



Midtown LRT Station Functional Planning Study

Stakeholder Report Back: What we Heard

December 2020

Project overview

The City has received an application for a new development in Fisher Park near Macleod Trail and 71 Avenue S.E. A vital component of the development is planning a new LRT station, providing a stop equidistant from the existing Chinook and Heritage stations. The application also includes a pedestrian connection to this LRT station from the Fairview community immediately to the east.

Prior to the development's approval, a more detailed Functional Planning Study is required for the proposed LRT station to confirm its impacts on the existing LRT line and the feasibility of a station at this location.

Multiple station configurations were prepared with these components in mind. The following three station configurations were selected for further consideration following a technical review:

- **Option 1** - Centre-loaded platform with partial LRT track crossing and standalone pedestrian bridge
- **Option 2** - Side-loaded platform with integrated pedestrian bridge
- **Option 3** - Side-loaded platform with partial LRT track crossing and standalone pedestrian bridge

Of these three options, only Option 2 requires a station head, a large building that provides access to the LRT platforms. An example of a station with a station head would be the Southland LRT station. An example of a station without a station head would be the new Chinook LRT station.

Engagement overview / What we asked

An online survey was open for input on The City's Engage Portal from November 13 through 27, 2020. This survey included both a description, including a map of the site, of each of the three options listed above, as well as a table of benefits and drawbacks for each. Stakeholders were then asked to provide short descriptions of what they saw as the opportunities and challenges for each option.

The project and its Engage Portal page were advertised using Bold signs on the north side of Heritage Drive east of Macleod Trail S.E.; on the East side of Flint Road S.E. near the Fairview Off-Leash Dog Area; on the south side of 78 Ave east of 4a St SW; and on north side of Heritage Drive, west of Macleod Trail (in front of Jimmie Condon Arena). Digital signage was used in MAX Teal and MAX Yellow shelters and the Heritage and Chinook LRT stations. A letter was also delivered to businesses in the Fairview, Fisher Park, and Flint Road areas to inform them of the project and its Engage Portal page. The project team notified Community Associations and Neighbourhood Partnership Coordinators (NPC) in Acadia, Fairview, Kingsland, Chinook Park, Kelvin rove, Eagle Ridge, and Haysboro. The area Councillors and ward offices were made aware of the project and opportunities for input by email.

The Engage Portal page for the Midtown LRT Station Functional Planning Study saw close to 500 unique visitors and received feedback from 53 unique contributors.



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What we heard

In general, stakeholders were most interested in access and safety. Stakeholders appreciated having greater access from the community of Fairview but preferred an option that connected the pedestrian bridge to the station platforms. Stakeholders were concerned about the safety of at-grade crossings required to access station platforms in options 1 and 3, increased crime from the station and potential blind spots in the station design.

- For a detailed summary of the input that was provided, please see the [Summary of the input](#) section.
- For a verbatim listing of all the input that was provided for the 'Other' categories, please see the [Verbatim responses](#) section.

Next steps

The input collected during this phase of engagement will be used to inform and refine the design concepts that will be presented back to the community through a What We Heard/What We Did Report. This report will provide a summary of the input we received and how that input was used in the project. Input received through this engagement will be one of many factors considered as the proposed design and supporting materials are created. Other considerations could include technical and feasibility studies, community and economic conditions, and previous engagement results.

The Midtown LRT Station Functional Planning Study results, including cost and feasibility, will be used for the review of the development application for Midtown Station. The applicant will determine the timeline for the construction and implementation of the Midtown LRT.



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Summary of input

The following summary tables include the top themes from the responses for each of the questions asked, as well as descriptions of those themes.

Option 1 – What opportunities do you see with this option?

Theme	Description
Access to Fairview	Stakeholders liked that the pedestrian bridge would provide a direct connection between the community of Fairview and developments west of the C.P. and Calgary Transit tracks.
Cost	Stakeholders saw the lower capital and operating costs of this option as benefits.
Single platform	Stakeholders felt the single platform was the easiest to understand as both directions could be accessed from one location.

Option 1 – What challenges do you see with this option?

Theme	Description
Platform access	Stakeholders had several concerns with access to the platform, including safety issues with at-grade crossings, that one access point to the platform is inconvenient for those arriving from buses and the pedestrian bridge, and the noise from crossing guards.
Pedestrian bridge access	Stakeholders indicated that the pedestrian bridge was not well integrated into the development, resulting in a circuitous route for Fairview residents. Stakeholders showed preference for a direct connection from the pedestrian bridge to the platform.
Crime	Stakeholders were concerned by a possible increase in crime in the community, especially if the station is added before the surrounding area is developed.

Option 2 – What opportunities do you see with this option?

Theme	Description
Platform and pedestrian bridge access	Stakeholders liked that both platforms could be accessed from the pedestrian bridge, and that Fairview residents had a more direct route to the platforms. Stakeholders also appreciated the seamless integration of the southbound platform with the plaza.
Safety	Stakeholders indicated they felt this option was safer due to the lack of at-grade crossings.

Option 2 – What challenges do you see with this option?

Theme	Description
Cost	Stakeholders felt the costs of this option were a challenge, and had questions about whether the cost of the station would be shared by The City and the developer of the proposed Midtown Station development.
Pedestrian bridge	Stakeholders were concerned by possible impacts from the pedestrian bridge to properties east of the train tracks, and wanted the bridge to be better integrated with the transit plaza.



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Option 3 – What opportunities do you see with this option?

Theme	Description
Costs	Stakeholders liked that this option cost less as it did not include a station head.
Safety	Stakeholders hoped this option would be safer due to reduced blind spots

Option 3 – What challenges do you see with this option?

Theme	Description
Safety	Stakeholders were concerned regarding the safety of the at-grade crossing to the northbound platform.
Platform access	Stakeholders were concerned with accessibility for this option as there is no direct connection to the platforms from the pedestrian bridge, and because of the at-grade crossing to access the northbound platform.



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Verbatim responses

Option 1 – What opportunities do you see with this option?

Easier access to platform. No bldg that has to be maintained (we folks that use Anderson and Southland have had the bldg closed since March) or accessed by public.
Less confusion than option 3, lower capital costs which are great. Pedestrian bridge not going directly to the platform will be more convenient for pedestrians not using the train to get to and from the business district from the community. Should increase foot traffic in the area and in the long term help businesses.
please expand some development the other side of the new Midtown Lrt station
More cost effective, easier for people to use and understand
Access direct from Fairview
I love the idea of how close this station to the fairview community is. I loved how east and west are Connected.
Much better access to Fairview community, local businesses to the west and S.E. Access across LRT and C.P. for walking and wheeling also helpful!
Would be great to have more shopping, recreation opportunities with a mixed use development here. Also having an active tranport option to cross the lrt tracks here is badly needed.
Only one rail line needs to be moved. Bridge is closer to the main complex. Bridge does not impede on the buildings to the east. Platform could be extended in the future if needed.
I like anything that contributes to crime prevention so hearing that the shared platform may help with this is positive. I also would support any design that doesn't have a station head. By not having the pedestrian bridge connecting directly to the platform it provides some separation from the community to the LRT.
Station head (what does it's purpose?) We need access from both directions south and
I find that having a single platform is preferable as a rider, especially if there is any confusion as to which way you are going (inbound or outbound). If there are two different platforms and you end up on the wrong one it can be a hassle to correct your mistake. Having only one platform is also safer, as mentioned.
Increased ability to maintain social distancing due to more access to the platform
None - this community already faces increased crime being close to the chinook station. Please leave Fairview out of this
Connecting the community with businesses on Macleod Trail and creating greener and more convenient ways of travelling within the city from Fairview.
Very good opportunity for the community, for the surroundings
You are being silent on what type of development is being considered. Are you talking residential? Commercial only? If what has happened to date around the Heritage LRT Station is any indication of the (lack of a) plan, I would say follow through on Heritage is a priority (South Family Y lot, demolition of Health Clinic - lots sit bare now).
Like the pedestrian bridge concept in general for all options.
This map should include some street numbers. we live in the area and can't figure out where this is located. Have a larger map to call out the area? I can't comment when I have no idea which street this is on?
build something where Vision Sports Center like a new shopping mall, Taller Condos or Offices and get rid of this industrial area make it a development and thanks
Looks good



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I think it's great that we are building higher density developments near transit. Making more parts of our city more accessible to transit is critical and I think this station and the development around it are great projects. There are businesses around this area that I think will really benefit from all this as well
Easier for those with reduced mobilities to access the platform than a station with a station head.
What apartment building to go in, hotel or even Condos
It would greatly improve the walkability for the community. Fairview is in a transitional phase with many young families settling here due to the great affordability. This will also make taking LRT more attractive for residents as they wouldn't have to drive or walk as far.
More room for passengers. Less cost
Lower cost, easy to understand (similar to Chinook)
Safer and easier for people while keeping costs down. excellent!
Opportunities for homeless people, drug dealers & addicts to set up and have better access into Fairview to conduct their criminal activities. Could be just as busy selling meth and stealing from the neighborhood community as 42 ave, Chinook, Southland or Anderson stations.
How about a new shopping center within that area
Lower cost
Cheap A.F.
Ease of accessibility with centre platforms
Easy link to the community
none
I would like to see a Higher Condo/Apartment Building, maybe some shops close by and make this area useful, friendly and safe and even have some festivals during the daylight
Centre load platforms do make switching easier but people are more likely to just swap at chinook instead

Option 1 – What challenges do you see with this option?

new lrt track with only one access point at south end,
Not understanding how the pedestrian bridge fits into the fairview community.
If the station is built before the new businesses and residential units are complete, I have concerns about a station with no 'eyes' on it (with respect to crime)
What is the plan for parking on the entrance to the pedestrian bridge in Fairview? [Information removed] and that is one concern.
Increased traffic to Fairview. Car and foot.
Far from Chinook mall. It will be harder to walk there.
None, really.
None.
Grade crossing is further away from the main complex. Creates a bottle neck for pedestrians due to the V shape of the lot and the bus traffic.
At grade crossings are difficult safety wise, but obviously they exist in many parts of Calgary already.
Access to the platform is very limited, and is circuitous for the Fairview Community
NO pedestrian access to bridge why what is the point? R we inviting people??? Get to the other side and what then?
It would be nice to be able to have a connection from the pedestrian overpass directly to the LRT platform. Currently connectivity to the Fairview community is a big problem, so the more directly this can be addressed, the better. They are very cut off because of the C.P. and LRT railways.



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Winter ice, temperatures
Crime and traffic
Increase of crime in Fairview due to higher volumes of foot traffic
no
Where's the parking for those taking LRT (IT WILL BE NEEDED!) Adding intermediate stations on the LRT route lengthens the travel time to downtown. Are you adding this station because you have a developer to please? (you're not being transparent here). Make the C.P. overhead Ped.X-ing near LRT track X-ing!
The at grade crossing increases safety risk
Get a better map to engage communities. Who's paying for this? The developer? There's no mention of this in the engagement.
None
Having the tracks right next to the plaza means there must be a fence or some other secure structure, how would this seamlessly integrate to create a friendly environment?
Already takes a long time to get to/from the deep south, and adding another train station on the route will make it even slower. Trains are already at/beyond capacity. Buses would be a far more economical option to connect to existing LRT stations, and would improve efficiency of overall system.
probably more crime in this area and let's hope not
It may increase the volume of other communities parking in the Fairview community to access the bridge and LRT but I believe the advantages far outweigh the challenges.
Track crossing
Getting from pedestrian bridge to platform might be confusing/annoying.
When there is at grade crossing you require crossing guards and signals which are noisy and disruptive to Fairview community residents. This needs to be as quiet as possible for our elderly population.
With th proposal of a small station the druggies will be fighting it out for territory.
Need access to platform from both ends. Ped bridge should be close to the access. Safe bike access and storage and bike lanes through community for access please
Looks inconvenient and poorly integrated. Bridge looks like an afterthought
Line will need to be shut down for construction.
Tracks need to be widened to make centre platform fit
Much more construction.
Bad to have at-grade crossing.
No station head to keep warm in
it's a waste of money
This is an un-necessary development. Chinook and Heritage stations are already only separated by a 3 minute travel distance (by rail). If the idea is to improve access to Fairview and Kingsland this can be accomplished with non-rail transit. This is similar to the Brentwood/Dalhousie gap.
Grade crossings leave riders exposed instead of safe above and out of the trains

Option 2 – What opportunities do you see with this option?

Generally, I like having the center loading platforms, and I like the way the flow looks as it would work on the map.



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I feel like this design is the most efficient and easiest to navigate. The added safety for passengers is also something I prioritize!
Easy access for the neighbourhood
Easy access from south west stidenof tracks
This seems to be the safest option due to access to platforms via the Ped. Bridge.
None.
Really good access to the southbound platform, and direct access to the platforms for the Fairview Community.
Built to move people bridges, LRT station, crossovers, etc, that's what the objective is????
BEST OPTION
Like the pedestrian bridge concept in general for all options. This seems best for people coming from Fairview for northbound (downtown or Chinook) access. No at grade crossing.
Again put some street names on this map or a larger map to show the location of this? Is it by Winners? the new skate park? We can't locate where this is?
Having no tracks right next to the plaza means no fence or some other secure structure, helping to seamlessly integrate the platform creating a friendlier environment.
The platform is easily accessible from the pedestrian bridge, and does not require at-grade crossing
Streamlined with bridge integrating into LRT station. Safer (not crossing tracks at ground).
Having access from the pedestrian bridge is the only option worth considering for Fairview residents. This option also doesn't have lower access other than through a building which means it's safer and does not require crossing guards and signals which make noise and disrupt residents.
Safer, more inviting to use
Easy for druggies to escape police by having a direct path across the tracks
Better integration into development. Appearance of a more formal high quality ststion. Station head provides an opportunity for weather shelter. No at grade crossings help with reliability of service
Easy access to southbound platform from all directions, easier and more comfortable to access both platforms from both directions
Safety by not crossing tracks on foot.
Direct access to transit plaza
Bridge across C.P. tracks
Station house can be built very minimally.
Best option
Good to have no at-grade crossing. Looks more likje a typical LRT station
Both my husband and I think that Option 2 is the most realistic. I will give opportunity to access the station platform from the bridge and will mean that people do not have to cross any tracks to access the platforms.
none
Why is money being spent on this project while the 10 acre lot surrounding the Westbrook LRT station is still an unfinished eyesore of mud weeds and garbage? Fix Westbrook first please.
Safest and most effective for the users and community members



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Option 2 – What challenges do you see with this option?

a
Station head seems unnecessary If the station is built before the new businesses and residential units are complete, I have concerns about a station with no 'eyes' on it (with respect to crime)
Funding, not because I think it wouldn't be worth it, but because I am not looking forward to people shrieking about "wasting money", even though I feel Calgary really needs the added transit budgeting for a city our size.
Additional traffic to area
Further walk from main development. Bridge has to go over buildings on east side. No room to expand the North bound platform at a later date if necessary.
Hearing about blind spots is a big concern for me as C train stations have been proven to be common areas for drug use and loitering. Anything that prevents that is an absolute must.
Design and accessibility of the pedestrian bridge as well as station head.
Great a station head - now we can built for functionality for the station as it was intended - move people . Some creative engineering may be possible to reduce north bound blind spot.
none
Identify who would pay for the new station? the developer? tax payers? both? This is critical information that's missing.
There is no at grade option to access the platforms, which increases difficulty of use for those who are mobility impaired or use a combination of cycle-transit.
Higher cost of maitenance
Costly.
added cost
Druggies cant see across to make sure the K9 unit is waiting when they try to escape across the tracks
Pedestrian bridge doesn't extend right into the TOD.
Too bulky to interact with (steps, doors..) Need access to platform from both ends. Ped bridge should be close to the access. Safe bike access and storage and bike lanes through community for access please
Having to go up and over the tracks for northbound platform
Cost
Access to North track, requires elevator
Still best option.
Location of pedestrian bridge may impact other properties.
Increased blind spots on northbound platform
it's a waste of money
Why is money being spent on this project while the 10 acre lot surrounding the Westbrook LRT station is still an unfinished eyesore of mud weeds and garbage? Fix Westbrook first please.
Costs perhaps



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Option 3 – What opportunities do you see with this option?

I think this option is best as it would be integrated right into the community. I do not want any transit buildings- as I would prefer the station to be very small. I also think a smaller platform would reduce crime which would be my biggest worry about having a transit station near our house.
I believe the developer should pay 75% or more of costs. No station head saves us money.
An opportunity to add a station that can not accommodate people during peak hours and increase the number of stops a short distance from two others (Heritage and Chinook).
Hopefully this would also not have any blind spots so from the crime prevention area I would be in favour.
Good access for the southbound platform, and potentially good access to the northbound platform if a station head is incorporated at the north side of the platform.
NO head station is sounds like costs money - more important what is the purpose???
i like the blind spot reduction and the improvements on safety
Like the pedestrian bridge concept in general for all options.
put in some street names onto this map so it's easier to understand where this is located in Fairview.
Having no tracks right next to the plaza means no fence or some other secure structure, helping to seamlessly integrate the platform creating a friendlier environment. Good room on the north side of the plaza for good placemaking. Better ped bridge alignment.
Confusing.... people not knowing how to get to platforms may cause more track crossings as they figure it out.
Good place for homeless to camp out under the pedestrian bridge.
Better illustrations would help. Where is this exactly and where would it cross over to exactly?
Lower cost
Would be much better if there was access from ped bridge to N.B. platform
None
Transit plaza access
none

Option 3 – What challenges do you see with this option?

No access to the platform from the pedestrian bridge seems pointless If the station is built before the new businesses and residential units are complete, I have concerns about a station with no 'eyes' on it (with respect to crime) Overall I don't see the need for a station at all
Access is not equal to platform could cause issues for seniors?
During peak hours and outside of a pandemic, how will people get on an already full train in the downtown direction? It is hard to get on at Heritage at certain hours.
It appears that Fairview residents seeking to board a Northbound train would have to travel quite a long ways to get to the platform: they would first need to go across the bridge, then to the end of the Southbound platform then across just to get Northbound
Circuitous access for the Fairview Community via pedestrian bridge.
NO pedestrian bridge - r we not building for people to use????? Reduced exists always plan ahead in an emergency you want people to have options access options north and south.
i dont like that the is no access to the platform from the ped bridge.
At grade crossing increases safety risk



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No mention of who is paying for this? Developer? this should be clear. Identify who would pay for the new station? the developer? tax payers? both? This is critical information that's missing. Another station stop, slowing down service.
Small southbound platform.
no access from pedestrian bridge.
When there is at grade crossing you require crossing guards and signals which are noisy and disruptive to Fairview community residents. This needs to be as quiet as possible for our elderly population.
Having to sanitize & clean out the feces left under the pedestrian bridge from the homeless encampments.
Need access to platform from both ends. Ped bridge should be close to the access. Safe bike access and storage and bike lanes through community for access please
This is worse than option 1. It's like you're putting effort into making N.B. platform access as inconvenient as humanly possible. If there was access from ped bridge to N.B. this would actually be quite nice
The lengthy walk to access the pedestrian bridge from the northbound platform, if this option is used there should be an access point to the platforms from the bridge
Bridge is wasted by not accessing tracks.
Dangerous by walking over tracks to access north platform
Expensive without as much benefit.
Track access at only one end of platform
Bad to have at-grad crossing.
it's a waste of money
Terrible plan. Limits access to platforms for all riders from the east side