

Calgary



Calgary Green Line North 64 Ave N Charrette Issues Session



IBI Group
April 18, 2016



Green Line North Engagement Program

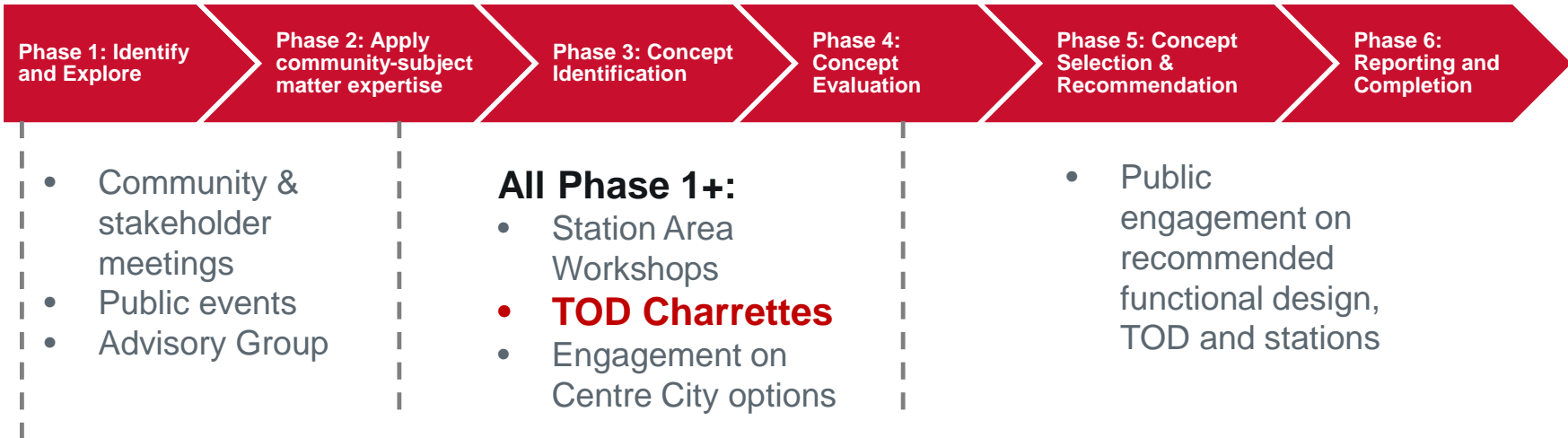
Dec. 2015 to Mar. 2016

Mar. to Apr. 2016

April through June 2016

July into Fall 2016

End of 2016



Discussion Guidelines to Achieve What We Want



- Listen to understand.
- Each person gets a chance to talk.
- Speak for yourself.
- Let others speak for themselves.
- Show respect for one another's opinions and ideas.
- There are no "bad" ideas.



Charrette Agenda

Time	Activity	Person-in-Charge
18:30 – 18:35	5 min – Opening remarks: Welcome	John Forsdick / City Councillors
18:35 – 18:40	5 min – Green Line North	Jon Lea / Joe Mueller
18:40 – 19:00	20 min – TOD / Charrette Presentation, including short TOD video by Peter Calthorpe	Gary Andrishak
19:00 – 19:45	45 min – Gains & Pains Exercise (by groups at tables)	Oliver Hartleben
19:45 – 20:00	15 min – Break	John Forsdick
20:00 – 20:15	15 min – Vision of Centre Street	Jeremy Sturgess
20:15 – 20:30	15 min – Station Area Planning Workshop Report and Community Tour	Lesley Beale
20:30 – 20:55	25 min – Dot Voting Prioritization Exercise (by plenary)	Oliver Hartleben
20:55 – 21:00	5 min – Next Steps and Thank You	John Forsdick



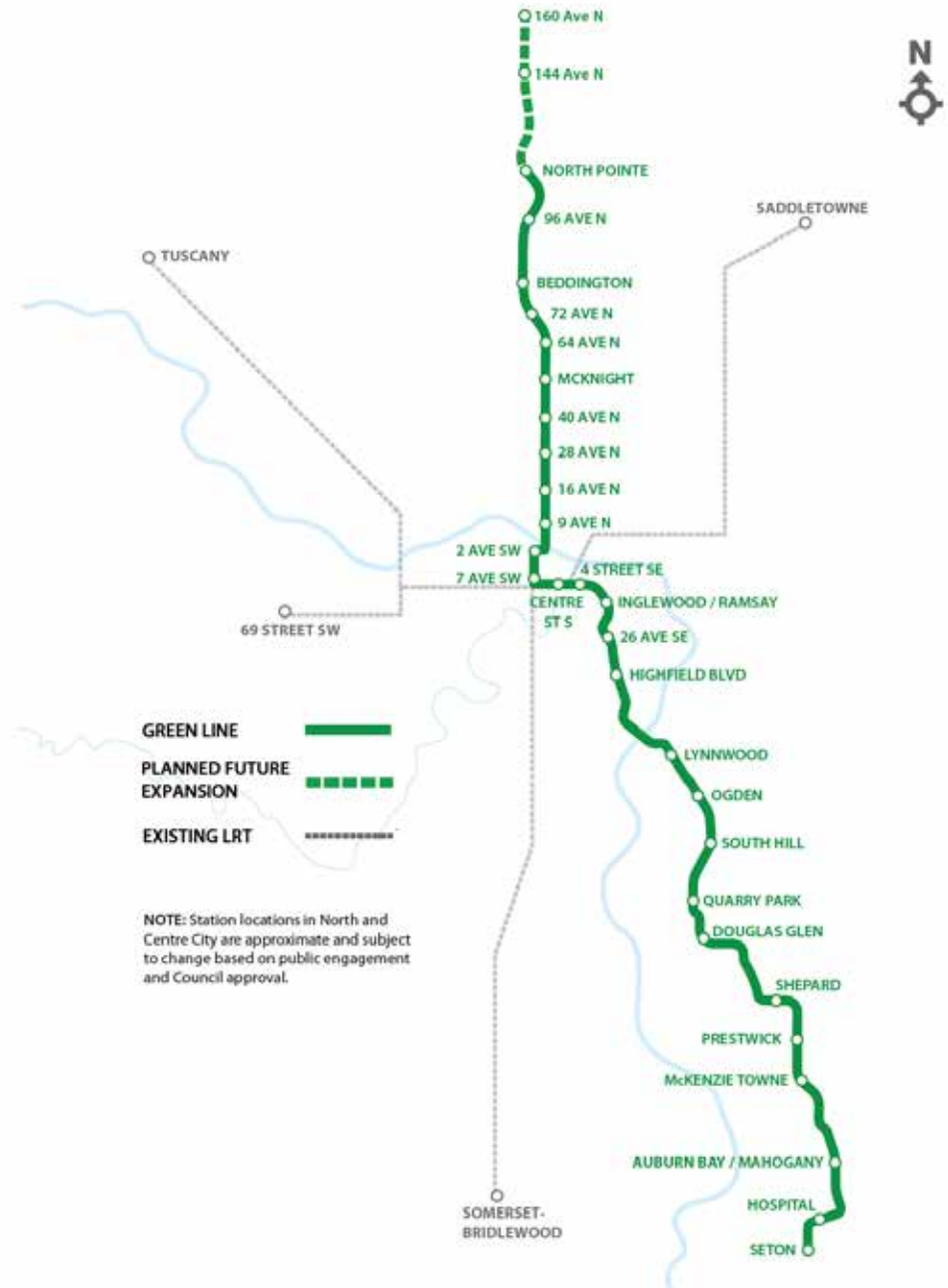
Green Line North

Jon Lea – City of Calgary



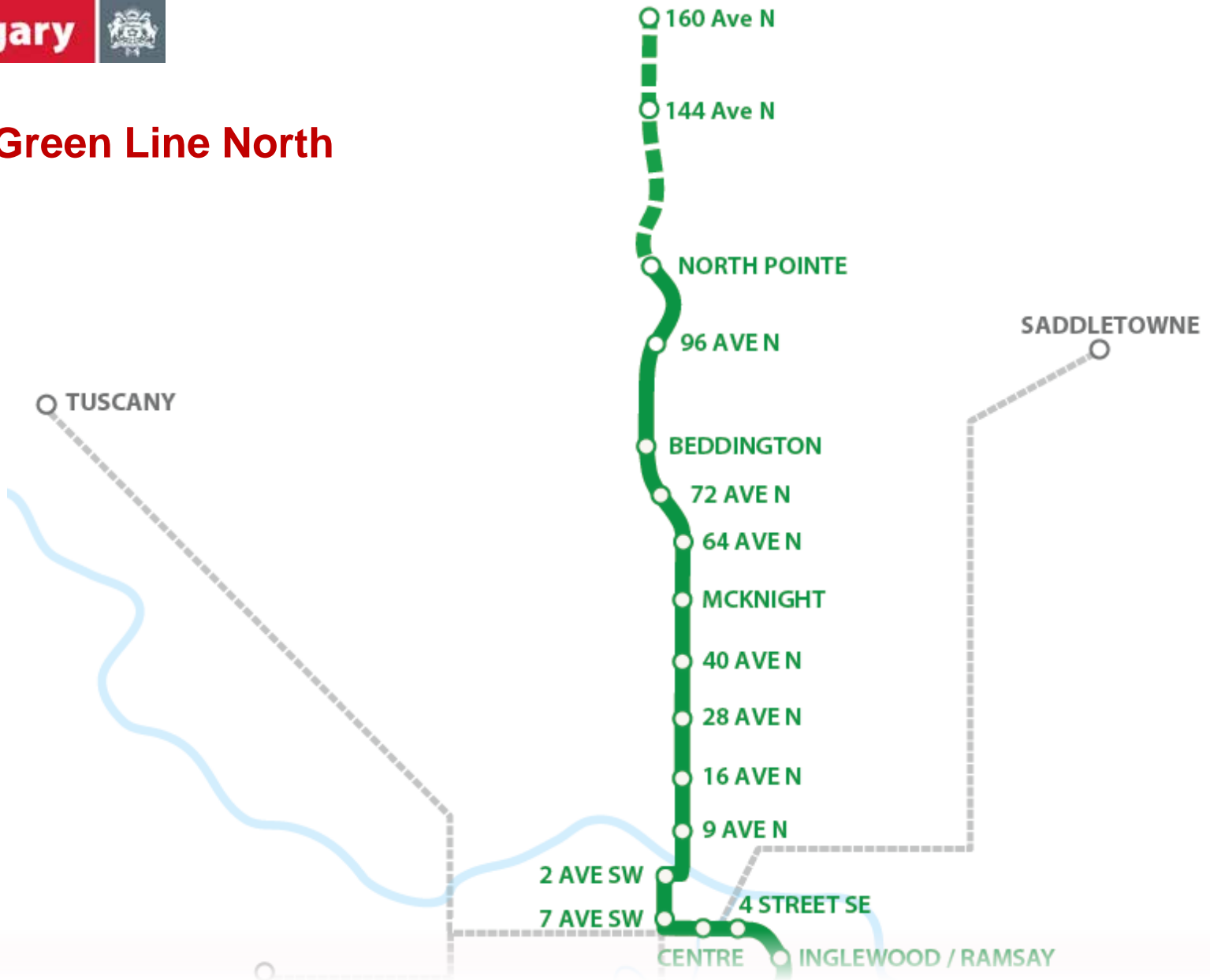


The Green Line



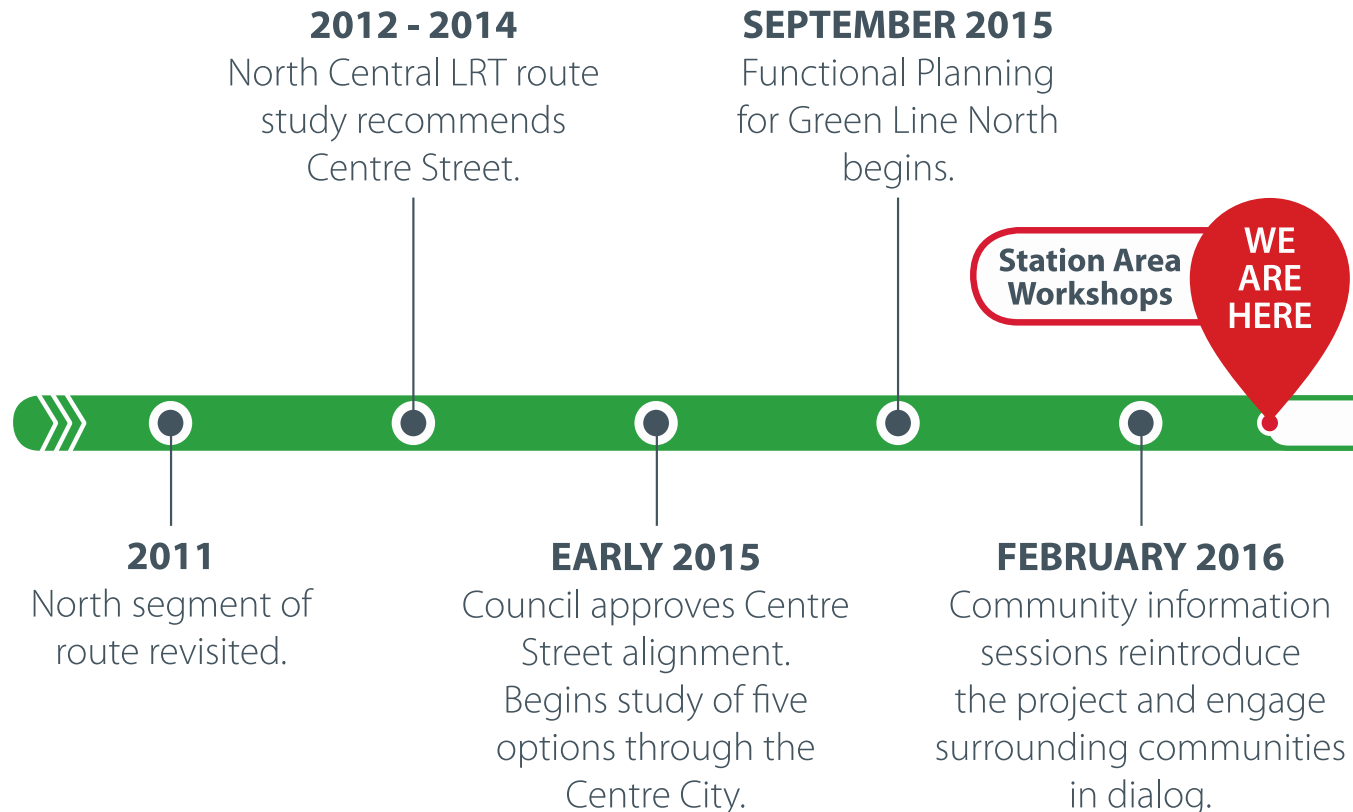


The Green Line North



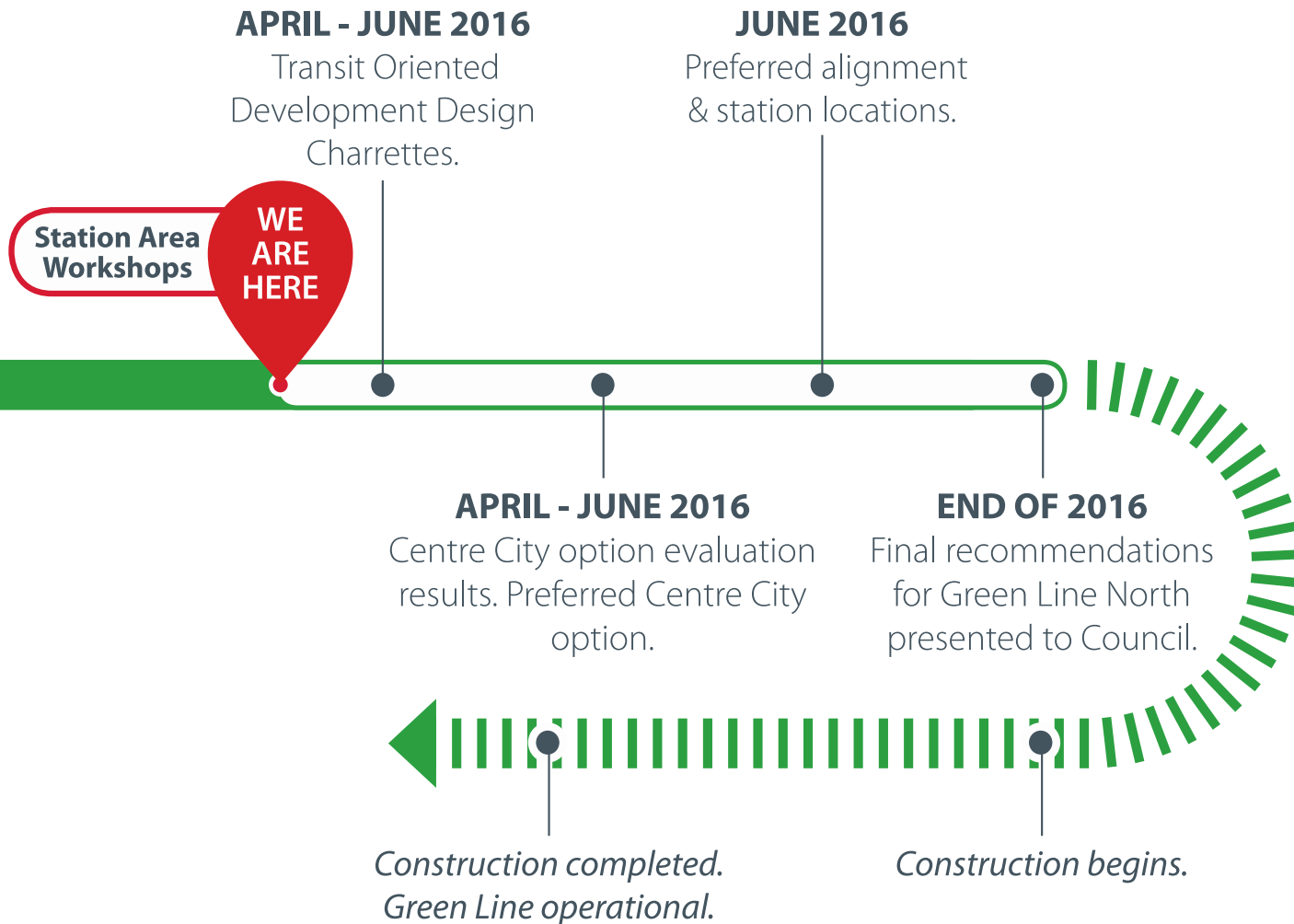


Project Timeline



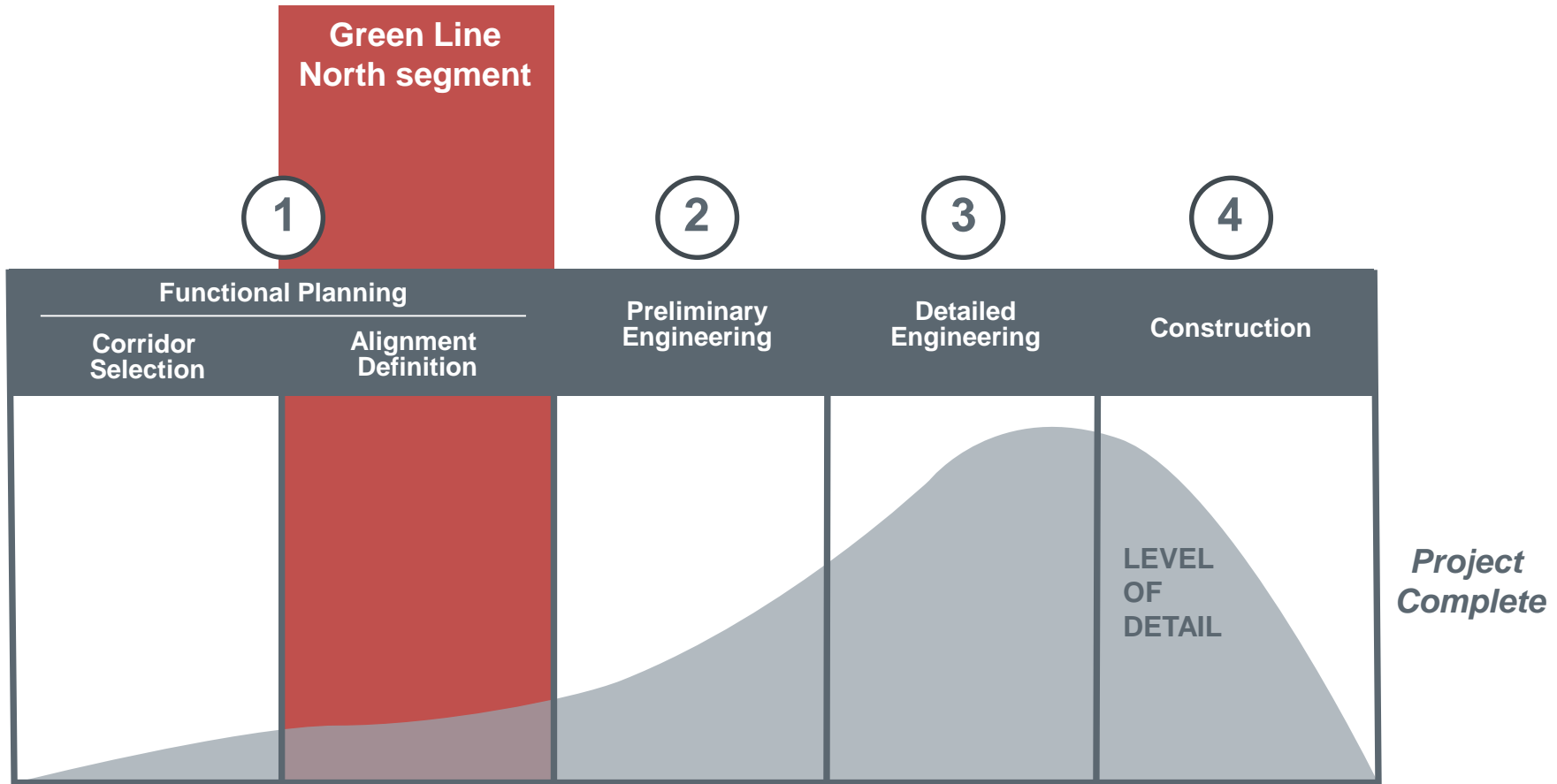


Project Timeline



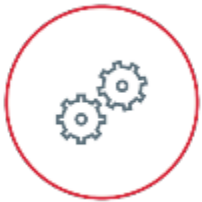


Where We Are Today





Where We Are Today



Starting functional design

- Developing initial road & LRT alignment
- Confirming station locations within neighbourhoods



Seeking public and stakeholder input

- Station Area Workshops
- Transit Oriented Development Charrettes
- Ongoing Project Updates + Information Sessions

How We Got Here

Corridor Selection Study

In 2013 and 2014, four corridor options were evaluated in consultation with the public:

- Centre Street N
- Edmonton Trail NE
- Nose Creek
- 4 Street NW

Thank you to all who participated





February Information Sessions

Summary



34 public events



450 feedback forms



2,300 attendees



What We Heard

Most talked about topics

1. Transit user experience
2. Community impacts
3. Traffic
4. Accessibility and pedestrian experience
5. Environmental considerations

Source: Analysis of all feedback mechanisms (feedback forms, map exercises, sticky note comments) from February 2016 information sessions.





What We Heard

Key perceived benefits

1. Increased access to various Calgary communities
2. Reduced pollution / environmental impacts
3. Reduced traffic and reliance on cars
4. Opportunities for Transit Oriented Development
5. Easier/faster commute

Source: Responses from question on perceived benefits on feedback forms submitted during February 2016 information sessions.



What We Heard

Key perceived challenges

1. Increased traffic congestion
2. Pedestrian connectivity and access
3. Safety getting to / waiting at stations
4. Parking
5. Integration with roadway

Source: Responses from question on perceived challenges on feedback forms submitted during February 2016 information sessions.



Base Assumptions



Low floor LRT



Centre running alignment

Neighbourhood and Business Access

Basic principles:

- Allow turns and neighbourhood access across the LRT tracks
- Balance neighbourhood access needs and train movement



Minneapolis, MN

Neighbourhood and Business Access

Basic principles:

- Maintain neighbourhood connectivity
- Fewer but better pedestrian crossings
- Different types of pedestrian crossings



Integrated Planning Approach

- **Planning, Transit and Transportation**
 - Inform Alignment
 - Refine Station Locations
- **TOD Opportunities**
- **City Shaping**
- **Maximize City Investment**

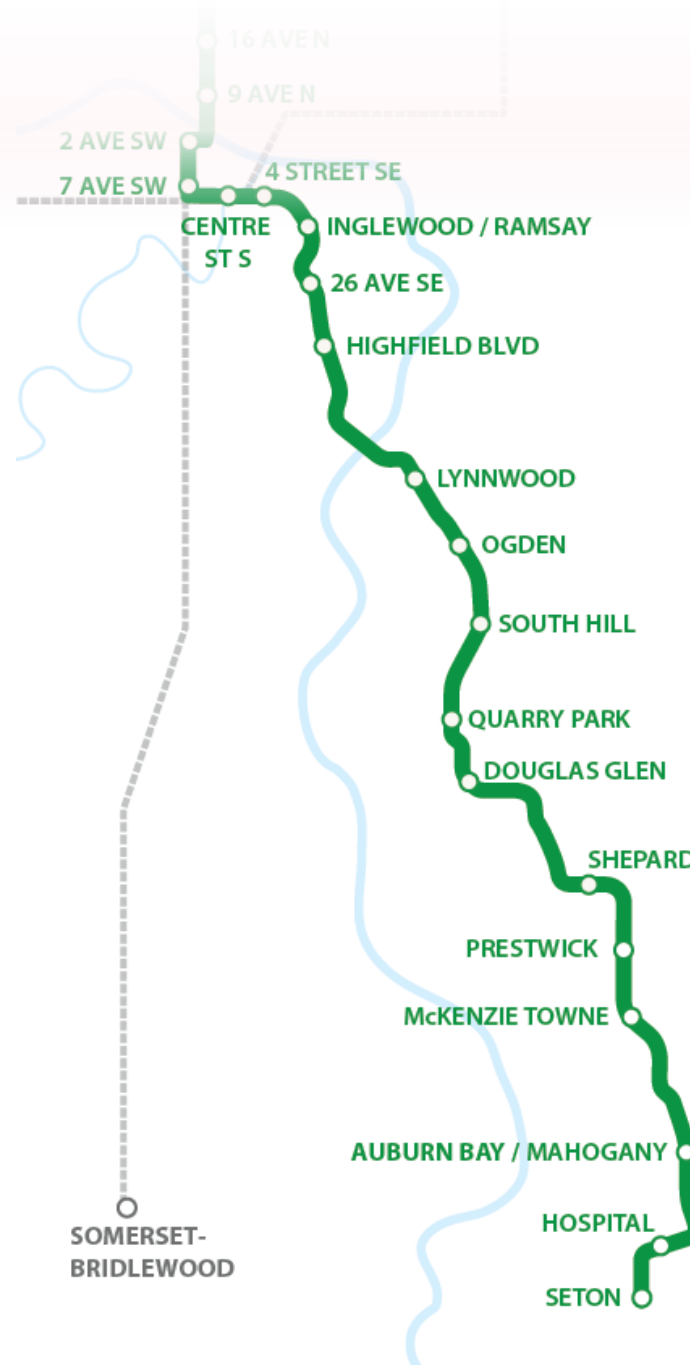




Southeast 2015

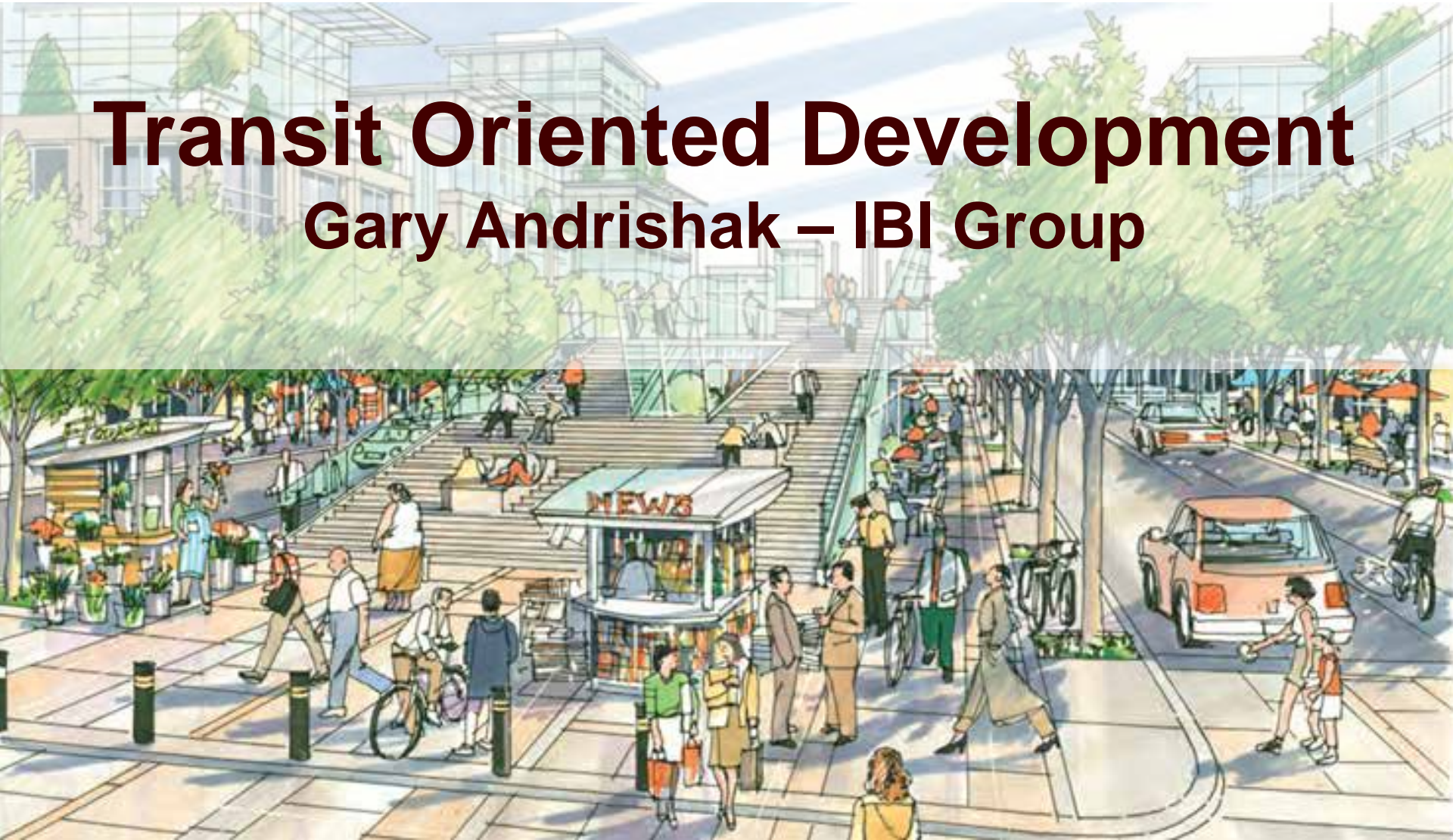
- Functional planning done
 - Alignment
 - Station locations
 - TOD Concepts

- Approved by Council Dec. 2015



Transit Oriented Development

Gary Andrishak – IBI Group



What is TOD?

Transit-Oriented Development (TOD): Communities where residents can live, work, play, shop and learn in a pedestrian and cycle-friendly environment, in close proximity to rapid public transit, where the private automobile is an option, not a necessity.



What TOD is not

- It is not *any* type of development adjacent to transit
- It is not a blanket approach to increase density within neighbourhoods served by rapid transit
- It is not about apartment buildings replacing single family and row housing in vibrant neighbourhoods
- It is not about the architectural design of individual buildings



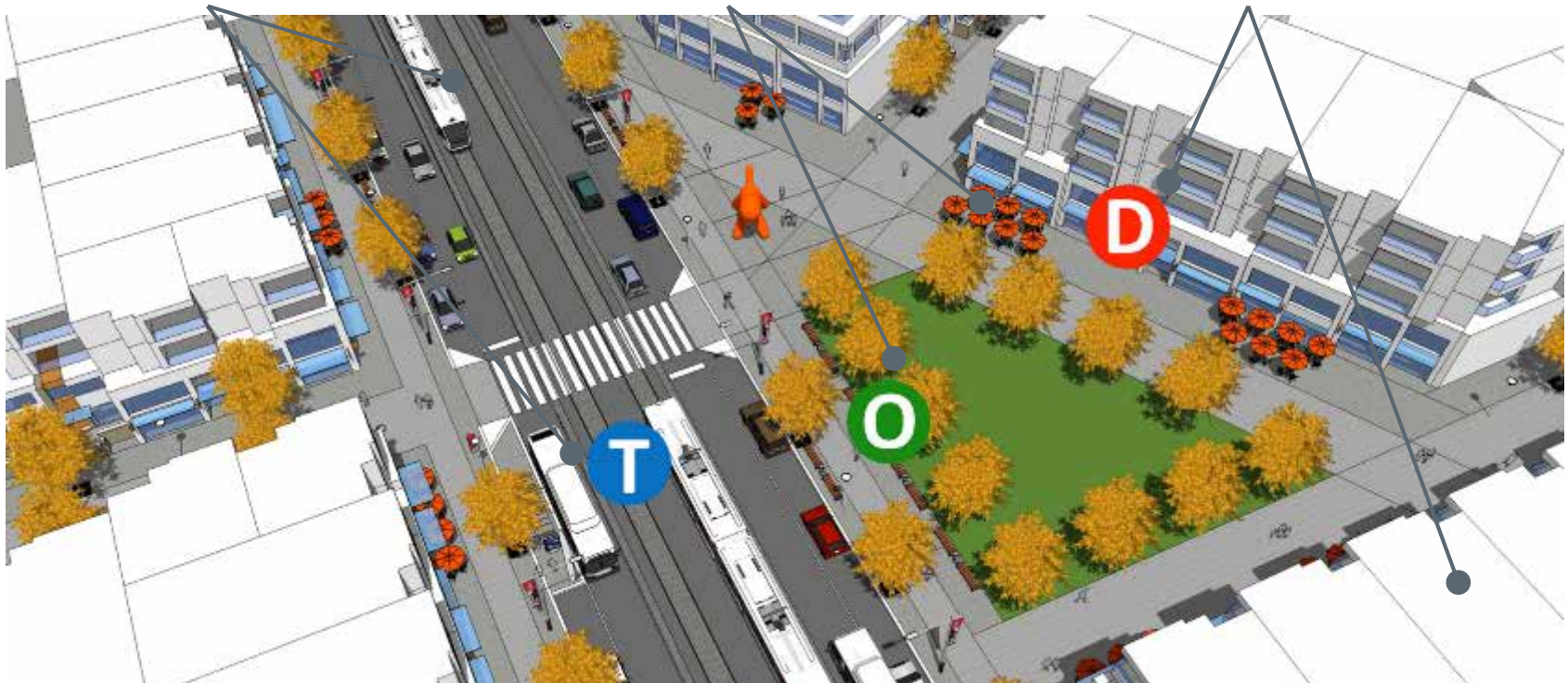
Another Way of Describing TOD

$$T + O + D =$$

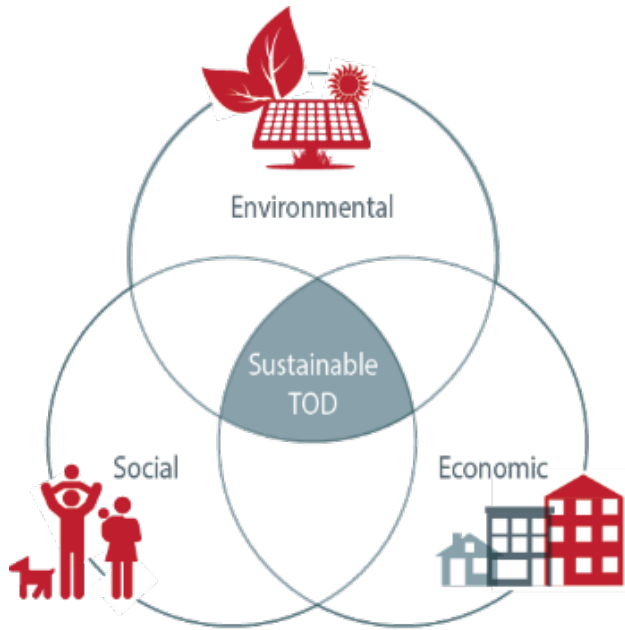
T
Transit
Transportation

O
Oriented
Open Space

D
Development
Buildings



TOD Opportunities with a Sustainability Framing

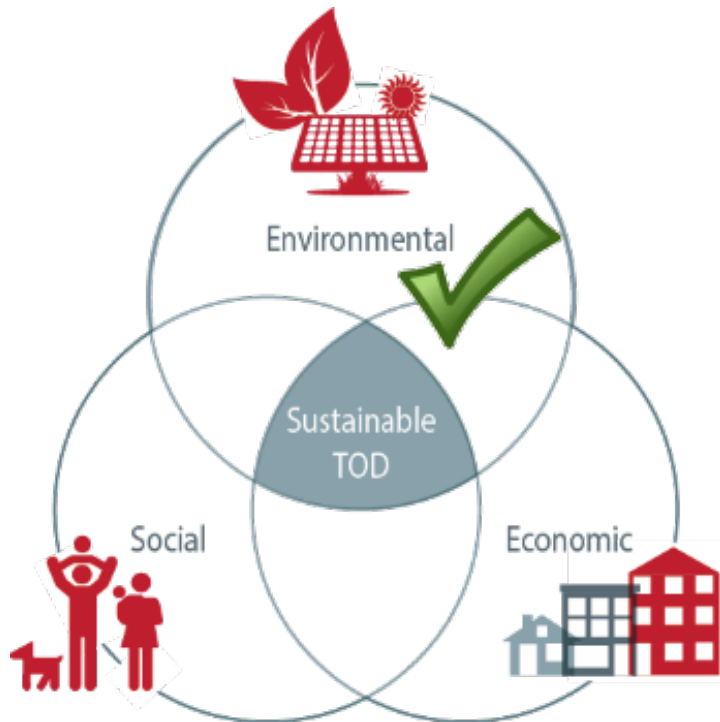


Sustainable Development:

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.



Environmental Sustainability



The ability to maintain resource use and pollution creation at rates that can be continued indefinitely.

Environmentally sustainable communities are energy efficient, resilient, and respectful of the larger natural environment

TOD does this by:

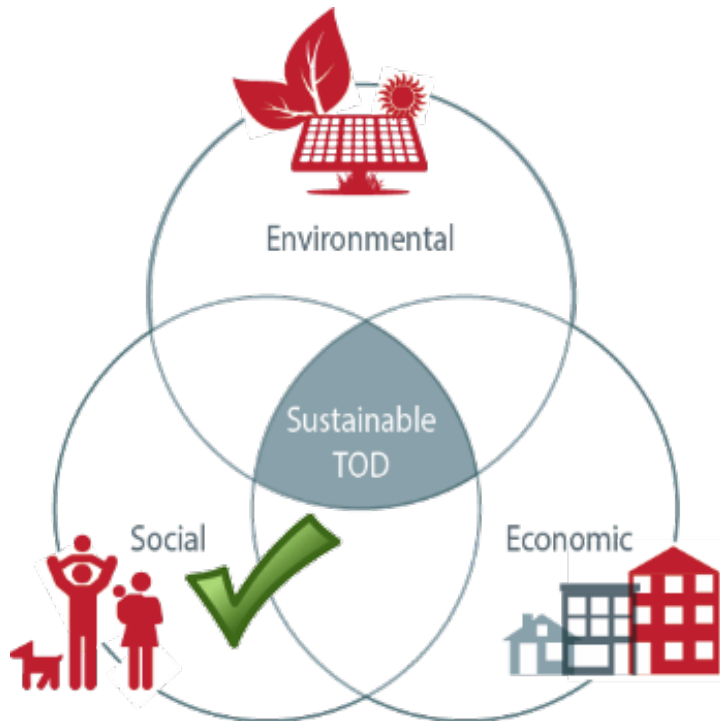
- Encouraging the use of resource-efficient modes of transportation
- Encouraging shorter trips, e.g., through mixed uses
- Fostering compact development and green buildings
- Reducing the carbon footprint of the community members

An Example of an Environmentally Sustainable TOD



Pearl District, Portland OR – Tanner Park

Social Sustainability



The ability of a social system to function at a defined level of social well being.

Socially sustainable communities are equitable, diverse, connected, democratic providing a good quality of life.

TOD does this by:

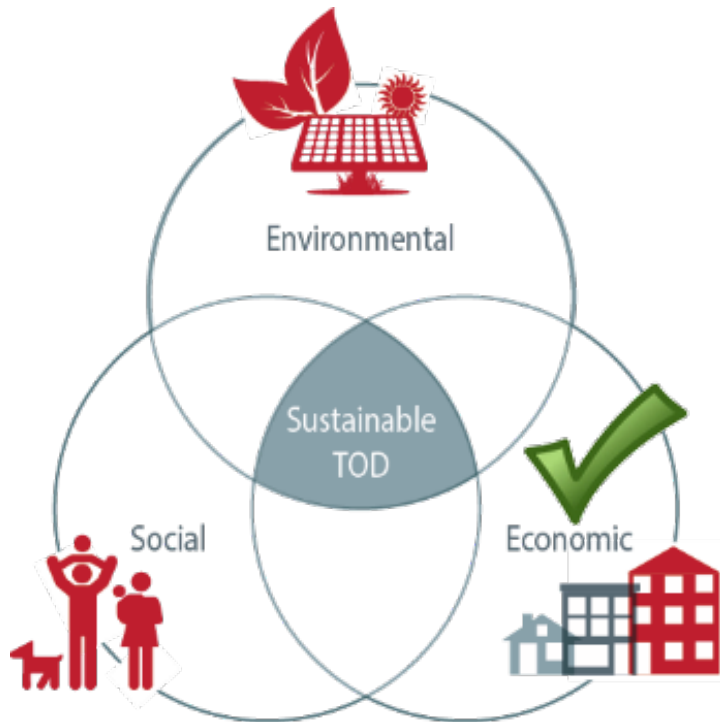
- Encouraging new affordable housing
- Preserving rental housing
- Maintaining existing residential areas
- Limiting the negative effects of gentrification
- Ensuring access to public amenities

An Example of a Socially Sustainable TOD



Fruitvale Village, Oakland CA

Economic Sustainability



The ability of a jurisdiction to support a defined level of economic production.

Economically sustainable communities keep existing jobs, open up new growth opportunities and seek to reduce poverty.

TOD does this by:

- Improving the physical conditions for local neighbourhood retail to thrive
- Locating employment near transit
- Making existing commercial uses accessible by transit
- Encouraging new, larger-scale office and retail space according to the area's strategic location

An Example for an Economically Sustainable TOD



Cambie Corridor, Vancouver BC



Evaluation Matrix Recommendations – not all stations are TOD sites



Symbol	Category	Limitations	Station Areas
	Stations that should be included...	...unless there are compelling reasons not to do so.	16 Avenue N
			28 Avenue N
	Stations that may be included...	...unless there are compelling reasons not to do so and the total number is greater than five.	9 Avenue N
			40 Avenue N
			96 Avenue N
			64 Avenue N
	Stations that could be included...	...but only if the specific TOD type is required/ needed and the total number is not greater than five.	160 Avenue N
			144 Avenue N
			McKnight Boulevard
	Stations that should not be selected...	...unless there is an overwhelming reason to do so.	North Pointe
			Beddington
			72 Avenue N
			4 Street SE
			Centre Street S
			7 Avenue S
			2 Avenue SW

What is a Design Charrette?

Design Charrette: A multiple-day, collaborative workshop led by a consultant team that brings together citizens, developers and policymakers to create a feasible and “85% ready” community concept plan based on four feedback loops: visioning, ideas, concepts, and solutions.



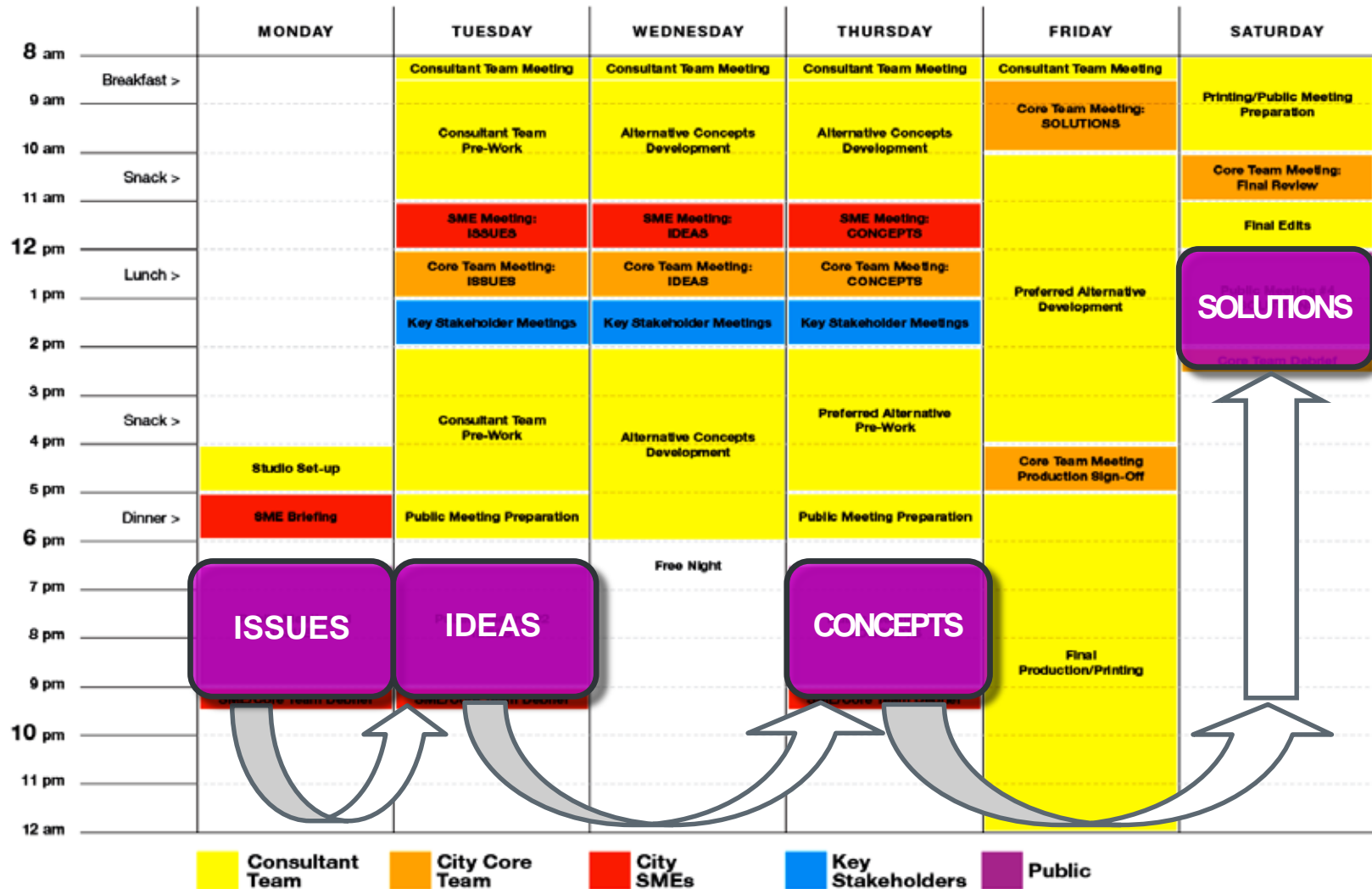
What a Charrette is not

- It is not a one day or a one evening workshop event
- It does not require continuous involvement nor special skills from participants
- It does not work for all types of problem solving (but for here it is perfect)
- It is not a substitute for city planning (but it may accelerate the planning process)





Typical 5-Day Charrette Schedule

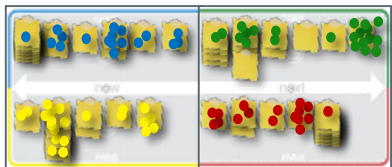


How the Public Meetings Will Look Like

Monday Issues



Gains & Pains Exercise



Tuesday Ideas



TOD Board Game



Thursday Concepts



Sketching / Prioritization

PREFERRED CONCEPTS	RANK PREFERENCE			COMMENTS
	A	B	C	
1. Single Family Detach				
2. Institutional / Single				
3. DUP / DUP Duplex				
4. Citywide				
5. Community Market				
6. Community Mall				
7. IP / Medium				
8. IP / Small				
9. Brewery				
10. Institutional / What the area				
11. Short-term / High				
12. Permitted / New/convert				

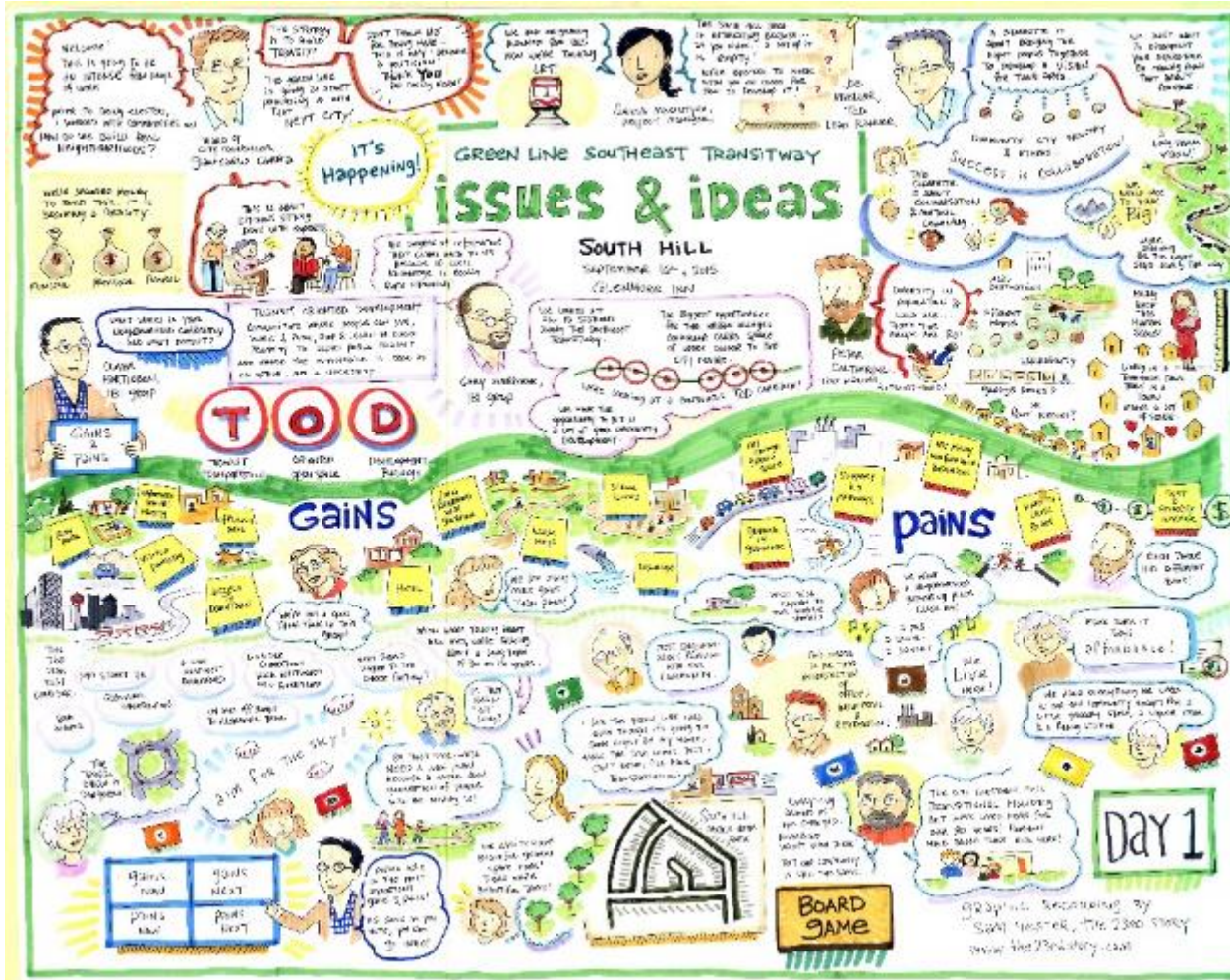
Saturday Solutions



Community Concept Plan



Sam Hester, Graphic Recording



Peter Calthorpe Video

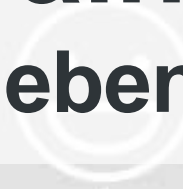




Gains & Pains Exercise

Oliver Hartleben – IBI Group

GAINS



now

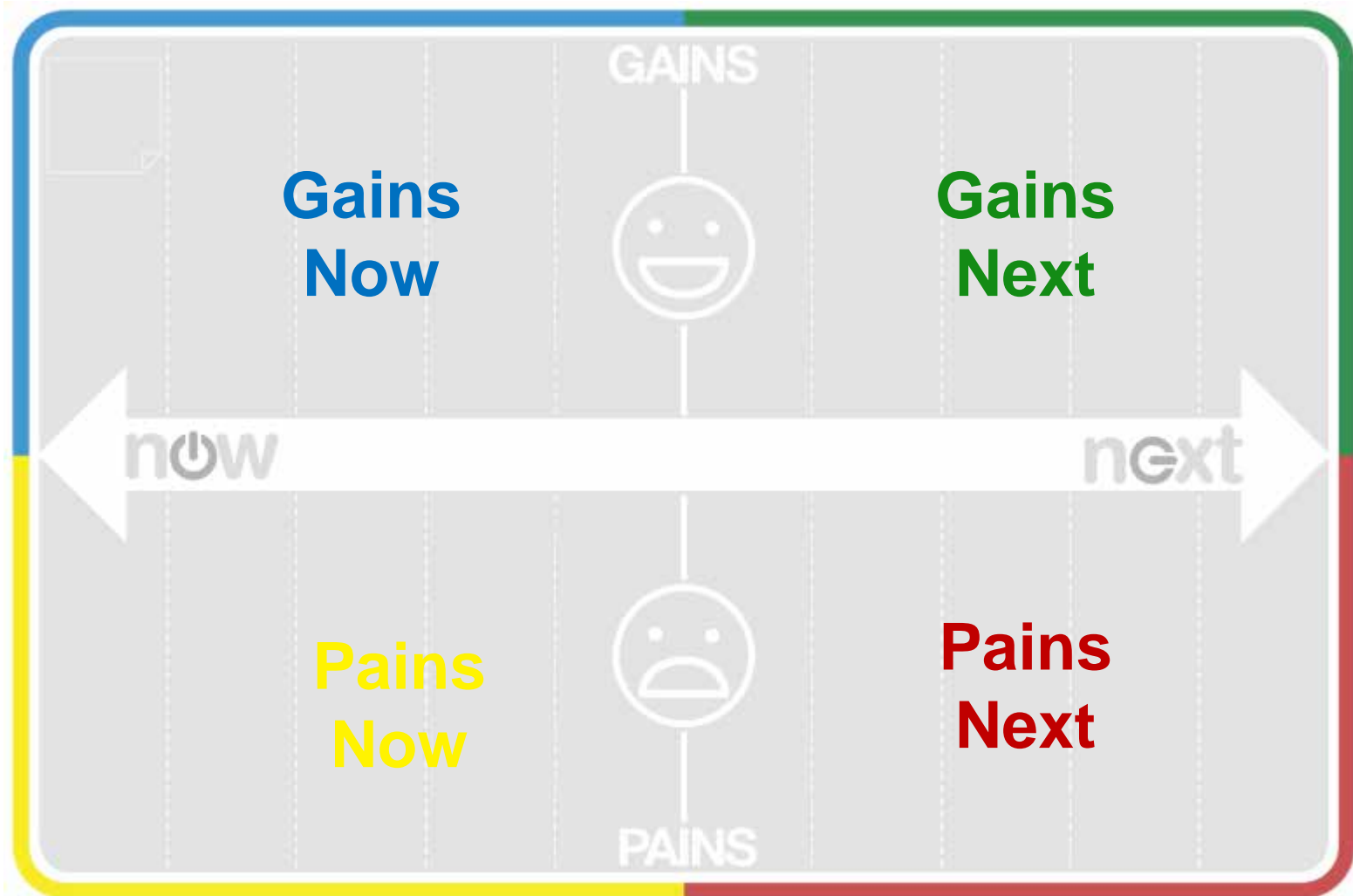
next



PAINS



'Gains and Pains' Board



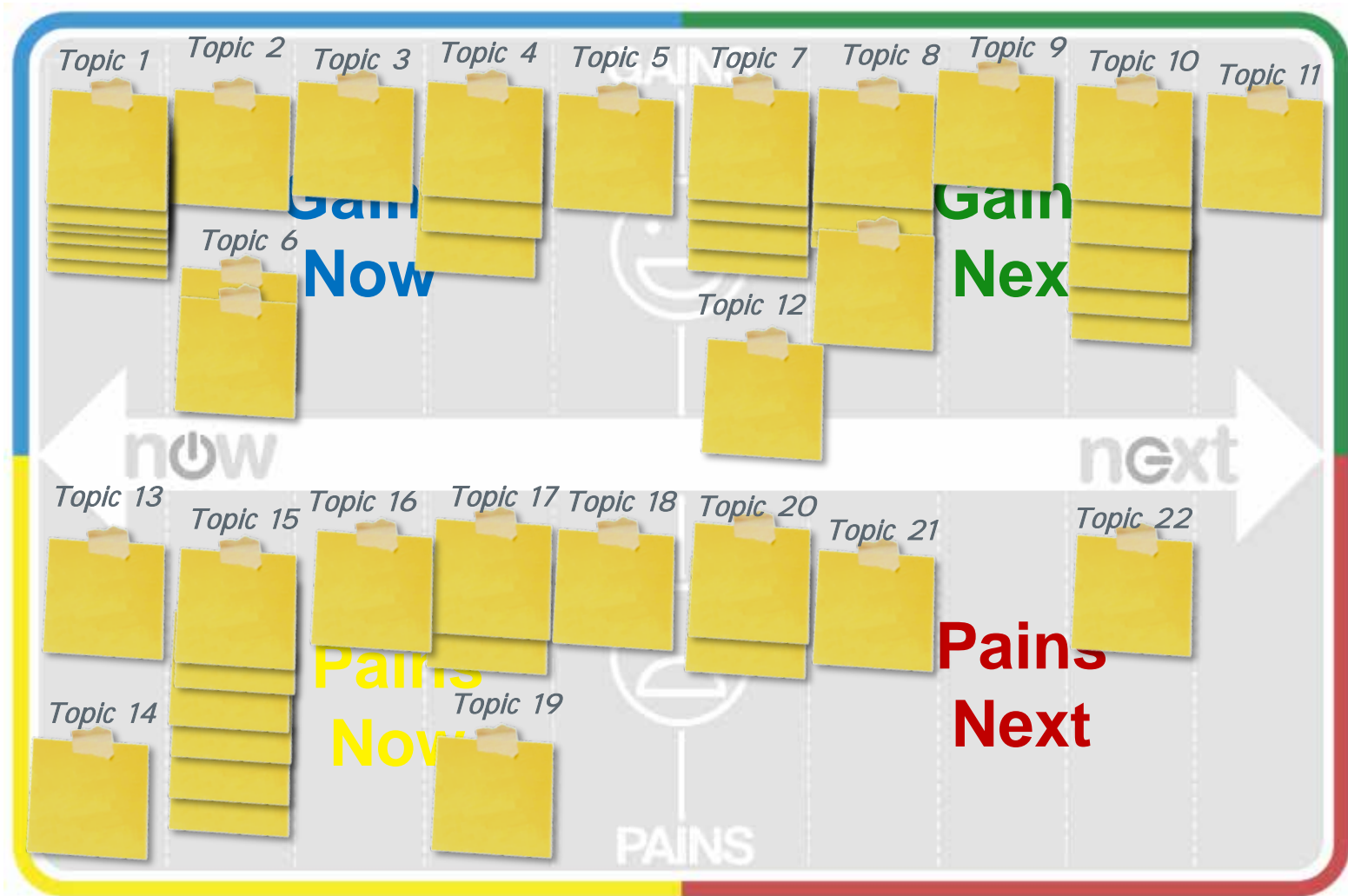


Step 2: Place Post-its on Board



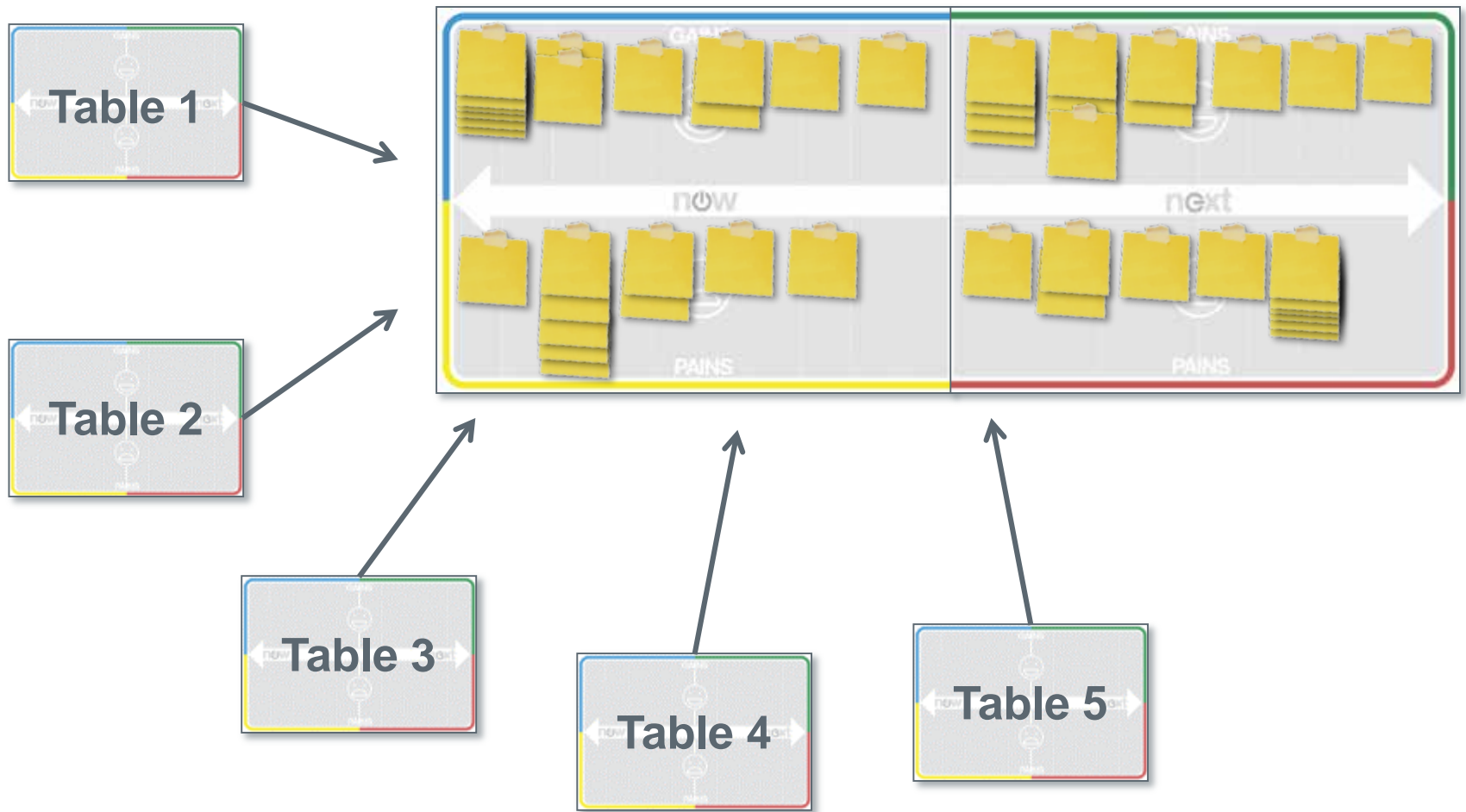


Step 3: Discuss, Organize and Classify Post-its





Step 4: Transfer Post-its to Large Board (During Break)





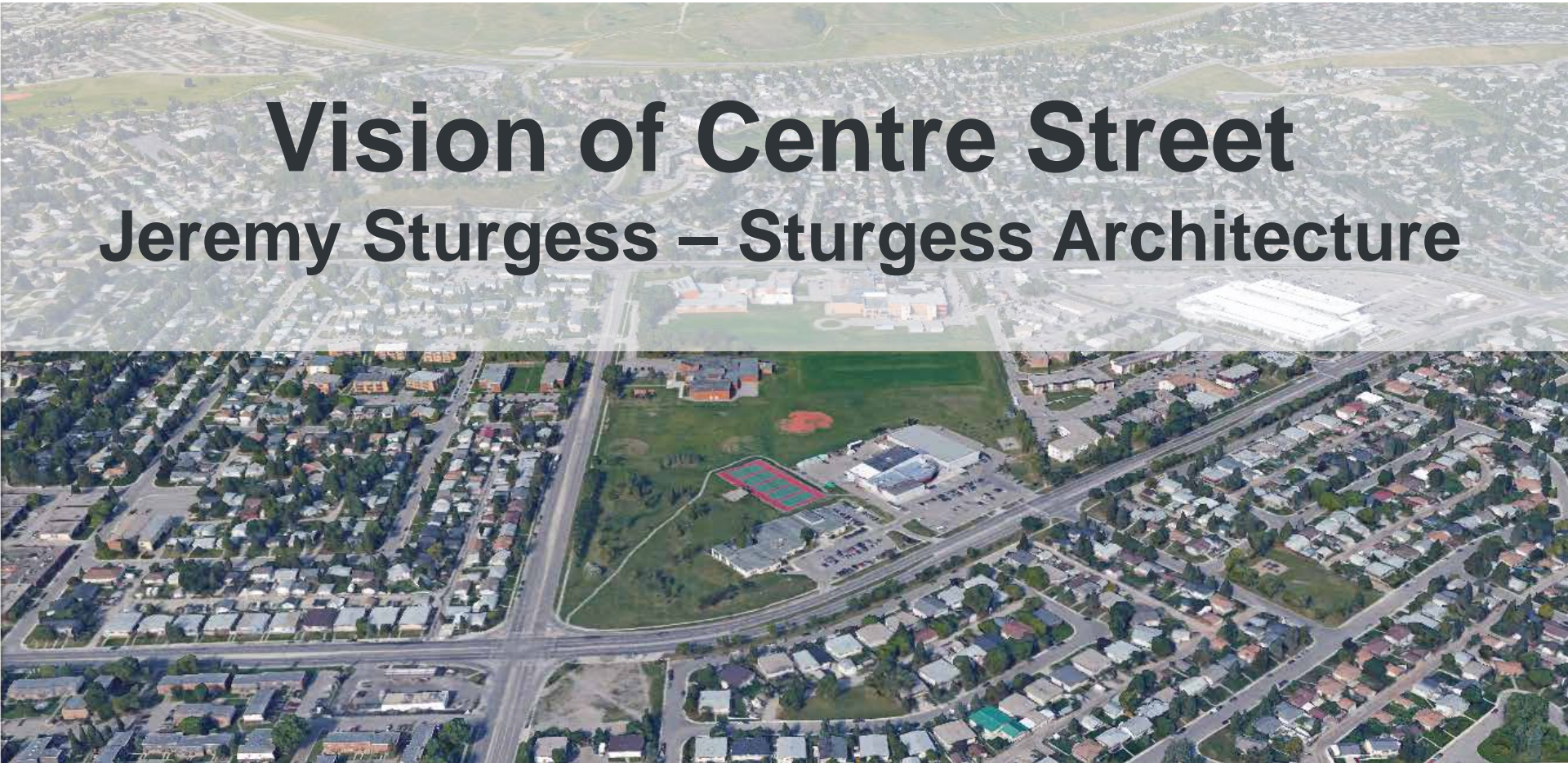
Let's get
started!



**Time for a
Break!**

Vision of Centre Street

Jeremy Sturgess – Sturgess Architecture













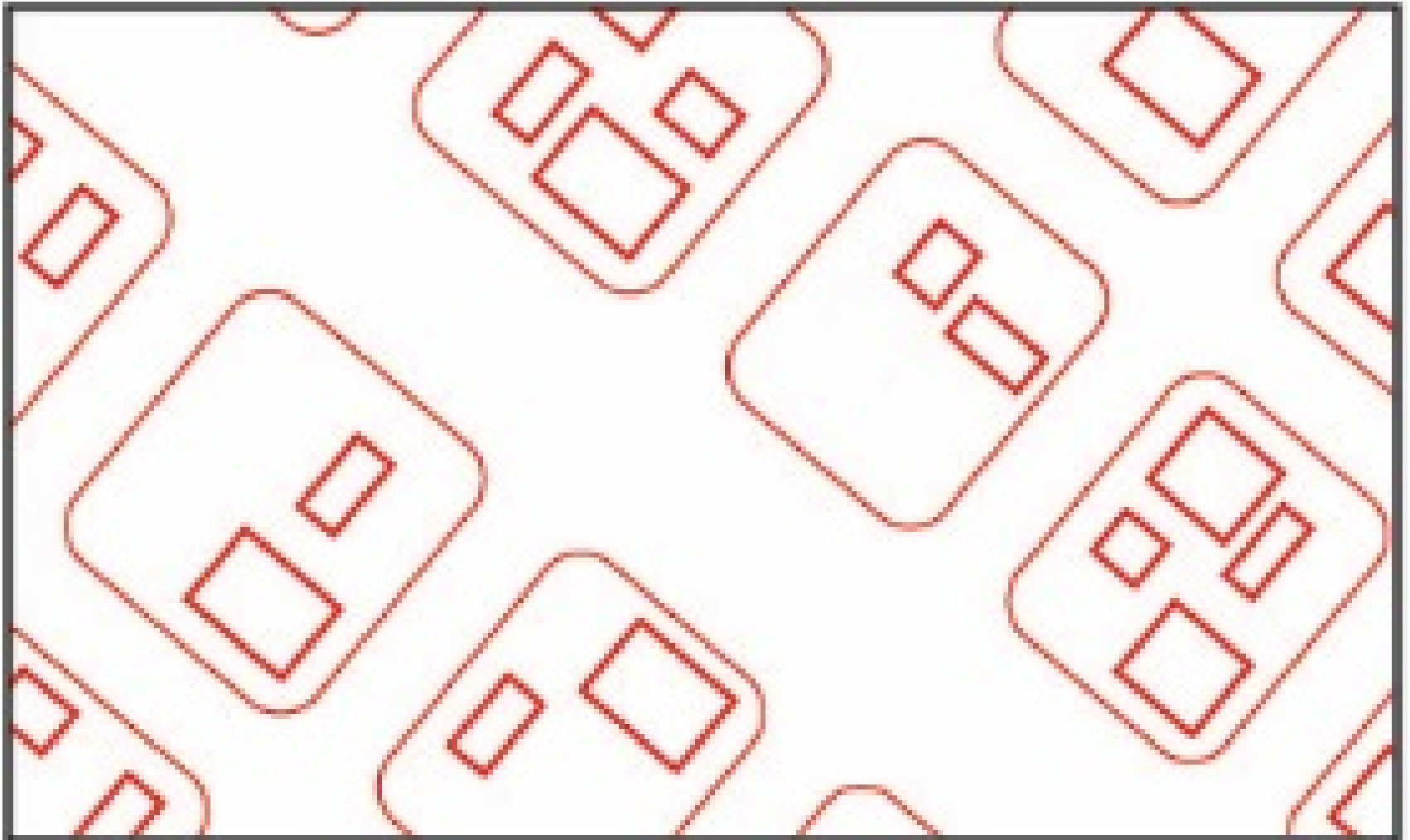


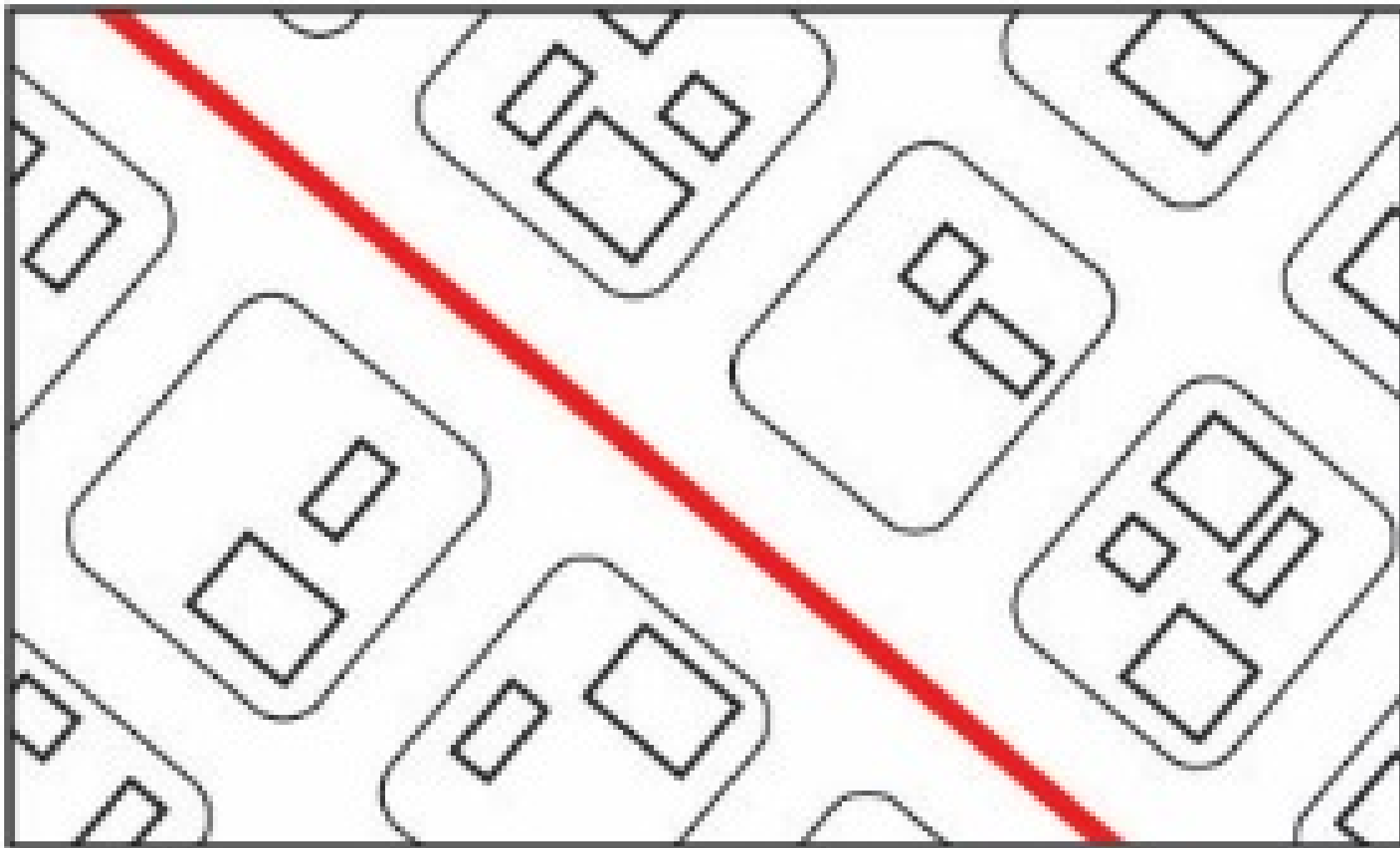


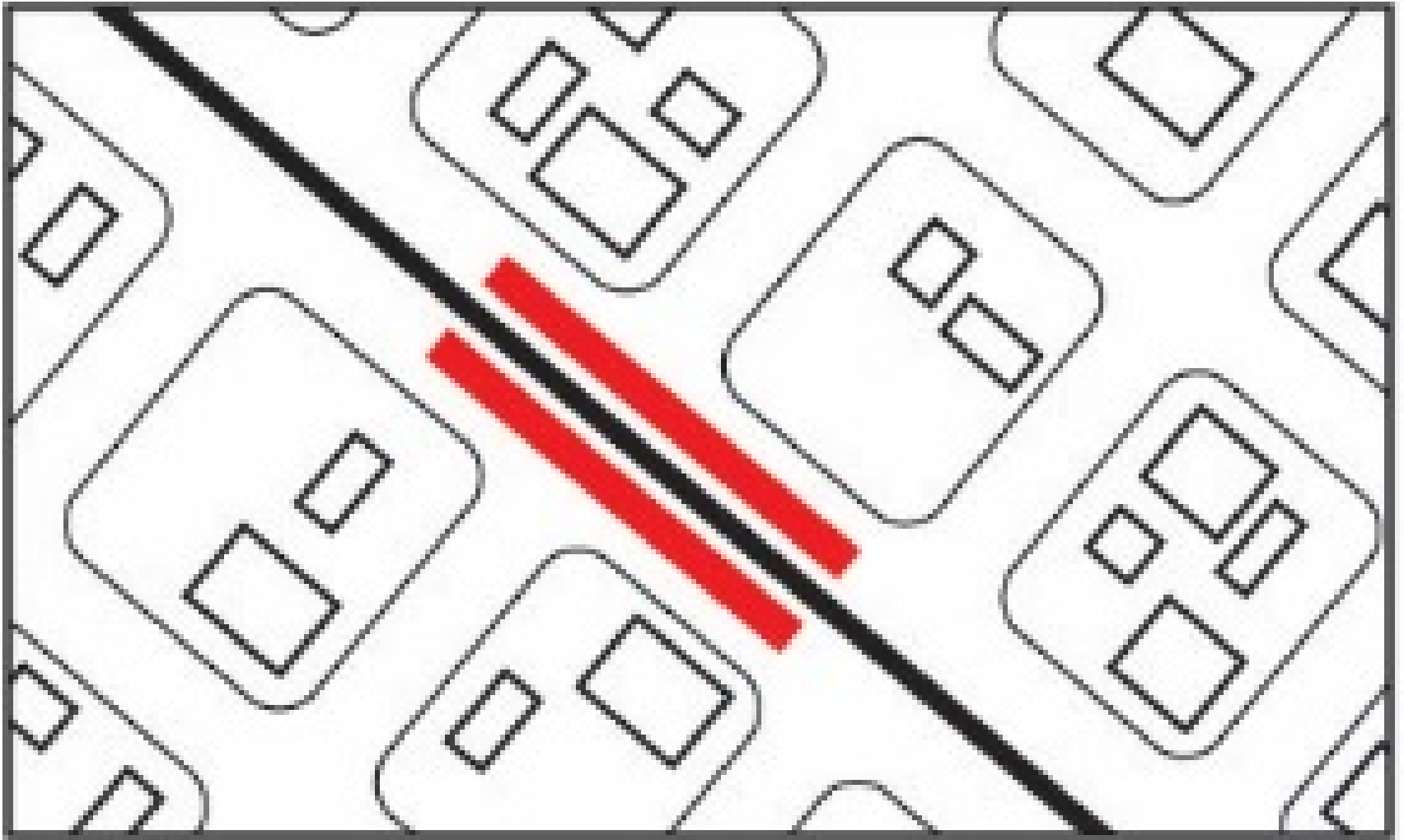
64 Avenue N Station Area Workshop and Community Tour

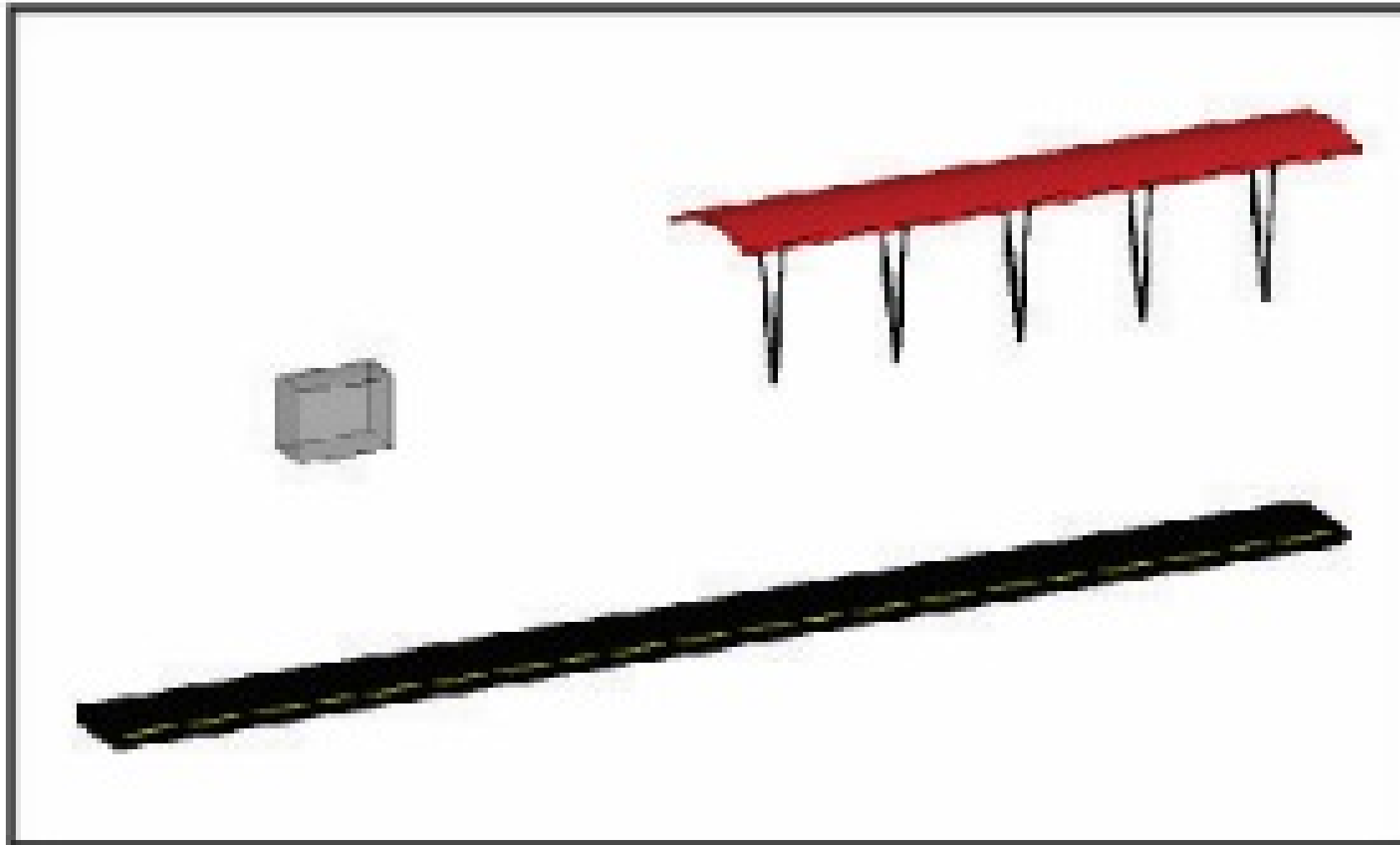
Lesley Beale – Sturgess Architecture

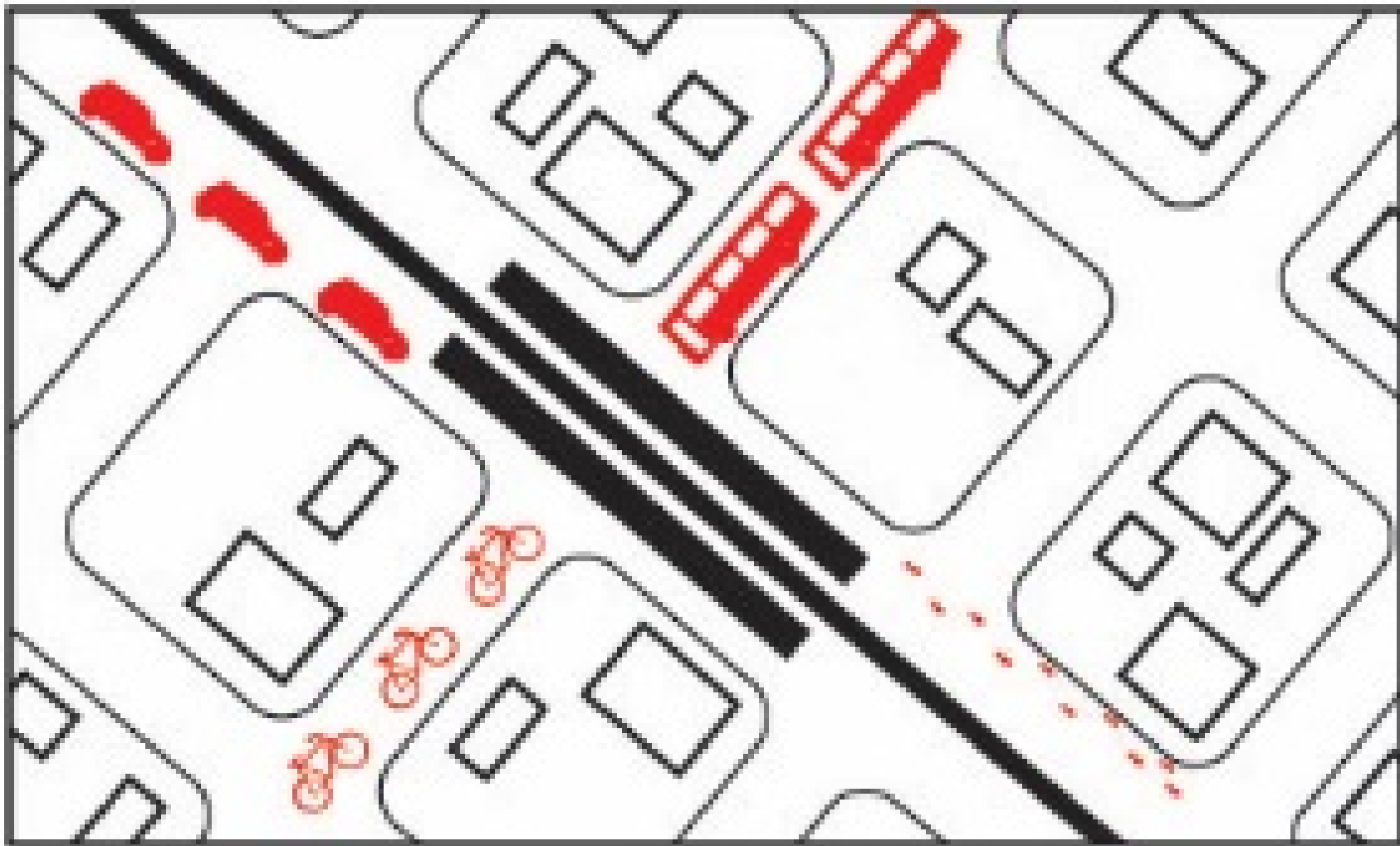


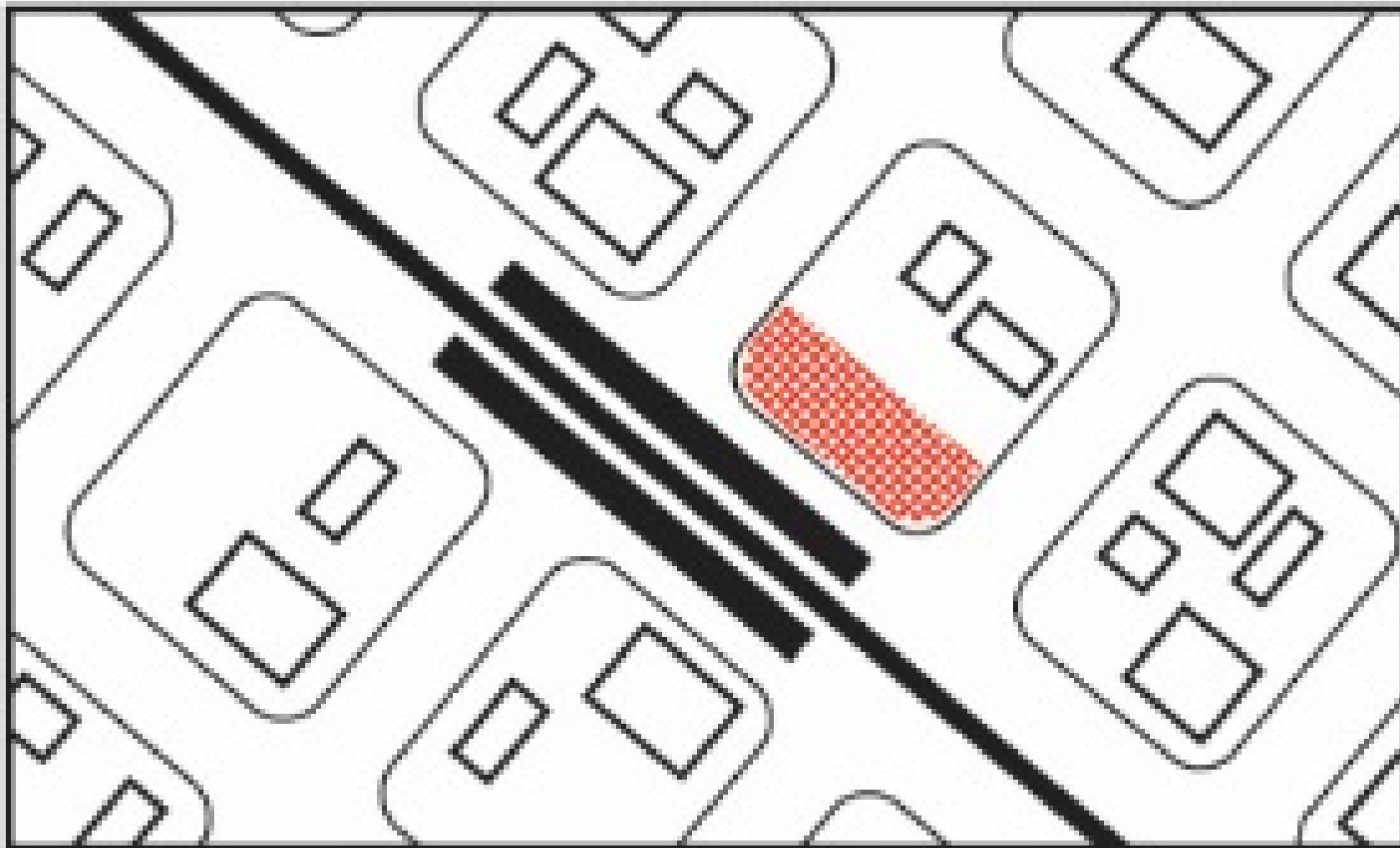




















Top Five SAW Suggestions

- Control shortcutting traffic through residential communities
- Design safer pedestrian crossings across Centre Street (especially 64 Avenue) and ensure LRT does not act as a barrier
- Improve multi-use pathways and sidewalks to enhance multi-modal connections to stations
- Maintain and enhance community parks and green spaces
- Plan for amenities at the station area that reflect community demographics and needs including:
 - Local retail and businesses
 - Affordable housing
 - Childcare and family-oriented services















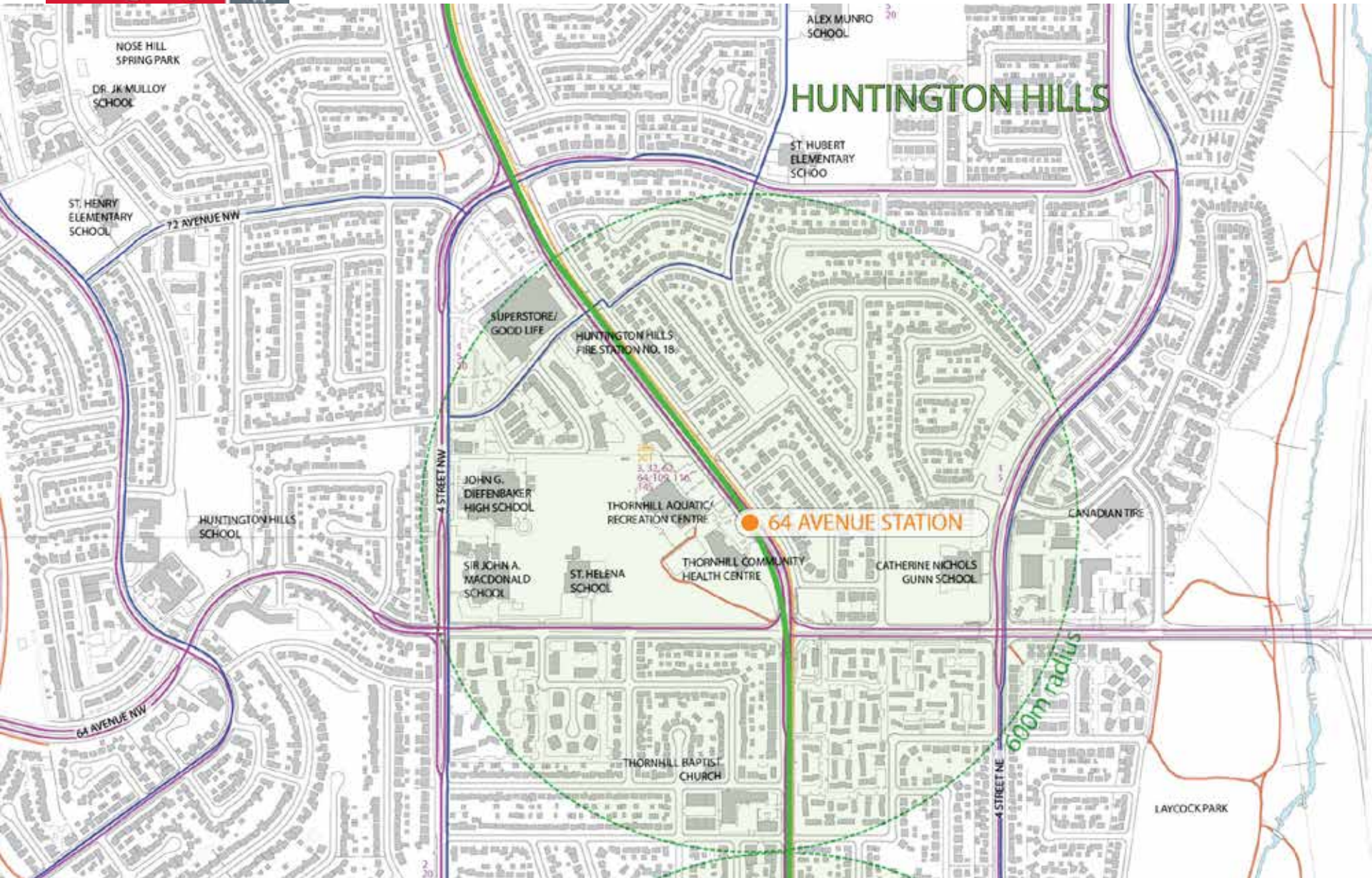






































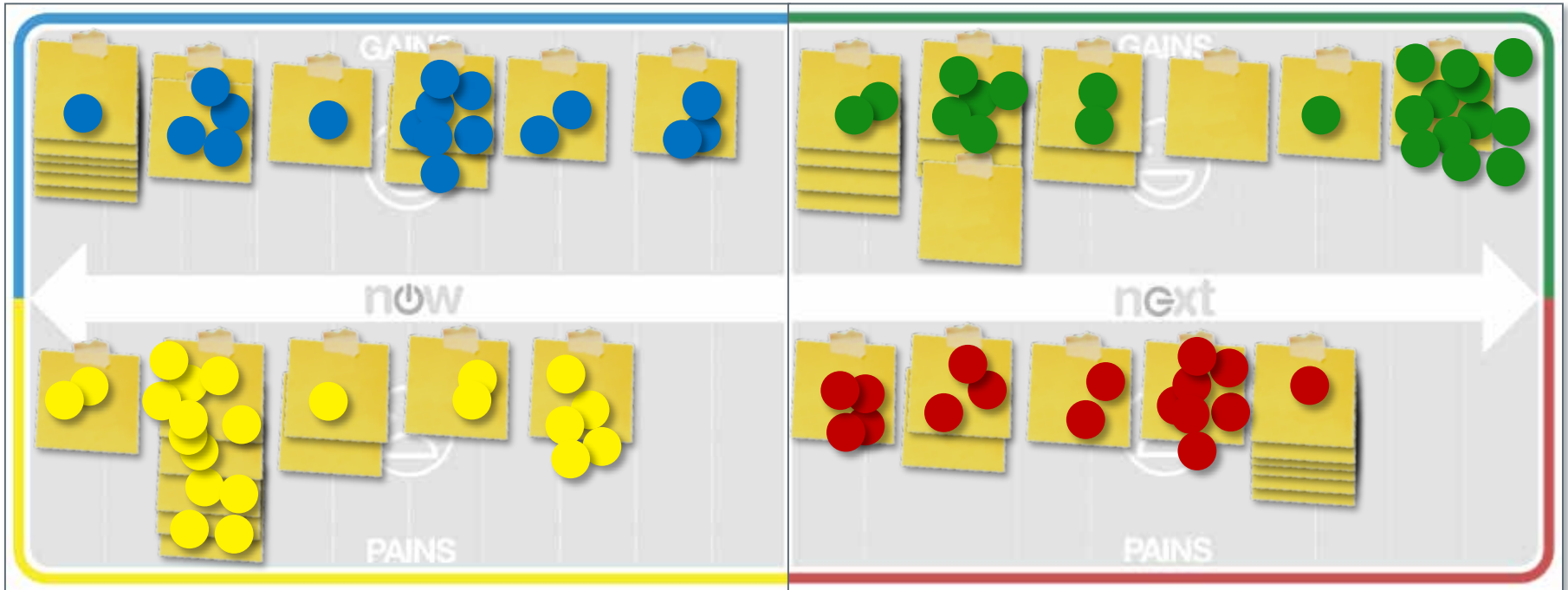


Dot Voting Exercise

Oliver Hartleben – IBI Group

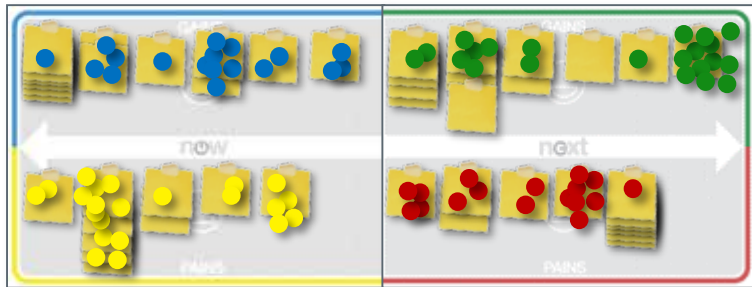


Step 5: Dot Voting of the Organized Gains & Pains





Playback of Results Tomorrow...



Community needs,
aspirations and
priorities



Next steps





See You Tomorrow at 6:30 pm!

TOMORROW

AM .

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.

.

PM .

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