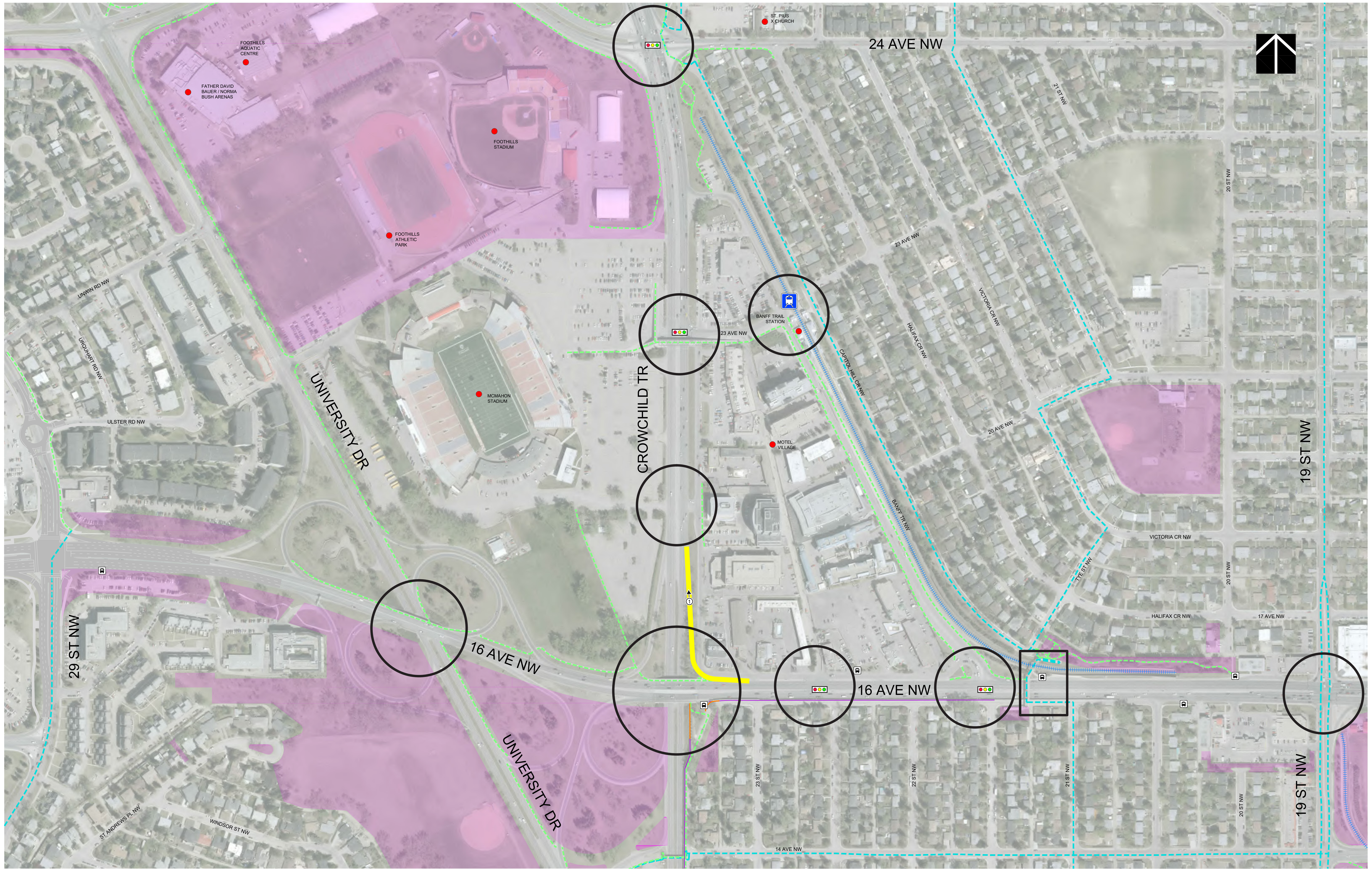


Crowchild Trail Upgrades

Related Projects

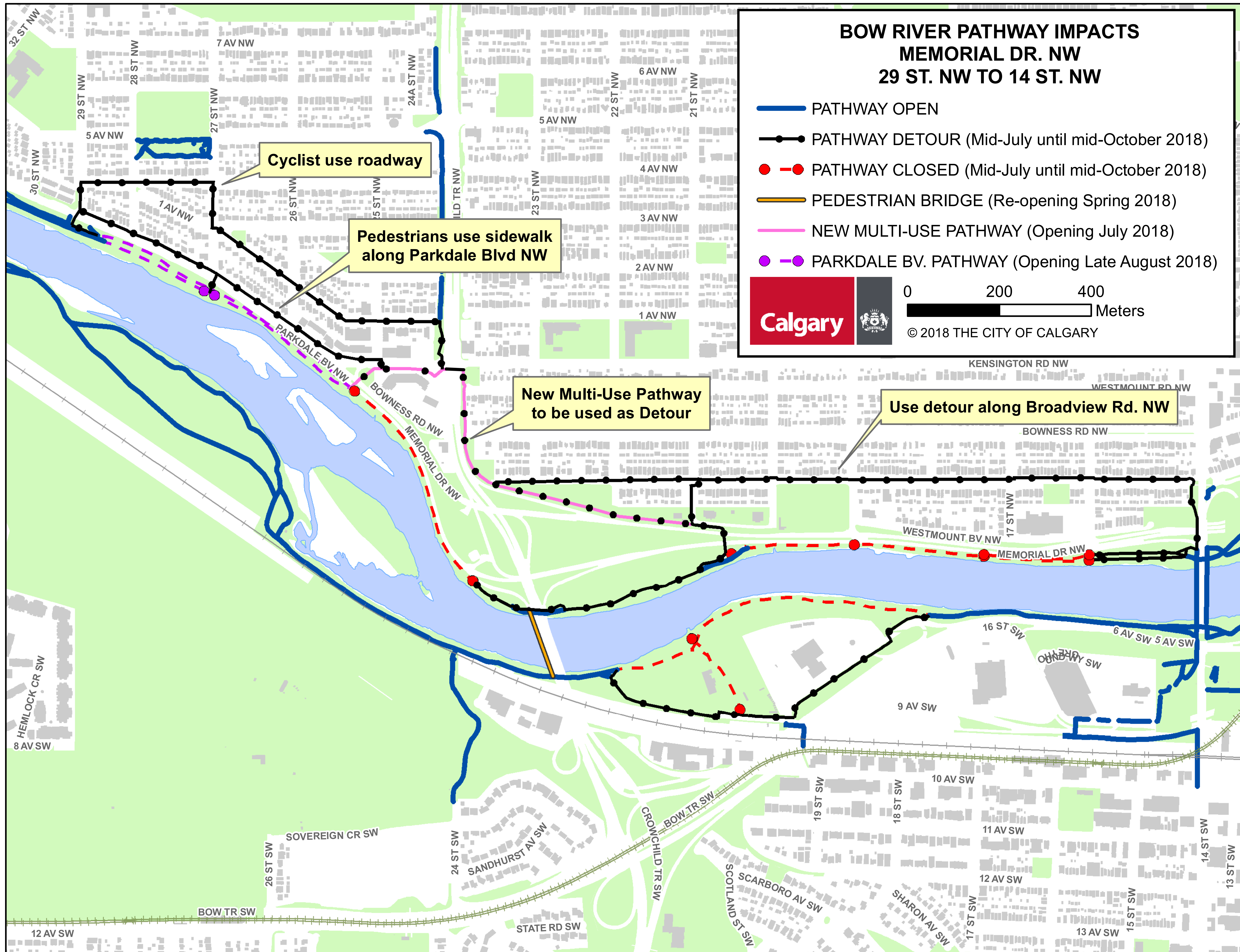
16 Avenue N.W. and Crowchild Trail (Q4 2018 - Q4 2019)



Legend	✕ Road closures	--- Existing pathway / sidewalk	--- Proposed pathway / sidewalk	--- City owned property	○ Intersection under review
--- Proposed road	③ Lane count / direction	--- Existing pedestrian bridge	--- Proposed pedestrian bridge	● Community places of interest	□ Pedestrian bridge under review
--- Existing road	🚦 Traffic signal	--- Existing on street bike route	--- Proposed bike route	🚊 Existing LRT	
--- Proposed bridge	--- Retaining wall	--- Existing noise wall	--- Proposed noise wall	🚏 Transit stop	



Pathway Detours



17 Avenue S.W. - What We've Heard

These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.

OUTCOMES

1. Development of vacant sites

Vacant sites could be developed with mid rise mixed use buildings providing an active and interesting street experience.



2. Retain character

Should retain and enhance the character of the area and protect any historic resources.



3. Tecumseh site - potential for development

Potential to infill or redevelop Tecumseh into residential and local commercial site.



OPPORTUNITIES

- Increase density to take advantage of LRT and support commercial activities at Westbrook
- Higher density around 17 Ave near Westbrook LRT station - allow more residents to take advantage of train and restaurants & amenities
- Need better mass transit
- We need more trees, or better maintenance of what we have. Wider side walks with greenery set in them would be nice
- Encourage mix of residential and small local commercial multi-use!
- Park space near Edworthy Park should be better connected pedestrian-wise
- Boulevard up the middle with trees - make it look more like Memorial Dr
- Box stores on upper level keeps street level more vibrant - e.g. The location of Best Buy works well
- Boutique, walk up shop, mall store
- Coordinated commercial revitalization strategy
- Transformation of tired, single storey retail incentives needed
- Move Tecumseh Naval Museum and use the space for possible retail 17 Ave at 24 St

ISSUES

- More Public Art
- Beautify the whole street - murals, trees
- Biking along 17th Ave is scary
- Safety issues with walking in dark Walmart parking lot in Westbrook Shopping Mall
- This intersection difficult for pedestrians (17 Ave and 35 St)
- Crowchild merge land unsafe because of densification
- Narrow pedestrian realm
- Entire 2 block deep strip between 17 Ave and Bow Trail should be zoned high density
- No social space
- Busy commuter road - 17 Ave
- Traffic calming, need to keep speed down
- Flankage zoning for medium density permitted

These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.



OUTCOMES

1. Maintain sense of community

Retain the comfortable feel of neighbourhood.



2. Local commercial services and businesses

Easy access to commercial services you need for daily life within the neighbourhood: groceries, hardware, pharmacy, gardening, a variety of restaurants.



3. More green and open space

Increase the amount of green space and enhance existing open spaces.



OPPORTUNITIES

- Consider the heritage of the housing, lovely
- Keep the residential character
- More pedestrian safe crossings
- Redevelopment of Richmond Road Diagnostic Centre
- Pocket parks
- Central location easy to get anywhere in the city; development will clean up some of the unused land along 17 Ave near Crowchild Tr
- Buildings must be 4 storeys or less! Otherwise not pedestrian friendly
- Well served by transit
- Widen sidewalks, narrow lanes

ISSUES

- Narrow sidewalks and not enough trees throughout
- Poor lighting at night
- Not enough crosswalks
- No sidewalk from 17 Ave across Crowchild Tr
- Isolated bus stop, island in a sea of road
- Unsafe intersection 17 Ave and 15 St
- Poor Visibility of pedestrians
- Green spaces - community garden - downhill
- Left hand turn signal from 24 St onto westbound 17 Ave
- Loading space on 17 Ave for Richmond Road Diagnostic Centre is undesirable

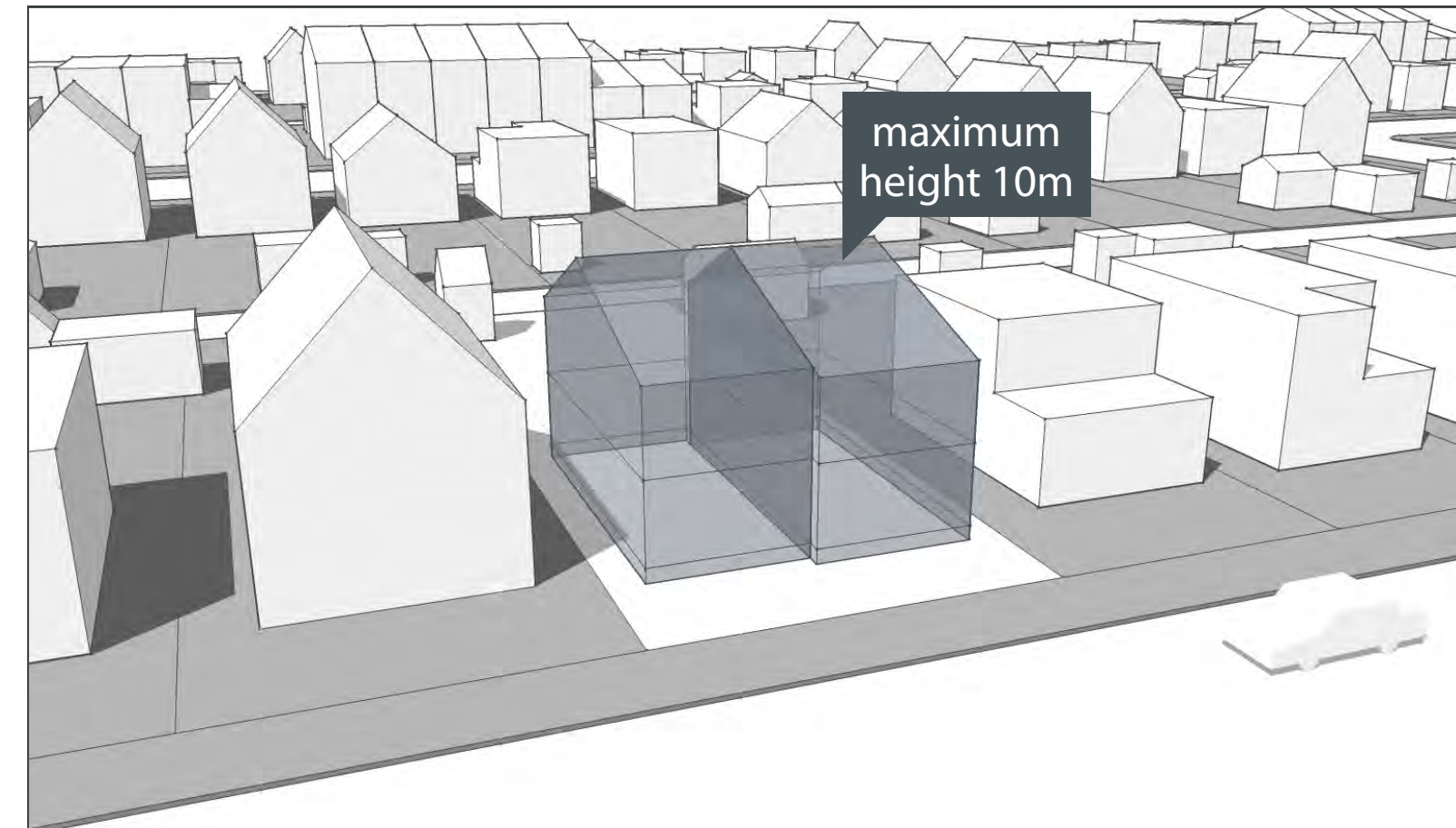
17 Avenue S.W. - Zoning

Shaganappi, Killarney/Glengarry, Richmond and Scarboro-Sunalta West

17 Avenue SW from 37 Street to Crowchild Trail SW, has land use planning policies provided by several plans (Killarney/Glengarry Area Redevelopment Plan (1986), Richmond Area Redevelopment Plan (1986) and West LRT Land Use Study (2009). These plans do provide land use policies that support the Municipal Development Plan goals of a mixed use street along 17 Avenue SW.

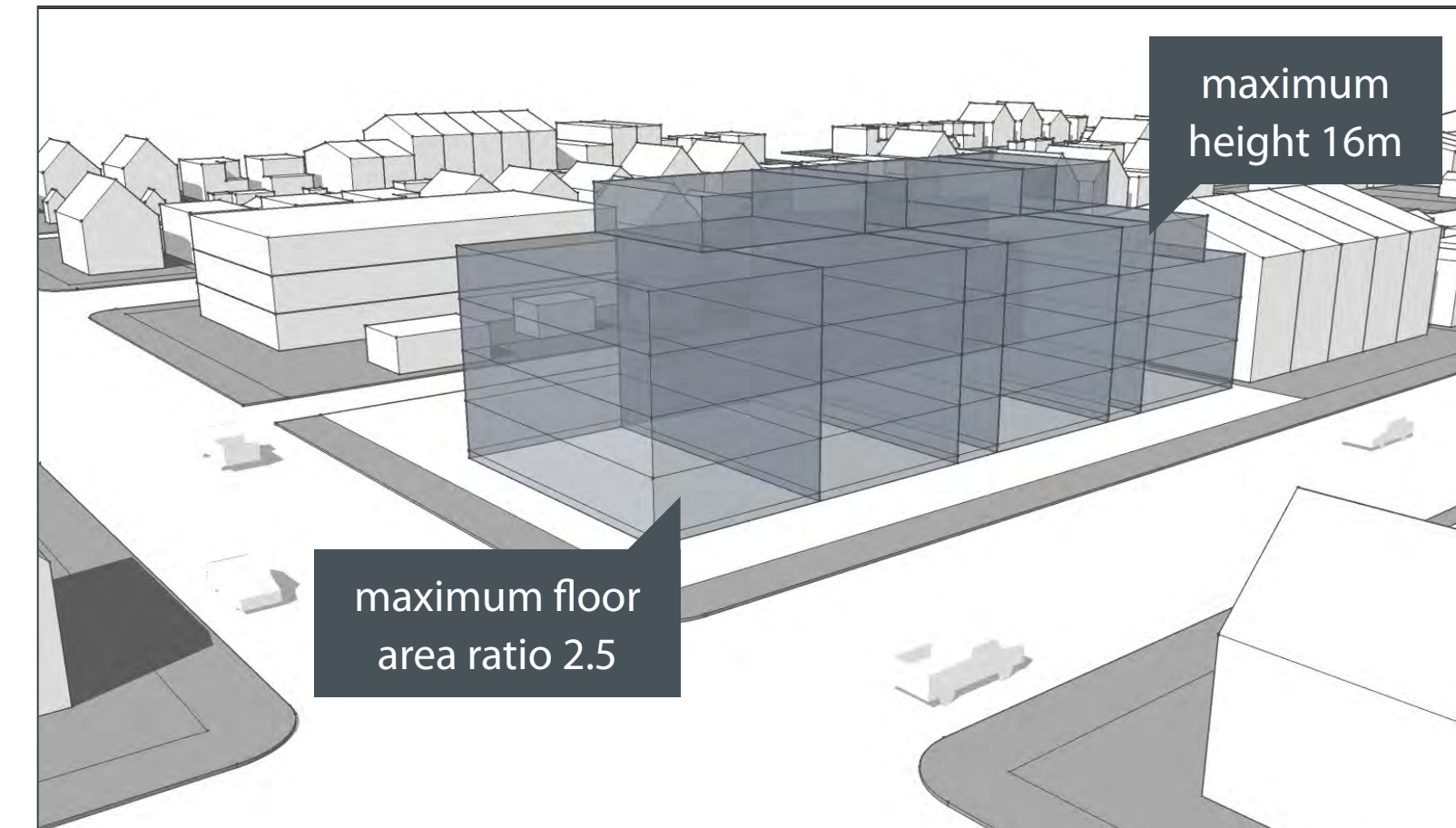
APPROVED Land Use (Zoning)

When 17 Avenue SW main street users provided input about the future of this area, they shared that they would like to see vacant and large sites redeveloped to add to the local populations and provide an active and interesting street experience. Rezoning could allow for more mixed use and apartment development along 17 Avenue SW and new housing options such as row- or townhouses, in addition to existing single- and semi-detached homes, in the existing adjacent low density areas. In the of Fall of 2016, local residents provided detailed feedback at public input sessions on a proposed land use framework to meet this growth potential. These comments were considered when refining this proposal.



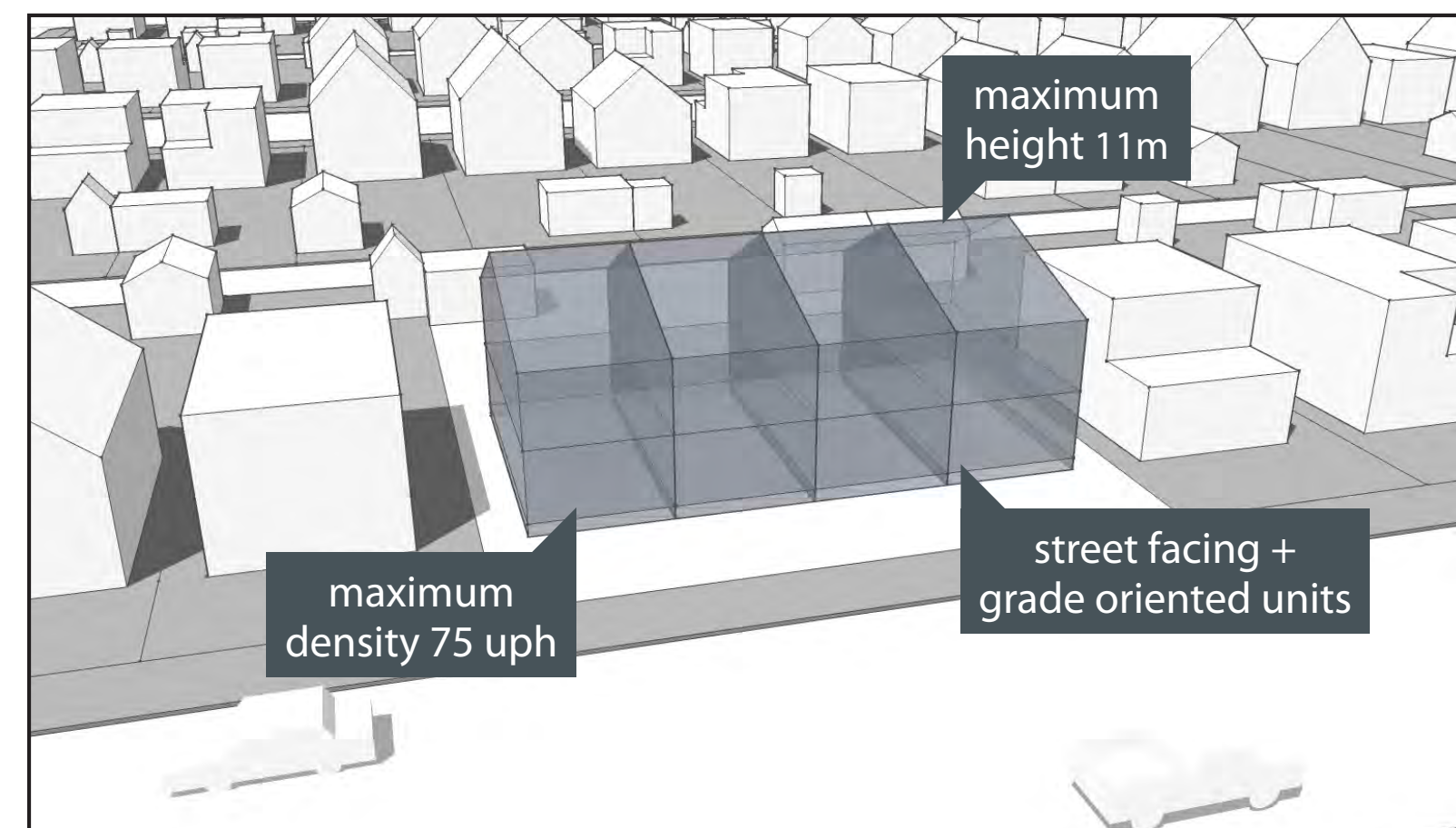
R-C2 Residential - Contextual One / Two Dwelling District

R-C2 is a low density residential designation that is primarily for single detached, duplex and semi-detached dwellings. The district contains many rules that are sensitive, or contextual, to the surrounding scale, requiring lower heights and larger setbacks, for permitted use buildings, when adjacent to lower scale buildings.



M-C2 Residential - Grade-Oriented Infill District

M-C2 is a multi-residential designation in the developed area of the city that is primarily for low rise apartment buildings (4 - 5 storeys) or townhouses. The district contains many rules that are sensitive, or contextual, to the surrounding scale, requiring lower heights and larger setbacks when adjacent to low scale buildings. Maximum density based on building area (2.5 Floor Area Ratio) which typically allows an average 50 foot (15 metre) wide parcel to have about 12 - 16 units.



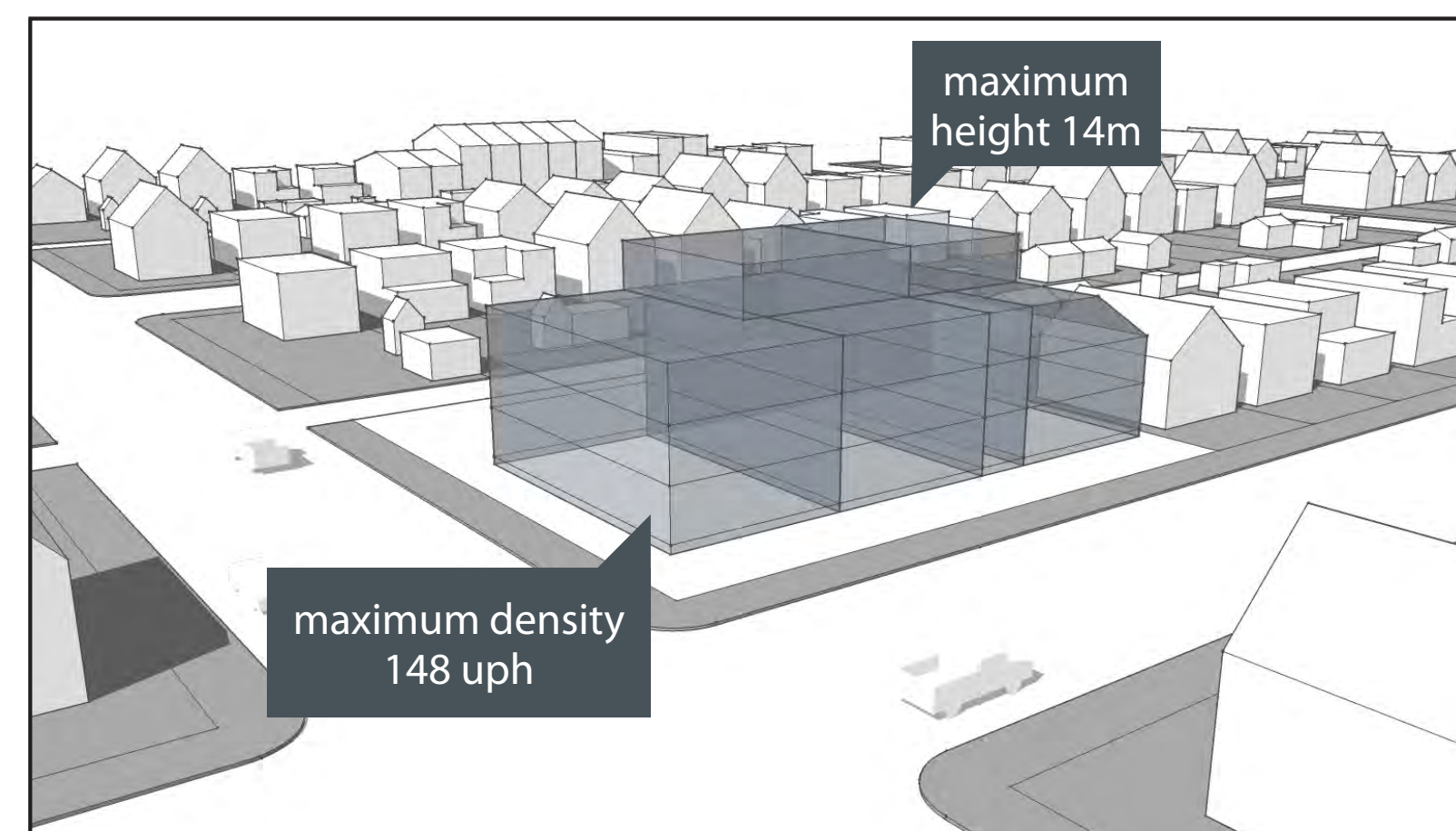
R-CG Residential - Grade-Oriented Infill District

R-CG is a low density residential designation that is primarily for rowhouses that face a street with a front door. Does also allow single detached and side by side and duplex homes. Only slightly larger buildings then allowed by the R-C2 district. Maximum density is 75 units per hectare (uph) which typically allows an average 50 foot (15 metre) wide parcel to have 3 units, 4 units could be developed on a corner site with two street frontages.



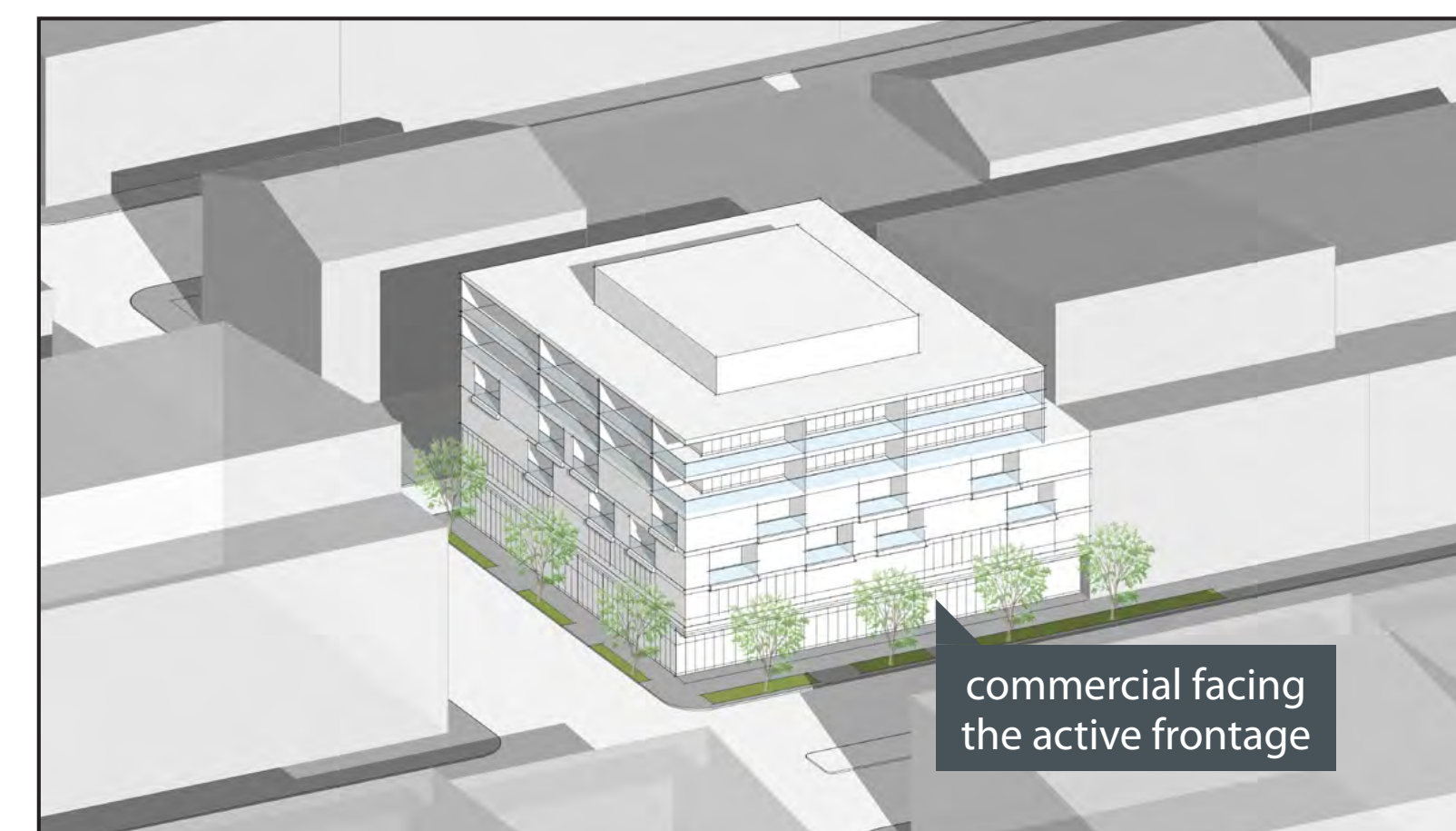
MU-1 General Mixed Use District

MU-1 is a new district recently approved by Council. It was developed to support growth in key areas like Main Streets. Characterized by street-oriented building design in mid-rise buildings typically between four and six storeys in height requiring a transition to lower scale residential uses on adjacent parcels through building location, building massing and landscaping. Main floor can be commercial or residential.



M-C1 Multi-Residential - Contextual Low Profile District

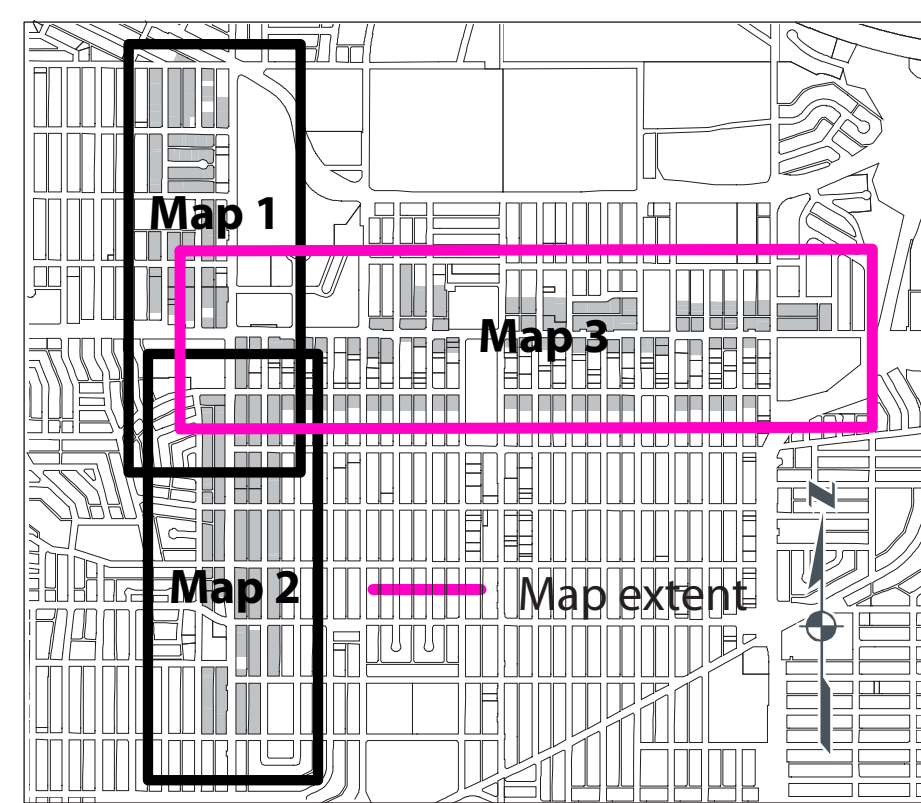
M-C1 is a multi-residential designation in the developed area of the city that is primarily for low rise apartment buildings (3 - 4 storeys) or townhouses. The district contains many rules that are sensitive, or contextual, to the surrounding scale, requiring lower heights and larger setbacks when adjacent to low scale buildings. Maximum density is 148 units per hectare (uph) which typically allows an average 50 foot (15 metre) wide parcel to have 8 units.



MU-2 Active Frontage Mixed Use District

MU-2 is a new district recently approved by Council. It was developed to support growth in key areas like Main Streets. Characterized by street-oriented building design in mid-rise buildings typically between four and six storeys in height requiring a transition to lower scale residential uses on adjacent parcels through building location, building massing and landscaping. Main floor must be commercial uses.

Map 3



LEGEND

- Land Use District Boundary
- Parcels to be Redesignated
- Ownership Parcels
- 37 St SW / 17 Av SW Main Streets Boundary

Proposed Land Use Designations

- Residential - Contextual One / Two Dwelling District R-C2 (2 to 3 storeys, 10 metre maximum)
- Residential Grade-Oriented Infill District R-CG (2 to 3 storeys, 11 metre maximum)
- Multi Residential Contextual Low Profile District M-C1 (3 to 4 storeys, 14 metre maximum)
- Multi-Residential Contextual Medium Profile District M-C2 (3 to 5 storeys, 16 metre maximum)

- Mixed Use General District MU-1 f3 h16 (3 to 4 storeys, 16 metre maximum)
- Mixed Use General District MU-1 f4.5 h22 (5 to 6 storeys, 22 metre maximum)
- Mixed Use General District MU-1 f4.5 h23 (5 to 6 storeys, 23 metre maximum)

- Mixed Use-Active Frontage District MU-2 f4.5 h22 (5 to 6 storeys, 22 metre maximum)
- Mixed Use-Active Frontage District MU-2 f5.0 h26 (7 to 8 Storeys, 26 metre maximum)
- Mixed Use-Active Frontage District MU-2 f3.0 h46 (14 to 15 Storeys, 46 metre maximum)

(f = Floor Area Ratio; limits density allowed on site)
(h = Height; maximum allowed building height in metres)

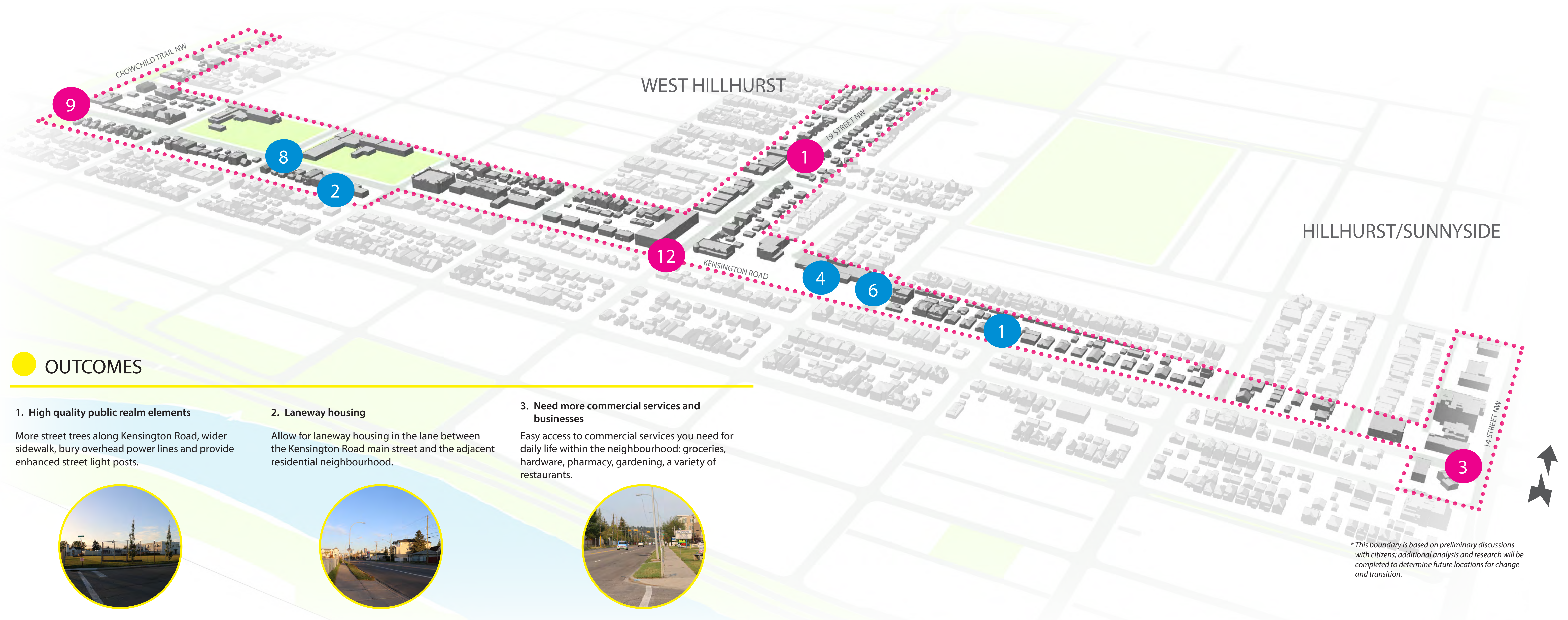
Approved Land Use (Zoning)



This land use was approved by Council May 8, 2017.

Kensington Road - What We've Heard

These comments were compiled from the Main Streets public engagement activities which took place from November 2014 through May 2015. The top issues, opportunities and outcomes were ranked in order of consensus and ratings from citizens. The dotted line on the map indicates the potential area to be considered for change as described by citizens (for example, potential areas for mixed use development). This input will be analyzed to inform the planning strategy for each main street.



OUTCOMES

- 1. High quality public realm elements**
More street trees along Kensington Road, wider sidewalk, bury overhead power lines and provide enhanced street light posts.
- 2. Laneway housing**
Allow for laneway housing in the lane between the Kensington Road main street and the adjacent residential neighbourhood.
- 3. Need more commercial services and businesses**
Easy access to commercial services you need for daily life within the neighbourhood: groceries, hardware, pharmacy, gardening, a variety of restaurants.



OPPORTUNITIES

- Enhance streetscape/pedestrian environment through redevelopment of north side
- Live-work on both sides of Kensington Rd
- Small cohesive commercial areas - yoga, coffee shops, restaurants
- Have good engagement with Truman redevelopment at Legion
- Make people/pedestrian-friendly
- Kensington Legion - opportunity for senior-assisted living facility
- Urban design treatment along the Main Street
- School site redevelopment - 21st to 23rd St - West School Site
- Remove old driveway ramps from sidewalks
- Anchors, cafes, restaurant and pubs
- Small scale grocery store
- Smaller commercial/retail outlets

ISSUES

- Include 19 St as part of the "Main Street Corridor"
- Poor pedestrian experience along Kensington from 14 St to Crowchild Tr
- Bike connectivity to and across 14 St, bike paths, underpass
- Sidewalks south side poorly maintained - Kensington Rd.
- Don't want to increase automotive traffic on Kensington Rd
- Building height restricted to no higher than 4 storeys
- Not enough local commercial nodes on Kensington Rd
- Discourage through-traffic
- Traffic congestion on Kensington Rd, waiting to access Crowchild Tr
- Not enough landscaping due to hard driveway along Westmount Blvd
- Too much hard surface in driveways facing Westmount Rd today
- Kensington Rd and 19 St intersection lacks gateway feel to village Main Street

*This boundary is based on preliminary discussions with citizens; additional analysis and research will be completed to determine future locations for change and transition.