



Calgary Planning Commission

Agenda Item: 7.1.1

1

CITY OF CALGARY
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IN COUNCIL CHAMBER

OCT 01 2020

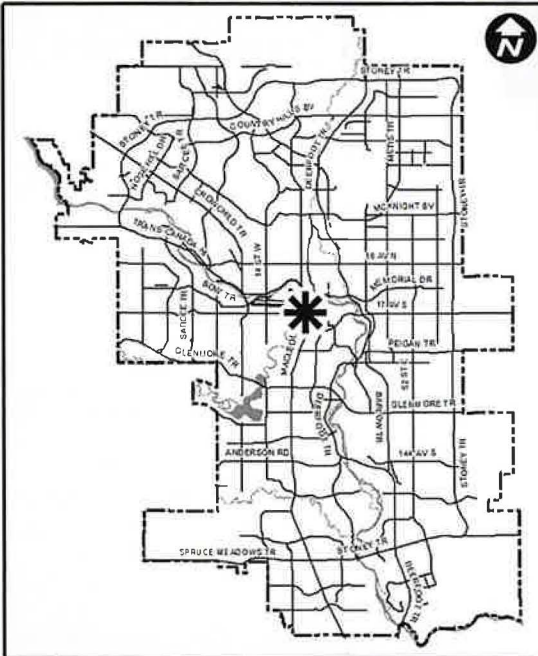
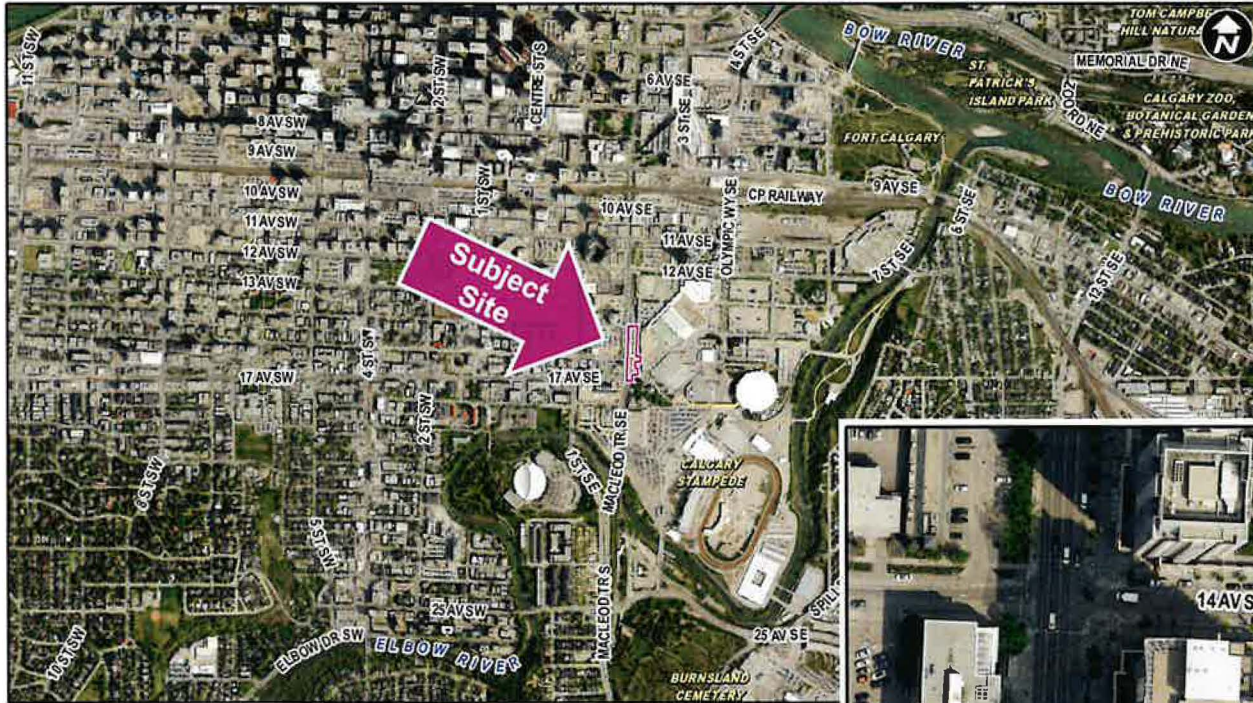
ITEM: #7.1.1-CP2020-0908
Public Distribution

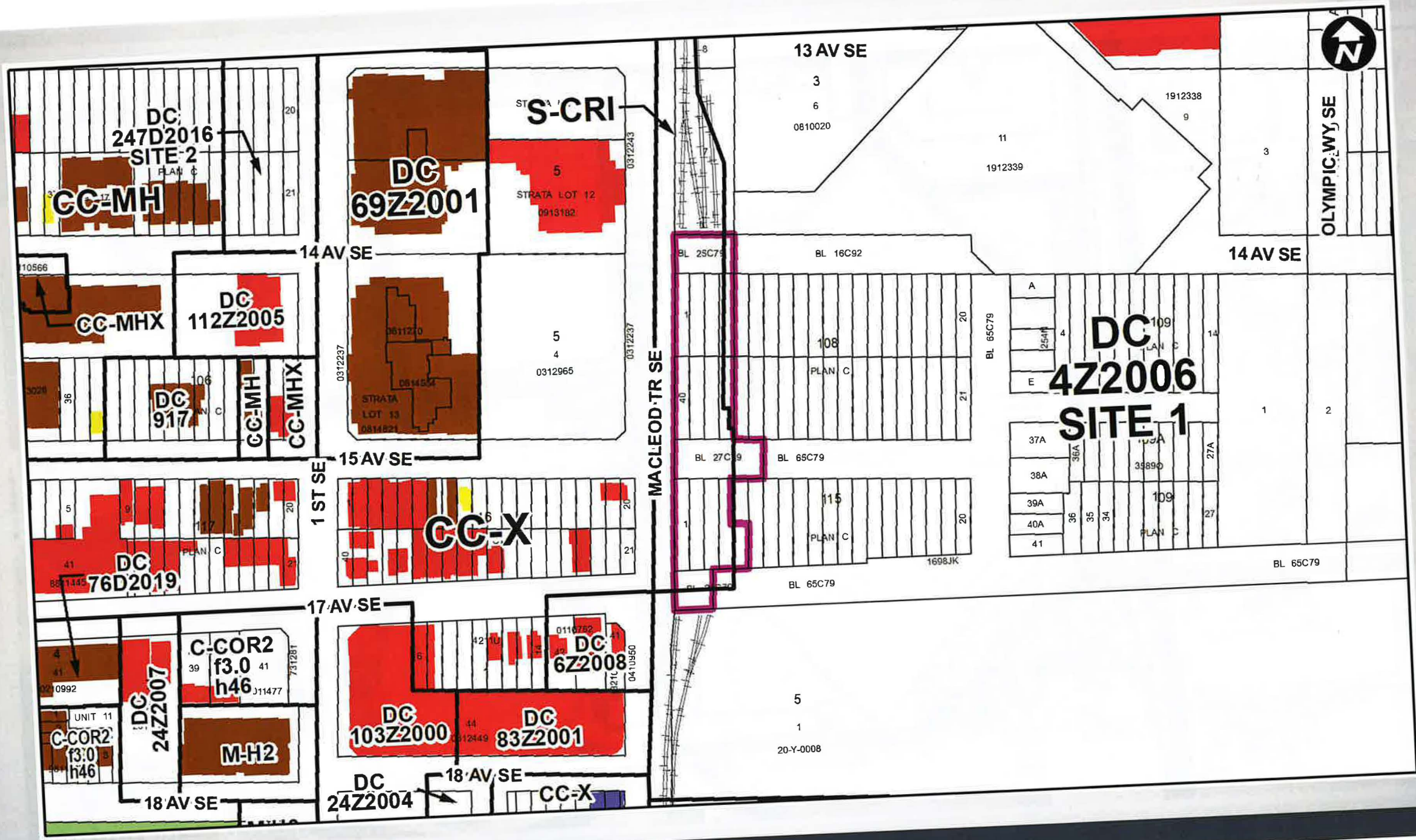
CITY CLERK'S DEPARTMENT

DL2020-0004

Development Liaison

LOCATION MAPS





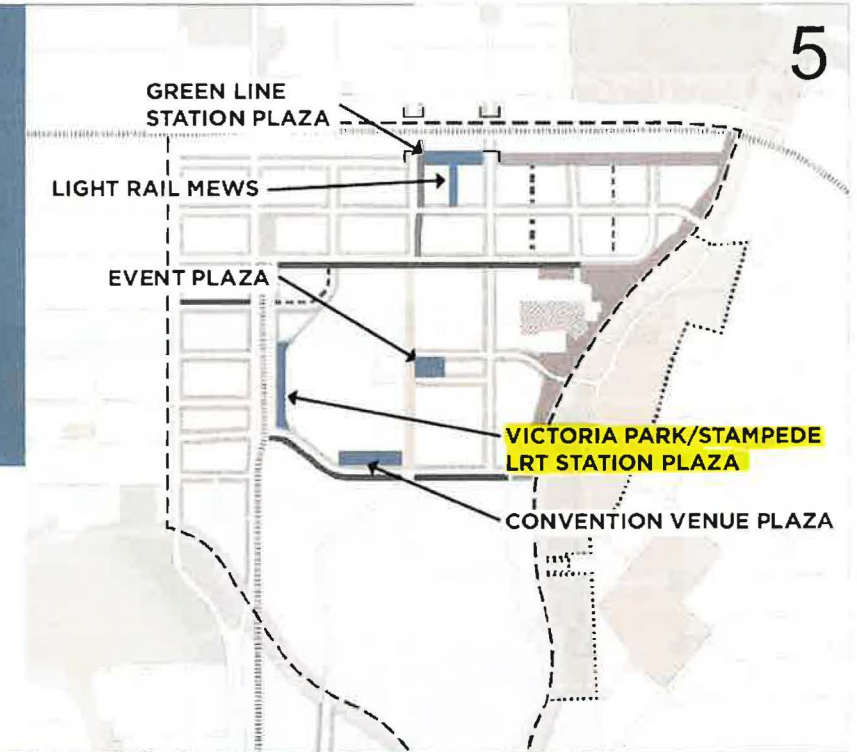
DL2020-0004

District Overview



PLAZAS:

Green Line Station Plaza
Light Rail Mews Plaza
Event Plaza
Victoria Park/Stampede LRT Station Plaza
Convention Venue Plaza



5

STREETS:

SPECIAL STREETS

Stampede Trail
17 Avenue Promenade
12 Avenue Promenade

These special streets have unique characteristics and functionality that go beyond the typical Street Guidelines laid out further in this chapter.

STREET GUIDELINES

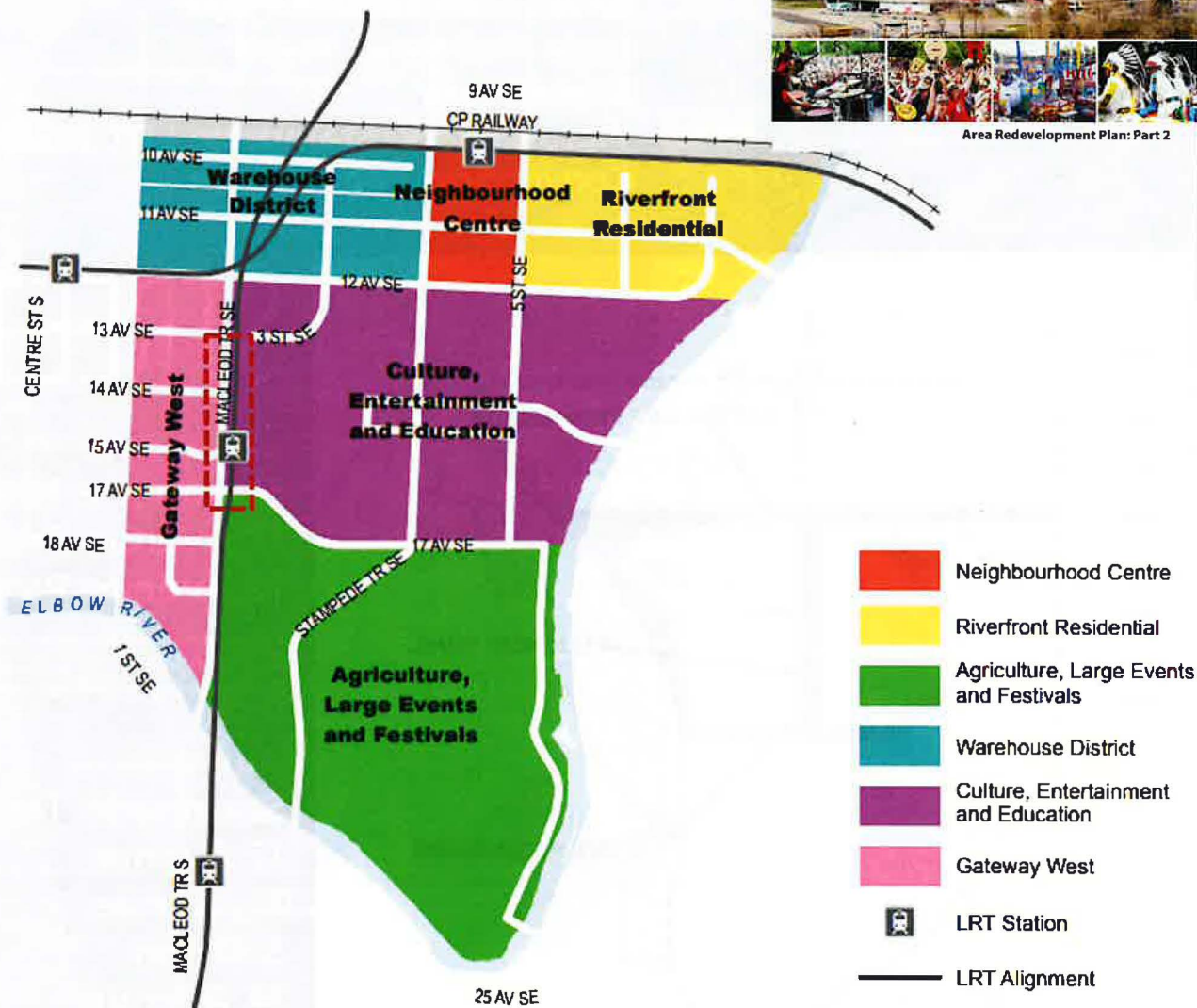
Stampede Trail
12 Avenue
11 Avenue
5 Street
14 Avenue
15 Avenue
17 Avenue



Map 4 Land Use Concept



Map 5 Character Areas



Map 12 Public Transit Network



Map 10 Pedestrian Circulation

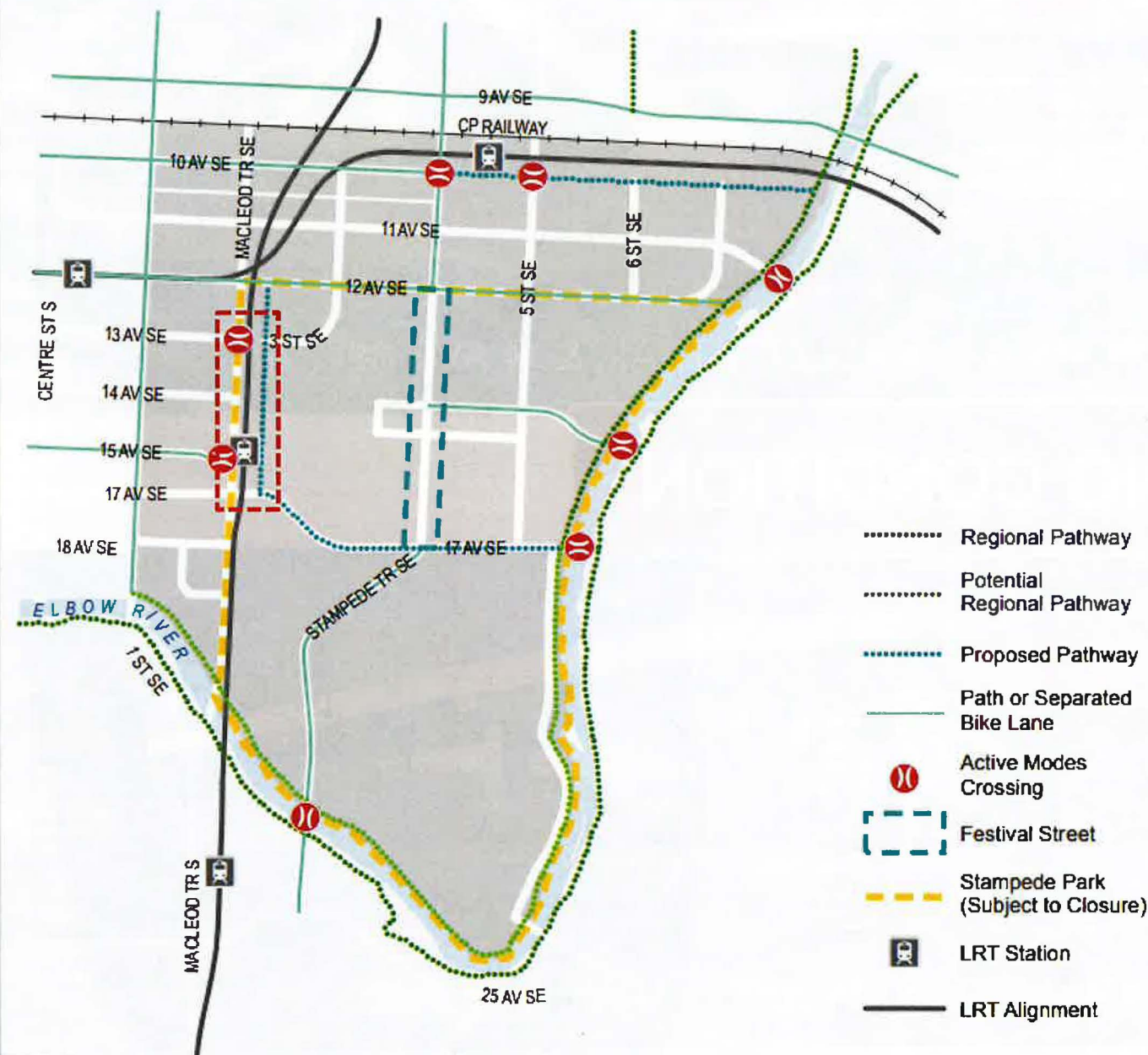
6.1.1 Pedestrian Connections

Major pedestrian connections may function as multi-use corridors that move people effectively and safely. They may be located on public or private land.

Policies

1. Major pedestrian connections should be located as shown on Map 10: Pedestrian Circulation.
2. Major pedestrian connections should have enhanced streetscape treatments (e.g., double row of trees, street furniture).
3. Pathways and bridges connecting to Stampede Park are subject to periodic closure at the discretion of the Calgary Stampede.
4. Crossings should be considered across Macleod Trail S.E. and across the LRT tracks to increase permeability into the area.
5. Scramble crosswalks, or other traffic controls that facilitate high volume pedestrian crossings, should be explored near major event centre entrances.
6. A pedestrian/cycle enhancement plan should be developed for 10, 11 and 12 Avenues.

Map 11 Cyclist Circulation



6.2 Cyclist Circulation

Streets and pathways provide important connections within the city's cycling network. The following policies support Calgary's cycling strategy and encourage active modes. The Plan encourages new connections for cycle tracks (e.g., off-street cycle lanes next to vehicle lanes).

Policies

1. Public bicycle amenities are encouraged in key locations such as LRT stations, the events centre and open spaces. Bicycle amenities include but are not limited to temporary bike parking facilities, tune-up stations, bike washing stations and bike lockers.
2. Regional pathways within Stampede Park, and active mode crossings located as shown on Map 11: Cyclist Circulation (including the existing regional pathway), are subject to periodic closure at the discretion of the Calgary Stampede.
3. Due to physical constraints and potential safety issues associated with the Calgary Stampede back-of-house operations, the potential regional pathway is subject to further review by The City and the Calgary Stampede.



NORTH HALF OF STATION AREA @ MACLEOD TRAIL & 14 AVE SE

EXISTING CONDITION



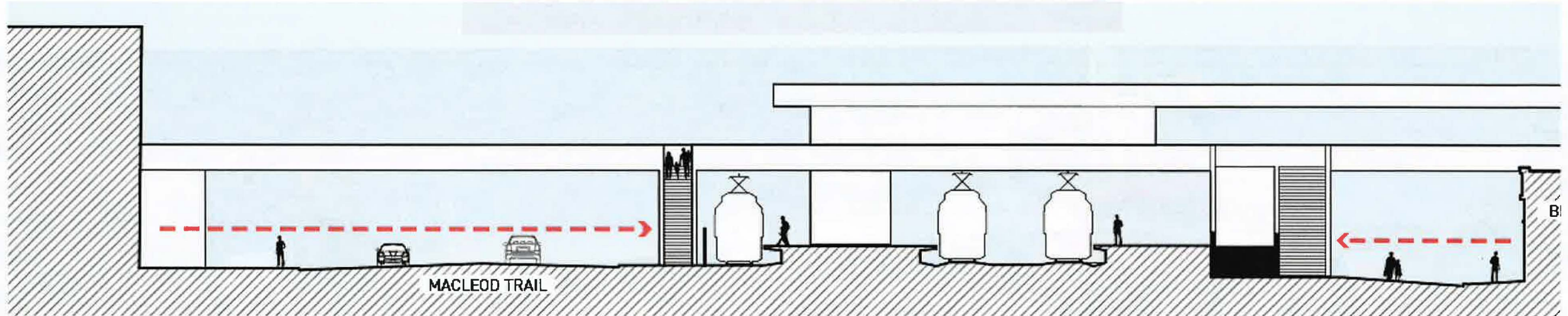
SOUTH HALF OF STATION AREA @ MACLEOD TRAIL & 17 AVE SE

EXISTING CONDITION

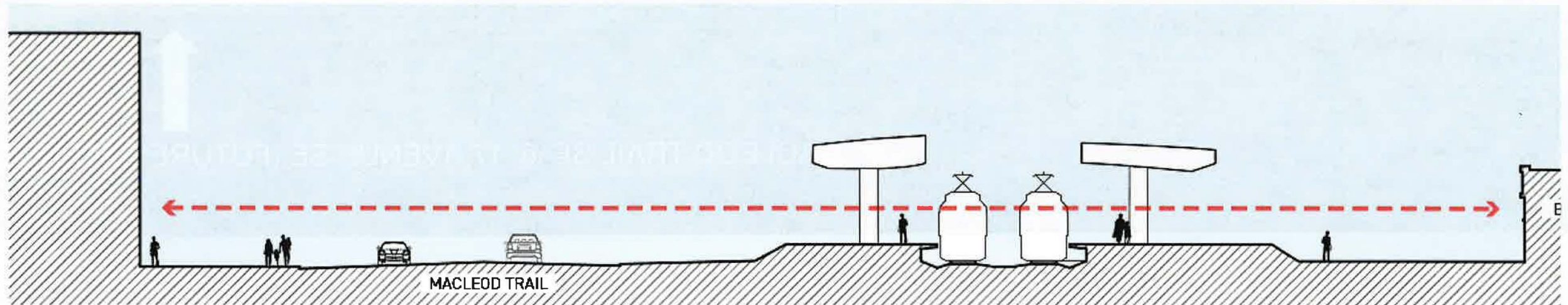


URBAN INTEGRATION

12



Existing Condition

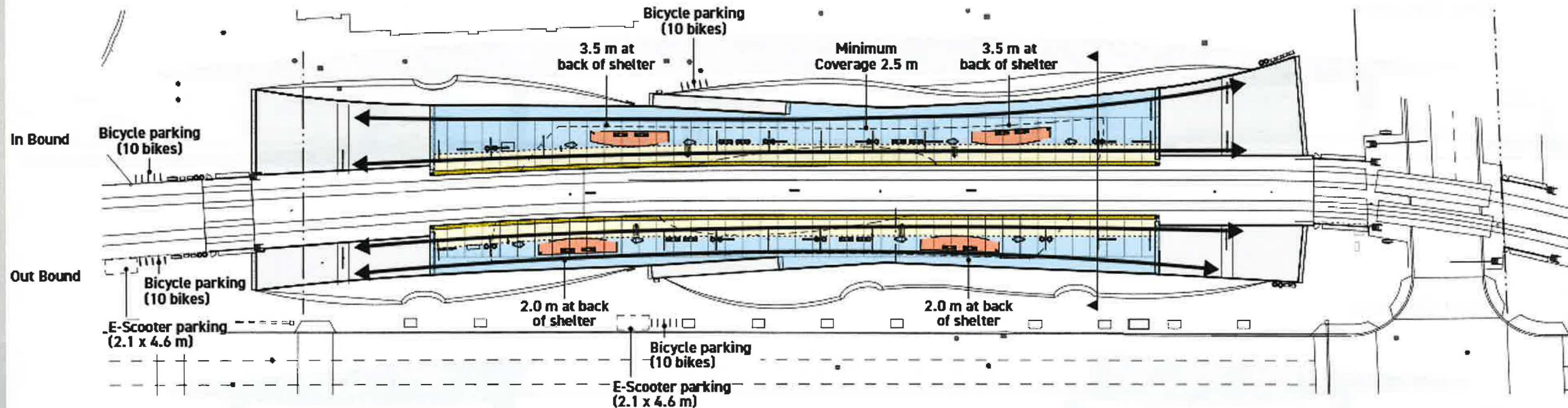
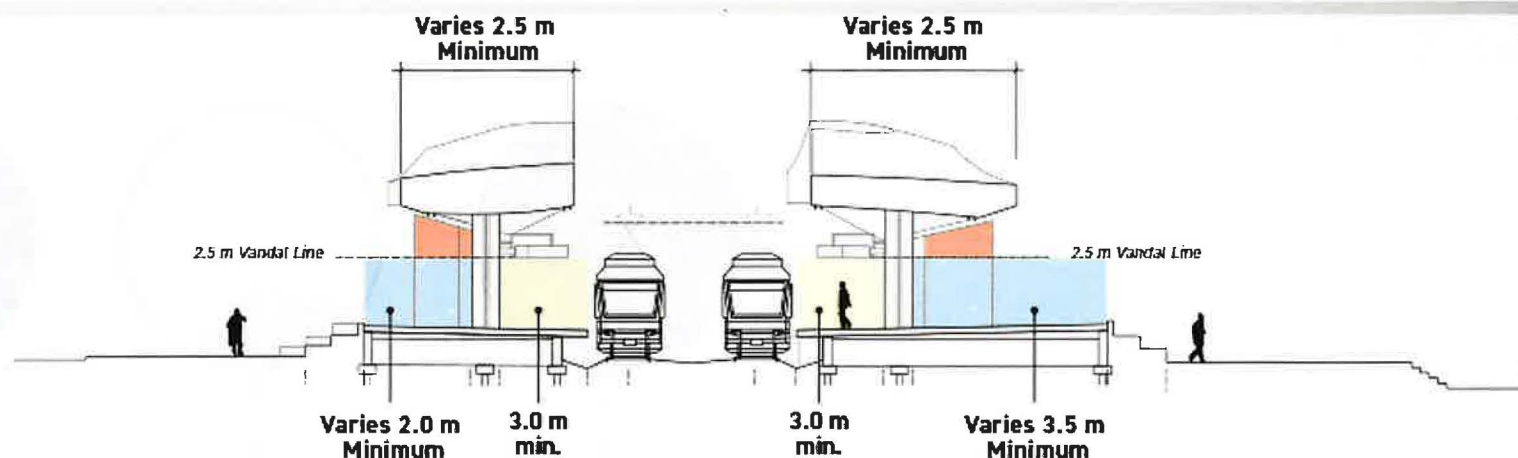


Proposed Condition

PLATFORM

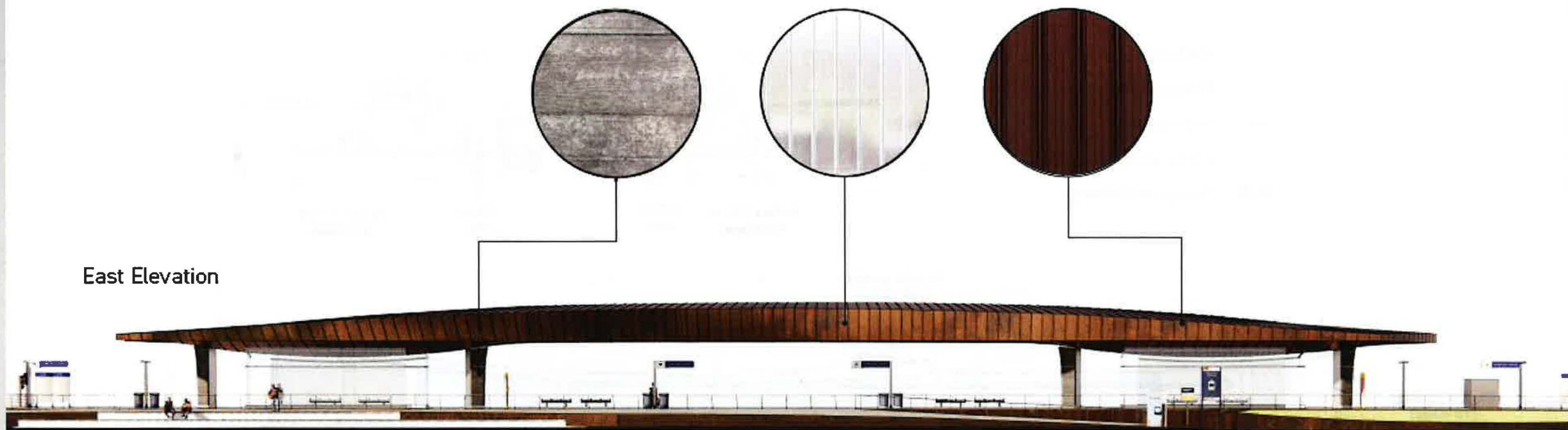
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- Platform
- Ramps/Paths
- Heated Shelter
- 3.0 m Furniture Free Zone
- Circulation Pathways

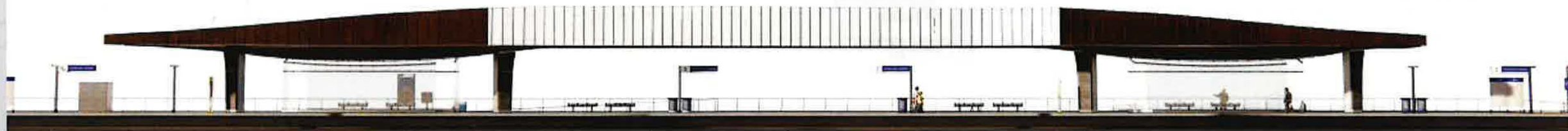


	IB (East) Platform Area m ²	OB (West) Platform Area m ²	Total Platform Area m ²	Total Platform Area Comparison	IB (East) Platform Area Distribution (%)	OB (West) Platform Area Distribution (%)	Paths/Planters Area m ²	Canopy Area m ²	Canopy Coverage %	Notes
Existing	n/a	n/a	850	1.0	n/a	n/a				
Ultimate	968	777	1745	2.0	55.5%	44.5%	1650	790	45.2	

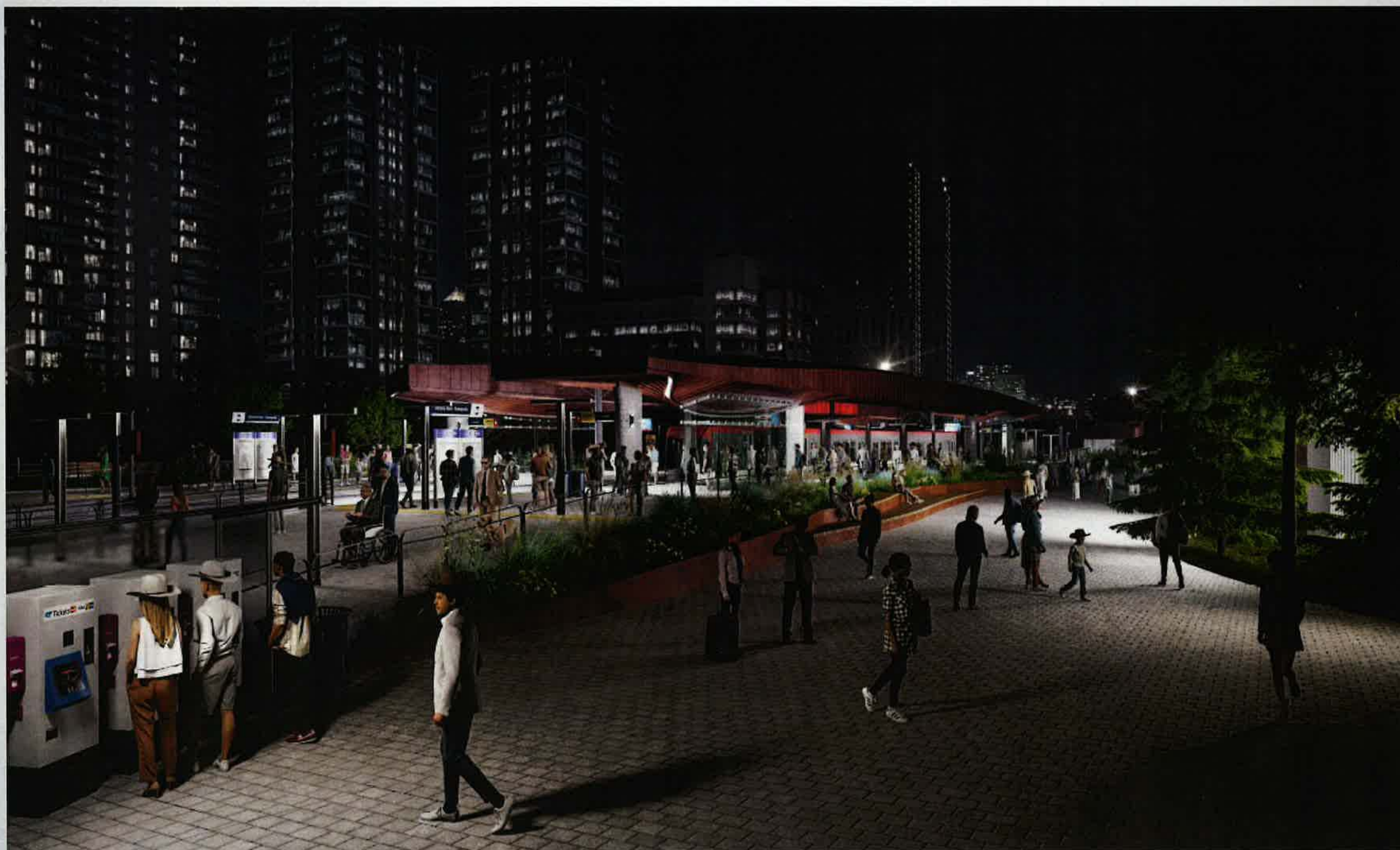
East Elevation



West Elevation







CONCLUSION

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission **RECEIVE FOR CORPORATE RECORD** the proposed Development Liaison application, DL2020-0004 for the new Victoria Park/Stampede LRT Station, platform and canopy at 1398, 1414, 1502, 1504, 1510 and 1602 Macleod Trail SE (Plan C; Block 108; Lots 1 to 4 and Lots 37 to 40; Plan C, Block 115, Lots 1 to 5; Plan C, OT; Portion of SW1/4 Section 15-24-1-5).

APPLICANT PROJECT TEAM

Speaking Members:

Gary Mundy (GEC Architecture)
Clare LePan (CMLC)
Kelly Coles (CMLC)
Alana Getty Sommers (ISL Engineering)
Chris Knobel (Calgary Transit)
Kerri Souriol (Calgary Stampede)

Members viewing online :

Josh Schellenberg (GEC Architecture)
Josh Sartorelli (CMLC)
Sander Quartero (WSP)
Chris Bardell (CMLC)
Amy Castel (CMLC)

SITE PLAN | CURRENT CONDITION

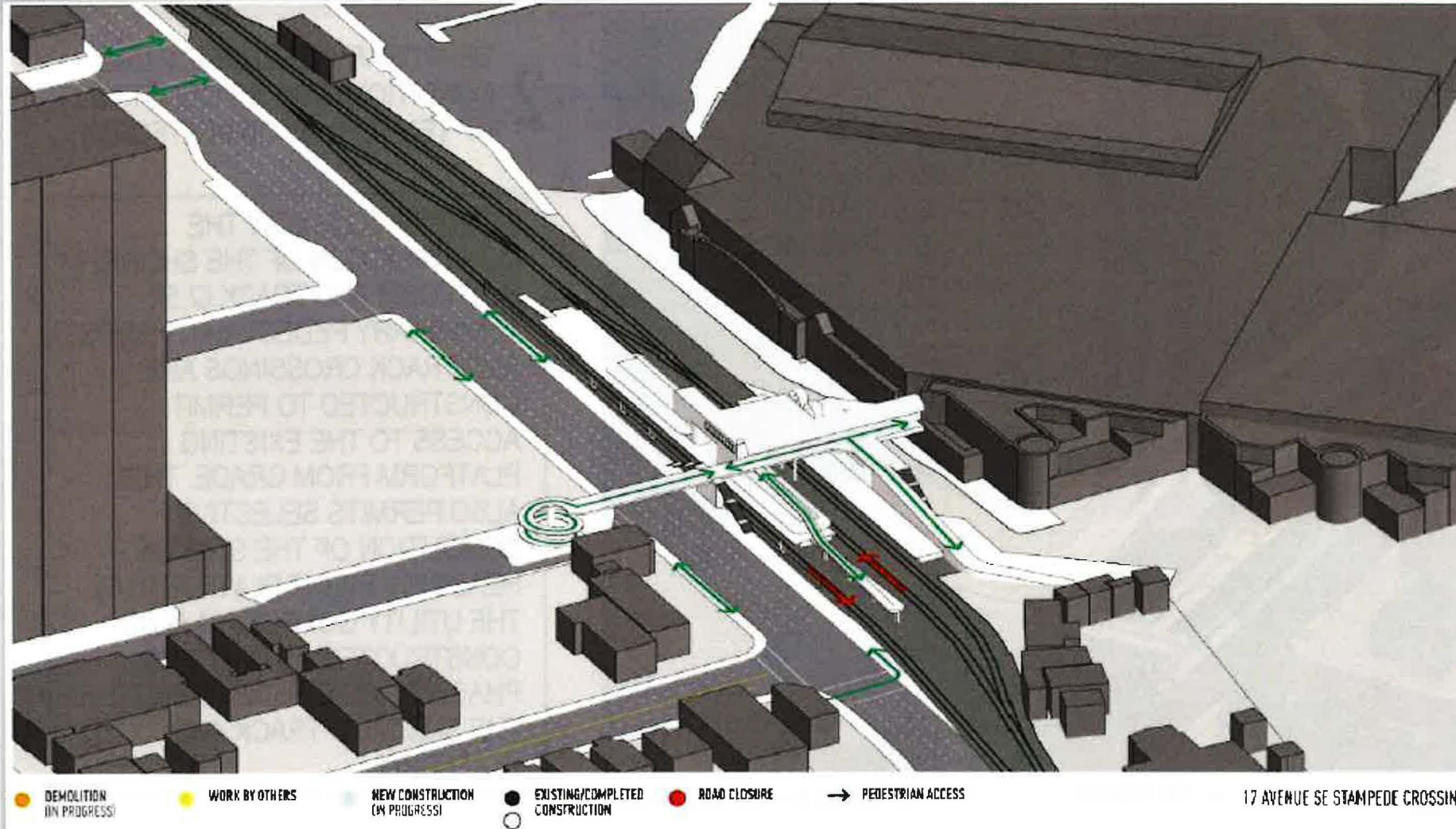
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SITE PLAN | FUTURE CONDITION

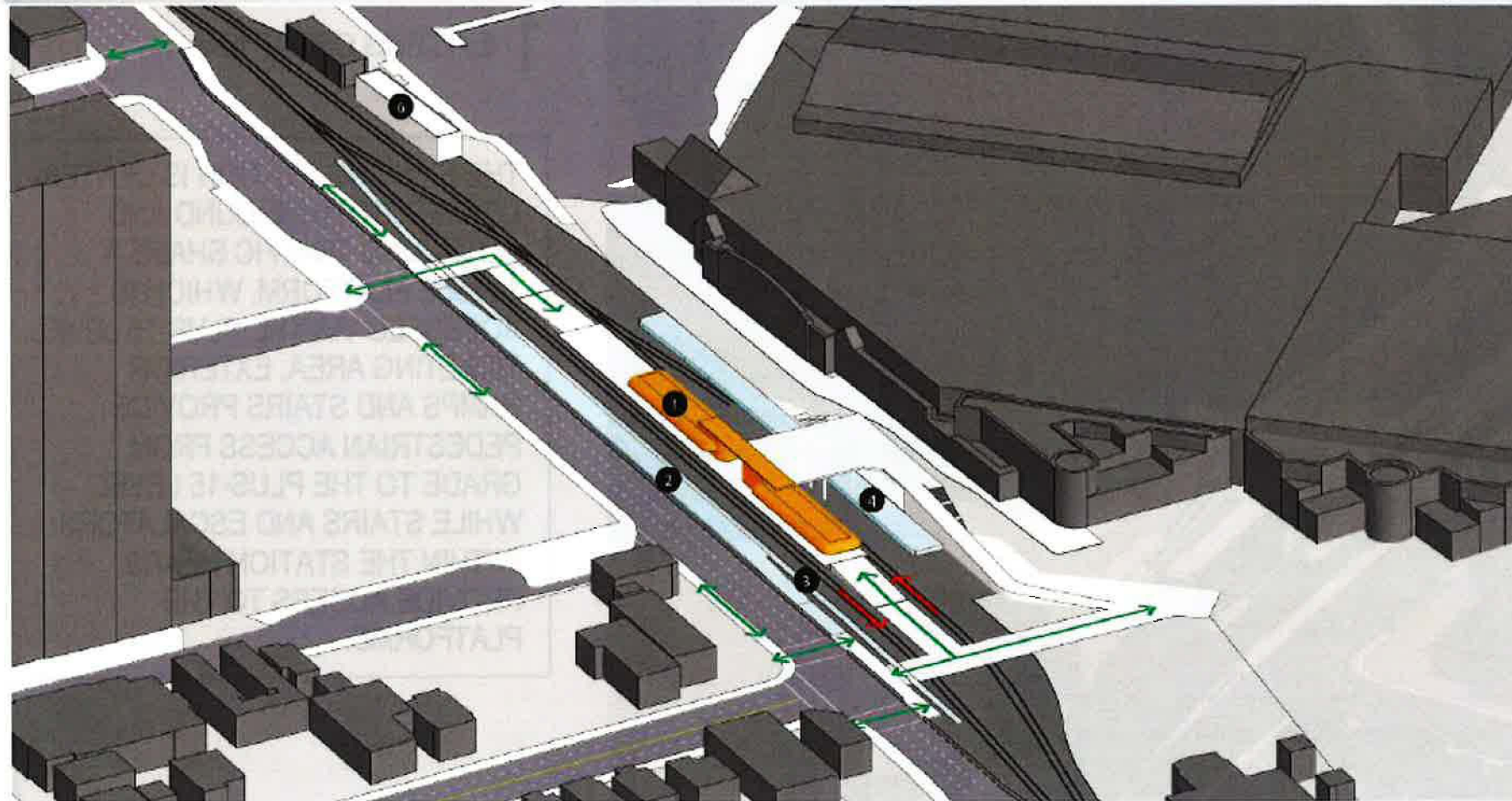
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1 EXISTING CONDITION

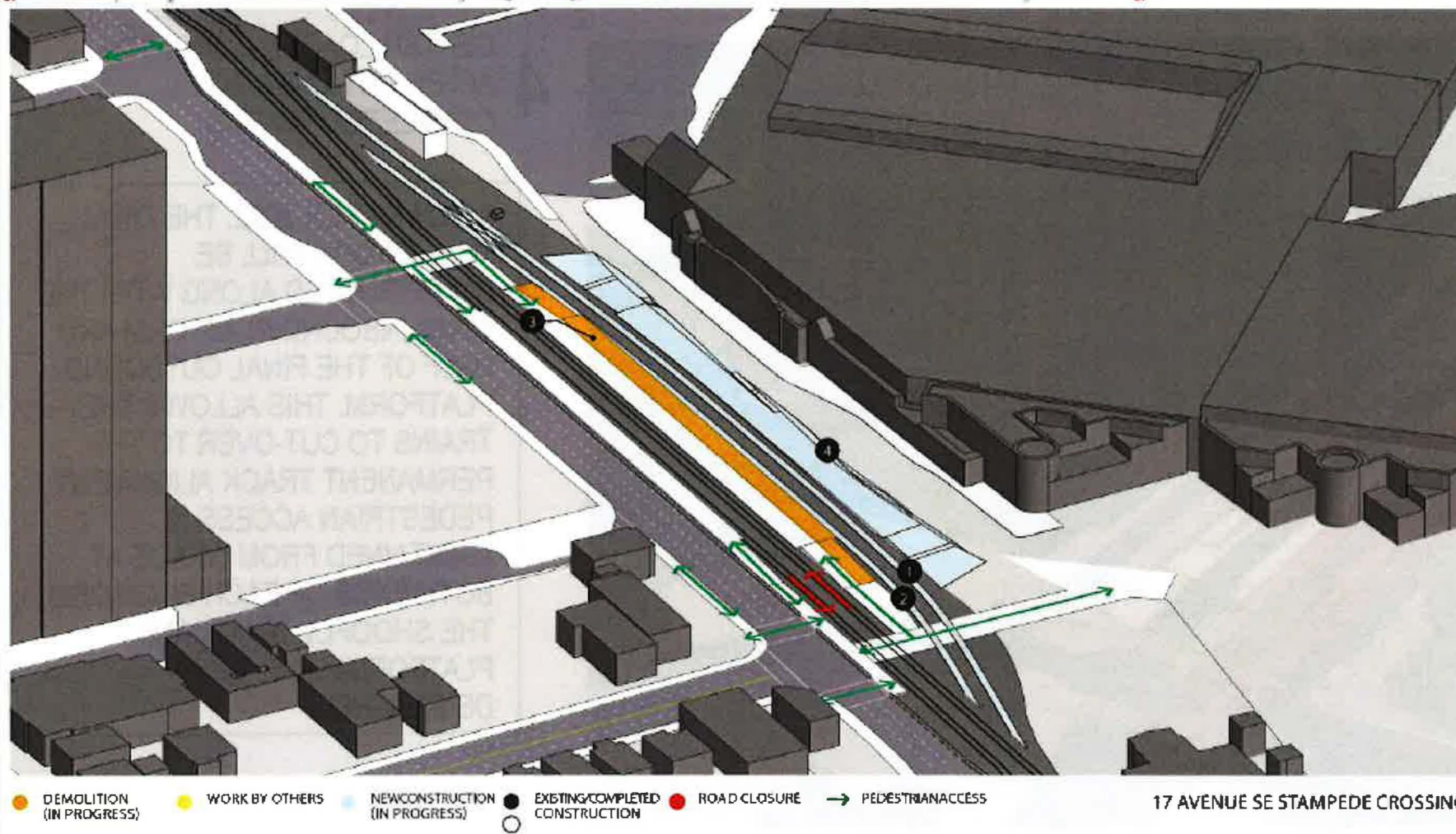
THE EXISTING STATION IS CENTER-LOADED: BOTH INBOUND AND OUTBOUND TRAFFIC SHARE A SINGLE PLATFORM, WHICH IS ACCESSED VIA THE PLUS-15 LEVEL TICKETING AREA. EXTERIOR RAMPS AND STAIRS PROVIDE PEDESTRIAN ACCESS FROM GRADE TO THE PLUS-15 LEVEL, WHILE STAIRS AND ESCALATORS WITHIN THE STATION HEADS PROVIDE ACCESS TO THE PLATFORMS.



17 AVENUE SE STAMPEDE CROSSING

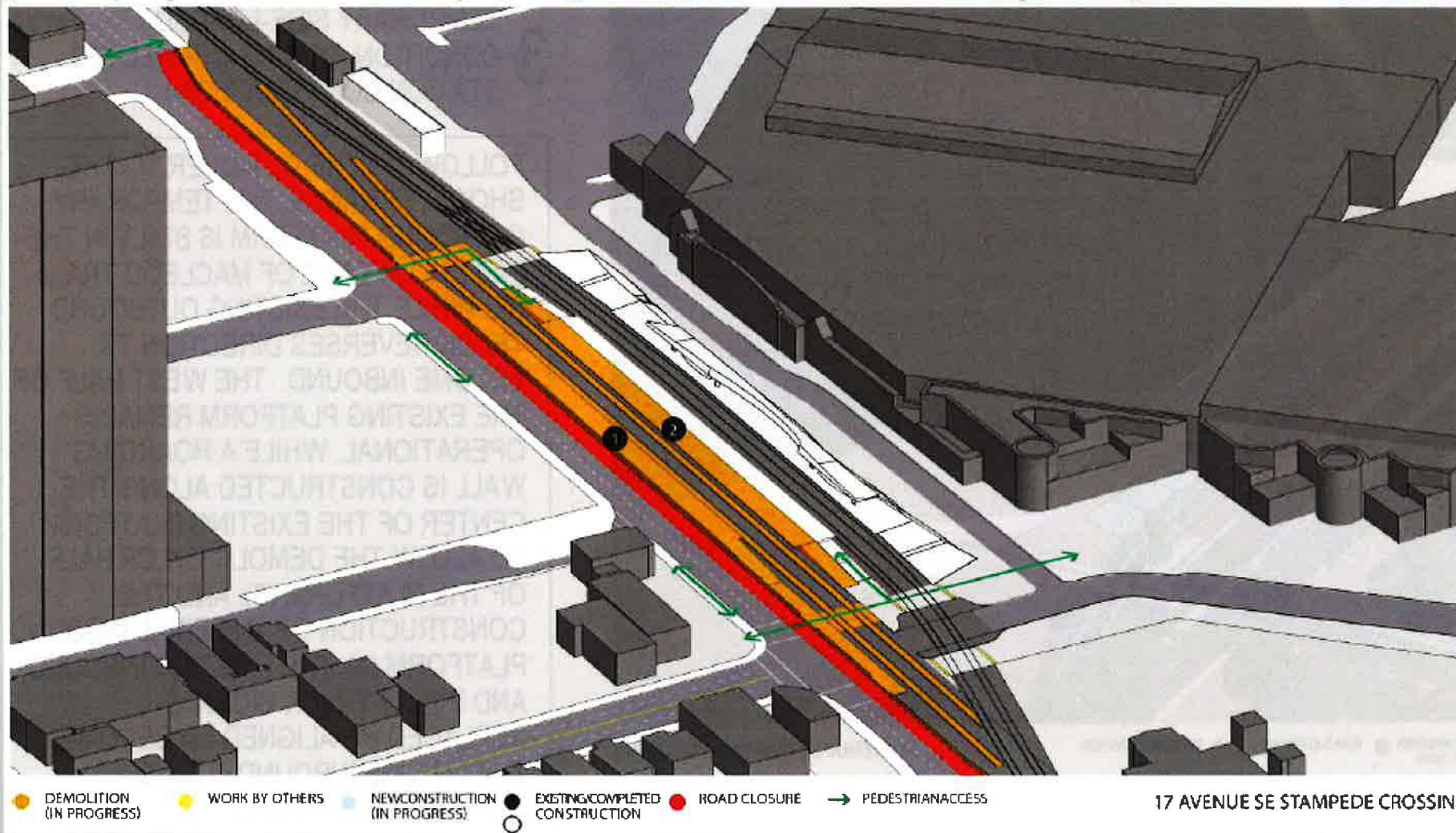
2 TEMPORARY CENTER-LOADED CONDITION (DURING CONSTRUCTION OF TEMPORARY OB PLATFORM)

IN ORDER TO ALLOW THE CONSTRUCTION OF THE SHOOFLY PLATFORM AND TRACK (2,5), TEMPORARY PEDESTRIAN RAMPS AND TRACK CROSSINGS ARE CONSTRUCTED TO PERMIT ACCESS TO THE EXISTING PLATFORM FROM GRADE. THIS ALSO PERMITS SELECTIVE DEMOLITION OF THE STATION HEADS (1), EVENT PLATFORM (4). THE UTILITY COMPLEX IS ALSO CONSTRUCTED DURING THIS PHASE TO ALLOW CUTOVER TO THE SHOOFLY TRACK AND PLATFORM.



3 TEMPORARY SIDE-LOADED CONDITION (DURING COMPLETED STATION CONSTRUCTION)

FOLLOWING THE CUT-OVER TO THE SHOOFLY TRACKS, THE TEMPORARY OUTBOUND PLATFORM IS BUILT IN THE EAST MOST LANE OF MACLEOD TRAIL SE, WHILE THE EXISTING OUTBOUND TRACK REVERSES DIRECTION TO BECOME INBOUND. THE WEST HALF OF THE EXISTING PLATFORM REMAINS OPERATIONAL, WHILE A HOARDING WALL IS CONSTRUCTED ALONG THE CENTER OF THE EXISTING PLATFORM TO ALLOW THE DEMOLITION OF HALF OF THE PLATFORM (3), AND THE CONSTRUCTION OF THE FINAL INBOUND PLATFORM (4). THE EXISTING INBOUND AND EVENT TRACK WORK IS REPLACED/RE-ALIGNED TO BECOME THE FUTURE INBOUND (1) AND OUTBOUND (2) TRACKS.

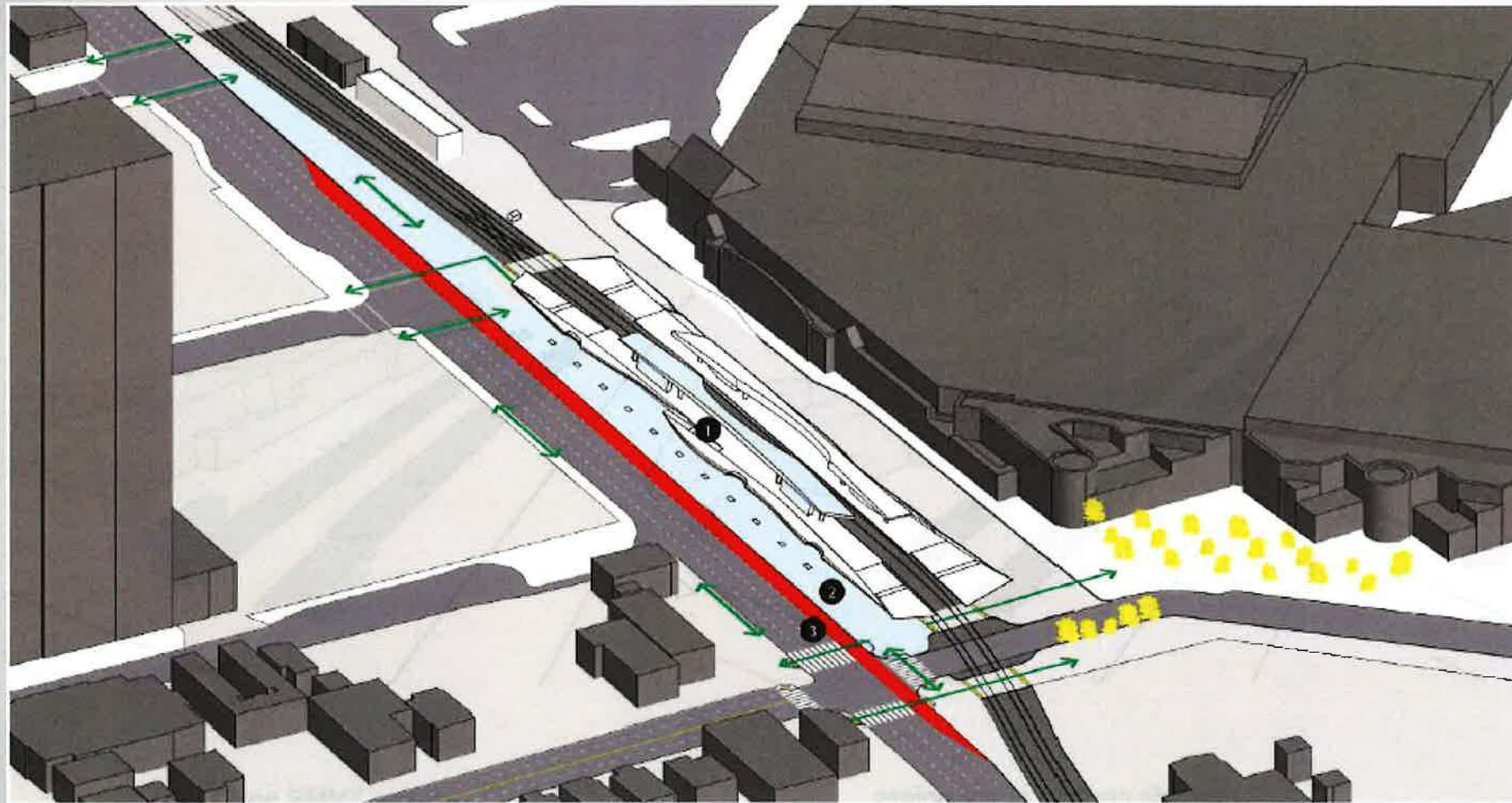


4 CENTER LOADED CONDITION AFTER CUT-OVER TO COMPLETED TRACKS

AS OF MARCH 2022, THE FINAL TRACKWORK WILL BE CONSTRUCTED ALONG WITH THE FINAL INBOUND PLATFORM AND HALF OF THE FINAL OUTBOUND PLATFORM. THIS ALLOWS THE TRAINS TO CUT-OVER TO THE PERMANENT TRACK ALIGNMENT. PEDESTRIAN ACCESS IS MAINTAINED FROM GRADE AT BOTH ENDS OF EACH PLATFORM. THE SHOOFLY TRACK AND PLATFORMS ARE THEN DEMOLISHED.

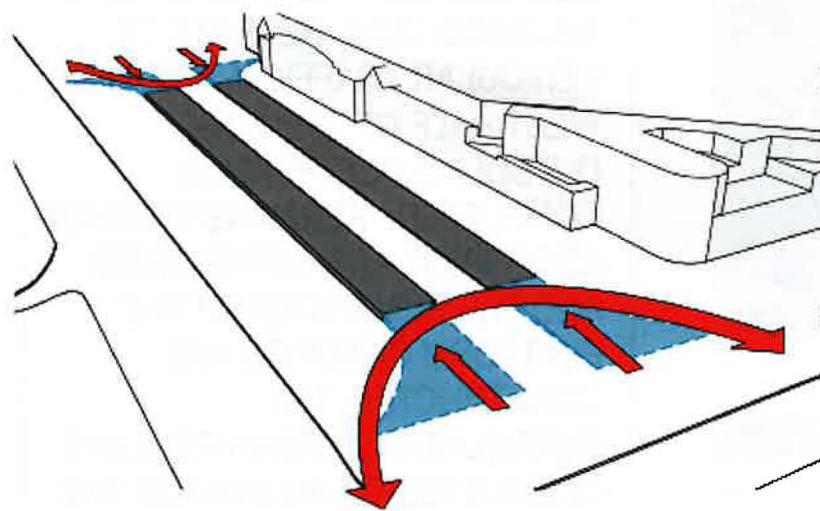
5 PROJECT COMPLETION

ONCE THE SHOOFLY IS DEMOLISHED, THE EAST LANE OF MACLEOD TRAIL REVERTS TO VEHICULAR TRAFFIC WHILE THE WEST HALF OF THE FINAL OUTBOUND PLATFORM IS COMPLETED. PERMANENT TRACK CROSSINGS ARE ESTABLISHED AND THE REMAINDER OF THE PLATFORM CANOPIES ARE CONSTRUCTED. THE SURROUNDING URBAN REALM IS COMPLETED TO ALLOW FOR THE EVENTUAL EXTENSION OF 17 AVE AND TIE-IN WITH THE 17EX PROJECT.

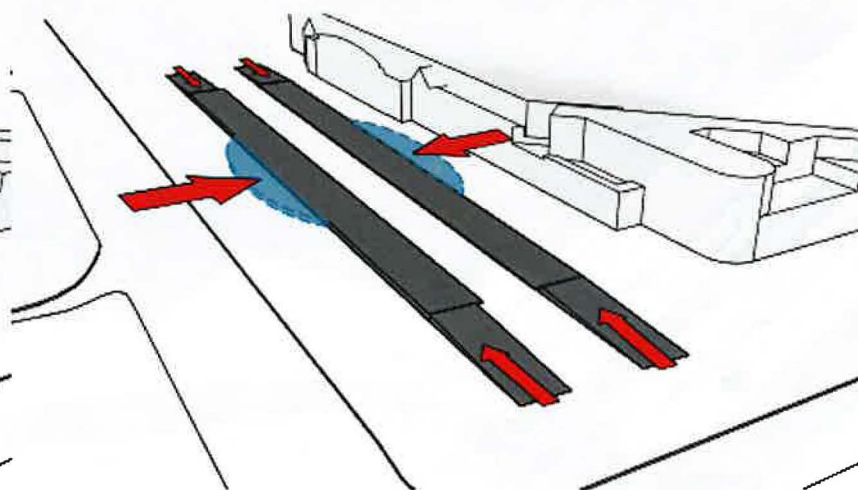


17 AVENUE SE STAMPEDE CROSSING

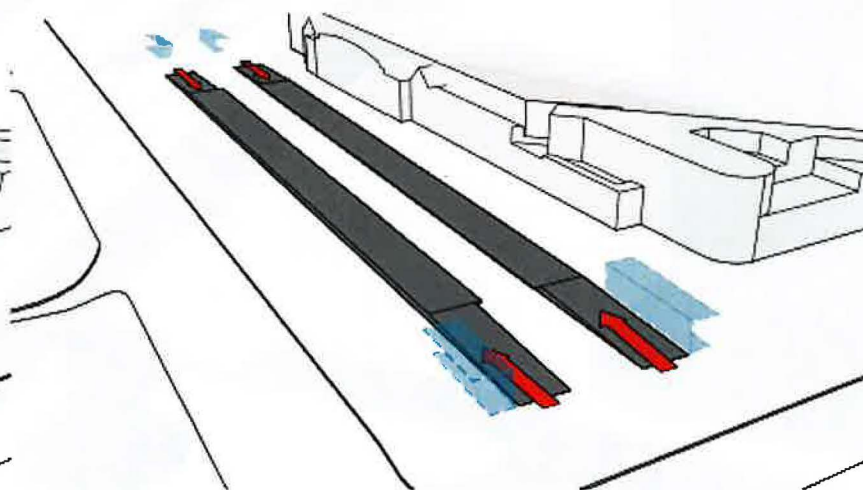
PLATFORM DEVELOPMENT



Open the platform to the
gateway intersections



Provide central entry points



Locate TVMS and TVM
shelters to create framing
gateway elements

17SX DESIGN CONCEPTS

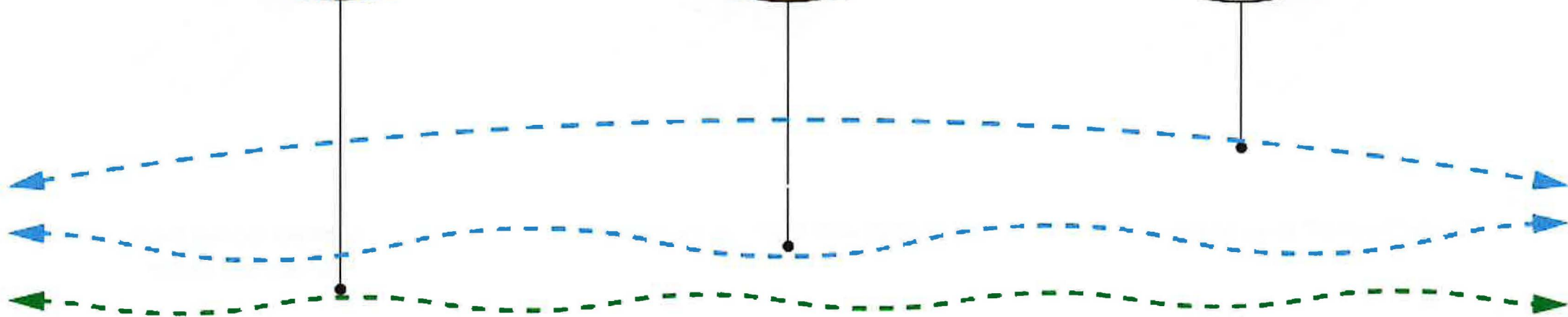
FIELDS



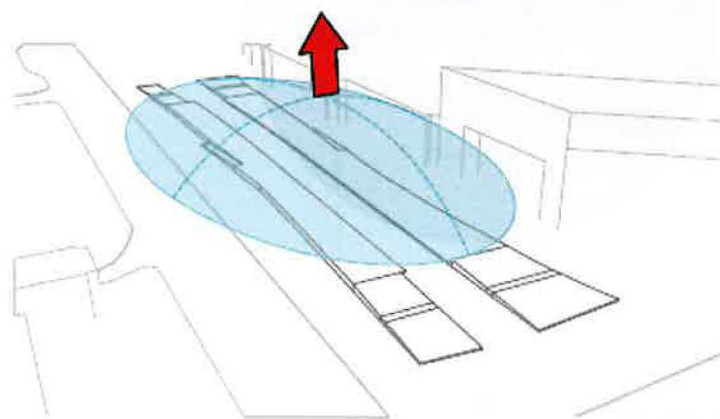
FOOTHILLS



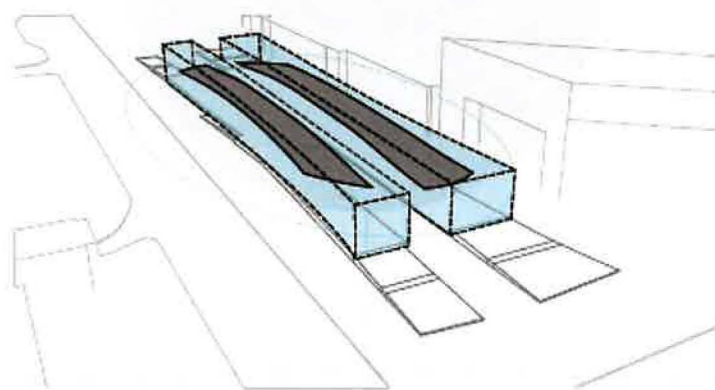
CHINOOK ARCH



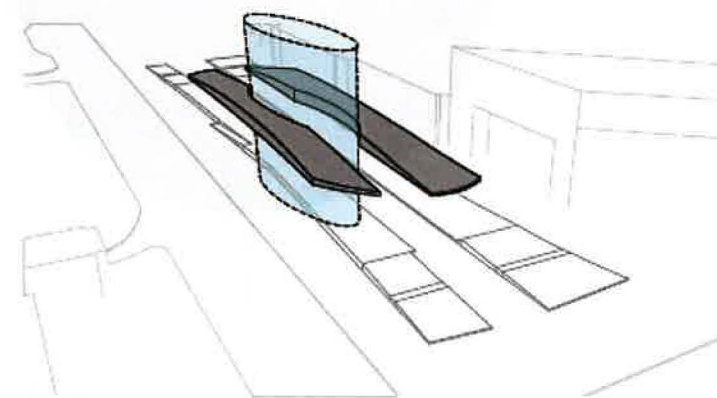
CANOPY DEVELOPMENT



Create "Foothill" Over Station



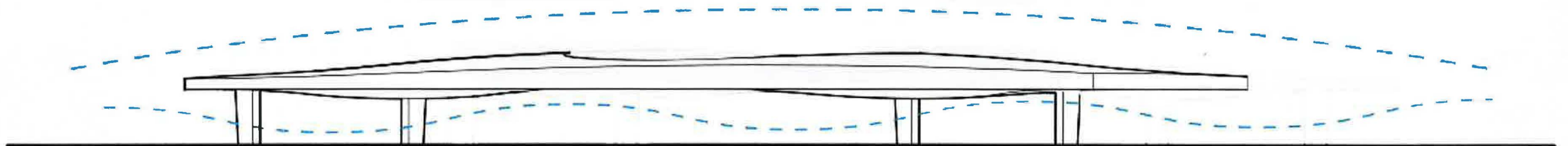
Cut Foothill with Platform Perimeter



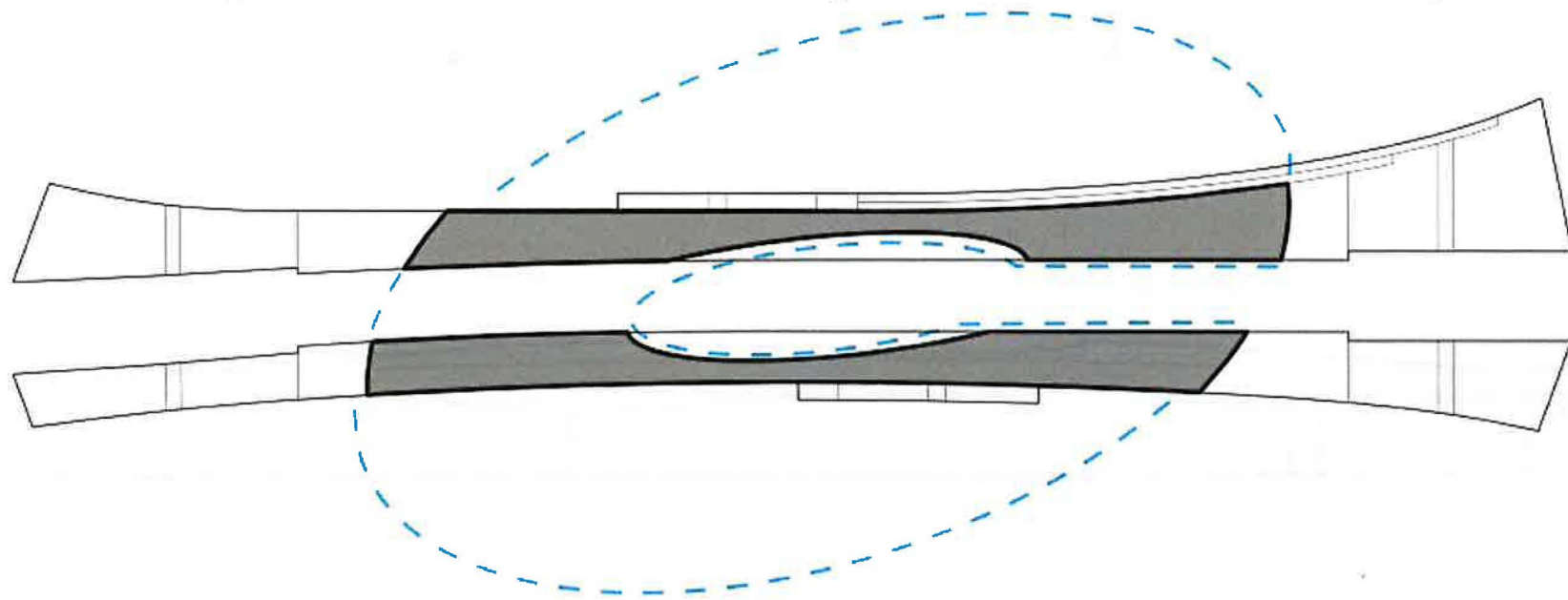
Subtract Oculus from
Canopy and Refine

FORM

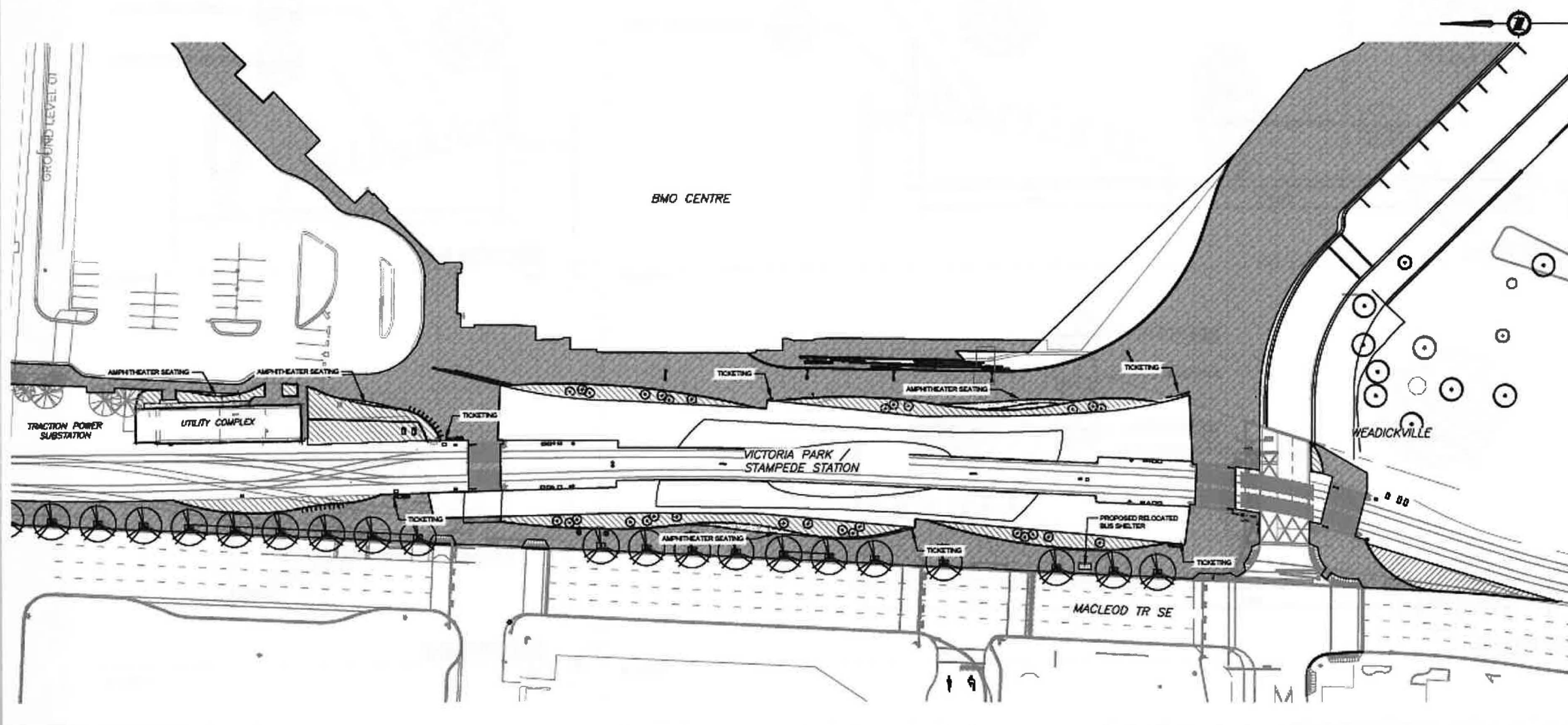
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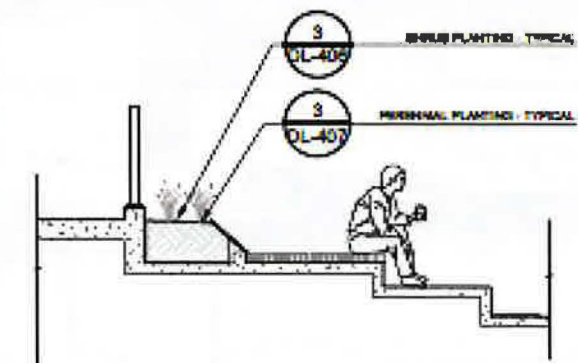
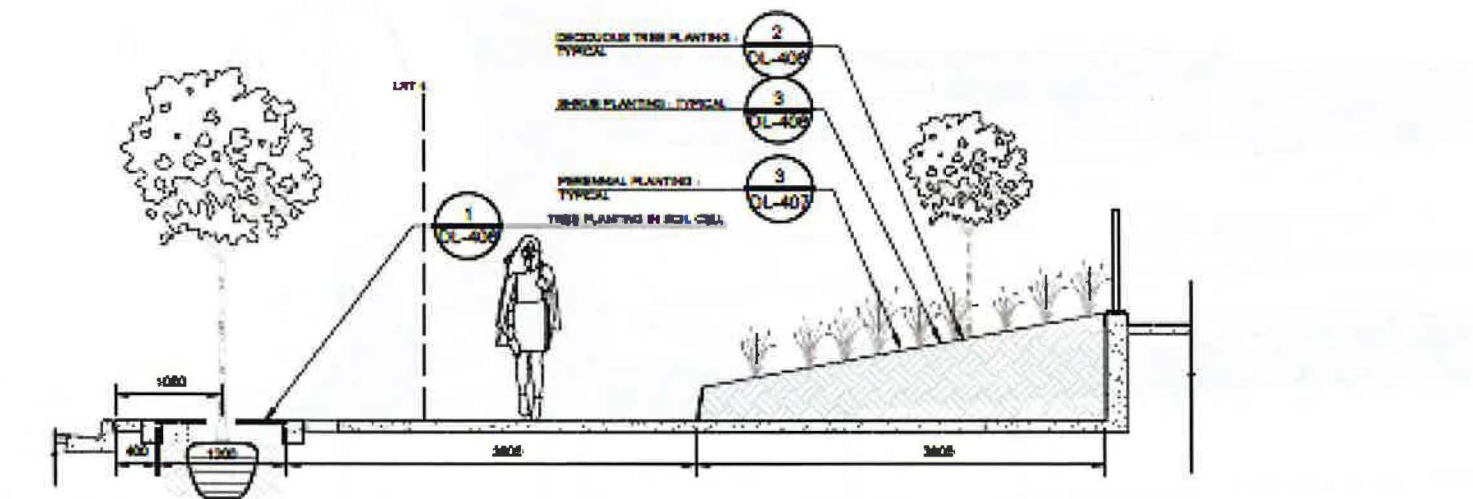
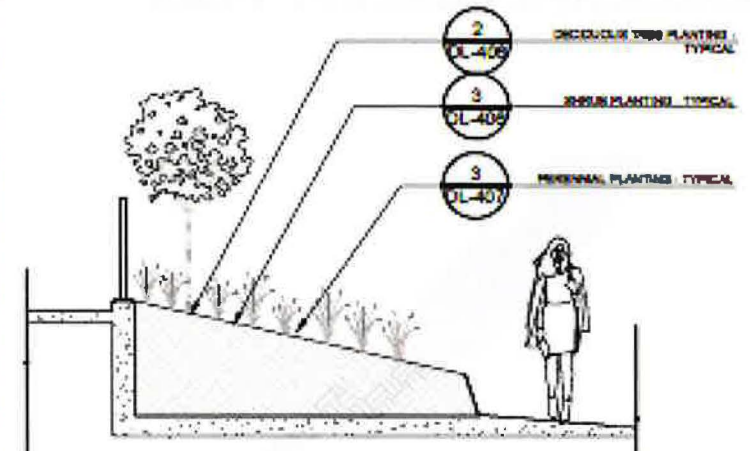
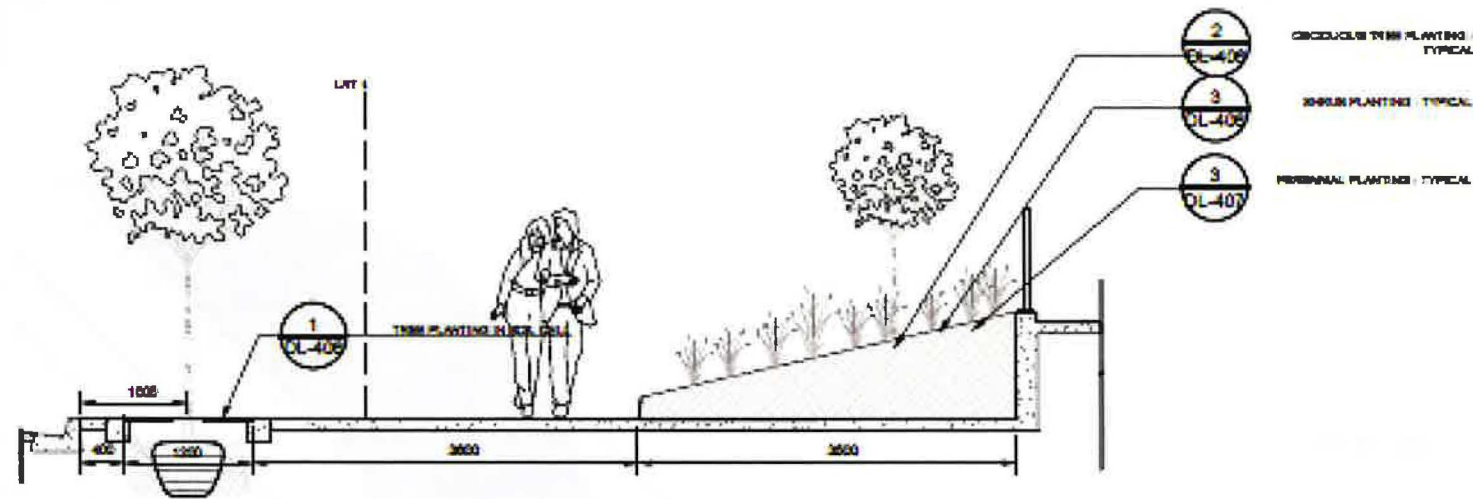


FORM



LANDSCAPE CONCEPT PLAN







District Development: Construction Starts

Active Projects

1	Strategic Group	Q3 2018
2	One Properties	Q4 2018

Construction Enabling Work

4	Elbow River LRT Bridge	Q1 2020
5	LRT Utility Complex	Q2 2020
6	Stampede Station (Including Temporary Station)	Q3 2020
7	BMO Convention Centre Expansion	Q3 2020
8	17 th Avenue SE Extension	Q4 2020