



# 17<sup>th</sup> Ave SW Streetscape Master Plan

Stakeholder Report Back: What we Heard

Sept 2018

## Project Overview

### Main Streets

#### Program Overview

The Main Streets Program is one of the ways that The City of Calgary is working to make our city a great place to make a living, and a great place to make a life. Our program shares The City's common purpose of making life better every day by implementing a comprehensive process to transform our Main Streets into places people want to live, work and play.

#### Vision + Core Principles

Main Streets are places where citizens come together. They allow us to travel less and live more by providing the things we need right in our own communities.

Main Streets are resilient, adaptable, and attractive public spaces that:

- Celebrate the character of the community;
- Encourage diversity of local businesses, buildings and residents, and;
- Create a vibrant destination.

#### Program Approach

The Main Street initiative focuses on implementation approaches and programs to enable the policies, goals and targets contained in the MDP. The Main streets program consists of three phases.

Phase 1 – Strategize	Strategize focused on listening and learning from main street area residents, business owners and landowners and included in depth discussion with thousands of Calgarians and other interested groups, such as the development industry and business organizations. Phase 1 was completed in June 2016 and focused on policy and Land Use Bylaw review, market demand and economic forecasting for the main street areas, continued dialogue with developer and builder stakeholders and cross corporation examination of solutions to address City and stakeholder preferred outcomes.
Phase 2 - Plan	Plan has focused on the development of an implementation framework for selected main street areas including actions for planning and infrastructure capacity assessments. This includes city initiated land use district redesignations, updates to affected local area plans, and coordination with development applications.
Phase 3 - Design	Design includes preparation of <b>Streetscape Master Plan</b> for public realm, road right-of-way improvements, and infrastructure upgrades to catalyze redevelopment and private investment in the community. Phase 3 also includes a proposed funding approach to implement short and long-term



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investment strategies, as well as strategies to create vibrancy and resiliency in the main street commercial areas.

Phase 4 – Build.

## Streetscape Master Plan

It is within this Main Streets Implementation Program that we discover, explore and reveal the Streetscape Master Plan. The Streetscape Master Plan represents the investment phase of the program. It will produce a detailed plan that will provide a final blueprint to rebuild the street and surrounding sidewalks to meet the needs of current and future residents and business owners.

17th Ave S.W was identified as one of the main streets in the City of Calgary Municipal Development Plan (MDP). This project focuses on one of these segments spanning 17th Ave S.W from Crowchild Trail SW to 37 Street SW (Exhibit 1). The study area is boarded by the communities of Killarney/Glengarry, Richmond, Rosscarrock, Scarboro Sunalta West, Shaganappi and Glendale-Glendale Meadows.

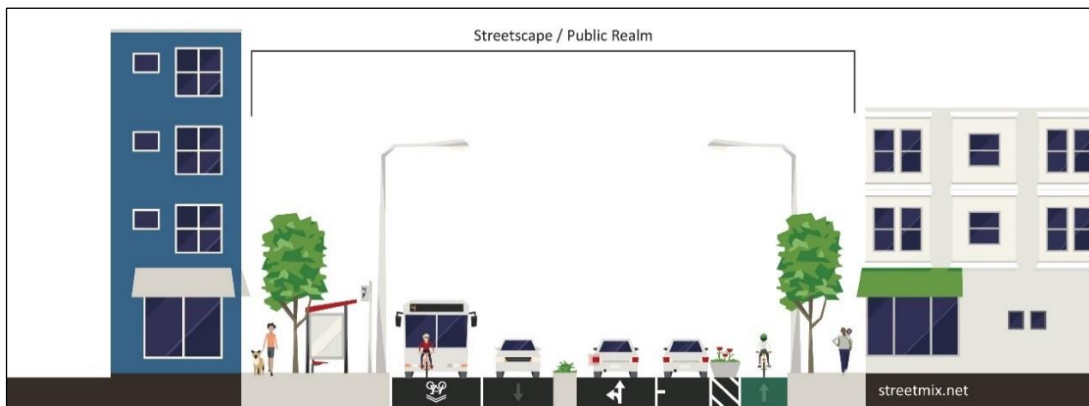
Exhibit 1. Aerial view of Study Area



As part of the Main Streets initiative the City conducted public engagement activities from November 2014 through to May 2015. This led to land use rezoning which was approved in May 2017. The focus is now on the streetscape design and construction, otherwise known as the “17th Avenue S.W Streetscape Master Plan (Crowchild Trail SW to 37 Street SW)”.

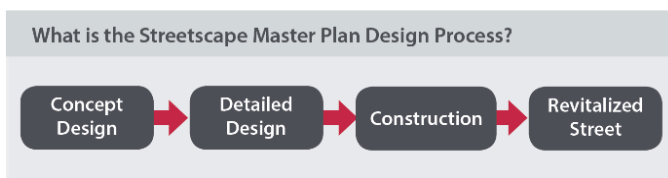
A streetscape is the area that spans between two building faces (or property lines) on either side of the road (Exhibit 2). This includes the road, sidewalks, boulevards and public / private spaces leading up to the building face. The streetscape includes all visual and functional elements of a street.

**Exhibit 2. Streetscape**



A Streetscape Master Plan focuses on improving the public realm by enhancing sidewalks, streetscapes, lighting, public furniture, crossings, and other elements of urban design. The Streetscape Master Plan will provide a blueprint to rebuild 17 Avenue S.W. The design process will involve concept design, detailed design, construction, and street revitalization (Exhibit 3).

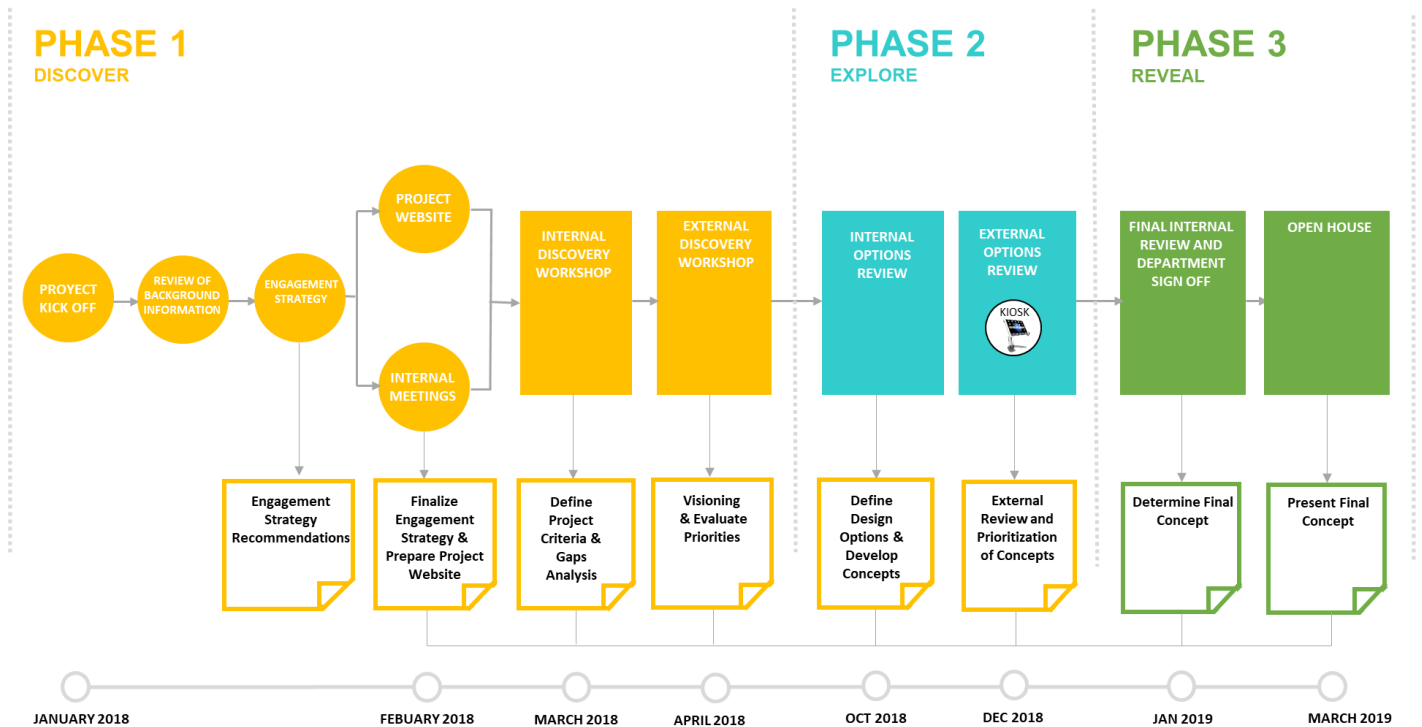
**Exhibit 3. Anticipated Process for the 17 Ave SW Streetscape Master Plan**



## Engagement Overview

This project was categorized into three phases: Discover, Explore and Reveal. During the “Discover Phase” opportunities and constraints are identified and the vision defined. The “Explore Phase” involves the development and review of concept plan options. The “Reveal” phase includes the reveal, review and approval of the final concept plan (Exhibit 4).

**Exhibit 4.** Overall engagement approach for the 17 Ave SW Streetscape Master Plan.



Each of these phases contain opportunities for public engagement. This report back focuses on the results of the “Discover Phase” only.

A number of engagement events were hosted in March 2018 as part of the Discover Phase. The purpose of these events were to inform stakeholders of the project, to collect feedback on the plan vision and to explore opportunities and constrains.

Public opportunity events included the following:

- Introductory meeting with area Community Associations – (March 6, 2018)
- Business-to-business visits and interviews – (March 16, 2018)
- Discovery Open House – (March 22, 2018)
- Discovery Open House (Businesses) – (March 25 & 26, 2018)
- Meetings with the Police Community Response Team, District 2 - (April 4, 2018 and May 2, 2018)



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- Project Web Page and Online Survey – (March 22 - April 17)

Reach-out methods included:

- Bold Signs
- Facebook Ads
- Flyer drop with businesses
- Notifications through the Community Associations

## What We Asked

### Use of the corridor

Overall, how do you use 17th Ave SW?

- I am a resident adjacent to the study area
- I use 17 Ave SW for my daily commute
- I visit the commercial establishments (shops, restaurants, etc.) frequently

### Local Character

What makes 17 Ave SW unique? Is there a particular place along the corridor that is important to the community (historical / social landmark or event?) If so, where and why?

### Likes & Dislikes

What do you like about the 17 Ave SW corridor (Crowchild Trail and 37 Street SW)? What aspects do you dislike?

### Streetscape Feature / “Design Driver” Prioritization

This exercise focused on the streetscape elements that drive the design process. The streetscape elements were categorized into themes and participants were asked to select their top priorities. Streetscape features included the following:

Local Identity	Trees and Vegetation	Sustainability	Connectivity	Pedestrian Comfort and Accessibility
Animated Public Spaces	Public Private Interface	Street Furniture	Public Art	Lighting
Smart Technology	Transportation	Transit		

\*A detailed explanation of each streetscape feature is explained in the [Summary of Input section](#).



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## Future Suggestions and Concerns

Although we didn't directly ask participants what they wanted or did not want to see on 17<sup>th</sup> Ave, comments received through the various engagement tools (ex. sticky notes, mapping, survey) expressed future suggestions and concerns for 17<sup>th</sup> Ave.

## Preferred Engagement Method

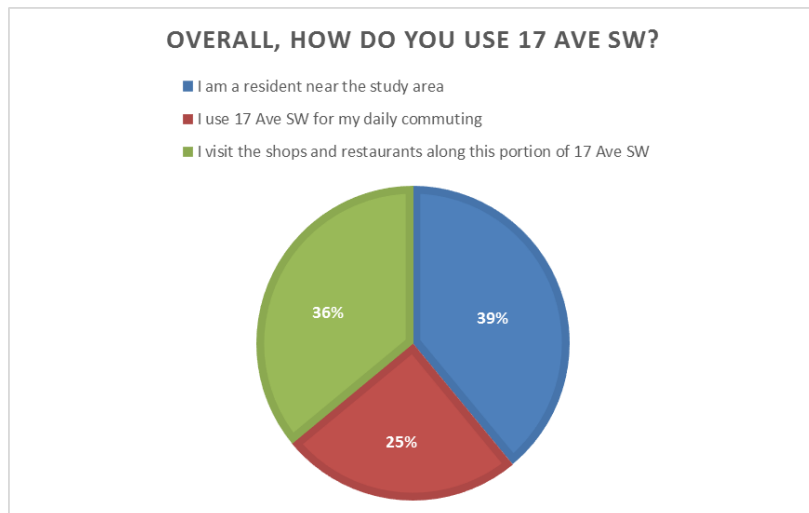
How would you like to be engaged on this project?

## What We Heard Summary

This section provides a brief summary of all the external engagement input received during the Discovery phase of the 17<sup>th</sup> Ave SW Streetscape Master Plan project. For a more detailed summary of the input that was provided, please see the [Summary of Input section](#). For a verbatim listing of all the input that was provided, please see the [Verbatim Responses section](#).

## Use of Corridor

The majority of the participants who filled out the open house & online survey recorded that they were residents in the project area with 39% of responses. 36% of participants recorded that they use the 17<sup>th</sup> Ave corridor for their daily commuting, and 25% recorded that they visit the shops and restaurants along 17<sup>th</sup> Ave frequently. The results were quite evenly spread between the three users and show that people use the corridor for multiple purposes. The purpose of this question was to show that participants may have different opinions and values depending on how they use the corridor.



## Local Identity

Local identity is seen as the features (physical / cultural / social) that give an overall feeling of identity and uniqueness to an area. Overall, people reported that there is a lack of local identity, historical/social



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landmarks and events. And a lack of consistency across the corridor. However a few key themes evolved from the input received that pointed towards traces of local identity. For example, the site area was considered to be a close-knit, diverse and aging community located along a major transportation route at the gateway to downtown. Furthermore people felt that the area was on the verge of transformation. Transforming from an aging, unsafe, and unattractive commuter route to a unique destination within Calgary.

## Likes and Dislikes

The purpose of the “likes and dislikes” question was to collect information on what the public thinks is working within the site area today. Overall there was a larger number of dislikes recorded than likes. However, the dislikes are important because they provide information on what should be changed. And therefore directly inform the streetscape design options.

Some of the likes included diversity of businesses / cultures / ages / incomes; local “mom and pop” shops, direct route and ease of commuting to downtown; businesses in walking distance and access to amenities; access to the mountains; good transit; uniqueness of the area; the adjacent residential communities and the potential to be great.

Dislikes largely revolved around the feeling of being unsafe and hostile to pedestrians; unattractive; aging buildings and roads; lack of maintenance and cleanliness; lack of public gathering places; lack of trees and vegetation; too much traffic; lack of parking; lack of appeal and vibrancy; poor pedestrian and bike connections; narrow sidewalks and roads; lack of amenities; poor wheel chair accessibility, poor lighting, and lack of street furniture.

## Streetscape Elements / Design Driver Prioritization

The top 6 streetscape features from the open house and online survey are as shown below.

TOP 6 PRIORITIES	
Topic	# of dots
Trees and Vegetation	57
Pedestrian Comfort & Accessibility	41
Public Private Interface	29
Connectivity	26
Lighting	25
Transportation	22





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\*Combines open house dots with priority 1 dots from online.

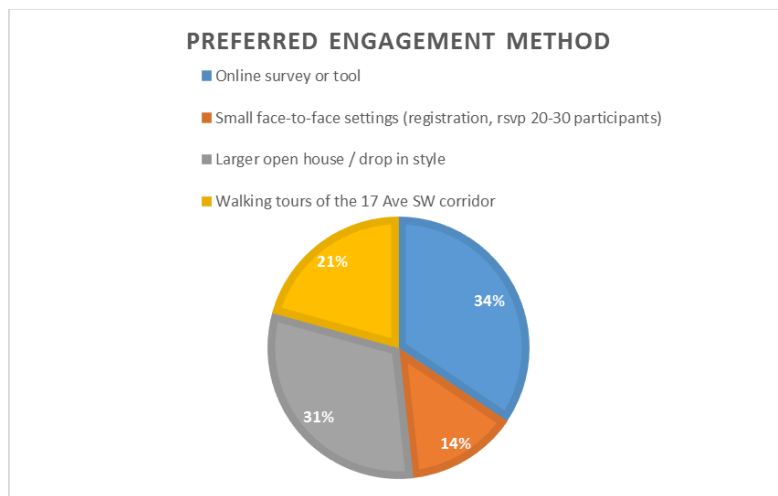
## Future Suggestions and Concerns

Suggestions for 17<sup>th</sup> Ave included recommendations to improve local identity through signage and public art; suggested locations and types of public nodes; improving the pedestrian realm with wider sidewalks, street furniture, trees, lighting, etc.; improving the pedestrian and bike connectivity; improving traffic flow; enhancing bus stops; parking solutions that don't impact traffic flow; moving unattractive overhead utilities underground to free up surface space; and improving safety through lighting, traffic calming, needle drops, and pedestrian crossings. Other suggestions revolved around the types of businesses and density appropriate for the vision of the area as a main street and transit oriented development.

Concerns largely revolved around increased traffic congestion, narrowing of traffic lanes, bike lanes and safety.

## Preferred Engagement Method

The preferred engagement method was through the use of online surveys and online tools. The second most preferred method was open houses. The third was walking tours and the last was through face-to-face smaller meetings.



- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

## Business Summary of Input

Overall, businesses were excited for the opportunity to improve 17th Ave and attract more people to their business. However there were a few concerns pertaining to safety, parking availability, snow removal and visibility of business signs.





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Safety and security was seen as a larger issue closer to the LRT/McDonalds/Tim Hortons. Business reported that since the McDonalds is open 24 hrs this creates places for homeless to hang out. Furthermore break-ins and crime seem to have increased with the introduction of the LRT.

## Police Summary of Input

The main concerns expressed by Police included safety and security within the “Westbrook Triangle”, which they referred to as including the Westbrook LRT Station, McDonalds, and Westbrook Mall. Key issues were related to homeless individuals having access to the LRT coming into the community from the downtown core during the daytime and remaining in the area until they are ready to go back. Police noted that having the McDonalds with a 24-hr open service, free Wi-Fi and recharging stations makes their work more difficult.

Police expressed initial concerns with potential 17th Ave Streetscape improvements. Such as having more public places where people could hang out with no attention or supervision. Police were keen on the use of Crime Prevention through Environmental Design (CPTED).

## Next Steps

The input provided in this report will be used by the project planning team to develop design options for 17<sup>th</sup> Ave. In fall of 2018 the City of Calgary will host the next round of engagement sessions under the “Explore Phase” of the project. This will involve the presentation of streetscape design options and the opportunity for feedback.





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## Summary of Input

This section contains a summary of the open house and online data combined.

### Local Identity

LOCAL CHARACTER	
Theme	Detailed explanation / example
Close Knit Community	Quaint community
Proximity to Downtown	
Diversity	Businesses, housing styles, cultures, ages, income, etc.
Mom and Pop / Local Community Establishments	Newcastle community pub, Maple Leaf corner store, Killarney recreation center, Spiros, Himalayan, Sauce, Coffee Cats, Jeanne's Pizza, Comic Book Store, the market on 17 by Crowchild
Major Transportation Connection	Link between downtown and western communities
Unique Identity	Feel of old Calgary, low height buildings.
Key Landmarks	The Westbrook LRT station, library, Killarney recreation center, and schools
Lack of Significant Landmarks or Events	Little landmarks and no community or social events
Aging Community	Aging buildings, roads, etc. that need upgrades
Military Base	Ties to the Military base / history
Changing	Undergoing lots of changes and redevelopment (Westbrook LRT station and infills)
No Cohesive Identity	A bi-polar street of the city that is not sure if it's urban, residential, or just a road for people to drive on.
Unsafe	Overall feeling of being unsafe

### Likes and Dislikes

LIKES	
Theme	Detailed explanation / example
Diversity	<ul style="list-style-type: none"> <li>• Diversity of quality independent / local businesses</li> <li>• Multicultural</li> <li>• Affordable living</li> <li>• Different ages</li> </ul>
Amenities	<ul style="list-style-type: none"> <li>• Good shops, schools, the restaurants</li> </ul>
Functional Businesses	<ul style="list-style-type: none"> <li>• Garages, car washes, and 7-11</li> </ul>
Access	<ul style="list-style-type: none"> <li>• Direct route to centre city</li> <li>• Proximity to mountains</li> <li>• Multiple access from side streets</li> <li>• Good access to local parks</li> <li>• Businesses in walking distance</li> <li>• Access to amenities</li> <li>• Good transit (LRT and buss)</li> <li>• Access to Westbrook Mall</li> </ul>
Traffic Flow	<ul style="list-style-type: none"> <li>• Ease of commute even during rush hour</li> </ul>



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	<ul style="list-style-type: none"> <li>• Current width of road (4 lanes)</li> <li>• No bike lanes</li> </ul>
Unique Style	<ul style="list-style-type: none"> <li>• Unique store fronts</li> <li>• Not cookie cutter</li> <li>• Quaint &amp; different from the busy lower 17th Ave</li> </ul>
Residential Interface	<ul style="list-style-type: none"> <li>• Adjacent residential communities</li> </ul>
Style of New Development	<ul style="list-style-type: none"> <li>• Corus building</li> <li>• New crosswalks with flashing lights</li> <li>• Open windows and patio at the Newcastle Pub</li> <li>• New sidewalk along the 1741 building (set back from the roadway by a grass median and trees)</li> </ul>
Urban Feel	<ul style="list-style-type: none"> <li>• People choose to live in this area for urban living</li> </ul>
Potential to be Great	<ul style="list-style-type: none"> <li>• Potential for new types of development</li> </ul>
Convenient	<ul style="list-style-type: none"> <li>• Shops on your way to and from work</li> </ul>
No Bike Lanes	<ul style="list-style-type: none"> <li>• Like bike lanes on side streets, but not on 17<sup>th</sup> Ave</li> </ul>

DISLIKES	
Theme	Detailed explanation / example
Hostile to Pedestrians	<ul style="list-style-type: none"> <li>• Narrow sidewalks</li> <li>• Lack of sidewalks (one side of road only)</li> <li>• Sidewalks too close to traffic / no buffer</li> <li>• Fast traffic</li> <li>• Too many front-of-building parking lots with cars turning in and out</li> <li>• No school zone near Alex Ferguson School</li> <li>• Not enough pedestrian crossings</li> <li>• Not enough street furniture</li> <li>• Poor lighting</li> <li>• Has a bad feel (dark &amp; scary)</li> <li>• Not very 'community' friendly</li> </ul>
Unsafe	<ul style="list-style-type: none"> <li>• Feeling of being unsafe, especially around the LRT station, Westbrook Mall, and McDonalds</li> <li>• The C-train has brought a transient population to the area (Tim Horton's on 37th street)</li> </ul>
Unattractive	<ul style="list-style-type: none"> <li>• Mismatched street lights</li> <li>• Unattractive overhead utility's / ugly wooden poles</li> <li>• Old rundown buildings</li> <li>• Aesthetics are very utilitarian (practical rather than attractive)</li> </ul>
Lack of Trees	<ul style="list-style-type: none"> <li>• Lack of trees in green spaces and streets</li> </ul>
Lack of Public Space	<ul style="list-style-type: none"> <li>• Not enough public gathering spaces</li> <li>• Lack of outdoor public space</li> <li>• Few patio restaurants and bars</li> <li>• No places for children</li> </ul>
Traffic Flow	<ul style="list-style-type: none"> <li>• Driving lanes are too narrow</li> <li>• Inconsistent street lighting</li> <li>• Too many stop lights and stop signs</li> <li>• Long traffic lights – hard to turn onto 17<sup>th</sup> from adjoining streets</li> </ul>

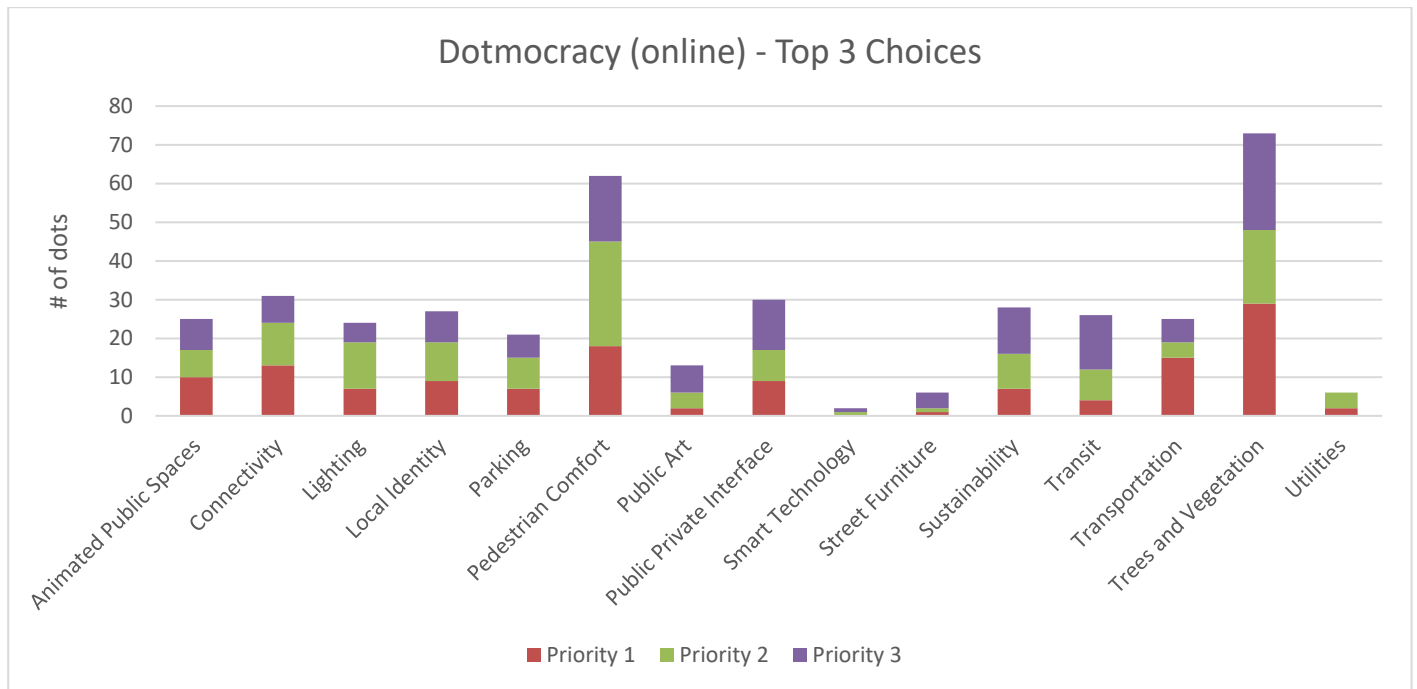
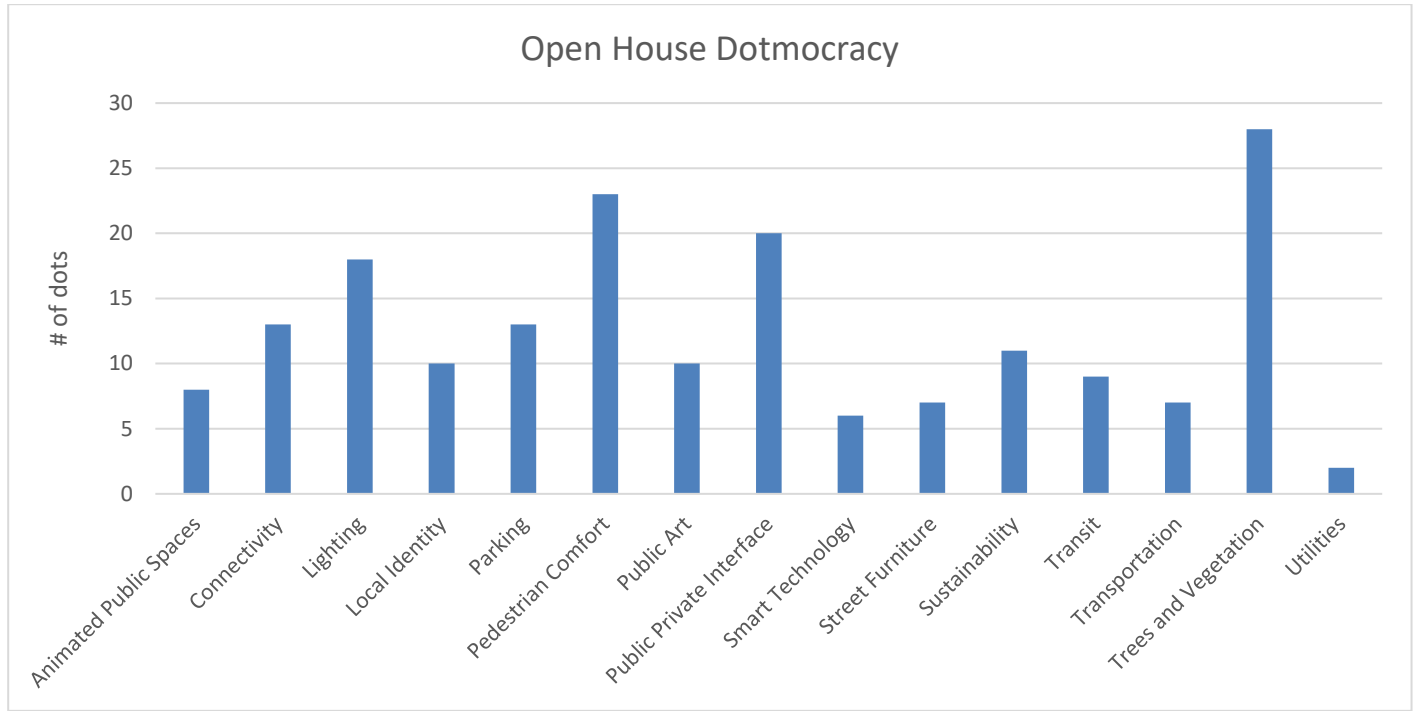


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	<ul style="list-style-type: none"> <li>Busses that stop in the traffic lanes slows traffic</li> </ul>
Parking	<ul style="list-style-type: none"> <li>No parking</li> </ul>
Aging Buildings and Infrastructure	<ul style="list-style-type: none"> <li>Building and infrastructure that need upgrades</li> </ul>
Poor Maintenance	<ul style="list-style-type: none"> <li>Lack of garbage cans and litter everywhere</li> <li>Aging buildings, roads and sidewalks that need maintenance</li> <li>Poorly maintained open spaces</li> <li>Cleanliness &amp; maintenance of business and residential properties</li> </ul>
Poor Use of Space	<ul style="list-style-type: none"> <li>Dead space by Westbrook LRT – potential for public space</li> </ul>
Unfinished Projects	<ul style="list-style-type: none"> <li>Lots of unfinished projects leftover from West LRT development. (ex. Regional bike path)</li> </ul>
Lack of Identity	<ul style="list-style-type: none"> <li>Barren / lacks identity / sterile</li> <li>Nothing ties this area together</li> </ul>
Not Vibrant	<ul style="list-style-type: none"> <li>Has no trend appeal to attract people</li> <li>Lack of attraction to pull people into this area or to make them stop when passing by – Not a destination</li> <li>Lack of street front pedestrian access</li> <li>Businesses don't get much foot traffic</li> </ul>
Accessibility	<ul style="list-style-type: none"> <li>Poor wheel chair accessibility</li> </ul>
Lack of Amenities	<ul style="list-style-type: none"> <li>Lack of restaurants, stores and shops</li> <li>Lack of fitness locations</li> <li>Lack of amenities to draw people in</li> </ul>
Pedestrian Connections	<ul style="list-style-type: none"> <li>Poor pedestrian connections (lack of sidewalks, Crowchild is a barrier, etc.)</li> <li>Poor walkability</li> </ul>
Bike Connections	<ul style="list-style-type: none"> <li>Poor bike connections from the bow river to Richmond road, to the 20 Street bikeway</li> </ul>
Impacts on Adjacent Residents	<ul style="list-style-type: none"> <li>Noise - Traffic is loud</li> <li>Light spillover into houses</li> </ul>

## Streetscape Elements / Design Driver Prioritization





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## Future Suggestions and Concerns

SUGGESTIONS	
Theme	Detailed explanation / example
Signage	<ul style="list-style-type: none"> <li>• Add a sign saying you are entering Killarney &amp; Shaganappi</li> <li>• Wayfinding signage - signage at 17th Ave and 24th should be improved, and connection to south bound Crowchild.</li> </ul>
Public Art	<ul style="list-style-type: none"> <li>• Add public art under the Crowchild Trail bridge and Heli-pad</li> <li>• Incorporate wall/mural art on some of the local buildings. Ex. Urban mural project.</li> <li>• Exhaust vents are so ugly. This has the potential to be redesigned into a modern functional art piece.</li> <li>• Street art and graffiti</li> <li>• Decorative lighting</li> </ul>
Aesthetics	<ul style="list-style-type: none"> <li>• Improve building design and street design – unattractive</li> <li>• Parking lots in front of strip malls are unappealing. Look at ways to visually improve.</li> </ul>
Public Spaces / Nodes	<ul style="list-style-type: none"> <li>• More public / private spaces</li> <li>• Farmers market, skate park, etc.</li> <li>• Westbrook LRT station is a good location for mixed use, public plaza / node, and public art</li> <li>• Need restaurants or bars with patios</li> <li>• Temporary flowers / gardens in vacant lots</li> <li>• Allow sidewalk patio's for businesses</li> </ul>
Parks	<ul style="list-style-type: none"> <li>• Maximize number of parks</li> <li>• Make dog friendly</li> <li>• Could use front of military museum as a public park</li> </ul>
Pedestrian Realm Improvements	<ul style="list-style-type: none"> <li>• Sidewalks:               <ul style="list-style-type: none"> <li>○ Wider sidewalks</li> <li>○ Sidewalks on both sides of the street</li> <li>○ Ramps from sidewalks to road are too steep – 24<sup>th</sup> Street to Crowchild Trail</li> </ul> </li> <li>• Bus Stops:               <ul style="list-style-type: none"> <li>○ Better space for bus stops</li> </ul> </li> <li>• Pedestrian signals               <ul style="list-style-type: none"> <li>○ Automatic pedestrian signals</li> </ul> </li> <li>• Integrate the museum into community i.e. better pedestrian interface. Create friendly / inviting entrance, remove barbed wire fencing</li> <li>• Improve safety especially on Crowchild Bridge</li> <li>• Walking space and buffers away from the splash zone</li> <li>• More street front / walkable shopping</li> <li>• Add lighting</li> <li>• Street furniture</li> <li>• Building Scale – Commercial buildings more than 2 stories high. Otherwise the area seems like a big strip mall.</li> </ul>
Maintenance	<ul style="list-style-type: none"> <li>• Need better winter maintenance / snow removal on sidewalks</li> <li>• Garbage cans – lots of litter currently</li> </ul>
Trees and Vegetation	<ul style="list-style-type: none"> <li>• More Trees</li> </ul>





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Bike Connectivity	<ul style="list-style-type: none"> <li>• Need better bicycle (N-S) infrastructure connecting to Glenmore Reservoir pathways</li> <li>• Want bike lane on 17<sup>th</sup> Ave or parallel to with better connection to 12th Ave and across Bow Trail</li> <li>• Don't want bike lanes on 17<sup>th</sup> Ave</li> <li>• Bike lanes from 37th Street to Crowchild Trail</li> <li>• Improve bike path connection from the south to the Bow River (24 street connection)</li> <li>• Extend bike lanes all the way to Scarboro</li> <li>• 26<sup>th</sup> street needs a bike path connection to Currie and into MRU</li> <li>• Bike lanes between Richmond Rd and 24 St (at the very least)</li> <li>• Improve safety crossing 25a</li> </ul>
Pedestrian Connectivity	<ul style="list-style-type: none"> <li>• More pedestrian crossings / overpass</li> <li>• Automatic pedestrian signals</li> <li>• Improve pedestrian connections to the river</li> <li>• Extend major sidewalks through to LRT station on 26th Street</li> <li>• Sidewalks both sides of the Crowchild Trail bridge</li> <li>• Improved pedestrian connection to Westbrook Mall</li> <li>• Need better connections / access to the recreation centre (Cross-walk at 29<sup>th</sup> Street)</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>• Keep Traffic Moving:             <ul style="list-style-type: none"> <li>○ 17th Ave needs to move traffic. Left turn lanes are needed. Traffic calming is not a good idea.</li> <li>○ 26<sup>th</sup> Street and 17<sup>th</sup> Ave - Add turn arrows at lights, add dedicated left turns North bound and south bound, use flashing red on non-peak hours</li> </ul> </li> <li>• Traffic Calming:             <ul style="list-style-type: none"> <li>○ Cross-tough traffic at 60Km/h requires traffic calming</li> <li>○ Traffic circle recommended at 37<sup>th</sup> street and 17<sup>th</sup> Ave - Great spot as a landmark to direct visitors to Richmond road (Marda loop, Tsuu T'Ina, downtown, etc)</li> </ul> </li> <li>• No Change:             <ul style="list-style-type: none"> <li>○ Keep roads as is. Needed for community access to City</li> </ul> </li> <li>• Add turn lane on east place Blvd.</li> <li>• Need traffic light at suffolk Street and 17<sup>th</sup> Ave SW</li> <li>• Add bike lanes and make street single lane each way with lane reversal during rush hours</li> <li>• Don't add bike lanes – not enough space</li> <li>• Not safe for vehicle entering alleyways</li> </ul>
Transit	<ul style="list-style-type: none"> <li>• No need for a buss lane</li> <li>• Need a permanent transit stop at Crowchild Trail and 17 Ave</li> <li>• Regulate C-train users</li> <li>• Increase feeder bus frequency to station to reduce LRT related parking</li> <li>• Secure lock up for bikes</li> <li>• Want a transit friendly walkable space</li> <li>• All bus stops should have sidewalks - The bus stop at 24 St and 17th Ave doesn't have a sidewalk</li> <li>• Decrease the number of bus stops and make each bus stop nicer</li> </ul>



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	<ul style="list-style-type: none"> <li>• Move the bus top at Richmond Road and 17 Ave either to the east corner or provide a layby so that the bus is out of the way for right hand turns</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• Allow free parking</li> <li>• Allow partial parking:             <ul style="list-style-type: none"> <li>○ 2 hour parking to discourage LRT parkers</li> <li>○ Allow off peak parking / on-street signed parking.</li> <li>○ Consider allowing parking on one-side of the street outside of rush hour similar to downtown 17th Ave. This will provide a buffer for pedestrians.</li> <li>○ Reduce mid-day traffic to two lanes (one each way) - with day parking on street</li> <li>○ Provide parking for transit users</li> <li>○ Add parking lane on east place Blvd.</li> </ul> </li> <li>• Do not allow parking:             <ul style="list-style-type: none"> <li>○ No LRT parking (or surface parking of any kind). Supposed to be transit-oriented development</li> <li>○ Do not add parking here to destroy the commute, make the pedestrian areas safer and efficient.</li> <li>○ Allow soccer dome as an interim use but dramatically decrease parking &amp; discourage "Park and Ride"</li> </ul> </li> <li>• Keep the main street free of parking and allocate public parking underground behind the main street. This will keep traffic flowing and allow for parking.</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>• Hide all the powerlines</li> <li>• Underground utilities</li> <li>• Check all the underground services for condition &amp; capacity before beginning construction</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• More police presence</li> <li>• Lighting</li> <li>• Safer pedestrian crossings</li> <li>• Traffic calming</li> <li>• Should put in a needle drop box. There are used needles in the park</li> <li>• Good neighbourhood bylaw should apply to commercial businesses</li> </ul>
Smart Technology	<ul style="list-style-type: none"> <li>• Smart technology to allow smooth traffic flow</li> </ul>
Types of Businesses	<ul style="list-style-type: none"> <li>• Less fast food places</li> <li>• More independent businesses</li> <li>• More variety of family style restaurants for larger span of age demographics (incorporate ALL community residents)</li> <li>• Develop &amp; introduce open air mall (coffee shops, ice cream shops, whole foods)</li> </ul>
Density	<ul style="list-style-type: none"> <li>• Need some density to attract restaurants, cafe's, etc.</li> </ul>
Main Street Boundary	<ul style="list-style-type: none"> <li>• Continue main street down to 45 to create a hub there. Go to Sarcee for a consistent local on 17th Ave.</li> </ul>
Main Street Vision	<ul style="list-style-type: none"> <li>• Attract development that fits the main street vision.</li> <li>• Opportunity for affordable housing &amp; mixed use</li> </ul>
TOD Integration	<ul style="list-style-type: none"> <li>• Better integration into the TOD</li> </ul>



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Vibrancy	<ul style="list-style-type: none"> <li>• Many young families moving to the area that crave a vibrant urban feel</li> <li>• Improve store fronts and vibrancy</li> </ul>
17 <sup>th</sup> Ave and 37 <sup>th</sup> Street	<ul style="list-style-type: none"> <li>• 17<sup>th</sup> Ave and 37<sup>th</sup> Street is an important intersection</li> </ul>

CONCERNS	
Theme	Detailed explanation / example
Traffic Congestion	<ul style="list-style-type: none"> <li>• Narrowing of traffic lanes</li> <li>• Losing traffic lanes</li> <li>• Increased congestion</li> </ul>
Increased Traffic	<ul style="list-style-type: none"> <li>• When the ring road is complete 17th Ave and Bow will have increased traffic reducing major arterials - not helpful</li> </ul>
Parking	<ul style="list-style-type: none"> <li>• LRT parking (needed but not wanted by all)</li> <li>• Concerns with parking lot / soccer dome near LRT station</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Concerns with safety at LRT station</li> </ul>
Bike Lanes	<ul style="list-style-type: none"> <li>• No room for bike lanes on 17<sup>th</sup> Ave – space is important for drivers and snow storage</li> </ul>



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## Verbatim Comments

Verbatim comments include all written input that was received through both the online engagement and public open house.

The verbatim comments have not been edited for spelling, grammar or punctuation. Language deemed offensive or personally identifying information has been removed and replaced with either (offensive language removed) or (name removed).

### Overall, how do you use 17th Ave SW?

- I commute to work by bike 12 months a year. Do not put bike lanes on 17 Ave or 37 Street. Bikes are better on the side streets! This area is largely a grid and bikes can travel easily and safely and directly on the side streets
- More independent stores - coffee shops, deli's, bakery, flower shops
- I don't use commercial establishment because of lack of parking
- I live in a close-by neighbour hood. My daughter is a resident in the study area and I am in that area daily - driving, shopping, etc.
- I own rental property in the study area, on 17 ave.
- Drive through on occasion
- I own a business along 17 Ave SW
- I avoid it as much as possible.

### (Local Character) - What makes 17 Ave SW unique? Is there a particular place along the corridor that is important to the community (historical / social landmark or event?) If so, where and why?

- History with the Navy Base; and the closeness of the residential area without being dominated by commercial enterprises.
- The naval base is unique in that it is on land.
- The area has some amazing restaurants and it's proximity to downtown and other parts of the city are ideal. There are some very good, well rooted communities surrounding 17th ave, most with a lot of development occurring with them. There is and will be a high demand for higher end grocery and shops along the corridor. Let's make this part of 17th ave a place which will attract people from all other the city, fostering a most pleasant and prosperous area.
- Some of the best restaurants in the city are on this street, such as the Himalayan.
- Some mom and pop shops.
- Please keep a mix of businesses, high and low.
- Love the 17th and 24th corner (Casel) where you can dine, buy wine and great French food within walking distance.
- Need more density near westboro c-train station.
- I can't think of any architecture or public place in this part of 17 Ave that is both unique and worth keeping.



- Corner of 33 & 17th - the new sidewalk environment on the NE corner (once you get there down 33rd :( )
- 37 & 17 Lora of good food and drink places.
- Train station is convenient.
- The corner of Spiros/Sauce.
- Killarney/Glengarry is a very old community that has pride in most of its areas. I honestly cannot think of an important landmark in the community or an event, though maybe they should have one, like a community farmer's market or summer/ fall festival.
- It is unique due to the LRT station and the library being there mostly. This is good and bad; offering both great resources and access to downtown but also increasing suspect (criminal?) activity.
- Not really, there's a great opportunity at westbrook station though.
- Newcastle pub. would be nice if the killarney community center had more of a refined park. it is nice but not really a hang out spot or much going on.
- There is a lot of re-development and densification in the area. Multi-use buildings (commercial & residential) is the way to go for this area. Right now it does not feel safe or enjoyable to walk or cycle in the area, therefore, I don't go to the shops/stores as often in the area. Also looking forward to a revamped Westbrook mall. The avenue is quite ugly.
- Nope.
- It is uptown and away from downtown. It is easily accessible by the surrounding communities. The library is lovely and the surrounding area is up and coming with new housing developments and new residential dwellings.
- Donegals holds lots of memories.
- Old Shaganappi ski hill. Building high density housing. Hopefully the area around there will be developed to suit the community. le cafes, bakeries, benches, trees and landscaping. Grecos restaurant.
- Not sure about historical or social landmarks, but the Himalayan is an amazing restaurant!
- Wouldn't agree that it is unique.
- We have a real opportunity with the land near Westbrook LRT to make some statement piece here, adding a gathering spot for the community.
- Alexander Ferguson School - should have a child friendly feel all around it
- Old Ernest Manning high school, was here. I spent a lot of time in local shops and eating venues in this area when I attended, and continue to do so.
- No building higher than 3-4 levels and renovation/rebuilt of commercials spaces will preserve the identity.
- The closeness to C-train, and the colorful Chorus building.
- I don't know.
- The little gas station.
- We like local community establishments as it adds character to the Street such as Kensington area, Queen Street W Toronto, mont - Royal area in Montreal - Spiros on 17 Ave. LRT is great. However not much else and that's what is missing - character. A soccer dome will not help.
- I do not think there are any significant landmarks or events in this area. My experience is that this portion of 17th appears to mainly serve as a connector



between Downtime and communities further west.

- LRT connectivity with communities to north and south of 17th, access to recreation (Killarney pool), new restaurants/cafe's springing up.
- I am not aware of any pedestrian access from the corner of 17th ave and 37th street to Westbrook Shopping Centre (wallmart) and the access from 17th & 37th to the WestBrook Train Station is far too indirect. Walking across the undeveloped lot to the shopping center or to the train station feels unsafe. Safety is necessary for the vulnerable populations (homeless, immigrants) that use the resource center (Closer to Home Community Services) and macdonalds on that block.
- Killarney Rec centre and field.
- Diversity. In a short stretch you have French, English, SE Asian, Greek, Italian. Facade of the convenience store at 26st is nice, but the site is underutilized.
- Spiros.
- It should almost be an extension of 17ave from downtown. If there is a very nice plaza (with a unique statue or fountain) for citizens too meet up and enjoy a walk all the way to stampede station, it would be a tourism worthy signature in Calgary. With the space available, it can become another place to hold cultural events in the future.
- Big hill.
- Spiro's pizza! That place is amazing.
- The Killarney pool/recreation centre is very important to the community. It is great having a library nearby, and accessible transit. The restaurants in the area give the community character.
- Eclectic businesses and Killarney pool.
- It isn't very appealing right now, given the large stretch of undeveloped land in the field as you approach the Westbrook train station. Could you please put an outdoor hockey rink here? I believe it would be a very cost effective means of bringing the community together.  
Please don't put up anymore Public Art, the city has done a terrible job of this and I would honestly just rather you plant trees and enhance the lighting in the area. Once again, please no public art, it's horrific.
- I think direct urban access that is offered to the surrounding neighborhoods makes it unique. I think the area which houses Calgary's First and Only Subway station stands to offer a lot of updated shops and housing to the area. It is not meant to be a private parking lot and the city should utilize its investment in the underground station by creating an opportunity for shopping like Marda Loop's Garrison center.
- There are no big box stores (Aside from those in Westbrook mall).
- Ctrain parking because everyone is parking on my front Street.
- There are no real historical places left. Anything that was here has moved away in the year. The Heritage Deli is a nice store on 37th Street. I feel that a Plaza in the LRT open lot would be a nice amenity that could attract community events to create more culture in this area. I also find the sidewalks extremely narrow. The majority of the amenities are so specialized that one would need a specific reason to travel to the area, as it's



definitely not a spot to hang out. Parking is lacking.

- The new library sets the stage for this area.
- Spiros.
- It's the hidden gems like heritage bakery and sauce that make this place great.
- Nothing is historical here except the pool. And restaurants - himalayan, beirut bakery, bow bulgogi, emart, the ukrainian delicatessen, chili club. The ethnic diversity is great and should be highlighted with the same weight as ie: Kensington.
- Can't think of anything.
- Nothing that comes to mind.
- Good mix of old, traditional businesses/restaurants and newer locations. Access to transit is important. Spiros is a main fixture. Corus Radio located here community improves the community presence.
- Westbrook LRT station, Killarney pool.
- Spiros pizza is a lovely and unique landmark. And Pho Huong Viet is a local gem.
- I'm new to the area but it seems like Spiros is a cool landmark - with tasty pizza. Coffee Cats and Jeanne's Pizza are fun little shops too.
- It's boring.
- Between 33rd and 37th street there are a handful of great restaurants and a shops. Lots of potential there.
- Nothing historically relevant, could use a modern overhaul.
- The pool is important to the community, next time you give it a "renovation" make sure its more than just a coat of paint, the comic book store is nice to see still standing would be a shame if you guys

ruined that. How are yall going to build a soccer stadium here if you cant fix the done first?

- Lots in the area.
- Variety.
- History - it was a trail to Indigenous communities since late 1800's. Please memorialize that!
- Newcastle: Not the best business at \_\_\_\_\_ pub feel. Other than that mostly just business like tire shops. Lots of rundown buildings.
- My favorite buildings are the Maple Leaf corner store and Newcastle Pub. They don't make corner stores like Maple Leaf any more and most of the others in the city have long since been torn down. I just like the Newcastle for its simple English-style design and interaction with the sidewalk (open windows in summer, sidewalk entry).
- The military on 24th & 17<sup>th</sup>
- Swimming pool. A few ethnic stores (Middle Eastern & Korean)
- I like that there are currently a mix of housing styles and a diverse population in the area. There are even a few places that embody good mixed use - e.g. Casel Marche / J Webb Wine building.
- Nothing except Spiro's and Souse (on 33 and 17 Ave SW)
- Greek gas station, Himalayan, Chili Club, drum store.
- The pubs! Bike and walking could be better. Its noisy now with all the traffic from the west.
- LRT changed everything - lost high school. Spiro's corner - 33 St & 17 Ave been there forever. Killarney Pool - good gathering place.





- Diverse - pole dancing studio.
- Sense of community - from moving traffic to death.
- Close knit community, seen a lot of changes.
- Lots of change.
- Amazing local restaurants & business.
- Multi-cultural.
- Big changes due to station, lost a school.
- 17th Ave needs a major rework if high quality commercial is going to happen.
- Trees, sidewalks widening, safer crossing, slow down traffic.
- Rock and roll drum shop - school of rock.
- Unique blend of mixed use - with new upscale restaurants & opportunities.
- Unique shops, close to downtown, huge demographic mix.
- Pool.
- Helipad not required anymore?
- Intergrade the military more - too hidden.
- More sketchy / unsafe at McDonalds because of train.

**(Likes & Dislikes) - What do you like about the 17 Ave SW corridor (Crowchild Trail and 37 Street SW)? What aspects do you dislike?**

Likes

- The small businesses along the corridor; and the Navy base.
- The more residential interface.
- I like the Corus Building with shops below. I think there needs to be a lot more places like that.
- Prime location for access to local parks, as well as some midrise development to guarantee life in the area.
- Urban feel, restaurants, character shops.
- That mainly they are small building, places we can walk to.
- Access to businesses and restaurants in my neighbourhood. Mix of businesses - I like that there are garages, and car washes, and 7-11 amongst trendier things. When a street only becomes about trendy shops/cafes you lose functionality to residents.
- Older community on the verge of a renaissance! (I have lived here all my life!
- Gets me from A to B; connects to Crowchild both directions (as compared to Bow Trail which doesn't).
- I like the new crosswalks with flashing lights installed over the past few years. I like the open windows and patio at the Newcastle Pub. I like the new sidewalk along the 1741 building, set back from the roadway by a grass median and trees.
- The businesses.
- Services / restaurants in the area - enough to offer choice but not so many that they dominate.
- Pedestrian crossings, train station at 45th street.
- Width of road.
- Accessibility to downtown and good food.
- It's got it's own feel and not cookie cutter!
- This is my neighbourhood and it has a lot of diverse amenities in the area (culturally diverse), a welcoming area, access to the mountains, close to Edworthy park.
- The variety of retail stores.



- Lots of food options.
- It's kind of quaint up from busy lower 17th ave.
- Traffic during non rush hour times is very manageable. not many lights to slow you down no matter where you are going. quick access to bow trail, crown child.
- Ease of location to downtown.
- Easy to navigate in a car. Easy to get downtown and not too much traffic.
- GOOD DRIVING ACCESS FOR COMMUTE TO DOWNTOWN
- Great businesses for communities to access and enjoy, relatively easy access and good traffic flow, including transit
- There are a lot of great restaurants on the strip.
- Quick access to downtown
- It is close to my neighbourhood of Signal Hill
- Chorus building with sauce restaurant- modern and interesting
- I use and enjoy the Nichols family library.
- We are starting to clean the area up with new residential houses/condos, and as well have started to attract some trendy restaurants/meeting areas.
- The newer buildings
- Accessible and access to a lot of amenities
- I like the fact that it is 4 lanes
- Quick road to restaurant and shopping area
- I like the availability of restaurants and shops and the ease of access to Westbrook and Shaganappi Point stations
- 17th ave needs to move traffic- left turn lanes are needed. Traffic calming is not a good idea.
- Mix of retail and residential
- I like the established businesses that I frequent in the area. The variety and the owners are so great.
- the mixed use building that are there and the small businesses
- Local/small business offerings
- The shops, the schools, the restaurants
- The restaurants like Spiros Pizza and Sauce.
- The colorful Chorus building that brings vibrancy to the area.
- The mixed residential - single family and multi-unit buildings - plus the local businesses make it dynamic. Close to DT, good transit access, somewhat walkable
- Currently not much.
- Close to home, some great businesses
- No bike lanes on 17th Ave, like the new Chorus building for retail, like the Second Cup, like Walmart and Safeway but lack of safety measures, like new library on 33rd, limited condo buildings, parking is not bad.
- It is a convenient pathway for me to travel between home and downtown. It also houses a ton of great businesses
- I love the various restaurant and bar options! Access to transit is also very good with the #2 bus and c train close by.
- Some density attracting restaurants, cafe's, etc.
- It's part of my commute
- Great mix of unique small shops, restaurants, park space and residential.
- Restaurants and store options.
- Great local businesses. Very accessible with train station.
- Restaurants and transit
- Close to the Irt! Still along 17th Ave and still stuff to do also a very central area!



- Lots of restaurants, reasonably pedestrian-friendly, recreational facilities. New buildings are adding vibrancy to the area.
  - I use it as part of my commute (mainly by car, but occasionally on a bike), and I frequent several restaurants in the area.
  - Traffic flow to downtown
  - It's the hub of the SW. Great access to downtown and the mountains and in between great communities.
  - I regularly use the area for jogging, going to restaurants and shops
  - I like the businesses that are run along that corridor.
  - It has not been destroyed by adding bike lanes and trees
  - Smaller independent businesses.
  - It's an important transportation artery that I use to get around inner-Calgary.
  - Not too busy of an area, but supports the local area well.
  - Some great restaurants
  - Not a whole lot, the area does not feel safe to walk in, it is not pleasant to look at, and it is boring. The only thing that is nice is the new building between 33 and 32nd st.
  - Lots of amenities
  - Easy to get through to connecting streets.
  - Currently nothing - it is a hodgepodge of residential (homes, apartments, gas stations, convenience stores, strip malls).
  - I enjoy that it's a centralized location - many roads, communities, buses, trains, shop, etc.
  - Very little. I do not feel safe there.
  - So many young families moving to the area and we crave a vibrant urban feel.
- There is too much potential to make the area cool, kid-friendly and funky.
- Unique identity and the feel of old Calgary
  - Shops
  - I like the variety of shops. I also appreciate you can still turn into the community from many streets.
  - restaurants
  - Love the interesting and accessible businesses on the street (Sauce, Himalayan, etc.)
  - Currently we enjoy the variety of services available in this area
  - I like that I can walk to everything that I need, shops, restaurants, medical, the park, even church.
  - It has a number of convenient shops, services and restaurants. I like having an LRT station and library nearby.
  - Nothing
  - It's a great alternate route when Bow Tr is busy. Other than that it's a pretty run-down area
  - I like the communities that attach to it. Also like the area around 33 St which has the new Scotiabank and Corus building
  - Newer buildings are improving the look of the area
  - Variety of businesses
  - Good local shops and restaurants - no chain stores
  - Easy access to downtown and other areas, affordable living
  - Lots of interesting restaurants. Feels like it's on the cusp of being up-and-coming. Good access to transit via C-Train. Great access to downtown
  - I like the mixed use of businesses and homes. The businesses there are unique.



- Cars are still allowed to use the road rather than creating more bike lanes or limiting driving ability.
- It is well lit and becoming more modern/happening
- It is nearby to major intersections, slower bustling area than East of Crowchild Trail on 17th Ave. Very convenient location
- Newcastle Pub, School of Rock, Comic Book Store, the market on 17 by Crowchild
- I like that it leads to key places in my neighbourhood. I like that there are some pedestrian crosswalks. I like that there is a sidewalk the whole way.
- Nothing in particular.
- There are a few good restaurants, pubs and cafes.
- Access to red mile
- I like westbrook mall, but need some work and updating
- It was good flow
- Lots of restaurants/businesses/close to downtown.
- Variety of shops
- Love it! Thank you for the conversation. I love the trees, flowers, bike lanes, street friendly, designed for pedestrians.
- Like places like New Castle that bring some character to the street
- I like the low buildings - houses, businesses, etc. Not a lot of concrete high rises
- It's direct. Traffic moves well overall.
- Trees, wider sidewalks, mixed use spaces!!!
- It is a great connector to downtown 17th Ave SW
- It has great potential. Long span of roadway encompassing variety of residential and commercial
- I like the potential that this space has to become a more walkable, inviting to pedestrians and who like to work, shop, play in the area
- Multi-culturalness, small independent businesses. Great places to eat
- Bank, shops are within walking distance. Pubs, restaurants, drug store, Safeway, "Wallyworld"
- Good transportation, Spiro's corner, Sauce
- Close to downtown.
- I like the idea of increasing density and mixed use.
- Restaurants - nice to walk to them, variety.
- Traffic flow - (ease of commute)
- Amazing places to eat: chili club, Himalayan, Greek gas station, little Lebanon, small independent
- Traffic moves well out of core and good Crowchild connection
- Like direct route to centre & specialty restaurants
- Close by to W
- It has so much potential to be great
- Best concentration of quality restaurants in the City (between 37th & 26th)
- Quirky Businesses: comic store, drummer shop, barbers
- Unique storefront



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## Dislikes

- Aggressive Street people at the LRT area
- Wasted space by the new CTrain station at Westbrook.
- The speeds and traffic congestion
- We need more development of old run down places. We need a better grocery store along 17th ave. Westbrook mall needs a serious revamp and some mitigation's need to be taken to reduce crime in the area. There is potential for some great development.
- Little amenities/restaurants/entertainment and those that exist come in the form of pedestrian-unfriendly strip malls. Many undeveloped, tree-less fields around the area as well.
- Small sidewalks, bad lighting,
- The amount of traffic that comes through ,
- Becoming so busy, the traffic measures (left turn signals), crosswalks for crossing the road, haven't kept up.
- Not enough parking for the businesses, Not enough green - trees etc. Older buildings that need to be renewed.
- With poor snow removal, the lanes sometimes feel as though they are not wide enough, particularly when a big truck or bus is next to you.
- no bike lane. vehicular traffic too fast and too much. hard to cross. not enough quality retail frontage. need a better way to bike from the bow river to richmond road connect to the 20 st bikeway
- 17 Ave is hostile to anything except cars. Walking along it is noisy and dusty. Crossing it (even at marked crosswalks) is often scary. Biking along it feels like a near-death experience most hours of the day.
- Dingy and outdated, very utilitarian. It's not very pedestrian friendly.
- The large number of homeless drunks and drug addicts wandering out of the Westbrook LRT station and up and down 17th ave panhandling and drinking. very unsafe area.
- fast noisy traffic
- Area around 37th/Westbrook mall has become very unappealing since the highschool was removed. Area is in bad shape and attracts negative businesses (payday loans, etc). Areas cleared for LRT construction need trees planted
- Unfriendly to pedestrians, not many destinations
- Construction seems to not be coordinated
- Numbers of signs along the street
- Area looks very ghetto and feels unsafe.
- turnign onto Crowchild corridor where there is the condo building, tough to park around there.
- Connectivity, lack of vegetation, it looks grubby/worn down, needs more inner city accommodations, needs to be more pedestrian friendly, needs to be more vibrant, some roads need fixing/updating, more community initiatives
- It is 'sketchy' sometimes. I would be afraid to walk there at night. (I am a 63 year old female.)
- Not enough pedestrian crossings - crossing at 33rd and 17th is unsafe as drivers making turns do not come to complete stops before turning - those turning left often do so when its unsafe



- not very walkable, would love to see more store fronts along the street
- Parts of it look really messy and dumpy, needs to be cleaned up
- would be nice to have restaurants or bars with patios. the outside streets aren't very welcoming. dirty, fast moving traffic, noisy.
- it is not pedestrian friendly. it is ugly and not a nice place to spend an afternoon strolling around visiting businesses in the area. Needs improvements to make it a vibrant area - drawing in people and businesses. Has zero trend appeal.
- BUSES STOPPING IN THE TRAFFIC LANES SLOWING DOWN TRAFFIC;
- Small sidewalks and overhead power lines
- it looks dated, there is no cohesive identity, and some businesses do not integrate with the community anymore.
- it's ugly and not very 'community' friendly - not great to walk through.
- It becomes congested during rushhour, and it's not walk or bike friendly.
- Not very inviting; not much retail of interest
- Not vibrant or neighbourhood friendly. Would be great to be like a Marda Koop or Kensington etc
- Litter, unwalkable, giant ugly field of neglect, drug addicts, traffic.
- Should be a wide boulevard with multiple uses.
- The C-train has brought a transient population to the area (Tim Horton's on 37th street). It is beginning to look rundown in some areas. Crime seems to be increasing in the area.
- The newer buildings make the street look shabby. But the older buildings are very fun and down and dirty.
- Flow of traffic at intersections.
- The area is undeveloped and an eyesore. Westbrook area needs a clean up and development. There is that empty land which attracts garbage and sketchy people. It is dark and gross. It has the potential for awesome development such as a new shopping centre
- The thought of losing a lane of traffic for a bike lane and a transit only lane
- Dangerous sidewalks, too narrow and too close to traffic.
- The road seems unable to decide whether to be a commuter route or an aesthetically pleasing, pedestrian friendly neighbourhood. There are limited opportunities to cross 17th Ave through fast-moving car traffic, and the aesthetics are very utilitarian.
- Driving lanes are far too narrow; pedestrians cross at will.
- It's a busy road with sidewalks so close to fast traffic. When I travel with my kids I don't feel safe with them on bike or foot.
- it is not pedestrian friendly
- Run down buildings, lack of parking
- It is ugly. The unfinished LRT entrance. The dangerous pedestrian crosswalks
- No C-train parking.
- Old unattractive commercial spaces
- Add more buildings with character and new residential developments.
- It could be more walkable. Needs more trees and vegetation. More opportunity street level stores and shops. Bike paths maybe?
- Mismatched street lights, ugly wooden poles, dumpy buildings.
- Ugly small buildings, run down looking empty lot at 37th street, little parking





- There is no parallel parking. This would slow traffic.
- Lack of restaurants, upscale / nice community shops, lack of security/public safety measures at Westbrook Station, lack of Kensington/Misson/Marda Loop/East Village style development, lack of spin, barre fitness locations, lack of brunch spots etc
- Walkability is very poor. I live on 16th and 26st SW and am not encouraged to walk anywhere along 17th.
- At night (1am-5am) the streets do not feel very safe. There are many homeless people that hang out in apartment lobbies and McDonalds.
- Homelessness and drunkards constantly loitering about. They've never caused me any issues, but their presence is indicative that we should seek to help reduce their presence in the area by helping them.
- It has become a haven for homeless and honestly is somewhat scary around Westbrook mall with the riffraff coming off the LRT. Not sure how to fix this but there seems to be much more crime in this area in the last few years. Clean it up and make it safe
- Not as walkable as it could be. Traffic lanes are too narrow for safe driving proximity to pedestrians.
- too many stop lights and stop signs
- The empty space near Westbrook Train station it is unsightly.
- 17th ave is not a pleasant street to walk on. Too much traffic noise, not enough fellow pedestrians. Increasing commercial density would improve this.
- Aesthetically unappealing. Heavy traffic and pedestrian use from C-train causes backups and is unsafe.
- The numerous low density strip malls with large parking pads. Narrow pedestrian side walk with frequent speeding traffic. Lack of gathering place. Inconsistent street lighting.
- too congested; a bit run down
- How the whole green space at the lrt is dirt and mud and it's been like that for a while throw some trees and grass in..
- Petty crime, many old buildings that look run-down (particularly commercial buildings),
- It's ugly, dingy, and parking is difficult.
- Ernest Manning high school site is so ugly
- The lack of infrastructure, it is run down and antiquated. Not enough stores and shops and has become a hang out for drug and alcohol abuse.
- I would like to see some dense parking nodes whether they be above ground or underground and a tram that pedestrians could hop on to explore the avenue shops and services.
- Drunks loitering around.
- I dislike how run down the businesses look. The corridor lacks curb appeal.
- poor sidewalks, very poor lighting
- Add a hockey rink
- Dirty appearances, rough buildings, no consistency.
- Narrow sidewalks, heavy traffic, and limited shops & restaurants don't entice me to walk any further than I need to. I would much rather walk on a quieter street than along 17th.
- Feels unkempt, wish there was more parking for the LRT station





- I HATE how it feels walking down the strip, I do not feel safe with the amount of homelessness in the area. I feel like I am constantly going to be approached for money
- store fronts and general area is run down
- No parking at Westbrook ctrain
- Busy and construction.
- It looks like the ghetto; everything is run down, 3-4 payday loan locations, even Walmart has security, the LRT lot is a barren open lot, and the lack of amenities really remove any reason to walk down that section of 17th ave.
- The grungy appearance and open areas. A lot of garbage always visible. Remnants of homeless drunk people and teens.
- Not super pedestrian friendly.
- Lack of street front pedestrian access. Lack of outdoor public space.
- sketchy
- It's not very attractive. There are very few patio restaurants and bars.
- Traffic lights are too long on 17th ave. Very frustrating trying on to 17th ave from intersecting streets.
- The space on top of the c-train station is just a pile of dirt and weeds, feels like a waste of space. The number of vagrants that hang out in that area and around the Walmart makes walking in this area feel unsafe. There are no places for children.
- It doesn't make for an interesting walk; there are buildings and not much to look at.
- Fix the large number of homeless guys using the area around the Westbrook LRT to get high and commit crimes please.
- Its ugly and sad looking. Not much to stop for. Depressing. Colourless. Drab.
- I feel like a dump truck is going to drive over me while walking down sidewalk. Road too fast, too many cars, no barrier to cars for pedestrians
- There are numerous businesses to visit but it is not at all inviting or walkable!
- There are great businesses but it is not a very pedestrian friendly area, so that discourages people from attending the businesses
- Lack of parking, continuity between businesses. Choppy.
- Heavy homeless population, things look rundown, no where to walk and enjoy green space, difficult to get around in strip malls/Walmart from home with a stroller, not easy access for wheel chair accessibility
- Dark. Under developed and disparate. Nothing ties this area together. Heavy transient presence.
- It's a busy road with businesses up close to the roadway. Not conducive to exploring. As a driver, it starts and stops too much.
- Pedestrian crossing light at 37th & 17th is way too short
- It feels quite barren, and lacks identity. Safety is also a slight concern due to the nearby train station.
- No personality, not friendly for pedestrians, lack of shops and restaurants
- Currently, there isn't enough lighting at night. Westbrook Mall can be a dangerous area. Additional public/private spaces could increase pedestrian traffic into the area. Newer commercial buildings, mixed use buildings and bars/restaurants/cafes will help



- The pole dancing studio between 26 and 25A, the terrible red brick apartment building on the SE corner of 17 and 25A Street. There's a few other pretty run down/outdated buildings scattered down the corridor.
- I dislike the general appearance of it. Not green. Not peaceful. Not that enjoyable to walk along.
- Sterile. Lacking vegetation. Poor walkability.
- Traffic, scenery, lights.
- Terrible walking environment. The sidewalk is right beside the road with speeding cars with no buffer to separate. There are too many front-of-building parking lots with cars turning in and out. We avoid walking down 17th Ave at all costs.
- Vagrancy, Westbrook mall is old and run down and attracts a bad crowd, could have trendier shops and restaurants on 17th
- it's old and need updating. large unused land by Westbrook station is an eye sore
- Needs a face lift in some areas. You guys did a half (removed offensive language) job of "fixing" the intersection of 33rd and 17th and I guess fixing all 4 cross walk corner was one too many and the traffic lines don't even match up going westbound on 17th anymore.
- Currently too industrial looking/bland/need revamp
- Crowded sidewalks, busy streets
- Please slow the traffic
- The sidewalks right on the road (terrible to walk). Feels like McLeod Trail
- I dislike walking along 17 Ave. I'll often walk along 19 Ave until forced on to 17 Ave (by Crowchild). Much quieter and less scary
- Time to complete! Bike lane use other north / south roads i.e. 33rd St
- Main drag not much in amenities. No character
- I worry that this vision seems to be in danger of much compromise. I.e. Coop gas bar and proposed soccer dome and parking lot that do not at all fit the "main street" vision
- Need to cleanup the Westbrook Mall / transit area. Too much crime, very unsafe
- No garbage cans, overhead ugly wires, parking in front of stores. Some nice landscaping along LRT but not maintained
- Old one storey buildings - business owners do not upkeep area. Narrow sidewalks. No real destinations
- Currently it is not very enjoyable to walk along due to the narrow sidewalks and fast cars
- 17th is too fast, too busy, too dangerous for pedestrians, lacks separation between cars & pedestrians
- Area between 37th St and 29th St visually unappealing - ugly!
- Lack of trees, narrow sidewalks, scary crosswalks, unattractive bus stops
- Need more garbage cans along the corridor, only one at 35 st
- Lack of character, looks "old", needs refreshing, homeless problem
- Ugly!
- Very hostile to pedestrians: narrow sidewalks, fast traffic, no school zone near Alex Ferguson School, not enough pedestrian crossings or street furniture
- People use pedestrian areas to park
- Traffic backups at tecumshal, no parking



- Glass, sound wall over bridge (Crowchild)
- Dislike too much traffic & maybe lights better adjusted or moved
- Crowchild bridge is a barrier
- Dark, scary, wasted space
- More sidewalks needed
- Please not another soccer centre! We need plazas, community gathering places with restaurants, café, open air music space, culture
- Dead space by Westbrook LRT loitering / begging & unsafe feeling at LRT station. Constant police presences
- Less fast food places, maximize # of parks, more independent businesses, more variety of family style restaurants for larger span of age demographics (incorporate ALL community residents)
- Regional bike & pedestrian path along 17th Ave is not been completely paved. Its asphalt with gravel. Dangerous for bikes, weeds. Lots of unfinished projects leftover from West LRT development.
- Good neighbourhood bylaw should apply to commercial businesses, too. They need to be responsible for cleanliness & maintenance of their properties (same as residential). They operate in our community & make \$\$ but residents get fallout from neglected commercial properties.
- Trash bins needed at transit stops along entire length of 17th Ave and along 37th st. (Lots of fast food restaurants). Abundant litter makes for unpleasant pedestrian & cycle experience. Councillor Woolly was contacted about this 2 years ago & only 1 trash bin was placed @ 35th st and 17th Ave across from McDonalds.
- Sketchy
- I would like to see the communities residents offered workshops on diversity and on the realities of being "almost" inner city. And how to engage with vulnerable people. (instead of grumbling about the demographic)
- Scary to cross ped / bike

## Streetscape Feature Prioritization

### Open House

Streetscape Feature	# of dots
Animated Public Spaces	8
Connectivity	13
Lighting	18
Local Identity	10
Parking	13
Pedestrian Comfort	23
Public Art	10
Public Private Interface	20
Smart Technology	6
Street Furniture	7
Sustainability	11



# 17<sup>th</sup> Ave SW Streetscape Master Plan

Stakeholder Report Back: What we Heard  
Sept 2018

Transit	9
Transportation	7
Trees and Vegetation	28
Utilities	2
*Bee Corridor	3

\*Suggested streetscape feature addition

## Online

Streetscape Feature	# of Dots		
	Priority 1	Priority 2	Priority 3
Animated Public Spaces	10	7	8
Connectivity	13	11	7
Lighting	7	12	5
Local Identity	9	10	8
Parking	7	8	6
Pedestrian Comfort	18	27	17
Public Art	2	4	7
Public Private Interface	9	8	13
Smart Technology	0	1	1
Street Furniture	1	1	4
Sustainability	7	9	12
Transit	4	8	14
Transportation	15	4	6
Trees and Vegetation	29	19	25
Utilities	2	4	0

## Mapping Comments

- better integration into the TOD
- Home
- Needs to be a new grocery store or some collection of shops. Do not make it a “public space”
- A lot more trees and greenery in this area, as well as some residential development to work towards a healthy public space.
- more pull in parking for Casel tower
- need a bikeway to connect this to 24 St so cyclers can continue on to the bow river
- need a north-south bike path to connect to the bike path at Currie and onto MRU
- I love the Rec Centre, but I wish it could be accessed from the sidewalk as well as the parking lot.
- It would be really great if there were bike lanes between Richmond Rd and 24 St (at the very least). Biking along 17 Ave is not for the faint of heart and Crowchild creates a real barrier between our community and existing bike lanes and bike friendly roads.



- No more 'beg buttons' to get a crossing symbol for 17 Ave. We should be able to cross on every light without hitting a button.
- This space would be great for mixed use, this neighbourhood could really use some sort of plaza style shopping.
- Everyday this LRT station and the area around it is filled with aggressive, homeless drug addicts and drunks. Very unsafe. The area around the LRT station very badly needs a police presence.
- 24 hour mcdonalds on the corner of this block is a magnet for unsavoury people at night time. Not safe to walk nearby in the evening.
- Please focus on improving the road for drivers and not removing sections of it for bike riders. In a city with a 6 month winter only a very tiny minority of people are riding bikes most of the time. 17th is crowned as it is, no room for a bike lane.
- walking space away from the splash zone
- The sidewalks here are very narrow and the ramps down to the road are narrow and steep.
- The sidewalks here (and elsewhere along 17th) are very narrow and the ramps down to the road are narrow and steep.
- Important intersection
- Parking needed
- For pedestrian safety, there should be a clearly defined marked crosswalk, and perhaps signals for people who cross 29th Street to either get to the park or the pool facility. Lots of jaywalking that is actually unsafe and then tend to be children or parents with young ones who are not paying attention
- Please do not put a massive parking lot here as a proposal has been put forward to the City. It's ugly and completely the opposite of what was initially proposed since the train station was built. Last thing we need is being lied to by the city after proposals of making this area better. This area needs more vegetation and a space to be enjoyed, or make it multi-use with some buildings but focus on more on the community
- Shopping, restaurant, retail
- I really love this park. Quiet and a good dog walk area.
- Favorite coffee shops
- Library
- Clean up this gross field by the LRT station...even just some grass would make this look way nice and people could use the area rather than it just sitting as a dirt field.
- More street front/walkable shopping...more small business spaces for local businesses
- Green space badly needed in this area. Please no parking lot as this will only increase traffic in the area and make it less resident and pedestrian friendly. Further, a stronger police presence is necessary.
- Although I love green space, I think it could make it an even more attractive place for the homeless who have influxed into the area with the LRT. Definitely not a parking lot/soccer dome. Maybe some shops/mixed use with underground parking.
- So much trash and litter in this area. MacDonalds, Tim Hortons, 7Eleven, Wendy's all in two/three blocks and people



can't seem to use a garbage can. More visible trash cans, and more frequent emptying by city. I've seen many trash cans overflowing on 17th Ave and people putting their garbage on the ground beside the bin. Only for the garbage to be blown by the wind onto streets.

- only decent pub in a good radius. give them room for a good size patio! bike lanes
- focus on a community space with restaurants, coffee shops, stores, groceries, pubs to draw people in. Somewhere to interact, be social and take care of errands.
- allow sidewalk patio's for businesses. make the sidewalks more pedestrian friendly - beautify the area!
- Make intersection more pedestrian friendly.
- Sauce is a great addition to the neighbourhood. Need more mixed use, aesthetically pleasing buildings along 17th ave.
- The Himalayan is a great restaurant that people from outside the community visit.
- Something needs to be done about this space immediately. Not a pleasing pedestrian experience for transit riders. Unbelievable that it has been a dirt field for several years attracting garbage.
- Would love to see this area beautified, with green space or development of community-minded businesses (coffee shop, etc) and proper lighting for safety.
- I appreciate the pedestrian-controlled cross signal here. Especially in winter driving conditions when it is dark and everyone wears black, it's a great safety feature.
- They matter because i always use this area to walk and take the transportation and hopefully more optional transit and public art
- This ugly, barren field has been left to rot for too long. I would love to be able to go to the library with kids and then walk in a park/green space with a fountain or a playground—similar to the east village with community gardens and play structures, etc. You could literally plant it with dandelions and it would be nicer than it is now.
- Spiro's Pizza
- Please do something with this land. It is so sketchy.
- Mixed use residential and commercial with some inspired, stylish and innovative design! Don't settle for short term fixes (soccer dome) or bland architecture!
- Greenery, mixed use spaces, public gathering places, playground and park, street level shops and plaza type feel would be amazing!
- Narrow sidewalks are difficult to navigate in the winter, and you get splashed as a pedestrian whenever the ground is wet!
- I think it would be very beneficial to bury the power lines down 17th and to add character light posts, similar to what was done near Victoria Park!
- Infrequent places to cross 17 Ave. More pedestrian lights or marked crosswalks, as well as possibly traffic calming measures, would make the pedestrian experience more friendly.
- This military base is in the worst possible spot in the city. Such a great location for development, park space or anything else! Even if part of the grassy park area along





17th ave was not enclosed by barbed wire fencing and could be used as a public park space that would be a great compromise!

- The barbed wire enclosing this block is a real buzzkill to the neighborhood vibe of the area.
- The recent redesign of the traffic light pattern here is very helpful. I no longer feel like I'm about to be run down by left-turning vehicles every time I cross.
- The mixed use low rise proposal for this location looks AMAZING! Some creative architecture, blend of uses with residential and business, as well as street parking much like Sauce building!
- The bus stop at 24 St and 17th Ave doesn't have sidewalk and was unplowed all winter. it made it really difficult and dangerous to wait for the bus there. **NO BUS STOP SHOULD EVER BE ACCESSED WITHOUT SIDEWALK**
- This green space deserves to be a community focal point. There is no where to gather, enjoy a coffee or treat from local business and let your kids or pets play in this vicinity. The last thing we need is another parking lot, and if traffic is calmed along 17th people will feel safe to walk and bike to meet.
- Space permitting, a bike lane would be hugely appreciated. Or some method that would make commuting via bike along 17th ave or parallel too much easier.
- Definitely needs a trendy pub or bar in the area.
- More trees and street furniture
- pedestrians are unprotected from traffic (splashes, noise) - there needs to be a buffer to make this area more walk-able.
- This area is an eye-sore. Concrete parking lots and unattended field area. I would like to see some thought put into how this space could be 'animated' and perhaps incorporate public art, street furniture, and lighting. This could be a very walk-able area.
- Mixed use site - restaurants, shopping and housing. Clean it up please!
- Should put in a needle drop box. There are used needles in the park
- Add community shops, patios, green space, improve pedestrian safety measures by LRT
- Would love to be able to bike from home to all the local businesses along 17th Ave
- Just read about the Beltline Urban Mural Project. Incorporating some wall/mural art on some of the local buildings would be very cool.
- So many of the strip malls are fronted by unappealing concrete parking lots. I've seen similar parking lots improved visually by using stylish black metal fencing and wooden box planters.
- We need to fill this area with small shops, cafes and maybe a green space. Make it an area that people would like to go to. We do not want or need a soccer dome here.
- Killarney aquatic center is REALLY important to us and our children.
- Do NOT put bike lanes between 37th street and crowchild trail! Traffic is already difficult at times down this road and adding bike lanes would make it unsafe!!
- Needs to be more pedestrian friendly, wider sidewalks. Poor winter maintenance from road crews this year. Piling up the





snow right up to the sidewalks shouldn't be permitted.

- Why is a gas station being allowed here? This will ruin the streetscape and detract from this city initiative.
- Bike lanes please, but must continue I to beltline or downtown. Better connection to 12th ave bike lane would be great
- Great spot to redevelop into a signature plaza for citizens to gather. Fountains, statue or some great local art. Attracting local musicians and other attractions. Hopefully with surrounding coffee shop, bakery and outdoor seating.
- Too much traffic using this to cut through the community, often speeding.
- Bus stops along this route are too close together. Decrease the number of bus stops and make each bus stop more spacious and comfortable instead of just a pole. Some stops are not even used.
- Convert space above CT line to on street parking. This will help with removing strip malls and build higher density mixed uses while allowing enough parking for local business.
- if bike lane is proposed, the bike lane should have a barrier to separate cars and bikes (like in downtown 6th st sw) With the narrowing of 17 ave due to bike lanes. This street should become single lane with lane reversal to allow two lane of traffic going only 1 way during rush hours.
- Fancy traffic circle will allow smooth flow of traffic connecting. Great spot as a landmark to direct visitors to Richmond road (Marda loop, tsuu t'ina, downtown, etc)
- Unsafe vehicle entering and exiting alley.
- All redevelopment should offset building to allow patio space. Similar to sauce.
- Redevelopment of this area to mixed use should keep in mind how to encourage pedestrians traffic all season. Success to the redevelopment will help guide Westbrook malls redevelopment.
- Red light camera needed. Too many people run red light going east as well. Not safe for pedestrians.
- Many drivers continue to drive south along 33st on the right turn only lane. High collision potential here.
- This whole area has been vacant for years after the west LRT construction. Need to push harder on developments. City is favouring new communities too much still and neglect the inner city. Too much money is being spent constantly on red mile, east village and new facilities in the new suburbs. Inner city facilities are poorly maintained and need a face lift. Why not build new facilities in this area to compliment the new mixed use development. (Esport arena. This is inline with pushing Calgary to high tech, innovation hub, and require relatively less space)
- Exhaust vents are so ugly. This has the potential to be redesigned into a modern functional art piece.
- This centre is part of the reason I moved into the area.
- This building is a great example of what I'd like to see more of in our neighbourhood.
- I also wish this gas station was not being built here. It is not needed, is next door to an existing convenience store, and adds an element of unpleasing aesthetics as well as danger into our neighbourhood.

- There could certainly be a better frontage on this building. The street front area is very strange, and a waste of space.
- I'm amazed at how long this space has been sitting unused. It would make a perfect park, street market, and/or food truck area.
- Please make this area into a nice shopping and restaurant area. Terrible eye sore and really gives a run down feeling of Westbrook.
- No bike lanes. 17 ave is narrow enough as it is.
- This land would be so well received if made pedestrian friendly. Add shops, markets and patios. Maintain a small greenspace with trees and benches. Encourage growth and interest in the nearby library.
- A parking lot will not add to the upgraded 17th Ave "feel" that this area so desperately needs.
- Calm the traffic
- Add lighting to protect and encourage local businesses. especially 24 hr restaurants
- Emart
- Killarney pool
- Parking at Westbrook ctrain
- Place to shop.
- Favourite local spot for pho.
- Clean up green space and surrounding area of the ctrain
- Crime hub. No security of any kind in or around the train station. Please move a police station here or something. Half the homeless druggies and drunks in the city hand out around this station.
- More security guards in the library. Right now it is almost unusable with all the people using it as a place to nap.
- Good restaurants but really ugly design. Kinda scary at night
- Whole street here from 37th to crowchild is an "afterthought" area. Not fun or engaging to walk around. Bad for cycling. Not colourful very grey and depressing. Scary at night.
- A bi-polar street of the city that is not sure if its urban, residential, or just a road for people to drive on. The businesses are nice but dont get much foot traffic for good reason. Parking sucks and the only train stop is westbrook.
- Lots of greek restaurants but far from torontos "little greece" in terms of quality. General area screams of (offensive language removed). And is unsafe and uninviting day and night.
- The forest lawn of the southwest. Nice businesses but lifeless in appearance. Need more street art and graffiti. The building lining the streets of 17th and 37th should be more than 2 stories high. Otherwise the area seems like a big strip mall. Not a good look
- For general are of discussion need more ambient and colourful lighting, led/neon in appearance. Things that make the area look eclectic in both night and day
- General area: keep the main street free of parking and allocate public parking underground lots from access behind the main street. Then we can have free flow of traffic but also plenty area to park
- The gas station being added here detracts from the area, this location would be much better suited to a trendy restaurant, cafe, or bar. Seriously makes me want to leave the area.



- Move the bus top at Richmond Road and 17 Ave either to the east corner or indent a stop (there is room) so that the bus is out of the way for right hand turns. Also, remove the 'no turn on red light' signal. There is rarely pedestrian traffic at this intersection.
- MUP from the West stops right here. Would be great to continue Eastwards.
- Consider allowing parking on one-side of street outside of rush hour similar to downtown 17th Ave. This will provide a buffer for pedestrians.
- consider a wide MUP on this side for bikes and pedestrians.
- A lot of pedestrians cross here it should be a real crosswalk. Protect our children and families, its right near a park even.
- There is no room, for a bike lane here!
- There is no room, for a bike lane here!
- There is no room, for a bike lane here!
- I look forward to the new gas station here, the one down the street is a major RIP OFF and there is nowhere for me to get gas really early or really late.
- Do not add parking here to destroy the commute, make the pedestrian areas safer and efficient!
- Vital for the community, do this place justice!!! a new coat of paint is NOT justice.
- Add a bike lane to 19th , A BIKE LANE ON 19th WOULD BE AMAZING!
- Add a bike lane to 19th , A BIKE LANE ON 19th WOULD BE AMAZING!
- WE LOST 30% OF THE ROAD TO ICE AND SNOW HOW CAN WE FIT A BIKE LANE?!?!?!1
- So let us just give up on hockey and pay for a dome for soccer instead?!
- Add a bike lane to 19th , A BIKE LANE ON 19th WOULD BE AMAZING!
- You want to spend money here but cant even plow the bus stops?! we sat there like targets all winter on the VERY EDGE of the ice and piles of snow, NO REGARD for transit users saftey!!!
- Do you have any idea how many people violate the no right turns sign here? Why is it even there.
- There are no sidewalks on the south side of the street here. Would be great if residents on south side of 17th ave could walk East of here.
- Continue mainstreet down to 45 to create a hub there. Go to Sarcee for a consistent local on 17th Ave. More are strictically pleasing.
- Need better space for bus stops & bigger sidewalks.
- 2 hour parking to discourage age LRT parkers
- Paking on 15th Ave for LRT dangerous!
- What about pedestrian overpass? Or controlled roundabouts?
- Accessible pedestrian signals
- Sign saying you are entering Killarny & Shaganappi
- Great opportunity to enhance public realm: farmers market, skate park, etc.
- Hide all the powerlines
- Allow soccer dome as a interim use but dramatically decrease in parking & discourage "Park and Ride"
- Dome?
- Parking for transit users or secure lock up for bikes
- Limit 9 HR on-street signed parking begin installed. Regulate C-train users.
- Ped crossing. DP to install signal



- Better use & make the space safer
- More public / private spaces
- No LRT parking (or surface parking of any kind). Supposed to be transit-oriented development
- Future CPA operated lot for c-train users & public. Lot is privately owned.
- Trees, trendy store fronts, vibrant
- Increase feeder bus frequency to station to reduce LRT related parking.
- More LRT parking.
- No surface parking.
- Bike lane on both sides of road (easier connection to 12th Ave and across Bow Trail)
- How often are these parking spaces all full? Maybe we could use these spaces for something creative
- Why do pedestrians have to push a button to request a "walk" signal? This should be an automatic phase.
- Get rid of pedestrian "beg" buttons! Amen!
- Need better bicycle (N-S) infrastructure connecting to Glenmore Reservoir pathways
- 2 hr free parking - not parking where you have to pay. Discourages
- Himalayan - are of the top 3 restaurants in City
- Wider sidewalks - nice paving
- Dogs get treats - dog store
- This is the one gap in the pedestrian crossing pattern -> every 26 blocks, needs a light
- Dog walking
- Opportunity for affordable housing & mixed use on this public community site
- 1 lane / day with parking on street
- Wider sidewalks, allow off peak parking, reduce mid-day traffic to two lanes (one each way)
- Overhead ped signal
- 14th Ave is a bike route
- Water upgrade. Who pays?
- \$10 M before they can build H2O upgrade
- Water / sewer capacity to support increased capacity. Who pays?
- upgrade 14th Ave. Pedestrians - it's a major community east - west access to shopping (Westbrook)
- Multiple pedestrian crossings require upgrades for safety, especially at 29th & 26th street. Smart technology to allow smooth traffic flow.
- Allow new - to push up street & put play lots - back of abldy?
- Turn arrows at lights.
- Dedicated left turns ND/SB (North bound and south bound)
- Flashing red on non peak hours
- This should be a pedestrian zone.
- New castle mangr Jay
- Statue of owner the anchor @ carwash
- Pedestrian buttons are not consistent - something automatically get ped signal, other times - hence to press button
- Cas's one of the top 10 restaurants
- sidewalk with parking
- Consider plcng (parking?) & laybys
- Extend major sidewalks through to LRT station on 26th St.
- Best bike path connection when coming from south but really scary to cross.
- Go with underground utilities
- Before you start, check all of the u/g services for condition & capacity, too old, too small.



- Janes walk
- Temporary flowers / gardens in vacant lots
- cross-tough, traffic at 60Km/h, traffic calming
- Sign that says entering Killareny, Shaganappi- just like in Mardalooop
- Add sidewalk to north and west sides. Add parking and turn lane on east place blvd. Carsel has no street parking so it spills into residents.
- Intergrade museum into community
- Create friendly / inviting entrance to museum here!
- Safe crossing, transit access, bike lane - agree
- Flashing red - now peak hrs
- Like the different feel as you mave through different areas
- Watch light spillover into houses
- Need green space, walking space, houses & businesses
- Need sidewalk
- Public Art under bridge - Canmore example
- Sidewalks both sides of bridge.
- Public art on heli-pad
- Access from 17th to Children's Hospital confusing
- Remove turning lane (west bound) and widen sidewalk. Add landscaping & alaned sound helicopter (north side priority). Remove heli-pad?
- Improve pedestrian crossing, add wall, add greenery
- Need protection on sidewalk & sidewalk on both sides
- Glass sound wall on bridge to separate pedestrians from cars.
- no ped "beg" buttons
- Bike lanes all the way to Scarborough
- 25a Street SW best for bikes - quiet

## Other

- No need for a buss / bicycle lane. Bicycle lanes totally unnecessary
- I would prefer both bike lanes together and protect with planter or barrier
- B-3 shows bike and bus in the same lane. Make the bike on the south side two way. Get rid of the planter.
- Yes! More private-public areas please (like mardalooop, village ice cream, Starbucks, etc.)
- Love the mix of use but more potential exists
- Don't want paid parking meters on street
- Don't like ugly overhead utility's
- Keep roads as is. Needed for community access to City.
- Public art & plaza needed about C-Train ROW if not redeveloped
- Keep roads as is. We need the access to downtown.
- When ring road complete 17th & Bow will have increased traffic reducing major arterials - not helpful
- Need wider & more attractive sidewalk space to encourage pedestrian traffic. Safety important.
- Safety is an issue in area. Hogh crime area around Westbrook Mall. Vagrants & unsavory characters. Homeless camp in trees throughout area.
- There is so much potential here for a mixed use high density zone. This should



be transit friendly, walkable space. Not a parking lot :)

- Develop & introduce open air mall (coffee shops, ice cream shops, whole foods)
- Surface parking lot & soccer dome doesn't see opportunity to mainstreet. Vision & concept.
- Develop like Mardaloop (village ice cream, Starbucks, etc.)
- More police presents
- Need more trees & greenery
- Like (placed on road right-of-way)
- Bike lanes from 37th Street to Crowchild Trail - Us too!
- Opportunity here on public land to create denser mixed use street, friendly development (with affordable housing component)
- Like (placed on road right-of-way)
- Gas bar not an appropriate mainstreet use
- Like (placed on road right-of-way)
- Connecting to river by foot or bike here is scary - crossing 25a
- Signage at 17th Ave - 24th should be improved. Connection to south bound Crowchild. Wayfinding to the connection can also help metoails
- Like (placed on road right-of-way)
- We need a sidewalk on each side please and thank you :)
- Need sidewalks both sides & greenery to bus - Crowchild, Richmond
- Biking across this is so scary. Bike lane
- Permanent transit stop at crow - 17 Ave
- We need traffic light - suffolk Street SW
- bikes can travel easily and safely and directly on the side streets
- More independent stores - coffee shops, deli's, bakery, flower shops
- I don't use commercial establishment because of lack of parking
- The streetscape plan seems to be focused largely on "cosmetic" changes (with some functional changes) to roads and sidewalks. However, things that really need to change are the businesses and homes themselves. You can make 17th Ave look as pretty as you want but it's not going to make much difference if it's still surrounded by ugly McDonalds and bottle depots and a huge number of cash stores and body building establishments. There needs to be a focus on business revitalization, and having developers involved in the process.
- When I drive around the surrounding area, poor visibility from cars parked too close to an intersection is always hazardous. When I bike, cars pass too close and do not give enough room. From Killarney to Bow Trail by bike needs more signage or bike lane (especially 33 St). Cars don't share road.
- Mostly with past exercises of this kind nothing seems to have changed but here's hoping that will change

## How would you like to be engaged on this project?

- Jane's Walks