



9 Avenue Streetscape Master Plan

WalkShop #3: What We Heard

May 10, 2018

Project overview

As part of the implementation phase of the Main Streets initiative, The City is developing a streetscape Master Plan for 9 Avenue S.E. Our goal is to identify a streetscape plan for Inglewood's main street that reflects its heritage and builds on the values of the community.

To address the current poor condition of the existing public realm and support the Main Streets initiative, this project is charged with the creation of a Streetscape Master Plan for the 9 Avenue S.E. corridor. This project will provide a strong vision for future enhancements and development that unifies districts, reinforces a sense of place and enhances the pedestrian experience by focusing on improving the pedestrian realm (sidewalks, streetscapes, crossings, and other elements of urban design). The approach will include urban design visioning, transportation and public realm planning and design services including structural assessment and enhancement of the underpass located on the eastern edge of the corridor.

Engagement overview

The third round of engagement on the 9 Avenue Streetscape Master Plan focused on gathering feedback on six different areas of design to be considered for the 9 Avenue S.E. corridor. The six areas of design include 1) Street Composition 2) Concept Designs 3) Crosswalks & Street Corners 4) Side Streets 5) Laneways & Park Interfaces and 6) Public Art.

The online engagement program was hosted on The City's Engage web portal from February 7 to March 1, 2018. A total of 690 unique visitors accessed the online Engage web portal, providing 235 contributions. In addition to online engagement, a Drop-in Public Engagement opportunity was held at Festival Hall on February 6, 2018 from 5:00 – 8:00 PM. A total of 82 people attend the event and provided feedback through a post-it note exercise.

What we asked

To capture a balanced understanding of stakeholders' feedback about the 9 Avenue streetscape and corridor the project team asked the following questions, for each of the six areas of design:

- 1) What you like most about the designs and options, and why?
- 2) What do you feel could be changed, removed, or added in the designs and options, and why?
- 3) Do you feel we are missing anything and why?

What we heard/Summary of input

The following is the design direction summary from each of the six areas of design:

- 1) Street Composition
 - Good support for a 3 travel lane composition design, some preference for a 2 lane option



- General support for option #2
 - Ensure facilities for parking and bikes
 - Preference to have a pedestrian focused design
 - Provide design elements to slow vehicle speeds and address pedestrian safety
- 2) Concept Designs
- General support for the design elements
 - Support for option #2, with some support for option #3
 - Ensure that transit has proper function and flow
 - Address potential traffic diversions from lane reduction
- 3) Crosswalks & Street Corners
- General support for the concept
 - Support for including design that has bulb outs for pedestrian crossings
 - Ensure cross walks and design elements reflect Inglewood character
 - Ensure there is facilities for bikes
- 4) Side Streets
- General support for the concept
 - Ensure there is facilities for bikes
 - Ensure that there is area for outdoor patios to support business
 - Ensure that landscaping is thorough and provide a generous tree canopy
- 5) Laneways & Park Interfaces
- General support for the concept with adaption of laneways
 - Ensure the design addresses parking and land use in the surrounding areas
 - Ensure there are facilities for bikes
 - Ensure there are opportunities for seating and gathering areas that are functional and safe
- 6) Public Art
- General support for the concept
 - Ensure maintenance and operation is addressed
 - Ensure concept works throughout the day and night, and integrated along the whole street
 - Include local artists in the process

- ▶ For a verbatim listing of all the input that was provided through the online engagement, please see the [Verbatim Responses](#) section.

Next Steps

A final recommended design will be finalized and shared with the public through an Information Session scheduled for Monday June 4, 2018 at Festival Hall from 5:00 – 8:00 PM.



9 Avenue Streetscape Master Plan

WalkShop #3: What We Heard

May 10, 2018

Verbatim Comments

Verbatim comments include all written input that was received through the online and in person engagement events.

Concept Design

In Person Event

- Option 2: Love this concept as designed. (Tree spacing, pavers, etc.)
- Detest the fake brick sidewalks. Please no more.
- I'm a fan of the rain gardens + gathering spaces at 9th Ave. + 13th St. Yes!
- Concerns about added congestion.
- See comments at station 2- Visual diffs, wider sidewalks, better planting with option 2.
- Like trees + patios.
- Missing: Garbage bins + recycling + other street furniture.
- Allow space for a wheelchair on a sidewalk.
- If traffic moves to other corridors (due to congestion) ... Impact on businesses?
- Concerns about traffic diversion to side streets ie. 8th Ave.
- Gantries create psychological danger zones.
- Proximity to pedestrian/ public space @ intersections – safety for all.
- Heated pavement.
- Prefer the pedestrian environment that option #2 provides; allow for street life that is so improved by patios. Option 3 not compelling for a lot of reasons.
- Traffic signals are required to slow down.
- Gantries don't work.
- Gantries on option #3 are ugly + distracting. Bump outs on 2/3 are nice for seating & tables & perceived safety at crossings.
- Bigger/ fuller/ nicer street trees on option 2+3 as there's more room to grow.
- I like the safer more intimate small-town aesthetic created by option 2 will likely slow traffic.
- Think of the few years ahead for the LRT station that's going in meanwhile we are having this discussion is happening a block away.
- Like option #2.
- Option 2 better meets MDP requirements.
- Wider sidewalks in option 2 support improved pedestrian realm: + crosswalks, + gathering spaces, + trees- ALL GOOD!
- Allow for efficient transit movement + do not want a parking lot.
- Replacing tree wells, sidewalks will make walking in Inglewood so much more enjoyable. Patios- yay!
- Lane reversal. Do it!
- Wider sidewalks more prominent cross walks – people drive too fast and don't pay attention to pedestrians.



9 Avenue Streetscape Master Plan

WalkShop #3: What We Heard

May 10, 2018

- Climate conditions make pavers unacceptable for pedestrians. Uneven surface.

Online

Please share with us what you like most about the designs and options, and why?

- Consistency in the sidewalks through Inglewood would be nice.
- A "main street" project that's actual not about the main street but about traffic efficiency. that's too bad because we weren't really told that's what this project is actually about.
- Love the curb extensions and emphasis on walking.
- The permanent parking on one side of the street as a traffic calming and pedestrian safety consideration.
- Good overall.
- Low height.
- Looks good. Don't let Roads mess it up by requiring 3.5m lanes and dedicated left turn bays, as they often do.
- Narrowing the distance pedestrians have to cross helps them.
- Curb extensions just lead dangerous aggressive Calgary drivers to become more aggressive and potentially deadly. PLEASE, get out on the streets and experience actual Calgarian drivers tendencies.
- I like option 2, the large bump out provides space for people to meet and linger. the wider sidewalks are good in general. I also like the seating area on the side street.
- Wider sidewalks, more room for patios that fill the street, much better, more community oriented, vibrant feel.
- I like option 2 overall with removing a full parking lane on the north facing side of 9th Ave SE. This will help to reduce the feeling of "clutter", reduced pedestrian and driving visibility, and business of the street. I like that all options have wider sidewalk design and promoting public benches to encourage visitors to gather in the community as opposed to feeling like they have to rush to leave. I like that there's a designated bus stop parking area.
- I like the rain garden, the gathering area (you can add some art there too), and the trees and benches/places to sit. Looks amazing!
- All leave far room for pedestrians at crosswalks, which they don't have much of currently on 9th Avenue. The added sidewalk space also allows room for more gathering spaces.
- Option 3 looks very pedestrian friendly! Way more attractive than the narrow sidewalks there now.
- I love the corner curb extensions on side streets. I also love that all options give more space to pedestrians. The reduction in vehicle space is also positive.
- Love the bike lane idea. I use 9th Ave as a commuting route for biking downtown sometimes (and so do a ton of other people).
- I like the integration of cars, bikes, pedestrians and active space through patios and open space for pop up activity - buskers, vendors etc.
- Better pedestrian realm. Public gathering spaces. Permeable space with accommodation for rainwater, etc.



- Quit spending money and leave it the way it is. Our taxes are too too high already.
- Option 2. Reduce speed to 30km if creating gathering space next to road on 13th. If you don't significantly reduce speeds here the bump outs should just be decorative green space.
- It will be so much more pleasurable to be able to walk side by side with a person I'm with rather than one person lagging behind, trying to avoid the grates under the trees.
- I like the wider sidewalks of four lanes, option 2. They allow for patios and lots of trees and greenery.
- I like more trees, wider sidewalks, gathering zones.
- I like the enhanced pedestrian realm, including crossings and trees. The inclusion of bike parking is also good to see along the street.
- Love the potential for rain garden and still keeping trees! When not commuting the potential use of a lane for patios is great, but as a commuter it could be difficult, but may help to encourage commuters to exit via another route. Or maybe this would be for stores only east of 12 st?
- Excellent curb bulb outs create shorter pedestrian travel distances, greater pedestrian visibility, slower traffic speeds, more attentive drivers, and overall priority for pedestrians. More pedestrian space provided by options 2 and 3 will be very nice. I like the pop up patio making good use of unnecessary parking spaces. I like that bike racks are shown. I like the bollards used to create greater safety and, importantly, greater SENSE of safety - could use planter boxes too.
- I don't like this design. Reclaimed brick pavers will certainly fail. The buff concrete is dated. Why is there a pedestrian walking on 9th Avenue in the sectional rendering? That is a ludicrous thing to show.
- I like the narrower streets, extended curbs, trees, etc. as it will encourage drivers to slow down.
- I am tired of having vehicular traffic impacted. Between other pedestrian/bike focused initiatives across the city and push to reduce parking in the core, I avoid downtown and inner-city communities for shopping, eating out and visiting businesses.
- Love it all with the exception of the gathering space on the SE corner. I'd like to see that smaller not big enough for a "gathering" as such. It seems a little away from busier areas even with the park across the street. I would be hesitant to walk past that at night and I'd cross the street. Thinking from a female perspective and one with a teenage daughter.

Please share with us what you feel could be changed, removed, or added in the designs and options, and why?

- Look at BÃ¼rchen's Main Square (Switzerland) , look at R-Urban: Network of Urban Commons (France), look at Escaravox, Public Space for Contemporary Culture (Spain). We want this level of thinking for all aspects.
- Crosswalks between 11th St and 12th St as well as between 12th St and 13St to discourage jaywalking would be forward thinking.
- Only one lane with asphalt surface to be left + 2 with concrete finish for the off-peak parking.
- During the off-peak hours parking may be organized on a staggered basis (left side - right side - left - right, etc.) from block to block thus significantly reducing the driving speed and making street safer for pedestrians and cyclists.
- There should be setbacks after 2nd storey.



- Get rid of one of the parking lanes so you have room to properly accommodate cyclists and pedestrians by allocating a larger percent of the roadway to "not car" needs.
- Remove curb extensions from the design. Add inset bus zones instead of having the traffic issue that the frequent transit service through the community currently creates.
- Scramble crosswalks would be fun to explore.
- Fewer trees can be added along the length of 9th Ave SE.
- I would add some trees in the gathering area as they will provide a nice shade in the hot days.
- I'm worried about traffic stopping on crosswalks in periods of low visibility (like after snowfall), impeding pedestrians, who would then have to walk behind the vehicle or into the intersection to cross. Some way to further accentuate or indicate crosswalks over the pavement would have mitigate this.
- I like the use of trees, but maybe some planters could be added?
- 1. I don't see a safe place for bicycles.
- 2. Can the City impose a higher standard on the adjacent private property? Some uses are draining the vibrancy, and as a result, are discouraging walking (in favour of driving and parking).
- Remove the gathering places, people meet at destinations in Calgary, not on a corner.
- Why don't you do angle parking and give it a small downtown feel?
- Trees are great but what about pageantry or at the very least interesting street lighting to brighten the space to make it feel safe especially during cold dark winter nights.
- ZERO bike accommodation is a problem. The cyclist shown is riding in the dangerous door zone of parked cars. Brick pavers, if similar to those along 8 Ave SW downtown, are easy to damage and take a long time to be replaced. The signalized crossing requires cyclists coming from side streets (their only option to get to the main street, it appears) still requires that they dismount.
- The mayer and Gian Carra.
- If Transportation decides that traffic efficiency is the most important thing here rather than pedestrians, we will simply have to do some guerrilla style interventions.
- A wider sidewalk and no grates under the trees makes it so much more pedestrian friendly, a thorn in my side when visiting the shops in Inglewood. Great idea and thanks! :-).
- All crosswalks need signals, especially at the eastern end of Inglewood near mills park.
- Love the curb extensions! With added trees, plantings etc I worry about trash. garbage cans near bus stops please, they are not always a given! Benches/spaces without anti-homeless dividers or spikes.
- Please do not add bike lanes or narrow the road ways as it would congest things too much and is already awkward the way it has been changes on 12st by the new Bridge for the bike lane which wasn't necessary and makes it too awkward and hard on the roads. The bikers can and should go down the river path which is less treacherous for both bikers and drivers and allows the roads to flow.
- I think raised crosswalks would further enhance pedestrian safety and accessibility and may even improve crosswalk access during winter as crosswalks could be maintained in continuity with sidewalks. Despite the bike parking, it's disappointing to see that neither option allows for safe and comfortable bicycle access to an area that could benefit from such access.



- Don't love curb extensions as a driver, though as a pedestrian they are handy! During rush hour its nice to have both lanes when trying to cross/turn onto 9 Ave from the side streets that are not 12.
- If decreasing congestion, road noise, and pollution is a priority central to urban revitalization, there should be at least one design option which integrates bike lanes.
- The bike shown on the option 2 and 3 rendering is in the door zone of the parked vehicles. Consider moving these parked cars closer to the travel lane and creating a raised bike lane (raised to sidewalk level) in between these parked cars and the light standards/trees.
- The consultant has failed to provide ACTUAL OPTIONS. This is one option with variants in lane geometry. Why does the public not get to participate in selecting an appropriate design?
- Would like to see bicycle specific infrastructure. It would be short sighted to design without this in mind.
- Stop reducing vehicular lanes!

Please share if you feel we are missing anything and why?

- Who is going to pay for all of this? Will this simply be put on the back of local businesses? They already pay additional taxes through the local BRZ and I am very worried these costs will further increase.
- Great design.
- Cycle tracks.
- I sure would like to know where people wanting to shop on an already parking-limited 9th Ave. shopping district are supposed to park when you are effectively cutting available parking in half.
- Assume there will be ample bike parking, unlike today.
- No cycling infrastructure shown in any of these diagrams.
- Add inset bus zones instead of having the traffic issue that the frequent transit service through the community currently creates.
- Separated bus zone will take away from available street parking. Street public multi-level and/or underground parkade(s) should be considered.
- More bike racks! Either on or just off 9th Ave SE.
- As above, I would add trees in the gathering area.
- Still no room for bicycles on the street, forcing them onto the sidewalk, making it less safe for pedestrians.
- It would be nice to further address 12 Street in this plan. I hope that the corner curb extensions and the speed limit would apply to 12 Street as well. We have limited connections between Ramsay and Inglewood. It is important to improve the pedestrian and bicycle experience here.
- I'm concerned that the 3 lanes of 12th St going north at the intersection of 9th Ave will be reduced. There needs to be a left turn, straight and a right. As this intersection is the main exit from Ramsay over the new zoo bridge. I would hate to see all the money fixing the zoo bridge not be fully utilized by creating a pinch point at that intersection.
- If zero cycling infrastructure is included on the main street, then the beg buttons for the signalized crossing should at the very least to be reachable by bike on the side streets. Picture a mom with a cargo bike with kids. The current set-up does not work for that family. Picture



someone who uses a bike as a mobility device, who has trouble walking. This set-up doesn't work for them.

- Common sense that recognizes times are rough.
- More bike parking.
- More “pretty” features like flowering plants such as roses.
- Where do cyclists fit into this?
- Where are the bike lanes? For all the focus on revitalization in this area, it is rather disappointing that bike lanes have not been included as an option here. The closest thing to it is a shared part-time bike/bus lane on one side; parking rest of the time, which is really just a recipe to increase the number of doorings in the area.
- OPTION 1 IS SO BAD. Why waste any money on this option when it doesn't change the existing conditions in any perceivable way? Option 3 rendering doesn't show the ugly light standards used to control traffic direction. Obviously, these would be an unnecessary eye sore.
- MID-BLOCK CROSSWALKS! 9 Ave SE's intersections are 220m apart which corresponds to a 3.3 MINUTE WALK. For comparison, exits on Deerfoot are 1.7km apart which corresponds to a 1 MINUTE DRIVE. Unless you think it's reasonable to take out 67% of Deerfoot's exits, you should be installing mid-block crosswalks here.
- Provide 3 distinct options that clearly demonstrate the consultant has not already made a foregone conclusion about materiality, tree spacing, concrete treatments, etc. The concrete lanes will be prohibitively expensive, make utility renovations difficult. Seriously - bring new options that are actually different. This is embarrassing.
- Bicycle specific infrastructure. This is a busy pedestrian area - why limit cycling traffic in favour of car traffic?

Public Art

In Person Event

- Many small projects as opposed to a few large ones.
- Allow bare concrete to be graffitied. If it is encouraged, only the best will paint because of an unwritten code. When it is.
- Perhaps extra cost to be put in place for doing this type of artist- activities on ongoing basis.
- Yes to using vacant space.
- Discouraged graffiti ends up being painted over, good artists don't waste their time and you end up with flash tags.
- Don't waste any more money.
- Guard rail should be redesigned + walls.
- This would be amazing! Currently is poorly lit + eyesore.
- New mural on wall. I really like the concept of the hangers from the underpass. (Provided it can structurally work.)
- More needs to be done for the pedestrian.
- Night time lighting is important. It is dark a lot of the year.
- Seems dark. Is in an already dark space.



- How will this art age? Is it a dirty dusty underpass?
- Can this be a stand-alone structure not attached to a bridge?
- From a bridge maintenance perspective concerns with ability to access bridge to access bridge components for inspection + maintenance.
- Love the public art concept of chinook + sky. Nature-inspired + colourful at a needed spot!
- Cool concept but not appropriate for Inglewood.
- Better for downtown.
- Audible wind chimes to offset traffic noise.
- What about the existing artwork? This piece is beautiful but not site appropriate.
- Who did this?!
- Right now, cyclists, to be safe, have to ride on the side walk. Narrow + dangerous.
- I like the concept & the way it will liven this “gateway” to the more densely populated businesses area of Inglewood. A mixed-use pedestrian/cyclist walkway would be good as well as murals on the walls.
- Can designated bike lanes be painted here? Cycling through can be scary.
- The proposed concept here isn’t right for Inglewood. Better for downtown.
- Name the artist please.
- Crosswalk art!
- Integrate art work is great into the streetscape.
- What’s missing? Competition, Calgary artist.
- This is excellent. What about rentable art studio space for local artists?
- Heritage?
- How much of this is actually do-able?
- Like history + public art incorporated in the streetscape.
- Love the concept. How would the wall experience be integrated?
- More appealing to vehicles than pedestrians. (Makes me feel claustrophobic as a pedestrian)
- Beautiful art! Love its dynamic feature. Concerns that Kevlar rope will twist/ tangle/ get dirty or create icicles...
- How can space be brightened up during the day? Fresh white paint? New reflective façade? Murals that compliment the above head art?
- No banners. These?? Light standards suck here.
- Lighting art concepts are great to illuminate less attractive areas. Pedestrian traffic will increase.
- Dialog, why did you hire a Vancouver artist?
- More public art.

Online

Please share with us what you like most about the designs and options, and why?

- Great concept but the wrong location. Suits skyscrapers. Clearly the artist isn't from here and doesn't understand what Inglewood is about. We have bees, chickens, pot lucks, kitchen parties,



we walk kids to school, kids run free range. Nothing about this concept speaks to the people who actually live here.

- Really cool.
- All very cool.
- Any improvement to the pedestrian realm, east of 14th SE is a more than welcome addition!
- More art, yes. Terrific. Let's just be sure there is some process and thoughtful adjudication for this. No Blue Circles please.
- The Underpass art looks fantastic (as long as you lose that wall of ugly stripes on the southside wall). But, I'm pretty sure that Transit and semi-truck vehicles will not have the clearance to pass beneath without damaging the installation.
- Nice. Need to ensure it is also interesting during the day. Too often underpass art relies on night lighting and other night features. Should work throughout the day.
- Improved aesthetics.
- I like the idea of public art.
- Love the art concept for the Blackfoot Trail underpass but wonder about its safety during the winter season. Will ice and snow accumulate like stalactites creating a safety hazard?
- I think it looks beautiful and would be a welcome addition to a drab slab of concrete.
- I like the idea of any boring space in this community becoming a interest destination or a popular back drop for an Instagram selfie. Consult local artists please.
- I like the overall concept of creating a transition area to signal visitors that they're a unique community.
- These all sound like fantastic ideas that will contribute greatly to Inglewood's cultural buildup and recognition.
- I like the options for people to gather. I like more cross walks and wider sidewalks to allow for people in wheelchairs, scooters, or using strollers to get around easily. I like the option of three driving lanes and one parking lane. This should be a pedestrian based neighbourhood, and should therefore be safe to be a pedestrian.
- Please stop spending money on public art. None of these are appealing. Please just plant some trees and stop wasting my money on these things.
- Connecting both sides of the community is essential in this project!! Well done :)
- The colours themselves.
- Beautiful - I would be happy to go under that bridge!
- The concept is interesting. Nice renderings.
- Bridge that changes colour with temp.. pretty cool!
- It's really hard to see the details in the photo on my iPad as you can't enlarge it and the type is very small. The red sky concept looks amazing!
- I like that it is fluid and changing and softens that hard overhead.
- Love the diversity of art in both style and quantity. The Blackfoot trail underpass would be AMAZING to have improvements too, plus may help with traffic calming too. I also like the permanent and temporary options too, its nice to see art change sometimes :) Interactive art too, yahoo!
- More public art, the better. Looks good. I'm no art critic, but I don't hate anything proposed.



- The public art component is by far the strongest element of this project. The artist has done a much better job than the consultant. It is unfortunate that this level of detail was not applied to the streetscape. The neighbourhood level plan is far more captivating than the tired, pedestrian (pun intended) design for the streetscape.
- Are you calling us weird!? ;) I wish I could see a better photo on the first picture. As for the Blackfoot Trail Underpass I LOVE it! Brilliant and yes it will make it inviting and not so frightening to walk under it!

Please share with us what you feel could be changed, removed, or added in the designs and options, and why?

- If it were to be implemented it would get covered in all the dirt and crap that's been there for years. While the character is contemporary and that's great, there's also a way of speaking about this communities history which isn't at all visible. We are losing our beloved bridges and this project is another nail in the coffin of our heritage.
- 2 lanes for vehicles under the bridge will be enough.
- Looks like something that would have high maintenance costs. Would the budget include money set aside to remove the art installation when it has become worn and beyond repair? What are the total lifecycle costs of this versus an installation that requires less maintenance?
- Make sure art is interactive. Perhaps kids can also play on it and or it reacts to movement.
- Reduce the length of art structure to prevent distracted driving and feeling of overhead "tightness." Use warm LED lighting, instead of cool LED lighting to add to the sense of warmth behind the art concept. Update and replace pedestrian sidewalk handrails for modern, simple design.
- This would be a good opportunity to engage with Indigenous artists (especially Treaty 7/ Matis artists) to contribute art to Calgary's oldest neighbourhood, further showing Calgary's commitment to reconciliation and demonstrating a welcoming feeling to Canada's original peoples.
- I'm not sure how I feel about the public art proposed for under the overpass. That is not really a space where people can stop for a while and enjoy it. Again, Calgary tends to focus on cars, not people, and putting art under an overpass seems to continue that unfortunate tradition (think, traveling light). Any chance art can be made for people to be around in the actual neighbourhood or streetscape?
- Remove all the public art.
- I would rather see artistic railing instead. I've walked down here and when it's wet you get splashed and that sucks. How about something that protect pedestrians from that an is also artsy. Also, what if one of those things dropped on a car. Isn't that a liability?!?
- Might not look as good built. Pigeon trap? Hard to clean and maintain.
- Although I think this looks amazing, this area is rarely used by pedestrians so I wonder if this budget would be better spent elsewhere until this end of Inglewood is more mature. I live near to this area and so would benefit from this art, but I still think it should be tackled later. Could the art be placed near to where the night market and other events take place instead?



- It must be high enough to not look like it's going to fall and impale you which walking or driving underneath? Can something be done on the sides other than concrete which always looks dirty and very uninviting. I like the current south side painted lines with the changing colours which helps soften that sidewalk.
- Would love to see artwork with connections to: history of the place and acknowledgment of First Nations and the bow river and riparian habitat.
- Red Sky (appearing to be the most expensive/most thought-put-into piece) will be enjoyed by drivers at 50 km/h but will never be enjoyed by pedestrians as they are squeezed into such a narrow sidewalk with such awful railings, surfaces and walls to walk next to. Fix those issues before installing artwork for drive-thru commuters.
- Is there sufficient overhead clearance to actually accomplish this concept? It seems limiting clearance would be a non-starter from a practical perspective. I would like to see the artist more involved with the streetscape concepts and provide some interesting design elements that reflect the dynamic, eclectic area. This would enliven the otherwise uninspired, typical approach to a "historic" streetscape.
- I would like to see something implemented that would not only look pretty but help absorb the noise of the traffic travelling under. When we walk into the community to shop or attend events under the overpass it is incredibly loud (those Harleys like how the sound carries too). Something to bring that down noise pollution for pedestrians would be great so we can stop and gaze at the gorgeous "Red Sky at Night" without damaging our hearing. :)

Please share if you feel we are missing anything and why?

- Missing an actual understanding of the site and the people.
- Plaza is missing - parking lot at the intersection of 9 Ave and 12 st would be a great plaza for people's gatherings.
- Reduce the length of art structure to prevent distracted driving and feeling of overhead "tightness." Use warm LED lighting, instead of cool LED lighting to add to the sense of warmth behind the art concept. Update and replace pedestrian sidewalk handrails for modern, simple design.
- Still no plans for bike lockups in any way.
- Will speeds be lowered on 9 Ave? To 40 or 30 km/hr? 50 is much too fast for an area with so many pedestrians, cyclists, and crosswalks.
- You are missing the fact that almost all Calgarians think public art is a waste of money.
- It's still a dingy underpass, and the walking route kind of goes to nowhere. Also I'm not a fan of light up art cause it's distracting for drivers (eg. the 4th Ave flyover one with people walking).
- I think the problem in this area is a bit more complex than an uninviting bridge. This area is just too industrial with its car lots, empty space, and a truck-stop. If you want to make this area more inviting to pedestrians, a lot more needs to change in the surrounding area. Adding a driveable mood ring will not fix the divide between the two Inglewood's.
- Incorporate the sides and sidewalk railing to make walkers feel welcome to walk underneath and safer from traffic. Enhanced lighting.
- Please make some art family friendly :)



- There is a complete disconnect between the public art concept for the neighbourhood and the streetscape. I don't see how any of these ideas are reflected in the static, tired design that was provided.
- Thank you for all the engagement the city has done with our communities! Though right now it seems a wee bit overwhelming with online questionnaires/feedback and community meetings we shall not complain. It is far better than it has been and your hard work so much appreciated. It allows us to let us feel heard and contributing to our wonderful city and growth!

Street Composition

In Person Event

- Option 2 aligns best with long-term goals as per MDP.
- Option 2 priority. Better use overall.
- Where is the bike lane? Is it shared or is it in the middle of the road?
- Option 2 preferred: wider sidewalks, street furniture, parking, landscaping, transit
- Option 2 for sure. Love the patio idea & safer walking. Keep parking on the southside.
- Option 2 = best! 2 lanes westbound in morning during time crunch more critical than at end of day.
- As a cyclist, I prefer 8th Ave, so I'm happy to lose the bike lane on the 9th Ave.
- Discourage bikes on 9th. They should use 8th Ave. Or river pathway.
- Permanent parking + wider pedestrian spaces are very important. Option 2 is great.
- Option 2. No question.
- Option 2. All good.
- Two lanes going east preferred at peak.
- Parking on south side.
- Bikes? Share lanes with who?
- Business friendly?
- Trees, wider sidewalks, efficient transit movement, public art, option 2.
- Bike lane on 9th in am fine but in pm more dangerous.
- Need to address the drivers who divert to 8th Ave. too fast for residential street.
- Option 2 maximizes pedestrian/ traffic outcomes.
- Option 2 is my preferred choice. I'm concerned about the cyclists with the transit + driving lane. Is it possible to improve the cycle friendly nature of 8th Ave.?
- Option #2 ideal for both auto & pedestrian. Say no to option #3.
- Improved pedestrian crossings.
- Lanes too narrow now. Do not narrow further.
- Delivery trucks in bus lanes. Need to enforce because interferes with buses.
- 8th Ave. & 12th St. intersection dangerous.
- Option 1 underutilised space of off peak parking lanes hence compromised public realm area- Not a balanced design.
- Option 2 inbound should be priority. Compare morning rush vs. afternoon rush.
- Narrow lanes to slow traffic.



- Option 2. Do not like gantries.
- European example, pedestrian only block Rotterdam.
- Yes to all signalized crossings & intersections.
- Need a crosswalk or pedestrian controlled light at 8th + 12th near park/ bridge seniors housing.
- Does Main St. initiatives have any influence on where bus stops are? #302 BRT stop at Starbucks doesn't work.
- Pedestrian crossings at every intersection on 9th.
- Need to have pedestrian controlled intersections.
- Option #2 = best for Inglewood & pedestrians.
- Option #2! Wider sidewalks, more parking, less traffic.
- Now in non-peak traffic is slow, so no slower.
- If signals at each block must synchronize green.
- 12th & 8th St. traffic moving too fast, pedestrian light at intersection.
- Permanent street parking on north better.
- Option 2 is balanced designer from all users perspectives. (Transit, pedestrian, vehicles, public realm)
- Options 2 + 3 are my preference for the wider sidewalks.
- Option 2 is my favorite. Favours the pedestrian the most. Option 3 is similar but the gantries detract... Parklets for restaurant patios are missing on side streets! Add for summer months & nice weather.
- Option 1 appears to be the least costly and provides the same function as it needed transit service to the east is expanded.
- Id be happy to have crosswalks where the paint lasts longer than 1 season. Visibility is key to pedestrian safety.
- Option #2
- I don't love the lane reversal option – visual clutter and potentially confusing for drivers.
- Keep southside parking. This is preferable to northside parking as it means 2.5 hours per week day of afternoon commuter traffic is limited to 1 lane.
- Option 3: Ugly and expensive.
- 8th Ave. at peaks (shortcuts). Need to make sure doesn't get busier.
- The afternoon peak is busier so option 2 two lane out of core.
- Option 2 far preferable. Pedestrian friendly, more parking, business friendly, transit still ok.
- Option 2. Option 2 is preference because of 46% pedestrian use.

Online

Please share with us what you like most about the designs and options, and why?

- I like that there is more sidewalk given to pedestrians and the idea of there being hopefully more crosswalks that are large and noticeable for cars so they stop.



- Option 3. Provides parking but allows for traffic movement during peak times.
- None of them are a change from the current situation of 4 car lanes; re-labelling some of them "parking" or slight narrowing doesn't help this.
- Trees and bigger sidewalks are always nice.
- Considering needs of local community and commuters traveling through.
- I like option 3. It would provide more space for pedestrians and creates opportunity parklets and other street activation. also, the lane reversal would make sense to allow better traffic flow during rush hour.
- I like option 1 the best because it allows for both parking and transit access depending on the time of day. It is the simplest option and provides consistency that drivers will appreciate.
- Option #2, lane reversal is very confusing, we need to reduce the cars speeding through so curb extensions on the parking lane are a great idea.
- 3 options? Is that all we get? What about TWO traffic lanes, two parking lanes with cut outs for extra pedestrian space?
- The most pedestrian friendly option is the best options. Inglewood should be less of a route and more of destination.
- My preference is option 2. This helps reduce the "clutter" of 9th Ave SE by removing one full lane of parked vehicles, while improving traffic flow through the community. I like that the south facing street parking is the one being removed to promote walkers on the sun side of the street. Wider sidewalks with curb to improve public safety is essential, which is captured in the three options. I like the improved street corners for public seating to encourage people to hang out in the community.
- I vote for Option 2. A larger pedestrian area (46%) will be wonderful as the currently existing pedestrian lanes are too narrow and people can't pass by easily. Also, there will be space for patios in front of the coffee shops and restaurants. I don't like Option 3 as it will be too crowded.
- I don't like any of these options, they are all still car oriented. The pedestrian bump outs around the parking are nice but not enough.
- The best options are those that increase sidewalk size, for better access to the community and for accessibility for differently abled persons. Since 9th Avenue traffic is generally rush-hour corridor to downtown, the lane reversal is the best of the three ideas. It would also leave space for transit to meet their specified schedules more efficiently.
- I like the 4 Lane Option 3 with 3 driving lanes, lane reversal and 1 parking lane. Because it would still allow peak am and pm commuting traffic to move through the corridor.
- I just wish the business would not be always closed traffic comes through at 5 pm and everything is closed except the bars.
- I like that we are trying to widen up the sidewalks and incorporate more trees.
- 4 lanes, option 3 w/ a lane reversal. This just makes sense to move transit fluently through peak hours. Having a dedicated parking lane is also great for business at all hours.
- Preference is for option #2. It is clear in the data (46% improvement for pedestrians) that this is by far the best solution to improving the streetscape. I feel this option addresses a lot of the concerns I have about how much the new BRT and general commuter car traffic will impact Inglewood's Main Street.



- Option 3 makes the most sense for this neighbourhood. Parking is absolutely required, but traffic flows in clear patterns (into downtown in the mornings, out of downtown in the evenings). Narrowing the lanes and keeping the traffic flow as normal would be horrible.
- I like Option 3 - 3 drive lanes with reversal. Nice balance of needs (still have parking), but efficient with lane reversal. We're also almost used to lane reversal anyway right now due to the lanes that you can't drive in during rush hour - so not a big adjustment.
- I like option 2 best: Bigger sidewalks, permanent parking
- Don't like option 1 because it doesn't increase sidewalks no parking and do we need 4 lanes? Option 3 would be too many lights up 9th and no benefit for me wrt congestion.
- I like option 3 because it is the most pedestrian friendly and traffic calming.
- I think the lane reversal idea is not bad. Wide sidewalks and less traffic is great. Maybe the inclusion of bike lanes and infrastructure.
- I prefer option three. I think it makes sense to keep the parking lane on the same side all the time so people are less likely to get confused as to where to park. Also the lane reversal would be helpful to reduce traffic at peak times.
- Option 1 would provide the greatest access to the area due to its mix of transit and parking lanes coupled with the regular free flowing lanes. Option 3, would be my second choice as you can choose when to engage lane reversals depending on demand and time of year. Option 2 is too restrictive as it artificially limits traffic flow outside of peak times.
- Adding pedestrian protected corners is a good step forward for safety, and ensuring sufficient sidewalk width will encourage pedestrian use.
- I like the one with lane reversal the best cause it offers better traffic flow.
- The pedestrian extensions look really nice - should make the area much more attractive for pedestrians!
- I like the idea of wider sidewalks to make the space more engaging and inviting to actually stroll and window shop etc.
- Option 1 does nothing to improve traffic flow, but provides additional sidewalk comfort. Option 2 only provides additional fluidity in only one direction. Option 3 is more versatile than 1 and 2.
- More pedestrian space. Lane narrowing. Transit-specific space designated during peak periods.
- Option 2 please. The lane reversal would not work.
- Option three with the lane reversal which should move traffic more quickly during peak traffic times.
- Fewer cars: cars are pollution-spewing, obesity-causing death machines.
- Option 3 as it allows for parking which is great for accessing businesses. This option also addresses the increase in traffic flow.
- Inglewood already has an ARP, we don't need some city slacker getting paid to change our plan so The City of Calgary can do what ever the fuck they want.
- Street Composition - Not Option 3. Inglewood is not a highway. Option 2 is preferred as it improves the pedestrian experience.
- Need much more walking room, sidewalks are brutal in Inglewood. I like option 2, but I would like for option 2 to also include lane narrowing.



- I like 4 lanes option 2. This still allows for a good flow of traffic and transit but prioritizes pedestrians and works well with the historic streetscape. I don't like the idea of lane reversal in option 3. This would make 9 Ave feel too much like a thoroughfare.
- I like the dedicated parking lane from options 2 & 3.
- I think I would choose option 2 because (1) it has more pedestrian space & (2) doesn't rely on lane reversals which is confusing.
- I am not a driver (often - car2go user). Typically, I bike and walk this area. The options with increased space for pedestrians seem like the best fit for how I use this space currently. If I were a regular driver through this area I could see how option 3 would be good as well.
- Option 3. It is a more efficient use of lane space during peak times. It also eliminates wasted lane space (option 1) that can be used for pedestrian space and unlike option 2 the lanes can reverse meaning more efficient lane usage. When you need more lanes you have them. When you don't it's going other way which is busier. And you get more pedestrian space.
- Keep 4 lanes but narrowing them to extend the sidewalks which are currently too narrow.
- Option 2 is best so long as parking alternates sides on the street. Option 3 (Lane reversal) may be more confusing to drivers and pedestrians and requires bulky infrastructure. Option 1 is a fine option but favours cars over pedestrians.
- There should be two drive lanes, one parking and one bike lane and wider sidewalks.
- I do not like that there are no bicycle accommodations. Traffic volume will likely make this an uncomfortable place to ride however, the amenities along this type of street are likely to be the kind I would want to access by bike with myself or my family. Please follow Complete Streets Policy and ensure Calgarians can safely and comfortably access the area by bike year-round.
- Love to see some increased space for pedestrians. The lane reversal option would be great to help with flow during rush hour, like to see some considerations for special events.
- The designs are not much different from what already exists.
- Shorter pedestrian crossing distances provided by options 2 and 3. Slower traffic speeds induced by options 2 and 3 (curb bulb outs). Increased pedestrian space provided by options 2 and 3. Pedestrian atmosphere provided by option 2.
- Wider sidewalks are a good idea, even though these are only "slightly" wider. Even wider, shared with a bike lane would be even better.
- I like option #2 the best because it increases the pedestrian experience and prioritizes transit.
- EXISTING: Fence in a school field can be classified as a barrier open park space. This is a school field - not park space. There is a distinct difference
 PROPOSED: I'm not certain 0.5m to tree is reasonable from a planting perspective. Option 1 seems reasonable. Option 2 - do you really think single lane traffic is feasible? Seems like a wasted effort.
 Option 3: Why are you favouring the north sidewalk? Yes, there is better solar exposure, but you are treating business tenants unequally.
- Option 2: This narrows the road, hopefully encouraging safer driving and slower speeds. The lack of lane reversal prevents potential confusion with drivers / conflict.
- Option 1 is the best as it considers what streets are for - moving traffic in vehicles like cars and buses. We need more lanes for traffic and not less and Option 2 and 3 reduce the number of



lanes. Thought it is impossible to read the small print it appears Option 1 supports parking which is sadly needed to support the local businesses. Option 1 seems to support commuters travelling though in the morning and stopping on the way home to support local businesses.

- Yuck!
- I like the existing street composition. As someone who only travels along 9th avenue and is a infrequent pedestrian along 9th Avenue, I do not want to see vehicular traffic slowed or congested more than it is now.
- First off, these are really poor photos, too difficult to read so I have to go with colourful pictures. Option 2 is the best IMO. I like the Parking lane if it is on the south side of 9th which it appears to be, I feel the morning rush hour is heavier then the pm. I like the idea of lane reversal especially when only having one lane on the south for afternoon rush hour but I don't like the equipment needed over the street. We have enough street enclosure with high buildings/condo going in.

Please share with us what you feel could be changed, removed, or added in the designs and options, and why?

- Could have been pushed way more. Clearly the Transportation Business Unit was driving this project and viewing the master plan as simply aesthetics. You can see this by the subtitles of the options. We stated quite clearly that we want pedestrians driving this redesign and we have an appetite for thinking outside of the box. This isn't it. As option 3 isn't possible why didn't we get an actual 3rd option?
- More consideration for vehicle traffic. This is what supports businesses in Inglewood.
- Mid-block crosswalks between 12 and 13 streets and between 11 and 12 streets would add character, discourage dangerous jay walking that happened there all day long and would be a great improvement over the current bleakness.
- I would remove the first option, which still includes 4 lanes of traffic. 9th Ave should not be seen as a vehicle corridor first, but this option maintains vehicle dominance on a unique shopping strip.
- 9th Avenue is a main artery to the downtown core. I live in Inglewood and already find the traffic bad. Do not design the roads to reduce speeds through a main thoroughfare. 4 lanes- remove bus lanes.
- The best solution possible would be only 3 reversible lanes for traffic left (with side lanes becoming parking only during off-peak hours). The freed-up space to be used for cycle track and wider sidewalks. So basically, it's Option 3 without permanent parking lane.
- Please ensure there is on street parking in some form.
- I know bike lanes aren't meant for every street. However, as a cyclist who often rides between Ramsay (19 Avenue) and Inglewood East (16 Street) there is a real lack of connection. From 19th Avenue SE to 10th Avenue SE is a harrowing ride along 11/12 Street under the CP underpass. Then, 10th Avenue terminates between 13 and 14 Street SE, forcing cyclist to jump the curb onto the sidewalk OR turn left onto 13 street and prematurely hit 9th Avenue. Where 14A -16A street is harrowing for cyclists.



- If the option for three driving lanes was to be put in place, it should definitely be with a lane reversal appropriate to peak traffic times including Flames Game nights, Stampede and other major events at the Stampede Grounds and Saddledome.
- Reduce lanes as close to 3.0m as possible.
- It is shameful that the city is looking into redoing this street without considering bike lanes. Remove 1 lane of parking and make a cycle track. That is a very bike able neighbourhood and I bike there a lot, but none of the current designs involve any accommodation for bikes.
- More safe crosswalks (if this wasn't already in the plan) more stop lights for cars. Also, some more benches and areas to sit outside would be nice.
- Bike lane.
- This should follow the Complete Streets guide and allocate more of the roadway space to walking and cycling options. This requires (at minimum) eliminating one of the car-lanes and using it for other modes.
- Vehicle lanes on Calgary's roads are already too narrow. Understand that sometimes roads cannot be as wide as you want them to be and live with it.
- Why are four car lanes the only car option explored? Its an inner-city neighbourhood - folks should have better cycling options. There are no cycling options explored or presented. Why is that?
- Details on pedestrian access and traffic light and plans for safe pedestrian crossings.
- Option 1 does not provide much improvement to the current situation.
- Only 2 driving lanes are needed, make the third lane a large sidewalk.
- Please investigate and propose two lanes of traffic. This should not be a primary, or even major entry into the downtown core.
- Skip the extra lane and make extra wide sidewalks.
- I would only have concentration of trees at key intersections where public benches are proposed - trees along the length of 9th Ave SE impedes in pedestrian sidewalk walkability acting as an obstacle for two way pedestrian direction.
- More bike racks! Either on or just off 9th Ave SE.
- I have no comments, all looks good to me.
- There should be two drive lanes, one parking lane, widened sidewalks and a bike lane
- Buses moving in the single lane during time of reversal would have to stop traffic to pick up riders. Some space should then be provided for pickup at bus stops.
- I don't see any accommodation for people cycling. Currently 8 Avenue is a great corridor, but creating a more efficient transition between the 9 Ave bike lanes into the community of Inglewood from downtown would help. Additionally the shops and services I access along the corridor are on 9 Avenue so ensuring efficient and safe connections by bike are most important to me, as this is the main mode of transportation I use along this corridor, but I recognize other modes are important too.
- Keep business open later hours mostly in spring in summer when there is foot traffic.
- Patio, patios and more patios. Look at Chapel Street in Melbourne, it's the best example I've ever seen of a commercial street where you absolutely want to go.
<https://i.pinimg.com/736x/96/e6/f7/96e6f77f19db9c81c1a57643406d86f8--melbourne-australia->



[homeland.jpg](#) The patios and sidewalk are combined under a covered roof, which means rain or shine, cold or warm there's always a place to hang out and walk safe. Plus it makes for a nice unified look & feel with the light up displays and fencing.

- I think option 3 is a great use of space in order to create a more pedestrian friendly space.
- I like the bulb outs in terms of accessing transit and improving pedestrian safety, but am not sure how that works for cyclists as it forces a cyclists into the road and there could be some unpredictability for the cyclist and driver. I like the narrower driving lanes, wider sidewalks, and especially the way that option 2 allows for pop out patios which 9th Ave really needs.
- Parking is key for Inglewood please keep street parking available on 9th Ave as without many of the businesses will be too hard to access and will deter people from coming.
- Honestly even when I click on the image I can only read the print that is bolded at the bottom. I'm - not sure what can be added, cause I can't see what's there. But here are some thoughts:
 - I do wonder about bikes - how are they incorporated? Or are they being directed to 8 Ave and the pathway - seems most of them go that route anyway
 - Advance turn lights so that you don't make one lane useless if a car is turning left. But don't have 'no left turn' intersections. They make it worse
- Where do bikes go? Stroller parking.
- I think that converting 9th to 2 lanes would be fantastic. With the Green line going through the area, there is the potential to reduce the commuter traffic and make 9th a more pedestrian friendly place.
- Option 2 should be removed.
- Heated pavement as a long-term cost-savings measure.
- Remove off-peak parking to ensure sufficient space is left for bicycle infrastructure. 9th Ave SE is a transportation route as well as a shopping and residential destination. Parking should not be provided along this route. Instead, bicycle and transit space should be dedicated to ensure people are able to come and go from this area easily.
- Parking, parking, parking.
- Your concept design for 4 lane options 2&3 shows a bicyclist riding where car doors will be opened; this is a very dangerous design. The corners on 13th street are rounded, which encourages motorists to take the corners too fast.
- I don't see bikes in your plan and see that as a big miss unless there is another plan to support cyclists. I've used the 'bike lane' and it makes a better way to commute however a bit intimidating when I have a bus behind me as we share the current lane.
- Add some 24 hour bicycle accessibility. The less confident cyclists who would spend time & money in Inglewood only have the River option and miss out on the businesses. The more confident cyclists will not slow down or consider spending time here if they are always in traffic. This can be done without sacrificing too much parking. Also, these designs accommodate thru traffic more than local traffic. The buses need this, but it encourages needless traffic congestion by increasing traffic.
- The images on "What we have now" regarding the pedestrian landscape don't appear to have been addressed by the options explored.
- A third option.



9 Avenue Streetscape Master Plan

WalkShop #3: What We Heard

May 10, 2018

- We would like to maintain the small town feel of Inglewood which is pedestrian friendly.
- Fully separated and protected bi-directional bike lanes.
- Remove Option 3.
- More lane narrowing, more trees. My gut tells me lane reversal is a bad idea in this area.
- It's really hard to see the details in the photo on my iPad as you can't enlarge it and the type is very small.
- I don't know if space would allow, but some dedicated cycling infrastructure would be great.
- I'd love to see a bike lane added.
- Without that I would like to see ease of access to street crossings, street beautifying (ie trees), ability to have patios by sidewalk/on street in summer, access to public spaces. By access I mean for everyone, with strollers, wheelchairs, mobility aides (think no bollards!), walking my bike to be parked. Also ++ bike parking (proper bike parking that is *actually* functional! You'd be surprised a lot of it isn't! And it can even look cool!)
- Would it be possible to add a dedicated bike lane similar to 12th Ave if the lanes were tighter and keep the 1 lane of parking?
- More street appeal with more trees and wider sidewalks and more lanterns all the way down 9ave to 19st.
- Blend 1 and 2. Use option 1 in the sections from 11st east to 13st, where the sidewalks are narrow. Alternate parking within each block to allow access from both directions while calming traffic. Past 13th east, keep parking on both sides but lane narrow. Do the same west of 11th.
- Please include cycle tracks so that we can access the area safely and comfortably by bike.
- It would be nice for new developments to have drop off parking if it suits the business (for example the new daycare by the park - would have been nice to have some designated drop offs so its easy for families to drop kids off). The downside of the parking lane is it can suck to cross the road when parking on one side, would like to see the lane reversal only in use during rush hour/ events to not loose parking on both sides. The parked cars act as a traffic barrier as a pedestrian.
- I think car traffic should be reduced to 3 lanes with more space for other street users including patios. Make Inglewood a destination! Maybe a large package could be added somewhere enabling the conversion of on street parking to green space.
- There is no accommodation for young or old cyclists. This project should address this issue by providing infrastructure accommodations on adjacent avenues.
- I don't understand why bike access on this main road is not included. You show bikes parked in front of stores - how did they get there, do you suppose?
- Add cycling facilities. Inglewood is lacking on-street bikeways, cycle tracks, bicycle lanes.
- I think a bike lane would be beneficial.
- The existing conditions board is poorly documented. It generalizes the issues, and does not connect to the option exploration in a meaningful way.
- Would like to see bicycle-specific infrastructure. It is odd that you are aiming for complete streets without bike infrastructure.
- Peak traffic times should have more lanes for cars - not just buses - restricting car traffic for the sake of bikes and buses results in under utilized empty lanes which leads to more idling of cars



increasing pollution. Narrowed lanes will lead to even more issues with our snow filled winters as this year where 4 lane roads are now 2 lanes due to the lack of snow removal resulting in cars having to park 4 to 5 feet from the curb.

- If this is a project for Main Streets, why is the focus of configuration all about travel lanes. What person ever said a traffic lanes will make this a great street / neighbourhood? Reduce to 2 narrow (Read slow!) lanes, include parking on one side and bike infrastructure.
- I don't like any of the options. 9th Avenue is a very important vehicular corridor that should not be modified to reduce traffic flow.
- Really difficult to read the scale for me to give a good opinion. I like the trees but right now it is difficult for pedestrians to walk past each other unless we are single file. More sidewalk space would be great, ability for small patios/benches would great. I know it was mentioned to have fruit trees, I would not like to see that. Too messy on the roads, parked cars, pedestrians and they will bring in animals, more birds and critters. Shade yielding trees would be great!

Please share if you feel we are missing anything and why?

- Look at the Highline project in NYC for the kind of imaginative thinking we want to see. Driven by the pedestrian. Clearly Inglewood is being taken for a ride by the Transportation department who are only concerned with traffic efficiencies. This project should not be a compromise. This project is about the pedestrian and pushing the boundaries of what's possible in Calgary. How many times do we have to say the same thing over and over?
- Some business along 9th avenue have on-site parking lots that cross over the sidewalk (see photo under "vehicle oriented public realm"). These have to stay, especially for destination stores. Smaller shops that survive on walk-in business might be OK without on-site parking, but a destination store would suffer.
- You are missing the fact that most Calgarians live outside the downtown core, yet commute to work downtown. DO NOT RESTRICT TRAFFIC ON 9th.
- The bike tracks are needed here and only here as biker love to ride along destinations (and spend money there), not along side streets.
- Just be sure to consider parking issues if any parking is taken out. I like the idea of less cars coming down here but there is also the reality that people will drive here no matter what and get frustrated if they can't find parking which then leads to issues and confrontation. A thoughtful approach is all I'm saying.
- Transit lanes are not cycling facilities. They should always allow cycling, but they are not for cycling. If no cycling facilities will be built on 9 Av, 8 Av needs to become a bike boulevard with filtered permeability. This will also act as traffic calming. The savings from not including bike infrastructure on 9 Av should be set aside for 8 Av work.
- There are no bike lanes.
- I'm not sure if this would be good on the main area of 9 Ave but it would be nice to see a bike route of some kind. I often bike through this area and have to bike on a side street where cars drive fast and you are often stuck between them and parked cars where a door could open at any time.



- You have zero bike infrastructure in any of the diagrams. None of the diagrams meaningfully add any more pedestrian space from what exists now.
- The options are really not that different from what currently exists.
- Missing any evidence of pedestrian access improvements.
- Bike lanes!
- Inglewood has some large intersection just south of 9th Ave. For example 10th Ave and 11 St SE. Will you do something to use up the unused and unsafe space for pedestrians.?
- Street parking will still be an issue with all proposed options. The need for parkades, underground or multi-level, should be considered. Reduced speed zones to 30-40km/hr would help with public safety.
- More bike racks! Either on or just off 9th Ave SE.
- No, nothing is missing.
- There is no bike infrastructure in these options, and 9av is a multi use main street in our neighbourhood where it should be safe to bike around to get our groceries or visit the shops. 8 Ave isn't an alternative to having safety on 9av because with the cars parked and people opening car doors all the time and the 12 St crossing now it's a poor bike route that doesn't provide access to the 9ave shops.
- Need to maintain or improve transit-only lanes and transit priority for this important transit corridor. The City should be encouraging transit use as part of being a sustainable city and following its CTP and MDP - ensure that the big picture is not lost on this project. Can find ways to improve public realm without taking away from transit.
- These options still do not leave much room for bicycles, which would still have to compete with vehicle traffic (which has a much higher speed limit than most bikes on 9th Avenue). If the city wants 9th Avenue to remain a corridor to the downtown core, then all forms of transport should be accommodated, including bicycles.
- Open business.
- Relocate the car dealerships and build three storeys with more food options at the bottom. Keep it two lanes and incorporate large sitting + walking areas for every building. There's plenty of parking on the streets nearby. We need more restaurants on 9th ave, gathering places for people. We can't attract people to a street that has car dealerships and banks, they need a destination, a place to stick around and spend that money.
- Great job in presenting information.
- Unsure (can't see image)
- Bike lanes& bike parking.
- Making the sidewalks wider is essential. Reduce commuter traffic would also be key to any redevelopment of this street.
- What happened to complete streets designs? I see nothing for cyclist accommodations. I thought the city was committed to accommodating all users?
- Calgary is a car city in part because of how we are built out and in part due to the weather. Option 2 is too restrictive and would not serve the community well. Option 1 is the best as it enables parking in off peak and transit in on peak similar to many streets within the core. This is



the best option as it is consistent in approach and serves both the transit riding and car driving public both of whom frequent the Inglewood area.

- Heated pavement.
- The plan is currently missing bicycle infrastructure. Planning for bicycles to share with parked cars does not protect cyclists or create a quality transportation corridor. This is a particularly large issue in the winter when snow is plowed to the side creating a narrower roadway. If parking is allowed, parked cars will encroach into lanes.
- Bike parking doesn't seem to be mentioned.
- The "vibrancy" is missing. Wider sidewalks add some comfort, but we should encourage people to stop in Inglewood, not pass by or pass through. These options are doomed to miss opportunities to support local businesses.
- There is zero accommodation for cycling. Every main street should include at least SOME cycling infrastructure. There are other ways to get to shops along the main street than by car or bus and it feels like these plans ignore this.
- Protected. Bike. Lanes.
- Details are lacking. Materials, furniture, etc.
- An independent 2-way cycle track like we have built successfully in the downtown. This Ave is not bike friendly currently and I don't think a simple bike lane will cut it. If you build it, they will come... Also, I'd like to see room for restaurants to extend their eating areas out onto the sidewalk like we have in some places in Kensington, or similar to Canmore.
- It's really hard to see the details in the photo on my iPad as you can't enlarge it and the type is very small.
- Cycling considerations.
- A bike lane, because people bike.
- Needs some bike space. Would be a shame to redo this strip and not incorporate a dedicated bike lane of some sort. Wasted opportunity.
- Build it more like Stephen Ave downtown, with a lean towards full-pedestrian plaza that occasionally "permits" cars to drive rather than a vehicular thoroughfare with refuge for pedestrians. At least pave the whole thing with cobbles and make the speed 40. Oh an bring back the streetcar.
- Where is the side walk widening and bike lanes, these concepts are far too car commuter centric.
- None of the streetscape elements promote improved access by bike for residents and/or visitors.
- With any new developments have them setback a bit further to help address the pedestrian access.
- There are no accommodations for bicycles! If the city is serious about acting on climate change and reducing emissions then converting roads to allow for safe bicycle travel everywhere seems like the logical next step. Also, speed limits should be reduced to 30 km. I see no indication that this is part of the plan. If this is truly the long-term plan I think it totally falls short.
- Consider where a 9th Ave streetcar would travel. There are no cycling accommodations shown. Option 1 completely misses the point of this exercise. Option 3 creates ugly overhead lane



control - if money for those control devices is in the budget, it should be used to create mid-block signalized pedestrian crossings.

- Bike access is crucial - and even better, to have the design of sidewalk--bike path -- parked cars -- driving surface makes more sense from a safety point of view. It allows bikes to move on the passenger side of the cars, reducing the risk of riders getting "doored" - since every car has a driver, but not every car has a passenger.
- No, looks good.
- More robust analysis of 9th avenue.
- Bike infrastructure.
- No option includes increasing the width of the road to assist car traffic resulting in shorter traffic jams and reduced pollution. Perform real snow removal (not waiting for a Chinook and dumping salt) to keep main routes clear and safe for all travelers and supporting parking. Stop sanitizing the character of Inglewood - it is very old and the current design of the street shows how it has evolved - treat its current character as a benefit and not a detriment needing curing to match a utopia.
- Human scale!
- You are assuming that all people moving within Inglewood want to reduce vehicular traffic movement.
- I want to make sure the current bottleneck issue at 9th Ave and the Blackfoot rail bridge is acknowledged. With the additional congestion of the new BRT going in, the additional lights going in at 16th Street & the possible elimination of a eastbound travel lane for a parking lane the hope that street light syncing will be addressed. There needs to be improvements to better help those of us on the east end of Inglewood and those rushing east, on bus or car, to get home from work in the core.

Side Streets

In Person Event

- 30 KPH
- Concern @ 12th St. bridge- nobody stopping @ 8th Ave. issues with bike lane space for pedestrians so cars just go. (*YES *AGREE!)
- Allow and encourage graffiti artist to self-regulate and you will see great art that draws to side streets. Discourage and paint over, and good artists wont waste time painting.
- Yes to patios and seating on street.
- Trees + adequate soil volume for large canopies.
- Extra trees are always good, concerns about narrowing of road is all.
- Heat lamps can extend seasons *Utilities
- Like bulb out curb extensions pedestrian friendly.
- Sidewalks on both side of 10th Ave. street.
- Good lighting is important.
- Bike racks.
- Larger street signs.



- Gathering could enhance businesses.
- Parklets/Patios outside restaurants.
- Side streets- love ideas about lighting, popup art outside streets.
- Wayfinding plus street labeled on building.
- Question about private space. Can it be used narrow spaces in front? Ex. Buskers
- Please contact Clint Robertson for windshield study of Heritage building in Inglewood.
- Narrowed crosswalk, better lights 12th St. near new bridge.
- Parking... Enough space prior to outdoor popups, parking-> no limit weekends
- Crosswalks with paint that lasts longer than one season.
- Encourage quick car stops to promote business use. Too many retail spaces closing.
- Demand all new development offer underground private + public parking.
- Like extension of main St. elements on to side streets. Especially flexible uses.
- I like the pop up patios!
- Street lighting on side streets (and residential) needing improvement for pedestrian safety.
- Narrows road width, adds tree canopy, brings the public realm to the sidewalks.
- Different surface treating for sidewalk/ public realm
- Side street integration is important; it's a network not just a main street.
- Slower speed limits!
- Like sidewalk around patio.
- Having patio in parking like Kensington is scary with traffic.
- Same streets could have angled parking.
- Anything you can do to tighten up pedestrian crossing is good.
- Opportunity – sun exposure on n/s roads
- Excited – carried people off main street.
- Good potential for some businesses to have an outdoor patio.
- Will we build sidewalks where there aren't any?
- Concern about losing on street parking.
- Thrilled anything to narrow streets.
- Driving around here is hard enough. Trees are nice though.
- Allowing for public spaces private too but public pop up.

Online

Please share with us what you like most about the designs and options, and why?

- Great so far. Can't we permanently shut down 11th street and as a concession give it over to pedestrians and festivals??
- Love the curb extensions, adds character and opportunity to loiter-perfect for a shopping district.
- I like the bulb-outs and foliage.
- Looks nice. Very little change.
- On-street patios are nice.



- Room for patios is great. Just need to get the businesses to move in - otherwise will be a waster.
- I like it.
- Corner curb extensions unneeded and potentially dangerous given the road aggression of many Calgary area drivers.
- Trees! More sidewalk patios. Corner curb extensions.
- Yes to all.
- I like the integration of wider and corner curb extensions of sidewalks - this will improve pedestrian walking safety. I like the sidewalk patios and seasonal pop-up patios to encourage visitors to hang out as a community, instead of feeling like they have to get back in their vehicles asap to leave.
- I like the trees as they will provide a nice shade when hot. I also like the patios as it will make the area more lively.
- Leaves more room for pedestrians, welcoming more people into the side streets outside of Inglewood. Also increases line of sight for added interpersonal safety.
- Livening up side streets is fantastic!! Especially that there are so many hidden game shops on those streets.
- Like the corner curb extension, the parking cut out, and the bench I see.
- I love the trees added in.
- Good use of space.
- I like that the patio areas are in "parking" space rather than taking up limited sidewalk space. The bulb outs to shorten crossing distances for pedestrians. Trees for shade.
- Wider sidewalks yes!! And with that some well designed public seating that doesn't face the road. Two benches that face each other.
- What design? Looks like a parklet on any city street anywhereville.
- Everything.
- The patio space would be great.
- Love the addition of trees and patios to bring the streets to life.
- Narrowing of the streets at corners and reduced crossing distances with curb bump-outs.
- I understand the curb extensions but don't always love them with congestion. New trees are great, please plant appropriate sizes (ex. avoid trees that get too be so high in their growth they become hazards). Love the seasonal pop up patio opportunities.
- Love the curb bulb outs creating a shorter crossing distance and increased pedestrian priority. The pop up patios are good, but pop out sidewalks should also be explored (allowing the patio to take up the sidewalk while pedestrians are COMFORTABLY AND SAFELY directed around the area through unnecessary parking spots.
- Love the trees and reduced traffic from Cars.
- What am I reviewing? There is not enough information to actually comment on, which I find extremely frustrating. What is the purpose of this?
- Yes Yes Yes! Love it!



9 Avenue Streetscape Master Plan

WalkShop #3: What We Heard

May 10, 2018

Please share with us what you feel could be changed, removed, or added in the designs and options, and why?

- Add a year round colourful paving treatment to designate this as pedestrian first. Turn that triangular park into a community garden. Add native bushes like Saskatoon to the parklets.
- Will there be additional safe crosswalks added to these streets? I find the crossings at 10th Ave and both 11th street and 12th street to be scary.
- I would really LOVE to see clear pedestrian priority crosswalk at this particular intersection (10 ave and 11 st SE). Either signalized or a static sign with some kind of change in the road texture. Crossing here is incredibly challenging and dangerous and I'm a young and able-bodied person. Cars zoom down this street to shortcut south and because of the short distance between 9th and 10th avenues it can be tough to judge whether it's truly safe to cross.
- Nothing is clear from this design. Although this one finally shows a cyclist, there is no infrastructure proposed (e.g. parking, a place to ride, etc.)
- NO curb extensions.
- Additional street parking will need to be considered. Improve pedestrian character street lighting.
- More bike racks! Either on or just off 9th Ave SE.
- I wouldn't change or remove anything. I would add/dedicate some space for 2-3 food trucks or coffee kiosks on rotation (similar to EV Junction in the summer time) for the period May - September. There are a lot of businesses in Inglewood and people might be interested in more lunch options when the weather is nice (similar to downtown food trucks "invasion" b/n May and September).
- On side streets, there is more availability for pop-up and sidewalk cafes, which this new build will certainly help create. Facilitating the application process for restaurant/cafe owners on these side streets to build patios, pop-up cafes, and sidewalk additions would help greatly in the continued economic and cultural buildup in Inglewood.
- I find that whenever I'm down there you get a lot of speeding vehicles. Yet these streets are J-walked all the time and bikers frequent them often (as I'm sure you're aware) so maybe adding speed tables along these side streets could help slow down the traffic on these "character areas".
- More benches to add to gathering spaces.
- Street patios? cool, but trying to hard. I'd like to see Inglewood dingier and hipster-y. You're re-creating something that's already been done in Calgary. do something different.
- Marked crosswalks in addition to the bulb-outs to emphasize the pedestrian right of way. Add bicycle accommodations -- if there is nothing to be added to the main street, at least add something for cyclists on the side streets/parallel avenues.
- Fruit trees instead of shade trees please.
- These renderings are very difficult to read. Have you heard of 3D visualization software? Photorealistic renderings should be required on all major city projects like this one.
- Only extend curbs and take seating out to the street if there are other areas added for parking (which please don't make it all pay parking which highly deters people to go to 9ave)



- Definitely consider raised crosswalks for side street crossings. Include lots of high-quality bicycle parking and ensure traffic speeds are moderated so that people feel safe biking on the side streets and so that pedestrians feel safe on and around the street.
- Occasionally seating.
- Crosswalks should be raised to indicate the priority of pedestrians in this area. Raised crosswalks would slow traffic, improve accessibility and allow for easier snow clearing for sidewalks.
- If there's any way to remove car from that street and make it an actual cultural Street where people can walk and bike and play instruments without being worried about being run over by a car that would be a great win and a reason to bring guests to Calgary
- More detail provided. Opportunities to provide options. A plan view that shows an actual concept.
- Street Lighting, an area we can get creative and entertaining while lighting up the area.

Please share if you feel we are missing anything and why?

- The city shut down the Area which was very popular. But if you look at what was being done there it was exactly what Inglewood wants. We want food growing areas, we want concerts, markets, places to converse. Not just based on commerce please. Give us true public space.
- Temporarily kiosks (ice-cream, coffee, hot chocolate, hot wine, beer - why not) at undeveloped lots.
- Bike lanes. I don't see dedicated lanes indicated on side streets or 9th Avenue itself. This is a cycling community and with so much ROW dedicated to cars, it'd be nice to carve out a piece of that for our pedalling commuters.
- Even more parking being removed - to what purpose? To beautify something that people will not go to as a destination because they cannot park. The merchants will just love this. And then they'll move to where their customers can get to them.
- Needs more bike parking. These streets notoriously lack space for bikes.
- No cycling infrastructure show. No winter considerations shown. Non of the "enhanced street character" options are actually shown. 60-year-old trees don't magically appear either, so that looks fake too.
- Where is the replacement parking going to be? Will the city purchase property to turn into a new parking lot or parkade?
- Put a heavier emphasis on patio and gathering space, it suits the feel of this community. It is on brand for Inglewood.
- Additional street parking will need to be considered.
- More bike racks! Either on or just off 9th Ave SE.
- 1) Same as above - a dedicated food trucks and coffee kiosks area for May - September.
- 2) A square for open arts market during spring/summer weekends where artists and ACAD students can showcase or/and sell their work, or other people can sell antiques and books. This will attract more visitors in Inglewood during weekends. The space can be used as well during Inglewood's annual Sunfest and during Inglewood night market. If decorated for Halloween & Christmas it can become holiday photo booth.
- No place to lock up bikes here.



- I haven't seen bike racks? I'm sure they're on the books?
- Parking or lack thereof.
- Lighting to make the spaces inviting, interesting and safe.
- I see bicycles, but zero infrastructure or parking for them. This whole plan is very disappointing in its lack of acknowledging this supposedly city-encouraged mode of transportation. I cycle through this neighbourhood despite the poor accommodations, but you will not attract new riders to or through this main street area when you spend no money or time or thought on them.
- An urban orchard. How about a street with plum trees and another with pears and another with apricots? They all grow well here already.
- Missing a design!
- Bike racks, bike tuning stations.
- Could we have busking areas or areas where artists could paint portraits, etc?
- Wide sidewalks, lanterns, enhanced streetscape.
- Again bicycle safety. The corner curb extensions can push cyclists on the road into traffic, and pedestrians get annoyed if you go on the sidewalk.
- Could put some trees on the curb bulb outs. At a minimum, bollards or planters should be placed on the curb bulb outs to make sure vehicles know to stay off.
- I can't exactly see where the bikes are going to be but it looks like it's a thin thin strip right next to Park cars and driving cars I'd like to see a better design for the bicycle access.
- Actual detail that allows me to judge the quality of the design and provide meaningful feedback.

Crosswalks and Street Corners

In Person Event

- Good to see crosswalk to aquatic centre proposed.
- Seating everywhere. Ambient lighting.
- Crosswalk art! Google "Amsterdam 3D crosswalk"
- Eliminate on side walk planters. Utilize light standards.
- Rail & River concept is unique and a good story. Corner wayfinding posts point to businesses off main street.
- Generous curb extensions + raised crosswalks.
- Extension of wide crosswalks and light signals essential.
- Sightlines need to be there for pedestrian safety. (Don't art too much)
- Concern is doing glitzy modern street lighting that doesn't fit character.
- Painted crosswalk example is hideous and expensive.
- Can you incorporate Inglewood history into the elements of corner crosswalk?
- Anything that makes them more inviting.
- Can we incorporate music mile elements in?
- Positive to make a crosswalk more than a flashing light (character space)?
- Ugliest painted sidewalks ever. Used to be a line painter, expense per year not worth it. Love the rest.
- For artistic + aesthetic help inkbyariemiette@gmail.com



- Can shelters be heated?
- Safety is a priority.
- Will bulb outs be specific to controlled intersections? Non-controlled? Both?
- I like the concept of railway themed public realm treatments and river themed public realm treatments on opposite sides of the street.
- Care of landscaping in budget?
- Benefit to getting streetscape of 9th Ave. onto side streets.
- Bunting/ urban canopy look.
- Vandalism proof features.
- Controlled intersections much more reliable as a driver + pedestrians.
- Include 'Performance' spaces on bulb outs. Music mile/ Buskers/ Fringe.
- Low beam lighting possibly under/ around benches. (Pedestrian scale lighting)
- Street furniture/ planters could use a start over.
- Public art plan? Heritage interpretation plan? Should we do?
- Public Art? Integrated into elements?
- Pedestrian safety is important.
- Painted cross walks seem creative and may be a way that is less expensive?
- Encourage bicycles + pedestrian access= through 9th Ave. to downtown to connect Ramsay+ Blackfoot underpass.
- Love added signalised intersections, bulb-outs and artsy crosswalks.
- Treatments need staying power.
- Love the bulb outs at the intersections, big gain for pedestrians.
- Seating + pergola design competition.
- Controlled intersection badly needed. The more the better.
- Native grass + bushes.
- Low maintenance planters.
- Wayfinding at corners is important.
- More flexibility on side streets than 9th.
- North/ south influence from the railway.
- Picks up on elements of river/ railway.
- Pop outs and plantings are good.
- Will all north and south have these treatments?
- Look needs to be consistent.
- What is Inglewood's look/ style/ feel? (Are the treatments aligned?)
- Needs to stay in character with age of Inglewood. Nothing modern.
- Crosswalks are so important. Safety, traffic calming, pedestrian encouraged.
- Plan to connect Inglewood to Blackfoot area for future development.
- Like shaded areas/ like a transit stop.
- Bus shelters need to be integrated. (Dual purpose with winter)
- Can elements be winter functional?



9 Avenue Streetscape Master Plan

WalkShop #3: What We Heard

May 10, 2018

Online

Please share with us what you like most about the designs and options, and why?

- Very 1990s
- Its very tame.
- Everyone loves coloured crosswalks.
- Yes to more crosswalks!! 9th Ave moves too quickly and current signage/pedestrian crossings feel whimpy alongside the flow of traffic. Making it more frequent and usable is amazing! I also love the offset parking along the streets. Visibility is often blocked, turning into these streets by parked cars and this will definitely help that!
- Love it.
- Looks nice.
- Trees are nice.
- Yes, build it!!!
- This presentation seems confused about which area has a gathering space. Is it the south corner as the concept drawings show or the north as the crosswalks and street corners does?
- Wayfiding and seating sound wonderful.
- Keeping it more natural and historic is good. people should know that they are in a unique area of the city
- I like the semi-sheltered seating area of the North Corner Treatment seating benches without armrest. The pedestrian character lighting will help to spotlight these areas and hopefully deter vagabond congregations.
- I like the rain garden and the enhanced planting, it will be very beautiful and pleasant to walk around.
- Great design and thoughtful organization to allow space for more art and culture to pedestrian spaces.
- I love the extended curbs making the crosswalks shorter.
- Like these - they are just so 'Inglewood!' Shout out to railway/industrial, and the river. Very eclectic.
- Think its pretty clever.
- LID treatment is a good idea. Turf in the boulevards likely won't survive along a busy main street.
- I like that the design influences are in keeping with the area's history and nature.
- I like the enhanced seating, gathering, and planting.
- High visibility crosswalks are good.
- Like all of these! Yay to rain gardens, increased seating, and painting!!!
- Create a much nicer pedestrian realm. Improves safety by creating interesting crosswalks. Elevates the priority of pedestrians closer to the level which has been directed by council.
- This has very little relationship with the concept designs from the previous section. Was this prepared as a separate study?
- Not sure I'd like gather places at street corners but like the idea of benches and places to seat 2 to 4 people along the street. Like all the other ideas!



Please share with us what you feel could be changed, removed, or added in the designs and options, and why?

- That being said, this design is old before its been built. There is nothing notable here. At least if you're going to do a 1990s design add something contemporary to the mix. About the only thing that's cool is a rain garden.
- Look at BÃ¼rchen's Main Square (Switzerland) , look at R-Urban: Network of Urban Commons (France), look at Escaravox, Public Space for Contemporary Culture (Spain)
- Make sure the design will allow for easy transformations of all the parking spaces for public realm after Green Line station will be opened.
- May need greater separation from roadway to avoid the usual 9 Av road slush splash zone.
- Where will snow be piled in the winter? Where will cyclists park? Where will cyclists ride? Will "through" sidewalk space be bigger than now?
- Who actually sits on the seats? Installation of seating means more items to be maintained and higher costs. What is the resilience of the plants in the gardens to Calgary's harsh winters?
- This presentation seems confused about which area has a gathering space. Is it the south corner as the concept drawings show or the north as the crosswalks and street corners does?
- The colorful crosswalk is a nice option but should absolutely be a design done by one of Inglewood's many artists. Greenery is nice but zero-scaping might ware better and is more environmentally sustainable.
- Use subdued tones for crosswalk art.
- I wouldn't change or remove anything. If possible, it might be useful to add a little fountain with drinking water and WC (similar to those in front of Simmons in EV) at one of the corners. The fountain should serve dogs as well, it can get pretty hot in summer for everyone :)
- This would be a great place for a permanent Pride flag as crosswalk, instead of the temporary crosswalks on MacLeod Trail north and Centre Street.
- Crosswalk lighting, when you press the button a crosswalk specific LED strip should illuminate the crosswalks. Putting full time street lights above is great, but crosswalk specific lights would attract the attention of drivers faster.
- Just don't put edibles in the gardens please - would assume too toxic for human consumption.
- Calling this character areas is a bit of a stretch here isn't it? If you want actual character you need to ramp up the imagination.
- Embarrassingly dated designs. Heavy timber - seriously. It's 2017. This isn't Disneyland. Painted crosswalks are not durable enough - should be brick pavers or better quality materials.
- Would love to see more art incorporated into the designs. The painted crosswalks are great but I'd like them to be mostly neutral and artistic, maybe showcasing the work of local artists instead of just being representative of LGBTQ or similar groups.
- No industrial design with metal as it looks too cold and will rust out like all of our bridges. Make it warm, soft, and welcoming with wood. No painted crosswalks. That's super unnecessary and distracting.
- Raised crosswalks should be considered as a means to make pedestrian travel safer and more convenient, particularly in winter, where raised crosswalks may be cleared of snow and ice continuous with the sidewalks, avoiding mobility-impairing windrows.



- Would love a few dwarf fruiting trees :)
- More trees adjacent to the road. Greater canopy over the road. Wayfinding should be time, rather than distance based. Times should include walking and cycling times. Wayfinding should include directions to the Green Line station. More heavy timber, less I beams.
- In the existing conditions, you state that the sidewalk is cluttered. These treatments are clearly CLUTTER the sidewalk. Why would I want to sit in the gathering space? Answer - I don't.
- FYI - painted crosswalks don't work. They fail in a short period of time. A green boulevard shown in the north corner treatment will certainly fail. Why bother showing it? Show practical options.

Please share if you feel we are missing anything and why?

- Imagination. Big ideas. Cojones.
- Such a missed opportunity to do something amazing.
- No cycling infrastructure show. No winter-scape ideas shown (e.g. where will snow get piled?). Width of "through" passageway not shown/considered.
- This presentation seems confused about which area has a gathering space. Is it the south corner as the concept drawings show or the north as the crosswalks and street corners does?
- Consider way to discourage pets from urinating on plant soiled area.
- More bike racks! Either on or just off 9th Ave SE.
- Still no allocation for bicycles in the design, neither in movement or in parking. Where will bike riders lock their bikes while travelling to Inglewood?
- Maybe lose the grass and instead add shrubbery? or low growing wildflowers or wild grasses?
- Slow down traffic to 30 km on side streets.
- Missing a design vision clearly.
- Would love to see more quirky design elements that are in keeping with Inglewood's character.
- More flowering plants to soften the streetscape.
- Again - cyclists. Leave some space on the curb pop outs so cyclists are not smashed into traffic.
- Consider what these elements are going to look like in 10+ years. Ensure there are funds available and tied to the maintenance of them. Good luck getting the Roads Department to actually paint and maintain these crosswalks. Seriously, good luck.
- This engagement is lacking any options. Again, what are you asking my opinion on? Do I actually have any influence?

Laneway and Park Interface

In Person Event

- I like it!
- Who pays/ maintains lighting?
- In place of bench's, planters.
- Add bike racks, planters, maintenance.
- Laneway aggression issue. Safety issue.
- Love the park interface, public seating, public art, trees are all great options.
- Love the way Mills Park spills out on to the sidewalk in this rendering.



- Lighting in laneway for residents.
- Visibility.
- Provide trees and vegetation that will survive winter conditions. (Snow and ice control – salt)
- Heading in the right direction integrated edge is preferred.
- It would be so nice to see the barn + adjacent space green space used.
- Is there going to be discomfort in sitting with your back to where cars are attempting to park?
- Improve buffer from street to park.
- Planning for daycare. Inadequate parking for daycare.
- Awkward street interface. (I wouldn't want to sit there)
- Durability
- Red brick pavers to stand the test of time.
- Design options.
- Need to incorporate daycare drop off – this alley is full of cars.
- Lighting for safety is key.
- Parking is an issue – need a drop off zone for the daycare.
- Buffer along park gives much better feel of safety w/ benches and trees.
- Love the idea of paving the alley. How to neighbours feel? Lighting to make the area more inviting. Amphitheatre for events?
- Use parks more until this year that park by the barn was never used.
- Having additional lighting makes it safer.
- Like benches/ seating area.
- Like new design of park/ street interface.
- Great place for public art.
- Save the white barn!
- Permeable pavement.
- Utilize current dead areas better. Add Activity to side streets people explore.
- Appreciate all the input opportunities. Maybe incorporate some wind blocking seating areas.
- More laneway that interacts with park space. Permanent lighting with art in events. Soft boundary between sidewalk and park. Lots of seating!
- Lane paving required. Limited alley and daycare access because of 9th Ave. Parking restrictions.
- Big trees.

Online

Please share with us what you like most about the designs and options, and why?

- This is a compromise.
- Looks great, pedestrian minded first, which is what 9th Ave needs!
- Overall good, especially involvement of the old warehouse.
- I love everything you have here in this concept. It's about time the old barn there was put to use and incorporated as a public space. We love Mills Park, this would finish the job. We can walk over there from our place and would more if this type of concept was put in place.
- The park interface is lovely.



- Cool. Cool. Cool.
- Parks are nice.
- Great idea.
- Excellent plan to encourage more community activities however there is inadequate PUBLIC parking in the area for events like these given Calgarians huge attachment to their vehicles.
- Everything about it.
- Laneways look great, once again, please use local resident artists. The park interfaces look a little too curated. Part of the charm of Inglewood is that its public spaces haven't starting looking like an outdoor mall. Keep it artisan, keep it slightly seedy, this option is too bridge-land Kensington gone bad for us.
- I like the concept of improving community gathering with the addition of food truck designated parking areas, which will encourage visitors to hang around the area as opposed to feeling obligated to leave. The use of public art is essential to maintain the character of Inglewood. Finally, a partnership to use the old abandoned white barn house.
- I like all of the ideas, as they will deepen Inglewood's community spirit and character.
- More lighting will make these places more inviting to pedestrians, plus the ability to add public art to the space will contribute greatly to the cultural appeal of the space.
- I love that you're including laneways! I brought this up to my councillor because they truly are a waste of space.
- The elms in figure 2 because of the shape of them and it adds to the character of the neighbourhood.
- Nothing here to comment on. These sketches are not up to snuff.
- Love the idea of fun lighting opportunities. Also, yes, let's make use of these heritage buildings. Seems like a cool place for a band to play.
- I like the look of the photo that shows the old barn and laneway. The lighting and food trucks are in keeping with Inglewood.
- Seating areas and planting areas and lighting plan.
- Love how honest the truck is in that rendering. But honestly, this is pretty nice.
- Love the park interface improvements! Especially getting pedestrians further back from the road. It makes it much more enjoyable! For laneway park interface love the idea, but in your image you have the barn.... which is up for sale...
- Excellent that there is no chain link fence around the park. I like the use of the back alley as a public space with creative lighting. I like that cyclists are shown using the space, which must mean the speed limit is not 50 km/h.
- I support improving the park interface along 9th avenue. But why would I sit with my back to traffic? This is a terrible place to sit, when I can simply go in the park. Make actual improvements to the park. Again, vegetated boulevards will fail, these areas are used for parking. On 13th Avenue SW, there is no parking, allowing the vegetation to grow.
- I like the sidewalk ideas, patios, streetscape overall. Seems like the proposed designs will rejuvenate and enhance the area.
- Love it all! A place where we can gather on the eastern side of Inglewood, green space on 9th! Extend events like Sunfest down to this block...Woohoo!



Please share with us what you feel could be changed, removed, or added in the designs and options, and why?

- Save the White Barn which is clearly emblematic of this area and is currently up for sale. The rendering is great btw. Inglewood is about hanging out. I don't see any public space here, just decoration. Give us bigger public spaces so larger groups can hang out. And not just along a sidewalk. Enough with the food trucks already. Give us a giant sand pit. Not a lot of money but it at least is more of our character than what's happening here.
- Lane way to become pedestrianized here.
- The laneway - how do the homeowners whose home back onto this feel about no longer being able to use their garages or enjoy the privacy and quiet of their backyards on 'event' occasions?
- Again, 50+ year old trees don't magically appear in laneways -- this is pretty short on "rendering" any details. Where will cyclists ride? Where will they park? How are you actually making wider sidewalks without reducing number of lanes?
- I don't think this is useful. Unlikely for this to be a gathering space. What do the owners of the private lands on either side think of this? What about people who need to access the lanes to get in and out of their garages, utility maintenance access, garbage collection, and the like. Putting food trucks in such areas would require shutting down the roads to provide safe access, so why not just shut down the road if there is an event that would have food trucks.
- Ensure that the road along the a banded white barn and 14st SE is blocked off for pedestrians only. Vehicles should be encouraged to park away from these areas to promote walking and reduced the congestion of community gathering areas. More bike racks!
- Nothing should be changed or removed. Maybe add drinking water fountain for humans and dogs and WC, where possible.
- This really leaves a lot to the imagination and I look forward to seeing the plan develop. I think bike lanes should be placed in the laneways as well. And on certain side streets raise the section of road connecting the laneways by a speed table. This would create a more accessible pedestrian/cycle friendly thorough way. The side streets should be slowed down anyway as streets are tight and usually full of people and cyclists.
- Nix the seating and the crazy wide sidewalks. Seating will attract vagrants and no one wants to sit around and watch cars go by.
- Orchard please.
- There's really no design proposal here. Just a list of street furniture. Back to the drawing board.
- The second photo of the park interface streetscape looks very characterless and bland. I think this design and the street furniture should be less linear and more organic.
- Only add nice sculptures or art installations, no rusty hard looking art. Add flowering plants in permanent planters to soften and invite people to linger and sit.
- I know it would loose some green space - but a few drop off pull out parking by mills park for the daycare would be helpful to those parents. Please get some rainwater capture elements in our park interfaces!
- Bollards between the parked cars and mills park are good, but it feels like the space needs more of them (or more trees) to feel safe. There also need to be bollards on the West face of the park.



- Why is the consultant showing modifications to the barn? Is this property, or simply ideal speculation that will likely never happen? This scheme completely falls apart after the park - the existing pattern of development is in no way conducive to laneway improvements.
- As someone who cycles to the area quite often I miss any realistic accommodation of cycling in the plan. Yes, there are a few cyclists shown in the images, but in the "door-zone" of parking, sharing a lane with buses, etc. It is very disappointed that in this day and age, a plan is drawn without obvious accommodation of a sustainable mode of transportation (cycling). This really does not resemble a complete street like the one shown in Banff in your website.
- I would like a wider laneway with being cautious of parking for events and resident access. I believe residents access to their homes/garages come first and if parking and residents (oh and the daycare?) can coexist happily by widening and paving the laneway then that would be great!

Please share if you feel we are missing anything and why?

- Who is going to pay for all of this? Looks at the taxes local businesses pay (including additional BRZ costs for Inglewood).
- Not sure you could say that the area on the right-hand board is a character area. Its missing the character. Looks pretty generic. I think this design could be pushed a whole lot more. Its a missed opportunity to do something really brave. Give us a giant sandpit. Give us an urban beach. It doesn't require a ton of cash, just some radical thinking which is what's missing here.
- Details. There aren't any.
- Ensure that the road along a banded white barn and 14st SE is blocked off for pedestrians only. Vehicles should be encouraged to park away from these areas to promote walking and reduced the congestion of community gathering areas. More bike racks!
- None, all looks great!
- No space to lock bikes here.
- That parking is already going to be a big deal and it'll get worse.
- Adding a parkade somewhere might be prudent so this doesn't turn into Kensington #2
- An urban orchard with plum, pear and apricot trees.
- Dwarf fruit trees please.
- Lack of Character Areas they should be called.
- Please do not loose any off-leash areas in Inglewood. We have few!
- Space will be much uglier than the renderings once Calgary Parking Authority installs their signs. They should be kept to a minimum.
- Actual options that are feasible, not wildly speculative, and generally inappropriate everywhere except for one single location.
- If cycling is not being accommodated at all (as seems to be the case) then at least show that you think about how people can get to the area by bike via a different route. E.g. promote 8th Avenue as bike route and provide safe and convenient access to 9th at various spots. Also work on bike access from the east (e.g. improve the "scary" CPR underpass). The plan for 9th needs to be more than just for cars, buses and some nicely paved sidewalks.