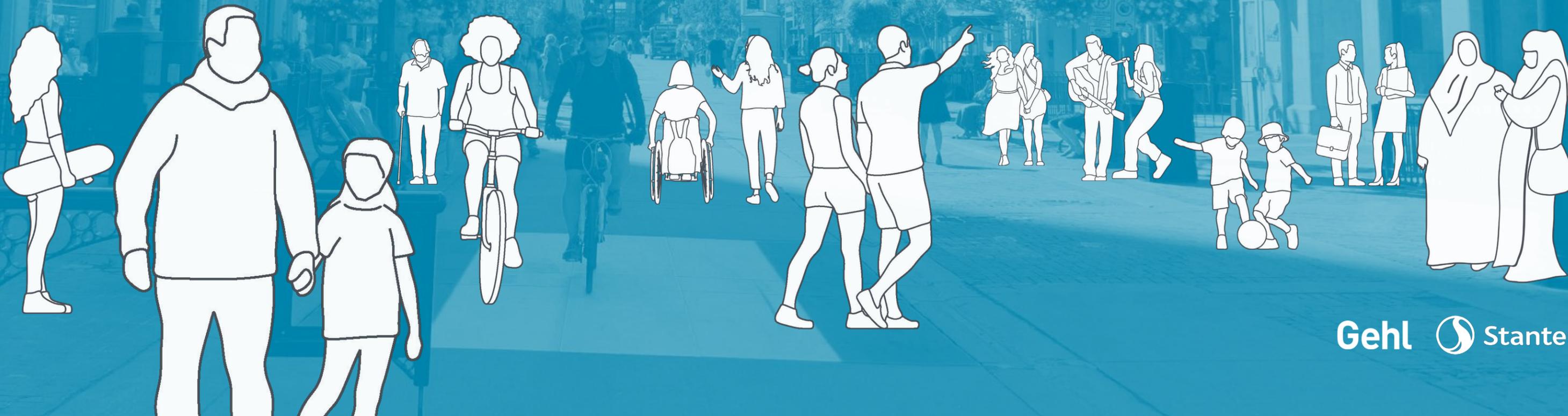
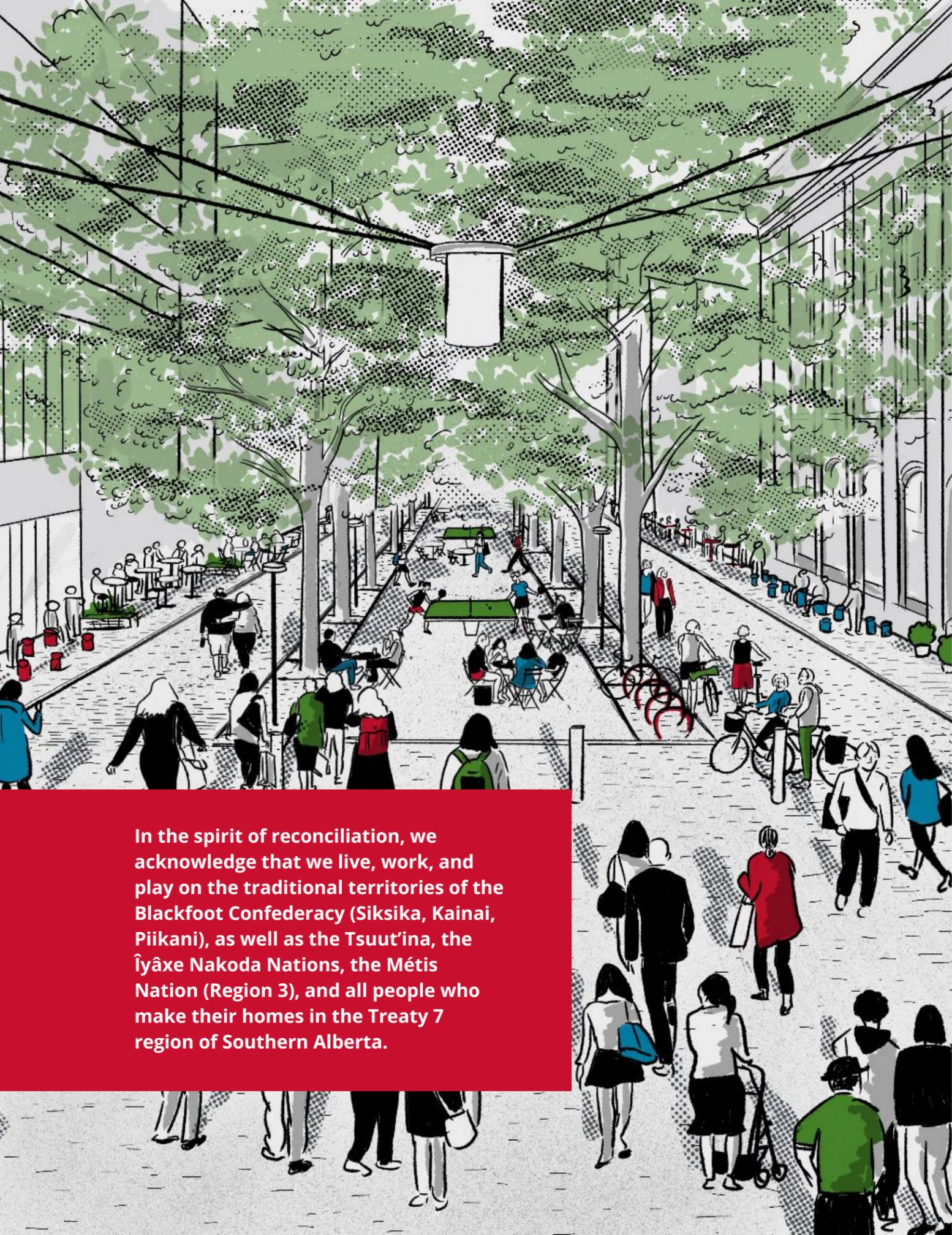


Calgary



Stephen Avenue Streetscape Master Plan





In the spirit of reconciliation, we acknowledge that we live, work, and play on the traditional territories of the Blackfoot Confederacy (Siksika, Kainai, Piikani), as well as the Tsuut'ina, the Îyâxe Nakoda Nations, the Métis Nation (Region 3), and all people who make their homes in the Treaty 7 region of Southern Alberta.

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Executive Summary

We are embarking on an exciting journey into Stephen Avenue's renewed era of success, ensuring its future as Calgary's hallmark downtown main street.

Bold, innovative, and visionary, this work reimagines the Avenue as an exemplary, forward-looking streetscape that links Calgary's walkable urban core, downtown destinations, and diverse neighbourhoods through a first-class public realm. The Avenue will catalyze change for the historic urban core as a strengthened downtown neighbourhood, providing key amenities for residents, visitors, and businesses.

The Streetscape Master Plan focuses on resilient design and implementation of capital improvements. It expands in further detail the established vision, goals, and strategic moves developed in Phase I: Public Realm Plan, and translates them into an actionable set of design moves: a set of conceptual and functional design drawings that set the baseline for detailed design and construction. It provides the framework for a thoughtful activation and program plan that will help ensure the Avenue continues to support and drive a vibrant Downtown Calgary.

The future of Stephen Avenue is now driven by transformative capital improvements. There are many changes coming to Downtown, including converting offices to new developments, transforming Glenbow and Arts Commons, increasing transit connections, and many other exciting developments. As such, now is the time to make sure that the Avenue—the main downtown connector of people and places—sets the tone for a quality, well connected public realm. As the Avenue transforms, planning and coordination of future operations and maintenance will continue to be a critical parallel process that occurs beyond the Master Plan.

The Streetscape Master Plan reflects the public and interested party input that has been collected throughout the four year process. Detailed design is set to begin in the fall of 2023, with initial phases of construction to commence within the next year. Calgarians will soon be able to experience the new street design informed by their valuable input.

We are excited to share the designs in this document with the citizens of Calgary and look forward to the near-term realization of the transformation of Calgary's urban core.



How to Read this Document

The term **the Avenue** is applied throughout this document to describe the project site, including both Stephen Avenue, the current pedestrian mall, and 8th Avenue S. Combined, they form a central spine and connect the downtown core from Olympic Plaza to the Mewata Armoury.

1

Introduction & Project Intent

This chapter provides an overview of the project's history and context, including a discussion of Stephen Avenue's role in Downtown Calgary.

2

Project Vision

This section lays out the overarching vision statement, goals, and top-line design moves for the Streetscape Master Plan.

3

Functional Design

Functional Design layers illustrate how the design works to accommodate user needs. Layers are guided by structural elements of the plan, such as access, circulation, and operations.

4

Streetscape Design

Streetscape Design

This chapter presents the redesign and RoW of the Avenue. Classified by street typology, the typical and special design details of street type are presented graphically.

5

Design Palette

Design Palette

The design palette introduces the building blocks of the street. It provides a roadmap for the detailed design of key features and elements to ensure the project vision is met throughout all stages of the design process.

1

Introduction & Project Intent

This section sets the stage for the Streetscape Master Plan by describing the project background, the purpose of this document, and next steps.

In this chapter, we elaborate on the following;

1.1 Project Background

1.2 Master Plan Purpose

1.3 Master Plan Engagement Process

1.4 Related Policies & Plans

1.5 Parallel Projects & Implementation Planning

1.1 Project Background

In 2019, Calgary kick-started an exciting journey to reimagine Stephen Avenue. As Calgary's primary main street, Stephen Avenue connects multiple areas downtown, from the civic, cultural, and educational institutional anchors in the East to the concentrated commercial central area, as well as the evolving West End neighbourhood. Despite its many strengths, today Stephen Avenue lacks a clear distinction between spaces for program and movement and suffers from deteriorating physical conditions. With a slew of new developments on the horizon, now is the time to make sure that the Avenue is renewed and future proofed to support significant downtown investment.

The first phase of the project, [Phase 1A: Vision and Roadmap](#), developed a vision and roadmap to serve as the guiding north star for the Master Plan. Next, [Phase 1B: Activate and Experiment](#) tested ideas put forth by the preceding work. This document (Phase 2: Streetscape Master Plan) builds on this work to deliver a conceptual design and implementation plan that considers both current and future needs of the Avenue.

1.2 Master Plan Purpose

The Streetscape Master Plan is a comprehensive design document that guides how the Avenue will look, feel, and be experienced by Calgarians and visitors.

The Streetscape Master Plan supports private and public economic investments across Greater Downtown with a 21st-century street design that supports the mobility and public space needs of a transforming downtown core.

Informed by a multi-year process, the Streetscape Master Plan offers a strategic guide for facilitating positive changes along the corridor through the design and operation of the streetscape. When complete, Stephen Avenue will offer improved mobility, connectivity, accessibility, comfort, and placemaking to all people who spend time downtown.



The Stephen Avenue Streetscape Master Plan focuses on 8 Avenue S, spanning approx 2km.



The Stephen Avenue project timeline and process

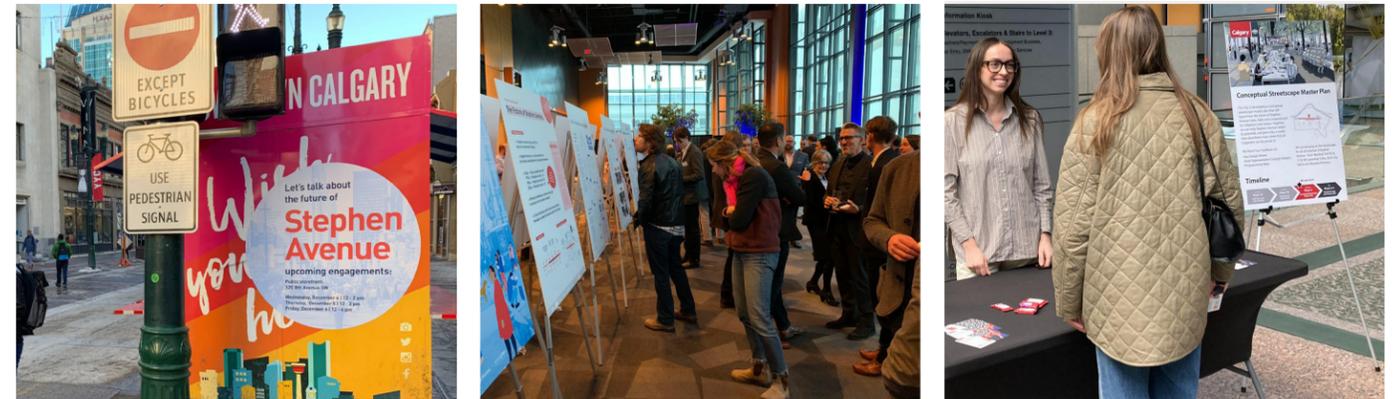
1.3 Master Plan Engagement Process

The Streetscape Master Plan was developed through an integrated design and engagement process. Community engagement provided key inputs into the Plan.

The team conducted community engagement from the project's outset. Engagement informed the Streetscape Master Plan through three engagement phases: Discover, Explore, and Reveal.

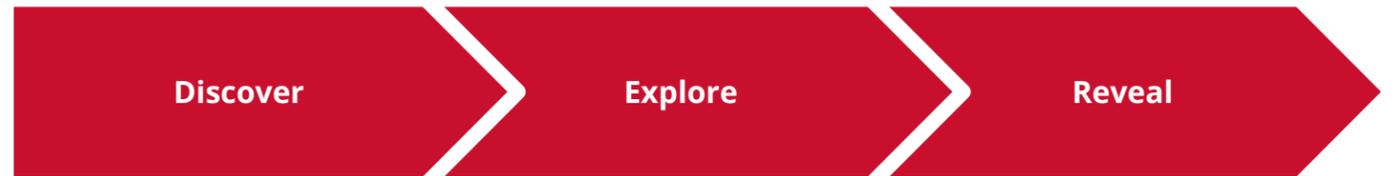
Each phase utilized distinct engagement formats to inform design refinement, ensuring resident and business owner priorities were understood and incorporated throughout the process.

Refer to Appendix I: What We Heard Report, 2020 and Appendix II: What We Heard Report, 2023 for additional information on public input received during this process. For full engagement project reports visit engage.calgary.ca/stephenavenue.



..... 2019-2020 2021-2023 2023

Engagement Phases:



Learn about existing challenges and opportunities to inform the creation of a vision for the Avenue's future.

Key vision themes

- Pedestrian friendly
- Active at night, over the weekend, and all four seasons
- Safer
- Greener
- Better lit

Design insights

- On the shared street, a centralized zone for public seating and patios was preferred.
- On the multimodal street, reduced parking and reduced vehicle access were strongly preferred.
- Restaurant and bar patios were the top priorities for programming elements.

Gauge support of design moves and cross sections and learn what program elements would inspire people to spend time on the Avenue.

Design move feedback

Feedback reinforced Phase 1A, with tree canopy, human-scale lighting, and flexible / responsive spaces ranking highest.

Cross section feedback

- Shared Street: Strong support for cross sections where pedestrians have priority and expanded program zones are provided.
- Multimodal Street: Mixed feedback where many were supportive of the cross section and others voiced a lack of support for vehicular traffic.

Programming feedback

- Shared Street: Commercial activations, dining patios, and outdoor performances were ranked most highly.
- Multimodal Street: Patio spaces, planting beds, and space for vendors were ranked most highly.

Reveal the final Streetscape Master Plan in Fall 2023.

1.4 Related Policies & Plans

City of Calgary policies provided a technical framework and guiding direction for the Streetscape Master Plan.

As the economic and cultural heart of the city, what happens downtown has a direct impact on all Calgarians. As such, Downtown—and the Avenue—must diversify to provide a more balanced mix of residential, office, retail, entertainment, tourism, and culture offerings.

This charge is outlined in policies and guiding documents issued by the City, including the Greater Downtown Plan (2021), Access and Design Standards, and Calgary Climate Strategy: Pathways to 2050 (2022). Together, these documents provide direction for a renewed Stephen Avenue and how it relates to the surrounding plan areas.

City policies like these will continue to guide the upcoming detailed design process through implementation.

1.4.1 The Greater Downtown Plan: A Roadmap to Reinvention

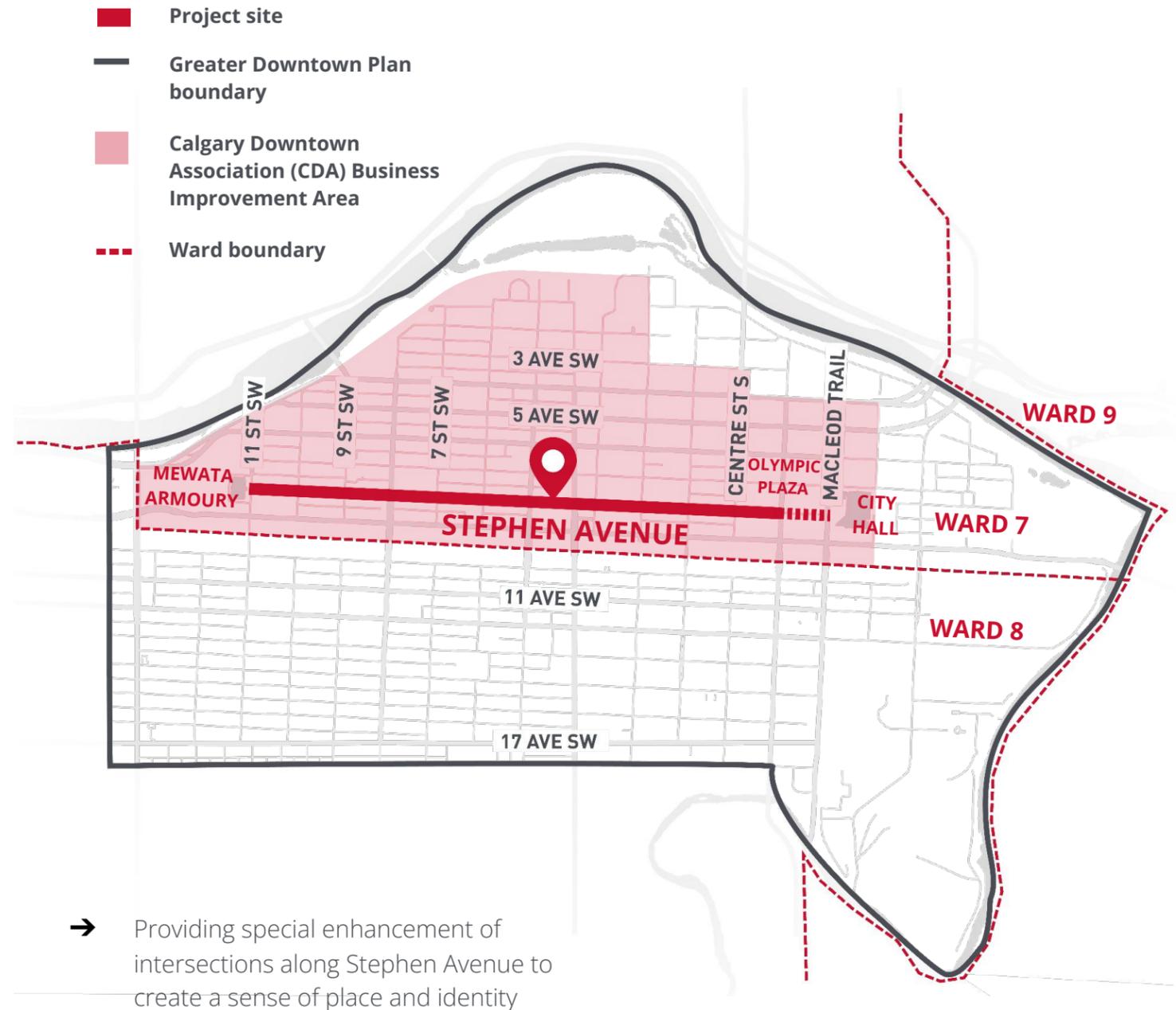
The Streetscape Master Plan is a cornerstone of Calgary's Downtown Strategy. It positions the Avenue for success in the face of immense changes on the horizon for Downtown.

The Greater Downtown Plan asks two main things of the Master Plan:

- To establish a new vision for Stephen Avenue that creates opportunities for private investment and redevelopment
- To create short- and long-term strategies that can be implemented over time to make Stephen Avenue better for Calgarians and visitors

To achieve these outcomes, the Master Plan secures a thriving Downtown main street by:

- Supporting the transformation of Stephen Avenue as the primary street for public life in Greater Downtown through upgraded infrastructure and expanded opportunities for programming and activation
- Ensuring a continuous public realm strategy for Stephen Avenue from Mewata Armoury and Millennium Park to City Hall, the Central Library and East Village.



- Providing special enhancement of intersections along Stephen Avenue to create a sense of place and identity

For more, see [Calgary's Greater Downtown Strategy](#).

1.4.2 Access Design Standards

Calgary is committed to the idea that to be inclusive, the built environment has to be accessible to all citizens. The Access Design Standards ensure that all people can travel through the downtown core easily.

Guided by Calgary's [Access Design Standards](#), the Streetscape Master Plan seeks to invite people of all ages and abilities to move and spend time along the Avenue, using design as a tool to eradicate barriers that might prevent some from doing so today.

To improve accessibility, the Plan prioritizes pedestrians, simplifies and standardizes pedestrian right of way and hardscape detailing, reduces unnecessary visual and physical clutter, and plans for supportive elements like navigational wayfinding and furniture. Key details related to accessibility include:

1 – Unobstructed pathways: Unobstructed, barrier-free pathways with urban braille/tactile pavers that improve accessibility for users with vision impairments.

2 – Pedestrian-priority intersections: Detailed design of raised intersections with accessibility features and curb ramps.

3 – Patios: Balanced public and private spaces with amenities that are accessible from exterior barrier-free paths and accommodate wheelchair turning radii.

4 – Crime prevention through environmental design: While design cannot resolve safety issues on its own, upgraded infrastructure can support public safety. Tactics include providing expanded lighting and promoting a vibrant public life to increase activity and perception of safety.



1.4.3 Climate Strategy

Calgary is dedicated to prioritizing climate resilience. The redesign of Stephen Avenue furthers these efforts with a future-proofed streetscape designed to respond to projected impacts from climate change.

As discussed in [Calgary's Climate Strategy](#), Calgary's climate hazards are influenced by 'increasing air temperatures associated with a warming climate.' The strategy asks this Plan to deliver on **incorporating climate resilience throughout the downtown planning and revitalization process and integrating natural infrastructure downtown.**



A climate risk assessment determined that extreme heat and flooding were major risk factors for this project. This assessment surfaced several key mitigation strategies for the project: stormwater infrastructure and expanded tree coverage. Key benefits of each element are outlined below.

Integrated stormwater infrastructure:

- Reduces in stormwater runoff
- Increases capacity to mitigate impacts from severe weather events
- Supports health and longevity of street tree plantings

Expanded tree coverage:

- Improves air quality
- Increases biodiversity
- Reduces carbon dioxide emissions
- Reduces urban heat island effect
- Enables response to a shifting climate by planting more resilient species

In addition to helping address climate hazards, the streetscape redesign will further several of [Calgary's Climate Initiatives](#), including cycling and pedestrian strategies, water efficiency, and biodiversity.

1.5 Parallel Projects & Implementation Planning

Stephen Avenue plays an important role in the success of downtown Calgary. Construction phasing must consider the impacts and relationships to adjacent in-progress and planned projects.

Regular updates and revisions to the phasing plan will be required during the construction lifecycle of the project to reflect the dynamic, evolving nature of the area.

Objectives

- Maintain public awareness and share updated information throughout the lifecycle of the project.
- Provide a clear approach for implementing the Streetscape Master Plan vision when future projects intersect with Stephen Avenue.
- Remain flexible to adapt when needed to accommodate shifting plans and timelines as new considerations arise during the course of construction.

Actions

As part of the phased construction, the following must be considered:

- Align construction timing with other known downtown projects currently in progress or planned during the anticipated construction lifecycle of Stephen Avenue.
- Regularly update and communicate any phasing plan changes publicly to ensure current project information is accurate and reliable.
- Commence construction from two starting points to allow two construction phases to operate at the same time, enabling construction to be completed sooner.
- Complete blocks during one construction season to avoid incomplete sections and enable return to public use as soon as possible.



Parallel Project Map (as of July 2023)

2

Project Vision

This section lays out the overarching vision statement, goals, and top-line design moves for the Streetscape Master Plan.

This chapter includes the following subsections:

2.1 Vision

2.2 Goals and Objectives

2.3 Design Moves

2.1 Vision

The vision and goals established in Phase I serve as the project's guiding north star.

Vision Themes

- A** Arts, Culture, and Commerce
- B** Experimentation and Innovation
- C** Network and Connection
- D** Programs and Activation

The Avenue is Calgary's main connector to arts, culture, and commerce and offers a stage for experimentation and innovation.

A 21st-century street, the Avenue links Calgary's walkable urban core to its neighbourhoods through a superlative public realm.

Active day and night and throughout the year, the Avenue is a catalyst for a resilient economy, enabling adaptation toward Calgary's future.

As Calgary's premier local and tourist destination, the Avenue fosters social interaction, civic gathering, and community pride.

2.2 Goals and Objectives

Vision Themes

A Arts, Culture, and Commerce

B Experimentation and Innovation

C Network and Connection

D Programs and Activation

Goals

A1: Existing and expanded cultural assets are more visible and integrated within the public realm, allowing for greater access to and participation in arts, culture, and education.

A2: Diverse retail and commercial experiences, combined with hybrid building uses, promote economic resiliency in the urban core.

A3: The experience of the street is amplified by a human-scaled environment, a celebration of heritage buildings, varied ground floor uses and a rhythm of active facades.

B1: A model for efficient governance, through inter-agency partnerships, collaboration and stewardship, promote effective change and bureaucratic barriers are removed to support public participation and experimentation.

C1: The presence of street greening links the urban core to the riverfront, creates a comfortable microclimate and promotes environmental resiliency.

C2: A clear mobility hierarchy diminishes conflicts between different modes of movement and makes it easy to navigate for all ages and abilities.

C3: Walking is a great experience - a rhythm of connected points of interest spurs curiosity and invites people to wander, explore and linger.

D1: Inclusive and intergenerational gathering places foster civic expression and social mixing while making everyone feel welcome

D2: Activation, across the day, into the evening, over the weekend and throughout the year contributes to a lively urban neighbourhood - even in the winter.

D3: Safety is reinforced through codes of positive social behavior, mixed-use development with “eyes on the street” - and innovative security design solutions.

Objectives “To deliver...”

- A context-responsive street design that connects building functions to public space activation and programming,
- Additional space within the street itself allocated for programming and events, including street vendors and markets
- A unified streetscape design, with a design palette that links the Avenue in its entirety, visually and physically

- An implementation plan that reflects the needs of Downtown Calgary today and in the future as it grows and transforms over time, with considerations for a consolidated maintenance and operations jurisdiction

- A healthy tree canopy and improved stormwater mitigation measures in response to a changing climate
- A unified streetscape that prioritizes people walking and wheeling, and provides clear mobility hierarchy and universal accessibility
- Improved wayfinding and moments of programming and activation that vary across the different blocks

- A public street that supports all, by rebalancing space and eliminating the barrier of ‘cost’ to participate
- A variety of uses throughout the day and into the evening, and across all seasons
- A range of public seating, playful features, amenities, and provisions for small-scale every day as well as large-scale, special events programming
- Additional space for fixed and flexible programming that complements patios

2.3 Design Moves

Six Design Moves guide the project as it moves from vision to implementation. These moves were directly informed by community engagement in Phase 1.

Together, the Design Moves aim to invite people of all ages, abilities, and interests to visit more often, stay longer, and enjoy the unique offerings of Stephen Avenue. They will position the street to better support activity across times of day and year, reinforce links to nature, and create a seamless, accessible experience at eye level.

Engagement conducted in February 2023 collected community input on the Design Moves, draft representative concepts, and programming ideas for the Avenue. This engagement feedback, coupled with further technical analysis, informed the block-by-block design outlined in later chapters of this document.

Engagement Takeaway

Community engagement participants ranked the design moves “Create conditions for a healthy tree canopy” and “Light the Avenue at the human scale” as highest priorities, followed by “Design flexible and responsive spaces”.

Phase 2: Streetscape Master Plan
Stakeholder Report Back: What We Heard
March 2023

Engagement Ranking: 1st

Create conditions for a healthy tree canopy – A tree canopy can provide a wide range of benefits including shade, beautification, reductions in urban heat and stormwater runoff, and the establishment of a continuous vertical design element and visual identity for the street. Phase 1 engagement highlighted a community desire to see more greenery on the Avenue and showed a preference for robust, continuous tree plantings.



Actions Needed

- Provide soil volumes of 25-30 m².
- Where necessary, relocate utilities to provide sufficient soil volume and incorporate soil cells.
- Select suitable tree species for site conditions and context.
- Provide irrigation for all trees and planting beds.

Engagement Ranking: 2nd

Light the Avenue at the human scale – Street lighting should strike a balance between ambiance and functionality, setting the stage for a safe, all-season experience. Lighting can be used to highlight special moments like historic building details and distinct programming zones. At intersections, light fixtures can serve as identity markers. Phase 1 engagement revealed a desire for better lighting along the Avenue, underscored by varied perceptions of night-time safety.



- Ensure continuous light levels across the Avenue, with no dark spots or overlit areas.

2.3 Design Moves (cont.)

Engagement Ranking: 3rd

Design flexible and responsive spaces –

To foster long-term vitality on the Avenue, it is essential to plan for programming and activation that is responsive to the street context while allowing for change over time. Across the Avenue, quality street furniture like public benches and bike racks will create a great baseline experience, while other amenities, like playful furniture or game tables, will support special moments that attract Calgarians and visitors to spend time across seasons. During Phase 1 the community voiced a desire for a future Avenue that is inclusive and diverse with activities for all ages and abilities.



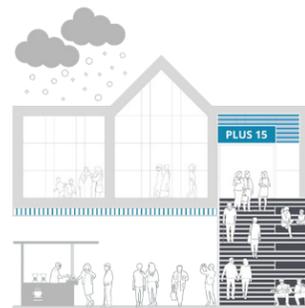
Actions Needed

- Provide street furniture at regular intervals along the street.
- Consolidate fixed furnishings in the furnishing zone to allow for activation of the program and edge zones.

Engagement Ranking: 4th

Connect to the Plus 15 Walkway network –

A less cluttered visual environment with a few key identifiers will make navigation and wayfinding on the Avenue easier while new visual markers to the Plus 15 Walkway will be easier to spot. Additionally, new direct connections will enhance links to the Plus 15 Walkway network. During Phase 1 engagement, “Connecting the Avenue” was noted as a top priority for the longer-term redesign, with an emphasis on improving links with the Plus 15 Walkway Network and other key downtown destinations.



- Decrease visual clutter along Avenue by consolidating fixed elements within the furnishing zone.
- Provide improved wayfinding and visual markers to guide users to the Plus 15 Walkway network.
- Provide direct connections at key locations.

Engagement Ranking: 5th

Frame the Avenue with gateways –

Artistic, grand gateways that bookend the corridor will mark arrival points to Stephen Avenue. Minor gateway elements at intersections will help draw people to the Avenue from the surrounding area. Phase 1 engagement showed a community desire to make the Avenue Calgary’s main connector to arts, culture, & commerce.

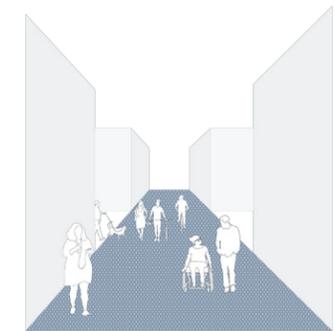


- Utilize consistent design details at all intersections.
- Provide pole-mounted catenary light fixtures at intersections.
- Provide grand gateways at either end of the Avenue.

Engagement Ranking: 6th

Roll out the carpet with paving –

High-quality paving will define the street from edge to edge and create a continuous experience on the Avenue between Olympic Plaza and 5 St SW. This paving will continue to 11 St SW along the sidewalk to unify the Avenue aesthetically. A key takeaway from Phase 1 Engagement was a community desire to transform the Avenue into a high-quality complete street with a continuous street treatment.



- Provide a dedicated through zone clear of any obstructions.
- Delineate furnishing zone from through zone with consistent hardscape treatment.

3

Functional Design

This chapter provides a high-level overview of the high level structural components of the street, including access, circulation, and operations. These are further unpacked in Chapter 4.

In this chapter, we elaborate on the following;

3.1 Streetscape Design Summary

3.2 Streetscape Typologies

3.3 Access and Circulation

3.4 Curbside Management

3.5 Intersections

3.6 Utilities, Grading, and Stormwater

3.7 Special Events

3.1 Streetscape Design Summary

The Streetscape Master Plan design creates a unified Avenue spanning thirteen blocks. It balances the need for varied programming spaces with safe, comfortable access for all modes of traffic.

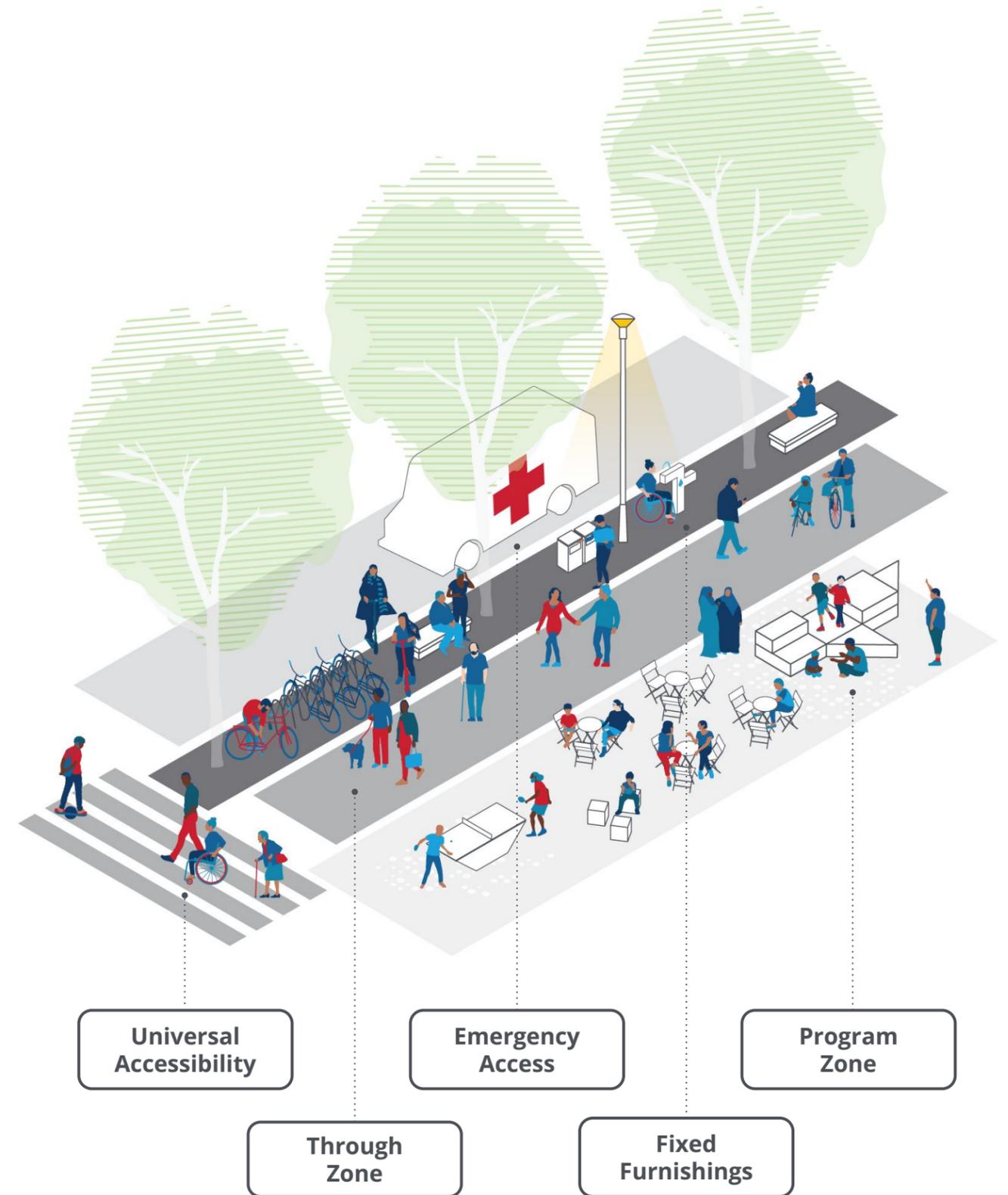
Across the Avenue, the following key functional design layers have been applied:

- **Through Zone** — a dedicated, unobstructed, accessible pedestrian path. Dimension varies to ensure a comfortable and safe experience.
- **Program Zone** — versatile and flexible areas that can be adapted to support a wide variety of users and activities.
- **Universal Accessibility** — accessible design standards throughout all elements of the design..
- **Emergency Access** — unobstructed access lanes to accommodate required vehicle movement and rigging space.
- **Fixed Furnishings** — consistent furnishing zones where fixed elements and trees boost design cohesion.

Additional functional layers include:

- **Access and Circulation**
- **Curbside Management**
- **Intersections**
- **Utilities, Grading, and Stormwater**
- **Special Events**

These are described in more detail in the following pages.



3.2 Streetscape Typologies

The plan for Stephen Avenue is comprised of three distinct, context-responsive street typologies that build upon the Character Areas identified in Phase 1A:

1 - Shared Street | 100 SE - 400 SW

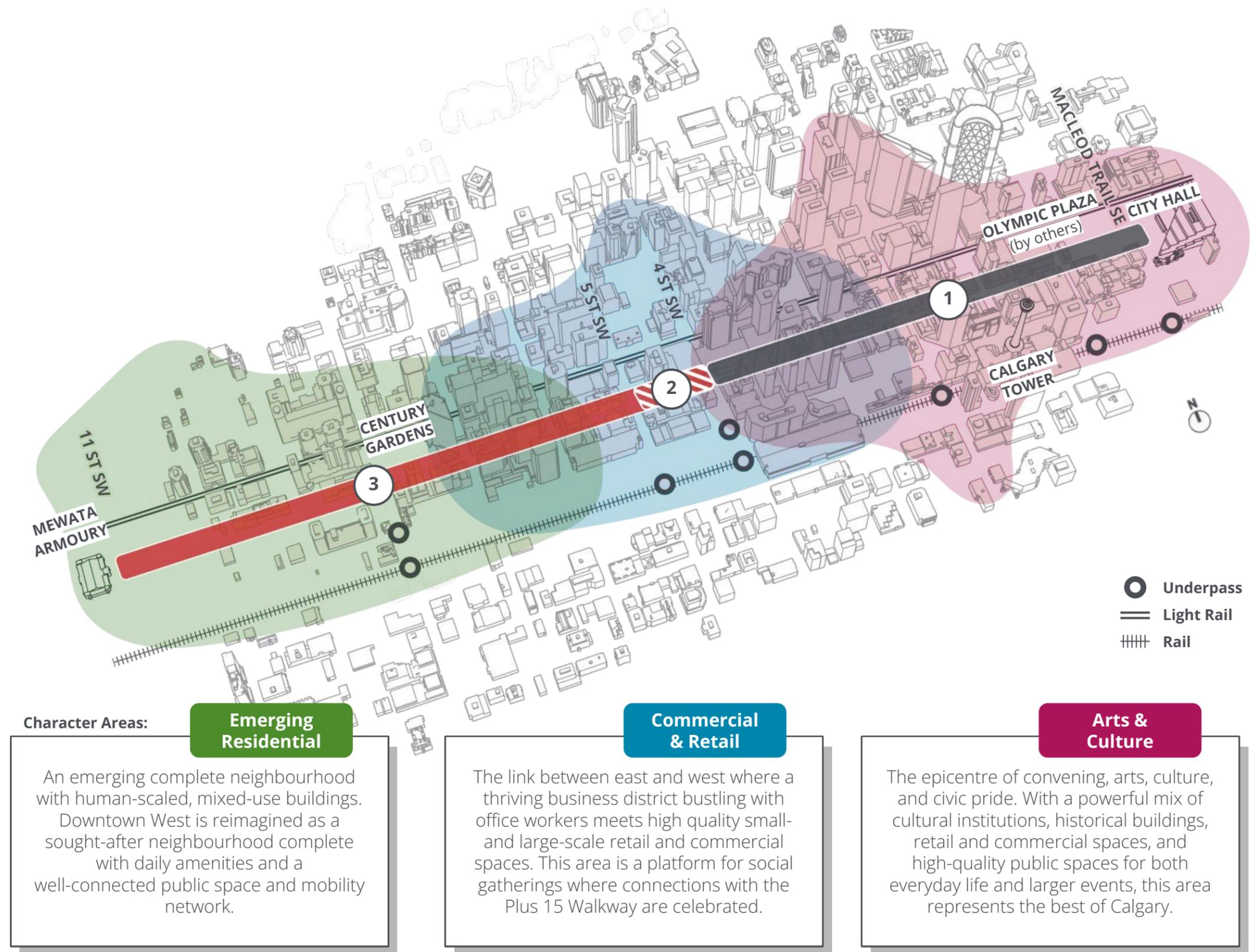
The Shared Street includes pedestrian priority design features that simplify access and circulation and provide expanded opportunities for diverse programming. This typology is implemented in a context defined by arts and cultural institutions, historical buildings, and commercial and retail outposts.

2 - Transition Street | 500 SW

The design of this block continues to prioritize pedestrians while creating designated spaces for a seamless transition between active mobility modes and driving.

3 - Multimodal Street | 500 SW - 1100 SW

Located in a burgeoning residential area, the design of these blocks creates designated spaces for pedestrians, active mobility modes, and driving to ensure a safe and comfortable multimodal neighbourhood street with enhanced programming.



Character Areas:

Emerging Residential

An emerging complete neighbourhood with human-scaled, mixed-use buildings. Downtown West is reimagined as a sought-after neighbourhood complete with daily amenities and a well-connected public space and mobility network.

Commercial & Retail

The link between east and west where a thriving business district bustling with office workers meets high quality small- and large-scale retail and commercial spaces. This area is a platform for social gatherings where connections with the Plus 15 Walkway are celebrated.

Arts & Culture

The epicentre of convening, arts, culture, and civic pride. With a powerful mix of cultural institutions, historical buildings, retail and commercial spaces, and high-quality public spaces for both everyday life and larger events, this area represents the best of Calgary.

3.3 Access and Circulation

The Avenue is designed to prioritize pedestrian comfort while also ensuring that movement for all travel modes is safe, accessible, and intuitive.

Pedestrian Through Zone
To ensure pedestrian comfort and safety, all blocks provide a dedicated, consistent thoroughfare for people walking and using assisted mobility devices. This zone is a universally accessible path, unobstructed by any furnishings or barriers.

Wheeling
To ensure safe access for biking and wheeling, dedicated lanes are provided between 4 St SW and 11 St SW to connect with the larger [5A Network](#). While not a formal requirement, wayfinding cues and signage encourage active mobility users to dismount from Macleod Trail SE to 4 St SW within the shared through zone during peak hours of pedestrian activity.

Vehicle & Emergency Access
Private vehicle access is provided between 4 St SW and 11 St SW. Between 4th Street and 1st SE, private vehicles are restricted with exceptions made for emergency and maintenance vehicles which are accommodated with the pedestrian through zone.

 Olympic Plaza block is to be explored in parallel with the Arts Commons transformation delivered by CMLC

-  Proposed pedestrian through zone
-  Proposed dedicated biking and wheeling lanes
-  Proposed pedestrian and active mobility shared zone

-  Existing on-street bikeway, 5A Network
-  Future bikeway
-  Potential future bikeway
-  Existing LRT Station
-  Future LRT Station (Green Line)



NOTE: While this Streetscape Master Plan provides guidelines for the 200 SE block (Olympic Plaza), this block will be designed and developed in conjunction with the overall Arts Commons and Olympic Plaza project.

NOTE: See design integration in Chapter 4



3.3.1 Access and Circulation Zoom In

The design of the Avenue prioritizes pedestrians while achieving other key access and circulation demands that are crucial to the success of Avenue.

The following mobility hierarchy guides access and circulation design and decision-making for the Avenue:

1. Pedestrians
2. Active Mobility Users
3. Emergency Access
4. Parkade Access
5. Loading and Delivery
6. Personal Vehicle Use

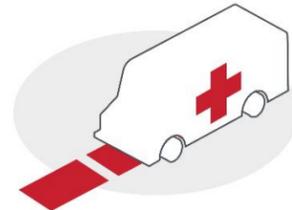
EA Emergency access along the Shared Street is accommodated within the pedestrian through zone, which also provide access to City vehicles for routine maintenance. If needed, the flexible Program Zone along the building edge can also be used for additional outrigger space, as furnishings within this area must be easily moveable by one to two people, providing a total usable area of 6m. Along the Multimodal Street, the 6m emergency access is accommodated within the vehicular lanes.



Pedestrians



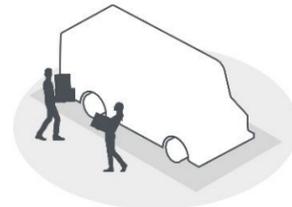
Active Mobility Users
Shared and Dedicated Lanes



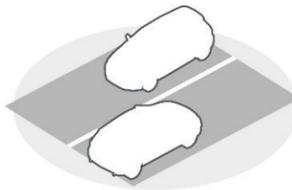
Emergency Access
and Routine City Maintenance Vehicles



Parkade Access

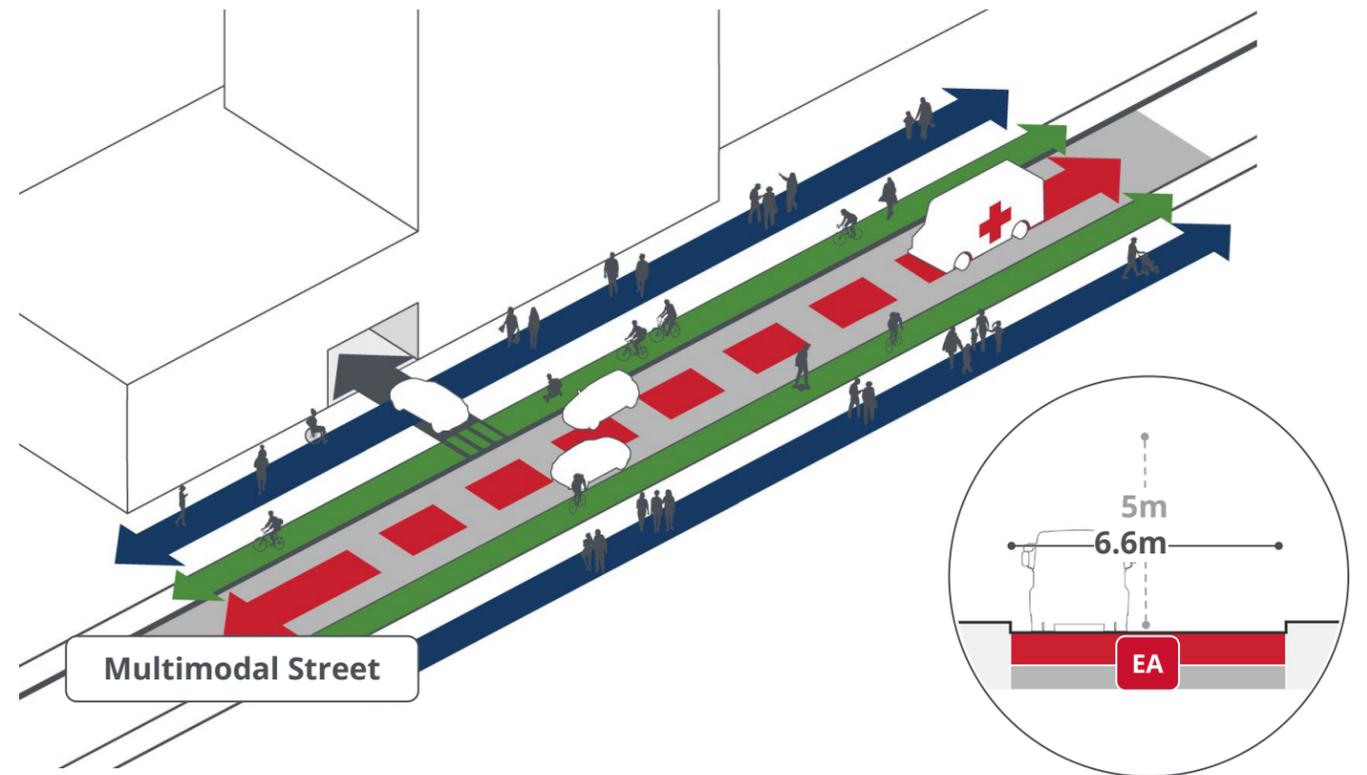
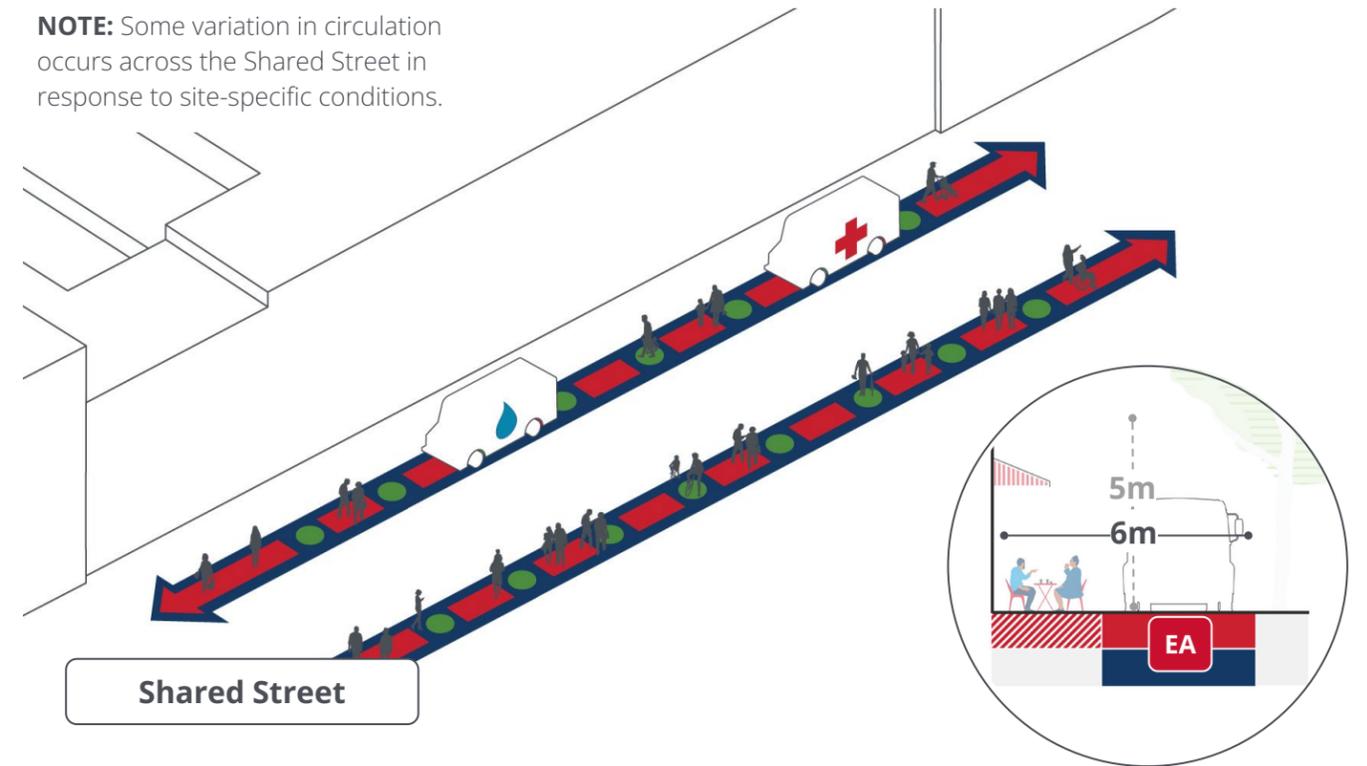


Loading and Delivery
See 3.4 Curbside Management



Personal Vehicle Use

NOTE: Some variation in circulation occurs across the Shared Street in response to site-specific conditions.



NOTE: Diagrams are representative of typical conditions. See design integration in Chapter 4.

3.4 Curbside Management

Parking and loading will be minimized along the Avenue. Parking will be restricted and pick-up and drop-off (PUDO). Loading will be handled in the alleyways and cross streets. Connections to nearby transit will connect large numbers of Calgarians to the Avenue.

Parking and Pick-Up / Drop-Off (PUDO)
Over 5,000 parking spaces are located within a few minute's walking distance from the Avenue. As the net parking demand in downtown exceeds the needed capacity, on-street parking will be removed along the Avenue. Instead, drivers will be guided to the abundant nearby parking. Where suitable, parking spaces provided at cross streets and intersections will remain.

- Proposed alley loading
- Proposed designated loading / PUDO zones
- Conversion from existing parking
- Intersection with transit route
- Proposed parking zones to remain
- Existing parking zones to be removed
- Project Boundary
- Olympic Plaza block is to be explored in parallel with the Arts Commons transformation delivered by CMLC

Loading and Delivery
Along the entire length of the Avenue, we recommend leveraging alleyways for loading and designating cross-street loading and passenger PUDO zones near intersections. Designated PUDO zones have been added along the multimodal street between 6 St SW and 7 St SW at hotel entrances where there is a higher demand for pick-up and drop-off..



NOTE: While this Streetscape Master Plan provides guidelines for the 200 SE block (Olympic Plaza), that block will be designed and developed in conjunction with the overall Arts Commons and Olympic Plaza project.

NOTE: Curbside use for 8th St SW, 3rd St SW and 1st St SW to be confirmed in coordination with respective project teams. For more on block designs, see design Chapter 4.



3.4.1 Loading, PUDO, and Parking Zoom In

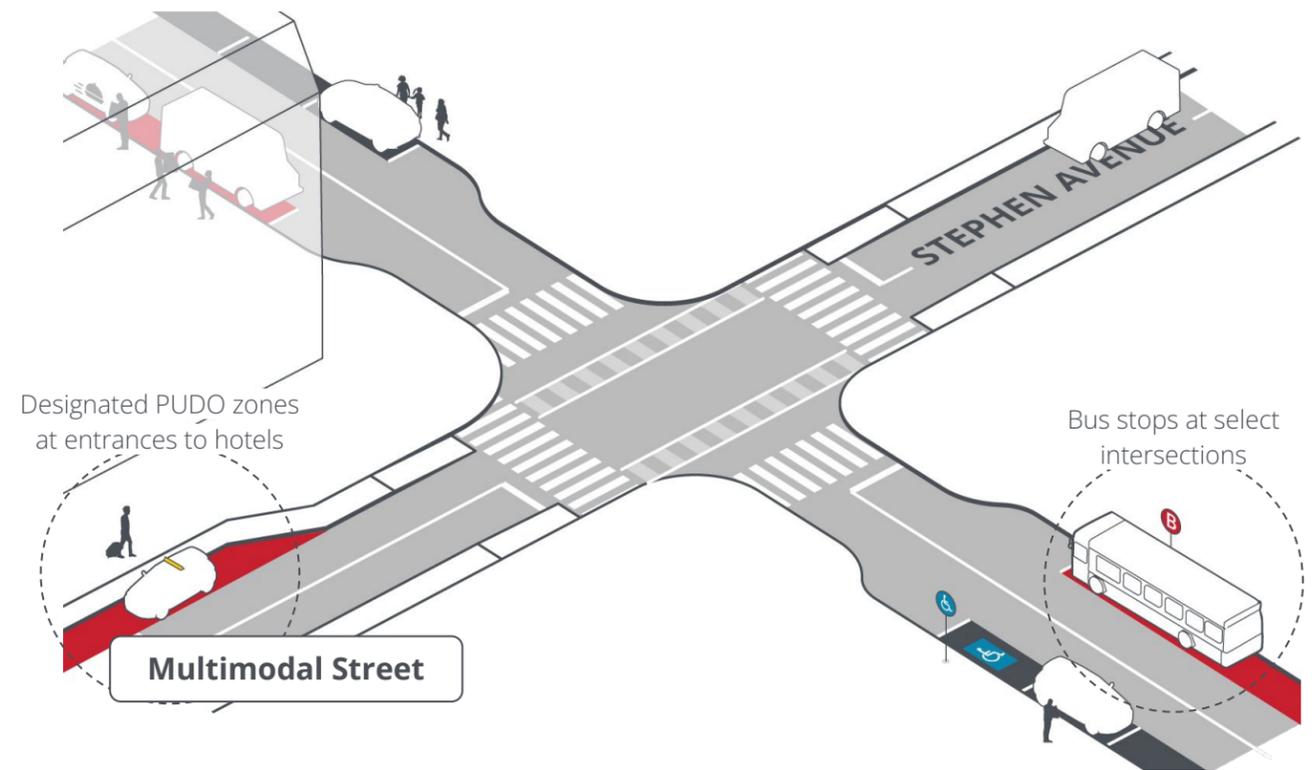
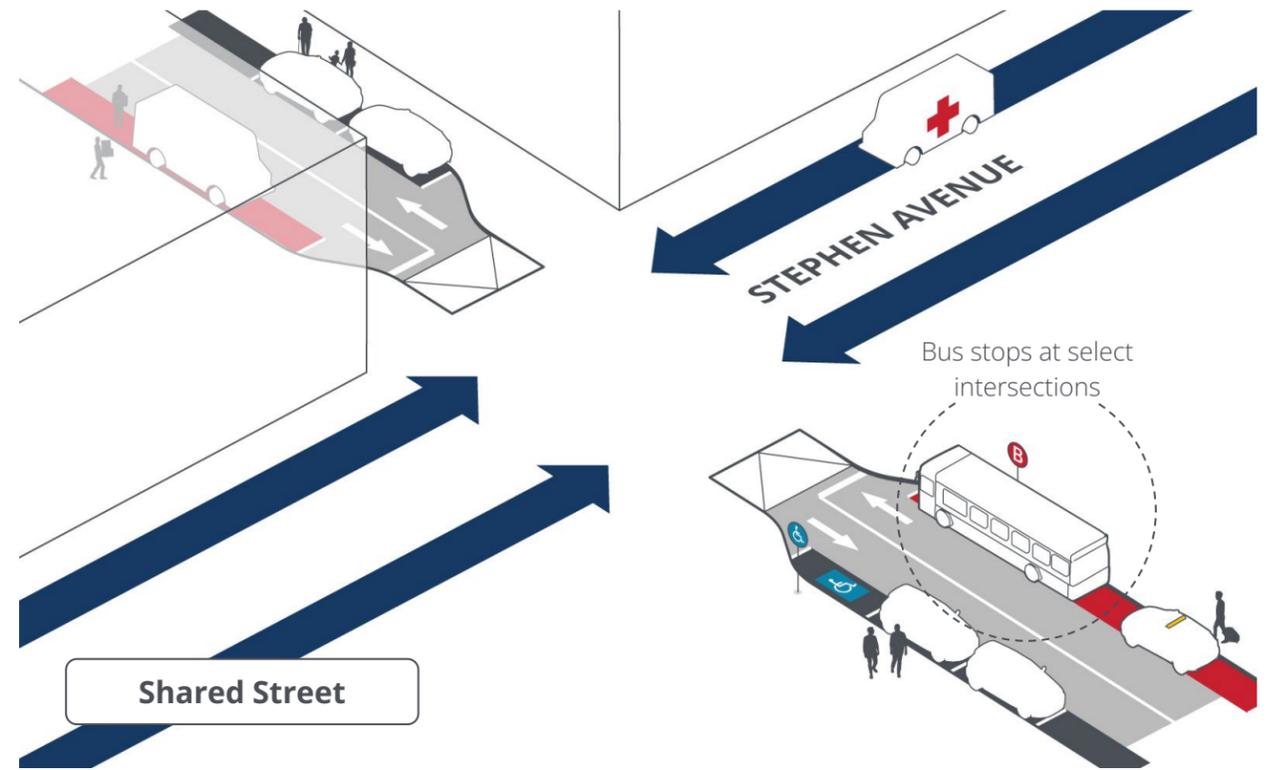
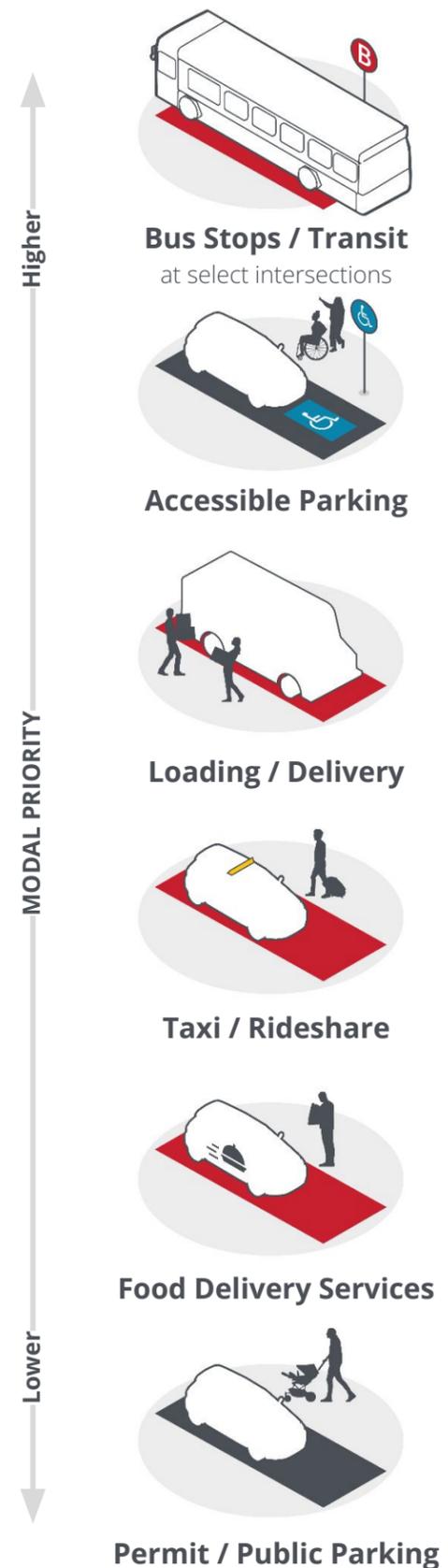
Loading, PUDO, and parking zones were designed to optimize the use of curbside space, responding to the needs of the public and business community.

The following hierarchy of curbside uses supports the many functions on and adjacent to the Avenue:

1. Bus Stops / Transit
2. Accessible Parking
3. Loading / Delivery
4. Taxi / Rideshare
5. Food Delivery Services
6. Permit / Public Parking

The diagrams at right highlight the proposed loading, PUDO, and parking zones on the Shared and Multimodal Streets.

Future Proofing – If in the future building uses change significantly and commercial loading demands increase on the Shared Street, additional short-term loading may be handled within the pedestrian through zone.

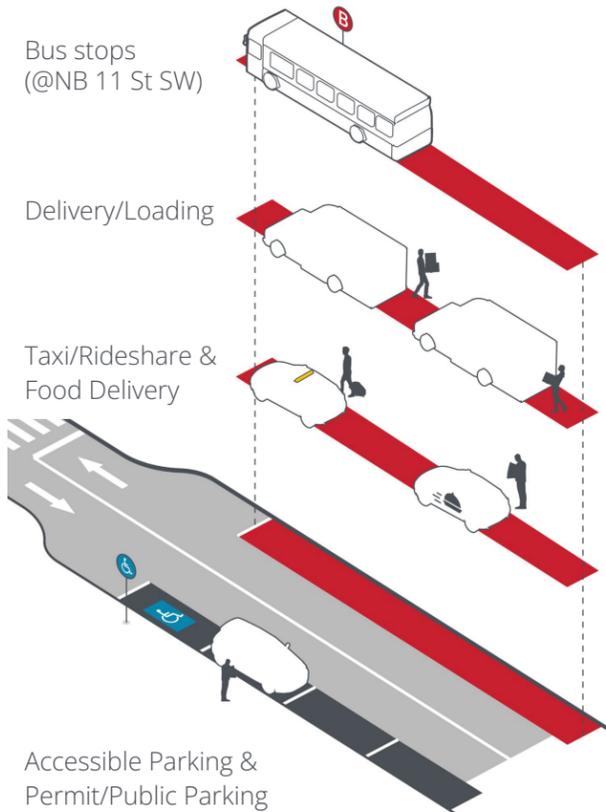


NOTE: Diagrams are representative of typical conditions. See design integration in Chapter 4.

3.4.2 Loading and PUDO Cross-Street Zoom In

Multimodal Street

Loading / PUDO

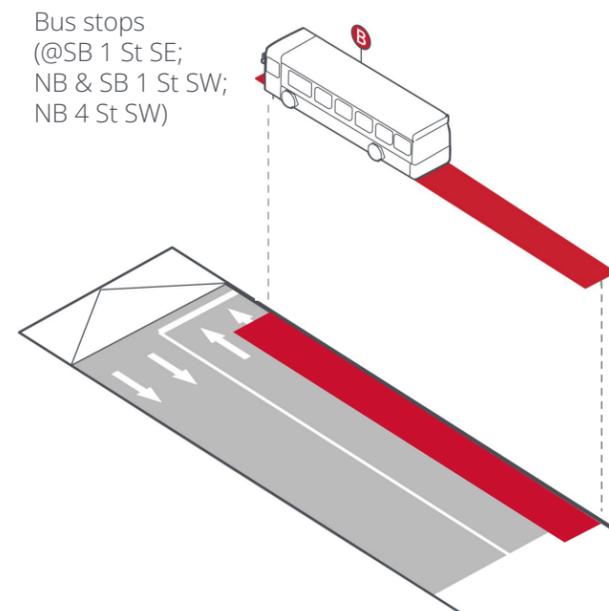


Context Responsive Curbside Management

Locations: 6 St SW, 7 St SW, 9 St SW, 10 St SW

Shared Street

Curbside management varies across blocks, with some maintaining existing conditions and others providing a new, context-responsive approach.



Existing Condition Maintained

Locations: 1 St SE, 1 St SW, 4 St SW

Bus stops (Bus stops may be integrated in the future if required for transit realignment)

Delivery/Loading

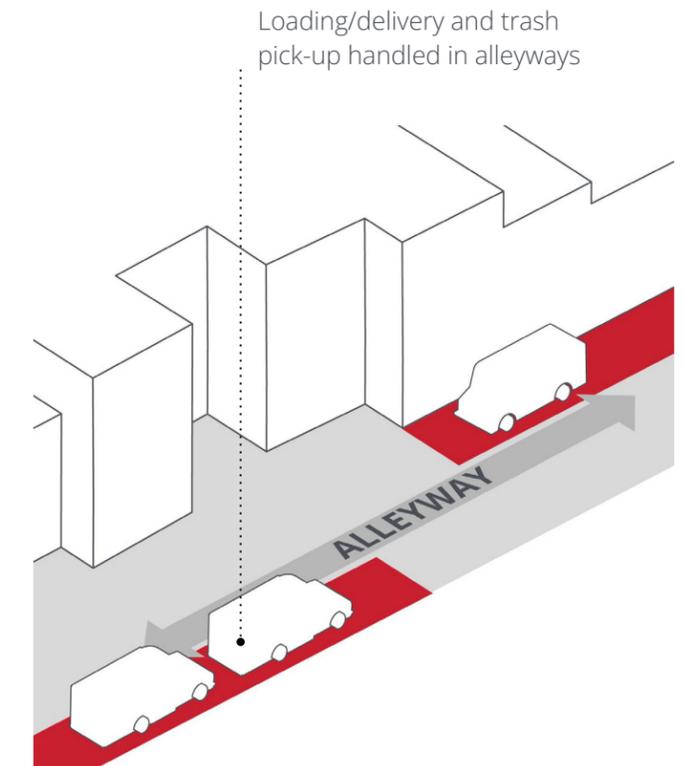
Taxi/Rideshare & Food Delivery

Accessible Parking & Permit/Public Parking

Context Responsive Curbside Management

Locations: Centre St S, 2 St SW

Alleyways



Alleyway Access

See 3.4 Curbside Management overview diagram for locations

The operational context of each cross street along the Avenue is unique and will need to be further examined during detailed design to define the curbside management approach for each intersection.

Curbside management numbers in the table below are representative of the 8th Avenue cross streets between 7th and 9th Avenues. This table reflects the proposed design conditions as of 2023. Future updates and changes prior to construction start are anticipated.

3.4.3 Curbside Management Overview

Street Type	Intersection with the Avenue	Curbside Management Approach (see p.24)	A. Cross-Street Public & Permit & Accessible Parking	B. Cross-Street Loading/PUDO/Short Term & Rideshare	C. Net Change Type A Condition Converted to Type B Condition	D. Cross-Street Bus Stop (within project boundary, see p.22)	E. Proposed Designated PUDO on the Avenue
Shared	Macleod Trail SE	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	-	-
	1 St SE	Existing Condition Maintained	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	Southbound	-
	Centre St S	Context Responsive Curbside	18	10	5	-	-
	1 St SW	Existing Condition Maintained	4	2	0	Northbound & Southbound	-
	2 St SW	Context Responsive Curbside	20	14	10	-	-
	3 St SW	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	-	-
	4 St SW	Existing Condition Maintained	8	1	0	Northbound	-
	5 St SW	Existing Condition Maintained	0	0	0	-	-
Transition	6 St SW	Context Responsive Curbside	22	10	8	-	-
	7 St SW	Context Responsive Curbside	15	5	2	-	1 at Ramada Hotel Entrance (700 SW Block)
	8 St SW	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	To be explored in parallel with adjacent project team	-	-
	9 St SW	Context Responsive Curbside	38	7	0	-	-
	10 St SW	Context Responsive Curbside	22	6	4	-	1 at Holiday Inn Express Entrance (1000 SW Block)
	11 St SW	Existing Condition Maintained	0	0	0	Northbound	-
Total			151	56	31	-	2

3.5 Intersections



Olympic Plaza block is to be explored in parallel with the Arts Commons transformation delivered by CMLC



Proposed raised intersection



Proposed standard intersection

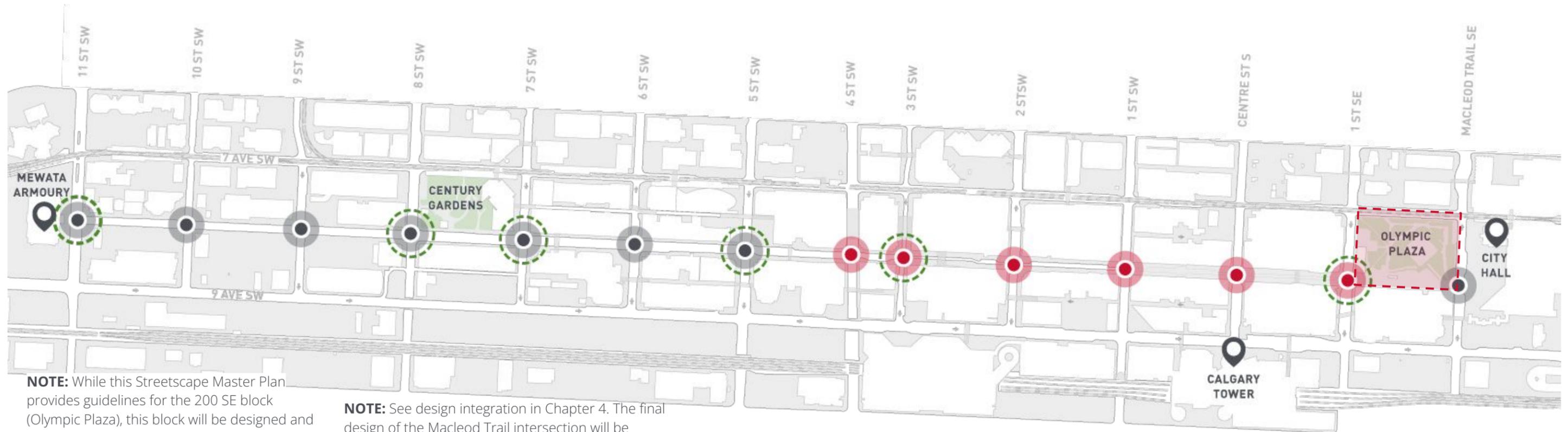


Proposed bike interface intersection

Intersection design prioritizes pedestrian access across the corridor. Raised intersections on the Shared Street and standard intersections on the Multimodal Street knit the individual blocks together while prioritizing pedestrian movement and safety across all blocks.

Raised Intersections
 Raised intersections use minimal, gradual grade transitions to ensure a continuous and accessible pedestrian crossing experience. These intersections also allow for vehicles, including transit and delivery uses, to cross due to the subtle grade change.

Standard Intersections
 Blocks with vehicular traffic employ standard intersection treatments with crossings aligned perpendicular to the path of travel.



NOTE: While this Streetscape Master Plan provides guidelines for the 200 SE block (Olympic Plaza), this block will be designed and developed in conjunction with the overall Arts Commons and Olympic Plaza project.

NOTE: See design integration in Chapter 4. The final design of the Macleod Trail intersection will be determined by others in the future.



3.5.1 Intersections Zoom In

Raised Intersections

Raised intersections promote slow vehicular speeds and encourage motorists to yield to pedestrians. This provides a consistent user experience throughout the Shared Street.

Design Assumptions:

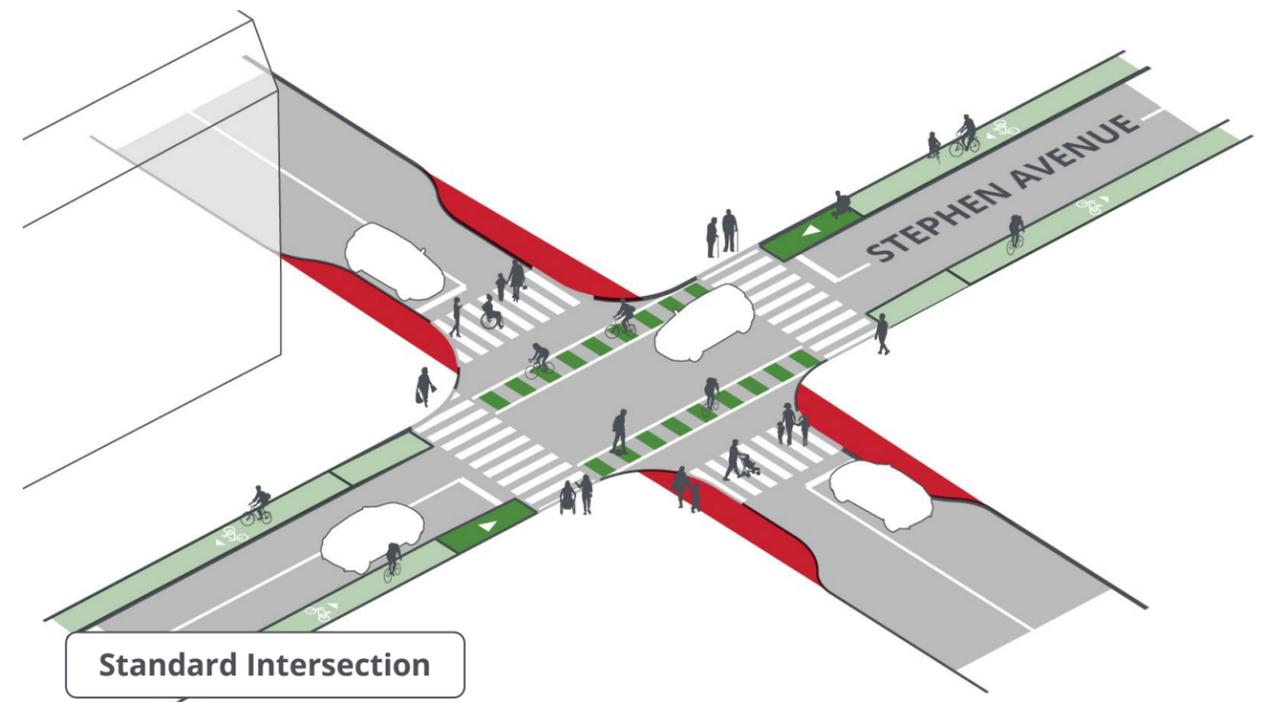
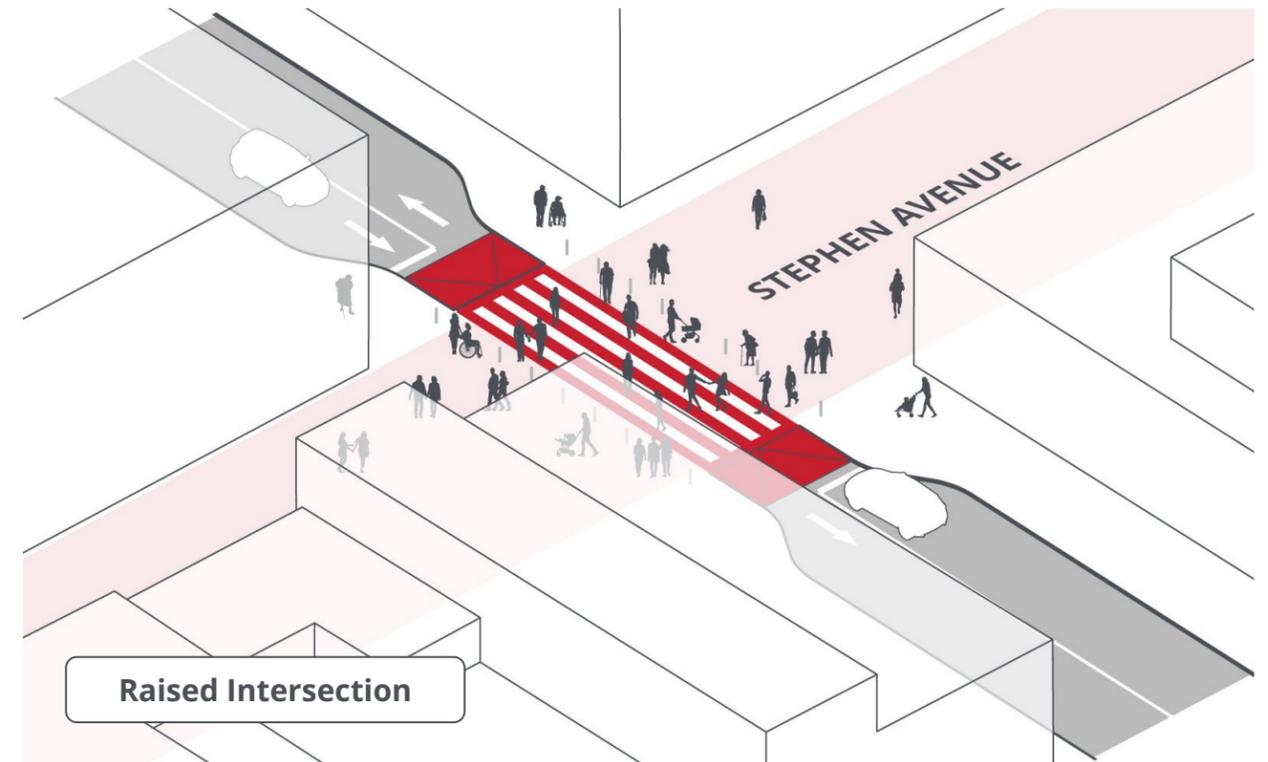
- Raised intersections are flush with the Shared Street, encouraging drivers to traverse the crossing at a slower speed.
- Raised intersection ramps up at a gradual slope (2-3%).
- Bollards are placed along the corners to keep motorists from crossing into the pedestrian space.
- Changes to the pavement in both colour and texture will be used in strategic locations to create accessibility cues for visually impaired users.

Standard Intersections

Standard intersections were designed to support pedestrian comfort and improve conditions for active mobility users.

Design Assumptions:

- Bump-outs are included where appropriate to prioritize pedestrians and define side street curbside uses.
- Design interventions are minimized on vital north-south vehicular routes and intersecting streets with existing bus infrastructure.
- At-grade cycling facilities are proposed at all intersections to reinforce right of way, connect with existing cycling infrastructure, and encourage more attentive movement through the intersection.
- To improve pedestrian and cyclist safety, right-hand turns on red lights are eliminated. On streets with high vehicle volumes, include cycling signals with a head start.



NOTE: Diagrams are representative of typical conditions. For more information, see the next section for grading overview, Chapter 4.

3.6 Utilities, Grading and Stormwater

- Shallow utility lines relocated
- - - Shallow utility lines upgraded
- Deep utility lines relocated
- Olympic Plaza block will be explored in parallel with the Arts Commons transformation delivered by CMLC

Utilities

Deep utilities along the Avenue are comprised of sanitary, storm, and water pipes. Shallow utilities like gas pipes, power, and telecom facilities are largely concentrated along the Multimodal Street. There are no standardized alignments for the existing utilities within the Avenue and variances in their location occur from block to block. This utility location variability poses a challenge to providing optimal soil volume conditions for street trees to thrive.

Shared Street Utility Relocations

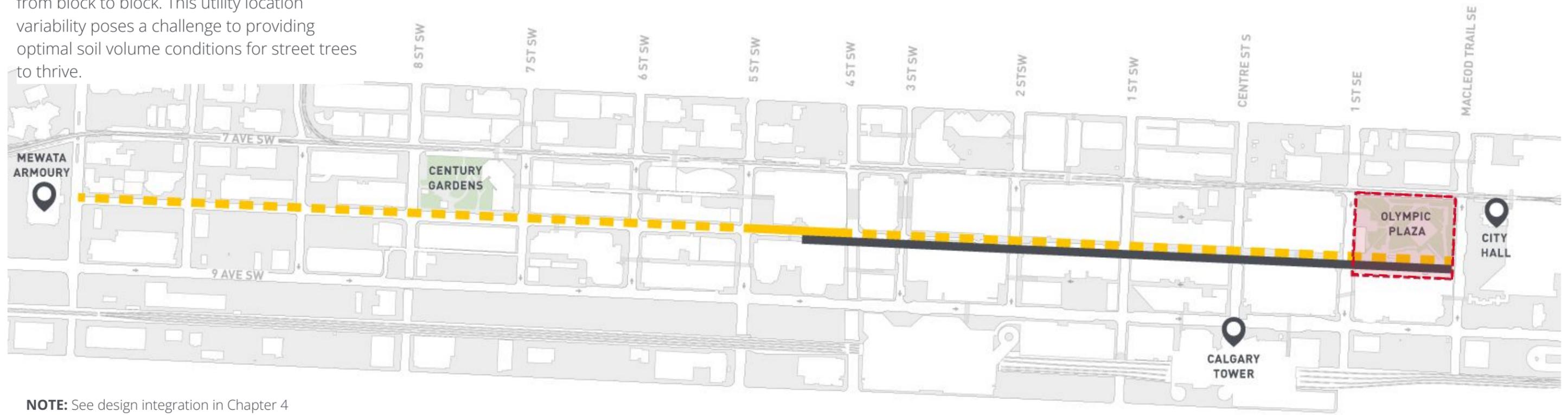
Utility relocation is proposed in the shared street section from Macleod Trail to mid-block between 4 and 5 ST SW. The proposed approach updates aging infrastructure and enables an integrated approach to tree planting and stormwater management.

Multimodal Street Utility Relocations

The Multimodal Street is designed to accommodate the existing alignment of underground infrastructure to minimize project costs.

Grading & Stormwater

Within the redesigned streetscape, grading and stormwater management are designed to limit disturbance to the overall drainage patterns within downtown, while also increasing the resiliency of the stormwater system through life-cycle improvements and introduction of new green infrastructure.



NOTE: See design integration in Chapter 4



3.6.1 Utilities Zoom In

To achieve the project vision and goals, utilities will need to be relocated on select blocks (see previous page).

The associated cross sections highlight the preferred utility alignments within the three street typologies. Shallow utilities will be relocated across the Avenue.

In the Shared Street, the waterline is located in the centre of the street with dual stormwater lines integrated with the soil cell infrastructure.

In the Transition Street, the design achieves the minimum allowable offset distance of 2m. The stormwater line may be integrated with the soil cells in this location to further achieve project's climate resiliency goals.

In the Multimodal Street, deep utilities remain in their existing locations. However, should the city wish to lifecycle deep utilities in the multimodal street during the process, the design can accommodate them.

- Deep utility line: stormwater (STM)
- Deep utility line: water (W)
- Deep utility line: sanitary (SAN)
- Tree infrastructure: soil cells
- Shallow utility lines: proposed placement

Shared Street

Proposed Offsets

Condition Occurs
1 St SE - 2 St SW

Transition Street

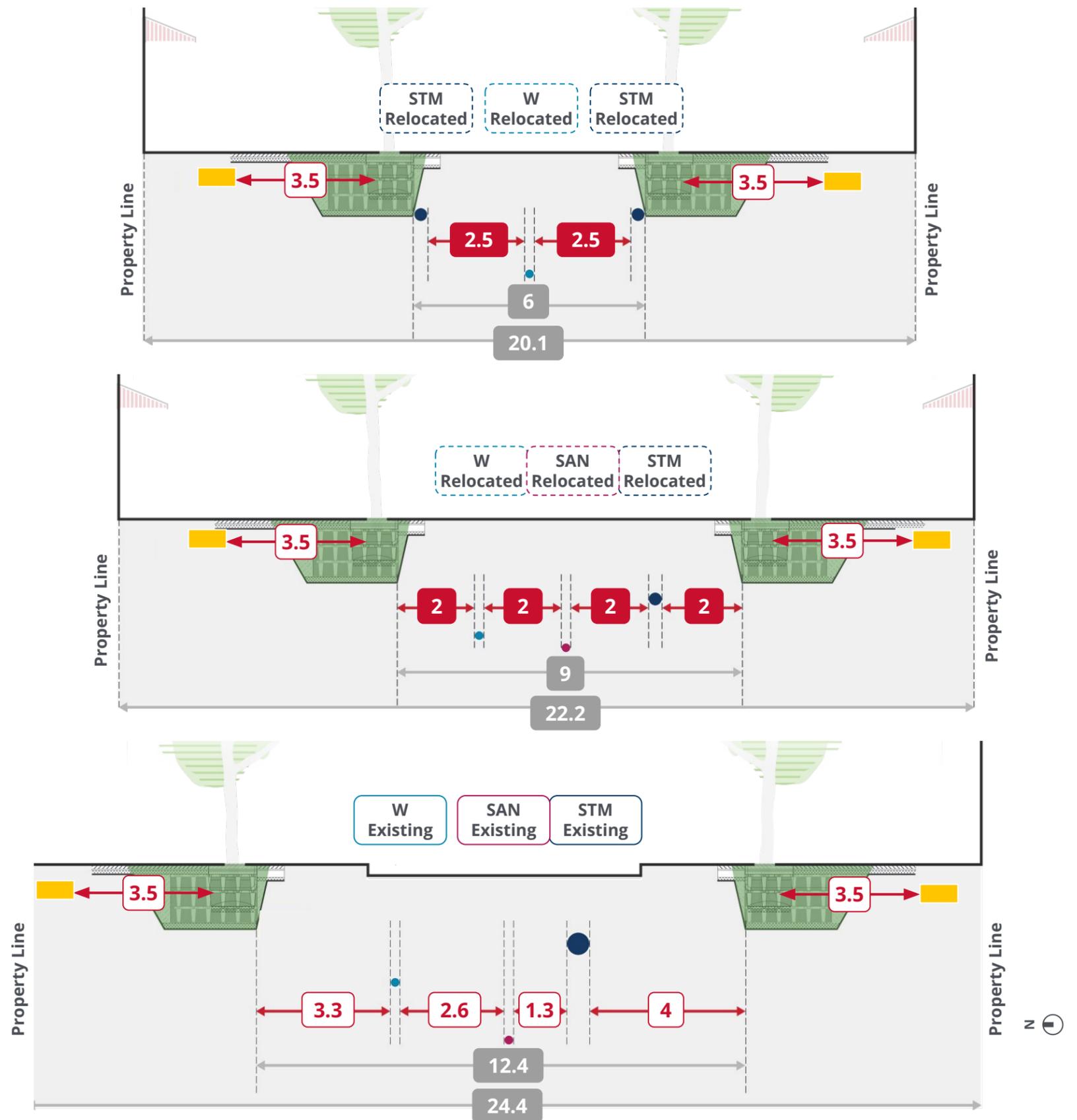
Proposed Offsets

Condition Occurs
2 St SW - Midblock 4 St SW

Multimodal Street

Existing Offsets

Condition Occurs
Midblock 4 St SW - 11 St SW



NOTE: Existing utility locations vary on a block-by-block basis within the multimodal street section.

3.6.2 Stormwater and Grading Zoom - Shared Street

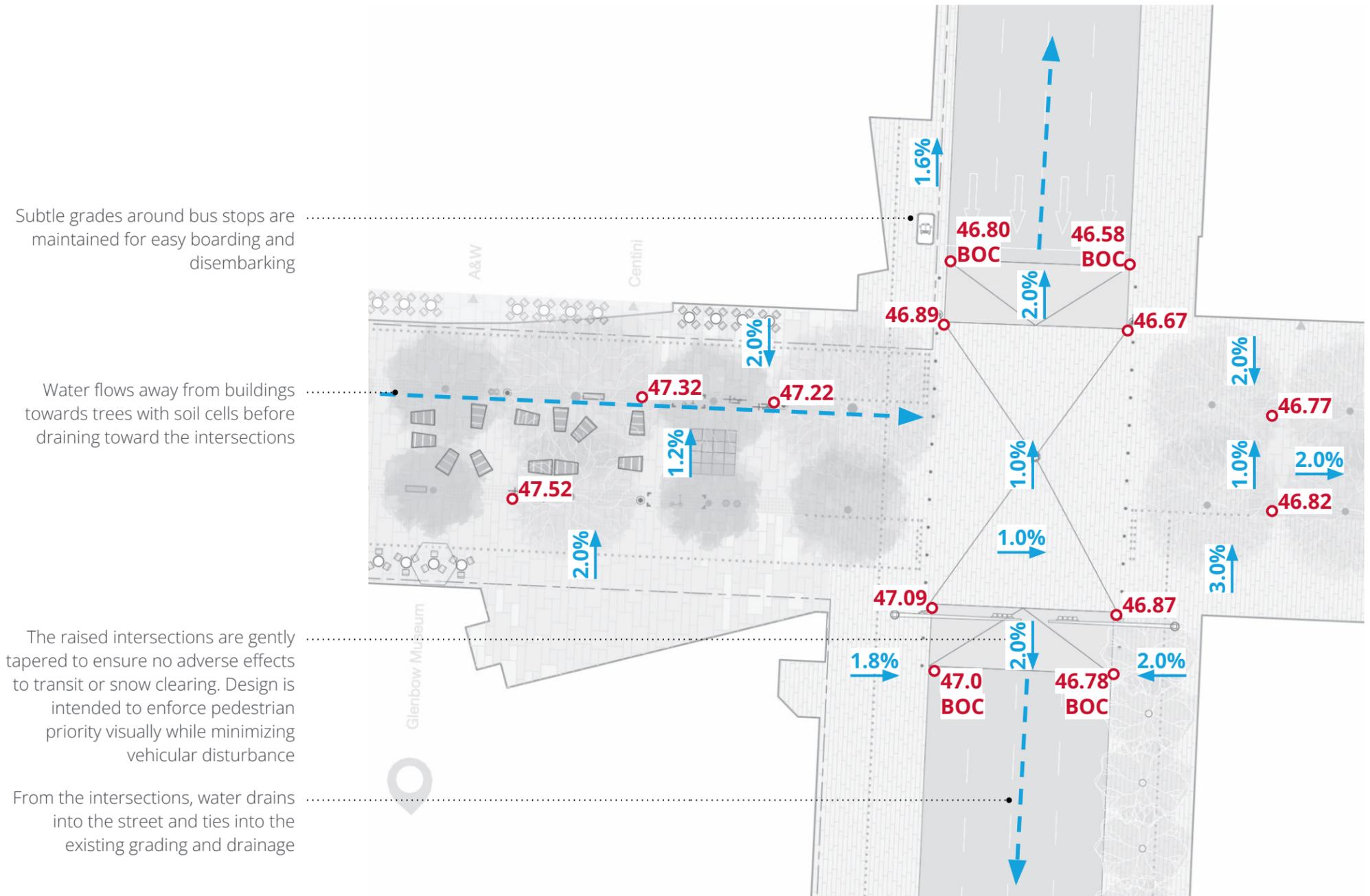
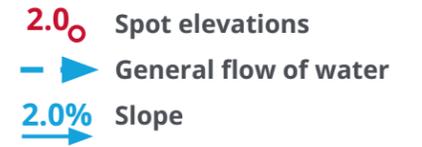
Grading ties into existing conditions and stormwater management. Within the Shared Street, the grading plan accommodates pedestrian crossings and stormwater management.

Key components of the stormwater and grading design include:

- Grading is designed to ensure water moves away from all buildings.
- Slopes range from 1-3% throughout the corridor.
- Generally, water moves from west to east and north from the Armory to City Hall and the Bow River.
- Pedestrian-priority raised intersections are designed with soft slope variation to limit disturbance for vehicular traffic, transit and snow clearing.
- Design ties into the existing grading and drainage patterns to respect overland drainage patterns in downtown.

Water is directed towards trees with soil cells to achieve the following:

- Improve water quality/pollutant control before water enters the overall city system.
- Reduce peak overflow.
- Improve growing conditions for trees.
- Eliminate need for trench drains.



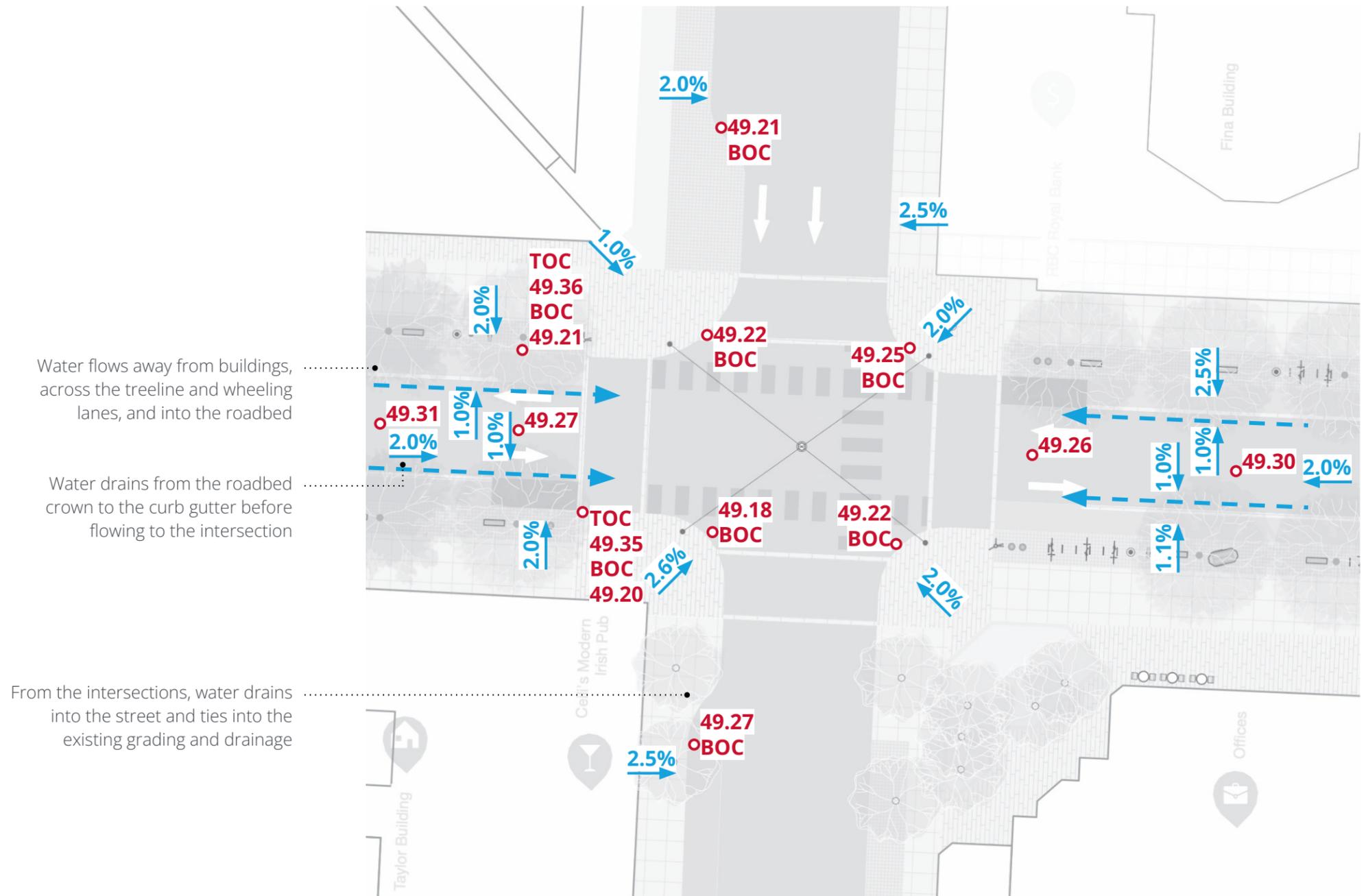
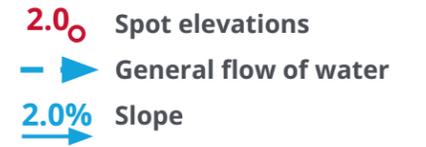
3.6.3 Stormwater and Grading Zoom - Multimodal Street

Within the Multimodal Street, the grading plan accommodates active and vehicular movement while maintaining the existing grading and drainage patterns downtown.

Key components of the stormwater and grading design include:

- Grading is designed to ensure water moves away from all buildings.
- Slopes range from 1-3% throughout the corridor.
- Generally, water moves from west to east and north from the Armory to City Hall and the Bow River.
- Grading ties into major overland drainage paths at 8 Street SW and 6 Street SW.
- Intersections are designed to improve the experience for pedestrian and active mobility users.

Where possible water is directed across into planting beds and trees with soil cells as it drains to the curb gutter.



3.7 Special Events

Multimodal Street

Block-by-Block Event Street Closures

On the Multimodal Street, vehicular lanes within one or more blocks can serve as space for special events through temporary street closures. If an event spans multiple blocks, cross-street traffic may need to be accommodated.

Shared Street

Flexible Central Zone

The Avenue can support and accommodate special events and programming where flexible central program zones can be configured for crowds and event production requirements of an appropriate scale.

- Block-by-block event street closures
- Flexible central zone
- Temporary street closure
- Large scale event spaces

- Special events zone
- Potential laneway activation *(by others)*
- Olympic Plaza block will be explored in parallel with the Arts Commons transformation delivered by CMLC

Centre St S

Temporary Street Closure

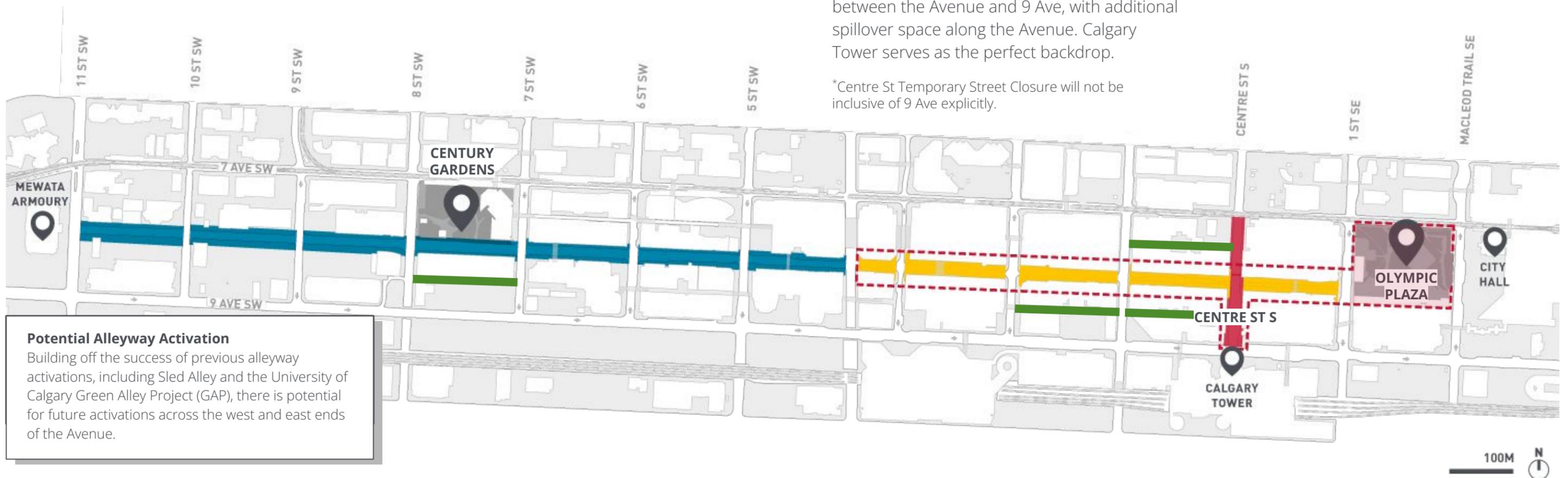
Centre St S from 7 to 9 Ave S* has been identified as a flexible event space adjacent to the Avenue. Events can be staged on Centre St S from 7 Ave to the Avenue with temporary closure of vehicular lanes. Larger scale events can be accommodated on Centre St S between the Avenue and 9 Ave, with additional spillover space along the Avenue. Calgary Tower serves as the perfect backdrop.

*Centre St Temporary Street Closure will not be inclusive of 9 Ave explicitly.

Existing Public Spaces

Large Scale Event Spaces

Olympic Plaza and Century Gardens are adjacent to the project boundary and serve as suitable venues for accommodating large-scale events.



Potential Alleyway Activation
Building off the success of previous alleyway activations, including Sled Alley and the University of Calgary Green Alley Project (GAP), there is potential for future activations across the west and east ends of the Avenue.





Typical Event Capacity
Metric: 2m²/person*

Standing Event Capacity
Metric: 0.5m²/person*

3.7.1 Special Events Zoom In

Multimodal Street Block-by-Block Event Street Closures

Event Capacity

500 - 520 people per block



Event Area

Vehicular Lanes
1000 - 1040m² per block

Variation occurs due to block length

Sample Event Types

- Neighbourhood Block Party
- Christmas Village

Shared Street Flexible Central Zone

115 - 150 people per 1/3 block



Partial Central Program Zone
230-300m²

Calculated as one-third of program zone

- Open Air Library
- Lunch & Art Guided Tour
- Art Corridor
- Happy Hour on the Walk
- Feature Pop-up Concession Stand
- Urban Picnic

425 - 450 people per block
Exception: 400 SW Block 185 people



Full Central Program Zone
850 - 900m²

Exception: 400 SW Block 370m²

- Deck the Avenue
- Kids Mini Fest
- Christmas Village
- Calgary Projection Festival
- Food Truck Fridays
- Busker Nights on the Avenue

Centre St S Temporary Street Closure

470 people typical event
1,200 people standing event



Vehicular Lanes & Parking/Loading
Areas 940m²

Area spans from intersection with Stephen Avenue to 9 Ave SW

- Glow Winter Light Festival
- Outdoor Film Series
- Calgary Indigenous People's Festival
- Downtown Craft Fest
- Summer Beer Garden

NOTE: Average event capacity calculations include total area needed per person, including staging, through zones, etc.

NOTE: Event scenarios included here are for illustrative purposes only, detailed event plans required for all future events.

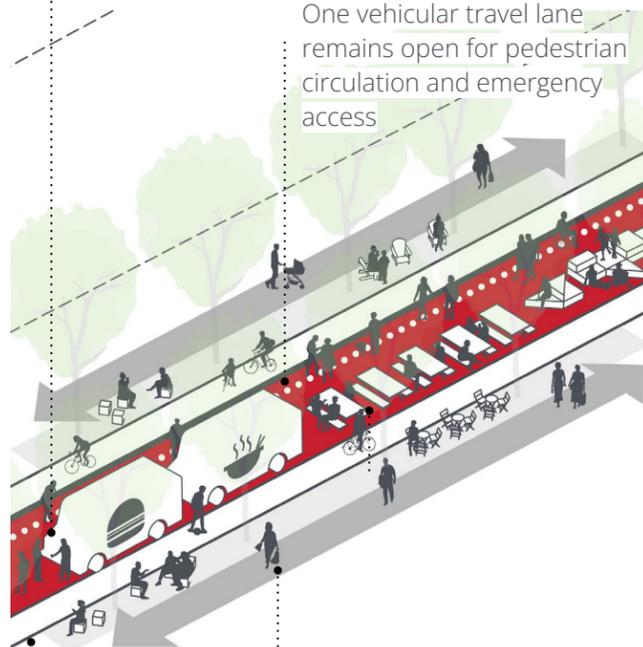
3.7.2 Special Events Zoom In

Multimodal Street Block-by-Block Event Street Closures

Event Setup

Vehicular travel lanes on the multimodal street serve as temporary staging zones for pop-up installations

One vehicular travel lane remains open for pedestrian circulation and emergency access



Spillover seating in adjacent furnishing zone

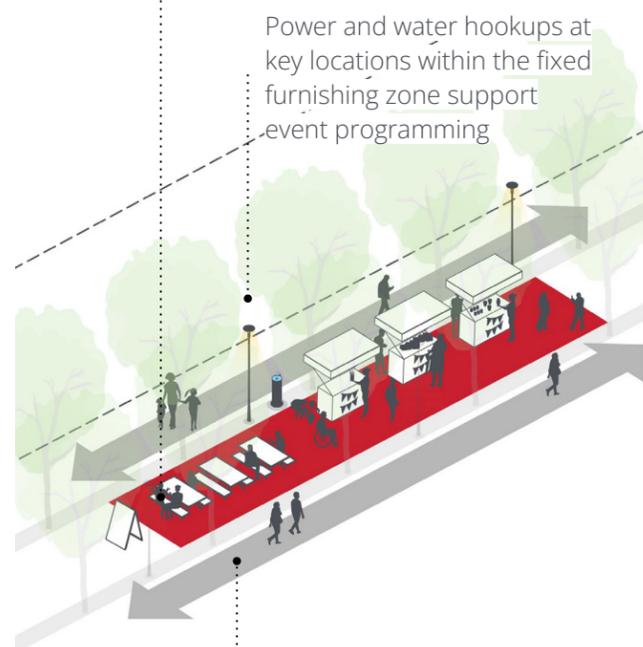
Clear adjacent through zones and bike & wheeling lanes maintained for pedestrians and active mobility modes

Neighbourhood Block Party

Shared Street Flexible Central Zone

Partial area within the central zone along the shared street can be used for a range of smaller scale temporary installations and events

Power and water hookups at key locations within the fixed furnishing zone support event programming

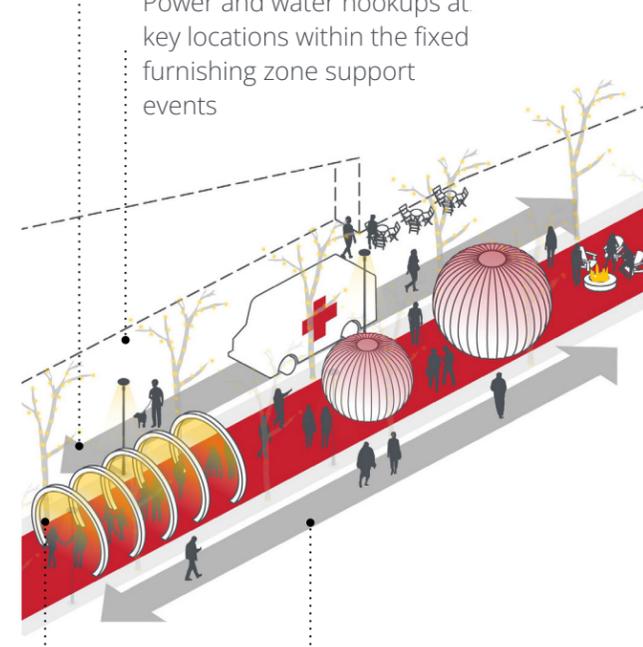


Clear adjacent through zones maintained for pedestrians and emergency access

Craft Pop-up Fair

Flexible central program zone along the shared street can accommodate a range of temporary and seasonal installations and events

Power and water hookups at key locations within the fixed furnishing zone support events



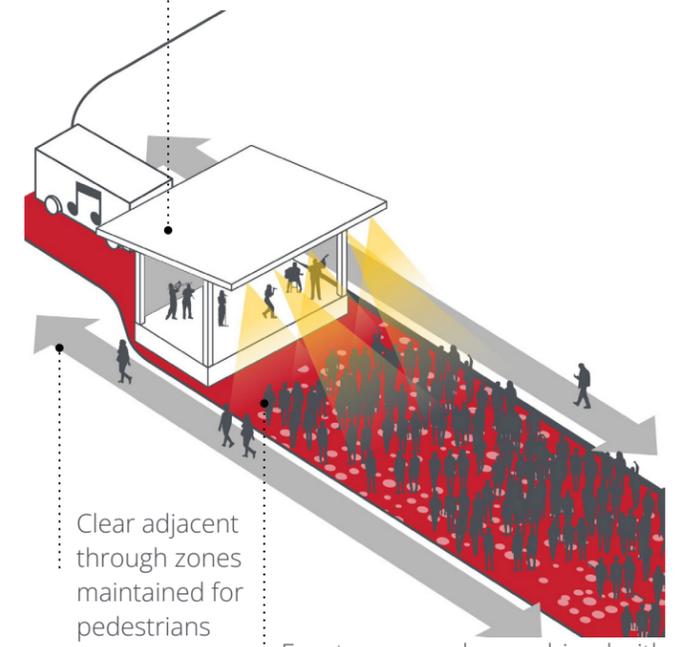
Temporary lighting installations may be integrated

Clear adjacent through zones maintained for pedestrians and emergency access

Winter Festival

Centre St S Temporary Street Closure

Centre St S vehicular travel lanes and parking/loading zones can serve as a temporary staging area for events with Calgary Tower as a backdrop



Clear adjacent through zones maintained for pedestrians

Event area may be combined with central program zones on adjacent blocks (100 SW/100 SE) for an expanded large scale event zone

Centre Street Concert

4

Streetscape Design

This section illustrates how each streetscape typology functions in more detail, highlighting core special and typical design features along the Avenue.

In this chapter, we elaborate on the following:

- 4.1 Project Boundary**
- 4.2 Programming Strategy**
- 4.3 The Shared Street**
- 4.4 The Transition Street**
- 4.5 The Multimodal Street**

4.1 Project Boundary

The Streetscape Master Plan project runs east-west on Stephen Avenue (8 Avenue SW) from 1 Street SE to 11 Street SW. The area of influence has been refined through various phases of the project. The proposed project boundary is highlighted below.

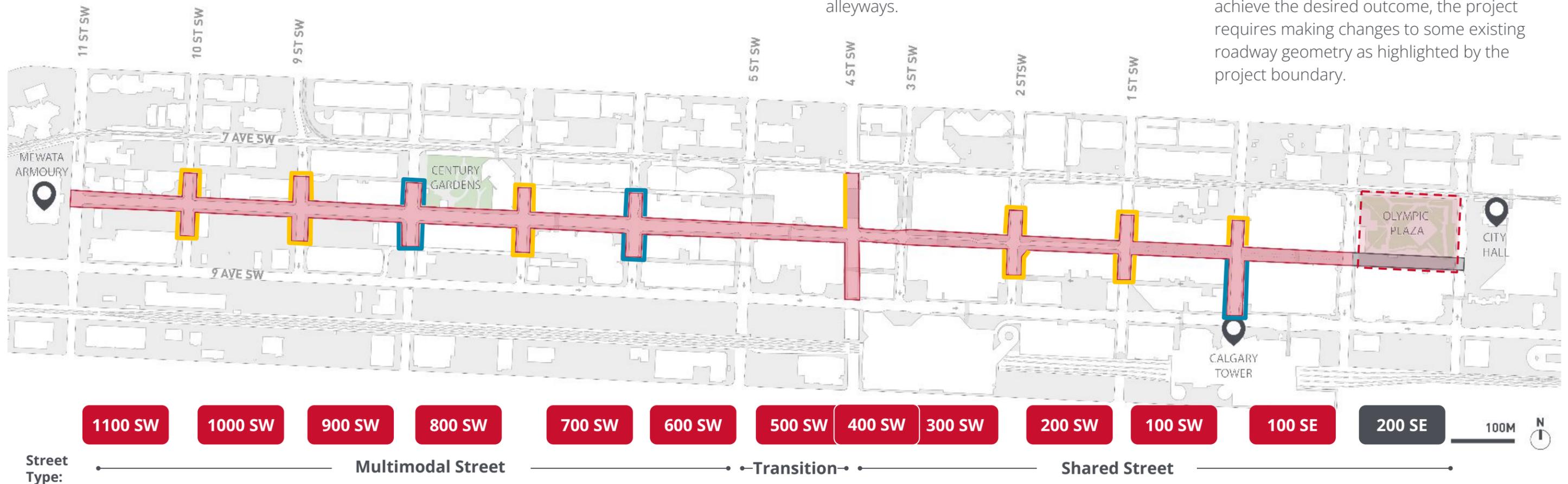
Minimal Cross Street Tie-ins
 These occur at intersections within the plan boundary where recent infrastructure upgrades are planned or provided. At these intersections, the design for the Avenue should tie back to the north-south streets as quickly as makes sense from a constructability and grading perspective.

Improved Cross Street Tie-ins
 These occur at intersections within the plan boundary where minor upgrades are proposed. Upgrades include providing bump outs in select locations, formalizing parking on side streets, and reconfiguring minor lanes. These intersections should tie back into the existing streetscape at or near the existing alleyways.

Large-Scale Improved Street Tie-ins
 These occur in areas within the plan boundary where more significant upgrades are proposed to the north-south streets. Upgrades include the addition of Centre St between 7 - 9 Avenue SW as a street design to accommodate larger festivals and a revised lane configuration at 6 and 8 Street SW. To achieve the desired outcome, the project requires making changes to some existing roadway geometry as highlighted by the project boundary.

NOTE: The Streetscape Master Plan focuses on above-ground changes at cross streets.
 8 ST SW intersection redesign to be coordinated with the 8 ST SW project team

Olympic Plaza block is to be explored in parallel with the Arts Commons transformation delivered by CMLC



4.2 Programming Strategy

Patios are the primary program seen today, coupled with special events that bring high volumes of visitors to the Avenue. Community engagement found that people want more varied programming and events across the day and throughout the year. This not only draws more vibrant public life but can create a more equitable public realm.

Core to the Avenue’s programming strategy is ‘attracting vibrancy and a diversified economic pulse.’ The streetscape redesign provides the infrastructure to achieve this by offering context-responsive activation and programming across all blocks, complemented by small-scale offerings within the furnishing zone. Programming balances free-for-all offerings with patios and other commercial/retail draws to ensure inclusivity and invite all users at all price points. While the proposed programming mix differs block by block, this strategy presents general rules to guide how programs are balanced and co-located. This programming strategy can be adapted and expanded on as building uses change over time.

While the mix of program offerings varies block by block, at least half of all program offerings should be free to all.

Everyday **2/3 of all programming should be comprised of everyday activities**

There should always be a balance of commercially-driven programming with offerings that are public and free to all. These should be co-located to ensure there is a place for everyone to spend time along the Avenue.

Patio Spaces



Seating space provided adjacent to restaurants, cafes, and bars to extend service outside to the edge zone and/or central program zone. When a new establishment opens along the Avenue, explore the opportunity to provide patio space within the edge and/or program zone.

Social Seating, Public Patios, Communal Dining



Communal tables and social seating should be provided near clusters of patios to balance commercial uses with free-to-sit options for socializing, take out, and bring-your-own dining.

Fun & Games for All Ages, Play-on-the-way



Co-locate games and playful, interactive features with public seating in context appropriate settings to draw a mix of age groups, including children and young adults. Consider contexts near music venues, schools/ daycares, residences, etc.

Special Activations **1/3 of all programming should be comprised of special activations**

Special Activations should complement a block’s everyday offerings with temporary activities provided in coordination with cultural institutions or local commerce/retail outposts. These activations are supported by co-located fixed and flexible furnishings.

Flexible Space for Arts, Cultural & Commercial Activations



Central program space is activated by temporary commercial pop-ups like seasonal markets and food trucks to complement patios and activate areas lacking in brick-and-mortar commercial/retail or with limited active facades.

Outdoor Performances, Stage Area



Outdoor performances leverage the Avenue as a backdrop for performances and art. Gathering space can be accommodated near large-scale attractions (e.g., Glenbow, Telus) to invite the public to engage with cultural offerings.

Street Plaza, Special Event & Activation Zone



Street plazas draw activity into the street. These should be supported by specialty furniture and, provided in cooperation with cultural institutions and current arts and culture destinations.

In colder months, these locations can be adapted for winter activity with features like warming huts.

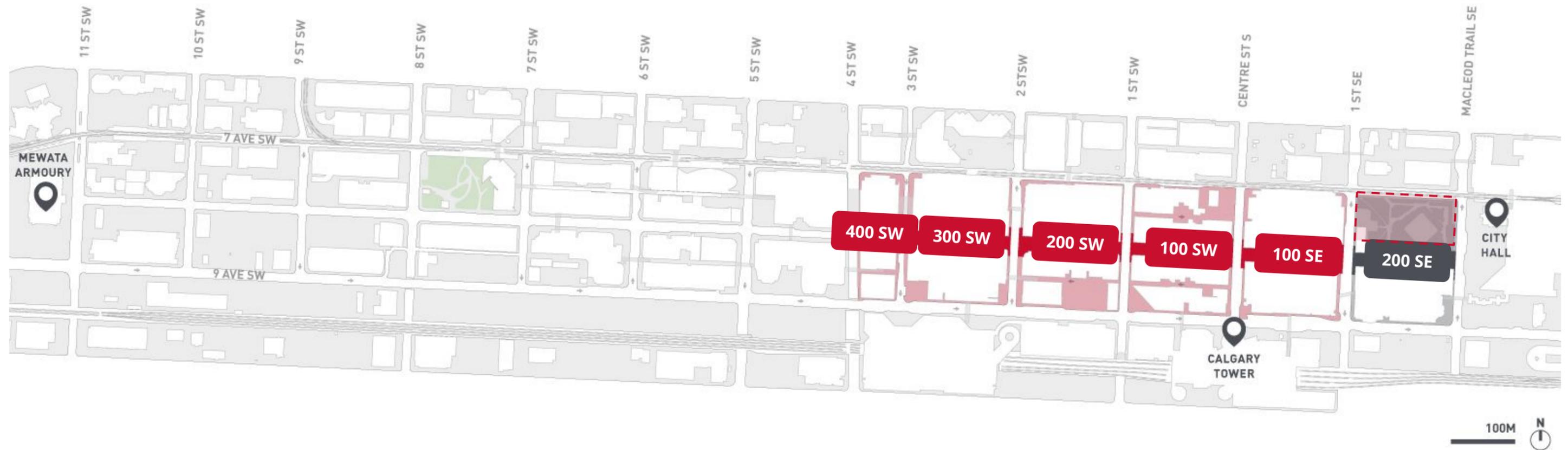
Olympic Plaza block is to be explored in parallel with the Arts Commons transformation delivered by CMLC

4.3 The Shared Street

Located within the historic and commercial core of Downtown, directly connected to key arts and civic functions, the Shared Street acts not only as an integral downtown link but a primary public space in its own right.

As Downtown’s primary pedestrian space, these blocks will be highly walkable and bustling with public life. Pedestrian priority is reinforced across the streetscape, simplifying access and circulation to expand opportunities for context-responsive programming and activities for all.

Here, a lively, vibrant public realm invites Calgarians and visitors alike to spend time on the Avenue year-round, both everyday and for special events. The streetscape serves as a platform for a mix of public seating, patios, social gatherings, busking, street vendors, and more, all under a lush tree canopy and warm ambient lighting.



4.3.1 Right of Way Split for the Shared Street

Circulation

- Dedicated through zones, demarcated by furnishing zone, emphasize pedestrian priority.
- Upgraded intersections improve east-west and north-south connectivity for pedestrians and safety for all.
- Private vehicle traffic is restricted.
- Select alleyways and cross streets are leveraged for loading.
- Pick-up/drop-off zones (PUDO) are consolidated at dedicated intersections.
- Emergency access and maintenance vehicles are accommodated within the through zone with the addition of edge zones for outrigger space.

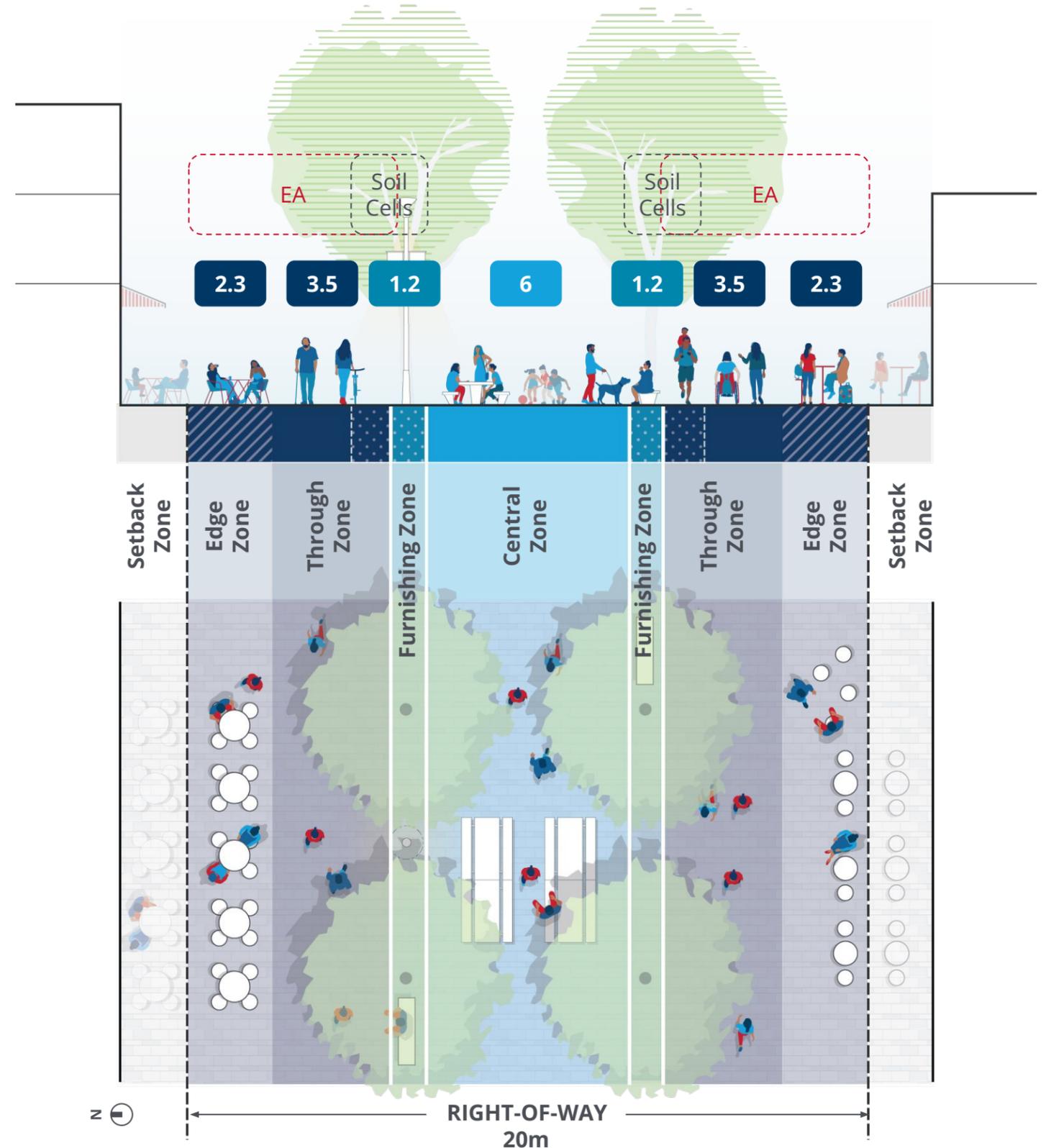
Programming

- Expanded activation space provided in a 6m-wide central program zone — used to support events, public art, and pop-ups that further promote varied activation and programming along the Avenue.

Furnishing

- Fixed furnishings, trees, and lighting are consolidated within a dedicated furnishing zone to reduce visual and physical clutter, further enhancing accessibility.
- Pendant light fixtures mark the arrival at the Avenue and are visible from the parallel street intersections.
- Improved tree infrastructure with integrated soil cells and stormwater infrastructure promotes resilience, improves pedestrian comfort, and reduces urban heat island effect.
- A consistent rhythm of trees on both sides of the street supports healthy tree growth.
- Public seating is balanced with patio seating, boosting comfort for all.
- Custom designed seating is introduced in select locations to further complement the adjacent building functions and spark public life.

NOTE: The diagram represents the dimensional RoW split across all shared street, while the through zone and central zone uses vary in response to context-specific conditions.

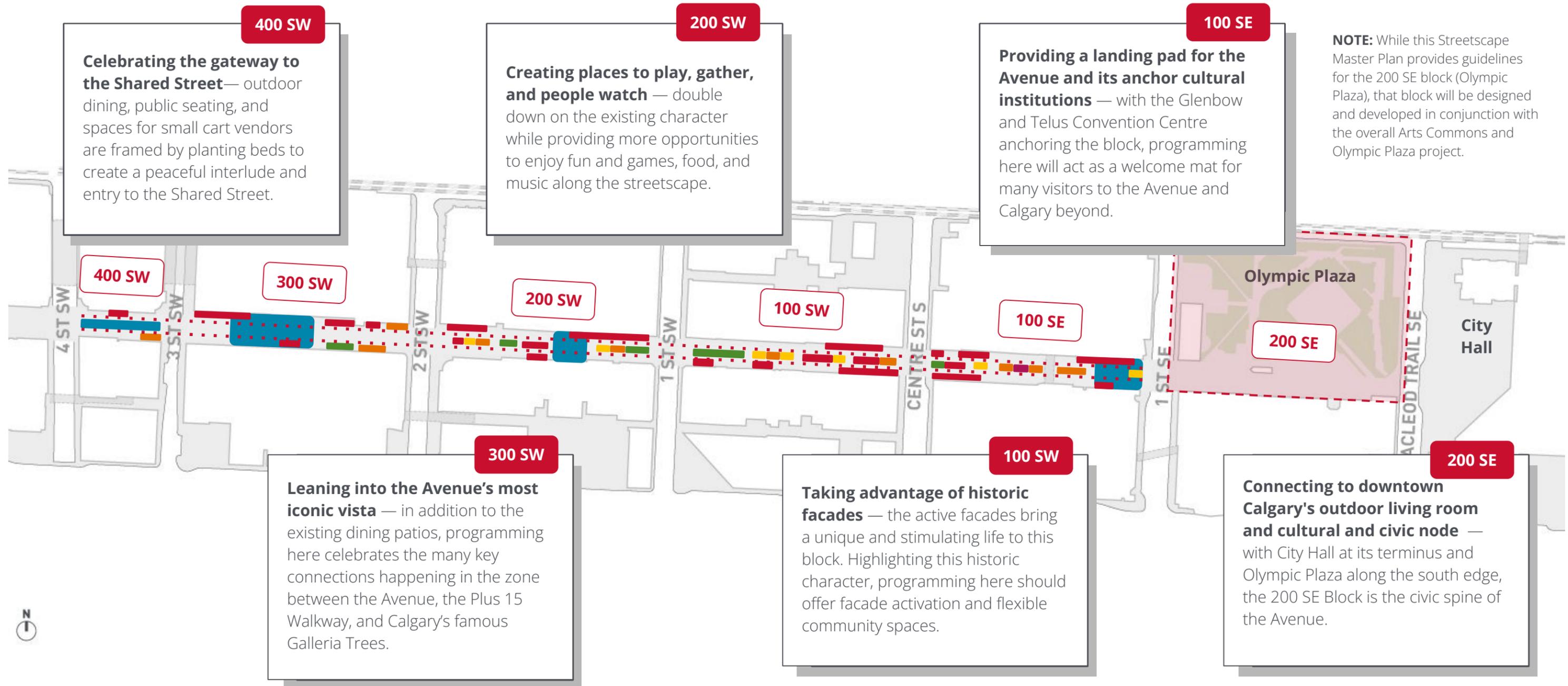


4.3.2 Public Engagement Design Implications

Design Moves		Link to What We Heard	Right-of-Way	Link to What We Heard	Programming	Link to What We Heard
<p>Each design move is reflected in the block-by-block design, with the moves listed below in order of their engagement score rankings.</p>			<p>Over 78% of respondents supported or highly supported the proposed right-of-way concept, which prioritizes pedestrians & eliminates parking and vehicular traffic.</p>		<p>Programming that makes the Shared Street more vibrant & inclusive, with diverse offerings & varied year-round activations, was most highly favored.</p>	
<p>Create Conditions for a Healthy Tree Canopy 1st Place</p>	<p>Robust, continuous tree canopies are provided on all blocks where suitable growth conditions can be provided.</p>	<p>Pedestrian priority street with restricted vehicular access, where dedicated through zones are demarcated by a furnishing zone</p>	<p>Most respondents largely supported the proposed cross section, though concerns were expressed over the potential for conflicts between people on foot and on wheels. Micromobility hubs at intersections and design that reinforces street hierarchy will reduce such conflicts.</p>	<p>Commercial activations — such as pop-up seasonal markets, farm stands, or craft fairs</p>	<p>The central program zone accommodates a variety of pop-ups that can activate the street across all seasons.</p>	
<p>Light the Avenue at a Human Scale 2nd Place</p>	<p>Catenary fixtures and street lights provided in regular intervals will ensure a bright but not overlit nighttime experience.</p>			<p>Food and beverage trucks, carts, or kiosks — for easy grab and go</p>	<p>Mobile food offerings with a range of public seating options invite people at all price points to grab a bite and take in the sights and sounds of Stephen Avenue.</p>	
<p>Design Flexible and Responsive Spaces 3rd Place</p>	<p>A simplified right of way allows for flexible activation of streetscape public space.</p>			<p>Expanded program zone</p>	<p>Expanding the program zone ensures a wider range of program types and scales can be provided. This was supported by community feedback, as many respondents expressed appreciation for programming and activation that contributes to vibrancy, activity, celebrations, and performances.</p>	<p>Patio spaces — seating space for adjacent restaurants, cafes, and bars</p>
<p>Connect to the Plus 15 Walkway Network 4th Place</p>	<p>Reduction in visual clutter and improved wayfinding will boost Plus 15 connections.</p>		<p>Outdoor performances — flexible venues and designated busking spaces to bring live music and performances to the street</p>			<p>Outdoor performance spaces are provided at key locations adjacent to legacy institutions like the Palace Theatre, as well as high foot traffic areas like Block 100 SE.</p>
<p>Frame the Avenue with Gateways 5th Place</p>	<p>Catenary lighting and tree canopies form continuous gateways at intersections and moments of high-impact.</p>					
<p>Roll Out the Carpet with Paving 6th Place</p>	<p>High-quality, low-maintenance paving will unify all blocks.</p>					

4.3.3 Block Character & Programming Overview

- Everyday amenities
- Patio spaces
- Outdoor performances, stage area
- ▭ Olympic Plaza block will be explored in parallel with the Arts Commons transformation delivered by CMLC
- Social seating, public patios, communal dining
- Fun & games for all ages, play-on-the-way
- Flexible space for arts, cultural & commercial activations
- Street plaza, special event & activation zone



NOTE: *Patio zone along the building edge can be expanded on a case-by-case basis and in relation to new businesses.

Everyday Amenities[†]

A foundation of high-quality public furniture within the furnishing zone will raise the bar for the experience along the entire Avenue while complementing all block-specific programming.

The range of everyday amenities includes public benches, waste bins, human-scale light fixtures, and bike parking. See Chapter 5: Design Palette for more.

4.3.4 Programming Areas

Block	Patio Spaces [*]	Social Seating, Public Patios, Communal Dining	Fun & Games for All Ages, Play-on-the-way	Flexible Space for Arts, Cultural & Commercial Activations	Outdoor Performances, Stage Area	Street Plaza, Special Event & Activation Zone	Everyday Amenities [†]
100 SE	650m ² (w.215m ² central zone)	275m ²	95m ²	130m ²		150m ²	360m ²
100 SW	565m ² (w.240m ² central zone)	130m ²	130m ²	200m ²	(Fun & Game spaces can be configured into small stages and seating for minor performances)		290m ²
200 SW	380m ² (w.140m ² central zone)	225m ²	95m ²	130m ²		110m ²	415m ²
300 SW	510m ²	220m ²		110m ²		1265m ²	470m ²
400 SW	175m ²	75m ²		40m ²		310m ²	250m ²

- - - Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

100 SE Block Site Plan



Patio dining within central program zone **TYPICAL** see p.51

Consider providing a canopy to extend the season (non-permanent structure)

Patio dining within edge zone **TYPICAL** see p.51

Performance area with multi-directional wood deck platform stage co-located with social seating **SPECIAL** see p.53 and **TYPICAL** see p.52

Raised planting bed / pollinator garden with wood seating edge **SPECIAL** see p.55

Glenbow Museum street plaza with flexible central zone for seasonal rotating activation **SPECIAL** see p.57

Raised intersection **TYPICAL** see p.65

Information kiosk near Centre St serves as additional wayfinding and provides another set of 'eyes on the street.' **SPECIAL**

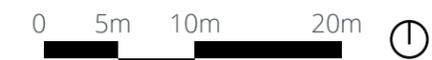
Unobstructed pedestrian through zone **TYPICAL**

Furnishing zone with trees, light fixtures, public benches (fixed) and urban amenities (bike racks, signage, bins, call boxes, Plus 15 Walkway wayfinding) **TYPICAL** see p.50

Existing Plus 15 Walkway overhead with underside art **SPECIAL** see p.59

Glenbow interface transformation to be confirmed **SPECIAL** see p.61-62

Clusters of bike and scooter parking near intersection **TYPICAL** see p.50



- Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection
- 🚏 Bus Stop

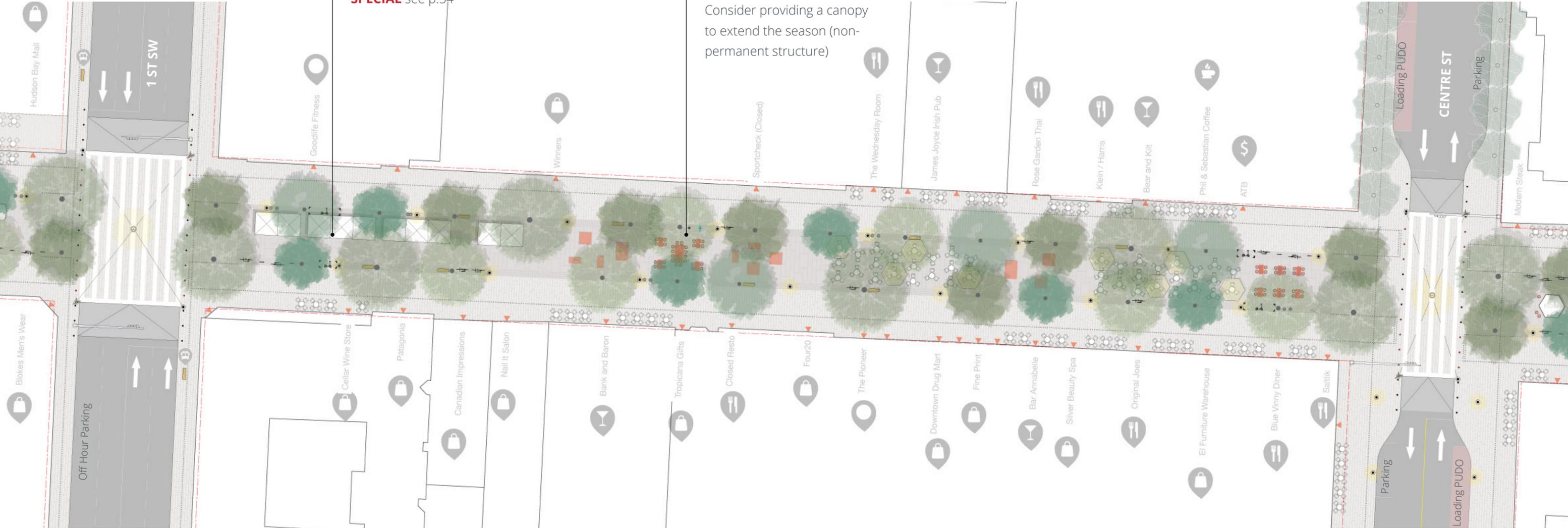
NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

100 SW Block Site Plan

Flexible area for arts, cultural and commercial activations such as summer and winter markets, co-located with picnic tables within the central program zone **SPECIAL** see p.54

Communal dining and social seating area with public chairs, tables and seating stacks within the central program zone **TYPICAL** see p.52

Consider providing a canopy to extend the season (non-permanent structure)



- Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection
- 🚏 Bus Stop

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

200 SW Block Site Plan

Game library kiosk adjacent to social seating
SPECIAL

Palace Theatre street plaza with expanded central program zone paver area and bleacher seating for busking, performances and other events **SPECIAL** see p.57

Game tables adjacent to social seating **SPECIAL** see p.54

Flexible area for arts, cultural and commercial activations such as food vendors co-located with picnic tables **SPECIAL** see p.54

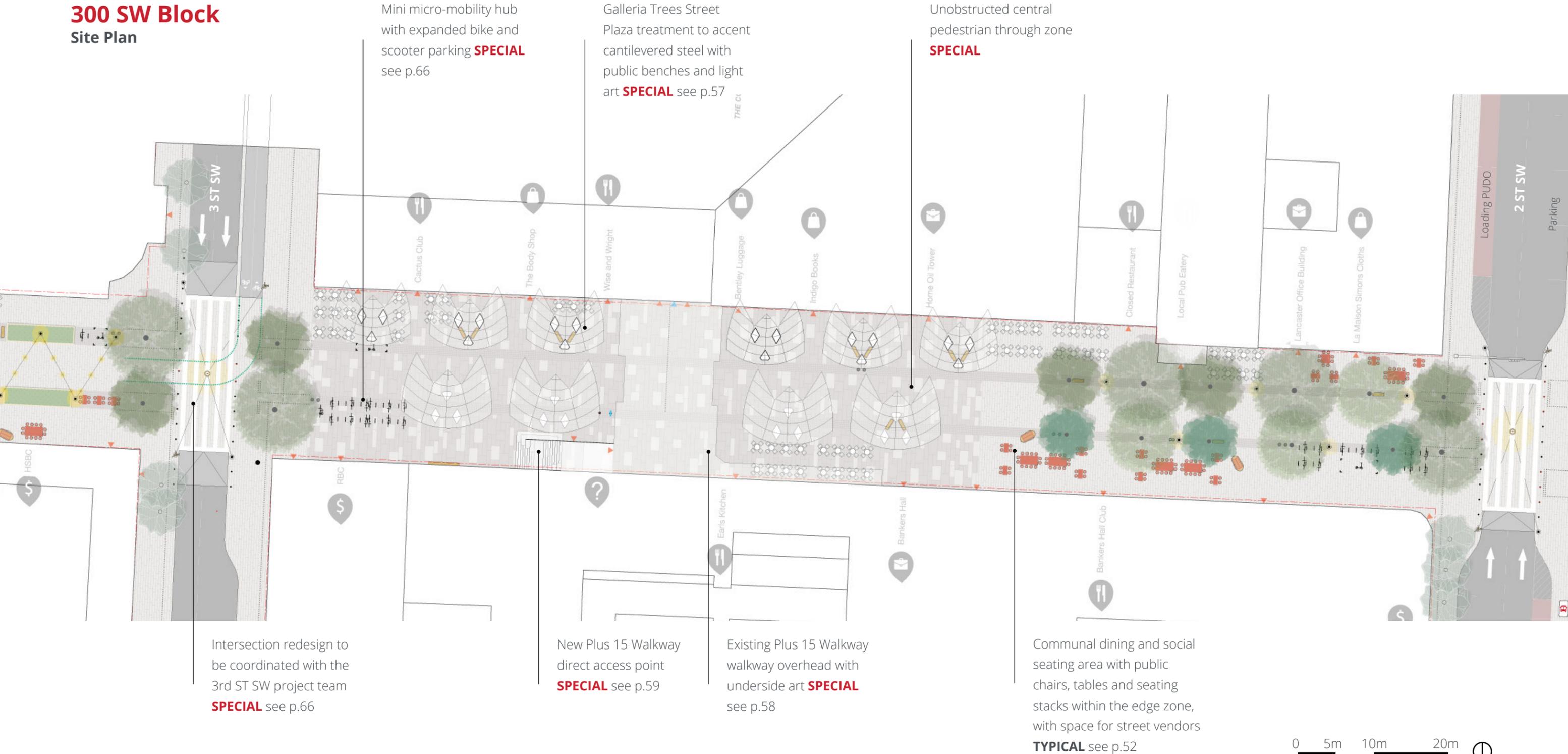
Flexible area for potential winter activation (it is recommended to concentrate Winter activation within select blocks)



"The Conversation" statue
SPECIAL



300 SW Block Site Plan



Mini micro-mobility hub with expanded bike and scooter parking **SPECIAL** see p.66

Galleria Trees Street Plaza treatment to accent cantilevered steel with public benches and light art **SPECIAL** see p.57

Unobstructed central pedestrian through zone **SPECIAL**

Intersection redesign to be coordinated with the 3rd ST SW project team **SPECIAL** see p.66

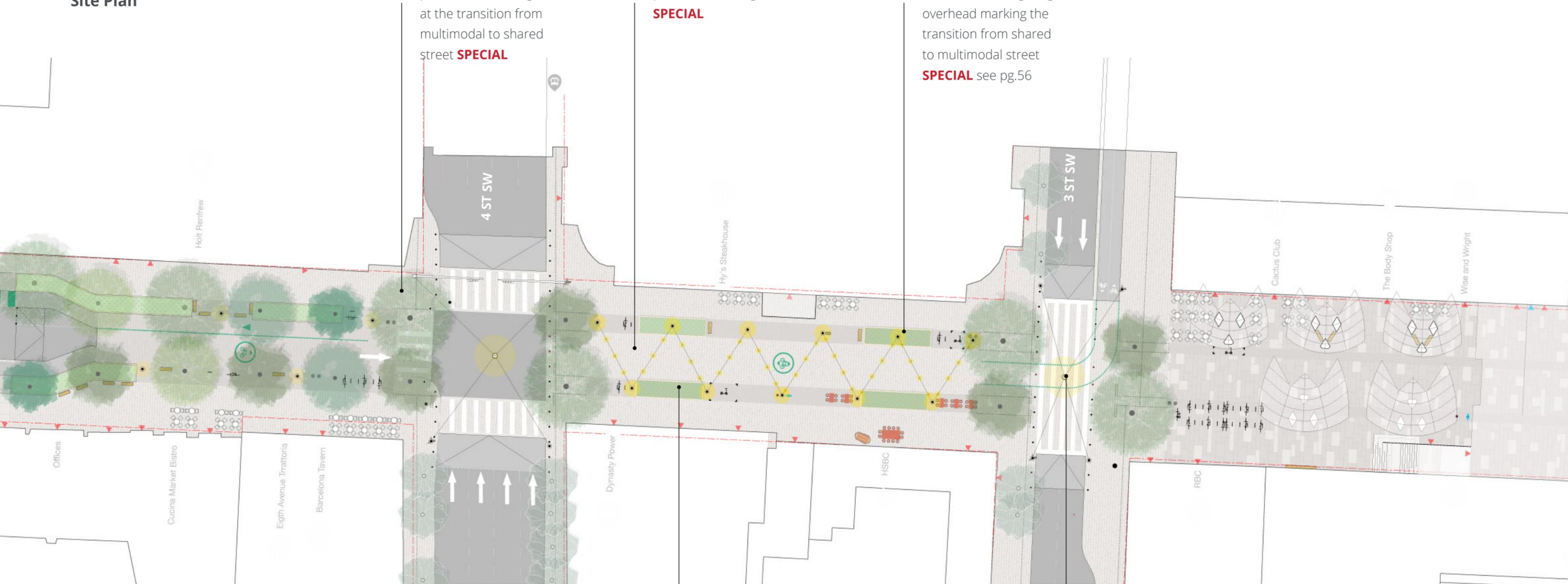
New Plus 15 Walkway direct access point **SPECIAL** see p.59

Existing Plus 15 Walkway overhead with underside art **SPECIAL** see p.58

Communal dining and social seating area with public chairs, tables and seating stacks within the edge zone, with space for street vendors **TYPICAL** see p.52



400 SW Block Site Plan



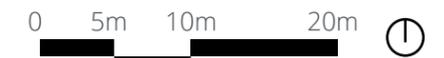
Clearly marked pedestrian crossings at the transition from multimodal to shared street **SPECIAL**

Unobstructed central pedestrian through zone **SPECIAL**

Tall poles with special central festoon lighting overhead marking the transition from shared to multimodal street **SPECIAL** see pg.56

Furnishing band with low planting beds **SPECIAL** see p.55

Bike markings direct cyclists to proposed 3 St SW bike infrastructure **SPECIAL** see p.66

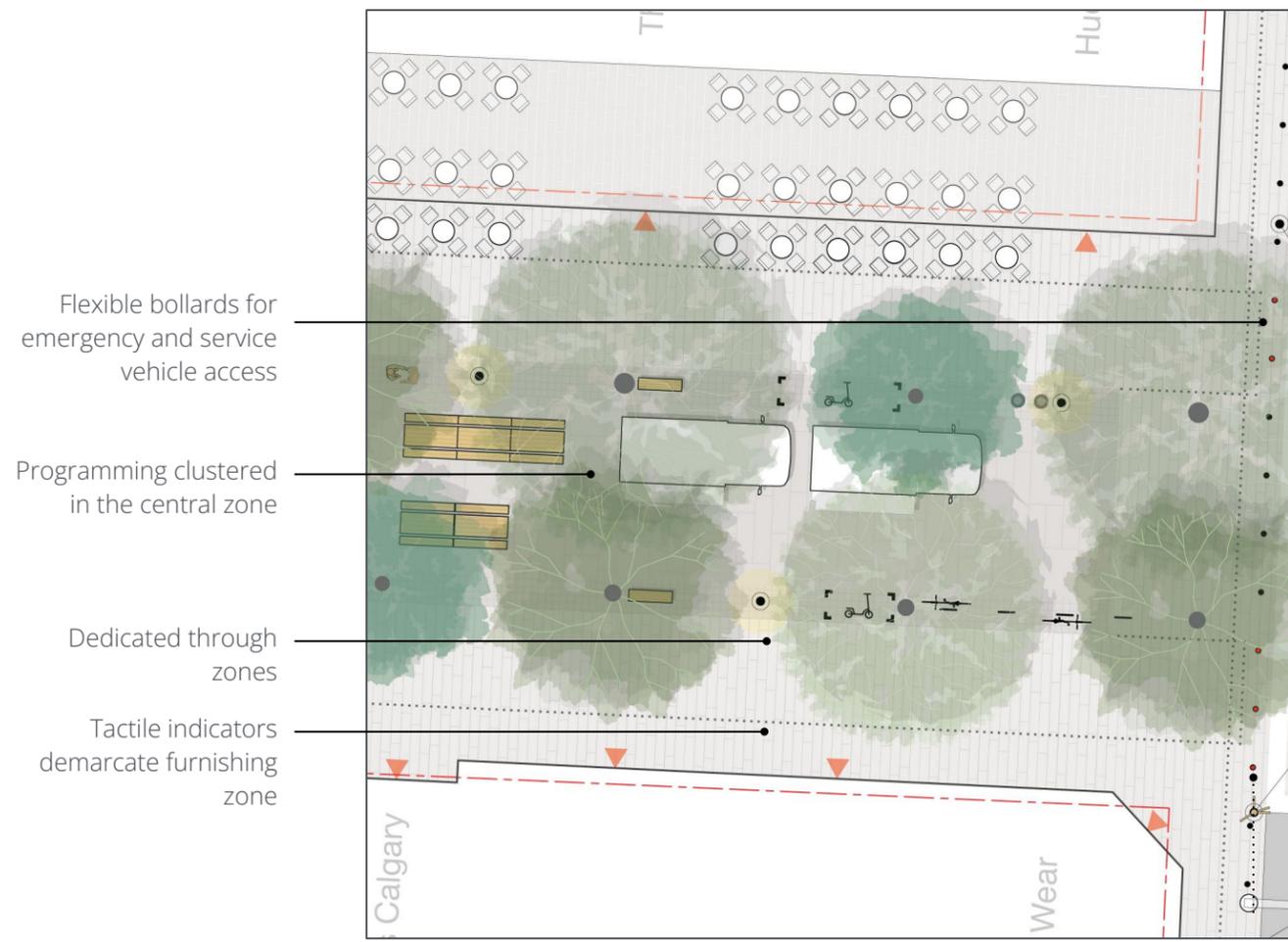


NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Through Zone Typical Condition

Through Zones on Both Sides of the Street ↓

Dedicated through zones are provided on both sides of the Avenue for clear, pedestrian-priority circulation on the 100 SE, 100 SW, and 200 SW blocks. These are closed to private vehicular traffic, though wide enough to accommodate emergency and service vehicles.



100 SE Block
Plan View

Central Through Zone Special Condition

Central Through Zone ↓

Given the Galleria Trees and approach to the multimodal transition, pedestrian (see pg 66) and emergency vehicle circulation is better served with a larger central through zone on the 300 SW and 400 SW blocks. This approach is unique to this block given its context, while other blocks instead include a central zone.



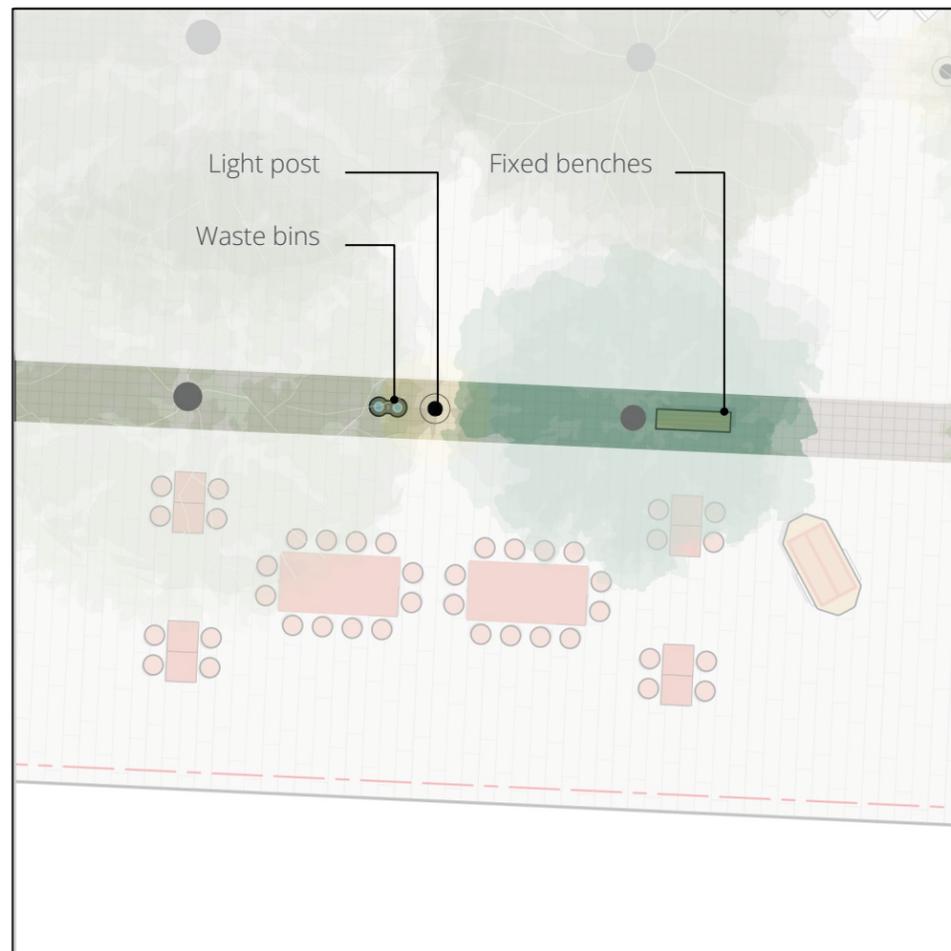
200 SW Block
Plan View

Furnishing Zone Everyday Amenities

Typical Condition

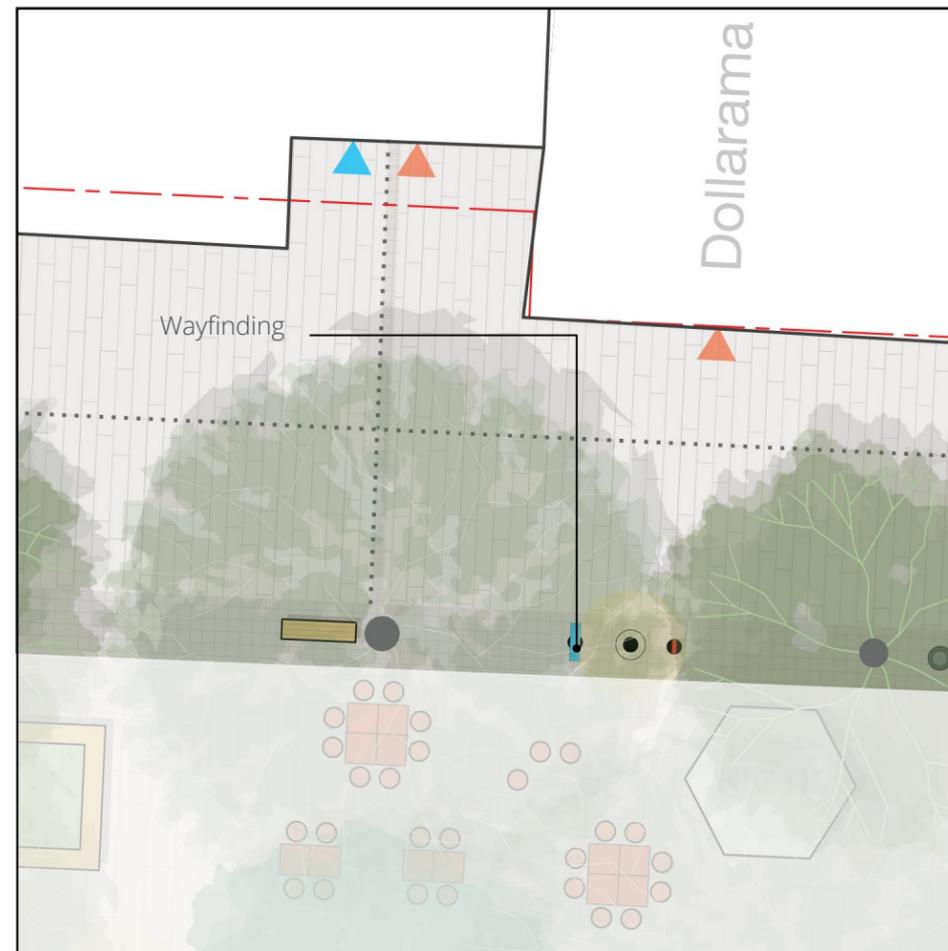
Fixed Public Benches ↓

A cohesive palette of everyday amenities sets a high-quality baseline of furnishings across all blocks, elevating the character of the Avenue. Amenities are co-located to ensure all are comfortable spending time along the street at all times of the day. Benches are provided on all blocks, with locations determined based on context.



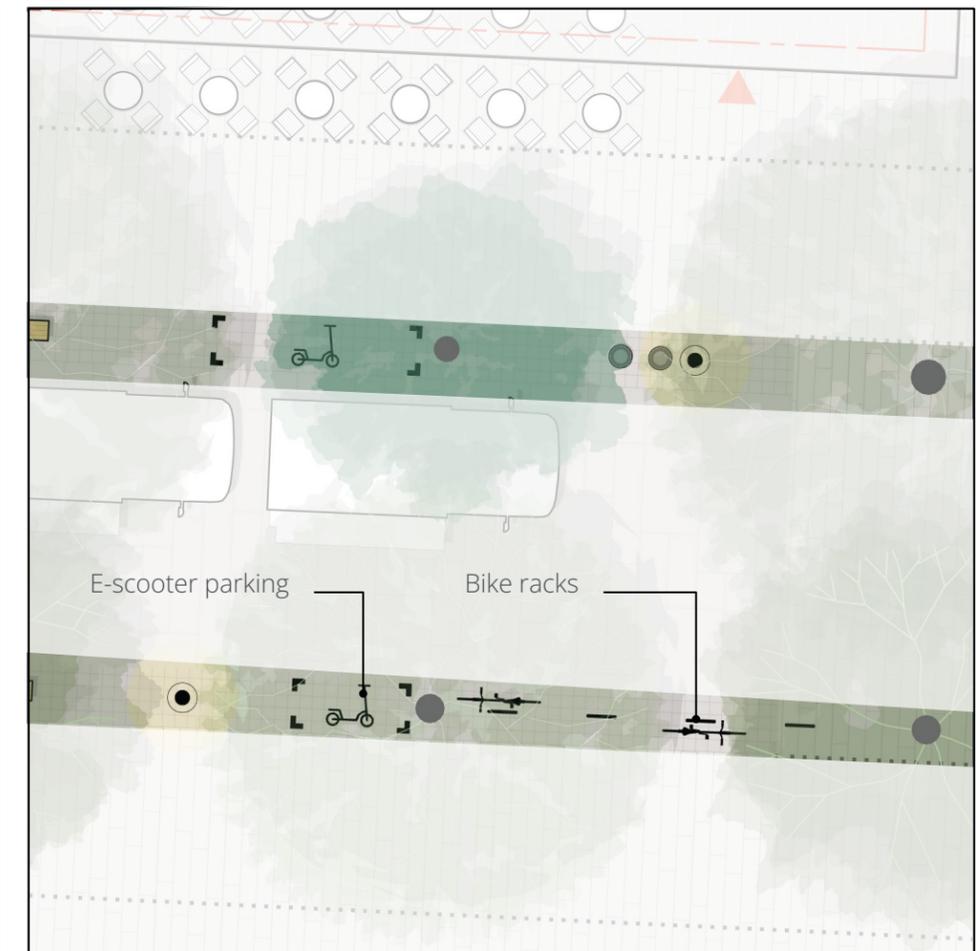
Wayfinding Signage and Receptacles ↓

A recognisable wayfinding system complements the Avenue design to enhance accessibility by seamlessly orienting visitors along the streetscape. Vertical and ground plane elements are fixed to offer visual and tactile cues within the furnishing zone.



Bike Racks and Dedicated E-Scooter Parking ↓

Fixed bike and scooter parking is concentrated near intersections, destinations, and across all blocks to seamlessly support the micromobility arrival experience — inviting people to explore the Avenue on foot.



Patio Dining

Typical Conditions

Patio Dining in the Central Program Zone ↓

The Avenue's vibrant al fresco dining scene is expanded into the central program zone. Shared dining areas maximize serviceable space and efficiently activate the Avenue across different times of the day.

Public seating available nearby

Edge zone cafe-style seating unique to each restaurant

Central zone cafe style seating shared by surrounding restaurants



Patio Dining at the 100 SW Block
Perspective View

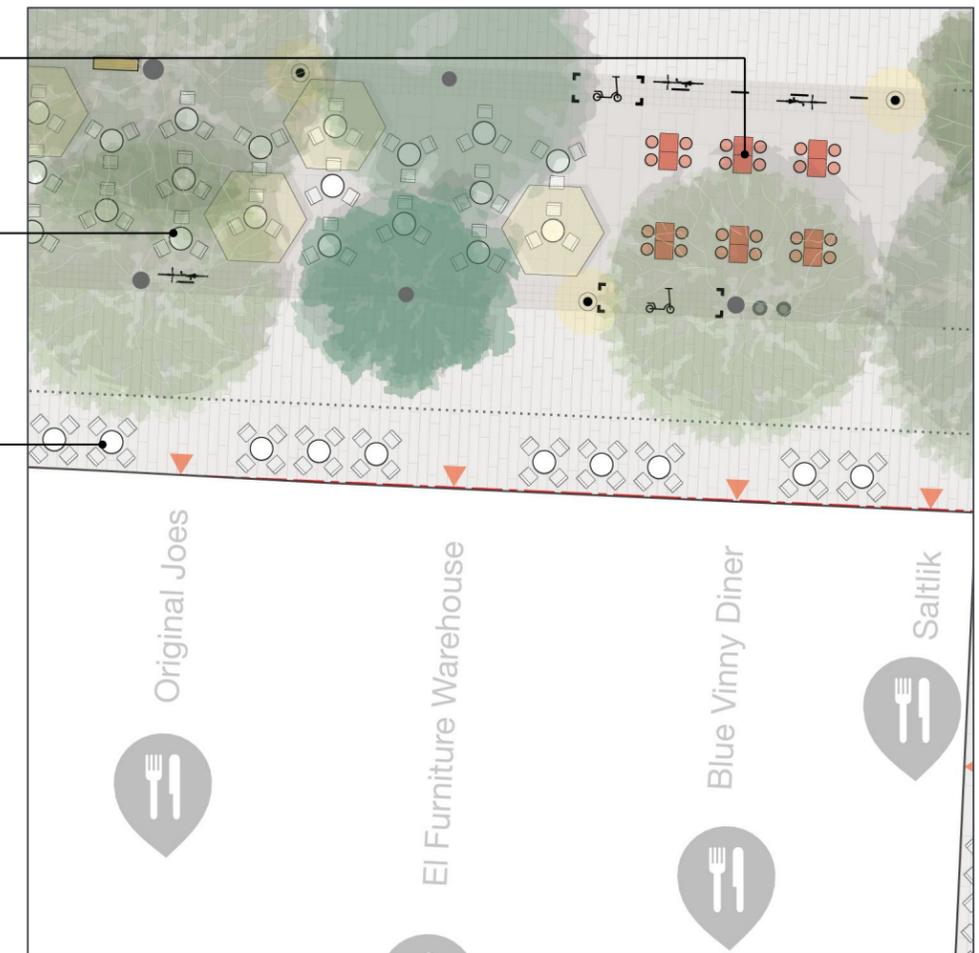
Patio Dining in the Edge Zone ↓

Patios activate the facades of many storefronts along the block, extending the invitation for food and beverage into the public realm while encouraging business owners to personalize a piece of the street.

Public seating options available nearby

Central zone with patio seating shared by businesses

Patio areas exclusively managed and used by directly adjacent restaurants



5 m

100 SW Block
Plan View

NOTE: Plans are conceptual and subject to change based on private patio zone fencing approach, to be determined through coordination between the CDA, City, and business owners in future phases. Patio enclosure and permitting options are outlined in more detail in Chapter 5.1.8 Private Patio Zones'.

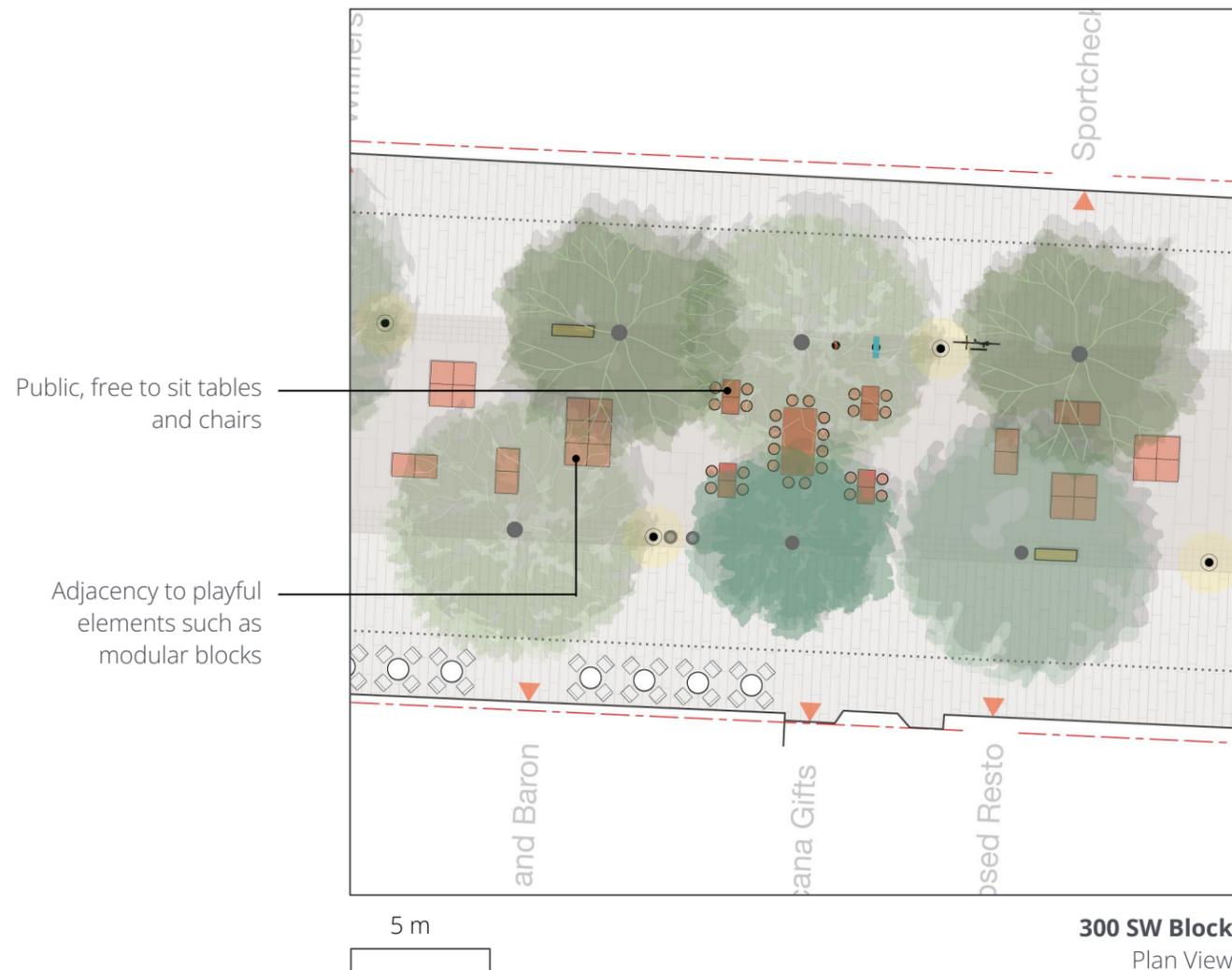
NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Communal Tables and High Top Seating

Typical Condition

Communal Dining in the Program Zone↓

Movable tables and chairs complement the Avenue's robust patio culture by inviting visitors for shared bring-your-own dining experiences, encouraging flexible lingering and liveliness on the street.



Communal Picnic Seating

Typical Condition

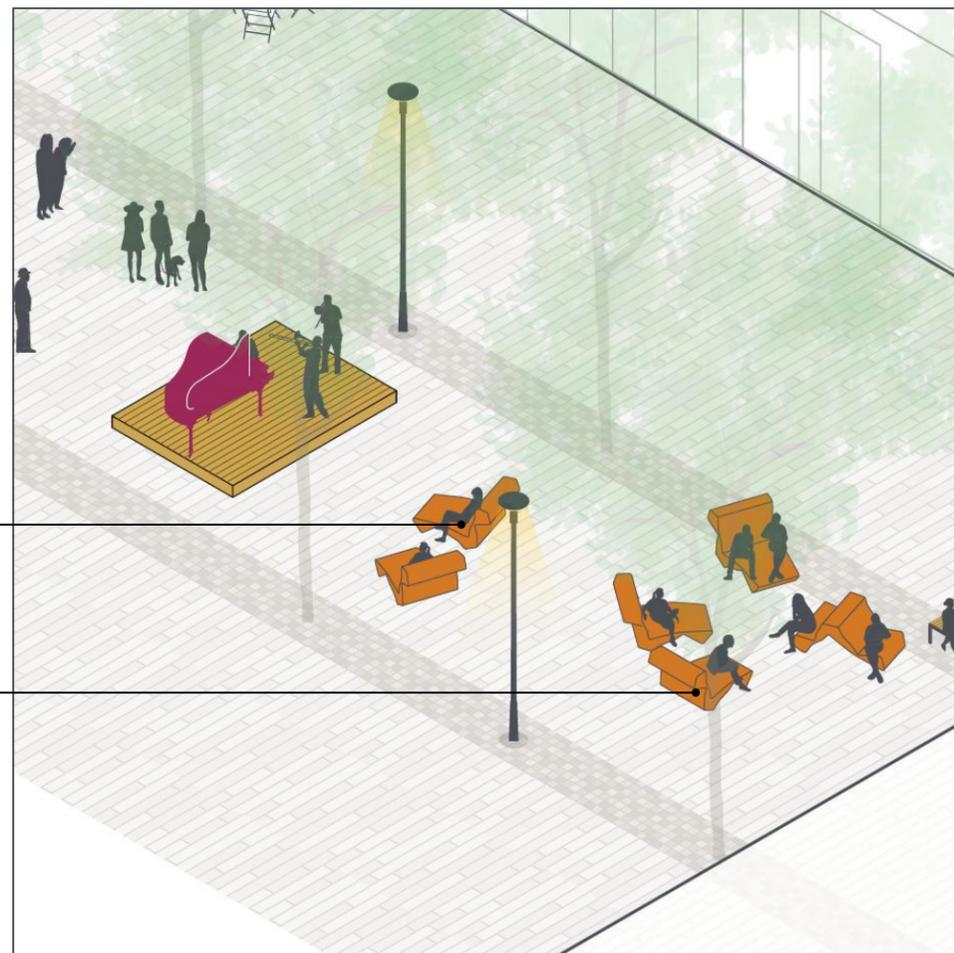
Communal Dining by Food Trucks, Games, and Activations↓

Semi-flexible communal picnic tables are co-located next to designated areas for food trucks, markets, and other vehicular-supported temporary activations to support increased demand for public dining.



Custom Designed Seating Special Condition

Movable Custom Designed Seating near Performance Space ↓
Signature seating, provided in clusters, offers a gathering experience imbued with playfulness. Co-located with events like musical performances or busking, this seating type supports arts and culture activations within the central program zone.



Arranged to function as spectator seating during events or social seating

Colourful, signature seats in clusters

100 SE Block
Plan View

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Palace Theatre Plaza Fixed Custom Designed Seating ↓
Fixed custom designed seating is provided in locations along the Avenue that are rich with social activity or special events. Within the central program zone, stacked seating provides space both for event spectators and for small-scale, spontaneous social gatherings.



Arranged to function as spectator seating during events or social seating

Special ground feature implies a stage and doubles as a game board

5 m

200 SW Block
Plan View

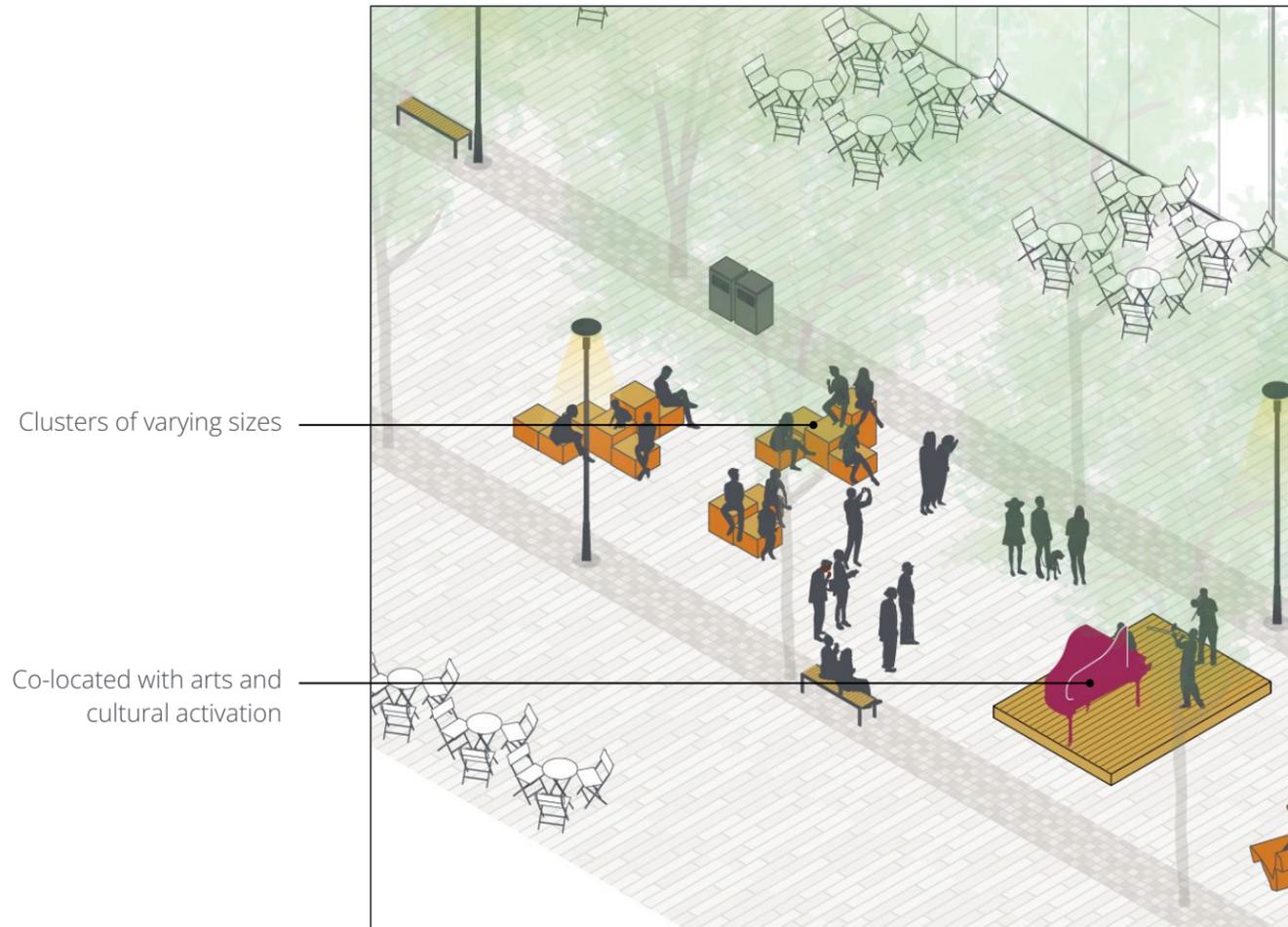
NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Modular Social Seating Cluster

Typical Condition

Modular Social Seats near Performance Space ↓

Modular seating supports a wide array of social activities, from people-watching to gathering and spectating. This public seating type is provided in coordination with arts and culture programs that draw medium to large groups, like busking, performance stages, and cultural institutions.



Clusters of varying sizes

Co-located with arts and cultural activation

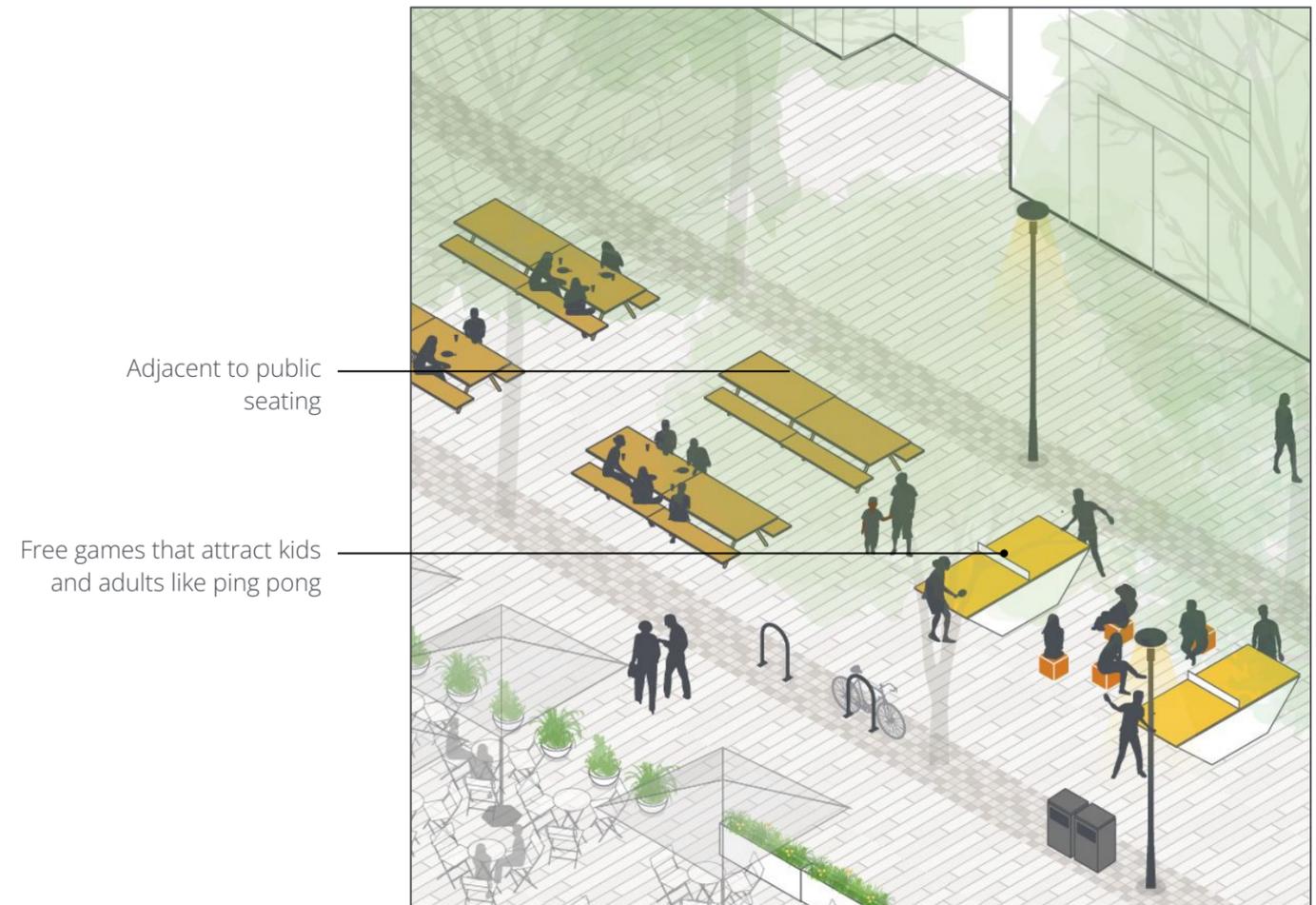
100 SE Block
Plan View

Play-for-All-Ages

Special Condition

Play-for-All near Communal Dining Clusters ↓

Fixed play elements complement clusters of public and commercial seating within the central program zone by offering free games that invoke a playful spirit from kids and adults alike.



Adjacent to public seating

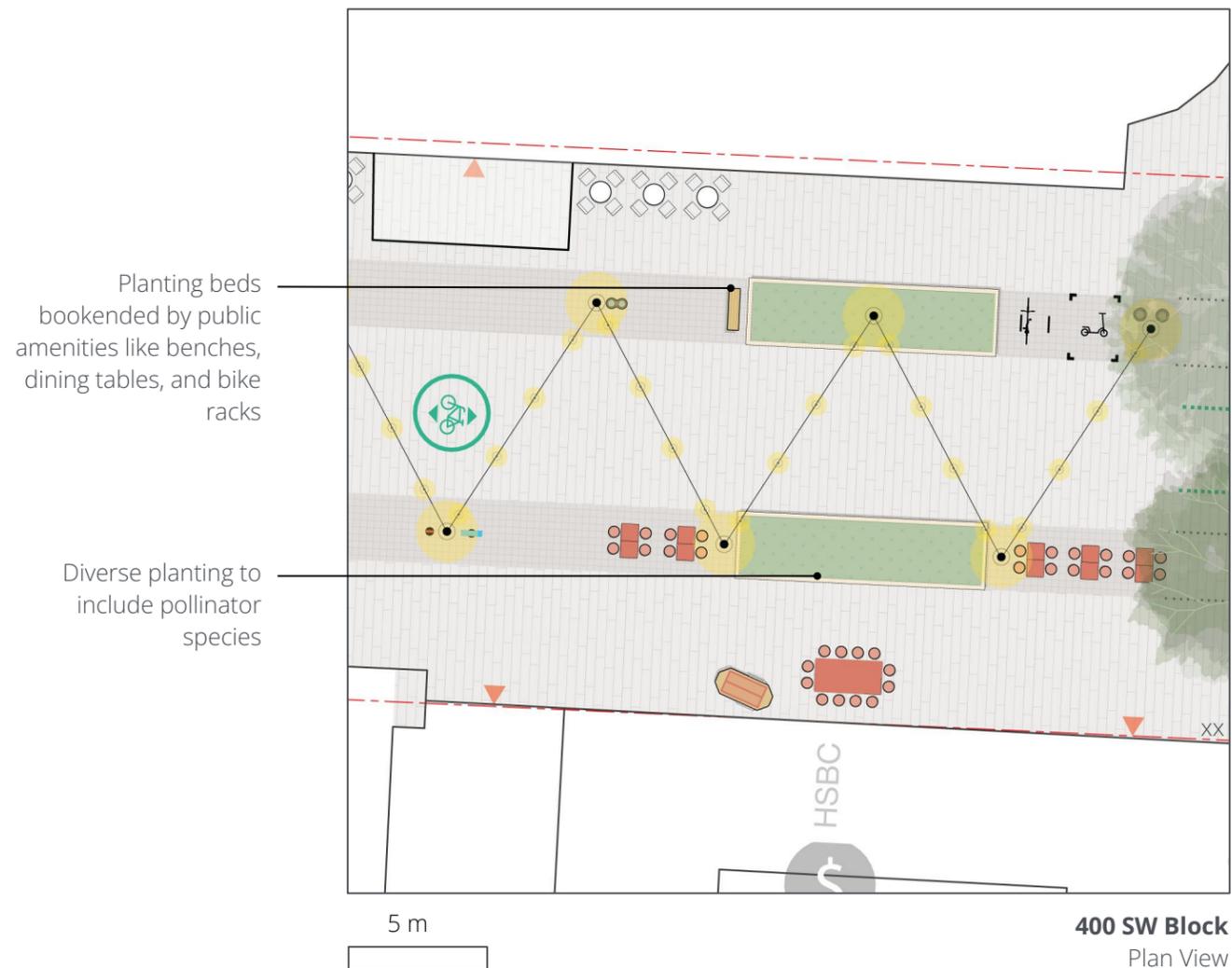
Free games that attract kids and adults like ping pong

200 SW Block
Plan View

Planting Beds Special Condition

At-Grade Planting Beds ↓

At-grade planting beds with low-profile curbs are situated within the furnishing zone to add greening to the street with minimal disruption to flow and activation. Planting beds are bookended by everyday amenities such as public benches, communal dining, and lighting.



Raised Planting Bed with Seating ↓

In the central program zone, wide planting beds provide expanded planting space within a raised edge. These double as informal seating. They also add greening to the street without imposing on circulation and programming.

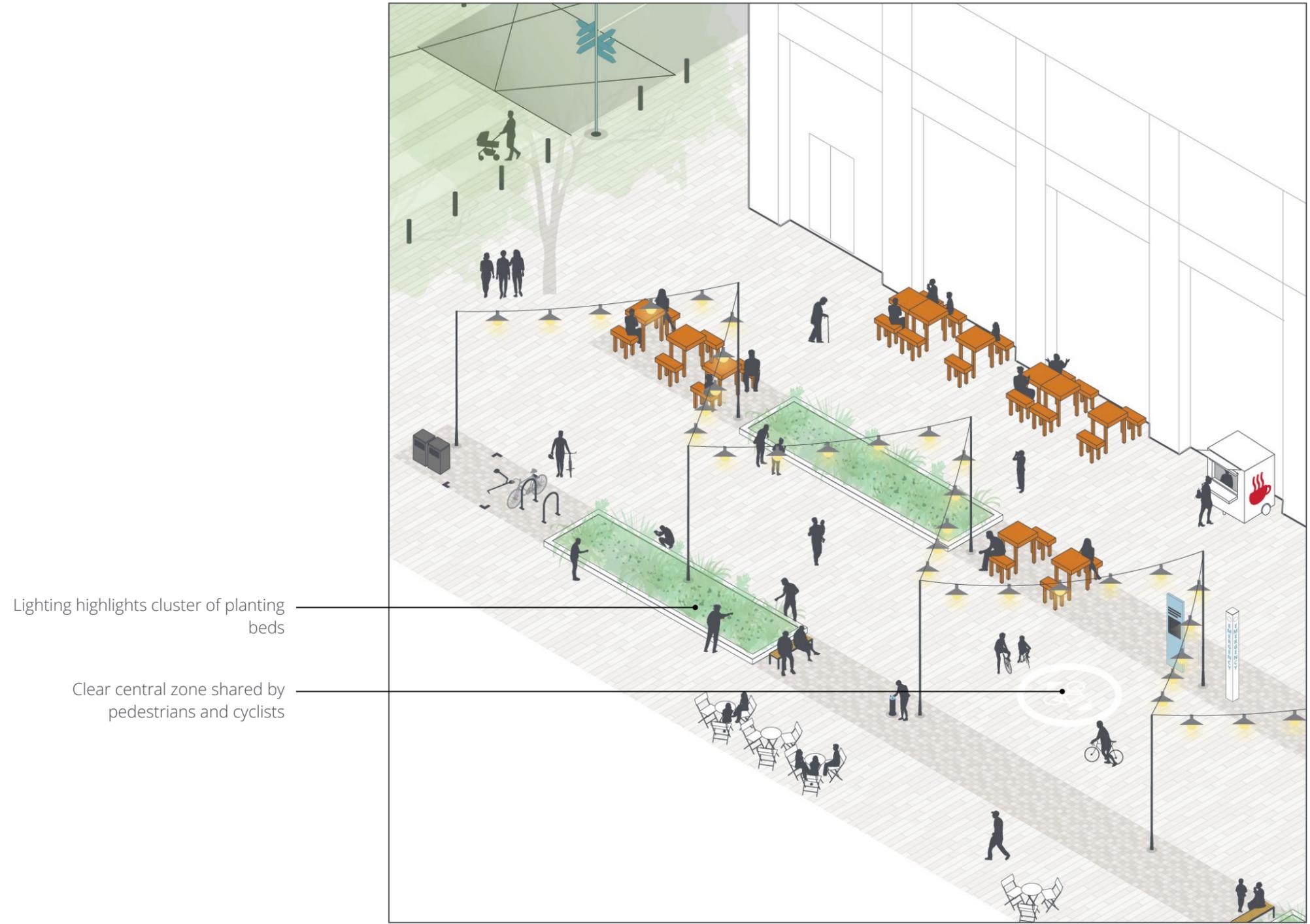
This condition occurs in the 100 SE and 200 SW blocks.



NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Specialty Festoon Lighting Special Condition

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.



Lighting highlights cluster of planting beds

Clear central zone shared by pedestrians and cyclists

Specialty Lighting at 400 SW Block

Overhead central festoon lighting marks the transition from shared to multimodal street with a special human-scale feature. Poles are concentrated within the furnishing zone or planting beds to reduce clutter and streamline circulation.

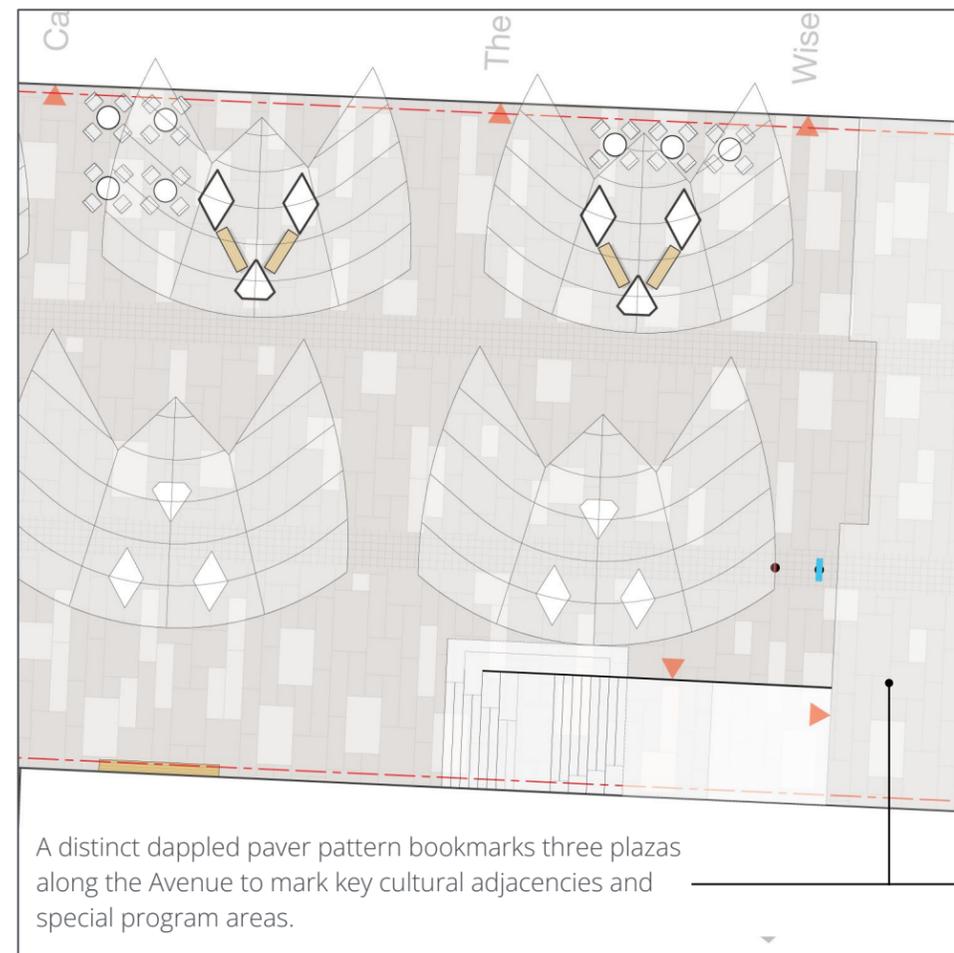
400 SW Block
Axon View

Street Plazas

Special Condition

Street Plaza at Galleria Trees ↓

A grand staircase connects the streetscape to the amenities in the CORE Shopping Centre and gives visitors an elevated viewing experience of the Galleria trees.



A distinct dappled paver pattern bookmarks three plazas along the Avenue to mark key cultural adjacencies and special program areas.

5 m

Street Plaza at Palace Theatre ↓

Fixed custom designed seating defines a medium sized gathering space outside of the Palace Theatre. Here, the central program zone can double as a performance space and strengthen the cultural connection between the venue and the streetscape.



5 m

Street Plaza at Glenbow ↓

The central program zone outside the Glenbow acts as a flexible common space for people to meet, socialize, learn, and explore, with an array of social seating that support a range of group sizes.



5 m

Plus 15 Bridge Underside Activation

Special Condition

Activation Under the Plus 15 Walkway

The Plus 15 is adorned with simple, clear signage, serving as a gateway that boosts the identity of the corridor and wayfinding along it. The underside of the elevated walkway is enhanced with rotating, engaging installations that draw interest and vibrancy across all times of day and seasons.

This condition occurs at the 100 SE block and the 300 SW block, where there is also a stairway connection to the Plus 15.

Rotating art installations under the Plus 15 walkway. Note: art shown is representative and to be confirmed through public art process

Simple wayfinding elements embedded into the Plus 15 walkway



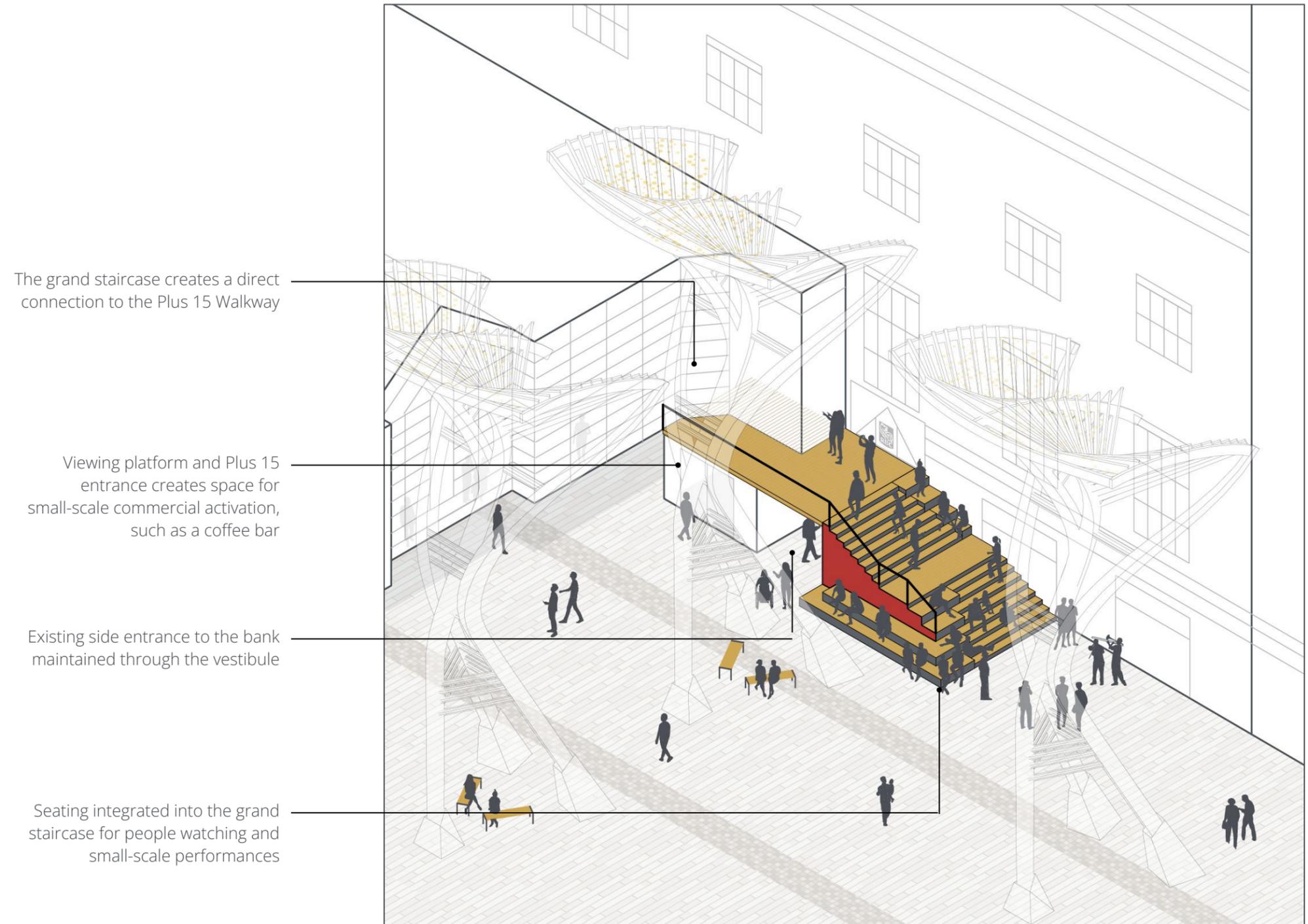
300 SW Block
Render View

Plus 15 Direct Connection Special Condition

Staircase Connection to Plus 15 on 300 SW Block

A staircase creates a more clear connection between the Avenue, Plus 15, and nearby attractions hidden from the street level (e.g., Devonian Gardens). Wayfinding highlights the nearby accessible connection via an existing elevator.

(See Design Palette 5.1.10 for more details on the Plus 15 connection.)



300 SW Block
Axon View

Glenbow Interface Special Condition

Modular seating structures in front of the Glenbow provide a useful and obvious gathering and waiting point for visiting groups

Dappled paving pattern indicates special plaza condition

Patio dining space for a cafe-restaurant

Custom public seating uniquely designed for the street plaza creates an iconic, interactive element



Glenbow Interface

The street plaza in front of the Glenbow Museum creates opportunities to expand cultural programming into the public realm and, in doing so, provide rotating attractions.

100 SE Block
Render View

Glenbow Interface - Winter Activation

Special Condition

To leverage the cultural adjacency of the Glenbow, warming huts can be designed as part of a public art competition. Artistic and interactive warming huts provide a seasonal draw to the Avenue

Small cart beverage vendors selling seasonal beverages

Seasonal public fire pits

Winter Warming Huts

Cold weather installations like warming huts and fire pits provide a venue for artistic expression and competition while extending the usable seasons of the public realm.

(For more details on warming huts, see Design Palette 5.1.11.)



100 SE Block
Axon View

Seasonal Activation Special Condition

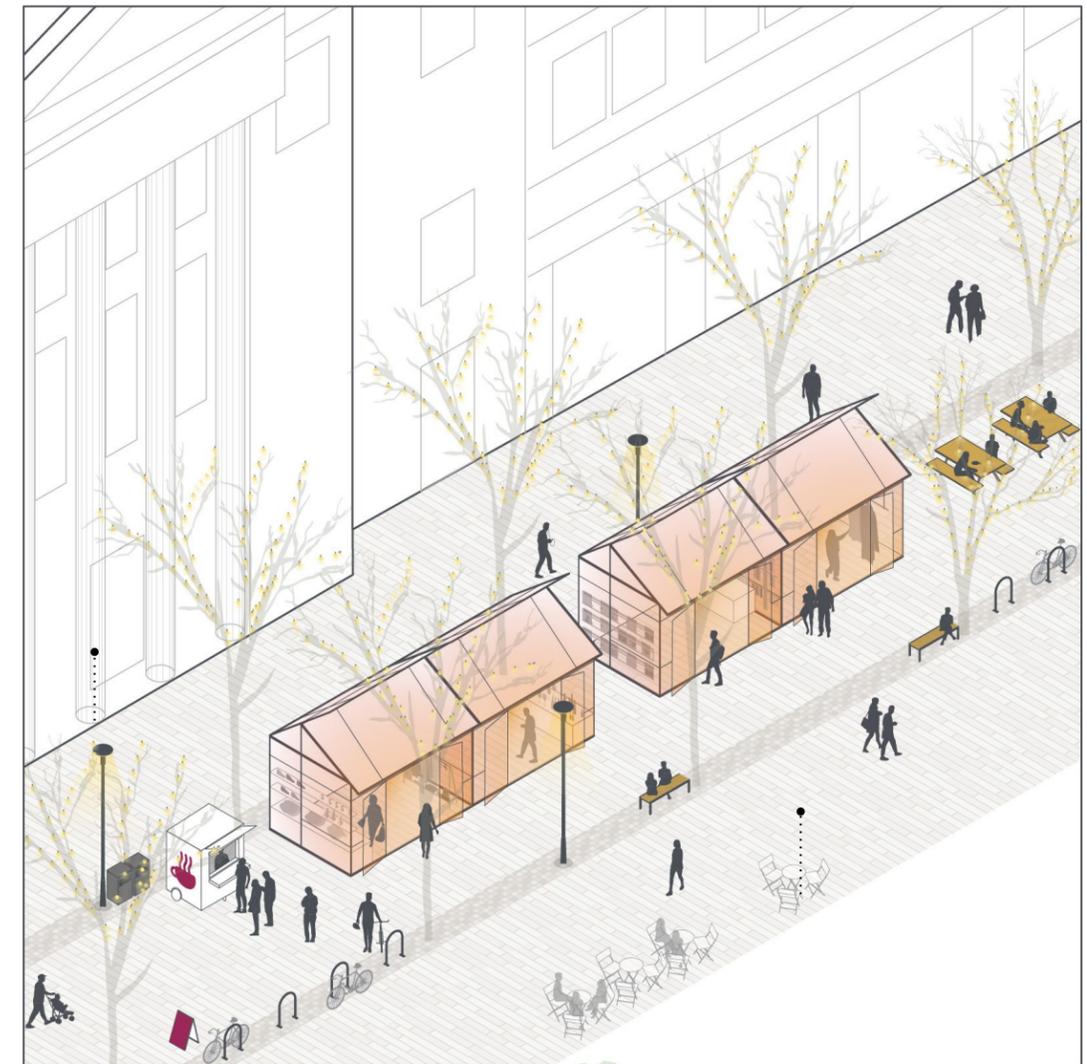
Seasonal Variations on 100 SW Block

Market structures situated within the central program zone provide an added architectural element that helps create a more human scale pop-up shopping experience. Modular add-ons (e.g., lights, canvas covering, heaters) allow for seasonal adaptation that supports the activation across nighttime and wintertime conditions. While this illustrated example is specific to the 100 SW block, seasonal variation can occur on all blocks along the Avenue.

Summer



Winter



100 SW Block
Axon View

Considerations for Centre Street Integration

Special Condition: Event Street Concepts

Traditional Street Configuration →

Through zone pavers extend from the Avenue to 9th Ave within the sidewalk, linking the Avenue the Calgary Tower. The streetscape can be closed for larger events, though guests will have to navigate a raised / rolled curb.

Raised intersection begins at Stephen Ave

Raised curb provides clear delineation between sidewalk and roadbed

Rows of light poles frame and accent the view South to the Calgary Tower



10 m
Centre St 800 Block
Plan View

Street Plaza Configuration →

A continuous wall-to-wall paver treatment extends from the Avenue to 9th Ave SE, creating a nearly flush streetscape that can be closed to vehicular traffic for larger events and provide a seamless visual and physically connected experience.

Opportunity to integrate specialty crosswalk treatment with any street configuration

Wall-to-wall paver treatment creates plaza space for events

Bollards and rolled curb protect pedestrian-dedicated spaces

Raised surface begins at 9th Ave



10 m
Centre St 800 Block
Plan View

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

-  Through zone circulation
-  Tree line and furnishing zone continuity required
-  Tree line and furnishing zone continuity recommended

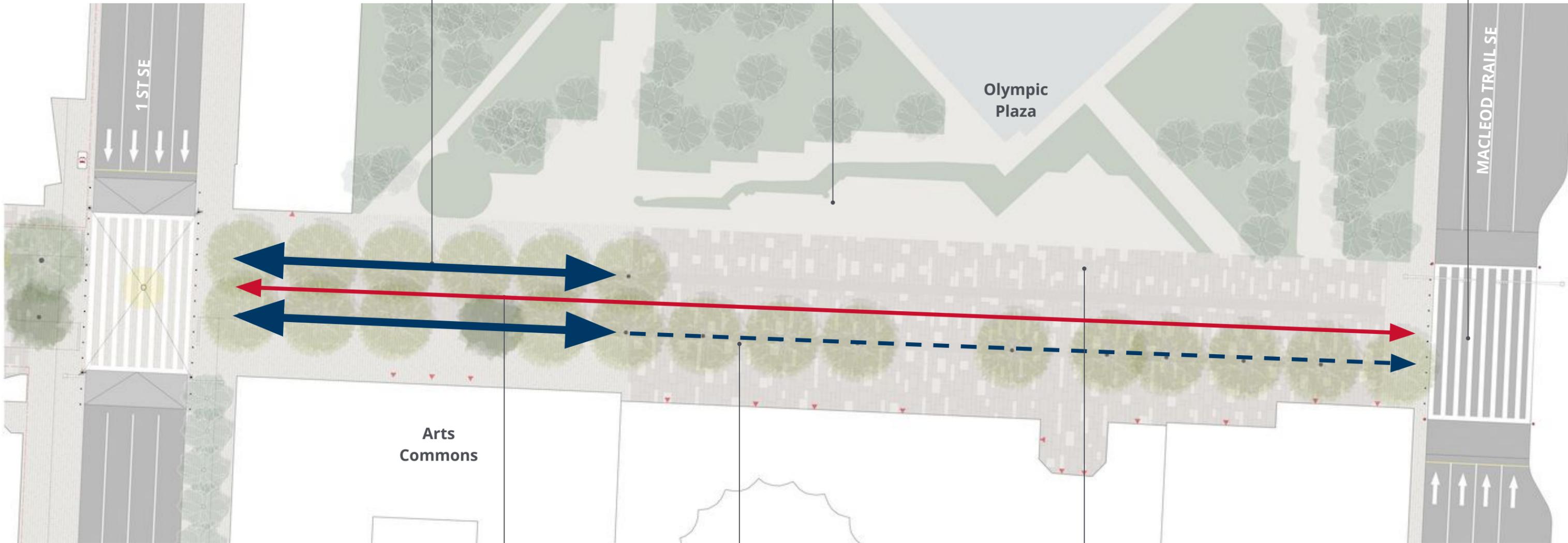
Considerations for Olympic Plaza Integration

Special Condition

Tree lines, furnishing zone paver band, and paving pattern carried through first part of the Arts Commons facade

The interface with Olympic Plaza to be designed in conjunction with the transformation of Olympic Plaza and the Arts Commons

Suggestion to explore providing grand gateway feature to mark arrival to the Avenue, City Hall Plaza, and the Arts Commons (see page 134 for more detail)



Arts Commons

Olympic Plaza

MACLEOD TRAIL SE

1 ST SE

Maintain continuous 6m unobstructed through zone

Consider carrying the south side tree line through to City Hall Plaza, with an opening between the trees to mark primary building entrances - further coordination with Arts Commons transformation needed

Consider special event paving to integrate Stephen Avenue and Olympic Plaza with the Arts Commons buildings

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NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Raised Intersection Typical Condition

Raised intersection prioritizes the pedestrian crossing

Catenary light

Red capped bollards indicate the emergency access path

Bollards and detectable changes in surface treatments assists in intersection navigation for visitors with vision impairments



Raised Intersection

Across the Shared Street portion of the Avenue, raised intersections are used to unify and prioritize the pedestrian experience. A consistent approach to accessibility details (e.g., cane-detectable indicators, bollards, and level paving) makes the intersection navigable for users of all abilities.

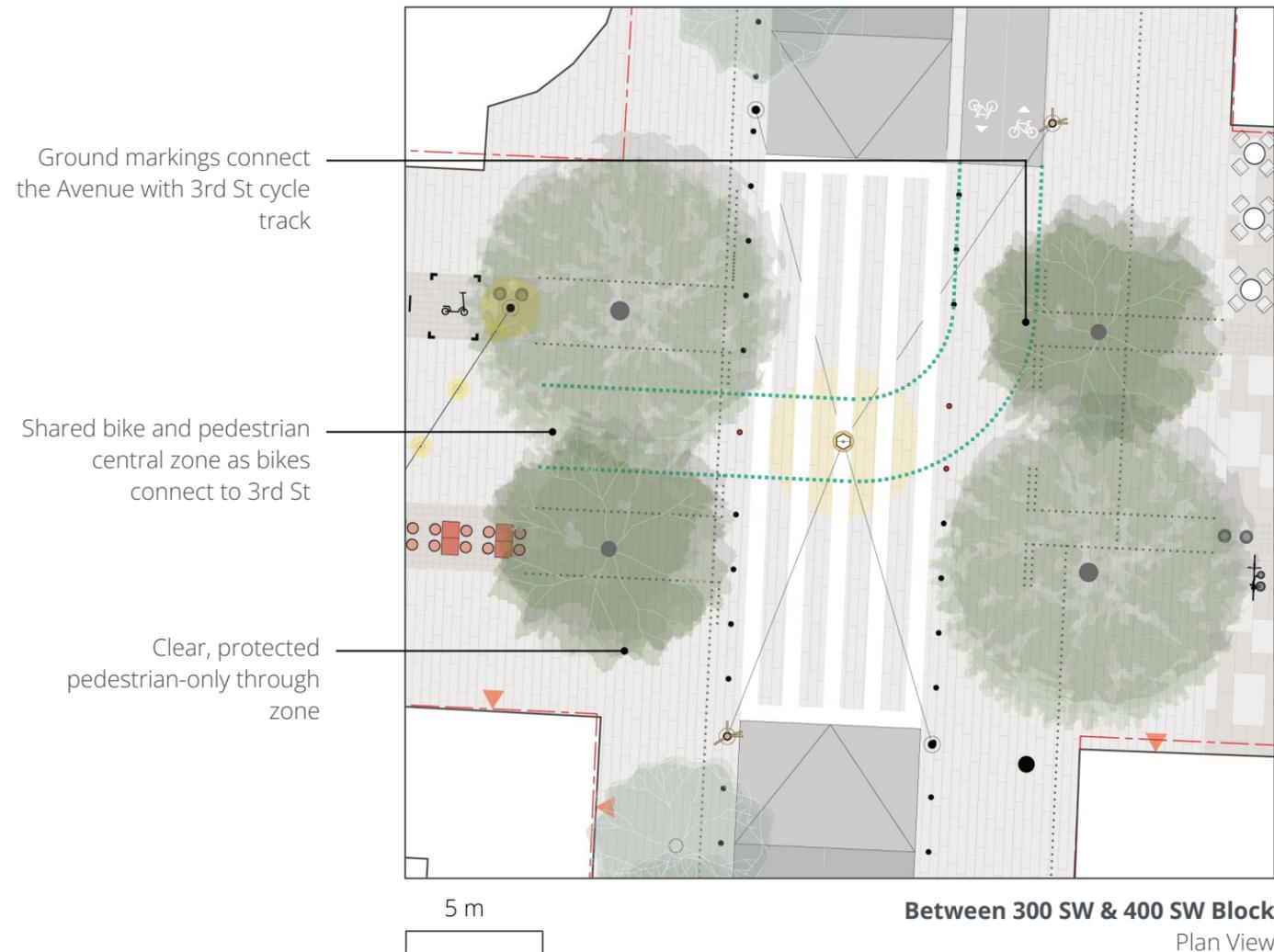
Raised Intersection
Render View

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Intersection with Bike Infrastructure Special Condition

Intersection with 3rd St ↓

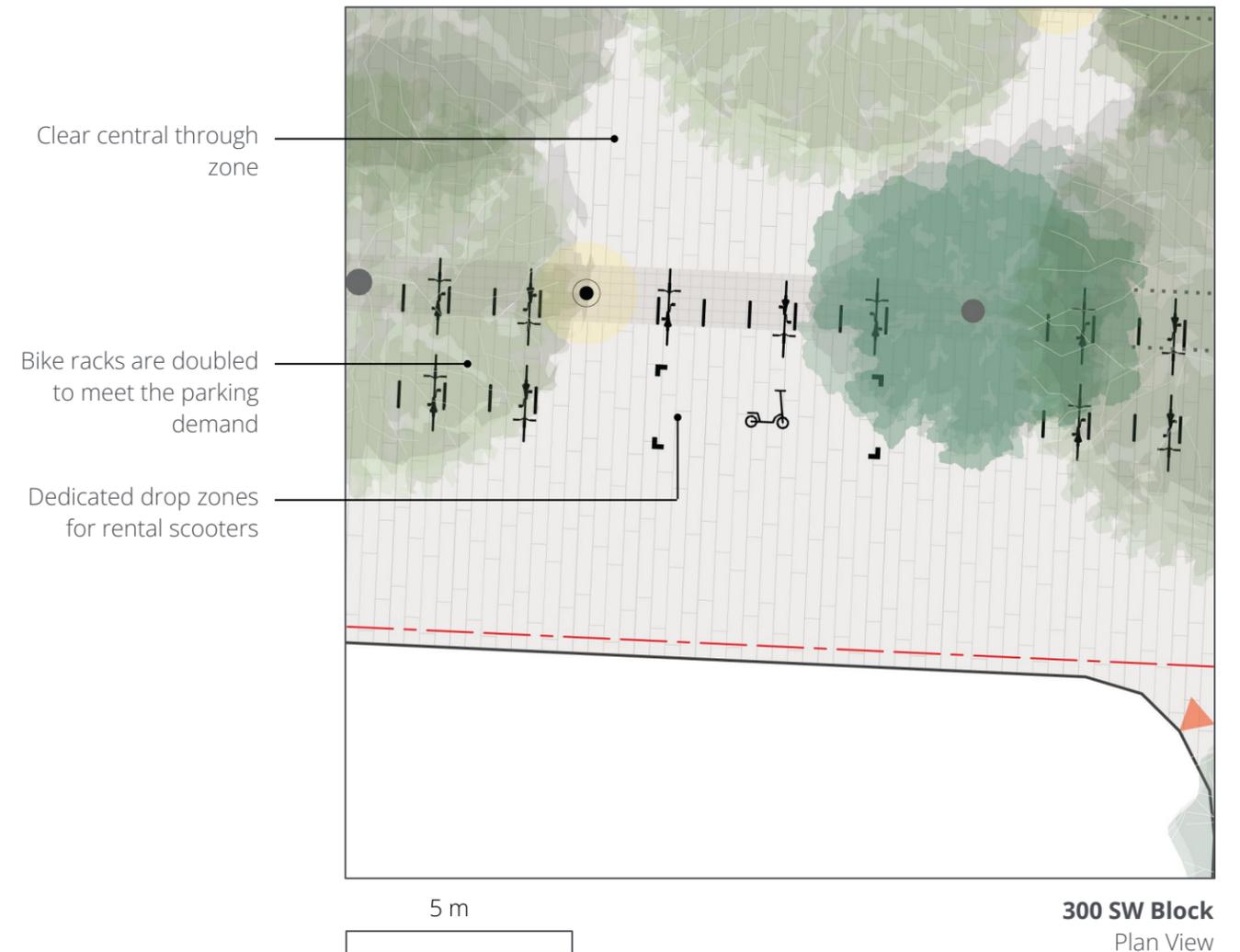
Before encountering the more heavily programmed blocks of the shared street, cyclists are guided across the 400 SW block and the 3rd St SW intersection by ground markings. These pavement markings connect to the planned cycle track improvements on 3 St SW.



Mini Micro-Mobility Hub Special Condition

Biking and Wheeling Parking near 2nd St Intersection ↓

To encourage active mobility to the Avenue, concentrated bike and scooter parking is provided on the 300 SW and 200 SW blocks. The parking illustrated in the plans is based on current levels of use but can be calibrated according to future demand.



Olympic Plaza block will be explored in parallel with the Arts Commons transformation delivered by CMLC

4.4 The Transition Street

The Transition Street is where east and west meet, with a clearly marked transition from multimodal circulation to a pedestrian-priority street. Trees vertically mark this transition and slow down speeds. Mid-block, vehicle access transitions from two-way to one-way, guiding traffic off the Avenue before meeting the shared street.

The design of this block prioritizes pedestrians while designating spaces for active mobility modes and driving that ensures a safe and comfortable multimodal experience. The mid-block transition allows people on bike to transition to a two-way travel pattern while preparing them for a full transition at 3rd St SW.



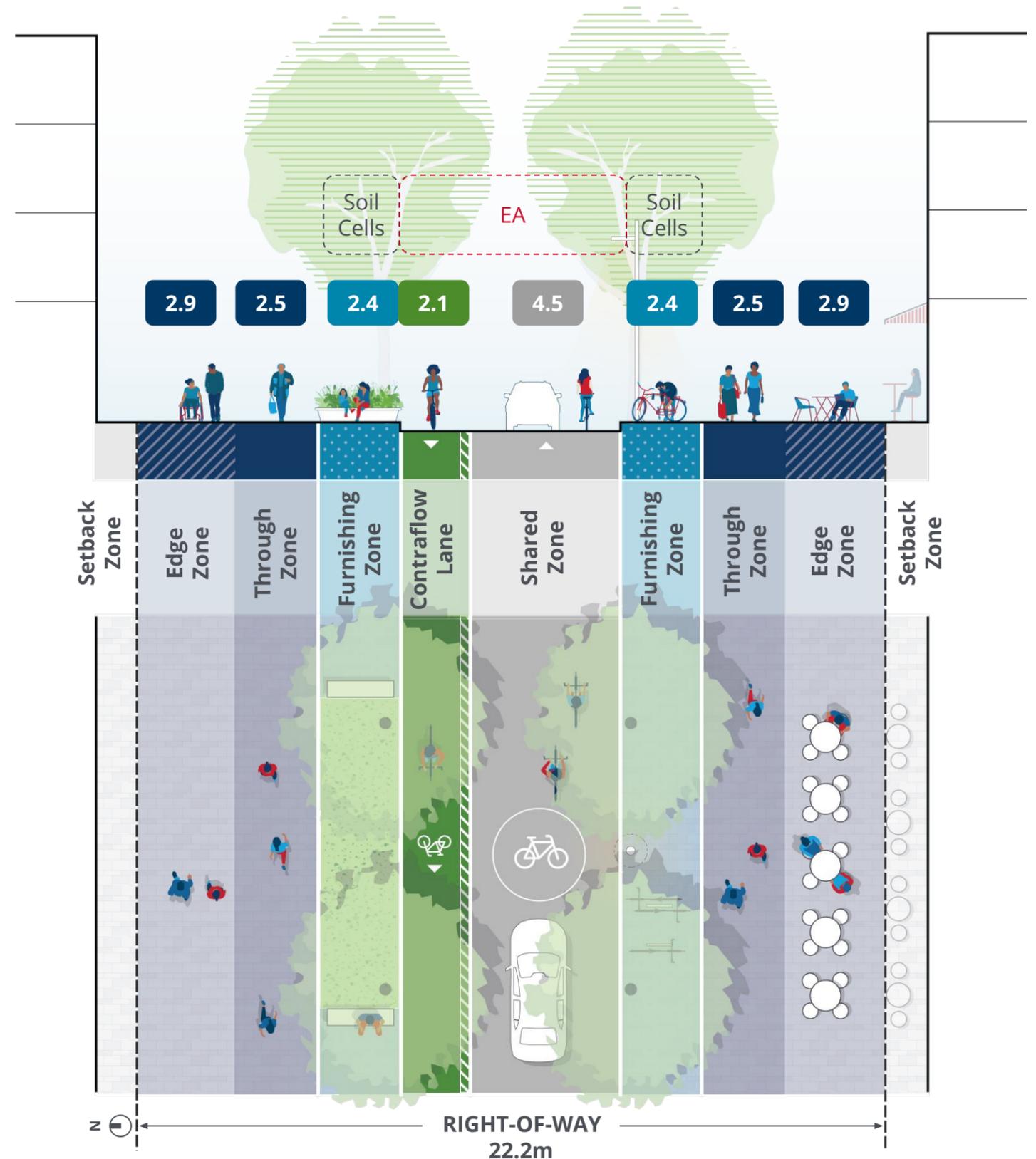
4.4.1 Right of Way Split for the Transition Street

Circulation

- Vehicle lane reduction mid-block to one-way eastbound (partial two-way to allow access to parking garage primary entrance and exit) where vehicles and people on bike transition into a shared centre zone
- Introduction of upgraded one-directional, contraflow wheeling lane for westbound cyclists
- The required 6m of emergency access is accommodated within the shared zone and adjacent contraflow lane.

Furnishing

- The expanded furnishing zone accommodates public seating and patios.
- Improved tree infrastructure with integrated soil cells and stormwater infrastructure promotes resilience, improves pedestrian comfort, and reduces urban heat island effect.
- A consistent rhythm of trees on both sides of the street supports healthy tree growth.

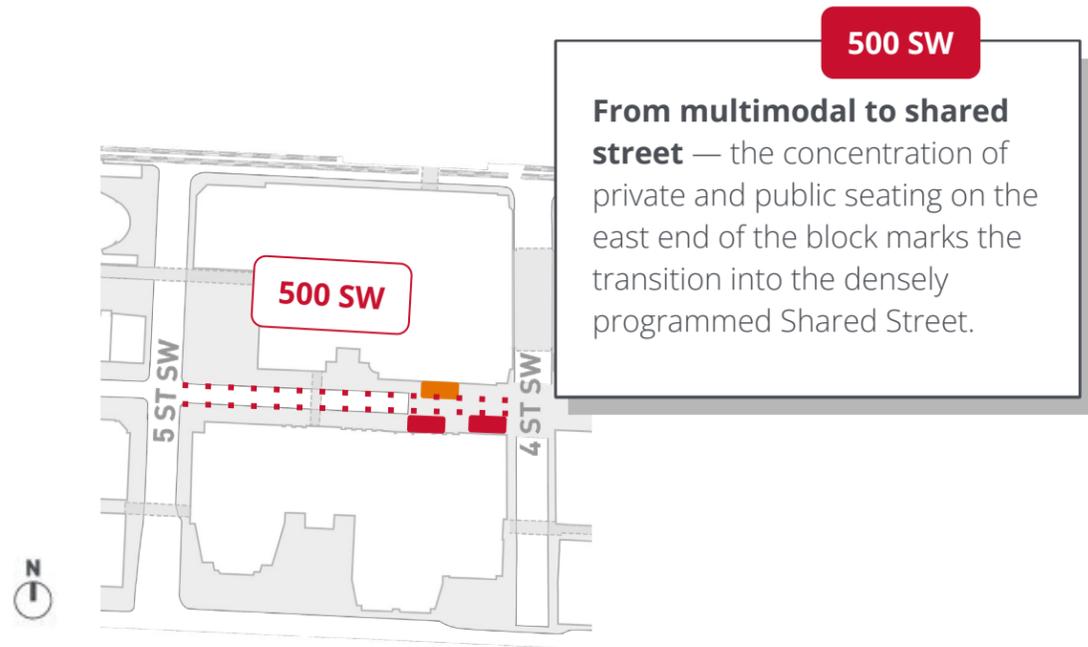


NOTE: While the public was not engaged on the specific cross section of the transition block, the results of public engagement informed each aspect of the transition block layout as described in the table below.

4.4.2 Public Engagement Design Implications

Design Moves		Right-of-Way		Programming	
Link to What We Heard		Link to What We Heard		Link to What We Heard	
<p>Each design move is reflected in the block-by-block design. The moves are listed below in order of their engagement score rankings.</p>		<p>The majority of respondents (>58%) supported a similar right-of-way concept, with two lanes of traffic, wheeling lanes, and no surface parking.</p>		<p>Programming elements that activate, add green, and invite people to stay along the transition street were most highly favored, ordered by public ranking below.</p>	
<p>Create Conditions for a Healthy Tree Canopy 1st Place</p>	<p>Robust, continuous tree canopies are provided on all blocks where suitable growth conditions are provided.</p>	<p>Turning lanes removed and vehicle lane reduced mid-block to a one-way, eastbound shared zone for vehicles and people on bikes</p>	<p>Reducing the width of the road allows for continuous, comfortable, dedicated pedestrian space, reflecting public feedback. Further, given the public support for removal of vehicular traffic, this block is essential in transitioning to the Shared Street typology.</p>	<p>Patio space — for adjacent restaurants, cafes, and bars</p>	<p>Patio spaces are provided in areas with bars and restaurants along the south side of the block.</p>
<p>Light the Avenue at a Human Scale 2nd Place</p>	<p>Catenary fixtures and street lights provided in regular intervals will ensure a bright but not overlit nighttime experience.</p>				
<p>Design Flexible and Responsive Spaces 3rd Place</p>	<p>A simplified right of way allows for flexible activation of streetscape public space.</p>	<p>Parking removed</p>	<p>Though some feedback reflected a concern about parking loss, others expressly supported removing all parking to create more space for people.</p>	<p>Planting beds — areas for dedicated greenery and plantings that add habitat and seasonal interest</p>	<p>Expanded planting beds are provided on both sides of the street to softly frame views in and out of adjacent frontages. This also helps seamlessly transition to a human scale street, moving from two lanes to one lane of traffic.</p>
<p>Connect to the Plus 15 Walkway Network 4th Place</p>	<p>Art installed along the Plus 15, along with reduced clutter and improved wayfinding will boost connections.</p>				
<p>Frame the Avenue with Gateways 5th Place</p>	<p>Catenary lighting and tree canopies form continuous gateways at intersections.</p>				
<p>Roll Out the Carpet with Paving 6th Place</p>	<p>High-quality, low-maintenance paving unifies all blocks.</p>	<p>One-directional, counterflow wheeling lane</p>	<p>Feedback supported providing protected cycling / wheeling lanes for safe movement along the Avenue.</p>	<p>Vendor carts — space for small vendor carts and kiosks</p>	<p>Pop-up vending can be accommodated in the furnishing zone or setbacks.</p>
				<p>Comfortable seating — to rest, meet up, or watch people moving by</p>	<p>Public benches are integrated within planting beds and along the furnishing zone to accommodate both individuals and groups.</p>

4.4.3 Block Character & Programming Overview



- Patio spaces
- Social seating, public patios, communal dining
- Flexible space for arts, cultural & commercial activations
- Everyday amenities
- Outdoor performances, stage area
- Fun & games for all ages, play-on-the-way
- Street plaza, special event & activation zone

4.4.4 Programming Areas

 <p>Patio Spaces*</p> <p>90m²</p>	 <p>Social Seating, Public Patios, Communal Dining</p> <p>20m²</p>	 <p>Everyday Amenities*</p> <p>610m²</p>
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Everyday Amenities

A foundation of extraordinary elements within the furnishing zone will raise the bar for the experience along the entire Avenue while complementing all block-specific programming. The range of everyday amenities includes public benches, waste bins, human-scale light fixtures, and bike parking. See Chapter 5: Design Palette for more.

500 SW Block Site Plan



Two-way access to parking garage, transitioning into one-way Eastbound **SPECIAL**

"Yield to Bikes" pavement markings and urban braille by parking garage exit / entrance **TYPICAL**

Shared bike and vehicle zone with counterflow lane for bikes: one-way eastbound vehicle access **SPECIAL** see p.72

Unobstructed pedestrian through zone **TYPICAL**

Clearly marked pedestrian crossings at the transition from multimodal to shared street intersection **SPECIAL** see p.73

Elevated bike lane with bike markings **TYPICAL**

Furnishing band with low planting beds, trees, light fixtures, public benches (fixed) and urban amenities (bike racks, signage, bins) **TYPICAL**

Social seating and planting beds **SPECIAL**

Outdoor dining patios within edge zone **TYPICAL**

Westbound vehicle turn not allowed **SPECIAL**

Transition to Multimodal Special Condition

Transition on 500 SW Block

Two way access transitions to one way at the Holt Renfrew parkade entrance. The Transition Street and the following Multimodal Street include programming that is predominantly focused on providing everyday amenities like public seating, planting beds, and a lush tree canopy with species unique to the West End, including flowering Japanese Lilac trees.

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Counterflow westbound wheeling lane

Shared vehicular and bike eastbound lane. Vehicular traffic rises to the grade of the shared street



Transition Street on the 500 SW Block
Perspective View

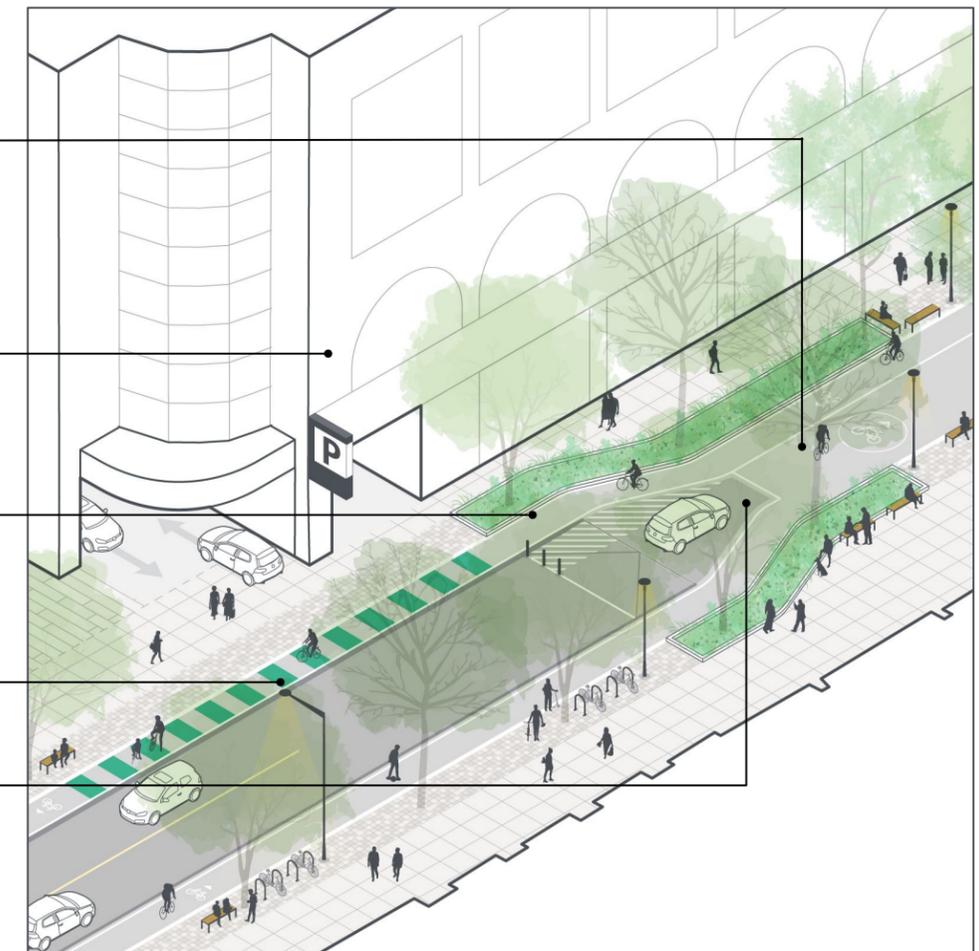
Shared vehicular and bike eastbound lane

The Holt Renfrew parkade marks the transition to a one-way vehicular street

Counterflow westbound wheeling lane

Dashed bike markings at garage conflict points

Eastbound vehicular traffic rises to the level of the shared street, indicating a new traffic paradigm



500 SW Block
Axon View

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Transition to Multimodal Special Condition



Intersection at 4th St SW

Paver treatment, physical delineators, and traffic controls are deployed to create an intersection that allows for the Avenue to transition from a multimodal street to a shared street. Access design considerations will be designed in detail in the next phase of design.

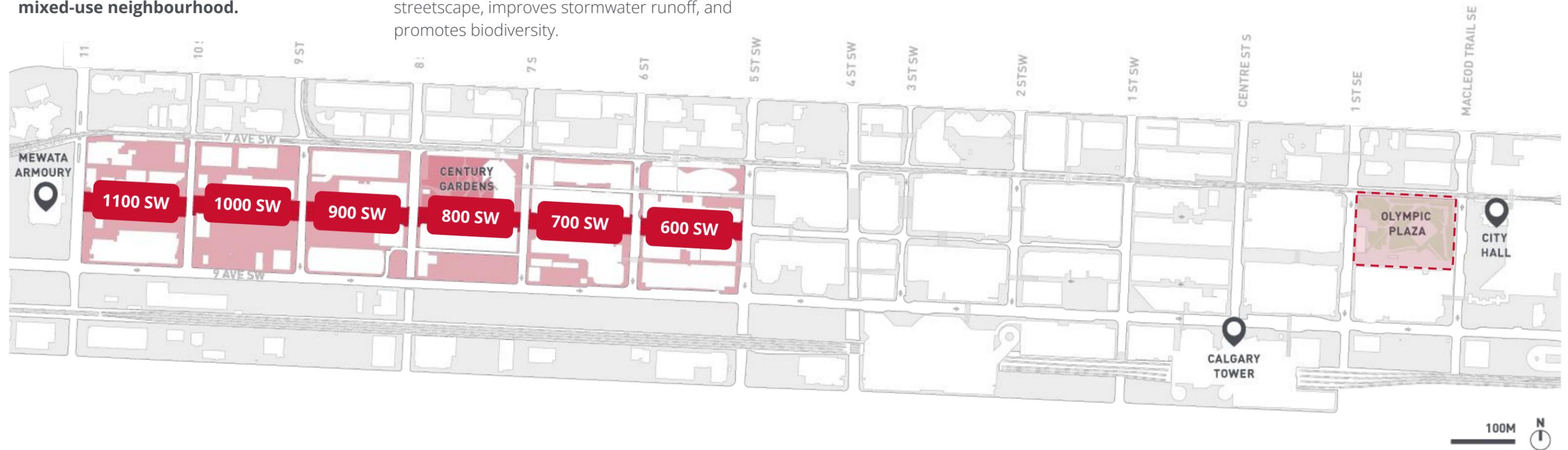
Olympic Plaza block will be explored in parallel with the Arts Commons transformation delivered by CMLC

4.5 The Multimodal Street

Located in the rapidly flourishing Downtown West neighbourhood, the Multimodal Street hosts a mix of office, institutional, and residential buildings. The emphasis on office-to-residential conversions and new residential buildings within these blocks will transform this area into a dense mixed-use neighbourhood.

The Multimodal Street provides a neighbourhood-scale streetscape where two-way vehicular traffic is complemented by a people-focused public realm. Quality dedicated space for people walking and wheeling is prioritized. Street greening with low planting beds and a mix of canopy trees enhancing the seasons gives character to the streetscape, improves stormwater runoff, and promotes biodiversity.

Carefully selected locations for a variety of public seating, patio space, play-on-the-way, and custom designed seating provide neighbourhood amenities for the current and future West End population.



4.5.1 Right of Way Split for the Multimodal Street

Circulation

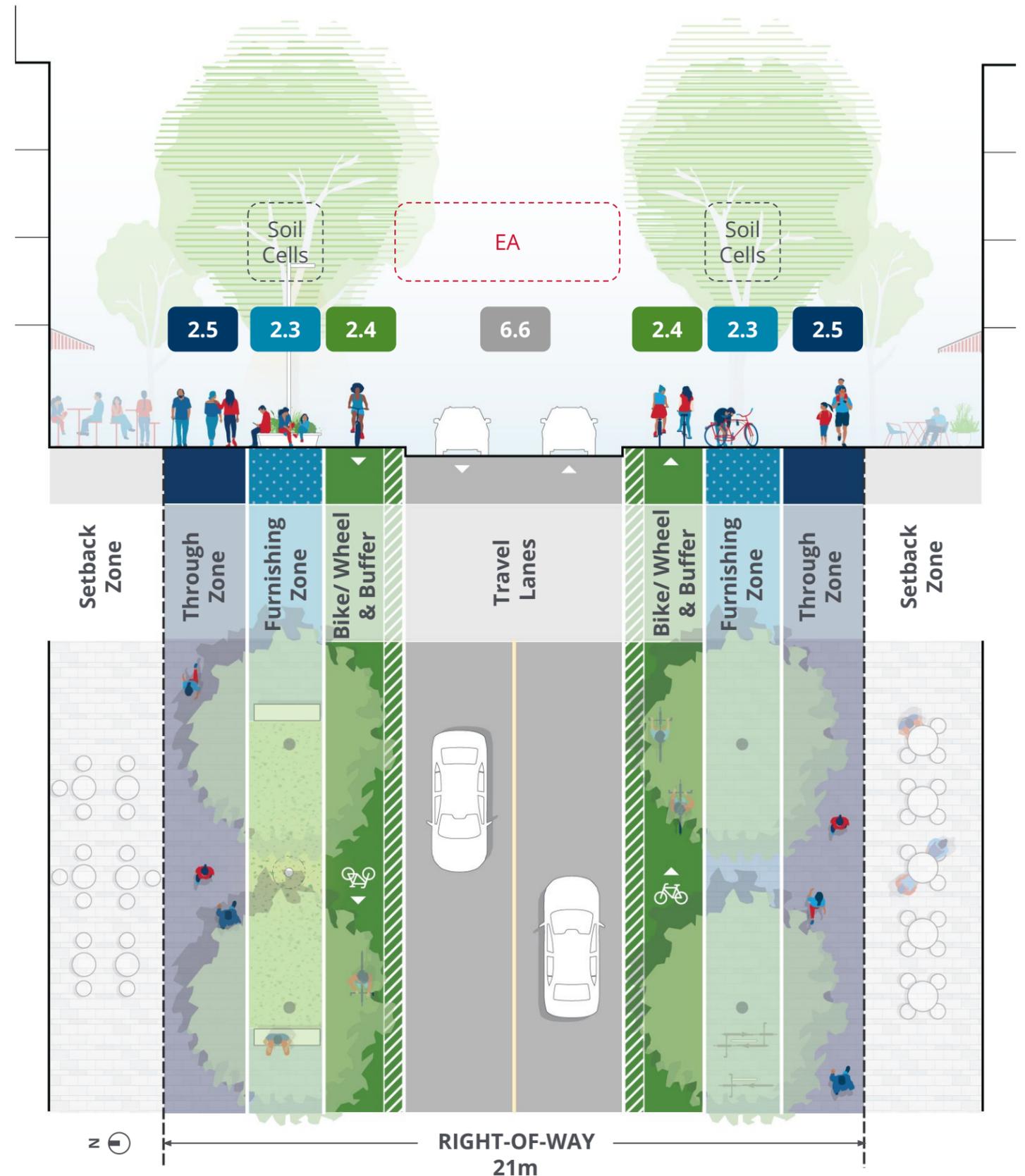
- On-street parking removed to enhance the pedestrian and cycling experience.
 - ◆ PUDO provided in select locations.
- Improved intersection streamlines north-south connectivity for pedestrians and cyclists and safety for all.
- Consistent, unobstructed 2.5m minimum sidewalk, separated from bike/wheeling lane by furnishing zone, streamlines accessibility.
- Elevated bike and wheeling lane of 1.8m, additional 0.6m buffer.
- Emergency access is accommodated within the travel lanes, 6.6m.

Programming

- Everyday amenities (e.g., public seating, space for patios, planting beds) are consolidated within the furnishing zone and invite a more dynamic neighbourhood public life.
- Spaces that support street vending, public art, and the opportunity for street closures for special events further promote varied activation and programming.

Furnishing

- Fixed furnishings, trees, and lighting consolidated within a dedicated furnishing zone reduces visual and physical clutter, further enhancing accessibility.
- Pendant light fixtures mark the arrival at the Avenue and are visible from the parallel street intersections.
- Improved tree infrastructure promotes resilience, improves pedestrian comfort, and reduces urban heat island effect.
- A consistent rhythm of trees on both sides of the street supports healthy tree growth.
- Connection to the Plus 15 Walkway system is improved through wayfinding, pavement markings, and branding.

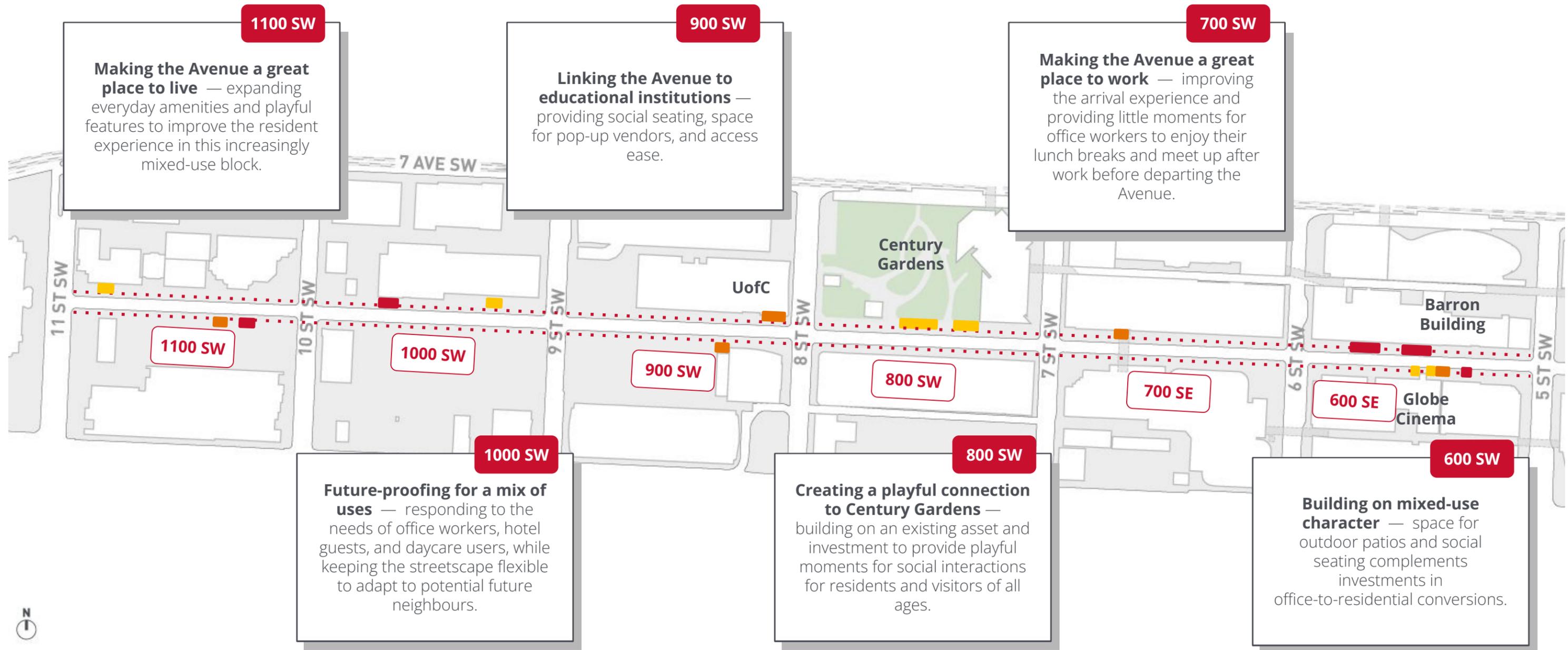


4.5.2 Public Engagement Design Implications

Design Moves		Link to What We Heard		Right-of-Way		Link to What We Heard		Programming		Link to What We Heard	
<p>Each design move is reflected in the block-by-block design, with the moves listed below in order of their engagement score rankings.</p>				<p>A majority of respondents (>58%) supported or highly supported the proposed right-of-way concept, with two lanes of traffic, wheeling lanes, and no surface parking.</p>				<p>Programming elements that make the multimodal street more comfortable, green, and vibrant were most highly favored, ordered based on public ranking below.</p>			
<p>Create Conditions for a Healthy Tree Canopy 1st Place</p>	<p>Robust, continuous tree canopies are provided on all blocks where suitable growth conditions are provided.</p>	<p>Two lanes of vehicular traffic</p> <p>Concerns about lack of active mobility lanes, pedestrian space, and limited programming and activation spaces are addressed by providing dedicated bike and walking lanes and options for programming and activation at a range of scales, in addition to maintaining through vehicular traffic.</p>	<p>Parking removed</p> <p>Though some feedback reflected a concern about parking loss, others expressly supported removing all parking to create more space for people.</p>	<p>Patio space — for adjacent restaurants, cafes and bars</p>	<p>Patio spaces are provided in areas with active facades and food and beverage outposts.</p>	<p>Light the Avenue at a Human Scale 2nd Place</p>	<p>Catenary fixtures and street lights provided in regular intervals will ensure a bright but not overlit nighttime experience.</p>	<p>Planting beds — areas for dedicated greenery and plantings that add habitat and seasonal interest</p>	<p>Planting beds are provided across all multimodal streets to define space and provide visual interest for people moving along the street and looking onto it from adjacent frontages.</p>		
<p>Design Flexible and Responsive Spaces 3rd Place</p>	<p>A simplified right of way allows for flexible activation of streetscape public space.</p>					<p>Connect to the Plus 15 Walkway Network 4th Place</p>	<p>Reduction in visual clutter and improved wayfinding will boost Plus 15 connections.</p>			<p>Vendor carts — space for small vendor carts and kiosks</p>	<p>Pop-up vending can be accommodated in the furnishing zone or setbacks.</p>
<p>Frame the Avenue with Gateways 5th Place</p>	<p>Catenary lighting and tree canopies form continuous gateways at intersections.</p>					<p>Grade-separated dedicated wheeling infrastructure</p> <p>Feedback supported providing protected cycling / wheeling lanes for safe movement along the Avenue.</p>	<p>Roll Out the Carpet with Paving 6th Place</p>				

4.5.3 Block Character & Programming Overview

- • • Everyday amenities
- Patio spaces
- Social seating, public patios, communal dining
- Flexible space for arts, cultural & commercial activations
- Outdoor performances, stage area
- Fun & games for all ages, play-on-the-way
- Street plaza, special event & activation zone



NOTE: *Patio zone along the building edge can be expanded on a case-by-case basis and in relation to new businesses.

4.5.4 Programming Areas

Block	Patio Spaces*	Social Seating, Public Patios, Communal Dining	Fun & Games for All Ages, Play-on-the-way	Everyday Amenities*
600 SW	20%	5%	5%	70%
700 SW		5%		95%
800 SW			10%	90%
900 SW		10%		90%
1000 SW	5%		5%	90%
1100 SW	5%	5%	5%	85%

Everyday Amenities

A foundation of extraordinary elements within the furnishing zone will raise the bar for the experience along the entire Avenue while complementing all block-specific programming. The range of everyday amenities includes public benches, waste bins, human-scale light fixtures, and bike parking. See Chapter 5: Design Palette for more.

- - - Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

600 SW Block Site Plan

Unobstructed sidewalk
TYPICAL see p. 85

Patio seating in furniture zone, in front of existing food & beverage establishments
TYPICAL see p. 88

Play-along-the-way
SPECIAL see p. 89

Cultural / academic destination entrance
SPECIAL see p. 92

Office-to-residential conversion entrance
SPECIAL see p. 91



Intersection **TYPICAL** see p. 95

Office entrance **TYPICAL** see p.91

Elevated wheeling lane with bike markings
TYPICAL see p.86

Furnishing zone with low planting beds, trees, light fixtures, public benches (fixed) and everyday amenities (bike racks, signage, bins)
TYPICAL see p. 87

Curbside Management
TYPICAL see p. 97

Traffic light within the path of travel; consider relocation



- Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection
- 🚏 Bus Stop

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

700 SW Block Site Plan

Public seating and street vending area within furniture zone and in setback zone

Movable communal dining furnishings, adjacent to existing food establishment
TYPICAL see p.89

"Yield to Bikes" pavement markings and urban braille by driveways
TYPICAL see p.90

Designated commercial loading/PUDO zones integrated for high intensity loading needs
SPECIAL see p. 94



Clearly marked pedestrian and bicycle crossings with letdowns, distinctive catenary lighting overhead, wayfinding, and adjacent clusters of bike parking at intersections

Connection to the existing 7 St SW Cycle Track

Connection to the Plus 15 at Western Canadian Place
SPECIAL see p. 93

Opportunity to integrate plaza into design (nice-to-have)

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

800 SW Block Site Plan

Traffic light within the path of travel; consider relocation

Interface with Century Gardens **SPECIAL** see p.98

Plus 15 Walkway wayfinding **TYPICAL**



Intersection redesign to be coordinated with the 8 ST SW project team **SPECIAL** see p.96

Driveway entrance **TYPICAL** see p.90

Planting Beds within Furnishing Zone **TYPICAL** see p.87



- Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection
- 🚏 Bus Stop

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

900 SW Block Site Plan

Social seating and space for street vendors adjacent to the University of Calgary within the furnishing zone **SPECIAL** see p. 92



Setback with additional seating, adjacent to office building



- Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection
- 🚏 Bus Stop

NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

1000 SW Block Site Plan

Musical play, community library and seating in setback near daycare centre

Traffic light within the path of travel; consider relocation



- - - Property Line
- ▲ Building Entrance
- ▲ Plus 15 connection
- Bus Stop

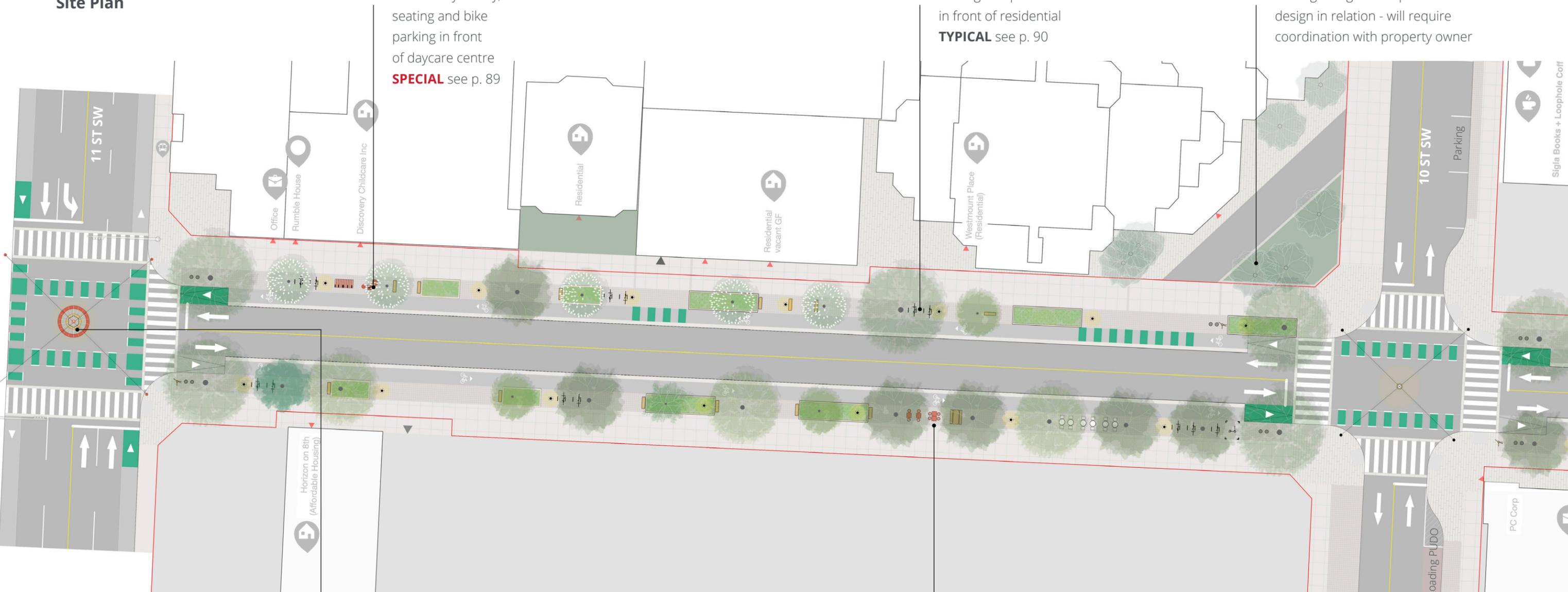
NOTE: Plan is conceptual and subject to change based on technical details.. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

1100 SW Block Site Plan

Musical play, community library, seating and bike parking in front of daycare centre
SPECIAL see p. 89

Cluster of bike parking, seating and planter bed in front of residential
TYPICAL see p. 90

Private property plaza with planters, seating and green - option to co-design in relation - will require coordination with property owner



West End Gateway
Feature **SPECIAL** see p.99

Flexible communal seating
TYPICAL see p. 89



Sidewalk Experience

Typical Condition

Sidewalk near Mewata Armoury

A 2.5m wide sidewalk (minimum) is provided along the Multimodal Street to ensure smooth, unobstructed pedestrian travel. Not only does this provide a seamless moving experience along the Avenue, but also between buildings and their adjacent furnishing zones — enriched with lush planting beds, comfortable public furnishings, and convenient urban amenities among other special moments to be discovered.

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Layers of vegetation provide visual interest and make the pedestrian experience more comfortable in addition to serving an ecological role

Furnishing zone provides amenities and buffers pedestrians from bikes and cars

Healthy tree canopy provides shade and seasonal interest

Wide through zone for comfortable movement



1100 Block
Render View

Biking & Wheeling Experience

Typical Condition

Dedicated Space for all Modes

A continuous 1.8m wide elevated wheeling lane flanks the multimodal street, providing dedicated, buffered wheeling space for people on bikes and scooters. This consistent detail enforces modal hierarchy, promoting safety for all modes and creating a neighbourhood-scale street with a gradient of movement speeds. Bike parking co-located with wheeling lanes invites people on wheels to stop and stay along the Avenue.

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Plentiful bike parking is distributed throughout the Avenue, clustered in key destinations like office entrances and the park edge

Raised wheeling lane separates and protects cyclists from car traffic

Healthy tree canopy provides shade and visual interest



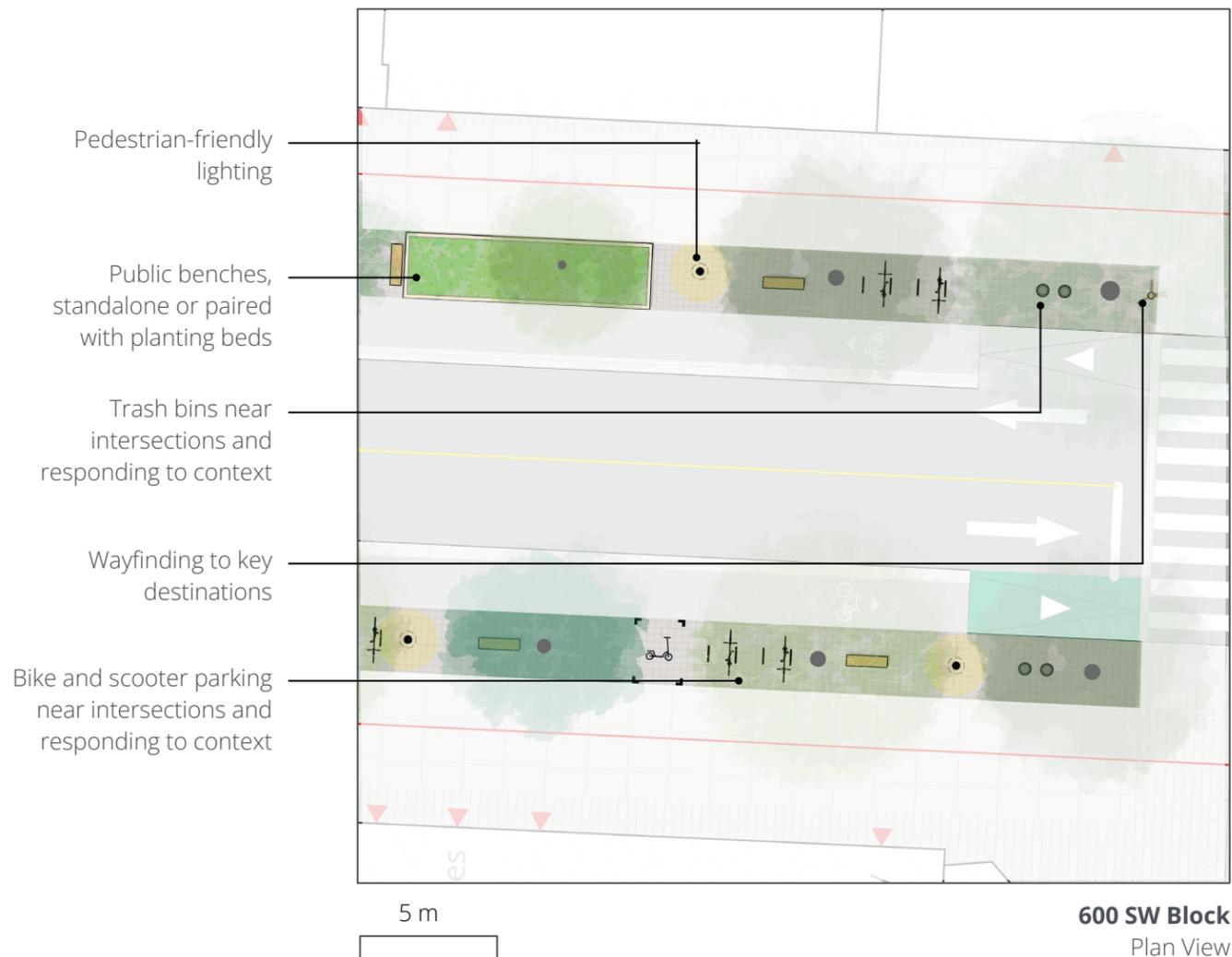
800 Block
Render View

Furnishing Zone

Typical Condition

Everyday Amenities within Furnishing Zone ↓

Everyday amenities are integrated into the furnishing zone across all blocks. They offer small moments of support for people moving along the sidewalk, offering everything from lighting to active mobility parking, waste bins, and benches to stop and rest or socialize.

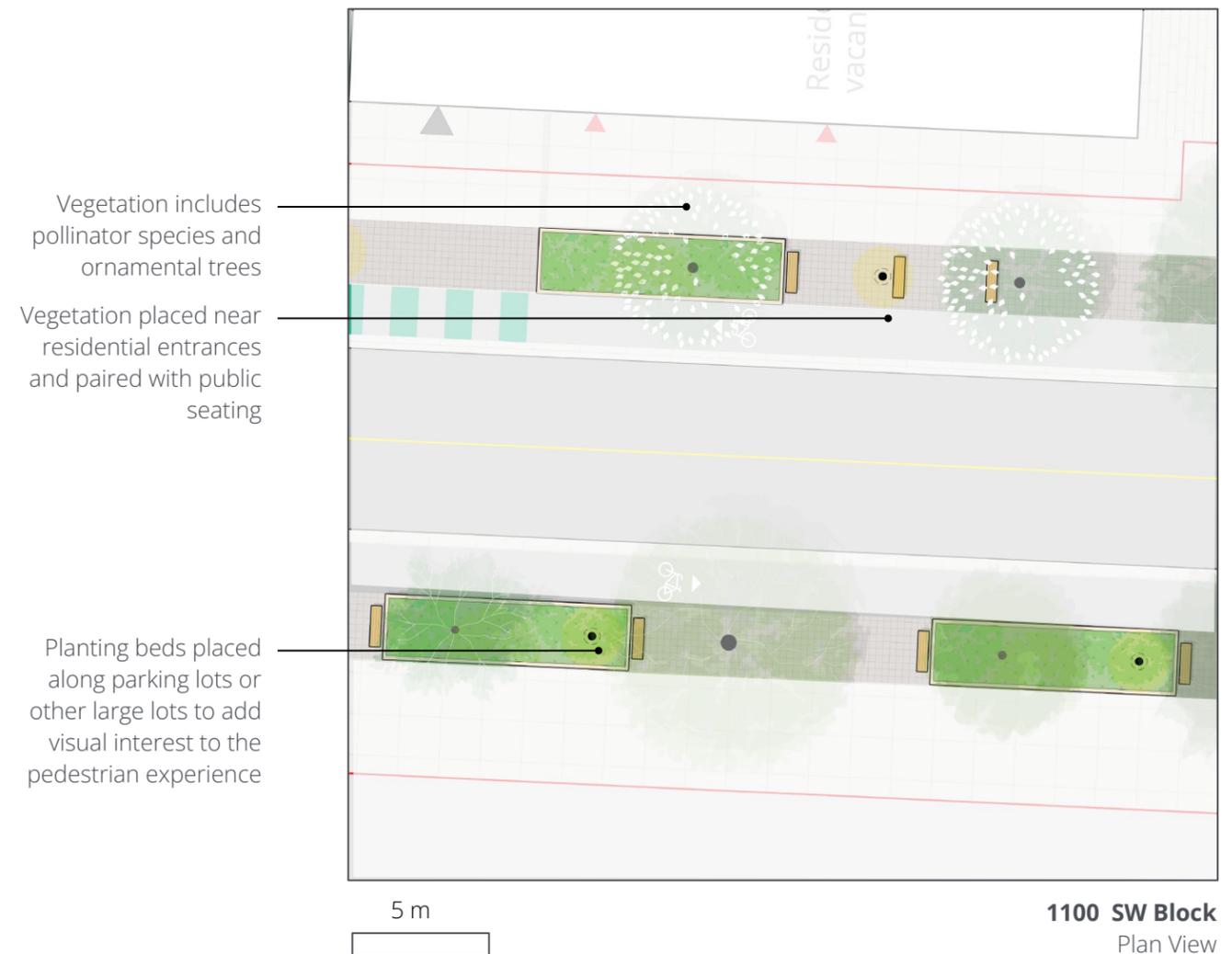


Planting Beds

Typical Condition

Planting Beds within Furnishing Zone ↓

At-grade planting beds complement everyday amenities and add an element of visual, seasonal interest to the streetscape experience. These lush green pockets enhance biodiversity and offer an organic element that reinforces the human scale along the corridor.



NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

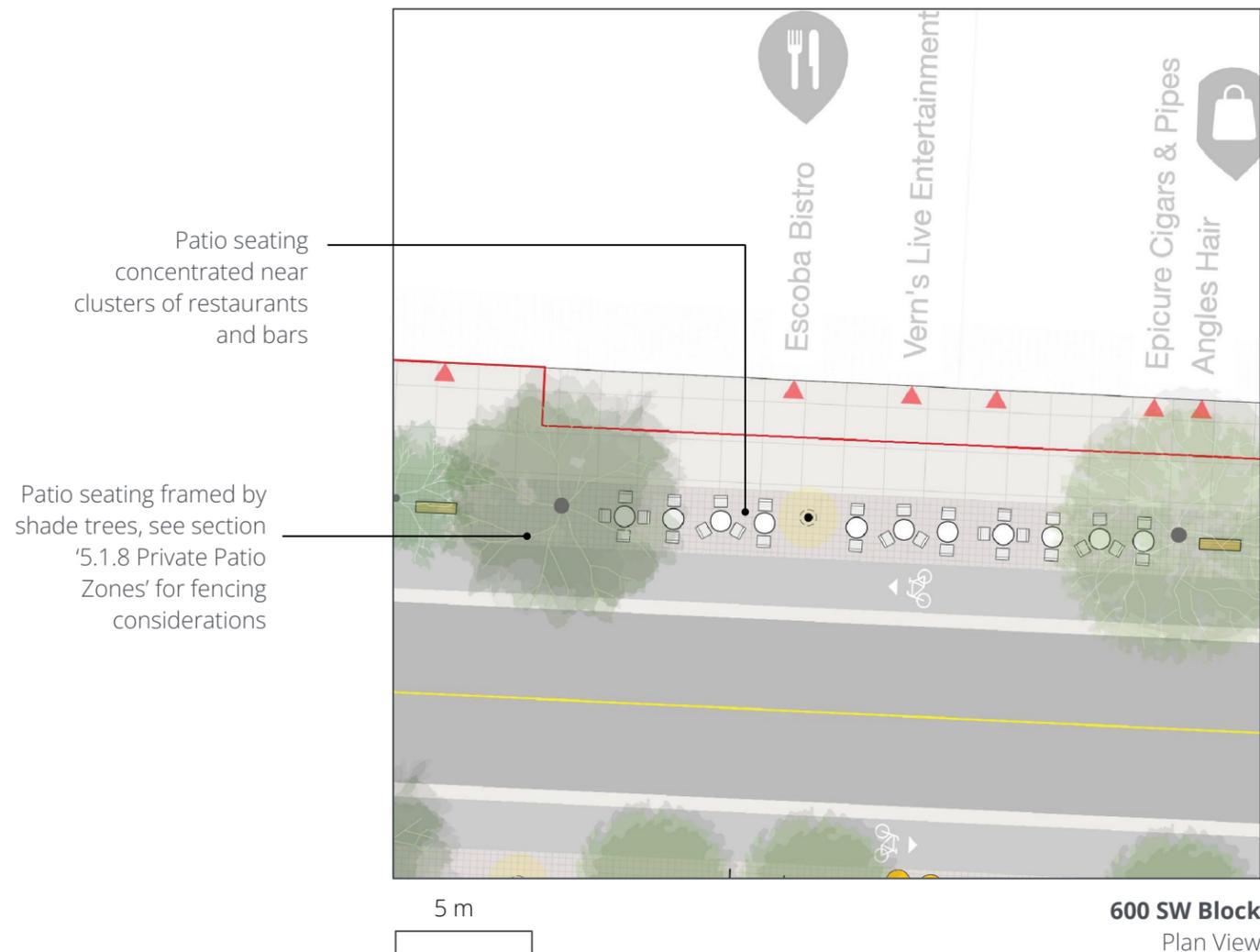
NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Patio Seating

Typical Condition

Patio Seating by Restaurants ↓

Patio seating complements adjacent dining outposts by providing cafe-style seating within the furnishing zone. Patio seating is situated between elements such as trees and light posts which offer a variety of light/shade conditions.

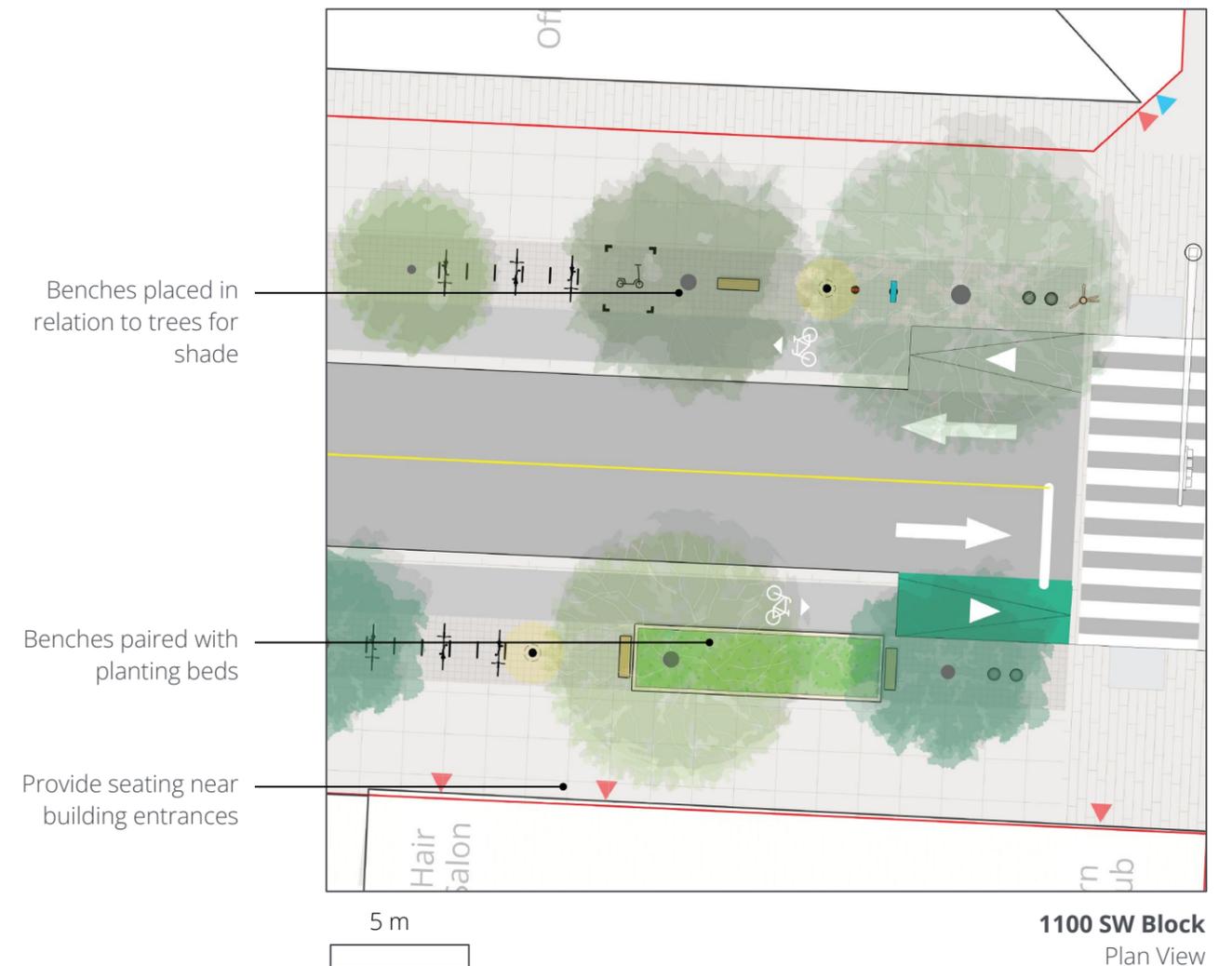


Benches

Typical Condition

Fixed Public Benches within Furnishing Zone ↓

Fixed benches are provided in regular intervals across all blocks, ensuring all people moving along the Avenue have a nearby place to stop and rest. Within the furnishing zone, benches also help to define movement zones, with the wheeling lane on one side and the through zone on the other.

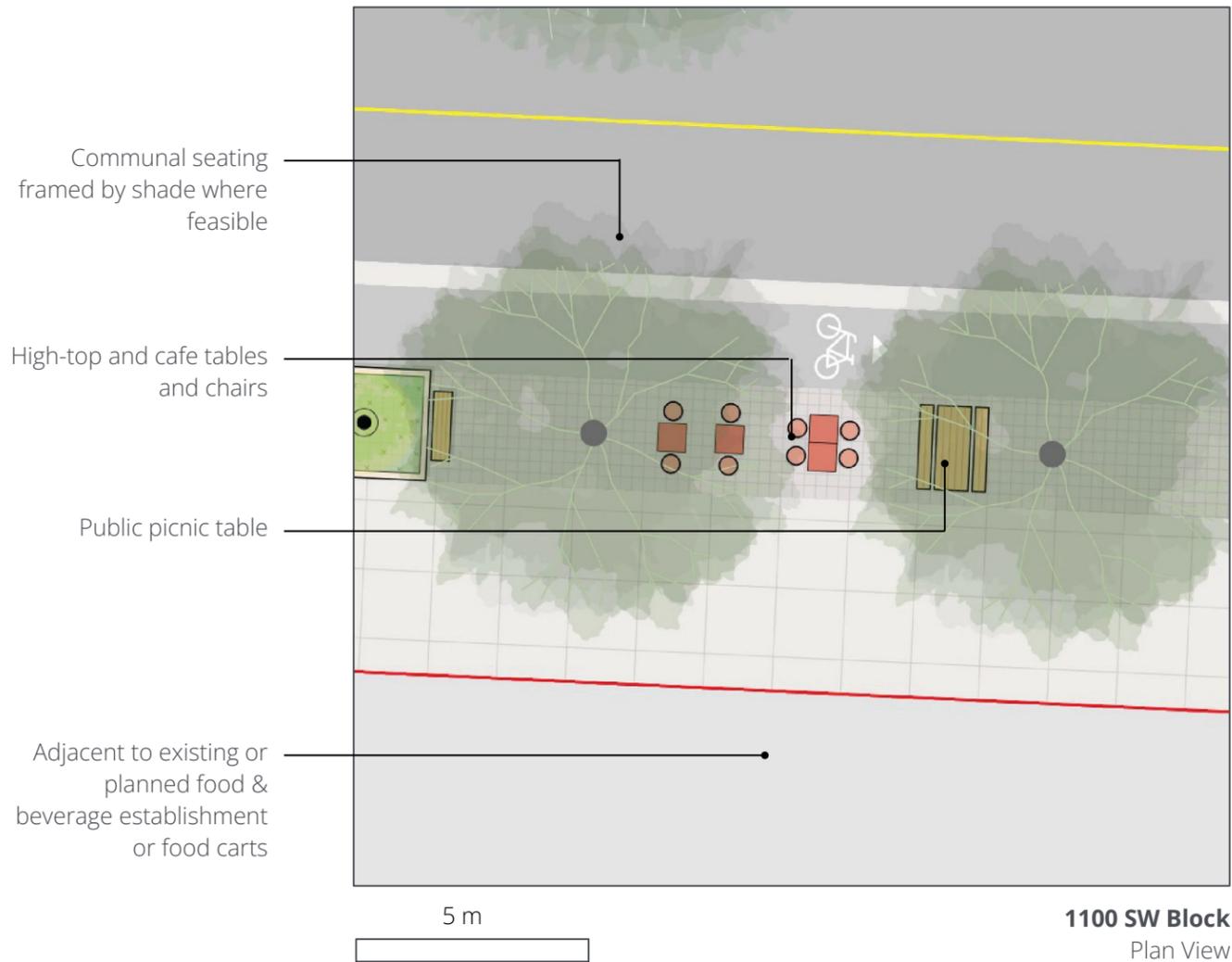


Communal Seating

Typical Condition

Flexible Communal Seating ↓

Communal seating pockets offer opportunities for people to gather for lunch or after work. Situated in the furnishing zone outside of office and residential hubs, flexible communal seating supports neighbourhood life by imbuing the street with social activity.

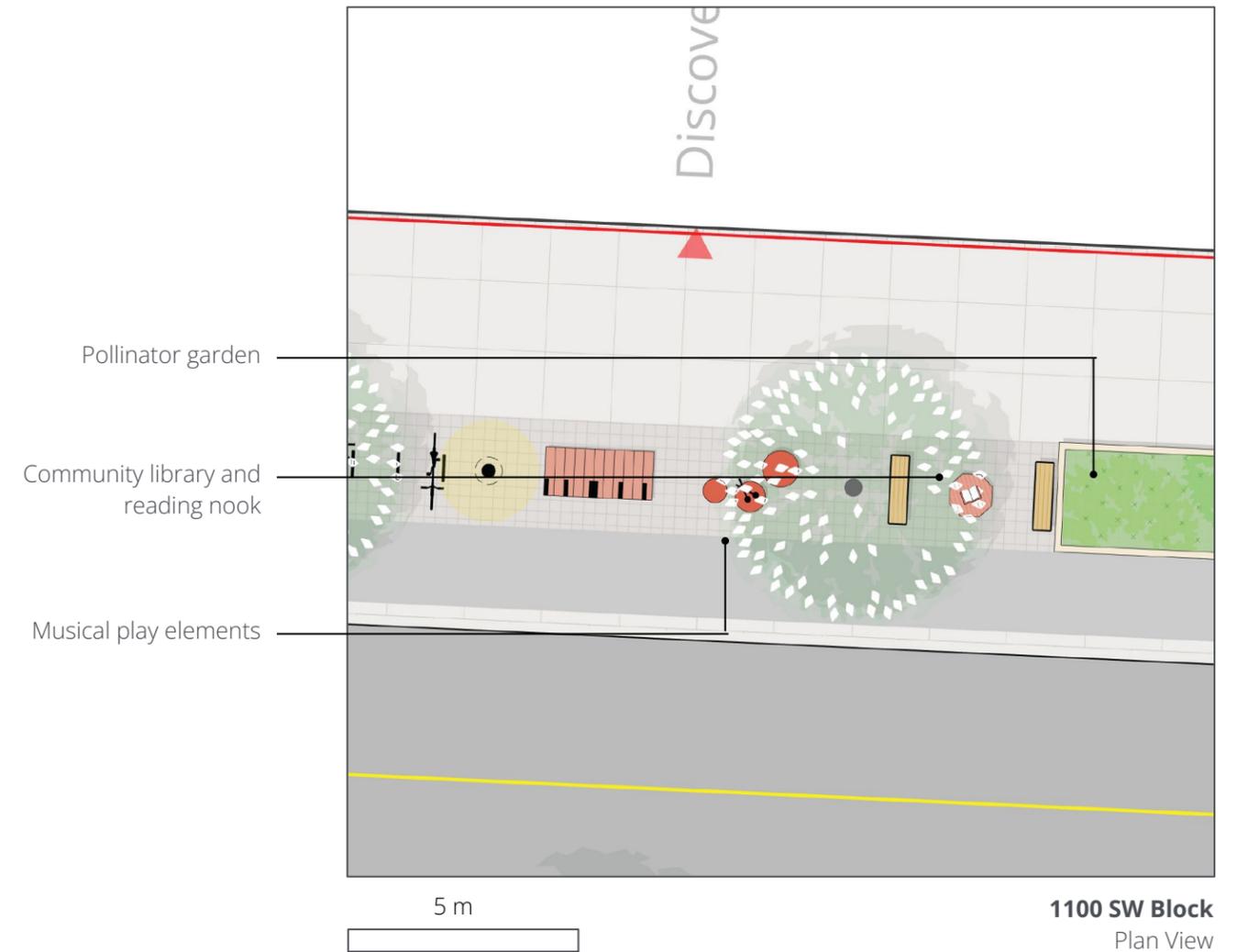


Play-Along-the-Way

Special Condition

Play Features near Family-Friendly Destinations ↓

Small playful features activate the furnishing zone. These compact offerings invoke a playful spirit and a sense of discovery for users of all ages, providing an unexpected draw to be discovered along the sidewalk. This condition occurs near daycares on the 1100 SW and 1000 SW blocks, along Century Gardens, and by Globe Cinema.



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Residential Entrance

Typical Condition

Multi-Family Housing Entrance ↓

Public benches, ornamental trees, and planting beds are composed around residential entries. Together, these elements signal arrival to the building while maintaining clear sightlines to and from the main point of entry.

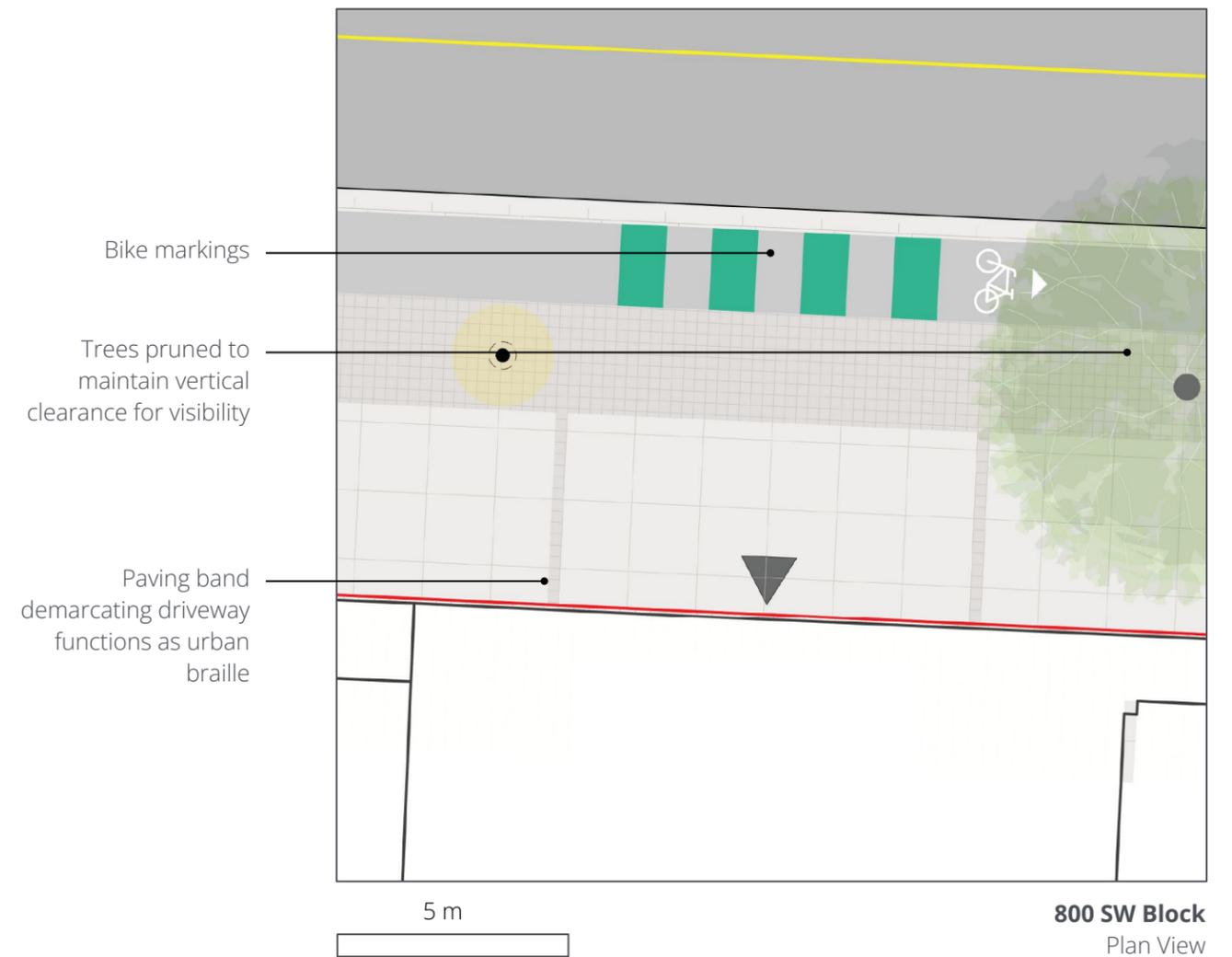


Driveway Entrance

Typical Condition

Parking Garage Entrance ↓

Driveway entries are designed with clear cues that signal where vehicular and human-powered modes intersect. Bike markings and paving bands provide visual guidance for movement to ensure safety and clarity for all.

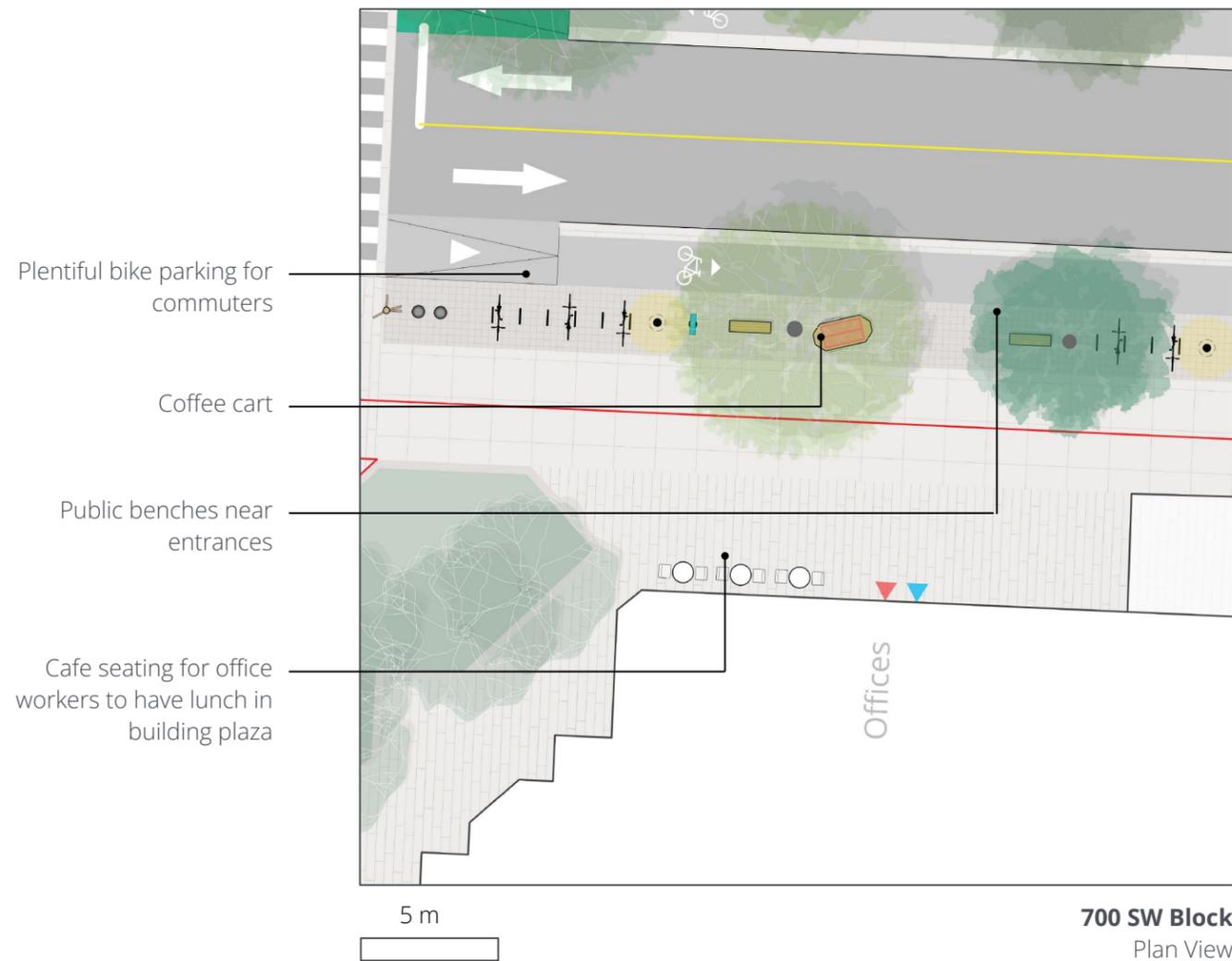


Office Entrance

Typical Condition

Office Entrance ↓

To support office workers and invite them to engage with the public realm in a wider variety of ways, use the furnishing zone and setback supports for supportive fixed and movable elements like cafe seating, public benches, coffee carts, and bike parking.

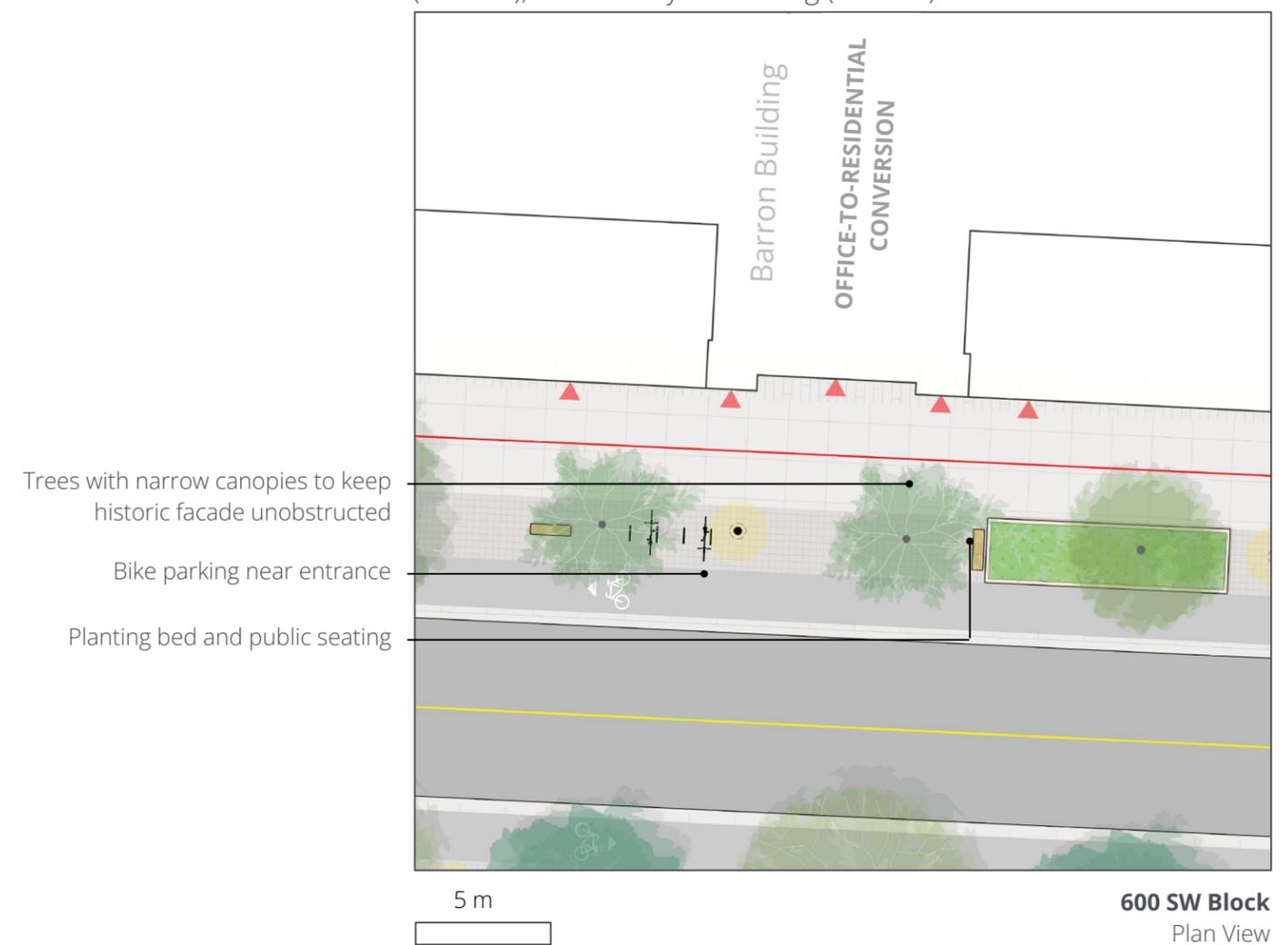


Office-to-Residential Conversion Entrance

Special Condition

Barron Building Entrance ↓

Planting beds and narrow-canopy trees promote a human-scale pedestrian realm. Paired with bike parking and fixed public benches, residents and visitors alike are welcome to enjoy the block's offerings, from historic facades to ornamental plantings. This condition occurs by the Barron Building (600 SW), the Fina Building (700 SW), and the Taylor Building (800 SW).



NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Cultural / Academic Destination Entrance

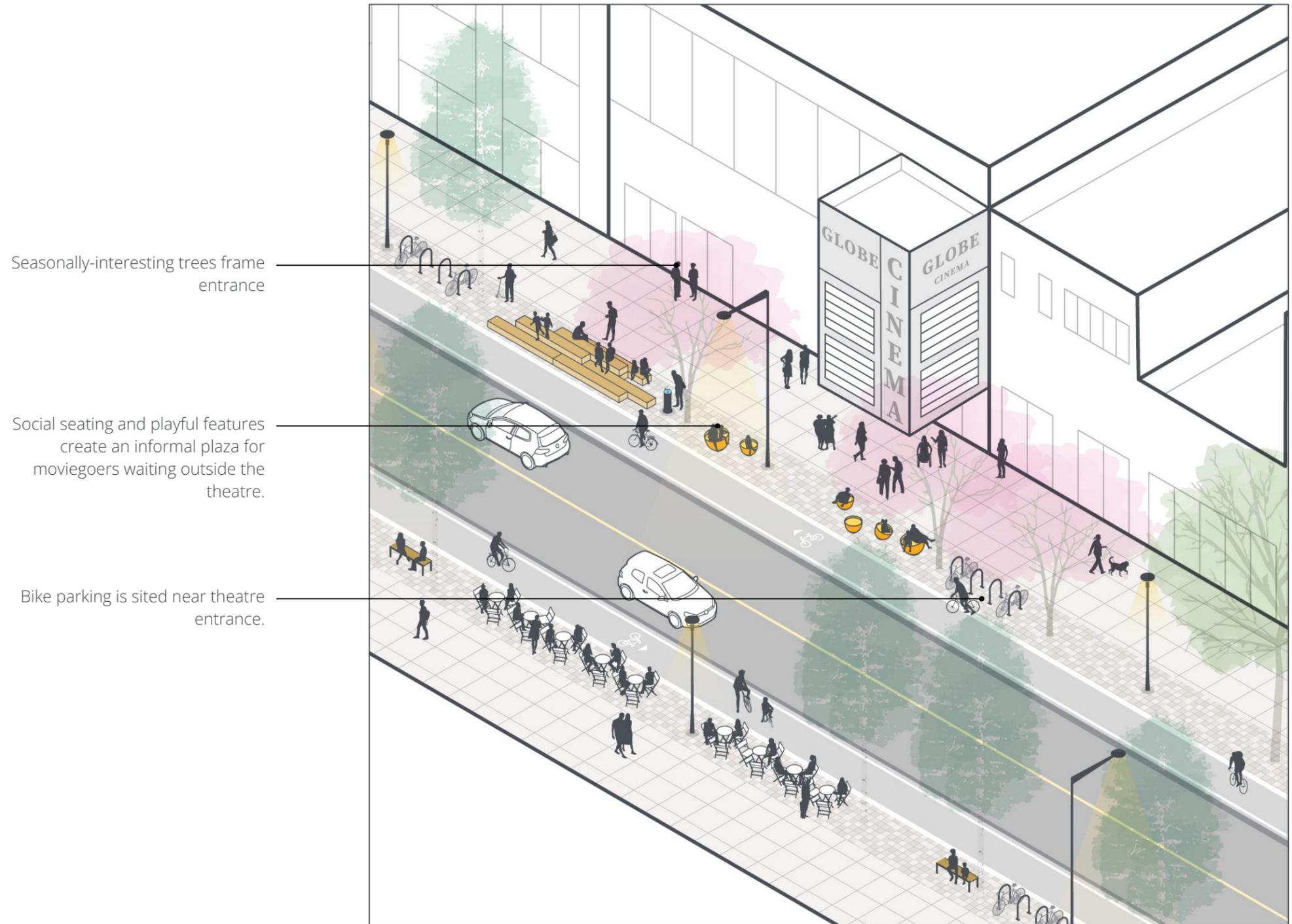
Special Condition

Globe Cinema Entrance

The streetscape design celebrates significant cultural assets along the Avenue with design details. Ornamental plantings provide a distinct vertical element that frames destination entries and notable facades. Social seating features draw public life into the furnishing zone, inviting visitors to gather and socialize in the public realm. Co-located micromobility parking supports visitors and makes it easy for them to reach their points of interest.

This condition occurs at the entrance to Globe Cinema on the 600 SW Block, as well as at the entrance to the University of Calgary on the 900 SW Block where custom designed seating and space for a coffee cart create an informal plaza for students to hang out.

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.



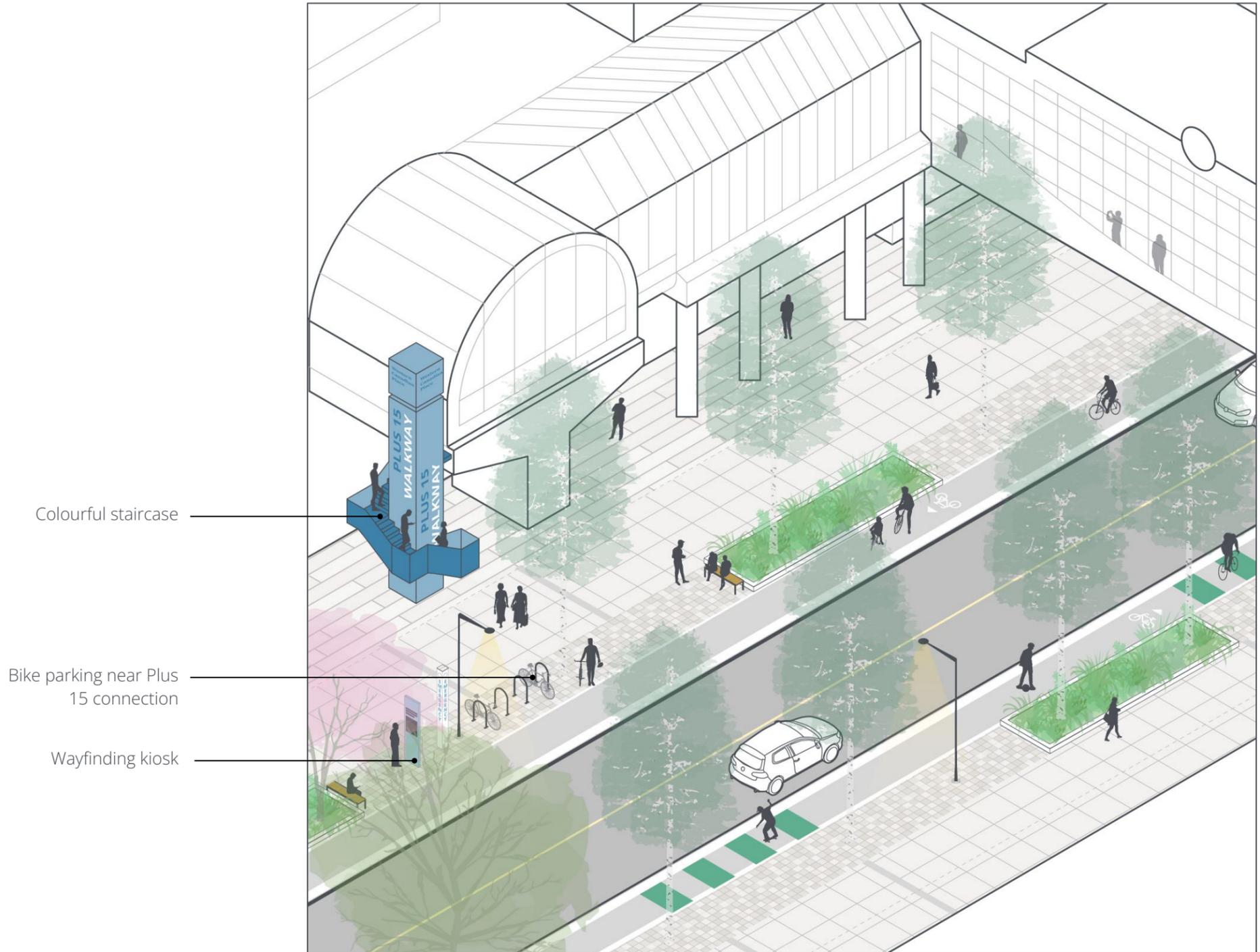
600 SW Block
Axon View

Plus 15 Walkway Access Special Condition

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Plus 15 Walkway Access

Improved wayfinding and streamlined circulation along the sidewalk will draw attention to the existing Plus 15 Walkway connection and make it easier to access. The use of colour can further boost the visibility to the Plus 15 Walkway, making it easier to spot from greater distances.



700 SW Block
Axon View

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Designated PUDO Special Condition

Ramada Plaza Hotel PUDO Stall

At the Ramada Hotel, where there is a high intensity of loading and drop off needed, two stalls for pick up and drop off have been provided adjacent to the hotel entrance. The wheeling lane wraps around the PUDO, with bike markings highlighting potential conflict points.

A similar PUDO condition also occurs at the 1000 SW Block.

Wheeling lane wraps around PUDO

Two stalls for picking up and dropping off passengers at hotel entrance

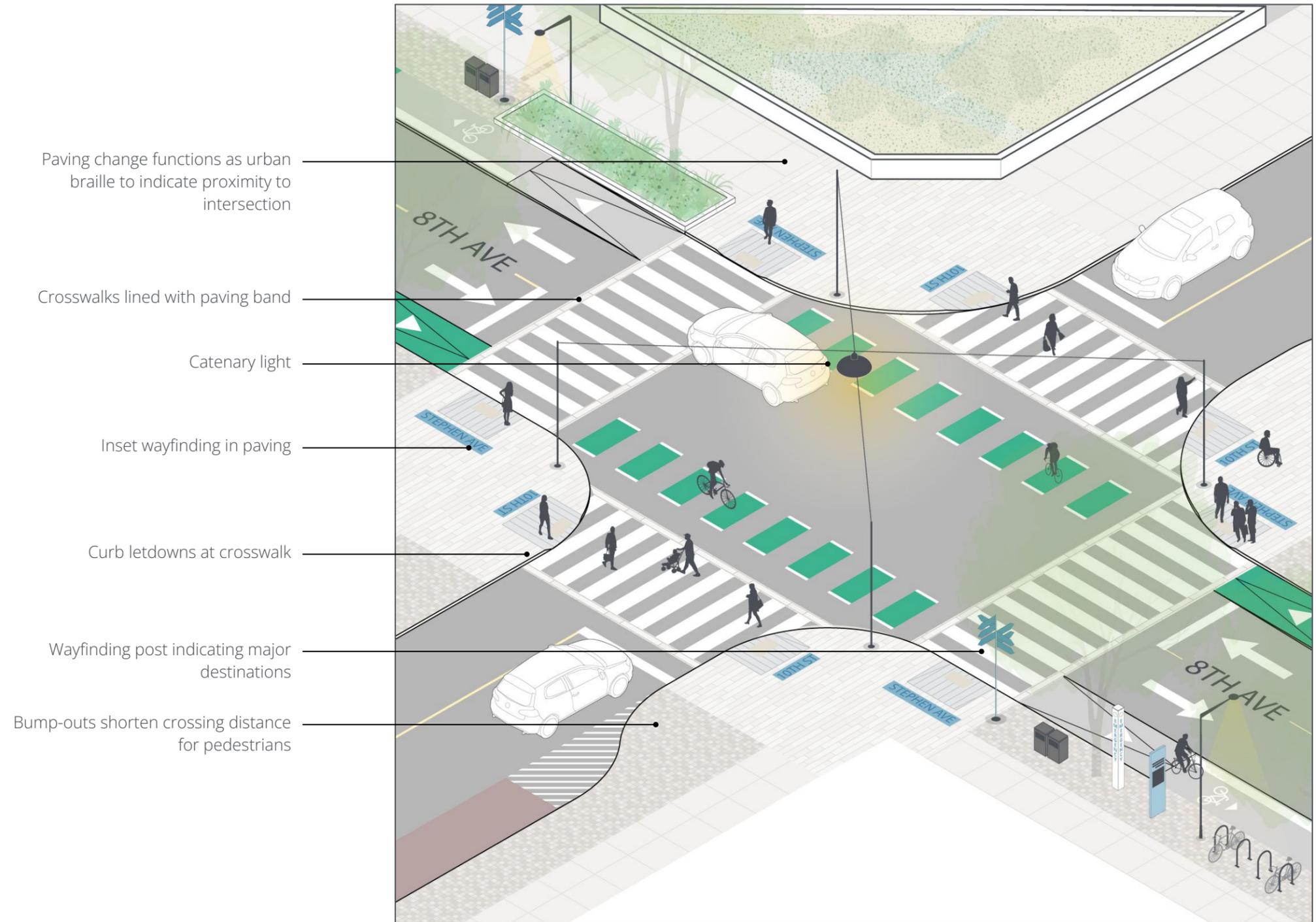


700 SW Block
Axon View

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Intersection

Typical Condition



Standard Intersection

Intersections are designed to streamline movement for all while reducing conflict between modes. Bump-outs shorten crossing distances and reinforce priority for pedestrians. Bike markings run parallel to crosswalks where wheeling lanes are provided to further reinforce modal hierarchy. Wayfinding inset within paving is aligned with crosswalks to promote intuitive travel between the Avenue and perpendicular streets.

8th Ave & 10th St
Axon View

Intersection with Bike Infrastructure Connection Special Condition

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

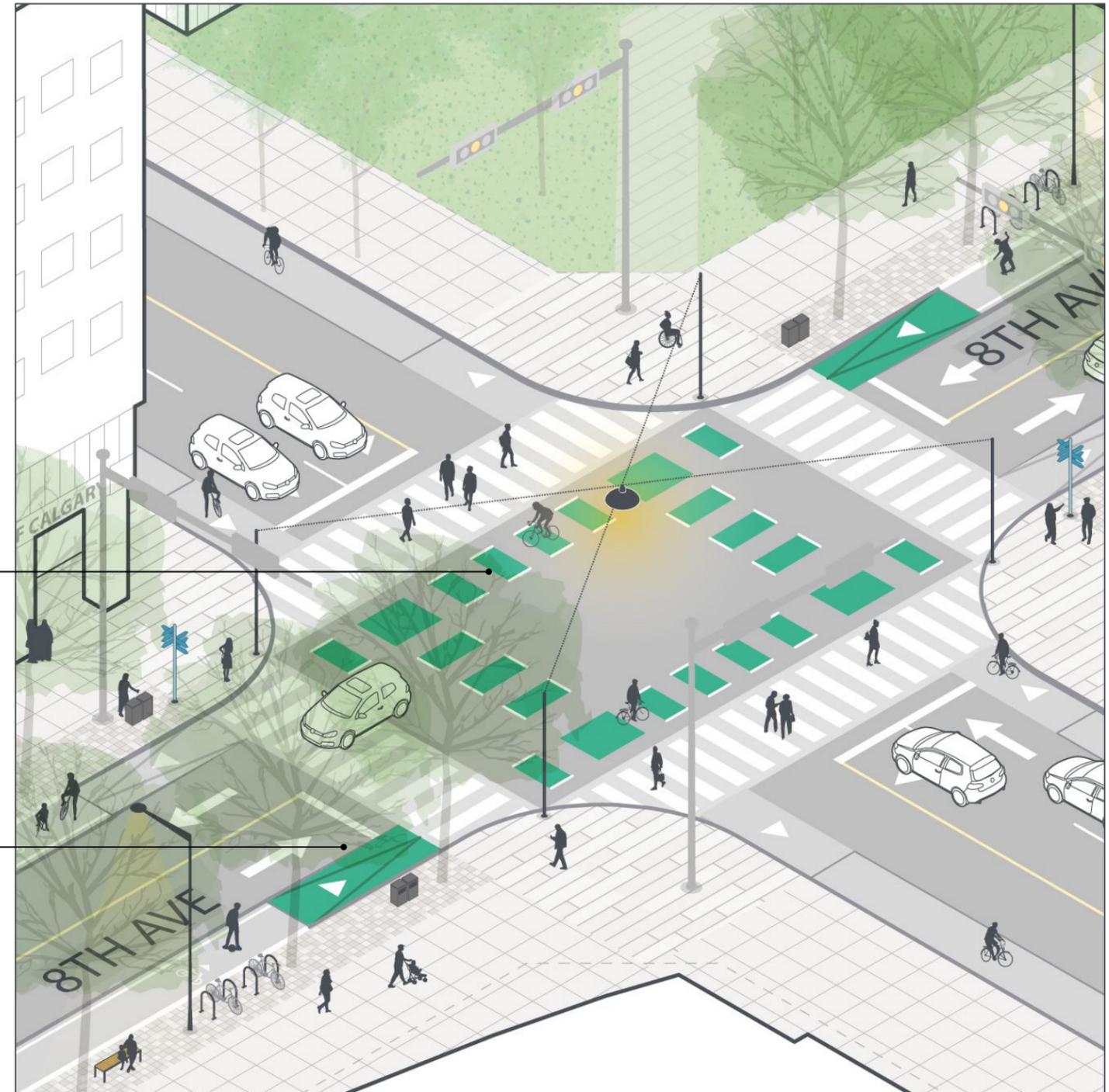
Bike Infrastructure Connection

For intersections with perpendicular bike infrastructure, bike markings run parallel to crosswalks in each direction, aligned with their respective wheeling lane. Bike boxes are proposed past the cross street crosswalks to ensure cyclist safety and reduce potential conflict.

Similar bike infrastructure connections occur at intersections on 11st SW, 8th SW, 7th St SW, and 5th St SW.

Bike markings through intersection

Bike box at intersection



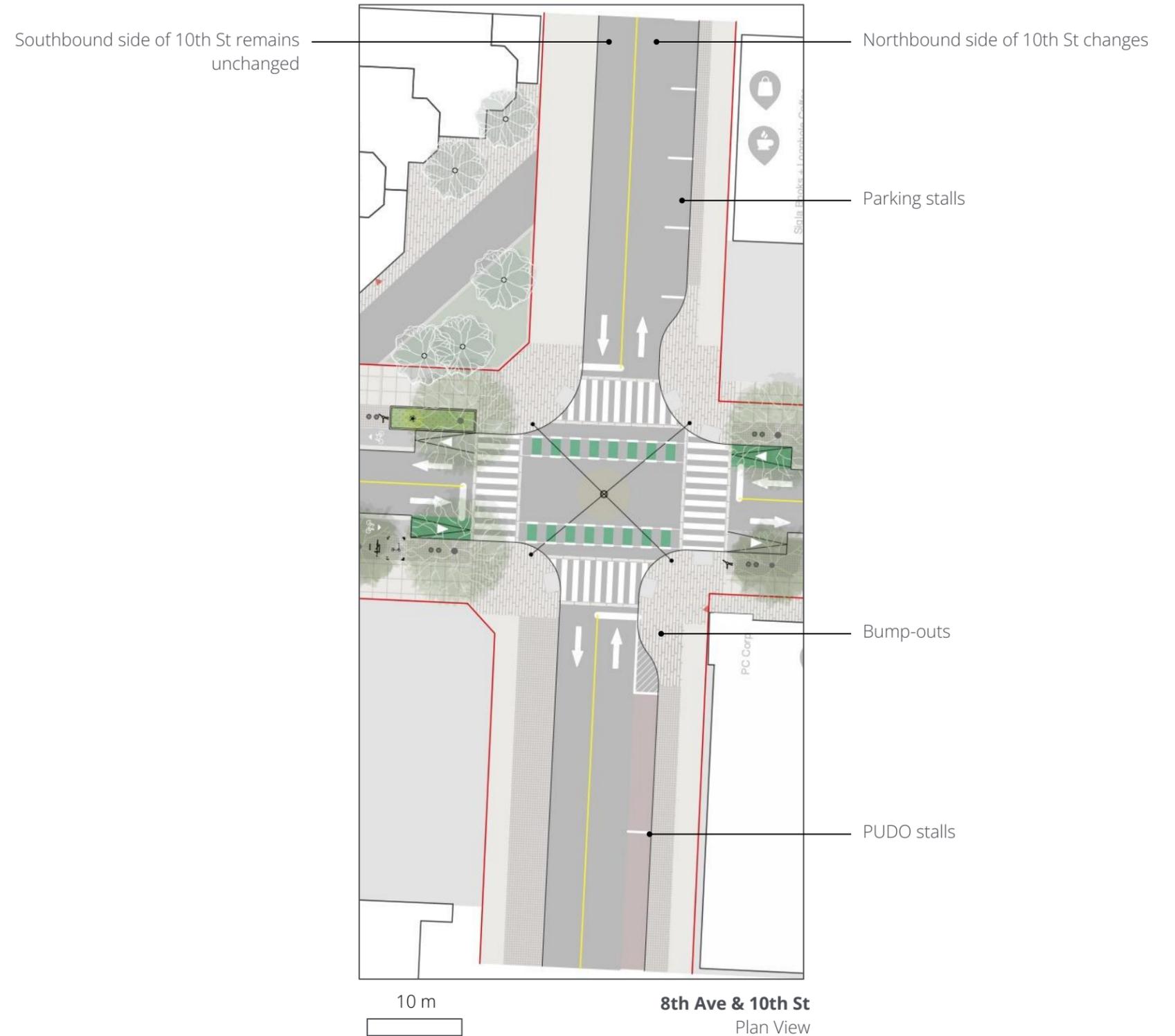
8th Ave & 8th St
Axon View

Curbside Management Typical Condition

Curbside Management at Intersection

Intersections are designed to ensure context-responsive curbside management. Beyond the 8th Ave pedestrian bump-outs, existing parking zones remain on each side of the cross streets. Opposite them, parking zones are converted to designated loading / PUDO zones, which can accommodate services including taxi/rideshare and food delivery.

NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

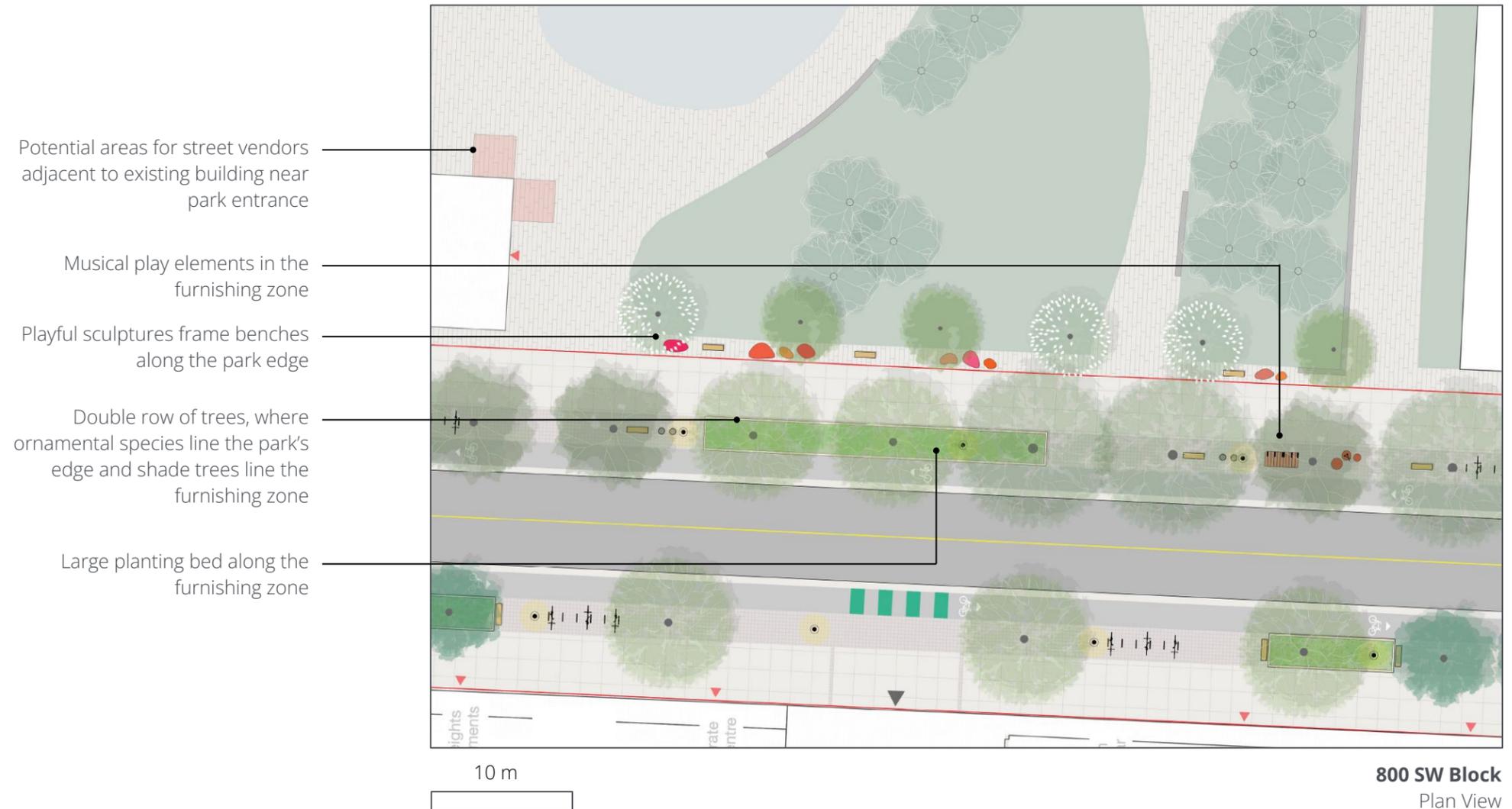


NOTE: Plan is conceptual and subject to change based on technical details. Traffic control devices shown are conceptual only; detailed design of all traffic control devices will take place in detailed design.

Century Gardens Interface Special Condition

Century Gardens Interface

Expanded programming along the edge of Century Gardens provides an opportunity to seamlessly integrate the two projects. Further integration could be explored in a future phase of work to leverage and enhance the recent investment made into upgrading Century Gardens.



Gateway Feature Special Condition

Gateway Feature Vignette

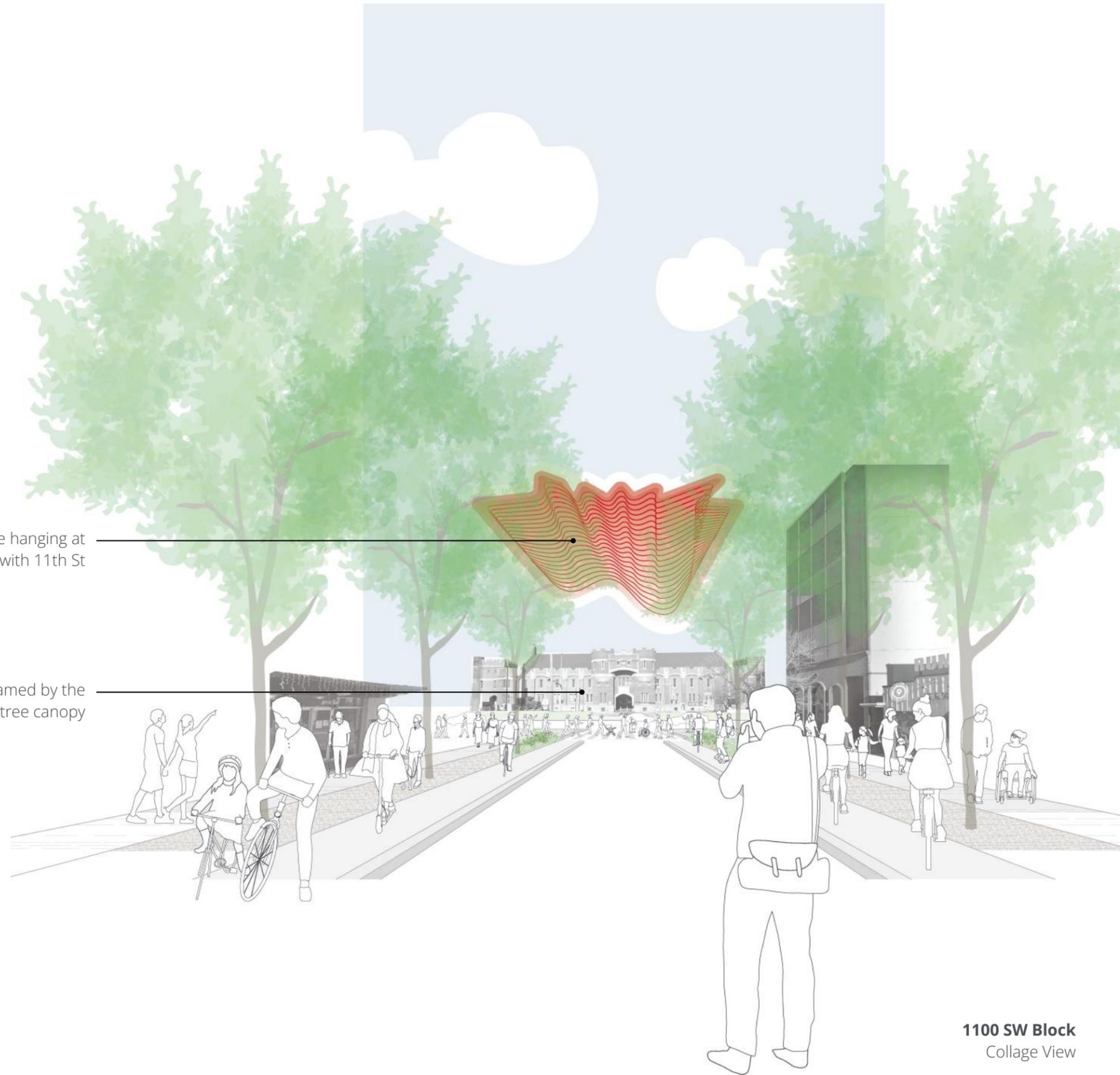
Gateways formed by hanging structural features above intersections will make the Avenue more visible and identifiable from downtown vantage points.

A similar gateway feature is found at the other end of Stephen Avenue by City Hall at Macleod Trail.

While provisions have been made for larger gateway features, these should be considered as public art pieces and handled as specific, separate projects with separate budgets (see pg. 130 for more details).

Sculptural gateway feature hanging at the intersection with 11th St

View of the Armory framed by the Stephen Ave tree canopy



1100 SW Block
Collage View

5

Design Palette

This section highlights the building blocks of the street and how the different layers come together to create the overall design.

5.1 Design Palette

The selection of materials, trees, plantings, seating types, lighting, and other streetscape elements is a critical step in taking the design from concept to reality. A thoughtful material and furnishing palette elevates the character of the Avenue while respecting the existing identity. This translates the project vision, goals, and design moves into a tangible eye-level experience.

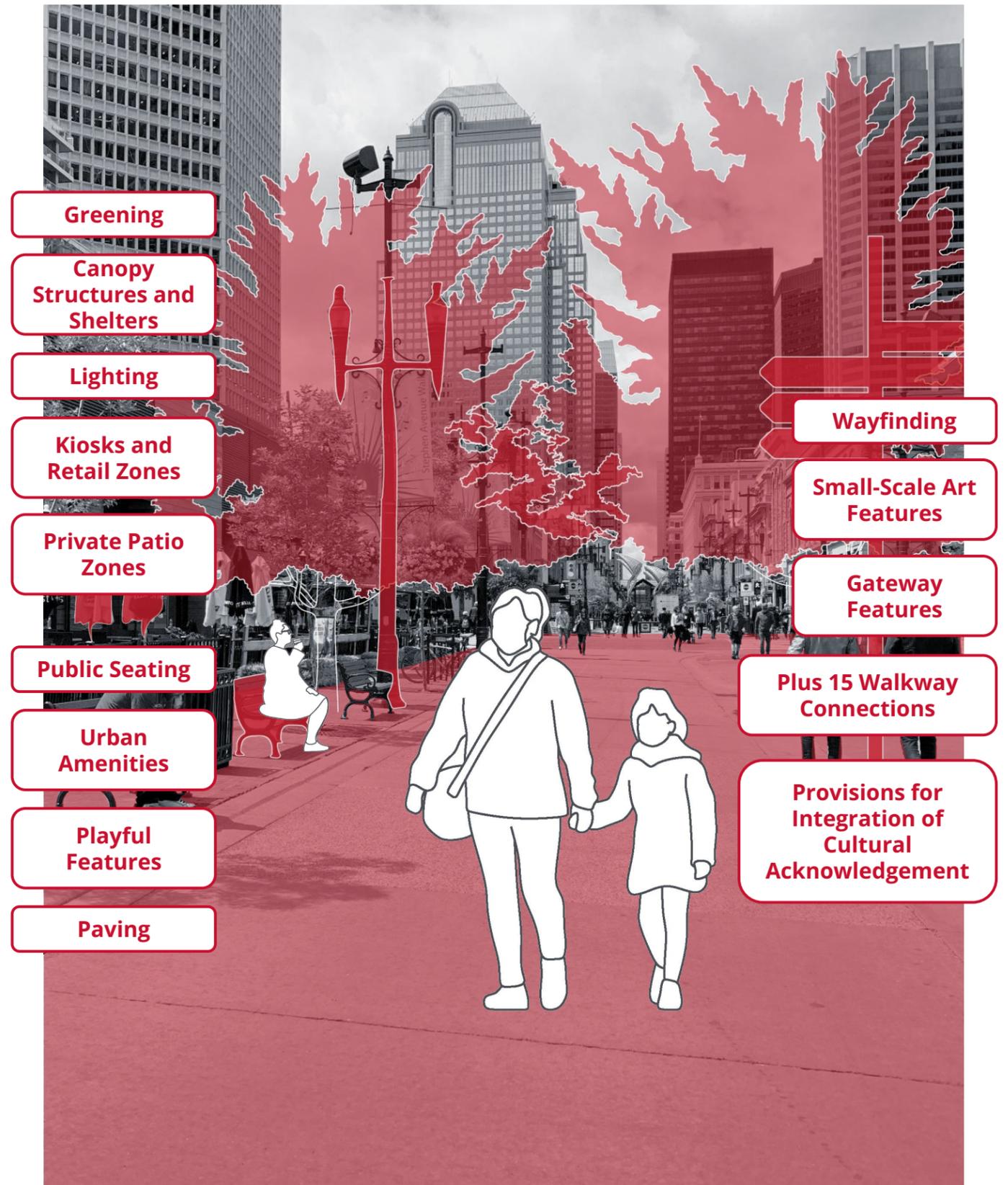
The design palette was developed to promote accessibility for all. It recommends materials, elements, and details that prioritize pedestrians, simplify and standardize pedestrian right of way, reduce unnecessary visual and physical clutter, and allow for the provision of elements like navigational wayfinding and furniture.

The design palette focuses on the following elements:

- Paving
- Greening
- Lighting
- Public Seating
- Playful Features
- Urban Amenities
- Kiosks and Retail Zones
- Private Patio Zones
- Wayfinding
- Plus 15 Walkway Connections
- Canopy Structures / Shelters
- Provisions for Public Art
 - ◆ Small-Scale Features
 - ◆ Grand Gateway Features

Additionally, the design palette considers the integration of cultural acknowledgement:

- Indigenous, Heritage, and Public Art



5.1.1 Paving Overview

Pavers elevate the Avenue by creating a unified sense of place across the entire street from building edge to edge. They also signal a new traffic paradigm where pedestrians are prioritized and lingering is encouraged.

Objectives

- Enhance and unify the Avenue’s character with a unique paver treatment.
- Strategically deploy paver treatments to indicate pedestrian priority spaces, especially when crossing vehicular lanes.
- Establish a durable, modular, and replaceable paver system for continuous and efficient maintenance.

Functional Requirements

- ✓ Through zones and furnishing zones **distinguished by paver colour and pattern** to improve legibility
- ✓ **Integrated tactile, textured indicators** at intersections and along through zones to improve navigation for visually impaired visitors
- ✓ Pavers with **small joints and smooth finishings** for wheelchair users, people pushing strollers, and active mobility mode users
- ✓ Light paver material and colour to **reduce urban heat island effect** and complement buildings along the Avenue
- ✓ Pavers **continue through raised intersections and crosswalks** to communicate pedestrian priority
- ✓ Paver system detailing, particularly sub-base assemblies, should be **designed in conjunction with operations and maintenance**
- ✓ **Durable, removable, modular, and replaceable pavers**
- ✓ **Manufacturing of additional pavers should be possible** in Avenue’s lifetime
- ✓ Pavers should **support large vehicular loads** along emergency access corridors and within loading/delivery zones



5.1.1 Paving Types and Characteristics

All Blocks

Scale

A distinct small-scaled paving pattern distinguishes the furnishing zone from the rest of the street and unifies the Avenue from end to end while larger-scaled paving patterns define the through zones and edge zones.

Colour

Pavers in warm, light hues complement the historic buildings along the Avenue and soften the cold hues of more contemporary buildings.

Intersections

Street corners and intersections are demarcated with pavers, connecting the Avenue from end to end and marking the point of arrival. This unified paver treatment along intersection through zones prioritizes pedestrians when crossing vehicular lanes.

Modularity

All paving patterns are designed to be modular (see chart to the right), so that replacing an approximately 1m² section is possible without disrupting the pattern. All patterns should be based on a standard interval, such as 10cm, so that joints between adjacent patterns are aligned.

Shared

Material

Granite pavers will deliver a future-proofed design that can stand the test of time, are easy to maintain and upkeep, and deliver on the City's commitment to climate mitigation.*

Special Moments

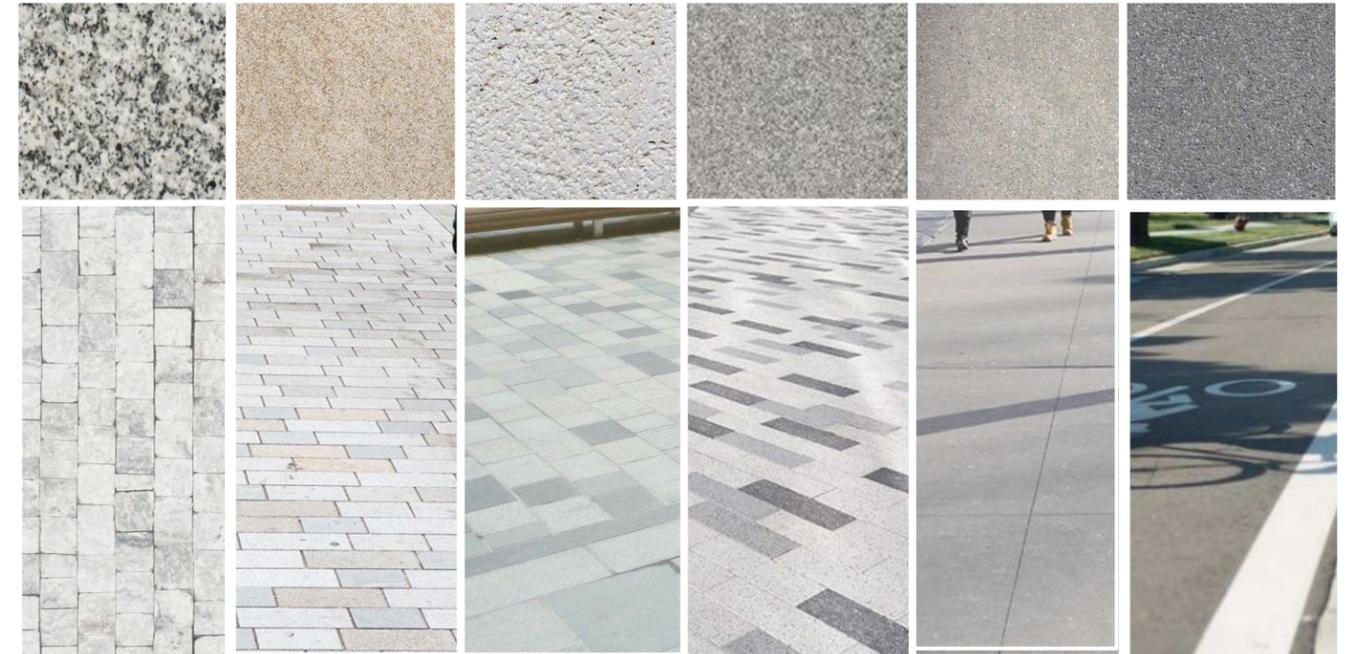
Street plazas and special event & activation zones are co-located with long-standing adjacent attractions and marked with special subtle yet distinct paving patterns at the following locations:

- Glenbow Museum 100 SE Block
- Palace Theatre 200 SW Block
- Galleria Trees 300 SW Block

Multimodal

Material

Poured in place concrete defines the through zone where the Avenue becomes a neighbourhood street with regular sidewalks. If funding allows, stone pavers could be considered to match the shared street, setting the stage for the future growth of the west end.



	Furnishing Zone	Edge & Through Zone	Central Program Zone	Street Plaza Variation	Through Zone (Sidewalk)	Wheeling Lanes
Material:	Natural Stone – Granite	Natural Stone – Granite	Natural Stone – Granite	Natural Stone – Granite	Concrete or Pavers	Asphalt
Scale:	10x10cm	30x15cm	30x15cm	30x30cm or 30x15cm	Poured in place or 30x15cm	Poured in place
Colour/ Hue:	Warm Hues [†]	Warm Hues Light [†]	Warm Hues Light [†]	Warm Hues Tinted [†]	Light Colour	Light Colour
Location:	All Blocks	All Blocks	Shared	Shared	Multimodal	Multimodal

NOTE: [†]Colour selection will be finalized during detailed design based on provider samples evaluated on site.

5.1.1 Paving

Accessibility, Seasonal, and Material Considerations

Accessibility

Urban Braille

Urban braille is integrated along the entirety of the Avenue via distinct paver treatments and linear tactile metal indicators. This guides visually impaired visitors along the dedicated through zones, across intersections, and down side streets.

Flush Pavers

Pavers with smooth finishings, small joints (<13mm), and minimal level shifts (<6mm) ensure the Avenue is easily navigable by people who are visually impaired or using assisted-mobility devices. Slight but consistent depressions between paver types indicate transitions between different zones.

Continuity and Bylaw Setbacks

To create a clear and continuous through zone, the paver treatment should stretch from wall to wall in the shared street of the Avenue. In the multimodal street, maintaining a 2.5m through zone will occasionally require coordination with neighbouring property owners.

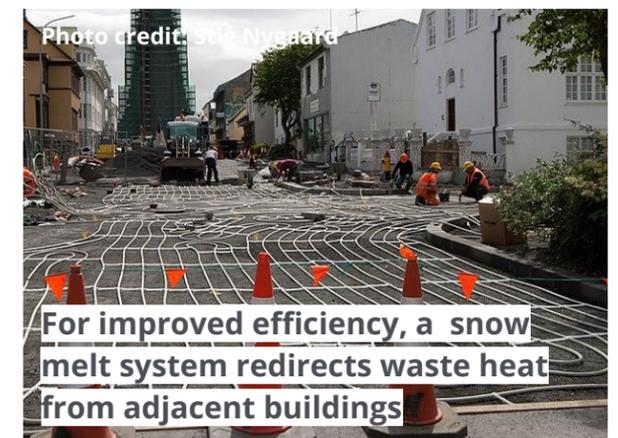
Seasonality

Snow Melt System

The feasibility of a municipal snow melt system will be further explored in the next phases of design. Integrating a snow melt system on the Avenue can lower operational costs in the winter, reduce slip risks, improve accessibility, extend the useful outdoor season, and protect trees and plants from frost and salt damage. Integrations with neighbouring buildings should be explored to leverage waste heat, water, and/or supplemental energy production.

Material Considerations

While natural stone may initially cost more, this is offset by relatively low long-term maintenance costs and longevity. Natural stone requires little to no regular maintenance because of its durability and tested strength. Sourcing, extracting, and processing natural stone has minimal impact on the environment, making it a sensible and eco-friendly solution. If manufactured pavers are selected during detailed design, they should be concrete, warm toned, and match the look and feel established in the document, including size and colour.



5.1.2 Greening Overview

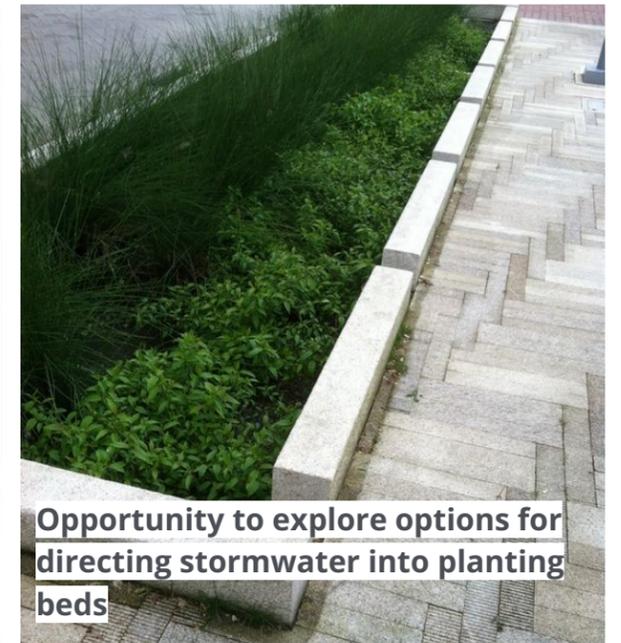
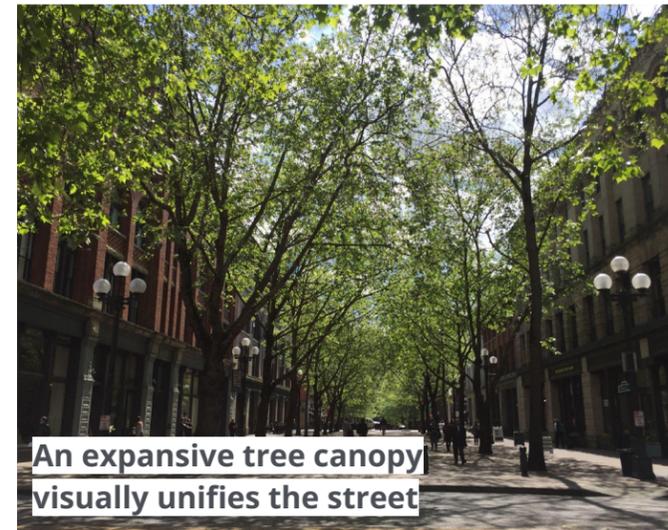
Trees and understory plantings provide a wide range of environmental, economic, and social benefits, including mitigating global climate change, improving health and wellbeing, and increasing property values. They also establish a continuous visual identity for the Avenue that connects it from end to end and signals a ceremonial arrival.

Objectives

- Provide favorable growing conditions to support a mature, healthy tree canopy.
- Visually unify the Avenue with a continuous tree canopy.
- Boost biodiversity by prioritizing native species and supporting pollinator habitats.
- Ensure a diverse range of tree and planting species that are heat, salt, and drought tolerant.
- Provide seasonal interest throughout the year.
- Connect Calgarians to their surrounding northern prairie environment while in the heart of downtown.

Functional Requirements

- ✓ Primary tree species are selected based on their **ability to thrive in urban environments**, with high canopies and medium spreads for clear sightlines and unobstructed emergency access
- ✓ Trees planted in **continuous soil trenches with soil cells** to create optimal conditions for trees
- ✓ Trees placed within the furnishing zone in a **consistent alignment and sited to accommodate context-specific situations**
- ✓ Planting beds populated with grasses, shrubs, and perennials that are **locally tested and city-approved species** that will thrive in the climate
- ✓ Additional native planting species are **adaptable to future hardiness and changing climate** conditions
- ✓ Planting beds are designed to **support pollinators and boost biodiversity** with both shade- and sun-tolerant species that accommodate varying conditions across the Avenue
- ✓ Opportunity to explore use of plant beds as **designed stormwater amenities** in detailed design
- ✓ Planting selection provides **visual interest throughout the year**

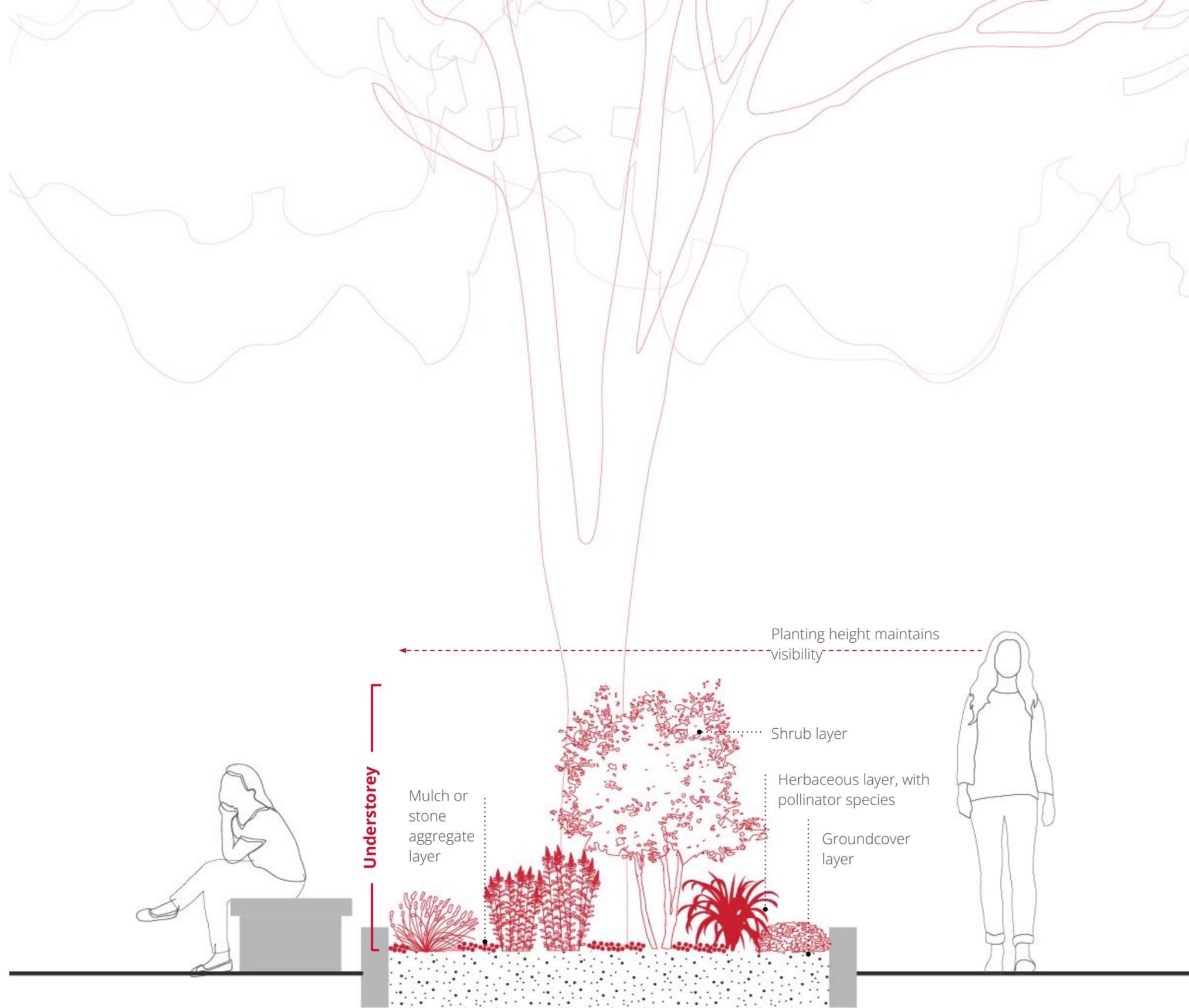


5.1.2 Greening Planting Approach

Planted areas should prioritize species diversity to maximize biodiversity, resilience, and ecological value. Providing different planting layers also helps cultivate a visually and seasonally interesting experience for all people moving along and spending time on the Avenue.

Considerations

- Provide a minimum of 3-5 distinct species per planting bed, with at least one from each planting category: tree, shrub, and groundcover.
- Compose plants with complementary heights that preserve visibility through the planting bed and promote a feeling of safety on the Avenue.
- Explore use of mulch, stone, or other inorganic groundcovers to reduce maintenance and add a layer of visual interest and protection to plants during harsh winter conditions (including freeze and snow).



5.1.2 Greening Primary Tree Species

American Elm and Green Ash were selected as the two primary tree species for the Avenue, due to their medium-high canopies and spreads as well as their proven success in comparable contexts.

These species are provided in continuous rows across all blocks, complemented by the secondary species palette outlined on the following pages.

Irrigation

In order to ensure the success of trees and understorey planting within the urban environment irrigation should be installed for all trees and planting beds within the Avenue. Irrigation will help flush road salts in the springtime, ensure trees and understorey plantings are resilient to the harsh urban environment during the establishment period, and limit the need for and ongoing cost of water trucks accessing the Avenue.

Further detail on irrigation design, type, and location will be provided during the next phase of work detail design.

Planting Details: While the majority of trees will be planted in trenches with paver grates, some trees will be placed within planting beds.

All Blocks

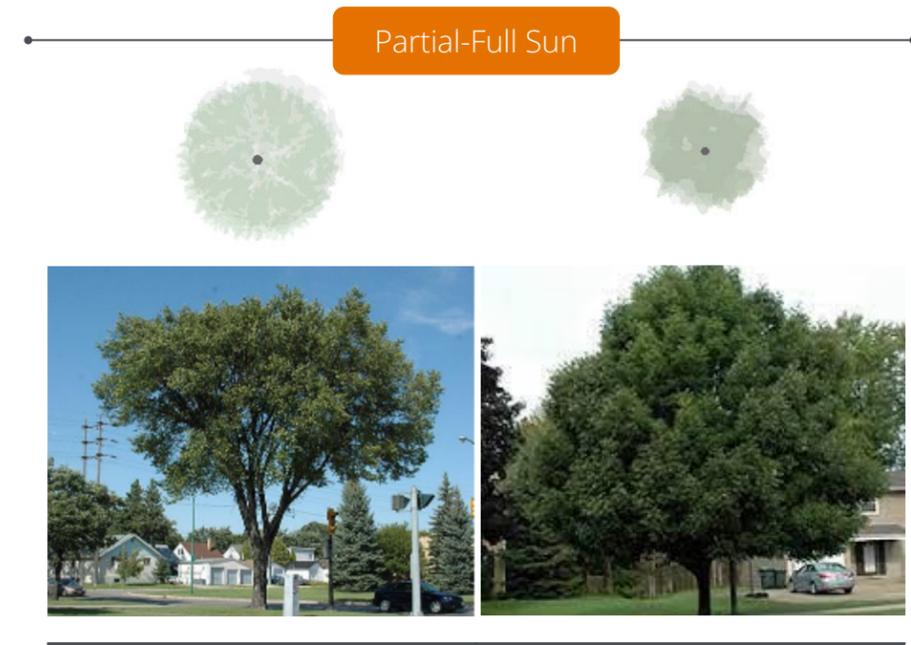
Tree Trenches

- Trees planted within continuous tree trenches with **soil cells for optimal growing conditions**. Key soil cell considerations include: ease of operations and maintenance, integration with both existing and proposed utility infrastructure, vehicle rating and access requirements, soil volume and compatibility with other design elements such as paving and site furniture.
- **Paver grates** provided within furnishing zone to ensure a flush, accessible surface.

Multimodal

Planting beds

- In the Multimodal Street, select trees planted within planting beds (see designs in Chapter 4).
- Planting beds introduced within the furnishing zone to enhance **street greening, low-impact development, and stormwater management**
- Opportunity to design for a low perforated curb to allow for direct **stormwater retention**.



Partial-Full Sun

Common Name:

American Elm

Green Ash

Botanic Name:

Ulmus americana

Fraxinus pennsylvanica

Height:

20m

14m

Spread:

15m

8m

Location:

All Blocks

All Blocks

Fall Foliage:



5.1.2 Greening Secondary Tree Species

On all blocks, a diverse secondary palette will supplement primary species to maintain a consistent look and feel across all blocks.

The mix of species across the block should also ensure that no one species represents more than 33% of a species on a block per Parks and Urban Forestry guidelines. This helps prevent blight and mass die-off.

Shared Street

With many different uses and demands, the Shared Street requires an approach to greening that creates comfortable microclimates without blocking visibility to commercial signage and notable facades.

Multimodal Street

As a neighbourhood street, trees along the Multimodal Street blocks should reinforce the human scale and provide special moments of visual interest with ornamental features to be discovered.

Unique species: Japanese Lilac, Prairie Dream Birch, and Amur Maple are featured tree species that offer special ornamental interest at different times of year. For understory plantings proposed within planting beds, see the palettes on the following pages.

	Shade Tolerant	Partial Sun-Shade		Full Sun	
Common Name:	Northern Acclaim Honey Locust	Dropmore Linden	Amur Maple	Prairie Dream Birch	Japanese Lilac Tree
Botanic Name:	Gleditsia triacanthos 'Harve'	Tilia x flavescens 'Dropmore'	Acer ginnala	Betula platyphylla 'Varen'	Syringa reticulata
Height:	12m	10m	6m	13m	7m
Spread:	9m	7m	6m	12m	6m
Location:	All Blocks	All Blocks	Multimodal	Multimodal	Multimodal
Fall Foliage:					

5.1.2 Greening Shrub Species

Across the multimodal street, planting beds are integrated within the furnishing zone with a varied mix of shrubs, grasses, and perennials to boost biodiversity, support pollinator habitats and provide seasonal interest within the neighbourhood.

Planting palettes for varying conditions (i.e., sun/shade) were developed to ensure the mix of plantings respond to the given conditions within each planting bed across the Multimodal Street.

	Full Sun		Shade Tolerant			
						
Common Name:	Dwarf Mugo Pine	Autumn Magic Chokeberry	Miss Kim Lilac	Gumdrop Burgundy Candy Ninebark	Firedance™ Dogwood	Snowbelle Mockorange
Botanic Name:	Pinus mugo var. pumilio	"Aronia melanocarpa 'Autumn Magic'	Syringa patula 'Miss Kim'	"Physocarpus opulifolius 'Podaras "	Cornus sericea 'Bailadeline'	Philadelphus 'Snowbelle'
Height:	1m	1.5m	1.5m	.5m	1m	1.2m
Spread:	1.5m	1m	1.5m	1m	1m	1.2m
Location:	Multimodal	All Blocks	Multimodal	Multimodal	All Blocks	Multimodal
Fall Foliage:						

5.1.2 Greening

Grasses, Perennials, and Groundcover Species

Full Sun



	Blue Lyme Grass	Blonde Ambition Blue Gramma Grass	Thyme Woolly	Daylily	Common Yarrow	Russian Sage	Pussytoes
Common Name:	Blue Lyme Grass	Blonde Ambition Blue Gramma Grass	Thyme Woolly	Daylily	Common Yarrow	Russian Sage	Pussytoes
Botanic Name:	Leymus arenarius 'Blue Dune'	Bouteloua gracilis 'Blonde Ambition'	Thymus pseudo-lanuginosis	Hemerocallis spp.	Achillea millefolium	Perovskia atriplicifolia	Antennaria dioica 'Rosea'
Height:	1m	1m	.05m	.5-1m	.4m	1.2m	.15m
Spread:	1m	1m	.6m	.5m	.4m	.9m	.3m
Location:	Multimodal	All Blocks	Multimodal	All Blocks	Multimodal	Multimodal	Multimodal

5.1.2 Greening

Grasses, Perennials, and Groundcover Species

Shade-Tolerant



Common Name:	Winter Glow Bergenia	Pennsylvania Sedge	Sea Thrift	Autumn Joy Stonecrop	Lady Mantle	Red Switch Grass	Ostrich Fern
Botanic Name:	Bergenia 'Winterglut'	Carex pensylvanica	Armeria maritima 'Splendens'	Sedum 'Autumn Joy'	Alchemilla mollis	Panicum virgatum 'Rotstrahlbusch'	Matteuccia orientalis
Height:	.5m	1m	.15m	.6m	.4m	1.2m	.9m
Spread:	.5m	.5m	.2m	.5m	.7m	.5m	1.4m
Location:	Multimodal	All Blocks	Multimodal	All Blocks	Multimodal	Multimodal	Multimodal

5.1.2 Greening Pollinators

Species that attract pollinators to the Avenue should be considered within all planting beds. In select locations such as the 100 SE Block, planting beds can serve as dedicated pollinator gardens, showcasing species that are proven successful in the pilot garden on the Avenue today.

Locations of demonstration pollinator gardens within the Transition and Multimodal Streets can be further confirmed in detailed design, with an opportunity to explore placement on public property and/or private setbacks.

	Full Sun		Shade Tolerant				
							
Common Name:	Black Eyed Susan	Coneflower	Globe Thistle	Joe Pye Weed	Border Blue Speedwell	American Gooseberry	Saskatoon
Botanic Name:	Rudbeckia fulgida var. sullivantii 'Goldsturm'	Echinacea purpurea 'Magnus'	Echinops ritro	Eupatorium purpureum	Veronica spicata	Ribes hirtellum	Amelanchier alnifolia
Height:	1m	1m	1m	2.4m	.5m	1.2m	3m
Spread:	.6m	.6m	1m	1m	.6m	1.2m	2m
Location:	All Blocks						

5.1.3 Lighting Overview

Human scale lighting enhances the feeling of safety throughout day and night and can extend the Avenue’s programmatic and commercial viability. Striking a balance between ambiance and functionality, the lighting strategy sets the stage for a safe, all-season experience and honors the character of the Avenue.

Objectives

- Ensure lighting is optimized for a human, pedestrian scale experience.
- Provide even, consistent lighting so visitors feel safe throughout the day and into the evening.
- Use catenary pendant lighting at intersections as a wayfinding and placemaking element that unifies the street.
- Explore opportunities with property owners to highlight historic building facades with soft underlighting.

Functional Requirements

- ✓ Light fixtures are placed in a **consistent rhythm within the furnishing zone** to prevent pockets of darkness/over-lighting and ensure obstacle-free through zones.
- ✓ Lighting fixtures are placed diagonally across from each other to **balance functional lumens**.
- ✓ Lighting uses **long-life and energy-efficient LEDs and is dark-sky compliant with a cutoff, shielded fixture**.
- ✓ Lighting fixtures are **low maintenance, durable, easy to clean, and easily replaceable**.
- ✓ Lighting connections **designed for use as power hookups for events**.
- ✓ Lighting poles **with the capacity to serve as phone charging stations**.
- ✓ Lighting fixtures are **not tied to a particular style or period to remain timeless**.
- ✓ **Private and public lighting must be separately circuited** and asset ownership of lighting must be clearly defined.
- ✓ **Shrouds should be avoided** due to poor performance in Calgary.



Consistent rhythm of pedestrian scale lighting



Roadway lighting to improve visibility on the multimodal street



Catenary pendant lighting serves as a placemaking and wayfinding element



Specialty lighting for additional ambiance



Building accent lighting mounted on facades to artistically accent architectural details



Temporary lighting installations for seasonal interest and events

5.1.3 Lighting

Types and Characteristics

All Blocks

Pedestrian Scale Lighting

Light figures in the furnishing zone are consistently distributed at the human scale, serving as one of the primary functional and ambient lighting elements across the Avenue.

Catenary Pendant Lighting

Catenary pendant fixtures are placed over intersections to visually mark the Avenue along the north-south axis and across its length. These also serve as a wayfinding element and identity marker.

Building Accent Lighting (Outside Project Boundary)

Opportunities to uplight historic building facades along the Avenue should be explored in collaboration with property owners to improve the evening experience and highlight architectural details with soft, focused uplighting. When possible, building accent lighting should be directly attached to buildings and specifically designed and directed to highlight significant architectural details. Attaching building lighting to the standard lamp in a non-integrated fashion is not recommended.

Shared

Speciality Lighting

Special lighting has been introduced along blocks that are more shaded to encourage people to spend more time and to enhance the nighttime experience at the following locations:

- Galleria Trees 300 SW Block: Integrated light art within the existing cantilevered steel structures
- 400 SW Block: Overhead central festoon lighting to mimic the starry night sky

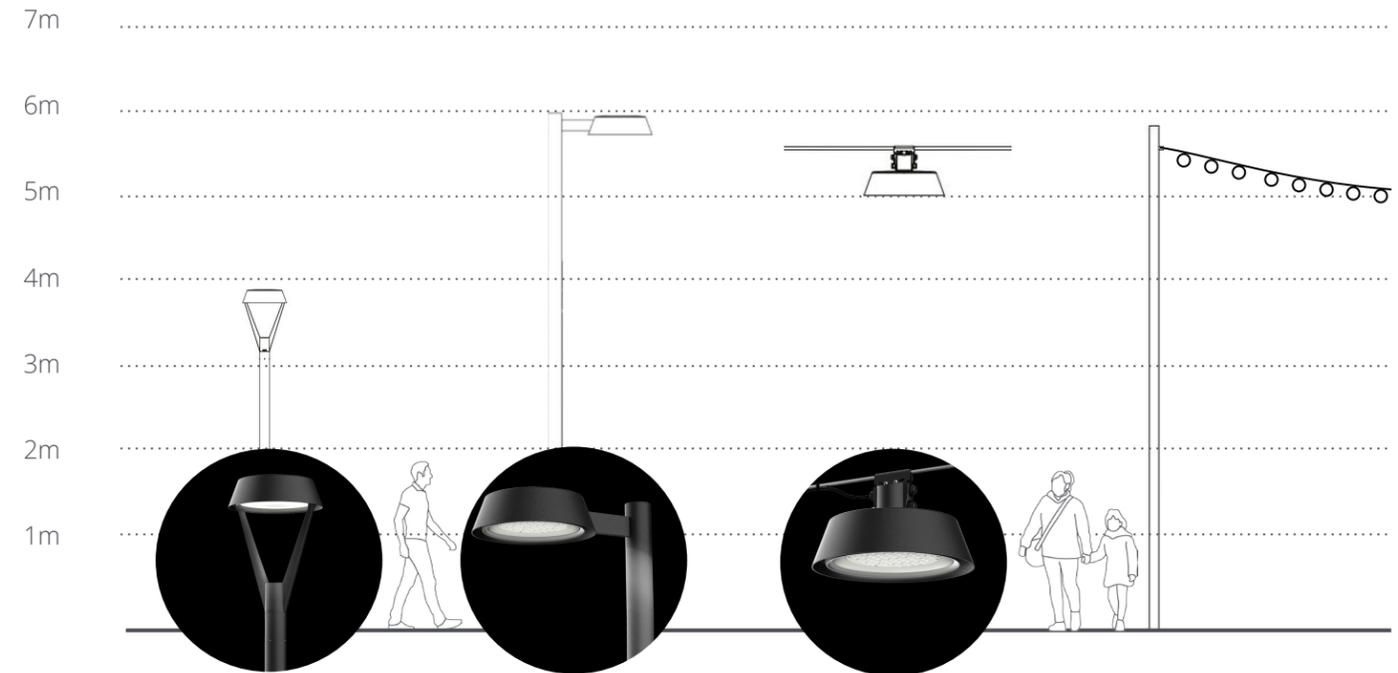
Temporary Lighting Installations

Seasonal, artistic, and interactive lighting installations may be implemented across the Avenue during temporary events. While provisions have been made within the streetscape design to ensure they can be integrated, the design and specific location of these elements is not part of the Streetscape Master Plan.

Multimodal

Roadway Lighting

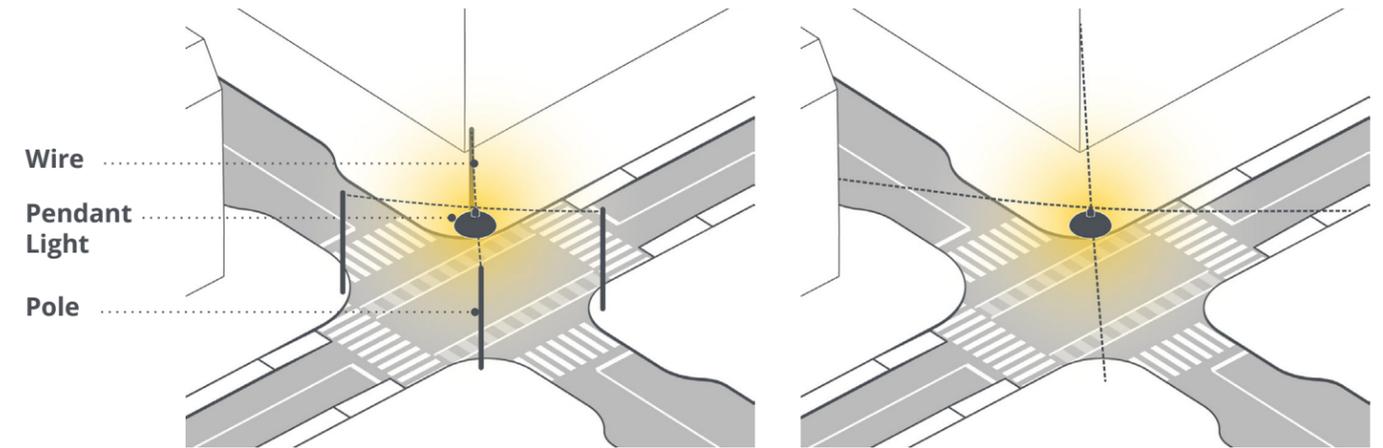
In addition to the pedestrian-scale light fixtures across the Avenue, standard roadway fixtures are integrated within the furnishing zone along the multimodal street for improved vehicular visibility.



Type:	Pedestrian Scale Lighting	Roadway Lighting	Catenary Pendant Lighting	Speciality Lighting
Fixture:	Fixture Type A	Fixture Type B	Fixture Type C	Festoon Lighting
Height:	4m	6m	5m	5m
Finish:	Dark Grey / Gunmetal	Dark Grey / Gunmetal	Dark Grey / Gunmetal	
Character:	Simple, timeless design, night-sky compliant, cut-off fixture	Simple, timeless design, night-sky compliant, cut-off fixture	Simple, timeless design	Simple, minimal structure
Location:	All Blocks	Multimodal	Intersections	Shared

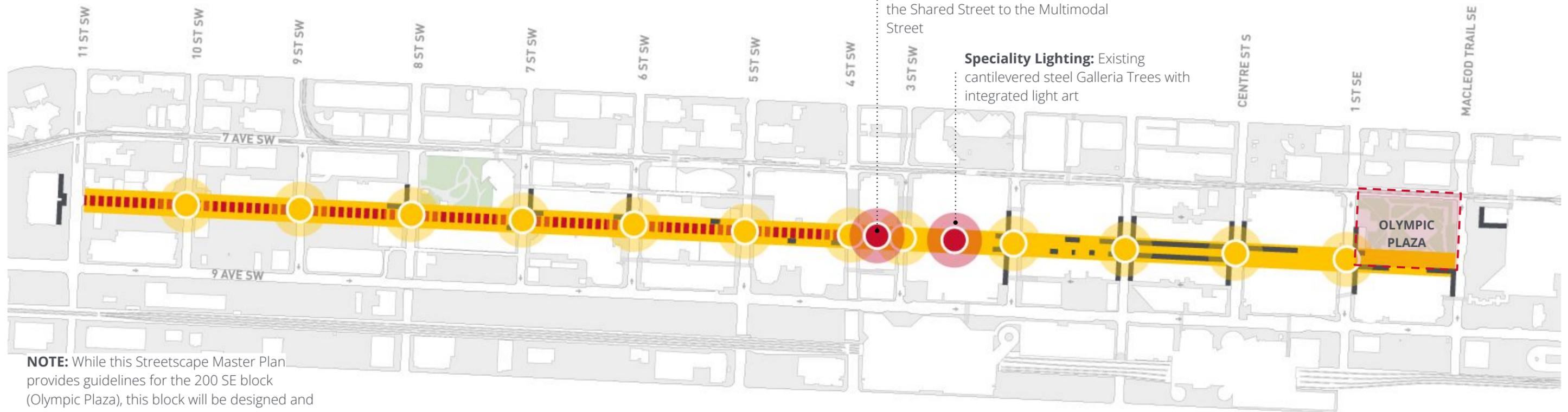
5.1.3 Lighting Types and Characteristics (cont.)

- Pedestrian scale lighting**
Fixture Type A
- Roadway lighting**
Fixture Type B
- Catenary pendant lighting**
Fixture Type C
- Speciality lighting**
- Building accent lighting**
Location of historic facade. Building accent lighting dependent on collaboration with property owners (outside project boundary)



Catenary Pendant Lighting
Option #1: Attached to poles within intersection

Catenary Pendant Lighting
Option #2: Attached to building facades at intersection (requires coordination and collaboration with property owners)



Speciality Lighting: Tall poles with special central festoon lighting overhead marks the transition from the Shared Street to the Multimodal Street

Speciality Lighting: Existing cantilevered steel Galleria Trees with integrated light art

NOTE: While this Streetscape Master Plan provides guidelines for the 200 SE block (Olympic Plaza), this block will be designed and developed in conjunction with the overall Arts Commons and Olympic Plaza project.



5.1.4 Public Seating

Overview

Public seating is an integral component to the success of the Avenue. Varied public seating types support varied stationary activities. Custom designed seating placed at high-impact locations connects building functions to the public realm.

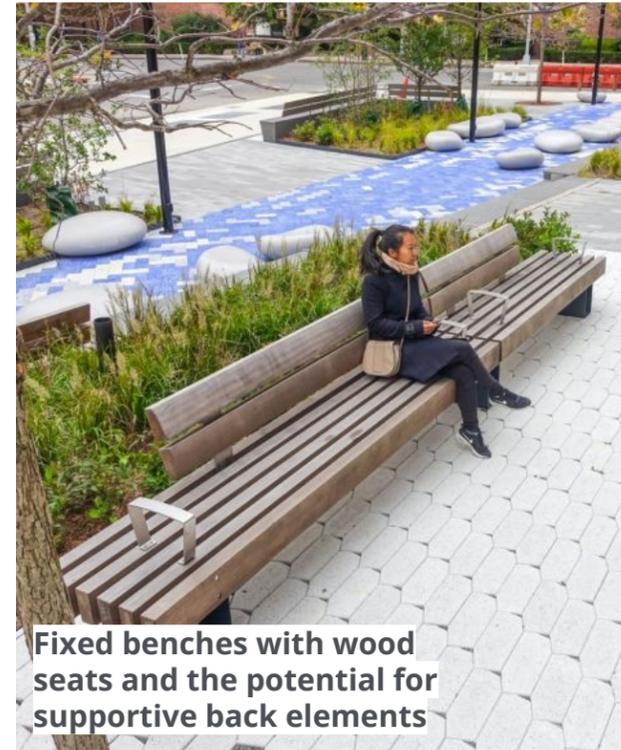
Objectives

- Create spaces where people can gather, socialize, and rest without having to pay to sit.
- Provide a range of seating types (both fixed and movable) to encourage a diverse range of users and uses.
- Invite more people to linger on the Avenue to contribute to a lively and active public realm.
- Aim to appeal to a wider demographic including kids, teens, and young adults.

NOTE: *Phase 1B: Activate & Experiment focused on adding varied public seating to the Avenue. Survey responses and observational mapping of use showed that specialty furniture draws teens and young adults more than regular public benches.

Functional Requirements

- ✓ Fixed seating on every block to **provide opportunities for rest**
- ✓ Any fixed seating element must be placed within the furnishing zone to **prevent obstructions to the emergency access corridor**
- ✓ To ensure easy access for emergency vehicles, **seating within the shared street edge zone must be movable**
- ✓ Movable seating clustered and **co-located with building functions where they complement each other** (e.g., near fast casual food operators that do not have private patio seating or where public seating can cater to the BYO lunch crowd)
- ✓ Seating elements should be **durable, easy-to-clean, and easily replaceable**
- ✓ Seating should **not be tied to a particular style of period** to remain timeless



Fixed benches with wood seats and the potential for supportive back elements



Movable and durable high-top tables and stools



Communal dining tables



Fixed custom designed seating



Lightweight, stackable, and movable seats of chairs and tables



Movable custom designed seating

5.1.4 Public Seating Types and Characteristics

All Blocks

Benches

Benches are fixed within the furnishing zone on every block of the Avenue. Within the Shared Street, benches should be bidirectional (without backs), while on the Multimodal Street there is an opportunity to add backs for additional support.

Communal Dining Tables, High Tops, and Sets of Tables & Chairs

Communal dining tables, colourful high top tables, and sets of tables and chairs provide a range of seating types that service the lunch crowd, vendor carts, BYO, and food & beverage establishments that do not have their own patio seating. These moveable and durable seating elements are placed in the central program zones and edge zones on the Shared Street and within the furnishing zones and setback areas within select locations across the Multimodal Street.

Select Blocks

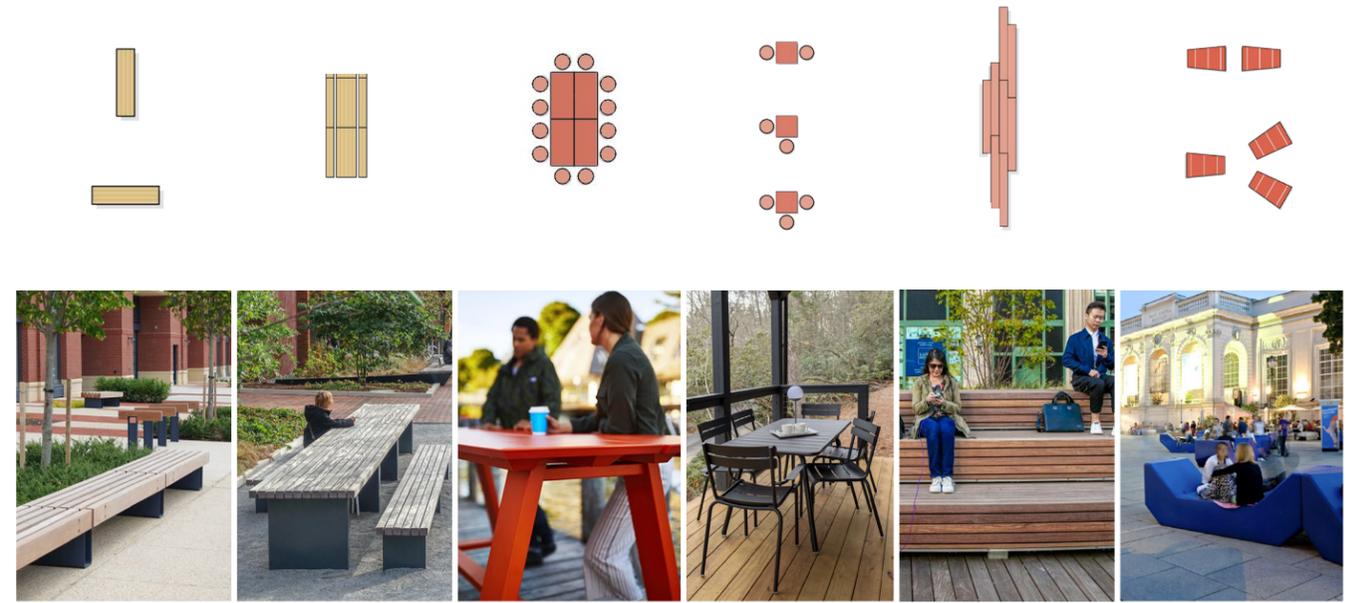
Custom Designed Seating

Fixed, bleacher-style seating serves as a signature piece along the Avenue and is co-located with cultural and educational destinations at:

- Palace Theatre Street Plaza, 200 SW Block
- Globe Cinema, 600 SW Block
- University of Calgary, 900 SW Block

Movable social seating creates opportunities for gathering and builds off the arts & culture character at:

- Glenbow Street Plaza, 100 SE Block



	Benches	Communal Dining Tables	High Tops	Sets of Tables & Chairs	Fixed Custom Designed Seating	Movable Custom Design Seating
Type:	Benches	Communal Dining Tables	High Tops	Sets of Tables & Chairs	Fixed Custom Designed Seating	Movable Custom Design Seating
Position:	Fixed	Movable	Movable	Movable	Fixed	Movable
Material:	Wood Seat, Metal	Wood Seat, Metal	Metal / Recycled Plastic	Metal / Recycled Plastic	Pending Custom Design	Pending Custom Design
Character:	Simple, timeless, durable, modular	Simple, timeless, durable	Simple, timeless, durable, colourful	Simple, timeless, durable, easy-to-stack	Unique form and simple, timeless	Iconic colours and unique, dynamic and playful form
Location:	All Blocks	All Blocks	All Blocks	All Blocks	Select Blocks	Select Blocks
Co-located near:	Consistently placed within furnishing zone	Patio seating, cultural destinations, large office buildings, food & beverage	Patio seating, cultural destinations, large office buildings, food & beverage	Patio seating, cultural destinations, large office buildings, food & beverage	Cultural and educational destinations	Large cultural destination (Glenbow Museum)

5.1.5 Playful Features Overview

Active, playful features provide a free, 18/7 amenity for fun souls of all ages. They invite for more play-along-the-way on the Avenue.

Objectives

- Provide a free public amenity to draw more kids and families to spend time on the Avenue.
- Foster public health by creating opportunities for movement.
- Maximize passive activation of the Avenue by providing daily joyful amenities.

Functional Requirements

- ✓ Playful features should **accommodate a diverse range of ages and abilities**
- ✓ Fixed playful features should **not encroach on the emergency access corridor**
- ✓ Playful features should be **designed to accommodate passive and organized activities**
- ✓ Playful features should be **durable and low maintenance**
- ✓ Whenever possible, playful features should be **fabricated from reused or recycled materials**
- ✓ Playful elements should **not be tied to a particular style or period as to remain timeless**
- ✓ Playful elements should be selected to ensure they do **not require play surfacing**



Modular blocks provide a shifting dynamic playscape (or sitscape for caregiver)



Competitive play elements draw all ages



Community libraries invite passersby to share in the joy of reading



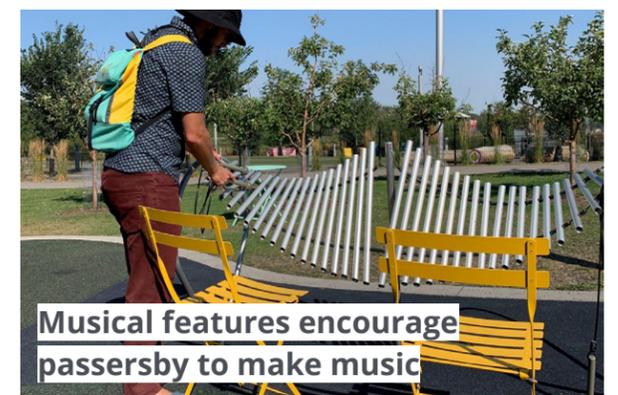
Ground play features invite strangers to play together



Motion elements could be considered for adjacent larger public spaces such as Century Gardens



Opportunities for branding game elements



Musical features encourage passersby to make music

5.1.5 Playful Features

Types and Characteristics

Playful installations with a dual function as additional seating have been integrated across the avenue. These are thoughtfully co-located with family-centric uses like daycare centres and cultural institutions as well as and near public space destinations like Century Gardens.

Playful features offer an opportunity for play-along-the-way, providing a breadcrumb trail of play and adding an element of fun to the walking experience for people of all ages.

Motion Play

Fixed motion play features like balancing play elements, climbing structures, and jumping surfaces (e.g., trampolines) require an area larger than what is available within the limited right-of-way because of equipment necessitating fall zones.

Shared

Modular Blocks

Modular block elements that invite for play and double as seating are located at:

- 100 SE Block
- 100 SW Block
- 200 SW Block

Game Tables

Clusters of ping-pong and chessboard tables are co-located with movable public seating and space for street vendors at:

- 200 SW Block

Multimodal

Musical Play Features

Play features that encourage making music like drums, xylophones, and keyboards have been located at:

- 600 SW Block (Globe Cinema)
- 800 SW Block (Century Gardens)
- 1100 SW Block (Daycare Centre)

Community Libraries

Small-scale, freestanding libraries that invite passersby to share in the joy of reading are located at:

- 800 SW Block (Century Gardens)
- 1000 SW Block (Daycare Centre)
- 1100 SW Block (Daycare Centre)



Type:	Modular Blocks	Game Tables	Musical Play	Community Libraries
Position:	Moveable	Moveable	Fixed	Fixed
Material:	Wood	Metal	Wood/Metal or Recycled Plastic	Wood/Metal or Recycled Plastic
Character:	Durable, inviting	Durable, playful, warm colours	Durable, playful, warm colours	Durable, inviting
Location:	Shared	Shared	Multimodal	Multimodal
Co-located near:	Cultural institutions, high density of food & beverage options	Public seating, space for street vendors, high density of food & beverage options	Family-centric destinations (eg. daycare centre, cultural institutions, larger public spaces such as Century Gardens)	Family-centric destinations (eg. daycare centre, cultural institutions, larger public spaces such as Century Gardens)

5.1.6 Urban Amenities Overview

Urban amenities play a critical role on the Avenue as fundamental supporting elements that elevate the overall experience of spending time.

Objectives

- Foster a comfortable, functional, and clean streetscape across the Avenue with service amenities, from bike racks to waste bins.

Functional Requirements

- ✓ **Public drinking water fountains should be easily usable by visitors using wheelchairs** and other mobility assisted devices
- ✓ **Ample active mobility parking** should be provided so visitors can secure their bikes safely and close to their destinations
- ✓ **Waste and recycling bins should be strategically placed** near concentrated program areas and intersections
- ✓ Urban amenities should **not encroach on the emergency access corridor**
- ✓ **Bollards should be collapsible** for emergency access
- ✓ Urban amenities should be **durable, easy to clean, and easy to replace**
- ✓ Whenever possible, urban amenities should be **fabricated from local, reused, or recycled materials**
- ✓ Urban amenities should **not be tied to a particular style or period to remain timeless**
- ✓ Urban amenity **aesthetics should be consistent across the Avenue** and complement the aesthetics of the streetscape elements



Bike and scooter parking encourages active mobility



Emergency call buttons help assure visitors during less active hours



Bins help keep the Avenue clean



Repair amenities keep everyday visitors rolling



Bollards provide non-obtrusive protection



Public water foundation keep all visitors cool and hydrated

5.1.6 Urban Amenities Types and Characteristics

All Blocks

Bike Racks

Bike racks facilitate parking needs near destinations. These are located near intersections across the corridor as well as within each block.

Waste and Recycling Bins

Bins are placed within each block along the entire Avenue, and additionally at mid-block locations in the Shared Street to accommodate for additional programming.

Event Power and Water

Hookups for event power and water are integrated into the pedestrian scale lighting and water fountains along the Avenue.

Shared

Bollards

Bollards have been placed to delineate intersections along the shared street to increase pedestrian safety and discourage hostile driving.

Wifi

The City should explore providing free, public wifi coverage along the Shared Street portion of the Avenue. If the initial wifi launch is successful, wifi coverage should be extended across the entire Avenue.

Select Blocks

Water Drinking Fountains

Drinking fountains are co-located with public seating areas across the Avenue on the following blocks:

- 100 SE Block
- 200 SW Block
- 600 SW Block

Bike Repair Stations

Bike repair stations have been integrated across the Avenue near intersections that connect to north-south wheeling lanes at the following locations:

- Corner of 3 St SW
- Corner of 8 St SW

Emergency Call Buttons

While the exact location and quantity of emergency call buttons will be further vetted with Community Services and Responders, the current design suggests the following locations:

- Every other block of the Shared Street
- Plus 15 Walkway 700 SW Block, Century Gardens 800 SW Block

Phone Charging Stations

Phone charging stations will be integrated within lighting poles and provided in relation to social seating clusters, co-located with event support infrastructure.



Type:	Bike Racks	Waste and Recycling Bins	Bollards	Water Drinking Fountains	Bike Repair Stations	Emergency Call Buttons
Position:	Fixed	Fixed	Fixed	Fixed	Fixed	Fixed
Character:	Simple, minimal design, dark grey	Simple, minimal design, dark grey (could have colour variations to distinguish between waste types)	Simple, minimal design, stainless or gunmetal, lights integrated & collapsible or retractable with key at select locations	Simple, minimal design, stainless or gunmetal, bottle fill and dog bowl at select locations	Simple, minimal design	Simple, minimal design
Location:	All Blocks	All Blocks	Shared	Select Blocks	Select Blocks	Select Blocks

5.1.7 Kiosks and Retail Zones Overview

Providing space for street vending, carts, stalls, and food trucks will spur vibrancy and extend seasonal use, allowing for programming such as summer and winter markets.

Objectives

- Enable a more diverse roster of businesses to activate the Avenue.
- Provide flexible spaces that can cater to a variety of business scales and types.
- Establish a physical presence to support amenities, such as information or game rental kiosks.

Functional Requirements

- ✓ Retail should **not encroach on the emergency access corridor**, maintaining clear through zones across the Avenue
- ✓ Retail furnishings should be **durable, easy to clean, and easy to replace**
- ✓ Kiosks should **not be tied to a particular style or period to remain timeless**
- ✓ Kiosk **aesthetics should be consistent across the Avenue**
- ✓ Kiosks should be **connected to power**
- ✓ Kiosks should be fully self contained and **lockable when not in use**
- ✓ If not connected to the event power provided on the Avenue, retailers should use **electric or inverted generators** to reduce noise pollution



Kiosks for game rentals and tourist information



Mobile coffee vendors for early morning commuters



Areas for local recurring markets



Designated spaces and hookups for food trucks



Sandwich boards in designated furnishing zones



Weather-proof stalls for all-winter markets

5.1.7 Kiosks and Retail Zones

Types and Characteristics

Shared

Retail Spaces

Space has been allocated within the central program zone for recurring markets, food vendors, and food trucks to set up to further activate while diversifying price points, serving a broad audience, and adding food & beverage options to blocks that do not hold many businesses today.

Seasonal Markets

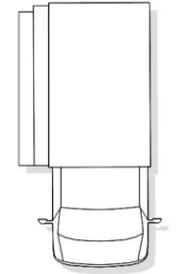
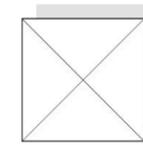
Markets can play a role in seasonal activation. Space is allocated for farmers markets in the summer, for example as proposed on part of the 100 block. The City should collaborate with organizations like the CDA to operate a winter market program. Stalls can be put out every winter as part of seasonally recurring programming, utilizing recognisable structures placed in the central zone of the Shared Street each year.

Permanent Kiosks

Kiosks have been placed along the Avenue to support the future stewards with a physical outpost for storage and protection from the elements.

Kiosks have been placed at:

- 100SW Block: Information Kiosk
- 200 SW Block: Games Rental Kiosk



	Market Stalls	Permanent Kiosk	Commercial Space (indicated in plan with Food Truck)
Type:			
Position:	Temporary / Flexible	Fixed	Fixed
Material:	Wood, glass, or metal	Wood, glass, or metal, Pending custom design	N/A
Character:	Simple and minimal	Durable but inviting, with an unobtrusive profile	N/A
Location:	Select Blocks	Select Blocks	Select Blocks

5.1.8 Private Patio Zones

Overview

Patios are essential to the public life and economic vitality of the Avenue. They are co-located with businesses and offer dedicated outdoor seating. Balancing patios with public seating clusters will spur additional vibrancy along the Avenue.

Objectives

- Create well defined spaces for restaurants and bars to activate the Avenue.
- Enhance the existing character of Stephen Avenue as a drinking and dining destination for locals and tourists.
- Co-locate with public seating to spur additional vibrancy.

Functional Requirements

- ✓ Patio furnishings must be **free standing** and easily movable by two people
- ✓ Patio furnishings should **not encroach on the emergency access corridor**, maintaining a 3.5m through zone along the Shared Street and 2.5m through zone along the Multimodal Street
- ✓ Patio furnishings should be **durable, easy to clean, and easy to replace**
- ✓ Whenever possible, patio furnishings should be **fabricated from local, reused, or recycled materials**
- ✓ Patio furnishings should **not be tied to a particular style or period to remain timeless**
- ✓ Patio furnishing **aesthetics should be consistent across the Avenue**, but provide room for individual expression. (See pg. 121 for criteria on developing patio guidelines.)



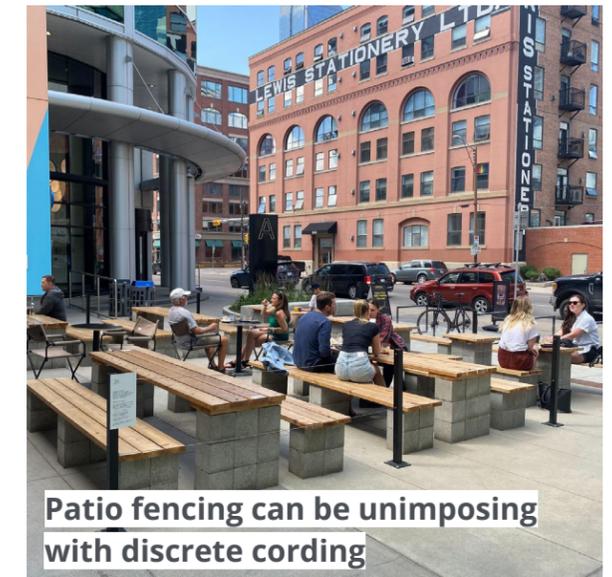
Patio seating along a shaded edge zone



Patio dining on a multimodal street



Patio fencing with a uniform, low profile aesthetic



Patio fencing can be unimposing with discrete cording



Central patio zone seating

5.1.8 Private Patio Zones

Location, Character, and Operations Considerations

All Blocks

Balance of Public and Private Seating

It is critical to balance public and private seating on the Avenue. As such, patio zones have been sited in relation to existing businesses across the Avenue. Patio zones are located within the central program zone along the Shared Street, where provisions are made for flexibility to accommodate future changes.

Patio Furniture

A patio furniture palette should be developed in parallel with the next phase of the project. These guidelines should be clear, cohesive, and prescriptive while allowing room for individual expression. Patio furniture should follow the functional requirements for patio zones listed on the previous page.

The product(s) selected for the sets of tables & chairs for public seating should also be used for private patio seating, in a distinct colour, to ensure a cohesive look and feel across the Avenue. A similar product at a lower price-point could be recommended as an alternative.

Shared

Patio Location

On the Shared Street, patio zones are located along the edge zone, next to building facades, and within the central program zones. This allows for larger clusters of outdoor serving while balancing the many needs of the Avenue, including sufficient and organised space for movement along and across the street.

Stewardship and Operations

Stewardship and operations of the central zone is central to the success of the Avenue. A continued balance between private patio and public use will require ongoing coordination.

Multimodal

Patio Location

In the Multimodal Street, space has been allocated to patios within the furnishing zone in addition to the edge zone, where many businesses have seating today.

Developing Patio Guidelines for the Avenue

Before construction completion of the Stephen Avenue Streetscape Master Plan, patio guidelines should be developed that provide guidance on the following at minimum:

Permitting Process

- Clear guidelines for obtaining a patio license
- Clear safety regulations for fire approval

Accessibility

- Accessible seating layouts that are ACA compliant (Accessible Canada Act)
- Extension restrictions to ensure the patio does not obstruct the pedestrian through zone

Seating Capacity

- Appropriate capacity based on the available space

Noise Control

- Acceptable operating hours and guidelines for noise control

Furniture Palette

- Durability and weatherproofing of furniture
- Furniture aesthetics including branding, colour, and style
- Cleaning and maintaining patio furniture
- Planters within the private patio zone

Ownership and Maintenance

- Clearly defined ownership of patio furniture, whether owned and leased out by a centralized entity or purchased by individual business owners
- Cleaning and maintaining patio areas

5.1.8 Private Patio Zones

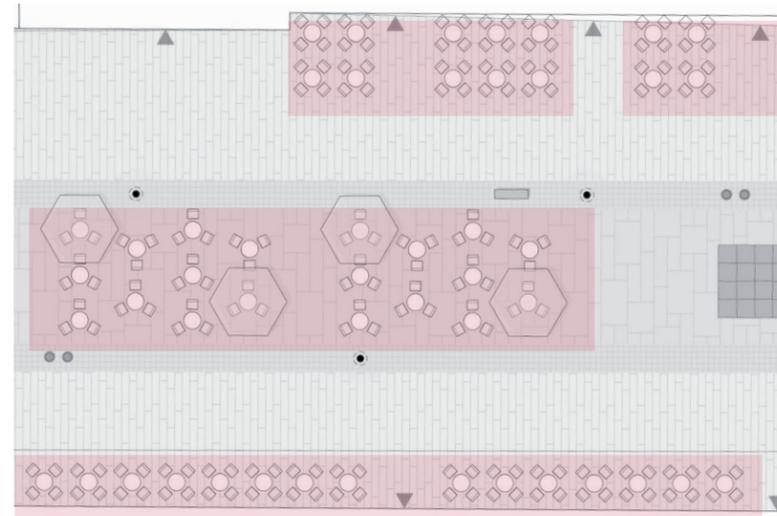
Patio Enclosure and Permitting on the Shared Street

One of the Avenue’s largest sources of clutter is the patio fencing installed to comply with alcohol serving laws. Excessive fencing creates street obstructions, adds maintenance costs, and reduces mobility across the Avenue.

However, because alcohol service is critical to many businesses’ bottom line, businesses want to maximize serving areas. This is especially true after the expansion to outdoor dining during COVID-19. Therefore, the more that can be done to consolidate, reduce, or remove fencing—while maximizing serving areas—the less cluttered, more easily navigable, and more economically vibrant the Avenue will be.

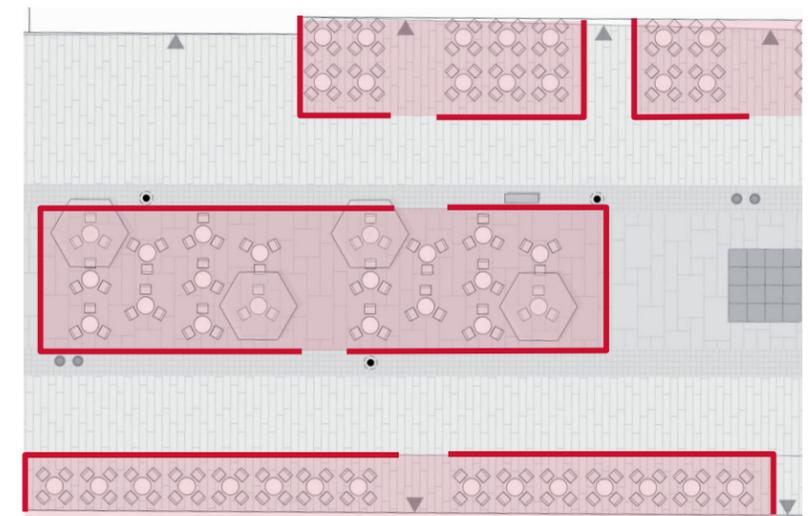
The preferred option of “no fencing” will require a change in the alcohol licensing process or the creation of an “entertainment district.” The other options will require ongoing coordination between the CDA, City, and business owners to strike a balance between ease of service and obstruction reduction.

- Fence
- Alcohol service area
- Service area without alcohol



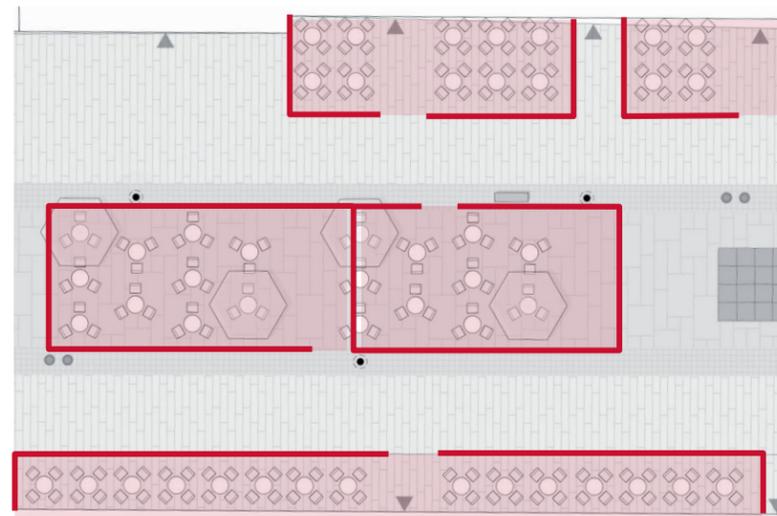
Shared
No Fencing

Preferred scenario
Alcohol can be served in edge zones and in the central zone without a fence, serviced by multiple businesses.



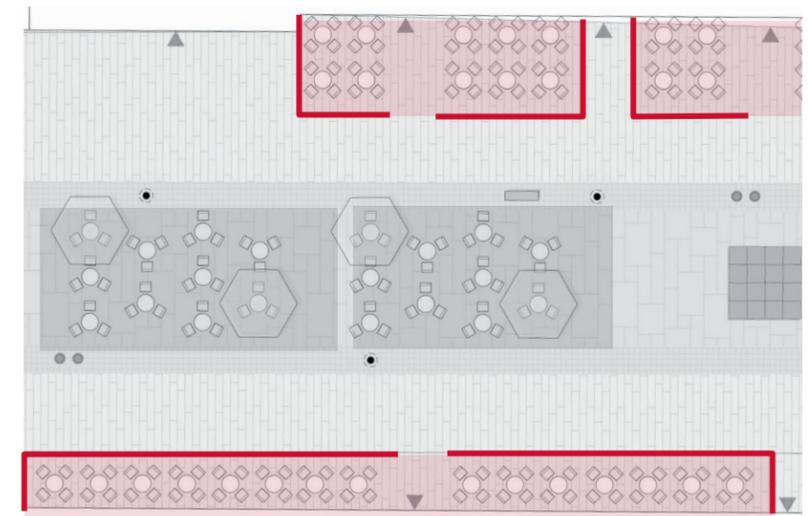
Shared
Consolidated Fencing

Alcohol can be served in fenced edge zone and in the central zone, serviced by multiple businesses sharing one fenced area.



Shared
Expansive Fencing

Alcohol can be served in edge zones and the central zone. Each area is unique to an individual business and requires fencing.



Shared
Expansive Fencing

Alcohol can only be served in fenced edge zones. No alcohol service to central zones, which are unfenced.

5.1.8 Patio Zones

Patio Enclosure and Permitting on the Multimodal Street

Patio seating along the Multimodal blocks provides an opportunity to activate the sidewalk. The '2023 Guidelines for Seasonal Patios Located on Public Property' do not explicitly cover patio dining in the furnishing zone adjacent to bike infrastructure; therefore, three possible scenarios are presented here to be further explored in the next phase of the project. Options include a range of fencing layouts, from fence-free to 1- and 3-sided fencing.

The '1-sided fencing' option is preferable as it provides protection between the wheeling lane and furnishing zone without imposing excessive enclosure for people within patio areas. Fencing should be minimal and low profile in its aesthetic to reduce visual clutter.

— Fence
 ■ Patio dining in furnishing zone



Shared

1-Sided Fencing

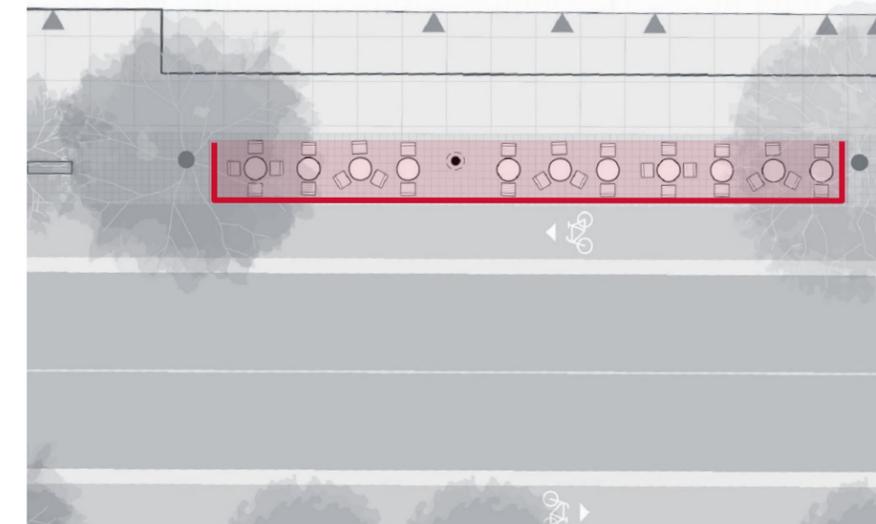
Preferred scenario
 Patio dining in the furnishing zone with a single fence buffering from the bike infrastructure



Shared

No Fencing

Patio dining in the furnishing zone without a fence



Shared

3-Sided Fencing

Patio dining in the furnishing zone surrounded by a fence on three sides

5.1.9 Wayfinding Overview

Seamless, signature wayfinding orients and guides visitors on the Avenue and provides an overview of the many offerings along the Avenue and across downtown.

Objectives

- Seamlessly orient and guide people along the Avenue with an intuitive wayfinding system.
- Explicitly reinforce the clear delineation of mode hierarchy and access zones established by the physical design of the Avenue.
- Coordinate with the wider downtown wayfinding efforts to create a unified and recognizable visual interface.

Functional Requirements

- ✓ **Directional signage for people walking** to nearby public transportation and destinations
- ✓ **Directional signage for people on bikes and active mobility modes**, especially when transitioning from the Shared Street to the Multimodal Street along the Transition street
- ✓ Directional signage for vehicles at **driveways and by parking lot and garage entrances**
- ✓ Directional signage for vehicles **indicating pick-up, drop-off, and loading zones**
- ✓ Wayfinding elements should be **clear and legible** with large fonts
- ✓ Wayfinding elements should be **translated into commonly spoken languages** in Calgary
- ✓ Wayfinding elements should **integrate tactical and audible elements** for the visually impaired
- ✓ Wayfinding elements should be **durable and easy to maintain**
- ✓ Wayfinding elements should **complement the furnishing palette aesthetics**



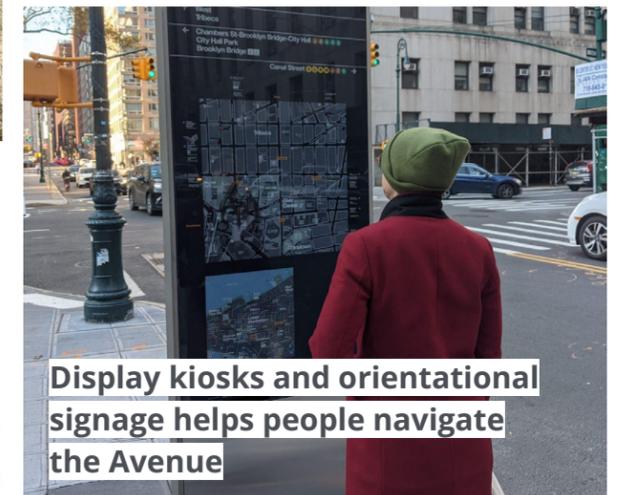
Multidirectional signage creates a network of landmarks



Catenary lighting provides wayfinding to and along the Avenue



Wayfinding elements embedded in the paving further guide people along the Avenue



Display kiosks and orientational signage helps people navigate the Avenue



Subtle yet legible wayfinding elements guide visitors



Dynamic signage keeps visitors aware of current events

5.1.9 Wayfinding

Types and Characteristics

All Blocks

Multi-Directional Signage

Multi-directional signage to key destinations downtown is provided on opposite corners within each intersection along the Avenue.

Embedded Paving Signage

Signage elements embedded within the paving guide people to Plus 15 Walkway entrances and mark the arrival at larger public spaces including Century Gardens and Olympic Plaza. Additionally, embedded paving signage could be considered at intersections across the Avenue.

Select Blocks

Display Kiosks

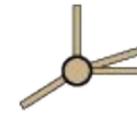
Located in every other block along the Shared Street and within two locations along the Multimodal Street, display kiosks serve as a key wayfinding element and include:

- Maps of the Avenue and immediate adjacencies
- Key destinations and landmarks
- Plus 15 Walkway Access
- Public services such as public bathroom locations, parking, and information on special events

Display kiosks are located at each block between the 100 SE Block and 800 SW Block.

Additional Considerations

It must be considered whether co-locating emergency call boxes with display kiosks is appropriate. This approach has been taken within this Streetscape Master Plan, but must be further explored in the next phases of the project.



	Multi-Directional Signage	Embedded Paving Signage	Display Kiosks
Type:	Multi-Directional Signage	Embedded Paving Signage	Display Kiosks
Position:	Fixed	Fixed	Fixed
Material:	Metal	Inlaid stone or metal	Metal and high strength glass or plastic
Character:	Simple, minimal design with colour accents where appropriate for directions	Minimal design that harmonizes with colours of paving palette	Simple, minimal design with colour accents where appropriate for directions
Location:	All Blocks	All Blocks	Select Blocks

5.1.10 Plus 15 Walkway Connection

Streamlining connections between the Plus 15 Walkway network and the street will improve access and make navigation more intuitive.

Objectives

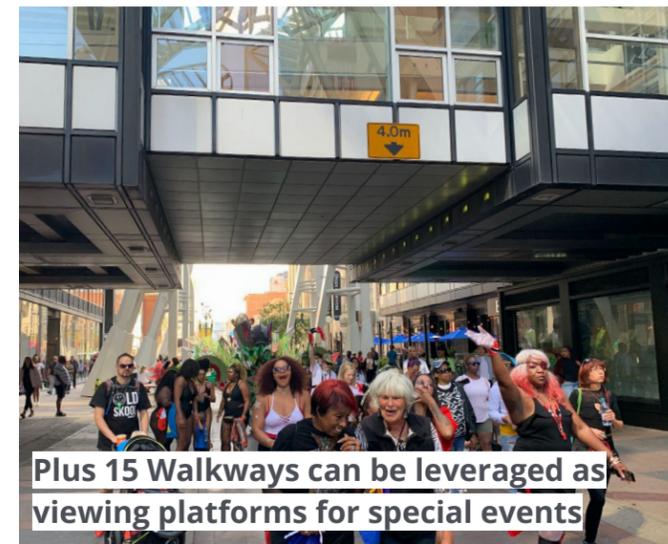
- Streamline navigation and wayfinding to Plus 15 Walkway entrances to make travel more intuitive.
- Consolidate wayfinding elements.
- Allow people of all abilities to access the Plus 15 Walkway in a dignified and comfortable manner.
- Explore opportunities to construct a new direct connection to the Plus 15 Walkway via a grand staircase. Consider activation and programming in this new area.

Functional Requirements

- ✓ Buy-in from **property owner of the connecting buildings and/or engagement and cooperation from the Plus 15 Walkway** for creating a new direct connection between the walkway and the Avenue
- ✓ **Sufficient space exists to construct a direct connection** to the Plus 15 Walkway
- ✓ **Improved wayfinding to the Plus 15 Walkway** that is legible and intuitive



Clear visual and tactile wayfinding to the Plus 15



Plus 15 Walkways can be leveraged as viewing platforms for special events



Glass elevators provide a highly visible, accessible connection from the street



A grand staircase could connect to the Plus 15 Walkway and double as a seating installation

5.1.10 Plus 15 Walkway Connection

All Blocks

Decluttered Design

In order to better connect to the Plus 15 Walkway, it is essential to transform the Avenue with a design that declutters the street. This will provide clearer sightlines, making signs and existing entrances easier to spot.

Markers & Signage

In addition to decluttering the Avenue, it is important to guide people with additional markers and signage. This is integrated into the design with markings in the pavement signalling the location of Plus 15 Walkway connections, as well as small wayfinding signs placed within the furnishing zone. Maps of the Plus 15 Walkway should be integrated into the wayfinding kiosks on the Avenue (see Wayfinding). Signage inside the Plus 15 Walkway should provide information about Avenue offerings in close proximity to the nearest exits. These markers and signage are especially important when indicating accessible elevator access to the Plus 15 Walkway, such as at the CORE.

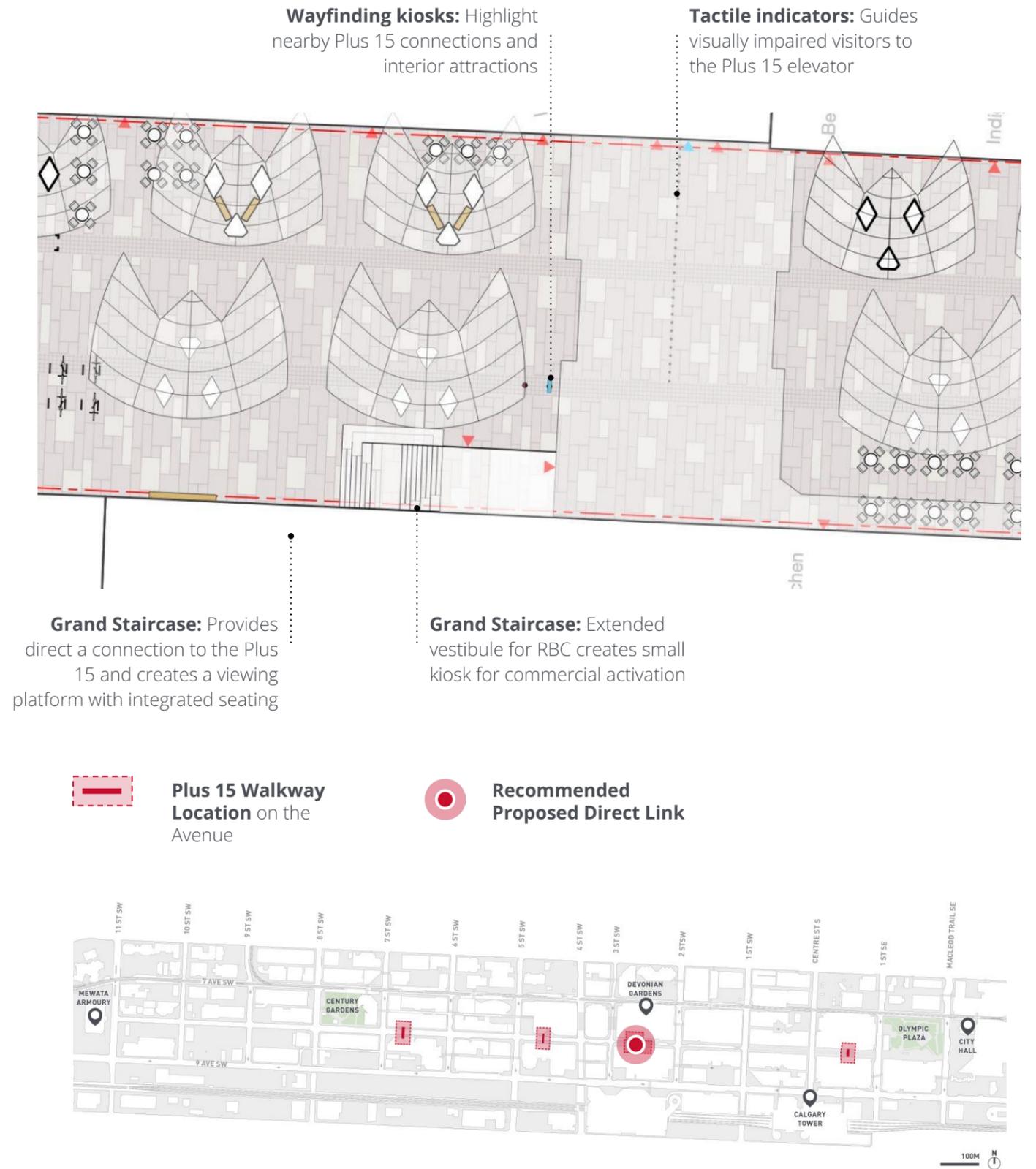
Opportunities for Art and Installations

There is a unique opportunity to celebrate the Plus 15 by transforming the undersides of the walkways into experiences in their own right. This transformation should add brightness and whimsy, using lighting and mirrored surfaces to punctuate the streetscape with moments of joy and discovery.

Shared

Direct Connection

Providing a new direct connection between the Avenue and the Plus 15 Walkway by Devonian Gardens will provide easy access to the Plus 15 Walkway in a location that is not currently intuitive to navigate. This new connection will allow visitors to enjoy the view of the Avenue from the bridge and connect to the indoor public garden. This supports the community desire for expanded seasonal offerings on the Avenue and within downtown. Future phases should further explore the feasibility of a grand staircase connection to the CORE Plus 15 Walkway, leveraging the adjacency of an existing accessible elevator within the shopping centre.



5.1.11 Canopy Structures / Shelter

Overview

Canopies will extend the seasonal use of the Avenue and should be considered for use as seasonal design elements.

Objectives

- Create a protected, comfortable microclimate to attract people to spend time on the Avenue throughout the year.
- Explore opportunities for a mix of built and grown shade elements for year-round protection.

Functional Requirements

- ☑ Opportunities to rest and relax in shaded spaces should be made available across the Avenue without needing to pay to sit
- ☑ Structures should be **designed to support heating elements and fabric covers** for use during the winter months, all using weather resistant materials
- ☑ Structures should **not interfere with required clearance zones for emergency vehicle access**
- ☑ Structures should **not interfere with the tree canopy visually or physically**
- ☑ Shade structures should be **durable and easy to maintain**
- ☑ Seasonal structures may be **anchored in the program zone**, however **permanent shade structures should only be anchored within the furnishing zone**
- ☑ Permanent structures have minimal **footings that do not interfere with deep utilities and are anchored in the furnishing zone**



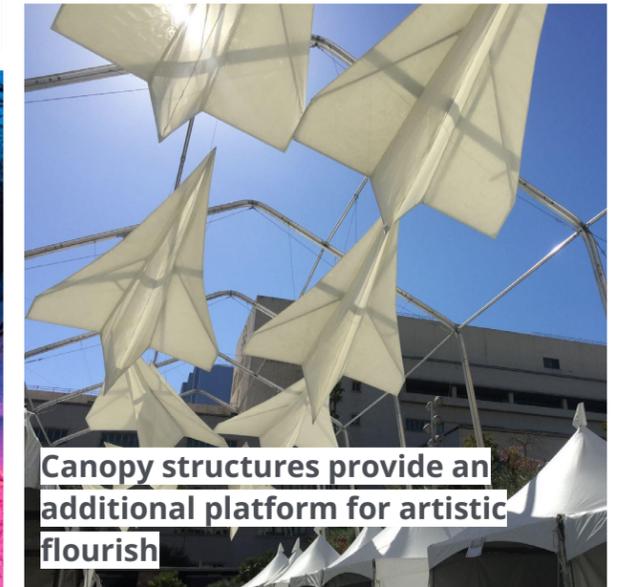
Umbrellas with heating elements elongate the dining season



Winter vestibules along the building edge



Warming huts help create a welcoming atmosphere during the dark winter months



Canopy structures provide an additional platform for artistic flourish



Modular construction allows for adaptable placement of posts



Cantilevered canopy structure

5.1.11 Canopy Structures / Shelter

Types and Characteristics

Multimodal

Winter Vestibules

Winter vestibules for edge zone patio spaces may be permitted through the patio licencing process. It should be considered if vestibules come with the permit, similar to patio fences today. Vestibules cannot encroach on through zones or emergency zones.

Shared

Umbrellas

Large, weighted, durable umbrellas placed close together to form a continuous canopy may be used within the central zone or edge zone. This will allow for expanded seasonal use for patios and public seating. Similar to the vestibules, these may be permitted and potentially supplied through patio licencing. Provisions for anchoring can be made within the pavement.

Winter Warming Huts

To extend the season, the specialty social seating in the Glenbow Street Plaza can be replaced with winter warming huts that provide shelter and artistic expression in the colder months. A design competition should be considered for the development of the warming huts, similar to the [Winnipeg Warming Huts Competition](#) that draws both local and international makers and artists.

Canopy Structures

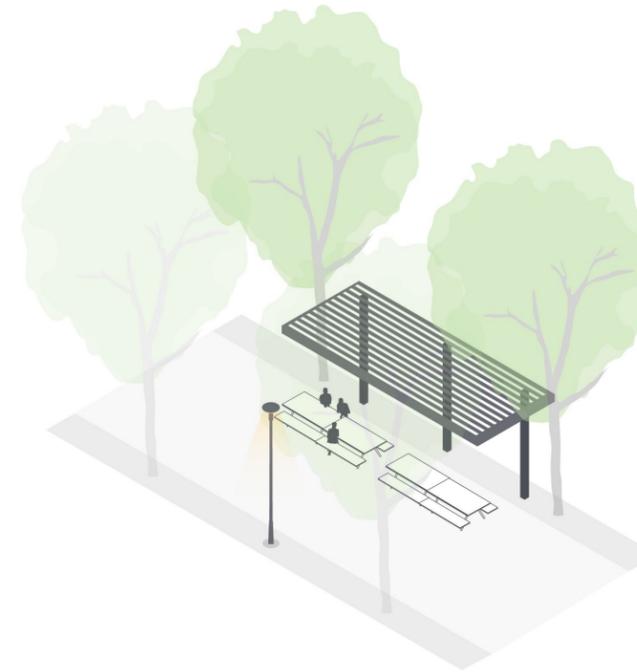
In the Shared Street central program zone, Canopy structures may be considered to provide additional shelter from snow, cold, and wind. Potential locations for these structures are identified within the central program zones on the 100 SE, 100 SW, and 200 SW blocks.

Permanent canopy structure

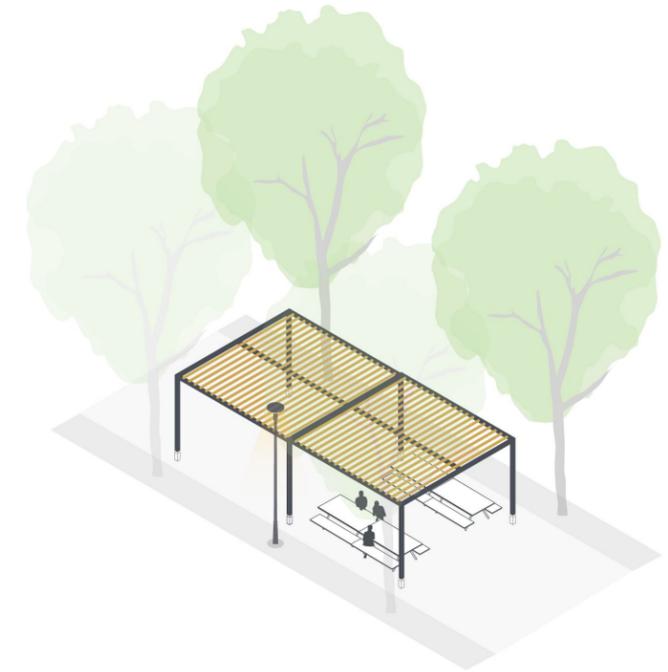
- Cantilevered structure with footings anchored within the furnishing zone on one side
- Partial span over central program zone

Flexible canopy structure

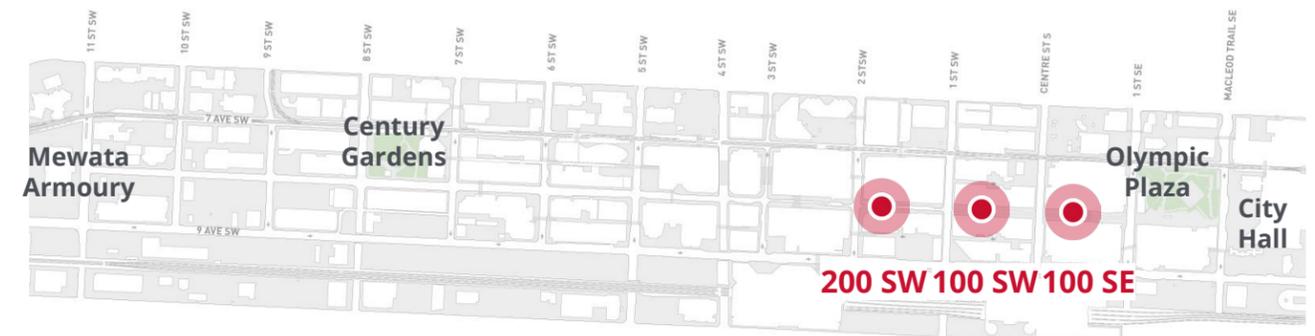
- Moveable structure with temporary anchors within the furnishing zone and potentially within the central program zone



Permanent Canopy Structure



Flexible Canopy Structure



Potential Canopy Locations, Central Program Zone

5.1.12 Provisions for Public Art Small-Scale Features

Spaces for small-scale public art bring an additional layer of local identity and whimsy and serve as natural meeting places and conversation starters. These should be interspersed throughout the Avenue.

Objectives

- Promote engagement and interaction by creating focal points for gathering, seating areas, and dynamic installations.
- Reflect and celebrate the local culture, history, and values of Calgary, contributing to a stronger sense of community pride and attachment.
- Leverage children’s interests to curate moments of learning and joy.

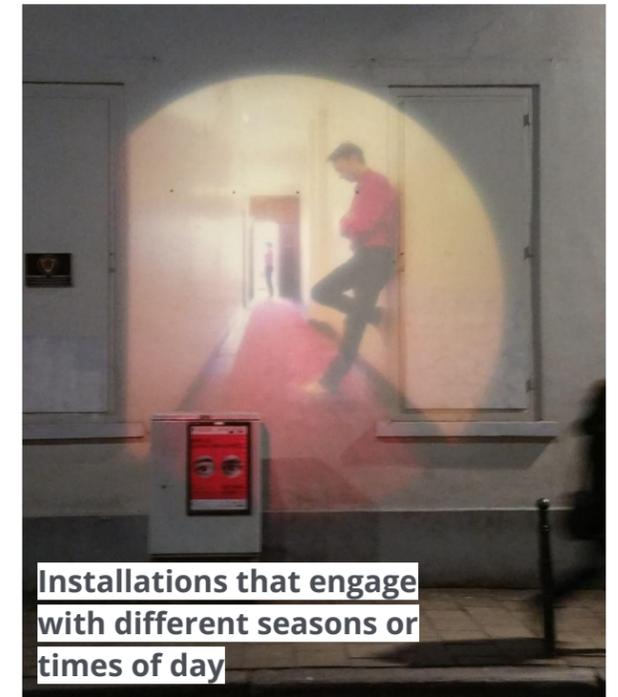
Functional Requirements

- ✓ Public art should be **visually engaging, creative, and contribute to the overall character and identity** of the streetscape
- ✓ Public art can serve a dual function as wayfinding elements by **providing a point of reference or landmark**
- ✓ Public art should **consider the needs of all community members, including individuals with disabilities**. Consider integrating tactile elements, braille descriptions, or audio installations
- ✓ Public art can be **designed to promote sustainability and environmental consciousness** by incorporating recycled materials or interactive displays that educate and raise awareness about environmental issues

IMPORTANT NOTE: While provisions for smaller scale artistic features have been made, it is recommended that these are considered public art pieces and handled as specific, separate projects with separate budgets.



Fun, playful public art elements that showcase local fauna



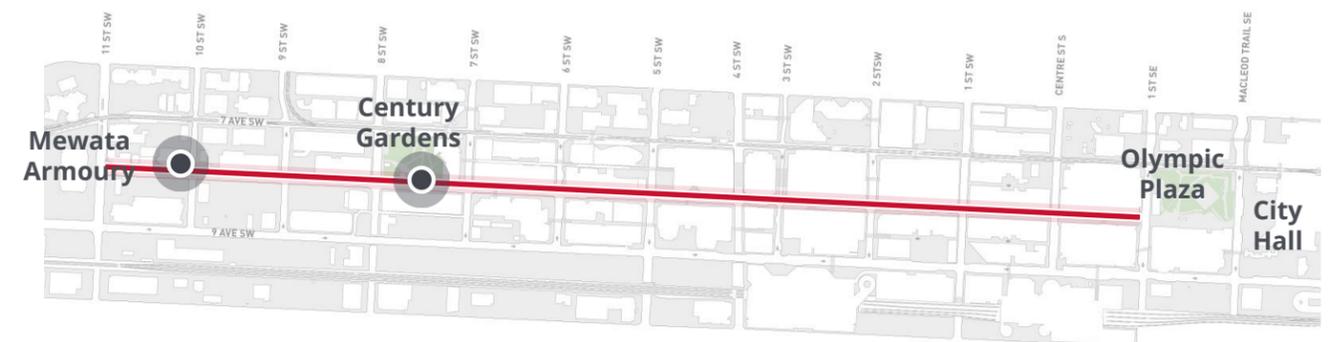
Installations that engage with different seasons or times of day



Small-scale public art installations



Interactive elements that reference nearby attractions



○ Potential Location for Small-Scale Feature (Setbacks)

5.1.12 Provisions for Public Art Grand Gateways

Grand gateways have the potential to amplify the Avenue’s connection to the City and key landmarks. Located at the bookends of the Avenue, these features should reflect the unique character and identity of Stephen Avenue and Calgary.

Objectives

- Boost wayfinding, identity, and sense of arrival at the **bookends** of the Avenue with a more **ceremonial and identifiable entry experience**.

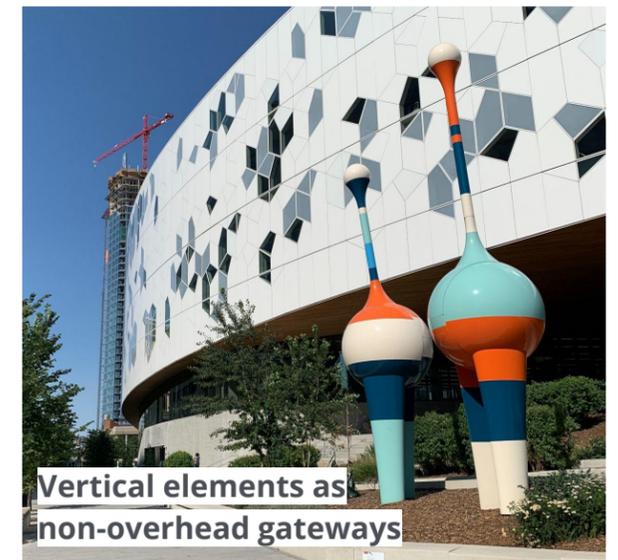
Gateway Considerations

- ✓ Consider a **design competition for the design and integration of the grand gateways**
- ✓ Consider **collaboration opportunities with local artists** for the design of the gateway features
- ✓ Consider opportunities to **imbue the street with meaning, including the potential to reflect indigenous cultures and historical context** by working with indigenous communities
- ✓ Gateway features should **complement existing architecture**
- ✓ Gateway features should **not detract from sight lines**
- ✓ Gateway features should **avoid cluttering the ground plane**
- ✓ Gateway features must be **clearly visible** from adjacent streets and destinations
- ✓ **Clearly defined asset ownership** must be established

IMPORTANT NOTE: While provisions for larger artistic gateway features have been made, it is recommended that these are considered public art pieces and handled as specific, separate projects with separate budgets. City to determine delivery of these features.



Overhead sculptural lighting elements



Vertical elements as non-overhead gateways



Dynamic and suspended art installations

5.1.13 Provisions for Integration of Cultural Acknowledgement

The Streetscape Master Plan supports the importance of cultural recognition by making spatial provisions for future integration of physical and programmatic cultural elements.

Objectives

- Provide opportunities for cultural events, workshops, and performances.
- Foster a greater sense of inclusivity, cultural pride, and understanding within the community.
- Approach the integration of diverse and varied perspectives with respect, cultural sensitivity, and consultation.
- Contribute to the continuity and revitalization of indigenous cultures by supporting indigenous artists, artisans, and craftspeople.
- Celebrate the national historic site designation.

Functional Requirements

- ✓ Cultural heritage features should tell a story and **provide educational opportunities**
- ✓ Cultural heritage features should be **accessible and inclusive**, ensuring that people of all abilities can interact with them
- ✓ Indigenous perspectives should be **incorporated through collaborative processes** that involve indigenous community members
- ✓ The regular upkeep, repair, and restoration of cultural heritage features should be considered to ensure **long-term preservation and maintenance**



Cultural events and performances



Pride flag ground plane feature



Photo credit: Chris Phutully

Cultural festivals with large-scale art installations



Native plantings within planting beds



Integration of indigenous arts and artists



Signage and plaques

Community expression boards

5.1.13 Provisions for Integration of Cultural Acknowledgement

All Blocks

Signage and Plaques

Signage and plaques marking historical locations (e.g., the Avenue’s National Historic Designation) can be integrated within the furnishing zone across the Avenue.

Building Accent Lighting

Uplighting on historical buildings has the potential to highlight significant architectural facade details. (See 5.1.3 for more detail on building accent lighting and the location of historic buildings on the Avenue.)

Small-Scale Public Art Features

Public art placed within the furnishing zone throughout the Avenue has the potential to represent and celebrate indigenous cultures, traditions, and perspectives. (See 5.1.12 for more detail on smaller-scale public art installations.)

Grand Gateway Features

Grand gateway features at the bookends of the Avenue could amplify the corridor’s identity and its connection to the rest of the city. (See 5.1.12 for more detail on grand gateway elements).

Seasonal Programming

Seasonal and recurring programming like markets, festivals, and fairs create a cadence of activation that draws new and repeat visitors to the Avenue. (See 3.6.1 for more detail on events and programming.)

Guided Audio Tours

Guided audio tours can highlight locations of significance on the Avenue and within downtown Calgary, convey historical narratives, and share traditional knowledge and indigenous perspectives on land, nature, and community. This can serve to foster greater understanding, respect, and appreciation.

Community Expression Boards

Expression boards celebrating community diversity can be integrated into wayfinding display kiosks, underutilized ground floor facades, and construction hoardings. These could include community member and business owner monthly features.

Native Plantings

Integrating native plantings within planting beds has the potential to reflect and promote indigenous perspectives on environmental stewardship.

Shared

Speciality Furniture

Designing specialty furniture for the Glenbow Street Plaza presents an opportunity to create a unique, iconic element that builds on adjacent arts and culture attractions (see 5.1.4 for more detail on specialty social seating and section 5.1.11 for more detail on warming huts).

“The Conversation” Statue

The existing national monument “The Conversation” has been placed within the furnishing zone, adjacent to its current location on the 200 SW block.

Pride Flag Ground Plane Feature

Pride flags are currently painted on the ground on the east and west side of the Centre St intersection of the Avenue. There is an opportunity to integrate these pride flags into a more permanent ground plane feature that represents and celebrates LGBTQIA+ communities.

Next Steps for Integrating Cultural Acknowledgement

The possibilities for cultural expression are by no means limited to the list on the left. In the next phase of the Stephen Avenue project, the City of Calgary should identify key interested cultural groups to engage. At a minimum, the City should:

- Continue conversations with interested parties to understand the specific locations, relevance, and manner to best integrate and design indigenous and heritage acknowledgements.
- Explore how design competitions could be integrated into the public art process, specifically for the grand gateways and Glenbow custom designed seating and warming huts.

