



# Main Streets –36 Street NE

Stakeholder Report Back: What we Heard

12 October 2016

## Engagement overview

There was one public drop-in open house on Sept. 27, 2016 and related online feedback about 36 Street NE as a Main Street in the 3<sup>rd</sup> Phase of the Main Street Initiative. The online engagement opportunity for this 36 Street NE Main Street was available from Sept. 26 – Oct. 6, 2016. There were a total of 28 full and partial responses for the 36 Street NE Main Street, including both online and in-person.

## What we asked

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

- Reflection on the input already received: evaluating decision factors for 36 Street NE.
- 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

Some of the main themes expressed often by citizens and stakeholders were concerns about traffic, parking, and congestion on 36 Street, as well as concerns and suggestions regarding improvements for pedestrian accommodation and flow as well as public realm improvements. A few comments were made about limiting the types of retail to be developed (e.g. limiting car-oriented services, liquor stores and money marts.)

Of the unique factors presented for 36 Street, the most interesting or relevant factors were: Safe and comfortable multi modal main street (18), high-quality public transit facilities (11), and more landscaping (10).

For the Large Redevelopment Sites the most common factors citizens felt The City should consider were: Through site connections, increase local travel options (more side streets, pathways, or bike routes) (12), Locating highest building height where building shadows have the least impact off site (9), and Along the non-main street edge, match redevelopment scale to existing building scale (8).

- ▶ 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.

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- ▶ An email with a high-level overview 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 Main Streets would not occur sooner than Q1/Q2 2017.



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## Verbatim Comments

QUESTION – Decision Factor Review (online and in-person responses)

|  |    |
|--|----|
| [Important outcomes to main street users]: safe and comfortable multi modal main street  | 18 |
| [Important outcomes to main street users]: high quality public transit facilities  | 11 |
| [Important outcomes to main street users]: more landscaping  | 10 |
| [Market outlook]: 214 residential units are expected to be built over the next 25 years, starting gradually between 2016 and 2020  | 4  |
| [Market outlook]: Many sites have potential for larger scale projects including medium-term opportunity for residential, office and retail development   | 0  |
| [Local planning]: The Marlborough Design Brief (1971) provided policy for growth along 36 Street NE, but does not provide the proper framework for transit oriented/main street redevelopment envisioned by Municipal Development Plan | 2  |
| [Current zoning]: Anchored by Marlborough Mall, current zoning does not facilitate mixed use development and makes more creative use of large commercial sites a challenge   | 1  |
| [Current zoning]: Rezoning could help to encourage investment in these large sites and offer more housing options to the area  | 5  |

### Why:

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|--|
| Commercial - (kept) with updates. No multi family.   |
| "re: 1,2,3: More benches for transit; Benches along 36th St NE to service family & elderly<br>""rest gardens"" |
| re: 5: Seniors Housing; multi-family housing; low-income & community support/shelter residences                |
| re: 8: Rezoning for above points is vitally important!"  |



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| Limit the types of social service outlets and retail that attract criminal behaviour.   |
| "re: 1: Safety (pedestrian) is a big issue. I have crossed 36 St on its surface and its a huge challenge.   |
| Re: 4: Increasing residential units is the answer. There is enough commercial development in the area.  |
| Re: 8: See re: 4 above. "   |
| As a resident I feel that meetings like these are just a formatlity and that developers have already been given liberties they need for development prime example the airport meeting.  |
| "I use transit which makes this factor important to me. I also have to walk through part of the unlit parking lot at night to get to the other side of the mall from the train station and have felt unsafe. Also drop off points to access the train station is inconvenient and I find ties up bus stop access making it inefficient. |
| I would like to see more safe and friendly pedestrian/bike access as I would use these modes of transport if it was available."   |
| too much congestion in traffic! Lites need to be in sinc.   |
| "re: 1: Eliminate all walkways across 36th St and put in overhead.  |
| re: 3: Landscaping to hide c-train  |
| re: 7: No more business on 36th St which will increase traffic.   |
| Re: 8: No low density high rise building on 36th St - more traffic"   |



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## QUESTION 2 – First Impressions of the Main Street Map

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| Great start & continuation since 2014  |
| Needs to be planned so that it increases foot traffic to businesses ideally to new businesses bordering 36th Street to create an actual main street feel.  |
| "I would like to see more lights on 36 Street. Make flower pots - More monitoring the transit system and for people hanging around - Maybe the police more visible especially in the alleys.   |
| We also need some more condos, but more high end. North East has a very bad name with the media.   |
| The City also needs to work with Applewood Village to watch out for people hanging around."  |
| I would like to see the chainlink removed, open up the area, trees for shade & benches to sit on flower boxes lining the tracks. Easier safer walking across 36 Street. Garbage cans & regular clean up. Engage the community for cleanup.   |
| We need to see much less loitering and criminal activity. We would like to see higher end residences and retail shops. Better lighting.  |
| This area is ripe for redevelopment as its recoming part of inner city. I expect Marlborough Mall to be redeveloped in 5 years. Good for you in taking this initiative.  |
| "Looking at the map, before considering adding increased density we must look at improving how cars and people move around the area. Ex. How buses stop around Marlborough Mall which cause pedestrian issues and also effects how cars move through the area as well.   |
| Our ideas for the area:<br><ul style="list-style-type: none"> <li>- increased police presense at Marlborough Station</li> <li>- A kiss &amp; ride area at Marlborough Station like other stations have</li> <li>- Less concreete more green</li> <li>- Safe ways to cross 36 St from East &amp; West</li> <li>- Put the train underground on 36 St.</li> <li>- When or if high rise condos are built - a combination of residential with commercial would be best.</li> <li>- Better use of lighting in these areas for better safety."</li> </ul> |
| Make pedestrian crossing go over top 36th St. Parking has become a huge problem & more residential units - more problems. Not having enough lighting when walking at night in particular.  |
| "- 36 St NE looks and feels very industrial; large open spaces; to many parking lots   |
| - creating a more pedestrian friendly street would be welcoming"   |
| Looking at the map, the area looks very industrial and uninviting from a pedestrian/biking perspective. Adding more landscaping, lighting & artwork and sidewalks within parking lot may increase foot/bike traffic and reduce vehicle traffic on 36th Street which has always been a problem in terms of congestion.  |
| "Make 36th St work better. To much traffic   |
| wider/flow better  |
| Other than that have C Train go underground?   |
| Pedestrian crossing are too quick for seniors."  |
| "Widen 36 St between Memorial Dr & 14 Ave  |



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| Put train underground  |
| Make it flow better"   |
| "Again you not asking the right questions!!  |
| - no LRT - overhead or underground   |
| - put in the overhead crosswalks"  |
| "1. Multi-purpose retail & apartment above - every apt to have 1 parking stall<br>2. Transit to triple parking spaces for all stops<br>3. More green public spaces - more community parks<br>4. Underground LRT going on 36 Street NE<br>5. Give a tax break to malls who build underground parking {personal info removed}<br>P/S This is the first time I have found out about your Main Street meetings." |



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## QUESTION – 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) |
|---|----------------|---|--|---|---|
| 3   | 7              | 9   | 12   | 8   | 6   |

|   |
|---|
| "re: 3 (crossed out "locating" & wrote in "limit"   |
| Other: No more development"   |
| I have lived in Marlborough since 1969. I am now retired and feel very comfortable with our community of Marlborough. We have many shopping centres that are a short ride from home. I know that 36th Street requires some patience at times but I manage to adjust my route to alleviate the problem. I do not sue LRT very often, but when I do, as long as there is parking available there is no problem with taking the LRT. There is a serious problem for seniors finding affordable housing on their pensions, so we definitely need more housing planning for seniors. I am fortunate to be a homeowner. |
| re: 3 (crossed out "locating" & wrote in "limiting")  |
| Main floor retail with residential above  |
| "No service stations<br>No money marts<br>No liquor stores<br>No high dense housing<br>No more high taxes   |
| Maybe plant more trees & flowers  |
| Put up benches  |
| Maybe {name removed} could spend less time on her phone & interact with other people at the meeting"  |
| "Mix use commercial/residential to encourage more walking traffic along 36th Street   |
| Condo/business development (9th Ave in Inglewood)   |
| limit pawn/adult/liquor/pay day loan business   |
| Increase security @ train station   |
| More green spaces/better walkability"   |
| "I deal with this road everyday. It makes me want to shoot myself. Why, OH WHY, would you have a train RIGHT IN THE MIDDLE OF THE ROAD. Good foresight, Calgary!"   |
| "36th Street is constantly in a traffic jam ... doesn't matter what time of the day or day of the week, don't talk about growth!  |
| instead of adding new businesses on each side of the East and West parking lots, more lanes needs to be added to facilitate traffic flow."  |