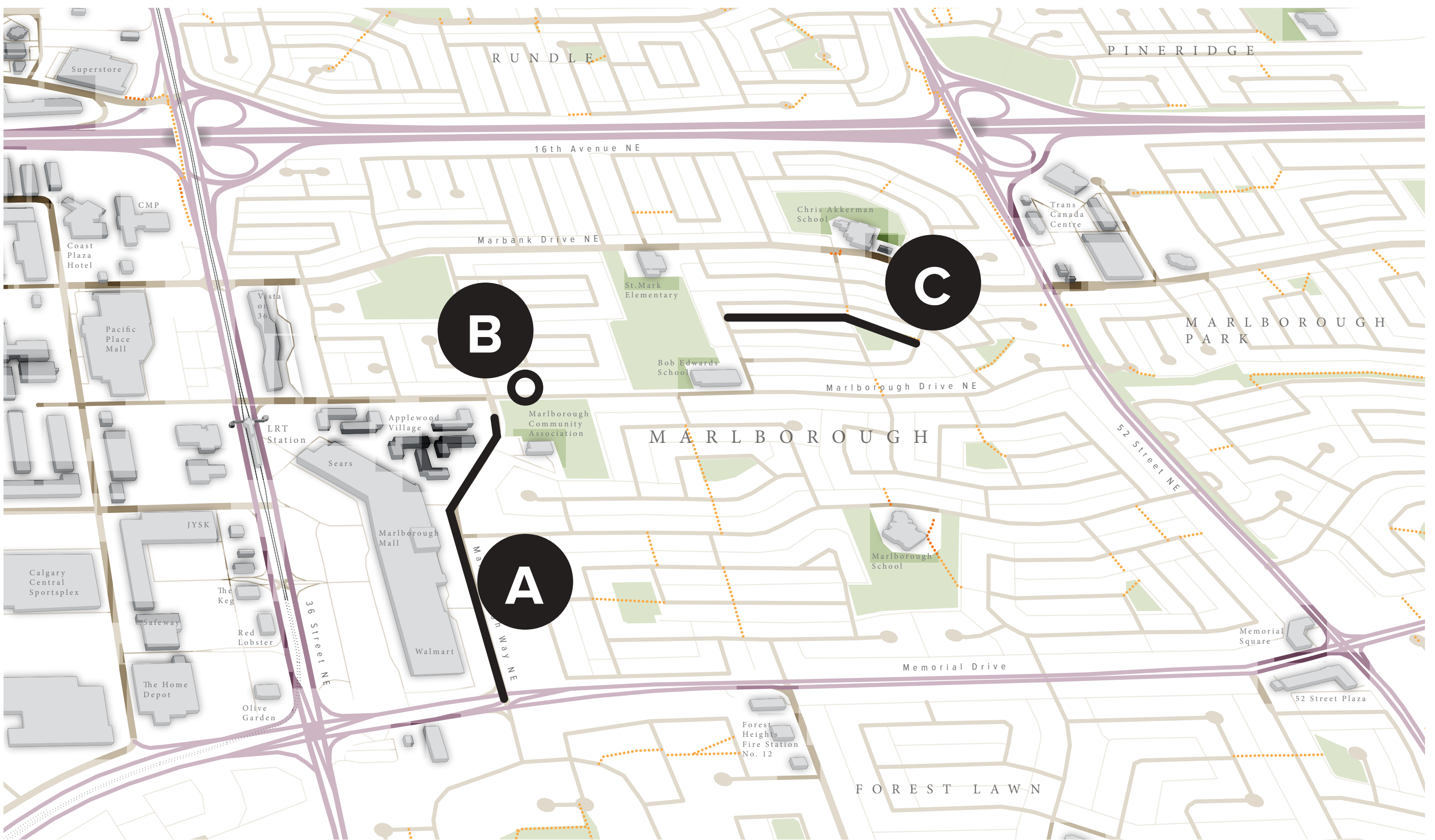


# ACTIVE NEIGHBOURHOODS CANADA

# MARLBOROUGH

# 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 Marlborough 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

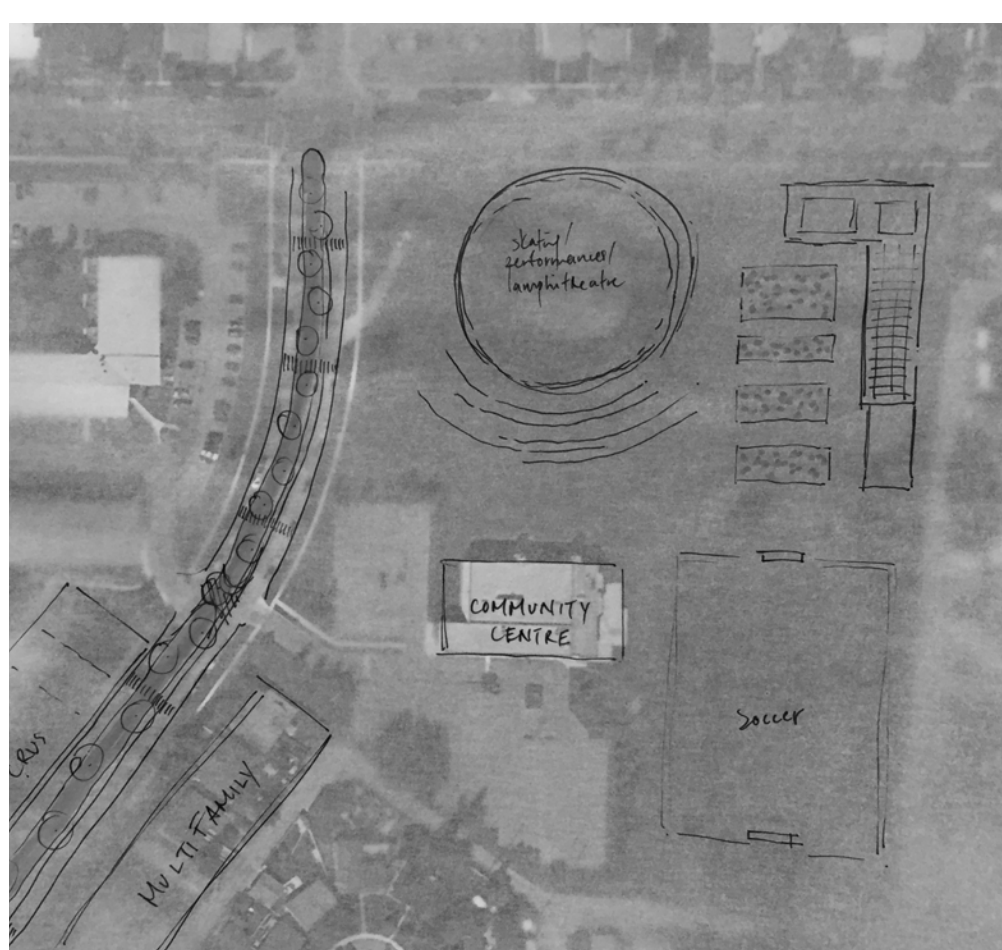
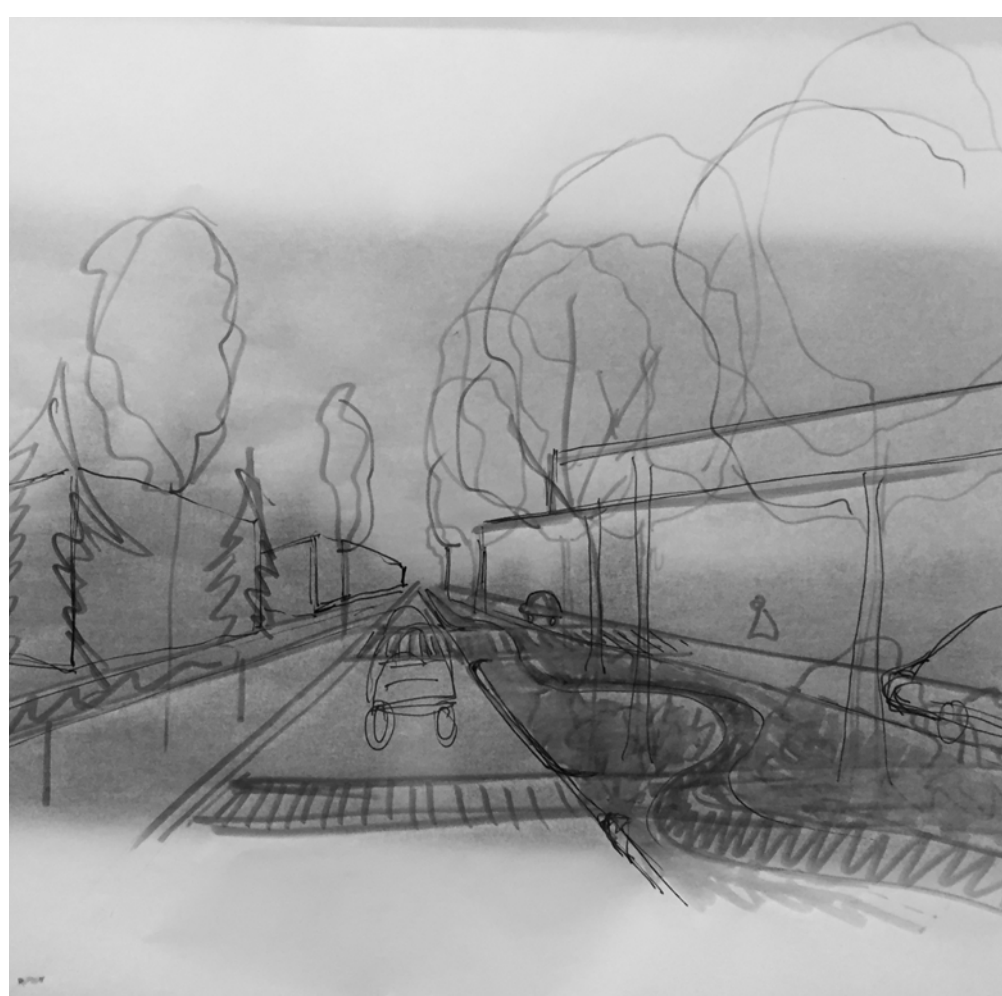
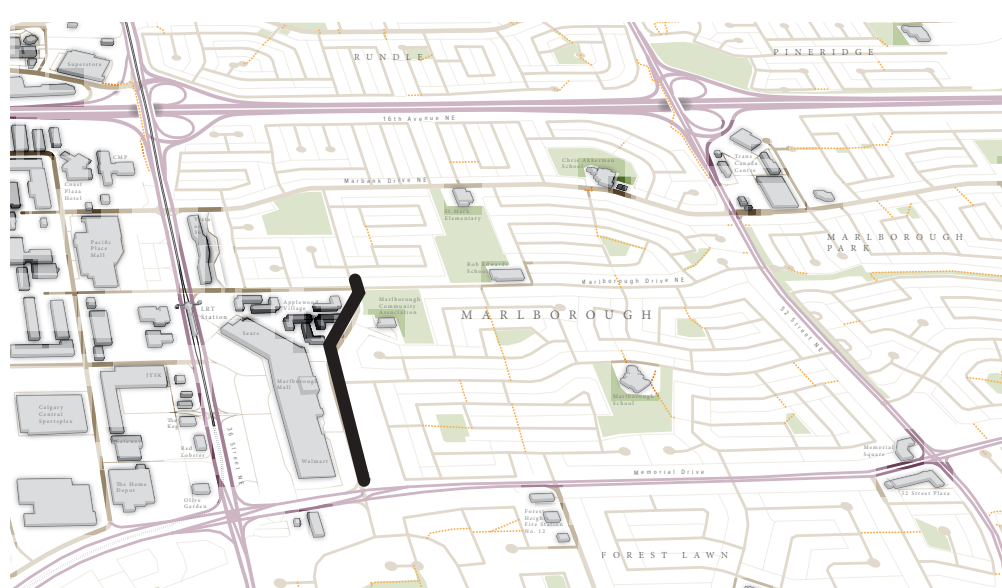






# **A** MARLBOROUGH WAY GATEWAY

This scheme establishes a calmer, greener, more welcoming entrance to the Marlborough community off of Memorial Drive. First, the intersection of Marlborough Way and Memorial Drive is anchored by a landmark element. Moving north, a boulevard and planting strategy narrows the road and invites new development to address the street. Trees along the road help shield views of the mall loading docks. The scheme terminates at the Marlborough community centre. Here, the land around the building is developed into a market space, soccer field, and an amphitheater. In the winter, the stage area transforms into an ice rink. A narrowed road with frequent, well-marked crossings calms traffic throughout the design and encourages connectivity to Marlborough Mall.



An amphitheater, market, soccer field, and walking track all help make better use of the green space around the Community Centre.

There is an opportunity here to extend the walkway to the northwest and link it to the Marlborough LRT station.

Frequent crossings allow connection between the mall and the neighbourhood.

A boulevard element helps increase greenery, make crossing safer, and slows vehicle traffic.

New buildings can begin to fill in the space between the street and Marlborough Mall. Here, two buildings help frame a community-facing entrance to the mall.

Gateway arch provides a sense of entry and helps build local identity.

Bicycle and pedestrian access extends south of Memorial Drive.

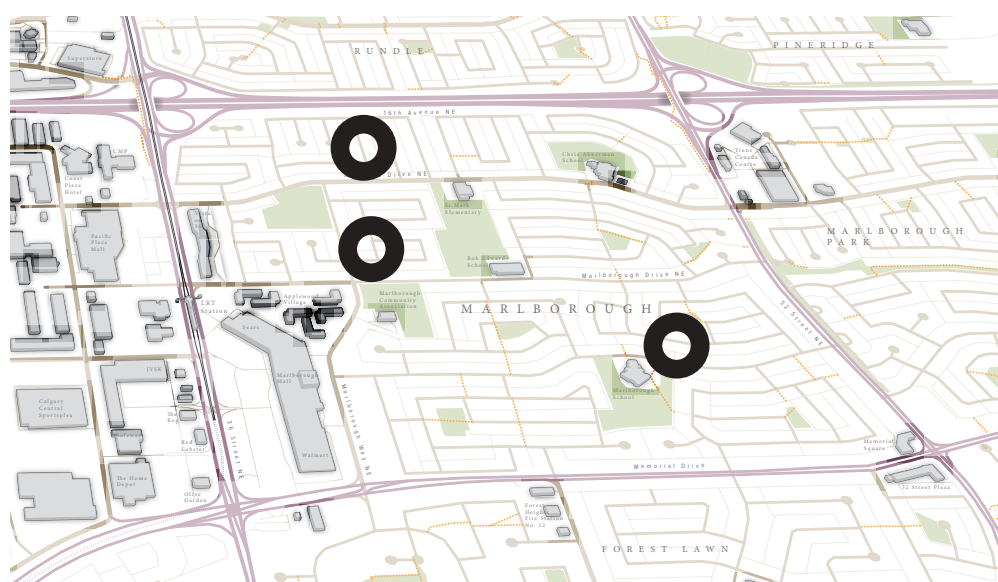
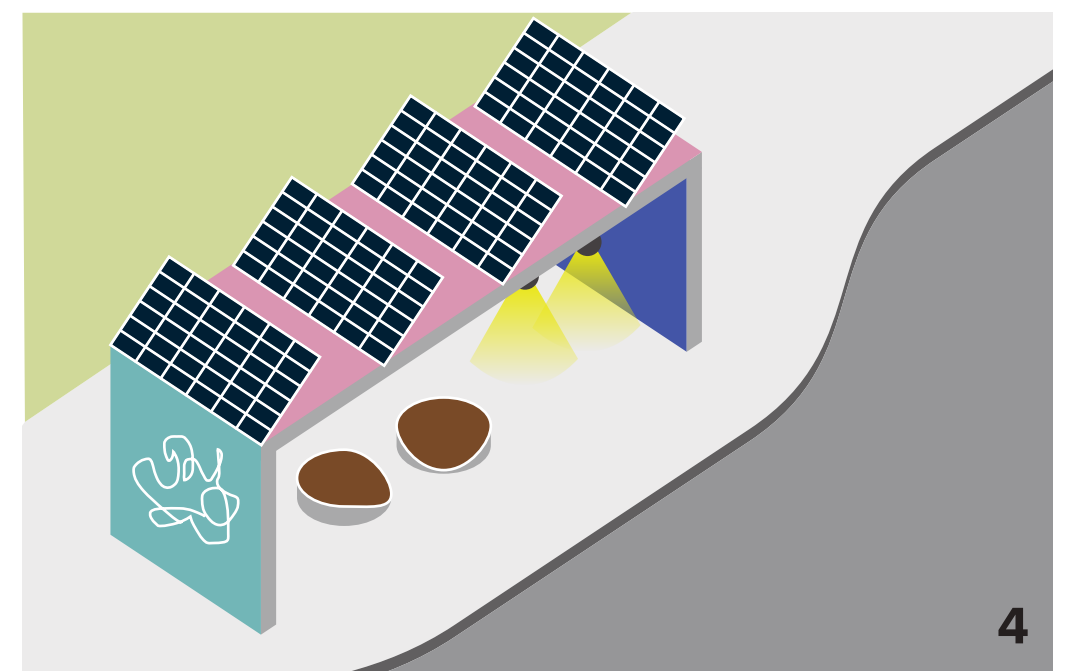
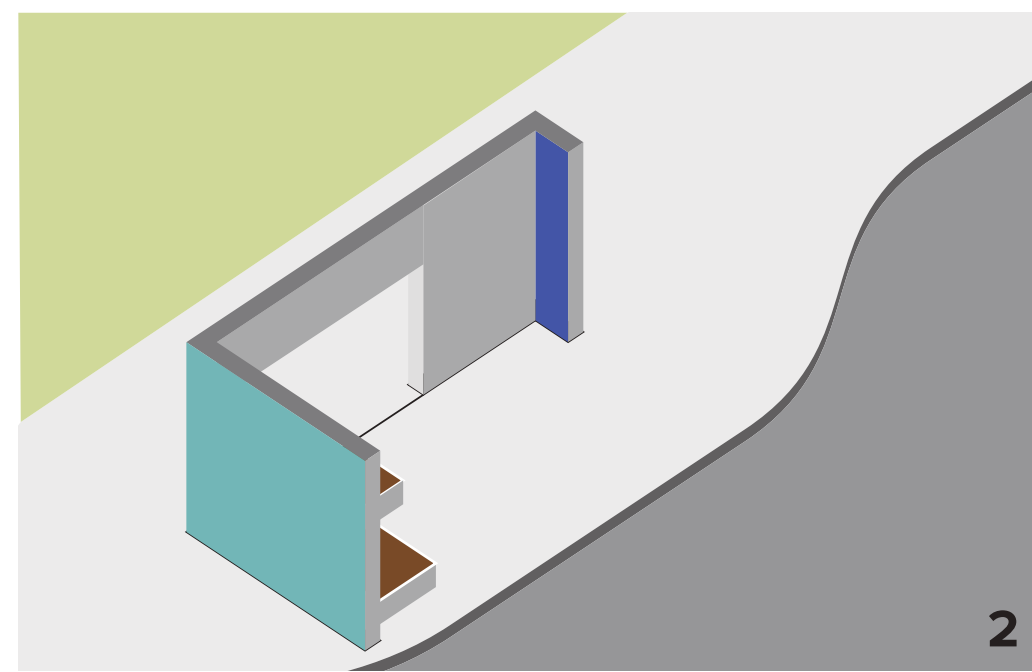
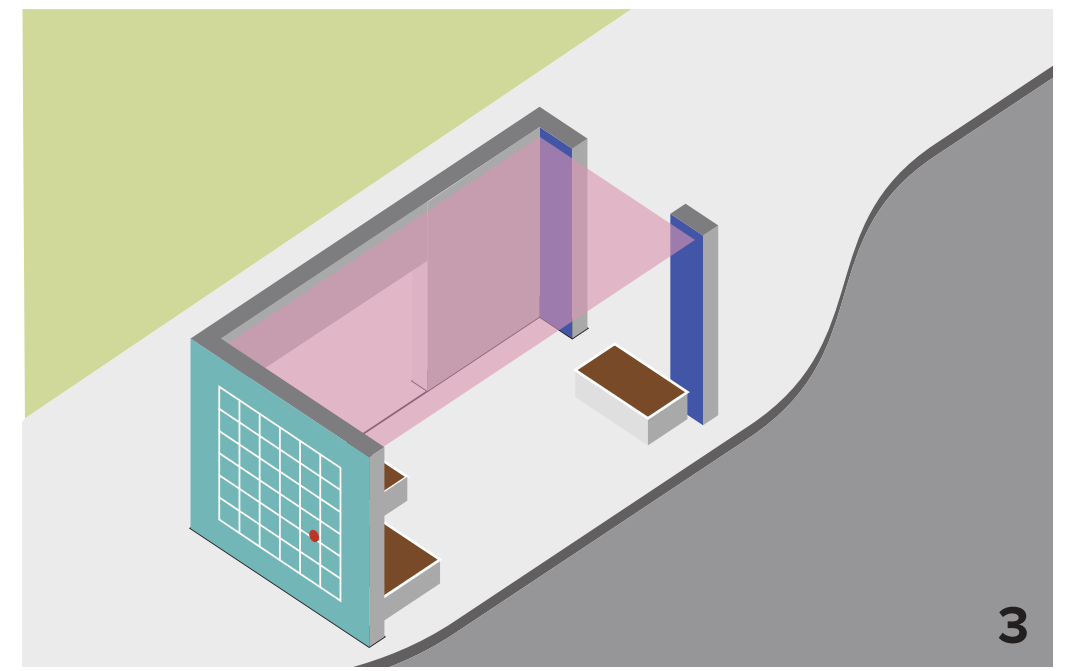
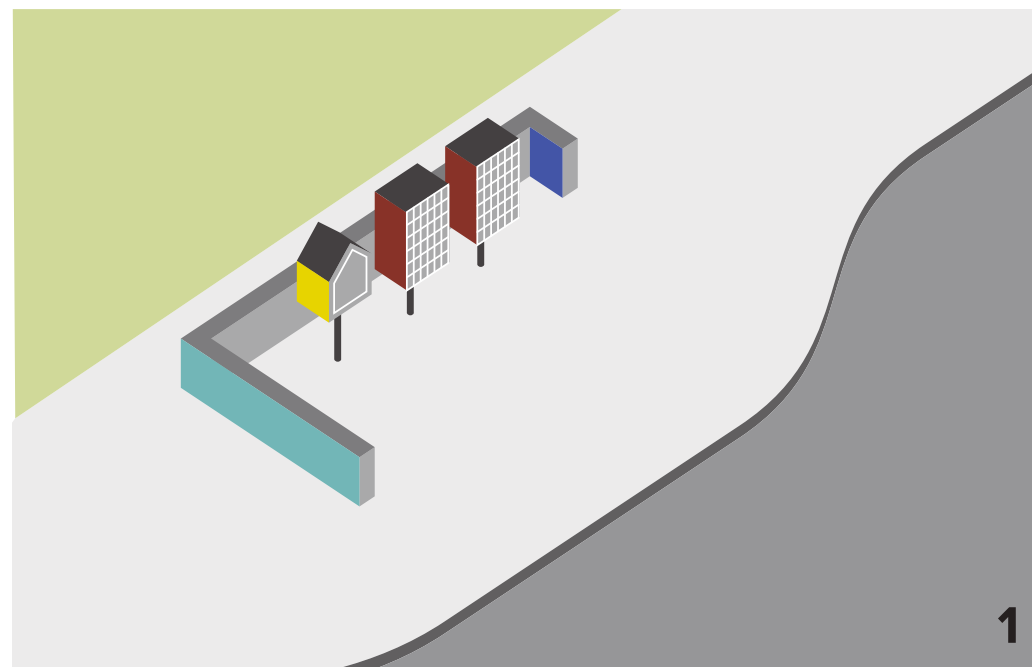




# B COMMUNITY GATHERING PODS

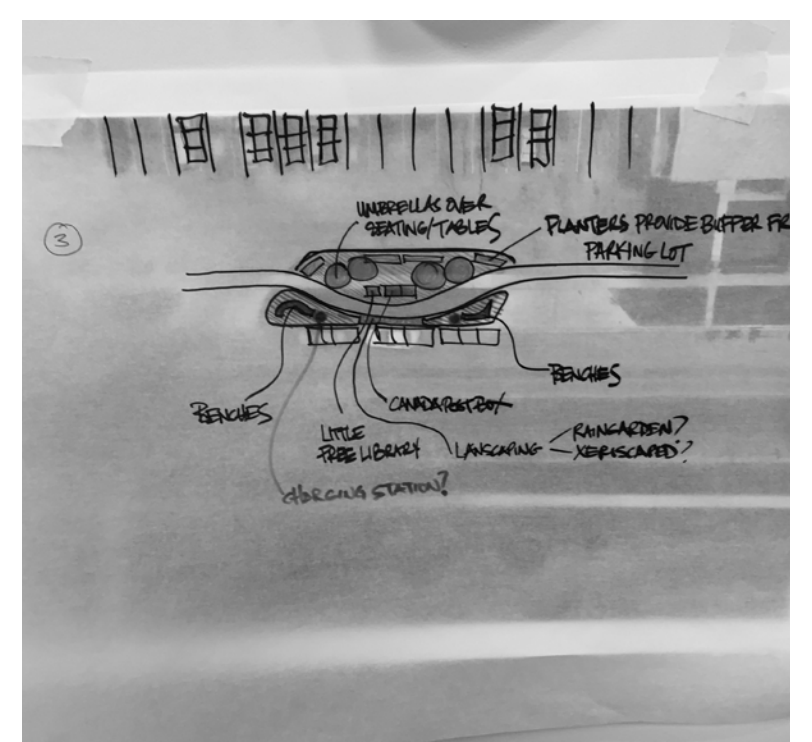
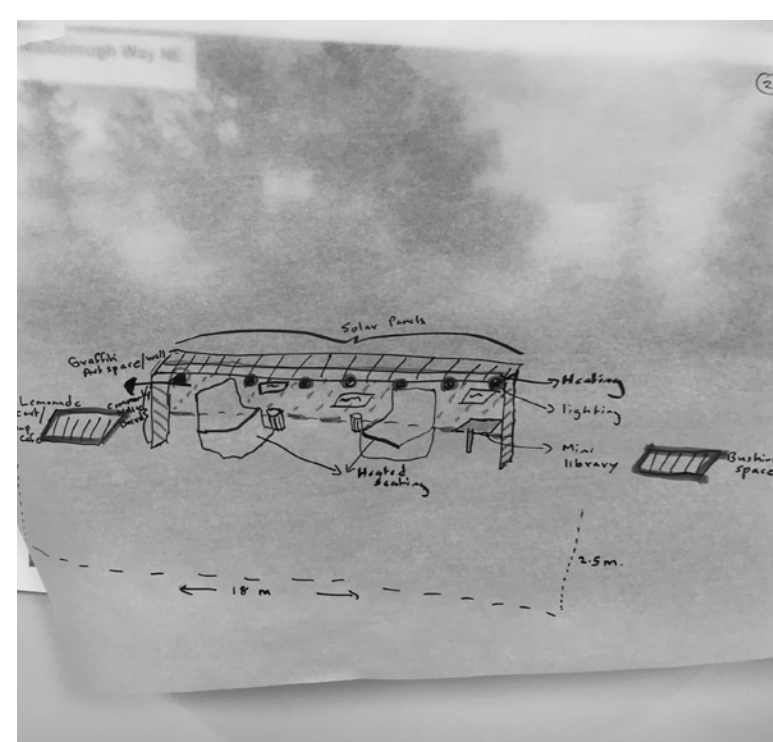
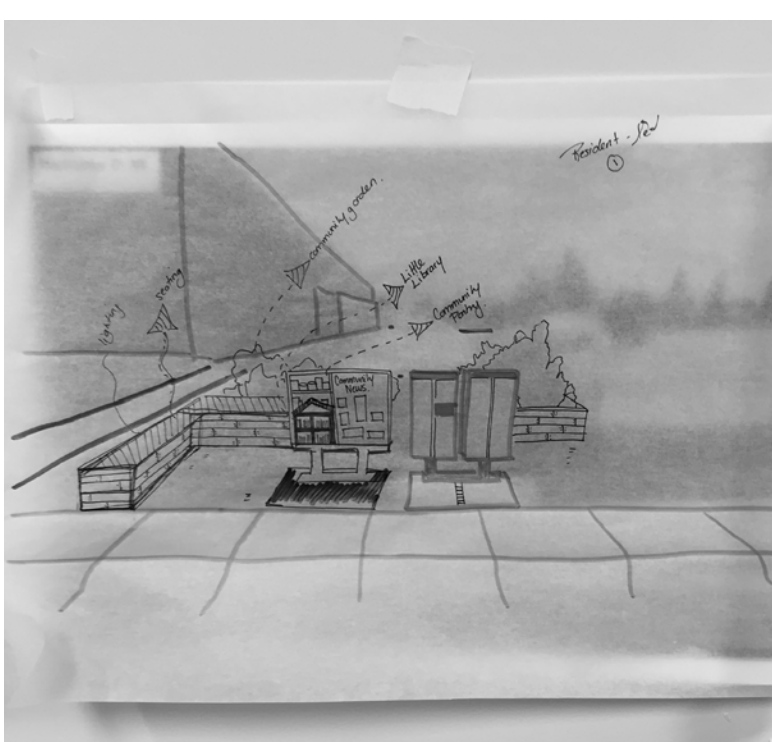
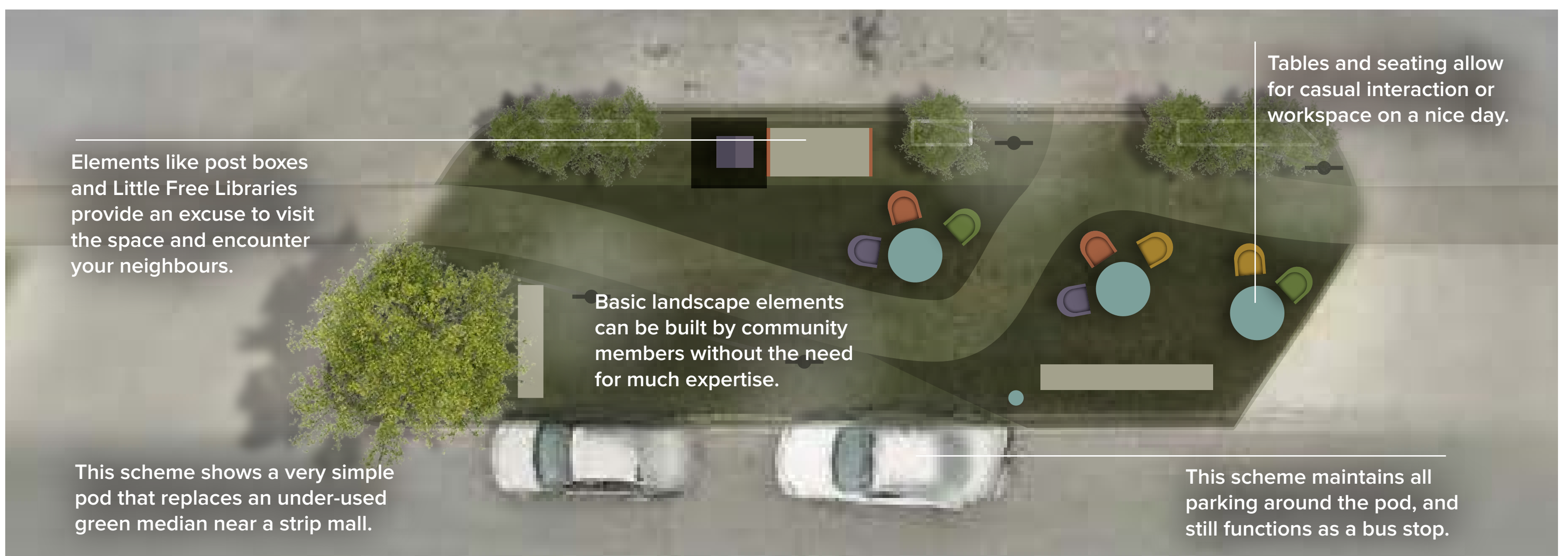
This scheme enriches the informal gathering spaces along Marlborough's streets. Using a simple approach that can adapt to various sites, everything from mail boxes to bus stops can be transformed into a network of small public living rooms.

Design elements include seating, heating, public art, little free libraries, maps, garbage bins, and shelter. Each 'pod' can have varying functions depending on the available space and resources. Some simple pods are designed to be made by community members, while others require more expertise and likely support from City departments. Together, the pods provide a network of small opportunities to live a more public and active life.



1. This is an example of a very basic pod, where a Little Free Library is added to a mailbox zone, along with some basic seating.
2. Here a basic shelter emerges; oriented with the opening south, it shields from predominant winds while staying open to the sun.

3. This iteration shows the addition of a map & message board, along with an interactive roof that reacts to planes flying overhead.
4. This final iteration shows the potential for art showcase, solar power, seating, as well as lights and heating.



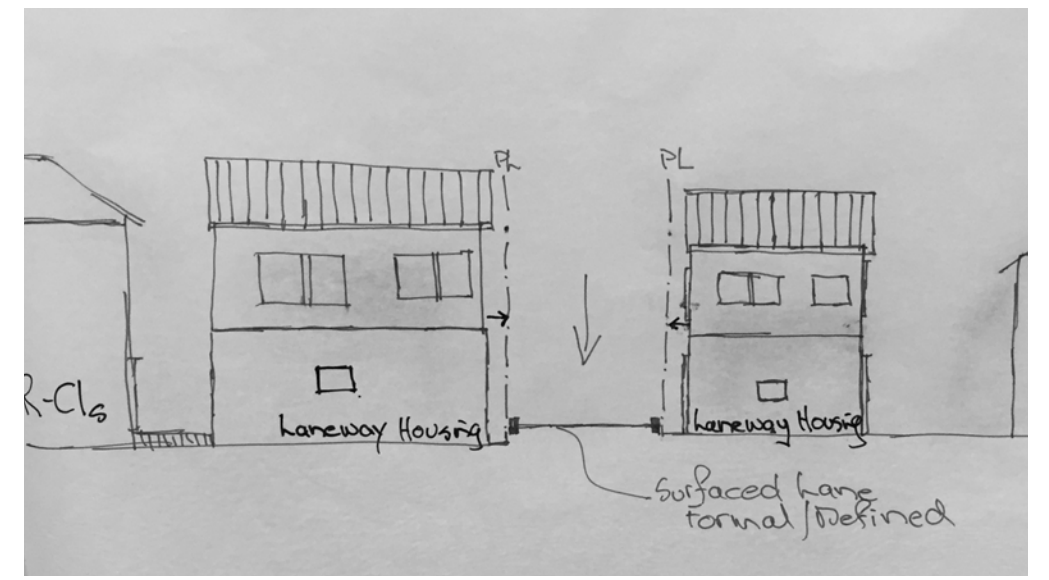
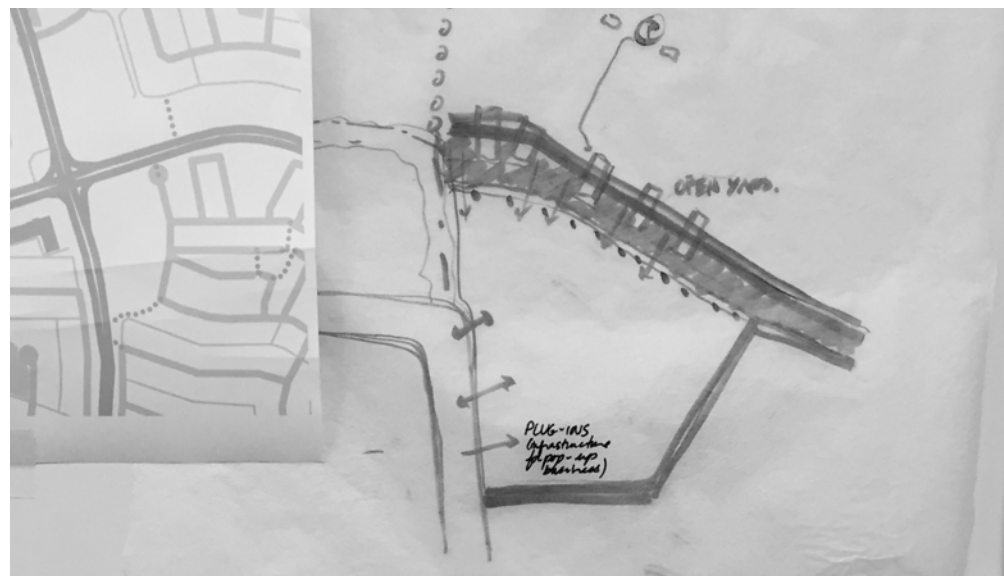
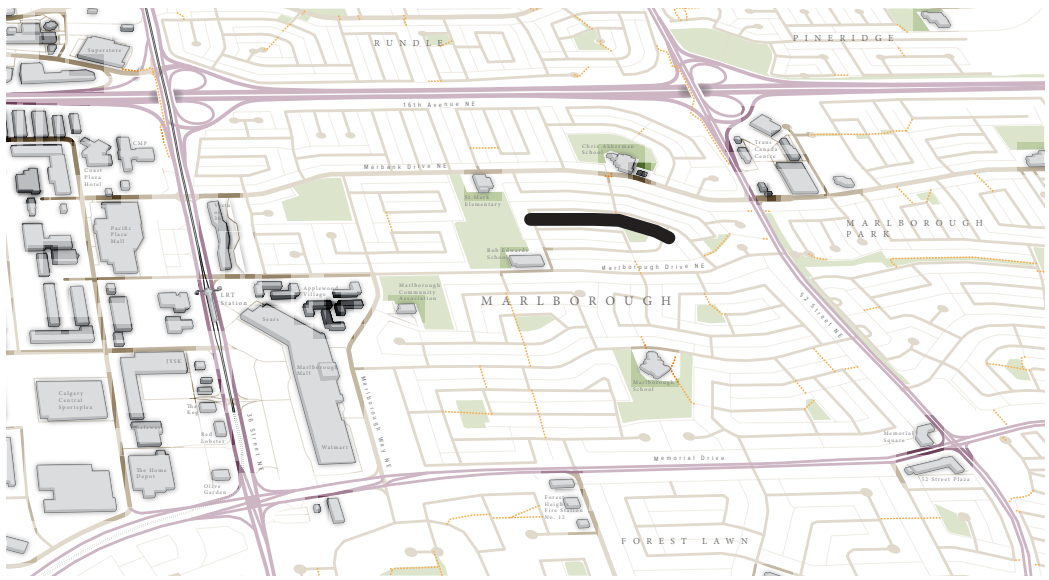




# C LANEWAY + PARKWAY

This scheme looks at ways to make Marlborough's laneways, small parks, and catwalks work together. First, it imagines these spaces as forming a system — like a smaller version of the existing roadways, woven through the neighbourhood blocks. It then places new above-garage units along the edges of this system: in laneways and along the park edges. In the example shown on this panel, the lane is extended through the park. Lots that currently back onto the park are then encouraged to build homes that face onto the park. This helps bring safety and activity to the park, and new spaces for housing.

In addition to the park's existing play-structures, a small paved area is added so that items like wheelchairs, tables, seating, and food trucks can all use the park space.



Paving, lighting, and new plantings help make the lane feel safer and more legitimate part of the city.

The lane is extended via permeable pavers through the existing park. This creates access for the new homes that face onto the green space.

Laneway units are built over garages to help fill in the new street. These units help keep the area's housing affordable, especially for large families

A small paved area next to the playground allows for more diverse uses of the park space. Imagine being able to host a family BBQ in one of these parks.

The system extends outwards toward other parks, creating a network of open space.