

21 April 2021.

Graham Gerylo
Senior Manager Planning Green Line
City of Calgary

cc: Michael Thompson, General Manager Green Line
Druh Farrell, Councillor Ward 7

Dear Graham,

**RE: CENTRE STREET GREEN LINE STREETSCAPE CONCEPT - ROADWAY
WIDENING**

The Crescent Heights community certainly appreciates and thanks the City for the opportunity through the Engage process to learn and comment about this important City project.

As recognized on the City's website <https://engage.calgary.ca/greenline/streetscape>, this project "aims to create a vibrant, safe and welcoming pedestrian environment" with the goals of

- Mobility and function
- Green and healthy
- Community and character
- Economic development

Through the review of plans and participation in Engage sessions, it is our view that this stated ambition and its goals, which we support, are compromised by the widening of the carriageway from curb face to curb face by 5.0m (16.4 feet), or 2.5m (8.2 feet) on both the east and west side, as noted in the March 11th presentation and subsequently reinforced in later sessions. This roadway widening:

- reduces the area of the pedestrian realm as an inviting place for people on foot to walk, stroll and reach transit in comfort;
- reduces the opportunity for small scale patios, displays and other street enlivening activities; and
- reduces the opportunity to create a destination of the greater Centre Street for the Crescent Heights community and the city.

The City has recognized the diminishment of the public realm by noting that along a number of blocks that there is:

- a reduced and limited space for outdoor patios;
- a sidewalk width where people walking together would not be able to navigate and only two individuals can pass one another; and
- no space for tree planting (critical to successful main streets).

The consequence of narrowing the public realm is further exacerbated by the City's direction to revise the travel pattern for its buses from running in the trackway to operating in the curb side

travel lane along both sides of the street. These are not characteristics for achieving the stated aims and goals. They negatively affect people on foot walking along Centre Street.

The City's "2014 Complete Street Guide" states "pedestrians are typically more comfortable on sidewalks that are buffered from moving vehicles ... to create a comfortable walking environment" (p. 69). It is not enjoyable to be walking along narrow sidewalks where a high frequency of buses are rolling by with their inherent noises and vibration. Furthermore, what will the public realm be like without trees? In the winter with snow storage? Why would a business see this as a desirable location, let alone a developer as a desirable site for development of mixed use (residential)?

The Guide further states that "Sidewalks **wider** than 2.0 metres should be provided along transit routes and connections to transit hubs." (p.32). It also states additional space is to be allocated for the edge, furniture and frontage zones of the public realm area (p.67).

Our request to the City is to rethink the street's cross section in order to create an inviting and welcoming pedestrian realm – a place for people that meets the stated ambition. By its historic significance, panoramic views, and name, Centre Street demands that it be a great destination mainstreet for a broad diversity of people, residents, transit users, and visitors throughout the seasons.

We have attached a detailed list of our thoughts and observations for your consideration. We would be happy to meet on site (physically distanced and masked) to mark out, discuss the impacts and share needed refinements.

Regards,

Doug Carlyle
Marie Semenick-Evans
Co-Directors, Transportation Mobility & Planning
Crescent Heights Community Association
403 629 6563

CENTRE STREET GREEN LINE

STREETSCAPE CONCEPT from that noted:

<https://engage.calgary.ca/greenline/streetscape>

19 April 2021.

UNDERSTANDINGS AND ASSUMPTIONS IN ADDITION TO THAT ON ENGAGE SITE

- Transit buses will operate in the single curb lanes, mixed with private vehicles.
- Carriageway/lane has been widened for transit vehicle operations.
- Width of trackway may vary depending on LRV type.
- Project is to be built through a DBF delivery model with procurement documents issued by the CoC to the design-builders.
- Construction start date TBD.
- Project scope and budget includes improvements to private properties adjacent and outside of right-of-way.
- There is a fixed upset maximum project budget.

GENERAL COMMENTS AND QUESTIONS

- *Sidewalks and boulevards*
 - Integrate measures to make Centre Street a great tree lined boulevard building on the vision and aspiration evidenced by the Centre Street Bridge and Calgary Tower.
 - Greater emphasis on Green Infrastructure along the length of the scope to address pedestrian comfort and create opportunities for addressing climate change resilience.
 - Meet NACTO (National Association of City Transportation Officials) recommended minimum clear path for pedestrians along commercial streets of 2.4 m to 4.5 m (p.78, 'Global Street Design Guide'). Along the length of Centre Street on both sides, significant lengths of walk illustrated are less than dimensions recommended. This is especially required given assumed increase in pedestrian volumes from transit use and redevelopment adding density.
 - Given the renewed emphasis on outdoor spaces for healthy well-being, and being fully public, what long term measures are to be incorporated into the design of the streetscape where physical distancing of 2m can be maintained as recommended by Health Canada?
 - Will you be reviewing street corner geometry for accommodation of pedestrians standing and waiting to cross the street, reducing street corner radii? e.g. school students, transit users? corner bulbs (curb extensions), gates, pavement texture, raised intersections (table).
 - Review street corner radii to induce slow turning traffic.
 - Create public realm open spaces for patios, pop-up events/businesses, micro-mobility.

- *Curb face to curb face – Centre Street carriageway*
 - Review width of trackway, platforms and travel lanes. Reinforce pedestrian priority on street sidewalks and platforms. How wide is the platform and what amenities will it have? Planting seating?
 - What is the speed of BRT and other CT buses operating in the curb lane? How will their noise and vibration impact be addressed?
 - How local routes (2, 3, 17) bus stops will be integrated.
 - What measures are integrated for a greater emphasis on Green Infrastructure along the length of the scope to address addressing climate change resilience.
 - Investigate design measures in street design to inhibit cut-through traffic to be incorporated into the plan. (corner bulbs, gates, pavement texture and raised intersections (table))
 - Identify opportunities for off-street local surface parking.
- *Intersecting neighbourhood streets*
 - Review strategies to narrow carriageway on intersecting side streets to 6.5m to inhibit short cut traffic and enable planting opportunity for amenity and green infrastructure.
- *Private parcel development*
 - Given reduced vehicle traffic, and potential increase in transit traffic and use, what are the anticipated businesses that are likely to be viable along Centre Street following construction?
 - Clarify and test development opportunities for adjoining private properties.

SITE SPECIFIC

- *Escarpment Zone*
 - Celebrate through design for all modes the city-wide significance of Centre Street and its panoramic views over the valley to downtown.
 - Separate MUP from the carriageway with both escarpment planting and vertical separation above carriageway.
 - Investigate potential distinction of peds from bikes on MUP.
 - Develop new wide and generous stairway and trail up to Rotary Park, enabling physical distancing.
- *7 Avenue N to 8 Avenue N*
 - Maintain and enhance pedestrian crossing at 7 Ave.
 - How will the west side landscaping integrate with adjoining land uses/built form? What are the programme requirements that it is addressing?
 - Provide cross walk to the side loading platforms from sidewalks.

- *8 Avenue N to 9 Avenue N*
 - Align crosswalk with the sidewalk it connects to.
 - Extend boulevard planting in keeping with connection to escarpment.
 - Need for outdoor patio spaces - especially following covid. Sidewalk illustrated is not wide enough.
- *9 Avenue N to 10 Avenue N*
 - Reduce right turn lane and expand sidewalk on west side.
 - Assess grade difference with adjoining building on east side, given need for buffer zone.
- *10 Avenue N to 11 Avenue N*
 - Sidewalk narrow with significant grade change on east and west sides. Review trackway and travel lane given need to widen narrow walk and associated plantings on west side given significant grade change at property line.
- *11 Avenue N to 12 Avenue N*
 - Shorten east bound right turn lane to widen walk and boulevard
 - Make 12th Ave more pedestrian friendly if traffic is to be inhibited along Avenues south of 12 Avenue.
- *12 Avenue N to 13 Avenue N*
 - On east side, need for boulevard tree planting and generous sidewalks. Narrow travel lane and landscape buffer.
 - On west side, sidewalk is too narrow for existing and potential pedestrian circulations (wheelchairs, strollers passing one another).
 - East bound left turn lane length is long and competes with sidewalk width. Make sidewalk wider.
 - Review trackway and travel lane widths given need to widen narrow walks and associated plantings on both sides.
- *13 Avenue N to 14 Avenue N*
 - Revise 14 Ave x-walk alignment to be straightforward and intuitive.
 - On west side tighten carriageway alignment to add boulevard trees.
- *14 Avenue N to 15 Avenue N*
 - No specific comment.
- *14 Avenue N to 15 Avenue N*
 - Widen crosswalk and standing room street corners and platform.
 - Explore amenity and planting on platform.



May 11, 2021

Michael Thompson [via email: Michael.thompson@calgary.ca]
General Manager, Green Line
The City of Calgary #8124
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

RE: Green Line – 4 St Station Position and Design

Dear Michael:

We thank the Green Line team (the "Team") for our ongoing discussions and are supportive of the project. We appreciate that the line is established as below-grade north of Stampede Park and have turned our attention to the 4th St SE Station (the "Station") east-west placement along the line and concept design elements.

With over \$1 billion in investment in the form of the BMO Centre Expansion and new Event Centre projects (the "Developments"), and with other retail and hospitality projects planned to follow, the Station will serve both as the introductory and culminating visitor experiences in the area.

As we have indicated to the Team, the placement of the Station and consideration of the design in its context of visitors attending events will be critical. We urge the Team to undertake additional study in the area to estimate post-event pedestrian flows in particular, which will inform optimal Station entry locations and minimize conflicts of pedestrians with vehicle traffic.

Of primary importance for consideration is:

- Above-ground station entry locations;
 - As we have indicated to the Team, the above-ground station entries should be located as close to 4th St as possible for the convenience of visitors to the Developments, as well as passage to East Village;
 - Station heads should be thought of independently from the underground platform location – a themed underground transition to the platform location from the ideally-located surface station entries is welcome;
 - With expected large volumes of visitors, longer underground transitions should be considered to mitigate disruption to 12 Av SE auto traffic;
- 5th Street underpass;
 - The future 5 Street underpass is an important part of the transportation network outlined in the Rivers District Master Plan. Station/track positioning and depth must not prevent this important project from being built to allow for connectivity to the 17 Av extension and the Beltline;

- Safety;
 - With large event surge volumes, it is important for the safety and experience of transit users that a large above-ground plaza allow for orderly entry into the station;
 - Design of the underground station should allow for large volumes and prevent crowd surge safety concerns;
 - A study should be undertaken to estimate post-event pedestrian flows, optimally configure Station entries and reduce the potential for conflict with vehicle traffic;
- Design aesthetic
 - Like the redesigned Red Line Stampede LRT Station, the station should be unique and responsive to the area. Another successful local example of thematic implementation is the Zoo/Memorial Drive station.

We wish the Team well and look forward to continued discussions.

Sincerely,



Dana Peers
Chief Executive Officer

Cc. David Duckworth, City Manager, City of Calgary
Wendy Tynan, Director, Stakeholder Relations – Green Line