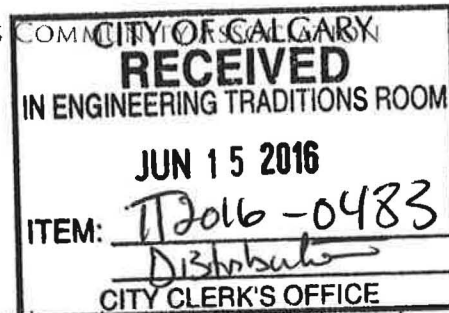




CRESCENT HEIGHTS COMMUNITY ASSOCIATION



Sep 2, 2015

Hi Jonathan,

Our CHCA Greenline LRT group reviewed the four options to evaluate the risk and benefit that each would bring to our community. The option chosen will need to be a holistic solution that meets the needs of the community while transporting people from point A to point B.

Option A:

Overview: Option A has the largest impact on our community; and, depending on the implementation, the impact will either be positive or negative. For this reason, we are apprehensive about this option.

Option A will benefit our community if:

1. The 16 Avenue interchange is a car underpass instead of a train underpass:
Keeping the train at grade will eliminate the need for barriers while it re-surfaces along Centre Street N
2. The implementation brings deliberate street beautification:
Trees, wide sidewalks, bike parking should not be afterthoughts; but should be fully incorporated into the design along with the train.
3. The station is low profile
The objective should be to create low profile station without architectural significance.
4. Pedestrian access is a key component to the design:
The train should only be one of the components. This approach will create connectivity between the east and west parts of our community, support local commercial activities and create a more vibrant street.
5. On street parking is part of the design:
Parked cars offer a layer of protection from moving vehicles, dust, splashes and noise to create a better pedestrian environment.

Option A will be a detriment to our community if:

1. Centre Street doesn't include a bike lane:
For our residents, biking and walking are important modes of transportation and need to factor heavily into the design. This includes offering a bike lane into the downtown core via the Centre Street Bridge. Multiple modes of transportation are part of the Complete Street mandate.
2. The design includes commuter parking in Crescent Heights:
The train stops should be focused on providing access to local activities rather than creating a new parking destination for commuters.
3. The only objective is to add transportation volume to Centre Street:
Some of our biggest challenges now involve how traffic is managed on Centre Street. Centre Street is currently car-centric and divides our community.
4. A ramp is required to bring the train to the surface from 16 Ave:

The barriers required for this transition will prevent an organic flow for the pedestrian and create 'dead zones' on the street. Having 16th Ave traffic pass under Centre Street, similar to the 5th Ave SW underpass, would have less impact than the train passing under 16th Ave.

Option B & C:

Overview: Options B&C have the potential to offer an accessible station within the community; however, it will have the largest environmental impact by removing the heavily vegetated area of McHugh Bluff.

Options B&C will benefit our community if:

1. The tunnel exit through McHugh Bluff is handled in an environmentally sensitive manner:
McHugh Bluff supports numerous varieties of wildlife and acts as the 'front lawn' for Crescent Heights. This level of significance needs to be carried throughout the design process.
2. The number of lanes of traffic is reduced on Centre Street:
Moving the train underground creates an opportunity for a pedestrian and bike friendly design. Centre Street has been heavily used, with little regard for the impact on our community. The Greenline LRT project creates an opportunity for a more balanced approach to transportation.
3. A plan to revitalize Centre Street is included:
Trees, wide sidewalks, bike parking should not be afterthoughts; but should be fully incorporated into a redesign of Centre Street.
4. The new design for Centre Street includes a bike route:
For many people, biking is the primary mode of transportation. Bikes share the sidewalk with pedestrians because of the current car-centric design. The new design for Centre Street needs to accommodate and respect these multiple modes of transportation.
5. On street parking is included in the new design for Centre Street:
We feel this is a critical part of developing the pedestrian environment by creating distance between the moving car and the pedestrian.
6. Pedestrian traffic is incorporated into the new train bridge:
This will create a greater connection between Crescent Heights and the other downtown communities

Option B&C will be a detriment to our community if:

1. We hide the landmark qualities of Centre Street bridge:
The train bridge has the potential to add a cluttered view of the river valley and detract from the beauty of the Centre Street bridge. Centre Street bridge has special significance to us since it reminds us of our earlier village status where the bridge linked the two communities. We would like to see the importance of the bridge acknowledged for these qualities.
2. Centre Street remains a four lane road for cars:
Large volumes of traffic prevent a pedestrian environment and create a barrier in our community. Consequently, Centre Street has become a dividing element rather than a gathering place for us. The Greenline LRT will be absorbing much of this traffic which provides the opportunity for a more community focused approach in the redesign of Centre Street.
3. The lane reversal remains:
Lane reversal exacerbates our negative experience with traffic from Centre Street. It supports a driver's urge to get home as soon as is physically possible. As a result, commuters speed through as if our community exists solely for their commuting benefit. For these reasons, we would like to see lane reversal eliminated as soon as possible and would certainly like to see it removed as part of any future development out of consideration for our community.

Option D:

Overview: Although it seems the impact on our community would be similar to that of Options B&C, it will actually have a slightly different impact. With the closest station at the very end of the community, most of the inherent development

that will accompany the LRT will happen outside of Crescent Heights. For this reason, there needs to be more emphasis on revitalizing Crescent Heights into a destination community.

Option D will benefit our community if:

1. By moving the train through a tunnel, the number of lanes of traffic is reduced on Centre Street:
As we mentioned in the other options, ALL modes of transportation need to be considered in the new design for Centre Street. Moving the train underground reduces the number of people that need to move above ground, creating an opportunity for a pedestrian and bike friendly design.
2. The option also incorporates a plan to revitalize Centre Street:
Development along the LRT route typically brings commercial benefit to the area. Since this option bypasses Crescent Heights, we think a revitalization plan needs to be considered as part of the project to ensure Crescent Heights doesn't suffer undue hardship
3. A bike route is part of the new design for Centre Street:
For many people, biking is the primary mode of transportation. Bikes share the sidewalk with pedestrians because of the current car-centric design. The new design for Centre Street needs to accommodate and respect these multiple modes of transportation.
4. On street parking is included in the new design of Centre Street:
We feel this is a critical part of developing the pedestrian environment by creating distance between the moving car and the pedestrian.
5. The 16 Ave station is shifted as far south as possible:
This would help to connect Crescent Heights to the LRT
6. The 16 Ave ARP densification plan is utilized at the Centre Street intersection:
To try and extend the LRT revitalization into the community

Option D will be a detriment to our community if:

1. Option D includes the 13 story below grade station at 9 Ave:
We think this station would be underutilized and attract crime to our community.
2. Centre Street remains a four lane road for cars:
Large volumes of traffic prevent a pedestrian environment and create a barrier in our community. Consequently, Centre Street has become a dividing element rather than a gathering place for us. The Greenline LRT will be absorbing much of this traffic which provides the opportunity for a more community focused approach in the redesign of Centre Street.
3. The lane reversal remains:
Lane reversal exacerbates our negative experience with traffic from Centre Street. It supports a driver's urge to get home as soon as is physically possible. As a result, commuters speed through as if our community exists solely for their commuting benefit. For these reasons, we would like to see lane reversal eliminated as soon as possible and would certainly like to see it removed as part of any future development out of consideration for our community.
4. If there are no deliberate plans to invest in a beautification plan for Centre Street through Crescent Heights

We want to participate in how Crescent Heights and the Greenline LRT develop.

Please advise the next step.

Regards,

Darlene Jones
Planning Director, Crescent Heights Community Association