

## 1.5 SAW 5: 9 AVENUE N STATION + 16 AVENUE N STATION

9 Avenue N and 16 Avenue N Station Areas Workshop  
Crescent Heights Community Association  
1101 2 Street NW, Calgary, AB

June 22, 2016

### Engagement Summary

The workshop for Green Line stations at 9 Avenue North and 16 Avenue North was held on June 22, 2016. Approximately 170 participants attended the workshop to provide input on the opportunities and potential issues that need to be considered in planning for Green Line stations in the area.

The workshop began with an introduction and overview of the Green Line project. This was followed by a guided tour of the proposed station areas along Centre Street. Following the tour, participants worked in small groups to identify opportunities and challenges for integrating and connecting the stations into their community. The results of the table discussions were then shared in a plenary session, and have been fully documented by the Green Line project team.

In addition to the results from the table discussions, which are summarized below, 68 feedback forms were received. This additional feedback identified that participants felt the workshop was valuable, with comments that the discussions helped them to better understand the complexities of the project and that the walking tour was a good way to become familiar with the station areas and possible ideas and issues.

General and station-specific themes identified at the table discussions are summarized in the following points.

While there was general support from participants for mixed-use development, they felt strongly about maintaining the community's identity along Centre Street. Suggestions from participants include preserving local landmarks, and choosing station names that the community can identify with. Participants also identified the importance of being sensitive to the surrounding residential context when transitioning from the higher-density developments and building heights of the business/commercial areas to the lower-density and lower building heights of the residential areas along Centre Street.

Traffic flow both in and around stations was noted as an important consideration by participants. The impact of the station on access and egress into residential areas, and crossing Centre Street was noted. Participants specifically noted concern over the potential impact of street parking on nearby neighbourhoods.

The majority of participants expressed strong support for pedestrian circulation and access into and around stations. Suggestions included creating entry points on both sides of Centre Street to access the underground stations and to avoid having to cross busy roads. This was of particular concern at the intersection of Centre Street and 16 Avenue due to its significant traffic volume; access points on all four corners of the intersection were suggested.

Participants noted the desire to be able to walk along Centre Street but felt that it is not pedestrian-friendly given the current sidewalk and crossing conditions. Some participants stated that they choose to drive a short distance from one side of Centre to the other rather than attempt to walk across Centre Street due to safety concerns.

Other participants felt that there are too many pedestrian crossing lights, and suggested that there should be fewer but higher quality pedestrian intersections. A number of participants suggested creating an underground pedestrian passage at major intersections (Centre Street and 9 Avenue North, and Centre Street and 16 Avenue North) to access stations and potentially tie into future commercial/retail development.

The large student populations around both stations was also noted with Crescent Heights High School near the 9 Avenue N station and Balmoral School near the 16 Avenue N station. Providing improved pedestrian connections between the schools and stations, and ensuring adequate pedestrian safety was identified as an important consideration by participants.

Participants expressed strong support for preserving and expanding the cycling infrastructure as part of developing Centre Street as a vibrant, complete street. Suggestions included implementing formalized bike paths along 1 Street NE and 1 Street NW to help alleviate congestion along Centre Street. Twentieth Avenue was also identified as a good pedestrian street but also as a strong cycling corridor. In order to maintain this corridor, participants suggested that the tunnel portal should be shifted north to ensure the viability of this public corridor.

Improving the urban realm along Centre Street was identified by many participants. Comments included improving landscaping and plantings along Centre Street, improved wayfinding/signage, public art, plazas, historical features and improving the pedestrian/walking environment.

A number of participants identified concerns about the potential impact of construction on local businesses as well as residential areas. This included concerns about noise and vibration impacts, and access within and around the community during construction.

The importance of revitalizing Centre Street was identified by many participants. This expanded on suggestions to improve the public realm by creating a unique commercial/retail environment that would attract people from beyond the immediate community. Opportunities for TOD were

noted as being desirable, particularly the opportunity to attract new development, more green space and improving the livability of the area. Participant suggestions included a desire for mixed-use development, affordable housing, below grade retail tied into stations, maintaining the character of small unique stores (e.g., Lina's Italian Market), and ensuring the community character is maintained with any new development proposals.

Finally, many participants felt that the two stations could be spaced further apart to better serve the community. It was suggested that the 9 Avenue station could shift further south, which would better serve the southeast portion of Crescent Heights, including park destinations such as Sunnyside Bank Park and Rotary Park. This would also improve accessibility and help alleviate the existing parking issues in the area.

There was mixed preference for the station location either on the east side or in the centre median of Harvest Hills Boulevard N. A station in the median would mitigate traffic concerns, while a station on the east would provide better immediate access to the bus terminal and Park & Ride, as well as to the community amenities located in the station vicinity. Elevated pedestrian crossings across Harvest Hills Boulevard N were requested mid-block at the station as well as at the intersections immediately north and south. Participants requested that the station be designed to accommodate the large number of transit customers that will use the terminal, and that the station architecture provide enough protection from the often harsh local weather conditions. Some participants thought that the current Park & Ride facility at North Pointe was a prime candidate for Transit Oriented Development, and that densification could warrant a grade-separated station that would reduce traffic impacts on adjacent intersections while providing shelter to transit customers. New development in the area should be street-oriented to foster a more walkable and integrated community.



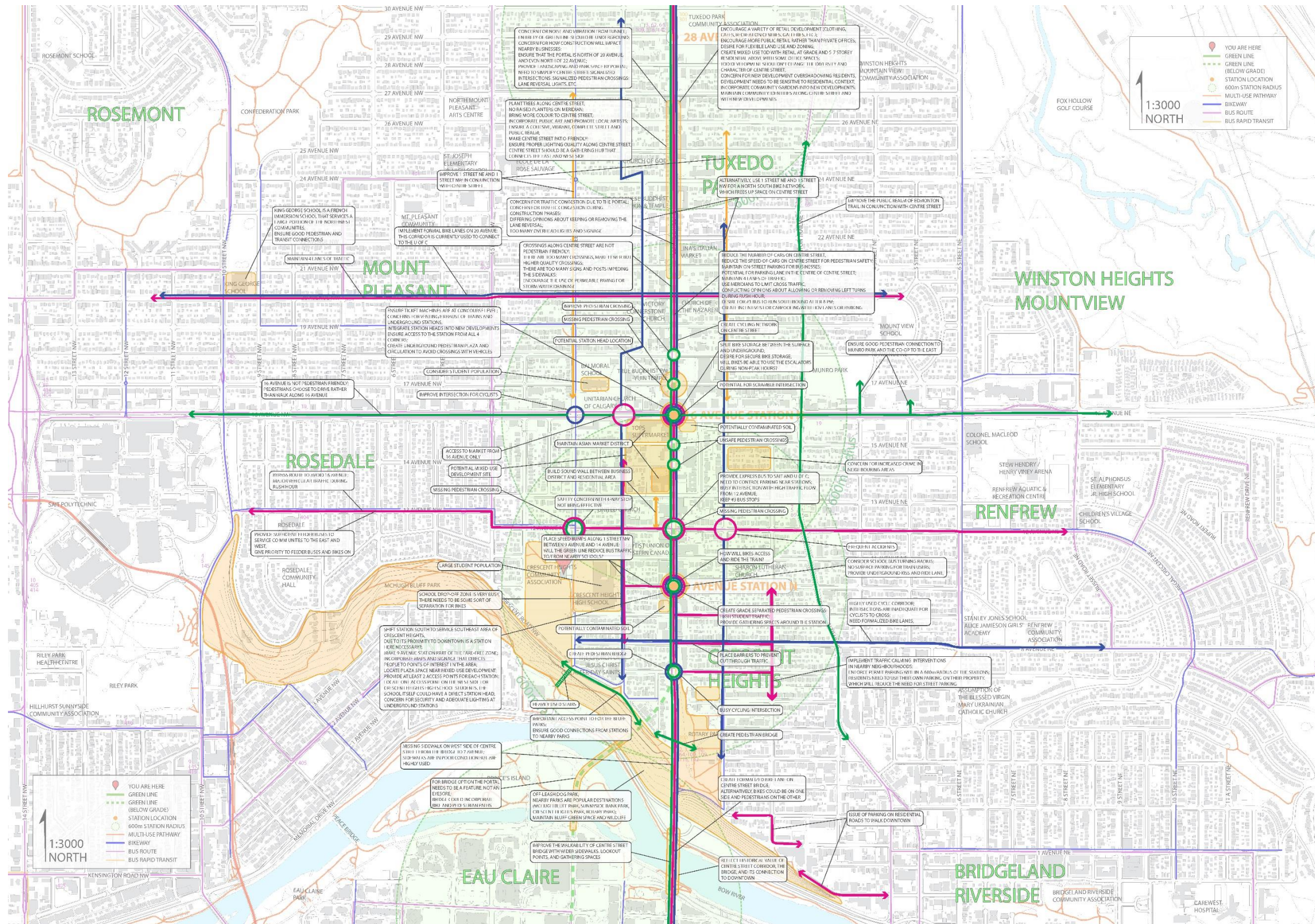


FIGURE 5 9 AVENUE N STATION + 16 AVENUE N STATION WORKSHOP MAP



## Table Discussion Summaries

The results from each table discussion have been summarized by the assigned facilitator and will be used in planning for each station area.

**Table 1**

Facilitator: Jaffra Markotic

- Improve pedestrian safety while crossing Centre Street since the existing pedestrian lights are not sufficient
- Maintain the iconic landmarks that represent the identity of Centre Street and its neighbouring communities
- Overall improvement to the public realm is needed
- Downtown commuters currently park near the bluff (for example, Meredith Road) to walk downtown
- Be cognizant of CEMA (Calgary Emergency Management Agency) so as to not hinder their services
- Provide a pedestrian bridge at 7 Avenue to cross Centre Street
- Ensure multiple languages on signage
- Provide retail below grade
- 12 Avenue is a major vehicular thoroughfare
- 12 Avenue and 2 Street is a busy intersection and the 4-way stop signage isn't effective
- Control parking near stations
- Improve the cycling network throughout Crescent Heights
- Ensure multiple entrances/exits for each station
- Potential for a parkade at the SE corner of 16 Avenue and Centre Street
- Concern for the impact of construction on nearby businesses
- 20 Avenue and Centre Street is a busy intersection, so ensure that the portal is north of at least 20 Avenue and potentially even north of 22 Avenue
- Some local destinations are the Lambda Supermarket, Tops Supermarket, and Lina's Italian Market
- Maintain car access into the markets
- 18 Avenue and Centre Street is an unsafe intersection
- Maintain no left turn at 7 Avenue onto Centre Street during rush hour
- Intersection of 7 Avenue and Centre Street is busy with pedestrians and bikes but is unsafe
- Need formalized bike lanes on 8 Avenue
- Consider school bus turn radius

**Table 2**

Facilitator: Brad Bevill

- Consider creating direct access from Crescent Heights High School
- Create sound wall between the business district of Centre Street and the residential areas to the east and west
- Desire for mixed-use development between Centre Street to 1 Street NW, and 13 Avenue and 15 Avenue
- Access to 16 Avenue station from all 4 sides
- Implement community gardens in narrow public spaces
- Plant trees along Centre Street
- Place the portal north of 20 Avenue
- No raised planters on the boulevard
- Maintain historical aspects of Centre Street Bridge (i.e. the lions)
- Promote local artists
- Widen sidewalks along Centre Street
- Place 9 Avenue station access on the west side of Centre Street for safer access of the high school students
- 13 Avenue and Centre Street is a busy intersection
- Consider the transition from businesses to residential areas

**Table 3**

Facilitator: Darren Polanski

- Beautify Centre Street, possibly with public art; the corridor between stations should be attractive to pedestrian traffic
- Improve the cycling infrastructure in regards to bike connections and bike storage at the stations
- Potential for an underground kiss and ride lane
- Give priority of feeder buses and cyclists on nearby avenues
- Create attractive parks, plazas, and pedestrian connections
- Encourage development of various retails (clothing, cafes, recreation)
- Spread out the stations more and add one more (possibly by Rotary Park or even 5 Avenue Place)
- Community members would like to see more vegetation along Centre Street
- Enforce permit parking for nearby communities
- Ensure a minimum of two entrances for each station to improve pedestrian safety and accessibility
- Provide direct pedestrian access to 9 Avenue station for Crescent Heights High School

- Don't name the stations based on street names, give them names that the communities can identify with
- Create an underground pedestrian mall along Centre Street (similar to The CORE)
- Create a grade-separated freeway above Centre Street; Centre Street at grade then becomes pedestrian and cycling only
- Desire for plaza space with pedestrian and bike amenities, public art, and historical info plaques
- How will people take bikes onto the trains? Will they be allowed onto the escalators during non-peak hours?
- Desire for a parkade near 16 Avenue station
- Relocate the Buddhist temple and use the area for a station head
- Missing sidewalk on 18 Avenue between 1 Street and 2 Street NW
- Community members feel strongly about maintaining community character with new developments
- Create bike lanes on Centre Street to access the stations and downtown
- Provide secure bike storage at each station
- Maps at each station should direct people to areas of interest, such as parks, recreation centres, etc.
- Consider accessibility and safety of student users
- Concern for increased crime at stations and nearby communities
- Concern for noise and vibration from trains and tunnel

## Table 4

Facilitator: Phil Wilson

- Build a pedestrian bridge to connect Rotary Park and the west side of Centre Street
- Desire for bike lanes on Centre Street, especially on the Centre Street Bridge
- Plant trees along Centre Street
- Allow parking on Centre Street for access to local businesses and to slow down traffic
- Maintain the bluff greenspace and wildlife
- Improve Centre Street Bridge walkability by widening sidewalks, building lookouts, and creating gathering spaces
- Encourage/promote public retail businesses instead of private commercial offices
- Allow left turns on Centre Street during rush hour
- Concern for security and lighting at underground stations
- Will the lane reversals on Centre Street eventually be phased out?
- Large student population from Crescent Heights High School and Balmoral School
- Rotary Park, Crescent Heights Park, and the Curling Rink are popular destinations
- Concern for noise and vibration, particularly at the portal

- Improve walking, landscaping, and setbacks along Centre Street
- Reflect historical value of Centre Street, the Bridge, and its connection to downtown
- Maintain the current grid system of roads
- Incorporate public art
- Improvement of Centre Street to be a connecting hub between east and west Crescent Heights
- For the bridge option over the Bow River incorporate bike and pedestrian paths, and ensure the portal into the Bluff is a feature rather than an eyesore
- Ensure sufficient feeder buses to connect east and west Communities
- Ensure residential parking restrictions
- Restrict surface parking for train users
- Split bike storage between on-grade and underground

**Table 5**

Facilitator: Michelle Lee-Hunt

- Consider the student population of Balmoral School
- Create an underground pedestrian circulation
- Desire for parking on Centre Street to maintain the viability of retail/commercial use
- Desire for an acoustic barrier to mitigate noise concerns of Centre Street, even if placing trees and on-street parking only provides a “psychological” barrier
- 16 Avenue and Centre Street currently has a poor pedestrian condition but is very busy, so the station should move north so as to not exacerbate this
- The bluff and its respective parks are a popular destination and are highly used, however the pedestrian connection of the parks are not sufficient
- A lot of people drive and park by these parks so hopefully a station nearby would alleviate this parking issue
- Station heads should be placed away from but near Centre Street, which would allow for a more consistent retail frontage (for example, like Toronto/Elginton area)
- Concern for the aesthetics of the portal and circulation around it
- Desire for the Green Line to be underground until at least McKnight Blvd
- Desire for an underground pedestrian walkway at 16 Avenue and Centre Street with ticket machines at the concourse level of the station
- Discourage after-hours loitering at stations
- Desire for more live/work development



**Table 6**

Facilitator: Sara Kassa

- Reintroduce on-street parking south of 21 Avenue to slow down traffic
- The Safeway parking lot is a potential station head location
- 20 Avenue is a heavily used route for both cars and bike
- There needs to be better parking lane markings on 20 Avenue as there has been a number of close-calls and incidents
- Current businesses mostly attract local residents, so the area needs to be made into a destination to attract more people from other communities of the city
- Most sidewalks on the west side of Crescent Heights are deteriorating and needs to be upgraded
- 2 Street NW is a great pedestrian street; a lot of people use it to access parks and walk their dogs
- Create formal bike lanes on 20 Avenue
- Ensure easy access to local businesses during rush hour
- Provide on-street parking on Centre Street south of 21 Avenue
- Provide bike storage at stations
- At least 2 access points for each station
- Missing sidewalk on south side of 11 Avenue NW

**Table 7**

Facilitator: Dena Abakumov

- Make Centre Street patio-friendly
- Poor sidewalk conditions along 16 Avenue
- Access to 16 Avenue station from all four corners
- Integrate the station heads into new developments
- Make Centre Street a main street destination, like Kensington or Inglewood
- Maintain 4-lane traffic on 20 Avenue
- Consider the possibility of a parking lane along Centre Street
- Provide driving access into businesses
- Move the portal as far north as possible
- Create public gathering spaces (plazas) around the stations
- Improve the pedestrian connection between 9 Avenue station and Crescent Heights High School
- Desire to see more foot traffic rather than vehicular traffic
- SE corner lot of 16 Avenue and Centre Street potentially has contaminated soil; possible remediation required

**Table 8**

Facilitator: Jordan Richard

- Position stations for more community draw and less overlap
- Desire for vehicular traffic-calming interventions that allow bikes to maintain their speed. For example, the use of speed bumps with slots for bikes to go through
- Introduce pick-up/drop-off points for the stations
- Concern for traffic shortcutting through nearby neighbourhoods
- 12 Avenue is a busy road during rush hour; it's heavily used as an alternative to 16 Avenue
- Crossings at 7 Avenue and 8 Avenue are of poor quality
- Concern for increased parking in the area with LRT users
- Is 9 Avenue station necessary with its proximity to downtown?
- Provide feeder buses for communities to the east/west of Crescent Heights to connect to the stations
- Ensure that TOD development maintains the diversity and character of Centre Street
- TOD should have retail on street level with mix of residential and offices above; 5-7 storeys; social housing "sprinkled" around Centre Street
- Current pedestrian crossings are dangerous, even at signalized intersections
- How fast are train runtimes?
- Potential bus terminal in the empty SE corner lot of 16 Avenue and Centre Street
- Make wider sidewalks with permeable paving for storm water drainage
- Extend Centre Street lane reversal up to the portal
- Connect Green Line to the airport
- Potentially contaminated soil at Centre Street Auto Service; could require remediation
- Provide grade-separated crossing at 10 Avenue and Centre Street. This would alleviate pedestrian traffic from the high school that would cross Centre Street as well as provide a safe walkway for them

**Table 9**

Facilitator: Katherine Miller

- Consider providing a park and ride area
- Concern for how businesses will be affected during construction phases
- Create multiple access points to station heads and consider the demographic context as to where to locate them. For example, to accommodate nearby schools
- Consideration for the operations and accessibility of CEMA (Calgary Emergency Management Agency)
- Current bike route along 8 Avenue has poor crossings; is there a potential for bike-only lights?

- Enforce permit parking for residents within a 600m radius
- How will bikes access and ride the underground trains?
- Concern for venting from trains and stations

**Table 10**

Facilitator: David Tyl

- Shift 9 Avenue Station south to accommodate SE Crescent Heights
- Bring Crescent Heights elm treescape onto Centre Street
- Upgrade Edmonton Trail public realm (sidewalks, vegetation, building frontages) in conjunction with Centre Street
- Reduce traffic speed along Centre Street
- Maintain the asian market district near 16 Avenue
- Desire for narrower car lanes along Centre Street, which would hopefully reduce traffic speed
- Create an underground pedestrian plaza and circulation to avoid crossing vehicular traffic
- Community members feel strongly about maintain the community identities and translating that into the stations and new developments
- 13 Avenue is a one-way, which is apparently ignored by drivers
- Strong desire for a green Centre Street with trees planted along the corridor
- Centre Street is seen as having the nicest slope for cyclists in the area but a bike network is lacking; there is a strong desire for a cycle network along this corridor
- Ensure safe and clean transit amenities, such as plazas and station heads
- Encourage public and private partnerships
- Locate transit plazas near high-density housing with retail
- Provide underground pedestrian crossing underneath 16 Avenue and Centre Street
- Create formal bike network on 1 Street NE/NW
- Could east-west roads be local roads only?
- Provide bike lockers at stations
- Centre Street south of the portal should only have 2 or 3 lanes
- Maintain easy access to 20 Avenue
- Provide landscape and park space near the portal
- How will bikes access the train underground?
- Shift 9 Avenue station south to service a larger area of the community
- Make 9 Avenue station a fare-free zone
- Maintain resident parking along 9 Avenue and 8 Avenue
- Crescent Heights High School drop-off zone is very busy; there needs to be separation for bikes for safety and ease of traffic flow



- Ensure consistent and cohesive zoning throughout station areas as opposed to the current "patchwork"
- Desire for fewer cars on Centre Street
- 12 Avenue and Centre Street is a busy intersection and the pedestrian crossing needs improvement
- Place a 4-way stop sign at 12 Avenue and 1 Street NW
- Keep #3 bus stop near 12 Avenue and Centre Street

**Table 11**

Facilitator: Darshan Tailor

- Even though there are a lot of pedestrian light crossings along Centre Street they are not great; participants proposed fewer but better quality crossings
- 9 Avenue N station should have access on both sides of Centre Street and 16 Avenue N station should have four access points on each corner of the intersection
- Community members would like vibrant and complete streets with more diverse retail
- There is traffic congestion on Centre Street and 10 Avenue; a large number of vehicles come from Crescent Heights High School
- Desire for flexible zoning and architectural control of developments
- Very poor pedestrian experience at 16 Avenue and Centre Street
- The open lot at SE corner of 16 Avenue and Centre Street is a good site for a transit hub with the Green Line and Crosstown BRT
- Southeast area of Crescent Heights was mentioned as the highest density area of the community
- Develop TOD along Centre Street but ensure that it doesn't radiate into residential neighbourhoods
- How will the Green Line relieve bus services for nearby schools?
- Maintain a diversity of merchants along Centre Street
- Signage on Centre Street needs to be simplified – signalized intersections and crosswalks, lane reversals, HOV signage, etc.

**Table 12**

Facilitator: Paul Van Ellenbergh

- Cyclists traveling to/from downtown have to compete with cars on the road or pedestrians on the sidewalks; there needs to be bike lanes along Centre Street
- Reduce the speed limit on Centre Street to improve safety
- Choose station names that represents the community and its area
- Better pedestrian connection from 16 Avenue station to Munro Park and Co-Op to the east

- Poor bike crossing condition at 16 Avenue and 2 Street NW
- Provide an express bus from 16 Avenue station to SAIT and University of Calgary
- Missing crosswalks at 12 Avenue and Centre Street, and 12 Avenue and 1 Street NW
- Concern for the aesthetics of the portals
- Lina's Italian Market is a very popular destination
- Existing bike route on 20 Avenue to connect to the University
- Build pedestrian bridge over 16 Avenue to allow safe crossing
- More trees along Centre Street
- Desire to see more colour on Centre Street
- Potential for retail on the concourse level under Centre Street
- Improve lighting quality along Centre Street
- Ensure sufficient lighting for safety at station heads
- Implement a planted meridian along Centre Street with bike lanes to calm traffic and reduce traffic noise
- Slow traffic down on Centre Street
- Ensure good pedestrian connections to nearby parks and other community amenities

**Table 13**

Facilitator: Brian McCarter

- Crescent Heights High School has a large student population, which poses a safety concern during peak times such as around noon and after school when using nearby bus stops around Centre Street and 10 Avenue
- On-street parking during non-peak hours could create a safety barrier, but it would require good signage and markings
- Desire for trees along Centre Street, which would also act as a barrier between cars and pedestrians
- At least one 9 Avenue station access should be in close proximity to Crescent Heights High School, which would alleviate school bus and drop-off/pickup queuing
- Is 9 Avenue Station necessary since most people would walk to the downtown area?
- Concern for parking on residential streets
- Create entry points from all four corners for 16 Avenue station
- Desire for a kiss and ride area
- Unsafe pedestrian crossing at 14 Avenue and Centre Street
- Desire for more green spaces
- Provide bike storage and parking for cars
- Sunnyside Bank Park is a popular area for viewing the river and downtown
- Potential for station access to be incorporated into new development
- Keep existing pedestrian crossings

- Make stations easily accessible for students

**Table 14**

Facilitator: Misty Sklar

- Incorporate historical aspects into the design and redevelopment
- Consider keeping the Green Line underground until 64 Avenue N, which will reduce traffic congestion
- Consider height restrictions for new developments in context of nearby residential houses
- Create a pedestrian crossing at 17 Avenue and Centre Street
- Locate station heads at 17 Avenue and Centre Street
- Widen Centre Street to allow for better streetscape and space for parking
- Keep train underground until Thorncliffe
- Improve cycling conditions on Centre Street Bridge, perhaps with a dedicated bike lane
- Missing sidewalk along west side of Centre Street north of the Bridge
- Introduce traffic calming interventions along peripheral roads
- No left turns into neighbouring streets to deter shortcutting traffic
- Improve overall public realm
- Concern for safety at the underground stations
- Residents need to use their own parking space on their property, which would alleviate need for street parking
- Mitigate trash, lighting issues, and crime
- Integrate station heads into business developments, which will indirectly provide security
- Trees on Centre Street

**Table 15**

Facilitator: Stephen Oliver

- Improve traffic calming at Centre Street and 16 Avenue
- Create dedicated and protected bike paths along 2 Street NW and 1 Street NW
- North-south connections are already pretty good; east-west connections are lacking and are vital for nearby communities
- Overall improvements to the pedestrian realm of Centre Street
- 16 Avenue is seen as a greater dividing barrier than Centre Street
- Desire for cycling infrastructure on Centre Street, particularly on the Bridge
- Desire to remove right turn channelization from Centre Street to 16 Avenue
- Need to slow down traffic on Centre Street
- Centre Street and 15 Avenue and 14 Avenue are dangerous for slower pedestrians to cross



- Potential for an underground market or meeting place under Centre Street for community members
- Concern for privacy of local residents with an increase in building height along Centre Street
- More public art and free public infrastructure, such as libraries, parks, galleries, etc.

**Table 16**

Facilitator: Kyle Mendritzki

- Entrances on both sides of Centre Street for 9 Avenue N station
- Create a separation between pedestrians and cyclists on Centre Street Bridge
- 22 Avenue corridor has the potential for promoting retail and walkability; the portal should be located so as to not block 22 Avenue
- Too many posts and signs obstructing the sidewalks along Centre Street
- A cycle network could be placed along 1 Street (NW or NE) instead of along Centre Street
- Improve 1 Street NW/NE in conjunction with Centre Street
- Access to Tops Supermarket should be from 16 Avenue only, which would alleviate congestion from Centre Street
- Scramble crossing on 16 Avenue and Centre Street
- No sidewalk along west side of Centre Street from Centre Street Bridge to 7 Avenue
- Explore the idea of more social development that facilitates community-building instead of typical retail or commercial developments
- Concern for pedestrian safety since there is no crossing lights at Centre Street and 13 and 15 Avenue
- Protect established business, like Lina's Italian Market
- Place bike lane on 8 Avenue
- Integrate station heads into new developments