

AGE FRIENDLY WINKLER

FINDINGS AND SUGGESTIONS



UNIVERSITY OF MANITOBA
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PROJECT BACKGROUND



PROJECT BACKGROUND



“
An age-friendly city adapts its structures and services to be accessible to and inclusive of older people with varying needs and capacities.
”

World Health Organization (2007)



Prairie Garden Trail in Winkler, Manitoba

WHO WE ARE

As part of the City Planning program at the University of Manitoba, students are expected to engage in studio-based learning. In fall 2018, first-year students in the Community Planning Studio were divided into three groups to examine age-friendly issues in Brandon, Selkirk, and Winkler.

WHY AGE-FRIENDLY?

For the first time in Canada's history, adults over the age of 65 outnumber children under the age of 14. Over the next twenty years, the older adult population is expected to increase rapidly. The rate of growth will be highest from now until the mid-2030s, at which point the national older adult proportion will have increased from 15 percent to approximately 23 percent (Statistics Canada, 2016).

An age-friendly city helps encourage active aging by providing safe and affordable access to housing, buildings and open spaces, transportation, and social amenities. Strategies across all levels of government are needed to alleviate a significant projected increase in spending on health care (Jackson, Clemens, Palacio, 2017). Age-friendly environments that support independence and wellbeing in older age may in turn help alleviate pressure on the healthcare system. Figure 1 illustrates the life course trajectory and the range of functional capacity that environments enable or inhibit.

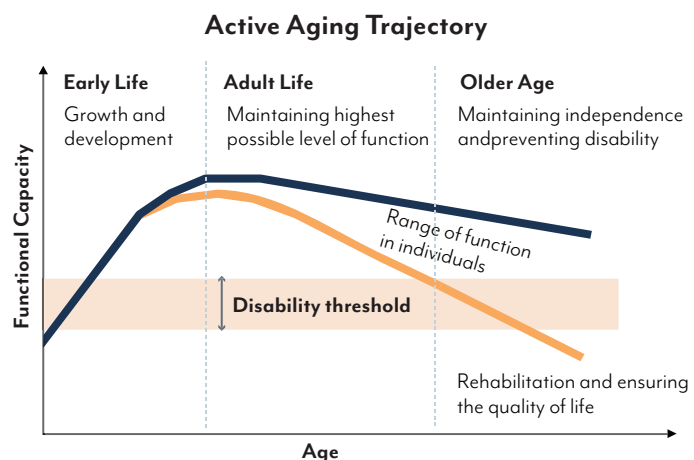


Figure 1: Active aging and disability threshold (World Health Organization, 2007).

PROJECT PURPOSE

Our overarching goal is to provide Winkler with suggested 'stepping stones' towards becoming an age-friendly city. The World Health Organization's (WHO) planning principles for an age-friendly city were used as a foundation for our field observation, data analysis, and community engagement processes.

The purpose of this project is to (1) identify active-aging areas of interest; (2) investigate age-friendly precedents that reflect concerns; and (3) develop age-friendly suggestions that suit identified strengths.

1

To identify active-aging themes through **observation** and discussion.

2

To **investigate** precedents related to housing, buildings/ open space, transportation, and social participation.

3

To develop alternative **options** that address age-friendly gaps and opportunities.

According to the WHO (2007), there is a link between adequate housing options and social service accessibility in promoting quality of life among older people. The eight age-friendly principles helped shape our analysis and suggestions towards enhancing individual wellbeing in older age. For the purpose of our analysis, specific focus areas have been identified under the four core age-friendly themes:



Housing

Housing affordability; home design



Building and Open Space

Land use; Pedestrian landscape



Transportation

Access to essential services



Social Participation

Community service delivery

Age-Friendly Framework

WHO

This project aims to analyze, investigate, and synthesize Winkler through the lens of age-friendly housing, buildings and open space, transportation, and social participation.



Housing



Buildings and Open Space



Transportation



Social Participation



PROJECT TIME LINE



Initial observations in September 2018



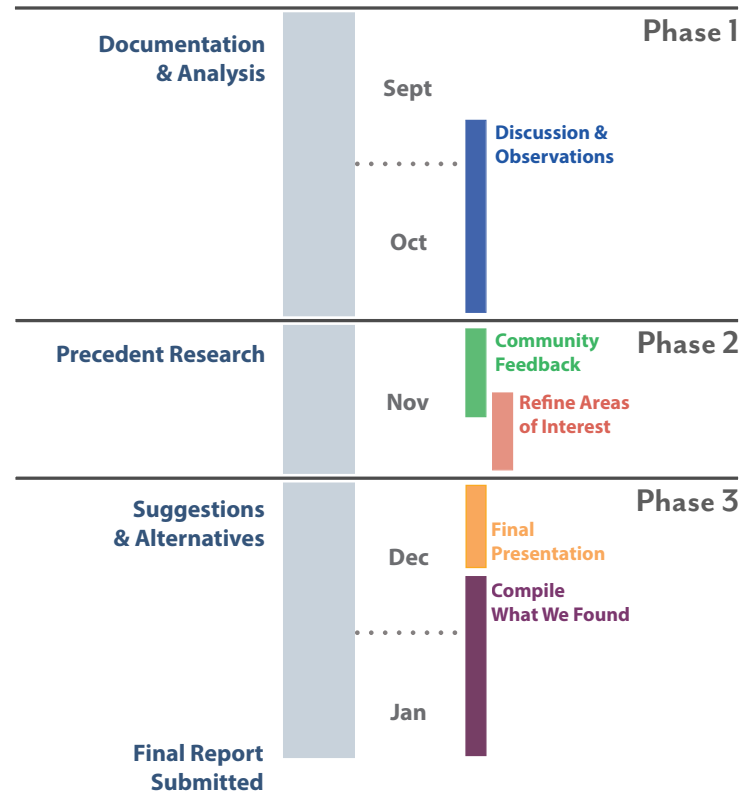
Community feedback in November 2018



Strategy work periods in November 2018



Final community meeting in December 2018



Phase 1

The 'kick-off' phase consisted of two separate visits to Winkler involving initial observations throughout Winkler and informal discussions with Central Station Community Centre and the Buhler Active Living Centre.

Phase 2

The second phase consisted of a formal meeting with the City of Winkler, Buhler Active Living Centre, and Central Station Community Centre to discuss our initial site assessment, data analysis, and suggested alternatives. As a collective studio group, age-friendly concerns identified in Brandon, Selkirk, and Winkler were investigated through precedent research and helped inform the options found in Section 3: *Suggestions & Alternatives*.

Phase 3

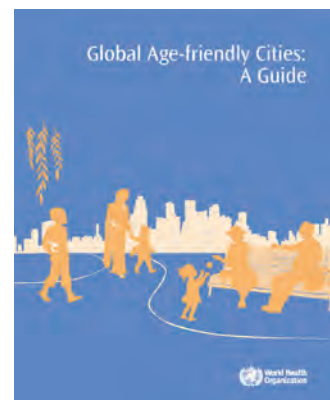
The third and final phase of this project primarily focused on age-friendly suggestions and alternatives. A set of goals and strategies were developed in light of our findings from phase 1 and phase 2.

GUIDING DOCUMENTS

Global Age-Friendly Cities (World Health Organization, 2007)

A guide was developed by the World Health Organization in response to the rapidly increasing proportion of older adults globally. *Global Age-Friendly Cities* provides a framework for creating built and social environments that are suitable for an aging population.

This planning guide provides a detailed checklist for each of the eight elements illustrated previously. Many of the checklist sub-topics are taken into account throughout our analysis and suggested alternatives. For example, affordability and design are two primary components for age-friendly housing.



Winkler Priorities (Age Friendly Manitoba, 2009)

In 2009, Age Friendly Manitoba conducted a community consultation survey in Winkler. Alternative modes of transportation, multi-purpose recreation space, and senior program initiatives were identified as priorities. Although many of the outlined priorities in this document have been addressed, concerns have evolved since then.

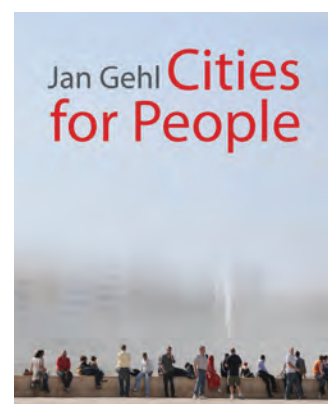
A survey was used in this initiative and found that the majority of respondents identified assisted living and/or supportive living units as the number one age-friendly priority. Other priority areas included sidewalk/trail improvements, facility accessibility guidelines, and home-care services.



Cities for People (Jan Gehl, 2010)

Jan Gehl is a world-renowned urban planner specializing in lively, safe, sustainable, and healthy cities. In his book, *Cities for People*, Gehl provides thorough descriptions and representations of urban design features that promote spaces that enhance human senses and scale.

Gehl (2010) draws on 12 quality criteria for pedestrian-friendly urban spaces are drawn upon in section 2.3 *Pedestrian Landscape*. Each criterion is based upon an innate human desire to walk, stand, sit, visualize, socialize, and self-express. In particular, opportunities for play, creativity, and social activity are described as a key element towards comfortable pedestrian environments.





Winkler Accessibility Plan (City of Winkler, 2016)

Winkler's Accessibility Plan outlines a number of concerns about the physical and mental barriers to social facilities, programs, and services, which include: Winkler Arena, Centennial Concert Hall, South Central Library, Winkler Arts and Culture Centre, sidewalks/roads and information technology.

Signage and staff training are identified as primary accessibility concerns highlight in this document. Moving forward, this document provides a "baseline" framework for creating inclusive environments that help maintain independence and functional ability as people age.



Winkler Community Needs Assessment (City of Winkler, 2016)

In 2016, the City of Winkler underwent a *Safe Communities Initiative*, conducting a survey and several interviews with residents. 281 survey responses helped identify demand for, and barriers to, civic facilities, family services, and recreational activities.

The Winkler needs assessment found that an indoor pool and track field house are the top two recreational facilities in demand. Additionally, the lack of options, program cost, and conflicting schedules were identified as the top three barriers to participation in recreational activities.



Winkler Vital Signs (2018)

The *Winkler Vital Signs* report was initiated by the Winkler Community Foundation and highlights several aspects that contribute to local quality of life. The purpose of this document is to support informed decision-making, policy development, and employee recruitment efforts among local organizations.

Numerous conclusions are made in the 2018 edition of *Vital Signs* that did not appear in the 2012 edition, including increased household earnings, growing educational attainment, and investments in literacy. On the other hand, challenges include growing demand for personal care, childcare, and recreation infrastructure. The report identifies a need for integrative strategies that target physical inactivity and income disparities among older women.



1

WINKLER CONTEXT

WINKLER CONTEXT

HISTORY

In the late nineteenth century, a large group of Mennonites settled in Winkler and helped develop the town into an agricultural hub specializing in trade, service, and processing. Winkler did not experience much growth until the 1960's at which time the District Chamber of Commerce, the Pembina Valley Development Corporation, and the Town of Winkler came together to establish several manufacturing companies (Brown, 1973). In 2002, Winkler became the ninth town in Manitoba to receive city status. Winkler continues to have a strong industrial presence, primarily with respect to agricultural and recreational vehicle manufacturing.

LOCATION

Located in southeast Manitoba, 120 km southwest of Winnipeg, Winkler is situated at the junction of Highway 14 and Highway 32. Highway 14 provides a direct connection to the city of Morden, allowing for shared services, employment opportunities, and commercial centres. Adjacent communities Reinfeld (4 km east) and Shanzenfeld (7 km south) rely on Winkler and Morden for public and community services.



Figure 2: Winkler in relation to Winnipeg

Surrounding Communities

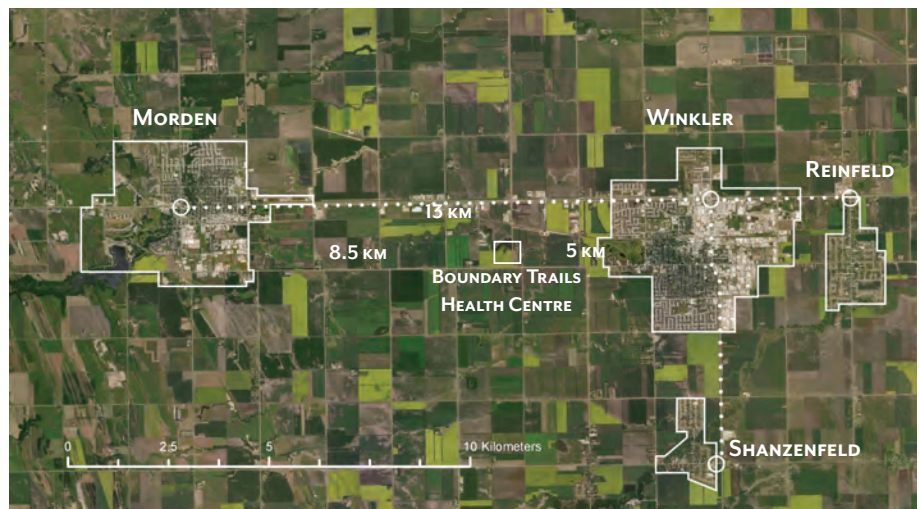


Figure 3: Winkler in relation to Morden and nearby communities

DEMOGRAPHICS

Population Growth

Winkler's population has nearly doubled over the last 20 years. On average, the population in Winkler has increased by 15% per census dataset since 2001. To put this in perspective, Winkler is growing nearly 3x faster than the national and provincial rate (~5%).

Figure 4 shows that the proportion of older adults (ages 65+) has been decreasing, down from 20% in 1996 to 14% in 2016. However, hidden in the graph is the growth in the number of older and middle age adults. Since 2001, the number of adults age 65 and older has increased by 28%. Whereas adults between the ages 35-64 have increased by 22% (Statistics Canada, 2016).

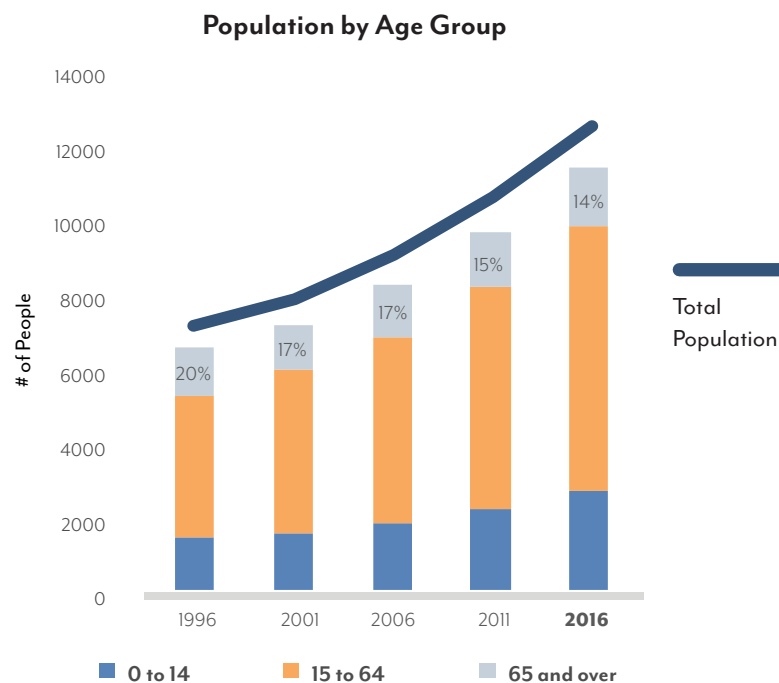


Figure 4: Population by age group from 1996 to 2016 (Statistics Canada, 2016)

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Since 2001, the number of adults age 65 and older has increased by 28%

Statistics Canada (2016)

”



Buhler Active Living Centre/Winkler 55+ Centre, opened in 2016



Since 2001, the number of adults between the age of 35-64 has increased by 22%

Statistics Canada (2016)



Child-friendly amenities within new development

Age Distribution

As illustrated at the population pyramids in Figure 5, much of Winkler's growth is driven by an influx of younger families, resulting in a slight decrease in median age. As such, the overall population has been getting younger. Also illustrated in Figure 5 is an overall increase in number of older adults.

There is a population 'bubble' approaching the 65+ line looking at the pyramids from 1996 to 2011. The current needs of older adults must be taken into account in conjunction with the future needs of middle age adults (35-64).

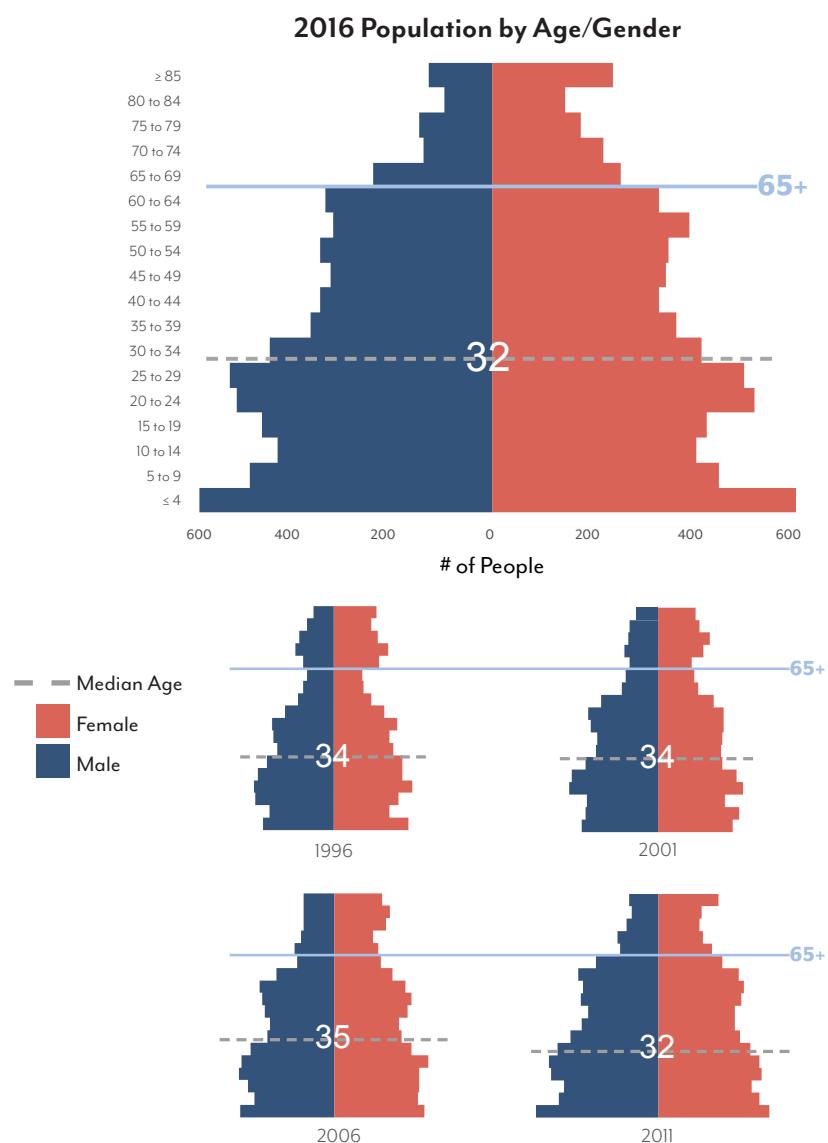


Figure 5: Population distribution by age/gender from 1996-2016 (Statistics Canada, 2016).

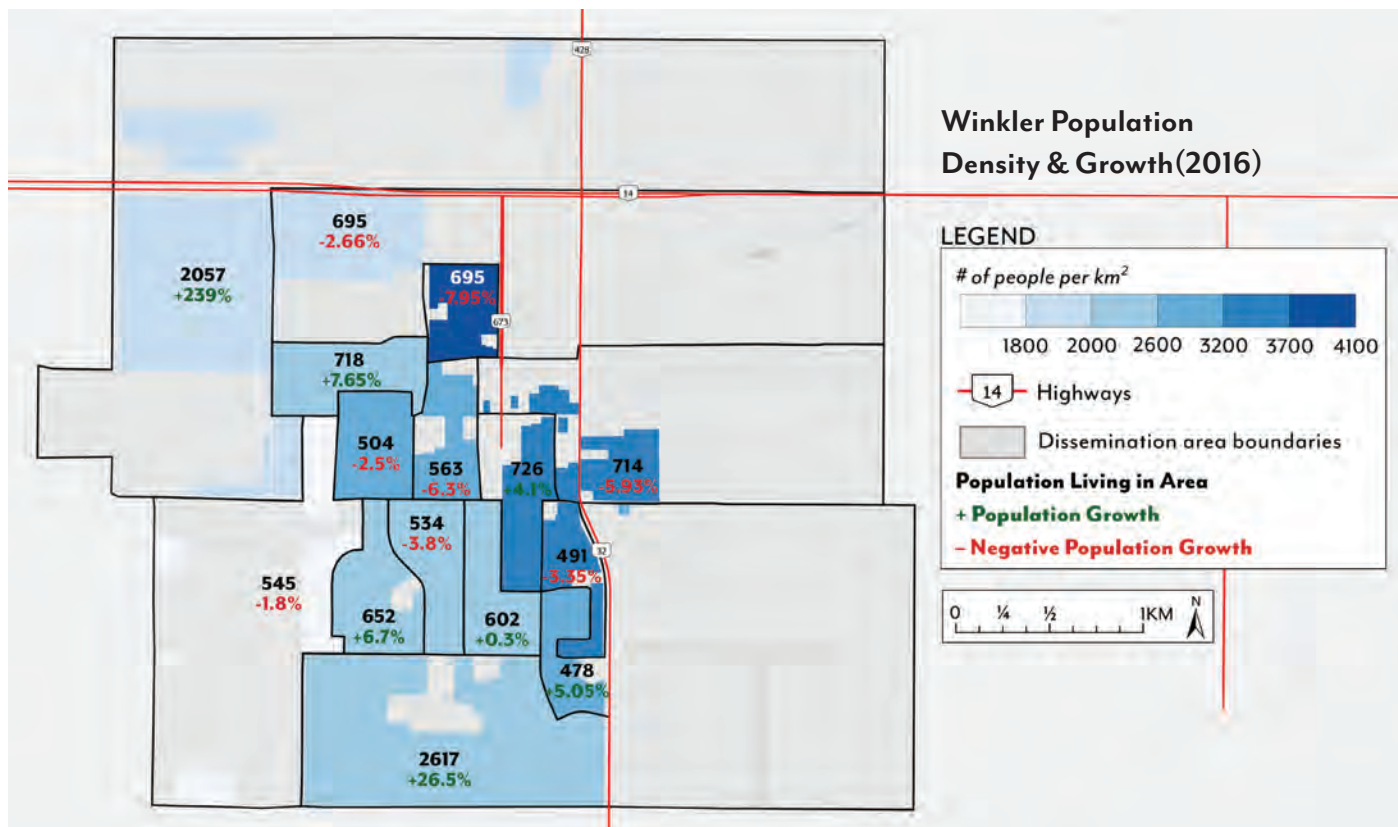


Figure 6: Population growth & density from 2011 to 2016

Population Density & Growth

Figure 6 illustrates population density and growth among **Dissemination Area's** in Winkler. In newer neighbourhoods (located in the northwest and south areas of the city), much of the growth is due to younger families moving into single-detached homes.

The inner core of Winkler has experienced a slight decrease in population, however, remains to be the most densely populated area in the city. It is important to note that the statistics used in Figure 6 do not reflect population changes due to the additional dwelling units provided by the Buhler Active Living Centre.

Residents have expressed their concerns with this rapid population growth, particularly regarding investment into crime prevention, mental health services, and childcare support (Winkler Needs Assessment, 2016).

KEY TERM

Dissemination Area (DA)

A boundary defined by Statistics Canada for census data collection purposes. Each DA is delineated to have approximately 400 to 700 persons in the area, as per previous census. The boundaries follow roads and other features to enable comparisons between datasets.

Origin of Immigration

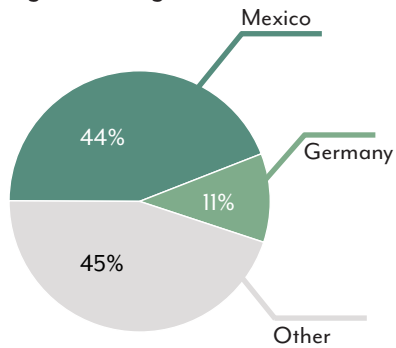


Figure 7: Birthplace of immigrants in Winkler since 1981 (Statistics Canada, 2016)



Mexican cuisine on Main Street



Winkler Elementary School, 284 8th Street

Migration

Similar to Manitoba at large, Winkler's population growth is primarily due to a steady influx of immigrants. Figure 8 illustrates immigration trends in Winkler over the last forty plus years. The number of immigrants that arrived in Winkler from 2011-2016 (5 year span) has already exceeded the number of immigrants that arrived over a twenty year span from 1981-2000. According to Statistics Canada, more than half of all immigrants that have settled in Winkler over the last forty years have come from Mexico or Germany.

Winkler Immigration Trends

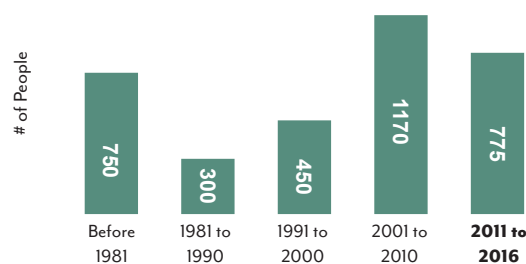


Figure 8: Number of immigrants moving to Winkler (Statistics Canada, 2016)

Why Winkler?

According to the *Winkler Needs Assessment* (2016), the primary reason for moving to Winkler over the last five years is due to employment opportunities and personal relationships. However, the survey respondents that have lived in Winkler for more than five years stated that they moved to Winkler primarily due to affordable housing options, family-oriented city, and quality schools.

Purpose for moving to Winkler (2011-2016)

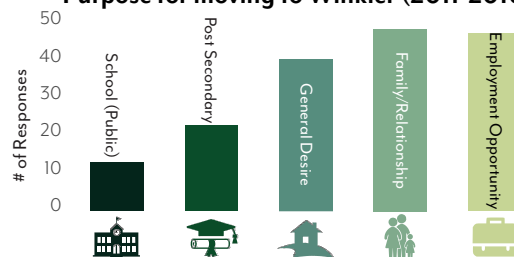


Figure 9: Purpose for moving to Winkler (Winkler Needs Assessment, 2016)



2

DOCUMENTATION & ANALYSIS

DOCUMENTATION & ANALYSIS

Age-Friendly Housing



- Housing must be designed in a way that allows older people to move around freely and live comfortably.
- Affordable housing and low-cost housing modifications must be available for older adults that need them.
- Services should be located close to housing to enable people to “age-in-place” within their existing homes.



Row housing & 2 storey apartment blocks



Supportive living space at the Buhler Active Living Centre

AGE, INCOME, & HOUSING

OVERVIEW

Winkler is unusual in that almost all seniors' housing complexes are located in the downtown area, close to grocery stores and various health and social services. Typically, seniors' housing complexes are located near the edge of cities and are isolated from essential services.

The majority of households in Winkler consist of one or two people despite approximately half of the total dwelling units being single-detached homes (Statistics Canada, 2016). Besides single-detached homes, other dwelling types may be needed to accommodate smaller household compositions. Overall, Winkler has a more diverse array of dwelling types compared to Manitoba as a whole.

Individuals that rent and live downtown are more likely to be in need of affordable (subsidized) housing units. Community stakeholders noted that affordable housing units are needed, particularly for single men, and large families.

KEY FINDINGS

1. High concentration of older adults living in the core of Winkler.
2. Smaller dwelling types are needed to accommodate households with only 1 to 2 people.
3. More affordable housing options are needed downtown and for tenants.

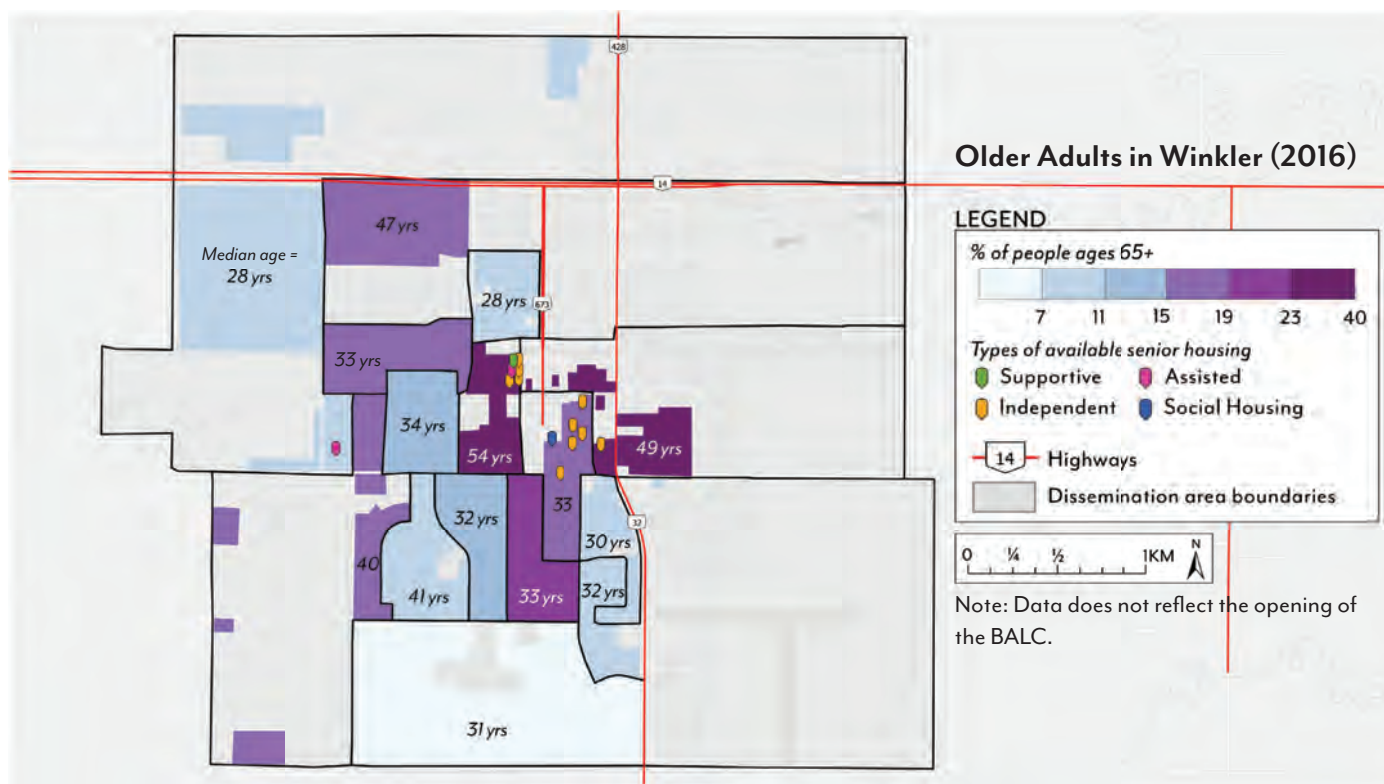


Figure 10: Population of older adults in 2016 (Statistics Canada, 2016).

WHERE ARE OLDER ADULTS LIVING?

Figure 10 shows where older adults are living in Winkler. The lighter areas symbolize where there are a lower proportion of people over the age of 65, whereas the darker areas show where there is a greater density of older adults. Age groups appear to be segregated with older adults being concentrated in the core, and younger people towards the periphery.

Approximately 70% of older adults are still living within their homes. However, many of the seniors' housing complexes are located close to downtown and consist mainly of independent units. The Buhler Active Living Centre (BALC) will soon offer Southern Manitoba's first supportive housing unit.

KEY TERMS

Independent Housing

Independent Living units provide housing for seniors combined with services the tenant may purchase from the landlord in addition to rent, such as housekeeping, laundry and meals (South Regional Health Authority).

Supportive Housing

Supportive units are designed for individuals that are no longer able to live alone in the community but are not yet ready to live in a personal care home (South Regional Health Authority).

Assisted Living

Assisted living refers to relationship-centered care, including personal care; special needs or Alzheimer's care; behavioural modification, respite care, and therapeutic service. (Salem Home)

Social Housing

Social housing refers to creating affordable, suitable, and adequate housing solutions tailored to individual and family needs. (Central Station)

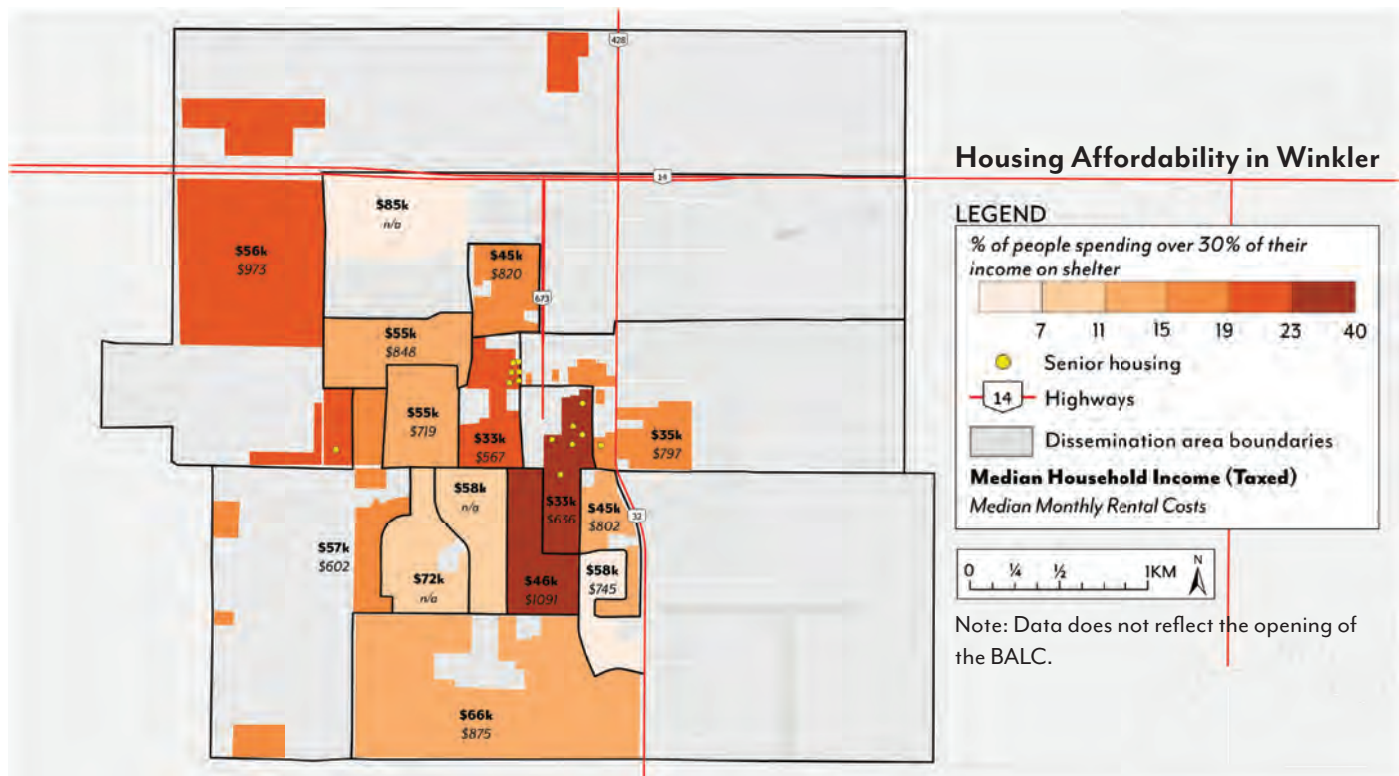


Figure 11: Housing affordability in 2016 (Statistics Canada, 2016).

KEY TERMS

Housing Affordability

Housing is considered “affordable” if it costs less than 30% of a household’s before-tax income. Households that spend more than this amount are deemed to be in core housing need (CMHC).



Semi-detached homes in older neighbourhood.

HOUSING AFFORDABILITY

In 2018, Central Station Community Centre took over the property management duties for both the Winkler Affordable Housing units (January) and Manitoba Housing units (August). The benefit of this is that Central Station can connect lower-income households to other services when they apply for affordable housing.

Figure 11 provides a graphic representation of **housing affordability** across Winkler. The lighter areas symbolize lower incidences of households in core housing need, whereas the darker areas show areas with higher incidences. Evidently, many areas where households spend a high percentage of their earnings on housing (> 30%) are also areas with a large concentration of older adults – highlighting a need for affordable housing options for older adults.

When we compare both maps, we can see that areas with a concentration of older adults also experience issues with affordable housing. The *Vital Signs Report* (2018), initiated by the Winkler Community Foundation, also identified that one in three elderly women in Winkler live in poverty. This is related to the longer life expectancy of women and exclusion from the workforce historically. This points to a potential need for affordable housing units particularly for senior women.

Dwelling Types

Figure 12 illustrates the distribution of dwelling types in Winkler compared to Manitoba. Winkler is unlike most of Manitoba where single-detached homes dominate the types of dwelling units. Although the most common dwelling type are in fact single-detached homes, this only constitutes around half of the total. The second most prevalent dwelling type is row housing. The row housing units built in 2007 as part of the Affordable Housing Initiative, are bi-level and are suited for low-to-moderate-income families.

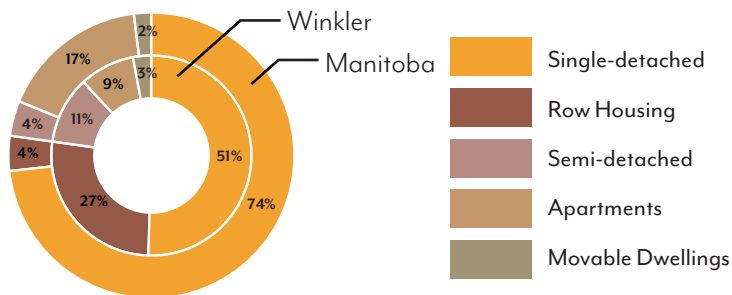


Figure 12: Winkler vs Manitoba Dwelling Type Distribution (Statistics Canada, 2016)

Compared to Manitoba as a whole, Winkler has a smaller proportion of apartment units. Roughly half of all households consist of 2 people or less. If we compare Figure 12 with Figure 13, we notice a potential growing demand for dwelling units suited for one or two individuals.



Single detached home



Residential street in southeast Winkler



Row housing in Parkland Place neighbourhood



New semi-detached homes



Low Density Apartments / Row Housing



Movable Dwelling Units

Household Composition

As seen in Figure 13, the majority of households in Winkler consist of one or two persons. Considering Winkler's young, yet aging population trend, it is reasonable to expect that the number individuals living alone or with one other person is expected to increase. Perhaps as a result of the increasing number of young adults attending post-secondary education from outside of Winkler (Winkler Community Foundation, 2018).

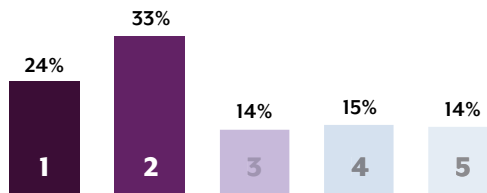


Figure 13: The number of individuals per household in Winkler (Statistics Canada, 2016)

Owner, Tenant Housing Affordability

In Winkler, approximately one in five people rent, as opposed to one in three people in Winnipeg and one in four people in Manitoba. Figure 14 shows that tenants are disproportionately spending over 30% of their income on housing. Tenants are approximately three times more likely to be in core housing need than owners. This helps identify a potential need for low cost rental options in Winkler.

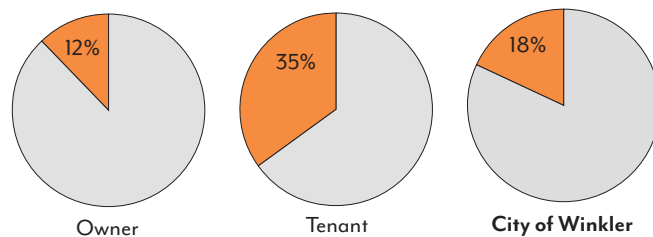


Figure 14: Proportion of owners, tenants spending over 30% of their income on housing (Statistics Canada, 2016)

ACCESS TO SERVICES

OVERVIEW

Age-friendly transportation involves being able to move about the city not just for school and work purposes, but also to engage in social and civic life, and access community and health services. Transportation must be available, affordable, accessible, adaptable, and acceptable for it to be feasible over the long term.

Currently, there is no form of public transit that provides convenient access to **key services**. Winkler is predominantly car-oriented and has started to experience traffic flow issues during rush hour. Although public transportation strategies have been unsuccessful in the past, City Councillors expressed interest in alternative transportation strategies in the near future.

Rapid urbanization in Winkler over the last two decades has created a need to improve traffic flow, particularly near and along Highways 14 and 32. In this area, there are minimal traffic management measures in place to relieve vehicle congestions, which include the absence of traffic lights, designated cycling lanes, and pedestrian corridors.

KEY FINDINGS

1. Strong reliance on private automobiles.
2. Lack of alternative modes of transportation e.g. public transit and cycling infrastructure.
3. High traffic on Pembina Avenue, and Highway 14 especially during rush hours.

Age-Friendly Transportation



- From public transit to community transport, low-cost transportation services should be available to get older adults to their destination safely and reliably.
- Information should be provided so that older adults are aware of their range of transportation options.



Highway 32, a key corridor to Winkler's commercial and industrial district

KEY TERMS

Key Services

Refers to services and supports for instrumental activities of daily living, such as shopping, managing finances, appointments, employment, and recreation. (Novak, Cambell, Northcott, 2014).



Main Street at South Railway Avenue



Surface parking along Main Street



Industrial Drive

PRIVATE TRANSPORTATION

Private automobiles have been the primary mode of transportation over the last two decades. Pembina Avenue and Highway 14 were identified as routes that have experienced increased level of traffic during rush hour, resulting in people seeking alternative routes. The use of private automobiles is in part influenced by wide streets, ample parking lots free of cost, and segregated land uses.

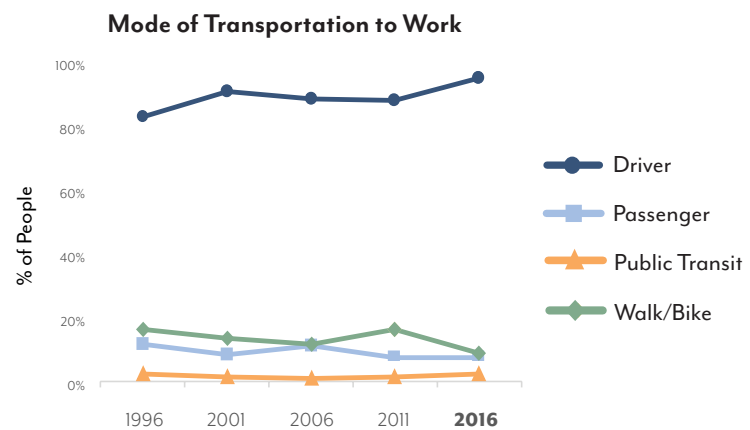


Figure 15: Mode of transportation to work over the last twenty years (Statistics Canada, 2016)

Potential for Alternatives

Two third of Winklerites commute to work in under 15 minutes. In addition, approximately one quarter of the workforce is employed in the manufacturing and agriculture industry (Statistics Canada, 2016). This trend helps explain the short commute time to work in Figure 16.

Many of the commutes under 30 minutes could be attributed to daily travel between Winkler and Morden. Handi-transit service has been implemented in the past to help connect the two cities, however, it has since been decommissioned due to low ridership.

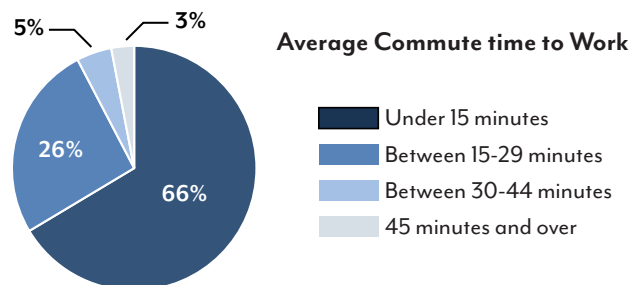


Figure 16: Average commute time to work in Winkler (Statistics Canada, 2016)

LAND USE OVERVIEW

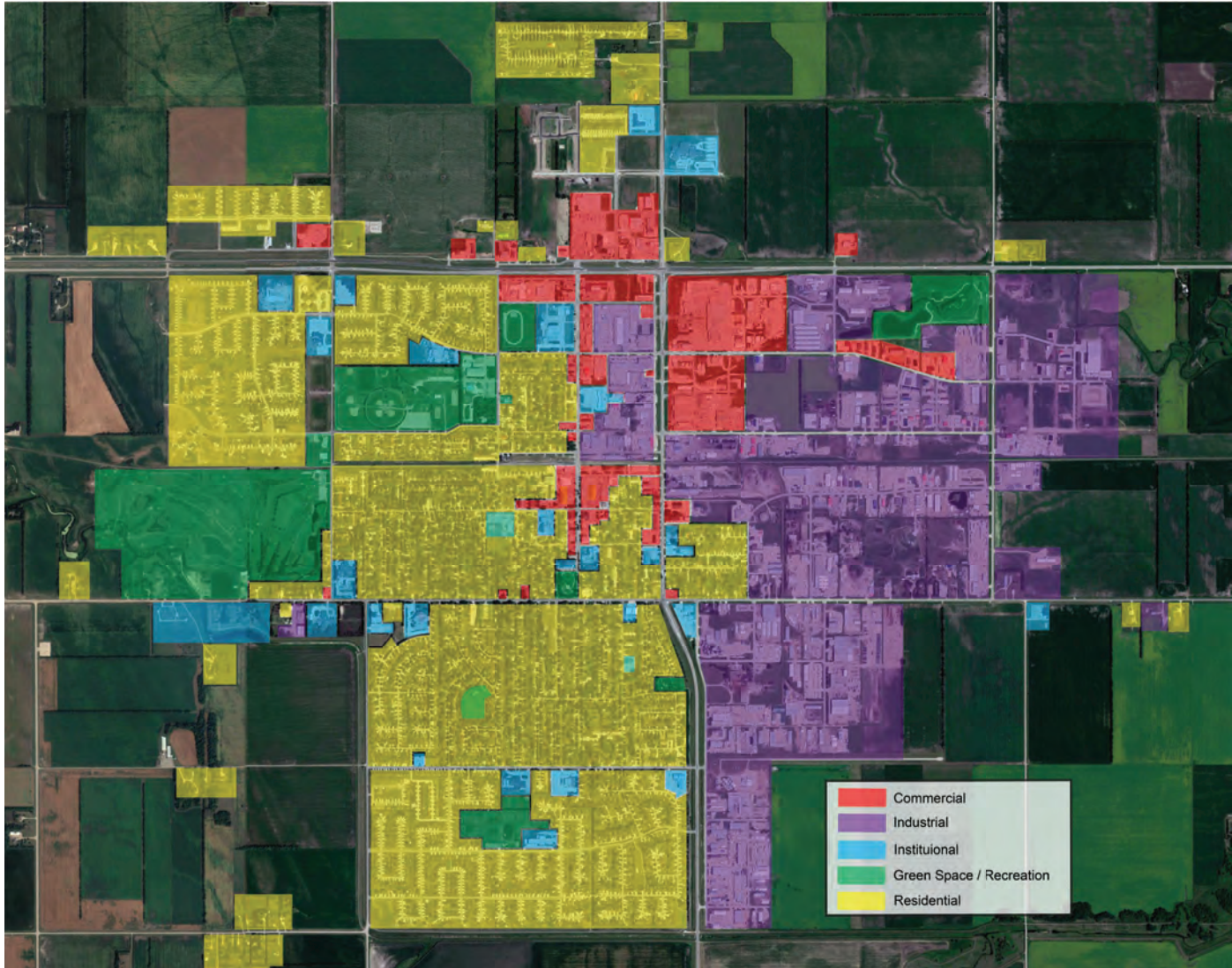


Figure 17: Winkler land use overview

Commercial

Winkler has two main highways that intersect in the north, Highway 14 and Highway 32. Most of the commercial centres, that include Walmart, Superstore, and Southland Mall, are located near or along these two highways. While these areas are located close to one another, they are removed from any residential areas, which disconnects them from people and greatly limits walkability.



Southland Mall



Bethel Heritage Park

Green space & Recreation

A majority of recreational space is located in the western part of the city. Included in this hub are athletic fields, an outdoor aquatic centre, the curling club, the arena, and some community garden plots. These garden plots are a favourite walking destination for older adults living downtown. There are also several larger open space parks and Bethel Heritage Park located downtown. Currently, there is an expansion of the recreational hub to add additional ice rinks and multipurpose exhibition space.



Winkler Heritage Village

Residential

A large area of Winkler is dedicated to residential land use. Older neighbourhoods are located closer to the centre of the city, with newer developments to the south and northwest. Further expansion is planned to continue north of Highway 14. Unlike other rural cities and towns, many 55+ living complexes are located downtown near essentials like a grocery store and health care facilities.



ALG Professional Centre

Institutional

Unlike other land uses in Winkler, institutional land is not concentrated in one area. Located downtown is the ALG Professional Centre and Red River College. The ALG Professional Centre contains numerous health, social, and financial services, most notably through the C.W. Wiebe Medical Centre. C.W. Wiebe Medical Centre provides on-site orthopedic surgery, urgent care, gynecology and mental health programs, among many other services.



Maple Leaf Agri-Farms

Industrial

Historically, Winkler was founded as an industrial town, which continues today. The main industries in Winkler include transport storage yards and servicing, food and agricultural production and storage, manufacturing of recreational vehicles and agricultural equipment, and metal work. Much of the land east of Highway 32 is used for industrial purposes. This has helped cause a dependency on commuting by car as walking/cycling are not considered a safe alternative.

PEDESTRIAN LANDSCAPE

OVERVIEW

Our observational analysis of age-friendly buildings and open space is guided by Jan Gehl's (2010) twelve pedestrian-friendly criteria. In the context of downtown Winkler, each criterion was rated to illustrate areas that require attention, areas that could be improved, and areas in excellent condition. Walking, play, and nature were identified as the top three strengths for Winkler's core.

During our neighbourhood site visits, the lack of sidewalk connectivity and strategically placed crosswalks made it difficult for us to access community resources and commercial shops safely and efficiently. Through GIS analysis, many fragmented walking routes became more apparent, specifically in relation to community resources.

Over the last five years, the City of Winkler has invested significant portions of its budget towards sidewalk improvements. The trail system is extensive in that it covers most of the city perimeter while providing necessary connections to nearby schools and health facilities. However, the current condition and configuration of most trails do not accommodate multiple modes of active transportation.

KEY FINDINGS

1. Safe and convenient sidewalk network in downtown Winkler.
2. Large amounts of green space with limited seating and amenities for standing, talking, viewing.
3. Single-purpose streetscape with minimal building detailing.

Age-Friendly Buildings/Open Space



- Buildings should be easily accessible by those who have impaired mobility.
- There should be outdoor seating available especially between key pedestrian routes spaced at regular intervals.
- Busy roads must have adequate physical structures to allow pedestrians to cross them safely.



Winkler Campground





Main Street at Mountain Avenue


Requires
AttentionCould be
ImprovedExcellent
Condition


Pedestrian-Friendliness in 'The Core' of Winkler





1. TRAFFIC

 Busy highways with limited crosswalks and traffic lights


2. SAFETY

 Public safety reported as one of top three priorities in the *Community Needs Assessment*


3. WEATHER

 Limited public shelters that accommodate weather protection

4. WALKING

 Recently renewed sidewalks for self-guided historic downtown walking tour

5. EDGES

 Spaces between buildings facilitate movement, not standing/sitting

6. SEATING

 Seating placed along the edges of downtown; congregated at Bethel Park

7. VISUALS

 Few historic buildings preserved; bland facade on newer buildings


8. TALKING

 Noisy traffic on Main Street deters social interaction in the immediate area


9. PLAY

 Bethel Heritage Park provides sufficient open space within the city core.

10. SCALE

 Mix of street-oriented building form with parking-oriented building form

11. NATURE

 Large tree canopy along Main Street; room to diversify vegetation along sidewalks

12. DETAIL

 Lack of art display throughout downtown; some unique business store-fronts

PROTECTION

COMFORT

DELIGHT

Figure 18: Twelve quality criteria for creating pedestrian-friendly environments (Gehl, 2010)

Sidewalks & Crossings

Significant reinvestment has gone into renewing sidewalks, particularly within the downtown area where a higher proportion of older adults live. As illustrated in the Figure 19, there are many fragmented walking routes throughout the city in which sidewalk access is limited to one side of the street only.

Although crosswalks in Winkler are highly visible, there are very few located throughout the city. An example of a good crosswalk connection includes the one linking Garden Valley Collegiate to downtown. However, the next closest crosswalk connection is located almost a kilometer south.



Disconnected residential sidewalk

Trail System

The trail system in Winkler primarily follows the perimeter edge of the city and extends into Winkler Parkland and Emerado Park. Current trails have the capacity to be expanded for multiple uses while connecting to key services and community resources. For example, Emerado Park trail in the south end of Winkler is disconnected, yet situated within other sidewalk paths. The southeast section of the perimeter trail is currently in the process of being extended north along Highway 32, ultimately connecting to the commercial district on the northwest.



Emerado Park Trail

Facility Accessibility

Following the release and implementation of Winkler's Accessibility Plan, there are few concerns in downtown Winkler about facility accessibility. During our downtown walking tour, we noticed several businesses have step-only entrances, creating barriers for individuals using wheelchairs or assistive devices. Newer buildings have ramps located either at the front of the building or at the rear. While these allow wheelchair access to the building, they are often difficult to manoeuvre by being too steep or having sharp turns – particularly in winter conditions.



Step-only storefront entrance

Walking Distances and Sidewalk Infrastructure in relation to Community Resources

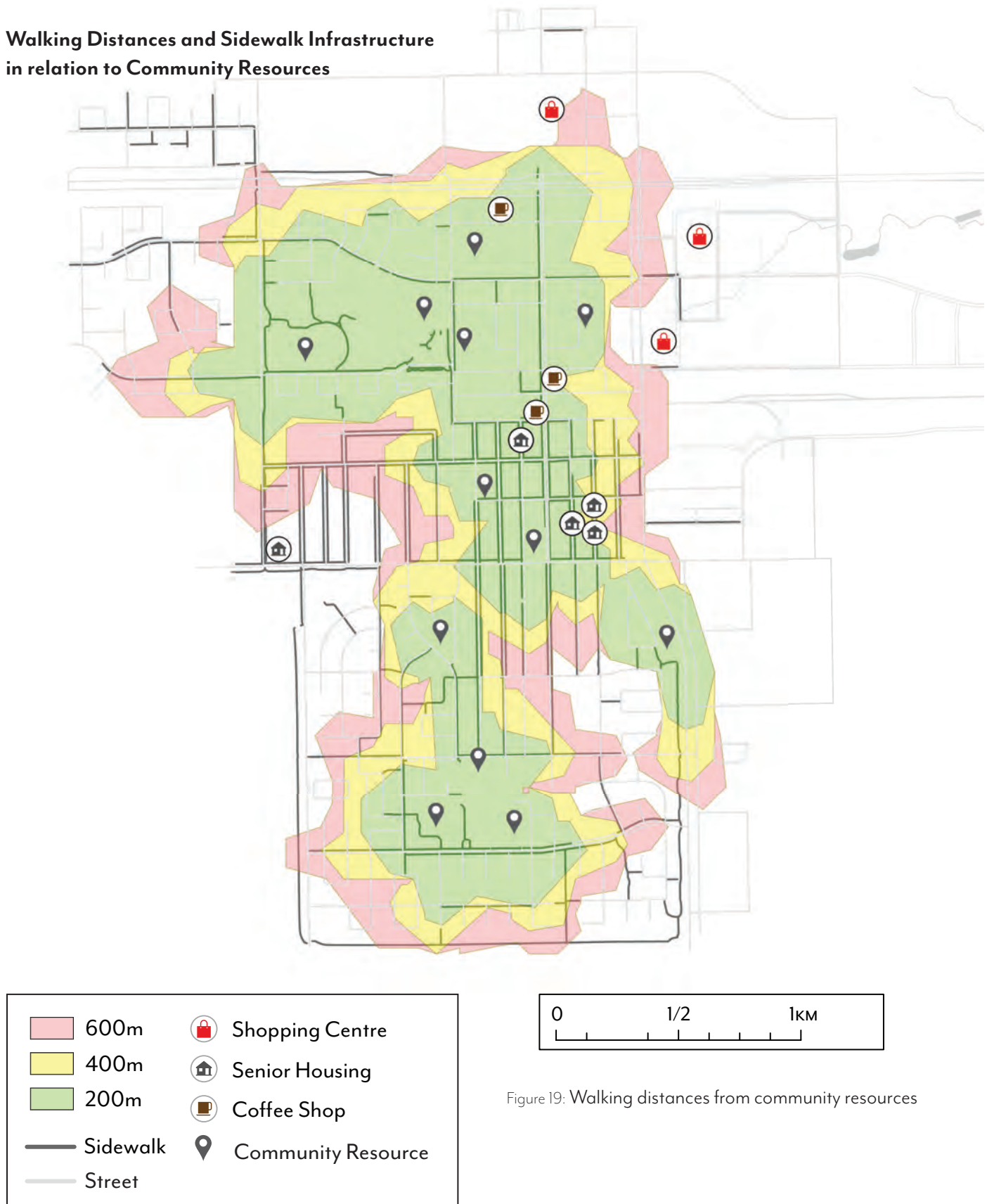


Figure 19: Walking distances from community resources

SOCIAL PLACES

OVERVIEW

The Buhler Active Living Centre (BALC), an independent living complex attached to the Winkler 55+ multipurpose centre, opened in 2016 and offers a spectrum of recreation and medical services for older adults. The BALC is situated in the core of Winkler where walkability and access to essential services are most prevalent.

Beyond the BALC, the majority of **community resources** are provided by the City of Winkler and the Garden Valley School Division (GVSD). The Meridian Exhibition Centre (MEC), a multipurpose civic centre, is planned to be located next to the existing Winkler Arena and is scheduled to be completed by 2020. This facility looks to fill an intergenerational gap in educational, professional activities, and recreational service for all ages.

Through several discussions with the City of Winkler, Central Station, and the BALC, in addition to the Community Needs Assessment and Vital Signs report, perceived safety was identified as a top priority in the downtown area. Social interaction can positively influence perceived safety concerns by providing 'eyes on the street.' Within the core of Winkler (as defined on page 32), there are noticeable amounts of surface parking and underused spaces.

KEY FINDINGS

1. Perceived safety identified as a top priority in the downtown area.
2. Lack of recreational options identified as the number one barrier to recreational activities.
3. Civic and educational activities for older adults are limited within existing residential neighbourhoods.

Age-Friendly Social Participation



- Diverse range of affordable events and activities should be available for older adults.
- Activities should encourage the participation of people from different ages, cultural backgrounds and interests to foster a sense of community.
- Efforts to engage isolated older adults should be made through personal calls and invitations.



Winkler Butterfly Garden

KEY TERMS

Community Resource

Defined as public facility and/or open space. This includes schools, athletic fields, community centres, parks and trails, churches, etc.



Service Providers

-  **Community**
Non-for-profit agency, volunteer-driven
-  **Public**
City of Winkler; Public School Division
-  **Public-Private**
Partnership with the City of Winkler
-  **Private**
Commercial; Membership-oriented

Social Infrastructure

According to the *Community Needs Assessment* (2016), increased demand for additional recreation service, including indoor sport and art venues, has accompanied population growth. Many of Winkler's recreational facilities are located within Winkler's core (Downtown, North Main Street, and Recreational Hub).

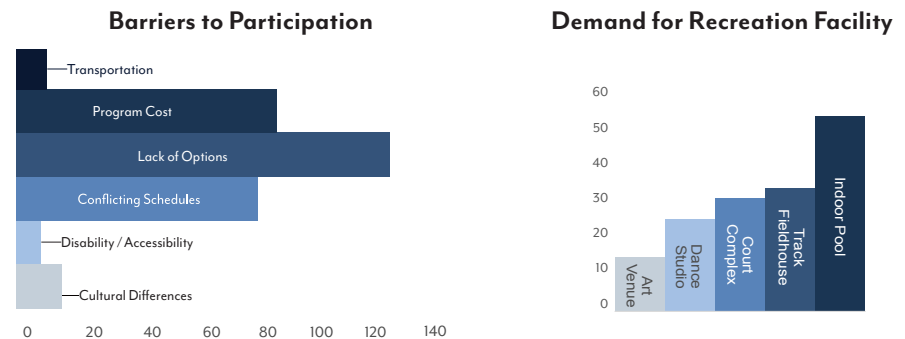


Figure 20: Barriers to, and Demand for Social Infrastructure

Community Infrastructure & Services

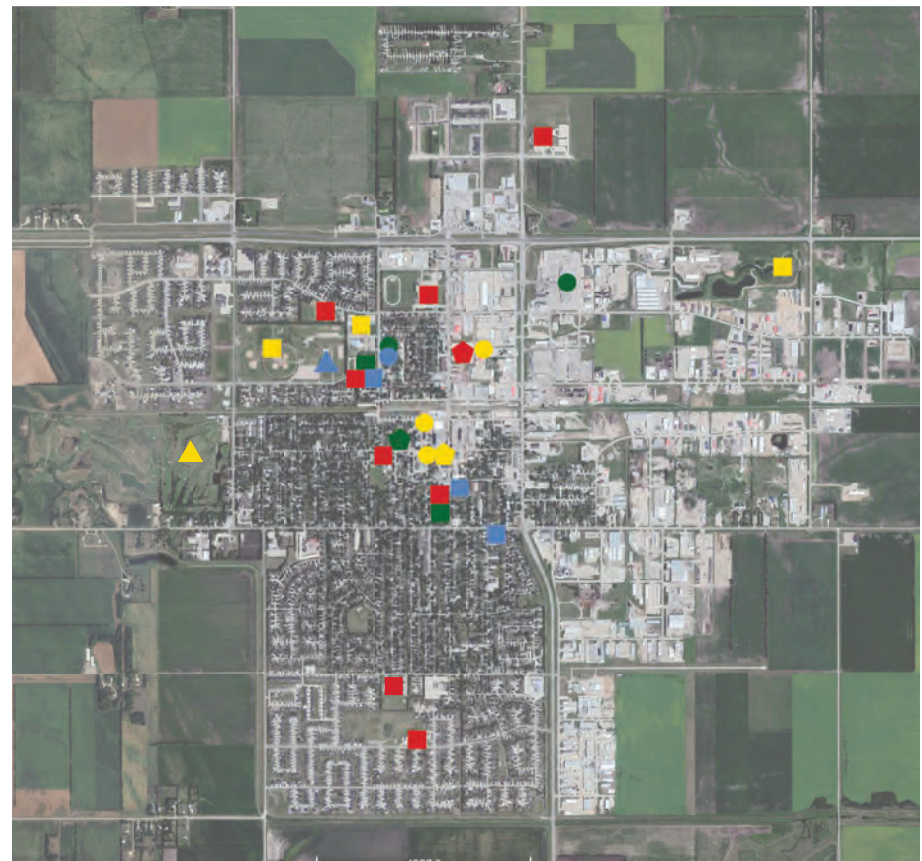


Figure 21: Community infrastructure and service provision overview

‘THE CORE’ SOCIAL PLACES

The majority of social places are located in the core of Winkler, which includes: Downtown (red), North Main Street (purple), and the Recreational Hub (green). The downtown area consists primarily of wellness, cultural, and civic assets including the BALC (Winkler 55+ Centre), Senior Friendship Centre, Centennial Concert Hall, Bethel Heritage Park, and multiple Mennonite churches.

North Main Street is unique in that there is a blend of retail, green space, institutional, and industrial spaces. The few social places in this geographic area include Central Station CC, Red River College, and Garden Valley Collegiate. The various forms of parking lots and vacant property carry potential for infill development.

The Prairie View Garden Trail was identified in our discussions with the BALC as a frequent destination for older adults living in the core area of Winkler. The proposed Meridian Exhibition Centre includes an additional arena and a multipurpose centre that will support indoor soccer and special events.



Senior Friendship Centre, 584 Mountain Ave



Mini Library along the Prairie View Garden Trail



Winkler Arena (left) and Curling Club (right)

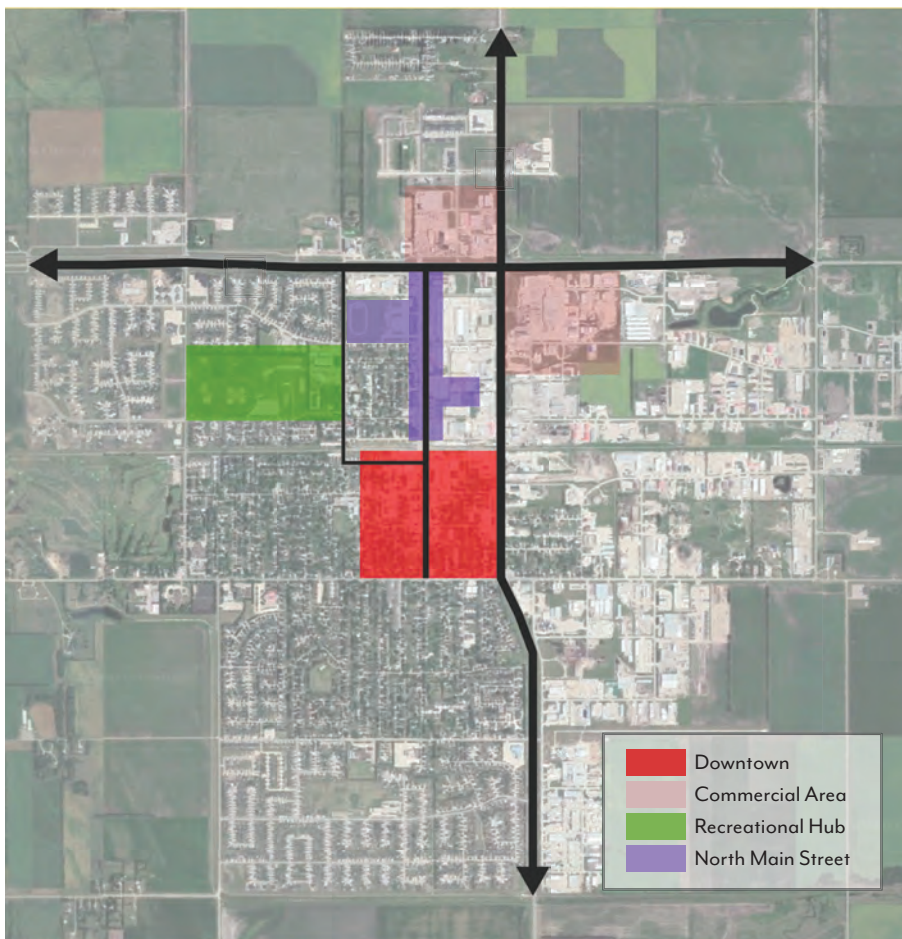


Figure 22: Overview of the core of Winkler

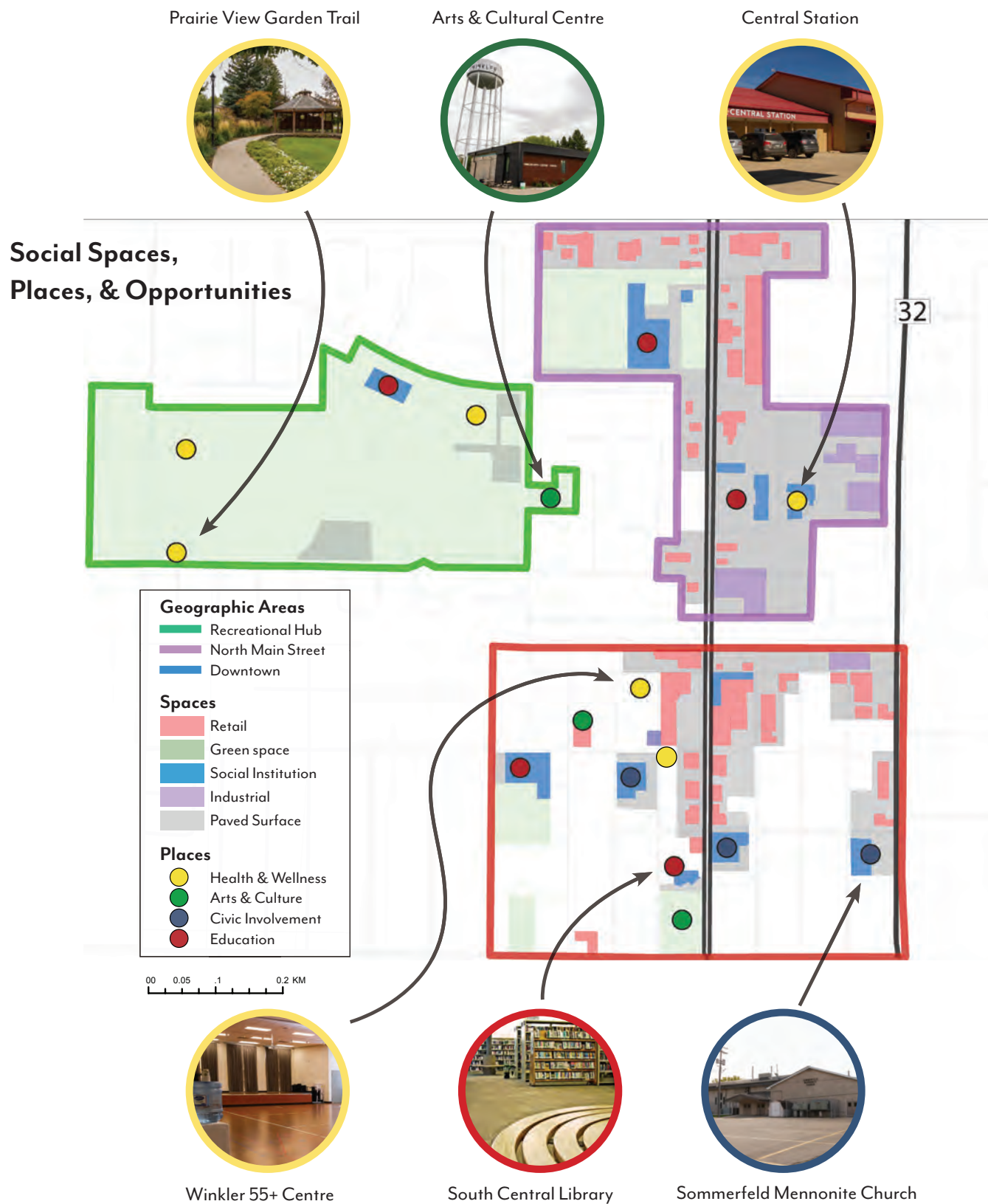


Figure 23: Social places and Infill development opportunities in the core of Winkler



WINKLER

WINKLER ARTS + CULTURE

3 **SUGGESTIONS & ALTERNATIVES**




SUGGESTIONS & ALTERNATIVES

AGE-FRIENDLY PLANNING APPROACH



Option Legend Key

	Housing
	Buildings and Open Space
	Transportation
	Social Participation

SHORT	Short term option (1-3 years)
MID	Mid term option (3-6 years)
LONG	Long term option (6+ years)

Definitions

Vision

An overarching direction that helps to guide age-friendly planning initiatives.

Goal

Broad policy statements that seek to address age-friendly gaps in different geographical areas.

Strategy

Actions to be taken to help achieve the specified goals and vision.

Option

Considerations, precedents, and tools that may help support the strategies within each goal.

Vision: Towards an age-friendly Winkler...

*Working together for an **affordable, adaptable,** and **active** community*

GOAL 1

Reduce **social and economic barriers** to housing and recreation.



All of Winkler

- a. Increase social participation through intergenerational activities.
- b. Encourage partnerships between sectors to provide more affordable housing options.

GOAL 2

Promote neighborhood design that allow people to **age in place**.



Existing
Neighbourhoods

- a. Promote the development of age-friendly homes through guidelines, regulations and incentives.
- b. Create healthy neighbourhoods through mixed-use zoning and active transportation corridors.
- c. Provide alternative modes of transportation that meet the needs of an aging population.

GOAL 3

Enhance the core to be a **pedestrian destination** for all ages.



The Core

- a. Create streetscapes and public spaces that support multiple functions.
- b. Encourage cultural establishments through market analysis and creative infill development.

GOAL 1Reduce **social and economic barriers** to housing and recreation.**a.** Increase social participation through intergenerational activities.**Creative Art Programs**

Offers recreational and educational programming for older adults that focus on creative expression.

As cited in *Aging and Society: Canadian Perspectives*, several studies have linked participation in creative activities with increased happiness, cognitive reserve, and neuron production, in addition to a reduced onset of dementia and impact of Alzheimer's disease (Novak, Campbell, Northcott, 2014, p. 140). Other than the programs offered through the BALC, there are limited educational programs available and accessible for adults.

Opening Minds Through Art was founded through the Scripps Gerontology Center at Miami University. Student and family caregivers volunteer with people who have Alzheimer's disease and other forms of neurocognitive disorders to create various forms of art. The focus of this program is placed on creativity, imagination, and personal expression to help restore a sense of autonomy of older adults living with dementia.



Opening Minds Through Art
Oxford, Ohio

More information:

<https://www.scrippsoma.org>

**Childcare & Senior Housing**

Supports affordable childcare service for families while offering meaningful responsibilities for older adults.

Children between the age of 0 to 4 make up the largest population group in Winkler (Statistics Canada, 2016). In addition, the Community Needs Assessment identified a demand for childcare services. According to the World Health Organization (WHO, 2007), attention must also be placed on the social aspects of ageing, including intergenerational participation, respect, and civic engagement.

To accommodate a young, yet aging population, co-locating childcare and senior housing creates cost-sharing opportunities. Revenue generated from childcare fees can help subsidize tenant rent. Apples and Honey Nightingale is an example of a co-located nursery and nursing home. Seniors benefit physically and psychologically active by engaging with youth.

The British Columbia Care Providers Association has published a guide to establishing intergenerational programs which can be accessed at: www.bccare.ca/wp-content/uploads/BCCPA-Intergenerational-Toolkit.pdf.



Apples & Honey Nightingale House
London, UK

More information:

<https://www.applesandhoneynightingale.com>



Figure 24: Not-for-profit food hub at Central Station Community Centre



Not-for-Profit Food Hub

Expands Winkler's food system through community gardens, horticulture workshops, and local food distribution.



Sustainable South Osborne, People's Garden
Winnipeg, MB

More information:

<http://sustainablesouthosborne.ca>
<http://sustainablesouthosborne.ca/building-a-commons/>

Food hubs refer to an organization that actively manages the aggregation, production, and distribution of source-identified food products from local and regional producers. Community gardens provide a venue for knowledge sharing, environmental stewardship, and civic involvement.

Sustainable South Osborne Community Co-op was established in 2009 as a cooperative community organization focusing on providing locally-sourced food. Most of their community gardens were constructed in partnership with students from the University of Manitoba. Volunteers can take home their share free of charge during harvest. The remaining food produced is sold to individuals, families, community groups, and local restaurants. Educational programs based out of schools and the community centre are available to those interested in horticulture.

Strong community relations, existing facilities, and nearby agriculture industries solidifies Central Station as a potential location for a not-for-profit food hub establishment. Alternatively, a retail-oriented food hub model may generate additional revenue to help offset other operations.

GOAL 1**Reduce social and economic barriers to housing and recreation.**

- b.** Encourage partnerships between sectors to provide more affordable housing options.

**Supportive Co-housing**

Creates suitable housing alternatives to disadvantaged individuals and groups.

According to the Winkler Vital Signs report, older women are economically disadvantaged (2018). Community and housing organization can help support disadvantaged social groups by combining resources to provide a more suitable and affordable housing option. Disadvantaged social groups can be partnered within the same housing complex to provide informal caregiver supports.

An example of two social groups in need of affordable housing can be found in the Humanitas housing complex in Deventer, Netherlands. Humanitas offers free rent to students in exchange for providing caregiver support to older tenants. In Winkler, an example may include a partnership between the BALC, Genesis House, and South Regional Health Authority to explore supportive co-housing options for single mothers and older women.



Student and senior housing in Humanitas, Deventer, Netherlands

More information:

<https://www.humanitasdeventer.nl/english/73-english/194-the-living-students-of-humanitas>

**Secondary Suites**

Allow older adults to age-in-place while increasing density within neighbourhoods and providing affordable housing options.

Secondary suites refer to dwelling units that are built on existing dwelling units, often a single-detached home. A secondary suite typically contains its own entrance, kitchen, bathroom and living area and is considered an affordable housing option due to a relatively small initial construction cost. Additionally, secondary suites tend to be well-integrated in neighbourhoods, creating a more diverse housing market.

A Secondary Suite Program is offered through the Province of Manitoba/Manitoba Housing. The program provides financial assistance in the form of a forgivable loan for 50 per cent of the total construction and renovation costs, to a maximum of \$35,000.



Diagram of a basement secondary suite

More information:

https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/secondary_suites.pdf



Mixed-Income Apartments

Creates suitable housing alternatives for disadvantaged individuals and groups.



Downtown Commons, Winnipeg, MB

Subsidized and market-priced housing are located within the same complex. Market-priced housing and premium suites help to cover the costs of subsidized housing. Shared amenities and activities may be available to encourage social interaction between the different groups of people living within the complex.

The Downtown Commons managed by the University of Winnipeg Community Renewal Corporation (UWCRC) is an example of this option. Market housing and affordable housing units are indistinguishable from each other; the only difference is the conditions of their lease.

There are 102 units in total, with 31 affordable units reserved for University of Winnipeg students and their families, and 15 reserved for immigrant student families. The remaining units are available for the community at large.

1 to 3 bedrooms units are available to support a diverse range of housing needs, including larger families. Barrier free/accessible units are also available. The second floor has common spaces where residents can interact with one another.

For more information on the UWCRC and their projects, visit: <http://uwcrc.ca>

For more information on the Downtown Commons, visit: <http://www.downtowncommons.ca>



Community space and study hall



Kitchen inside one of the units

GOAL 2

Promote neighborhood design that allow people to **age in place**.

- a. Promote the development of age-friendly homes through guidelines, regulations, and incentives.



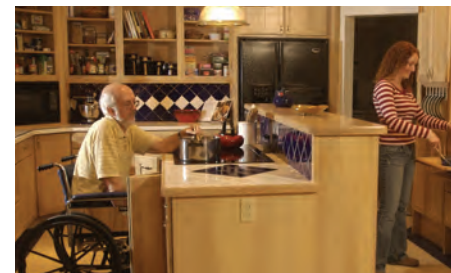
Lifetime Home Design Guidelines

Ensures that homes are accessible and inclusive over the life course.

People who want to age in place may need to adapt their current housing situation. Whether raising children or dealing with reduced mobility, lifetime design features support the changing needs of individuals and families at different stages of life. 15 design criteria are provided by lifetimehomes.org that help guide age-friendly homes:

- Car parking width
- Access from car parking
- Approach gradients
- Illuminated entrances
- Communal stairs and lifts
- Doorways and hallways
- Wheelchair turning radii
- Entry level living room
- Entry level bed space
- Doorways and hallways
- Adaptable kitchen
- Wheelchair adaptable walls
- Tracking house route
- Bathroom layout
- Window Specification
- Controls, fixtures, and fittings

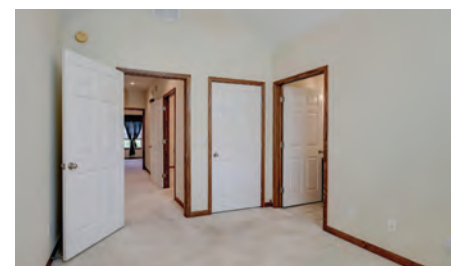
Discussing the above criterion categories with local community members could help identify the extent of future demand for such extensive home accommodations. Form based zoning regulations could also be included into a city-wide urban design guideline to ensure new developments adhere to the lifetime home categories.



Lowered kitchen counter



Barrier free washroom



Wide doorways and access points



Home Modification Support Programs

Assists older adults in acquiring financial supports for home modifications specific to individual needs.



Low ramp installation

Home modifications such as ramp installations and slip resistant flooring could allow older adults to live independently in their existing homes. There are several financial supports available for seniors needing home modifications, including:

- Residential adaptations for disabilities program (Government of Manitoba)
- Home adaptations for seniors' independence (Canada Mortgage and Housing Corporation)
- Home accessibility Tax Credit (Government of Canada)



Visitable Home Regulations

Meet current and future market demand for visitable, age-friendly homes.



Bridgwater Neighbourhood
Winnipeg, MB

Home visitability requires that an older resident or visitor with a disability be able to move barrier-free within the first floor of a single family house (Novak et al, 2014, p. 265). Visitable home regulations refer to building design standards that require basic first-level accessibility, which include three primary features:

- Illuminated entrances
- Wheelchair turning zones
- Widened doorways and access points

The City of Winkler indicated storm water management as the primary challenge with no-step entrances. No-step entrances are often not considered in the design process due to the high initial landscaping costs. Visitable home regulations could in turn force developers to ensure a small percentage of visitable dwelling units.

GOAL 2

Promote neighborhood design that allow people to **age in place**.

- b. Create healthy neighbourhoods through mixed use zoning and active transportation corridors.



Mixed-Use Zoning

Develop new neighbourhoods to accommodate civic life, work, and play.

SHORT

There is no one single solution to increasing daily physical activity. A comprehensive approach to health promotion requires multiple concurrent strategies to be implemented. A practical and effective investment strategy to increase physical activity is to prioritize active transportation policy and systems.

Mixed-use areas help invite people to walk and cycle due to the proximity of commercial, institutional, and recreational facilities. However, mixed-use zoning must be accompanied by adequate walking/cycling routes, in addition to information campaigns to let people know about the many benefits of active transport.



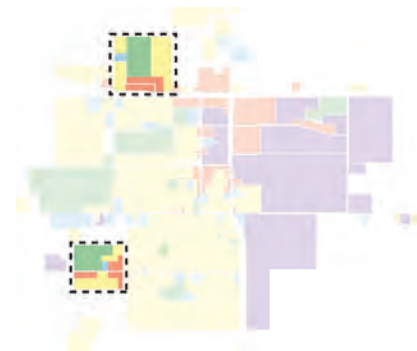
Designated Cycling Corridors

Fosters recreational physical activity and work-related active transportation.

LONG

Safe, convenient, and connected cycling lanes are an effective strategy to increase daily physical activity levels. Several precedents are depicted in Jan Gehl's (2010) book *Cities for People*, each illustrate that as conditions for bicyclists improve over time, a new bicycle culture will emerge. In conjunction with mixed use zoning, cycling is faster, cheaper, and is beneficial to the environment and personal health.

In Winkler, major commercial, industrial, institutional, and recreational areas are within a 2 kilometer radius – creating an opportunity to link these areas via a designated, multi-level cycling system. Figure 25 illustrates a cycling corridor concept for the City of Winkler. Protected lanes (green) are essential for streets with high traffic levels, whereas buffered lanes (blue) are more suitable for connector streets with moderate traffic levels.



Mixed use zone scenarios in north and southwest Winkler

“

Plans for cities must start by designing the shortest, most attractive walking and biking connections and then address the other transportation needs.

Jan Gehl (2010)

”

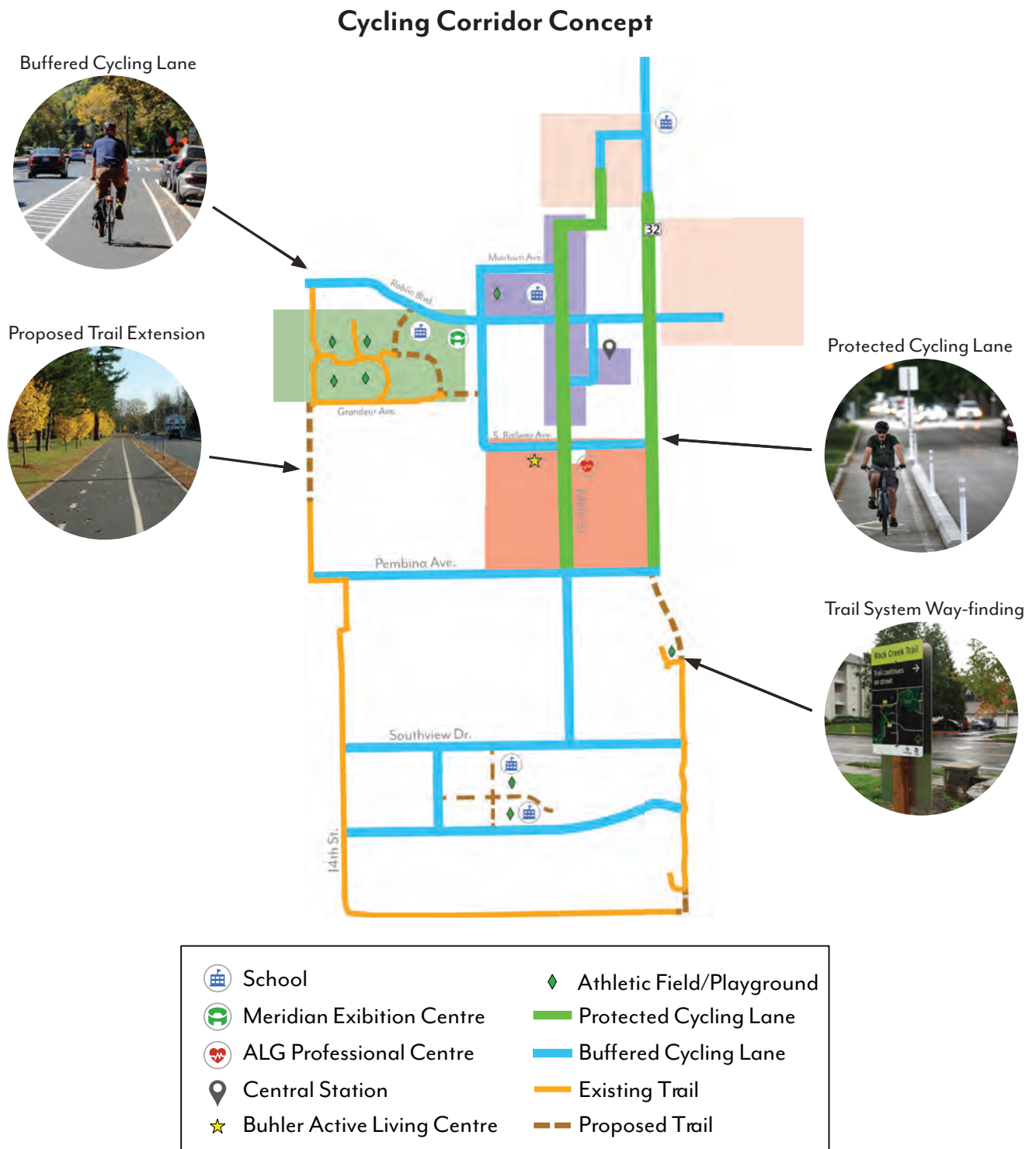


Figure 25: Cycling corridor concept for the City of Winkler



BEFORE



AFTER

Figure 26: Paved intersection crosswalk concept for Main Street



Crosswalk Improvements

To connect sidewalk networks to key amenities and enhance a sense of pedestrian safety.

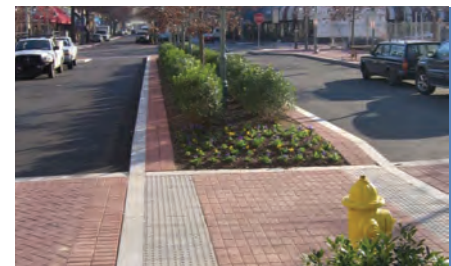
Crosswalks can become more inviting, visually accessible, and safer by creating pedestrian right-of-ways. Crosswalk improvements may take place at street intersections (as seen in Figure 26) or mid-block to address identified pedestrian disconnections. Improved crosswalks can act as measures of traffic calming, safety, and streetscape attractiveness.

The primary challenge is locating appropriate crosswalk installations and determining which are most effective. During our observations, we identified a 750 metre gap between crosswalks located on (north) Main Street. Red River College, Central Station CC, and Toppers Family Cafe are located within this 750 metre gap on the east side of Main Street.

More information: <https://nacto.org/publication/urban-street-design-guide/>



Mid block pedestrian crossing
NACTO



Mid block pedestrian crossing
NACTO

BEFORE



AFTER



Figure 27: Trail expansion concept for Emerado Park



Community Pathway wayfinding
Carman MB



Hyde Park Senior Playground
Hyde Park, London, U.K.



Trail System Improvements

To support recreational and transport-related walking and cycling.

Investing in trail improvements helps encourage healthy lifestyles by providing safe and accessible active transportation routes for people to engage in leisure pursuits. According to the *Toronto Charter for Physical Activity* (Global Advocacy for Physical Activity, 2011), trail improvement near or within community parks offer the greatest cost-benefit. A complete trail network would integrate footpaths, cycling corridors, and public transit access points to maximize trail system utilization.

The trail system in Winkler currently does not accommodate multiple forms of active transportation. Carman, Manitoba has placed signage throughout the trail network to improve navigation between key destinations and resources (e.g., grocery stores, community centres, restaurants). This signage promotes the trail to be used throughout all seasons.

Designated fitness trails with appropriate amenities, such as the senior playground in Hyde Park, also help facilitate the use of trails.

More information on Hyde Park: <https://www.royalparks.org.uk/parks/hyde-park/things-to-see-and-do/sports-and-leisure/hyde-park-senior-playground>

GOAL 2

Promote neighborhood design that allow people to **age in place**.

- C. Provide alternative modes of transportation that meet the needs of an aging population.



Rides for Seniors

Provides responsive, convenient, and individual-based transportation service for older adults.

Rides for Seniors is a volunteer-driven program that provides door-to-door service for older adults. A round-trip fee is typically established by the organization that is responsible for managing volunteer drivers. Compared to the options below, Rides for Seniors is relatively inexpensive to operate and is convenient for older adults living in their existing home. A possible shortcoming to this option, which presumably would operate via the Winkler 55+ Centre, is the potential preconception that the service would be only offered to adults over the age of 55.



St. James-Assiniboia 55+ Centre
Winnipeg, MB

More information: <https://stjamescentre.com/services/support-services/>



Multi-operational Bus Service

Coordinates existing bus fleet to offer public transportation with minimal capital investment.

Multi-operational bus service refers to a shared service delivery model where school division fleet are also used for public transportation. This option offers Garden Valley School Division the potential to generate additional revenue despite the increase in fleet maintenance over time.

Shared buses between the school division and industrial area received strong support from many city councilors. However, the primary concern with multi-operational bus service is coordinating with the school division and measuring the potential demand for workforce public transportation. A pilot program can be launched in the summer time when the school buses are not being used to assess demand.



Shared school bus service for work-related public transit



Regional Shuttle Service

Specialized transit system that provides access to a broader range of destinations surrounding Winkler and Morden.

Winkler and Morden are located approximately 13 kilometers away from one another and regularly attract travel between cities. Transit options between Winkler and Morden would allow all residents to access more services and destinations, including Boundary Trails Hospital. Municipalities in the region may also access this service pending a cost sharing agreement to ensure long term viability.



Inter-municipal shuttle service

Walkable Distances to Potential Public Transit Stops

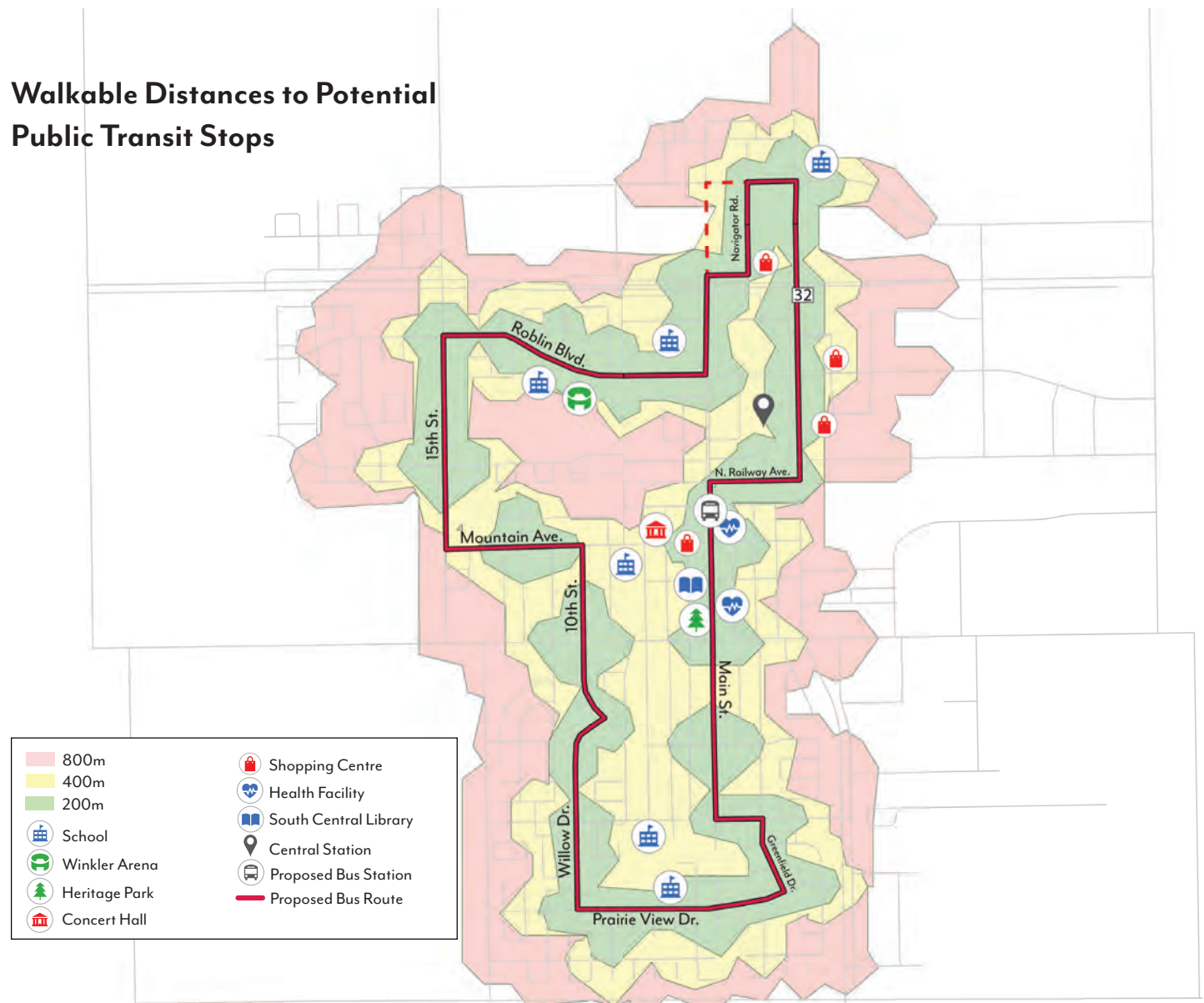


Figure 28: Example of a bus route for Winkler



Local Public Transit

Provide residents with an affordable mode of transportation and increase access to services around the city.



Selkirk Transit Authority
Selkirk, MB

Figure 28 illustrates a single circular public transit route with frequent stops. The green represents about a three minute walking distance from strategically placed bus stops. Approximately 80% of people in Winkler commute to work in a private vehicle without a passenger. Public transportation planning in Winkler is particularly important due to the large influx of youth over the last 10 years.

Ridership can be increased through offering incentives such as free or discounted passes. Selkirk Transit Authority offered free bus passes to older adults who completed a survey. For more information on Selkirk Transit Authority visit: <https://www.myselkirk.ca/community-services/public-transportation/>

GOAL 3

Enhance the core to be a **pedestrian destination** for all ages.

- a. Create streetscapes and public spaces that support multiple functions.

**Seating Improvements**

Improve the availability, quality, and durability of seating arrangements.

Benches are a simple addition that could greatly benefit downtown Winkler. The addition of benches and other forms of seating arrangements would enhance downtown Winkler as a pedestrian-friendly neighbourhood. Benches with back and arm support are preferred as they assist people with mobility issues. Sidewalk patios, another form of seating arrangement, are increasingly common among areas where frequent cultural destinations are located.



Bench with back support and armrest

**Vegetated Swales**

Reduce particulate pollutants in surface water runoff and infrastructure investments into street-curb maintenance.

Vegetated swales are designed to trap particulate pollutants, promote infiltration, and reduce storm water runoff. Second, they provide visual interest for the surrounding neighbourhood. As a storm water retention system, municipalities benefit from reduced stress on drainage, and can filter out pollutants before the water is diverted into local water bodies. According to the United States Environmental Protection Agency, vegetated swales are most effective when used in conjunction with nearby wet ponds and wetlands.



Vegetated swale in a sidewalk

More information: <https://www.epa.gov/green-infrastructure/what-green-infrastructure#bioswales>

**Local Art Initiatives**

Foster community sense of place and neighbourhood attractiveness.

Public art can take many forms including wall murals, sculptures, or temporary installations. This suggestion has several benefits including adding visual interest, cultural engagement, and create an attraction. It can also help boost the local economy by bringing more people to the area and potentially providing jobs for local artists.



Mural in a public park

Main Street Sidewalk Concept



Figure 29: Main Street sidewalk concept incorporating multiple functions



University of Manitoba Bike Kiosk



Cycling Features

Invite people to cycle when facilities and amenities are available.

Bike storage amenities and maintenance facilities should accompany cycling infrastructure investments. Bike racks provide much needed places for people to safely store their bicycles as they shop, go to an appointment, or eat downtown.

Encouraging people to cycle will require that they understand that cycling is integrated into the overall transportation strategy. Bike maintenance and equipment shops are necessary to encourage people to cycle regularly. Trip planning should be considered in building design or renovation to include appropriate locker rooms with showers.



An important link in an integrated transport policy is the possibility to park bicycles securely at traffic hubs.

Jan Gehl (2010)



Current Streetscape, ALG Professional Centre (left), Crocus Place (right)

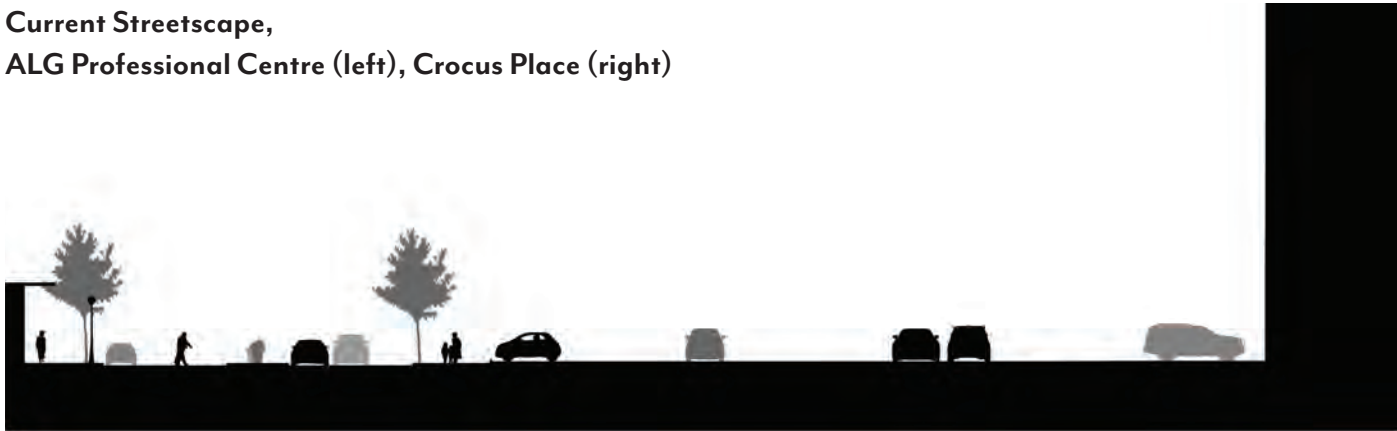


Figure 30: Current Main Street streetscape design



Integrated Streetscape/Building Design

To create comfortable public spaces that support businesses and health services.

Figure 30 is a streetscape illustration of Main Street between South Railway and Mountain Avenue looking south, with the ALG Professional Centre on the left and Crocus Place Shopping Centre on the right. Much of the surface in this one block is dedicated to streets and parking lot, with limited space oriented towards pedestrians. Although sidewalks downtown are in fair condition, they offer limited public space and functions. The Crocus Place Shopping Centre parking lot offers approximately 0.88 acres of land. A long term option to increase pedestrian traffic is to develop building and streetscape appropriate to the human scale.

The sidewalks subsection under the National Association of City Transportation Officials (NACTO) Urban Street Design Guide (2013) addresses the important role sidewalks play for people in cities. The guide elaborates on four zones of the sidewalk:

Frontage Zone: The section of the sidewalk that functions as an extension of the building.

Pedestrian Through Zone: The primary, accessible pathway that runs parallel to the street.

Street Furniture/Curb Zone: The through zone in which street furniture and amenities, such as lighting, benches, newspaper kiosks, utility poles, tree pits, and bicycle parking are serviced.

Buffer Zone: The space immediately next to the sidewalk that may consist of curb extensions, vegetated swales, parking, bike racks, bike share stations, and/or curbside bike lanes.



Sidewalk along ALG Professional Centre,
Main Street



Multi-purpose sidewalk zones
NACTO

More information: <https://nacto.org/publication/urban-street-design-guide/street-design-elements/sidewalks/>

Multipurpose Streetscape, Infill Concept



Figure 31: Main Street integrated streetscape and infill building design concept



Parking lot at Crocus Place Shopping Centre,
Main Street



Marketlands, Daoust Lestage Architects,
Winnipeg, Manitoba

Above is a concept of integrating streetscape and building design. Figure 31 features infill development in the Co-op parking lot (middle building), providing new housing, business, and cultural opportunities. It also features places to rest along the sidewalks, bike lanes, and social spaces for potential markets. By integrating pedestrian friendly features into the design of public space, a safe and inviting place is created for people of all ages.

According to Small Scale Food Manitoba, local markets are an effective strategy to build positive relationships between residents and local organizations. *Cultivating Community at the Farmers Market* provides several examples, in a British Columbia context, of how local markets can help shape consumer education, agri-tourism, shared meals, and civic pride. In Winnipeg's Exchange District, Marketlands is a mixed-use residential, commercial, and cultural development that is currently underway. The project features new affordable housing, a public market, and plaza, and art venue.

More information on the Marketlands:

<http://www.centreventure.com/market-lands-design-competition>

GOAL 3

Enhance the core to be a **pedestrian destination** for all ages.

- b. Encourage cultural establishments through market analysis and creative infill development.



Downtown Winkler BIZ

Support local businesses by planning special events, and maintaining a clean environment.

A Neighbourhood BIZ (Business Improvement Zone) is an organization dedicated to the development of businesses in a specific area. Businesses in these areas are charged a levy, which pay for the programs or services the BIZ provides. These programs and services can include storefront improvements, public safety services, streetscaping and cleaning, event sponsorship, as well as advocacy (Downtown Winnipeg BIZ, 2018). An organization like this could be critical to attracting investment in current and new businesses located in downtown Winkler.

More information: <https://winnipeg.ca/ppd/BIZ/default.stm>



ManyFest hosted by Downtown Winnipeg BIZ



Cultural Hub & Outdoor Event Venue

To host a wider range of local events, festivals, and programs more frequently.

Cultural events have the potential to draw the attention of many people. The Winkler Harvest Festival and Winkler Festival of the Arts are examples of these type of events. There is potential to temporarily turn streets into pedestrian-only streets like ManyFest, a food truck festival in Winnipeg, has done. A weekly small event series is another possibility to increase social activity in the core of Winkler.



Outdoor yoga program in downtown Winnipeg



Food & Drink Establishments

Enhance a neighbourhood's cultural distinctiveness and attractiveness.

Restaurants and bars are important social spaces for younger adults. By increasing the number of social spaces and hours of activity, the core of Winkler could be activated during non-business hours and could be perceived as a safer place as there may be more people on the streets.



Restaurant with a street-front patio in Washington DC

Downtown (South Main Street)



Downtown Infill (South Main Street)



North Main Street



North Main Street Infill



Figure 32: Infill development opportunities in the core of Winkler

Figure 32 illustrates the current building form of downtown Winkler along Main Street. These areas in blue represent infill development opportunities that could provide more business, housing, and recreation space as Winkler's population continues to grow. Infill strategies may also be small scale with temporary purposes. Street markets, cultural hubs, pocket parks, and community gardens provide only a glimpse at the overlapping possibilities for creative infill development to strengthen the pedestrian environment.

WHAT WE HEARD...

We held two community meetings in Fall 2018 with Central Station Community Centre, Buhler Active Living Centre, and the City of Winkler. The following are comments and feedback we received in response to our site documentation, analysis, suggestions and alternatives.

Intergenerational Programming

We learned that Winkler has attempted to initiate some intergenerational programming in the past. The Winkler Horticultural Society funded a program that taught high school students gardening fundamentals. There was still a positive response to expanding the local food system by establishing a not-for-profit food hub. In addition, community stakeholders were open to the idea of relocating and/or expanding the farmers market to the downtown area.

Co-locating a child care program and seniors' housing was discussed in the past, but was never implemented. Community groups expressed a strong interest in implementing such a program due to the high demand for child care service.

Ageing in Place

Home visitability and Lifetime Home principles received strong support from community groups and the City of Winkler. Stormwater management and risk of flooding was identified as a challenge to implementing at grade entrances.

Alternative transportation modes also received strong support and interest among City Councillors. Local public transit was viewed as a long term project primarily due to limited financial resources. Partnership-building with Garden Valley School Division to share existing fleet and resources was suggested as a short term alternative to public transit. However, the legal and long-term financial implications of sharing fleet prompted significant push back from Garden Valley School Division.

Infrastructure Improvements

Winkler is facing challenges to maintain aging infrastructure while planning for new developments that require significant investments to meet population growth. Committed costs to the Meridian Exhibition Centre and a new Wastewater Treatment plant have made it difficult for the City of Winkler to effectively prioritize and invest into sidewalk and trail improvements.

CONCLUSION

The City of Winkler has many strengths that help enable independence and wellbeing across the life course. Downtown Winkler has a relatively large proportion of older adults compared to adjacent neighbourhoods and benefits from quality sidewalks, services, and housing options. Working together towards affordable housing and recreation, adaptable neighbourhood design, and pedestrian-friendly environments are critical planning principles to foster active aging. Overall, our documentation and data analysis helped identify a direction in which we suggest Winkler considers as an approach towards affordable, adaptable, and active living for all ages.



IMAGE DISCLAIMER

Photos used in this report were retrieved from various internet sources in addition to our site observations. Images retrieved from internet sources are assumed to be in public domain under the fair use principle. Appropriate rendered images are cited below:

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