

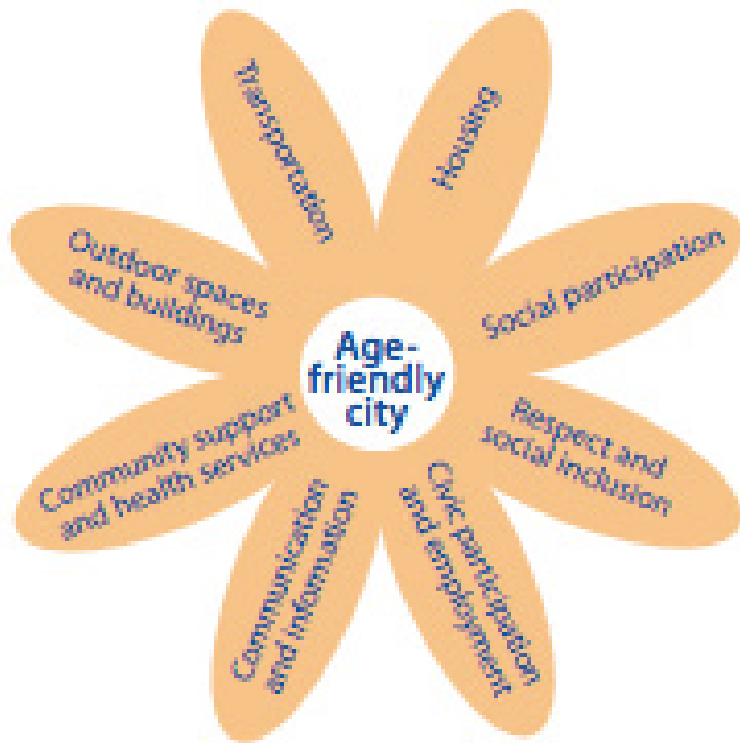
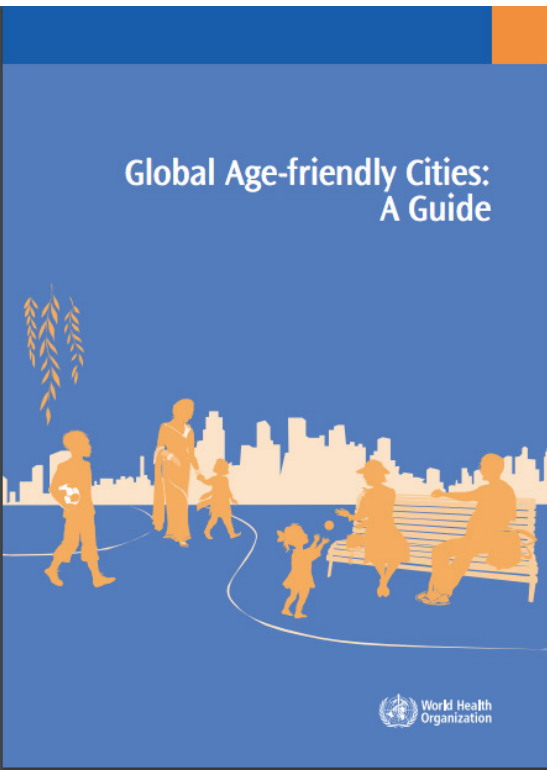
Age-friendly Selkirk

Global Age-friendly Cities

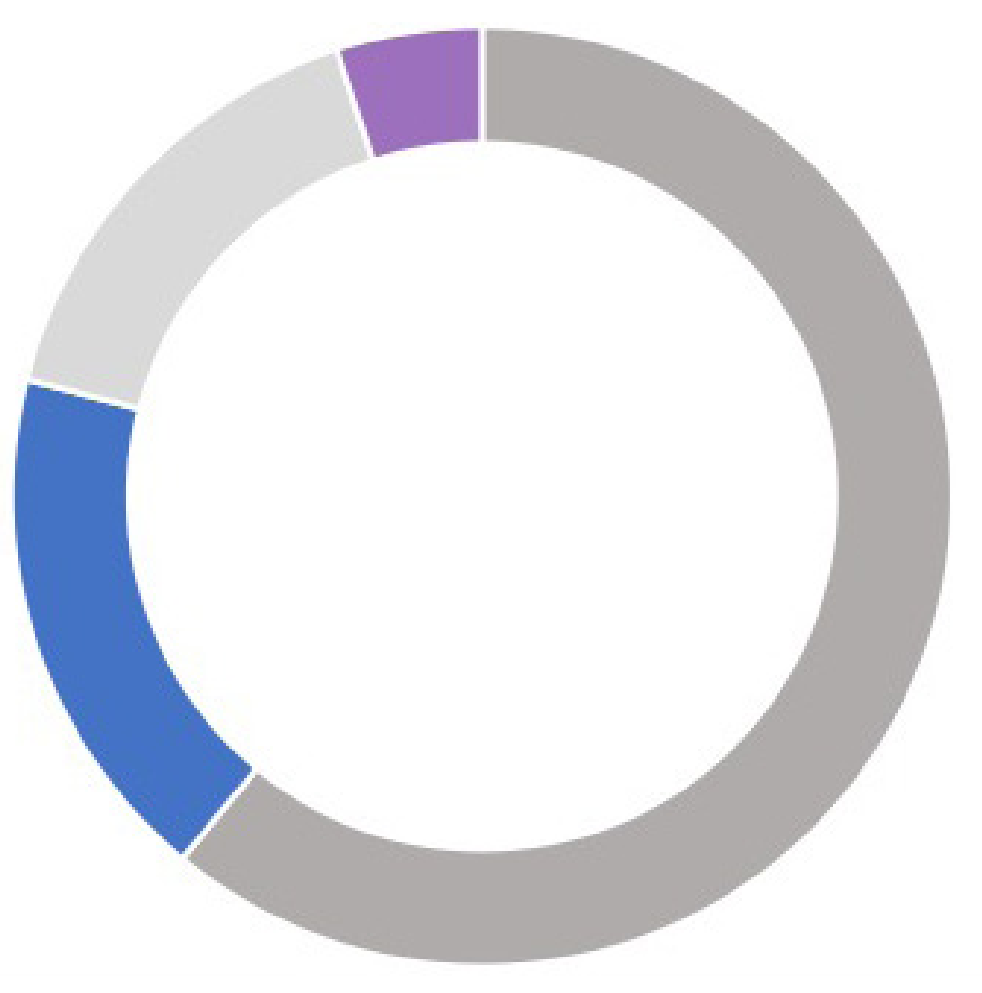
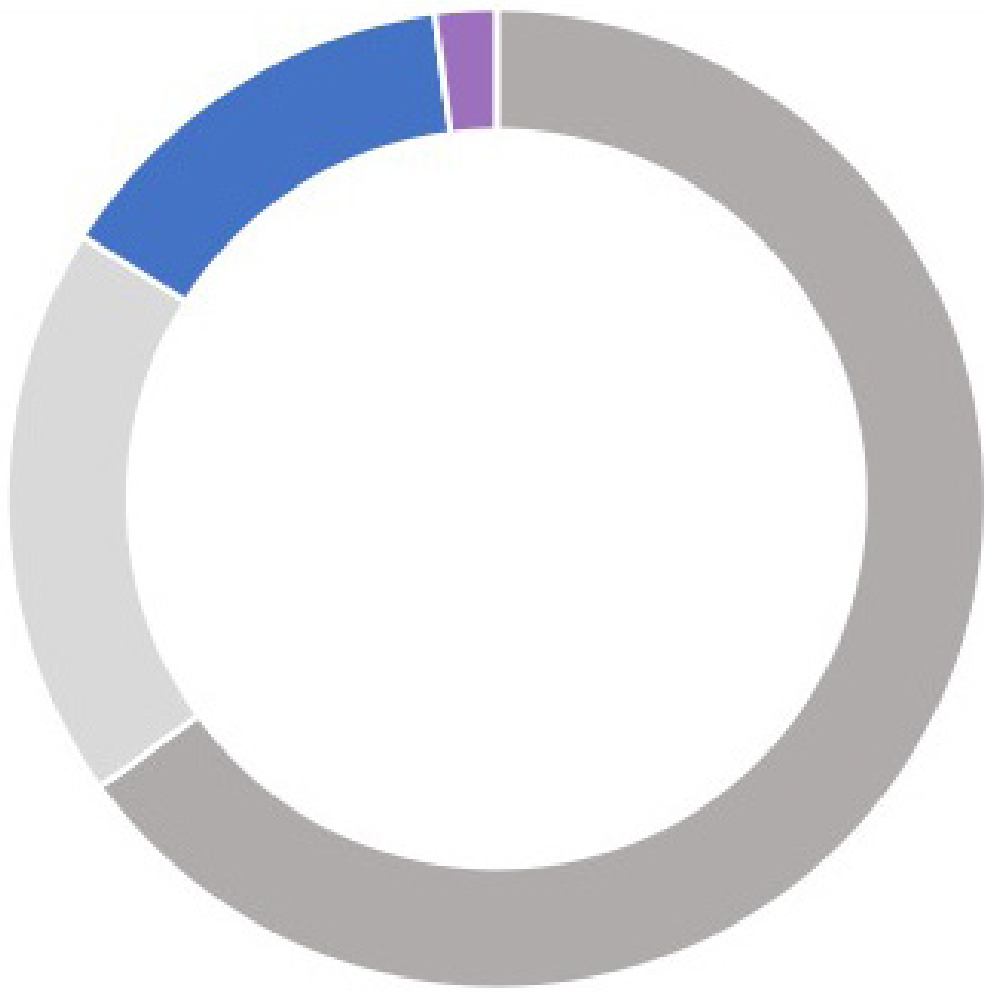
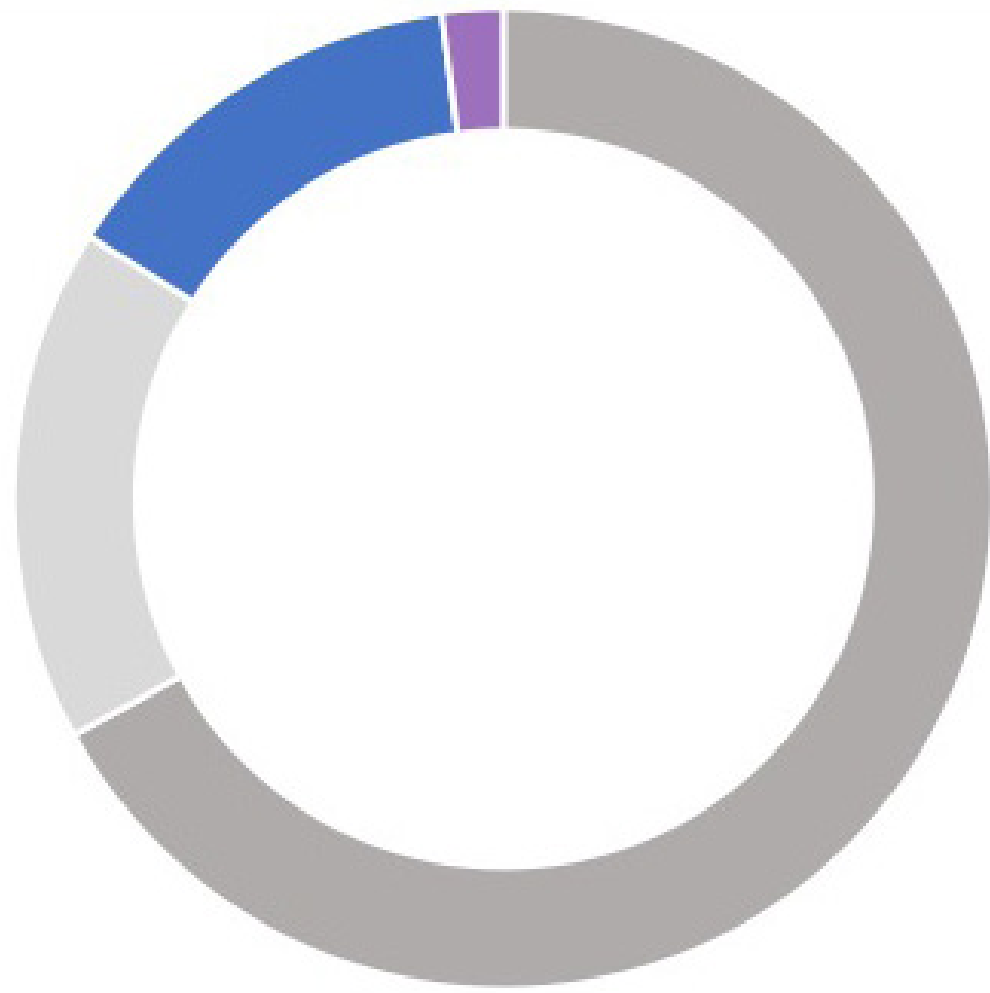
Age-friendly cities have been modified and have goals to adapt to the changing needs of their populations. Age-friendly cities provide better safety, accessibility, transport, and a variety of other functions that fulfill everyday life. They are accessible to all people. Contributing factors to healthy active aging include economic, behavioural, personal, the physical environment, and social services.

The population is aging throughout Manitoba, including in Selkirk. Cities need to be shaped to be accessible to the changing needs of their residents. Modifying existing cities and improving planning for future developments to meet age-friendly requirements helps to create safe spaces that people of all ages can use. This initiative can assist in the walkability of an area, improve the safety of communities and neighbourhoods, encourage recreational activities, and assist seniors' aging in place.

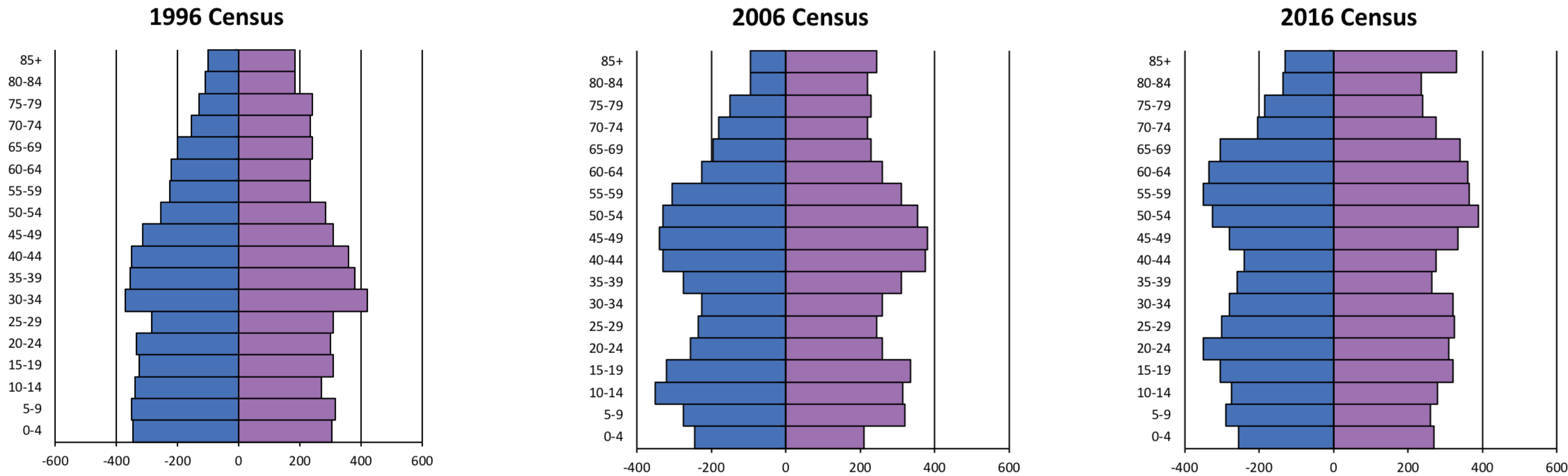
In the World Health Organization's *Global Age-friendly Cities: A Guide*, checklists were developed to assess the age friendliness of cities in a variety of categories including housing, transportation, buildings and open spaces, social participation, and civic participation and community support. Many cities have adopted this age-friendly checklist in their strategic development plans, including Selkirk.



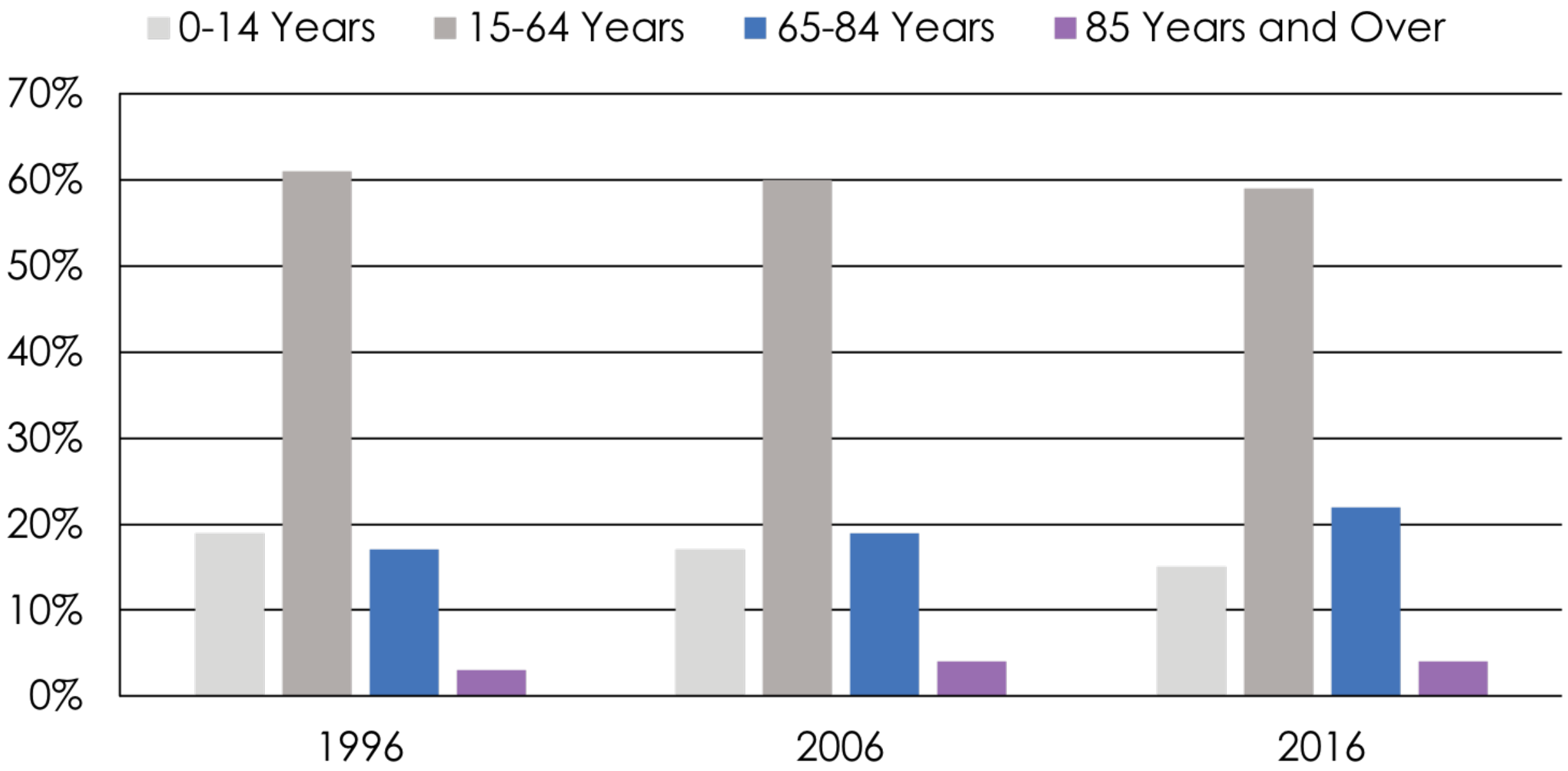
Selkirk Demographics



Selkirk Population Pyramids (1996, 2006, and 2016 Censuses)



Selkirk Age Breakdown (1996, 2006, 2016 Censuses)



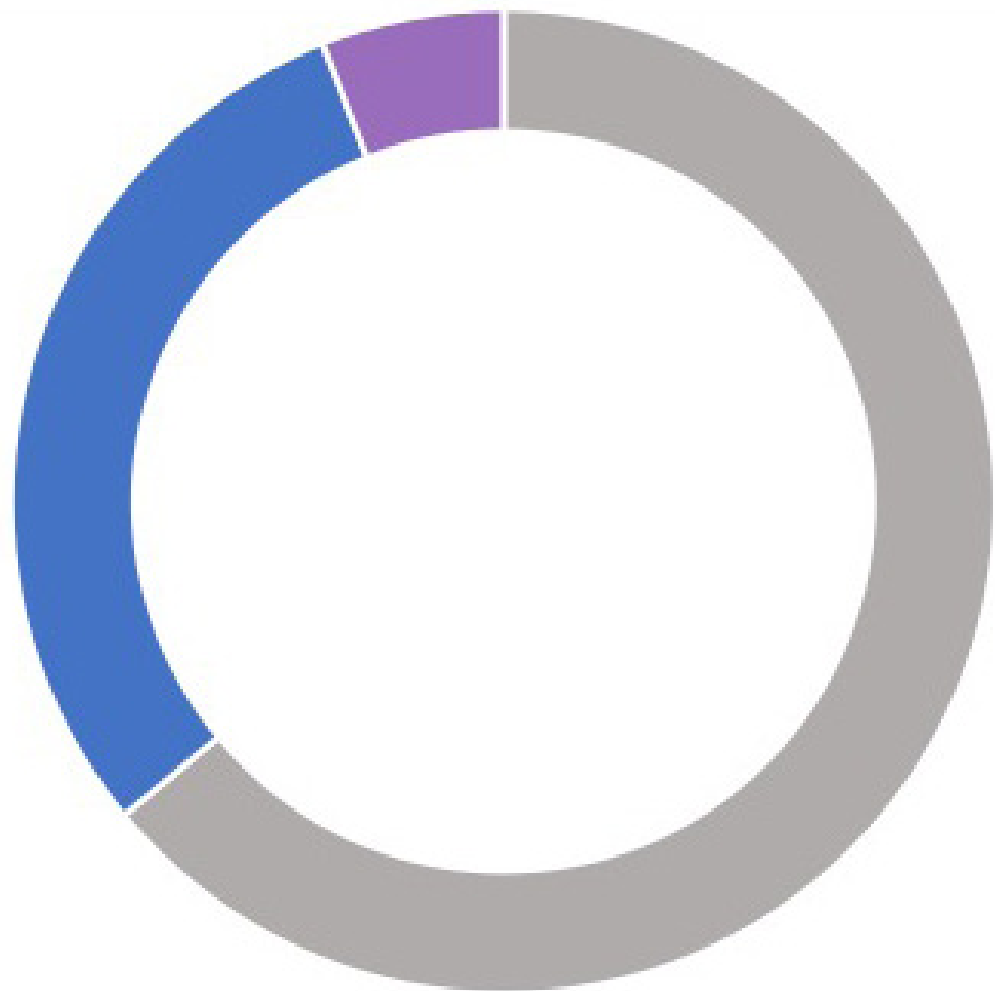
Housing, Buildings, and Open Spaces



Housing Types



Proportion of single-detached homes in Selkirk's dissemination areas
>90% 45-90% <45%



Percentage of housing types within Selkirk
Single-detached Multi-unit 5 storeys or less Multi-unit more +5 storeys

Home Modifications



Home modifications, such as ramps, are frequently found throughout Selkirk's residential neighbourhoods. This suggests that there is a strong desire for persons with mobility impairments to remain living in their own home, and would also allow for older adults to age in place. We learned that programming is lacking to help fund home modifications, such as the one above.



Home modifications and programs in place to support them encourages aging in place and allows for older adults to remain connected to their community. Because many of the dwellings in the city are raised and require several steps to access them, many older adults would not be able to remain in their own home which can lead to a further need for affordable housing options, additional developments, and (something).



Selkirk has 55+ complexes, assisted living centers, and nursing homes; these were identified to us as being unaffordable and unavailable, with hundreds of residents on waiting lists.

Building Accessibility

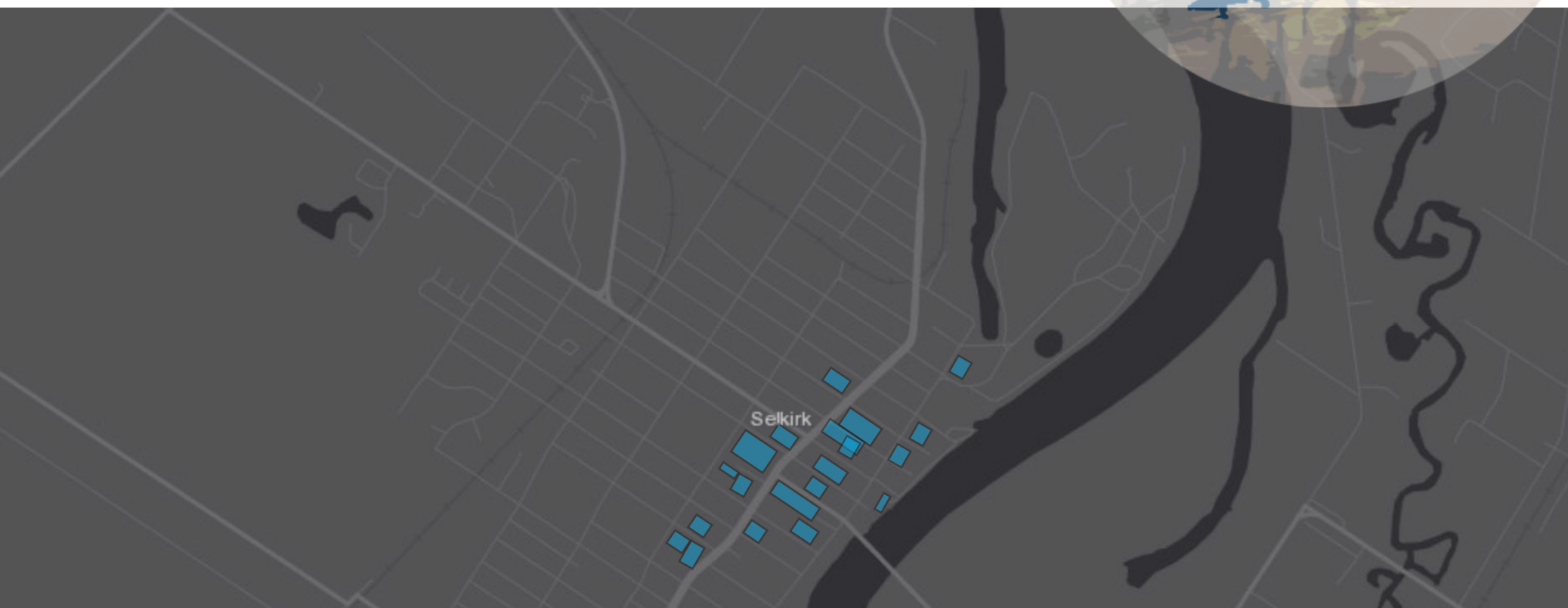


Many commercial and civic buildings have made adaptations to be accessible to all persons with a mobility impairment. The majority of amenities offer accessible entrances, wheelchair ramps, and elevators. Several of these accessible entrances are located at the rear of the building which can impact the perception of age-friendliness.



Selkirk's recreation center poses a barrier to accessibility. It is not accessible by transit, and the unpaved parking lot can lead to slips and falls. The facility lacks an elevator to allow users to travel between floors, and has room for improvement in regard to accessible entrances and washrooms.

Open Spaces



Downtown Selkirk has 18 sizeable parking lots that create a grey and concrete visual appearance and take away from the character of the area. They create an accessibility challenge by increasing the distance a pedestrian needs to walk to reach services, amenities, and transit. Many of these lots are underutilized and remain empty throughout the day. By maintaining the angled parking that is prevalent throughout the downtown core, even with the parallel parking being implemented on Manitoba Avenue, these parking lots present an opportunity to create a better, more aesthetically pleasing downtown core.



Selkirk Park offers numerous amenities including picnic areas and public washrooms. It lacks paved sidewalks and trails that limit the ability of persons with older adults to engage in active transportation in the park. The public washrooms are a great asset, but their layout and size hinders their accessibility.



The Red River is the community's most prominent physical feature. Selkirk's waterfront is an accessible, visually appealing and strong heritage enhancement to the downtown core. It is a focus for major community use and events.



Several parks throughout Selkirk are well maintained and clean, such as the Veterans Memorial Gardens. Many of these parks lack paved trails and adequate seating to grant better accessibility and a more comfortable experience for older adults.

Transportation, Sidewalks, and Social Participation



Selkirk Transit Authority



Accessibility
Selkirk Mobility is a specialized service that offers door to door assisted service for older adults and persons with mobility impairments. All conventional buses kneel within 3 inches of the ground, are equipped with fold-out wheelchair ramps, and have clearly marked priority seating.

Reliability
Public transit operates Monday through Friday from 8 a.m. until 6 p.m., and Saturday until 4 p.m. **There is no Sunday or evening bus service.**

Safety
A lack of transit stop infrastructure impacts the safety of riders, though riders perceive it as safe due to daylight operating hours.

Affordability
Monthly passes for older adults and youth are offered at discounted rates. In comparison to Winnipeg, Selkirk’s public transit is ...% cheaper.

Frequency
The public transit system operates once per hour in a fixed route throughout the city. It services several residential neighbourhoods and provides access to the majority of amenities within the city.

Transit Stops
Transit stops that serve a high number of mobility impaired customers have concrete pads and benches placed. Adding shelter from weather conditions, lighting, and seating would greatly improve the accessibility of transit stops.

Sidewalks



Sidewalks in Selkirk are in relatively good condition and seem to be well maintained with the help of the city’s strategic development plan. The city recently invested in a walking path along Manitoba Avenue West to improve the sidewalk network in the city. There are sidewalks throughout the downtown area, but many residential areas lack sidewalks on either one or both sides of the street. This hinders the ability of older adults to age in place or engage in active transportation to move around the city.

Crosswalks



There are several examples of clearly marked crosswalks within the city, particularly along Manitoba Avenue West. With the high speed of traffic, we observed that crossing the street at these locations is intimidating. Crossing Main Street is a challenge for many people as the street is quite wide and there is not enough amount of time to safely reach the other side. Eveline Street sees fast traffic and has no marked crossings to reach the waterfront or the Gordon Howard Centre and severely limits the walkability of the downtown core.

Connections

Taxis’ do not have accessible vehicles

Informal carpool services are sometimes available online

The closest public airport is Richardson International in Winnipeg

Kasper transportation offers daily buses to Winnipeg

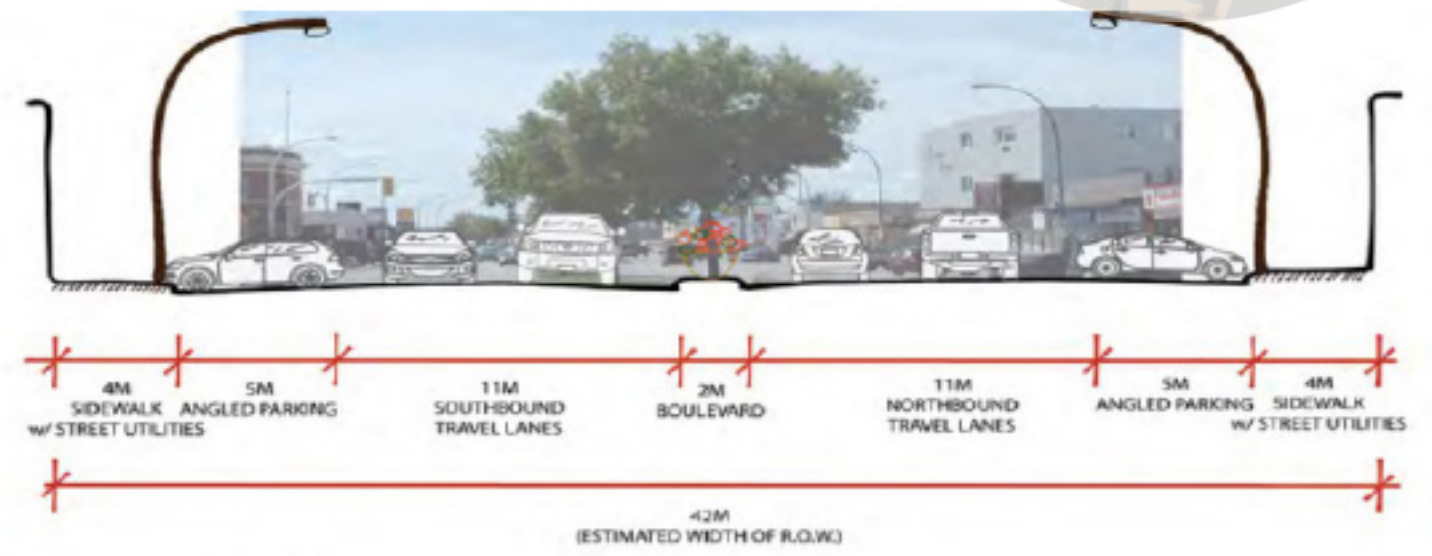
Designated spaces for cyclists are not prevalent

Roadways

Main Street is one of the major thoroughfares in Selkirk and hosts high volumes of traffic.

The right of way of Main Street is estimated at 42 meters wide with 11 meters of travel lane in each direction, 5 meters of angled parking on both sides, and 4 meters of sidewalk.

The cross section could accomodate a comfortable pedestrian experience, but in actuality it is an intimidating and dull.



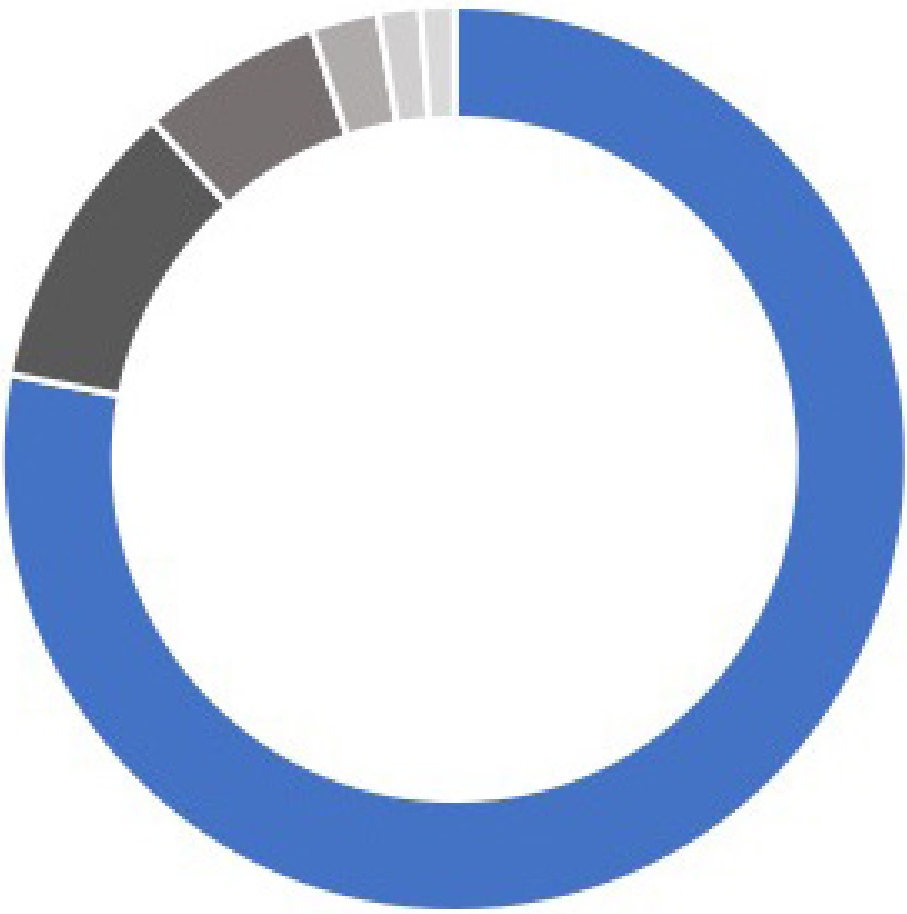
Social Participation



Selkirk is home to a number of clubs and associations that provide opportunities for people to get involved with the community, including the age-friendly committee.



Selkirk is a regional hub and hosts several events throughout the year that populate waterfront and downtown core, as advertised here on the holiday event schedule.



Based on the 2016 census, 78% of residents aged 15 and older travel to and from work via driving a personal car. This demonstrates Selkirk’s reliance on private car use, only 2.4% of residents use transit and 10.4% are pedestrians.

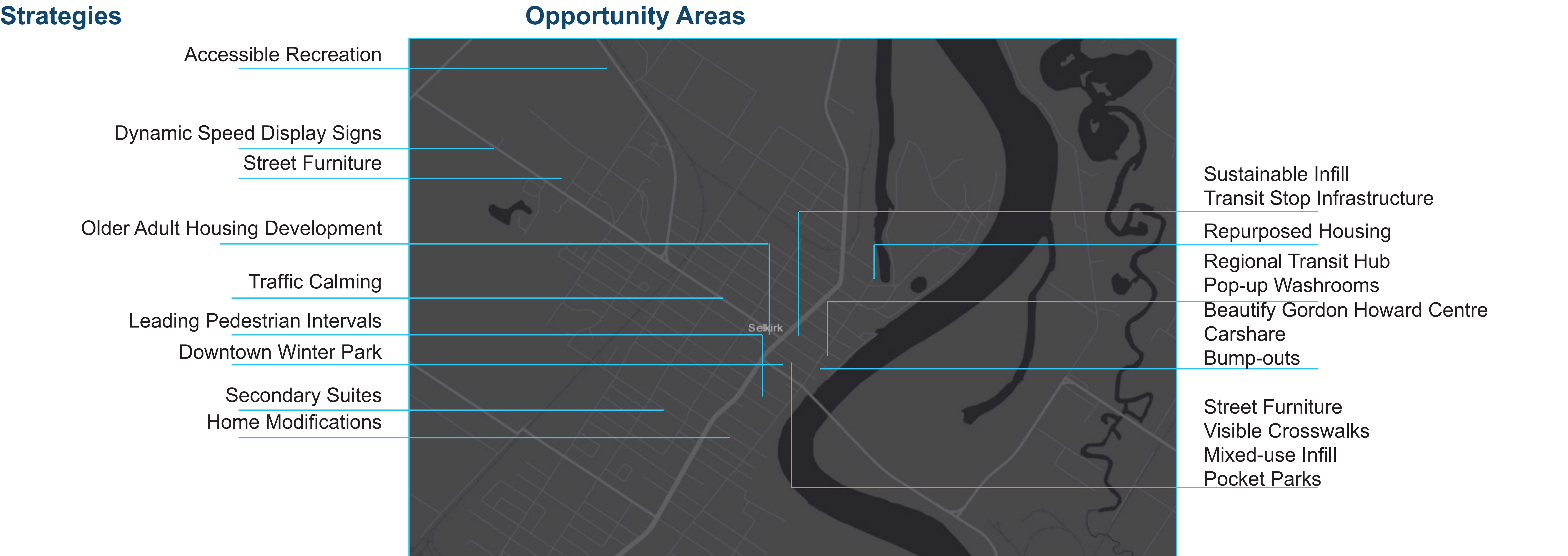


The Gaynor Family Library offers events, programs, computer use and serves as a meeting space.

The Friendship Centre runs events for older adults and organizes fundraisers used to better the community.

The Gordon Howard Centre hosts an array of events and programs catered to older adults including recreational activities.

A Selkirk for All People



Vision

“A livable,

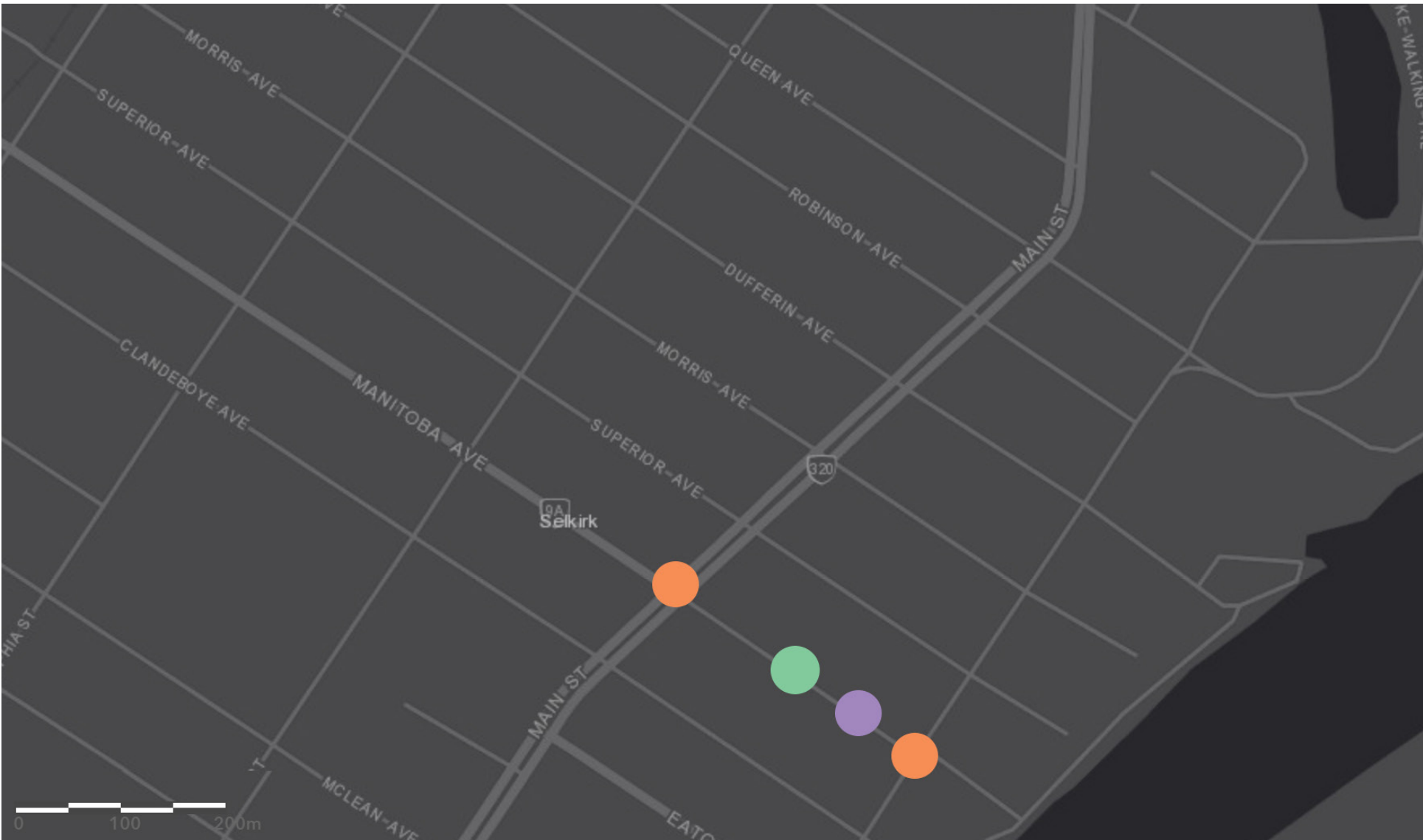
regional leader,

enhancing the quality of life for **all people**
through accessibility, affordability, and a vibrant city center where citizens can thrive...

where it all comes together.”

Manitoba Avenue East | Downtown

Sites



Objectives

- Revitalize downtown's visual appearance
- Enhance the character of Selkirk's historic centre
- Bring pedestrians downtown to make a lively city centre
- Facilitate commercial activity in the downtown core
- Improve the pedestrian experience through safety and design interventions to create a comfortable pedestrian experience
- Prioritize the pedestrian



Opportunities



MANITOBA AVENUE EAST



MANITOBA AVENUE AT MAIN STREET AND EVELINE STREET

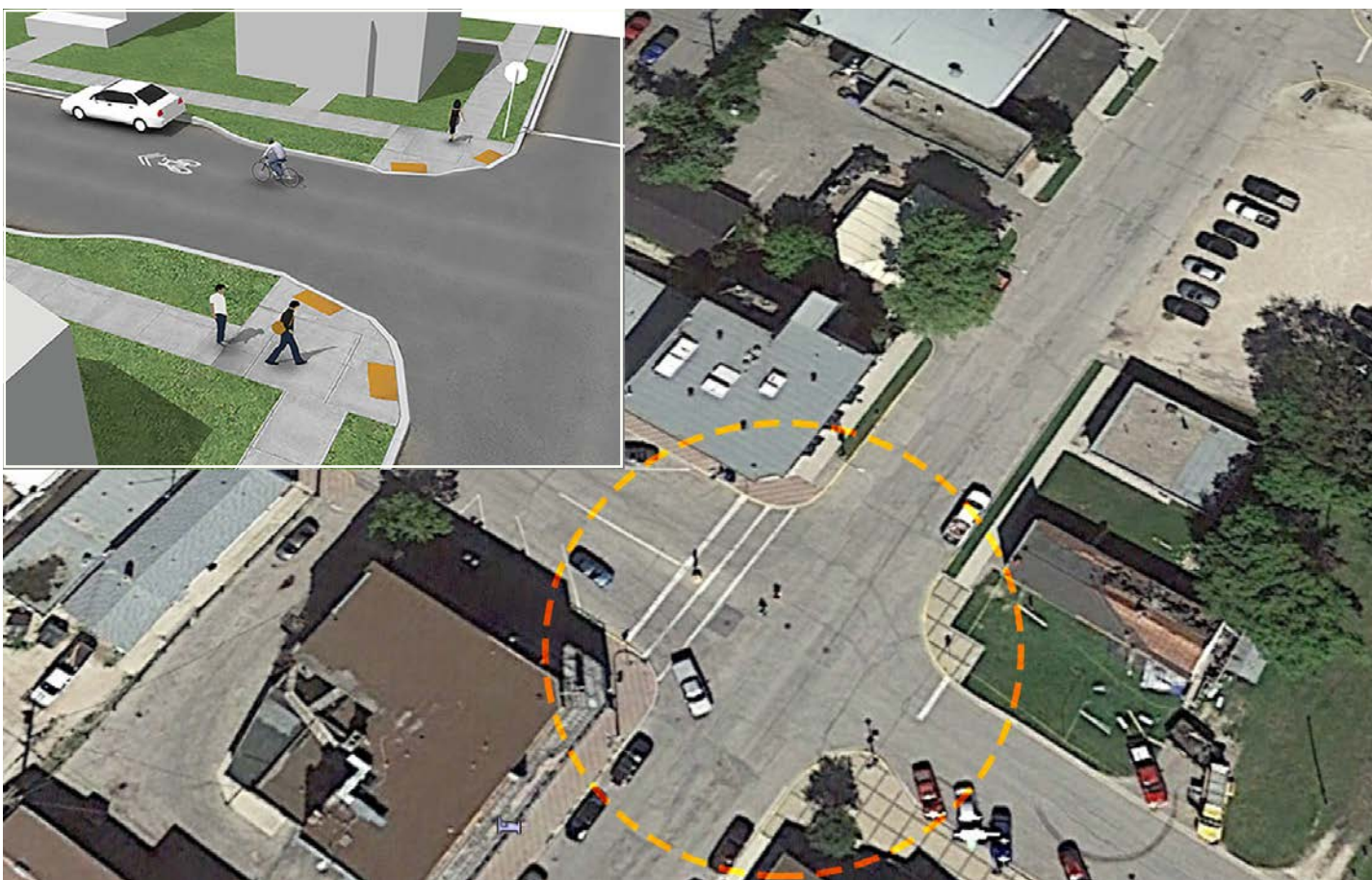


THROUGHOUT MANITOBA AVENUE EAST

Strategies



VISIBLE CROSSWALKS



BUMP OUTS



STREET FURNITURE

Manitoba Avenue East and Eveline Street is a heavy traffic intersection without marked crosswalks for pedestrians. Crossing these streets is challenging for older adults and is not perceived as safe. Applying texture and paint to the road to identify a pedestrian crossing will work to slow traffic and improve the connection between Manitoba Avenue East and the waterfront. The Neighbourhoods Alive Program offers funding to Manitoba cities investing in community development.

Precedent: Residents of Redmond, Washington submitted an application to the City to implement a marked crosswalk on a busy road. The result was a textured and painted crosswalk that helped decrease the speed of traffic.

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

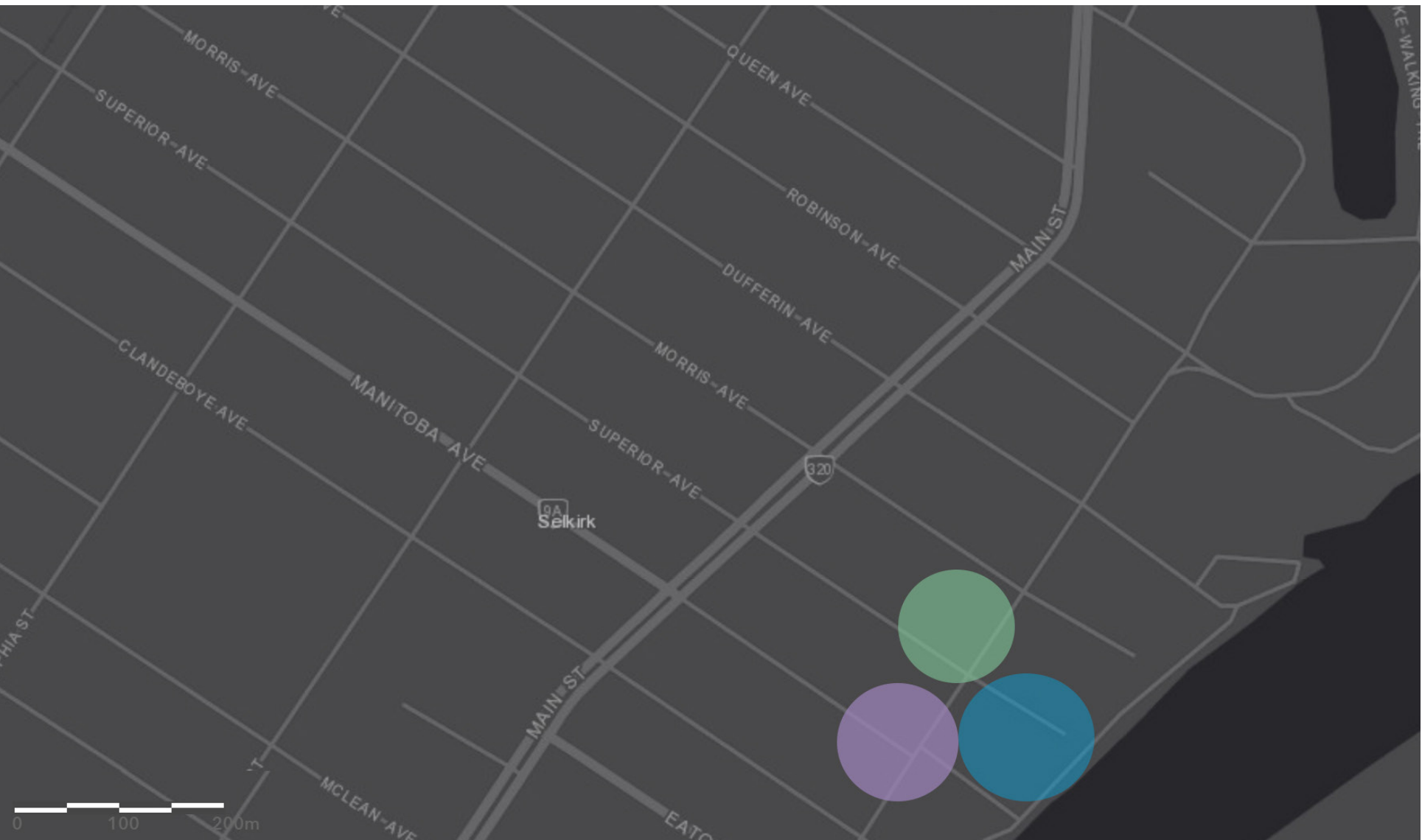
Precedent: The City of Sparks utilized neckdowns at the C Street and Victoria Square intersection to reduce the amount of road surface at crossings. The reported cost was between \$10,000 to \$40,000 per corner.

Manitoba Avenue East would benefit from pedestrian flows to facilitate commercial activity and a lively downtown core. The Manitoba Community Support small grant program and the Investing in Canada Infrastructure Program offer funding to communities interested in making improvements to enhance the pedestrian experience. These could be done in partnership with advertising or media companies to add visual aesthetic to street furniture design and to maintain the heritage in the downtown core.

Precedent: Nelson, British Columbia developed an urban design strategy to improve signage and wayfinding in addition to street furniture and the pedestrian realm with a connection to local artists.

Downtown

Sites



Objectives

- Bring pedestrians downtown to make a lively city centre
- Revitalize downtown’s visual appearance
- Improve the pedestrian experience through safety and design interventions to create a comfortable pedestrian experience
- Facilitate commercial activity in the downtown core
- Enhance the character of Selkirk’s historic centre
- Prioritize the pedestrian



Opportunities



WATERFRONT AND MANITOBA AVENUE EAST



384 EVELINE STREET



EVELINE STREET AT SUPERIOR AVE

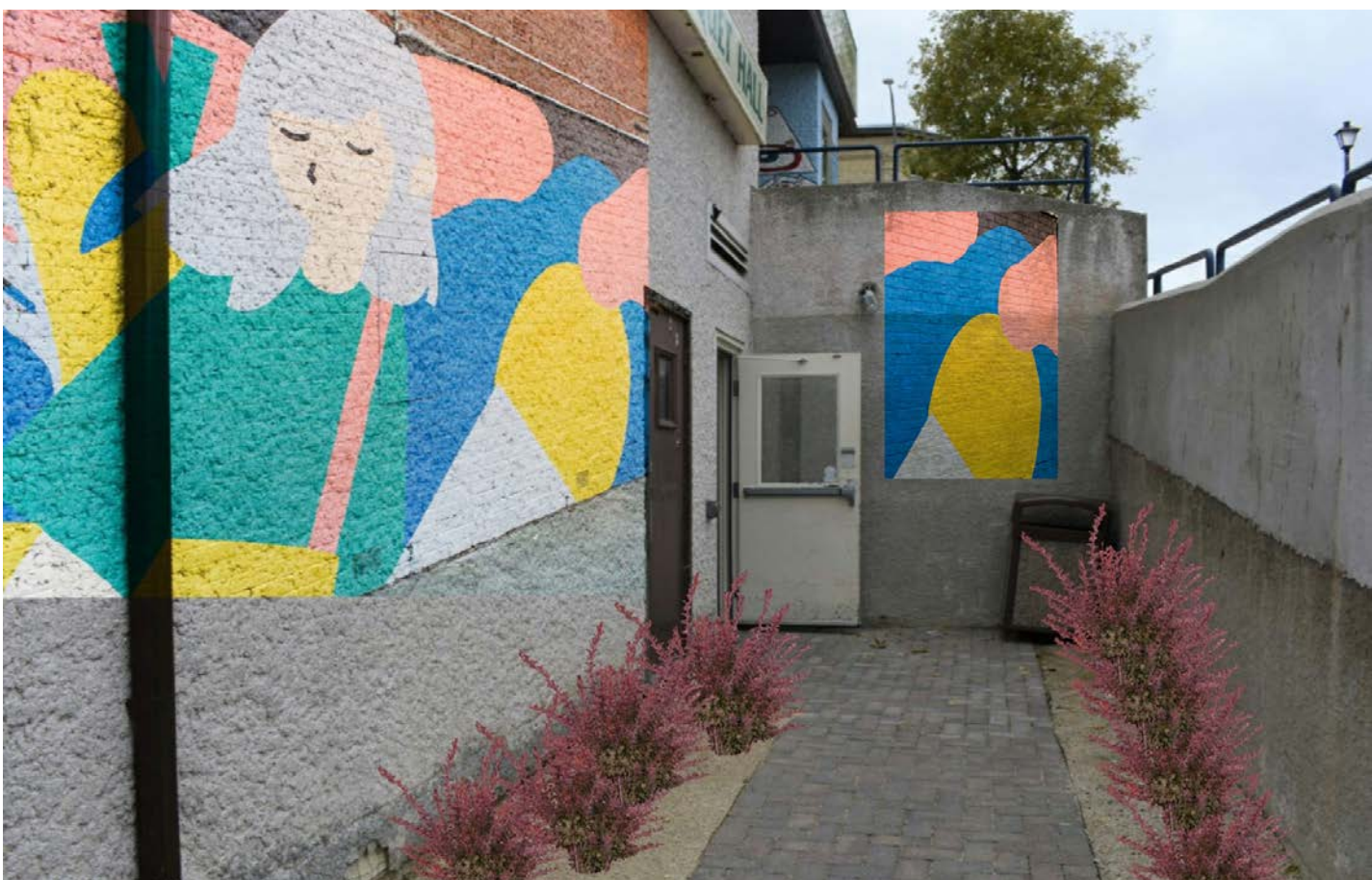
Strategies



DOWNTOWN CORE WINTER PARK

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

Precedent: Winnipeg, Manitoba’s Arctic Glacier Winter Park at the Forks lasts throughout the Winter season and brings as many people downtown in the Winter as it does in the Summer. The Forks becomes the centre of Winnipeg throughout the winter season, and helps increase tourism.



BEAUTIFY GORDON HOWARD CENTRE

The Gordon Howard Centre has members enter from the back entrance of the building, which allows access to the elevator in the basement. Members did not find the back entrance problematic although a partnership with the Aviva Community Fund may allow for a mural on the wall leading to the automatic entry door. In January 2018, Selkirk began actively taking part in painting professional and original works of art throughout the city. The partnership is a part of the Selkirk Renewal Plan and would be a measure to revitalize spaces throughout the downtown while improving the experience of attendees of the Gordon Howard Centre.

Precedent: Create Community Colour Mural Program, located in the City of Victoria is designed to engage youth and install community art.



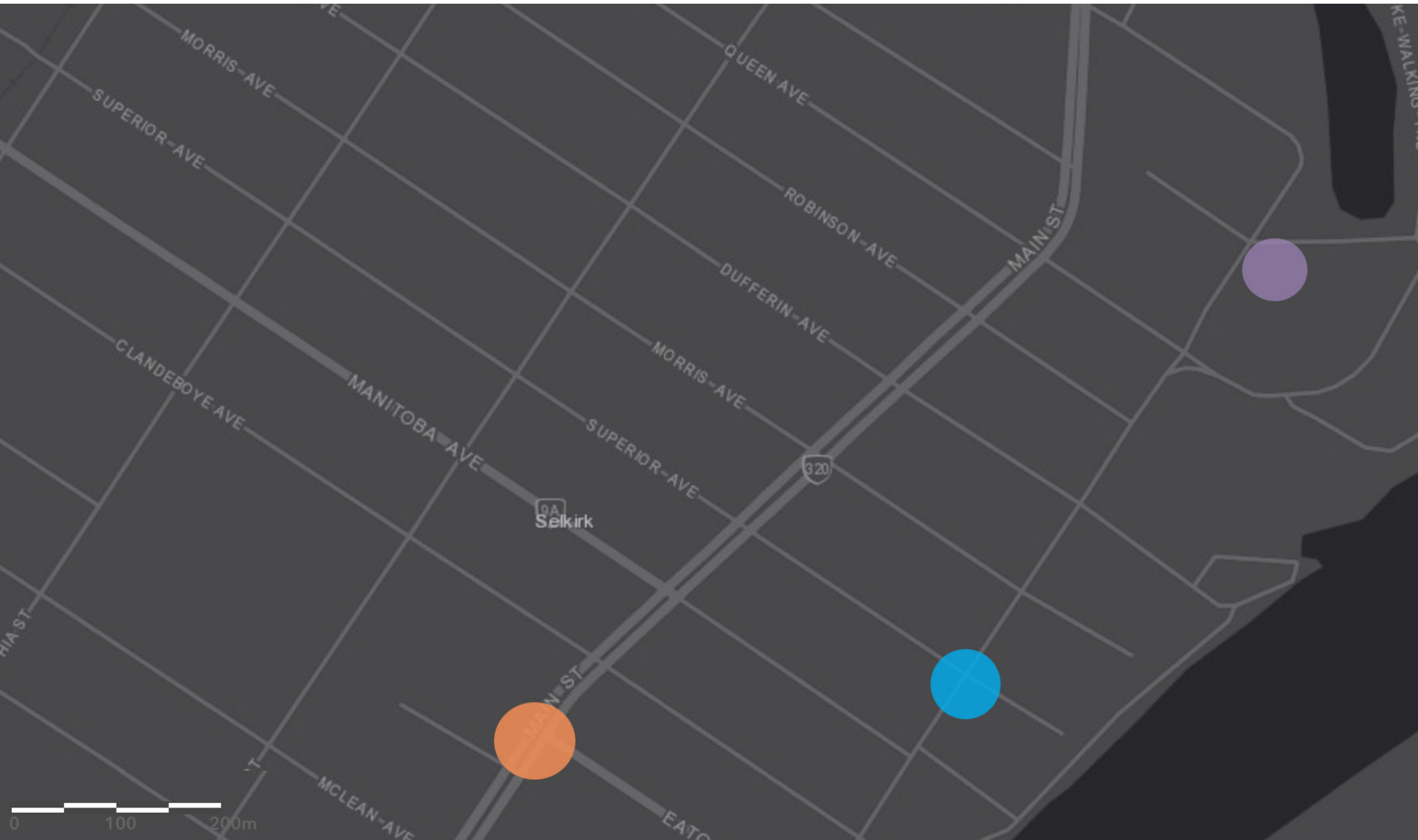
POP-UP WASHROOMS

Providing public washrooms downtown would enhance the comfort level of pedestrians and the accessibility of the city, particularly during events. Selkirk could adopt the pop-up public washroom model used in Winnipeg during their active Summer season, and possible outdoor Winter activities. Pop-up washrooms can have attached kiosks to provide water, snacks, and to sell merchandise. These facilities have the ability to move around to accomodate different events occurring throughout the city.

Precedent: Winnipeg, Manitoba boasts pop-up public washrooms by Bridgman Collaborative and funded by the Downtown Winnipeg Biz for 100,000 dollars. This fee included design, construction costs, and moving

Downtown

Sites



Objectives

- Bring pedestrians downtown to make a lively city centre
- Revitalize downtown’s visual appearance
- Improve the pedestrian experience through safety and design interventions to create a comfortable pedestrian experience
- Facilitate commercial activity in the downtown core
- Enhance the character of Selkirk’s historic centre
- Prioritize the pedestrian



Opportunities



EVELINE STREET AT SUPERIOR AVENUE



MAIN STREET AT EATON AVENUE



478 EVELINE STREET

Strategies



REGIONAL TRANSIT SYSTEM



LEADING PEDESTRIAN INTERVALS (LPI)



REPURPOSING STUART HOUSE

A regional transit system will help situate Selkirk as a regional hub and facilitate commercial activity by bringing surrounding residents to its downtown. From here, customers could access Selkirk’s public transit system to travel throughout the city. Using funding such as the Green Municipal Fund can assist Selkirk in developing a plan and route to implement a pilot project. Municipal partnerships with surrounding communities could help offset start-up and fleet costs. As a long term vision, a regional transit system could warrant the development of a transit hub downtown and contribute to a thriving city center.

Precedent: Kawartha Lakes, Ontario operated a pilot-project to connect regional communities to the transit system in Lindsay. It was so successful it was extended multiple times.

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

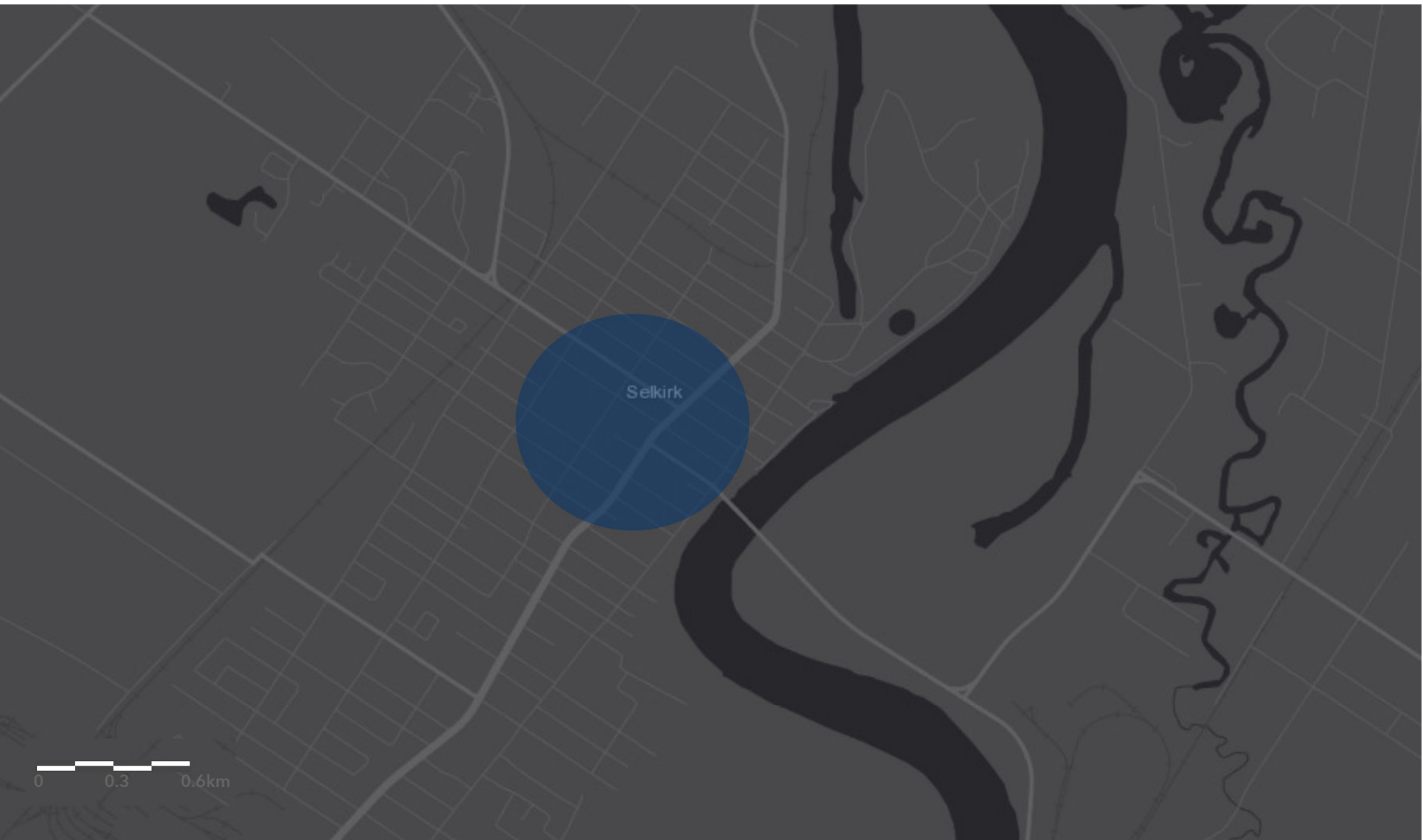
Precedent: Halifax Regional Municipality implemented 6 LPI’s in October 2018. The pilot project will determine if more LPI’s will be installed throughout the city if the LPI pilot project is measured as successful.

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

Precedent: The Clandenin School in West Virginia was renovated into affordable housing for older adults. To fund the 5.4 million dollar project, the developer accessed a 3.9 million dollar low-income housing grant and 1 million in funds dedicated to historical preservation.

Downtown Infill

Sites



Objectives

- Facilitate commercial activity in the downtown core
- Enhance the downtown character through visually appropriate mixed-use infill
- Bring pedestrians downtown
- Create a lively city centre
- Facilitate a comfortable pedestrian experience



Opportunities



224 MANITOBA AVENUE EAST

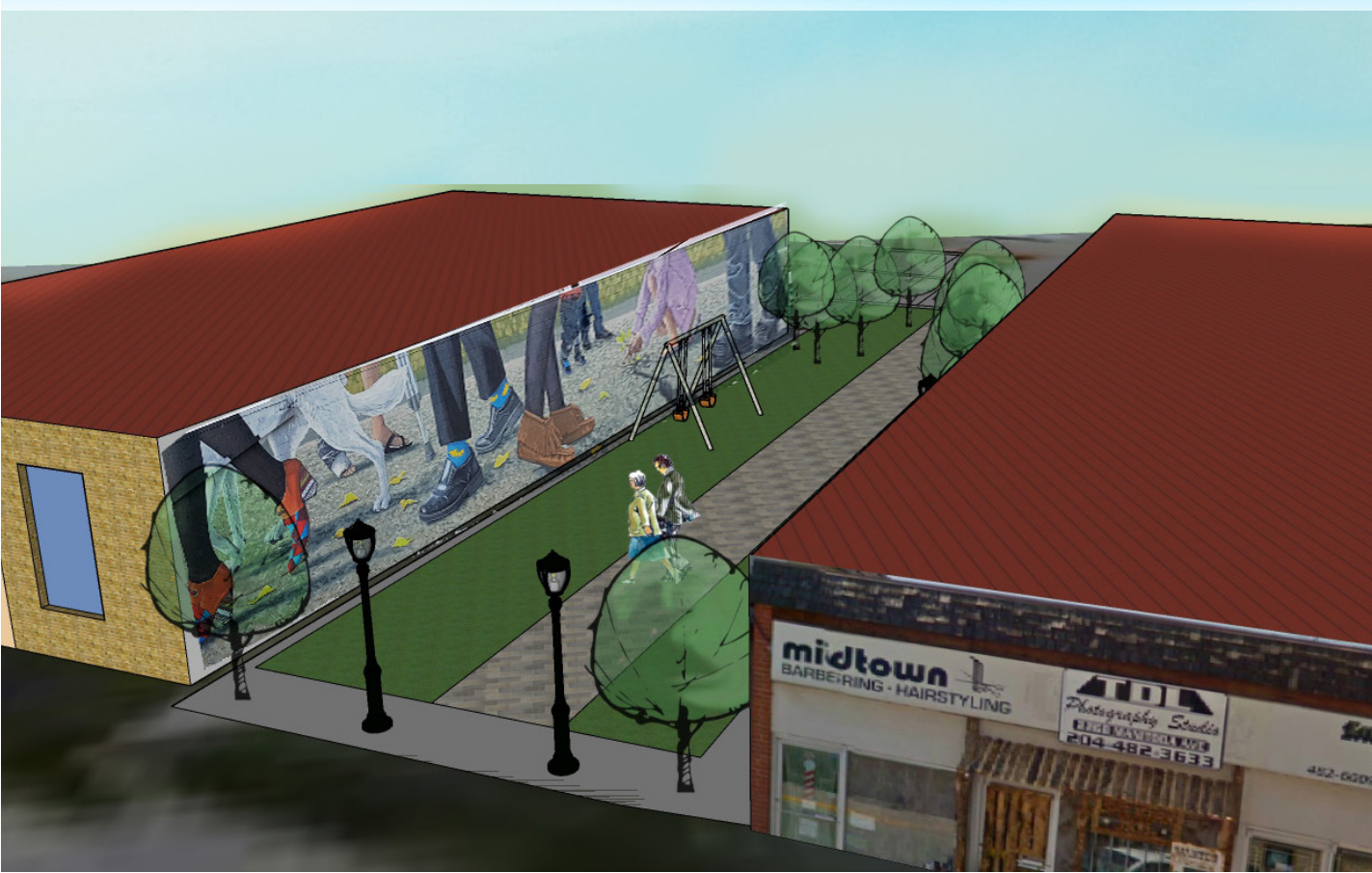


MANITOBA AVENUE EAST



DOWNTOWN

Strategies



POCKET PARKS



MIXED-USE DEVELOPMENT



SUSTAINABLE MIXED-USE INFILL

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

Precedent: Winnipeg, Manitoba's Arctic Glacier Winter Park at the Forks lasts throughout the Winter season and brings as many people downtown in the Winter as it does in the Summer. The Forks becomes the center of Winnipeg throughout the Winter season, and helps increase tourism.

Mixed-use development along Manitoba Avenue East would provide additional retail spaces in the downtown core and could present a possibility for additional coffee shops, boutiques, and other retailers. As an addition to the street wall, additional housing options downtown would facilitate pedestrian flows and contribute to a lively city centre. Selkirk could apply for a zoning amendment to include residential and obtain building permits. Municipal relations is investing in regional communities through the Hometown Manitoba Program for projects that align with regional development strategies.

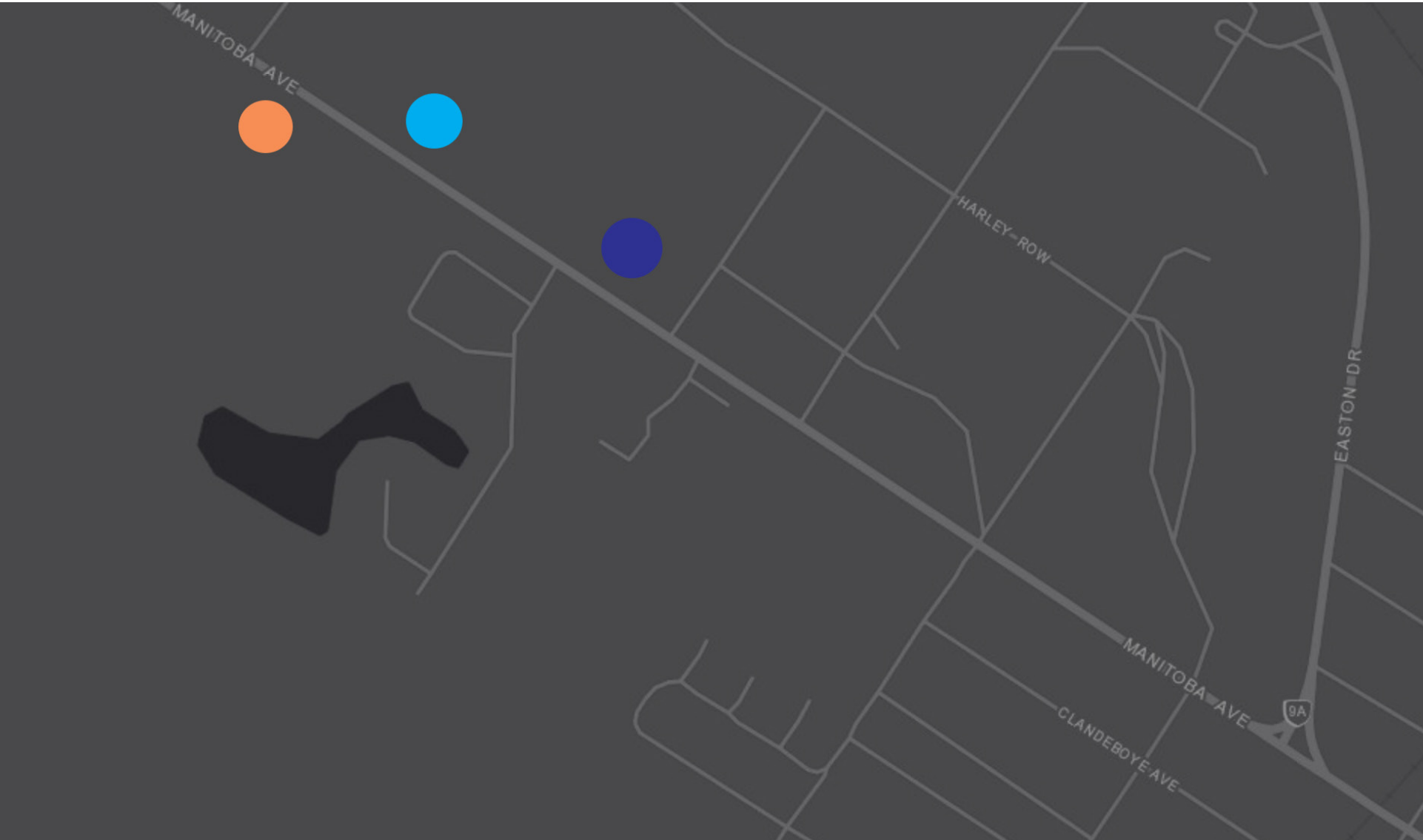
Precedent: Shirlington, Virginia is a regional community that revitalized a retail street in their downtown core with mixed-use construction and an enhanced streetscape. This mixed-use includes residential and commercial spaces.

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

Precedent: Vancouver, British Columbia developed guidelines for Municipal LEED certified construction in the city. Infill developments can incorporate LEED standards to access additional funding sources and be cost-effective in the long run.

Manitoba Avenue West

Sites



Objectives

- Improve the pedestrian experience
- Enhance safety for pedestrians through traffic calming
- Encourage active transportation in the neighbourhood



Opportunities



MANITOBA AVENUE WEST WALKING PATH



MANITOBA AVENUE WEST AT MANITOBA PUBLIC INSURANCE COMPANY



MANITOBA AVENUE WEST BETWEEN MAIN STREET AND MERCY STREET

Strategies



STREET FURNITURE



DYNAMIC SPEED DISPLAY SIGNS



TRAFFIC CALMING

Manitoba Avenue West boasts a well-maintained walking path and provides a safe space for pedestrians separated from traffic. The openness of the path exposes pedestrians to weather conditions and the long distances are not supported by amenities or places to rest. Developing a program to focus efforts on the livelihood of the path could lead to funding opportunities to have street furniture placed.

Precedent: Clemson, South Carolina's downtown core was deteriorating and the perception of walkability and pedestrian safety was fleeting. In efforts to revitalize their city, Clemson developed a Downtown Development Corporation in conjunction with city officials and residents to implement street furniture and improve the (pedestrian experience) through state funding, donations, and revolving door bank loans. The result was slowed traffic and a thriving pedestrian city.

Speeding on Manitoba Avenue West is a reoccurring problem, making it difficult for pedestrians to cross the road. Dynamic Speed Display Signs were recommended as a short-term to long-term resolution for Selkirk to reduce motorist speeds. DSS may also be implemented in school zones where motorists are not following the displayed speeds. Surveillance by means of police officers is not a long-term resolution and a DSS would prove as a more cost-effective way of informing speeding vehicles on their speeds.

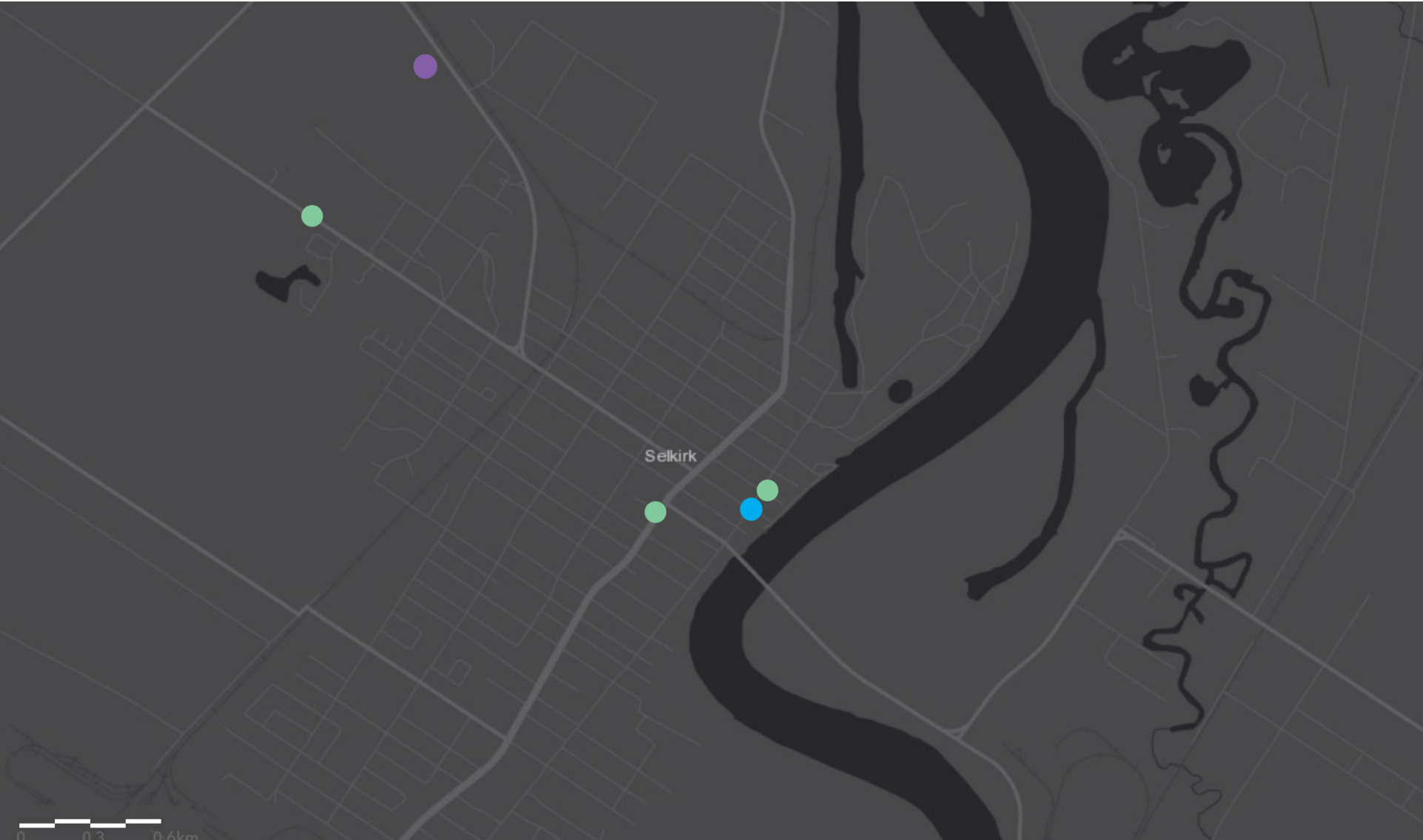
Precedent: Riverview, New Brunswick implanted a permanent DSS on Cleveland Avenue. The DSS was introduced to school zone with the lighted display of SLOW DOWN.

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

Precedent: Vancouver, Washington implemented traffic calming on Fourth Plan Boulevard to reduce traffic and provide adequate space for cyclists. The change resulted in an 18% reduction in speed and a 52% reduction in crashes.

Improving Mobility

Sites



Objectives

- Encourage transit use by creating a comfortable experience for riders
- Increase the use of public transit
- Make walking safer for pedestrians
- Improve transit options for residents of Selkirk
- Provide accessible recreation opportunities



Opportunities



GORDON HOWARD CENTRE



MULTIPLE LOCATIONS ALONG MAIN STREET, EVELINE STREET, AND MANITOBA AVENUE WEST



SELKIRK RECREATION CENTRE

Strategies



CARSHARE



TRANSIT STOP INFRASTRUCTURE



ACCESSIBLE RECREATION

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

Precedent: Cogir Carshare in Quebec purchased an environmentally friendly car through (provincial funding) and offers a car exclusively available to members of the seniors' home to improve their accessibility, and benefits from the membership fees.

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

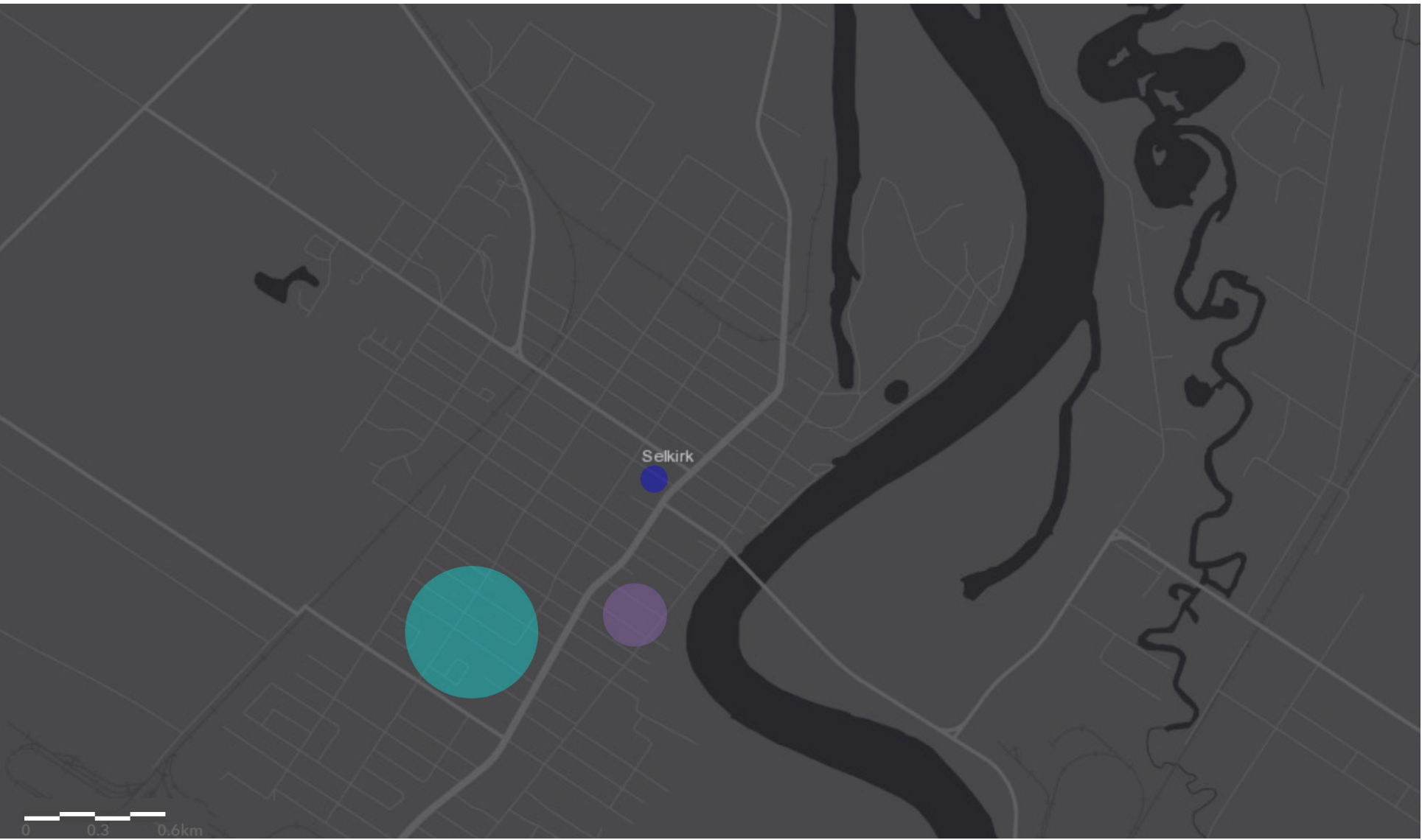
Precedent: Hamilton, Ontario outlines guidelines for transit stop infrastructure in residential neighbourhoods and on arterial roads that can enhance a riders experience and the safety of a transit system. It offers short term interventions, with long term goals of proper bus shelters.

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

Precedent: Leduc, Alberta applied for grants from the province to make adjustments to their recreation centre to make it accessible for all people. Design standards were reviewed with the Canadian Paraplegic Association and received an accessibility award for their modifications.

Housing

Sites



Objectives

- Provide affordable housing options to older adults
- Help older adults age in place
- Provide a variety of housing options for all people
- Allow older adults to remain integrated with their community



Opportunities



WEST OF MAIN STREET TO MERCY STREET, PURVIS BOULEVARD



EAST OF MAIN STREET, ALL RESIDENTIAL NEIGHBOURHOODS



MAIN STREET BETWEEN MANITOBA AVENUE WEST AND CHRISTIE AVENUE

Strategies



SECONDARY SUITES



HOME MODIFICATIONS



OLDER ADULT HOUSING DEVELOPMENTS

Secondary suites are a great option for affordable housing for seniors. Their construction on existing lots and their smaller size makes them affordable compared to single detached homes. The zoning bylaw does not allow secondary suites which means homeowners need to apply for a variance to build one or to convert a garage into one. These suites would be best suited for houses in the city with detached garages and laneway access, and in more expensive areas.

Precedent: Calgary, Alberta ammended zoning bylaws to allow for the development of secondary suites in affluent residential neighbourhoods and around the downtown core to provide an affordable housing option to single adults, older adults, and young families.

Manitoba provides funds to help homeowners pay for home modifications to allow them to age in place. The Residential Adaptations for Disabilities Program provides up to 16,000 dollars for eligible homeowners. If this money is unavailable, the City of Selkirk could consider diverse and creative ways to provide these services to residents, including organizing fundraisers, having volunteers and students build adaptations, and lobby for a percentage of taxes collected to be contributed towards home modifications.

Precedent: AARP is a non-profit organization that reconizes and awards communities for undergoing tenets to create livable cities. The AARP awarded Bismark, North Dakota a 98 out of 100 for their housing accessibility and variety of housing options for older adults.

Community consultation identified a need for more assisted living, nursing homes and 55+ facilities in Selkirk. The market need for these buildings along with Selkirk's position as a regional hub means that these buildings are likely to be built if developers are aware of residents' needs. These buildings could be built in vacant land throughout Selkirk's core, as well as towards the West end of the city near the box stores.

Precedent: Agape Villa is a life-lease building located in southern Winnipeg. It's restricted to people aged 55 and over. The life lease concept involves tenants paying for apartments for a period of 50 years or less. Agape Villa features spacious units and various amenities including a billiards room and exercise room.