



17th Ave SW Streetscape Master Plan

Stakeholder Report Back: What we Heard

Explore - Feb 2019

Project Overview

Main Streets Program

Program Overview

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

Main Street Master Plan

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

Vision

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

Core Principles

Main Streets are resilient, adaptable, and attractive places that:

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



Program Approach

The Main Street initiative focuses on implementation approaches and programs to enable the policies, goals and targets contained in the Municipal Development Plan (MDP). The Main streets program consists of the following approach.

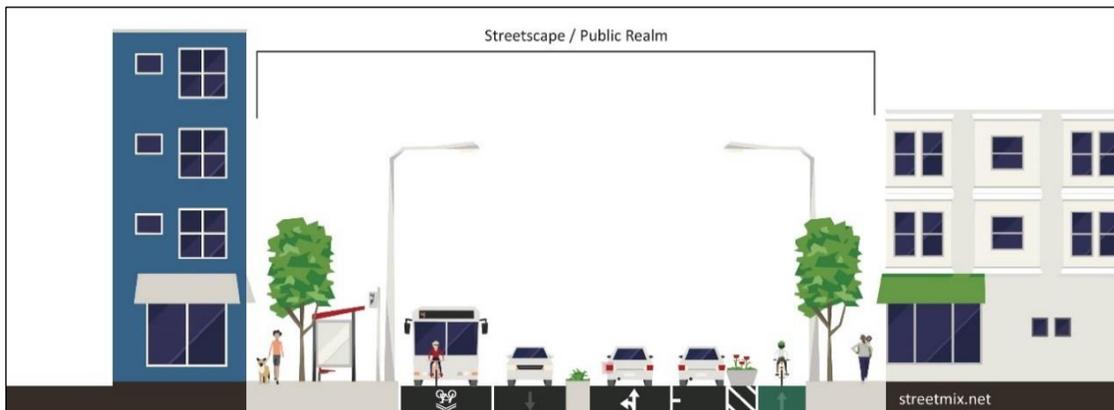


Streetscape Master Plan

A streetscape is the area that spans between two building faces (or property lines) on either side of the road (Exhibit 1). This includes the road, sidewalks, boulevards and public / private spaces leading up to the building face. The streetscape includes all visual and functional elements of a street.

The Streetscape Master Plan represents the design and investment phase of the program. A Streetscape Master Plan is intended as a high-level design guideline for public realm improvements such as sidewalks, landscaping, lighting, public furniture, crossings, and other elements of urban design. The Plan communicates the “big moves,” while leaving enough flexibility to adapt as the street evolves over time.

Exhibit 1. Streetscape



Study Area

17th Ave S.W was identified as one of the main streets in the City of Calgary Municipal Development Plan (MDP). This project focuses on one of these segments spanning 17th Ave S.W from Crowchild Trail SW to 37 Street SW (Exhibit 2). The study area is boarded by the communities of Killarney/Glengarry, Richmond, Rosscarrock, Scarboro Sunalta West, Shaganappi and Glendale-Glendale Meadows.

Exhibit 2. Aerial view of Study Area



Engagement Process

Within the Main Streets Master Plan process we engage the public in three phases; Discover, Explore and Reveal to better understand community’s values for their street.



In the Discover Phase we Listen & Learn; stakeholders and The City listen to and learn about public views, plans, concerns, and expectations.

In the Explore phase, public feedback is obtained through consultation to review preliminary design ideas and options developed from input discussed at the Discover phase. We ensure issues and concerns are understood and considered prior to design resolution of the Master Plan.

The Reveal phase focuses on communicating the short and long term strategies that will be carried forward into detail design of the project. The information communicated will include: (a) the proposed design; (b) what is different from existing; (c) why it is different, and; (d) how engagement input influenced the design, and; if not, explaining how the input was considered and why it could not be incorporated into the design.



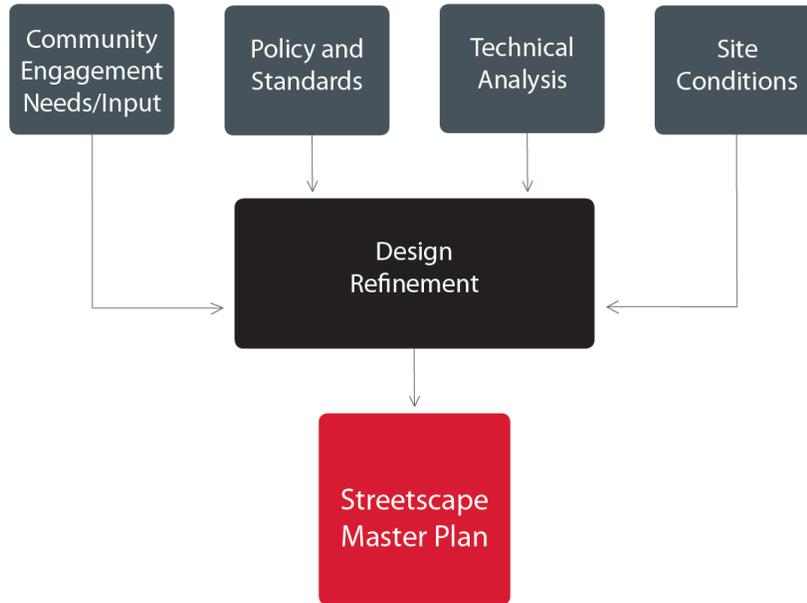
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How We Use Your Input

Feedback gathered from public and stakeholder engagement is reviewed with City of Calgary policy and standards, site conditions, and technical design analysis then refined for the next stage of engagement.



Explore Summary

This report back focuses on the results of the “Explore Phase” only. An Explore Open House was held on December 3, 2018 at the Glamorgan Community Association to collect feedback on various design options. The design options were based on what was heard during the Discover engagement phase. The open house materials and a survey were available online from December 3, 2018 to Jan 10, 2019. This report includes a summary of the input received from both the open house and online engagement components.



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What We Asked

Project Vision & Principles

Four project principles were developed based on the feedback that was attained in the “Discover” phase of the 17th Ave public engagement.

Project Principles:

1. Enhance greenery and healthy living
2. Improve user comfort, connectivity, safety and accessibility
3. Create an appealing public-private interface that expresses community identity
4. Maintain the transportation function of 17th Avenue SW

Participants were asked to provide feedback on whether the project vision and principles support What We Heard from the Community in previous engagements. This was done by selecting one of the following options (highly support, partially support or missed the mark).

Project Objectives & Design Options

Six objectives were developed based on the project vision and principles. The six objectives were then categorized into three categories (Social & Economic; Mobility & Function; and Character & Identity). Participants were asked whether the design options presented on the boards / project website achieve the project objectives. This was done by selecting one of the following options (highly achieves, somewhat achieves, does not achieve). Participants were also asked to provide details on why they choose the ranking they did for each option.

Social & Economic

Objective 1: Focus on high quality public realm and pedestrian comfort

Objective 2: Increase trees and vegetation for a healthy environment

Mobility & Function

Objective 3: Improve pedestrian safety and accessibility options

Objective 4: Maintain the transportation functionality of 17th Avenue

Character & Identity

Objective 5: Create a sense of entry/gateway at main corridor intersections

Objective 6: Use of high quality, consistent, and durable materials.

Other Strategies

Participants were asked whether there are other strategies that should be considered to better achieve the objectives.



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What We Heard Summary

This section provides a brief summary of both the open house and online input received during the Explore phase of the 17th Ave SW Streetscape Master Plan project. For a more detailed summary of the input that was provided, please see the [Summary of Input section](#). For a verbatim listing of all the input that was provided, please see the [Verbatim Responses section](#).

Project Vision & Principles

Question: Do the Project Vision & Principles support What We Heard from the Community in previous engagements?

PROJECT VISION & PRINCIPLES		
HIGHLY SUPPORT	PARTIALLY SUPPORT	MISSED THE MARK
68%	25%	7%

Project Objectives & Design Options

Question: Does the highest ranked design option achieve the project objectives?

SOCIAL + ECONOMIC OBJECTIVES	HIGHLY ACHIEVES	SOMEWHAT ACHIEVES	DOES NOT ACHIEVE
Objective 1: Focus on high quality public realm and pedestrian comfort	66%	25%	9%
Objective 2: Increase trees and vegetation for a healthy environment	75%	18%	7%
MOBILITY + FUNCTIONALITY OBJECTIVES	HIGHLY ACHIEVES	SOMEWHAT ACHIEVES	DOES NOT ACHIEVE
Objective 3: Improve pedestrian safety and accessibility options	48%	40%	12%
Objective 4: Maintain the transportation functionality of 17 th Avenue	49%	29%	22%
CHARACTER + IDENTITY OBJECTIVES	HIGHLY ACHIEVES	SOMEWHAT ACHIEVES	DOES NOT ACHIEVE
Objective 5: Create a sense of entry/gateway at main corridor intersections	47%	31%	22%
Objective 6: Use of high quality, consistent, and durable materials.	48%	43%	9%



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Other Strategies

Question: Are there other strategies we should consider to better achieve the objectives?

Other strategies suggested include:

- Provide opportunities for adjacent businesses to take ownership of amenities - garden box, creative art, seating
 - More public art
 - Larger parks
 - Redevelop underutilized spaces
 - Keep separate bike and pedestrian infrastructure
 - Better timing of traffic and pedestrian lights
 - Need more on street parking to support businesses
 - Plan for commuter traffic
 - Consider smaller scale features that require less maintenance
 - Clean up Westbrook Mall
 - Create a business friendly environment by reducing taxes
 - Higher density along 17th Ave
 - Improve pedestrian safety
- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
 - For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next Steps

The input provided in this report will be used by the project planning team to refine the Streetscape Master Plan for 17th Ave. In March 2019 the City of Calgary will host the “Reveal” Open House. This will involve the presentation of the final streetscape design and opportunity for feedback.



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Summary of Input

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

Project Vision & Principles

Question: Do the Project Vision & Principles support What We Heard from the Community in previous engagements?

PROJECT VISION & PRINCIPLES		
HIGHLY SUPPORT	PARTIALLY SUPPORT	MISSED THE MARK
68%	25%	7%

Project Objectives & Design Options

Question: Does the highest ranked design option achieve the project objectives? Tell us why.

SOCIAL + ECONOMIC OBJECTIVES	HIGHLY ACHIEVES	SOMEWHAT ACHIEVES	DOES NOT ACHIEVE
Objective 1: Focus on high quality public realm and pedestrian comfort	66%	25%	9%
Objective 2: Increase trees and vegetation for a healthy environment	75%	18%	7%
Tell us why	<ul style="list-style-type: none"> • Good pedestrian focus • More walkable • More plants / vegetation • Addition of small community plazas • Tree canopy enhances pedestrian environment and provides shade • Provides a sense of place • Improved lighting 	<ul style="list-style-type: none"> • Could further improve pedestrian safety • Need separation of bike and pedestrian infrastructure • Need to improve pedestrian traffic signals • Needs more on-street parking • Could make more bike friendly 	<ul style="list-style-type: none"> • Streetscape improvements may increase loitering • Not safe for cyclists • Needs more low maintenance items that are easy to maintain



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MOBILITY + FUNCTIONALITY OBJECTIVES	HIGHLY ACHIEVES	SOMEWHAT ACHIEVES	DOES NOT ACHIEVE
Objective 3: Improve pedestrian safety and accessibility options	48%	40%	12%
Objective 4: Maintain the transportation functionality of 17 th Avenue	49%	29%	22%
Tell us why	<ul style="list-style-type: none"> • Improved bike connections • Creates a good environment that draws people in • Continue to improve the pedestrian environment rather than vehicle speed • Maintains the pedestrian and automobile structure while making 17th Ave more people friendly • Narrow lanes “naturally” slows down traffic 	<ul style="list-style-type: none"> • Create parking on the south side of 17th Ave SW between 24th St and 24th A St SW • Need Park & Ride for LRT • Allow all pedestrians to cross at once – scramble crosswalks • More trash cans at transit stops • More street furniture and pedestrian gathering areas • Playfields need to be fenced • Push more traffic from downtown to Sarcee onto Bow trail • Speed enforcement • Curb lane should be wider for snow storage 	<ul style="list-style-type: none"> • Cyclist and pedestrian safety needs further improvement • Pedestrian crosswalks need to be replaced with traffic lights • Beautification doesn’t necessarily improve functionality • 17th Avenue cannot handle the volume of traffic • Bump-outs will lead to congestion • Off-peak parking should be expanded beyond the current scope • Feeder streets need calming • Add advanced left turn lights to improve traffic flow • East west transportation is a chronic problem in Calgary • Concerned with the pedestrian safety of Node 4 – not enough space for traffic, vegetation and side walk; poor sightlines



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CHARACTER + IDENTITY OBJECTIVES	HIGHLY ACHIEVES	SOMEWHAT ACHIEVES	DOES NOT ACHIEVE
Objective 5: Create a sense of entry/gateway at main corridor intersections	47%	31%	22%
Objective 6: Use of high quality, consistent, and durable materials.	48%	43%	9%
Tell us why	<ul style="list-style-type: none"> Road and Pathways are consistent, attractive Like the addition of trees around gardens Like the Killarney pool corner and Alex Ferguson increased public space designs Hope that this recognition will promote a sense of pride Build it to last 100 years! Simple, timeless and high quality materials and construction 	<ul style="list-style-type: none"> Concerns with maintenance Need a gateway (signage or elements along 17th Ave) with a cohesive feel Lacking consistency in traffic signals 	<ul style="list-style-type: none"> There is no sense of identity along 17th Ave No entry into "west 17th Ave" that distinguishes apart from other areas Improve attractiveness of commercial business space Need new paint lines on Crowchild bridge Plan for increase in traffic flow (no bump-outs) Unclear what materials will be selected Do not understand this objective



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Other Strategies

Question: Are there other strategies we should consider to better achieve the objectives?

OTHER STRATEGIES		
SOCIAL + ECONOMIC	MOBILITY + FUNCTIONALITY	CHARACTER + IDENTITY
<ul style="list-style-type: none"> Higher density 	<ul style="list-style-type: none"> More curb extensions 	<ul style="list-style-type: none"> More public art
<ul style="list-style-type: none"> Increase accessibility 	<ul style="list-style-type: none"> Be more considerate of pedestrian and cyclist safety 	<ul style="list-style-type: none"> Rename streets for a historic twist
<ul style="list-style-type: none"> Clean up West Brook Mall 	<ul style="list-style-type: none"> Do not allow bikes to share the sidewalks – keep separate 	<ul style="list-style-type: none"> Killarney community hall greenspace is highly underutilized
<ul style="list-style-type: none"> Larger parks 	<ul style="list-style-type: none"> Plan for commuter traffic 	<ul style="list-style-type: none"> Innovative archways that are fun & functional, could integrate public art
<ul style="list-style-type: none"> Consider smaller scale features that require less maintenance 	<ul style="list-style-type: none"> Build pedestrian bridge over 17th Ave to improve safety, can build in public art 	<ul style="list-style-type: none"> Need commercial development on the north side of 17th Ave going forward
<ul style="list-style-type: none"> Build it they will come 	<ul style="list-style-type: none"> Shared pathway should be extended to Bow Trail 	<ul style="list-style-type: none"> Provide opportunities for adjacent businesses to take ownership of amenities - garden box, creative art, seating
<ul style="list-style-type: none"> Do not put a soccer dome at the Westbrook station. Does not support social, economic or environmental objectives 	<ul style="list-style-type: none"> Provide wide sidewalks and treed boulevards 	<ul style="list-style-type: none"> Fill the empty space – too empty for inner city
<ul style="list-style-type: none"> Create a business friendly environment by reducing taxes 	<ul style="list-style-type: none"> Consider timing of lights to allow better traffic flow 	<ul style="list-style-type: none"> Control the type of development - Developers can kill what is attractive about an area
<ul style="list-style-type: none"> Make it more accessible to the neighbourhood. 	<ul style="list-style-type: none"> Allow 1-2-hour parking on adjacent side streets to bring in business 	
<ul style="list-style-type: none"> Needs planned consistency 		
<ul style="list-style-type: none"> Expand off-peak street parking to improve traffic for local businesses 		
<ul style="list-style-type: none"> Salvation Army site could be used as a City catalysis for mixed use redevelopment 		



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Verbatim Comments

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

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

Do the Project Vision & Principles support What We Heard from the Community in previous engagements?

- Enhance greeneray and healthy living
- Improve user comfort, connectivity, safety and accessibility
- Create an appealing public-private interface that expresses community identity
- Maintain the transportation function of 17th Ave SW

Does the highest ranked design option achieve the project objectives?

Objective 1:

- Plans look like they will make for a lovely pedestrian experience
- Public seating near Westbrook LRT may increase loitering
- Cars speed through marked crosswalk on 35th St and 17th Ave. Could improve pedestrian safety further here.
- Making this area more walk-able and scenic with more pedestrian friendly sidewalks is exactly what is needed. Especially with the use of plant/vegetation and small community plazas.
- As a cyclist, this design is very dangerous. Turning traffic will not be able to see cyclists . Through this type of design around the city has resulted in many injuries
- Lipstick on pig
- If bikes and pedestrians aren't on separate facilities, this objective won't be achieved.
- Need better access to Shaganappi bike pathway
- I've just been to International Avenue & love it - if you can make that space better, I feel certain you can do that for 17 Ave SW
- Must improve parking in the area
- I will be more comfortable as a pedestrian with more of a divide between me and traffic, however, the sidewalks are in the middle of nowhere, running between a busy road and huge parking lots. Not exactly comfortable.
- Not sure what "Quality public realm" means.....
- Pedestrian lights need to change automatically, and have both ways give everyone plenty of time for pedestrians to walk across and for drivers to get to where they are going.



- The traffic light signals at the intersection of Richmond Rd and 17 ave are irregular, confusing and highly hazardous to bikers and pedestrians (R turn from richmond to 17th ave) Investigate new solutions?
- I like the trees and generous setback. Huge NO to the traffic bump outs! They cause congestions and aggravated drivers who speed up between "calming" measures to make up for time.
- Too much focus on cycle traffic which is only sustainable for part of the year.
- The renderings don't seem to indicate much wider sidewalks, nor is there on-street parking. Both would enhance the pedestrian realm greatly. Plantings are good, but why did the City have to remove 3 trees on 17th @ 33rd to clear the view for a camera?
- 17th avenue is currently a 'car' dominated environment. Shifting that to pedestrian friendly should attract quality business and social engagement.
- creates canopy over pedestrian path conducive to conversation and sense of place especially with added sidewalk lighting. It creates a cadence of light and shade creating variety where one might want to rest and contemplate
- I ride my bike and 17th Avenue is not bike friendly at all, Perhaps a bike friendly one side of the street, to encourage bike usage for shopping along the street, instead of car

Objective 2:

- Would love to feel safer as a pedestrian near the LRT station but a lot of these ideas may lead to loitering.
- It will cool the street in Summer, make it quieter & more people friendly - engaging businesses to put out flowers & great signage would be terrific - make it FUN!
- Although the addition of these features are in the plan without proper maintenacne (and agreements) to upkeep them they will become ugly eyesores. Think more low maintenance items that won't create unreasonable costs to maintain.
- Small islands of green in the tarmac sea.
- More high rise/high density buildings do not increase trees and/or vegetation. I have lived in this neighbourhood for 11 years and have not noticed any increase in vegetation
- That area has very few trees and is quite hot to walk along especially in the summer months
- Not much happening on south side, but north side good.
- Quality vegetation is attractive.
- I would like to see the trees planted up to 45th Street -the LRT runs along there and the sight is awful, old derelict buildings and parking lots

Objective 3:

- Create parking on the south side of 17th Ave SW in the two blocks between 24th St and 24th A St SW. It will slow the traffic and fix the parking issues.
- Westgate LRT parkade needed (Park & Ride) to eliminate parking plugging up residential streets.



- Allow all pedestrians to cross at once - both ways and diagonal when cars are stopped.
- Incompetent design with regards to cyclist and pedestrian safety
- Lipstick on pig at best.
- non-fenced playfields create safety issue for use as there is no barrier to the street for errant balls etc. Cut across traffic will also damage the playfield turf.
- The pedestrian crosswalk needs to be changed for a traffic light. The P.M. pedestrian traffic from the LRT is spaced such that no car can "legally" cross the pedestrian crossing. If you can have a light by the AMA, then this should be one as well.
- Again, automatically changing lights that do not change too quickly helps this.
- No bump outs they create aggravated drivers who are more focused on getting out of the congested area
- Off-peak parking on 17th Ave should be expanded beyond current scope. Parking should be added in front of all current and planned commercial buildings (including RNDSQL Beacon)
- I have been concerned about my children walking along 17th Avenue.
- helps create the kind of environment conducive to shopping or simply enjoying being in that area.

Objective 4:

- Scramble corner or All Points crosswalk (diagonal) dedicated for pedestrians to cross in all directions with no moving vehicles.
- More trashcans at transit stops, site furnished areas and pedestrian gathering areas
- Westbrook LRT needs better pedestrian access from Kilarney (overpass?)
- Am a little concerned that the traffic will continue to increase and that pinch points will further slow traffic along 17th Ave
- Given the addition of the condo building @ 17th and 26th 2way advance left turn lights might improve traffic flow
- Spruce Cliff to 17th should be a 10 min bike ride! Now it will finally be! Very exciting!
- We must continue to focus on improving the pedestrian experience as opposed to enhancing the vehicle speed through the community
- I am concerned with the pedestrian safety of Node 4. I do not think enough space for four lanes of traffic and safety rails with trees/bushes ..???
- I do not feel 17th Avenue can handle the volume of traffic even during off-peak hours + more capacity at pinch points needs to be added
- Area around Westbrook is abandoned weed and garbage field. The school was demolished and we are left with unsightly area full of dust and debris. Not acceptable!
- I am concerned with safe sightlines as vehicles turn onto 17th Ave in Node 4. If



extend out to put trees/bushes/veg can lanes narrow how can you exit community safely?

- Some feeder streets get quite busy and should not be "calmed"
- Big concerns over traffic calm at each "street" intersect with 17th Ave, "corner bumps" reduce to 1 lane each direction will result in congestion
- Putting cyclists "on the sidewalk" is usually bad because the highest collision locations are intersections, and "crossing like peds" doesn't work (i.e. cycletrack treatment please)
- Lets me still gun it down 17th, doesn't meaningfully improve anything else.
- Pushing more traffic from downtown to Sarcee onto Bow trail would be desirable
- Speed enforcement will be important to calm & make user friendly: good luck!
- The pedestrian crosswalk needs to be changed for a traffic light. The P.M.

pedestrian traffic from the LRT is spaced such that no car can "legally" cross the pedestrian crossing. If you can have a light by the AMA, then this should be one as well.

- Maybe keep the bikes away from pedestrians for crossing the road
- A lot of the plans look to reduce the size of the lane closest to the curb. This could lead to issues in the winter.
- east west transportation is a chronic problem in Calgary. Restricting this does not help outlying communities. The current layout of 17th avenue does seem to create a 'natural' speed restriction on the road. It is narrow.
- it is maintaining the pedestrian and automobile structure that is present with the addition of making 17th ave. more people friendly

Objective 5:

- Like the plan for more trees around gardens. Concerned that the plan can be maintained (watering and weeding) over the long term
- There is no sense of identity along 17th Ave, maybe a gateway (signage or elements along 17th Ave) with a cohesive feel. No entry into "west 17th Ave" that distinguishes apart from other areas
- If traffic flow is reduced and not increased then pedestrian safety is at risk
- Do not understand this objective
- Can't read any of the text. No idea.
- Who cares what it looks like if the road is designed to speed through as fast as possible
- Better signage to give it a sense of identity - I LOVE how 61 Ave (near Chinook is so wonderful) replicate that!
- I like the Killarney pool corner and Alex Ferguson increased public space designs.
- I think improving the attractive commercial business space potential is really important to this project. Potentially better amenities such as small grocery store, boutiques, exercise related businesses.
- A "sense of entry"? I'm not even sure what that means.



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- Still needs destinations
- I would hope adding this kind of 'recognition' may enhance both residents

Objective 6:

- Can't read any of the text. No idea.
- I agree - lets build it to last 100 years! Simple, timeless and high quality materials and construction
- Looks pretty on paper can it be functionally maintained?
- The paint on the pedestrian bridge over Bow Trail started fading months after being built. It has looked shoddy for years.
- Consistency in current traffic signals is lacking. No apparent plans to address the issue. Road and Pathways are consistent, attractive
- No bump outs. If the plan is to create something that lasts, please plan for an

and visitors sense of 'special'. Promote that sense of pride.

increase in traffic flow and usage of that area. Plan for parking and if new buildings are going up plan for underground parking appropriate for the building usage!

- Unclear what materials will be selected. Concern around the number of 'potential' items. Plan should be committed to the drawings provided
- If long term changes are implimented please use q
- the more durable the material the more quality and the greater the permanency will be conveyed by the city planners

Are there other strategies we should consider to better achieve the objectives?

Social + Economic

- Follow up maintenance and landscaping needed. No point to plant bushes, tress and them die in slow neglect. Budget for upkeep!
- Seniors accom needed ARA retirement homes
- Westbrook Mall could be the centre with arterials ...???
- I don't think landscaping improvements will do enough to draw new business to Killarney
- Wendy's corner need business development not just a hardscape area, who will go there?
- More high density zoning in the area
- Can't read any of the text in the slides.
- Increase accessibility so citizens can actually stop, shop and enjoy the main street instead of cut through.
- Cleanup Westbrook mall.
- I'd love a BIG park that goes from 24 St to the Old Children's Hospital over Crowchild Tr - think NYC High Line Park. I'd love 6 story buildings from Bow Tr to Glenmore Tr.
- Consider smaller scale features that require less maintenance.
- Build it and they will come.
- Do no put in a soccer dome at the Westbrook station. This does not support

social, economic or environmental objectives. Soccer domes should remain in suburban areas.

- The only real way to make this area better is to create a business friendly environment and reduce taxes.
- Very short maximum setback for new buildings in Node 1. Parking lots don't really facilitate social interactions. Also, let's be honest, nobody drives to this area as a destination (beyond maybe Walmart). LetMake it more accessible to the neighbourhood.
- Please do not make this area the unplanned patchwork filled with towering

garbage like in Marda Loop. I can't use that neighbourhood anymore because of its many many issues.

- Expand off-peak street parking throughout the corridor to improve traffic for local businesses and improve pedestrian experience
- The publicly-owned land on and near the Salvation Army site, on north side of 17th, is a MAJOR opportunity that the City could help catalyze. Right now, the low-density underutilized nonprofit space could be repurposed into higher density mixed use.
- no

Mobility + Function

- City should budget for maintenance of public spaces. Example of pure neglect is square area around LRT Westbrook station. City should keep also greenery and trees ??? and maintained along streets!
- Busses stopping into the 17th Ave traffic doesn't seem to be a good idea
- The plan doesn't connect the bus stop on 24th St with the south of 17th Ave. A paved pathway would be helpful for connectivity and it's just grass right now
- Landscape with native plants like new central library!
- Agree higher density (???) on 17th
- Use light to encourage use at night ! See Whyte Ave in Edmonton
- More curb extensions
- Please be more considerate of pedestrian and cyclist safety
- Yes, bikes should be on proper cycletracks not "boulevard MUPs".
- Create a design that stops patronizingly adding "accomodation" for anything but through commuter traffic.
- Separated bike lanes
- Build a pedestrian bridge over 17th making it safer for pedestrians and vehicle owners.
- Pedestrian archways over 37 St to have cars go straight through to Glenmore Tr. safer for pedestrians - build in public art
- This proposal is great. It's unclear whether the share bike/pedestrian lane will extend to Bow Trail. If it doesn't extend to Bow Trail, then I don't think that the proposed modifications will result in an increased uptake in use.
- Large walking streets and trees bullevards
- Stop the mainstreets program. Save the spending and make it better.
- Consider the timing of the lights to allow the traffic flow and pedestrian access



- At the intersection bringing bikes onto the sidewalk is not really a good idea, keep the bikes on the road and maybe add some other separation
- Overpasses for bikes to get to the river would be nice. That way commuters do not have to stop or dodge traffic.
- Replace current crosswalks with traffic lights
- More emphasis on on-street parking. Also, the City should remove the "No Parking" restrictions (and replace with 1-hour or 2-hour parking) on adjacent side streets (speaking as a resident of one of these streets). Otherwise, kills the area's potential.
- no

Character + Identity

- 17th Ave lacks a unifying theme. Lighting, gateways, anything! Would help to create a visual sense of community
- Higher density rezoning on both sides of 37th and 17th needed
- Rezone properties along 17th Ave (R2) to higher density. Would like to see 4-5 stories resident. Buildings with main floor commercial - nice cafes, small boutiques, shops
- Agree higher density 3-4 storey buildings around LRT station (17th Ave between 16th and 37th St; even if not entire length of corridor, guiding a plan for a few (2-3) blocks of business, cafes, welcoming areas would help
- Artificial brickwork was installed @ 37th St 17th Ave and 45th and 17th Ave. It is all worn away already, don't use that stuff again.
- More public art
- The notion of renaming streets, keeping the original street numbers but adding a historical twist.
- Can't read any of the text in the slides.
- Killarney community hall greenspace is highly underutilized
- Innovative archways that are fun & functional could integrate public art, identify the area & safe crossings
- I'm uncertain about whether the zoning on the north side of 17th Ave has been changed from just residential to commercial/residential. To ensure that it is a great main street, we need commercial development on the north side of 17th Ave going forward.
- Deal with the drug addicts and the drug dealers, please.
- Provide opportunities and agreements that involve the adjacent businesses to take ownership with smaller/affordable amenities - garden box, creative art, seating
- reduce spending.
- Have frank engagements between the community and commercial property owners where friction exists. I.e. the empty field beside the Westbrook C-Train as one example.
- Fill the empty space! This is way too sprawly an area for inner city Calgary.
- Once the cubeppea
- Please do not make the same mistakes as Marda Loop and Kensington. Density can very a very good thing for an area or left



17th Ave SW Streetscape Master Plan

Stakeholder Report Back: What we Heard

Explore - Feb 2019

to the developers can kill what was so attractive about the area in the first place.

- Density increases along 17th.
- no

Other:

- 17th Ave - 36th St: This is my parking lot, where is the room for trees?