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UNRESTRICTED
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ATTACHMENT 1

CENTRE CITY PARKS & PUBLIC REALM ENHANCEMENTS PLAN



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THE PUBLIC REALM

A vital public realm is central to a livable, thriving, and community oriented city centre. It is the shared open outdoor space where we interact with neighbours and strangers, participate in civic life, play, enjoy nature, and encounter diversity. The quality of the public realm rests on the standard of civic design as well as the level of public investment. The success of these interventions is also dependent on the level of coordination between individual projects with respect to the achievement of a common and shared vision for the outdoor civic space.

The importance of the public realm, together with the challenges facing its development, is recognized in previously adopted plans. “Over the years, a fragmented approach to new development and its contribution to the public environment have prevented the city centre from achieving a strong sense of legibility and excitement. It is with this understanding that the Centre City Plan (CCP) places a high priority on policies and conceptual ideas related to achieving a good public realm resulting in a sense of identity for the Centre City.” (CCP, page 111).

Improvements to the Public Realm are needed in the following areas:

AN ORGANIZED FRAMEWORK

The success of improvements to the Public Realm is dependent on the coordination of individual projects. A framework is needed to organize the enhancements in order to maximize effectiveness and reduce costs.

OPEN SPACES

A more complete open space system is needed in the Centre City. This includes new parks, as well as, new types of parks to better serve a growing population and the residents and visitors experience of public and corporate open space. The efforts to improve the public realm must address both.

MOVEMENT AND ACCESS SYSTEMS

Comprehensive circulation and access systems need to be enhanced to allow for easier movement of pedestrians, bicycles, transit, and motor vehicles. The parks and plazas of the open space system need to be linked together in an overall circulation framework.

URBAN DESIGN, ARCHITECTURE, AND THE PUBLIC REALM

The character of public spaces is formed by the architecture of the surrounding buildings as well as the landscape space in between. Views to, through, and from these spaces greatly influence the nature and identity of the city. Improvements to the public realm must therefore address urban design in a comprehensive manner, including building massing and solar access as well as the details of individual elements such as vegetation, site furnishings, lighting and public art.



OBJECTIVES

This document identifies potential enhancements to the built environment that would contribute to the overall identity, vitality, and public enjoyment of the Centre City. The objectives of the study are:

- To provide an organized framework to coordinate public realm enhancements over time. The framework will help organize and structure multiple public spaces as a coherent and imageable system.
- To identify specific public realm project types including open space nodes, linear development, gateways, lighting, and landscape installations.
- To provide precedents and illustrations of how Calgary’s downtown could be improved through planned Public Realm enhancements.
- To further the Centre City Plan’s proposal for innovation by providing examples of unique modern design to form the basis for future conceptual and detailed design.

To address these objectives, the document first presents a brief analysis of existing Centre City public spaces and proposes a *Framework for Enhancement* to organize individual improvements. A design vision for the public realm is illustrated with specific examples and *Catalytic Projects* that may be considered for future funding. Finally, ideas for immediate implementation directed at near-term interventions are illustrated, followed by steps to achieve the long-term objectives. These are presented in the section entitled *First Steps and Implementation*.

The City of Calgary is visionary in prioritizing improvements to the public realm in the development of the Centre City. As Calgary evolves, citizens will be ensured a sense of identity, belonging, enjoyment, and pride in the spaces they share.

With support from The City of Calgary’s internal departments, government, and citizens, this document will help to spark a series of exciting and visionary projects that exhibit The City’s adventurous, pioneering spirit and infuse the city centre with a sense of community and vibrant public life.

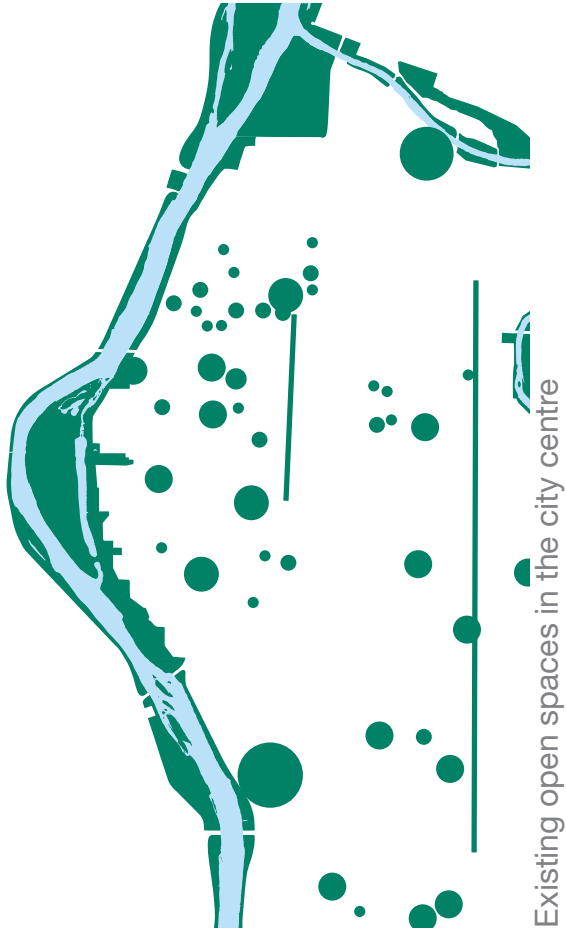
A FRAMEWORK FOR ENHANCEMENTS

Currently, parks and open spaces in the city centre are under represented and, in many cases, fragmented and poorly connected. To create a more coherent and integrated open space system, linkages, including pedestrian / cycling movement systems and streets, are essential. For example, Barclay Mall and Stephen Avenue Walk lead to major public spaces, featuring attractive and friendly pedestrian environments along the way. Developing more linkages like these will coalesce and extend the existing public realm into an organized framework while at the same time help connect isolated spaces.

The top diagram to the right illustrates current open green space along the Bow River as well as other existing smaller parks within the city's core. These spaces form the foundation for future improvements.

The second diagram, at centre, displays projects already initiated by The City of Calgary Parks and Transportation Departments to increase both the quantity and connectivity of open spaces including streetscapes. These improvements will supplement existing conditions.

The third diagram proposes a more intensely interconnected system of open spaces for Calgary's city centre. The additional enhancements will create a far more connected urban realm that will add benefit, not only to adjacent development, but also to the experience of the city centre as a whole. A major new urban green space connection is proposed to flank the CPR lands and link the east and west villages. This bold move will be supplemented by additional north-south and east-west linear connections that encourage pedestrian and cycle movement along key streets. New nodal park and plaza development is proposed for strategic locations.



Existing open spaces in the city centre



Projects currently being carried out by The City of Calgary Parks and Transportation Departments



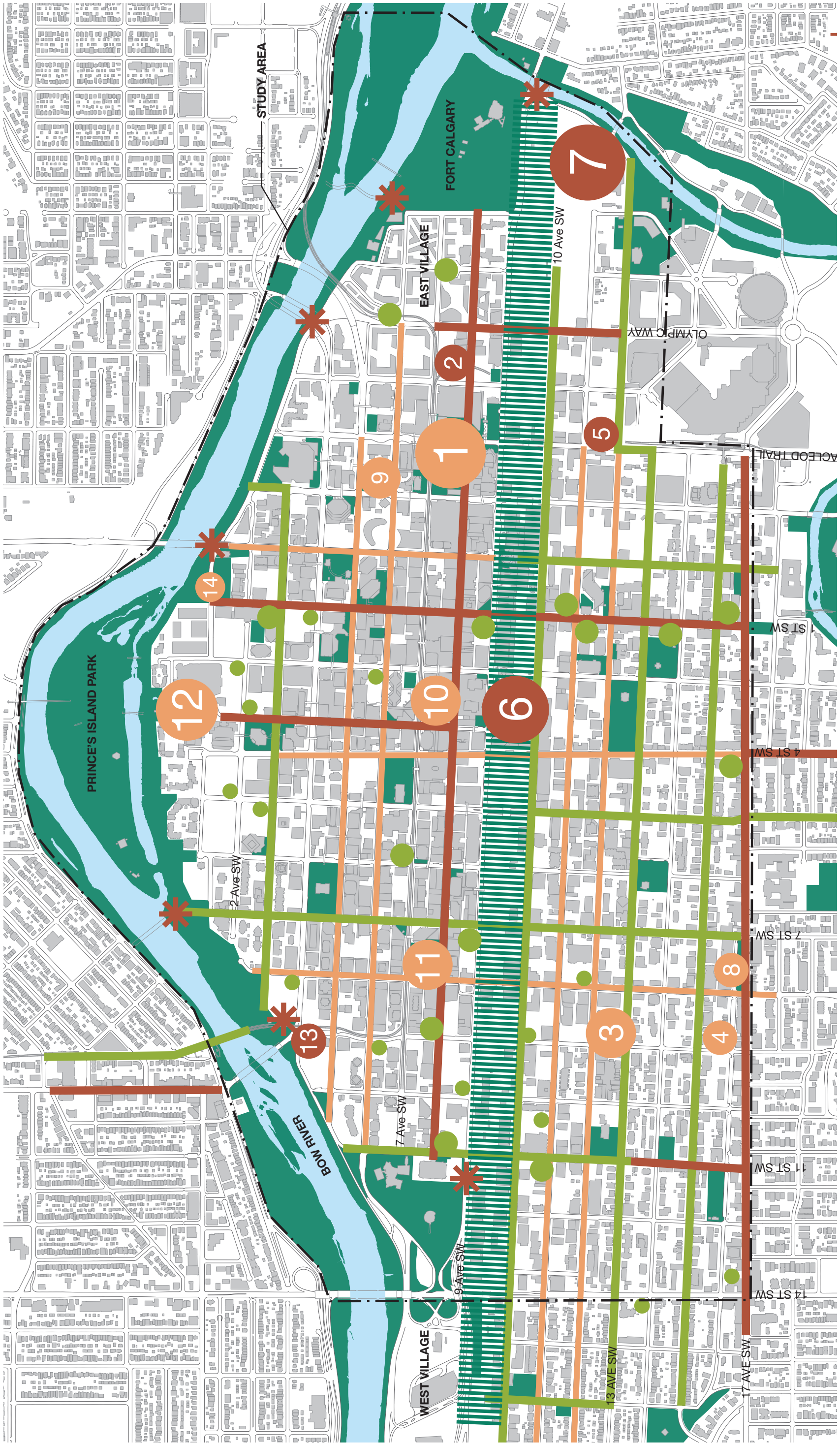
Potential new open spaces and enhancements to create an intensely interconnected system of public space

CENTRE CITY PARKS AND PUBLIC REALM PROPOSED CONCEPT LEGEND

(Refer to following page)

- Vehicular and pedestrian proposed gateway features
- Existing parks, corporate plazas, and public open space
- Recommended park redesign
- Recommended new park and public space
- Recommended corporate plazas and pocket parks
- Green Line / Canadian Pacific Rail corridor
- High Streets
- Green Streets / Mobility corridors
- Commercial Streets and Boulevards
- 1 Civic Centre and Olympic Plaza
- 2 East Municipal Building connection to East Village
- 3 Carl Safran Neighbourhood Park
- 4 Beltline Pocket Park
- 5 Enoch Park
- 6 Future transit hub
- 7 Proposed Elbow River Park
- 8 Tomkins Park
- 9 Family of Man Park
- 10 Devonian Gardens
- 11 Eau Claire
- 12 Century Gardens
- 13 Poetic Garden Plaza
- 14 Sien Lok Park

CENTRE CITY PARKS AND PUBLIC REALM PROPOSED CONCEPT



CATALYTIC PROJECTS

GREEN LINE

PARKS / OPEN SPACE NODES

STREETS

GATEWAYS

Certain strategic interventions in the public realm afford the potential to launch or accelerate the process of positively transforming urban open space. Like the sparks that spread a wild fire, these catalytic projects can encourage and reinforce future development and create a sphere of influence and momentum; that over time, far exceeds original project objectives and boundaries.

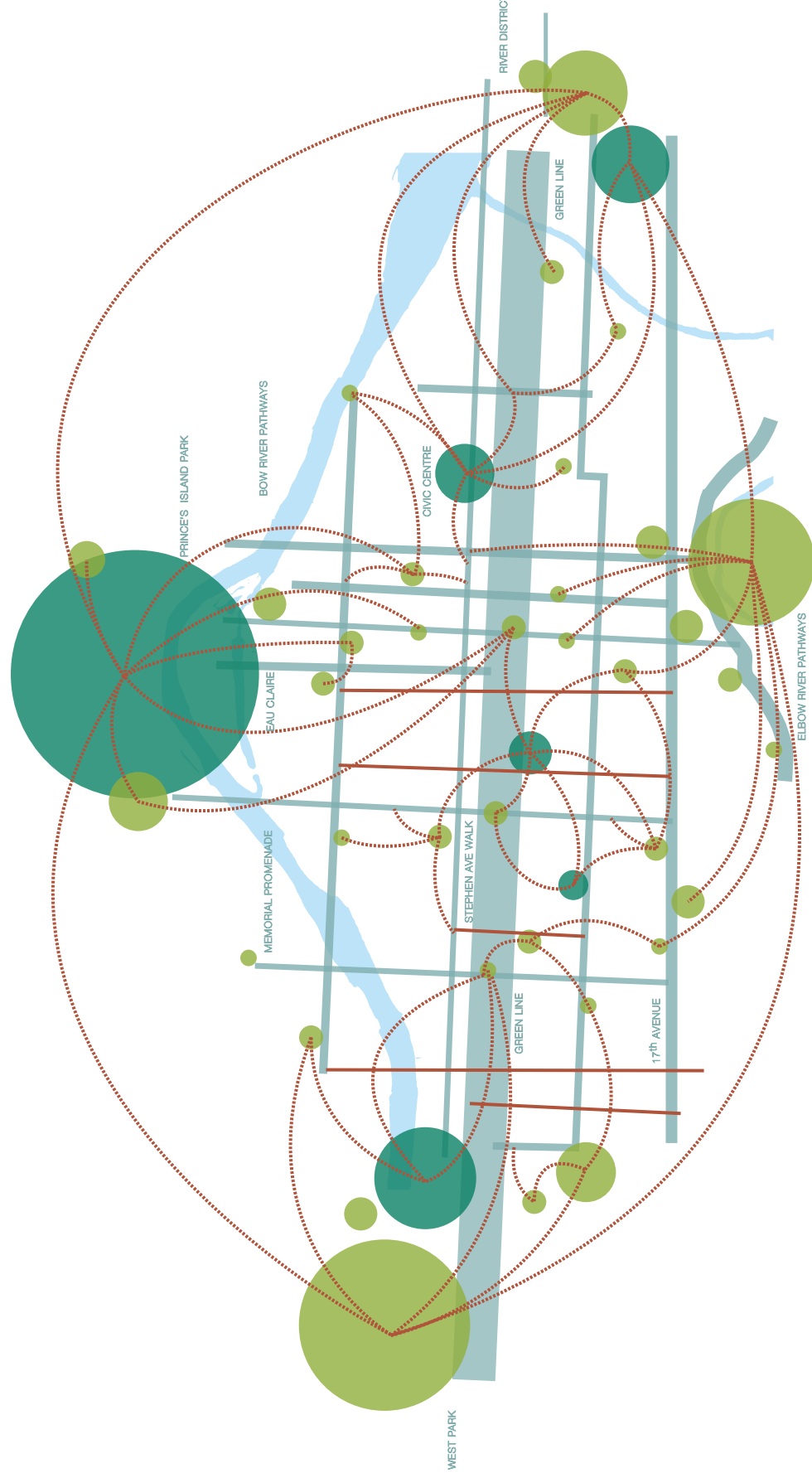
Several specific catalytic projects are proposed that demonstrate the qualities of the open space framework. Each section that follows is based on the specific principles already approved in the Centre City Plan and presents a vision for these built environments.*

In identifying and designing these enhancements to the public realm, consideration was given to the following factors, as outlined in the CCP:

- Connectivity and Continuity
- Functional and Aesthetic Integration
- Legibility and Personal Safety
- Accessibility
- Place-making
- Enclosure and Human Scale
- Comfort
- Quality
- Vitality and Experience
- Adaptability, and
- Sustainability.

(CCP, page 111)

*Please note that all design concepts are illustrative only and currently have no approved funding or adopted implementation plan.





Ghost Train Park, Lima



Millennium Park, Calgary



Red Ball Project by Kurt Perschke, Grand Rapids



Olympic Plaza, Calgary



Langevin Bridge, Calgary



Ree's Wave Deck, Toronto



Chess Park, Glendale



Music Garden, Toronto



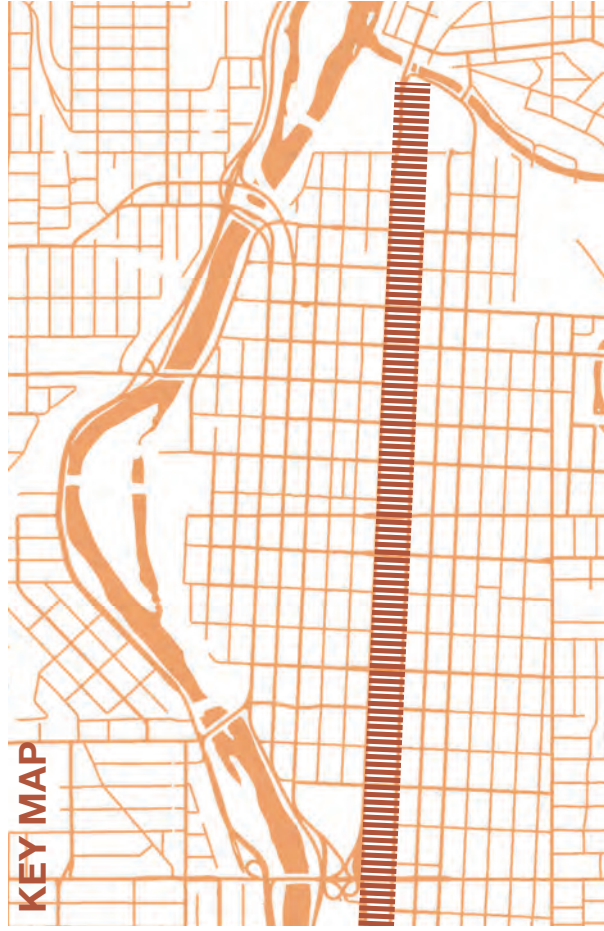
Lurie Garden, Chicago



Saitama Forest Plaza, Tokyo

THE GREEN LINE

THE CPR CORRIDOR WILL BE THE CONNECTIVE TISSUE BETWEEN THE DOWNTOWN CORE, BELTLINE, WEST PARK ECO-NEIGHBOURHOOD, EAST VICTORIA CROSSING URBAN VILLAGE, AND THE RIVERS DISTRICT.



The linear tract of land between 9th Avenue and 10th Avenue has long been thought of as a border between downtown districts, and divides the city's core with empty lots and dark underpasses. However, this space also presents a significant opportunity for connection, amenity and landscape urbanism, providing a continuous green parkway, populated by appropriate urban development.

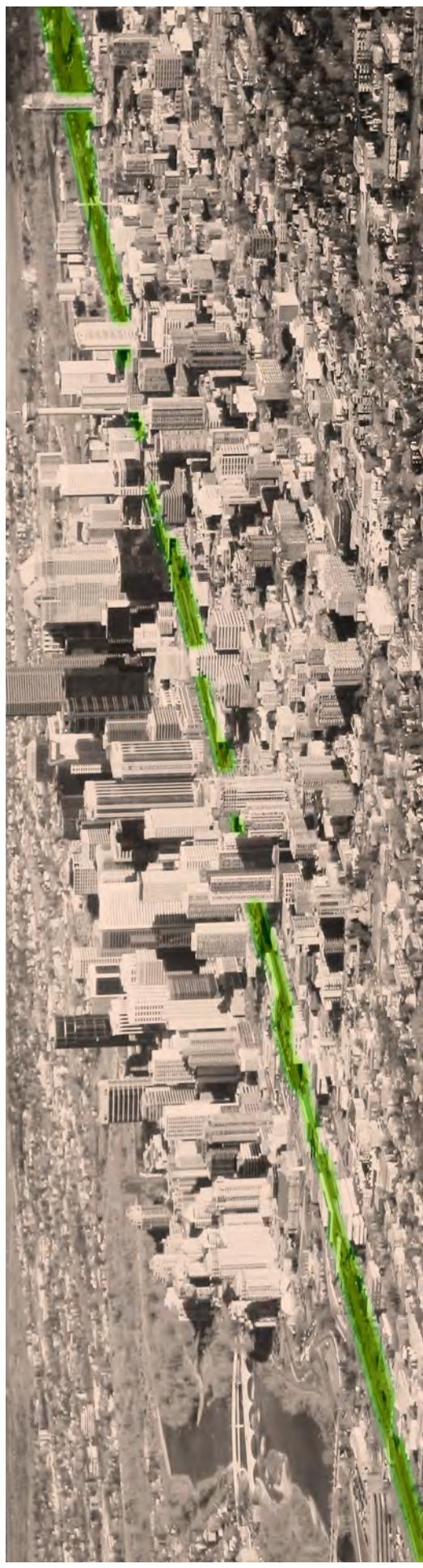
This proposed linear park way extends the value of the continuous Bow River green space corridor by threading it through the core, linking existing amenities, and transitioning public and private space. It is comprised of multiple plazas, bridges and lookouts, outdoor classrooms, public art pieces, intersections, green walls, promenades and raised belvederes; all linked by a contiguous green line.

This concept bridges public and private space. No conclusion on land ownership should be drawn from this concept.

COMPONENTS OF THE GREEN LINE

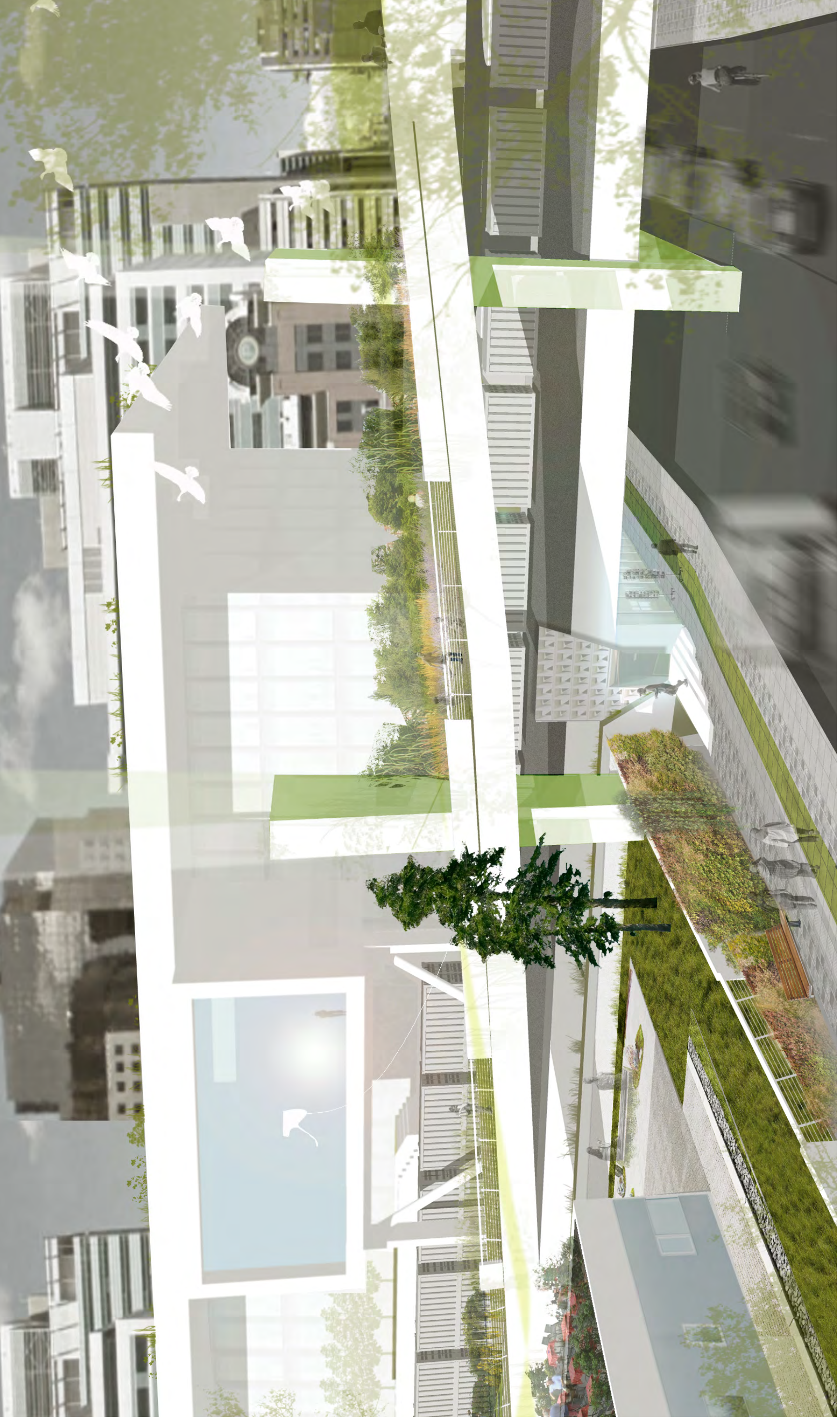
- At-grade plazas to serve as entrances to the Green Line and local gathering places. Edges to be lined with active development (cafés, restaurants, etc.).
- A continuous east / west system of publically accessible open space on both the north and south sides of the tracks. Underpass fly-over bridges to ensure continuous east-west pedestrian connections.
- Green walls and public art to visually screen the CPR
- Tracks and provide an instant backdrop to the parks and promenades of the Green Line.
- +30 level public spaces that bridge the CPR tracks, linking north and south at strategic locations.
- Physical enhancements of existing and new vehicular underpasses to improve accessibility and safety.
- Opportunities within new developments for active uses at both the +30 level and at-grade.

(CCP , page 70)



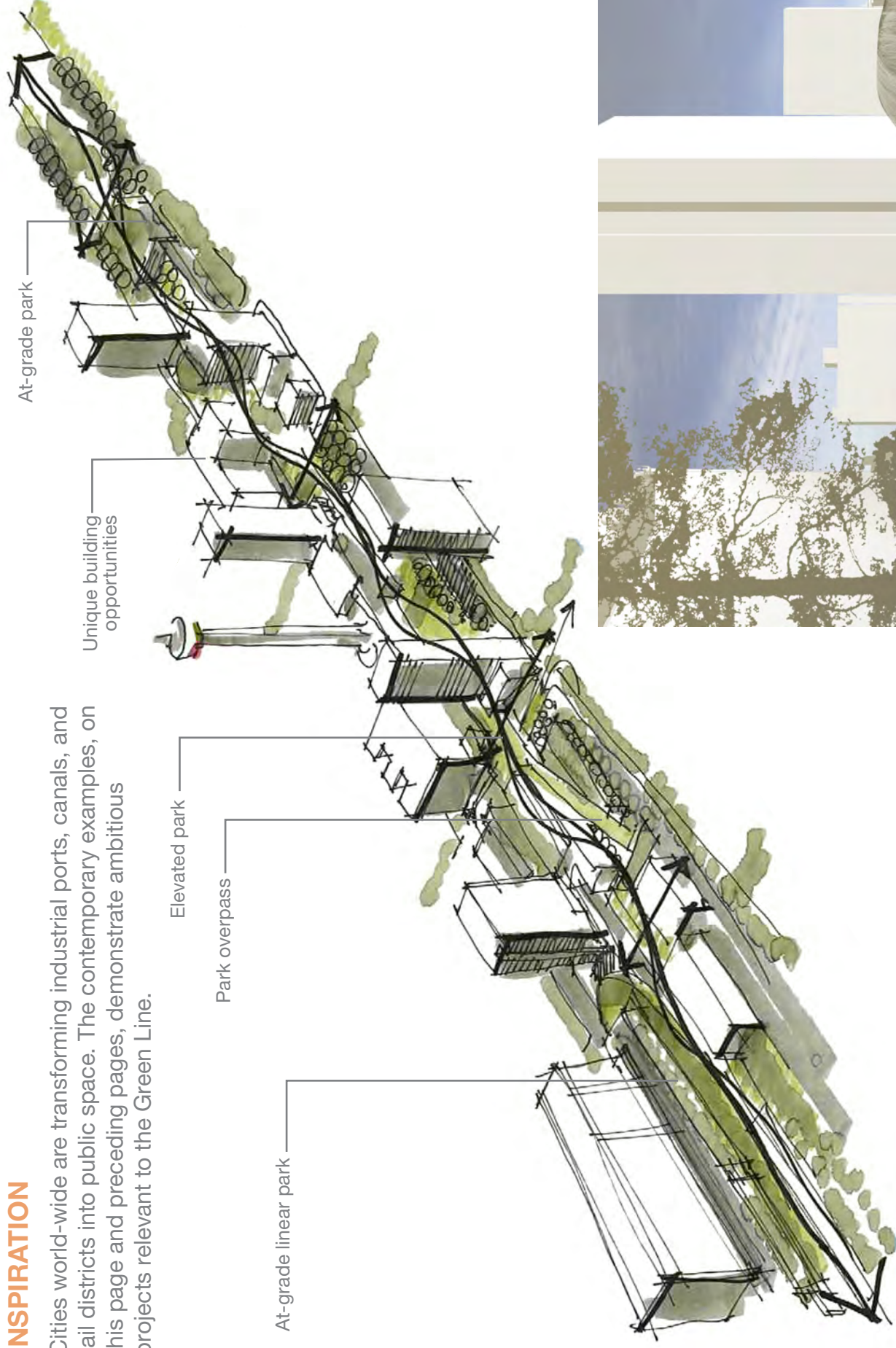
Concept of Green Line in Calgary

CONCEPTUAL GREEN LINE



INSPIRATION

Cities world-wide are transforming industrial ports, canals, and rail districts into public space. The contemporary examples, on this page and preceding pages, demonstrate ambitious projects relevant to the Green Line.



THE GREENLINE CREATES PUBLIC AMENITY AND CATALYZES DEVELOPMENT AROUND THE CITY'S HISTORIC RAIL CORRIDOR.

Elements illustrated on following pages include:

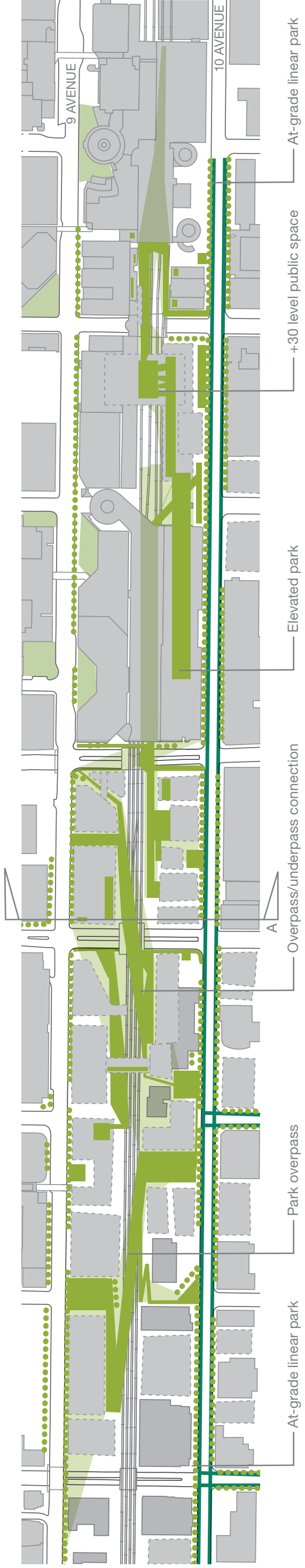
- taller buildings on 9th Avenue, lower buildings on 10th Avenue to maintain solar access to the green space and create opportunities for adjacent roof-top gardens.
- private buildings overlooking the Green Line public spaces are interdependent for vibrancy and security. Similar to the bonusing system that developed the +15 network, this outdoor realm depends on incentive and stewardship.
- long sloping ramps parallel to the tracks blend to transition levels of this plan.
- existing underpasses are an opportunity for creating gateways into the downtown core or Beltline and logical access points to the Green Line system.



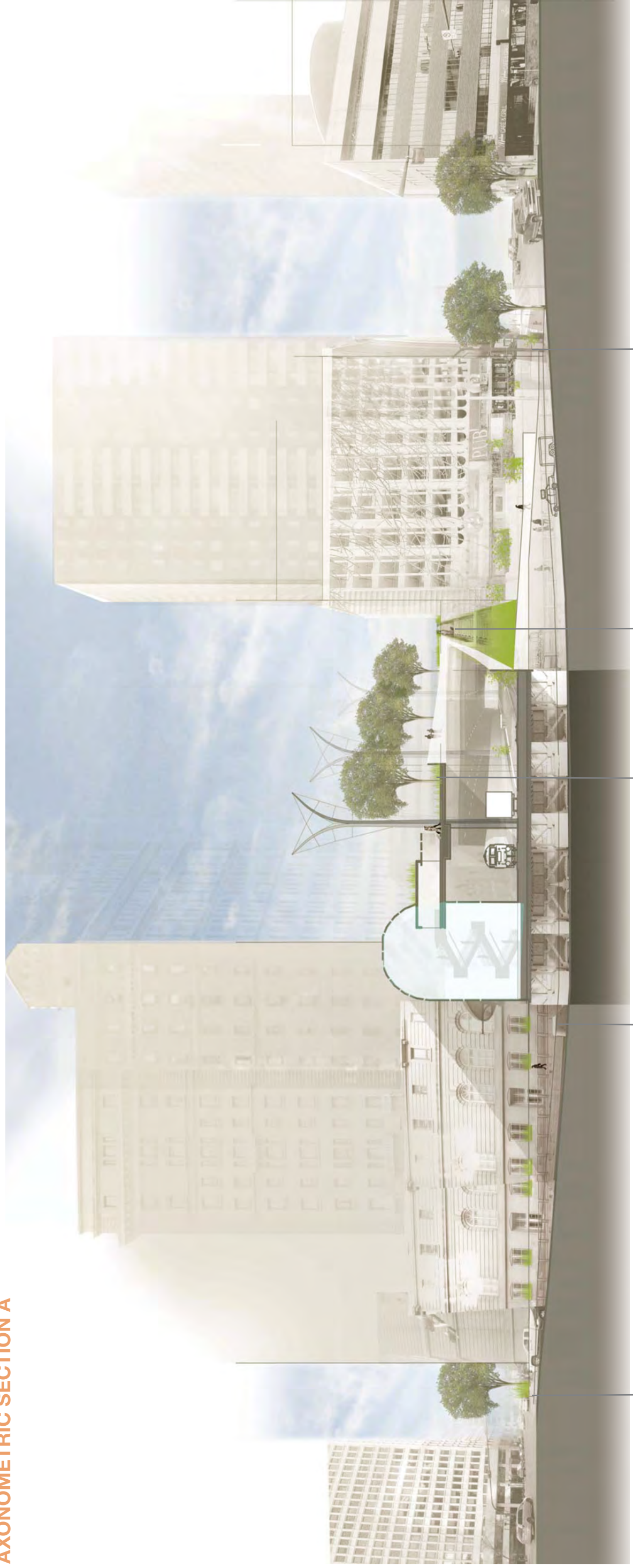
Conceptual Elevated Park

Gran Via, Barcelona

Sculpture Park, Seattle



AXONOMETRIC SECTION A



PARKS / OPEN SPACE NODES

MAIN CIVIC SPACE / LIVING ROOM PARKS

NEIGHBOURHOOD PARKS

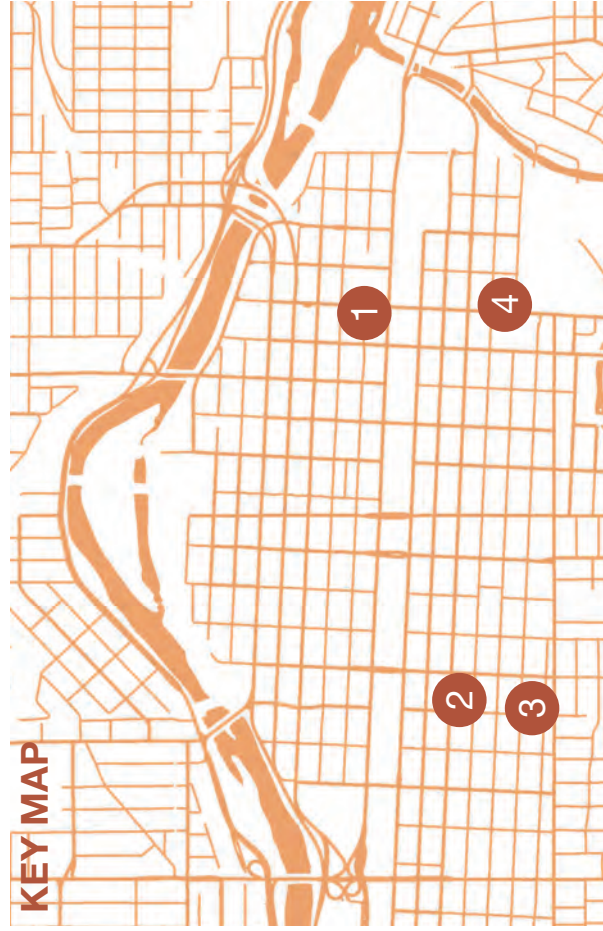
POCKET PARK / COMMUNITY PARKS

CORNER PLAZA / CORPORATE PLAZA

WATERFRONT PARKS

“Parks are vital to Calgary’s downtown landscape as both social and ecological amenity. The City has an opportunity to enhance existing parks and acquire new land as part of a larger open space system” (CCP, page 78).

This section explores four types of place, based on CCP’s park typologies and those identified by Project for Public Spaces. The examples demonstrate the range of purpose parks can provide, from hosting major events to providing quiet retreats, and illustrate their potential with site-specific design concepts.



- 1 Olympic Plaza
- 2 Carl Safran Neighbourhood Park
- 3 Beltline Pocket Park
- 4 Enoch Park

GREEN AMENITY AT OUR CENTRE

Parks provide a “...full experiential range and consolidation of a public’s collective sense of identity and outdoor life. Large parks afford a rich array of social activities and interactions that help forge community, citizenship and belonging in dense and busy cities. ...distinctive places for overview [of the landscape and city] woven with more intimate spots of retreat... Ecological functions of store and process stormwater, to channel and cool air temperature in the urban core, and to provide habitat for a rich ecology of plant, animal, bird, aquatic and microbial life.” (James Corner, 2007)



Conceptual Urban Space

INSPIRATION

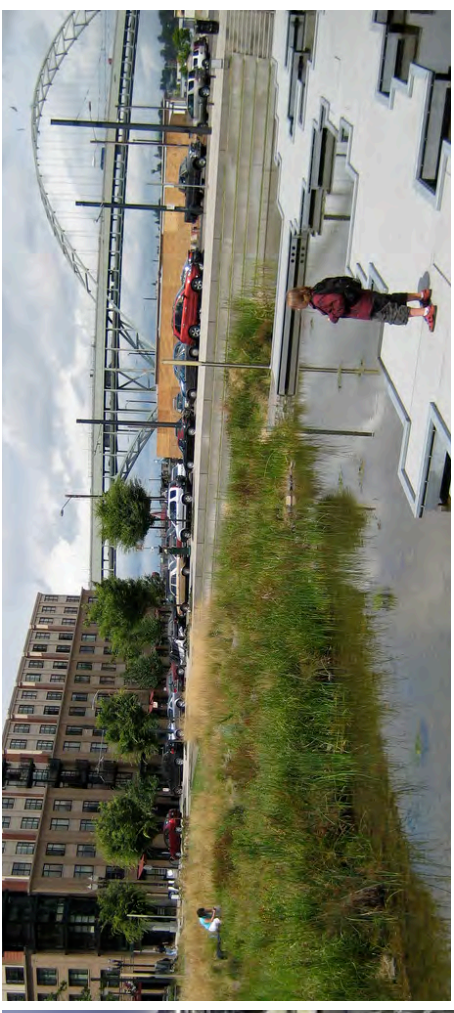
These places exemplify active urban parks, and present thoughtful design at both urban and human scales.



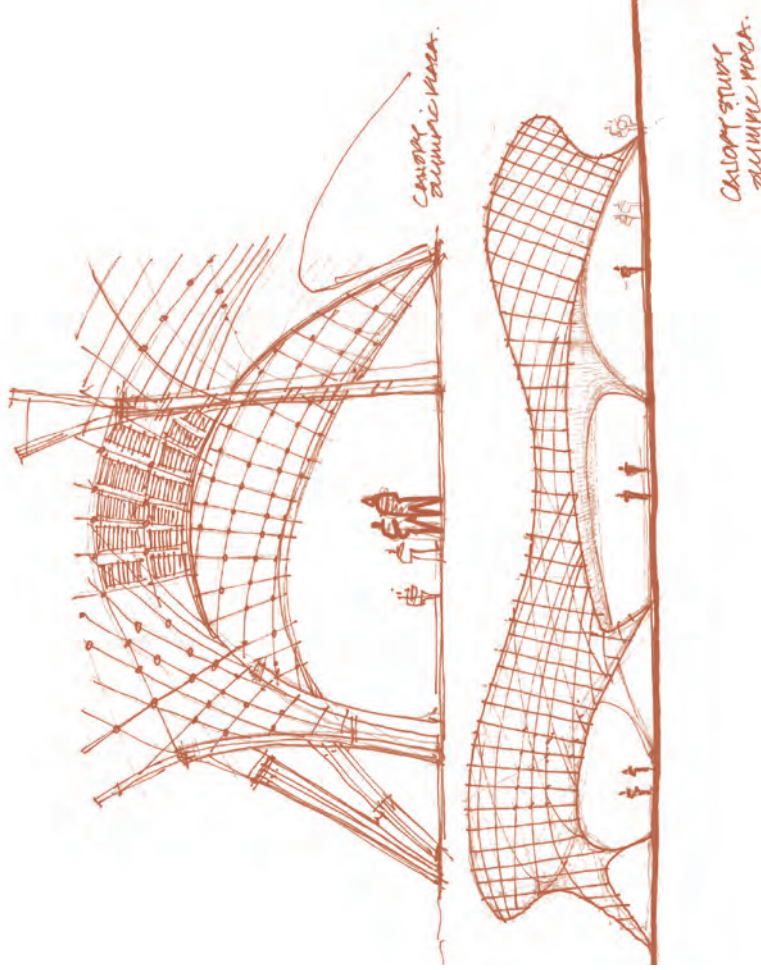
Jamison Square, Portland



Old Market Square, Nottingham



Tanner Springs Park, Portland
Union Square, San Francisco



1 MAIN CIVIC SPACE / LIVING ROOM PARK

The CCP describes Calgary’s large active public spaces, such as Olympic Plaza and Shaw Millennium Park, as ‘Special Areas’ rather than integral components of the urban park system (CCP, page 66). However, they function as other parks, but on a much larger scale. Project for Public Spaces describes these as Living Room Parks, highlighting their potential to be emblems of Calgary and regional destinations.

OLYMPIC PLAZA

This plaza occupies a distinct place within our collective memory as a stage to the world. It hosts large scale events, including festivals, civic gatherings, covered markets and Olympic ceremonies. Yet it also provides a venue for everyday activities, such as sunny lunch hour seating, winter skating, school field trips, and pedestrians crossing on their way elsewhere.



Olympic Plaza conceptual farmers market under canopy



Olympic Plaza conceptual evening concert



Olympic Plaza conceptual large public event



Carl Safran Park conceptual open space



Carl Safran conceptual neighbourhood park

2 NEIGHBOURHOOD PARK

Neighbourhood parks are medium-sized parks that are designed for everyday use by Calgarians, specifically local area residents. They improve the residential character of an area and provide space for outdoor recreation. Elements of neighbourhood parks may include hard surfaces for social gathering, open green space for play and informal sports, green infrastructure for stormwater treatment, playgrounds, picnic areas, and art.

CARL SAFRAN PARK

Adjacent to the new Calgary Board of Education building, this neighbourhood park is currently scheduled for improvement. A sculptural archway, soccer pitch, climbing structure, and paved pedestrian paths are conceptual key elements in the overall design.



3 POCKET PARK / COMMUNITY PARK

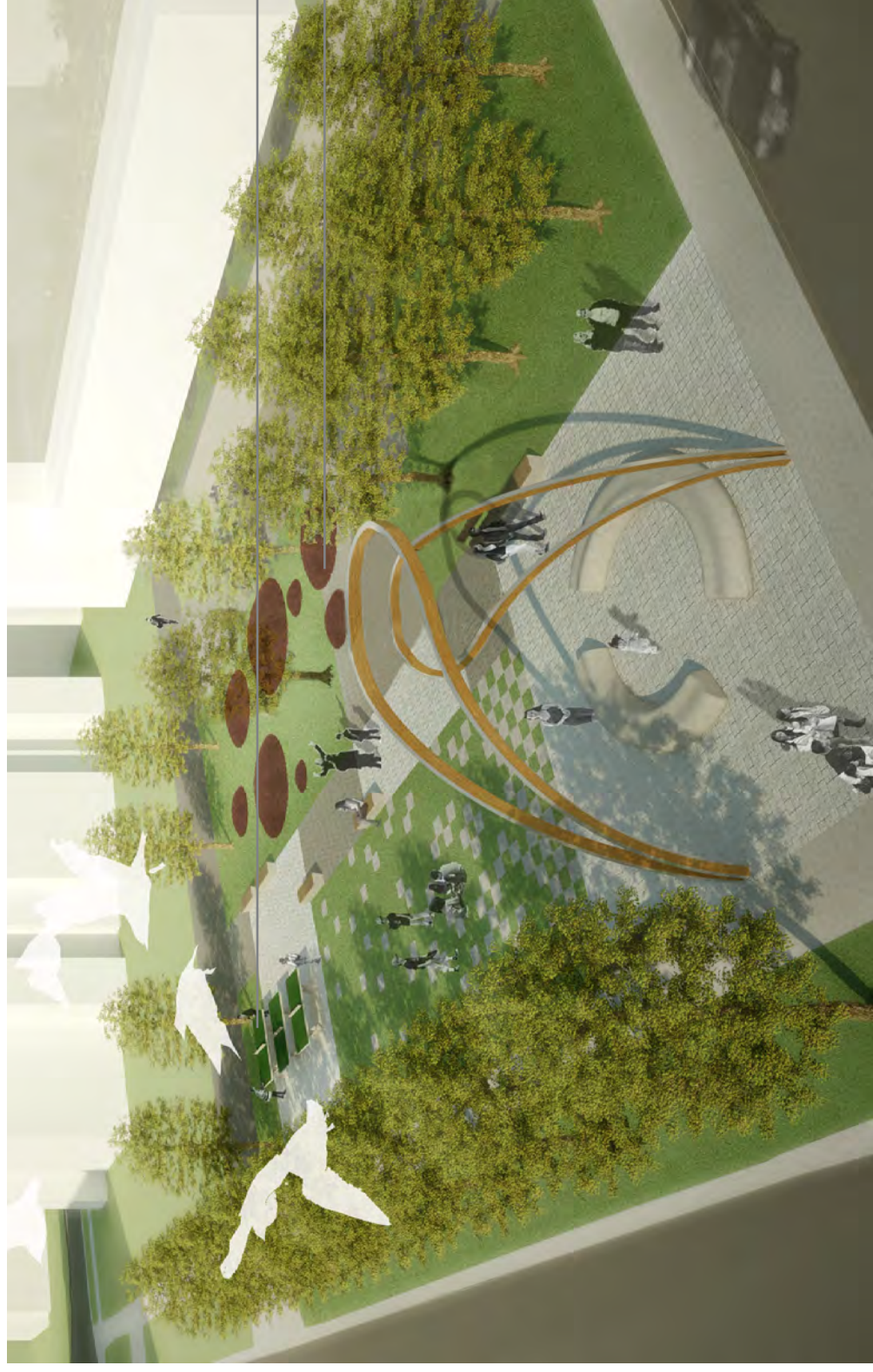
Urban pocket parks are small public spaces strategically located throughout the city centre, often along pedestrian linkages and near major pedestrian intersections. They provide opportunities for meeting friends and passive relaxation. They act as moments of pause within the bustle of the city.

POCKET PARKS:

- may be hard or soft landscaped, or a combination.
- are furnished with basic amenities, such as seating, bike racks, bus stops, WiFi hotspots, maps, information signage, recycling facilities. Placing these amenities in urban pockets can alleviate space constraints on pedestrian sidewalks.
- take advantage of areas with lots of sunshine and protection from inclement weather.



Conceptual pocket park with basic amenities for passive and active use



Conceptual pocket park



4 CORNER PLAZA / CORPORATE PLAZA

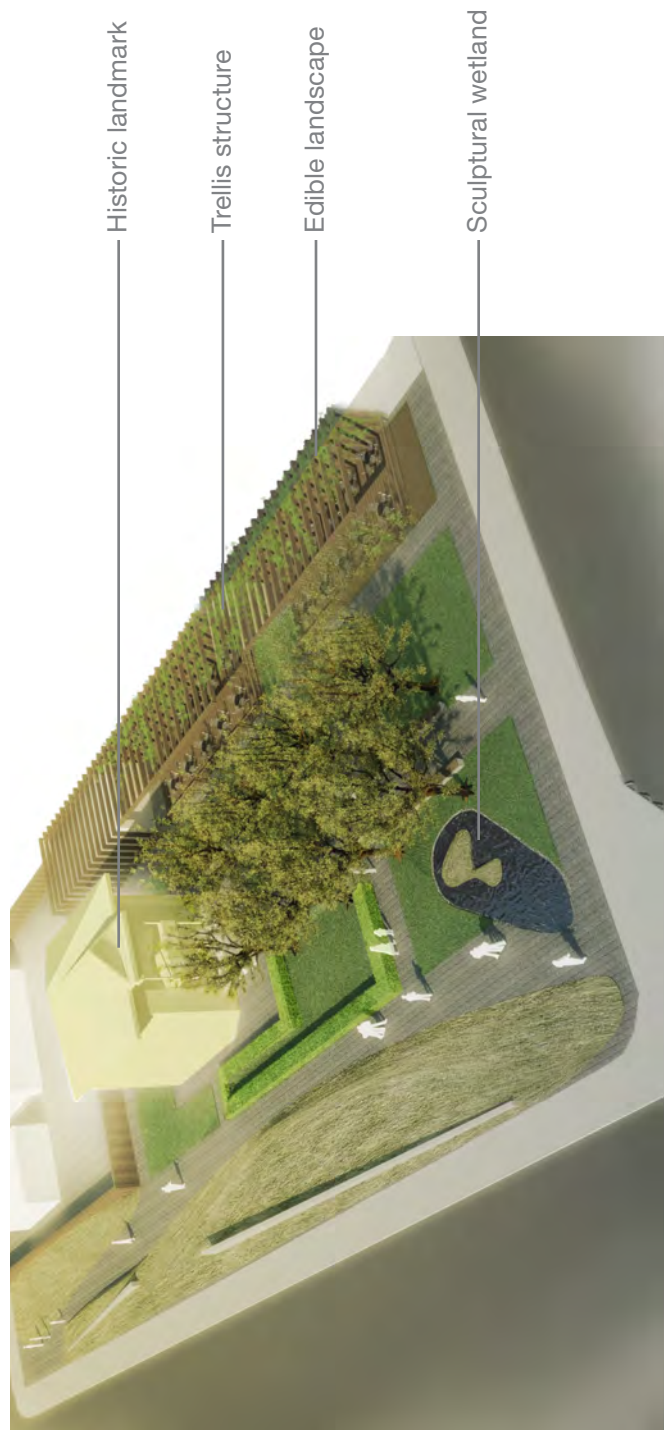
Corner sites are prominent in the public realm, where landmark buildings have the opportunity to create memorable and delightful plazas. Intersecting streets are at approximately the same grade and therefore enable the resulting plaza space to become an active meeting place, a place for commercial exchange, a place to pass through, and a place to watch the passers-by (CCP, page 135).

ENOCH PARK

At the intersection of MacLeod Trail and a future Green Street, this site is central to redevelopment in Victoria Park and Stampede Park. It has the potential to act as a gateway, sculpture garden, and historic landmark. Noteworthy design features illustrated include formalized plantings referencing historic qualities of the neighbourhood, and contrasting curvilinear geometries of water and sculptural elements.



Enoch Park conceptual view



Historic landmark

Trellis structure

Edible landscape

Sculptural wetland

Enoch Park conceptual



STREETS

GREEN STREETS

HIGH STREETS

STREET AMENITIES

SPARKS



- High Streets
- - -** Green Streets
- sPARKS

Of the seven street types discussed in the CCP, Green Streets and High Streets have the most potential to affect visible, positive, and enduring change. They share the following general characteristics:

- Public for all
- Highlighting Calgary’s attributes and features in the pedestrian experience
- Pedestrian-oriented
- Organized by a hierarchy of a street network
- Consistent physical characteristics along its entirety
- Respond to adjacent land use, users, scale, neighborhood, character area.

(CCP, Pages 112-133)

The need to create strong north-south continuity across the CPR corridor is an important addition to the overall street network. The identified High Streets and Green Streets, together with those proposed in the CCP, have the potential to improve the cohesiveness of the entire linkage network in downtown Calgary.

Streets, parks, and open space have the ability to integrate green infrastructure and thereby perform environmental services in urban environments. When applied to mobility corridors, green infrastructure is primarily targeted toward improving the quality of air, water, and habitat.

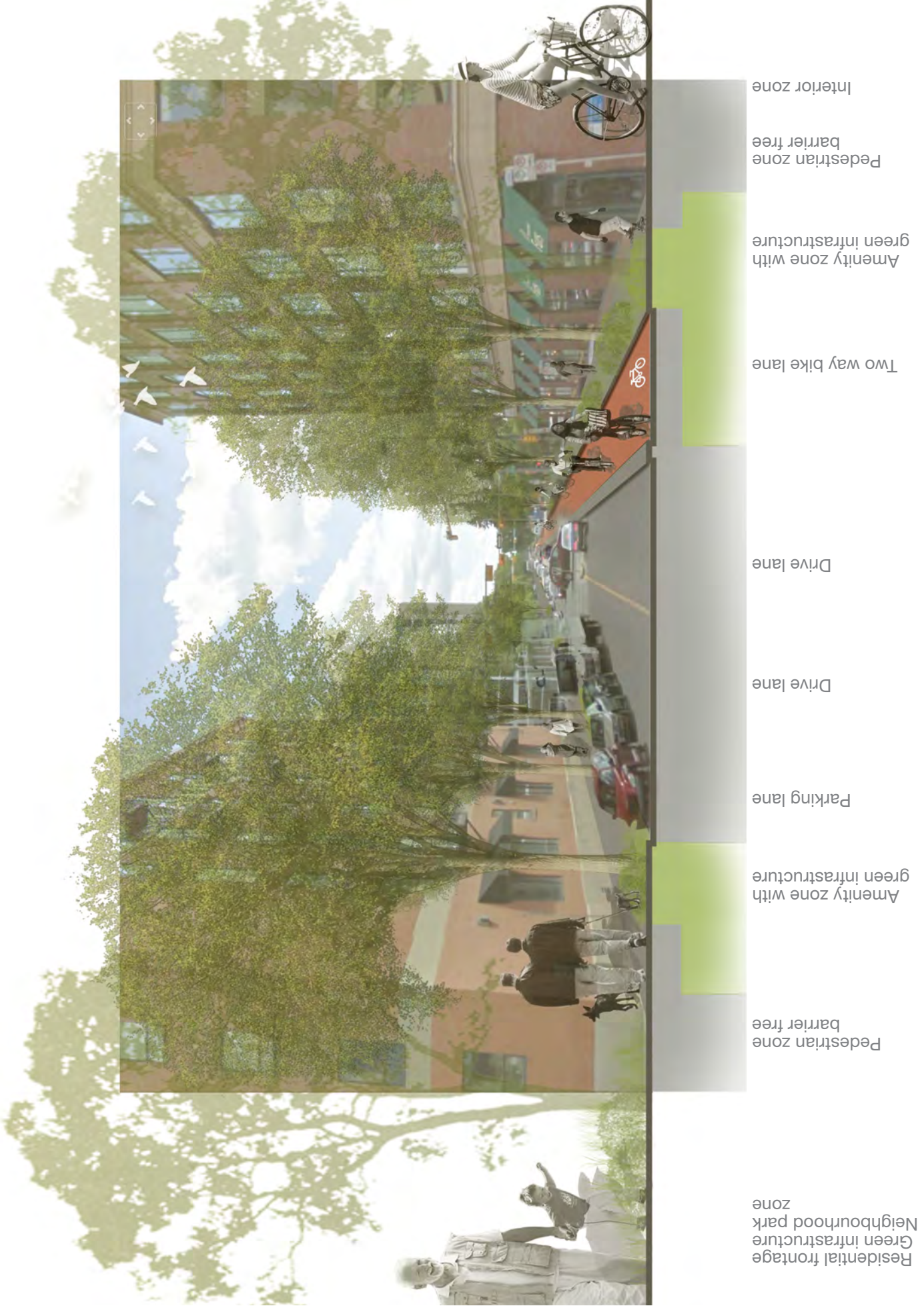
Green infrastructure technologies include:

- vegetated / biofiltration swales
- infiltration planters
- pervious pavements
- curb openings
- flow-through planters
- rain gardens
- urban forestry and optimization of tree habitat
- filter strips
- stormwater wetland
- xeriscaping and native vegetation
- other methods to enhance habitat and urban biodiversity.

GREEN STREETS

- Enhance pedestrian and bicycle circulation and connectivity
- Introduce bicycle amenities
- Connect the core to residential areas, river to river
- Create safe alternative modes of transit
- Introduce green infrastructure

GREEN STREET CONCEPTUAL CROSS SECTION



Bicycle Infrastructure, Paris



Carrall Street Greenway, Vancouver

HIGH STREETS

- Promote commercial activity, strolling, and informal gathering
- Integrate pedestrian and two-way vehicular circulation with public transportation
- Enhance human scale architecture and facades
- Enhance adjacent parks and nodes of open space
- Create memorable, unique, flexible space for seasonal fairs and events
- Create well-furnished, green, and permeable built edges where spill-over of commercial activity can occur



Belgrano, Buenos Aires



Champs Elysees, Paris

HIGH STREET CONCEPTUAL CROSS SECTION



STREET AMENITIES

The City of Calgary has undertaken an ambitious program to create a “Street Furniture Standard” and “Wayfinding Program” for the centre city. This study aims to supplement and support these programs. It is not intended to replace or compete with these ongoing initiatives.



Rain Garden Mint Plaza, San Francisco
Bench, Quartier International, Montreal



Baker Street, Nelson, British Columbia

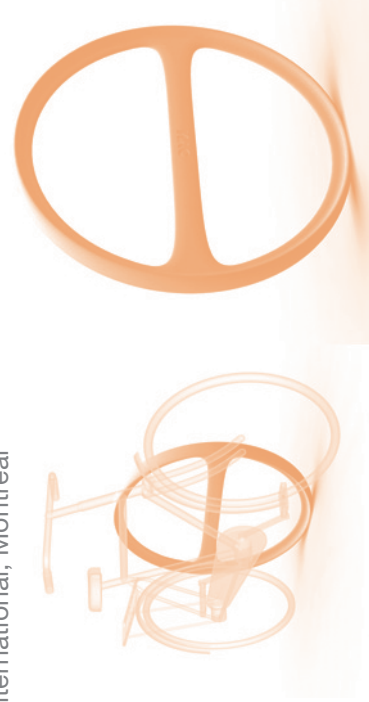


Bike rack fitted around tree grate, Portland



International Business School Plaza, Copenhagen

Light fixture, Quartier International, Montreal

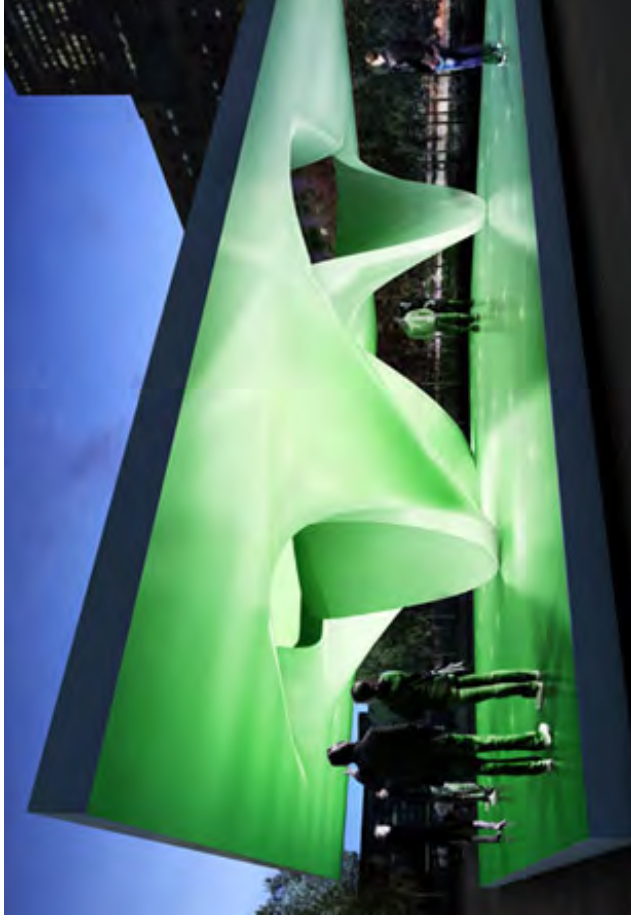


Parking meters turned into bike racks, New York
New York City's latest green transportation plan, 225 parking meters have been turned into bike racks. The metal pole that remains of the meters become circular racks. Reusing the meters' foundation have created a significant cost savings to this infrastructure.

SPARKS

As defined by the Centre City Plan, sPARKS are a series of “street parks or portion of a street right-of-way that doubles as park space” (CCP, page 182). The plan outlines the establishment and development of sPARKS “as flexible and eco-friendly places/connections that complement neighbourhood centre activities and create places for localized civic celebrations and events” (CCP, page 78).

- sPARKS are best:
- located on north-south oriented streets that have low traffic volumes;
 - located in areas that already have active land uses at-grade or have the potential for redevelopment or significant improvement of existing building edges;
 - when they accommodate slow-moving vehicular traffic and on-street parking in the winter and various active/passive pedestrian activities in the summer;
 - ensuring through-cycling;
 - with distinctive eco-paving (e.g. full or partial water retention or permeability), textures and colour treatments;
 - providing distinctive, movable and multipurpose street furniture to accommodate various pedestrian activities; and
 - providing special lighting, water, landscaping or public art features. (CCP, page 78)



Temporary Pavilion, Millennium Park Chicago



Mobile Display Structure, Millennium Park Chicago



Food Carts, Portland



Park(ing) Day, New York

“As a place for people and meeting place, the city requires constant adjustments and improvements of the framework in step with changes in society. It is important for the city to have something for everyone” (Jan Gehl, 2006). In this regard, sPARKS are a good starting point for transformation. These are niche spaces within the urban landscape: public space redefined as fertile terrain for creative social, political, and artistic experimentation.

Locations for sPARKS opportunities throughout the Centre City are identified here. The following sites could be used as pilot projects:

- 6th, 7th, or 9th Street SW just north of 17th Avenue
- 1st Street SW between 12th and 14th Avenues
- 8th Avenue SW between 5th and 6th Streets
- North side of 7th Avenue SW between 1st and 2nd Streets
- Riverfront Avenue, West of Centre Street bridge

sPARKS may include:

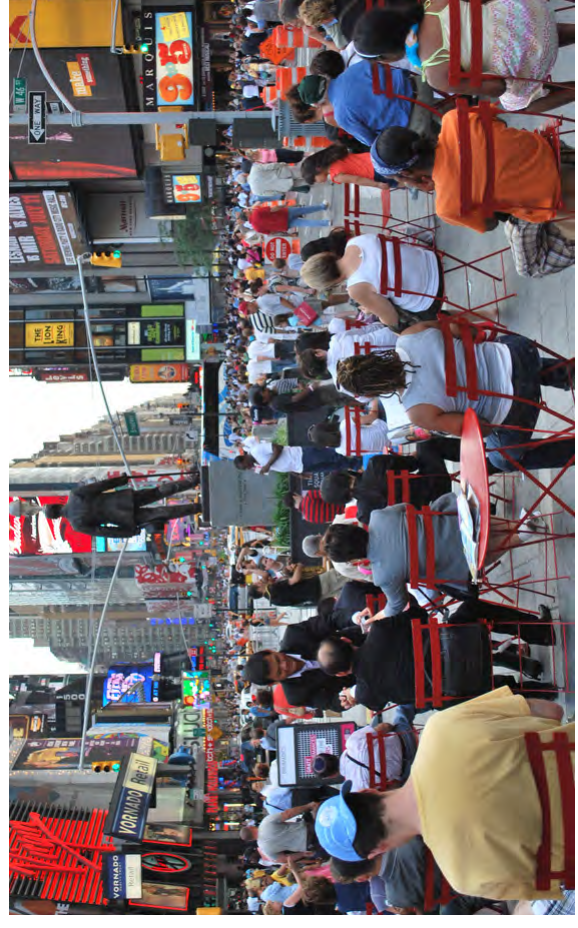
- Areas for public to inhabit, interact
- Experience, recreation, social gathering
- Travelling exhibitions and events
- Space to arouse interest and attract attention
- Place for temporary activities, bring life into space and disappear
- Temporary/ flexible city space



sPARK Vision on MacLeod Trail adjacent to City Hall



sPARK on 17 Avenue, Calgary



Times Square, New York

GATEWAYS

VEHICULAR GATEWAYS

PEDESTRIAN GATEWAYS



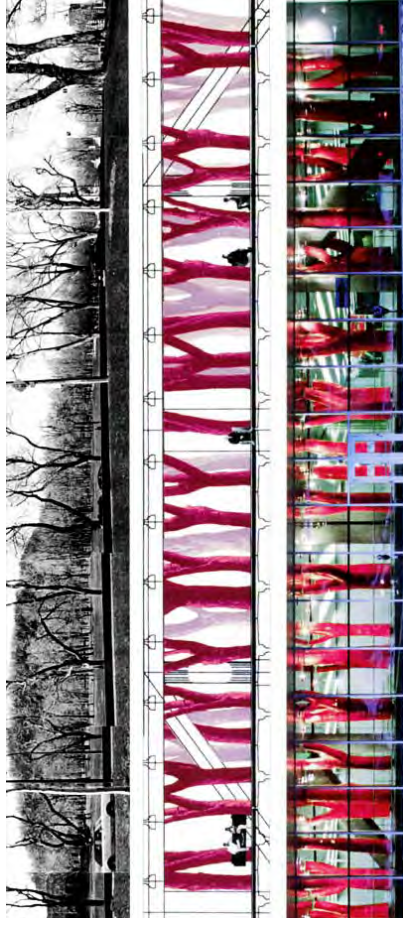
- * Pedestrian Gateways
- * Vehicular Gateways
- ① Vehicular Gateway Concept
- ② Underpass Concept

“Gateways represent thresholds between the Centre City and surrounding areas, as well as between Centre City neighborhoods, Districts and the Downtown. Gateways symbolically represent entry to different areas and can be expressed through a combination of linkage elements...

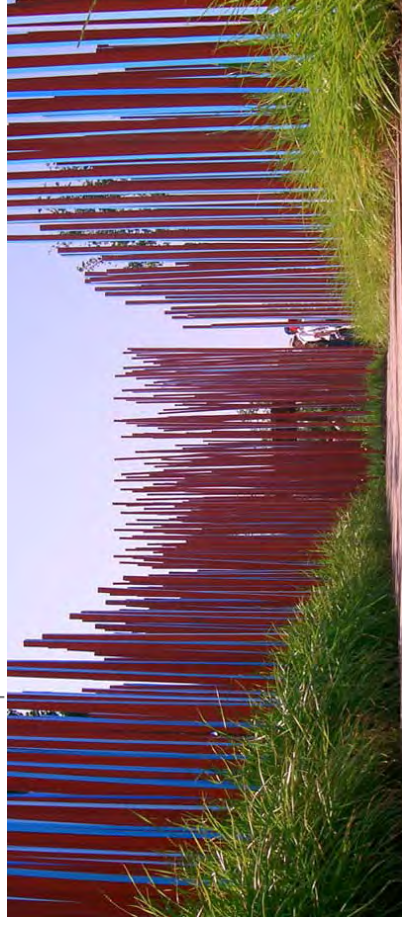
- landscaping
- upgraded sidewalk treatments
- special lighting
- seating
- signage
- public art
- landmark buildings
- special building massing and materials...

Public realm and private development at gateway locations should be designed with a view to “marking” these important locations.”

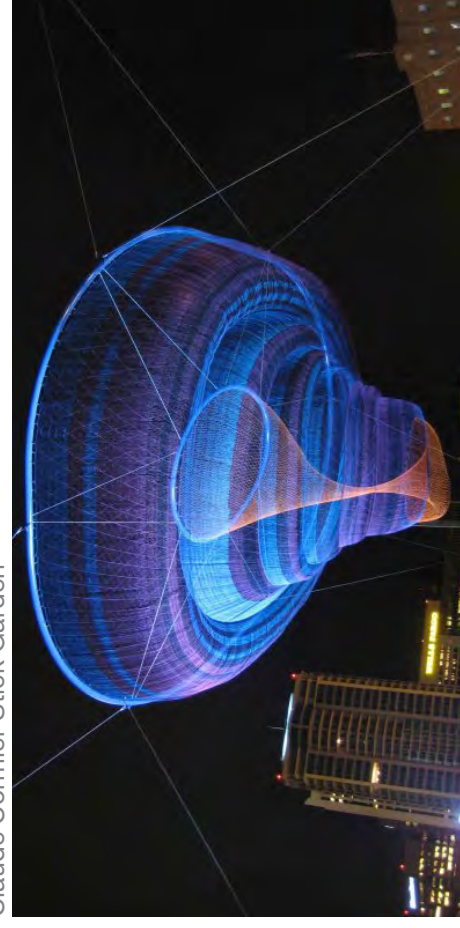
(CCP, page 105)



Claude Cormier Lipstick Forest



Claude Cormier Stick Garden



Civic Centre Public Art, Phoenix

VEHICULAR GATEWAYS

The challenge of designing a gateway within the space of a highway involves speed, scale and information. Design parameters for a highway landmark must respond to the vastness of the landscape, the scale of the built infrastructure and the speed of its perception. The opportunities include uncovering the unique nature of the place and discovering inventions that create a visual signature of Calgary.

1 VEHICULAR GATEWAY CONCEPT

A linear array of striking sculptural elements, deployed by the city centre's thresholds, would respond to the vehicular perspective while creating a high-impact sense of arrival. Weathering steel (such as "COR-TEN") as design material can provide visual vibrancy in all seasons.



Vehicular Gateway Conceptual Vision
Cliff Garten Harborview, San Francisco



PEDESTRIAN GATEWAYS

Pedestrian gateways can create markers that tell the story of Calgary in a contemporary language and expose the unique nature of place. These gateways can create a distinctive transition that contributes to the city's character and image. The use of light, colour, materiality, movement, and interaction creates a welcoming landmark and improves the overall attractiveness and safety of the pedestrian thoroughfare and surrounding public realm.

2 UNDERPASS CONCEPT

By improving the surface finishes and lighting strategies of underpasses, the pedestrian perception of these subterranean places as delightful and safe gateways to and from the city centre can be enhanced.



Calder Woodburn Rest Area, Australia



Underpass animated space conceptual visions.



IMPLEMENTATION AND FIRST STEPS

INCREMENTAL STEPS TOWARD REALIZING CENTRE CITY PUBLIC REALM ENHANCEMENTS

The implementation schedule on the following pages illustrates how each of the five catalytic project types: Green Line; Parks / Open Space Nodes; Streets; sPARKS; and Gateways, can be broken down into incremental steps. Enhancements that can be achieved within the 2010 – 2013 period are identified as First Steps.

VISIBLE FIRST STEPS

GREEN LINE

As a visible first step toward realizing the Green Line vision, screen walls may be constructed at City-owned sites along the length of the CPR corridor through the city centre. Screen walls may take the form of steel fencing that supports climbing vines, concrete or block walls with vertical plantings in front of them, hanging vines or vertical plantings along parkades and other buildings lacking in interest or activity, or any combination of these types of wall.

PARKS / OPEN SPACE NODES

Projects underway (Devonian Gardens, Century Plaza) should be completed in a timely manner. An annual themed art competition with installation pieces located in future park sites may be implemented to create interest surrounding these sites and signal the City's intention to develop them as public spaces. Installations may consist of sculpture, feature lighting, landscape art, or audio-visual events such as outdoor film screenings. Each competition should be restricted to a certain theme to create continuity throughout the installations.

STREETS

Streetscape character is largely dependent on the facades, furnishings, and street-level activity provided by the buildings that frame a city's streets. Therefore, one of the most important means of enhancing a street's character is to establish a set of design guidelines that will regulate private improvements in a way that ensures they contribute positively to the overall vision for the street. One of the first steps to converting existing streets to Green or High Streets should be the development of design guidelines for those streets or street types.

Another major determining factor of street character is the aesthetic of the site furnishings that occupy the public right-of-way. It is recommended that the City undertake a design process to identify the street furnishing families that will be associated with different streets, street types, or districts within the city centre prior to moving forward with streetscape improvements.

GREEN STREETS

A small number of relatively low-cost improvements to identified Green Streets will make a large impact in terms of increasing the functionality of those streets for cyclists and pedestrians. Some suggested improvements include posting more informative and frequently placed wayfinding signs, installing bike racks at regular intervals and at commercial and recreational points of interest, and introducing painted bike lanes.

HIGH STREETS

As a catalyst toward improving the aesthetic character of identified High Streets, site furnishings from the selected street furnishing families may be installed within the public right-of-way.

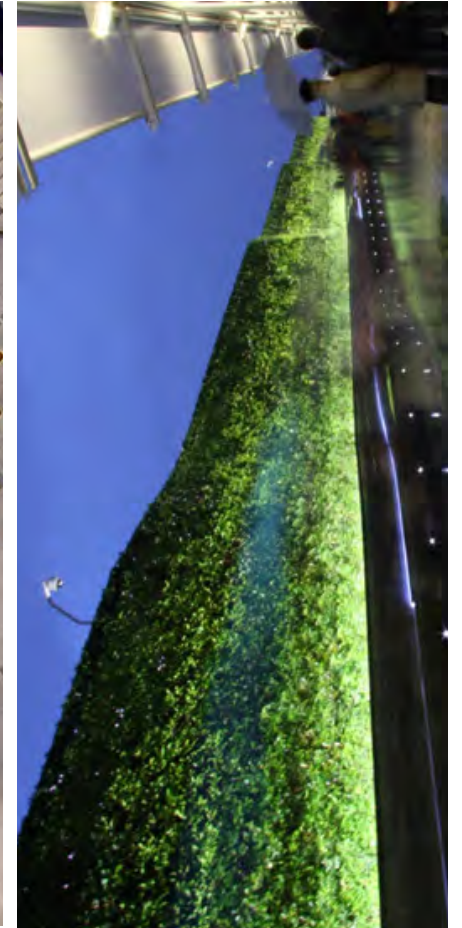
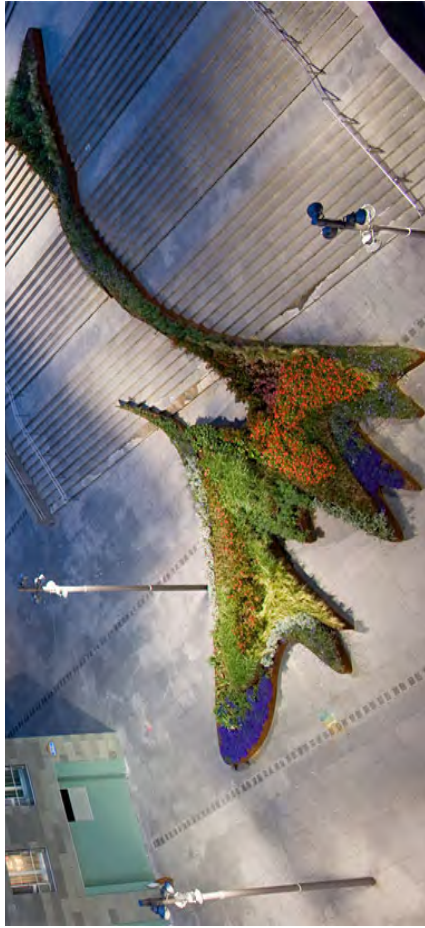
sPARKS

To begin the process of integrating sPARKS into the city centre, select three sites for a seasonal sPARKS pilot project over the summer. sPARKS elements may include planting and benches, landscape art installations, moveable tables and chairs, rain gardens, or feature lighting. Installations should be temporary in nature, allowing features to be removed at the end of the summer and the site to be used for parking or light vehicular traffic in the winter months.

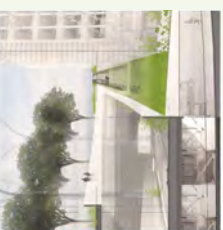


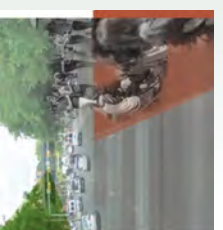
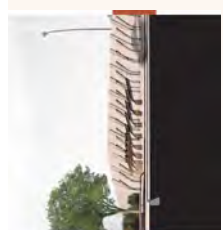
Following the pilot project of temporary seasonal sPARKS installations, permanent sPARKS of a similar size and scale may be constructed. These permanent small sPARKS may occupy the same locations as the temporary installations, and may even recycle some of the same materials. A public consultation component may be involved in determining the success of the pilot project and the suitability of the sites chosen.

GATEWAYS

The scope of gateway improvements will vary greatly depending on the site chosen. A gateway project may consist of improvements to lighting, tiling, paving and facades of existing underpasses or bridges, the addition or incorporation of public art into an existing right-of-way or park, sculptural landmark elements, or changes in paving or planting. The first step in determining the scope and budget for these projects is to identify the priority sites where gateway development will be focused. The desired scope of improvements and budget can then be defined, and designs solicited through an RFP or design competition process. A total of six gateway sites (three pedestrian and three vehicular gateways) are recommended for identification as priority sites for design and construction in the 2010-2013 period.



IMPLEMENTATION SCHEDULE

	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
 <p>Green Line</p>	Conduct detailed green line planning study	Construct green walls to screen train tracks at strategic locations	Improve tree plantings and bike/pedestrian amenities on 9th and 10th Avenues	Acquire vacant sites for Green Line development	Construct one or more north-south overpasses	Construct remaining overpasses					
		Improve existing pedestrian underpasses	Create specialized zoning requirements for developments adjacent to Green Line		Construct green spaces along 9th and 10th Avenues	Construct ramps and green lanes connecting overpasses to 9th and 10th Avenues					
 <p>Parks / Open Space Nodes</p>	Design and install temporary landscape art installations in future park sites	Initiate annual temporary art competition to take place in future park sites (pre-construction of final park designs)	Acquire land for one or more pocket park(s)	RFP and design process for pocket park, neighbourhood park, corner plaza	Pocket park construction	Main civic space construction					
		Select sites for neighbourhood park and corner plaza			Neighbourhood park construction	Design competition and design process for main civic space					
 <p>Streets</p>	Select street furnishing families for street types or districts	Implement improved bike route signage, increased bike racks and painted bike lanes for green streets	Increase tree plantings where existing road cross section to remain	RFP and design process for green streets and high streets	Construction of green streets: separated bike lane, green infrastructure, traffic calming and traffic controls	Construction of high streets: sidewalk widening, green infrastructure, traffic calming and traffic controls					
	Develop and publish design guidelines for green streets and high streets	Improve street furnishings for high streets									
 <p>sParks</p>	Select 3 sites for pilot sPARKS project (parking stall sized)	Identify sites for 3 permanent sPARKS (parking stall sized)	Identify additional streets or intersections for larger sPARKS projects	RFP and design process for green streets and high streets	Construction of block-length or intersection sPARKS						
	RFP / design competition and design process	RFP / design competition and design process									
 <p>Gateways</p>	Select priority vehicular and pedestrian gateway improvements for immediate design	Construction of pedestrian gateway improvements (3 sites recommended)	Construction of vehicular gateway improvements (3 sites recommended)	RFP and design process							
	RFP and design process										
Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020

REFERENCE DOCUMENTS

In undertaking this project, the following City of Calgary documents were reviewed:

- Centre City Plan, 2007 (CCP)
- Creating a System of Great Parks and Plazas, 2009
- Beltline ARP, 2008
- 17 Avenue SW Urban Design Strategy, 2008
- A Framework for Planning the Future of Calgary's Downtown
- Bicycle Policy and Design Report, 2008
- Calgary Starts Here, 2007
- Centre City Parks: Open Space Management Plan, 2009
- East Village ARP, 2005
- Made in Midtown Calgary Vision
- Open Space Plan, 2003
- Pedestrian Policy and Design Report, 2008
- River's District Community Revitalization Plan, 2007
- West Village, 2009

