Franklin Station Area Improvements

What We Heard Report

August 2024

Project overview

The City of Calgary's Transit-Oriented Development (TOD) Program is proposing public space improvements in the community of Albert Park/Radisson Heights. Referred to as the **Franklin Station Area Improvements project**, in support of the City's Housing Strategy, it aims to deliver TOD adjacent to the Franklin CTrain station. This would include public space improvements to a section of Radcliffe Drive from 9th Ave SE to 28th St. SE, nearby open space park, and a land use change to redevelop the south Park and Ride lot of the CTrain station into housing and mix-use buildings.

The TOD program is intended to support a high quality of life across Calgary by creating vibrant, active, and interesting neighbourhood centres where people and businesses thrive. New development will provide the opportunity for more people to live, work and shop within walking distance of public transit. That means more Calgarians, and visitors will have easy, accessible, and economical ways of living and travelling in our city. The high-level goals for this project are:

- To deliver a comprehensive Transit-Oriented Development adjacent to Franklin Station.
- To enable community improvements and integration through public realm investments.
- To create high-quality Transit-Oriented Development outcomes that will serve as a positive precedent for other future Transit-Oriented Development projects.
- To meet Housing Accelerator Fund (HAF) opportunities.

Project scope

The Franklin Station Area Improvements project will focus on public space improvements to the following areas:

- A section of Radcliffe Drive, from 9th Avenue SE to 28th Street SE.
- An open space park currently sits immediately south of the Park and Ride lot.
- Land Use change to redevelop the south Park and Ride lot at Franklin Station for housing and mixed-use buildings.

(see map below for further details)

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Subject Lands

Engagement overview

Engagement focused on gathering input on public space improvements with more general input being requested on station area access. Engagement took place over two phases:

- **Phase One – Pre-Engagement** (April 9 – April 28, 2024)

  During phase one of engagement, we sought questions from the public through an online form to identify additional common inquires regarding the purposed changes in the area to inform the subsequent formal public engagement.

- **Phase Two – Public Engagement** (April 29 – May 13, 2024)

  During phase two of engagement, we gathered feedback on the three areas of proposed changes (streetscape, park space and land-use change). The public were invited to get involved through a online survey and in-person at a public pop-up community event through email/comment form submissions.

Several tools were utilized several to support awareness and participation in both phases of engagement including a dedicated engagement webpage, community mailing, temporary street signs, digital ads at transit stations, email updates, social media, and a strategic media relations campaign.

Additional touch point meetings were also held to connect with key impacted or interested groups to build awareness, introduce the project information, and provide updates.

- Project introduction meeting with Grace Baptist Church – Thursday September 14, 2023
- Project introduction meeting with Albert Park – Radisson Heights Community Association – Tuesday September 19, 2023
- Project introduction meeting with Radisson Park School – Monday December 18, 2023
- Project follow-up meeting with the Grace Baptist Church – Tuesday April 23, 2024
- Project follow-up and public engagement overview meeting with the Radisson Park School – Tuesday May 7, 2024

What We Asked

Phase One: Pre-Engagement

During phase one of engagement the project team conducted pre-engagement which asked an initial question to the public to gather feedback to further provide relevant information on this project.

The following question was asked to the public on the engagement website:

Help Inform the Future of Franklin

1. Do you have questions or comments regarding the upcoming Franklin Station Area Improvements project? Please submit your questions below to help us build our Frequently Asked Questions library for this project.

Responses gathered from this question supported the creation of additional information for a frequently asked questions section on the engagement page and during in-person engagement.

Phase Two: Public Engagement

During phase two of engagement, the project team provided information and sought feedback on specific questions on the proposed public space improvements. The following information and questions were shared online and in-person at a community pop-up event to gather information from the public.

TOPIC 1: Streetscape

The City is proposing public space improvements for a section of Radcliffe Drive, from 9th Avenue SE to 28th Street SE.

These improvements will enable better mobility, connectivity, and safety to and from Franklin Station.

Well-designed public spaces can promote a sense of belonging and create a welcoming place for the community to gather. They can include streets, lanes, plazas and squares, sidewalks and paths, parks and open spaces, street furniture, public transit, conservation areas, and civic spaces and institutions.

1. What public space elements are currently working well along Radcliffe Drive? What isn't working well? (Examples could relate to safety, vehicular movement, pedestrian movement etc.)

2. What elements should be prioritized as part of the public space improvements along Radcliffe Drive S.E.? (Rank the three options provided by dragging the images to the empty slots on the right (1 being the most important and 4 being the least important).
    a. Safety improvements for walking and wheeling
    b. Trees and greenery
    c. Street furnishings
    d. Automobile movement and on-street parking
    e. Other

3. Do you have any other ideas of elements that should be prioritized as part of the public space improvement along Radcliffe Drive S.E.?

TOPIC 2: Park Space

An open space park currently sits immediately south of the Park and Ride lot and is included in the Franklin Station Area Improvements project. The existing park will be studied to best understand if it will remain in its current position, remain with some improvements, or be redesigned and moved to a better location.

There are many ways to improve the park space to allow for more types of uses, such as passive, active, or flexible uses.

- ***Passive*** activities include inactive or less energetic activities such as sitting, walking, picnicking, or reading.
- ***Active*** uses include more energetic activities including sports, community gardening or playground equipment.
- ***Flexible*** uses can include more dynamic activities like performances, theatre, pop-up markets, or food trucks, among others.

These uses can transform the space depending on the time of week, month, or season.

1. What kind of opportunities would you most like to see included in a redesigned park space? (select one)
    a. Passive Activities
    b. Active Recreation
    c. Flexible and Dynamic Community Gathering
    d. Other

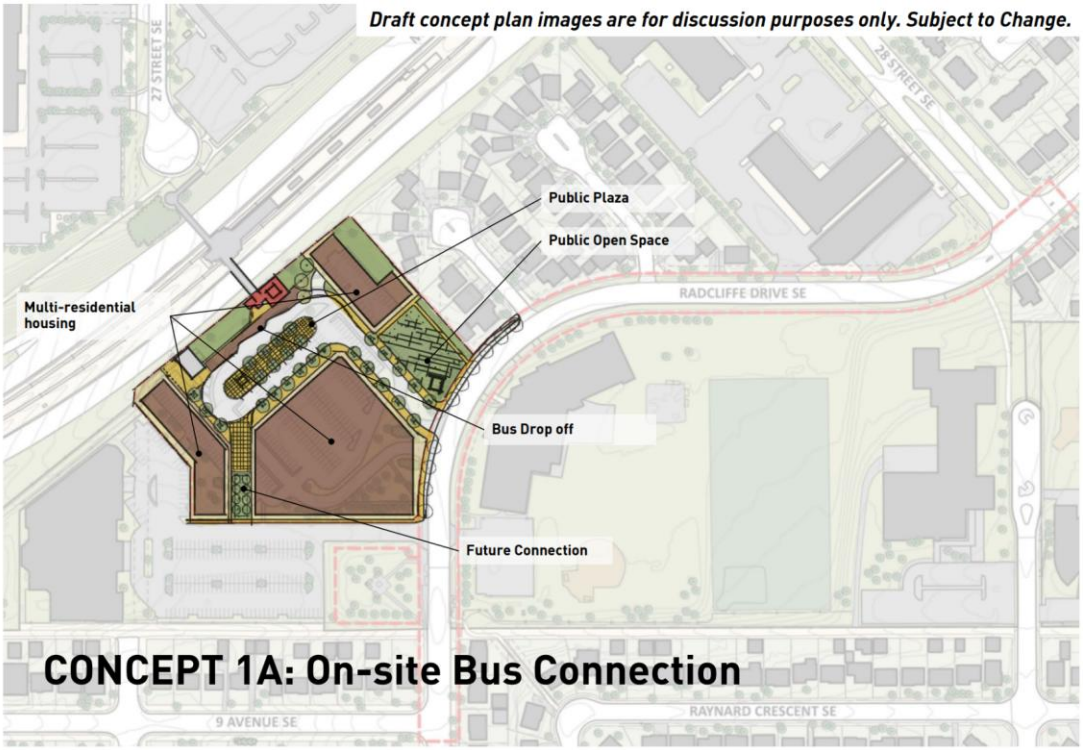
2. What type of active recreation space would you like to see within the park? (Examples could include a sport court, playground, community gardens, outdoor skating rink, etc.)
3. What type of flexible events would you like to see take place within the park? (Examples could include performances, theatre, pop-up markets, food truck stalls, etc.)
4. Do you have any other comments about the public space improvements for this project?

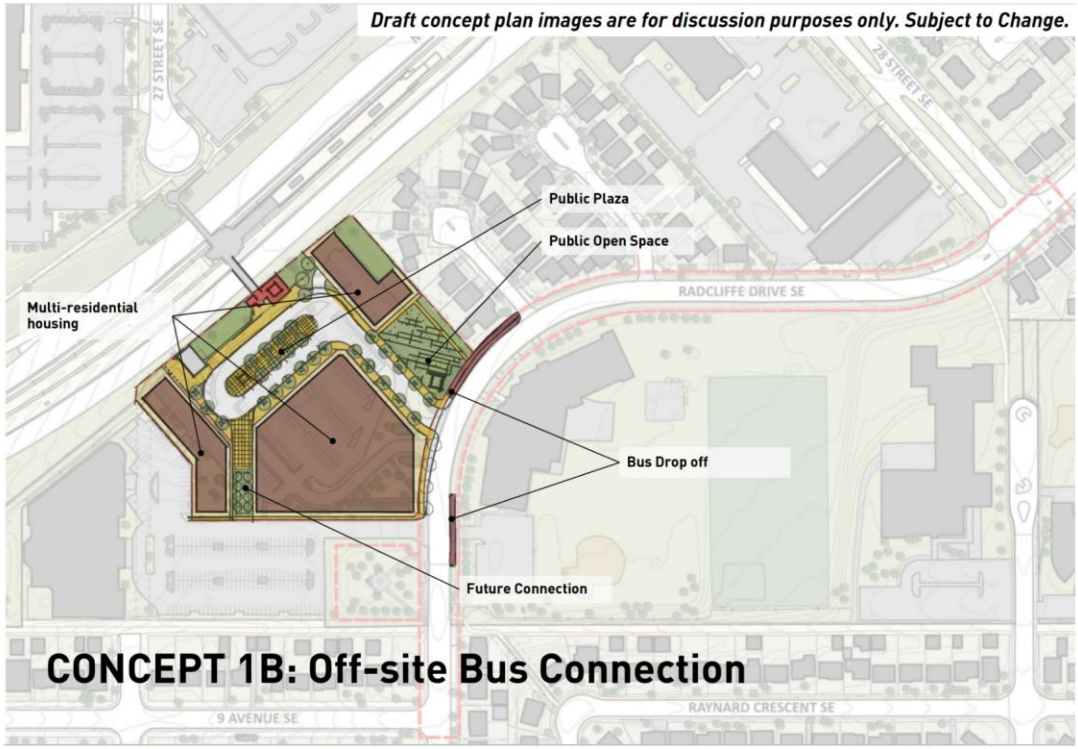
TOPIC 3: Proposed Land Use and Concept Plans

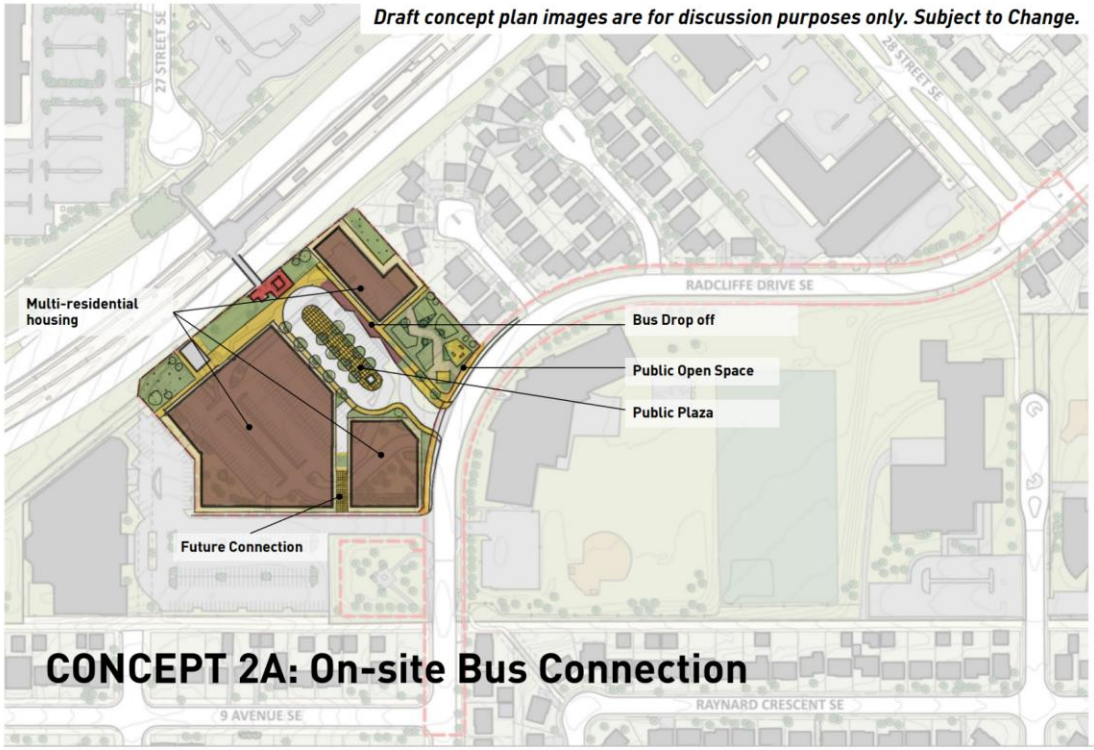
The City of Calgary is pursuing a Land Use change to redevelop the south Park and Ride lot at Franklin Station for housing and mixed-use buildings. The Franklin Station is part of a larger City initiative to add more housing close to transit. In consideration of City-wide targets to address housing shortages and affordability, this project will include some affordable housing.

The following draft concept plans illustrate potential configurations of the site. To view a PDF of all draft images click here.

Please note that the draft concept plan images are for discussion purposes only. The final concept may not reflect what appears in the images here.




Draft concept plan images are for discussion purposes only. Subject to Change.
27 STREET SE
28 STREET SE
Public Plaza
Public Open Space
RADCLIFFE DRIVE SE
Multi-residential housing
Bus Drop off
Future Connection
CONCEPT 1B: Off-site Bus Connection
9 AVENUE SE
RAYNARD CRESCENT SE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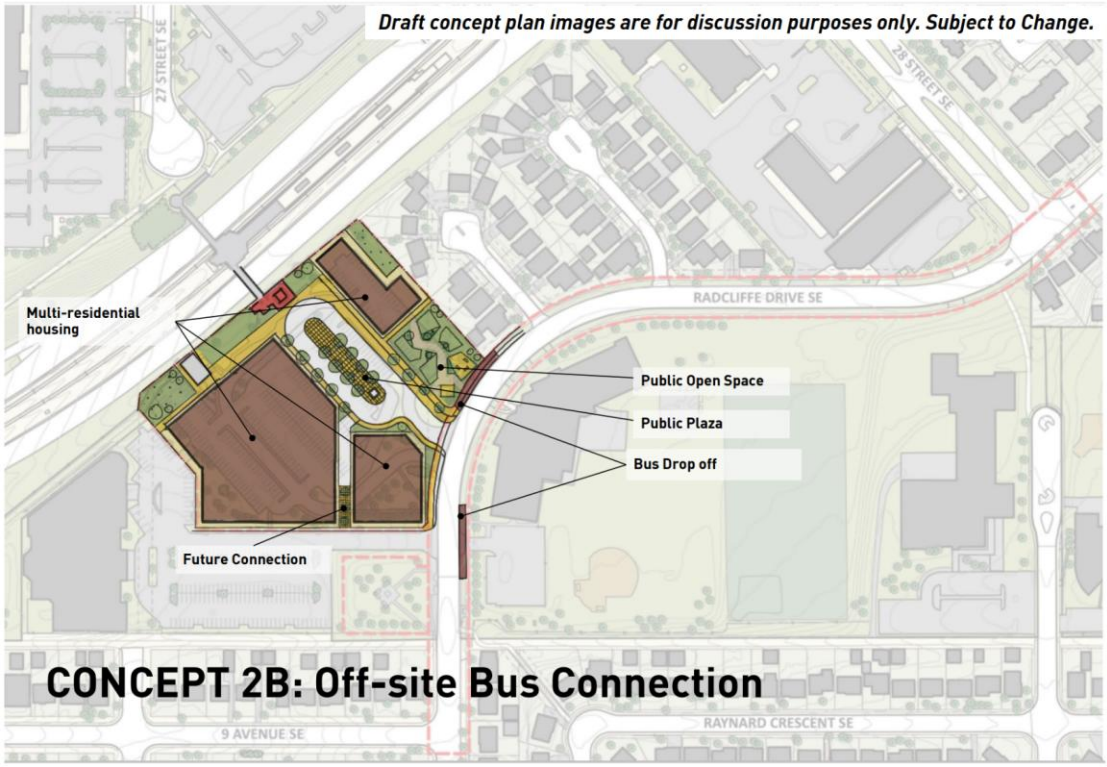


1. Do you have any questions or comments about the redevelopment of the south Park and Ride lot at Franklin Station Area?

What We Heard

Phase One – Pre-Engagement

A total of 14 responses were received during phase one; 11 between April 9 – 28 and 3 additional received on April 29 that have been included.

From the responses received the top themes brought up were:

- Parking Concerns
- Safety/Drug Use Concerns
- Biking Infrastructure Concerns
- Transit Infrastructure Concerns

All responses were reviewed and used to update the Frequently Asked Questions section on the project engagement webpage.

To view the verbatim responses, see Appendix A: Phase One Pre-Engagement Survey Responses.

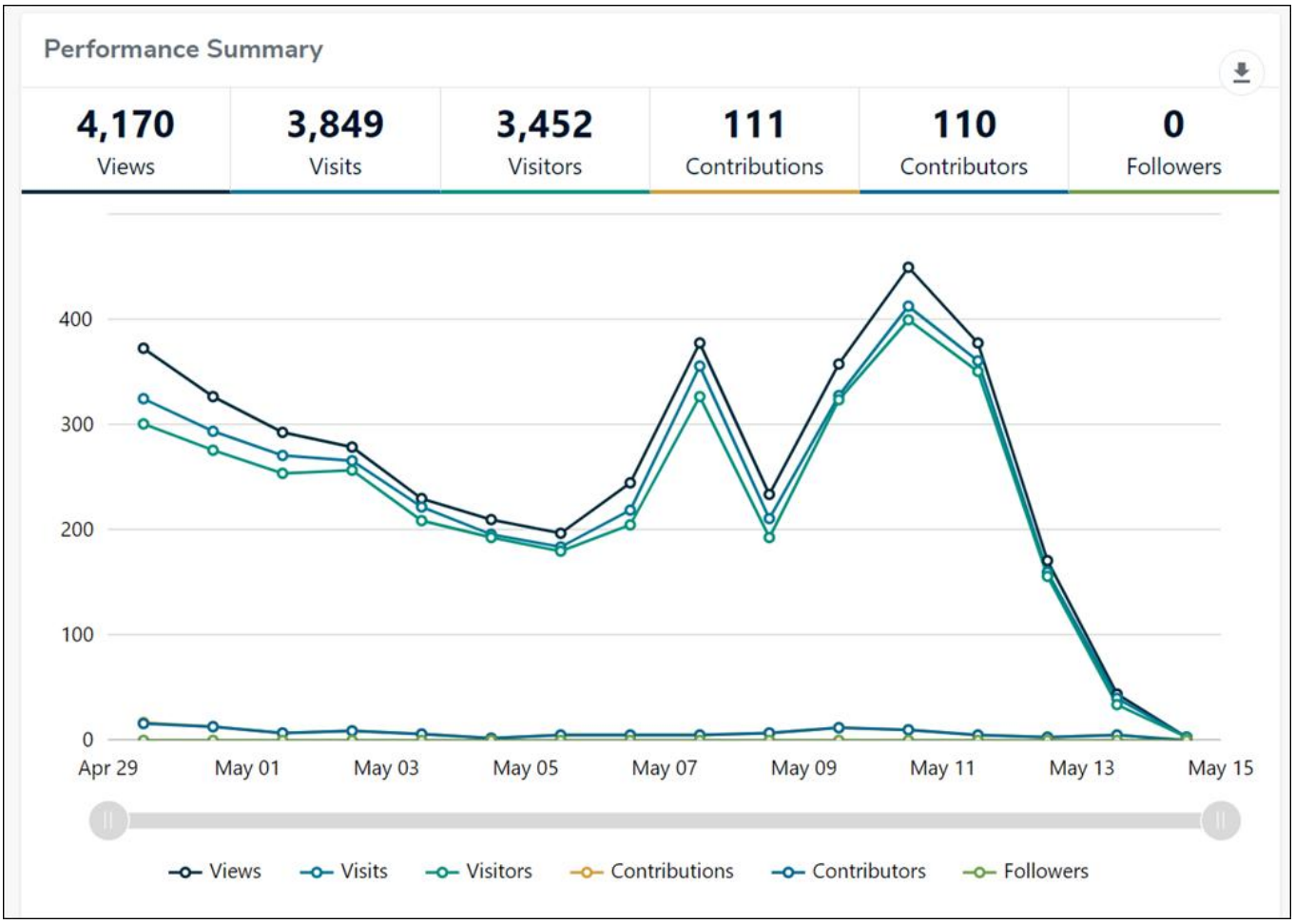
Phase Two– Public Engagement

Below is a summary of common themes heard from feedback received online and in-person.

- **Safety** – a range of comments regarding general safety concerns were brought up throughout the engagement, with many requests for more lighting as part of the project. Other concerns about social disorder issues were shared including the impacts of these issues on Churchgoers, transit-riders, and children that attend the nearby schools. Some felt the proposed project would help address some of these issues by adding more people into the community to look out for one another.
- **Parking** – general comments were made about the inconvenience and cost associated with losing parking at the south Park and Ride lot. Many felt that the recommended alternatives were not sufficient. Others from within the community noted that taking away parking near the station would lead to increased parking in the community. Some also noted that they were willing to lose parking to make room for more housing.
- **Housing types** – a range of comments about housing types brought forward with some in support of non-market housing, and others opposed. Generally, most people were sensitive to the need for more housing in Calgary.
- **Traffic congestion** – comments about traffic congestion at school pick-up and drop-off time was noted as an inconvenience and that a local increase in population may make this worse. Many expressed the desire to keep the bus loop within the subject site rather than on Radcliffe Drive to prevent further congestion.
- **Flexible and active recreation** – many expressed excitement and interest in potential opportunities for both flexible and active recreation within the park space. Some felt there were enough benches and playgrounds within the community and want to see something different here.

Online Engagement

A total of 3,452 unique visitors accessed the engagement webpage while the survey was live, and 110 unique contributors provided feedback. The following graphic shows total online participation.



- **Views:** The cumulative number of times a visitor visits the page in a site.
- **Visits:** The number of end-user session associated with a single visitor.
- **Visitors:** The number of unique public or end-users in a site. A visitor is only counted once.
- **Contributions:** The total number of responses collected through the participation tools.
- **Contributors:** The unique number of visitors who have left feedback through the participation tools.

In-Person Engagement: Future of Franklin Community Pop-Up Event

About 240 people visited the Future of Franklin Community Pop-up Event to learn about the project, speak with subject matter experts, ask questions, and provide feedback. Input was collected through interactive display boards, comment forms, and through face-to-face discussions. About 230 comments were recorded through the display boards.

To view the verbatim responses, view Appendix B: Phase Two Public Engagement Responses.

Next Steps

This is the first stage of planning for the Franklin Station Area Improvements project. Engagement closed in May 2024 and the feedback received will help define future detailed planning. The project team will take the following points into consideration when refining the final site design:

- Safety should be a core element of design, particularly lighting.
- Maintain an internal bus loop to help reduce on-street congestion.
- Park spaces should include kid-friendly elements while also being inclusive to others.
- Make the area inviting with more greenery and landscaping.
- Community spaces that encourage safe, family-friendly events and informal gatherings.
- Where possible, design should help address current safety concerns.

The south Park and Ride lot will be redeveloped as part of this project; therefore, current parking will be removed.

A Land Use Amendment and Concept Plan application was submitted to The City of Calgary on May 27, 2024, which included a high level engagement summary. A public hearing of Council is planned for Winter 2024s which will include a decision on the project. If the project is approved, construction and the delivery of public space improvements is expected to begin in 2026 or 2027.

To stay up to date on project details and future engagement opportunities, please visit engage.calgary.ca/FranklinTOD and sign-up for email updates.

Verbatim Comments

Verbatim comments provided include responses received during both phases of engagement. These are verbatim comments and are reflected below as they were submitted and have not been altered, except for removal of personal identifying information, or profanity.

Appendix A: Phase One Pre-Engagement Survey Responses

Below are the responses received during Phase One:

1. Will the local businesses remain operating during the development/construction process?
2. Will there be something similar done at Barlow Maxbell train station? That area has so much potential for crossroads and more housing.
3. Please add more cameras, the upper parking lot has little light so the walk to the car from the station can be a little eerie.
4. What type of security measures are going to be implemented? I use the pathway by the church frequently and there are always ppl using drugs behind the transit electrical building and in a doorway by the church so the walkway has to be avoided by the electrical building
5. What are you doing to reduce car usage in our area, and in Calgary in general?
6. Franklin LRT sees lots of parking use during peak transit hours, how does the city plan to replace lost parking for transit users?
7. If the city wants to increase density in the area why not just rezone 100 radcliffe place, and 200 Radcliffe place (the two culdesacs in the picture), and leave the parking for transit users. Those properties look to be awkwardly placed between a high way, a parkade, and some industrial area anyway, high rise condos or apartments are probably more appropriate at that locations anyway.
8. Why is the city removing parking that is used for transit? Part of the reason transit use is so high on the Calgary LRT vs other cities is because we have space to park so we can take that short trip into downtown. If the city is going to redevelop the parking they should really be adding a parkade to recover the lost parking, and increase parking for transit users in the future.
9. Momentum Community Economic Development is a non-profit organization located in Radisson Heights next to the Franklin LRT Station, we have called this neighbourhood home for many years. Our participants (over 1,700 annually) and staff utilize the Franklin LRT Station daily. We are excited to hear about the City's plans to make improvements to the Franklin Station Area and would love to participate and collaborate on engagement efforts for this project. Our initial questions are:
    a. How will the City measure and determine the necessary number of affordable housing units? Can the City play a more active role in working with developers to ensure that a suitable number of affordable housing units are built for demand today and into the future? We know that Albert Park/ Radisson Heights is a lower-income neighbourhood compared to the average in Calgary with a high population of renters.

b. Albert Park/ Radisson Heights has a high population of newcomers, refugees, and Indigenous peoples. How will future improvements celebrate and centre these diverse communities? Will the City be able to invest in local artists abilities and talents in the proposed public art?
c. Many who live and spend time in the area speak English as a second language, will future wayfinding be provided in multiple languages?
d. There have been many concerns in the last few years regarding safety at the Franklin LRT Station, we are optimistic about the positive benefits of enhanced safety measures for the area. We do want to recognize and acknowledge that those who are unhoused, struggling with mental health and addictions should also be considered as stakeholders in this project. We encourage the City and developers to engage with local services, such as the Alex Community Health Centre to create strategies and plans to support our vulnerable neighbours.
e. Due to the clustering of amenities in the area, there is a significant amount of foot traffic in the area where people are utilizing the LRT, services, businesses, and schools in the area. How will improvements enhance usability for people and while also taking into consideration sustainable environmental practices in the development of green space?
f. Currently, cycling infrastructure is fragmented in this area, transitioning cyclists from a painted bike lane on 28th St to a roadway on Raddison Drive. How will improvements to this area ensure that members of the community who chose cycling as their mode of transportation have safe and accessible route options? Additionally, will there be secure bike parking at the LRT station so residents make use of multiple modes of transportation while connecting to Calgary Transit services?
g. There are many creative and inspiring small business ideas and owners in the neighbourhood. How might this project integrate and support up and coming, small business and social enterprises (I.e affordable commercial/retail spaces)?
h. How might a community economic development organization like ours best support the city and community in the design and implementation of this project? Nearly twice as many Albert Park/ Radisson Heights community members take transit to work compared to the Calgary average, investing in improvements to the Franklin LRT station will be utilized by many and will help others to take advantage of the LRT to encourage more sustainable commuting.

We look forward to participating in engagement opportunities as this project develops.

10. Do you think that it's possible for the escalators to work?why in this day and age they are not capable to maintain the escalators they should be fired who pays these people
11. This looks like a great initiative and I look forward to biking to the improved station :)
12. Why is no consideration being given to developing the north park and ride lot for affordable housing? Who cares if it's industrial, rezone it. Better yet, forget zoning; lets completely rethink the practice of separation of use. The area around this station is absolutely ripe for transit oriented development. The current use as surface parking is as low value as it gets. We are in a housing crisis. Build a

dense affordable housing development on the north side with a grocery store included on the site. Parking is the absolute last thing that should be included. Do the same at Max Bell, there are literal hectares of empty land beside a high volume rapid transit station.

13. What kind of cycling infrastructure will be built to connect the community to the station?
14. please describe clearly and in plain language what is open for input and what is not open for input.

Appendix B: Phase Two Public Engagement Responses

Below are the verbatim comments received during Phase Two: Public Engagement and includes both responses received online and in-person.

TOPIC 1: Streetscape

1. **What public space elements are currently working well along Radcliffe Drive? What isn't working well?**

Everything seems to work fine. 3 busses come in to the station for 3 different routes.
Greenery, Trees, Shrubs, hanging baskets.
The south parking lot at Franklin C-train appears well-used whenever I am nearby.
fine
Pedestrian safety and movement, need for better cycling infrastructure
Whatâ€™s working well are the bike lanes and wider sidewalks that have been added. What is not working well is the lack of lighting around the area specifically in the station area.
The pedestrian walk by 9th avenue is barely visible as it is uphill from 10-17 ave. That makes this crossing very dangerous especially for students and daycare pupils crossing the street. We could benefit from more signages and a more pronounced crossing light signal
no comment
There are too many homeless/drug users at the station.
Rare traffic backups is working well Not working well: Lack of feeling of safety No sense of reason for people to use the space Ctrain brings drugs and crime
LRT parking.
Don't know
I don't know.
Parking is great but not much area of recreation
School zone works well,
The bike lane is good but some motorists donâ€™t respect it and use it as a parking spot.
Safety and openness of the parking lot with no activity day and night apart from parking there.
Not sure

The bridge is a very good addition, since it connects people to crossing the street safety and without needing traffic to stop for them. Additionally having it above ground has been very safe as compared to the Barlow Maxbell station which is dearly in need of more safety improvements as I avoid going to Maxbell station(which is where my destination is), to instead go to Franklin station and take a longer route for safety.
Safety and movement is fine, though more trees/natural elements along the field/school side would help make the area more inviting.
There needs to be more lighting and more police on foot during high traffic hours.
Areas for improvement: The sidewalks are somewhat uneven and not shoveled enough in the winter. The bike lane is confusing and starts and stops, moves on and off the sidewalk. There is limited greenery. Good things: I appreciate that they recently added additional sidewalk/curb around the crosswalk by the school so people can't park too close to the crosswalk. Challenges: This area is really busy at school drop-off and pick-up times.
The south side parking lot at Franklin Station. It ranges from 80% to 100% capacity. With many people having to go the church parking lot and pay to park as there isn't enough parking stalls on the south side lot. Taking this away will encourage Impark to raise the cost of parking at the church lot. As well, people will drive to their destination, be it downtown or elsewhere instead of taking the LRT.
Skip the art, focus on safety,
na
I would like improved lighting from the corner of 28th to the bottom of the hill past the Franklin station. It would be nice to have wide even pathways for the new people coming to our area with the backyard swales not ending at the sidewalks causing huge icy patches (that is poor planning)
It works okay. The area is unattractive. But no problems. It works as a street, nothing more or less.
Don't know
Lots of homeless, kinda scary. Place is too dark sometimes especially in front of raddison school.
I like how the bus pulls right up to the ramp/stairs
parking is working well
vehicular movement and pedestrian movement is working well. Concerned that taking away parking spaces from Franklin station (southside) will force people to park on adjacent residential streets.
Safety and vehicular movement are a huge issue already for this part of the street. With the 4 schools located within this block, it is already unsafe for our children to walk to school/playgrounds.
Bike paths work well.
The bike paths are good and parking is good. I don't like the homeless who are constantly in the train station doing drugs sleeping. They go in the shelters and sleep to keep warm. The escalator always is being serviced.
Unsure
The field behind the school isnâ€™t being utilized as it should be. Kids donâ€™t go outside anymore so why do we need green spaces. We need parking. The lot is full every single day and people utilize the park and ride system. You will be displacing these people.
The street is too while, and pedestrians need to walk too far to cross "safely". Cross walks should be raised to sidewalk level, and raised, separated bike paths should be added. Automobile movement and on-street parking should always be last on non-arterial roads.

We require more furniture and spaces to wait for the bus
Radisson park school is just across franklin station and it Is a pain in the ass to drop our kids in the mornings and pick them up in afternoon. There is no space on the street for us to park while there is a big unused space in franklin station.
The crosswalk needs lights! Streetlights on either side would help, but streetlights plus flashing pedestrian lights would be best. There is no visibility there in the dark!
There is nothing positive about Radcliffe Drive other than the new sidewalks and marked crosswalks. This area needs improved lighting - I suggest something fancier than a standard lamp. Assist this neighborhood in elevating its status and positively attracting more commuters! Energy efficient lights because they are too dull! This area is secluded & not safe outside commuting business/daylight hours. Place help phone on the edge of the park to provide safety for those walking from station.
Homeless and/or drug addicts
Ever since the bike path was put in crime has increased dramatically. Me and many of my neighbours have had to install cameras in the back of our homes due to thefts.
I like the south entrance to the parking as it is... as long as people realize it's one way. I have missed being able to get from Radley Way direct to the station. The road issue caused a bit of frustration to get to the station (driving). With the elementary across the street, as far as I'm aware, there haven't been any issues. The walkability to the station is great!
more tees, wider sidewalks. many students walk to the 4 school on radcliffe drive
I think the public parking for people who commute with calgary transit is very convenient.
The plazas in Radcliffe Drive and 28 Street works really well as a place to hangout or just transfer off. These plazas have been around for awhile and I think it's what makes Radcliffe and Franklin Station a site to visit. What isn't working is the parking lot for Franklin Station, it's not as cohesive and as a landmark station compared to Saddletowne or McKnight.
Cycling infrastructure!
School zone is working well with handling traffic.
no comment
Needs more light
No one wants this to happen that lives in this area
The people in the area like homeless and drug addicts hard solution but I belive you can find a way to make this community safer for kids to grow up.
The entrance from the station to Radcliffe drive works as designed. An issue, is with Radcliffe drive connecting to 28th street se, that intersection at busier times becomes a hazard for school kids and traffic jams.
Too much open areas for drug users. And camps.
Fast vehicles are not ideal.
During winter after a Chinook, sometimes the sidewalks get slippery when snow runoff freezes. If there are plans on widening of the sidewalks check the slope for proper water drainage.
None
I would strongly advocate for more trees / parks.

Lots of parking and traffic doesn't get backed up. Lots of space for cyclists and pedestrians. Recent upgrades to the pathways work well but the bike paths donâ€™t meet up with the pathways north of Barlow maxbell arena.
The unfortunate people will be sleeping everywhere. So even scared to go for a walk.
Main concern is the amount of drug addicts that are at Franklin station and surrounding areas. Not safe walking to/from the station. Also alot of garbage as they tend to leave their belongings wherever.
The separated cycling path (off street). The on street section to the south isn't used. Plant trees in boulevard space between road and sidewalk. Crosswalk lights in front of school are great.
Sidewalks exist and school zone slows traffic. Wide street is also nice
Pedestrian movement should be great
nothing is working well. The area is rather dead and empty, many homeless people publicly doing druggs and defecating near the station
Better pedestrian movement and overall safety could be improved.
The new pathways and narrower road are great further south, in the north section I would like to see similar improvements.
Very busy roadway, vehicles ðŸš— need to slow down some. Keep it open, so it continues to feel safe, not hidden where bad things may happen. It's also can be difficult to walk there when sidewalks are not clear. It would be nice if had a seat ðŸ'º to sit and rest.
Pedestrians at exit make entering/exiting hard
NA
There is not too many other than a bike path. We need safety enhanced in the area
Good: vehicular movement Bad: green areas
Pedestrian movement is OK but a turning lane would be great also more wheel chair access
It is not that remarkable in its current state.
Have the CPS put in a photo radar camera along this stretch or road - both ways. I walk Radcliffe Drive S.E. almost daily and the speed that drivers are doing is RIDICULOUS! Get CPS involved before you need to get EMS involved!! The many schools along this stretch and the vehicular interaction is going to lead to a miserable outcome i something is not done to control this!
Nothing is currently working. I don't go here because I am a 5'2 woman who is scared
Don't know
The sloped crosswalk area with buttons works well to identify padestrians and is accessible.
There arevto many people parking
There could be better active transportation
Pedestrian movement is decent
Homeless in the area under all the trees and fence line also no city transit police anywhere they should have a main office there i have called for help due to druggies and homeless no one showed

Parking for school pick up is always difficult. (My kids go to radisson park) I worry some of these plans might make the parking even harder. If all the ctrain parking is taken out are transit takers going to start parking on the street and make for even less places to park for school pick up? The train parking lot always looks so full so Iâ€™m confused on why this is being taken out?
The bike lanes are nice but it would be nice if they were protected bike lanes. Traffic calming measures should be but in to keep traffic from moving too fast down the road.
I would like to see more permanent shade structures in addition to planting trees. It would be nice to see a water feature like a misting station or a splash park.
The speed limit is appropriate along Radcliffe drive up until the school zone ends. Pedestrian movements are very uncomfortable as they are not prioritised. You must walk through 2 parking lots (usually vacant) to get to the station. There is no shade or protection from the elements making the walk to and from the station very unpleasant.
Parking lot accommodation is ok. Usually no security around and poor cleanliness
There have already been recent investments in biking and walking infrastructure in this area, and specifically on this road. Not everyone is good at using the intersection at 28th street and Radcliff Dr. Suggest putting in a round about to improve the flow of traffic and improve pedestrian safety.
Traffic constantly being stopped by foot Traffic and people/kids blocking the road.
Vehicular movement
Everything could be better by pedestrian crossing and vehicles driving too fast
Better pedestrian and cycling safety.
The new bike path improvement from last year
nil
I think the size of the parking lots is plenty for the busyness of the station. I part there 5 days a week at the busiest time and it’s never over 40% full
Needs better infrastructure for biking and people walking. More trees and more cover from wind, rain and snow for the people walking and biking
Safety
Vehicle movement is good. Bad for pedestrians.
School congests vehicles along way, we like lrt station entrance and exit though
I like the fact that servuce providers such as Momentum, Calgary Alternative Support Services and the Alex community health centre are close to Franklin Lrt station. There needs to be lighting along Radcliffe Dr SE so pedestrians can be seen at night, especially by Grace Baptist church and the strip mall.
The area is pretty gross to be honest, lots of gravel and garbage. The bus stop is heavily used which is good but it's not a pleasant experience to wait around there. Very hostile streetscape
Personally the space isn't welcoming for pedestrians; there should be wider, more accessible sidewalks on both sides of the street with better lighting.

As well the wooden fences along the street have seen sizeable damage over the years; these look like an eyesore, which attracts graffiti and other unwanted actors to the street.
Not much. Very odd transition area with nothing going on
Broken glass around the stations leaving the parking lots.
Consider closing the road to school pick-up/drop-off.
Connections from road to ctrain for bikes.
Engage with school board for a better drop off zone for elementary school.
Preserve and improve bike lane. Single lane, separated lanes.
Washrooms.
Getting to the train station is delayed when there is a wait at the schools and all the vehicles.
Your bottle neck in front of the school is a pain in the car.
Ice maintenance (north side) needed.
Vehicles speeding creates unsafe street for kids.
Need more maintenance - can be expensive.
Pathway connecting systems are not that accessible.
Update the pedestrain access from 27 Street SE to the Church parking lot to reduce number of steps to the train station. Improve bike paths along 28 Street SE.
Lighting/lighting maintenance
We need green and street furnishings.
Terminus /bikes stations
Traffic speeds
More safe than before
Like the way it is now because it is not crowded.
The 4 way stop @ 16th Avenue, 28th Street, near misses, very difficult to navigate will be worse with more volume.
More intermodal transportation. Bike infrastructure.
Littering.
The off-set 4 way stop at 16 Ave and 28 Street would need to be fixed.
Too dark at Radcliffe and 28th.
Retain the park and greenspace (continue it)
Waiting area needs enhancement (warm and shade) - 4 seasons.
No parking!
Beautification measures of existing greenspace.
More lighting. Should be safer for pedestrians. Fencing near station is falling apart - looks like an eyesore.
Working well: slow, neighbourhood friendly, some green spaces. Not working: need more streetlights, unsafe at night, more pedestrian friendly for schools.

2. **What elements should be prioritized as part of the public space improvements along Radcliffe Drive S.E.?** Rank the four options provided by dragging the images to the empty slots on the right (1 being the most important and 4 being the least important).

   - Safety Improvements for Walking and Wheeling

- Street Trees and Greenery
- Street Furnishings
- Automobile Movement and On-Street Parking

Open House Responses:

Elements	Open House Responses
Safety Improvements for Walking and Wheeling	19
Street Trees and Greenery	13
Street Furnishings	9
Automobile Movement and On-Street Parking	5

Online Survey Responses:

Elements	1st Choice	2nd Choice	3rd Choice	4th Choice
Safety Improvements for Walking and Wheeling	52	22	21	10
Street Trees and Greenery	33	38	27	7
Street Furnishing	6	29	40	30
Automobile Movement and On-Site Parking	14	16	17	58

3. **Do you have any other ideas of elements that should be prioritized as part of the public space improvement along Radcliffe Drive S.E.?**

Why change what works. If you want to add "elements" why not look at the empty field on 26 Street at 12 Avenue SE. Already a playground, build on that site.
No.
more greenery
Prioritizing pedestrian and cycling infrastructure. Greater visibility of pedestrians and cyclists on the road.
More lights in the area. To increase safety for residents walking.
Better visibility of the entrance vs exit lanes to franklin station
no comment
Make it safe for people to move around without feeling threatened
Better lighting
Leave it the way it is.
Pardon me, I just think you should use Score Voting instead of Ranked Choice Ballots here because Score Voting is intuitively and mathematically easy to deal with, and to boot, it can even convey more information per ballot (not to mention that it is also simpler for users AND software developers than a drag-and-drop ballot. RCBs are overrated, SV is underrated.)
More visible pedestrian crossings and vehicles should only be able to park on designated spaces.

Gym and classy restaurants that might bring security, safety.
Public art, well lit areas, better access to plazas nearby
Creating an inviting and safe area people from the community would walk to
More lighting. More police presence.
Garbage/recycling/composting receptacles for waste are needed.
Don't wast money on art that will just be vandelized
It needs to be made safer. There are too many hidden areas.
Work with the public school board for a parent pick up drop off loop off Radcliffe drive
Improve the green space in front park area, in front of the church parking lot. Develop into a Plaza space.
Needs to put more lights and cctv cameras.
More bus shelters
find additional space for more parking
Need to address the park and ride lot. I like the idea of housing near lrt stations but there also has to be adequate spaces for people to use the park and ride.
Greenery and street furnishing are not a priority in the conversation. Safety for our children attending the schools and vehicular movement are the only conversation that should be happening.
Improved parks for kids.
More security around this area
No
Possibly the church could give up there parking space to allow C-Train riders to continue to utilize the park and train system
Raise crosswalks to sidewalk level. In front of schools, cars should be guests, not prioritized.
I am really concerned as a parent and so as others in the area of radisson community and even in Albert Park in lack of playgrounds for our kids. We have a few playgrounds but they are mostly for babies, they are not really well equipped. The ones in Albert Park could really use an upgrade. Very sad to see this happening in our community, while in NW and SW there are luxurious playgrounds are built.
Well lit!! Currently lighting is lacking. Accessibility and a family vibe. Limit sitting, large canopies and barriers to deter transient Street living. Usage of native grasses and other natural features. A fountain could elevate the value of the area. Give this space a Mount Royal vibe to assist in elevating the community. Park like St.Patrick's Island. Community garden zone. A small dog run zone skill at to that at east village could prompt presence of people. Eastside deserves opulence too!!
Radcliffe/Radisson heights doesn't have a proper dog park so people are forced to use the school fields illegally unfortunately. The Fonda park green space is extremely underutilized and honestly just wasted space. Many of us would like it to be turned into a proper dark park.
More lighting, trees, and art (CPTED designs) to attract more people to visit the area and to deter criminals from the area.
no comment
Don't build cracker boxes and call them homes
Radcliffe drive is an interesting section of road that connects a main route to a major highway & light rail transit/buses while also crossing multiple school zones. I think prioritizing walking pedestrians throughout the road to be top priority considering how dangerous the road is during peak hours (after school/before school & lunch times) when it's most busy.

More lighting, more child friendly parks
Small speed bumps to reduce street racing
There could be stylized lighting like between Chinook train station and the mall.
A better bus station please. Itâ€™s so cold outside waiting for the bus within 20-25 mins.
Connect the bike path to north of maxbell either on 9 ave or 10 ave.
I would love a bike and pathway to connect to other pathways. So I donâ€™t have to ride my bike, walk and have to ride between traffic. We could use a really nice green space place for all ages. We could use more trees.
No street furnishings. Already have issues with drug addicts etc walking into yards looking for items to take.
Bring in native grasses and flowers. Improved lighting to make it safer to walk at night.
Not sure
Bike paths
Improvements to the alternative pedestrian paths leading to the c-train station that will cut off walking distance for people who walk to the station, not only along Radcliffe Dr.
No, not at this time.
A raised crosswalk would be a great design element to prioritize people walking, make them more visible and slow down traffic.
Keeler school, community hall and Church need bus stop â€¦always busy area.
Try to get rid off people doing drug injections especially close to our schools/ lrt station
Not particularly
Wider lanes
Protected bike lanes
Get someone to pick up the garbage! (what a concept!!).
I love the idea of safe green spaces as long as there are no pockets, or off-camera areas for homeless to gather.
We need a park for kids to play at. Seeing there are no parks here for them.
Prioritizing walking and cycling pathways to create a scenic walk. There are really good views to the West and so much of the SE and NE doesn't have good walking or cycling pathways to enjoy it
Parking and driving near the school need to much safer. Drivers are terrible by the school
More lighting and security around there
Parking is my number one concern but if it's going to be taken out or reduced then I would LOVE to see a new playground. All the playgrounds in the area are pretty small. Lots of "rough" people hang out in this area so maybe if there are some more family based things it could change the feel of the area.
Children as it's close to a school. How would the school use the space.
Dense housing could be accommodated in the space. A protected bike lane should be on both sides of the street. Pedestrians movements should be prioritized by making the walk more pleasant. This could be done by shortening the distance (i.e., not having to walk around parking lots) and providing shade and wind blockers (housing and trees).
No
Implement the left turn idea on 11st and 6th ave in the west end of downtown in more places throughout the city.
A possible walkway over the road

Esthetically, itâ€™s ugly. A nicer, esthetically designed space (eg with more trees) can bring more people into the space walking, being engaged which will help with crime elements - more positively engaged eyes on the street.
Is there room for heritage elements? The neighbourhood dates to 1910 and is flanked by the Western Headworks Canal and adjacent park. Improved connections between this new development and the park and canal, including information on the history of the area, would be beneficial. Despite the failure of Albert Smyth (hence Albert Park), is there room to include information on the area, the railway scandal and to show how history is at the forefront by bringing the area's original vision to life?
It would be hideously unpopular but getting rid of the on-street parking and widening the sidewalks would make a vast improvement in the aesthetics and pedestrian safety of that road
Safety, buses
Nope
The buses connecting to the LRT should stop at right in front of.Alex community food centre and Rise Calgary since those 2 places serve people in need.
Better cycling infrastructure and wayfinding. Finding the bike lanes is very difficult unless you know where to look
Raised crosswalks and speed bumps to act as traffic calming Dedicated bike-lanes that are free from car-traffic Furnishings and fencing along the street done in a way that discourages vandalism and graffiti Transit priority for buses

TOPIC 2: Park Space

1. **What kind of opportunities would you most like to see included in a redesigned park space?**
    - Passive Activities
    - Active Recreation
    - Flexible and Dynamic Community Gathering Space(s)
    - Other (please specify)

Opportunities	Online Survey	Open House Responses
Passive Activities	10	4
Active Recreation	34	17
Flexible and Dynamic Community Gathering Space(s)	47	18
Other (individual themes below)	Total: 14	Total: 9
Café/commercial	1	-
Community garden	-	2
Gathering areas	1	-
Green space	1	1
Nothing/build elsewhere	5	-
Off-leash area	1	-
Parking/parkade	4	-
Performance area	-	5
Skate Park	-	1
Waterpark	1	-

2. **What type of active recreation space would you like to see within the park? (Examples could include a sport court, playground, community gardens, outdoor skating rink, etc.)**

Nothing. Keep it as a park and ride for the C-train. The City always telling us we nee to use public transit more but if you take away these parking stalls, where are the commuters going to park. Please don't say on the north side, the parking lost is also full Monday - Friday. At present, the C-train from Franklin to downtown is really my only viable option.
Absolutely nothing. There are better areas that could use park space. This, is not one of them.
This doesn't seem needed with the facilities across the street, including the school playground, soccer field and baseball diamond
more places for kids to get outside and play
Playground, gardens, sport courts (ex. badminton, tennis, volleyball)
Sport courts
Garden, playground
no comment
Sport court
Hockey rink, playground

Parking lot
Don't know
-
Tennis court
Basketball court, playground
Playground or sport court
Put a Gym or something that attracts classy people
Playgrounds and gardens
I would love to see an outdoor skating rink, a soccer field, playground or skate parks.
There are multiple nearby playgrounds and fields, so more of that is not needed. There is a community garden and outdoor rink a few blocks away. Some form of multi-use sport area would be nice
This is on the main path to the school. Whatever it is it should be a safe space for children to walk to school. What will the city do to keep this space safe? I would love to see a greater police presence.
A community garden would be lovely. A waterpark would also be very cool.
The is literally an enormous amount of green space across the street. It has four school on it. If you want to place park and recreation activities, put it there.
Water splash park
Mix of child and youth recreation plus community garden.
Anything that encourages kids and neighbors to be active. Inclusive Playground would be wonderful. Encourage community gatherings events
Events, music, gathering place. Place where people go to see and participate in activities like music.
Don't know
Playground and community garden
Playground, green space, skating rink
parking
Community gardens, play ground/outdoor exercise equipment and an outdoor skating rink would be nice.
We have 4 school grounds in the space already, do not need more.
Would like to see more family oriented spaces in the area. Skating rinks and sport courts.
I would love to see better playgrounds with cameras as well as sport courts for Kids
None
There is already a lot of green space that can be developed. Leave the train station
Playgrounds, large bike parking, outdoor rink, a cafe, a "footsal" court that doubles as a basketball court, chess tables.
Playground and sports court.
Playgrounds fpr our kids, including water play spaces for hot summer. Or even a water fountain would be nice in a playground zone.
I think a playground and a rink would get a lot of use from kids in the neighbourhood.
Outdoor skating is an excellent idea. Boost usage for community and attract positive activity. Small pump track could be great too. Tennis courts are absent in adjacent communities as well!
sport court, playground, community gardens, outdoor skating rink
Dog park with area for food trucks.
I don't know that we need another recreational area. The park near Radley Way is currently being used by homeless and teens to leave broken bottles, needles and more. Which isn't great for the daycare

beside it or those with small kids in the area. Maybe a community garden but I would think the low income of this area would just see anything there ruined.
basketball court
Sport courts would be nice, since I believe there are a lot of families in the area.
A playground or some sport court like a basketball court could really help especially with the students around in the school area to just hangout at.
Clycling paths, beach volleyball court, playground.
Community Garden
no comment
Mini water park Skating in winter Sports court
Stop building cracker boxes !! Build communities with real homes like back in the day so families can grow
a skate scooter park same area doesn't have to be huge just a small one probably bottom of the stairs in the park. Mixes the community At the top of the stairs to the opposite corner you can put a nice entrance to for a food truck spot with like 5 spots in a line and build around the hill and stairs a seating area for eating and watching a small performing arts.
With so many schools in the area, and community centres in the area, a passive setting would best fit this location for walking and leisure strolls.
Playground skating ring
Playground
Temporary skating or curling.
We demand for a community garden.It is bear school and church so i think this is possible.
Would prefer additional landscaping with added trees, shrubs, flowers etc... It would be nice if it was simply a beautiful natural spot to rest and enjoy nature in. A Japanese garden aesthetic.
The existing seating is nice but is often dirty with lots of garbage around the area. More greenery would be nice. It’s close to the road and there’s a playground across the street at the school so building another playground may not make sense. More of a plaza type area would be ideal.
Swing bench as older people can’t sit on rubber swings seats.
With the amount of drug addicts there are, don't think many would feel safe utilizing these spaces.
Would be nice to see a playgound in this space. Is it almost never used as it is today.
Sport courts for summer and pleasure rink or crockicurl for winter.
Community gatherings
Coffee shops, small restaurants, deli shops, liquor/cannabis store, playgrounds for kids, splash park
Outdoor skating rink and community gardens!
Pickleball
Community gardens, playgrounds, outdoor skate rink, park benches and tables, good lighting, water ðŸ’¦ park for the kids.
Covered waiting area
Marlborough ctrain need ramp access for public interest same like white horn ctrain station. Save escalator.. always broke..waste lots of money on maintenance.
Outdoor gym, place to organize dancing, place to have safe neighbourhood meetings. Must be safe safe safe

Community gardens
Basketball court
Basketball court, community gardens
N/A
Playground or sport court
Don't know
Sports court, playground, community garden
All of the above.
Pump tracks- for bikes, skateboarders and rollerbladers. Unfortunately BLine closed not far from here and now youth in the NE and SE have no biking recreational facility. There are pump tracks that service communities east of Deerfoot. Also a spray / splash park would be a hit with local kids that may not have parents with a car so they can't leave their communities easily, so bringing more amenities to this lower socio economic community should be prioritized.
Playground, sport court, community gardens
Basketball court with all the kids sports court soccer there are so many kids all ages in the area they need that
Playground!! We already have an outdoor skating rink at Albert park and a community garden as well.
Playground and a community garden would be nice.
Splash park
Basketball court.
Community garden
Would prioritize green space ahead of these. There are schools near by with amenities. Not everyone gets to experience nature as much as we'd like. And having green space helps with flood mitigation - hard surfaces adds to flooding issues.
Community gardens, space for events
Community gardens given issue of food insecurity for more lower income persons in the area
Skating, and playing sports or family gatherings
Playground, gardens, skating, basketball court like in bridgeland, climbing wall
A fenced off leash area. There is no place for dog owners to allow their dogs to run and play safely.
Gazebo or garden with heritage panels and information would add to the attraction of passive activity infrastructure, especially when adjacent to active recreation.
Itâ€™s SUPER underutilized green space. I walked thru last week (because I forgot my car keys at work lol) and I was the only person. I wouldnâ€™t use it but a dog park would be of value
Hockey rink, playground, shops, people, Cover from the wind, rain and snow
Playground
I think there still needs to be parking. However I also see the need for a place for events. We are losing Olympic plaza downtown. We need a place that one can go to outdoors on this end of tow.
Sport ground, garden, hang out space
Food forest, community garden, playground soccer field
Gardens
Community garden, basketball court, playground
Sports courts, playgrounds, rinks, water
Skate Park

Canopied, sheltered space with clear sight - crime prevention - to provide shade in addition to trees (no gazebo)
Lighting all around
In-ground bouncy tramps
Anything to make it safer and bring more people to the area/ make it a community space
Improved lighting
Improved lighting
Space to do Tai Chi/ Yoga
Playgrounds / play areas for kids
Green space outside of the parking lot (south corner). Please link it into the new development and create an attractice zone for the community residents - it is not a refuge for homeless.
Playground
Splash park
Lighting/security
Don't duplicate amenities that already exist in community.
Shift driveway to church from north side of park to south side of park and use some land from transit site for expansion at park (land swap).
Splash park
Lawn bowling
Passive play like bocce courts
Safety/ lighting - drug and alcohol users in public. Make sidewalks for accessible and inclusive for those with mobility issues. To help with community, be a community.
Safety concerns for kids near a road if it is a playground.
Play space for all ages.
Make the park more useful - workout equipment, playground, make space for seating/waiting.
Expand green space along Radcliffe moving north.
Keep mature trees.
Aesthetically pleasing/ good landscape architecture.
Can the space be better identified as a park? The sign makes it look like belongs to the Church.
Add cameras to more streets surrounding the station.
Basketball courts
Outdoor workout gear.
Skate Park
Pump track
Food forests
Basketball to activate the park space
Make it safer for children. If it is another park it could by dominated by not age appropriate kids.
Washrooms. Lighting would be nice.
Seating for different sized groups that creates connections.
Flowers, beautiful landscaping.
Key to focus on safety.
Involve everyone in the design of the space.
Pickleball for activation, natural playground.
Good location for waiting for people.

3. **What type of flexible events would you like to see take place within the park? (Examples could include performances, theatre, pop-up markets, food truck stalls, etc.)**

You have multiple empty fields within these communities, why are they not being explored. The City tore down a huge complex years ago on 33 Street SE and 19 Avenue. It is still just a field. Look at building your low income homes there. Not a C-train station
Absolutely nothing. There are better areas that could use park space. This, is not one of them.
Pop-up markets, food truck stalls.
nothing
Outdoor religious gatherings, theatre, pop-up markets, event spaces for holidays (ex. religious holidays, Christmas, Halloween)
Food trucks
Theatre, pop up market, food trucks, play events for kids, events for seniors (the radisson community has a lot of senior residents as well)
no comment
Food truck and performance theatre
Weekend markets, music, community festival feeling
More police presence.
N/a
-
Theatre, foodtrucks
Night markets, pop up markets, live music performances
Pop-up markets or food trucks
Pop up markets
Those all sound great!
I would love to see festivals and theatre pop up events take place
Pop-up markets, food trucks, and other sorts of weekend events
None of that seems very appealing. It's a small space.
Markets, poetry reading, food trucks, busking
None
Health and fitness focused event ie walking clubs, yoga groups
Pop up markets in the summer
All the above
Performances, music, markets, community garage sales
Don't know
Pop up market and food truck stalls
Pop up markets Pop up events Warming facilities through winter
food truck stalls, vending, food concessions
i also like the idea of a flexible community space like pop-up markets and other family oriented activities.
Do not need this for our community.
Would like to see food truck stalls and interesting pop up market events.
Booking family picnics food trucKs live performances
None

None. I want to park my car and ride the train downtown to my job. Parking is too expensive downtown
Food trucks, markets, art exhibits.
Markets, food trucks.
Outdoor cinemas, family friendly.
Community events like markets with food trucks, themed festivals etc would be great. Radisson Heights is missing that right now.
A small space or integrated into the park, where the community could have a festival occur, along with the example ideas mentioned. Something like the Inglewood night market on a smaller scale would be great in this spence. Maybe season things like a pop up fresh vegetable market that commuters could access weekly.
theatre, pop-up markets, food truck stalls
Food trucks and maybe community fundraisers.
Pop up markets or food trucks would be fun.
market place for african vendors
Diverse pop up markets that work with small business in calgary or specifically in the area. Showcasing different cultural foods or events.
Food truck stalls and pop up markets can really help improve traffic to come to Franklin.
Market space, theatre/busking area.
pop up markets
no comment
Community flee market Food trucks Performances
None look at all of the people who don’t want blanket rezoning to happen you think this will make the residents happy or do you just not care ?!
The rest you can do a basketball court half sized plus a circle one with 3 hoops or more. Then a play ground. a small water park that will be looked up after times. Then tresss around. To make it feel comfortable with shade and fresh air
If the park has access to parking lots, food truck stalls would be a nice community event that wouldn’t promote overcrowding considering how transit friendly the location already is.
Food trucks, markets for food vendors
None
Food truck stalls, farmers market, hub for street festivals.
Pop-up markets would be nice coupled with a community garden. A go to place in the community.
Not particularly inclined to promote largely active or flexible events within such a small park area.
Not sure if any of the these examples would be successful in this area.
Dancing with bands
All of the above.
Markets, performances, or food trucks would all be great.
Concerts, farmers market, night market
Pop up markets
farmers market, food trucks, music festivals
Pop up markets, farmer markets, food truck stalls.
Pop up markets
Performances, pop up markets, food trucks , theatre.

Food trucks and festivals
Pop market and food truck.
Performances, night markets, good trucks- ingelwood night market is a good example
Pop up markets with farmers products
Pop up markets
pop up markets
N/A
Markets, food trucks
Don't know
Pop up markets or events
All of the above
All of the items mentioned above. Also indigenous programming- we have a larger population of indigenous in communities east of the Deerfoot and it would be great to have spaces to heal, rest, create, connect with nature.
Food truck stalls, pop up markets
Reading vans or tents Pop up markets as so many people do not drive in the area
All of these sound like fun! Our community centre has never been rebuilt and feel we lack a sense of community in the area. I drive my daughter all the way to Acadia for dance and preschool because nothing like that is offered in our area. This space wouldn't fulfil those two things I listed but a community centre could.
Pop up markets, food trucks and performances would all be nice.
Outdoor kitchen facilities
All events should be encouraged.
Food truck spaces
Would prioritize more space for permanent housing and businesses over flexible and likely rare events.
Performances, theater, markets, food trucks.
Pop up markets, space for community events
Food trucks, washrooms, and other festivals and live music
Markets, food trucks, container cafe, art class pop ups, yoga pop ups, child friendly and child oriented activities frequently
Community markets and food truck night markets.
More market/pop up space is needed as other markets (Bridgeland, Inglewood, etc) are very well attended.
I like the food truck idea. Something we never have around here
Performances, events,
Food truck
Performances. Festivals. Food truck fun.
Pop up markets
Food trucks, affordable pop up food markets, outdoor theatre, dog friendly park area, picnic tables
Anything that keeps drug users away. There are plenty in the area and makes it feel very unsafe
Pop-up markets General community events Food truck stalls
Performance, festivals

Plaza space
Music - open air performances, food trucks, night market.
Food stands, farmers market
Outreach for social services
Food trucks
There are two playgrounds nearby. It would be good to have amenities for people that are not school-aged.
Night market and music (Inglewood like)
Amphitheatre for performance space.
Flexible is best - there are enough playgrounds in the area.
Performance / theatre space - great for kids.
A room for seniors to practice and play their instruments with washroms.
Flower garden, community garden.
Concrete benches, permanent features (ie firepit)
Space for vendors.
I would like a 20 foot deep scuba dive pool in the park instead of 6 chairs to sit on.
Community markets on the weekend, more benches, flower beds.
Public art - like springboard.
Night market
Cultural celebrations
Music
Water fountains, and more shade
Sled island
Leading edge health to curb homelessness and addiction and good quality healthcare.
Dance
Increased visibility through space, maintenance of current trees, and lighting.

4. Do you have any other comments about the public space improvements for this project?

I can't believe that the City would even engage in this ridiculous project. Obviously, once again, our councilor, out of touch with the east side of his Ward. Maybe he should come to the station at 7:00 am Monday - Friday and talk to the few hundred commuters using the station what they believe should be done.
Find a more suitable location. A park or any form of a gathering place beside a LRT station will only be used by unscrupulous individuals selling drugs, sex, as well as a go-between for dropping off stolen paraphernalia from the area. Let alone an increase of muggings and assaults.
N/A.
more greenery
Prioritize safety, public trash cans, and design for accessibility and sense of community
Increase safety, too many individuals are currently around committing crimes and using Franklin station as a daily encampment for drug use.
Please develop and install a larger, more secure, and heated waiting shed at the franklin station. There are students, parents with babies, families who use that station and would benefit largely from a heated shed.

no comment
Anything to make it more child friendly is welcome
Develop a communal space where Calgary and want to come together
The study that was done, needs to be revisited. It said the parking lot was 60% being used. I go there everyday, it is more like 90% being used. Obviously the parking is needed.
N/a
The school across the street has a big park already. I'm just excited about Calgary having more housing without sacrificing transportation.
None
Art installations
I just hope it will be maintained and kept safe since there are some people that sometimes gather there to do drugs.
No
No
It would be great if this adjustment to Franklin station could also be implemented in the Barlow max bell station, I understand that there is owner/land management issues but that area really connects a big part of the ne to the nw and having it by dead industrial buildings is so sad to see wasted potential of such a nice area. Or even consider having it sold to create affordable housing to stir more traffic and community to promote a safer less abandoned environment.
The current park space is quite small and feels detached from the train station and walking routes, moving it to be a more central place people pass through/by and want to engage with would be good.
Please don't build a housing space there. The parking lot is already quite busy. I am not confident in the city's ability to provide infrastructure to support such a space. I think you will create a problem and walk away. Also, the people who will suffer the most will be the kids in the school across the road. I also don't believe that we will see the benefits that you have outlined.
I would love to see a public washroom, plenty of seating, some shelter from the elements, and a water fountain (drinking fountain). A lot of modern spaces have hostile architecture and that is something I DO NOT want to see.
Wrong location.
Blue lights to deter drug users
na
More lighting. Where will people park who uses it?
Increase the physical attractiveness of radciiffe drive. Street furniture, displays, art, seating. Like what was done on 17 ave SE.
No
Just add lights and cameras for the security of the people especially at night
More greenery
parking only and food concessions
Make sure that it just doesn't turn into a dumping ground for people's trash. It has be to well utilized to avoid the area being used for crime (drug deals etc.)
As a home owner in this area, we do not want this development in our community. Why don't you put it near your home?
More greenery would be nice to see too.
Im concerned there will not be enough parking for people that take train and will be parking on the street using others parking spots
No

Don’t do it!! Modernize the train station for the people who use it. Don’t create obstacles for people who are just tttong to get to work.
Please limit parking, while encouraging the arrival by either transit or bicycle.
There are too many homeless gathered to smoke close to the Radisson Park school.
More green spaces as well. I feel like Southeast is so dead, we no trees or bushes.
Love the idea, but there is an issue with vulnerable people in the neighbourhood (see how the train station is often taken over). Part of the plan needs to be helping these people, or I fear a new playground (for example) will just be taken over by people on drugs or needing shelter.
Please make the space attractive to young professionals that use the station to access the downtown course and post secondary. Modernizing the area and adding value will attract a demographic shift. This is beyond needed for this space and area. There has been far to many times that I’ve encountered drug activity along with individuals using the station areas as a refuge. This is NOT safe nor attractive to prospective commuters.
Safety from homeless and/or drug addicts
Nope all is pretty good in the neighbourhood it’s a little rough around the edges and we definitely need at least one dog park but that’s really it.
Help get the station under control from vagrants that seem to want to live in the station and the south side of the station. Makes me really uncomfortable in the morning and evening and I've had things taken from my vehicle (I caught the offender.)
Affordable housing should be mandatory 50% of all units built on this site
I think it's great that the public can give feedback on improving public spaces. Especially individuals who take transit on a daily basis.
Having more art and trees in the area.
N/a
N/A
no comment
Well lit at night
Why don’t you build real houses for people that have families! Where will everyone park did you ever think of that ? Probably don’t care
This is the park next to coop on 17th. Big open spot next to a area starting to improve and this would be a great spot to show which way 17th is trying to improve.
Instead of prioritizing community recreation in an area that has many locations for multiple kind of sports or events, Calgary should focus on prioritizing safe pedestrian travel in that area considering how busy it can get at peak hours, and how most of the community transits compared to drives in that area.
More safety less homeless and drug users
No
Any event could be advertised on the c-train for added traffic, see if there could be package deals for event organizers.
None
I would suggest adding an additional greenspace between the existing park and the public open space planned along Radcliffe drive to provide an uninterrupted park / green space along the road. It could all be landscaped and designed to be integrated and flow together potentially with a nice walking path between the trees etc. It could also branch off and lead to the train station.
The train station can be dangerous at night and there are lots of people camped out nearby. How is making this space more public going to improve these conditions?

Thank you for giving us a opportunity to have our suggestions looked at of what we would like for our neighborhood.
Safety first please, so more peace officers etc maybe?
There are stairs that connect the church parking lot to 27 ST. It would be nice if that access could be improved. Most pedestrians are using that road to access the C train, cutting through the parking lot from the south.
Lighting to increase safety
No
development must include small retail, like Circle K storeto generate foot traffic in the area and attract people to the area.
None at the moment.
Nothing to add
Safety, cleanliness and beauty like flowers ðŸŒ¸
Parking needed
Church, Community hall and keeler school need Bus stop to Marlborough ctrain station Thanks
No
Not particularly
No
Adding color would be nice, for example a painted mural on a basketball court
It's a GREAT place for a police district office or precinct!!
Keep the hideaway spots non-existent. Keeps eyes on those who need extra protection. Research the lost soul who was murdered there to help understand the areas that hide the unwilling.
Don't know
It's a great idea in hopes to increase safety in and around the ctrain area.
It would be really good if the kids had a water park for summer months. And s great skating rink for winter activities.
This project could bring a lot of amenities to an east of Deerfoot community that can help benefit multiple surrounding communities that are often underserved. I would encourage the city to invest into this project to help even out the inequality we see so clearly in Calgary between eastern communities and the communities west of the Deerfoot
Just need to make it safer for everyone
There is alot of youth in the area so anything for them would help more of a area for families but security to keep the homeless and druggies away
Interested to see what happens and just really hope it doesn’t get trashed or turn into a homeless site.
I do not.
Please consider climate mitigation and adaptation in your planning of the space. Extreme heat and drought are issues that we are not prepared for less pavement and more green infrastructure.
The neighbourhood is relatively dense and should leverage density to it's advantage. Including commercial zoning in the area would increase foot traffic and make the area safer.
No
Really like the idea of housing and mixed use buildings on site. Would like to see the property well used, building vertical makes sense(size of the near by WOOD building (formerly Golder building) at Barlow & Memorial). Have tried to help people navigate to the train station before, would be nice to say, 'walk to those big buildings over there, the station is at the bottom'.
No

None
N/a
Family focus - big cool playground! We don’t have many amazing playgrounds in this area.
More places to put garbage and recycling to help keep the area clean.
nil
Widening of the pathway. Itâ€™s fine for walkers but if it had heavier bike usage it would be a nightmare
Make the area feel alive. Make sure to organize events. Security, maintenance
More lights and safe open space
Make it greener. This space needs greener stuff around it.
Make it feel more green
The area should be accessible for people of all abilities to access, utalize, and enjoy, reflect the cultural diversity within the community. There should be an area where people can go to for help when they feel unsafe that is manned by the various mental health providers, the cops, and community volunteers.
Clearing out drug users/abusers. Too many active drug users that I bike by everyday in the area.
I would like to see some public artwork; especially some kind of piece commemorating the fact that Franklin is one of 2 Blue Line stations in the Southeast? Franklin Station kind of acts as a gate to the GFL and SE, I'd love to see some kind of monument about the Southeast at the station. I think with Max Bell and Franklin being green, and how the SE is getting the Green Line; green should be the primary colour for the piece. The piece should pay homage to how large and expansive the SE is
No
Bike path connection from alley to 9 Avenue.
Will there be better signage and wayfinding for getting to the station?
Complete streets design - landscaping, waste/ recycling, bike lanes, improved pedestrian, street lights (very dark at night).
Plants, trees, flowers and grass to lay on.
Ensure parking is provided.
More public spaces near train station to extend gathering spaces.
Extra seats close to the train station with shade for summer and covered place for winter.
Coffee shop - ground floor commercial.
Connectivity to pathways needs to be safer.
Will snow and ice be cleared during winter? Especially on the sidewalks.
Speed in front of school.
Stop light at 28th (signal).
Drop off zone.
Add parking lane.
Neighbours are worried about overflow of new folks parking on our streets.
Public water fountains
Radcliffe Drive - more trees, vegetation, walkways and paths.
Please pay homage to the fact that this is a Southeast station on a line that is mostly Northeast. Perhaps a mural or monument - perhaps focus on green. Because green line and green is more heavily used in the Southeast.
Lighting in public spaces.
Public art by QTBIPOC local artists.

Fixing housing at the expense of parking - can we resolve both issues?
More waste disposal - including compost and recycling bins and ashtrays.
Lighting
Bottleneck at school during pick-up.
Remove park and put parking in that location? Could the City and Church create an agreement and share parking? Could portion of school site be used for parking?
4 season seating.
Secure bike parking.
Crosswalk lights (unsafe)
Need green space and secure station.
Street lights corner of Radcliffe Drive and 28th.
Lots of bright lighting
Green space for all ages to enjoy
Better lighting in and around station
Need it to be a safe place to be.
Parking lot already full for transit and busy with school drop off.
Public washroom
Community art made integrations
Bushes
Improve bike lane on 28th street and connection to 17th Ave East and West across Deerfoot.
Speeding
Bike lanes - more
Make park spaces off Radcliffe more welcoming - crime prevention measures to avoid loitering.
Safety efforts
Bench or seating
A playground
Green space for sitting
Need four season spaces.
Make the space bright and colourful including murals and public art.
Need proper parking
Too busy on roads with school
Bigger sidewalks
Visible seating
Extra crosswalk between the schools.
More seating and shelters
Parking will be limited with more housing.
Do not put in hostile architecture. Make benches sleepable. Provide shelter.
Safety mechanisms
Bring it back to the way it was (i.e. good sheltered, with mom and pop shoppes)
Safety along pathways.
Splash park or park
Need more plazas/open spaces
Public water fountains and a gender neutral bathroom.

TOPIC 3: Proposed Land Use and Concept Plans

1. **Do you have any questions or comments about the redevelopment of the south Park and Ride lot at Franklin Station Area?**

Really does not need to be done. You still want to have busses going there but no parking for any commuters. Another MISSED idea by City and Council
This is a very busy parking lot. Not a good location for any housing development. There are better locations along and close to the BRT on 17 Avenue S.E.
Traffic around the school is very busy at the start of the school day and the end of the school day. Adding a significant amount of housing units across the street seems like it could exacerbate this. The south parking lot often seems busy and the north lot does not, was consideration given to converting the north lot instead?
KEEP IT AS A PARKING LOT. Where are the 80-90% of people parking there going to go as all other lots are pretty full. I have ridden this train since the track was built and have tried other lots and Franklin is the best. Stop penalizing people who need to drive to the station to get to work. Not every job is a 15 minute commute and if you think I am moving to the downtown core - think again. Would you be willing to get up an extra 20 min. to park at a different train station? I don't think so
N/A
With all the upgrades the city will need to make Sure the current vagrant and safety issues are addressed.
Please prioritize the redevelopment of the heated waiting shed as it is most needed especially during winter
Terrible idea. People looking for parking at the Saddletowne LRT station struggle already. You got people taking home owners parking spaces. What makes you think this is will work for Franklin station? Having homes filled with families, close to a LRT station doesn't seem very safe.
None
Where is parking for the station in proposed plans?
Leave it the way it is, and do something about the addict homeless people. It is a safety concern.
Prefer to have a parking lot so I can get picked up at the station
I've ridden the NE line for years and Franklin, the Zoo and Barlow/Max Bell stations are annoyingly dead places where nobody gets on or off because there's so little housing (or major attractions) nearby. When I purchased my home I would have liked to buy a two-storey unit near a transit station, but no such units were affordable, so I have a lawn and two cars instead. I hope someday the city will build the kind of (high-rise) housing I want to live in.
None
Super excited to see this area revitalized and hopefully enhance the sense of community here! Please consider safety concerns with homeless individuals frequenting the immediate proposed housing areas
It is nice to develop housing close to transit but maybe leave some parking space for the commuters also.
Safety required especially me being a neighbour
No
Please try to improve the bus routes near this area as well as near Barlow Maxbell station and thank you for taking into account the residents input.

Concept 2A would be best, as a bus drop off in the loop would prevent congestion on Radcliffe drive (with cars and bike lanes, and school pickup/dropoff already there). It would also be good to have the loop and public open space be connected to make the area more open and not feel surrounded by the buildings. I do agree that high-density affordable housing on this lot is a great idea and very needed, and would fully support a majority of the units being affordable/subsidized.
Yes. Please don't do it. The space is already congested. I am not pleased with the kind of people attracted to the area. It won't be safe for the kids because you can't or won't control and make the space safe. I am not confident that you will actually even come to see the space and see the problems or try to solve them. Do what you were mandated to do which is keep CANADIANS safe. People who have lived here for years. Keep Taxpayers safe. Not just new comings who offer nothing to society.
I think on-site bus connection is very important. The parking on the street is at a premium during school drop-off and pick-up times and having a bus stop on the street would just add to the congestion. Having the on-site bus connection is much better for people with accessibility issues as well. My only other comment is that I was very disappointed to discover that renovating Franklin Station is not part of this plan. That station desperately needs attention. It is in disrepair.
It is a horrible idea! There is absolutely nothing about removing the parking lot and building homes there. You want to build so called :affordable housing. Place it at the lot where Calgary Housing used to be, between 33 & 34 St / 19 Ave SE.
Cleanup the station over pass it smells like piss
na
We live a block away on a Radcliffe Place. Very concerned about train user parking when we want to be able to develop our own home/lot for more people and parking is already limited. Change is inevitable and needed as long as it’s reasonably considerate of the folks who already live here.
I support redevelopment of the area, as described in the draft plan. I live 1 block from the area.
Love this idea
No
I’m liking it
parking only.
I like 2a the best... but I am still concerned that their will be not enough parking for the park and ride customers.
We do not want this development in our neighbourhood. Put it on the other side of Memorial. It is already too busy in this area with the four schools and this is not the type of development we want.
The biggest concern in this area is safety. If people don’t feel safe to use the public area, then improving it won’t make a big difference.
I think this will cause a problem for people especially since home less will be breaking in the housing complex unless the government solves the problems with addiction and housing.
No
This part of the city relys on this type of service. There are many parts of the city that this type of concept or project could be implemented and utilized. Not this area!!
No.
No
Please think about the teenagers too, they have no space to gather together.
My concern is that this lot is often full, so where will all those people park? I admittedly don't know how full the other side gets. I live within walking distance but started driving every day after a few encounters

with people on drugs which made me nervous. We need to address the safety of the area as part of this redevelopment. Love the housing idea, but if there's no lot it needs to be safe for people to walk.
Accessibility: consider drop-off integration. Ageing population top priority. Future Connections: appears extra green space just south of the initial development. Consider swapping that space w/ 1 of small residential building at the entrance. Swapping the 2sites aid integration of park space = safer for residents & foot commuters. Outlying park space attracts Street living. Central green space at entrance is good place to integrate a fountain & art feature = grand plaza entrance for the ctrain.
install attractions
Not right now
So no parking??? I guess I'll need to move out of this area. Sad to see that you want people who have been here over 10 years to leave so you can add "affordable" housing for welfare people. Which there will be more of...due to spending by city, province, federal government taxes... what about those of us who depend on that parking???????
2A is the best plan
Based on the draft concept plans, I think an off site bus connection potentially could work better? Many kids and families may be around the public plaza and in the housing complexes which could make the space very busy if the bus is on site?
Big fear is losing the parking spaces that might create more traffic on the road for parking around Radcliffe Drive, the plaza on 28 Street, and more street parking that blocks residents in Radcliffe Place.
Nope
Please refreshen up the ctrain station ramps, it is very rusty.
An issue as a current user of the parking lot at Franklin. The north parking lot (258 spots) will not be able to accommodate all the south parkers (271 spots). I think mixed use development must also retain at least a portion of the original purpose of the area, which was to to encourage use of the LRT by providing parking. I think the "Park Space" could be a free parkade thereby allowing all the housing & Open Space/Plaza to be built. How about a joint venture with Grace Church re parking?
Glad its happening
No one wants more cracker boxes built in an already dense area why take away a parking lot so many people use each and everyday to get to work ? Why don't you go convert all of the empty office buildings into homes. While you're at it house the homeless in the office buildings. Just because you're looking for a bandaid solution to the mass immigration mess doesn't mean this is the answer. You're going to make a lot of people more angry than what they already are with your solution.
Food truck and seating area to close to train and road for anything else
Concept 2a is mostly focused on providing transit goers a safe drop off point while not jeopardizing parking/bike lanes.
Better bus service
Parking concerns for residents in the neighborhood.
The sections for the bus drop off area on the street level could double as a more appropriate drop-off for parents dropping off their kids for the nearby schools. Bus stops would work well if they were integrated with one of the buildings so there could be shelter from the rain or cold in winter. There might be an option to extend buildings over Memorial Drive since this is a city owned plan. The pedestrian overpass could be integrated into the building and be indoors.
1B woulb be better

Is there any plan in place or one being developed to redesign / refresh or rebuild the station itself? It is in sore need of a face lift at the very least. I would lean towards on site bus connection concepts. What type of multi residential housing is being considered? Multi story condos with commercial space at ground level seems ideal. Higher density mixed use buildings surrounded by beautiful green space to enjoy would be my number one aim for the project.
This park and ride is used everyday by commuters. Taking away parking may increase the street parking and is already crowded during times when parents are dropping off/ picking up their kids from school. Where are these commuters going to park? I'm curious if these apartments are going to accessible in price for people currently living in the neighbourhood. Traffic and more people in the neighbourhood are concerning.
The only worry I have is a safety issue.
No
Should use an on site bus connection. That way drivers are extra eyes in the courtyard to help improve safety. This area may have many encampment and violent crime issues if not implemented properly. Please don't build then leave. Improvements and/or modifications may need to be made after construction once we know how things are going. Add emergency call phones everywhere and lots of lighting. Concept 1 is better as most people coming from the south and getting there via 27 St.
No
No
concepts with OFF SITE bus connection will make it difficult to access C-Train station for elderly and disabled people, therefore it must not be implemented
None at the moment.
I support more housing around LRT station. Let's house more people, not cars!
This is a great idea! Can hardly wait for this ! Great idea!!
Parking is desperately needed
Need bus stop access easy for public interest. City will be more convenient.
We are concerned about capacity of the water sewage system in this old community after new multi housing happens
No
No
More trees in the park and ride space.
LEAVE IT ALONE - AS IS!!! The busses now all are equipped with cameras. So, you have PLENTY of evidence that the Franklin LRT parking lot is used EXTENSIVELY!!! Leave it alone! We, greater Forrest Lawn, have enough 'low cost housing' already!!! If you're plodding forth to to do the same with Chinook LRT Station, or Tuscany LRT Station or may I suggest Sunnyside LRT station - then go for it! Just stop adding to the homeless and 'low rental' situation in Forest Lawn - ENOUGH ALREADY!!!
Thank you for taking the initiative in cleaning up the area!
Which one of concept 1 and 2 has the least amount of road? I'd prefer the concept that minimizes impermeanble surface and maximizes parks and housing. Between concepts A and B, I wonder if the bus loop in concepts A would create too much negative smells and sounds? Having the bus stop on radcliffe makes the route more direct, thus saving travel time of not having to detour into the bus loop. If the walk from the bus stop to the CTrain is short and easy, I would prefer concept B.
Concept 2A is a great idea.

Why do you want to put housing where we park for c train. You fill this with houses and then where are we supposed to park.
This is a great location for housing however the city needs to invest in amenities and recreational and park space that provides activities and places to enjoy for the new residents. If investment isnâ€™t made into green and park spaces it will feel like a ghetto.
The issues with the new build plan is that the new builds are not affordable for most. What is the point of providing more housing when most in the area cannot afford it?! Also, where are they going to park? This planing to build and not provide parking is an absolute joke. When the city says it wants to build affordable housing, what does that mean? Only affordable to anyone not low income?!
No
Where to the cars park that currently park there for transit? Itâ€™s almost always full.
I think this is a great idea. I like concept 1a, but I do think the 2a and b would probably offer more room for housing.
2 a or b work as a female a line of site from the station to the main road is desirable and feels safer.
What is the timeline?
Sounds good
The idea of putting in multi-residential housing here is amazing. Would love to see that on the north side of the station as well (and every other station). Hope there will be accommodation for mixed use as well, could be a great spot to set up a business. I live right next to the bridgeland station and appreciate having the access to the train. Previously lived in this neighbourhood. Continue to work near by. Need to have room for ambulance, police to park by the LRT station (both sides).
No
Good balance is needed between housing resources and green spaces and other kinds of spaces to engage community members.
No questions or comments
No
What changes to security will be brought in.m?
On site bus drop off could be best incorporated with a carve out from Radcliffe Dr, but not having buses make their way deep into the development.
I think the idea of redevelopment is awful. I use the station everyday and while functional and great for my needs is truly hideous. Some folks have concerns about safety but Iâ€™ve never had an issue or observed anything
Make sure the area isn't going to be empty, Make sure things actually get done, Make sure this is affordable and maintainable.
None
No! It’s congested enough here. We need green spaces and life not evil housing projects. If you really want this station underground with condos on top of where the station is now. Leave it alone.
No
At least 50% of the units within the housing buildings should be accessible for people with disabilities to live in, so as people age and their abilities deteriorate they can continue to live in their own place.
The bike overpass over Memorial should be improved.
Why is the name Franklin Station being kept when the station doesn't service Franklin Industrial at all? Shouldn't it be called Radisson Station or something?

No
Fix fence so people don't stop on Memorial!
Any housing should be affordable housing.
Massive disconnect within planning between GFL and other projects in the area.
Why this site and not others.
Commercial options for residential buildings - otherwise it is far to walk to nearby amenities (have to cross Memorial or go to 17th Avenue.
Parking on 27th Street and 9th Avenue, consider increased volume and how to mitigate spillover from transit users.
Ground level commercial (strongly advocate for mixed use).
For green space: plaza, event space; hard surface with seating; similar to Sunalta, bridgeland, Ingelwood etc.
Small scale commercial and landscaping.
Underground parking options - it is more safe for women to drive to the LRT than take a bus when it is late. Eliminating all public parking harms those who are vulnerable.
Engage with the Church via 27th Street access safety (thanks to the Church for allowing the ROW!).
Fix fence along Memorial - update Franklin train station - excited about a vibrant community.
What's the alternative solution for the parking on the south site?
Please keep bus right at the station. Lot's of lighting. We need a safer walkable neighbourhood.
Parking is a nightmare. We need lights.
Will station have renovations? Station is old and dirty and is notably worse for 'bad actors' then any of the 36 Street NE stations by a large margin.
Mixed market / afforable units
Units for families (+2-3 bedrooms)
Why is the name 'Franklin' being kept? The station has no assocation (not in/near, no transit connections) to Franklin Industrial. Renaming the station should be considered, perhaps one of the following: Radisson Station (best option in my opinion), Meridian Station, Albert Park/Radisson Station.
Onsite bus please - there is more safety when you are in a sheltered area off the road.
Commercial space
Streetscape improvements not as important as community safety issues.
Balance new development to ensure a spectrum of affordability.
Need connectivity - not safe for community to walk to station. Prefer to drive.
Put a 3 storey parking structure under your concept. With access from 27 Street. Foot traffic to train.
Prefer concept 1A onsite bus connection. Mobility issues connecting between bus/train. Don't make it harder to connect.
Extend active transportation scooter/bike/car share and have designated parking for all transit.
Subsidized commercial space.
Where are the cars going to park?
Like bus closer to platform esp for lower mobility.
Bus on Radcliffe - Road is too busy.
Respectful of adjacent houses.
Where do all the cars park for the train.
This is currently not a safe area - social disorder, drug issues are high, waste from illegal dumping and church bin waste looting.
Consider community space and warming space - supportive.

Please consider holistically addressing the social disorder issues in the plan/design/come back and make sure it is working.
Less required parking regulation for more affordable units.
Cautiously supportive if truly affordable and deals with parking.
Community space (outreach/warming centre/food/services).
Keep bus station at transit station - elderly, disabled, struggle to transfer from train to bus.
Concerns about how full the school is. Concerns about residents losing park n ride abilities to LRT.
Concerns about access, especially with existing bottleneck from the school (along Radcliffe Drive).
Friendly walking areas for connections and for everybody.
Please include public bathrooms. Everybody pees!
Strongly support affordable housing.
Supportive of more housing. Not here. There is more options, for example, 19th Avenue.
GFL group that process, identified other ideal sites throughout the community, even near BRZ.
Please maintain an on-site bus connection.
Where will the buses stop on Radcliffe when there is hardly any space for cars to park during pick up hours?
We may not get many comments from people connecting from bus to train. They have to make their connections!
Managing influx of people during stampede season at the station.
The path behind the church is not a safe route, please ensure access via 27th Street.
Lease agreement with Church for park n ride. Connect through church.
Too much social housing with no community benefit.
With your concepts, how do we get to the train? You have almost all access blocked from 27th street.
Where is the connection between GFL planning group and this project?
Multi-level parking lot on north side or underground on south side.
Can we improve pedestrian access so its safe in all conditions. If we expect people to walk.
Residents are using the park n ride, will they have to drive to the north station?