

## Green Line LRT

### Transit Oriented Design Workshop Crescent Heights & Tuxedo Park



#### WHEN

September 26 to October 1, 2016

Public events: September 26, 27, 29 and October 1, 2016

#### WHERE

Crescent Heights Community Association

#### WHAT WE DID

In September 2016 a Transit Oriented Development (TOD) Design Workshop took place in the communities of Crescent Heights and Tuxedo Park. The purpose of this multi-day workshop was to develop a Community-based TOD Concept Plan for future transit village development around the two or three Green Line LRT stations proposed for the communities. The plan is used to guide future land use planning for the area.

The workshop, also called a “design charrette”, consisted of four public events and six days of intense work by a team of City staff and consultants. Together, community members and the Green Line team explored issues, ideas and concepts for future development, and created a Community-based TOD Concept Plan for City Council to consider.

#### WHAT IS TOD?

TOD stands for Transit Oriented Development. Transit Oriented Development is about thoughtfully designing the development around planned train stations that have been identified as strong candidates for a transit village. The intent is to create communities where residents can live, work, shop and play in a pedestrian and cycle-friendly environment.



**T**ransit that is easy to access

+



**O**pen-space for the community to use

+



**D**evelopment of housing, businesses & work spaces

TOD opportunities are in close proximity (i.e. walking distance) to rapid public transit, and create an environment where the private automobile is an option and not a necessity.

#### WHAT IS A DESIGN CHARRETTE?

A design charrette is a multiple-day, collaborative workshop that brings together citizens, developers, and policymakers to create a community concept plan for future development.



Design charrettes involve community members in four feedback loops: **issues** (what matters to the community), **ideas** (for future development), **concepts** (based on community input), and **solutions** (that are both community-based and technically and economically possible).

#### WHY DID WE DO THIS?

We did the design charrette to ensure that the investment in the Green Line results in maximum positive potential impact, including economic diversification. To that end, the Green Line is being conceived of as more than just a transportation utility. It has the potential to create opportunities for improved quality of life, economic diversification, new housing options, and safer and more walkable streets. With at least two Green Line stations planned for the area, it was important to work with the community to fully understand the potential for the area around the stations.

If approved by Council, the TOD Concept Plan resulting from the design charrette would be developed further into an implementation plan and used to influence land use policy – the rules that govern how land can be used.

#### HOW IS PUBLIC INPUT USED?

Public input is the vital ingredient of the TOD Concept Plan. There are also three other factors that are equally considered:

- 1 | Market viability** To understand what is economically realistic for the area.
- 2 | Professional expertise** To understand best practices and to know what’s technically possible.
- 3 | City policy** To understand what rules exist or may need to change, and to understand concepts in relation to other City policies.

The TOD Concept Plan reflects the major themes as presented by the public as well as the market, technical, and policy considerations. This way we can ensure the plan reflects the community’s preferences, incorporates best practices, is economically realistic, and is also technically feasible.

#### WHAT ARE THE NEXT STEPS?

Following the Design Charrette, the project team reviews the Community-based TOD Concept Plan to identify and make any necessary refinements. In June 2017 the final version of the TOD Concept Plan will go to City Council for approval. If approved, Council will direct administration to develop land use policy recommendations that would enable future development to reflect the TOD Concept Plan. There will be further opportunity for community input throughout the land use planning policy phase. More information about the timeline for this process should become available in June 2017.

## Day 1

### Issues Gains & Pains

#### WHAT WE DID

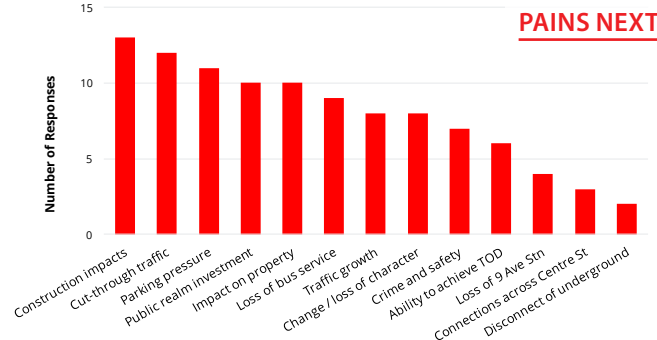
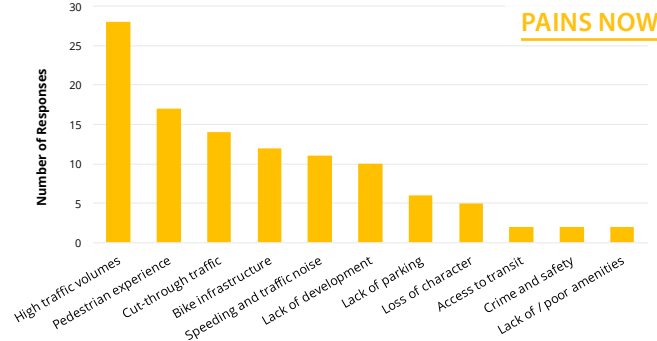
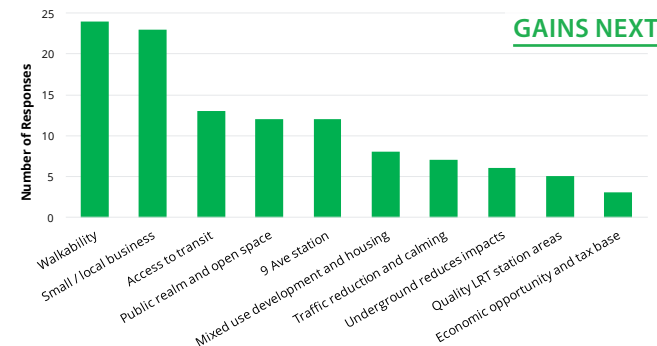
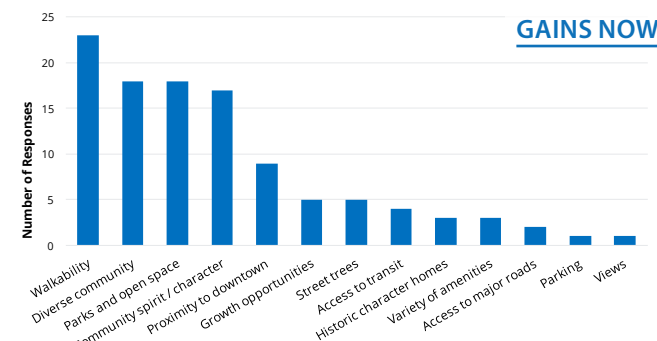
The first night of the charrette focused on community *issues*: identifying the values, concerns and aspirations of the community. Through an exercise called “Gains & Pains” public participants were asked to identify the current Gains (good things) and Pains (problems or concerns) in their neighbourhood. Then they were asked to tell us what Gains and Pains they think might emerge after the Green Line is built. This information was then combined with all the Gains and Pains that were submitted online prior to the in-person event.



During the break, a team of consultants reviewed all of the comments to identify prominent themes. After the break, the themes were presented back to participants.

Each participant was then given an equal number of sticker-dots for a “dotmocracy” exercise. One table at a time, the participants placed their dots by the themes that matter most to them in each of the four categories. This helped the team understand what things matter most to the community.

#### RESULTS OF THE GAINS & PAINS EXERCISE



#### WHAT WE HEARD

Based on the themes that emerged, these are the prominent issues identified by the community:

##### Values:

- 1 | Walkability and connectivity
- 2 | Community identity
- 3 | Mixed uses and housing

##### Concerns:

- 1 | Traffic
- 2 | Parking
- 3 | Public realm investment

##### Aspirations:

- 1 | Walkability and connectivity
- 2 | Public realm investment
- 3 | Mixed use development
- 4 | New public facilities

	T Connected Streets					O Station Plazas			D Streetscape Enhancements				
	1	2	3	4	5	1	2	3	1	2	3	4	5
VALUES													
VALUES now	Walkability & Connectivity	●	●	●	●	●	●	●	●	●	●	●	●
	Community Identity	●	●	●	●	●	●	●	●	●	●	●	●
	Mixed Uses & Housing	●	●	●	●	●	●	●	●	●	●	●	●
CONCERNS													
CONCERNS now	Traffic	●	●	●	●	●	●	●	●	●	●	●	●
	Parking	●	●	●	●	●	●	●	●	●	●	●	●
	Public Realm Investment	●	●	●	●	●	●	●	●	●	●	●	●
ASPIRATIONS													
ASPIRATIONS now	Walkability & Connectivity	●	●	●	●	●	●	●	●	●	●	●	●
	Public Realm Investment	●	●	●	●	●	●	●	●	●	●	●	●
	Mixed Use Development	●	●	●	●	●	●	●	●	●	●	●	●
	New Public Facilities	●	●	●	●	●	●	●	●	●	●	●	●

#### HOW WE USED IT

The consultant team used all of this data to inform their planning throughout the week. Knowing what matters most to members of the community, the team was able to design the Community-based TOD Concept Plan with those values, concerns and aspirations in mind.

Specifically, these things were incorporated into the T, O or D portion of the Community-based TOD Concept Plan.



## Day 2

### Ideas Board Game Night

#### WHAT WE DID

The second night of the charrette was all about *ideas*. The night started off with a presentation of the previous night's findings. This is done to remind everyone of what values, concerns and aspirations are most common in the community. Then, a short presentation was given on "market viability". This is done to give everyone an understanding of what is economically realistic in terms of development in the area. Following these presentations the participants were asked design their own future TOD area... through a board game!

Six groups received a map of the Crescent Heights area up to 16 Avenue N.; and two groups received maps of the Tuxedo Park area down to 16 Avenue N. Each table received roughly 40 unique types of "game pieces" (housing, parks, pathways, parking, stores, senior centers, and etc.). In groups of six to eight, participants placed their pieces on a map of the TOD area. Supported by a technical expert and facilitator, groups used the game pieces to design the TOD that best reflects their desires for future development.

#### Minimalist



- Mixed use
- Medium density
- Focus density at stations
- 2 - 4 moving to 6 - 8 storeys
- Some mobility improvements

#### Westward Ho!



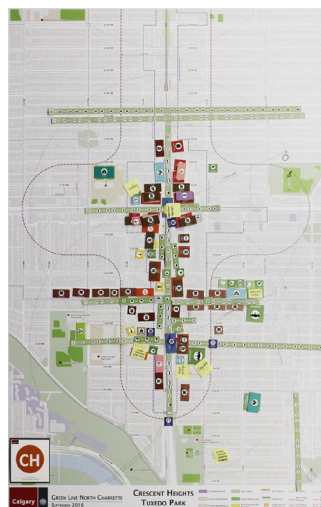
- Mixed use
- Higher density
- Focus on Centre St & along 16 Ave
- Blend into neighbourhoods
- Extensive mobility & streetscape improvements
- Series of small parks

#### Here & There



- Some mixed use
- Medium density
- Core focus at 16 Ave, secondary focus on Munro Park
- 6 storeys maximum
- 16 Ave multi-modal
- Blend into neighbourhoods
- Plazas at tunnel portal

#### Station Focus



- Mixed use
- Lower density
- Focus at 9 Ave & 16 Ave Station Areas
- 12 Ave development
- Moderate mobility & streetscape improvements
- Large neighbourhood parks

#### Strong Grid



- Some mixed use
- Medium density
- Focus on 16 Ave & 28 Ave Stations
- Blend into neighbourhoods
- Strong mobility & streetscape improvements
- Large Parks along 1 St

#### Full Meal Deal



- Mixed use
- High density
- Focus on 28 Ave Station & east along Tuxedo Park
- 16 Ave multi-modal
- Blend into neighbourhoods
- Secondary suites (incl. laneway homes)

#### WHAT WE HEARD

Photos (above and left) were taken of the game boards created by each group. The names were given by the consultant team to reflect each map's overall character. In addition to looking at what type of development (or non-development) each group desired, the consultant team used these game boards to identify focus areas common to all groups.

#### Focus areas:

- |                              |                              |                          |
|------------------------------|------------------------------|--------------------------|
| 1   9 Avenue N Station Area  | 4   24 Avenue N              | 7   Outlier: 12 Avenue N |
| 2   16 Avenue N station Area | 5   28 Avenue N Station Area | 8   Outlier: 4 Street NW |
| 3   Gateway                  | 6   Outlier: Edmonton Trail  |                          |

#### HOW WE USED IT

Following the board game exercise, the consultant team reviewed each board to identify overall concepts and themes. Different 'focus areas' – such as station areas or important roadways – were carefully reviewed to see how the community envisioned those specific areas in the future. Because different focus areas had different 'themes', these were presented back to the community on the third night so the community could identify their preferred themes for each focus area. Using the game board data didn't end there. Throughout the week, City staff and consultants referred back to these boards to help them develop their plans.



## Day 3

### Concepts Initial Concept Review

#### WHAT WE DID

The third night of the charrette focused on *concepts* and built on the work of the first two nights. Based upon the values, concerns and aspirations of the community, and refined by the board game exercise, a number of concepts emerged. Participants on this night were asked to identify which concepts they preferred for each of the focus areas.

To complement this exercise, an online “idea map” collected public input in the weeks leading up to the charrette. Over 70 ideas were submitted by community members. In addition to reviewing the individual ideas, the consultant team created a “heat-map” to show where the comments were focused. This heat map helped to identify the focus areas of the community members.

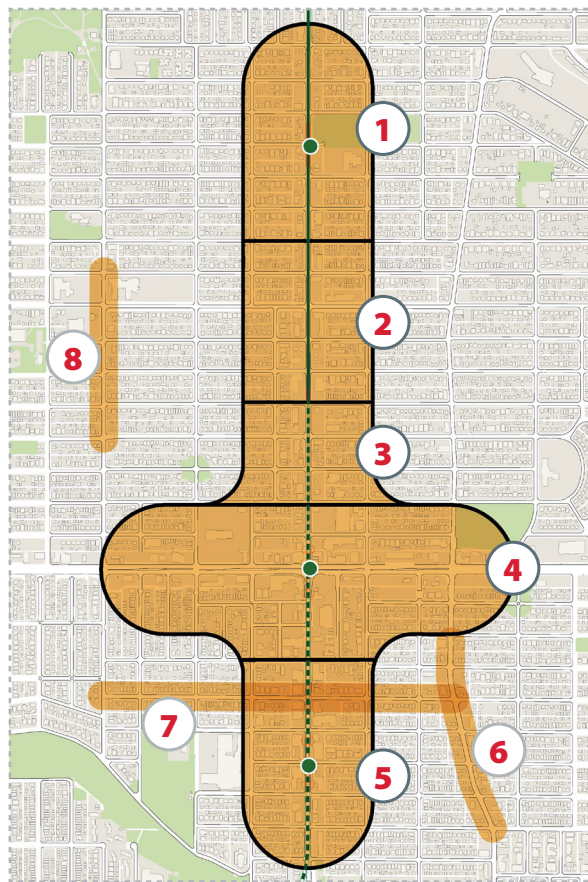
For each focus and outlier area, either two or three concepts were presented (A, B, or C). One focus area at a time, community members were asked to select their preferred concept. This was done using a digital “clicker” so everyone could keep their preferences anonymous as well as see the group results live at the event.

#### WHAT WE HEARD

The outcomes map (below) shows the focus and outlier areas identified through the board game exercise. The percentages shown in the images show the results of the preference voting.

#### HOW WE USED IT

Though the preferences exercise showed which concepts were *most preferred* by the most people, it was not actually a “voting” exercise. The most preferred concepts didn’t ‘win’ or guarantee they would happen. It did, however, help the consultant team understand what preferences existed within the community. Preferred concepts for the focus areas were then incorporated into the Community-based TOD Concept Plan.





## Day 4

### Solutions Community TOD Concept Plan

On the final day of the charrette the Community-based TOD Concept Plan was presented back to the community. Large prints of artist renderings were displayed around the room and a formal presentation was given by Gary Andrishak from IBI Group. The plan was described in detail, explaining how the final product intended to address the desires of the community as uncovered through the Design Charrette process.

#### WHAT INPUT WAS USED TO CREATE THE CONCEPT PLAN

- 1 | Market viability
- 2 | Professional expertise
- 3 | Community preferences (engagement input)
- 4 | City policy

#### KEY CONCEPT PLAN ELEMENTS

Here are some of the highlights from the Community-based TOD Concept Plan. For a more detailed account of the Design Charrette outcomes, visit [calgary.ca/greenline](http://calgary.ca/greenline) where a full report will be posted.



#### Ttransit layer highlights

- The proposed reclassification of Centre Street from an 'Urban Boulevard' to a 'Neighbourhood Boulevard' from 16 Ave N to McKnight Blvd. This means that in the future, Centre St N will have fewer vehicle lanes (two instead of four), fewer vehicle trips per day, and a greater emphasis on walking, cycling and transit, changing Centre St N from a commuter road to a destination;
- Emphasis on pedestrian and bike connections across Centre St N and throughout the community;
- Improved public realm on Centre St N to make walking safer and more pleasant; and
- Angle parking on side streets in the half-block adjacent to Centre St N.



#### Oopen-space layer highlights

- Enhancements to Tuxedo Park;
- Public open space and plaza above the tunnel portal (near 17 Avenue N);
- Strategy to identify portions of residential side streets that could be reallocated to create a neighbourhood park and also calm traffic; and
- Series of neighborhood greenways that act as connections from within the community to Centre St N.



#### Ddevelopment layer highlights

- Future vision for 28 Ave N Station including: station plaza, recreation/community facilities, four to six storey mixed use development (retail and residential) adjacent to the station, and two to four storey townhouses and stacked townhouses adjacent to Tuxedo Park;
- Future vision for 16 Ave N Station including: station plaza, street trees and plantings, a new library, and four to six and eight to 16 storey mixed use development (retail, office, residential);
- Up to six storey mixed use development along Centre St N; and
- Potential for two to four storey townhouse and stacked townhouse development along 12 Ave N and surrounding Tuxedo Park Community Association green space.

#### WHAT ARE THE NEXT STEPS?

Following the Design Charrette, the project team reviews the Community-based TOD Concept Plan to identify and make any necessary revisions refinements. In June 2017 the final version of the TOD Concept Plan will go to City Council for approval. If approved, Council will direct administration to develop land use policy recommendations that would enable future development to reflect the TOD Concept Plan. There will be further opportunity for community input throughout the land use planning policy phase. More information about the timeline for this process should become available in June 2017.

28 Avenue N Station Area Future Vision



16 Avenue N Station Area Future Vision



# Appendix

## Verbatim Input Gain & Pains Comments

**GAINS NOW:** What things are currently great about the area? What do you value most?

### WALKABILITY (24)

Mostly walkable cycle able. Not Centre St. or Edmonton Tr.  
Transportation easy as a pedestrian to cross Centre Street to go to businesses  
I can walk to work  
Walkability in neighbourhood  
Walkable  
Pedestrian Crossing on Centre work  
2nd street bike route is great  
Less congestion (Traffic)  
Walkable/ bikeable  
Limited traffic from 16 ave into community  
Walkable safe streets  
Great opportunity to redevelop Centre St into a more walkable pedestrian and bike friendly environment  
Nice walking neighbourhood  
Walkability services and amenities  
Walkability (4)  
Walkability is good  
Walkability (Safeway, Starbucks, Shoppers Drug Mart, Restaurants)  
Walking to work  
Walkability/ Bikeability

### GOOD ACCESS TO CURRENT TRANSIT (4)

Decent public transit  
Quick access to downtown via public transit  
BUS- Centre street Bus is able to stop close to where someone lives  
I like the current bus system and it's very efficient

Current N/S bus service in this area is excellent  
It is important the green line maintain/ improve on excellent service  
Frequent bus service on Centre St.  
Decent transit options  
Very central location with good access to transit  
Use transit more as aging  
One car family - walk or use transit

### GOOD ACCESS TO CURRENT TRANSIT (4)

Walking distance to downtown; very close to two bus routes and a bike route  
Close to downtown (3)  
Transportation easy as a car travel down Centre street due to multiple lanes of traffic  
Proximity to Downtown and major destinations  
Central location  
I like living around Centre St. because it provides accessible roads, it's not busy and it's safe  
Proximity to downtown and river  
Easy access to downtown and out of town  
Close to proximity to downtown  
The proximity to downtown (2)  
Accessibility to downtown, U of C main campus, FMC plc  
Great access Access to downtown via public transit and bicycle  
Good access to downtown

### DIVERSITY (18)

Development - Mixed uses - houses, apartments + business makes for a walkable community now  
I like the mixture of housing in my community  
I like my neighbours! Mixed use - \* apartments  
\*houses \*rich + poor together

Cultural diversity  
More community focuses design would improve community feel  
Greater diversity \* Economic \*Housing Stock  
\*LUD y  
TRUE mixed use corridor (not much)  
Affordable housing projects (Rosemont)  
Mixed use currently  
Close to grocery stores and restaurants  
Small mom n' pop shops  
Historical homes/ Bldgs.  
Active community assc. + Block Parties  
Family business  
Diverse types of housing; lower rise building; increasing population density  
Getting more vibrant; good mix incomes  
The diversity of the neighbourhood in building types i.e. single family, semi-detached, apartment  
Diversity of housing stock and businesses  
Housing diversity  
Wide range of income and age demographics  
Multiple demographics  
High density housing  
Good mix of housing types  
Strong community feel  
Lots of transit choices #2, #3, #7, on Centre #4/5 on Edmonton Tr.  
Great people  
Family friendly  
Variety of housing



# Appendix

## Verbatim Input Gain & Pains Comments

**GAINS NOW:** What things are currently great about the area? What do you value most?

### AVAILABLE PARKING (1)

27 Ave parking now available on Centre + side Avenues

### COMMUNITY SPIRIT (3)

Folks like things the way they are

Community spirit

Community involvement

Community involvement

### CHARACTER (14)

Character Neighbourhood -Pride of diversity -Mixed of housing -lots of trees some open spaces

It's beautiful

Lots of Mom + Pop Shops

Grid Pattern Design

Quiet Neighbourhood

Quiet streets

### VARIETY OF AMENITIES (3)

Great Asian restaurants on Centre St.

Diverse restaurants

Lots of nearby amenities (parks, shops, schools, recreational stuff)

Restaurants and shops

Up and coming trend spot

Amazing diversity of residents and businesses

Local restaurants

Vibrant business community

Number and variety of businesses

Great businesses in small sq. ft. locations

Required amenities are within walking distance

Amazing Restaurants

### ACCESS TO MAJOR ROADS (2)

Good traffic corridor

Airport connections

Access to major routes out of the city/ airport

Easy access to major corridors such as 16 ave, Centre st, Edmonton Tr., Deerfoot and local businesses

Access to other parts of the city

Access to major routes out of the city

Easy access by vehicle

Access to other quadrants

### PARKS/ OPEN SPACE (18)

I really like the environment in this area

Ours parks could use a little revamping

Nice parks

Green space, rotary off leash park, pathways

Good amount of greenspace

Plenty of greenspace

Large trees

Existing parkland

Pathways

Park space / Tuxedo park

27 Ave. building frontage green spaces

Open/green space

Mature trees

Dog parks

Green spaces

Wildfire diversity

Parks green space

Urban forest-Climate wildlife

### GROWTH OPPORTUNITIES (5)

Mixed used development

Medium density housing

Planning for the future

Opportunity for growth

### HISTORICAL CHARACTER HOMES (3)

Century homes

Character homes

Historical character homes + sterile monster homes + ethnic diversity + beautiful views and parks + 100 years old broken and tarred sidewalks = ECLECTIC

Great character community, people and buildings.

The great historic homes in the neighbourhood

Proximity to downtown but still has the feeling of a characterful / Neighbourhood place

### STREET TREES (5)

Tree lined streets. Great parks

Tree lined streets and sidewalks buffered by a boulevard

Mature trees (2)

Tree-lined streets and beautiful parks

Mature trees

More street trees

### VIEWS (1)

Wonderful views

Views of and proximity to downtown

Crescent Heights has an incredible view of the city skyline with beautiful tree lined streets

Views from the hill

# Appendix

## Verbatim Input Gain & Pains Comments

### GAINS NEXT: After the Green Line is built, what opportunities are there to make the area even greater?

#### ACCESS TO TRANSIT (13)

City wide access N-S LRT

Access Could have more access to transit when buses are full

More transit options

Easier to use transit into Downtown

Implement zone-based fare system

Bus connect our community to UofC

Airport connections

Ridership @ 9th change

Better transit for low-income areas

Quick access downtown shopping + work

Better access to rest of city

Crime stoppers services at stations especially underground - provide "eyes"

Access improved

Connection to other communities

Don't need a car

Accessibility

Better access to downtown

More connected

Better for reaching other parts of city.

#### NEW SMALL BUSINESSES + LOCAL SHOPS (23)

More diverse development

Ability to shop for daily needs

Cyclist will improve retail business on Centre St.

Modernize somewhat the area

More artisan small scale business. They would benefit from transit access

More attractive business on Centre Street

More development

More amenities

Increased retail

increased commercial on Centre

More businesses

Green Line opportunities should be balanced with what currently exist i.e. . Don't show \$10 coffee shops on every street corner. Be realistic

More vibrant shops/restaurants/ cafes along Ctr. St with less focus on cars

Stops on 8 Ave and 16 Ave will revitalize the area and allow businesses to survive and thrive

Many more New Businesses + Services

Development on empty lots

More Variety of local businesses

Increased shopping services for this community

More restaurants and patios

#### CENTRE ST IMPROVEMENTS + 16 AVE IMPROVEMENTS (6)

LRT entries at all corners on 16 th Ave. + Centre

Make 16th Ave/Centre St. safer

Centre street Revitalization

Revitalize Centre Street

Improve Street. Scapes on Centre and 16

Better street scape along Centre. More trees.

TOD, 16 Ave/Centre, 4/5 story development opportunities along Centre, making it a destination, transit access, connectivity

Better multi-modal transportation and revitalization of Centre St. and 16 Ave N

Clean up area around 16 Ave and Centre

Centre Street trees, pedestrian scale street scaping

Need to develop Centre street more in line with Kensington, 4th ST. SW to bring vibrancy to the neighbourhood.

#### IMPROVED PEDESTRIAN EXPERIENCE WALKABILITY (18)

High school students capable of walking to 16th Ave (Same as downtown)

Improved E/W crossing of Centre St.

Dedicated cycling lane

Walkable streetscape

Dedicate cycle trail 2nd + 1st Street NW. bike ability

More bicycle parking

Improved cycling routes south of 16th Ave

Don't need a car

Wide sidewalks

Wider sidewalks

More transportation options on Centre; ex: Bike route

Increased walkability

Bike lanes

Disabled- friendly sidewalks

Easier/walking access to airport

Easier walking access to downtown

Improved pedestrian infrastructure

Better pedestrian/ bike crossing for Ctr. St/ Edmo Tr. Above ground Green Line would make this worse

Better ped crossing on Ctr. ST.

Improved ped infrastructure

Make Ctr. St. an enjoyable place to walk, bike, shop, live and work.

Pedestrian safety walking across Centre street can be better



# Appendix

## Verbatim Input Gain & Pains Comments

### GAINS NEXT: After the Green Line is built, what opportunities are there to make the area even greater?

Use decrease in traffic to create more bicycle and pedestrian friendly Centre St.

### MIXED USE DEVELOPMENT + HOUSING CHOICE (7)

More multifamily building in the area

Density to support even more businesses and destinations

Low rise business/ Condo/Rental development.

Increased population density

6-8 story mixed use development

More variety in housing types

More housing choices

New mixed use development

More options

Increase density -Increase residential & Commercial density

Mixed use increase shops, parks services

Senior housing

Attracting development = Private \$ paying for revitalization

Housing Good development for new housing

Densification

Laneway housing

Redevelopment of strip malls into higher uses

### QUALITY STATION AREAS + TRANSFORMATION (5)

With turnstiles = Less crime

Underground stations are warm + safe in bad weather

The stations should be nice and I would recommended elevated from the ground as to not bother traffic like the NW/Aspen LRT

9th Ave station improves access

Accessible to all age groups

Complete re-imagining of the station area around 28 avenue and Ctr. St. this node should be the heard of a walkable urban community

It's will be good to have the green line along a busy street

### PUBLIC RE-CALM, BEAUTIFICATION, AND PARKS (12)

Tree-lined streets

Increased green space

Improve our park

Better public spaces

Opportunities for enhanced public space (realm)

More variety of meeting places

Beautification of Centre Street

Beautification of the affected areas

Green space on Centre St.

Lots of public space

Make public space free + kid friendly

Licensed buskers

Uniform street space

More trees

Art

Natural park spaces

Community meeting points ( through shops, cafes, etc.)

Hoping the station is vibrant + good public space

One parent could accompany a number of children to school

Less streets for parents trying to get children to school

Benefit to students attending school close to the line

Improved streetscape with trees

Improved play spaces for neighbourhood families.

### TRAFFIC REDUCTION + CALMING (7)

Less noise from vehicular traffic with LRT present

Quick ride home in the winter

Reduced traffic

Centre St. traffic improved- fewer buses

Reduced car commuter traffic to downtown

Possibly less car traffic on Centre ?

Fewer lanes of traffic

Eliminated lane switch over

Slow traffic

Better traffic calming; safety for cyclist and pedestrian

Reduced cars and cut through traffic

It would be nice if traffic were reduced on Centre Street. Walking is not a pleasant experienced due to loud fast traffic and lack of trees

Eliminate street reversal and HOV

Cut down on through traffic

Less Centre street traffic is good

### ECONOMIC OPPORTUNITY + LARGER TAX BASE (3)

Larger city tax base

Convenience to downtown to my higher taxes and increased crime

Increased home values Post Construction

Expands city Exposure (destination)- supports 9 Ave station

Increase in property values

Community is more vibrant and able to attract more events and festivals

Will bring more pedestrian traffic = increased vibrancy

Increased property value (2)

Increased tax revenue for city

Gentrification

Potential to attract more vibrant retail to Centre street

Increased in property value

# Appendix

## Verbatim Input Gain & Pains Comments

### GAINS NEXT: After the Green Line is built, what opportunities are there to make the area even greater?

#### ECONOMIC OPPORTUNITY + LARGER TAX BASE (3)

9 Ave Station YAY

Need 9th Avenue Station

#### HIGHER DENSITY (1)

Higher density to support a successful retail sector

Keep high density along " main streets" preserve community character

### PAINS NOW: What are some current land use and transportation problems/challenges that you think need to be addressed?

#### PEDESTRIAN CROSSING / FACILITATES SIDEWALKS (10)

Traffic - X- cutting -C-Street -Busy -Noisy -Not Walkable

No vibrant pedestrian friendly development

Crossing Centre streets is difficult and sometimes dangerous

Difficultly crossing Centre street on foot

Lack pedestrian crossing "Bulbs"

Multi-Use pathway on Centre street crowded

Pedestrian safety/ comfort along Centre street.

Sharing sidewalk on Centre street bridge with all other nodes of transportation ie bikes, skateboards, exercise very congested.

Safety of Centre St. & 16 th Ave intersection

Crossing Centre St. is difficult

Hard to cross 16 Ave to get groceries

Centre St + 12 Ave NW is dangerous intersection

Not enough pedestrian crossing of Centre St

Sidewalk on Centre St. are congested ( signs, lights,cars...)

Far too many home owners allow hedges to grow far far over sidewalk. Where is bylaw? Some hedges push pedestrians off the sidewalk

Poor pedestrian safety

Dangerous for pedestrian to cross streets

The sidewalks in the winter are like an amusement park, poorly maintained and ice/snow not removed. I fear for the elderly!

Unsafe crosswalks

Narrow, uneven sidewalks @ e/s between 9 and 10 ave

Crossing Centre St. is dangerous adventure for pedestrian.

Not well suited to walking on Centre street and on 16 avenue

Difficulty crossing Centre street.

Sidewalks in poor condition, hedges protruding into sidewalk space

Unsafe crosswalks (Not lighted)

Centre street is too busy. Too many crosswalks not being used, lots of jaywalking

Edmonton trail between Memorial and 16 Ave is hard to cross safely except at controlled intersections drivers treat it as a highway

Centre St. is fairly easy and safe to cross compared to Edmonton Trail.

#### SPEEDING (6)

Traffic speed too fast on Centre street

Speeding

High school students speeding

Speeding parti in Rotary Park playground zone

Car travelling too fast street design that prioritizes motor vehicles

Traffic is too fast on Centre St. Edmonton Trail

12 Ave/ 4st Needs Traffic calming measures. People speed past children. Make it painful for commuters to use this route

#### LACK OF CYCLING INFRASTRUCTURE (11)

Concern that we don't know the future of partially developed sites already existing to fully understand TOD that needs to take place

No bike lanes on Centre street

BRZ needed

It's expensive to live in these inner-city neighbourhood

Transit zoning + mixed use zoning

The decommissioned CBE school on 28 Ave N has potential as a mixed use development

There needs to be more mixed use housing along Centre street and Edmonton Tr. Retail on the main level and residential over top of it

Lack of bike lanes

Lack of designated bike lanes beyond bike symbol

No bike route on Centre street (2)

"Pork chops" too small (eg for bikes)

Lack of bike facility East of Centre St

Not well designed for walking/ cycling. Focus on cars from distant areas harms feel in local area

Better walking and cycling infrastructure

Add proper bike lanes on Centre St. to prevent cyclist on bridge and sidewalk

Improve safety for walker and cyclist

Lack of connected cycle paths from residential areas into main trails

Poor cycling safety and routes

Do NOT put bike lanes on Centre Street

Lack of cycling infrastructure



# Appendix

## Verbatim Input Gain & Pains Comments

**PAINS NOW:** What are some current land use and transportation problems/challenges that you think need to be addressed?

Missing safe bike routes for children

### LOST POTENTIAL (10)

Vacant lots

Sadly unrealized community culture = better (poor) design

Overly separated land uses

Vacant lots between 16th to 32nd Ave

Too many vacant lots

Too many buildings, not enough decay

Centre St. and Edmonton Tr. Have so much potential to be vibrant trendy exciting valuable streets improving lives and values all around

Centre street not walkable. Hard to cross Centre St. safely (10th Ave light in slow)

Centre street in its current form is a miserable hole of noise, dirt and danger.

Centre street has no streetscaping

### PARKING (6)

Not enough parking for all businesses

People who walk along Centre Street are parking on the side streets

Parking make whole area permit by noise/vehicle(not 2hr)

Existing (working) buildings DO NOT PROVIDE enough parking

Parking Downtown & Local business C-Street

Parking for delivery services

Parking for tradesmen

Enforce street parking regulations

Lots of parking violations

Parking by non-residents already a problem

Parking hassles

Not enough parking

### HIGH VOLUME TRAFFIC (19)

Lots of traffic on Centre street all the time

HOV enforcement

Enforce HOV lane on Centre St. and speed limits on 12th and 8th Ave

Enforce the HOV lanes and let transit do its work

Far more traffic circles and narrower roads which forces traffic to slow without affecting volume

HOV lane not enforced

Traffic pollution from rush hours

Centre city traffic

Too much traffic on Centre street

Lane Reversal on Centre street

### VIEW OF COMMUNITY ONLY AS TRAFFIC CORRIDOR (9)

Mind set of commuter thru community (we don't exist; just a place to drive thru)

Far too much of design in the neighbourhood is based on getting people from other neighbourhoods through it quickly need less car emphasis

Our area is designed as a transit corridor rather than designed to benefit the community

Less auto oriented development

### CRIME (2)

Litter

Crime rides the LRT (experienced of the communities)

Drug / Alcohol issues within 2 to 3 block radius around 16 Ave and Ctr. St.

### NOISY AREA (5)

Loud music from church

Late night noise on bluff

Traffic noise from Centre St.

Bus "rumble" in noisy

### CUT THROUGH TRAFFIC (12)

Much cross-cutting traffic

Samis Rd closing pushes more traffic to my street

Lots of cut through traffic on residential streets and avenues - especially during rush hour

### STREET SCAPE (7)

Lack of corridor improvement for Centre (Green Line Buried)

Lack of trees along Centre street.

No street trees on Centre street

### POOR TRAFFIC INFRASTRUCTURE (2)

Good transport into downtown, but very limited to poor links moving east or west

13th to 16 th Aves hard to navigate while driving

Too much signage (lane reversal, ped. Crossing, lights HOV lane)

Traffic calming everywhere

No one stops at 4 ways

Centre St. 16 ave. N bad intersection

Not enough turning lanes (Right)

Poor Community Connectivity East/West

### ACCESS TO TRANSIT SERVICE (2)

Decreased transit (BUS) service

Disconnected communities (car-dependant)

I don't have as many choices for taking transit home from downtown

If there is no station in my community won't use the LRT as much

# Appendix

## Verbatim Input Gain & Pains Comments

### PAINS NOW: What are some current land use and transportation problems/challenges that you think need to be addressed?

No great top in Calgary right now  
 Limited transit Connections to rest of city  
 Nearest LRT station difficult to access by walk + bike  
 Existing bus service has NOT brought new 17th Ave/ Kensington lifestyle to lower Centre St.  
 I want to be closer to nearest LRT station.

### LACK OF AMENITIES/ POOR AMENITIES (2)

Empty lots  
 Not enough businesses area attracted to area due to low density  
 Lack of amenities  
 Lack of grocery/ markets on way from Downtown  
 Too many tire stores  
 Centre St. businesses currently not vibrant

### LOSS OF COMMUNITY CHARACTER (5)

Rosedale's view is in complete opposition to diversity + mixed use  
 TOD Overwhelming local ASP and zoning  
 Losing neighbourhood character-Full lot homes

### PAINS NEXT: What new problems/challenges do you think might emerge after the Green Line is built?

### CONNECTIONS ACROSS CENTRE ST + TO THE GREEN LINE(3)

Lack of recognition of other N/S walkability routes  
 27 Ave Current structure changes  
 Safety of Centre St. & 16 th Ave intersection  
 Pedestrian access to both sides of Tuxedo

Confusion with car traffic/ trains/pedestrians  
 Connections across + to Green Line divides the community even more than Centre Street  
 Difficulty crossing train car traffic on foot  
 Split communities in half  
 Limited vehicle access in & out of community  
 Pedestrian crossing or access to business to in my neighbourhood  
 Will be difficult to pedestrian and cyclist to cross Centre street  
 I fear there might not be easy access to the station head  
 Pedestrian conflict

### CUT- THROUGH TRAFFIC (THROUGH NEIGHBOURHOODS) (12)

More cross cutting traffic  
 Increased car traffic on side streets  
 Transportation. If single lane of traffic is blocked traffic will be route through neighbourhood  
 Traffic diverting to residential side streets ( 1st and 2nd St NW)  
 Drivers not having a clue how to deal with street-level trains, need crosswalks with RED stoplights, drivers don't stop for yellow flashing  
 Cut through traffic+ traffic growth. Cut-through traffic

### GROWTH IN TRAFFIC (8)

Impact to vehicle access into downtown  
 Centre street NOT wide enough  
 Surface traffic S. of 24 Ave  
 Traffic centred design, not community centred design  
 Centre Street traffic  
 Not reducing lanes of traffic  
 Traffic congestion 24 Ave to McNight

Traffic on Centre street- Particularly weekend  
 Traffic & Parking in community  
 Too many lanes for cars on Centre street  
 Fewer lanes of traffic  
 Increased traffic congestion  
 Lot jam on Centre North of 24th for cars  
 More traffic on other feeder routes when Centre street only 2 lanes  
 Only lanes for car traffic  
 Congestion on Centre street due to fewer vehicle lanes  
 Traffic will become even worse  
 Traffic problems for commuters but as a local I'm ok with this to improve the feel of our community  
 Growth ->Traffic Road expansion needed due to higher multi-family 5000 more residents and more business and crime if all underground no impact on Centre St.  
 Surface traffic S. of 24 Ave  
 24 Ave Bottle neck traffic

### CUT-THROUGH TRAFFIC (THROUGH NEIGHBOURHOODS) (12)

How Many Buses to be added to Station  
 Ridership @ 9St.  
 Fare payment improvement. Improve pay turn stiles  
 -Paying for fares -Fare evasion  
 Crowding on buses South of 40 Ave  
 No access to bus transit  
 No access to new Ctrain @ 9 th Ave  
 Bus Centre St. Bus will not run as often as train travels the same route - long walk between downtown + 9th Ave  
 Too far away from station  
 Adjacent community need shuttle buses. Will lose bus stop  
 Loss of bus service for locals

# Appendix

## Verbatim Input Gain & Pains Comments

### PAINS NEXT: What new problems/challenges do you think might emerge after the Green Line is built?

#### CRIME +SAFETY (7)

Loitering at new station
Increased Litter
Safety people hanging around (community safety)
More density more crime
More accidents happen if train/rail NOT separated from pedestrian
More transients in the neighborhood
"Ghettoizing" LRT stops
More graffiti
Transients
Without turnstiles = more crime
Increased crime
Increased crime comes w/LRT
Crime
Security CCTV
Times of service @ crime prevention @ low/ no use times
Times of service @ night
Safety at underground stations
Safety issues due to existing problems with drugs/ alcohol around 16 Ave and Centre
Crime
I saw Dalhousie station turn into a crime den that so read. Security presence would be a necessity
I honestly cannot think of one thing about the Green Line that would create opportunities except for easy transport of criminals into tuxedo
Non-paying vagrants on the train

#### PUBLIC REALM INVESTMENT + MAINTENANCE

Centre street North fails to redevelop beyond transport corridor
Too much space for cars
Maintenance of station and streetscaping is not sustained
Who's going (estimated)to pay operating cost
Low or no public realm investment
Landscaping for the new area
Maintenance
Snow removal

#### PRESSURE ON PARKING (11)

Park + Ride
Parking in residential @ stations
27 Ave parking in area
Drivers will look for parking in neighbourhood
Increased car parking vie street close to 16th Ave station
Parking issues don't want people taking train to park in area
Even less parking for business than there is now
Lower business parking
Neighbourhood becomes LRT parking lot
Increased density/ bad for parking/ more traffic
Transportation People parking in the neighbourhood around bus stops
People will park from other neighbourhood to use LRT like current BRT

#### CONSTRUCTION IMPACT, COST + TIME (13)

Now does this affect the business area
Cost overruns if not managed well
Potential Budget issues
Impact to Downtown access during construction

Torn down my building for construction of LRT station
Construction disturbance around my living area
Disruption due to construction
Lost my business
Downtown buildings foundation damage
When disaster strike no scape underground
Businesses affected during construction
Water flooding the tunnel if heavy rain hit downtown
Vibration issues with underground LRT
Construction!
Construction issues in the neighbourhood
Damage to house / foundations ie: tunneling
Destruction of house foundations
Disruption (construction related)
Construction. How many years?
Construction cost & time

#### TOO MUCH DENSITY + CHANGE, LOSS OF COMMUNITY, CHARACTER (8)

No high density housing a concern keep out.
Lower local community spirit
Potential loss of low density land uses
Change to housing density drastic increase
Life style change if you want quiet area
Loss of mature trees
Gentrification
Single family home not protected
Ongoing pressure for reduced diversity RC-2 ecl density
Increased multi-floor Bld'g
High density housing
Change to fabric of neighbourhood





# Appendix

## Verbatim Input Gain & Pains Comments

### PAINS NEXT: What new problems/challenges do you think might emerge after the Green Line is built?

Tall apartments may overshadow small bungalows

Fear bigger apartment = lose of character homes

Noise from late night events + pubs

Another tinker toy train will only make it worse. More building, more ugly new uselessness, more Albertans roaring nowhere

Too much shopping, not enough public space

Housing density increase

Limit to amount of densification available

Denser development along centre

### IMPACT ON PROPERTY (10)

Increased noise

LRT noise

More litter

Negative impact to houses along Centre street  
- Noise -Displacement -Light -Vibration

Increased property taxes?

Impact to housing prices during construction

Reduction in home value

Street vibration from LRT

Risk of unexpected underground digging

Lost my original business due to reconstruction

Decreased property value on transit corridors

How to safeguard property values adjacent to entrance stations (Pre-Build)

### 9 TH AVENUE STATION DESIRABLE (4)

Access to business and neighbourhoods if 8th Ave station does not happen

### ELIMINATE 9TH AVE STATION (5)

Eliminate 9th Ave in favor of local bus service

Eliminate 9th Ave NE station in favor of local bus

Station at 9th too costly

### UNDERGROUND ADVANTAGE (7)

LRT on surface through Crescent Heights will destroy all the positive attributes of existing neighbourhood. Here's an opportunity to do it right!

As long as it built underground I see no issues with crime

### UNDERGROUND DISADVANTAGE (2)

Having the green line go UG will not allow the revitalization of Ctr, St. N, missed opportunity

### LIMITED ABILITY TO ACHIEVE TOD REDEVELOPMENT (6)

Shortage of money to finish properly

Concern that economic climate will decrease incentive to build TOD residential development (ex. Highland Golf Course)

Worry space constraints will limit density near station

No LRT line to the airport

Not enough stops to spur redevelopment

# Appendix

## Verbatim Input Online Idea Map Comments

An online “idea map” collected public input in the weeks leading up to the charrette. Over 70 ideas were submitted by community members. In addition to reviewing the individual ideas, the consultant team created a “heat-map” to show where the comments were focused. This heat map helped to identify the focus areas of the community members.

PEDESTRIANS AND BIKES (34)	Latitude	Longitude
Really hoping that the Green Line brings more investment into the public space all along Centre. Wider sidewalks, more landscaping, etc.	51.07640511	-114.062537
The re-design of Centre Street should make space for cycling.	51.07524569	-114.0625691
Too many strip malls with parking facing Centre. New plan should move parking to alley, or underground, or allow for other TDM.	51.07539399	-114.0625477
Missing pedestrian crossings at numerous transit stops. Green Line should fix this.	51.07590629	-114.0625477
Don't allow vehicle traffic to access residential streets (like crescent heights). Make more pedestrian friendly.	51.0696841	-114.0632021
Maybe add back alley bike lanes until the train goes underground when there should be more space for them on Centre st.	51.08133908	-114.0619147
This stop should really focus on pedestrians and bikes. Lots of bike storage and easy pedestrian access are key.	51.06667044	-114.0626657
east west bike traffic should be addressed with bike lanes to existing bike lane on 10th NW and to eventually to future Edmonton trail	51.07063143	-114.0626107
consider eliminating cross through traffic as done just south of 16th in crescent heights.	51.06881622	-114.0631887
sidewalks are in extremely poor shape. new streetscape along centre with ped and cycle and vehicle lanes. add more trees	51.06752683	-114.0626684
Clean up garbage, improve sidewalk	51.06754692	-114.0626872
Improve walkability. widen sidewalk, add trees etc.	51.06870653	-114.0626657
Light takes too long, only safe pedestrian crosswalk	51.06152588	-114.0629125
Have a secured bike rack or kiosk so we can get the bikers off the road	51.06681769	-114.0625906
Fix your sidewalk 6 to 8 inch incline before crossing at the lights	51.0634465	-114.0626764
Discuss Green Line with local business and potential impacts. Especially for Pets is vital to the community.	51.06720307	-114.0548015
Auto oriented services within walking distance allows me to support local business instead of driving to other locations.	51.0665828	-114.0580523
traffic calming (traffic circles, narrower roads, cycle lane protected by parking) as this is heavily used and often speed is an issue.	51.06331272	-114.0644574
Don't allow for car oriented businesses. Bad pedestrian environment, lowers density and adds traffic.	51.06665022	-114.0578377
Extremely unsafe crossing. Introduce pedestrian controlled traffic lights similar to that on Memorial Drive.	51.05888258	-114.0623653
So much surface parking that takes away from the pedestrian experience and walkability to this important destination (Safeway).	51.0681537	-114.0615606
With the 16 av crosstown BRT, it needs to have good integration w/ the Green Line for easy transfers, bike lockers, and pickup/dropoff.	51.06695294	-114.0632665
Reduce the traffic lanes to create wider sidewalks and parking along the street.	51.06258451	-114.0625477
Use the back alley as a bike lane?	51.06089542	-114.0617779
Continue the sidewalk to connect 16 ave and the rest of the block	51.06718285	-114.0600586
The sidewalks on 16 Ave are extremely narrow and unwelcoming. Hopefully the Green line allows a redesign.	51.06690305	-114.0636957

## Appendix

### Verbatim Input Online Idea Map Comments

PEDESTRIANS AND BIKES (34)	Latitude	Longitude
Its a heavy east-west pedestrian/bike corridor that can use better signaling.	51.07065265	-114.0624779
Allow pedestrian access to the station from all 4 corners so that we don't have to cross Centre or 16 Ave to gain access.	51.06719633	-114.0625906
Create bike lane after train decreases vehicle traffic.	51.05866006	-114.0626335
Landscape the area adjacent to 28th Avenue Station and Tuxedo Park. Include bike storage.	51.07858906	-114.0621829
We need to have better crossing systems that will actually make drivers stop. Red lights instead of flashing yellow which are hopeless.	51.05968503	-114.0626764
16th avenue is very unfriendly to pedestrians. The buried 16th ave station is a huge opportunity to get around a thoroughly driver's road.	51.06669741	-114.062376
Improve the pedestrian access to McHugh Bluff and Prince's Island.	51.05955017	-114.0648651
Doubling station access as pedestrian walk ways across Centre better connect the two sides.	51.06143823	-114.062376

COMMUNITY GROWTH, CHARACTER AND HOUSING (19)	Latitude	Longitude
There is a high concentration of diverse (and not generic) amenities giving a great opportunity to anchor an exciting and active station.	51.06628614	-114.063406
Really hoping that the Green Line brings more investment into the public space all along Centre. Wider sidewalks, more landscaping, etc.	51.07640511	-114.062537
Tuxedo Park and area needs more people! Centre Street is a good location for residential focused re-development.	51.07725444	-114.0625477
Current street-scape is overwhelmed by Centre Street. Replace with a form based code with a min height of three stories for new development.	51.07605459	-114.0625906
When designing stations keep in mind the unique history and culture of the neighbourhoods.	51.06636705	-114.0624082
This is a great opportunity to develop Tuxedo park and create an amazing greenspace for everyone to enjoy.	51.07900697	-114.062258
Create a hub around the station, make it a cool place to hang out. Safe and friendly.	51.0665828	-114.0624297
Auto oriented services within walking distance allows me to support local business instead of driving to other locations.	51.0665828	-114.0580523
major opportunity to redevelop the NE corner and SE corner of 16th and Center which high density housing and commercial.	51.06729297	-114.0621078
Sell off school for major redevelopment to help pay for LRT or shortfall in school board budgets.	51.07838011	-114.0612066
City owned land that can be upzoned and sold to help off set costs of the LRT.	51.0665356	-114.0621078
Infill opportunities in adjacent residential community! Laneway houses! Secondary suites!	51.06041329	-114.0643394
Strip mall. Could build out this site. Keep retail on bottom but put residential at the top! Great views to capitalize on!	51.05928044	-114.0621078
Car dealership. Could see better use of this site!	51.06267217	-114.063009
Create incentives to redevelop empty lots	51.06662999	-114.0553379
Undeveloped space that can be used as a public space/meeting place (kiss and ride) near the 16 Ave station.	51.06658448	-114.0618771
The park is quite underutilized and has the potential to become a great public space and meeting place near the 28 Ave station.	51.07874185	-114.0624887



## Appendix

### Verbatim Input Online Idea Map Comments

COMMUNITY GROWTH, CHARACTER AND HOUSING (19)	Latitude	Longitude
Encourage 6-8 storey mixed-use development to replace vacant lots and rundown homes that are eyesores.	51.07753754	-114.0625262
demolish existing building and place a rocket ship factory	51.06390607	-114.0622258
TRAFFIC FLOW (14)	Latitude	Longitude
Can car trips be converted to LRT? Catchment is wide and may be demographically tied to communities in the far N and NE with long transfers.	51.06624569	-114.0634274
High traffic volume along streets in this area.	51.06594903	-114.06376
Don't allow vehicle traffic to access residential streets (like crescent heights). Make more pedestrian friendly.	51.0696841	-114.0632021
east west bike traffic should be addressed with bike lanes to existing bike lane on 10th NW and to eventually to future Edmonton trail	51.07063143	-114.0626107
consider eliminating cross through traffic as done just south of 16th in crescent heights.	51.06881622	-114.0631887
eliminate the lane change over...i see accidents daily from this.	51.06802911	-114.0625222
Light takes too long, only safe pedestrian crosswalk	51.06152588	-114.0629125
traffic calming (traffic circles, narrower roads, cycle lane protected by parking) as this is heavily used and often speed is an issue.	51.06331272	-114.0644574
Don't allow for car oriented businesses. Bad pedestrian environment, lowers density and adds traffic.	51.06665022	-114.0578377
At grade station can help calm traffic, reduce cost and provide activity for businesses. Deep underground station can't do these.	51.06176863	-114.0625799
With the 16 av crosstown BRT, it needs to have good integration w/ the Green Line for easy transfers, bike lockers, and pickup/dropoff.	51.06695294	-114.0632665
Create bike lane after train decreases vehicle traffic.	51.05866006	-114.0626335
Turn 28th Ave NW at Center Street (and possibly 27th and 29th Ave NW) into a cul-de-sac.	51.07904741	-114.0625691
Better parking. Like a structure or underground parking lot so cars don't constantly clog the streets.	51.0657771	-114.0634704
BUSINESS IMPACT (12)	Latitude	Longitude
There is a high concentration of diverse (and not generic) amenities giving a great opportunity to anchor an exciting and active station.	51.06628614	-114.063406
Too many strip malls with parking facing Centre. New plan should move parking to alley, or underground, or allow for other TDM.	51.07539399	-114.0625477
Allow licenced buskers to entertain the traffic and LRT users.	51.06682444	-114.0627837
Discuss Green Line with local business and potential impacts. Especially for Pets is vital to the community.	51.06720307	-114.0548015
Auto oriented services within walking distance allows me to support local business instead of driving to other locations.	51.0665828	-114.0580523
Don't allow for car oriented businesses. Bad pedestrian environment, lowers density and adds traffic.	51.06665022	-114.0578377
At grade station can help calm traffic, reduce cost and provide activity for businesses. Deep underground station can't do these.	51.06176863	-114.0625799

## Appendix

### Verbatim Input Online Idea Map Comments

BUSINESS IMPACT (12)	Latitude	Longitude
Sell off school for major redevelopment to help pay for LRT or shortfall in school board budgets.	51.07838011	-114.0612066
Strip mall. Could build out this site. Keep retail on bottom but put residential at the top! Great views to capitalize on!	51.05928044	-114.0621078
Might need to enforce permitted parking to prevent commuters from driving in and parking in the community to take the train.	51.06788334	-114.0598977
An at-grade LRT system would allow for increased visibility to local businesses.	51.07243239	-114.062553
Consider underground businesses like coffee shops and convenience stores. These are all over the place in Europe.	51.06640076	-114.0628052
VISUAL IMPACT (12)	Latitude	Longitude
Current street-scape is overwhelmed by Centre Street. Replace with a form based code with a min height of three stories for new development.	51.07640511	-114.062537
When designing stations keep in mind the unique history and culture of the neighbourhoods.	51.07605459	-114.0625906
This is a great opportunity to develop Tuxedo park and create an amazing greenspace for everyone to enjoy.	51.06636705	-114.0624082
sidewalks are in extremely poor shape. new streetscape along centre with ped and cycle and vehicle lanes. add more trees	51.07900697	-114.062258
Clean up garbage, improve sidewalk	51.06752683	-114.0626684
Redesign west side of park for better integration to the street and provide a more useable open space for transit users and residents.	51.06754692	-114.0626872
Tigerstead historic sign on this building. Would love to see adaptive reuse or some historic homage with the redevelopment of this site.	51.07914178	-114.0622044
Plant some trees between the sidewalk and the street to make the street feel a little less post-apocalyptic.	51.06035934	-114.0622365
Station design: Colour-changing LED lights are to architecture as glitter is to crafts -- use sparingly, if at all.	51.06348803	-114.0625906
Landscape the area adjacent to 28th Avenue Station and Tuxedo Park. Include bike storage.	51.07845425	-114.0627837
Encourage 6-8 storey mixed-use development to replace vacant lots and rundown homes that are eyesores.	51.07858906	-114.0621829
Current street-scape is overwhelmed by Centre Street. Replace with a form based code with a min height of three stories for new development.	51.07753754	-114.0625262
SAFETY (11)	Latitude	Longitude
eliminate the lane change over...i see accidents daily from this.	51.06802911	-114.0625222
Create a hub around the station, make it a cool place to hang out. Safe and friendly.	51.0665828	-114.0624297
Have a secured bike rack or kiosk so we can get the bikers off the road	51.06681769	-114.0625906
At the station entrance place CCTV to monitor people traffic	51.06704693	-114.0625048
Open up a police station as to control the increased crime	51.06691208	-114.0621078

## Appendix

### Verbatim Input Online Idea Map Comments

SAFETY (11)	Latitude	Longitude
traffic calming (traffic circles, narrower roads, cycle lane protected by parking) as this is heavily used and often speed is an issue.	51.06331272	-114.0644574
Fix the road!	51.06877395	-114.0625262
This current intersection is extremely unsafe as a pedestrian.	51.06696642	-114.0628374
Sidewalk is uneven (in disrepair), narrow and feels unsafe.	51.06707666	-114.0571082
Sidewalk is uneven (in disrepair), narrow and feels unsafe.	51.06706149	-114.0612736
Its a heavy east-west pedestrian/bike corridor that can use better signaling.	51.07065265	-114.0624779
PARKING (5)	Latitude	Longitude
Too many strip malls with parking facing Centre. New plan should move parking to alley, or underground, or allow for other TDM.	51.07539399	-114.0625477
So much surface parking that takes away from the pedestrian experience and walkability to this important destination (Safeway).	51.0681537	-114.0615606
Might need to enforce permitted parking to prevent commuters from driving in and parking in the community to take the train.	51.06788334	-114.0598977
Reduce the traffic lanes to create wider sidewalks and parking along the street.	51.06258451	-114.0625477
Better parking. Like a structure or underground parking lot so cars don't constantly clog the streets.	51.0657771	-114.0634704
STATION LOCATIONS (5)	Latitude	Longitude
Can car trips be converted to LRT? Catchment is wide and may be demographically tied to communities in the far N and NE with long transfers.	51.06624569	-114.0634274
16 Ave Station should be the first station out of downtown. One is definitely not needed on 8th or 9th	51.06684358	-114.06317
We need a station at 8th ave ... the distance between downtown and 16th ave is far too great	51.05979966	-114.0625075
The park is quite underutilized and has the potential to become a great public space and meeting place near the 28 Ave station.	51.07874185	-114.0624887
Landscape the area adjacent to 28th Avenue Station and Tuxedo Park. Include bike storage.	51.07858906	-114.0621829