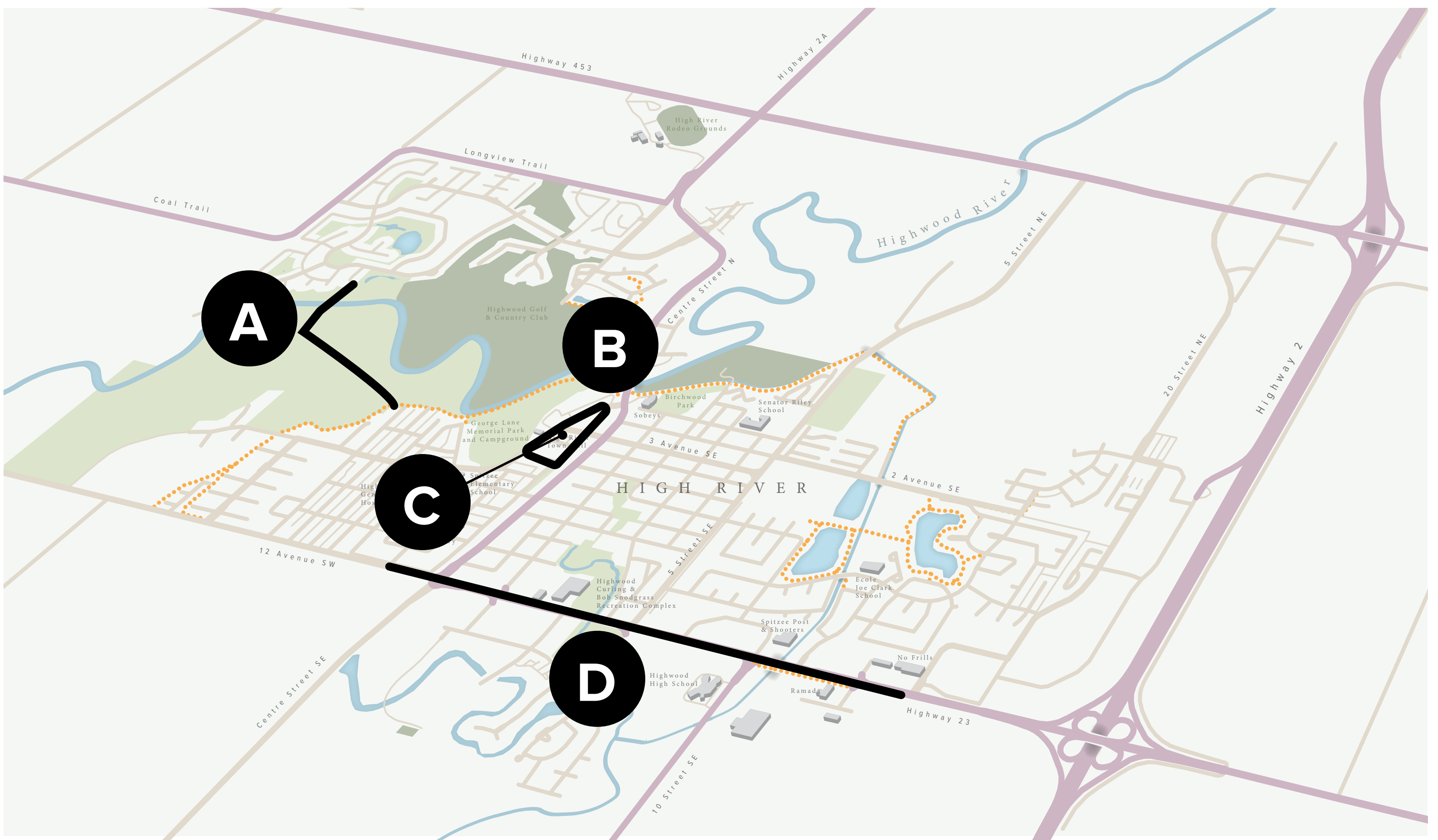


ACTIVE NEIGHBOURHOODS CANADA

HIGH RIVER

DESIGN

SCHEMES



How can the design of our communities contribute to public health, wellness and safety? Respond to traffic congestion? Stimulate the economy? Work towards the overall sustainability of our city? These are questions that inspired the development of Active Neighbourhoods Canada, a collaboration between Sustainable Calgary, the Montreal Urban Ecology Centre, and the Toronto Centre for Active Transportation. Active Neighbourhoods has been working with High River to find out the good, the bad and the “meh” of its public spaces. The schemes presented here are the result of community engagement and design sessions held in February 2017.



YOU ARE HERE



Design Selection

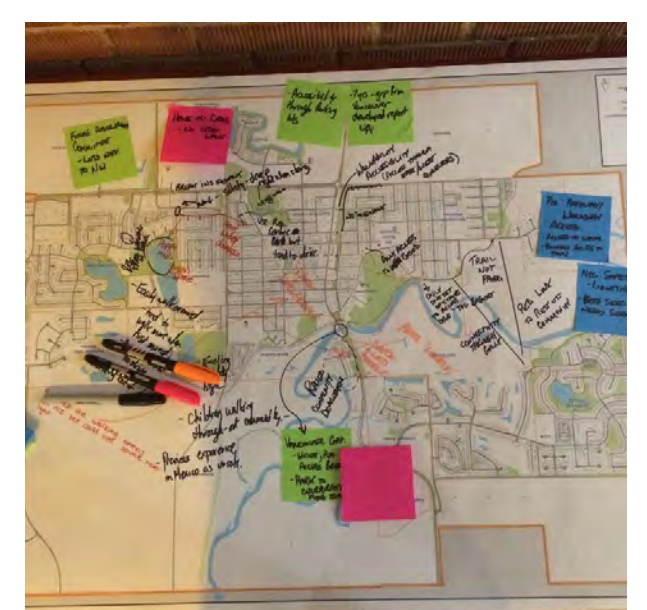
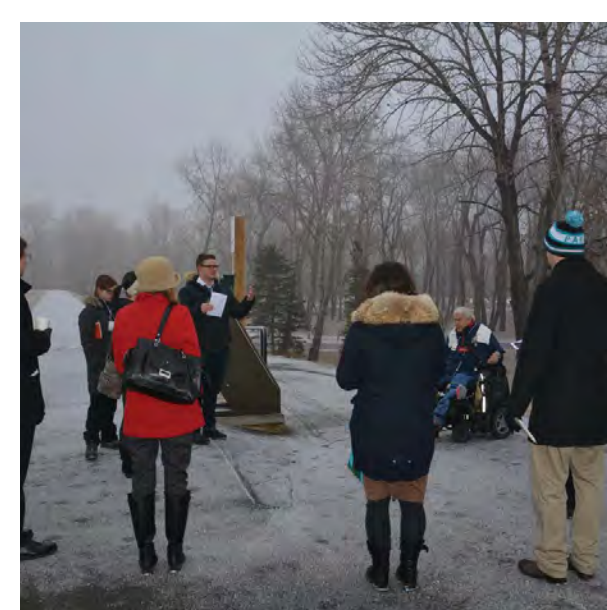
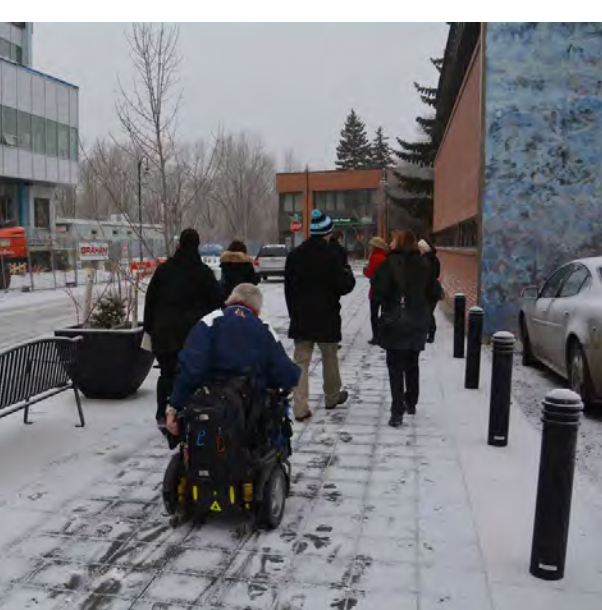
- inspire and motivate
- arrange priorities
- build support

Citizen Engagement

- gather values
- map assets & issues
- build support

Scheme Development

- assess potentials
- generate possibility
- tell new stories



HIGH RIVER

Design Schemes



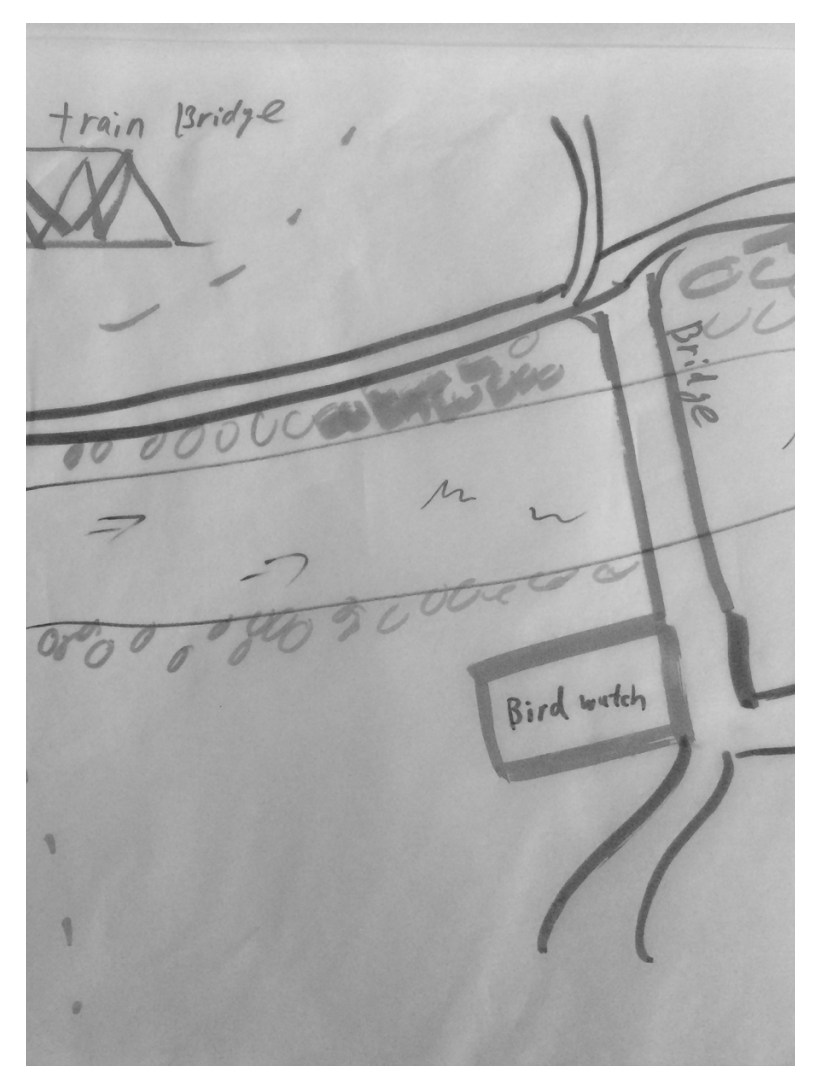
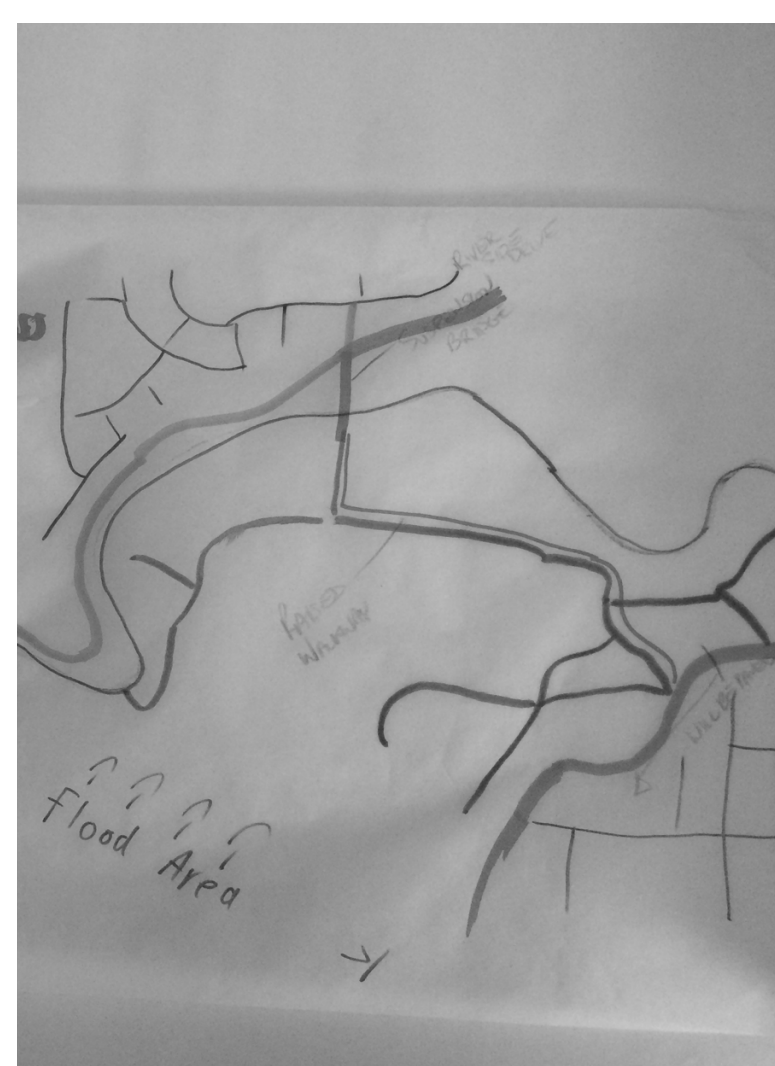
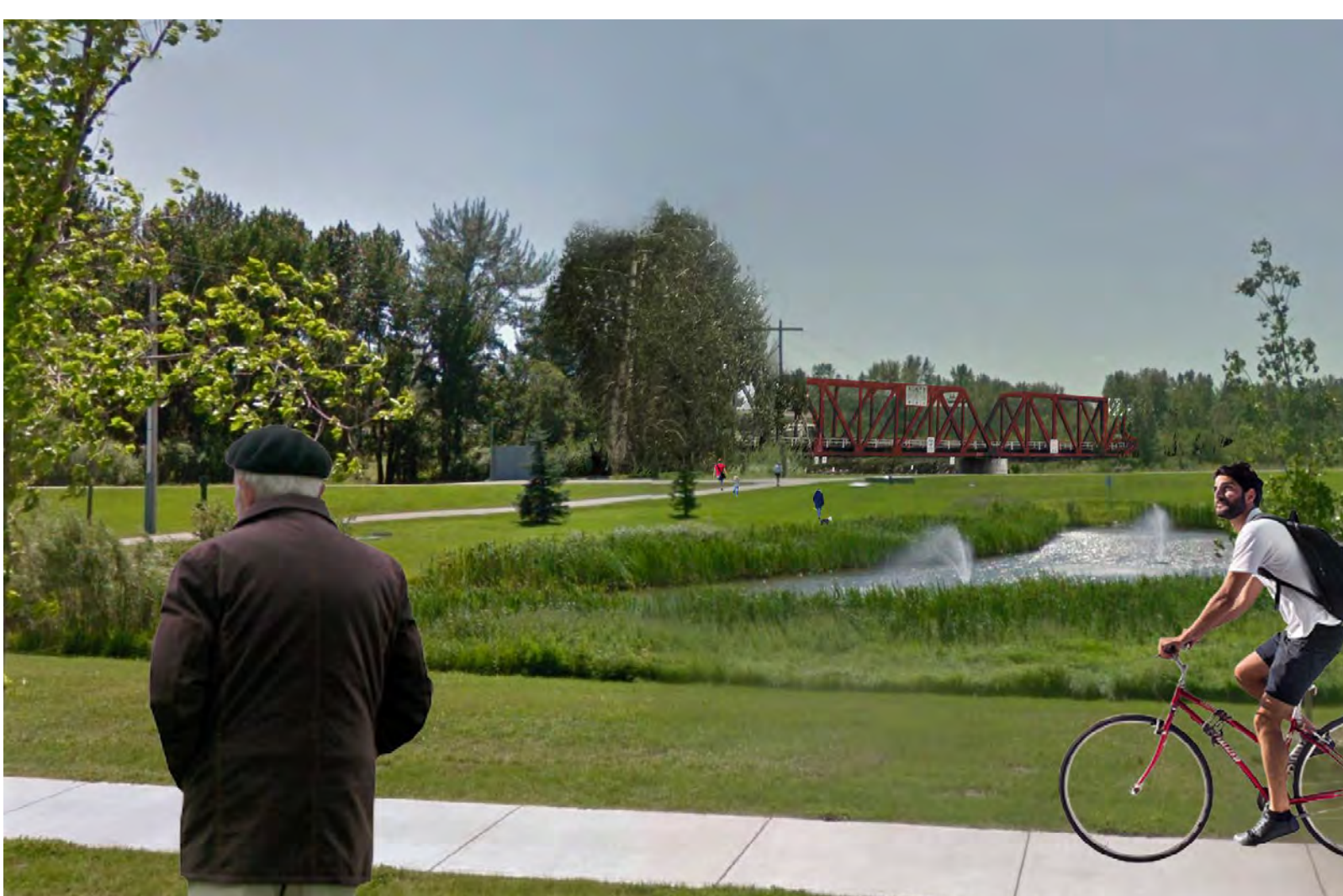
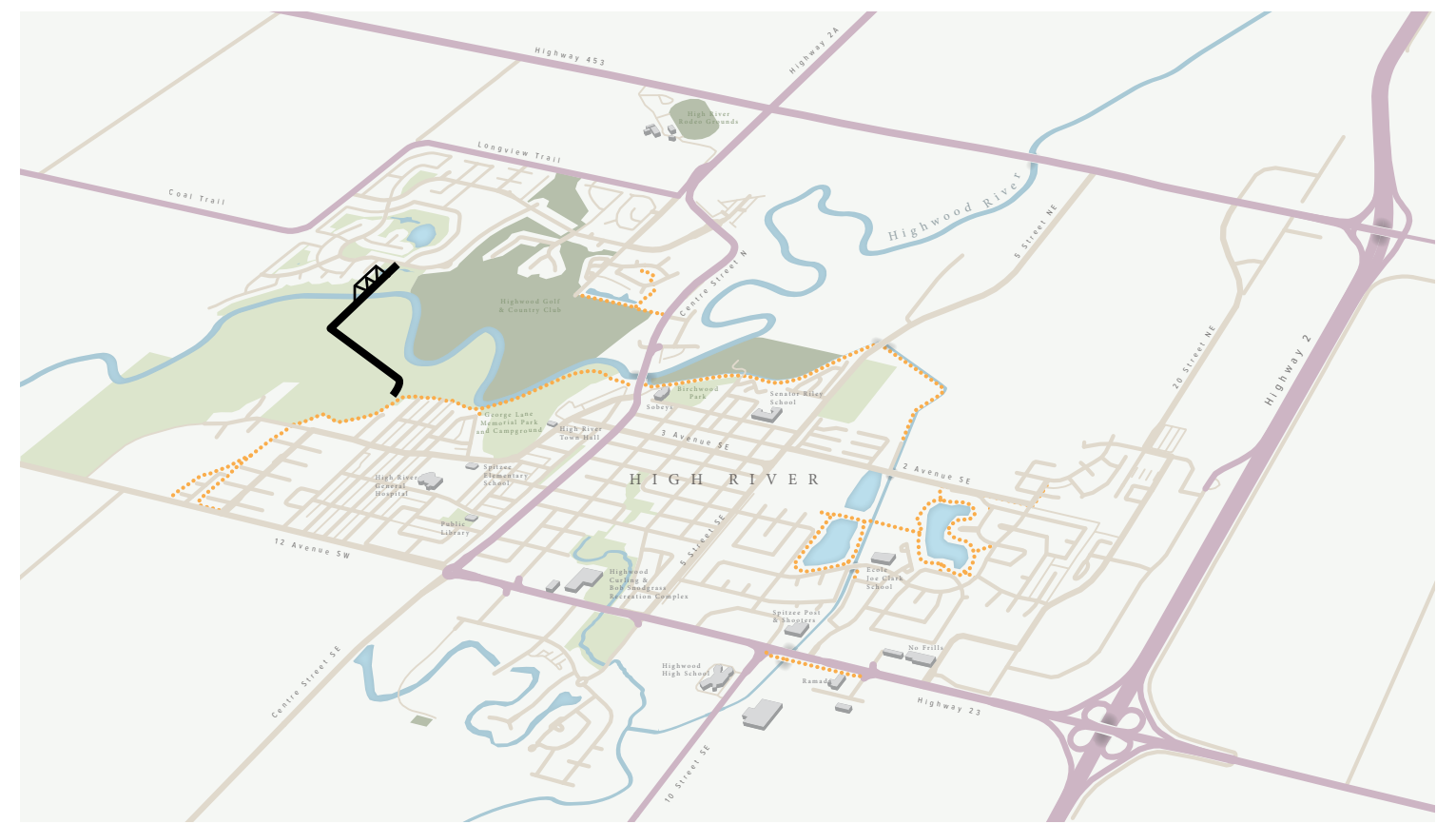
A

MERCER TRAIL & PEDESTRIAN BRIDGE

This scheme looks at the broader pedestrian connections around High River. With anticipated growth to the northwest, it was determined that a link over the Highwood River to the west of Centre Street would be critical to social and physical connectivity between the quadrants of the town. The proposal includes:

(i) naming the wild area west of

downtown 'the Mercer Property', (ii) establishing a packed-gravel pathway through this space, and (iii) connecting it to the pathway north of the river with a repurposed train bridge. Along the walkway, lookout spaces provide seating and a chance to bird-watch and take in the landscape.



HIGH RIVER

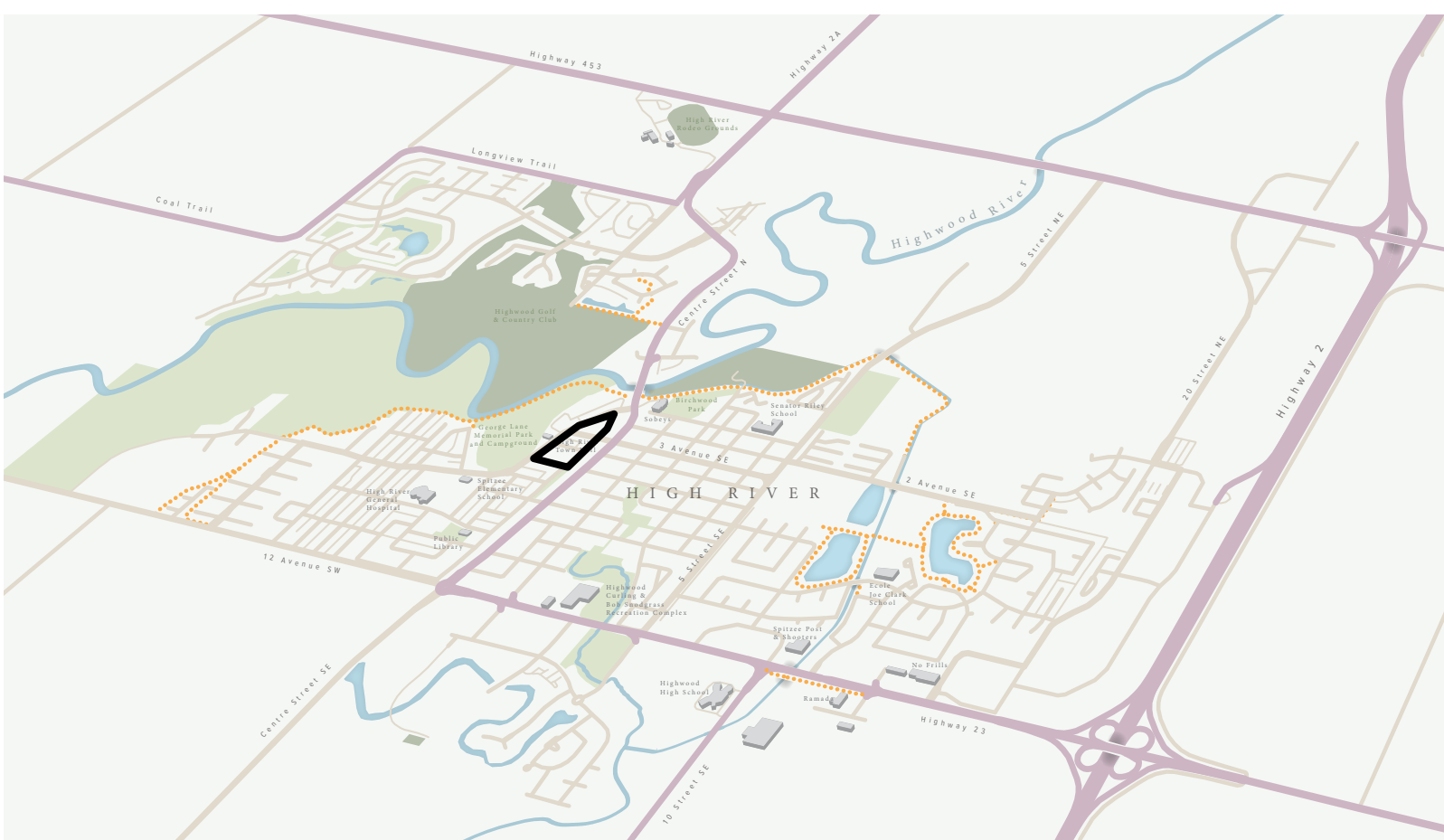
Design Schemes



B ACTIVATING THE LANES & MEWS

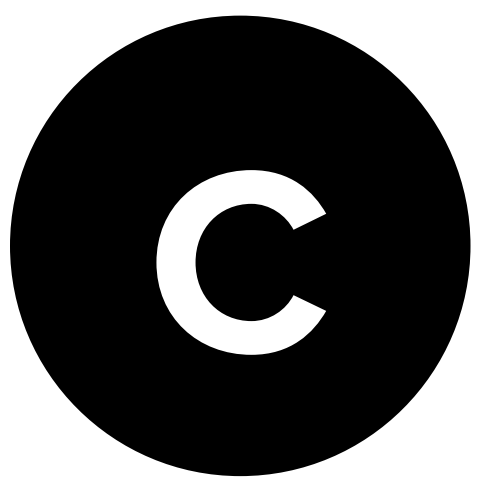
High River's downtown core has a unique set of laneways and mews (small links between blocks). This scheme focuses on making the network's lanes & mews more complete, inviting and human-scaled. Refurbishing lane-facing buildings, creating screened areas for waste bins, and increasing public art and greenery become key strategies. Special touches like an outdoor chandelier,

furniture, and other small elements all make the space more livable and make the downtown a pedestrian-friendly destination. Many saw the potential for these special spaces to be a draw for locals and tourists alike, and to use festivals and farmers markets to pilot new ideas for the spaces.



HIGH RIVER

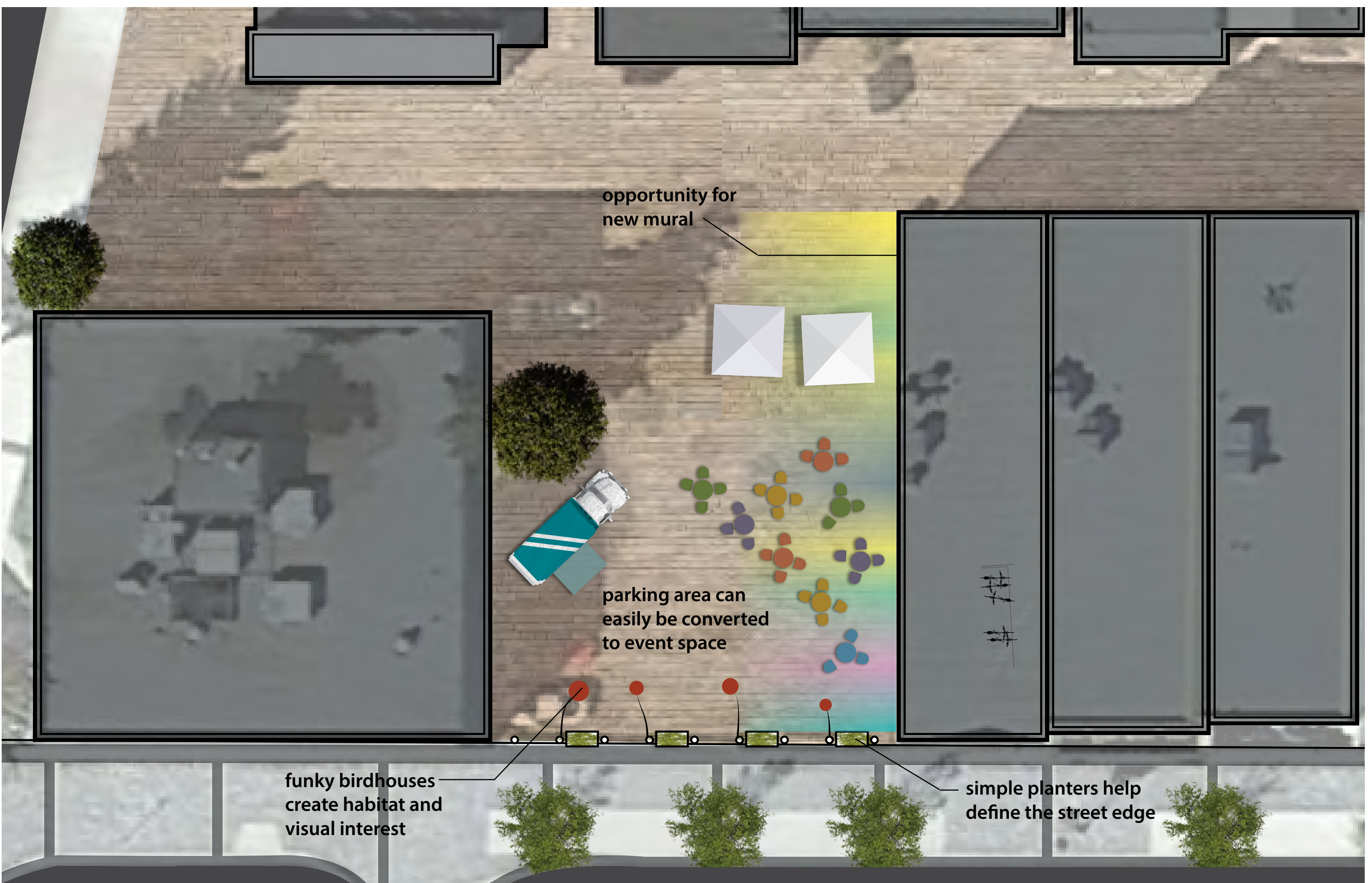
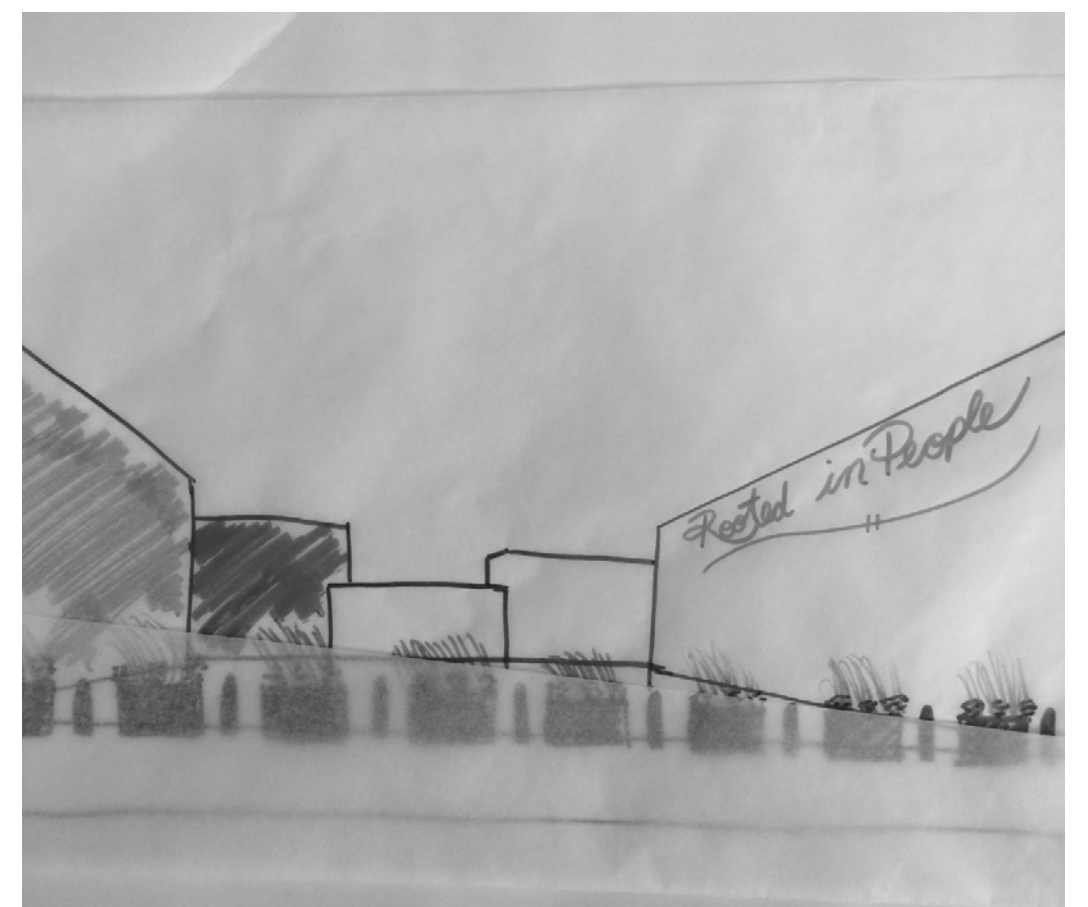
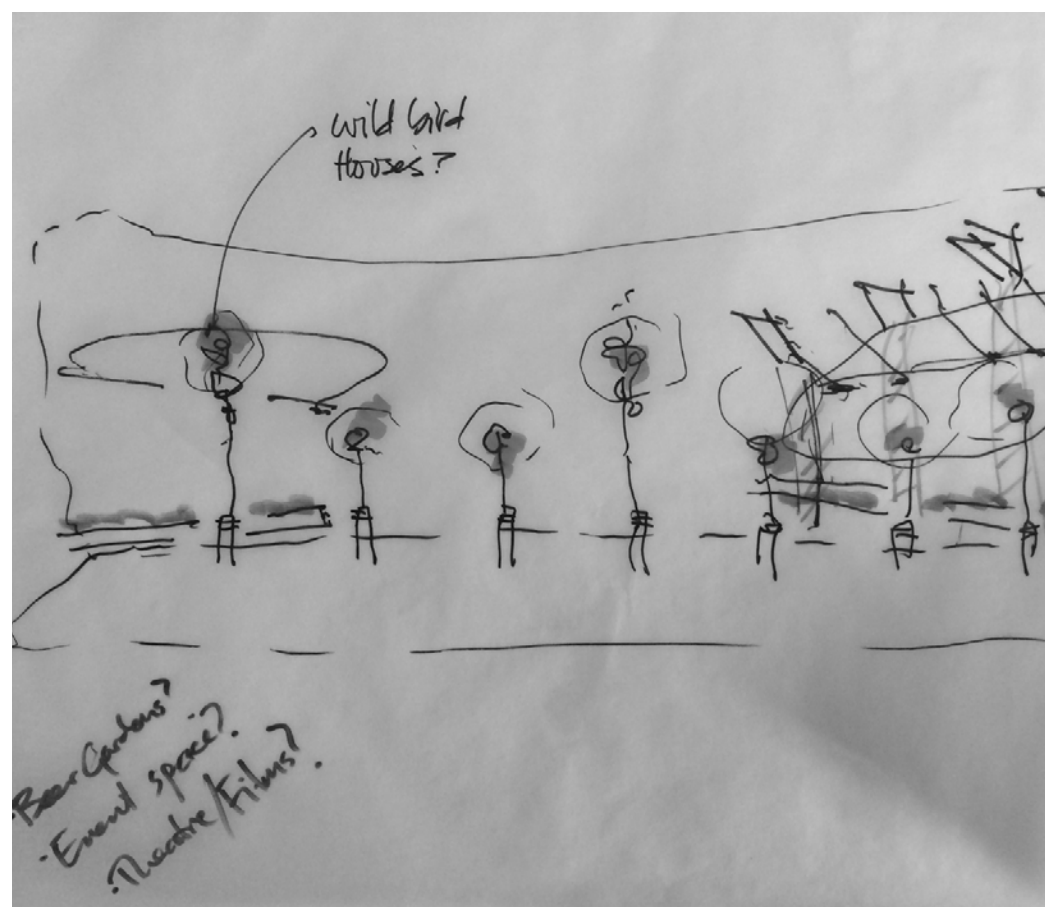
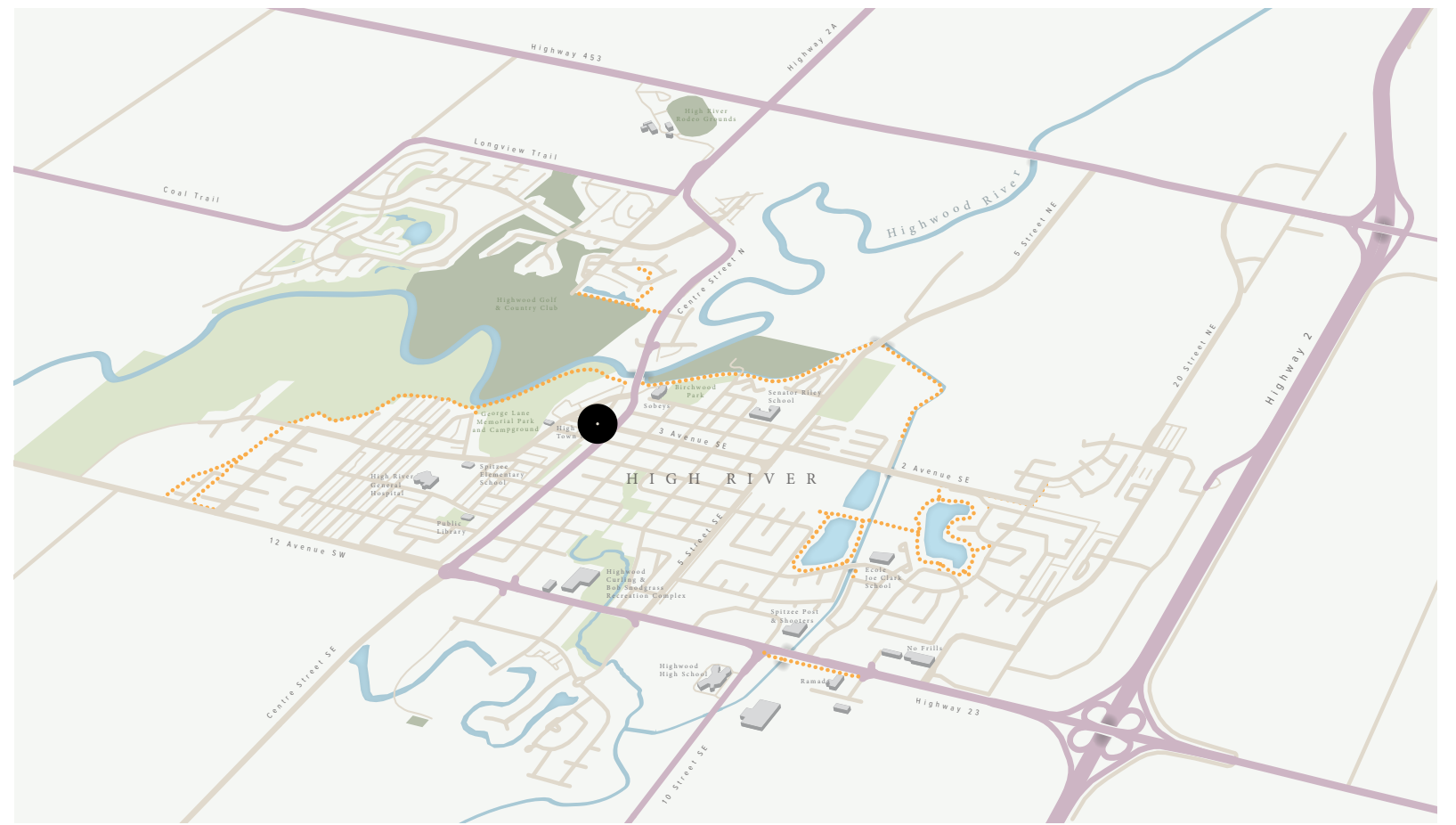
Design Schemes



ENRICHING 'GAPS' ON MAIN STREET

Every city ends up with 'gaps' in its street, where a building has either been demolished or not yet been built. In High River, there are several spots within the downtown area that have this condition. This scheme proposed a simple set of elements that can frame and enliven the street front. In the example explored

here, movable planters and funky birdhouses help curate the space and provide some screen for the parking behind. The approach is simple, inexpensive, and flexible. It also invites a range of engaging seasonal activities to a space that was otherwise considered a 'problem' for the street.





D COMPLETING 12TH AVENUE

This scheme looked to a mostly-complete leg of the Happy Trails pathway system around High River. 12th Avenue was identified as an important thread in this network. After some diagramming and analysis, it became clear that there was a gap in the pedestrian infrastructure on the south side of the road between 5th Street and Highwood High School.

This design proposes, on a broad scale, a series of landmarks and identifiers that help give shape and legibility to the Avenue (see the sketches below and to the right). More specifically, it zooms into the strip north of the high school and implements new sidewalks, benches, and lighting. Clear and safe crossing of 12th Avenue for pedestrians is a critical part of this new linkage.

