



UNIVERSITY
OF MANITOBA

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GLADSTONE

OBSERVATIONS &
PROPOSALS





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INTRODUCTION ON AGE-FRIENDLY

“An age-friendly city encourages active ageing by optimizing opportunities for health, participation and security in order to enhance quality of life as people age”

-World Health Organization, 2007

Within the next 25 years, the population of people aged 65 and over will double to 10.4 million, making seniors account for roughly one quarter of Canada's population by 2036 (Statistics Canada). Because the population of Canada is aging so rapidly, many cities and rural communities are moving towards becoming “age-friendly”, by planning for the future in a way that recognizes the unique needs of senior citizens.

An age-friendly community views senior citizens as valuable members of society. As family supports, volunteers and knowledgeable advisors, seniors play an integral part in maintaining the social fabric of a community. An age-friendly community also recognizes that, as people age, their needs and abilities change. It is important that communities provide services that allow seniors to prolong their independence. By adapting housing, transportation options, buildings, and public spaces, and by ensuring that seniors have opportunities to be actively involved in community and social life, communities can help seniors prolong their independence and age comfortably in their home community. (World Health Organization, 2007)

The Age-Friendly Manitoba Initiative (AFMI) has been supporting the development of age-friendly communities in the province since its inception in 2008. Communities join the initiative by successfully completing a number of “age-friendly milestones”. Recently, the AFMI celebrated the inclusion of their 100th member community (AFMI).

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PROJECTED SENIORS POPULATION GROWTH CANADA

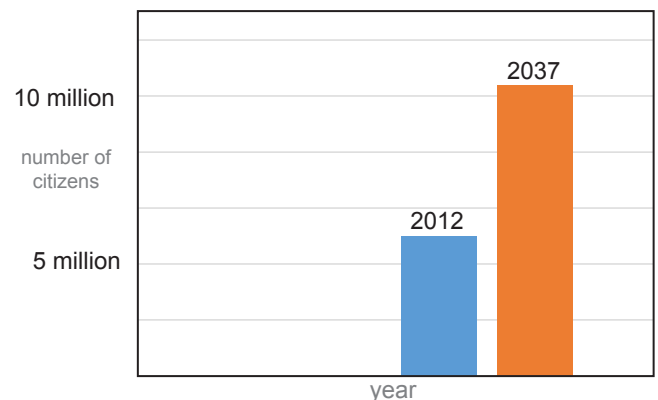


Image Credit: Rakvinder Hayer

AGE FRIENDLY
Manitoba



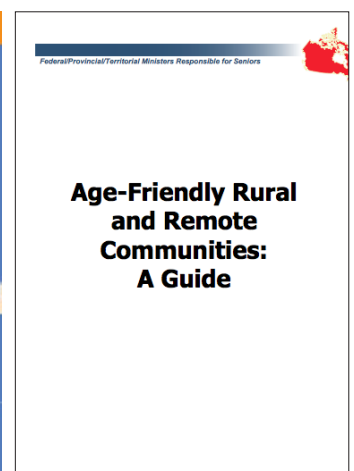
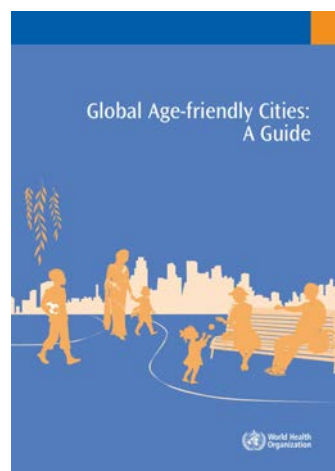
Image Credit: Age Friendly Manitoba Initiative

AGE FRIENDLY GUIDING DOCUMENTS

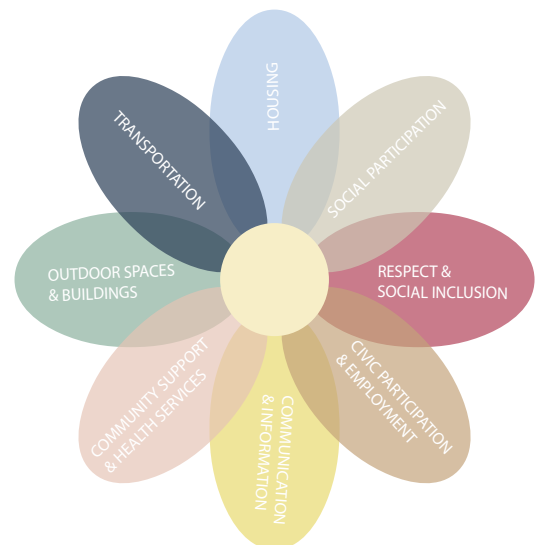
The following two documents were used to guide the analysis of Gladstone: The World Health Organization's publication "Global Age-friendly Cities: A Guide" and; the Canadian Age-Friendly Rural and Remote Communities' publication "Age-Friendly Rural and Remote Communities: A Guide".

Both of these reports investigate considerations for developing age-friendly communities. However, the Age-Friendly Rural and Remote Communities: A Guide focuses specifically on the unique context, and associated challenges, faced by rural communities like Gladstone. Challenges to rural communities becoming age-friendly include; limited resources/ tax base, access to housing/home support, transportation options, and limited local health services.

"Global Age-Friendly Cities: A Guide" identifies eight determinants of age-friendly communities. These include: housing; transportation; social participation; respect and social inclusion; civic participation and employment; communication and information; community support and health services; and outdoor spaces and buildings. Based on Gladstone's context, the areas of housing, transportation, social participation and outdoor spaces and buildings were looked at more closely than the other areas, although, as the Guide acknowledges, there are many areas of overlap between the eight determinants.



W.H.O (2007) Public Health Agency of Canada (2010)



WHO Age Friendly Flower
Image Credit: Carley Holt



PROJECT BACKGROUND

As part of a studio course for the Master of City Planning program at the University of Manitoba, students were assigned communities in rural Manitoba to study in terms of their age-friendliness. Beausejour, Tyndall/ Garson and Gladstone were the subject communities for the project, each of which were studied between September and December of 2013. The project used the two previously mentioned age-friendly documents as a framework.

In addition to reviewing these documents, students carried out research in the town by studying background information on the community, and by analyzing the town's geography. Meetings were held with Town officials, as were community consultations with Gladstone seniors, as a way to gather input on the realities of aging in Gladstone. More information on the project's process is available in Section ___ of this report.



UNIVERSITY OF MANITOBA



STUDENTS TOUR THE GLADSTONE COMMUNITY CENTRE

Image Credit: Ravinder Hayer

THE PROJECT PROCESS UP CLOSE

September 2013:

Initial Meeting & Background Research:

In September 2013, students first visited Gladstone, and had a tour of the town led by town officials. Following the initial tour, students embarked on background research into the town's history, relevant statistics and geography.

October 2013

Report of Preliminary Findings:

In October 2013, students returned to Gladstone to present preliminary findings about the town. After the presentation, attendees participated in a facilitated discussion, which was framed to gather feedback to direct future direction of the project.

November 2013

Open Houses & Walk/Wheelability Analysis:

Students spent a day assessing walkability and wheelability in town, by walking and using a wheelchair to travel along pedestrian routes. A day of consultation with Gladstone seniors took place on November 14, 2013. Over the course of the day, four consultations sessions took place at different locations around town to gather input from local seniors.

December 2013

Final Presentation & Report:

In December 2013, students presented the contents of this report to town residents at the Seniors Centre. A one hour presentation was delivered with boards summarizing the report's contents for the community to review at their convenience. This final report was reviewed and submitted to the Town of Gladstone. Please see Appendix __ for a summary of findings from this meeting.



Image Credit: Rakvinder Hayer



Image Credit: Rakvinder Hayer



Image Credit: Carley Holt



GLADSTONE AGE-FRIENDLY ASSETS:

Identifying Assests:

The following assests were indentified through our own observations and information gained from the community consoltations we conducted.

Communication and Information:

It is important that seniors receive practical and timely information regarding matters that affect them. Information should be communicated in plain language, both orally and in print. The Internet can be a valuable communication tool, but attention should be given to ensuring computers and assistance are available, if needed. (WHO)

Gladstone has a variety of newsletters, message boards, and online information made available to seniors in the area. This includes the “Senior Link” newsletter, which is distributed through the Gladstone Seniors Center.

Community & Health Services:

Community and health supports should be physically and financially accessible. Health services should be diverse and well-distributed throughout the community. Nursing homes should be integrated into the wider community, and volunteers of all ages should be involved in delivering health services to seniors.

While some concerns about the Seven Regions Health Centre were expressed (see Pg. ____ for more information), Gladstone has a number of excellent resources to support seniors’ health. The Meals on Wheels program, palliative care, dentist office, medical equipment rentals, occupational therapy services, and recreation programming contribute to the overall health of seniors living in Gladstone.



MESSAGE BOARD OUTSIDE OF GLADSTONE POST-OFFICE

Image Credit: Rakvinder Hayer



HOSPITAL IN GLADSTONE

Image Credit: Rakvinder Hayer

GLADSTONE AGE-FRIENDLY ASSETS:

Transportation:

The transportation modes available to seniors can fundamentally impact their ability to participate in community life. Therefore, it is important that transportation options be affordable, accessible, reliable, and safe. It is also important that a range of transportation options are available. (WHO)

Many seniors in Gladstone drive personal vehicles as their primary mode of transportation. For those who no longer use a personal vehicle, two volunteer-operated handi-vans are available to transport Gladstone seniors both within and to destinations outside of the town. A volunteer-operated driver-escort program is also available. This service operates much like a taxi service, except riders are only charged for mileage.

Walking is an important transportation option for seniors, and warrants further discussion than the previously mentioned transportation modes. Please see the “Walkability” section for information on walking in Gladstone.

Respect & Inclusion:

In an age-friendly community, seniors are respected by and included in, the community at large. There are plenty of opportunities for intergenerational interaction, and seniors are valued members of society. (WHO) By adopting the “age-friendly milestones”, the Town of Gladstone has demonstrated their commitment to fostering a community where seniors are respected and included in society. Throughout the remainder of this report are ideas for how Gladstone can become even more inclusive of senior citizens.



GLADSTONE'S HANDI-VAN

Image Credit: Rakvinder Hayer



COMMUNITY EVENT PHOTO-COLLAGES AT THIRD CROSSING

Image Credit: Rakvinder Hayer



GLADSTONE AGE-FRIENDLY ASSETS:

Social Participation:

Social participation is important to maintaining seniors' health and sense of well being. It is important that a range of social opportunities is available to seniors, and that these are accessible, affordable, integrated with the rest of the community, and appropriately publicized to reach seniors. Special care should be given to ensuring social programming is accessible to seniors who may be experiencing isolation. (WHO)

The wide range of social participation opportunities available to seniors in Gladstone is a tremendous community asset that should be celebrated, and maintained. From recreation programs, to social events and volunteer opportunities, there is something for everyone in Gladstone. A range of service providers offer social participation opportunities, including: local churches, the Glad West Recreation Commission, service organizations, private businesses and not for profit organizations like the Seniors Support Centre. For a full inventory of social participation assets in Gladstone, please see Appendix A.

Civic Engagement & Employment:

People do not stop contributing to their communities upon retirement. It is important that seniors have a variety of ways to stay engaged in civic life through volunteering, acting on boards, and paid employment. (WHO)

Between service clubs, churches, not for profit organizations and local government activities, seniors have many opportunities to volunteer, and engage in civic activities.



SENIORS' DROP-IN CENTRE ON MORRIS AVENUE

Image Credit: Rakvinder Hayer



GLADSTONE'S COMMUNITY CENTRE

Image Credit: Rakvinder Hayer

GLADSTONE AGE-FRIENDLY PRIORITIES

Based on community input, background research, and analysis, three age-friendly priority areas were identified: walkability, housing, and buildings and open spaces. The following sections include background on each identified priority area, a description of each priority area's current state in Gladstone, and ideas for addressing each priority area.

The ideas we include in this report are merely ones to consider and are not a concrete plan. They were based on our own findings combined with information we gained during our four community consultation meetings. A list of our findings from the consultations can be found in Appendix B.



STUDENTS TOUR THE GLADSTONE BAKERY

Image Credit: Rakvinder Hayer



COMMUNITY CONSULTATIONS AT THE SENIORS' CENTRE

Image Credit: Rakvinder Hayer



COMMUNITY CONSULTATION WITH SENIORS AT THIRD CROSSING MANOR

Image Credit: Rakvinder Hayer



GLADSTONE AT A GLANCE

Location:

Gladstone is approximately 2.5 square kilometres in size and located adjacent to the Yellowhead Highway in the Rural Municipality of Westbourne. Winnipeg and Brandon, Manitoba's two largest cities, are each located just under 150 kilometres from Gladstone. The towns of Plumas, located about 20 minutes north-west, and Neepawa, located about 25 minutes west, are similar to Gladstone in size, and share many regional services.

A Brief History:

The first settlers in Gladstone arrived during the early 1870s. They referred to the area as the Third Crossing, because the settlement was located at the third point in which the White Mud River crossed the Saskatchewan Trail. In 1881, the North Western Railway and Province of Manitoba built a rail line from Portage Le Prairie through Third Crossing. By 1882, the town had grown substantially, became incorporated, and was renamed Gladstone after the British Prime Minister of the time, William Gladstone. At the turn of the century Gladstone had grown to over 1000 residents due to incoming employees of Canadian Northern Railway, who were constructing a new rail line out to Dauphin. The Magnus Wilson Brickyard was constructed in 1900. It would serve as a major employer in the town for many years before its close decades later. The second half of the 20th century saw the construction of institutional buildings such as the Seven Regions Hospital, William Morton Collegiate Institute, and the town's elementary school. More recent developments include the construction of Happy Rock in 1993, and the approval to construct a new grain terminal in 2011.



Image Credit: Carley Holt



Image Credit: Town of Gladstone

GLADSTONE AT A GLANCE

Demographics:

The population of Gladstone is significantly older than that of Manitoba as a whole. Of the approximately 1000 people living in Gladstone, +/- 40% are over the age of 55, while only +/- 20% of the population of Manitoba as a whole is over the age of 55. It is also interesting to note that approximately twice as many women than men are over the age of 85 in Gladstone (Statistics Canada). See a population Chart in Appendix A.

Land Uses:

Gladstone is mostly surrounded by agricultural land. Gladstone's commercial core is centred in the middle of the town, at the intersection of Dennis St and Morris Ave. Single-family residential land surrounds the commercial area. To the north of town are the "recreation hub", which houses various recreation facilities, and agricultural lands planned for future development as single family residential lots. To the southeast are lands planned for development as an industrial park. Other significant aspects of the town's geography are the White Mud River, which runs west to east through the town, and the actively- used CN and CP railway lines, which run west to east through the town centre.

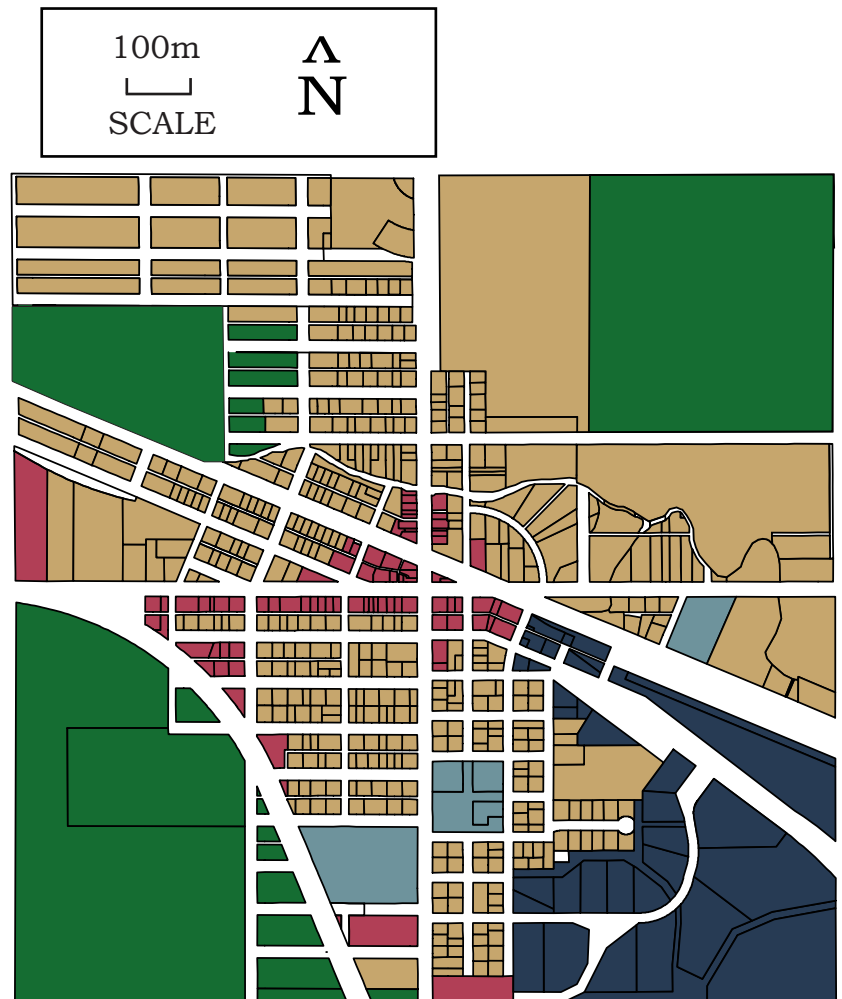
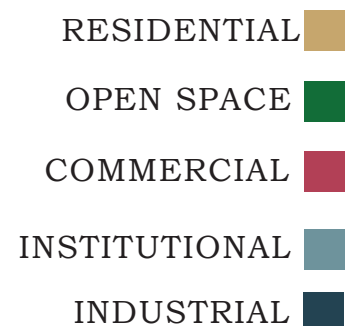


Image Credit: Town of Gladstone





WALKABILITY

Why is Walkability important:

The World Health Organization's document "Age-Friendly Communities: A Guide" suggests that age-friendly communities should be "walkable", that is, it should be easy for people of all abilities to walk, or use a mobility aid, to travel around the community. Walking is an excellent form of physical activity, and an environmentally friendly mode of transportation. A range of 400-600 metres is typically considered to be a walkable distance for most seniors (Hodge, 2008).

Several factors impact the walkability of a community for older people. Some of these include: the condition of sidewalks, pathways and trails; the availability of public washrooms along walking routes; the proximity of services and amenities to each other, and to housing; the availability of resting spots such as benches; and the efficiency of snow clearing in winter. (World Health Organization, 2007)

What we found:

Gladstone is only approximately 2.5 kilometres in size, with the commercial core located in the middle of town, in close proximity to housing. As most of the town's amenities and services are within 400-600 metres of each other, and existing housing, the community has great potential to become a highly walkable community. During community consultations, it was discovered that a significant number of Gladstone seniors already walk and bike as a primary modes of transportation. For less mobile seniors, however, a number of barriers exist.



Image Credit: Augustus Norton

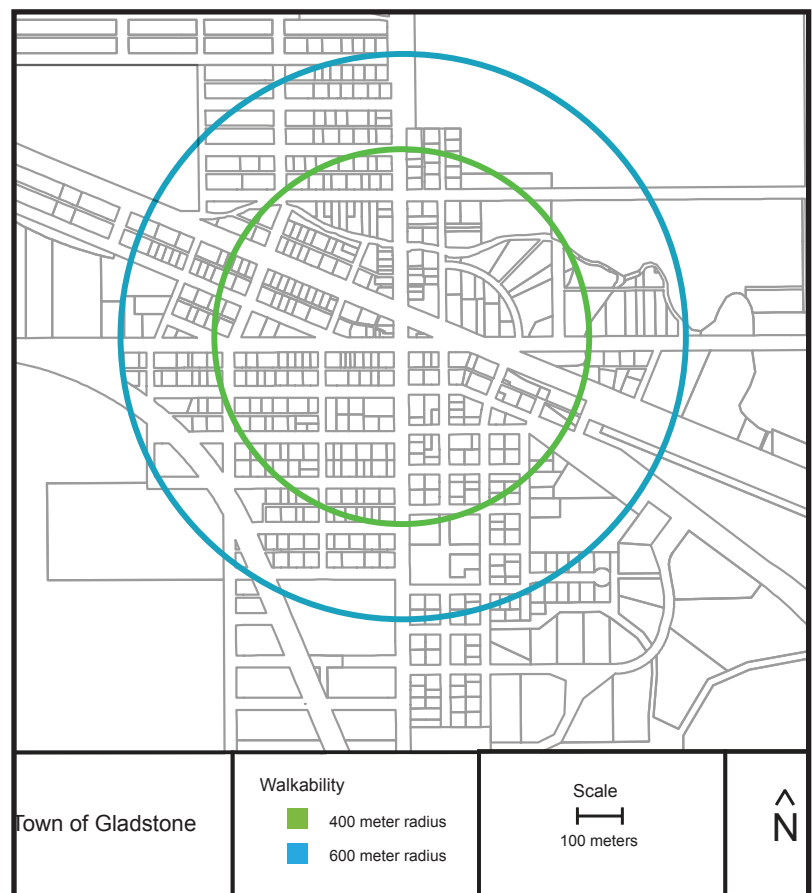


Image Credit: Town of Gladstone, modified by Carley Holt

WALKABILITY: BARRIERS

Sidewalk Connections:

Within the town centre are in relatively good condition, sidewalks in many residential areas are either in poor condition, or non-existent. It is not uncommon for people to walk, or wheel, on the road itself when sidewalks are not present. This is a safety concern that likely discourages people from using walking as a mode of transportation to get from their homes to the town centre and other amenities.

Railway Crossings:

The railway crossings at both Morris Avenue and 3rd Street are significant barriers for people who use mobility equipment. During the “wheelability” study, student researchers attempted to cross the tracks at 3rd street using a wheelchair, and found that it was impossible. Participants at community consultation sessions indicated that people who use mobility aids do cross the tracks on Morris Avenue “out of necessity”, despite the apparent dangers of doing so. Most existing seniors housing is located south of the tracks, while the recreational hub, seniors centre and the coop grocery store are north of the tracks.

Unfortunately, the railway track issue is a challenging one to deal with on a local level, as the CN and CP railways have jurisdiction over the railway lines. Nevertheless, to create a better north-south connection, railway crossings must be addressed.



CRACKED SIDEWALKS ALONG SASKATCHEWAN HIGHWAY

Image Credit: Rakvinder Hayer



STUDENTS CONDUCT WHEELABILITY STUDY IN GLADSTONE

Image Credit: Rakvinder Hayer



WALKABILITY: BARRIERS

Benches:

Benches are generously dispersed around Gladstone, providing places for seniors to rest when taking a walk. While these benches are assets to the town's walkability, some design alterations could make them more usable for seniors.



SEATING AREA OUTSIDE OF THE GLADSTONE LEGION

Image Credit: Rakvinder Hayer

Lighting:

There are a number of street lights for cars in Gladstone, but the only pedestrian scale lighting is found in the Theatre Courtyard Parklet on Morris Ave. Inadequate lighting is a significant barrier to walking at night, as poor visibility creates real and perceived dangers to pedestrians.



THEATRE COURTYARD

Image Credit: Carley Holt

Williams Park Bridge:

The pedestrian bridge crossing the White Mud River connects the "wellness trail" in Williams Park to the Saskatchewan Highway. The bridge is an important pedestrian connection in Gladstone, however its design is not well suited for people with mobility limitations. The surface of the bridge is sheet metal, which may become icy in the winter, the lead up to it is quite steep, and it does not have a handrail. With some minor alterations, the bridge could become an even more valuable pedestrian connection in Gladstone.



PEDESTRIAN BRIDGE IN WILLIAMS PARK

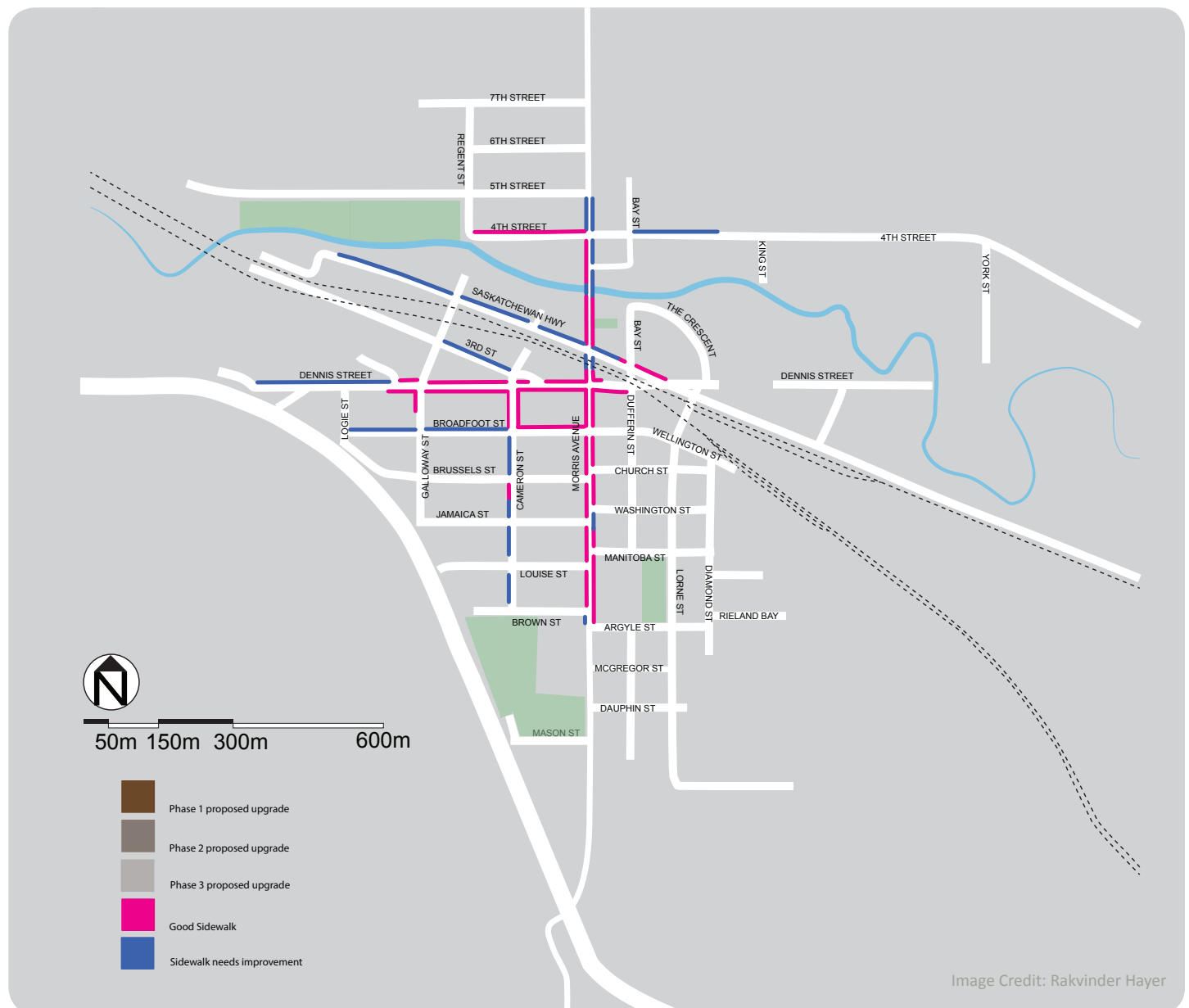
Image Credit: Carley Holt

WALKABILITY: IDEAS TO CONSIDER

Sidewalk plan:

Wide sidewalks offer pedestrians with enough space to walk, or wheel, in comfort. They can also provide space for landscaping, and act as a buffer between traffic and pedestrians. Generally, sidewalks should be no narrower than five feet.

While it would be ideal if all roads in Gladstone could incorporate high-quality sidewalks, this is not financially feasible. Therefore, priority areas for phased sidewalk improvements have been identified, with phase one being the highest priority.





WALKABILITY: IDEAS TO CONSIDER

Sidewalk plan, Phase One:

Pedestrian routes leading from Third Crossing Manor to the town centre (via Dennis st), William's Park (Via Third st), and Clarkson suites (Via Galloway st.) should be priority areas for sidewalk improvements. Much of the sidewalks in these areas are currently in poor condition, which restricts Third Crossing residents' ability and willingness to walk, or wheel, as a mode of transportation. With better sidewalks in the identified priority areas, residents of Third Crossing Manor would have greater independence to access services in town, to pursue recreation opportunities, and to visit friends, without relying on others for rides. It would also provide a safe walking route for students of William Morton Collegiate. See also Section __, which proposes a public toilet near Third Crossing Manor.

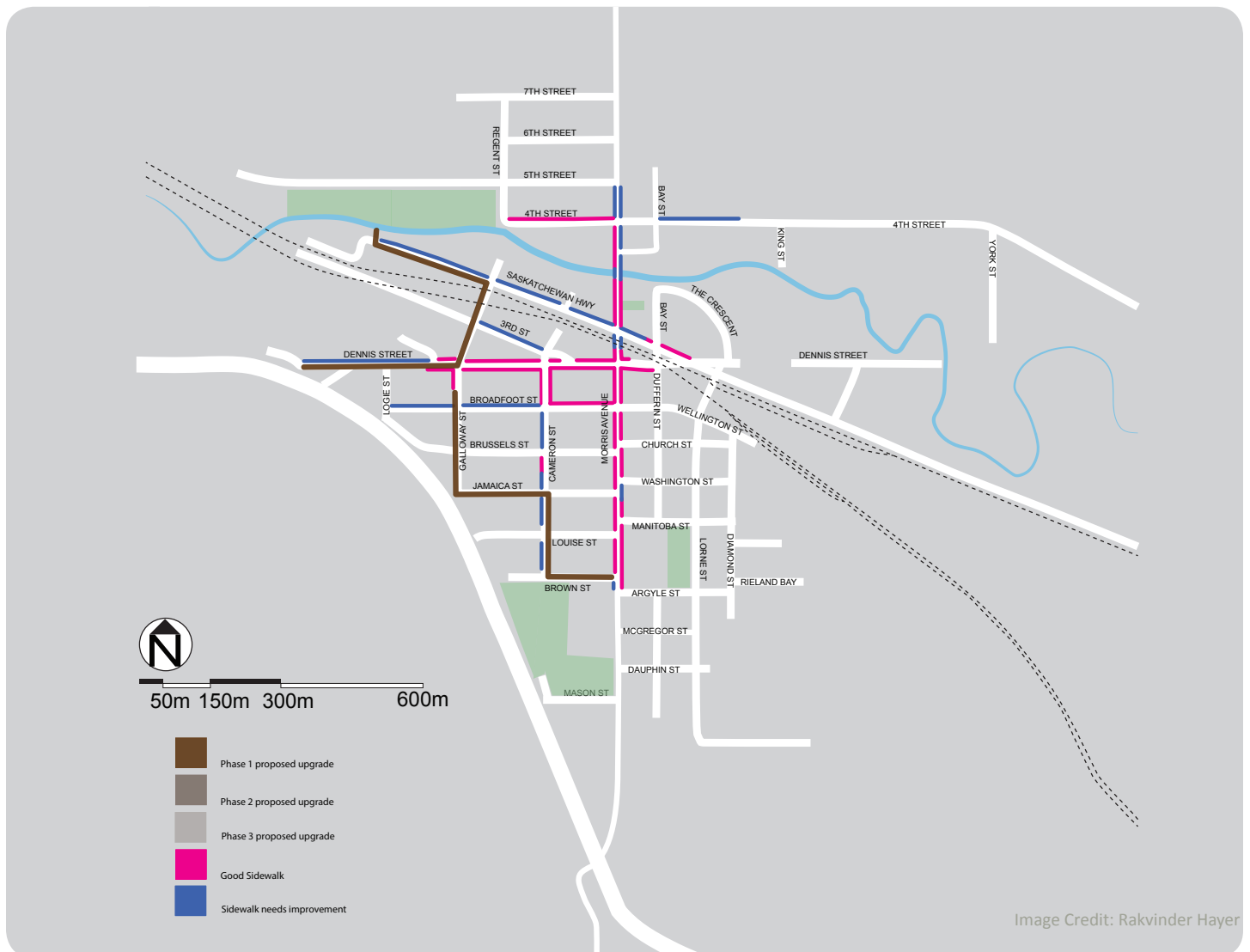


Image Credit: Rakvinder Hayer

WALKABILITY: IDEAS TO CONSIDER

Sidewalk plan, Phase Two:

Currently, there are no sidewalks or paths anywhere in the neighbourhood east of Morris Ave and south of Dennis Street. Also, there is no sidewalk leading from the town centre to the Seven Regions Health Centre. Proposed phase two for sidewalk improvements would see sidewalks built: along Lorne st.; along Manitoba st. between Lorne and Morris; between Wellington st. and Morris Ave; and along Dennis St. between the town centre and the Seven Regions Health Centre. These improvements would enhance walkability for residents in the south-eastern sector of town, including elementary school students, and would provide a walking route to the future industrial park. By enhancing connections between the Seven Regions Health Centre and the town centre, the hospital would become more integrated into the community, and people would have a healthy transportation option for visiting the hospital.

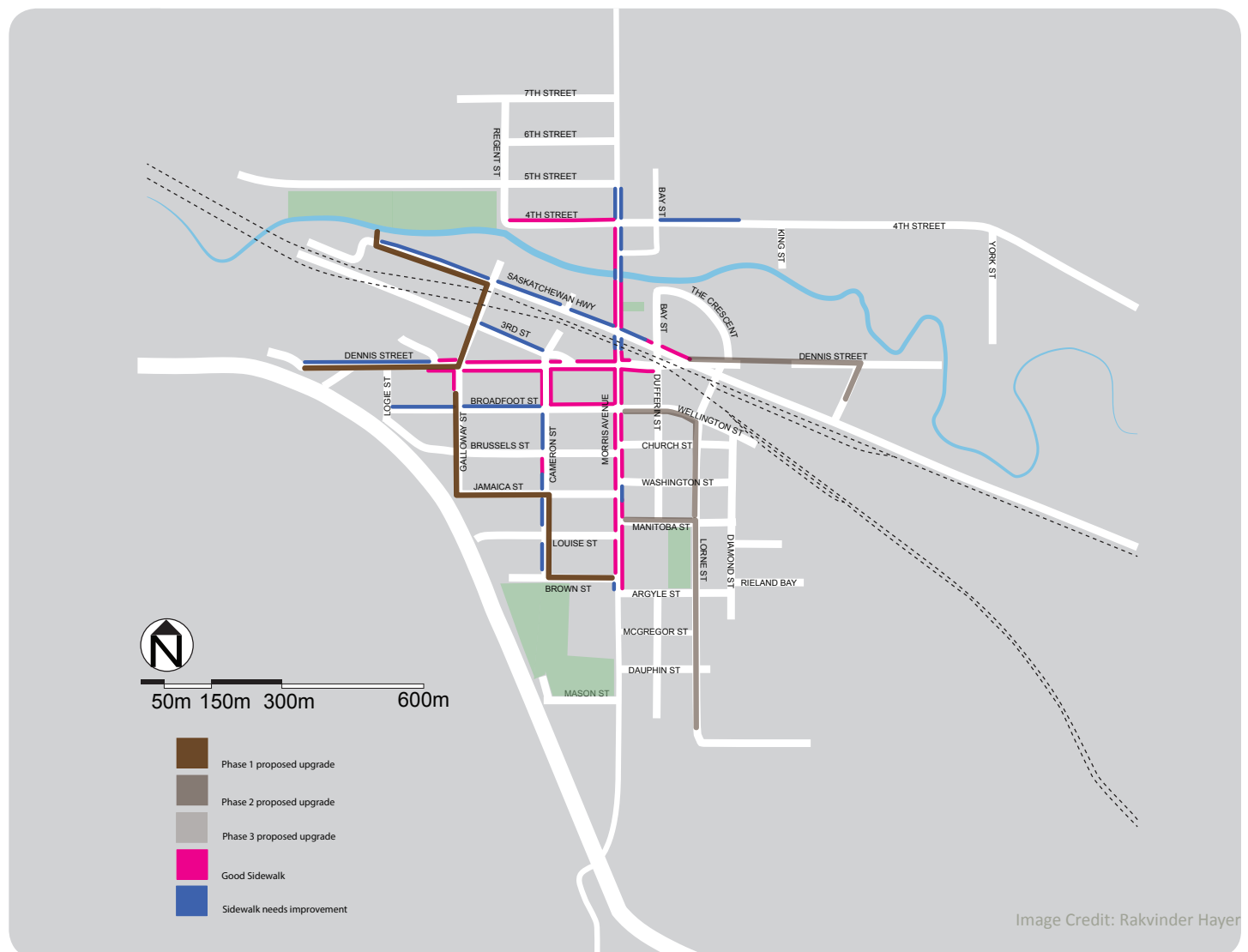


Image Credit: Rakvinder Hayer



WALKABILITY: IDEAS TO CONSIDER

Sidewalk plan, Phase Three:

A new sidewalk on Fourth Street connects Morris Ave. to Williams Park, but it does not extend further north to connect to the recreational hub. Also, as the residential neighbourhood in the north-western part of town expands, more sidewalks will be necessary to connect this area to the existing sidewalk network. Phase three would see new sidewalks constructed up Regent st to connect with the recreation hub, and up Morris Ave, all the way to 7th street.

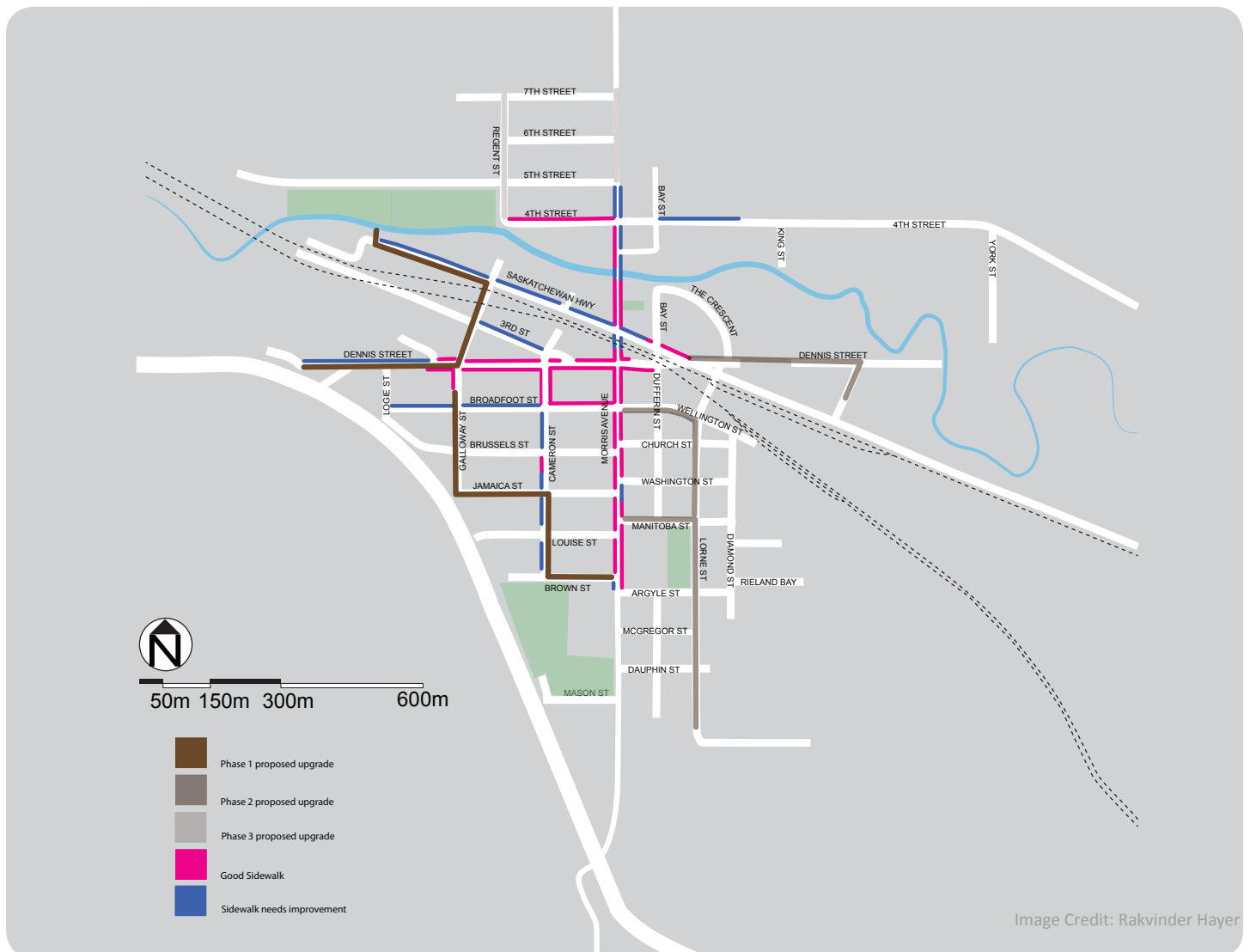


Image Credit: Rakvinder Hayer

WALKABILITY: IDEAS TO CONSIDER

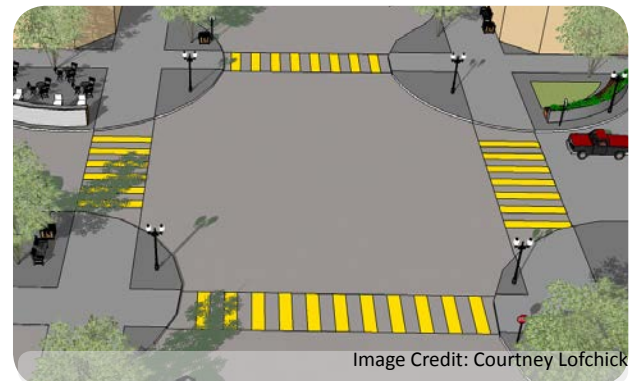
Accessible Public Seating:

Appropriately designed public seating is placed every 100 metres along walking routes, providing important resting places for senior pedestrians. Benches should have backrests, and armrests to ensure comfort and usefulness to seniors. Armrests should be placed on the sides and the middle of the benches, to allow seniors to boost themselves up from the bench with two hands.



Marked Crosswalks:

Marked crosswalks can be as simple as painted white lines at street crossings, or as unique as a colourful mural on the road. Either way, marked crosswalks emphasize pedestrians as a priority, direct pedestrians to appropriate crossing locations, and alert drivers to expect crossing pedestrians.



Williams Park Bridge:

Installing level hand railings, starting from the lead ups to the bridge on either side, and continuing along the length of it, would make it easier for people with mobility limitations to cross. Replacing the sheet metal surfacing of the bridge with a non-slip, perforated material would allow water to drain off of the bridge surface, and decrease the likelihood of people slipping.



Pedestrian-Scale Lighting:

The installation of pedestrian-scale lighting along key walking routes should be considered, to make walking at night safer.





WALKABILITY: IDEAS TO CONSIDER

Morris and Dennis Bumpouts:

As shown in the concept picture at ____ (rendering), there is potential to incorporate intersection “bump outs” in the town centre at Dennis st and Morris Ave. This type of intersection design provides additional pedestrian space, shortens crossing distances and encourages drivers to slow down.



Image Credit: Courtney Lofchick

Funding Tools:

The Province of Manitoba’s Small Communities Active Transportation Fund provides 50% of costs to eligible small communities for active transportation upgrades such as; bicycle racks, bicycle lanes or paths, sidewalk upgrades, lighting, and accessibility ramps. Please see http://www.gov.mb.ca/ia/bldgcomm/at_general.html for more information.

HOUSING: WHAT WE FOUND

What the WHO says:

Age-friendly housing should be: affordable for people on pension incomes, designed to be accessible for people with mobility limitations, located in close proximity to services, and integrated in the surrounding community. A range of housing options, and the availability of services to assist seniors to live in their homes for as long as possible, are key to ensuring seniors are able to age in place. Many seniors find the idea of moving highly unappealing, particularly the idea of moving outside of their home community. Age-friendly communities must ensure that housing meets the needs of elderly people so that they can comfortably live their full lives. (World Health Organization, 2007)

Existing Housing Stock:

The majority of Gladstone's housing is in the form of single-family homes, although there are also several multi-unit apartments. The town's housing stock is composed of both newer and older houses, including a significant number of heritage homes.

Demand for Seniors Housing:

There are six housing complexes in Gladstone that cater to seniors, and most are in excessive demand, as demonstrated by extensive waitlists for units. Unfortunately, when seniors are unable to secure appropriate housing in Gladstone, it often forces them leave their families, social networks and other comforts behind in search of housing that meets their needs. The list of current seniors housing can be found in appendix C.



Image Credit: Carley Holt



Image Credit: Carley Holt



Image Credit: Carley Holt



Image Credit: Carley Holt



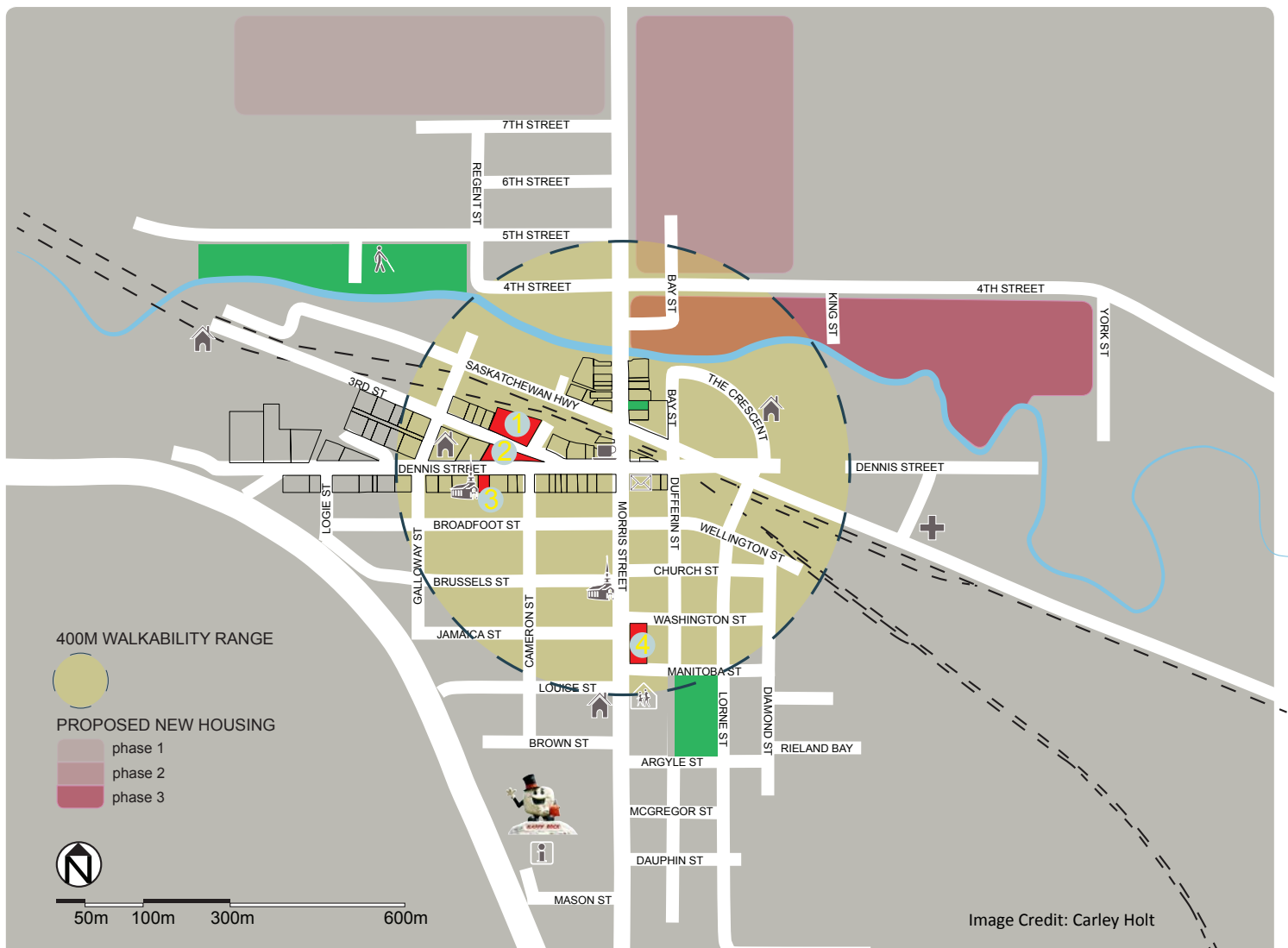
HOUSING: WHAT WE FOUND

Planned Housing:

New housing is planned for the north end of town, and is proposed to be developed in three phases. Construction has already begun for the first phase, but the later phases are still pending. The land slated for residential development is currently agricultural and located on the outskirts of town, far away from the town's amenities and services. Gladstone residents living on the outer edges of town will be less likely to walk, and more likely to depend on cars, to access services in the town centre. It should be noted that some of the new homes currently being built appear to use "universal design" principles, to facilitate accessibility for people who use mobility aids. However, many homes are traditionally designed to include stairways leading to entrances, and other features that could act as mobility barriers. To view the "universal design" principles see Appendix D.

Potential Infill Lots:

Four lots located within 400 metres of the town centre have been identified as ideal for future seniors housing developments. The close proximity to the town center makes the amenities and services more accessible.



HOUSING: IDEAS TO CONSIDER



1

Image Credit: Carley Holt



2

Image Credit: Carley Holt



HOUSING: IDEAS TO CONSIDER



3

Image Credit: Carley Holt



4

Image Credit: Carley Holt

BUILDINGS AND OPEN SPACES: WHAT WE FOUND

What the WHO says:

Age-friendly buildings should incorporate accessibility features such as wheelchair ramps, automatic door openers, appropriate signage, handrails, and comfortable chairs. Public open spaces should be well maintained, provide shelter from the elements, incorporate plenty of well-designed seating, and include accessible washrooms. (World Health Organization, 2007)

Downtown Commercial Core:

Most downtown buildings have street-level entrances, although some buildings have elevated entrances. Most, but not all, downtown buildings with elevated entrances incorporate ramps to accommodate mobility equipment. The credit union was the only downtown building identified as having a pushbutton activated door. “Curb cuts” in sidewalks allow wheelchairs and other mobility equipment to cross streets with ease, and are located at regular intervals throughout Gladstone’s town centre. Many different sidewalk surfaces exist downtown, including gravel, patterned brick and brushed concrete. Downtown lighting is limited to street lights designed for cars, and the occasional light at a business entrance. Pedestrian-level street lighting was only observed at the Theatre Courtyard.



LOCAL BUSINESS IN GLADSTONE

Image Credit: Rakvinder Hayer



VIEW LOOKING WEST DOWN DENNIS STREET

Image Credit: Carley Holt



Photo: Rak Hayer

Image Credit: Rakvinder Hayer



BUILDINGS AND OPEN SPACES: WHAT WE FOUND

Parks:

Williams Park is the largest park in Gladstone. Located in the Northwest sector of town, the park includes five outdoor fitness stations, a playground, an outdoor pool, a campground, public washrooms and the “wellness trail”. During consultations, the park was commended by many. Because it is relatively far from the town centre, many residents find it too far to walk to the park. Furthermore, one walking route to the park involves crossing the pedestrian bridge, which has been identified as a barrier to walkability (See Pg. __ for more info). The park’s washrooms are only open during the summer months and are not designed to be accessible for wheelchair users.



WILLIAMS PARK

Image Credit: Rakvinder Hayer

The Theatre Courtyard, located adjacent to the Seniors Drop In Centre, is a welcoming outdoor public space located close to the town center on Morris Avenue. Featuring a tent gazebo and public seating, the area provides a comfortable resting place downtown.



THEATRE COURTYARD

Image Credit: Carley Holt

Streets:

Gladstone’s streets are primarily designed to accommodate cars- that is, pedestrian-friendly features such as connecting sidewalks, cross walks and pedestrian-scale lighting are uncommon. Street lighting for vehicles is distributed throughout the town. Pot holes, and the railway crossings, were identified as hazards to both pedestrians and motorists.

In residential areas, houses are typically setback approximately 40-60 feet from the edge of the road, and roads are about 35-40 feet wide. In the town centre, streets are approximately 60-70 feet wide, and surrounded by a mix of commercial, retail and some residential uses.



NEW SIDEWALK DEVELOPMENT ON FOURTH STREET

Image Credit: Rakvinder Hayer

RE-IMAGINING DENNIS & MORRIS

Gladstone's definitive intersection is located at Morris Avenue and Dennis Street. This intersection is Gladstone's geographical and cultural centre, and home to one of Gladstone's oldest and most popular buildings: the Gladstone Bakery. Most businesses are within a 400-600 meter walk of this intersection. In the Walkability section of this report, we outlined proposals to connect the town's residential sidewalks to this intersection, and make this space safer for pedestrians. This section will outline several proposals for enhancing the character of this famous intersection, as well as enhance connections to this unique place. Strengthening the identity of this intersection will have benefits for town residents, as well as bring tourist dollars from travellers along the Yellowhead Highway.



GLADSTONE'S OLDEST BUILDING, THE GLADSTONE BAKERY

Image Credit: Carley Holt



HISTORIC BUILDING ACROSS FROM THE GLADSTONE BAKERY

Image Credit: Rakvinder Hayer



RE-IMAGINING DENNIS & MORRIS

Parklets:

“Parklets” are small parks which are often constructed on under-used parking spaces. By incorporating seating, landscaping and gardens, parklets can re-purpose public land in a way that enhances the pedestrian environment and brings liveliness to a town centre. The previously proposed bumpouts at the intersection of Dennis St and Morris Ave and parking stalls in front of the bakery have been chosen as potential parklet sites.



Image Credit: Courtney Lofchick

Relocating the Farmers Market:

The Gladstone Farmers Market currently takes place every Friday afternoon from mid July to late August in the Williams Park RV Campground. By moving the market to a more central location, it could make walking to the market a more viable option for many residents. Consideration should be given to holding the farmers market on Morris Ave, by closing off Morris Ave during market hours. This would create a temporary pedestrian environment, and would likely act as a destination for town residents and visitors.



Image Credit: Courtney Lofchick

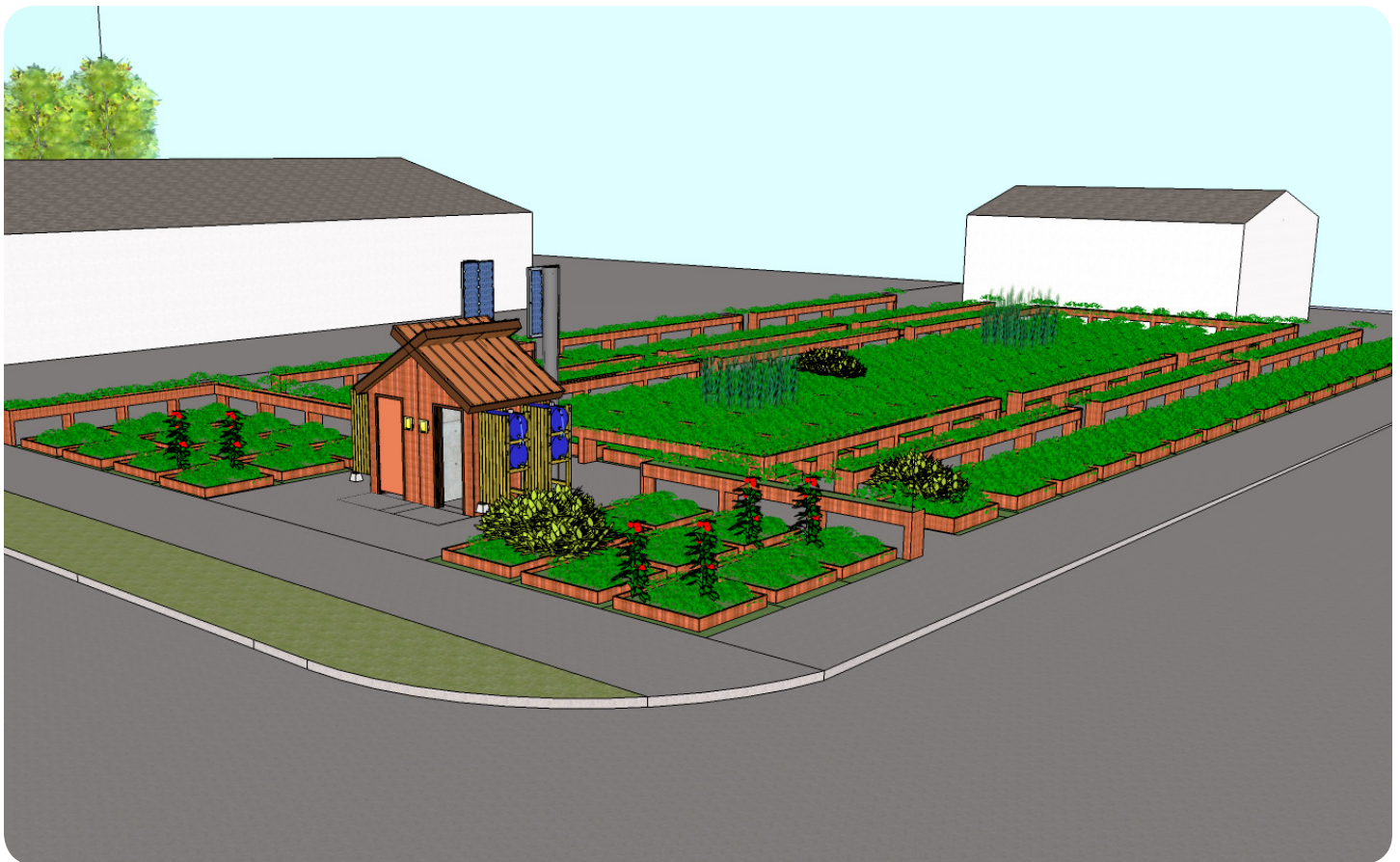
RE-IMAGINING DENNIS & MORRIS

Community Gardens:

Community gardens are public spaces with garden plots available for residents to use, often on a rental basis. Community gardens can be an excellent way to turn underutilized land into a community asset. An empty parcel of land, to the west of the Legion, has been identified as a good location for a community garden, given its proximity to the Legion Place and Centennial Apartments seniors homes. Community gardens can be designed to be accessible for people who use mobility equipment, and are an excellent way to foster intergenerational interaction between youth and seniors.

Public Toilets:

It is also suggested that the proposed community garden site include a public washroom. Accessible public toilets in this location would promote use of the gardens, and enhance the pedestrian environment by providing a toilet in a central location. Some seniors indicated that the presence, or lack, of public toilets has a large impact on how they plan their trips outside of the house. To save on infrastructure costs, alternative washroom designs, such as composting toilets, could be considered.





RE-IMAGINING DENNIS & MORRIS

Heritage Building Stock:

Most of the buildings in the town centre are older, with some dating back as far as the 1870s. The original brick facades of many downtown buildings have been covered with metal siding, to protect them from the elements. The Galloway building, Gladstone's only commercial building with heritage designation, was recently restored to showcase its original character, thanks in part to Federal Government funding.

Benefits of Heritage Preservation:

Restoring the original facades of historic buildings can enhance a community's character, civic pride, and economic development through tourism. The towns of Nanton, Alberta (pop. 2132) and Carberry, Manitoba (pop. 1669) have been successful in restoring their downtown historical buildings, and enhancing their streetscaping. Since making these improvements, the towns have noticed an increase in tourism visitation and the addition of new shops to their downtowns.



SHAW AND COOPER BUILDING IN NANTON, ALBERTA

Image Credit: Wikipedia.org

RE-IMAGINING DENNIS & MORRIS

Economic Development Opportunities:

Gladstone's location on the well-travelled Yellowhead highway, coupled with the town's abundance of heritage buildings, present a significant opportunity for tourism development and increased community pride through heritage revitalization. Many of Gladstone's original building facades are currently covered with metal siding. Removing this siding, and restoring the original brick facade would unmask the rich character and history of the buildings. The Gladstone Bakery, the Gladstone hotel, the former Gabriel building and Paris Café are buildings with significant potential for heritage restoration.

Funding Tools:

The Province of Manitoba provides funding for the restoration of designated heritage buildings. The Galloway building is Gladstone's only commercial building with heritage designation. If other buildings were to receive heritage designation, they would become eligible to apply for funding through the Designated Heritage Building Grants Program. The province's Hometown 2014 program provides financial assistance to community led projects that enhance main streets, public places, and building exterior. Federally, the Legacy Grant can be applied for and provides up to \$250,000 in assistance. The Benjamin Moore Community Grant is also seeking applicants for 2014, and provides funding for small community projects.



PROPOSED NEW HIGHWAY SIGN FOR GLADSTONE

Image Credit: Carley Holt



CONCLUSION:

The town of Gladstone has numerous strengths, it is a walkable community, with a density of services and amenities in the downtown area, and a Town Council that is continuously working towards bringing age-friendly programming and services to town. In conversations with Gladstone's seniors we learned of a current shortage of entry-level housing, and assisted living facilities. Although most new development is happening in former agricultural areas, there is opportunity for infill development on Dennis Street.

While the downtown core is well developed, the town lacks continuous sidewalks through its residential areas. Additionally, the railway crossing on Morris Avenue presents significant barriers to those with mobility assistance devices trying to cross; this issue is made more urgent as new development continuous North of the tracks. However those older adults who are able-bodied, and can maneuver an uneven or unpaved path, will find most amenities and services in town within walking distance.

A thorough inventory of Gladstone's businesses will be necessary to identify gaps in service. Although the walking trail connects the recreational hub in the North West corner to the downtown area, the pedestrian bridge on this path is steep and a barrier to individuals requiring mobility assistance. Through our team's proposed ideas, Gladstone can begin tackling the issues of its' day and work towards becoming a precedent for age-friendly small town communities.



STUDENTS VISIT THE HAPPY ROCK

Image Credit: Ryan Segal

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APPENDIX A:

Social Participation Opportunities:

- Glad West Rec Commission in 2012 brought more than 60 programs, events, and activities to town.
- Gladstone District Community Center hosts a variety of events like 50s & 60s dances, jewelry making classes, comedy nights, and events like Drum Classes.
- The Gladstone hotel has Wednesday night wings and live music, providing unique late night social opportunities for seniors.
- The library offers a bookmobile service, DVD rental high speed internet, and computers.
- Gladstone's local bakery, although there are no scheduled events, we identified it as a good centrally located meeting place for meeting place for seniors and the community, and it's located within walking distance to most senior housing in town.
- The Gladstone Pastoral Charge is wheelchair accessible and outfitted for hearing impaired.
- Planned mentorship program at William Morton Collegiate Institute, that would involved seniors providing a mentoring role over students in the production of produce at a newly built greenhouse and gardens

Other places we identified where seniors might gather include:

- Kinsman Club of Gladstone
- Crown Jewels of Canada Gladstone Chapter
- Inter Ridge Arts Council
- Gladstone Elks Lodge

APPENDIX B:

At the November 14th Open Houses, a number of interactive boards were used to gather seniors' input on a number of topics. Questions were written on the top of the board, and participants were asked to write their comments on post it notes, then place their notes on the boards. These questions, and their corresponding responses, are listed below:

What features are important in your ideal home?

- Low maintenance
- Less stairs
- A sense of togetherness is important
- Cost of living is an issue
- Assisted living is necessary as we age
- Crafts and cards
- Woodworking
- Prepared meals
- Attached garages
- Either no stairs, or an elevator
- 1 storey
- Ground level house
- No basement
- Large entrance
- Large kitchen and dining room
- I don't like shared housing
- I don't like multiple stories for apartments
- 1 storey
- Green spaces
- Garage
- Need a shop at home for activities

What makes it difficult to walk in Gladstone?

- Railway crossing
- Sidewalks
- Sidewalks aren't straight and sloping
- Dark
- Curbs bad
- Icy
- Lights
- Crosswalk
- Yellow lines
- More street lights

What additional services would you like to see in Gladstone?

- Store for materials for knitting
- Small retail business for clothing (socks, pants, etc.)
- Hobby store
- Choices in clothing
- Bowling in Neepawa is fun
- Extra eating places downtown

What modes of transportation do you use?

- Walking/ wheelchair/scooter (7 people)
- Driving personal vehicle (10 people)
- Handi-van (3 people)
- Bicycle (6 people)
- Passenger/ driver-escort program (3 people)



APPENDIX C:

Seniors Housing List:

-Crescent Lodge: This 14 unit housing complex is the only seniors housing in Gladstone that has vacancy at this time. During community consultations, it was speculated that the lack of a common area for residents might contribute towards the lower demand for these units. With its central location, Crescent Lodge has the potential to become better used.

-Centennial Apartments: This 24 unit housing unit offers subsidized rent, and currently has an extensive waitlist. It is located in the western portion of town, near the Yellow Head Highway, and is attached to Third Crossing Manor, Gladstone's long-term care facility.

-Clarkson Suites: While not specifically designated as seniors housing, the Clarkson suites are well suited for senior occupants, because of their accessible design, and their central location. This facility currently has an extensive waitlist.

-Third Crossing Manor: This 50 bed facility offers 24 hour extended care to occupants, and is currently full with an extensive waitlist.

-Legion Place: This 16 unit housing complex is centrally located near the town centre.

Seven Regions Health Centre: In order to mitigate some of the excessive demand for assisted living housing in Gladstone, the town's hospital has been lodging seniors who are unable to access appropriate housing elsewhere.

APPENDIX D:

The Principles of Universal Design :

The following information was taken from the Canadian Mortgage and Housing Corporation's website. For more information, including information on features of a universally-designed house, please see: http://www.cmhc-schl.gc.ca/en/co/acho/acho_001.cfm#principles

Universal design is defined as: "The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design."

Principle 1: Equitable Use: This principle focuses on providing equitable access for everyone in an integrated and dignified manner. It implies that the design is appealing to everyone and provides an equal level of safety for all users.

Principle 2: Flexibility in Use: This principle implies that the design of the house or product has been developed considering a wide range of individual preferences and abilities throughout the life cycle of the occupants.

Principle 3: Simple and Intuitive: The layout and design of the home and devices should be easy to understand, regardless of the user's experience or cognitive ability. This principle requires that design elements be simple and work intuitively.

Principle 4: Perceptible Information: The provision of information using a combination of different modes, whether using visual, audible or tactile methods, will ensure that everyone is able to use the elements of the home safely and effectively. Principle 4 encourages the provision of information through all of our senses — sight, hearing and touch — when interacting with our home environment.

Principle 5: Tolerance for Error: This principle incorporates a tolerance for error, minimizing the potential for unintended results. This implies design considerations that include fail-safe features and gives thought to how all users may use the space or product safely.

Principle 6: Low Physical Effort: This principle deals with limiting the strength, stamina and dexterity required to access spaces or use controls and products.

Principle 7: Size and Space for Approach and Use: This principle focuses on the amount of room needed to access space, equipment and controls. This includes designing for the appropriate size and space so that all family members and visitors can safely reach, see and operate all elements of the home.



APPENDIX E:



Raised crosswalks prevent water from gathering at crosswalk landings. They also force vehicles to slow down before passing over the crosswalk, and provide a level path for pedestrians.



Marked crosswalk surfaces enable safe and convenient pedestrian travel across roadways. The striped markings alert drivers to expect crossing pedestrians, and direct pedestrians to desirable crossing locations.



Landscaping can be used to absorb some of the water that would otherwise form puddles on sidewalks.

APPENDIX E:



The intersection above is designed to be pedestrian friendly.



A slip resistant surface prevents a person's shoes, crutch tips, or tires from sliding across the surface, and indicates upcoming crossings or changes in the sidewalk level. The colour of tactile surfaces should contrast with the surrounding surface materials, to improve visibility for people with vision impairments.

CROSSWALK SURFACES & INTERSECTION DESIGN



PEDESTRIAN BRIDGES



The footbridge linking William's park to the Saskatchewan Highway plays an important role in connecting the community. However it may be difficult for people with mobility limitations to use the bridge, as the entrance is steep, and the metal surfacing could become slippery with ice in the winter.



To ensure footbridges are accessible to people with mobility limitations, careful consideration should be given to the elevation of access ramps, the availability of accessibility features such as hand rails, and surfacing that does not become slippery in cold weather.





APPENDIX E:

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COMMUNITY GARDENS



Community Gardens are public places where community members can rent garden plots.



Raised beds allow people to work on their garden without having to bend or stoop, and allows people who use mobility aids to garden with greater ease.



RIVER ACCESS



The White Mud River has significant potential for recreational use.

TOURISM



River access could lead to the development an activity attraction within the downtown core of Gladstone.

SOCIAL BENEFITS



River development would create a gathering spot for the local community, encouraging social interaction.

HEALTH BENEFITS



Getting outside provides physical benefits, such as aerobic, cardiovascular and muscular fitness.

APPENDIX E:

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A designed riverbank allows for access long term accessibility and erosion protection.

Weather resistant lifts can be used to transport people with mobility impairments into boats.



A dock allows for small boat access to the river.



HERITAGE BUILDING RESTORATION

Many of Gladstone's houses and commercial buildings have significant heritage value. Some may have the potential to be restored in a way that better showcases their historic character. The Office Ikon Solutions building in Winnipeg (pictured below) was restored by removing cladding from the building face to expose its original design.



Before restoration



After restoration



APPENDIX E:

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HERITAGE BUILDINGS IN OTHER SMALL TOWNS



CARBERRY, MANITOBA
Population: 1,669 (2011)



NANTON, ALBERTA
Population: 2,132 (2011)

BOOK OF IDEAS





THANK YOU

A special thanks to Mayor Eileen Clark, Coralie Smith, Val Emerson and the town of Gladstone for all your assistance and input.

