

**MAY/ MEMORIAL/
ALGOMA STREETS:
REVIVE THE MAIN
MEMORIAL CONCEPT
THAT HONOURS BOTH
THUNDER BAY'S
WOODLAND ORIGINS AS
WELL AS THE SACRIFICES
OF ITS CITIZENS.**

5.2 May/Memorial/Algoma Streets

Theme: A Commemorative Route

The May/Memorial/Algoma Street Image Route links the North and South Cores, passing through vibrant heritage main streets at either end as well as a significant amount strip-retail area in its mid portion. It is recommended that the thematic forms for this Image Route should revive the memorial concept that honours both Thunder Bay's woodland origins as well as the sacrifices of its citizens.

Character: Modern Downtowns linked to the Past

The May/Memorial/Algoma Streets Image Route will continue to evolve as three distinct destinations, linked together by remnants of the past. A series of street enhancements will be linked to movement systems including shared travel lanes, improved transit stops and modern pedestrian infrastructure.

Design Approach:

A Journey In Time

At key nodes along the route (i.e. transit stops, key intersections), the three distinctive streets will be linked through interpretive installations that commemorate specific events, places and personalities of significance. These can be accommodated in bump-outs, parks, or within bus shelters, and will be combined with comfortable seating areas nestled amongst small clusters of trees.

Key commemorative themes may include:

- Recognition of the sacrifices of those involved in historical military operations
- Thunder Bay's war time economy (i.e. ship building, munitions supply)

- Local military regiments (i.e. the Lake Superior Scottish Regiment)
- Specific individuals (i.e. Captain Christopher Patrick John O'Kelly, recipient of the Victoria Cross)

Gateways to the North and South Cores

Memorial Avenue is a gateway to both the North and South Cores. The built form should signal to visitors that they are entering a key City destination through landmark buildings, enhanced streetscape features, significant landscaping, etc.

Bring the Wilderness to the InterCity

Thunder Bay is a City carved from nature, and Memorial Avenue represents the largest shift away from these origins, with wide right-of-way widths, and large expanses of surface parking lots. Throughout the Image Route, opportunities to bring back the wilderness should be explored through the planting of informal tree clusters in leftover space to the integration of significant landscaping within surface parking lots.

Recognize Each Street's Unique Character

The character of each street along this Image Route varies significantly, with May Street being a modern Downtown, Memorial Avenue being a large-format 'InterCity' area, and Algoma Street being a historic Downtown area. As the Image Routes evolve, these key roles should remain and be linked together through a continuous theme.

The illustrations that follow demonstrate the detailed streetscape designs for May/Memorial/Algoma Streets. For descriptions of the recommendations, please refer to Section 3.0: Design Tools.

Memorial Avenue and Algoma Street - Material Palette

(See Arthur Street for May Street Recommendations)

Precast Concrete Unit Pavers



Precast concrete unit pavers for decorative paving strip between sidewalk and curb.

Colour: Conestoga Blend

Finish: Premium Finish (i.e. brushed, exposed aggregate, tumbled or standard broom)

Paver Size: 8"x 8"

Pattern: Running Bond, parallel to road (to minimize cutting)

Example Product: 8"x 8" Unilock Il Campo in Conestoga Blend (shown)

Bench



Durable metal bench with end and centre arms. Simple, timeless design. Mid-range price point.

Colour: Black

Finish: Glossy

Size: 72" (6'-0")

Installation Method: Surface Mount

Example Product: landscapeforms Village Green (shown)

Trash/Recycling Receptacle



Paired garbage & recycling units. Durable, simple design to match bench. Side opening for easy access. Covered top to shield from rain and snow.

Colour: Black

Finish: Glossy

Installation Method: Surface Mount

Options: Concealed latch; plastic liner with drain holes

Example Product: Victor Stanley SDC-36 (shown in grey)

Tree Grate



Cast-iron tree grate at each street tree.

Colour: Natural Cast-iron Patina

Finish: Raw cast-iron

Size: 4'x6' (or to fit site condition)

Pattern: Grid

Example Product: Urban Accessories Jamison (shown)

Tree Guard



Simple tree guard to protect young trees from damage from snow removal equipment, bicycles, etc. Black colour to match bench and trash receptacles.

Colour: Black

Finish: Glossy

Size:

Installation Method: Bolt-on to tree grate

Example Product: Custom Urban Accessories Unit (shown)

Gateway Signage



For May, Memorial and Algoma streets, it is recommended that the gateway signage be integrated in the design of bus shelters. Signage information should be included either as part of a public art installation, surrounding the bus shelter, or sand blasted onto the shelter glazing itself.

Gateway/Image Route signage should be accommodated, in each bus shelter, along the entire length of the May, Memorial and Algoma Image Route. Special attention should be paid to the entrance of the South Core and Algoma Street.

Banners



Banners are recommended, in key focus areas, along the Image Routes. Generally, the banner programs should be maintained by the local BIA groups and should be coordinated and approved by the City.

There are two approaches to banner installations. One such approach is for vehicles and the other for pedestrians. Banners should be focused in key areas throughout the Image Routes. Banners for vehicles should be installed at gateway locations, where significant traffic exists, such as Memorial Avenue and the Harbour Expressway. Banners for pedestrians should be installed at areas where events and festivals are held, such as Algoma Street/Bay Street and May Street/Miles Street. Pole and lighting fixture selection should consider the accommodation of future banners, and should allow for integrated hardware to support the banners.

Wayfinding



Wayfinding signage is important in order to identify the location of nearby landmarks, or other amenities. Such signage should also speak to the area history and provide information related to community events.

Generally, wayfinding markers should be reserved for areas with high pedestrian and cyclist traffic, and should be placed at key locations along the length of May, Memorial and Algoma Streets, including traffic bus stops and Patterson Park.

The markers are recommended to be three sided, and could be comprised of cast steel poles with steel panels. Wayfinding information could include an area map with key destinations, community pin-up board and information about the image route vision. The markers are recommended to be mounted on top of a granite foundation to ensure longevity and ease of maintenance as well as to ensure consistency with the design of gateway markers.

Pedestrian Lighting



A consistent approach for street and pedestrian lighting is recommended for all of the image routes. Using a similar fixture style throughout will allow for ease of maintenance and will maximize the City's value for dollar. In special character areas, including the park areas and main street character areas, such as the South/North Cores and Algoma Street, pedestrian lighting is recommended to provide for a safe and inviting pedestrian environment.



Algoma Street: Before



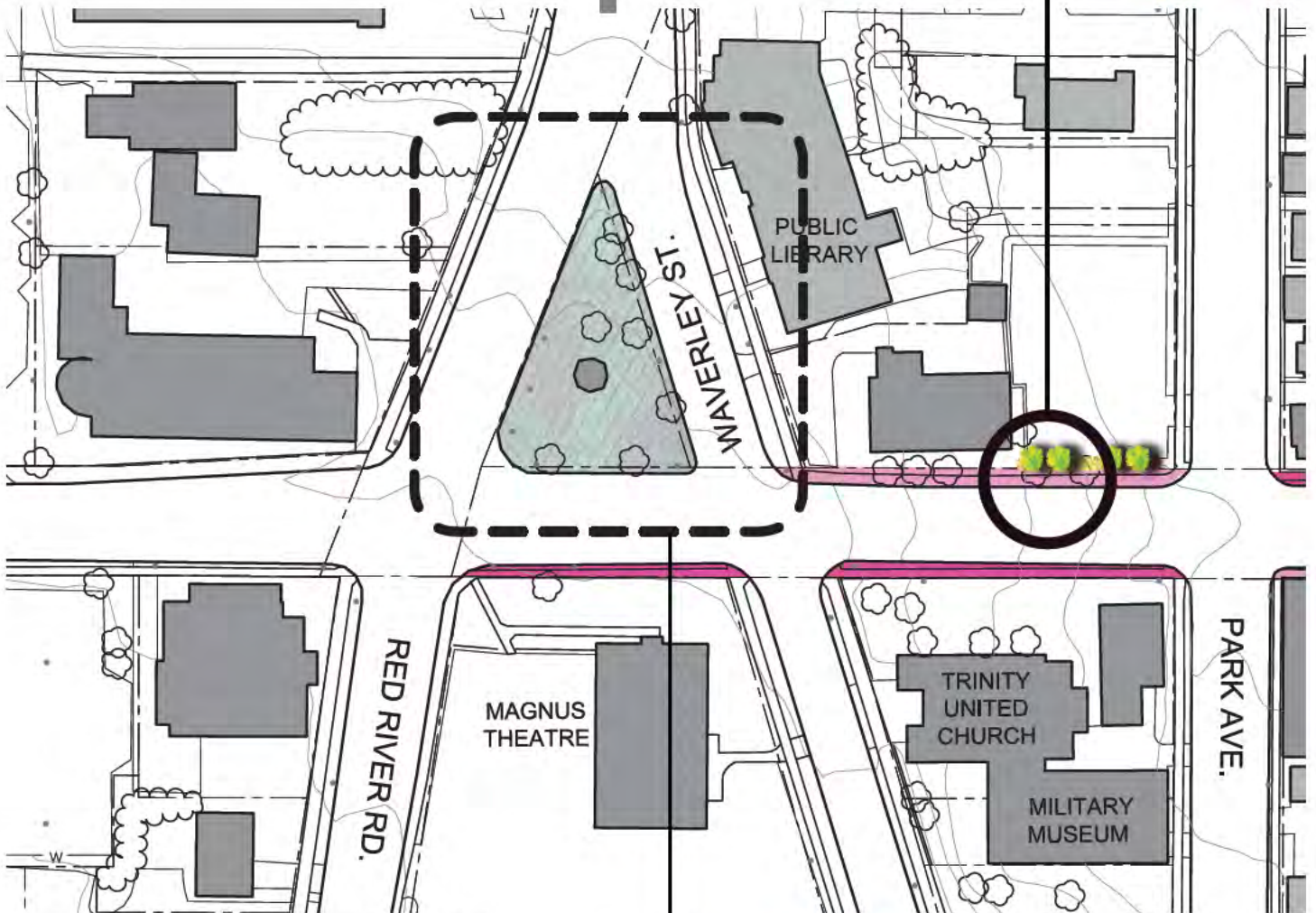
Algoma Street: After

RED RIVER ROAD



Recommended Improvements

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Red River Road / Algoma Street

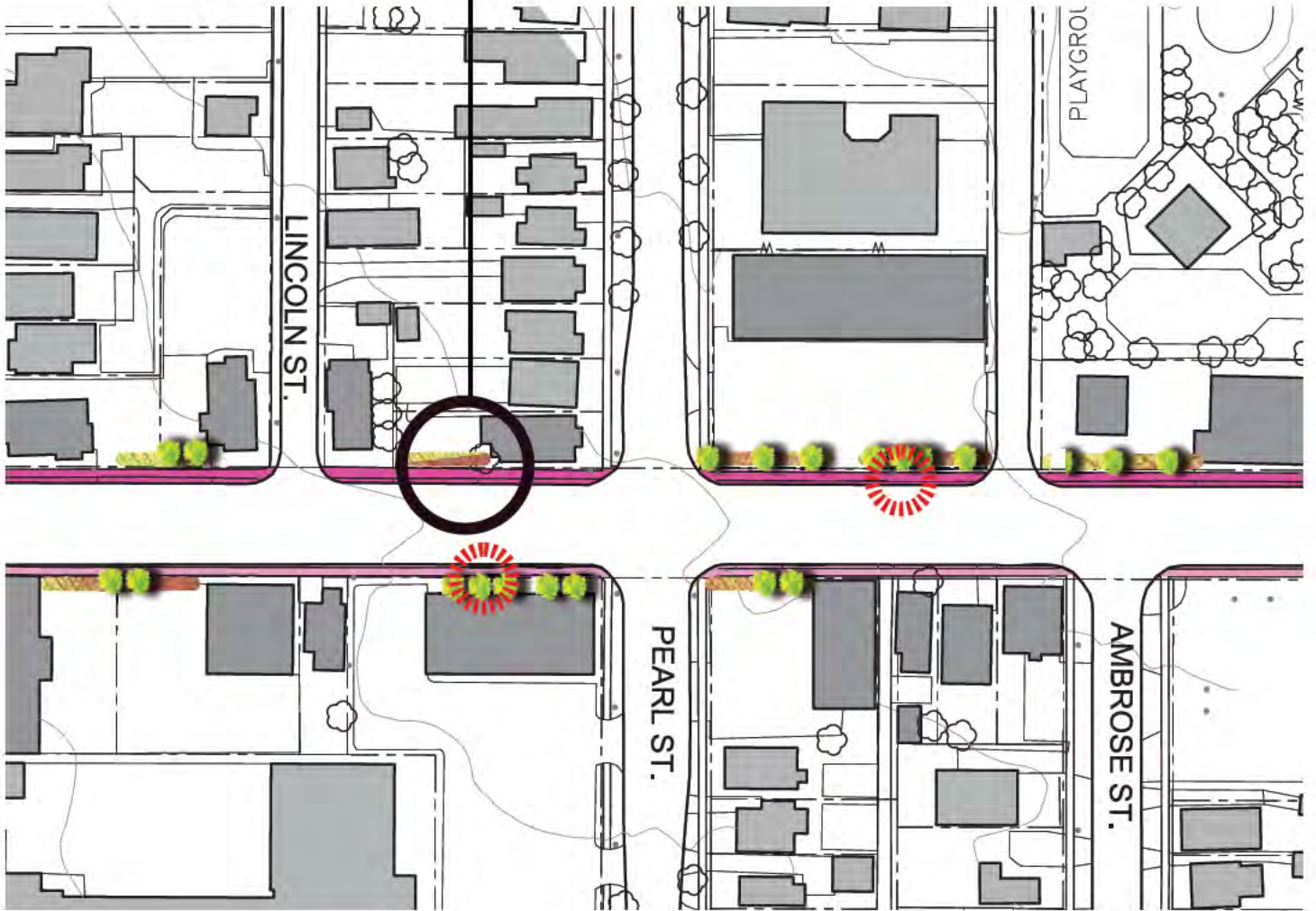
Connaught Park Demonstration Site

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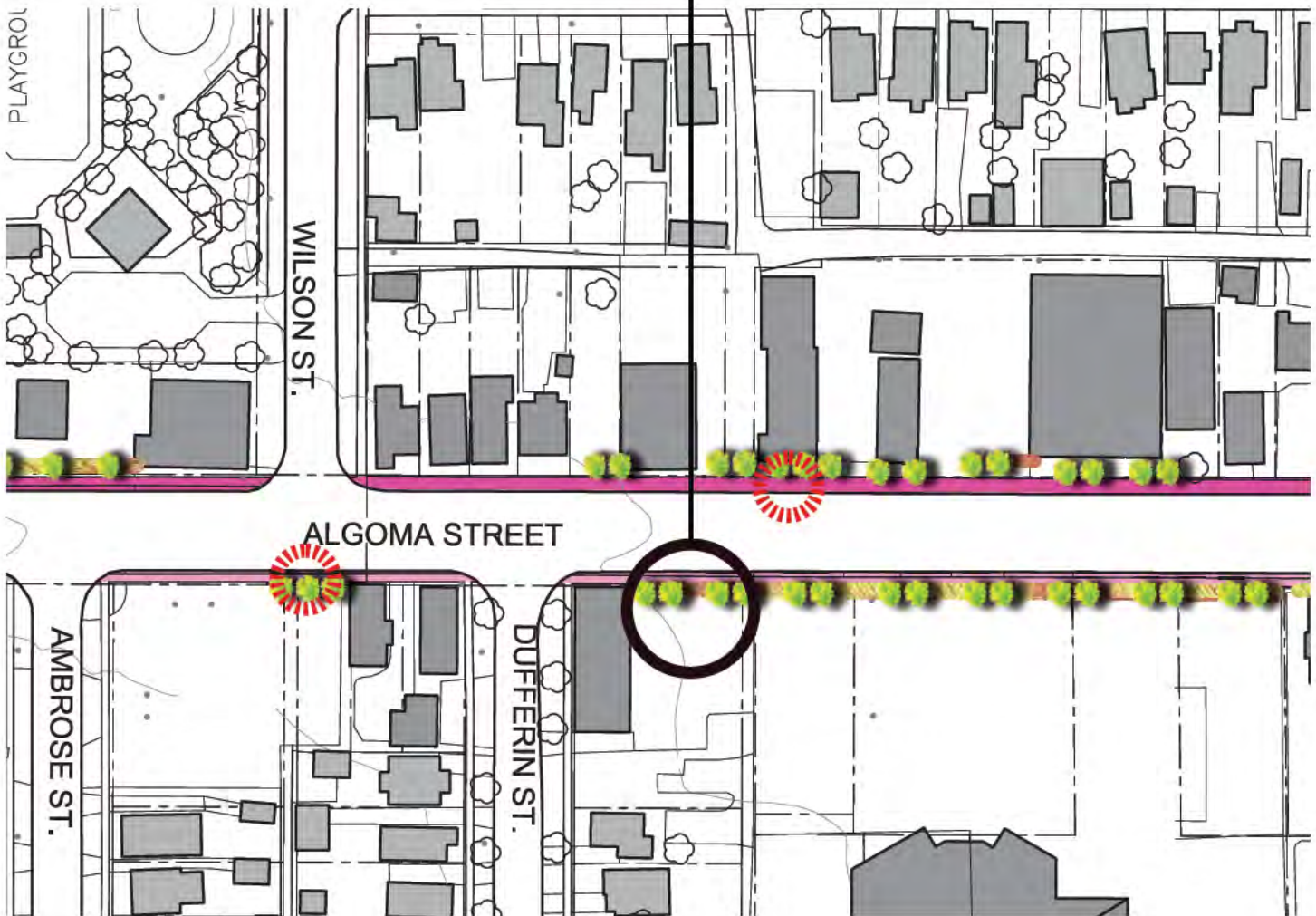
Algoma Street





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Algoma Street



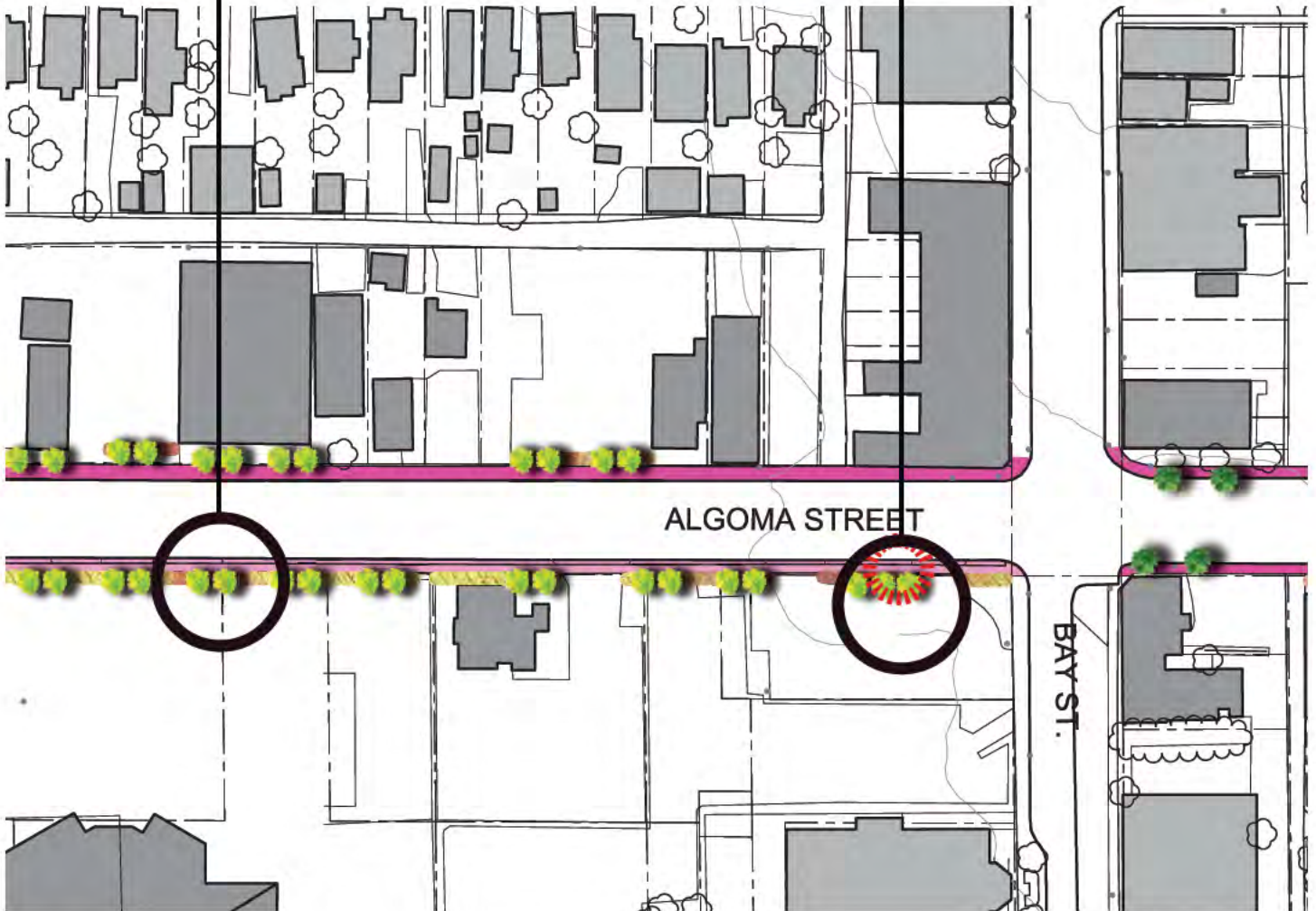
Recommended Improvements

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Recommended Improvements

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Algoma Street





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Algoma Street



Recommended Improvements

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Recommended Improvements

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ALGOMA STREET

Algoma Street

Algoma Street Improvements
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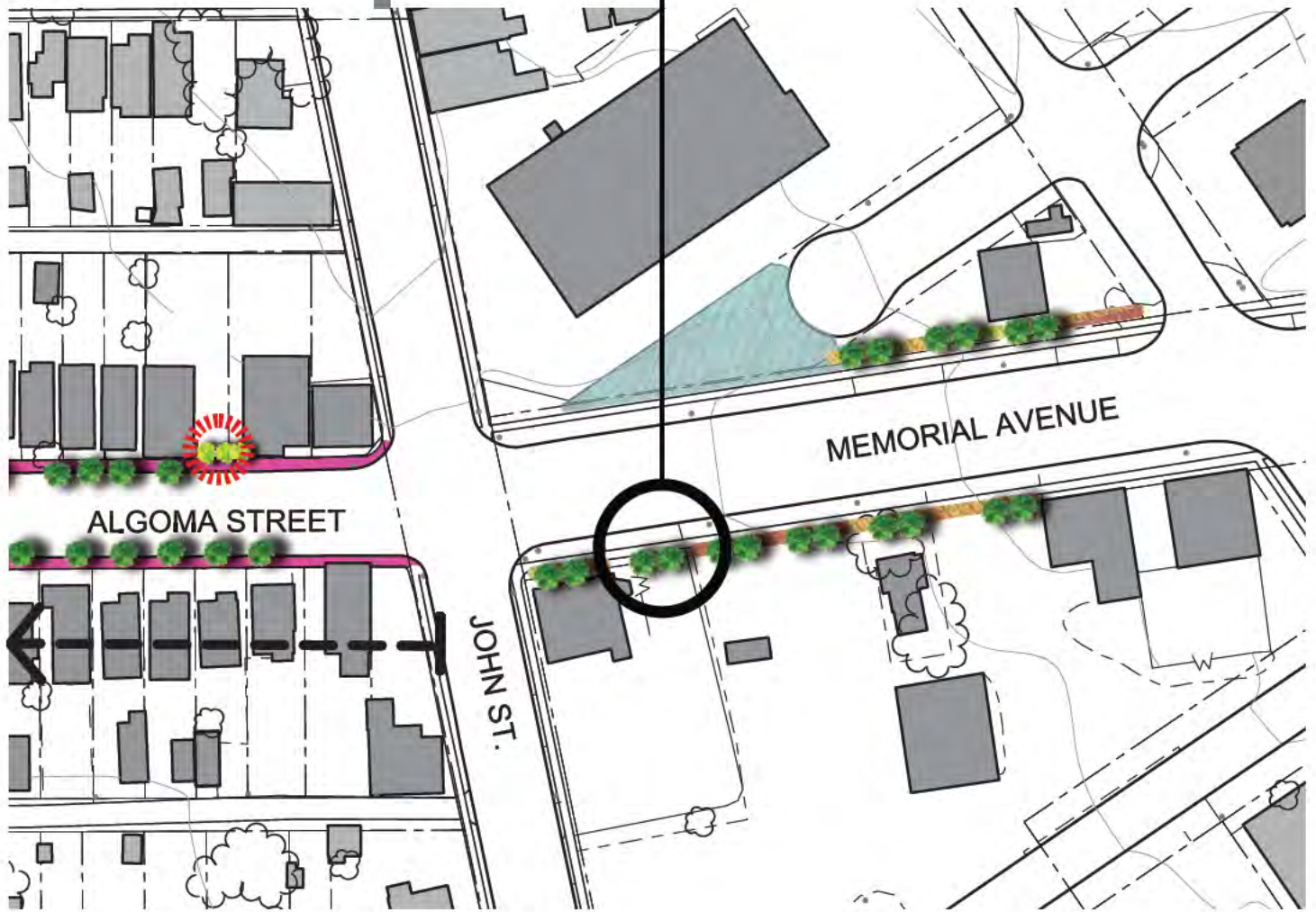


ALGOMA STREET ← JOHN STREET → MEMORIAL AVENUE



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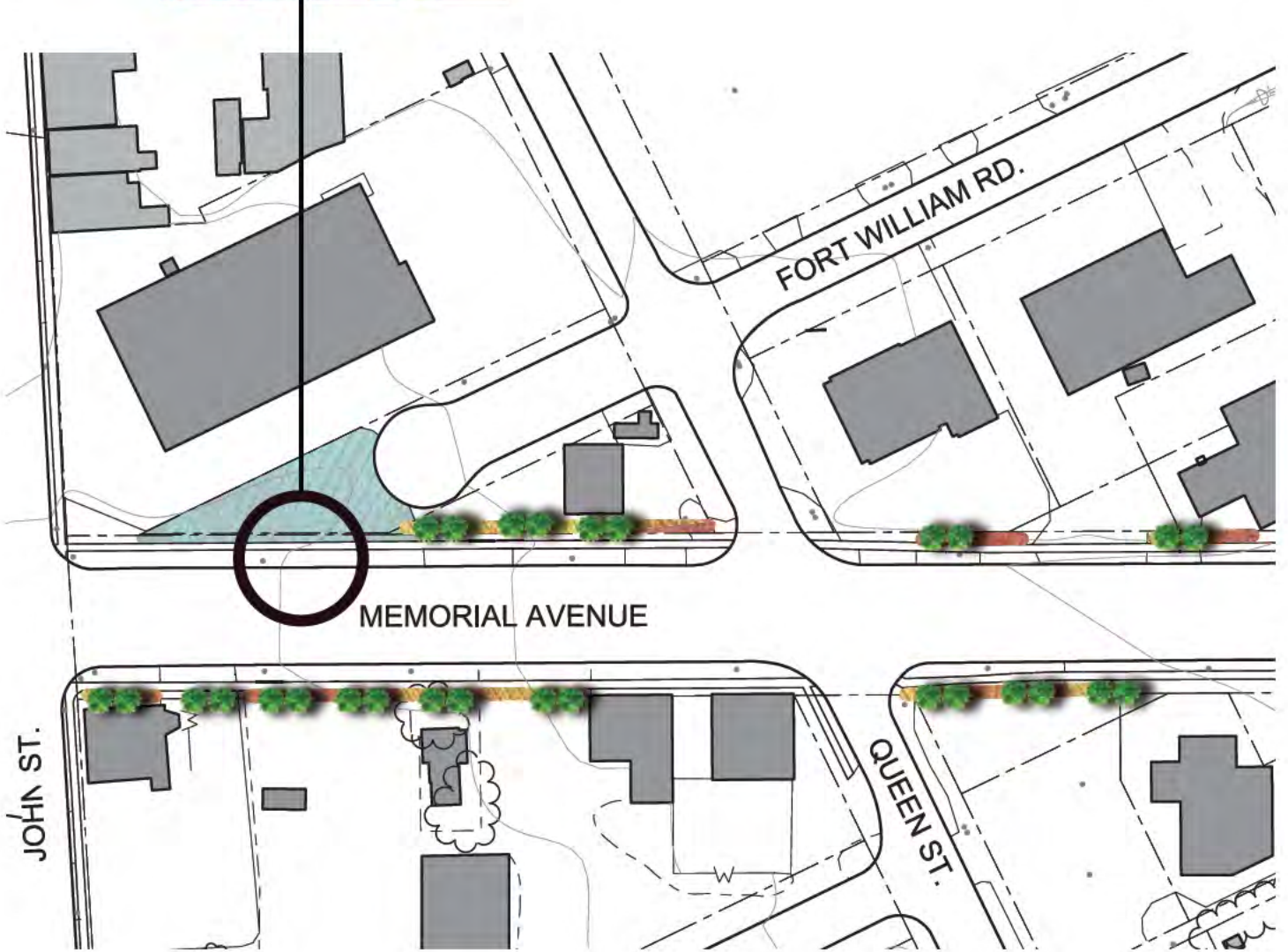
Algoma Street / Memorial Avenue





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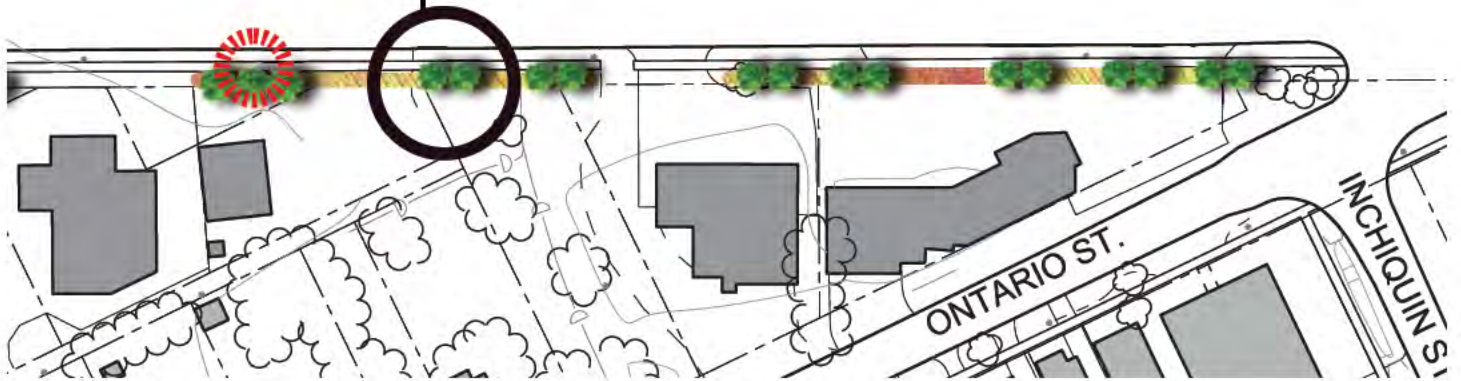
Memorial Avenue





Recommended Improvements

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Memorial Avenue



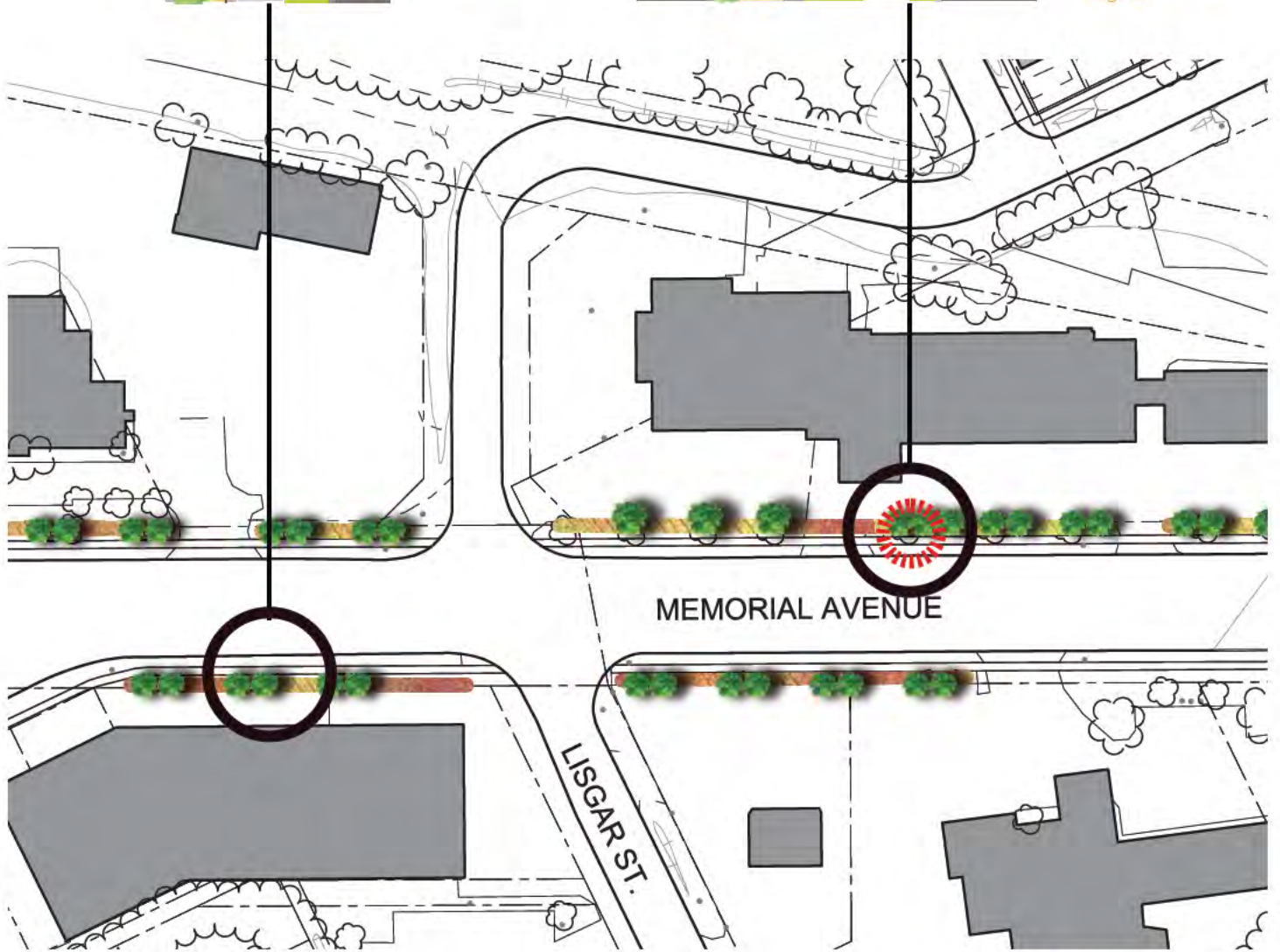
Recommended Improvements

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MEMORIAL AVENUE

LISGAR ST.

Memorial Avenue

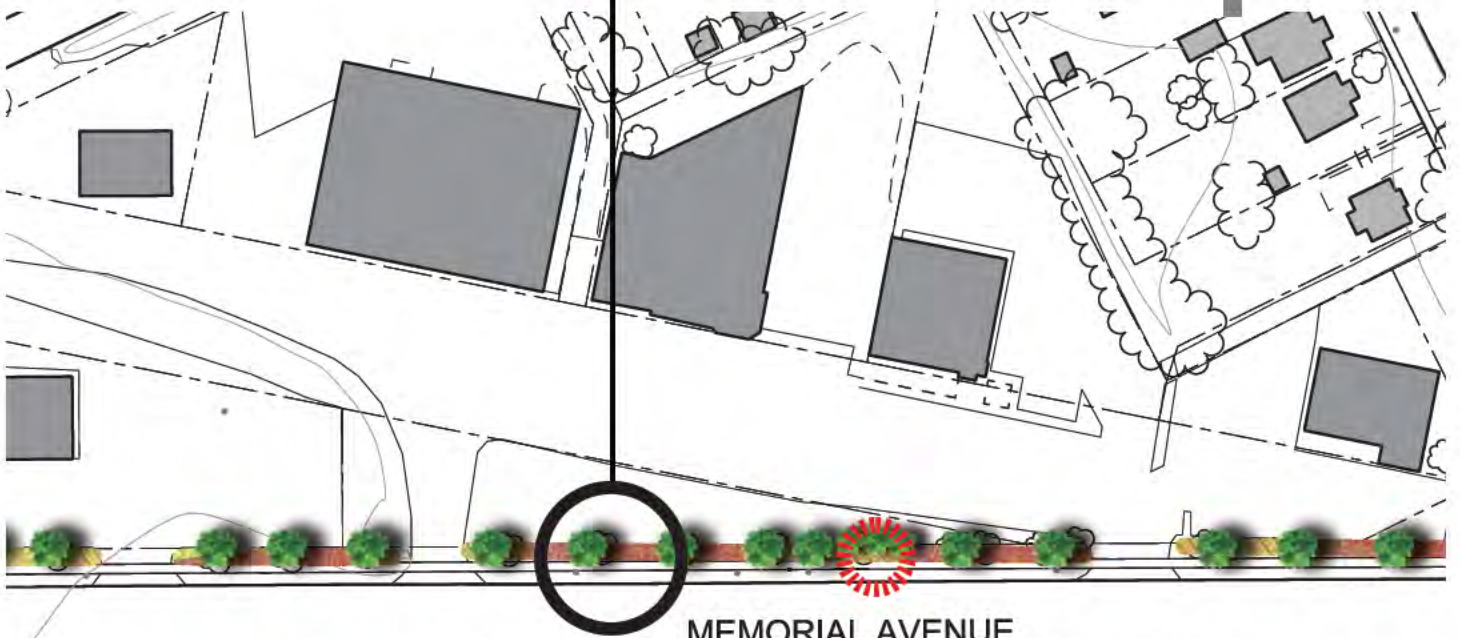


HIGH STREET

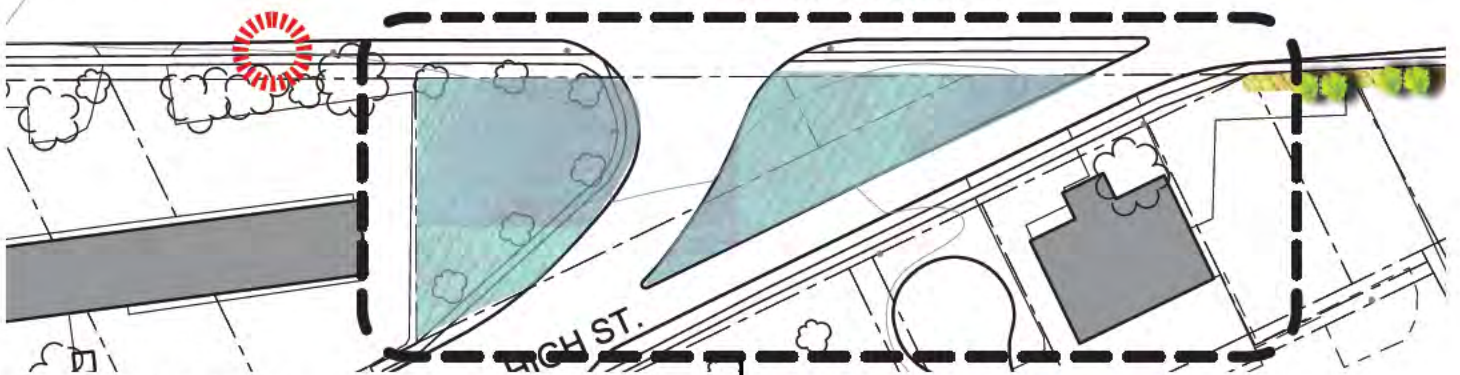


Recommended Improvements

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MEMORIAL AVENUE



Memorial Avenue

Memorial Avenue & High Street (Intersection Improvements)

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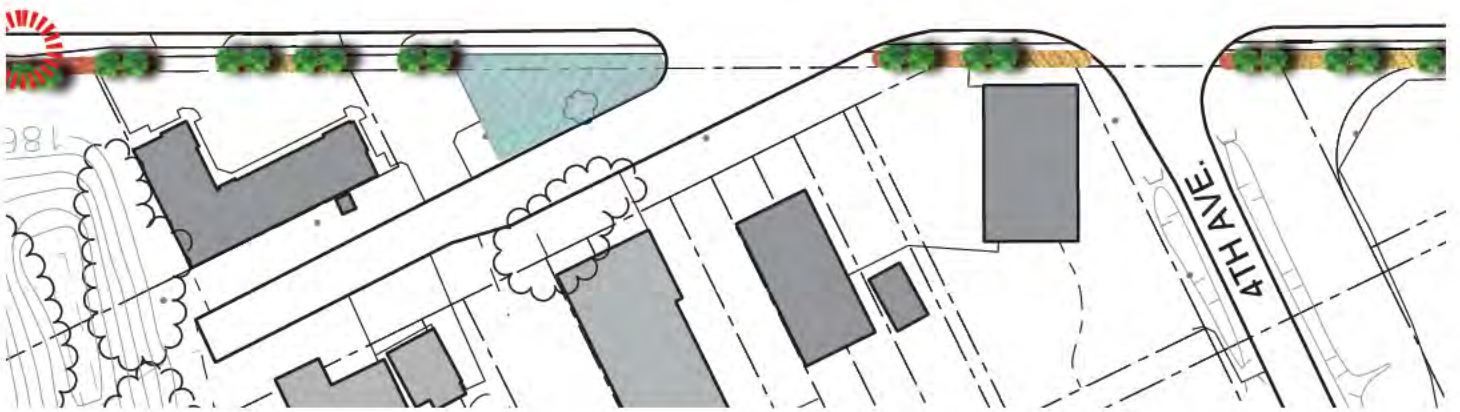
Memorial Avenue





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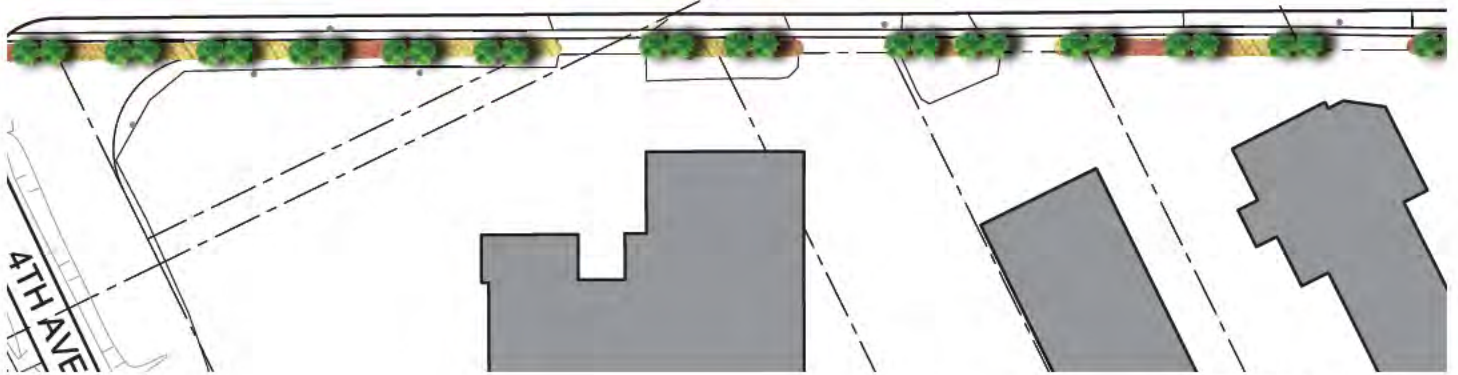
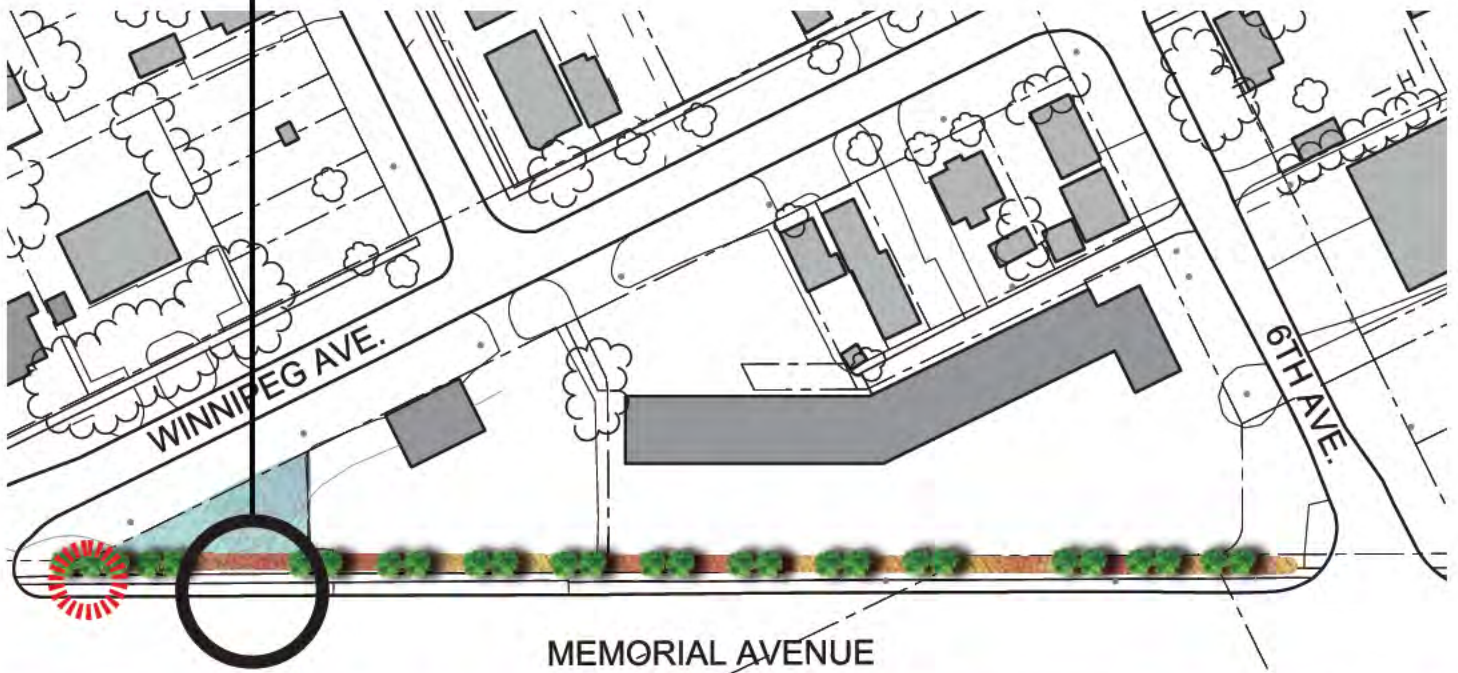


Memorial Avenue



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Memorial Avenue

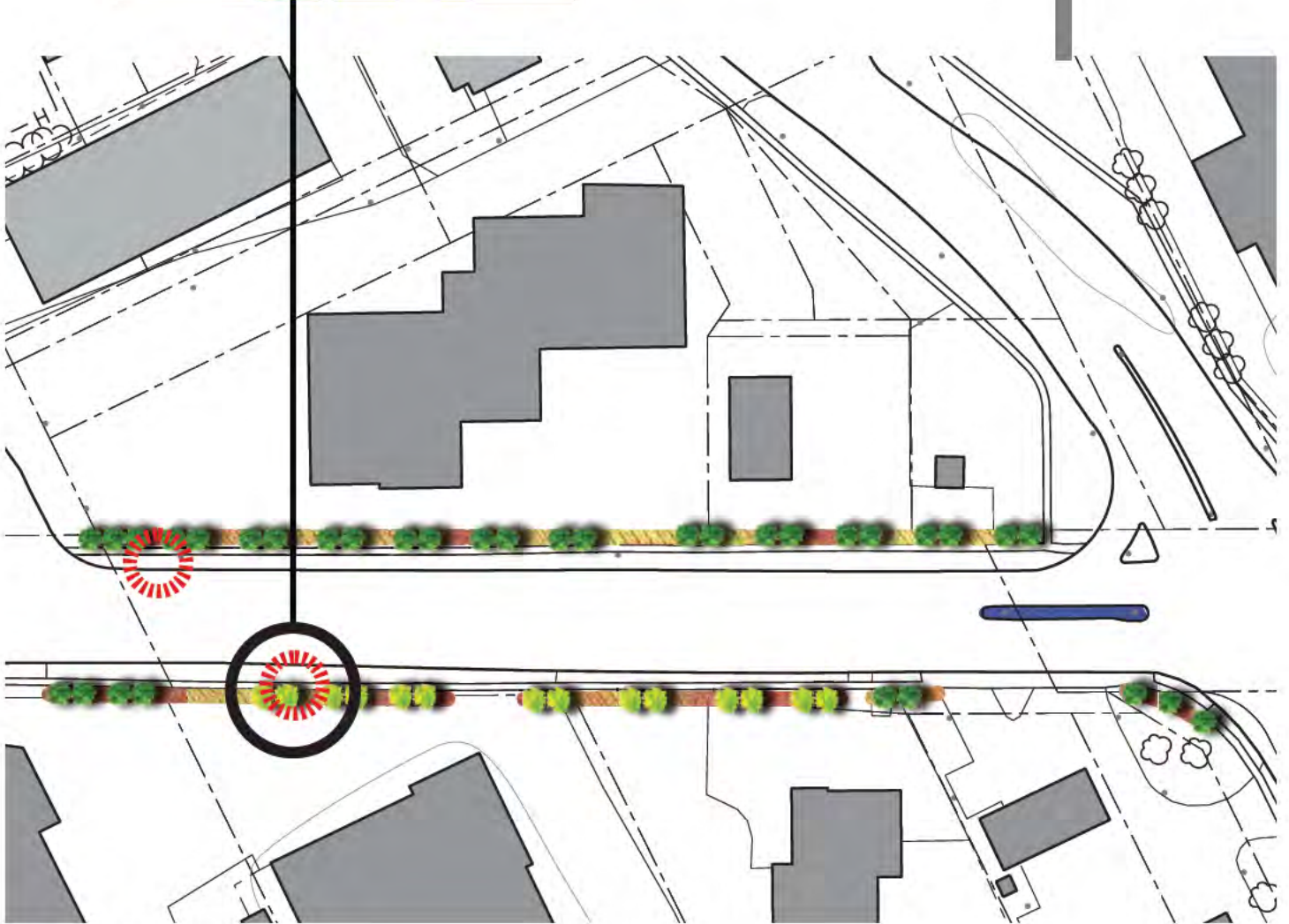


CENTRAL AVENUE

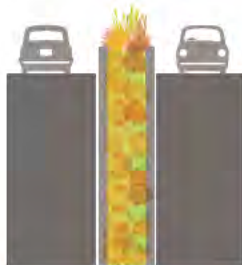


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Memorial Avenue



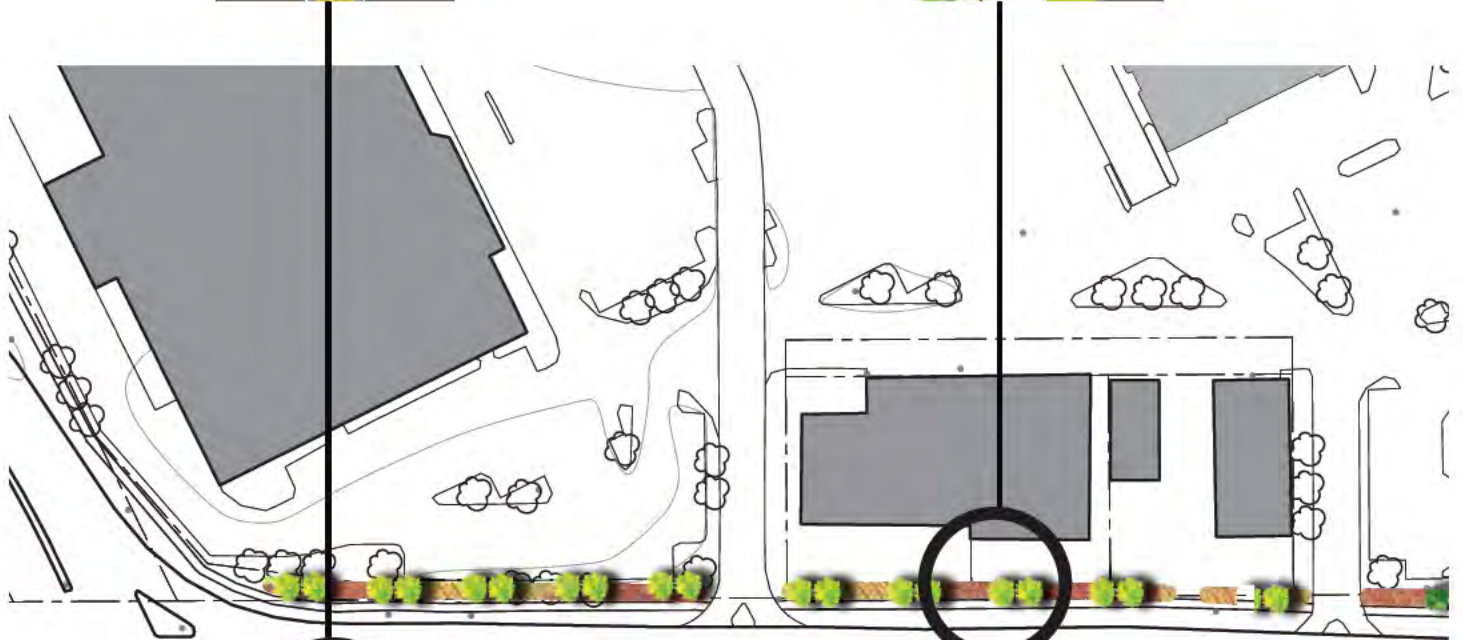
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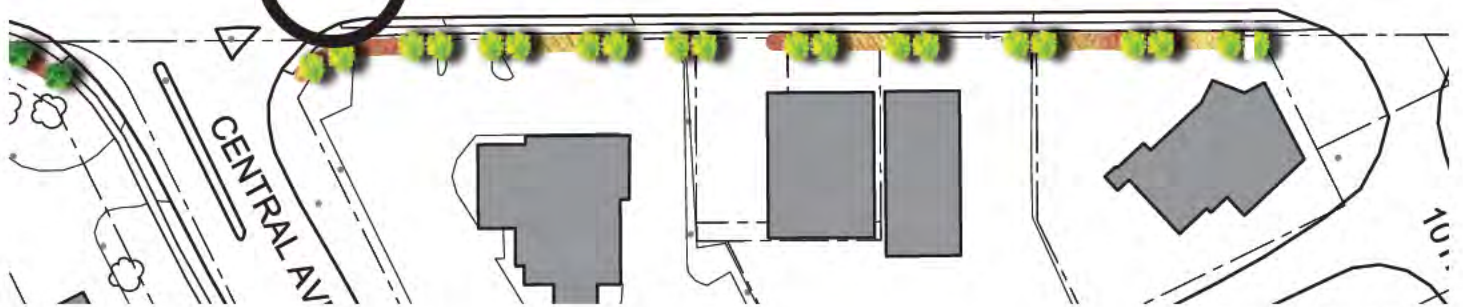


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MEMORIAL AVENUE



Memorial Avenue





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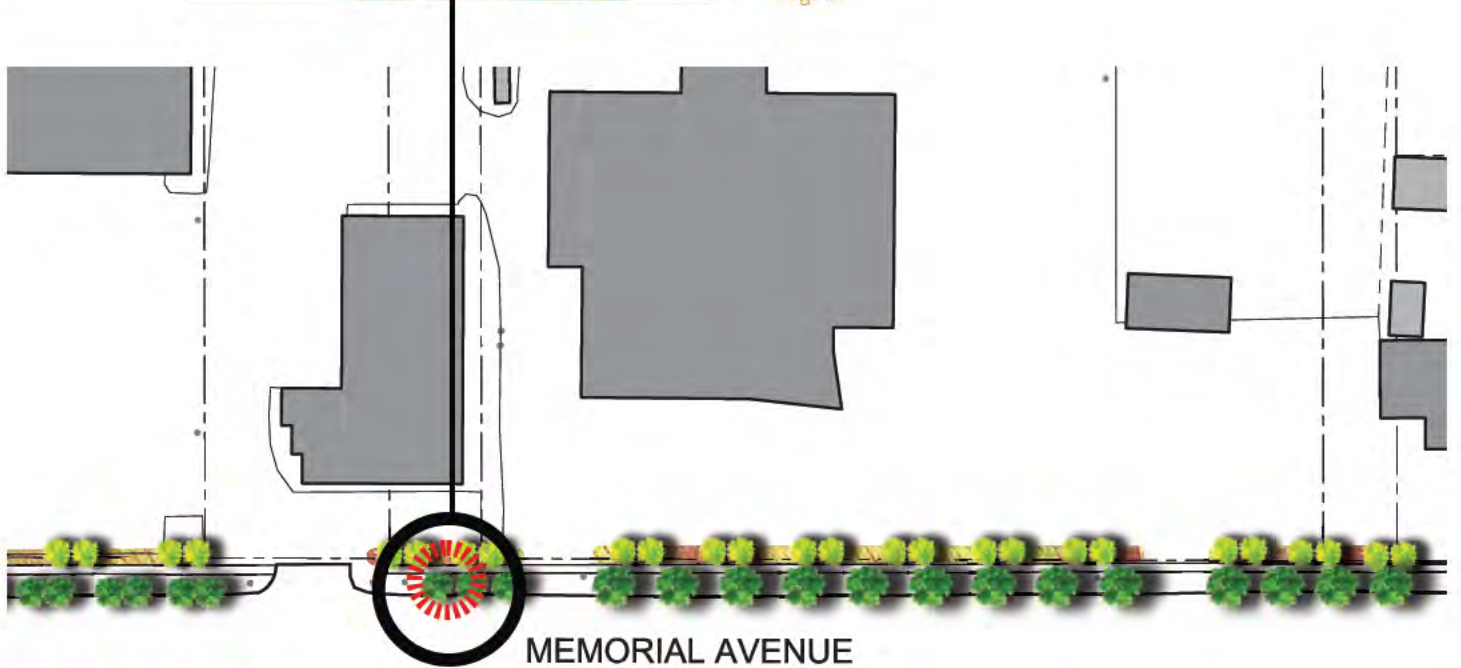
Memorial Avenue



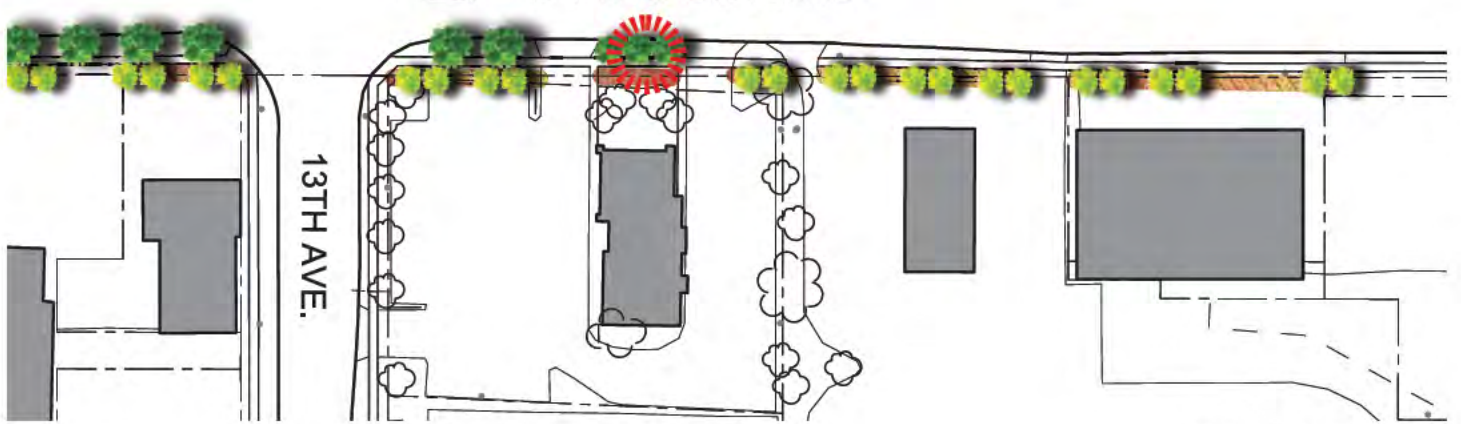


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MEMORIAL AVENUE



13TH AVE.

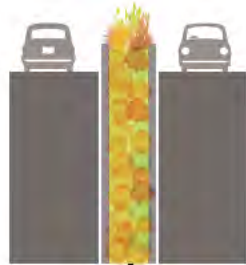
Memorial Avenue



HARBOUR EXPRESS WAY

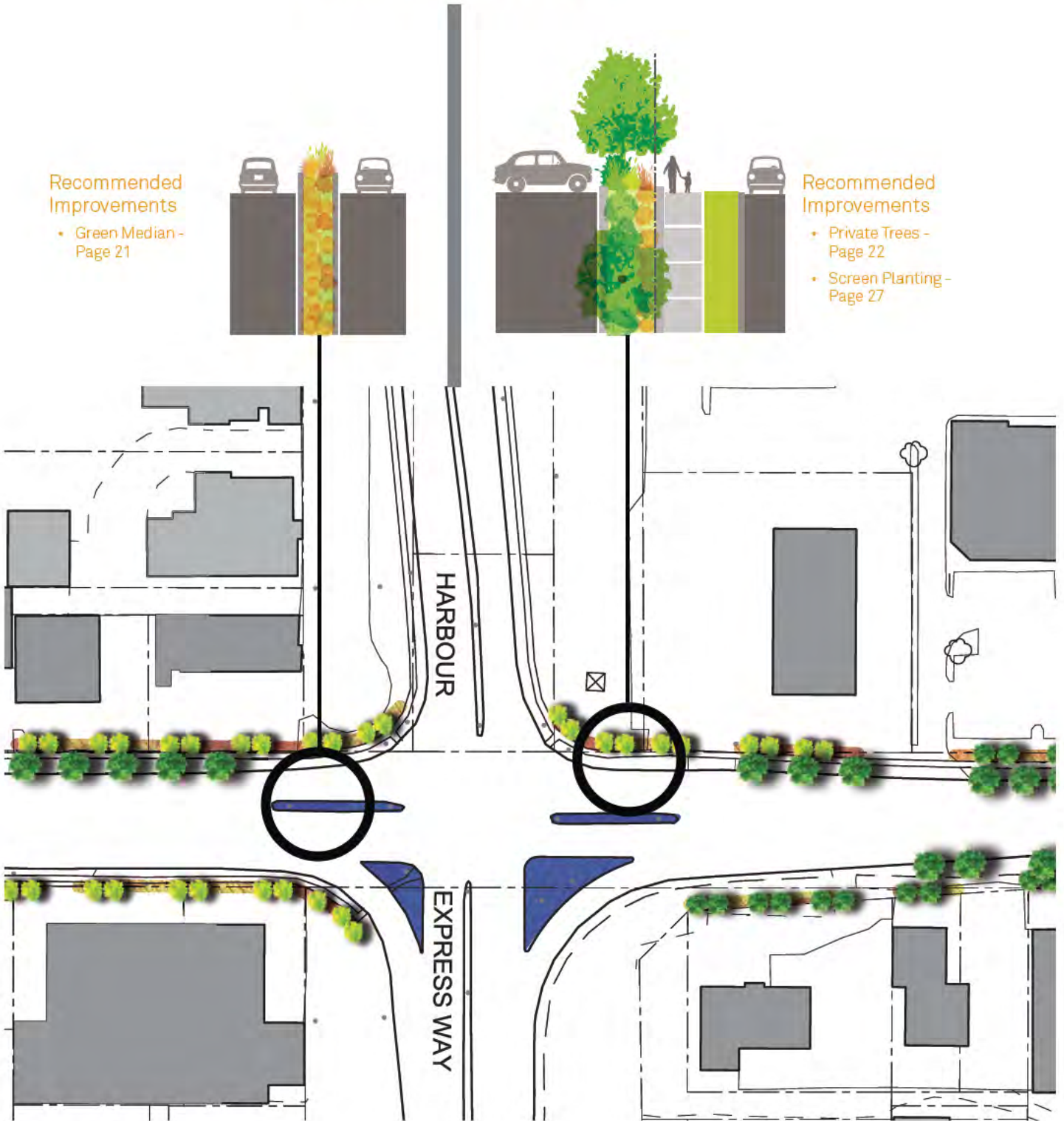
Recommended Improvements

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Memorial Avenue



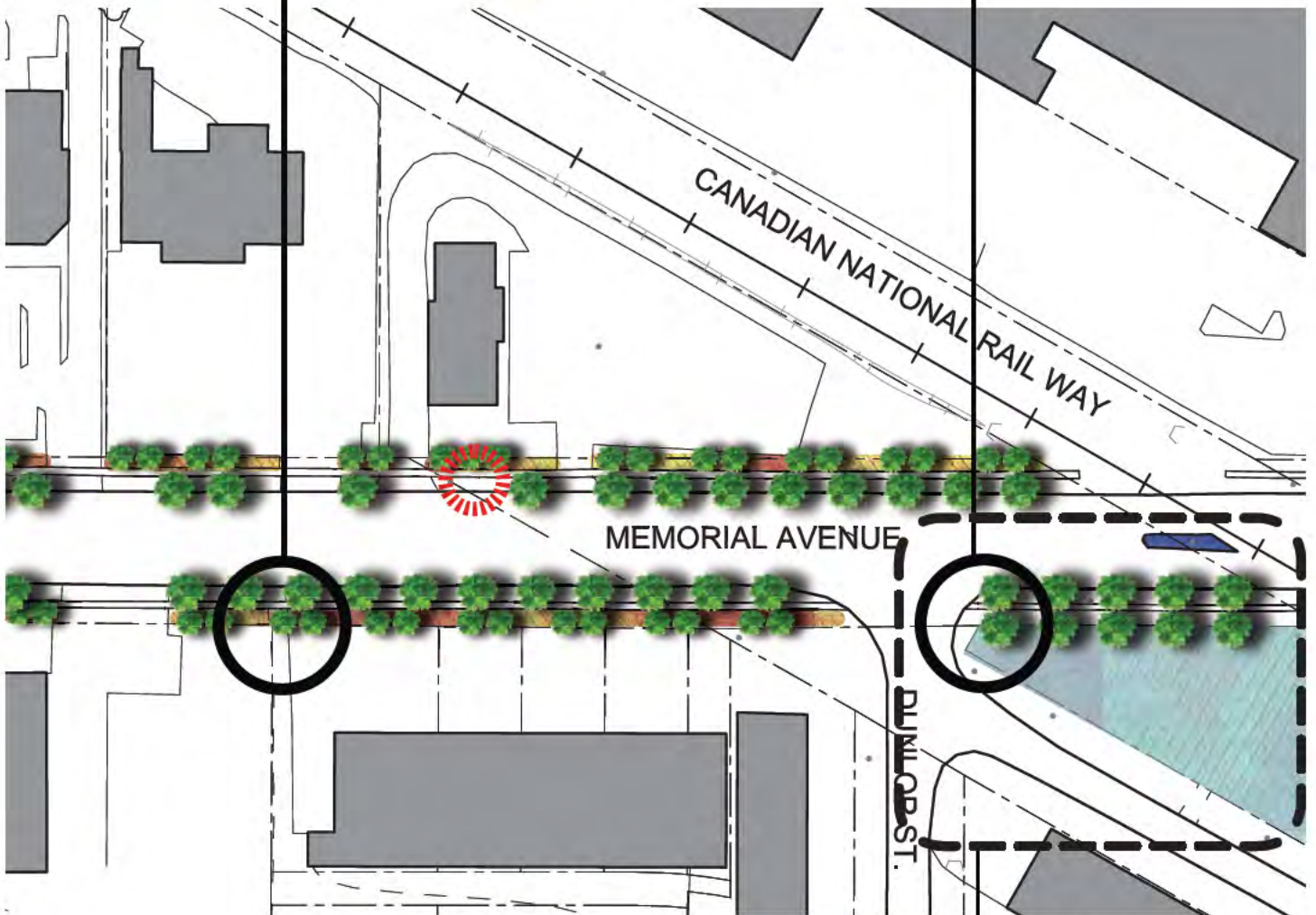
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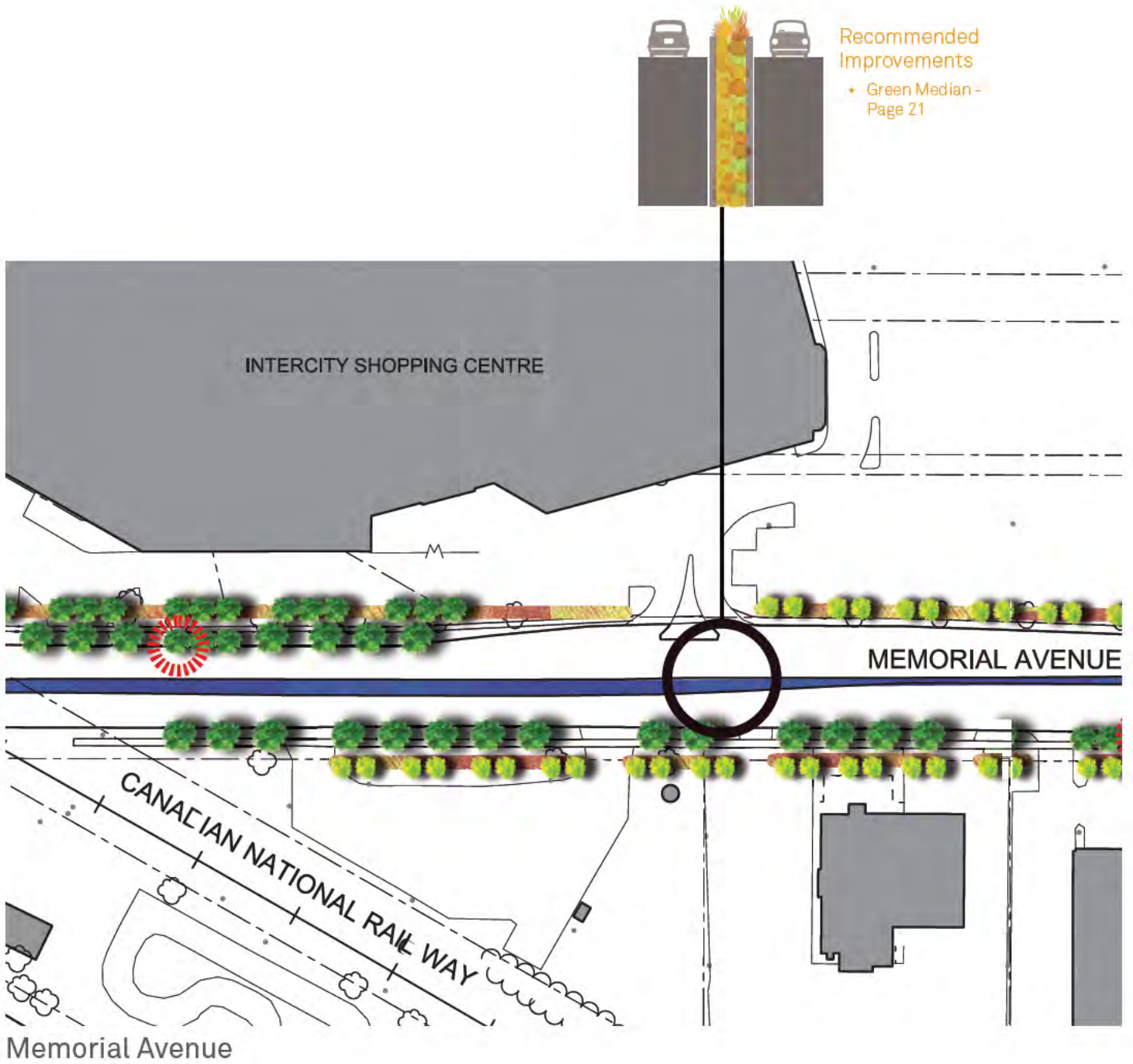


Opportunity Site

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Memorial Avenue



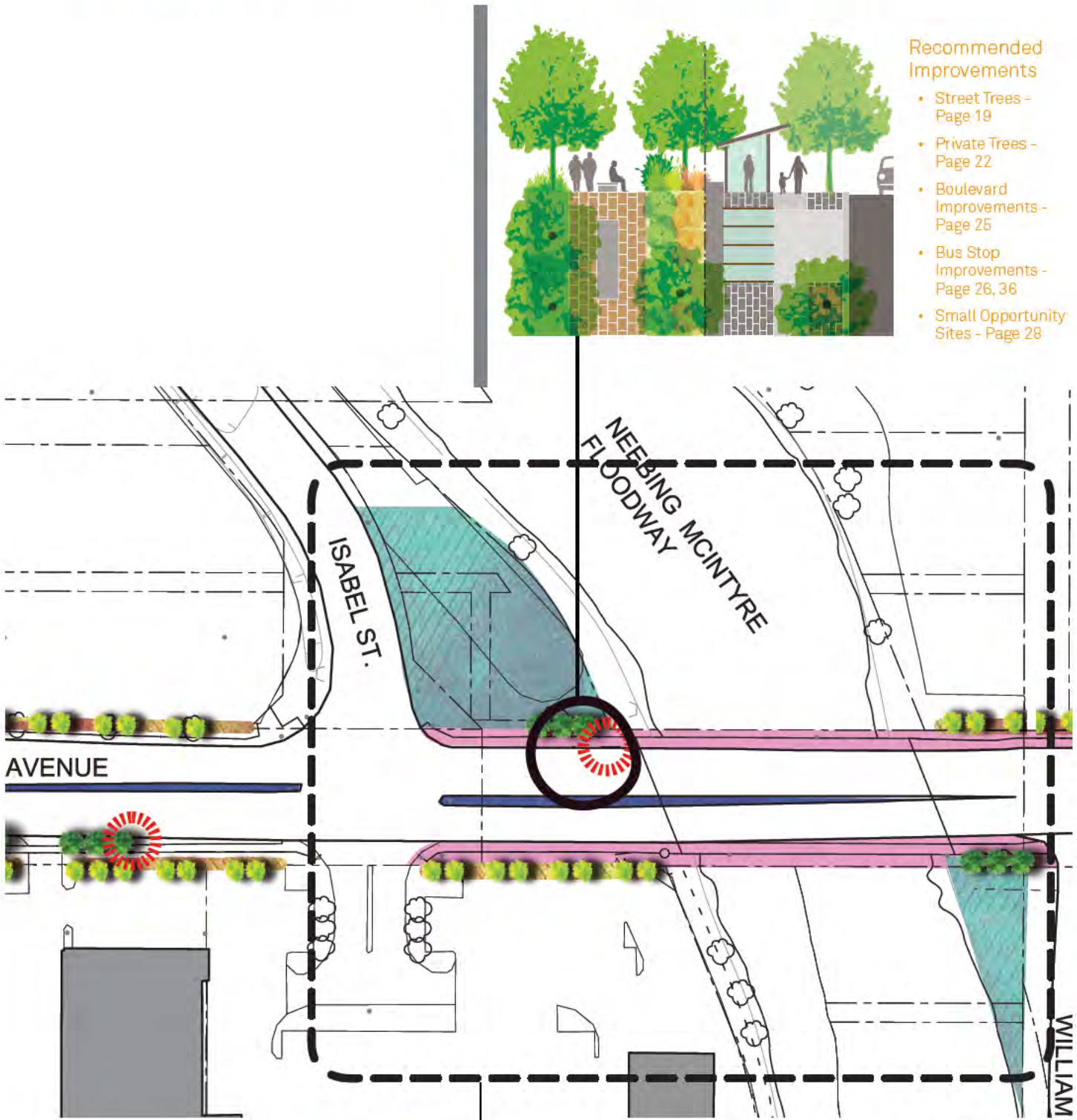


MEMORIAL AVENUE ← NEEBING MCLNTYRE FLOODWAY → MAY STREET



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Neebing McIntyre Floodway Demonstration Site

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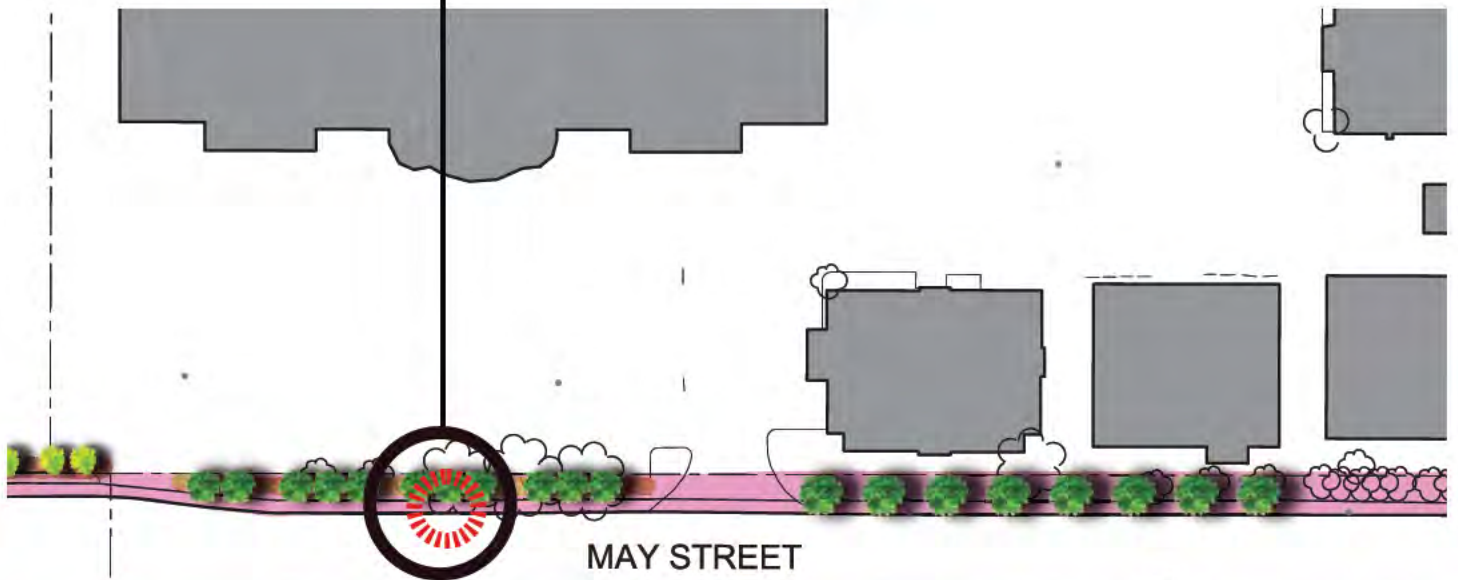
Memorial Avenue / May Street





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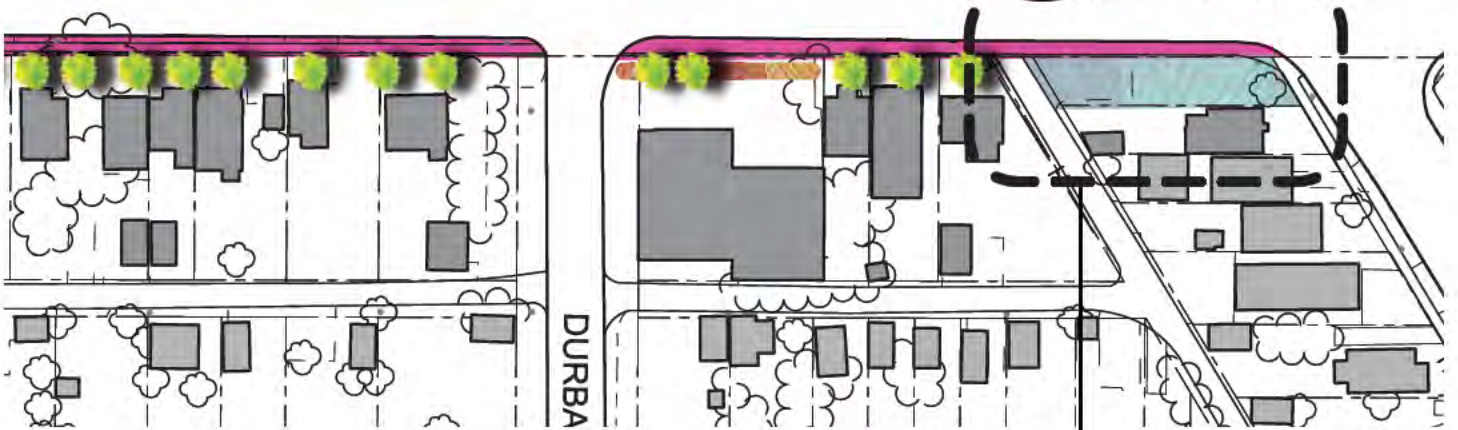


May Street



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Opportunity Site

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May Street





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May Street



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May Street



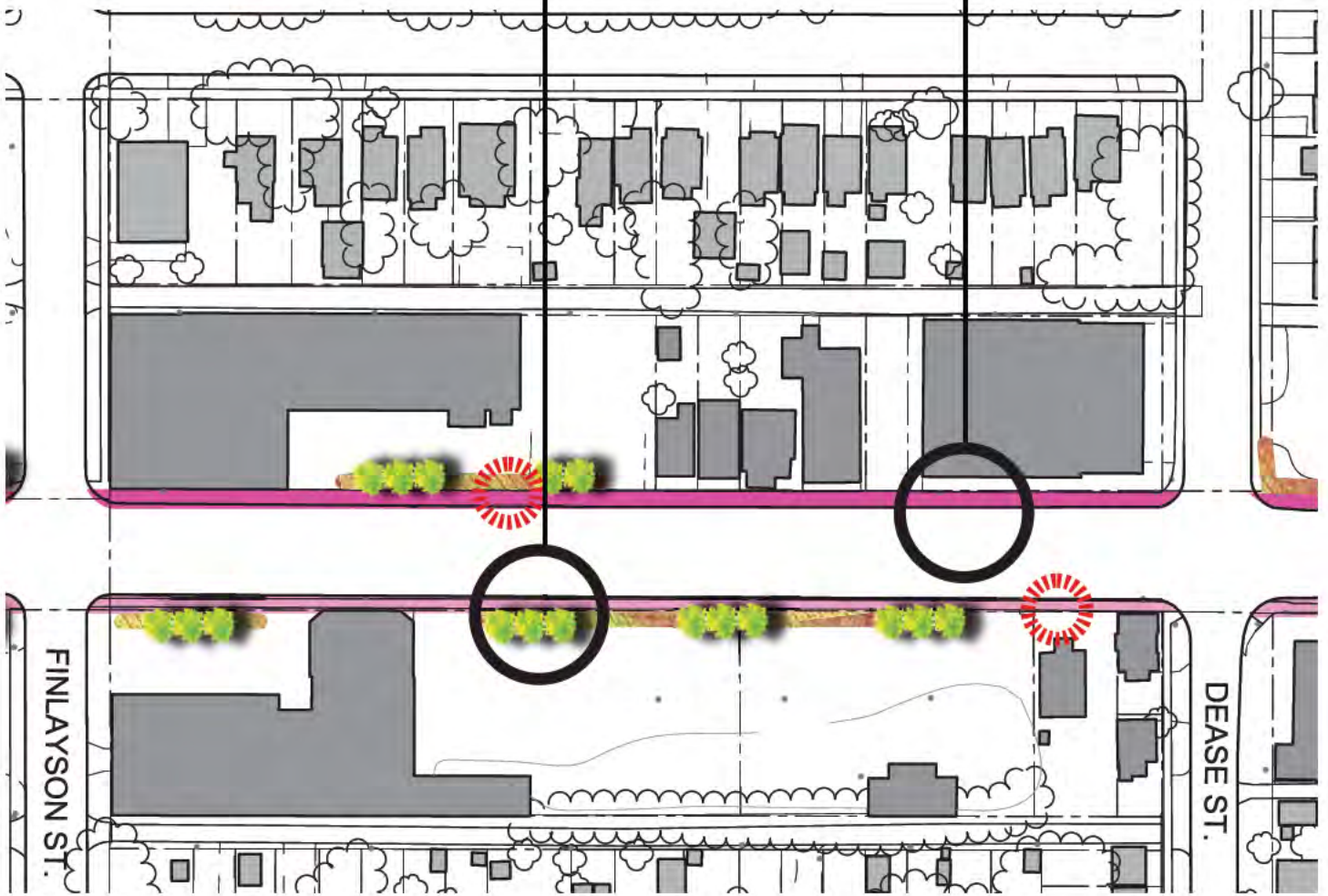
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May Street



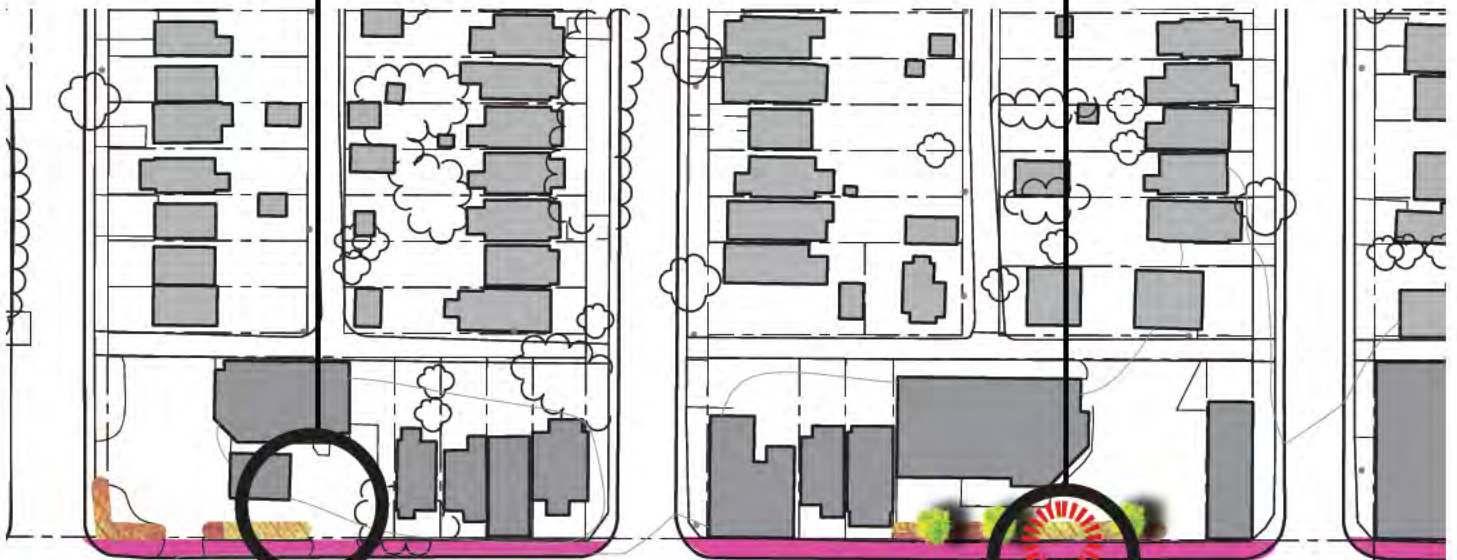
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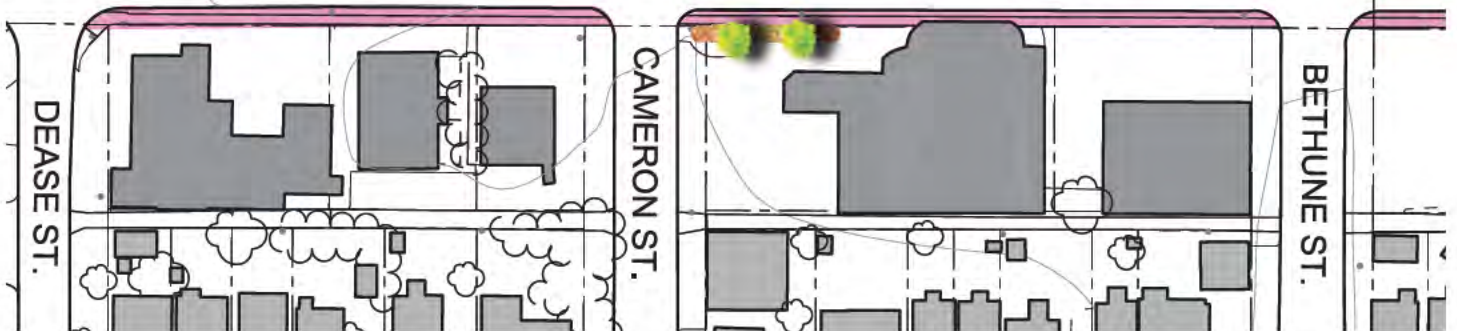


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MAY STREET



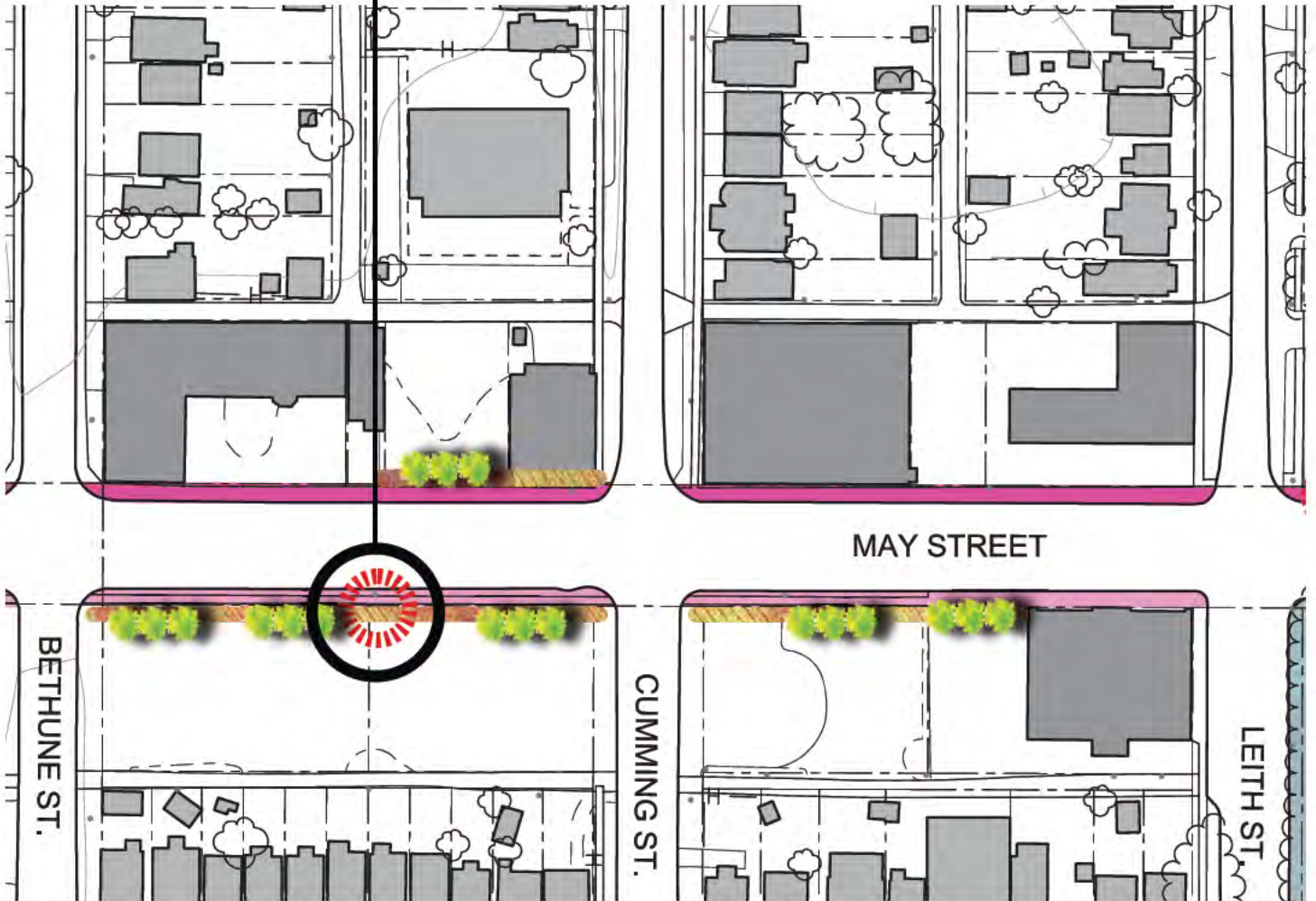
May Street





Recommended Improvements

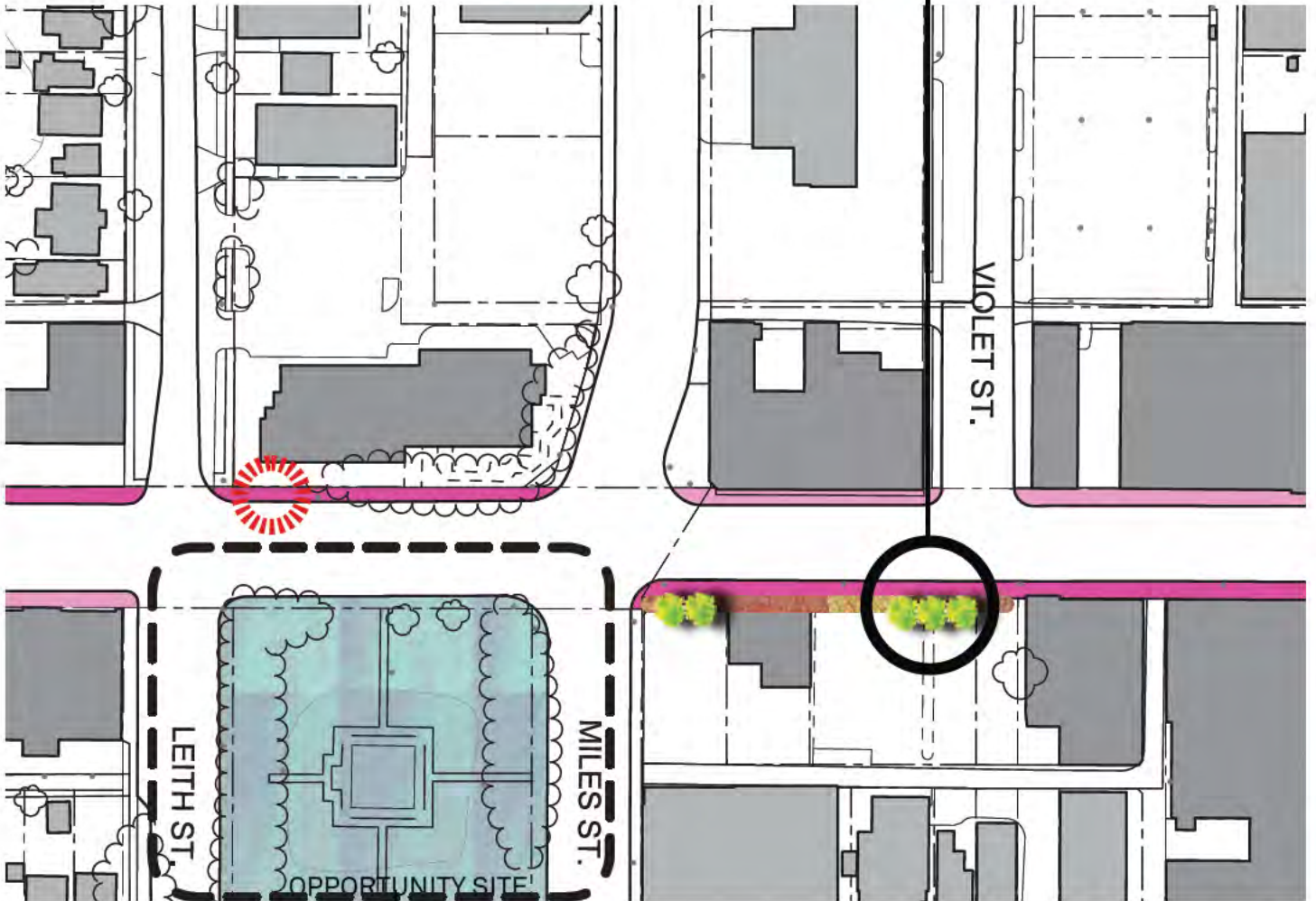
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May Street

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Patterson Park
Demonstration Site

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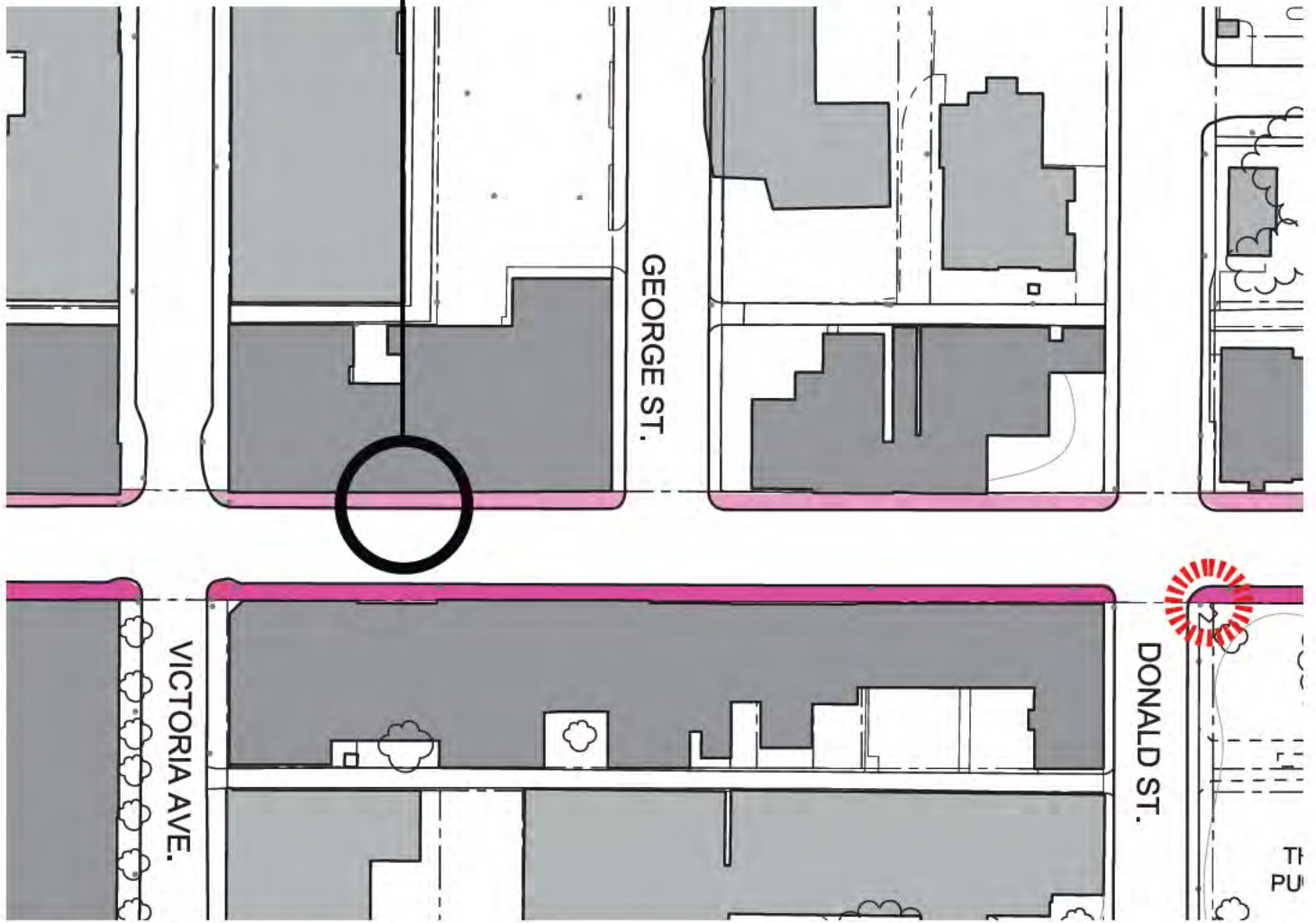
May Street





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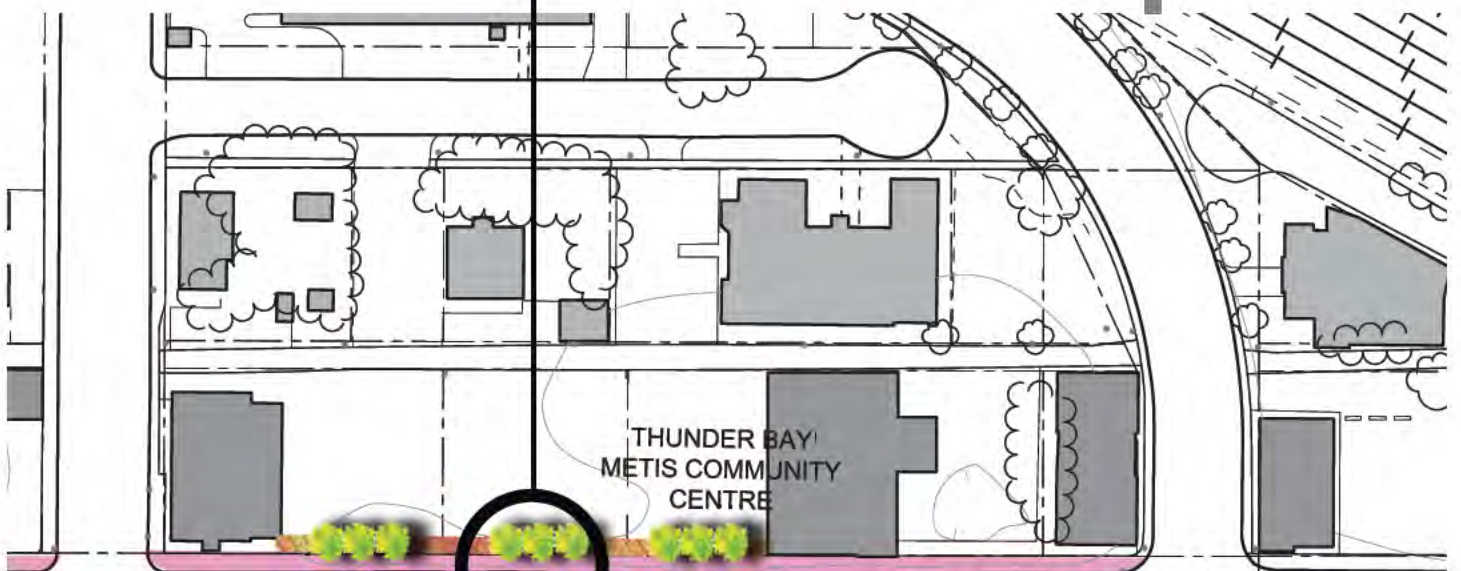
May Street

ARTHUR STREET

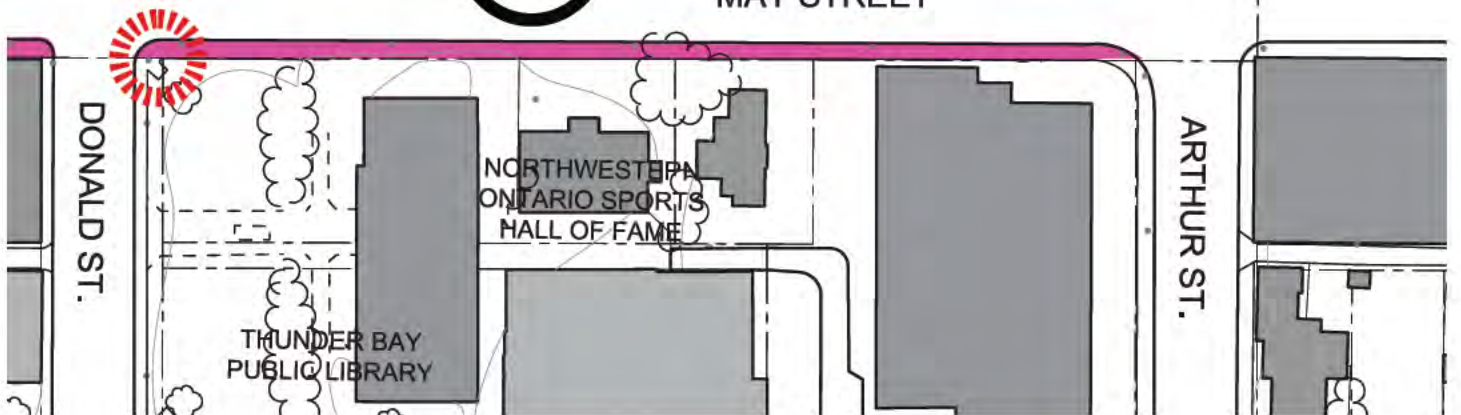


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MAY STREET



DONALD ST.

ARTHUR ST.

May Street

