



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave N.W., 7 Ave N.W., Centre Street S

April 2018

Project overview

On June 26, 2017, City Council approved the full vision for the Green Line LRT. The vision for Green Line includes a 46 km route from 160 Avenue North to Seton, and 28 stations. Construction on the first 20 km is anticipated to begin in 2020, and will extend from 16 Avenue N (Crescent Heights) to 126 Avenue SE (Shepard). Construction of Stage 1 is expected to be complete by 2026. Once Stage 1 is complete, extensions will be built as funds become available to complete the full vision. The purpose of the engagement was to gather input on safety and security, aesthetics and landscaping, and access to stations to help build guiding technical documents that will be used during construction of Green Line – Stage 1.

Engagement overview

In January and February 2018, The City of Calgary held open houses and pop-up sessions with community members to provide information about the Green Line LRT - Stage 1 and to collect input on station design, station area look and feel, safety and security and community experience. From January 16, 2018 to February 13, 2018 The City of Calgary hosted an online survey on its engagement portal at engage.calgary.ca/GreenLine to solicit feedback from Calgarians. Input collected from the public will be reflected in the technical documents that will guide the construction of Green Line – Stage 1.

Open house sessions for below grade stations were held at the Crescent Heights Community Association on January 16, 2018 and Decidedly Jazz Danceworks on January 27, 2018. Pop-up sessions were held at the Stephen Avenue near 2 Street S.W. and Central Memorial Park on January 24, 2018, Tuxedo Safeway on January 28, 2018 and Eau Claire Market on February 9, 2018.

Over 238 people attended the open houses and pop-up sessions and over 160 people provided responses to the online survey for the below grade stations. Over 690 comments were collected in-person and approximately 2380 responses were inputted online.

Note: As part of the online engagement, participants had the ability to indicate whether their feedback applied to one specific station only or they could choose to apply their feedback to all stations of the same type (e.g. all below grade stations). As a result of participants selecting that their feedback should be applied to all stations of the same type, some verbatim feedback and element themes are identical.



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What we asked – In-person and online

Station Design

1. Now that you've seen the concepts for the station designs (below grade, at grade, above grade) what do you like or not like about the concepts? Why?

Station Area Look and Feel

1. What do you like or not like about the station areas elements?

Safety and Security

1. What elements would make you feel safe and secure while waiting for the train at a station (lighting, help phones, security cameras, etc.)?
2. Do you have any safety or security concerns or issues at station areas? Why?

Community Experience

1. What are some ideas to make station space, plazas and platforms a desirable place to meet and spend time? Why?

- ▶ To read the detailed summary of the input see the section: [What we heard – Summary of Input](#)
- ▶ To read all verbatim comments received see the section: [What we heard – Verbatim Contents](#)

Next Steps

Public engagement on the Green Line LRT in My Community was completed on February 13, 2018. This What We Heard Report was shared with Calgarians on the City's webpage, Calgary.ca/GreenLine.

Input received from the January and February 2018 engagement opportunities may be considered in the next steps of the Green Line LRT – Stage 1 and a "What We Did" report will be shared in 2019.

Report back sessions were hosted in March 2018 on what we've heard through the series of public engagement opportunities in January and February 2018.

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What we heard – Summary of Input

Below Grade Station Design – In person and online summary

Station Design	
	<p>Overall themes:</p> <ul style="list-style-type: none">• Several participants indicated that accessibility and security should be priorities in the design of the stations.• Participants also suggested that the design for the stations should reflect the historical and cultural contexts of the communities. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants thought that accessibility should be a priority, there should be more seats on the platform and that there should be pedestrian access at the far South end of the station.• Participants wanted landscaping incorporated, events in the plaza in the summer months and the historical context of the community reflected in the design of this station.• Some participants were concerned about the tunnels needing heat and ensuring that the substations have backup power. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants thought this station should complement cultural architecture of the community and that it should include public art.• Participants felt accessibility should be a priority, and there should be more places to sit. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants thought that accessibility should be a priority and suggested there be good access to elevators and more stairs.• Participants indicated that there should be a focus on security measures and suggested having an area where users need a paid ticket to get in. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that the design for the station should reflect the historical and cultural contexts of the community by making the station warm and inviting and incorporate a railway theme.

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Below Grade Station Area Look and Feel - in-person and online summary

Boulevards		
<p>Overall themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants that liked this option usually commented on the visual appeal and the preference for greenery.• Participants that did not like this option usually commented on the high cost and resources needed to maintain this option. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants said they liked the greenery and visual appeal.• Participants had concerns around costs, being able to maintain this option and felt that it is not a good fit for the area that the station is in. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Some participants felt this element was attractive with a good inclusion of a lot of green space.• Participants indicated there is concern about the amount of water and money needed for maintenance. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that this element is attractive and adds greenery to the city.• Participants felt this option was too expensive for maintenance and would only work in the summer months. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants felt this option had good visual appeal, liked the greenery and found it attractive.• Participants were concerned about the cost of upkeep, felt this would lead to expensive maintenance and that grass is difficult to keep in good condition.		

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Boulevards		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option usually commented on the open space, ease of maintenance and the clean look.• Participants that did not like this option usually commented on the excess of pavement, the lack of nature and the concern for slippery surfaces in the winter. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that they liked the open space and ease of maintenance.• Participants felt that this element has a sterile feel and does not have enough natural elements. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this is a low maintenance option with a lot of space for walking which will be easy to keep clean.• Participants were concerned about the trees being able to survive and felt that there should be more greenery. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants liked the extra room for walking, the trees and its low maintenance.• Participants indicated that natural grasses and more greenery should be incorporated to reduce the amount of pavement. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this option was modern looking, spacious and like having room for street furniture and public art.• Participants were concerned that there was not enough green space and natural grasses (especially for dogs).		

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Boulevards



Overall themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Participants that liked this option made comments about the natural look, ease of maintenance, impact on the environment and the low cost.
- Participants that did not like this option felt that it was unattractive, messy and not the best use of space.

16 Avenue N. themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Some participants felt that this was a good low cost and low maintenance option.
- Other participants saw this option as looking messy, uncared for and tough to clean up the litter that could accumulate.

2 Avenue S.W. themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Participants liked this element due to its low cost, low maintenance and natural look.
- Participants indicated that they thought this option looked messy and unsightly.

7 Avenue S.W. themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Participants suggested that they liked the low maintenance and cost along with seeing it as better for the environment.
- Participants felt that this was an unattractive option that would look even worse in the winter.

Centre Street S. themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Participants felt that this element was cheap, easy, better for the environment and natural looking.
- Participants indicated that the space could be better used and that it was ugly and messy.

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Pathway		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants responded favorably to the appearance of this element, liked the width of the pathway for pedestrians; saw this as being easy to clear for snow and ice and like the trees.• Participants were concerned about the cost, that the pathway does not consider cyclists and is not visually appealing. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt this element had easy winter maintenance, good street appeal and wide space for walking.• Participants thought this option was expensive and that concrete looks boring. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that they like the aesthetics of this design and like the amount of trees along the pathway.• Participants commented that it was an expensive option and are concerned about access for people who bike. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that this pathway looks nice, like the trees, is wide for walking, and good for snow clearing.• Participants were concerned that this element is expensive, does not accommodate people who bike and is boring aesthetically. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants stated that this option looks nice and is wide enough for walking and they also like the amount of trees.• Participants mentioned that this option seems expensive and were concerned that it does not accommodate people who bike.		

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Pathway		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants liked the visual appeal of this element and liked the width of the path.• Participants expressed concerns about tripping hazards, snow and ice maintenance and accessibility for anything that uses wheels. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants commented that this element looks nice, is low maintenance, adds character/design elements and is easy to walk on.• Participants were concerned that there are tripping hazards, it would be difficult for bikes/wheelchairs, is expensive and would be hard to maintain. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this element looks nice, is easy to maintain and is clean looking.• Participants indicated that this option is expensive and has tripping hazards. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants commented that this element looks nice, seems clean and has plenty room for people who walk.• Participants felt that this element is expensive and does not have great accessibility for anything that uses wheels. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this element looks nice, has plenty of room for walking and will be easy to maintain.• Participants thought that this option has potential for tripping hazards, is not ideal for anything that uses wheels and that it would be difficult to clear snow and ice.		

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Pathway		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants liked that this element seems cost-effective, has a natural feel and a low impact to the environment.• Participants did not like the lack of accessibility for anything that uses wheels, were concerned about maintenance and did not feel this option is attractive. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants thought this was a cheap, natural and cost-effective element.• Participants commented that this element is not accessible for anything that uses wheels, will be hard to maintain and not attractive. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that this option was cost-effective, easy to maintain and has a low environmental impact.• Participants were concerned that this element is not accessible for anything that uses wheels, that it is ugly and will be difficult to clear snow. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants felt this element is cheap, natural and had a low impact on the environment.• Participants commented that this element is unattractive, not accessible for anything that uses wheels and will be hard to clear for snow and ice. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants liked that this option seems cost-effective, natural and is good from an environmental perspective.• Participants did like that this element is unattractive, will get muddy in snow and rain, will be tough for anything that uses wheels and is hard to clear snow.		

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Pathway		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants appreciated the consideration of multiple modes of transportation and the ease of clearing snow and ice.• Participants wanted to see separation for people who walk and bike and were concerned that this would not accommodate high volumes of traffic. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that they like the accommodation for multiple modes of transportation and that is easy to clear of snow and ice.• Participants felt that there should be more separation for people who walk and bike, this element is not good for the inner city and will not work for high traffic. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that they like the accommodation for multiple modes of transportation and that is easy to clear of snow and ice.• Participants felt that there should be more separation for people who walk and bike, this element is not good for the inner city and will not work for high traffic. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants thought that this element feels familiar, functional, could be used for multiple modes of transportation and is easy to clear of snow.• Participants felt that there should be more separation for people who walk and bike, this element is not good for the inner city, will not work for high traffic, and is not attractive. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that they like the accommodation for multiple modes of transportation and that is easy to clear of snow and ice.• Participants commented that there needed to be separation for people who walk and bike, that there is not enough space for high traffic and that this element is not attractive.		

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Sound Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this element appreciate that noise will be reduced in surrounding communities, the natural look that changes with the seasons and thought the maintenance would be worth it.• Participants that did not like this element thought it was ugly, thought other materials should be considered and question the need for walls at all. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that they like the natural look and ecological contribution of this element.• Some participants felt that this is ugly and that something else instead of walls should be used (i.e. trees). <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that there would be less noise in the surrounding communities and that the design is appealing.• Other participants felt that the wall is not visually appealing and thought other materials for the wall would be better. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that there would be less noise in the surrounding communities and that the design is appealing.• Other participants felt that the wall is not visually appealing and thought other materials for the wall would be better. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that there would be less noise in the surrounding communities and that the design is appealing.• Some participants felt that walls are not necessary and thought that this element is boring.		

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Screening Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option felt it is visually appealing and appreciate the light coming through and the semi-transparency of the design.• Participants that disliked this option felt it is not interesting to look at. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this element is attractive, liked that it lets light through, appreciated the modern look and liked the semi-transparency.• Some participants indicated that this was boring visually and would be improved by using a better colour. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that this option is modern, has a clean look and like that the light comes through.• Participants felt that this element looks dull and needs more color and visual interest. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that they liked the simplicity of this option, its low maintenance and that the light comes through.• Some participants were concerned that this option is dull and should incorporate art and other visual interest. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants indicated that they like the clean lines, the light coming through and the modern look.• Participants felt this element was a missed opportunity for more visually appealing or artistic design.		

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Screening Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this element said that it looked modern, had an opportunity for art, seemed low maintenance and could possibly be used as a sound wall too.• Participants that disliked this element said it was visually unappealing, potentially the most expensive option, had too much concrete and needed details that are more artistic. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this element is practical and could also be a sound wall, the design has a modern feel and there is an opportunity for art.• Participants indicated that this option is ugly, uses too much concrete, needs art or visual details and has the potential to be the most expensive. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants thought that this option is modern, looks good, has an opportunity for art, and seems low maintenance.• Participants felt that this option is expensive, has too much concrete and will look dated quickly. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants liked that this option seems modern, looks good, connects Green Line to the community and has the opportunity for art.• Participants indicated that they do not like this because it will quickly look dated, is expensive, is ugly and has too much concrete. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this option has good aesthetic appeal, is an opportunity for art, looks modern and seems low maintenance.• Some participants indicated that they do not like this because it will quickly look dated, is expensive, is ugly and has too much concrete.		

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Screening Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this element thought it is natural looking and appreciated the colour of the wood.• Participants that disliked this element thought it is too high maintenance, that the wood will look aged and ugly over time and that there could be a more visually interesting design. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants thought that this option is natural looking, has a good aesthetic and like the colour of the wood.• Participants felt that this option is high maintenance, that it will not age well and it does not look modern. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that this option is natural, provides a pop of color, looks nice when new and like the greenery at the base.• Some participants thought that this element will look bad over time, require a lot of maintenance and that the design misses an opportunity to be more visually interesting. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that they like the natural look, appreciate the color of the wood and think it is nice looking.• Participants expressed concern that this element will look worn out over time, be high maintenance, and the blank walls should be more interesting. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Some participants suggested that this option adds elements of nature and provides some colour with the greenery at the base.• Participants felt that this element will look bad over time, is not modern and has missed an opportunity for art.		

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Calgary



Crosswalk Treatments



Overall themes:

- Participants that liked this option thought it will make crossing safer, like the opportunity to cross in multiple directions, appreciate the greater visibility of the crossings, like the trees and the shorter distances for crossing.
- Participants that disliked this option think it is risky, do not like the lack of connection to bike infrastructure, are concerned about cut curbs being an issue and think there should be more benches and traffic signals at crossings.

16 Avenue N. themes:

- Participants felt that this element will increase safety, like the trees, like the potential for diagonal crossing, and appreciate that it will make the crosswalk more visible.
- Some participants indicated that all user types need to be considered for the crossings and are concerned that this is risky.

2 Avenue S.W. themes:

- Participants thought that this will accommodate high volumes of pedestrian traffic, liked the increased visibility, indicated that accessibility for all users is important and liked the opportunity for multiple direction crossing.
- Some participants felt that this option is risky, see the need for people who bike to be connected somehow and do not like the cut curbs.

7 Avenue S.W. themes:

- Participants liked the multiple direction crossing because it is safer, liked the trees, the shorter distances for crossing and that it is well marked.
- Some participants were concerned that this element is a risky option, that there was a need for more benches, art and traffic signals at crossings.

Centre Street S. themes:

- Participants liked this element for the safer connections, a more visible crosswalk, the accommodation for high numbers of pedestrians, and multi-directional crossings.
- Participants mentioned that this element is risky, does not consider people who bike, has cut curbs that can be problematic and needs more consideration for art and benches.

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Street Furnishings		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option appreciated that simple bike racks are being provided that are functional and provide a barrier to the street.• Participants that disliked this option wanted to see more space for bike parking that is covered, more secure, and has a more visually interesting design. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that this encourages bike riding, like the simplicity, and think that this turns the station into more of a hub.• Participants felt that this option needs to include improved bike racks that are safer, more visually appealing, have more capacity and are covered. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that this element is functional, simple and works.• Some participants suggested that there should be more room for multiple bikes, increased safety and be more visually appealing. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that this element works well, is functional, simple, and provides a barrier to the street.• Participants felt that this is an old design and a more modern approach with more covered space will be safer and accommodate many more bikes. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants said that they appreciated that there were places to lock up bikes and want the opportunity for covered parking, security and space to park more bikes.• Some participants mentioned the need for a more modern design, want placement of racks to be considered and want a visually appealing design.		

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Street Furnishings		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option were pleased to see that seating would be provided and liked the simplicity, functionality and ability to withstand weather.• Participants that disliked this option were concerned that the benches were uncomfortable, not considerate of accessibility, visually unappealing, need back rests, should not have dividers and should be covered. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants commented that they appreciate the benches for people who need to sit, like that they are simple, practical and able to withstand Calgary weather.• Some participants felt that these benches are boring, cold, have limiting dividers, need back rests, are uncomfortable and should provide cover. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that having benches is a good idea and like that they are simple, easy and practical.• Some participants felt that these benches should be changed to benches with backs, no dividers and made of different materials. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants liked that there were benches provided, think that they are functional, and will withstand the weather.• Participants were concerned that the benches do not have backs, that they have dividers, are uncomfortable and need a better design. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants liked that the benches were functional, simple, and easy and that it provides a place to sit.• Participants felt that the benches should be more accommodating with backrests, no dividers, be covered and be made of other materials.		

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Street Furnishings		
		<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this element mentioned that they like the encouragement for keeping the streets clean and appreciate having easy access to both garbage and recycling bins.• Participants that disliked this element felt that there needs to be more consideration to the design integrating into the community feel using a Calgary designer and needs to include composting bins. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this option encourages clean streets and appreciate the easy access to both garbage and recycling bins.• Participants indicated that this option needs larger bins that are more visually appealing, should include composting and should consider having neighbourhood specific designs. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that this element is functional, necessary and encourages cleaner streets.• Some participants suggested that there be more bins that are visually appealing, protected from weather and include a composting option. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants indicated that this element is functional, like that it includes both recycling and garbage, want composting bins to be added and think there should be more bins.• Participants felt that this element could have a better design that considers neighbourhood or Calgary-specific aspects, should have a separate bin for bottles/cans and include weather protection. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants liked that there were containers for both recycling and garbage, they would like to see larger bins and appreciate the encouragement to keep streets clean.• Participants felt concerned that this element does not consider having a more interesting design and wanted to see composting bins included.

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Railing		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this element felt it was bright, liked the use of natural light, saw it as the best of the options, and liked the greater visibility of the station.• Participants that disliked this option felt it is open to damage and vandalism, will be high maintenance and is not visually appealing. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that they like the natural light, it has a clean look, is attractive, bright and has good sight lines.• Participants expressed concern that this element is high maintenance and at risk of breakage and vandalism. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants liked that this option is bright, open, offers greater visibility of surroundings, and has a clean look.• Participants felt that this option seems cold, impersonal, is vulnerable to damage and requires a lot of cleaning. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants suggested that this option is safe, easy to clean, visually appealing and lets the light filter through the station.• Participants expressed concern about the possibility for damage, the need for it to be kept clean and do not find it inspiring. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this option is attractive, bright, has good sight lines and is visually appealing.• Participants expressed concern about the possibility for damage, the need for it to be kept clean and the generic design that is not inspiring.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Railing		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option found it to be safe, visually appealing, inexpensive, difficult to damage and consistent with other LRT lines in Calgary.• Participants that disliked this option found it to be visually unappealing, boring, not artistic enough, not great for view and does not integrate into the community. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this element is simple, provides the best security, is consistent with other LRT lines and is not vulnerable to graffiti.• Participants indicated that this option is boring, plain, does not integrate into the community and is too obstructive to the view. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this element offers good security, is safe, serviceable and simple.• Participants thought that this element was cage-like, looks cheap and ugly and is in need of more design work. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this element has good safety features, is visually ok, has a low cost and is hard to damage.• Participants indicated that this railing appears ugly, is cold looking and makes the walkway narrower. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants found this element to be visually appealing, safe, consistent with other LRT lines, low cost and hard to damage.• Participants stated that this option is not preferred because it seems jail-like, is ugly, cold looking and does not integrate into the community.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Railing		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option found it to be attractive and full of design potential.• Participants that disliked this option found it ugly, high maintenance and has potential for vandalism. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this option is attractive, has design potential and a clean look.• Participants thought that this element is ugly, needs maintenance, has a likelihood of vandalism and obscures the view. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this option had design potential and interesting possibilities.• Some participants suggested that this option looks dated, obscures view and is unwelcoming. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Responses were mixed in terms of participants who liked or disliked this element.• Participants felt that this element has design potential and could be different for each station.• Participants stated that this option requires maintenance, has potential for vandalism and obscures the view. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this option had design potential and interesting possibilities.• Participants indicated that this element could be better if there was grass along the rails and this option obscures the view and requires a lot of maintenance.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Railing		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this railing saw it as interesting and liked the opportunity for artistic collaboration.• Participants that disliked this option saw it as harsh, expensive and in need of maintenance. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this option could be interesting, liked the artistic collaboration potential and opportunity to integrate the design with the community.• Participants indicated that this options seems harsh, looks like a safety issue and is expensive <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants commented that the transition of traditional and modern culture were important at this station and that this railing has an interesting look that could be done right with good artistic collaboration.• Participants suggested that this element seems like an obstacle, is harsh looking and expensive. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this railing looks cool and liked the potential to integrate the design with the community.• Participants indicated that this element will need maintenance, is open to vandalism and obscures the view. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this railing looks cool, see it as interesting and are in favor of the design potential.• Participants disliked the ugly jagged metal, felt this option will look dated quickly and think that railings are a minor aspect of the station design.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Portal Entrance		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option thought it was simple, liked the openness, and felt it does not split the community.• Participants that disliked this option felt it is too industrial, lacks landscaping and is visually unappealing. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants felt that this option looks simple, liked the openness and the fact that it does not split up the community.• Participants thought that this option is too industrial, needs landscaping and is ugly. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants commented that this option looks ok, is simple, liked the cobblestones but felt it requires more landscaping.• Participants suggested that this option is lacking greenery, seems boring, ugly and uninviting. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants commented that this option looks ok, is simple, liked the cobblestones but felt it requires more landscaping.• Participants stated that this option needs landscaping, is boring, ugly and the division between people, vehicles and the train is unclear. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants mentioned that they like the integration of Green Line infrastructure with the community environment, it looks ok but felt it requires more landscaping.• Participants disliked the lack of landscaping and found this option to be ugly and boring.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Portal Entrance		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this entrance thought it looks safe, adequate and will do the job.• Participants that disliked this element found it to be ugly, boring and separates the community. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants thought that this entrance looks safer, that it stands out and that it would do the job.• Participants felt that this element is not interesting, is too industrial and separates the community. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants suggested that this entrance looks safe, is somewhat better than concrete and that it will do the job.• Participants felt that this entrance is ugly, too walled off, uninviting and is the worst option. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that this element looks safe, stands out and is somewhat better than concrete.• Participants stated that this entrance is boring, ugly, and unimaginative, needs art and compromises the aesthetics of the community. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt this entrance will be safe and secure and they saw it as an ok option.• Participants thought that this option seems closed off, is more like a barrier instead of an integration into the community and is not visually appealing.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Portal Entrance		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this entrance saw it as a good opportunity to have some unique art as part of the stations and liked the potential to have local artists create neighbourhood specific designs.• Participants that disliked this element saw it as expensive and were concerned about artistic input and design that does not fit the community. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants thought this was a good element that needs design that is more artistic, seems like the best solution of the three and is less cage-like.• Participants saw this entrance as expensive, were concerned about artistic input and design that does not fit the community. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this entrance was more appealing, liked the potential for artistic collaboration and thought the element is good.• Participants indicated that this element is more expensive, there is not enough artistic input and they would like to see the design be different from fences. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants found this to be the best entrance because the fencing makes it seem safe, it has potential for artistic collaboration and has the opportunity to focus on unique elements for each neighbourhood.• Participants felt that this entrance will be the most expensive option and were concerned about artistic input and design that does not fit the community. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this entrance provides a good opportunity to have some unique art as part of the stations and liked the potential to have local artists create neighbourhood specific designs.• Participants stated that this element is the most expensive and were concerned about artistic input and design that does not fit the community.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Retaining Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option said they liked the natural look, the plants, the environmental quality and the rock wall.• Participants that disliked this retaining wall felt that it looks cheap, ugly, that it needs flowers and/or bushes, and that it will look worn down over time. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall is nice to look at, they liked the rock wall, the natural look of it and the plants.• Participants felt this element needs flowers or bushes, looks cheap, will wear down over time and is not visually appealing. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this retaining wall does not fit an urban look, will wear down over time and it looks ugly and cheap. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants felt that this retaining wall does not fit an urban look, will wear down over time and it looks ugly and cheap. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants felt that this retaining wall does not fit an urban look, will wear down over time and it looks ugly and cheap.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Retaining Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this retaining wall said that it looks interesting, neat and has potential to incorporate texture and design.• Participants that disliked this element said that it looks stark, prison-like, has too much concrete and needs plants. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall looks interesting, neat and has potential to incorporate texture and design to enhance the look and feel of the community.• Participants felt this element looks stark, prison-like and cold, has too much concrete and needs plants and colour. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall is neat and has potential to incorporate texture and design to make it more interesting.• Participants felt this element looks stark, prison-like and has too much concrete. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall is neat and has potential to incorporate texture, plants and design to make it more interesting.• Participants felt this element looks stark, prison-like and has too much concrete. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall is neat and has potential to incorporate texture, plants and design to make it more interesting.• Participants felt this element looks stark, prison-like and has too much concrete.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Retaining Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this retaining wall said that they liked the greenery, nature and added colour from the plants.• Participants that disliked this retaining wall said that it looks high maintenance, will become dirty over time and there is concern about how it will look in winter. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that they liked the greenery, nature and added colour from the plants.• Participants felt that this retaining wall will be high maintenance, become dirty over time and there is concern about how it will look in winter. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that they liked the greenery, nature and added colour from the plants.• Participants felt that this retaining wall will be high maintenance, become dirty over time and there is concern about how it will look in winter. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that they liked the greenery, nature and added colour from the plants.• Participants felt that this retaining wall will be high maintenance, become dirty over time and there is concern about how it will look in winter. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants indicated that they liked the greenery, nature and added colour from the plants.• Participants felt that this retaining wall will be high maintenance, become dirty over time and there is concern about how it will look in winter.		

Green Line LRT in My Community


What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Retaining Walls		
<p>Overall themes:</p> <ul style="list-style-type: none">• Participants that liked this option said that they liked the plants, the patterned concrete, its simplicity and aesthetic appeal.• Participants that disliked this option said they did not like the blank walls and were not in favour of patterned concrete terracing. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall provides a good opportunity to soften the harshness of concrete with vegetation and natural stone, is simple in its design and has a good aesthetic.• Participants felt that they did not like the blank walls and were not in favour of patterned concrete terracing. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall provides greenery, is simple in its design and has a good aesthetic.• Participants felt that they did not like the blank walls. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall provides greenery, is simple in its design and has a good aesthetic.• Participants felt that they did not like the blank walls. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants indicated that this retaining wall provides greenery, is simple in its design and has a good aesthetic.• Participants felt that they did not like the blank walls.		

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Below Grade Station Safety and Security – In person and online summary

Safety and Security	<p>Overall themes:</p> <ul style="list-style-type: none">• Participants indicated that bright lighting, clear lines of sight and making sure the station is visible are all important to them for safety.• Participants suggested having security presence at the stations beyond the help phones and security cameras would be helpful. <p>16 Avenue N. themes:</p> <ul style="list-style-type: none">• Participants indicated that bright lighting, clear lines of sight and making sure the station is visible are all important to them for safety.• Participants felt that having a security presence at stations, creating gathering spaces retail outlets within eye view for safety would make the stations more safe and secure.• Some participants indicated they would like controlled (pay to enter) gated access to the trains.• Other participants suggested making crossings safer and having secure bike parking. <p>2 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that bright lighting, clear lines of sight and making sure the station is visible are all important to them for safety.• Participants felt that having a security presence at stations, creating gathering spaces retail outlets within eye view for safety would make the stations more safe and secure.• Some participants indicated they would like controlled (pay to enter) gated access to the trains.• Participants also suggested that there be a plan to deal with homeless people at the station.• Increased frequency of trains, calming music, signs for way finding and Wi-Fi were ideas participants provided as a way to increase safety and security. <p>7 Avenue S.W. themes:</p> <ul style="list-style-type: none">• Participants indicated that bright lighting, clear lines of sight and making sure the station is visible are all important to them for safety.• Participants felt that having a security presence at stations, creating gathering spaces retail outlets within eye view for safety would make the stations more safe and secure.• Some participants indicated they would like controlled (pay to enter) gated access to the trains.• Increased frequency of trains and having a security presence were ideas participants provided as a way to increase safety and security. <p>Centre Street S. themes:</p> <ul style="list-style-type: none">• Participants indicated that bright lighting, clear lines of sight and making sure the station is visible are all important to them for safety.
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Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

	<ul style="list-style-type: none">• Participants felt that having a security presence at stations, creating gathering spaces retail outlets within eye view for safety would make the stations more safe and secure.• Some participants indicated they would like controlled (pay to enter) gated access to the trains.• Increased frequency of trains and having a security presence were ideas participants provided as a way to increase safety and security.
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Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Calgary



Below Grade Station Community Experience – In person and online summary

Community Experience



Community Experience themes:

- Participants wanted a positive experience at the stations through emphasis on accessibility, cleanliness, safety and art and culture.
- Participants felt that better pedestrian connections, bike facilities, and community spaces would enhance the experience at the station.
- Participants felt that commercial opportunities and events, such as food trucks, cafes and live music, would help to integrate the station with the communities where they are located.

16 Avenue N. themes:

- Participants wanted a positive experience at the stations through emphasis on accessibility, cleanliness, safety and art and culture.
- Participants felt that better pedestrian connections, bike facilities, and community spaces would enhance the experience at the station.
- Some participants suggested increasing landscaping and natural elements and including public art and performance areas to integrate with the community around the station.

2 Avenue S.W. themes:

- Participants wanted a positive experience at the stations through emphasis on accessibility, cleanliness, safety and shelter from the elements.
- Participants felt that better pedestrian connections, bike facilities, and community spaces would enhance the experience at the station.
- Some participants wanted to see better integration with the Eau Claire Market area, including alignment with the area redevelopment plan.

7 Avenue S.W. themes:

- Participants wanted a positive experience at the stations through emphasis on accessibility, cleanliness, safety and art and culture.
- Participants felt that better pedestrian connections and bike facilities would enhance the experience at the station.
- Some participants suggested that multiple entrances and exits be provided to the stations that connect to the +15 network and the blue and red line stations.

Centre Street S. themes:

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



	<ul style="list-style-type: none">• Participants wanted a positive experience at the stations through emphasis on accessibility, cleanliness, safety and shelter from the elements.• Participants felt that better pedestrian connections, bike facilities, and community spaces would enhance the experience at the station.• Some participants saw a need for providing more bike racks at stations and increasing the connectivity to the cycle tracks and regional pathways.
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Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



What we heard – Verbatim Comments

Following is a record of the feedback capture during the workshop.

Please note: *Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions, the intent of the submissions remains.*

16 Avenue N Station Design

- Many seniors in the area – need to make sure stations are accessible for all
- Some landscaping & greenery would be nice, but not too much for safety reasons
- Flowers & planters/garden would be nice if there is space
- Construction impacts?
 - Where will buses be routed?
 - Edmonton Tr. Is not a good detour as it is already busy
- Farmers market, food trucks in plaza in Summer
- This looks more appealing than most existing stations. Many people would appreciate more seating on the platform.
- Need heat! Tunnels are cold, even in summer – even Westbrook
- Substations should be equipped with backup power (for emergencies)
 - Micro grid opportunities
 - Local batteries or generator

2 Avenue S.W. Station Design

- Sien Lok Park expansion could be opportunity to reduce traffic past riverfront
- Riverfront condos have a private road that could maybe be used to accommodate traffic if 2nd is closed – City take over maintenance
- Underground needs as it more artwork!
- Compliment cultural architecture (e.g. Cultural Centre)
- Need art, more places to sit
- Heated benches with on/off switch
- Wider platform with more seating!
- Tap card/oyster card!
- Needs gate to separate paid area
- Needs gate to prevent falls into train track
- Needs washrooms
- What about making the station accessible?
- Accessibility!
- Where are the escalators?

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Steps are not good for elderly
- I like the look and feel of it otherwise!
- Sterile white, unattractive, not inviting
- Entertainment/info
- Separated bike lanes on 2nd and 1st to 3rd St. to station
- This is good for the area, it will bring people here
- Should be a free fare zone
- Heated shelters and included doors
- Travel time signage

7 Avenue S.W. Station Design

- Like the brightness natural light
- Like station design – need good access to elevators
- Looks like a mall
- Needs to be/have less impact to all building surrounding station
- Easier to clean and patrol
- Westbrook Mall station nice look & feel
- Futuristic. Please insure security measures.
- Not enough stairs
- Long platforms with multiple accesses
- Make it like London underground so you have to have a ticket to get on the train!
- It will be a lot more, warmer

Centre St Station Design

- Please do not do this
- Multi-national style!
- Less glass
- Opportunities for design elements in bridging
- Station should be warm and inviting – use materials conducive to this
- Don't like the lighting
- Too much light!
- Same old timey lamps, features
- Integrate old & new elements
- Railroad theme in same areas near the CPICN
- Stairwell on concept has no handrails
- I hope there is escalator

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Below Grade Station Design General Comments

- Make Entrances at all roads! E.g. 16th Ave & Centre
- 16 Ave underground – 9 Ave station was cancelled – provide pedestrian access/egress at far South end of station as a compromise! Expand catchment radius by 150m +!!
- Above ground stations/at grade stations – proposed design will become ‘dated’. I would like to see some heritage elements incorporated in inner city station.
- For 16th Ave station should consider balusters that are taken from Centre St. Bridge to bring a heritage feel to the station.
- Make it look old because Crescent Heights is one of the oldest communities in the city.
- The continuous theme across stations is great – I like the idea that they will be unique but grounded in the motion of our delightful chinooks. I really like the wind, fabric in the wind inspiration. It feels like my commute with my scarf waving.
- This doesn’t represent the history of the community. Not that you need to be stuck in the past but it should be an influence somehow.
- The underground station should incorporate natural light as much as possible. (x2)
- Great design! Lots of light, well ventilated.
- Love the light and colour, beautiful design.
- The stations design provides the visual ‘art’. Any additional art detracts/distracts the design.
- Each station needs to have an element unique to that community – a suggestion public art where the art is truly PUBLIC – i.e. it is designed and done by the community. A great example is the benches at Port of San Diego where different community groups have painted tiles. All of the benches are the same design/shape but each bench is unique through the art work on the tiles. This is advantageous in that the community will feel engaged. Less chance of vandalism (or the usual public out complaints) – then each station will be unique with a sense of place. I.e. on walls *NOT JUST IN THE PLAZAS – can be seen from on the train (in the station)
- The stations design provides the ‘art’. Any addition art detracts from the design.
- The design is the art piece so it needs a lot of organic elements – trees, shrubs – to ground the building.
- Elevated station – I like that there is a ramp for me to take my bike up. Stairs are not viable. Elevator is annoying.
- More escalators
- Underground stations are more practical but need escalators up and down not just stairs.
- Convenient elevators? (kids, strollers, seniors, wheelchairs) + security CPTED
- Underground station – How do I get my bike down? Escalators are ok! Stairs are impossible.
- Instead of just boards showing maps, how about digital displays that can rotate through ads (revenue), local points of interest and community messages, etc.?
- ‘Did you know’ facts about the community in little plaques in the floor?
- Calgary LRT stations are typically too large in scale without contributing much architectural interest. They just add mass. (x3)



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Where are the cafés, restaurants, convenience stores, pub, pharmacy, connection to mall, etc.? Rec. centre!
- Multi-use/care spaces (indoor/at) 1. Art exhibitions 2. Music 3. Festivals 4. Food 5...
- Room for retail or kiosks (like you get in malls in the thoroughfares) in the underground stations or around the plazas? In Europe (UK), they have phone boxes converted to cafes/biz.
- Flex glass waiting areas – need heaters
- I love seeing how stuff works...glass/transparent walls to view. E.g. elevator machinery, etc.
- Both secure and monitored bike parking.
- Wi-Fi & Cellular antennas?
- Incorporate as much glass as possible on/at grade station canopy support walls to allow line of sight into the station and prevent the stations from feeling like barriers.
- Underground is warm, dry, non-invasive to community.
- Elevated seems to overwhelm the existing infrastructure. Less accessible for bikes, others.
- At grade separates the community east/west at Centre event more.
- Build for future → integrate with office, multi-residential, retail/convenience.
- This doesn't look like it can handle an event at an arena to let out at 4 St. SE.
- The video was interesting but I think the design will be dated looking.
- Money spent on practical things that also look like art. This is great.
- This artful look could be a good draw for visitors
- It looks very elegant as a 'sculpture'
- Elevated – I would like the design to be modern but give a nod to history
- I don't mind the shape but it looks very 'plain' or 'sanitary'
- The designs need to have accommodations for people with mobility needs
- It looks like a perfect wall for graffiti
- Why do chairs/benches have to have blue at the base
- The actual shelters should accommodate more people like at U of C or Chinook
- great compromise
- Reminds me of Westbrook Station. I like the shared platform.
- I like that the underground stations appear open concept which will allow more light to a sometimes dark space
- I really like the clean, bright colours- makes it feel safe
- Underground is dark, cold, and disorienting.
- YES! Every station should be a subway. The LRT has claimed so many lives. Subway with turnstiles to ensure paid fares and to protect track.
- I like that it is indoors. Should be more comfortable to wait at during the cold winters. Don't see arrival times boar
- Would escalators or two directional stairs be more practical? The concept shows one stairway for up and down traffic.
- looks great, very modern

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Love the idea, it will help to reduce traffic and faster commute
- I like the option for wall art and the open ceiling; I dislike the limited & uncomfortable seating options
- I think that people may not feel as safe at these stations so lots of lighting and open space would be beneficial
- Too many stairs. Not everyone is mobile and waiting for an elevator during rush hour is terrible. Keep them all one level.
- Nice platform design, interested how stations are accessed from street level
- Would like to see more than one entrance. 16th & centre is major intersection. Expect all pedestrians to walk to SE corner creates an issue.
- Would like to see local art to enhance the community
- This design looks good.
- Most efficient use of space, ideal in the winter, could pose safety concerns due to increased cover.
- The escalator would be helpful for people
- More seating and public art, mural on stairs. More playful and interactive. Musical swings like Montreal?
- Best design. Stay warm waiting for Ctrain, less likely to impede traffic or take up land space. Possibly safety concerns
- I hate the benches they are super uncomfortable; they should have backs. I like the lighting level/lightness to the station. wider stairs
- Loose the terrible benches. They are very uncomfortable and tacky! The backdrop on the sides is a nice touch
- Appears nice and clean. Important for great lighting and surveillance cameras.
- Not safe for kids or teenagers
- Looks okay, could use more color
- Very much enjoy this design. Looks modern but is also enclosed. Perhaps needs more seating. Prefer the outside 'modern' look of image 1
- I like that it's spacious and clean looking. There would be room to add a vendor (coffee/newspapers).
- Looks good.
- They look like platforms I've seen in London, Paris and Vancouver. Great to see Calgary will follow this contemporary model.
- Certainly would be nice. Homelessness, drug and alcohol addicts and overdoses might be common here. As long as that's enforced well, it good
- Could have more and comfier seating.
- Wider stairs would be nice.
- I like it a lot. It looks similar to other stations I have been to around the world.
- Awesome. Would like to see vending machines and convenient store at each station. You can control entry and have platform screen doors.
- This is the best design. All stations should be underground. BUT: You NEED to start changing the way stations work, no more open platforms.

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Great
- Issues with homelessness and people who loiter.
- Nice and airy, illusion of NOT underground
- Acceptable. However, less colour. TTC Stations would be good to emulate
- Enjoy the atmosphere of openness, transparency and simplicity. Like the location of signage of train direction and the strips of lights.
- Higher cost. I like that passengers stay warm. It doesn't interfere with traffic. Small surface footprint. Easy future expansion.
- Would prefer stairs to enter platform in the middle. It won't force people to have to walk from one end to the other.
- looks great!
- The width of the stairs seems to small. If two trains arrive during rush hour too many people will be pushing up and down.
- for all: same crap re: fare collection. Get turnstiles and charge by stop (in/out) instead of ticket. Every city is better than here.
- No escalator. Need escalators for both ways! Some wooden accent/pillars would be nice for Banff style local feel.
- I like that it'll be out of the cold in the winter, less likelihood of collisions with cars. Out of sight.
- I like that things can be built on top of it, saving space. I really like that it would be warm in the winter.
- the best design
- Signage seems too small. Multi-use! Small shops inside the station at the top of the stairs - a convenience / donut / drycleaner /etc. store.
- Same as the other two. Nice clean lines, enjoy the simplicity, but the sterility of the gleaming white feels institutional.
- Na
- No opinion. Looks like any underground station I've been in anywhere in the world.
- I like openness and light colour
- It is a typical underground station... how are they accessed from street level, how will they be signed to direct riders to the correct side
- Can tell this firm has never designed underground stations. Where is the innovation here?
- Use indoor colour lighting artistry that changes colours. Good that it is light. Might tone down white.
- I like that it is bright and doesn't feel underground. There should be an escalator to get down to the platform.
- Escalator? Stairs only? where is up and where is down, or is the 1 stair for both, easy in an image with only 10 or so people not reality
- Love it
- Really like taking LRT out of downtown traffic. I think the expense will pay for itself. Fewer portal conflict w/ cars and pedestrians.
- please fix the crime problem at Westbrook station



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Light is important. How can the stations maybe use (or funnel) natural light into the below grade areas during the day?
- This type of station should have on site security. The photo looks bright welcoming but I worry it won't be that way in practice.
- I'm highly disappointed that the city choose to build the LRT @ grade level for some streets (36st NE is a mess). Please build 4 the future
- Would prefer more colourful paint scheme, maybe murals or other artwork to make it more appealing.
- Hard to see any signs of escalators? I have reduced mobility but don't need an elevator. I feel guilty using an elevator when not in a wheelchair
- I want to see a underground village approach like the TTC in Toronto. Cafes, services like dry cleaning etc. like our +15 have
- What will it actually look like with signboards, recycling bins, and all the rest if the functional clutter?
- I like the idea of the underground stations. Better for our winters here, that way you're not stealing out into a blast of cold.
- Needs escalators
- Great.
- Like that it can be incorporated into an existing building, increasing traffic to businesses in that building
- Too big, hard to keep it worm in winter. You have not find balance between winter and summer design. There should be more than one stairs.
- Stairs are far too narrow. Given height there will be pace differences, people with packages, etc., so need to be wider.
- It's bright which is nice, but there could be more room for stairs in populated areas
- Perhaps shops could be included in design.
- I think it has potential, but it's pretty bland. It doesn't look there's a planned escalator, and there should be.
- Stairs should be probably be replaced with escalators.
- Stairs need to be wider.
- If you did a ceiling like in the penguin enclosure at the zoo, that simulates a natural sky, it'd be much better than strip lights. Include actual skylights or sun tunnels if possible!
- YES! Every station should be a subway. The LRT has claimed so many lives. Subway with turn bucks to ensure paid fares and to protect track.
- I love underground stations and they are my favourite option. I wish we had more of them in Calgary. Underground tracks are less likely to be affected by bad weather, traffic, etc.
- I like that the platform is open with good visibility. I would like to see more seating, however. The underground stations are good opportunities for murals like the subway murals in Toronto.
- Elevator access seems good. Might want to consider escalators.
- I like that it looks clean and bright. The design needs to incorporate escalators into the model.
- Underground stations have escalators!! Missing from photo



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- it lovely however stairways should be wider and not encased in glass or plexiglass as it will be dirty in moments
- Re 78ave underpass you do not know what you are doing. My concept was to help create a better community instead of screwing it, one the underpass should be at 74th Ave this would help the long term establishment of a viable commercial area call me
- Looks safe and modern but again shops, convenience store why not make use of the space and also help bring in revenue on top of ridership.
- I like the design. Please let me know when I can see a 3D mock up.
- Needs a retail kiosk. Coffee? Magazines? Etc... Also, needs escalators.
- Love the high ceilings as they will prevent a feeling of being trapped.
- Needs more seating, inviting places to wait for transportation. Art spaces. Where [omitted] are the art spaces?
- This does not look as terrible as images one and two. This is a large enough project that it should have gone out for international bids. Will be looked back as brutalist in only 10 years.
- Station colours/design should be coherent but different at each station to reflect location/community.
- This seems nice and bright.
- No strong opinion, seems okay. Will there be escalators or elevators? I think we need.
- I like it, no complaints or suggestions. I don't see myself using the Green Line so I'm pretty indifferent.
- Such a small snippet of space to say anything. Being well lit is nice. But it still shows nothing about how it connects to the public realm.
- On / off, simple, no clutter feels best for underground in large city. I real enjoyed listening to the architect about his inspiration vision. As a life-long Calgarian and 26 yr. Ogden resident, I relate to the concepts presented. Thank you.
- All stations need to have retail able to be built into them and connections to nearby buildings, especially grocery and drug stores. This will allow easy access to services and allow people to easily run errands without needing to use their cars.
- I like the bright and openness. Needs escalators. Very tall climb for stairs. Stairs look very narrow.
- Underground all the way. Have multiple entry points like you see in Europe so you can get underground from different streets that connect you to the one central platform.
- Open concept keeps it bright and safe
- It's underground so the focus I think should be more on functionality and safety
- Hidden visual and noise will be less than if it were above ground.
- I like that this option reduces congestion and traffic to our streets and protection from the cold weather elements.
- I don't believe anything should be underground. If you think you must, you need to force feed as much natural light and artificial light as possible. Everywhere I've been underground has felt lacking, no matter how positive the arguments.
- Great design. Sensible. Although (not an expert here) my first thoughts would be that this would attract loitering and crime.



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Seems ok if not a bit narrow.
- I am not ok with you digging a tunnel under the Bow River.... Leave the River alone.
- Spend all the focus designing cool underground stations where those stations naturally are depressing because they are underground. Take money from the at-grade station design and put it towards these stations.
- More open the better. the less physical barriers on the main platform the safer, more comfortable, and easier to navigate onboarding/off boarding will be
- I like having the platform As one in the middle instead of on two separate sides
- How are cyclists bringing their bikes on the train supposed to get up the stairs? (e.g. ramps?). What about cyclist covered parking?
- I like how the platform is in the middle of the two trains; people don't have to remember to go down the "proper" stairs to get to the correct train, like at Westbrook station. I like the easy access to stairs (right in the middle) to encourage use.
- Would like to see covered / protected bicycle parking.
- I like the simplicity of it. And the use of glass makes it feel more open and inviting.
- Signage needs improvement (multilingual and more pictorial). Bench is awful. If you're so concerned about people sleeping there, just offer structures that are more chair-like. Consider "up" and "down" decals to divide stairs into lanes like in Japan.
- Best model of the 3. Need combo of escalators and stairs (not just stairs).
- I am curious about what's happening away from the platform. Pedestrian safety and access, bicycle covered parking and access, crosswalks, lighting, speed control for cars.
- It's not very clear in the image, but escalators would be nice to have as well.
- Not sure fan of underground stations. The requirements for security would either be costly or not be met.
- under ground is nice because it will be warm in winter and there is a waiting place upstairs but if something would happen it would be less safe and people could not get out as easily
- Needs good lighting and Cameras. Needs to be easy to enter and exit the building
- It's indoors which means that it can/may be heated.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



16 Avenue N Station Area Look and Feel - Boulevards



Like:

- Looks nice, provides bird habitat.
- Depending on where the station entrance is, this fits the exiting residential streets south of 16th Ave.
- We need to maintain and replace our canopy.
- It is consistent with the community. Crescent Heights has many tree lined streets including elm trees would identify with that.
- More trees, grasses, nice on eyes and environment
- The green vegetation doesn't need to be 'manicured' but greenery is great
- High Maintenance
- Natural looking
- Makes the area look lovely
- Looks more natural
- Welcoming and warm public space, visually appealing, helps keep temperatures down. Manicured spaces require maintenance providing jobs.
- Can look nice
- its simple
- Attractive
- We definitely need more greenery in the city, while this may be more expensive I highly prefer this method.
- I don't
- Provides the pop in colour and the "green" in the Green Line.
- Once again, it's green and brings life to urban spaces.
- it looks pretty
- This looks nice, and is good for slowing runoff.
- Visual appeal, comfort
- it's alright
- Aesthetically pleasing to the eye.
- What's not to like?
- I like the trees
- I don't think this is a good option
- Greenery doesn't outweigh the cost of maintenance in terms of staff and water

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Dislike:

- Expensive to maintain water consumption.
- More maintenance costs for city. May not fit with Centre St. & 16th Ave. design which needs a bit of modernization.
- Too much maintenance; ends up as dandelions, not grass! Water intensive.
- Too costly but looks pretty; not feasible given 16th Ave location presently.
- Don't like it.
- not enough
- Expensive maintenance, will inevitably be neglected and/or the grass will die
- No idea
- The upkeep can be costly
- Higher taxes but willing to pay them to avoid natural grasses.
- High maintenance. Needs watering. People walk on the corners and edges and kill the grass
- maintenance, grass will not be maintained properly by parks, dead in high pathway areas
- Higher maintenance than natural grasses.
- \$\$\$\$\$\$\$\$\$
- Seems like a high cost to maintain and develop, such as weed control and periodic mowing of the grass.
- Honestly can't think of anything constructive enough to say. Gophers?
- its only really enjoyed maybe 4 months out of the year
- I think it will be expensive to maintain.
- ?
- The grass always just dies from the gravel and salt. The sidewalk is too narrow.
- People and animals trample the grass, so impossible to keep manicured. It always seems to be in a state of sloppiness.
- This would be a waste of water and hard to maintain. Too expensive.
- Higher maintenance
- Grass is too much upkeep and tends to get weedy. The city doesn't look after it and people tend to walk over it and create paths.
- High-maintenance, uses a lot of water,
- Too much maintenance required by staff and water resources.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Helps keep water in ground, provides bird habitat.
- Neat, clean, has some 'design' elements. Easy to maintain (snow and ice). Has an 'open' feel, the boulevard is bigger.
- As much greenery as possible with seating, make people 'stay' not just in transit.
- This would allow a larger area for pedestrians to walk. Small kiosks could be set up between the trees during festivals.
- High traffic areas for walkers, cyclists etc. Need easy wide areas to clear snow.
- Tress, easier to clear/shovel, good sidewalk brings a little life to station.
- Permeability is really important and should be incorporated into design as much as possible. Absolutely YES to street trees. Crescent Heights has beautiful tree lined streets.
- Mixing of materials and lots of life/trees
- Visual interest
- Natural elements (wood & trees)
- beautiful design
- Upfront cost but lower maintenance than manicured landscaping. Looks clean and put together
- They look nice
- I think it's easier to keep clean and lasts longer
- Allow drainage while keeping our tree lined streets.
- Clean design and more room to walk. Low maintenance
- makes the walk way bigger, adds design
- Provides extra space for street furniture, signs, etc.
- It's modern, best way to filter out air pollution
- easy to clear, bike, walk dogs
- Seamless integration into the downtown landscape, and fits in to the surroundings well. This would be my preferred option of the three.
- Street trees are so important! That kind of greenery livens up urban spaces
- looks neater, easier maintenance
- I like the trees, and it is likely easier to maintain and more accessible than grass.
- Not sure
- Lots of space to walk. The parked cars offer a barrier from the other cars. There's no grass.
- Nice polished look. Look good all year round. Seems like low maintenance.
- Could incorporate public art.
- easy to clean

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Clean and easy to maintain
- Gives more space to pedestrians, trees are aesthetically beautiful
- Keeping trees, and eventually adding shade to the area, is desirable. If pavement is needed, having it as water permeable pavers is preferred to avoid flooding in pedestrian areas
- I like them

Dislike:

- Grass is nicer.
- Too concrete-y, need more greenery.
- Feels cold, barren, and terrible for drainage/run off. Other options feel warmer. Increased winter maintenance cost and slippage.
- N/A
- They are in the way....they take up half the walkway
- Can cause slippery surfaces in winter
- Not enough green plant life. Sterile street appearance. Cold and uninviting.
- Some greenery would be nice
- I don't dislike them
- Not as beautiful/natural, difficult for trees to survive.
- no comment
- less nature
- Trash tends to collect around these things more easily
- not as natural
- Ugly
- This is the best option. As long as the sidewalk portion is still wide
- The trees never seem to survive.
- expensive repair
- Cold looking unless you add some planters
- Far too much pavement. Would prefer natural grasses and other greenery. Should not replace wide walkways for pedestrians.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Environmentally it's probably best.
- Natural grasses are part of this ecosystem. Low cost, provides animal habitat, lower water usage than lawn.
- Less watering, with wildflowers, looks nice, creates a pollinator corridor, costs less to maintain. Natural grasses and wildflower mix.
- I like the look of this tall grass (like on 13 or 14 Ave.) Having it look good without maintenance is important!
- Since there is no 9 Ave station, can we please have these lovely tall grass boulevards up Centre St. to the station. Centre St. is terrible to walk on now.
- This would be appropriate closer to 16 Ave but not in the heart of Crescent Heights.
- Low maintenance but have more greenery
- Better drainage, more sustainable, lower cost, still pleasing in winter
- Easily maintained
- Natural, low cost
- It's natural.
- I don't
- Low maintenance and nice to look at
- I have no issues with grass
- More natural, better from a storm water management perspective.
- Easy and cheap way to add greenery to the landscape.
- natural grasses are a low maintenance and low impact development
- Low cost to maintain.
- Better for the environment than non-native species
- cause they are meant for this environment
- Living, natural, appealing
- it's all right
- Low maintenance and looks like our prairie environment.
- Would fit in with the park area around the station.
- Drought resistant. There may be some stations where this is appropriate.
- Suited to local environment. reminds me of prairie
- Helps with runoff
- Low maintenance, low water requirement, while still providing a natural feel to the area
- Love the look of the natural grasses. Gives the city a unique character invoking prairie landscapes



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Dislike:

- Looks messy. Garbage gets blown into grass and stays there. Harder to maintain.
- Could be seen as messy looking.
- Looks untidy and disorganized.
- Litter accumulates; looks unkempt.
- Not appropriate in most areas of Crescent Heights – would work closer to 16 Ave.
- too many of them
- Not super attractive.
- It browns out in the summer heat
- Upkeep and potential for people to ruin
- Have a messy, dead appearance. Create a look that they don't want to be taken care of.
- Can look unkempt
- can get destroyed, could take away from width of walkway
- Depressed rain gardens would be better with a few little bridges across for street furniture.
- Looks bad in winter
- catch lots of garbage
- Does not provide a refined look or aesthetic for the investment made into the Green Line.
- At least in the picture, looks kind of shaggy and unsightly
- looks bleak and messy
- It looks a bit messy and rural. Some grasses are ok, but not just grasses
- Can look a bit mangy
- Takes up space that would be better used as sidewalk.
- Dead looking grass can look a little ugly in the winter months. Garbage seems to easily collect in the tall grass.
- weeds
- Looks messy uncared for unless the grasses are planted strategically
- I wonder how they will hold up with winter snow cleaning
- Going to be brown and ugly most of the year. This option needs strong design or else it will look very unkempt.
- Some added greenery would be nice.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



16 Avenue N Station Area Look and Feel - Pathways



Like:

- Would prefer this because it has a nice clean look, easy to maintain in winter.
- Concrete sidewalks allow good cleaning of snow. Trees and landscaping softens the hard concrete. Nice look and practical.
- As mentioned in boulevard card, we need to maintain and replace the tree canopy in Crescent Heights. So, this would help.
- Accessible, pollinator corridor, attractive – landscaping: Alberta natural plants and wildflowers.
- Easier to maintain and shovel.
- As above easy to clean and sweep all seasons.
- Provides attractive streetscape.
- Looks nice
- nice
- Provides a great aesthetic and attraction for residents and transit riders to use.
- looks nice
- This could work.
- wide walking space
- Great street appeal. Feels more neighbourly and inviting.
- Trees could provide nice landscaping
- good for residential areas
- I like the shade provided by the trees
- Aesthetically nice, low maintenance, easy to clear snow
- I like the trees and that the sidewalks appear (and hopefully are) wider than typical in order to accommodate the higher number of people around a station.

Dislike:

- More expensive
- What about people biking? Where will they go???
- if more \$\$ not worth it
- Seems to be the most expensive one out of the four options.
- It's boring.
- the concrete sidewalk is not very interesting (pavers look better)

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- If not designed properly, car parkers trample the street/trees and landscaping. Our condo [omitted] "mounded" the soil to prevent
- Seems expensive and would require more maintenance
- Who maintains the landscaping?
- nothing
- Gives the impression that, as with other sidewalks, cyclists wouldn't be permitted to ride there.



Like:

- Can be a nice accent.
- Most esthetic.
- Adds some new design elements to a currently boring streetscape. Wide to accommodate bikes, strollers, pedestrians, etc.
- Adds character to the street. Need lots of trees and greenery. Calms traffic and invites birds and bees.
- This treatment focuses on the hub aspect of the stations.
- Looks nice and pollinator corridor.
- Easier to maintain and shovel but won't age well over time.
- Easy to clean and sweep all season.
- Wider area for families if there are more traffic. Especially for mom's strollers.
- Visual interested, some vegetation
- It's wider and has the greenery. Patterned sidewalk has a nice upscale feel encouraging high foot traffic
- best option - tidy and clean but includes nature
- Looks nice
- Looks nice
- Very attractive.
- looks nice
- Simple, easy integration to the downtown environment. Prefer this option, based on seemingly lower cost and equal impact as image 4.
- very neat and nice to look and walk on
- This is my favourite. It is clean, easy to walk on
- lots of walking space, interesting surface, the best option
- Look really nice and inviting. Feels like a place I would want to spend time.

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Could incorporate public art
- good for higher use areas, lower maintenance
- This is my favourite choice. I like the texture and variety of materials. They are permeable. They will stand up to snow clearing. I would like swales to be incorporated to deal with waste water.
- Attractive, more room for pedestrians, low maintenance
- Easier to replace a small section in case of damage

Dislike:

- Pavers don't usually wear well and can become uneven, unsightly, etc. over time.
- Looks tidy but would lose water to run off, no grass.
- Street trees and landscaping require more maintenance to survive?
- Collects water and gets icy in winter for pedestrians.
- Age will show.
- Unnecessary expense.
- expensive
- Expense
- Not the best for walkers/wheelchairs.
- n/a
- Tends to heave in the spring and cause tripping hazards. not easy for walkers and wheelchairs
- sometimes the pavers move creating trip hazards
- nothing
- Difficult to keep clear of snow and ice. More potential for raised edges creating trip hazards.



Like:

- Environmentally sensitive – allows water to get to trees, not run off to sewer.
- natural
- It's cheap
- Cheap
- Better from an environmental perspective
- nope
- easiest to maintain
- I don't like it. Dusty, hard to walk on.
- n/a

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Seems cheap and easy to maintain.
- Cost effective
- good for more natural areas
- permeable and less environmental impact
- cheap, I guess
- Less impact on the surrounding natural areas, I suppose

Dislike:

- Not sure this is a good design choice for 16th Ave. – maybe other stations? This one is more commercial/residential.
- These don't stand up to heavy rains and winter – experience the problems of the Samis Road path.
- Nope – ugly, gets ruts through use and makes it hard for wheelchair and pushchair users.
- Since gravel paths can't be cleared in the winter, this option almost guarantees an icy walking surface.
- It is not friendly to bikes over the years; look ugly when patched.
- It does not promote multi-use.
- Not appropriate for main traffic areas on Centre and station area.
- Not feasible for high traffic area
- Difficult winter maintenance
- unattractive
- Not very curb appealing
- Can be muddy, harder to push stroller or bike through. Doesn't look as nice
- Not as accessible for wheelchairs, skateboards, rollerblading, etc.
- not easy for wheeled things or aesthetically pleasing
- Would not provide the best aesthetics for the station surroundings. Would not fulfill the idea of attracting transit riders.
- gets stuck in shoes
- See above.
- Uninspiring, nothing to do along the way, gets muddy in the snow/rain.
- Looks a little ugly. Does not seem to shovel/clear well for the winter months. Can get muddy/icy.
- Ugly and does not think of people with wheelchairs/limited accessibility
- No good for sloped areas as it washed away. Not appropriate for 16 Ave N.
- does not stand up to snow clearing
- ugly, dusty in the summer, difficult to clear snow in winter
- Difficult to navigate, especially on wheels (strollers, wheelchairs, bicycles). Hard to keep clear of snow and ice. Unclear of whether bicyclists would be permitted to ride there.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Accommodation of cyclists as well as pedestrians. However, needs increased greenery.
- Connections for cyclists and pedestrians is so important – helps to make a busy road like 16th Ave less of a divide.
- It would encourage outdoor activity in an area that mainly has vehicles right now
- Bikes! Runners!
- It invites other modes of transportation
- Can be used for walking or biking
- People are familiar with, know how to use.
- functional
- I like the clear division in the path because people are idiots
- Nothing.
- n/a
- Can ride my bike safely.
- Good for bikes/strollers/wheelchairs
- good for bikes, wheelchairs, walkers, strollers, long boarders and inline skaters
- nothing
- easy to clear snow
- Easy to keep clear of snow and ice (if built and maintained correctly). People are used to this meaning it's a shared space and how to act around those moving at different speeds.

Dislike:

- Not appropriate for main traffic areas on Centre and station area.
- Multi-use pathways don't work on busy routes. No one is safe e.g. Pedestrians endanger cyclists and vice versa.
- As long as this isn't an orphan pathway section. (I.e. it actually reaches useful connections!)
- It will certainly block pedestrian traffic flow. Make a bike lane instead!
- There is no street scape appeal.
- Upkeep
- Please separate pedestrians and bikes! MUPs are not safe.
- ugly
- Does not seem to be a fit for the downtown core environment. Seems more fitting in the suburb areas.
- a little narrow

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Doesn't fit in inner city locations
- Uninspiring, there's nothing to do along the way.
- Not good for high traffic areas of bike/pedestrian. Seems like a good fit for low traffic/long distances
- Can get busy and the walkers get pushed off - side track often develops.
- Not aesthetically pleasing. No texture.
- Not inviting to pedestrians. Looks like a road.
- Prefer separation of pedestrians and cyclists. Frequently drainage isn't considered in their construction, resulting in flooding or icing from run-off. One MUP is not wide enough in a high-traffic area.

16 Avenue N Station Area Look and Feel – Sound Wall



Like:

- More organic, contributes ecologically. Changes with the season. Manages storm water better.
- Nice to look at but does need maintenance; would be worth it.
- Natural look, some maintenance but will look great.
- Nice if you have vines, otherwise ugly.
- Not sure if needed since this is below grade. But a min. sound is a great idea if necessary.
- less noise
- I like the ivy and the design in the concrete.
- they're nothing special

Dislike:

- Sound & screening walls are awful! Should be open, let people see neighbourhood.
- Ugly and separates the community
- Yuck! Use trees! Or maybe something more pleasing (if concrete is a must, decorate it?)
- Unattractive.
- Boring look
- Nothing
- A block/brick/masonry wall would look better.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



16 Avenue N Station Area Look and Feel – Screening Walls



Like:

- Nice design. Fits with more modern, commercial feel of 16th Ave. station. Looks good all the time.
- This looks pretty open – like you can see through but it obscures less attractive components adequately.
- Permeable to light, could decorate this easily with community designed/created art pieces to personalize. Metal panels decorated with local community art pieces.
- It is sleek/modern. Maybe different colours though? Easy to maintain.
- A planned mixture of concrete, metal and timber can be used to screen various things. I think it depends on what you're screening and where.
- Most attractive.
- Safety with the semi-transparent screening
- Modern
- clean look
- n/a
- Simplicity and looks like the easiest and inexpensive to implement.
- Clean lines, easy maintenance, let's light through.
- The light feeling of the wall. The bench. That you can sort of see through it.

Dislike:

- Not a great sound barrier.
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Seems a bit dull.
- Colour
- n/a

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Concrete is practical and long lasting. Pattern needs to have a 'softening' effect, not look like a solid block wall.
- It can double as a sound proof wall but is quite ugly.
- Visually/architecturally interesting
- Modern, looks cool
- Looks good. Low maintenance
- The aesthetic of this concrete pattern creates that connection between the Green Line and the surrounding community.
- Opportunity for art.

Dislike:

- Industrial looking, too much concrete.
- Separates the community, however IF the wall had planting troughs along it (flowers or community gardens?) it would be much better.
- It is rather unsightly but could double as a sound proof wall.
- Nothing, I hate these
- May look dated quickly
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- May be the most expensive of the three options
- Too much concrete
- It's ugly. Looks like there was no effort put into the design or construction. Why not build it out of the materials it's trying to emulate



Like:

- Love timber but how will it look in 5-10 years? Does it fit with 16th Ave. design?
- Natural looking.
- Mixture of textures is interesting and appealing.
- Varied materials and colours

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Good use of vegetation, has some life to it
- Of the vegetation and natural look of wood
- Nice aesthetic feel. Greenery and earthy nice contrast to the area being so close to the core.
- Tidy, natural
- Looks nice when new and maintained
- Provides that pop of colour against the background and surroundings.
- Wood is high maintenance.
- The greenery on the base. The colour of the wood

Dislike:

- High maintenance and less time for replacement.
- Too much maintenance to replace or stain wood every few years.
- Will not age well.
- Doesn't fit the neighbourhood, won't age well; however, it is better than concrete.
- Looks worn out over time and needs to be replaced
- Looks bad when the wood is weathered
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Would there be rotting of the timber years down the road?
- Not very modern.
- The wood might not age too well.

16 Avenue N Station Area Look and Feel – Crosswalk Treatments



Like:

- Integrating Centre St. crosswalk planning with Green Line planning is key to success!
- More esthetic for the large number of people who will use the crosswalks. Easier to see in winter.
- Centre St. is very busy and this would help calm traffic and provide safe crossing for pedestrians. It would also enhance the feel of the street.
- Slows down cars, hopefully decreases pedestrian accidents. Helps to locate station areas?
- Making the crossing obvious and interesting can make pedestrians feel invited and safe.
- So far, Centre St. pedestrian crossing access is good for local Crescent Height residents – please try to preserve this and don't give it ALL up to roads.
- Crosswalk is big and visible. There are currently too many cross walks on Centre, and they are inconsistent. Reduce the number but make them safe.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Very important for this busy area. Minimize crossing distances and make drivers more aware.
- It is important to give drivers heads up about the volume of pedestrians.
- I walk within Crescent Heights and would walk to the station and other parts of the community. Make them visible.
- It will make the intersection safer for riders and pedestrians. Perhaps rumble area leading into it? Pattern crosswalks or decal concrete/asphalt.
- To be effective this needs to be interesting with design and texture. It helps to slow traffic.
- More options for people to cross in different direction
- Love the greenery! Yes, to trees please
- Potential for diagonal crossing
- Eases foot traffic from North of 16th Ave
- Easier curb access for large elderly population
- Diagonal crossing for efficient access to station
- Iridescent paint to increase visibility at night
- 3D painted crosswalk rectangles
- safe
- Size/width, and juttred out sidewalks that make it safer; trees are welcoming
- Different road material for crosswalk making the crosswalk more visible
- Looks great! Pease raise so it's level with sidewalk & add design elements to alert those with visual impairment that they are entering road
- I like that it's green, there's lots of trees
- Trees, plaza in front, easy to find the entrances.
- I get to be the king of the intersection, can go anywhere in the intersection (at least I should be able to)
- The "bubbled" sidewalks at the intersection. Traffic calming and room for people to "queue" up to cross street. Different pattern of road
- It will withstand a high number of pedestrians.
- Curb bulb-outs for shorter crossing distances, well-marked and signalled intersections for pedestrians, tree cover and wide sidewalks
- No issues.

Dislike:

- Can this also include or communicate with bike infrastructure?
- Watch out for materials that create slippery surface when wet!
- risky
- It's important to have access from both sides of 16th Ave. It would be cool to have access from all 4 corners of the intersection.
- More benches, art, traffic signals at crossings.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- The cut curbs. They are always wonky/have weird transitions to the street level. Cobble stones or pavers could be better?
- ZERO accommodations for cyclists

16 Avenue N Station Area Look and Feel – Street Furnishings



Like:

- Include lots of bicycle parking at and between stations.
- Necessary and the design seems to be the easiest to use for different locks. Have lots, but not too close together!
- Essential companion of LRT.
- It could be used for people taking LRT or going to nearby shops.
- Yes, to bike racks but not the one pictures here.
- Encourages more riders.
- It will reduce road traffic if more bike to work. I'd like a different style to accommodate more bikes efficiently.
- Encourages bike riding in area
- Helps turn station into more of a hub
- Encourages alternative transit to local businesses
- I love bikes, BUT would rather racks that you can lock more than 2 bikes to.
- You can lock up bike
- Functional, somewhat visually appealing.
- It works
- Good
- Can't fit many bikes
- Nothing
- It does what it's supposed to. Provides a barrier to the street.
- Simple and easy to lock my bike. Does not take up too much sidewalk space for walking.
- No dislikes
- It's simple and functional.
- It works
- The perfect bike rack. Please use this style everywhere. It's well spaced to permit bikes to be parked on both sides of it. Hopefully there are far more than just this one.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Dislike:

- We need bike racks but not these ones! We need racks that hold more bikes and are secure! It would be nice to feel like I could lock and leave my bike. More security to leave my bike for a bit!
- The ability to park bikes in a covered area at the very least. Tie stations into bike path's please. Promote bike access!
- More permanent and basic usable accents \$
- Only really fits one or two bikes. Doesn't add aesthetic appeal
- Not sure you can lock lots of bikes to it
- Only room for 1 or 2 bikes
- Could be more attractive/unique, but make sure still as functional as this one.
- still easy to steal from
- 40-year-old design? Let's see something new and not from a catalogue. Hold a competition.
- Only space for 1 bike. Ugly design.
- boring
- Some paint etc. to make them more interesting would be nice.
- No issues.
- They need to be properly placed to be useful. I think they lack inspiration. Functional elements such as these can be fun and beautiful
- Ugly. Design could be much more creative.
- It's not covered. To promote people cycling to the stations, many racks, and at least some covered bike parking should be provided, as well as curb cuts and (where applicable) pathway and cycle track access nearby.



Like:

- Include in all blocks at and between stations. Encourage meandering through the area/neighbourhood.
- It's a place to sit, sturdy and long lasting.
- Ok, but some benches with back rests are better for the less-abled.
- Allows for people to hangout and wait for friends or stop to eat an ice cream.
- Somewhere to sit.
- People need to sit. Maybe longer benches? Some higher for those with disabilities (and with rails).
- Furniture should be unique to the area. Crescent Heights has a lot of history furniture should represent community but with a fresh spin.
- Benches for seniors and people to rest near station



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Great for elderly folks in and around the area using LRT/public transit. Encouraging higher foot traffic.
- It gives people a place to sit or rest as not everyone is able to stand for long periods of time
- Functional, suggestions for seating spaces help people stay within their personal space.
- You can sit on it
- n/a
- its fine
- Simple, practical
- Simple and easy. Can sit on it in either direction.
- The standard city bench looks functional and it looks like it will sustain bad weather conditions.
- It's a place to sit
- That it's there at all. A variety of seating options should be provided at and around the stations. Hopefully some with have weather protection/coverage.
- No issues.

Dislike:

- Cold, not very inviting, but I guess we're not supposed to stay long!
- Ugh. Boring! Why can't we have something that doubles as a community space like (a) planter seats or (b) chess tables with seats?
- Not suitable for elderly etc. Should supply back rests?
- Nothing. They are awful
- I dislike the dividers which are inhospitable to the homeless or people of different sizes/shapes/accessibility needs.
- I think concrete and wood would look nicer
- Dividers limit the amount of people/kids that can occupy the bench at the same time.
- You can't lean back. Intentionally uncomfortable.
- Hostile architecture. Make it more comfortable!
- no garbage pail
- the dividers, wish it were shaded or in shelter
- It's from a catalogue! Have a design competition, or at least hire a different firm to design all the street furniture. Seize opportunity
- Boring design.
- The seat is too uncomfortable (why try to enable sitting both ways?). The anti-homeless armrests aren't even armrests.
- Doesn't have a back to it... but that is a trade-off for sitting in either direction.
- Hostile design of handles.
- It looks like it's primarily designed so people won't sleep on it. Just use chair-like structures if this is such a big concern. The design could be much more attractive.

Green Line LRT in My Community

What we heard report

Below Grade Stations

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February 2018



- That it's hostile to people. It doesn't look comfortable for those who may be wider than the designated space between "arm rests". Doesn't permit laying down. Limits the amount of surface area to put things down. Isn't covered. Faces the street.



Like:

- Include in all blocks at and between stations. Encourages clean and tidy! Less clunky design would be better!
- It's a place to put garbage and recycle.
- Garbage goes in the bin instead of the street, *lots of bins*, they are never big enough.
- We need garbage and recycling bins.
- If only enough exist and in frequent locations.
- Hopefully less people will litter; how to see them inside away from snow/maybe larger garbage? (sadly)
- More trash cans, recycling/compost with more traffic of people using transportation
- Encourage clean streets. Definitely yes to recycling and garbage receptacles
- I love recycling/composting/responsible garbage disposal
- Recycling, yay!
- Handy and encourages people to not litter
- No comment.
- They work
- Good to have.
- They exist.
- Garbage can is nice.
- That they exist
- I like that they exist.
- They look functional.
- They're necessary.
- That they're there. And that the recycling bin is covered.

Dislike:

- The black bin gets full quickly and garbage spills out. The blue bin could look more interesting – ugly design.
- We definitely need waste/recycling/compost but can the receptacles be bigger and more interesting? Interesting and accessible. Maybe like the artist painted utility boxes.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Boring! Should hold a community competition for designs – could be painted or wrapped.
- The recycling bins seem to get dirty faster and people avoid touching them
- No comment.
- There should be a separate spot for recyclable bottles so homeless don't dig through the bins
- Decorate - make unique to neighbourhood!
- Add green recycling and more can rings to all garbage's
- its ugly
- Need to be Calgary designed and made. Seize the opportunity. There are industrial designers here.
- Recycling bin is ugly, and doesn't fit with the design of the garbage can.
- There are not enough of them (sometimes), they're boring.
- I've seen other cities have places people can leave cans/bottles so that scavengers don't have to rummage through bin to find recyclables.
- Can't the city match up the look of the blue and black bins?
- I would prefer to see bins that fit into the neighborhood. Historical pictures of what the neighborhood was like could be put on these bins
- They're ugly. Design needs an upgrade.
- The garbage bin isn't covered or protected from the weather. If this style of garbage bin is used, I prefer those that permit leaving cans and other recyclables along a lip on the outer edge for those collection for returns. Compost bins too, please.

16 Avenue N Station Area Look and Feel - Railings



Like:

- Feels warm and inviting, open feeling. Makes use of our sunshine!
- Calgary has wonderful natural light for most of the year. Capitalize on this with glass and actual openness.
- It has escalators. Easier mobility.
- Let's in light, feels safer with high visibility.
- Open light and sight lines very welcoming!
- These work well when they're used in a design rather than placed/used because you need a railing.
- Yes! Glass/open feel. Also, like the warmth of the wood roof.
- Love, love, love. Windows allow natural light, weather-proofing, wooden ceiling is very warm. Great design!
- Safe for kids, easy to clean
- Clean Look, visually appealing, provides visual to exterior, allows light to filter through the building.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- looks nice
- Nice
- Provides a great environment for transit riders.
- makes it seem bigger and cleaner
- I like this. It looks pretty and does the job.
- They're alright
- Looks the best. Feels bright and open.
- No dislikes.
- best for station interiors
- Attractive, bright
- The view past them is less obstructed than with other examples

Dislike:

- High risk of breakage...maintenance costs high.
- Harder to keep clean and maintain.
- High maintenance (cleaning).
- Vandalism
- Costly and high maintenance but windows area must be above ground.
- Can be broken and can look dirty
- Possibility of easier to damage glass panels, such as the bus shelters around Calgary.
- Nothing.
- they look generic/uninspiring
- If not kept clean, the glass can look unpleasant.
- tend to be cold and impersonal
- Can be smashed
- Would they be more susceptible to damage (like the Peace Bridge)?



Like:

- Railing cannot support graffiti which is nice. Would be good if concrete upstand had mural.
- If trailing plants grown up it or design features added to some of the panels (to make it look more welcoming) (example drawn - a large flower design in the middle of the panel)
- It is effective in separating spaces.
- Simple is best!
- Nice depending on location.



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Simple
- Basic.
- Provides best security.
- Ok. Clean and practice.
- They're alright
- Safe
- Visually appealing. Allows for an artistic flare without being offensive or over the top.
- Looks nice
- Provides consistency to other CTrain Stations, and seems to be the lowest cost and least impact. Hard to damage, compared to image 1.
- Nothing.
- the punched metal
- Nothing
- It's okay – serviceable. Better if climbing vines are grown on it.
- Simple. Effective.

Dislike:

- Boring!
- This feels like a hostile barrier.
- Feels a bit like a prison. (LOL)
- To much like a cage
- Stark, cold barren feel. It's practical but lacks any aesthetic appeal. We can do better.
- No thanks
- Plain
- Clean.
- Boring
- everything
- Doesn't seem to fit the idea of the Green Line integrating into the community.
- Not very interesting.
- cheap looking/generic/the paint soon starts falling off
- Looks like a jail.
- no thanks
- I really don't like this option
- No comment.
- everything
- Ugly, make walkway narrower.
- the grass insets, the chunky square tubing
- cold looking, jail like - not much personality
- Boring without vegetation
- Would prefer something less obstructive to the view and potentially more artistic

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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Like:

- These are nice – depending on location.
- Nice mix of art and openness.
- Clean look! Easy to maintain.
- Has some design potential – could be used as a place maker at each station (i.e. the letters and numbers tell you it's 16 Ave.).
- Providing the metal mesh design is interesting, this could be both effective and attractive.
- The permeability gives a sense of openness and visibility. Visibility at the station at night feels important.
- Better than metal picket railing. 'Softer' looking.
- Done right, these can be very interesting
- Design could be attractive if an artist got creative with it
- Could personalize with artistic collaboration to each station/neighbourhood. Effective in some placements.

Dislike:

- Ugly.
- Doesn't appear attractive.
- Too busy and ugly.
- Have to be maintained unless you are using weathering steel or aluminum
- Invites vandalism
- Obscures any potential view completely.



Like:

- Very cool. We need more public art and design.
- I like the idea of art collaboration, but community designed and less utilitarian looking than this!
- Visually attractive stimulate the surroundings to the user.
- If use dwell.



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Looks cool
- Nothing positive to say about the particular example. Collaborations may help to provide differentiation between stations.
- Interesting look
- OK idea but this particular one looks vaguely threatening
- I love this, more art is always good!
- nothing
- I don't
- It looks interesting and creative. Like a place I would want to hang out.
- Done right, these can be very interesting.
- Could reflect local flavour
- I like the idea of artistic collaboration

Dislike:

- Is it utilitarian? Does it fit the purpose or is it just an add on?
- Too sharp and pointy. Safety issue?
- Costly, high maintenance for no gain. Put the money elsewhere!
- May become dated quickly, difficult to clean
- Particular image is very harsh looking. Artist collaborations are often seen through different eyes and hard to appeal to the majority.
- more expensive
- I believe that an artist collaboration for railings is unnecessary, as it is only a minor aspect of the station design.
- These look like pigeon wire. They are uninviting and look dangerous.
- It looks like it is trying to kill you
- Probably expensive and hard to maintain.
- Don't always reflect our city's western culture and landscape. That does not mean we need cowboy images everywhere!
- Could be expensive
- I would hope that any artistic collaboration would still be functional and unobtrusive to the view

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



16 Avenue N Station Area Look and Feel – Portal Entrance



Like:

- Not as bad as opening with fencing, as it doesn't split the community as much.
- looks ok
- Simple, likely costs less.
- That it's open. The cobblestones
- Simple
- Nothing
- There appears to be some public art nearby. I don't understand what is considered landscaping in this image.

Dislike:

- Ugh.
- Feels too industrial. Concrete would be defaced with graffiti.
- Need more than just concrete.
- Too drab and boring
- This isn't good design, it's pure function.
- There could be more shrubs or trees
- Yuck. Where's the landscaping? How about something more like this: <https://goo.gl/images/EdYr8E>
- boring
- Boring, adds to concrete wasteland feel in inner city. Should be warmer and more welcoming, more interesting.
- n/a
- It looks a little ugly.
- not aesthetically pleasing
- Hideous.
- It's unclear how this separates people and vehicles from dangerous interactions with the trains

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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Like:

- You can see it. It stands out.
- Safer? (for those who will feel the need to lean in over the portal)
- Simple and safe; blends with railing choice!
- Would be ok. Looks safer.
- I don't.
- Safe
- Looks marginally nicer than concrete. Could plant creeping vines to grow up them and green up the space.
- It does the job.

Dislike:

- Boring.
- Steel fencing not in keeping with openness of this corner.
- Feels too industrial. Needs colour/texture for interest.
- Separates the community.
- Not aesthetically pleasing
- Boring and ugly
- This is the worst one. How about this instead? <https://goo.gl/images/m9HwJz>
- Not very interesting. This is an opportunity for some art.
- Too walled off. At least it's not a solid wall.....
- Looks uninviting. Probably good for safety, but aesthetics of community is compromised.
- Ugly without vegetation
- Boring, unimaginative, ugly



Like:

- Nice mix of function and art. Not utilitarian.
- 'Artist' implies that the station will have character or a special look.

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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- As in railings, there is potential to create something unique for each station – identification.
- Adds texture and fun to the street. More colour would be nice bottom concrete could be a painted mural to avoid graffiti.
- I like the idea, but needs to be more exciting than the design shown.
- Having these functional elements look interesting and include local artists is necessary.
- This is the best solution.
- Need interesting visual art and concrete patterns or stamps in concrete. Visual is important.
- Prefer over 'cage' look of photo 2
- Most aesthetically pleasing
- Avoids looking like a bunker or prison
- I like this option the best. unique opportunity
- Looks nice
- art
- More interesting. Likely safe due to fencing.
- That it's open.
- A little artist collaboration makes it more inviting and interesting.
- Can be beautiful. Can incorporate art into the built/necessary elements
- I like the idea, but the photo doesn't actually show any art.
- Some care is made in making the station and streetscape unique and interesting with an artist collaboration, while supporting artists as well.

Dislike:

- Not sure the portal entrance lends itself to artistic design. This example does not inspire me.
- Mini amphitheater overlooking plaza.
- Too costly for something with only marginally a gain on look.
- more expensive
- This is even worse!
- Colour.
- If the panels were to be crazy like the spiky 'artist' railings on the railings page.
- It is likely more expensive, and the city doesn't seem to have a good track record with public art these days.
- Art could be polarizing. Choose local, Indigenous artists.
- Not enough uniqueness/artistic input. Could be made more beautiful/interesting for those interacting with the space

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



16 Avenue N Station Area Look and Feel – Retaining Walls



Like:

- More organic, contributes ecologically. Changes with the season. Manages storm water better.
- Nice to look at but does need maintenance; would be worth it.
- Natural look, some maintenance but will look great.
- Good environmental qualities for run off, xeriscaping.
- Pollinator friendly, green space, lower maintenance?
- Like the rock wall (gabion) mix with vegetation to soften
- I like the plants
- nothing
- Nothing
- I like the rock wall
- I like the plantings above the rock providing they are mixed height.

Dislike:

- Could be a place for garbage, litter, dead plants, etc.
- Needs flowers or bushes too.
- Looks worn down over time
- The cages around the rocks are kind of ugly
- Hideous. No blank walls, please. Glass awning to enable pocket markets?
- Could probably invest in other options that are easier to maintain.
- Cheap and ugly
- The dirt, that the rock wall doesn't go all the way p.
- I don't like the cages rock look. It looks cheap.



Like:

- Nice element.
- It could add some design to a boring part of the neighbourhood.

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Not just a blank wall. BUT can it have bits in it like at Olympic Plaza where the groundings were? With planting.
- Looks tidy and put together if there is a pattern
- nothing
- Neat
- Nothing.
- Opportunity for interesting texture and design.

Dislike:

- Unnecessary maintenance cost as ground settles.
- Too much concrete?
- Can end up looking prison like
- Kind of stark
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- No plants
- They are ugly/cheap-looking/like there was no effort involved in the design/construction of the wall. Just put up a nice block wall.
- Can be very cold and grey looking unless coloured concrete or sandblasting to used to provide texture and interest.



Like:

- Nice blend of practical and esthetics. Long lasting/low no maintenance.
- The addition of plants/vines and add some colour. Easy to maintain?
- Nature
- Climbing plants look cool in the summer
- n/a
- Nothing
- more greenery is always good
- It's alright
- Softens the cold look of concrete and provides some sound absorption as well.

Dislike:

- High maintenance when it cracks.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Could be ugly if the plants are not maintained.
- Ugly.
- If not maintained, looks worse over time
- Climbing plants look dead in the winter
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- Can become hard to maintain and does not provide the best aesthetic for the long term.
- Ugly... gets messy, winter will look ugly without leaves
- It's too monolithic/not really interesting to look at. It looks really dirty/grungy.
- Can get overgrown



Like:

- It looks nice but I don't think this works with the weather (snow).
- Good idea with the planting, but execution needs work! Pollinator corridor. More attractive than concrete only.
- of the vegetation and natural stone
- Looks tidy and put together; adds character
- looks nice
- Plants are nice, but blank walls are bad. How about green living wall? Or better, a pocket market in front?
- Provides a simple structure that creates a good aesthetic, such as the NW part of the Red Line.
- Very neat, nice plants
- The block/masonry wall. This is the best looking option
- This one provides some opportunity for planning to soften the harshness of the concrete

Dislike:

- Over used it has a function but isn't that nice.
- Boring, weedy.
- Blank walls are bad
- opportunity to put some LED lighting to light up area in lieu of street lights
- the terracing, if the blocks were to just be patterned concrete
- Can look cold and harsh



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

16 Avenue N Station Area Look and Feel – General Comments

- Orientation of station – where are exits?
 - Analysis still being done for exact locations.
 - Comment: Nice to have exit on 16th Ave.
- Do Pathways impact underground stations – like 16th?
 - Yes, Centre St. will still get some upgrading – extent not determined
 - Comment: Eau Claire station needs to integrate with the new Market – visually/physically needs to be welcoming and work well with development.
- More than one entrance in and out
- Consider business and impact
- N & S entrance – moves people quicker – access
- South entrance as far south as possible – best access for community
- Slippery tiles/floor at Westbrook – more gravel/traction flooring needed

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



2 Avenue S.W. Station Area Look and Feel - Boulevards



Like:

- Moving to people street somber hit.
- High Maintenance
- Natural looking
- Makes the area look lovely
- Looks more natural
- Welcoming and warm public space, visually appealing, helps keep temperatures down. Manicured spaces require maintenance providing jobs.
- Can look nice
- Attractive
- We definitely need more greenery in the city, while this may be more expensive I highly prefer this method.
- I don't
- Provides the pop in colour and the "green" in the Green Line.
- Once again, it's green and brings life to urban spaces.
- it looks pretty
- This looks nice, and is good for slowing runoff.
- Visual appeal, comfort
- it's alright
- Aesthetically pleasing to the eye.
- What's not to like?
- I don't think this is a good option
- Greenery doesn't outweigh the cost of maintenance in terms of staff and water

Dislike:

- No separated bike lanes on street
- Don't like it.
- not enough
- Expensive maintenance, will inevitably be neglected and/or the grass will die
- No idea
- The upkeep can be costly
- Higher taxes but willing to pay them to avoid natural grasses.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- High maintenance. Needs watering. People walk on the corners and edges and kill the grass
- Higher maintenance than natural grasses.
- \$\$\$\$\$\$\$\$\$
- Seems like a high cost to maintain and develop, such as weed control and periodic mowing of the grass.
- Honestly can't think of anything constructive enough to say. Gophers?
- its only really enjoyed maybe 4 months out of the year
- I think it will be expensive to maintain.
- The grass always just dies from the gravel and salt. The sidewalk is too narrow.
- People and animals trample the grass, so impossible to keep manicured. It always seems to be in a state of sloppiness.
- This would be a waste of water and hard to maintain. Too expensive.
- Higher maintenance
- High-maintenance, uses a lot of water,
- Too much maintenance required by staff and water resources.



Like:

- This is in keeping with current elements downtown streets – ok but not great
- Is walkable all along
- beautiful design
- Upfront cost but lower maintenance than manicured landscaping. Looks clean and put together
- They look nice
- I think it's easier to keep clean and lasts longer
- Allow drainage while keeping our tree lined streets.
- Clean design and more room to walk. Low maintenance
- Provides extra space for street furniture, signs, etc.
- It's modern, best way to filter out air pollution
- easy to clear, bike, walk dogs
- Seamless integration into the downtown landscape, and fits in to the surroundings well. This would be my preferred option of the three.
- Street trees are so important! That kind of greenery livens up urban spaces
- looks neater, easier maintenance
- I like the trees, and it is likely easier to maintain and more accessible than grass.
- Not sure

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Lots of space to walk. The parked cars offer a barrier from the other cars. There's no grass.
- Nice polished look. Look good all year round. Seems like low maintenance.
- Could incorporate public art.
- easy to clean
- Gives more space to pedestrians, trees are aesthetically beautiful
- Keeping trees, and eventually adding shade to the area, is desirable. If pavement is needed, having it as water permeable pavers is preferred to avoid flooding in pedestrian areas
- I like them

Dislike:

- N/A
- They are in the way....they take up half the walkway
- Can cause slippery surfaces in winter
- Not enough green plant life. Sterile street appearance. Cold and uninviting.
- Some greenery would be nice
- Not as beautiful/natural, difficult for trees to survive.
- No comment
- Less nature
- Trash tends to collect around these things more easily
- Not as natural
- Ugly
- This is the best option. As long as the sidewalk portion is still wide
- The trees never seem to survive.
- Expensive repair
- Far too much pavement. Would prefer natural grasses and other greenery. Should not replace wide walkways for pedestrians.



Like:

- This would be unusual in the downtown environment – a good thing
- Easily maintained
- Natural, low cost
- It's natural.
- I don't

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Low maintenance, pretty, natural
- Low maintenance and nice to look at
- More natural, better from a storm water management perspective.
- Easy and cheap way to add greenery to the landscape.
- natural grasses are a low maintenance and low impact development
- Low cost to maintain.
- Better for the environment than non-native species
- cause they are meant for this environment
- Living, natural, appealing
- it's all right
- Low maintenance and looks like our prairie environment.
- Would fit in with the park area around the station.
- Suited to local environment. reminds me of prairie
- Helps with runoff
- Low maintenance, low water requirement, while still providing a natural feel to the area

2 Avenue S.W. Station Area Look and Feel - Pathways



Like:

- Seems like a cost balance between expensive patterned and gravel.
- For walking or cycling
- Looks nice
- nice
- Provides a great aesthetic and attraction for residents and transit riders to use.
- looks nice
- This could work.
- wide walking space
- Great street appeal. Feels more neighbourly and inviting.
- Trees could provide nice landscaping
- I like the shade provided by the trees
- Aesthetically nice, low maintenance, easy to clear snow
- I like the trees and that the sidewalks appear (and hopefully are) wider than typical in order to accommodate the higher number of people around a station.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Dislike:

- Use coloured stone not gray concrete
- More expensive
- What about people biking? Where will they go???
- if more \$\$ not worth it
- Seems to be the most expensive one out of the four options.
- It's boring.
- the concrete sidewalk is not very interesting (pavers look better)
- If not designed properly, car parkers trample the street/trees and landscaping. Our condo [omitted] "mounded" the soil to prevent
- Seems expensive and would require more maintenance
- nothing
- Gives the impression that, as with other sidewalks, cyclists wouldn't be permitted to ride there.



Like:

- Is smoother than concrete
- Looks less cluttered
- Good to use on side areas
- Like pavers
- best option - tidy and clean but includes nature
- Looks nice
- Looks nice
- Very attractive.
- looks nice
- Simple, easy integration to the downtown environment. Prefer this option, based on seemingly lower cost and equal impact as image 4.
- very neat and nice to look and walk on
- This is my favourite. It is clean, easy to walk on
- Lots of walking space, interesting surface, the best option
- Look really nice and inviting. Feels like a place I would want to spend time.
- Could incorporate public art
- This is my favourite choice. I like the texture and variety of materials. They are permeable. They will stand up to snow clearing. I would like swales to be incorporated to deal with waste water.
- Attractive, more room for pedestrians, low maintenance

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Easier to replace a small section in case of damage

Dislike:

- Path way not designed for winter cycling
- expensive
- Expense
- Not the best for walkers/wheelchairs.
- n/a
- sometimes the pavers move creating trip hazards
- nothing
- Difficult to keep clear of snow and ice. More potential for raised edges creating trip hazards.



Like:

- Natural
- It's cheap
- Cheap
- Better from an environmental perspective
- Nope
- Easiest to maintain
- I don't like it. Dusty, hard to walk on.
- n/a
- Seems cheap and easy to maintain.
- Cost effective
- Permeable and less environmental impact
- Cheap, I guess
- Less impact on the surrounding natural areas, I suppose

Dislike:

- Unattractive
- Not very curb appealing
- Can be muddy, harder to push stroller or bike through. Doesn't look as nice
- Not as accessible for wheelchairs, skateboards, rollerblading, etc.
- Not easy for wheeled things or aesthetically pleasing

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Would not provide the best aesthetics for the station surroundings. Would not fulfill the idea of attracting transit riders.
- Gets stuck in shoes
- See above.
- Uninspiring, nothing to do along the way, gets muddy in the snow/rain.
- Looks a little ugly. Does not seem to shovel/clear well for the winter months. Can get muddy/icy.
- Ugly and does not think of people with wheelchairs/limited accessibility
- Does not stand up to snow clearing
- Ugly, dusty in the summer, difficult to clear snow in winter
- Difficult to navigate, especially on wheels (strollers, wheelchairs, bicycles). Hard to keep clear of snow and ice. Unclear of whether bicyclists would be permitted to ride there.



Like:

- Practical for walkers, cyclists, wheel chairs
- It is a pathway
- Bikes! Runners!
- It invites other modes of transportation
- Can be used for walking or biking
- People are familiar with, know how to use.
- functional
- if like the clear division in the path because people are idiots
- Nothing.
- n/a
- Can ride my bike safely.
- Good for bikes/strollers/wheelchairs
- nothing
- easy to clear snow
- Easy to keep clear of snow and ice (if built and maintained correctly). People are used to this meaning it's a shared space and how to act around those moving at different speeds.

Dislike:

- Design for winter like a road – raise 15cm above ground, leading water away not to pathway
- Upkeep
- Please separate pedestrians and bikes! MUPs are not safe.
- ugly

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Does not seem to be a fit for the downtown core environment. Seems more fitting in the suburb areas.
- a little narrow
- Doesn't fit in inner city locations
- Uninspiring, there's nothing to do along the way.
- Not good for high traffic areas of bike/pedestrian. Seems like a good fit for low traffic/long distances
- Not aesthetically pleasing. No texture.
- Not inviting to pedestrians. Looks like a road.
- Prefer separation of pedestrians and cyclists. Frequently drainage isn't considered in their construction, resulting in flooding or icing from run-off. One MUP is not wide enough in a high-traffic area.

2 Avenue S.W. Station Area Look and Feel – Sound Walls



Like:

- Less noise
- I like the ivy and the design in the concrete.
- they're nothing special

Dislike:

- Ugly. We don't have fast growing vines
- Boring look
- Nothing
- A block/brick/masonry wall would look better.

2 Avenue S.W. Station Area Look and Feel – Screening Walls



Like:

- Modern

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Clean look
- n/a
- Simplicity and looks like the easiest and inexpensive to implement.
- Clean lines, easy maintenance, let's light through.
- The light feeling of the wall. The bench. That you can sort of see through it.

Dislike:

- Not for 2nd Ave station, too cold
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Seems a bit dull.
- Colour
- n/a



Like:

- There is a different finish than usual
- Modern, looks cool
- Looks good. Low maintenance
- The aesthetic of this concrete pattern creates that connection between the Green Line and the surrounding community.
- Opportunity for art.

Dislike:

- Looks ghetto-ish
- Too heavy for 2nd Ave station
- Nothing, I hate these
- May look dated quickly
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- May be the most expensive of the three options
- Too much concrete
- It's ugly. Looks like there was no effort put into the design or construction. Why not build it out of the materials it's trying to emulate

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Very nice and natural. Can add some poetry lines (steel)
- Tidy, natural
- Looks nice when new and maintained
- Provides that pop of colour against the background and surroundings.
- Wood is high maintenance.
- The greenery on the base. The colour of the wood

Dislike:

- Looks worn out over time and needs to be replaced
- Looks bad when the wood is weathered
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Would there be rotting of the timber years down the road?
- Not very modern.
- The wood might not age too well.

2 Avenue S.W. Station Area Look and Feel – Crosswalk Treatments



Like:

- This station is at the heart of the walking and fitness community – lots of people moving.
- This is a busy area for commuters – easy access to the station will be very important here!
- Human scale, nature surroundings
- safe
- Size/width, and jugged out sidewalks that make it safer; trees are welcoming
- Different road material for crosswalk making the crosswalk more visible
- Looks great! Please raise so it's level with sidewalk & add design elements to alert those with visual impairment that they are entering road

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Trees, plaza in front, easy to find the entrances.
- I get to be the king of the intersection, can go anywhere in the intersection (at least I should be able to)
- The "bubbled" sidewalks at the intersection. Traffic calming and room for people to "queue" up to cross street. Different pattern of road
- It will withstand a high number of pedestrians.
- Curb bulb-outs for shorter crossing distances, well-marked and signalled intersections for pedestrians, tree cover and wide sidewalks
- No issues.

Dislike:

- Terrible design – clear road treatment for each user type, shrink # lanes, no car or pedestrian with Green Line, make people street
- risky
- More benches, art, traffic signals at crossings.
- The cut curbs. They are always wonky/have weird transitions to the street level. Cobble stones or pavers could be better?
- ZERO accommodations for cyclists

2 Avenue S.W. Station Area Look and Feel – Street Furnishings



Like:

- Cycle parking
- You can lock up bike
- Functional, somewhat visually appealing.
- It works
- Good
- can't fit many bikes
- Nothing
- It does what it's supposed to. Provides a barrier to the street.
- Simple and easy to lock my bike. Does not take up too much sidewalk space for walking.
- No dislikes
- It's simple and functional.
- It works

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- The perfect bike rack. Please use this style everywhere. It's well spaced to permit bikes to be parked on both sides of it. Hopefully there are far more than just this one.

Dislike:

- No bike locker – bike cage
- This rack could be more creative. Other cities do it!
- Only really fits one or two bikes. Doesn't add aesthetic appeal
- Not sure you can lock lots of bikes to it
- Only room for 1 or 2 bikes
- Could be more attractive/unique, but make sure still as functional as this one.
- still easy to steal from
- 40 yr. old design. Let's see something new and not from a catalogue. Hold a competition.
- Only space for 1 bike. Ugly design.
- boring
- Some paint etc. to make them more interesting would be nice.
- No issues.
- They need to be properly placed to be useful. I think they lack inspiration. Functional elements such as these can be fun and beautiful
- Ugly. Design could be much more creative.
- It's not covered. To promote people cycling to the stations, many racks, and at least some covered bike parking should be provided, as well as curb cuts and (where applicable) pathway and cycle track access nearby.



Like:

- Warmed benches for all above grade station.
- Ok
- It gives people a place to sit or rest as not everyone is able to stand for long periods of time
- Functional, suggestions for seating spaces help people stay within their personal space.
- You can sit on it
- n/a
- its fine
- Simple, practical
- Simple and easy. Can sit on it in either direction.
- The standard city bench looks functional and it looks like it will sustain bad weather conditions.
- It's a place to sit

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- That it's there at all. A variety of seating options should be provided at and around the stations. Hopefully some with have weather protection/coverage.
- No issues.

Dislike:

- It's too cold
- Homeless occupied
- Nothing. They are awful
- I dislike the dividers which are inhospitable to the homeless or people of different sizes/shapes/accessibility needs.
- I think concrete and wood would look nicer
- Dividers limit the amount of people/kids that can occupy the bench at the same time.
- You can't lean back. Intentionally uncomfortable.
- Hostile architecture. Make it more comfortable!
- no garbage pail
- the dividers, wish it were shaded or in shelter
- It's from a catalogue! Have a design competition, or at least hire a different firm to design all the street furniture. Seize opportunity
- Boring design.
- The seat is too uncomfortable (why try to enable sitting both ways?). The anti-homeless armrests aren't even armrests.
- Doesn't have a back to it... but that is a trade-off for sitting in either direction.
- Hostile design of handles.
- It looks like it's primarily designed so people won't sleep on it. Just use chair-like structures if this is such a big concern. The design could be much more attractive.
- That it's hostile to people. It doesn't look comfortable for those who may be wider than the designated space between "arm rests". Doesn't permit laying down. Limits the amount of surface area to put things down. Isn't covered. Faces the street.



Like:

- Recycling, yay!
- Handy and encourages people to not litter
- No comment.
- They work

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Good to have.
- they exist.
- Garbage can is nice.
- That they exist
- I like that they exist.
- They look functional.
- They're necessary.
- That they're there. And that the recycling bin is covered.

Dislike:

- The recycling bins seem to get dirty faster and people avoid touching them
- No comment.
- There should be a separate spot for recyclable bottles so homeless don't dig through the bins
- Decorate - make unique to neighbourhood!
- Add green recycling and more can rings to all garbage's
- its ugly
- Need to be Calgary designed and made. Seize the opportunity. There are industrial designers here.
- Recycling bin is ugly, and doesn't fit with the design of the garbage can.
- there are not enough of them (sometimes), they're boring.
- I've seen other cities have places people can leave cans/bottles so that scavengers don't have to rummage through bin to find recyclables.
- Can't the city match up the look of the blue and black bins?
- I would prefer to see bins that fit into the neighborhood. Historical pictures of what the neighborhood was like could be put on these bins
- They're ugly. Design needs an upgrade.
- The garbage bin isn't covered or protected from the weather. If this style of garbage bin is used, I prefer those that permit leaving cans and other recyclables along a lip on the outer edge for those collection for returns. Compost bins too, please.

2 Avenue S.W. Station Area Look and Feel - Railings



Like:

- It allows more visibility of surroundings
- Airy and for safety
- Safe for kids, easy to clean

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Clean Look, visually appealing, provides visual to exterior, allows light to filter through the building.
- looks nice
- Nice
- Provides a great environment for transit riders.
- makes it seem bigger and cleaner
- I like this. It looks pretty and does the job.
- They're alright
- Looks the best. Feels bright and open.
- No dislikes.
- best for station interiors
- Attractive, bright
- The view past them is less obstructed than with other examples

Dislike:

- Can be broken and can look dirty
- Possibility of easier to damage glass panels, such as the bus shelters around Calgary.
- Nothing.
- They look generic/uninspiring
- If not kept clean, the glass can look unpleasant.
- tend to be cold and impersonal
- Can be smashed
- Would they be more susceptible to damage (like the Peace Bridge)?



Like:

- Its open designed to do what it's supposed to. Better than concrete.
- Simple
- Basic.
- Provides best security.
- Ok. Clean and practice.
- They're alright
- Safe
- Visually appealing. Allows for an artistic flare without being offensive or over the top.
- Looks nice

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Provides consistency to other CTrain Stations, and seems to be the lowest cost and least impact. Hard to damage, compared to image 1.
- Nothing.
- the punched metal
- Nothing
- It's okay serviceable. Better if climbing vines are grown on it.
- Simple. Effective.

Dislike:

- No thanks
- Plain
- Clean.
- Boring
- everything
- Doesn't seem to fit the idea of the Green Line integrating into the community.
- Not very interesting.
- cheap looking/generic/the paint soon starts falling off
- Looks like a jail.
- no thanks
- I really don't like this option
- No comment.
- everything
- Ugly, make walkway narrower.
- the grass insets, the chunky square tubing
- cold looking, jail like - not much personality
- Boring without vegetation
- Would prefer something less obstructive to the view and potentially more artistic



Like:

- For outside
- Done right, these can be very interesting
- Design could be attractive if an artist got creative with it
- Could personalize with artistic collaboration to each station/neighbourhood. Effective in some placements.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Dislike:

- I think this look to dated and unwelcoming!
- Have to be maintained unless you are using weathering steel or aluminum
- Invites vandalism
- Obscures any potential view completely.



Like:

- This station is at the transition of traditional and modern cultures – deserves special treatment.
- It could be a good opportunity to add character – let's shed our 'corporate city' reputation!
- Looks cool
- Nothing positive to say about the particular example. Collaborations may help to provide differentiation between stations.
- Interesting look
- OK idea but this particular one looks vaguely threatening
- I love this, more art is always good!
- nothing
- I don't
- It looks interesting and creative. Like a place I would want to hang out.
- Done right, these can be very interesting.
- Could reflect local flavour
- I like the idea of artistic collaboration

Dislike:

- It feels like an obstacle
- May become dated quickly, difficult to clean
- Particular image is very harsh looking. Artist collaborations are often seen through different eyes and hard to appeal to the majority.
- more expensive
- I believe that an artist collaboration for railings is unnecessary, as it is only a minor aspect of the station design.
- These look like pigeon wire. They are uninviting and look dangerous.
- It looks like it is trying to kill you
- Probably expensive and hard to maintain.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Don't always reflect our city's western culture and landscape. That does not mean we need cowboy images everywhere!
- Could be expensive
- I would hope that any artistic collaboration would still be functional and unobtrusive to the view

2 Avenue S.W. Station Area Look and Feel – Portal Entrance



Like:

- No deadening
- looks ok
- Simple, likely costs less.
- That it's open. The cobblestones
- Simple
- Nothing
- There appears to be some public art nearby. I don't understand what is considered landscaping in this image.

Dislike:

- There could be more shrubs or trees
- Yuck. Where's the landscaping? How about something more like this: <https://goo.gl/images/EdYr8E>
- Boring, adds to concrete wasteland feel in inner city. Should be warmer and more welcoming, more interesting.
- n/a
- It looks a little ugly.
- not aesthetically pleasing
- Hideous.
- It's unclear how this separates people and vehicles from dangerous interactions with the trains

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Would be ok. Looks safer.
- I don't.
- Safe
- Looks marginally nicer than concrete. Could plant creeping vines to grow up them and green up the space.
- It does the job.

Dislike:

- It's lacking green
- No imagination
- Boring and ugly
- This is the worst one. How about this instead? <https://goo.gl/images/m9HwJz>
- Not very interesting. This is an opportunity for some art.
- Too walled off. At least it's not a solid wall.....
- Looks uninviting. Probably good for safety, but aesthetics of community is compromised.
- Ugly without vegetation
- Boring, unimaginative, ugly



Like:

- Is more appealing as long as it is well taken care of
- I like this option the best. unique opportunity
- Looks nice
- More interesting. Likely safe due to fencing.
- That it's open.
- A little artist collaboration makes it more inviting and interesting.
- Can be beautiful. Can incorporate art into the built/necessary elements
- I like the idea, but the photo doesn't actually show any art.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Some care is made in making the station and streetscape unique and interesting with an artist collaboration, while supporting artists as well.

Dislike:

- Boring, use different approach than fences and try an architectural designed portal – art
- How is this artistic? Make metal art fences better
- more expensive
- This is even worse!
- Colour.
- If the panels were to be crazy like the spiky 'artist' railings on the railings page.
- It is likely more expensive, and the city doesn't seem to have a good track record with public art these days.
- Art could be polarizing. Choose local, Indigenous artists.
- Not enough uniqueness/artistic input. Could be made more beautiful/interesting for those interacting with the space

2 Avenue S.W. Station Area Look and Feel – Retaining Walls



Like:

- Ok 2nd choice only
- I like the plants
- nothing
- Nothing
- I like the rock wall

Dislike:

- This looks like a rural highway, not a good urban look.
- It looks dead
- Looks worn down over time
- The cages around the rocks are kind of ugly
- Hideous. No blank walls, please. Glass awning to enable pocket markets?
<https://goo.gl/images/v331qJ>
- Could probably invest in other options that are easier to maintain.
- Cheap and ugly
- The dirt, that the rock wall doesn't go all the way p.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Very interesting, modern and textural
- Looks tidy and put together if there is a pattern
- nothing
- Neat
- Nothing.

Dislike:

- Although is more appealing, it is too tall
- Can end up looking prison like
- Kind of stark
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- No plants
- They are ugly/cheap-looking/like there was no effort involved in the design/construction of the wall. Just put up a nice block wall.



Like:

- Foliage and colour (not so easy in YYC, I know)
- Nature
- Climbing plants look cool in the summer
- n/a
- Nothing
- more greenery is always good
- It's alright

Dislike:

- It should be more integrative
- If not maintained, looks worse over time

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Climbing plants look dead in the winter
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- Can become hard to maintain and does not provide the best aesthetic for the long term.
- Ugly... gets messy, winter will look ugly without leaves
- It's too monolithic/not really interesting to look at. It looks really dirty/grungy.



Like:

- Simple, attractive look
- Looks tidy and put together; adds character
- looks nice
- Plants are nice, but blank walls are bad. How about green living wall? Or better, a pocket market in front?
- Provides a simple structure that creates a good aesthetic, such as the NW part of the Red Line.
- Very neat, nice plants
- The block/masonry wall. This is the best looking option

Dislike:

- Blank walls are bad
- Opportunity to put some LED lighting to light up area in lieu of street lights
- the terracing, if the blocks were to just be patterned concrete

2 Avenue S.W. Station Area Look and Feel – General Comments

- ECCA
 - primary interest is station integration with renovated Eau Claire Market
 - Protected access from elements directly into Market
 - Direct access to residential towners from station/Market would be desirable
 - Residents of town houses on N side of Market have concerns regarding noise/vibration/etc. caused by Green Line construction activity
 - Timing of construction: station and line and market renovations – will these occur in the same general time period?
 - Design vernacular of station (theme) is important vis a vis design themes at market/surrounding area
 - Will each new station have a unique them/feel to differentiate one from the next?



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Accessibility for disabled individuals: how will this be addressed in both above and below grade station – elevators? What about for visually impaired?
- To what degree will/can station design reflect proximity to Chinese Cultural Centre?
- How will a balance be struck between this cultural design consideration and the aesthetics of the Eau Claire renovation design?
- What about security in underground stations? Will loitering etc. become a problem?

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



7 Avenue S.W. Station Area Look and Feel - Boulevards



Like:

- More greenery for environment. Good for the eyes and air.
- High Maintenance
- Natural looking
- Makes the area look lovely
- Looks more natural
- Welcoming and warm public space, visually appealing, helps keep temperatures down. Manicured spaces require maintenance providing jobs.
- Can look nice
- Attractive
- We definitely need more greenery in the city, while this may be more expensive I highly prefer this method.
- I don't
- Provides the pop in colour and the "green" in the Green Line.
- Once again, it's green and brings life to urban spaces.
- it looks pretty
- This looks nice, and is good for slowing runoff.
- Visual appeal, comfort
- it's alright
- Aesthetically pleasing to the eye.
- What's not to like?
- I don't think this is a good option
- Greenery doesn't outweigh the cost of maintenance in terms of staff and water

Dislike:

- Don't like it.
- Not enough
- Expensive maintenance, will inevitably be neglected and/or the grass will die
- No idea
- The upkeep can be costly
- Higher taxes but willing to pay them to avoid natural grasses.
- High maintenance. Needs watering. People walk on the corners and edges and kill the grass
- Higher maintenance than natural grasses.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- \$\$\$\$\$\$\$\$
- Seems like a high cost to maintain and develop, such as weed control and periodic mowing of the grass.
- Honestly can't think of anything constructive enough to say. Gophers?
- Its only really enjoyed maybe 4 months out of the year
- I think it will be expensive to maintain.
- ?
- The grass always just dies from the gravel and salt. The sidewalk is too narrow.
- People and animals trample the grass, so impossible to keep manicured. It always seems to be in a state of sloppiness.
- This would be a waste of water and hard to maintain. Too expensive.
- Higher maintenance
- High-maintenance, uses a lot of water,
- Too much maintenance required by staff and water resources.



Like:

- Beautiful design
- Upfront cost but lower maintenance than manicured landscaping. Looks clean and put together
- They look nice
- I think it's easier to keep clean and lasts longer
- Allow drainage while keeping our tree lined streets.
- Clean design and more room to walk. Low maintenance
- Provides extra space for street furniture, signs, etc.
- It's modern, best way to filter out air pollution
- Easy to clear, bike, walk dogs
- Seamless integration into the downtown landscape, and fits in to the surroundings well. This would be my preferred option of the three.
- Street trees are so important! That kind of greenery livens up urban spaces
- Looks neater, easier maintenance
- I like the trees, and it is likely easier to maintain and more accessible than grass.
- Not sure
- Lots of space to walk. The parked cars offer a barrier from the other cars. There's no grass.
- Nice polished look. Look good all year round. Seems like low maintenance.
- Could incorporate public art.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Easy to clean
- Gives more space to pedestrians, trees are aesthetically beautiful
- Keeping trees, and eventually adding shade to the area, is desirable. If pavement is needed, having it as water permeable pavers is preferred to avoid flooding in pedestrian areas
- I like them

Dislike:

- N/A
- They are in the way....they take up half the walkway
- Can cause slippery surfaces in winter
- Not enough green plant life. Sterile street appearance. Cold and uninviting.
- Some greenery would be nice
- Not as beautiful/natural, difficult for trees to survive.
- No comment
- Less nature
- Trash tends to collect around these things more easily
- Not as natural
- Ugly
- This is the best option. As long as the sidewalk portion is still wide
- The trees never seem to survive.
- Expensive repair
- Far too much pavement. Would prefer natural grasses and other greenery. Should not replace wide walkways for pedestrians.



Like:

- Easily maintained
- Natural, low cost
- It's natural.
- I don't
- Low maintenance and nice to look at
- More natural, better from a storm water management perspective.
- Easy and cheap way to add greenery to the landscape.
- Natural grasses are a low maintenance and low impact development
- Low cost to maintain.
- Better for the environment than non-native species

Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Cause they are meant for this environment
- Living, natural, appealing
- It's all right
- Low maintenance and looks like our prairie environment.
- Would fit in with the park area around the station.
- Suited to local environment. Reminds me of prairie
- Helps with runoff
- Low maintenance, low water requirement, while still providing a natural feel to the area

Dislike:

- Too many of them
- Not super attractive.
- It browns out in the summer heat
- Upkeep and potential for people to ruin
- Have a messy, dead appearance. Create a look that they don't want to be taken care of.
- Can look unkempt
- Depressed rain gardens would be better with a few little bridges across for street furniture.
- Looks bad in winter
- Catch lots of garbage
- Does not provide a refined look or aesthetic for the investment made into the Green Line.
- At least in the picture, looks kind of shaggy and unsightly
- Looks bleak and messy
- It looks a bit messy and rural. Some grasses are ok, but not just grasses
- Can look a bit mangy
- Takes up space that would be better used as sidewalk.
- Dead looking grass can look a little ugly in the winter months. Garbage seems to easily collect in the tall grass.
- Weeds
- I wonder how they will hold up with winter snow cleaning
- Going to be brown and ugly most of the year. This option needs strong design or else it will look very unkempt.
- Some added greenery would be nice.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



7 Avenue S.W. Station Area Look and Feel - Pathways



Like:

- Looks nice
- Nice
- Provides a great aesthetic and attraction for residents and transit riders to use.
- Looks nice
- This could work.
- Wide walking space
- Great street appeal. Feels more neighbourly and inviting.
- Trees could provide nice landscaping
- I like the shade provided by the trees
- Aesthetically nice, low maintenance, easy to clear snow
- I like the trees and that the sidewalks appear (and hopefully are) wider than typical in order to accommodate the higher number of people around a station.

Dislike:

- More expensive
- What about people biking? Where will they go???
- If more \$\$ not worth it
- Seems to be the most expensive one out of the four options.
- It's boring.
- The concrete sidewalk is not very interesting (pavers look better)
- If not designed properly, car parkers trample the street/trees and landscaping. Our condo [omitted] "mounded" the soil to prevent
- Seems expensive and would require more maintenance
- Nothing
- Gives the impression that, as with other sidewalks, cyclists wouldn't be permitted to ride there.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Best option - tidy and clean but includes nature
- Looks nice
- Looks nice
- Very attractive.
- Looks nice
- Simple, easy integration to the downtown environment. Prefer this option, based on seemingly lower cost and equal impact as image 4.
- Very neat and nice to look and walk on
- This is my favourite. It is clean, easy to walk on
- Lots of walking space, interesting surface, the best option
- Look really nice and inviting. Feels like a place I would want to spend time.
- Could incorporate public art
- This is my favourite choice. I like the texture and variety of materials. They are permeable. They will stand up to snow clearing. I would like swales to be incorporated to deal with waste water.
- Attractive, more room for pedestrians, low maintenance
- Easier to replace a small section in case of damage

Dislike:

- Expensive
- Expense
- Not the best for walkers/wheelchairs.
- n/a
- Sometimes the pavers move creating trip hazards
- Nothing
- Difficult to keep clear of snow and ice. More potential for raised edges creating trip hazards.



Like:

- Natural

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- It's cheap
- Cheap
- Better from an environmental perspective
- Nope
- Easiest to maintain
- I don't like it. Dusty, hard to walk on.
- n/a
- Seems cheap and easy to maintain.
- Cost effective
- Permeable and less environmental impact
- Cheap, I guess
- Less impact on the surrounding natural areas, I suppose

Dislike:

- Unattractive
- Not very curb appealing
- Can be muddy, harder to push stroller or bike through. Doesn't look as nice
- Not as accessible for wheelchairs, skateboards, rollerblading, etc.
- Not easy for wheeled things or aesthetically pleasing
- Would not provide the best aesthetics for the station surroundings. Would not fulfill the idea of attracting transit riders.
- Gets stuck in shoes
- See above.
- Uninspiring, nothing to do along the way, gets muddy in the snow/rain.
- Looks a little ugly. Does not seem to shovel/clear well for the winter months. Can get muddy/icy.
- Ugly and does not think of people with wheelchairs/limited accessibility
- Does not stand up to snow clearing
- Ugly, dusty in the summer, difficult to clear snow in winter
- Difficult to navigate, especially on wheels (strollers, wheelchairs, bicycles). Hard to keep clear of snow and ice. Unclear of whether bicyclists would be permitted to ride there.



Like:

- Bikes! Runners!
- It invites other modes of transportation
- Can be used for walking or biking

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- People are familiar with, know how to use.
- Functional
- I like the clear division in the path because people are idiots
- Nothing.
- n/a
- Can ride my bike safely.
- Good for bikes/strollers/wheelchairs
- Nothing
- Easy to clear snow
- Easy to keep clear of snow and ice (if built and maintained correctly). People are used to this meaning it's a shared space and how to act around those moving at different speeds.

Dislike:

- Upkeep
- Please separate pedestrians and bikes! MUPs are not safe.
- Ugly
- Does not seem to be a fit for the downtown core environment. Seems more fitting in the suburb areas.
- A little narrow
- Doesn't fit in inner city locations
- Uninspiring, there's nothing to do along the way.
- Not good for high traffic areas of bike/pedestrian. Seems like a good fit for low traffic/long distances
- Not aesthetically pleasing. No texture.
- Not inviting to pedestrians. Looks like a road.
- Prefer separation of pedestrians and cyclists. Frequently drainage isn't considered in their construction, resulting in flooding or icing from run-off. One MUP is not wide enough in a high-traffic area.

7 Avenue S.W. Station Area Look and Feel – Sound Walls



Like:

- Less noise
- I like the ivy and the design in the concrete.
- they're nothing special

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Dislike:

- Boring look
- Nothing
- A block/brick/masonry wall would look better.

7 Avenue S.W. Station Area Look and Feel – Screening Walls



Like:

- Modern
- Clean look
- n/a
- Simplicity and looks like the easiest and inexpensive to implement.
- Clean lines, easy maintenance, let's light through.
- The light feeling of the wall. The bench. That you can sort of see through it.

Dislike:

- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Seems a bit dull.
- Colour
- n/a



Like:

- Modern, looks cool
- Looks good. Low maintenance
- The aesthetic of this concrete pattern creates that connection between the Green Line and the surrounding community.
- Opportunity for art.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Dislike:

- Nothing, I hate these
- May look dated quickly
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- May be the most expensive of the three options
- Too much concrete
- It's ugly. Looks like there was no effort put into the design or construction. Why not build it out of the materials it's trying to emulate



Like:

- Tidy, natural
- Looks nice when new and maintained
- Provides that pop of colour against the background and surroundings.
- Wood is high maintenance.
- The greenery on the base. The colour of the wood

Dislike:

- Looks worn out over time and needs to be replaced
- Looks bad when the wood is weathered
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Would there be rotting of the timber years down the road?
- Not very modern.
- The wood might not age too well.

7 Avenue S.W. Station Area Look and Feel – Crosswalk Treatments



Like:

- More option for people to cross at different paths
- Modern

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- clean look
- n/a
- Simplicity and looks like the easiest and inexpensive to implement.
- Clean lines, easy maintenance, let's light through.
- The light feeling of the wall. The bench. That you can sort of see through it.

Dislike:

- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Seems a bit dull.
- Colour
- n/a

7 Avenue S.W. Station Area Look and Feel – Street Furnishings



Like:

- You can lock up bike
- Functional, somewhat visually appealing.
- It works
- Good
- Can't fit many bikes
- Nothing
- It does what it's supposed to. Provides a barrier to the street.
- Simple and easy to lock my bike. Does not take up too much sidewalk space for walking.
- No dislikes
- It's simple and functional.
- It works
- The perfect bike rack. Please use this style everywhere. It's well spaced to permit bikes to be parked on both sides of it. Hopefully there are far more than just this one.

Dislike:

- Only really fits one or two bikes. Doesn't add aesthetic appeal
- Not sure you can lock lots of bikes to it
- Only room for 1 or 2 bikes
- Could be more attractive/unique, but make sure still as functional as this one.
- Still easy to steal from

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- 40 yr. old design. Let's see something new and not from a catalogue. Hold a competition.
- Only space for 1 bike. Ugly design.
- Boring
- Some paint etc. to make them more interesting would be nice.
- No issues.
- They need to be properly placed to be useful. I think they lack inspiration. Functional elements such as these can be fun and beautiful
- Ugly. Design could be much more creative.
- It's not covered. To promote people cycling to the stations, many racks, and at least some covered bike parking should be provided, as well as curb cuts and (where applicable) pathway and cycle track access nearby.



Like:

- It gives people a place to sit or rest as not everyone is able to stand for long periods of time
- Functional, suggestions for seating spaces help people stay within their personal space.
- You can sit on it
- n/a
- Its fine
- Simple, practical
- Simple and easy. Can sit on it in either direction.
- The standard city bench looks functional and it looks like it will sustain bad weather conditions.
- It's a place to sit
- That it's there at all. A variety of seating options should be provided at and around the stations. Hopefully some with have weather protection/coverage.
- No issues.

Dislike:

- nothing. They are awful
- I dislike the dividers which are inhospitable to the homeless or people of different sizes/shapes/accessibility needs.
- I think concrete and wood would look nicer
- Dividers limit the amount of people/kids that can occupy the bench at the same time.
- You can't lean back. intentionally uncomfortable.
- Hostile architecture. Make it more comfortable!
- no garbage pail

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- the dividers, wish it were shaded or in shelter
- It's from a catalogue! Have a design competition, or at least hire a different firm to design all the street furniture. Seize opportunity
- Boring design.
- the seat is too uncomfortable (why try to enable sitting both ways?). The anti-homeless armrests aren't even armrests.
- Doesn't have a back to it... but that is a trade-off for sitting in either direction.
- hostile design of handles.
- It looks like it's primarily designed so people won't sleep on it. Just use chair-like structures if this is such a big concern. The design could be much more attractive.
- That it's hostile to people. It doesn't look comfortable for those who may be wider than the designated space between "arm rests?". Doesn't permit laying down. Limits the amount of surface area to put things down. Isn't covered. Faces the street.



Like:

- More recycling, trash bins, compost for clean streets
- Recycling, yay!
- Handy and encourages people to not litter
- No comment.
- They work
- Good to have.
- They exist.
- Garbage can is nice.
- That they exist
- I like that they exist.
- They look functional.
- They're necessary.
- That they're there. And that the recycling bin is covered.

Dislike:

- The recycling bins seem to get dirty faster and people avoid touching them
- No comment.
- There should be a separate spot for recyclable bottles so homeless don't dig through the bins
- Decorate - make unique to neighbourhood!
- Add green recycling and more can rings to all garbage's

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- its ugly
- Need to be Calgary designed and made. Seize the opportunity. There are industrial designers here.
- Recycling bin is ugly, and doesn't fit with the design of the garbage can.
- there are not enough of them (sometimes), they're boring.
- I've seen other cities have places people can leave cans/bottles so that scavengers don't have to rummage through bin to find recyclables.
- Can't the city match up the look of the blue and black bins?
- I would prefer to see bins that fit into the neighborhood. Historical pictures of what the neighborhood was like could be put on these bins
- They're ugly. Design needs an upgrade.
- The garbage bin isn't covered or protected from the weather. If this style of garbage bin is used, I prefer those that permit leaving cans and other recyclables along a lip on the outer edge for those collection for returns. Compost bins too, please.

7 Avenue S.W. Station Area Look and Feel - Railings



Like:

- Safe for kids, easy to clean
- Clean Look, visually appealing, provides visual to exterior, allows light to filter through the building.
- looks nice
- Nice
- Provides a great environment for transit riders.
- makes it seem bigger and cleaner
- I like this. It looks pretty and does the job.
- They're alright
- Looks the best. Feels bright and open.
- No dislikes.
- best for station interiors
- Attractive, bright
- The view past them is less obstructed than with other examples

Dislike:

- Can be broken and can look dirty
- Possibility of easier to damage glass panels, such as the bus shelters around Calgary.
- Nothing.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- They look generic/uninspiring
- If not kept clean, the glass can look unpleasant.
- tend to be cold and impersonal
- Can be smashed
- Would they be more susceptible to damage (like the Peace Bridge)?



Like:

- Safety features for people and young kids
- Simple
- Basic.
- Provides best security.
- Ok. Clean and practice.
- They're alright
- Safe
- Visually appealing. Allows for an artistic flare without being offensive or over the top.
- Looks nice
- Provides consistency to other CTrain Stations, and seems to be the lowest cost and least impact. Hard to damage, compared to image 1.
- Nothing.
- the punched metal
- Nothing
- It's okay – serviceable. Better if climbing vines are grown on it.
- Simple. Effective.

Dislike:

- No thanks
- Plain
- Clean.
- Boring
- everything
- Doesn't seem to fit the idea of the Green Line integrating into the community.
- Not very interesting.
- cheap looking/generic/the paint soon starts falling off
- Looks like a jail.
- no thanks

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- I really don't like this option
- No comment.
- everything
- Ugly, make walkway narrower.
- the grass insets, the chunky square tubing
- cold looking, jail like - not much personality
- Boring without vegetation
- Would prefer something less obstructive to the view and potentially more artistic



Like:

- Done right, these can be very interesting
- Design could be attractive if an artist got creative with it
- Could personalize with artistic collaboration to each station/neighbourhood. Effective in some placements.

Dislike:

- Have to be maintained unless you are using weathering steel or aluminum
- Invites vandalism
- Obscures any potential view completely.



Like:

- Looks cool
- Nothing positive to say about the particular example. Collaborations may help to provide differentiation between stations.
- Interesting look
- OK idea but this particular one looks vaguely threatening
- I love this, more art is always good!
- Nothing
- I don't
- It looks interesting and creative. Like a place I would want to hang out.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Done right, these can be very interesting.
- Could reflect local flavour
- I like the idea of artistic collaboration

Dislike:

- May become dated quickly, difficult to clean
- Particular image is very harsh looking. Artist collaborations are often seen through different eyes and hard to appeal to the majority.
- More expensive
- I believe that an artist collaboration for railings is unnecessary, as it is only a minor aspect of the station design.
- These look like pigeon wire. They are uninviting and look dangerous.
- It looks like it is trying to kill you
- Probably expensive and hard to maintain.
- Don't always reflect our city's western culture and landscape. That does not mean we need cowboy images everywhere!
- Could be expensive
- I would hope that any artistic collaboration would still be functional and unobtrusive to the view

7 Avenue S.W. Station Area Look and Feel – Portal Entrance



Like:

- looks ok
- Simple, likely costs less.
- That it's open. The cobblestones
- Simple
- Nothing
- There appears to be some public art nearby. I don't understand what is considered landscaping in this image.

Dislike:

- There could be more shrubs or trees
- Yuck. Where's the landscaping? How about something more like this: <https://goo.gl/images/EdYr8E>
- Boring, adds to concrete wasteland feel in inner city. Should be warmer and more welcoming, more interesting.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- n/a
- It looks a little ugly.
- not aesthetically pleasing
- Hideous.
- It's unclear how this separates people and vehicles from dangerous interactions with the trains



Like:

- Would be ok. Looks safer.
- I don't.
- Safe
- Looks marginally nicer than concrete. Could plant creeping vines to grow up them and green up the space.
- It does the job.

Dislike:

- Boring and ugly
- This is the worst one. How about this instead? <https://goo.gl/images/m9HwJz>
- Not very interesting. This is an opportunity for some art.
- Too walled off. At least it's not a solid wall.....
- Looks uninviting. Probably good for safety, but aesthetics of community is compromised.
- Ugly without vegetation
- Boring, unimaginative, ugly



Like:

- I like this option the best. unique opportunity
- Looks nice
- More interesting. Likely safe due to fencing.
- That it's open.
- A little artist collaboration makes it more inviting and interesting.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- can be beautiful. Can incorporate art into the built/necessary elements
- I like the idea, but the photo doesn't actually show any art.
- Some care is made in making the station and streetscape unique and interesting with an artist collaboration, while supporting artists as well.

Dislike:

- More expensive
- This is even worse!
- Colour.
- If the panels were to be crazy like the spiky 'artist' railings on the railings page.
- It is likely more expensive, and the city doesn't seem to have a good track record with public art these days.
- Art could be polarizing. Choose local, Indigenous artists.
- Not enough uniqueness/artistic input. Could be made more beautiful/interesting for those interacting with the space

7 Avenue S.W. Station Area Look and Feel – Retaining Walls



Like:

- I like the plants
- Nothing
- Nothing
- I like the rock wall

Dislike:

- Looks worn down over time
- The cages around the rocks are kind of ugly
- Hideous. No blank walls, please. Glass awning to enable pocket markets?
<https://goo.gl/images/v331qJ>
- Could probably invest in other options that are easier to maintain.
- Cheap and ugly
- The dirt, that the rock wall doesn't go all the way p.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Looks tidy and put together if there is a pattern
- nothing
- Neat
- Nothing.

Dislike:

- Can end up looking prison like
- Kind of stark
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- No plants
- They are ugly/cheap-looking/like there was no effort involved in the design/construction of the wall. Just put up a nice block wall.



Like:

- Nature
- Climbing plants look cool in the summer
- n/a
- Nothing
- more greenery is always good
- It's alright

Dislike:

- If not maintained, looks worse over time
- Climbing plants look dead in the winter
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- Can become hard to maintain and does not provide the best aesthetic for the long term.
- Ugly... gets messy, winter will look ugly without leaves
- It's too monolithic/not really interesting to look at. It looks really dirty/grungy.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Looks tidy and put together; adds character
- looks nice
- plants are nice, but blank walls are bad. How about green living wall? Or better, a pocket market in front?
- Provides a simple structure that creates a good aesthetic, such as the NW part of the Red Line.
- Very neat, nice plants
- The block/masonry wall. This is the best looking option

Dislike:

- Blank walls are bad
- Opportunity to put some LED lighting to light up area in lieu of street lights
- The terracing, if the blocks were to just be patterned concrete

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Centre Street S Station Area Look and Feel - Boulevards



Like:

- Landscaping looks nicer and nice to have trees for environmental purposes
- High Maintenance
- Natural looking
- Makes the area look lovely
- Looks more natural
- Welcoming and warm public space, visually appealing, helps keep temperatures down. Manicured spaces require maintenance providing jobs.
- Can look nice
- Attractive
- We definitely need more greenery in the city, while this may be more expensive I highly prefer this method.
- I don't
- Provides the pop in colour and the "green" in the Green Line.
- Once again, it's green and brings life to urban spaces.
- it looks pretty
- This looks nice, and is good for slowing runoff.
- Visual appeal, comfort
- it's alright
- Aesthetically pleasing to the eye.
- What's not to like?
- I don't think this is a good option
- Greenery doesn't outweigh the cost of maintenance in terms of staff and water

Dislike:

- Don't like it.
- not enough
- Expensive maintenance, will inevitably be neglected and/or the grass will die
- No idea
- The upkeep can be costly
- Higher taxes but willing to pay them to avoid natural grasses.
- High maintenance. Needs watering. People walk on the corners and edges and kill the grass
- Higher maintenance than natural grasses.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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- \$\$\$\$\$\$\$\$
- Seems like a high cost to maintain and develop, such as weed control and periodic mowing of the grass.
- Honestly can't think of anything constructive enough to say. Gophers?
- its only really enjoyed maybe 4 months out of the year
- I think it will be expensive to maintain.
- ?
- The grass always just dies from the gravel and salt. The sidewalk is too narrow.
- People and animals trample the grass, so impossible to keep manicured. It always seems to be in a state of sloppiness.
- This would be a waste of water and hard to maintain. Too expensive.
- Higher maintenance
- High-maintenance, uses a lot of water,
- Too much maintenance required by staff and water resources.



Like:

- Lower maintenance than grass.
- beautiful design
- Upfront cost but lower maintenance than manicured landscaping. Looks clean and put together
- They look nice
- I think it's easier to keep clean and lasts longer
- Allow drainage while keeping our tree lined streets.
- Clean design and more room to walk. Low maintenance
- Provides extra space for street furniture, signs, etc.
- It's modern, best way to filter out air pollution
- easy to clear, bike, walk dogs
- Seamless integration into the downtown landscape, and fits in to the surroundings well. This would be my preferred option of the three.
- Street trees are so important! That kind of greenery livens up urban spaces
- looks neater, easier maintenance
- I like the trees, and it is likely easier to maintain and more accessible than grass.
- Not sure
- Lots of space to walk. The parked cars offer a barrier from the other cars. There's no grass.
- Nice polished look. Look good all year round. Seems like low maintenance.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Could incorporate public art.
- easy to clean
- Gives more space to pedestrians, trees are aesthetically beautiful
- Keeping trees, and eventually adding shade to the area, is desirable. If pavement is needed, having it as water permeable pavers is preferred to avoid flooding in pedestrian areas
- I like them

Dislike:

- N/A
- They are in the way....they take up half the walkway
- Can cause slippery surfaces in winter
- Not enough green plant life. Sterile street appearance. Cold and uninviting.
- Some greenery would be nice
- Not as beautiful/natural, difficult for trees to survive.
- No comment
- Less nature
- Trash tends to collect around these things more easily
- Not as natural
- Ugly
- This is the best option. As long as the sidewalk portion is still wide
- The trees never seem to survive.
- Expensive repair
- Far too much pavement. Would prefer natural grasses and other greenery. Should not replace wide walkways for pedestrians.



Like:

- It has lots of trees and natural vegetation that doesn't require as much maintenance as grass. 13th Ave is like this. Fits the area.
- Easily maintained
- Natural, low cost
- It's natural.
- I don't
- Low maintenance and nice to look at
- More natural, better from a storm water management perspective.
- Easy and cheap way to add greenery to the landscape.



Green Line LRT in My Community

What we heard report

Below Grade Stations

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- natural grasses are a low maintenance and low impact development
- Low cost to maintain.
- Better for the environment than non-native species
- cause they are meant for this environment
- Living, natural, appealing
- it's all right
- Low maintenance and looks like our prairie environment.
- Would fit in with the park area around the station.
- Suited to local environment. reminds me of prairie
- Helps with runoff
- Low maintenance, low water requirement, while still providing a natural feel to the area

Dislike:

- Too many of them
- Not super attractive.
- It browns out in the summer heat
- Upkeep and potential for people to ruin
- Have a messy, dead appearance. Create a look that they don't want to be taken care of.
- Can look unkempt
- Depressed rain gardens would be better with a few little bridges across for street furniture.
- Looks bad in winter
- Catch lots of garbage
- Does not provide a refined look or aesthetic for the investment made into the Green Line.
- At least in the picture, looks kind of shaggy and unsightly
- Looks bleak and messy
- It looks a bit messy and rural. Some grasses are ok, but not just grasses
- Can look a bit mangy
- Takes up space that would be better used as sidewalk.
- Dead looking grass can look a little ugly in the winter months. Garbage seems to easily collect in the tall grass.
- Weeds
- I wonder how they will hold up with winter snow cleaning
- Going to be brown and ugly most of the year. This option needs strong design or else it will look very unkempt.
- Some added greenery would be nice.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Centre Street S Station Area Look and Feel - Pathways



Like:

- Concrete lasts longer than pavers. Looks nice with landscaping.
- This is a nice aesthetic inner city
- Looks nice
- nice
- Provides a great aesthetic and attraction for residents and transit riders to use.
- looks nice
- This could work.
- wide walking space
- Great street appeal. Feels more neighbourly and inviting.
- Trees could provide nice landscaping
- I like the shade provided by the trees
- Aesthetically nice, low maintenance, easy to clear snow

Dislike:

- More expensive
- What about people biking? Where will they go???
- If more \$\$ not worth it
- Seems to be the most expensive one out of the four options.
- It's boring.
- The concrete sidewalk is not very interesting (pavers look better)
- If not designed properly, car parkers trample the street/trees and landscaping. Our condo [omitted] "mounded" the soil to prevent
- Seems expensive and would require more maintenance
- I like the trees and that the sidewalks appear (and hopefully are) wider than typical in order to accommodate the higher number of people around a station.
- Nothing
- Gives the impression that, as with other sidewalks, cyclists wouldn't be permitted to ride there.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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Like:

- Need wider pathways for families and pedestrian traffic.
- Nice looking
- best option - tidy and clean but includes nature
- Looks nice
- Looks nice
- Very attractive.
- looks nice
- Simple, easy integration to the downtown environment. Prefer this option, based on seemingly lower cost and equal impact as image 4.
- very neat and nice to look and walk on
- This is my favourite. It is clean, easy to walk on
- lots of walking space, interesting surface, the best option
- Look really nice and inviting. Feels like a place I would want to spend time.
- Could incorporate public art
- This is my favourite choice. I like the texture and variety of materials. They are permeable. They will stand up to snow clearing. I would like swales to be incorporated to deal with waste water.
- Attractive, more room for pedestrians, low maintenance
- Easier to replace a small section in case of damage

Dislike:

- Expensive
- Expense
- Not the best for walkers/wheelchairs.
- n/a
- Sometimes the pavers move creating trip hazards
- Nothing
- Difficult to keep clear of snow and ice. More potential for raised edges creating trip hazards.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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Like:

- Natural
- It's cheap
- Cheap
- Better from an environmental perspective
- Nope
- Easiest to maintain
- I don't like it. Dusty, hard to walk on.
- n/a
- Seems cheap and easy to maintain.
- Cost effective
- Permeable and less environmental impact
- Cheap, I guess
- Less impact on the surrounding natural areas, I suppose

Dislike:

- Unattractive
- Not very curb appealing
- Can be muddy, harder to push stroller or bike through. Doesn't look as nice
- Not as accessible for wheelchairs, skateboards, rollerblading, etc.
- Not easy for wheeled things or aesthetically pleasing
- Would not provide the best aesthetics for the station surroundings. Would not fulfill the idea of attracting transit riders.
- Gets stuck in shoes
- See above.
- Uninspiring, nothing to do along the way, gets muddy in the snow/rain.
- Looks a little ugly. Does not seem to shovel/clear well for the winter months. Can get muddy/icy.
- Ugly and does not think of people with wheelchairs/limited accessibility
- Does not stand up to snow clearing
- Ugly, dusty in the summer, difficult to clear snow in winter
- Difficult to navigate, especially on wheels (strollers, wheelchairs, bicycles). Hard to keep clear of snow and ice. Unclear of whether bicyclists would be permitted to ride there.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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Like:

- Bikes! Runners!
- It invites other modes of transportation
- Can be used for walking or biking
- People are familiar with, know how to use.
- Functional
- I like the clear division in the path because people are idiots
- Nothing.
- n/a
- Can ride my bike safely.
- Good for bikes/strollers/wheelchairs
- Nothing
- Easy to clear snow
- Easy to keep clear of snow and ice (if built and maintained correctly). People are used to this meaning it's a shared space and how to act around those moving at different speeds.

Dislike:

- Upkeep
- Please separate pedestrians and bikes! MUPs are not safe.
- Ugly
- Does not seem to be a fit for the downtown core environment. Seems more fitting in the suburb areas.
- A little narrow
- Doesn't fit in inner city locations
- Uninspiring, there's nothing to do along the way.
- Not good for high traffic areas of bike/pedestrian. Seems like a good fit for low traffic/long distances
- Not aesthetically pleasing. No texture.
- Not inviting to pedestrians. Looks like a road.
- Prefer separation of pedestrians and cyclists. Frequently drainage isn't considered in their construction, resulting in flooding or icing from run-off. One MUP is not wide enough in a high-traffic area.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Centre Street S Station Area Look and Feel – Sound Walls



Like:

- Less noise
- I like the ivy and the design in the concrete.
- They're nothing special

Dislike:

- Boring look
- Nothing
- A block/brick/masonry wall would look better.

Centre Street S Station Area Look and Feel – Screening Walls



Like:

- Modern
- Clean look
- n/a
- Simplicity and looks like the easiest and inexpensive to implement.
- Clean lines, easy maintenance, and lets light through.
- The light feeling of the wall. The bench. That you can sort of see through it.

Dislike:

- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Seems a bit dull.
- Colour
- n/a

Green Line LRT in My Community

What we heard report

Below Grade Stations

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February 2018



Like:

- Modern, looks cool
- Looks good. Low maintenance
- The aesthetic of this concrete pattern creates that connection between the Green Line and the surrounding community.
- Opportunity for art.

Dislike:

- Nothing, I hate these
- May look dated quickly
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- May be the most expensive of the three options
- Too much concrete
- It's ugly. Looks like there was no effort put into the design or construction. Why not build it out of the materials it's trying to emulate



Like:

- Tidy, natural
- Looks nice when new and maintained
- Provides that pop of colour against the background and surroundings.
- Wood is high maintenance.
- The greenery on the base. The colour of the wood

Dislike:

- Looks worn out over time and needs to be replaced
- Looks bad when the wood is weathered
- Blank walls are a missed opportunity! Add interesting detail, a vertical garden, or better, shops!
- Would there be rotting of the timber years down the road?
- Not very modern.
- The wood might not age too well.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Centre Street S Station Area Look and Feel – Crosswalk Treatments



Like:

- Need improved crosswalk, two options would be good – above ground at surface
- Raised crosswalk 'ladder' crosswalks
- safe
- Size/width, and jutting out sidewalks that make it safer; trees are welcoming
- Different road material for crosswalk making the crosswalk more visible
- Looks great! Please raise so it's level with sidewalk & add design elements to alert those with visual impairment that they are entering road
- Trees, plaza in front, easy to find the entrances.
- I get to be the king of the intersection, can go anywhere in the intersection (at least I should be able to)
- The "bubbled" sidewalks at the intersection. Traffic calming and room for people to "queue" up to cross street. Different pattern of road
- It will withstand a high number of pedestrians.
- Curb bulb-outs for shorter crossing distances, well-marked and signalled intersections for pedestrians, tree cover and wide sidewalks
- No issues.

Dislike:

- Risky
- More benches, art, traffic signals at crossings.
- The cut curbs. They are always wonky/have weird transitions to the street level. Cobble stones or pavers could be better?
- ZERO accommodations for cyclists

Centre Street S Station Area Look and Feel – Street Furnishings



Like:

- Places to lock bikes



Green Line LRT in My Community

What we heard report

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- Need to accommodate bikes – is there an option for indoor bike parking (could charge?)
- People can lock up their bikes if they ride to Green Line
- You can lock up bike
- Functional, somewhat visually appealing.
- It works
- Good
- can't fit many bikes
- Nothing
- It does what it's supposed to. Provides a barrier to the street.
- Simple and easy to lock my bike. Does not take up too much sidewalk space for walking.
- No dislikes
- It's simple and functional.
- It works
- The perfect bike rack. Please use this style everywhere. It's well spaced to permit bikes to be parked on both sides of it. Hopefully there are far more than just this one.

Dislike:

- Only really fits one or two bikes. Doesn't add aesthetic appeal
- Not sure you can lock lots of bikes to it
- Only room for 1 or 2 bikes
- Could be more attractive/unique, but make sure still as functional as this one.
- Still easy to steal from
- 40 yr. old design. Let's see something new and not from a catalogue. Hold a competition.
- Only space for 1 bike. Ugly design.
- Boring
- Some paint etc. to make them more interesting would be nice.
- No issues.
- They need to be properly placed to be useful. I think they lack inspiration. Functional elements such as these can be fun and beautiful
- Ugly. Design could be much more creative.
- It's not covered. To promote people cycling to the stations, many racks, and at least some covered bike parking should be provided, as well as curb cuts and (where applicable) pathway and cycle track access nearby.

Green Line LRT in My Community

What we heard report

Below Grade Stations

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Like:

- Places to sit and have coffee
- It gives people a place to sit or rest as not everyone is able to stand for long periods of time
- Functional, suggestions for seating spaces help people stay within their personal space.
- You can sit on it
- n/a
- its fine
- Simple, practical
- Simple and easy. Can sit on it in either direction.
- The standard city bench looks functional and it looks like it will sustain bad weather conditions.
- It's a place to sit
- That it's there at all. A variety of seating options should be provided at and around the stations. Hopefully some with have weather protection/coverage.
- No issues.

Dislike:

- Nothing. They are awful
- I dislike the dividers which are inhospitable to the homeless or people of different sizes/shapes/accessibility needs.
- I think concrete and wood would look nicer
- Dividers limit the amount of people/kids that can occupy the bench at the same time.
- You can't lean back. Intentionally uncomfortable.
- Hostile architecture. Make it more comfortable!
- No garbage pail
- The dividers, wish it were shaded or in shelter
- It's from a catalogue! Have a design competition, or at least hire a different firm to design all the street furniture. Seize opportunity
- Boring design.
- The seat is too uncomfortable (why try to enable sitting both ways?). The anti-homeless armrests aren't even armrests.
- Doesn't have a back to it... but that is a trade-off for sitting in either direction.
- Hostile design of handles.
- It looks like it's primarily designed so people won't sleep on it. Just use chair-like structures if this is such a big concern. The design could be much more attractive.

Green Line LRT in My Community

What we heard report

Below Grade Stations

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- That it's hostile to people. It doesn't look comfortable for those who may be wider than the designated space between "arm rests?" Doesn't permit laying down. Limits the amount of surface area to put things down. Isn't covered. Faces the street.



Like:

- Recycling too. Help prevent littering
- Need to have garbage/recycle/compost
- As a major station, garbage cans may be too small. Requires more maintenance. Too small.
- Recycling, yay!
- Handy and encourages people to not litter
- No comment.
- They work
- Good to have.
- They exist.
- Garbage can is nice.
- That they exist
- I like that they exist.
- They look functional.
- They're necessary.
- That they're there. And that the recycling bin is covered.

Dislike:

- The recycling bins seem to get dirty faster and people avoid touching them
- No comment.
- There should be a separate spot for recyclable bottles so homeless don't dig through the bins
- Decorate - make unique to neighbourhood!
- Add green recycling and more can rings to all garbage's
- its ugly
- Need to be Calgary designed and made. Seize the opportunity. There are industrial designers here.
- Recycling bin is ugly, and doesn't fit with the design of the garbage can.
- there are not enough of them (sometimes), they're boring.
- I've seen other cities have places people can leave cans/bottles so that scavengers don't have to rummage through bin to find recyclables.
- Can't the city match up the look of the blue and black bins?

Green Line LRT in My Community

What we heard report

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- I would prefer to see bins that fit into the neighborhood. Historical pictures of what the neighborhood was like could be put on these bins
- They're ugly. Design needs an upgrade.
- The garbage bin isn't covered or protected from the weather. If this style of garbage bin is used, I prefer those that permit leaving cans and other recyclables along a lip on the outer edge for those collection for returns. Compost bins too, please.

Centre Street S Station Area Look and Feel - Railings



Like:

- Safe for kids, easy to clean
- Clean Look, visually appealing, provides visual to exterior, allows light to filter through the building.
- looks nice
- Nice
- Provides a great environment for transit riders.
- makes it seem bigger and cleaner
- I like this. It looks pretty and does the job.
- They're alright
- Looks the best. Feels bright and open.
- No dislikes.
- best for station interiors
- Attractive, bright
- The view past them is less obstructed than with other examples

Dislike:

- Can be broken and can look dirty
- Possibility of easier to damage glass panels, such as the bus shelters around Calgary.
- Nothing.
- They look generic/uninspiring
- If not kept clean, the glass can look unpleasant.
- tend to be cold and impersonal
- Can be smashed
- Would they be more susceptible to damage (like the Peace Bridge)?

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

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Like:

- Simple
- Basic.
- Provides best security.
- Ok. Clean and practice.
- They're alright
- Safe
- Visually appealing. Allows for an artistic flare without being offensive or over the top.
- Looks nice
- Provides consistency to other CTrain Stations, and seems to be the lowest cost and least impact. Hard to damage, compared to image 1.
- Nothing.
- the punched metal
- Nothing
- It's okay serviceable. Better if climbing vines are grown on it.
- Simple. Effective.

Dislike:

- No thanks
- Plain
- Clean.
- Boring
- everything
- Doesn't seem to fit the idea of the Green Line integrating into the community.
- Not very interesting.
- cheap looking/generic/the paint soon starts falling off
- Looks like a jail.
- no thanks
- I really don't like this option
- No comment.
- everything
- Ugly, make walkway narrower.
- the grass insets, the chunky square tubing
- cold looking, jail like - not much personality

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Boring without vegetation
- Would prefer something less obstructive to the view and potentially more artistic



Like:

- Has a nice look. In this area, glass is going to get smashed ALL THE TIME!
- Done right, these can be very interesting
- Design could be attractive if an artist got creative with it
- Could personalize with artistic collaboration to each station/neighbourhood. Effective in some placements.

Dislike:

- Have to be maintained unless you are using weathering steel or aluminum
- Invites vandalism
- Obscures any potential view completely.



Like:

- Cool street 'art' unique feeling 'different'
- Looks cool
- Nothing positive to say about the particular example. Collaborations may help to provide differentiation between stations.
- Interesting look
- OK idea but this particular one looks vaguely threatening
- I love this, more art is always good!
- nothing
- I don't
- It looks interesting and creative. Like a place I would want to hang out.
- Done right, these can be very interesting.
- Could reflect local flavour
- I like the idea of artistic collaboration

Green Line LRT in My Community

What we heard report

Below Grade Stations

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Dislike:

- May become dated quickly, difficult to clean
- Particular image is very harsh looking. Artist collaborations are often seen through different eyes and hard to appeal to the majority.
- More expensive
- I believe that an artist collaboration for railings is unnecessary, as it is only a minor aspect of the station design.
- These look like Pidgeon wire. They are uninviting and look dangerous.
- It looks like it is trying to kill you
- Probably expensive and hard to maintain.
- Don't always reflect our city's western culture and landscape. That does not mean we need cowboy images everywhere!
- Could be expensive
- I would hope that any artistic collaboration would still be functional and unobtrusive to the view

Centre Street S Station Area Look and Feel – Portal Entrance



Like:

- looks ok
- Provides seamless integration of the Green Line infrastructure with the community environment. Seems to be the lowest impact in construction
- Simple, likely costs less.
- That it's open. The cobblestones
- Simple
- Nothing
- There appears to be some public art nearby. I don't understand what is considered landscaping in this image.

Dislike:

- There could be more shrubs or trees
- Yuck. Where's the landscaping? How about something more like this: <https://goo.gl/images/EdYr8E>
- Boring, adds to concrete wasteland feel in inner city. Should be warmer and more welcoming, more interesting.
- n/a
- It looks a little ugly.

Green Line LRT in My Community

What we heard report

Below Grade Stations

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- not aesthetically pleasing
- Hideous.
- It's unclear how this separates people and vehicles from dangerous interactions with the trains



Like:

- Provides the best security for the portal.
- Would be ok. Looks safer.
- I don't.
- Safe
- Looks marginally nicer than concrete. Could plant creeping vines to grow up them and green up the space.
- It does the job.

Dislike:

- Boring and ugly
- This is the worst one. How about this instead? <https://goo.gl/images/m9HwJz>
- Seems closed off and creates a barrier, instead of the integration we want of the Green Line with its surrounding communities.
- Not very interesting. This is an opportunity for some art.
- Too walled off. At least it's not a solid wall.....
- Looks uninviting. Probably good for safety, but aesthetics of community is compromised.
- Ugly without vegetation
- Boring, unimaginative, ugly



Like:

- I like this option the best. unique opportunity
- Looks nice
- To choose this option, I would have a LOCAL artist be involved. Local artist can represent character of the community.
- More interesting. Likely safe due to fencing.
- That it's open.
- A little artist collaboration makes it more inviting and interesting.

Green Line LRT in My Community

What we heard report

Below Grade Stations

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- can be beautiful. Can incorporate art into the built/necessary elements
- I like the idea, but the photo doesn't actually show any art.
- Some care is made in making the station and streetscape unique and interesting with an artist collaboration, while supporting artists as well.

Dislike:

- More expensive
- This is even worse!
- Colour.
- If the panels were to be crazy like the spiky 'artist' railings on the railings page.
- It is likely more expensive, and the city doesn't seem to have a good track record with public art these days.
- Art could be polarizing. Choose local, Indigenous artists.
- Not enough uniqueness/artistic input. Could be made more beautiful/interesting for those interacting with the space

Centre Street S Station Area Look and Feel – Retaining Walls



Like:

- I like the plants
- Nothing
- Nothing
- I like the rock wall

Dislike:

- Looks worn down over time
- The cages around the rocks are kind of ugly
- Hideous. No blank walls, please. Glass awning to enable pocket markets?
<https://goo.gl/images/v331qJ>
- Could probably invest in other options that are easier to maintain.
- Cheap and ugly
- The dirt, that the rock wall doesn't go all the way p.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Like the patterning of the walls
- Looks tidy and put together if there is a pattern
- nothing
- Neat
- Nothing.

Dislike:

- Can end up looking prison like
- Kind of stark
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- No plants
- They are ugly/cheap-looking/like there was no effort involved in the design/construction of the wall. Just put up a nice block wall.



Like:

- Nature
- Climbing plants look cool in the summer
- n/a
- Nothing
- more greenery is always good
- It's alright

Dislike:

- If not maintained, looks worse over time
- Climbing plants look dead in the winter
- Blank walls are bad. Glass awning to enable pocket markets? <https://goo.gl/images/v331qJ>
- Can become hard to maintain and does not provide the best aesthetic for the long term.
- Ugly... gets messy, winter will look ugly without leaves
- It's too monolithic/not really interesting to look at. It looks really dirty/grungy.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



Like:

- Looks tidy and put together; adds character
- looks nice
- plants are nice, but blank walls are bad. How about green living wall? Or better, a pocket market in front?
- Provides a simple structure that creates a good aesthetic, such as the NW part of the Red Line.
- Very neat, nice plants
- The block/masonry wall. This is the best looking option

Dislike:

- Blank walls are bad
- Opportunity to put some LED lighting to light up area in lieu of street lights
- The terracing, if the blocks were to just be patterned concrete

Centre Street S Station Area Look and Feel – General Comments

- Retail opportunities in the below grade station, similar to the integrated approaches we see in some US cities, Montreal, Boston, etc.
- Adding light on structures, walkways, railways, planters, such as they did on bridge from Bridgeland to D.T.
- Accessibility for strollers, disabilities. Will bikes be allowed on trains?
- Would like to see the Sunterra as an entrance to the station.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



16 Avenue N Station Safety and Security

- Lighting x14
- Help phones x14
- Security cameras x12
- Concerns over safety for sure! Underground stations allow gathering of persons without visibility of activity by lots of other people.
- Crime increase a 3-4 block radius in a train stop, what can you do to help prevent this?
- Safety First!!! Please try to ensure station entrances (like further south the better) are as well-lit and visible as possible – Safety Joe
- If the Green Line is starting anew, can't we have controlled access to the train – gates like on the sky train in Vancouver? I know many who are afraid to ride the c-train. We can make the Green Line safer!
- Minimize the need to cross the street. Important for children and elderly.
- Improve the 16 Ave Centre St intersection while you are at it. Quite a mess as is. Remove pedestrian lights and encourage underground crossing.
- Lighting – open high visibility spaces – avoid corners, tunnels, etc. (hallways) if possible.
- Homelessness/drunks – it would be nice to have a stationed police officer at all times c-train runs.
- Access (station heads) should be at all 4 corners.
- Encourage outside patios to be vibrant and active spaces so there are people around.
- I think we should try to encourage gathering spaces (cafes, shops, busking stage) both below and above ground...I think it will help reduce crime and make stations less intimidating!
- Secure bike parking would be very helpful.
- Good lighting at and near the station is important, shielded properly to keep the sky dark as possible.
- Lighting is important.
- Have Wi-Fi to help to report incidents at stations.
- Openness to increase feelings of safety/security.
- Elevator location should be centrally located (more people around).
- Having to pass through a security gate to enter.
- Realistically, you should have gated entry so people cannot just come in and out freely like it's convenient for them. Also, security presence occasionally would be a good idea. Then you can start having swipe pads and ticket taking machines instead of having peace officers pulling people off for tickets. You force people to pay this way.
- Security presence.
- fix the crime at the Westbrook station before you build more stations
- RETAIL OUTLETS. PRESENCE OF COMMERCIAL RETAIL SHOPS MAKE AREA MORE SECURE BECAUSE TENANTS FEEL RESPONSIBLE IN MAKING LOCATION SECURE AND PEACEFUL
- On site personnel. In London, they are disguised as information officers.

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Trains must come frequently. Consider a small convenience store or coffee shop directly on the platform so it becomes a destination and is never deserted. Somebody with fun, local flavour like Luke's.
- Yes, because of crime in the area. This is particularly a concern at night.
- The Westbrook station is horrible and dangerous. please do something about it before someone killed there
- The current stations are already pretty good.
- In Shanghai, they have glass walls with opening doors along the track edge. The train come in and the glass doors open at the same time as the train doors. No chance of someone being pushed onto the track or someone jumping onto the track.
- lighting for passageways at all times not just night time
- Trains just aren't used enough during off-peak hours. Most stations in the city feel somewhat unsafe when there aren't a lot of people around.
- Speed of traffic. Lack of access for cyclists. Bike parking tucked away and unlit would not give me confidence in leaving my bike there when I take the train.

2 Avenue S.W. Station Safety and Security

- Lighting x14
- Help phones x14
- Security cameras x12
- Having to pass through a security gate to enter.
- Realistically, you should have gated entry so people cannot just come in and out freely like its convenient for them. Also, security presence occasionally would be a good idea. Then you can start having swipe pads and ticket taking machines instead of having peace officers pulling people off for tickets. You force people to pay this way.
- Security presence.
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Green Line LRT in My Community



What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

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- Speed of traffic. Lack of access for cyclists. Bike parking tucked away and unlit would not give me confidence in leaving my bike there when I take the train.

7 Avenue S. W. Station Safety and Security

- Lighting x14
- Help phones x14
- Security cameras x12
- Brighter lighting
- Don't see security very often
- More uniformed patrol
- More security (in person security)
- Security good now. Peace officers more about safety than bylaw infractions
- Not enough peace officer presence between 4pm – 6pm
- Having to pass through a security gate to enter.
- Realistically, you should have gated entry so people cannot just come in and out freely like it's convenient for them. Also, security presence occasionally would be a good idea. Then you can start having swipe pads and ticket taking machines instead of having peace officers pulling people off for tickets. You force people to pay this way.
- Security presence.
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Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- lighting for passageways at all times not just night time
- Trains just aren't used enough during off-peak hours. Most stations in the city feel somewhat unsafe when there aren't a lot of people around.
- Speed of traffic. Lack of access for cyclists. Bike parking tucked away and unlit would not give me confidence in leaving my bike there when I take the train.

Centre Street S Station Safety and Security

- Lighting x14
- Help phones x14
- Security cameras x12
- Secure bike parking
- Good lighting
- Open and high visibility spaces
- Safety/security for all transit users and homeless
- Having to pass through a security gate to enter.
- Realistically, you should have gated entry so people cannot just come in and out freely like it's convenient for them. Also, security presence occasionally would be a good idea. Then you can start having swipe pads and ticket taking machines instead of having peace officers pulling people off for tickets. You force people to pay this way.
- Security presence.
- fix the crime at the Westbrook station before you build more stations
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- Speed of traffic. Lack of access for cyclists. Bike parking tucked away and unlit would not give me confidence in leaving my bike there when I take the train.



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Safety and Security General Comments

- Help phones x2
- Better lighting
- Sustainable energy, efficient lighting
- Wi-Fi
- Will you have to pay before entering the station?
- Big open areas & no hidden spaces
- Play ambient/classical music
- Needs to be interpretive for non-residents
- Signs for way finding
- Safety
- CCTV
- Lighting
- Help button
- Good lighting
- Bright light
- Lighting & cameras!
- Cameras
- Security cameras
- Video coverage
- Audio track control room
- Metal fences, enclosed station with gate
- Gate/glass door to prevent falling on train track
- Police/peace officer
- Security guards
- Protective services
- Noise levels of underground stations??
- Fatigue
- No 'crack macs' see 7Ave/8St SW Station
- Drug dealer?
- Thieves?
- Train crossings area concern – more barriers
- All stations in downtown have homeless people problems. This one will be the same.

16 Avenue N Community Experience

- Public art x5
- Natural elements x4

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Trees, trees, trees x3
- Bike racks x2
- Moveable furniture (tables and chairs) x2
- Model after Yaletown Canada Line Station in Vancouver x2
- Make transit stations where people want to congregate. They are meeting spaces – coffee shops, restaurants, outdoor plaza x2
- Lots of colour & murals at stations. Helps with beautification and reduces vandalism and graffiti.
- Locations for local artists to perform
- Music or radio station playing in stations
- Buskers
- Art market
- Trees/grass separating traffic lanes
- Pavers and trees
- Lots of plants and garbage bins
- 'Parklet' zones at on street parking locations
- Community gathering spots (don't have to be big)
- 2 lanes of traffic (north/south) bike lane & street parking
- NO 4 LANES OF TRAFFIC!
- Enhanced pedestrian crossings
- Below grade station ventilation very important
- Large wide sidewalks along Centre St.
- Lots of bike packs and repurpose/recycling bins at street corners
- We own some businesses on Centre St. and 8th Ave. The building is under direct control from 1987 laws. Can you update to allow for new bylaws?
- Library book drop (all stations)
- Below ground should feel open – can you get natural light to the platforms? Above ground area should be open for safety – only concern is that street noise could ruin it?
- Similar feeling at all entrances not just main one
- Washrooms – security teams, useful for kids/emergencies
- Real time bus arrival system like at North Point terminal
- Bike tool station/air covered bike racks/ bike lockers?
- Bike racks and/or bike lockers!
- Bike racks covered
- Covered bike racks with good lighting and visual surveillance
- Shelters
- Seating
- Phone charging
- Leave room for coffee shops, convenience stores nearby
- Cafes, restaurants, convenience stores

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Community space for buskers, community presentation etc.
- Coffee shops and convenience stores inside please and washrooms
- Mobile retail kiosks (like in mall) in the station and/or around plaza. E.g. coffee cart, shoe shine, snacks
- Food and beverage opportunities at major (hub) stations and/or interchange stations ... 16 Ave, 7 Ave, Douglas Glen, possibly.
- Food stops
- Food truck parking zones
- Kiosks at pedestrian level in stations
- Pop up markets at stations
- Real-time traveler information
- TV's with weather, news, delays, etc.
- Real time schedule travel time and destination times are a great advantage – seems to have been well developed for existing LRT lines, keep improving it
- Place amenities before entering 'transit fare areas' and leave transit fare areas as roomy as possible
- Ensure that the neighbourhood is kept to of mind. Perhaps festivals are better locally and in larger public spaces – Eau Claire
- Community information bulletin board
- Concerned about how business will be affected on Centre St. during construction. Small businesses did not survive in Vancouver on Cambie St. Will businesses affected be compensated by the city?
- Please patrol the nearby neighbourhoods so that travelers don't take up all the residents parking spots
- Open space
- Highly visible cross walks road and light design
- Consider including passages on the concourse level for pedestrians to cross Centre St. and 16th Ave below grade, regardless of whether they're transit users
- Do 1920's style entrance and station
- See comments on station area sticky board re: community led public art on station walls to make each station unique and community focused (ALL STATIONS)
- Hope the 'southern' station entrances can be extended as far south into the Centre St. corridor as possible – some grumbling continues about the 'loss' of 9th Ave N. Station
- In plaza – chess tables for use by community – make it a community gathering area
- Shop space underground
- Seated Café (underground)
- Ramen stand?
- Having (a) shops or cafes or something to keep people around, create community, more people = safety
- C-can (like EV) pop-up shops
- Food trucks/rotating
- Buskers

Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018



- Formalized seating area
- Sheltered bike racks for people who want to bike to Station – then take train
- Local shops – Luke's/monogram coffee/Déville, etc.
- Local bakery/grab + go treats
- Indoor shop space like Ramen Street! Or noodle street for diversification.
- Enhanced crosswalk – should be enhanced with diagonal crossings. At any station and all moves crossings at all Green Line crosswalks
 - Ditto. So much for efficient for pedestrians & vehicles or/and have multiple entrances/exits available from different areas to reduce having pedestrians having to cross above ground
- It would be nice to have a station plaza above ground for such a big intersection
 - Ditto. Use the land on the SE corner. It's such an eye-sore right and could have so much potential with the Green Line project.
- High traffic/congested areas, especially during rush hour. Efficiency is key here. Allow pedestrians to cross as safely and quickly as possible and allow cars to do the same. Especially those turning from Centre St. to 16th Ave. actually, in all directions. People turning onto Centre St. also could cause congestion.

2 Avenue S.W. Community Experience

- Integration with the redeveloped Eau Claire Market – with convenient out of the weather access from the train to the market concourse. Design integration as well with the design elements of the Market.
- Access and egress on both ends of the platform, at all the stations.
- Going old school with historical 'trolleys' → Awesome! (Centre ST. used to be the old street car route!)
- This area used to be CT bus barns (CMR trolley sheds too?) Food opportunity for a historical display and/or artwork theme.
- Lookouts for water/river – connect to +15?
- The (redeveloped) Market and adjacent Eau Claire Plaza has the potential to be a signature space for the city along with access to Princes' Island. The station should have design in keeping with that and with promoting the plaza as a major public space.
- Transit spaces as places of meeting – congregating areas increase people = increased safety
- Make train + station bike friendly. Easy to get bike into the station across the tracks, onto the train.
- Create a sense of place and station access points to encourage people to flow out of the station and into 1. Eau Claire 2. River pathway 3. Chinatown
- Make a place for buskers here and don't kick out existing ones
- Try to integrate bike paths with stations. Especially at the end of line, so you could take train to end of line, then bike to Airdrie, Okotoks, Cochrane, Canmore, etc.
- Designated spots at train for bikes, so you are out of the way of other passengers and conductor
- More vibrant station that reflects the environment – food, arts, recreation, multi-attraction, buskers, music
- Seated Café (underground)



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

7 Avenue S.W. Community Experience

- Must have multiple entrances and exits (at least 6) in order to provide street access and connectivity to the other LRT lines and with +15 network
- Connect to +15
- Create a significant underground 'open area' to allow large numbers of travelers to congregate and move around (coffee shops, etc.?)
- Subterranean pedestrian walkways connecting this station with 3rd and 4th St. stations to facilitate transfers to/from Red and Blue lines (similar to the mezzanines of the New York subway, etc.)
- Wi-Fi and real-time traveler info especially important at hubs – 7th Ave, 16th Ave
- Real-time traveler information should be visible from street level. Then it can influence decision of passers-by.
- Wi-Fi was necessary in 2006, not in 2026
- Bike share terminal?
- Seated Café (underground)
- Keep the escalators running!
- Keep it clean!
- Keep them clean, whatever it is
- Needs to be easily accessible (disability, old people, etc.).
- This is not good as you then make it a 'hang out' place for people
- Affordable housing
- No food trucks
- Fairs – should not have to pay to enter
- Prefer above ground due to cost
- Efficient plaza space
- Bigger open space plazas
- Easy bus connections
- Heated shelter
- Heated shelters – a must!
- Cigarette kiosk
- Ticket kiosk
- Stations should have convenience stores, newspapers, food, etc.
- Mini convenience store
- Would like to see restrooms at some stations
- More washrooms
- Washrooms at each of the stations



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Centre Street S Community Experience

- Can there be an underground tunnel connecting to Sunterra? x2
- Try to create some sort of urban gateway between the 1st St. corridor and the western Centre St. station entrances to create natural pedestrian movement between the two
- This is on the cycle track – need lots of bike racks
- Integrate with cycle track. Consider how bikes will arrive and leave the station (curb cuts to bike parking etc.)
- At grade businesses – Starbucks, Food
- Must be multiple entry/exit points to the station – minimum of 4 and maybe more
- Need to create safe pedestrian realm at grade: curb bulb outs, raised cross walks, trees, mid-block crosswalks, public art
- Farmers market
- Open air market
- Café/newsstands
- Bookstores
- Integrate community experience as well as accommodate homeless (e.g. keep warm)
- Consider homeless people in the area
- Needs more pathways/wider sidewalks for families and increased pedestrian traffic
- Make sure accessibility is good
- Concern: Cigarette butts. They tend to accumulate around stations, what can we do to eliminate/reduce this? Add obvious ash-tray stations
- Need to have sweepers or daily maintenance – keep our streets clean
- Flooring – can we use a more aesthetically pleasing flooring (I.e. there is a nice station in Seattle that has a functional/decorative flooring – Jackson St?)
- Concerned about safety/security at station – a lot of homeless people in area, vandalism, etc.
- Better signs for stations for train times. Currently too small and hard to read!
- Bike racks
- Controlled access – shouldn't be able to enter without paid ticket – restricted by turnstile



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Community Experience General Comments

- Buskers x2
- Bike racks x2
- Wi-Fi x2
- Washrooms at stations
- Water bottle refill stations
- More (bike racks or) space for bikes ON the trainers + feeder buses to the trains
- Enough waste and recycling facilities
- Waste and recycling facilities
- Washrooms – together or separate at all stations
- Village Ice Cream kiosks at every station? Like an official sponsor? Special 'Green Line' ice cream.
- Family orientated like playground equipment
- There are enough amenities nearby – no need for extra amenities
- Meeting place
- Toilets
- Drinking water
- Kid play area
- Public art
- Rotating art display
- Poetry etched into plaza
- Underground shops like Hong Kong, Japan, Taiwan → attracts people, increases revenue; and with the increased flow of people, it could reduce crime rate!
- Plaza or park space for meeting friends and festivals
- Small business opportunities (create)
- Hanging banners from street lights
- Stores: Jugo Juice, Tim's, Starbucks
- Bring business to the area (not 24 hours business)
- Q2.
- Bike boxes to lock up bike
- Bike share
- Bigger bike lockers or bike area with pass & cameras
- Bike lockers
- Heated shelter
- Vending machine
- Convenience store
- Tourist visitor centre
- Essential services



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Grocery stores
- Not 24 hours
- Street signage advertising the subway
- All walking/cycling to station, people streets
- All suggested is good!
- Please make station accessible to people with disability
- Please include washroom inside station
- Shops
- Billet room at entrance
- Heated shelters, phone charging spots, food/beverage kiosks
- Bike racks, heated shelters, Wi-Fi, travel info, lighting, art
- highly-visible well-lit covered bike racks, heated shelters, real-time information, public art, trees, coffee shop, convenience store
- I would like to have gated entry with passes or the ability to pay per distance traveled. Also, Wi-Fi on each train and more information.
- Real-time traveler info is certainly a priority as a frequent transit rider. Heated shelters are not priority, as it is underground stations
- heated shelters, maps, Wi-Fi, separate smoking shelter so non-smokers aren't subjected to disgusting smoke
- Bike racks, Wi-Fi, heated shelters, train arrival time, benches, information / news screens, maps of the area near the station.
- less homeless drunks at the Westbrook station
- RETAIL AND FOOD OUTLETS (CAFE'S CONVENIENT STORES, ETC)
- All the suggested items. Have benches that are actually comfortable.
- Community art projects, seating, places to buy food or drinks, buskers, community bulletin boards
- Well lit, warm, Wi-Fi, nice landscaping, places to sit, things to do
- furniture that can be dragged around, community garden, playground for kids, "adult" play/exercise equipment
- This one is easy. You can have convenient stores and vending machines. Every major station has these (Korea is a good example) Also, music.
- Mini libraries? Cafe? more seating
- Trees, benches, public art.
- Fix the horrific Westbrook ctrain station. The area surrounding the station is an eyesore and the station is a crime hub.
- RETAIL AND FOOD OUTLETS (CAFE'S CONVENIENT STORES, ETC. MAKE IT A HUB FOR PEOPLE TO MEET



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Have shops that you can directly access surrounding the station instead of having to walk 50 kilometers to the nearest one.
- retailers and food vendors in and around stations convenient, ties in to surroundings, creates revenue
- Wi-Fi would draw more people to the stations and prevent deserted, unsafe stations. Real-time information would be helpful. Signage needs to be more pictorial or include more languages. Stations could include a taxi/rideshare pickup area or Car2Go parking.
- Covered bike racks and accessibility to/from. Wi-Fi. Real-time traveler information. The time. A system map that includes the area around that particular station.
- Would love to see Wi-Fi, bike racks, heated shelters and vending machines (with hot beverages available)
- Coffee shops or convenience stores. This would especially help in the winter. Wi-Fi should be free and NOT require email registration (so annoying).
- A variety of seating -- NOT with multiple arm-rests mid-bench, NOT angled to make sitting impossible. Include some fixed seating (like at Barb Scott Park) and moveable (like at River Walk in East Village). SHADE. Water fountains (for drinking).
- Free Wi-Fi and room for seasonal pop up markets



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

Comment Form Summary

Do you have any additional feedback you would like to share about the station design?

- I hope there will be washrooms at the underground stations! I know I've seen in the develop country!
- Ensure sufficient entrance/exit places, especially for 2nd Ave, 7th Ave & Centre St. & 4 Ave stations
- Allow a lot of 'pedestrian friendly' areas – these stations will be busy!
- I would like to see an additional access to the line before the river (too far between 2 St. SW stop and 16 Ave stop)
- Make it a space to congregate. Not just be in transit.
- Stations look bright and safe
- Up and down escalators for stations. Stair design not friendly for elderly, handicapped and dangerous in winter.
- No, many of our thoughts have already been captured
- No, not really
- Great designs! It would be fantastic if washroom and businesses/vendors would be incorporated
- Add washrooms
- Will share online website
- Great job bringing different team members to help communicate plan
- \$ above ground heated benches
- Good signage (directions) example on floor

Do you have any additional feedback you would like to share about station area look and feel?

- Four side doors will be good for underground stations! (North, South, East, West)
- I agree with another person's comments regarding potential retail opportunity. I.e. convenience store, stationary, etc.
- I think I explained it already, but open and natural is my favourite feel
- Looking forward to future discussions with engineering and design team
- Bright, airy, feel like Decidedly Jazz

Do you have any additional feedback you would like to share about community experience?

- I know it will be a busy community in the future, but look at the bright side!
- Again, I filled out cards, but it would be great to create gathering spots inside the underground station to have people sit and stay for increased community and increased security
- Plaza's are amazing! If vendors and businesses would be present or temporary or permanent, location could be great!

Do you have any additional feedback you would like to share about safety and security?

- As I know we have secure LRT station, and I am sure it will stay that way! Thanks for all the information.
- Keep things open and airy to the extent possible, encourage sittings for coffee/sandwich shops, etc.
- Make it a space to congregate. Not just be in transit. – the more people = lowered crime rate
- The stations appear to be fairly open and bright leading to stronger feeling of safety
- No loitering points



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

- Non-slip flooring, current Westbrook station gets slippery when wet with current tile.
- Washrooms could potentially be secured and overseen! Others did, why don't we have them?
- Safety – street crossings, entrance accessible to all, warnings about start/stop



Green Line LRT in My Community

What we heard report

Below Grade Stations

16 Ave N., 2 Ave S.W., 7 Ave S.W., Centre Street S

February 2018

About the session

How satisfied are you with today's session?

	Satisfied	Somewhat Satisfied	Somewhat Dissatisfied	Dissatisfied	Not Applicable
• Clarity of information provided	11	2	0	0	0
• Format of today's session	12	1	0	0	0
• Opportunity to provide my input	12	1	0	0	0
• Opportunity to hear others' input	8	2	1	0	0
• Session location	12	1	0	0	0
• Session time	11	2	0	0	0

What worked for you about the session format and activities today? Is there anything we could do differently to make it better?

- Well organized event!
- Prescribed 'elements' suck!
- If you really want to ask a community what they want let them fully design it. Don't be so AGREEABLE Calgary!
- The cards are very helpful; provides a sense of comparisons. I.e. natural vs. landscaped
- Staff were very knowledgeable
- More up to date transit map. 2016 map is too out of date.
- Afternoon session 1-4 works better but understand only have so much time
- I am not sure how you advertised it to surrounding community? I didn't hear anything about it and just happened upon the session
- More advertising
- I wish it was longer
- Communication lead sought me out and introduced me to design team straight away. Great proactive approach.

Which community are you from?

- Beltline x4
- Crescent Heights x3
- Vic Park x2
- BNA
- Patterson
- Rosedale
- Renfrew
- Triwood