

**Calgary**



# **CRESCENT ROAD N.W. MASTER PLAN**

**October 2022**

**FINAL REPORT**



# ACKNOWLEDGMENTS

## Land Acknowledgment

In the Blackfoot language Calgary is Moh'kin'stis; in Stoney Nakoda, Wiçispa Oyade; in Tsuut'ina, Gu'tsi'tsi and in Métis, it is Otokwunee. For each of these Indigenous languages, the words translate to 'Elbow,' representing the confluence of the Bow and Elbow Rivers. This is where the story of Calgary begins as the confluence has been a trading hub for Indigenous peoples for millennia and the site where they celebrated natural abundance, ceremony, culture, and partnerships.

This Plan acknowledges the traditional lands of the Nations that signed Treaty Seven: the Blackfoot Confederacy (Siksika, Kainai, Piikani), the Tsuut'ina, the Stoney Nakoda Nations (Bears paw, Chiniki, Wesley), as well as the Métis Nation of Alberta, Region 3, and all people who have made Calgary their home. This Plan honours their long history and deep connections to this land.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission, and the Indigenous Policy, a Council-approved policy that outlines meaningful ways forward and policy opportunities to grow from and build common ground, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples within the traditional territories that Calgary situates within. While discussions continue regarding our own actions and efforts, The City is committed to explore ways to redefine our understandings, our assumptions, our relationships, and our abilities to build a more inclusive and equitable city based on our shared foundations

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# FOREWORD

Crescent Road N.W. is a special public space for Calgarians and visitors to our city. Overlooking McHugh Bluff, this street is known for its beautiful views of the Bow River, Downtown Calgary, and the Rocky Mountains. The street has multiple roles including an extension of the surrounding natural areas, a place for recreation, a residential street, a mobility corridor, and a destination for celebration and gathering.

The Crescent Road N.W. Master Plan will guide permanent infrastructure improvements that balance the street's different roles, in alignment with the vision of the North Hill Local Area Plan. The Master Plan recommendations will beautify the public realm, add public amenities, improve lighting, expand the space for people to walk and wheel safely and comfortably, create a block of Crescent Road N.W. that is designed to be activated for special events, add traffic calming features to discourage vehicle speeding and stunting, and emphasize the connection to surrounding natural areas.

The Master Plan also identifies opportunities to tell a more fulsome history of the area by incorporating Indigenous perspectives.



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# 01 INTRODUCTION

## 1.1 | How We Got Here

Crescent Road N.W. is a special public space in our city. It provides access to natural areas, parks, paths, and popular destinations. It also offers dramatic views of the Bow River, downtown Calgary, and the mountains. Over the years Crescent Road N.W. and adjacent park spaces have become popular areas for recreation, gathering, and celebrating.

The COVID-19 pandemic highlighted Crescent Road N.W. as a popular spot for Calgarians looking for safe recreation opportunities. This led The City of Calgary to implement a temporary active transportation lane on the south side of the road and to close the road to cars in the summers of 2020 and 2021. These temporary projects were popular and emphasized the importance of this place to Calgarians' wellbeing.

As a result, The City of Calgary initiated the Crescent Road N.W. Master Plan ('the Master Plan') project to establish a long-term conceptual plan for the street and adjacent area. The Master Plan includes ancillary traffic calming initiatives for the community and a plan towards implementation. The development of this Master Plan provides an opportunity to improve existing infrastructure and enhance the public realm.

The project team reviewed a variety of sources of existing input from the public including:

- Engagement summaries from the North Hill Communities Local Area Plan;
- Feedback about the temporary road closures and temporary active transportation lane implementation;
- 311 calls submitted in the last five years; and
- Community submissions about the road and fitness facilities.

This previous public input helped define the Master Plan project scope, develop the project goals, and identify the area's challenges and opportunities.

## 1.2 | Purpose of the Plan

The Master Plan is a document to guide future infrastructure investment into this area. It contains a summary of the history of the area and existing conditions, a concept for the re-design of the public realm, and a plan for next steps towards implementation.

### The Master Plan intends to:

- Create a cohesive vision for a safe, accessible street and public space for all users;
- Amplify this as a special place in Calgary while balancing different uses of the space;
- Use a variety of interventions such as expanding park space, public space, and incorporating traffic calming strategies into the broader community;
- Identify opportunities for placemaking and economic development; and
- Identify opportunities to commemorate the full history of the area by including Indigenous perspectives as they relate to the space.



MAP 1.1 | PROJECT CONTEXT MAP

## 1.3 | Project Structure

Realization of an infrastructure project from conceptual design to implementation is a comprehensive process.

The project structure below outlines high-level steps of typical infrastructure projects as well as how the master plan development fits within this process.

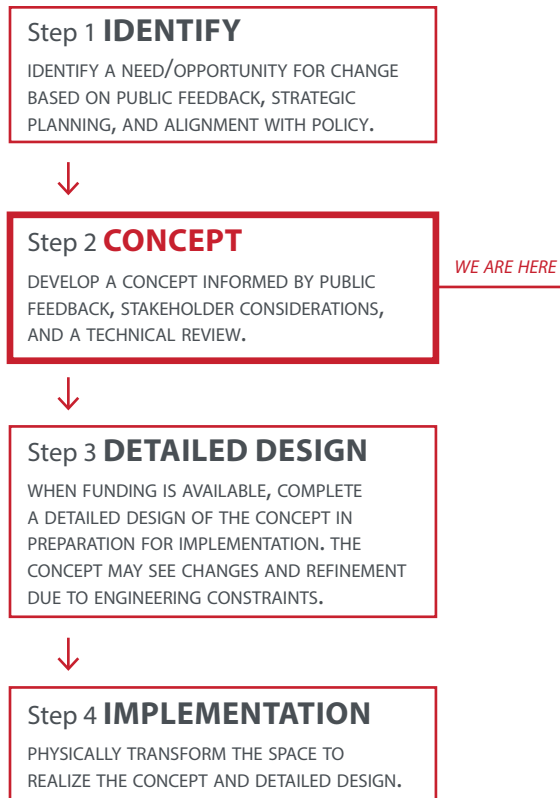


FIGURE 1.1 | INFRASTRUCTURE PROJECT STRUCTURE

## 1.4 | Master Plan Project Timeline

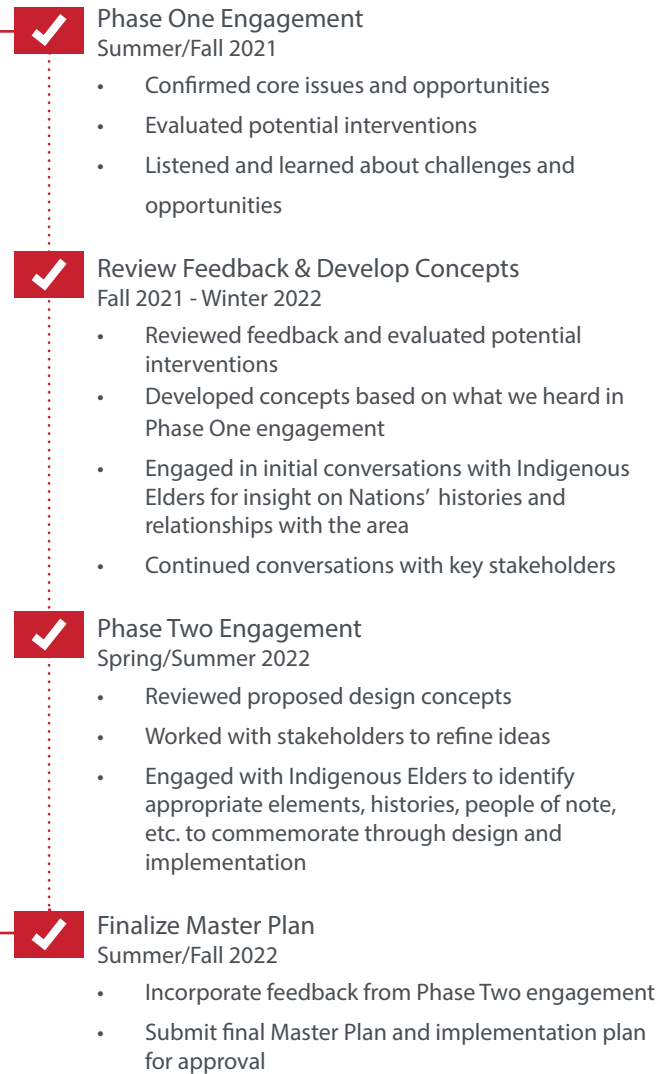


FIGURE 1.2 | CRESCENT ROAD N.W. MASTER PLAN PROJECT TIMELINE



MASTER PLAN AREA TODAY





MASTER PLAN AREA TODAY

## 1.5 | Challenges & Opportunities

Crescent Road N.W. is a diverse corridor within the communities of Crescent Heights and Rosedale. It balances multiple roles, including:

- an extension of the surrounding natural areas;
- a place for recreation;
- a residential street;
- a mobility corridor; and
- a destination for celebration and gathering.

Finding solutions that do not negatively impact the corridor's ability to fulfill these roles within a limited road right-of-way (ROW) is a key challenge.

There are also some existing concerns raised by the community regarding disruptive behaviour including street racing, vehicle stunting, and loud late-night gatherings. These challenges cannot be fully addressed with only infrastructure solutions, however; infrastructure improvements can help mitigate some of these issues.

Since Crescent Road N.W. continues to be a popular destination beloved by Calgarians and visitors alike, there is a significant opportunity to enhance Crescent Road N.W. through added public infrastructure, urban design, and improved amenities.

## 1.6 | Project Goals

Based on the understanding of the area's challenges and opportunities the goals of this infrastructure Master Plan were to:

- Find ways to balance the different roles of the street and corridor;
- Make this place more accessible for people of all

- ages and abilities to enjoy;
- Improve urban amenities (such as lighting, planting, and seating opportunities) to emphasize this place as a special destination within the city;
- Commemorate the histories of the area that have not been highlighted or celebrated in the past;
- Add traffic calming in the area to help mitigate unsafe and disruptive driving behaviour;
- Incorporate design elements that encourage stewardship of the infrastructure; and
- Capitalize on the experience people liked during the past temporary closures (i.e. more spaces to walk, cycle, gather, and interact with nature; a more traffic-calmed neighbourhood, etc).



## 1.7 | Policy Framework

The Master Plan builds upon other City of Calgary plans, guidelines, and policies that direct the development, growth, and character of our communities.

The Master Plan was developed in alignment with:

- Calgary Transportation Plan;
- Green Line North Central Mobility and Implementation Plan;
- Complete Streets Policy;
- Cycling Strategy;
- Pedestrian Strategy;
- Engage Policy and Engage Framework;
- Public Art Policy;
- White Goose Flying Report;
- Indigenous Policy Framework; and
- City of Calgary Cultural Plan.

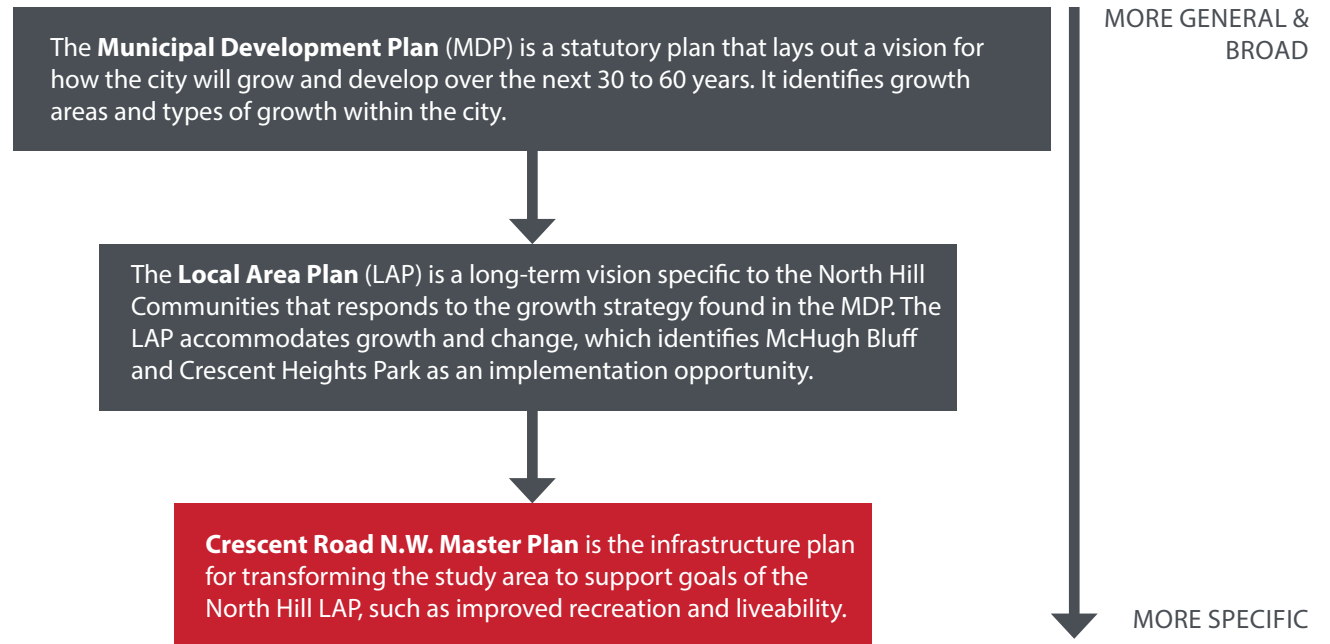


FIGURE 1.3 | POLICY FRAMEWORK HIERARCHY

## 02 CONTEXT & UNDERSTANDING

### 2.1 | History

*Note that the history of this area as presented in this document was informed by research, conversations with the community, and conversations with Indigenous Elders. The information shared should be used for awareness only and should not be considered an all-encompassing history of the project area.*

The area surrounding and encompassing Crescent Road N.W. has a long history. Over time, a variety of communities and groups have experienced this land as a special place within our city.

#### Indigenous Territory

The project area falls within traditional Blackfoot territory that is also shared with Stoney Nakoda, Tsuut'ina, Cree, Alberta Métis Region 3, and other Indigenous communities. Long before this area was settled and urbanized, it was used for millennia by Indigenous communities.

Elders noted that high points would have been used as lookout for herds of bison, piskuns (buffalo jumps), as well as by police societies to survey the territory for visiting and enemy tribes. High points were also used as places for vision questing and honouring leaders. The bodies of Clan and warrior chiefs were placed on

tree scaffolding to bring them closer to celestial bodies and the source of life. Because of the area's proximity to the Bow River, it may have also served as a resting point and camp site for groups seasonally traveling between the mountains and the plains.

Over time, the Indigenous presence has largely been erased from the landscape. Indigenous communities were forcibly relocated, and for a long time they were prevented from accessing the space. Eventually, European settlers moved into the area and used it for agricultural purposes. Felix McHugh, whom the bluff is named after, was one of these settlers.

Felix also had family ties with Siksika Nation. Felix's brother, John Jack McHugh, married Chief Big Snake's sister, Short Woman. Their children included John Jack McHugh and Frank Red Crow. The McHugh and Big Snake family names lives on in Siksika and other parts of Treaty 7 today.

#### Settlement and Urbanization

Crescent Road N.W. is a well-known scenic boulevard that extends from the community of Crescent Heights in the east into the neighbouring community of Rosedale to the west. First settled by upper class entrepreneurs between 1911 and 1914, Crescent Road N.W. became a showpiece in the city for its views

of the mountains and Calgary's city centre.

Crescent Heights and Rosedale are some of the earliest residential suburbs in what is now Calgary. Crescent Heights was incorporated in 1908 as the Village of Crescent Heights and was subsequently annexed to Calgary in 1910. Rosedale was subdivided in 1909, although Rosedale east of 5 Street N.W. was originally part of Crescent Heights. Crescent Heights experienced its first major phase of growth leading up to the First World War, followed by a second phase of development during the late 1920s. Rosedale developed more slowly with construction booms in the late-1920s and late-1940s.

A significant event for Crescent Road N.W. in the last century was the visit of Queen Elizabeth (The Queen Mother) and King George VI in 1939. The route for this royal procession crossed Centre Street Bridge towards Crescent Road N.W. terminating at the intersection of Crescent Road N.W. and 5 Street N.W. As a show of pageantry, The City planted trees and hung flags along streetlamps thereby reinforcing the status of Crescent Road N.W. as a destination within Calgary. To this day, Crescent Road N.W. is promoted as a show street and a must-see attraction for visitors to the city.



Glenbow Archives NA-374-1  
BLACKFOOT TWINS, JOHN JAMES "JACK" MCHUGH (LEFT) AND FRANK RED CROW (RIGHT), CIRCA 1904. SOURCE: GLENBOW MUSEUM



VIEW OF BOW RIVER LOOKING EAST, CALGARY, AB, CIRCA 1908  
SOURCE: GLENBOW MUSEUM



SHEEP GRAZING ON PRESENT LOCATION OF CRESCENT HEIGHTS HIGH SCHOOL, CALGARY, AB, CIRCA 1914-1918. SOURCE: GLENBOW MUSEUM



## 2.2 | Current Context & Uses

Crescent Road N.W. as it exists today is heavily utilized by a wide spectrum of user groups. These include commuters, dog walkers, people walking or wheeling for recreation, people enthusiastic about fitness, visitors to Calgary, and students taking graduation photos with the city skyline backdrop.

### On-Street Use

Crescent Road N.W. is an important mobility corridor for residents of Rosedale and Crescent Heights and for visitors to the area. Crescent Road N.W. connects to peripheral collector streets the neighbourhoods and is also a key route towards main streets like 10 Street N.W. to the west and Centre Street N. to the east.

Crescent Road N.W. was closed to traffic during the summers of 2020 and 2021 (from 1 Street N.W. to 6A Street N.W. in 2020 and from 1 Street N.W. to 4 Street N.W. in 2021) to give people more space and opportunity to walk, wheel, and gather safely in a time of public health restrictions. The City has also installed a temporary active transportation lane on the south side of Crescent Road N.W. that offers wheeling and walking users more protected space to travel.

### Off-Street Use

Crescent Road N.W. and the surrounding areas are most popular in the summer and fair-weather shoulder seasons. Visitors from all over the city are drawn to this area for scenic photography and vistas as well as special events such as the Canada Day fireworks.

Day-to-day, most people walk and wheel along the unpaved pathway network on the bluff and use the stairs that connect Crescent Road N.W. to the public

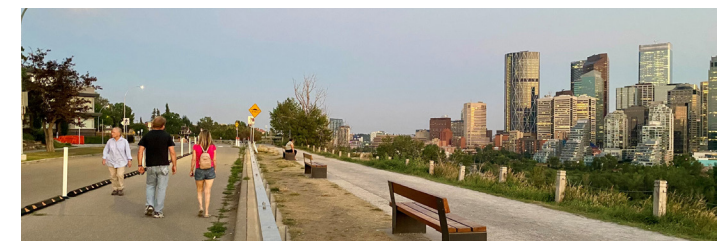
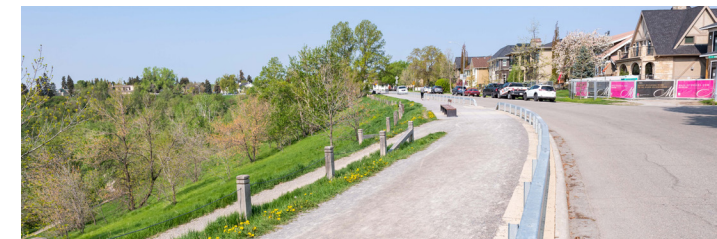
parking lot at the bottom of the bluff. The pathways and stairs have the best views along the corridor, offer the greatest proximity to nature, and allow dog walkers to enjoy the off-leash status of the bluff. The granular trail on the top of the bluff adjacent to Crescent Road N.W. is very popular. However, it cannot be cleared during winter months because due to its granular material, so the trail becomes very icy and slippery during the colder parts of the year.

Across from the bluff is Crescent Heights Park which is a public community park. The park is often used by Crescent Heights High School for outdoor education and recreation courses. It is also often used for 'fitness in the park' activities that are coupled with running circuits that utilize the nearby staircase.

The top of the McHugh Bluff stairs and the pathway intersection at 1 Street N.W. are busy locations that are areas of occasional conflict between people walking, running, and wheeling.



MAP 2.1 | STUDY AREA



MASTER PLAN AREA TODAY

## 2.3 | Site Analysis

The Master Plan site includes the area around Crescent Road N.W. between 1 Street N.W. and 4 Street N.W. (which contains the naturalized McHugh Bluff and Crescent Heights Park), as well as intersecting corridors.

The site sees regular pedestrian, wheeling, and vehicular traffic from people commuting to the city centre and people seeking to enjoy the recreational amenities of the Master Plan area.

The corridors within the Master Plan site connect to a variety of destinations including Crescent Heights High School, the Calgary Curling Club, the Crescent Village Business Improvement Area (BIA) along Centre Street N., and the proposed future 9 Avenue N. Green Line station along Centre Street N.

The diagram to the right identifies the locations of some site-specific opportunities and constraints, which informed the technical review and led to the final concept design.



MAP 2.2 | ANALYSIS MAP



## 2.4 | Mobility Network

The Master Plan corridors include:

- Crescent Road N.W. between 4 Street N.W. and Centre Street N.W.
- 1 Street N.W. and 2 Street N.W. between Crescent Road N.W. and 9 Avenue N.W.;
- 3 Street N.W. between Crescent Road N.W. and 12 Avenue N.W.; and
- 10 Avenue N.W. between 3 Street N.W. and 4 Street N.W.

All of the Master Plan corridors permit car traffic in both directions and on-street parking on one or both sides of the street (subject to some restrictions). 1 Street N.W. is classified as a collector street while the remaining Master Plan corridors are residential streets.

Both walking and wheeling is permitted along the pathways on McHugh Bluff, including the granular pathway on top of the bluff. Crescent Road N.W., 2 Street N.W., and 3 Street N.W. have a sidewalk on only one side of the street.

### Existing Multimodal Demand

The City collected 12-hour weekday and weekend traffic volume data along Crescent Road N.W. from November 2021 to July 2022. A temporary lane for walking and wheeling on the south side of the street has been in place for the duration of the traffic data collection. The walking and wheeling traffic included users in the temporary lane as well as on the trail.

The data showed that walking and wheeling is popular along the street throughout the year, often

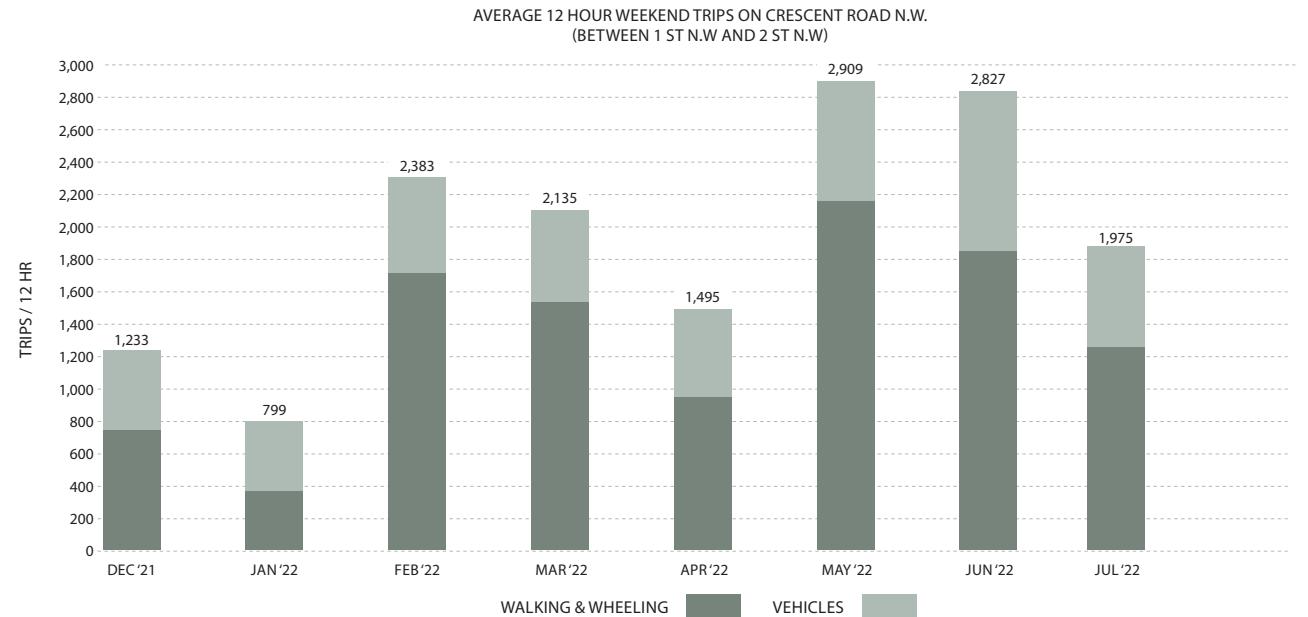
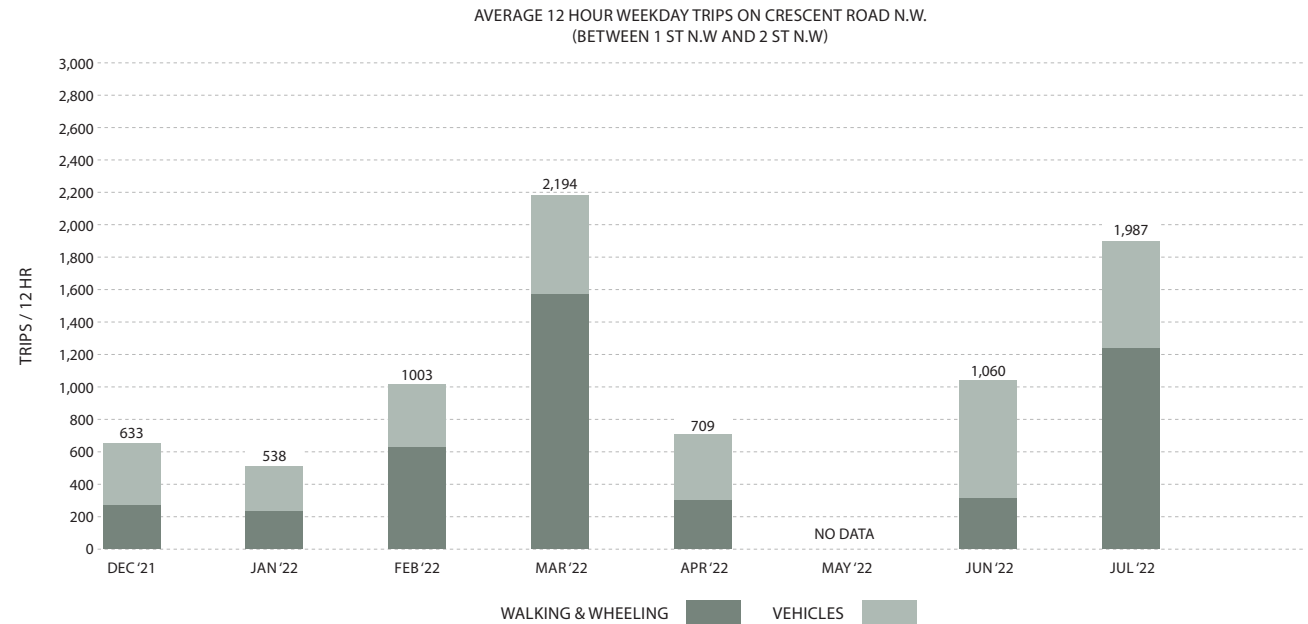


FIGURE 2.1 | TRAFFIC COUNTS

more popular than driving. Weekend traffic is also generally higher than weekday traffic for all modes, emphasizing the popularity of this area for recreation.

## Existing Traffic Calming Measures

Existing traffic calming measures in the area include 30 km/hr zones along Crescent Road N.W. (between 1 Street N.W. and 3 Street N.W.) and 3 Street N.W. (between 10 Avenue N.W. and 12 Avenue N.W.), a raised pedestrian crossing on Crescent Road N.W., and some curb extensions.

## Existing Public Parking

Due to the temporary active transportation lane, there is currently no parking permitted along the south side of Crescent Road N.W. Additionally, there are time and permit parking restrictions through the neighbourhood. A public parking lot is located at the bottom of the bluff staircase and is accessible by car from Memorial Drive N.W.

### PARKING LEGEND

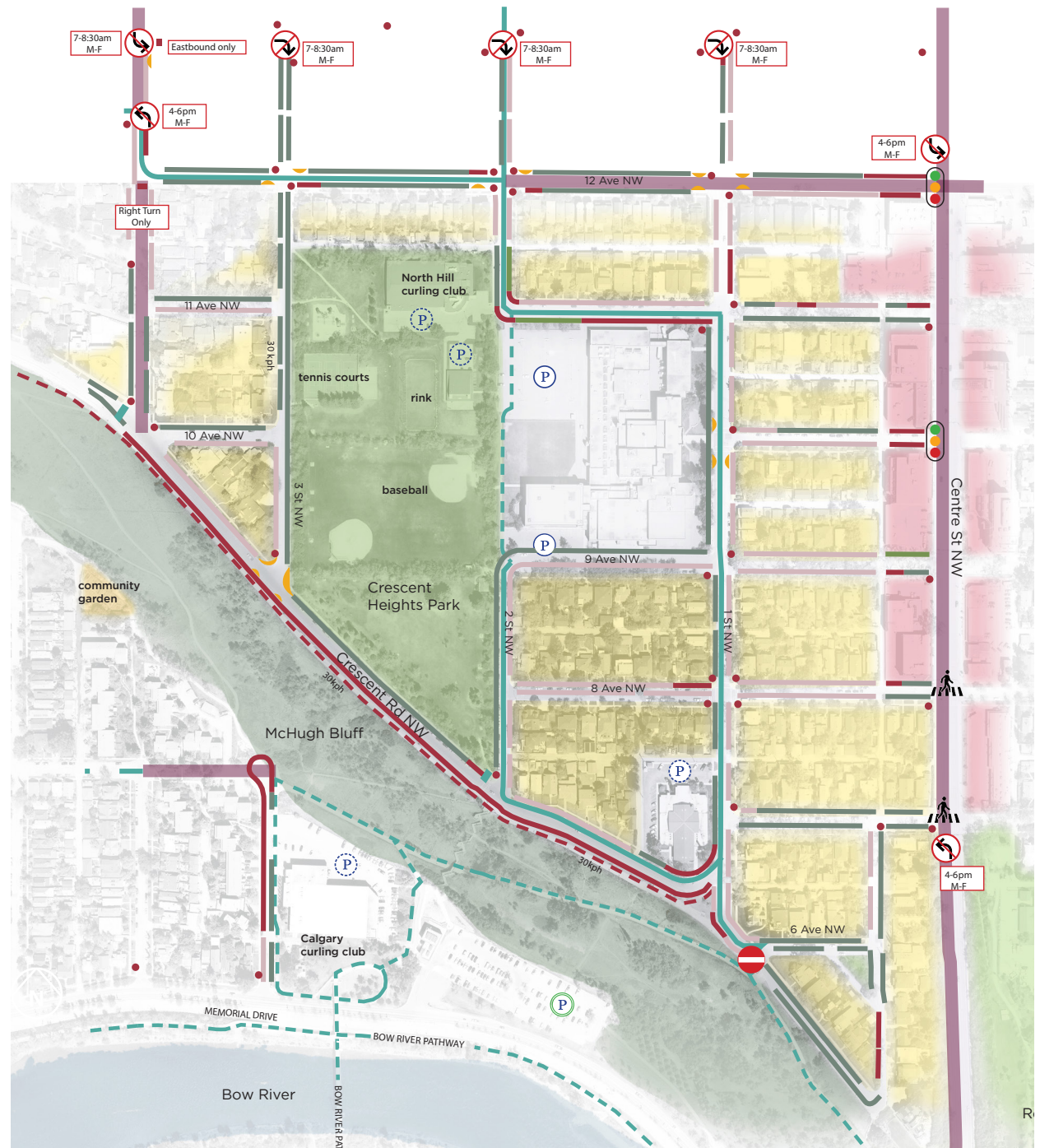
- PRIVATE / PERMIT PARKING LOT
- SEMI-PRIVATE PARKING LOT
- PUBLIC PARKING LOT
- PERMIT RESTRICTED PARKING
- TIME RESTRICTED PARKING
- UNRESTRICTED PARKING
- PARKING PROHIBITED

### INTERSECTION LEGEND

- STOP SIGN
- NO TURN
- NO ENTRY
- SIGNALIZED INTERSECTION
- PEDESTRIAN CROSSING W/ OVERHEAD LIGHTS

### TRAFFIC CALMING LEGEND

- RAISED CROSSING
- BULB-OUT / CURB EXTENSION
- ACTIVE TRANSPORTATION NETWORK LEGEND
- SIGNED ON-STREET BIKEWAY
- MARKED PATHWAY
- FUTURE SA NETWORK
- TEMPORARY ADAPTIVE LANE



MAP 2.3 | EXISTING MOBILITY NETWORK

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## 03 PROJECT ENGAGEMENT

Hearing from and involving Calgarians in work that will impact their communities helps The City to make better decisions. Feedback from engagement with community members and stakeholders for the Crescent Road N.W. Master Plan was an important input into the decision-making processes in addition to budget planning, engineering considerations, professional expertise, policy, and legislation.

The Crescent Road N.W. Master Plan was informed by two rounds of engagement with members of the public and two Indigenous Elder knowledge sharing sessions.

### 3.1 | Public Engagement

Public engagement for the Crescent Road N.W. Master Plan took place over two phases.

**Phase 1** introduced the project to the local community and interested city-wide stakeholders. It listened and learned from their feedback on issues and opportunities related to the space.

The issues and opportunities from the first phase informed the development of three options for the final concept, which were shared with the public during the second phase of public engagement.

**Phase 2** was designed to solicit more detailed feedback on the various concepts, ideas, or elements found within the three design options. The second phase helped the project team understand how aspects of the different designs could be combined into a final concept for the Master Plan area.

#### PHASE 1 Confirm and Evaluate

*August/September 2021*

##### Objectives

- Confirm core challenges and opportunities
- Evaluate potential interventions
- Designed to understand:
  - Appropriate balance between passive and active experiences
  - Walking, wheeling, and vehicle uses through the area
  - Feedback on temporary active transportation lane and road closures
  - Elements that would help create a space that is welcoming & safe for all

##### Activities

- Online engagement using a survey, a mapping tool, and a visioning tool with virtual post-it-notes

##### Participation

- 3,731 online participants
- Over 1,700 unique ideas/pieces of feedback

#### PHASE 2 Review Options

*April/May 2022*

##### Objectives

- Review proposed concepts to help design team refine ideas
- Designed to understand:
  - Positive and negative impressions of the concept options
  - Feedback on how engagement themes had been incorporated
  - Feedback on flexible closure opportunities

##### Activities

- Online engagement with three surveys
- Two in-person on-site walking workshops
- Two virtual workshops with breakout groups

##### Participation

- 1,044 online participants
- 38 walking workshop participants
- 43 virtual workshop participants
- Over 2,220 unique ideas/pieces of feedback

Communication efforts for Phases 1 and 2 of engagement included:

#### + 3,867 postcards

mailed to residences within the project area

#### + 1 sounding board

placed along Crescent Road N.W. with information about the project and a QR code link to the project site

#### + 2 bold signs

with project information posted on 10 Street N.W. by SAIT Way N.W. & on Memorial Drive N.W. near Calgary Parking Authority (CPA) Lot 59 during each phase of engagement

#### + pre/post engagement

communication with Crescent Heights and Rosedale Community Associations

#### + community outreach

communication with Crescent Heights High School administration and local businesses

#### + social media

series of posts during engagement period on Facebook, Twitter, and Instagram



## 3.2 | Indigenous Engagement

Throughout the Master Plan development, the project team was committed to learning and working with Indigenous communities in alignment with The City's Indigenous Policy to explore opportunities for Truth and Reconciliation as outlined in the White Goose Flying report.

With guidance from The City's Indigenous Relations Office (IRO), the project team engaged with 10 Blackfoot (Siksika, Kainai, and Piikani), Stoney Nakoda, and Tsuut'ina Elders to find opportunities to centre Indigenous history in the Master Plan.

**Acknowledgment and commemoration of Indigenous history of this space through infrastructure is intended to further the Truth and Reconciliation process in response to the Truth and Reconciliation Commission's Calls to Action #82 and #83 under Stream B, "Spiritual Healing, Culture and Arts Commemoration," of the White Goose Flying report.**

### PHASE 1 Listen & Learn

*February/March 2022*

#### Objectives

- Listen and learn about the historical, traditional, cultural, and contemporary connections to the project area

#### Activities

- Project team reached out to Elders to listen and learn about the historical, traditional, cultural, and present-day connections to the project over:
  - Three small group site visits
  - Three small group online discussion sessions

### PHASE 2 Confirm & Identify

*June 2022*

#### Objectives

- Confirm what was learned earlier in Phase 1, prior to sharing knowledge with the public
- Identify opportunities for Truth and Reconciliation in the concept and direction of the Master Plan

#### Activities

- Half-day workshop with Elders to:
  - Receive permission to share takeaways from earlier round of engagement with the public
  - Identify histories, stories, people of significance, and tools that are common among the Nations and could be used for educational opportunities in the Master Plan area
  - Identify native plants of significance and design features that could be included in the Master Plan



PHOTOS FROM INDIGENOUS ENGAGEMENT SESSION & PHASE 1 ONLINE ENGAGEMENT MAP

### 3.3 | Key Themes from Engagement

The two rounds of public engagement and engagement with Indigenous Elders identified some key themes to guide the Master Plan concept and direction. They are summarized below.

More details about the Indigenous Engagement for the Crescent Road N.W. Master Plan can be found in the “What We Learned” report that was produced for this project.



#### History and Commemoration

Feedback identified a desire to share and celebrate a more wholesome history of this space, which includes historical Indigenous uses of the area, the relationship of Indigenous people to this space, and the traditional territory context.



#### Natural Environment and Views

Preserving the natural environment and highlighting the existing views were mentioned as a key priorities.

Possible opportunities to connect the natural environment to Indigenous history were also identified. This includes re-introduction and protection of native plants of significance, provision of ecological education, and inclusion of Indigenous storytelling in multiple languages.



#### Mobility & Connectivity

Ensuring convenient connections for people walking, wheeling, and driving through

the area was identified as an important consideration for the project team.

Feedback also included a desire to separate faster and slower-moving pedestrian and wheeling traffic.



#### Accessible Space for Everyone

Feedback showed that it was important for this space to be accessible to everyone. The desire was raised to balance opportunities for people to reflect in this space with being able to participate in programmed and recreational activities.



#### Gathering, Celebration & Ceremony

Feedback supported design elements that would be flexible and could support different uses. This could include areas for ad hoc social gathering, celebrating, and special ceremonies.



#### Traffic Calming

Feedback showed that there was strong support for traffic calming elements in the space to reduce the frequency of speeding and stunting in the area.



#### Parking

Feedback highlighted the importance of an approach that balanced the accessibility of public parking for visitors with limiting the impacts of traffic on the community.



#### Materials and Public Art

There was support for the use of natural materials in the space to strengthen

the connection to the environment and Indigenous teachings.

Art, educational features, and other design elements that highlighted histories, stories, people of significance, and tools that are common to Indigenous people with ties to this area were also identified as opportunities to reintroduce and celebrate Indigenous culture and history in this space.



#### Long-Term Closures of Crescent Road N.W. to Cars

Although decisions around closing Crescent Road N.W. to cars are operational and fall outside of the scope of the infrastructure Master Plan, feedback showed a preference for maintaining the road as open and limiting closures only to specific special events.



#### Social Disorder

There were concerns about existing social disorder and excessive noise issues in the area, especially at night.

Though infrastructure cannot fully solve these concerns, feedback identified that it was important to include design elements that could help mitigate these issues.

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## 04 MASTER PLAN DESIGN

### 4.1 | Master Plan



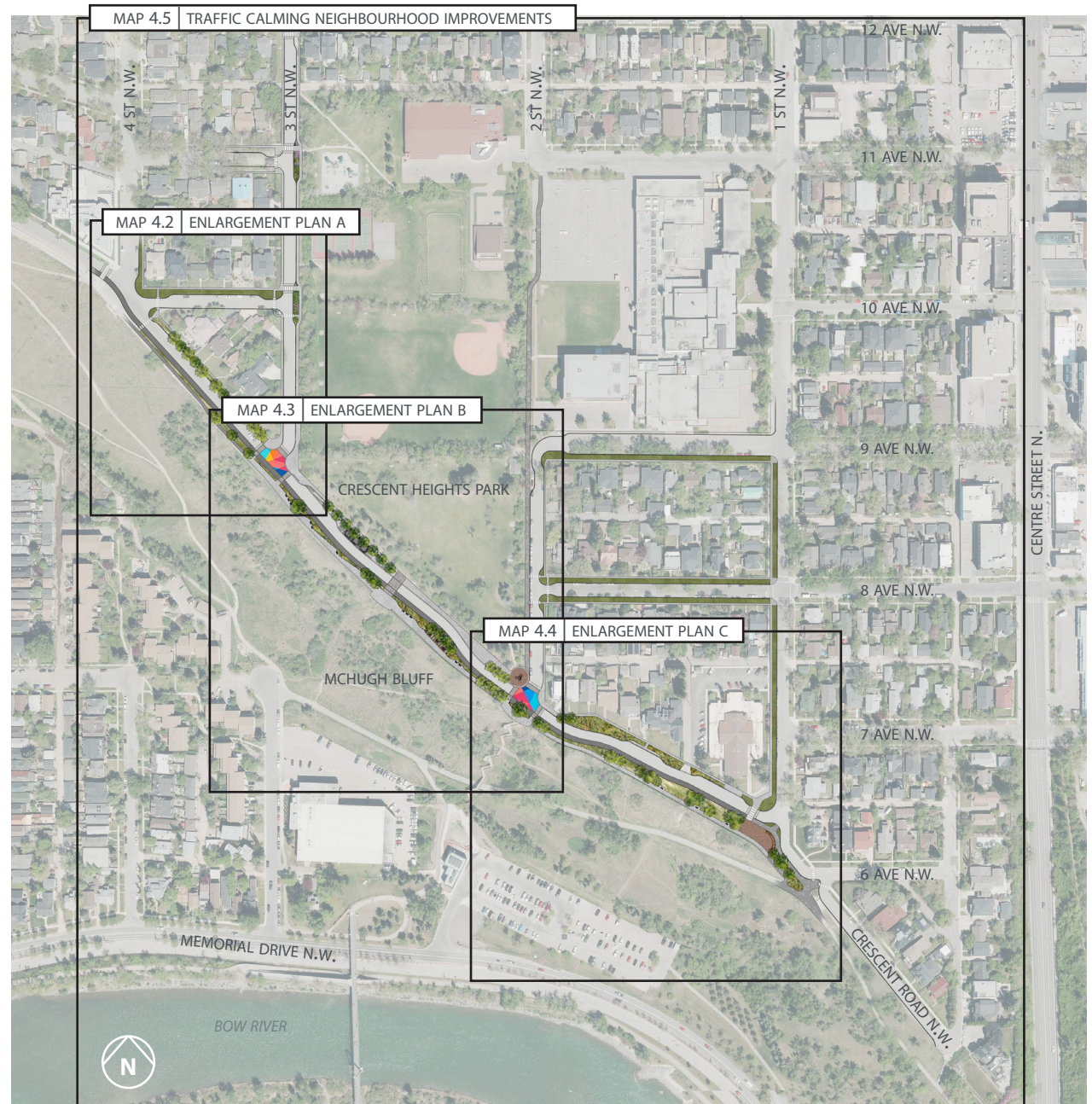
FIGURE 4.1 | PERSPECTIVE RENDER OF MASTER PLAN CONCEPT FOR CRESCENT ROAD N.W.



## 4.2 | The Concept

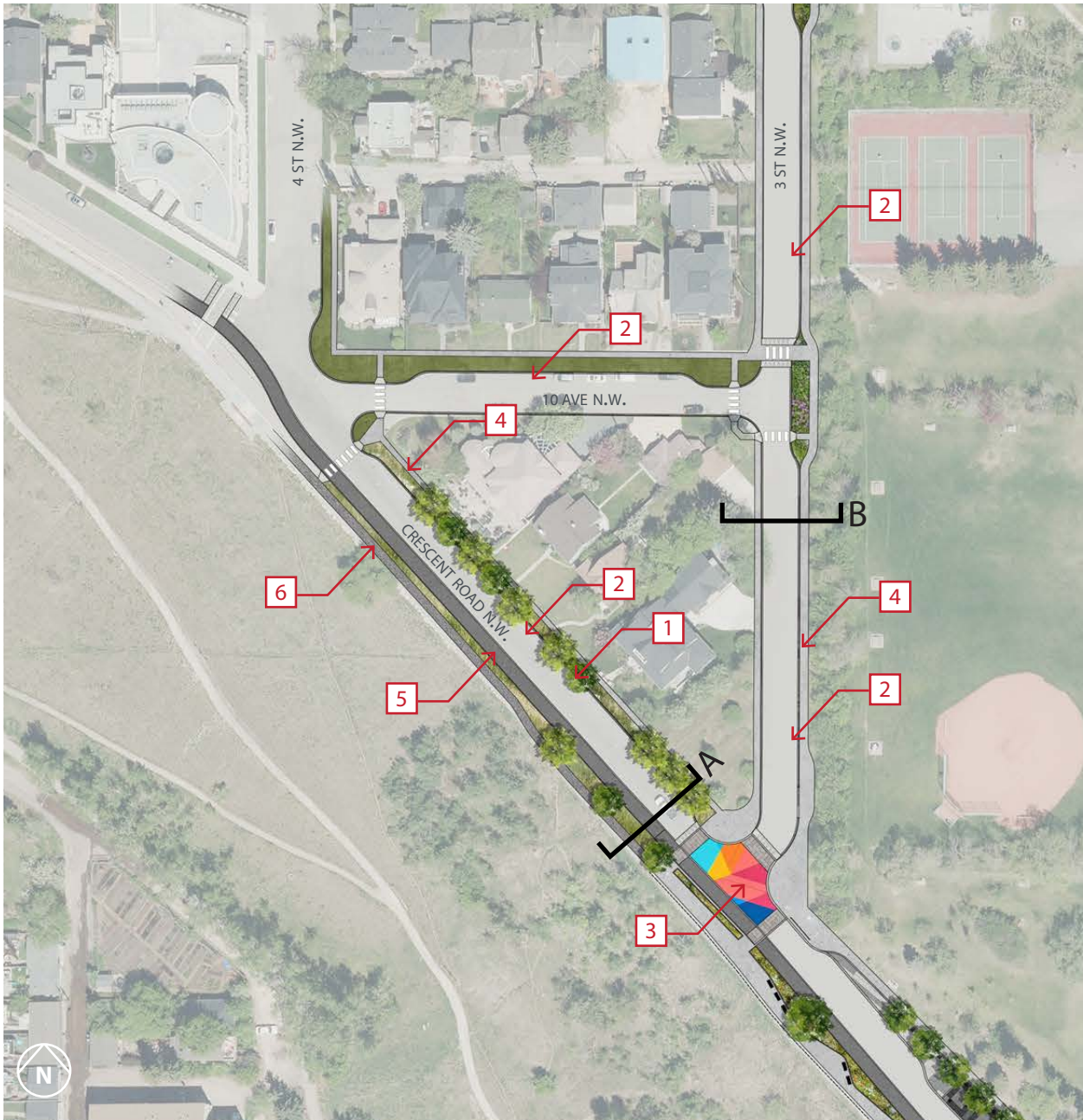
The Master Plan will create a people-friendly urban space that emphasizes the connection to surrounding natural areas. The concept focuses on making the area more welcoming for people walking and wheeling while discouraging disruptive vehicle activity such as speeding and stunting.

The following enlargement areas and neighbourhood improvements outline key design strategies that form the Master Plan concept.



MAP 4.1 | OVERALL CONCEPT RENDER AND KEY MAP





## West Block

The West Block encompasses a section of Crescent Road N.W. between 4 Street N.W. and 2 Street N.W.; 3 Street N.W. from Crescent Road N.W. to 12 Avenue N.W.; and 10 Avenue N.W. between 4 Street N.W. and 3 Street N.W.

This block is an entryway (or gateway) to the focal point of the Master Plan area to the east and is adjacent to several single-detached homes.

Design measures in the West Block will help achieve traffic calming, improve walking and wheeling experiences, and improve access to and from the bluff and Crescent Heights Park.

- 1 Enhanced Planting & Street Trees** Native plants and street trees will frame the street, provide shade and enhance the public realm.
- 2 On-Street Parking** Existing on-street parking will be maintained on both sides of streets within the West Block though a couple of parking stalls will be lost to accommodative curb extensions
- 3 Raised Intersection** A raised intersection will slow vehicles as they enter the Park Block to the East.
- 4 Enhanced Boulevard** A widened sidewalk will be added on the East side of Crescent Road N.W. (adjacent to the residences) and along the west side of Crescent Heights Park.
- 5 Multi-Use Pathway** A new multi-use pathway will run along the south side of the corridor to serve people walking and wheeling.
- 6 Gravel Trail** The existing gravel trail will be maintained along the bluff.

FIGURE 4.2 | CROSS SECTION A - WEST BLOCK  
Scale 1:125

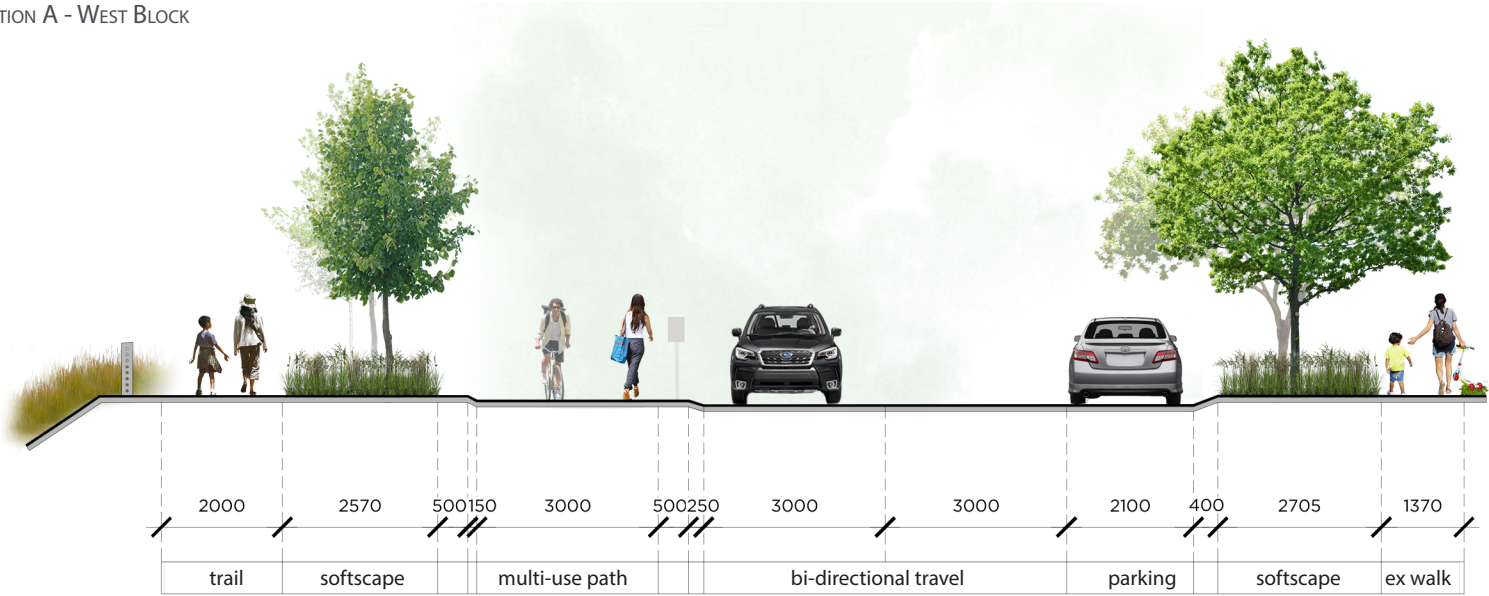
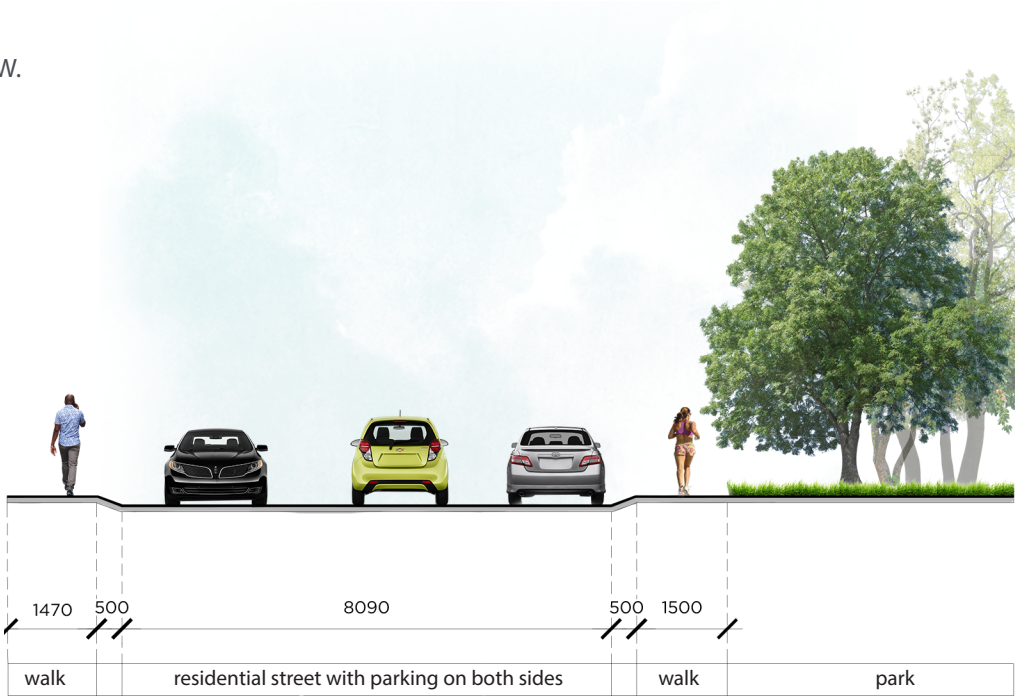
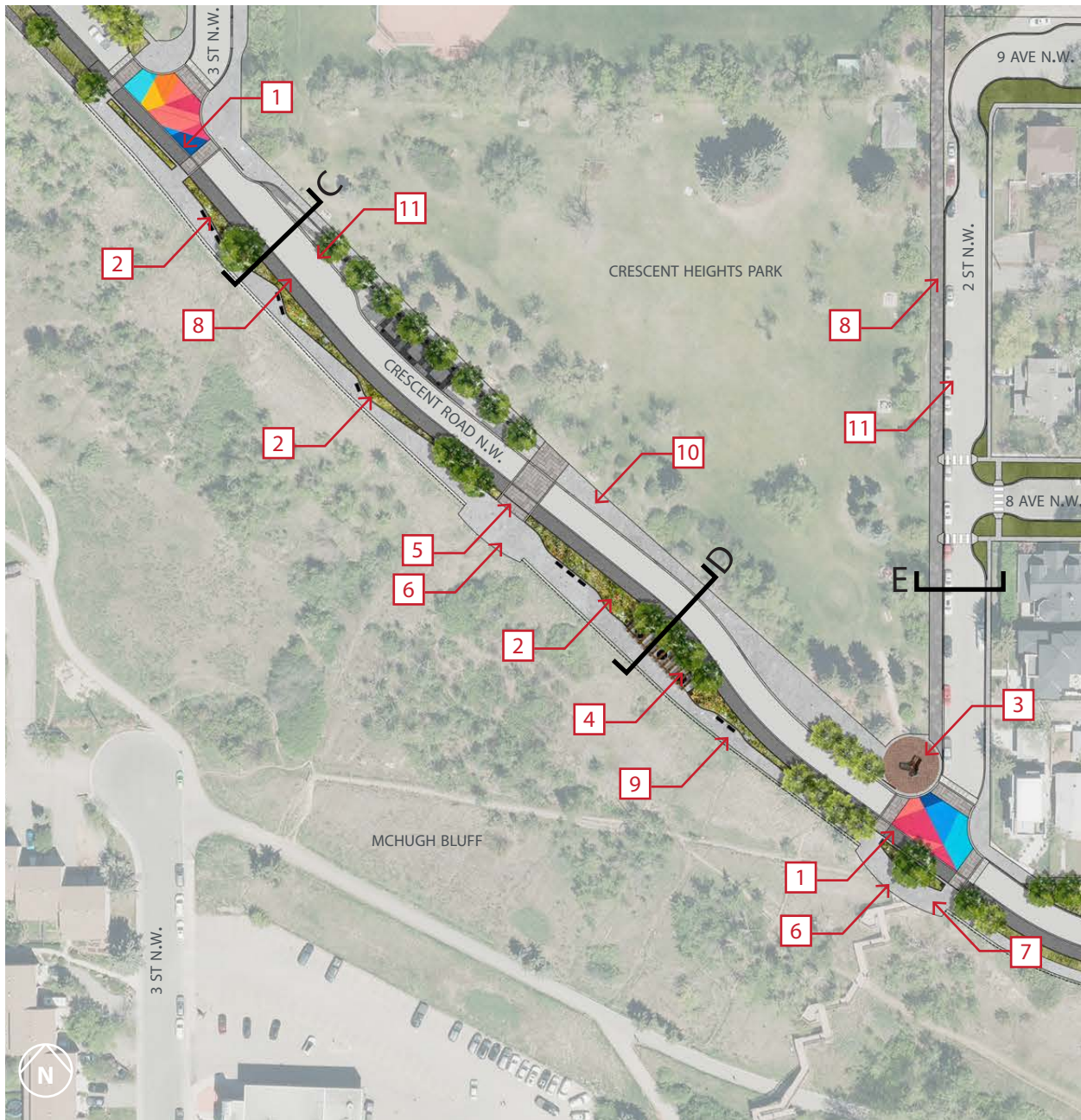


FIGURE 4.3 | CROSS SECTION B - 3 STREET N.W.  
Scale 1:125







## Park Block

The Park Block encompasses Crescent Road N.W. between 2 Street N.W. and 3 Street N.W., and is bordered by the Crescent Heights Park to the north. This area draws the most people and is the focal point of the Master Plan. Along this block, the roadway will be raised to the sidewalk level. Curves have also been added to the street alignment to encourage slower vehicle speeds and extend the park space to the bluff. Gates on both ends of the block will allow for street closures to cars for special events.

- 1 Gates** Gates at both ends of the Park Block will enable Crescent Road N.W. to be closed to cars for special events. People walking and wheeling will still be able to access and pass through the Park Block when the gates are closed.
- 2 Amenity Zone** Along the north side of the gravel trail will be areas with native plantings, street furniture, and openings to and from the multi-use pathway.
- 3 Plaza** A feature plaza location will include room for Indigenous artistic installations and/or interpretive signage or commemorative plaques that will include seating and specialty lighting.
- 4 Feature Amenity Space** The feature amenity space will include seating under an overhead trellis or pergola.
- 5 Mid-Block Crossing** The mid-block crossing will offer a new location to cross Crescent Road N.W. between intersections, thereby connecting pedestrian spaces on each side of the road.
- 6 Viewpoints** The existing viewpoints at the top of the existing stairs will be enhanced and a new viewpoint introduced mid-block. The mid-block viewpoint could act as a tie-in point for a new staircase or twinning of the existing staircase in the future.
- 7 Security Features** Additional security elements (such as cameras and/or help phones) could be added to improve additional security in the area.
- 8 Multi-Use Pathway** New multi-use pathways for people walking and wheeling will run along the south side of Crescent Road N.W. and along the west side of 2 Street N.W.
- 9 Gravel Trail** The existing gravel trail will be maintained along the bluff.
- 10 Enhanced Sidewalk/Boulevard** A widened sidewalk will be added on the north side of Crescent Road N.W. with new flexible boulevard spaces.
- 11 On-Street Parking** Parking along Crescent Road N.W. will be limited to areas near 3 Street N.W. On-street parking will be maintained on both sides of 2 Street N.W. though a couple of parking stalls will be lost to accommodative curb extensions.



FIGURE 4.4 | CROSS SECTION C - PARKING LANE  
Scale 1:125

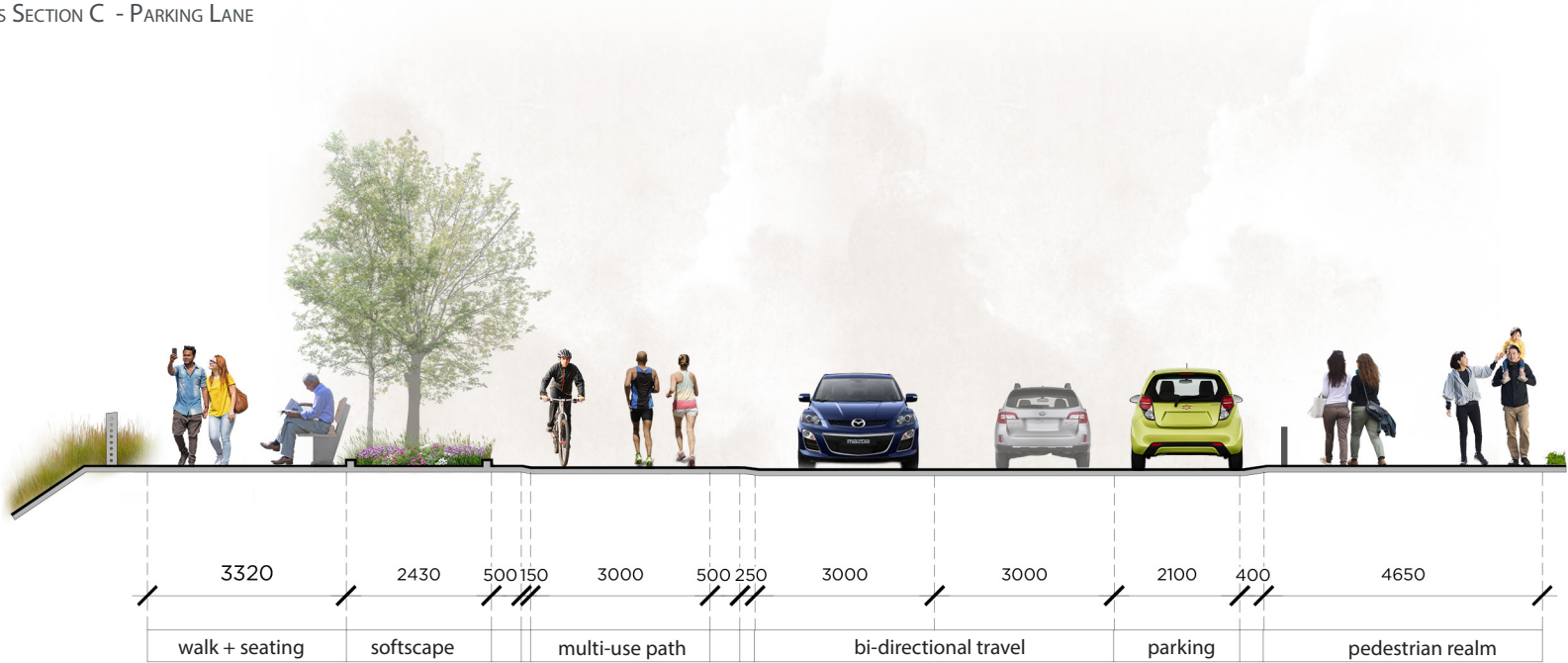


FIGURE 4.5 | CROSS SECTION D - FEATURE AMENITY SPACE  
Scale 1:125

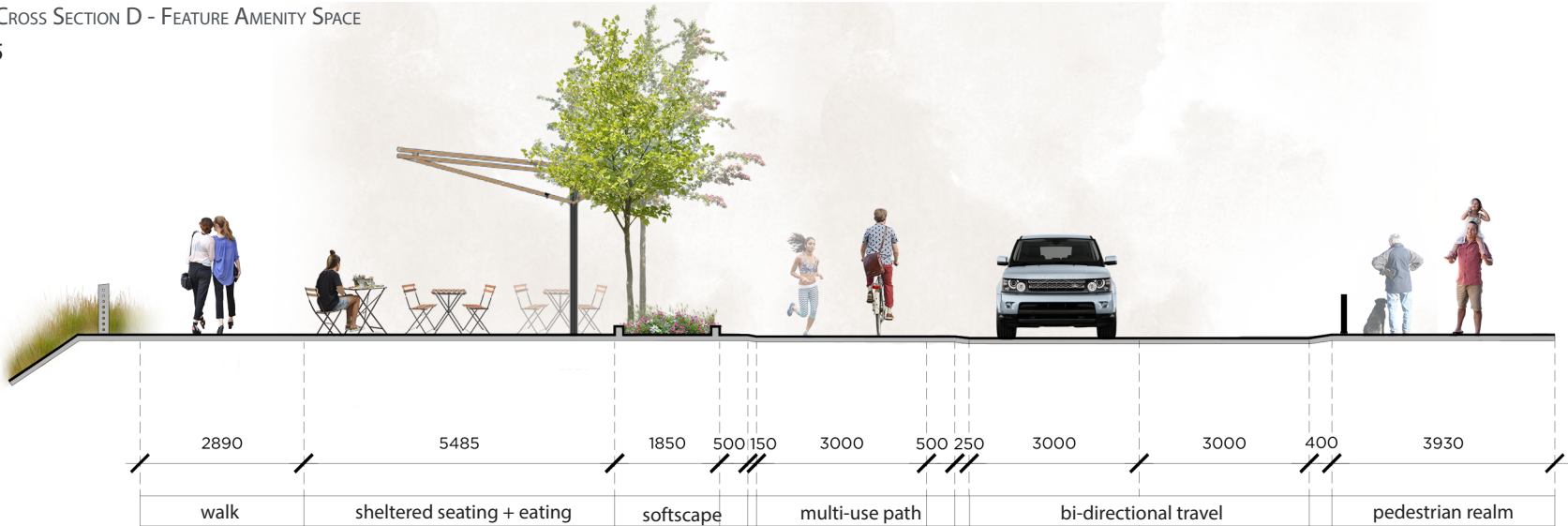
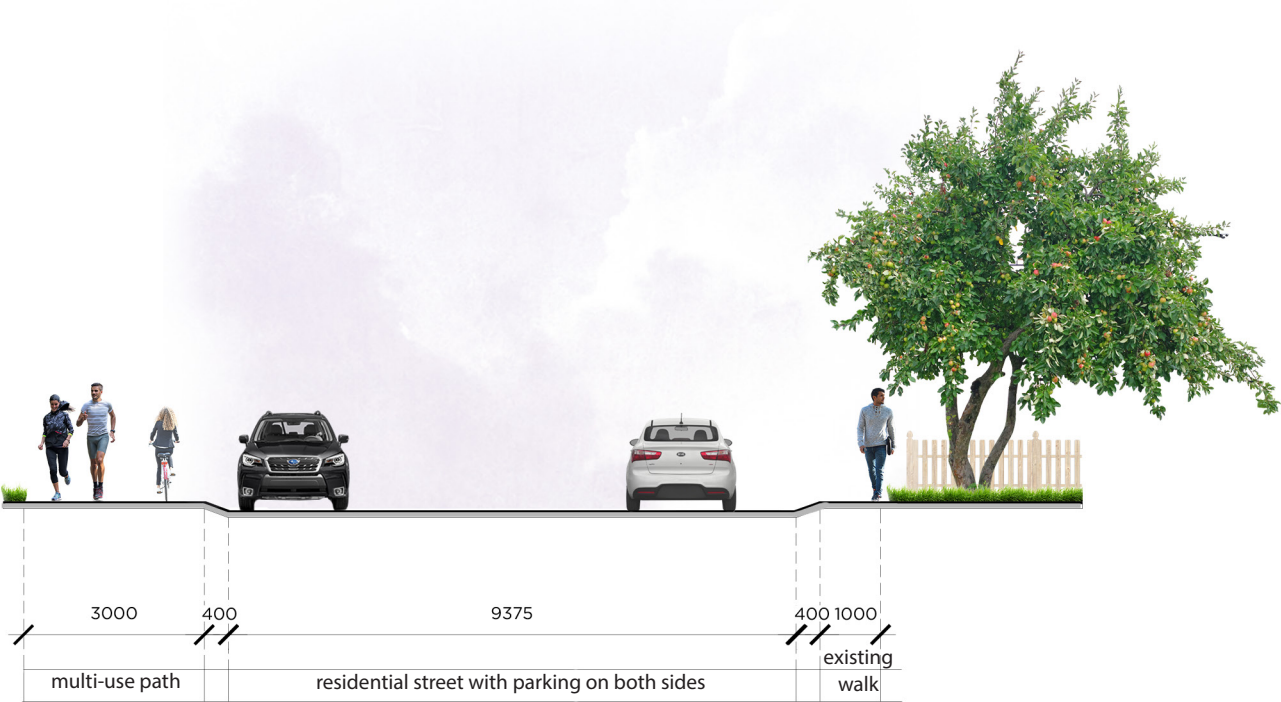
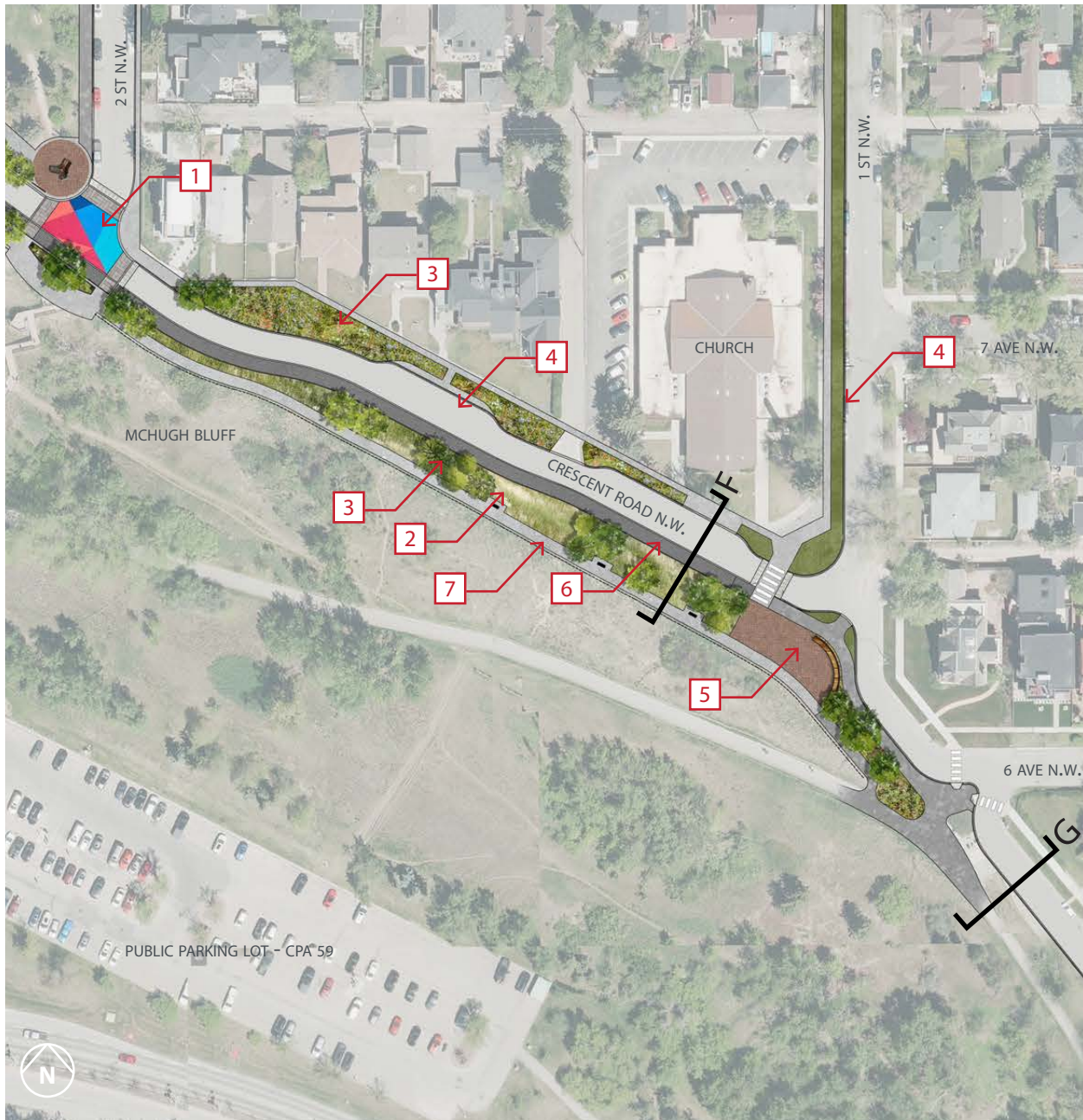


FIGURE 4.6 | CROSS SECTION E - 2 STREET N.W.  
Scale 1:125



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## East Block

The East Block encompasses the section of Crescent Road N.W. between 2 Street N.W. and 1 Street N.W. and is bordered mainly by single-dwelling homes. Similar to the West Block, the East Block is an entry or gateway to Park Block. East Block also includes a key intersection of walking and wheeling facilities at the top of the bluff near 1 Street N.W. Soft curves have also been added to the East Block alignment of Crescent Road N.W.

Design measures in this block will help achieve traffic calming, improved walking and wheeling experiences, and access to and from the bluff and Crescent Heights Park.

- 1 Raised Intersection** A raised intersection will slow vehicles as they enter the Park Block.
- 2 Amenity Zone** Along the north side of the gravel trail will be areas with native plants, street furniture, and openings to and from the multi-use pathway.
- 3 Enhanced Boulevard** Boulevard spaces will be planted for better naturalization along the bluff, to provide shade opportunities, and to narrow the roadway.
- 4 On-Street Parking** On-street parking along Crescent Road N.W. will be reduced. Existing on-street parking will be maintained on both sides of 1 Street N.W.
- 5 Plaza** A feature plaza location will include room for Indigenous artistic installations and/or interpretive signage or commemorative plaques as well as seating and specialty lighting.
- 6 Multi-Use Pathway** New multi-use pathways for people walking and wheeling will run along the south side of Crescent Road N.W.
- 7 Gravel Trail** The existing gravel trail will be maintained along the bluff.

FIGURE 4.7 | CROSS SECTION F - EAST BLOCK  
Scale 1:125

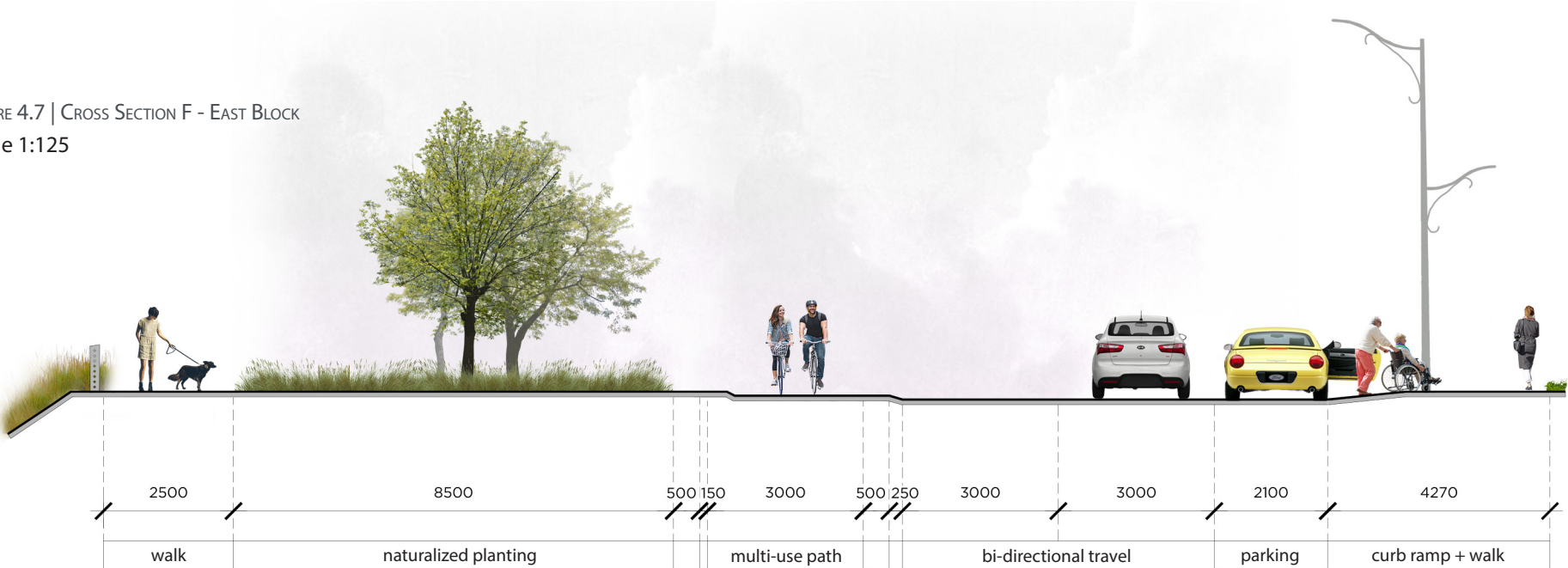
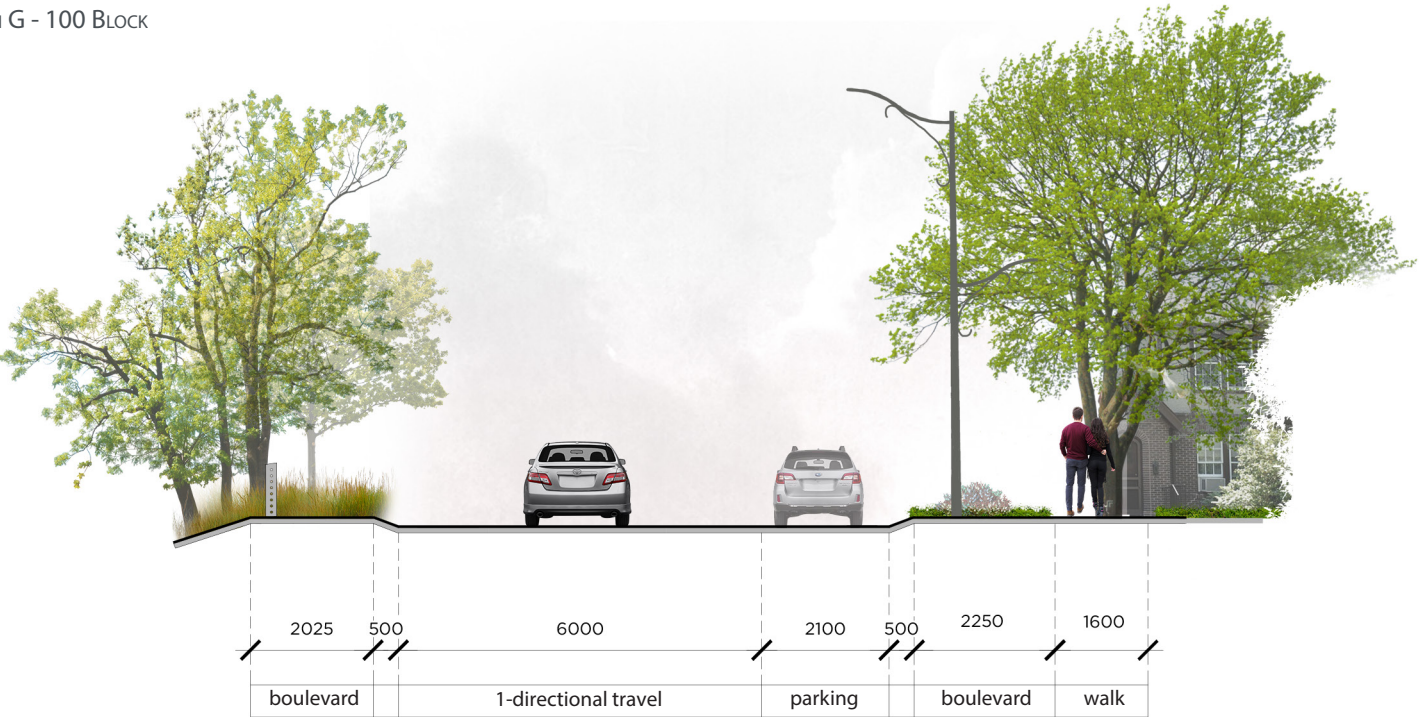
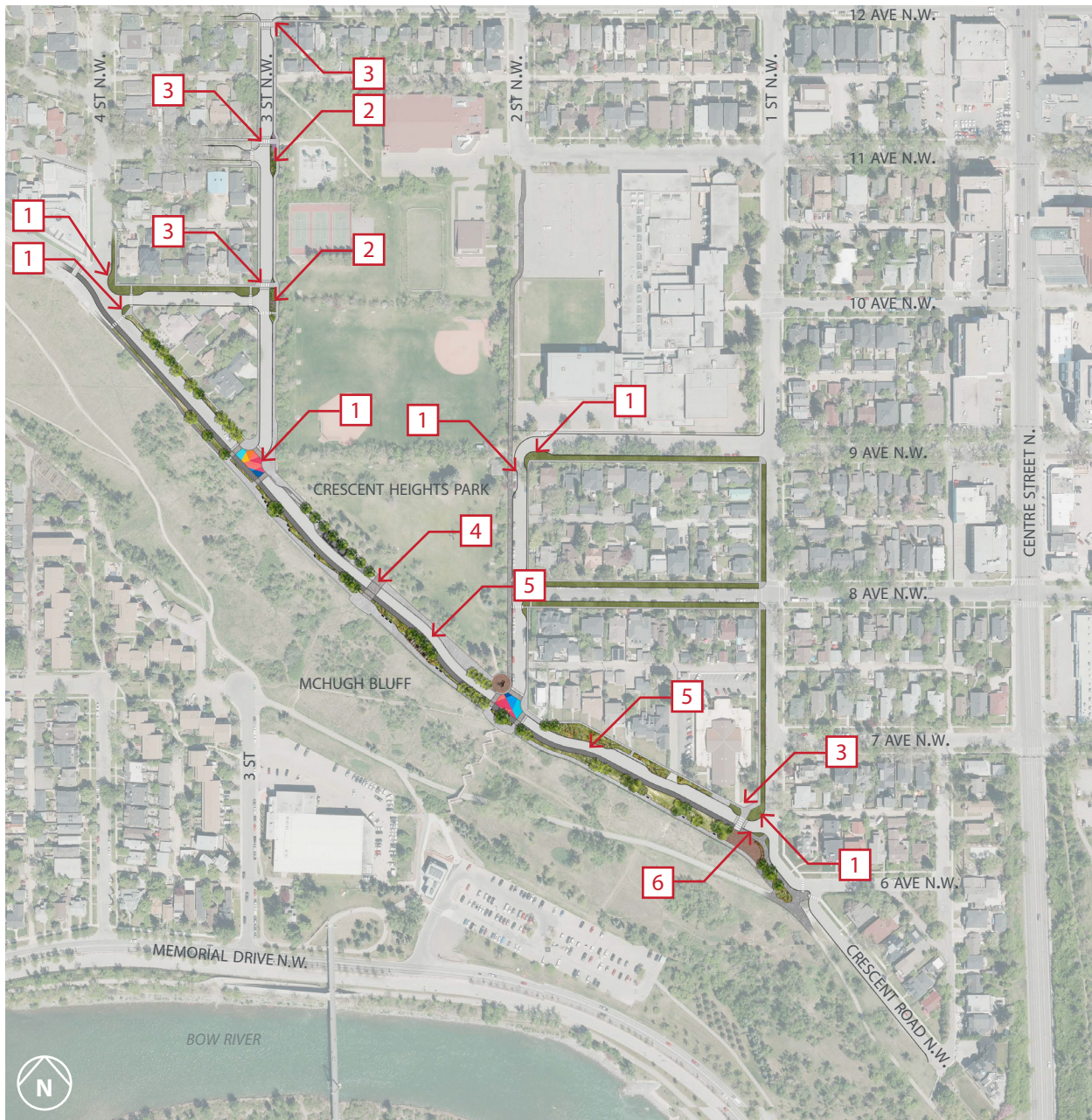


FIGURE 4.8 | CROSS SECTION G - 100 BLOCK  
Scale 1:125







## Additional Traffic Calming & Mobility Improvements

Several traffic calming and mobility spot improvements are included in the Master Plan study area, including the East Block, Park Block, and West Block. These will help reduce vehicle speeding and stunting within the area and improve the experience for people walking and wheeling.

In addition to the measures called out here, the Master Plan includes additional traffic calming in the neighbourhood to ensure speeding and stunting issues are not pushed further into the community. You can find additional proposed traffic calming elements for streets surrounding the Master Plan area in Appendix A.

- 1 Curb Extensions** The curb will extend into the parking lane to narrow the roadway at intersections (causing vehicles to slow down as they are forced to make a tighter turn) and shorten the crossing distance for pedestrians.
- 2 Rain Gardens** Landscape boulevard features will capture stormwater, filter sediment, and slow the flow of water into the system. They will be combined with curb extensions to narrow the roadway at the intersections.
- 3 Raised Crosswalk** Raised crosswalks will act like speed humps to slow vehicles and elevate pedestrians for better visibility and accessibility when crossing roadways.
- 4 Mid-Block Pedestrian Crossing** A new dedicated crosswalk will reduce the distance between crossings for pedestrians.
- 5 Chicane** The roadway will be curved along the Park Block and East Block to slow traffic movement.
- 6 Intersection Improvements** This enhanced intersection will improve the tie-in to the bluff pathway network, create more legible crosswalks, and introduce curb extensions to reduce crossing distances for pedestrians.



### 4.3 | Design Features & Placemaking Elements

#### Indigenous Commemoration & Education

The Master Plan offers an opportunity to share a more fulsome history of this space. Conversations with Indigenous Elders have identified elements of Indigenous history that could be commemorated in this space, including:

- Territorial prehistory and history as well as use of the area pre-settlement
- Treaty 7 history from Indigenous perspectives;
- Impacts of the Indian Act on Indigenous communities;
- Names and stories of Indigenous athletes;
- Names and stories of Indigenous war veterans;
- Stories about Trickster and elements of Creation stories common to the different Indigenous groups in the area;
- The significance of natural elements and plants, including how they were used by Indigenous people; and
- Important tools used by Indigenous peoples who lived and travelled through this area for thousands of years including moccasins, cradleboards, travois, etc.

Commemoration and education could be included in the Master Plan area through interpretive art elements, sculptures, art installations, and/or storytelling inlays in the streetscape.

#### Amenities & Placemaking

The Master Plan will emphasize the area as a special place by beautifying the public realm and adding public amenities (such as seating and street furniture). These elements will make the area more comfortable and attractive to visit and travel through.

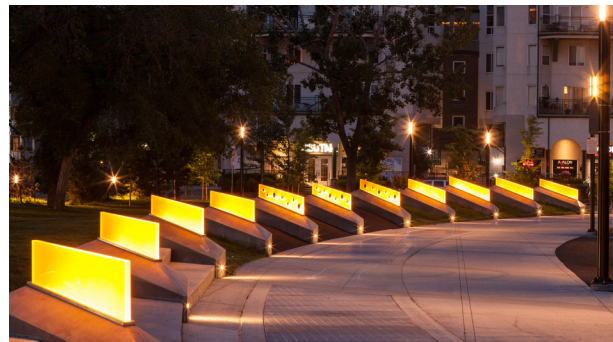
The Master Plan will also create spaces for people to come together through “seating nodes” with custom street furniture and opportunities for shade structures, like a trellis or pergola.



STORYTELLING INLAY



PLAQUES



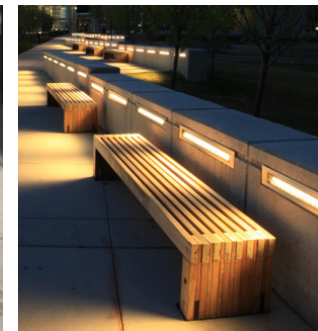
SCULPTURAL ELEMENTS



INTERPRETIVE SIGNAGE



ART INSTALLATION



CUSTOM STREET FURNITURE



TRELLIS/PERGOLA



## Materiality

Enhancing the Master Plan area will require quality materials that are durable and easy to maintain.

Specific materials that are envisioned for this space include:

- Concrete
- Pavers
- Asphalt
- Natural Materials

Note that the final selection of materials will be informed by professional judgment, engineering standards, budget, and stakeholder review during future design stages.

### Concrete

Concrete is a common material in the Master Plan due to its durability and the ability to apply patterns or special treatments to the concrete to change its appearance for aesthetic purposes.

Standard concrete will be used for typical sidewalks. Stamped or sandblasted concrete, which has a different texture, could be used for the viewpoints to emphasize special areas. Coloured concrete is recommended for use within amenity areas and throughout the Park Block to highlight staging areas for special events.

### Pavers

Pavers are an option to change the visual appearance of a special focus area. Some pavers are engineered to be durable enough for vehicle traffic but most are appropriate for lighter traffic (i.e. people walking and wheeling).

Pavers should be considered in areas such as the



STAMPED CONCRETE



SANDBLASTED DECORATIVE CONCRETE



COLOURED CONCRETE



TACTILE STRIPS



PAINTED CONCRETE



plazas and along the Park Block to help identify spaces that are only designed for people walking compared to those designed for vehicles. Care should be taken to make sure that in areas where wheeling is permitted in addition to walking that the pavers do not create a bumpy and uncomfortable experience for people who are wheeling.

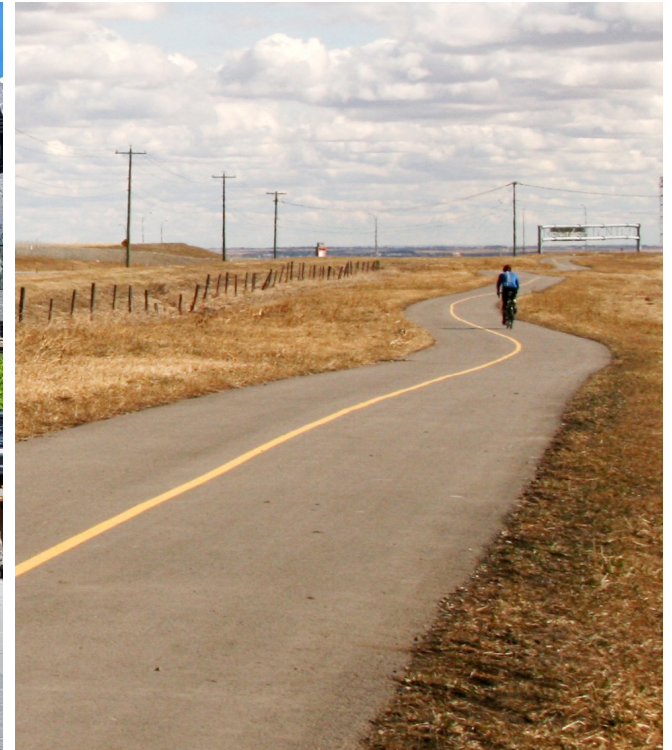
### Asphalt

Asphalt is the most common material found on our roads and pathways around the city. It is the easiest to maintain and replace but can be upgraded through treatments with paint, colouring, and/or stamped patterns to create additional interest.

Asphalt would be used on the roads and for the multi-use pathways in the Master Plan.



PAVERS - LARGE SCALE PATTERNS



MULTI-USE PATHWAY TYPICAL



TYPICAL PAVED ROAD



PAVERS - SMALL SCALE



STAMPED ASPHALT



PAVERS - SPECIALTY



## Natural Materials

Natural materials provide a “softer” feeling within a traditionally “hard” environment. Using natural materials such as stone, wood, and a variety of plant materials can soften the streetscape, make it more visually interesting, and enhance comfort for people walking and wheeling.

Elements such as wood benches, structures, and fence posts, stone planter walls, granular pathway material, and a mix of planting materials along the bluff and Crescent Heights Park will help separate vehicle traffic from people walking and wheeling.

## Trees, Native Plants & Naturalization

The Master Plan seeks to strengthen the area’s connection to surrounding natural spaces. Therefore, existing trees should be protected and built around, wherever possible.

The Master Plan also offers a chance to reintroduce some native species that are no longer seen on the bluff. Native plant species are often more resistant to drought, better adapted to Calgary’s climate, and may have deeper root systems that can help naturally stabilize slopes and penetrate our clay filled soils.

Some important native plants were identified through engagement with Indigenous Elders. These species, which will be considered for implementation in the Master Plan area, include:

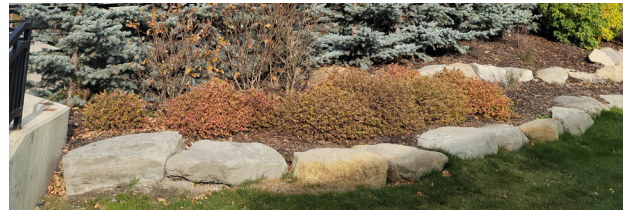
- saskatoon/serviceberry
- wild rose
- common yarrow
- sweet grass
- trembling aspen
- chokecherry
- blanket flower/gaillardia
- crocus/pasque flower

Wherever possible, native plants should be physically protected from foot traffic and vandalism.

Note that final decisions on plants in the area will be informed by technical expertise and City policy.



WOOD BENCHES - TYPICAL



STONE PLANTER WALLS/CURBS



SELECTION OF PLANTING PLAN



GRANULAR TRAIL



RAIN GARDEN





## Accessibility

It is critical to consider how people of all ages and abilities can safely use this space, especially when faced with less common street elements such as raised crossings, raised intersections, and different surface materials.

Physical indicators such as wheelchair ramps and tactile walking surface indicators (TWSI's) will be included in the final design of the space to assist those who are visually impaired or have limited mobility as they move through this space.



TWSI



TACTILE STRIP

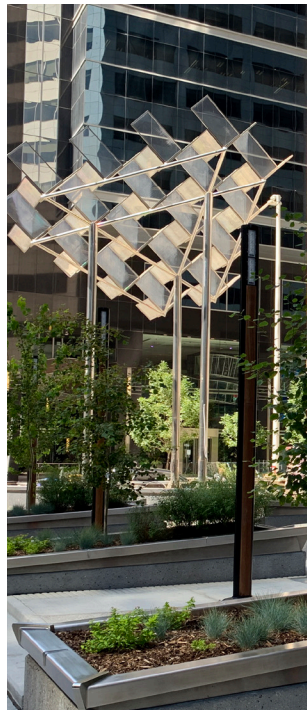


WHEELCHAIR RAMP

## Lighting

Adequate lighting is important to help users of this space feel safe and easily navigate this space at all hours of the day.

Lighting will include standard street lighting for vehicles and specialty lighting for specific focus areas to contribute to improved urban design of the space. Art and wayfinding features can be incorporated into specialty light features to help create a sense of place and engage with those who are moving through this corridor at a more leisurely pace.



STREET LIGHTING



WAYFINDING / ART OPPORTUNITY



CUSTOM LIGHT STANDARDS

## 05 Next Steps

The graphic to the right shows the next steps The City will take towards realizing the Master Plan.



FIGURE 5.1 | NEXT STEPS



# Image References

## 2.1 History

Blackfoot twins, John James “Jack” McHugh (left) and Frank Red Crow (right,) circa 1904. source: Glenbow Museum

View of Bow River looking east, Calgary, AB, circa 1908. source: Glenbow Museum

Sheep grazing on present location of Crescent Heights High School, Calgary, AB, circa 1914-1918. source: Glenbow Museum

## 2.2 Current Context & Uses

Crescent Road looking west. source: City of Calgary

Crescent Road looking towards downtown. source: City of Calgary

Crescent Road looking east. source: City of Calgary

## 4.3 Design Features and Placemaking Concrete

stamped concrete. source: nacto.org  
sandblasted decorative concrete. source: ground cubed  
tactile strips. source: ground cubed  
coloured concrete. source: ground cubed  
painted concrete. source: ground cubed

### Pavers

pavers - large scale patterns. source: ground cubed  
pavers - small scale. source: ground cubed  
pavers - specialty. source: ground cubed

### Asphalt

multi-use pathway typical. Wave - “Wave Delineator” bikeway barriers on Potomac Avenue in Crystal City. Image by BeyondDC  
typical paved road. source: ground cubed  
stamped asphalt. source: Seattle Department of Transportation (SDOT) Photos

### Natural Materials

wood benches - typical. source: ground cubed  
stone planter walls/curbs. source: ground cubed  
granular trail. source: ground cubed  
rain garden. source: ground cubed

### Selection of planting plan

Wild Rose. source: public domain  
Common yarrow. source: public domain  
Chokecherry. source: public domain  
crocus/pasque flower. source: public domain  
blanket flower/gaillardia. source: public domain

### Accessibility

Tsui. source: urban systems  
tactile strip. source: urban systems  
curb drop. source: ground cubed

### Lighting

street lighting. source: ground cubed  
wayfinding / art opportunity. source: ground cubed  
custom light standards. source: ground cubed

### Amenity, Placemaking, & Commemoration

trellis / pergola. source: ground cubed  
custom street furniture. source: ground cubed  
story telling inlay. source: Storytelling inlay (imprint in concrete) - <https://rhiplaces.com/national-aquarium/>

plaques. source: ground cubed  
sculptural elements. source: ground cubed  
interpretive signage. source: ground cubed  
art installations. source: Adrian Stimson - Kawa’pomahkaiks | Animals that Roam the Prairie, 2020

\*all images not sourced in the above list are property of The City of Calgary, ground 3 inc., and Urban Systems Ltd.