



Calgary



Centre Street South Public Realm & Streetscape Improvements

Conceptual Design Package
September 2021



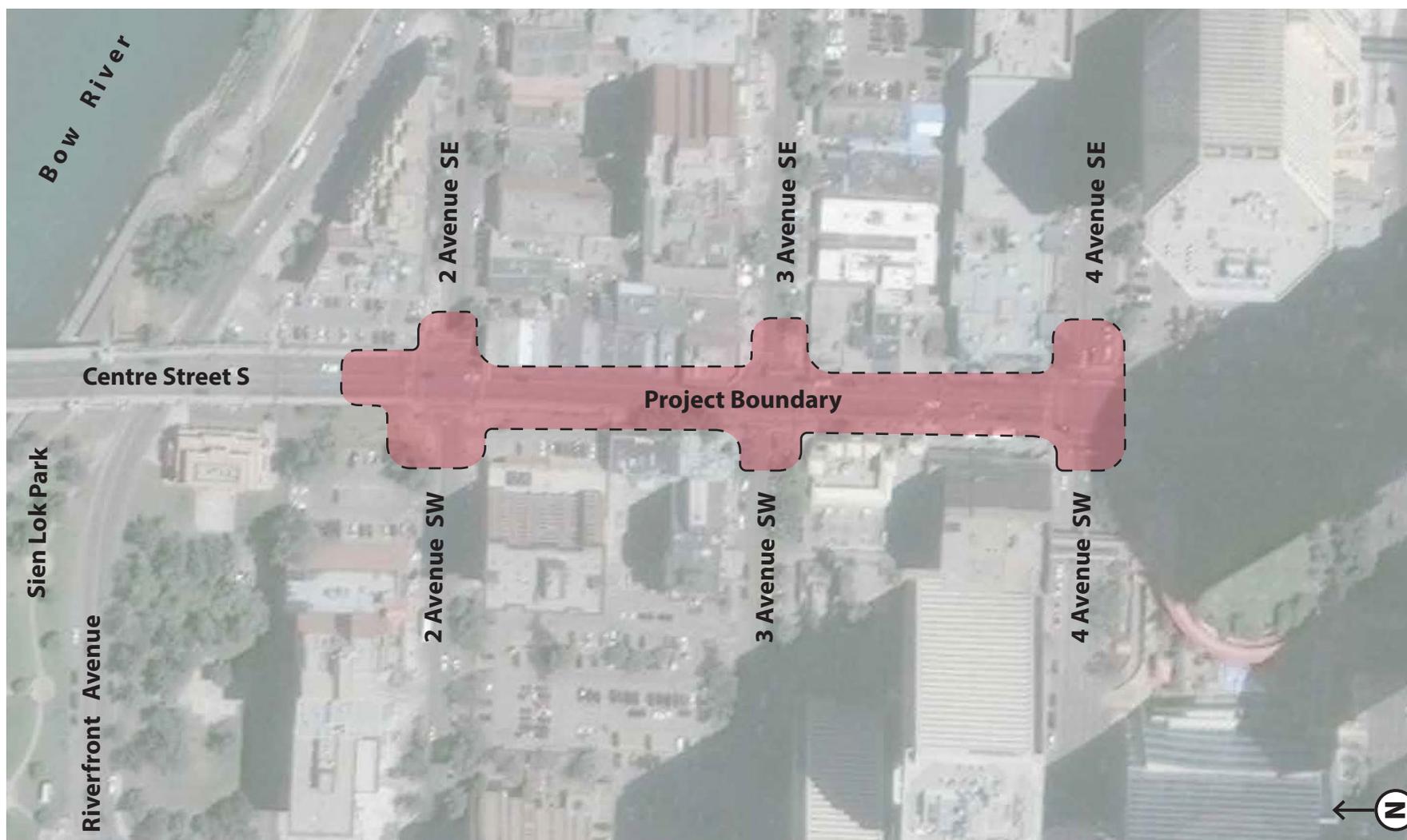
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1. Project Context

The following document explores public realm opportunities for Centre Street South from 2 Avenue to 4 Avenue South. The document aims to highlight the public realm improvements that may be implemented in coordination with the North Central BRT project including improvements to pedestrian safety and comfort, improved placemaking opportunities within the public realm and improvements to the tree canopy and site furnishings offerings.

The document represents Phase 1 of a 2 phase process that will ultimately include a complete streetscape master plan for Centre Street from Riverfront Avenue to 9 Avenue.



2. Stakeholder Engagement

Engagement overview

The project team wanted to hear from residents, property managers and business owners about the opportunities and challenges in Chinatown along Centre Street South. The project team also asked about various improvements that were being considered along Centre Street South from the bridge to 4 Avenue South.

What we asked

We asked questions related to specific locations in Chinatown bordering Centre Street South. Questions like:

- Where do you think the strengths of the corridor are from a public realm perspective?
- Where are the areas in the corridor that you think the project should aim to improve?

We asked participants to rate various potential streetscape improvements that are being considered for the corridor. Participants were also asked about the BRT along the corridor:

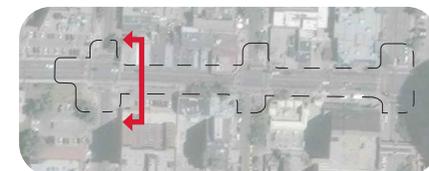
- A streetscape is made up of many component parts, please tell us which elements are of most importance to you as it relates to this corridor
 - Examples: comfortable and accessible walking areas, public gathering spaces, etc.
- When thinking of the future North Central BRT along the corridor and the opportunity for improved stations and features that could be included, what are you looking forward to the most with regards to improvements to the BRT service?

What we heard

We've heard that participants want a cleaner, vibrant area with trees, plantings and welcoming gathering spaces. Participants would also like to see the BRT stops more accessible, and to both look and feel like they are culturally appropriate for Chinatown.

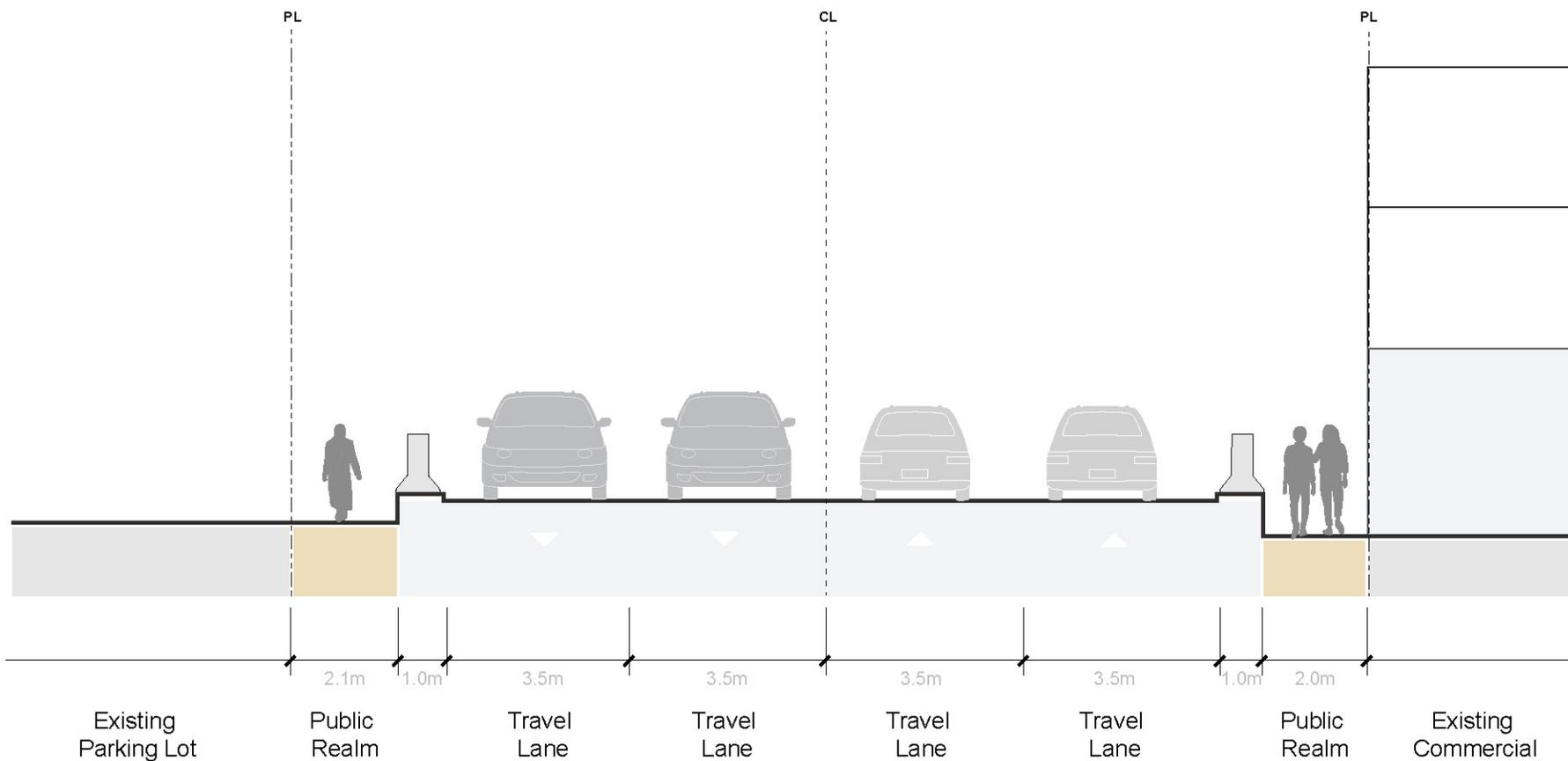
For more information and a detailed summary of the input please visit the project web-site at: <https://engage.calgary.ca/greenline/CentreStreetSouth>:

3. Existing Conditions | Cross Section Centre Street S (2 Avenue SW)

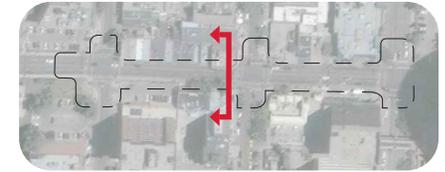


key map

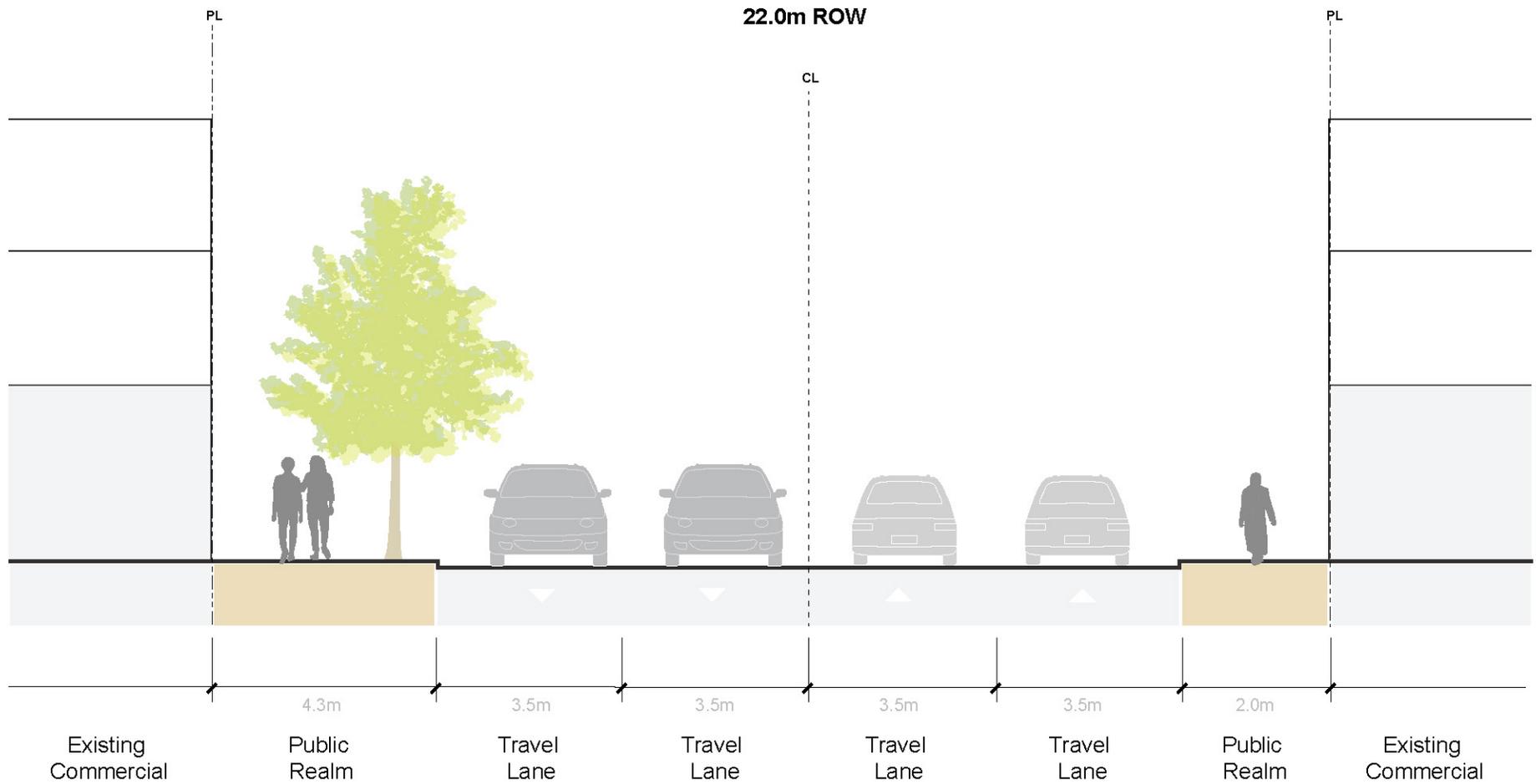
20.1m ROW



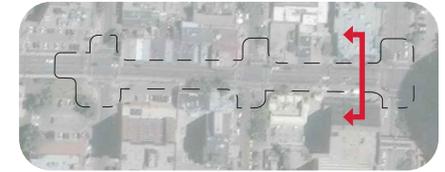
Existing Conditions | Cross Section Centre Street S (2 - 3 Avenue SW)



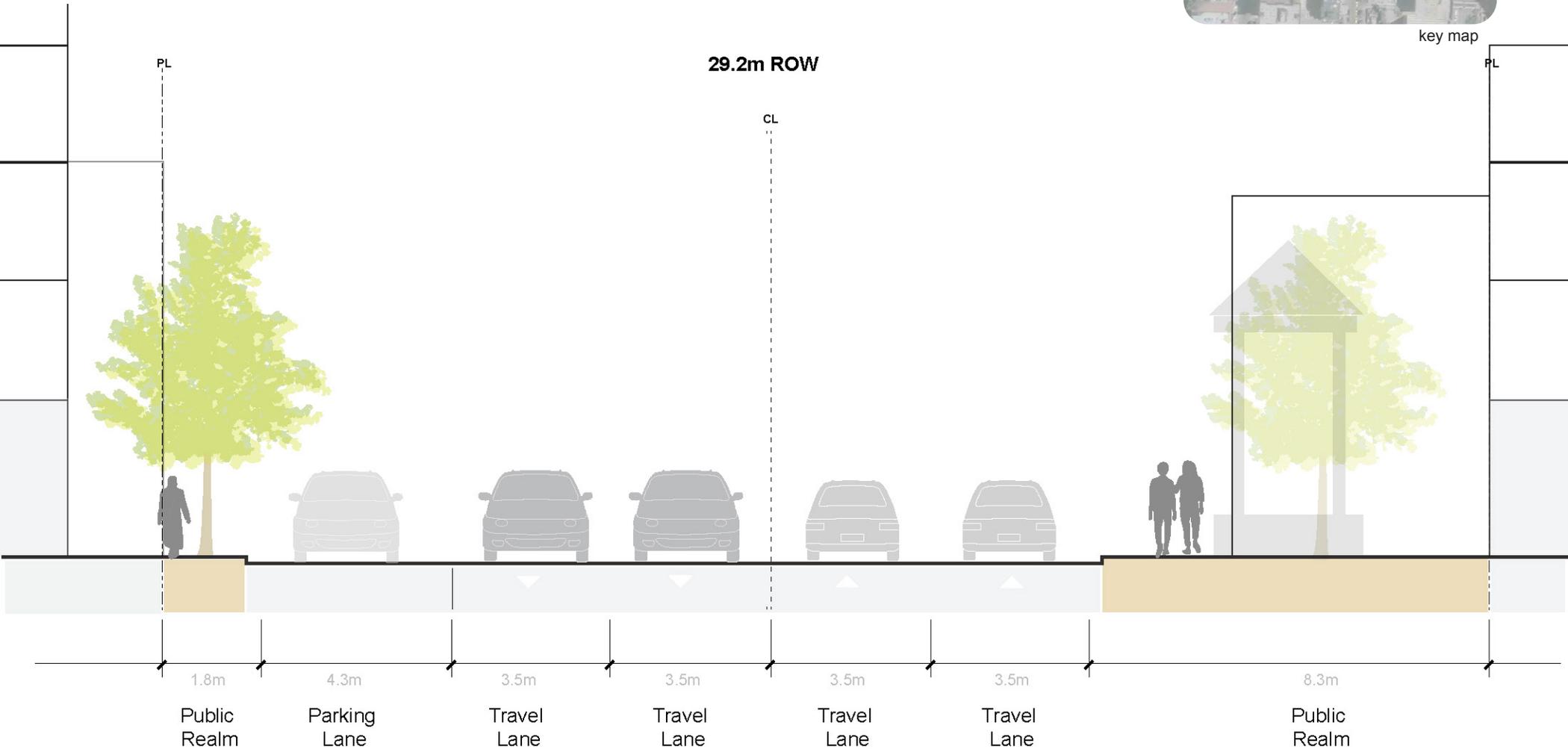
key map



Calgary **Existing Conditions | Cross Section of Centre Street S (3 - 4 Avenue SW)**



key map

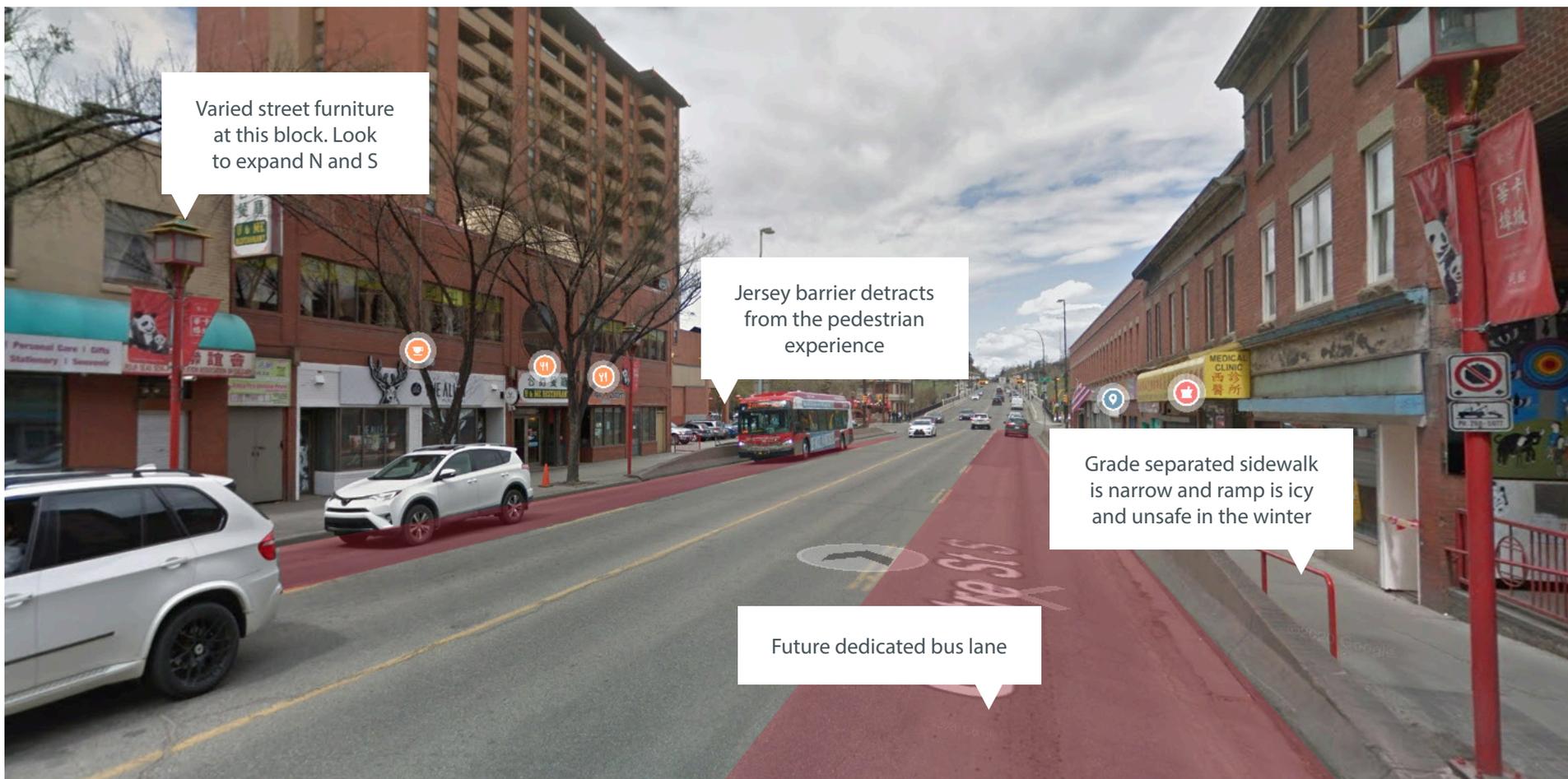


4. Opportunities & Constraints | Centre Street S (2 Avenue SW)

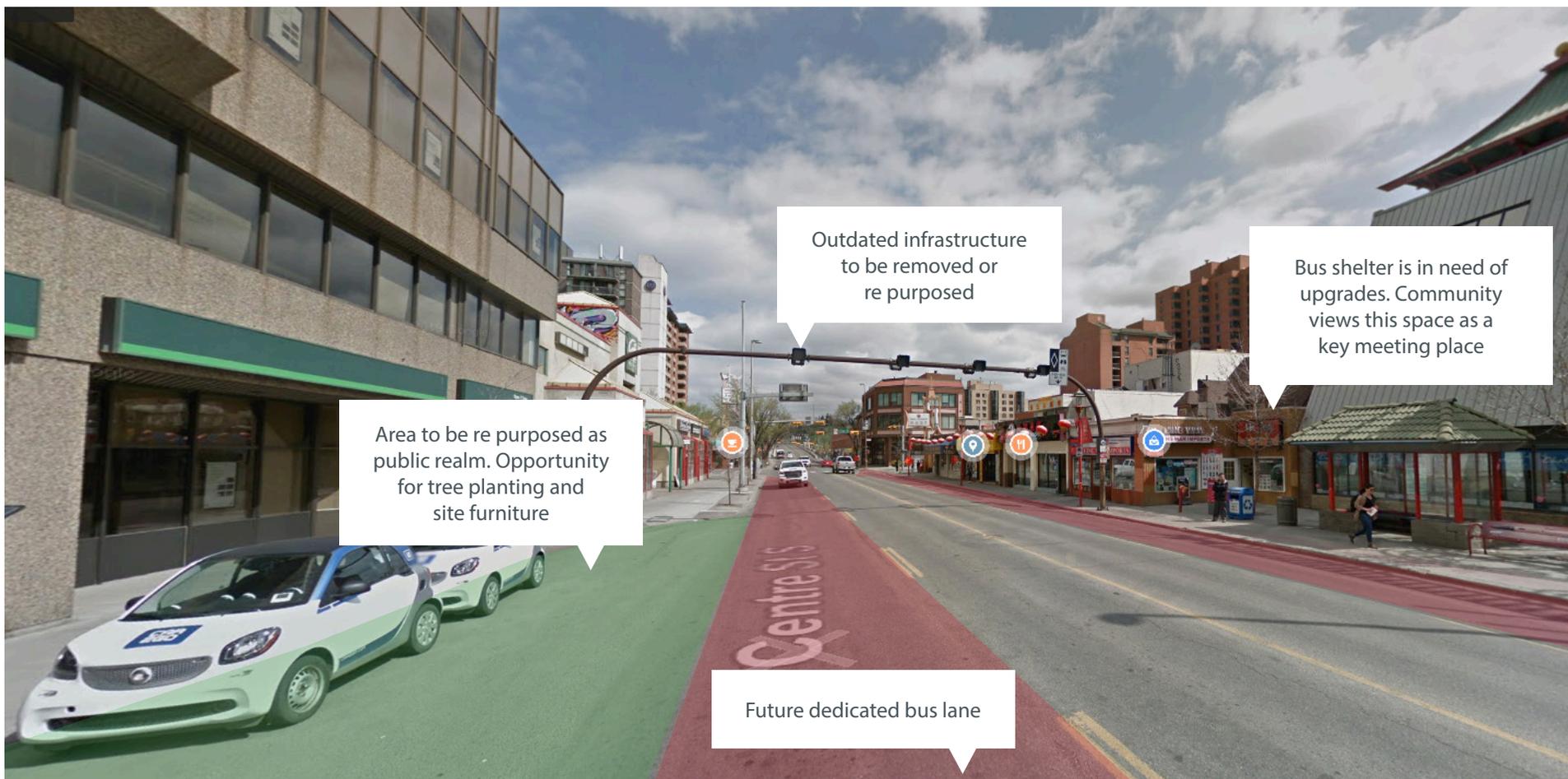
Section 4 focuses on the opportunities and constraints within the project boundary, examining the challenges, constraints and opportunities observed by the consultant team during numerous site visits to Centre Street South. The diagrams also highlight specific problem areas and opportunities highlighted by the community and key stakeholders during the community engagement.



Opportunities & Constraints | Centre Street S (2 - 3 Avenue SW)



Opportunities & Constraints | Centre Street S (3 - 4 Avenue SW)



5. Public Realm Project Goals

Goals

- 1 Enhance the overall public realm experience for everyone
- 2 Facilitate reinvestment in Chinatown
- 3 Improve connectivity within Chinatown and between adjacent neighbourhoods
- 4 Enable future design work

Objectives

- Maximize safety for everyone.
- Maximize comfort & convenience for everyone.
- Increase activation with a diversity of uses & programs.
- Consider future development needs.
- Create a balance of active and passive spaces throughout the corridor.
- Connect/highlight surrounding neighborhoods & culture.
- Improve neighbourhood wayfinding.
- Develop design strategies that allow for Phase 2 (Comprehensive Centre ST Master Plan) of the project to seamlessly move forward.
- Consider grading and location of all streetscape elements to ensure the design works with future plans for Centre ST S.

6. Public Realm Design Strategies



Mobility & Function

Centre Street S. provides safe, accessible, comfortable travel experiences prioritizing LRT and pedestrian modes.

- Incorporate accessible design guidelines such as using contrasting sidewalk materials to separate walk zones from furniture zones and elements like tactile surfaces (ie. bumpy yellow strips) to identify the cross walks for those with low-vision
- Make intersections safer and comfortable by providing signal-controlled crossings at convenient locations
- Provide consistent pedestrian scale lighting to make the sidewalk areas brighter and to make pedestrians easier to see



Community & Character

Centre Street S. has an urban realm that supports and encourages community activation, social gathering and public connections.

- Work with the community on additional ways to celebrate community character and identity such as providing access to power for seasonal lighting, and space for gateway features
- Promote community gathering and places to meet by providing seating opportunities along the streetscape corridor



Environment & Health

Centre Street S. is healthy and sustainable, creating an environment that is welcoming and comfortable for all.

- Approach tree planting in a more organic and flexible way that responds to changing curb lines and avoids utilities to allow for more trees
- Ensure tree health and sustainability by providing adequate soil volumes and growing conditions
- Explore the use of raised planters where space is available to bring in greenery where utilities may limit planting of trees and to discourage jaywalking across the street



Economy & Development

Centre Street S. supports the economic viability of businesses, and stimulates investment and development along the corridor.

- Make a vibrant street that draws people to the area with elements such as decorative banners, colourful painted barriers and improved wayfinding to help promote businesses in the neighbourhood
- A safer and more comfortable street will encourage more pedestrian use on Centre Street which in turn encourages more economic activity and attracts new development

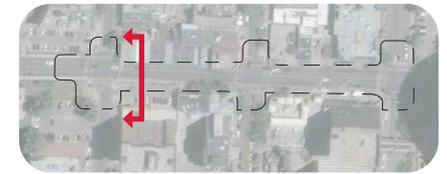
The conceptual designs outlined in this section respond to the key findings from the community and stakeholder engagement and best practices in landscape architecture and urban design. The major design changes being explored include:

- Increasing the pedestrian space and improving the public realm by removing the jersey barrier on Centre Street S between 2 and 3 Avenues S.
- Reviewing the existing utility alignments to determine where new street trees can be planted, and pedestrian lighting added within the corridor.
- Examining the removal of the parking lay-by on the northwest corner of Centre Street S and 4 Avenue S to increase the public realm and potentially provide a location for a new BRT station.
- Reviewing the road grading to ensure the new BRT stations are designed for the future of Centre Street S.
- Developing a consistent furniture palette with ample seating opportunities throughout the corridor.
- Improving the pedestrian safety through improved intersection treatments.
- Providing design interventions that aim to improve the community character and highlight the unique culture and historical significance in Chinatown.

Design Elements Requiring Further Exploration

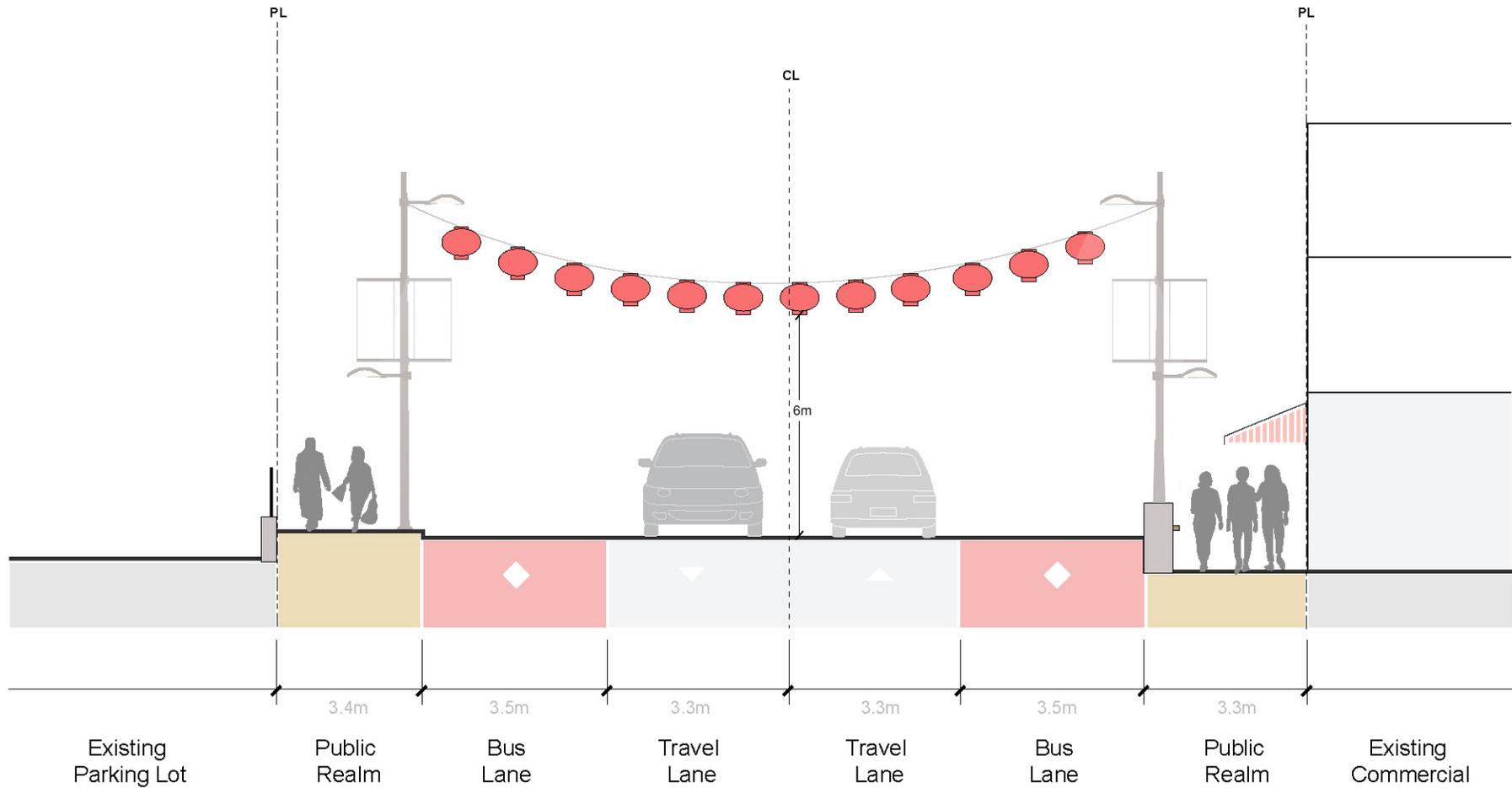
- **Redevelopment of the Canton Bock** - If the Canton block redevelops in the future, the sidewalk could be raised to a typical elevation along with the entrances to the buildings along the east side of the roadway to further improve the pedestrian condition. However, the Canton Block is on the Inventory for Historic Resources because of its significant historical value to the neighbourhood and as such, the redevelopment and any potential changes to its grade and elevation will be based on preserving the historical integrity of the building structure and facades and be reviewed by our Heritage team.
- **Overhead Lanterns** - The addition of the overhead lanterns have been included in the design to improve the street character and contribute to the culture and identity of Chinatown. As a result of the request from the community, the design team meet with various City of Calgary departments to ensure the viability of the lantern design prior to finalizing the conceptual design for Centre ST S. The following is a list of requirements highlighted by the City of Calgary that will be required to be met in order to move the design forward:
 - Operations and maintenance of the lanterns will be the responsibility of the Chinatown BIA and/or Community Association.
 - The design and location of the lanterns are predicated on the role and function of Centre ST S changing as a result of the changes highlighted in the North Central BRT Functional Study. The viability of the lanterns is only possible if the road infrastructure, signage and signals are revised.
 - The location of the lanterns will require further work during detailed design, however, at a minimum, the lanterns must be a minimum of 6m off the ground and located a minimum of 35m away from any intersection.
 - The design and theming of the lanterns will need further design and engagement with the community and key stakeholders.

Conceptual Design | Centre Street S at 2 Avenue SW

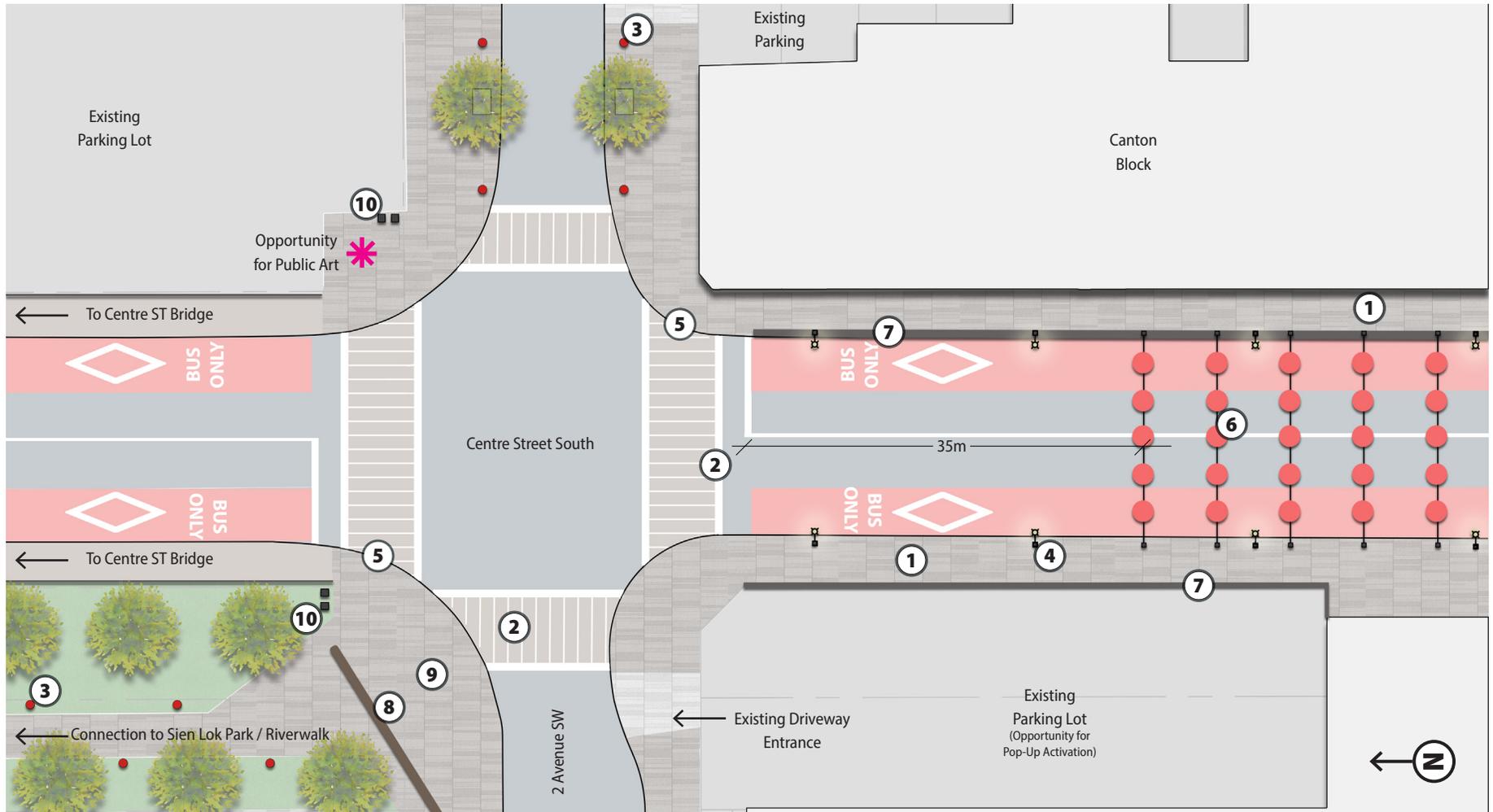


key map

20.1m ROW



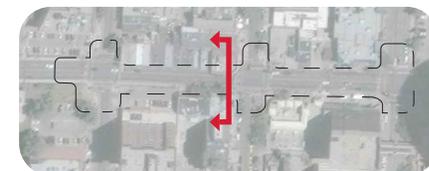
Conceptual Design | Centre Street S at 2 Avenue SW



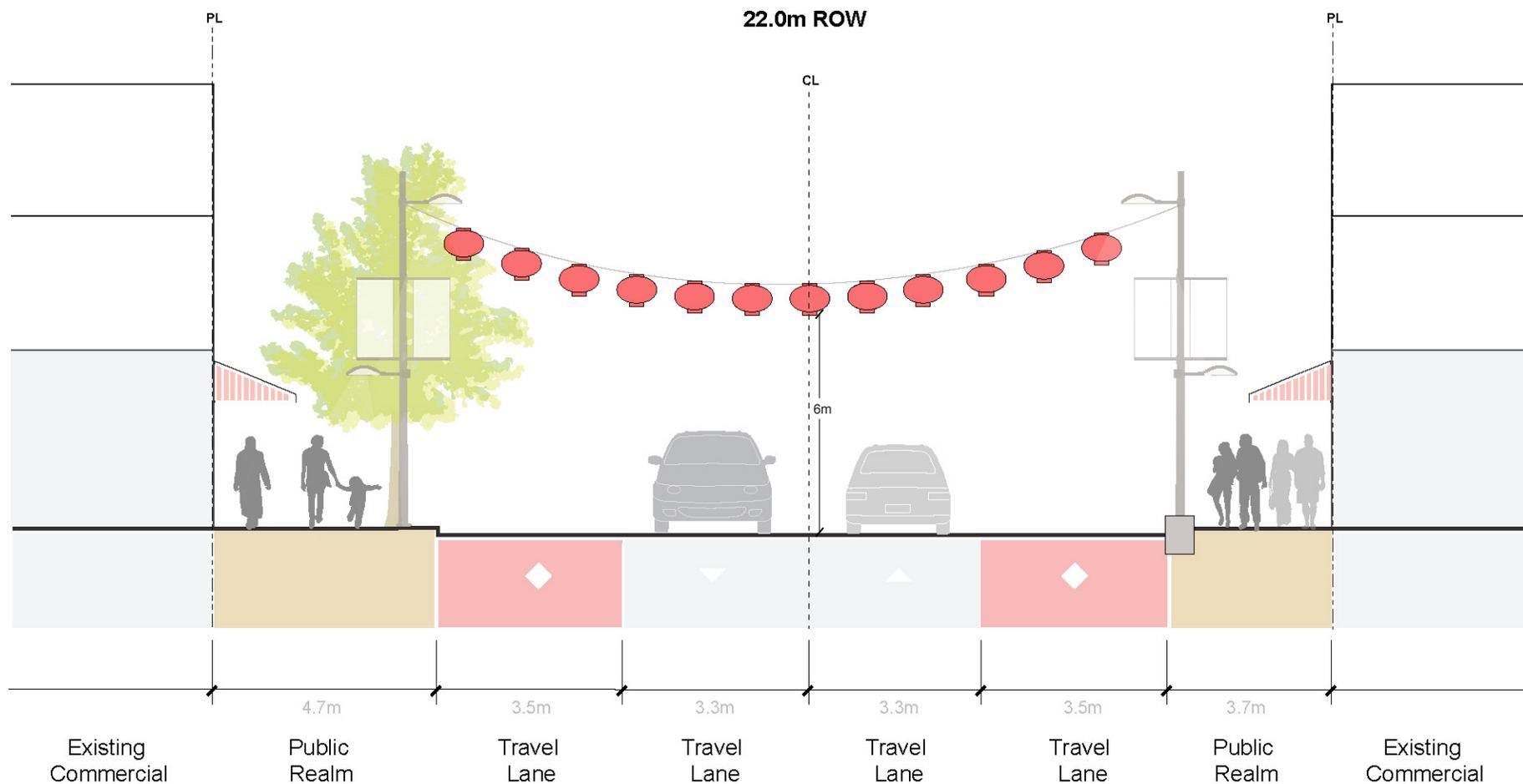
LEGEND

- ① Minimum 2m Wide Pedestrian Zone
- ② Enhanced Intersection Treatment
- ③ Chinatown Themed Pedestrian Lighting
- ④ Street Light with Banners
- ⑤ Directional Crossing with Tactile Paving
- ⑥ Chinatown Themed Overhead Lanterns
- ⑦ Vertical Concrete Retaining Wall
- ⑧ Enhanced Gateway Feature
- ⑨ Enhanced Connection to Sien Lok Park
- ⑩ Waste & Recycling Bins

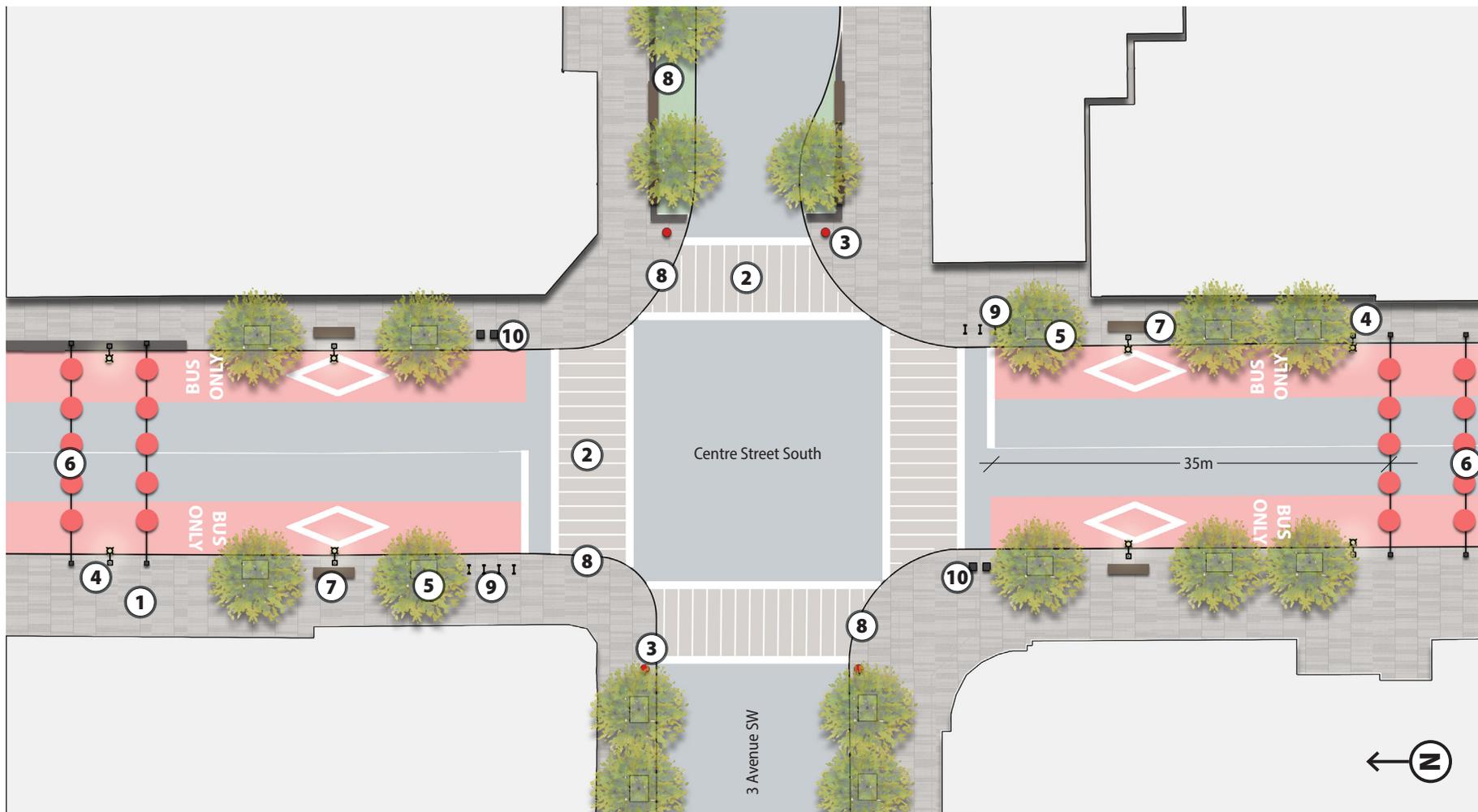
Conceptual Design | Centre Street S between 2 - 3 Avenue SW



key map



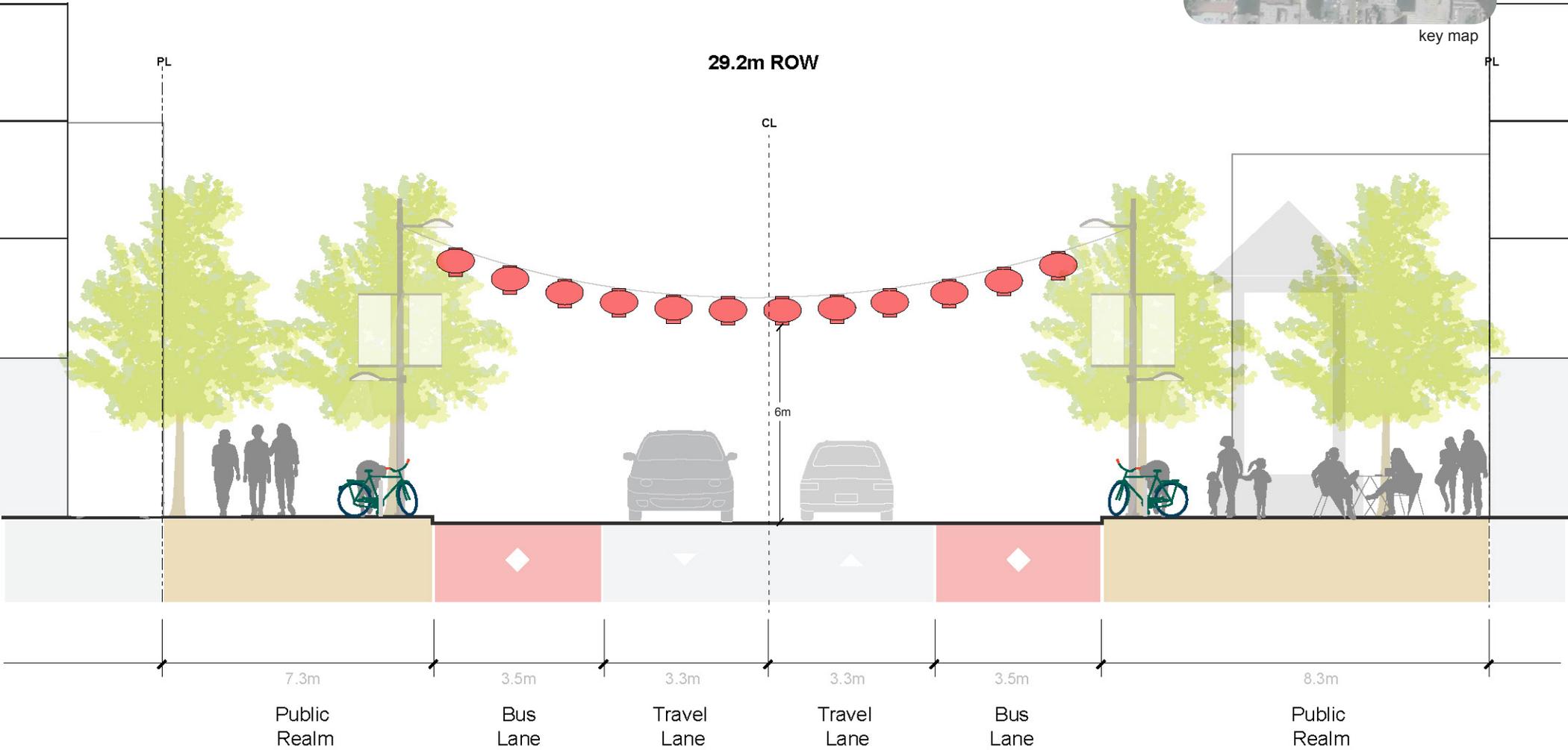
Conceptual Design | Centre Street S between 2 - 3 Avenue SW



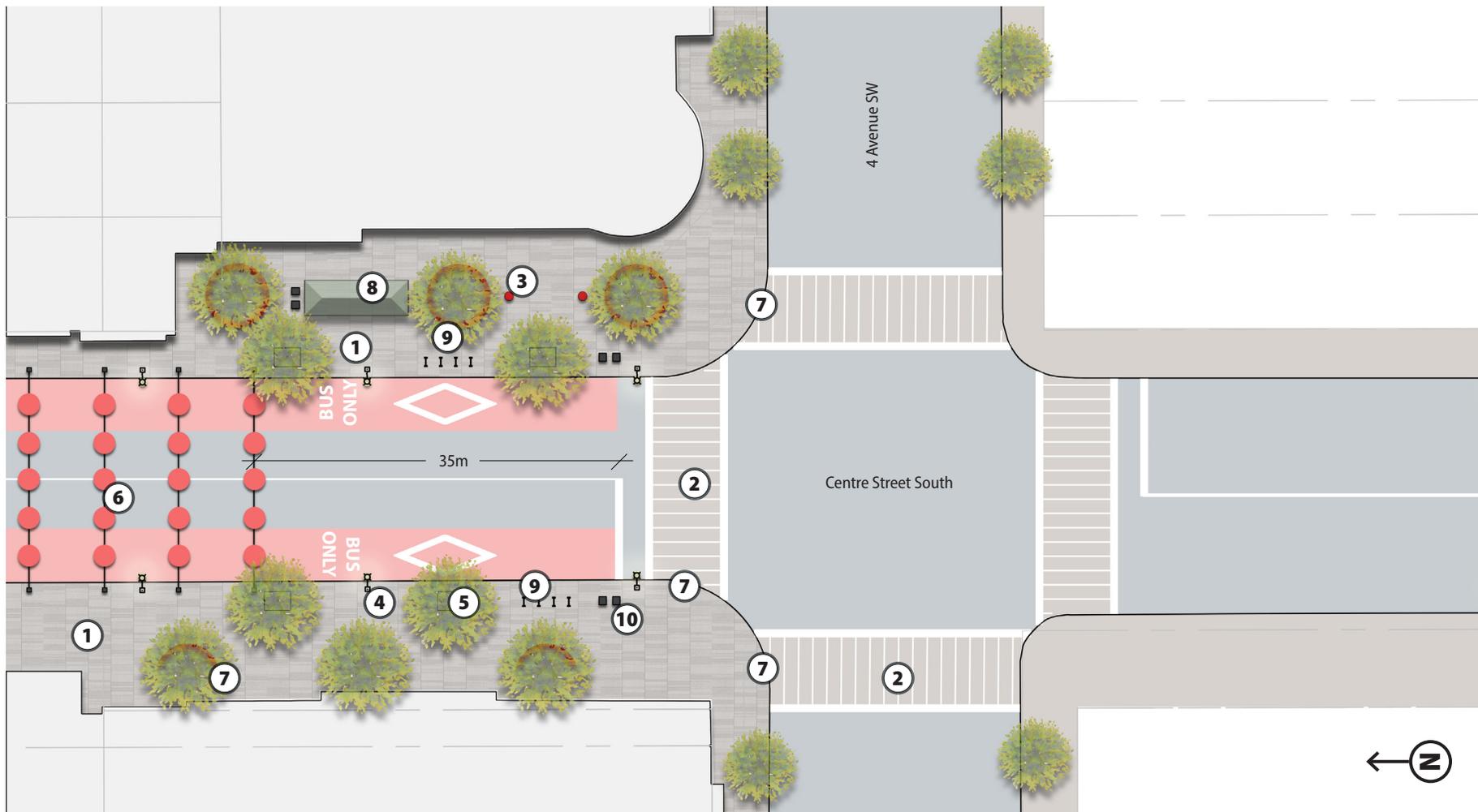
LEGEND

- ① Minimum 2m Wide Pedestrian Zone
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- ③ Chinatown Themed Pedestrian Lighting
- ④ Street Light with Banners
- ⑤ Street Tree in Tree Grate
- ⑥ Chinatown Themed Overhead Lanterns
- ⑦ Benches
- ⑧ Directional Crossing with Tactile Paving
- ⑨ Bike Racks / Scooter Parking
- ⑩ Waste & Recycling Bins

Conceptual Design | Centre Street S between 3 - 4 Avenue SW



Conceptual Design | Centre Street S between 3 - 4 Avenue SW



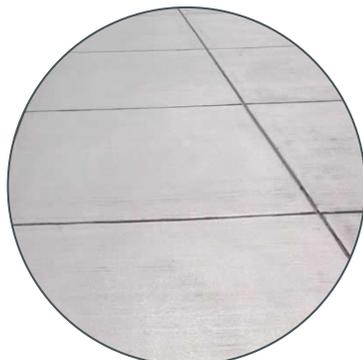
LEGEND

- ① Minimum 2m Wide Pedestrian Zone
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- ③ Chinatown Themed Pedestrian Lighting
- ④ Street Light with Banners
- ⑤ Street Tree in Tree Grate
- ⑥ Chinatown Themed Overhead Lanterns
- ⑦ Directional Crossing with Tactile Paving
- ⑧ Community Gathering Space
- ⑨ Bike Racks / Scooter Parking
- ⑩ Waste & Recycling Bins

8. Precedent Images | Streetscape Kit of Parts



Contrast Paving



Concrete Sidewalk Paving



Enhanced Crosswalks



Vertical Retaining Wall



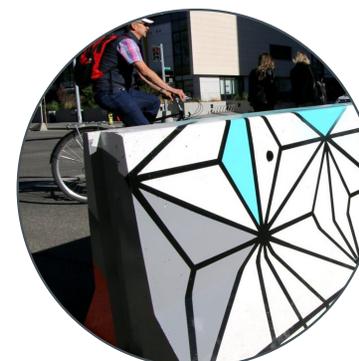
Chinatown Themed Pedestrian Lighting



Tactile Paving



Leaning Rail



Vertical Retaining Wall Mural

Precedent Images | Streetscape Kit of Parts



Planter with Integrated Plaza Seating



Street Tree in Tree Grate



Scooter & Bike Parking Parking Areas



Chinatown Themed Overhead Lanterns



Enhanced Gateway to Sein Lok Park



Vertical wall with mural



Bike Racks that also act to buffer Pedestrian Zone from Traffic



Waste and Recycling Bins

9. Precedent Project Examples | Gateway Element

Existing Condition



Existing condition of Centre Street South between 3 - 4 Avenue SW. Old lane switching infrastructure could be re-purposed as the base for a gateway feature.

Precedent Project



Example of a gateway feature in Chicago Fulton Market neighbourhood. Lighting activates the space in the night and winter months and the iconic design is known throughout the city.

Existing Condition



Existing condition of Centre Street South at 2 Avenue SW. City could work with the existing parking lot to better utilize space for pop-up activation

Precedent Project



Example of pop-up infrastructure at Park-Park Inglewood. The East Village basketball court and outdoor market were also large successes that brought vibrancy and activation to the neighbourhood.

Existing Condition



Existing condition at the corner of Centre Street South 2 Avenue SW. The gateway to Sien Lok Park is under sized and offers no opportunities to linger, sit and enjoy the space in Chinatown. A better connection to the River will be beneficial to the neighbourhood and bring citizens, tourist and money to the community.

Precedent Project



Using traditional, symbols, colours and iconography and blending that with modern design elements and construction techniques Hing Hay Park in Seattle represents how to tastefully incorporate modern design into an existing park space. Adding an increased scale and modern aesthetic to the gateway into Sien Lok Park will help better connect the space ro Chinatown, Centre Street S and link the community to the River Walk. Seating elements, an accessible pathway, gathering spaces and improved planting will also be a benefit to the community.

Existing Condition



Existing condition of Centre Street South at 2 Avenue SW. Concrete jersey barrier is used to divide grade separated sidewalk from vehicular travel lanes.

Precedent Project



BUMP urban mural program

Example of a vertical concrete retaining wall on 17 AV SE in Calgary, Alberta. The vertical wall utilizes a smaller footprint in comparison to the jersey barrier and as a result provides more space to the pedestrian. The smaller image highlights a recent initiative by the Beltline Urban Mural Project (BUMP) to bring art to road infrastructure.

Calgary

