



33rd and 34th Avenues Streetscape Master Plan

Report Back: What We Heard

February-March 2018

Project overview

Main streets are important to the long-term growth of our city. The Main Street Program focuses on implementation approaches and programs to enable the policies, goals and targets contained in the Municipal Development Plan. The program consists of three phases:

1. Planning - City-initiated land use re-designation and amendments to local area plans.
2. Investment - Streetscape Master Plan and water service analysis.
3. Innovation - solutions to a variety of issues, including parking management, historic resource conservation, enhancement of local businesses and flexibility for retail and commercial areas to provide more events and activities to draw more people to main streets.

It is within this Main Streets Implementation Program that we discover, explore and reveal the Streetscape Master Plan. The Streetscape Master Plan represents the investment phase of the program. It will produce a detailed plan that will provide a final blueprint to rebuild the street and surrounding sidewalks to meet the needs of current and future residents and business owners.

Engagement overview

This phase of engagement on 33rd and 34th Avenues S.W. Streetscape Master Plan focused on gathering feedback on design elements to be considered for 33rd and 34th Avenues. In conjunction with targeted stakeholder engagement conducted by the City of Calgary, Urban Strategy wanted to gain feedback from community stakeholders on the following input points: the street elements of 33rd and 34th Avenues, side streets, crosswalks and intersections, laneways and park interfaces, and public art.

It was important to understand the views and interests of residents', businesses', pedestrians', commuters' and shoppers', in relation to the existing 33rd and 34th Avenues streetscape and what it may look like in the future. This report reflects feedback received through a community open house and online engagement via the City of Calgary's Engage Portal.

The first public open house was held on February 26, 2018 in conjunction with the Main Streets land use team. The event was well attended with more than 350 attending. The online engagement program was undertaken on The City's Engage web portal from February 27 to March 13, 2018. The online portal received 1,500 total page visitors and of those visits we received 433 total responses to the Dotmocracy and questions.

What we asked

To create an experience in person that could be reproduced online, at the open house we asked stakeholders to use dots to indicate the streetscape design elements (see below) that were most important to them. Online we asked people to rank the features, a minimum of 3 features or all 12 features if they wished.

At the open house stakeholders were also able to look at a map of the study area and use sticky notes to record their comments. Online participants were asked "What makes Marda Loop, Marda Loop?" At the open house we also asked "What is one thing you would suggest to improve the event?" Online and in person we asked stakeholders how they would like to be engaged in the future.

Next Steps

The feedback received will be part of the information the project team will consider as they develop ideas for the 33rd and 34th Avenues streetscape master plan. Those ideas will be shared with the community at Street Front drop-in sessions May 8-12, 2018.

What we heard/Summary of input

Streetscape Design Elements

Vibrancy	Street Furniture	Lighting	Heritage	Trees/Vegetation	Identity
Traffic Calming	Transit	Bicycle	Pedestrian Comfort	Vehicle	Branding



MARDA LOOP STREETScape

DOTMOCRACY: Use your stickers to vote for which concepts are most important for Marda Loop. More than one sticker may be used per box.



All dots, regardless of colour, represent one choice and do not reflect order of importance. The following is a count of the dots each streetscape element received at the open house as well as any comments that may have also been shared. A total of 1193 dots were placed on the board.

Vibrancy 106 of 1193 dots

- Need new planters
- Gateway treatment, community to provide input
- Better Maintenance
- South side of 33rd is the more vibrant side of the street
- Bring more people on the street
- Space to play
- Green space



- More storefront windows
- Better accessibility for older people
- Planters are eye sore
- More restaurants
- Likes mix of business and walkability
- Bring more people to the street
- Would like to see “parkette’s”/places for people to gather

Street Furniture 28 of 1193 dots

No comments given

Lighting 99 of 1193 dots

- Street lights too dark
- Yes to pedestrian lighting
- More pedestrian lighting, streets are dark at night
- Better lighting
- Better lighting on residential part of 33rd

Heritage 46 of 1193 dots

- New buildings look too industrial
- Likes historical architecture
- Like heritage design features
- Heritage feel
- Likes older houses re-purposed near OJs
- How do we remember the history of the neighborhood?

Trees/Vegetation 166 of 1193 dots

- Want boulevards with trees
- Vegetation growing into sidewalk areas
- More trees x 6
- Why no trees at blush lane?
- Value trees for sustainability
- Too much planting pressure, unclear process

Identity 76 of 1193 dots

- Free 2 hr parking
- There are no destinations along 33rd, people are not walking
- Close amenities with inner city proximity
- Wants a sense of community
- No evening pedestrian traffic
- Reduce petty crime (cars broken into, bikes stolen)
- Fun
- Safeway area is a destination
- People who live there like the location

Vehicle Priority 174 of 1193 dots

- Developers to provide more on site parking
- There is more parking than previously, lots of long term parking
- Parking is more important than sidewalks
- Congestion on 20th between 33rd and 34th
- Density is making area too busy
- Poor visibility when turning
- People cutting through residential streets x2
- Wider streets, more parking
- Not enough parking
- Reduce dangerous driving
- Short term parking is overflowed, developers not accountable for parking
- Overall walking and parking is really good
- More vehicle organization

- Revisit signal timing at 33rd and 14 street
- People don't visit Marda loop because there is not enough parking
- Add parkade

Traffic Calming 126 of 1193 dots

- Pedestrian crossing at 33rd and 22nd (opposite of art gallery)
- 34th and 20th needs a signal
- 33rd and 21st, bad intersection
- People are j-walking
- On street parking permitted too close to driveways and crosswalks, safety issue
- Reduce speed limit on 34th
- Corner bulb outs 34th
- Can't see around cars at corners
- Likes cul de sacs like in Kensington
- Stop signs on 34 ave
- Congestion at 34 ave and 20/22 streets
- Want to see traffic cut off from neighbourhood like Kensington
- People cutting into 32nd and driving too fast, would like to see speeding reduced
- Improve pedestrian safety on 34th, more crossings
- Crosswalks on 34th near commercial area
- Consider 34 being 1-way
- Crosswalks are being ignored
- 1-way street systems
- No turning on 20th
- Block roads like Kensington

Transit 102 of 1193 dots

- Transit connections to Marda Loop are poor
- People don't use transit
- Hard to move around

- Pressure of traffic/parking requires better transit connections
- Transit to get to Marda loop not great
- Bring streetcar back
- People drive from one side of Marda loop to other, improve transit or walkability

Bicycle 76 of 1193 dots

- Move bike lane to 19t street x2
- Cycling connection to downtown

Pedestrian Comfort 178 of 1193 dots

- More walkability on 34 ave, north side of street
- Connectivity to key points (Safeway, pool, library)
- Wider sidewalks
- Icy on 33rd, poor for walking
- Snow piled up and blocking crosswalks
- 33rd east-west connection
- People walk along 34th more
- Would like to see more on 34th
- Wider sidewalks, more crossings
- Would like to see wider sidewalks

Branding 16 of 1193 dots

- New planters
- A modern, more sophisticated theme
- Local shops
- Artsy like Kensington



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At the open house stakeholders could look at a map of the study area and place comments using sticky notes. The comments received are below.

General Comments:

- One way streets (33ave going West, 34 ave going east)
- Increase setbacks at frontage
- Reduce speed limit to 40km/hr on 33 and 34
- Reduce speed between 20-14 street for safer cut through
- Reduce and enforce speed limits
- Part the crosswalks
- Walkability to parks, library, hair cuts (want a safe environment to start a family)
- Connect beltline cycle track to community
- Encourage foot traffic
- Love lights on trees during holiday season
- Traffic backs up onto Crowchild
- More tree, pedestrian friendly sidewalks
- No room for additional parking from new developments
- Big trucks make deliveries in busy areas
- Increased traffic on 33 and 34 between 18-21 St causing danger to pedestrians
- No big box stores that block windows
- Make area more pedestrian/bike friendly
- Do not want one way streets
- Pay tribute to historical feature of neighbourhood (ie/old theatre)
- Bring back streetcar
- Create a cohesive identity throughout area, pay tribute to old
- Make safer crossings for offset streets on 34 ave
- Safer pedestrian design
- More street trees
- More markings at intersections
- Potential for pop-ups? Parks? Something for kids/teens?

- Improve bus service with increased density
- Improve bump outs
- Would like to see bike route on 34th
- Bike lane along 32nd

33 ave / 22 St:

- calm 22 street, too fast
- 33 ave / 21 St:
- Speeding concerns on north side of 33rd on 21 St, add speed bumps
- stop cut through traffic on 21st
- Should not allow parking on left turn off 33rd (north of 33rd)
- No left turns east from 21st onto 33rd (like 22nd)

33 ave / 20 St:

- Speeding concerns on north side of 33rd on 20th street, add speed bumps
- Advance green eastward for left-hand turn going north on 20 St too short
- Shopping center needs update
- Left turn signal from 20 street to 33 ave
- Deliveries in alley block parking behind blush lane during the day.
- Poor visibility exiting alley from blush lane
- Congestion during peak hours

33 ave / 19 St:

- Narrow crosswalk
- Drive aisle btw 33 and 34 @ 19 street too narrow with parked cars

34 ave / 22 St:

- Speed bumps



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34 ave / 21 St:

- Traffic back up
- 4-way stop

34 ave / 19 St:

- Street crossing unsafe, parking too close to crosswalk that people need to peek out between cars

34 ave / 16 St:

- Car repair shop takes all on-street parking with long-term car storage from customers on street
- Auto shop needs to be cleaned up and control amount of cars on the street
- Clean up city lot on 36 ave and 16 street
- 34 ave / 15a st:
- 34 ave / 15 st:



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

Online Comments Summary

Q. “What makes Marda Loop, Marda Loop?”

181 people responded. Responses were grouped into like categories. Below are the top seven themes with some sample comments.

Theme	Sample verbatim comments
Amenities/Local Businesses	<ul style="list-style-type: none"> • Enough local amenities to easily get to • To be able to walk/easily access amenities, grocery stores, coffee shops • More focus on getting more restaurants, coffee shops, retail, etc in the area
A sense of community	<ul style="list-style-type: none"> • Marda Loop has an old town feel. • A safe, friendly area where you know your neighbors • A village for the people who live here
Vibrancy	<ul style="list-style-type: none"> • A vibrant community with up and coming new development • A variety of architecture that's pleasing to look at • A vibrant up and coming main street and mix of old and new.
Heritage	<ul style="list-style-type: none"> • Marda Loop has an interesting history that needs to be celebrated. • quaint history of the streetcar past • Marda Loop has an old town feel.
All ages	<ul style="list-style-type: none"> • Lots of young families make for great energy. • Marda Loop is a melting pot of students, young professionals, young families and people who have lived in the community their whole lives • The mixed residential creates a true community of all ages and incomes.
Pedestrian comfort	<ul style="list-style-type: none"> • Hopefully there will be more wider sidewalk/boulevards • Pedestrian safety should be number one priority • Wide sidewalks for pedestrians
Traffic	<ul style="list-style-type: none"> • More traffic calming measures required particularly on 33rd avenue. • Traffic calming is good • The traffic congestion has led to an inability to get anywhere in a reasonable time,



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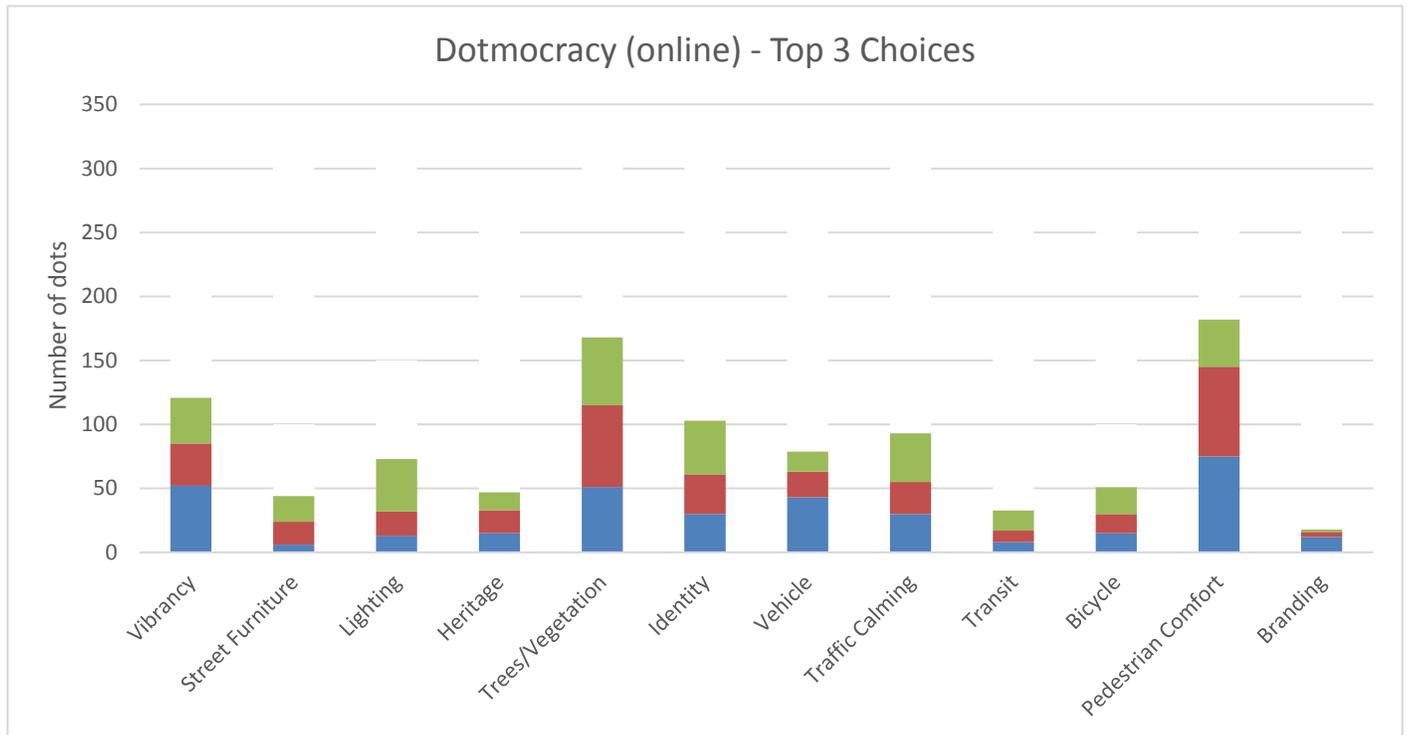
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Q. Rank the streetscape features you feel are most to least important for Marda Loop.

Choose at least your top 3, you can rank all 12 if you wish.

Below is a graph that indicates which streetscape features ranked in the top 3.

Blue indicates 1st preference Red indicates 2nd preference Green indicates 3rd preference



Q. How would you prefer to be engaged on this project

Check as many as you would like.

	Online Survey	Small face to face meeting 20-30 people	Large open house/drop in style	Walking tours of 33/34 Avenues	Other
Online	398	96	166	119	2
In person	36	25	30	23	
Total	434				



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Verbatim Comments

Verbatim comments include all written input that was received through the online 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 (name removed).

What makes Marda Loop, Marda Loop?

- Walkability and modern trend shoppes and boutiques. In a vibrant community with up and coming new development, Marda Loop is a great place to dine, shop, meet up for coffee and gather all year round. Historically with the rail car, the past meets the present in this community mixed with families, corporate business folk and an active retiring population.
- Walkability, variety of businesses, with residential areas in close/walking distance to amenities, -high density and high-end businesses
- Terrible walking experience
- Currently, it's the difficulty in finding parking. Eliminate this and it becomes the combination of small businesses and residences with wider sidewalk/boulevards to stroll along. Hopefully there will be more wider sidewalk/boulevards.
- Right now, it's a typical developing thoroughfare with little planning and limited aesthetic appeal. Some relationship to its history with the street car, more commercial vibrancy, sun penetration and legitimate vegetation would help immensely.
- What makes marda loop is the off leash sandy beach area that is walkable distance from much of the neighborhood. This along with the vibrant outdoor pool / kids sports and newly developed art center and the library. These should all be connected with neighborhood live/work/shopping & bistro's stretched intermittently along 33avenue right to 14 street to create a walkable, vibrant neighborhood. Also a bike lane along 32ave.
- Small shops & restaurants made it interesting, comfortable & pleasant to explore & walk through - at least until the large building (with Shoppers) was allowed on S side of 33rd Ave, blocking sunshine (on both sides of ave some times of the day/year) , making it cold, dark, windy, icy, & less interesting (1 monolith taking up 1/2 block), less pleasant for walking. Also walking reduced by sidewalk along NW corner of 33rd Ave/20 St - narrow, rarely kept clear of snow/ ice - avoid front parking!
- The mix of old and new. The variety of different shops and stores, how walk-able it is (the closeness of residential/living spaces and commercial spaces). It's density, it isn't a suburb has a variety of types of housing.
- It is a super quirky space! I grew up in Marda Loop, and currently live nearby in Elbow Park. I really love the community events, and wish there was a bit more pedestrian space so that these could reach their full potential. I also like that the

buildings are quite low (I'm sad that there are more and more high rises in the area) and there are unique small and local businesses with storefronts. It's a shame that there's so much traffic, and it's not currently very pedestrian-friendly.

- No high rises but ample density to support retail, great character
- Central location with many different establishments within walking distance- restaurants, coffeeshops, grocery stores. Green space close by and plenty of vegetation
- Marda Loop defined by being very family friendly (even to dog family members) and having niche shops and a great history.
- It's a small, family community that is organically growing.
- A trendy walkable area.
- Walkability. The desire of people to walk and enjoy the amenities of Marda Loop is very attractive to those that live in the area. Having areas where people can congregate helps bring vibrancy and energy to the neighbourhoods within close proximity of Marda Loop.
- I think the most important thing is lighting! More specifically, lighting that keeps light pollution to a minimum, and towards the redder end of the spectrum to minimize interface with the circadian rhythm. Beyond that, trees! Lots of trees to eliminate the feeling of being surrounded by concrete. Lastly, there's only one grocery store in the neighborhood, and any changes to traffic absolutely must not interfere with those who need to drive for large grocery runs.
- Small and accessible
- Congested, lacking infrastructure, schools, grid lock, one grocery store for an ever increasing high density neighbourhood, not remotely walkable area, no kids friendly pubs/eateries, nothing similar to high street shopping, it's a lacklustre plaza filled suburb.
- The sense that it's an inner city community with a bit of elbow room. Enough local amenities to easily get to, without oversaturation on franchises. A nice blend of old and new.
- Common place for everyone to walk to and mingle creating a neighbourhood feel.
- Marda Loop is a melting pot of students, young professionals, young families and people who have lived in the community their whole lives. It is eclectic in nature because of the diverse range of people who live there. It is young and old, old buildings and new.
- Marda Loop is one of the most desirable "inner-city" neighborhoods to live in. It's close to the downtown core and offers a relatively walkable lifestyle within Calgary. Those that live in the Marda Loop area are like-minded individuals that live here because of the lifestyle. To be able to walk/easily access amenities, grocery stores, coffee shops, etc, make Marda Loop desirable. I recently moved to the area from Vancouver and was drawn to the walkability and potential for urban growth.
- walkability. unique stores like a mani-pedi place that is licensed.
- It's really one of the best neighbourhoods in the city ... love 33rd and 34th avenue ... can't wait for it to be given some much needed attention...



- I would really like to see more focus on getting more restaurants, coffee shops, retail, etc in the area. Much like Kensington and Mission areas.
- "Marda Loop had a wonderful community setting with huge potential. There are lots of amenities but it needs to attract more restaurants & have better parking. We Avoid going into the area because of parking issues.
- The Garrison woods Safeway & shops are varied, easier to get to & include the parking. Greenspace is needed!
- Blush Lane is a nice addition but it is hard to get parking and it is overpriced with limited selection. With the new condos going up, The lack of green space along the road"
- At this point nothing. The neighborhood is in transition to look like any other neighborhood in the city. The character has been slowly removed. Marda Loop is Marda Loop because it's close to downtown and an east/west traffic corridor.
- We love Marda loop for the accessibility to all the amenities. We walk to our grocery store, for coffee, for dinner, to the pharmacy, hair salon. The access to so many things you need as well as things to do for fun like restaurants and patios, unique clothing shops, yoga and working out. So many unique local business to support and get to know the neighbourhood.
- It's distinctive middle-upper-class approachable feel. With all the creature comforts to sustain an individual without exerting oneself too much. Its high liberal-leaning dog-resident population is also notable.
- But on the question of what could make Marda Loop. Let me think in short sentences.
- We could be more artist-friendly, artists are effective inventing identities. We are grappling with identity issues after all. And Marda loop doesn't really have one currently.
- Commercial community in a central urban residential neighborhood. It is unfortunate that 33 Ave also serves as major transportation route, connecting Crowchild trail to 14St. Much of the vehicle traffic does not participate or contribute to the communities along 14St or Marda Loop businesses. Some argue for more vehicle lanes, but this will only encourage more traffic, noise, pollution, danger, and contribute little to the community. I am in favor of pedestrian and cycle-friendly infrastructure.
- Walkability! I moved here so I could ditch my car and walk to everything I need. The LOCALLY OWNED businesses are very important to the vibrancy of our community, and contribute to the village feel of Marda Loop. I would hate to see big box or chain businesses move in. The eclectic nature of the shops and restaurants ensure that everything we would want or need is covered. And the mixed residential creates a true community of all ages and incomes. Love this neighbourhood!
- A community that listens and engages. We attended the info session on Feb. 26 - WHAT A WASTE OF TIME - the room was too small, the poster boards had printing



too small for anyone with less than 20/20 vision to see. We went expecting to see some actual ideas - not photos from other cities. No where did we see any ideas as to how traffic flow will be improved, nor the impact this will have on neighbouring streets. Let's hope the next meeting is in a larger space and displays are more relevant

- Unique character, identity, ambiance & diversity of younger and old generations
- A walkable neighbourhood with vibrant streets for people not just cars.
- I love that it has a "high street" for shopping, coffee, food, pharmacies, etc. so that I do not have to drive to the big box stores. I want to be able to walk around and accomplish my errands for the day. Marda Loop area is family friendly, which we love. Altadore on the west side of 20th, north of 50th needs a lot of TLC compared to the rest of that area.
- Trolley car
- It has a hip neighbourhood feel, with unique small businesses, restaurants and coffee shops to encourage people from the city or in the neighbourhood to visit. encouraging pedestrian and dealing with traffic / parking is going to be key. A gem outside of the downtown core, but still inner city. Lots of young families make for great energy.
- Walkability, identity! Shopping! Restaurants! Community! But a place where people still live and need to get around by car (mostly) and have a place to park at their home.
- It used to be a vibrant place for people of all backgrounds and very vibrant, fun, friendly and neighbourly. With the

prevalence of new, high-end builds that require 2 high incomes to support, the area has become totally gentrified, populated by people that no longer spend time in the community. There is no active community only people trying to protect their property investment by ensuring that others from different socio-economic groups - or service workers here - cannot afford to live here.

- Marda Loop has an old town feel. Character..people are super friendly, businesses put out bowls of water for passer bys walking their dogs. Keep it old school..charming
- Restaurants, shops and cafes. A walkable pedestrian friendly neighborhood. It has definitely lost its identity with a huge increase in traffic and ugly condo buildings (where shoppers drug mart is). We need more cafes, outdoor seating and parks instead of banks and sunlight blocking condo buildings. Let's add greenery and parks and manage traffic better to make it enjoyable to walk there instead of trying to avoid all the exhaust from the million cars! IMPROVE ZONING to reduce # of people/cars
- When I hear "Marda Loop" I think traffic. That is what defines it to me now. I use to think of it as a cute, up-and-coming neighbourhood, but all I see and feel when traveling down 33rd is traffic. This does not mean you should try reduce the amount of traffic; it means that you should update the infrastructure to accommodate all the new condos and high-density housing that is being put in. After that is solved, then you should worry about "pretty-ness"



- It is walkable, friendly, community-oriented, and supports small business. It is a place to live and play. It has a mix of everything- green space, entertainment, shopping, arts.
- Easy access to amenities, good local shops and restaurants and a family-friendly environment.
- 1. it's a ""neighbourhood"" with a high street
- 2. it's walkable to a wide range of facilities / amenities
- 3. it has a complete range of demography's: singles, young couples, young families, mature couples, retirees, and several types of seniors
- 4: and a complete range of housing alternatives for those people...
- Fun shops, restaurants, services that are attractive, trendy and walkable from surrounding communities, communities that are arts oriented and have quality housing and attractive streetscapes. Community events that pull people together such as Marda Gras and the Marda Loop Farmers' Market. Access to beautiful parks and bike paths including Sandy Beach, River Park, and North Glenmore Park.
- Living in Marda Loop is like living in a small town in the middle of a big city. I love it! It is so nice to be able to walk to my services, enjoy the restaurants & coffee shops on foot or simply go for a walk with my grandchildren. The development done so far has really enhanced that experience and makes our neighbourhood feel so special!
- We can walk to our stores and restaurants. We feel secure in this neighborhood. On 33ave we would like to have more local restaurant with patio. The speed limit should be reduced, it's dangerous sometimes. Problems with parking and traffic. Marda loop continue to grow we get every day traffic jammed. Specifically corner of 34ave and 22st sw. A public art studio open to the public and artist, something like our libraries with a patio for the public to enjoy seeing artists doing creation=s.-)
- Boutique shops, restaurants; walkability;
- I bought in Marda Loop four years ago when I moved to Calgary. I loved the neighborhood feel and walk ability. It has been disappointing to see the density increases and the traffic increases. The intersection at 34 ave and 20st has been surprising nobody has been injured there since the new retail opened. The neighborhood feels like it is losing its quaint/personable charm. My daily pet peeve is traffic parked both sides on 21 st from 33ave to 32 ave. Hopefully this review makes me want to stay
- What MADE Marda Loop, Marda loop, you should say! Every single piece of heritage and identity is being systematically destroyed, with the blessing of the City of Calgary. Last one in date, the heritage coffee house that used to stand on the corner of 33d av and 18th street. Crushed in 1 day. Every bungalow going down sees a 3-4 storey building rise. Ugly. I m blaming you for authorising this. Your concern is coming but too late, damage is done.
- The people and their interactions with others.



- Friendly feel, nice shops, walkable, nice mix of residential and commercial. It is getting busier-needs more public park(green) space- gathering areas
- The eclectic nature of the neighbourhood. It feels like a random collection of shops, architecture and ideas that was dropped down with very little planning, but the chaos works. You can walk by sleek, modern buildings on one block, and in the next block you're walking by colourful old houses that contain interesting and fun businesses. That, plus the walkability of the neighbourhood--everything is close by and easy to get to without a car.
- Marda loop is an older neighborhood that is now being taken over by millionaires. It turned into a quaint neighborhood full of historic homes to giant mansions and infills with only 2 people living in each one. Make it pedestrian friendly and make it a livable area for all TAX BRACKETS. Marda loop is selling out like all of the other historic neighborhoods in Calgary. It sold out to entitled douche canoes who drive porches and g-class Mercedes.
- A safe, friendly area where you know your neighbors with coffee shops/pubs/places in the hood to walk to and meet up. A variety of architecture that's pleasing to look at. Retail services like grocery store, bank, wine store, pubs that are easy to walk to. Focus on making 33rd more pedestrian friendly. Bike lanes have been good to have.
- Marda loop is charming and en route to becoming a community that can serve anyone who wants to make it home. Hopefully it continues to grow and develop becoming a village for the people who live here, and a destination for people to visit. A bigger focus on pedestrians, ease of access to get around, and traffic calming on 34th. I know its an emergency route, but there has to be some method to make it safer for pedestrians and less of a speed through cut through.
- It is inner city, a little nest within the area of parks (including a dog park), shops and housing. It is quiet except 33 Ave for traffic. Transit is lacking to the area if so I bike faster. Heritage wise: mark and made Marda loop :) it's a station will all amenities.
- Unique character and young families who want to be out on the sidewalks and streets more but can't because of horrible infrastructure (due to development) and too much traffic.
- Walkability; access to shops, amenities and green space/parks
- Walkability, character, vibrancy.
- Pedestrian friendly, safe, eclectic shopping and residential area, farmers market, welcoming feeling that draws from smaller neighbourhoods around.
- Stop approving 5 plus story condo buildings, this doesn't not align with the Marda Loop ARP. Tell the community how you are going to handle traffic on 33 ave near 22nd street (specifically on the north side of 33 Ave where the massive condo building is being built). There's a reason people avoid Kensington like the plague, the parking is awful and the traffic congestion is even worse. You are turning Marda Loop into the exact same thing. Actually LISTEN to what the residents WANT!!



- Small local places to eat and shop to walk around.
- To us Marda Loop is the centre of the model modern inner city neighbourhood; showcasing a mixture of urban and suburban lifestyles (positioned somewhere between a Beltline/downtown liveliness and an aspen woods sprawl). A nexus of modern (Altadore / South Calgary) as well as classic (Garrison Woods) elements of high standards of living similar to Kerrisdale in Vancouver. Suggest curating crosses between boutique/local & traditional commer. driven by city-led infrastructure (like east village).
- We could also be innovative and install indoor (winter) /outdoor (summer) gathering and family/kid street features (amphitheater, play equipment) to encourage more time spent by families walking along the street all year round. Think what it would entice a family to regularly spend the day walking up/down the street generating traffic for businesses rather than only point to point vehicle traffic
- Low rise heights. Do not change zoning to allow higher buildings than 14 m. If you shadow the surrounding streets, especially east/west streets, you lose the special quality that Marda Loop has. The sunshine is critical to the outdoor walking experience and street feel.
- Heritage: Army base, transit connections 1920 - 1950 area development, shops, small eateries/ bars, character homes, infills, small scale developments (no more than 4 stories high.)
- It's easily walkable. However 20th and 34 needs restricted parking put in and 34th and 21st is terribly hard to cross due to cars parking and blocking visual lines.
- Walkability and small local businesses along main streets. Huge population in the area and growing with new multi family developments, but not enough road infrastructure to handle the increase of vehicular traffic. Chief example is the Four way stop at 20 St and 34 Ave SW needs to change.
- It is an eclectic mix of independent businesses and dwellings. It is a frustrating place to drive and very dangerous to be a pedestrian, with parking which obscured views of oncoming traffic. It is never ending construction which would hopefully be managed better and coordinated to prevent disruptions in travel.
- Marda Loop has a huge potential of becoming a unique site in Calgary (just like Inglewood or Kensington)
- Urban village feel but parking still reasonably friendly. Would not want to end up like Kensington where the parking is a nightmare and most people I know avoid going there. Would also want the commercial to be local rather than large international chain stores. More outdoor seating for restaurants, more little quirky shops, more landscaping and plants. Try to keep things like banks and insurance offices away from the street front - the TD ruined the corner of 34 by the Safeway.
- As a relatively new resident to Marda Loop, I have found that the area's walkability and the unique book-ending of commercial (west end) and community (library, pool, community centre, etc. on



the east end) are what defines the area for me.

- It is a credibly, clean access to services and goods. It has a community feel and the closest to services for us. It a safe location to walk at night and a nice place to spend an afternoon when shopping. Parking and traffic can be an issue on occasion.
- Quaint, family friendly, dog friendly, energetic, vibrant, character, historical, healthy living
- A feel of a pedestrian friendly outdoor shopping/restaurant hub outside of downtown. Buildings more than 4 stories will ruin the neighborhood feel.
- Friendly, safe inner city neighborhood with interesting shops and restaurants. Great for all ages with excellent community spirit. A place you can walk around, go to the park, send your kids to school, stop in for a pint at the local pub, grab an ice cream and run with your dog. Live downtown without living downtown! A great place to call "Home"
- Used to be a quiet, easy to access neighborhood. It has turned into a traffic nightmare as population density has increased at exponential rates, increased building construction closes roadways or narrows streets. 33rd Ave is now used as a cut-through for people trying to access downtown during peak traffic times. Yet 33rd Ave is not snow plowed adequately as the main corridor that it has become, leaving narrowed lanes. You absolutely must address parking, traffic and street clearing issues.
- history and development height cap which reduces the feel of density
- Interesting topography, quaint history of the streetcar past, good mix of stores and services, very desirable central location with good access, potential to create quaint village style feel. This needs to be balanced with rapid growth, condo buildings and townhouses going up; street is at risk of becoming very mismatched and hodgepodge. 34th is that already with no thought given to any masterplan, unfortunately. Both streets are at great risk of major traffic congestion due to this growth.
- Its perfect the way it is. Its a Classic little Calgary gem that has history charm and beauty.
- Marda loop is my home; it's where I grew up. A safe place where I rode my bike and walked to the max with my friends. A place with friendly people, where everything was a few steps away.
- Well, in my opinion too many big businesses are coming in to Marda Loop without any parking for them all, and pushing the small businesses out of Marda Loop. So what used to make Marda Loop great is changing. Also, as a city it may want to clean up some of the poorly run businesses in there (such as the "chinese massage" place right on 33rd). That no one will look in to or do anything about.
- Marda Loop 20 to 30 years back was a very unique quaint place to walk and shop. Over the years it has become a very congested cold feeling place. You can feel and see peoples anger over the traffic and parking that has never ever been addressed. The most disappointing thing is we are forever being shown pictures of the old quaint shops from the original



Marda Loop to give you the illusion that is the feeling you will get when you come here when in fact that is not what is being built.

- It's a convenient upper scale inner city community close to great downtown hot spots, but still offering comfortable and quiet living.
- Pedestrian friendly neighbourhood with tree-lined streets, wide sidewalks and a community feel.
- Nice little compact and walkable community with amenities.
- I've lived in Marda Loop since 2014, I love the community feel and that all local amenities are in walking distance. I live right on 33rd and I am really saddened with all the "over the top" construction the City has allowed recently. I am all for upgrading /progressing communities but allowing 3 and 4 storey highrise condo blocks just ruins the lovely small village community feel. I'm so disappointed building laws were changed to advantage greedy commercial developers. Residents are forgotten.
- I don't think Marda Loop was really much of a hub before the first stage of development. I think that it is still in its infancy of creating an image/character.
- I would say that mid/high spec restaurants, bars, shops are needed - private ones if possible.
- Pedestrian safety should be number one priority as I have seen some very near misses over the past few years. More crosswalks and more safety lighting!!
- Its similar to Kensington/Bridgeland in that it feels more like an actual community, compared to other neighbourhoods which

are just houses that are a 10 minute drive from a busy area full of shops. Ie.

- comparing crowfoot (all businesses you have to drive to) to Kensington (businesses you can walk to, no giant parking lots, more local businesses etc).
- Central city location. I can go anywhere in the city in 20 mins. I can get what I need in 10 mins. The shops on 33 Ave and 34 are great to hang out.
- Walkability, unique boutique shopping, independent and especially local retailers, proximity to downtown and to the Elbow River.
- It's sense of community. The collection of local business. It's walkability.
- "We already have branding, however that only exists from Crowchild Tr to 20 St SW.
- Those lovely little houses that are shops on 34 Av between 19 St and 20th St."
- The archway, the phil and seb's, the greenery (flower shop included),
- Easy walking distance from Richmond-Knob Hill so I can walk or drive half way and walk in. Smaller independent shop owners with a few major stores such as Safeway, CIBC, Post Office. Love the variety of shops, wide sidewalks for pedestrians. In the past there were lower building heights which lit 33rd Ave and the sidewalks on the north so it was warmer in the fall/winter. We could stroll and window shop enjoying the vibrancy versus dashing in and out running errands, going home. Don't overbuild!
- The proximity of resources within those few blocks on 33rd & 34th avenue. The unique businesses coexisting with major chains- both have a place and give you a variety of options.



- History, vibrancy, small businesses, and strong community. A place to walk around and experience culture, restaurants, and shopping.
- I live about a 10min walk from the center of Marda Loop, and it is such a lovely neighborhood that is constantly getting even better. I LOVE having the amenities we have so close to us! We walk everywhere, even in the dead of winter and snow. Therefore the feature I think is the most important is Pedestrian Comfort. Continuing the Garrison Woods feel, and making 33rd and 34th ave into 'Main Streets' concept is going to be just even better for the neighborhood and the people that live here!
- The closeness to downtown and Glenmore reservoir. Our streets and our community.
- Even greater than its trendy shops and restaurants is its strong sense of community brought to the area by its people, both the business owners and the many people who call Marda Loop home. The concentration of businesses along 33rd and 34th has created a hub for the community and brings people together. The older it gets, the better it gets!
- Community! Walkability to amazing businesses and parks. Dog friendly. Safety. Love this area!
- The people, the independent shops, the heritage
- For me Marda Loop is home. A place I am every single day. It is crucial the people who have been given the power to impact my home consider the people who live here and drive here to get to and from work etc.
- Marda loop is small business, being able to walk around and enjoy what is being offered. Marda Loop should include everyone's needs and wants, not just the businesses. The charm of the neighborhood is being lost to the over development and congestion as a result of the over development."
- Existing community character
- Independent businesses. Neighborly feel with lots of young families
- We need to showcase our historical background while also finding ways to address major traffic issues. Many new residents will be moving into several new condo developments soon so parking and traffic issues, which are already bad, will need to be addressed immediately. The safety of the crosswalks near 33rd Ave & 20th St must be improved since impatient motorists are nearly running over pedestrians on a regular basis. Lighting, trees, signage and eye-catching art/decor could also be added.
- Walkability. Gathering space for coffee, restaurant patios.
- An eclectic mix of old and new! 100+ year old historical homes and buildings, mixed with brand new amenities. Marda Loop is extremely walkable. It has a vibrant main street, yet is also surrounded by a safe and comfortable residential area. Marda Loop is always changing and growing, yet new developments honour and respect the heritage of the community.
- Get rid of driving in Marda Loop. Just make it pedestrian only n biking. How neat would that be?
- Safe, pedestrian-friendly walking. Green spaces. The farmer's market. Local shops.

- I live in a rental property in marda loop right now on 34 ave. It is on a main road. I think the heritage and the identity of marda loop is what makes it so special. It has the small town feel while being in the big city. It's a nice place to be around and you always feel safe walking around in the community. The parkways are also wonderful and should be a major part of it as well.
- Mardaloop is a great friendly, inclusive, trendy neighbourhood.
- small shops and variety
- Shared community responsibility, safe for young families, close to downtown.
- The walkability and vibrancy, the crazy/amazing mix of housing types, the small local shops, the amazing location
- Vibrancy if key - but not as you define it. vibrancy is the 'life' a community has.... how many pedestrians are there?. are the shops open early and late?. is there are good variety of stores?.. etc. Marda Loop has a decent start (especially compared to the most of the city) but it needs more. Traffic calming is good, not necessarily how you've illustrated; keep the roads narrow, allow parking, have shops people are going in/out of and traffic will go slow.
- Small but still viable shopping and dining district;
- The amount of sun and sky that is visible while standing on any of the street corners in the loop. The small town vibe from the independent businesses and the high number of pedestrians going about their daily commute. I would definitely like to limit the height of buildings on 33rd Ave. I live and work in Maria Loop and sensible, attractive development is very important to me and my family.
- Marda loop has kind of lost its self in all of the new construction. The street infrastructure for pedestrians and drivers is seriously lacking, and we haven't really drawn in any new unique shops, restaurants or experiences and has really put us below a lot of the other communities in the city.
- I have lived in Marda Loop for 15 years as well as owning at street level business on 34th. I have been disappointed with the city's apparent engagement that results in shaded sidewalks, challenging pedestrian travel, and so much density without considering how narrow 33rd and 34th are. We have lost the walkable community feel and have gained banks and chain retail. The more thoughtful 2-3 story retail / living with sidewalk trees like the original Garrison development is still more appealing.
- Small boutique shops, cafes, and store fronts, walkable, easy access to downtown, string community, has a history within Calgary
- Our family chose Marda Loop because we wanted an inner-city lifestyle where we could walk or have a short drive to many of our destinations. We did not want to spend a lot of time in our car. It has changed in the 11 years we have lived here, and the traffic congestion has led to an inability to get anywhere in a reasonable time, including trying to drop our daughters at dance near the Safeway. It is making us rethink living here, because it is losing the ease of movement we used to enjoy.



- Variety of small businesses, walkable, close to downtown, surrounded by residential, it's density without height
- Lots of small independent businesses, mix of architecture from different time periods, sunny streets.
- "We moved to the area for two primary reasons
 - 1. Proximity to downtown
 - 2. The fact that we can walk to all amenities:)
- To me this community is like a small town, u go for a walk for morning coffee and you know you will bump into some friends or neighbors you know"
- Walk ability.
- Walk-able residential community with a vibrant, pedestrian friendly restaurants and businesses. More traffic calming measures required particularly on 33rd avenue. Speed limit on 33rd avenue must be reduced from 50km/h as turning left from feeder streets is dangerous at times. More traffic lights / speed bumps / pedestrian crossings are required.
- heritage homes (the few that are left) walking distance to everything. off leash park for socialization of dogs and people as well as exercise, restaurants, groceries, library, pool, community association activities, mature trees, interesting architecture (not square boxes) mixed ages of residents, some kids, some seniors, some milleniums. commercial contained in set areas not long rows of stores. well patrolled by police, walking distance to downtown, good public transportation, aarp controlling
- Progressive urban feel within a small community.
- Groceries, drug store, clothing, banking, salons, entertainment, community centre, library, outdoor pool, quiet neighbourhoods, green spaces, schools.
- Everything I need so close by.
- Marda Loop is an excellent place to raise a young family. I would like to ensure that the area remains safe for kids, which includes road/pedestrian safety, green spaces to play, and a low crime rate. 33rd and 34th aves hopefully will not become blocks of tall buildings that close off natural light and make the area feel like a fortress. The developers would certainly benefit from 3+ story buildings, but the surrounding neighbours will hate it.
- The density of unique restaurants, individualistic stores, and sense of small town community all mingled into a modern network of society. It is important to keep the unique title that marda loop holds, and not lose the heritage or identity, but rather further it's uniqueness and attractability without losing function. We need to ensure there is ample parking and driving room.
- Marda Loop is named after the former streetcar loop that ran through the neighbourhood. Streetcar suburbs embodied an ideal urban form that should inspire the future development of the neighbourhood: centred around a Main Street that contains a wealth of businesses and amenities that serve the local residents within walking distance, access to reliable transit that connects the neighbourhood to the larger city, and a population density necessary to sustain the first two features.
- Being able to walk down 33rd with or without my dog and still find other animal



lovers with their pets. The friendly feeling you get entering any of the side shops.

- Lastly being a family of all shapes and sizes neighbourhood.
- Marda Loop is still in the process of becoming something. It's a mix of restaurants and shops with some apartments and mostly single houses nearby, but lacks a sense of place. It suffers from high traffic off Crowchild Trail. Current bus routes are inconvenient and slow options. Cycling's getting better with lanes on 20ST, but 34 AV is dangerous & scary. Push cars away from the 33AV exit. Add wide sidewalks, trees and furniture. Connect peds & bikes across Crowchild. Restore the streetcar!
- Quaint, walkable, easy living, trendy. Range of amenities such as cafes, work out studios, shops, etc.
- Small town feel in the middle of the city. So walkable.
- That it's continuing evolving! A vibrant up and coming main street and mix of old and new.
- Its historical background. Please consider how the traffic and parking will be severely impacted by the numerous condo developments that were recently approved by the city in this neighbourhood. The area is already overly congested with little to no parking and this situation will only become worse as the complexes open. The lighting fixtures replaced under [name removed] direction don't produce enough light. More trees/plants and eye-catching decor are needed. Signage needs improvement too.
- The artisanal historic vibe with a hint of free spirit.
- Walkability, mixed land use, inner city lifestyle that is family friendly, safe atmosphere anytime of day, ability to access amenities in the same place you live without having to drive (but being able to if you need to)
- Quiet neighbourhood with a diverse demographic. Great for families. Feels like a suburb but centrally located.
- Hipness. Restaurants. Shops.
- Sense of community, amenities, close to downtown,
- I have no idea anymore what Marda Loop is other than a development site for too many condos and the ensuing traffic issues. Any streetscape features need to address the fact that the City has densified the neighbourhood with no consideration for getting residents and visitors into and out of the area in an efficient, safe way.
- It's location - close and easily accessible to downtown (Crowchild and bus routes) with all required amenities within walking distance, especially the grocery stores and shoppers drug mart, as well as fitness studios, restaurants, hair salons, and boutiques. During the week I bus to work and don't feel required to drive for errands. Lately however it is defined by an influx of development and increasing traffic. I'm glad to only be renting, I don't think I want to live there in the future.
- Centrally located, close to downtown but far enough away. Strong sense of community from many folks living in this area, programs and initiatives are well supported. Excellent for walking to your favorite one of a kind store - from clothing and professional services to food and restaurants.



- I love the character of the community. It has been diminished in past years due to the huge infills that do not fit the community streetscape that have been built. But the character of the community is lovely, the history it has with regards to the military museum, etc. It has some good areas to walk around, and is close to the lovely sandy beaches park.
- I don't think Marda Loop has much to offer in terms of Design elements... Maybe kitchy, old houses. It would be nice to have more art in this area.
- A community vibe neighbourhood with a great selection of local shops and businesses and a space I'd want to walk to and enjoy on the weekend.
- It is the variety of new and old buildings, funky shops and the ease of walking around in the neighbourhood.
- The charm and uniqueness of the community. But it is being eroded by all the high density condos being shoved into the community. No one is listening to the residence who have lived here for many years. It seemed to be all about \$\$\$\$\$.
- Unfortunately what made marda Loop such a nice place to visit and shop is disappearing. I loved all the small family run boutiques and there are very few left. They gave the community such wonderful character and it made it a destination for unique gifts and items. As someone that grew up in this area I am happy it's being revitalized but the cost is all the character it once had. The photo you have pictured is all that is left of what was charming there.
- I love being able to walk to the grocery store, the library or for coffee in the neighborhood. I try to walk as much as I can and really appreciate that Marda Loop has so many shops and services available to local residents. I want to see that "walkability" continue, but the volume of construction on new condos has me concerned that more cars and a need for parking will supercede the pedestrian focus. It's distressing to think that the neighborhood will become just another car-dominated hood.
- In the context of the Mainstreets development, it's namesake. It was a vibrant commercial area for small, independent businesses. The street car loop, as well as Currie Barracks, provided the pedestrian traffic. The mainstreet provided the place for people meet, socialize, shop, see their doctor, etc. We still have that social and commercial aspect, but have lost the connection to the street car. This was a unique part of history in this area, unfortunately now without a modern reference.
- The shops, pedestrian friendly especially in the warmer months
- Small village feel among residents and local businesses. Amenities within walking and biking distance. Medium density housing without high-rises.
- Vibrant WALKABLE neighbourhood with an urban feel. Brick buildings. Mixed use. However before you get to beautifying the neighbourhood, please solve the traffic issue (cars NEED to get in and out). Please remove on-street parking on 33 during rush our.
- At a basic level it is a commercial street that serves the neighborhoods of South Calgary, Altadore, and Garrison Woods. It



provides opportunities for residents to work and shop without driving across the City. On a more emotional level it has the history of being the end of an old street car line and it once had a well known movie theatre. It also has a history of smaller scaled commercial spaces which have housed quirky independent shops. Today it lacks the population to support much more.

- Marda loop has a unique character with interesting history. Many people remember Marda Loop from their childhood with its unique mix of retail stores and walkable neighbourhoods
- Calgary History and current vibrancy of Calgary
- Specialty shops, walkability and biking lanes.
- Sense of community and has a good vibe.
- Lots of potential, minimal follow through.
- The fact that you can live here and have places to walk... local businesses and restaurants. There is a great social scene here and a unique sense of pride of community not often found in Calgary.
- Neighbourhood businesses that we can talk to. We try to support as many as we can.
- The low buildings which have more of a human scale, which allow sunlight to flow in and around. Quit allowing massive land consuming structures to be build just to increase the cities tax base. They ruin the feel. Allow buildings no higher than 3 story's to prevent giant shadows being cast on the sidewalks. Create 20 foot setbacks to allow for coffee shop, restaurant chairs. The city is becoming more European with increasing street

culture which makes areas like this more interesting.

- Walkable community with lots of diverse shops, close to downtown. Family friendly
- Walkability, green space, ease of access to everything in west side of Calgary, proximity to uptown and downtown, restaurants, bars
- It's always been a social place, even way back when the Marda Theatre was there.
- Walkable community but still hasn't reached its potential. I envision a day it looks and feels like Kensington but so it is still lacking good restaurants, contemporary shops and more pedestrian friendly structure.
- Young families, residential area within the city. Kids can play, adults can play with bars restaurants. Vibrant but safe for kids. Village feel. Currently development is making traffic and parking problematic. We don't need high density housing, over population and overcrowding and don't want a 17th ave or even Kensington mark 2.
- Non-uniformity, somewhat historical mixed with new. Love the grid system, easy to navigate. I like that commercial is spread throughout community, little pockets here and there. It's awesome that people care about their community and get involved, could be more capitalization on the artistic components. Love the variety of housing, needs more affordable housing. The rate of infill is extreme, and I'm concerned some of the character housing will be lost
- Currently, Marda Loop is a special, inner city neighborhood in that it has a developing commercial industry but is still a great place to raise a family. I am



excited to see the development of more store and restaurants but am very worried that the proposed densification will push families out as schools become overtaxed and roads become congested and dangerous.

- The fact that its a walkable neighborhood. Its a gathering place for the community.
- A small-town type of main street with unique boutiques/businesses located within an established inner-city neighbourhood.
- Walkability, mix of business and residential, small & large businesses, access to parks, transit access, inner city, limited through traffic routes. Not over built (yet). Not over tall (yet). Only one 'concrete corridor valley of shadows' design failure (so far) on 33rd between 19th & 20th.
- Walk ability and interesting shops
- Its the Kensington of the southwest but not as big, diverse or eclectic. The main road is great but the back streets and business within them feel disconnected. Has potential but need to take more influence from 17th, mission, Kensington, Bridgland. Parking sucks bad and if I'm driving through i might as well just drive down the hill to 17th. Make people want to stay.
- Marda Loop is like a town of its own embedded in the heart of SW Calgary. It has a strong sense of community; local people and local businesses support each other. It is on the urban/suburban border, in a sweet spot geographically, with a mix of density, and a variety of opportunities to live, play and shop, all within walking distance. Marda Loop has an interesting history that needs to be celebrated. It has challenges too: E.g. walking infrastructure and transit has not kept up with growth.
- The low level development. We do not want apartment complexes that are more then 3 stories. Preserve the current community.

What is the one thing you would suggest to improve this event? (from the open house comment forms)

- More graphical representation
- More graphics, less words - too much reading.
- Move the posters back against wall - too crowded. Very wordy.
- "With drop in & lots of people, difficult to see posters w/out interrupting others.
- Would have like to have a presentation regarding info first."
- More spaces to add priority dots - too crowded.
- Larger room +/- or info boards higher so can see them.
- Larger venue. Too popular! Much of the info seemed the same as was already on the website.
- A presentation? How hard is that?
- Venue too small & crammed - need larger font on info posters - what were the tables in the middle for?
- The last meeting like this was also this busy - if you want meaningful engagement you should address the room size issue.



Impossible to try and get questions answered.

- Bigger space w/ speaker and Q&A.
- Video of vision.
- Start at 4 pm. Bigger hall. Correct address.
- Larger space
- Large venue - too busy
- Larger space/venue. Larger maps...some/most are too tiny to see even from half a metre back. Thank you for hosting one :)
- Boards were useful but difficult to read, print was too small and lots of people - larger info boards & bigger venue.
- Have Water Resources attend. Address city infrastructure issues.
- Have people there who can actually answer questions regarding traffic, congestion, etc.
- Larger facility
- Better space use
- Larger venue!
- Font was too small on posters. Room too small. Layout did not flow.
- More specifics with respect to what is really being considered re: zoning in the future.
- Bigger story boards.
- Larger space for presentation. Afternoon & evening presentations.
- It is great, can't think of any suggestions.
- Larger venue needed! More information that wasn't already on the city website would have made my visit here worthwhile.
- Bigger signs & more space
- Larger event space. Fill the white space on the info boards to make them easier to read.
- Bigger venue with how big the turnout was.
- Watch your spacing of exhibits - push closer to wall to have greater flow.
- Excellent people representing City. Polite, sincere - wanted to be helpful.
- Larger venue for better flow of traffic!!
- Better venue and access to info boards. Better/more direction on the available information.
- Listen to the people.
- Larger space to improve access to City of Calgary employees.
- More space/larger venue.
- More room
- "Poorly defined. Hard to read.
- Stop developing 3-4 story buildings."
- More organized to have an answer & questions session.
- The information was good regarding the present situation. I am leaving with no idea of what development in the future will look like.
- Convert boards to more simple/resident friendly language (not to the point of ppl taking offense, but just so the layman can understand things easier).
- "Re: Main Streets program - Agree
- Re: Streetscape project - somewhat disagree"
- Some images & text on posters is too small.
- Some of the visuals related to zoning were a little difficult to sort out without it being explained - difficult to get a good explanation with so many people crammed in!
- Needed larger room.
- Longer time so people can trickle in and out. Outlien next steps; I'm leaving not



sure if this is happening, when etc. Even just a short nod would be helpful.

- Maybe some kind of signage to explain what is on the tables.
- I read all of the material on the 33 Ave Main Streets project prior to attending, so there wasn't much new information available at the event. Therefore, I would have suggested more opportunities for participants to express their thoughts on what they think is important to them including through an exit poll.
- Please use a space that is appropriate for the number of people expected, so, if we are to ask questions, we could actually have answers. This open house was not useful - how much did this cost.
- Bigger writing and sign details (or provide on-line references). More tables for engagement/feedback/chatting - only had two tables.
- Larger venue
- More info on a bike plan.
- Bigger area; us the upstairs area - very helpful people :)
- Small space, a lot of people to share diagrams & resources.
- Dot exhibit was useful.
- This form should include some demographic info held to ask to.
- Area not safe due to ice & not accessible for handicap, be engaged in F.C. Focus Group.
- More information about the potential rezoning. Make it easier to give our feedback, very busy, not enough areas to leave information.
- More space to move around. More in-depth conversations with people.
- Re: 2. Listened but no rcd answers
- Main floor for issu access/larger space. Maps should be larger & easier to read.
- If someone was giving a quick Powerpoint presentation, or even just a mute slideshow running it's save some time.
- The wording of the displays could be more to the point when describing what is actually going on.
- An app to connect to city website for feedback.
- Re: 3. Pointing to Somewhat Agree: Hopefully, but won't know for a year
- Have it in a larger facility & more reps to answer questions & handling accessibility.
- I have lived in the area for 25 years [personal info removed] and am struggling with the development, traffic & lack of vision and plan for my neighbourhood.
- Bigger space. Arrived 5:55 pm, packed could not see the information on the flip boards. Not wheelchair accessible. Cookies & coffee won't cut it!
- Bigger space like upstairs. Parking was goof for this event.
- Thx for providing.
- Larger maps & more explanations around legends & processes.
- Good job.
- Larger printing for those with poor eyesight.
- Have a panel at the front entrance before entering to observe all the other panels that states the overall objective, scope, and timeline of streetscape.