

# 4TH STREET SW UNDERPASS ENHANCEMENT PROJECT

## WHAT WE'VE HEARD FROM YOU, PART 2.

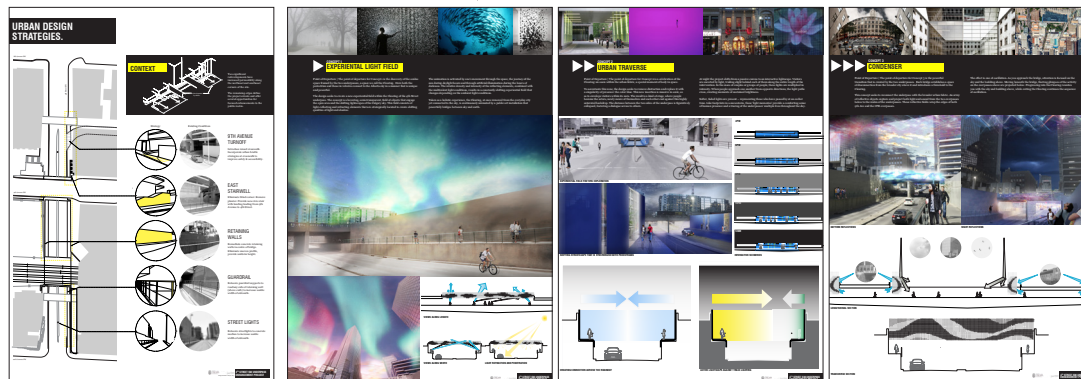
A significant element of 4UE continues to be the engagement of internal and external stakeholders to influence the Project as both a process and a product: identifying issues, finding collective solutions and influencing design opportunities.

The Design Charrette I (DCI), held on May 8, marked the second of four opportunities for interested stakeholders to actively participate the in design process. The following handout outlines the key messages we heard that day.



Photo from 4UE Design Charrette II , May 8 2015

Within the final schematic design, a single public art concept will be implemented in conjunction with urban design strategy.



Proposed Urban Design Strategy

3 Proposed Public Art Concepts



## A TWO-FOLD APPROACH

With a focus on enabling and encouraging pedestrian movement, a key objective of the 4th Street SW Underpass Enhancement Project is the provision of a safe, comfortable and attractive public space. This requires the execution of a robust public art strategy in conjunction with a series of pragmatic urban design improvements. Towards that end, the Design Team developed a two-fold approach to the Project, which was presented to stakeholders at the outset of the Design Charrette I session:

1. A high-level **urban design strategy\***, composed of five critical gestures, to address concerns such as the 9th Avenue turnoff, east stairwell, and constrained sidewalk width along the length of the site; and

2. **Three conceptual options for the public art strategy\***, to offer unique ways to think about, and ultimately celebrate, this space.

Working within teams, participants were asked to discuss the three proposed public art concepts within the context of the Project's seven Design Mandates.

\*Additional Information on the aforementioned strategies can be found on the project website: [calgary.ca/4thstreet](http://calgary.ca/4thstreet).



## DESIGN METRICS

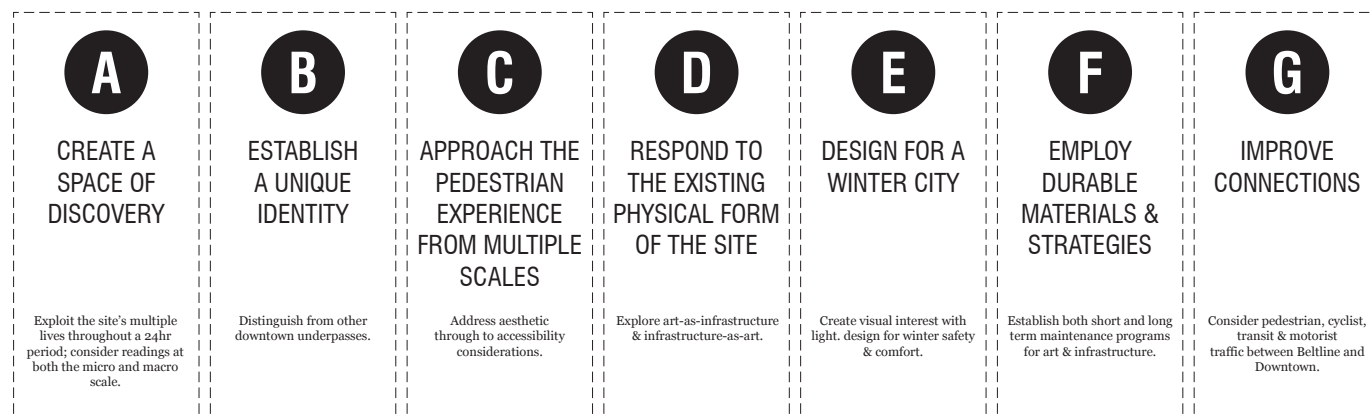
At the outset of the Project's engagement process, stakeholders established a series of Action Items which bridged the existing performance of 4UE with the potential for excellence inspired by world-class precedent projects. The Design Team synthesized these Action Items into seven conceptual Design Mandates: qualitative metrics by which the performance of the proposed designs could be evaluated. Conceivably, a strong design would execute all seven Design Mandates at a world-class level.

During Design Charrette I, stakeholders were tasked with evaluating each concept's success towards achieving that goal. Enticing design elements alongside missed opportunities specific to each concept were identified and captured within in the adjacent comment matrix.

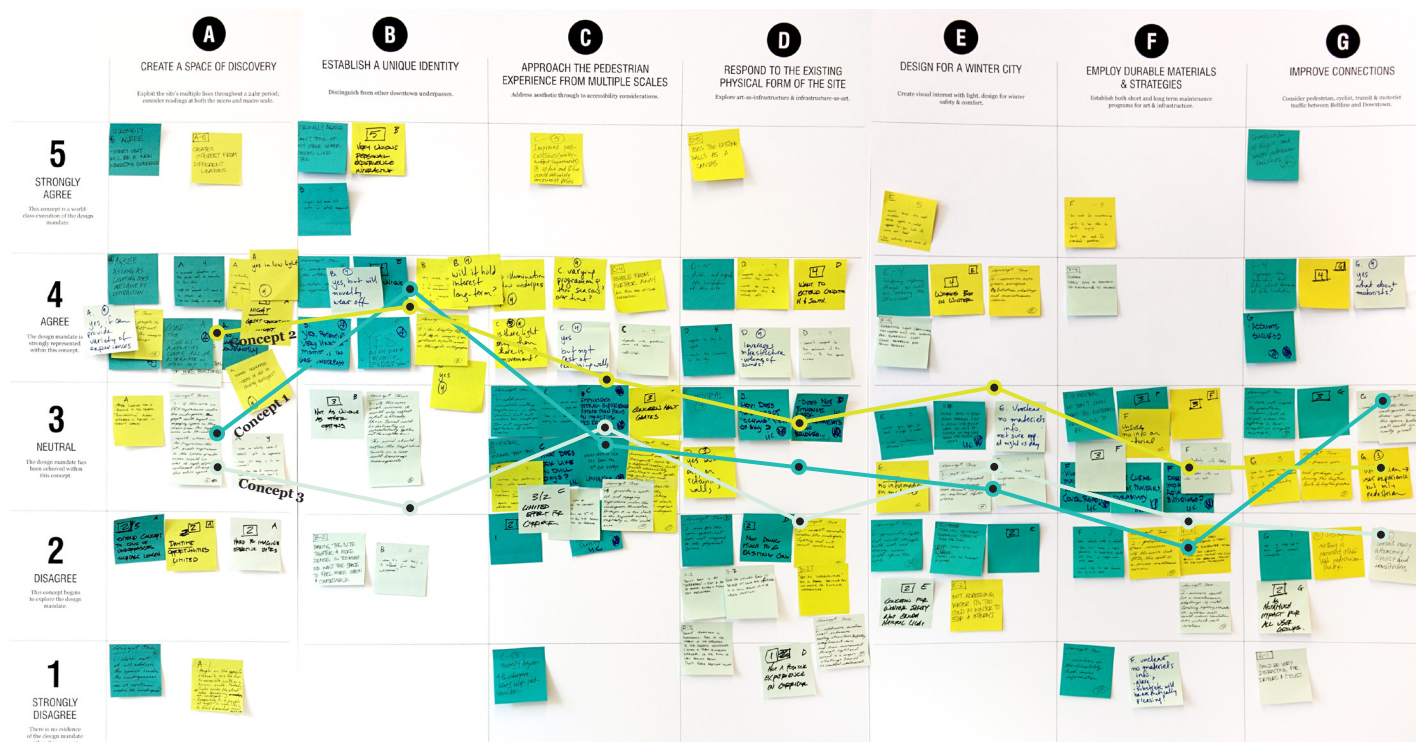
Concept Colour Code

Diagram illustrating three concepts:

- Concept ONE
- Concept TWO
- Concept THREE



For each of the design mandates (A-G), stakeholders were asked to rate their level of agreement with the following statement: "We believe this concept achieves the design mandate" Comment Matrix



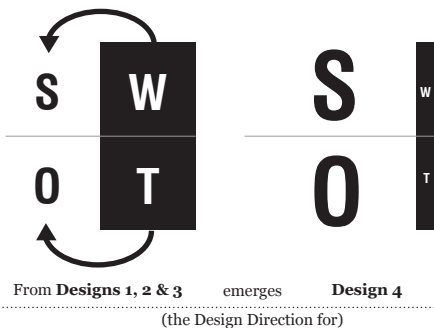


## FROM THREE TO ONE

Since we met last, the Design Team has synthesized this feedback in the production of several Strength/Weakness/Opportunity/Threat (SWOT) analyses: identifying internal (concept-specific) and external (environmental-specific) attributes which either contribute to, or take away from, the successful execution of each Design Mandate.

As a strategic planning tool, the SWOT Analyses have propelled the Design Team towards the next engagement milestone. By developing themes common amongst the strengths, minimizing shared weaknesses and capitalizing on the recognized site opportunities, the previous three directions have been consolidated and improved upon.

In other words, through the direct input provided by the Project's stakeholders, a 'fourth' design strategy has emerged for development.



### CREATE A SPACE OF DISCOVERY

**DESIGN DIRECTION:** Continue to explore methods for shifting experiences within public art. Celebrate the connection to the sky. Take advantage of the spaces beyond the oculus (particularly beneath the bridges) to reinforce the experience. Ensure legibility/activation in both low and high ambient lighting conditions. Consider the scale and experience of the single individual. Ensure lighting does not create a distraction for other users.

#### S ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE

- C1 Yes, Sounds appealing.
- C1 Every visit will be a new, interesting experience.
- C1 Yes, Changes constantly.
- C2 Creates interest from different locations.
- C2 Allows people to discover different places, if the images were to change.
- C2 Constantly changing.
- C3 Yes, it can provide a variety of experiences.
- C1 Does the oculus material cover all, or, alternate with open sky?
- C3 Like that it brings in the sky.

#### O ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE

- C2 Night: Great opportunity at night.

#### W ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE

- C1 Increased attention on the blank wall & transition to the sky. People are focused on need to be drawn up, like the strength of our sunlight.
- C1 Extend concept of edge of underpasses, increase length.
- C1 Does not at all address the space under the underpasses, can it continue under the underpasses?
- C3 If this were an LED experience under the underpasses, people could expect an engaging space as they move from the exposed areas into the underpasses; could allow users to experience the at-grade experience in the below grade areas.
- C3 Would be nice if light effect continued through the entire space.
- C3 Like the idea of drawing out from underpass but does it enhance the experience?
- C2 Maybe lighting that is reactive is too dynamic; 'conversation' across underpass is forced - it doesn't happen!

#### T ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE

- C2 Yes, in low light: Needs darkness, does it do it during sunlight?
- C2 Day: Daytime opportunities are limited.
- C2 Ensure that experience is still pleasant during the day.
- C3 Hard to imagine effective 24 hours.
- C2 People on the opposite sidewalk are too far to associate with on a human scale/ Nobody looks across the street when traversing an underpass; responding to two people at night is more likely to elicit discomfort than discovery.
- C3 When no activity above it doesn't add to experience; when it's busy, is it too crowded?
- C1 Agree, as long as the lighting does not cause any distraction (Pt 2).
- C3 Don't like reflections of more buildings (Pt 2).

#### S ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE

- C1 Can't think of any other underpasses like this.
- C1 Very unique.
- C1 Yes, potentially very unique moment in grey underpass.
- C1 Unique from the other underpasses; relationship to the sky is special.
- C2 Very unique personal experience, interactive.

#### O ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE

- C2 Can display different art or images from pertinent events such as Stampede or Olympics.

#### W ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE

- C1 Unique - but desire still exists for vertical engagement.
- C3 Not as unique as other options.
- C1 Yes, but not sure @ with technical solutions to achieve effect.
- C2 Will it hold interest in the long term?
- C3 Yes, but will novelty wear off?
- C3 If this was just mirrors, it would only reflect what is already there. Sound could be distracting or overwhelming. Better not to amplify train or road noise. The sound should soften the experience - music on a loop could discourage encampments.
- C3 Making the site tighter and more dense is too much. We want the space to feel more open and comfortable.

#### T ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE

- C2 Very unique when activated; is it unique when there is no movement? Is it unique during the day?
- C3 When it's not busy, is it different from other underpasses?



### ESTABLISH A UNIQUE IDENTITY

**DESIGN DIRECTION:** Consider how programming in conjunction with form can prevent user fatigue/boredom. Explore variable external inputs. Explore the passive experience (where there are no users within the space). Avoid intense soundscapes - space should feel open, comfortable. Develop a higher level of technical resolution.

# C

## APPROACH THE PEDESTRIAN EXPERIENCE FROM MULTIPLE SCALES

<p><b>S</b> ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE</p> <p>C1 Strongly agree – 4th Street being a high pedestrian corridor. C1 There is a pedestrian experience entering the underpass. C2 Touches the pedestrian as they walk through.</p> <p>C3 United effect for corridor. C3 Provides a well-lit and engaging experience under the underpasses themselves. C3 Interacts with pedestrians above and below.</p> <p>C2 Visible from further away and also have up close interaction.</p> <p>C2 Addresses immediate environment and 'transports' users to a different realm.</p>	<p><b>W</b> ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Emphasizes overall experience rather than focus on impacting the public realm. C2 Does not improve under the underpass experience.</p> <p>C1 Addresses immediate walking experience in the 'oculus' but not under the underpass. C3 Yes, but not rest of retaining walls. C3 Perhaps it is too dark in the exposed areas especially in the 'oculus' area. C2 No illumination below underpass.</p> <p>C1 Does not improve experience of vehicular realm. C2 Ignores experience beyond the pedestrian.</p> <p>C1 Neutral. Unsure that this is multi-scale or only pedestrians walking through the underpass. C1 Does not approach the pedestrian experience from multiple scales.</p> <p>C2 Concern about grates.</p> <p>C3 Not enough info at concept stage to comment significantly.</p>
<p><b>O</b> ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE</p> <p>C2 Improved pedestrian crossings (possible surface improvements) @ 10th Ave and 8th Ave would definitely encourage pedestrians</p>	<p><b>T</b> ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Does the light effect impact driver safety?</p> <p>C1 What does it look like on dull days? C2 Varying programming through seasons/over time? C2 Is there light when there is no movement? C2 For the videos to be visible, the general lighting may be too dark.</p> <p>C1 What does it look like from the 9th avenue bridge? Unclear; C1 Does it address pedestrian experience for people above? C2 Is there a pedestrian experience from above?</p> <p>C3 Approach north on 4th Street is dominated by +15 bridge from Place 10 to parkade</p> <p>C2 Could provide accessibility challenges with guide dog confusion and walking surface.</p>

**DESIGN DIRECTION:** Illumination levels and experience must be considered along entire length of project. Consider multiple scales and vantage points. Explore the experience for vehicles/cyclists – ensure lighting does not create a distraction for other users. Materials selected for walkway must improve upon existing accessibility. Ensure legibility/activation in both low and high ambient light conditions. Explore the passive experience (where there are no users within the space).

# D

## RESPOND TO THE EXISTING PHYSICAL FORM OF THE SITE

<p><b>S</b> ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE</p> <p>C1 Public art represents the limitations of the site C1 Responds to sky &amp; light; want the transition to the sky</p> <p>C2 Uses the existing walls as a canvas C2 Responds to sides and across the road</p> <p>C3 Leverages infrastructure C3 Addresses median wall. C3 Enhances existing structure.</p>	<p><b>W</b> ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Not doing much to change existing conditions. C3 Not a positive experience in corridor. C3 Doesn't respond to the enclosure of the wall and the spaces across. C1 How does this impact 'oculus' view of the sky?</p> <p>C1 Does not enhance dark environments below bridges- very important; C1 Nice for the open space, but does not respond to the physical forms C2 Yes, but only on retaining walls C2 Want to extend condition north and south. C2 Must consider under the underpass. Lighting and art must continue.</p> <p>C2 'Art as infrastructure' – this is probably too much art. Too dynamic for functional infrastructure.</p> <p>C3 'Sound' treatment is superfluous. Part of the charm of the underpass is the dynamic soundscape. I enjoy a train rumbling overhead or the echo of cars passing below. Don't force additional sounds. C3 Reflecting unpleasant car and train environment through light and sound is a major challenge. Should be beautiful underneath</p>
<p><b>O</b> ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE</p>	<p><b>T</b> ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C2 Would be nice to incorporate sky &amp; vertical walls.</p> <p>C3 Volume of sounds?</p> <p>C3 Built form is an 'underpass' – not a place to stand, enjoy and figure out reflections;</p> <p>C3 Have not included Place 10 bridge at south end of CPR bridge. It is still drawn in the wrong location;</p>

**DESIGN DIRECTION:** Take advantage of the spaces beyond the oculus (particularly beneath the bridges) to reinforce the experience. Illumination levels and experience must be considered along entire length of project. Provide maintenance strategy for the curation of the art. Avoid intense artificial soundscapes. Ensure experience of public art is conducive to movement through the space. Ensure surrounding context reflects as-is conditions.

# E

## DESIGN FOR A WINTER CITY

<p><b>S</b> ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE</p>	<p><b>W</b> ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Concept is not designed for a Winter City.</p> <p>C2 Appears to be lack of wear and tear. C2 Concern over floor surface; pedestrian challenge and maintenance issues.</p> <p>C2 Unsure – no information on material. C3 Unclear – no material info.</p> <p>C3 Not changing the experience without added lights.</p>
<p><b>O</b> ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE</p> <p>C1 Widening improves things, as well as restoring the staircase.</p> <p>C1 Visuals will be excellent @ winter. C2 Short days its most visible; design appeals in winter. C2 Works best in winter. C3 Reflecting light (particularly low winter sun) will enhance pedestrian experience. Light could penetrate into below bridges.</p> <p>C2 The activity gives sense of safety.</p>	<p><b>T</b> ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Provides light but could struggle with wet and heavy snow build-up on the web. C1 There will be issues suspending 'object' over the road (icing, snow, etc). C1 Snow – does it filter down through like a chain link fence idea or will it collect on top and make space dark?</p> <p>C2 Not addressing winter. It is too cold in winter to stop and interact.</p> <p>C1 Consider grey light &amp; short daylight in winter. C3 Not bright enough in exposed areas. Underpass area cannot rely on natural light alone. C3 Concern for winter safety – not enough natural light. C3 Not sure experience at night versus day.</p>

**DESIGN DIRECTION:** Develop a higher level of material resolution, including maintenance and seasonal considerations. Ensure legibility/activation in both low and high ambient lighting conditions. Ensure experience of public art is conducive to movement through the space. Ensure final illumination levels meet safety and comfort standards throughout entire length of project.

# F

## EMPLOY DURABLE MATERIALS & STRATEGIES

<p><b>S</b> ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE</p> <p>C2 Low need for maintaining; C3 Durable. Likely easy to maintain. No electronics to maintain. C3 Employs durable materials and strategies</p>	<p><b>W</b> ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Not clear about materials, durability. C1 Unclear on the durability, need more information. C1 Neutral – we don't know what the materials are going to be. C2 Unsure – no info on materials. C3 Unclear – no materials info. C3 Substrate will be aesthetically pleasing?</p> <p>C1 Keep materials simple and resilient. C3 Mirrors could be a maintenance challenge if used.</p> <p>C2 Panel images need constant updating and management; a lot of electronics, sensors, etc to go wrong – who will manage? The City will not appreciate taking on additional maintenance. C2 Want to be able to update imagery;</p> <p>C1 Does this have a higher potential to breakdown quickly and take on higher wear and tear? Would like to see forecasts for 5 &amp; 10 years. C2 Don't see need for elevated pedestrian. C2 Pedestrian floor concerns. If the walk had LEDs, this could be a serious maintenance concern.</p>
<p><b>O</b> ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE</p> <p>C3 Locating lighting elements on median wall could reduce vandalism over outside wall locations.</p>	<p><b>T</b> ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE</p> <p>C1 Who will maintain &amp; how (over road)?</p> <p>C3 Reflectivity will likely become less pronounced and faded with our winter and dirt.</p> <p>C1 Does it impact adjacent buildings? C3 Glare?</p>

**DESIGN DIRECTION:** Develop a higher level of material resolution. Ensure materials are simple and resilient. Provide maintenance strategy (forecasting future performance/requirements) for the curation of the art. Walkway is subject to high degree of wear and tear - ensure strategy for walkway reflects this degree of abuse. Ensure light sources are tamper proof. Ensure lighting does not create a distraction for other users, including occupants of adjacent buildings.

## S ATTRIBUTES OF CONCEPT HELPFUL TO ACHIEVING THE MANDATE

C1 Assume success.  
C2 Agree that concept improves connections.

## W ATTRIBUTES OF CONCEPT HARMFUL TO ACHIEVING THE MANDATE

C1 Not a step up or down from current connectivity.  
C3 Doesn't change.

C1 Does not impede the pedestrian realm, but it is not clear if the lighting is too bright or bright enough.

C2 Utilitarian – user experience, but only pedestrian.  
C2 Disagree – nothing is proposed other than pedestrian facility.  
C2 Does it improve experience for users other than pedestrians?  
C3 Doesn't really attract cyclists and transit riders.  
C3 Not as much impact for all user groups.  
C3 Yes. What about motorists?

C3 The two underpasses could draw you through the space. Media wall could be really great here.

## O ATTRIBUTES OF ENVIRONMENT HELPFUL TO ACHIEVING THE MANDATE

C1 Introduction of bicycle and wider pedestrian facilities.

## T ATTRIBUTES OF ENVIRONMENT HARMFUL TO ACHIEVING THE MANDATE

C1 Improves the situation but falls short because of site limitations.

C2 Will it be distracting for drivers?  
C3 Could be very distracting for drivers and cyclists.

C2 Draws you through the space, but perhaps not during the daytime. Lacks of daytime presence.

G

## IMPROVE CONNECTIONS

**DESIGN DIRECTION:** Design focus favors the pedestrian - explore the experience for vehicles/cyclists. Ensure lighting does not create a distraction for other users. Consider activation of space beneath bridges. Ensure legibility/activation in both low and high ambient light conditions.

## SAVE THE DATE

Following Design Charrette I, the Design Team has been active in soliciting Calgarians' input on the three designs. Over 192 additional comments on the design strategies were collected during several public engagement opportunities, including:

1. Public Feedback Event on Stephen Avenue (May 12 from 11am to 1:30pm & 3:30pm to 6:00pm);
2. Public Feedback Event at Lilac Festival (May 31 from 10am to 6pm); and,
3. An Online Survey (open from May 12 - June 2).

Verbatim records of all feedback collected through these events can be found on the Project's website: [calgary.ca/4thstreet](http://calgary.ca/4thstreet).

Thanks for your ongoing participation and support. We look forward to Design Charrette II, and the opportunity to share the evolved public art and urban design strategy. See you then!

END OF  
JULY

## DESIGN CHARRETTE II

Presentation of and discussion around single design concept.



Photos from the 4UE Feedback Booth at the 2015 Lilac Festival

