

# Age-Friendly Arborg What is age-friendly?

## Town of Arborg

According to Statistics Canada, Arborg's population is 1152 (2011), however the population of Greater Arborg, defined as those who collect their mail in Arborg, is 1731 (Arborg-Bifrost Community Development Corporation, 2011). In addition, Arborg acts as a **service centre for the surrounding Bifrost region**, meaning nearly 5000 people rely on the town's services and amenities (Figure 1) (Municipality of Bifrost, 2012). The Town of Arborg is closely linked to the resources that surround it which provide employment: conventional grains, oilseed, and livestock are common types of agriculture in the area. Arborg supplies much of the seed, animal feed, and machinery used in the Bifrost region and also produces machinery for international sale (Town of Arborg, 2012).



Main Street, Arborg, MB. (Donoff 2012)

## Population Changes

In the past fifteen years, the population of Arborg has steadily grown. Between 1996 and 2011, **the population over age 65 has increased**, particularly the number of residents over age 85, that has more than doubled (Figure 2) (Statistics Canada, 1996;2001;2006;2012).

Approximately 25% of Arborg's population is over 65 years of age (Statistics Canada 1991; 1996; 2007; 2012). The existing Senior's Resource Council and the Age-friendly Club demonstrate the community's awareness in providing amenities and resources to their aging population.

## Age-friendly Communities

Canada's aging population has prompted a larger movement towards age-friendly communities. Age-friendly communities address how **people of all ages and abilities can access local services and feel included in their community**. This requires a close examination of the built environment and the way space shapes our daily activities. The World Health Organization (WHO) has developed the guide, *Global Age Friendly Cities*, to analyze and outline the strengths and areas for improvement of age-friendly communities (Figure 3). The *Age-Friendly Rural and Remote Communities Guide*, based on the WHO document, highlights issues specific to rural communities (Figure 4). Civic leaders, community residents and business owners can all influence a community to adopt age-friendly practices.

## World Health Organization Guiding Principles

The following eight topics address the age-friendliness of a community: transportation, housing, outdoor spaces and buildings, social participation, respect and social inclusion, civic participation and employment, communication and information, community support and health services. For the purposes of this study, the last five categories will be consolidated under social participation.



Figure 1. Population of Arborg and the surrounding region



Figure 2. The population of Arborg has aged between 1996 and 2011

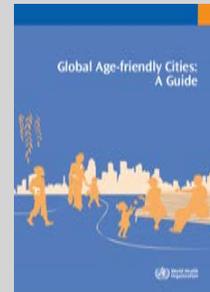


Figure 3. The World Health Organization's Global age-friendly cities guide (2007)

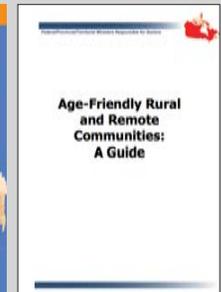


Figure 4. The Public Health Agency of Canada's Age-friendly rural and remote communities guide (2009)

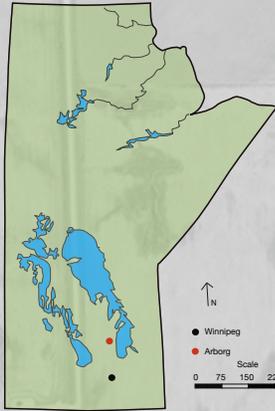


City Planning  
December 2012

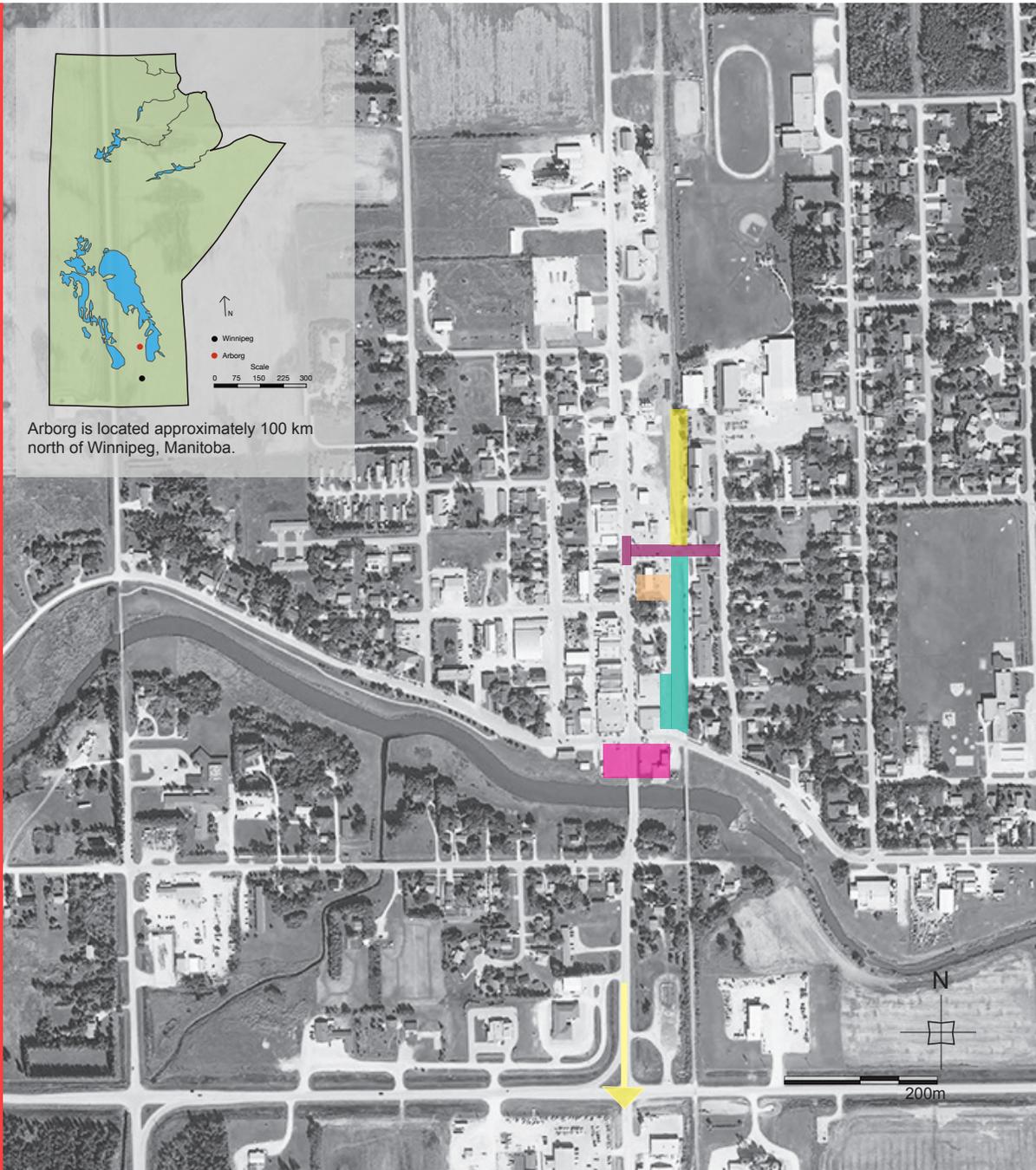
Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu



# Age-Friendly Arborg Areas of intervention



Arborg is located approximately 100 km north of Winnipeg, Manitoba.



## Areas of Intervention

For this project four main areas of intervention have been chosen. Each area has strengths, however we will focus on the **areas of opportunity** that will enhance Arborg as an age-friendly community.

### Rail Yards

The vacant rail yards east of Main Street have great potential. The central location is ideal for increasing connectivity, for intensifying the residential area, and for amplifying community space.

### Crosstown

Crosstown, which is perpendicular to Main Street, serves as a main thoroughfare of east-west traffic. This underdeveloped area offers potential for commercial and residential expansion, and an enhanced streetscape.

### River and Main

The intersection of River Avenue and Main Street is the main gateway into town. This area holds potential for multi purpose infill, as well as connecting the vibrancy of Main Street to the Icelandic River trails.

### Town Square

The opportunity for a town square in Arborg would facilitate community involvement and social participation. A town square connecting Main Street to the rail yards would further promote connectivity and add vibrancy to the area.

### Long Term Interventions

The 'recreation district', north rail yards, and connections with the Bifrost Region are long-term interventions. These areas have potential for future growth, however, for the purposes of this project, they will not be examined at this time.



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu



## Transportation

### Aging and Driving

Rural communities are often car-oriented, requiring people to drive for groceries and shopping, to meet friends, and to reach health services. Older drivers may change their travel patterns based on road conditions. Roads that are well maintained, well-lit, easy to navigate, and marked with clear signage help older adults to drive comfortably and safely.

### Parking

Accessible and convenient parking is important for older adults who drive or carpool. The *Age-Friendly Rural and Remote Communities Guide* suggests designated parking spots for those with mobility issues who do not qualify for disability stickers. Accessible parking spots should be wide enough to open doors fully, and be located close to lowered curbs and entrances.



Pedestrian without a route, Arborg, MB. (Copping 2012)



Convenient parking, Arborg, MB. (Donoff 2012)



Age-friendly Handi-van, Arborg, MB. (Donoff 2012)

## Housing

### Design

Age friendly housing should be low-maintenance, affordable, and adaptable for changing physical needs. Age-friendly housing should also have even surfaces, passages wide enough for wheelchairs, and appropriately designed bathrooms, toilets and kitchens. Existing structures may be modified to become barrier free. These features will allow adults to age in place without having to move later in life, or into assisted living residences.

### Secondary Suites

Adding suites to existing infrastructure is an efficient way to increase housing options for older adults. Types of secondary suites are: granny flats, basement suites, garage suites, gardens suites and guesthouses.



Single family homes, Arborg, MB. (Blackie 2012)



Assisted and supportive living units (Sidhu 2012)



Designated seniors' housing (Blackie 2012)



55+ seniors' housing, Arborg, MB. (Copping 2012)

### Transit Accessibility

Public transportation options are important for older adults who no longer drive. The availability, affordability, and frequency of these services can be difficult to provide in rural communities. Volunteer drivers, dial-a-ride programs, and short local public transit routes can help older adults stay independent.

Local transit should correspond with popular travel destinations such as health services, shops, and social events. Transit vehicles should be able to accommodate passengers in wheelchairs and scooters. Marked transit stops should provide comfortable seating, be well-lit, and display clear information about trip frequency and cost.

### Infill Housing

Increasing density downtown is a good option for creating new housing that has convenient access to daily goods and services within walking distance.

### Continuum of Care

Age friendly communities provide a continuum of care offering housing options for a range of physical and mental needs. The coordination of home care, designated seniors housing, assisted living, and continuing care facilities ensure older adults are adequately housed. Furthermore, unit sizes should vary, providing a variety of living options as needs change.

## Current Environment

### Walking

Arborg pedestrians can be further supported with designated road crossings, shortcuts between residential areas and Main Street, and well maintained pathways and lower curbs heights.

### Parking

Parking along Main Street allows those with limited mobility to access shops and services. Traffic calming measures would slow vehicles around parked cars increasing safety, while lowering curbs mid-block can increase accessibility.

### Driving

Traffic calming measures, such as bump outs would help control traffic, as well as mark loading and unloading zones for ride-sharing vehicles and drivers with limited mobility.

### Handi-van

The Handi-van is a great asset to Arborg and could continue to increase ride frequencies and destinations.

### Housing Types

Arborg has limited housing options and availability of: affordable apartments, independent living housing options, subsidized housing, and condos and smaller homes for sale.

### Design

The majority of the homes in Arborg are not zero entry, making it difficult, or even impossible, for some people to enter the building. With existing homes, people could install side ramps to back doors. When constructing new homes, contractors should build with universal design standards allowing the home owners to age in place.

### Continuum of Care

Arborg offers a large range of assisted and supportive living options. Older adults could benefit from home care services to bridge the gap between independent and assistive living.

## Outdoor Spaces and Buildings

### Streets and Sidewalks

Town streets and sidewalks should have the following: a smooth, level, non-slip surface; sufficient width to accommodate wheel-chairs or scooters; dropped curbs that taper off to street height; clearance from obstructions such as street vendors, parked cars and trees; and priority access for pedestrians. Seating in public spaces is important for people of all ages. Providing public benches and shelter makes a community more age-friendly.

The *Age-Friendly Rural and Remote Age-friendly Community Guide* mentions that all open spaces and buildings should be well lit and allow for people of all ages and levels of mobility to safely walk, even in the evenings.



Stairs are not age-friendly (Copping 2012)



Curb cuts are age-friendly, Arborg, MB. (Blackie 2012)

## Social Participation

### Recreation

Age-friendly communities provide opportunities for physical and non-physical recreation. Older adults can participate as spectators at local sporting events, and provide an 'extra pair of eyes' at playgrounds and other public spaces. Public facilities should be accessible and convenient to access.

### Communication and Inclusion

Central public message boards can facilitate the sharing of information within a community. A local age-friendly business program certifies local services as accessible and considerate to older adults.



Public Library, Main Street, Arborg, MB. (Blackie 2012)



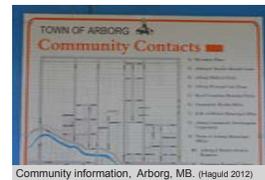
Informal notice board, Arborg, MB. (Copping 2012)



Pedestrian crossings over the Icelandic River, Arborg, MB. (Copping 2012)



Age Friendly Club, Arborg, MB. (Sidhu 2012)



Community information, Arborg, MB. (Haguid 2012)

### Green Space

Natural features like rivers are one of the most commonly cited age-friendly features. Frequent rest stops, level sidewalks, and raised garden beds allow green space to be used by those with limited mobility.

### Age-friendly Buildings

Factors that create age friendly buildings are: elevators; escalators; ramps; wide doorways and passages; suitable stairs (not too high or steep) with railings; non-slip flooring; rest areas with comfortable seating; adequate signage; and public toilets with handicap access. Main services located in close proximity to one another allows older adults to carry out their daily errands and activities with greater ease.

### Community Support

Age-friendly communities create an environment of inclusion by consciously demonstrating community support in community design. Opportunities for civic participation such as volunteering should be open to residents of all ages and considerate of the unique needs of older adults by allowing for flexible hours and ensuring accessibility.

Community space that is designed for all ages creates the opportunity for intergenerational learning. Public spaces should include elements that are attractive to people of all ages and abilities. Housing developments should include units for a range of family structures, and be situated within close proximity of services and recreation opportunities.

## Current Environment

### Accessibility

Stores along Main Street could benefit from zero-step entries, and wide doorways and aisles. Infill of vacant land would increase proximity between stores and services.

### Trails

Well marked trails and pathways with frequent benches allow those with limited mobility to access outdoor spaces and buildings independently.

### Gardens

Arborg has made a good effort to include green spaces in vacant spaces along Main Street. However, a centrally located community garden would further enhance the recreational opportunities. Raised garden beds allow for increased access and intergenerational gardening opportunities.

### Recreation

There is an opportunity for a community gathering and park space in Arborg. A space where the community could meet, learn, socialize, garden, and relax, would create a local hub and community focal point.

### Communication

While information boards exist in Arborg, they are currently located in private spaces. Designated public space for the purpose of advertising community events and services would enforce Arborg's community outreach programs as community resources for all residents.

### Multigenerational Space

Frequent resting spaces along the river walk would expand the usability of this great resource. A community meeting space in the centre of town would also provide a space for all community members to meet and interact. The Age Friendly Clubhouse could also be used to host multigenerational events and activities.

# Age-Friendly Arborg Rail yards



## Potential for the Rail Yards

Running parallel to Arborg's Main Street, development of the vacant rail yard site has potential for increasing the vibrancy of the town's centre. The proposals suggested here will attempt to:

- create pedestrian connections between residential homes and Main Street
- connect pedestrians to the Icelandic River walking trail
- increase affordable housing
- increase seniors' housing
- increase variety of housing
- increase rental opportunity
- provide access to community garden plots
- provide a space for recreation and community functions
- provide new parking to offset spaces lost to infill development

The former rail yard site is long, narrow, and varying in width, posing a challenge for development. The orientation of residential and commercial 'backs' also requires creativity to ensure the space does not feel like a back lane.

Personal observations and consultation with the community confirmed that despite these challenges, the **proximity** of the property to Main Street and the Icelandic River holds great potential to meet local community demands, such as affordable housing, public recreation and gathering space, and increased commercial opportunities along Main Street.

Consideration of the **phases of development** ensures that at each stage, the spaces feel complete. This timeline allows for flexibility of implementation with respect to finances and resources.



Vacant rail yards behind the public library, Arborg, MB. (Sidhu 2012)



Vacant rail yards looking north, Arborg, MB. (Sidhu 2012)



Vacant rail yards looking south, behind Sunrise Lodge, Arborg, MB. (Blackie 2012)



Top of the Annex Townhomes, Toronto

## Townhouses

Townhouses are a good option for increasing density in a narrow lot while maintaining the scale of the surrounding area. This style of townhome orients views sideways, which would work well on the rail yards, directing sight lines towards the river and away from back lanes.



Vantage Resort Realty

## Covered Parking

Ground-level covered parking is an efficient method to provide parking in narrow spaces like the rail yards. Utilizing the footprint of a building, parking spaces are on ground level, underneath the units. An exterior wall is removed to help make the space feel open. This style is cost efficient compared to underground parking.



www.cityofkirk.org

## Landscaped Path

A landscaped path would visually and physically connect the rail yards to the Icelandic River walking trail. This example shows a zero-gradient path that is paved to accommodate those with limited mobility, and is visually separated from the adjacent roadway.



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg Rail yards



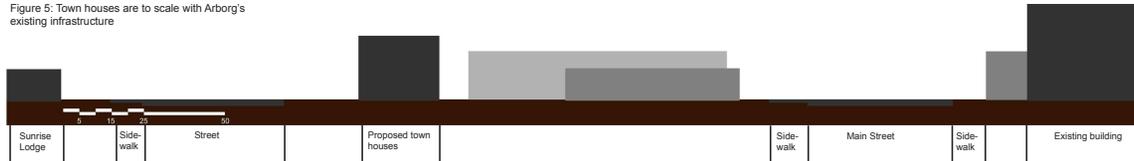
In the rail yards looking south at recommended town home development

## Recommendation 1:

The south-end of the rail yard site is approximately 140 feet wide by 280 feet long. With these dimensions, town houses could be a viable option. Units could vary in size and have **multiple suites**. To provide accessibility, it is recommended that parking be located within close proximity and the ground level suite feature barrier free entries. Private green space for each unit would benefit residents, providing a space to garden, barbecue and enjoy the weather.

To provide a connection to Arborg's walking paths, the Icelandic River and to encourage recreation, a zero-gradient **walking path** could be a feature of the rail yards. This path could become a 'backbone' of the site and branch to Main Street, Ingolfs Street, and the proposed town square and community gardens.

Figure 5: Town houses are to scale with Arborg's existing infrastructure



At River Avenue looking north at recommended town homes in the rail yards

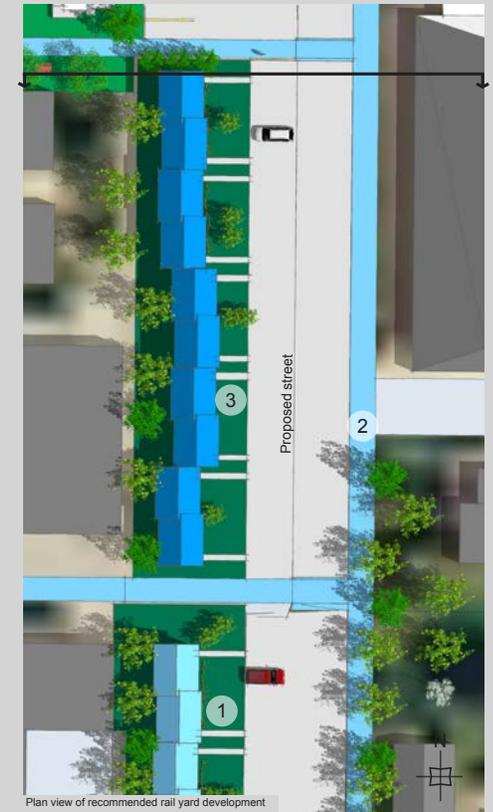
## Suggested phases:

### Short-term

1. Construct town houses at the south end of the rail yards. Development of this location is a priority to complete the streetscape of River Avenue.
2. Construct pathway running north-south through the rail yards connecting Crosstown Avenue to River Avenue, and east-west to Main Street.

### Medium-term

3. Construct additional town houses as resources become available.



Plan view of recommended rail yard development



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg Rail yards



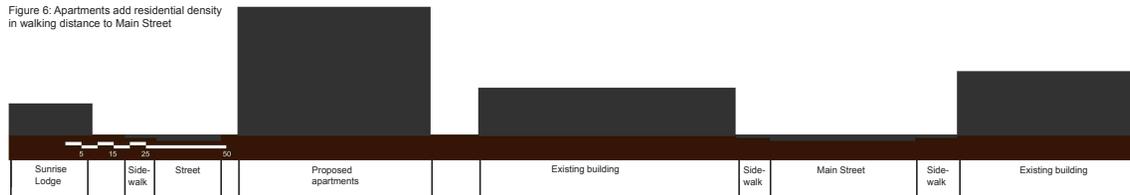
At River Avenue looking north at recommended apartment buildings in the rail yards

## Recommendation 2:

The size of the rail yard site is suitable for infill apartment buildings; this is an alternative option to town houses. Apartment buildings would significantly **increase the number of rental accommodations** and could vary in size and type. Balconies facing the Icelandic River and overlooking the proposed town square would connect residents to life on the street. The ground floor could be allocated to covered parking. Barrier-free parking stalls and entry ways are recommended.

A zero-gradient pathway from Recommendation 1 remains present in this option. A pathway connecting spaces is important to encourage recreation and provide access to the shops and amenities on Main Street.

Figure 6: Apartments add residential density in walking distance to Main Street



In the rail yards looking south at recommended apartment buildings

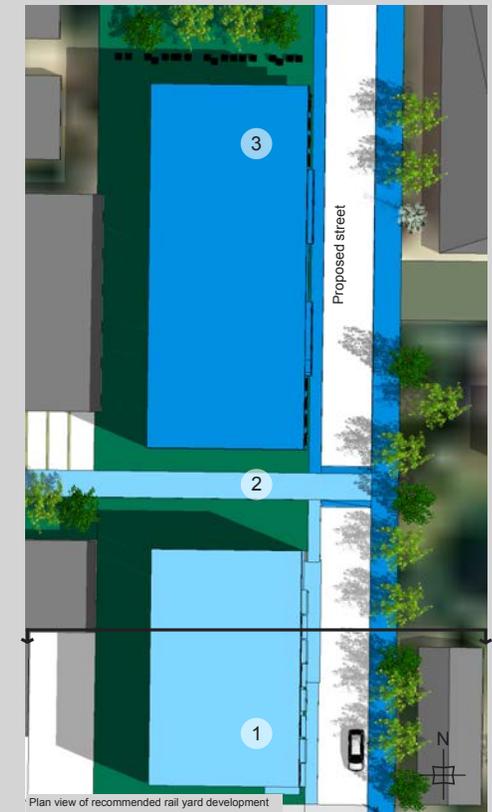
## Suggested phases:

### Short-term

1. Construct apartment buildings at the south end of the rail yards. Development of this location is a priority to complete the streetscape of River Avenue.
2. Construct pathway running north-south through the rail yards connecting Crosstown Avenue to River Avenue, and east-west to Main Street.

### Medium-term

3. Construct additional apartment building(s) as resources become available.



Plan view of recommended rail yard development



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg Crosstown



## Developing Crosstown Avenue

Through observation and community consultation, Crosstown Avenue was identified as the main route linking residents from the east side of Arborg to Main Street. Pedestrians and vehicles share this route, which leads to Arborg's schools and recreation facilities. The objectives for redesigning Crosstown Avenue are to:

- visually connect Crosstown Avenue with Main Street
- create safe drop off bays for future developments
- create a pleasant and safe route for pedestrians
- increase the density of commercial and residential buildings
- complete the streetscape of Crosstown Avenue and Main Street

**Traffic calming** measures such as bump outs, zebra cross walks, and roadside landscaping will slow traffic around this popular pedestrian route.

As the northern edge of the rail yard develops, **connectivity** to the space should be maintained.

Infill development and landscaping will create a space that echoes Main Street, connecting the areas visually and physically.

Increasing **density** by building new commercial and residential buildings on the west side of Crosstown Avenue and Main Street will help create a landmark at this intersection.

Consideration of the **phases of development** ensures that at each stage, the spaces feel complete. This timeline allows for flexibility of implementation with respect to finances and resources.



Looking north from Crosstown Avenue, Arborg, MB. (Blackie 2012)



Looking south from the Co-op gas bar on Crosstown Avenue, Arborg, MB. (Blackie 2012)



Looking north-east on Crosstown Avenue, Arborg, MB. (Blackie 2012)



Puczynski street furniture

## Street Side Planters

Large planters along Crosstown Avenue could serve many purposes: marking drop-off zones, providing rest areas, and visually marking the space as a pedestrian-oriented zone. These planters show the potential dual purpose, incorporating seating into their design.



Proposed green corridor, Philadelphia

## Road Bumpout

Road bumpouts slow traffic, mark pedestrian crosswalks, and increase vegetation along sidewalks. Bumpouts decrease the length of road pedestrians have to cross and make pedestrians more visible, rather than crossing from between cars. They can be placed to create roadside parking and drop off zones.



Loading zone, Adelaide

## Drop-off Zones

Designated drop-off zones are important features of age-friendly communities. Those with limited mobility are provided with easy access to services, without requiring a designated handicap parking pass. This road pattern is inclusive for all community members.



City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu



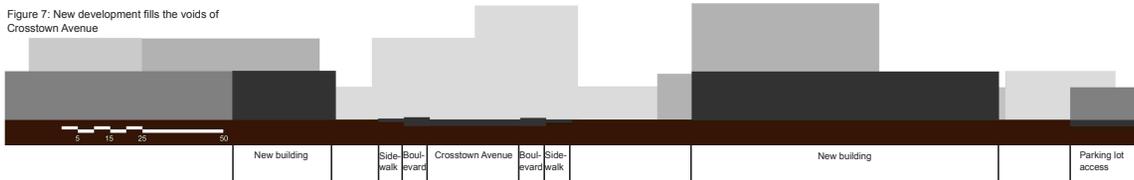
On Crosstown Avenue looking north to Main street

## Recommendation 1:

The intersection at Main Street and Crosstown Avenue would benefit from infill development to **improve the streetscape**. Crosstown Avenue would become more pedestrian friendly with the addition of bump-out planters. With further development, bump outs could mark drop-off and crosswalk zones. Crosstown Avenue has great potential for **mixed-use development**, linking the commercial and residential buildings that share this street. Developing a commercial property east of the Legion could accommodate the needs of Arborg's growing population.

There is a site for housing located west of Sunrise Lodge North, the current rail yard lands. Although Crosstown Avenue holds great potential, these plans could be part of a long term strategy to meet Arborg's future growth.

Figure 7: New development fills the voids of Crosstown Avenue



On Crosstown Avenue looking south to the rail yards

## Suggested phases:

### Short-term

1. Construct tree bump-outs along Crosstown Avenue to calm traffic

### Medium-term

2. Create mixed-use infill as a landmark at the intersection of Crosstown Avenue and Main Street

### Long-term

3. Construct a commercial building facing Crosstown Avenue on the south rail yards
4. Construct an age-friendly residence facing Crosstown Avenue on the north rail yards



Plan view of recommended Crosstown Avenue development





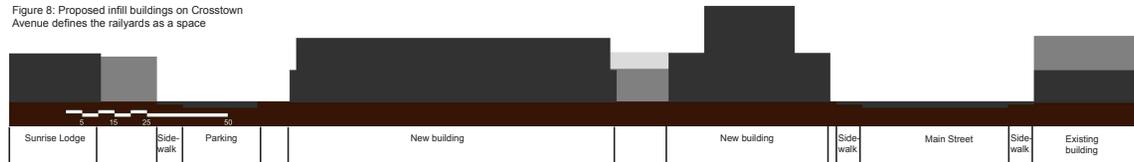
On Crosstown Avenue looking south to the rail yards

## Recommendation 2:

The second recommendation for Crosstown Avenue is to redevelop the Legion property with a larger, **mixed-use building**. The main floor of this new building could house the Legion, and upper floors could be used for commercial or residential space. A new residential building to the east of the Legion could accommodate Arborg's future growth.

The intersection at Main Street and Crosstown Avenue would benefit from infill development to improve the street scape. Crosstown Avenue would become more **pedestrian friendly** with the addition of bump-out planters. With further development, bump outs could mark drop-off and crosswalk zones. accommodate There is a site for housing located west of Sunrise Lodge North, the current rail yard lands. Although Crosstown Avenue holds great potential, these plans could be part of a long term strategy to meet Arborg's future growth.

Figure 8: Proposed infill buildings on Crosstown Avenue defines the rail yards as a space



On Crosstown Avenue looking north to Main street

## Suggested phases:

### Short-term

1. Construct tree bump-outs along Crosstown Avenue to calm traffic

### Medium-term

2. Create mixed-use infill as a landmark at the intersection of Crosstown Avenue and Main Street

### Long-term

3. Construct an age-friendly residential building facing Crosstown Avenue on the south rail yards
4. Construct an age-friendly residence facing Crosstown Avenue on the north rail yards
5. Redesign the Legion building, adding commercial or residential storeys above



Plan view of recommended Crosstown Avenue development



# Age-Friendly Arborg River and Main



## River and Main Gateway

The intersection of River Avenue and Main Street marks the entrance to Arborg's downtown. When travelling north, after crossing the bridge over the Icelandic River vehicles and pedestrians are greeted by parking lots on either side of Main Street. The objectives for the revitalization of this intersection are to:

- create a visual gateway to downtown Arborg
- create a more inviting pedestrian experience leading to the bridge
- create a landscaped border for the parking lots
- increase commercial and residential densities
- complete the streetscape of the intersection

A priority for this area is to visually screen the parking lots and create a more **inviting pedestrian route** across the Icelandic River. A creative solution is to include a 'parklet', to increase the function of the space and visual appeal in a semi-permanent way.

Consideration of the **phases of development** ensures that at each stage, the spaces feel complete. This timeline allows for flexibility of implementation with respect to finances and resources.



Main Street, looking north from the River Avenue intersection, Arborg, MB. (Blackie 2012)



Looking south at the Icelandic River bridge from Main Street and River Avenue, Arborg, MB. (Blackie 2012)



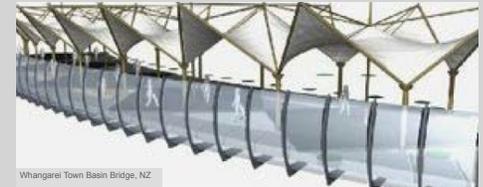
Looking south-east from Main Street and River Avenue, Arborg, MB. (Blackie 2012)



Pikar Studio grounds, Emeryville

## Landscaped Parking Lots

A short term option for disguising/beautifying parking lots is to use landscaping to create esthetic appeal. Trees, trellises, bushes and flowers can help a space feel less car oriented and more pedestrian friendly.



Whangarei Town Basin Bridge, NZ

## Wind Protection

Arborg residents have commented on windy conditions on the bridge over the Icelandic River as a deterrent to this pedestrian route. Creative solutions such as this one maintain views of the river and also reduces element exposure along pathways.



Ogrydziak Prillinger Architects

## Parklet

Parklets are micro parks that take up two or more parking spaces and can inject multiple uses into a small space. Seating, vegetation, bike racks, and even exercise equipment can be installed into a parklet. These spaces can be constructed on wheels to be easily moveable when more space is needed.



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

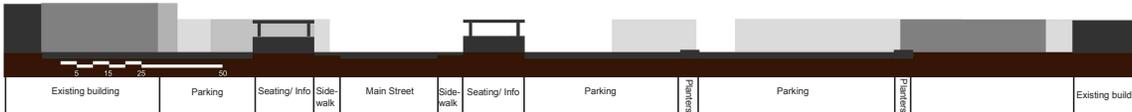
Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg River and Main



Looking north crossing the bridge

Figure 9: Shelters including seating and information boards provide a visual gateway into Arborg's Main Street



On Main Street looking south to River Avenue

## Recommendation 1:

The intersection of Main Street and River Avenue is the main entrance into town. Enhancing the streetscape could establish this area as a **gateway**. The two parking lots on the north side of River Avenue could be landscaped with a vegetation screen of planters and trees. These recommendations enhance the **pedestrian experience** while walking along this popular pedestrian route. Covered seating on the corners provides a rest area for pedestrians and also displays community information.

Bump-outs could be constructed to slow industrial traffic on Main Street and increase the safety of pedestrian crossings.

All of these recommendations are short term and do not prevent further development of the site.

## Suggested phases:

### Short-term

1. Plant vegetation to screen parking to enhance entrance to town
2. Provide sheltered space for seating
3. Provide a centralized community information board
4. Construct bump-outs to calm traffic along Main Street



Plan view of recommended River Avenue and Main Street development



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

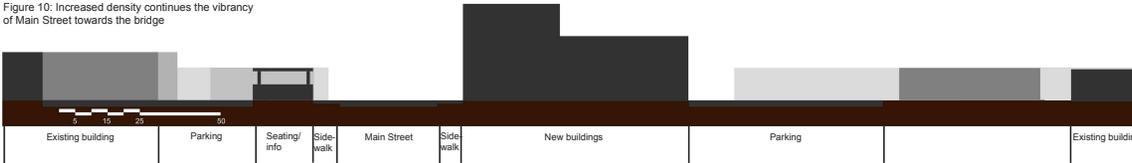
Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg River and Main



Looking north crossing the bridge

Figure 10: Increased density continues the vibrancy of Main Street towards the bridge



On Main Street looking south to River Avenue

## Recommendation 2:

This recommendation suggests the northwestern parking lot at Main Street and River Avenue be transformed into mixed-use buildings. Main floor commercial **continues the downtown business district** towards the river. Parking for the surrounding businesses would be maintained by a surface lot adjacent to the new developments. Second and third floor residential could provide housing in close proximity to local services.

Bump-outs could be constructed to **slow industrial traffic** on Main Street and increase the safety of pedestrian crossings. Covered seating in this location provides a rest area for pedestrians and also displays community information. These recommendations enhance the **pedestrian experience** while walking along this popular pedestrian route.

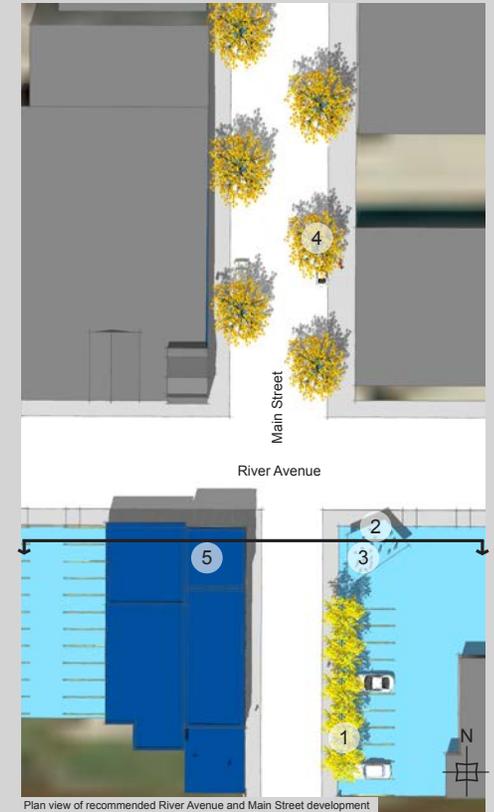
## Suggested phases:

### Short-term

1. Plant vegetation to screen parking on the east side of Main Street
2. Provide sheltered space for seating on the east side of Main Street
3. Provide a centralized community information board
4. Construct bump-outs to calm traffic along Main Street

### Long-term

5. Construct mixed use buildings on the northwest corner of Main Street and River Avenue



Plan view of recommended River Avenue and Main Street development



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg Town square



## A Town Square in Arborg

Arborg would benefit from a town square as currently there is no community gathering place. A possible location for the square is on the east side of Main Street, south of Crosstown Avenue next to the Arborg Public Library. The objectives for this plan are to:

- generate an age-friendly space for community functions and recreation
- create a focal point along Main Street
- create a multifunctional space for events
- create a community garden for all ages
- create a pathway from Main Street to new and existing developments

The location of the town square along Main Street could add vibrancy to downtown Arborg and become a **destination** for all to visit and enjoy. The rail yards, which could potentially be developed into housing. The town square will feature a structure that can be used for different community events. Parking will be located within a close vicinity for those travelling by car.

Consideration of the **phases of development** ensures that at each stage, the spaces feel complete. This timeline allows for flexibility of implementation with respect to finances and resources.



Parking adjacent to the public library Arborg, MB. (Sidhu 2012)



Parking adjacent to library and bank, Arborg, MB. (Sidhu 2012)



Present community gardens are not centrally located, Arborg, MB. (Blackie 2012)



Bandstand, Chicago

## Bandstand

A bandstand allows for multiple uses such as music concerts, live entertainment, dancing, children's activities, farmers' market, and community events. The bandstand will serve as a focal point in the square which will become a landmark of the town, drawing people into the area.



Conversation bench, Chicago

## Public Seating

Places where people like to gather offer ample seating, allowing them to linger and enjoy the surroundings. The availability of seating also makes it an age-friendly environment, not only for older people, but also for children and their parents wanting to have a rest or watch the featured entertainment in the bandstand.



www.gainvegrowpaleo.com

## Raised Garden Boxes

The town square is an ideal place to build a community garden for intergenerational interaction. Raised flower beds allow people with limited mobility to garden. The garden also offers a destination for people along Main Street to come and visit on their lunch hour, or over the weekend with family or friends.



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

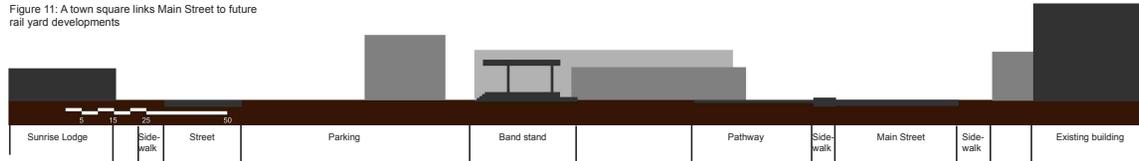
Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg Town square



In the rail yards looking south at recommended town square

Figure 11: A town square links Main Street to future rail yard developments



On Main Street in front of the library looking east to the recommended town square

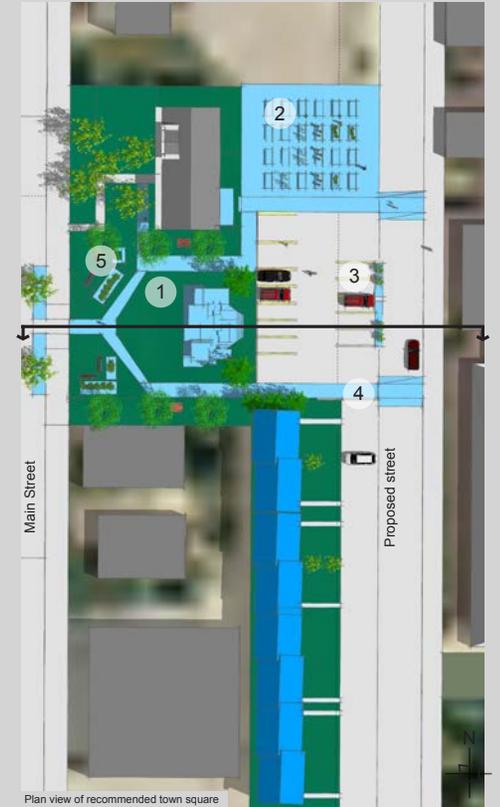
## Recommendation 1:

A potential location for a town square is on the east side of Main Street, between the library and CIBC Bank; this space is currently a parking lot. This site is well-suited for a town square as activities would flow from the town square to the street. If developed into a town square, the library, a proposed multi-functional structure and community garden boxes could be the main features of the space. **Multi-functional and accessible structures** provide stage space for community events. Access to garden boxes encourages physical recreation and can facilitate social gatherings. Because of the rectangular shape of the town square, the garden boxes may be sheltered behind the library. A pathway could link residents to the town square and to Main Street; raised crosswalks could help facilitate this link.

## Suggested phases:

### Short-term

1. Create a rectangular town square adjacent to and encompassing the library
2. Provide a space for community gardens east of the library
3. Compensate for lost parking with a new lot in the rail yards
4. Link Main Street to the rail yards via pathways
5. Increase vegetation on the site



Plan view of recommended town square



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu

# Age-Friendly Arborg Town square

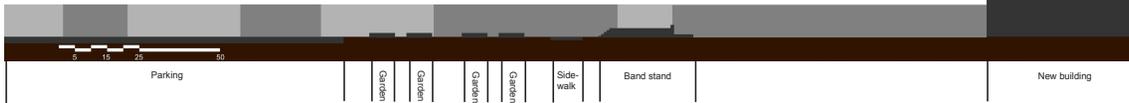


In the rail yards looking south at recommended town square

## Recommendation 2:

An alternative recommendation for a town square is to extend the footprint from Main Street to Sunrise Lodge. A fan-shaped area could offer large areas to gather and smaller intimate areas to sit and visit with friends. A multi-functional accessible structure and community garden could be the focal point of the space. Locating the **community garden within the town square** helps ensure visibility of gardeners and populates the space. Parking could be located behind the library, providing access to Main Street yet giving priority to the town square. This site is well-suited for a town square as activities would flow from the town square to the street.

Figure 12: A community garden encourages everyday use of the town square



On Main Street in front of the library looking east to the recommended town square

## Suggested phases:

### Short-term

1. Create a town square adjacent to the library and fanning into the rail yards
2. Provide a space for community gardens within the town square
3. Compensate for lost parking with a new lot in the rail yards
4. Link Main Street to the rail yards via pathways
5. Increase vegetation on the site



Plan view of recommended town square



UNIVERSITY  
OF MANITOBA

City Planning  
December 2012

Erika Blackie  
Rebecca Copping  
Gabrielle Donoff  
Jasreen Sidhu