



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Project overview

The City is investing in the future and transforming, modernizing and reinventing Stephen Avenue. We are on an exciting journey to reimagine Stephen Avenue and position it for a renewed era of success. As a flagship project for Calgary's Downtown Strategy, The Future of Stephen Avenue project provides a foundation for The City to collaborate with Calgarians to consider and implement strategic improvements – whether near, medium or longer term – that will re-position Stephen Avenue, and ensure its future as Calgary's hallmark downtown main street.

In the current phase of the project, The City is developing a streetscape master plan that will layout how the future of Stephen Avenue looks, feels and is experienced by Calgarians and visitors. Together, we can help Stephen Avenue realize its potential, and grow into a world-class downtown main street that all Calgarians can be proud of.

A Streetscape Master Plan is more than improved connectivity, accessibility, safety and beautification for a street. It is about place-making, creating vibrant places that put a priority on sociability, access and linkages, comfort and image, and uses and activity.

What are we doing in this phase of the project:

- Developing a streetscape master plan and design that delivers on the vision developed in an earlier phase of the project
- Engaging with Calgarians and visitors on foundational design ideas that will make Stephen Avenue more diverse, vibrant, and inclusive year-round.
- Exploring programming and activation opportunities to understand the infrastructure needed to support desired activities and amenities, ensuring Stephen Avenue's place as a downtown destination.

Engagement Overview

Public Engagement

- For Phase 2: Conceptual Streetscape Master Plan, an online engagement opportunity was offered from February 6 - 28, 2023 at <https://engage.calgary.ca/stephenavenue>.
- 11,422 participants visited the page during this time and 3,449 contributions of feedback were submitted.
- The project team also hosted a virtual open house which took place on February 15, which was attended by approximately 90 participants. The video of the virtual open house can be viewed [here](#).
- Additionally, four 'pop-up' engagement opportunities took place throughout the month of February in which the project team connected with over 200 participants and directed them to provide their feedback online.

Interested Party Engagement

- Three targeted engagement sessions with impacted businesses took place on February 6th.
- One targeted engagement session with downtown partners took place on February 7th.

The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
 Consolidated Report Back: What we Heard
 March 2023

- Engagement in partnership with Alpha House gathered feedback from 35 precariously housed Calgarians in the Stephen Avenue area.
- The project team also had a targeted engagement session with the Outreach Collective, comprised of representatives from downtown social service agencies and organizations on February 15th.
- One engagement session with the Stephen Avenue Safety Hub took place on March 2nd.
- A feedback form was completed by approximately sixteen businesses to gather input specific to their operational needs on the Avenue. Project team members door knocked to businesses on Stephen Avenue / 8th Avenue between February 28th and March 3rd.



Online Engagement

11420 visits to the online engagement portal

3450 individual contributions of online feedback

90 participants attended the virtual public open house



Interested Party Engagement

3 business & property owner sessions

2 sessions with social service agencies and uniform services

1 session with Downtown partners



Pop-up & Outreach

200+ Calgarians spoken to at 4 pop-up events

100+ survey hand outs to businesses door-to-door

35 precariously housed Calgarians provided feedback in partnership with the Alpha House



Pop up engagement event at Market Collective as part of Chinook Blast



Pop up engagement event at CORE Shopping Centre

What we asked

Online Engagement

Within this phase, participants were asked to provide feedback on 3 main project areas:

- **Key Design Moves**
- **Draft Representative Concepts**
- **Programming Ideas**

Key Design Moves

Six design moves have been identified to guide the project as it moves from vision to implementation. These six design moves were informed by what was heard to be most important to Calgarians in Phase 1.

Create conditions for a healthy tree canopy

A tree canopy can provide a wide range of benefits: beautification, shade, reductions in urban heat and stormwater runoff, and will establish a continuous, vertical element and visual identity for the street. Phase



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

1 engagement highlighted the desire to see more greenery on the Avenue and showed a preference for robust, continuous tree plantings.

Light the avenue at the human scale

Street lighting can strike a balance between ambiance and functionality, setting the stage for a safe, all-season experience. At select locations lighting can be used to highlight special moments like historic building details and special programming zones. At intersections, light fixtures can serve as identity markers. Phase 1 engagement revealed that people have varied perceptions of safety and a desire for better lighting along the Avenue.

Frame the Avenue with gateways

Artistic, grand gateways that bookend the corridor can mark the arrival points to Stephen Avenue. Minor gateway elements at intersections can help draw people to the Avenue from the surrounding area. Phase 1 engagement showed the desire to see the Avenue as Calgary's main connector to arts, culture & commerce.

Roll out the carpet with paving

Continuous, high-quality paving can define the street from edge to edge and create a continuous experience on Stephen Avenue between Olympic Plaza and 4th St SW. Paving will continue to 11 Street SW along the sidewalk to unify the Avenue from end to end. A key takeaway from phase 1 engagement was a desire to transform the Avenue into a high-quality complete street with a continuous street treatment and a focus on active mobility.

Design flexible and responsive spaces

Planning for programming and activation that is responsive to the location and street context while allowing for change over time is vital. Across Stephen Avenue, quality street furniture, from public benches to bike racks, can create a base experience, while other amenities that support special moments throughout can add additional opportunities for all Calgarians and visitors to spend time across seasons. The community voiced a desire to see a future Avenue that is inclusive and diverse, with activities for all ages and abilities.

Connect to the Plus 15 network

A less cluttered, simplified visual environment with a few key identifiers will make navigation and wayfinding on Stephen Avenue easier and the new visual markers to the Plus 15 easier to spot. In addition, new direct connections will enhance connections between Stephen Avenue and the Plus 15 network and vice versa. "Connecting the Avenue" was noted a top priority for the longer-term redesign, with an emphasis on better links between the Plus 15 Network, the Avenue and other key Downtown destinations.

The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
 Consolidated Report Back: What we Heard
 March 2023



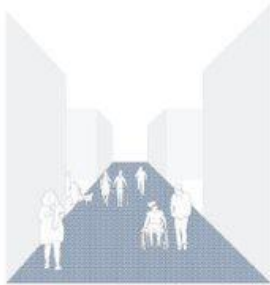
#1 Create conditions for a healthy tree canopy



#2 Light the Avenue at the human scale



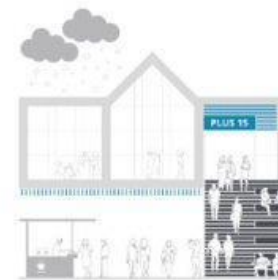
#3 Frame the Avenue with gateways



#4 Roll out the carpet with paving



#5 Design flexible & responsive spaces



#6 Connect to the Plus 15 Network

Participants were then asked to rank the design moves in order of importance for Stephen Avenue.

Draft Representative Concepts

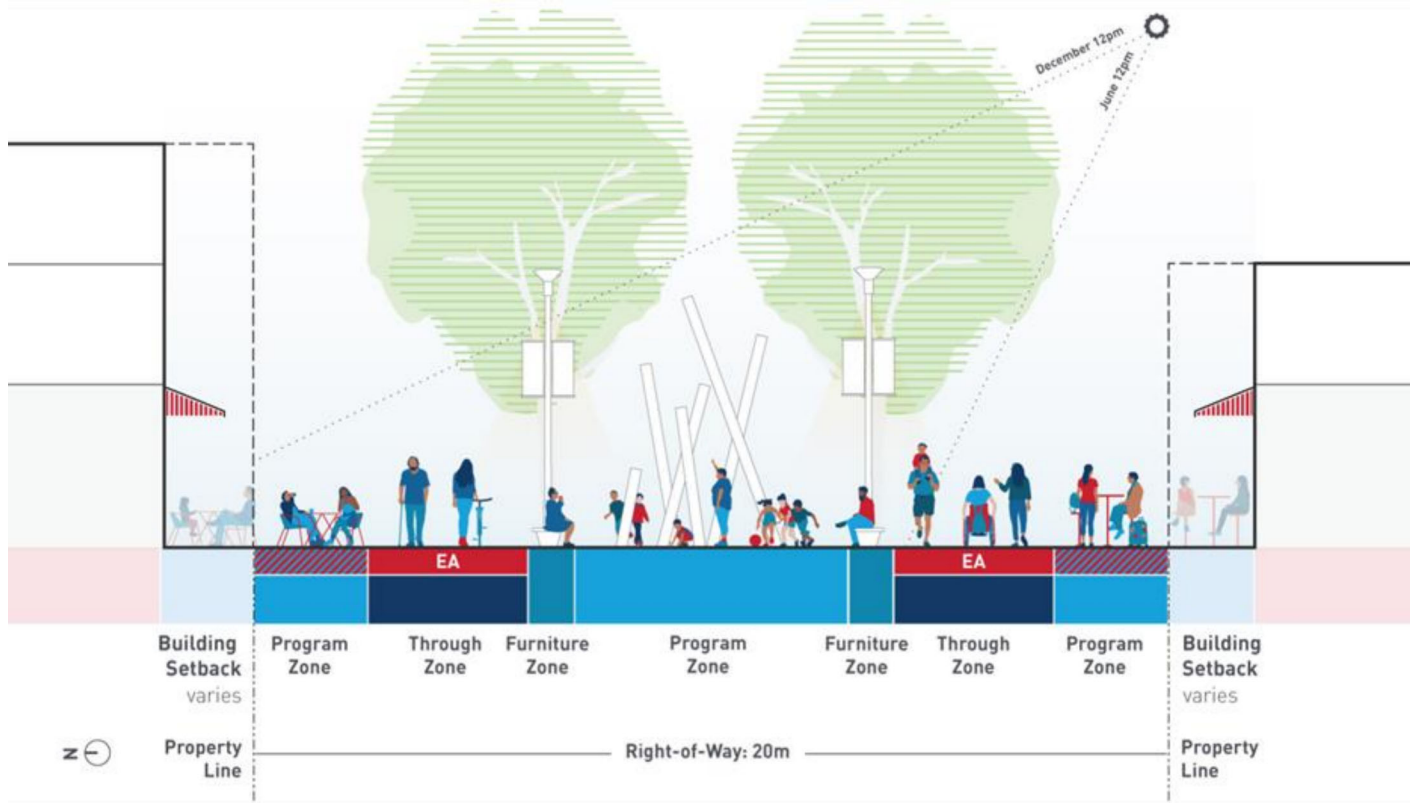
Based on feedback collected on the concept design alternatives explored in Phase 1, along with recent technical studies, draft representative concept designs have been developed for the two street types.

Street Type A: Shared Street - Macleod Trail SE to 4th St SW.

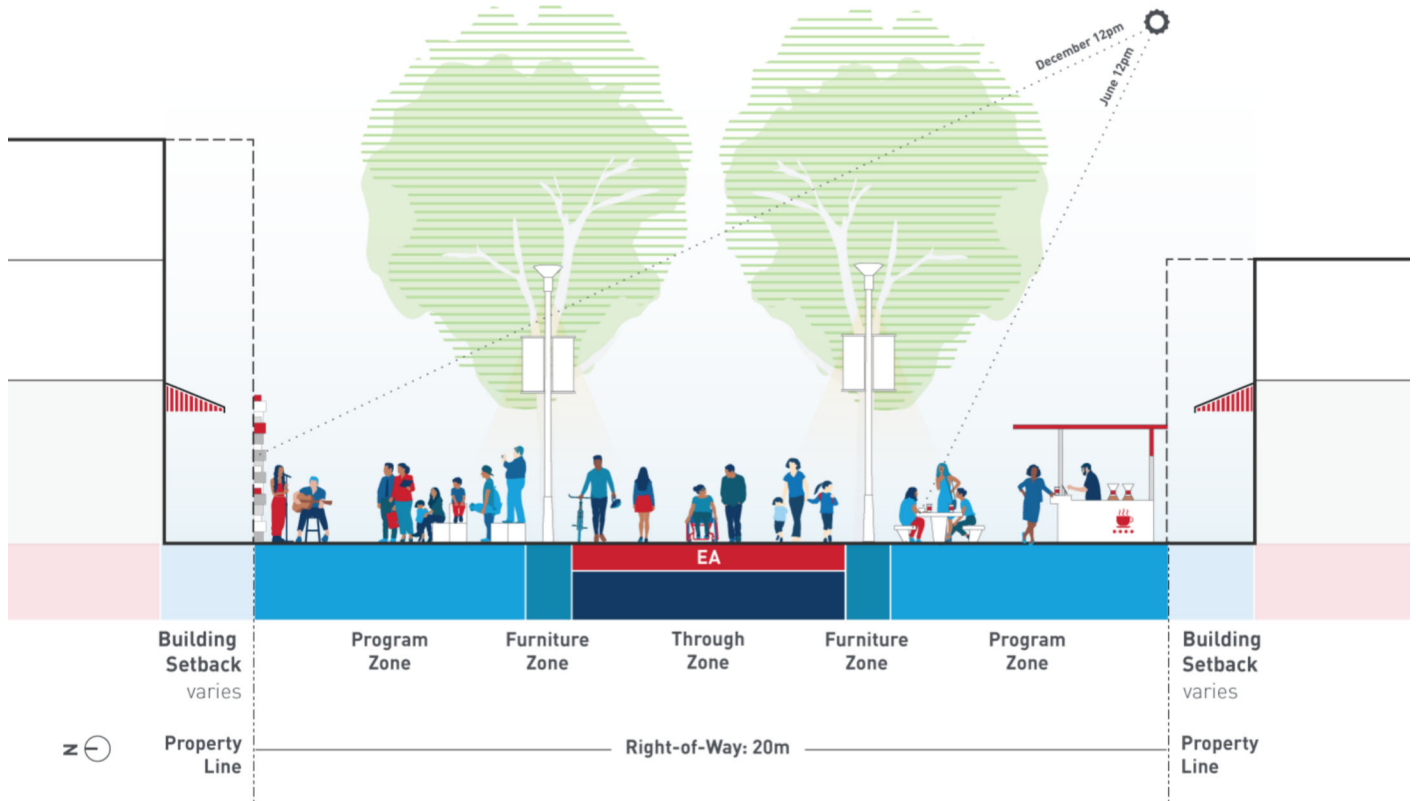
A shared street is a place where pedestrians have priority. There is also safe access for bikes and scooters moving at slow speeds while vehicular access is restricted. This is where the Stephen Avenue pedestrian mall exists today, from Macleod Trail SE to 3rd Street SW, but we are proposing it is extended to include 4th Street SW.

Two concept design conditions have been created for the shared street.

- Generally, Condition A occurs on blocks with active ground floors. This condition occurs between 2nd Street SW and 1st Street SE.

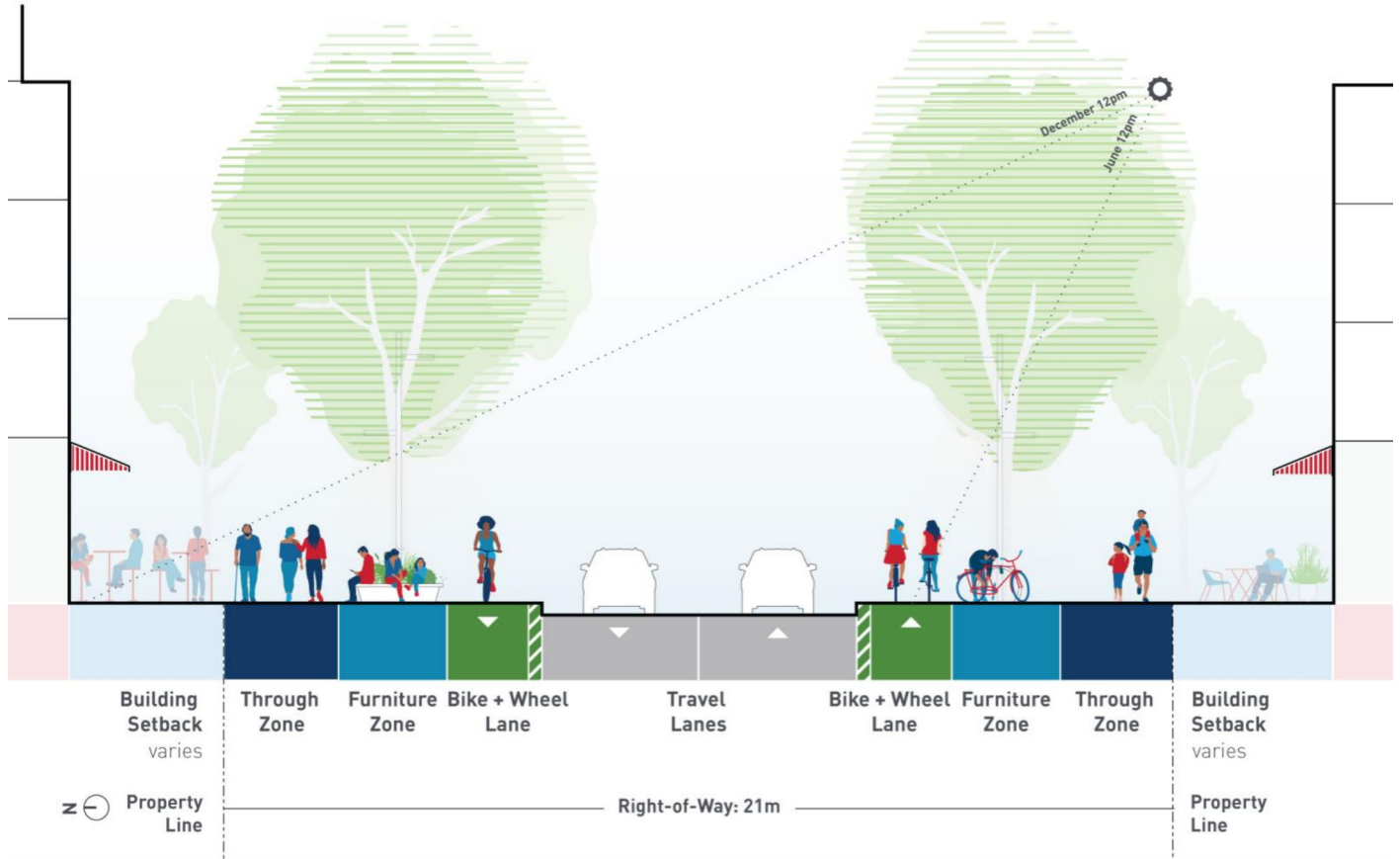


- Condition A' occurs on blocks with less active ground floors, where large-scale installations are maintained (such as the Galleria Trees) and at the transitions between the shared and multi-modal streets. This condition occurs between 4th Street SW and 2nd Street SW, as well as 1 ST SE and Macleod Trail SE.



Street Type B: Multi-Modal Street - 4th Street SW to 11th Street SW.

A multi-modal street allows for all modes of traffic, with dedicated sidewalk space for pedestrians, rolling lanes for active modes and a roadway designated for vehicular traffic. These distinct spaces help to ensure a safe and comfortable street that meets the mobility needs of residents and visitors alike, while improving connections to downtown and other destinations across Calgary. This street type better supports the residential character of the west end of the Avenue and occurs between 4th Street SW and 11th Street SW.



Participants were then asked to rate each cross section from 1 – 5 stars, with 5 stars being highly support, and 1 star being do not support.

Additionally, participants were asked ‘For those who do not support please explain why...’

Programming Ideas

In addition to everyday amenities that will be included with the project, the project team asked participants to provide feedback on programming ideas within the shared street and multi-modal street designs. Example images of these programming ideas were presented to give the participants a visual representation of what they could look like.

Programming ideas for the *shared street* include:

- **Commercial activations** - such as pop-up seasonal markets, farm stands, or craft fairs
- **Temporary art installations or activations** - space for rotating and interactive art or installations to provide a continuously refreshing draw



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- **Outdoor performances** - flexible venues and designated busking spaces to bring live music and performances to the street
- **Celebration spots** - for parties, festivals and events that bring year-round life to the block including winter months
- **Arts & culture related activations** - that build upon the offerings of the cultural institutions to bring engaging, interactive educational exhibits to the street
- **Patio spaces** - seating space for adjacent restaurants, cafes, and bars.
- **Public patio and dining areas** - free-to-sit communal tables and chairs to bring your own food or enjoy take away from a nearby restaurant.
- **Moveable style tables and chairs** - flexible seating for causal gathering
- **Seating clusters** - furnishings to meet up with others, socialize and spend time on the Avenue
- **Fun and games for all ages** - pick-up games to play together, from kids to adults hanging out after work or before a show
- **Food and beverage trucks, carts or kiosks** - for easy grab and go

Participants were then asked to select all programming ideas from the above to list that would inspire them to spend more time on the shared street.

Participants were then asked, 'Do you have any program ideas for the shared street that we have missed?'

Programming ideas for the multi-modal street include:

- **Patio space** - seating space for adjacent restaurants, cafes and bars.
- **Comfortable seating** – to rest, meet up, or watch people moving by
- **Play along the way** - light, linear experiences along the street that offer a chance to re-imagine the street as a playful, fun-filled landscape
- **Vendor carts** - space for small vendor carts and kiosks
- **Neighbourhood block parties** - street closures for special neighbourhood events
- **Community art** — space for collective art that invites neighbours and passers-by to engage in participatory projects
- **Planting beds** – areas for dedicated greenery and plantings that add habitat and seasonal interest
- **Community libraries** – small scale, cooperatively managed amenities like lending libraries that invite neighbours and passers-by to donate and share

Participants were then asked to select all programming ideas from the above to list that would inspire them to spend more time on the multi-modal street.

Participants were then asked, 'Do you have any program ideas for the multi-modal street that we have missed?'

Lastly participants were asked to provide some optional additional demographic information.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Alpha House Partnership Engagement

The City partnered with the Alpha House to engage with Calgary's precariously housed Calgarians in the Stephen Avenue area. Due to the unique nature of these conversations, engagement was tailored to the needs of both Alpha House staff and their clients. As a result, precariously housed Calgarians were asked about two theme areas with additional probing questions in each.

These themes and questions are as follows:

Theme #1- Lived experience on Stephen Avenue

- How often do you spend time on Stephen Ave? How do you spend your time on the street?
- Tell us about your experiences of your time spent on Stephen Ave? Do you feel welcome on the street?

Theme #2- What would make Stephen Avenue a place that you would want to come to and stay longer?

- What amenities would be important for you? (e.g. public seating and tables, trees/shade, charging stations, free events and entertainment, public games (like ping pong tables), farmers markets, food trucks/ kiosks, community garden beds)
- What changes would need to occur for you to feel more welcome?

Business Feedback Form

Businesses on the Avenue were given the opportunity to provide input to questions specific to their operation needs. Topics included loading and delivery needs and considerations, operational considerations, utilizing program zones to support their businesses, operating within central program zones, utilization of setback zones, and seasonal considerations.

What we heard

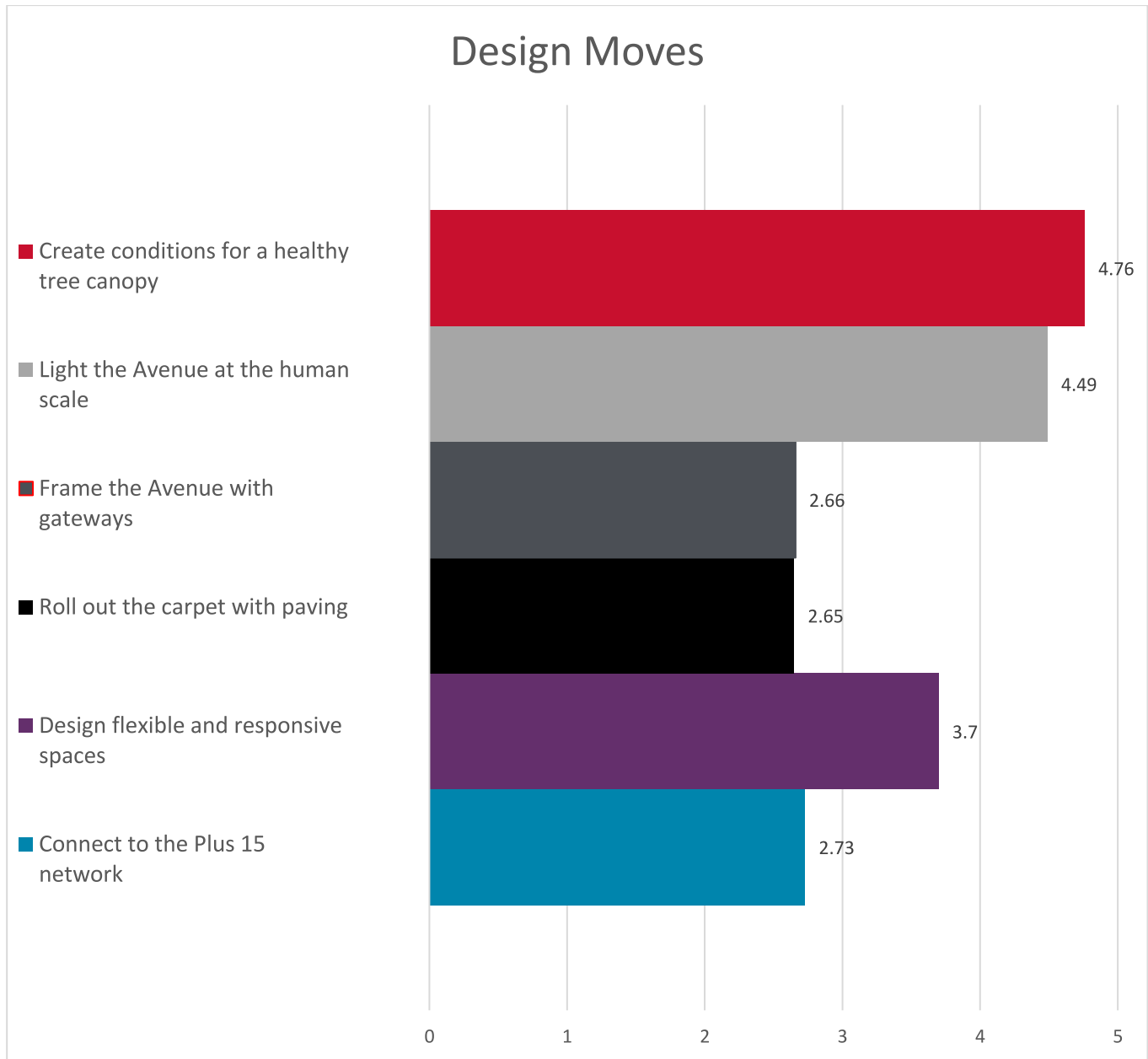
Online Engagement



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023

Question: Please rank the design moves in order of importance for Stephen Avenue

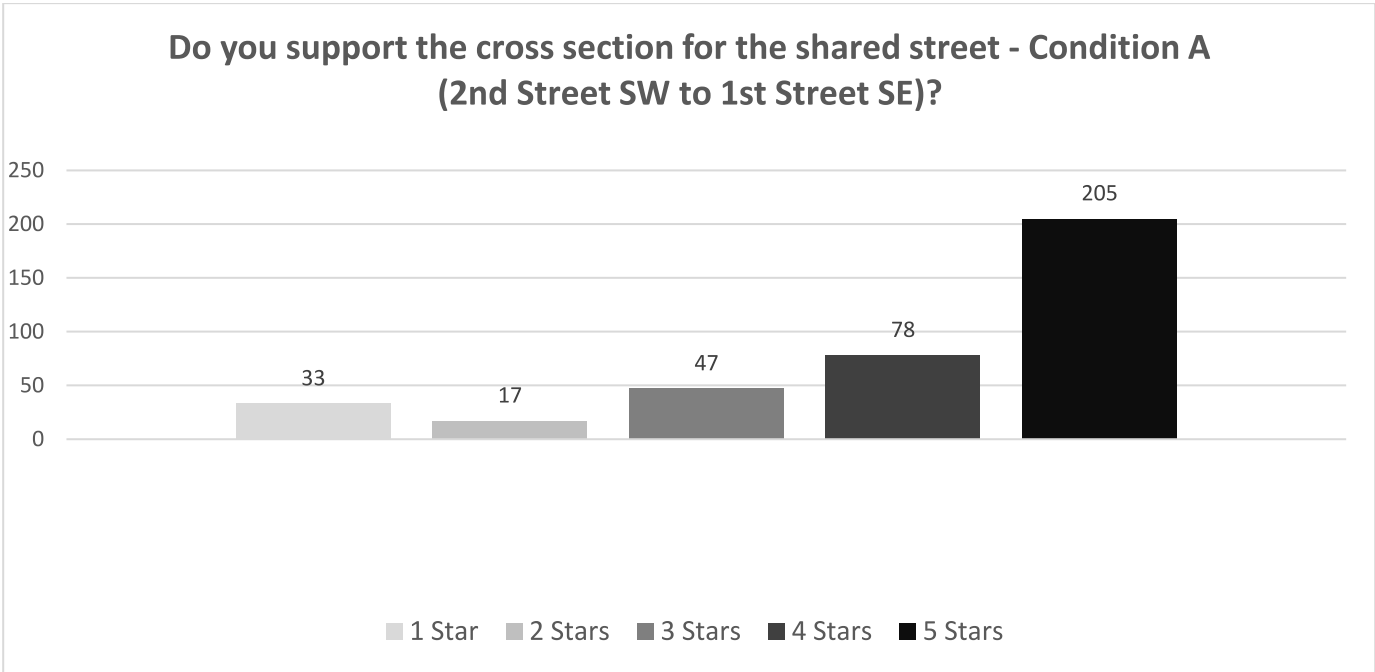


**The numerical results above are the 'score'. This is determined by the sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverted to ranked positions.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
 Consolidated Report Back: What we Heard
 March 2023



For those who do not support please explain why...

Common Themes	
Desire for protected cycle/wheeling lanes within Through Zone	<ul style="list-style-type: none"> • Feedback indicated a desire for protected cycling/wheeling lanes for safe movement within the Through Zone. • Safety concerns were expressed over the potential for conflicts between pedestrians and active mobility users within the Through Zone. • Concerns over cyclists dismounting during peak times were submitted. • Stephen Avenue was identified as an important 5A East-West cycling connection.
Divided Through Zone	<ul style="list-style-type: none"> • Some comments preferred the Through Zone not be divided and more like Condition A' and located in the middle of the Avenue. • Feedback expressed a concern that by dividing the Through Zone it increased the potential of conflicts between various users in all zones.



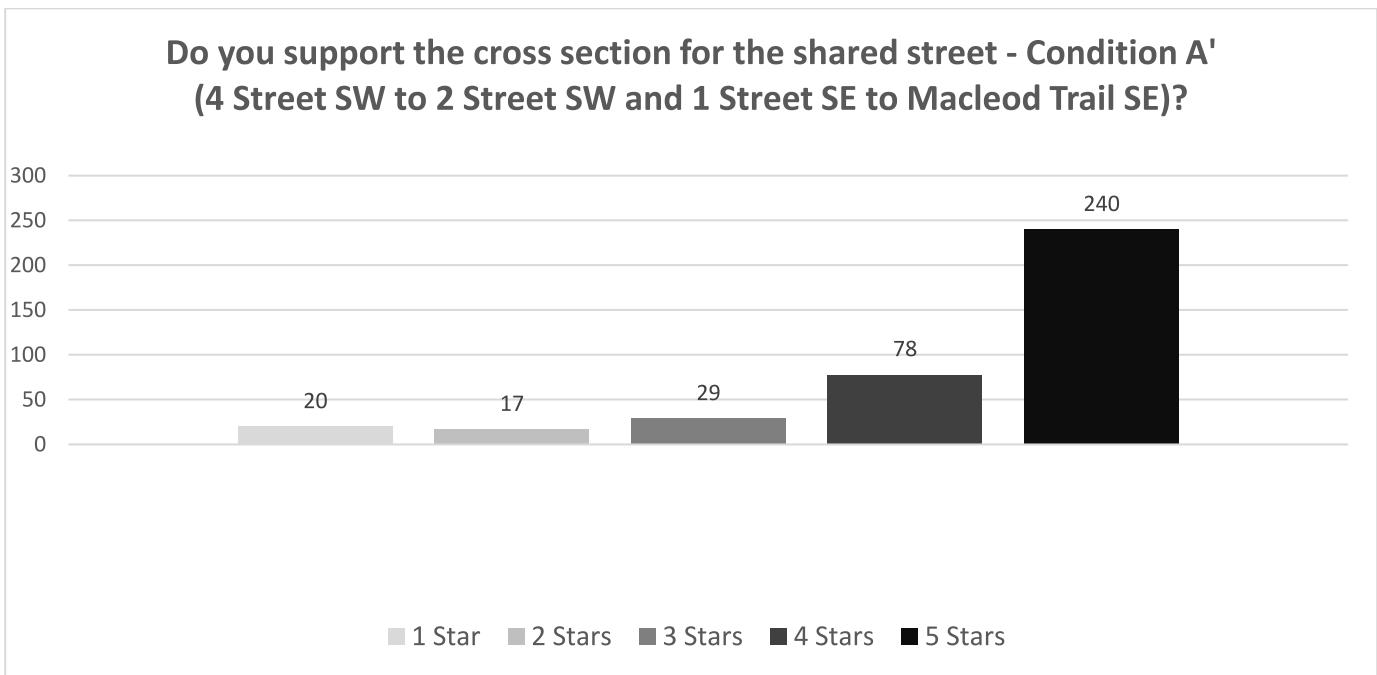
The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

	<ul style="list-style-type: none"> Some participants felt by dividing up the Through Zone it will make being on the Avenue more crowded and lose the open feel. Feedback also indicated a desire for a consistent condition for the Through Zone within the entire Avenue and expressed concerns switching from cross section conditions (A,A',B).
User conflicts	<ul style="list-style-type: none"> General feedback indicated an overall concern with potential conflicts between wheeling users (specifically cyclists & e-scooters) and pedestrians.



For those who do not support please explain why...

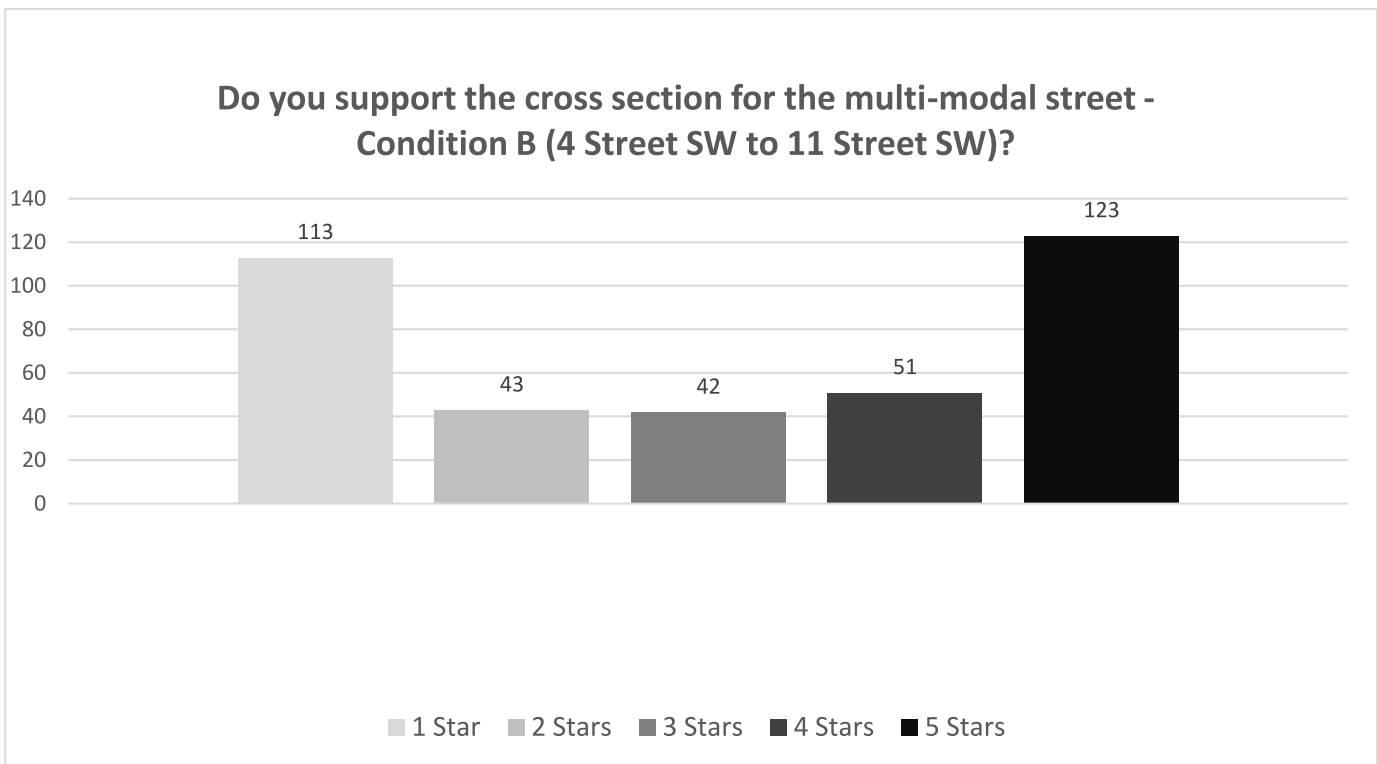
Common Themes	
Desire for protected cycle/wheeling lanes within Through Zone	<ul style="list-style-type: none"> Feedback indicated a desire for protected cycling/wheeling lanes for safe movement within the Through Zone. Safety concerns were expressed over the potential for conflicts between pedestrians and active mobility users within the Through Zone.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
 Consolidated Report Back: What we Heard
 March 2023

	<ul style="list-style-type: none"> Concern over cyclists dismounting during peak times. Avenue identified as an important 5A East-West cycling connection
Consistent Condition	<ul style="list-style-type: none"> Many comments indicated a preference for Condition A' with the Through Zone located in the centre of the Avenue and that this condition be implemented along the entire Avenue.



For those who do not support please explain why...

Common Themes	
Lack of support vehicular traffic	<ul style="list-style-type: none"> Feedback indicated a lack of support for vehicular traffic on the Avenue. Comments reflected a preference for the entire Avenue to be for active mobility users and pedestrians only. Participants felt the vehicular lanes take away from what could be more programming and activation space.

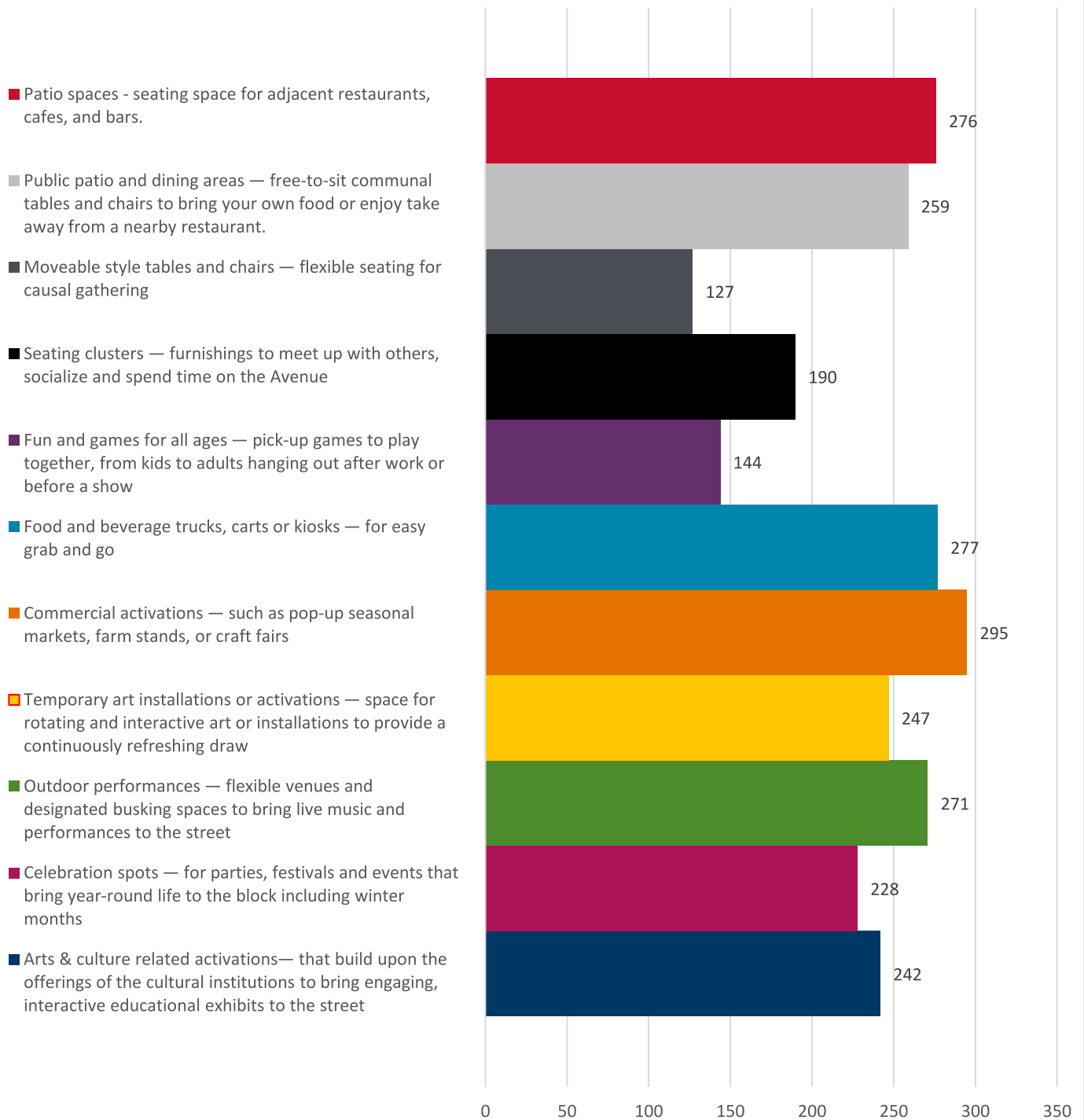


The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023

Protected Cycle/Wheeling Lane	<ul style="list-style-type: none">• Feedback indicated a desire for protected cycling/wheeling lanes for safe movement along the Avenue.• Safety concerns were expressed over the potential for conflicts between cyclists and other wheeling users and vehicular traffic within the travel lanes.
Parking	<ul style="list-style-type: none">• Most of the feedback relating to parking reflected a concern of parking loss and its impact to businesses and attracting visitors.• Some feedback expressed a desire to remove all parking and only allow the Avenue for pedestrians and active modes.

Which of the following ideas would inspire you to spend more time on the shared street?





The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

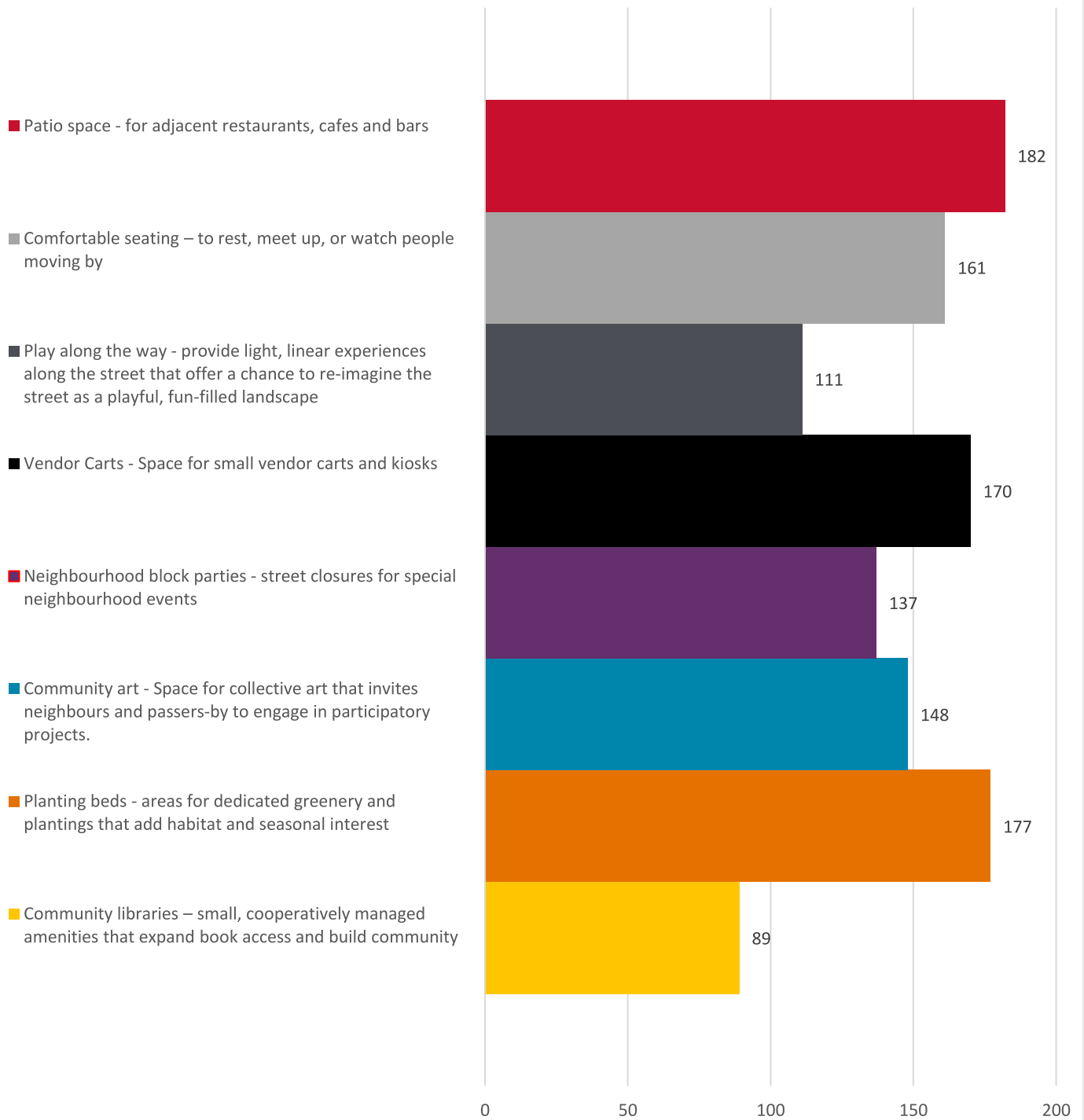
March 2023

Do you have any program ideas for the shared street that we have missed?

Themes	
Inclusive	<ul style="list-style-type: none"> • Participants expressed a desire for the Avenue to be a very inclusive space and that everyone should feel welcomed. • Feedback indicated the Avenue should have no cost and low-cost programming options available to everyone. • Public seating was identified as important for making Stephen Avenue inclusive.
Crime and Social Disorder	<ul style="list-style-type: none"> • Feedback indicated a concern over crime and social disorder within the area and the desire for increased security and police presence.
Vibrancy and Activity	<ul style="list-style-type: none"> • A diverse range of feedback expressed appreciation and suggestions of programming and activation ideas that contribute to vibrancy, activity, celebrations, and performances.
Heritage	<ul style="list-style-type: none"> • Including history and heritage of the Avenue and Calgary within the programming and design elements was identified within the feedback as being very important.
Play Features	<ul style="list-style-type: none"> • Participants identified play features for children would make the Avenue a more welcoming place for families.
Heated Spaces	<ul style="list-style-type: none"> • Feedback received expressed a desire for heated spaces during the Winter to months to make visiting the Avenue a more comfortable experience.

**Feedback to this question was quite varied and it is recommended the reader review the verbatim comments to get a fulsome understanding of the feedback.

Which of the following ideas would inspire you to spend more time on the multi-modal street of Stephen Avenue?





The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
 Consolidated Report Back: What we Heard
 March 2023

Do you have any program ideas for the multi-modal street that we have missed?

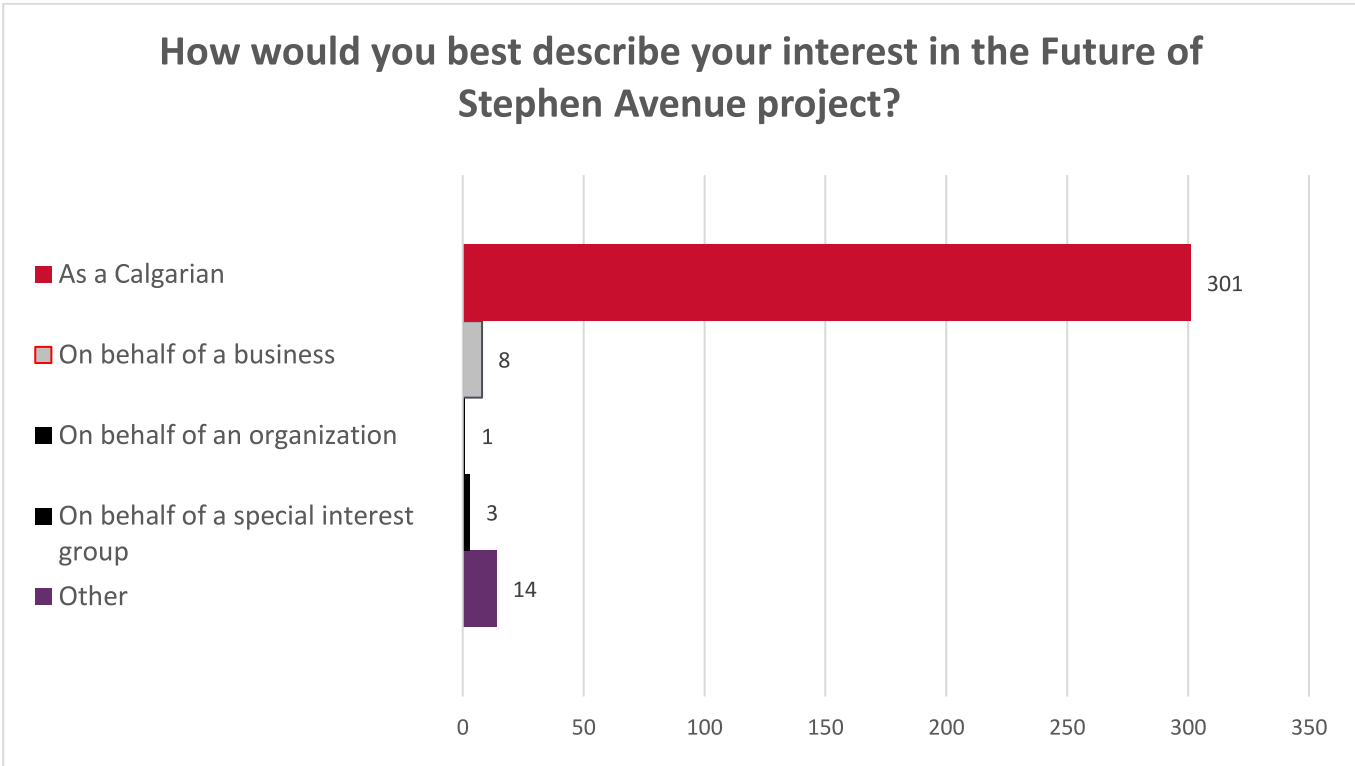
Themes	
Lack of support vehicular traffic	<ul style="list-style-type: none"> • Feedback indicated a lack of support for vehicular traffic on the Avenue. • Comments reflected a preference for the entire Avenue to be for active mobility users and pedestrians only. • Participants felt the vehicular lanes take away from what could be more programming and activation space.
Inclusive	<ul style="list-style-type: none"> • Participants expressed a desire for the Avenue to be a very inclusive space and that everyone should feel welcomed. • Feedback indicated the Avenue should have no cost and low-cost programming options available to everyone. • Public seating was identified as important for making Stephen Avenue inclusive.
Protected Cycle/Wheeling Lane	<ul style="list-style-type: none"> • Feedback indicated a desire for protected cycling/wheeling lanes for safe movement along the Avenue. • Safety concerns were expressed over the potential for conflicts between cyclists and other wheeling users and vehicular traffic within the travel lanes.

**Feedback to this question was quite varied and it is recommended the reader review the verbatim comments to get a fulsome understanding of the feedback.



The Future of Stephen Avenue

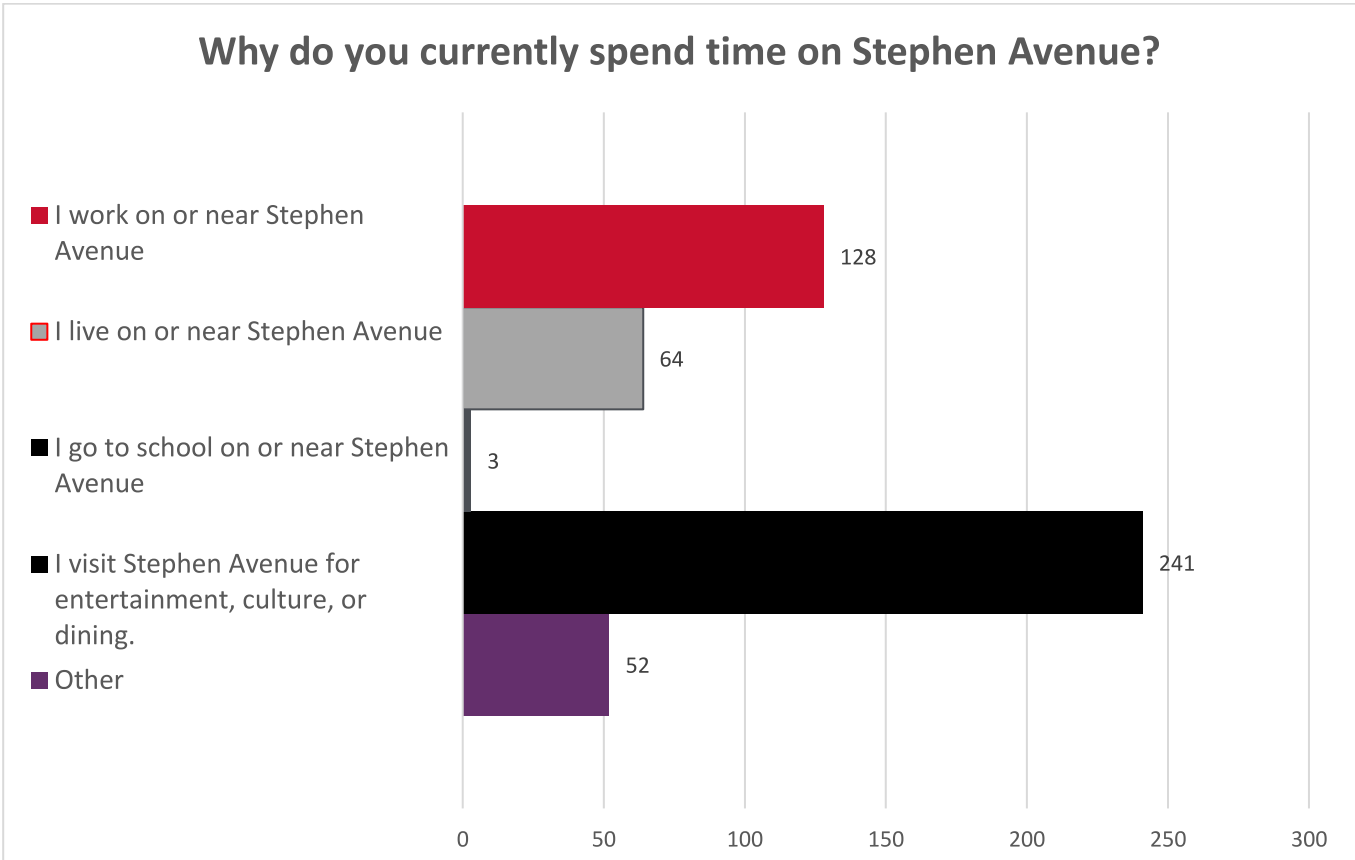
Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023





The Future of Stephen Avenue

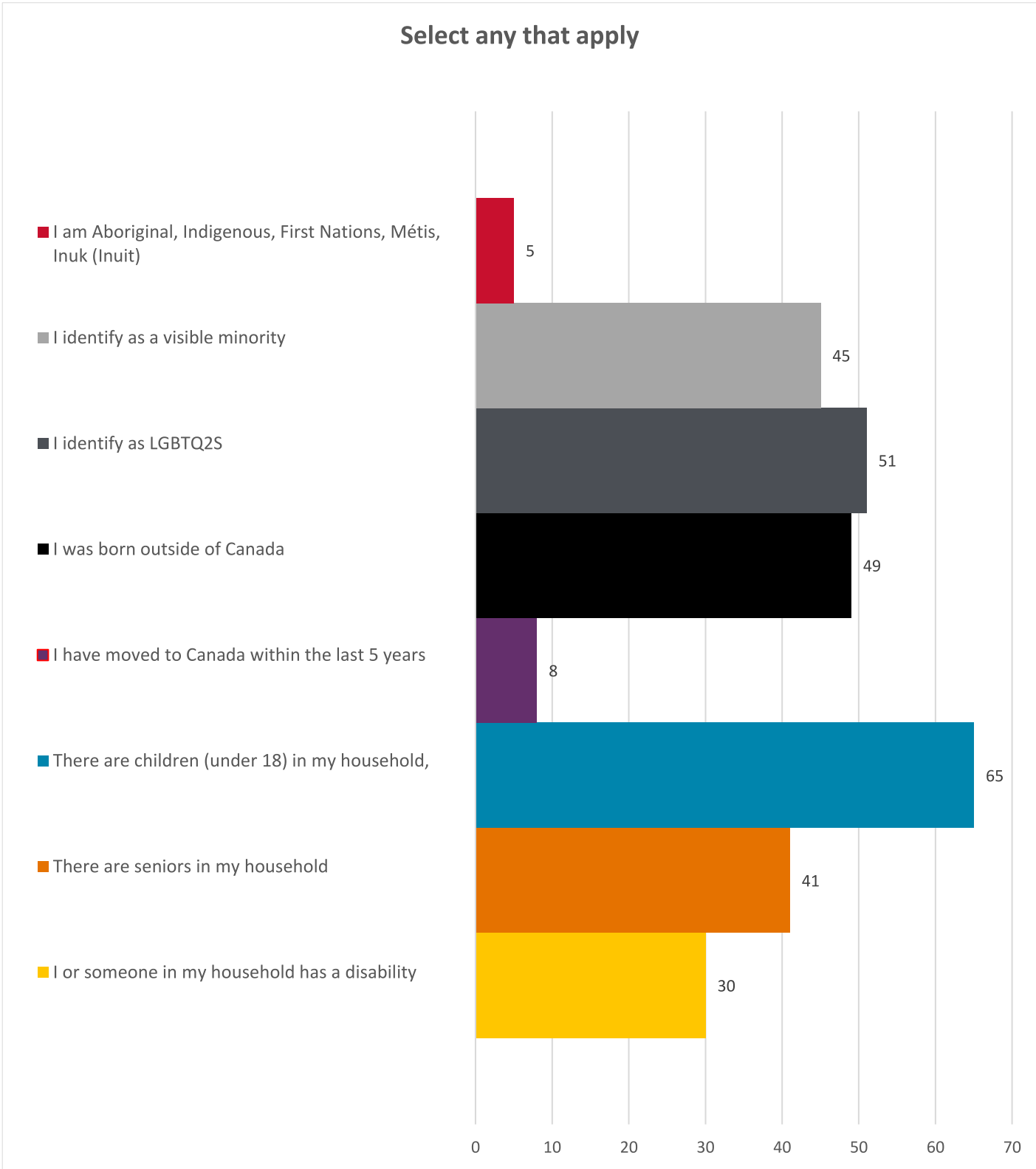
Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023





The Future of Stephen Avenue

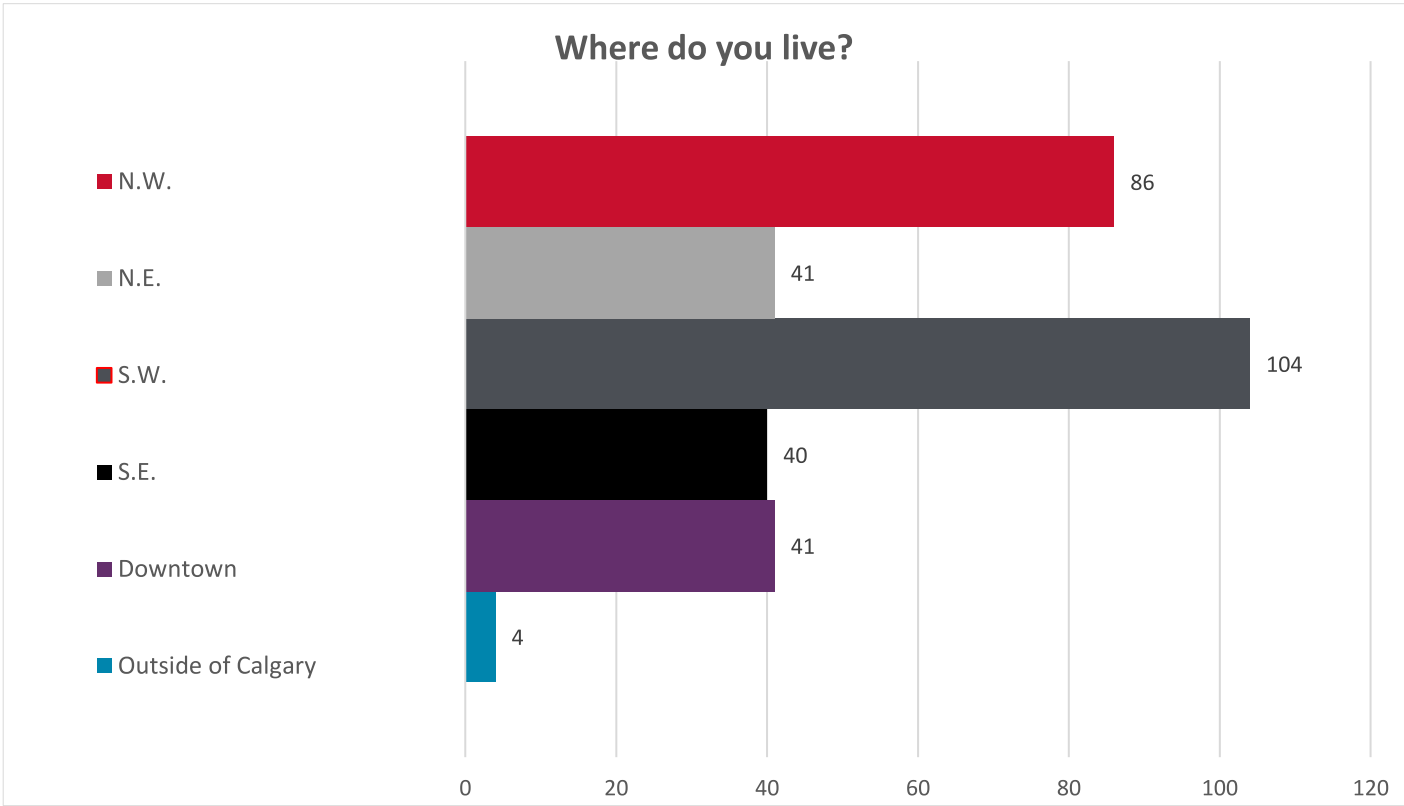
Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023





The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023



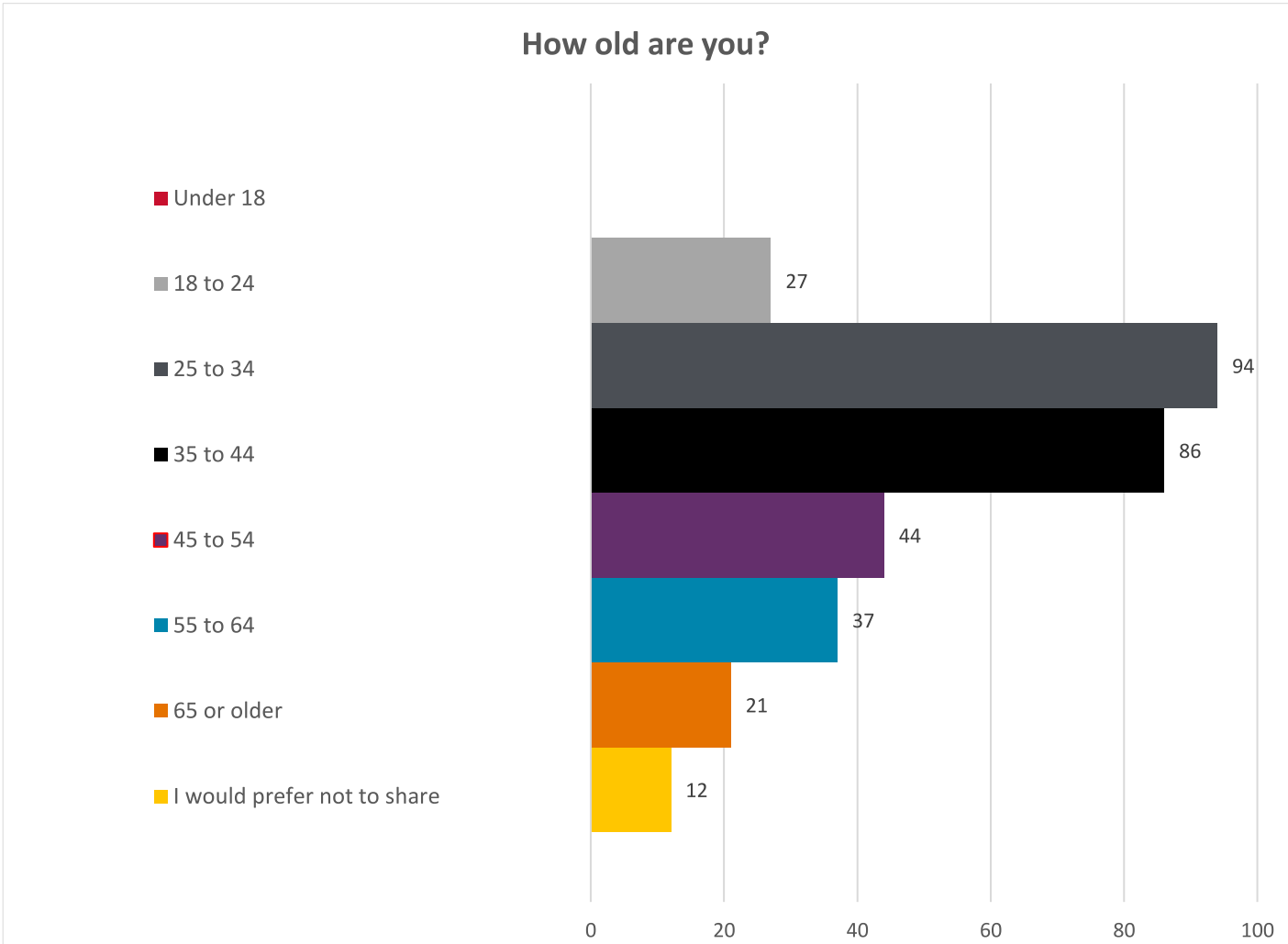
What community do you live in?

129 communities were identified within the responses to this question. To view the frequency of how many respondents indicated which community they are from please view the verbatim section of this report.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023



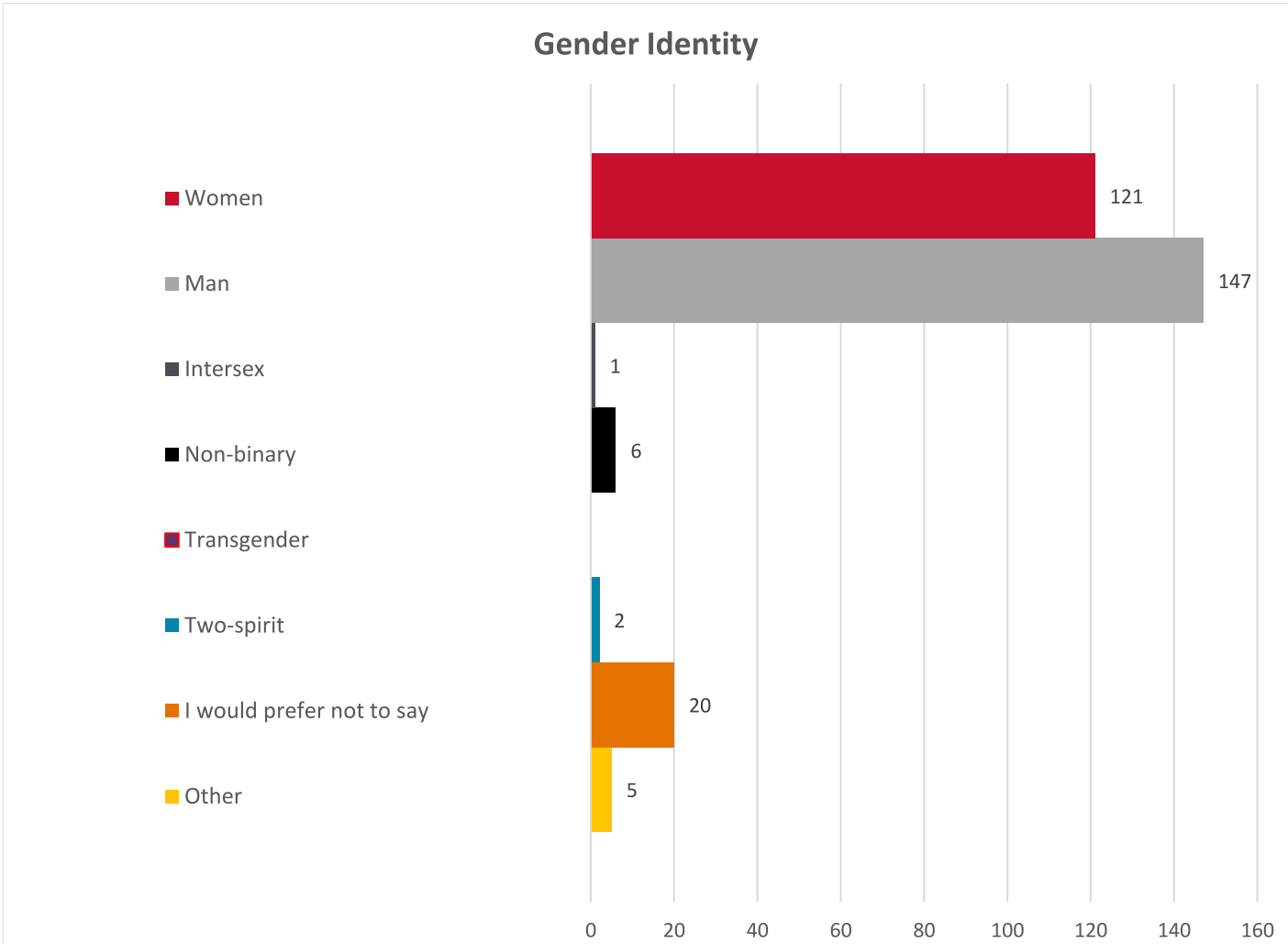


The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

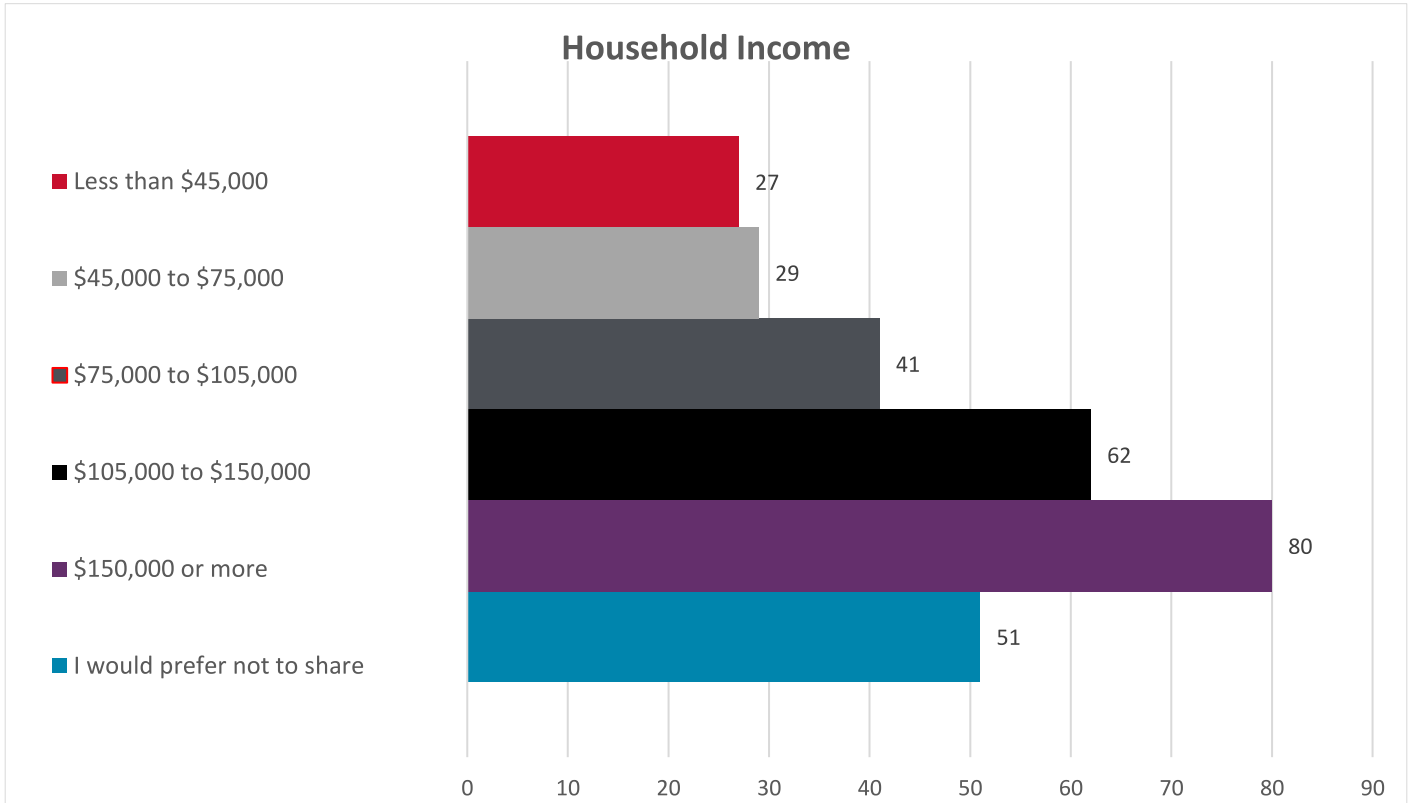
March 2023





The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023



Alpha House Partnership Engagement

Theme #1- Lived experience on Stephen Avenue

How often do you spend time on Stephen Ave?

- Approximately half of the participants shared that the time they spend on Stephen Avenue ranges from a couple hours a day to most of their day.
- The rest of the participants visit Stephen Avenue 2-4 times per week, with a few only going a couple times a month.

How do you spend your time on the street?

- Participants shared that they spend their time walking along Stephen Avenue, panhandling, spending time with friends and their community and generally enjoying the space.
- Sports and banking were also mentioned by 1-2 participants.



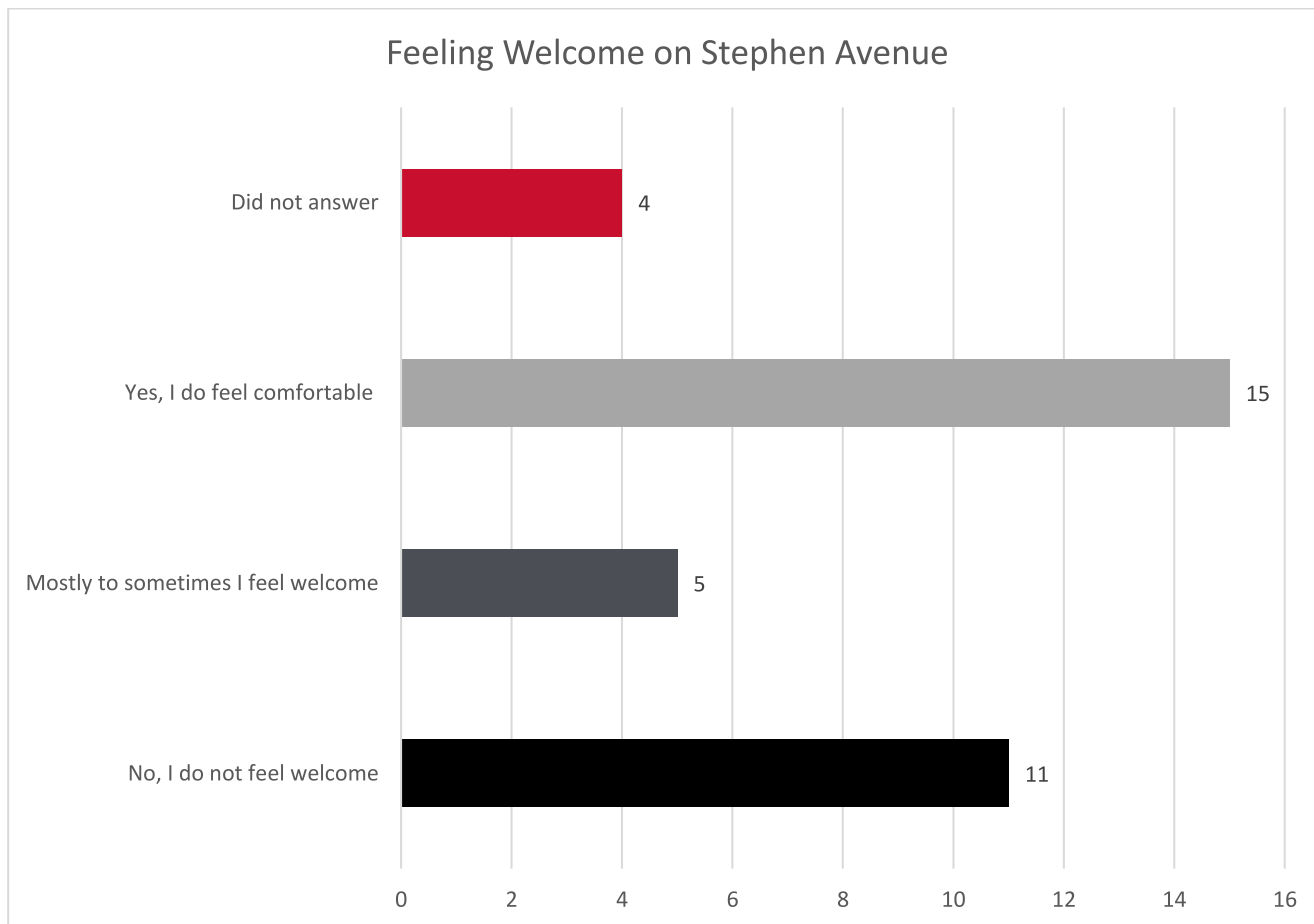
The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Tell us about your experiences of your time spent on Stephen Ave? Do you feel welcome on the street?



- More than half of the participants shared that they do feel welcome on Stephen Avenue with a handful of them saying they feel welcome most of the time.
- About a third of participants said they do not feel welcome.
- One participant shared that as a woman, she does not feel safe or welcome on Stephen Avenue and therefore spends most of her time at the shelter.
- The reasons participants shared for feeling unwelcome include:
 - The Calgary Police Service- participants shared stories of feeling welcome except by CPS, watching officers take down their friends, officers grabbing their personal belongings and throwing it and often being asked to move along.
 - Stigma from local businesses- participants shared their experience with unfair customer service and general stigma towards the unhoused.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Theme #2- What would make Stephen Avenue a place that you would want to come to and stay longer?

What amenities would be important for you? (e.g. public seating and tables, trees/shade, charging stations, free events and entertainment, public games (like ping pong tables), farmers markets, food trucks/ kiosks, community garden beds

- Participants shared that the amenities most important to them are the ones that help address their basic needs, with minimal mention of others. Amenities mentioned in order of most to least mentioned include:
 - Public washrooms and access to public hygiene facilities, such as a shower.
 - Seating areas they can use and not get moved along.
 - Charging stations/ pay phone.
 - Warming stations, such as fire pits, or as one participant said, rubber flooring on bus stops to increase warmth.
 - Resources and places specifically for homeless Calgarians, including the suggestion of a meal bus or soup kitchen.
- Other amenities only mentioned by 1-2 participants include, trees/shade, allowing buskers, interactive activities, more presence by outreach teams and counsellors to have someone to talk to.
- A handful of participants didn't think any new amenities were necessary.

Specific idea for consideration: One participant suggested that adding help/emergency buttons added along the street would add benefits for everyone.

What changes would need to occur for you to feel more welcome?

- Participant responses fell into a few main themes, listed here in order of most mentioned to least mentioned:
 - Reduced stigma- Participants shared that businesses and the public having a friendlier attitude towards the unhoused would help a lot.
 - One participant mentioned that now that he is housed, he feels like there is less stigma. He felt a lot of stigma from businesses towards the unhoused before.
 - More outreach teams and staff- participants would like to see them on the street more often to provide resources and support.
 - More low-income housing/places to stay.
 - Income- a few participants mentioned that their income would need to increase in order to feel welcome.
 - Other themes mentioned by 1-2 participants include: changes to policing with less ticketing and more outreach staff, cleaning up the streets, and access to hygiene facilities.

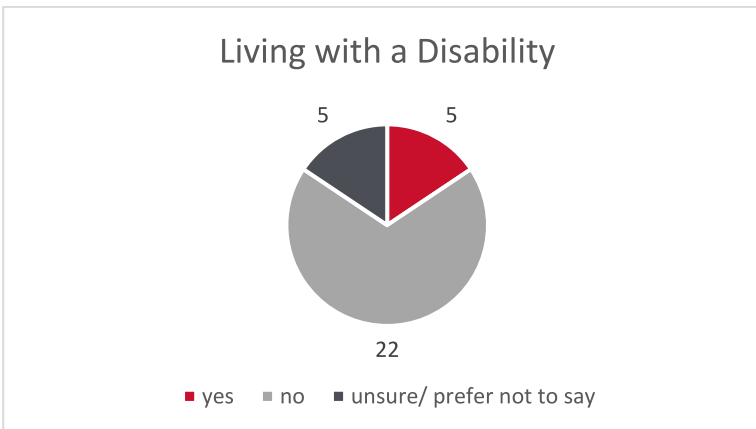
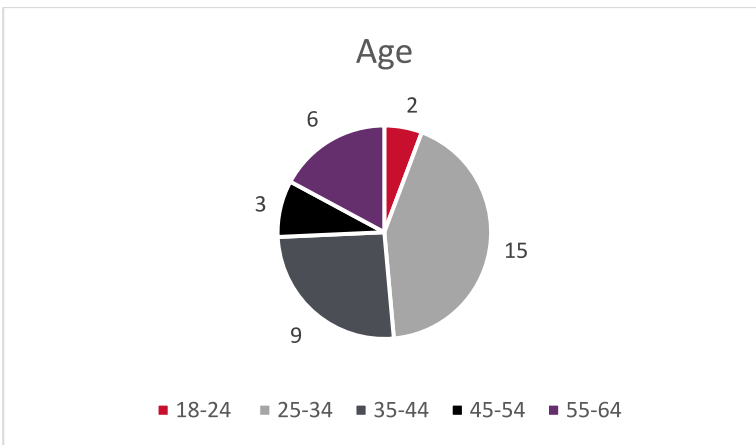
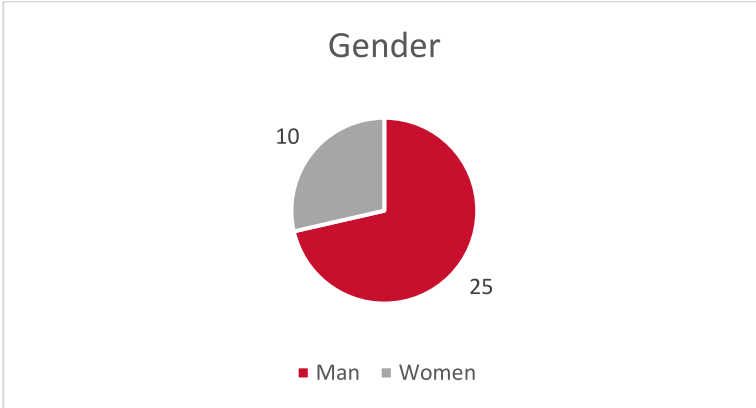


The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023

Specific idea for consideration: Allow precariously housed Calgarians to volunteer for things happening on Stephen Avenue and providing resources like a meal in return.

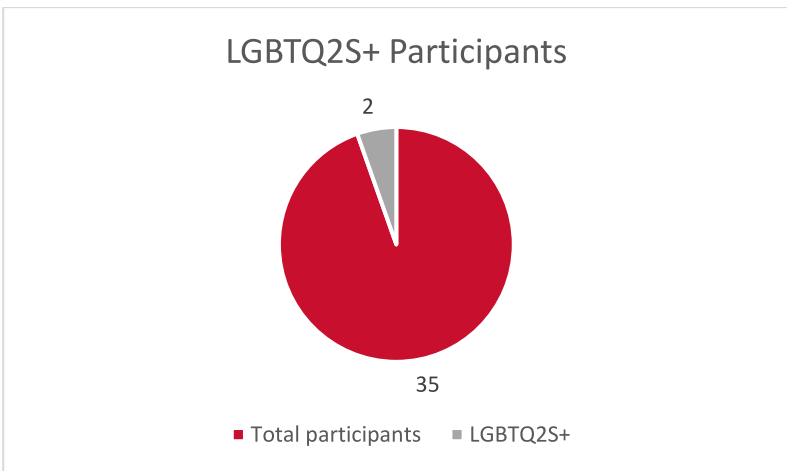
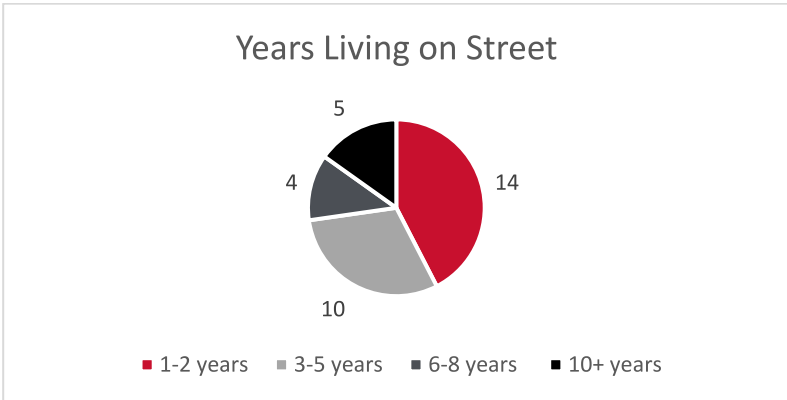
Demographics of Calgarians engaged through Alpha House





The Future of Stephen Avenue

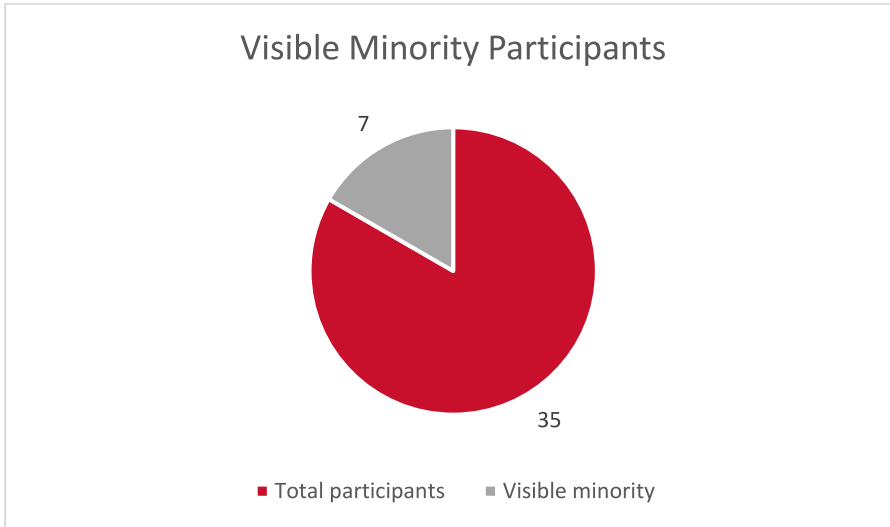
Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023





The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023



Outreach Collective Meeting

Within the meeting with the Outreach Collective group, robust conversation around the following topics for Stephen Avenue occurred:

- Desire for public washrooms on the Avenue.
 - Current washroom locations at Century Garden and Olympic Plaza get high use, however they are on opposite ends of the Avenue leaving a significant number of street blocks with no access to public washrooms.
 - Many businesses deny access to washrooms for unhoused Calgarians and non-paying guests.
 - Concern this creates a lack of dignity to the unhoused population and leaves them little option but to use the alleys and streets.
 - Examples of timed public washrooms and temporary trailer washrooms were discussed.
- Desire for public seating for all users of the Avenue and that it becomes a truly inclusive space.
- Benefit of adding wayfinding elements that would direct precariously housed Calgarians to amenities such as public washrooms, agencies and services, and needle debris disposal boxes.
- Desire for warming and cooling shelters.
- Concerns over stewardship of cleaning and maintenance of the Avenue, and who is responsible for this.
 - Concern that currently a lot of business owners and staff end up taking on this role.
 - Staff have reported safety concerns when having to take on this role, specifically in alleys behind the Avenue.
- Desire for unhoused individuals to be seen as Calgarians with the right to enjoy Stephen Avenue



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Concern over unhoused Calgarians being pushed out of the Avenue by Bylaw and Police. Desire for public cell phone chargers and water bottle filling stations.

Downtown Partners Meeting

Within the Downtown partners meeting, discussion on the following topics for Stephen Avenue took place:

- Need for infrastructure to support events and activations such as wifi, electricity and utility access, water, waste management, ability to anchor tents, storm water management, and accessible raised sheltered platforms for performing.
- Need for wayfinding and signage along the Avenue marking the various zones.
- Conversations regarding traffic flow and if motor vehicles should even be allowed on the Avenue. Discussions around emergency vehicle access.
- Importance of including history and heritage into the design elements.
- Loading and delivery zone requirements for businesses.
- Conversations regarding what is being done to address safety, crime, and social disorder.
- Discussion about the role of relevant City business units, the social service sector and CPS when it comes to addressing real and perceived safety concerns.

Impacted Businesses Meetings

Within the impacted businesses meetings, conversations on the following topics for Stephen Avenue took place:

- Conversations regarding what is being done to address safety, crime, and social disorder and the importance of being coordinated with the Stephen Avenue Safety Hub.
- Importance of regular cleaning of the Avenue with specific mention to public seating.
- Concern over loss of parking and its impact to business. Importance of delivery and loading zones for businesses and offices with primary entrances directly off of the Avenue.
- Desire for secure bike locking infrastructure.
- Importance of coordination and integration with Green Line construction. Additional conversation around the staging of construction to minimize impacts to businesses.
- Conversation about furniture zone and concern over it becoming too 'cluttered' and potential tripping hazards. Additionally concerns over who managers moveable furniture and concern over theft.
- Importance of coordination with other projects who may have different construction timelines.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Targeted Business Engagement (Feedback Form and Meetings)

Feedback was obtained directly from businesses via an online feedback form that asked specifically about delivery needs, operation considerations, seasonal considerations, and programming within the setback zones.

The feedback gathered here was referred to specific locations and businesses and was not easily themed. Details will be provided to the project team for consideration in the final design.

Next steps

Feedback from citizens, businesses, downtown partners, along input from City advisory groups, and further technical analysis will be used to develop the final conceptual streetscape master plan. The final master plan will be revealed in Fall of 2023. Following that, we will move into the next phases of the project which includes detailed design and construction. We plan to get to the first phase of construction within two years.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to Project Teams to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) or [Online Tool Moderation Practice](#), have also been removed from participant submissions.

Wherever possible the remainder of the submissions remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Cross section for the shared street Condition A: For those who do not support please explain why...

- I think that ALL vehicles should be prohibited from the entire length of Stephen Avenue between the hours of 0700 and 2200. Deliveries need to be made through back laneways or by wheeled cart. Don't keep the road as a delivery route for the mornings.
- I'd like to see bike lanes in it as well. Expecting people to dismount is not realistic and might lead to conflict.
- Looks good. Not sure on the pros/cons of this an A' but as long as it's closed to vehicles, I'm good with it.
- Should provide space for double row of trees and planting
- This looks like it would isolate the program zones and create conflicts with the through zones. Take a look at Oulu's heated streets instead.
- Having the through zone near business entrances makes it more difficult to access the business. Also makes it feel more busy and less relaxing on restaurant patios.
- Separating the through zones makes the space feel more closed and limits integration into the surroundings.
- I love the idea of having the program zone and having Stephen Ave Pedestrian focused
- I like to commute by bike in the warmer months and currently Stephen avenue is one of the main dedicated bike lines to go east to west in downtown Calgary. I find it frustrating trying to weave around pedestrians on Stephen avenue.
- Too short and too many program zones



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- "groups/families will cross/extend into the through zones, which can cause harm. It would be safer for all users and more efficient for travellers to have a central through zone such as suggested in the Condition A'."
- The patios are way too small in the building setback. This is very poor design and will rely on questionable "programming" in the middle zone to activate the street. Strongly against this idea. It will take away the most successful part of the current avenue!
- Taxpayers should not have to be burdened with more taxes for beautifying needlessly while the mayor and city Councilor's get a raise! Use our money in a better way, pay off debt!!!
- Good for activities, but this is not how people would actually use it - especially Cyclists - it would be cumbersome to bike blthrough. B is much better, and resembles the conditions near the river.
- The requirement for furniture etc. to not be fixed and to have to be moved for an emergency is a negative.
- What buildings are going to be taken down to make this project happen? Also, I do not believe or support in any of the historical buildings being removed from Stephen AVE.
- Having the through zone next to the program zones breaks up the space. It would also limit future adaptation to the patio spaces. Some people will be going fast on bikes right next to the stationary seating. I prefer the bikes in the middle to separate the speeds.
- I think that if you exclude vehicles from the shared street experience you should also exclude bikes and e-scooters to further enhance the calm in the area. Some bike riders go very fast are are dangerous to pedestrians.
- You can't take the only east-west wheeling route through downtown and make people who rely on bikes or scooters to commute and do their errands dismount on it during peak hours, let alone for several blocks, unless you're providing an alternative route on an adjacent street.
- Two reasons: I would find it highly inconvenient to have to walk further away to get a rideshare. Second, I believe we need more parking downtown given that prices are prohibitively high for middle-class workers wanting to drive to be able to afford.
- There are so many things that need to be fixed on stephen ave before doing any of this. Taking away parking and delivery zones is such a bad idea.
- Lots of tax\$S has being SPENT on Stephan street. I see no more value in spending at so called beautification of this pathway . kindly focus on maintaining and increasing the TREES THAT HAVE BEING CUT ALL OVER CALGARY UNDER,ONE PRETEXT OR THE OTHER. IT IS SHAME ON OUR PART THAT WE ARE NOT REPLACING
- There are no other good east-west cycling connections, so I think it is important that the through zone be well identified, as it appears to be in this scheme.
- Too many layers, other conditions are more simple
- It's pretty good. But that could cause confusion with people thinking the middle is for wheeling & the edges are for walking. I prefer the 2nd A concept-it would be more consistent if it was the same. Is there planned access for private vehicles? I'm happy to eliminate private vehicles at all times.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- This cross section splits up the through zones too much and splits all the parts up too much. This doesn't allow for much flexibility if we wanted to have a big event using up more of the street.
- I think it has a nice balance with allowing businesses to expand their patios, while also clearly separating the middle public programming space. Concept could also include more furnishing/planting zones.
- This website is so hard to get through and understand. While the concepts may be somewhat good, the ideas get lost in the layout. My takeaway from this whole idea is that the city is trying to make it as complicated as possible to understand. Please just spend my tax dollars foolishly!
- the shared street needs to include bikes and other mobility modes. As seen in the past, bikes etc. are not walked but carefully used. From the multi modal street concept "Conflicts between pedestrians and active mobility users are mitigated by using the furniture zone to separate these two zones."
- Lighting white lights in trees. Keep streetscape classy. Not in favor of bright colors/ childish like a circus. Subtle. Seating in shade important for seniors/ those with mobility concerns. Accessibility for disability is important.
- Bike/scooter pathways should be clearly demarcated - pedestrians are gonna walk wherever regardless of programmed areas
- I support - please continue to provide incentives to business owners to create patio spaces.
- The smaller through zones are not ideal for this area as a lot of people walk down this street. It might work if you removed bike traffic to accommodate pedestrian traffic. I have seen too many people hit by bikers. They should actually be banned from Stephen Avenue.
- I don't support bikes having to dismount since west of this point is a major bike route. If you want people to bike, make it easy to bike, don't wage a war on bikes. Support the idea otherwise.
- Assuming no food trucks, fewer any 'event' vehicles or private security vehicles.
- vehicular traffic flow is presently so impeded that many people opt not to travel downtown. Don't make it any worse!
- Expecting cyclists to dismount during specified times is unnecessary. Look at Nordic models. Cyclists already move at human scale and can move around other pedestrians and cyclists. If you are worried about pedestrians being confused then put in sufficiently sized bike lanes.
- See my comment below of trees. They need to be DEAD Center like single file in order to grow on this east west avenue.
- if condition A had bike lanes and one travel lane similar to condition B. condition A would be 5 stars.
- I think a mixture of Condition A and B would be better - for the more congested zones, such as by Bankers Hall having obstacles in the middle might be a nuisance.
- I love the idea of programming space and the focus on street trees closer to the middle of the right of way so that they can get more sun and also more equally shade the space.
- I would prefer no bikes or scooters allowed as I'm not sure they would follow the guidelines.
- It looks great but I would like to see a bike lane so that people can get through the area if needed. I don't see why the only time you see bike lanes is when there are also cars on Stephen Ave as well.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- I don't mind A and A' but it is weird to jump back and forth between them. Pedestrians are pushed to the outside then the middle then back outside. Continuity is lost.
- Installing fixtures in the middle of the street will obstruct the pleasant view corridor that is one of Stephen Ave's most celebrated qualities. The classic photo op down the middle of the Avenue will be no more unless the designers frame unobstructed view opportunities along the length of the axis.
- it will make it more crowded as people meander between zones.
- "Pedestrians need to be #1 somewhere in this city. Adding any type of vehicles - from scooters and bikes totally destroys the safety for pedestrians"
- The avenue as it is may not be pretty but it serves a purpose as a "street". This project is unnecessary. Funds allocated to this would be better spent providing basic municipal services (maybe plough streets once a winter)? Just leave the avenue as it is.
- If you don't let people ride their bikes then you need to make sure scooter companies cannot end bookings in the area.
- Space for Cyclists should still be considered in this zone.
- I don't think having a "program zone " in the middle of the street is the best use of the space. It would be noisy and somewhat dangerous to have children running around especially kicking a ball. Keep the playing kids in a park, use the centre space for walking and markets on the weekends.
- More public art or fountain
- 5 stars, except the lack of dedicated cycling width. East-West cycling downtown is limited to 3rd ave and 12 ave, with all other routes (except 10th) being high-speed one-ways. Stephen Ave will always have cyclists. Hopefully uses of the "Program Zone" will leave enough space for low-speed cycling.
- It should be the same as Condition B (4 Street SW to 11 Street SW) all the way through. This allows for better use for the property owners to expand out their business if they want, in one contiguous area, not split up into multiple zone areas. I really don't like this.
- It seems like less room for programming and pedestrians
- The idea is good, but who is going to ensure that it is actually kept clean and people enjoying the area are not getting harassed by individuals that are not there for the good of the area?
- Yes we need permanent art and no cars ever
- Movable objects will always be removed permanently by those who borrow items not belonging to them but never return.
- It should extend all the way to McLeod Tr, i.e. no traffic between McLeod Tr and 1 St SE; taxi pickup for Arts Commons on McLeod Tr or 1 St SE
- Get rid of drug users and homeless and respect tax payers use of this area
- I don't have an issue with bicycles and scooters, but often these people don't care about pedestrians. I'm tired of them flying by so close (lanes?), and REALLY tired of tripping over scooters laying in hazardous places - right outside doors and corners. Can there be scooter parking areas?
- Keep cars away from Stephen Ave.
- This is a great idea, if possible it would be very cool to see two or three sections like this along the length Stephen Avenue



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- The City is not responsible financially. There is no reason to believe the benefits will exceed the costs on this project.
- Parking lot access
- Too cluttered, and don't like the program zones backing onto the through zones. Seems like a high potential for accident.
- less intuitive, harder to see things two program zones away
- This is by far my favourite option as it creates program and a reason to be there - opportunities for playgrounds, event space, etc in the center. The through zones will activate the program zones on the sides
- No - the through zone is too open and will become "speeding channels" for bikes and scooters putting pedestrians and children at risk
- This isn't any different than what is in place now. What's the point? Where will business sandwich boards go? The furniture zone? That's unlikely - they'll end up interrupting the pedestrian area and get in the way of people with reduced mobility.
- Other than in an emergency situations, I don't see a need for vehicle access to Stephen Ave. Calgary has almost no streets designed for walking/cycling only.
- Ridiculous to split up the through zone into 2.
- Can't restrict bike access as this is a major form of transportation for many people in the core. More people will use bikes if we make it easy and efficient.
- Not enough sunlight to support a tree canopy.
- The City will need to identify parallel routes for active mobility 24/7, including during peak times.
- Seems dangerous to have bike and scooter traffic next to shop doors/patios
- nice having no cars at all but it feels less safe for the program zone being flanked by active users
- But add bike lanes!
- Through zone should be in consistent position throughout the length of 8th Ave. Through zone is best in middle of cross section to allow for greatest space for patios and restaurants adjacent to storefronts
- No separation between Active modes and pedestrians. Having to dismount off your bike makes this a lot less useful for biking and pedestrians should have a separate space if they don't feel comfortable walking with people riding bikes and scooters
- Doesn't include wheel lane
- Biking may be hazardous, as many people may not be aware of 'through zone' when wandering from program zone to program zone.
- No people don't watch where they're going now and this won't be any better
- The protected bike lanes abruptly ending at at 4 st sw is the only downside of this project. The bike lane should jump down to 9th ave at 5 st sw and head east to make complete east to west corridor.
- The ROW isn't wide enough for a central pedestrian pathway. This works better on much wider streets
- I like the accessibility for pedestrians, but prefer the design where the through zone is in the centre.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Not as flexible as other options.
- Forget spending money on goofy shit. Revitalizing downtown can best be accomplished by reducing crime!
- The through zone would be better served snaking in a non-linear fashion to create larger spaces for program zone. Creating safe intersects at the snaking could assist safety and organic feel to the pedestrian priority. Groups of shade tolerant trees could go on north side in that scenario.
- Limit access to vehicles, this looks too complicated
- No cars and no bikes
- Fully support removing private automobiles. However, the transition between a single central movement space and two smaller movement spaces is awkward, particularly for those cycling. A consistent approach for both mall sections is preferable.
- The prioritisation for pedestrians is great and having plenty of programming zones is excellent, but would it be possible to add in some through cycling infrastructure? It is quite inconvenient to have to dismount
- Just please don't paint bike lanes.... A shared space is not compatible with high speed bike infrastructure.
- "I am concerned that bike and scooter Traffic won't take place at slow speeds. Why can't bikes and Scooters go on adjacent roads? The space could be used for art installations, street performers, play spaces, furniture etc. bikes and scooter would still be allowed to be pushed but not riding."
- Calgary can be minus 20 so drop off via heated vehicles is needed.
- through zone should be in the center and continuous. if program zone is in the middle, those traveling through would be required to zig zag around on going programs
- I believe A' is a better option. However A still works if there needs to be an effort to save money and not redo an already functioning area
- Through zones too narrow, this will get confusing and congested during busier times and during events
- Would increase horizontal traffic (side to side), seems like an interesting idea however increased likelihood for those in the program zone to have contact with bikers, scooters, etc.
- Stephen Avenue should be for pedestrians only.
- A is dangerous to children & mobility-disabled folks because there are more danger zones & there is less collective space for emergencies. It's confusing for drivers & pedestrians because cars 'belong' all over the road. It's more disruptive because the noisy vehicles aren't just confined to 1 area
- We can not afford higher taxes to pay for this.
- Bikes and electrified modes such as scooters should not have priority over pedestrians. There is too much priority to bike lanes and not enough for snow and ice removal, and for space to plow and store the snow. The paths need to be very clear to encourage pedestrians year round
- Absent any other 5A east-west cycling connections, 8th Ave must remain accessible for bike travel 24/7 365 days/year in a way that mitigates "conflict" between users. Aside from a person walking their bike, this does not show how cyclists will travel through the space. It should not be walking.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Walkways squeezed between program zone does not lead to enough throughout of pedestrians during peak times.
- No vehicles should be allowed
- Put through-zones in the middle. Greatly reduces cross-traffic between businesses and program zones & provides greater multiple use of program zones. Stephen Avenue will function like a park. Keep the through zones contained. A combined through-zone eliminates need to ban cycling during peak times.
- This creates higher traffic where seating is often placed for restaurants. Currently, people are use to walking through the centre of Stephen Ave which will be a hard habit to break.
- No. Making downtown safe and clean and making public transit safe and clean should be your priorities before considering any of this other stuff.
- Would like active mobility lane
- Yes, but the statement that "active mobility modes would dismount within busy peak hours" needs to be clarified. Currently Stephen Ave is the ONLY east-west active modes corridor on the southern half of Downtown. This should be revised to only require active modes to dismount during large events.
- will be hard to lose the driving traffic even on weekends and evenings

Cross section for the shared street Condition A': For those who do not support please explain why...

- I think that ALL vehicles should be prohibited from the entire length of Stephen Avenue between the hours of 0700 and 2200. Deliveries need to be made through back laneways or by wheeled cart. Don't keep the road as a delivery route for the mornings.
- I'd like to see bike lanes in it as well. Expecting people to dismount is not realistic and might lead to conflict.
- Should provide space for double row of trees and more planting
- This looks like a good way to let each building have its own program zones and patios with creating strong through zone passage ways. Might also make it easier to heat? Not sure exactly if it would help the tree zone though (why is it called furniture?)
- Stephen Avenue is the dedicated cycle route for travelling East/West north of the train tracks. If this continues to be the case, a grade separated cycle lane needs to be added to encourage cycling.
- Wider patio area is lovely and wonderful it's still pedestrian focus as well
- Same comment as above. I mostly use for riding my bike and would appreciate a dedicated bike area.
- Longer but still too many program zones
- This is great — keep this configuration along the entire Condition A
- Through zones should be segregated by type of user.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Seems most accessible. Large patios for businesses seems great.
- This design is great. How it would be in Europe. Allows the businesses to expand into larger spaces and separates the speeds. Large sidewalk spaces allows larger groups to walk together.
- Again, you can't take the only permanent east-west wheeling route through downtown and make people who rely on bikes or scooters to commute and do their errands dismount on it during peak hours, let alone for several blocks, unless you're providing an alternative route on an adjacent street.
- Two reasons: I would find it highly inconvenient to have to walk further away to get a rideshare. Second, I believe we need more parking downtown given that prices are prohibitively high for middle-class workers wanting to drive to be able to afford.
- ITS OK, BUT FOCUS ON TREES FIRST THEN CONCRETE JUNGLE . DOWN TOWN IS COMPLETELY SCREWED UP NOT THE PREFERAL , SUBURBAN AREAS OF CALGARY ARE ALSO REDUCING TO CONCRETE JUNGLES
- I would rather see clearly defined cycling areas, or cycling lanes provided along an alternate east-west street.
- I like this. Would like to see consistency in both A sections. Would also like to see paving be flat & accessible on the entire avenue (building to building) with raised crosswalks (no curb cuts). Ensure that you are considering drainage all along.
- Marginally better than 'A' in that there are fewer breakups between zones, but because the through zone is smack in the middle, larger programs can't exist at any time. Keep the through zone to one side and let the remaining area either be program or free use, including just walking or seating.
- A lot of people on e-scooters, bikes, etc. are highly disrespectful and go ripping through people not following rules or traffic laws. Perhaps including them should mean pedestrians on one side of the avenue and activity mobility aides should be restricted to the other side?
- Programming zones feel like they are more extensions of the businesses only, but I still like the large areas for programming. Concept could also include more furnishing/planting zones.
- This website is so hard to get through and understand. While the concepts may be somewhat good, the ideas get lost in the layout. My takeaway from this whole idea is that the city is trying to make it as complicated as possible to understand. Please just spend my tax dollars foolishly!
- the shared street needs to include bikes and other mobility modes. As seen in the past, bikes etc. are not walked but carefully used. And should be. I like no vehicle traffic. "Conflicts between pedestrians and active mobility users are mitigated by using the furniture zone to separate these zones".
- See above response
- Worse design than A, definitely don't make bikes ever dismount here.
- Expecting cyclists to dismount during specified times is unnecessary. Look at Nordic models. Cyclists already move at human scale and can move around other pedestrians and cyclists. If you are worried about pedestrians being confused then put in sufficiently sized bike lanes.
- DO NOTE ——— Trees need to be dead Center IN THE CENTRE single file along this east west avenue in order to grow.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- People and emergency movement is confined to one pathway. If that pathway became blocked, it would become a safety hazard. People and vehicles would be trapped with no way to move backwards. I think of crush events where people are flooding into a pathway in the same direction. The permanent furniture and program zones limit spill-out to escape. This option also has potential to be too chaotic from a noise standpoint - different programs running on either side of the through zone creating discordant noise. It can become congested on popular days with good weather or popular programs (this layout is the most similar to summer festivals in the city like the Lilac festival or Salsa fest, and it just gets way too tight in the through zone and people can't move freely or quickly through).
- one walkway in the middle is not ideal for both directions of traffic
- I highly recommend planting spruce trees or other coniferous trees around the city, we have a lot of elm trees everywhere, which are beautiful, but during winter our downtown looks very grim with all the bare trees. I think a combination of trees would really help make it more cozy and inviting during winter months.
- Possibly less room for patios and program zone?
- A bikelane is needed here to make it easier to navigate for people on wheels. Otherwise it looks wonderful.
- It's fine. Jumping back and forth between A and A' is confusing and would be difficult for someone who is visually impaired
- This section would work better along the whole length of the active portion of the Ave. Maintains the view corridor, splitting the through zone around central installations seems unnecessary and problematic.
- keeps traffic flow condensed into the areas it's supposed to be
- same as my previous answer.
- The avenue as it is may not be pretty but it serves a purpose as a "street". This project is unnecessary. Funds allocated to this would be better spent providing basic municipal services (maybe addiction and housing support for those struggling on current streets)? Just leave the avenue as it is.
- If you don't let people ride their bikes then you need to make sure scooter companies cannot end bookings in the area.
- Through zone with dedicated cycle infrastructure would be ideal
- Again, too much program zone space. Food and craft booths are fine but how many do we actually need? We already have too many buskers, don't need to attract more. How about attracting a weekend farmers market.
- More public art
- 5 stars except for lack of cycling width. 4th St being the main cycling connection to the Beltline means that the 4th street to 2nd street section of Stephen Ave could see a lot of cyclist use if designed properly



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- bikes on stephen ave when busy are horrible. shared lanes today are dangerous if dismounting is not actually enforced. need dedicated lanes for pedestrians.
- Again, great idea! But who is actually there keeping it clean from cigarettes butts and feces all over the ground for example or dismounting off bikes during busy times?
- Why is that person walking a bike? It should be bike riding allowed, no cars should be allowed here at any time
- Too short an area; it should extend further; create more restaurant/patio spaces
- Get rid of drug users and homeless and respect tax payers use of this area
- Keep cars away from from Stephen Ave.
- My only lack of support is this ending at 4 Street SW. I'd like to see this pedestrian only section extend much further along Stephen Ave. The less dedicated to cars, the more space for people to live and more space for activities. A longer pedestrian only street could be very iconic.
- This is reasonable. Lighting should be prioritized for safety - perhaps greenery should be shorter. Homelessness will get worse, not better, in the future. So safety should be a high priority.
- Please do not spend so much taxpayer dollars on this.
- If it is to be a pedestrian mall then keep vehicles off. Vehicles will negatively impact the use of the mall for activities - resting, vendors, performances, socializing. I don't want to need to check for cars or trucks.
- Parking access
- This is fine but doesn't have as much room for destination spaces and events. This is my #2
- This is better. Just do this the whole length.
- Cant restrict bike access as this is a major form of transportation for many people in the core. More people will use bikes if we make it easy and efficient.
- Not enough sunlight to support a tree canopy.
- Prefer to see A and A' be the same for the full east half of the redevelopment.
- The City will need to identify parallel routes for active mobility 24/7, including during peak times.
- Would like to see a simple divider down the middle to help flow but overall it's great
- But add bike lanes!
- This cross-section is similar to the existing condition and creates a dead zone of pavement in the middle of the street. The first option creates a tighter and more personal street with the centre of the road used for furniture and programming.
- No separation between Active modes and pedestrians. Having to dismount off your bike makes this a lot less useful for biking and pedestrians should have a separate space if they don't feel comfortable walking with people riding bikes and scooters
- Doesn't include wheel lane
- Put the through-zone in the middle. It is more intuitive for all users. More predictable for wheeling users and away from the entrances or patios of businesses.
- The protected bike lanes abruptly ending at at 4 st sw is the only downside of this project. The bike lane should jump down to 9th ave at 5 st sw and head east to make complete east to west corridor.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- I think the current model works well, just upgraded
- I prefer the very first condition with through zones on both sides as you will always have those that wish to be on both sides when it comes to travelling. Thanks!
- A and A' make no difference and could be swapped or integrated either way
- I like this less with the through zone in the middle. People naturally gravitate to the centre of pedestrian boulevards.
- This pedestrian-forward plan offers the most flexibility. We should have at least one pedestrian-exclusive east-west corridor in downtown Calgary!
- No cars and no bikes
- Fully support removing private automobiles. I prefer this single central movement zone over two movement zones, particularly for ease of cycling. It also means there is one conflict point between walk and bike, rather than two. Regardless, prefer one continuous approach to the movement zone.
- The prioritisation for pedestrians is great and having plenty of programming zones is excellent, but would it be possible to add in some through cycling infrastructure? It is quite inconvenient to have to dismount
- Calgary can be minus 20 so drop off via heated vehicles is needed. Vehicles also allow better emergency service access and access for injured or disabled to enjoy the restaurants and seating.
- This is the ideal option. Program space on both sides provides visibility to the through zone but also keeps flow of traffic moving.
- Seems to be broken up. I like the double through zone though instead of lumping everyone in one space, but it's also possibly too tight of a lane.
- Central flow of foot traffic is simpler
- Don't need two through ways...one is sufficient and allows more program space.
- "This is a very confusing presentation People only No scooters on the pathways"
- We can not afford higher taxes to pay for this.
- Absent any other 5A east-west cycling connections, 8th Ave must remain accessible for bike travel 24/7 365 days/year in a way that mitigates "conflict" between users. Aside from a person walking their bike, this does not show how cyclists will travel through the space. It should not be walking.
- It should not have vehicles
- Greatly reduces cross-traffic between businesses and program zones & provides greater multiple use of program zones. Keeps the through zones contained. Combined through-zone eliminates need to ban cycling during peak times.
- No. Making downtown safe and clean and making public transit safe and clean should be your priorities before considering any of this other stuff.
- The road creates a barren no go zone.
- Would like active mobility lane
- Yes, but the statement that "Bikes and other active mobility modes would dismount within the through zone during busy peak hours" needs to be better clarified. Does this mean daily? Weekly? Currently Stephen Avenue is the ONLY east-west active modes corridor on the southern half of the



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Downtown Core. Going back to the days when active modes had to dismount during morning and evening "rush hour" on Stephen Ave would be a step backwards. Unless the City is planning to implement an adjacent active modes corridor, this should be revised to only require active modes to dismount during large events.

Cross section for the multi-modal Condition B: For those who do not support please explain why...

- Keep cars off the road. Make it better for walking about
- I think that ALL vehicles should be prohibited from the entire length of Stephen Avenue between the hours of 0700 and 2200. Deliveries need to be made through back laneways or by wheeled cart. Don't keep the road as a delivery route for the mornings.
- No vehicles please.
- No accommodations should be provided for vehicular travel lanes
- No cars. Big downgrade. Delete. Made the top of my head tingle with how bad of a proposition this was.
- The cycle lane should be grade separated.
- Moving the wheeling lanes to their own space gives too much space to the cars. The cars should learn to cooperate with wheeling modes in this corridor. If the cross section is to scale the lanes are also too wide.
- The less cars downtown the better, frankly.
- Not particularly different from current use, and makes it difficult to implant bookends, tree canopy etc.
- This idea is absolutely awful and would ruin everything unique and Stephen Ave
- Once cars are sharing the space it becomes cars first, people second. I would be discouraged from continuing to walk along, it would lose the relaxed feel other pedestrian only streets have.
- Why have cars at all on Stephen Avenue? Make it a vehicle free zone. Will there be infrastructure to protect cyclists?
- Slightly concerned about lack of parking
- Better design with pedestrian through zones
- Remove vehicles would be nice. Keep for food and walking space.
- Stephen Avenue is a unique experience in Calgary because of its near-complete isolation from personal vehicles and through traffic. Taking away space for vehicles creates noise pollution, fumes, and puts pedestrians and cyclists at risk with their mere presence. Keep the avenue people friendly.
- I support both Condition A and A' but am worried about the feasibility of large program zones. Without ongoing investment of City time, funding, and resources these spaces may feel empty without use. Please share info back about this and/or a commitment from the City for long term management of this



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- "build a road and cars will come when other means should be prioritized; vehicle access will encourage people to drive b/c a) alternatives could be dangerous, b) more ""convenient""...
- Cars add noise pollution and increase risks of harm in a place where there are many distractibilities"
- We don't need cars. Making downtown all walkable is better
- Why not maintain some parking and create a true shared street condition with bikes and vehicles together at a very slow design speed? This seems lacking creativity
- We should stop encouraging vehicular traffic in more pedestrian friendly zones. I like the layout for emergency vehicles and for cars with a disability badge but we should promote walkability and bikeability for those who are able bodied
- How does having cars in this space promote the goals of the project? Cars are nosy and produce exhaust both things incompatible with the pedestrians walking nearby. This design also does not promote safe speeds, there should be a dividing bollard between the cycle lanes and in between the car lanes
- Please make pedestrian only
- Travel lanes should be activity zones. No cars.
- No need for travel lanes. I do like the extended property lines for patio space, but less inviting if taxi's and cars fill up the area.
- I would like a car free stephen ave
- What buildings are going to be taken down to make this project happen? Also, I do not believe or support in any of the historical buildings being removed from Stephen AVE.
- I would like to see a connection between city hall and the Mawatha Armory be a shared street the entire way. By not changing the entire street there won't be a critical mass for success. This is very similar to the current format of this stretch of roadway which means it will be a similar result.
- I like this avenue better when there are no cars. It's nice to have one active mobility street without restrictions. Cars change the nature of the street and how it is used.
- I would still like to see more parking as I think that this is a legitimate issue facing Calgary downtown
- The bike lanes don't look protected. Bike lanes need a barrier between them and cars, otherwise cyclists will feel unsafe and will be unlikely to use them. Car traffic should be eliminated on Stephen Avenue wherever possible, so eliminated except for potentially certain times for deliveries.
- LOTS OF ACCIDENTS HAPPEN HERE , SO SOME KINDL OF SECURITY ALSO MUST BE IN PLACE . BUT PLANT MORE TREES AND MAINTAIN THEM
- pedestrian traffic only
- Yes, this works. Add some greenery where possible (doesn't need to be trees).
- I worry about pedestrian safety when there is a high foot traffic area couples with vehicles. What would the speed limit be on these multi-modal streets? Will the city implement speed bumps to ensure pedestrian safety in these busy areas?
- The only part I fully support is having a bike lane separate from the through zone. Vehicle travel lanes only make sense on sections with big venues (palace theatre, hotels, etc.) that require taxi/uber access.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- No cars on the mall please
- Why not a continuation of the same condition from end to end. Do we really need vehicles to access this avenue at all?
- It must be pedestrian street as well.
- "should be left open to people walking on foot +/- active mobility aides. This would allow for more space for outdoor activities such as the fire pits in the winter, night markets, buskers, etc. If there's going to be any traffic maybe it should be limited to one-way with some handicap parking."
- The design is appropriate but I think the street should be easily able to be closed to cars and programmed to extend Stephen Avenue on weekends in summer or for festivals.
- This website is so hard to get through and understand. While the concepts may be somewhat good, the ideas get lost in the layout. My takeaway from this whole idea is that the city is trying to make it as complicated as possible to understand. Please just spend my tax dollars foolishly!
- Generally agree but it should be from 5 st SW to 11 st SW
- Barrier between vehicle travel lanes and bikes/ pedestrians -safety. Esthetic- not solid concrete. Parking is key, to support business. Need accessible for seniors/ disability. Combine through zone of bikes/ pedestrians. *Fewer bikes in winter.
- Prefer no vehicle traffic. Like the options that provide pedestrian opportunities and free flow of pedestrians
- The bike lanes seem redundant being right beside massive sidewalks and a road. i feel they are a waste of tax money.
- I do not support bike lanes.
- support the double tree canopy
- Bike lanes need to go. Bikers are dangerous and do not follow the rules of the road. They weave in and out of traffic even if there is a bike lane.
- Too car centric. I would support this turning into condition B
- Not sure if there is a strong enough desire by the public to utilize this. Would it just end up being a place for the transients to hang out? This area doesn't get much sunlight and wouldn't be enjoyable to hang out at lunch for example unless it was really warm.
- This means we'd get one more block that is vehicle-free and I wonder why not go all the way to 5th St SW thus shortening this west-end multimodal one. This is the opportunity to extend the pedestrian-friendly zone
- City's based around a cars a lot already
- Bike lanes are too narrow. Given induced demand we may need to redesign this space again in near future with lack of foresight which will drain city resources unnecessarily. Reduce to a single one way car lane and expand the other three zones.
- This model is similar to the rest of downtown and defeats the purpose of a community feel to Stephen Ave. Having travel lanes in the middle makes the space feel divided and dangerous. No parking for those cars would also be an issue.
- Would like to see fewer car everywhere. It's not clear that you have protected cyclists.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- It's good as it is. I can't support further design chaos or screw ups in our city.
- one less travel lane
- I think vehicles being able to access Stephen Ave takes away from the experience of community and vibe. I believe taxi and other motor vehicles driving by are a eye sore when you are out eating dinner on a patio in the summer, plus the reduction of pollution in the area is a major win
- cars add noise and danger - allowing individuals to walk freely will allow more space for cool art pieces and areas that make people want to come to the area. In todays age, its all about the Instagram spots, and creating an open air concept mall will accomplish that.
- No cars on Stephen ave please!!
- It would be great to see improved (widened, better separation and drainage) wheeling lanes through this section of the corridor.
- no private vehicles
- Cars shouldn't be on stephen Ave
- Having lanes for private cars but no where to pull over will make it difficult to keep traffic moving. People will be stopping their cars to let out/pick up people. Also how will you separate the furniture from the cars so that kids are not sitting right next to the bikes/road?
- I think having cars circulating along such a pedestrianised area would be quite dangerous. Even if the car traffic is circulating at low speeds. However, I think I would be quite on board with this idea if strong bollards were installed along the travel lanes to protect the other areas.
- My only complaint is that this portion should be shorter (less cars on the Ave), we should prioritize extending the active portion of the Ave farther to the west. Or at least plan for this outcome in the future as our downtown improves and can support more active commercial frontage.
- The mall is long enough already. The longer it is, the more difficult it is for CPS to police it. These 2 reasons are in addition to to those already listed in my previous answers
- The avenue as it is may not be pretty but it serves a purpose as a "street". This project is unnecessary. Funds allocated to this would be better spent providing basic municipal services (maybe filling potholes and re-paving very bumpy streets (see 5th SW)? Just leave the avenue as it is.
- I don't really know why we need street traffic at all through Stephen Ave, I would prefer it to be a pedestrian and cycle zone only.
- "This option feels like a setup of a bad option so you can watch people complain about it. The space is still designed around cars. Bikes aren't sufficiently separated from cars (which is standard for Calgary)."
- I feel like a radical shift to remove cars from Stephen Avenue entirely would fit better with the concept. Cars already own a significant portion of downtown. That being said the middle lane could be kept for deliveries, but thoroughfare should not be allowed during times of public occupation.
- I would not want to spend time with friends and family next to a busy road. Both the noise and exhaust from vehicles would deter me from sitting outdoors for any length of time.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- The separated bike and wheel lanes should be made larger to accommodate more cycling. Only make space for emergency vehicles in the center
- Minimizing motorized vehicle traffic on at least ONE downtown street would be preferred.. while leaving access for emergency vehicles.
- Remove the central lanes and make it like condition A or A'. Long term it'll pay dividends and the area isn't short of alternate routes for cars but there's no equivalent for active transport and activities
- If money is going to be spent making Stephen Ave the go-to gathering/touristy place, we don't need more vehicles. It would then be just another street
- Too much space for cars. Two full car lanes seems excessive for Calgary's premier downtown pedestrian street.
- Public art
- Not a fan of having cars on the mall, but realize that cars will be people to the avenue for the stores etc.
- There should be no cars in the new zone. Traffic can be diverted to create pedestrian-only area to improve foot traffic.
- Vehicles on this part of 8 Ave SW is indeed important, so long as it's obvious to cars and heavier vehicles that pedestrians have the right of way. There MUST be great traffic calming - this part of Stephen ave sees very fast moving vehicles currently. Speeds would need to be under 30 kph.
- I support this street condition, but I feel that the shared / pedestrian only section should be extended further. As this project is already a massive investment and undertaking, it's the perfect opportunity to "go big" and the best time to extend the most desirable section of Stephen Ave.
- I would rather an end-to-end pedestrian street as opposed to having cars. If we are committed to making this a destination and unified along the street, we should be committing to the same design principles throughout the street as opposed to allowing vehicles along certain parts of it.
- Stephen Avenue should be a car free zone!!!
- The more walkable Steven ave is the more people will want to be there.
- "Why do we need cars on this street? Every other street has cars on it downtown. People can park on adjacent streets or parallel streets."
- Car access should be eliminated or reduced. Other avenues can provided car access and volume.
- No street parking will kill retailers, handicap access
- I would like the tress in between the cyclists and the cars
- A city this size needs more pedestrianized areas; visit Ljubljana (do it!!!) to see what it can do; they have free electric shuttle vehicles in their pedestrianized zone and vibrant, winter, outdoor spaces. Encourage post-secondary studies downtown - this will draw younger people.
- Remove cars from street.
- There are sufficient cross-streets for vehicular traffic without adding this space, which should be kept entirely for pedestrians (including wheel chairs) and separate bike-lanes.
- No cars on Stephen Ave.
- Stephen Ave should be a space for people, not cars just travelling through



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Get rid of drug users and homeless and respect tax payers use of this area
- Narrow lanes are ridiculous. It doesn't leave room for winter/bad weather conditions, two cars turning onto road at the same time is difficult, next to bike lanes is even more stressful. Like the mess on 37 St SW - no parking for businesses, nobody walks, hard to drive - nobody likes it.
- Allowing vehicles on Stephen Ave will make it an unsafe place to walk or bike with my children. It cuts off the other side of the street. Stop suggesting places for cars to go! More cars is and never has been the answer in designing spaces for people.
- I would prefer to see the shared street style extend much further. The more space to give to people to live, and less to cars the better. Making much (or all) of this a shared street could make this world class. There could even be space for a section such as is proposed from 4th - 2nd.
- There is no designation for parking, which is an important part of attracting business to the west end of Stephen Ave currently. The large furniture zone near the end of the west leg of the free LRT zone encourages loitering by homeless population and decreases safety.
- I like the general concept, but think that the travel lanes would better integrate into Condition A' by making the travel lanes mixed-use for cars, bicycles, and pedestrians. Consider that 5 St SW to 3 St SW is already similar to Condition B, but is not enjoyed nearly as much as current Stephen Ave
- Feel like it should be a full pedestrian section. This would open it up to more events and activities that could potentially bring visitors to the area on a regular basis.
- The City wastes so much money.
- Calgary needs a downtown space where people can walk, browse, enjoy a sidewalk cafe, etc. without the noise and pollution of motor traffic. It would be a destination for citizens and visitors.
- Would prefer no vehicle access
- The current mix of people and cars makes it feel like a road with some acknowledgement of people. It is unfriendly and I never feel like I am in a pedestrian area.
- Parking
- Remove the travel lanes. There is no need for the current multi-modal portion of 8th Ave to have travel lanes. The travel lanes reduce available foot traffic to local businesses and increase the demand on parking.
- Have it pedestrian only like other, so it is quieter.
- Vehicle traffic will increase pollution and car fumes and really ruins the vibe. Having the seating zone beside bikes and walking traffic does not seem like a place I would stop to take a break. Don't like it and doubt even the trees would do well. Seems to want to be everything to everyone.
- Needs even more focus on non-vehicle traffic.
- Should extend car-free zone all the way west for a pedestrian and cycling corridor / greenway. There are plenty of vehicle thoroughfares East-West already.
- Vehicles on this street ruin all other opportunities and should not be allowed
- Cars have no place on Stephens Ave - should be fully pedestrian, I would not even allow bikes or scooters - park either end and walk



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- While I appreciate the attention to wheeling lanes in this option, the space being dedicated to active modes and pedestrians, with more space for programming and patios in Options A and B seem vastly superior.
- I think you forgot the parking or where did it go to? The schematic does not include any measurements; Or is this just like the Green Line (Centre St N) where the pedestrian side walk has been reduced to
- I'd prefer both bike lanes on one side, like on 12th Ave.
- remove vehicle lanes along 8th ave.
- don't need cars
- It is often cold in Calgary, so it would be nice to have the pedestrian areas concentrated on the sunny part of the street and the vehicle traffic on the shaded side (rather than just making it all symmetrical/centered).
- Not enough sunlight to support a tree canopy.
- It's not the worst design but it would be great to have the barriers between cars and bikes. Cars kill
- Design of the travel lanes should make traveling down this stretch of road uncomfortable for cars. Design this stretch of road for traffic calming; force drivers to drive slowly and safely.
- I worry that the travel lanes and even creating a dedicated wheel lane will be a hazard for a vibrant and active pedestrian space. It creates unsafe or "no-go zones" for people who are walking and enjoying the space.
- Lose the cars, keep the bike lanes!
- There should not be motor vehicles on stephen ave!
- No vehicles should be allowed
- Wheeling lane is essential for safe travel, especially in winter. Vehicle travel lanes should be further reduced in width (less than 40kph design) to allow for wider sidewalks.
- In order to make Stephen Avenue a more vibrant a livable space I believe it should be a motor vehicle zone.
- Vehicles are not needed on Stephen Ave - give more space for people, not cars!
- Too much of the downtown area is given to vehicles. Creating more people centric spaces will help revitalize the area
- The protected bike lanes abruptly ending at at 4 st sw is the only downside of this project. The bike lane should jump down to 9th ave at 5 st sw and head east to make complete east to west corridor.
- Portions of this section have no parkade entrances on the street, and street-fronting retail that could benefit from a full pedestrian street (condition A or A'). On those sections with parkade entrances, the street can be made a single-lane one-way street, leaving more space for programming.
- too car-y
- 1. Citizen safety: Vehicle access endangers pedestrians, cyclists, and everyone alike, and discourages social interaction. 2. Business profitability: Data shows retailers routinely overestimate the # of car customers. 3. Traffic reduction: Reduce # of vehicles and reduce congestion downtown.
- I believe Stephen Ave will have the most success without travel lanes for cars. Thanks!



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- It seems, to me, that west/east vehicular access is redundant. There is an alley running the full length plus adjacent streets, what purpose would a private vehicle have on that section? Limit access to certain times of the day for deliveries and close the whole street for pedestrians, bikes, etc.
- In general I feel like Stephen is at its best with no cars, so removing them from the length entirely would be nice. On the other hand, I will say I do like the idea of a dedicated bike lane that isn't pedestrian mixed - maybe they get the middle or something (similar to now)
- I understand there may need to be some way for cars to move through the space. I think streets should be designed for either people or cars, this seems like it was designed for people, bikes and cars. And will the business patios and sitting and biking areas be as nice with cars driving through?
- I think it is safer and more appealing to prevent cars from accessing this pedestrian area. Providing better transit access or affordable parking would hopefully encourage more people to get out and walk around without making it inconvenient for people who don't live downtown.
- Limiting private vehicle access would improve the urban street experience and make it safer to enjoy the City
- The idea is to make the space for people, not vehicles. That's why they should not be allowed. Having roads leaves less space for the people to walk, have events, markets, eat outside, sit.
- The idea is to make the space for people, not vehicles. That's why they should not be allowed. Having roads leaves less space for the people to walk, have events, markets, eat outside, sit.
- The idea is to make the space for people, not vehicles. That's why they should not be allowed. Having roads leaves less space for the people to walk, have events, markets, eat outside, sit.
- No car access should be allowed on Stephen Ave. No taxi either. Emergency vehicles only. Cars driving downtown is not necessary and continually clogs up the downtown core. We need to get away from car-centric design and create a fully walkable and cycle friendly downtown. Learn from Amsterdam!
- I don't think private vehicles should be allowed. But I do like the bike and wheel lanes..
- You either need enough room for traffic and the inevitable entitled parked cars or you need to pedestrianise the way through. A halfway house won't work. If this section was one-way west bound (i.e. away from the pedestrian areas) that would be better.
- I think this section should not have private vehicle access. If Calgary wants to get serious about having people live downtown and actually enjoy it, stop making space for cars.
- The hybridization of motor vehicle and pedestrian traffic has yet to work for anyone on 8th.
- Expand the through zone for pedestrians.
- This is more of the same failure of downtown Calgary. We need a destination pedestrian priority area that encourages gathering. Like Central Park New York, Grafton Street Dublin, etc. The trees must also be planted with longevity in mind; not more of the same 10 - 15 yr failures.
- Vehicles limit evening and night use of the space. Without vehicles allows business and public spaces to meet the full potential of the street for developing unique meeting, shopping and socializing opportunities.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- We do not need bike lanes here, pls make it a nice walking street.
- Make it more like condition A.
- No cars and no bikes
- Absolutely fantastic. This design properly prioritizes walking, cycling, and green infrastructure. As every City policy applicable to this location requires. Safe protected bike lanes are essential and it's completely reasonable to remove parking for safer built outcomes.
- The dedicated cycle infrastructure is great but there is too much room allocated to private vehicles on what should be a human-centred street. Preferably remove access and the presence of cars on Stephen Ave entirely
- Also need to promote businesses to open along side this land use that isn't a sad bank.
- No cars on Stephen Ave at any time or any location other than emergency vehicles.
- No cars, please. Look how that squishes all the activity to the sides. We need less of a boner for cars.
- Let's leave at least one street in downtown just for walking, please. Cars can drive elsewhere.
- "I don't understand the need to allow vehicular access. It should be a pedestrian road. Have patios, art, furniture etc. No cars please. Bikes and scooters at slow Speeds yes."
- both bikes lanes should be on the same side. this makes bike lanes feel larger and feel safer when traveling
- Get cars out of this space.
- "I really like the designs overall. One note - I do think a two-way cycle lane would be more effective for Condition B, as opposed to two one-way cycle lanes."
- If necessary, this is a good idea. However if the effort is to keep this area active and vibrant and attract more business, why not make it similar to A' or even A? Why do we need to create a space for cars on this stretch? There are alleys for commercial deliveries and parking nearby.
- Calgary needs a pedestrian only street to make it competitive with other major cities. We need a landmark street for outdoor dining, activities, concerts, shopping, etc. There are enough options for vehicles to get downtown.
- No cars please
- Don't want automotive traffic of any kind. Encouraging walking, biking, scootering increases foot traffic to all businesses en route, opens the street up, and allows for less accident potential. Though simply the bike & wheel lane in the middle could be a good compromise.
- I like B but are there other options to consider?
- Cars will ruin the whole area.
- I'm sorry none of these drawings/jargon phrases make enough sense for me to pick.
- I would like Condition A to occur from 4 Street SW to 11 Street SW
- Preference would be for a fully pedestrian and bike zone rather than cars throughout the 8th Avenue corridor
- We dont need cars on stephen avenue
- We can not afford higher taxes to pay for this.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Don't want vehicles in the street.
- The depicted option is much better than cyclists & drivers sharing space. I travel this corridor frequently by bike. Mixing bikes & vehicles would make it way less accessible/safe for bike travel. The Bike + Wheel Lane depicted is an optimal way to enable safe convenient travel for all users!
- Separate bike lanes not necessary, could be included in travel lanes.
- The Stephen Avenue mall should be extended all the way to Mewata Armouries. Retaining the travel lanes is unacceptable for our future. (Calling them "travel" lanes shows how little the transportation planners have learned about mobility.)
- This is much less pedestrian friendly. The uniqueness of Stephen Ave is that it is prioritizes pedestrians and people are not restricted to sidewalks only.
- travel lanes are too wide and need to be shared
- Support for weekends, not day to day
- This specific road should be pedestrian, activity and commercial centric. Means to fill the street with pedestrians not vehicles must be the goal.
- No. Making downtown safe and clean and making public transit safe and clean should be your priorities before considering any of this other stuff.
- The road creates a no go zone
- There are enough streets for vehicles downtown. If you're trying to create a purposeful region for pedestrians, community etc- go all in. At least during spring/summer/fall
- Would like furniture zone by cars and active mobility more separated from travel lanes
- although it is an improvement on what is currently there, I would prefer even less vehicular access for a longer portion from 4th street. Less cars are better.
- Yes! This cross section represents best practice street design separating different modes for safety and making more of the street for humans (vs cars).
- We should make the entire avenue for no private vehicles.
- like the additional space for program zone

Do you have any program ideas for the shared street that we have missed?

- General comments: Be very cognizant of noise levels, especially at night and toward the west where folks live. Remember electric avenue! I prefer a more relaxed atmosphere over non stop carnival. Celebrate and respect the history of the Ave. Lots of seating among trees and other greenery/flowers.
- Too much free seating encourages vagrancy and congregation of anti social gatherings
- Bike parking. Like inside a building or underground. Get people who work near here on their bikes and somewhere to park like cars but safe and cheap compared to what the options are now. Not sure about ground level because there is a crime issue in the area but maybe both just to get started.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Some form of permanent world class structure.
- Last time I was in the area, it was Winter. There weren't events going on, so it was pretty quiet. But it also wasn't that cold out. What if there were some heated shelters that could be added seasonally that kept people warm, but still enjoy the outside streetscape.
- I think you really need to think about the businesses that will be in this area and support local Calgary business's that already have a following to come to this space to bring their customer base. Also calgary needs more urban density housing expand beyond the work week.
- Public toilets
- Areas for pets
- PLEASE introduce more celebrations, public performances, artistic and cultural activities. Calgary's downtown experience is so lack-luster and has nothing special or anything worth visiting. We need to be known for more than just the animal abuse festival of the Calgary Stampede.
- I would really appreciate as many pet-friendly areas as possible. Not just for food and drinks but just interactive areas where it's okay for pets to be with us.
- heritage walks and interpretation panels to continue to tell the history; promote restorign over destroying; keep the original buildings, but add to them!
- None of these ideas are worthwhile.
- play for kids. this is a very hard spot to attract people in the winter but kids will get there parents out. there is a lack of outdoor space for all the people were planning on moving into downtown use this space for more then the direct highrises that are there.
- Farmers markets, local small businesses, safe space for people of all socioeconomic backgrounds, community supports, subsidized housing, shelters, food banks, anything to help our neighbours and make the city empathetic and stronger together
- Spaces should be subsidised for small Calgary-born businesses with like 10 employees or less, like clothing, craft stores, craft beer local bakers etc. Shops, to make the area more accessible to local innovators; it needs to be a day and night space.
- It would be nice to have cobbled streets, increased safety, retain historical character, have events in the Olympic plaza too.
- "As someone who lives within walking distance nearby, I would greatly appreciate more affordable fast-dining options nearby that are open after working hours and during the weekend. I would also really appreciate being able to access the indoor pedways after working hours and during the weekend."
- Having visited Freemont Street in Las Vegas, I suggest that you take a serious look at putting some sort of covering /roof over Stephen Ave. That would make usefulness and pleasure highly enhanced in our climate.
- I really like the idea of a pop-up seasonal market. Right now the farmers markets are very far from the Core. I would rather go to the farmers market downtown on Stephen Ave than travel to the locations in the SE or NW.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Dining should not be all high and middle end but should include low cost fast food outlets as well. Should attract more low cost live in door theater to open up in the area
- Use of empty store fronts (local artists/new business). Encouraging things like takeout windows & tables and chairs through all seasons. Heaters etc for off-season patios. Lots of year-round public seating. No cars. Bike racks.
- Ensuring there is sufficient shaded areas or heated areas for varying weather conditions.
- Water fountains including for dogs. Interactive art for all ages, especially children. Improv mini-shows like the kind Loose Moose Theatre could provide. Fire pits in winter.
- Restaurants and bars abuse of the permit to have patios blocking pedestrian paths and making spaces only affordable for people who can pay high price seating in those patios. Stephen Ave. must be democratized.
- "These are great ideas, yet I'm unlikely to travel downtown until issues of crime and safety are improved. The city needs to deal with human issues. Secondly, these ideas seem to work in warmer climates and less well with our winters."
- All of the ideas listed above are great ideas for homeless vagrants, pan handlers and drug addicts. Make it easy for them to steal the furniture and beg from patrons who will soon no longer enjoy the mall.
- Use overhead heaters and umbrellas in some sitting spaces to encourage all year use.
- " -classy white lights in trees - keep simplistic / not bright colors/ childish like circus - relaxing, warm, inviting vibe - seating in shade (especially for seniors/ disabled) - dedicated space for local artists to sell along street like Quebec City - washroom facilities? - consider winter"
- With any furniture, especially moveable, the City needs to consider cleanliness and negative users. A plan for safety, cleanliness (wipe stations?), bright lights and high security need to come first, followed by exciting retail, festivals and concerts.
- It seems to me that this project is a 'nice to have' and when everyone is struggling with higher taxes at all levels as well as high inflation that the money would be better used alleviating the tax burden.
- All of these sound great... but for all this to succeed, the street needs to put a larger focus on public safety. If it's just going to be 50% hobos everywhere, no thanks.
- These are all valuable ideas - however the homeless people will bring a negative impact to it, just like on the riverwalk.
- "A small playground for kids would be nice. Something near where the adults can sit for a coffee/beer Large art like Chicago's bean/cloudgate, where there are great photo ops and interactivity"
- Anything that will drive away the junkies. Make sure whatever is installed can't be taken over by our methheads. Not a fan of food trucks but like the idea of fixed kiosks.
- How would you discourage charity groups who descend on East Village from bringing their food offerings, & preaching, to these great new communal tables on the mall instead - especially with no laws against it? They drive people from EV squares, discouraging towards what you wish in all this tidy-up



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Make Stephen avenue smoke free if you are encouraging outdoor eating and more people to come hang out there. Nothing worse than enjoying the outdoors and choking on disgusting cigarette smoke. Stephen avenue is closed in space and smoking makes it a disgusting place
- None of these things inspire me given existing drug users, violent crime, homeless sleepers, MINUS 10 degree weather, and lack of on-street free parking in this area.
- Green areas for outdoor fitness, yoga, etc.
- Cleanliness, safety, not being subjected to verbal abuse or panhandling. It doesn't matter how many features you add, if I don't feel safe, I won't go. I walked there recently and smelled either cigarette or cannabis smoke for most of 8th avenue. It simply wasn't a place I wanted to hang out.
- Best thing I've ever attended on Stephen Ave was the midnight launch of the last Harry Potter book. This was a launch event planned by a bookstore and it was the best event by far held on Stephen Ave.
- community gardens
- Make sure that any seating installed in this shared street is homeless and disability friendly! No hostile architecture!
- Large continuous awnings and covered gathering spaces to provide more shade and also shelter from rain/snow as you are walking between shops and eating outdoors. Some lovely gathering spaces in Calgary don't provide enough shade for ppl seeking it (e.g., St. Patrick's Island's Lookout Plaza).
- Keep homeless riff raff away
- I'd like businesses other than restaurants/bars to be able to extend their presence into the street to some degree.. so there's be window-shopping 'beyond the windows'.
- I think a small casino on the street could attract a target market that is perhaps not being reached in this neighborhood. Permitting open consumption of alcohol much like we have tested in some parks is another option to get more action and movement of tourists and residents alike.
- Adult-sized playground objects -- swings, merry-go-rounds, the goofy spinning chairs in the Devonian Gardens playground. Adults may enjoy these things but often feel out of place invading a children's playground.
- Any of the above should be accessible all year round. Can the avenue be an area that can be accessed all year round but not worrying about the cold. People do not want to go downtown in winter. Enclose the ave to weather elements.
- how about you police the drug users and criminals that are on the avenue today? it's awful...
- No, you have done a great job of providing options.
- car speed of no more than 25km/hour
- More police, less undesirables on 8th Ave
- Water fountains and water fill stations were mentioned above but not in this list. I would support those additions.
- the more art/festivals the better! This would attract myself and many other individuals to come downtown. Opening up the space to more music as well would be a huge attraction to me.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- This project seems like a failure from day one. Our municipal government is not competent in the sense that it overspends and under delivers. Please interfere less and allow private citizens to have more control over public spaces. Private citizens almost always do a better job at far less cost.
- My primary concern is the population of homeless people who frequent Stephen Avenue. Also people who are begging pedestrians for money. I do not go to Stephen Avenue. My husband and I used to have a day on Stephen and enjoy the atmosphere. Not any more... it's not welcoming.
- I would like a police presence - a small station for officers. The area has attracted many people who are looking for trouble rather than being part of the city. I used to live in the West End and don't miss the violence, vandalism, or crime. I don't go downtown anymore.
- Events on SA should flow easily into and be part of the +15 especially in the winter. There could be various events (art show, wine tasting, beer tasting, mini theatre productions, music festivals, kids dance and music recitals, European style Xmas markets with hot mulled wine tents etc. etc.)
- Set up permanently located group of board tables for enabling chess or checkers to be played
- Do NOT provide public seating everywhere. Limit the public seating provided by the city. Leave it up to the businesses along the street to provide seating for customers. This will make each block unique and allow each business to provide an image that represents their uniqueness.
- Artist, singers, improv groups,
- Bathrooms
- It needs to be an active space
- Playgrounds or beaches or sport courts or permanent attractions
- The Music Centre should be sponsoring concerts in the Ave every week - the only Music museum in the world with.... no music.
- Make the Avenue a place where open alcohol can be consumed - allow people to carry drinks as they walk down the street.
- I will never spend time downtown because it's too expensive to get there, and renovating it will just make it more expensive.
- A lot of programming and uses of the avenue for tourists and to engage Calgarians
- All of these ideas sound great in theory, but homeless / drug addict people will just ruin everything. It will all be destroyed, stolen, damaged. The city would need to make it safe, clean, and free from social disorder before I would want to spend any time there.
- Spaces and amenities that unhoused and transient humans can also access without feeling unwelcome and where they can easily transition to getting basic needs met. The unhoused and transient population is a resident population on and around Stephen avenue that must be considered and included.
- I like the current inclusion of the history of this street. It would be neat to incorporate elements that celebrate the history of 8th Ave. E.g. photos comparing the same spot of the street throughout the decades, write-ups of events that have occurred at certain spots, etc.
- Education and touring. Engaging groups of people in a shared walk.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- It should be designed around daily activities, not special events or celebrations that are only a few days out of the year.
- "This all already happens, does it not? Please don't convince yourself that the same things will bring about new outcomes. Stephen Ave is the street that needs the least transformation in downtown. Please finish this and start focusing on the avenues that kill livability in the area."
- Bike lanes and secure bike parking
- how are you going to control the homeless from panhandling and accosting people, don't think any of these changes will encourage me downtown, it's too unsafe
- Additional free parking and clean out the homeless and druggies.....because it doesn't matter how nice it is it won't last long with the homeless peeing everywhere.
- I do, however my comments did not fit in this box. I will try to submit to Jenna Matthews who sent this link to me.
- Large scale public art (fountain, statue, etc) that is both captivating and enduring. Think Peace Bridge level (or better) attraction. Make it interactive as well.
- Any moveable chairs and tables should have anti-theft protections. Some of these art installation ideas sound a lot like Chinook Blast, so maybe there are other similar events I'm unaware of.
- Allow restaurants(like in Europe) to have larger patio spaces onto the street to seat more people to grab a drink or snack anytime of the day. In the summer months have day/night markets.
- No cars or taxis.
- Rentable space for public events - not sure if this is included under Celebration spots or not.
- If you provide food and beverage trucks/carts/kiosks, please provide power. The absolute worst thing you could do is have diesel generators running, it would kill the vibe.
- Take advantage of the human-scale heritage buildings located along the East end of Stephen Avenue to create a warm backdrop for dining, special events, and concerts. Do more analysis to see how visitors experience the various parts of the Street, for example the Joyce vs the Convention Centre.
- Historical permanent features. I see nothing here for reconciliation or a nod to the history of Calgary. Should be honest, factual nod to our history in all its good and evil.
- create a atrium or glass roof over the whole area
- Please look at making this area safe and free from the homeless and addicts. I only go to patios as part of bars and restaurants because of the harrassment from the homeless.
- I don't use the downtown other than to commute to my office - I can't afford to shop or eat out or attend events so I won't likely ever partake in this grandiose planning project. Please use plain language - your materials are full of planning language that is not relatable for non-planners
- Dedicated shared mobility parking to encourage the use of sustainable modes to reach Stephen Ave, some form of secure bicycle parking (bike lockers) would also be great if possible
- Interactive water feature/fountain. All great cities have a great water feature or fountain.
- Food and beer
- Nicely designed small workout place.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- activities that don't require people to spend money. Building uses that are not just cafes, restaurants or bars. More like art galleries, souvenir stores, where people can walk in and browse and not be bothered about spending money.
- All the ideas are great. Arts, markets, festivals. Gathering spaces. Perhaps shelters or heaters so the spaces can still be enjoyed in the winter. Places for taking pictures that are unique.
- More law enforcement as I'd really like to be able to use these spaces without concern for my safety.
- IT SHOULD ALL BE FAMILIES FRIENDLY . NOT AT ALL ALCOHOL OR DRUGS ALLOWED , AS IT IS FREE IN PARKS ETC
- Late-night programming. More food options at night. Welcome food trucks. But also security features for more eyes on the street...etc.
- I'd love some areas that naturally create more quiet for those who may be overstimulated by all the activity. It'd be great if these were small spaces interspersed through the area. Consult with disabled communities including blind, deaf, autistic, ADHD as well as other vulnerable demographics
- Biodiversity- and nature-focused programming and celebrations of urban nature, and Calgary's connection to nature.
- No. We can not afford higher taxes to pay for this.
- Some sheds and shelters with coffee shops
- Please no public furniture, place is already a homeless hellscape. And zero people would touch a public water fountain.
- To make the Stephen Avenue re-vamp successful, you need to control criminal activity, anti-social behaviour and the lack of bylaw enforcement - and then counteract the perception that downtown is neither safe nor pleasant from those who do not live or work downtown.
- Look to Fremont Street in Las Vegas. WE ARE NOT VANCOUVER and no one is going to use these spaces when its below -15 and open to howling wind.
- Market type area. Cheap rents for small businesses, small areas. Kind of like a permanent Lilac festival.
- Make downtown safe and clean and making public transit safe and clean before considering this other stuff.
- Secure bike storage would help me go/stay on the avenue
- Make Bollywood and punjabi club
- Seating will attract even more homeless people; and therefore detract from attracting people to the area.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

Do you have any program ideas for the multi-modal street that we have missed?

- "This sketch imagines vibrant public life in the multi-modal street section. The furniture zones provide opportunities for integrating small scale programming elements that respond to adjacent uses and community needs." Sorry, I just see a regular Calgary street. Any program would fail on this.
- I think multi-modal should give way to similar designs as shared streets.
- I LOVE the planting beds idea! And community libraries. Calgary Public Library is awesome, and I would love to see them involved on a more micro scale like this.
- Will cyclists be protected from vehicle traffic? A line of paint is not a barrier.
- Complete waste of money
- You have not adressed side street opportunities at all on this concept. You could socialize the corners and maintain right of way for cue side activity. This design is flawed in that it does not support curb side activity at all.
- Small grocery stores where you can buy basics. Would have more selection than a convenience store but not as big as an average grocery store
- A comment on the cars, they disturb nearly all the program ideas listed, would make the space much better without cars.
- Dedicated cycle track, More spaces to lock up a bike. If bike racks are too artsy I don't think I can use them for bike lockup. IOTS OF SPACE TO WALK AROUND PATIOS.
- As a nearby resident, I would really appreciate having low-cost, quick dining options that are open after working hours and during weekends.
- PLANT TREES . MAINTAIN THEM , FRUIT TREES , CHERRY BLOSSOM TREES ARE BEST . BRING IN SOME COLOUR THERE
- Lighting displays are fun... I think video and screens for major sporting events... connect
- Let's make Stephen Ave. affordable and interesting for everybody. The way to create a community is engaging all people not only the people who can afford the restaurant/bar patios. Here is the opportunity to create and support community based on art and culture, not based on consumerism.
- "-large flower hanging baskets/ flower planters throughout -seating with backs such as bench (increase comfort) at good height- (too low seating is less functional) - consider hosting classic car show and shine annual - outdoor movie screen - sport/ concerts - maintained/ clean"
- "Patios should not be built for businesses to use - they only benefit the patrons of the business. Hostile architecture should be eliminated, recognizing the houseless population that uses these areas"
- Bollards. Make sure people feel safe by reducing parking and having physical barriers between cars and everyone else. Barcellona did a great job at this with their superilles, where they used big rocks/chunks of granite as both seats and a very effective bollard/barrier
- Can the planter beds dovetail with cycle infrastructure for enhanced safety/communicate to vehicles this is a no-go zone?



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Stephen Avenue should be long, throughout downtown core to 8th street SW, some European countries have very good and long street, shopping, activities, Pedestrian street, Belgrade Nedherland, Madrid, Munich . Di the study and get more ideas.
- Close the street!
- 'pocket parks' added; quiet areas; requirements for more urban retail and ways to support lowered costs for independents. 24 hour attractive space.
- Too many office towers have a single entrance so the entrance to any group level businesses are in the interior. It would be much nicers if all businesses had an exterior entrance to take away the feeling of walking down a canyon. Offer cash, or tax incentives for building exterior entrances.
- street pianos, playground equipment & splash pad
- Limit speed of all transportation to 20 km/h
- Vendor carts would look junky, small libraries would result in books thrown on the street.
- Recycling Bins. More Sculptures and large art pieces. Historical information.
- No, multimodal is just another stinky, loud street (or avenue)
- No, these are great!
- The more space that can be given to people (i.e., patios, block parties, art), and the less to cars, the better. As it stands, I'm not attracted to a space that is vehicle focused as shown above. I would instead view it as just a street I have to go down to get to where I really want to go.
- Cute boutique stores and cafes to browse and enjoy.
- There are few people who live along Stephen Avenue and the area does not have a neighbourhood feel. Block parties sound like an invitation for nonresidents to cause trouble and make experiences negative to people. The city needs more residents downtown who don't live in residential ghettos
- If through lanes are required they should meander to reduce vehicle speeds.
- Wouldn't want to spend time there unless having a meal/drink, but with vehicles and bikes and pedestrians seems to be too much going on to be a place to chill. No reason to go there really.
- I will never spend time downtown because it's too expensive to get there and these renovations will make it more expensive.
- Areas, amenities, and resources that support both resident housed and resident unhoused people, as well as tourist and transient populations.
- the cycle lanes should be separated from the other sections of the street through physical barriers.
- Just design the street already. Detailed programming comes after. Its not as hard as you're making it seem.
- Closed to personal vehicles on summer weekends
- Bike lanes & secure bike parking
- allowing vehicles so close to people walking is a disaster waiting to happen
- Get rid of cars on this street! To create a vibrant downtown that doesn't empty out after 5pm, get rid of vehicles and make it desirable and accessible for everyone (not just people with cars!).
- No cars or taxis. Humancentric design is necessary.
- No car traffic!



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Re-think making this section of the avenue free of cars.
- Reconciliation feature.
- Making sure that the cycle lanes are fully separated, the concept sketch appears to have them next to the car lanes with no protection which is subpar for a new modern design
- I dont want cars here.
- NO ALCOHOL ALLOWED . NO DRUGS ALLOWED .
- Seating, community libraries, & plants, as well as quiet zones for those who may be overstimulated (blind, deaf, autistic, ADHD, & other vulnerable demographics) are key to making this a space that welcomes all members of the community.
- Planting beds for local wildflower plantings and pollinator gardens, and urban gardening/farming. Urban agriculture could be really exciting to bring to Stephen Avenue.
- All the ideas provided do not resonate. Seems like forced ideas unlikely to be used long term
- Police to keep the streets safe. I don't want you wasting my tax dollars so the rich guys working down town can have a nicer lunch space.
- Make it one way and only one lane for cars
- Bollywood dance club in the Stephen's Ave

How would you best describe your interest in the Future of Stephen Avenue project? Responses to 'other'

- I commute from outside Calgary to this area to use the library, wait for people to meet up, & sometimes work nearby. I'm also sharing ideas from a sector of the disabled community.
- Calgarian and my husband works on 8th avenue
- as a Calgarian bike commuter and avid environmentalist
- I wouldn't visit Stephen Avenue in broad daylight let alone at night. Focus on cleaning out the vagrants and drug addicts. That will go a long way to revitalizing the street.
- AS an East Village owner-resident, this is also integral tot eh neighbourhood I moved in to. It means a lot,
- I stopped going downtown at least ten years ago. Its not convenient, its not of any interest and I can get what I need at a local mall. Its unlikely I'll ever go there.
- I best describe my interest in this 'Project' is as a taxpayer, who rejects and is angered by this so called enlightened strategy to enhance this Avenue. The question was asked, How do you want to use Stephen Avenue and there was not place for a reply stating I DID NOT want to use Stephen's Avenue. One must assume that Mayor and Councillors have already pre-destined that this WILL happen.
- As an almost resident of Calgary, moving in in a few months, but visited before
- A Calgarian that lives in an inner city community that cycles and drives downtown year round and has done so for the past 27 years.
- No interest at all. Too expensive and akin to a tourist trap.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- As a native Calgarian who has worked a seasonal summer job on Stephen Ave the last two summers.
- Both business and pleasure. I work along Stephen Ave and live in the Kensington area and would enjoy spending more time along this street.
- No interest. Put the money into the homeless conditions

Why do you currently spend time on Stephen Avenue? Responses to 'Other'

- Biking into downtown, I also used it as a route to get to work previously. Visiting malls, otafest convention, which lacked comfortable seating near the telus convention centre.
- I don't do that now - safety issues and homelessness
- Errands.
- I help with deliveries to a restaurant on the corner at Centre St E, so I see how well used the outdoor patios are. As I'm now retired (save for that 1 day/Wk job) I intend to spend more time as ' a tourist in my own hometown ', weather permitting ! My concern is that trees cannot be totally healthy if they are completely paved over. Shallow open-bottomed flower beds placed around and about the expected drip line of a mature tree would be beneficial to the roots using hardy perennials would
- I meet up with people & sometimes spend a while waiting for them in this area.
- I used to work on Stephen Avenue and I live nearby
- I don't have a walkable street in my area, so I travel downtown for it. Kinda sad that it's so far from me.
- To visit client offices nearby and go to the mall.
- I commute through
- I shop on Stephen Ave
- Shopping
- Getting from point A to B
- Don't go often enough. It lacks a feeling of place and destination. So much wasted opportunity.
- The main east-west bike route in downtown is there
- I own a business on Stephen avenue and also work on the avenue at one of its most difficult corners.
- Biking occassionally to get from place to place or to get to the avenue
- I rarely go there, only occasionally pass through for business meetings.
- This website is so hard to get through and understand. While the concepts may be somewhat good, the ideas get lost in the layout. My takeaway from this whole idea is that the city is trying to make it as complicated as possible to understand. Please just spend my tax dollars foolishly!
- Frequent bike rides/walks
- I go to the gym on Stephen Ave.
- I commute on bike via stephen ave
- I visit for my Banking, accountant, and visiting one friend.



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Shopping, business, medical appointments, hair appointments
- shopping, people watching, connect with the city's vibe, observe what is current/new
- I like exploring different parts of the City, plus checking out the shopping downtown.
- Live in suburbs of Calgary but would like to spend more time downtown.
- Rarely because it is not a welcoming or safe space. It's rare to be able to walk even one block without being accosted by a drunk, a drugged person, or a beggar.
- I like to walk the avenue and see what is going on
- Walking and shopping
- There is no longer any need or interest for me to go downtown. Everything is better at the local mall.
- Don't visit Stephen Avenue, but would like it to become a tourist attraction
- I like to walk there.
- I do not spend time on SA, nor do I wish to. When last there, it was filled with vagrants and druggies. So are you enhancing this area so you can provide them with nice digs.?
- We travel on Stephen Ave often to and from the east village by foot and bike.
- I walk there daily.
- I don't go there. I don't feel like it is a restful area and am concerned with the homeless people who create mischief and make the experience unpleasant. They can behave appropriately like everyone else.
- My spouse and works in a building on Stephen ave and therefore visit often (or would like to visit more often)
- only if I am passing through. Not really an appealing place. The only parts I love are the older buildings like the old bank etc.
- I regularly use Stephen Avenue to cycle commute to work.
- I avoid it more than I avoided COVID.
- occasional visitor
- I meet my wife, who works on stephen avenue and we walk home to crescent heights together. Primarily use it as a nice walking street!
- Haven't been downtown in years.
- shopping, walking
- I don't currently
- I don't visit Stephen Avenue because it is too unsafe, and dirty
- Moreso than actively visiting it, I use it primarily for travel - I live in the west and the Central Library (and Olympic Plaza, other parks, etc) are east, so I end up walking and biking up and down Stephen a lot
- moved far away after watching people die in the road there
- I walk and bike through the corridor on my way through downtown, and occasionally stop to shop.
- My office is close but I dont shop, eat out or attend events.
- I commute by bike on Stephen Avenue because it is the only safe e-w route in the Downtown



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Don't go there. Put that money into affordability concerns

What community do you live in?

- Triwoods
- White horn
- Tuxedo Park
- Mount Pleasant
- Victoria Park
- Abbeydale
- Sunnyside
- East Village
- Marda loop
- Wheatland County
- Midnapore
- Charleswood
- Beltline
- Tuxedo
- Springbank Hill
- Bridgeland
- Lincoln Park
- Evanston
- Kensington
- Braeside
- Glenbrook
- Beltline
- Braeside
- Connaught
- Cranston
- silver springs
- Belt line
- Capitol Hill
- Sunalta
- east village
- Beddington
- Mackenzie lake
- Maryland Heights



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Connaught
- Beltline
- Glendale
- Bowness
- Forest Lawn
- Crescent Heights
- Haysboro
- Thorncliffe
- Strathcona
- Beddington
- Bankview
- Braeside
- Dalhousie
- Roxboro
- Ranchland
- Deer Ridge
- Dover
- Aspen
- Ramsay
- Pineridge
- Eau Claire
- Inglewood
- Mayfair
- Thorncliffe
- Marda Loop
- Discovery Ridge
- Varsity
- Crescent Heights
- Sunnyside
- Strathcona
- Bridgeland
- Thorncliffe
- Valley Ridge
- East Village
- Altadore
- Beltline
- Glenbrook
- Collingwood



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Beltline
- Beltline
- Kensington
- Aspen Ridge
- Hidden Valley - Hanson Ranch
- Downtown
- KNOB HILL
- Bankview
- connaught
- Mission
- Southwood
- Montgomery
- Cranston
- Crescent Heights
- Coach Hill
- Aspen Meadows
- Bankview
- Skyview
- Parkdale
- Sundance
- Acadia
- Bridgeland
- Hawkwood
- Canyon Meadows
- Eau Claire
- Kensington
- Beltline
- Meadowlark Park
- Beltline
- Millrise
- Capitol Hill
- Rocky Ridge
- East Village
- Mahogany
- Montgomery
- Lakeview
- Beltline
- Riverbend



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- beltline
- Aspen
- West Village
- Crescent Heights
- Charleswood
- mount pleasant
- Beltline
- Windsor Park
- Ramsay
- Renfrew
- belt line
- Bridgeland
- West springs
- Bel Aire
- VISTA HEIGHTS
- tuxedo park
- Bankview
- Glenbrook
- Bowness
- Beltline
- Tuxedo Park
- Thorncliffe
- Beltline
- Silver Springs
- Panarama
- Hawkwood
- Braeside
- Crescent Heights
- lower mount royal
- Hillhurst
- Eau Claire
- Spruce Cliff
- Downtown West End
- Beltline
- Hidden Valley
- Sage Hill
- wentworth
- Altadore



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan

Consolidated Report Back: What we Heard

March 2023

- Beltline
- Edgemont
- Richmond
- Beltline
- South Calgary
- Chaparral
- Beltline
- Walden
- East Village
- Renfrew
- SH
- Ramsay
- Hillhurst
- Airdrie but was born and raised in Calgary
- Haysboro
- Hillhurst
- Oakridge
- Beltline
- Lynnwood
- Beddington
- Tuxedo
- Downtown West End
- Downtown West End
- Legacy
- Erlton
- Victoria Park
- Tuxedo Park
- Radisson Heights
- I rent I have lived in various city areas
- Beltline
- Hillhurst
- Renfrew
- Cougar Ridge
- Elboya
- McKenzie Towne
- Glenbrook
- Midnapore
- Hawkwood



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023

- Panorama Hills
- Erlton
- Montgomery
- Silver Springs
- Coach Hill
- Southview
- New Brighton
- Inglewood
- Riverbend
- Marlborough
- Eau Claire
- Victoria Park
- Erin Woods
- Bridgeland
- Victoria Park
- Sunalta
- Beddington Heights
- Renfrew
- Lower my royal
- Noneyoubusiness.
- Highwood
- Harmony
- Haysboro
- Glamorgan
- Eau Claire
- Sunnyside
- Whitehorn
- Victoria Park
- Beltline
- Meadowlark Park
- Calgary
- Woodbine
- Beltline
- Mahogany
- Crescent Heights
- Sunnyside
- Bowness
- Mount Pleasant



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023

- Beltline
- Beltline
- Glenbrook
- Crescent Heights
- Silver Springs
- Ogden
- Chinatown
- Lincoln Park
- Whitehorn
- Edgemont
- Hidden Valley
- Sunnyside
- Pineridge
- Beltline
- Renfrew
- Beltline
- Mount Pleasant
- Kensington
- Renfrew
- taradale
- Tuscany
- Beltline
- Beltline
- Coventry
- Mission
- Hidden Valley
- Killarney
- Aspen
- Renfrew
- Riverbend
- Signal Hill
- Sunnyside
- Currie Barracks
- Ramsay
- Mission
- Currie
- Victoria Park
- Marda loop



The Future of Stephen Avenue

Phase 2: Conceptual Streetscape Master Plan
Consolidated Report Back: What we Heard
March 2023

- Bankview
- Sunnyside
- Scenic Acres
- Varsity
- Mission
- Coventry Hills
- Near Chinook Centre
- Varsity Courts
- Sunnyside
- hillhurst