



1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard
Reveal Phase – July 2019

Project Overview

Main Streets Program

Program Overview

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

Main Street Master Plan

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

Vision

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

Core Principles

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

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

Program Approach

The Main Street initiative focuses on implementation approaches and programs to enable the policies, goals and targets contained in the Municipal Development Plan (MDP). The Main streets program consists of the approach outlined in Figure 1.

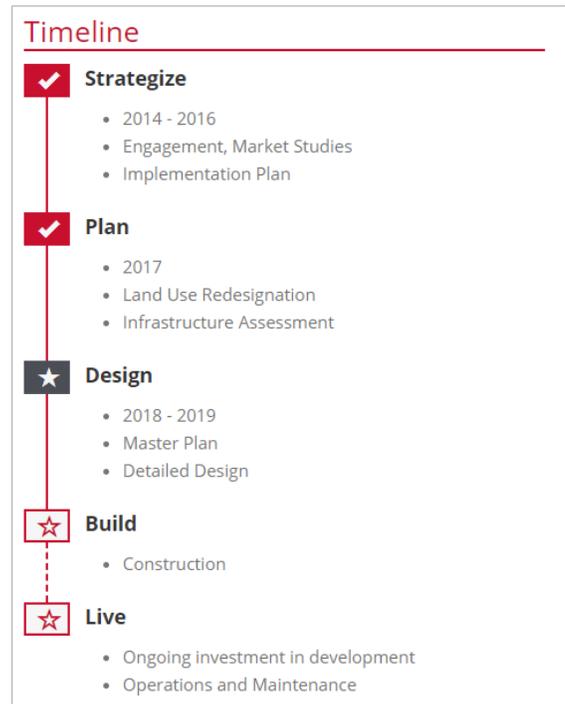


Figure 1 - Main Street Program Approach

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Streetscape Master Plan

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

Streetscape Master Plan

Study Area

Study Area 1 Avenue N.E. was identified as one of the main streets in the City of Calgary Municipal Development Plan (MDP). The Streetscape Master Plan focuses on 1 Avenue N.E. between 4 Street N.E. and 11 Street N.E. and incorporates segments of Edmonton Trail and 4 Street N.E. from 2 Avenue N.E. south to Memorial Drive. The Master Plan also takes 2 Avenue N.E. and sections of Edmonton Trail north of the study area into consideration as an additional bike route and gateway area to improve transportation conditions for all modes.



Figure 2 - Study Area



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Engagement Overview

Main Streets Program Engagement

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

Discover Phase

In spring 2018, stakeholders and community members helped identify what the future of study area could look and feel like. Input collected during Phase One helped the project team to develop a set of project principles and design objectives.

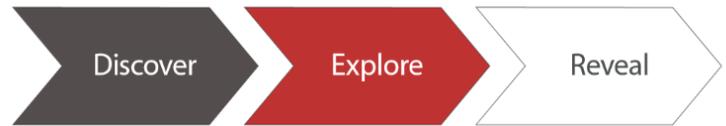


Figure 3 - Engagement Process

Explore Phase

In winter 2019, preliminary design ideas and options were presented to the public for review and feedback. Input was collected to ensure issues and concerns are understood and were considered prior to design resolution of the Master Plan.

Reveal Phase

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

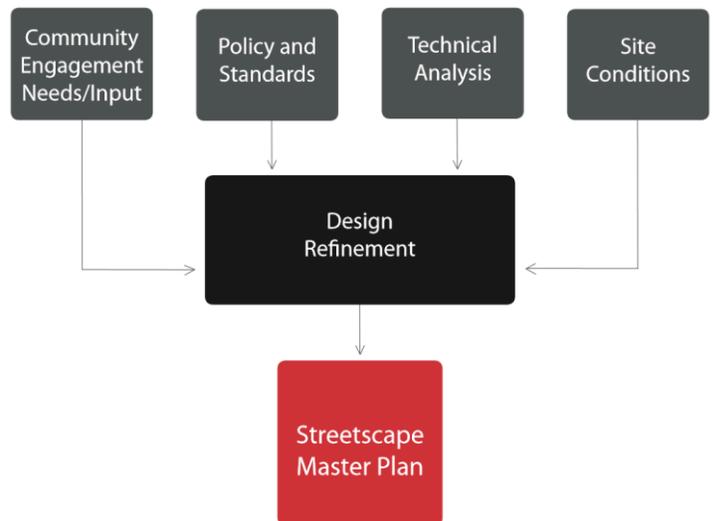


Figure 4 - Main Streets Program: How We Use Your Input

How We Use Your Input

Public and stakeholder engagement feedback is reviewed alongside City of Calgary policy and standards, site conditions, and technical design analysis then refined for the next stage of engagement.

Reveal Phase Summary

This What We Heard report back focuses on the results of the Reveal Phase of engagement only. A Reveal drop-in format Open House was held on Monday June 17, 2019 at the Bridgeland Riverside Community Centre from 5 p.m. – 8 p.m. to present the final design and collect final feedback. The design options were based on what was heard during the Discover phase engagement, policy review, technical analysis and site



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conditions. The open house materials and a survey were available online from June 17 – July 2, 2019 on the [project engage webpage](#). This report includes a summary of the input received from both the open house and online engagement components.

What We Asked

1. Do you understand how community feedback informed the design?
2. Does the design achieve the Project Vision, Goals and Objectives (Achieves, Somewhat Achieves, Somewhat Does Not Achieve, Does Not Achieve):
 - Improves pedestrian comfort and provides high quality public realm
 - Increases the number of trees for a healthier environment
 - Creates space for more social interaction
 - Increases the number of crossings and improves safety and accessibility for pedestrians
 - Maintains the traffic functionality and flow along and across 1 Avenue N.E.
 - Provides safer crossings, wider pathways, and access for people who walk or bike
 - Creates space for public art and community gateway features at major intersections
 - Provides opportunity to reflect the diversity of the community
 - Incorporates durable, high-quality materials
3. Are there any questions or concerns with this project moving forward into detail design and construction?
4. What are you most excited about then you see this plan?
5. How will you use this street in the future?





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What We Heard Summary

This section provides a brief summary of the open house and online input received during the Reveal phase of the 1 Ave N.E. Streetscape Master Plan project. For a detailed summary of the input that was provided, please see the [Summary of Input](#) section. For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

I understand how community feedback informed the design:

The graph below (Figure 5) is ordered to show the level of agreement for how community feedback informed the design from highest to lowest.

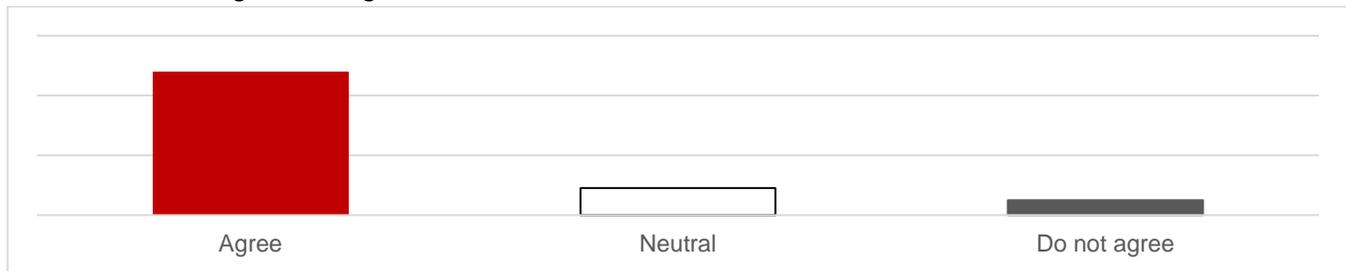


Figure 5 – Level of agreement for understanding how community input informed the Master Plan design.

Agree	Neutral	Do Not Agree
53	20	4

Does the design achieve the Project Vision, Goals and Objectives?

The graph below (Figure 6) is ordered to show the most achieved objective to the least achieved objective.

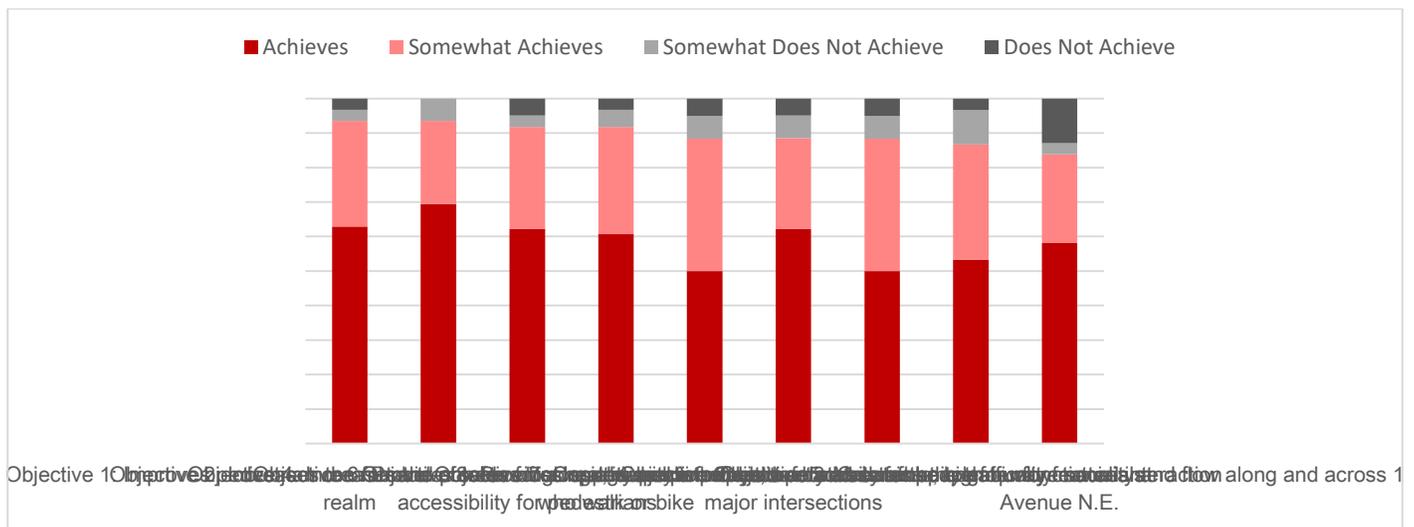


Figure 6 - Objectives ranked in order from most to least achieved project objectives.



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Social + Economic	Highly Achieves	Somewhat Achieves	Somewhat Does Not Achieve	Does Not Achieve
Objective 1: Improves pedestrian comfort and provides high quality public realm	39	19	2	2
Objective 2: Increases the number of trees for a healthier environment	43	15	4	0
Objective 3: Creates space for more social interaction	32	20	6	2
Mobility + Function	Highly Achieves	Somewhat Achieves	Somewhat Does Not Achieve	Does Not Achieve
Objective 4: Increases the number of crossings and improves safety and accessibility for pedestrians	38	18	2	3
Objective 5: Maintains the traffic functionality and flow along and across 1 Avenue N.E.	36	16	2	8
Objective 6: Provides safer crossings, wider pathways, and access for people who walk or bike	37	19	3	2
Character + Identity	Highly Achieves	Somewhat Achieves	Somewhat Does Not Achieve	Does Not Achieve
Objective 7: Creates space for public art and community gateway features at major intersections	38	16	4	3
Objective 8: Provides opportunity to reflect the diversity of the community	27	24	5	5
Objective 9: Incorporates durable, high-quality materials	30	23	4	3



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Are there any questions or concerns with this project moving forward into detail design and construction?

Theme	Key Messages from Feedback Comments
Safety	<ul style="list-style-type: none"> • Considerations for enhanced pedestrian safety are strongly encouraged and supported • Bulb-outs increase safety and shorten the crossing distance for pedestrians • Sightlines for drivers need to be considered when adding new trees, street furniture and bump outs • 12 Street N.E. at 1 Avenue N.E. should include a four-way stop to increase safety
Parking	<ul style="list-style-type: none"> • Businesses on the street rely on parking for visitor traffic • Finding parking in the neighbourhood can be a challenge • Mixed comments both in support of removing parking on General Avenue and keeping the existing parking
Impact on traffic flow	<ul style="list-style-type: none"> • Traffic calming measures are generally supported • Slowing traffic along 1 Avenue N.E. may cause congestion and impact nearby neighbourhood streets by increasing traffic as vehicles disperse • Concern that traffic calming/diversions of vehicular traffic on 2 Avenue N.E. being recommended to prioritize the bikeway will impact traffic flow and disperse it to other local roads
Bikeway	<ul style="list-style-type: none"> • Dedicated bikeway will increase safety for local users of all abilities. • Mixed support for the current 2 Avenue N.E. bikeway design as comments suggest that a full dedicated bikeway is the only design options that makes families feel safe, and others who indicated that 2 Avenue N.E. is not busy enough to warrant the changes. • As a shared street, 1 Avenue N.E. still does not feel safe for people who bike
Activating the Street	<ul style="list-style-type: none"> • Support for minimizing the permitting process and encouraging private patios and flexible pedestrian spaces • Private patios are generally supported on the street
Accessibility	<ul style="list-style-type: none"> • Concerns that there are some areas where grade changes between the street and private properties are currently steps and are restrictive for accessibility



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Theme	Key Messages from Feedback Comments
Trees and Greenery	<ul style="list-style-type: none"> Street trees and greenery through added vegetation is generally supported Site lines need to be considered for mobility safety when planting trees including consideration of the site line when the vegetation is full grown Concerns about who is responsible for on-going maintenance for trees and landscaping
Cost	<ul style="list-style-type: none"> Where is the funding for the project coming from? If streetscape work is being undertaken, underground infrastructure should be included within the plan

What are you most excited about when you see this plan?

- More people on the street
- More activated spaces for people
- The businesses that may be attracted because of the improvements
- The 2 Avenue bikeway

Mapping Comments

Location	Notes
Memorial Drive intersections with 4 Street N.E. and Edmonton Trail	<ul style="list-style-type: none"> Crossing considerations for people who walk and bike include signal timing, increased emphasis on crossing and most direct line of travel Concerns for congestions and turning movements
Meredith Road	<ul style="list-style-type: none"> Concerns about congestion and short cutting
Along 4 Street N.E. / Edmonton Trail	<ul style="list-style-type: none"> An additional pedestrian crossing would increase safety and limit jaywalking Concerns about the current pedestrian crossings at Meredith Road and at 2 Avenue N.E. not being visible enough with the suggestion to add further emphasis Opportunities to add heritage and cultural elements
4 Street N.E. / Edmonton Trail at 2 Street N.E.	<ul style="list-style-type: none"> Bikeway needs to be painted all the way across and onto connecting streets



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Location	Notes
Along 1 Avenue N.E.	<ul style="list-style-type: none"> • Accessibility concerns for buildings that include steps along 1 Avenue N.E • Address parking through partnership with private lot owners, adding more short-term parking and paid parking • Turning sightlines can sometimes make it hard for drivers to see around parked cars and other street elements
1 Avenue N.E. at Langevin School	<ul style="list-style-type: none"> • Considerations to increase safety around the school
General Plaza / General Avenue	<ul style="list-style-type: none"> • Flexible/temporary closure of General Avenue allows for access to parking and additional space for community events
1 Avenue N.E. at 9 Street N.E.	<ul style="list-style-type: none"> • Safety concerns about the existing pedestrian crossing • Opportunity to add design elements that can improve pedestrian safety • Support for the bus stop to slow traffic and activate plaza
1 Avenue N.E. at 10 Street N.E.	<ul style="list-style-type: none"> • Activate the corner by allowing businesses to add chairs / seating without a permit
1 Avenue N.E. at 12 Street N.E.	<ul style="list-style-type: none"> • The Plan should include 1 Avenue N.E. to 12 Street N.E. as the eastern gateway
General Comments	<ul style="list-style-type: none"> • Support businesses to add patios and murals • Street trees and greenery are supported



Summary of Input

Overall the feedback indicates that most participants understand how their input informed the Master Plan design (Figure 7). Feedback themes that emerged (Figure 8) for project refinement include:

- Pedestrian experience and safety for users of all abilities
- Strong focus on pedestrian safety and experience
- Concerns about safety for people who walk and bike at key intersections including the crossings on both Edmonton Trail and 4 Street at Memorial Drive and at 2 Avenue, and 1 Avenue at 9 Street
- Strong support for traffic calming measures but also some concerns about congestion along 1 Avenue N.E.
- Concerns about the potential of spillover traffic from proposed changes on 1 Avenue N.E. and 2 Avenue N.E. to impact neighbourhood streets
- 2 Avenue N.E. bikeway increases safety for people of all ages and abilities who bike by providing a route nearby that prioritizing cycling and reducing stops
- Comments around traffic flow around Memorial Drive and the interface with 4 Street N.E. and Edmonton Trail including vehicle egress, opportunities to manage flow through lane closures and signal timing for people who walk and bike
- Parking is identified as being important for businesses and ideas around adding more short-term parking, paid parking and partnerships with private business lots
- Opportunities to increase activated street edges by supporting and encouraging businesses to add patios and seating areas
- Keeping General Avenue flexible to both parking and occasional closure for community events supports both uses
- Concerns around turning and sightlines around parked cars, bulb outs and added vegetation

I understand how community feedback informed the design

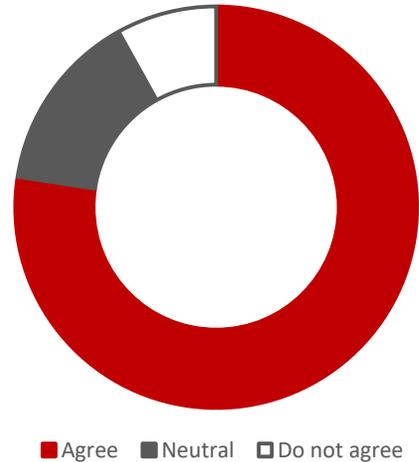


Figure 7 - Level of understanding for how input informed the design

Feedback Themes

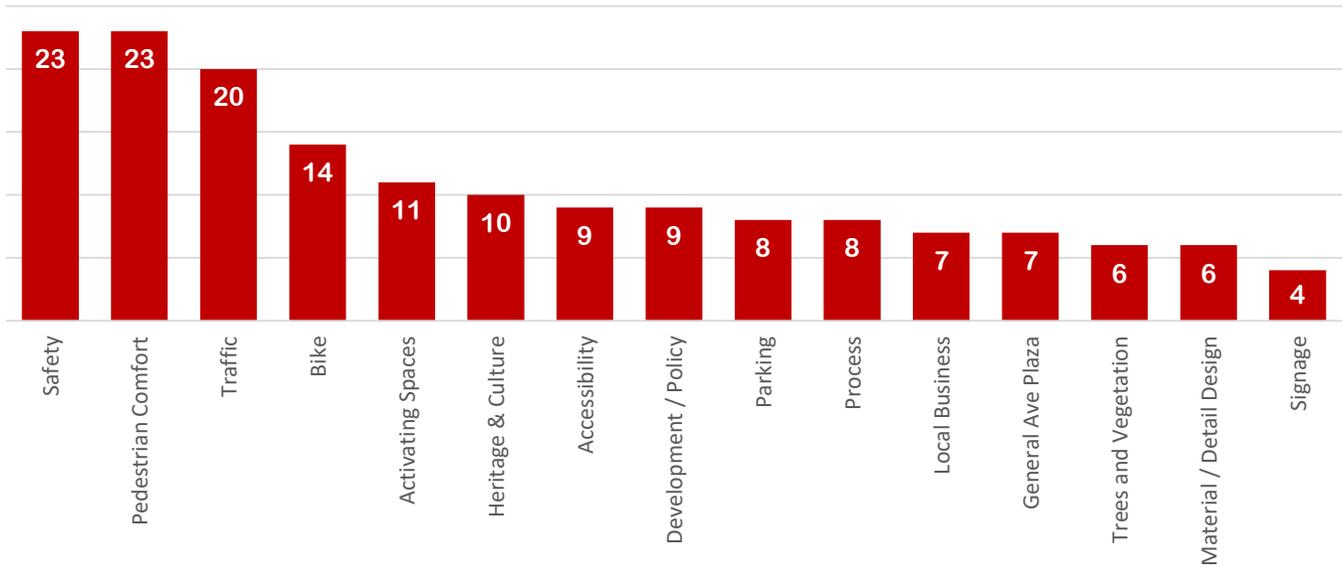


Figure 8 - Reveal Phase feedback themes with comment counts

Next steps

- The Master Plan Report will be prepared and presented to The City’s Transportation Leadership Team Committee for approval in Fall 2019
- Detail Design and Approvals are scheduled to occur after the Master Plan Report is approved through to Spring 2020. Detailed design will include additional cultural and placemaking elements
- Construction prioritization will be based upon alignment with other area projects and minimizing impact to businesses and local residents.



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Explore – March 2019

Verbatim Comments

Verbatim comments include all written input that was received through both the online engagement and public open house. All personally identifiable information and any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions; otherwise, comments here comments have not been edited for spelling, grammar or punctuation.

Question 1: Do you understand how community feedback informed the design?

- This was a multiple choice question. Comments were not provided.

Question 2: Do you have any additional comments about the 1 Ave N.E. Streetscape Master Plan project that you would like to share?

- What about all the cars/buses coming in and out of the area? 1st Ave already slow, congested and will only increase on the side streets of the once quiet residential areas like 33rd in Marda Loop & 4St SW. What unlucky avenue will be the new feeder road?
- Be aware of the need to trim trees for their lifespan. All over the city, overgrown trees hide traffic/street signs and create visual barriers for pedestrian safety. And beware of general visual overload on streets, as drivers can't see small pedestrians
- I'm thrilled to see these changes coming to Bridgeland.
- Please stop the developments that lead to higher taxes. At least twice per week I end up leaving Bridgeland without making a purchase because of lack of parking. You are only making it worse. With each project, the city somehow ruins parking everywhere!!!
- Great job planners, I think the 2nd Ave bikeway is a brilliant idea.
- I love the idea of larger "bulbs" to slow traffic and shorten crossings but please make them more permanent and visually appealing than the painted dots and posts that are currently in use. They are more distracting than calming for drivers.
- This is a dissatisfying experience - questions do not allow for much real input. feels like rubber stamping process. How does this plan differ from other main streets - it doesn't speak to character/ history of this area. Gen Ave still has cars -bad!
- The City is again prioritizing cycle tracks over everything else. Cycling was not the main concern of the people that live and work in this community. City public consultation process is pre-determined and does not allow for real feedback.
- As a resident of Bridgeland, I'm a big fan! My only complaint is it doesn't go far enough, but I realize the cost of such BMZ-like development is high as it is. Keep up the good work!
- Please don't remove parking by the general plaza. It is needed to pick up dry cleaning or pizza



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- More traffic calming measures! Better cross walk needed at 10th st and 1st ave. Lower speed limit along 1st ave to 40 km !! Great work overall on all the engagement and new barriers/public art and bike lanes!
- I like the priority given to pedestrian/bike traffic over vehicular traffic. You are doing a great job to upgrade an area that suffered from years of poor planning. Need to include a plan for deal with traffic that will try to reroute through side streets
- Would like to see the ARP extended to 12th street at the 4 way stop sign to include pedestrian access crosswalk. This location is a huge safety risk as there have been a number of accidents at this location, speed is a huge factor as well.
- Piazza residents and retailers voted to do nothing to General Ave. No space to widen the sidewalk unless from the plaza. Gates not necessary - sawhorses. Would Piazza sidewalk be the same material as the road and plaza? Further dialogue.
- stop it. My neighbourhood is great (just needs less cyclists on sidewalks)
- Make "cutting through" from Memorial at 12 St difficult. Reducing lanes to 1 is great as a walking resident but hinders egress as a community member in a vehicle due to consistent traffic and only 1 lane moving east and west.
- Dislike light fixture style, lane widths on 1st Ave should be 3 m - 3.25 MAX, parking should be removed in general plaza/ on north side of General Ave. Langevin School needs more - raised xwalks, cobblestone in school zone etc Trees should be in beds
- # 209 - 30 - 11th Street NE There needs to be more walker and wheelchair accessibility.
- This online tool is inadequate. Much of the detail is illegible, even when zoomed toward, and the forced-choice questions don't allow for "Open House" quality feedback. I dislike traffic blocking on 2nd Ave, and also the Gen Plaza is a problem.
- It needs to be updated, but widening the sidewalks and narrowing the road is stupid. Just modernize it. How about all new buildings/condos in the area have to have ground floor retail/grocery in them? That'll bring the area together better.
- More focus needs to be put into ensuring children are safe crossing 1st Ave. The corners closer the school need to be looked at and revised. The speed on the first ave is also a high issue. None of this seems to help those issues.
- General comment re creating more space for public interaction: My concern is the new Cannabis store location on General Avenue NE. The seating area may become a specific smoking area for pot users and less attractive for non-users.
- Painting bikes on a busy road does not create a safe bike lane. 1 Ave too busy/narrow to be safe for cyclists. Would you let your child ride 'single file' with traffic on 1 Ave? 2nd Ave safer but currently no signs/infrastructure to indicate a 'bikeway'
- I strongly support putting cycling infrastructure off of the main street and using traffic calming to make it a cycle priority street



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- Why not extend the plaza across 1 Avenue NE so that the entire space has a plaza feel? Development on the north side will provide opportunities for south-facing patio spaces and could frame and activate the whole space if design allowed for it.
- Excellent job. Next up providing the community with an additional pedestrian bridge to connect it with St. Patrick Island/The East Village and increase housing 1st efforts to reduce vagrancy.
- Is the proposed bikeway too far to the North, would the South side of 1 Ave N.E be a better EAST/WEST travel point with shorter distance to the businesses and more connected to neighborhood amenities? Also, not at bottom of hills, Edmonton Tr and 4 ST.
- Bridgeland needs more grocery stores and drug stores.
- We have no money for this luxurious idea.
- The plans look very good. The project will significantly benefit the community of Bridgeland.
- The Feedback comments from March 2019 meeting are very diverse! If water & sewer pipes need to be replaced.... this must be included in the Mainstreet scope & plan!
- I can't see some of the graphics because the scan is very low resolution and the text didn't translate well. Please provide a higher resolution image.
- pretty blend, and the idea of creating space for public art is old fashion (party lead to the previous controversies), predetermining space is extremely limiting.
- I really value plants and trees in my neighbourhood. I live on the corner of 7th and centre ave and am still missing a sidewalk. 9th street should be considered a Main Street and include more visible pedestrian crossings. Thank you
- Density targets area already being achieved with mid to high rise buildings in lower Bridgeland area. Gian Carlo - keep voting for 4 plexes on every corner, keep voting against the BRCA and Bridgeland will not re-elect you
- Some good improvements to creating safer crossing areas for pedestrians (school students). Trees will help to make the area more pleasing to residents and visitors.
- Businesses should avoid window covers that make them look unoccupied. Traffic calming on 4 Avenue - now no stop signs - major cut through - fast traffic. City needs to buy some land off of 1 Avenue and [unclear] a pay parking lot to give more place for destination visitors to park - ten you can remove parking and traffic on General Avenue which is intrusive and often illegally parked on inside.



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Question 3: Are there any questions or concerns with this project moving forward into detailed design and construction?

- Reduce the red tape for patios and pop-up parklets.
- I second the comment "reduce the red tape for patios and pop-up parklets"
- Bike influence and traffic calming will disperse n and south - understand the impact on 4 Avenue and mitigate
- Make dedicated bike lanes preferred - safe for families
- History in Bridgeland - need to reflect the cultural and heritage of this community
- Families will feel safe only on separated bike routes
- Patios on the street are awesome. Bring in vegetation to soften.
- Opportunity for water element - maybe in the plaza like at the Memorial Park library
- As community grows ad development occupy. How do you deal with parking. Parking is a challenge already. Visiting parking from attractions.
- Can you extent the ARP to 12 Street at the 4 way stop sign? To reduce the pedestrian crosswalk.
- Second the comment "Can you extent the ARP to 12 Street at the 4 way stop sign? To reduce the pedestrian crosswalk."
- Walker accessibility
- Why does the study area stop at 10 St?
- Communication of cycling targets and permanence
- What is the actual support for the bump outs or lack of support including 311 calls

Question 4: What are you most excited about when you see this plan?

- I've always felt that Bridgeland is awesome but this will add a more urban street feel, more interesting, support businesses and draw people
- More people - distributed through out animated street
- More evening activity
- I like the 2 Avenue bikeway. I like the current bulb outs of 1 Avenue because as a cyclist I can bike through them - flex space not for cars.
- Grocery store and Tim Hortons
- Tim's is poor quality - stay local
- I'm excited! It's a great street already, just needs a little more.



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Mapping Comments

Location	Comment
4 Street N.E. at Memorial Drive	More comfortable for cyclists / pedestrians on west side of 4 Street at Memorial
4 Street N.E. at Memorial Drive	Support for closure of one of the lanes on 4 Street near the gas station on Memorial
4 Street N.E. at Memorial Drive	Capitalize on heritage opportunities - old trail north / streetcar route.
Edmonton Trail N.E. at Memorial Drive	Concerns about congestion on Edmonton Trail, left turn into Starbucks plaza
Edmonton Trail N.E. at Memorial Drive	Signal too short for pedestrians and cyclist
Memorial Drive between 4 Street N.E. and Edmonton Trail N.E.	Like green space and signage
Memorial Drive between 4 Street N.E. and Edmonton Trail N.E.	consider bridging between the park and the housing development
4 Street at Meredith Road	Bump out is difficult for trucks to turn and often cars wait in other lane to turn
Meredith Road	Need to determine where people in cars short cutting across 4 Street on Meredith Road are coming from - going through Riverside from General Ave
Meredith Road	Meredith should be a one-way. Very difficult to exit de Waal Block parking lot with parkin on both sides and cars zipping through Meredith
Meredith Road	Need to put flashing light crosswalk on Meredith Road intersections with 4 Street and Edmonton Trail - minimum should have stop light at Meredith Road and 4 Street intersection
4 Street N.E. at 1 Avenue N.E.	Need more greenery on both sides of 4 Street N.E. similar to Edmonton Trail (or 1 Avenue N.E.)
2 Avenue N.E. between 4 Street N.E. and Edmonton Trail	Need to emphasize crosswalks on both 4 Street N.E. and Edmonton Trail - current system is very inadequate
4 Street N.E. at 2 Avenue N.E.	Painted bikeway needs to be green around the corner



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Location	Comment
Edmonton Trail N.E. north of 2 Avenue N.E.	Additional pedestrian crossing at the directional island on 4 Street N.E. and Edmonton Trail? People always jaywalk from that island to cross Edmonton Trail
1 Avenue N.E. at 11 Street N.E.	What about the 12 Street entrance to the neighborhood? It needs serious revitalization.
1 Avenue N.E. at 11 Street N.E.	I second this comment: "What about the 12 Street entrance to the neighborhood? It needs serious revitalization." Great idea!
1 Avenue N.E. at 10 Street N.E.	Let Yusef put chairs out I the sun - no DP needed!
1 Avenue N.E. at 10 Street N.E.	Need to have another tree of two on the NE corner east side of 10 Street N.e.
1 Avenue N.E. at 10 Street N.E.	Reduce speed to 30 km on 1st difficult to see oncoming traffic when turn on 1 St
1 Avenue N.E. at 9 A Street N.E.	Make sense to have widened sidewalk on the north side of 1 Ave N.E. due to heat intensity in the summer and the need to have clear and wide sidewalks during the winter months
1 Avenue N.E. at 9 A Street N.E.	Have CPD station patrol cars, especially in areas with bulb outs at rush hours for drivers who try to run down cyclists - this would provide the "education" component touted in a very direct way!
9 Street N.E. and McDougal Ave	Need crosswalks on all 4 way stops on 9 Street N.E. and McDougal Avenue N.E. - Imperative!
1 Avenue N.E. at 9 Street N.E.	Improve pedestrian crossing on 9 Street N.E. accessing park. Visibility low, especially when events are held on street or parking full
1 Avenue N.E. at 9 Street N.E.	Design elements! Front on the active edge, there is a strong need to have wide side, especially on the north side of 1 Ave N.E. Existing tables and benches would be helpful. Walkability community.
1 Avenue N.E. at 9 Street N.E.	Proposed bus stop location will improve this street. Good work!
1 Avenue N.E. at 9 Street N.E.	Yes, more short term parking is essential for business. City needs to buy up some lots and offer pay parking



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Location	Comment
General Avenue	Close off General Avenue to traffic permanently. Change types of business who are there.
General Avenue	I really like the idea of "temporary closure" gates on General Ave to support community events
1 Avenue N.E. at 8A Street N.E.	Building is not accessible
1 Avenue N.E. at 8A Street N.E.	Needs more short-term parking. As much of the area is permit.
1 Avenue N.E. at 8 Street N.E.	Visibility turning onto 1 Avenue is very terrible when cars are parked. This is a one-way street which is not clearly marked. Many people drive the wrong way. Should be marked better.
1 Avenue N.E. at 8 Street N.E.	Building is not accessible
1 Avenue N.E. at 7 Street N.E.	Building is not accessible
1 Avenue N.E. at 6A Street N.E.	3.0 m lanes. Bus is only 2.6 m wide. We proved it with polka dots 3.25 m lane.
Langevin School on 1 Avenue N.E. between 6 Street and 6A Street	There are no longer any elementary schools in the neighborhood that students of Bridgeland have priority to - this needs to be fixed ASAP
Langevin School on 1 Avenue N.E. between 6 Street and 6A Street	Can we treat school zone "special" -raised crosswalk, narrower lanes, planters in middle to cue school zone?
1 Avenue N.E. northwest of 6 Street N.E.	Wall mural - theme of former business fronts (Inglewood Art Supplies)
1 Avenue N.E. at Edmonton Trail	Support businesses to do paint relevant murals (i.e. Healthcare + Rehab healthcare theme)
1 Avenue N.E. at 4 Street N.E.	Make Troy parking area accessible to public as a pay lot
4 Street N.E. at Marsh Road	Capitalize on the heritage of 4 Street - revitalize Buds / Armor Block. Improve streetscape. Incorporate heritage aspects.

1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard
 Reveal Phase – July 2019

Photos Received at the Open House

