



3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard

May 2022

Project overview

The 3 Avenue N.W. Streetscaping project is part of the Kensington Area Improvements Phase 3 engagement initiative. Third Avenue between 9A and 10 Street N.W. serves as one of the main connections between Sunnyside Station and the Kensington commercial district.

The goals for this corridor's design were to:

- Create a more welcoming entrance to the Kensington commercial district for people arriving by LRT or from Sunnyside;
- Enhance the experience of pedestrians;
- Support the needs of local businesses; and
- The objective of the design is to improve the pedestrian environment by improving the existing sidewalks and installing corner curb extensions to reduce crossing distances.

Engagement overview

This phase of engagement was conducted entirely online through The City's Engage Portal (<https://engage.calgary.ca/kensingtonarea>). Public feedback was accepted from April 18 – to May 6, 2022. Residents of Sunnyside, Hillhurst, West Hillhurst and Hounsfield Heights/Briar Hill were sent a postcard, notifying them of Phase 3 engagement for the project. In addition, residents and people transiting through the Riley Area were made aware of the project through sounding boards and sandwich boards as well as a social media campaign. The project team met with community association representatives from the above listed communities in advance of the Phase 3 launch. A project email address was set up to field citizen questions and concerns regarding the project and engagement opportunity.

What we asked

Phase 3 engagement for the Kensington Area Improvements project built upon previous phases of engagement as well as subsequent technical analysis and cost considerations to provide updated proposed designs for a short list of area projects, including 3 Avenue N.W.

Public input for Phase 3 focused on citizens' qualitative responses to a cross-section and aerial design of 3rd Ave between 10 Street and 9 A Street. The design presented was refined beyond the illustrations provided in Phase 2 (August 2021). Stakeholders were then asked the following question:

- Do you feel this design meets the improvement goals? Do you have any suggestions or final comments before we progress to construction?

What we heard

The top three participant impression themes regarding the proposed design and its alignment with the project goals were:

- Pedestrian and LRT access improvements are needed as 3 Avenue N.W. represented a gateway to the community and pedestrian and cyclist crossings at 9A Street and 10 St N.W. were motorist-focused due to the Safeway parking lot and the intersection at 10 St N.W. Raised crosswalks, widened sidewalks, corner mirrors and enhanced landscaping were suggested in relation to improved pedestrian space on 3 Avenue N.W.
- Comments of general support for the proposed refined design, with some stakeholders indicating that they desired further interventions and changes to improve the streetscape for cyclists and pedestrians (e.g. bike parking, wider sidewalks, enhanced greenery and seating areas).
- The traffic signal at 10 Street N.W. was a noted theme within public feedback. Respondents raised questions pertaining to how changes might impact traffic flow and if the corner curb extension created an obstacle to cyclists and a potential turning issue for motorists.

Respondents were generally in favour of investment in 3 Avenue N.W. given its proximity to the Sunnyside LRT station and its importance as a commercial street in Kensington. Opposition comments raised concerns about traffic congestion with cars turning off or on 10 Avenue NW, parking removal and the changes not being a good use of public funds.

- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
- For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

The public feedback received during this phase of engagement will be used in conjunction with technical analysis and cost considerations to select which projects will be carried forward to construction. 19 Street N.W. streetscape improvements is one of seven projects brought forward in Phase 3. All projects are dependent on funding availability and technical feasibility. The public can expect construction on prioritized projects to begin during the summer of 2022 and carry on into 2023.

Summary of Input

Category	Response Summary
Pedestrian and LRT access improvement comments	<ul style="list-style-type: none"> Citizen commented that pedestrian enhancements need to be a priority along 3 Avenue N.W. A group of respondents indicated more dramatic changes were needed to improve the pedestrian experience. Many pedestrian improvement comments were tied to Sunnyside Station LRT access to avoid collisions and near misses between cars and motorists as people enter or exit the LRT gates.
General support	<ul style="list-style-type: none"> Participants offered comments of support for the changes and expressed that the design had the potential to improve street conditions. Respondents indicated the changes generally met the stated improvement goals, though some felt the designs did not provide enough sidewalk widening.
Traffic signal at 10 Street N.W.	<ul style="list-style-type: none"> The signal timing at the intersection of 3 Avenue and 10 Street N.W. received attention for the potential of motorist congestion as cars turn onto 3 Avenue N.W. to access businesses. A few comments raised concern regarding the potential for conflict between modes. A few respondents asked how wheeling users would be accommodated at the intersection without dedicated space.
Opposition/changes not needed	<ul style="list-style-type: none"> Critical comments were received in this category. Common remarks included the changes were not worth the financial investment, did not adequately improve the environment for cyclists and/or pedestrians, and the proposed street alternations stood to negatively affect local business by decreasing parking and creating traffic congestion.
Accommodations for cyclists	<ul style="list-style-type: none"> Participants cited the need for bike parking on 3 Avenue N.W. and a better way for cyclists to connect to the Sunnyside LRT station. A group of respondents indicated the proposed design would improve conditions for cyclists.
Retain more parking	<ul style="list-style-type: none"> Comments in this category were explicit in their support for the retention of on-street parking to accommodate visitors to Kensington businesses.
Safeway Parking lot not addressed	<ul style="list-style-type: none"> Participants observed that the Safeway parking lot is a risk to public safety and creates an unwelcoming environment for pedestrians accessing businesses and the LRT station.

3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard

May 2022

	<ul style="list-style-type: none"> A few comments asked how the proposed changes may address the impacts of the Safeway parking on the 3 Avenue N.W. streetscape.
Changes not impactful enough	<ul style="list-style-type: none"> Respondents in this category were typically not supportive of the proposed design and felt they were not impactful or noticeable enough to justify investment.
Increase streetscaping and greenery	<ul style="list-style-type: none"> Participants provided positive responses for increased greenery and landscaping and some comments reference the proposed designs did not provide enough vegetation.
Sidewalk widening	<ul style="list-style-type: none"> Stakeholders indicated support for widened sidewalks and some comments referenced the proposed designs did not enhance sidewalk conditions sufficiently.
New building construction/developer partnership	<ul style="list-style-type: none"> A small group of respondents were aware of a development permit on 9A Street N.W. and indicated that the project should wait until The City could work with the developer on public realm enhancements.

Verbatim Comments

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

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

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

Do you feel this design meets the improvement goals? Do you have any suggestions or final comments before we progress to construction?

- The Safeway parking lot is the biggest risk to the public realm in this area and I'm not certain these plans will address that issue. how hostile th
- Yes and No. I like what you've done, but don't bother making any changes to street until after new building is constructed. You really should do a raised crosswalk on West end of 3rd like in Chinatown. It would be perfect here. Put people first!
- Consider delaying 3 Avenue NW until redevelopment occurs and then work with applicants to deliver a potential shared space.
- I support this development on 3rd ave. This will make it safer for all and make it easier to access with bikes.
- Great idea especially for crossing the 9A and 3Ave NW corner. One recommendation is doing something such as a mirror to lessen the near collisions of pedestrians and cars coming out the alley in the middle of the diagram(blind spot for drivers/pedestria)
- I do not feel confident these changes will have a noticeable impact on the way the street is used. More greenery and a change to the Safeway parking lot is needed.
- Physical design looks good. I'm concerned about the signal timing at the intersection of 3Ave and 10St NW, when pedestrian traffic is heavy certain turn movements can become almost impossible. But, the signal timing is independent of this design.
- Would be nice to have trees there
- yes
- Yes

- Corner curb extension is a hazard to cyclists going through here to connect to bike paths. Where is the wheeled transport lane? i.e. bike path
- No, this is a waste of taxpayer money. Improvements in this area should be paid by the developers that will benefit most from any improvements.
- Would like to see a way for cyclists to get to transit and the grocery store without coming into conflict with vehicles or pedestrians.
- A wider sidewalk will be welcome there. Will there be bicycle parking near that point?
- I don't think this is necessary. Out of all the corners that I've walked in this neighborhood, this is one I've never had an issue with even being a busy intersection. This money would be better spent improving a different area.
- Yes, I support this design.
- In support
- Design ok. But currently walking down the N side of avenue is walking through a gauntlet of pan-handlers. Construction improvements need to be coupled with social/safety improvement.
- I know space is tight, but if there could be some sort of buffer (other than parked cars) between the foot traffic and road, eg. some trees or flower boxes etc, that'd be more comfortable. This area as-is definitely needs improvement, this is a start.
- Sidewalk should be widened not just at the corners. This is a high foot traffic area, with kids, teenagers, dogs, etc. Can Safeway parking entry/exit on 3 Ave be closed and the one at 9A street used? Would improve safety.
- Crossing this street as a pedestrian at 9A Street is difficult with the odd angle and train crossing. It is difficult for drivers to see you and they often don't stop. It is especially bad after the train has crossed as they are anxious to get going.
- I see that there will be issues with west bound traffic having to share a single lane in order to turn north or south off of 3ave. It will create a line up and block the entrance to Safeway parking lot for traffic east bound off of 3ave.
- Waste of \$-spent in Montgomery. Cyclist ride in car lane, buses/trucks/stalled cars back up traffic, parked vehicles damaged by large passing vehicles. City needs to STOP wasting taxpayer money, injury cyclists/taxpayers etc
- Waste of \$-spent in Montgomery. Cyclist ride in car lane, buses/trucks/stalled cars back up traffic, parked vehicles damaged by large passing vehicles. City needs to STOP wasting taxpayer money, injury cyclists/taxpayers etc
- Please include some bike hoops/racks. I think this looks like a much better design than what is currently there
- This is going to cause issues with people turning right from 3 ave onto 10 st. Traffic will be a mess, it already is bad with two lanes available.
- It looks good, I like the wider sidewalks and green space.
- How is someone able to turn right and North on 10th from 3rd when you are obstructing the curb lane to do so, morons!!!

- I suppose it is all nice, but the real problem is across the street on 3rd Ave NW (West of 10th) where the previous idiot ward councillor decided to have parking allowed and it has caused traffic chaos . The residents of St Johns do not want this.
- It's already difficult to turn onto 3rd Ave because it's crowded and narrow, extending the curb will make it worse.
- great
- This looks good. I have dreams of 9A street between 2 and 3 avenue becoming a woonerf - or even better, a forested path to the grocery store!
- Is this really needed??
- Nobody agreed to these "goals". Leave our neighborhood alone.
- Yes
- There is a need for traffic calming on 3rd Ave along side Edinburgh Park, children are at risk.
- Corner curb extensions and wider sidewalks are great. Wider curb radii if possible.
- I like the corner bulbs, I think that this design meets the improvement goals. I like the existing counter-flow bicycle lane on 9a street, and I hope that the design at this intersection doesn't interfere with that!
- This is nice, has narrow intersections and lots of trees. The lanes could still be narrower though, not sure why this area needs 3.3m lanes
- Yes, this meets the goals. Excited to see these improvements come to life.
- Yes
- Do not do this. It will cause huge traffic and parking issues in an already congested area. It will also lead to way more j-walking!
- Yes
- It appears to meet goals
- disappointed there is no separated cycling infrastructure to get people to the train station here. Please add that.
- Yes, but future considerations of this becoming a woonerf should be considered.
- Close the road and install pickle ball courts please.. too many pickups and large vehicles accelerate thru the and pollute air and noise
- Yes!
- Bike lane improvements in Capitol Hill took 2 years of jackhammering and construction inconvenience...awful...incompetent...unbelievable...ugly noisy mess to have to live in for so much longer than necessary.
- Great for pedestrians, much safer. Helps meet the goal. Would like to see parking removed for bike lanes or even wider sidewalks.
- Yes
- Meets improvement goals
- Somewhat. Very limited at encouraging slow speed to make it feel safe to go from 10th St to the 9A bike lane.

3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard

May 2022

- I feel this design meets the improvement goals. As a neighbourhood owner, thank you. Please ensure a good maintenance budget is included for upkeep. Ensure bike rack in front of Safeway is upgraded or maintained.
- WHERE IS THE ART?
- ok
- Looks like a big improvement for this street.
- This design will work well in summer, but not in winter. By narrowing the intersection as shown, it will effectively reduce 3rd Ave. down to one lane in the winter due to Calgary's limited snow removal. This will actually be more dangerous for everyone.
- Gladstone Road NW has been asking for traffic control measures for 10 years. Residents are still waiting but money is being spent on this? The City of Calgary turned Gladstone Road into a dangerous drag strip and instead we're getting a furniture zone WTF
- Move ahead with widened south sidewalk. Raised crosswalk where 3rd meets 9A- entire square. This would help with/prioritize foot and cycle traffic entering and exiting LRT gates from and to both sides of 3rd ave.
- Yes
- Looks good. Does this design reduce street parking (only potential concern)?
- yes, no separate bike path needed. Need more parking in this area
- Please add a 2 or 3 way stop at 9A street and 3ave NW. This will make it safer to cross from the LRT station which has high pedestrian traffic
- Love it!
- Can a pedestrian crosswalk be added to the south side of 3rd at 9A St? Maybe make that intersection more a pedestrian corridor as many more people than vehicles currently use this intersection.
- The curb widenings at 10th Street blocking right turn lanes are bad, result in more accidents, frustration. Most need turn light S. From 10th onto 3rd, all way pedestrian crossing.
- There is too much space devoted to parking. I would like to see a connection to the wheeling lane on 9a st.
- I believe a bike lane without physical barriers is sufficient and less cost over the long term
- 3 Avenue is not wide enough for the proposed driving and parking lanes. As it is, no Emergency Vehicles have room to stop due to parked / idling vehicles, including in front of the parking garage entrance to St. John's 10.
- The trees are in the way for people walking with groceries from Safeway to the train.
- The driveway access into Safeway should be a continuous sidewalk / raised crossing. As shown the wide paved driveway does not encourage drivers to slow down and watch for pedestrians.
- Looks okay but reducing crossing distance does that mean the walk light will be shorter why spend the money and create other congestion issues
- Why does the south parking lane need to be 2.7m when north side is 2.1m? Would rather see the spare 0.6m allocated to the North sidewalk given proximity to LRT.



3 Avenue N.W. Streetscaping

Stakeholder Report Back: What we Heard
May 2022

- Would love to see a raised sidewalk at the parking lot entrance. Love the corner curb extensions. Everything in between seems like wasted dollars.
- Fine option. Keep parking available outside shops/do not widen sidewalk too much to lose that.
- Good-ish. Need longer curb extension on south side for more bike parking. South side sidewalk should be widened more by removing parking on north side. Maintain parking on south side, but north doesn't need parking due to surface lot and parkade.