same building has the potential to create a dynamic social space for the users to interact with each other. The primary program anchor for this thesis is that of an LRT station. The basic requirements of a station include a platform for passengers to board and exit the train, a means by which the LRT tracks can be safely crossed, an area where buses and shuttles can idle for awaiting passengers, as well as areas around both the LRT and bus areas for passengers to wait and purchase tickets.

The second major program anchor is that of the two art studio spaces. For the purpose of this thesis, it has been decided that the primary use of these studio spaces will be for ceramics and sculpture. There is a kiln shed located on site outside the ceramics studio spaces.

The Public Room

The major social space of this thesis is that of the Public Room. This central concourse connects the three programmatic elements and allows each program to spill into that area. The position of the Public Room requires that users of each program use the space at some point during any one or all of their activities at Anderson Station. Users have the opportunity to engage in different interactions with objects and users by traversing this room.

Tertiary Programs

In order to provide services that appeal not only to commuters and art students, a portion of the programming has been dedicated to small commercial and retail venues. These particular spaces will attract residents of the area and Calgary to Anderson Station. For the purpose of this case study, a coffee house/cafe and a two-level bookstore will be the main components of the tertiary programming.

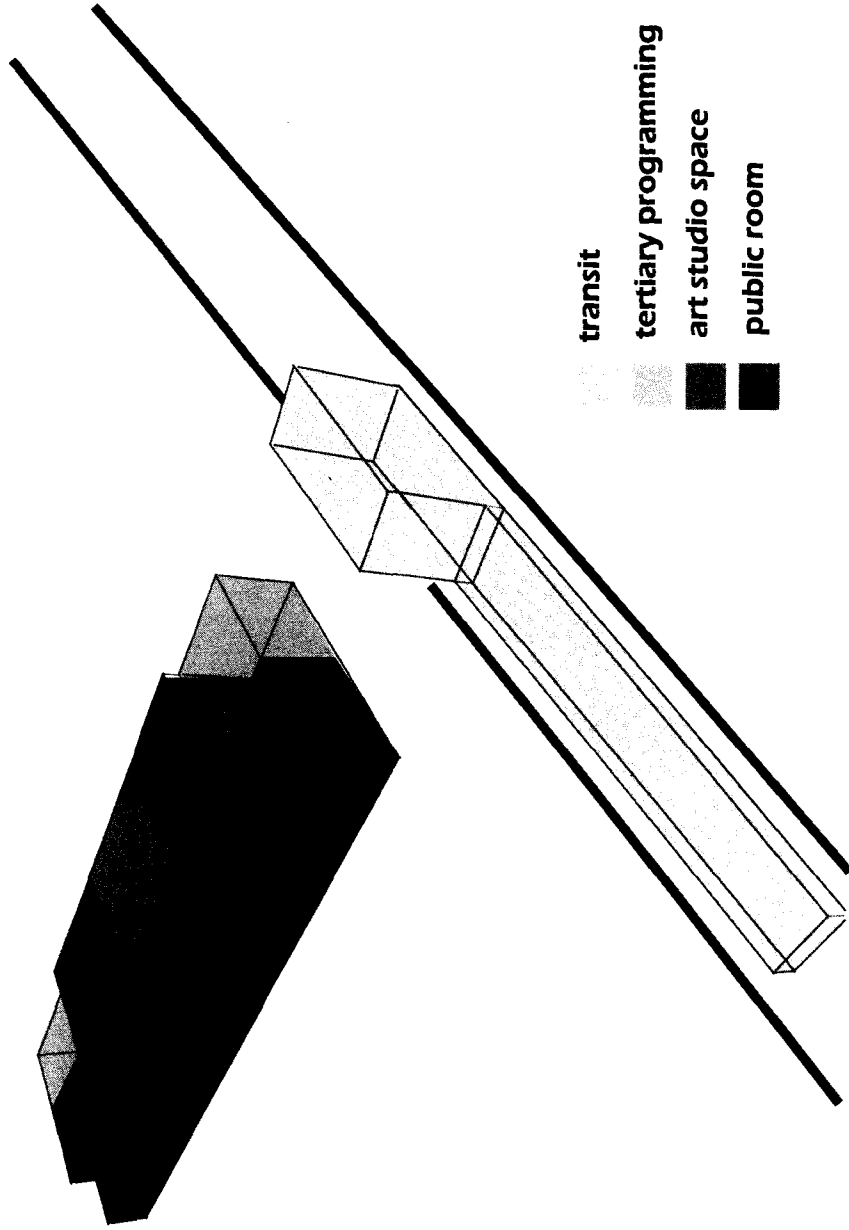


Diagram depicting program volume and adjacencies

Processes

Each program that has become part of the re-purposed Anderson Station has a variety of activities and processes associated with it. These processes are routine to those familiar with them but are compelling to those who do not see them on a day-to-day basis. Several of these processes can be interacted with on various levels: sight, touch, sound, taste and smell. Some of these processes provide an opportunity for users to interact with the process on more than one level, some simultaneously, some not.

The Public Room has been used as a vessel in which all or some of these processes can be experienced. The Public Room was designed with each one of these processes in mind, so that each program could function successfully in the presence of another. Each program uses the Public Room in order to carry out its specific process; this allows program outsiders to become part of a process that is being carried out.

The following processes have been selected in order to illustrate and emphasize how certain aspects of a particular program become interesting and intriguing to outsiders:

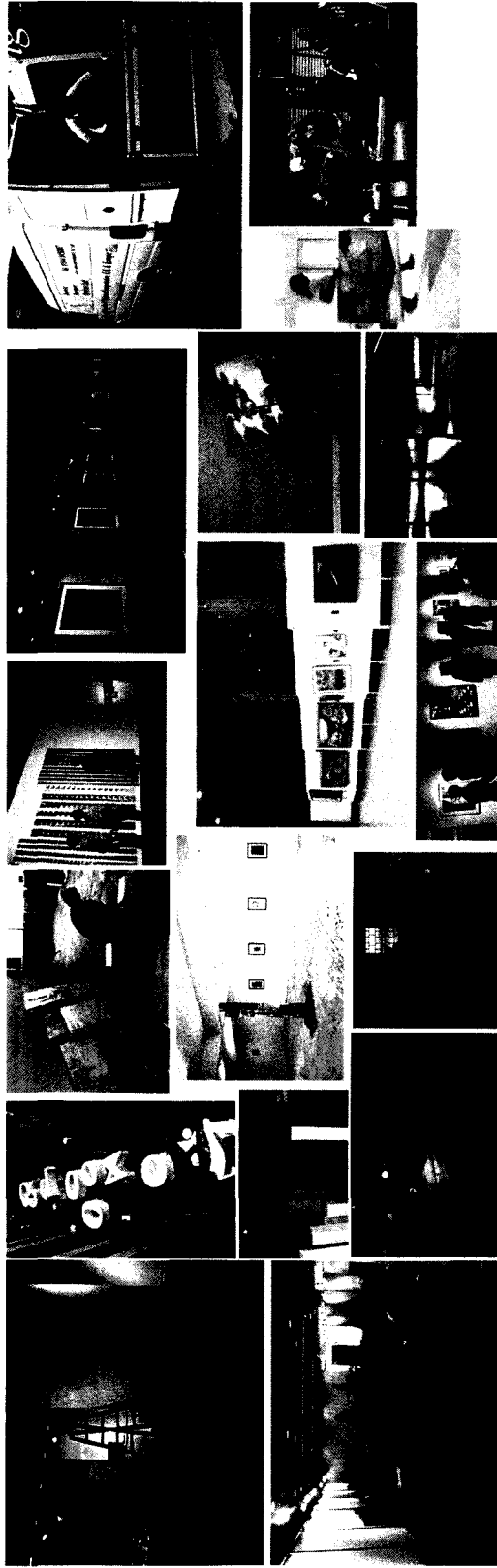
1. The Pottery Process
2. The Commuter Scurry
3. Setup and Take Down



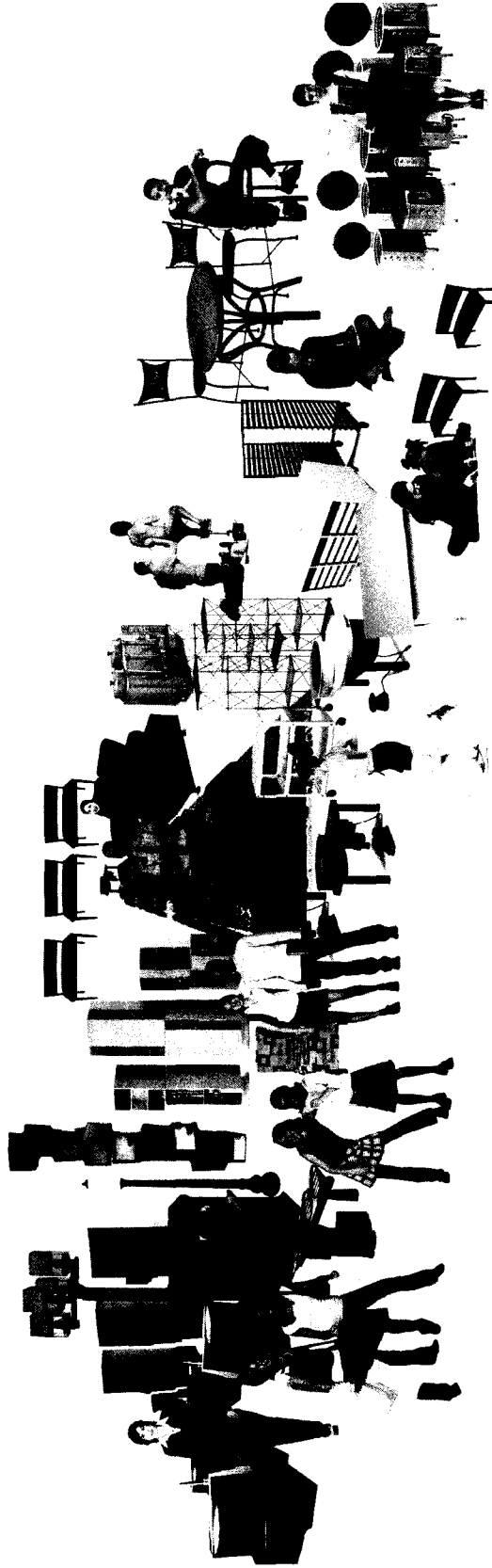
Collage depicting process by which pottery is created from start to finish



Collage depicting process by which commuters arrive and exit a typical transit station



Collage depicting the process of setup and take down of art work being exhibited

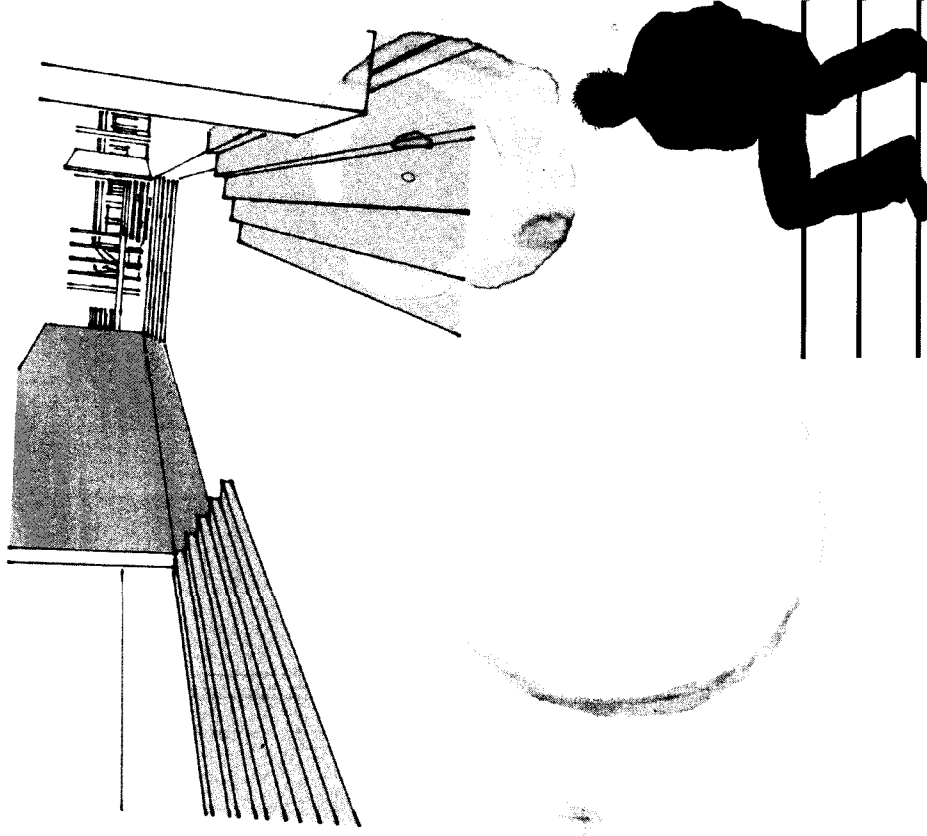


Collage depicting the the furniture and objects different users may encounter

Narratives

In order to better understand how the various programs relate to each other and what sort of interaction user groups will have with each other, a series of short narratives were created. Each narrative contains a character that represents a particular program and exhibits typical encounters of that program's user group. Each narrative suggests a routine of the character and how he/she has the opportunity to engage with a separate program. Each character is associated with a particular path and various objects they encounter on their daily adventures. There are particular points in each character's path where their story overlaps with another character's story. These instances of overlap allow for the creation of new interactions between user groups.

Desmond is a ceramics student at the Alberta College of Art and Design. The campus is located on the same site as the Anderson LRT Station. This particular campus for the school focuses on ceramics, pottery and sculpture. The public room that connects the train station and the art school provides Desmond with much fodder for many of his projects. Desmond finds it interesting to watch the early morning commuters scurry. He watches them quickly exit the bus and head towards the café for coffee and a newspaper. He often sits on the main entrance stairs to observe this behaviour and will sometimes sit and sketch for hours. Unfortunately, there was run in with a commuter who was racing home to watch the 6 pm news. Desmond was carrying some of his work from the kiln shed to his studio space. No one was injured aside from a few practice pieces Desmond had been experimenting with. Although the work broke to pieces the instant they hit the floor, Desmond did happen to make a new contact and someone to purchase several of his works on the student works exhibition evening.

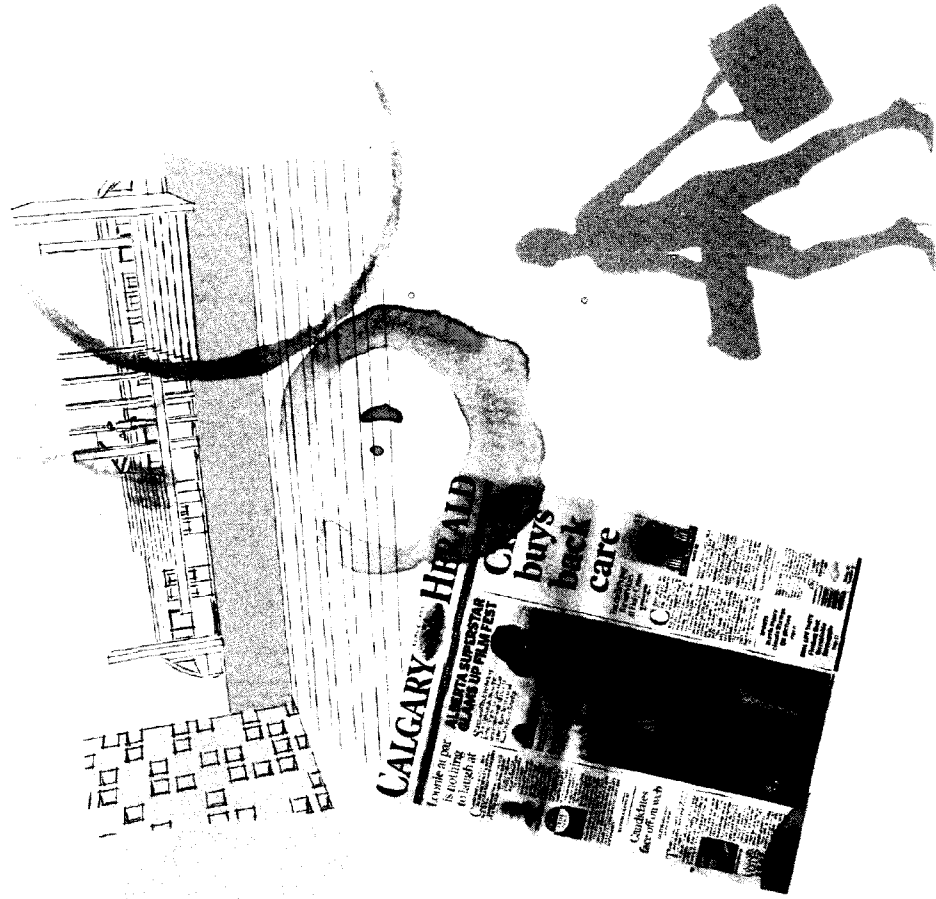


Student narrative profile

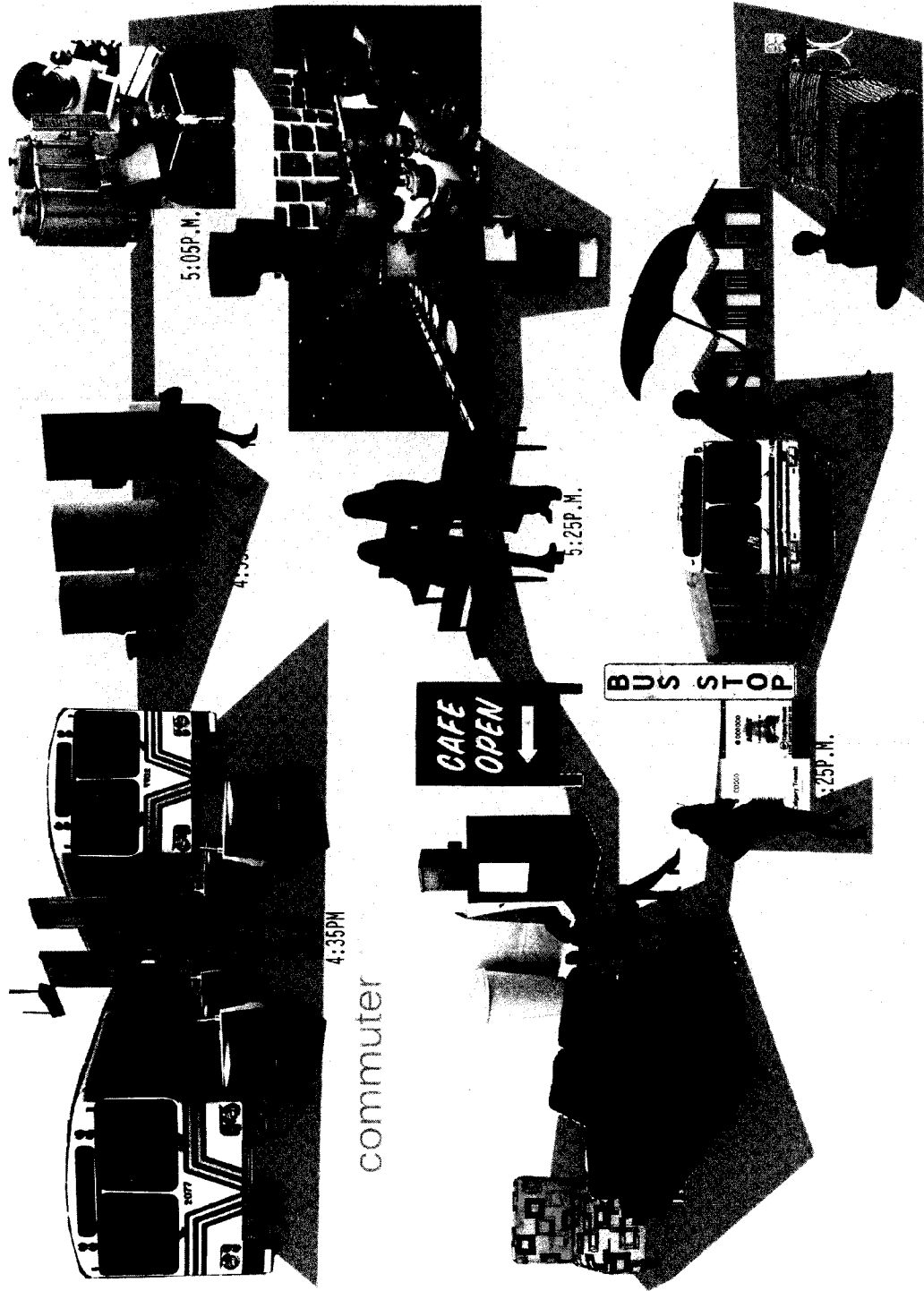


Student narrative typical daily path

Joanne loves her job. She works at a television station in downtown Calgary and regularly uses public transit to commute to work. It isn't that Joanne relies on public transit because she doesn't have a vehicle of her own or because of environmental reasons, its that she always happens to run into neighbours, co-workers, and old friends at Anderson Station. Taking transit to and from work also allows Joanne to take a bit of extra time to stop and have coffee, read the newspaper and explore the constantly changing art displays located throughout the building. The cafes and newsstands downtown are always jammed with people trying to make it to work on-time. Although Anderson Station does tend to get very busy at times, running into friends and looking at the various displays eases some of the tension that comes with commuting. There have been several occasions where Joanne has met some of her neighbours by chance. A strangely familiar person combined with the close quarters of the train cars led a friend picking her children up later than usual from daycare as she gabbed up with her neighbour Joanne at the café on site.

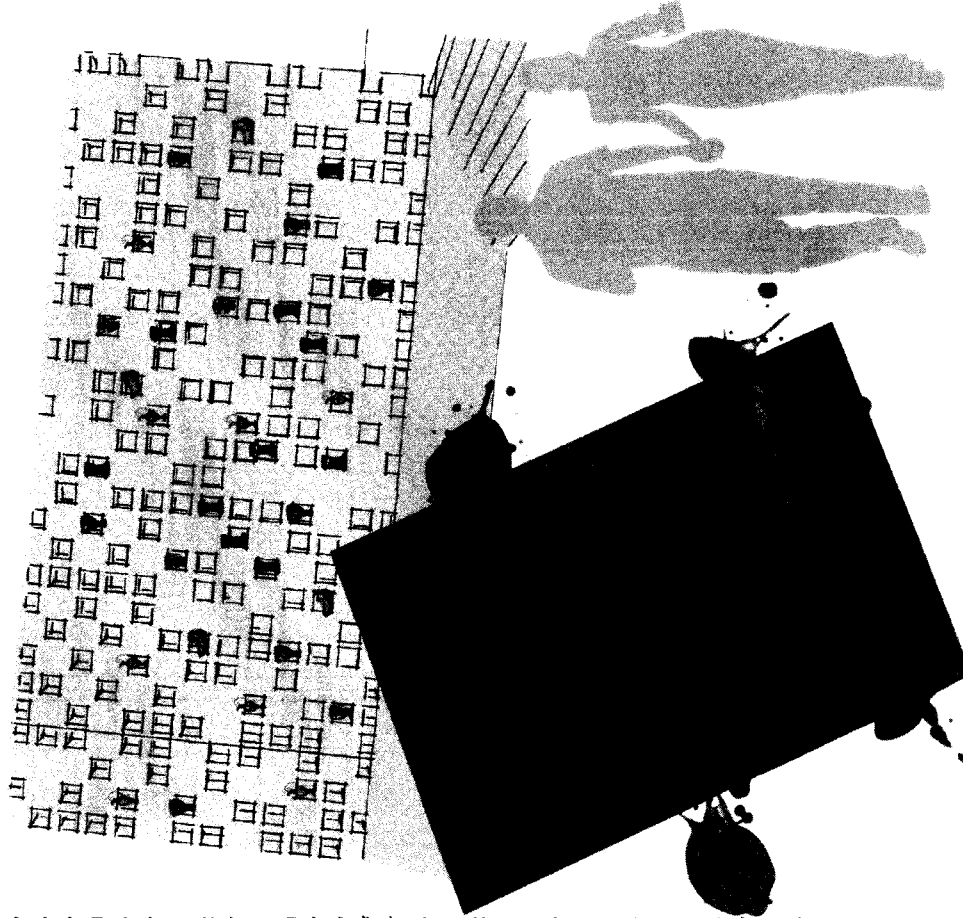


Commuter narrative profile

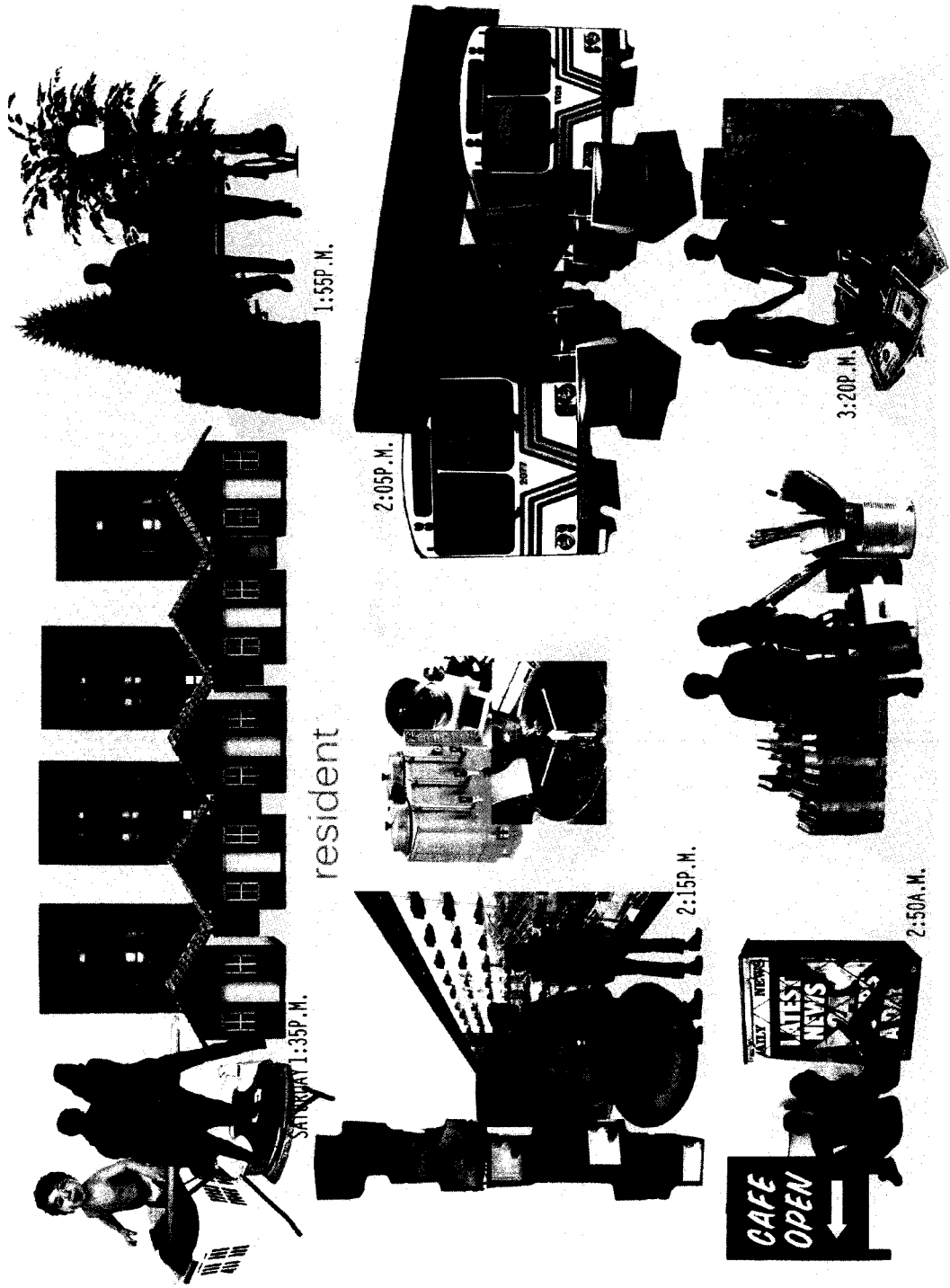


Commuter narrative typical path

Robert and Stacey recently purchased a home in the community of Southwood. The decision to move to the area was based on proximity and practicality. Both Robert and Stacey are with in walking distance to their jobs as well as a variety of amenities. The idea of taking recreational ceramics classes at the art school nearby certainly piqued Stacey's interest. Robert, who prided himself as being an active member of any community he lived in, appreciated variety of amenities and environment of Anderson LRT Station. The LRT station near their previous home was surrounded by large gravel parking lots which, remained almost entirely abandoned on weekends and provided no services other than transit. Robert felt that, unlike many train stations, Anderson Station offered an enjoyable atmosphere for not only for using public transit but, a place to meet friends for tea or enjoy one of the regular exhibitions hosted by the art school. Both Stacey and Robert are especially fond of traversing the building and the potential of running into neighbors and friends.

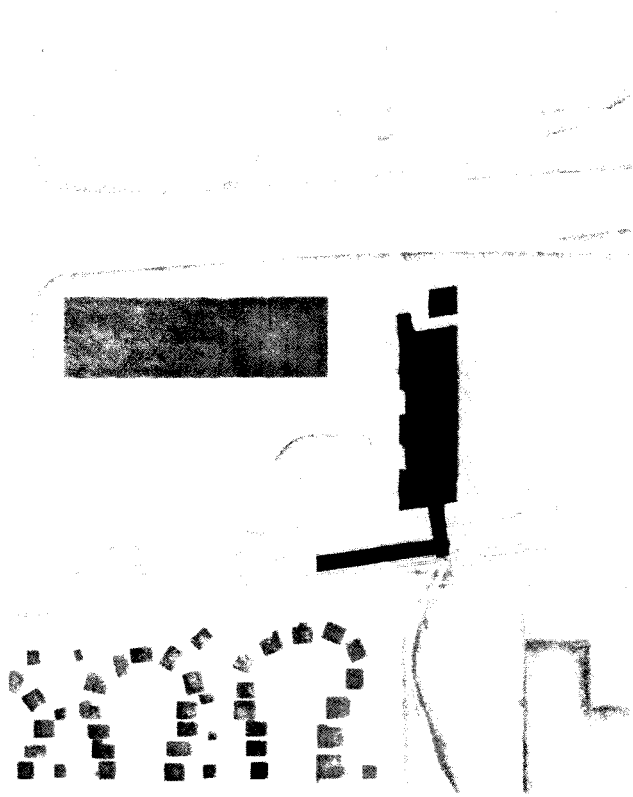


Resident narrative profile



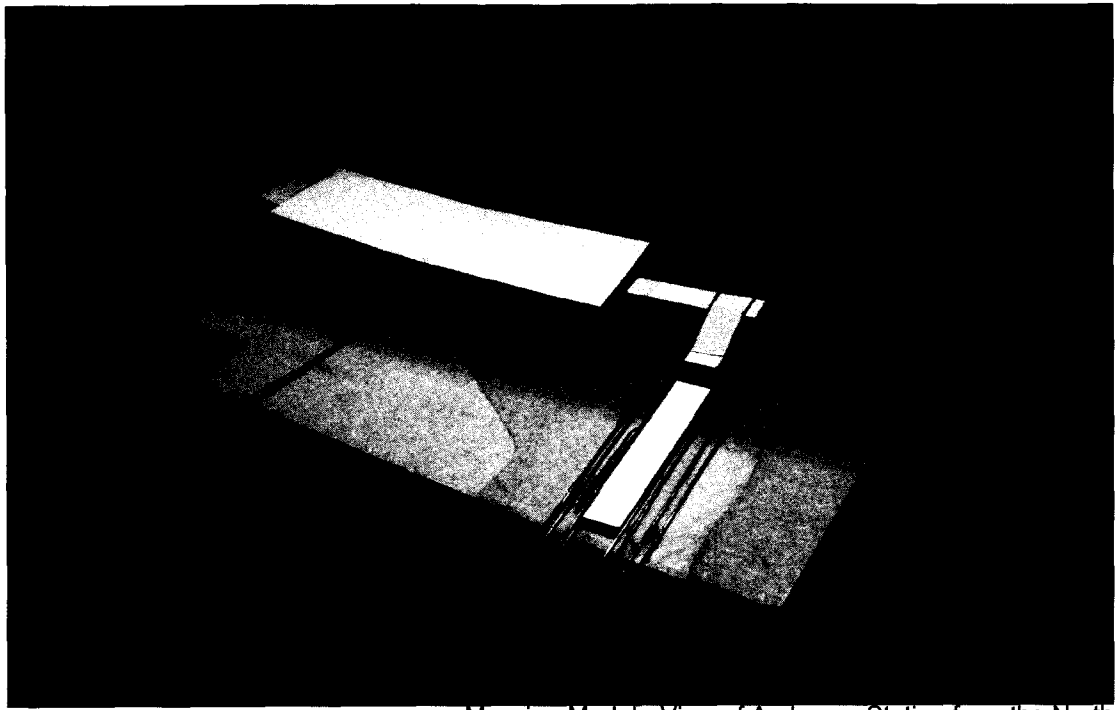
Resident narrative typical path

FINAL DESIGN

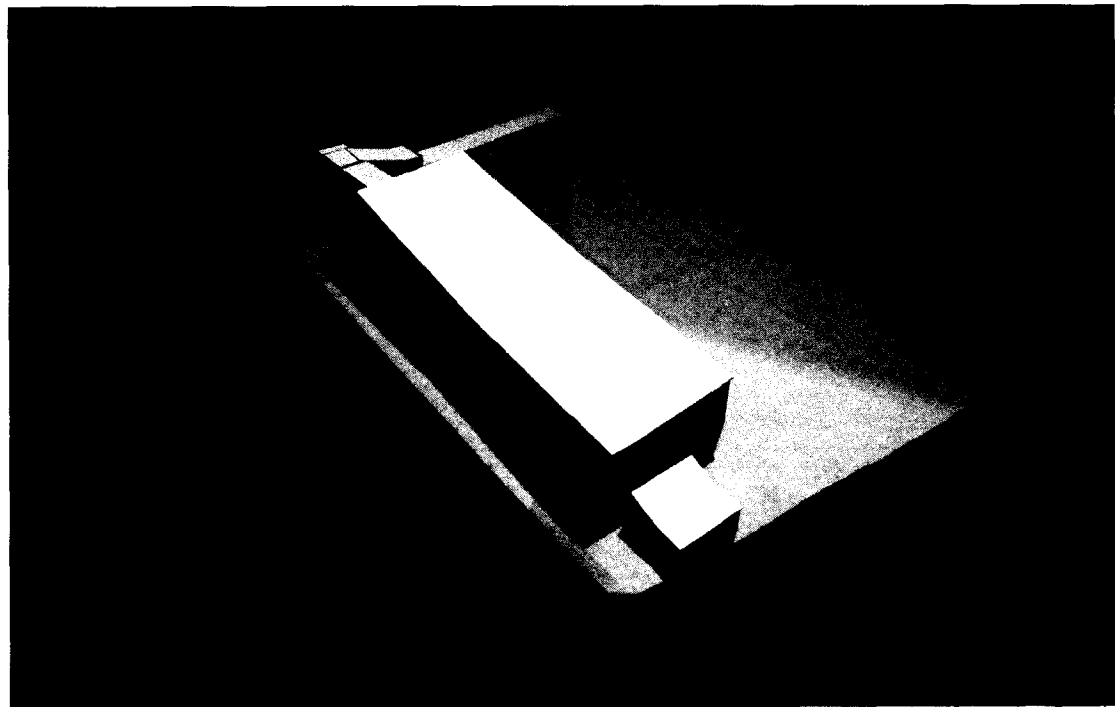


NA

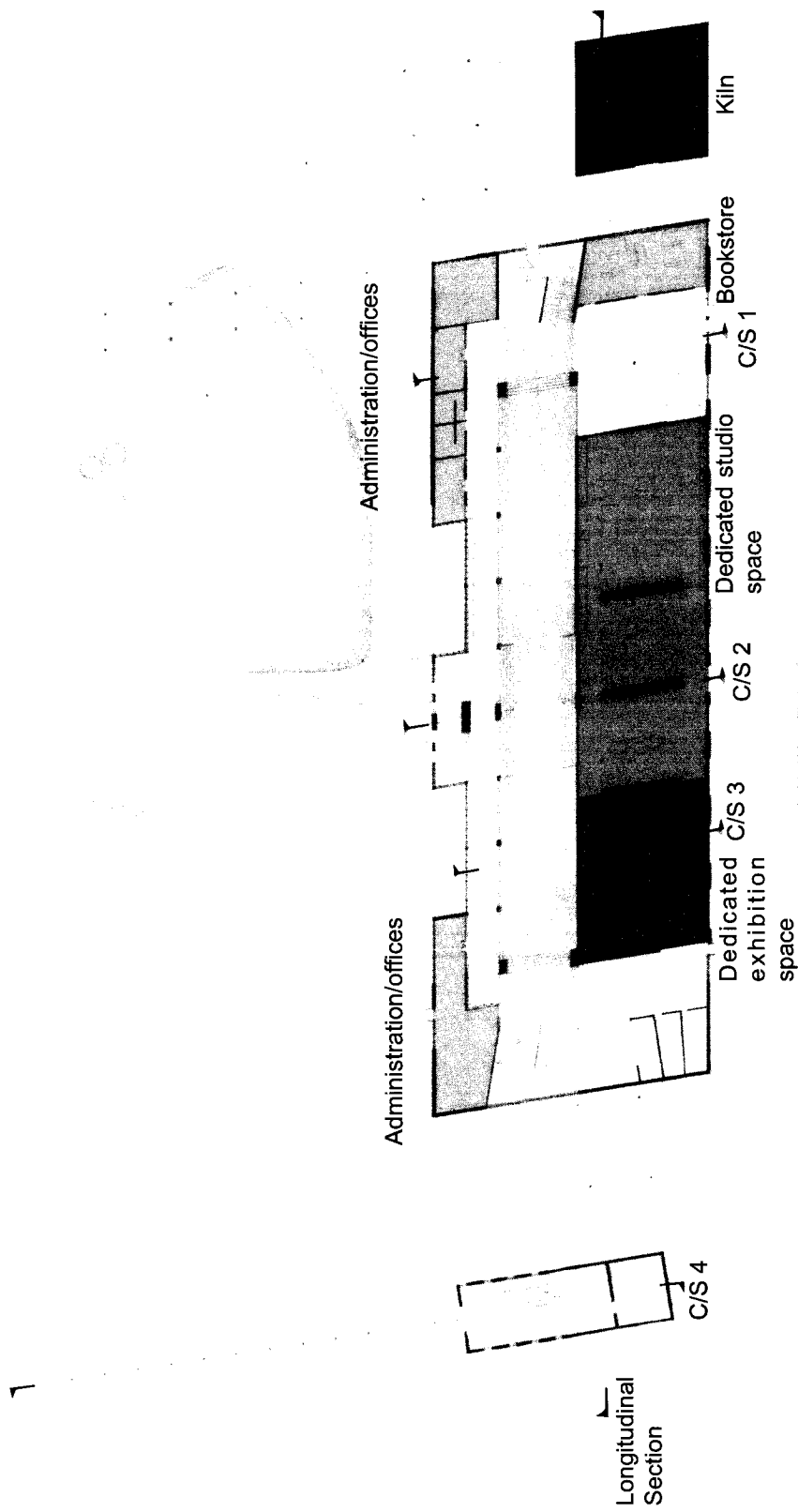
Site Plan - immediate area is highlighted to show context in and around site



Massing Model - View of Anderson Station from the North

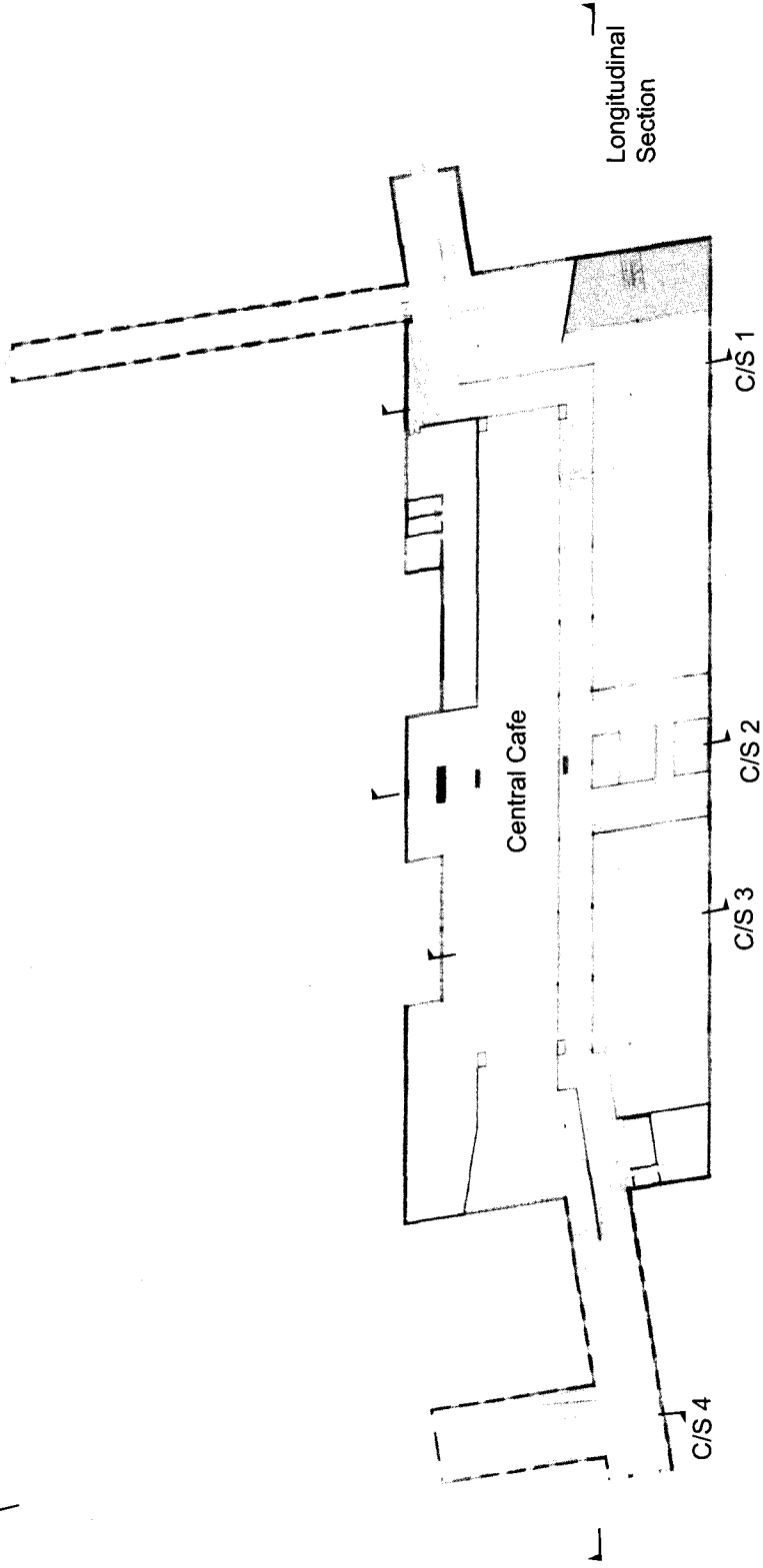


Massing Model- View of Anderson Station from the South



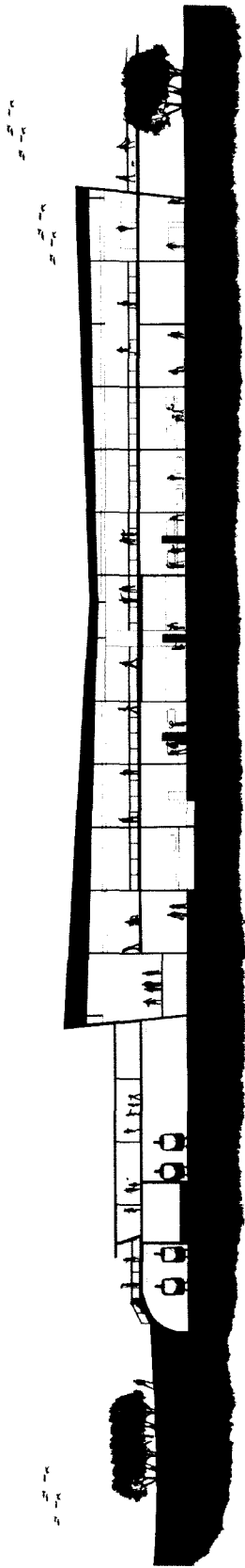
NA

Ground Level Plan - major circulation thoroughfare is shaded, art school spaces are highlighted.

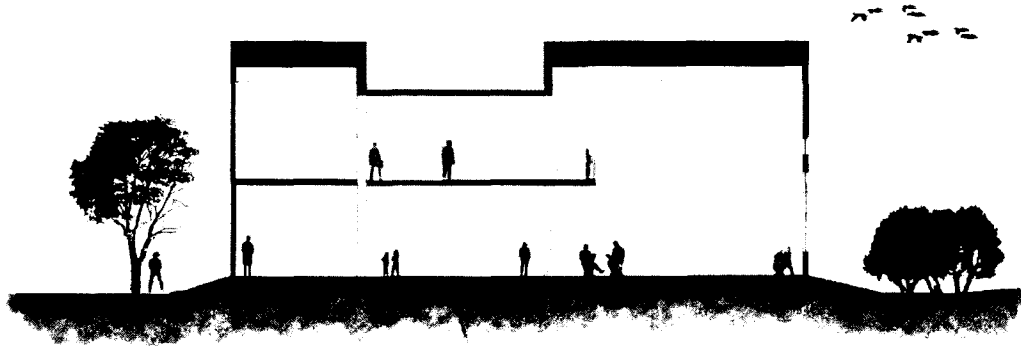


NA

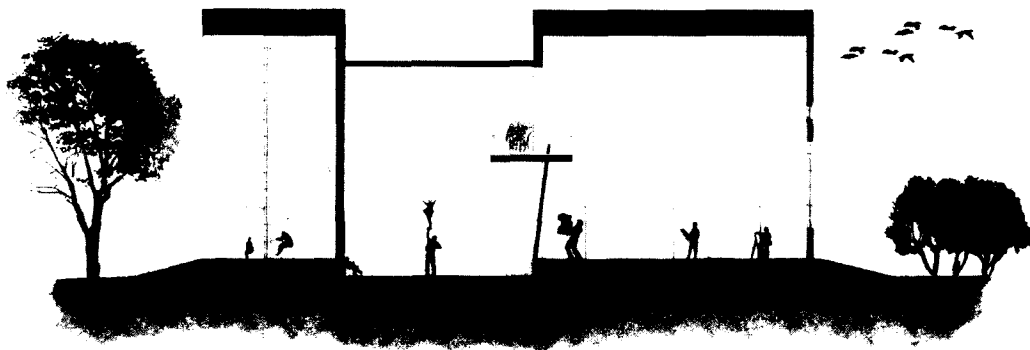
Second Level Plan - shaded area showing major circulation thoroughfare



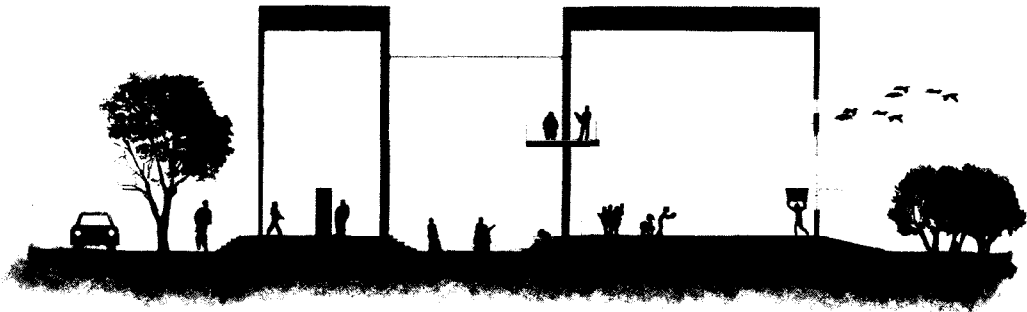
Longitudinal Section - illustrating multitude of activities and encounters available



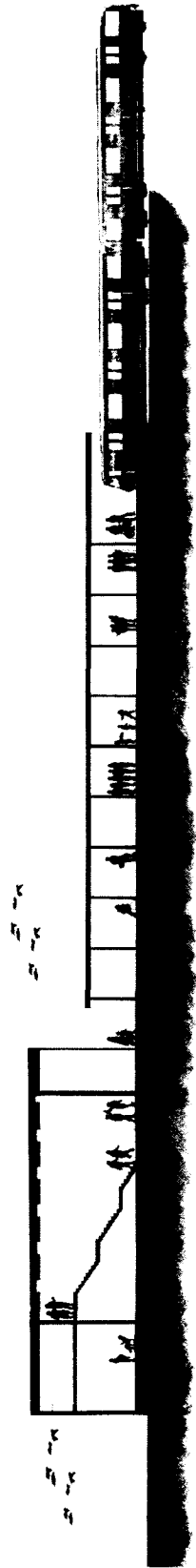
Cross Section 1 - Illustrating relationship between seating area, and the upper mezzanine.



Cross Section 2 - Illustrating relationship between Public Room, bus waiting area, upper mezzanine and ceramics studio



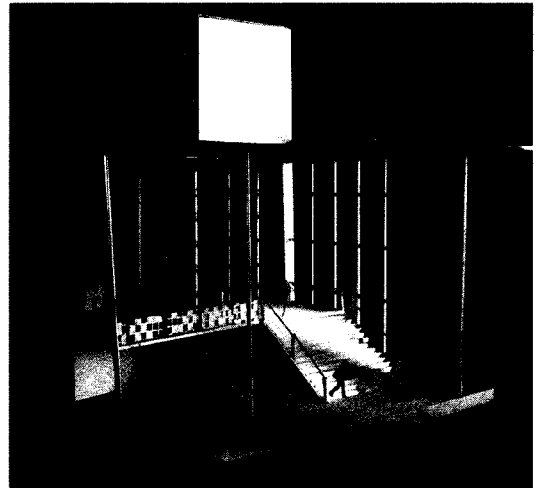
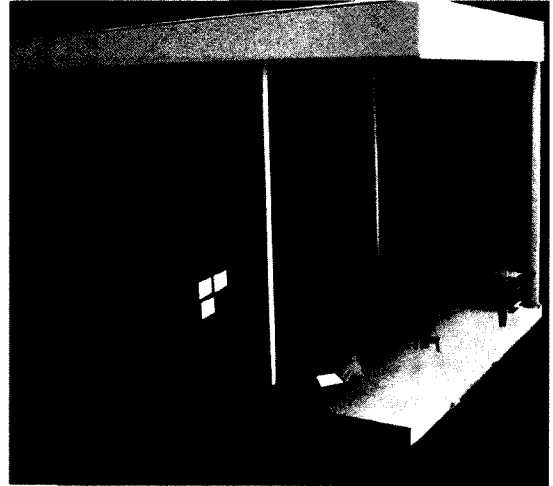
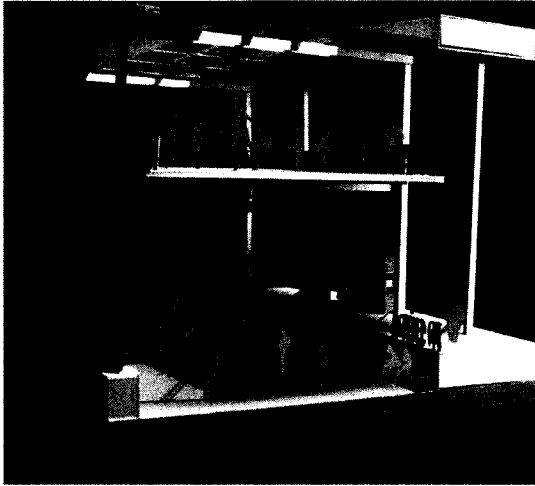
Cross Section 3 - Illustrating relationship between Public Room, bus waiting area, upper mezzanine and exhibition space



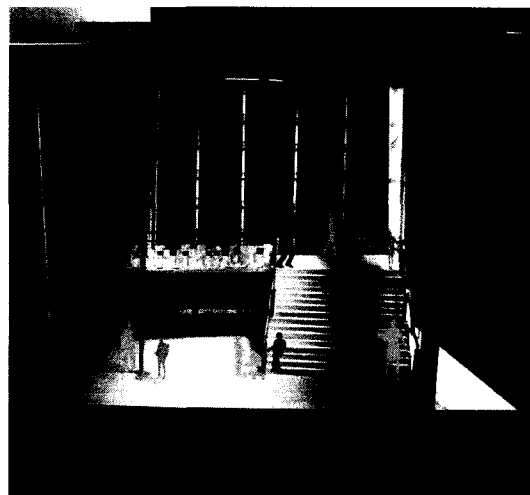
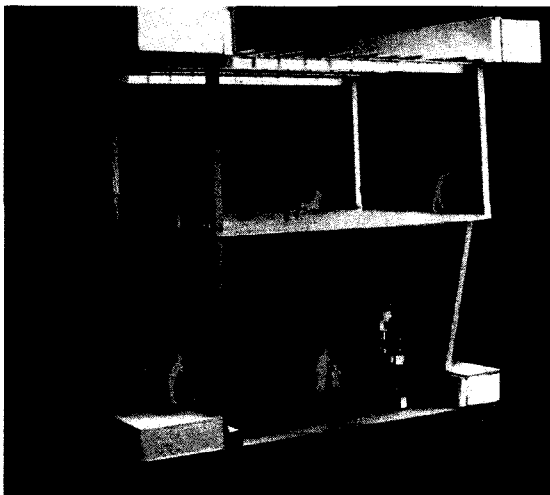
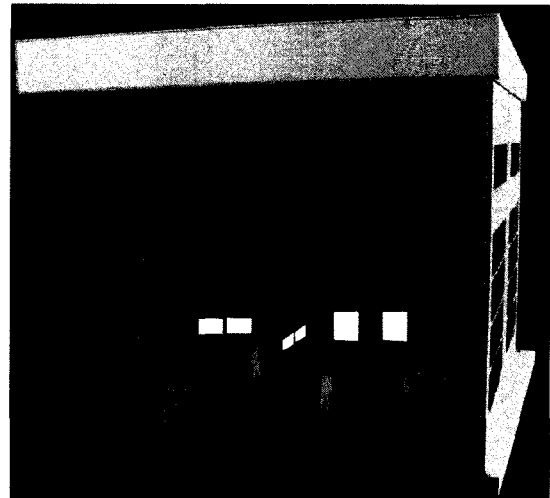
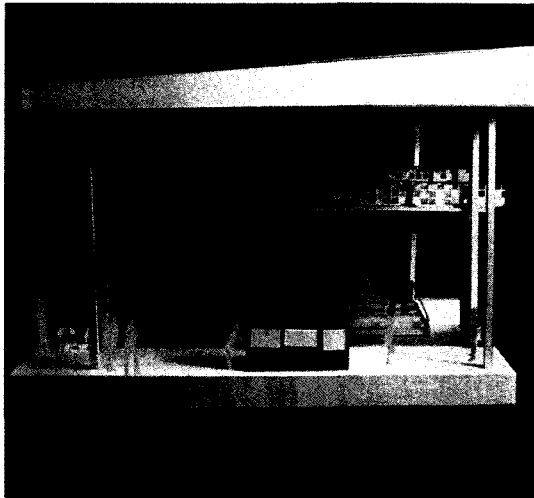
Cross Section 4 - Illustrating relationship between train arrival departure area and train platform.

Model Study

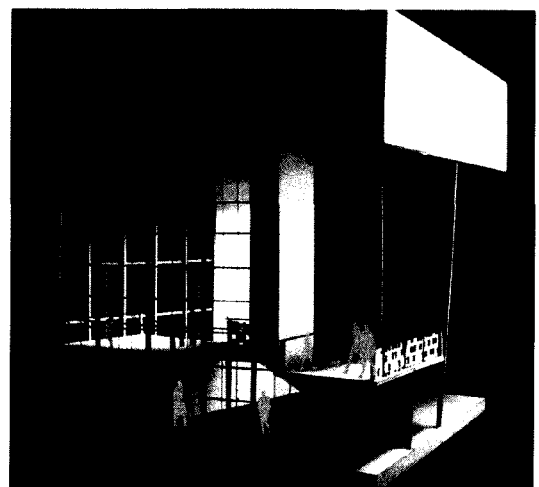
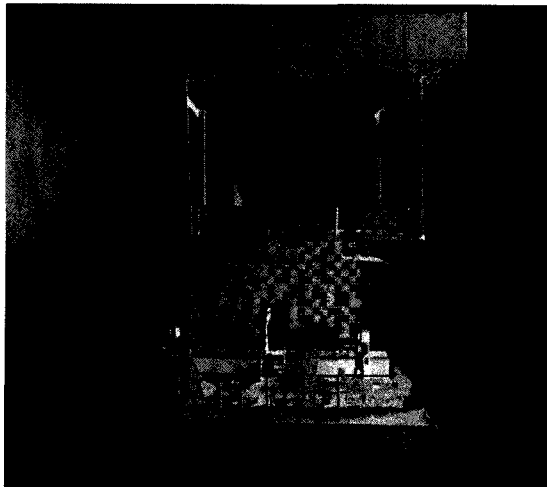
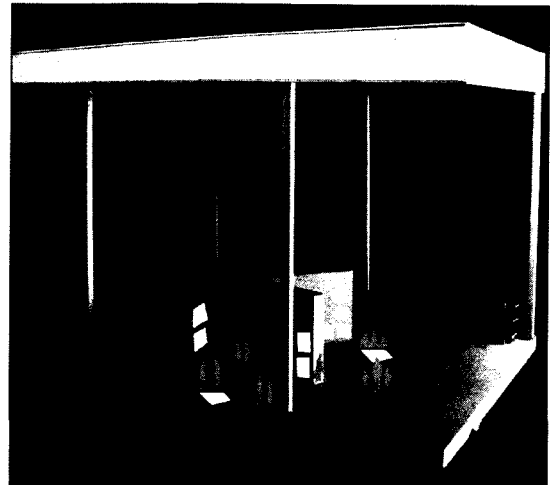
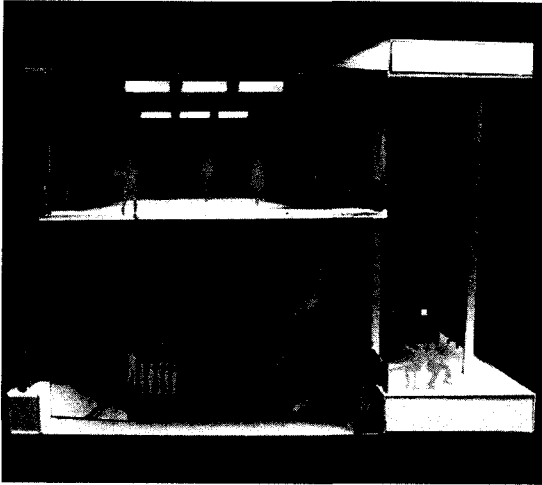
The following are a series of model studies. These spaces are different locations in and around the Public Room. Each set of studies looks at who would be in each location at a specific time of day.



Monday, 8am - Spaces are mostly occupied by commuters moving towards the train platform



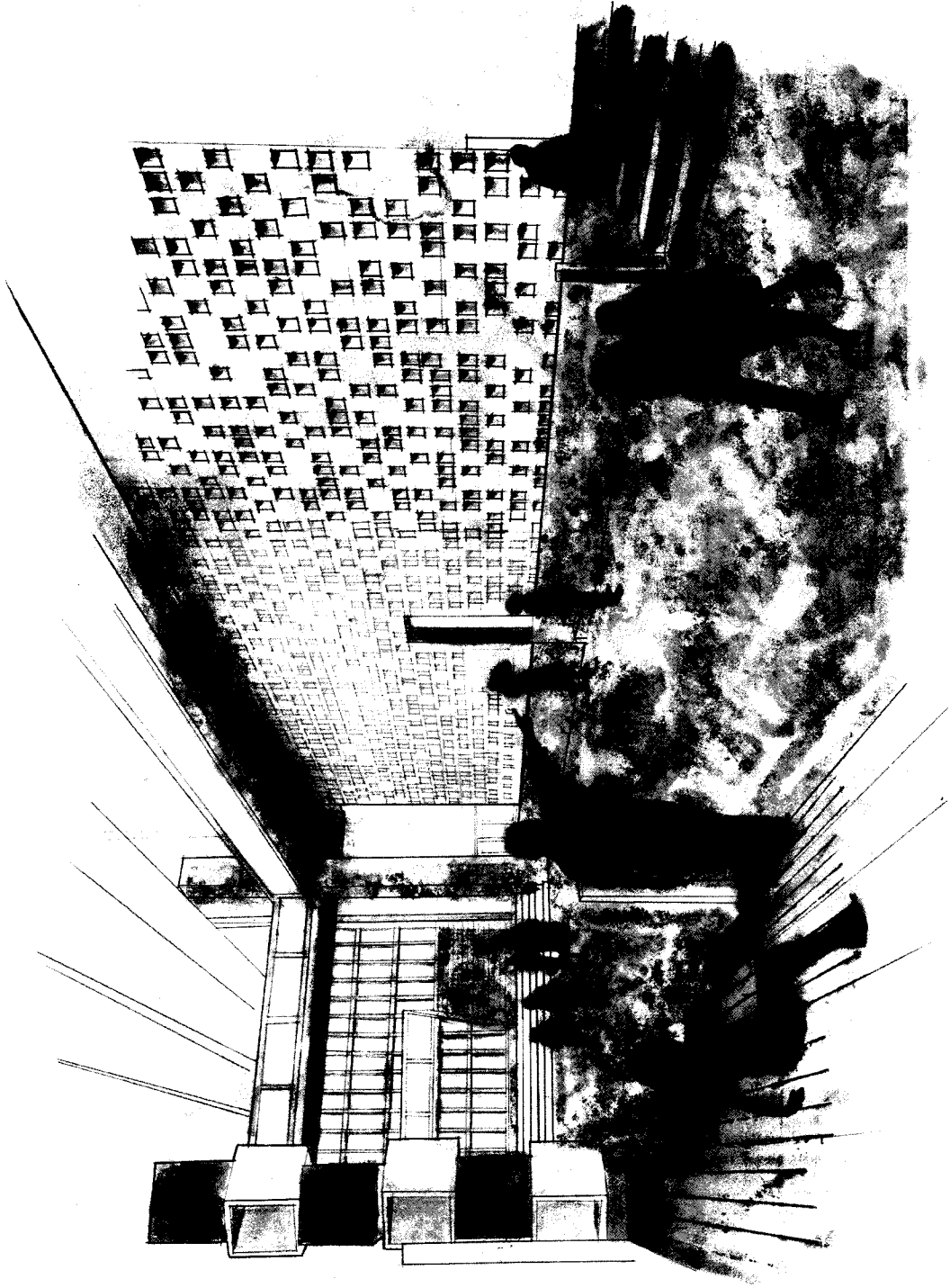
Thursday, 8pm - Many local residents find themselves inhabiting many of the spaces. There are several commuters looking at the art on display as they travel home from work.



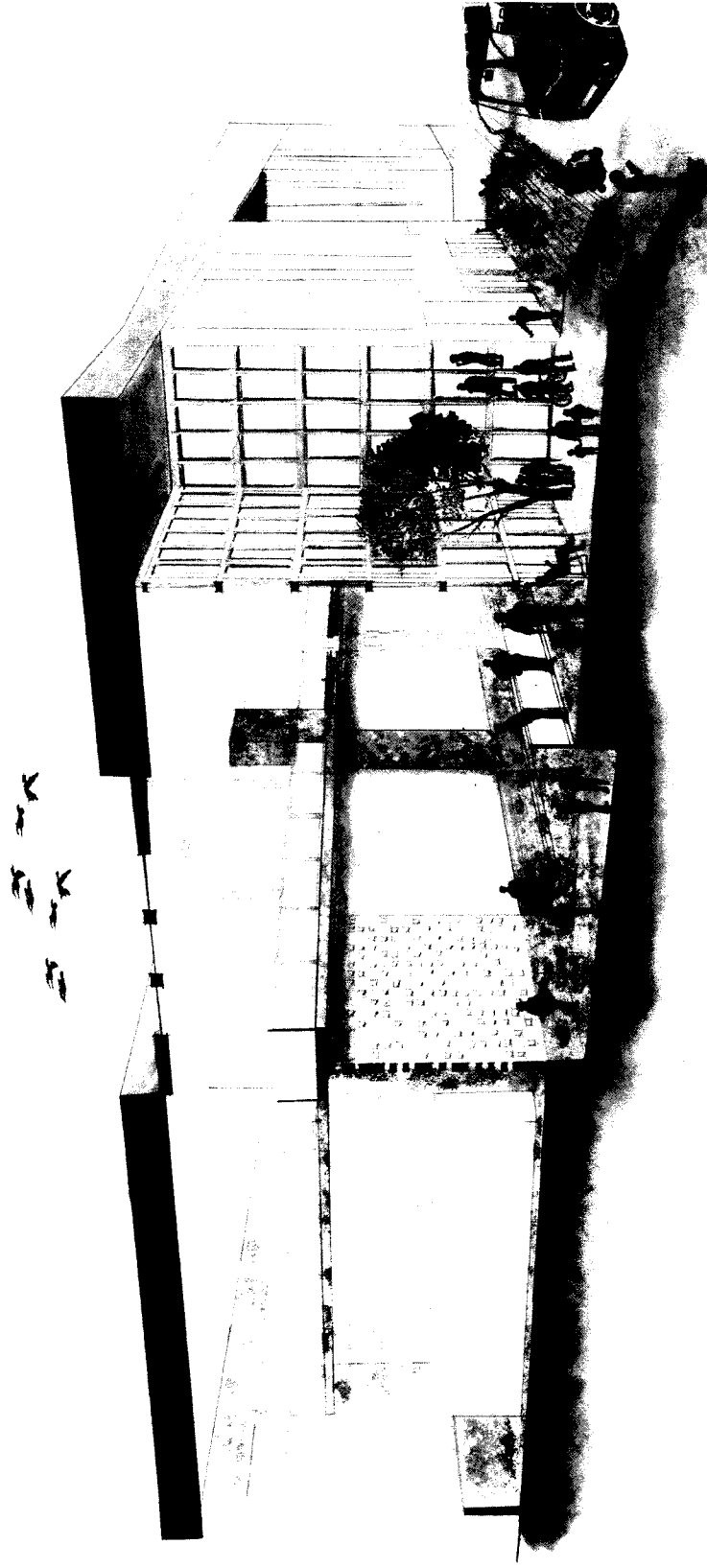
Saturday, 2pm -A mixture of art students and locals find themselves sharing the art school spaces. The Public Room serves as a community centre for the local residents.

Interaction

There are several spaces within the building that provide users with places to interact on a visual, tactile and personal level. The Public Room was purposely oversized to accommodate for circulation and demonstration. There are spaces on either side of the Public Room that allow users to watch the events and activities that take place within the Public Room. Commuters have the opportunity to encounter artists as they work inside and outside of the studio. There are various places to sit, stand, watch and socialize. The second floor houses the cafe. Seeing as both commuters and students are likely to want and need food and beverages, this is a common space in which they both can meet and interact.



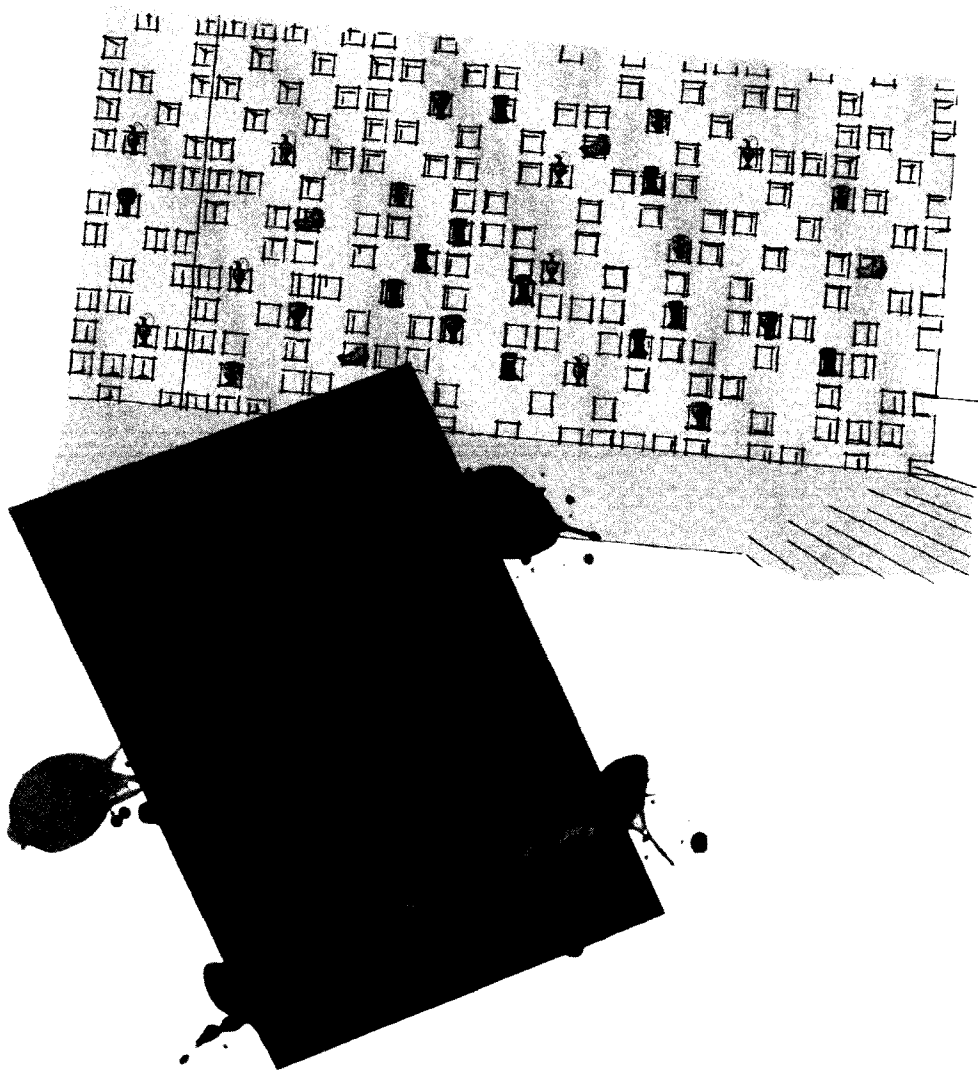
Perspective of Public Room - commuters and residents encounter artist and student work through the 'Working Wall' and the display columns.



Sectional perspective illustrating the adjacency of public transit to the Public Room. Commuters have the opportunity to participate in activities in the Public Room as well as wait for transit.

The Working Wall

One of the ways in which the architecture is working to engage users is through the use of the wall used to divide the fixed studio space and the Public Room. Because pottery and ceramics is a production based art where the work in question develops over a number of stages, this wall will be used to express the process by which work develops. On the studio side of the wall the many cubbyholes will be used for storage. Artists can store their work in progress, tools and other supplies in these nooks. From the Public Room side of the wall, commuters, residents, and other users can watch the wall change over time. As pieces of pottery are fired and glazed, as artists use and move supplies, the wall will continue to change.

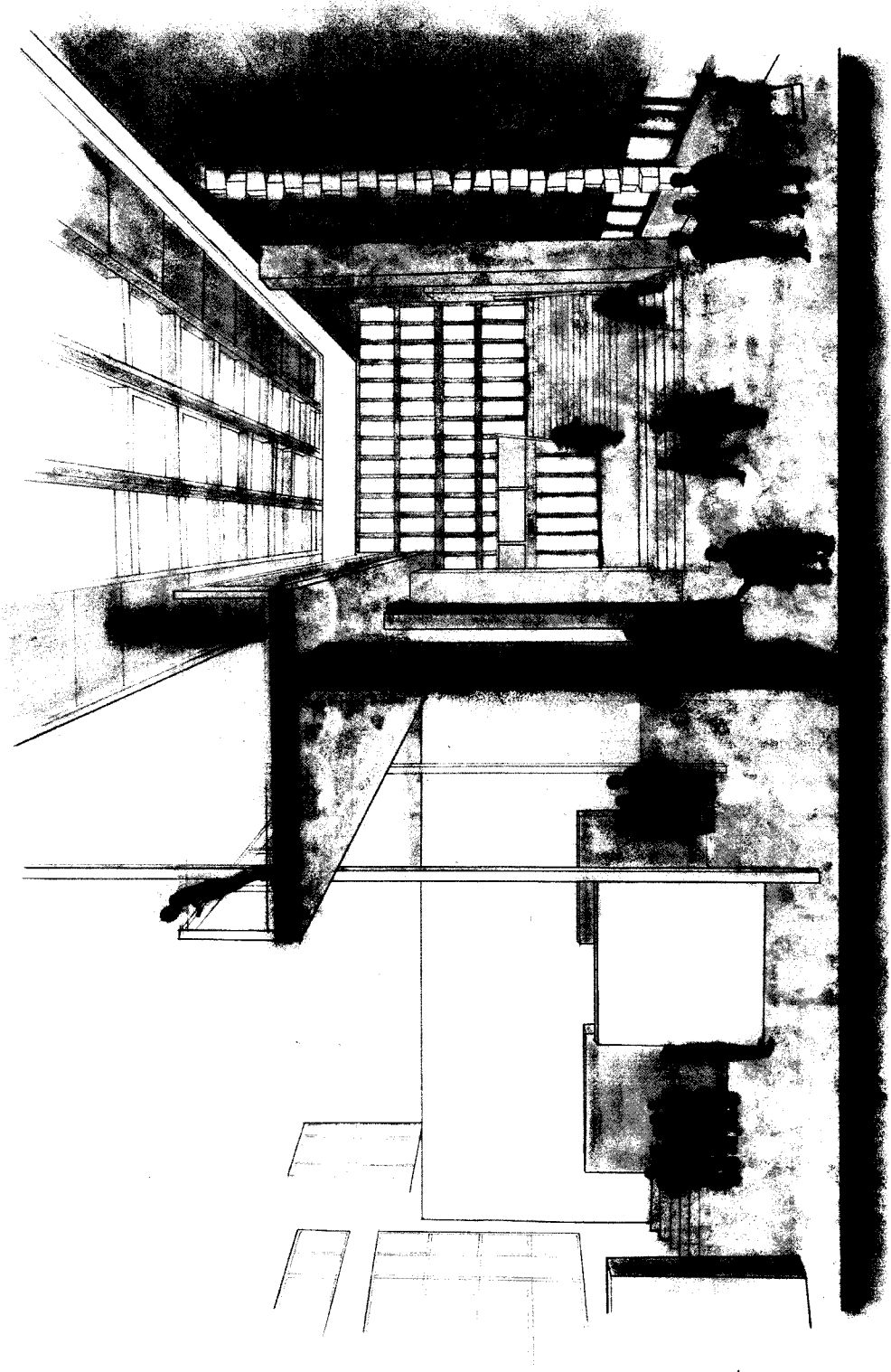




Perspective illustrating the relationship between the cafe and the studio. Users can watch artists working in the pottery studio and enjoy refreshments in the company of the various users of the building.

Display and Exhibition

Seeing as the Working Wall is an informal way to display the artwork in process, there are several elements in the building that allow for formal exhibition of the work. The columns along the north side of the Public Room have been replaced by large scale cubbyholes, similar to those in the Working Wall. These large cubbyholes allow for users crossing the Public Room to see the finished pottery and ceramics. The west end of the art studios will serve as flexible studio and gallery space. This space is on the same level as the public room. There are large moveable doors which will allow the space to expand and contract as both planned and impromptu exhibitions take place.



Section Perspective of Public Room and Art Studio - large operable studio doors open to allow exhibition events to spill out into the Public Room. This invites commuters and other users of the building to review the work on display.

Materiality

Another way to engage commuters and other users of the building is through the use of materials. Art school furniture is often well worn, blemished and debased. Each scratch, stain or gauge becomes part of the work in progress. When the work is completed, part of the history of the piece may be left on the surface of a table, floor, shelf and so on. The user's senses in the building would be heightened as these various 'art school surfaces' are applied to surfaces in the public areas.

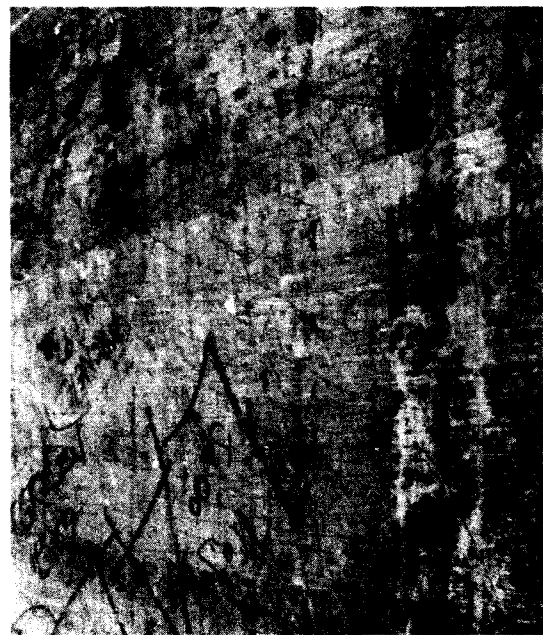
The table tops and steps would be made of salvaged studio furniture. A well worn studio table could become table tops for the cafe and other food places on site. The widened steps in the Public Room would also benefit from the same treatment. As users sit, people watch or wait for friends, the tactile nature of the surface may invite the users to inspect the surface further either by touch or to study the scars left behind by the artists.

Another possible surface treatment could be that of imbedding worn or refurbished art studio flooring into the public room. The spills, stains, and tracks left behind tell their own narrative about pieces of art and materials used to create it.

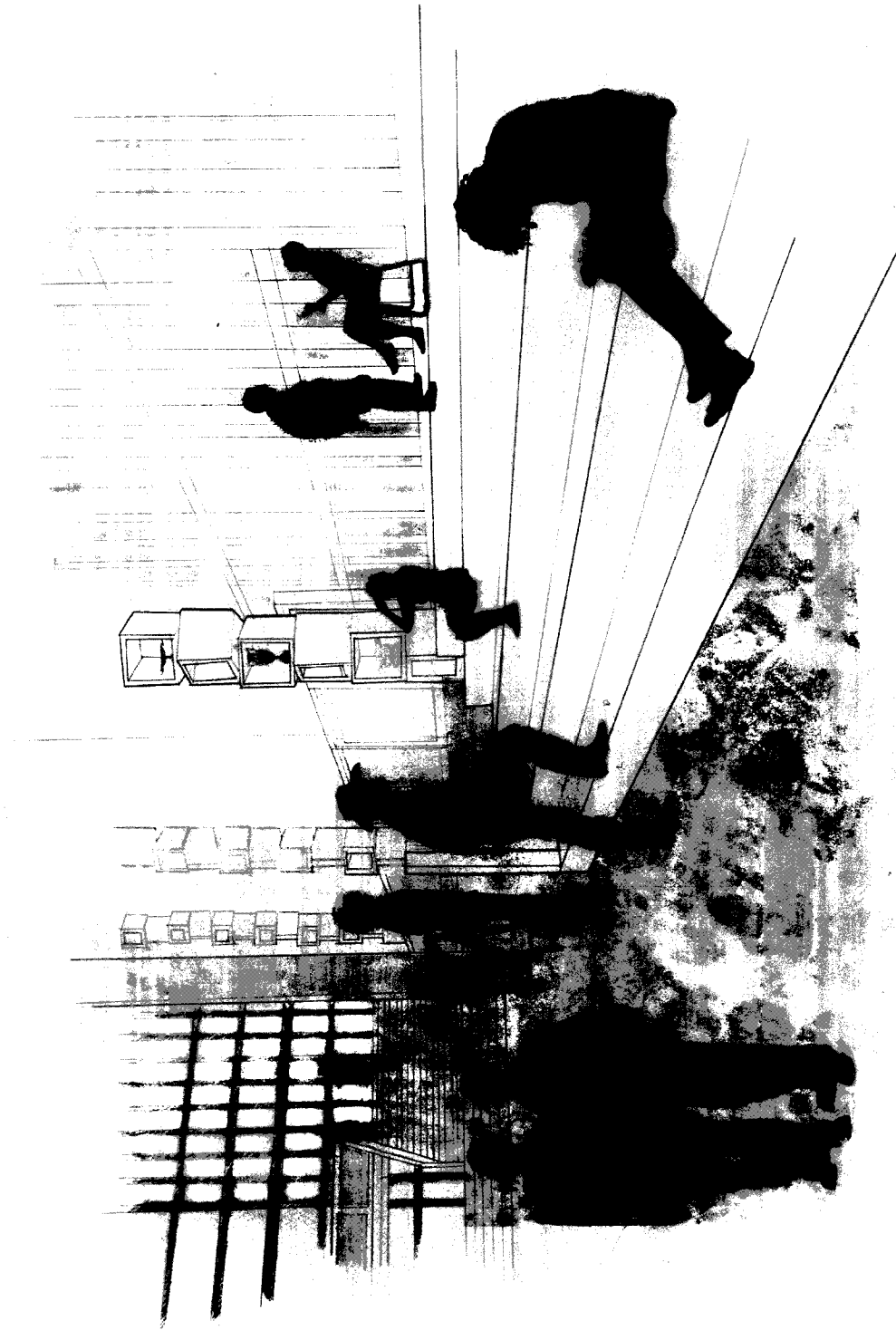
The point of bringing these materials out of the art studio and under the hands and feet of commuters is to provide a particular experience that certain users may not experience otherwise. Commuters, residents and other users will help to bring a greater depth to these surfaces as they continue to be used for other purposes than originally intended.



Concrete studio floor surface



Studio desk table top



Perspective of Public Room - artists and students appropriate commuter space during non-peak times. Stairs become a place to sketch and rest

CONCLUSION

Critics of “Public Space” often cite diversity as key to generating a dynamic space. One way to achieve this is through hybrid-programming. The blending of two unexpected programs allows for the creation of new interactions between people who might not necessarily meet otherwise. Pairing the slow with the quick, the delicate with the bullish, allows for an interesting set of encounters to take place whether they be intentional or not. The way in which users of a particular program understand and appropriate a familiar yet unfamiliar place challenges how ownership of a space is taken.

There are many ways in which the process of commuting can be made more interesting. People traveling to and from work are often in a hurry to get from one destination to another, their particular interest in a transportation hub may be limited by the services and amenities available to them. Providing services to commuters that are not only advantageous to them, but also engaging, is a challenge. The pairing of two programs such as transportation and education are able to feed off each other. Each program shares some similar interests. What is more interesting is how these two programs interact and interfere with each other. The co-existing of programs and sharing of spaces provide users with opportunities to interact with each other. These interactions can take place on several levels, from a visual level to an interpersonal connection.

Because many people rely on public transit as a means of transportation and in-turn end up spending time at these transit hubs, it is important to take into consideration how people inhabit these spaces rather than abandon them.

REFERENCES

Alexander, Christopher. 1977. *The Pattern Language*. Cary, NC: Oxford University Press.

Auge, Marc. 1995. *Non-Places: Introduction to an Anthropology of Supermodernity*. London and New York: Verso.

Barp (website). Anderson Station platform (photograph). Anderson Station and CPR Lines. <http://www.barp.ca/bus/lrt/calgary/anderson.jpg> (accessed February 2009).

Barqo (website). Underground Plaza at Subcentro (photograph). Sabbagh Arquitectos http://www.barqo.cl/galerias/c/2008-06-12841_352.jpg (accessed October, 2009).

Berlingirly's Blog (website). Rendering of Berlin's Central Train Station (drawing). <http://berlingirly.files.wordpress.com/2009/02/berlin-hbf.jpg> (accessed March, 2009).

Borden, Iain, Joe Kerr, Alicia Pivaro, and Jane Renedell, eds. 1996. *Strangely Familiar*. London and New York: Routledge.

Calgary Transit (website). Map of LRT lines (map). http://www.calgarytransit.com/stampede2007/lrt_map.gif (accessed February 2009).

Centre City Talk (website). LRT Platform downtown (photograph). Open Spaces: Window to a view. <http://www.centrecitytalk.com/.a/6a00e54fd8618788340115704c01e5970b-320pi>. (accessed March, 2009).

City of Calgary (website). Anderson Station Plan. (computer map). 1:1000. City of Calgary Land Information and Mapping. http://www.calgaryonlinestore.com/detail.asp?prod_id=338. (accessed April 2009).

Cristián Carvallo Foix (website). Street Performer at Sub Centro Las Condes (photograph). Travel Blog. http://2.bp.blogspot.com/_feLIGksMQfE/SWYipZXcdwI/AAAAAAAAAM0/PbuC-ZvPDHK4/s1600-h/SUB-CENTRO+LAS+CONDES+20.jpg. (accessed March, 2009).

Film Festival World (website). 2009 Animation Film Festival view of atrium (photograph). http://www.filmfestivalworld.com/fileadmin/media/festival/Annecy_Animation_Festival/Annecy_international_Animation_Festival_13_orig.jpg (accessed November, 2009).

Flickr (website). Rundle Train Station (photograph). LRT Images. http://farm1.static.flickr.com/152/398459578_52de5e2942.jpg?v=0. (accessed March 2009).

Foran, Max. 2009. *Expansive Discourses: Urban Sprawl in Calgary 1945 - 1978*. Calgary: AU Press.

Gehl, Jan. 1986. *Life Between Buildings*. New York: Van Nostrand Reinhold Company.

Google Maps (website). Aerial view of Anderson Station (photograph). <http://maps.google.ca/maps>. (accessed February 2009).

Google Maps (website). Aerial view of Brentwood Station (photograph). <http://maps.google.ca/maps>. (accessed February 2009).

Google Maps (website). Aerial view of Chinook Station (photograph). <http://maps.google.ca/maps>. (accessed February 2009).

Google Maps (website). Aerial view of Rundle Station (photograph). <http://maps.google.ca/maps>. (accessed February 2009).

Herzog, Lawrence A. *Return to Centre, Culture, Public Space and City Building in a Global Era*. Austin: University of Texas Press, 2006.

Jacobs, Jane. 1989. *The Death and Life of Great American Cities*. New York: Random House.

Koolhaas, Rem. 1997. *Delirious New York*. New York: The Monacelli Press.

Living on Earth (website). Great Room at South Station (photograph). Railroad Revival. <http://www.loe.org/images/080509/greatroom.jpg> (accessed March, 2009).

LRT in Calgary (website). Anderson Station (photographs). Documentation of Anderson Station. <http://www.members.shaw.ca/lrtincalgary/> (accessed April 2009).

LRT in Calgary (website). Brentwood Station (photographs). Documentation of Brentwood Station. <http://www.members.shaw.ca/lrtincalgary/> (accessed April 2009).

LRT in Calgary (website). Rundle Station (photographs). Documentation of Rundle Station. <http://www.members.shaw.ca/lrtincalgary/> (accessed April 2009).

New York Real Estate Law Blog (website). Main staircase at Grand Central Terminal. (photograph). A Grand Central Slip and Fall. http://www.nyrealestatelawblog.com/NY_Grand_Central_Station_nyreblog_com_.jpg (accessed March, 2009).

Plataforma Arquitectura (website). Plaza at Subcentro Las Condes (photograph). Construction on Plaza. <http://www.plataformaarquitectura.cl/2007/12/06/en-construccion-subcentro-las-condes-sabbagh-arquitectos/> (accessed March 2009).

Plataforma Arquitectura. Station site plan (map). Construction on Plaza. http://www.plataformaarquitectura.cl/wp-content/uploads/2007/12/1116495079_subcentro-14.jpg (accessed March 2009)

Projects for Public Spaces (website). Public Plaza at SubCentro (photograph). Great Public Spaces. http://www.pps.org/graphics/gpp/centro1_large. (accessed March, 2009).

Quentin, Stevens. *The Ludic City: Exploring the Potential of Public Spaces*. New York: Routledge.

Sabbagh Arquitectos (website). Subcentro Las Condes (photograph). Underground Plaza. <http://sabbagharquitectos.com/> (accessed Nov, 2009).

Shaftoe, Henry. 2008. *Convivial Urban Spaces*. New York: Earthscan Publishers.

South Station Information (website). Station Directory (map). Station Directory. <http://www.south-station.net/StationDirectoryMap.pdf>. (accessed March, 2009).

Subcentro Las Condes Information (website). Site plan (map). <http://www.subcentro.cl>

Tao Yue (website). Great Room at South Station (photograph). Boston to Seattle by Rail. <http://www.taoyue.com/photo/bos-sea/3.html>. (accessed March, 2009).

Tschumi, Bernard. 1997. *Architecture and Disjunction*. Cambridge, Mass.: The MIT Press.

Tschumi, Bernard. 1994. *Event-Cities*. Cambridge, Mass.: The MIT Press.

University of Calgary (website). Map of Calgary (map). Getting Around Calgary. http://www.ism.ucalgary.ca/Visitors_Portal/Visitors_Portal/Entries/2008/11/21_Getting_to_and_around_Calgary_files/citymap2003.jpg. (accessed March 2009).

Wikimedia (website). Brentwood Train Station (photograph). Brentwood C-Train Station. http://upload.wikimedia.org/wikipedia/commons/1/10/Brentwood_%28C-Train%29_2.jpg (accessed March 2009).

Wikimedia (website). South Station Train Station (photograph). <http://upload.wikimedia.org/wikipedia/commons/4/49/SouthStationInterior.jpg> (accessed March 2009).

Wikimedia (website). Rundle Train Station (photograph). http://commons.wikimedia.org/wiki/File:Rundle_%28C-Train%29_1.jpg (accessed March 2009).