



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

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 SE 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 first round of engagement on the 9th Avenue Streetscape Master Plan focused on gathering feedback in support of developing a vision and guiding principles. In conjunction with targeted stakeholder engagement being conducted by the City's contractor, Dialog, Urban Strategy wanted to gain feedback from community stakeholders on the following input points: opportunities and constraints along the 9th Avenue corridor; green space; safety; gateways; parking; history; storefront access; interaction; and sidewalks.

It was important to understanding what residents', businesses', pedestrians', commuters' and shoppers' views and interests are in relation to the existing 9th Avenue streetscape and its potential future. This report reflects feedback received through online engagement and through sounding board engagement on 9th Avenue.

The online engagement program was undertaken on The City's Engage web portal from April 17 to May 3, 2017. Traffic was driven to portal through the following vehicles:

- 20 street decals on 9th Avenue – These decals utilized Snap Chat, a social media application to direct stakeholders to the portal and the sounding board kiosk. Each decal asked a question related to a specific input point (ie. gateways, history, etc.). A Snap Chat "snap code" was included on each decal. Stakeholders could open the snap code through the Snap Chat app and be directed to a specific input point's portal page.
- An email sent to community members from the City's Inglewood-Ramsay Coordination team
- Targeted Facebook posts

In addition to online engagement, a sounding board kiosk was installed on 9th Avenue, adjacent to Jack Long Park from April 17 to May 3, 2017. The same questions were asked at the sounding board as online.



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

Four hundred and fifty-three unique visitors accessed the online portal engagement page, with 294 pieces of feedback being provided through three engagement tools: a social map of the 9th Avenue corridor that allowed pinned comments to be dropped; an online questionnaire that asked one question for each of the above mentioned input points; and an online sticky note board that allowed visitors to post comments related to the above mentioned input points.

What we asked

To capture a balanced understanding of what stakeholders' opinions about the 9th Avenue streetscape and corridor were, the project team asked the following questions, in nine engagement opportunities (both online and on the physical sounding board):

Social map (online only)

- Drop a pin to tell us what opportunities and constraints exist for the 9th Avenue corridor. What works that exists already or what would you change to make 9th Avenue function better as Inglewood's main street.

Green space

- Seeing more _____ would liven up this green space.
 - Community programming
 - Music events
 - Access points
 - Interactive elements
 - Informal places to gather
 - It's pretty active already
- Is there anything else you'd like to share about green space on 9th Avenue?

Safety

- Having _____ makes me feel more comfortable walking along the street.
 - A buffer or barrier
 - Slower traffic
 - Parked cars
 - I'm already safe and comfortable
- Is there anything else you'd like to share about safety on 9th Avenue?

Gateways

- You know you've arrived in Inglewood when _____.
 - You see a mix of old and new buildings
 - You've crossed a river
 - You arrive at the neighbourhood's unique businesses
 - You feel the distinct heritage and culture
- Is there anything else you'd like to share about the gateways into Inglewood?



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

Parking

- When I'm in Inglewood my car is parked _____.
 - On 9th Avenue
 - On a side street
 - In a parking lot
 - In the first available space I am able to find
 - I don't drive in Inglewood
- Is there anything else you'd like to share about parking on 9th Avenue?

History

- If this street could talk it would say the most important part of its history is _____.
 - Being part of Calgary's oldest neighbourhood
 - Inglewood's connection to Calgary's rivers
 - Its working class roots
 - The brewery and other commercial heritage
 - How it's continually adapting
- Is there anything else you'd like to share about the history of Inglewood?

Storefront Access

- Storefront access on 9 Avenue can be improved through _____.
 - More uniform paving
 - Places to stand or sit
 - Level entries to buildings
 - Space to maneuver around doors
 - More parking
 - Back laneway improvements
- Is there anything else you'd like to share about storefront access on 9th Avenue?

Interaction

- Having _____ makes it easier to socialize on 9 Avenue.
 - Places to sit
 - Better connections with the surrounding streets and to the rivers
 - Public art that promotes conversation
 - Group seating
 - Wider sidewalks
 - Places for impromptu performances
- Is there anything else you'd like to share about how you socialize on 9th Avenue?

Sidewalks

- The sidewalks should _____.
 - Be wider
 - Provide a similar experience on both sides of the street
 - Be maintained as it currently is
 - Be easier to navigate for all users
 - Provide opportunities for seating



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

- Is there anything else you'd like to share about sidewalks on 9th Avenue?

What we heard/Summary of input

The following is a complete rundown of the responses to the multiple choice questions, both online and on the sounding board kiosk. In addition, all of the sticky note feedback collected both online and on the sounding board kiosk, was organized into the themes listed below.

Green space

- Informal places to gather – 26 responses
- Music events – 16 responses
- Interactive elements – 12 responses
- Community programming – 9 responses
- Access points – 6 responses
- It's pretty active already – 2 responses

Themes

- | | |
|---|--|
| <ul style="list-style-type: none"> • More trees • Natural plants • Live music • More park benches • Coffee shops • Public gardens • Landscaping • Outdoor fitness equipment | <ul style="list-style-type: none"> • More community space • BBQ area • More access points • Open Jack Long Park • Trees are not proper green space • Develop smaller green spaces • Historical commemoration of bridges |
|---|--|

Safety

- Slower traffic – 30 responses
- A buffer or barrier – 17 responses
- I'm already safe and comfortable – 10 responses
- Parked cars – 9 responses

Themes

- | | |
|--|---|
| <ul style="list-style-type: none"> • Wider sidewalks • Improved street crossings • Reduced speed zone needed • More park spaces • Less engagement required • Reduce noise • Eliminate lanes • Add sidewalk features • Add turning light at 12th Street | <ul style="list-style-type: none"> • More lighting • Eliminate parking on one side of the street • Raise street at intersections to improve pedestrian safety • Cobblestones for streets • Improve pavement for cyclists • Improve 9th and 19th intersection for pedestrians • Reduce sidewalk icing |
|--|---|



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

- Barriers needed to prevent j-walking

Gateways

- You feel the distinct heritage and culture – 27 responses
- You arrive at the neighbourhoods' unique businesses – 21 responses
- You see a mix of old and new buildings – 13 responses
- You've crossed a river – 12 responses

Themes

- Bridge design should serve as a gateway
- Narrow bridge slows down cars
- Crossing railway tracks is gateway
- Pedestrian access is important to gateway
- East gateway is lacking
- Gateway should have historic feel
- Welcome feeling
- Wider sidewalks form the gateway
- Gateway should be "cool"
- Ramsay gateway needs to be better
- Gateways should not be high volume commuter routes
- Public art needed
- Don't neglect north, east and south gateways

Interaction

- Wider sidewalks – 30 responses
- Places to sit – 24 responses
- Better connections with the surrounding street and to the rivers – 15 responses
- Places for impromptu performances – 14 responses
- Public art that promotes conversation – 13 responses
- Group seating – 11 responses

Themes

- More local businesses
- Protection of historic buildings
- Clean places to sit
- Places for street performers
- City funded art galleries
- More trees
- Slow or reduce traffic
- More restaurants
- No fences for patios
- Even sidewalks
- Safe spaces for dogs
- Wider sidewalks
- Background music

Sidewalks

- Be wider – 46 responses
- Provide opportunities – 22 responses
- Be easier to navigate for all users – 10 responses
- Be maintained as currently is – 1 response



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

- Provide similar experience on both sides of the street – 0 responses

Themes

- Wider sidewalks
- Bike lanes
- Well planned seating areas
- Reduce lane width for transit and centre lanes
- Prioritize pedestrians first
- More interactive spaces
- No more sticky notes
- More lighting
- Banners on lighting
- Better connections to the river
- Bump outs to make crossing street easier
- Don't restrict traffic
- Reduce road to three lanes

Parking

- In the first available space I'm able to find – 10 responses
- On 9th Avenue – 8 responses
- On a side street – 7 responses
- In a parking lot – 6 responses
- I don't drive in Inglewood – 6 responses

Themes

- I park at home
- More underground parking required
- Wider sidewalks should replace parking
- Cars are not needed in the inner city
- Limited parking pockets are needed
- No parking bans
- Only one street parking pass per resident
- No free parking
- Street parking should be reduced when the Green Line comes
- Bike lanes instead of parking
- Street parking on only one side of 9th Avenue
- No parking relaxations for developers
- SMART cars take up parking spots
- Visitors and shoppers need parking
- This project seems to be about moving cars through quickly
- Traffic speeds should be reduced

History

- Being Calgary's oldest neighbourhood – 34 responses
- The brewery and other commercial heritage – 19 responses
- Inglewood's connection to Calgary's rivers – 18 responses
- Its working class roots – 18 responses
- Continually adapting – 11 responses



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

Themes

- Protect heritage buildings
- Nothing should be done related to history
- Connected neighbourhood should be encouraged
- Neighbourhood uniqueness should be encouraged
- Inglewood is full of stories
- Music should be emphasized
- Reflect untold stories of the women who shaped Inglewood
- History of Inglewood is important in relation to the newness of the rest of Calgary
- Inglewood should be treated as one of Calgary's most important heritage sites
- Heritage and sense of community have been reduced
- Inglewood is losing its connectivity

Storefront access

- Back laneway improvements – 18 responses
- Places to stand or sit – 16 responses
- Space to maneuver around doors – 14 responses
- More uniform paving – 13 responses
- Level entries to buildings – 12 responses
- More parking – 5 responses

Themes

- Wider sidewalks
- Make 9th Avenue a pedestrian only street
- Improved connectivity required
- More side street parking
- Revamp older storefronts
- Require new developments to have public parkades
- Neckdowns needed at all intersections
- Extend patios on to the street
- Add a parkade at Blackfoot Truck Stop

Social Map (online only)

Themes

- Use roundabouts and speed bumps for traffic calming
- Add bike lanes
- Only one traffic lane each way
- Pedestrian waits at 12th Street are too long
- Development opportunities at the east side of 9th Avenue
- Develop Jack Long and Mills parks
- Widen the sidewalks
- Build plazas
- Brewery redevelopment should reflect its history
- Raise 12th Street intersection to sidewalk level to reduce traffic speed



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

- Reduce traffic speeds
- Increase traffic speeds
- Replace 9th Avenue bridge to allow for greater traffic flow
- Prohibit fenced patios
- Limit residential complexes
- Improve crosswalks
- No LRT should run through Ramsay
- Street redesign should reflect future underpass on 11th Street
- Plan a pedestrian overpass
- Improve street lighting
- Make side streets cobblestone
- Build pathways on both sides of the Elbow River
- Save the old bridges
- Save the Ramsay post office
- Improve the atmosphere of the Blackfoot underpass for pedestrians
- Street decks for restaurants are needed
- Add a left turn signal on 12th Street
- Rename streets to historic names
- More condos are needed
- A supermarket on 9th Avenue is needed

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



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

Verbatim Comments

Verbatim comments include all written input that was received through the online engagement and sounding board engagement.

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

Social Map

Drop a pin to tell us what opportunities and constraints exist for the 9th Avenue corridor. What works that exists already or what would you change to make 9th Avenue function better as Inglewood's main street.

- Widen the sidewalks, add bike lanes, prohibit fenced patios, only open ones to be allowed.
- Create plaza here
- The street must not serve as a major traffic route - only 1 lane in each direction to be left.
- Limit traffic to 2 lanes to create a grand avenue w wide sidewalks. We shouldn't design streets like b4. Make it NOT like most yyc streets.
- Redevelopment of historic brewery should be sensitive to pre-WWI buildings.
- Very long waits for pedestrian crossing here, even outside of rush hour
- Opportunity for significant development on this block to help extend the high street east
- Opportunity for significant development on this block to help extend the high street east
- Opportunity to have YYC equivalent of Toronto's Distiller District vs current plan to demolish sandstone buildings for parking lots.
- Limit the amount of residential complexes and focus on pedestrian traffic. Keep the brick theme with modern twists.
- Improve crosswalk, widen sidewalks
- Crossing time to wait to get across 9th at 12th is absurdly long. People will jaywalk mid-block to avoid the 2-3 minute delay.
- Do not route the LRT through Ramsay. Keep the original northern alignment.
- Street redesign should account for and promote future underpass below LRT and CP tracks here.
- Raise entire intersection to sidewalk level, thus promoting pedestrian accessibility while serving as a speed bump/table for cars.
- Speed table or speed bump here.
- Tile or cobble street to act as natural speed reducer - Speed limit reduced to 40km/h
- Plans to account for future pedestrian overpass
- This park is barren and as a result not used. Would like if it was prettier or had playground equipment.
- Second vote for a plaza here
- Improve lighting and pedestrian realm here
- Huge redevelopment potential here.
- Widen street, add extra lanes, increase speed limit to at least 60 if not 80.



- Road narrows to just under 2 lanes here anyway - good opportunity to use wasted space for wider sidewalks + bikelanes
- Opportunities to make use of the streets crossing 9th. Make street cobblestone or other pedestrian friendly element to encourage engagement.
- Demolish everything and replace with a 200km/h, 20-lane autobahn. Destroy everything except roads and cars. Who needs anything else?
- Pathways on both sides of the river here, that underpass 9Ave and connect on both North and South for max. accessibility
- "Save the old bridge for pedestrians and bicyclists!!!
- Great place to make an outdoor cafe on."
- Auto/concrete promised to dev land and move out of Inglwd. Res voted Auto 15/9th to increase size in compensation. They lied.
- good & tasteful use of roundabouts & speed bumps in crescent heights for traffic calming. Would like the same to stop racing.
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- good & tasteful use of roundabouts & speed bumps in crescent heights for traffic calming. Would like the same to stop racing.
- Do not destroy the first post office in Ramsay for the Greenline.
- Allow for 2 lanes of traffic in both directions along 9th. Ample room for pedestrians, cyclists and vehicles with plenty of access.
- Improve the atmosphere of the underpass. As a pedestrian, this is unnerving to cross under even during daylight. Few lights + hidden corners
- slow the cars! add a dedicated bike lane! Widen sidewalks! plant trees!
- Whats the point of this park? In th last 3 years I havent seen anyone use this. Make into progamable space or allow for redevelopment.
- Construct large round about here to improve traffic flow.
- Allow restaurants to have decks on street in summer months.
- Fix traffic lights to allow for left turn on green when available.
- Replace bridge with a new structure to allow more vechicle & pedestrian traffic.
- Open bridge back up for vehicles Asap!
- We should rename all notable streets back. Atlantic Avenue is way more attractive than 9th Ave
- TexasNorth has terrible ideas... unless you want to encourage pedestrian deaths
- Limit condo development in Inglewood. The EV should be condos, gentrification would kill IW's soul & character.
- Unused space here - possible park/art installation?
- Supermarket (co-op, safeway, sobeys?) Proper supermarket somewhere along 9th Ave.
- Disagree with John Cena. Sensitive condo development should be promoted.

Green space

Is there anything else you'd like to share about green space on 9th Avenue?

- Yeah, trees!
- Ya trees are the best



- Park benches and trees
- Trees
- Natural planting
- Outdoor fitness bar park - chin up, dip bars, benches
- Put a Tim Hortons around here. I live here!
- More live music
- The Music Mile is awesome!
- Outdoor community spaces!
- Public gardens & music events
- Family friendly music events
- Heavy metal shows
- BBQ Pits Benches Gardens
- Just plant as much as possible trees along the street
- Green space is the barren lawn used once a year at Alexandre Centre? Needs trees, access & focal points. We need a green plaza for all ages.
- More trees and nice landscaping. A green plaza-like gathering place would be nice for all types of events.
- Trees and landscaping.
- I like trees.
- Trees are not greenspace. Some empty lots or parking lots would be prime locations to add more.
- Don't nrgldvt "small" greenspaces, such as plantings at neckdowns and trees in sidewalks.
- The park down the street from the West Canadian Building needs attention. Picnic tables or places to sit, play structure, and fence.
- Would it be possible to save one of the old bridge arches and keep it as an elevated lookout platform is on of the parks.

Safety

Is there anything else you'd like to share about safety on 9th Avenue?

- Slow down traffic. 40 KM zone in Inglewood!
- Less community surveys
- More parks
- Better crossings for 9th
- Wider sidewalks
- Make crossing the 9th Ave SAFE for people. It's a death trap!
- Less noise
- Eliminate the second moving lane in each direction with only few parking pockets left. Widen the sidewalks significantly.
- Wider sidewalks w bollards, pedestrian lighting, sidewalk cafes, places to sit. Rapid buses create a moving wall of large fast vehicles.
- Wider sidewalks. Fast moving and loud buses create a tense chaotic feeling street.



- Having a turning light from 9th (westbound) onto 12th (southbound) would be safer for drivers and pedestrians at this intersection.
- Well lit at night.
- Skinny sidewalks and parked cars actually make access to some stores tough. I'd do away with street parking on one side if it helped walking
- At every intersection with a street, the road should be raised to meet the sidewalk level. Improves accessibility; acts as speedbump for car
- Cobble the entire street and reduce speed to 40km/h. It's not safe/reasonable for cars to travel 50 here.
- Poor quality of pavement along curb lane creates hazard for cyclists
- The intersection at 19 st and 9 ave is terrible for pedestrians - need to add a pedestrian only light at commute hours.
- We need a smooth surfaced wider sidewalk for our wheelchair/walkers inhabitants of Inglewood.
- A dyer need to prevent icing up walks under the 9th Ave railroad bridge on 9th. Ave SE.
- Wider sidewalks, less of a focus on pushing commuting traffic through.
- Speed bumps, easier access for pedestrians crossing streets
- Too many people j-walking. Have seen far too many near misses. this is a huge problem. maybe barriers should be in place.
- in response to rlw - adding barriers is a foolish idea. Slow traffic down and give pedestrian priority. This eliminates J-walking.

Gateways

Is there anything else you'd like to share about the gateways into Inglewood?

- You feel welcome
- You cross the railway tracks Ramsay resident
- An honest gateway would have sidewalks on either side at 3x width. We are a walkable community & the bridges need to give equal billing.
- This is where the hispters come out to play. Keep Inglewood cool
- Bridge replacement should be of a design that indicates as well or better as the old one that this is a gateway to special place
- Trains. Love them. But please maintain good pedestrian access where they restrict access from other historic communities.
- The west end entrance is obvious but there's nothing special at the east end.
- Needs a movie house
- east entrance is confusing and not easy to find.
- Better connection to Ramsay in the south. Needs underpass at 8st to match 12th underpass, both should be pedestrian-friendly
- There are not many pleasing 'walk-gateways' for pedestrians to get out of Inglewood
- I hope new gateways are not used as high volume commuter routes.
- Keep the historic bridges and gateways! Contributes to historic feel of neighbourhood



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

- By forcing cars onto narrow bridges that was actually the best gateway into Inglewood because it made drivers slow down. Keep it slow always
- Things slow down. The gateways facilitate this. The street flags are welcoming. There is public art and historic building.
- Don't neglect gateways to the north (zoo island) south (Ramsay) and east (truck stop?) by assuming that the 9th ave bridge is the only one
- The 9th Avenue bridge basically operates as two lanes today due to tight third land. Please keep it this way! Natural traffic calming!
- I think the old bridges denote the entrance to Inglewood and a similar "framing" that denotes entry to the community is desirable.

Interaction

Is there anything else you'd like to share about how you socialize on 9th Avenue?

- All of the above
- More local businesses; more historic buildings (public)
- More variation of restaurants - food trucks
- Clean places to sit
- Place for talent to show on the street
- More city funded Art Galleries for sculpture, painting, photography, etc.
- Large areas for impromptu seating, skateboarding and impromptu performances, not stand alone seats that face traffic. combine functions.
- Don't let to fence off the cafe patios
- More trees to create shade
- Also even pavement and sidewalks
- 9th avenue is currently very noisy and not inviting to linger on. Reduction of buses and slowing of traffic could help.
- Our dog helps us socialize. Dog needs more safe places to be tied up when shopping/eating. Dog also could use some more grass/trees for...
- Scale down vehicle access. Slow traffic. Widen sidewalks. Don't do a half-arsed job to appease vehicle commuters over pedestrians.
- How about speakers playing background music along the avenue -- Inglewood as the music centre with various: jazz, Latin, classical, rock...

Sidewalks

Is there anything else you'd like to share about sidewalks on 9th Avenue?

- More interactive
- bike lanes please. With barriers = level up or new heart container
- Being nice and caring brings peace and love.
- I'm tired of sticky note engagement would prefer to see more action on the input that we've already given
- Lighting should be scaled for pedestrians and have banner hardware.



- Provide better connection for bikers and walkers to/from the river on 8,9,11,12 & 13 streets by having wider and/or separate walk/bikeways.
- I know we're talking sidewalks but a bike lane would be nice.
- Way too narrow. Should have bump outs to make road easier to cross
- "Any seating along a busy corridor needs to be thoughtful
- Looking at cars is not interesting
- Looking at people is
- Seating needs to reflect t"
- Need to be wider.
- Go sit in the park, or the restaurant. Don't restrict traffic. Doubt residents want to restrict traffic. Hard enough to get in & out.
- Restrict traffic lanes (to 3 with central hotswap lane?) to promote pedestrian uses. Vehicle commuters can find alternative routes.
- Reduce lane width on 9th avenue to 3.5m for transit lanes, 3m for centre lanes. Give reclaimed width (about 0.9m each side) to pedestrians.
- Widen the sidewalk, narrow the roads. 9th avenue has much more value as a cultural resource than as a commuter route into and out of downtown
- Make 9th ave, where people spend hours as pedestrians, a grand boulevard by really widening sidewalks. It would be a huge draw for all.
- Give the project over to Urban Design department to lead, with Roads dept as secondary. Reprioritize: peds 1st, cyclists 2nd, drivers 3rd
- You
- Sidewalks need to be priority #1 & the same width as traffic lanes. Next priority, parking on both sides of street same hrs as businesses.
- Sidewalks should be wider in order to accommodate a cycletrack on both sides.
- Seems difficult to trust the roads Dept to care adequately about pedestrians. I bet that none of these suggestions will be considered

Parking

Is there anything else you'd like to share about parking on 9th Avenue?

- At home
- At my house. Some of us live here!
- I live here, but you don't need a car in the inner city.
- Leave only few parking pockets along street. It's way better to create parking in the area across the street from Fort Calgary.
- Residents should need more than 80% of the street votes to impose a parking ban. 24/7 bans should not be allowed as it kills local business
- Residents could be given one street parking pass anything above that is ridiculous as residents have an alley, or garage. End free parking
- With Green Line I hope this will be less of an issue and street parking can be reduced leaving room for more pedestrian/bicycle traffic.
- Move it underground and use surface space for new buildings or parks.



- Wider sidewalks would be of better use than parking in a bunch of places, especially after the greenline station is built.
- Two words: Bike lanes.
- Move underground parking like at the Atlantic avenue arts building. Maintain some street parking on one side at a time.
- "Stop giving relaxations to developers - the rules are there for a reason. This has been going on for 20 plus years and is a joke."
- SMART cars are not the answer to permanent resident parking issues - dedicated assigned parking spots in the building are
- If you want people from outside the community to come to eat or shop in Inglewood they need a place to park.
- Visitors from the burbs should have underground parking options to allow for better use of streetscape for walking (once they've parked)
- Seems like this is just about driving traffic thru as fast as possible, and a disingenuous plan as Roads is steering this initiative. Fail.
- 2 lanes for traffic, 1 each way incl. transit. 2 lanes for parking on either side. Wider sidewalks w trees. Slow traffic is good traffic.

History

Is there anything else you'd like to share about the history of Inglewood?

- Unique, connected and historical neighbourhood with lots of stories to tell
- A home for music
- People who stay connected
- No
- The untold stories of the women who built and continue to build our hood.
- It's history in relation to so much of Calgary 'newness' makes it that much more significant for the whole city
- The original Calgary townsite. Should be treated as one of the most important heritage areas in Calgary, on an equal level with Stephen Ave.
- Save the older buildings. Do not demolish them for new ones.
- No
- No
- Community is proud and actively involved
- Inglewood used to be a neighborhood. It is now a destination shopping area, with parking and prices the main topics of debate over a latte.
- I like that it is not one contiguous look and feel done by a design major straight out of school to match every other major city.
- It looks real now - don't make it look like a planned utopia that was developed in 2 years - its old - respect and work with that
- Knocking down old buildings for super apartments for trendy people is the same as putting a freeway through - its not Inglewood character
- History & original heritage buildings are so important to feel of Inglewood and sense of place (& to YYC). Streetscape as a whole is important



9th Avenue Streetscape Master Plan

Report Back: What We Heard

May 4, 2017

- Old Buildings- New Idea. Keep historic sites & revitalize. Keep character. (Keep the brewery! So much opportunity!)
- When redeveloping brewery and others, keep old structures and work around/inside/between with innovative architecture.

Storefront access

Is there anything else you'd like to share about storefront access on 9th Avenue?

- Wider sidewalks
- Wider sidewalks
- Connectivity between people and communities
- Triple the widths of sidewalks!!!
- Total lack of parking on sidestreets. Wider sidewalks would help storefront access.
- Some store fronts are looking old and need a revamp to improve the esthetics of 9 Ave
- Some of the sidewalks were redone last year as fake brick and they're too narrow to walk down, especially with the trees.
- Widen sidewalks, focus on pedestrians. Require new developments to include public parkades for cars. Use neckdowns at every intersection.
- Make 9th Ave a walking only street. Buses and old streetcars only .
- "AW says:
- "Make 9th Ave a walking only street. Buses and old streetcars only ."
- This is brilliant actually!"
- Restaurant patios that extend into the street as a deck would attract people to have a seat and enjoy the area while eating and drinking.
- Improve both main corridor (remove cars) and rear lanes. Move closer to pedestrian only.
- Add a huge underground parkade at blackfoot truckstop and in east village. Then, have only a streetcar run through Inglewood.