



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Project Overview

### Main Streets Program

#### Program Overview

The Main Streets Program is one of the ways that The City of Calgary is working to make our city “a great place to make a living, and a great place to make a life.” Our program shares The City’s common purpose of “making life better every day” by implementing a comprehensive process to transform our main streets into places where people want to live, work and play.

#### Main Street Master Plan

A Main Street Master Plan is more than improved accessibility, safety and beautification. It is about placemaking, creating vibrant places that put a priority on sociability, access and linkages, comfort and image, and uses and activity.

#### Vision

Main Streets are places where citizens come together. They allow us to travel less and live more by providing the things we need right in our own communities.

#### Core Principles

Main Streets are resilient, adaptable, and attractive places that:

- Celebrate the character of the community;
- Encourage diversity of businesses, buildings and residents;
- Create a vibrant destination, and;
- Improve public health.

#### Program Approach

The Main Street initiative focuses on implementation approaches and programs to enable the policies, goals and targets contained in the Municipal Development Plan (MDP). The Main streets program consists of the approach outlined in Figure 1.

#### Streetscape Master Plan

A Streetscape Master Plan is intended as a high-level design guideline for public realm improvements such as sidewalks, landscaping, lighting, public furniture,

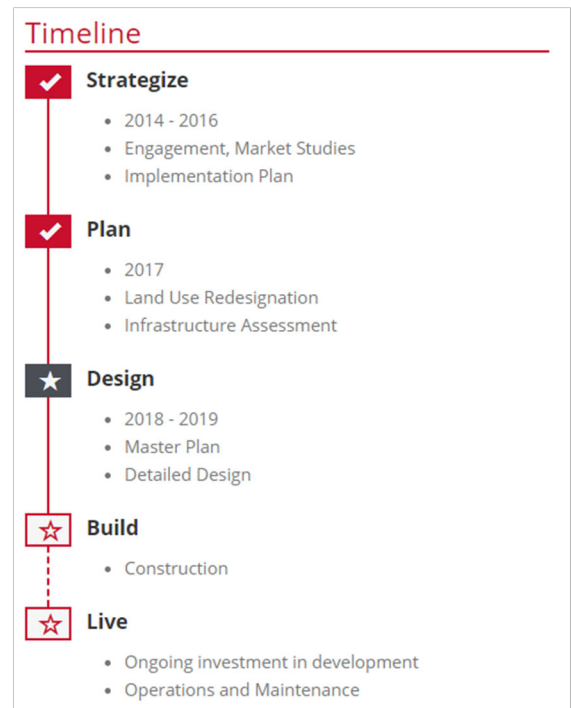


Figure 1 - Main Street Program Approach

crossings, and other elements of urban design. The Plan communicates the “big moves,” while leaving enough flexibility to adapt as the street evolves over time

## Streetscape Master Plan

### Study Area

Study Area 1 Avenue N.E. was identified as one of the main streets in the City of Calgary Municipal Development Plan (MDP). This project focuses on one of these segments spanning 1 Avenue N.E. from 4 Street N.E. / Edmonton Trail South to 11 Street N.E. (Figure 2). In an effort to create a more integrated main street with better connections to surrounding areas, this Streetscape Master Plan also incorporates segments of Edmonton Trail and 4 Street N.E. The study area transects the centre of Bridgeland/Riverside, one of the Calgary’s well-established inner city communities.



Figure 2 - Study Area

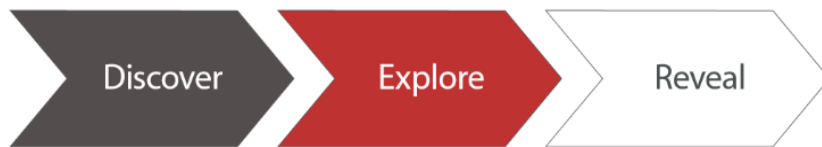
## Engagement Overview

### Main Streets Program Engagement

Within the Main Streets Master Plan process we engage the public in three phases; Discover, Explore and Reveal to better understand community’s values for their street.

#### Discover Phase

In the Discover Phase, The City listens and learns from stakeholders about public views, plans, concerns, and expectations.





# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Explore Phase

In the Explore phase, public feedback is obtained through consultation to review preliminary design ideas and options developed from input discussed at the Discover phase. We ensure issues and concerns are understood and considered prior to design resolution of the Master Plan.

## Reveal Phase

The Reveal phase focuses on communicating the short and long term strategies that will be carried forward into detail design of the project. The information communicated will include: (a) the proposed design; (b) what is different from existing; (c) why it is different, and; (d) how engagement input influenced the design, and; if not, explaining how the input was considered and why it could not be incorporated into the design.

## How We Use Your Input

Feedback gathered from public and stakeholder engagement is reviewed with City of Calgary policy and standards, site conditions, and technical design analysis then refined for the next stage of engagement.

## Explore Summary

This What We Heard report back focuses on the results of the Explore Phase of engagement only. An Explore drop-in format Open House was held on Monday, February 4, 2019 at the Rehabilitation Society of Calgary from 5 p.m. – 8 p.m. to collect feedback on the design options. The design options were based on what was heard during the Discover phase engagement, policy review, technical analysis and site conditions. The open house materials and a survey were available online from February 5 - 19, 2019 on the [project engage webpage](#). This report includes a summary of the input received from both the open house and online engagement components.

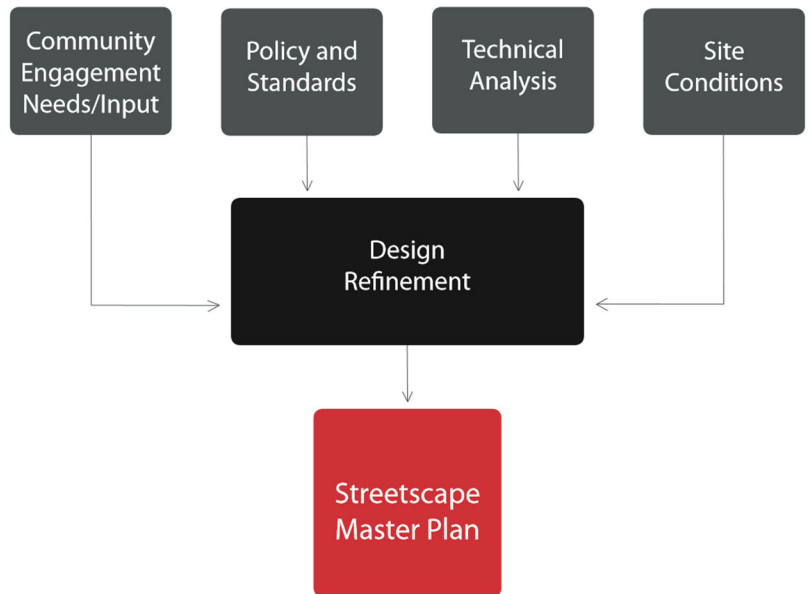


Figure 3 - Main Streets Program: How We Use Your Input



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## What We Asked

### Project Vision

The design concept incorporated feedback received through community engagement in the Discover Phase engagement which included an in-person open house and online survey. The following represent the five preferred streetscape elements resulting from the engagement:

#### Trees + Vegetation

1 Avenue N.E. main street users would like to see their main street as a destination with the increased vitality to attract residents and visitors.

#### Sidewalks + Enhanced Lighting

1 Avenue N.E. main street users would like to see their main street as a safe and attractive destination year round, through accessible walkways and improved lighting.

#### Enhanced Pedestrian Crossings

1 Avenue N.E. main street users would like to increase safety and ease of use for people on foot, bike or behind a wheel.

#### Character Features

1 Avenue N.E. main street users would like to keep the unique character of their main street. They value their street's small town feel, close knit community and quirks.

#### Seating + Benches

1 Avenue N.E. main street users would like to see considerations given for areas of rest and social gathering through a variety of seating and public furnishings.

Participants were asked to provide feedback on whether the project vision supports What We Heard from the community in previous engagements. This was done by selecting one of the following options (strongly reflect, somewhat reflect, or missed the mark).

### Design Objectives

Six project objectives were developed based on the vision and streetscape elements identified in feedback provided through the 'Discover' phase of the 1 Ave N.E. Streetscape Master Plan engagement process. The six objectives are under three categories (Mobility and Function, Social + Economic; and Character + Identity). Participants were asked whether the design options presented on the boards and project engagement webpage achieve the project objectives.



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Mobility + Function

**Connect:** create ease of mobility for all through consistent walkway paving materials and safer roadway crossings

**Protect:** review bike routes to reduce potential conflicts, calm traffic and improve awareness between vehicles + pedestrians

## Social + Economic

**Pause:** provide people of all ages and abilities spaces to rest and socialize through seating opportunities and benches

**Thrive:** support business, attract innovation and stimulate development by implementing a more inviting public realm

## Character + Identity

**Breathe:** add more trees and vegetation to give shade, comfort and character

**Be Bridgeland:** invest in unique character features that say Bridgeland

## Design Strategies

Each design objective was paired with design strategies to achieve the design objectives through the streetscape design concept (Figure 4). The addition of Coordinate as a strategy highlights the technical design analysis that informed concept parameters while achieving infrastructure and servicing needs along the community's main corridor. The use of these strategies is highlighted through the streetscape design concept boards to explain what was done in the concept to achieve the design objectives. Participants were asked if there were any other strategies that should be considered within the three categories of Mobility + Function, Social + Economic; and Character + Identity.

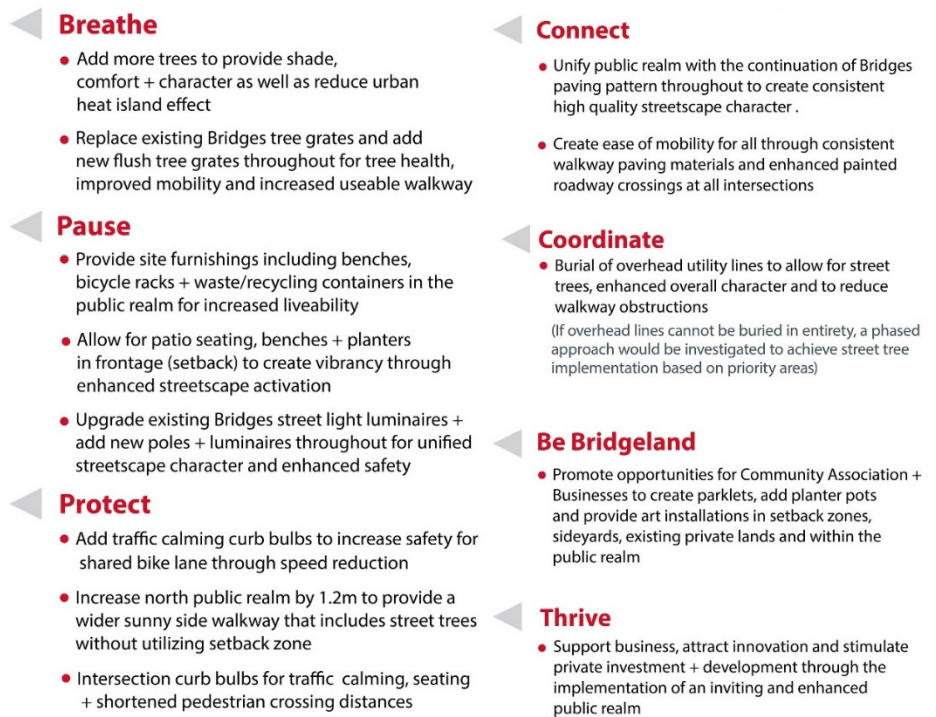


Figure 4 - Design Strategies



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## What We Heard Summary

This section provides a brief summary of both the open house and online input received during the Explore phase of the 1 Ave N.E. Streetscape Master Plan project. For a detailed summary of the input that was provided, please see the [Summary of Input](#) section. For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Overall, participants who provided input indicated that the project vision developed for the streetscape strongly supported what was heard from feedback collected through previous engagement.

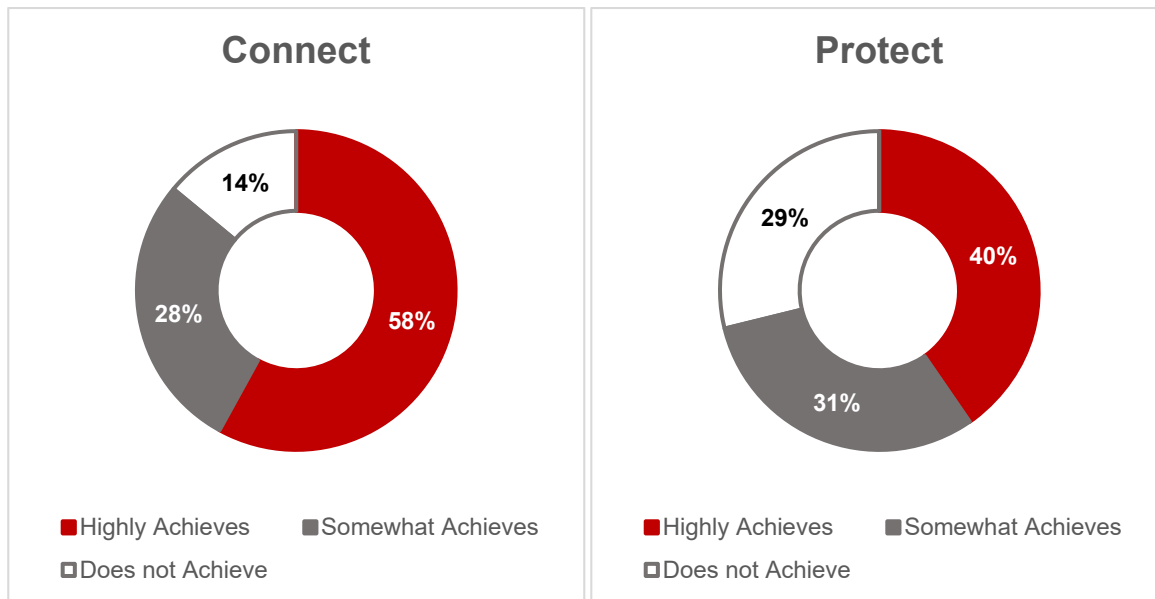
Participants input also indicated that the design objectives were achieved through the proposed streetscape design with the greatest opportunity for further refinements under the design objective 'Protect'. Feedback suggested reconsidering bicycle movements in the area to achieving the greatest possible connectivity, predictability of movements, and safety by providing clear mobility options for pedestrians, cyclists, and vehicles.

### Mobility + Function Objectives

**Connect:** create ease of mobility for all through consistent walkway paving materials and safer roadway crossings

**Protect:** review bike routes to reduce potential conflicts, calm traffic and improve awareness between vehicles + pedestrians

**Question:** Does the design achieve the project objectives? Tell us why.





# 1 Ave N.E. Streetscape Master Plan

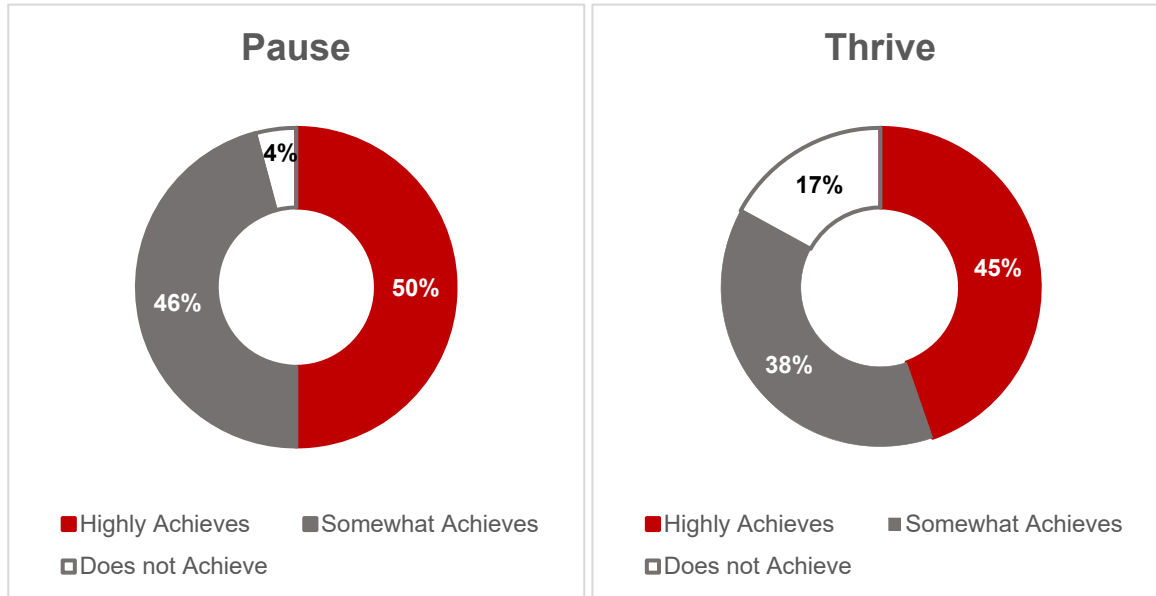
Stakeholder Report Back: What We Heard  
Explore – March 2019

## Social + Economic Objectives

**Pause:** provide people of all ages and abilities spaces to rest and socialize through seating opportunities and benches

**Thrive:** support business, attract innovation and stimulate development by implementing a more inviting public realm

**Question:** Does the design achieve the project objectives? Tell us why.





# 1 Ave N.E. Streetscape Master Plan

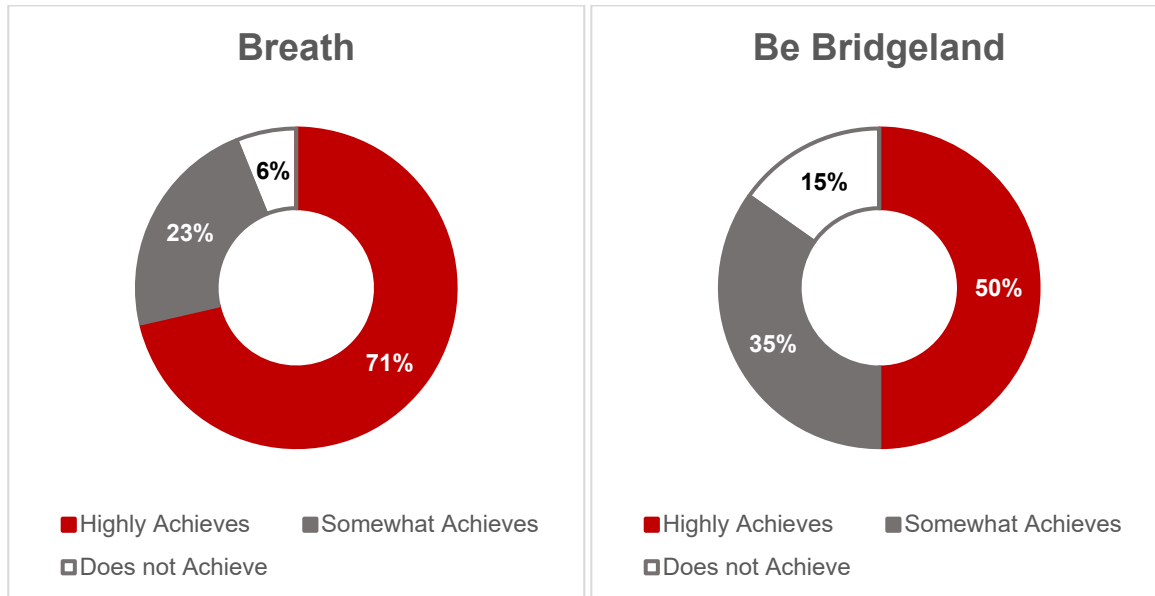
Stakeholder Report Back: What We Heard  
Explore – March 2019

## Character + Identity Objectives

**Breathe:** add more trees and vegetation to give shade, comfort and character

**Be Bridgeland:** invest in unique character features that say Bridgeland

**Question:** Does the design achieve the project objectives? Tell us why.



Overall the feedback indicates that the design reflects the design objectives. Feedback themes that emerged (Figure 5) that can be used for project refinement include:

- The overall streetscape concept is an improvement; however, input suggested that the streetscape enhancements could be applied to any street and was lacking aspects that reflect Bridgeland’s context and character.
- The concept is not a complete street and needs to address how cycling routes fit into to 1 Ave N.E. streetscape, what design considerations for cycling are being included to increase safety, and how cycling routes connect to Edmonton Trail cycle track and the overall cycling network.
- There is opportunity to further showcase the history and unique Bridgeland culture through streetscape and placemaking elements like public art, historical references, community poster boards, and focal points that encourage people to stay and play, creating a streetscape that engages and attracts a wide variety of people.
- The importance of human-scale design for the comfort and safety of all community members through enhanced pedestrian crossings, pedestrian focused lighting, traffic calming, and assessable design.





# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

- As a commercial corridor, the connection points that help people get to 1 Ave N.E. including bus, C-Train, and cycling and walking routes are important considerations to include in the concept.
- Trees and natural elements are strongly supported and encouraged along the corridor; however, some feedback indicated concerns about maintenance.
- Flexible spaces like patios, pop-up parks, and seating areas provide an opportunity to animate the street and increase traffic to local businesses along 1 Ave N.E.
- Parking for cars and bikes is an important aspect for people who visit businesses along 1 Ave N.E.
- The general plaza is a focal point of the streetscape on 1 Ave N.E. and further enhancements are encouraged with some support to remove parking along General Ave.

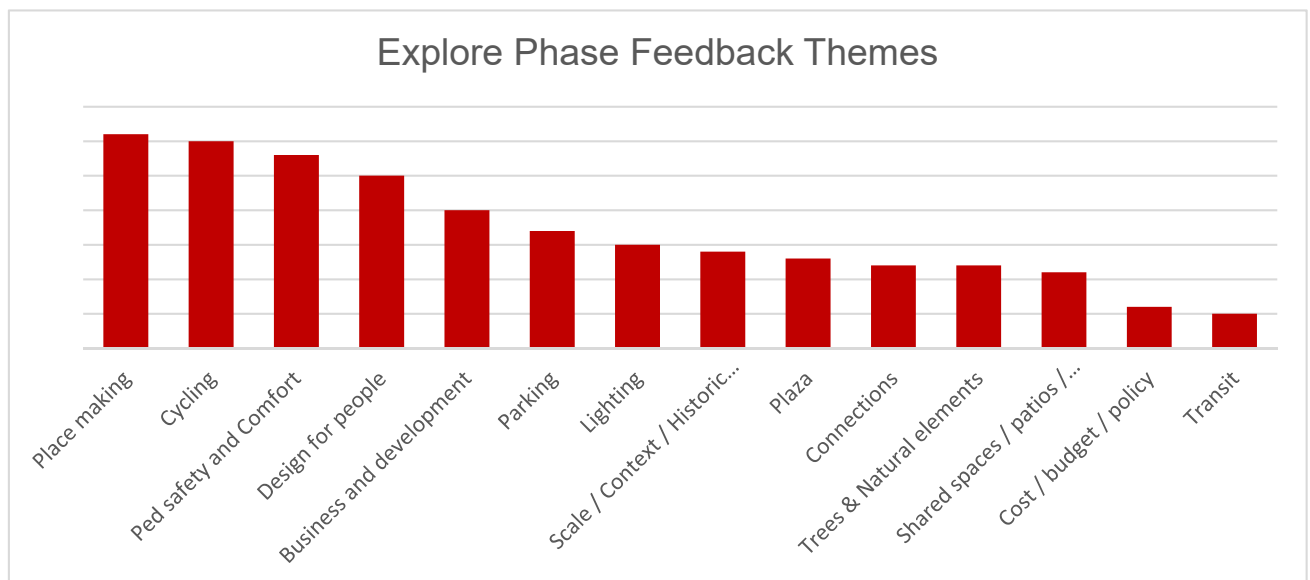


Figure 5 - Explore Phase Feedback Themes

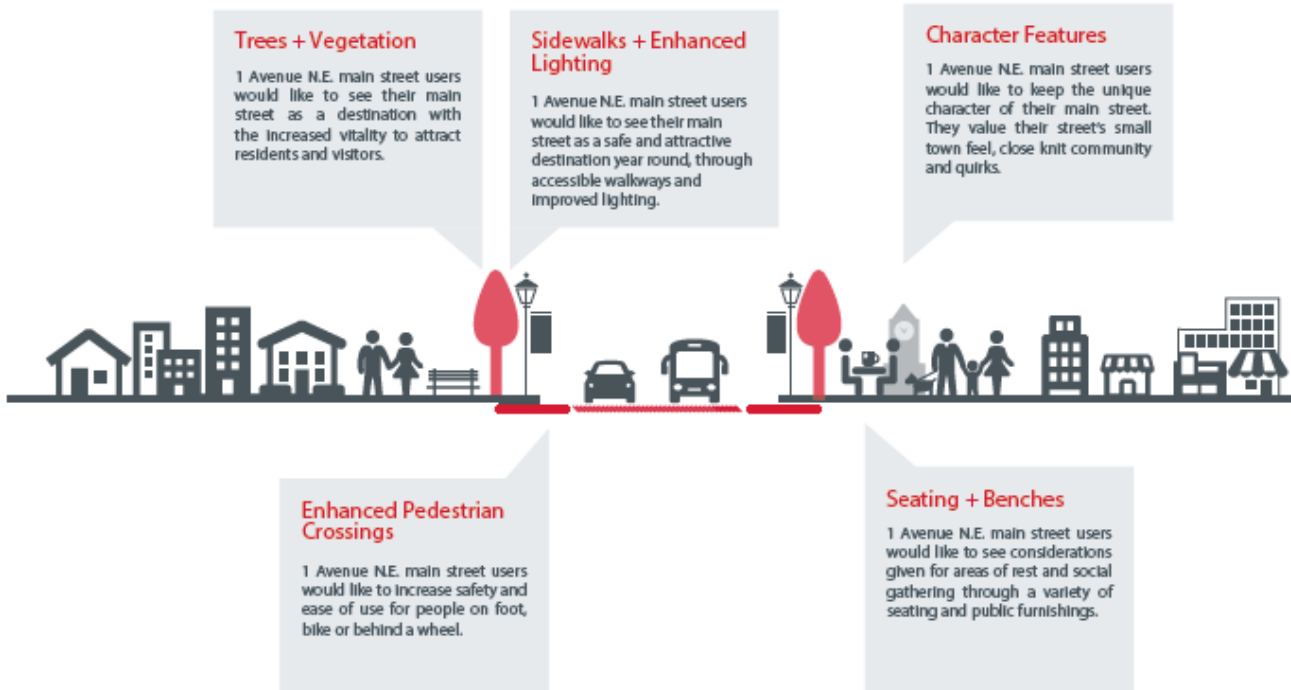
## Next steps

After the Explore Phase of project engagement was completed on February 19, 2019 this What We Heard Report was shared with Calgarians on the City’s project engage portal at [engage.calgary.ca/1aveNE](https://engage.calgary.ca/1aveNE). The Reveal Phase will begin in Spring 2019.

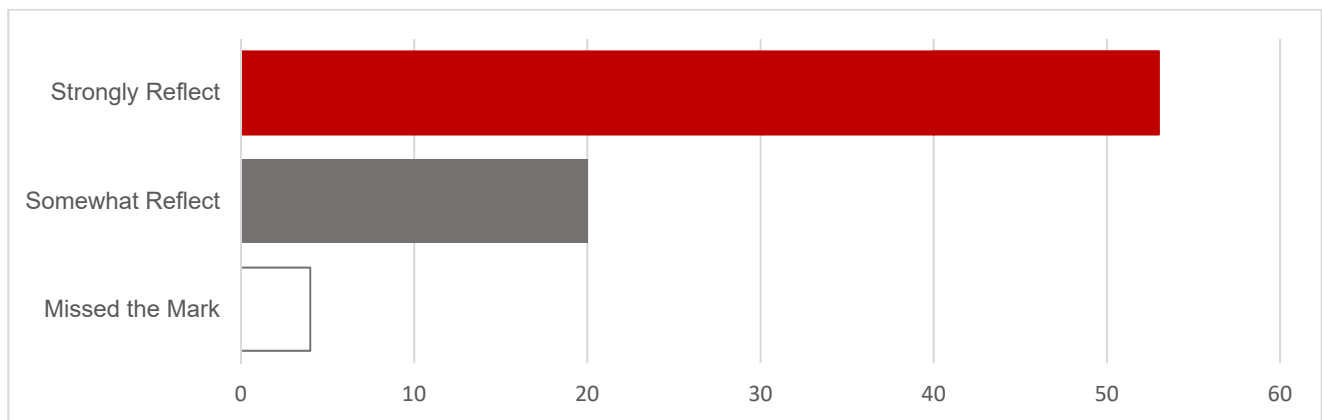
## Summary of Input

This section contains a summary of the open house and online data combined.

### Project Vision



**Question:** Do the five preferred streetscape elements above reflect community priorities as determined through previous engagement?





# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Project Objectives + Design Options

### Mobility + Function Objectives

**Question:** Does the design achieve the project objectives? Tell us why.

Mobility + Function	Highly Achieves	Somewhat Achieves	Does Not Achieve
<b>Connect:</b> create ease of mobility for all through consistent walkway paving materials and safer roadway crossings	58%	28%	14%
<b>Protect:</b> review bike routes to reduce potential conflicts, calm traffic and improve awareness between vehicles + pedestrians	40%	31%	29%
<b>Tell Us Why</b>	<ul style="list-style-type: none"> <li>Increased safety at pedestrian crossings</li> <li>Enhanced accessibility features</li> <li>Increased sidewalk widths</li> <li>Shortened pedestrian crossings</li> </ul>	<ul style="list-style-type: none"> <li>Lacking traffic calming</li> <li>Connections outside of the main street could be improved</li> <li>Parking for businesses is an important function for consideration</li> </ul>	<ul style="list-style-type: none"> <li>Lacking protected cycling infrastructure</li> <li>Preferred cycling route is undefined</li> <li>Safety concerns for people who bike</li> </ul>



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Social + Economic Objectives

**Question:** Does the design achieve the project objectives? Tell us why.

Social + Economic	Highly Achieves	Somewhat Achieves	Does Not Achieve
<b>Pause:</b> provide people of all ages and abilities spaces to rest and socialize through seating opportunities and benches	50%	46%	4%
<b>Thrive:</b> support business, attract innovation and stimulate development by implementing a more inviting public realm	45%	38%	17%
<b>Tell Us Why</b>	<ul style="list-style-type: none"> <li>Increased opportunities for patios and shared spaces</li> <li>Attracts people to the street and neighbourhood businesses</li> <li>Increased opportunities for business through foot and bike traffic</li> </ul>	<ul style="list-style-type: none"> <li>Winter and seasonal considerations are important for year-round activation and the design doesn't show winter elements</li> <li>Opportunities for placemaking and branding of Bridgeland missed</li> <li>Parking for businesses could be better addressed</li> </ul>	<ul style="list-style-type: none"> <li>Cycle route directs people away from the main street and the commercial hub of the neighbourhood; potential loss of business</li> <li>Opportunity for better connections to downtown, pathways and C-Train</li> </ul>



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Character + Identity Objectives

**Question:** Does the design achieve the project objectives? Tell us why.

Character + Identity	Highly Achieves	Somewhat Achieves	Does Not Achieve
<b>Breathe:</b> add more trees and vegetation to give shade, comfort and character	71%	22%	6%
<b>Be Bridgeland:</b> invest in unique character features that say Bridgeland	50%	35%	15%
<b>Tell Us Why</b>	<ul style="list-style-type: none"> <li>Increased number of street trees and canopy</li> </ul>	<ul style="list-style-type: none"> <li>Bridgeland character is unclear – what is Bridgeland character?</li> <li>Opportunities for further greenery and natural elements</li> </ul>	<ul style="list-style-type: none"> <li>Lacking historical context and character elements</li> <li>Bridgeland has an interesting history that should be represented in the design.</li> </ul>



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Other Strategies

**Question:** Are there other strategies we should consider to better achieve the objectives?

OTHER STRATEGIES		
Mobility + Function	Social + Economic	Character + Identity
<ul style="list-style-type: none"> <li>• Cycling infrastructure and route including safe connections to Edmonton Trail cycle track</li> <li>• Focus on walkability and pedestrian safety</li> <li>• Parking is an important aspect for people accessing businesses along 1 Ave N.E.</li> </ul>	<ul style="list-style-type: none"> <li>• Diverse demographics, design should reflect the needs of all community members including children and seniors.</li> <li>• Increased opportunities for commercial and flexible spaces through incentives</li> </ul>	<ul style="list-style-type: none"> <li>• Add in character elements that connect Bridgeland’s history, public art, and culture.</li> <li>• Human-scale lighting is an important aspect for pedestrian comfort and safety</li> </ul>



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Verbatim Comments

The following is a record of the feedback received through online engagement. Verbatim comments presented here include all comments that were provided. All personally identifiable information and any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions; otherwise, comments here are completely un-edited.

## Project Vision

**Question 1:** Do the five preferred streetscape elements above reflect community priorities as determined through previous engagement?

Highly Achieves	Somewhat Achieves	Does Not Achieve
53	20	4

## Project Objectives

**Question:** Does the design achieve the project objectives? Tell us why.

	Highly Achieves	Somewhat Achieves	Does Not Achieve
<b>Mobility + Function</b>			
<b>Connect:</b> create ease of mobility for all through consistent walkway paving materials and safer roadway crossings	29	14	7
<b>Protect:</b> review bike routes to reduce potential conflicts, calm traffic and improve awareness between vehicles + pedestrians	21	16	15
<b>Social + Economic</b>			
<b>Pause:</b> provide people of all ages and abilities spaces to rest and socialize through seating opportunities and benches	24	22	2
<b>Thrive:</b> support business, attract innovation and stimulate development by implementing a more inviting public realm	21	18	8
<b>Character + Identity</b>			
<b>Breathe:</b> add more trees and vegetation to give shade, comfort and character	35	11	3
<b>Be Bridgeland:</b> invest in unique character features that say Bridgeland	23	16	7



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Does the design achieve the project objectives?

### Mobility + Function

**Connect** - Create ease of mobility for all through consistent walkway paving materials and improved roadway crossings.

- What about bikes? Complete streets are supposed to consider all modes.
- None of these are even the bare minimum that's in the Complete Streets guidelines
- Crosswalks and Curb Extensions look great
- Insufficient sidewalk width, lack of cycle tracks.
- Improve 1 Av for cycling. Don't pretend to accommodate by saying take the side street. You wouldn't do that to a pedestrian would you. Prioritize humans over cars.
- Love the safety aspect
- Wayfinding is not included. Pedestrian scaled lighting is key to increase function - Bridgeland is very dark at night. Crossings should illuminate the pedestrian on the bulbout so they can be seen by drivers. Wayfinding could showcase walking distances
- Yet another Main Street project making my shopping experience less safe. This calls for bluntness - you need to address bikes. Read the literature, choose the best practice and adapt for the environment.
- I hope to see Bikes, Pedestrians and cars considered in the design. Bikes are currently underserved in this area.
- Flyover Park is truly amazing.
- If the surfaces are all redone then u should achieve this. I also don't see the increased building access ledge on 1st ave on south side that exists today which is a pain.
- Does little or nothing for people biking, through reluctance to provide protected bike lanes on main retail corridors.
- High-quality walking infrastructure but no actual bike infrastructure. Sharrows are not meaningful bike infrastructure.
- Your plan involves removing parking - there's not enough parking as it is and does not include residents of community and their visitors.
- I don't think it's possible to say more from the detail presented. I agree with the bulb outs, and with the wider north sidewalks. The failure to provide good bike solutions will make the area dysfunctional (frustrated cars, bikes on sidewalks).
- Options are well thought out and should provide a good outcome
- corner bulbs are great! and wheelchair access both directions - current some angle into mid street. Like both options for Plaza - current sidewalk dangerously tilted.
- There does not appear to be a clear method of accomodating cyclists, with active modes forced to side streets with poor snow clearing, and lacking connections to Edmonton Trail and Memorial Dr. crossings.





# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- Village feeling here - wide sidewalks with trees is good... road should be narrower - slows traffic and easier to cross street - further optimize pathway along escarpment - add design features to reduce speeds along 4 st + Edm tr - ensure Sr friendly
- shortening crossing is a good idea.
- Hard to tell from the diagram
- Larger paths
- More trees/vegetation
- Less boring
- More art; less path
- I like the proposed transit lane
- 9th Street and 1st Ave is dangerous.
- Curb bump-outs, moving bus stop and better lighting will make a huge positive difference.
- Please do not turn our beautiful area into another East Village – leave some trees!
- Need buried lines and new poles all the way to 12 Street N.E.
- Cycling is worse on 1st Ave already with temp. bulbouts
- Need 2 alternate cycle tracks; 2nd Ave and McDougall Road instead of Centre Ave.
- Estimate future traffic flow when 10th Street open from south of Centre Ave.
- Stop light installation at 1st Ave, due to increase
- Is “age friendly” consulting on this project; need their expertise.

### Mobility + Function

**Protect** - Reduce potential conflicts between cyclists, vehicles and pedestrians, calm traffic and improve awareness.

- I think cyclists will bike on 1 Ave if they are confident, but adding sharrows on Centre Ave may be beneficial. Realistically though, sharrows don't do much or anything for safety and all ages/abilities.
- Moving the bus stop at the plaza to the east is not preferred. It is already difficult as a pedestrian or driver to cross here, especially turning left to go westbound on 1 Ave from 9 St, this will exacerbate the problem
- cyclists should have signage along Centre Ave - cyclists that are more confident will use 1 Ave anyway, but this would provide additional support for families that want to bike on a quieter street - can we incorporate more than sharrows though.
- Cyclists are not accommodated at all. Sharrows are not proper accommodation.
- No separated cycling infrastructure
- I look forward to having an F350 revving behind me and point to a single file sign and sharrows. Or more people gunning it as I start to cross.



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

- Sharrows do nothing, there should either be a cycle track or better traffic calming to prevent short cutting drivers
- Why is there no traffic separated bike infrastructure? Are you serious?
- Where do you want bicycles and scooters to ride, on the sidewalk?
- Sharrows don't work well. Bulbouts in this case are not tight enough. 3.5 m lanes too wide. A bus with mirrors is 2.6m even adding .40m for mirrors is still 3 m . Bus mirrors are higher than cars. This won't change speeds without geometry change.
- Still need parking for plaza. Parking is already an issue when using spa or other stores around plaza
- This only partially addresses the issues. There may be some benefits for walking, but equally some disbenefits for cycling. Is this a space for people or just lip service?
- The major issue is biking and walking towards downtown. the gateway is VERY vehicle centric but its all of our only route into downtown everyday
- I use this corridor often to live, work and play. Increased safety and access from home to work and back is sooo needed.
- Please do NOT get rid of the parking. I know I personally will no longer frequent the shops on a daily basis if there's no parking.
- No protected bike infrastructure. The short stub on Edmonton Trail needs to be connected and expanded.
- 3.5m lanes are still too wide. A bus can and does fit in 3.3m in Calgary, even 3.0m. No protection for cycling of any kind. Only lanes or tracks achieve that, not sharrows.
- The opposite effect will occur. It will increase frustration.
- I would guess it will improve walkability, but I think the car/bicycle solutions are terrible.
- Overall, the proposed design is really great! One item that isn't addressed, which I think is very important, is the crosswalk on 4 St. and Meredith Road N.E. As a driver or pedestrian, it would be so much safer with flashing pedestrian lights.
- Not sure if cyclists in the main traffic lane works well Did you ask local cyclists which option they prefer? Looks like bus stops will hold up traffic? - suspect that won't be popular. Pedestrian modifications great!
- Local issues of social disorder must be better considered, get cyclists off 1 Ave - better on Centre or 2 Ave - make polka dots and markers permanent. way finding to guide people. Parking needs to be improved - more if we want to support our businesses.
- consider using a different material for crosswalk, rather than just typical paints. that way it will look more like an extension of the sidewalk. maybe even raised crosswalk at key locations, such as the plaza area.
- Traffic calming, overhead walk lights at main intersections and/or better overhead lighting. Especially at 9th st.
- Anytime you can do wider sidewalks go for it.
- Optimize walkability
- No preferred option identified for bikeway route options
- Unsure about pedestrian visibility at crossings, with trees right up to crossing.



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

- Raised walkway @ 9th and 1st Ave would help provide a safe walk across 1st Ave.
- Great to improve lighting and trees and friendly atmosphere
- Plaza option 1 preferred
- Keep vehicular traffic for the businesses
- Consistent curb bump-outs and lighting is great
- Good curb cuts and much wider sidewalks
- Need small island/planter centre of 12 Street and 1st Ave intersection
- Big traffic issues with N.W., S.E. pedestrian bump-outs @ 1st Ave Edmonton Trail to 4 Street
- Re-consider shared lanes with bikes/cars
- Reroute bikes to Centre or 2nd Ave where less busy
- Rebuild the Memorial/Bridgeland Bridge (see drawing). Eliminate the spiral ramp, need safe left turn at bottom of the ramp as well as to the right. Get rid of the bench not deemed safe and poor location. Need improved infrastructure between 1st Ave and the pedestrian bridge on Memorial Dr.
- Connection is the key between 1st Ave down 9th Street onto pedestrian bridge on Memorial Drive. Need better pathways for cyclists/pedestrians to get to the City through the East Village. It is safer and less traffic.

## Social + Economic

**Pause** - Give people spaces to rest and socialize through seating and benches.

- More opportunities for shared patio spaces along 1 Ave to liven the street/businesses
- can we spend money in other places than the general plaza? this is less than 15 years old! Just close it to vehicles during the summer and allow patios for the restaurant there and bam, you're done. Stop with Ali's pet projects.
- General plaza without parking is key. More designated parklets needed on Edm. Tr/ 4th St. Edm Tr and 1st St important corner to emphasize more. Bus stops should be unique and fun - swings, sculptural, multifunction - libraries
- Need somewhere to be able to chill in summer have a beer and a joint
- Enough seats by the park just around the corner
- utilizing the space under the bridge that used to be scary is amazing. Id love to see more lights and more longterm fixtures.
- Increased visibility, bringing more people out of their homes and into public space is a win!
- Good.
- People think that adding benches creates seating. Except in a few areas, people will not want to sit along this roadway, especially where new construction creates shade for the 8 of 12 months that are cool or cold.



# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- hard to tell from diagrams where the seating will be, but great idea and approve of the concept! great for seniors who need to rest
- ARP planned bldg heights along north side of 1st avenue out of character- too high. Remember this is a village scale area. Make Gen Plaza parking free and go for the full design. This is a treasure -
- Focus not just on having area to seat, but reasons for people to seat in particular areas. also consider providing different kinds of seating. some for social, some for quiet. providing some measure of enclosure is a good idea.
- Allow for more pop out patio space for restaurants.if we want to support our businesses.
- consider using a different material for crosswalk, rather than just typical paints. that way it will look more like an extension of the sidewalk. maybe even raised crosswalk at key locations, such as the plaza area.
- Traffic calming, overhead walk lights at main intersections and/or better overhead lighting. Especially at 9th st.
- Accessibility to parks – green spaces please
- I like the proposed General Ave park closure (ad cars to enjoy)
- We are in need of permanent bench seating on 1st Ave.
- But no parking on permanently shut down General Ave would compound existing problem and hurt businesses there and nearby.
- Plaza option 2 – long term plan
- Fulfill its potential
- European Village feel!
- Love the option 1 on the Plaza 8A – 9 Street NE
- Make benches sensible and user friendly for the many seniors who live here
- Benches – functional and prevent vagrancy and skateboarders

### Social + Economic

**Thrive** - Support business, attract innovation and stimulate development by implementing a more inviting public realm.

- I don't support option two for the plaza, I think it should be able to be closed a lot, but removing the parking will just cause spill over to the adjacent areas. The sidewalks in the general plaza that are angled are hard to walk on in winter.
- Bikes mean business more so than parking. This plan is missing a big component.
- This looks like another car-focussed area, like much of the city. I can't see this being inviting.



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

- Retaining the car-centric design meant to park private automobiles limits the street design
- Place for banners? Fun branding ie. breakfast corner at OEB/Blue Star/ Baya Rica - fried egg painted in the intersection or other fun elements. Bridgeland market corner needs work - round about???
- Dangerous traffic intersection at 10th St/ 1st Ave.
- Removing parking will not help
- I love "the core" of bridgeland but have concerns about the connection to downtown. Even getting a coffee on route is a seriously dangerous space for pedestrians and cyclists.
- I wonder why there's no connection to the train station in any of this. Given the promotion of pedestrian friendly community getting to the community without a car and connecting that transit station should be part of the Main Street plan.
- Please do NOT get rid of the parking. I know I personally will no longer frequent the shops on a daily basis if there's no parking.
- Lack of a timeline and budget for implementation
- There's a high degree of traffic on the Bow river pathway every day - these folks need to be enticed to walk or rid up to Bridgeland. This plan doesn't get there.
- Cyclists will be rerouted around the businesses or kept on the less safe for them 1 Av. This is lost business potential.
- It might be more inviting but I don't see how that is going to attract more people if there are no services.
- Overall I think the plan will frustrate drivers, and I think our local businesses still depend considerably upon cars for support. I live in the neighbourhood and personally can see this encouraging me to walk more on weekends, and avoid 1st Ave weekdays
- pedestrian and cycle friendly streets increase business traffic! Plaza proposals great - patios for the restaurants!
- The challenge of business & parking - undergrd. needed and publicized. Businesses are service/ food oriented - siloed/ insular - we need BIA but long term businesses have been betrayed by city intransigence in the past
- many good improvements - can we consider allowing smaller/mobile business to inject more business into the area to bring more people, and to fill in many of the gaps in the street front currently.
- The north side I'd the street is wasted space. Remove parking requirements in zoning and promote infill commercial construction to promote interactive business. Not just dentist and pharmacists.



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Character + Identity

**Breathe** - Add more trees and vegetation to give shade, comfort and character

- Could crosswalks all be colorful or more unique than zebras? Something special to Bridgeland? General Plaza without cars is a key to the whole plan. Edm Tr greenway is lovely - how will it stay clean? Can we landscape 1st Ave bulbouts like Invermere?
- There is a lack of shade
- Good.
- Adding trees is always great, but the green opportunities are not that substantial. The City has a poor track record of maintaining what gets installed.
- love the additional trees - thanks! looks bleak now in some segments. no where else to tell you this, but I love what you are proposing in your preferred options! thanks so much!!!
- Real character of community missed- one of Calgary's oldest communities with huge potential to highlight elements of the past - streetcar route, horse driven delivery carts, Old North Trail to Edm. - have missed the boat ! Incorporate history in modern way
- great.
- Love the added trees!
- One line of trees is not enough. Also consider raised beds (salt and run-off). Maybe benches attached.
- Care of new trees is important but yes, more trees to add to friendly relaxed place!
- Urban forestry connection? "heritage trees"

## Character + Identity

**Be Bridgeland** - Invest in unique character features that say Bridgeland

- it does seem somewhat generic - this could be any community - what about some german elements from the history of the community?
- I'm not sure I see any evidence of this. Sorry, we need better.
- What about this says "character"?
- Can we include community notice boards throughout? Kensington and Inglewood have these, we don't. With no BIA and a CA with no amenities to make money off how will we pay for murals, public art and parklets? More pay parking?
- Some highly identifiable markers at the edges of the zones - some historical context signs or anything to actually support the unique character
- Not really sure what Bridgeland's essential character is any way.
- I don't see anything about this design that "says Bridgeland". It could be any urban street, anywhere.



# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- This may be within the plans described, but isn't made clear. For example, maybe the student involved mural could have a "Bridgeland history" theme. Also, would be great to replace those old light poles with old fashioned ones.
- Like your suggestions- gateway, parklets, murals etc - not sure what will be done to preserve existing character buildings ( eg LDV pizza) if Mainstreet all built up.
- Trees are fine but appalling lack of understanding of the history here... forgetting the Riverside history...current residents do not know this. was blue collar, multi ethnic European community - unique in Calgary!! Your design should reflect this
- many initiatives proposed here are fairly general - it will be in detail design that the character can be more defined, such as banners, type of vegetation, perhaps providing feature lighting, above/crossing the street? more subtle version of Stephen ave
- Remove the street/parking on general ave and make entire area a plaza without cars.
- I like what you are doing, but it's a bit hard to see the details in the fuzzy graphic that was used.
- Racket park in the dead SE corner of the school board parking lot by the church.
- Plaza option 2 – not sure how it will support General Ave businesses
- Heritage needs to be “storied” – pictures/art. On traffic boxes. Murals refer to history.
- Prefer Plaza option 1
- 8 Street NE has been identified as a historic streetscape. It would be good to use some of the trees and veg identified there.
- It is important to keep the parking (pick-up) on General Ave. Could make entire zone 10 min. or 10 min.
- Continue to foster the real “Village” feeling. Human scale. Optimize Plaza.
- Bridgeland vs City – two are not exclusive. 1st Ave is part of 2nd history. Unique character! Spotlight singular aspects.
- What is “Bridgeland” (to the City vs. residents)
- Need to balance shade/comfort with safety concerns
- Please don't install garbage bins like the ones in Inglewood
- Plaza Option 1 but wider plaza all the way across 1st Ave, angle park in plaza on General Ave, only have parking on north side of 1st.
- Capitalize on unique features – limit building heights and mandate setbacks. Optimize streetscape.
- Bridgeland and Riverside have strong European history. Make it come alive again.
- Construction unfunded



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## Are there other strategies we should consider to better achieve the objectives?

### Mobility + Function

- connecting centre ave to cycle route on edmonton trail. no angle parking on 9 Street; closing the parking in the plaza from June - October.
- This is not a complete street.
- You should follow Complete Streets guidelines (which include at least painted lanes, not "shared streets" for cyclists)
- A speed change to 30km/h for the area beyond the existing playground zone is not mentioned and should be - design is bigger but not reinforcing this doesn't help.
- more 4 way stops to slow traffic down and discourage shortcutting
- Add cycle tracks.
- Prioritize humans over cars
- School zone needs special treatment to signify entering school zone - planter in middle of road? Separated bike lane for low speed biking on north side of 2nd ave with wayfinding signage in and out of 1st Ave. Angle parking on south side of 2nd ave
- Please leave parking spots by plaza. Especially in the winter it is hard to get there without a car
- Make this a space for everyone - the rest will fall in place easily based on that constraint.
- Focus on walkability !
- Again the connection to the train station including the safety of accessing it is missing.
- protected bike lane - maybe on Centre Ave or 2nd Ave
- Greater consideration to creative bike route planning. For instance, a new signalized intersection could connect Edm Tr bike lane to Centre Ave. Or, connect the bike lane to Centre Ave using 1-2 blocks on 1 Ave NE.
- Cycle tracks or any other real bike infrastructure.
- Yes, there needs to be more parking to achieve greater mobility. My friends don't want to come to the community since there's no where to park.
- Increase lighting off 1st avenue as well. Our streets are dark!
- Solve the problem of bike lanes.
- Please flatten the slope of the sidewalk on south side general ave - very hard for seniors to walk tilted. Ensure sidewalks from Seniors residences to 1st ave are wheelchair safe - centre ave bad between 9A-10st. what will happen with new AHS building?
- Should the cycle route be moved, a high-quality link must connect with the Edmonton Trail cycle track and Memorial Dr. bike crossing from 9th St. or 12th
- Senior friendly input - narrower 1st avenue, optimize bumpouts, lower level lighting - new posts that enable banners. Optimize Gen Plaza as the town square - no parking no smoking, good interface wth businesses. More trees both sides closer to 10 Street





# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- wider sidewalks aren't always better, it's important to have the right proportion, but I think northside increase is a good idea.
- Promote our walkability, improve connection with east village, improve safety and lighting on south side of lrt.
- I walk to school with my friend and there is 3 of us and we can't walk side by side. I would like larger paths.
- I hate biking to school down Main St.
- I have a 10 year old sister and know many younger than her that can't bike to school due to lack of safety.
- So separate bike lanes are a must. Also, crossing 10th and 2nd is super scary!
- Need more consideration for interface into Bridgeland C-Train down 9 Street.
- Like the 3 hour parking behind the church – allows visitors to shop and eat, etc.
- We are in need of better lighting at 1st Ave and Bridgeland ????
- Create more parking and allow for more than 2 hours to ?????
- Possible to ????? parking allowances to 3 hours to stroll 1st Ave.
- Increase parking hours to allow people to visit and explore 1st Ave and Bridgeland.
- Do shared bike lanes really work? That's what we already do and I don't think it's working on 1st Ave.
- Is design intended to have any impacts on traffic flow on 1st Ave? I.e. the traffic cutting through Bridgeland
- Enable 2 hour free parking on side streets and enforce.
- Don't forget connections north and south of river eg. East Village
- Ensure permeability and increased easy access to river.

### Social + Economic

- more and better bike parking
- Build a proper complete street.
- This is great
- Parking challenges in couplet area - bulbouts by Luke's won't work. Can Meredith and Marsh have angle parking or existing parking lots better utilized by Luke's -make this an urban district - remove car-centric feel - needs parklets/ ping pong, swings
- A BIA would help. Also, Edmonton Trail is 80% of the problem here - even 4 blocks away. That really has to be addressed more wholesomely.
- I understand there to be restrictions to what types of businesses that are allowed in Bridgeland. Including the ability to sell second hand goods. Second hand book stores, boutique style second hand clothing stores, would Be a good fit.
- Incentives for business support of initiatives



# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- Bike infrastructure. Real bike infrastructure.
- Improved lighting throughout.
- The closure of General Avenue should be reconsidered.
- No more major chain restaurants be allowed on our main streets.
- We have many seniors in our neighborhood -- I wonder if there could be space for activities for older people? In other cities, I've seen board games, bocce, even dancing.
- Caution re increasing the alcohol outlet density as more access increases crime and domestic violence. ( Contact AHS municipal alcohol policy group - working with City Neighbourhoods). work with DI re homeless - need place in day so not sleeping on benches
- work with siloed business owners to create welcoming corners (ie in front of 7 st medical bldg), classic style benches for seniors/families, allow streetside decks for eating. optimize links btw Riverside (south) and 1 Av. Keep Edm tr + 4 st clean
- Overpass area improvement, while nice, should not be a priority over main street improvement. version 2 of the plaza preferred. But the north side of the street desperately needs more business - how can we encourage this.
- Promote or attract more interactive business's. Bridgeland needs more specialty shops, cafes, restaurants, etc, less professional services business's.
- With all kids in and around our community maybe make stuff double as something else like a bench to a ramp and a side of dots/hopscotch. For lighting pressure plates that make lights glow. Play and lighting fund and safety.
- Make sure the project meets the needs of our diverse community (incomes, cultures, accessibility, seniors).
- Make new retail options affordable and accessible to all members of our community.
- Daycare and child-friendly spaces
- We need clothing store and grocery stores here.
- Support option 2 for Plaza.

### Character + Identity

- banners that say 1 Ave Main Street, or Bridgeland-Riverside - more community type branding.
- Build a proper complete street.
- Public art
- How do we add whimsy? Swings throughout the community? Some unifying fun feature? Neutral minimalist modern nature with pops of art and interactive sculpture, swings, and surprising public parklets- art on the road?
- public art would help.
- No.



# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- Yes - definite what the "Character + Identity" is. Street art and sculptures and benches are nice. Why are they "Bridgeland"?
- I would very much like to see the lighting along First Ave replaced with higher quality more character style similar to what is found in Kensington and Inglewood.
- As I touched on above, maybe the murals could illustrate some history, and also replacing those wooden light poles with old fashioned ones would be wonderful.
- I like the proposed street lighting and suggest it be put on centre ave as well for consistency - the existing globe lights are attractive but huge light polluters. consistency increases identity
- Require new developments near transit stops to construct heated vestibules for waiting.
- Light fixtures lower to the street, use signal boxes for heritage art, more cultural type murals (see Villa Firenza, LDV already have), consult Heritage planners - Design of new businesses must avoid too much glass, reflect historic nature of this village
- Honour the cultural history of the neighborhood.
- The central plaza is almost perfect, just go all the way and remove the cars and parking on general ave
- remaking of the pedestrian bridge near the school can make a substantial difference, students involvement will be great, but it needs more than just hanging art on the rail - it needs a makeover such as the whole guardrail being redesigned.
- Consider what says Bridgeland community members I think its about colour, community, vegetation, art and life in general. Factors to remember: schools (children); elderly; play; maybe no car street.
- Pedestrian scale lighting not just on road.
- Poor lighting visual in fall/winter months
- Consider lighting with a focus on winter.
- What will the streetscape look like in winter without green on trees and vegetation?
- We have a wonderful "feel/character" already. Build on it – make it even better!
- Important to secure City funding to do it right!
- We are over 100 years old. Celebrate this! Unique in Calgary.



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

Please check the statement that best describes your opinion:

	AGREE	SOMEWHAT AGREE	NEITHER AGREE OR DISAGREE	SOMEWHAT DISAGREE	DISAGREE
<i>The session was a good use of my time</i>	8 ✓	2 ✓		2 ✓	
<i>I am satisfied with the opportunity to participate and provide input.</i>	8 ✓	2 ✓	2 ✓		
<i>I received enough information to provide meaningful input.</i>	4 ✓	3 ✓	2 ✓	2 ✓	
<i>I understand how my input will be used.</i>	4 ✓	4 ✓	2 ✓	1 ✓	1 ✓
<i>The format was an effective way for The City to collect input.</i>	8 ✓	1 ✓		1 ✓	1 ✓

## How did you hear about this session?

- Project email update: 2 people
- Bridgeland Riverside Community Association: 6 people
- Bold Signs: 4 people
- Word of mouth: 3 people
- Other: 1 person



# 1 Ave N.E. Streetscape Master Plan

Stakeholder Report Back: What We Heard  
Explore – March 2019

## What worked for you about the session format and activities today? Is there anything we could do to make it better

- Great to see the large boards and speak to some of the professionals involved
- Definition of industry terms – i.e. “Skylane” needed.
- The information session was very easy to understand, and staff helped clarify the displays.
- City staff were talking amongst each other more than speaking with people going through boards.
- Consider stationing City staff with certain topics to appear more approachable/available.
- Post-it notes work well
- City staff and consultants need to be more approachable (talking amongst themselves)
- I have lost my faith with the City actually listening to my comments. Is there a way to prove that comments will be considered?
- Too much info for City to decide. I found the info overwhelming and will probably digest it and provide more feedback online.
- Display was good and informative. Staff was engaging and informative. Hope the plan vision stays intact – many special needs, seniors and children that space needs to reflect. Beautiful old neighbourhood should be preserved – trees, parks, etc.
- Able to see the progression of the work and that community was listened to (re lighting). Thank you.
- We need more exact plans for the buildings. We don’t want to be East Village!
- Make it more understanding for people with disabilities.
- It was a good think tank. I don’t think so.
- The smaller maps need to be larger from accessibility perspective.

## Do you have any additional comments about the 1 Ave N.E. Streetscape Master Plan that you would like to share?

- I’m very excited and would like to get involved from the Rehab Centre.
- I’m hoping they build something for people with disabilities
- Why do the new infills have to be so ugly?! Square grey with no grass or trees? How about a grocery store? We have no real store here which is hard if you are on transit.
- I want to voice preference for vehicles to park beside the businesses of the Plaza – Option 1. Thank you.
- It would certainly solve a lot of difficulties if there was a grocery store in the area!!
- Density is ok but affordable and accessible housing units are really needed.
- I dislike the term “gateway” due to the use at other parts of the City.
- Again, how am I sure our comments will be heard and listened to?
- Construction is unfunded and this is not disclosed unless you talk to someone. This is a waste of time unless there is money for construction.



# 1 Ave N.E. Streetscape Master Plan

## Stakeholder Report Back: What We Heard Explore – March 2019

- Construction unfunded – should be stated
- Draft ARP – disregarded
- Inconsistency in design presentation – pedestrian crossings
- No preferred option identified for bikeway route.
- “Gateway” is a terrible word.
- Don’t understand opportunities for community association.
- Amount of effort/expense associated with burying above-ground utilities unclear (a lot relies on Enmax)
- We are in need of suitable seating areas and benches
- The lighting in fall and winter are in need of (???)
- We are in need of reviews of traffic (???) measured where (???) walking of people occurring.
- Option 1 for the bike route makes the most sense and even if the other options are built, cyclists (me included) will still use 1 Ave.
- Curb bump-out, improved lighting and increase in ridership will all add to the safety on this Ave.
- Also, like that the residential transition zone extends past Bridgeland (???) to 11<sup>th</sup> Street.
- All in all not anything to complain about.
- Job well done thus far.
- European style design elements – Plaza reflects Italian elements of community heritage – could include others.
- General Ave area – pros and cons of both. Alternatives – could eliminate General Ave but would take away parking permanently for businesses. Better to have paving-block of entire plaza/piazza area, to block off for major events. Could be potential problems with traffic/transit redirection, at times of major events.
- Near future extension of 10<sup>th</sup> Street through Cross Bow building south of Centre Avenue, will create increased traffic cutting through. Projection of vehicle numbers to get traffic light at 1<sup>st</sup> Ave intersection.
- Alternative bike routes – Centre Avenue does not connect with Edmonton Trail cycle track. Would be better to use McDougall Road – lower, Riverside area. Use 2<sup>nd</sup> Ave for upper Bridgeland area. 2<sup>nd</sup> Avenue is not currently used for cars short cutting – worse problem is cross streets – stop signs would indeed be better put that way instead. Snow clearing is already bad on 2<sup>nd</sup> Avenue – need to plow and salt/sand it and a cycle track.
- 1<sup>st</sup> Avenue too narrow for cycle track and too challenging for most cyclists. Bulb-outs block cyclists and bollards are hazards night and day. Need for 2 other cycle tracks as above. Lighting