

# TOWN OF NEEPAWA

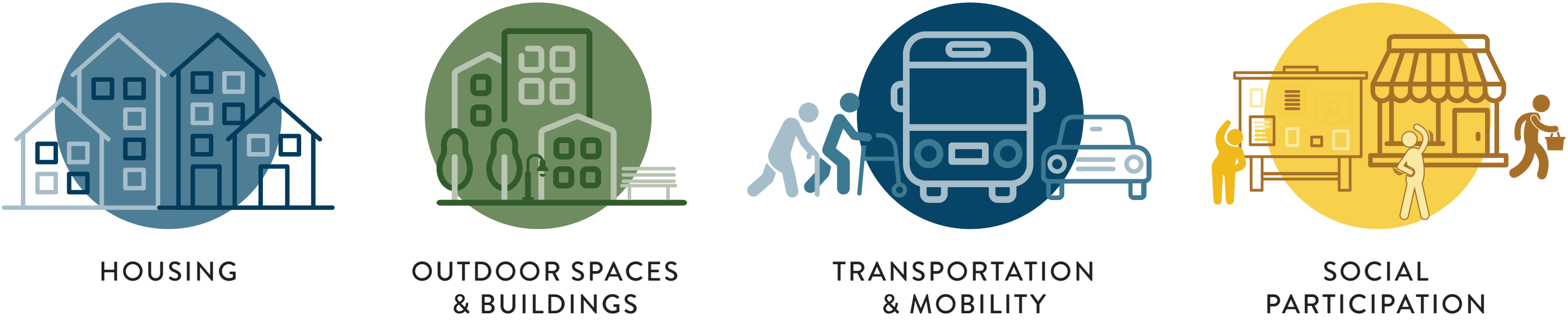
## OUR OBJECTIVE:

Our work with Neepawa seeks to contribute to research concerning small towns in Manitoba, in the context of creating thriving, accessible and inviting environments for adults of all ages as part of our studio work in the Master’s of City Planning at the University of Manitoba. After three meetings with members of the community, we have compiled a series of ideas to help facilitate the town’s growth with a focus on aging populations.

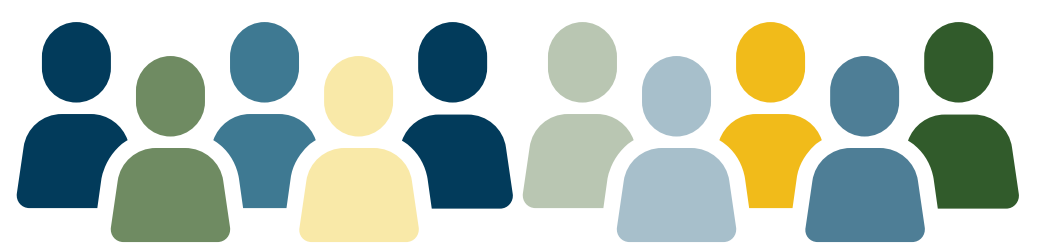


## AGE-FRIENDLY COMMUNITIES:

Our study is based on the World Health Organization’s *Global Age-Friendly Cities: A Guide*. The study areas of focus are housing, transportation, outdoor spaces and buildings, and social participation.



## DEMOGRAPHICS



2021 TOTAL POPULATION: 5,685  
2016 TOTAL POPULATION: 4,610



2021 POPULATION OVER 65+: 1,020  
2016 POPULATION OVER 65+: 930



2021 IMMIGRANT POPULATION: 2,225  
2016 IMMIGRANT POPULATION: 1,395

2016 POPULATION

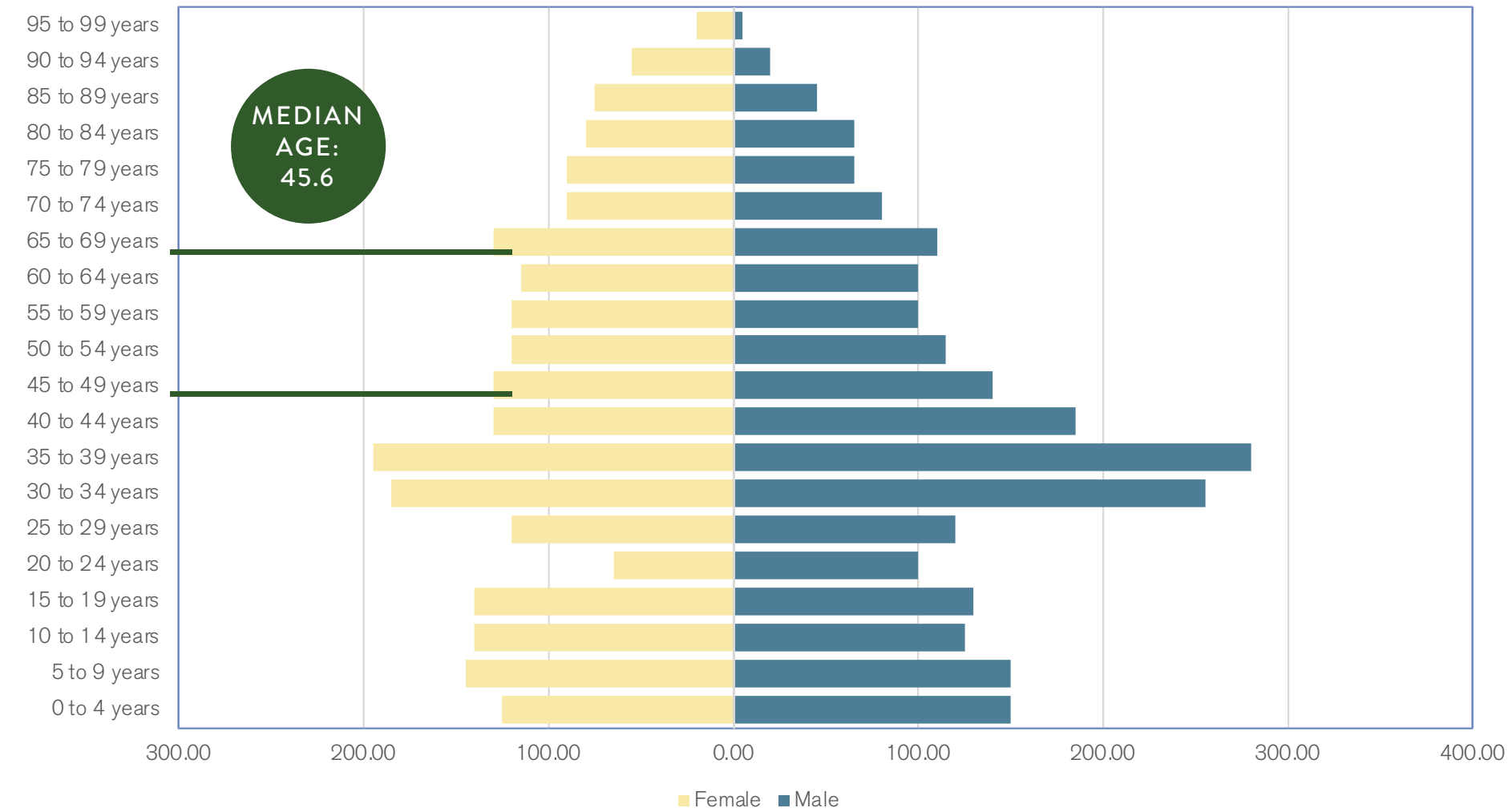


Chart 1: Statistics Canada, 2016

2021 POPULATION

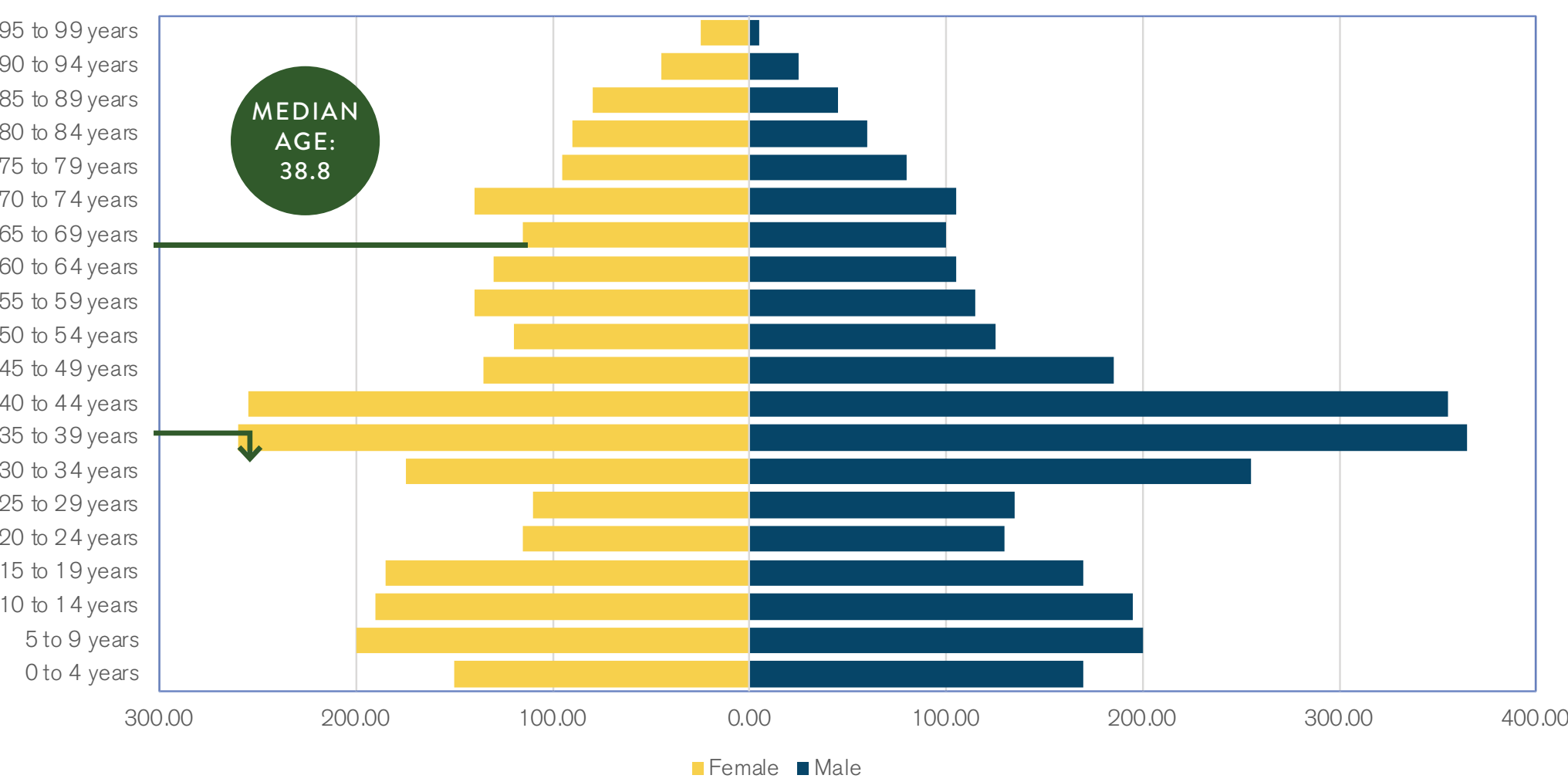


Chart 2: Statistics Canada, 2021

NEW IMMIGRANTS AS A PROPORTION OF POPULATION

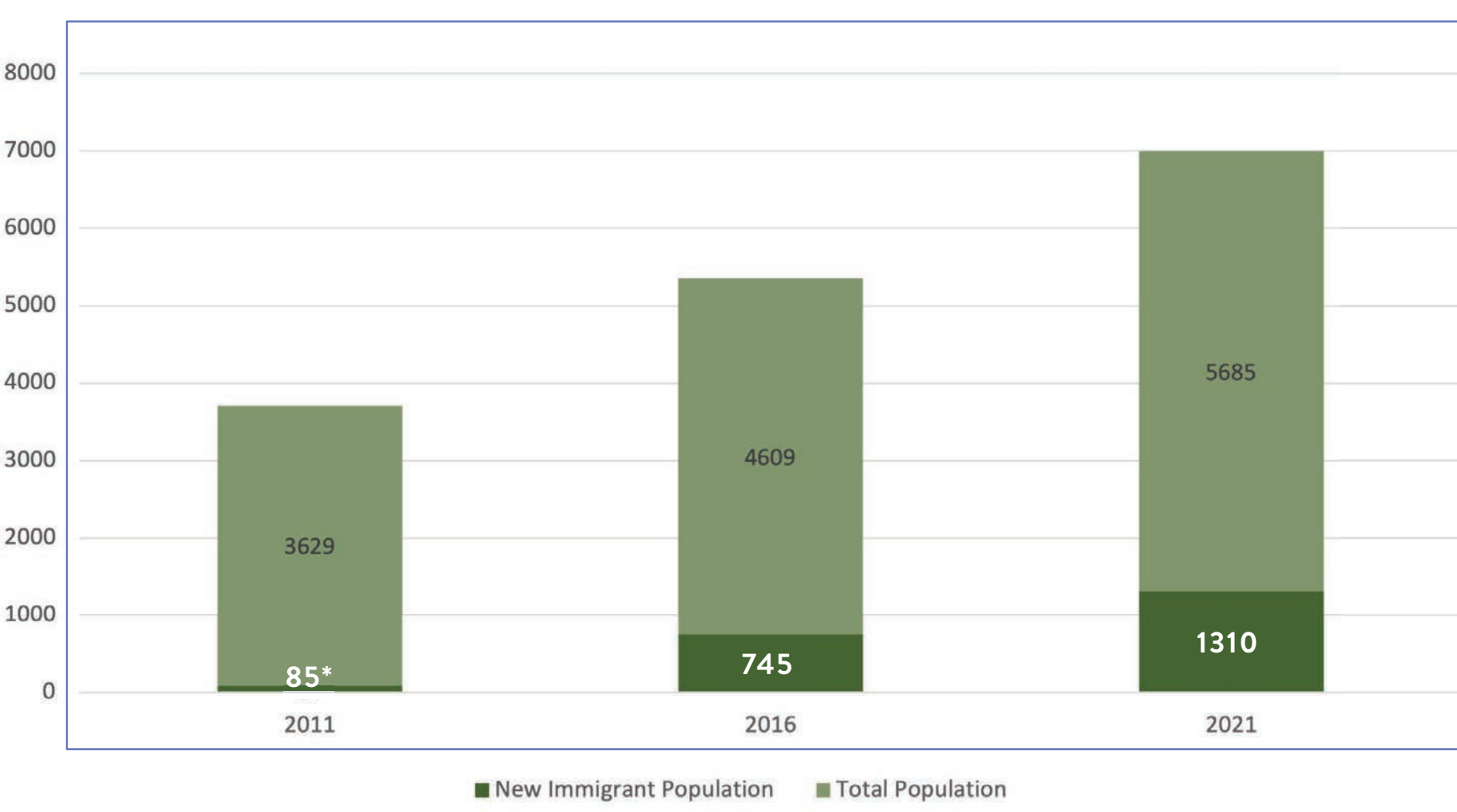


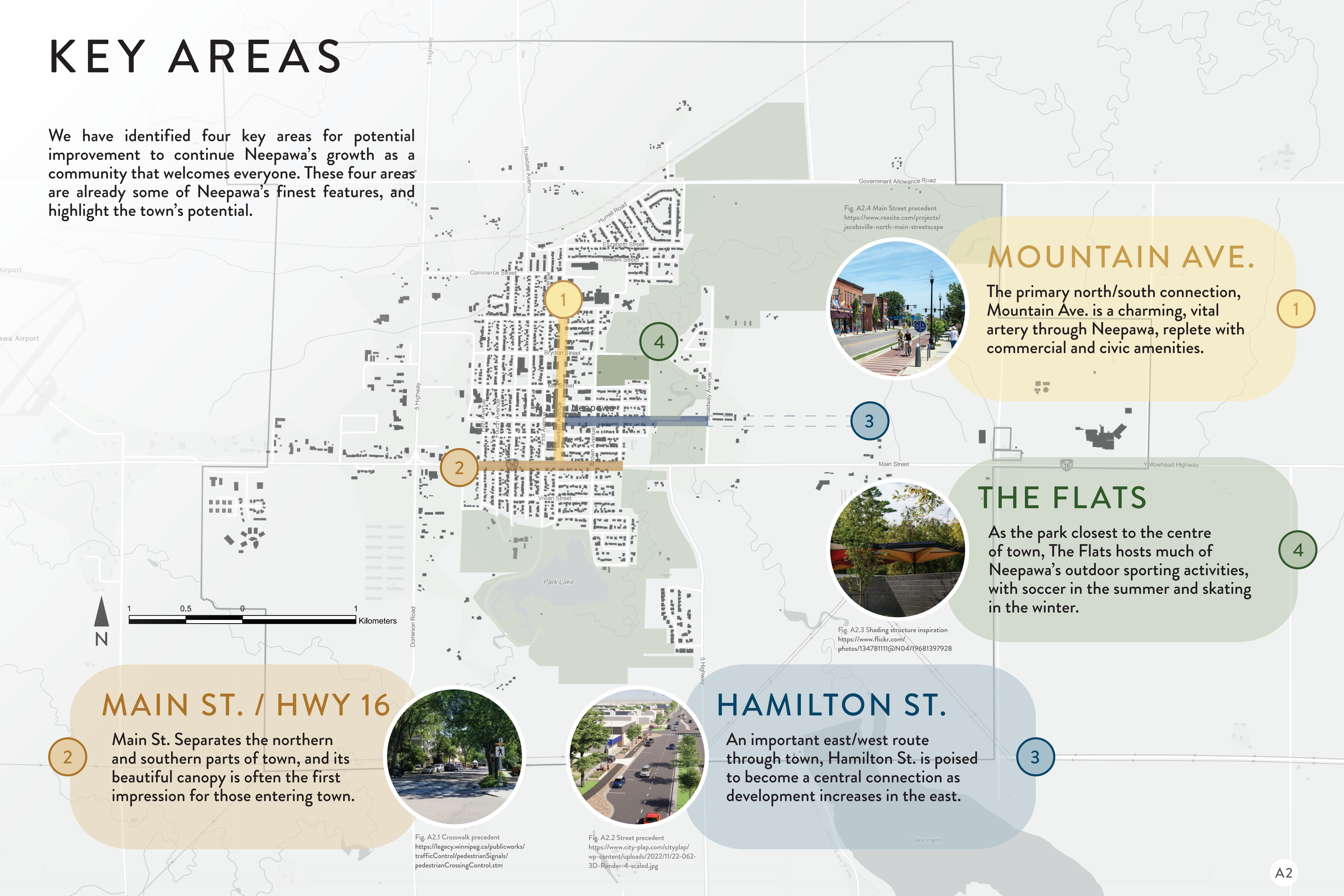
Chart 3: Statistics Canada, 2011, 2016, 2021

\*Immigration growth from 2001 to 2010



# KEY AREAS

We have identified four key areas for potential improvement to continue Neepawa's growth as a community that welcomes everyone. These four areas are already some of Neepawa's finest features, and highlight the town's potential.



## MOUNTAIN AVE.

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



Fig. A2.4 Main Street precedent  
<https://www.reasite.com/projects/jacobsville-north-main-streetscape>

## THE FLATS

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



Fig. A2.3 Shading structure inspiration  
<https://www.flickr.com/photos/134781111@N04/19681397928>

## HAMILTON ST.

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



Fig. A2.2 Street precedent  
<https://www.city-plap.com/cityplap/wp-content/uploads/2022/11/22-062-3D-Render-4-scaled.jpg>

## MAIN ST. / HWY 16

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



Fig. A2.1 Crosswalk precedent  
<https://legacy.winnipeg.ca/publicworks/trafficControl/pedestrianSignals/pedestrianCrossingControl.stm>





# HOUSING

## CURRENT CONDITION

### RAPIDLY GROWING POPULATION

- New economic opportunity and increased immigration have led Neepawa's population to nearly double over the past decade.

### GROWING FAMILY SIZE

- Households have grown in size, even while the number of individuals living alone has increased since 2016.

### GROWING SENIOR POPULATION

- While the median age continues to drop, the number of Neepawa residents over the age of 65 has passed the 1000 mark.

### RISING HOUSE PRICES

- New demand and decreasing availability of rental housing has put pressure on Neepawa's housing market, creating demand for new, dense forms of housing.

### DEMAND FOR DENSITY

- New, dense forms of housing have become available for seniors and newcomers. There is a need for integration in the existing community and along Mountain Ave.

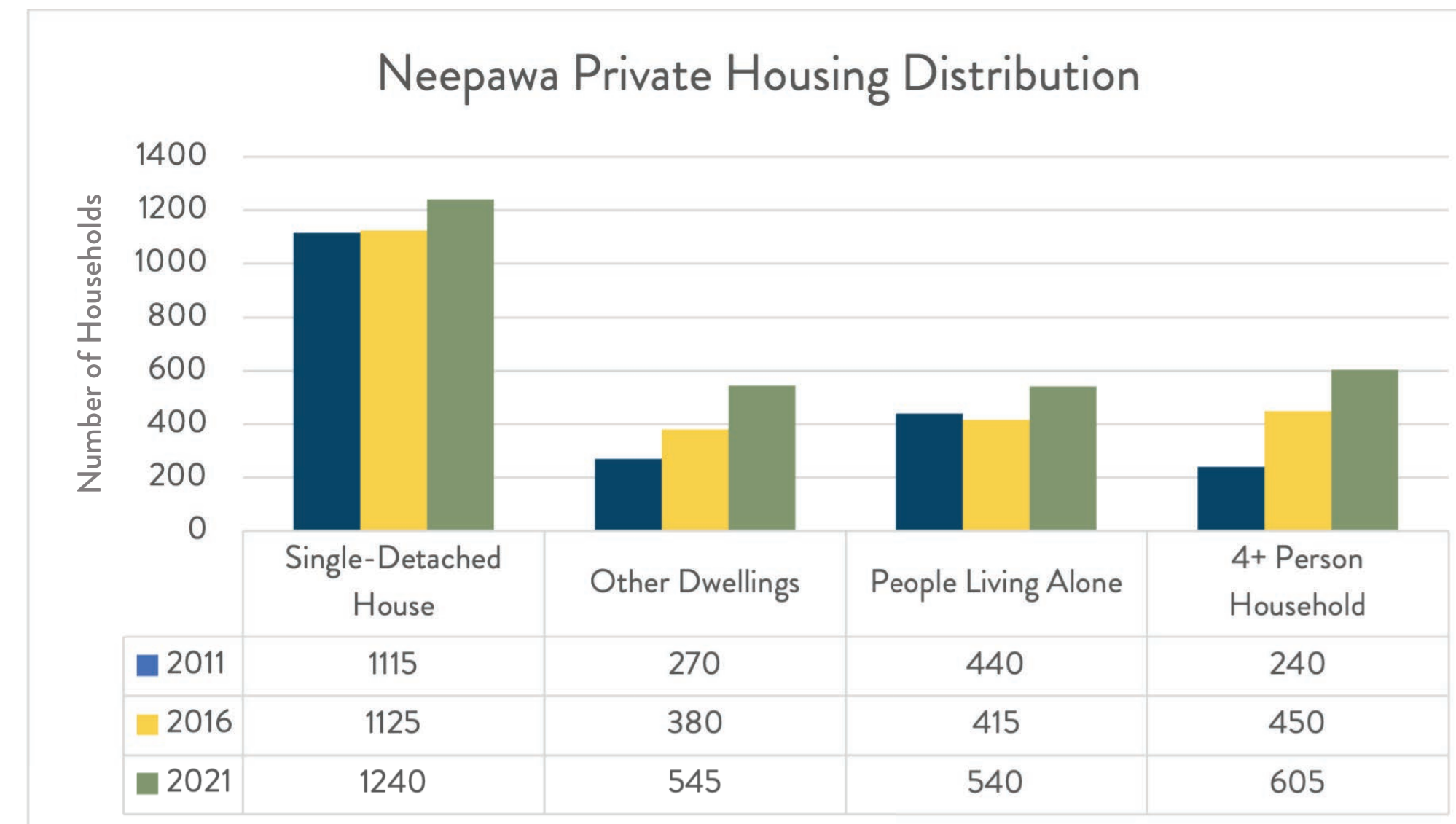


Chart 4: Statistics Canada 2011, 2016, 2021

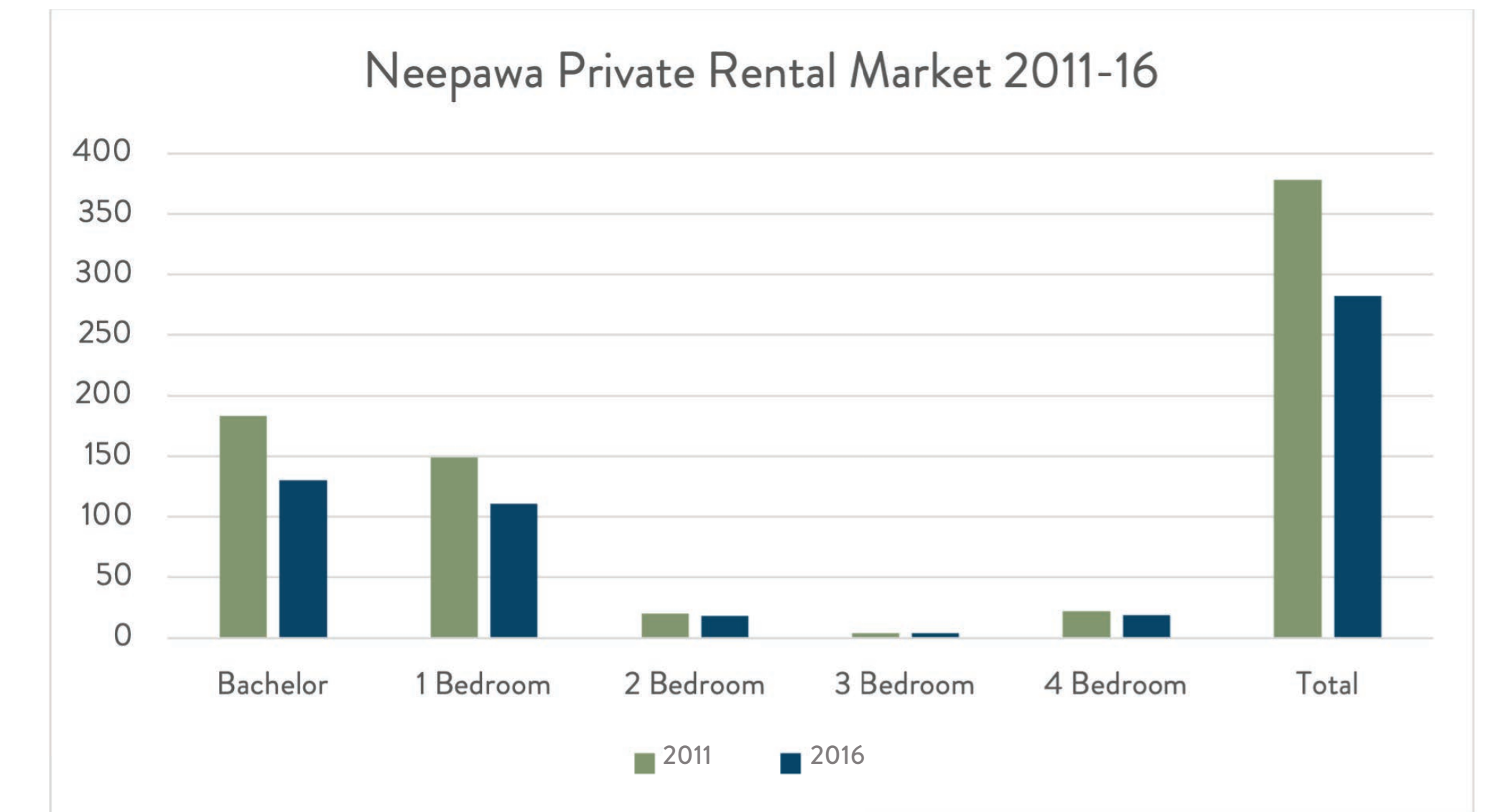


Chart 5: Manitoba Housing Needs in Neepawa, Manitoba Housing 2018



Fig. B1.1 Rendering of classic Neepawa home



Fig. B1.2 Yellowhead Manor in Neepawa  
Photo by Evan Ferguson



Fig. B1.3 Typical Neepawa Street  
Photo by Evan Ferguson





# HOUSING

## SUGGESTIONS

Neepawa's growing population requires new approaches to the provision of housing. Alongside expansion and new development, we are proposing a series of changes within the town to allow for 'gentle density,' adding new types of housing for changing demographics. This type of flexible approach will suit the needs of a diverse population – from older adults to families to newcomers – encouraging affordability for all and strengthening the downtown core.

## ZONING

- Legalize and incentivize housing above commercial storefronts
- Secondary suite parking requirements could be eliminated
- Prioritize infill development in the town centre
- Municipal incentives to developers for purpose built rentals and multi-family dwellings
- Require new single detached homes to be 'suite-ready'



Fig. B2.1 Mixed-use residential over commercial building  
<https://www.aarp.org/livable-communities/housing/info-2020/slideshow-missing-middle-housing.html>

## MIXED-USE

- To help create a vibrant core where people live, work and recreate
- Businesses on the ground floor and residences above will provide opportunities for locals wanting to enjoy small-town living while encouraging community

## MULTI-UNIT DWELLINGS

- ◆ Buildings with multiple residential units would help provide affordable options for down-sizing seniors and new residents
- MUDs can help provide new homes for people in different walks of life, right in the heart of town



Fig. B2.2 Triplex precedent  
<https://missingmiddlehousing.com/types/live-work#prettyPhoto>

Fig. B2.3 Secondary suite precedent  
[accessorydwellings.org](https://accessorydwellings.org)

## SECONDARY SUITES

- Flexible approach to meet the needs of growing families and family sizes
- Benefits seniors and older adults looking to age-in-place
- Benefits young families in need of rental income
- Benefits new residents with affordable housing options

## MOUNTAIN AVE.

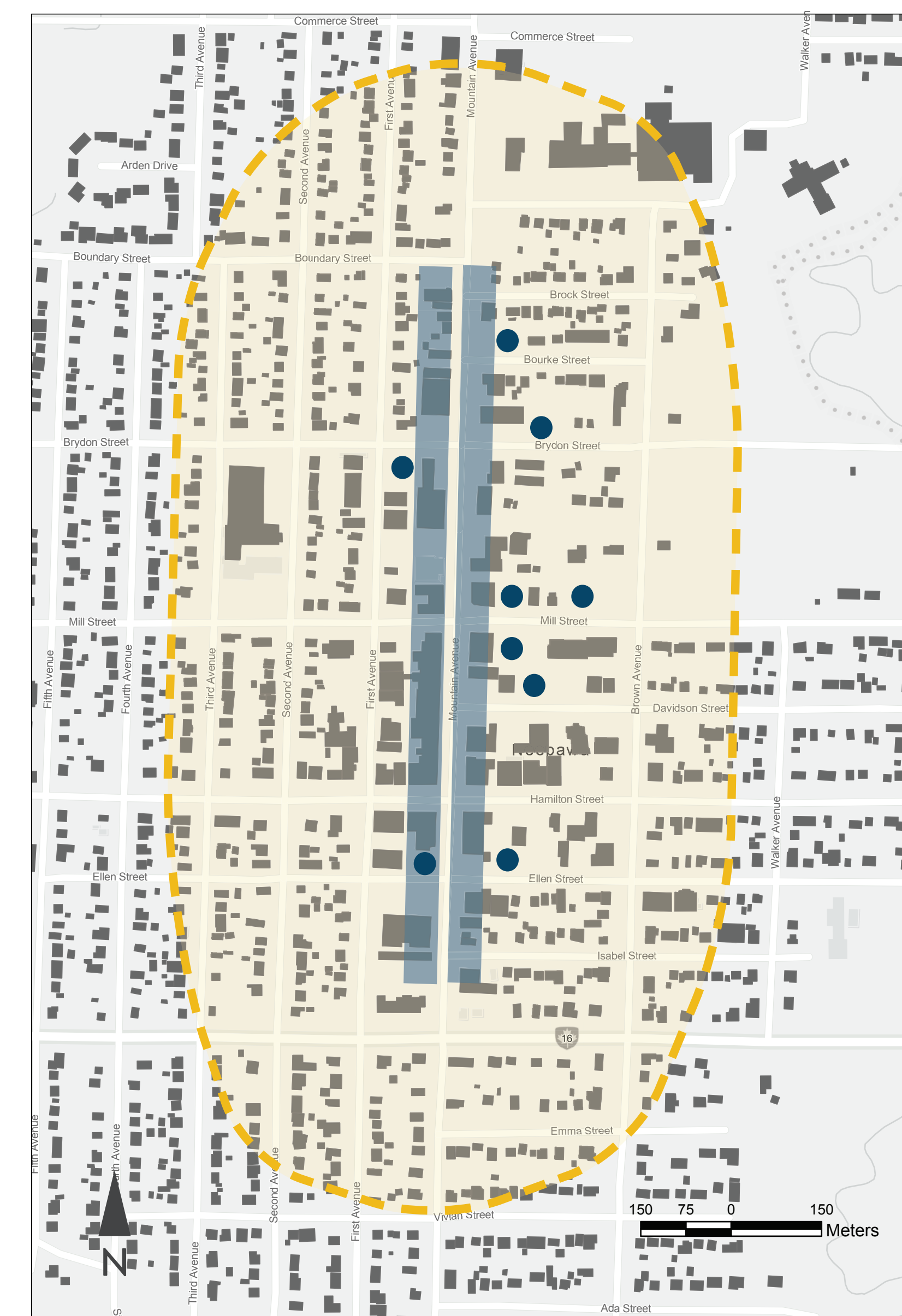


Fig. B2.4 Intensification target area

### LEGEND:

- Potential mixed-use zoning on central Mountain Ave.
- Multi-unit dwellings on vacant lots on or off of Mountain Ave.
- ◆ Accessory dwelling units within 400 meters of central Mountain Ave.

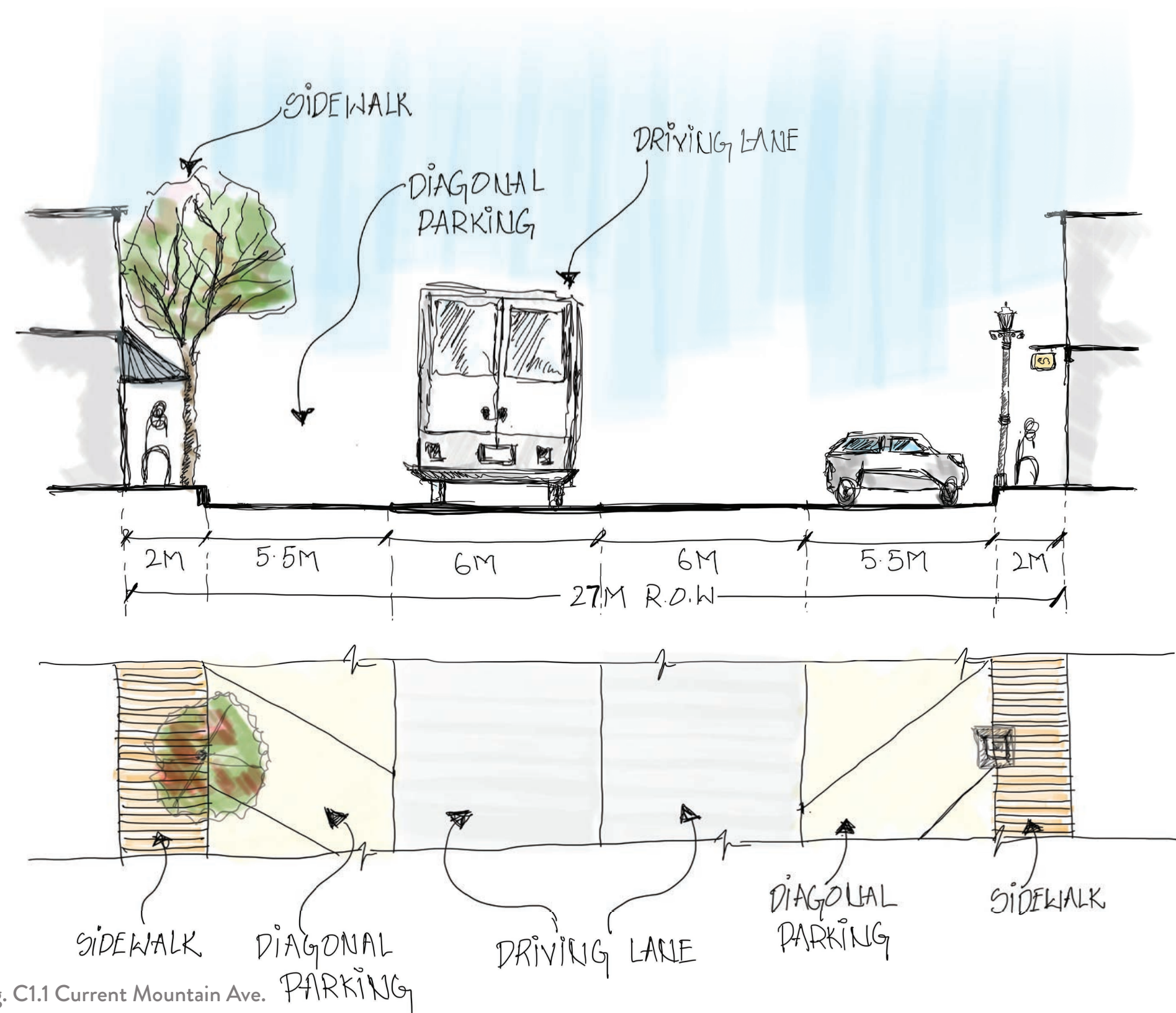


# 1 MOUNTAIN AVENUE

## CURRENT CONDITION

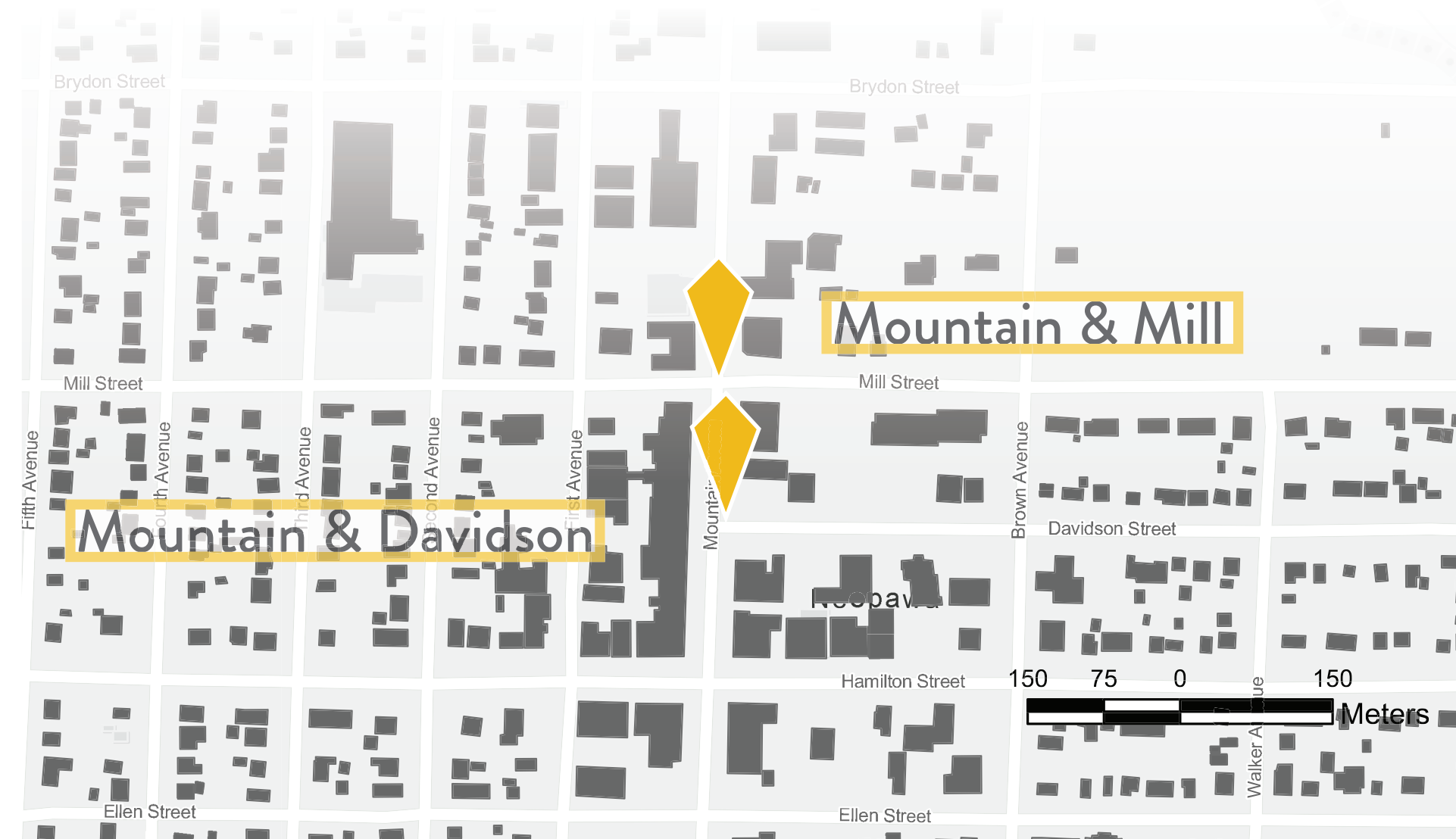
Mountain Avenue is the commercial and social heart of Neepawa. There is opportunity for a series of changes which will highlight its many draws and accentuate it as a place of community for locals, visitors and tourists.

- Mountain Ave. is comprised of two traffic lanes, diagonal parking and sidewalks:



## CHALLENGES

- The street's width, made to accommodate vehicles, presents areas that are dangerous for pedestrians to cross

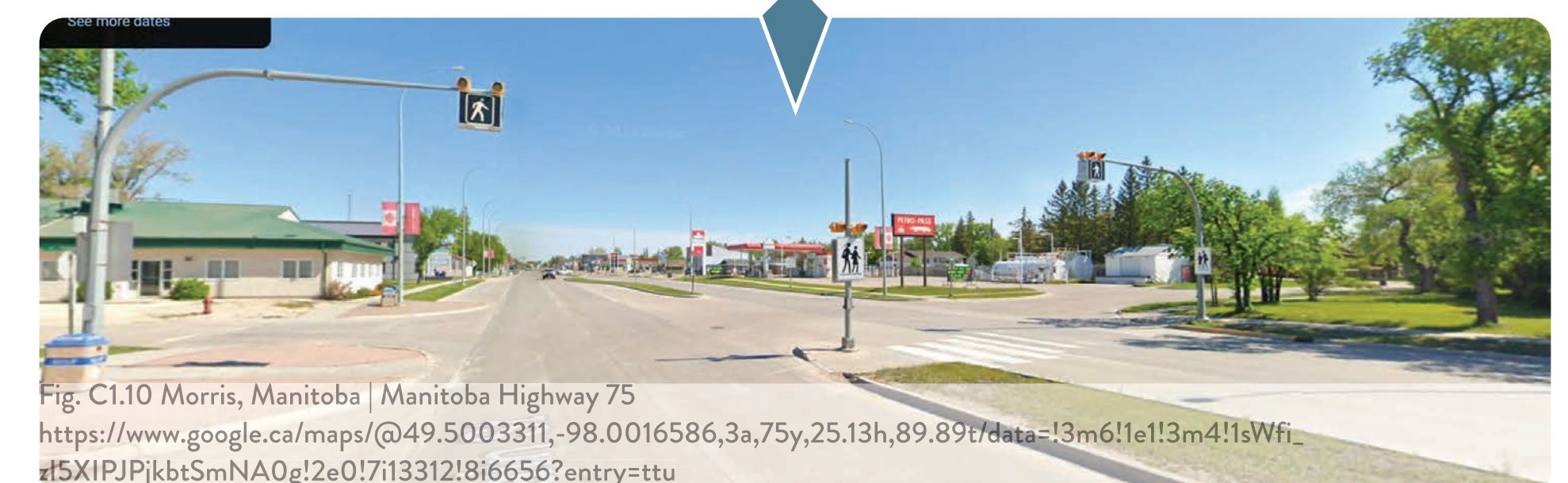


- As Mountain Ave. is a Provincial Road, changes must be made with The Province. Examples below demonstrate that changes such as curb bump-outs, medians and safe pedestrian crossings are possible on Provincial Roads and Highways:



## STRENGTHS

- Vibrant local businesses
- Community services and spaces such as a pharmacy, a medical clinic, arts and culture spaces, churches and the library
- Good connectivity between educational, recreational and other services





# 1 MOUNTAIN AVENUE

## SUGGESTIONS

### RE-IMAGINED - A

The wide street presents opportunities to address dangerous crossings for pedestrians and animate the street with foliage, a median, curb bump-outs and safer crosswalks. This concept retains the diagonal parking and therefore offers ample parking spots.

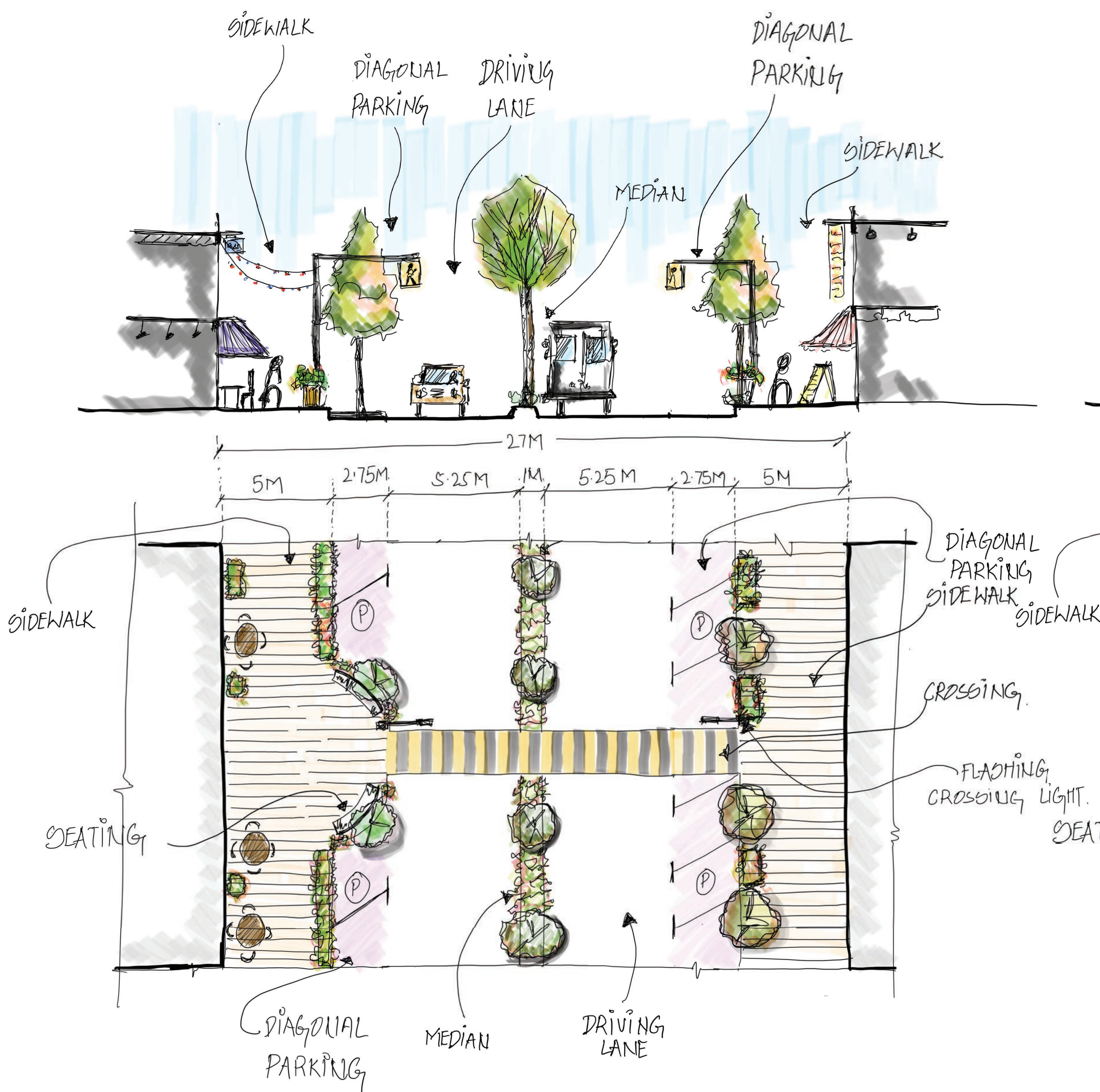


Fig. C2.1

### RE-IMAGINED - B

Widening the sidewalks, building curb bump-outs, and adding more foliage, a median, and safer crosswalks will give back space to pedestrians, while still allowing ample room for parking as diagonal parking remains on one side.

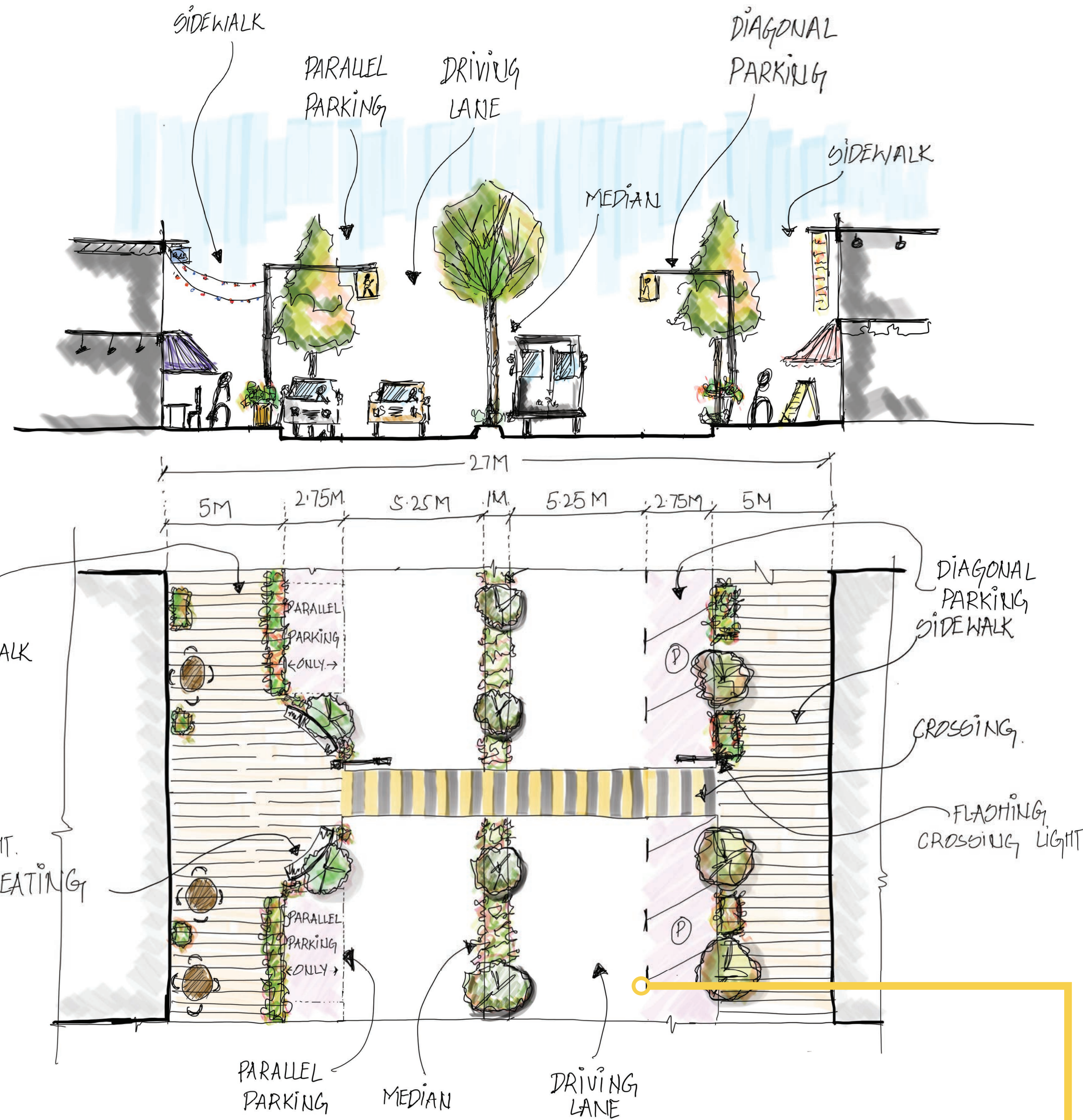


Fig. C2.2

### RE-IMAGINED - C

To give back space to the pedestrian, parking can be changed to parallel to widen sidewalks. Widening the sidewalks will allow space for seating, signage and greenery. This design also allows for a median, which will help slow traffic and increase pedestrian safety.

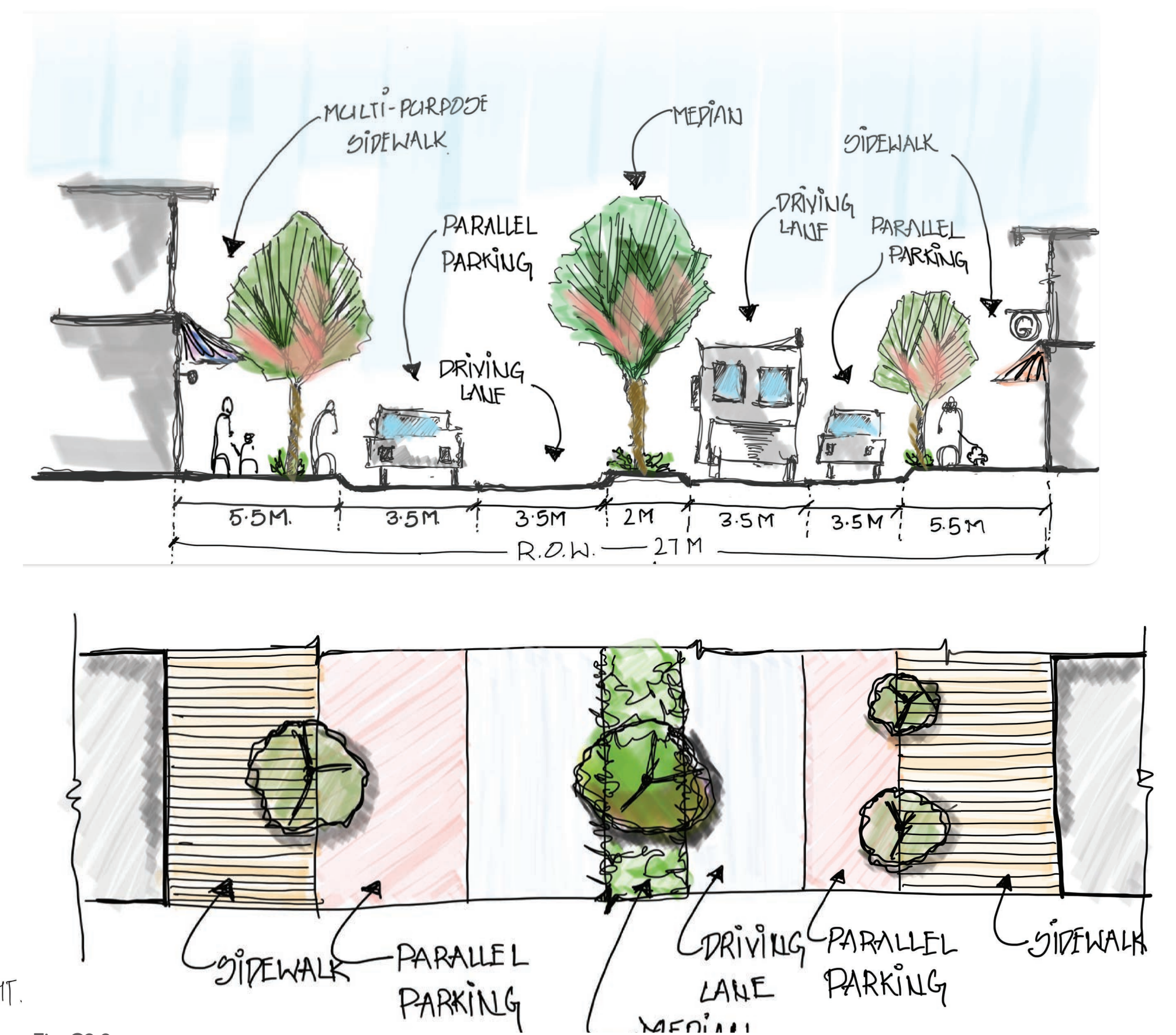


Fig. C2.3



Fig. C2.4 Main Street in downtown Florence, South Carolina  
<https://www.foxnews.com/lifestyle/america-best-main-streets-compete-top-honors-yours-list>



# 1 MOUNTAIN AVENUE

## RE-IMAGINED - D

Widening sidewalks and creating new lanes for bicycles and scooters separates modes of transportation and thus increase safety for all.

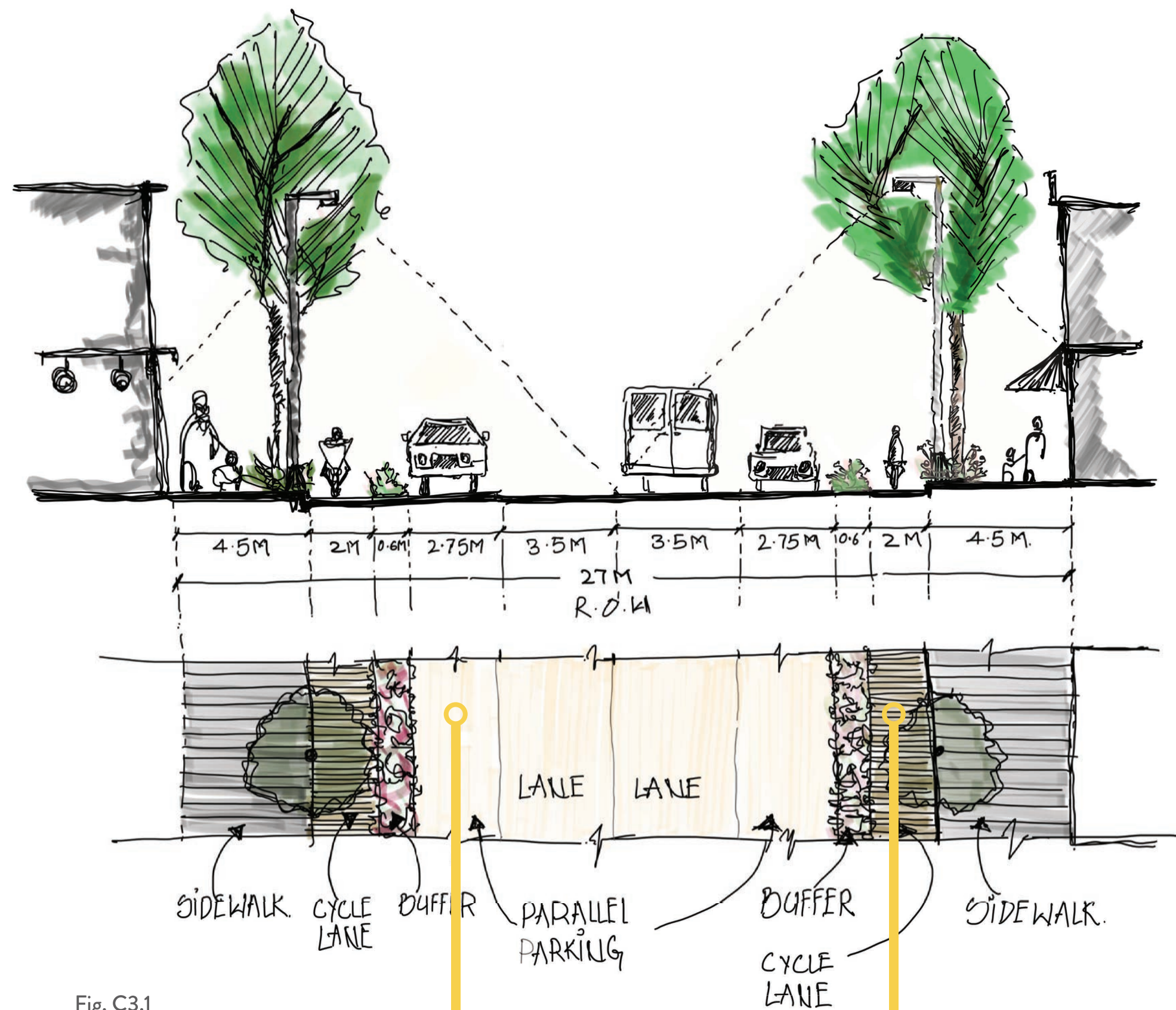


Fig. C3.1



Fig. C3.2 Green buffer in Portland, Oregon  
<https://landperspectives.com/2011/05/24/green-streets-of-portland-oregon/>



Fig. C3.3 Multi-use pathway in Evansville, Indiana  
<https://www.reasite.com/projects/jacobs-ville-north-main-streetscape>



## OUTDOOR SPACES & BUILDINGS

- Medians with greenery to provide shade and beauty while slowing traffic
- Increased lighting to promote safety and community



Fig. C3.6 Median with greenery  
[https://depts.washington.edu/hhwb/Thm\\_SafeStreets.html](https://depts.washington.edu/hhwb/Thm_SafeStreets.html)



Fig. C3.7 Lighting in Baltimore, Maryland  
<https://www.southbmore.com/2019/06/11/federal-hill-main-street-launches-daily-street-cleaning-adds-cross-street-string-lighting-and-begins-sidewalk-repairs/>



Fig. C3.10 Way-finding signage  
<https://www.flickr.com/photos/iowahighways/5124535187/>



Fig. C3.11 Pedestrian corner in Winnipeg, MB  
<https://legacy.winnipeg.ca/publicworks/trafficControl/pedestrianSignals/pedestrianCrossingControl.stm>



## TRANSPORTATION

- Pedestrianizing the street with wider sidewalks
- Adding bike and scooter lanes to promote active transportation
- Shifting parking to create safer streets



<https://www.google.ca/maps/@44.89892,-76.0209956,3a,75y,349.22h,83.52t/data=!3m7!1e1!3m5!1sXTTrzBlgJhR3awr8X75Q!2e0!5s20160501T000000!7i13312!8i6656?entry=ttu>



Fig. C3.4-5  
Transformation of Smiths Falls, Ontario from 2016 to 2023



## SOCIAL PARTICIPATION

- Improved pedestrian spaces foster third places (public spaces to spend time between home and work/school)
- Widening the sidewalk and adding more seating for people to rest, chat and meet
- Curb bump-outs to improve the pedestrian realm



Fig. C3.8 Curb bump-out in San Francisco, California  
<https://www.sfbetterstreets.org/find-project-types/pedestrian-safety-and-traffic-calming/traffic-calming-overview/curb-extensions/>



Fig. C3.9 Age-friendly seating in Cork, Ireland  
<https://www.yaycork.ie/youll-be-seeing-these-new-age-friendly-benches-popping-up-all-over-town/>



# 2 MAIN STREET

## SUGGESTIONS

Slowing down traffic with improved crosswalk infrastructure and a median, integrating the north and south parts of town while highlighting Neepawa as a destination.



Fig. D1.1

## CROSSWALKS

- ◆ We propose a pedestrian crossing to the east of Highway 5 where the north sidewalk ends
- ◆ This will improve connectivity between businesses on the north and south side of the highway, including the Co-op grocer and incoming hotel



Fig. D1.2 Sidewalk ending on Hwy 16 & west of McBride Ave.  
<https://www.google.ca/maps/@50.226272,-99.474442,3a,75y,333.96h,94.75t/data=!3m6!1e1!3m4!1st1ZVwrsqByUwyOgODWs-WDw!2e0!7i16384!8i8192?entry=ttu>



- ◆ We propose a pedestrian crossing at Brown Ave. and Highway 16 to connect the north and south legs of the Trans Canada Trail



## OUTDOOR SPACES & BUILDINGS

- Increasing the foliage and lighting will create a more welcoming space where people feel safe crossing and traveling



## TRANSPORTATION

- Main Street can become more inviting to people on foot with improved crossing amenities
- Linking the north and south of town is integral to supporting a strong community



Fig. D1.3 Pedestrian corridor on a Provincial Highway in Mississippi Mills, Ontario  
<https://www.google.ca/maps/@45.2232351,-76.2001667,3a,75y,157.51h,75.65t/data=!3m6!1e1!3m4!1sXFmuXJBOSMNP5kpOnT9gtA!2e0!7i16384!8i8192?entry=ttu>



Fig. D1.4 Pedestrian corridor in Carman, Manitoba, across Manitoba Highway 13.  
<https://www.google.ca/maps/place/130+Main+St+S,+Carman,+MB+R0G+0J0/@49.5041395,-98.0017256,3a,75y,171.53h,82.27t,0r/data=!3m6!1e1!3m4!1sn9kNaeX-35f5Oe9ir25OhA!2e0!7i13312!8i6656!4m13!1m7!3m6!1s0x52c26c9af621ab61:0x1aa5639d1fcee716!2s130+Main+St+S,+Carman,+MB+R0G+0J0!3b1!8m2!3d49.5040469!4d-98.0017415!3m4!1s0x52c26c9af621ab61:0x1aa5639d1fcee716!8m2!3d49.5040469!4d-98.0017415?entry=ttu>



## 2 MAIN STREET

### CURRENT CONDITION

Main Street is a stretch of Highway 16 that runs through Neepawa. Boasting a beautiful canopy, it is the dividing line between the north and south of town.

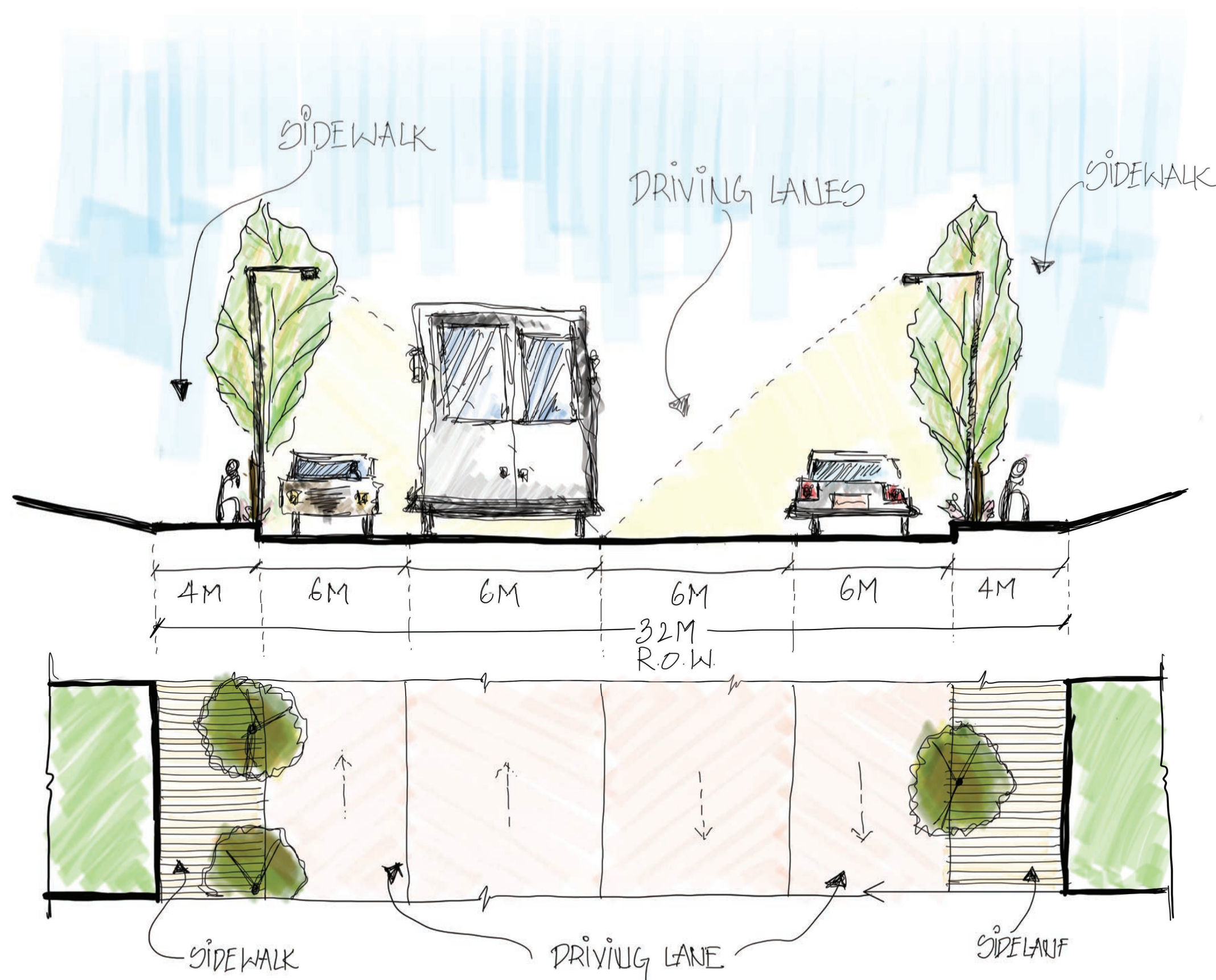


Fig. D2.1

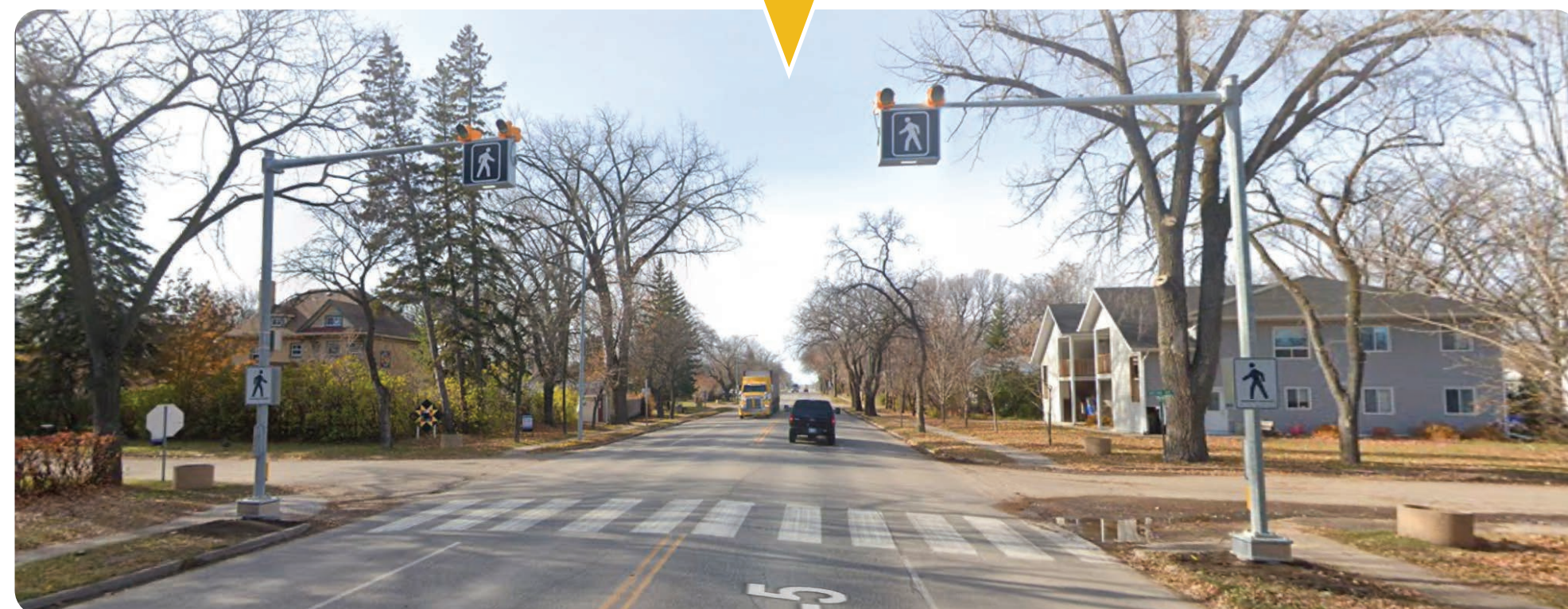


Fig. D2.2 Pedestrian Corridor on Hwy 16 in Neepawa, MB  
[https://www.google.ca/maps/@49.5003311,-98.0016586,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sWfi\\_zl5XIPJPjkbSmNA0g!2e0!7i13312!8i6656?entry=ttu](https://www.google.ca/maps/@49.5003311,-98.0016586,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sWfi_zl5XIPJPjkbSmNA0g!2e0!7i13312!8i6656?entry=ttu)

In 2004, Manitoba Transportation commissioned a functional design study of Provincial Trunk Highway 16 which recommends a median located where the highway intersects with Mountain Avenue



Fig. D2.3 Recommended plan from 2004 for Hwy 16 through Neepawa, MB  
<https://www.neepawa.ca/wp-content/uploads/2016/09/PTH16FunctionalDesignNovember2004.pdf>

Ensuring adequate pedestrian crossings along Highway 16 to promote connectivity, convenience and safety, especially when pedestrians are trying to get to destinations adjacent to the intersection of Highway 16 and Highway 5



Fig. D2.4 Manitoba Hwy 16 and Manitoba Hwy 5 intersection in Neepawa, MB  
[https://www.google.ca/maps/@49.5003311,-98.0016586,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sWfi\\_zl5XIPJPjkbSmNA0g!2e0!7i13312!8i6656?entry=ttu](https://www.google.ca/maps/@49.5003311,-98.0016586,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sWfi_zl5XIPJPjkbSmNA0g!2e0!7i13312!8i6656?entry=ttu)

## 3 HAMILTON STREET

### CURRENT CONDITION

Hamilton Street links Mountain Avenue to the Post Office, Riverbend Park and the campground. With the development of a new hospital in the east of the town, Hamilton figures to grow in influence and use. There is an opportunity to make use of this new connectivity.

Hamilton Street is a residential street until it intersects Tupper Avenue heading east, where it leads to the new hospital development. There are options to redesign both the residential and the hospital segments to accentuate safety and relieve traffic from Main Street.

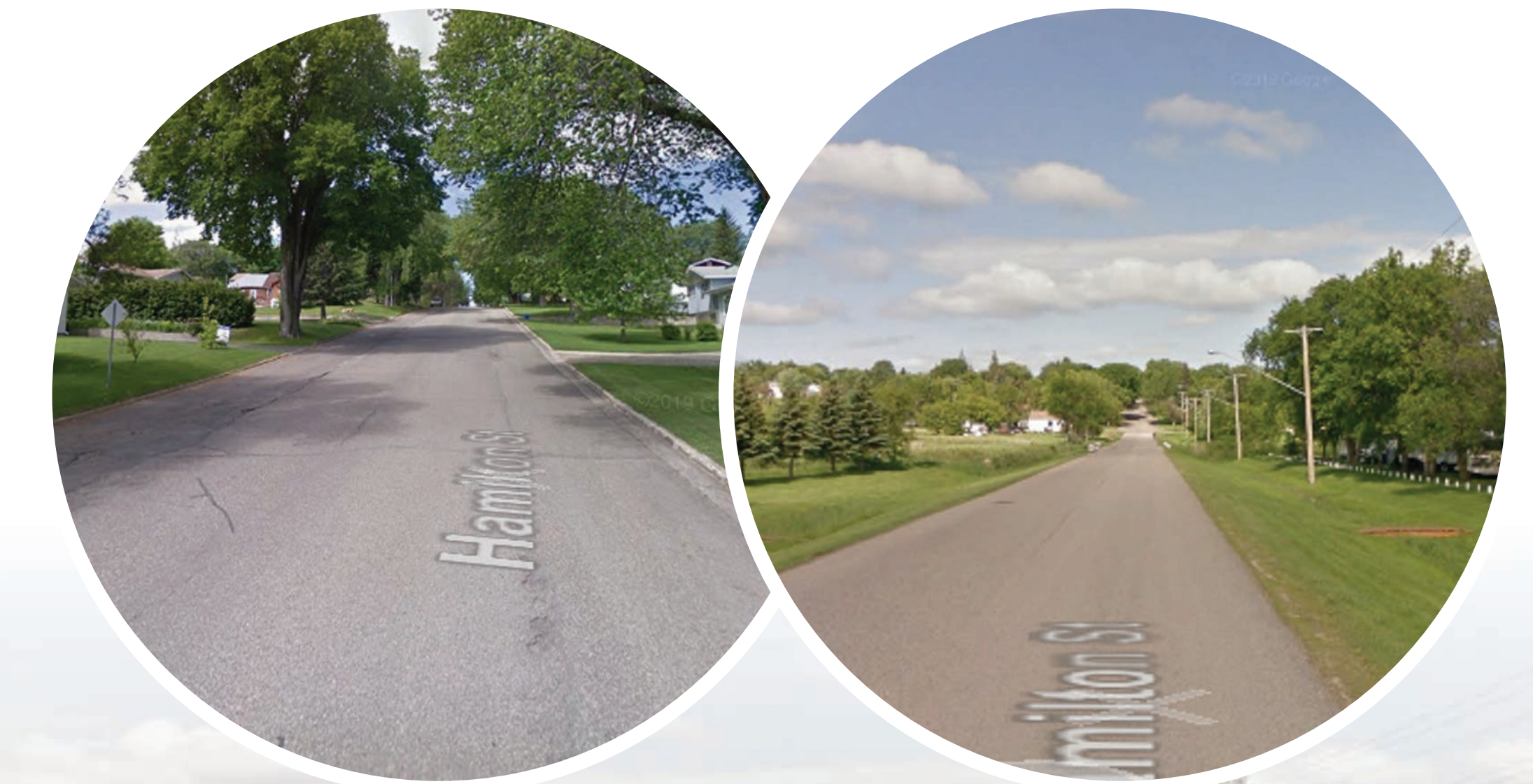


Fig. D2.5 Hamilton Street, near residential area, 12m wide.  
<https://www.google.ca/maps/@50.2285052,-99.4598233,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sPHbZ4C4mUKYt3KM-MvpZDAg!2e0!7i13312!8i6656?entry=ttu>

Fig. D2.6 Eastbound Hamilton Street, towards the new hospital, 8m wide.  
[https://www.google.ca/maps/@50.2284844,-99.4559245,3a,75y,27.163h,77.5t/data=!3m6!1e1!3m4!1suW1khSGjX0RF6\\_TQB-MgA!2e0!7i13312!8i6656?entry=ttu](https://www.google.ca/maps/@50.2284844,-99.4559245,3a,75y,27.163h,77.5t/data=!3m6!1e1!3m4!1suW1khSGjX0RF6_TQB-MgA!2e0!7i13312!8i6656?entry=ttu)



Fig. D2.7 Current condition of Hamilton St. in Neepawa, MB  
[https://www.google.ca/maps/@49.5003311,-98.0016586,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sWfi\\_zl5XIPJPjkbSmNA0g!2e0!7i13312!8i6656?entry=ttu](https://www.google.ca/maps/@49.5003311,-98.0016586,3a,75y,25.13h,89.89t/data=!3m6!1e1!3m4!1sWfi_zl5XIPJPjkbSmNA0g!2e0!7i13312!8i6656?entry=ttu)



# 3 HAMILTON STREET

## SUGGESTIONS

### RE-IMAGINED INTERSECTION

- Re-imagined intersection of Hamilton St. and Tupper Ave. to include bi-directional bike lanes and demonstrate the narrowing width of the street heading east to the incoming hospital

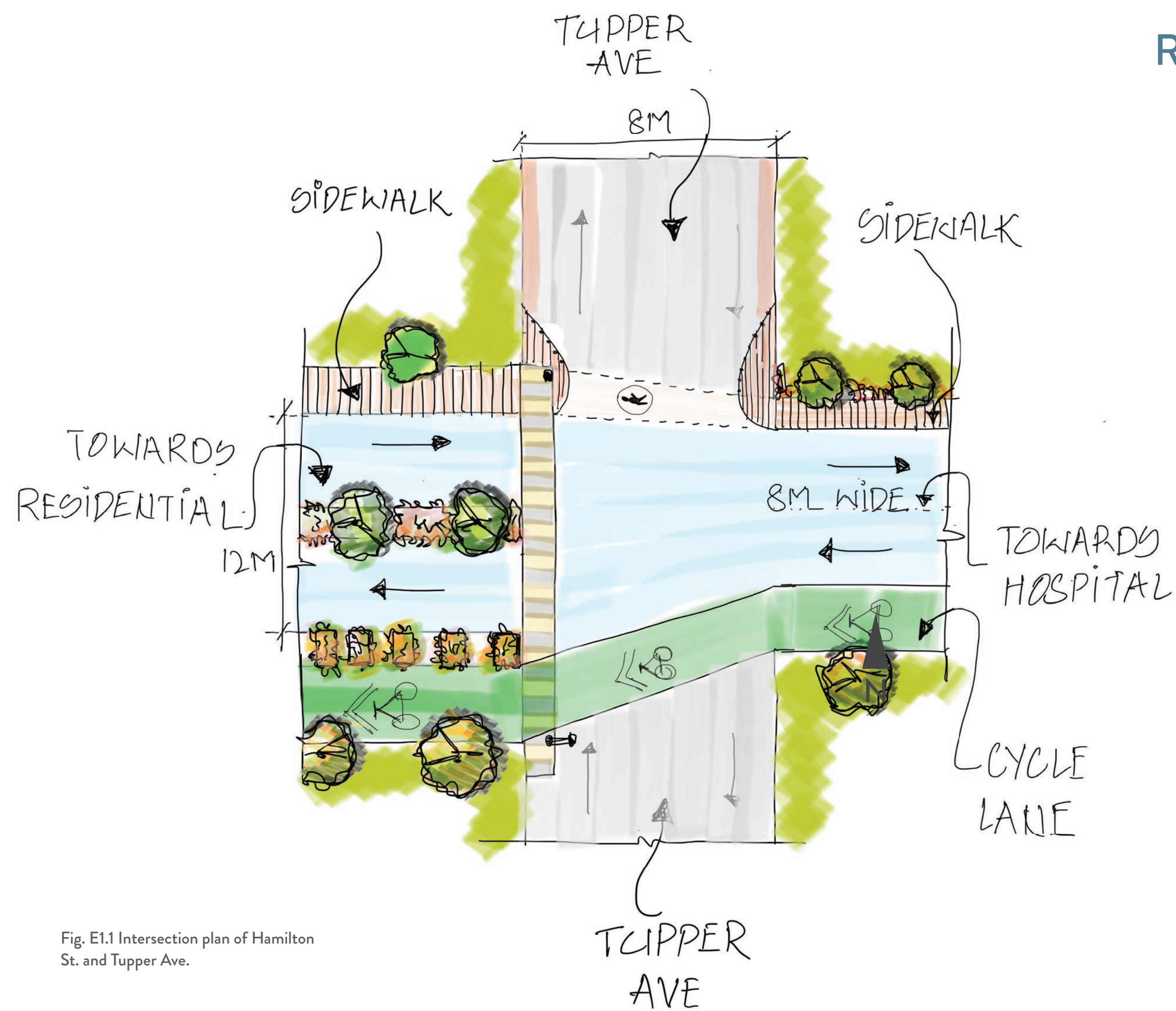


Fig. E1.1 Intersection plan of Hamilton St. and Tupper Ave.

### RESIDENTIAL HAMILTON ST.

- Option A includes separated lanes for non-vehicular traffic including pedestrians, creating safe routes for children, tourists, older adults and workers moving through the town
- Option B proposes dedicated sidewalks and bicycle lanes, promoting active transport for residents and workers to move about town

### RE-IMAGINED - A

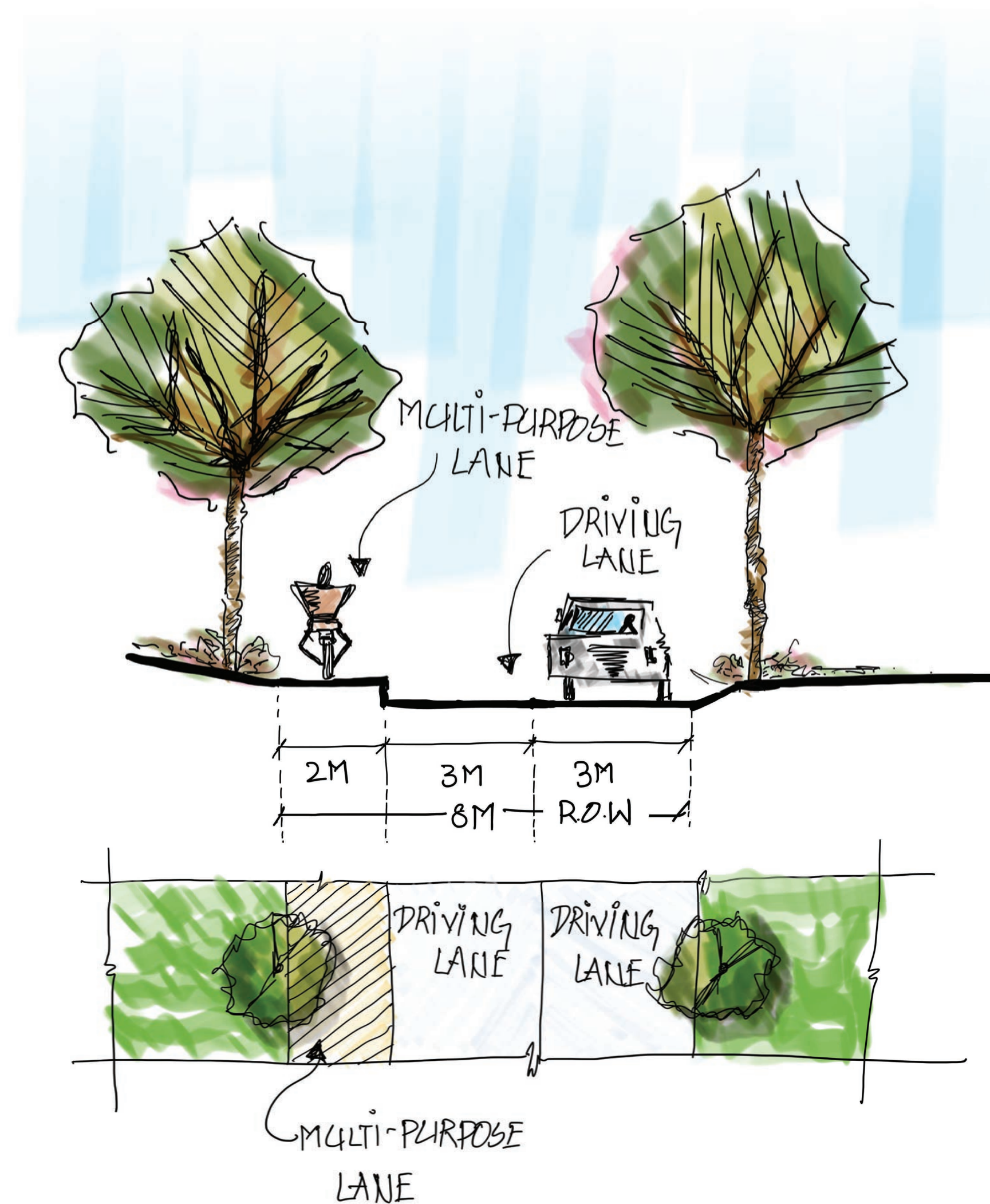


Fig. E1.2

Fig. E1.4-5 Bike lane precedents  
<https://www.reliance-foundry.com/blog/bikeways-bike-infrastructure>  
<https://www.letstalkcentralinelgin.ca/east-road-multi-use-pathway>



### RE-IMAGINED - B

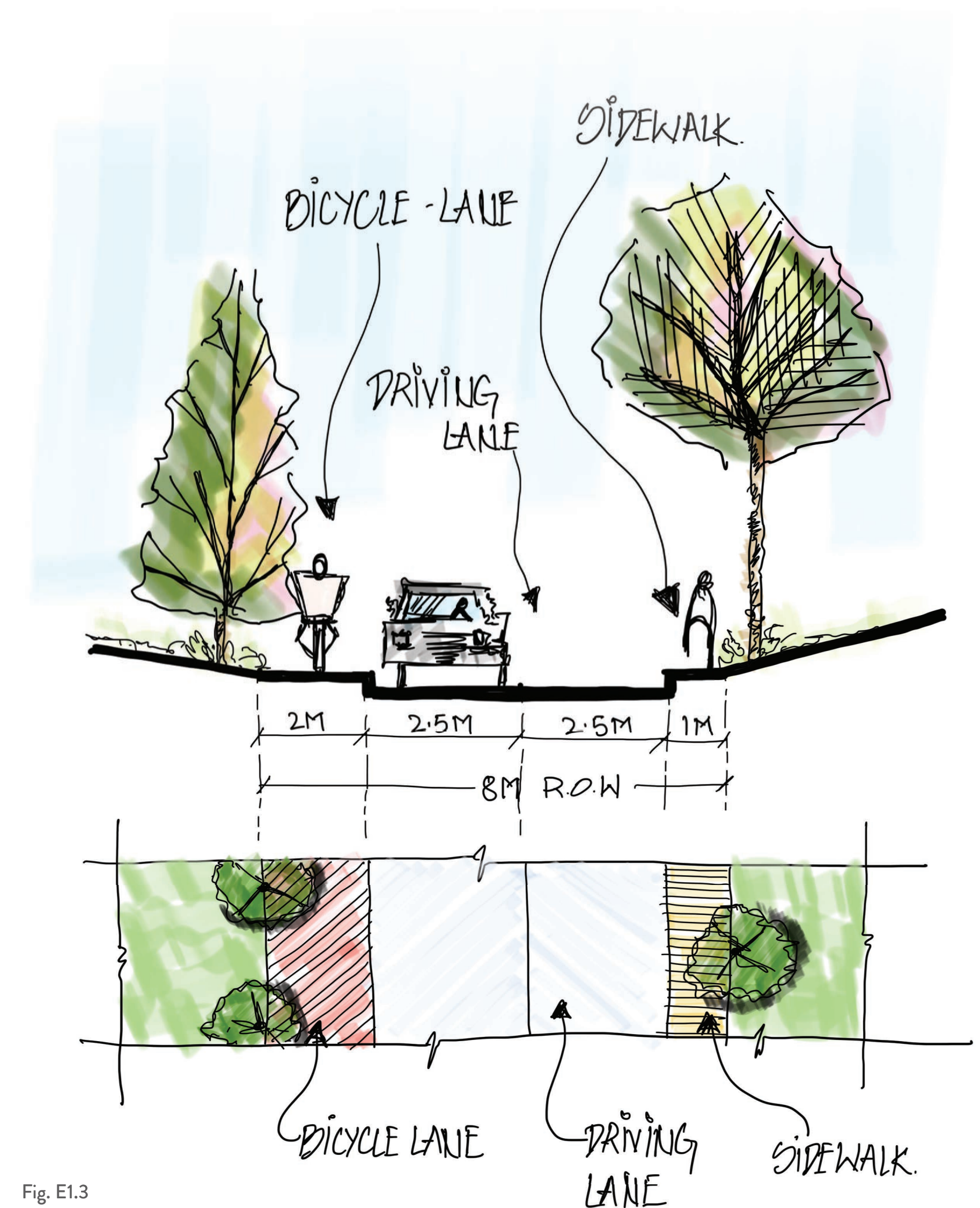


Fig. E1.3



# 3 HAMILTON STREET

## HAMILTON ST. TOWARDS HOSPITAL

- Development in the east of town will bring increased traffic. Safe, active transportation infrastructure will improve health and wellbeing for pedestrians and cyclists
- People visiting the hospital will benefit from safe, convenient walking routes

## RE-IMAGINED - C

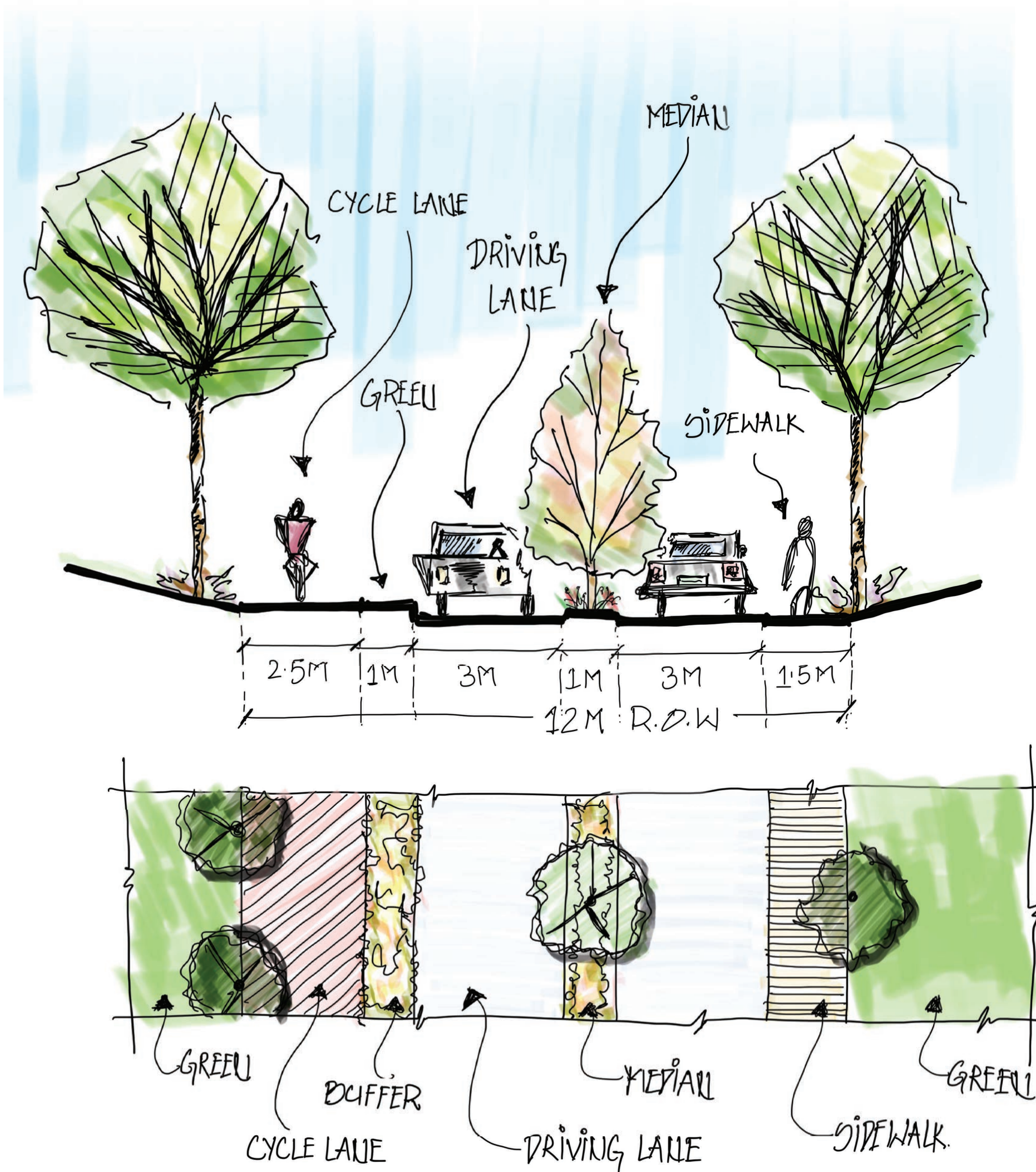


Fig. E2.1



Fig. E2.3 Proposed design for Saskatchewan Ave. in Portage la Prairie, MB  
<https://www.city-plap.com/cityplap/wp-content/uploads/2022/11/22-062-3D-Render-8-scaled.jpg>

## RE-IMAGINED - D

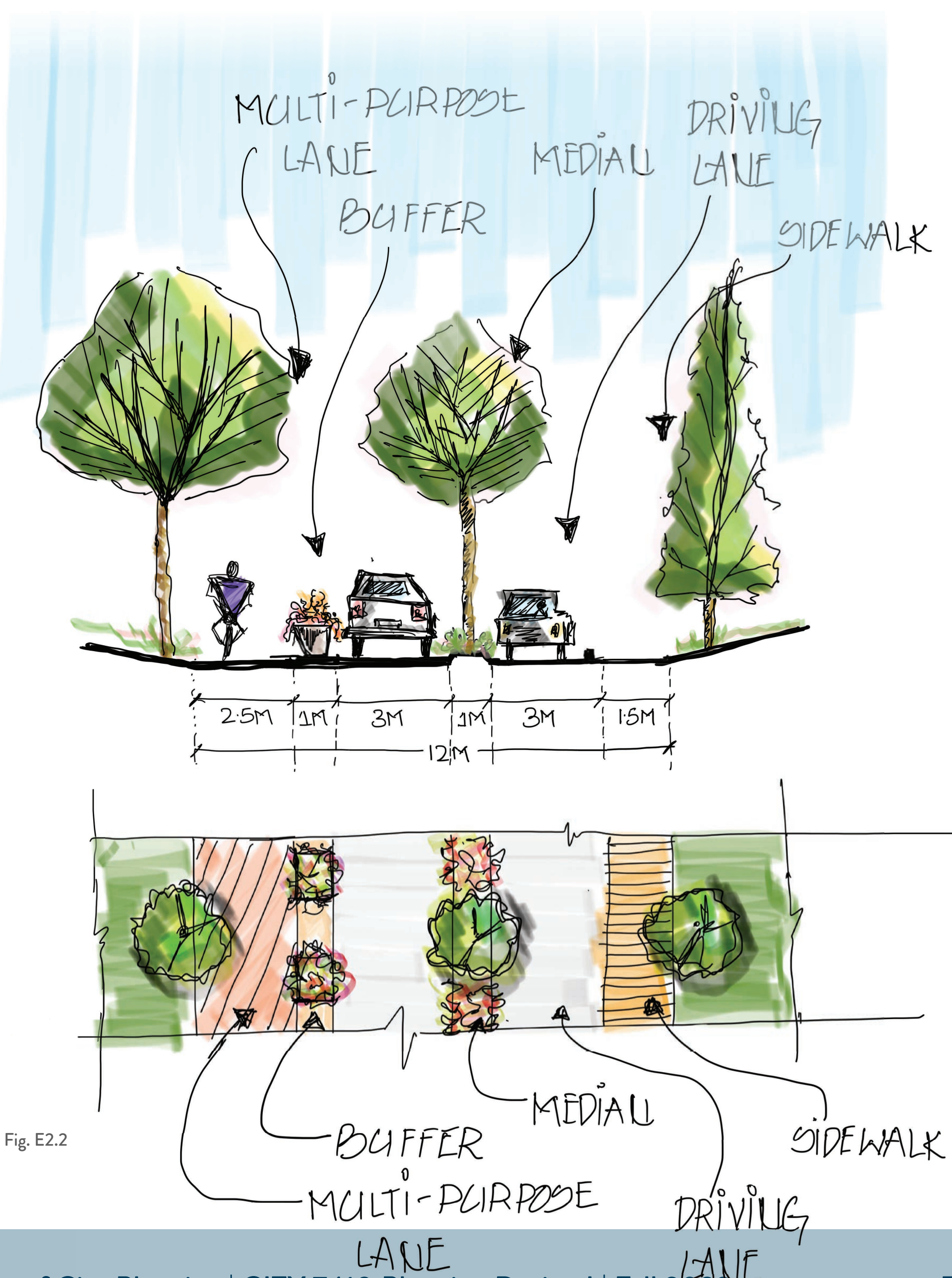
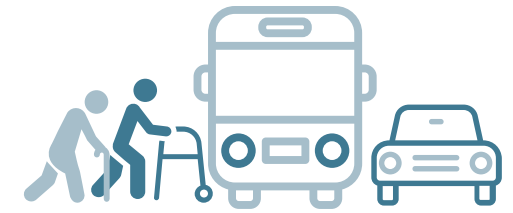


Fig. E2.2



## TRANSPORTATION

- Alleviating east/west traffic will become a major concern in Neepawa's future
- Proactive, ambitious planning will prevent traffic issues, while creating new opportunities for travel that will benefit the whole community



Fig. E2.4 Proposed design for Saskatchewan Ave. in Portage la Prairie, MB  
<https://www.city-plap.com/cityplap/wp-content/uploads/2022/11/22-062-3D-Render-4-scaled.jpg>



## OUTDOOR SPACES & BUILDINGS

- Beautiful tree-lined multi-modal streets will make travel along Hamilton Street enjoyable and convenient
- Parking lanes with curb bump-outs will provide convenient parking while keeping the speed of traffic low, facilitating the flow of traffic while making Hamilton Street a place to be



## HOUSING

As the street and town grow, new housing will accommodate new and existing residents. We imagine gentle density along Hamilton Street.



# 4 THE FLATS

## CURRENT CONDITION

The Flats is centrally located between Neepawa's historic downtown and its eastward expansion. It is a hub for sport and recreation.

Fig. F1.1 The Flats in Neepawa, MB  
Photo by Jessica Miranda



Fig. F1.2 Current public washroom in The Flats  
Photo by Jessica Miranda

Fig. F1.3 HAND centre in Neepawa, MB  
Photo by Jessica Miranda

## SPORTS AND RECREATION

- Primary use of the Flats field is for soccer in the spring, summer and fall seasons
- In the winter it hosts an outdoor skating rink and the Winter Wonderland Festival



Fig. F1.4 The Flats in its current state with nearby amenities including the Trans Canada Trail



Fig. F1.5 Outdoor public pool  
Photo by Jessica Miranda

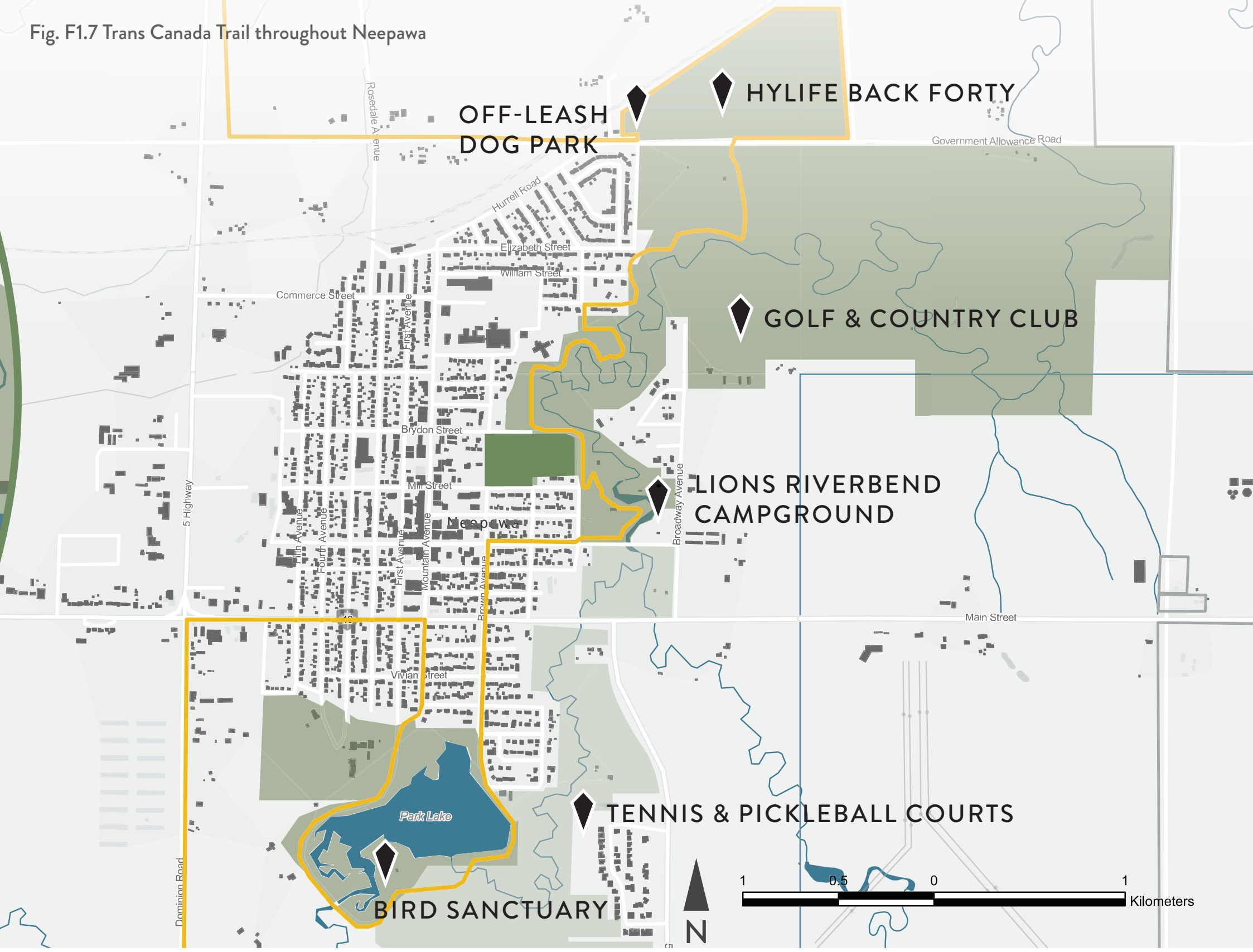


Fig. F1.6 Riverbend Park  
Photo by Jessica Miranda

## TRANS CANADA TRAIL

- The Trans Canada Trail makes use of the trail network within the town and along the Whitemud River Valley

Fig. F1.7 Trans Canada Trail throughout Neepawa



- Neepawa marks the northern boundary of the Neepawa Langford Trail
- The 3.6 km cross-country ski trail uses the Trans Canada Trail and the perimeter of The Flats



Fig. F1.8 Signage for Trans Canada Trail  
Photo by Jessica Miranda



# 4 THE FLATS

## SUGGESTIONS

### A PUBLIC SPACE FOR ALL

The Flats is envisioned to include additional activities for everyday public use on the western and southern edges of the greenspace, and an adaptive flood plain boardwalk in the northeast corner. The open fields are to remain intact for soccer and for winter activities.



Fig. F2.1 Areas for opportunities in The Flats

Opportunity edges Opportunity area (flood plain)

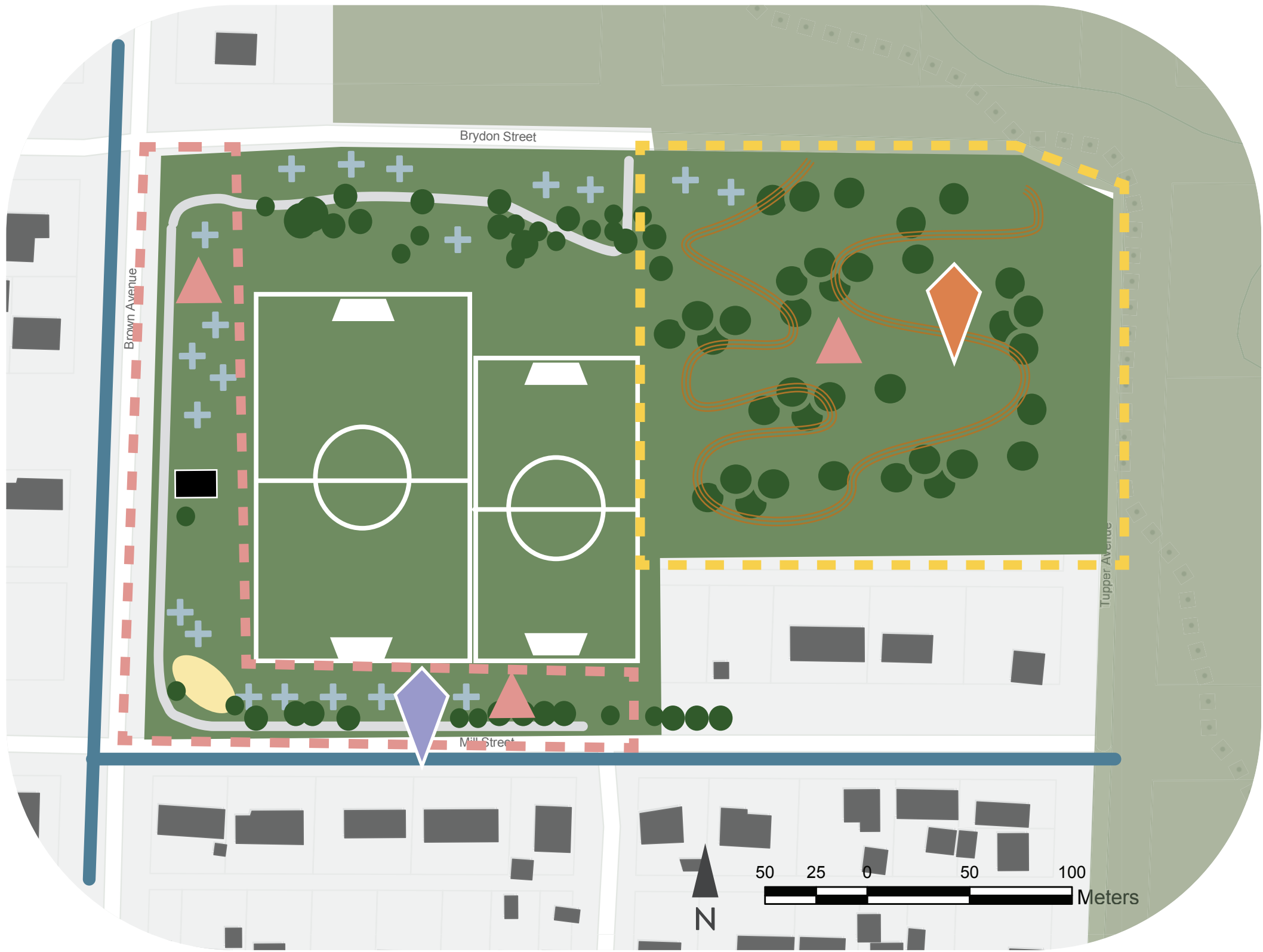


Fig. F2.2 Suggestions for the edges and north east of The Flats

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

- Incorporate passive uses of The Flats on the edges by providing age-friendly opportunities for seniors and families to enjoy the outdoors
- Introduce activity areas such as ping pong tables, chess tables, bean bag toss and more!



Fig. F2.3 Boardwalk precedent in Prince Edward Island  
<https://www.cbc.ca/news/Canada/prince-edward-island/pei-greenwich-boardwalk-1.3814211>

Fig. F2.4 Shading structure inspiration from Vincent Massey Park for the bandstand space  
<https://www.flickr.com/photos/134781111@N04/19681397928>

## RE-IMAGINED EDGE OF THE FLATS

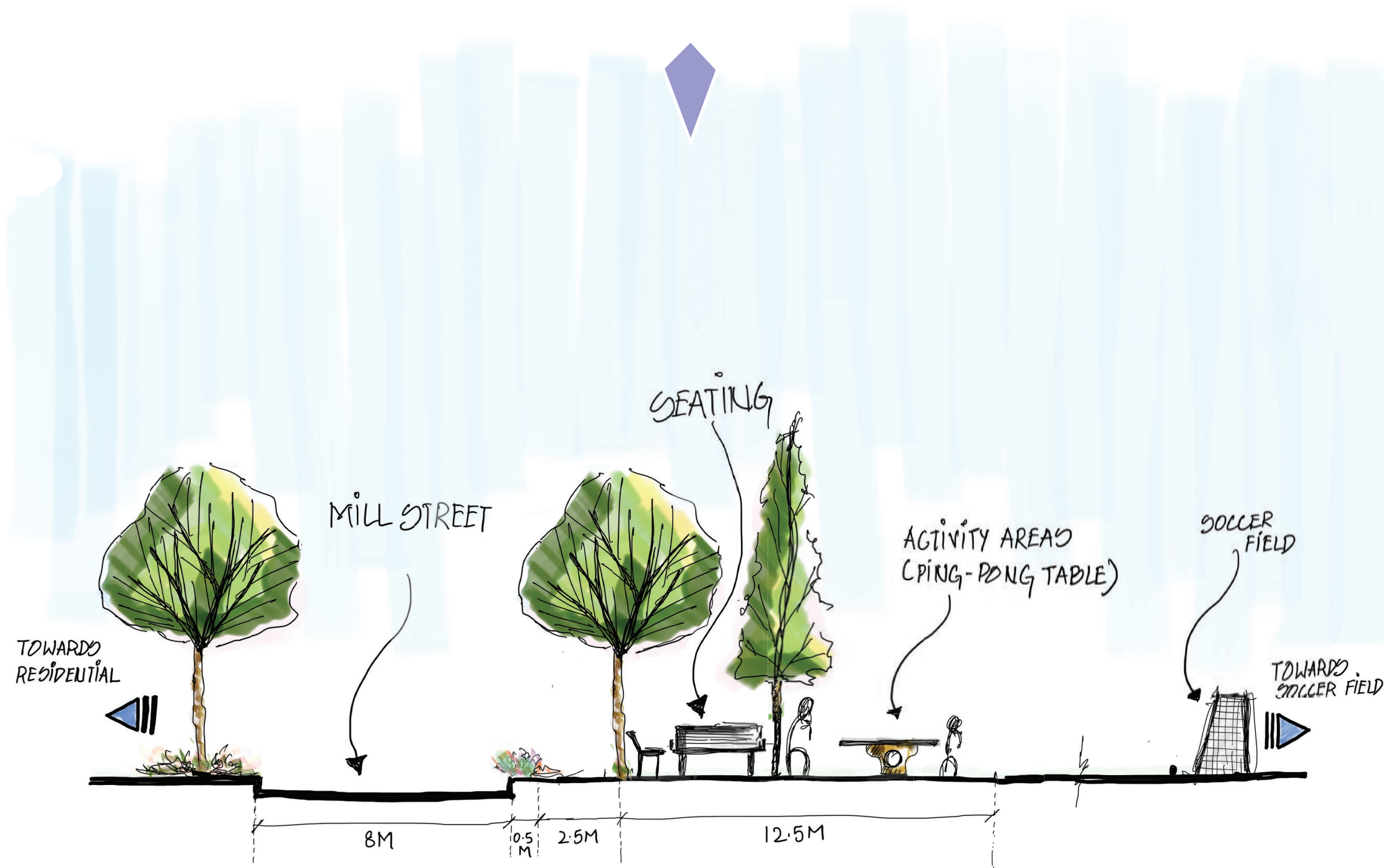


Fig. F2.5 Edge activation on Mill Street



# 4 THE FLATS



## SOCIAL PARTICIPATION

- Promote intergenerational engagement by creating space for age-friendly activities such as bocce ball, cornhole and ping pong



Fig. F3.1 Bocce ball  
<https://assets.leevalley.com/Size5/10060/EB501-bocce-set-u-01-r.jpg>



Fig. F3.2 Permanent outdoor ping pong table  
<https://hengetable.com>

- Additional seating to foster passive use, social participation and community



Fig. F3.3 Age-friendly outdoor seating  
<https://uknica.co.uk/blog/2020/09/24/the-vitality-bench-a-seat-for-all-made-by-all-in-a-city-for-all/>



## OUTDOOR SPACES & BUILDINGS

- Activate the flood plain corner of The Flats with a boardwalk that floats or can adapt to flooding
- Planting more trees on the edges of The Flats to provide shade for park visitors, beautify the space and help mitigate flooding



Fig. F3.4 Assiniboine Park Trees  
<https://www.assiniboinepark.ca/stories/167/guardians-of-greenery-nurturing-the-park-s-precious-trees>



Fig. F3.5 Regional Park Forest Ouareau, QC, Canada  
[https://unsplash.com/photos/a-wooden-bridge-over-a-stream-in-a-forest-pYa2aen\\_guw](https://unsplash.com/photos/a-wooden-bridge-over-a-stream-in-a-forest-pYa2aen_guw)



Fig. F3.7 Pavilion in public park  
<https://www.1x1architecture.ca/St-Vital-Park-Pavilion>



Fig. F3.8 Public washroom  
<https://publicrestroomcompany.com/park-restroom-design-considerations/>



## TRANSPORTATION

- Pathways along perimeter streets with incorporated accessible ramps, tactile surfaces and flat curb cuts to facilitate easy, safe movement for people using mobility devices

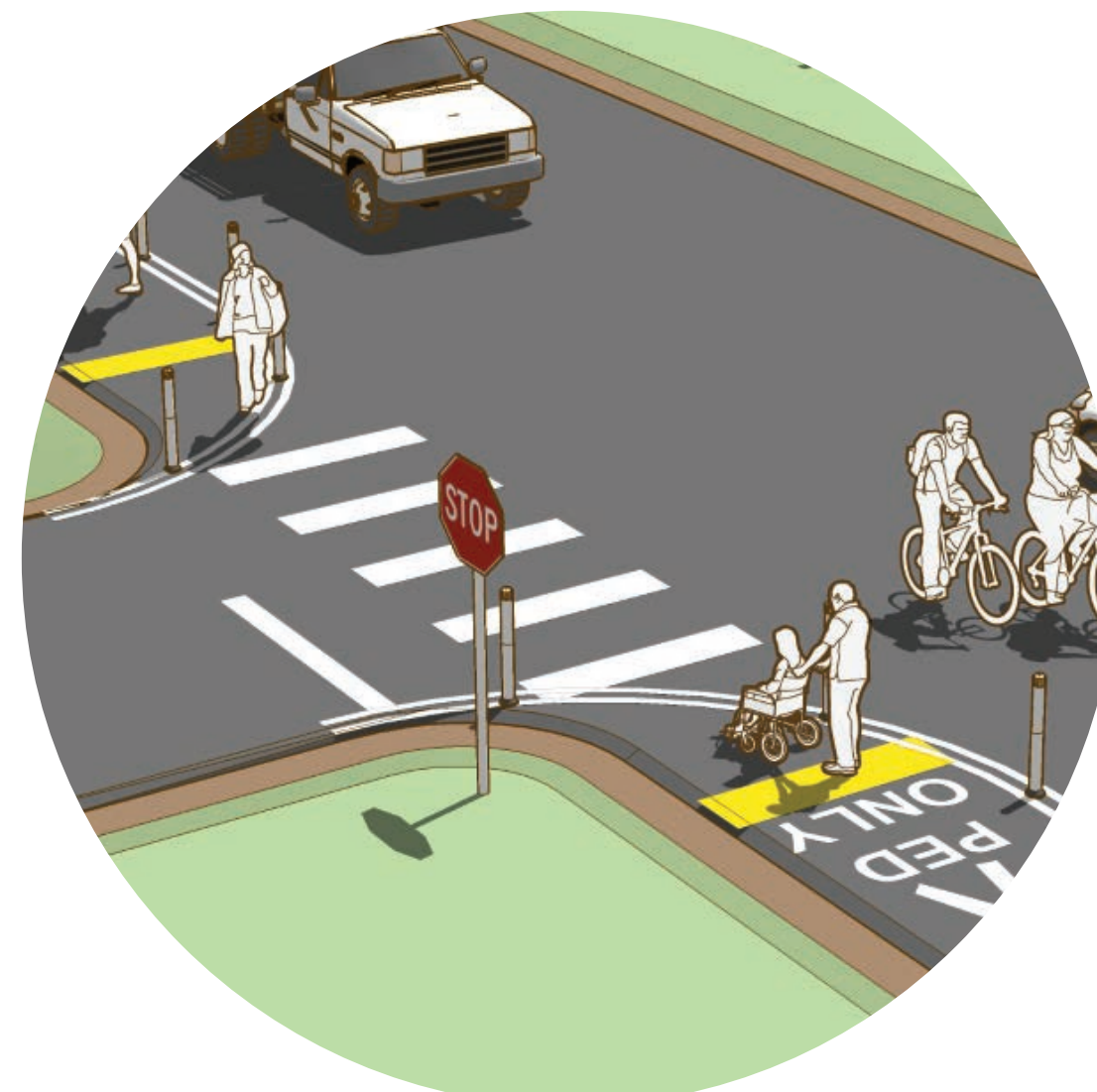


Fig. F3.6 Intersection prioritizing active transportation  
<https://ruralsdesignguide.com/visually-separated/pedestrian-lane>



## HOUSING

- Living adjacent to The Flats would be desirable for some. What could gentle density look like in the surrounding area, especially toward Hamilton Street?