



# **Age-friendly South Osborne**

**City 7410 Planning/Design 1: Neighbourhood/Community Planning**

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Finally, thank you to all of the residents of South Osborne who participated in our study, and provided their valuable knowledge and insights. A special recognition goes to the Sustainable South Osborne Community Co-op for their enthusiasm to make South Osborne a socially and environmentally friendly community.

# Executive Summary

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The purpose of this project was to analyze the age-friendly features of South Osborne and to provide proposals on how it can be made more age-friendly. This project could further be used to assist the City of Winnipeg in its future community planning endeavors, by advocating for the needs of older adults. With the proportionate number of older adults in Canada increasing, age-friendly designs are critical to supporting the well-being and lifestyles of this growing population.

South Osborne was found to offer many age-friendly features, while having opportunities for further age-friendly improvements. Through community engagement sessions, older adult residents in South Osborne were found to be generally satisfied with the age-friendliness of their community. The community engagement sessions, along with site visitations and research, revealed the strengths and areas of improvement of age-friendly features within South Osborne. In accordance with the Age-friendly Cities: A Guide (WHO, 2007), strengths and areas for improvement were reviewed for outdoor spaces and buildings, transportation, housing, and social participation. The key strengths of South Osborne include its mix of land uses, multimodal transportation facilities, housing variety, and range of social activities. The most significant areas for improvement include the perceived and actual connectivity between neighbourhoods, along Osborne Street, and to rapid transit stations.

Based on the observed areas for improvement, three sites were proposed for enhancement and development and two streets were proposed for streetscaping. The three sites include the North Gateway, Station Square, and Central South Osborne and the two streets include Osborne Street and Morley Avenue. It is suggested that the North Gateway's design improves its connectivity with the Osborne Rapid Transit Station through underpass revitalization and land use densification. The Station Square is proposed to provide a mix of land uses, creating a space to live, work, shop, and play for the surrounding community. This hub is critical to drawing people towards the Fort Rouge Rapid Transit Station and to supporting people's day-to-day lives at a community scale. Central South Osborne proposed design improves the connectivity across Osborne Street and creates small community hubs along the street. This design is made to prioritize pedestrian activity. Streetscaping along Morley Avenue could include bump-outs, benches, and planters. Osborne Street streetscaping could include additional crossings and aesthetic features.

This project affirms the age-friendliness of South Osborne, and its proposals provide opportunities for future improvement. The proposals are shown to be long-term or short-term, based on their level of urgency to have a positive impact on the future well being of the South Osborne community. Further research and study is needed before these proposals are implemented.

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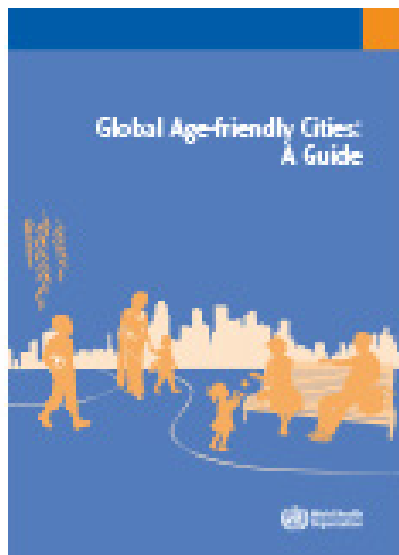
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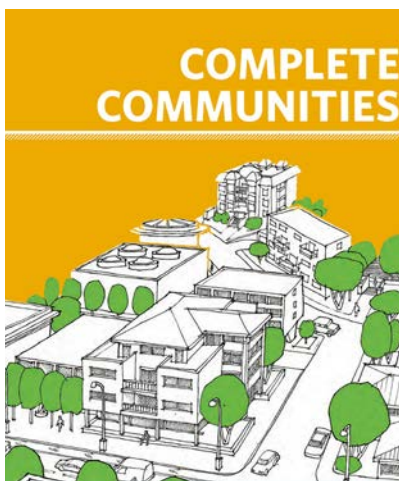
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# Age-friendly South Osborne: Introduction

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*Global Age-friendly Cities: A Guide.*  
Source: World Health Organization



An OurWinnipeg Direction Strategy

*Complete Communities Direction Strategy.*  
Source: City of Winnipeg

## Age-friendly Communities

Canada's aging population has prompted a larger movement towards age-friendly communities. Age-friendly communities consider how well 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 spaces shape our daily activities. The World Health Organization (WHO) (2007) has developed a guide to analyze and outline the strengths and areas for improvement of age-friendly communities.

## Age-friendly Documents

The World Health Organization's *Age-friendly Cities: A Guide* outlines topic areas, which should be considered in making a city age-friendly. These topic areas include the following (WHO, 2007):

- Outdoor Spaces and Built Environment
- Transportation
- Housing
- Social participation

The age-friendly features suggested in each of the topic areas were used to provide a framework for this study.

The City of Winnipeg's land use and development strategy, *Complete Communities* (2011), was further used to complement *Age-friendly Cities* and to consider the local context.

## Project Methodology

This study of South Osborne was a result of the first term city planning studio at the University of Manitoba. The goal of this study was to answer the question of how age-friendly South Osborne is, and to figure out how the community could become more age-friendly. The initial stage of this study was to gather preliminary research, which included historical information, a walk-through of the community, and gathering census demographic information on Riverview and Lord Roberts separately, and South Osborne as a whole. The second stage of information gathering was through community consultations, of which there were three. The first consultation was with a group who live at Riverbend Plaza, which is a 55+ life lease building. Our second consultation was with a group who reside at Fred Tipping Place, which is a Manitoba Housing building. The third consultation was done at Café D'Amour with a group from Sustainable South Osborne Community Cooperative.

From these three consultations information was gathered about strengths and areas of improvement in South Osborne. This information provided a platform for the next stage, which was deciding what focal areas could be enhanced in order to create a more age-friendly community.



# Age-friendly South Osborne: Community Background

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## History

South Osborne is one of Winnipeg's oldest neighbourhoods. South Osborne was originally inhabited by different first nations tribes and then was chosen as a site for fur trade due to the connection to the Red River. In 1891, Osborne Street welcomed the "Parkline", which was the first street car in Winnipeg.

South Osborne is currently comprised of two electoral districts: Lord Roberts and Riverview. Osborne Street divides the districts and is the main north-south thoroughfare that provides entry to the area. There are only three entrances to South Osborne including the entrance at the north and south ends of Osborne Street, and the entrance at Jubilee Avenue, which intersects with Pembina Highway.

South Osborne is characterized as a mature neighborhood because the housing stock was predominantly built between 1900-1950 (Complete Communities, 2011). The community is primarily residential, with commercial and retail activity concentrated along Osborne Street. Essential services such as pharmacies, grocery store, health care, restaurants, banks, convenience stores, and recreation centres provide services and also act as gathering places for the community. Other gathering places in South Osborne include the numerous green spaces found throughout both Lord Roberts and Riverview.



Fort Rouge Yards 1963.  
Source: Manitoba Archives

# Age-friendly South Osborne: Community Background

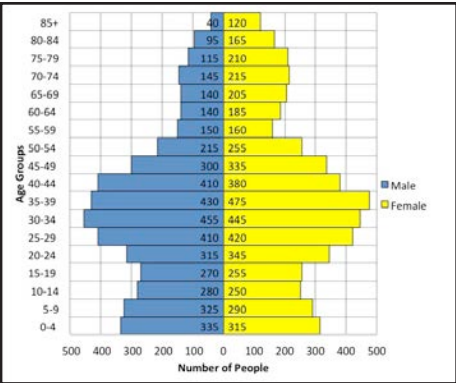


Figure 1: Population pyramid, 1996.  
Source: Statistics Canada

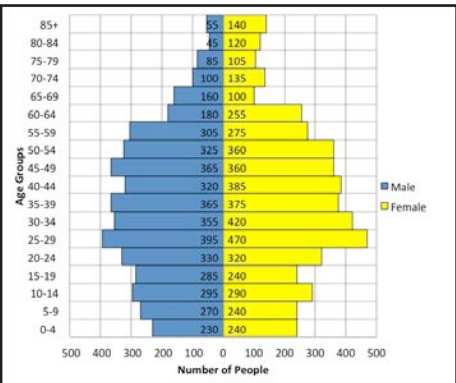


Figure 2: Population pyramid, 2006.  
Source: Statistics Canada

## Demographics

The population of South Osborne in 2006 was 9,295 (Statistics Canada, 2007). Using the data from Figure 2, eleven percent of the population was older adults. The data from 1996 shown in figure 1 shows that the percentage of older adults in South Osborne has decreased by four percent. These figures also show that although there are fewer older adults in South Osborne in 2006, the distribution is more evenly spread. This is likely a representation of the aging baby boomer generation in South Osborne.

As shown in Figure 3, the highest population of older adults lives in the northeast census tracts of South Osborne. This could be attributed to the large number of condominiums designated as 55+ units that are located in the area.

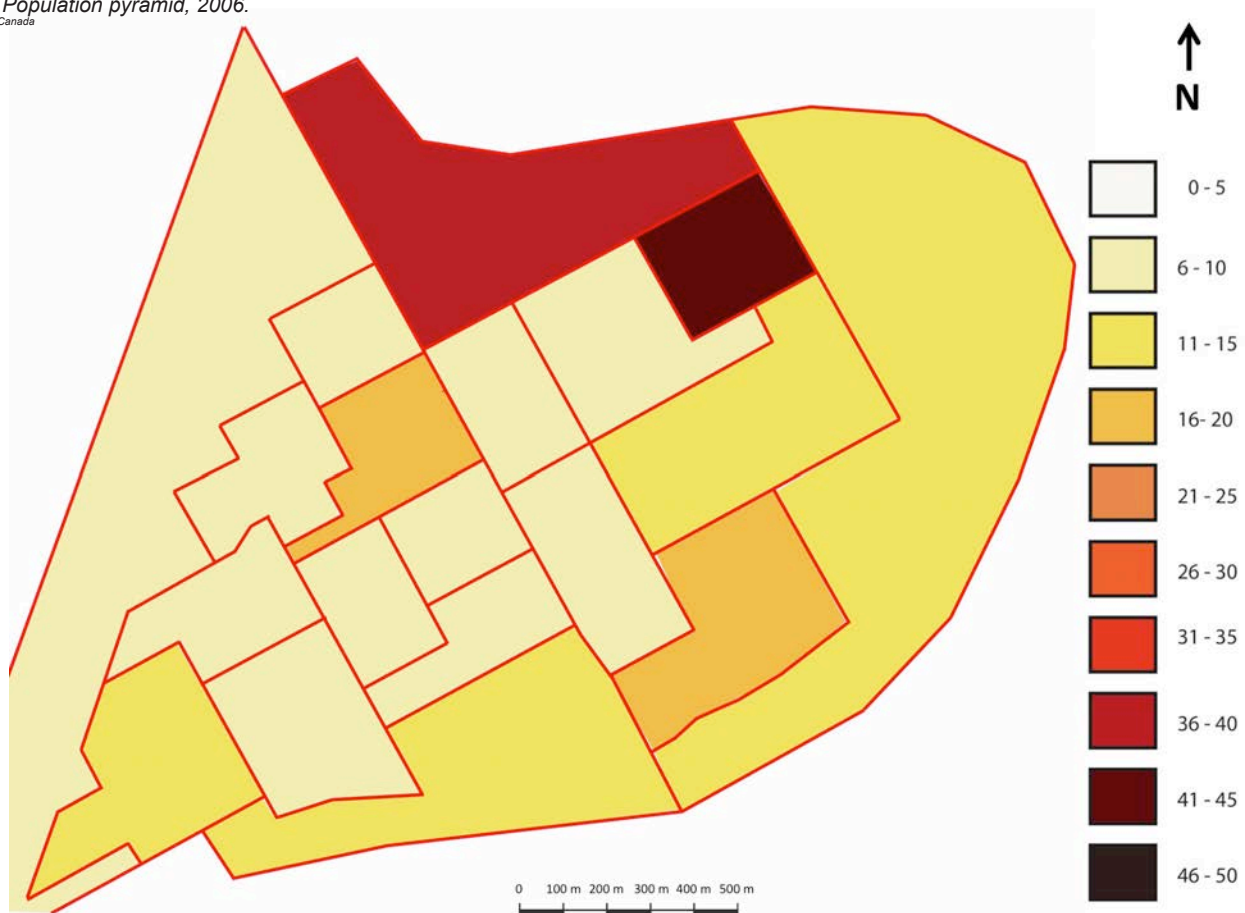


Figure 3: Dissemination map, 65+  
Source: derived from Statistics Canada (2007)



# Age-friendly South Osborne: Strengths and Areas of Improvement

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## Introduction

Throughout the community consultation process it became clear that South Osborne was considered by residents to be a very age-friendly neighbourhood. Services and amenities are all located within close proximity to homes and there are many opportunities for socializing. Although personal vehicles were used as the primary mode of transportation, those who used public transportation were also able to get around the city easily. A variety of housing types were found to be available to older adults in South Osborne, including: single family homes, rental units, condominiums, and even co-operative housing. There are multiple venues that provide social opportunities to the community, and many of the multi-family dwellings have their own social clubs and planned activities within their buildings.



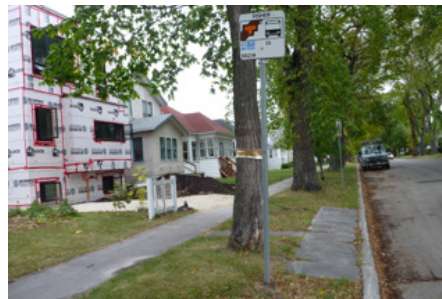
*Osborne Street*



*Services and amenities*



*Oppotunities to socialize*



*Variety of housing types*

# Age-friendly South Osborne: Strengths and Areas of Improvement

## Age-friendly Built Environment & Outdoor Spaces?

An older adult's ability to freely accomplish day-to-day tasks and periodic recreational activities is partially dependent on the quality of the built environment and outdoor spaces. These spaces also encourage recreational activities for older adults. Features that make a community's built environment and outdoor spaces age-friendly include:

- Mix of land-uses (residential, commercial, and recreational)
- Multi-generational spaces
- Safe, pleasant, and clean environment
- Facility accessibility (e.g. ramps and signage)

South Osborne is made up of commercial buildings along Osborne Street, residential buildings on either side of Osborne Street, and institutional and green spaces throughout the community (see Figure 4). Older adults were found to be very satisfied with the safety and land-use provisions within South Osborne as a whole, but there are opportunities to increase the comfort and accessibility of these spaces.



Figure 4: Land use figure ground

## Strengths

- Mix of land-uses along Osborne Street
- Services and amenities are provided within a short distance
- Green spaces are interspersed throughout the community
- Residential areas are clean and well landscaped
- Green spaces have plenty of benches
- Residents feel safe and secure in the community
- Age-friendly building features including: ramps, signage, and public toilet access are provided in many businesses.

## Areas for Improvement

- Need for mix of land-uses within neighbourhoods
- No local food cooperative grocery store
- Unfriendly pedestrian environment on Osborne Street
- Poor physical and perceived connection between Riverview and Lord Roberts neighbourhoods
- Unsafe bench conditions in Pembina Fisher Park
- Inadequate lighting along Churchill Drive Park
- Lack of public toilets in parks



*Pembina Fisher Park*



*Accessibility to buildings*



*Osborne Street facing north*



*Areas to rest*



*Under-used parking lots along Osborne Street*



# Age-friendly South Osborne: Strengths and Areas of Improvement

## Age-friendly Transportation?

Older adults' mobility is crucial to their physical and social activity and well-being. With the help of age-friendly transportation, older adults can maintain their independence for a longer period of time. Age-friendly transportation factors include:

- Transportation variety
- Public transport accessibility and comfort
- Street and sidewalk design and maintenance
- Resting and lighting facilities
- Parking

High quality multimodal transportation facilities are provided within South Osborne; however, opportunities for improved network connectivity do exist. Figure 5 shows the multimodal transportation routes throughout South Osborne. The current bus routes and stops, along with walking distances from Fred Tipping Place seniors housing are shown in Figure 6.

*High quality multimodal transportation facilities are provided within South Osborne; however, opportunities for improved network connectivity do exist.*



Figure 5: Current transportation modes

## Strengths

- Even surface sidewalks with curb cuts ensure high quality walking surfaces
- River walking trails are an enjoyable daytime walking environment
- Cycling facilities, including a greenway and bike boulevard, provide cyclists with a designated right-of-way
- Sustainable South Osborne Community Co-op's South Osborne Bike Hub provides volunteer bike repair assistance
- Transit stops are accessible and weather-protected
- Rapid transit access is provided at Fort Rouge, Jubilee, and Osborne Stations
- Ample on-street and lot parking

## Areas for Improvement

- Osborne Street pedestrian crossings are few and far between
- Pedestrian and cyclist access through underpass is narrow, dark, and unappealing
- Handi-Transit runs infrequently and is not accommodating of riders' schedule
- Infrequent buses (95 - Tuxedo to Riverview, see Figure 2)
- Osborne Rapid Transit Station is disconnected from community
- Fort Rouge Rapid Transit Station would benefit from development to draw people in and reduce the perceived distance to the station
- Morley Street and Osborne Street have potential for streetscaping to improve their appeal, further encouraging pedestrian and transit activity



Accessible bus shelters



Fort Rouge Rapid Transit Station



Traffic calming roundabout



Underpass at North Osborne Street

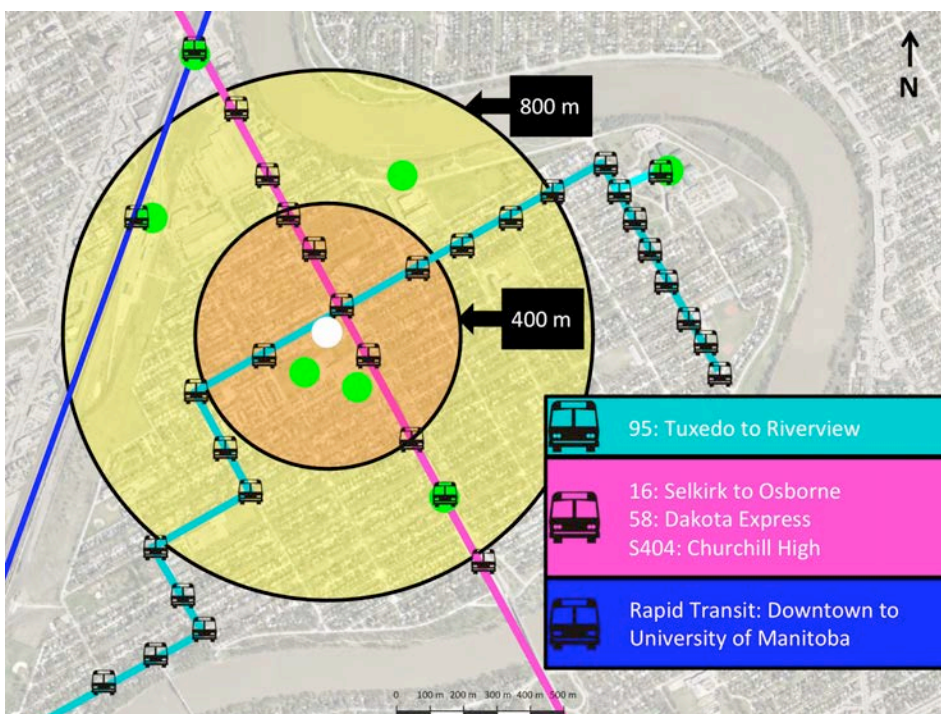


Figure 6: Current transit routes and stations



## Age-friendly Housing?

Housing is an essential element to the safety and well being of older adults (WHO, 2007). Housing can impact the independence of older adults who depend on the proximity and availability of essential services and social opportunities for their well being. The WHO describes the following categories as important housing considerations within an age-friendly community:

- Affordability
- Essential services
- Design
- Modifications
- Maintenance
- Aging-in-place
- Community integration
- Housing options
- Living environment

South Osborne’s dwelling types and period of construction, as found in the 2006 census, are shown in Figures 1 and 2 respectively.

*Housing is an essential element to the safety and well-being of older adults.*

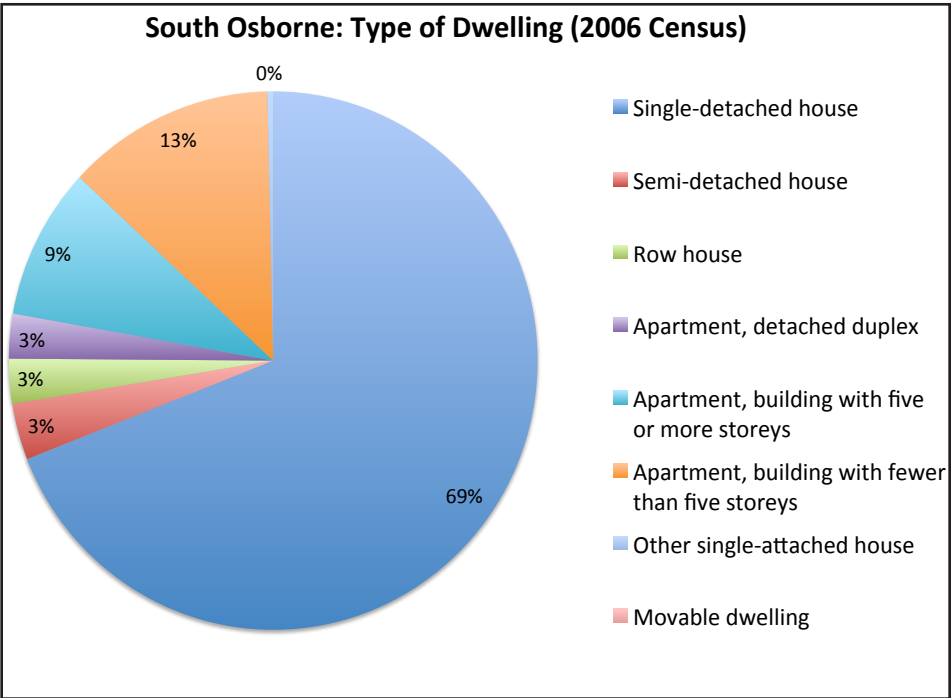


Figure 7: South Osborne type of dwelling. Source: Statistics Canada (2007)

## Strengths

- A variety of housing types are present in South Osborne
- Affordable housing options are available
- Housing is located within walking distance to essential services

## Areas for Improvement

- More affordable housing options would be beneficial
- Housing dedicated for older adults will be an asset
- Improve accessibility in buildings to accommodate for older adults' mobility



Single detached housing



Multi-unit 55+ life lease building



Multi-unit walk up apartments



Attached row housing

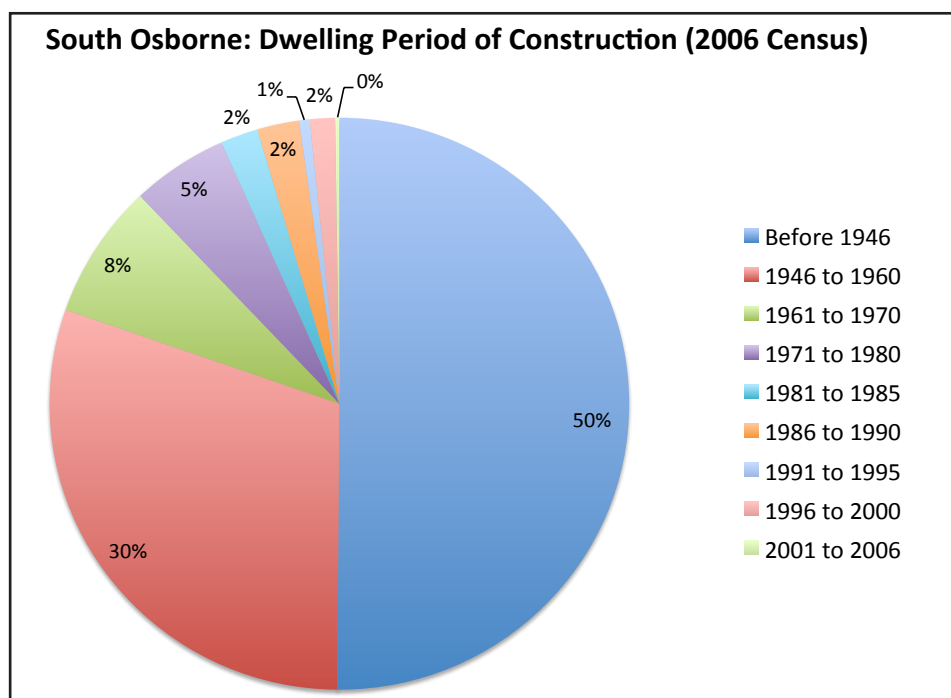


Figure 8: Dwelling period of construction. Source: Statistics Canada (2007)

## Age-friendly Social Participation?

Social participation is strongly associated with how age-friendly a community is. Participating in leisure, social, cultural, and spiritual activities in the community, as well as with family and friends, allows older adults to continue to age well in their community. The ability to participate in social activities depends on what activities are offered, access to transportation and facilities, and access to information. In order to make a community more age-friendly in regards to social participation the community should have:

- Accessible opportunities
- Encouraging participation and addressing isolation
- Awareness of activities and events
- Volunteer and work opportunities
- Range of opportunities
- Affordable activities
- Integrating generations, cultures, and communities

*Participating in leisure, social, cultural, and spiritual activities in the community, as well as with family and friends, allows older adults to continue to age well in their community.*

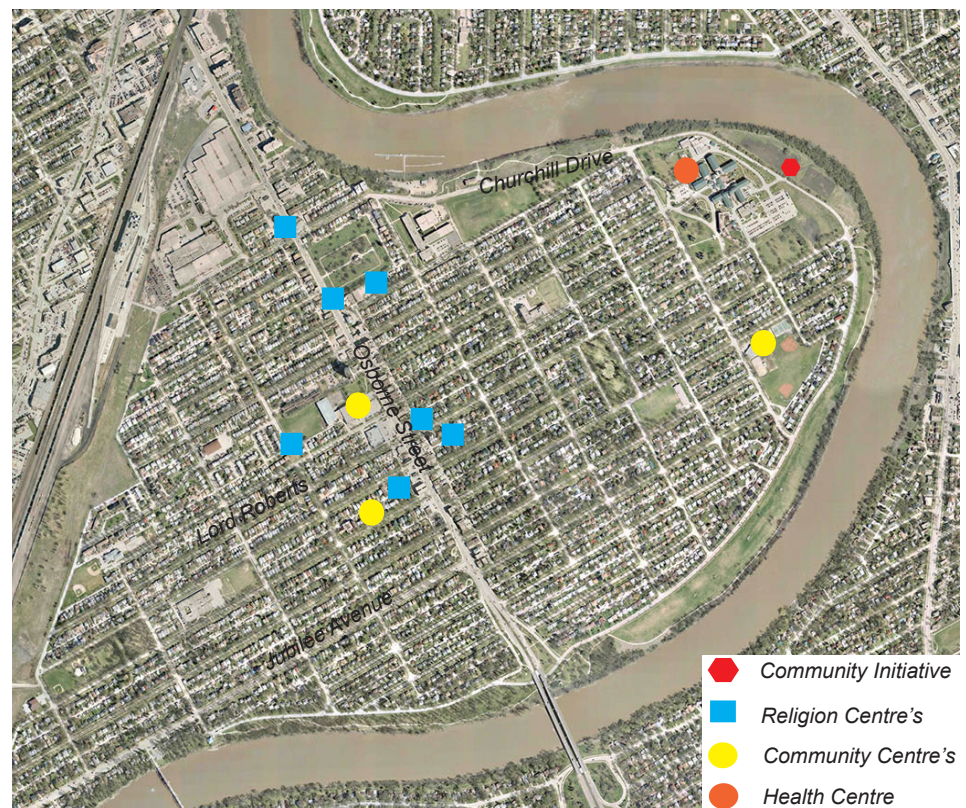


Figure 9: Social participation nodes. Source: adapted from ATLAS Geomatics (2005)



## Strengths

- A range of activities offered in various locations around South Osborne
- Activities held in accessible buildings with push-to-open doors and wheelchair ramps
- Affordable activities such as penny bingo, dance groups, and church groups
- Active community initiated organizations such as the Sustainable South Osborne Cooperative (SSOC), which has created community gardens around South Osborne

## Areas for Improvement

- Reorganizing activities to entice older adults to leave their residences and become involved
- Creating new ways to inform older adults
- More intergenerational and cultural activities could be offered
- Facilitating inter-group activities
- Creating stronger and long-lasting connections between older adults and the neighborhood
- Create new chances for volunteering and employment



*Areas to socialize and rest during walks*



*Golden Rule Seniors sign*



*Raised garden beds*



*Fort Rouge Curling Club*

## Age-friendly South Osborne: Focus Area


With a mix of transportation options, land-uses, housing types, and social and recreational opportunities, South Osborne already has many age-friendly components. To further build on its age friendliness, four areas that have been highlighted for improvements: North Gateway, Station Square, Central South Osborne, Osborne Street, and Morley Avenue.




Figure 10: Focus areas. Source: Adapted from ATLIS Geomatics (2005)




## Focus Areas




**North Gateway:** The north entrance of South Osborne is currently framed by an unappealing underpass and a poor pedestrian environment. This area is a vital link from the community to the Osborne Rapid Transit Station, and thus needs improvement. Mixed-use development and pedestrian-scaled facilities have been proposed to link the community with Station Square.




**Station Square:** A mixed-use development could link the surrounding communities to the Fort Rouge Rapid Transit Station. With neighbourhood scaled commercial and recreational development, daily necessities will be provided within a reduced and walkable distance.



**Central South Osborne:** With high volumes of through traffic on Osborne Street and large vacant parking lots adjacent to it, a plan is needed to improve the pedestrian environment. It is proposed that small-scaled commercial buildings be developed, and improved crossings be provided.



**Osborne Crossing:** Crossings on Osborne Street are several blocks apart, which presents a challenge for people with limited mobility. Additional crossings are recommended to reduce walking distances and to provide pedestrian priority at intersections without existing crosswalks.



**Morley Avenue:** This street provides an important connection from Osborne Street to the Fort Rouge Transit Station. Streetscaping is recommended to improve the connectivity between these two hubs.

## Age-friendly South Osborne: Focus Area

### Overview

The North Gateway is a critical connection to the rest of Winnipeg, and has potential to be a site that will bring new life to the community. Because an uninviting underpass separates South Osborne from the Osborne Rapid Transit Station, there is a need for an improved connection. Low-density single-use properties leading up to the underpass further discourage pedestrian and cycling activity. There are also opportunities to improve streetscaping leading up to the underpass. The suggested interventions will improve safety and comfort for older adults who use sidewalk and transit facilities. The suggestions will further bring new amenities and housing options to the area, and introduce new venues for recreation and social interaction.

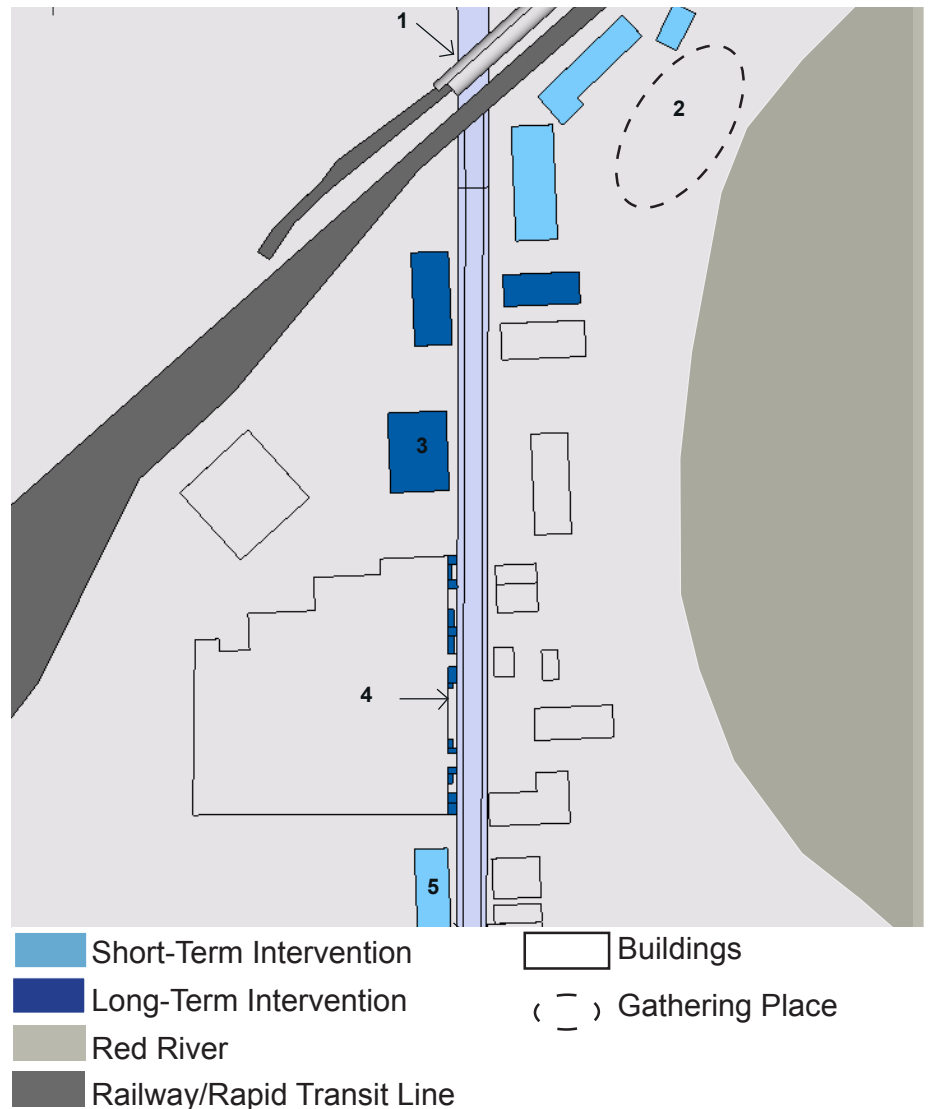


Figure 11: North Gateway plan view

### Map

The above map is a schematic of the proposed mixed-use development. The space, indicated by numbers, could be designed as follows:

1. Underpass improvements
2. Redevelopment of Mulvey Flea Market site
3. Mixed-use redevelopment
4. Kiosk & pocket park development
5. Multi-family housing

*The North Gateway has potential to be a site that will bring new life to the community.*

## Transportation

- Direct access to Osborne Rapid Transit Station
- Access to many destinations through the Osborne Rapid Transit Station
- Transit stops frequently located on Osborne Street
- Sheltered transit stops available at major intersections

## Housing

- Various types of housing available for older adults including single family dwellings, co-operative housing, life lease condominiums and apartments
- Essential services are located within walking distance
- Multi-generational housing proposed on current empty lot

## Built Environment

- Bench seating available along Osborne Street
- Marked crossings at intersections with traffic lights
- Green space and walkway located along Red River
- Underpass revitalization is important to link South Osborne to the Osborne Rapid Transit Station
- Mixed-use buildings create higher density and bring services and amenities closer
- Kiosks would bring amenities and life to Osborne Street along bus depot
- Park space along bus depot would provide more green space
- Streetscaping would improve pedestrian experience along Osborne Street

## Social Participation

- Multiple facilities to offer activities and opportunities for social participation

- Existing age-friendly features
- Proposed age-friendly features



Osborne Street facing north



Co-operative housing on Osborne



Sidewalk along transit depot



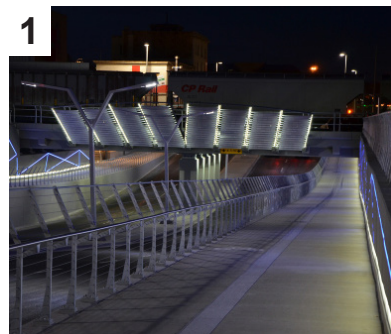
Gathering place on Osborne Street

# Age-friendly South Osborne: Focus Area

Central South Osborne has opportunities to improve the pedestrian experience along South Osborne. The pictures included on this board are precedents for the proposed design.



Figure 12: North Gateway plan view 2



**1** Potential underpass.  
Source: [staticflickr.com/6120/6393919935\\_a50cf4ccec\\_b.jpg](https://staticflickr.com/6120/6393919935_a50cf4ccec_b.jpg) [scom/7144/6393916487\\_d706391ee2\\_b.jpg](https://www.scom/7144/6393916487_d706391ee2_b.jpg)

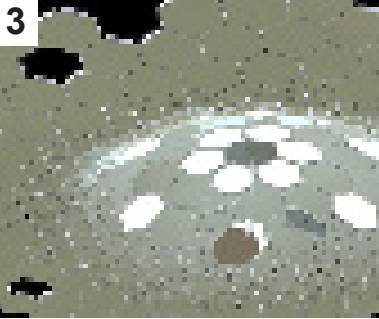
Improve safety of underpass and pedestrian experience. Widen walkways, separate pedestrian and cycle lanes, splash guards, and more lighting.



**2** Art Feature.  
Source: [http://www.loupiote.com/photos/2224358495\\_shtml](http://www.loupiote.com/photos/2224358495_shtml)

Artistic features with an interesting shape, texture, and lighting will create an experience and improve safety while traveling through the underpass.





**Solar light canopy.**  
Source: <http://www.inhabitat.com>

A solar light canopy, using LED lighting and hexagonal mirrors to capture and re-direct sunlight, will bring natural light into the underpass to improve sight and safety.



**Mixed-use building.**  
Source: [Capers\\_02\\_opt.jpeg](http://www.capers_02_opt.jpeg)

A section of the parking lot of the Fort Rouge Recreation and Leisure Centre could be used as a seasonal outdoor garden store. It can be removed in the winter months when the parking demands are higher.



**Mixed-use building.**  
Source: [http://www.designworkshop.com.audesignworkshop\\_wp-](http://www.designworkshop.com.audesignworkshop_wp-)

Refurbished and new mixed-use buildings at this site will help connect South Osborne to the surrounding community, rapid transit station, and river pathway system.



**Retail kiosk.**  
Source: <http://www.heringinternational.com>

The kiosks proposed for the side of the transit depot will bring small-scale services to the area. This will enhance the pedestrian environment, and reduce perceived distances along Osborne Street.



**Equipment rental booth.**  
Source: <http://www.ourbigadventure.com>

A rental facility will allow older adults to participate in physical activity and engage in the community. Rentals located at this site will enable a variety of activities to take place year round.



**Green wall.**  
Source: <http://www.blogspot.com>

The green wall will enhance the wall of the transit depot and will create a new park space. The feature will soften the barrier and provide a resting place for pedestrians.



**Multi-generational housing.**  
Source: <http://www.onarchitecture.com>

Multi-generational housing provides an opportunity for extended families to live in one residence. It also increases social participation, and the ability for younger people to care for older adults.



# Age-friendly South Osborne: Focus Area

## Overview

Central South Osborne is the major focal point for South Osborne. This area, between Morley Avenue and Beresford Avenue has the only grocery store, library, a community centre, park, shops/amenities, and housing. Central South Osborne has many opportunities to create a more age-friendly community by enhancing some of the features that already exist, utilizing under-used areas, and offering services that currently do not exist.

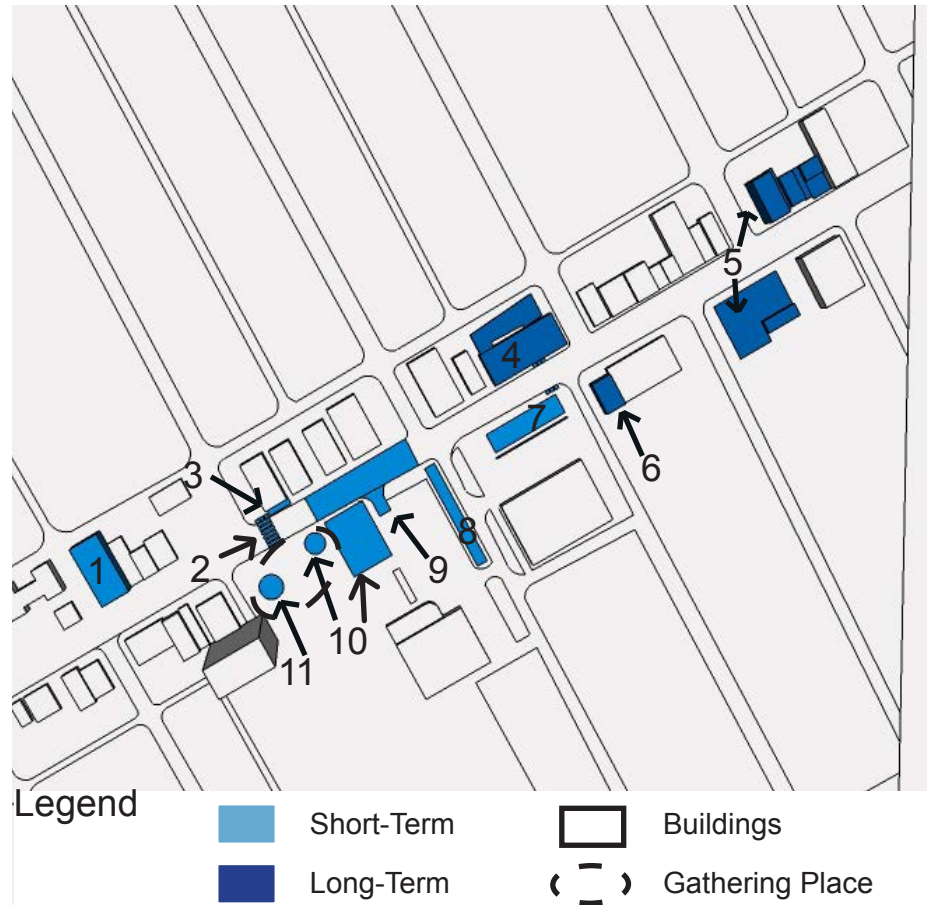


Figure 13: Central South Osborne plan view

## Map

The above map is a schematic of the proposed mixed-use development. The space, indicated by numbers, could be designed as follows:

1. Mixed-use building with co-operative grocery store
2. Push-to-cross crosswalk and sidewalk beautification
3. Tree plantings
4. Bring current building to sidewalk and move parking to back
5. Opportunities for infill
7. Infill building
8. Seasonal farmers market
9. New trees in planters
10. Change of entrance to the Fort Rouge Recreation and Leisure Centre & create new community spaces
11. Gazebo

*Central South Osborne has the opportunity to enhance the pedestrian environment along Osborne Street and connect Lord Roberts and Riverview neighbourhoods.*

## Transportation

- Numerous transportation options including bus, personal vehicle, handi-transit, dial-a-ride, taxi, and car shares
- Good bus stop locations and facilities
- Addition of crosswalk at Bartlet Avenue

- Existing age-friendly features
- Proposed age-friendly features



*Multiple modes of transportation*

## Housing

- There is a variety of housing options in this area including: single detached, duplex, Manitoba housing at Fred Tipping Place, and three storey walk-up apartment buildings
- Accessibility to certain housing could improve, particularly the walk ups that are located across from Fred Tipping



*Numerous housing options*

## Built Environment

- Park between Fort Rouge Recreation and Leisure Centre and Fred Tipping Place
- Resting areas along Osborne Street
- Underutilized parking lots at Fort Rouge Rec. & Leisure Centre and at Safeway
- Better use of parks and green spaces
- Change of entrance to Fort Rouge Rec. & Leisure Centre parking lot
- Proposed seasonal plant and garden supply area called the Germinator in new section of Fort Rouge Rec. & Leisure Centre parking lot



*Underutilized parking lots*

## Social Participation

- Park between Fort Rouge Rec. & Leisure Centre and Fred Tipping Place could be enhanced to encourage large and small gatherings



*Underutilized park beside Fred Tipping Place*

## Age-friendly South Osborne: Focus Area

Central South Osborne has opportunities to improve the pedestrian experience along South Osborne. The pictures included on this board are precedents for the proposed design.

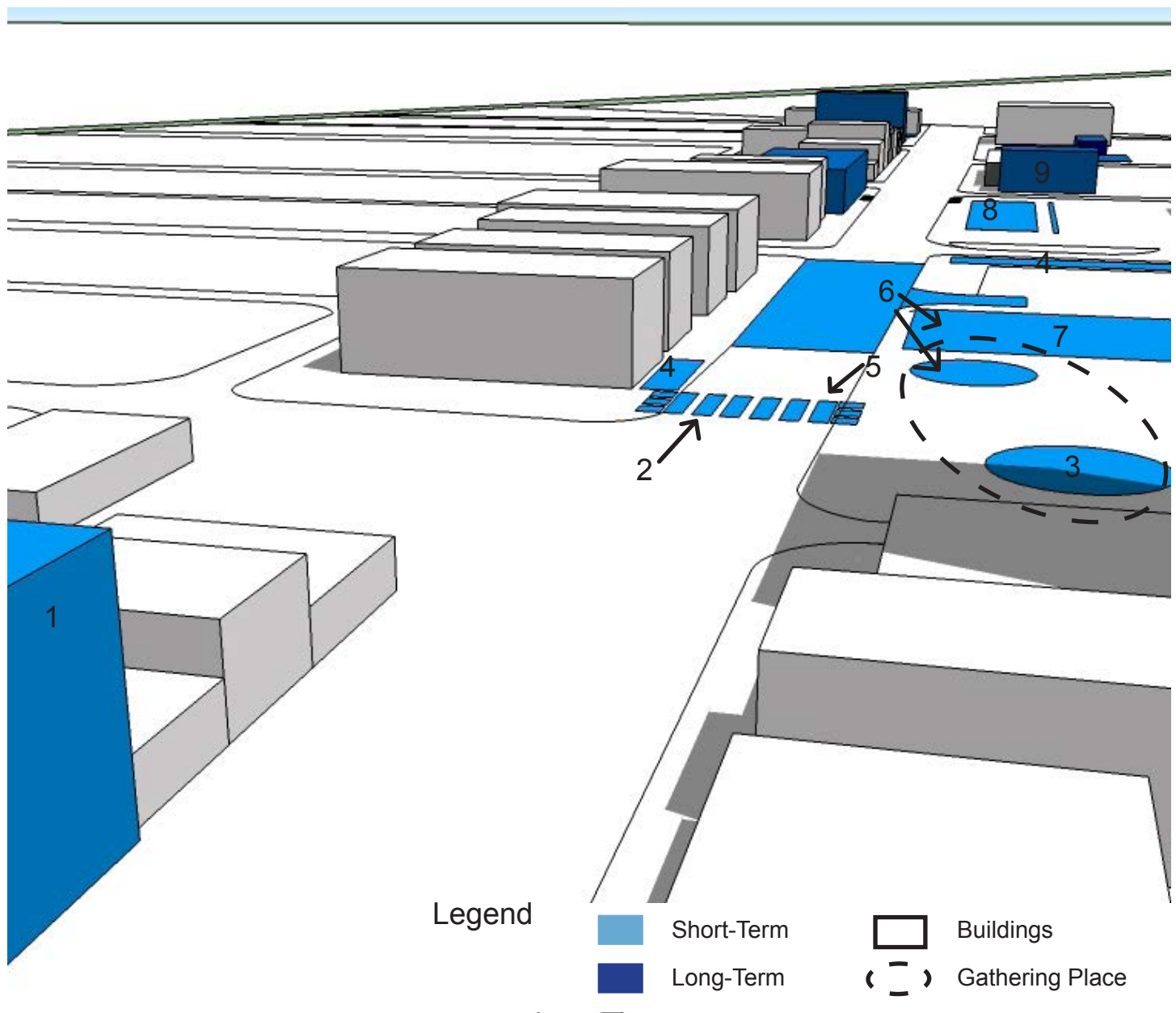


Figure 14: Central South Osborne plan view 2



Mixed-use building. Source: <http://westislandgazette.com>

The building located at Morley and Osborne has been derelict for some time. This area could benefit from having a mixed-use building with a cooperative grocery store on the ground floor.



Push-to-cross crosswalk

A push-to-cross crosswalk is suggested at Bartlet Avenue to make South Osborne more pedestrian friendly and to connect the two sides.



3



*Gazebo.* Source: <http://homedecorinteriordesign.com>

The park located between the Fort Rouge Recreation & Leisure Centre and Fred Tipping Place is underutilized. A gazebo would encourage community gatherings and activity.

7



*Pop-up garden store.*  
Source: <http://www.richmondmagazine.com>

Part of the Fort Rouge Recreation & Leisure Centre parking lot could be used as a seasonal outdoor garden store. It can be removed in the winter months when the parking demands are higher.

4



*Trees in planters.* Source: <http://greenwalks.wordpress.com>

Trees surrounded by wooden or concrete planters could create a place for people to sit and enjoy the street life of the community.

8



*Pop-up local market.* Source: <http://www.blogto.com>

The Safeway parking lot is under-used. Part of this parking lot could be turned into a seasonal pop-up market that could sell local handicrafts, fruits and vegetables, among other items.

5



*Textured sidewalk square.*  
Source: <http://www.ceramicsite.com>

In an attempt to connect the east and west sides of Osborne Street, it is proposed to install pavement that adds an artistic element and draws people through the area.

9



*Mixed-use building with local cafe.*  
Source: <http://thehappinessprojectiondon.wordpress.com>

The lot beside the RBC bank could be a site for a mixed-use development. This includes a place for people to meet, such as a coffee shop. On the upper floor(s) there could be offices or housing units.

6



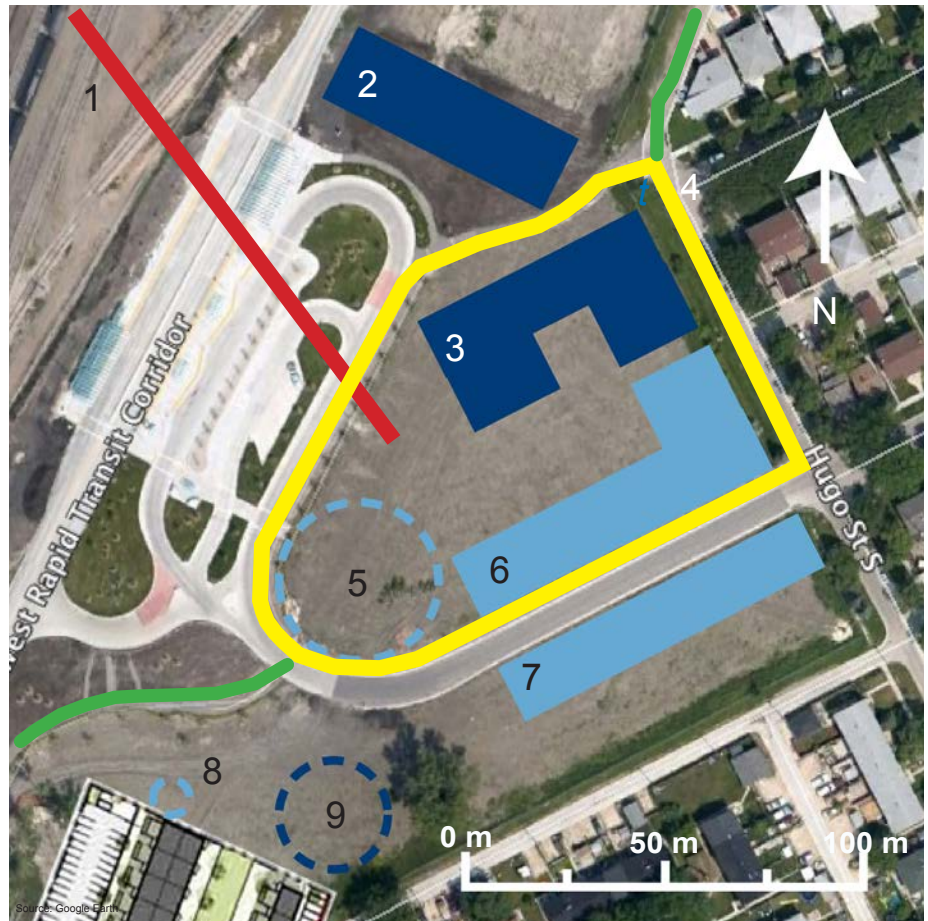
*Cafe/large chess game.*  
Sources: Source: <http://www.nashvilleindianaaccommodations.com>  
Source: <http://www.123rf.com>

This area could be used as either a garden/ coffee shop, or a large chess game area. Whichever is not placed in this area would be placed in the parking lot outside the Fort Rouge Recreation & Leisure Centre.

# Age-friendly South Osborne: Focus Area

## Overview

The west side of South Osborne is an opportunity for mixed-use development and transit connectivity, reducing walking distances for the immediate area and increasing transit usage. This site is also a critical connection to the Fort Rouge Rapid Transit Station. Morley Street has potential to encourage movement from Osborne Street to the Fort Rouge Transit Station. The newly constructed greenway also provides access to this space for pedestrians and cyclists coming from Jubilee Avenue and Brandon Avenue. This proposed development would improve older adults accessibility to daily necessities, such as transportation and commercial facilities.










- |   |   |
|---|---|
|  Short-Term Intervention |  Greenway (existing) |
|  Long-Term Intervention  |  Gondola             |
|  Buildings               |  Central Loop        |
|  Gathering Place         |   |

Figure 15: Station Square plan view

## Map

The above map is a schematic of the proposed mixed-use development. The buildings and amenities, indicated by numbers, could be designed as follows:

- |   |  |
|---|--|
| 1. Gondola  | 6. Two or three storey residential and commercial building |
| 2. Five or six storey office building             | 7. Two storey residential building                         |
| 3. Two or three storey residential building       | 8. Recreation  |
| 4. Walking path                                   | 9. Recreational/agriculture space                          |
| 5. Recreational and/or commercial gathering space |  |

*This proposed development will improve older adults' independence, accessibility to daily necessities, and social interactions.*



## Transportation

- Direct access to Fort Rouge Transit Station
- Connected to the Greenway
- Central Loop provides a recreational walking route
- Gondola Skyway would connect west neighbourhoods to Fort Rouge Transit Station

- Existing age-friendly features
- Proposed age-friendly features



Rapid Transitway and Greenway

## Housing

- Age-friendly and visitable housing designs
- Intergenerational housing (i.e. secondary suites, and shared housing)
- Variety of housing sizes and prices
- Housing types could include condominiums, row houses, and apartments
- Public outdoor space, minimizing yard maintenance



Row house example.  
Source: [www.orchidscovia.com](http://www.orchidscovia.com)

## Built Environment

- Mix of live, work, and play facilities during all seasons
- Considerations for older adults with dementia and Alzheimer's utilizing enclosed rooftop park
- Line Central Walkway with benches, lighting, and trees, creating a visible and enjoyable walking loop
- Connects surrounding residential areas by providing daily necessities



Neighbourhood services and amenities.

## Social Participation

- Creates a destination that is also a social space
- Improves outdoor safety by increasing lighting, and eyes on the street
- Multi-generational activities create visitable environments



Heathrington Park, Lord Roberts

# Age-friendly South Osborne: Focus Area

The Transit Development Site has potential for a mix of land-uses that facilitates and encourages independent and community living. The pictures included are potential precedents.



Figure 16: Station Square plan view 2

Legend

Short-Term Intervention

Long-Term Intervention

Buildings

(    )

Gathering Place

Greenway (existing)

Gondola

Central Loop



1  
Urban Gondola.  
Source: [www.calgaryherald.com](http://www.calgaryherald.com)

An additional access point would improve the neighbourhood's walkability to other parts of the city and to improve the rapid transit station's accessibility. A gondola would provide a unique and innovative solution.



2  
Mixed-use building  
Source: [www.douglasdevelopment.com](http://www.douglasdevelopment.com)

To reduce living-working distances, a medium rise mixed-use office building is proposed. This will increase the neighbourhood activity and quality of life.





**3**  
*Rooftop Park.*  
Source: [www.greenroofs.com](http://www.greenroofs.com)

Older adults with dementia or Alzheimer's are often isolated within their homes. An enclosed rooftop park will provide a safe environment for active living, without requiring a lot of supervision.



**7**  
*Row house example.*  
Source: [www.orchidscovia.com](http://www.orchidscovia.com)

Row houses can be constructed at a low cost and have minimal yard maintenance requirements, decreasing the financial and physical demands of living for older adults.



**4**  
*Benches and walking path.*  
Source: [www.geography.slu.edu](http://www.geography.slu.edu)

The Central Loop will create a safe and enjoyable walking route for older adults. Benches, lighting, and trees will line the loop. Most buildings will front the path, providing eyes on the street and improving its aesthetic design.



**8**  
*Intergenerational tree house play area.*  
Source: [www.freewebs.com](http://www.freewebs.com)

Tree houses provide play areas for younger generations, and could create an enjoyable environment for older adults.



**5**  
*Community skating rink*  
Source: [www.vrbo.com](http://www.vrbo.com)

A variety of designs could be used to encourage community gatherings. A potential design could include a pond in the summer and rink in the winter. Commercial and/or residential buildings could surround it to increase activity.



**9**  
*Intergenerational garden.*  
Source: <http://sustainable.southosborne.com>

Intergenerational gardens are places where younger and older generations can interact in a fun environment and share knowledge and experience.



**6**  
*Neighbourhood services and amenities.*

A mixed-use development is proposed to create a social and economic community hub for older adults to enjoy. Amenities will provide for residents in the surrounding neighbourhood, further connecting them to the rapid transit station.



# Age-friendly South Osborne: Focus Area



Figure 17: Existing and proposed transportation features



## Osborne Street and Morley Avenue

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Osborne Street and Morley Avenue are important thoroughfares for pedestrians. Osborne Street links pedestrians with transportation options, as well as services and amenities. Both Osborne Street and Morley Avenue connect pedestrians with Rapid Transit Stations, thus it is important that both streets create an enjoyable and safe pedestrian environment. Along Osborne Street it is proposed that additional crosswalks are installed, and streetscaping is conducted. Sidewalk bump-outs with additional streetscaping is further suggested for Morley Avenue.

A shuttle bus route is also recommended to connect South Osborne residents to the Fort Rouge Rapid Transit Station. This bus could run on a set route during peak hours and/or on a dial-up basis during non-peak hours.



*Transit-way and greenway*

## Age-friendly South Osborne: Conclusion

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Based on community research, public consultations, and site visits, South Osborne is largely a livable and age-friendly community. Services and amenities, and transportation corridors are in close proximity to residences. As well, there are a variety of affordable housing options for older adults and a number of venues and organizations offer opportunities for socialization.

Some suggestions have been proposed to improve the community in the short-term and long-term. These suggestions are based on the information acquired from community consultations where residents voiced concerns about pedestrian environment and safety on Osborne Street, connectivity between neighbourhoods, and the integration of the new rapid transit oriented development beside the Fort Rouge Yards, and communication of community activities.

Proposals for improvement were suggested for five focus areas: Northern Gateway, Central South Osborne, Station Square, Osborne Street, and Morley Avenue. The proposals are suggestions and ideas for the community to be mindful of in future community planning consultations and endeavors.

The North Gateway would benefit from improvements made to the design of the north underpass and the pedestrian environment along Osborne Street, as well as land densification. Widened lanes, artistic walls, and natural light would improve the pedestrian walkway under the bridge. Mixed-use buildings, street beautification, and new kiosks along the side of the large transit bus depot would bring more amenities and people to the area, reducing perceived distances, and breaking down the barrier pedestrians currently face.

New crosswalks and updated existing crosswalks is a proposal that residents strongly felt would improve the pedestrian environment along Osborne Street, addressing the barrier caused by this major thoroughfare. A new garden centre, gazebo, and chessboard would allow for new services and social opportunities. Additionally, long-term infill development would reduce the amount of unused parking lot space, which was identified as a negative attribute of the current area of South Osborne.

Station Square would tie together the new and existing residents by providing localized services and amenities and community gathering places. A clear pathway would draw people through the area to and from the rapid transit station, and an innovative gondola would allow access between South Osborne and the neighbourhoods across the rail line.

Improving the connection between the communities could be accomplished by: developing crosswalks on Osborne Street, establishing a pedestrian corridor on Morley Avenue with beautification and traffic calming techniques, and introducing a shuttle that would provide service to the rapid transit stations and within the community.

With the use of these proposals as guides for more age-friendly features, South Osborne could become a more accessible, safe, and enjoyable community for people of all ages.

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