

imagine a place...

Age-Friendly Pinawa

As our population ages, age-friendly communities become increasingly important. In an age-friendly community, the social atmosphere and built environment are intended to enable all community members, especially older adults, to maintain good health, meaningfully participate in society and to live life to the fullest.

In 2008, the town of Pinawa, Manitoba became involved with the Age Friendly Manitoba Initiative in partnership with the Province of Manitoba and Centre on Aging at the University of Manitoba. In many ways Pinawa is an ideal candidate for an age-friendly initiative; the natural landscape, social networks and environmental amenities lend themselves to active living and a strong community.

Through these partnerships, in September of 2010 graduate level City Planning students from the University of Manitoba were invited by the Pinawa Age-friendly Committee to use their community as a case study to generate ideas and suggest options to build an Age Friendly Pinawa. Students were introduced to the Town of Pinawa guided by members of the Age-Friendly Pinawa



University of Manitoba students during information gathering visit in Pinawa, September 2010



University of Manitoba students and Pinawa Age Friendly Committee during consultation, November 2010



Identified safety concerns on path/street intersections



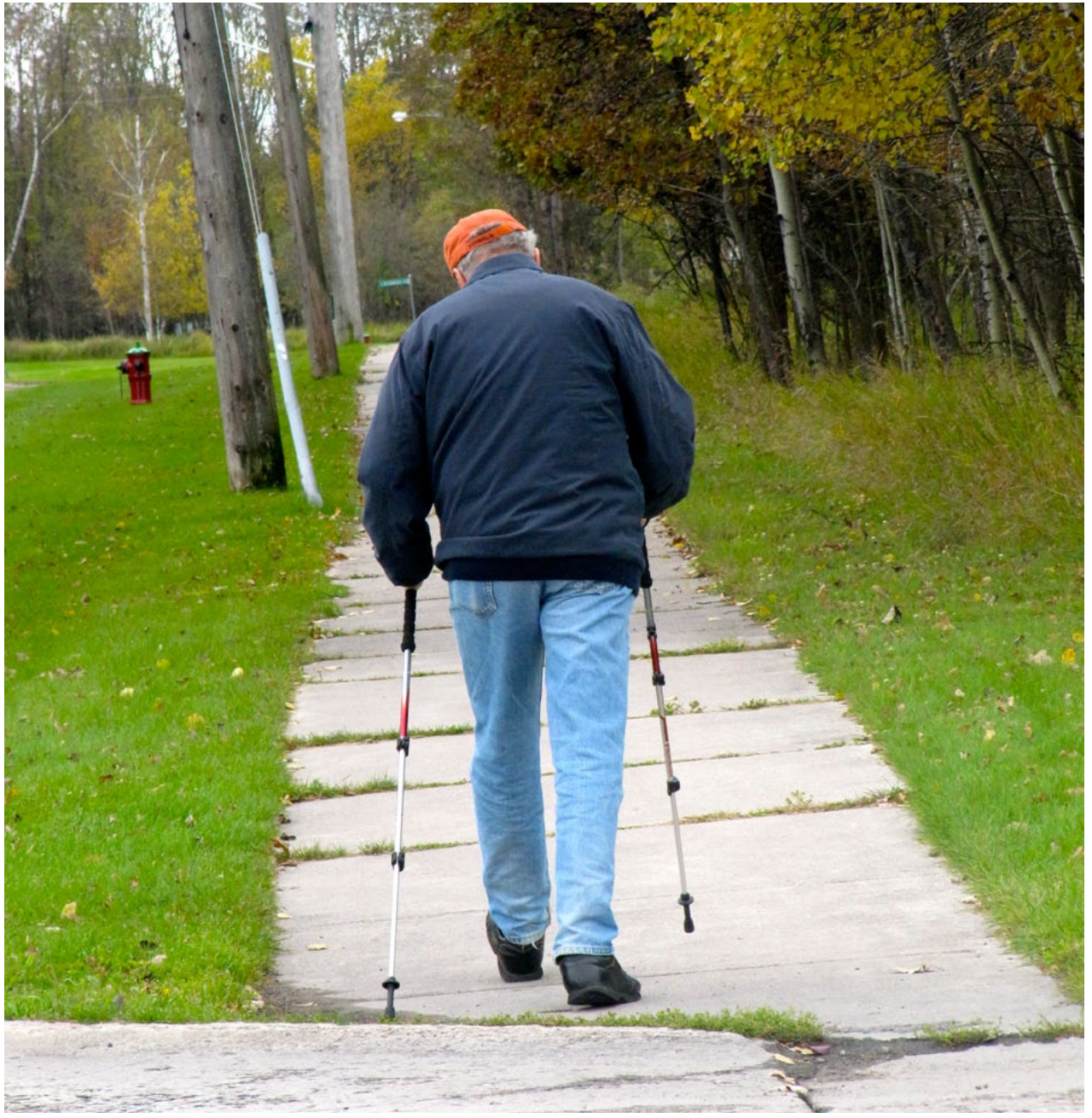
Challenging materials for wheelchair use on near Burrows Avenue

Committee, conducted analysis and inventory of the town, and consulted with community members. The combined observations and analysis have resulted in age-friendly design options for Pinawa.

In 2008, Pinawa identified priorities as the following: grocery/pharmacy delivery, working on heavy doors/accessibility on public buildings, well-marked crosswalks/curbs for scooters, extending sidewalks, age friendly businesses, signage for wheelchair accessibility, congregate meal program and issues with the handi-van service.

Pinawa’s 2008 age-friendly priorities were validated by the members of the committee during the consultation process as being: complete streets, increasing housing options, visitable housing, alternative transportation, trail and pedestrian network, intergenerational interaction, and a seniors gathering place. Progress has been made since the 2008, however some concerns have yet to be addressed and new priorities must be set in order to best move forward.

The University of Manitoba, City Planning Students would like to thank the Pinawa Age Friendly Committee and community members for their participation in our studio work!



Active aging in Pinawa



Mapping exercise during consultation to understand Pinawa residents key activities of live, work and gathering



Model making to develop options for Pinawa’s downtown core based on findings, observations and priorities



Working phasing options for downtown Pinawa during the design process

Project Process for Pinawa

Work completed by University of Manitoba, City Planning Students: Jill Collinson, Robin Beukens, Chris Larson, Ryan Paradis, and Laura Rempel

Aerial View of Pinawa



Downtown Pinawa



Outdoor Amenities

Pinawa boasts a pleasant, clean environment with limited traffic. The core area of town has a good concentration of outdoor seating, and public toilets in the mall, parks and at the main boat launch. However, when considering an aging population, these features are not useful for everyone.

Safety Concerns

While safety is promoted via lighting and speed limits, there is a lack of sidewalks and crosswalk markings throughout the town, creating safety issues related to street and pathway intersections.

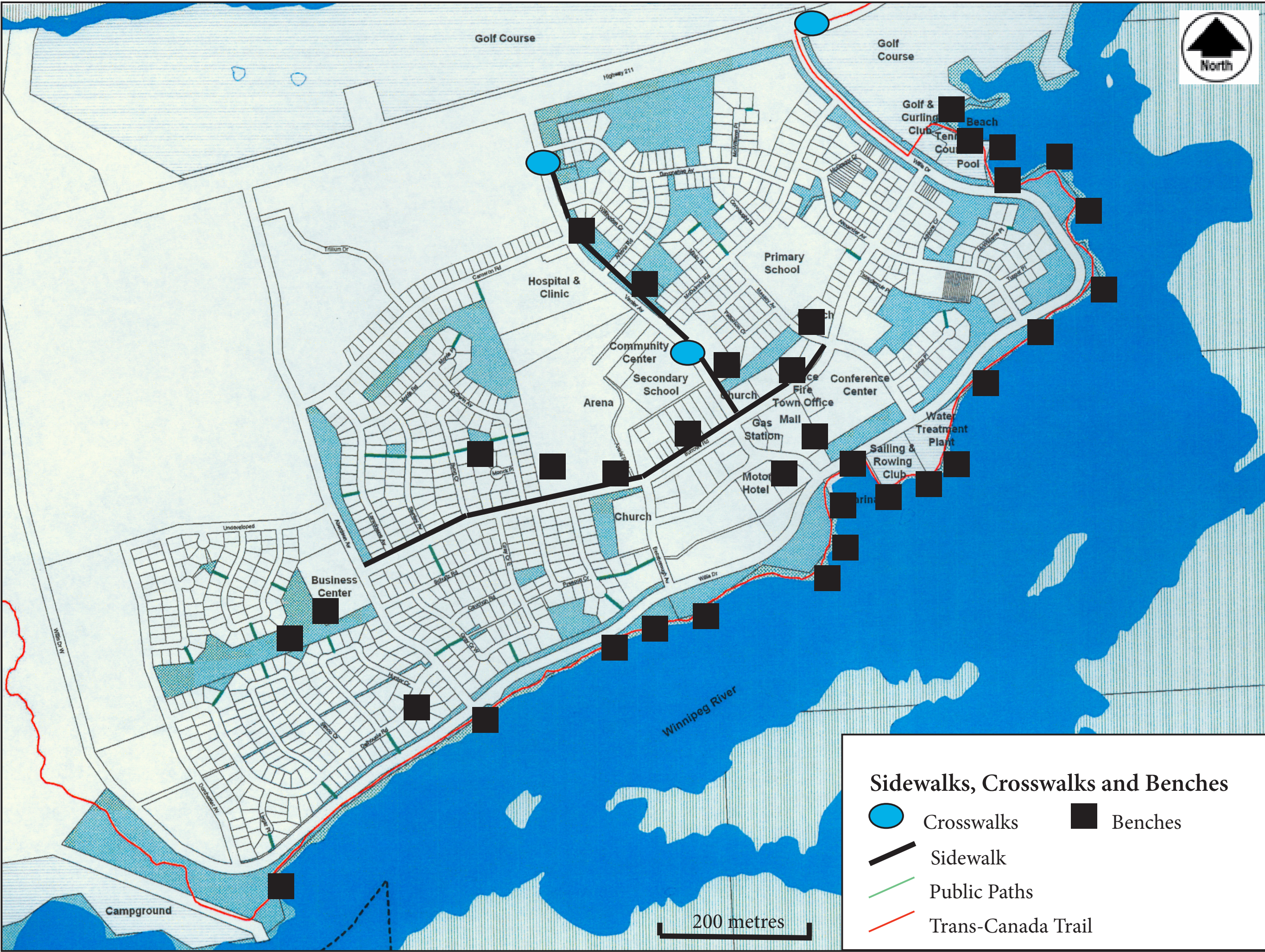
Accessibility

Pinawa's green spaces are accessible for those without mobility issues, but inconsistent trail surfaces are problematic for people who use mobility aids such as walkers or wheelchairs. Inconsistent surfaces at pathway intersections present significant obstacles. Narrow pathways do not separate useage such as cycling and walking, which can discourage use by those less mobile.

Complete Streets

Identified on the map are 6 specific areas of concern: the Mall area, Downtown Pinawa, the Pinawa Marina, Pinawa Daycare, Gilbert School and the Pinawa Pool. Points of concern are also observed at path-road intersections.

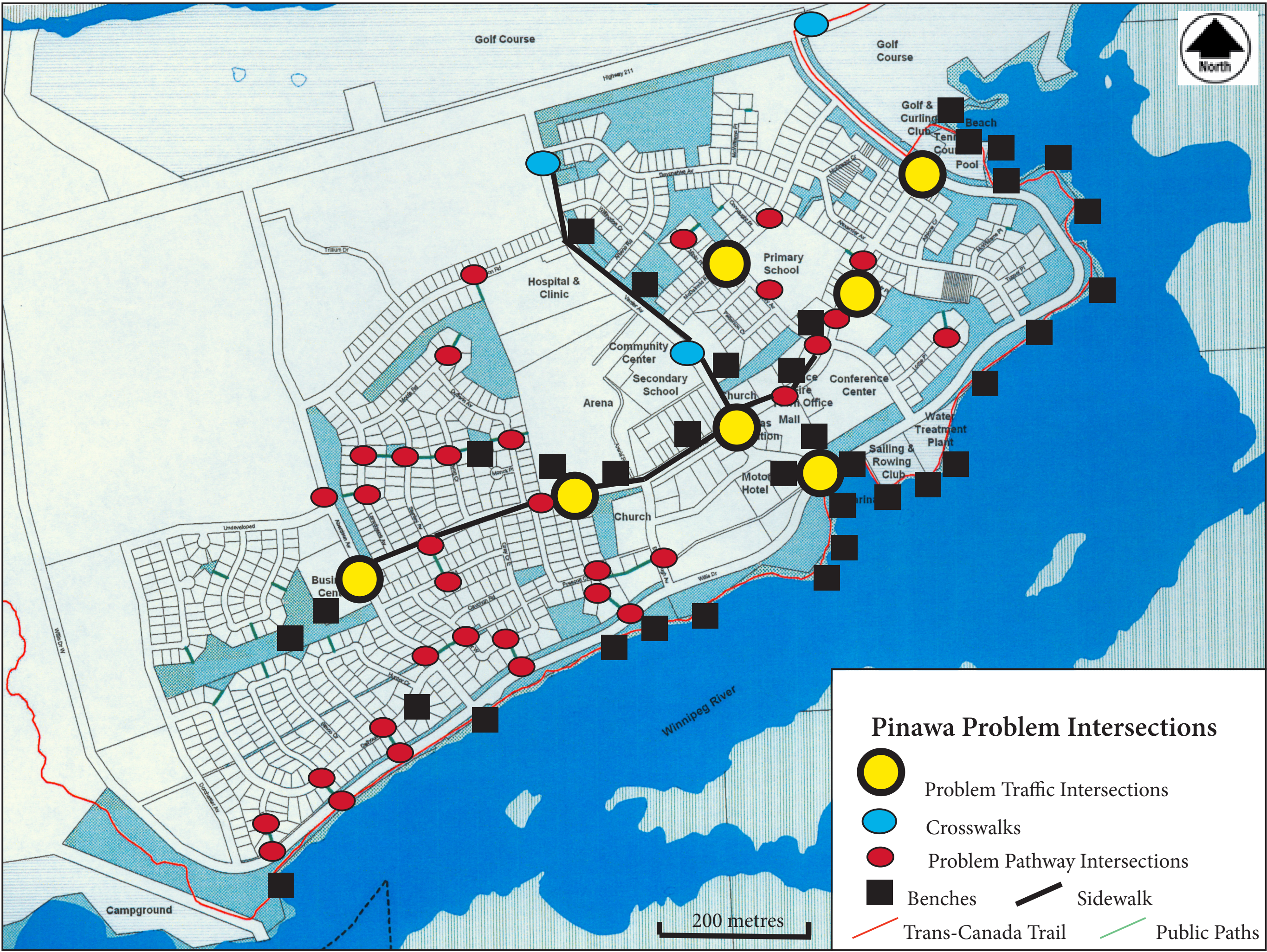
The outdoor spaces in Pinawa are an asset providing active living opportunities for all ages, but they are not universally accessible for those with mobility limitations and have associated safety concerns.



Rough, Narrow Trail Surface, Pinawa, MB



Rough, Narrow Trail Surface, Pinawa, MB



Irregular Trail/Road Intersection, Pinawa, MB



Irregular Trail Surface, Pinawa, MB



Irregular Trail/Road Intersection, Pinawa, MB

active, accessible, walkable, connected

Trail Intersections

Pinawa has over thirty problematic intersections between pathways and roads as indicated on the map below. The majority of these require signage or markings to help reduce the associated risk of pedestrian/bicycle/vehicle interactions. Pedestrian and bicycle advocates identify intersections of paths and roadways to be the most critical and challenging issue in shared use path design related to the consideration of both the approach of the trail user and vehicles in the roadway. Clear signage at trail/road intersections can increase awareness, while there are many measures which can be made to address the crossings themselves. As it may not be feasible to address everything at once, priority might be given to enhancing safe routes to schools, high-traffic areas or sites close to the core of Pinawa.



Bike path intersection signage, Saanich, BC



Rock trail marker, Bartram Trail, Georgia



Grand Forks, ND Greenway signage post



Revelstoke, BC bike path post with map

Trail Markers

Trail related safety concerns, noted on the map below, can be addressed by clearly marking intersections where trails meet roads. Signage at trail/road intersections should aim to increase awareness of both drivers and pedestrians. On pathways consider placing a stop or yield sign on the approach to an intersection. On roadways consider the use of warning signs, marked crosswalks, or flashing signals as appropriate to the needs and conditions.

Information and maps presented on trail markers can guide visitors around the community, promote local features and attractions, and can also provide a location reference in an emergency.

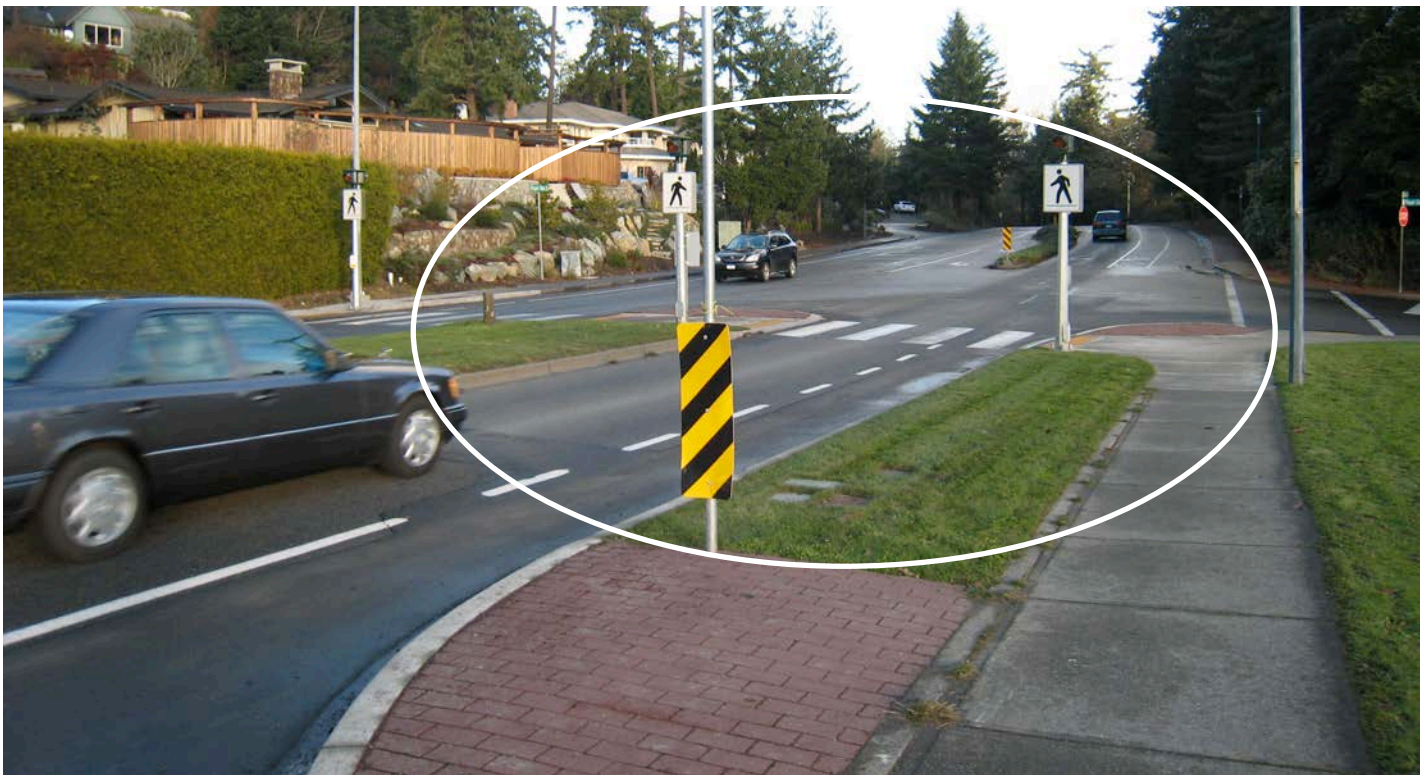


Existing crosswalk, Pinawa

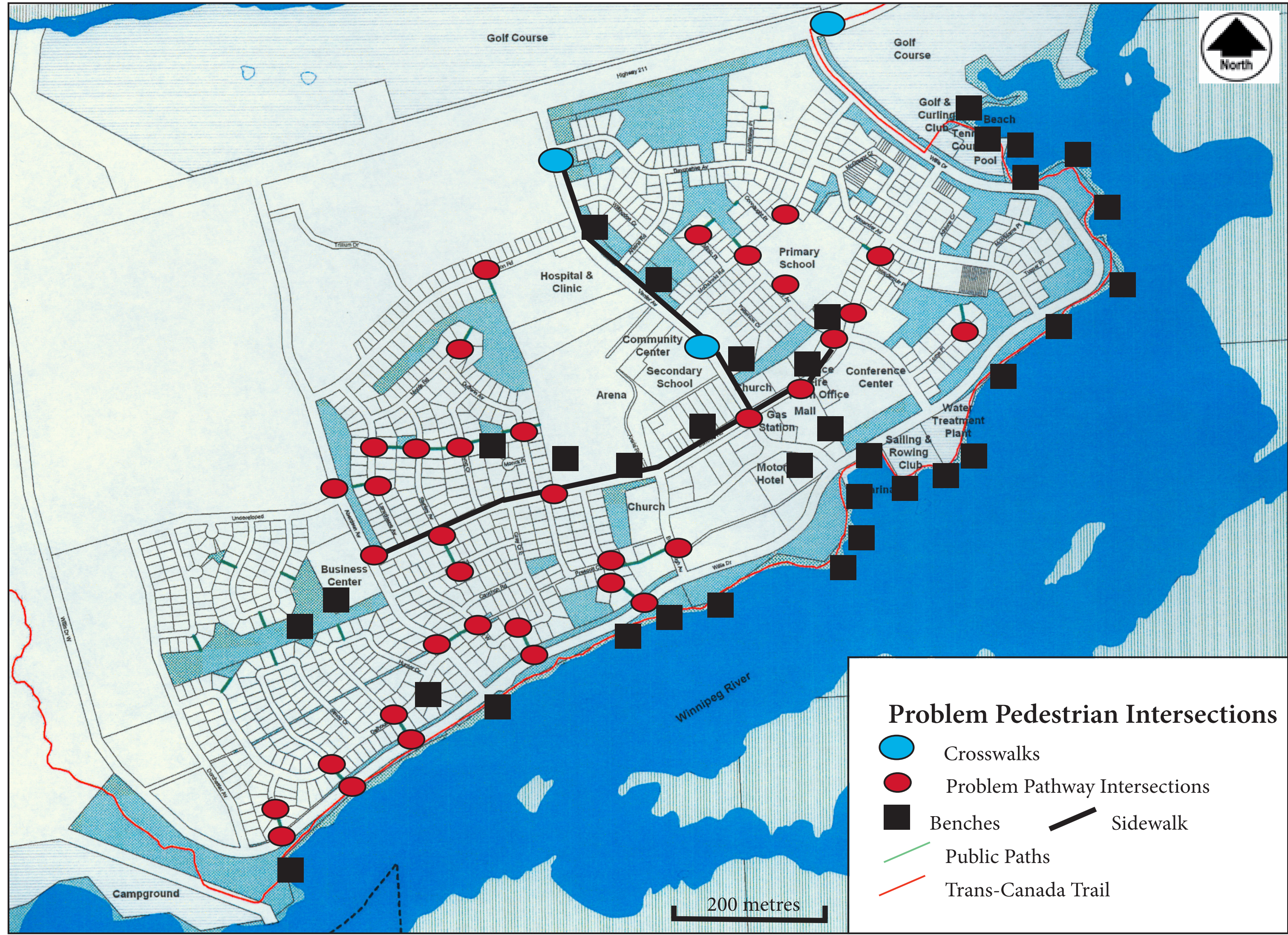
Intersection Measures

Safety concerns related to trail/road intersections can be confronted through the creation of crosswalk marking across streets. Acknowledging these crosswalks can be as simple as painting appropriate lines on the road.

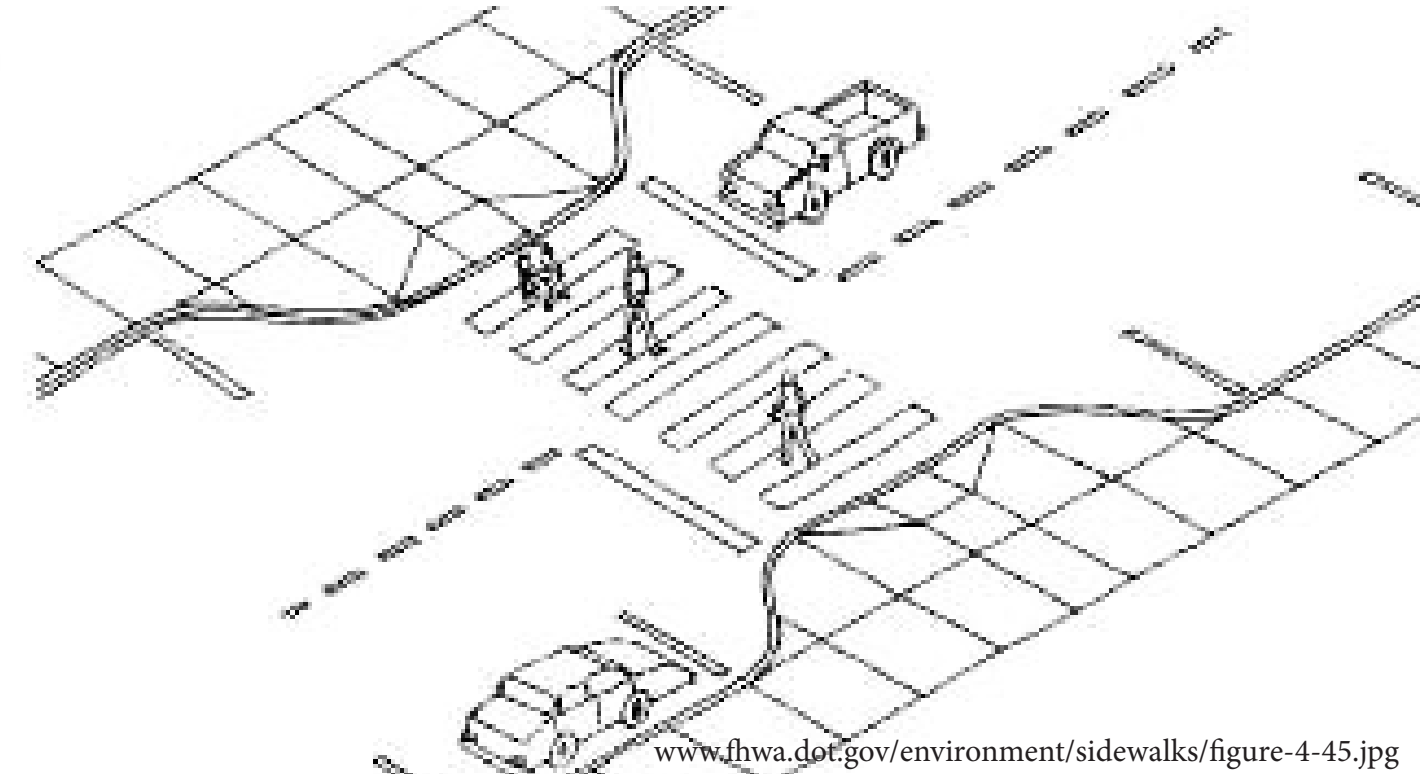
Traffic-calming measures, such as a textured or raised crosswalk, roundabout or planting median can slow vehicles as they approach road and trail intersections. Utilizing a different paving material or caution lights can draw further attention to these intersections. Another traffic calming measure would involve narrowing the road, creating bump-outs at strategic trail/road intersections or crosswalks.



Bike lane and bump out at crosswalk, Saanich, BC



Street calming bump-out at intersection



Intersection diagram with street calming bump-outs



Complete crosswalk with a planted median, bike lanes, caution lights, bump out, and textured curb edges, Saanich, BC

Trail Proposals

The existing network of trails in Pinawa are set in a unique and aesthetic natural environment along the Winnipeg River. This system is well featured with benches and viewpoints, but many local attractions are not connected by existing pathways. None of the trails currently support universal access.

The establishment of a loop trail will complete the network and facilitate connections to natural amenities around Pinawa. Universal design upgrades will improve accessibility and promote use of the trail system for all ages and abilities. The maps found here indicate suggestions for the completion and improvement of Pinawa's existing trail network.



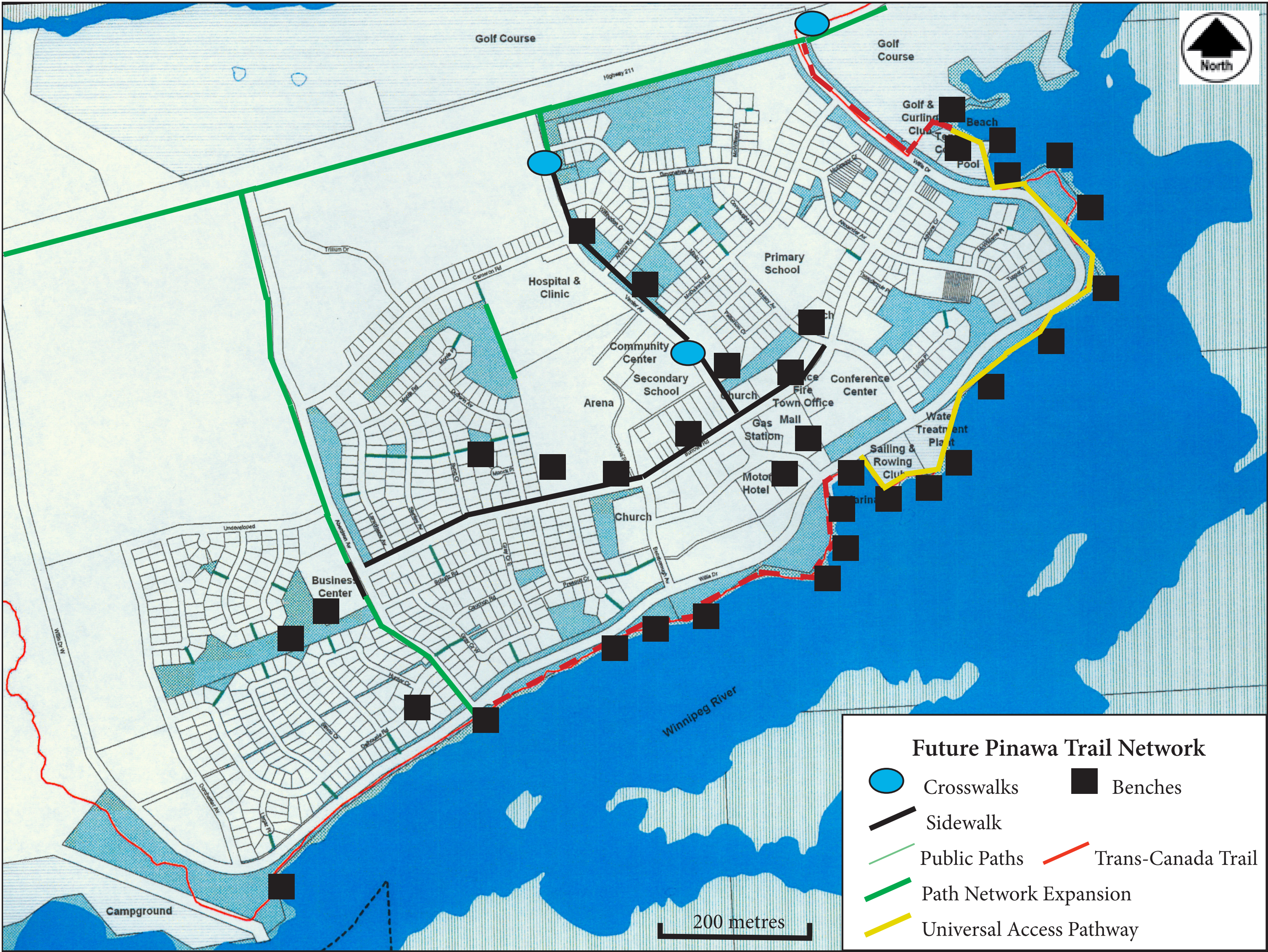
Pathway to Active Living, Carman, Manitoba



Paved surface pathway, Carman, MB



Hard-packed trail surface, Carman, MB



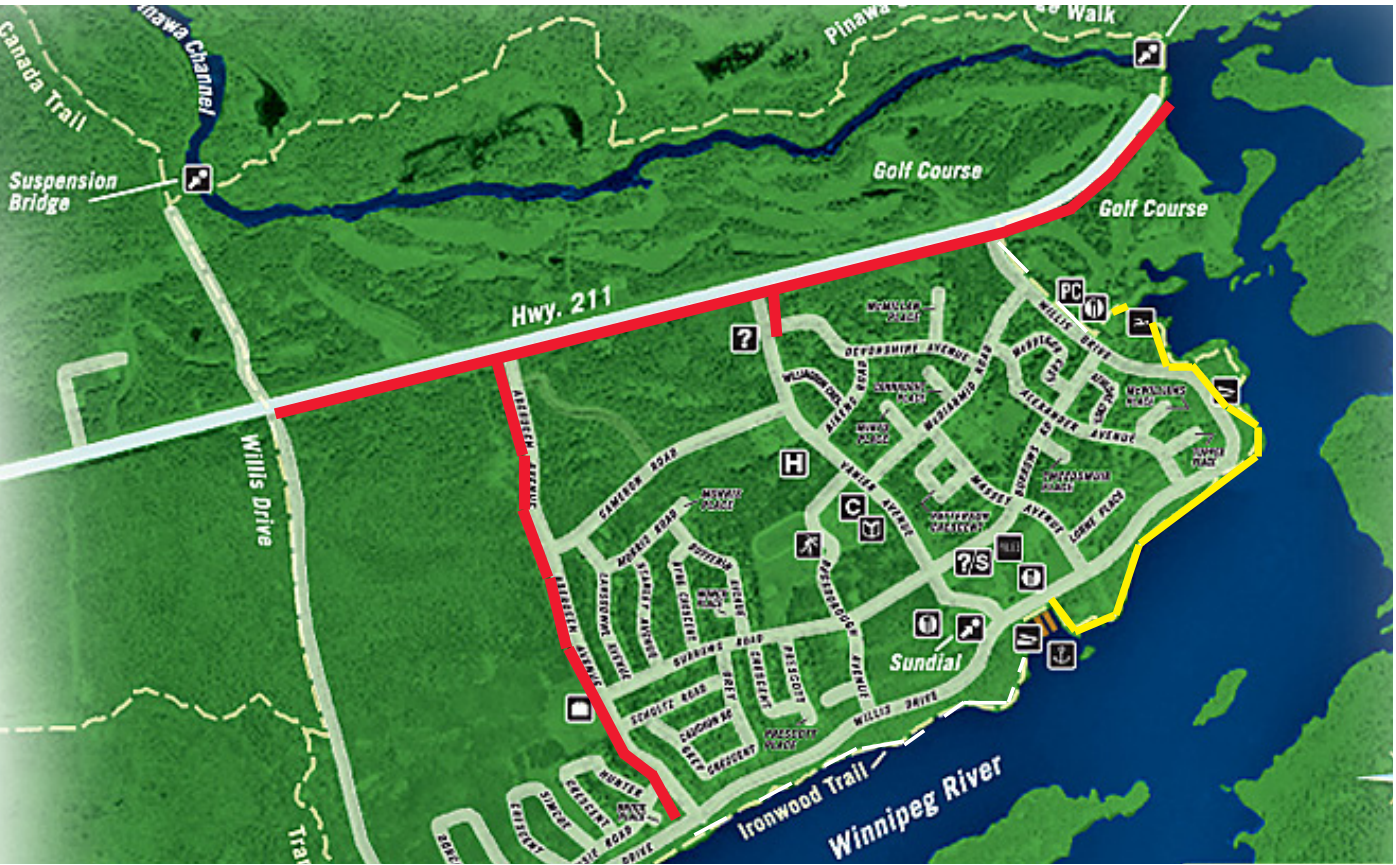
Pinawa Loop Trail

The development of a loop trail around Pinawa will complete the existing local network of pathways. Additions to this system of trails would connect residents and visitors to points of local summer and winter interest such as Yoyo Hill, the suspension bridge and the diversion dam.

As an example of such a trail, Carman's Pathway for Active Living connects natural features and parks with local facilities such as their recreation centre. A suggested route for the completion of the Pinawa trail network is indicated on the maps below. The potential for a loop trail around Pinawa presents an opportunity to complete and connect the existing network of pathways.



Rough access to Ironwood Trail, Pinawa

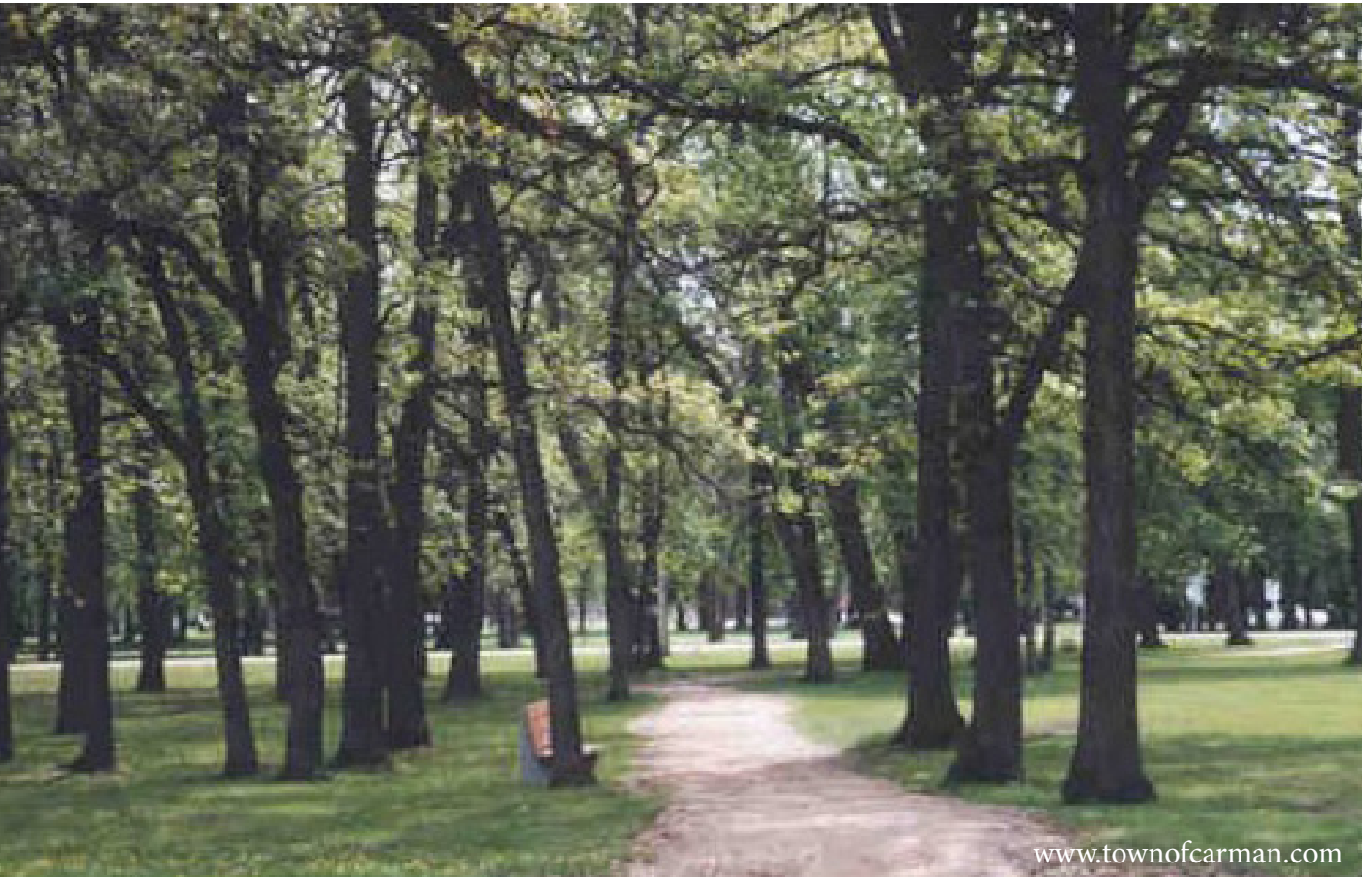


Completion of the Pinawa trail network connects local features

Universal Access Trail

A section of trail designed for universal access would be an asset for Pinawa. Initial observations suggest that the topography of the existing pathway between the Pinawa marina and golf course might be best suited to such an enhancement. Access to this area could be connected to the existing network of sidewalks, improving linkages with the core area of Pinawa.

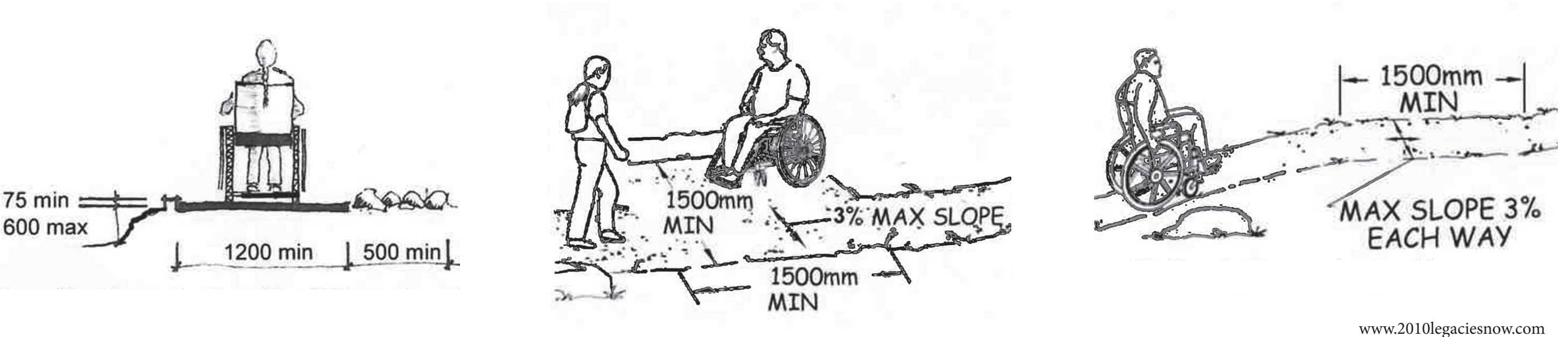
The Carman Pathway for Active Living incorporates both paved sections and smooth packed dirt surfaces, showing that a trail does not need to be fully paved to be fully accessible. A smooth trail surface would provide an ideal pathway for a stroller or wheelchair that is enjoyable for all ages.



Wide, firm, stable, hard-packed trail surface, Carman, MB

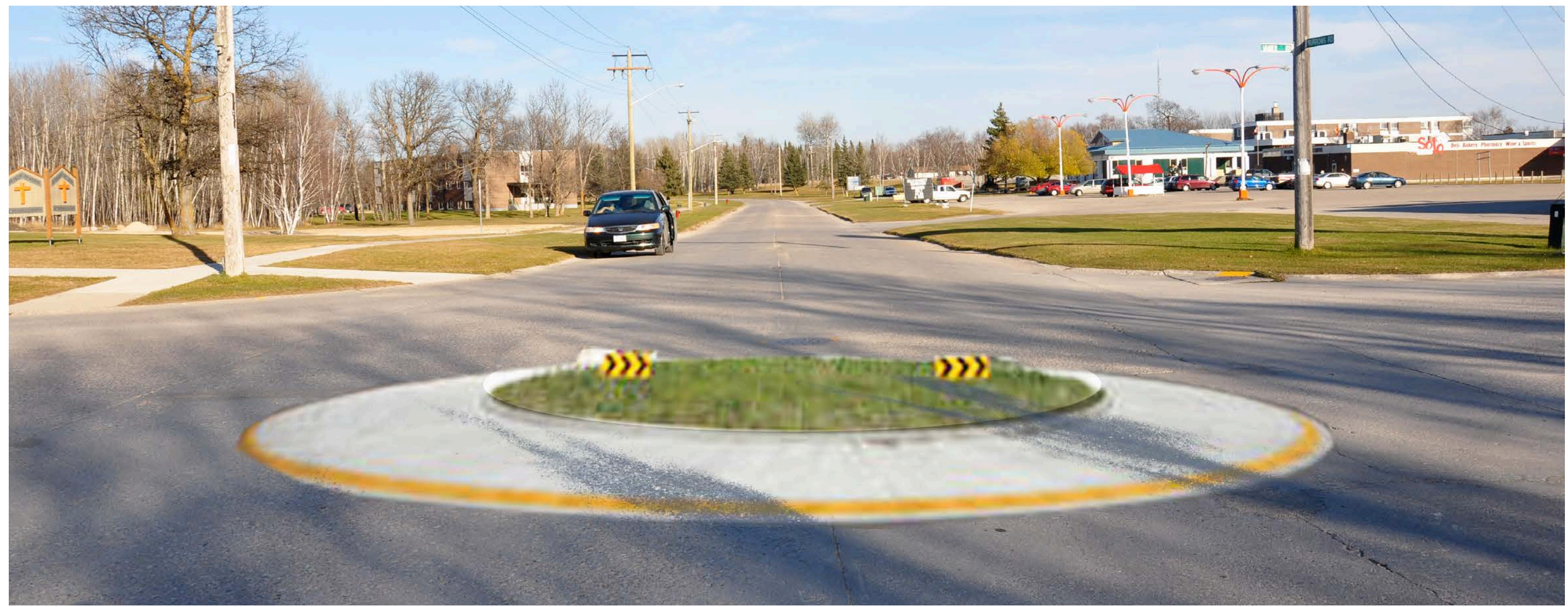


Multi-use pathway along highway, Sidney, BC



Universal design guidelines can enable assesment of existing trail networks and facilitate accessibility upgrades where appropriate in Pinawa

accessible, adaptable, universal

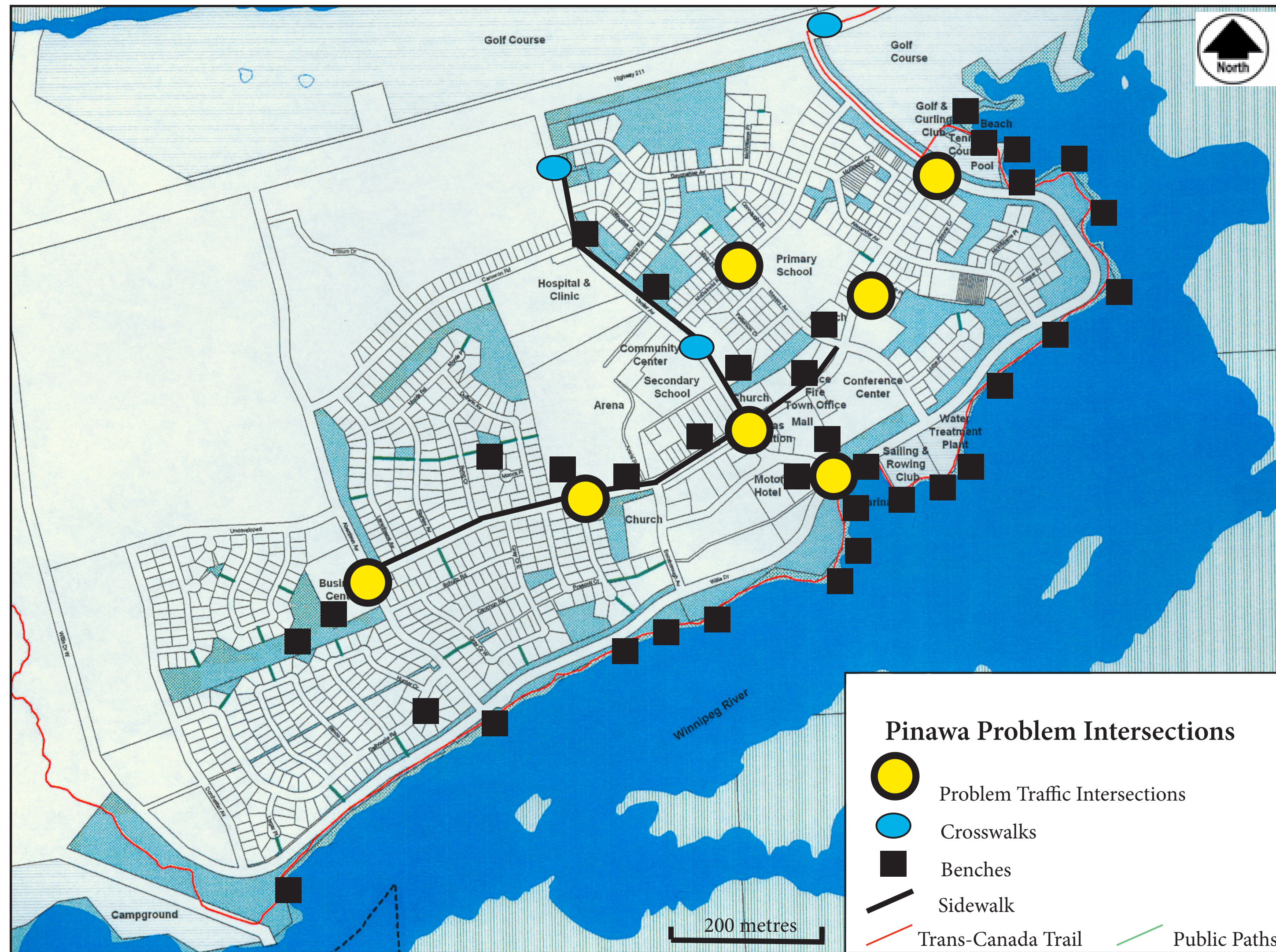


Roundabout at the intersection of Burrows Road and Vanier Avenue

Traffic Calming and Collision Reduction

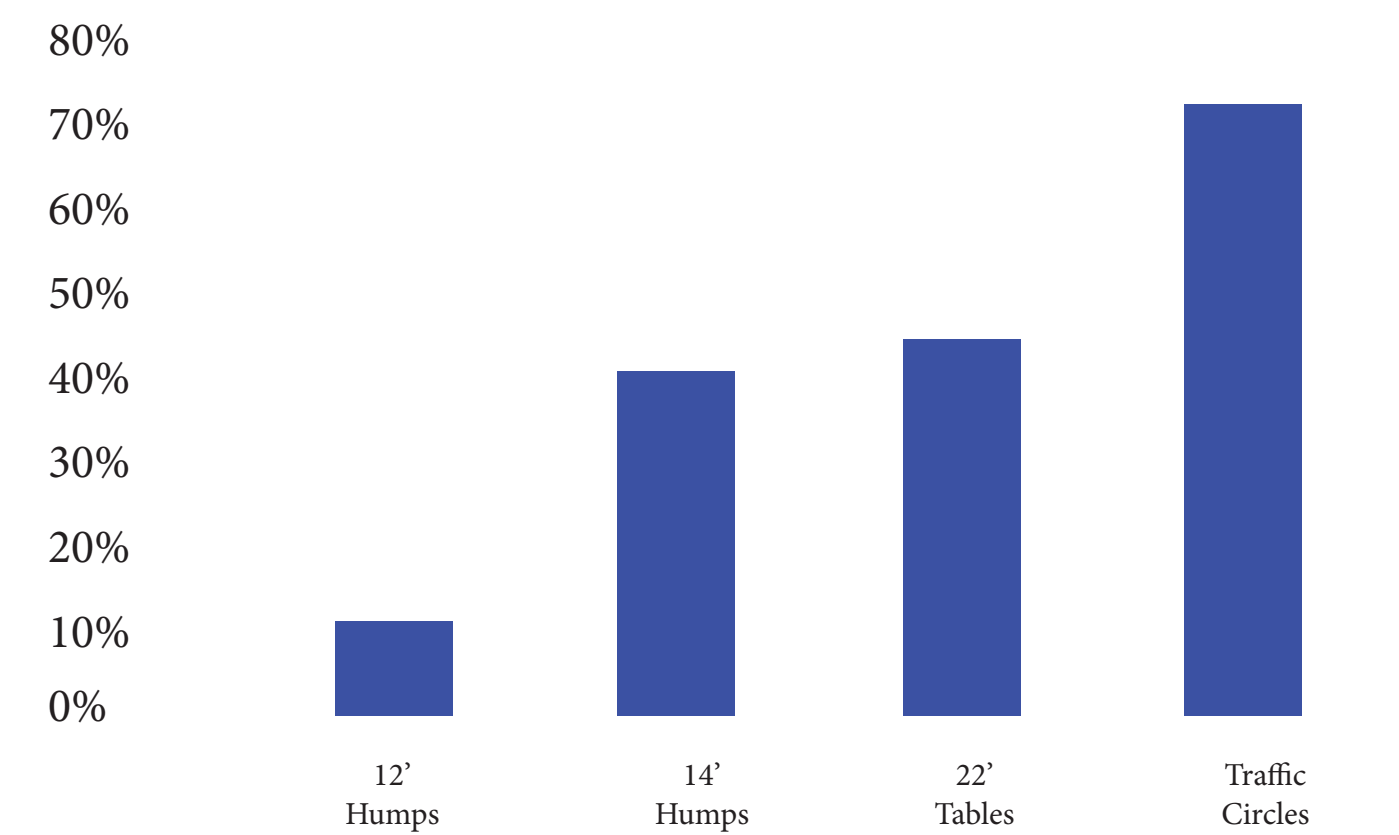
The map to the left shows some of the problem intersections in Pinawa. Roundabouts, bumpouts, road narrowings, raised crosswalks, speed humps and other traffic calming measures could all improve safety at these sites. Some measures are more effective than others as seen in the graphs to the left. Consideration must also be given to what traffic calming measures would be most appropriate for Pinawa. Pinawa will determine what works best where, these are only options.

It was indicated at the age friendly consultation in November that trail crossings, intersections, and specific locations such as the day care were most in need of traffic calming. Bump outs with cross walks may be particularly suitable for major trail crossings. Raised tables and bumpouts may be appropriate for locations such as the daycare, with raised tables more suitable than speed humps, as snow plows could more easily pass over. Roundabouts are very effective for collision reductions and may be suitable for intersections such as Vanier and Burrows, but Pinawa will need to decide if the levels of traffic are heavy enough to warrant the more expensive infrastructure options.



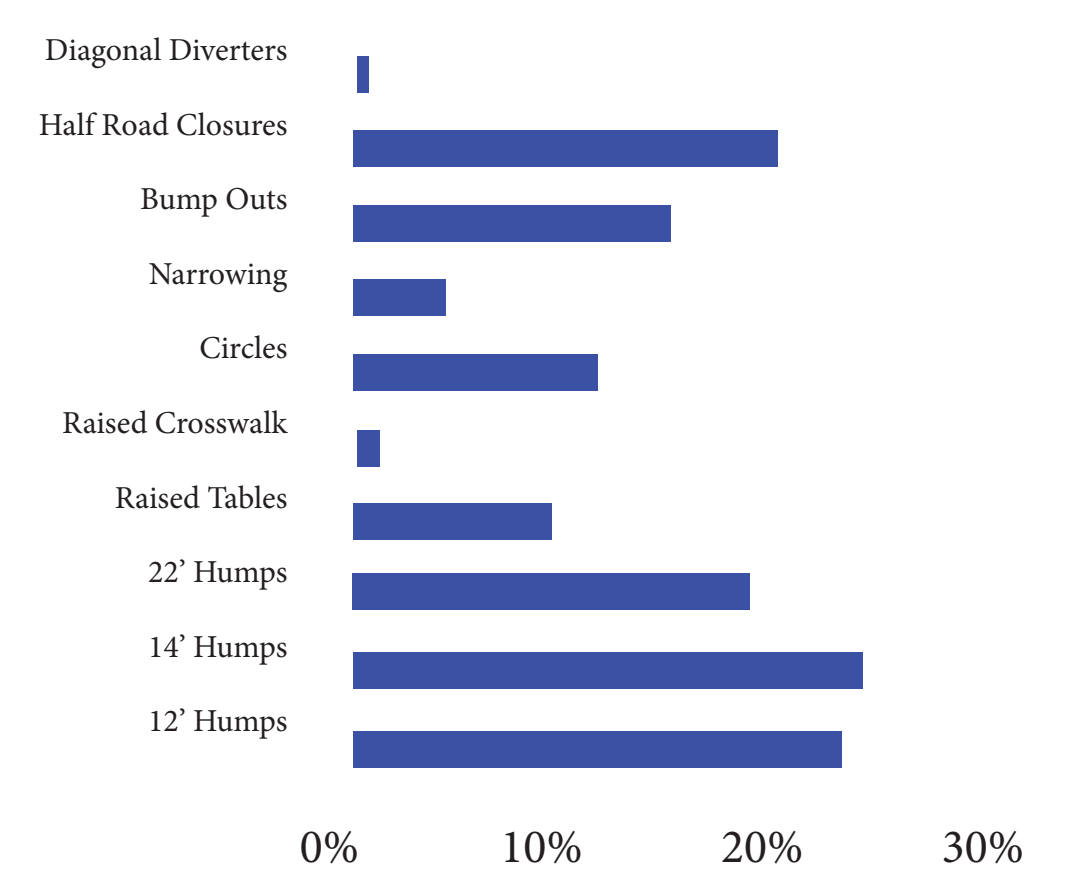
Problem intersections in Pinawa

% Reduction in Collisions



<http://www.trafficcalming.org/effectiveness.html>

% Reduction in Speed



<http://www.trafficcalming.org/effectiveness.html>



Roundabouts facilitate traffic flow and reduce accidents



Raised tables slow traffic and allow snow plows to pass over



Raised crosswalk slow traffic and making street crossing safer



Diagonal diverters allow passage of cyclists, pedestrians; divert traffic



Bump outs slow traffic by narrowing the street, shorter street crossing



Half road closures reduce traffic volume

safe, calming, pleasant

1 - Pedestrian Friendly

Complete streets are safe for pedestrians and are easy to use. Sidewalks, crosswalks, medians, and tree lined streets improve walking conditions for people as do traffic calming measures.

2 - Accessible to All

Complete streets can be used for people with varying levels of physical mobility. Features such as crosswalks, medians, and flat entry curbs facilitate the movement for wheelchairs and slow moving people.

3 - Alternative Transit

Complete streets allow for a people to use public transit when available. Having safe and easy access to public transportation enables people to extend their range of visitable destinations.



4 - Bike Paths

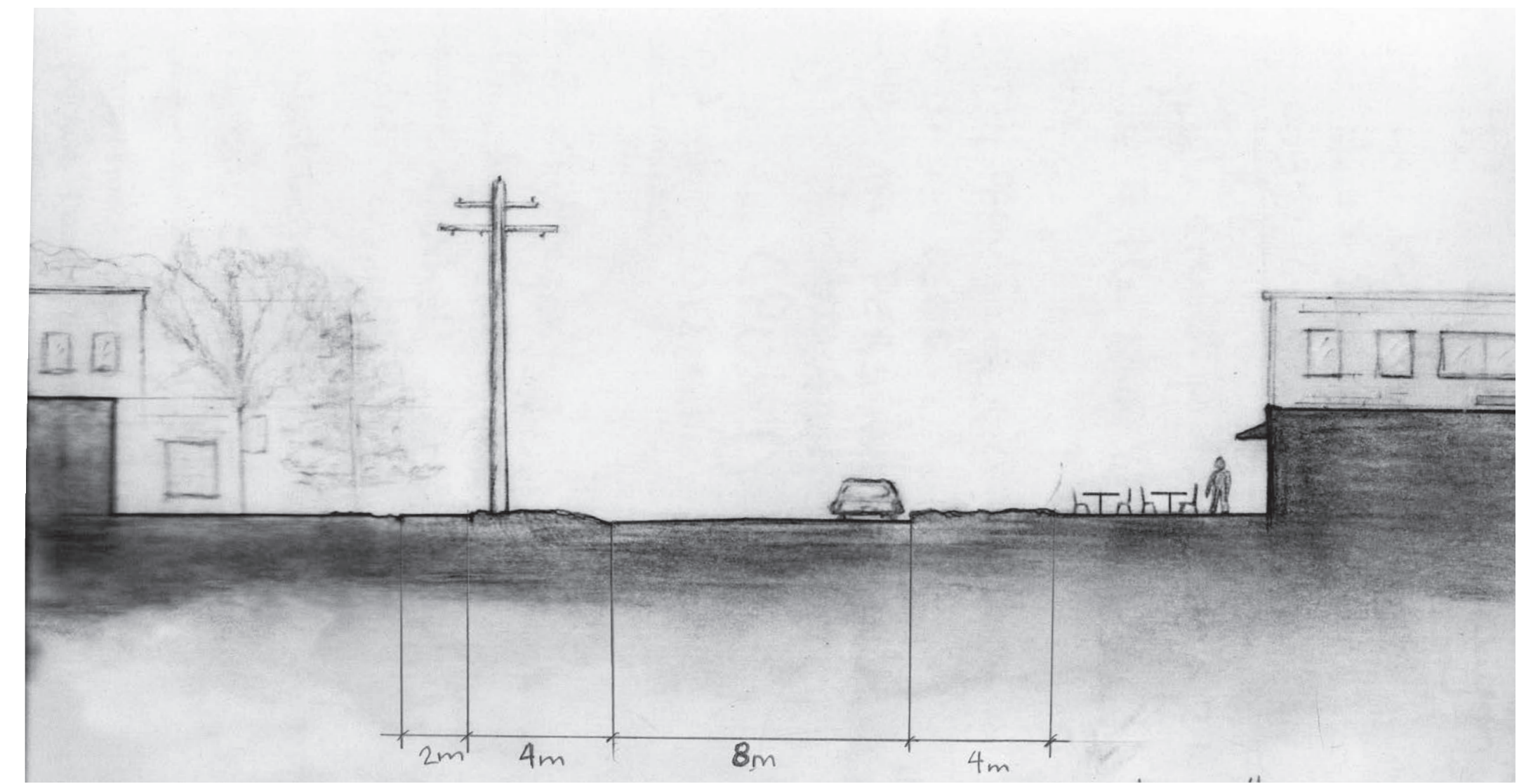
Complete streets provide a safe atmosphere for cyclists. Bike lanes, separation from the street through parked cars, round curbs or other methods help to encourage people to bike, as do places to lock bikes up.

5 - Traffic Calming

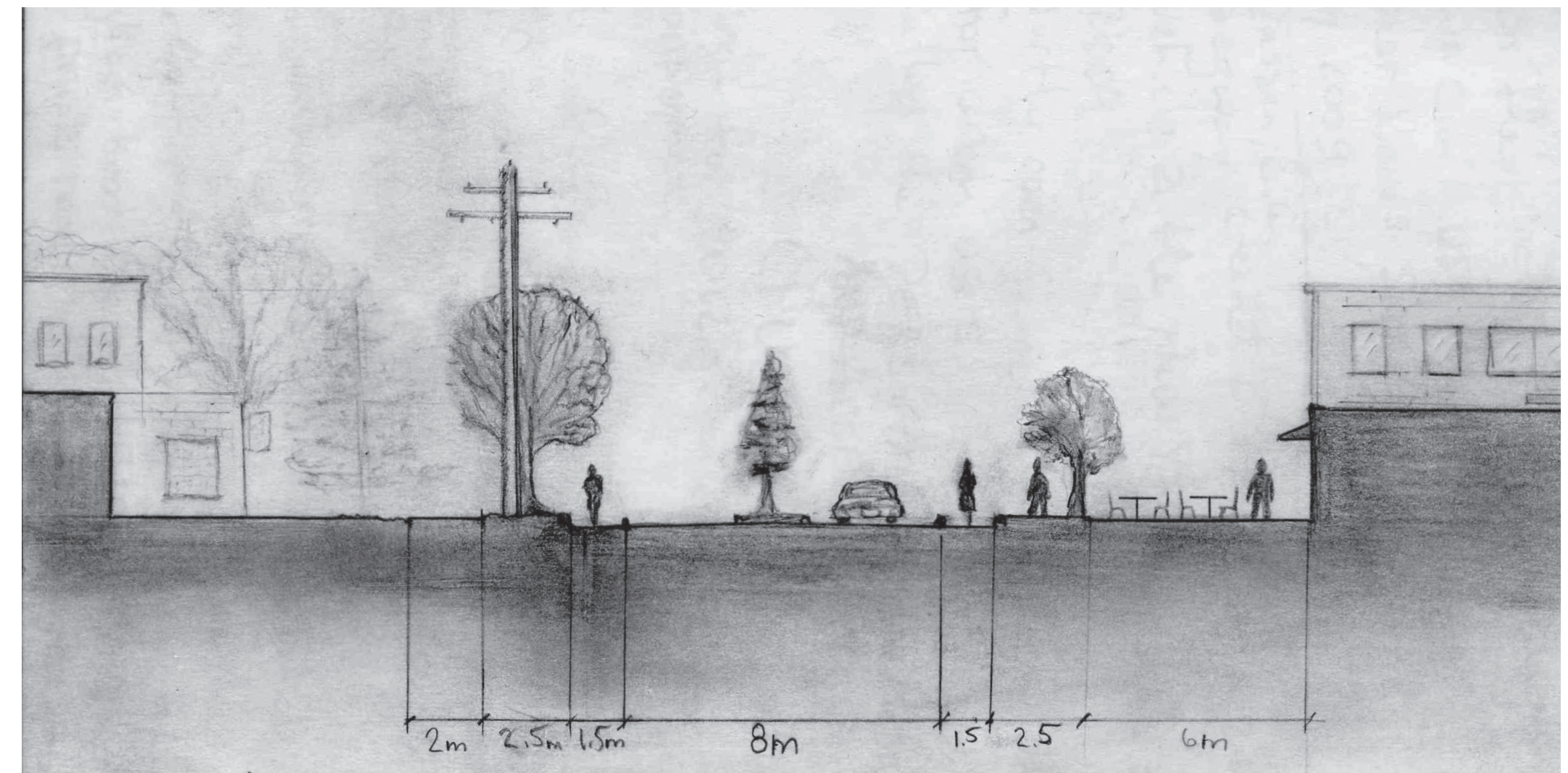
Complete streets incorporate traffic calming measures to improve safety. Raised crosswalks, medians, bump outs, tree lined streets, and other traffic calming measures help to keep cars moving slowly.

6 - Age Friendly

One-third of North Americans are unable to drive, often children and older adults. Being able to use streets to walk or bike allows these groups of people to be independent and feel empowered.



Road without complete street changes



Complete street with bike lanes, median, sidewalks and trees

“Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street”

www.completestreets.org



<http://floridabicycle.org/wordpress/category/complete-streets/>

Complete Street in Florida showing bike lane and sidewalk



<http://www.flickr.com/photos/completestreets/3771635723/>

Complete Street in San Diego, California with a median, bumpouts, and crosswalks



http://damud.blogspot.com/2010_07_01_archive.html

Complete Street proposal with a median, bike lanes, and tree lined streets

safe access for all users



Burrows Avenue in its current state



Burrows Avenue with curbs, bike lanes, and two sidewalks



Burrows Avenue with curbs, bike lanes, two sidewalks, green space medians and trees



Mapping exercise from previous consultation with Pinawa's age-friendly committee identifying locations of living, working and playing

Complete Streets Pinawa - Burrows Road

The above image is a map of work, volunteer, shopping, and leisure destinations as completed by members of the Pinawa Age Friendly Committee at a consultation meeting on November 8. The black lines represent heavily used automobile routes, while green lines represent walking trails. The thicker the line the heavier the use. Burrows was identified by residents as being the most heavily used street in Pinawa.

The top left image is Burrows Avenue as it currently is. The middle left is a basic model of Burrows as a complete street, the bottom left and bottom right images are high end models. Some changes may be able to be implemented immediately, others may be added as roads are rebuilt. The community will decide the specifics of what is to be implemented. What is shown is only to provide an idea of what Burrows might look like as a complete streets. While focusing on Burrows Avenue, many of the principles could be transferred to other streets in Pinawa as well.



Model of Burrows Avenue as a complete street

safe, walkable, enjoyable

Pinawa Cycling Infrastructure

Development of dedicated cycling infrastructure in Pinawa would help reduce the number of vehicles on the streets, increase safety, encourage active living and promote social activity. While the streets of Pinawa have relatively limited traffic, dedicated bike lanes can reduce the risk of sharing the road and promote an active lifestyle by promoting bike use. Development of local cycling infrastructure would provide an asset to the community while addressing concerns regarding health, safety and the environment.



Painted bike lanes enhance shared roads



Seperated bike lanes create space for cyclists



Texture changes can highlight bike lanes



A Complete Street includes bike lanes

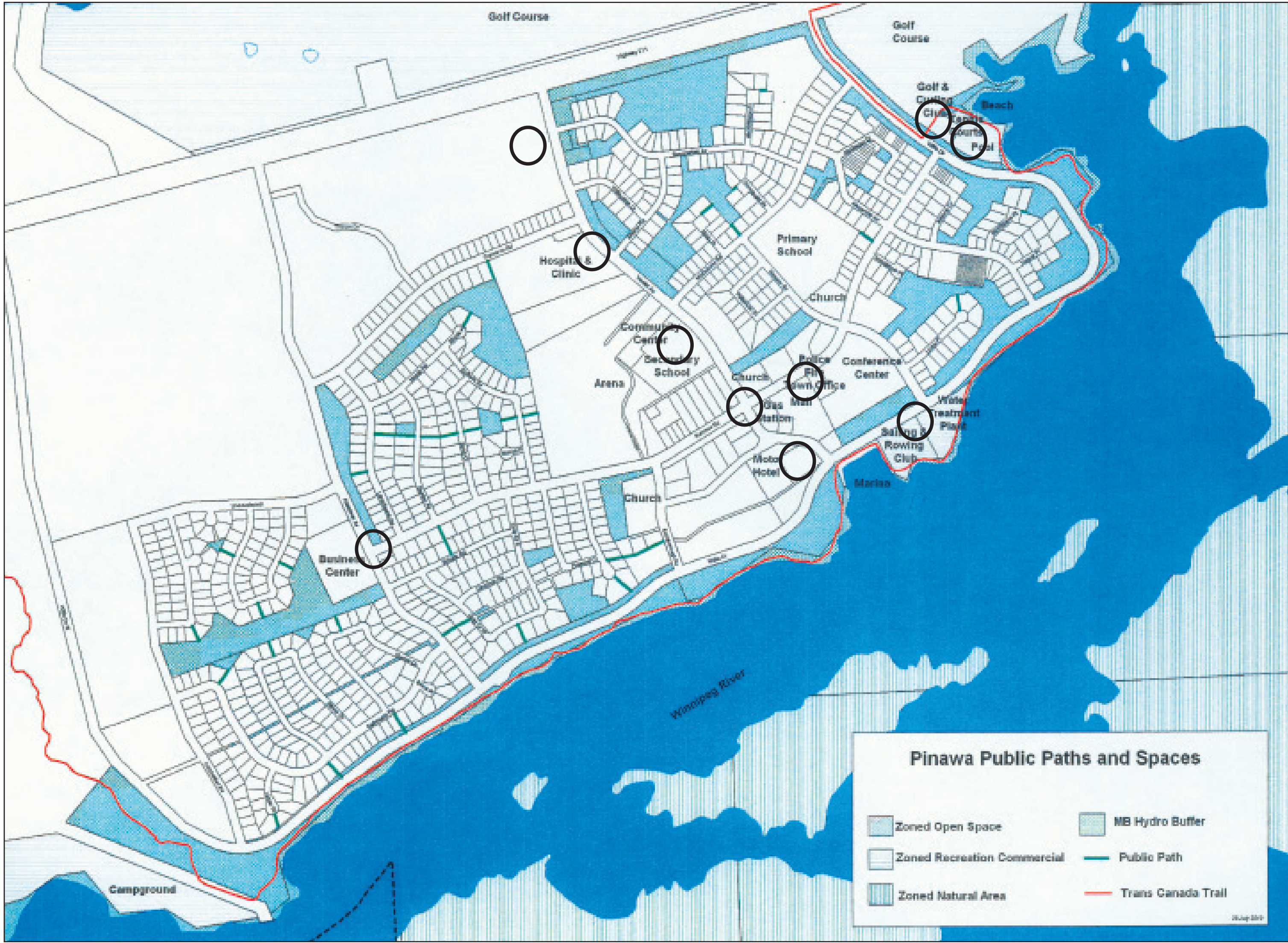
Alternative Transportation Infrastructure Locations



Improved cycling infrastructure would encourage more people to enjoy the natural beauty in Pinawa



Cyclist on Vanier Avenue - a dedicated bicycle lane would promote safety and increased use



Proposed areas for bicycle parking and other infrastructure (such as plug in stations for electric vehicles) are indicated



Dedicated bicycle lanes promote safety and increased use, Saanich, BC



There are a wide variety of parking options for bicycles. They are generally inexpensive and encourage bicycle use. More bicycle parking makes bicycle use more convenient for people.

Pinawa is a scenic town full of natural beauty. Scenery is harder to appreciate from behind the wheel of a car. It is reasonable to consider alternative modes of transportation in Pinawa. Active transportation (human powered transportation) especially consideration Pinawa’s scale, existing trail network and natural setting.

Daily commuting by bicycle is easy and fun, as well as a great way to stay in physical shape. It would not take a significant investment to develop infrastructure to encourage bicycle use in Pinawa. Bicycle parking can be installed for a low cost and bike lanes can be easily established on roads.

As road infrastructure reaches the end of its life span, more attractive complete streets that include bicycle lanes can be constructed. Not only will these infrastructure additions beautify Pinawa’s streets and add to the active lifestyle, but they will also lead to fewer cars on the road and decreased emissions.

Golf Carts in Pinawa

During the October consultation meeting with the age-friendly committee, Pinawa identified golf carts as an area for more investigation to determine if it is a feasible option for the community. Golf carts provide a lower cost, lower emission option when compared to automobiles. However, there are safety concerns and standards that will need to be considered prior to Pinawa implementing this alternative transportation method.



Regulations For Street Legal Golf Carts

These regulations pertain to a number of American States. They are an important factor to consider while deciding if street legal golf carts are right for Pinawa.

Street legal golf carts must:

1. Be slow moving. No more than 35 mph (56 kms/hr).
2. Have a maximum seating capacity of four people.
3. Be equiped with a headlight, front turn lamps, rear turn lamps, tail lamps and stop lamps.
4. Not weigh more than 1000 Kilograms
5. Contain exterior reflectors, exterior mirrors and an interior mirror.
6. Contain brakes, a windshield and a VIN number.
7. Contain approved seat belts.
8. Contain a Manufacturers certificate of origin as a low speed vehicle.

A valid drivers licence is required to drive golf carts on public streets. You also need proper insurance to drive a vehicle on public streets. Most communities restrict use of these vehicles on public streets to certain hours of the day.

Golf Cart Safety: Conflicting Reports

“A lot of people perceive golf carts as little more than toys, but our findings suggest they can be quite dangerous.”

Gerald McGwin, Researcher for University of Alabama at Birmingham

“Fatal golf cart accidents are rare, but draw attention.”

Jim Suhr, reporter

“I see the cart as being safer than using a mobility scooter, it has better traction.”

Bob Mitchell, Mayor Carman, Manitoba

“About 1000 Americans are hurt on golf carts each month, with males ages 10 to 19 and people over 80 with the highest injury rates.”

2008 study by University of Alabama at Birmingham



Golf carts are allowed on public streets in Battle Lake, Minnesota.

Other Manitoba towns consider golf carts



According to Bruce Owen of the Winnipeg Free Press, as reported on May 10, 2010 the town of Carman, MB is pressing forward with a Manitoba provincial pilot project to test low-speed electric vehicles on its streets. Carman is not alone, as about a dozen other rural Manitoba communitis want to do the same thing. The company Northland Machinery, based in Carman , could be what helps them accomplish their goal.

- The company assembles custom electric golf carts stylized as Hummers, Cadillac Escalades and California Roadsters.
- The company is working with Transport Canada to get federal approval to register two of its rechargeable battery golf cart models as low-speed vehicles.
- Once that’s done, it still needs the green light from the province for the golf carts to drive on public streets. Their goal is to be ready for the Spring of 2011
- The custom golf carts come equipped with a windshield, turn signals, seat belts and even a horn.
- Their top speed is limited to 40 kilometres an hour or 25 miles per hour.
- The New Democrat government of Premier Greg Selinger put together a working group to come up with rules on how to deal with such requests.
- Do golf carts meet Federal crash test standards? Can they be insured?

Other options The Quadricycle



Quadracycles are sturdy and have the ability to carry heavy loads.



The Quad-3 is an affordable and attractive model made in Canada

The Quad-3

Quadricycle International, Montreal Quebec

Retail Price

3 150 \$CAD for Quad-3*
4 750 \$CAD for Quad-6*
*Prices in Canadian dollars. Taxes, preparation, handling and shipping fees are not included.

Dimensions

71,5"
46,875"
71,625"

Weight

- 180 lbs

Capacity

- 3 adults + 2 small children

Mechanics

- Propulsion: 2 sets of pedals
- Steering: Rack-and-pinion
- Wheels: 16"
- Tires: Puncture-resistant 4-ply tube
- Brakes: Coaster brake

Structure

- Steel tubular main frame
- Steel tubular hood
- Steel tubular seat
- Steel tubular roof

Body

- Hood: Vacuum formed ABS piece, Integrated headlight
- Front panel: Vacuum formed ABS piece, cosmetic panel also used as backrest for kids
- Dash board: Vacuum formed ABS piece with fully integrated cup holders and storage compartment

Visitable Home Design

Visitable home design includes a no-step entrance, wider doorways and a bathroom on the main floor. These characteristics provide an attractive housing option for a resident or visitor with limited mobility. Homes with visitable features demonstrate the first stages of universal design and allow for further adaptations to be easily added to a home, if and when the need arises.

- Other visitable design features that may be added include:
- Reinforced bathroom walls (for installation of grab bars, if desired)
 - Levered door handles and single-lever kitchen and bathroom faucets
 - Raised electrical outlets —18 inches (45.7 centimetres) from the floor
 - Lowered climate controls/heat registers
 - Lowered light switches —48 inches (121.9 centimetres) from the floor



The above image is a visitable townhouse complex displaying level, no-step entrances



The above figure highlights possible locations for visitable housing in central Pinawa



The above image is a home in Winnipeg, Manitoba. It displays a wider doorway and a level no-step entrance required in for a visitable home.



Above is an example of home modification from Knoxville, Tennessee. Prior to modification, the home was only accessible by a series of stairs. Moving towards visitability, a level, no-step entrance was added at the side of the house. Interior modifications included widening of doorways and installation of grab bars.

Visitable Zoning Codes

A visitable zoning code is a bylaw that a local government adopts to help ensure that housing stock will meet the inevitable needs of the community. Typically this involves a requirement of a certain percentage of new developments being constructed as visitable (level, no-step entrance; wider doors and hallways; wheelchair accessible bathroom on main floor). This zoning ordinance commonly reflects demographic trends - such as an aging population. As Pinawa is aging, with a median age of 53.5 years old nearly 15 years above the Winnipeg average of 38.8 years, it is in the interest of the community to make their future town more senior-friendly, perhaps with the adoption of a visitable zoning code.

“everyone deserves a basic level of access to the built environment”



The above image is the Ironwood in northern Pinawa. This seniors living facility was built to a visitable standard.

Three Rules for a Visitable Home

1. Level, no-step entrance
 - Minimum 36 inches wide
 - On an accessible route



2. Wider doors and hallways
 - Minimum of 32 inches passage ways



3. Wheelchair accessible bathroom
 - Must be on main floor



“With these three main features, a house can be much more functional, safer, and useable for any family. It becomes easier to maintain, easier to move furniture in and out of, easier to get into and out of with a baby carriage, bicycle or cart; easier to have older friends and relatives visit and easier for anyone with difficulty moving around to live in.”

Canadian Centre on Disability Studies

accessible, adaptable, universal

Apartments

Though Pinawa does have a few apartments, they represent less than 5% of dwelling units in town. This type of housing offers affordability options that a large single-family dwelling does not. This option also has less of a building footprint and allows greater amounts of green space to be preserved.



Apartment building in central Pinawa (Burrows Avenue)

Attached Homes

Similar to apartments, the attached home stock is limited and is located away from the town centre. Townhomes usually offer open communal space, individual yard area and living space that is more manageable than a larger single-family dwelling.



Attached homes in eastern portion of Pinawa

Single-Family Detached Homes

Pinawa’s housing is 95% single-family detached homes. It has been identified that many residents would like greater choices in their dwelling options than what is currently available. Many residents would like to age-in-place and there are many possible home modifications available to make this possible.



Single-family detached dwelling in western Pinawa



The above images are higher design apartment housing options that could be incorporated into Pinawa. This higher-density residential unit typically provides a 1-2 bedroom option, requires less maintance (as there is no grass to mow, snow to shovel or siding to paint) and elevator service allows for easy entrance and exit. Shared common spaces allow for social interactions. Modifications to visitable housing may present post-construction difficulties.



Commonly viewed as a middle-ground between single-family dwellings and apartments, attached homes provide a down-sizing option many individuals seek in later stages of life. This option typically offers the ‘lock-and-go’ appeal that snowbirds and seasonal residents seek. Proximity to nearby neighbours creates opportunity for social networking of seniors. The above images are of appropriate design and scale for Pinawa and can employ visitable standards.



This option is lower density and higher maintenance, compared to the other proposed neighbourhood housing options. Long driveways, large yards and multiple steps are characteristic of a typical single-family dwelling in Pinawa. The above images do not display any of these characteristics. Consideration of a mandate for shorter driveways, smaller lawns and visitable housing features for new construciton would allow residents to age-in-place easier.

“Including older adults in the planning of neighbourhoods for active aging is necessary to ensure outdoor spaces and the built environment are age-friendly for everyone. Ideally, seniors should have affordable and accessible options with housing and transportation. Listening to community members is important to ensure adequate community and health services and social participation opportunities” Centre on Aging

liveable, enjoyable options

Mixed-use development

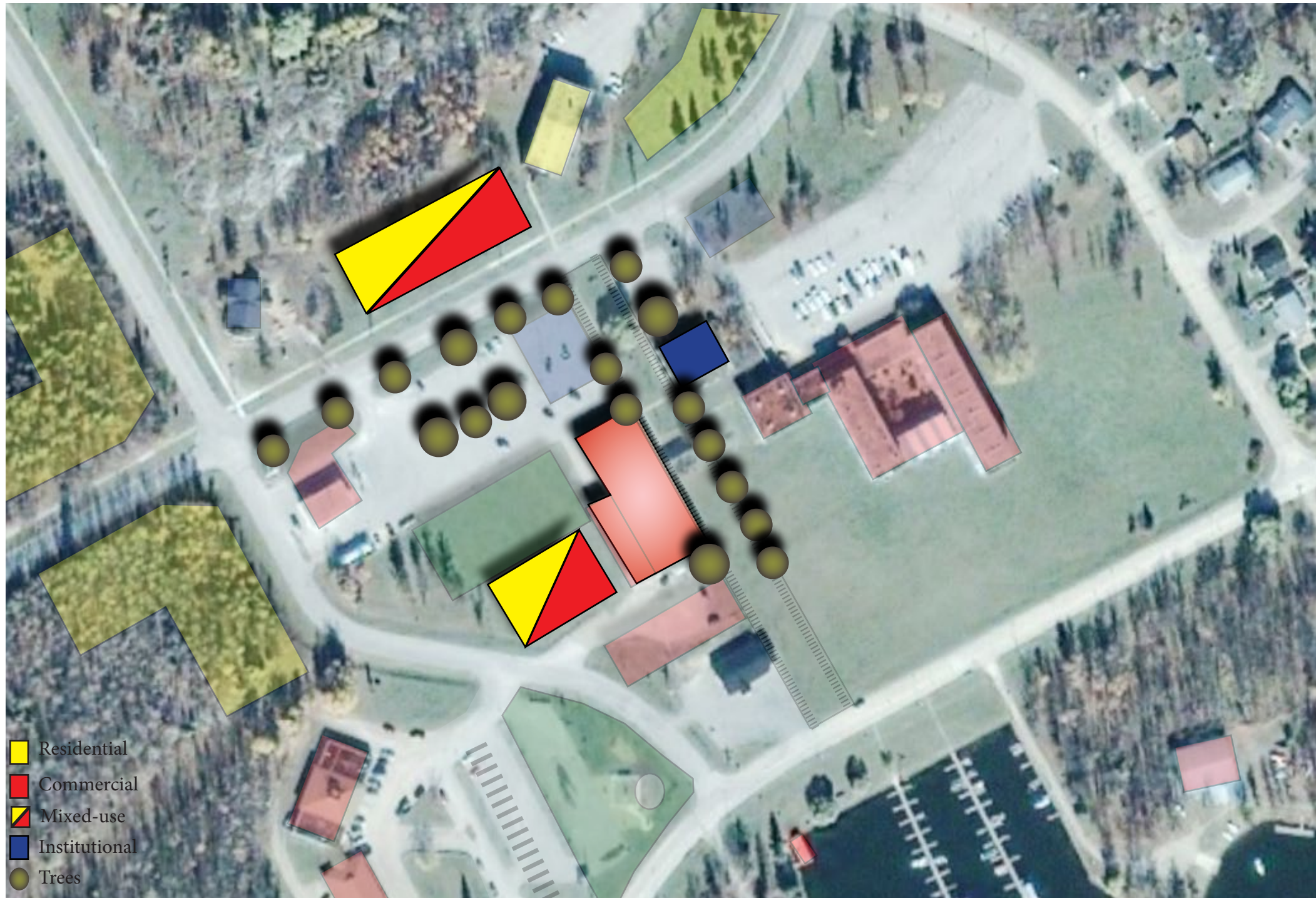
By definition, mixed-used development is more that one type of use in a building or series of buildings-such as a combination of residential, commercial, office or institutional spaces. Typically residential units compose the upper floors of this type of building, with office and insitutional space, and storefront commercial space on the groundfloor.

Mixed-use is important to a healthy, functioning downtown area as a variety of activities in a compact area generates activities and interactions. Retailers are assured that they always have customers (as residents live above) and residents benefit from accessibility to services-a short walk versus a car ride. Home, work and play are just a walk a way.

Benefits of mixed-use development

- populates and activates neighbourhoods
- increases housing options
- reduces the reliance on the car
- creates vibrant communities
- increases activity during non-peak hours

Where should mixed-use go?



The above image displays possible locations where mixed-use could be established in Pinawa. Both locations are in central Pinawa and provide easy access to existing services.



The above image displays mixed-use development is implmenation with the surrounding environment. Commercial services are located at street level, residential on upper.



The urban environment of mixed-use development is highlighted in the above image. Landscaping has been incorporated in this rendering.

Mixed-use to smart growth

Incorporating mixed-use development into Pinawa's core will help to establish this area as a central destination for the community. Consideration for other design principles, such as smart growth development or liveable communities, will further create a draw to the downtown core of Pinawa.

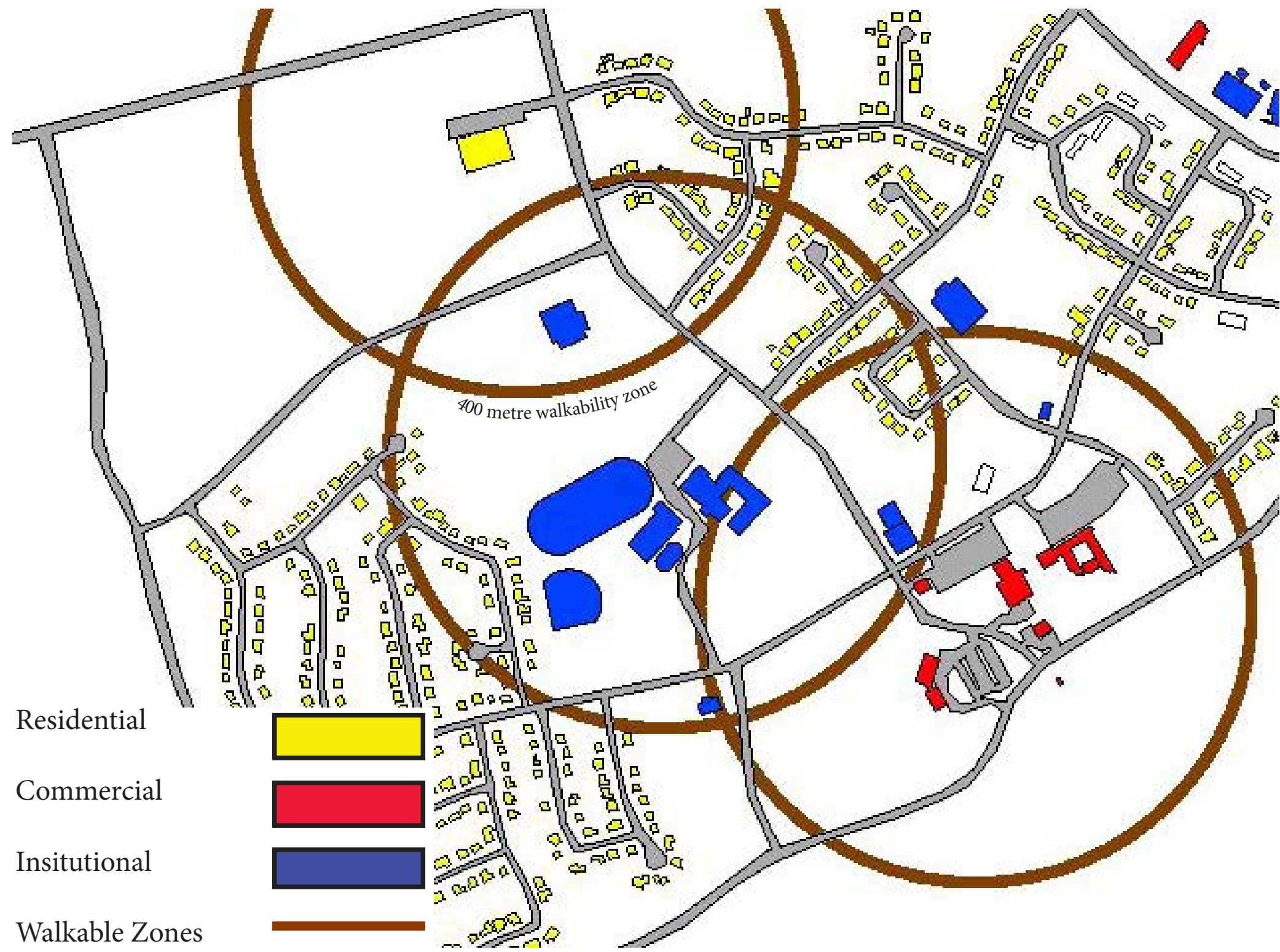


The above rendering displays a possible location of mixed-use development along Burrows Avenue in Pinawa.

The below five images are examples of mixed-use development of appropriate design and scale for Pinawa.



Walkable zones



The above diagram displays 400m distance circles from the Ironwood, Arena/High School and Solo Market/Sundial/Municipal Hall. 400 metres is the average distance an individual is willing to walk for services.

Smart growth principles are:

1. Mix land uses. A mixture of homes, retail, business, and recreation.
2. Well-designed compact neighbourhoods. Live/work/shop/play in close proximity. Access daily activities, and local businesses are supported.
3. Variety of transportation choices. Safe for walking, cycling and transit.
4. Diverse housing opportunities. Addressing different family types, life stages and income levels.
5. Encourage infill development. Growth does not take up only new land.
6. Preserve open spaces, natural beauty, and environmentally sensitive areas.
7. Protect and enhance agricultural lands.
8. Utilize smarter infrastructure and green buildings.
9. Foster a unique community identity.
10. Nuture engaged citizens.

www.smartgrowth.org

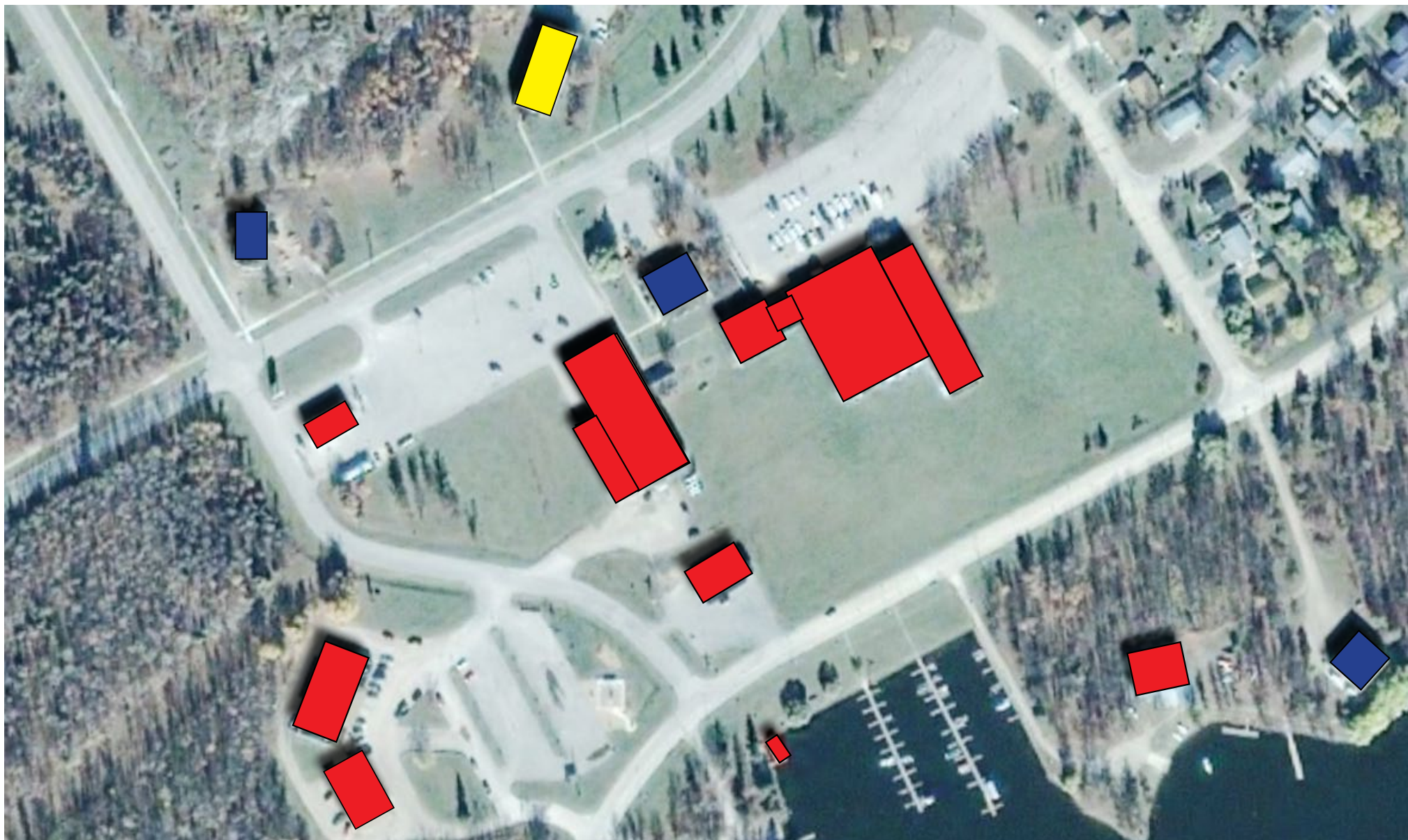
Smart growth principles can be appropriately applied to future mixed-use development in Pinawa. By creating housing options, smart growth and mixed-use can be used to entice new residents to Pinawa, as well as be applied to future age-friendly housing developments.



multiple services, mixed use, many options

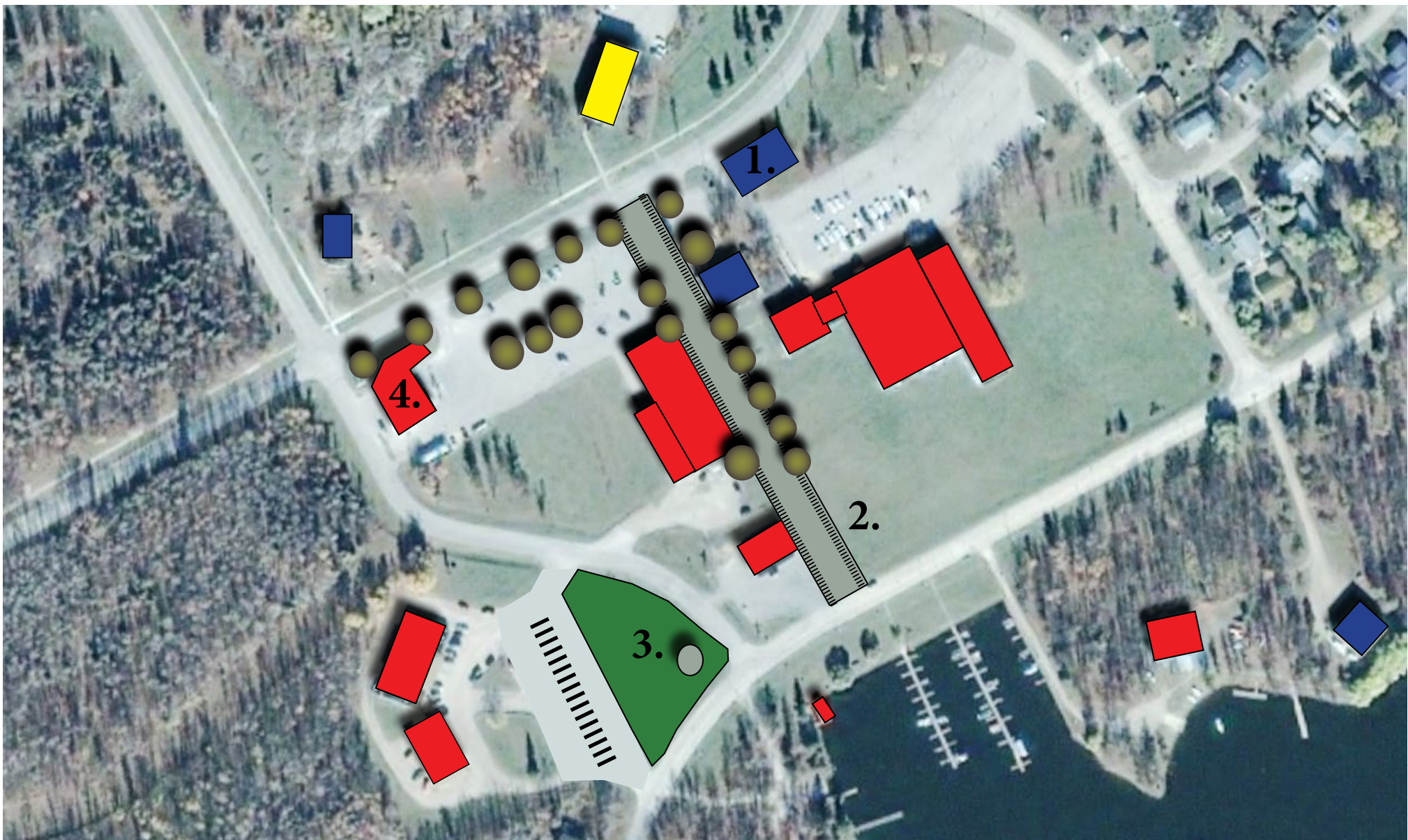
Phasing Options for Development

The following images show a possible phasing strategy for downtown Pinawa.



Existing

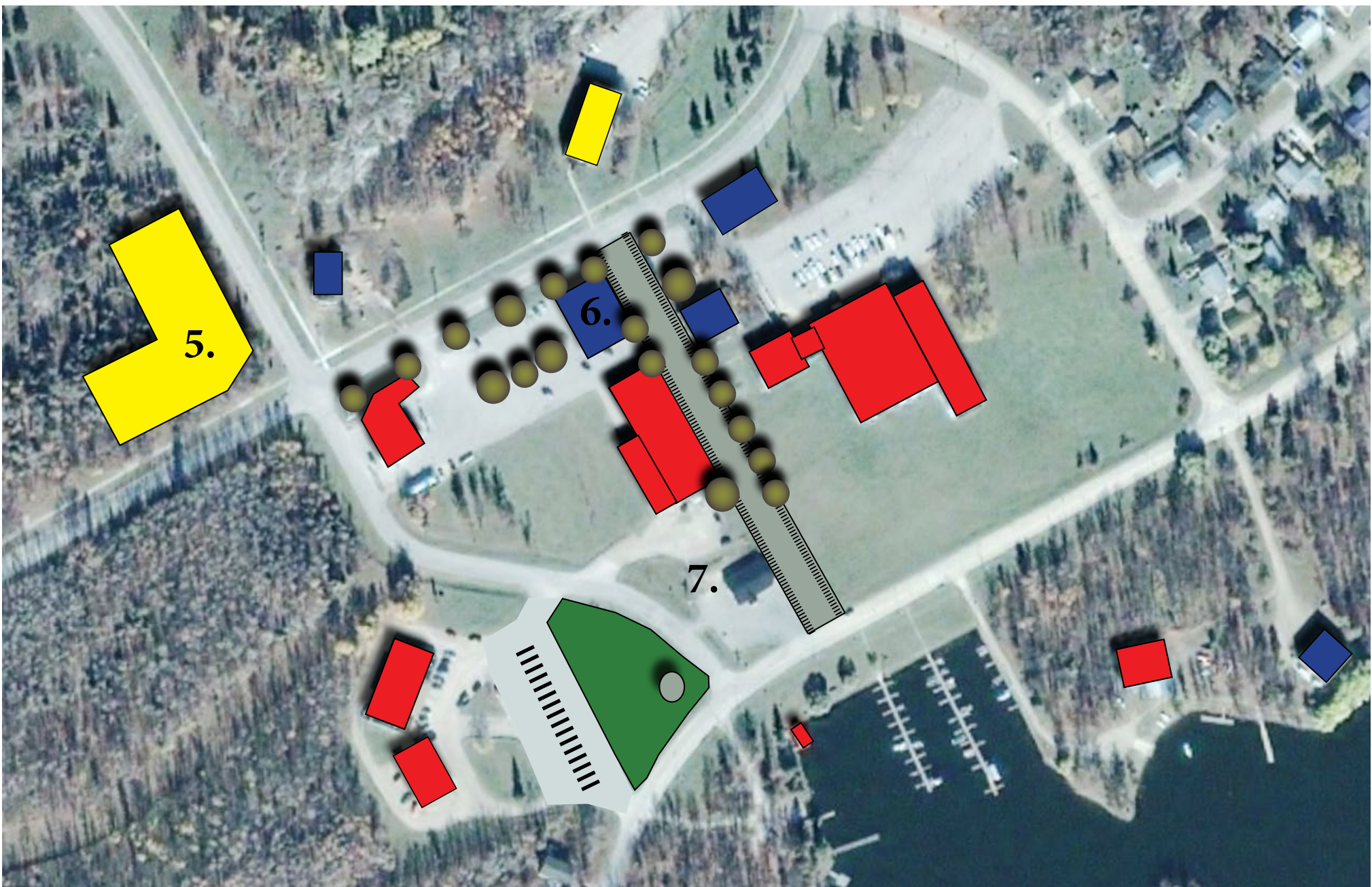
- Residential
- Commercial
- Mixed-use
- Institutional
- Trees



Phase 1

Phase 1 proposals include projects already in the development process, additions and easy to implement options.

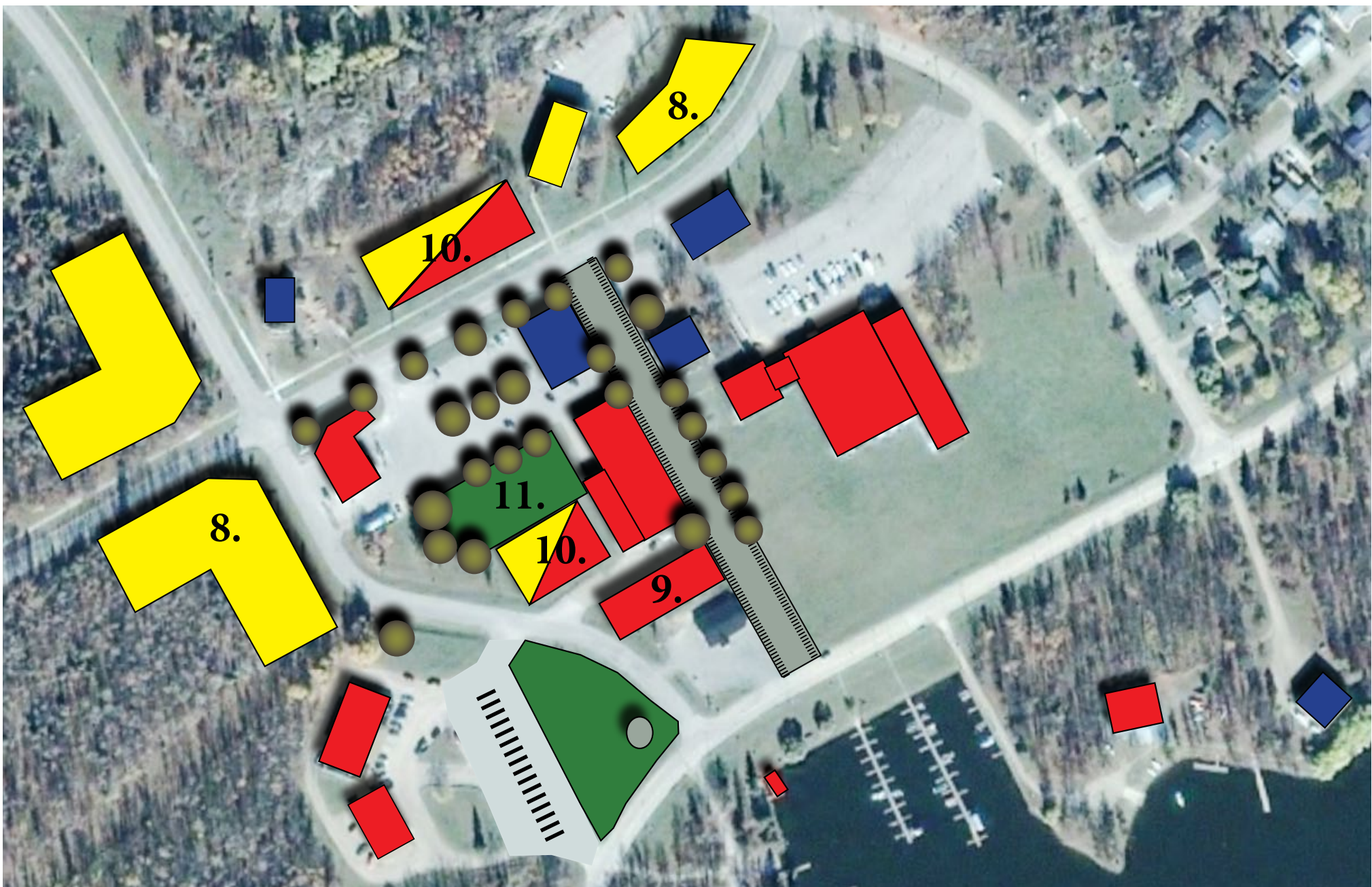
- 1. New fire hall
- 2. Pedestrian path from Burrows Road to Willis Avenue
- 3. Redevelopment of the sundial green space and boat parking lot
- 4. Mixed-use addition to the Co-op gas station



Phase 2

Phase 2 proposals include new construction projects prioritizing residential and a seniors centre that will anchor future development.

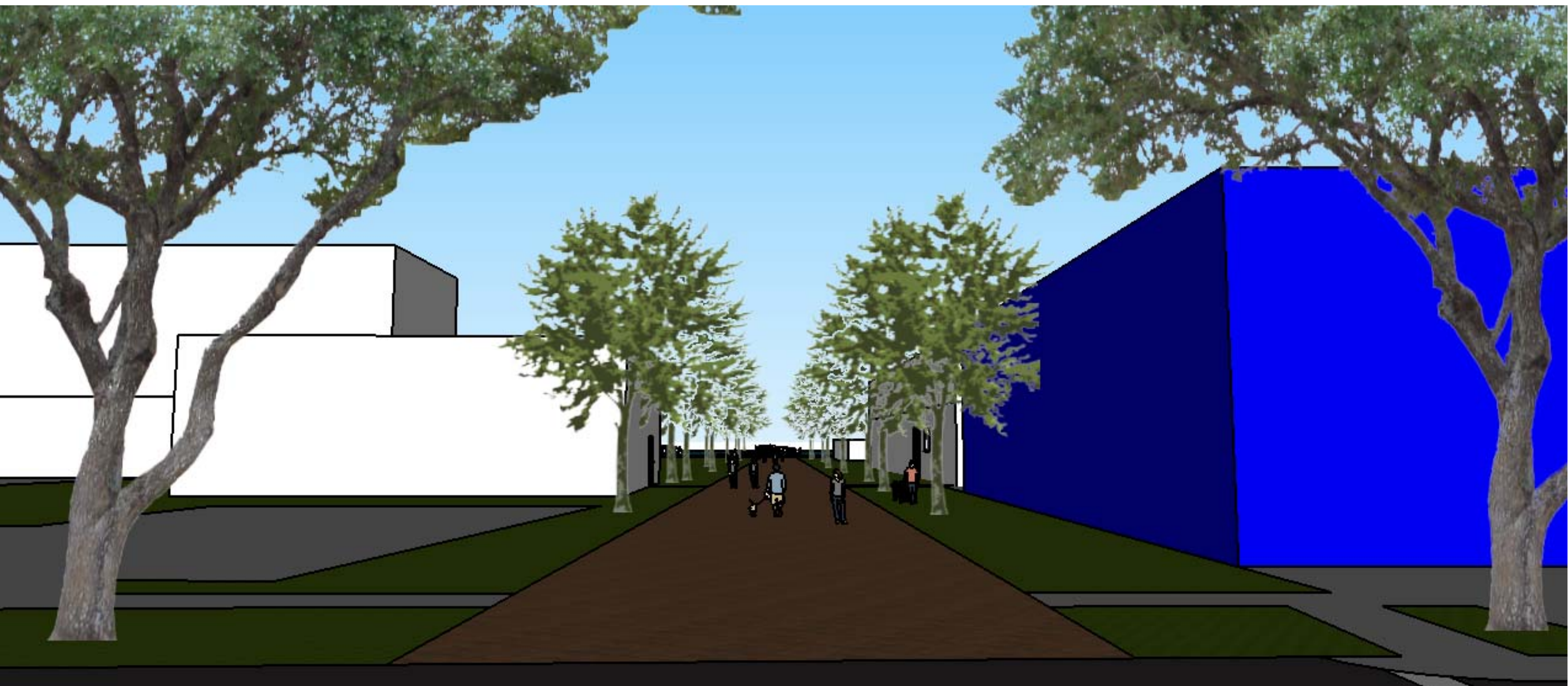
- 5. Multi-family residential
- 6. Seniors centre
- 7. Relocation of Whiteshell Centre



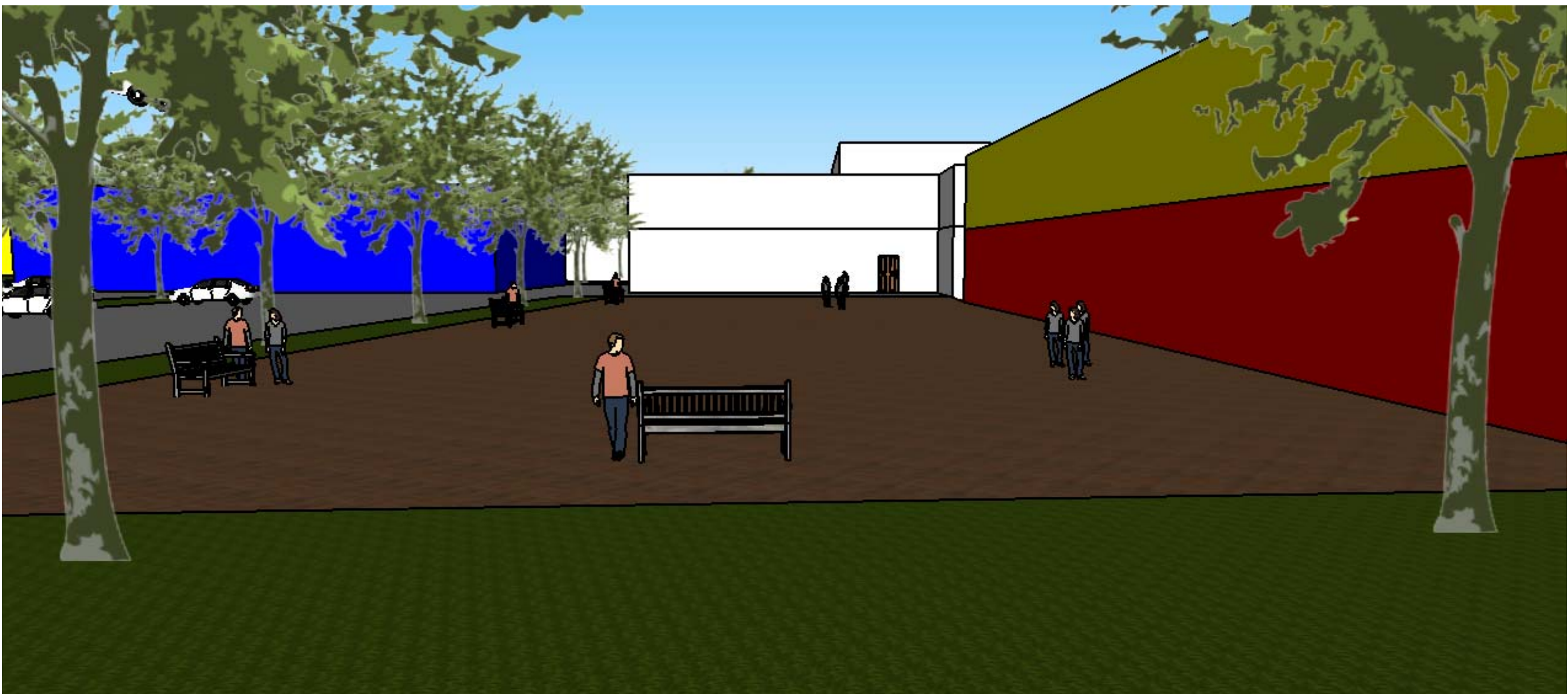
Phase 3

Phase 3 proposals include building on previous development emphasizing urban design features.

- 8. Multi-family residential
- 9. Tourist centre
- 10. Mixed-use development
- 11. Town square



Proposed tree lined pedestrian path between the town hall and the proposed senior centre



Proposed town square beside the Solo Market and the proposed mixed-use commercial and residential development

thriving, gathering, walkable

Pinawa Proposals

Provides an overview of proposed development options and why they are being suggested for Pinawa.

Complete Streets

Burrows Road was identified as the main street in Pinawa and would be the first to be addressed. The following options could be implemented to distinguish uses, calm traffic and increase safety: curbs, sidewalks on both sides of the street, crosswalks, speed humps, bike lanes, street narrowing, a line or a median in the middle of the street, a roundabout at Vanier and Burrows, and trees lining the streets. Major trail crossings, intersections, and locations such as the day care could benefit from traffic calming.

Residential and Mixed Use Development

A range of two to three storey multi-family residential options are suggested to frame Vanier Avenue and Burrows Road intersection on the West to emphasize urban design features such as a gateway that opens up the view of the river. The ground floor of mixed use development is commercial space that encourages more users at different times of day and ease of access to residents. All new development should be visitable.

Relocation and Modification

The location of the Whiteshell Centre is prime real estate due to proximity and view of the river. It could benefit from strategic development, such as a tourist centre, to promote Pinawa’s recreation and cultural activities. The Co-op gas station could also act as a bus stop for the Greyhound service and include other mixed use services and the building acts to enclose the town square area.

Fire Hall

It has been reported that Pinawa will be getting a fire hall in the near future. The fire hall could be located on Burrows Road clustered with other municipal services and could be a notable structure on the main street.

Gathering Spaces

Formal and informal gathering spaces increase opportunities for social interaction. The proposed gathering spaces are located within walking distance linking existing and future amenities. The seniors centre provides a social space for all ages to interact. The town square allows for outdoor meeting space for markets, cultural events or recreational activities. The tourist centre provides opportunities for locals and visitors to interact.

Trail Network

The establishment of a loop trail would connect key landmarks and social facilities (marina, golf course, business centre) throughout Pinawa. A portion of the trail could support universal access to promote use of the trail system for all ages. Trail and street intersections will be considered throughout town to increase safety and usability.

Pedestrian Path

Located between Burrows Road and Willis Avenue to connect the main street commercial services and multi-family residential development to the waterfront. The pedestrian corridor creates opportunities for activities such as markets and outdoor entertainment. Features such as a universally designed path, seating, lighting, covered path, public art, and tree planting along the corridor could make the space welcoming and aesthetically interesting.

Parking

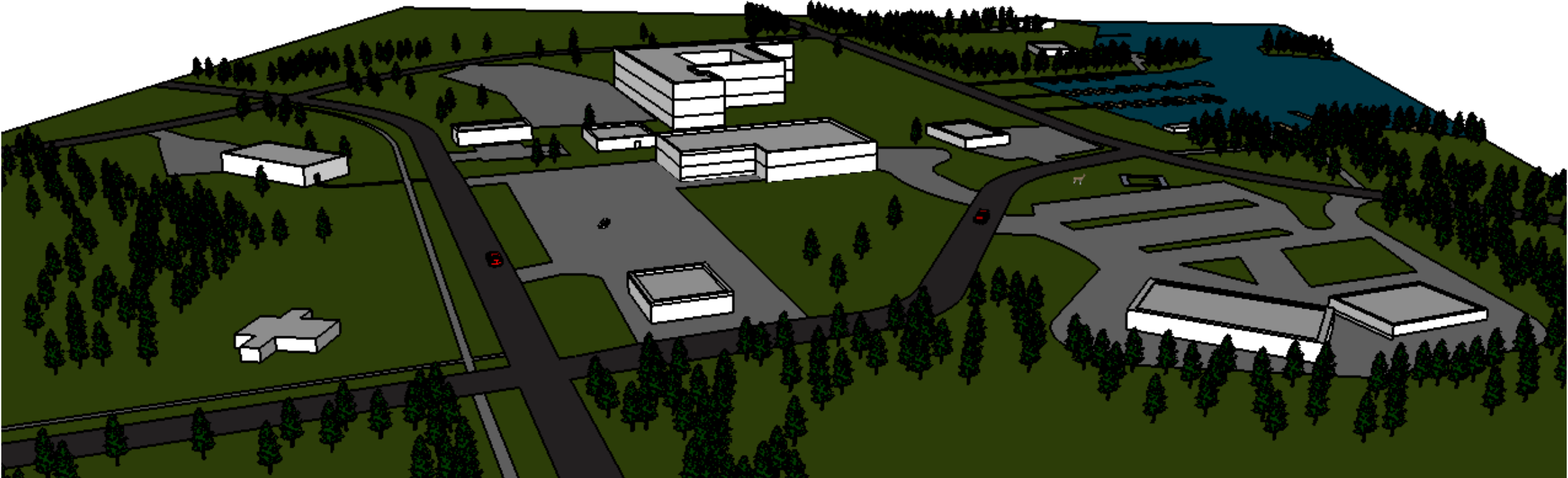
As the town becomes more pedestrian friendly space for parking can be reduced. The Solo parking lot will incorporate the seniors centre and with landscaping and trees to beautify the area. Limiting or restricting boat parking in front of marina will increase pedestrian safety. It can be relocated to behind the sundial with new lines painted.



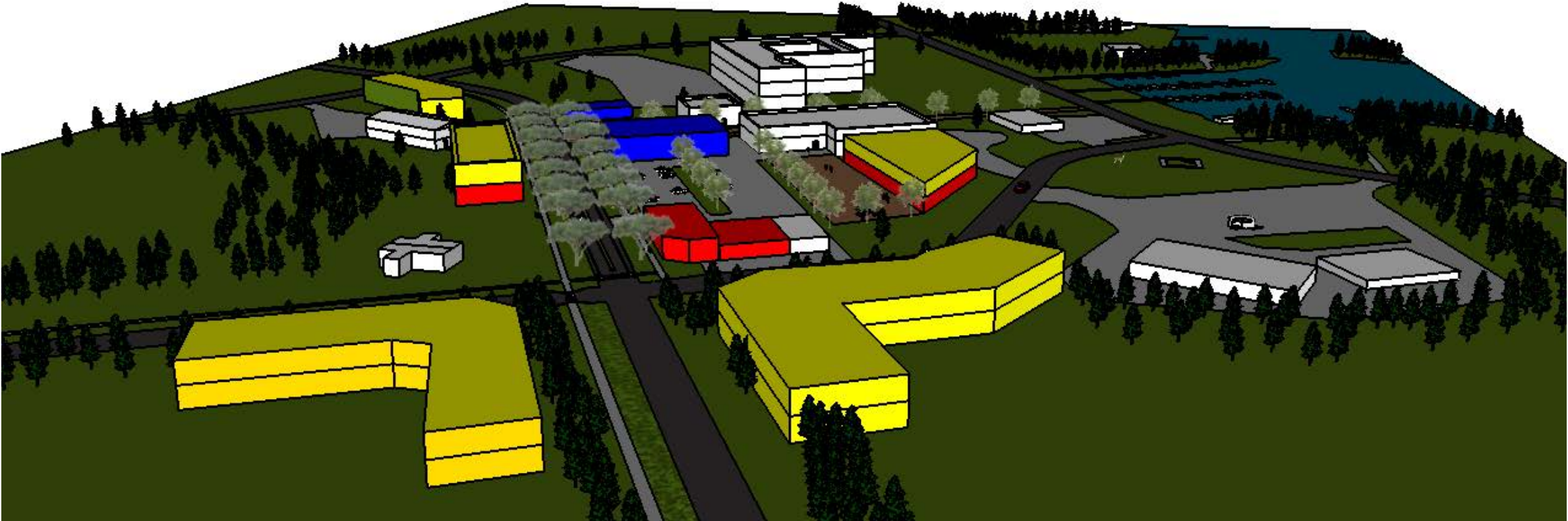
3D view of existing buildings in downtown Pinawa



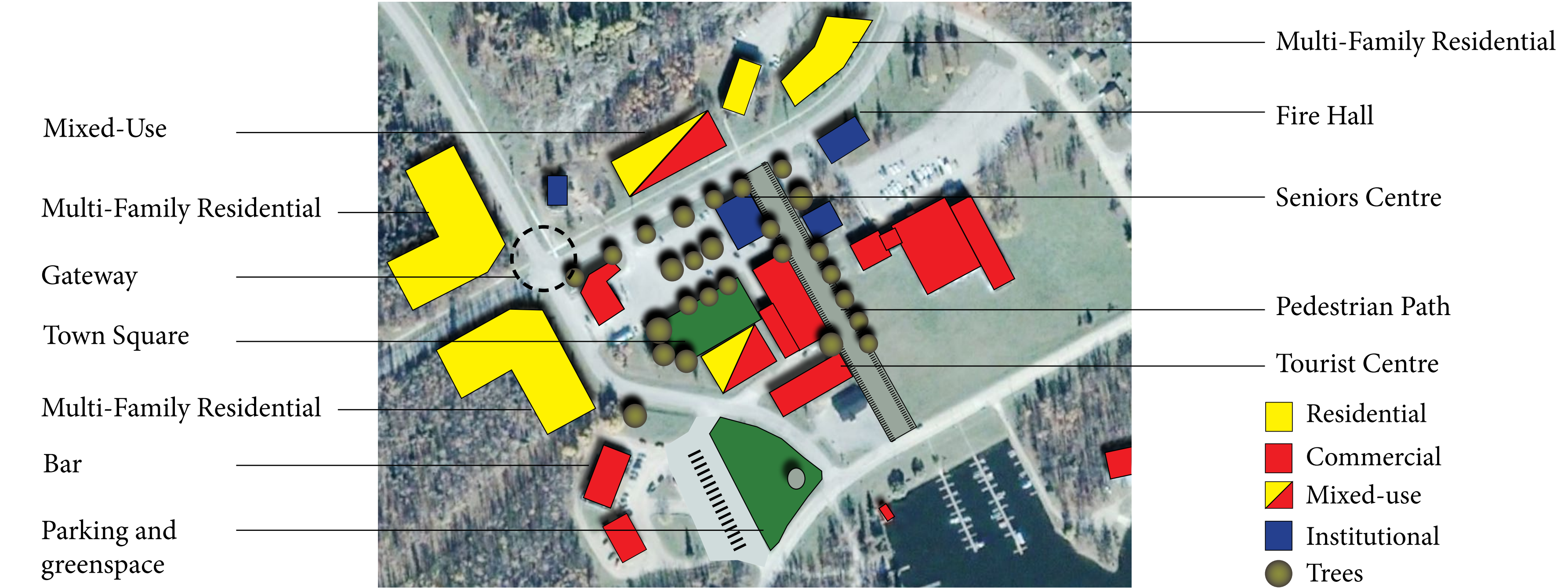
3D view of Pinawa’s proposed downtown, looking North from the marina



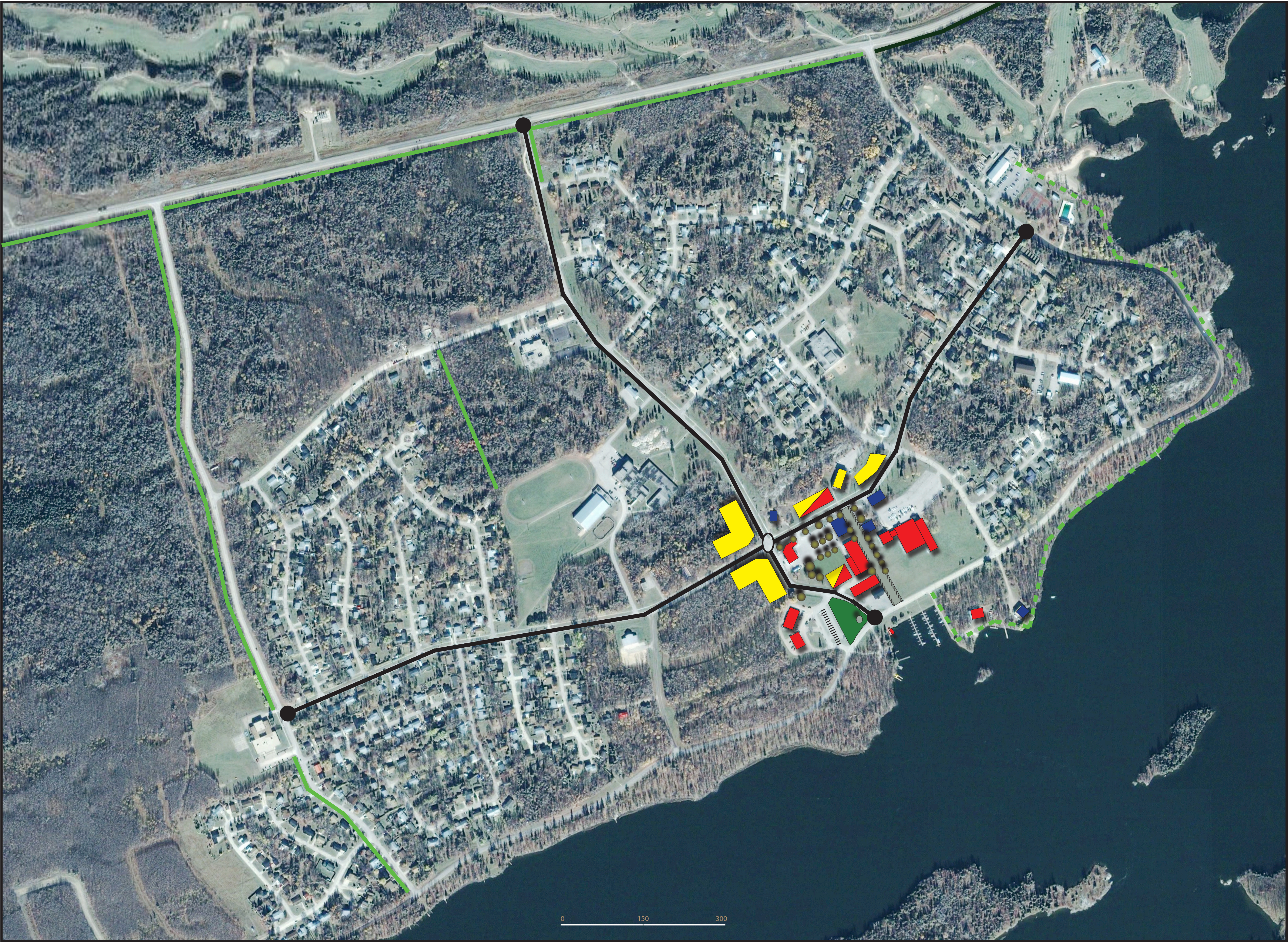
3D view of existing buildings in downtown Pinawa



3D view of Pinawa’s proposed downtown, looking East on Burrows Road



Pinawa Proposals



*envisioning age
friendly communities*