

## **Subdivided and Reconnected: Community Integrated Transportation Hubs as a Response to Car-centric Growth**

### **Project Description**

Calgary's transportation challenges begin at the community level, where cars often serve as the only convenient option for suburban residents. The first design proposal addresses these issues by introducing a suburban neighborhood transportation hub in Hidden Valley.

The "Neighborhood Hub" proposal leverages familiar characteristics commonly found in Calgary's suburbs to guide site selection. These widely recognized features can be applied to other communities as well. The chosen site is centrally located next to the community pathway system, a main road, and two neighborhood elementary schools, making it accessible within a 15-minute walk for most residents. This strategic location and the programming within the "Neighborhood Hub" promote convenience for commuters and encourage active transport. The hub provides essential amenities and social programming that are currently lacking in the community, enhancing social infrastructure and neighborhood vibrancy. The architecture respects the scale of surrounding homes by housing all facilities within a single-story, brick-and-glass pavilion with a low-slope hipped roof. Combined with landscape berms, these elements help the pavilion blend into the prairie landscape and adjacent sports fields. The "Neighbourhood Hub" consists of two pavilions. One pavilion, oriented parallel to Hidden Valley Drive, provides bike parking and serves as a bus waiting shelter. The other pavilion is designed for social programming and frames views of the sports fields.

The second proposal, the "Metropolitan Hub," is a centre-city transportation and community hub that addresses the lack of an integrated transportation interchange in Calgary. This absence complicates connections between different modes of transport and reduces overall convenience.

The chosen site is the only location where all the city's existing transportation networks converge, including the former Greyhound Bus Terminal, which has been adapted for Calgary Transit buses. South of the former Greyhound Building (now dubbed "The Hub"), 9 Avenue SW serves as a primary vehicular gateway into downtown, accommodating cars and multiple BRT lines. One-way westbound traffic on Bow Trail has been redirected to create a consolidated two-way boulevard with 9 Avenue, reconnecting West Village with active transportation and recreational areas that include "Rental Pavilions" and a "Skate Circuit" along the Bow River. The existing Sunalta LRT station and CPKC rail lines are utilized to incorporate passenger rail into Calgary's transportation

network. These rail lines and 9 Avenue create a physical divide between the West Village District and Sunalta. The proposed “Metropolitan Hub” reconnects these areas by providing an integrated bridge from Sunalta Station to “The Hub,” along with two accessible tunnels (equipped with elevators) linking the two parts of the community to the “Railway Station.”

“The Bridge” offers travelers direct access to the now-integrated transportation networks and includes “Bridge Pods,” which provide services that cater to travelers waiting for transfers. Its gateway location also frames views of downtown for those within the space and those driving below. Additionally, the rooftop parking lot of the former Greyhound Building will be transformed into outdoor fitness courts and running track, taking advantage of its proximity to the fitness center within “The Hub.” The existing vehicle ramp is converted into a bike and pedestrian ramp, featuring secure bike parking on the rooftop.