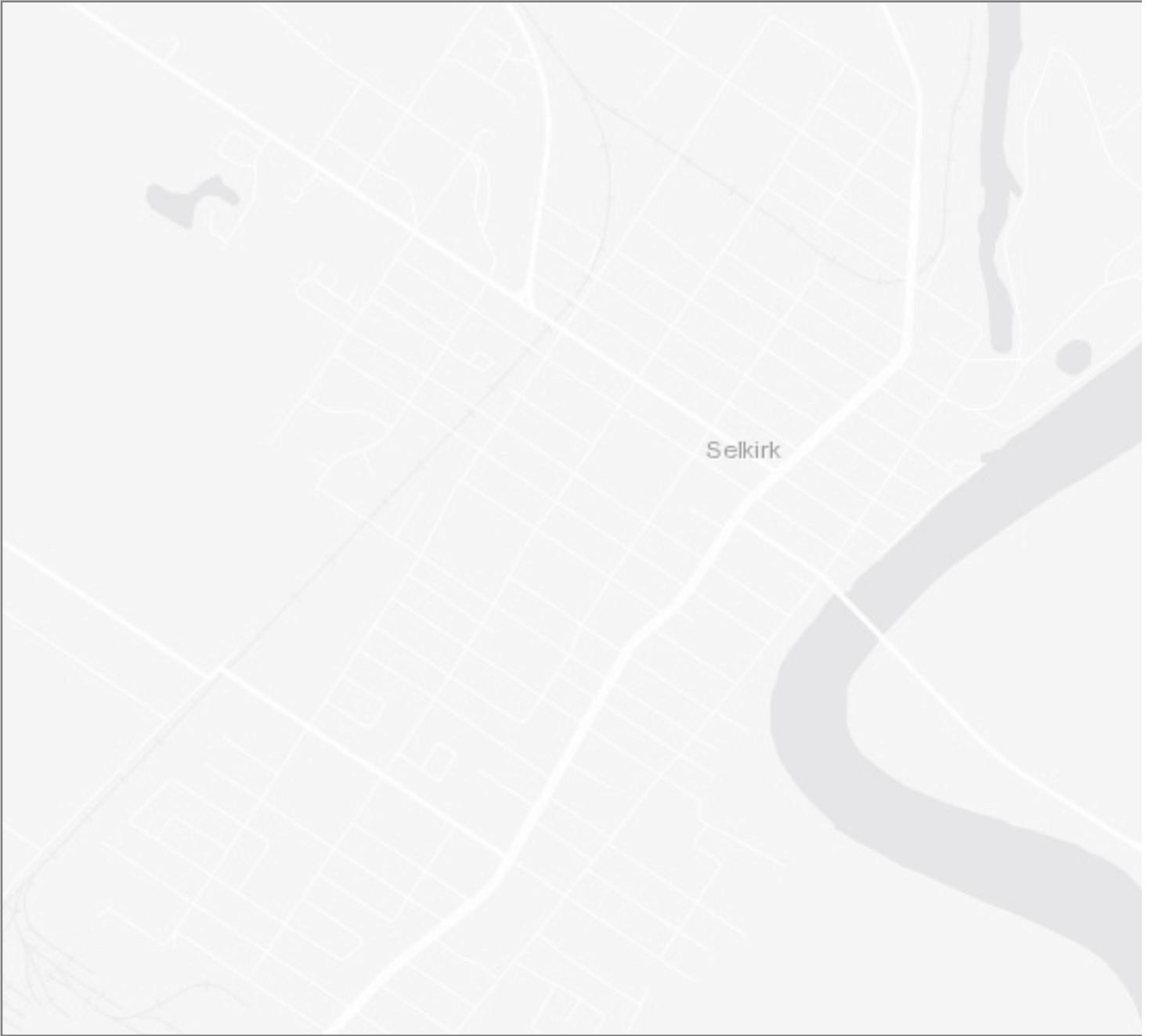




# Age-Friendly Selkirk

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# Introduction

# The Process

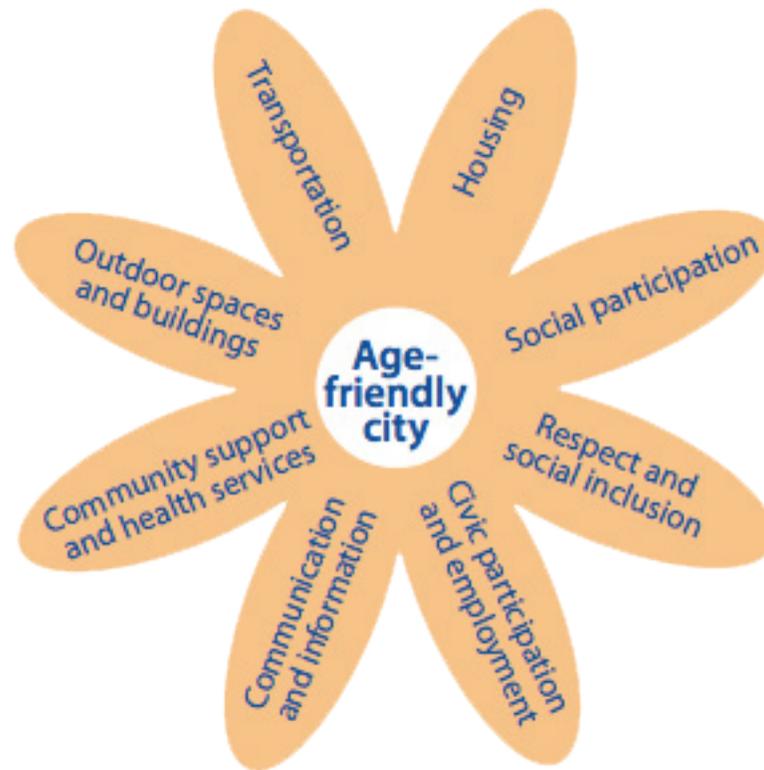


## Community Planning Studio

Our community planning course introduced us to planning to improve the experiences of older adults in cities. We engaged in an age-friendly studio project that focused on small cities in Manitoba. A studio-based course is learning through practical work in the field to conduct assessments, analyses, and work with members of communities to understand planning processes and apply them to real world situations. Through visiting the community and engaging with the planning division, age-friendly committee, and representatives for the City of Selkirk, we were able to develop a vision for the future of Selkirk and strategies that we believe are feasible to improve the condition of Selkirk for older adults. Improving communities for the aging population creates better conditions and city life for all residents of a city.

## Goals of the Project

Through fieldwork, documentation and analysis, we were able to identify strengths Selkirk has to build upon to further improve the age-friendliness of the city. The goal of our project is to leave this resource with you to highlight options that exist that you may try to implement, outline as things you would like to see happen in Selkirk, and have an idea of strategies that have been successful in other cities to combat some of the same challenges that may exist in Selkirk. We hope to have provided options that accommodate older adults throughout all stages of their lives in conjunction with goals within Selkirk's strategic development plan. This publication documents our initial assessment, precedent research, and final vision and strategies while incorporating the consultation and feedback we received throughout the process.



## Age-Friendly Cities

Populations around the world are aging, including Selkirk's. Age-friendly cities are adapting to meet the needs of aging populations to be accessible to their residents through all stages of their life course. They provide better safety, accessibility, transport, and a variety of other functions. Understanding the factors that contribute to healthy active aging allow cities to develop better means for the vitality of their residents and to create safe spaces. By being proactive, we can create environments that improve the quality of life for older adults to help them maintain independence and prevent barriers to accessibility.

## World Health Organization

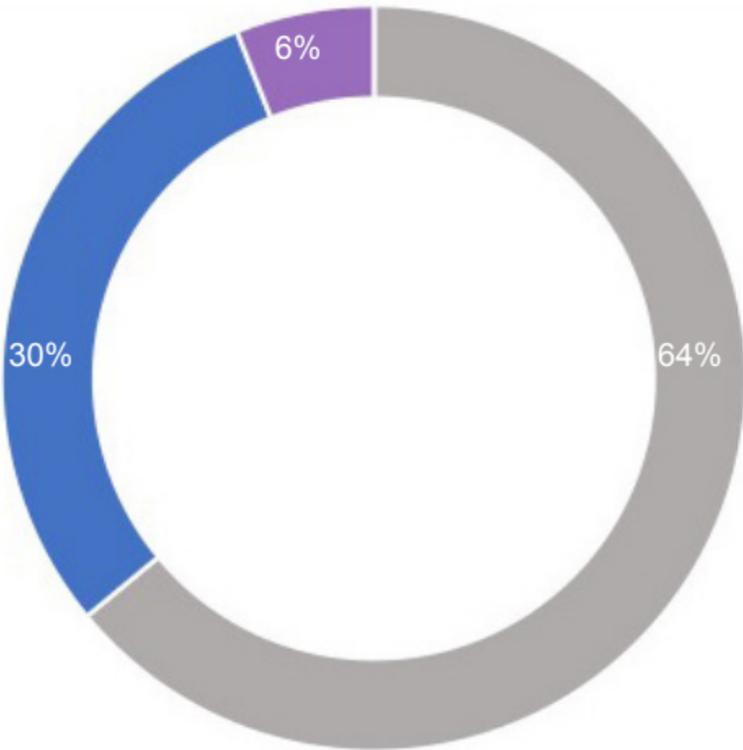
The World Health Organization's Global Age-friendly Cities: A Guide developed age-friendly checklists for a variety of categories and a framework for active aging. Working with older adults in 33 cities around the world, they developed a checklist that seeks to uncover the barriers to aging that were described during focus groups. We used eight of these categories in our analysis, including housing, transportation, buildings and open spaces, and social participation. We studied community support, communication, social inclusion, and civic participation under the social participation category.

Selkirk's age distributions were compared to Canada's and Manitoba's distributions to determine whether Selkirk's age groups were similar or different to the rest of the nation.

According to the 2016 national census, Selkirk's proportion of older adults is higher than Canada's or Manitoba's. 16% of the population of Canada and Manitoba are over 65, compared to 23% for Selkirk. From 1996 to 2016, Selkirk's population also got older. Selkirk's median age range increased from 40-44 to 45-49 from 1996 to 2016. This is apparent when you look at the city's population pyramid over time. The pyramids demonstrate how the city's population over 65 increases every 10 years.

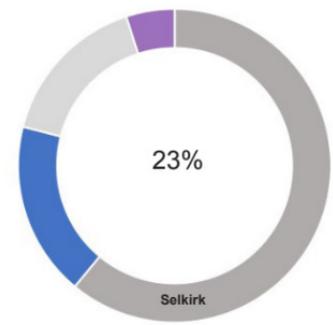
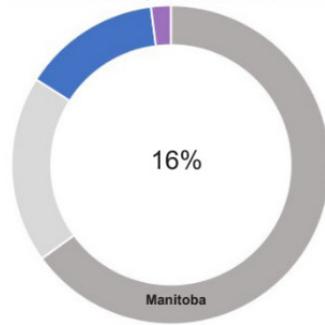
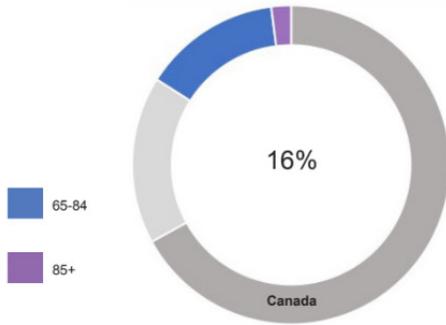
The bar graphs on the right demonstrate even more clearly how the proportion of the population over 65 years of age in Selkirk has increased since 1996. The blue and purple bars represent the proportion of the population over 65 years of age. As you can see, these bars grow from 1996 to 2016, demonstrating that this proportion of the population grew over time.

The statistics on the right demonstrate that Selkirk's population is aging. The population pyramids demonstrate that the population is likely to keep aging in the future too. This increase in older adults means that Selkirk needs to be proactive today to care for these older residents in the future.



Percentage of housing types within Selkirk

- Single-detached
- Multi-unit 5 storeys or less
- Multi-unit more +5 storeys



65-84  
85+

Male

Selkirk Population Pyramids

Female

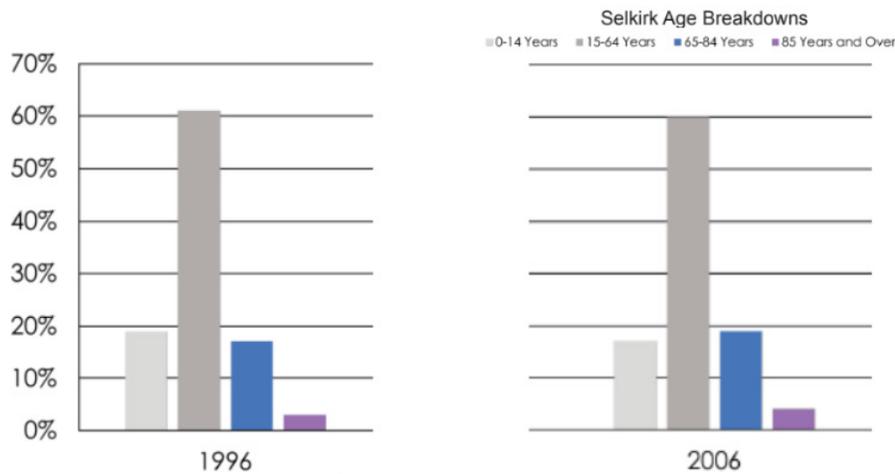
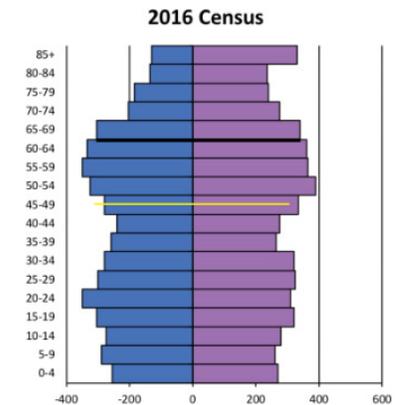
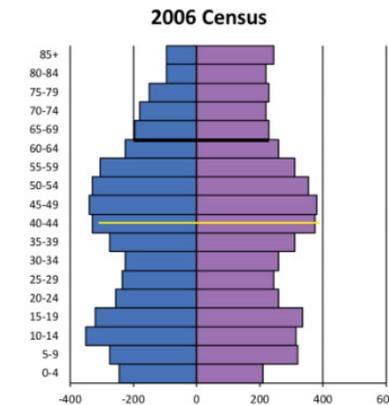
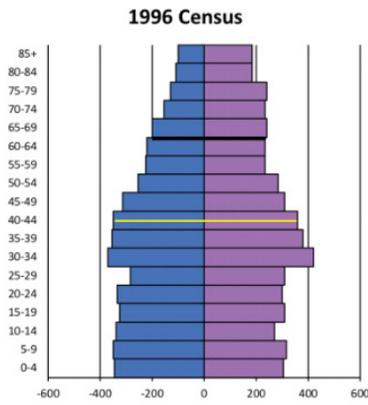
Median Age

Male

Selkirk Population Pyramids

Female

Median Age



Phase One

# Observational Analysis

## Observational Analysis

The first phase of our studio was our initial assessments of the community. To gain insight into Selkirk, we conducted an observational analysis. An observational analysis allowed us to spend time in the community, visiting multiple sites, collecting photographs, and looking into programs and events within the city. Visiting several times, we were able to begin to get a feel for the city. All observations were subjective and were to be taken into consideration for the next steps of the analysis

Following our observation phase, we put together an analysis that highlighted several strengths that we found towards creating an age-friendly city. The following analysis was presented to the age-friendly committee and allowed us to consult with residents and gain their feedback and perspectives, as well as allowed us to hear their concerns to better guide our project.

## Objectives

Our objectives for the initial phase of analysis was to assess the city for its age-friendliness. Utilizing the World Health Organization's Age-Friendly Cities: A Guide, we were able to set parameters for our observations. Following our first visit to Selkirk, we were able to narrow down sections from the WHO's Age-Friendly Guide that were most relevant to the city. We decided that to focus on Housing, Transportation, Buildings and Open Spaces, and Social Participation were the most beneficial to concentrate on.

Utilizing Age-Friendly checklists serve as a measure to consult with the community later as to what residents felt were missing from their city. Objectives for the analysis were to find whether the city was affordable, accessible, well-maintained and inclusive for residents of all ages.

## Process

In September we began travelling to Selkirk as a group to better understand the lay of the land and to identify opportunities available to older adults. We visited many different organizations, the Waterfront, downtown, and Manitoba Avenue West. We took many photos and met with several people to build an analysis of the age-friendliness through checklists outlined by the World Health Organization. On the next page, we have highlighted some of the key things we were looking to find out.



## Housing

Is affordable housing **available** for all older adults?  
Is housing **adapted** for older adults to allow them to age in place?  
Is financial assistance provided for home modifications?  
Is housing located close to services and facilities?  
Is a **range of appropriate housing** options available for older adults?

## Transportation

Is public transportation **affordable** to all older adults?  
Is public transport **reliable and frequent**?  
Is public transport available for older adults to reach key destinations such as hospitals, health Centre, public parks, shopping Centre, banks, and seniors' housing?  
Are vehicles **accessible**?  
Are there sufficient specialized services for persons with disabilities?  
Are designated transport stops located in close proximity to where older adults live?  
Are taxis accessible or do they offer discounted rates to older adults with low incomes?  
Are **priority parking** bays provided for older adults and disabled persons close to buildings and transport stops?

## Buildings and Open Spaces

Are green-spaces **well-maintained** and offer **adequate shelter** and toilet facilities?  
Are there pedestrian-friendly walkways, free from obstructions?  
Is outdoor seating available in parks, near transport stops, and in public spaces?  
Are pavements well-maintained, smooth, and have low curbs that taper off to the road?  
Do pedestrian crossing lights allow **sufficient time** for older adults to cross the road?  
Are buildings accessible and do they have features such as elevators, ramps, and automatic entry?

## Social Participation

Are events and activities affordable for older participants?  
Is there a wide variety of activities available to appeal to a diverse population of older people?  
Are facilities **equipped** to enable participation by persons with disabilities?  
Are events easy to attend, with no special required skills?  
Do community facilities **promote shared and multipurpose use** by people of different ages and interests and foster interaction among user groups?

## Housing Types

The initial housing assessment involved visiting Selkirk to understand the community's built structure. It was observed that parts of the city featured more multi-unit housing than other parts of the city were mostly composed of single-detached housing.

The city featured multiple different types of housing (e.g. single-detached houses, duplexes, row houses, apartment blocks). To determine these general housing patterns, it was decided to divide Selkirk's housing types in two general categories: single-detached housing and multi-unit (or multi-family) housing.

The next step involved determining housing type proportions in Selkirk's different neighbourhoods. Counting Selkirk's houses individually was not feasible for this study and instead Statistics Canada data was used to map out housing typology in Selkirk. Statistics Canada's dissemination areas (DAs) were used to collect the type of housing that residents live in.

Two general housing categories were created from the data: single-detached houses and multi-unit houses were then mapped to determine the proportion of single-detached houses in each neighbourhood in Selkirk. This method demonstrated which neighbourhoods in Selkirk have more people living in higher density housing

It determined that DAs closer to downtown Selkirk had higher proportions of multi-unit housing. The Statistics Canada data also showed what kinds of houses all residents in the city of Selkirk lived in. 64% of residents in the city were living in single-detached housing in 2016, while 36% of residents lived in multi-unit housing.



## Seniors' Housing

Several large senior housing complexes were observed during visits to the community. These senior housing complexes posed the question of what proportion of older adults (55+) lived in these complexes. It was discovered that 4 out of 7 dissemination area within Selkirk that feature senior housing had more than 40% of the area's older adults living in senior housing. 3 out of these 4 areas had more than 50% of the area's older adults' living in senior housing. Consequently, a good proportion of older adults in Selkirk live in senior housing in areas where these complexes are available.

Many senior housing developments in town were apartment blocks. It was hypothesized that this is because this type of housing usually does not have stairs inside units, floor spaces tend to be smaller than single-detached houses and because smaller floor spaces may be more affordable than single-detached houses.



### Home Modifications

While visiting Selkirk, it was noticed that many homes featured housing modifications to make them accessible for people with disabilities. Housing modifications allow older adults to age-in-place, which allows residents to stay within their current neighborhoods.

Many of the homes that featured housing modifications were one-storey. One-storey homes or bungalows are beneficial for people with disabilities because they allow residents easy access to the entire home.



### Affordability

A lack of affordability or affordable housing was described by the age-friendly committee. The lack of affordability was a proponent to further research on housing in Selkirk. Further research is included in the next section, which involves searching precedent research for examples in other municipalities.



## Transportation

“Transportation, including accessible and affordable public transport, is a key factor influencing active ageing” (WHO).

Public transport services should provide a range of options specifically to older adults including public transit, shuttle buses, community transport services, taxis, and specialized services for persons with mobility impairments. Transit options should be affordable to older adults, frequent and reliable, access amenities and services, and offer age-friendly vehicles.

Safety and comfort are one of the largest factors that will determine if older adults are able to utilize a mode of transportation. The location of transit stops should be chosen carefully with consideration of older adults and be equipped with seating, shelter, and lighting. Information should be widely available regarding transportation options for older adults, and subsidized fares or discounts to older adults can help make these services more accessible.

Priority parking bays should be clearly marked and located in close proximity to buildings and services.

## Public Transit

The Selkirk Transit Authority is a non-profit community organization contracted by the city. It offers a fixed-route that services 70 stops, amenities, and city services. It is extensive enough to reach most residential neighbourhoods, and the majority of older adult housing is in walking distance of a transit stop.



### Affordability

Selkirk transit offers discounted monthly rates to older adults at 20.00 per month. Single trip tickets are available at 2.00 each way. To increase ridership, the transit authority implemented a pilot project that allowed older adults to complete a pre-ridership and post-ridership survey in exchange for 6 months of transit service at no cost to them. This pilot-project has proven to be successful.

### Reliability

The transit system operates on the hour and from our observations ran on time.

### Frequency

Selkirk transit operates Monday through Friday from 8:00 a.m. until 6:00p.m., and on Saturdays from 8:00 a.m. until 4:00 p.m. There is no transit service in the evenings, Sundays, or holidays; but there is a specialized service offered on Canada Day and Remembrance Day to transport people to events around the city.



### Transit Stops

Transit stops identified as serving a high number of mobility impaired customers had concrete pads and benches placed at them to improve their accessibility and physical stability. Transit stops throughout Selkirk lack shelter from weather conditions, concrete pads for physical support, and benches for a place to rest. They also lack lighting.

### Safety

Residents perceive transit as unsafe due to a lack of transit infrastructure and find it a deterrence to using the service.

### Accessibility

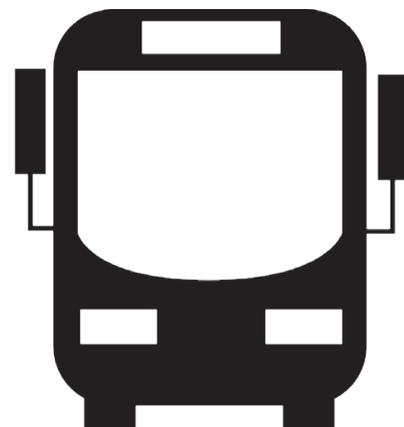
All conventional buses are age-friendly and kneel within three inches of the ground. They offer fold-down wheelchair ramps, straps to secure mobility devices, and have clearly marked priority seating with stop request buttons located beneath them to accommodate individuals who may not be able to stand to use stop request pull handles.



### Selkirk Mobility

Selkirk offers a specialized service known as Selkirk Mobility. It is operated through the transit authority and offers a door to door assisted service. It is available to any person age 65 or over, or to any person with a temporary or permanent mobility impairment.

Selkirk residents can use the service for 9.50 each way. The service is available to members of regional communities at a cost of 15.50 each way, plus mileage.



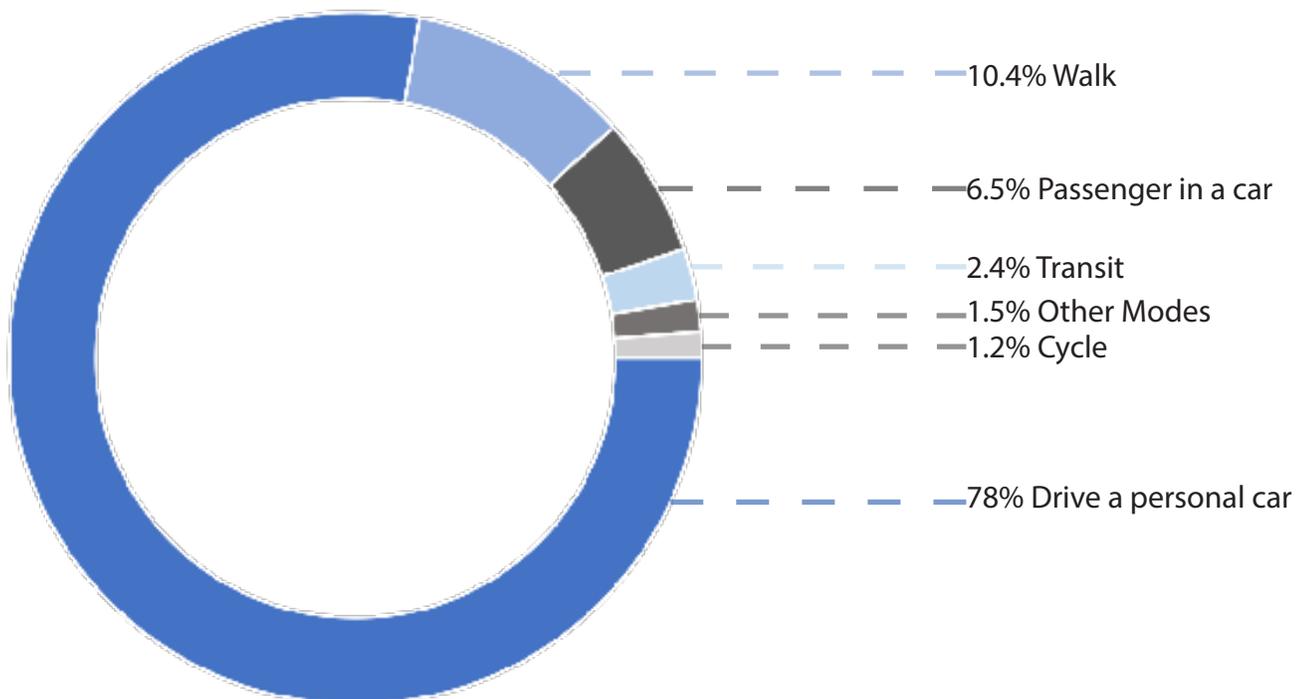
## Transportation Habits

Based on the 2016 Census produced by Statistics Canada, the modes of transportation used by persons aged 15 and above to travel to and from work were identified. We cannot generalize this to the entire population, but it paints a picture of the dominant transportation methods in Selkirk. Specifically of interest to us is the heavy reliance on personal vehicle use, 78%, versus 10.4% of people who choose to walk, and 2.4% use public transit.



### Active Transportation

We identified the new walking path on Manitoba Avenue West as a positive connection to the sidewalk network in Selkirk. It offers smooth pavements and is well-maintained but could benefit from street furniture and vegetation to facilitate a more comfortable pedestrian experience. Providing shelter from weather conditions and placing lighting and benches for safety and better accessibility could improve the walkability of Selkirk.





### Taxi

Will's Taxi is the only taxi company in Selkirk to provide a transportation option to residents. It does not have wheelchair accessible vehicles, so it is not available to all people.

### Carpool

The Gordon Howard Centre offers an informal carpool option to members that operates via word of mouth to help them access events outside of transit service hours.

### Cycling

Separated lanes for cyclists would help to improve the active transportation network of the city.



### Connections to Winnipeg

Kasper Transportation offers daily bus service from Selkirk to Winnipeg. GO Manitoba offers a carpool service through their website to connect riders with a driver to transport them to Winnipeg for a fee.



## Sidewalks and Roads

Age-friendly pavement is an essential part of active ageing. The WHO's Age-Friendly Cities Guide describes, "the condition of pavements has an obvious impact on the ability to walk in the local area" (p. 13). Pavements or sidewalks that are not in good condition such as uneven surfaces, missing cobblestones or other obstructions that can lead to possible falls or other injuries. Crossing the road can also pose a difficult challenge for older adults and different types of crossings are needed to create safer pedestrian crossings.

Factors such as age-friendly pavements, safe pedestrian crossings, and accessible environments are all important in creating roads and sidewalks. Characteristics of safe pedestrian environments are described by the WHO as displaying, "smooth, level, non-slip surfaces, sufficient widths to accommodate wheelchairs, dropped curbs that taper off to be level with the road, clearance from obstructions and priority access" (p. 14).

Mobility within a city is essential for healthy ageing. Older adults that can commute safely by walking, cycling or other active modes of transportation. The ability to walk safely throughout the city can lead more independent lives in a safe way. A feeling of security is a factor in residents' desire to move throughout their community, which can improve their "physical health, social integration and emotional well-being" (WHO, 2007, p. 15).

During various visits to Selkirk, a series of photos and observations from the group were done to better understand the age-friendliness of the city. The following are the observations of the roads, sidewalks and pedestrian crossings in the city.



## Sidewalks in Selkirk

Sidewalks varied throughout different sections of the City of Selkirk. Main Street and Manitoba Avenue East exhibited angle parking that created a comfortable barrier between the pedestrian and traffic. Additionally, during the observation phase it was seen that there were sidewalks that were lacking on either one or both sides of the street. A safe sidewalk initiative was introduced as a part of the City's Strategic Plan.

The city aimed to improve the condition of sidewalks as part of the Capital Asset Management Plan or (CAMP) and made repairs to 55.5 km's of sidewalk in September 2018. The City of Selkirk described, "the foundation of our program is continuous improvement" (Paragraph 3). The continuous evaluation of sidewalks will improve the longevity and safety of sidewalks in the city.

The main roads identified in Selkirk were Manitoba Avenue West, Manitoba Avenue East, Main Street and Eveline Street.



### Pedestrian Crossings

Crosswalks in Selkirk were identified in high traffic areas such as Manitoba Avenue West. Pedestrian-Activated Amber Flashes were especially successful in slowing down traffic and allowing pedestrians to cross. Pedestrian-Activated Amber Flashes were located in two locations of Manitoba Avenue West.

Pedestrian crossings located along Main Street were marked and had timed crossings at intersections. The distance was a significant distance to cross for older adults or any individual with a mobility impairment.

Pedestrian crossings on Eveline Street and Manitoba Avenue East were not marked in order to access the Waterfront or the Gordon Howard Centre. Eveline Street had what was considered a heavy traffic flow, which made crossing the street challenging in certain areas.



### Marked Crossings and Curb Cuts

Selkirk had several well-marked crossings and curb cuts throughout the city. Curb cuts were distinguishable by yellow paint, which was considered a positive feature. Residential areas nearest to Lord Selkirk Regional School had well-marked crosswalks and curb cuts.

Curb cuts are a positive feature that make public spaces accessible for wheelchairs, walkers and other mobility impairments. Low curbs make for safer spaces, the WHO described road improvements for age-friendliness include “dropped curbs, that taper off to be level with the road” (p. 14).

The “Curb Cut Effect” is described as designing public spaces that are not only good for persons with disabilities but for everyone.

## Buildings and Open Spaces

The World Health Organization outlines a need for barrier-free environments. By implementing barrier-free environments, a city can promote independence and safety for older adults that are interacting with indoor and outdoor environments.

The World Health Organization described, “the outside environment and public buildings have a major impact on the mobility, independence and quality of life of older people and off act their ability to age in place” (WHO, 2007, p. 12).

For buildings and open spaces in Selkirk, we divided it in 3 categories consisting of buildings and amenities, vacant open spaces (parking lots) and parks and the Waterfront. A large asset for the city is it Waterfront that was observed to be accessible for individuals of all mobilities. The Waterfront featured ramps, shallow steps and an accessible location.

In Selkirk, an abundance parks were observed including Selkirk Park, Veteran’s Memorial Park, and Queen’s Park. These natural amenities are an asset to the community and display the importance for green spaces.

Following the identification of important buildings and open spaces in the city, it was important to determine the accessibility and safety of these areas. A deeper consideration was taken into determining whether these spaces were accessible for people of all abilities through physical characteristics such as ramps or general location in the city.



## The Recreation Centre

The Recreation Centre of Selkirk offers an ice hockey stadium known as “the Barn” with seating capacity of 2700 people. They hosted Telus cup in 2009 which shows It has a potential to attract regional level crowd. It offers public skating and banquet hall (500 seating capacity).

The Recreation Centre is huge potential for recreational activities. From our analysis we find that providing better access to recreation Centre is important as we could not find any transit stop from our visits. The recreation center hosts a walk and jog club. When we visited we noticed from the guest book that many participants came from surrounding rural municipalities.

The Recreation Centre was identified by The Age Friendly Committee as not being accessible from an exterior or interior perspective. Issues such as a lack of an elevator, inaccessible restrooms and door entrances were identified. We recognized that there was no automatic entry to the building, no elevator and ramps which make mobility within the complex difficult.



### Vacant Lots

Downtown Selkirk has 18 sizable private and public parking lots that create a grey and concrete visual appearance and take away from the character of the area. Vacant spaces allow fear of crime and risks. They create an accessibility barrier by increasing the distance a pedestrian must be able to walk to reach services, amenities, and transit.

Many of these lots are underutilized and remain empty throughout the day. By maintaining the angled parking that is prevalent throughout the downtown core, even with the parallel parking to be implemented on Manitoba Avenue, these parking lots present opportunities to create an improved and more aesthetically pleasing downtown.



### Waterfront

The Red River is a major physical asset for the city of Selkirk. Selkirk's Waterfront is in downtown and accessible for older adults living in senior homes that are in the area. Gordan Howard Senior Centre is also located beside the Waterfront. Selkirk's Waterfront is an accessible, visually appealing and strong heritage enhancement to the downtown core.

The waterfront is used for many community events and gatherings including Canada day celebrations. It offers ample open space, sitting spaces and pedestrian infrastructure to host the events

## Parks and Open Spaces

Selkirk park spread across 200 acres provides lots of recreational activities. Park offers marine museum, 176 sites for camping, 4 large picnic areas which can accommodate 1000 people, children's playgrounds, splash pad, public washrooms and benches and Selkirk community trail. Many people from birdwatcher's club, Gordan Howard Centre, lions club and students of schools often volunteer for maintaining the trail. The park is important part of the city and is accessible easily from downtown senior homes. (City of Selkirk, 2018)



Veterans Memorial Gardens and Queens Park  
Veterans Memorial Gardens and Queens Park are on Eveline street and easily accessible from the senior centres' downtown. The monument in Veterans Memorial Gardens was made in commemoration of people from the Selkirk, St. Andrews, and St. Clements killed during military service. These parks lack paved trails and adequate seating to grant better accessibility and a more comfortable experience for older adults.





## Social Participation

Taking part in the community is an essential part to healthy ageing. Residents that are able to engage in the community in a variety of ways can improve their cultural, social and recreational lives.

In the observational phase of the assessment, 3 social amenities were identified including the Gordon Howard Centre, the Gaynor Family Regional Library and the Friendship Centre.

Social participation can allow for a resident to feel included within their community. Social amenities within Selkirk were assessed for their accessibility, affordability, options in programming and awareness of services offered.

Selkirk is a city that offers a range of opportunities for residents within organizations and city-hosted events. A strong sense of community can be felt in the city, especially near the Waterfront. Events in Selkirk include bonspiels, craft sales, seasonal dinners and more.

Social inclusion is a positive outcome of providing affordable and accessible social opportunities for older adults in Selkirk. An important component was determining whether social amenities were in close to residents' homes as opposed to only seniors' home complexes.

Social participation also provides an opportunity for residents to partake in volunteer-ism within their community. Social amenities are always in need of volunteers and close proximity to seniors' homes would provide more probability that seniors' can or will volunteer.



### The Gordon Howard Centre

The Gordon Howard Centre is a centre for active-ageing in Selkirk. The centre is membership-based multi-purpose complex that offers a variety of programming that is geared towards seniors.

The centre is open to the surrounding municipalities including R.M. of St. Andrews, R.M. of St. Clements and the City of Selkirk. The centre has a central location near the Waterfront and is on the corner of Eveline Street and Manitoba Avenue East.

Activities that the centre provides includes weekly activities such as crafts, cribbage, floor curling, painting, pickleball and duplicate bridge. Additionally, multi-purpose rooms are available for rent to run private activities or events such as private cribbage groups.

Membership for the Gordon Howard Centre is \$30 per year, which we considered an affordable rate. The Gordon Howard Centre is also open to non-members who can partake in activities for a small fee.



The Gaynor Family Regional Library

The Gaynor Regional Library services Selkirk and the surrounding municipalities including the R.M of St. Andrews, the R.M. of St. Clements and the Village of Dunnottar. The library offers a variety of events that are directed towards seniors including the Circle of Friends program.

Susan Berry is the Library Senior Coordinator that is responsible for organizing unique events on a monthly basis for seniors visiting the library. Events and services offered through the Library include musicians and storytellers, artists, and visits from historians.

Other educational services that are offered at the Library include information sessions on public health including flu shots and heart health. In addition, topics such as estate planning for seniors are given.

Access to the library is free for residents within Selkirk and surrounding municipalities.



The Friendship Centre

The Friendship Centre is located close to the Gordon Howard Centre across from the Waterfront. The Selkirk Friendship Centre is a not-for-profit organization that is committed to helping Aboriginal individuals to adjust to urban-living.

This demographic includes older adults and hosts events that are open to all individuals. Annual events are hosted by the centre that include the Fall Feast. Bingo is another popular event that is hosted by the centre and is weekly events.

The centre offers other activities such as Zumba, jam-making and crafts. The centre actively participates in community events such as the craft and trade show, which is free admission.

## Consultation and Feedback

For our analysis, our group visited Selkirk to observe the community. We also consulted statistical information from Statistics Canada to learn about the community's housing and population. Research was also conducted online and in-person to learn about Selkirk's transportation options; its road and sidewalk network; its parks; its recreational spaces; and its community services.

We visited Selkirk multiple times to conduct our analysis. The first time we traveled to Selkirk, we talked with volunteers at the Gordon Howard Centre to understand how Selkirk was performing as an age-friendly community. This meeting included a visit of the Gordon Howard Centre. This visit helped us understand how the centre is a focal point for older adult activities in the community. We learned that the centre's volunteers had organized Selkirk's successful transit service. We also learned about how the Centre's activities are funded through membership fees, residents paying for activities, fundraisers that use the Centre's space, and the Centre being rented out to other organizations for events. The Centre's volunteers also helped us understand how residents feel about Selkirk's age-friendliness. They also explained that their Centre is able to operate because it was staffed by volunteers, which substantially lowered their operating costs.

These initial meetings showed how that the Centre is very important to Selkirk's older adult community. The Centre's volunteers lobbied for the city's transit service, provided information about services for older adults in town, provided information about housing in the region, provided volunteer positions for older adults in the region, and organized age-friendly community activities. We also met age-friendly committee members in this meeting. These members became a valuable resource for our project.

They provided us with information about Selkirk's age-friendly amenities that we would have never found without their help. Following this meeting and our analysis, we organized what we learned into poster boards and a PowerPoint presentation which were then presented to the community. These materials were prepared to provide our findings to members of the age-friendly committee. We were also aiming to get their feedback and find out whether we had missed anything in our initial assessment. With that in mind, we also had questions for the committee following our initial analysis. These questions are provided on page 11.

At the presentation in Selkirk, the age-friendly committee provided us with many constructive comments that were incorporated into the project. The committee informed us that there was a lack of parks in the downtown area. Members also identified a lack of public washrooms in the downtown area and in the city's parks. Participants also informed us that parking spaces downtown were not full on a consistent basis. They also explained that crosswalks did not allow residents to cross major streets (e.g. Main Street) in downtown. The committee was also concerned about housing affordability and about long waitlists for older adult housing. Another finding was that older adults were unaware of government programs to help pay for housing modifications. Our group also learned that community events for older adults tended to happen in the recreation centre, the arena, and the Gordon Howard Centre.

A lack of transportation options available for older adults on weekends was also identified as an issue. The committee also said that residents perceived transit to be unsafe because most stops lack shelters in the city. Committee members also explained that more affordable housing was needed throughout the city for older adults.



Concerns were also expressed that it was difficult for seniors to age in place. Participants also expressed how difficult it was to walk downtown. Residents also had a difficult time accessing the recreation centre with transit; once residents were at the centre, they felt that its interior and exterior were inaccessible for people with disabilities.

As part of the consultation process, our group also proposed city building ideas for Selkirk. Some of these ideas included: placing additional crosswalks downtown; improving transit infrastructure at stops; creating intergenerational social spaces; increasing the amount of affordable housing in downtown; and installing pocket parks and art installations in the empty spaces downtown.

Overall, committee members were in favour of most suggestions that were advocated for. They were especially supportive of constructing more crosswalks downtown to cross main streets; installing more shelters at bus stops; and creating small parks and art installations downtown.

Overall the analysis was well-received by committee members. They were excited that our group had taken an interest in their community and they were very supportive of age-friendly policies in general. These consultations helped us understand Selkirk better than before. The committee members' comments were taken into account to help inform our proposed strategies for Selkirk later on in the project.

Phase Two

# Precedent Research

## About this Phase

Precedent Research serves as a model of practice that has taken place in other places or situations. Following the observation and analysis phase of Selkirk, an identification of strengths and opportunities within the city were made.

In order to build on Selkirk's strengths and opportunities, our group conducted an exploration into precedent research into our areas of interest for the city. The precedent research topic areas covered various components of the original areas assessed including transportation, housing, buildings and open spaces and social participation.

Considering the strengths and opportunities of the city we were able to expand on these areas and created specific areas to focus. The expanded goals or topic areas included improving connections, designing for safety, a revitalized downtown, accessibility, and affordable housing.

The brainstorming process consisted of determining what were the biggest concerns affecting active and healthy ageing within Selkirk. Many ideas were considered for the city although only a select few were chosen to present to the community.

Precedent research that was well-received by the community would be taken forward to apply to areas within the city. Precedent research was pulled from examples or municipalities that were similar in size, climate or other similar characteristics as Selkirk.



## Our Goals

### Improving Connections

Selkirk has successfully launched its own transit system and has implemented a brand new bike lane located on Manitoba Avenue West. To improve connectivity within the city a variety of examples were taken from cities to implement measures to improve connections. Examples of improving connections included express weekend transit, improvements to transit infrastructure, a carshare system and a regional transit system.

### Designing for Safety

During the observational phase in Selkirk, it was determined that there were areas that may benefit from improved pavement, shorter crossing distances or overall traffic calming measures to slow down traffic flow. Examples of designing for safety included leading pedestrian intervals, dynamic speed display signs, cool street or paint the pavement and neckdowns as a traffic calming measure.



### A Revitalized Downtown

Cities benefit from having thriving downtown centres. Selkirk has a unique Waterfront that is the centre of many events within the city and a home to social amenities such as the Gordon Howard Centre and the Friendship Centre.

The city may benefit from revitalizing its downtown area or more specifically Manitoba Avenue East. Examples of revitalizing a downtown included the paint the pavement initiative, pocket parks, a city for all seasons and downtown infills. A revitalized downtown can be encouraged by not only attracting residents downtown but by encouraging residents to choose to live downtown.

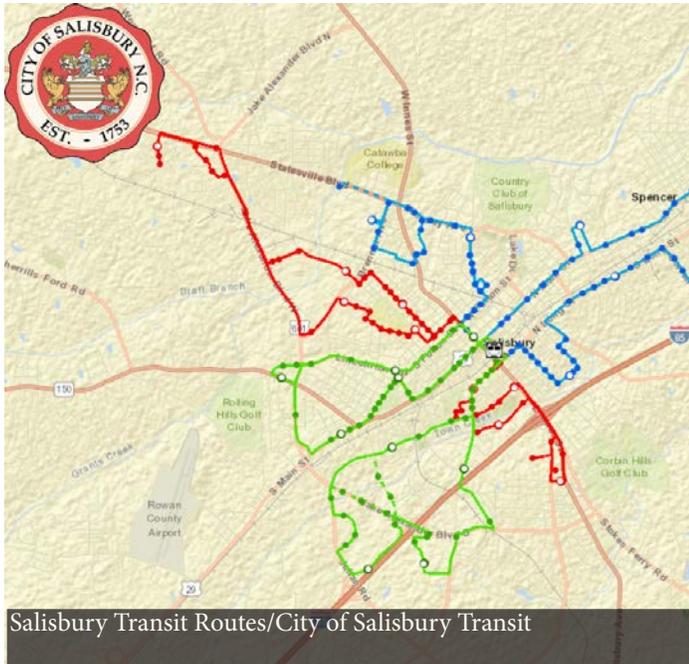
### Accessibility

An accessible Selkirk was identified as an important component to strengthening the city's urban environment. Examples of improving accessibility included public zone configurations, housing modifications, public washrooms, and an accessible recreation centre.

### Affordable Housing

A need for affordable housing and a variety of housing types was identified for Selkirk. Examples of affordable housing included secondary suites, repurposed buildings, cohousing, and tiny homes.

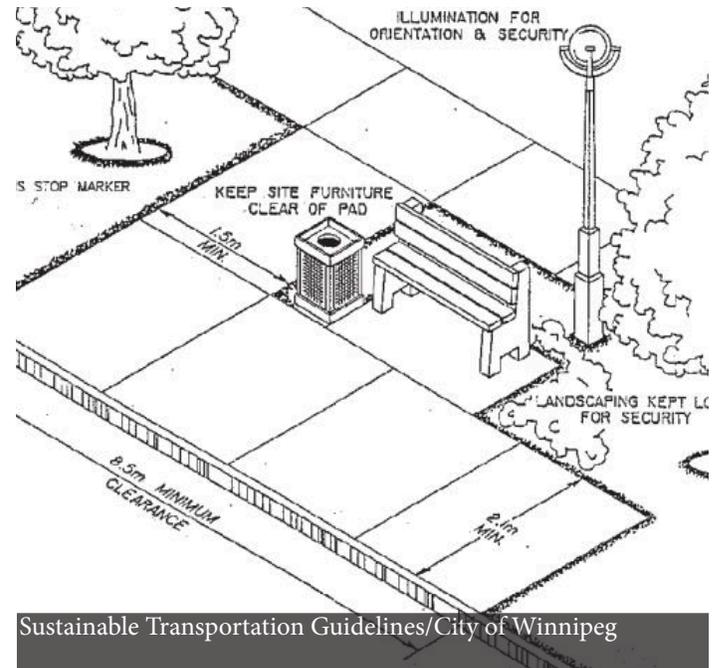
# IMPROVING CONNECTIONS



## Express Weekend Transit Salisbury, North Carolina

Salisbury is a city that provides a modified transit route on weekends to provide service while maintaining costs. The express weekend route operates Friday through Sunday only out of the central transit depot and services select stops at less frequent intervals. This service helps to provide transportation options to residents of the city while allowing the transit authority to save money on full transit service three days of the week that may not be viable.

Express weekend transit could increase mobility options for older adults to reach services and amenities on Sundays and in the evenings while helping to keep costs low for the transit authority.



## Transit Stop Infrastructure Winnipeg, Manitoba

The City of Winnipeg presents sustainable transportation guidelines for bus stops located along arterial roads and residential neighbourhoods. Providing adequate seating setback properly from the roadway with furnishings such as trash bins and lighting facilitates a safer riding experience. Transit shelters provide protection from weather conditions and create a more comfortable pedestrian experience.

Transit stop infrastructure can increase ridership and provide a safer experience for older adults. This in turn would help make transit use more accessible.



### Carshare Sorel Tracy, Quebec

Carshare is a program in which a car is collectively owned and users pay membership fees. Members can book times with the car, usually online, and receive key-code access. Users can utilize vehicles for any purpose; including grocery shopping or visiting family and friends. Carshare programs can be operated through seniors' complexes, such as in Sorel Tracey. The car is owned by the complex and is available only to residents.

Carshare systems can work to improve the mobility options for older adults to reach services, engage in social participation, and run errands in a more affordable way than personal vehicle ownership.



### Regional Transit System Kawartha Lakes, Ontario

Kawartha Lakes in Ontario started a pilot-project to offer a dial-a-ride regional transit system that operates on two circular routes. These routes travel between fixed stops in five neighbouring regional communities that then connect to the public transit system in Lindsay, Ontario. This regional transit system allows for residents of surrounding communities to access Lindsay as an urban and economic center to utilize services and amenities with convenience at an affordable rate.

A regional transit system could help situate Selkirk as a regional hub to facilitate enhanced commercial activity and higher transit ridership.

# DESIGNING FOR SAFETY



Leading Pedestrian Interval/SFMTA

## Leading Pedestrian Intervals San Francisco, California

Leading pedestrian intervals give pedestrians a 3-7 second head start. The National Association of City Transportation Officials reported that LPI's reduce vehicle-traffic collisions by 60%. LPI's are an engineering tool that are being used to achieve the city's Vision Zero goal to eliminate traffic deaths by 2024.

Leading pedestrian intervals can improve the walkability of older adults by granting them additional time to cross the street which facilitates a safer walking environment.



Dynamic Speed Signs/Change

## Dynamic Speed Display Signs Cooper City, Florida

Dynamic Speed Display Signs (DSDS) are designed to measure speed as the vehicle is approaching and displays the measured speed. The installations can be permanent or temporary to inform drivers how to modify their driving behaviour. DSDS's can be used in areas such as school zones or other areas that need traffic calming.

Dynamic speed display signs could reduce traffic speeds to help older adults feel more comfortable crossing busy streets.

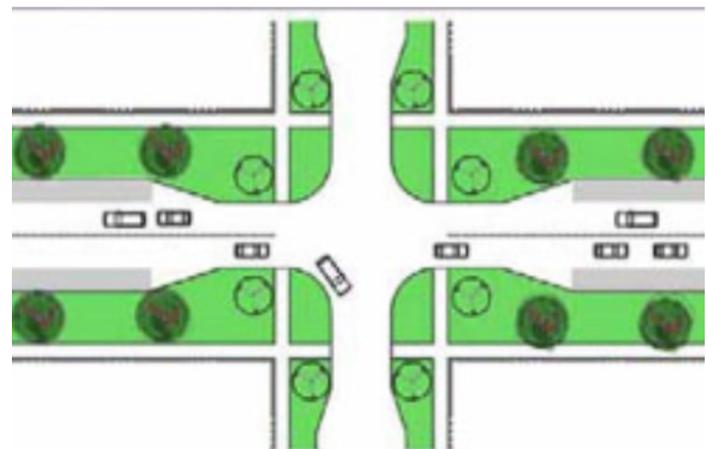


Cool Streets Winnipeg/Instagram

### Cool Streets Winnipeg, Manitoba

Cool Streets Winnipeg is an initiative that proposes turning roads into art avenues. Public art projects and road artwork are being combined to revitalize areas but also to make roads safer. The art project takes place in the summer months and most recently for Canada’s 150th birthday in 2017. Pictured above is a Zebra Crosswalk that can also be implemented at various crossings.

Cool streets present a potential opportunity for social engagement between older adults and members of the community while working to slow traffic and create a pedestrian awareness.



gregson-east-end-connector

Neckdown/Open Durham

### Neckdowns Durham, North Carolina

Durham has reported a “freeway problem” in the central area of the city. The picture above displays ‘neck-downs’ at intersections or ‘bump-outs’ to help narrow the street. The picture also includes added parking along street and planted trees for traffic calming and noise reduction. This can also be called an ‘edge effect’ which is a psychological prompt to go slower. Neckdowns narrow the perception of the road and reduce crossing distances without disrupting the flow of traffic.

Neckdowns alter the perception of wide roadways to calm traffic and improve the pedestrian experience and the walkability of older adults.

## REVITALIZED DOWNTOWN



Paint the Pavement  
Halifax, Nova Scotia

Paint the Pavement is an initiative that is gaining popularity throughout North America. It encourages community spirit, artistic talent, and is an aesthetically pleasing method of traffic calming by bringing drivers' attention to the road. In Newfoundland, Paint the pavement was organized to bring youth and the community together, and could be organized as events and festivals in other locations.

Paint the pavement could be organized as a community event to improve the visual appeal of the downtown core to encourage more pedestrians to populate the area, including older adults.



Pocket Parks  
Paducah, Kentucky

Pocket parks provide green and open spaces amidst urban centres- as illustrated by Market Square Art Park in Paducah, Kentucky. What is now a vibrant space that adds to the pedestrian realm and creates opportunities for socialization replaced a gap in the street wall created by continuous facade frontage. Pocket parks can include green space, street furniture, or even playground and senior playground infrastructure.

Pocket parks could enhance the pedestrian realm and increase the perception of safety of urban areas for older adults by replacing vacant lots.



### A City for All Seasons Winnipeg, Manitoba

Winnipeg becomes centered around the river throughout the winter months. At the Forks, many outdoor activities are setup during the winter season to encourage people to get outdoors and socialize. Nearly as many people attended the Forks for outdoor activities in February as they do in June. Warming huts are provided to keep pedestrians warm. Outdoor games such as Crokinole are set up to provide opportunities for residents to interact with one another.

A city for all seasons in Selkirk could encourage recreation and social interaction for older adults in winter months.



### Infill Housing Winnipeg, Manitoba

Infill housing is viable in downtown areas for densification to facilitate an active center. Infill housing can be in multiple forms including pocket suites, such as this one in Winnipeg. Pocket suites offer multiple units on small lots as an affordable option for downtown living, and as an affordable option to persons who are economically disadvantaged. Each suite has its own private entrance, kitchen, and bathroom.

Infill housing presents an opportunity to develop mixed-use and affordable housing options to older adults to help them age in place and remain active in the community.

# ACCESSIBILITY



## Public Zone Configurations Hamilton, Ontario

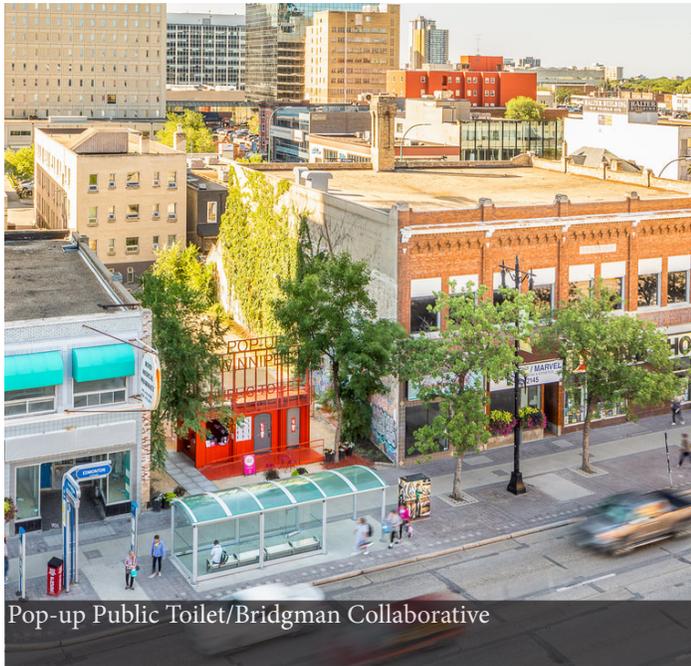
The City of Hamilton identifies zone configurations in public spaces to provide a comfortable and safe experience for pedestrians separated from cars. Implementing bus stop infrastructure and street furniture such as benches, trees, and trash cans behind the walkway zone help to distance pedestrians from traffic zones. Street furniture should be available along metered intervals to provide an adequate number of places to rest for pedestrians, as well as trees and lighting to protect pedestrians from weather conditions and create a safe environment. Public zone configurations can help develop a safer walking and transit experience for older adults.



## Housing Modifications Multiple Locations

Home modifications allow for persons with mobility impairments to remain in their home and also allow for older adults to age in place. The National Association of Homeowners produced an aging in place remodeling checklist with specific modification guidelines to ensure that government grants and assistance to help adapt homes to be more accessible are used effectively.

Housing modifications such as ramps, wide doorways, additional railings, and shower seats can help older adults age in place and presents a more affordable option than relocation costs.



Pop-up Public Toilet/Bridgman Collaborative

### Public Washrooms Winnipeg, Manitoba

These pop-up washrooms by Bridgman Collaborative have been very successful in Winnipeg, with 35 to 40 people using them each day. These washrooms pop up on busy downtown corners throughout the summer months. It has been found that more people would spend time downtown if there were public washrooms available. These cost \$750.00 for three months in Winnipeg.

Public washrooms could greatly increase the walkability of older adults, especially in parks and during the busy seasons.



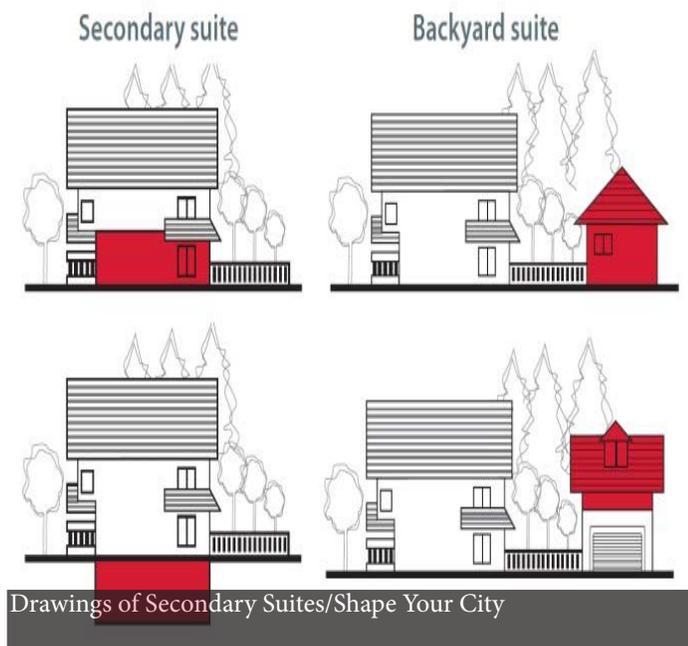
Leduc Recreation Facility/City of Leduc

### Accessible Recreation Centre Leduc, Alberta

Design standard of the Leduc recreation facility ensure that all services offered are accessible to all people using the facility. Some of the accessible features of the facility are sliding glass doors in entrance ways, ramps for better access, wheelchair friendly fitness equipment, an elevator to access all levels, and accommodations for wheelchair curling.

An accessible Recreation Centre would increase the physical activity of older adults and allow them to engage more frequently in different events.

# AFFORDABLE HOUSING



## Secondary Suites Calgary, Alberta

Calgary, Alberta advertises secondary suites as an affordable rental option to anyone from students, working professionals, and older adults. Secondary suites are living spaces with functioning kitchens and bathrooms located within or on the same property as a single family home. These can be in basements, on upper levels, and even above garages. Secondary suites have great potential as affordable housing and they sometimes do not require new construction, but still increase density in urban areas. They tend to be well integrated into neighbourhoods and accessible to transit.

Secondary suites are an affordable option for older adults to help them age in place and age in the neighbourhoods they feel most comfortable in.



## Repurposed Buildings Thorold, Ontario

The Canadian Mortgage and Housing Corporation provides funding for repurposing non-residential buildings into residential dwellings. All building types can be converted into residential complexes. Thorold, Ontario repurposed an old stone flour mill into an 18 unit affordable living residence for singles and older adults through grants from the CMCH. Repurposing existing buildings revitalizes neighbourhoods and helps to preserve building heritage.

Repurposed buildings breathe life into urban cores that can maintain the heritage of a city while providing an option for older adults to age in urban centres.



Women's Housing Initiative/Global News

### Cohousing Winnipeg, Manitoba

Co-operative housing consists of individuals living independently, together, and sharing living spaces. The Women's Housing Initiative Manitoba is co-housing that acts as a retirement community for women. These initiatives are often affordable and they allow older adults to live independently but with social support.

Cohousing is an opportunity for social interaction and support to older adults to help them remain independent but supported.



Pre-fabricated Homes/Cube Haus

### Tiny Homes London, United Kingdom

A developer called Cube Haus is designing affordable modular homes that are pre-fabricated before being shipped to the site where they are installed. The homes' modular styles and specific designs enable them to fit into unconventional spaces and onto existing properties and can be purposed as a form of infill. They can be customized to be accessible to the person purchasing them and can also be modified in size. They can be built as tiny homes that are more affordable.

Tiny homes can serve as infill development and can be developed with age-friendly layouts that can be affordable.

## Consultation and Feedback

Precedent research was conducted to identify city building strategies that were successfully employed in other communities. Our group members researched precedents related to small city transit, affordable housing types, recreation in small communities, and pedestrian crossing and traffic calming. This research was conducted to determine whether these precedents would be suitable for Selkirk.

Our group identified 20 different precedents in our research. These precedents were then presented to Selkirk's age-friendly committee to determine whether they thought they would be a good fit for their community.

Previous comments from the transit committee had identified a lack of transportation options for older adults outside of regular transit service hours. In response, our group suggested implementing a regional transit system that would connect Selkirk to Winnipeg along with a carshare system that would be owned and operated by the older adult housing complexes in town.

The age-friendly-committee preferred these ideas as opposed to express weekend transit and transit service in the evenings. Transit service on weekends and in the evenings was deemed unlikely to be successful or feasible at this point in time.

It was also found that residents were apprehensive when they cross the street because of the high levels of traffic and the wide streets in the city. To solve this issue, our group suggested traffic calming measures to slow cars down and prioritize pedestrians.

Ideas included installing bump-outs which extend the curb further into the street (these shorten crossing distances for pedestrians); installing more visible crosswalks; configuring Leading Pedestrian Intervals that would grant pedestrians additional time to cross busy streets; and installing speed display signs (that display a car's speed as it goes by) on busy streets. These traffic calming measures were preferred over the paint the pavement type of initiatives that were suggested. Painted streets were not well-received because residents did not want to paint roads only to have the paint be covered by snow half the year.

Different types of affordable housing were also suggested to reduce the pent up demand for housing in Selkirk. The committee was in favour of secondary suites; repurposing buildings into affordable housing; and infill development in urban areas. A committee member proposed an interesting idea which involved repurposing the Stuart House into older adult housing. The Stuart House is a historic house that is currently vacant in Selkirk. The committee was not in favour of tiny homes. This was unsurprising since the existing tiny homes in Selkirk have not been selling well.

The age-friendly committee also identified a lack of recreational spaces in downtown. Consequently, our proposed initiatives, which included temporary pocket parks, long-term infill development, and the introduction of more winter programming at the waterfront, were all well-received by the committee.



What is Age-friendly?

- Housing
- Transportation
- Buildings & Open Spaces
- Social Participation



Phase Three

Vision



## *WHERE IT ALL COMES TOGETHER*

Selkirk's current vision is "Where it all comes together". This vision references Selkirk's role as a service hub for the surrounding municipalities in the region. This vision serves Selkirk's municipal needs but it does not reflect what our group is trying to achieve with this project.

Consequently, our group was tasked with finding a new vision for Selkirk. We hoped that this new vision would better reflect what we want Selkirk to become, and what the age-friendly committee wants Selkirk to become. We believe Selkirk would eventually achieve this vision our strategies are fully implemented.

Our vision for Selkirk reflects what we think would be the best city for its residents. With that in mind, the vision proposed by our group for Selkirk is simple. Selkirk should work towards being a livable regional leader enhancing the quality of life for residents of all ages through accessibility, affordability, and a revitalized downtown where citizens can thrive.

This vision rests on three pillars that are very important for Selkirk's future: Accessibility, Affordability, and a Revitalized Downtown.

Accessibility in a city is truly important because an accessible city is one where everyone lives up to their full potential. Limited citizens lead limited lives, and certain citizens are limited when a city is inaccessible. Inaccessible cities bar all residents from contributing positively to the community; consequently, the community misses out on their contributions. Conversely, when a city is accessible, all residents can realize their full potential. This means that the city itself also realizes its full potential.

Affordability is very important too. An affordable city is the single most important aspect that contributes to individual and communal well-being. When peoples' needs are not met because they cannot afford them, their lives are not as rich as they could be. And if certain members of the community do not have the richest possible lives they can have, that means the community's not as rich as it could be too. Investing in affordability is essential because it is an investment that returns a prosperous community.

Finally, a Revitalized Downtown is also important. Selkirk's downtown is the most important neighbourhood in the city because it features services and amenities that are not found anywhere else in the city. Consequently, it is also used by everyone in the city. Yes, revitalizing a downtown creates a better neighbourhood for the downtown's residents.



Different goals emerged from the vision for different sections of the city. These goals provide smaller scale visions that will improve the community. Some of these goals apply to certain areas of the city while others apply to the city as a whole.

Our group's main goals for Selkirk are:

- To enhance the downtown to better accommodate pedestrians through an enhanced experience, character, and visual appearance while improving means for vitality;
- To create a city centre where citizens can thrive and improve the accessibility of the downtown area for older adults;
- To develop underutilized and vacant spaces in the downtown core to improve the experience, enhance character, and accommodate older adults;
- To improve pedestrian safety and encourage walkability in the heart of downtown to allow older adults to be integrated with the community;
- To facilitate a safer and more comfortable pedestrian experience on Manitoba Avenue West to make it more walkable and age-friendly;
- To improve the mobility of older adults to access amenities and recreation opportunities within the city;
- And to provide a variety of affordable housing options to help older adults age in place while allowing them to remain integrated in the community.

Objectives were then derived from these goals. These objectives provide more specific visions of what needs to be achieved in different areas of the city.

Finally, strategies were derived from the goals. These strategies are meant to implement the objectives that are proposed for the different parts of the city.

These strategies are more detailed than our objectives. They represent clear directives and projects that can be implemented in Selkirk. Readers will be pleased to notice that many of these strategies can be implemented surprisingly quickly due to their small scale and low costs. These strategies were developed using our vision, our objectives, our analysis, and the committee's feedback on our analysis and the precedents that we proposed to them.

# DOWNTOWN

## OBJECTIVES

Enhance the visual appearance of the downtown core.

Create opportunities for pedestrian and commercial activity throughout the winter months.

Create recreational opportunities for older adults in the downtown core.

Improve the pedestrian experience through additional amenities.

## The Gordon Howard Centre

The Gordon Howard Centre has members enter through the back entrance of the building, which allows access to the elevator in the basement. Selkirk may benefit from partnering with the Selkirk Renewal Plan to revitalize the space to improve the experience of members.

In January 2018, Selkirk began painting murals throughout the city to create a welcoming and revitalized space. The Gordon Howard Centre is a community asset and would benefit from revitalization and community support.





Pop-Up Washrooms

Providing public washrooms downtown and at the waterfront would enhance the comfort level of pedestrians and the accessibility of the city, particularly during events. Selkirk could apply for building permits to adopt the pop-up public washroom model used in Winnipeg during their active summer season, and possible outdoor winter activities. Pop-up washrooms can have attached kiosks to provide water, snacks, and to sell merchandise. These facilities can move around to accommodate different events occurring throughout the city or could remain stationary throughout the busy seasons.



Downtown Core Winter Park

Selkirk's waterfront is near the downtown core and presents an opportunity to transform Selkirk into a Winter City. There is an opportunity to develop skating rinks, outdoor curling rinks, winter festivals, and games all situated around the river. These events would provide opportunities for social integration and recreation for people of all ages. Activities could be arranged through non-profit organizations and use volunteers to maintain costs. Selkirk could apply for funding through the Canadian Council for the Arts, and private sponsorships could greatly help.



# DOWNTOWN

## OBJECTIVES

Use traffic calming measures to develop adequate street crossings.

Bring pedestrians and residents downtown.

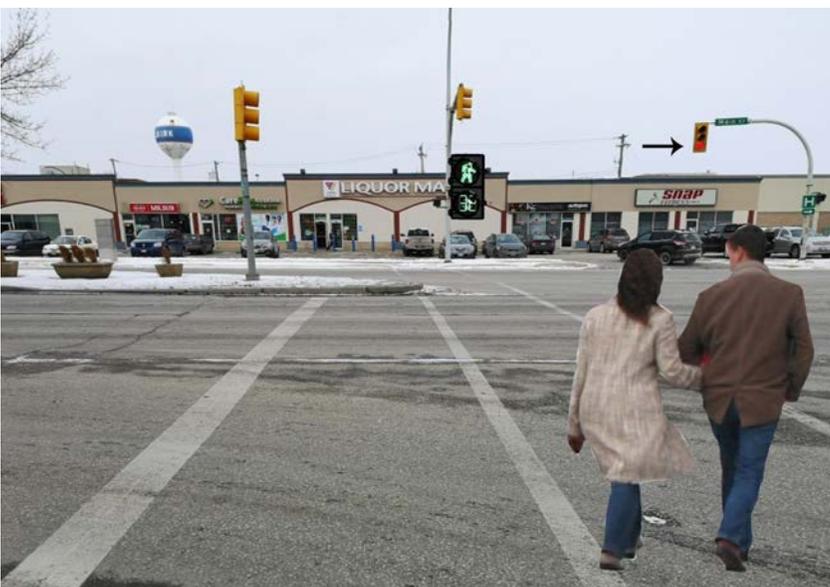
Enhance the downtown area to facilitate it as a regional hub.

Improve existing spaces to revitalize the area.



## Leading Pedestrian Intervals

LPIs in Selkirk would allow a head start for pedestrians at busy intersections. The intersection located at Eaton Avenue and Main Street was identified by residents as a site that does not grant adequate time to cross the street. By implementing LPIs, pedestrians are given an advanced WALK signal, which improves the visibility between themselves and motorists. LPIs are inexpensive in comparison to other traffic calming methods or alterations to existing roads and can be programmed to operate during peak pedestrian times. The approximate cost for LPIs range from \$0 - \$3500 according to PedBikeSafe. The cost of installing an entirely new signal ranges from \$40,000 - \$100,000.





## Repurpose Buildings for Housing

Selkirk could modify the zoning bylaws to repurpose existing buildings into accessible and affordable housing for older adults. Combining historical preservation grants with affordable housing programs could offset renovation costs while maintaining the heritage of buildings. This could be viable in vacant and underutilized buildings throughout the city, such as Stuart house.

Repurposing existing buildings enhances city character and is often a more affordable option than new construction. These modifications could also operate as affordable intergenerational housing and co-housing.



## Regional Transit System

A regional fixed route transit system will help situate Selkirk as a regional hub and facilitate commercial activity by bringing surrounding residents to its downtown. Superior Avenue would maintain proximity to Manitoba Avenue East without interrupting traffic and pedestrians. From here, customers could access Selkirk's public transit system to travel throughout the city. Funding such as the Green Municipal Fund may assist Selkirk in developing a plan and routes to implement a pilot project. Municipal partnerships with surrounding communities could help offset start-up and fleet costs. As a long term vision, a regional transit system could warrant the development of a transit hub downtown and contribute to a thriving city center.



# DOWNTOWN INFILL

## OBJECTIVES

Develop short-term infill projects to enhance the character of the area and improve the pedestrian experience.

Develop long-term development plans to provide additional housing.

Bring pedestrians downtown by improving the downtown experience.

Develop mixed-use spaces to facilitate commercial activity.



## Pocket Parks

Selkirk's underutilized and vacant lots downtown pose opportunities for enhanced commercial and retail activity and housing options. The city could implement pocket parks through an amendment to the zoning bylaw in any of these underutilized spaces to serve as a short-term infill project to improve the pedestrian experience and enhance the character of the city, and eventually develop these spaces into something more permanent. Pocket parks could include playgrounds, senior playgrounds, benches and places to rest. Municipal grants and private sponsorships could help fund the project.



Pocket parks could enhance the downtown area and provide additional spaces for pedestrians and older adults which includes playgrounds, senior playgrounds, and art installations. These parks can be funded through business owners, city councillors and private sponsors. Mid- and long-term goals would be mixed-use infill development throughout the downtown area that supports commercial and retail activity while providing housing options and could be achieved by applying for an amendment to the zoning bylaws.

## Mixed-Use Infill

Mixed-use development along Manitoba Avenue East would provide additional retail spaces in the downtown core and could present a possibility for additional coffee shops, city services, and other retailers. Additional housing options downtown would facilitate pedestrian flows and contribute to a lively city centre. Zoning amendments could include residential land uses. The Department of Municipal Relations is investing in regional communities through the Hometown Manitoba Program for projects that align with regional development strategies.



## Sustainable Infill

The corner of Main Street at Manitoba Avenue presents an opportunity for infill development with a close connection to the heart of downtown and access to nearby amenities. Mixed-use developments would benefit the community and would be viable with an amendment to the zoning bylaw and secondary plan. New developments can be designed to achieve LEED standards to receive additional funding, such as from the Power Smart New Building program. Funding is available for the design, planning, construction, and operation of environmentally-friendly buildings in Manitoba.



# DOWNTOWN | MANITOBA AVENUE EAST

## OBJECTIVES

Increase the visibility of pedestrian crossings to facilitate a safer environment.

Introduce traffic calming measures to make a pedestrian friendly downtown.

Reduce the distance between opposite street corners.

Improve the walkability of the area by introducing mechanisms for better active transportation and physical accessibility for older adults.



## Visible Crosswalks

Manitoba Avenue East at Eveline Street is a heavy traffic and pedestrian intersection without marked crosswalks for pedestrians. Crossing these streets is challenging for older adults and they feel unsafe. Applying textured edges and paint to the road to identify a pedestrian crossing will work to slow traffic and improve the connection between Manitoba Avenue East and the waterfront. Visible crosswalks could be implemented quickly without barriers other than cost.



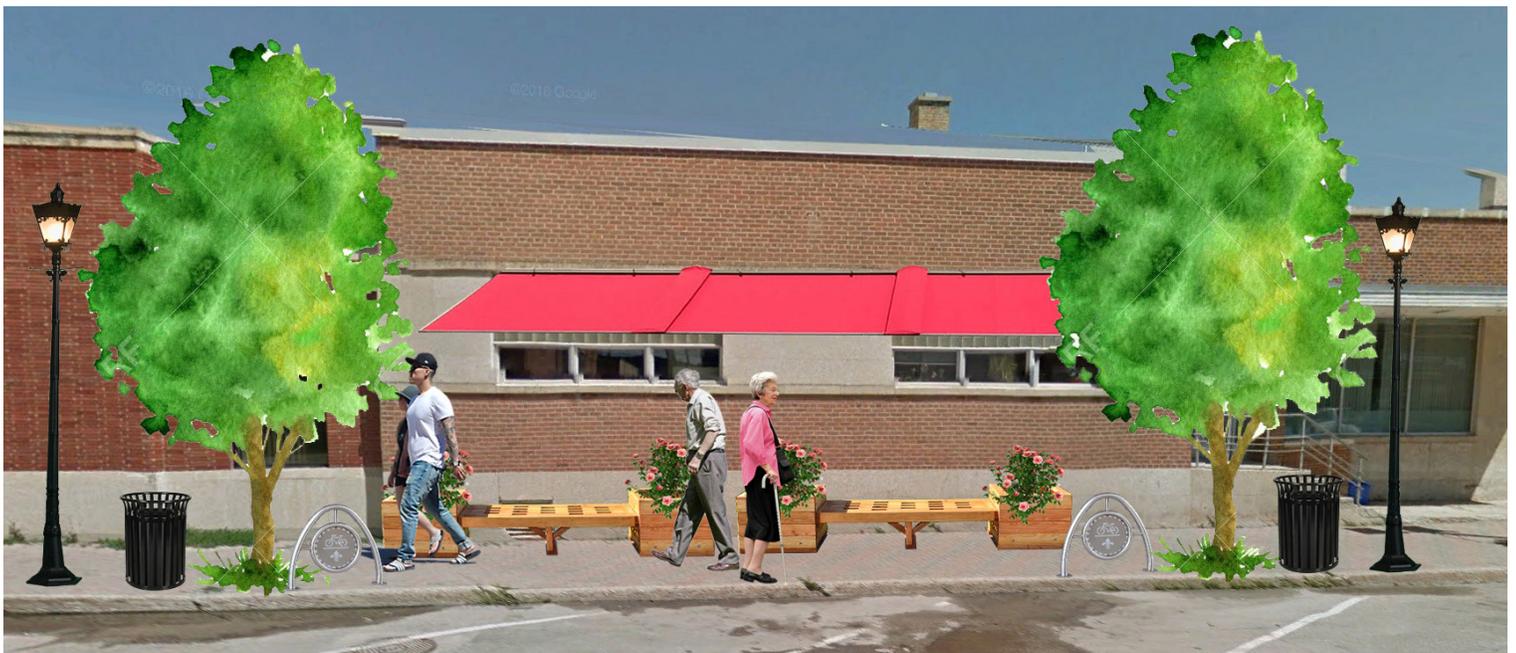
## Bump Outs

Curbside extensions, neckdowns, and bump-outs all refer to the traffic calming measure that extends the curb further into the road to reduce crossing distances for pedestrians. Bump-outs improve the visibility between pedestrians and motorists which can reduce the chance of collisions. Main Street is a provincial highway which limits the extent of modifications to travel lanes, although leaves room to improve sidewalks and crossings. In Selkirk's Secondary Plan for Downtown, the intersection at Main Street and Manitoba Avenue East introduces bump-outs and visible crosswalks to improve the pedestrian realm.



## Street Furniture

Manitoba Avenue East would benefit from pedestrian flows to facilitate commercial activity and a lively downtown core, which could be further established by improved walkability which can be worked towards by providing street furniture, wayfinding signs, and places for pedestrians to rest. The Manitoba Community Support small grant program and the Investing in Canada Infrastructure Program offer funding to communities interested in making improvements to enhance the pedestrian experience. These could be done in partnership with advertising or media companies to add visual aesthetic to street furniture design while maintaining character.



# MANITOBA AVENUE WEST

## OBJECTIVES

Use design interventions on the walking path to enhance the pedestrian experience.

Encourage active transportation by making it a safer space for older adults by calming traffic.

Reduce the exposure of pedestrians on the walking path to create a comfortable pedestrian experience while maintaining eyes on the street.



## Dynamic Speed Display Signs

Speeding on Manitoba Avenue West makes it difficult for pedestrians to cross the road. Dynamic Speed Display Signs are a short-term to long-term solution for Selkirk to reduce motorist speeds. DSS may also be implemented in school zones where motorists are not following the displayed speeds. Surveillance by means of police officers is not a long-term resolution and a DSS would prove to be a more cost-effective way of reminding speeding vehicles of their surveillance and to slow down. DSS could be implemented in a partnership with Manitoba Public Insurance.



## Street Furniture

Manitoba Avenue West boasts a well-maintained walking path and provides a safe space for pedestrians separated from traffic. However, the openness of the path exposes pedestrians to weather conditions and the long distances are not supported by amenities or places to rest. Developing a program to focus efforts on the liveliness of the path could lead to funding opportunities to have street furniture placed. Funding may be available through Manitoba's Small Communities Transportation Fund to share up to 50% of the cost, or through private sponsorships that could support advertising.



## Traffic Calming

Manitoba Avenue West between Main and Mercy Streets was described by residents as a road in need of traffic calming. In Selkirk's Development Plan an objective is to "enhance the existing transportation network and services for all residents of the region". Manitoba Avenue West leads directly to community amenities such as Walmart, other box stores and restaurants. Collector roads should have sidewalks on each side, or at least one side of the street. Traffic calming through vegetation and a separated bike lane would encourage drivers to slow down.



# IMPROVING MOBILITY

## OBJECTIVES

Develop additional transportation options for older adults that operate outside of transit hours.

Improve the safety of using public transit to create a comfortable experience for older adults to utilize the service.

Implement modifications that improve the ability for older adults to access and utilize the recreation center.

Use design interventions to improve the active transportation network for all residents including older adults.

## Transit Stop Infrastructure

The public transit system in Selkirk could be enhanced and encourage more riders if interventions were made to increase the comfort of pedestrians and the perception of safety. Placing benches to rest at all transit stops a safe distance from the road, concrete pads for support, trees for shelter from weather conditions, and adequate lighting would provide an experience with improved safety. These interventions would be a short term solution in the place of transit shelters.



## Carshare

The Gordon Howard Centre could use a station-based, round trip model carshare system to cater to the needs of older adults. Station-based carshares have the same pick-up and drop off locations, and in this case could be accessible only to members of the centre. The Gordon Howard Centre could apply for government grants and provincial funding to offset start-up costs, such as the Green Municipal Fund, and over time user fees would cover the cost of the vehicles. The centre could apply to the City for a permit for a permanent priority parking spot outside of the centre.



## Accessible Recreation

Selkirk's Recreation Centre presents barriers to accessibility for older adults. To make the building more accessible and age-friendly, development permits could be acquired from the City to install sliding glass doors in entranceways, wheelchair friendly ramps, and an elevator to access all levels. Provincial and municipal grants could be used to make the above alterations, such as from the Community Centre Renovation Grant Program. The provincial government also offers funding opportunities for accessible recreation programs.



# HOUSING

## OBJECTIVES

Develop secondary suites in less affordable neighbourhoods that are accessible to older adults.

Assist older adults in accessing provincial and federal funding to modify their homes to grant them independence throughout their life course.

Develop additional housing, assisted living, and personal care homes for older adults who are on waiting lists to receive the help they need.

Plan to develop underutilized spaces downtown to improve the accessibility of older adults to access amenities.



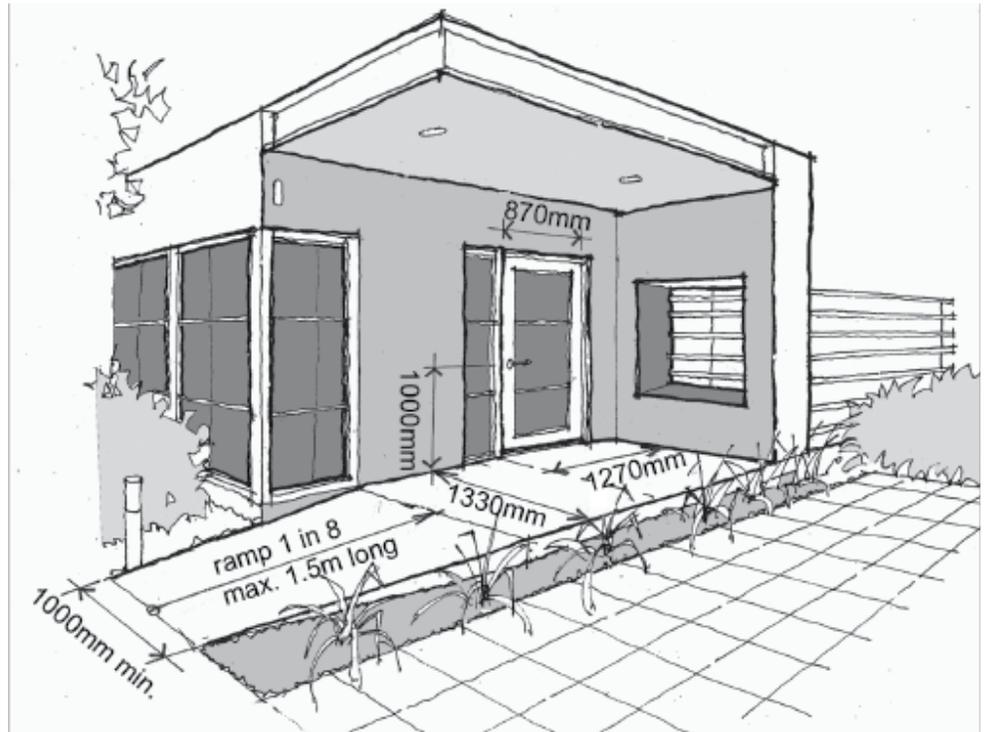
Secondary Suites

Construction of secondary suites on existing lots and their small size makes them more affordable than single-detached housing. A variance from the zoning by-law would be required to construct a secondary suite on a residential lot. These suites are best suited for houses in the city that already feature detached garages and large lots. Building them in expensive neighbourhoods would be best because their construction would provide these neighbourhoods with new affordable housing. Also, Manitoba's Secondary Suite program provides a loan that forgives up to 50% of the total construction and renovation costs, to a maximum of \$35 000.



## Home Modifications

Housing modifications are valuable because they allow residents to age in place. The Province of Manitoba provides up to \$ 16 000 for eligible homeowners for home modifications, and the government of Canada offers a Home Accessibility Tax Credit for home modifications too. Creative ways to provide funding were also explored prior to meeting with community representatives. Ideas included organizing a community fundraiser to pay for modifications; asking sponsors to build modifications in homes and allowing them to brand the homes they built modifications.



## Older Adult Housing Developments

A proposed strategy to improve housing in Selkirk is to build new assisted living, nursing homes, and 55+ facilities in the city. The age-friendly committee identified a need for these buildings. Buildings could be built on vacant or underutilized lots in downtown Selkirk and in the west end of the city. Our vision involves constructing a life-lease building located on Manitoba Ave across the Safeway parking lot in downtown. This location would be ideal because of its access to many amenities, including transit, grocery stores, shops, banks, churches, recreation centres, the waterfront, and medical centres







# Final Thoughts

## Observational Analysis

A thorough evaluation was done in Selkirk to identify the city's strengths and opportunities to move towards becoming a more age-friendly Selkirk. The group identified community assets within the city that fell into the categories of transportation, buildings and open spaces, social participation and housing. It was imperative to look at the city through a lens that identified with being an age-friendly city and to be thoughtful of the demographic that we were considering. The project couldn't have been executed as successfully as it was without the help of the Age-Friendly Committee.

During the three phases of the project: observation and analysis, precedent research and a vision for Selkirk it became clearer what may work for the community. Although, following research and consultation with the community it was evident that more work could be done to determine opportunities for the city. Main hubs of the community were identified as Manitoba Avenue West, Manitoba Avenue East, Main Street, and Eveline Street. A significant issue that arose during the project was the ability for older adults to cross the street safely and with an adequate amount of time. Visions for the community's streetscape were hindered by the city's ability to implement changes to provincial highways and a greater study into this area would be beneficial.

Housing in Selkirk received a substantial amount of response regarding the types of housing that are available to older adults. In community consultations it was identified that 1) more variety of housing was required and 2) more affordable housing was required. The community vocalized that there are older adults that have different needs and a needs assessment into housing would be beneficial for future developments.

Social participation was highlighted as a strength within the community. The Gordon Howard Centre is currently located on Eveline Street and Manitoba Avenue East, an accessible location for individuals downtown. During consultation it was expressed that there are plans for a development and the Director of the Centre identified a desire to be located at the bottom of the new development. Future considerations into mixed-use development that incorporates the active living centre would be another method to densify Selkirk and promote age-friendliness.

The Recreation Centre has been identified as having low accessibility. Future considerations into the design of buildings would be of benefit for persons with disabilities in all new construction. During the community consultation, the question was posed whether the group had considered the Accessibility for Manitobans Act when designing age-friendly spaces. This is an important reflection for when planning cities to be inclusive and age-friendly.

To conclude, all recommendations for the community were done from a subjective view that sought feedback from the age-friendly group and residents of the community. A more in-depth look would be required to provide further suggestions for the City of Selkirk. Selkirk is already an age-friendly city that is doing many positive things for its older population. We would like to end with saying thank-you to the community for its support and guidance during this studio-project.



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## ABOUT THE AUTHORS



Brennan Johnson is from Thunder Bay, Ontario. With a background in sociology and geography from Lakehead University, he is able to understand the physical aspects of cities and also how a city impacts groups of people. Interested in transportation planning, urban design, and urban development; he appreciates the strong historic character and sense of place found throughout downtown, particularly along Manitoba Avenue East. With a well-developed transit system and high level of amenities; he hopes that Selkirk can become the regional hub to surrounding communities that would allow it to thrive and also develop additional and affordable transportation options for older adults.



Melanie Messier is from Calgary, Alberta. With a background in tourism management from Vancouver Island University, she focuses on the benefits of development within cities and the pedestrian flows that they create. Interested in riverwalks and brownfield redevelopment, she appreciates the revitalized waterfront in Selkirk that serves as the setting for so many significant events, particularly in the summer months. She is impressed by the well-connectedness of the city and hopes that downtown spaces will be filled with pedestrians. She envisions the prioritization of active transportation in the city and improved safety for older adults.



Santan Singh is from Punjab, India. With a background in urban and regional planning from Guru anak Dev University, he focuses on the zoning of cities, land uses, and planning decisions being made in secondary plans and strategic development plans. Interested in transportation planning and GIS mapping, he appreciates the physical links Selkirk has between surrounding regional communities and Winnipeg. He hopes that the future of Selkirk builds on these strengths to facilitate more activity within the city center and hopes to see infill happen between the development along Manitoba Avenue West.



Simon Lacoste is from Oakville, Ontario. With a background in urban and regional planning from the University of Waterloo, he focuses on planning practice and the efficient and meaningful development of cities. Interested in historical preservation and affordable housing, he appreciates the range of housing options available within Selkirk. He hopes to see affordable options for older adults increased throughout the City, and envisions that older adults will be integrated within the community no matter where they live.