

Verbatim Comments

Verbatim comments presented here include all feedback, suggestions, comments and messages that were collected online and in-person through the engagement described in this report. All input has been reviewed and provided to the project team to be considered in decision making for the project.

Any personal identifying information has been removed from the verbatim comments presented here. Comments or portions of comments that contain profanity, or that are not in compliance with the [City's Respectful Workplace Policy](#) have been removed from participant submissions.

Wherever possible the remainder of the submission remains. No other edits to the feedback have been made, and the verbatim comments are as received. As a result, some of the content in this verbatim record may still be considered offensive or distasteful to some readers.

Q1: Rate Concept 1: Jagged Edge (on a scale of 1-5)

Why did you rate this concept the way that you did?

This design is inspirational and uplifting. A beautiful design will hopefully encourage casual strolling and increased foot traffic to support the numerous excellent restaurants, breweries and sushi shop on 10th Ave. More people will activate the area and discourage public drug use.
I feel like this design for 10th Ave is inspiring and uplifting for the area. I hope it will calm traffic, encourage casual strolling and activate the area. Hopefully the increased pedestrian traffic will further improve business for the numerous excellent restaurants/breweries, and one of the best sushi restaurants in the city.
Not enough green space or pedestrian space
Your priorities are based a very small token # of people The cyclists & walkers showed up Did you set up in front of an office or brewery & ask the customers & staff what they thought? How many of the business owners thought cyclists & walkers were their customers or employees? Where is the action to forcibly relocate the "drug" & homeless counseling facilities & to forcibly get the druggies & skateboarders OFF 10 Ave? Where is the confirmation a walkway will be built from the C train to the new Sunalta bldg? Where will people going to the art gallery, coffee shop, golf store or Pet Emergency park? This plan removes 90% of the street parking I saw the sticky notes on all 3 tables at the drop in MANY asked PARKING? You're looking to improve recreation & free time access to the river Then putting the bike lane east west instead of north south is a really dumb interpretation of the issues Why have you ignored "the others" meaning all those who have spoken against this plan
The notion of the project fails to recognize business on 10 Ave. There is NO PARKING included in the plan this means no parking for customers, staff or even deliveries. Where is the demand for walking and cycling? This is not a neighbourhood improvement based on what the neighbourhood needs or wants. This is not a based on demand improvement but a lay on by a bunch of idealistic people who think we will be giving up our cars. I suffered through this tax payer waste of money on 15 Ave. Go look now. The cyclists (both of them) ride on the now narrow Ave because the Bike lanes are full of snow.

zig zag is great to slow car traffic, but will revert more cars to 12 ave which is already under rush hour strain from losing lane to bike lane. need a solution with higher pedestrian benefits to encourage neighbourhood and LRT walking access
If 10th Avenue didn't run parallel with busy traffic flows like 9th, 11th, and 12th Ave, this would be a very intriguing design. As is, however, not a good balance between pedestrian accommodations and the reality of car transit and public transit in the neighbourhood.
Breaking up the flow of traffic would contribute to the "quiet corner" feel of the neighborhood while also improving pedestrian safety.
Really looks inviting , I wonder how the unhoused community would interact with the space though or will they get pushed further out.
0 - it gets a zero for having no edges... much like the planning that went into this design concept... (although this survey requires me, to rank on a 1-5 ... (idk, is that a '*'? basis...)
Too much random space
Sounds win-win... vibrant street life mixed with retail is Jane Jacob's dream, isn't it? And I like arteries with pedestrian life too.
I like the uniqueness of road but I will always go for more trees first. Please note, if you expect tax payers to actually use this avenue, you will need to clean up the excessive homeless and drug use from Safelink (10 ave and 18 st) and the Alpha House - 10 ave and 18 St alleyway. If you do nothing about these 2 locations, this 10 ave will never ever be used. The only people using your extended walkway and trees and added seats will be homeless people sleeping underneath them or on top of them. I live right beside Alpha House and sometimes I call 911 two times per day. It's horrendous. Just this morning we had 2 encampments on 10 ave and 18 street alley way building and they started a fire to keep warm and it was in our building and we had to call the fire truck and police. None of this planning will matter if you do not get rid of the homeless in Sunalta, the Safelink and The Alpha House, as well as Ex Pharmacy where they get all their street heroine.
The gateway placemaking is very appealing. While traffic calming would be welcome, I am concerned that reducing traffic flow on 10th Avenue will push commuters to the one-way couplet on 11th and 12th. While this is a concern for all three Main Street options, this scenario would likely have the biggest impact.
creates confusion along the street with constant jogging of the road, will impact biking and traffic flows, and makes for more challenging redevelopment conditions for the existing properties.
It is somewhat unique for the main streets, giving sunalta a unique character. I imagine it would provide good traffic calming too.
Traffic congestion.
May encourage homeless people to gather. Already existing issue.
Over complicated construction (aka DELAY's).
Traffic headache
Worsen traffic issues.
I like tge discovery and social aspects of this design
Like potential for slower traffic. Variability will create diverse opportunities for pedestrian engagement.

Slower traffic. More space for pedestrians. Interesting to be on. More greenery.
Curvy street - like. Beauty in the movement. Straight lines are artificial. More human feeling in it. Bending gives more beauty.
Make everything slower and seem more "main street". Everyone goes slower. Looks cool.
Naively optimistic that traffic will flow / there will be snow clearance. Big trucks sticking out add potential for conflict.
Likes artist thing (not realistic). Thru from Bow Trail to 9th Ave.
Jagged Edge, people might get confused while driving.
I love the sign!
I prefer wider sidewalks but this one still looks good.
I like this one the least. It will be annoying to drive on.
Lots of opportunity for gathering but it may not meet the needs of the larger community for gathering.
Too curvy.
Like the shape and public spaces.
Doesn't seem to make the best use of the space.
I really like how this looks and the more dynamic design, will make 10th ave feel like more of a destination and hopefully entice some new businesses to the street (currently it is a bit of an odd mix, with some abandoned buildings, legal offices, Jehovahs' Witness church, etc).
I would like to see how this concept can also support greater accessibility to the river walking trails and 14th ave, which is currently incredibly dangerous for cyclists and pedestrians.
I also think its important to discourage so many cars from cutting through Sunalta to get to Bow Trail, which creates accessibility issues for those who live in the community - this is mainly a problem on 11th ave but also on 10th. The city needs to consider how continuous urban sprawl into suburbs without adequate public transit infrastructure creates massive challenges for inner city neighbourhoods like Sunalta, which sees an unprecedented level of traffic during rush hour as people use it as a shortcut through downtown.
I like the amount of pedestrian space and interesting design elements. The renderings also show lots of plantings which is great. 10 Av also doesn't have many signalized intersections so the curving street and narrow width is a good way to slow cars.
Prefer option two.
Seems okay but still pretty vehicle focused
I like the increased walkability of this concept. I think it will feel nicer to walk through this area with this design.
Because it truly prioritizes human scale design. Physical street design is the best way to slow traffic. We need a shift in this city away from maximizing throughput for cars. It also allows more space for street trees. I like that it still allows for street parking, but removes the illusion of a wide fast road that is exclusively for drivers.
Good for pedestrians
I like the low risk consruction impact and the reduced driving speeds.

Feels more vibrant as long. Concepts show more people. More mixed use places to be at.
Visually, this is a great concept. It would be an enjoyable experience for pedestrians but I worry this jagged roadway will frustrate drivers and push even more traffic to adjacent roads. If traffic is slowed on 10th to allow for a more pedestrian friendly experience (which is nice), it might encourage people to take 11th and 12th (in/out of the core) instead of utilizing 10th. Additionally, unfortunately the more "linger" zones we create, the more opportunity there is for illegal and dangerous activity. If benches and seating areas become littered with drug paraphernalia, human waste and garbage, it looks worse than not having seating areas at all. This is an issue in Sunalta, and it will continue to be, so we need to design with this in mind. Wood benches are nice but they feel dirty a lot faster than metal. Metal can be sprayed down and cleaned/non-porous etc!
Placemaking, slowing down the traffic, and the greenest option. Pedestrians are the priority and feels like it with this option.
Just as humanity created modern life, then invented YouTube, and then filmed simple, old-fashioned life in high-4k, these videos of simple life made millions of views, like the man building a house by hand inside the tropical forest or the Chinese girl cooking in the countryside. Humans invented DDT and then called the good food organic, They invented MGO wheat and then complained about gluten. And so with cities drawn from straight lines came depression, where all the peoples are strangers , don't like each other. But God didn't create anything in a straight-line , everything moves in curves and imperfect circles. A city with jagged streets is more loving towards its humans, and curved streets are warmer and more compassionate. The problem is that those in black suits think everything must be drawn with a ruler, just like their ties on their necks. But as Morpheus said, either be a real human being or remain trapped in the illusion of the Matrix , Ahmadollah
The differences between these designs are very subtle to me, however I like the idea of increasing pedestrian and bike space without creating too much open space. With too much open space I can see encampments simply growing.
This is by far, the best design. Just be sure that Central Bark can keep their open dog pen at the west of of 10th. The constant barking daily is such a delight to the neighbourhood, and we wouldn't want to be considered a world-class city, now would we? Best if we keep the city as trashy and noisy as possible and daily dogfights, as the ones Central Bark supplies, are such a wonderful thing for visitors and residents alike to enjoy on a daily basis.
Calming traffic is a cool feature of this option
Some concerns about bicycles and people on the same walkway. Also reduced lanes for parking and cars might be a concern for some people. More seating areas and trees would be nice though
We don't need more "lingering" there's plenty of that right now. What we need is bustling
Looks cool
Excellent! This concept provides a good balance of uses between pedestrian and car use. The non-straight car lanes will effectively slow cars as they pass through our community while still allowing full vehicle and perdestrian access and ample parking. Considering pedestrian safety is a top issue in our neighbourhood, this design finds the right fit to improve access for everyone.

Your WEF background in design is to make all neighbourhoods unfriendly to cars while adding massive bike lanes. Many of the lanes in the core could have 4 cyclist across. It is wishful thinking that biking lanes need to have two lanes of those sizes.
You are missing an option. The whole street should be asymmetrical with a larger public realm on the north side - that will be in the sun. As 10th gets developed into towers on the north side of the street (as per zoning) it will be important to have a larger setback. These sites have been zoned for higher density but the lots are shallow. This results in challenging grade relationships. Note the new tower that had to put parking above the first floor retail. The reason was the shallow site. Main streets should be coordinated with planning so that the zoning and street align.
Most public realm space. Get traffic calmer. More p.r. programming for better serving the gallery.
Jagged Edge - maybe more places to sit. Curviness invites more curiosity as you walk.
It's ok. Maybe consider adding trees with purpose though. Trees for the community and the people (yellow plum, apple, cherry tree etc.) No metal benches.
I do not see the point of winding. Seems like it would cost a lot!
Many people (myself included) regularly need to drive down this street, and I think the jagged concept will cause of lot of frustration.
Make the curves softer. Larger turning radius more natural.
Like the winding road. Makes people pay attention & is friendlier.
My fav. Art nature / art. Connection to Pumphouse. Jagged Edge best option.
We do not wish to encourage lingering or meandering - and loss of parking is unappealing.
I feel that a meandering roadway would be awkward for drivers and might require more buffer zones which would waste space.
I like activation on both sides of the street (not just north). The ability to mix interactive spaces with parking and business access is great. With the least amount of parking of all three plans this will have to be handled carefully. How can this incorporate more of the community gathering? How does this handle the intersection at 14th street? How to make this safe?
No street parking, too many benches for people to linger all day. I do not want to see us lose 2 lanes of driving and lose all parking just for pedestrian and furnishing zones
This option seems more fun and creative. The neighbourhood has tons of potential for community creativity and engagement and this feels most encouraging.
This is my favorite because it feels unique and because it will help Sunalta feel like a safe place for people to walk, hang out, etc. Make Sunalta a destination!
Seems like the best option for slowing traffic. Seems more obvious as a special area with jagged edges (for people driving through). Aligns with the creative vibe of the street (art galleries, theatres, photographer, architect, etc. - all on 10th!). Also - straight lines are very colonial!
My clients need parking to meet with me.
I like the diversity and unique spaces the irregular street pattern could create - options for some greta human scaled urban design. Opportunities to improve the design could be focused on increased biodiversity, green infrastructure, trees and green spaces to mitigate urban heat island effect and improve the public realm. Slower vehicular speed seems great as well.
Caveat is the homeless and drug-addicted population in the area and how they may congregate, ruining the positive effects

I am presently debating if this is my favourite plan or if all of the jigs-and-jogs would be too much of an annoyance to commute through the neighbourhood, as I regularly take 10th. The traffic calming and diversity of areas and spaces offered by this plan are major pros for me. Even if this is the chosen concept, it does seem like a valuable idea to take advantage of the c-train plaza area as a gathering/performance space, which was outlined in the Block Shift plan. That plaza is a large space that is largely under utilized and could do with some activation.

I am a bit concerned about how many benches are envisioned in each of the plans though. I really hope they don't all get occupied by homeless people, or attract even more to the area. There has been an increase in this population in the neighborhood over the past number of years and while I realize that they are also Calgarian citizens who need places to go, their presence (especially in larger groups) can be unsettling.

seems to be the least desirable option due to the stars on the comparisons. Doesn't seem as beneficial for pedestrians. Has increased risk of construction impact. Less trees and green space compared to other options.

I don't like that it has a lower score for pedestrian features but appreciate that it has a mid-range score for a flexible area for events and public seating options.

Pedestrian first, interest rich streetscape.

I feel this might is a strong option to make the street more of a neighbourhood street, less of a connection to downtown. This might slow traffic, create more unique spaces.

I like the creative and walkable concept, but the irregular layout and added seating could attract more loitering homelessness near the Sunalta C-Train area... It needs strong lighting, open sightlines, security and limited fixed seating to keep the space safe and welcoming.

I really appreciate that it uses winding roads to help reduce speed - It looks very pedestrian friendly despite its lower score when comparing Option 2, I also appreciate how the trees are positioned between the road and the sidewalk. It looks like it will provide more shade and overall will be more comfortable.

It looks like it could use more benches. (I am not sure if that is realistic but if reasonably possible, I think more benches would be an asset)

While I strongly support the more pedestrian focused, my only concern is that it might encourage more homeless population in the area. There are quite a few young families in the area, including myself, and we're already encountering broken pipes and used needles.

It's very characteristic of Sunalta. It fits the 'push and pull' of the inherent building scape of 10th ave. Keep Sunalta weird!

I like the traffic slowing and the greenery, and i like all the seating options! I like option 2 better because of the potential of event space, but i like 1 as well. i think option 3 will be too car focused and discourage pedestrian use, so i like that one the least.

Inconsistent space for those not in cars. Confusing that some blocks are bigger than others for pedestrians. Making the road jagged is a poor way to slow cars. Instead narrow the street, use pavers, raise intersections to pedestrian level etc.

It looks soo inviting , a kind of festive feel .Love the different sidewalks and all the new trees! You could add some fairy lights here and there but not too many . I would definitely walk and explore this new vision of the street .

lack of ease of transport
Don't really like it. can be confusing if new to that road, or use to to the old road. Not all that attractive, not much side space.
I really like this concept from a public space perspective and the opportunity to close the street for markets or events. The reason it doesn't meet 5-star criteria, is it does seem to have the least amount of parking of the 3 options. We do not need tons of parking, but a bit more to support businesses when we have the street open for regular use.
There should be an extra added lane when it comes to traffic flow. The amount of accidents and pedestrians getting ran over in Calgary is hectic. My personal idea is having barricades where people can walk safely. Furthermore the lights should be big with huge signs indicating pedestrians are walking and which will help people with low visibility.
If this is what I think it is, from the photos above, almost like a Granville esque vibe in Vancouver, this will be great for the community. Clean up 10th which is often overrun by stragglers, and bring new business and attraction to Sunalta - can definitely see this helping condo values in the area
Spaces for lingering is one of the main issues on this street. The unhoused population do not need to be provided further spaces to be comfortable. Businesses need parking and traffic driving by to bring in customers, not a neighborhood hang out spot. This is a concept that belongs on a residential street, with a coffee shop not on a street utilized by many to get access into downtown, off Bow Trail and Crowchild with businesses that have city wide clientele that will need parking for these businesses to stay alive.
Of your three concept, this Jagged Edge idea would be best. I live in the neighbourhood and 10th Avenue SW is not pedestrian friendly. For the current mix of primarily office buildings with only a few retail spaces spread along the roadway, this concept would quickly bring a better walking experience within the neighbourhood. In addition, it would be far more beneficial if the current open dog pen at the west end of 10th, which is on leased city property, was replaced with a friendlier and quieter enterprise, such as a Food Truck Pod (an outdoor food truck court) or perhaps a small shade garden park. Thank you
I like this a LOT from a pedestrian standpoint; however, the fact remains that 10th avenue is (on some level) a collector for westbound traffic to crowchild and a feeder from the same point as well. Given that calgary drivers are increasingly distracted, aggressive, and ignorant of road rules, I'm not sure we can afford to be quite as confident in compromising the driving experience as this. It feels like attrition. While one would hope that traffic CALMING measures would do just that, I feel I'm anecdotally seeing they do just the opposite; increases driver frustration, and therefore irresponsible behaviour.
Removes too much parking. Given the problems the area currently has with homeless and/or drug addicts, additional seating and green space will only be used by them
Wide grassy areas are just campgrounds for the bums
10th ave is a major road connecting crowchild and bow to downtown. likely need to be car friendly. Our customers also drive in from the surrounding communities and need adequate parking
I feel like it would be more beneficial if there was some drop off or parking on the street
Jagged Edge. The concept is good for guests to the neighborhood. It focuses on walking or biking, but is not a good solution for a car city like Calgary. With little parking, car traffic becomes unwelcome and negatively affects businesses.
Interesting. Different look than everything else

I like the curbside zone and the furnishing zone
My clients drive from all quadrants of Calgary and need car access and street parking. The Jagged Edge better fits a residential street than an business corridor.
I love the lack of straight thorough fare to encourage contextual speed limits. I love the placemaking on various blocks.
I am actively worried this improvement on 10th Ave may lead to the sacrifice of citizens by removing parking on 12th Ave and turning it back into a car sewer.
10th ave seems better for going place to place than to linger/interact.
It prioritizes local pedestrian and cycling traffic safety instead of convenience for cars.
I like that it forces cars to slow down (something very needed), but I think pedestrian features should be the main focus, and I don't like how this design lacks stuff such as crosswalks.
Personally I think raised crosswalks should be introduced, regardless of what design is chosen
It's such a busy and widely used road for people that commute downtown for work, I think it would become extremely congested during peak hours.
Off street parking isn't ideal for a high street with patios.
The 'jagged edge' is going to result in someone jumping the curb and taking out a pedestrian. Snow clearing and other practical maintenance relies on straight lines to follow. This simply requires more attention and brain power than most people are willing to apply during peak traffic times.
Looks nice, sidewalks are expanded which is the main problem currently.
I also like the inherent traffic-calming effect of the asymmetrical roadway. Lots of pedestrians crossing 10th ave and I see a lot of near-misses from drivers not paying attention.
I like the walkability of the street. 10th is used exclusively by commuter's that live in the suburb to get out of downtown and onto Crowchild or Bow Trail.
Feels a bit chaotic for all modes.
Too much going on here. Keep it simple. Keep the road aligned more straight. Dont like the fluid nature of this concept.
Sorry, my rating doesn't really reflect anything, as it wasn't clear how parking would be affected in any of the 3 concepts. This applies to any concept: I think turning the area into a more vibrant arts hub combined with local businesses is a great idea, but with that comes greater demand for parking spots, not less. I don't want to see residents hit up for paying for residential parking passes to park outside their property. Consider visitor parking spaces as well, and residences with more than one vehicle (more condos and townhouses are going up). Also concerns with social disorder when you're talking about green spaces and benches. (I like the photo with the dog sitting on what looks like a very narrow bench, dissuading people from staying there too long/sleeping.) For people wanting a bike lane, I don't think we need one on 10 Av AND 12 Av - choose one. On that note, the corner of 12 Av x 19 St SW is very dangerous for pedestrians as NOBODY follows the 30km/hr speed limit!
Cuz it has lots of bad ratings
NO NO NO. I do NOT trust Calgarians to drive in a crooked line. Calgarians already have difficulty driving in a straight line. No no no.

It looks way more inviting. Currently there are places i avoid due to traffic congestion and lack of parking. Some parking is hard to access. This option looks like it might address my current concerns with traffic and parking.
Artsy and has murals. Like the way it looks. I'm more visual, like arts and crafts. Lots of people I know do the murals.
The fact that it does not look like a straight street. Design is not good for vehicles which helps to slow them down. The jagged look is better for community functions and engagement.

Q2: Rate Concept 2: Block Shift (on a scale of 1-5)

Why did you rate this concept the way that you did?

Increased pedestrian walkways will potentially provide space for local businesses to increase patio space in the Summer, similar to 17th Ave.
This is a nice concept because it increases the amount of space for pedestrians. There are currently sections of 10th that are almost unpassable by walking, which is a problem considering that Sunalta LRT services numerous riders that walk from there. Hopefully this would allow for some of the businesses and community association to spread out similarly to 17th Ave in the summer to increase available patio space.
Green space, open areas for people to gather
Your priorities are based a very small token # of people The cyclists & walkers showed up Did you set up in front of an office or brewery & ask the customers & staff what they thought? How many of the business owners thought cyclists & walkers were their customers or employees? Where is the action to forcibly relocate the "drug" & homeless counseling facilities & to forcibly get the druggies & skateboarders OFF 10 Ave? Where is the confirmation a walkway will be built from the C train to the new Sunalta bldg? Where will people going to the art gallery, coffee shop, golf store or Pet Emergency park? This plan removes 90% of the street parking I saw the sticky notes on all 3 tables at the drop in MANY asked PARKING? You're looking to improve recreation & free time access to the river Then putting the bike lane east west instead of north south is a really dumb interpretation of the issues Why have you ignored "the others" meaning all those who have spoken against this plan
The notion of the project fails to recognize business on 10 Ave. There is NO PARKING included in the plan this means no parking for customers, staff or even deliveries. Where is the demand for walking and cycling? This is not a neighbourhood improvement based on what the neighbourhood needs or wants. This is not a based on demand improvement but a lay on by a bunch of idealistic people who think we will be giving up our cars. I suffered through this tax payer waste of money on 15 Ave. Go look now. The cyclists (both of them) ride on the now narrow Ave because the Bike lanes are full of snow.
I like the wide pedestrian areas to encourage walking and pop up stalls, produce markets, etc. apparently still encourages traffic slow down,

equally. not good as option one - the jagged edge. it fundamentally does not address any of the 'interconnectivity' issues of the 14th St. ' main street ' - let alone any of the other "Main Streets" - idk if that is trademark of mainstreet property rental corporation? but anyway, the block shift. says little in the way of what a programmable surface and year-round activation. means, is this 1999 SimTown.... there is still a 6.6m wide roadway. or sorry... "mainstreet"
Good pedestrian flow, opportunity for street festival would be excellent
Worth a try. It might shrink the space for cars, which will make people hysterical, but I like bigger sidewalks.
I like the vegetation so whichever you choose, please put an abundance of trees and vegetation. Having only 1 lane for traffic will be an issue. As per my previous comment, unless you remove The Safelink, The Alpha House and the Ex (Rx?) Pharmacy on 10 Ave where they get all their government funded drugs, no one will ever spend time here but the homeless who lives on these streets and builds encampments on our private apartment property. None of this has any worth until the homeless aren't hanging out at every park, sleeping on every bench, toppled over at every block, Ex Pharmacy, Safelink hang out, and building encampments in the alley of 10 ave and 18 st. Constantly. 100's of police calls I have made.
I like the focus on pedestrian features and additional green space. The potential event space, if supported by well-designed programming, creates opportunities to activate an area that is prone to social disorder.
This area has great restaurants but it's not walkable or exciting currently. It's also unsafe. It needs to be a vibrant corridor where it connects into Kensington and 17 ave. please consider safety. Also, to make a city vibrant we need to think now and into the future. Young professionals want walkable communities not car centric communities. I think main streets are so important for that. I think this design is best because it values that above other modes of transportation.
Why shift the road back and forth, it creates less desirable east west routes and picks winners and losers for redevelopment and existing buildings.
Inviting, but potential parking issue.
Better traffic flow than jagged edge. Reduced parking still a concern.
Festivals would be right outside our building. We already have issues with the public using our parking, this would worsen.
Seems most logical without unnecessary bells & whistles.
I love the festival aspect of this design with pedestrian focus. Love the central plaza idea
Uneven. The balance is off. "Hurts my brain".
Too much pattern in the trees. Could be more organic.
Like the idea of it. Basic widening of sidewalk and raising of crossings and pedestrian controls on lights.
Great space for more greenery / space for markets. Caters to pedestrians rather than cars.
Don't like the raised block. Harder with snow. Traffic needs somewhere to go. Hard on east-west roadway with the sun. Spaces for unhoused to set up camp.
I like the festival zone!
This one looks great. It would be awesome to be able to have more street festivals in the area.
Love the raised intersection by the community hub in this one. Love the green. Patio space is excellent.
I really like this one. This option is by far the most practical.

Provides more opportunity for larger community gatherings and love that there's lots of greenery!
Market stuff is a good idea.
Love the trees and vegetation.
Middle ground, slowing down the traffic. Good visibility in looking down the street / better for signage. Trees are really nice. Having activation of the street is important.
Seems to hit the "sweet spot" in terms of creating a safe space for pedestrians while also making for a slightly more interesting street cross section.
I like the treed canopy idea, but I worry about it becoming a major spot for encampments and drug users which would further contribute to existing challenges we have here. I think its important that the street feel more open, and a focus on green space and plants and tree canopy is great, but we also need to be realistic and ensure that it doesn't become really unsafe or full of needles and garbage.
I really support more activation of 10th street to bring more people to the area, but have also seen many occurrences of the city investing in "creative space" or stages for programming but then not actually activate any programming. Need to ensure there is adequate resourcing to support a robust calendar of events or it will just be another empty concrete pad. I would love to see the city create more incentives for using transit, or even activating in and around the train station, so it feels busier and safer.
I like it less than design 1 (Jagged edge) but more than High Street, so I gave it 4 stars. Some of the seating areas seem bizarrely located (right next to the road). It also doesn't look as ped friendly as jagged edge and has much more impervious surface, so I rated it lower relatively.
I like the festival space but worry about traffic needing to find alternative routes? Like 12th?
Definitely better with pedestrians. However, the pedestrians should be separated from the road by trees and not put the seating there. Why do we think people want to set beside the road?
The festival area sounds like a nice addition to create more community gatherings in the area. My one concern with introducing a festival space in the area would be that it could cause Sunalta to become very busy. I would love for everyone to take transit, but Calgary is such a car based city that I worry about parking in the neighborhood.
I like this one too, but less so because it still provides a long straight road that signals to drivers they can go really fast. That perception is what we need to change and the first concept does it better.
Good for pedestrians
This concept is great for pedestrians. I can see it being reasonably safe for bikes. Bring on the trees!
Pedestrian focus and vibrant activity
I think I'm drawn to this concept because it feels intentionally designed for people. The idea of shifting blocks to create wider, sunnier sidewalks makes the street feel more comfortable and inviting, with room for greenery, social spaces, and different types of activity. I also like how the raised intersection and festival zone introduce a sense of community and year-round vibrancy. Overall, it feels like a bold but realistic way to give 10 Avenue a stronger identity and turn it into a place that supports connection, creativity, and easier pedestrian movement.

I love the utilization of the sun! So great to provide seating areas in the zones that capture the most sunshine! This design is simple but effective and looks really nice. My only comment is to ensure that the other side of the street doesn't get forgotten and look lack-luster. We want both sides of the street to be inviting so that pedestrian traffic isn't all pushed to one side. Additionally, if we make the south side, which is naturally shadowed, less interesting and inviting, its just going to encourage illegal and dangerous activity since it will be dark and less frequented. There are lots of businesses on that side of the street as well, so they should have an equally appealing curb design. Maybe it is more art focused and less seating/ plant focused.. or something else to provide interest and variety!
vehicle speeds are not slowed enough in this option, does not improve the existing street as much as the other options. I do like that the south facing side of the street is wider though
For someone who has spent many years drawing daily for several hours, enlightenment has been granted. Similar trees signify that humankind has passed through and damaged nature. And nature is always beautiful, and Dorma tries to tell humankind simply that there are no straight paths on planet Earth except those made by hte son of man
The differences between these designs are very subtle to me, but I worry that this creates too much open space and the desired transition to a busy community centre may be slow in materializing.
Concerns about pedestrians and bicycles/scooters being in the same lane as there is enough space with this design to include bike lanes instead. But this design is better as it still includes street parking. I like street parking just being on one side of the road too. We do need to make sure that the crosswalks are clearly marked for both driver and pedestrian safety
Why is this street focused on connection and creativity? No one lives in Sunalta for those reasons. Why push population turnover? We need to facilitate the reasons people choose to live in this area currently
Enlivens the street
Very nice, but inferior to the Jagged Edge concept. The long straight car lanes will not as effectively create a safe pedestrian realm as cars will be encouraged to travel faster. The pedestrian realm is nice and large but is much more linear than in the Jagged Edge concept which may be less inviting and useful than pockets of realm. The surface treatment of the parking areas is very nice, and can be used as an ad hoc shared space when not used for parking, and the bollards permanently protect the pedestrian realm. Also the daylighting (removal of parking areas) around driveways and intersections will help pedestrian safety. (I would love to see these elements used everywhere!)
You have a severe drug problem in that area. I live on 11th and see it. As long as there's the LRT in sunalta you'll attract this, it's not a good use of money. The drug issues in the area need to be addressed or no one will want yo walk here.
No this is a thoroughfare leave it alone!
You are missing an option. The whole street should be asymmetrical with a larger public realm on the north side - that will be in the sun. As 10th gets developed into towers on the north side of the street (as per zoning) it will be important to have a larger setback. These sites have been zoned for higher density but the lots are shallow. This results in challenging grade relationships. Note the new tower that had to put parking above the first floor retail. The reason was the shallow site. Main streets should be coordinated with planning so that the zoning and street align.

I love the idea of a festival zone, as we need more community gathering spaces. However, I do think that if it is just used for plants, etc., that is nice but doesn't encourage community gathering (i.e. the sample picture for the Bow Tr. SW and 17 St. SW. street widening). Widening is good if you can add patios, street vendor spaces, etc.
Like the raised space.
Still a loss of parking and too much free space for undesirable visitors - if they do the alley... that may make this option more appealing!
Still a loss of parking and too much free space for undesirable visitors - if they do the alley... that may make this option more appealing!
Optimize walk ways on sunny street while balancing some wider area on the north side.
Like the raised intersection. Don't like (but I get) the north side being prioritized for sun exposure. North side currently has less of the interactive businesses. This option seems very sterile to me and doesn't embody the soul of Sunalta.
I like the LRT plaza area focus. I like having most of the pedestrian zone focused on one side of the street, where the parking is. Do we really need to lose 2 lanes of driving. Rather have 2 lanes going westbound and lose the furnishing zone.
I like the raised street near the C-Train- this might make the concourse outside the station easier to navigate and a more positive experience for users (even if combined with option #1!)
Seems like a lot of work and money and inconvenience for very little actual change or impact.
Opportunities for creative events and gatherings, but not as great as Jagged Edge. Won't slow traffic as much?
I like how this concept really responds to the local conditions and east west avenue orientation. The addition of trees, grasses, and increased green space and green infrastructure would really benefit 10th Ave.
Again, caveat is the indigent population that exhibits addictive behaviour in the area such as open consumption of drugs and frequent camping
While I prefer the variety and more even dispersal of gathering and programmatic areas on each side of 10th offered by the Jagged Edge plan, this concept strikes me as a very good option that finds a middle ground between the Jagged Edge and the High Street. I appreciate the traffic calming that would come with the slight shift in the drive aisle (especially if an idea is to reroute a fair amount of commuter traffic to other streets) and like that the C-train plaza is being framed for activation. This option seems to equally balance drivers and pedestrians (sadly no bikes though) with gathering nodes as well as fairly straightforward lanes - the Jagged Edge might be a bit much in this regard. As noted in my other reviews - there are a lot of benches! They all strike me as future homeless hangouts, but maybe there is a longer term strategy to prevent them from becoming permanent social hubs for this population. The area has a lot of pressure in this regard already.
seems to be the best option overall. Love the festival zone idea! Great space to bring people together. Looks great for pedestrians and has lots of trees and wide brighter sidewalks. Public seating. What's not to love? :)

Definitely my far-ahead favourite of the three options.
I like that it has either the highest or tied-highest scores for pedestrian features, more green space & trees, offering a flexible area for events, and public seating options. I also appreciate that it scores mid (but not low) for driving access and speed.
As a nearby local, my dog and I are frequent pedestrians on this street and I drive on this section of 10th fairly often as well. I feel that this design adds the best mix of features the local community and people who visit frequently (esp. on foot) can really enjoy and that would vastly improve the overall look, feel and enjoyment of the street while not completely taking away its use as an additional corridor in and out of the Beltline.
cars can speed up - street feels less safe compared to jagged edge
While I still like this, and there may be technical reasons for this in terms of servicing or underground utilities, I think it will create under-activated spaces. One benefit is taking advantage of the sunny side of the street.
The festival zone and wider sidewalks sound great for local markets and community events. I'd support this if the area is regularly activated and monitored, but open spaces without programming might attract loitering. Seating should stay near cafés or active storefronts, not isolated spots.
This design feels like it splits the difference between one and two - it appears to be less pedestrian friendly given that there are bollards block you and other vehicle rather than trees. It also looks like this place would be a fair bit more noisy. I also do like that it appears to be more usable as different types of spaces.
I like the areas for gathering/events and increased green space.
strikes the right balance between pedestrian and vehicle traffic needs while optimizing public and green space
I like the raised intersection by the LRT idea, just do this on the jagged edge concept and make it even better!
Love the green space, and the slower traffic is good. An event space, especially so close to the community center, sounds like a win!
Nice that select blocks are wider but really the whole street should be reclaimed with wider pedestrian space.
lack of ease of transport
Where's the parking? Nice sidewalks.
This is the one. It has all the best options for every type of user. Ample pedestrian and wheeling space, good traffic flow with effective traffic calming measures, and maintains a fair share of parking. Only question/suggestion is if the parking locations are finalized. Without understanding the space restrictions you are facing, I would think having parking on the south side of the street between 16 and 19 St and having it on the north side between 16 and 14 would be most beneficial to the businesses along this corridor.
The street needs ways of improvement in traffic flow. The new community which is being built is an outstanding idea.

This is a business street not a residential street. Customers and clients need a place to park, taking away half of the street parking would be detrimental to many of the business here. A firm timeline of how long this work would take is valuable information, not even mentioned here. Another Marda Loop, Glenmore landing or even 61st where the work took so long and the business were not even considered, caused severe harm to many businesses, bankrupting several.
This concept doesn't work as the street does not allow for such width expansion.
This, to me, is the appropriate level of compromise. Wide, uncomplicated path continuity for pedestrians, cyclists, and cars with generous curb bumpouts and parking/bus sections feels like as much of a win as you can possibly ask for. This doesn't challenge driver ability (which is unfortunately a real concern of the moment in which we live), and it reaps most of the benefits of a substantial streetscape change. Full send on this one.
Still too little parking, and adding too much greenspace will simply draw more homeless to the area
It's alright
10th ave is a major road connecting crowchild and bow to downtown. likely need to be car friendly. Our customers also drive in from the surrounding communities and need adequate parking
I like the fact that there is more room for events but, I wish there was a more clear drop off and pick up zone to make traffic flow better
Don't like that each side of 10 ave is not equitable. Wider sidewalks on the north side than the south screams inequality for potential businesses and existing businesses.
my favourite concept- public space, more light for pedestrians and more vegetation
I like this much better than the Jagged Edge. It provides a better balance between the needs of our car driving clients, and the locals who want to stroll along 10th Ave.
I love the reduction in crossing widths and the placemaking to make the north side of the street more livable given it's history of not having much in terms of sidewalks.
I don't love the parking, but having parking will... help calm irrational reactions.
Better pedestrian flow is appreciated here. Not sure how well it would do for vehicle traffic.
We need as much safe pedestrian space as we can get in this car centric city.
I like that it slows down cars more than Design 1, and features many pedestrian features such as crosswalks and benches, and that it includes space for events.
Personally though, I wish this design featured stuff such as raised crosswalks and street-art.
I really appreciate all the dedicated green space. Positive that parking lot a on one side. Ideally no sides have parking.
This is the most sensible approach to shifting traffic and providing more pedestrian space. There are minimal driving adjustments required, allowing drivers to maintain a relatively normal path of flow while still providing more pedestrian space.
I really like the raised intersection at the LRT plaza. This is by far the most problematic part of the current configuration in my mind.

Strikes a balance between the options. Provides improved pedestrian safety while also moving traffic efficiently.
Better than concept 1. Both sides of street should be treated equal. Less shifting throughout the avenue.
It's the best compromise. I want a wide sidewalk with ample green space. And the road should be straight, I don't trust Calgarians to drive safely on a jagged road.
Sounds like a big improvement. Safer for pedestrians.
Kiosks are great. They are nice.
I like the wider sidewalks.

Q3: Rate Concept 3: High Street (on a scale of 1-5)

Why did you rate this concept the way that you did?

This will provide wide spaces for pedestrians, ample street parking for local businesses which in turn provides a good safety buffer to traffic.
Your priorities are based a very small token # of people The cyclists & walkers showed up Did you set up in front of an office or brewery & ask the customers & staff what they thought? How many of the business owners thought cyclists & walkers were their customers or employees? Where is the action to forcibly relocate the "drug" & homeless counseling facilities & to forcibly get the druggies & skateboarders OFF 10 Ave? Where is the confirmation a walkway will be built from the C train to the new Sunalta bldg? Where will people going to the art gallery, coffee shop, golf store or Pet Emergency park? This plan removes 90% of the street parking I saw the sticky notes on all 3 tables at the drop in MANY asked PARKING? You're looking to improve recreation & free time access to the river Then putting the bike lane east west instead of north south is a really dumb interpretation of the issues Why have you ignored "the others" meaning all those who have spoken against this plan
The notion of the project fails to recognize business on 10 Ave. There is NO PARKING included in the plan this means no parking for customers, staff or even deliveries. Where is the demand for walking and cycling? This is not a neighbourhood improvement based on what the neighbourhood needs or wants. This is not a based on demand improvement but a lay on by a bunch of idealistic people who think we will be giving up our cars. I suffered through this tax payer waste of money on 15 Ave. Go look now. The cyclists (both of them) ride on the now narrow Ave because the Bike lanes are full of snow.
option 2 and 3 both look like a big improvement over current situation on 10 ave. i don't understand subtle differences between the two from this information. Unfortunately by the time I received notice in the mail of this proposal the consultation open houses had already occurred, so this survey is of limited benefit to me.
the big challenge is how to entice more business owners onto 10 ave given the proliferation of gangs of intoxicated people now occupying 10 ave especially near LRT, pharmacy, and aid centres. a walking police presence would make people feel safer as theyre browsing along 10 ave.
defininitely need a solution with more, safer pedestrian xings - current dangerous to cross 10 ave to get to Tailgunner brewery

This option is the most barren of the three, providing no unique community related benefits compared to the other streets downtown which follow a similar layout while also doing nothing to improve pedestrian safety while development of the area will likely increase the flow of traffic.
ok, this one gets a slightly better rating... the 'skytrain' is elevated and somehow makes sense. although, maybe 10 Ave SW, is a street... and people weren't meant to sip coffee and talk in the middle of it? I don't know @thecityofCalgary - you tell me - what is realistic or feasible here. the 14th street connector. ... pedestrian safety.... and options for crossing, there could be some improvements made. if you were to try to ride a bicycle or other form of transport via 14st. it wouldn't happen. I guess that's why it's a 'main street' - anyway survey complete, and, no ... I am not a robot
Decent but not as much usable space as block
I love a high street, and spent years living in the UK in smaller cities where the highstreet was the beating heart. I don't know if you can reverse engineer back to it, but let's try.
This design doesn't provide the type of transformational change that is necessary to position Sunalta for the future as a mixed-use, dense, urban neighbourhood.
I like the first option, interesting roads and lots of trees please. Having only 1 lane for traffic will be an issue. As per my previous comment, unless you remove The Safelink, The Alpha House and the Ex (Rx?) Pharmacy on 10 Ave where they get all their government funded drugs, no one will ever spend time here but the homeless who lives on these streets and builds encampments on our private apartment property. None of this has any worth until the homeless aren't hanging out at every park, sleeping on every bench, toppled over at every block, Ex Pharmacy, Safelink hang out, and building encampments in the alley of 10 ave and 18 st. Constantly. 100's of police calls I have made.
preserving parking on the street is important for business' nearby.
This is my preferred option. I live on 11th Ave and preserving existing parking on 10th is important. Street parking is already challenging & losing parking on 10th will make the parking on 11th worse.
Parking
better than the other two designs
This is the most boring of the designs and feels like it offers the least in terms of place making.
More adaptable for people with limited mobility, aging population, young families with small children/strollers.
Love it.
Most logical for businesses that have customers that drive in.
Same easy design and construction.
Feels a bit forced. My least favourite design
More safe. Accessible on both sides. Raised crosswalks good for slowing traffic.
I want to give this one a 0 rating. Should burn this.
Naive to believe the traffic will slow. Might disrupt flow of traffic. Cars have to slow a lot. Snow clearing more difficult.

Already have a straight street. Not enough shops to sit down at or hang out at.
Feels too similar to what we have now.
Seems pretty regular. A bit meh!
It's a huge improvement over what is there currently.
I like the wide area for bikes and pedestrians.
It's boring & empty. It does not allow for as much engagement for people in the community. It is not good for families because there is so much concrete everywhere.
Like it.
Too empty.
This seems like the most prudent concept overall. On-street parking is important for the small businesses in the area, especially Sentry Box which is a heavily visited and beloved local business. Traffic calming while enhancing the pedestrian realm.
This feels like the least friendly environment of all three for walking and sitting, etc. This feels the most vehicle centric of all three options. Focus on limiting vehicle movement here - cars have tons of room on 11 and 12 Av.
This looks too corporate- less of a welcoming urban feel.
Seems a bit too vehicle focused
I like the idea of raised sidewalks to help slow traffic through the area, but prefer the other concepts for their more pedestrian focused approach.
It does not grade separate bikes. It is still a straight roadway with few signals to slow down to drivers. It's fine but the other concepts are better.
Bad for pedestrians
Although this is an improvement from the current condition, it misses out on some of the pedestrian-experience enhancements.
Very nice! I like the balanced design using both sides of the road. As a pedestrian, the raised cross walk is nice but as a driver, its annoying - will this feature slow traffic too much and create traffic jams on an already busy and congested road? 10th ave and 14th St gets very backed up at rush hour times.. and on a good day, turning left at that light will still take about 2 light cycles.. so just be aware of slowing things down too much on that road.
More art, plants, areas to enjoy the sunshine are all great features! Keep in mind, grass areas are not the best as this area has a lot of mutli-res buildings and people need places for their dogs to go to the bathroom and grass just dies/ gets gross when used by so many people. Mulch is better and pets will still use it! Sunalta also feels like a wild flower community so more natural style gardens would be nice
Just as we do with a single sock we find under the bed after three years of searching—using it to clean something unspeakable, then cutting it into scraps and burning it in the barrel where the homeless huddle on dark cold nights of Calgary while dancing the old fire dance , that map: the map of modern man, the root of all evil. Ahmadollah
better than traffic calming than 2, but not as good as 1. Balanced sides are nice, but still puts cars ahead of pedestrians.

The differences between these designs are very subtle to me, but this appears to be too much open or undesignated space.
Bike lanes would be preferred as there is space for them in this design. But otherwise this design works well as it allows for driver and pedestrian safety, and more spaces for community
This is the only design that keeps the current focus of a corridor. This is a through community. People live here for quick commutes and access to the core.
Look at what Sunalta is, then design around it, rather than impose upon it a new style entirely removing its previous identity.
Gentrification doesn't have to destroy a neighborhood but the approach taken in our inner city communities absolutely does.
Please, before the modern and characterless landscape design proposed here, before the inevitable and already occurring black and white box townhouses and 5 over 1s gut any and all history in a neighborhood, consider improving upon an already developed community rather than replacing it.
Its one of the only inner city communities that doesn't look like it wants to be a Westworld-esque white/grey/black dystopia, and I understand this isn't going to change that, but it's unbearable to watch this city urbanize in such a distasteful and disrespectful manner.
Dare to design a street that respects its context, let it just be a normal and well urbanized street, that doesn't look like a corporate accounts manager designed it.
Boring and status quo
A nice improvement over the current state, but not as effective as either the Jagged Edge or Block Shift concepts. The long, continuous car lanes will not effectively slow car traffic to create a safe pedestrian realm and cars will likely travel a similar speed as today (especially if car lanes are kept too wide - ie. wider than 2.5 metres). The pedestrian realm is much better than the current state but will be less inviting than other concepts (ie. Jagged Edge) because of quick car travel speeds.
Raised crosswalks and intersections are good, and the surface treatment of the parking areas is very nice, and can be used as an ad hoc shared space when not used for parking, and the benches or bollards permanently protect the pedestrian realm. Also the daylighting (removal of parking areas) around driveways and intersections will help pedestrian safety. (I would love to see these elements used everywhere in our city, and could be applied to each of these three concepts)
No again the bike paths serve our city soundly. There is no need for another bike lanes taking riders into traffic when access to the river pathway is available with no lights, cars and pedestrians to create issues.
You are missing an option. The whole street should be asymmetrical with a larger public realm on the north side - that will be in the sun. As 10th gets developed into towers on the north side of the street (as per zoning) it will be important to have a larger setback. These sites have been zoned for higher density but the lots are shallow. This results in challenging grade relationships. Note the new tower that had to put parking above the first floor retail. The reason was the shallow site. Main streets should be coordinated with planning so that the zoning and street align.
Likes equal on both sides of the street. Benches are nice (chairs can be stolen). Sunny spots all day. Shade all day. Balanced seating accommodation.

Least fav. Generic.
This appears to be the best option. Other than cost and disruption for construction. But it does offer parking and a nice flow. It's clean.
Ok, fair and balanced but not optimal for actual use.
This seems good for activation of both sides of the road, but again seems a little sterile for a vibrant community. Like - lots of parking / activation areas and raised roads. Looks like the safest option, but least aesthetically interesting.
I like having some parking on both sides, if we are going down to 2 driving lanes. But maybe it makes more sense to keep 2 driving lanes going west bound? At least past 18th street.
Clean and functional, but more boring! I think our city needs a lot more fun and less formality.
This doesn't feel like it will have any significant impact.
Traffic slowing seems more standard (raised bumps), less interesting, doesn't encourage a new perspective of 10th as much? Not as creative or interesting, less designed gathering space?
Seems to best meet the needs of clients, and community residents.
I like this option the least of the 3 presented. This project feels like a real opportunity to transform 10th ave to be a pedestrian and cyclist oriented street that celebrates the diversity and character of the area. This option feels the most safe/typical street section, missing out on key opportunities for place making, traffic calming, and urban biodiversity.
Yet again, what's to be done with the indigent/homeless/drug-addicted population? Safe Alberta storefront is not conducive to a revived streetscape. Park and parking lots in the adjacent area are full of anti-social behaviours and not in keeping with a safe and enjoyable walking experience in the area. Sorry, sounds mean, but really? What's to be done?
While any of the proposed concepts offer marked improvements from the existing conditions on 10th, this one is my least favourite. This is primarily due to the lack of traffic calming that would be offered by the Jagged Edge or Block Shift plans. In each of the plans, there are numerous proposed gathering and seating areas. While these could be nice to have, I find it very hard to imagine (at this point in the city/neighborhood's history) people besides the unhoused populations setting up camp in these spots. Some of that is okay, but as groups may be drawn to the area there will hopefully be Alpha house/police presence/etc. to manage it. The Rx pharmacy has recently had to hire a security guard for their premises due to group hangouts and the Safelink crowds are usually hanging out on the front lawn - it would be nice for people to have temporary seating in these areas but one can easily imagine these spaces becoming a bit overrun without some strategic management.
Good access for pedestrians. It's my second favorite option. Nice but not quite enough trees and green space. It's missing the festival zone/event space from the block shift option which seems awesome.
least interesting streetscape - no individual character, street looks like any other street in the city
This is a totally fine option. Fair to both sides of the street and still an improvement in terms of accessibility. It might not change the feel of the street, in that people will still drive through the community rather than drive to the community.

This feels the most balanced and realistic for Sunalta's current needs. It improves walkability and safety without creating extra hangout zones. I'd like to see a few small, managed pop-up events here rather than large permanent gathering areas.
Comfortably the worst design given how it favours vehicles over pedestrians. I don't like that it is designed for faster speeds I don't like how it appears less comfortable for pedestrians.
When I go somewhere I want to go somewhere enjoyable not somewhere that will be uncomfortable to be present in.
More traffic and seems less personal, less intimate.
As long as it does not impact my condo on 11th and 16th, this design looks the best. Please take into account how many people you are affecting.
Boring. Do something that creates a stronger sense of place, that defines this as a unique historic high street in a diverse neighbourhood. Jagged edge all the way
I don't like how car focused this is... it doesn't increase foot traffic for businesses, and has less trees which I also don't like. No thank you!
Consistently wide pedestrian space is good. One way to improve would be to have one-way cycle tracks on both sides.
Still like to first two options better. It doesn't really feel like a high street from the drawings.
lack of ease of transport
Nice trees, More parking than the others, room for bikes and people walking. Could use more benches for sitting BUT it may be a problem with giving that group of homeless that hang there more hang-out options. Would it be good area for people (like from the Animal Hospital) for waking with their dogs? Is the New community center long term plans going to be dog friendlier? yea, more positive in this plan.
This is likely the option The City will be forced into doing because of all the parking it maintains. And while it does meet pedestrian and wheeling user's needs, its appears to be more of a bare minimum approach with just curb extensions and raised crosswalks. The amenity zone for pedestrians is lacking as well compared to the other options.
There should be safe travel zones which the drivers of city of Calgary should be able to read the signs along with following the law in those areas.
Of the options presented this is the best one. Parking is essential for this business street, we all depend on it. The idea that we will have trouble getting to our offices because of a project that most likely takes way longer than it needs to, is disturbing. More greenspaces around here will simply create more places for our unhoused population to settle.
As nice as this would be, it's improbable.
I like this a bit less than 2; it achieves many of the same things, just slightly less interesting in doing so. I do appreciate that straight lines tend to be the most adaptable long term, so theres a strong argument for this concept there.
Of the 3 this seems like the best. 10th AVE is a business street, and providing parking for business customers is critical. If you want to make a street in the area walkable, 11 ave and 12 ave are better options since they are largely residential. Concept 3 creates the least amount of traffic congestion and supports business needs more

Parking
10th ave is a major road connecting crowchild and bow to downtown. likely need to be car friendly. Our customers also drive in from the surrounding communities and need adequate parking
Love that there is space for parking and still plenty of pedestrian room
High Street. The expansion of the sidewalk areas for the public is great allowing pedestrians more room and engagement with others. Compared to the other proposed concepts, this has more street parking which is good for the businesses and surrounding community.
Best of the 2 design options with a straight road. At least this design has equality of sidewalks, and should have equal trees,shrubs.
not enough focus on pedestrians and community
The High Street best meets the needs of our clients for car access and parking, while still enhancing the pedestrian experience.
I don't love this but it's functional and pragmatic. It's milquetoast and sands off the worst parts of 10th Ave but doesn't give it character.
Not particularly good or bad.
The parking on this part of 10th avenue is needed and apparent due to the amount of businesses that have clients or guests coming in and out
Traffic can be quite heavy sometimes that (as someone that works on 10th) there has to be accessible parking
Convenience for cars should never take precedence over spaces for people in places that are main streets.
Reducing speed should be the primary focus of the survey, as 10 Avenue SW at times is very dangerous for pedestrians to cross due to the high speeds of vehicles.
It enough green space. Ensure business have small footprints so many independent businesses can thrive. Right now floor plans are too big.
While the straight lines remain, no one will be slowing down for the undulations. Ever hear a shopping cart full of bottles tip over because it's top-heavy and it flipped off a slope?
Doesn't seem much different than the current roadway/sidewalk configuration.
Decent concept that improves the aesthetics, while also improving safety. Not as safe as concept 2.
Best. Straight road, equal on both sides. As a driver I can see all the way down the avenue. As a pedestrian I can choose either side of the street, less crossing of the street needed.
It's straight and it allows for more parking. However, there are barely enough trees.
It seems like a safer space. Good for pedestrian safety.
I like the raised intersection. Good pedestrian safety. I like that there is space for art installation.
Need parking but a character theme to define the use that includes history themes to past area indigenous use.