

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Project overview

On June 26, 2017, City Council approved the full vision for the Green Line LRT. The vision for Green Line includes a 46 km route from 160 Avenue North to Seton, and 28 stations. Construction on the first 20 km is anticipated to begin in 2020, and will extend from 16 Avenue N (Crescent Heights) to 126 Avenue SE (Shepard). Construction of Stage 1 is expected to be complete by 2026. Once Stage 1 is complete, extensions will be built as funds become available to complete the full vision. The purpose of the engagement was to gather input on safety and security, aesthetics and landscaping, and access to stations to help develop guiding technical documents that will be used during construction of Green Line – Stage 1.

Engagement overview

In January and February 2018, The City of Calgary held open houses and pop-up sessions with community members to provide information about the Green Line LRT - Stage 1 and to collect input on station design, station area look and feel, safety and security and community experience. From January 18, 2018 to February 13, 2018 The City of Calgary hosted an online survey on its engagement portal at engage.calgary.ca/GreenLine to solicit feedback from Calgarians. Input collected from the public will be reflected in the technical documents that will guide the construction of the Green Line – Stage 1.

Open house sessions for elevated stations were held at the Inglewood Community Association on January 23, 2018 and Fort Calgary on February 10, 2018. Pop-up sessions were held at the Crossroads Market on January 20, 2018, and Inglewood Starbucks on January 27, 2018.

Over 278 people attended the open houses and pop-up sessions and over 160 people provided responses to the online survey for the above grade stations. Over 360 comments were collected in-person and over 1100 responses were inputted online.

Note: As part of the online engagement, participants had the ability to indicate whether their feedback applied to one specific station only or they could choose to apply their feedback to all stations of the same type (e.g. all above grade stations). As a result of participants selecting that their feedback should be applied to all stations of the same type, some verbatim feedback and element themes are identical.

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What we asked – In-person and online

Station Design

1. Now that you've seen the concepts for the station designs (below grade, at grade, above grade) what do you like or not like about the concepts? Why?

Station Area Look and Feel

1. What do you like or not like about the station areas elements?

Safety and Security

2. What elements would make you feel safe and secure while waiting for the train at a station (lighting, help phones, security cameras, etc.)?
3. Do you have any safety or security concerns or issues at station areas? Why?

Community Experience

1. What are some ideas to make station space, plazas and platforms a desirable place to meet and spend time? Why?

- ▶ To read the detailed summary of the input see the section: [What we heard – Summary of Input](#)
- ▶ To read all verbatim comments received see the section: [What we heard – Verbatim Contents](#)

Next Steps

Public engagement on the Green Line LRT in My Community was completed on February 13, 2018. This What We Heard Report was shared with Calgarians on the City's engage portal at www.calgary.ca.

Input received from the January and February 2018 engagement opportunities may be considered in the next steps of the Green Line LRT – Stage 1 and a "What We Did" report will be shared in 2019.

Report back sessions were hosted in March 2018 on what we've heard through the series of public engagement opportunities in January and February 2018.

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What we heard – Summary of Input

Above Grade Station Design – In person and online summary

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| Station Design |  |
| | <p>Station Design themes:</p> <ul style="list-style-type: none">• Participants were mixed on the whether they thought the station design was aesthetically pleasing and felt the location of the station should be considered in the station design.• Participants felt that there should be a historical connection to the communities where the station is located, particularly in Calgary's original neighbourhoods like Inglewood and Ramsay.• Some participants indicated that the station design was lacking functionality and suggested to use materials that are more natural, colorful to prevent looking dirty overtime and possibly reduce instances of graffiti, incorporate windows to allow light through and include ramps and staircases that ensure the station is accessible for all users. <p>Inglewood/Ramsay Station Design themes:</p> <ul style="list-style-type: none">• Participants indicated that the station design should reflect the feel and connect better to the history of Calgary's oldest and original neighbourhoods like Inglewood and Ramsay.• Participants also indicated that there should be a seamless integration of the station design into the community. Since the homes around the station are older homes, it was indicated that a modern station design does not "fit" within the communities. <p>26 Ave S.E. Station Design themes:</p> <ul style="list-style-type: none">• No specific themes regarding the design of the 26 Ave S.E. station were evident in the comments provided. |

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Above Grade Station Area Look and Feel - in-person and online summary

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| <p>Boulevards</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they liked the natural landscaping with grasses, plants and trees but that boulevards should include more natural elements and grasses that are easily maintained. • Some participants indicated that this example is too 'residential' in appearance for the areas around these stations and were concerned about maintenance. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants indicated that they liked the landscaping and felt that this would fit with the feel of the community but would like to see the inclusion of more native plants and trees. • Some participants felt that the landscaping did not fit with the community/area, would be expensive to maintain and that the sidewalk was too narrow. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants felt it was aesthetically pleasing, fit with the current boulevards and provided a natural habitat. • Some participants were concerned about functionality, upkeep and maintenance. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they liked this option for its easy maintenance and the mix of urban and natural elements. • Participants also felt that this element offers easy to navigate pathways that are also more ideal for maintenance. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • The majority of participants indicated that they liked this element. • Participants liked the visual interest/aesthetic of this element, the mix between the natural landscaping and paved pathway and that it would be easy to maintain. • Some participants did not find this element visually appealing and were concerned about maintenance, cost and that it does not fit with the aesthetic for the area. | | |

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| | <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants liked the mix of urban and natural landscaping and low maintenance. • Some participants were concerned about maintenance and that it may not fit with the aesthetic for the area. |
| | <div style="display: flex;">  <div style="flex-grow: 1;"></div> </div> |
| | <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they liked this element for its low maintenance and natural landscaping with the grasses, plants and trees. • Some participants indicated that they did not like the landscaping in this element and were concerned about maintenance and trash accumulating in the grass. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • The majority of participants indicated that they liked this element. • Participants liked this element due to its natural landscaping (grasses and trees) and low maintenance. • Other participants felt it was the least aesthetically pleasing element and were concerned about trash accumulating in the grass. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants liked this element due to the natural look and landscaping as well as low maintenance. • Some participants had concerns about maintenance as well as trash and weed accumulating in the grass. |

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| <p>Pathway</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they liked the design, natural look and mix of landscaping with the paved pathway. • Participants also indicated that they liked this element for its large pathway and accessibility. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants liked the balance of functionality, clean lines, greenery and wide sidewalks. • Some participants felt the concrete was uninspiring and this pathway would require a lot of maintenance. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants liked the manicured look of the landscaping with the wide sidewalk and the historic connection to their community. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they liked the look and design of this element with the separation of pedestrians and vehicles and mix of landscaping and paved pathway. • Some participants indicated that they did not like this element due to the patterned concrete and less space for landscaping. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants liked the texture and patterned look of the pathway as an alternative to concrete. They also felt that it fit best with their historical neighbourhood and was low maintenance. • Other participants felt that it was an imposition to the natural landscape. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Responses were mixed in terms of participants who liked or disliked this element. • Some participants liked the wide sidewalks, landscaping and pathway materials. | | |

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Above Grade Stations

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Overall themes:

- Some participants indicated that they did not like this element due to its look and were concerned about safety and maintenance.
- Some participants indicated that they liked this element due to its natural look and integration with the environment.

Inglewood/Ramsay themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Some participants felt that the pathway was more permeable, natural and fit well with the environment.
- Some participants had concerns regarding accessibility, maintenance (especially in the winter) and safety.

26 Ave S.E. themes:

- Responses were mixed in terms of participants who liked or disliked this element.
- Some participants liked the natural look of this element and how it integrates into the natural environment.
- Some participants had concerns about maintenance (especially in the winter).



Overall themes:

- Some participants indicated that they liked this element as it accommodates various users that walk, run and bike.
- Some participants felt that this element was not visually appealing and were concerned about safety between users as the pathway is narrow and doesn't provide adequate separation.

Inglewood/Ramsay themes:

- Some participants liked that the natural look and that the pathway would be great for cycling and running.
- Other participants did not find this element visually appealing.

26 Ave S.E. themes:

- Some participants liked that the pathway would be great for running and cycling.
- Some participants felt it was too narrow and were concerned about conflicts between pedestrians and cyclists as the pathway is not separated.

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| <p>Sound Walls</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they didn't like this element as it was not visually appealing and were concerned about vandalism (e.g. graffiti). • Some participants indicated that they liked this element as it would reduce noise and would be easy to maintain. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants indicated that they didn't like this element as it was not visually appealing. • Participants indicated that they were in support of noise walls that were effective in reducing noise, easy to maintain and were visually appealing. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants indicated that they did not like this element as it was not visually appealing. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Some participants indicated that they did not like this element as it is not visually appealing and were concerned about maintenance. • Some participants indicated that they liked this element as it is visually appealing, integrates landscaping/nature and blocks sound. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants liked the variety it could bring and looked better than plain blocks. • Other participants were concerned it would be grey and depressing when no vegetation was growing. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Some participants like the plant growth. • Other participants were concerned about safety and maintenance. | | |

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| <p>Screening Walls</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Some participants indicated that they did not like this element as it was not visually appealing and were concerned about rust and vandalism (e.g. graffiti). • Some participants indicated that they liked this element as it is visually appealing. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Some participants liked the modern look, felt it looked airy and allows light through. • Other participants felt it looked too utilitarian, might rust and looked cold. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants liked the modern horizontal lines. • Other participants felt it was not visually appealing. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they liked this element as it is visually appealing, interesting and well-lit. • Some participants indicated that they did not like this element as it was not visually appealing. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants liked the creativity, lighting and esthetics. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants liked the artistic approach. • Some participants felt it had a monolithic feel. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Some participants indicated that they liked this element as it was visually appealing and integrates natural landscaping and wood materials. | | |

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- Some participants indicated that they did not like this element as it requires maintenance and upkeep and were concerned about cost and vandalism (e.g. graffiti).

Inglewood/Ramsay themes:

- Participants liked the organic natural texture and colour.
- Some participants had graffiti concerns and worried about wear and tear of the wood which could rot.

26 Ave S.E. themes:

- Participants found it visually appealing and approved of the natural element.
- Concerns were raised in regards to maintenance costs and upkeep.



Overall themes:

- Some participants indicated that they liked this element as it is visually appealing with the use of patterns/textures.
- Some participants indicated that they did not like this element as it is not visually appealing.

Inglewood/Ramsay themes:

- Participants liked the textured materials and felt it had a long lifespan. They would also like the inclusion of community images added to it.
- Some participants felt it was least permeable to light, air and views.

26 Ave S.E. themes:

- Participants liked that it was aesthetically pleasing.
- Other participants felt it was cold, uninviting and would get dirty easily.

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| Crosswalk Treatments |  An illustration of a crosswalk area. It shows a paved road with a crosswalk marked by yellow bollards. A yellow silhouette of a pedestrian is walking across the crosswalk. In the background, there are trees and a building. | |
| | <p>Overall themes:</p> <ul style="list-style-type: none">• Participants indicated that it is important to create crossing areas that alert drivers to an area of the road that is a shared space in order to make the crossing safer for pedestrians and act to calm or slow traffic.• Participants also felt that it is important to include adequate lighting and clear site lines to further enhance safety of the crosswalk treatments. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none">• Many participants felt the enhanced crosswalk treatments would improve pedestrian safety and slow traffic.• However, some expressed that it can be difficult for cars to pass with multiple crossing lanes. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none">• Many participants felt the enhanced crossing would increase pedestrian safety and make it easier for crossing in multiple directions for larger groups of people. | |

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| <p>Street Furnishings</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they like this element for its simplicity and sturdiness. • Participants also liked that these are used throughout the City and provide somewhat of a barrier between the road and the pathway. • Participants felt that the design of this element could be more visually appealing, accommodate more bikes and match the neighbourhoods that they are placed in. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants liked that this element provided an opportunity to lock up bikes and would encourage commuting. • Participants felt that the design of this element could be more visually appealing, accommodate more bikes and match the community and history of the neighbourhoods that they are placed in. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants liked that this element provided an opportunity to lock up bikes. • Some participants suggested a design that allows for more bikes to be locked up. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants were mixed on how they feel about the functionality of this element. Several participants felt that this element provides plenty of seating; however others indicated that they are too small and uncomfortable. • Some participants felt that the seats should be made of wood instead of metal so that they are more comfortable and to prevent them from being too cold to sit on in the winter months. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants raised concerns about the design and functionality of the bench as it did not have back rests, were hard, and seemed uncomfortable and that metal would be cold in winter. • Other participants liked the practicality and ease of use for this element. | | |

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26 Ave S.E. themes:

- Some participants liked that the benches provided a place to sit and that they could be sat on in both directions.
- Other participants raised concerns about the design and functionality of the bench as it did not have back rests, seemed uncomfortable and the metal would be cold in winter.



Overall themes:

- Participants like this element and suggested that providing compost and recycling bins would also help to reduce the amount of litter around the stations.
- Participants indicated that this element could be better with more visually appealing and matching materials that fit within the communities or are consistent along the Green Line.

Inglewood/Ramsay themes:

- Participants indicated that this element seemed easily identifiable and would encourage people to use them.
- Participants indicated that the design of the bins were not visually appealing and suggested that more bins were needed.

26 Ave S.E. themes:

- Participants liked the availability of receptacles to help reduce litter.
- Some participants indicated that the bins were not visually appealing and expressed concern of garbage overflow and would like to see additional recycling options.

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| Railing |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none">• Participants felt the design is visually appealing, clean and provides a clear line of sight at and around the station.• Participants indicated concern about how the materials would stand up to constant traffic and that the glass could be easily broken and have to be replaced regularly. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none">• Participants liked the bright, open views and clear sight lines.• Some participants had concerns about maintenance and vandalism. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none">• Participants liked the open views and clear sight lines.• Some participants had concerns about maintenance. | | |
| |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none">• Participants were mixed on whether or not the railing was visually appealing. Some participants indicated that they liked it and thought it would fit well with the community but others didn't like it as it had a generic look and institutional and unwelcoming feel to it.• Participants felt that the height of the railing was important to prevent users from hopping over them. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none">• Participants liked the balance of functionality and indicated that it was visually appealing and would fit well in the community.• Some participants indicated that it looked institutional and unwelcoming. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none">• Some participants indicated that it looked institutional and unfriendly. | | |

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Calgary



Railing



Overall themes:

- Participants were mixed on the design and creative features of this element; however, they did indicate that a visually appealing design could be incorporated and made to match the communities that they are being used in.

Inglewood/Ramsay themes:

- Participants liked the texture and the unique design.
- Other participants indicated that it was not visually appealing and did not allow a clear view through the railing.

26 Ave S.E. themes:

- Some participants liked the unique design.



Overall themes:

- Participants indicated that they like the simple and flexible design of this element.
- Participants also felt that this element is often climbed on resulting in safety concerns and higher maintenance to maintain its function.

Inglewood/Ramsay themes:

- Participants liked design and open concept and clear sight lines.
- Other participants did not like the design and had concerns about maintenance and safety if they were climbed on.

26 Ave S.E. themes:

- Participants indicated that the railing design was visually appealing.
- Other participants raised concerns about safety and maintenance.

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Railing



Overall themes:

- Participants indicated that they liked the creative and unique nature of this element and see this as a potential opportunity for public art installations that could be tailored to the specific station and community.

Inglewood/Ramsay themes:

- Some participants liked the artistic approach and found it visually pleasing.
- Some participants raised safety concerns.

26 Ave S.E. themes:

- Participants liked the unique design and indicated that there was an opportunity for input from a local artist.



Overall themes:

- Participants indicated that this material lacked functionality in that would be hard to lean on, it blocks the line of sight and created shaded, non-lit spaces.
- Participants also felt that this element had potential for fitting in with an industrial community and if done on a smaller scale, would provide an opportunity for public art well-suited for stations in these areas along the Green Line.

Inglewood/Ramsay themes:

- Participants liked the interesting railing design and identified an opportunity for art that could fit with the community.
- Some participants raised concerns about the height and lack of clear sight lines.

26 Ave S.E. themes:

- Participants liked the railing design and identified an opportunity for art.
- Some participants raised concerns about the functionality of the railing.

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| <p>Portal Entrance</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Some participants indicated that they did not like this element as it is not visually appealing and were concerned about pedestrian safety. • Other participants indicated that they liked this element as it has a more open feel and is integrated into the area. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Some participants indicated that the portal entrance was not visually appealing and raised safety concerns for pedestrians. • Other participants liked the open concept of the portal entrance. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Some participants did not find it visually appealing and raised safety concerns for pedestrians. • Other participants liked open concept of the portal entrance. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Some participants indicated that they liked this element as it provides more safety and protection for pedestrians and felt that the railings were visually attractive. • Some participants indicated that they did not like this element as it was not visually appealing and looked too industrial/institutional and created a barrier between pedestrians and vehicles. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Some participants expressed that this portal entrance provided protection and safety for both pedestrians and animals. • Some participants felt this element was not visually appealing. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants liked that this had a good balance of functionality and safety for pedestrians and animals. • Some participants felt the barrier was too high and was not visually appealing. | | |

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Overall themes:

- Participants indicated that they liked this element as it was visually appealing and has the most character/potential to be a design feature.
- Some participants indicated that they did not like this element as it was not visually appealing and were concerned about lack of integration between pedestrians and users as well as safety.

Inglewood/Ramsay themes:

- Participants liked the railing design and indicated that the portal entrance did not feel imposing and like a barrier.
- Some participants did not like the railing design or height.

26 Ave S.E. themes:

- Participants indicated that this portal was more visually appealing than the others.

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| <p>Retaining Walls</p> |  | |
| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants liked this element for its natural look, potential for greenery and that it will change with the seasons. • Some participants felt concerned about maintenance and potential for weeds; however, appreciate the combination of stones and greenery verses looking at concrete walls. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants liked the look of the natural elements with the landscaping. • Some participants had concerns about maintenance and the longevity of the materials. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants liked the look of the natural elements with the landscaping. • Some participants were concerned about maintenance. | | |
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| <p>Overall themes:</p> <ul style="list-style-type: none"> • Participants indicated that they like the idea of patterned concrete walls but did not necessarily like this specific design. • Participants also felt that this element could be improved with greenery and natural elements. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none"> • Participants liked this element for its texture and visual interest but suggested incorporating more greenery. • Some participants indicated that the wall was imposing, cold/hard and unfriendly. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none"> • Participants liked this element for its texture and visual interest but suggested incorporating more greenery. | | |

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Overall themes:

- Participants indicated that they like the connection to the nature around this element; however expressed concern about how the wall would look in the winter months and if the concrete would hold up to stains and erosion from the plants.

Inglewood/Ramsay themes:

- Participants liked the integration of the landscaping with the wall which was visually appealing.
- Some participants expressed concerns about maintenance and the look of the landscaping in the winter months.

26 Ave S.E. themes:

- Participants liked the integration of the landscaping with the walls and that it would soften the look.
- Some participants expressed concerns about maintenance and look of the landscaping in the winter months.



Overall themes:

- Participants were mixed on whether they thought the wall was visually appealing or not. Some felt that it had too industrial of a feel while others liked the integration of the landscaping with the walls.
- Some participants suggested that more flat space allotted for greenery would make this element more visually appealing.

Inglewood/Ramsay themes:

- Participants did not like the look of this wall and felt that it had too much concrete and was imposing.
- Some participants liked the height it creates and felt the element was dynamic with a good mix of natural and manmade materials.

26 Ave S.E. themes:

- Participants liked the integration of the landscaping with the wall which was visually appealing.
- Some participants would like to see more greenery and less concrete.

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Above Grade Station Safety and Security – In person and online summary

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| Safety and Security | <p>Overall Safety & Security themes:</p> <ul style="list-style-type: none">• Several participants expressed priorities such as bright lighting, clear lines of sight and making sure the station is visible.• Participants also suggested having a security presence at the stations beyond help phones and security cameras. <p>Inglewood/Ramsay themes:</p> <ul style="list-style-type: none">• Participants indicated that they would like to incorporate lighting, and clear sightlines to ensure safety for Green Line users.• Participants felt that security cameras and help phones at the station would also help to enhance security and safety at this station. <p>26 Ave S.E. themes:</p> <ul style="list-style-type: none">• Participants indicated that they would like to incorporate lighting, and clear sightlines to enhance safety at the station and along pedestrian/cycling connections around the station.• Participants felt that security cameras and help phones at the station would also help to enhance security and safety at this station. |
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Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018

Calgary



Above Grade Station Community Experience – In person and online summary

Community Experience



Overall Community Experience themes:

- Several participants expressed priorities such as wanting a positive experience at the stations through emphasis on accessibility, cleanliness, safety, art, culture, better pedestrian connections, bike facilities, and community spaces.

Inglewood/Ramsay themes:

- Participants indicated that they would like to see versatile spaces that provide options for food trucks or coffee stands and have park spaces for festivals and markets.
- Participants would like to see the park spaces around the stations (i.e. Jeffries Park) enhanced and provide connection from the park to the station.

26 Ave S.E. themes:

- Participants indicated that they would like to see versatile spaces that provide options that connect to the nearby market.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

What we heard – Verbatim Comments

Following is a record of the feedback captured during the open houses, pop-up sessions and online.

Please note: *Personally identifying information, as well as any portions of comments not in compliance with the City's Respectful Workplace policy are removed from participant submissions, the intent of the submissions remains.*

Inglewood/Ramsay Station Design

- Too simple and cheap feel. It looks like plastic.
- Would be nice to see more windows
- Concern regarding crosswalks. Everything along 11th Street is super hazardous to pedestrians
- It's very large/ominous/in-your-face. Need to open it up with light.
- Concern that, once inside, your sight-lines are cut off and you'll feel enclosed
- Looks like a snowbank and not in a good way
- Don't force people to take long routes in. Make for easy access.
- Would be better to have another entrance on the other side. Better convenience.
- Does not look like it fits with Ramsay/Inglewood.
- Make sure to not cause traffic delays by having passenger drop-off in a better location.
- Looks like you'll be having snow clearing/ice issues with how it slopes to ramps.
- The design looks like it may cause messy and unsafe water and snow runoff.
- I like the design, but it could look better with a more textured finish
- I like the modern look/shape, but it could be better representation of the historic feel of Ramsay/Inglewood
- Texture and colour would make it better suite this neighbourhood.
- Wish it covered more of the platform. Will have to be constant snow removal.
- Would prefer some more organic look. I.e. earthy/natural or historic like Inglewood
- Need different finish. I.e. quality woods. Nice dark wood finish.
- Overall, elements should give off the older neighbourhood charm.
- Need nicer examples of street furniture!
- Strikes me as a big flat wall that may not be welcoming. But, if it were opaque that would be better.
- The station design should be more transparent along the side wall. It would enhance safety and beautify.
- Looks like a big block that will block visibility of east-bound people/traffic
- Could have warmer vibe through materials, look cold
- Like that it's modern.
- Station should be mixed use. Build a tower on top of it. Sell coffee inside.
- Would be good to add space for kiss & ride.
- Looks kind of boring. There's nothing to look at. Needs more texture – it is too simple.

Green Line LRT in My Community



What we heard report
Above Grade Stations
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- Canopy over platform is helpful to shelter from weather and becoming slippery. Covering the entire platform would be best.
- Like the look of the canopy. Just looks nice.
- Ensure canopies would cover various areas of platform. Preventing all passengers from entering 1 car.
- The slopes on the roof concern me because rain and snow could dump on people in front.
- Concern that people will park and ride in Crossroads parking lot.
- The material used is very critical. The quality has to be good to enhance look and prevent wear....It (station) will become art in itself. It should be prominent.
- You could expand the design to go across the street and connect under the underpass
- Nicer materials and finishes could prevent vandalism
- If it looks good, good but not if it's much more expensive. Cost is priority.
- Could we build bike parking right under the rail track?
- Inglewood station should incorporate the 'nature' that is Inglewood. Plants, trees, pine trees, etc. Would fit the community.

26 Avenue S.E. Station Design

- Keep greenery
- Preserve Natural feel of Inglewood – GREEN trees
- Railing dislike. The pokey design will deter people from gathering.
- Weathered steel looks great, eye catching and cool
- Railing – looks more organic
- The elements should reflect the station itself.
- Too Modern

Above Grade Station Design General Comments

- Suggest handrail upstairs (middle?). Also, I know it's just a conceptual drawing but MORE bike racks?
- Negative impact to historical neighbourhood (Ramsay/Inglewood)
- Ramsay Station should be the name as it is in Ramsay
- More visually sensitive design with an elevated station – what about the pedestrian views??
- Aesthetically like that is open, airy – lets in lots of light. Is unique, has flow and curves. Don't like that if doesn't fit with the community. Maybe something that has more of an old world industrial aesthetic balanced with modern – red brick, steel beams, and glass. E.g. Simmons building, and building behind the Ramsay design centre, Locomotive Inc.
- Integrate vibrancy that is Inglewood. Not the design but the finishing.
- Doesn't look historical, won't fit in with Ramsay/Inglewood identity
- How does Ramsay have 2 stations and none named for the community?
- Shouldn't be Inglewood/Ramsay, it should be Ramsay/Inglewood.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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- I want it to feel like an Inglewood identity as soon as you enter. This doesn't do it (yet) ---- because it is in Ramsay
- It is all about the connections for Ramsay. How do we access and use the station?
- The Ramsay station should better reflect the look/history of Calgary's oldest neighbourhood
- In the above grade, I can really see the Christo reference
- (Elevated) It looks like an 'ode to concrete'
- Make it look like old train station, too modern for Inglewood/Ramsay neighbourhood
- All the houses facing the station are old, this look doesn't blend well (Ramsay/Inglewood)
- Design a done deal? Ramsay and Inglewood are the oldest original parts of Calgary – this does not architecturally represent that at all.
- I like old train station idea or how about 'covered wagon' type design. Not so modern!
- Really like the simple but visually interesting design for the elevated stations
- Glad to have added access on both sides of 11th Street
- Very general
- No specifics
- Generate more realistic rendering
- Pretty standard blocks of structure
- Like the glass look like downtown
- Like to see through – safety
- Modern doesn't fit in Inglewood/Ramsay
- Fit in with the neighbourhood material
- Safety...[Crime Prevention through Environmental Design] CPTED) wherever possible
- CPTED make sure transparent where used
- Material not reusable – too cold
- No stampede horses in design? Thank goodness
- Aerial View: City and architects please consider this view for the hundreds of residents and workers who view this every night and day
- Overall design feels really utilitarian and 'modern' (21st Century). Wish design was a little more timeless
- Like the contemporary approach
- Make it more open and pedestrian friendly
- Station massing; looks like a giant wall, poor sight lines. Consider open air like Vancouver.
- Need to incorporate colour in stations.
- Good opportunity for public art.
- More colourful stations to keep away winter doldrums
- Individual neighbourhood identity is important
- More integrated with the community
- Have you thought about putting amenities right at the station? (E.g. stores, etc.)

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Why was the architectural contract sole sourced without competition?
- I like how it ties together. It has a unifying theme.
- I wish our input on station design was sought earlier on
- Carefully consider the amount and temperature of the exterior lighting
- Covered walkway encourages shelter and loitering
- Beautiful concept
- I like that the design is modern and not too flashy. My only concern with would be snow removal/falling from the slopes in the winter months
- Like - indoor space; Dislike - the entrance and stairs seem wider than necessary.
- I do not like that it adds distance from the train to the bus. If I have to catch one, it's a farther distance to judge timing.
- Dislike. Massive building. Cold. Needs to be a subway.
- I love that it is elevated. Being elevated will improve traffic flow which already gets clogged by the freight train.
- Like: that there are some trees
- Is it possible to orient the canopies to maximize passive solar gain for users? The sun can make waiting much more comfortable in the winter.
- Not clear from the picture whether there is adequate shelter from the elements. The downtown stations do not adequately shelter from wind.
- Good one, and it can help to save more space
- I like the large amount of shelter; I dislike using white. In winter we need something brighter. Perhaps use graffiti art.
- I think having a station that big or tall takes away from the charm Inglewood has. Materials should be in character with area
- Too many stairs. Not everyone is mobile and waiting for an elevator during rush hour is terrible. Keep them all one level.
- Nice appearance, strong architecture. Need rendering showing waiting areas for bad weather
- There should be future connection design from Seton to Somerset
- I like that you are enclosed and protected from elements. I don't like the cost, accessibility issues and safety issues
- Need more covered and enclosed areas for pedestrians to protect from the weather
- The walls around the station shouldn't be solid walls. Windows should be added, creating better viewing angles/safety.
- Allows for more efficient use of space. Roof design is not ideal for snow/aesthetics. Exposed platform not ideal in winter.
- If convenience store is attached the main floor, it would be very convenient.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Looks generally pretty good but I don't like the blank wall! What about shops and cafes under the line instead to provide interest
- I think it looks nice aesthetically and looks very safe as well. It's hard to comment further not knowing the exact placement of the station.
- Take up too much landscape, impedes traffic. Cold in winter waiting for C-train
- The roof design is too swoopy; more bicycle parking that is more secure/sheltered; Needs more shops next to station
- I like the unique roof of the station entrances, but do not like the integration with the ground level. The shelters are too small.
- Nice and white - will the material be easy to maintain/resistant to yellowing over time? Graffiti easy to remove? Surveillance cameras needed.
- The design looks expensive to make and to maintain.
- Needs more trees. Make it scenic and inviting.
- Looks very modern. Enjoy that it is partially sheltered for the harsh winters. Would prefer more fully enclosed stations
- I dislike that the roof is incomplete over the tracks. These stations would be miserable in the winter.
- Very tall. Could be more low-profile. Concerned that the amount of indoor space could cause loitering and crime.
- Elevated stations are very nice. Sunalta is beautiful. Keeps nearby traffic unaffected by train crossings.
- I like the architectural and art pieces that make it look interesting. I like the accessibility and accommodation for bicycles.
- It looks quite modern, which I like. Nothing comes to mind about not liking anything about it.
- Good as there is no delay for gates and you can control entry easily. Construction would take too long and takes away ground space.
- Like - open, bright, clean lines. Don't like - from the image looks like limited shelter in winter.
- Dislike unless there's a road that needs to go under.
- Looks nice
- Dumb drivers, and pedestrians won't get hit by the train.
- Ramps are great option as long as snow removal doesn't leave ice behind. Shelter from winds also important.
- I dislike the idea. I believe it is too modernist, and not utilitarian. Cost savings must be the focus.
- A concern I have is the accumulation of snow in winters. In the render, it looks as though the snow may slide down onto the pathway.
- Extra construction cost. No weather protection for passengers. Large footprint. I like that it does not impede traffic.
- Needs plenty of bike storage. Larger plaza for events since it is right by the farmers market.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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- I like it but the large blank walls are going to be a magnet for graffiti
- Needs more sheltered seating
- Need some wooden accent. Does not have local mountain look - need Banff/Rocky-Mountain look.
- Kind of an eyesore, especially in older communities like Inglewood. Probably good for staying warm in the winter
- Looks like its not heated, I really dislike that.
- Utilitarian, cold, a good canvas for graffiti. Few windows, looks unsafe and cavernous. Need larger/iconic signage, better bike racks / benches!
- I like the seamless canopies and clean lines. But the design feels a bit cold and sterile. Some natural textures would be more inviting.
- I do not like the name. If the station is in Ramsay it should be called the Ramsay Station.
- The name should be Ramsay station. Dislike how plain (white) the exterior is.
- Name should be Ramsay Station (need to make sure it has the correct spelling).
- I think it should just be called Ramsay as that's the community that it is in.
- The neighborhood is historic, would be nice if station architecture reflected that vs being ugly/modern. Also it's spelled RAMSAY not Ramsey
- I would like to see elements of an old train station for Inglewood/Ramsay - think Red Deer train station, otherwise I like
- How does this design respect the history of the oldest communities in Calgary? Design is not reflective of the neighbourhood or the history
- This type of design has been done for years in architecture. Nothing new. At least give the canopy a colour! Should be generating energy.
- Add colour - solid. Or mosaic design or painted mural outside. Too white, bland. Engage an artist to lead community volunteers!!!
- I like the clean modern lines and bright feel. I think there should be an escalator to access the above grade platform.
- Likely have to put a snow barrier on that sloped roof, I see ice sliding off and hitting people.
- The scale of the Inglewood/Ramsay station seems out of touch with the historic context where homes are on 25ft wide lots.
- I like that there's solid coverage from the elements and I like that elevated means that vehicle traffic won't interfere with LRT service
- Would like one platform to serve both tracks. Could entrance come through the middle? Because some people don't know northbound or southbound.
- Do something about the crime at the Westbrook station please.
- I love the large unusual shapes! Though they need to feel inviting. Sunalta station has a plaza of sorts, but the doors are not welcoming.
- I see too much lack of natural light and wish for more transparent for safety as well.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- I like the look. However, the closed in stairs provides a hidden area for people to hang out at stations. Should be more open, no hiding spots.
- Ramsay station needs to have a drop off area (buses and vehicles). Having drop offs and pickups on 11 Street will cause major disruptions.
- Station name should be Ramsay station
- I like the effort, maybe some simple artwork along the vertical column would enhance it from it looking a little bland
- Dislike: unbroken, featureless concrete for wall, roof, station overhand - better to have windows/skylights for natural light
- I think that the white "roof" should incorporate more glass. Make it more open.
- Lacks historical character. Uninviting and would be a visible blight on the neighbourhood. Ugh. We can do way better.
- Style will not last as the years go by.
- Ugly. Should be more compact and not a space waster.
- Looks great.
- Liked it. Ensure heating.
- Dislike: Isolated, no surrounding light commercial. Like: inside heated space for inclement weather
- Heavy white roof reminder of snow. Nobody wants to remember snow. Too heavy structure for what it is.
- I don't like the wavy architecture. This unnecessarily costs more to build than something more modest. It will date the stations too.
- Like it, could have more colour though
- The cold white exterior seems to be a good spot for graffiti. Perhaps murals or some other public art could be used to mitigate that risk.
- I don't like the heavy opaque wall hiding the stairs, it's a definite safety risk for visibility, especially at night. It also seems like it would block a lot of natural light.
- The sloping roofs, look like a drainage issue for snow and rain. This station entrance looks to drain right over the door. There have been many issues historically with these round shaped roofs, as the cause falling ice issues.
- I don't think white is a good colour for the roof - it won't be long before its dirty and shabby looking. It would also be prime real-estate for graffiti. A different colour would be better.
- Looks good, I just worry that the white/light roof will look terrible when dirty. Any options for adding solar power or skylights?
- Easy assess from street level, don't have to walk over any overpasses to access the station. Can stay inside if it is cold, which is nice.
- Looks clean and efficient, but cold and austere. Needs the human element like a mural, or a sculpture in scale to soften it. More trees would help a lot. I like that there is a roof over the platform to protect passengers from the elements.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Clean lines, seems open and airy
- I like that it is simple. The design needs to incorporate escalators into the model.
- I like the concepts - and like that they are very contemporary nestled into 2 very historic neighbourhoods. Can't tell from the images, but there seems to be some great opportunities for public art (permanent or rotating).
- The slope is pointed towards the entrance way, snow and ice is more likely to hit passengers, slope should face out.
- Looks good to me. I'd think about adding a space for shops, convenience store, coffee shop etc. Why not make use of the space and also help bring in revenue on top of ridership. One thing we lack is access to grocery stores closer to the stations.
- None of these options work for the Inglewood/Ramsay station. Over the past 3 years, we have always been presented with the station above 11th Street. Where are the 4 access points to the communities we were always shown and always talked about?
- More art. More interesting things to look at.
- Love the height of the building. Connects the train platform to the front door visually.
- I don't see areas for public art or exhibition space that can accommodate a rotating art exhibition. I think art should be key to the enjoyment of the place. It feels sterile. Also wind coverings for the cold snap days.
- Absolutely terrible looking! Cold, mean - not welcoming - no sense of shelter. It does not reflect the 1910 feel of Ramsay/Inglewood. We should be "the Village" and have that feel. Looks like a 70's Pentecostal Church. Perfect for Graffiti artists.
- The roof seems too heavy and creates a lot of shadow / hidden views. I want light, openness and visibility to feel safe at a station.
- Interesting shape, but I wonder about all white and maintenance (dirt and graffiti). I would like to see windows.
- I think they look great! Very modern and forward thinking. I see how the architects are relating their design. I am very impressed by this.
- It appears disconnected from their surroundings. Even the pictures focus only on the structure and not how it can work with and benefit the surrounding neighbourhood. The stairs appear to go into an abyss with no connection to the street.
- I think it looks clean, appropriate and easy to navigate. Is there an elevator? Looks steep for wheelchair. Escalator?
- Stations should have solar panels on all roofs of outdoor stations (above or at grade). These can feed directly into the LRT electrical network, making it a real "green" line. Should have retail and plenty secure bike storage (lockers).
- Giant stark blank graffiti inviting wall on the side. Would like to see integrated retail/food/other uses.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Inglewood/Ramsay is a historic neighbourhood that is beautiful. A modern day designed building that is sleek does not work with the aesthetic of the neighbourhood. This beautiful station would be a disservice to the eclectic nature
- I like the simplicity of the design and the shelter from the elements
- I love the location as it is least intrusive to residents. Please don't listen to the Ramsay community association as I am sure they will have many objections (as usual).
- I like them. Simple lines and reference the prairies
- More greenery if possible
- I like that the above grade station avoids congesting on-grade vehicle traffic and pedestrian walk. I do not like that the above grade platform takes away street-level direct sunlight and large building obstruction adding to the congested feeling to area
- Design is clean and recognizable, helping with navigation of the city for new and established citizens alike.
- Fine. All I see are stairs and potential for busted escalators or elevators. You MUST incorporate more up-time into the design if you can't leave it at grade. The worst is having these things available, and then they're shut down or busted anyway.
- Westbrook LRT station is a crime hub. Why not fix that?
- Too many stairs exposed outside to the snow, so many accidents would happen there.
- I think the large white area will become a canvas for graffiti. I would prefer more art work at "person level" to discourage vandalism.
- When it snows or rains a lot isn't the run off from those events going to create a waterfall on the one side of the station?
- Stairs are clearly way too steep so conceptual size of stations is not feasible. Solid walled sides provide a place for people to hide. Avoid creating spaces where a passerby cannot see in.
- As you think about how people use transit and connect why not also consider pickup/drop-off from other means of transportation. How am I best-served if I'm arriving / departing from the station via ride share? Via Car2Go? Via autonomous vehicle?
- I don't like the roof
- I don't see any proper bike parking (a few outside-only racks are not suitable for commuters using the c-train for travel)
- Would like to see covered / protected bicycle parking.
- I don't like how solid it is. It feels closed off instead of seamless (either feeling part of the community or 'disappearing').
- Pedestrians and tracks are separated (which is good). Protection from weather is minimal. Especially the cold. Calgary is cold more than it is warm.
- The bike parking is unclear/doesn't make sense. I would hope that it would follow the current city standard of staple racks. Lots of covered bike parking, please. How does this connect to those arriving on foot, by bike, by bus? How are they lit at night?

Green Line LRT in My Community



What we heard report
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- I like the modern design of the building and the pathways. The entrance and surrounding areas should be well lit at night (I don't see any lights running up the ramp, for instance).
- I like that it is above ground not impeding other modes of transportation
- Ramp for the disabled is nice and somewhere to wait inside is nice.
- I like the open concept feels more inviting. Good lighting important. Better bike parking is needed with cameras specific
- Could be very cold in the winter without heating
- Sound Walls – would prefer whichever costs less to get more. Is it possible to block sound going in

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

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Inglewood/Ramsay Station Area Look and Feel – Boulevard



Like:

- Trees great.
- This continues the look of the existing Ramsay streetscape
- It fits into Ramsay's community feel already
- Most green possible...station will be concrete enough area around should not be
- The more green the better
- Looks great, fits with the community.
- Visually appealing
- Feels green and summery.
- Trees should be in line with other street trees/bushes in Ramsay and be fruit bearing. I can walk down more streets and pick cherries!
- Contextually appropriate. Need more green as area densifies and public park space is limited. Also different from East Village style.
- Green and trees warm a street and make it feel homey. Great on quieter streets, and creates shade, visual breaks, and connection with nature
- It has trees
- I like trees. Offers variety. Creates a residential neighbourhood feel. Offers shade on hot days
- Natural elements are good for the environment and for the human experience. They provide clean air and a break from urban pavement and concrete.
- My favourite, more greenery the better! Would like to see this done for Inglewood/Ramsay
- Well kept and uniform
- Greener, provides more habitat, cooler in the summer. Residential character suits the area.
- Fits with much of the current boulevards in the neighborhood.
- Don't make a concert jungle around these stations make sure nature is respected and incorporated
- What's not to like?
- Street trees and grasses humanize and beautify our environments. They are a natural element and humanize our spaces. They calm us. They provide shade. They are beautiful to look at.
- Green boulevard = soft-edge. Promotes neighbourhood feel; honours neighbourhood location at the rivers' confluence.
- Some green is important, both grasses and trees.
- The amount of greenery (though this is a misleading photo since it is the only one taken during the summer).
- Humans need to be interacting with more nature - otherwise surroundings can be depressing. Aesthetically way more pleasing to the eye. Greener is better.
- More natural and feels more calming.

Green Line LRT in My Community

What we heard report

Above Grade Stations

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- Greenery is the easiest way to beautify a public space. Clean and welcoming.
- Adds colour and life to the area.

Dislike:

- Sidewalk too narrow. Need multi-use path
- Expensive maintenance that needs to be watered in summer – don't do it!
- Not yard smart
- Does not suite an urban corridor such as 11th Street
- Concerned that the grass won't be maintained, or will die due to amount of pedestrian traffic.
- Upkeep, maintenance
- The elm tree in the photo clearly has elm scale and the City is doing a poor job at protecting their investment and saving/spraying them.
- Can feel suburban.
- Who maintains the grass?
- In places with busy traffic, trees have difficulty flourishing, and these boulevards look weedy and unkempt. Upkeep is key.
- Sidewalks are too narrow. Too often the grass just dies due to salt/gravel from the roads
- Elms leave deposits on cars
- Depends upon upkeep from property owners, which isn't always dependable.
- Because they require maintenance, but they are worth it.
- Only drawback is that green spaces are hard to maintain in high-traffic areas (they die or are killed off by road salt/gravel). Have to water them frequently during warmer months to stay green.
- Grass seems too residential for this application.
- I don't like having to walk on it and push a stroller.
- Grass like that wastes water and is too small to really use.
- Leaves less room for pedestrians and bicycles.
- Maintenance



Like:

- Low maintenance
- Very walkable
- It allows more walking space in narrow areas
- Appropriate along the commercial corridor
- Wider walking space
- Bike lane required on 11 Street
- Allow water to drain

Green Line LRT in My Community



What we heard report
Above Grade Stations
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- Easy to maintain
- Accessible
- Don't increase impermeable area.
- Clean, easier to manage removal of debris
- Has a nice textural feel.
- Easy to maintain, no weekly cutting by owners
- Pavers do provide walking space in high traffic areas, where grass gets worn down.
- It has more walking space. Looks more interesting than concrete
- Compliments historical neighbourhood
- They're not the worst, they look clean and intentional.
- Gives the mix of urban and nature, would like to see this done for 26 Ave SE
- They're attractive and clean looking
- More suitable to the crossroads market area, protects trees from compaction in high traffic areas. Allows for tree where sidewalk width ltd.
- Easy to maintain, easy to keep clean.
- Makes a transition from hard surface to natural grass/living plants
- They are aesthetic and they protect the trees.
- Add visual interest and texture to hard-surface spaces/plazas. Permeable surfaces encourage easier drainage for rain/snow.
- Nice and clean.
- This my preferred option, it allows more people to share the sidewalk, allows for snow shoveling and allows you to push a stroller with ease.
- Allows more space for pedestrians and bikers.
- Makes walkways easier to navigate or travel across.

Dislike:

- Still have issues with functionality over time. Tend to clog and reduce permeability.
- Stark looking, perhaps planters nearby
- Can be cluttered.
- Maintenance costs.
- I'd rather have soil and plants than pavers. Maybe some pavers on walkways, but not everywhere.
- Too many obstacles to walking, especially that light pole.
- They do discourage natural growth and interaction with the environment. They can be harsh and cold.
- I don't like natural grasses and trees.
- Nothing I don't like.
- Not green. Have to shovel them in winter.
- A bit stark.
- Leaves less space for trees to grow and mature.
- Can become uneven

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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Like:

- The 13 Ave green way is a nice design. It has a place to cycle and walk, the grass and trees is a nice 'green' feel.
- Yard Smart, water friendly environment friendly
- Natural grasses ok but needs to be more urban and feel looked after
- This is good for the 26 Ave Station
- Lower maintenance
- Natural looking
- This is appropriate for walkways with a lot of setback space
- Permeable and natural. Echoes natural features in and around Inglewood/Ramsay
- Looks great, low maintenance, discourages pedestrian traffic on the grasses (due to height)
- Less maintenance
- Feels natural. In partnership with the land as opposed to dominating it.
- Only if it's done like South Health Campus but what's the maintenance costs??
- Natural landscaping requires the least work to upkeep, provides year round visual interest, and gentle guidelines for where to walk.
- More interesting than the first image (more natural=better?)
- It's a way of bringing in natural elements without needing extensive landscaping.
- They connect us with nature and wild spaces, taking us away from the city for a little while. They are aesthetic and pleasing to look at.
- Less work to maintain (natural grasses especially) and act as a more natural barrier to paved spaces. Softens edges.
- This is not the best picture, but something other than ribbon grass could be a good way to counterbalance all the pavement around the station.
- I'm indifferent to them, if feasible, put them in if not, it's not a big deal to me.
- Reflects Calgary's natural prairie surroundings.
- Natural habitat for these plants, easier to maintain

Dislike:

- Can look messy if not well maintained.
- Cleaning out cigarette butts, garbage
- Can feel derelict.
- Why the need to have trees and obstacles/narrowness/grass to block the sidewalk?
- Trees yes. Prairie grasses always look like dying vegetation.
- They have a short seasonal life and for the rest of the year look sad and dead.
- Because they're ugly.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Collect garbage and waste. Need to be weeded.
- You've got to be kidding me if you're calling invasive Blue Lyme Grass 'natural'. Waste of the usable space, messy. Impossible to remove weeds.
- They require maintenance, but they are worth it.
- Harder to maintain to look well kept
- The least aesthetically pleasing option of the three.



Like:

- Beautiful, just don't use grass (lawn), inviting, warm and friendly
- It is beautiful. Let people enjoy walking on the street. Trees and other greens help that. Provide more native plants in the city and restore habitat.
- Open sight lines, green, no barriers
- Urban approach.
- It integrates lifestyle and businesses with cycling and pedestrian traffic. Lots of beautiful greenery.
- Looks great.
- Wider sidewalk feels generous. The shrubs with the trees is a nice touch - though it seems bark mulch heavy.
- Mix of natural and synthetic textures is a visual metaphor for our city.
- Provides a natural connection to our historic community
- Anything is better than what is there now
- Wide sidewalk, the bushes/trees give a barrier to the street, but still allow crossing
- We lack greenery in this city. I want exceptional pathway lighting for safety and accessibility reasons. Warm inviting.
- It provides a barrier between me and the vehicles on the street. It's visually interesting and makes the whole area look more beautiful. There is a relationship to nature that people feel through the trees and landscaping. The trees make the air cleaner.
- Accessible; standard and good-looking.
- Clean lines

Dislike:

- Too narrow for LRT approach – needs artistic elements
- Pedestrians and cyclists share the same space
- N/A
- Requires lots of upkeep
- I wish this photo had the building set back enough for a 2x row of trees, 1 on the private side and 1 public. Fence seems tall for front yard.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Don't know.
- The concrete is uninspiring
- I can't think of a single reason.
- Fairly bland, and might not fit with Inglewood/Ramsay's style as older neighbourhoods.
- Maintenance

Inglewood/Ramsay Station Area Look and Feel – Pathway



Like:

- Love urban look, interesting paving, trees and green. Great width. Great
- I like the low maintenance & ability to see easily around foliage
- Easy to maintain, pleasing to eye
- Similar to existing sidewalks in Inglewood and Ramsay. Friendly feel. Fun to walk on.
- Looks great.
- Provides texture.
- Safety and cleanliness
- Interesting surface, wide walkway, no grass (bushes are better)
- Best fit for a historical neighbourhood like Inglewood. Compliments and adds to a village feel. Charming and warm.
- It is aesthetically-pleasing. The trees provide a barrier between me and the vehicles on the street. Trees are beautiful, natural elements that connect people to nature.
- Accessible; fits well with Inglewood/Ramsay's style as older neighbourhoods.
- Pedestrian-friendly

Dislike:

- Unusable for cyclists.
- Needs constant maintenance.
- Sucks in winter.
- Too narrow for LRT approach – needs artistic elements
- Love urban look, interesting paving, trees and green. Great width. Great
- I like the low maintenance and ability to see easily around foliage
- Easy to maintain, pleasing to eye
- Similar to existing sidewalks in Inglewood and Ramsay. Friendly feel. Fun to walk on.
- Could use art incorporated in pathway materials, etc.
- This option has less planting space than Option 1

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018

Calgary



- Imposes on the natural landscape.
- n/a best option
- I prefer the upgraded sidewalks with street trees and landscaping. More greenery.
- None.
- Maintenance, bricks can become uneven



Like:

- Too suburban needs to be more urban
- More permeable. Less impactful construction
- Fits in nicer with the natural environment
- Feels natural.
- It's alright
- In the right setting this works well, feels more country, less salt needed, good for dog walks/jogging.
- This is a more natural option that I find appealing. I like the idea of native trees and grasses, but not gravel pathways.
- Natural-looking.
- Softer than concrete, allows for permeability

Dislike:

- I don't like this option at all.
- Can feel unsafe
- Can't be used in the snow
- Hard to clear snow.
- Can look derelict.
- Often not maintained in the city parks and becomes a mess with pot holes
- Boring, uninspiring, nothing to do along the way, (often) cheap looking, doesn't have nice little pebbles.
- Poorly maintained in snowy conditions. Unattractive. Pebbles roll under shoes because slipping issues. Harder for mobility challenged people.
- I prefer paved pathways to gravel pathways. They can more easily be cleared of snow.
- Inaccessible for many and seems less professional than other styles.
- Dust, gravel

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Like:

- Fine for a park
- It can connect different modes of transportation. Is there demand and space to get to the Elbow River path from this station?
- It has been shoveled in the winter!
- Great for cycling and running, perfect in park spaces
- Convenient. Good for cycling.
- it's alright
- Acceptable but boring. Too common and often paved too narrow.
- They can be kept open in the winter. They are beautiful and great for walking.
- Natural-looking.
- Clearer traffic rules

Dislike:

- Not great for station approach
- Pedestrians and cyclists share the same space
- Less pretty in a dense urban area than the first two options.
- Utilitarian. Of little architectural interest.
- boring, uninspiring, nothing to do along the way
- Can get busy, and should have separation from pedestrians and cyclists.
- Too narrow. They can feel a little boring / constraining. More strict about staying to one side of path.
- I don't like the bikes that speed along the pathways.
- Narrower than other options; separates directions into sides to dissuade slower pedestrians in order to promote quicker movement.
- Restrictive to pedestrians

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Inglewood/Ramsay Station Area Look and Feel – Sound Walls



Like:

- N/A x2
- Concrete is concrete – can spray paint if it gets graffiti
- Blocks sound
- Practical.
- Allows easy fixing and replacing
- Slightly more detailed than a plain concrete wall. Easier to construct.
- It is nice to look at.
- I guess if you had to put in a sound wall, this is my preferred although I don't like sound walls at all and couldn't imagine living by one.

Dislike:

- Tacky, uninviting, ugly!
- Not visually appealing at all. Large, imposing grey wall
- Please avoid large concrete sound walls – include public art murals if a sound wall must be built
- Looks ugly
- Not visually appealing
- A little stark. Less forgiving of grade changes.
- Looks like the wall that separates Israel and Palestine. Is very much a barrier (I know its actually a barrier but it feels imposing).
- Ugly... only provides a barrier... we have enough of these around these neighbourhoods
- boring, doesn't look good once it starts falling apart
- Not a fan of either option. Neither look natural, both look like something Trump would build.
- I understand it is not as good a sound barrier as concrete.
- Grey and depressing to look at
- Aesthetically less pleasing

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018



Like:

- Nice sense of permanence and like the plantings.
- Not appropriate in Inglewood
- Blocks sound
- Bit more engaged with its surroundings. I like the climbing plants.
- Looks marginally better than the stacked blocks.
- Allows plant growth
- You can imprint a wide variety of patterns.
- It is nice to look at, lasts a long time, and is a good sound barrier.
- I only like the fact that vines are growing on it and covering it.
- Aesthetically more pleasing

Dislike:

- Not appropriate in Inglewood
- Make sure if we have these walls, they don't provide a bigger barrier between neighbourhoods
- Looks ugly
- Difficult to fix
- Just concrete is boring
- Some patterns are uglier than others. Must be installed on-site.
- Ugly... only provides a barrier... we have enough of these around these neighbourhoods
- I have no reason not to like it.
- Grey and depressing to look at if no vegetation is growing
- N/A

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Inglewood/Ramsay Station Area Look and Feel – Screening Walls



Like:

- Not much, horizontal lines ok
- Looks modern
- Allows light through
- Modern horizontal lines.
- Has a visual weightlessness. Feels airy. Air can pass through.
- I like this one the best. Allows for privacy, but isn't overbearing (like the concrete one). It has a nice bench.
- Translucent, attractive.
- N/A

Dislike:

- N/A x3
- Too high, needs to step back
- Its ugly and boring
- Can be boxy. Feels a bit cheap.
- May rust
- Too utilitarian, cold, boring.
- Ugly
- Could be easily vandalized if aluminium. If steel will corrode.



Like:

- Looks interesting, creative
- Love this stunning
- Opportunity for creative and point of interest in the neighbourhood. Ability to see through is good for CPTED, crime prevention through environmental design
- It is beautiful, artistic and multifunctional. The light provides security, identity, and art!
- The incorporation of light into wall is a fun design. At 1st SE the lights on the wall are a nice touch.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Backlighting looks awesome
- Modern. Interesting lighting opportunities. Nice texture to it.
- looks nice, the lighting makes it interesting at night
- Looks like an art installation
- The lighting is pretty fantastic, interesting, nice ambiance.
- Attractive, can light at night, a natural colour.
- I think this is a very attractive look
- Aesthetically pleasing

Dislike:

- N/A x2
- Might be too dark
- In the daytime it might still just feel like a monolithic wall.
- No real complaints. Bit high.
- Ugly
- Is the lighting really necessary? as long as the lighting isn't just slapped on (like the 4 Street SE underpass)
- No reason.



Like:

- Green
- It would be great to have same walls in the design at these stations and the area surrounding them
- It contains organic materials and a dynamic design. Visually appealing and ever-ending
- I like the idea of timber panels in the style of Image 1
- Visually appealing
- It's not so much the timber panels, as the green wall that is nice here. Wood is warm.
- Organic natural texture.
- Adds a natural element
- The colour, the grass/vegetation is nice.
- Natural.
- Aesthetically pleasing

Dislike:

- Not a very pleasant pedestrian experience. Cars too close to pedestrians. Use one lane for bikes.
- This a boring design of wood. Wood could be used in a more artistic design.
- But this image looks like a cheap, basic fence.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Requires upkeep
- Requires maintenance, staining, or it will fade to grey. Likely to be graffiti and require painting.
- May not weather well.
- Maintenance could be costly
- They don't necessarily age well.
- Requires maintenance, staining, or it will fade to grey. Likely to be graffiti and require painting.
- The wood will rot.
- I assume wear and tear is higher on these, and would need to be replaced/maintained more frequently



Like:

- Material texture and colour not bad. Push walls back as much as possible.
- There is texture to the wall material
- Long lifespan
- Feels like sandstone, which relates nicely to the geology of Calgary.
- Texture looks nice
- It has a pattern - beats unpatented concrete.
- Could be designed with community images rather than a boring image as selected
- Attractive, organic forms.
- Bulky.
- n/a

Dislike:

- Needs more green/shrubs/trees. Art would be good.
- Make more interesting and allow for more creativity
- The existing concrete bridge is imposing enough as it is
- It is monotonous and a boring, forgettable colour. No personality or identity
- I don't
- Looks too 'hard'
- Can get dirty or rusty
- Least permeable to light /air/ views. Monolithic.
- Can't think of a reason.
- Concrete is cold and uninviting
- It looks cheap/ why not just build using the real materials?

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Inglewood/Ramsay Station Area Look and Feel – Crosswalk Treatments



Like:

- Not much
- Very important to have safe pleasant pedestrian access from Ramsay to 26 Ave Station at 21st and at 26th
- Please do lights. Cars drivers will run you down.
- Patterned concrete tells derivers that this is a pedestrian-oriented space
- Works in East Village!
- More crossings over/under tracks!
- Open sight lines
- Make people feel safer
- Beautiful
- Nicer walking experience in the city
- We need cross walks!
- Many at the Inglewood crosswalks are very dangerous. Crosswalk treatments make it easier for cars to identify the crossing.
- Easier for pedestrians and river to identify crosswalks. Looks nicer too!
- I like and use. However, life cycle maintain is also important!
- Safety is #1
- More info on bus access to Inglewood station heard
- Well lit
- Wider sidewalks required
- Textured pavers
- Make pedestrians feel safer
- Area includes young and old families with strollers and wheelchairs. Safety is paramount.
- Makes me feel in charge of / the most important thing in the space
- I like them. No complaints.
- Allows interaction and creates a nice open space
- They calm traffic and help vehicular drivers identify crossings and to be more mindful of pedestrians.
- I like that it feels different for drivers to be on, like a reminder to go slower and watch out
- These provide more viability to drivers that there is something to watch out for
- This is a little unclear. I'll take enhanced surface crossings to mean flashing lights. They're much safer because vehicles will actually stop for them.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Safety of pedestrians. Slows down vehicle traffic. Creates impression that pedestrian safety is a priority.
- It makes it easier for crossing multiple directions and for larger groups of people. It puts pedestrian closer to the high priority that the vehicle receives.
- Aesthetically pleasing, encourages pedestrian use in those areas (vs. jaywalking elsewhere)

Dislike:

- Street too wide-narrow. Needs full intersection lights at major intersection looks very stark.
- They need to do something about Inglewood access to this station – really make something of the underpass. Art/light
- N/A
- Can be difficult for vehicles to pass with multiple crossing lanes
- Poor colour choices can lead to staining from tires, they can start to look shabby.
- Provide criss-cross cross walked to provide a more walkable area within the [Transit Oriented Development] TOD
- Cut-curbs. Just have a smooth transition along the whole intersection so I can go anywhere.
- Nothing.
- Maintenance

Inglewood/Ramsay Station Area Look and Feel – Street Furnishings



Like:

- We should have space to lock a bike securely
- Yes! Please include so many bike parking spots – the more secure the better
- These neighbourhoods love cycling!
- We should give people choices to travel in different ways. Don't force people to drive all the time.
- Bike racks are important, but so is secure bike storage. Racks should be able to allow proper locking riveting
- Keep my bike locked up
- Provide needed service
- Simplicity and unobtrusiveness.
- They are alright. They provide a barrier to the street
- At least they're there.
- Place to park one's bike!
- Sturdy and unobtrusive
- They match the rest of the city, they're fairly indestructible. Bike logo is clear.

Green Line LRT in My Community



What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018

- Especially at train stations bike racks help encourage commuting.
- They are simple, but effective. The bottom line.
- You can lock your front tire and frame to the rack together.
- It is important to have enough bike parking, especially around a station where people may bike to.
- It's easy to lock up a bike to (unlike the terrible ones on 13th Ave and in east village).
- Allows people to lock their bikes safely.
- A place to lock bikes to
- They are simple, but effective. The bottom line.
- You can lock your front tire and frame to the rack together.
- It is important to have enough bike parking, especially around a station where people may bike to.
- It's easy to lock up a bike to (unlike the terrible ones on 13th Ave and in east village).
- It's easy to lock up a bike to (unlike the terrible ones on 13th Ave and in east village).
- Allows people to lock their bikes safely.
- A place to lock bikes to

Dislike:

- Could use an artist
- I only don't like them when there isn't enough of them!
- No personality. Not good enough. Hold an Inglewood design competition. So many artists and designers live here. Design & fabricate here!
- Nothing really special about them.
- Boring.
- Boring. No character. The new ones at Chinook station are much more interesting
- So many funkier designs around
- Limited number of bikes you can park there. Unattractive.
- They're not well thought out for multiple uses. Only one bike at a time.
- Susceptible to theft, I suggest implementing bike lockers.
- Can only put two bikes on one
- They rust - why aren't the bolts stainless steel. The powder coat colour could be more fun than black - stainless or red?
- Opportunity lost to do better and ensure design reflects the neighbourhood and community history
- This model of rack doesn't allow for very many bikes to be locked up.
- The design is simple and effective, but it doesn't sparkle. The City could have a competition for bike rack designs and select the best 2 or 3 (or 1) and build some around the City.
- They are not attractive and don't have space for enough bikes. Bike racks should be visually appealing and encourage safe and plentiful bike storage.
- Not sheltered from weather or protected from theft. Some bike lockers should be provided for commuters.
- Since you can only like 1 or two bikes up to them there are often not enough of them.
- Fairly basic; little character compared to the custom/artist-designed bike racks.
- Not a lot of space to lock bikes up

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Like:

- Ok, but could be more unique
- Some people need a place to rest
- Let the people sit
- Discourage sleeping
- Easy to install, somewhere to sit
- Practical
- Nice looking and don't encourage lounging
- I don't.
- Low profile. Unobtrusive.
- Open, can be sat on in both directions.
- I don't like them. They're a place to sit in a pinch.
- Easy to maintain. Can fit lots.
- Comfortable.
- Leaves space for people to sit and rest.
- A place to stop and rest, get organized etc.

Dislike:

- Make a unique bench to Green Line
- Hate them.
- Sorry I don't like them.
- It's kind of boring that they're all the same.
- They are extremely hard and uncomfortable. Too small too
- Not that comfortable
- No real opinion.
- Don't need separation between seaters. Inglewood is inclusive and about community. Make benches for lovebirds, kids, seniors.
- The attempt to enable sitting in both directions = unusable. If having anti-homeless device, at least make as a usable arm rest
- No back rest. Hot to the touch in the summer (wearing shorts) and too ice cold to sit on in the winter. Too low for elders to get up from
- They're uncomfortable and stark, like a prison yard.
- Metal is not something I would consider a "comfortable" seat.
- They don't have backs, the seat bars that are there just to prevent homeless people from lying down make them uncomfortable and less useful.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018

Calgary



- If in a promenade area why not allow for a more unique fixture to suite the whole design and aesthetic of the station
- They don't have backs. Not much room for each butt. No arms. No comfort.
- They're ugly; not befitting of these two creative communities.
- Metal is cold to sit on. Please provide wood seats!
- No backs. Cold in winter
- Design disallows people to lay down or rest fully on the bench, which discourages rest and is unfair to those who rely on public spaces for it.
- Sometimes occupied by panhandlers



Like:

- Not much
- Trash shouldn't be on the ground
- The garbage design is classic – looking rather than cheap, generic plastic design in everything! I would love to see garbage, recycling and organic waste receptacles.
- Hold trash
- No real opinion.
- they are alright, nothing special
- Control, an ounce of prevention
- Recycling bins need more frequency
- They're easily identified and I like the design, it works with the environment they're used in.
- We need more places to responsibly dispose of waste!
- Good to have recycling options
- I don't.
- Good to have public receptacles available.
- I'd be shocked if someone didn't like having more places to put away trash and recycling, littering is gross!
- I like the design of the city waste bins and the differentiation between the 2 bins - the color blue for the recycling bins really makes it clear.
- They encourage people not to litter.
- It is important to give the population a place to dispose of trash etc.
- Clean and simple garbage cans. Not trying to be fancy. Just classic styling that can work with multiple architectural styles
- Means fewer excuses for littering.
- A place to throw away our waste

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Dislike:

- Need unique design to Green Line. Recap tide should be coordinated.
- They don't match each other.
- Need to be big enough, not overflowing EVER
- Boxy. Visually obtrusive.
- Old design from a catalogue. Don't waste this chance to design custom furniture. At least the old bins in Inglewood had personality.
- There's not enough of them; they look generic.
- Bins don't keep garbage away from birds and animals. I often see thr plastic bags billow up out of the bins in the wind. Prefer lid options
- They're not well protected from the elements, so a strong wind can suck the bags out from the container and spray the contents everywhere.
- Need more recycling and organic waste options. Need to make them more tamper proof.
- They look too old fashioned - people leave bottles resting on the rim, they overflow, too open to critters.
- Ugly and we have a responsibility to provide more within the compost/garbage/recycling and returnable being covered in public realms as well
- Generally landfill oriented; need compost/mixed recycle alternatives.
- The design of the recycling bin is a bit boring - just a big block.
- They're ugly; not befitting of these two creative communities.
- The recycling bins are ugly and take away from all the other quality design work trying to be done.
- Doesn't have separate bottle and paper recycling or compost; city should include public compost bins to promote municipal compost systems.
- Littering can occur when people miss the bins and don't pick up after themselves

Inglewood/Ramsay Station Area Look and Feel – Railings



Like:

- Lots of natural light is great, open is good too.
- Inside the station glass railing look nice!
- It lets the sunshine in! And viewing is better!
- Bright, open feel
- Clean looking and well designed
- Open view.
- Looks modern. Can be elegant.
- Visibility
- they're alright, a little generic

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Good sight lines adds to improved safety and visibility overall.
- The glass would provide some protection from winds.
- They look modern and you can see through them.
- This is my preferred option as it allows for clean sight lines.
- High level of permeability
- More visibility to surroundings

Dislike:

- No art.
- Not glass!!! Gets scratched. Graffiti can't be fixed – gets dirty fast.
- Vandalism concerns
- Can be broken
- Must be kept clean - more susceptible to fingerprints/water drops/dirty.
- Can be boring.
- Maintenance.... damage and replacement gets expensive
- n/a
- Too boring.
- Can look bad once scuffed up or vandalized
- Harder to clean



Like:

- Nothing
- Creates a vintage traditional look
- Looks classic
- Can not graffiti this and suites the community
- Harder to jump - better for preventing access to things like the LRT tracks
- they're alright
- Visually attractive. Offers great sight lines and excellent safety/security. Has a pleasant mixed vintage /classic /contemporary feel
- I don't
- Standard, blend into background.
- Cost effective
- They're very attractive in a British kind of way.
- Prevents birds from resting

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Dislike:

- Ugly
- I do not like metal picket.
- Have a more institutional feel that I don't like
- Looks like jail.
- It looks cheap/the paint starts falling off soon after
- Looks too penal
- Prison like, unfriendly.
- Not original
- Someone crazy enough to climb the fence could get caught and pierced on the pickets.
- Looks like a jail.
- Generic and makes the space feel less welcoming
- Not visually appealing



Like:

- Ok
- Lots of opportunity for variation while developing a continuity overall
- Can look really cool if there's a nice pattern in them
- Adds textural interest.
- looks alright
- Can have cool designs
- I don't.
- Can provide a unique design for each station and bring in some personal elements from the historic community
- I don't like the punched metal railings.
- Can have nice designs

Dislike:

- ok, but not too interesting
- Less transparent, can make things feel more closed off
- Does not allow viewing through the railing
- The finish quality is poor, looks as though they are rusting already, handle bar is not seamless with the rail.
- Cold. Impersonal.
- Overdone In city projects of late
- I don't like the grass(?) accents, just the punched metal

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Unattractive looks too busy.
- I find them quite unattractive.
- Low permeability. Snow builds up against them.
- Less visibility to surroundings



Like:

- Boring
- Open feel, cool look
- Simple design that allows viewing
- Flexible, modern
- They can create visual flow and movement. Feels like a natural path of river or air current.
- Love the look
- it looks alright
- I don't like the cable guideway railings.
- Permeable and light looking while still providing safety
- Clear visibility to surroundings

Dislike:

- Boring
- N/A
- Cannot lean against railing safely
- They need tightening especially in a climate like ours, could be a problem if people play/stand on them.
- Can't think of a reason.
- To often these become damaged and never fixed.... ends up looking like garbage when they are not maintained
- n/a
- Has more of a institutional look
- They look too industrial.
- Kids more likely to climb

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018



Like:

- Organic, interesting, artist collaboration is important!
- Incorporate historic style
- Cost
- Visual interesting. Adds an artistic element. Evokes grasslands
- Allows opportunity for design and art
- Unique, characterful
- Allows for a local (community artist) to contribute to the Design of the station within their own community/neighbourhood
- They provide a lot of interest. They humanize the stairway with their connection to an artist who designed and made them.
- Highlights artist works (local hopefully!)

Dislike

- I don't like that one.
- Sharp spikes on the top make it look harsh. Like something you could be impaled on.
- It looks like it's out to kill you.
- Looks like a safety hazard. Unappealing visually and very distracting. Yuck
- I don't know of a reason.
- It feels like it is trying to hard. Just hire quality landscape architects to make a pleasant space rather than trying to force art into areas where there are other experts that are better.
- Subjective re: artist vision vs. community vision



Like:

- Creative, unusual
- Nice visually, very contemporary but not good for leaning on
- Has wow factor, would be a great piece of art – artist community
- Opportunity to incorporate public art. More visually interesting than concrete.
- Interesting and fits in with Inglewood's industrial meets residential meets commercial
- It fits the historic feel of Ramsay/Inglewood

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- This looks modern to me!
- Looks interesting.
- Nice colour, not generic looking.
- Art and design opportunity
- Warm colour
- I think it fits the community well.
- I don't like them.
- This example is a privacy screen and is too opaque. Done at a smaller scale with more openings it could be interesting. More industrial looking.
- The patina is a nice aesthetic
- Very clear "do not cross" message
- It's a good reminder of the art and rustic nature of the neighbourhood. People in Ramsay already do a lot of quirky lawn art with iron and metal

Dislike:

- Too high, walls should step back
- I'm not a fan of this look
- Rusty finish can look like garbage. Wouldn't want to touch it.
- I like if it looks like the railings at the 10th street Bridge.
- Offers poor and blocked sight lines that can promote illegal or illicit activity. Block natural and street lighting. Complete fail
- Cannot lean against or touch
- The rusting steel looks great when first installed, but they get darker with time, and they stain everything around them. Unsuitable.
- Not suitable for these station locations
- They block space. They could be a security hazard. They are an open page for taggers
- Low permeability. Cuts off the space.
- No visibility to surroundings
- Uninviting. Screams don't entre. Not welcome. Obtrusive for a heritage neighbourhood

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Inglewood/Ramsay Station Area Look and Feel – Portal Entrance



Like:

- Texture is good
- Doesn't look like the entrance to the underworld
- More open feel
- open
- It's open, it has cobblestones.
- Looks nice and open
- Because it is open and doesn't block space.
- They are likely cheap.
- It feels more like it is just an extension of the space rather than a separate, blocked off area.
- Less obstructed view of community

Dislike:

- Colour or something artistic
- Empty, monotonous, no design element no directions for first time users, unimaginative
- Boring, reminds me of 36 St. NE
- Safety issues?
- Dangerous for children and pets
- Too industrial feeling, boring, engineered, devoid of character.
- Feels industrial windswept and dangerous. Like a child or dog might run in front of a train.
- Concert jungle... ugly
- n/a
- Too much a risk for breach of entry and safety to a person or animal.
- I think it might be a security hazard.
- They are ugly and create a visual barrier / potential safety issue (no transparent sight line).
- Would like some trees or something to make the whole space more inviting.
- Safety risk
- They are ugly and create a visual barrier / potential safety issue (no transparent sight line).
- Would like some trees or something to make the whole space more inviting.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018



Like:

- Nothing
- Safer?
- Provides protection
- It's an improvement over plain concrete portals. More detail.
- Feels safer.
- I don't
- Best option to reduce risk of breach in entry to both people and animals. Complimentary to other options in surrounding railing at stations
- The fenced railings would provide some security and are attractive.
- Transparent. Opportunity to create something visually interesting with the iron work.
- If you have to have a fence, this one at least feels a bit more permeable.
- More safety

Dislike:

- Boring
- Don't like institutional look of railing
- Looks penal
- It feels like it should only be used to surround long-term storage facilities. Too security focused.
- Looks terrible. Prison like.
- Concert jungle... ugly
- It's closed too closed off/imposing
- I have no reason not to like the fenced railings.
- Plain iron work looks like bars on a jail cell. Too high.
- Creates more of a barrier between the spaces. Too tall. Feels more for vehicle focused areas than pedestrian areas.
- Less aesthetically pleasing

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Like:

- Railing ok but concrete?
- Contemporary would complement station design
- I like the unique addition of artist collaboration to set us apart
- Adds visual interest and increases barrier perception
- Yes! This style, the steel sticks that look like bamboo
- Bit softer visually. More touchable. Lower profile doesn't impose on its surroundings or feel like barrier.
- They look nice, and it's open feeling.
- Good compromise of 1 and 2
- Most character, looks less likely to impale/maim.
- Could be a design feature... add some natural elements to blend these into the area more seamlessly
- No real complaints. It's not awesome but its ok.
- They would provide some security and are attractive.
- More interesting visually. Low profile seems more neighbourly.
- I think this is a clean look which is what the Green line should be all about, clean and modern.
- More safety, stronger

Dislike:

- Too stark
- n/a
- Too low. Too easily breached by people or animals.
- Too low. Too easily breached by people or animals.
- I don't know.
- Feels like an unfriendly barrier. Reminds me of major roads like Crowchild, not a pedestrian space
- n/a

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Inglewood/Ramsay Station Area Look and Feel – Retaining Walls



Like:

- Walls grade away from street
- Make a mix of greenery and life
- It's mostly natural shapes and materials. Would be nice if the rock could have more plants within it
- Natural look, option for more plants
- I like the organic element to it. It's growing. Changes with the seasons.
- I would like it if it was the stacked rocks the whole way
- Provides more greenery
- Natural elements
- I like that it uses natural forms.
- Natural and beautiful. Connect us with nature.
- Love this. Would rather look at plants than concrete.
- n/a

Dislike:

- Not enough landscaping. Some artistic influence would be good.
- Looks bad if poorly maintained.
- Dirty. Looks crappy in the winter and early spring.
- It will probably just collect garbage. Too much dirt showing.
- Collects garbage. Doesn't look good in winter.
- Gabion walls must be constructed properly if used, the basket material here not sufficient, why is it rusting? Stone to be hand placed.
- Look like hell if they're not maintained.
- Based on the photo, drainage looks to be onto the sidewalk



Like:

- Like the texture, wall very high
- It is a clean look that is more time than rock basket. Incorporates artistic into the picture.
- Can look nice if there are lots of plants installed in the terraces

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018

Calgary



- I like this if it includes greenery and is "terraced" as in the photo.
- Feels like a castle wall.
- I like the block/masonry characteristic, makes the wall more interesting.
- Tiered walls are nice
- Consistent treatment, easy installation.
- This looks like it would have Year round visual interest. Could be done with low maintenance plants.
- I like this if it includes greenery and is "terraced" as in the photo.
- I don't like patterned concrete walls.
- n/a

Dislike:

- Wall too high, needs to step back
- It is flat, boring, uninspired, and a missed opportunity for creativity. I'm falling asleep looking at this.
- Too hard looking
- Terrible photo, there are better patterned concrete walls.
- Imposing. Not friendly.
- Cold, creates a barrier
- As long as it's just blocks, and not poured. I don't particularly like the terracing.
- I find them blocky, heavy forms that don't look good in the landscape.
- n/a



Like:

- Patterned concrete. Ok
- Of the blend of low maintenance concrete and natural plant elements. Great for all seasons.
- Of the use of colourful climbing plants. I'd hope this is done intentionally as long as it doesn't erode the concrete too much.
- Plants are pretty
- The climbing plants (which could be on any of these walls) soften the wall.
- Organic. Interacts with its environment.
- Look great in the summer
- Adds in natural element but planting need to be enough that the wall can be disguised in a short life span
- I don't
- They take on beautiful abstract forms. They're beautiful to look at.
- Plants improve the aesthetic

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Dislike:

- Most of year the wall will not have anything growing on it
- Concrete stains quickly and looks gross
- Doesn't look good in winter
- It would take a while for the plants to establish and create this look. In the meantime, just a plain concrete wall. Graffiti an issue here.
- Concrete could weather poorly.
- Look shitty when it's not summer
- Maintenance of plant life and replanting won't happen
- It's too monolithic, but better than the liner wall. A masonry wall would look more interesting.
- Nothing.
- Maintenance of plants



Like:

- Ok but not too exciting
- Enjoy the natural elements of this
- It has multiple tiers for visual impact and is dynamic with a mix of organic and man-made materials
- Don't need to be terraced, leaving more flat space for use
- I don't.
- I don't.
- Creates height
- Blocky and inanimate. I don't like.
- n/a

Dislike:

- I see high maintenance with sagging bricks and weeds taking over
- Too hard
- It has an aesthetic which is now attributed to higher speed traffic corridors, doesn't suit Inglewood/Ramsay area.
- Imposing, impersonal, institutional.
- Concert jungle... ugly
- This is my least favourite option as it has no greenery and looks very cold and industrial.
- They're ugly, why not build a nice masonry wall instead?
- Blocky and inanimate.
- Too much hard surface, not human scale.
- n/a

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

26 Avenue S.E. Station Area Look and Feel – Boulevard



Like:

- Like a more traditional look.
- Leaves space for piling snow when cleaning sidewalk.
- Like green look
- I like this but is it relevant? It's a nice street to live on. Sidewalk too narrow and too residential.
- My favourite, more greenery the better! Would like to see this done for Inglewood/Ramsay
- Well kept and uniform
- Greener, provides more habitat, cooler in the summer. Residential character suits the area.
- Fits with much of the current boulevards in the neighborhood.
- Don't make a concert jungle around these stations make sure nature is respected and incorporated
- What's not to like?
- Some green is important, both grasses and trees.
- The amount of greenery (though this is a misleading photo since it is the only one taken during the summer).
- More natural and feels more calming.
- Some green is important, both grasses and trees.
- The amount of greenery (though this is a misleading photo since it is the only one taken during the summer).
- More natural and feels more calming.

Dislike:

- Such high maintenance for green grass. Too expensive for tax payers
- High maintenance and less attractive when not maintained
- Elms leave deposits on cars
- Depends upon upkeep from property owners, which isn't always dependable.
- In this example, it feels too residential.
- Grass like that wastes water and is too small to really use.
- Pet urination stained areas and harder to maintain for natural appearance.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Like:

- Fits the East Village/Inglewood/Ramsay vibe. Add more wood and art.
- Trees! More trees, better for human health and happiness
- These work well in high traffic areas – like along the commercial corridors
- Clean look
- Great if super high traffic so trees grown strong. No to needy grass! We don't need more in this setting
- Trees, wide sidewalks, textures
- Sidewalk width wide enough to accommodate wheelchair and strollers. Offers shade. Easy maintenance.
- Gives the mix of urban and nature, would like to see this done for 26 Ave SE
- They're attractive and clean looking
- More suitable to the crossroads market area, protects trees from compaction in high traffic areas. Allows for tree where sidewalk width ltd.
- Easy to maintain, easy to keep clean.
- Makes a transition from hard surface to natural grass/living plants
- Fine when mixed with natural elements and well-designed man-made elements.
- Clean and easy to maintain. Wider walking area
- Easier maintenance

Dislike:

- Don't have enough space to grow/live due to being so covered by pavement and proximity to road.
- Looks unfinished. Lacks polish. Looks like an afterthought.
- no comment
- Shoes will get caught (heels)
- Infrastructure costs high, our soil isn't good for infiltration. Less green/habitat value/boring. Maintenance required, where to put snow/salt?
- Looks more modern than I think suits Ramsay
- Not a solution for the whole areas
- Would like more vegetation
- Feels cold and less personal

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018



Like:

- Like natural look.
- Would fit into area as hill near market covered in long grass in summer
- Should go in the areas with a wider setback
- Good if low traffic enough or pathway wide enough to prevent trampling. Would love to see edible plants include. E.g. raspberries, cherries
- Low maintenance
- Softer than concrete
- More natural to the area. Less upkeep, but still looks good.
- It's better to have some trees and grass than none. Consistent design treatment - lighting/benches/plants identify area with some character.
- Low maintenance, great looking.
- I like more natural vegetation
- Allows for greenery and a natural environment
- If they are well-selected and well-placed, I can't imagine not liking them.
- Harder to maintain to look well kept
- I like natural grasses in natural environments (parks and river pathways). I think trees are good in both urban and natural environments.
- Provides vegetation that is easier to maintain and fits our climate. Wider walking areas. Still has some form of vegetation even in winter.
- Feels more natural.

Dislike:

- Fencing people in with tall grasses on either side
- I don't like natural grasses and trees.
- Because they're ugly.
- Collect garbage and waste. Need to be weeded.
- You've got to be kidding me if you're calling invasive blue lime grass 'natural'. Waste of the usable space, messy. Impossible to remove weeds
- Concerned about trash and refuse being dumped/ abandon. This also creates more of a barrier; these grasses look awful if trampled on.
- If they are well-selected and well-placed, I can't imagine not liking them.
- Harder to maintain to look well kept

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

26 Avenue S.E. Station Area Look and Feel – Pathway



Like:

- Patterned walk fits into neighbourhood feel, wide enough for people to walk side by side.
- Low lying attractive landscaping
- Like long natural grasses and low maintenance
- Attractive. Speaks to the 'Green Line' name. Wide berth sidewalks for mobility access. Easy maintenance.
- Looks manicured and pleasant
- Provides a natural connection to our historic community
- Looks manicured and pleasant
- Wider sidewalk feels generous. The shrubs with the trees is a nice touch - though it seems bark mulch heavy.
- Provides a natural connection to our historic community

Dislike:

- Bumpy to bike/push strollers/wheelchairs etc. Can be hard on those with disabilities or pain.
- Requires lots of upkeep
- I wish this photo had the building set back enough for a 2x row of trees, 1 on the private side and 1 public. Fence seems tall for front yard.



Like:

- Compliments rest of sidewalks in Inglewood. Offers cohesion and water penetration. Nice & wide
- Can stop/start (doesn't require bike/pedestrian lines) e.g. can be long or short
- Patterned looks nicer than flat concrete
- This image shows pavers not patterned concrete. The level of detail is nice. Sidewalk generous, room to exit car without affecting plants.

Dislike

- Collects dirt and garbage in the cracks
- Trees must be irrigated, soil volume must extend under pavers =\$\$\$

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Patterned concert is ugly.... do better with natural materials



Like:

- Fits in nicer with the natural environment
- In the right setting this works well, feels more country, less salt needed, good for dog walks/jogging.
- Softer than concrete, allows for permeability

Dislike:

- Needs constant maintenance
- Poor usage in Winter
- Unusable for cyclists
- Safety concern and high maintenance with long grasses
- Can't be used in the snow
- Hard to clear snow.
- Often not maintained in the city parks and becomes a mess with pot holes



Like:

- Smoothest to bike/push stroller and pull wagon along. Caution if busy, best to separate bikes from pedestrians
- Good for commuting, well maintained, easy to cycle
- Great for running and cycling
- Paved pathways make sense for bikes/joggers/ wheelchairs in winter. Doesn't get muddy in spring.
- Allows for biking along the Lrt, but how extensive will these pathways be?

Dislike

- Can get busy, and should have separation from pedestrians and cyclists.
- Too narrow. They can feel a little boring / constraining. More strict about staying to one side of path.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



26 Avenue S.E. Station Area Look and Feel – Sound Walls



Like:

- Less prison-like than the concrete wall. Has more 'residential' look. Visual interest, plants may creep down offering more 'greenery'
- Allows easy fixing and replacing
- Slightly more detailed than a plain concrete wall. Easier to construct.

Dislike:

- Greeeeeeeeeeeeeeeeeeeeey, boring bland
- Please don't add more of these unless absolutely necessary. Include public art if sound wall is built.
- Not visually appealing
- A little stark. Less forgiving of grade changes.
- Ugly... only provides a barrier... we have enough of these around these neighbourhoods
- Grey and depressing to look at



Like:

- Like the sense of height that's indicative of this raised station
- Allows plant growth
- You can imprint a wide variety of patterns.
- I only like the fact that vines are growing on it and covering it

Dislike:

- Very institutional, prison/mental health facility 'keep out' look. Over time concrete stains (water) and looks messy. Freeze and thaw causes cracks
- Some patterns are uglier than others. Must be installed on-site.
- It looks brutalist and Calgary has a blight of brutalism already.
- Ugly... only provides a barrier... we have enough of these around these neighbourhoods
- Grey and depressing to look at if no vegetation is growing

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

26 Avenue S.E. Station Area Look and Feel – Screening Walls



Like:

- Zen like feel. Good option for urban/new neighbourhoods. Could be painted in variety of colours & just gray.
- Allows light through
- Modern horizontal lines

Dislike:

- May rust
- Too utilitarian, cold, boring.
- Ugly



Like:

- It lights up and looks great!
- Opportunity to engage local artists to create interesting and vibrant focal points.
- Wow factor would enhance 'the look'
- It reminds me of Battle star Galactica
- Little different from zoo bridge but uplifts the area
- Looks nice day or nigh
- Looks like an art installation
- The lighting is pretty fantastic, interesting, nice ambiance

Dislike:

- In the daytime it might still just feel like a monolithic wall.
- Ugly

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018



Like:

- Natural elements with wood and green
- Organic speaks to 'Green Line' name very well
- Visually appealing
- It's not so much the timber panels, as the green wall that is nice here. Wood is warm.
- Adds a natural element

Dislike:

- Concerned about maintenance of timber panels
- Requires upkeep
- Requires maintenance, staining, or it will fade to grey. Likely to be graffitied and require painting.
- Maintenance could be costly



Like:

- Texture looks nice
- It has a pattern - beats un-patterned concrete.
- Could be designed with community images rather than a boring image as selected

Dislike:

- Can get dirty or rusty
- Least permeable to light /air/ views. Monolithic.
- Concrete is cold and uninviting

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

26 Avenue S.E. Station Area Look and Feel – Crosswalk Treatments



Like:

- Ease of visibility for drivers & pedestrians! Busy intersections here.
- These should be everywhere! So many dangerous crossings in Inglewood
- Pedestrian oriented
- Slows drivers
- Please connect cycle tracks through this area!
- Anytime crosswalks are improved it is good!! Please do!
- Allows interaction and creates a nice open space
- They calm traffic and help vehicular drivers identify crossings and to be more mindful of pedestrians.
- Feels more pedestrian friendly. Like a space in the street that is owned by pedestrians. More inviting to cross.
- I like that it feels different for drivers to be on, like a reminder to go slower and watch out
- These provide more viability to drivers that there is something to watch out for
- Safety of pedestrians. Slows down vehicle traffic. Creates impression that pedestrian safety is a priority.
- It makes it easier for crossing multiple directions and for larger groups of people. It puts pedestrian closer to the high priority that the vehicle receives.

Dislike:

- Can be difficult for vehicles to pass with multiple crossing lanes
- Poor colour choices can lead to staining from tires, they can start to look shabby.
- Provide criss-cross crosswalked to provide a more walkable area within the TOD

26 Avenue S.E. Station Area Look and Feel – Street Furnishings



Like:

- Utility
- Lots of bike parking!! Secured bike parking for commuters that can't bring their bike on the train at peak.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Cyclists should have a secure place to lock their bikes.
- Need bike racks.
- Bike rack – this is the best type of rack, easiest to use, lots of them
- Contemporary, cleanliness. Offers lots of light. Clean site lines.
- Aesthetics
- Place to park one's bike!
- Sturdy and unobtrusive
- They match the rest of the city, they're fairly indestructible. Bike logo is clear.
- Especially at train stations bike racks help encourage commuting.
- It's easy to lock up a bike to (unlike the terrible ones on 13 Ave and in East Village).

Dislike:

- Should be accommodating to many bikes, these too small.
- Constantly needs to be cleaned
- Susceptible to theft, I suggest implementing bike lockers.
- Can only put two bikes on one
- They rust - why aren't the bolts stainless steel. The powder coat colour could be more fun than black - stainless or red?
- Opportunity lost to do better and ensure design reflects the neighbourhood and community history
- This model of rack doesn't allow for very many bikes to be locked up.
- Since you can only like 1 or two bikes up to them there are often not enough of them.



Like:

- Almost there
- Aesthetics
- Easy to install, somewhere to sit
- Nice looking and don't encourage lounging
- I don't.
- Open, can be sat on in both directions.
- Comfortable.

Dislike:

- Boring and uncomfortable, what if we had natural material benches like in St. Patrick parks?
- Benches – ensuring universal/accessible design
- Benches – keep benches more accessible, no more hostile design
- Needs a back rest and arm rests for elders to safely sit and rest. Avoid metal, too cold to sit on.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

- Metal is not something I would consider a "comfortable" seat.
- They don't have backs, the seat bars that are there just to prevent homeless people from lying down make them uncomfortable and less useful.
- If in a promenade area why not allow for a more unique fixture to suite the whole design and aesthetic of the station
- No backs. Cold in winter



Like:

- Trash shouldn't be on the ground
- It works
- We need more places to responsibly dispose of waste!
- Good to have recycling options
- I don't.
- Good to have public receptacles available.
- I'd be shocked if someone didn't like having more places to put away trash and recycling, littering is gross!
- Clean and simple garbage cans. Not trying to be fancy. Just classic styling that can work with multiple architectural styles

Dislike:

- Furnishings should have a coordinated feeling, simple, functional and easily maintained
- Need more recycling and organic waste options. Need to make them more tamper proof.
- They look too old fashioned - people leave bottles resting on the rim, they overflow, too open to critters.
- Ugly and we have a responsibility to provide more within the compost/garbage/recycling and returnable being covered in public realms as well
- Generally landfill oriented; need compost/mixed recycle alternatives.
- The recycling bins are ugly and take away from all the other quality design work trying to be done.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

26 Avenue S.E. Station Area Look and Feel – Railings



Like:

- Enjoy the open feeling of glass. Openness and visibility helps with CPTED
- Inside the elevate stations – I like when it feels open with long lines at sight
- It's nicer than the others
- Clean looking and well designed
- Open view
- Visibility
- High level of permeability
- It's nicer than the others

Dislike:

- This may suite the station but not the community – uber modern, finger prints
- Can be broken
- Must be kept clean - more susceptible to fingerprints/water drops/dirty.
- Maintenance.... damage and replacement gets expensive
- Can look bad once scuffed up or vandalized



Like:

- I feel like this suites Ramsay and the feel of the community. No graffiti.
- I don't
- Standard, blend into background.
- Cost effective

Dislike:

- This particular design looks like the kind of thing that someone gets impaled on
- Looks too penal
- Prison like, unfriendly.
- Not original
- Generic and makes the space feel less welcoming

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



Like:

- More interesting than standard railing. Better barrier for straying arms and legs.
- It incorporates a pattern to tie it to its surroundings/area
- Like look of this railing
- Can have cool designs
- I don't.
- Can provide a unique design for each station and bring in some personal elements from the historic community

Dislike:

- Spray paint able (graffiti) too solid
- Does not allow viewing through the railing
- The finish quality is poor, looks as though they are rusting already, handle bar is not seamless with the rail.
- Overdone in city projects of late
- Low permeability. Snow builds up against them.



Like:

- Simple design that allows viewing
- Flexible, modern
- Love the look
- Permeable and light looking while still providing safety

Dislike:

- Cannot lean against railing safely
- They need tightening especially in a climate like ours, could be a problem if people play/stand on them.
- Too often these become damaged and never fixed.... ends up looking like garbage when they are not maintained

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018



Like:

- There are opportunities to collaborate with local artists to design something that reflects the integrity of the 'hood.
- Allows opportunity for design and art
- Unique, characterful
- Allows for a local (community artist) to contribute to the Design of the station within their own community/neighbourhood
- Like idea of artist collaboration, better to coordinate with WA

Dislike

- It feels like it is trying too hard. Just hire quality landscape architects to make a pleasant space rather than trying to force art into areas where there are other experts that are better.
- Don't like this though, looks too offensive



Like:

- It adds more colour and character
- Industrial look – artist community
- Matches semi-industrial area
- Aesthetics
- Art and design opportunity
- Warm colour
- I think it fits the community well.
- The patina is a nice aesthetic

Dislike:

- It looks weathered and old, not in the rustic, vintage or charming way. Too much Calgary brown!
- Cannot lean against or touch
- The rusting steel looks great when first installed, but they get darker with time, and they stain everything around them. Unsuitable.
- Not suitable for these station locations
- Low permeability. Cuts off the space.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



26 Avenue S.E. Station Area Look and Feel – Portal Entrance



Like:

- Looks nice and open
- They are likely cheap.
- It feels more like it is just an extension of the space rather than a separate, blocked off area.

Dislike:

- Too low. Easy to jaywalk over. Dot could jump over easily. Very utilitarian.
- Dangerous for children and pets
- Too industrial feeling, boring, engineered, devoid of character.
- Concert jungle... ugly
- Too much a risk for breach of entry and safety to a person or animal.
- They are ugly and create a visual barrier / potential safety issue (no transparent sight line).
- Would like some trees or something to make the whole space more inviting.



Like:

- Attractive. Keeps people from J-walking & animals from risk of being hit.
- Dangerous for children and pets
- Too industrial feeling, boring, engineered, devoid of character.
- Concert jungle... ugly
- Too much a risk for breach of entry and safety to a person or animal.
- They are ugly and create a visual barrier / potential safety issue (no transparent sight line).
- Would like some trees or something to make the whole space more inviting.

Dislike:

- Looks penal
- It feels like it should only be used to surround long-term storage facilities. Too security focused.
- Concert jungle... ugly
- Plain iron work looks like bars on a jail cell. Too high.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



- Creates more of a barrier between the spaces. Too tall. Feels more for vehicle focused areas than pedestrian areas.



Like:

- Artistic, nice to look at
- It looks good
- Good compromise of 1 and 2
- Most character, looks less likely to impale/mane.
- Could be a design feature... add some natural elements to blend these into the area more seamlessly
- More interesting visually. Low profile seems more neighbourly.

Dislike:

- Rail too low. Might appeal to a person to sit on ledge which could cause a fall
- Too low. Too easily breached by people or animals.
- Feels like an unfriendly barrier. Reminds me of major roads like Crowchild Trail, not a pedestrian space

26 Avenue S.E. Station Area Look and Feel – Retaining Walls



Like:

- Enjoy the combination of natural elements in landscaping as it's pleasing to the eye
- Love more vegetation! When possible, low maintenance does not require extensive herbicides/pesticides, etc.
- Provides more greenery
- Natural elements
- I like that it uses natural forms.

Dislike:

- Horrible. Degrades quickly. Weeds become rampant and increase 311 calls for maintenance
- Collects garbage. Doesn't look good in winter.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



- Gabion walls must be constructed properly if used, the basket material here not sufficient, why is it rusting? Stone to be hand placed.



Like:

- Great for the height of this raised station
- Tiered walls are nice
- Consistent treatment, easy installation.
- This looks like it would have year round visual interest. Could be done with low maintenance plants.

Dislike:

- Looks to industrial, would be better if it had ivy growing. More natural.
- Again, prison-like.
- Terrible photo, there are better patterned concrete walls.
- Cold, creates a barrier



Like:

- Plants soften up concrete/harsh/sterile look and make it a more livable space
- Great for the height of this raised station
- The climbing plants (which could be on any of these walls) soften the wall.
- Look great in the summer
- Adds in natural element but planting need to be enough that the wall can be disguised in a short life span
- Plants soften up concrete/harsh/sterile look and make it a more livable space

Dislike:

- Doesn't look good in winter
- It would take a while for the plants to establish and create this look. In the meantime, just a plain concrete wall. Graffiti an issue here.
- Look shitty when it's not summer
- Maintenance of plant life and replanting won't happen

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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Like:

- Stepped retaining walls that are accessible public space
- Can be interesting if natural looking and well lit. Area will be really busy as near market, so opportunities for interaction with nature and seating near market.
- Ties in with new bridge
- Breaks up sections of concrete and incorporate greenery
- Fabulous!! Opportunity to encourage community gardening. Natural grown plants.
- Creates height

Dislike:

- It has an aesthetic which is now attributed to higher speed traffic corridors, doesn't suit Inglewood/Ramsay area.
- Concert jungle... ugly
- This is my least favourite option as it has no greenery and looks very cold and industrial.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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General Comments. Station Area Look and Feel – Pathway



Like:

- Beautiful, just don't use grass (lawn), inviting, warm & friendly
- It is beautiful. Let people enjoy walking on the street. Trees and other greens help that. Provide more native plants in the city and restore habitat.
- Open sight lines, green, no barriers



Dislike:

- Unusable for cyclists.
- Needs constant maintenance.
- Sucks in winter.
- No plants

General Comments. Station Area Look and Feel – Crosswalk Treatments



Like:

- It is beautiful. It is very welcoming and makes people feel safer. It enhances walking experience.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

General Comments. Station Area Look and Feel – Portal Entrance



Like:

- Less inviting for people trying to short cut, seems safer

General Comments. Station Area Look and Feel – Screening Walls



Like:

- Natural elements and it's not industrial

General Comments. Station Area Look and Feel – Retaining Walls



Like:

- Green, natural looking

Green Line LRT in My Community



What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018

Inglewood/Ramsay Station Safety and Security

- Lighting x17
- help phones x15
- security cameras x13
- Toilet facilities? Necessary but can they be made safe. x2
- Lights, Cameras, No closed in areas x 2
- Turnstiles to keep people without tickets out of stations to limit vagrants x2
- Open sight lines and lack of dark areas/corners
- The more activity you can add to these stations the better - they should be multi-use! - integrate other uses and people will go just to people watch, to grab something from a store, to pick-up something to eat, etc. The city has mentioned looking to Jan Gehl, but I don't see them utilizing his toolkits for creating places for people yet. I don't see plazas out front of the stations just leftover space.
- Security patrols during off hours
- Live presence of transit officers on a more frequent basis
- Enforcement of loitering laws
- Existing inner-city stations with indoor areas (Bridgeland, Westbrook, Sunalta) have a lot of scary people loitering at night. Less indoor spa
- Concerned about space that promote loitering
- I do, the stations for Inglewood/Ramsay and Crossroads don't have houses next to them - no eyes on the street. I wouldn't go at night alone.
- Lots of transient people in the neighborhood due to proximity to drop in center; need to make sure this isn't a place to hang out.
- Yes as the Ramsay station opens into our back yards it bring more to our community that might not be here to enjoy and share in the beauties
- Keep the spaces wide so that there is good visibility -- no dark corners or recessed areas for someone to lurk unseen.
- The current stations are pretty good already. More waiting shelters would be nice.
- Visibility to surroundings, open environment
- Not especially. I only do when the station is away from the street and surrounding community.
- Sometimes spaces have little fields-of-view, so pedestrians have less ability to see what's around them. Having larger, more open spaces promotes interpersonal safety, where pedestrians can see others more clearly and can help each other.
- Concerns about accidents if people stopping on 12 Street to drop off at station
- Safety a concern
- Safety/security a big concern but don't want station to look stark like a prison – art/music etc. welcoming
- Safety concerns about going in elevated stations people can hide in them
- Important to upgrade underpass in a meaningful way. Safe, secure wide sidewalks, bike lanes.
- Prevent crime in Ramsay by moving station entrances over to where the 'station head' is located on the map
- Paid entry – like Vancouver would make it a safer place to sit and enjoy

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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- Digital pay stations – tap card and go into the station
- Station only open to ticket holders
- Public area on Ramsay side, slated for plaza is tricky – Name one that isn't a place for people to pass out wasted
- Open as in no places where people could lurk or sleep-rough
- Need to be seen by passerby and see who is in there
- Open & visible (no hidden nooks & crannies)
- Open lines of site
- Well lit
- Good lighting
- Lights/Art!
- Bright, good lights from 9th to LRT station for walkers
- Lights but light pollution
- Security cameras that pan
- Yes, to security cameras
- Yes, to help phones
- Does pedestrian realm include park development if so needs lots of community consult we have a lot of young families here
- Places to sit while waiting
- Water fountains?
- Planting natural elements leading up to station
- Consider access issues for pedestrians/commuters with elevations at Inglewood/Ramsay
- Easy access/egress (i.e. no feeling of being trapped/isolated on platform) – access from both sides of 11 Street helps a lot!
- Cycling path along east side of Elbow is terrible at existing [Canadian Pacific Rail] CP underpass, is icy, dark, and blind corner; not a good place at night!
- Better lighting and security considerations for plaza area
- Don't 'harden' the site; metal fencing and so on that creates a prison-like compartmentalization will ultimately make it less open and secure

26 Avenue S.E. Station Safety and Security

- Lighting x8
- security cameras x5
- help phones x4
- Safe drop off for people from buses & cars x2
- Open sight lines and lack of dark areas/corners
- The more activity you can add to these stations the better - they should be multi-use! - integrate other uses and people will go just to people watch, to grab something from a store, to pick-up something to

Green Line LRT in My Community



What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

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eat, etc. The city has mentioned looking to Jan Gehl, but I don't see them utilizing his toolkits for creating places for people yet. I don't see plazas out front of the stations just leftover space.

- Security patrols during off hours
- Live presence of transit officers on a more frequent basis
- Enforcement of loitering laws
- Concerned about space that promote loitering
- I do, the stations for Inglewood/Ramsay and Crossroads don't have houses next to them - no eyes on the street. I wouldn't go at night alone.
- Lots of transient people in the neighborhood due to proximity to drop in center; need to make sure this isn't a place to hang out.
- Yes as the Ramsay station opens into our back yards it bring more to our community that might not be here to enjoy and share in the beauties
- Keep the spaces wide so that there is good visibility -- no dark corners or recessed areas for someone to lurk unseen.
- Not especially. I only do when the station is away from the street and surrounding community
- Is this station on hillside beside market? How to connect?
- From where I live (by the community center in Inglewood) walking or biking to the 26 Ave station is soooooo dangerous, how to make that a safer connection?
- Pedestrian and cyclist crossing over Blackfoot Trail!
- Good sidewalks for access to station from Ramsay is essential! Both on 11 Street and on Dartmouth 26 Ave
- Not at the station but improved pedestrian and cyclists' activity and access from Inglewood east of Blackfoot Trail – walk/bike along Blackfoot Trail and 26 Ave safely
- Only required space to prevent loitering, more eyes
- Shape of space – no blind spots and not blocks to separate you from other riders
- There have got to be studies and ways of focus grouping this for – women, trans, disabled
- 'Feeling safe' = textures, colours and materials and shales too, clean looking, human scale, etc.
- Bicycles should be safe, people need to know their person and property are safe
- Cameras are false sense of security
- Concern would be having too much open space like Anderson station
- Need to make people traveling alone more comfortable
- More frequent patrols
- I think people in the suburbs have a myth about downtown/public transit that it's 'unsafe' – how will you not only make sure it is safe but combat this myth?
- One issue is – if you are aiming for a 'friendly' 'hangout' place you will get street people hanging out which unfortunately fights against the unsafe myth – a paradox of [North American] NA cities is we don't hang out across \$ lines
 - See the Central Library Olympic Plaza



Green Line LRT in My Community

What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
April 2018

Safety and Security General Comments

- Safe lighting at transit plaza
- How do we avoid this becoming a drop-off route?
- Does the new BRT connect into the station?
- Can we talk about/acknowledge the CP at Grade Crossing?

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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Inglewood/Ramsay Community Experience

- Update the playground at Jefferies park to integrate with station x2
- Bike share stations at LRT stations x2
- Park space with seating that can support markets. E.g. Inglewood night markets, market collective, pop up farmers markets, etc.
- Connect events with Inglewood night market
- Fruit stand during peak hours makes produce more accessible to people not close to grocery stores with no cars to drive, promotes healthier eating
- Coffee, water, bread, smoothies, healthy snacks – no vending machines
- Food truck Fridays Summer
- Food trucks – events regularly
- Semi-permanent coffee shop – seasonal (like the East Village container square)
- Not sure how there can be room for food trucks, etc. when traffic is at such a pinch point and rail (CP) is an issue and there were 2 fatalities on 11 Street in recent years
- BUSKERS
- Inglewood music mile events
- Music/entertainment
- Utilities for public events
- Benches and tables
- Garbage receptacles at all stations
- Bike racks – a lot in the open
- Bike n ride lots of space to lock your own bike
- Bike racks because no parking
- Include bike lanes
- Open safe, secure well-lit approach to underpass with wide sidewalks, bike lanes, push walls back
- Open up, make it inviting, esthetically pleasing, use of stepped landscaping etc.
- Versatile space – open for all options
- Water, fountains, greenery, flowers, shrubs, etc. at all stations
- Lighting is important
- Wider sidewalks at underpass
- Safe interesting pedestrian underpass to access the Inglewood area
- Heated station
- Heat the station please
- Station should be called Ramsay Station
- Suggest naming the station 'Ramsay/Inglewood' because the station is in Ramsay
- Online to tap card to pay similar to paying CPA
- Smart card to access station
- Transitioning to a park for community kids but ensure safety of kids from riders
- Wi-Fi

Green Line LRT in My Community



What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

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- Escalators are nice to have to go up
- Well-lit and easy maintenance
- Reduce auto lanes
- Consider access issues for pedestrians/commuters with elevations at Inglewood/Ramsay
- Easy access/egress (i.e. no feeling of being trapped/isolated on platform) – access from both sides of 11 Street helps a lot!
- Cycling path along east side of Elbow is terrible at existing CP underpass, is icy, dark, and blind corner; not a good place at night!
- Better lighting and security considerations for plaza area
- Don't 'harden' the site; metal fencing and so on that creates a prison-like compartmentalization will ultimately make it less open and secure
- Larger plaza should be on south with major connectivity from the south
- Current larger plaza has poor connectivity to music mile
- Concerned about impact of larger plaza on adjacent residents
 - Make plaza smaller – don't try to make it usable for a festival/programming
- Integrate plaza with businesses in community
- Want to see small farmers market, park and play, art gallery/showing, hangout space
- Benches, gathering/meeting place, movable furniture – for coffee/lunch/connecting
- Flexible but permanent lighting. Can add lighting for events.
- Concern about people driving passengers through community to drop off at station
- Kiss and ride should be at 11 Street for dropping off passengers to take the train
- Concern about too many/large busses using community streets
- Want to have shuttle busses to connect people in community to get to station
- Want community to be involved in consultation regarding station design/refinement for Inglewood/Ramsay station
- Don't want to see Inglewood/Ramsay station to be 'old timey' style station
- No western, Victorian or stampede horse theme
- Want platform at stations to be fully built out
- Want Green Line to connect to South Campus Hospital ASAP
- Happy about plaza space and station integration with community
- Is there provision to drop 11 Street below CP tracks if traffic/trains make the area too busy?
- Preference to have business parking on 11 Street vs. bike path. If we have to choose want to keep parking and move bike path.
- Concerned about minimizing with all 11 Street so much that transport/delivery trucks can't get access
- Want parking on both sides of 11 Street. This would also allow more width for driving lanes in each direction
- Want bike path under LRT in Inglewood/Ramsay
- Large plaza space is in very shady area

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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- Want more discussion about how plaza and station will be programmed
- Incorporate local artists in programming space. E.g. artist studios/art exhibition space
- Poor use of single family homes near station
- Happy with what City/CMLL have come up with the station design
- Give architect full reigns to make station design extraordinary – trust designer
- Like mix of modern and old architecture
- Doesn't CP require a solid concrete barrier between their [Right of Way] ROW and the Green Line in Ramsay? Concerned about probable concrete solid barrier.
- Need to mitigate graffiti tagging on the concrete wall. Art work on the concrete wall will help mitigate this tagging
- Prefer to take on historical Ramsay station concept. Suggestion: historical train station look and feel
- Brutalist look is an insult to the historical look of our neighbourhood (12 Street SE facing south)
- Be mindful of sun in winter. White root glass is not going to cut it. Traffic hazard.
- What about making the Inglewood/Ramsay station historic, rather than modern? Brick and steel? Just an idea.
- Let's celebrate the history of these old neighbourhoods. Instead of modern designs, by using more classic design and materials.
- A bright indoor event space could be fun. Could be part of an art walk or a yoga class, etc.
- Event space – would use a transit plaza if there's something happening
- Music performances have local businesses (Blues Co.) perform
- Fringe festival event tents
- National busker's festival
- Beer festival
- Coffee shops – purchase coffee at stations – one less stop on your commute
- 8 St closure will make traffic flow difficult in/out of community – emergency access/traffic
- 17 Street is closed off – can't it be opened up; CP block as traffic circle and at 21 Street
- Trees/greenery
- Tree canopy
- Seating
- Agreed! Bike lockers, bike sharing, bike racks
- Bike share and infrastructure to support people want to ride their bike

26 Avenue S.E. Community Experience

- Bike share station at LRT Station
- Variety of seating areas as near market
- Rename it the Ramsay/26 Ave SE Station
- Food and drink market stalls that provide service in the station and encourage visiting the market nearby

Green Line LRT in My Community



What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

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- Places for pop-up stores
- Coffee vending machines (or a spot to rent so someone could put on there)
- High-density mixed use urban hub. Slope adaptive development. Deck Park over Blackfoot Trail.
- Pedestrians/cycling connectivity over Blackfoot Trail at 26 Ave SE Station – possible pedestrian bridge over Blackfoot Trail
- Multi Station Festival activities to bring the whole route together as one community
- Mexico City has something called the Saturday Bazaar where each week, weather permitting artists fill public spaces to sell their work. Could be a neat thing to promote on 26 Ave.
- Ability for farmer's market space in 25 Ave station. Ties in with Crossroads

Community Experience General Comments

- Wi-Fi, travel info, a cafe
- Bike racks, recycling and garbage, real time transit, ATM's,
- Yes to the Fountains, Play structures / swings/ hammocks, Escalator that allows for bikes/strollers.
- Bike racks for sure. Real time travel information as well.
- Rentable bike system, no park 'n' ride station as this community does not have room for it
- Yes to heat and real-time travel info! Wi-Fi would be welcome if it was partnered with Shaw that already has Wi-Fi throughout the city.
- All of the suggested items plus more (fully enclosed) shelters that actually block the wind
- A cafe, TOD.
- Open and bright spaces. Should have art and design elements. Provide opportunity for businesses. Pop up space. Clean and versatile.
- Include rentable office/retail space - flower shop, bakery, hair dresser/dentist/optometrist/etc. in the station. Benches, fountains, plants
- Village square feel with interesting seating and different levels. Mixture of natural artificial. Can't be just a windswept open plain.
- Make the design open and allow for lots of visibility which doesn't allow for people to hide in corners. Neighbourhood
- Ample seating (if possible, something more comfortable than a metal bench). Coffee shop or newspaper stand.
- Please minimize the Inglewood/Ramsay plaza - it's a residential area. Make the Crossroads station a bustling plaza for noise and gatherings.
- Have shops and stores immediately around the station. Put the parking lot somewhere else out of the way (or just don't have any!)
- heated shelter, real-time traveler information, escalators, comfortable benches
- Bike racks, heated shelters, public art, nearby amenities to create community around station (i.e. coffee shop, dry cleaner, bike shop), real-time travel info.
- Bike Parking (maybe even some covered areas for winter biking), heated shelters and real-time updates are all good ones. Don't need much else besides that.
- Bike racks, heated shelters, real-time traveler information, waste bins for garbage, recycling, and compost, open benches.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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- Wi-Fi, heated shelters, real-time traveler information, neighbourhood maps with points of interest
- minimize blind spots, a coffee shop, bathrooms, public art - because these things will humanize the spaces
- Plaza space with levels/texture. Multiple sight-lines. Trees/natural landscaping. Amenities. Shelters from inclement weather.
- Have quality public space and allow the station platform and surrounding area blend together. Strong connections with the surrounding community and integrating the two together are key.
- Large and open spaces and public art.
- Open inviting well-lit areas with trees, Wi-Fi
- Safe lighting at transit plaza
- How do we avoid this becoming a drop-off route?
- Does the new [Bus Rapid Transit] BRT connect into the station?
- Can we talk about/acknowledge the CP at Grade Crossing?
- Lighting as a way to direct user's focal point
- Secure bike lockers/bike storage
- Bike sharing facilities
- Washrooms at transit stations

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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Comment Form Summary

Note: (feedback from the Fort Calgary open house comment form below could include comments made by participants from Highfield and 4 Street S.E station areas)

About Green Line in my community

1. Do you have any additional feedback you would like to share about the station design?
 - It looks really modern and nice
 - The approach to the underpass and the underpass itself needs to be better for pedestrians – wide sidewalks – push back retaining walls, include bike lanes or multiuse paths. Include art in every aspect of the structure.
 - Will you actually use it? The city did not listen to use regarding the bridge.
 - Timeless designs please
 - Contextually appropriate materials (glass at 4 Street, brick in Inglewood/Ramsay, rustic metal at Highfield)
 - Can each station have a unique element? Connection to station/tourist appeal. Maybe kid friendly stuff too?
 - It would be nice if the station fit in with the architecture in Ramsay
 - We need to be aware of the visual impact – Ramsay was concerned about that early on with an elevated station
 - What about the cool pedestrian views down 11 Street from the station? The large wall removes that.
 - It needs to feel like a connecting point for Ramsay and Inglewood.
 - Ramsay is the oldest neighbourhood in Calgary and Ramsay station should have a tie to the past, instead only the flying nun will be visible against 100-year-old homes.
 - No, nod to history at all. Inglewood is the original downtown Calgary and Ramsay is the 1st sub-division and we get a white hankie? I've heard it's too late for design – There is no historical look/feel to this. I've heard it's meant to be consistent to rest of Green Line? West LRT stations are all unique so um...no.
 - Heated
 - Easy access, low floors
 - Well marked crosswalks for pedestrians adjacent to station. Clean, simple design.
 - Screening wall is nice – incorporating aesthetically pleasing lighting to increase safety and bring more aesthetic to this industrial looking part of community.
 - Ramsay & Inglewood are some of the oldest communities in Calgary with lots of heritage & character. The shiny while swoop doesn't seem to fit in with the community character
 - Not a fan of Sturgess designs. How was contract awarded for stations? Best practices followed?
 - We need to see the actual station design to be able to fairly provide feedback. We cannot provide informed feedback at this time.
 - Inglewood/Ramsay: glad to get both sides of 11th have access, sidewalk connections; disappointed that pedestrian overpass not part of base design over CP tracks to better join Ramsay/Inglewood
 - Function over form. Keep it easy to use.
 - Where is station design? This is 'prelim'. What I see does not fit historic areas.
 - Do a markup drawing that shows possible windows in station at Ramsay/Inglewood

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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2. Do you have any additional feedback you would like to share about station area look and feel?
 - A more rustic/older looking building design would be nice
 - There should be a nod to our heritage.
 - Needs to be clear and well maintained and well lit. I like contemporary look.
 - Lines of sight, bright lights, avoiding opaque materials please.
 - Lots of lighting, tables and benches.
 - Open bright and inviting!
 - Clear sight lines
 - Find alternative measures to dissuade loitering other than hostile design (spikes)
 - Ensure increased accessibility for non-car transport to/from station especially in 16 Ave and Highfield. I live in Inglewood, east of Blackfoot Trail and walking to 26 Ave is unpleasant along Blackfoot Trail! But the view of the train tracks is cool!
 - Upgrade the park (Jeffries) to be welcoming to families
 - We need to see 3D visualizations of this to help fully form an opinion. Specially to understand the grade changes, this is a complex site.
 - Well lit
 - Visible for aesthetics and safety
 - Fast access to emergency calls/buttons; buttons/phones access for emergencies
 - AEP access
 - Increased pedestrian friendly access with open, well-lit aesthetic appeal
 - Character
 - Materials that fit heritage context
 - We need to see the actual station design to be able to fairly provide feedback. We cannot provide informed feedback at this time.
 - Need to keep them open-access; 'hardening' picket-style metal fences, etc. Tend to create barriers rather than free flowing into community
 - Function over form. Keep it easy to use.
 - More colour

3. Do you have any additional feedback you would like to share about community experience?
 - Safe and beautiful
 - Food, shops and other facilities to encourage round the clock use and eyes on the street/plaza
 - Food trucks
 - Pedestrian and cyclist – oriented and connected
 - Love that this is being discussed! Accessibility for cyclists, limited mobility, children → put in simple and small play spaces! Pet owners, etc. to make more inclusive. E.g. 1 slide or interactive art piece or small nature play area.
 - Upgrade the park
 - Station name should be Ramsay/Inglewood as it is located in Ramsay
 - When did the name change to Inglewood/Ramsay? This has always been Ramsay's station. Some respect for our community would be appreciated. Ramsay/Inglewood Station.
 - The experience is shocking.

Green Line LRT in My Community



What we heard report
Above Grade Stations
Inglewood/Ramsay and 26 Ave S.E.
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- No platform, remove from West side of 11 Street
 - Street furnishings don't look or feel like they fit into community. Materiality & look aren't right for RAMSAY.
 - Preserve enough open plaza space (particularly Ramsay/Inglewood) to use for Fringe Fest, festivals, etc.
 - Make bicycle connections work, with racks
 - Making stations more of a community hub by involving vendors to streamline commutes
 - Why has station name changed from Ramsay/Inglewood to Inglewood/Ramsay, when station is in Ramsay?
 - In viewing maps of station of 10 Ave near 4 St it appears that 2 have community open space which should add to a pleasing outdoor ambience
4. Do you have any additional feedback you would like to share about safety and security?
- A more open area would be nice
 - Must be of utmost importance
 - Cameras don't deter unwanted activity, people do
 - Cameras
 - Encourage developments around new stations to be mixed-use, mixed-income, mixed-times, and a little mixed up
 - No dark tunnels or pathways
 - Are we using CPTED? How? What are the current plans for safety and security? We already have community crime issues.
 - Consider that bike commuters will have many potential collision points between 4 Street Station and the bike lanes on 9 Avenue and 12 Avenue.
 - The platform plan changed. This was never on any previous info. Was supposed to be across the street on East side of 11 Street. Put it back. Lots of research indicates crime increases within 1-2 blocks of transit station. Now we have crime noise lights and 10.5% in property taxes. (+more to come to pay for Olympics...not acceptable!)
 - Not too much light to annoy surrounding single-family houses
 - We need to understand how the station is intended to function to be able to provide feedback – pedestrian circulation/traffic circulation – community connections
 - Compared to other cities, Calgary feels very safe
 - Location at bottom of Jefferies Park (Historic) for plaza area presents visibility issues. Its not visible from 10 St. due to a drop-in grade, and its' not visible from 11 St. due to an increase in grade. Concerns for crime. Also, do NOT want plaza area in Ramsay – no space there to accommodate food trucks etc. Return it fully to East side of 11 St.
 - I would just like to affirm that Good Lighting and open space, with a minimum of large art pieces, will both enhance safety at night. Looking forward to improved access to these additional areas of Calgary which currently require a car.

Green Line LRT in My Community

What we heard report

Above Grade Stations

Inglewood/Ramsay and 26 Ave S.E.

April 2018



About the session

1. How satisfied are you with today's session?

| | Satisfied | Somewhat Satisfied | Somewhat Dissatisfied | Dissatisfied | Not Applicable |
|-------------------------------------|-----------|--------------------|-----------------------|--------------|----------------|
| • Clarity of information provided | 6 | 3 | 1 | 3 | 0 |
| • Format of today's session | 6 | 3 | 1 | 3 | 0 |
| • Opportunity to provide my input | 8 | 0 | 3 | 4 | 0 |
| • Opportunity to hear others' input | 8 | 2 | 0 | 4 | 0 |
| • Session location | 6 | 0 | 3 | 5 | 1 |
| • Session time | 10 | 2 | 0 | 1 | 0 |

Comments:

- Session location: Ramsay's station, Ramsay's Open House
- Re: Clarification of information provided: Very preliminary, generic info provided; still need more specifics at each site
- Re: Opportunity to provide my input: It's open house – not engagement
- Re: Opportunity to hear others' input: Was there any?
- Re: Session Location: Not in community

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

- Great!
- No, everyone was very helpful
- Have session in Ramsay Community Hall
- We need 3-0 to understand this station should be in our (Ramsay) community. Not really asking for design input on the station – just the superficial 'aesthetic' stuff. We need to understand our connections/access to the station/Inglewood
- Have it in Ramsay
- For 4 Street in particular, it would be good to have a session with some of the drop-in centre clients who are also residents/transit customers
- Andrea and Brian are awesome! Thanks!
- No input on lack design – design not relevant to historical neighbourhoods
- It is great that the Calgary project team engages the community. I would have liked a session on the overall status of the project, beyond the look and feel design
- Big race going on at Fort Calgary. Impossible to find parking. Very FRUSTERATING & difficult to come to the session today. Ramsay Community Centre or something would be much better location.

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- Information very unclear. Hard to tell where/what station the renderings were for. Luckily, architect was here to provide clarification. Based on graphics alone it was very unclear to interpret the info.
 - Format isn't working. No one is using card comment thing. Very confusing.
 - I will send a follow up email to the engagement team.
 - Lots of staff with good knowledge of project; much appreciated.
 - Volunteers were very helpful
 - Where is the station design? The prelim look & feel does NOT fit the historic areas at all
3. Which community are you from?
- Ramsay x6
 - Inglewood x3
 - Copperfield
 - East Village
 - Eau Claire
 - Sunnyside
 - Bridgeland