



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

Project overview

The communities of Ramsay and Inglewood in southeast Calgary will soon undergo significant transformation with a new light rail transit station and several nearby developments proposed. To support this change, The City's Transit-Oriented Development (TOD) Program is leading a cross-corporate project to re-envision, re-design and ultimately deliver components of the public realm including streetscapes, parks and pathways.

The City's 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 citizens and visitors will have easy, accessible and economical ways of living and travelling in our city. The high-level objectives for the project include:

- Positively impact the social and physical well-being of residents by providing safe and comfortable spaces where people can socialize and be active.
- Improve connections around Ramsay-Inglewood Station so those who walk, wheel, take transit and drive can easily access local and city-wide destinations.
- Establish a sense of place that offers memorable experiences for residents and visitors.
- Boost economic vitality by attracting more people to local businesses, supporting redevelopment opportunities promoting investment.

Project scope

The Ramsay-Inglewood Station Area Improvements project will focus on public realm improvements to the following areas:

- 11/12 Street SE from the Zoo Bridge to 26 Avenue SE
- 11 Avenue SE /11 Street SE from 8 Avenue SE to 12 Street SE
- Jeffries Park
- Greenway link from Ramsay-Inglewood Station, through Jeffries Park to the Elbow River
- Area south of future LRT station, opportunity beneath portions of elevated LRT

Project area





Engagement overview

This project has been guided by previous engagement that took place in the communities of Ramsay and Inglewood between 2015 and 2021. A full summary of 2015 - 2021 engagement events in the area can be found [here](#) and has been used by the project team to respond and build on those ideas.

This project has two phases of engagement:

- **Phase One – Validate**

During phase one of engagement, we asked stakeholders to validate information that was gathered through previous engagement work in the area between 2015 – 2021 in order to guide the development of concept designs for the in-scope public realm community improvements in the area.

- **Phase Two – Reveal and Evaluate**

Based on the feedback collected in phase one, The City will share different conceptual designs for the in-scope public realm community improvements to gauge stakeholder preferences and guide the recommended final concept development. Phase two is planned to commence in late November 2021.

What did we do and who did we talk to?

Public engagement for phase one took place from September 1 to September 19, 2021. In light of the ongoing COVID-19 pandemic and its implications on in-person events, engagement was conducted entirely online via our [engagement portal](#) and through online meetings. As we were unable to host in-person sessions, the online engagement was extended to a total of 19 days. In total, over 17,879 people were notified of the project through our communications program and we connected with 131 participants online, receiving 139 contributions during phase one of engagement.

In addition, we hosted three virtual meetings with members of the Ramsay Community Association, Inglewood Community Association, and the Inglewood BIA, to provide information on the project and get input about how to design engagement.

A comprehensive communications plan was developed to inform the community of the project and direct people to the engagement portal to provide their feedback. The following is an overview of the channels employed to advertise online engagement throughout the first phase of engagement:

- Three bold signs placed throughout the community
- Paid social media advertisements through digital ads and campaigns on Facebook and Twitter
- Email update to the local Councillor's office
- Email update to area Community Associations and BIA
- Virtual update meetings for area BIA and the area Community Associations
- Communications toolkits for the area Councillor, Community Associations, and Neighborhood Partnership Coordinator



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

The following is approximately how many individuals we reached through all channels during our first phase of engagement:

- Facebook (reach) = 17,657
- Twitter (impressions) = 134
- NextDoor (impressions) = 88
- Bold signs = Three bold signs along local area travel routes
- Engage portal = 1,177 visitors

What we asked

Phase one of engagement sought public input through questions structured around validating the previous engagement results in the area:

1. Past engagement in the area took place between 2015 – 2021, during this engagement the following community themes were raised:

- Public realm improvements desired on 11 Street SE & 12 Street SE
- Underpass upgrades desired (below CP tracks)
- Desire to integrate multiple modes of transportation in area
- Open space improvements
- Better pedestrian connections
- Cycling infrastructure improvements
- Upgrades to lighting infrastructure

Do the following themes still represent the priorities of the community as they relate to public realm community improvements? Please tell us why or why not.

2. While 11/12 Street SE corridor could serve a variety of purposes, it is a constrained space that may not be able to accommodate all elements along the streetscape. Please indicate the importance of each of the following elements of street design/function with 1 as most important, 5 as least important.



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

	1	2	3	4	5
Active modes movement (bikes/scooters/etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Automobile movement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Space for patios/other business use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public spaces (i.e. plazas)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street trees and seating	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (leave blank if nothing Comes to mind)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

3. What is your “Other” element if selected from the above question?

4. What activities could you envision yourself using Jeffries Park and the greenway area for?
Check all that apply.

- ☐ Flexible event space (i.e. food trucks, pop-up market, performance stage, etc.)
- ☐ Active recreation (i.e. basketball, playing frisbee, yoga, skating, etc.)
- ☐ Passive activities (i.e. socializing, reading, picnicking, drinking coffee, etc.)
- ☐ Other (please specify)

What we heard

Below is a summary of the main themes that were the most prevalent in the comments received for **question one**. Each theme includes summary examples of verbatim comments. The comments shown are the exact words input by participants. To ensure we captured all responses accurately, the verbatim comments have not been altered. For the sample comments shown below, in some cases, only the portion of a comment that spoke to a particular theme was utilized. A comprehensive list of all verbatim comments in their entirety is included in the “Verbatim comments” section at the end of this report.

1. Past engagement in the area took place between 2015 – 2021, during this engagement the following community themes were raised:

- *Public realm improvements desired on 11 Street SE & 12 Street SE*
- *Underpass upgrades desired (below CP tracks)*

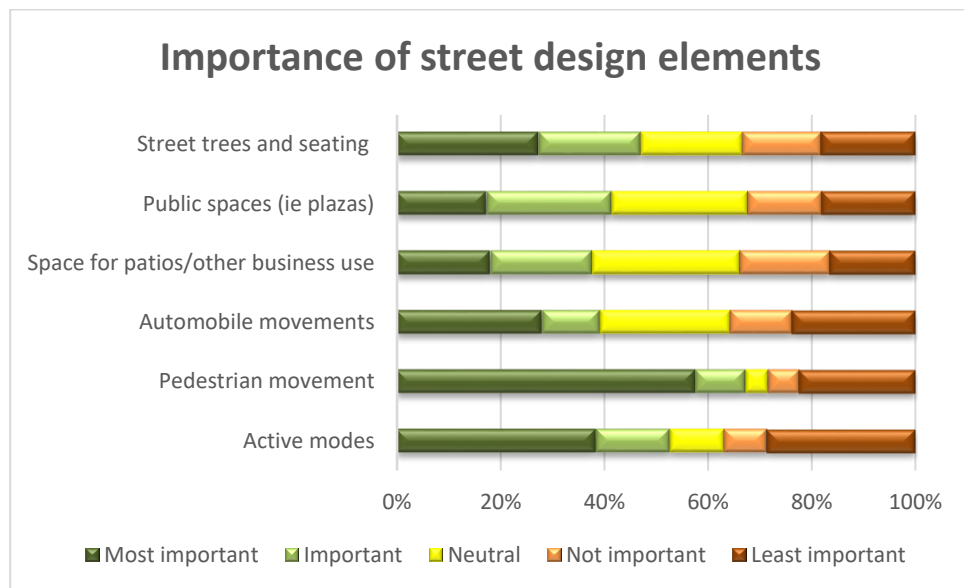
- *Desire to integrate multiple modes of transportation in area*
- *Open space improvements*
- *Better pedestrian connections*
- *Cycling infrastructure improvements*
- *Upgrades to lighting infrastructure*

Do the following themes still represent the priorities of the community as they relate to public realm community improvements? Please tell us why or why not.

Theme:	Explanation and sample verbatim comments
Support for themes identified through previous engagement	<p>Citizens validated that the themes identified through previous engagement are still representative of the priorities of the community.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Yes, I believe all of these community themes are still relevant..." - "Yes all great areas that need to be addressed" - "Yes, all these kinds of improvements are crucial for transportation equality in a neighbourhood"
Better pedestrian and cycling connections	<p>Citizens validated that there is still a desire for better pedestrian and cycling connections in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Yes these are still representative of my opinion with an emphasis on cycling infrastructure improvements, pedestrian connections..." - "Yes, Ramsay needs enhance pedestrian and cycling connections" - "Yes because there needs to be better pedestrian access to the area"
Improvements to cycling and pedestrian infrastructure	<p>Citizens validated that the community would like to see improvements to cycling and pedestrian infrastructure.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "12 Street cycle track is terrible. Should have been split on each side of the road so that bikes follow the flow of traffic. It is difficult to turn onto 12 Street from other streets because of this poorly designed cycle track" - "Yes, wider sidewalks separated from bikes, shaded by trees with better lighting. The pilot bike lanes prove we don't need 4 lanes for vehicles. Pedestrian/cycling would be better"

	<p>if underpass crossing for them was made more level and included colourful or fun lighting”</p> <p>- “...Cycling/pedestrian infrastructure should also be improved on 11 Street SE”</p>
Public realm improvements	<p>Citizens validated that public realm improvements are still important to the community.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “Yes. Public realm upgrades, walkability, and cycling considerations are top of mind for me in my neighborhood” - “Yes, Public realm improvements desired on 11 Street SE & 12 Street SE” - “...Need more lighting in the underpass. Greenspace seems like an opportunity wasted - could do more i.e. public park / seating / art installations”
Support for integrating multiple modes of transportation in area	<p>Citizens validated that they still support integrating multiple modes of transportation in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “Improvements and movements for all modes at the intersection of 12 ST and 11 AV SE” - “...Desire to integrate multiple modes of transportation in area for safe separated wheeling and walking connections...” - “Yes, all these kinds of improvements are crucial for transportation equality in a neighbourhood”
Other community priorities	<p>Citizens mentioned other community priorities that were not represented in the previous engagement themes.</p> <p>Other community priorities:</p> <ul style="list-style-type: none"> - Preserve character and identity of the community - Concerns with area development plans - Public safety concerns as well as desire for safe cycling and walking infrastructure - Desire for a CP Rail noise barrier - Desire for adequate parking at future LRT stations

2. While 11/12 Street SE corridor could serve a variety of purposes, it is a constrained space that may not be able to accommodate all elements along the streetscape. Please indicate the importance of each of the following elements of street design/function with 1 as most important, 5 as least important.



134 participants provided their input on this question

- Participants ranked “pedestrian movement” as the most important street design element/function to be included on the 11/12 Street S.E. corridor
- Overall, participants are passionate about streetscape design elements that work together to accommodate pedestrians, scooters, bikes and automobiles along the 11/12 Street S.E. corridor

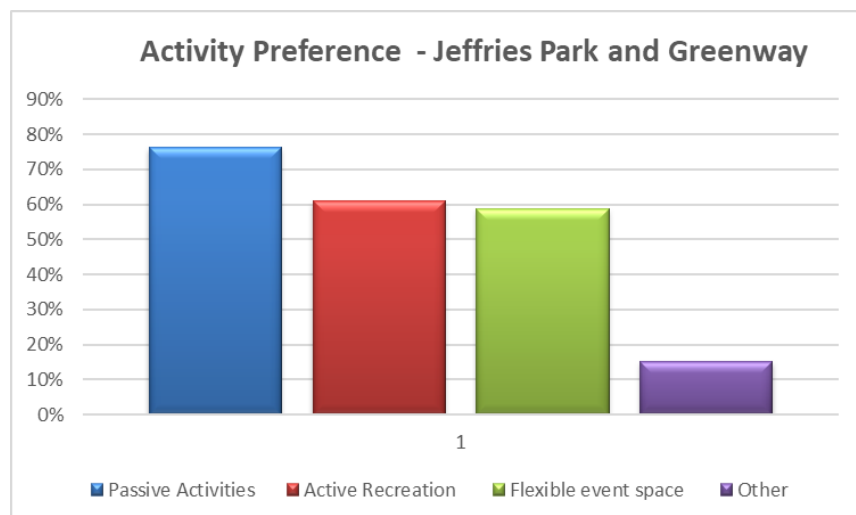
3. What is your “other” element if selected from the above question?

Below is a summary of the main themes that were the most prevalent in the comments received for **question three**. Each theme includes summary examples of verbatim comments. The comments shown are the exact words input by participants. To ensure we captured all responses accurately, the verbatim comments have not been altered. For the sample comments shown below, in some cases, only the portion of a comment that spoke to a particular theme was utilized. A comprehensive list of all verbatim comments in their entirety is included in the “Verbatim comments” section at the end of this report.

Theme:	Explanation and sample verbatim comments
Area connectivity improvements	<p>Citizens desire better connectivity in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - “direct and enhanced pedestrian connectivity to Ramsay/Inglewood communities and future development sites (firehall site/Hungerford properties/Brewery-Rail Lands)’ - “Connections to greater Brewery Flats area...”

	- "...ease of access/connectivity"
Bike infrastructure improvements	<p>Citizens desire bike infrastructure upgrades such as dedicated wheeling lanes, bike racks, and improved signage in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "specific to the 12th St underpass the bike lane is an excellent addition. The visibility for the bike lane needs improvement at 11th..." - "Bike racks, especially near The Dandy and Cold Garden/Ol' Beautiful to help with Barley Belt connectivity"
Lighting improvements	<p>Citizens desire upgrades to lighting in the area.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Lighting for the area" - "Better lighting, especially in the underpass on 11/12 st." - "Historical/unique lighting"
Pedestrian friendly & accessible	<p>Citizens expressed that it was important for the area to be pedestrian friendly and accessible.</p> <p>Sample comments:</p> <ul style="list-style-type: none"> - "Accessibility/universal design, pedestrian friendly environment, and ease of access/connectivity" - "Safe intersections for crossing. (Bikes and pedestrians)"

4. What activities could you envision yourself using Jeffries Park and the greenway for?





Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

- 131 participants provided their input on this question
- 76% of participants showed a preference for using Jeffries Park and greenway for passive activities

Next steps

As part of the next steps for the project, stakeholder feedback from phase one along with technical analysis will help inform the public realm community improvement design options presented to the public for Phase Two: Reveal and Evaluate.

- **October – December 2021:** Design option development: the project team will review the results of the phase one engagement, which will help inform conceptual designs to explore further and take back to the public.
- **January 2022:** Phase two public engagement: the project team will go back to the public with concept plans that are based on the engagement feedback from phase one.
- **January – February 2022:** The project team will review the results from phase two engagement, which will help to inform revised conceptual design plans.
- **January / February 2022:** Conceptual design plans finalized.
- **2022 / 2023:** Detailed Design Development.
- **2023 / 2024:** Construction (contingent on funding approved by Council).

Verbatim comments

Below is a comprehensive list of all verbatim comments input by participants for questions 1 & 3. The comments have not been edited in any way, including content, spelling, grammar, etc. The only exception to this includes the presence of profanity or personally identifying information, which has been redacted and indicated in brackets.

1. Past engagement in the area took place between 2015 – 2021, during this engagement the following community themes were raised:

- *Public realm improvements desired on 11 Street SE & 12 Street SE*
- *Underpass upgrades desired (below CP tracks)*
- *Desire to integrate multiple modes of transportation in area*
- *Open space improvements*
- *Better pedestrian connections*
- *Cycling infrastructure improvements*
- *Upgrades to lighting infrastructure*

Do the following themes still represent the priorities of the community as they relate to public realm community improvements? Please tell us why or why not.

Yes

Yes. This should be developed for high pedestrian use.
The houses along 8 street that will back onto 3 tracks and face the open space, need a sound barrier from all the new noise and chaos happening across the tracks. There is an ingelwood market with live music all summer. There are no trees, no barriers to protect people living in Ramsay along the tracks. The closure of 8th street has created a construction nightmare in that small corner that home owners were barely made aware of. Construction and flow of traffic and people and noise.
Yes
Yes
Yes, I believe all of these community themes are still relevant. Especially upgrading the pedestrian underpass under the new CP bridge on 9th Ave SE. CP recently upgraded their bridge, but the underpass has some serious security concerns, and the path has a very tight corner which has injured pedestrians and cyclists. The lighting is very poor as well. Cycling/pedestrian infrastructure should also be improved on 11 Street SE.
No desire for multiple modes of transportation. Must still vehicle transportation through this vital corridor
yes, and would like focus on cycling infrastructure improvements and ease getting from Ramsay to Inglewood by bike
more vehicle parking. You want people to visit the area but always reduce the vehicle parking, making it difficult to visit.
Whats the point? The engagement has been more of a dog and pony show to check off a box. From our Giancarlo all the way down to the developers this community continues to get the raw end of the deal and soon enough will resemble what's left of Vic park.
Character and identity (relating to new development) are still key themes for the area.
Yes all great areas that need to be addressed
Yes!
Yes
Yes. Public realm upgrades, walkability, and cycling considerations are top of mind for me in my neighborhood
what about modern way finding that integrates with existing way finding (ie. not different to confuse people) what about calming zones so that bikes aren't driven straight into children and elderly walking as is much of the riverfront walking zones that purposely put bikes in the midst of walking paths/zones
Yes. Better pedestrian and bicycle connectivity are key to the upgrading of this area.
all of the above with greater emphasis on pedestrian/cycling connections and direct access to future development sites now that comprehensive plans and redevelopment plans are coming forward and approved (eg. Rail Trail connection)
Improvements and movements for all modes at the intersection of 12 ST and 11 AV SE



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

Yes with the suggestion that you add direct pedestrian/cycling access to the station via 13 Street/17th Ave which would provide yet another opportunity for more integration into the community and further unlock opportunities in area 4 under the elevated line.

Yes

I believe the above themes do still represent the priorities of the community, however special attention and care should be taken to ensure that the transition from an active C-train line to the residential housing within the community of Ramsay doesn't negatively impact these residents. One area of concern for me is the development plans for the block of land along Hurst Road and how this eventual development will integrate into the community of Ramsay.

No objections with current projects although the building of a separate bike lane under the railway bridge remains a total mystery to most of us.

However, the real question is when the new bridge at the West end of Inglewood will be finished. Has a new contractor been engaged? This is an important project and there's a lot of silence on this subject.

They do. Any improvements which can assist the "walkability" of Inglewood-Ramsay is important. The CP tracks and Blackfoot Trail create difficulties for residents to walk about the area. Any improvements here and elsewhere are greatly appreciated

yes

Yes

Yes! These types of improvements reflect the culture of Ramsay residents. It will also create a safer environment for everyone—residents, visitors, individuals and families living in the affordable housing units, etc.

Community safety

I believe these represent the priority for the most part. It is important that the underpass below the cp rail line become more safe in interesting to walk through. I also feel it is much more important to focus on public, foot, and cycling traffic as a priority vs. Vehicle.

Yes, Public realm improvements desired on 11 Street SE & 12 Street SE
Underpass upgrades desired (below CP tracks) - this will be impacted by Green Line making the connection with 11th St and 12th St SE that much more critical.
Desire to integrate multiple modes of transportation in area for safe separated wheeling and walking connections. Current adaptive roadway is an improvement but has several safety and infrastructure gaps (north of 9th Ave, several near misses/hits at 11th ave SE, etc.

Yes

<p>I think it represents a portion of the community. There's a more realistic side to this too.... For example you've supplied no parking for the LRT stations. You can dream all you want, but you have to realize people will be driving to these stations and require parking. If the city doesn't provide it, they'll park in residential areas and tie that all up.</p> <p>I also have a huge concern that these stations, as portrayed, do NOT fit into the historical "aura" these areas have.</p>
<p>Yes we still need better and safer bike infrastructure and lighting as well as making the underpass a designated mural space as it's continually vandalized.</p>
<p>bike lanes have been proven helpful but not implemented to their fullest potential i.e. CP underpass and poor visibility at junction of 12th and 11th. Need more lighting in the underpass. Greenspace seems like an opportunity wasted - could do more i.e. public park / seating / art installations</p>
<p>Yes, I think it is important to integrate as many modes of transportation in the area. Calgary does not need to be a car city, it should accommodate those who cannot afford to own a car, or who do not wish to.</p>
<p>While temp multiuse facility on west side of 11Ave is an improvement, it's substandard/ unsafe for people walking & cycling especially at intersections/driveways/alleys. The sidewalks are too narrow/missing.</p> <p>Better/accessible connection along 17 Ave.</p> <p>Need reduced lanes and speed along 11 St and less vehicle noise in underpass. Fast moving vehicles kick up dust/ spray making it very unpleasant to walk along brick buildings between 18 Ave & 21 Ave, also narrow sidewalk space to fit stroller.</p>
<p>Yes these are still representative of my opinion with an emphasis on cycling infrastructure improvements, pedestrian connections and lighting (especially on the River pathway west of the zoo bridge).</p>
<p>Yes, all these kinds of improvements are crucial for transportation equality in a neighbourhood</p>
<p>I agree with the priorities. I want to see increased safe options for multiple transportation modes, especially walking and cycling. This corridor is a very important connector between the Bow River Pathway, Ramsay, Inglewood 9 Ave main street, and the crossroads market. Safe and separated cycling infrastructure will help keep myself and my family safe as we travel to and from this area, and will encourage us to make more trips to support local businesses in the area.</p>
<p>Yes, wider sidewalks separated from bikes, shaded by trees with better lighting. The pilot bike lanes prove we don't need 4 lanes for vehicles. Pedestrian/cycling would be better if underpass crossing for them was made more level and included colourful or fun lighting.</p>
<p>Yes, the current pilon system to allow extra foot and bike traffic under the CP bridge has demonstrated the need for building for multi modes of transport</p>
<p>Yes. But there's more like sensitive development and the two active items on the map, (1) and (3), are nice, but too tall and intensive.</p>
<p>Yes</p>
<p>Yes</p>
<p>Yes! Adapting to the changing community needs is key. Pedestrians and cyclists should be prioritized.</p>



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

Yes, this station needs to be accessible by bike and walking easily.
Please add secure, covered bike parking with security cameras.
Yes I would prefer a raised access from east inglewood over the train tracks so that you don't have to travel over to 12th then back track to the station. When the train yards finally move out of Calgary you could place parking and access in the area in the future.
12 Street cycle track is terrible. Should have been split on each side of the road so that bikes follow the flow of traffic. It is difficult to turn onto 12 Street from other streets because of this poorly designed cycle track.
It should attempt to evoke an architectural style that fits in with the neighborhood. An integration of brick and historic materials with a marriage to a future-looking city.
Yes, improvements to the area to support various modes of transportation, especially cycling, walking, and open space, should be prioritized, as well as lighting infrastructure.
I like the themes. Please also consider inclusion of a) safety and security of site (note that Ramsay and inglewood have inner city characteristics). Is there learnings from other stations like Kensington ? B) parking management and considerations (also see Kensington - regarding people trying to park and ride in a neighbourhood not designed for that)
Yes, all are important; especially lighting for safety to all!
All of the above 100%. We need to rejuvenate our downtown, much of which is becoming more and more barren.
Yes
Yes, Ramsay needs enhance pedestrian and cycling connections
I believe this still represents our desires. As a Ramsay resident, I believe the bottle neck that is currently the underpass below the CP rail tracks is the main concern. We need room enough for two lanes of traffic as well as walk ability and bike lanes. Of course I agree the infrastructure and architecture should honour both communities, but let's focus on function over aesthetic to start.
Yes, as an inner city lrt stop, try and make the as human as possible with the least possible amount of auto movement.
Very much so. With taking away Ramsay's main connection to the river/inglewood due to the CP level crossing being permanently closed, a very high degree of importance needs to be placed on this station. The new plan and renderings reflect this and at this point I am very much on board if executed as close to plan as possible. Streetscapes have seen a major overhaul. My main recommendation living in the neighborhood, would be to make 11 st a single lane vehicle street with bike lane.
Yes. Cycling and lighting very important. Hreen spaces and reduced conjection around cp rail crossing at 26 ave and 11st.
Yes
yes all the above.
Yes



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

Pedestrian connections and their safety- whether that includes improved lighting or upgrade under the tracks. Still important.
Yes. This area on 12 st around and near the train tracks is often filthy and scary at night.
Yes.
Yes because there needs to be better pedestrian access to the area.
Absolutely, especially connectivity/connections to downtown for alternative modes of transport.
Yes.
Yes, the same issues are still present especially with the green line construction. Pedestrian and cycle access and connections around the rail yard both CP and green line will be key to connections in the community. If anything these issues are highlighted more than in 2015.
Yes. But also, is the CP rail tracks being looked into? The one that intersects 11/12 st? It would be great to have an underpass in that area as it gets really clogged up especially during rush hour.
People scaled development is still desired, not 20 storey towers
Yes, I think these themes are still representative of my priorities, it is tough to speak for the whole community. I would like to point out that I am unsure what "public realm improvements" are supposed to mean, and I think the cycling infrastructure improvements are particularly important.
yes
additional: The RAMSAY-INGLEWOOD STATION AREA IMPROVEMENTS PUBLIC ENGAGEMENT SUMMARY also misidentifies station as Inglewood / Ramsay. Please also clearly locate R/I station on maps. on the west side of 11 street SE. Only the plaza will reside east of 11th Street SE
Yes, but please add: Business parking for commercial on the new mainstreet (11 Street SE).
NOT For Survey: Technical note (and sensitive to Ramsay) City Pages and The Greenline page https://engage.calgary.ca/greenline1/south incorrectly names the station as Inglewood/Ramsay instead of Ramsay/Inglewood. Ramsay takes most of the brunt of the new station development, kindly respect and address the impact by correctly naming the station Ramsay/Inglewood.
Yes, but I can't express enough how important planting appropriate street trees in this area is to me. It would majorly improve the feel of all the hard infrastructure. Wider sidewalks and bike lanes are great, but they won't help much without trees for interest, shade and traffic calming.
Yes, Inglewood / Ramsay connections remain an issue. Continue to develop more business in the connection area. Need a permanent cycling route on 11/12street
Yes, please continue with these.
I feel strongly CP rails noise and traffic severely limits ability to enjoy the space.
Yes to all!!
It would be dense to consider higher density in an industrial area. Train movements along with associated noise along with the smells from chicken plant would make future complaints/conflict inevitable. Ramsay has always been a slum area.

3. What is your “other” element if selected from the above question?

Noise control with 3tracks!
Seating is not a requirement, but trees and other greenery would be nice.
priority to cars and trucks to travel to and from the Manchester area.
Respectfully development surrounding the TOD
Mini gathering spaces such as the gazebo at the water catch basin in the east village; what about dog friendly pee play places.
direct and enhanced pedestrian connectivity to Ramsay/Inglewood communities and future development sites (firehall site/Hungerford properties/Brewery-Rail Lands)
Connections to greater Brewery Flats area and sites identified for greater density and taller buildings.
Lighting for the area
Street body weight workout spaces.
Parking for LRT stations
Bike infrastructure
specific to the 12th St underpass the bike lane is an excellent addition. The visibility for the bike lane needs improvement at 11th. The Inglewood side of 12th should be prioritized (vehicles, bikes, pedestrians). The Ramsay side can be more scenic
Inglewood/ Ramsay station is not close enough to Inglewood. RAMSAY STATION SHOULD be at 12st. And 21st Ave. Centre of Ramsay!!!!!!
Accessibility/universal design, pedestrian friendly environment, and ease of access/connectivity
Lighting
Parking so that people can come from outside the neighborhood to shop, dine, spend money at the local businesses.
Safe intersections for crossing. (Bikes and pedestrians)
Small businesses could make these .areas much more vibrant. Bicycle repair, funky establishments, etc.
Maintain the historical integrity of the area
Resuced conjection at 11 st and 26th ave. Remove lillydale plant.
Zip line
Small retail opportunities



Ramsay-Inglewood Station Area Improvements

Stakeholder Report Back: What We Heard (Phase One)

October 2021

Bike racks, especially near The Dandy and Cold Garden/Ol' Beautiful to help with Barley Belt connectivity.
Safety with increased population station will bring into the communities
Better lighting, especially in the underpass on 11/12 st.
Historical/unique lighting
A sound walk or green wall to limit CP rail noise from lessening enjoyment of space
Industrial use