



Main Streets – 17 Ave SE

Stakeholder Report Back: What we Heard

18 October 2016

Engagement overview

The one public drop-in open house on Sept. 29, 2016 and related online feedback about 17 Ave SE as a Main Street as the 3rd Phase of the Main Street Initiative. The online engagement opportunity for 17 Ave SE was available from Sept. 26 – Oct. 6, 2016. There was a total of 35 full and partial responses for 17 Ave SE, including both online and in-person.

What we asked

Citizens were asked to provide their feedback in three main areas:

- Comments and feedback on the proposed changes along the main street (changes in density, retail/mixed-use and the area of those changes) and in the residential “transition” zone just off the main street (changes in density and the area of those changes).
- Reflection on the input already received, images of different land-use zones and other Main Street decision factors to provide a thoughtful overview of each participant’s preferences and visions for 17 Ave SE.
- Prioritize the factors that The City should consider in future evaluation of “large sites” that may be redeveloped (by the land owner, not The City) in the context of growth and vibrancy along the Main Streets.

What we heard

A main themes that was strongly agreed to by the vast majority of participants was that more retail along 17 Ave SE would benefit the community. However, the safety of the road itself was a significant theme too and increased car and pedestrian safety is desired. Of the respondents online and in-person who answered the question (how well does this plan fit your vision of the main street?), 19/24 indicated that the current plan “somewhat” or “very much” fit with their vision of 17 Ave SE. 3/24 said very little/not at all.

There were many other individual comments relating to liking mixed use, wanting more green space/streetscaping, desire to foster cultural diversity and interest in both affordability and having a good mix of residential prices.

The boundaries suggested for transition area as well as the main street area got mixed comments. Some comments agreed or thought the area could be expanded (e.g. Could extend to 26 Ave and do apartments midway down 21 Ave and move the yellow one block, not half a block north/south.) and a few voiced concerns with the current transition zone (e.g. As long as high rises aren’t right beside single/two storey houses). Images “A”, “F” and “G” has the most interest compared to their paired photo. Image set “I” and “J” was very closely distributed. Pedestrian safety and walkability were also highlighted here.



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While input was collected on retail for 17 Ave SE, this information will be used in the first steps toward making the existing Council-approved design concept into a formal ARP (Area Redevelopment Plan) process.

For the Large Redevelopment Sites the most common factors citizens felt The City should consider were: Providing good connections through the site to other parts of the community (14) and using green infrastructure (10). Three others were tied with (9) suggestions each: require retail, line the main street with taller buildings for interesting street view and match the non-main street edge with existing building scale.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

- The Main Streets team will be revising the draft maps and providing the final proposed land-use zoning changes to the public at an information session in mid-October.
- At the information session other concerns unique to this Main Street (e.g. heritage, pedestrian realm, streetscape) will be introduced.
- An email with a high-level over view of this report will be sent out in October with a final follow-up once all the October events are complete and the Main Street plans are finalized.
- The Main Streets team will be presenting results and final recommendations for zoning changes of all the Main Streets to City Council for approval in late 2016/early 2017. The process for any Council-approved land-use/zoning changes for the Main Streets would not occur sooner than Q1/Q2 2017.



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Summary of Input (In-person & Online)

QUESTION 1 – PHOTO/IMAGE COMPARISON (only asked in-person)

	A or B	C or D	E or F	G or H	I or J
Preference count	14 and 8	10 and 8	5 and 15	14 and 6	14 and 18
Number of times 'both' was listed	0	0	0	1	4

From all the comments about the photographs some common themes arose. The majority of comments were about, obviously, whether or not the visual appearance (49) was positive (48) or negative (1) but what made the appearance good or bad varied and were sometimes opposed. The main theme beyond that was being human-scaled and pedestrian friendly (6) or to maintain/improve the streetscape and green spaces (5). Some people suggested that no more than 4-6 storeys along the main street should be the maximum and very few saying taller is possible.

QUESTIONS 2, 3 & 4c - Decision Factor Review, First Impressions of the Map and Map fitting vision 'why' (online and in-person responses)

THEME	Number/ Frequency	Examples
Concerns or suggestions about car traffic/parking	8	“concerned about traffic congestion and parking along 17 th Ave...very slow to drive...like to have 17 th Ave as a street people could enjoy walking down...” “required double lane from 84 st to City limits”
Safety	7	“for increased density, a higher police presence is critical” “more welcoming and safer for families” “would be safer with more activities” “Not enough emphasis placed on safety”
Transit	6	“like the multi-use of the BRT” “Better connections of all transportation modes are important.”
Want to see more community vibrancy	6	“important to maintain a vibrant and active community” “small businesses would encourage community pride and participation and a stronger sense of ownership.” “Vibrant main street”



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QUESTION 4b – How well does this proposal fit with your Vision of the Main Street (see above for “why” responses)

	Very Much/Completely	Somewhat	Neither	Somewhat no	Very little/Not At All
In person	4	9	1	1	3
Online	4	2	0	0	0

QUESTION 5 – Evaluation Factors for Future Large Redevelopment Sites

Line main street with tall buildings for more interesting street view	Require retail	Locate highest buildings where shadows would have the least impact off-site	Through site connections (more sidewalks, pathways or bike routes)	Along the non-main street edge match redevelopment scale to existing building scale	Use green infrastructure (rain water capture, solar power generation)	Other
6	9	9	14	9	10	2*

Other (in no particular order)

Green space (2), Parking concerns [*please note: there were a total of 2 ‘other’ selections but 5 comments written in that space. 1 was an additional comment about an original category and 1 extra comment fit into the originally provided categories and so an extra number was added to the total of that column]



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Verbatim Comments

QUESTION 1 – Image/Photo Comparison (only asked in-person)

	A or B	C or D	E or F	G or H	I or J
Preference count	14 and 8	10 and 8	5 and 15	14 and 6	14 and 18
Number of times when 'both' was listed	0	0	0	1	4
Verbatim comments A or B	<p>A</p> <ul style="list-style-type: none"> Modern design Cleaner look Better safety Modern urban with a touch of an industrial look Clean design More modern Looks more modern Likely cheaper to build and maintain resulting in a more affordable retail space I like the Inglewood feel 		<p>B</p> <ul style="list-style-type: none"> Sidewalk, feels more open concept More visually appealing structure Has bus-stop Pedestrian sidewalk/benches/street parking Overhangs more appealing There seems to be separation for peds from people entering and exiting businesses and buildings Looks like more room between the street and windows to allow for patios or sidewalk sales Brickwork looks nicer/more modern 		
Verbatim Comments C or D	<p>C</p> <ul style="list-style-type: none"> Much more modern More modern Street side parking Ties in with F Better appeal More modern outside with trees, would prefer this development 		<p>D</p> <ul style="list-style-type: none"> Set backs Doesn't look imposing More visually interesting Clean look More modern More dynamic 		
	<p>No choice</p> <ul style="list-style-type: none"> 6 storey not likely to occur, bigger taller building May not be suitable for this area I don't like either design. Would prefer an all glass building 				
Verbatim Comments E or F	<p>E</p> <ul style="list-style-type: none"> Eye candy No choice Both are similar 		<p>F</p> <ul style="list-style-type: none"> Looks more like a neighbourhood It feels more like downtown Inviting, appealing, open lighting 		



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	<p>4 storeys more suitable Balcony more lively</p>	<p>More parking Set backs, fronts This was a toss. I like both Not as imposing, seems more welcoming Looks more downtown Option E looks dated Added brick</p>
<p>Verbatim Comments G or H</p>	<p>G More spacious Feels like a neighbourhood More homely Tudor style more appealing Visual, different façades, pitched roofs More "family oriented" look Looks more residential, less industrial</p>	<p>H Each is good for different reasons High density More urban Flat roof Flat roof would be more suitable Modern look can incorporate the "office" use and may be more appropriate</p>
<p>Verbatim Comments I or J</p>	<p>I More natural light Façade materials create interest 17th Ave - retail street, the ground floor retail is appropriate Flat roof Transition</p>	<p>J Looks more like a neighbourhood It feels more like downtown More spacious Feels like a neighbourhood Pitched roofs, façade More Londonish</p>
	<p>Both Both appeal to me as lends character to have variety Clean look Prefer the look of J Like the mixed use of I</p>	



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QUESTION 2 – Decision Factor Review Comments (Online and In-Person)

1. Small business spaces would encourage community pride and participation, and a stronger sense of ownership. This in turn would encourage and create a safer, cohesive community
1. 1800 residential is not that much in 25 years
1. Vibrant main street, markets, festivals
2. Main street would be safer with more activities
1. 17th Avenue is unique and has so much character. Showcasing the cultural diversity of the area is a very important outcome
1. Not surprising that there will be lots more residential
2. 17th Ave needs the residential and housing
1. Clean up illegal suites first!!!
1. I think the look and feel of the main street is the most important. Right now it's looking run down and in need of revitalization. Better connections of all transportation modes are important. Should be easy to walk, bike and take transit to destinations
1. Rezoning is easier
1. To modernize the area and make it more desirable and attractive to a diverse economic demographic, e.g., seniors to millennials

Making 17th Ave like Inglewood a place to work and play

large amount of construction traffic accessing 52nd st and east calgary landfill. often trucks and trailers 8.5' wide and lanes are not wide enough for them to be side by side

Thus is such a poorly written survey/ questionnaire I do not think you will get much of a response. Also not enough emphasis is placed on safety for the area nor for protection of the city mountain view- it could be a tourist attraction and that ridge has new buildings.

Make the changes and changes will happen. I like the ability to be closer to like small farmers markets etc so I don't have to drive all over the city. We as a family would like to support different cultural festivals if we felt safe.

QUESTION 3 – First Impressions of the Main Street Map

1. Informative, like the multi-use of the BRT lines. Interesting regarding adding 973 million sq feet to the existing, not sure if this may happen considering current markets
1. Parking with needs for accessibility (ventilation)
2. Parking is an issue for residents already
3. If #1 Bus is still running alongside of 17th Ave, how does this free up traffic flow as they stop at spots that aren't on side of way by
1. My perception is the area would be cleaned up and more esthetically pleasing. Since the plan is for increased density, a higher police presence is critical
1. Generally good ideas with the land use patterns
1. Worried about huge apartments over 4 or 5 storeys



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1. I like that this area is being revitalized. I think this area would benefit greatly from new developments. I am a bit concerned about traffic congestion and parking along 17th Ave. It is already a busy street, full of street lights, making it very slow to drive along. I would really like to have 17th Ave as a street people could enjoy walking down with wide sidewalks

1. Should have the higher density north of 17th Ave because there is more space and schools there (i.e., the Co-op grocery store → more residential)

2. LRT line should extend to Chestermere

1. I am concerned about low incoming housing and continuing with the ghetto feel

1. I like the current plan. It takes into consideration all of the things that I think are important to maintain a vibrant and active community. Revitalization and redevelopment is long overdue. Would be more welcoming and safer for families

1. As much as I love it, I feel that my grandsons will see the results. In other words, it is not moving fast enough

2. We need high density along 17

1. Looks good to me, don't forget to fix the potholes along the way

1. I love the BRT system you are creating. Transit is a huge part of this neighbourhood. Before moving to Forest Lawn I lived in Inglewood for 10+ years. I don't really like what has been done there. I would like to see wider sidewalks for patios, sidewalk sales, walking. I think areas for festivals, farmers' markets, gathering would be great

1. I think the area will become too congested. One of the joys of living in Southview is the sense of peace which won't be there if crowding takes place. I say "pick another area and leave us be except for nice parks and flowers"

1. Concerned about increased traffic and parking in my area on Highway 19 (19 Ave)

QUESTION 4 – How well does this proposal fit with your Vision of the Main Street

	Very Much/Completely	Somewhat	Neither	Somewhat no	Very little/Not At All
In person	4	9	1	1	3
Online	4	2	0	0	0

Why?

1. Why 17th Ave compared to other locations in the City given current market

2. Given the area, there should be a plan for affordable housing given the current citizens living in the neighbourhood

1. Want to allow for growth and development of area, without allowing big businesses to destroy local business and the appeal of International Avenue, while also making it more accessible and appealing to people who don't live in the area

2. Ensure affordable housing is added/maintained

3. DO NOT WANT EXTRA PUBS/BARS, would not encourage positive growth and nature of the area



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1. As long as high rises are not put next to single or double storey homes. Also green spaces would be needed for children that live in the apartment complexes and at back of these
2. Would prefer no higher than 3 or 4 floors
1. I disagree with the concept of high density (high rise) housing confined to multiple blocks - 4-6 storey buildings are more acceptable
 - *1. Need to extend to the East Calgary shopping centre → 84 St SE/100 St 17 on 17th Ave SE - very soon*: for the senior people
 - *2. Required double lane from 84 St to City limits on 17th Ave SE
1. Not in favour of huge apartment buildings
1. It would be alright to have some more high density housing, especially combination retail/residential buildings. I am just concerned about the amount of high density housing this plan is suggesting given that this road is already very congested. It already isn't a nice street to walk and down due to the traffic
1. Generally agree with the placement of the mixed use along 17th Ave → BUT not high rises
2. Potential concern for pedestrian safety on/off the bus
3. 4-6 storey generally acceptable
1. I am concerned about adding more low cost housing. We need a mix of higher end. We are too ghetto
1. There should be a mix of low cost and higher end housing
1. I think it's appropriate. If it extended to 26 Ave I think that would be okay too. I think you could do apartments midway down to 21 Ave and transition to town houses and row houses down to 26 Ave. We already have some illegal 4-plexes between 19 Ave and 16 Ave, so wouldn't be a large change
1. Please move the yellow colour one block at a time, not half a block north and south
2. I don't see the point of half a block rezoning
1. Requires social changes first, drugs, prostitution, etc.
2. 16 & 19 Ave require garbage cans for all the retail stores, i.e., 7-11, Taco Bell, hamburger banks, otherwise all this garbage ends up on the street. Similar to Kensington and Inglewood
3. 17 Ave will have to restrict large trucks - semis - to match retail stores and people walking
1. Would be nice to have upgrade packages for bungalow home owners in the white area, i.e., basement suites
1. Destructive
1. Orange area can't support more parking or traffic in area now, it will only get worse

I'm all for it and hoping parking will be adequate for visiting all businesses. It would be nice to fit in small pocket parks where possible. A town square would be nice. A huge welcoming gate at the top of the hill would emphasize the unique area. An attraction such as a trolley line would bring visiting non residents to the street. Dense growth is good for this area. It should help boost business locally.

More roadside businesses which would make on-foot travel a pleasure would be ideal. The idea to have housing development behind these businesses is a good idea. We need a way to make the community here feel more connected. Right now the area looks run down and from the 80's. More greenspace along this road also couldn't hurt. It is already happening in these areas and I feel if it is done well and not just slapping cheap housing up that is going to look like garbage within 10 years, with the rate that our city is growing we will need it. Decent housing at affordable rates without being cheaply made.

Need to ensure it remains an affordable place for retail/commercial and restaurants.



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QUESTION 5 – Evaluation Factors for Future Large Redevelopment Sites

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6	9	9	13	9	10	2

Other (there were 2 selections of 'other' but a total of 5 comments for 'other')

Keeping current green space on existing properties

More side streets, pathways or bike routes

Only if truly cost-effective re. green infrastructure

Parking - don't want it moving onto my street, because that's where all traffic will be now!

Keeping current green space on existing properties



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Other Comments from in-person session– (written in margins or beside questions on the worksheet)

This map should be labeled with street names!

Retail Questions from Online Respondents (all incorporated into retail analysis)

Retail is a good fit:

33rd Street & 17th Ave SE, 36St.&17thAve SE, 44th St.&17th Ave SE, 52St.and17th AveSE and 60St.&17th

Closer to Macleod Trail and the CTrain.

17th ave and 38 street, 17th ave and 50th street

Between 33rd Street and 47th street

NE & SE corner 17AVE & Radisson Dr. 17 AVE & 48 - 50ST

Along 52nd would be best. Furthest from stigma from Forest Lawn, and along future 52nd St. BRT route

Retail should not go:

commercial encouraged for 26th St. to 60St. Empty lots for residential&community gardens

N/A

17th ave and 20th street

Between 39th and 41st north of 17th ave should not have commercial

No big development 36 ST & 17 AVE also No Big Development at 17 Ave & 52nd ST- big intersections

All should be able to be retail/commercial.