



Age-Friendly **NEEPAWA**



**University
of Manitoba**

This report was developed by students in the Master of City Planning program as part of the Neighbourhood / Community Planning Design Studio focused on age-friendly environments.

*University of Manitoba
Faculty of Architecture
City Planning Department
Richard Milgrom PhD RPP MCIP*

*Fall Term
September – December 2023*

*Ebenezer Akakpo
John Baanbil
Evan Ferguson
Gilian Kolody
Jessica Miranda
Neha Prakash*

TABLE OF CONTENTS

Executive Summary	3
1.0 Introduction	7
2.0 Housing	23
3.0 Mountain Avenue	33
4.0 Highway 16/ Main Street	51
5.0 Hamilton Street	59
6.0 The Flats	75
7.0 Conclusion	93
List of Figures	95
References	101

EXECUTIVE SUMMARY

Our Project

Using the World Health Organization's (WHO) *Global Age-Friendly Cities: A Guide* as a touchstone, we have conducted this project for our City Planning Master's Program at the University of Manitoba to learn from the town of Neepawa concerning challenges and opportunities faced by rural communities in Manitoba, with the goal of offering a series of suggestions that might spark interest and conversation on how these towns can build towards being welcoming spaces for older adults and people of all ages.

We have compiled five areas of focus that we believe to be the town's greatest loci of opportunity, and shared visions for how they might be changed in Neepawa's future as a truly age-friendly town. We have taken a multifaceted approach to building the town with gentle improvements, highlighting its best amenities, and growing its transportation network for locals, tourists and visitors alike. With a particular focus on public spaces and transportation connectivity, we offer a vision of Neepawa's future as a vibrant destination for all to congregate, recreate and live.

We have met with members of the community and elected officials to inform our report, as well as undertaken precedent research on work done to help make cities and towns that cater to aging populations. Our suggestions are informed by these precedents and tailored to the specific needs and strengths of Neepawa.

Our Visits

During our first visit we toured the town, compiled first impressions and met with a group of older adults at the HAND facility. We noted the assisted living and retirement communities and heard significant praise for the quality of life afforded to those living in the Kinsmen Kourts buildings downtown. The periphery of town seemed to have grown with a particular focus on housing for newcomers and

employees at the nearby HyLife manufacturing facility. Meeting with two groups of older adults, we took note of local amenities, services, and lifestyles, concluding with a tour of the Kinsmen buildings. We took these experiences and incorporated them into the WHO document categories, breaking them down according to their constituent focus areas.

In our second visit we presented these findings graphically, including what we understood to be the strengths, challenges and weaknesses in each categorical area. We presented to the groups with whom we had previously met, receiving notes on our observations and clarifying comments.

Our third visit included our first presentation, sharing a list of suggestions, laying out our vision of potential changes that would ameliorate growing parts of town. We assembled and presented mapping analysis and graphic representations, taking feedback from our discussion groups.

On our final visit we presented our finalized poster boards, highlighting the areas of Mountain Ave, Hamilton St, Main St, and housing as our focal points for suggestions.

Limitations

As first-year graduate students, we were limited in our familiarity with the discipline and practice of planning, as well as the codes that regulate zoning and traffic. We have done our best to learn about these, as we set about the project.

Limited to just over two months, we were unable to meet more broadly with the community and receive feedback and insights that may have helped bring our project greater detail, nor were we able to conduct as full an analysis as we might have liked. Our report, despite these limitations, endeavors at a fulsome and nuanced interpretation of the town, and our suggestions hopefully inspire residents to consider new approaches to the growth of Neepawa that will

share the level of satisfaction encountered with the groups we met to the broader population at large, including new residents.

Our Suggestions

We begin with an overview of Neepawa and the scope of our project which further details our background, our process and our suggestions, while providing historical detail on the town and some of the strengths and challenges identified in our initial visits.

We discuss housing, identifying current conditions and strengths, limitations, feedback, and providing a series of suggested zoning and administrative changes to induce greater gentle density within the town centre.

We present our vision for Mountain Avenue, wherein we share a series of potential changes to the on-street parking and the built form. These suggestions highlight and accentuate its downtown charm.

We discuss the current state of Highway 16/Main Street, regarding the 2004 provincial report and provide a number of suggested crossings and aesthetic improvements to enhance its safety and walkability, bridging the north and south sides of town.

We present a series of visions of Hamilton Street, an important east-west street which will experience significant change with the development of the new hospital in the east of town. We highlight suggested traffic layouts, enhancing safety, mobility and sense of place.

Finally, we turn to the Flats, a sports field just east of downtown. Already a community hub, we envision several potential additions which would deliver features for people of all ages, while connecting it with the Trans Canada Trail nearby, offering a holistic and universal ideal.

1.0 INTRODUCTION

Neepawa, a growing town with a 2021 census population of 5,685 (Statistics Canada, 2023), is set to become a regional hub with its new hospital. The town, located en route to Riding Mountain National Park from Winnipeg, is also situated to attract visitors and tourists. As it continues to grow, we have identified five areas of opportunity: housing, improving Mountain Avenue, Highway 16/Main Street and Hamilton Street, enhancing connectivity between trails and green spaces with a strong focus on building a community that serves a population of all ages.

1.1 Who We Are

We are Graduate students of City from the University of Manitoba City Planning Program, conducting an age-friendly study in the town of Neepawa. As part of the mandate of this study, we relied on observations and feedback from a local group comprised of older adults and some town officials. The group includes: Ebenezer Akakpo, John Baanbil, Evan Ferguson, Gillian Kolody, Jessica Miranda, and Neha Prakash.

1.2 Our Objective

Our objective in Neepawa is to learn from the community what towns in Manitoba can do to create thriving, accessible and inviting environments for adults of all ages. We have met four times with a group of older adults and some town administration members of the community and have compiled a series of ideas to help facilitate the town's growth with a focus on aging populations.

1.3 Our Visits

Visit 1: September 28, 2023

Interviews with a portion of the older adult community at HAND and explored the town. We asked this group of older adults questions pertaining to the age-friendliness of the town, the strengths, the challenges they face and how these challenges could be resolved.

Visit 2: October 17, 2023

We shared our collected information and impressions of Neepawa, including strengths and challenges. This gave us the opportunity to learn from the older adults concerning what we got right and wrong, moving on to the next phase of the assignment.

Visit 3: November 21, 2023

We shared our ideas and suggestions for Neepawa to address strengths and challenges in key areas. Before this visit, we conducted precedent research at an individual level to help us come up with age-friendly suggestions for the purposes of addressing the challenges identified under the various categories.

Visit 4: December 11, 2023

A final presentation was carried out on December 11, 2023, after inputting the feedback that we received from the community. This presentation marked the end of our research in the town of Neepawa.

1.4 About The Town of Neepawa

1.4.1 History

Neepawa was established in 1883 by a group of settlers from Ontario. It was named after the Cree word for “plenty” because of the abundance of fish and game in the area. The town was officially incorporated in 1883 and has since grown into a thriving community.

1.4.2 Context and Location

Neepawa is a town in Manitoba, Canada located along Highway 16. As of 2021 its population was 5,685. Neepawa was incorporated as a town in 1883. It is bordered by the Municipality of North Cypress–Langford and Rural Municipality of Rosedale.

1.4.3 Demography

According to Statistics Canada, Neepawa has experienced significant population growth from 2011 to 2021. Neepawa’s population rose from 3,629 in 2011 to 4,609 in 2016, indicating a population increase of 27%. As of 2021, the town had a population of 5,685, indicating a 23.3% increase from 2016, four times higher than the percentage increase in Manitoba which is 5.0%. The town has witnessed a considerable growth in older adult population from 930 in 2016 to 1,020 in 2021 with a percentage increase of 9.7%. According to Statistics Canada census, the median age in Neepawa as of 2016 was 38.6 as compared to the province of Manitoba which was 44.1. In 2021, the median age in Neepawa increased to 38.8 with a significant decrease in the median age in Manitoba to 38.4 demonstrating that the population in Neepawa is aging (Figure 1-2). The immigrant population has seen a significant increase from 1,395 in 2016 to 2,225 in 2021 with a percentage increase of 60% (Figure 3).

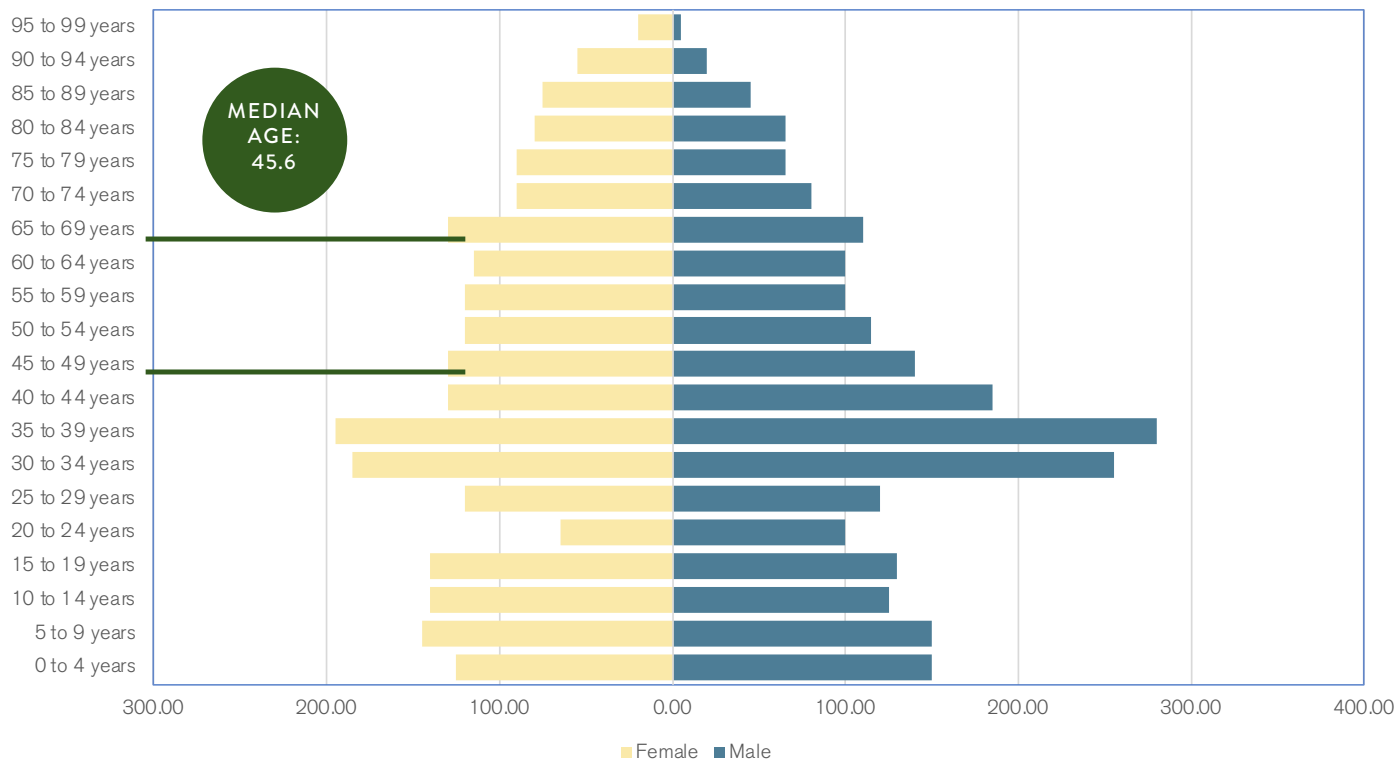


Figure: 1. Neepawa Population Pyramid (2016)

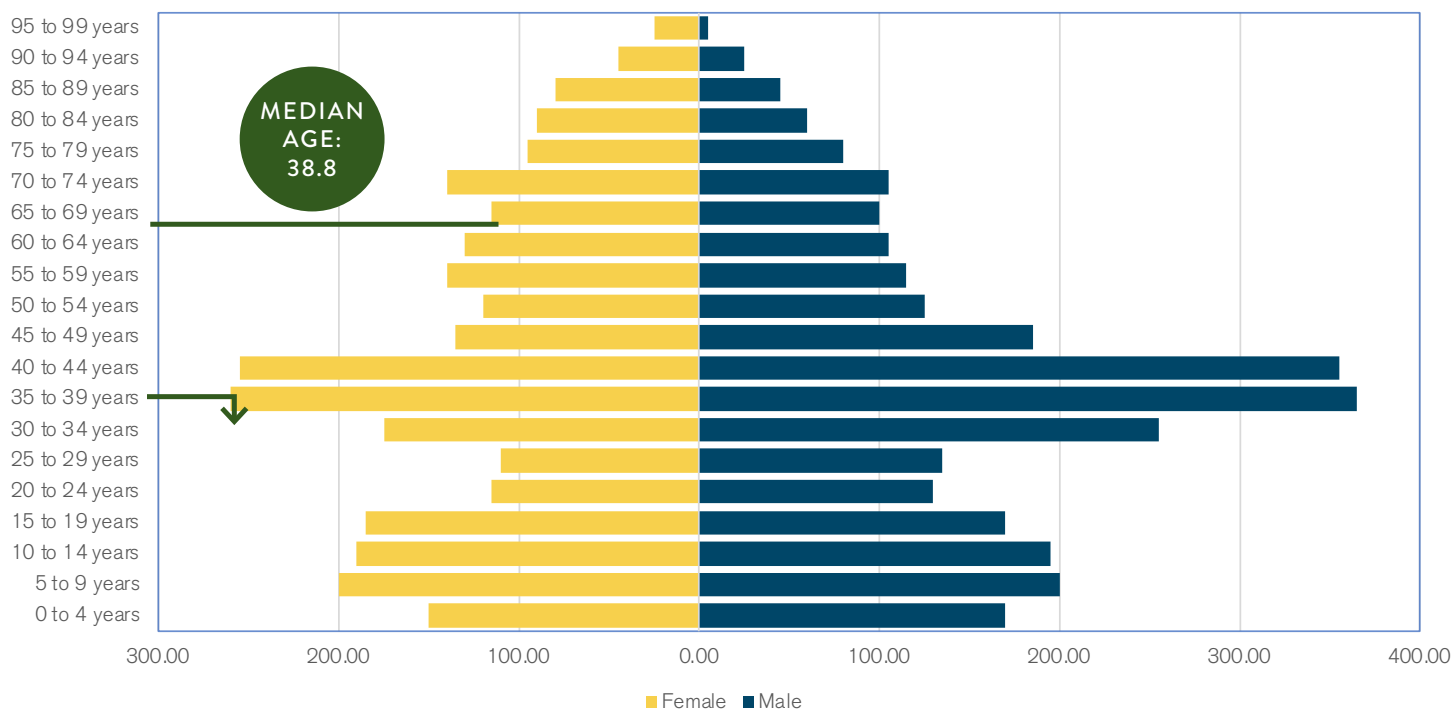
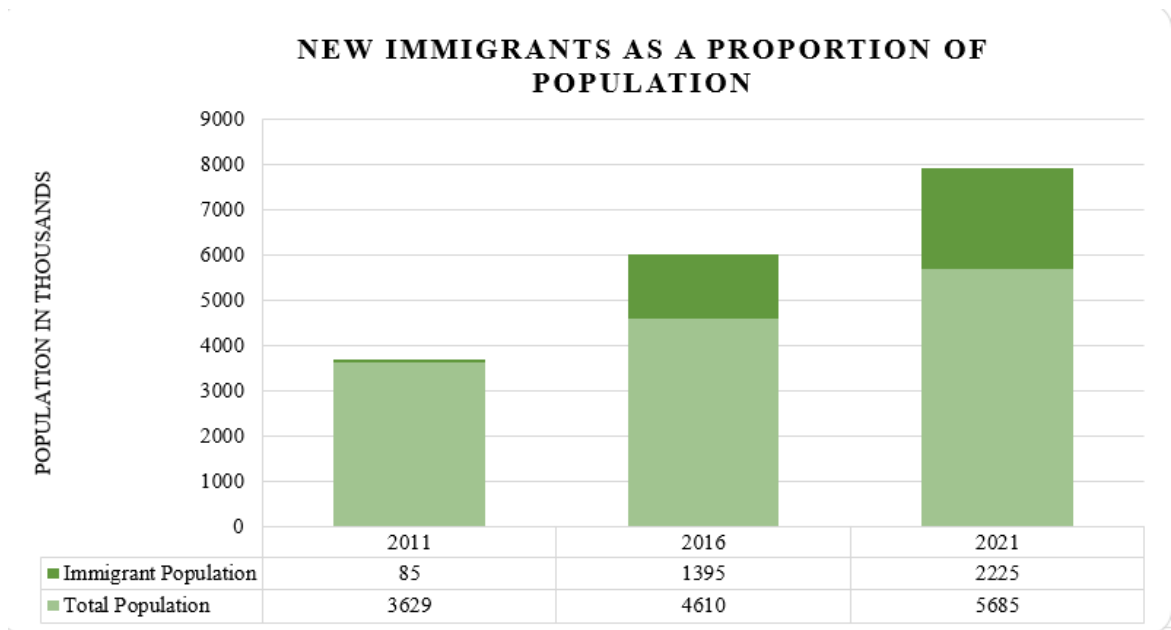


Figure: 2. Neepawa Population Pyramid (2021)

1.5 Limitation

Although our group has tried our best to engage and consult with the town of Neepawa, there are surely limitations with our report. As noted, we only spoke with older adults and town officials in Neepawa four times. More meetings could have helped us receive even more information regarding strengths and challenges for Mountain Avenue, and it could have also given us the opportunity to interview a more diverse group of people. As noted, a large percentage of those living in Neepawa are newcomers, but we did not interview any newcomers, therefore leaving a hole in our knowledge on the town as a whole. Also, the folks that we spoke with were those that were either regulars at the HAND centre, living in one of the assisted living facilities, or town officials. Therefore, most of the folks we spoke with were active community members, meaning we missed the perspective of folks who are perhaps less involved community members. This would have given us the opportunity to hear different opinions on the strengths and weaknesses of Mountain Avenue and Neepawa as a whole.

Figure: 3. Neepawa immigration trends from





HOUSING



OUTDOOR SPACES
& BUILDINGS



TRANSPORTATION
& MOBILITY



SOCIAL
PARTICIPATION

1.6 Guiding Document

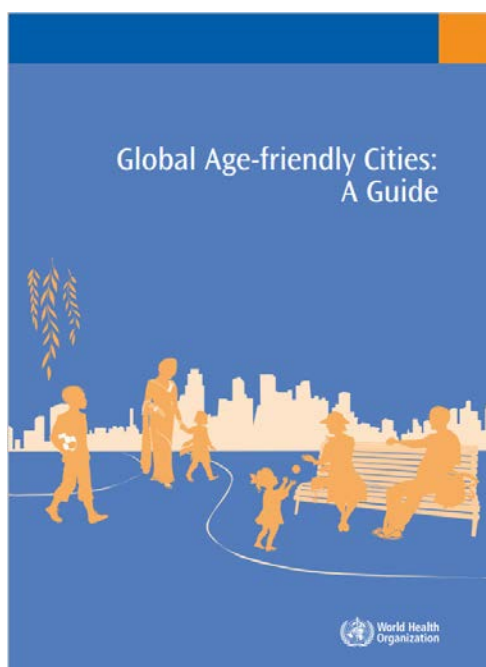


Figure: 4. World Health Organization document on Global Age Friendly Cities: A Guide.

Our study utilizes the World Health Organization's Global Age-Friendly Cities: A Guide. The document covers many different themes (Figure 4). Our study-areas of focus are housing, transportation and mobility, outdoor spaces and buildings, and social participation. We looked at the existing strengths and challenges in these sectors and examined some ideas and precedents from other towns or cities to help address some of the challenges identified to make Neepawa a more age-friendly town.

Housing

The total number of occupied dwellings in the town as of 2021 was 1,865. Out of this 1,240 live in single detached, 160 live in rowhouses, 250 people live in apartment buildings less than 5 floors, 105 live in apartment buildings greater than five floors and 885 people live in movable dwellings. The town also has residential options for older adults including Kinsmen Kourts I & II, Yellowhead Manor, Country Meadows, Elks Manor. All these facilities are closer to the heart of town and offer varied services (Figure 5).

Figure: 5. *Kinsmen Kourt II, located on 299 Davidson St., Neepawa Manitoba.*



Strengths

1. Excellent options for downsizing and assisted living
2. Kinsmen Kourts well integrated community
3. Mix of housing types for different lifestyles
4. Development areas exist for new housing
5. Different levels of assisted living available

Challenges

1. Lack of affordable homes for families and workers
2. Growing pool of single person households needing accommodations
3. Eventual need for more assisted living facilities
4. Country Meadows separated by highway
5. Rapidly growing community needs more new housing

Transportation and Mobility

We explored the mobility choices used by older adults in Neepawa and how these choices contribute to them ageing in place. Handy van services are free for older adults on Tuesdays to co-op and fresh mart grocery stores (Facebook, n.d.). Users however, pay a minimum of \$5 per trip on weekdays and \$10 on weekends (Figure 6). Kinsmen Kourt II is also very accessible for residents who use wheelchairs, canes, and walkers, with special parking for scooters. In terms of driving, many older adults use their own cars to get around while others are often driven by family and/or friends. The transportation infrastructure in the town is worth talking about, with the Yellowhead Highway being too wide and dangerous for crossing by pedestrians. Additionally, there is a diagonal on-street parking on and around mountain avenue with pedestrian crossings that are not visible. The town also boasts of sidewalks. However, most of the sidewalks need to be widened, repaved with tactile surface indicators incorporated.



Figure 6. Left:
Neepawa handy van
(Facebook Neepawa
Handi Van)

Figure 7. Right:
The Home Assistant
Neepawa and District,
located at the southeast
corner of 430 Brown
Avenue.

Strengths

1. Affordable handy vans- free on Tuesdays for older adults for grocery shopping at Freshmart and Co-op
2. Convenient parking
3. Timely snow clearing services

Challenges

1. No public transit services
2. Potholes on the road
3. Diagonal parking on Mountain Avenue causes blind spots
4. Cyclists make it difficult for older adults to use sidewalks
5. There are not enough pedestrian crossings

Social Participation

Providing people with the opportunity to participate adequately in activities and events contributes to inclusivity and a sense of belonging. Fortunately, the formal and informal activities offered in Neepawa serve as a source of interaction and social networking. The HAND serves as a place for some of these activities and as a place to find information (Figure 7). The cultural events and festivals in the town also contribute to social cohesion and togetherness.

Strengths

1. Amenities are centrally located
2. Food variety of activities
3. HAND offers senior-specific activities

Challenges

1. No mid-priced clothing store
2. Green spaces are generally far from town centre
3. No four-seasons pool
4. Lack of free gathering spaces

Outdoor Spaces and Buildings

Outdoor spaces bring life and vitality into towns and cities as they present conducive places for interaction and social cohesion. As part of helping older adults in Neepawa to age in place, it is important for them to have scenic and natural outdoor places to visit within the town.

Riverbend Park also contributes to recreational activities in the town (Figure 8). However, access to these places is problematic because of the nature and condition of pathways and trails. For instance, the sidewalks beyond Mountain Avenue and surrounding areas are not interconnected. Most of the sidewalks need to be repaved and widened for easy use. Most of the public benches are in the town area rather than other areas. The only public washroom in the town is located at the Flats and it is not accessible. We also observed that some of the buildings have ramps, however, most of them have stairs leading to their entrances.

Strengths

1. Easy access to services
2. Evenly distributed outdoor seating in the town centre

3. Adequate parking
4. Good sense of safety

Challenges

1. Non-continuous sidewalk network
2. Potholes and uneven streets
3. Cyclists make it difficult for older adults to use sidewalks
4. There are not enough green space/parks, especially downtown
5. Inadequate pedestrian crossings
6. Few public washrooms

Figure: 8. Lions Riverbend Park, located on 500 Broadway Ave, Neepawa, Manitoba.



1.7 Key Areas And Suggestions

Among the key areas identified, Mountain Avenue is replete with commercial activities that drives the town of Neepawa. However, it's width poses a challenge to pedestrians who crosses the road. A second area that the group looked at was the main street which serves as a link between the north and south sides of the town. The main street is unsafe to cross because of a lack adequate crossing. As part of promoting outdoor spaces in the town, the group also looked at the flats and how it can become more age-friendly for older adults to visit and have fun. We believe that its centrality is important to make it more accessible and inviting for people of all ages. Lastly, Hamilton Road, given its connection to the new hospital and HyLife is set to become one of the important roads in the town. Developing this road with universal designs would make it more accessible for older adults in the town (Figure 9).



MOUNTAIN AVE.

The primary north/south connection, Mountain Ave. is a charming, vital artery through Neepawa, replete with commercial and civic amenities.

1

MAIN ST. / HWY 16

Main St. Separates the northern and southern parts of town, and its beautiful canopy is often the first impression for those entering town.

2



HAMILTON ST.

An important east/west route through town, Hamilton St. is poised to become a central connection as development increases in the east.

3



THE FLATS

As the park closest to the centre of town, The Flats hosts much of Neepawa's outdoor sporting activities, with soccer in the summer and skating in the winter.

4



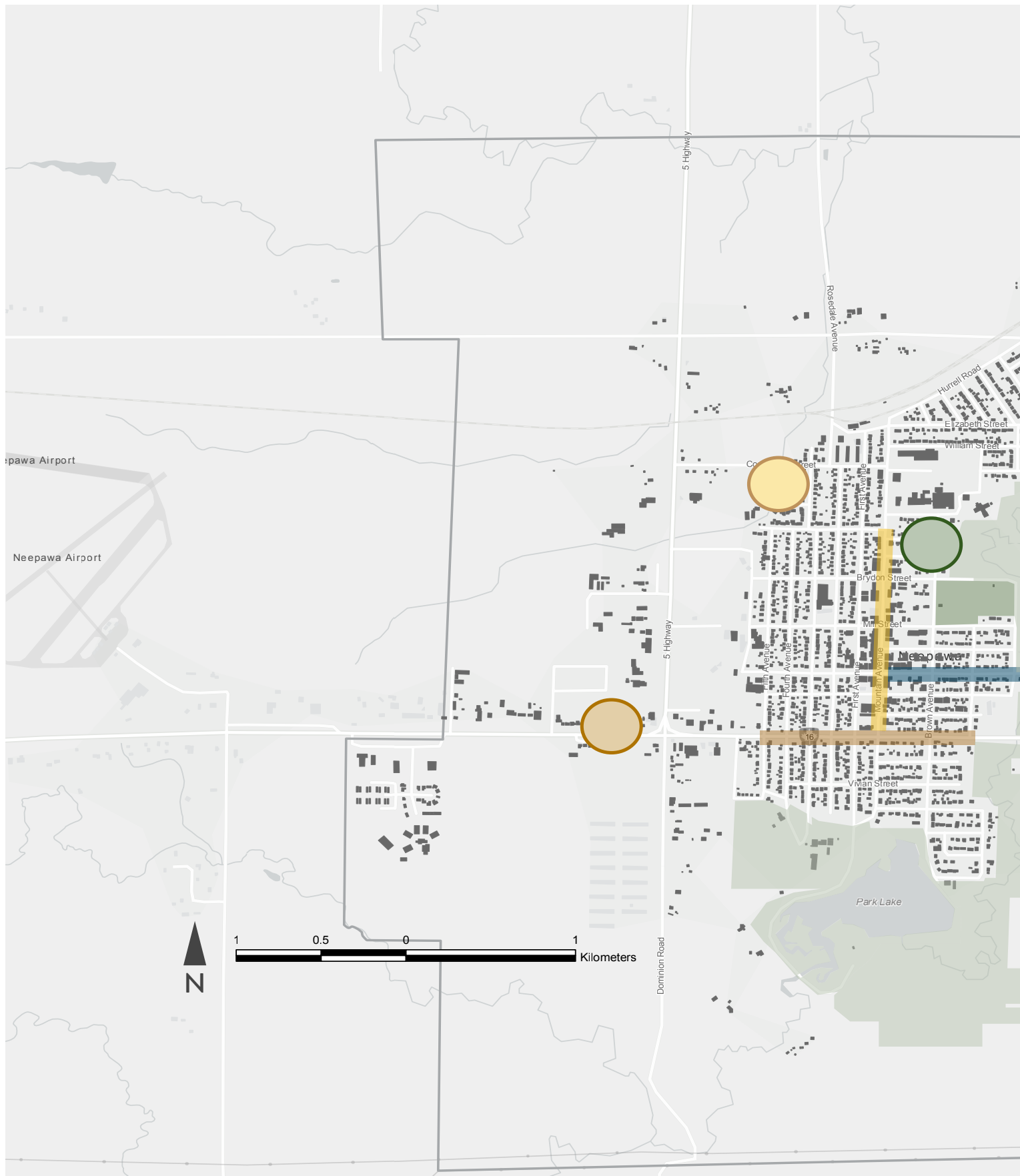
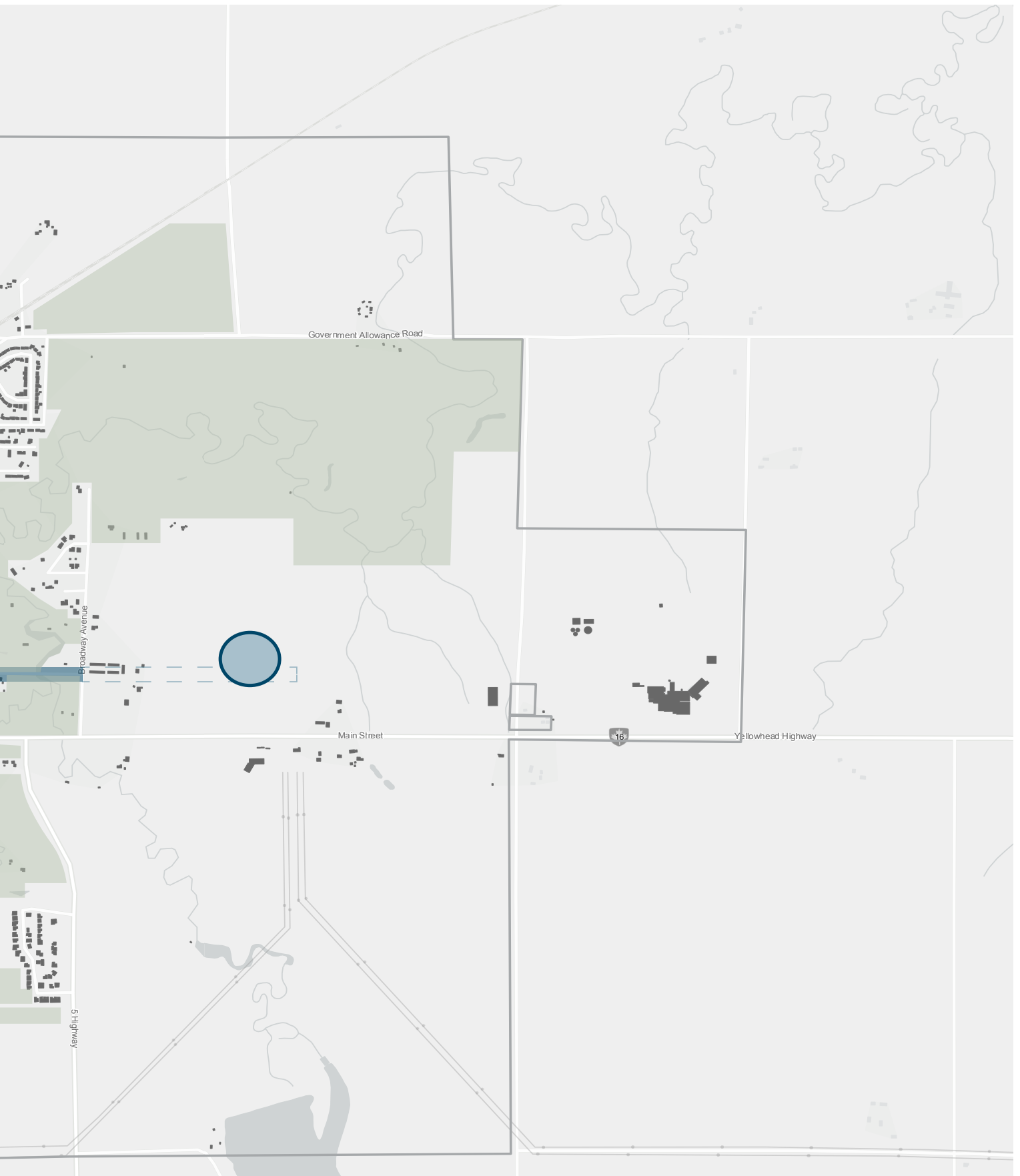


Figure: 9. The map shows the key areas and suggestions for addressing the challenges that were identified.



2.0 HOUSING

2.1 Current Conditions

The town of Neepawa is largely composed of single detached homes, with an increasing number of multifamily dwellings, many specifically intended for older adults and newcomers. As the town has come to experience tremendous growth, the housing market has not kept apace. Demand for housing has appreciated, while the number of dwelling units in town has gone up sluggishly. While the average age in Neepawa has gone down over the past decade, this is attributable the dramatic increase in new working-age residents, as the number of residents over the age of 65 has only increased (Manitoba Housing, 2018). Both older adults and newcomers find themselves in need of housing options.

The private rental market in Neepawa has not been able to keep up with the town's population growth. According to the CMHC report on seniors housing, the average full-service retirement living accommodation is \$2844, an exorbitant sum for many living on fixed income (CMHC, 2021). In 2018, the town of Neepawa commissioned a report from the Province on the state of community housing need. The report found that while Neepawa compared well financially with its neighbouring communities, the private rental market had shrunk between 2011 and 2016 (Manitoba Housing 2018). This has occurred in an environment of rising house prices. Rental markets perform an important role in small towns with growing populations, providing necessary accommodations for people of all ages.

2.2 Strengths

At present, much of Neepawa runs within a walkable distance, from Main Street in the south to the neighbourhood past the school in the north. This small-town feel is one of its greatest assets, with neighbours able to access Mountain Avenue on foot in the summer. Neepawa is home to several residences that cater to older

adults. Between Country Meadows, Kinsman Kourts I and II, Elks Manor and the Yellowhead Manor, the town is called home by many local and area seniors. Except for Country Meadows, all these dwellings are located close to the centre of town and provide residents with options for community and social life. The town is home to multiple private market multi-unit buildings. The town has many blocks surrounding Mountain Avenue zoned for multi-use and multi-family development (RM-1 and RM-2), indicating an appetite for

Figure: 10. *Classic Neepawa homes.*





Figure: 11. *Yellowhead Manor*

the sort of infill buildings that we suggest. Additionally, the town allows for secondary suites to be built on residential properties, with specific regulatory requirements available in its zoning bylaws.

With the growth of the HyLife facility, as well as the incoming hospital in the east, the town is growing rapidly, and demand for housing continues to grow with it. This influx of demand will help create development opportunities that would not otherwise be available.

2.3 Challenges

There is a rapidly growing need for new housing and new housing options in Neepawa. As the population swells, the housing market has not been able to meet the needs of the town. If the town is to grow, its supply of single-family homes will need to sprawl in dramatic fashion, taxing its infrastructure and maintenance budgets. Similar to all communities in Canada, high interest rates and inflated construction costs make it more difficult to encourage building projects, especially ones with less certain rates of return. The Country Meadows assisted living facility, while providing an important service to the community, resides far enough away from the town that one is required to drive to visit. Similarly, the new development to the southeast of town is sufficiently far as to disincentivize walking or active transportation – a small challenge which would increase in significance if further development were to occur, providing the town with a suburban satellite and requiring greater infrastructure investment.

2.4 Vision

We envision growing the amount of ‘gentle density’ at the heart of downtown Neepawa. As both the immigrant and older adult populations grow, the town will require new forms of flexible and affordable housing to complement the single detached homes and retirement living facilities which presently dominate the town’s housing stock. An invigorated supply of mixed-use form along Mountain Avenue and Hamilton Street will help supply apartments for people who wish to live downtown, while also growing the customer base for downtown businesses—leading to an even more vibrant and strong downtown community. Through an increase in legally registered secondary suites, we suggest encouraging residents to provide additional small housing options for family and renters. These sorts of accommodations will bring flexibility between homeowners and tenants, providing and maintaining different sorts of benefits according to different ownerships. With more secondary suites, more older adults

will be able to age-in-place in the community they call home while potentially providing options for larger households to grow with dignity and privacy. Renters, meanwhile, will benefit from the ability to find accommodations that suit their needs, be they temporary—in the pursuit of homeownership or family repatriation – or long term, close to friends and family. Through multi-unit dwellings we imagine growing the rental stock, allowing communities to grow with neighbours who know and support one another, further increasing the vibrancy of the downtown community. These sorts of housing types are needed in Neepawa and will likely occur one way or another. Planning and encouraging them in the centre of town will benefit everyone in the community and strengthen the town, its businesses, safety and overall livability.

2.5 What We Heard

We received largely positive and constructive feedback from our presentations, taking notes highlighting local zoning bylaws, particular challenges with housing need, builders and developers. We learned from the community of the benefits of living downtown and incorporated the positive experiences especially of residents living in Kinsmen Kourts buildings.

2.6 Suggestions to Consider

We have suggested a number of potential changes to the zoning bylaws which might begin to help the tight rental market, incentivizing the growth of gentle density within the town and providing options for people who need different types of housing. While these suggestions do not encompass the whole of what might be possible, they provide small or simple opportunities for encouraging the downtown area to house much of Neepawa's growing population.



Figure: 12. *Triplex Precedent (Missing Middle Housing)*

Bylaws

While the bylaws do not restrict housing over commercial buildings, allowing their construction by right could help remove obstacles for developers. Mixed-use buildings along Mountain Avenue and Hamilton Street have existed for some time and contribute to the small-town charm of the town. Presently, much of the new commercial construction is being located along Main Street, by the intersection of Highway 5. While this is indeed a growing part of town, encouraging mixed-use development in the traditional commercial heart of Neepawa would help densify the area, growing the clientele for local businesses and augmenting the value of the area. These apartments could provide options for young people, working families and older adults looking to downsize, while staying in the centre of the community.



Secondary Suites

Secondary suites are allowed across town, providing an option for homeowners who wish to build or convert on their property. These dwellings are flexible and can be relatively affordable, providing space for individuals and families to live close by, or for single working age people. We suggest removing parking requirements for this type of dwelling, allowing homeowners to decide according to their needs. Often, older adults may not need access to their own car, preferring to share with family—or prefer not to drive at all. If located within the town centre, living in a secondary suite might mean the difference between freedom and dependency for individuals past their driving age. Allowing for homeowners to make the decision themselves means potential cost savings and flexibility.

Figure: 13. *Secondary Suites Precedent (Accessory Dwellings)*

Gentle Density

As with our other suggestions, we maintain a focus on growing gentle density around the centre of town by suggesting Neepawa prioritize infill development, principally around Mountain Avenue and Hamilton Street. Current potential sites include the old hardware building, which sits vacant at the intersection. Located close to two grocery stores, the post office and only a fifteen-minute walk to the school, this lot might happily accommodate a multi-unit dwelling. Growing Neepawa's central community space means providing homes for new and old residents close to the amenities and businesses in town. Ensuring regulatory ease and potential incentive for development in underutilized, valuable space will help this effort, and alleviate some the need for costly new infrastructure further from town, while helping local businesses.

Purpose-Built Rentals

In such a tight rental market it is important for the town to encourage and incentivize the building of purpose-built rentals. Like with the suggestions above, encouraging these in the downtown area will mean a more productive use of space, higher tax income, increased local community and more customers for local business. Rentals downtown will provide options for older adults looking to downsize (potentially making houses available that no longer suit the needs of older adults), couples waiting to buy a home or individuals working in town. There is significant demand for affordable local housing. By targeting vacant or underused sites within the downtown area, Neepawa can address several needs at once.

Figure: 14. Intensification Target Area



LEGEND:

 Accessory dwelling units within 400 meters of Central Mountain Ave.

 Potential mixed-use zoning on central Mountain Ave.

 Multi-unit dwellings on vacant lots on or near Mountain Ave.

New Single Detached Homes

While our focus has so far been on building gentle density within the town core, there is likely a need and demand for new single detached homes in new developments. One option when deciding to allow this sort of development is the provision for ‘suite-ready’ houses – this would mean that the builder must build with the idea of secondary suite conversion in mind. This would make it easier for homeowners to convert their basement or build additional units with greater ease, encouraging more flexible housing options for those looking to build them.

2.7 Limitations

We have had to familiarize ourselves with local zoning codes quickly, leading to more general suggestions than would be ideal. In our short timeframe we were not able to conduct a more extensive precedent study into the impacts and opportunities of different zoning and housing options.

3.0 MOUNTAIN AVENUE

3.1 Current Conditions

Figure: 15. *Pedestrian crossing at Mountain Avenue and Davidson Street currently.*

Mountain Avenue is the commercial and social heart of Neepawa (Figure 15-16). It is currently comprised of two wide traffic lanes and angled parking and sidewalks along each side of the avenue. Mountain Avenue boasts a variety of businesses, amenities and services, such as a medical



clinic, a dental office, a pharmacy, a couple churches (Figure 17), grocery shops (Figure 18), restaurants, clothing stores, banks, and an arts and culture venue (Figure 19), among other things (Figure 20). The newcomers in Neepawa have caused a major increase to the population year over year (Statistics Canada, 2023) and thus an influx of businesses and activity on Mountain Avenue. Neepawa's proximity to Riding Mountain National Park also means that many tourists flood through Neepawa on their way to the national park, as noted by the older adults and town officials that we spoke to. As the town grows and changes, we believe that the physical environment of Neepawa should grow and change as well in order to accommodate.

3.2 Strengths

As it currently stands, Mountain Avenue has many strengths. As aforementioned, the vibrant local businesses, amenities and services along Mountain Avenue cement it as the heart of the community. It is the primary north/south connection within Neepawa, and thus receives a lot of traffic. In general, Mountain Avenue provides good connectivity between the different services and areas in the town.

3.3 Challenges

Concerning Mountain Avenue's challenges, the wide road made for vehicles poses areas that are dangerous for pedestrians to cross. We have heard in discussion with older adults living in Neepawa that the intersections of Mountain Avenue and Davidson Street, as well as Mountain Avenue and Mill Street, are particularly dangerous to cross at (Figure 21). This is due to the worn-down paint for the crossing, the hidden pedestrian crossing signs, as well as the width of the road. These dangerous crossings can put pedestrians on edge while crossing, and therefore are a big concern to our group.

As Mountain Avenue is a Provincial Road, town officials noted in discussion with our group that changes to Mountain Avenue would have to be made in tandem with The Province.

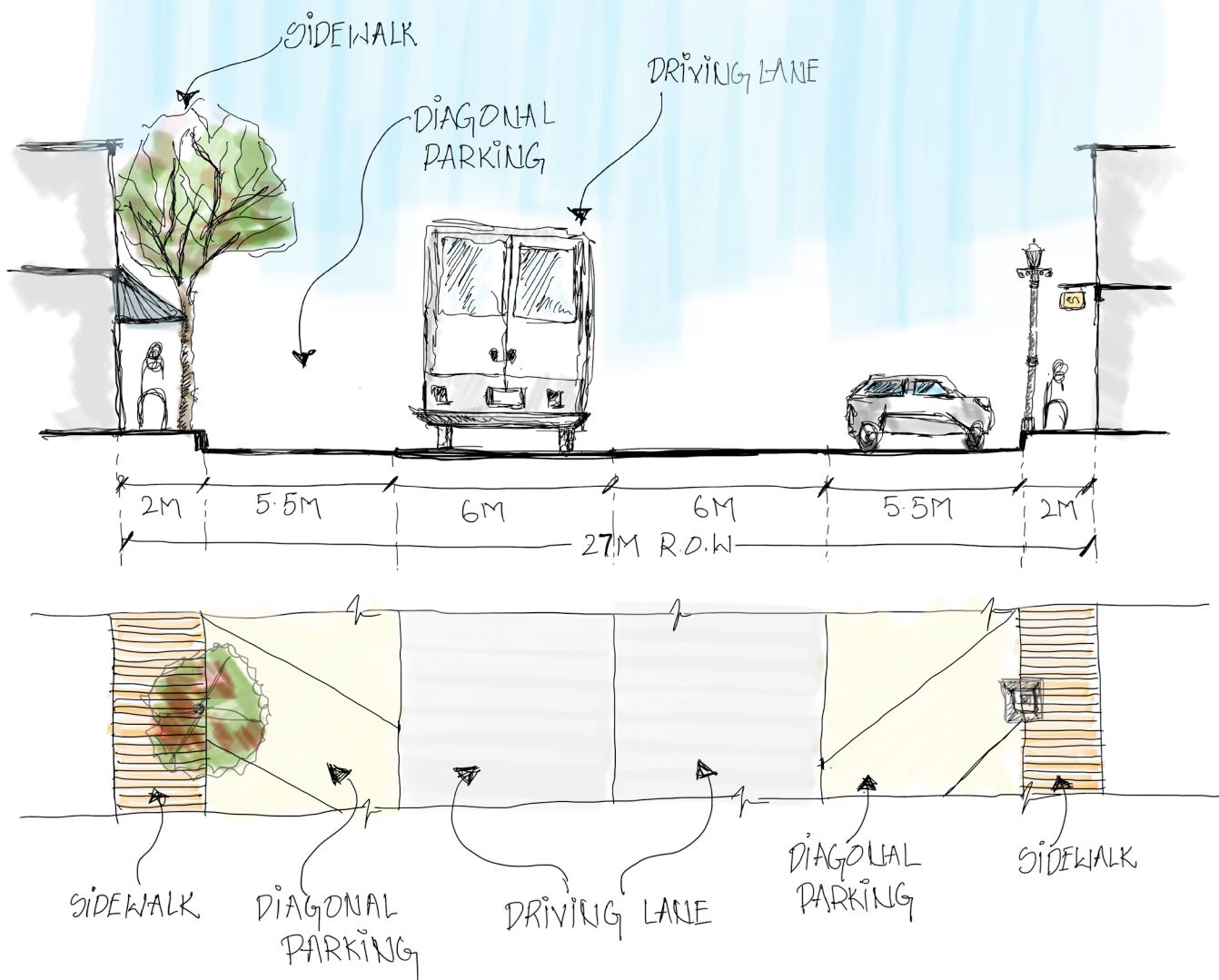


Figure: 16. Section of Mountain Avenue currently.

Figure: 17. Left:
Freshmart

Figure: 18. Right:
ArtsForward

Figure: 19. Bottom:
*Neepawa United
Anglican Church*



Therefore, some changes made to Mountain Avenue may be out of the town's hands. Another challenge that town officials identified would be funding. Yet as all roads require upkeep, this means that infrastructure changes could come when Mountain Avenue has scheduled construction.

3.4 Vision

Pedestrian safety, attracting tourists, and supporting local businesses are three key themes that our group has identified when looking at suggesting ideas for potentially changing Mountain Avenue. Pedestrianizing Mountain Avenue would help support these goals, as it would give back space to the pedestrian and thus create an inviting environment that would draw in locals, visitors, and tourists alike, bolstering support for the local businesses. Although this is a Provincial Road, our precedent study of towns in Manitoba



Figure: 20. *Banner & Press*

demonstrates that adding elements such as medians, curb extensions and pedestrian corridors featuring warning lights is a possibility on Provincial Roads and Highways alike. Some Manitoba towns that demonstrate this include Saint Adolphe (Figure 22), Carman (Figure 23), and Morris (Figure 24).

3.5 What We Heard

After four discussions with older adults and town officials in Neepawa, we have been given helpful feedback concerning our suggestions to consider for Mountain Avenue. Perhaps the most voiced concern was with suggesting a switch from angled parking to parallel parking. Many of the older adults and town officials voiced that parallel parking is generally more difficult to do, and it would eliminate parking spaces. They noted that it is at times difficult to find parking already, and therefore parallel parking would increase this struggle. Town officials noted that Mountain Avenue was almost switched to parallel parking years ago, but opposition from the town stopped this change from happening.

Figure: 21. Dangerous pedestrian crossings on Mountain Avenue.





Figure: 22. Top:
Pedestrian crossing on
Provincial Road 200 in
Saint Adolphe, Manitoba
(Google Maps)



Figure: 23. Middle:
Curb extension and
pedestrian crossing on
Manitoba Highway 3
in Carman, Manitoba
(Google Maps)

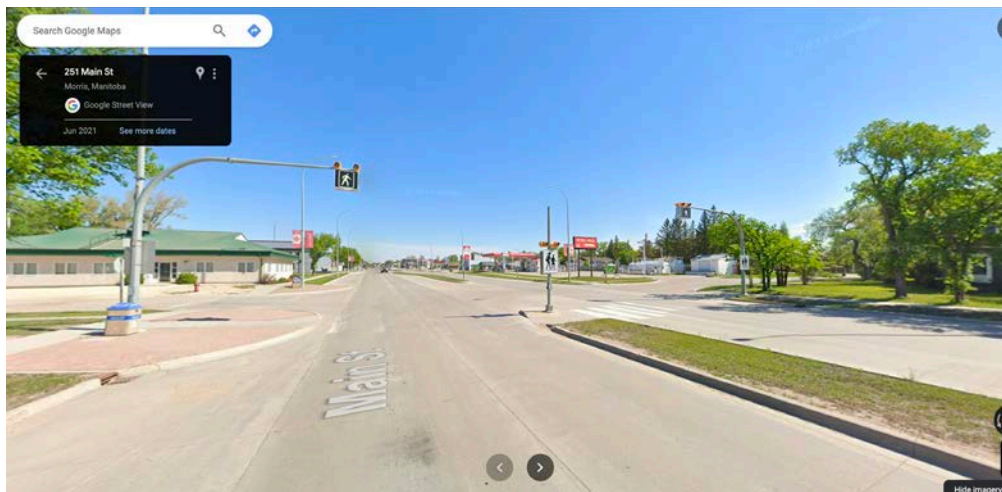


Figure: 24. Bottom:
Curb extension and
pedestrian crossing
on Manitoba Highway
75 in Morris, Manitoba
(Google Maps)

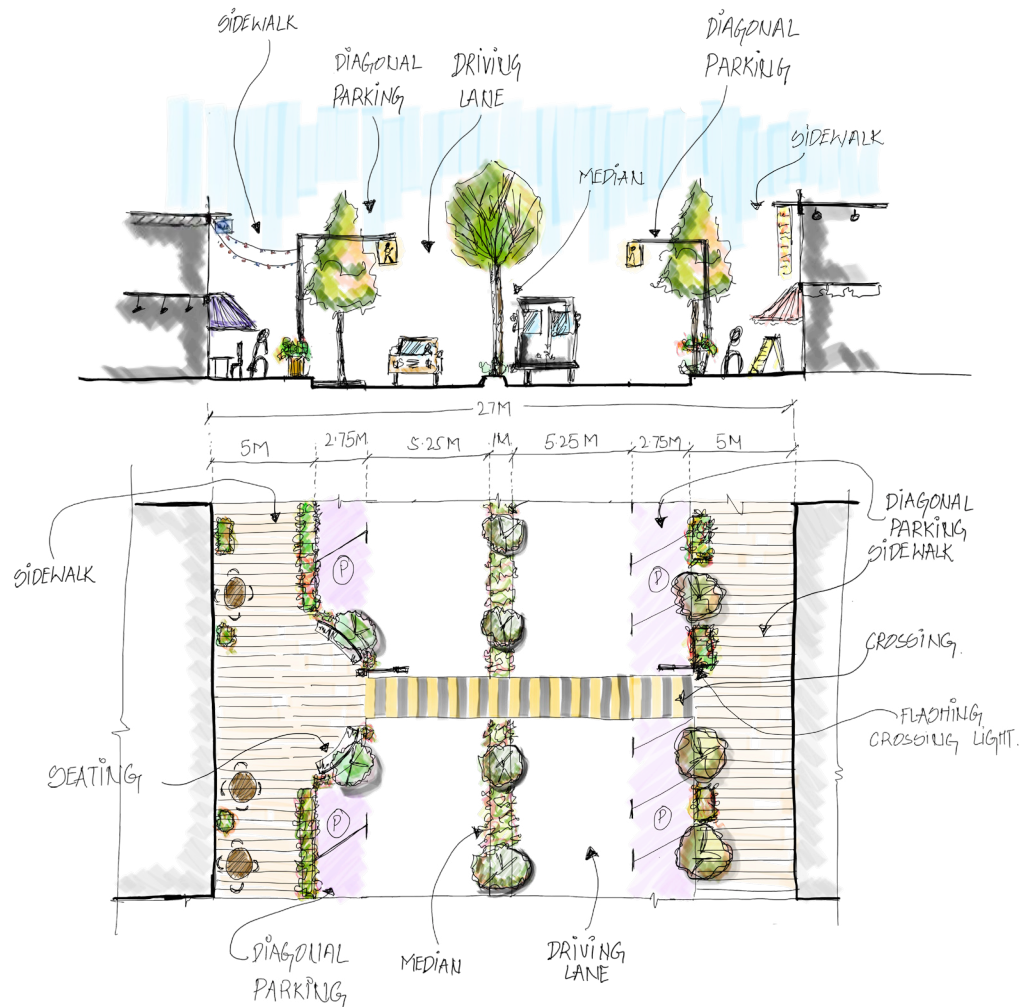
In terms of positive feedback, the older adults and town officials noted that improved pedestrian crossings are a big priority. Those walking across Mountain Avenue want to feel safe, and currently, many feel unsafe when crossing at the current pedestrian crossings. The general pedestrianization and beautification of Mountain Avenue was well received,

and many liked the idea of adding more greenery, seating, lighting and signage. Curb extensions were also well received, as many liked the idea of shortening the distance to cross the road and providing extra space for seating and greenery.

3.6 Reimagined Plans and Sections

There is opportunity for a series of changes which will highlight Mountain Avenue's many draws and accentuate it as a place of community for locals, visitors and tourists alike. We have sketched various reimagined visions of pedestrianizing Mountain Avenue. Each reimagined vision comes with various strengths and challenges.

Figure: 25. Suggestion A for Mountain Avenue



Suggestion A (Figure 25):

The wide street presents opportunities to address and adjust the current dangerous pedestrian crossings. This would be done by adding warning lights, repainting the crossing lines on the road, adding curb cuts and making the pedestrian crossing signs more visible. This suggestion also aims to animate the street with greenery, a median, curb extensions (Figure 27), more lighting, signage and seating. This concept retains the diagonal parking and therefore offers ample parking spots.

Suggestion B (Figure 26):

Similar to suggestion A, this suggestion would add safer crossings featuring warning lights, repainted crossing lines

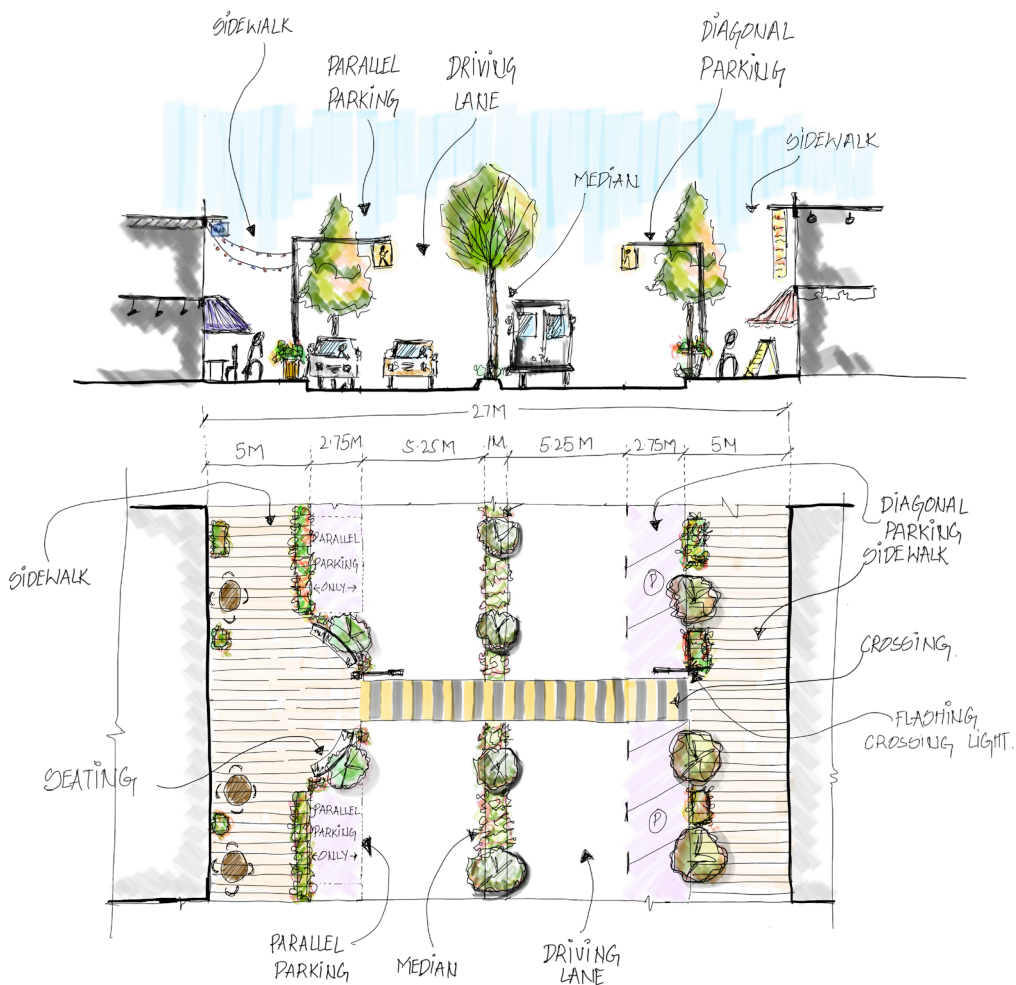


Figure: 26. Suggestion B for Mountain Avenue.

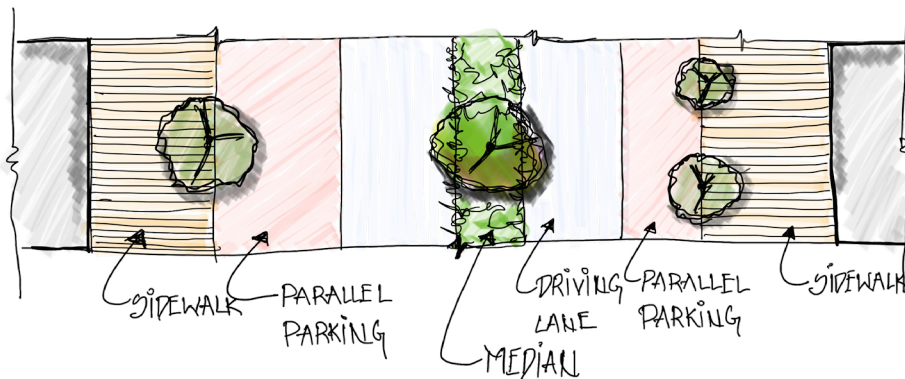
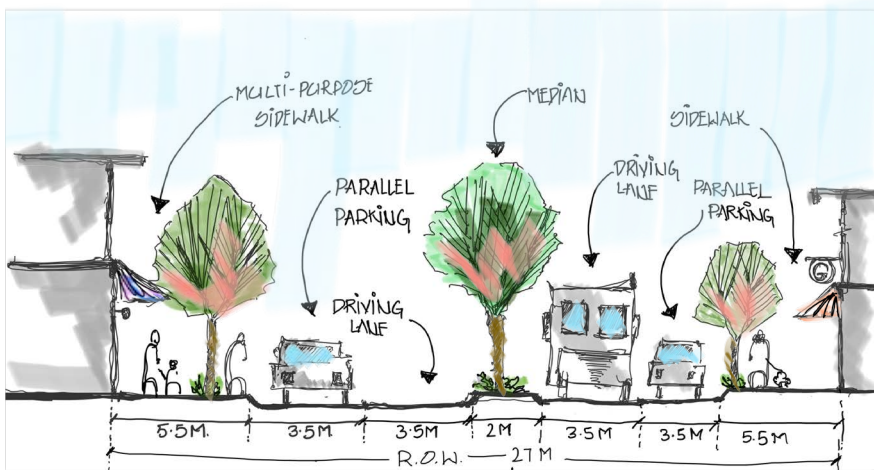
Figure: 27. Top:
Precedent photo of a
curb extension. (SF
Better Streets)

Figure: 28. Bottom:
Precedent photo of
mixed parking types
with curb extensions
in Florence, South
Carolina. (Fox News)



on the road, curb cuts and visible pedestrian crossing signs. This suggestion would similarly aim to animate the street with greenery, a median, curb extensions, more lighting, signage and seating. Yet parking on one side of Mountain Avenue would be adjusted to parallel parking in order to provide more space to widen the sidewalk, add a median and the curb extensions (Figure 28).

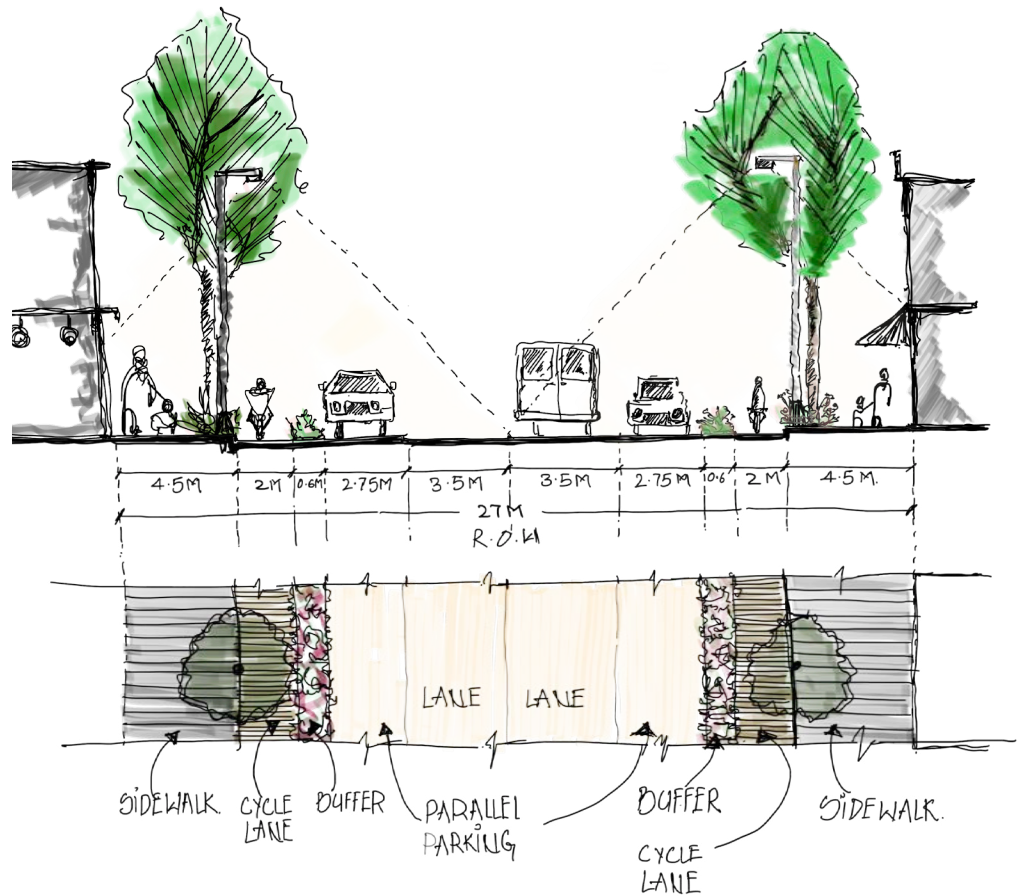
Figure: 29. Suggestion C for Mountain Avenue.



Suggestion C (Figure 29):

This suggestion would give back space to the pedestrian, as parking would be changed to parallel to widen sidewalks (Figure 31). Widening the sidewalks will allow space for seating, signage, a median, more lighting and greenery. It would include safer crossings with warning lights, repainted crossing lines on the road, curb cuts and visible pedestrian crossing signs. This option would eliminate some parking spaces.

Figure: 30. Suggestion D for Mountain Avenue.



Suggestion D (Figure 30):

This suggestion would widen sidewalks and create new lanes for bicycles and scooters, separating modes of transportation and thus increasing safety for all (Figure 32-33). It would include safer crossings featuring warning lights, repainted crossing lines on the road, curb cuts and visible pedestrian crossing signs. Similar to the other suggestions, this option would include more greenery, seating, lighting and signage, yet would not include a median. As the parking would be changed from diagonal to parallel, some parking spaces would be eliminated.



Figure: 31. Top: Precedent photo of a widened sidewalk, featuring seating and greenery in Vancouver, British Columbia. (The Globe and Mail)



Figure: 32. Middle: Precedent photo of Beckwith Street in Smiths Falls, Ontario in 2016. (Google Maps)



Figure: 33. Bottom: Precedent photo of Beckwith Street in Smiths Falls, Ontario in 2023. (Google Maps)

A median (Figure 34) would separate the opposing traffic lanes while narrowing the road width and therefore reduce driving speeds (Penner, 2019, Raised Medians section). A median will also provide space for pedestrian safety islands, which limit the amount of time a pedestrian is exposed to traffic while crossing (National Association of City Transportation Officials [NACTO], n.d.4., para. 1). This is especially helpful for older adults and folks who could need rest time while crossing the road.

Curb extensions (Figure 35) physically and visually narrow the road while expanding the sidewalk and shortening the length for a pedestrian to cross the road (NACTO, n.d.2., para. 1). This extra space would also allow for more greenery and seating, providing a space for folks to rest prior to or after crossing the road, or even chat with friends or family.

There are benefits to different types of parking (Figure 36). While drive-in angled parking is easier for the driver, it causes blind spots when backing out of the spot and thus brings danger to pedestrians and other drivers (Road Safety Toolkit, n.d.). Angled parking allows for more parking spaces but also takes up more of the road width wise. Parallel parking is at times more difficult for drivers while parking, yet it allows for the driver to have more visibility when leaving the parking spot (Road Safety Toolkit, n.d.).

Figure: 34. Left:
*Precedent photo of a
median with greenery.
(Green Cities: Good
Health)*

Figure: 35. Right:
*Precedent design
of a curb extension.
(NACTO)*





Figure: 36. Angled parking on Mountain Avenue.

3.7 Addressing Age-Friendliness on Mountain Avenue

As aforementioned, our project seeks to address challenges in Neepawa through an age-friendly lens, as per the WHO's Global Age-Friendly Cities: A Guide. The five categories that we address in this report on Neepawa are the following: transportation, outdoor spaces and buildings, social participation and housing. In this section, we identify how our suggestions for Mountain Avenue directly address these categories.

Transportation

The main emphasis of our suggestions for Mountain Avenue is to pedestrianize the street (Figure 37) with wider sidewalks and curb extensions. This will help prioritize the pedestrian, as many are unable to or do not feel safe driving as they age. Suggestion D also has the addition of lanes designated for bikes and scooters, to promote active

transportation and to keep cyclists and scooterists safe. Some of our suggestions adapt parking from angled to parallel, and this will help create a safer environment for other cars and pedestrians, as backing out of angled parking spots causes blind spots.

Outdoor Spaces and Buildings

As emphasized in our suggestions, we prioritize the addition of greenery, outdoor, age-friendly seating, lighting to increase safety (Figure 38), and way-finding signage (Figure 39) for tourists and older adults alike. Safe pedestrian crossings are also a priority (Figure 41), as they should include warning lights, repainted crossing lines on the road, curb cuts and be generally very visible to drivers.

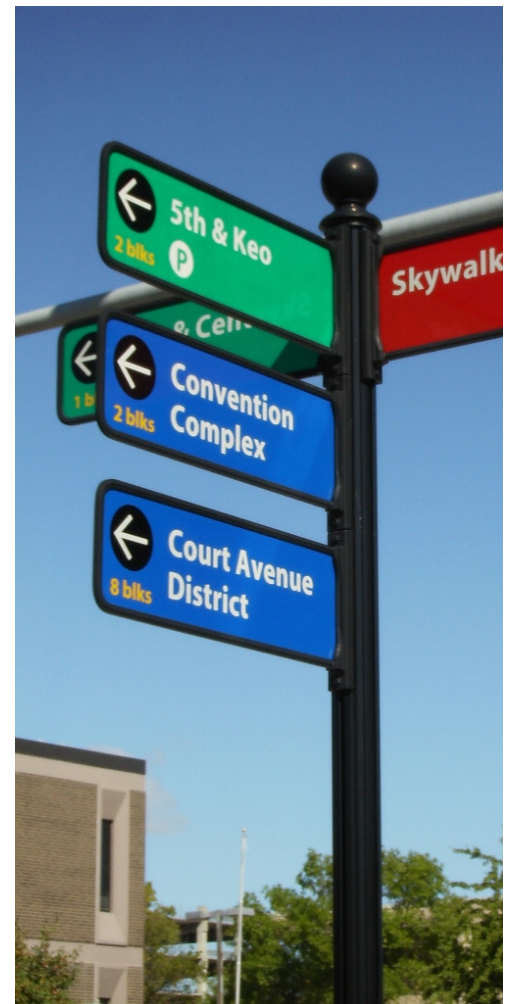
Figure: 37. Left:
Precedent photo of pedestrians walking on a sidewalk in Victoria, British Columbia.
(Times Colonist)



Figure: 38. Bottom:
Precedent photo of street string lighting.
(Southbmore)



Figure: 39. Right:
Precedent photo of wayfinding signage.
(Flickr)



Social Participation

Our suggestions emphasize the importance of pedestrianizing Mountain Avenue, and with that comes the opportunity for third places. A third place is one that is away from home and either work or school. Additional age-friendly seating (Figure 40) and space for restaurants or other businesses along Mountain Avenue to have patios on the widened sidewalks or curb extensions would provide space for this. This would allow people to rest, chat with others and meet their friends or family on Mountain Avenue.

Housing

In short, the goal for housing along and around Mountain Avenue is to encourage gentle density and stop the town from sprawling out. Increasing the amount of multi-use buildings featuring residential and commercial space (Figure 42) along Mountain Avenue would help achieve gentle density. Another way to achieve gentle density would be to encourage accessory dwelling units in Mountain Avenue's surrounding area. Gentle residential density around and along Mountain Avenue would increase the number of people frequenting Mountain Avenue, thus increasing customers for local businesses and fostering a more vibrant pedestrian realm. See Section 2 (page 26) for more information concerning housing.

Limitations



Figure 40. Precedent photo of age-friendly seating in Cork, Ireland. (Yay Cork)

As we are first-year city planning students and not urban designers, working with urban designers could provide insight on design suggestions for pedestrianizing Mountain Avenue. The design suggestions we offer are based on precedent studies.

As aforementioned, Mountain Avenue is a Provincial Road. Therefore, changes need to be made in tandem with the Province. Yet we did not have the opportunity to look into the rules and regulations that Provincial Roads must follow in Manitoba. This would have been beneficial to our suggestions for Mountain Avenue.

Figure: 41. Left:
Precedent design of a
pedestrian crossing.
(City of Kingston)

Figure: 42. Right:
Precedent photo of a
mixed-use building.
(Strong Towns)



4.0 HIGHWAY 16/ MAIN STREET

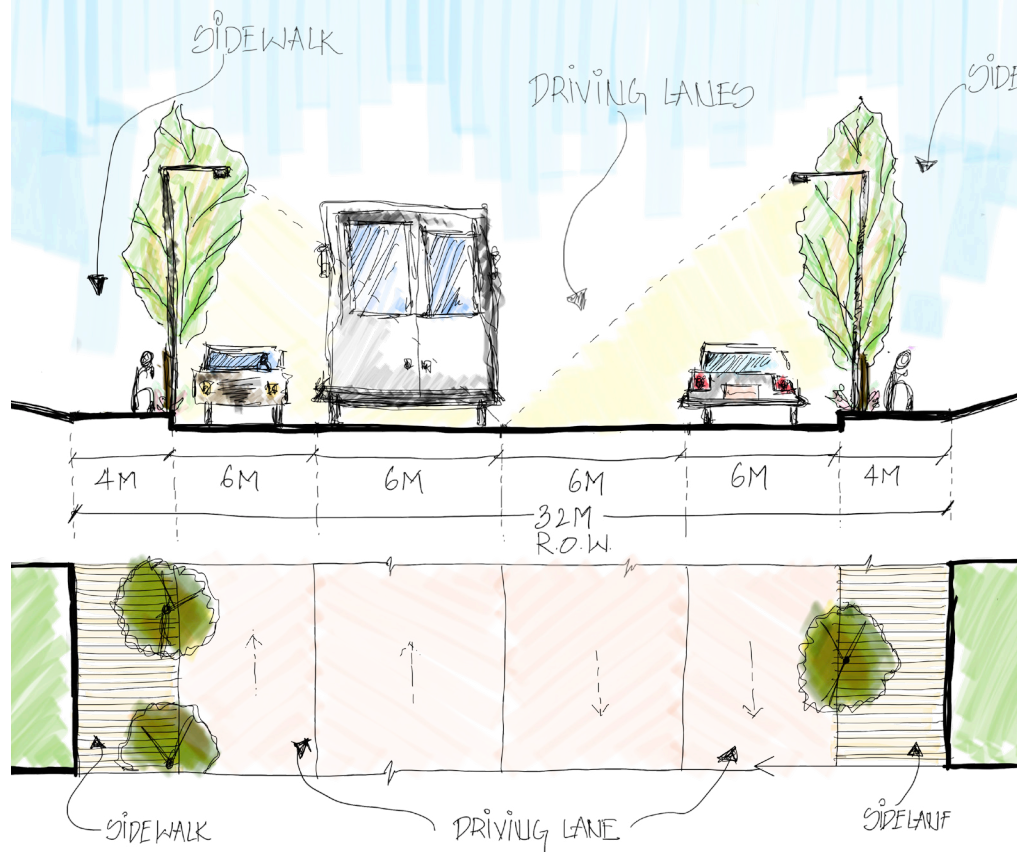
4.1 Current Conditions

Main Street is a stretch of Highway 16 that runs through Neepawa. Boasting a beautiful tree canopy, it is the first impression of the town and divides the north and south of Neepawa. Even though it links the residents to other parts of the Province, Highway 16 poses a serious risk to pedestrians

Figure: 43. Sidewalk ending on Hwy 16 & west of McBride Ave. (Google Maps)



Figure: 44. Section of existing conditions of Highway 16.



seeking to cross. Residents from both the north and south of town are disconnected from these essential services due to limited crosswalks on Main Street. Currently, there are only two crosswalks on Main Street. These are far apart and deemed unsafe to cross (Figure 43-44). The current state of pedestrian crossing and accessibility on Main Street poses significant challenges, hindering the seamless interaction between the north and south parts of the town. The lack of interconnected sidewalks makes it difficult to get from one end to the other, especially in the area surrounding Highway 5 (Figure 45). In this regard, we present some suggestions to consider making the usage and crossing of Highway 16/Main Street easier and safer for pedestrians and motorists. These suggestions are based on knowledge gained from our precedent study and also took inspiration from precedents in Manitoba towns, such as Carman and Portage la Prairie (Figure 46). In 2004, Manitoba Transportation

commissioned a functional design study of Provincial Trunk Highway 16 which recommends a median located where the highway intersects with Mountain Avenue (Figure 47). This, however, has not been implemented yet but in the broader sense, it shows the acknowledgment of the unsafe road conditions on Highway 16 in Neepawa.

4.2 Strengths

Main Street has many strengths, ranging from its economic vitality to providing connectivity in Neepawa. Main Street is the centre of the community because of the thriving local businesses, services, and amenities such as the Co-op, Boston Pizza, Tim Hortons, McDonald's, and Dairy Queens that line it. While acting as the economic hub of Neepawa, Main Street also provides connectivity between the town and the rest of the towns in the province which fosters economic



Figure: 45. Manitoba Hwy 16 and Manitoba Hwy 5 intersection in Neepawa, MB. (Google Maps)



Figure: 46. Pedestrian corridor in Carman, Manitoba, across Manitoba Highway 13. (Google Maps)

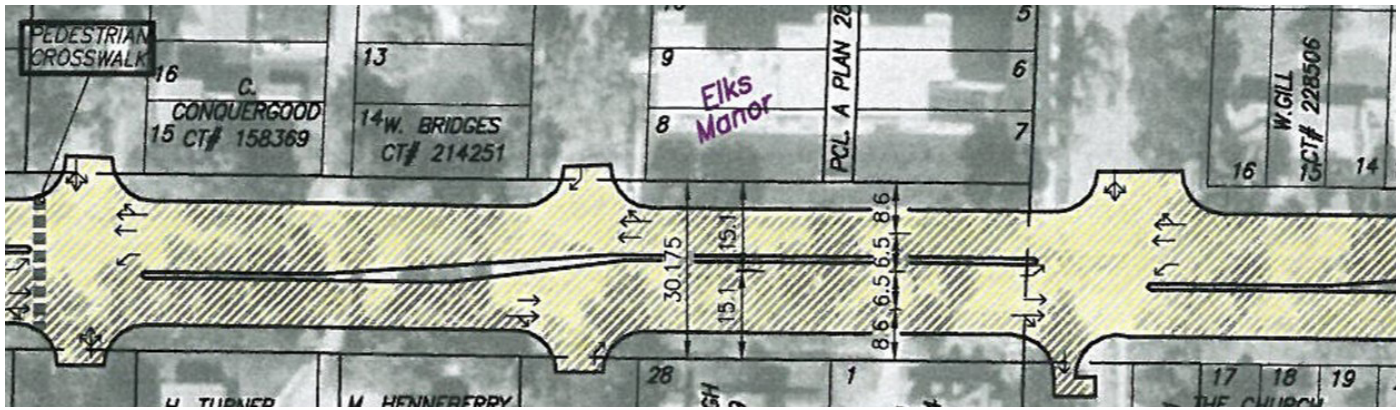


Figure: 47.
Recommended plan
from 2004 for Hwy 16
through Neepawa, MB.
(Neepawa)

activities and trade in the wider regional context. In general, Main Street provides good connectivity and makes it easier for residents and businesses to connect while facilitating the movement of goods and services.

4.3 Challenges

High traffic volume and high speeds on Highway 16 pose significant challenges and increase the risk of accidents, particularly at the intersection with Highway 5 and Brown Avenue.

Main Street being a provincial road means that any proposed changes or modifications to it would require approval at the provincial level. This means that the suggested changes to Main Street will need a provincial collaboration which might involve lengthy processes and delaying the implementation of the suggestions. This bureaucratic aspect may result in delays in implementing necessary changes to address the traffic and accessibility issues. Another challenge that town officials identified would be funding since much of the town's resources are geared towards the construction of their new hospital there might be resource constraints which may affect implementation.

4.4 What We Heard

Overall, the suggestions for Neepawa's Main Street have been received with enthusiasm. However, in our final presentation, people expressed concern about introducing pedestrian crosswalk at the intersection between Brown Avenue and Main Street. They explained that the place is

very steep hence having to stop for pedestrians to cross can result in vehicles sliding downhill, particularly during the winter when the road becomes slippery. The counter suggestion from the community is to have a pedestrian crossing away from the hill to enable motorists to stop safely for pedestrians.

4.5 Reimagined Plans and Section

Safe Crossing at Highway 16 & Highway 5

To slow down traffic and make the intersection safer, we propose the introduction of crosswalk infrastructure and a median (Figure 48) to ensure better interaction between the north and south parts of the town while highlighting Neepawa as a Destination for tourism. Ensuring adequate pedestrian crossing along Highway 16 is intended to promote connectivity, convenience and safety, especially

Figure: 48. Proposed pedestrian corridor on Hwy 16 in Neepawa, MB.



Figure: 49. Top:
Captions for images
within the text width
guides can go here in
the margin.

Figure: 50. Bottom:
Precedent in Almonte,
ON for Manitoba
Hwy 16 in Neepawa,
Manitoba. (Google
Maps)



when pedestrians are trying to get to destinations adjacent to the intersection of Highway 16 and Highway 5. To further promote safe active transportation, we propose a pedestrian crossing at the east of Highway 5 where the north sidewalks end (Figure 49). This will improve connectivity between businesses on the north and south sides of the highway, including the Co-op grocery and the incoming hotel. Ensuring interconnectivity is paramount to protecting both pedestrians and motorists while offering shops and businesses around spatial interaction with their customers (Figure 50).



Figure: 51. Precedent in Carman, Manitoba for safe crossings at Hwy 16 and Brown Avenue in Neepawa, Manitoba. (Google Maps)

Safe Crossing at Highway 16 & Brown Avenue

The Trans-Canada trail crosses at the intersection of Brown Avenue and Main Street so introducing safe crossing infrastructure will contribute to improving safety at that part of the street (Figure 51). The primary objective of introducing safe crossing infrastructure is to improve the safety of pedestrians and individuals using the Trans-Canada Trail. Implementing designated crosswalks, pedestrian signaling systems, and additional safety measures will effectively mitigate the likelihood of accidents and enhance the overall safety conditions for older adults and other pedestrians. Linking the north and south of Neepawa township through the Trans-Canada Trail fosters greater connectivity. This not only benefits the trail users but also strengthens the overall accessibility in the town, making it easier for residents around Brown Avenue to access essential services, businesses, and recreational spaces.

Overall improving crossing at this intersection will encourage walking and outdoor activities which in the long term will contribute to promoting a healthier lifestyle among residents. With safe and convenient crossings at the intersection, more older adults may choose to walk, bike or use their scooters contributing to improving physical and mental well-being.

4.6 Addressing Age-Friendliness on Highway 16/ Main Street

Outdoor Spaces and Buildings

We again suggest adding or increasing foliage and lighting on Main Street to create a more welcoming space where people feel safe crossing and traveling on the main street. This is intended to slow down traffic and increase visibility making the sites more pedestrian friendly. Strategically placed foliage can act as a natural barrier, subtly guiding traffic flow and encouraging drivers to slow down. Narrowing driving lanes or creating green medians can physically slow down vehicles, enhancing pedestrian safety.

Good lighting will encourage the use of Highway 16 at night, making it more vibrant and active after daylight hours. This can attract more businesses and create a thriving nightlife. Again, adequate lighting can deter criminal activity by increasing visibility and making potential perpetrators more easily identifiable. This perception of safety encourages more people to use the street creating a natural surveillance effect.

Summary

Overall, our suggestions for Highway 16 and Brown Avenue emphasize interconnectivity as it strikes a balance between the needs of pedestrians and motorists. The enhancements are intended to make intersections on Highway 16 more accessible for various modes of transportation including walking, cycling, scootering, and driving, contributing to a comprehensive and inclusive urban environment. The proposed improvements go beyond just traffic management; they represent a holistic strategy to transform the intersection into a vibrant, safe, and economically thriving hub for Neepawa, catering to the needs of residents and visitors alike.

5.0 HAMILTON STREET

5.1 Current Condition

Hamilton Street is another crucial residential thoroughfare in Neepawa that connects the Lions Riverbend campground in the eastern part of the town to the Neepawa Curling Club in the west (Figure 53). If we proceed eastward on Hamilton Street, it intersects with Broadway Avenue, which runs perpendicular and connects with Neepawa Golf Course.

Figure: 52. Roxy Theatre. (Google Maps)



Essentially, Hamilton Street is a residential road intersecting Tupper Avenue, heading north towards the Stoney Creek School and merging further into Brydon Street towards the Flats. The southern side of Tupper Avenue extends further into the town, linking with Walker Avenue and crossing Highway 16. A segment of the street between Brown Avenue and Mountain Avenue hosts various establishments like a hair and body studio (Figure 54), medical clinic (Figure 55), the Roxy Theatre (Figure 52), and Town of Neepawa administration office (Figure 56) on either side. Currently, Hamilton Street in the residential part of the town is 12m in width (Figure 57), lacking cycle lanes or sidewalks until it intersects with Tupper Avenue where it narrows to 8m in width (Figure 58), extending towards the new upcoming hospital. Presently, the street ends at Lions Riverbend

Figure: 53. Top:
Current Hamilton Street
segment, 8 meters.
(Google Maps)



Figure: 54. Left: Nail
and Hair Salon.(Google
Maps)

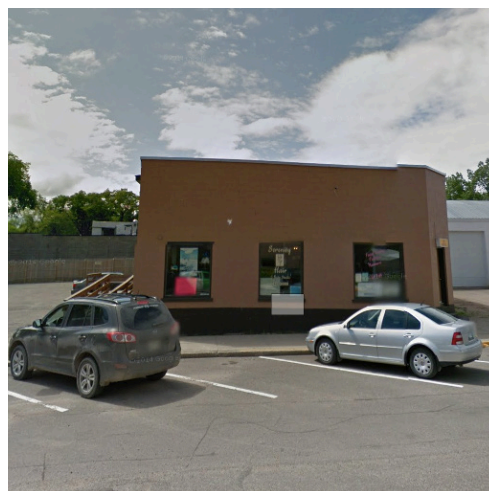


Figure: 55. Right:
Medical Clinic. (Google
Maps)

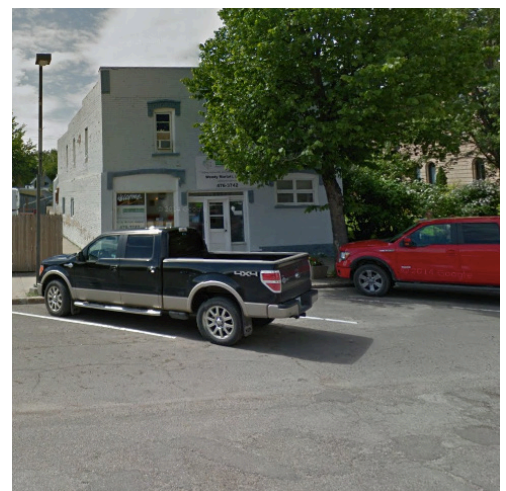




Figure: 56. Left:
Town of Neepawa:
Administration office.
(Google Maps)

Figure: 57. Right:
Hamilton Street
12-meter segment.
(Google Maps)

Campground.

With the construction of a new upcoming hospital, Hamilton Street is set to be extended further east, making it a significant thoroughfare connecting the hospital to the rest of the town and receiving some of the traffic from Highway 16. The authorities are presently in the process of acquiring land to extend the road further towards the upcoming hospital. The width of the upcoming section Hamilton Street along the hospital is still under consideration by the authorities and could range between 8m to 10m without parking, as per the feedback received from the meeting held on December 11, 2023. Given the absence of sidewalks or cycle lanes currently on either Hamilton Street or Tupper Avenue, there is a potential challenge for the pedestrian and alternative transportation users commuting to the hospital. This presents an opportunity to explore alternative street designs for Hamilton Street, addressing the anticipated traffic influx and accommodating pedestrian and alternative transportation modes like bicycles and electric scooters.

5.2 Strengths

At present, Hamilton Street is a tranquil residential street with minor commercial buildings along its route. It provides excellent connectivity through the town's periphery from east to west and connects further to the streets on the north and south, leading to good connectivity throughout the entire town. In essence, the street has great potential for development.

5.3 Challenges

Currently, there are no challenges as the street is widely used as a residential street. However, with the impending construction of the new hospital and its integration with the street as a major thoroughfare, the existing street design will pose challenges in accommodating the different modes of transportation along that route. As we discussed with the older adults in the meeting in Neepawa, we understood the concerns regarding the use of electric scooters by older adults and electric cycles driven by children, creating issues with pedestrians and older adults using walkers and canes. Older adults feel unsafe walking on the road without sidewalks and dedicated cycle lanes. Consequently, they avoid walking through Hamilton Street. Also, in the future, when the new hospital is operational and traffic on Hamilton Street intensifies, the current design will hinder pedestrians, cyclists and scooter riders from navigating the street safely.

Figure: 58. Hamilton Street 8-meter segment in Residential Area.



5.4 Vision

The vision for redesigning Hamilton Street revolves around appropriately designed driving lanes, safe pedestrian sidewalks and accessibility to alternative transportation modes like electric scooters and bicycles. By addressing these considerations, Hamilton Street would transform into an efficient and well-planned street catering to the needs of older adults, incorporating age-friendly design elements and promoting inclusivity for users of electric scooters and bikes across various age groups. Despite its residential nature, the street will accommodate a larger population with the anticipated increase in traffic in the future. The reimagined street sections will provide an aesthetically pleasing environment with diverse landscaping (City of Vancouver, 2023), well-designed sidewalks, and multipurpose lanes for cycling and scooting (City of North Vancouver, n.d.), all equipped with safety measures such as crosswalks with flashing warning lights and dedicated lanes along the stretch of the street.

5.5 What We Heard

The older adults that we consulted requested that we integrate certain design elements into street planning to address the increasing presence of electric scooters and bicycles in the town. Ensuring pedestrian safety amid this growth is a major priority for them. Following the second meeting, they expressed satisfaction with our inclusion of active transportation features in the proposed designs for Hamilton Street. These features include sidewalks, a dedicated cycle lane, and a multipurpose lane.

During our discussions, the town officials were still determining the future of the Hamilton Street expansion linking to the hospital. They mentioned that they are currently in the phase of acquiring land from a private property owner for the road. Following our initial meeting, they provided highly favourable comments upon reviewing the proposed street section, which featured elements

promoting active transportation. After the final meeting, the town officials informed us that there is a possibility of widening the Hamilton Street segment from its current 8 meters to 10 meters in the upcoming expansion.

After engaging in four meetings with older adults and town officials in Neepawa, we received valuable feedback regarding our proposed redesign of Hamilton Street. The key concern raised by older adults pertained to the inconvenience caused by high-speed electric scooters and cycles, making it challenging for them to walk on sidewalks or crossroads. Considering these concerns, our redesigned street includes dedicated sidewalks and multi-purpose lanes specifically designed for electric scooters and cycles, ensuring a clear distinction between pedestrian and high-speed non-vehicular transit areas. With positive feedback from the group during discussions, they expressed satisfaction with the proposed street sections and showed willingness to adopt these changes in the future.

5.6 Reimagined Plans and Sections

The reimagined street plans and sections emphasize the street's various aspects, allowing pedestrians and other commuters to enjoy the safe and aesthetically pleasing environment on Hamilton Street. To enhance clarity through illustrations, we've provided sketches of the revamped street plans and sections, each with unique strengths and challenges.

Reimagined Intersection Plan (Figure 59):

The reimagined street intersection on Hamilton Street and Tupper Avenue addresses the unsafe crossing of pedestrians, scooters and cycle drivers (City of Vancouver, 2019). To address this issue, a sidewalk of 1m is incorporated on one side of Hamilton Street, accompanied by a dedicated 2m wide cycle lane to facilitate smooth navigation. The dedicated cycle lane (Figure 60) and intersection crossing are marked in green (Figure 61) (NACTO, n.d.1., para. 1), and extend throughout the length to increase the visibility of the facility. The intersection crossing is equipped with a flashing warning light at the conflict area for safety. Additionally, the intersection includes a designated pedestrian crossing with crossing lights to enhance pedestrian safety.

Figure: 59. Section of the proposed intersection at Hamilton Street and Tupper Avenue.

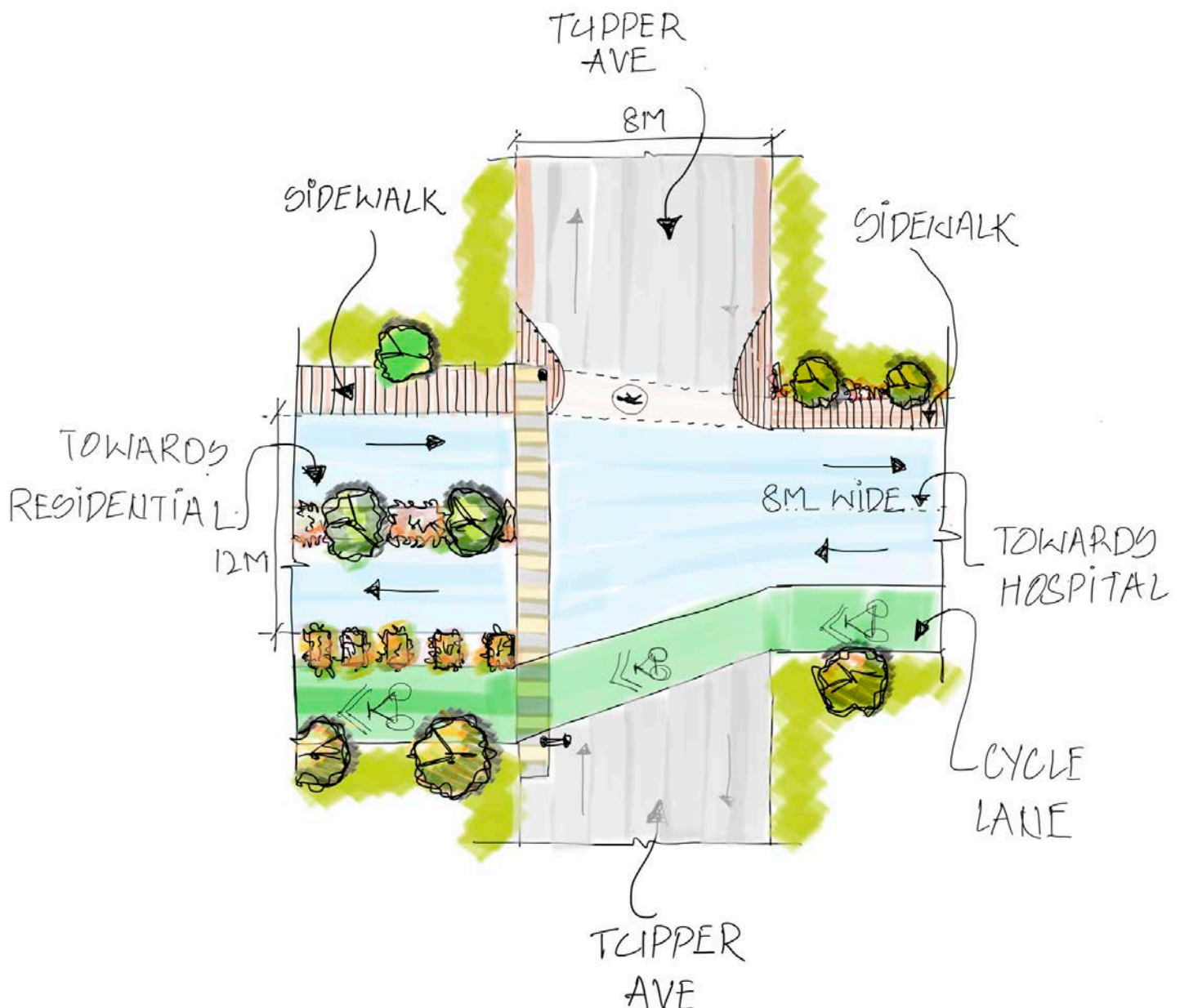




Figure: 60. Precedent photo of a Protected / Separated bicycle lane on Dunsmuir Street, downtown Vancouver, Canada. (Reliance Foundry)



Figure: 61. Bourke Street, Sydney, Australia. (Global Street Design Guide)

Suggestion A (Figure 62):

This suggestion caters to the 8m wide segment of Hamilton Street leading to the hospital. The redesigned street section entails the creation of a multi-purpose lane (NACTO, n.d.3., para. 1), dedicated to non-vehicular traffic, accommodating cyclists, scooter users, and pedestrians, including older adults, children, workers, and tourists (Figure 64). This 2m wide lane would assure the safety of pedestrians, scooters and cyclists from oncoming traffic, while the driving lanes are designed to be 3m wide for smooth passage. Trees and lined along the multi-purpose lane will add to the town's aesthetics.

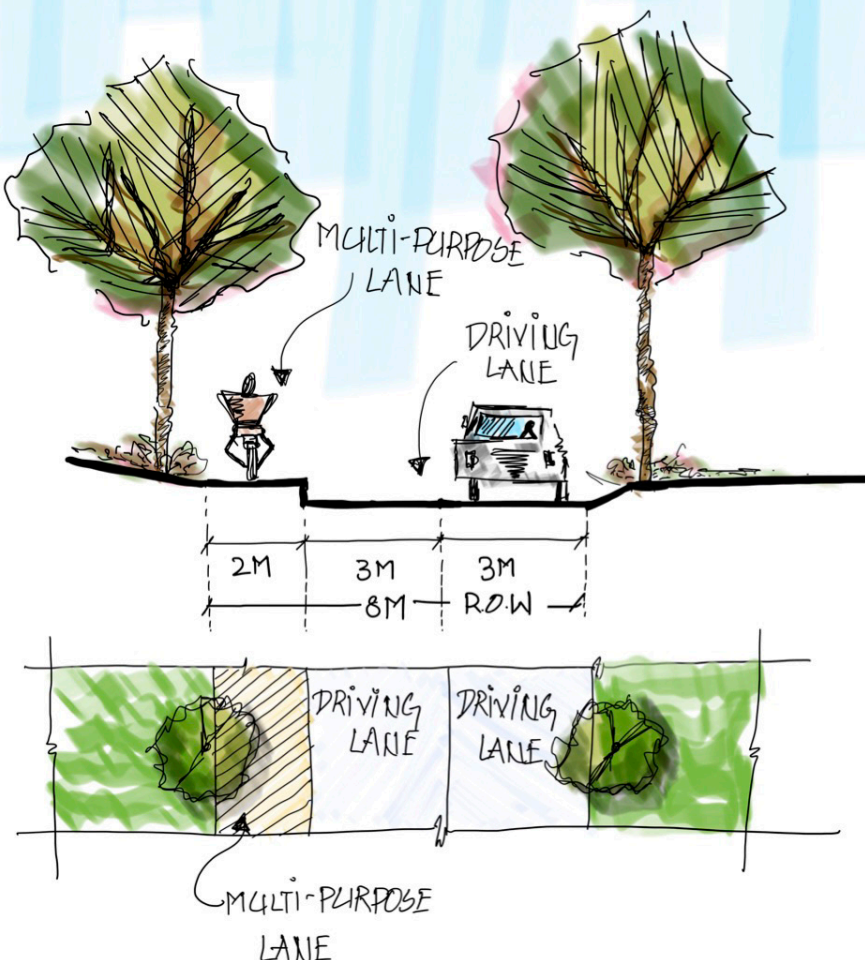


Figure: 62. Suggestion A for Hamilton Street, 8 meter segment.

Suggestion B (Figure 63):

This suggestion is very similar to Suggestion A as it caters to the 8m wide segment of Hamilton Street leading to the hospital. The redesigned street section entails the creation of a cycle lane dedicated to non-vehicular traffic, accommodating cyclists and scooter users only. On either side of the street, a 1m wide dedicated sidewalk is proposed for pedestrians (NACTO, n.d.2., para. 1), including older adults, children, workers, and tourists [Neepawa_Fig5-14]. This 2m wide lane would assure the safety of scooters and cyclists from oncoming traffic, while the driving lanes are designed to be 2.5m wide for smooth passage. The sidewalk and cycle lane will add to the attractiveness of the street through lined native trees.

Figure: 63. *Suggestion B for Hamilton Street, 8-meter segment.*

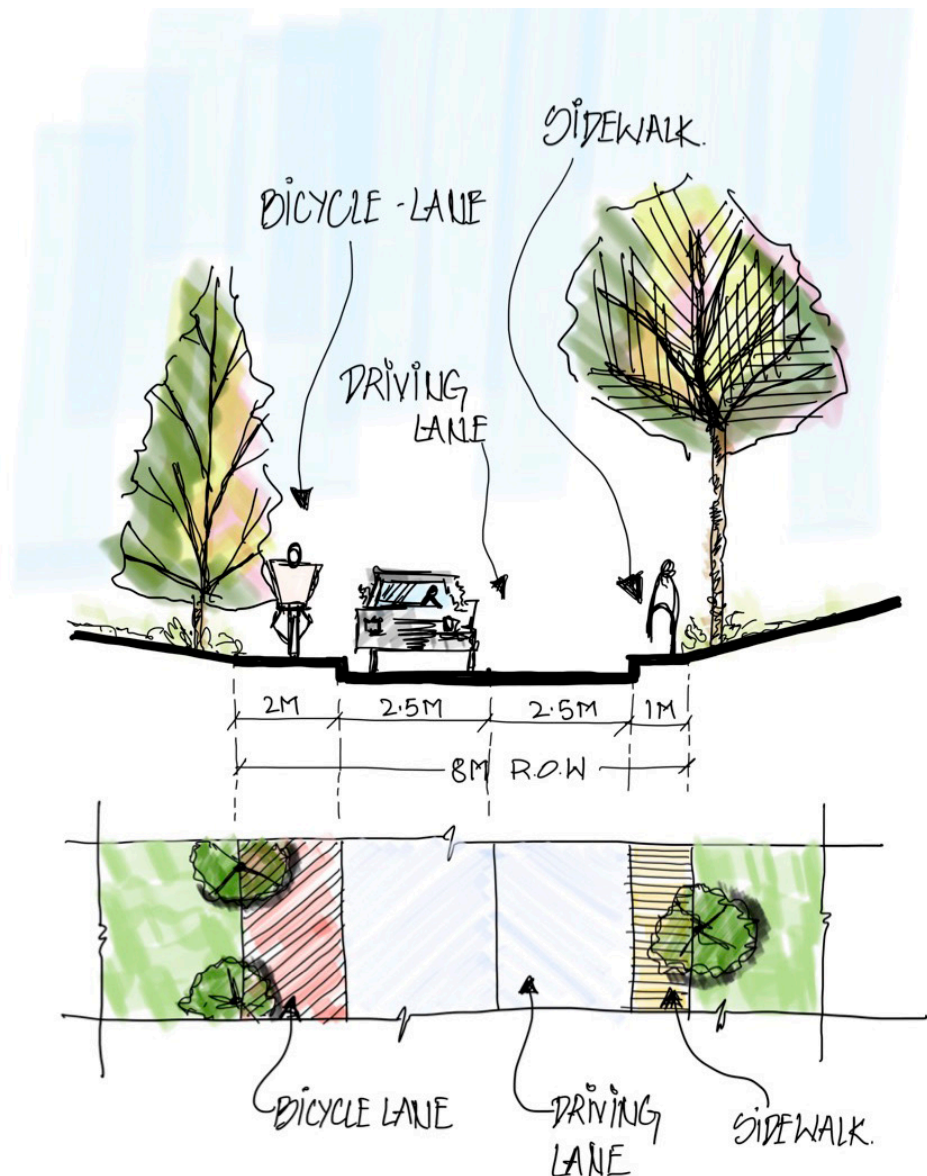




Figure: 64. Top:
Precedent of multi-purpose lane. (Thorold Today)

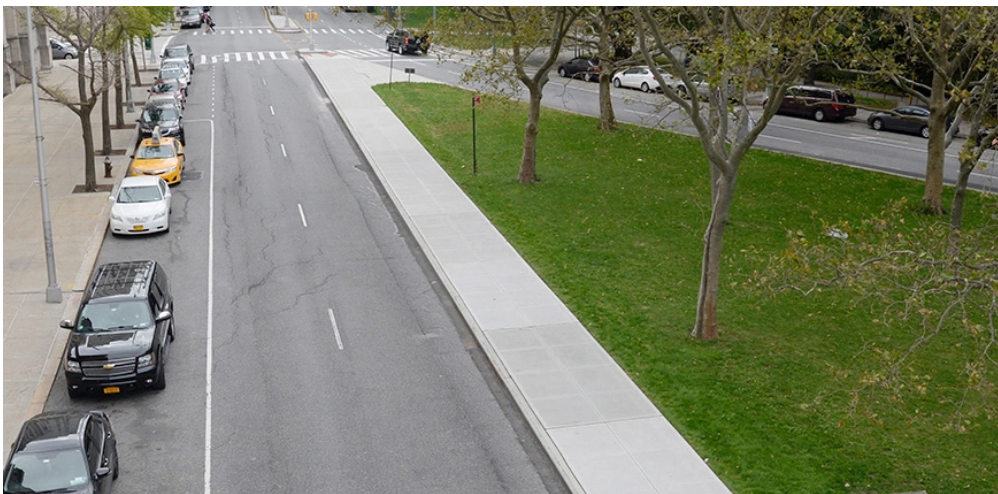


Figure: 65. Middle:
Precedent of sidewalk. (Street Design Manual)

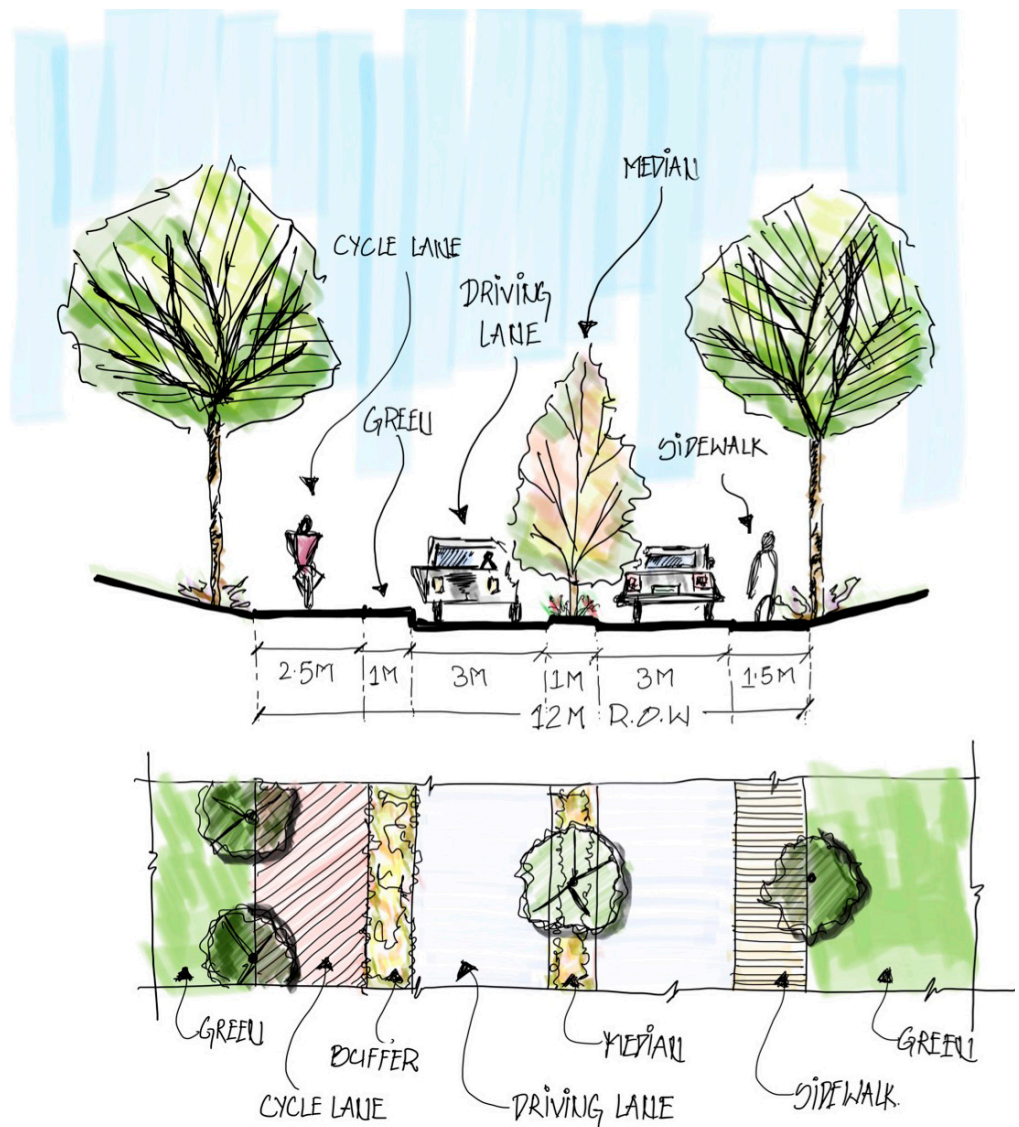


Figure: 66. Bottom:
Precedent photo of planter buffer on side lanes. (City of Vancouver)

Suggestion C (Figure 67):

This suggested design is proposed for 12m wide Hamilton Street, connecting to the rest of the town through the residential segment of the street. The redesigned street section includes a dedicated cycle lane measuring 2.5 meters (NACTO, n.d.4., para. 1), and a green buffer of 1m running along its length (Figure 66). This green buffer will ensure the safety of cyclists from the traffic, separating them from the two driving lanes of 3m each, with a median of 1 meter in between (Figure 68). Additionally, a 1.5m wide side lane is also incorporated on the opposite side, providing a safer pathway for pedestrians involving older adults, tourists, and children, removing any clash points between the cyclists and pedestrians.

Figure: 67. Suggestion C for Hamilton Street, 12-meter segment.



Suggestion D (Figure 68):

This suggested design is also proposed for 12m wide Hamilton Street, with some modifications to suggestion D. The redesigned street section includes a multipurpose lane for electric and regular bikes and electric scooters (Figure 69) measuring 2.5 meters and a vertical green buffer of 1m running along its length. This green buffer (Figure 70) will ensure the safety of cyclists from the traffic, separating them from the two driving lanes of 3m each, with

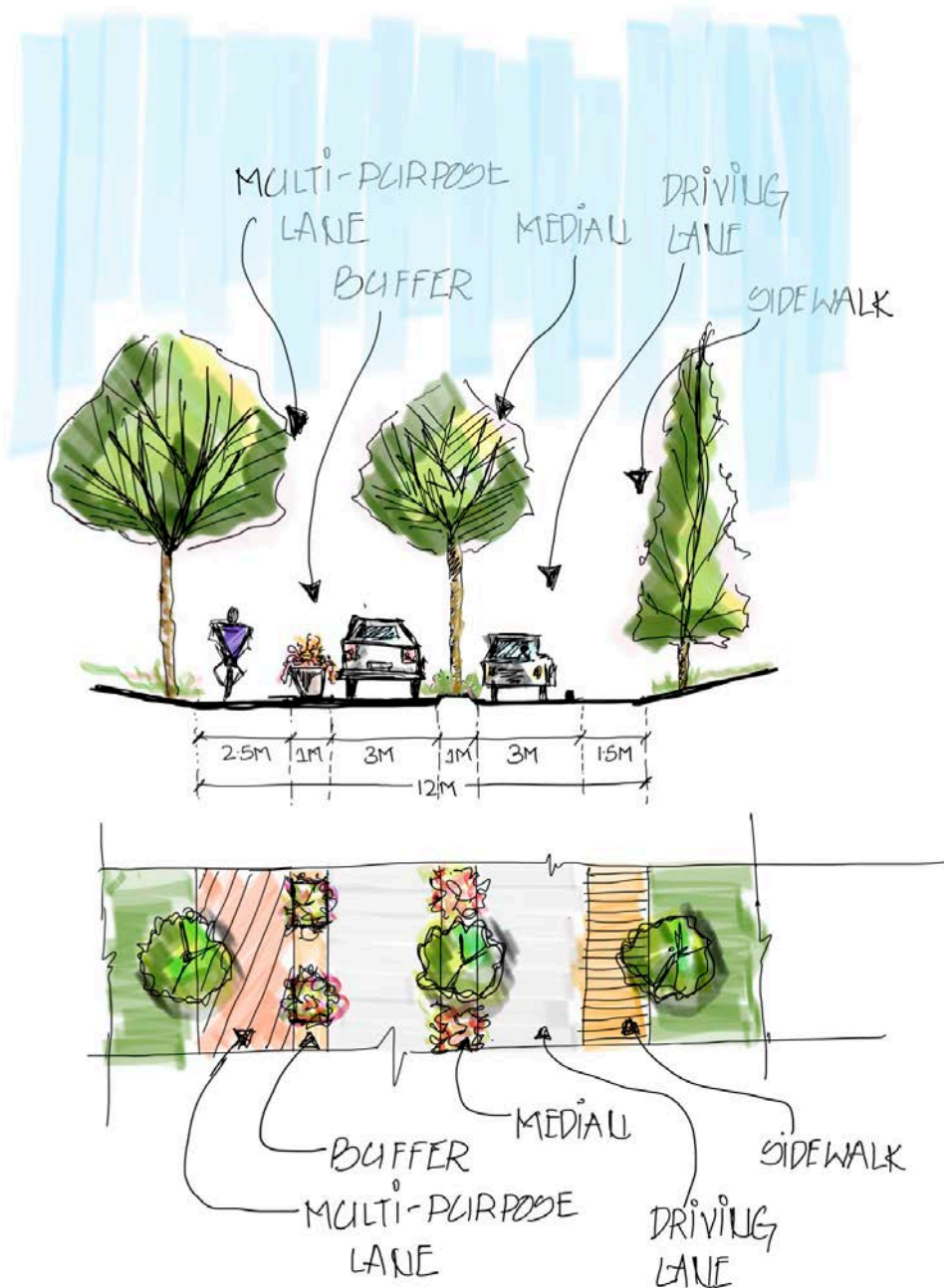
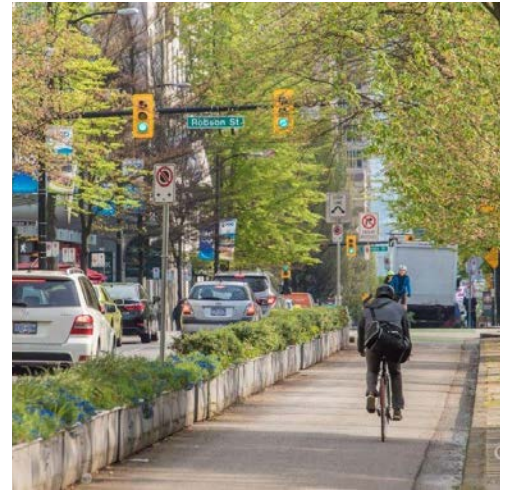


Figure: 68. Suggestion D for Hamilton Street, 12-meter segment.

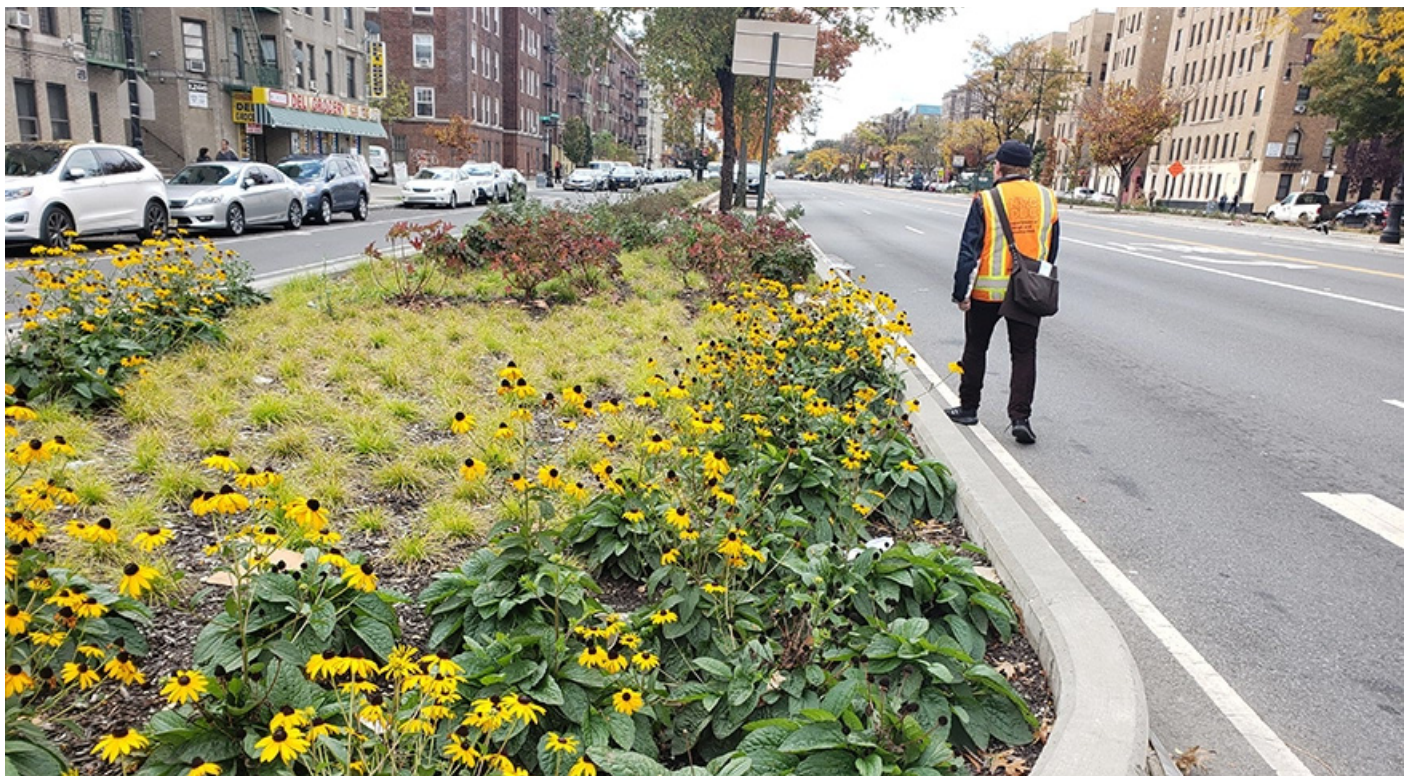
Figure: 69. Left:
Precedent photo of
Multipurpose lane.
(Hans on the Bike)

Figure: 70. Right:
Precedent photo of
vertical landscaping to
create a green buffer
for protected bike lanes.
(Reliance Foundry)



a median of 1 meter (New York City DOT (n.d.)), in between lined with vegetation and trees (Figure 71). Additionally, a 1.5m wide side lane is also incorporated on the opposite side, providing a safer pathway for pedestrians involving older adults, tourists, and children, removing any conflict points between the cyclists and pedestrians.

Figure: 71. Precedent
of elevated median.
(Street Design Manual)



5.7 Addressing Age-Friendliness on Hamilton Street

As outlined in Chapter 1, the Introduction of our project, we aim to incorporate age-friendly aspects in the redesigned section of the town, adhering to the guidelines of the World Health Organization's Global Age-Friendly Cities: A Guide. In alignment with these guiding principles, we have specifically addressed key aspects in Neepawa, including transportation, outdoor spaces and buildings, social participation and housing. The ensuing recommendations correspond to these identified aspects in Hamilton Street.

Transportation

As the current residential nature of Hamilton Street is devoid of bicycle lanes or sidewalks, we aim to alleviate the suggested redesign of the street by placing significant emphasis on enhancing the pedestrian infrastructure. Our focus involves incorporating sidewalks and providing either multipurpose lanes or dedicated cycle lanes to alleviate future east-west traffic concerns, particularly with the anticipated operation of the hospital in Neepawa. All the redesigned sections emphasize sidewalks and alternative lanes for scooters and cyclists. Through proactive and ambitious planning, we aim to preemptively mitigate potential traffic issues in the town, creating new travel opportunities that will be beneficial for various users, including older adults, children, tourists, and visitors to the hospital.

Outdoor Spaces and Buildings

As the guidelines suggest that outdoor spaces and buildings have a significant impact on the mobility and health of older adults, hence the redesigned streets ought to cater to the age-friendliness of the town. The streets can be improved with trees along the sidewalks, multipurpose lanes or medians. The aesthetic enhancement of the streets and the overall town add to the health and well-being of the older

adults, children and tourists. Additionally, it is advisable to use native plants and tree species to minimize maintenance efforts and contribute to the sustainable aspects of the environment.

Social Participation

Engaging in leisure, social, cultural, and recreational activities within the community benefits older adults' health and well-being. However, the lack of supporting infrastructure often hinders the accessibility of these activities. Hence, to address these issues, we have proposed improved sidewalks ensuring accessibility and multipurpose lanes by redesigning Hamilton Street, promoting safe and smooth passage throughout the town to ensure freedom of movement for older adults.

Housing

The WHO guidelines underscore the importance of housing for the safety and well-being of older adults, emphasizing its connection to community access and social participation, which, in turn, impacts independence and quality of life. With the upcoming hospital being constructed and the new route from town to the hospital, the street and the town are expected to grow in the future. To accommodate Neepawa's new and existing residents, we envision a gradual increase in housing density along Hamilton Street.

6.0 THE FLATS

6.1 Current Conditions

The Flats is a centrally located public greenspace between Neepawa's historic downtown and its eastward expansion where the new hospital is in current development (Figure 72). The Flats is in proximity to other natural areas and recreational spots in Neepawa including Riverbend Park and the Whitemud River (Figure 73), the outdoor pool (Figure 74), and nearly intersects the Neepawa Langford Trail (Figure 75). At the intersection of the west and south perimeters of the Flats, Brown Avenue and Mill Street, is the HAND, which offers support services for seniors in Neepawa and neighbouring rural municipalities, making the Flats a nearby amenity for older adults (Figure 76).



Figure: 72. Top:
Riverbend Park.



Figure: 73. Bottom:
Neepawa Pool.



Figure: 74. The Flats is a hub for sport and recreation.



Figure: 75. The Flats in its current state with nearby amenities including the Trans Canada Trail (TCT).



Figure: 76. Left: HAND centre in Neepawa, Manitoba.

Figure: 77. Right: TCT signage

The Flats is the central entrance into the broader green network that interweaves the town (Figure 78). The Trans Canada Trail (TCT) also makes use of the Neepawa Langford Trail network that connects to other recreational spots within the town including HyLife Back Forty Multi-Use Trail Park, Lions Riverbend Campground, Rotary Park, the Bird

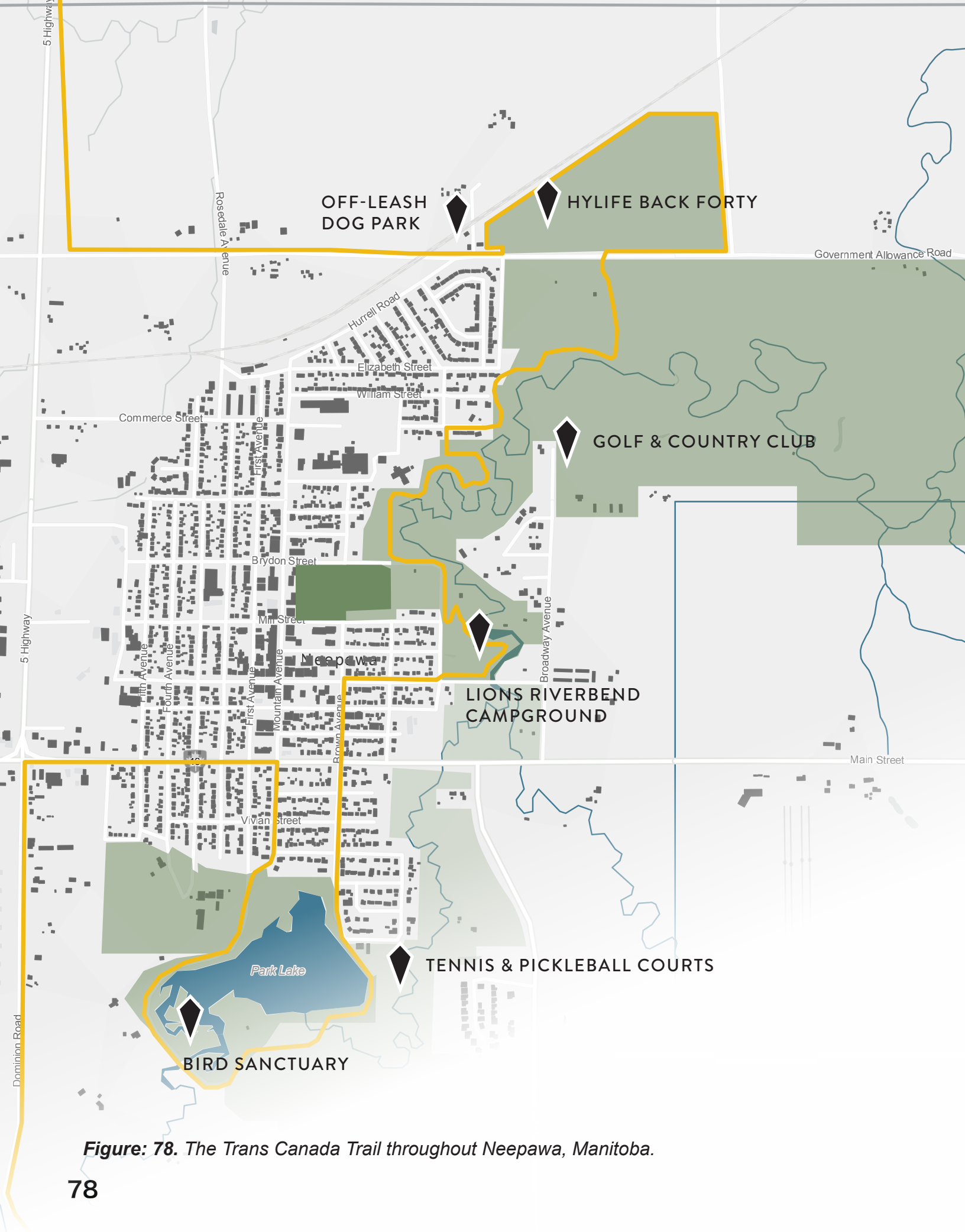


Figure: 78. The Trans Canada Trail throughout Neepawa, Manitoba.

Sanctuary, and others that are adjacent to the trail, including the newly developed pickleball and tennis courts south of Highway 16 (Figure 77).

6.2 Strengths

The Flats has many strengths as it currently stands. The most prominent is its central location within the town. Its location is conveniently situated near Mountain Avenue where the town's main services and amenities can be found. Throughout the year, the Flats hosts events big and small. The Flats is primarily a sports hub used for soccer during the warm periods of the year. In the colder months, the Flats hosts the Winter Wonderland Festival and sets up outdoor skating rinks for town residents to enjoy. Additionally, the 3.6 km cross-country ski trail utilizes a portion of the TCT and includes the perimeter of the Flats in the winter months (Town of Neepawa). There is also a public washroom facility [Fig.6-6] in the premises which also acts as a change room for ice skating and includes a concession stand. The Flats provides the town a green public space to host sport field games but also recurring and sporadic activities for the broader community.

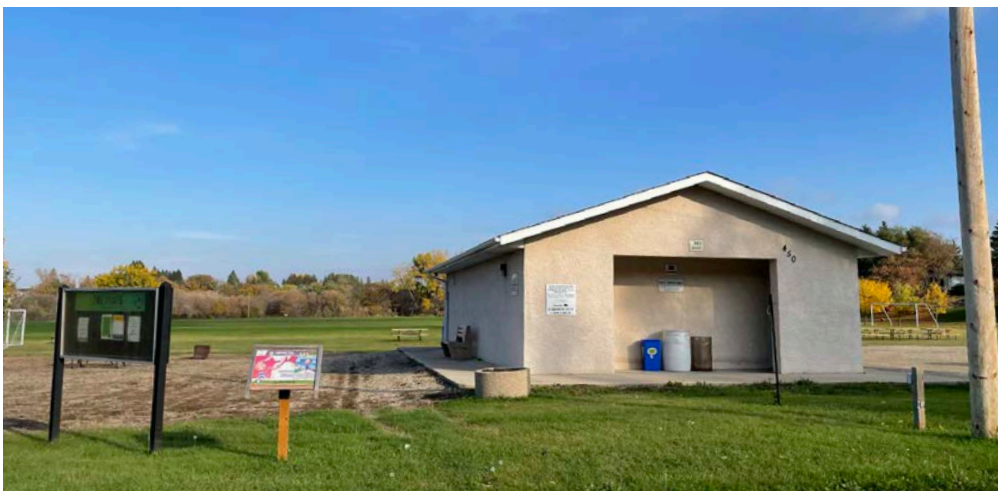


Figure: 79. Current public washroom at the Flats.

6.3 Challenges

We identified three challenges in looking at the Flats from an age-friendly perspective. As it currently stands, the sole use of the Flats is for field sport as it is the only one of its kind in the town other than school grounds. Furthermore, approximately one-third of the area on the eastern side is separated from the sports field with a swale and retains most of its natural topography. This area is generally avoided due to annual flooding from the adjacent Whitemud River. Other than the public washrooms and paved walkways on the south and west parts of the perimeter, the lack of additional elements in this public space prevents others who don't engage in field sports from being active users of this space, deeming the Flats as inaccessible to the broader public including older adults. The final challenge concerning the Flats is the vandalism and misuse of the public washrooms and its inaccessible entrance for wheelchair users, as discussed in one of our community engagements with older residents and town administrators at the HAND drop-in centre. The frequent cases of misuse have led to the installation of security cameras, night closures, as well as long-term temporary closures. The continued misuse has led to the public washrooms being perceived as unsafe and to be avoided. The lack of other uses of the Flats may be a factor in perpetuating misuse of the public washrooms as offenders may view the opportunity to strike when the green space is empty.

6.4 What We Heard

The strengths and challenges of the Flats were gathered through primary research. This includes several visits to the Town of Neepawa and interviews with some of the older adults in the community.

There are many older adults who are originally from Neepawa and have returned to settle in the town post-retirement. The older adults noted that there are many indoor activities for older adults such as the activities offered

at the H.A.N.D. drop-in centre and KKI & KKII facilities. Those living in the assisted facilities (KKI and KKII) are happy with their placement in the town centre as they are near the amenities and can walk to most of them. Yet overall, the older adults we spoke with are not happy about lack of usable green space. Also of note are the pickleball and tennis courts, as they are further out from the town centre and are not easily accessible for older adults who cannot drive. Town officials noted that the sports field has been a big investment for the town to develop and maintain, and that the Flats field is well used by youth for soccer and is the only space that of its kind in the town. Also, the current public washroom facility had been closed due to previous and constant misuse.

6.5 Suggestions to Consider

Neepawa might consider adding interventions for everyday public use of the Flats by reimagining the non-sports field areas as opportunity areas. These areas include the west and south edges of the greenspace with seating, landscaping, and intergenerational activities, and the flood-prone area in the east that responds to the rising flood levels that allow people to engage with this otherwise vacant space (Figure 80).

The pertinent feedback we heard from town administration members during community engagements is the protection of the sports field since it is well-used by youth in the town for soccer. Some of the older adults have grandchildren who play in these fields. By focusing on these opportunity areas, the well-used open sports field is retained for soccer for the youth and the rest of the Flats area can be used by all.

Suggestions to Consider Along the West and South Edges

The west (along Brown Avenue) and south (along Mill Street) edges of the Flats encompass the green space between the sports field and the paved sidewalk. The west edge includes the public washroom facility and the parking lot. The south edge follows Mill Street from Brown Avenue until Walker Avenue intersects the Flats just before the

Figure: 80. Opportunity areas in the Flats.

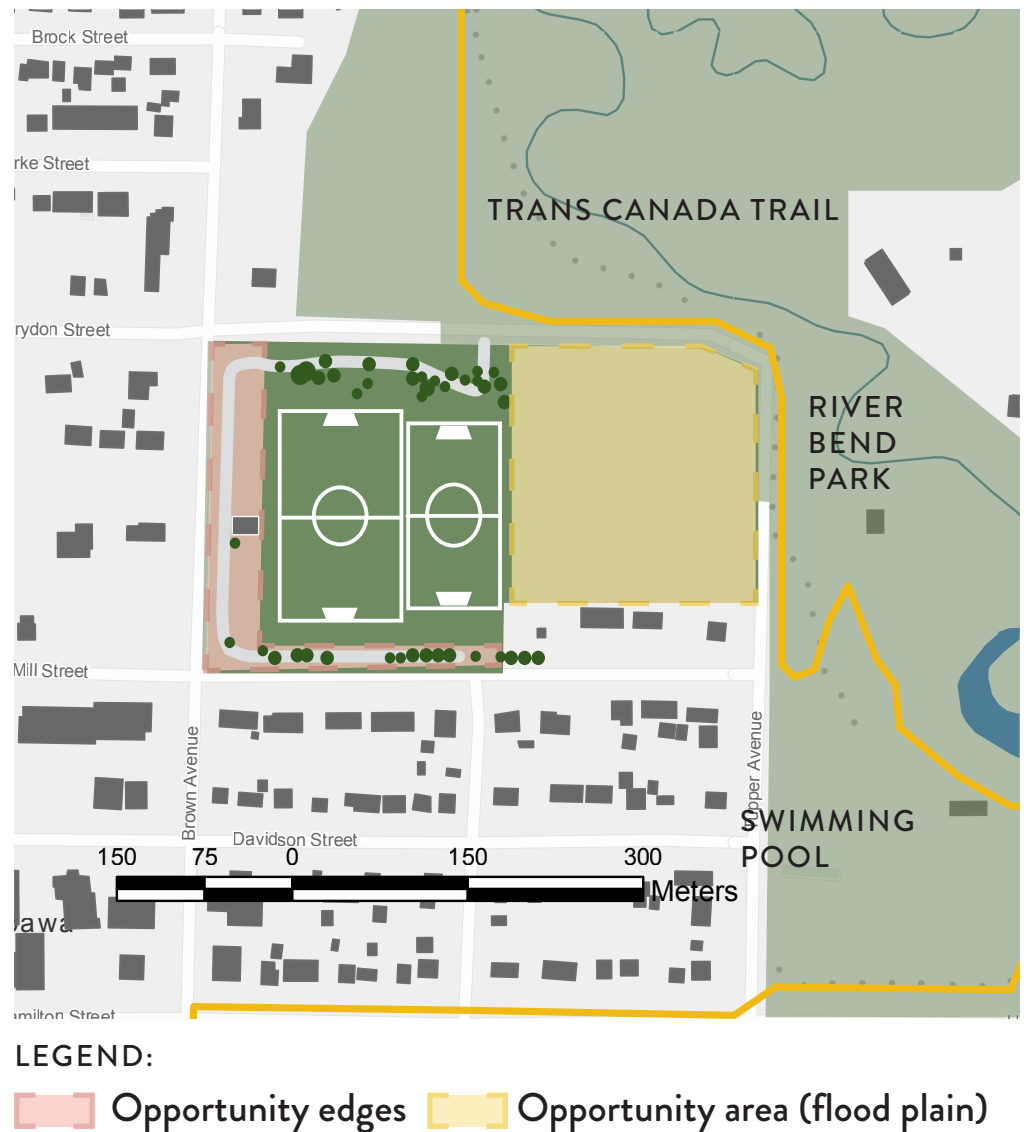
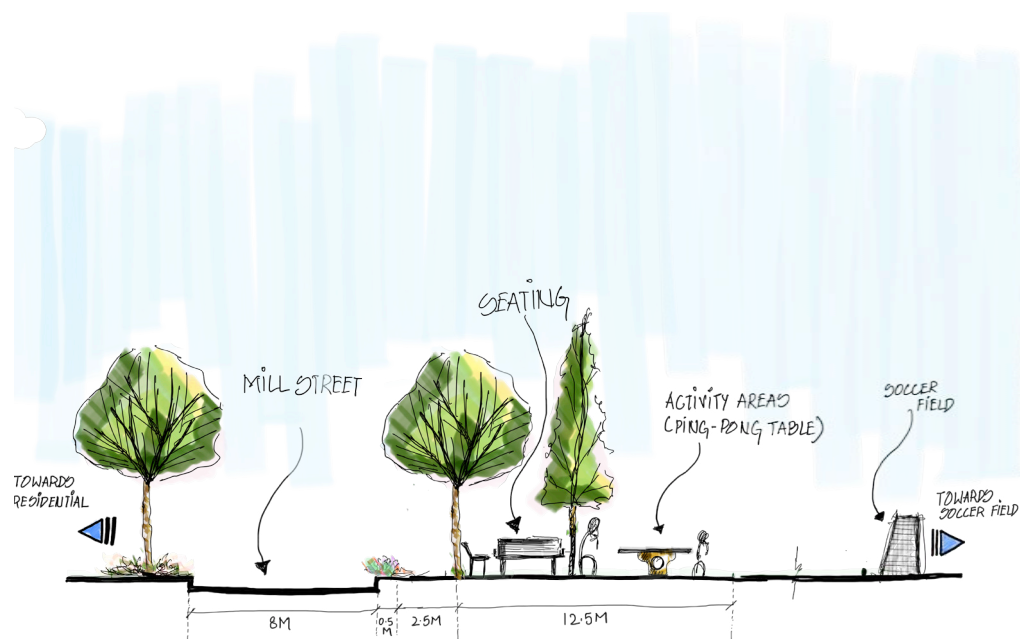


Figure: 81. A reimagined street edge of the Flats on Mill St. to include seating, more trees, and an activity like ping pong. There is ample room for multiple conditions such as this on the west and south edges of the Flats.





LEGEND:

- | | | | |
|---|----------------------|---|-----------------------|
|  | Paved walking trails |  | Trees |
|  | Public washroom |  | Seating |
|  | Activity zone |  | Flood plain boardwalk |
|  | Paved walking trails |  | Bandstand space |

Figure: 82. Suggestions for the edges and north east area of the Flats.

privately-owned property in the east (Figure 82). The west edge offers up to 30 meters of space to incorporate seating, trees, and activities before reaching the sports field boundary. The south edge provides up to 14 meters of space (Figure 81).

Seating

The addition of seating on the Flats' edges fosters passive use, social participation, and community. From our interviews with a few older adults in the community, they enjoy walking on the paved perimeter of the Flats. By incorporating areas to rest, meet, and encounter neighbours and strangers from all walks of life to promote interaction with other age groups and cultures, and combat isolation – a few things on the World Health Organization (WHO) age-friendly social participation checklist (WHO, 2007). There are several seating options to consider to promote the age-friendliness of the Flats such as seating with armrests (Figure 83) to support older adults in sitting and getting up. Another option can be moveable seating to promote comfort by allowing users to adjust themselves and sit where they please (Whyte, 1988).

Figure: 83. Age-friendly outdoor seating. (National Innovation Centre Ageing)



Activities

Supplementing the sports field in the Flats with other activities will widen the variety of activities available for the general public. The activities chosen must be accommodating to ensure that this public space is age-friendly and inviting to older adults. A few options include:

- Ping pong tables (Figure 84)
- Bean bag toss/cornhole
- Bocce ball (Figure 85)
- Tables for picnics and games

Additional suggestions we heard from community engagements include:

- Chess/checkers tables
- Horseshoes
- Lawn bowling
- Ladder ball
- Yahtzee (with foam dice)

Trees

Planting trees along the edges provides shade and protection from the wind (figure 86). Trees paired with seating, these



Figure: 84. Left: Permanent outdoor ping pong table. (Henge Table)

Figure: 85. Right: Bocce ball. (Lee Valley)

edges can become delightful areas of respite and social hubs. The addition of trees will also add visual interest to the Flats and reflect the beautiful Riverbend Park nearby.

Public Washroom Facility

The existing public washroom is a strength of the Flats. Improvements will be needed to ensure that the facility is barrier-free and accessible (Figure 87). If the town desires, further considerations would be to expand the building for ample room to keep warm and change into ice skates, and redesign the façade that looks into the facility with glass or large windows to allow for eyes in the common areas to deter misuse of the facility (Figure 88).

Amphitheatre

The community informed us about the recent construction of an amphitheater at the corner of Brown Avenue and Mill Street, where the sidewalk has a slight elevation to form the wall of the amphitheater. This is a favourable addition to the Flats and supports events and other activities to occur. An additional suggestion would be to include a shading structure to shelter the stage from sun and precipitation and add to the visual identity of the Flats that may become a memorable landmark for older adults experiencing memory loss (Figure 89).

Figure: 86. Left:
Assiniboine Park Trees.
(Assiniboine Park)

Figure: 87. Right:
Public washroom.
9Public Restroom
Company)





Figure: 88. Pavilion in public park. (1x1 Architecture)

6.6 Limitations

Every winter, the ice rink is constructed in the north half by Brown Avenue, and the public washrooms and parking lot are just below. The community had shared that a children's ice rink will be placed in the parking lot this winter to accommodate little ones. This configuration presents the entire west edge as entirely animated by the rinks in the winter and would likely benefit most from temporary outdoor seating and activities. Planting trees between these rinks and the sports field can create a light shelterbelt for winter activities and add interest to the Flats.

Further discussions will be needed to determine the feasibility of an expanded public washroom facility and more precedent research on public washrooms.



Figure: 89. Shading structure inspiration from Vincent Massey Park. (Flickr)

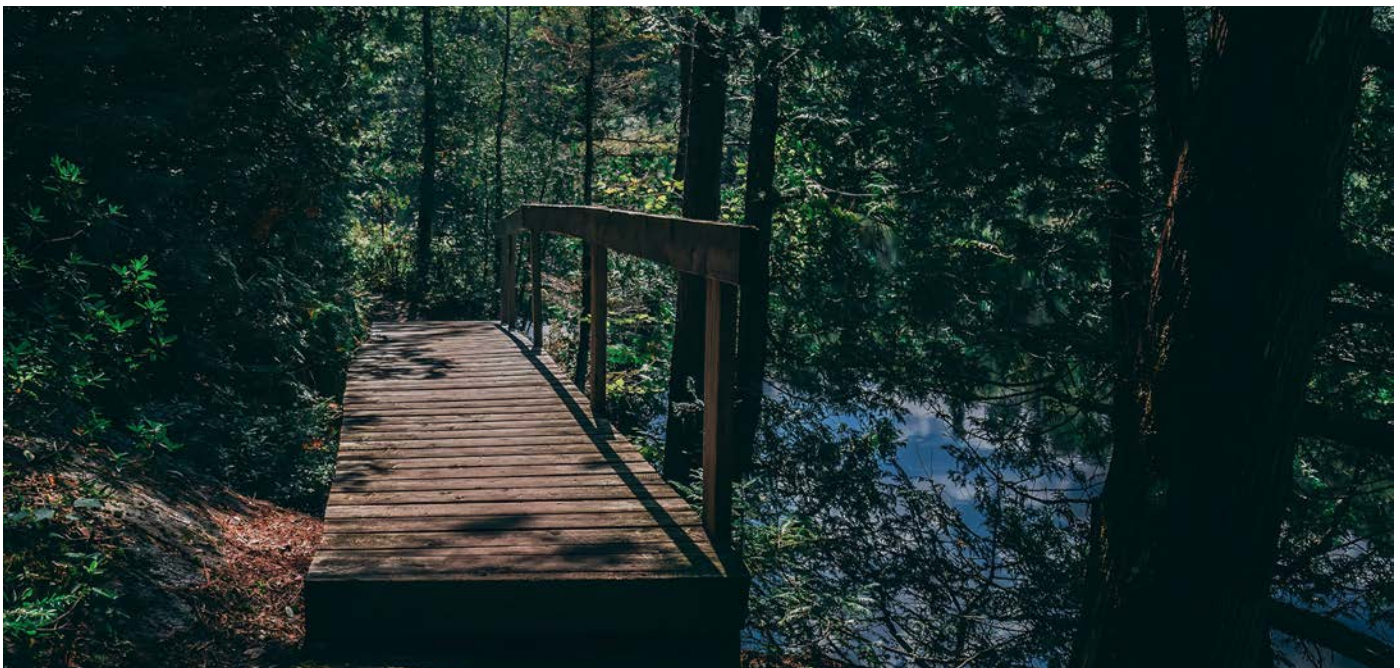
6.7 Suggestions to Consider for the Flood Prone Area

A large portion of the Flats currently sits unprogrammed due to flooding that occurs every spring from the Whitemud River. This area is approximately 115 meters south and west of Tupper Avenue and Brydon Street, forming a square behind the private properties on Mill Street (see Map.6-4) This area of approximately 13,225m² presents the opportunity for a small-scale intervention to support multiple functions such as recreation, beautification, and education, allowing residents to use this space. An adaptive boardwalk is one option that can respond to rising water levels and invite people to engage with the area. Considering the proximity of this flood-prone corner to the Neepawa Langford and Trans Canada Trails, it would also create a short detour and a distinct threshold into the Flats for those coming out of the trails at this point.

Trees

Planting trees suitable for wet conditions can define this space which could thrive in the soil's increased moisture levels. Other benefits include protection from wind and shade from the sun (Figure 90).

Figure: 90. Regional Park Forest Ouareau, QC, Canada. (Unsplash)



Adaptive Boardwalk (Figure 91)

A boardwalk that responds to rising flood levels invites people to engage with this vacant space. It becomes an additional area for leisure and has the opportunity to add to the recreational tourism in Neepawa, in addition to HyLife Back Forty and Rotary Park / the Bird Sanctuary. A boardwalk offers a walking activity that is low impact and accessible to older adults. The design can take the form to ensure that the boardwalk is comfortable, possibly with built-in seating. This intervention has the potential to make this area an educational opportunity for everyone to learn about the Whitemud River Valley and the ecological processes of the floodplain.

6.8 Limitations for the Flood Prone Zone

We did not receive feedback from the town when we presented the boardwalk idea at the final community engagement in December. An additional engagement session with the community would be required to understand how this idea resonates with the broader community.

Additionally, further work would be needed to understand the flooding activity of this area for strategic placement of a boardwalk and any other adaptive interventions. Working with landscape architects will be beneficial in a well-designed public space that would feed into the identity of the Flats and Neepawa overall.



Figure: 91. Boardwalk precedent in Prince Edward Island. (CBC)

6.9 Addressing Age-Friendliness with the Flats

The Flats is a unique suggestion compared to the other Neepawa areas presented in this report. However, the elements suggested for the Flats are an extension of the ideas presented for Mountain Avenue, Main Street, and Hamilton Street, such as:

- Improvements to outdoor spaces by planting trees and other landscaping, way-finding signage, safe and visible crosswalks, and outdoor seating along the west and south edges of the Flats on Brown Avenue and Mill Street.
- Supplementing the gentle density of Mountain Avenue and supporting the overall increase of the population with outdoor recreational space in addition to housing supply.
- Creating additional outdoor third places within Neepawa that are central yet away from the main thoroughfare.
- Continuation of the active transportation street suggestions that include ample walkway space, bicycle lanes, or multi-use pathways of the perimeter streets of the Flats (Figure 92).

Figure: 92. Intersection prioritizing active transportation. (*Rural Design Guide*)



The Flats presents many opportunities to address some of the challenges we identified in our analysis of Neepawa to become more age friendly. The table below lists the challenges we identified that can be addressed with the Flats.

World Health Organization Area	Challenges Identified
Housing	• The rapidly growing community needs more housing
Outdoor Spaces & Buildings	• Not enough green spaces/ parks downtown • Few public washrooms
Social Participation	• Lack of free gathering spaces • Passive recreational greenspace is located primarily on the eastern side of the city

While the Flats will not increase the housing supply, this is included in the table above to speak to the need for more recreational opportunities as the population continues growing. Outdoor recreational spaces will be favourable for the well-being of current and future (new and returning) Neepawa residents. While Riverbend Park offers the complete passive park experience, simple interventions in certain areas can provide a park experience located more centrally in the town instead of solely in the eastern parts. The Flats’ connection to the Trans Canada and Neepawa Langford Trails opens the opportunity to incorporate passive uses to the Flats that are age-friendly and accessible anytime for trail users, pedestrians out for a walk, and casual spectators of the sports games. These passive uses can occur beside the active sports field.

The lack of public washrooms was a challenge identified upon learning that the current washroom facility at the Flats had been closed due to previous misuse. The town may consider renovating the public washrooms to be accessible and supplemented by the added passive uses to the Flats, creating an environment that would increase the number of people at the Flats to deter further misuse. This strategy is also known as “eyes on the street,” coined by urbanist and activist Jane Jacobs, who suggested that designing and planning our environments that encourage more people to exist and pay attention to the area discourages vandal behaviour and enforces safety (Jacobs, 1964).

6.10 Conclusion

Neepawa has been active in improving its recreational options for its residents in the past few years with the recent development of the HyLife Back Forty Multi-Use Trail Park, viewing towers, and Trans Canada Trail loop. The suggestions presented here highlight the opportunities to incorporate more casual leisure spaces outdoors that utilize every inch of available space within the Flats for the growing community. The town might consider using any of the suggestions in this section to work towards a more age-friendly Flats and Neepawa that benefits all.

7.0 CONCLUSION

Our project concerning age-friendliness in Neepawa prompted us to research Neepawa by engaging in discussions with community members and town officials, exploring the town on our own time and conducting research, including examining census data from *Statistics Canada*. Our research led us to examine five key areas: housing, Mountain Avenue, Highway 16/Main Street, Hamilton Street, and The Flats. Within the other key areas, we examined their current conditions, strengths, challenges and discussed what we heard from the town concerning these key areas. From there, we moved on to demonstrate our different suggestions to consider. For all sections—excluding housing—we noted how these suggestions pertain to four categories from the WHO's *Global Age-Friendly Cities: A Guide*: transportation, outdoor spaces and buildings, social participation, and housing.

Overall, the community of Neepawa was very welcoming to us during our discussions. The older adults and town officials gave us important feedback that significantly shaped and guided our suggestions to consider for the town. Of note was their significant input on the Flats and Mountain Avenue, as many voiced their opposition concerning changing the angled parking on Mountain Avenue and removing soccer fields in the Flats. We have accommodated this feedback into our suggestions to consider. Also of note was their overwhelming approval of adding pedestrian crossings along Highway 16/Main Street, and the addition of sidewalks and active transportation lanes along Hamilton Street. Notes on the zoning bylaws were instrumental in the development of our housing suggestions.

Concerning future research and engagement potentials, our group is interested in researching how the development of the new hospital and extension of Hamilton Street will impact and shape Neepawa over time. If we were to engage with the community again, we would ensure that we take the

time to conduct more engagement sessions and discussions with community members and town officials. We would also prioritize speaking to newcomers, as they are a large portion of the population that we did not have the chance to interact with.

We would also like to give thanks to everyone that came to our engagement sessions, helped us conduct our research and gave us helpful input. The participation from community members was crucial for this project. Of note is the help and coordination from our contact in Neepawa, the Seniors' Resource Coordinator at HAND, Michelle Ferguson. Michelle provided us with a great space to use, spread word about our engagement sessions and was helpful at every stop along the way.

FIGURES LIST

Figure: 1. Neepawa Population Pyramid (2016)	11
Figure: 2. Neepawa Population Pyramid (2021)	11
Figure: 3. Neepawa immigration trends from 2011 to 2021	12
Figure: 4. World Health Organization document on Global Age Friendly Cities: A Guide.	13
Figure: 5. Kinsmen Kourt II, located on 299 Davidson St., Neepawa Manitoba.	14
Figure: 6. Neepawa handy van (Facebook Neepawa Handi Van)	16
Figure: 7. The Home Assistant Neepawa and District, located at the southeast corner of 430 Brown Avenue.	16
Figure: 8. Lions Riverbend Park, located on 500 Broadway Ave, Neepawa, Manitoba.	18
Figure: 9. The map shows the key areas and suggestions for addressing the challenges that were identified.	22
Figure: 10. Classic Neepawa homes.	25
Figure: 11. Yellowhead Manor	26
Figure: 12. Triplex Precedent (Missing Middle Housing)	29
Figure: 13. Secondary Suites Precedent (Accessory Dwellings)	30
Figure: 14. Intensification Target Area	32
Figure: 15. Pedestrian crossing at Mountain Avenue and Davidson Street currently.	34
Figure: 16. Section of Mountain Avenue currently.	36
Figure: 17. Freshmart	37
Figure: 18. ArtsForward	37

Figure: 19. Neepawa United Anglican Church	37
Figure: 20. Banner & Press	38
Figure: 21. Dangerous pedestrian crossings on Mountain Avenue.	39
Figure: 22. Pedestrian crossing on Provincial Road 200 in Saint Adolphe, Manitoba (Google Maps)	40
Figure: 23. Curb extension and pedestrian crossing on Manitoba Highway 3 in Carman, Manitoba (Google Maps)	40
Figure: 24. Curb extension and pedestrian crossing on Manitoba Highway 75 in Morris, Manitoba (Google Maps)	40
Figure: 25. Suggestion A for Mountain Avenue	41
Figure: 26. Suggestion B for Mountain Avenue.	42
Figure: 27. Precedent photo of a curb extension. (SF Better Streets)	43
Figure: 28. Precedent photo of mixed parking types with curb extensions in Florence, South Carolina. (Fox News)	43
Figure: 29. Suggestion C for Mountain Avenue.	44
Figure: 30. Suggestion D for Mountain Avenue.	45
Figure: 31. Precedent photo of a widened sidewalk, featuring seating and greenery in Vancouver, British Columbia. (The Globe and Mail)	46
Figure: 32. Precedent photo of Beckwith Street in Smiths Falls, Ontario in 2016. (Google Maps)	46
Figure: 33. Precedent photo of Beckwith Street in Smiths Falls, Ontario in 2023.(Google Maps)	46

Figure: 34. Precedent photo of a median with greenery. (Green Cities: Good Health)	47
Figure: 35. Precedent design of a curb extension. (NACTO)	47
Figure: 36. Angled parking on Mountain Avenue.	48
Figure: 37. Precedent photo of pedestrians walking on a sidewalk in Victoria, British Columbia. (Times Colonist)	49
Figure: 38. Precedent photo of street string lighting. (Southbmore)	49
Figure: 39. Precedent photo of wayfinding signage. (Flickr)	49
Figure: 40. Precedent photo of age-friendly seating in Cork, Ireland. (Yay Cork)	50
Figure: 41. Precedent design of a pedestrian crossing.(City of Kingston)	51
Figure: 42. Precedent photo of a mixed-use building. (Strong Towns)	51
Figure: 43. Sidewalk ending on Hwy 16 & west of McBride Ave. (Google Maps)	52
Figure: 44. Section of existing conditions of Highway 16.	53
Figure: 45. Manitoba Hwy 16 and Manitoba Hwy 5 intersection in Neepawa, MB. (Google Maps)	54
Figure: 46. Pedestrian corridor in Carman, Manitoba, across Manitoba Highway 13. (Google Maps)	54
Figure: 47. Recommended plan from 2004 for Hwy 16 through Neepawa, MB. (Neepawa)	55
Figure: 48. Proposed pedestrian corridor on Hwy 16 in Neepawa, MB.	56

Figure: 49. Captions for images within the text width guides can go here in the margin.	57
Figure: 50. Precedent in Almonte, ON for Manitoba Hwy 16 in Neepawa, Manitoba. (Google Maps)	57
Figure: 51. Precedent in Carman, Manitoba for safe crossings at Hwy 16 and Brown Avenue in Neepawa, Manitoba. (Google Maps)	58
Figure: 52. Roxy Theatre. (Google Maps)	60
Figure: 53. Current Hamilton Street segment, 8 meters. (Google Maps)	61
Figure: 54. Nail and Hair Salon.(Google Maps)	61
Figure: 55. Medical Clinic. (Google Maps)	61
Figure: 56. Town of Neepawa: Administration office.(Google Maps)	62
Figure: 57. Hamilton Street 12-meter segment.(Google Maps)	62
Figure: 59. Section of the proposed intersection at Hamilton Street and Tupper Avenue.	66
Figure: 60. Precedent photo of a Protected / Separated bicycle lane on Dunsmuir Street, downtown Vancouver, Canada. (Reliance Foundry)	67
Figure: 61. Bourke Street, Sydney, Australia. (Global Street Design Guide)	67
Figure: 62. Suggestion A for Hamilton Street, 8 meter segment.	68
Figure: 63. Suggestion B for Hamilton Street, 8-meter segment.	69
Figure: 64. Precedent of multi-purpose lane. (Thorold Today)	70

Figure: 65. Precedent of sidewalk. (Street Design Manual)	70
Figure: 66. Precedent photo of planter buffer on side lanes. (City of Vancouver)	70
Figure: 67. Suggestion C for Hamilton Street, 12-meter segment.	71
Figure: 68. Suggestion D for Hamilton Street, 12-meter segment.	72
Figure: 69. Precedent photo of Multipurpose lane. (Hans on the Bike)	73
Figure: 70. Precedent photo of vertical landscaping to create a green buffer for protected bike lanes.(Reliance Foundry)	73
Figure: 71. Precedent of elevated median. (Street Design Manual)	73
Figure: 72. The Flats is a hub for sport and recreation.	76
Figure: 73. Riverbend Park.	77
Figure: 74. Neepawa Pool.	77
Figure: 75. The Flats in its current state with nearby amenities including the Trans Canada Trail (TCT).	78
Figure: 76. HAND centre in Neepawa, Manitoba.	78
Figure: 77. TCT signage	78
Figure: 78. The Trans Canada Trail throughout Neepawa, Manitoba.	79
Figure: 79. Current public washroom at the Flats.	80
Figure: 80. Opportunity areas in the Flats.	83

Figure: 81. A reimagined street edge of the Flats on Mill St. to include seating, more trees, and an activity like ping pong. There is ample room for multiple conditions such as this on the west and south edges of the Flats.	83
Figure: 82. Suggestions for the edges and north east area of the Flats.	84
Figure: 83. Age-friendly outdoor seating. (National Innovation Centre Ageing)	85
Figure: 84. Permanent outdoor ping pong table. (Henge Table)	86
Figure: 85. Bocce ball. (Lee Valley)	86
Figure: 86. Assiniboine Park Trees. (Assiniboine Park)	87
Figure: 87. Public washroom. 9Public Restroom Company)	87
Figure: 88. Pavilion in public park. (1x1 Architecture)	88
Figure: 89. Shading structure inspiration from Vincent Massey Park. (Flickr)	88
Figure: 90. Regional Park Forest Ouareau, QC, Canada. (Unsplash)	89
Figure: 91. Boardwalk precedent in Prince Edward Island. (CBC)	90
Figure: 92. Intersection prioritizing active transportation. (Rural Design Guide)	91

REFERENCES

- 2021 Seniors Housing Survey results are in.* (2021, July 6).
<https://www.cmhc-schl.gc.ca/Blog/2021/2021-Seniors-Housing-Survey-Learn-More-Insights>
- Canadian Mortgage and Housing Corporation. <https://www.cmhc-schl.gc.ca/blog/2021/2021-seniors-housing-survey-learn-more-insights>
- City of North Vancouver (n.d.). *Mobility Network Project*.
<https://www.cnv.org/Streets-Transportation/Transportation-Planning/Mobility-Network>
- City of Vancouver (2023, May 12). *Shape your city*. <https://www.shapeyourcity.ca/bute-greenway>
- City of Vancouver (2019, n.d.). *Protected bike lane catalogue part 2 two-way lanes and pathway*. Chromeextension://efaidnbmnnnibpcajpcglclefindmkaj/<https://vancouver.ca/files/cov/protected-bike-lane-catalogue-part-2-two-way-lanes-and-pathways.pdf>
- Facebook. (n.d.). www.facebook.com. Retrieved December 14, 2023, from <https://www.facebook.com/hashtag/handivanneepawa>
- Government of Canada, Statistics Canada. (2023). Focus on Geography Series, 2021 Census - Neepawa (Census subdivision). <https://www12.statcan.gc.ca/censusrecensement/2021/assa/fogsspg/page.cfm?dguid=2021A00054615020&lang=E&topic=1>
- HAND. (n.d.). <https://neepawahand.weebly.com/>
- Jacobs, J. (1964). *The Death And Life Of Great American Cities*. Penguin Books.

- Local Government Guide for Improving Market Housing Affordability. (2005). Ministry of Forests and Range Housing Department Housing Policy Branch. https://www2.gov.bc.ca/assets/gov/housing-and-tenancy/tools-for-government/uploads/market_housing_affordability.pdf
- National Association of City Transportation Officials. (n.d.). *Coloured Bike Facilities*. <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/colored-bike-facilities/>
- National Association of City Transportation Officials. (n.d.). *Curb Extensions*. <https://nacto.org/publication/urban-street-design-guide/street-design-elements/curb-extensions/>
- National Association of City Transportation Officials. (n.d.). *Intersection Crossing Marking*. <https://nacto.org/publication/urban-bikeway-design-guide/intersection-treatments/intersection-crossing-markings/>
- National Association of City Transportation Officials. (n.d.). *One-Way Protected Cycle Tracks*. <https://nacto.org/publication/urban-bikeway-design-guide/cycle-tracks/one-way-protected-cycle-tracks/#design>
- National Association of City Transportation Officials. (n.d.). *Pedestrian Safety Islands*. <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/crosswalks-and-crossings/pedestrian-safety-islands/>
- National Association of City Transportation Officials. (n.d.). *Shared Lane Marking*. <https://nacto.org/publication/urban-bikeway-design-guide/bikeway-signing-marking/shared-lane-markings/>
- Neepawa. (n.d.). www.thecanadianencyclopedia.ca. Retrieved December 13, 2023, from <https://www.thecanadianencyclopedia.ca/en/article/neepawa>

Neepawa Ski Trail (2).pub (read-only). (n.d.). <https://www.neepawa.ca/wp-content/uploads/2016/11/Neepawa-Ski-Trail-2.pdf>

New York City DOT (n.d.). *Street Design Manual*. <https://www.nycstreetdesign.info/landscape/raised-median-12-24-inches>

Olawoyin, S. (2018). *Market Analysis Neepawa Community Housing Needs in Neepawa*. Manitoba Housing. <https://chooseneepawa.com/wp-content/uploads/2022/11/2018-manitoba-housing-neepawa-market-analysis.pdf>

Penner, D. (2019, November 7). *Traffic Calming 101: Safe Transportation Systems*. Green Action Centre. <https://greenactioncentre.ca/healthy-travel/traffic-calming-101/>

Road Safety Toolkit. (n.d.). Parking Improvements. <https://toolkit.irap.org/safer-road-treatments/parking-improvements/>

Statistics Canada. 2023. (table). *Census Profile*. 2021 Census of Population. Statistics Canada Catalogue no. 98-316-X2021001. Ottawa. Released November 15, 2023. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E> (accessed December 12, 2023).

The Municipal Planning Guide to Zoning Bylaws in Manitoba. (2015). Province of Manitoba. https://www.gov.mb.ca/mr/land_use_dev/pubs/municipal_planning_guide_manitoba.pdf

Town of Neepawa. (n.d.). <https://www.neepawa.ca/>

Whyte, W. (1988). *The Design of Spaces*. In *City: Rediscovering the center*. (pp. 103-131). Doubleday.

World Health Organization. (2007). *Age-friendly Cities: A Guide*. WHO Press: Paris, France.

Zoning By-Law No.3184-18. (2018, November). Town of Neepawa. <https://www.neepawa.ca/wp-content/uploads/2018/12/3184-18-Town-of-Neepawa-Zoning-By-Law-3rd-Reading-Nov-20.pdf>