

Shaping Active, Healthy Communities

PowerPoint Presentation Notes

Slide #	Notes
1	No notes
2	No notes
3	No notes
4	<ul style="list-style-type: none">• Let participants know that all information presented in the PPT is available in the <i>Shaping Active, Healthy Communities Toolkit</i>• Remember to do a quick round of introductions, being sure to ask participants why they came and what they hope to get out of the presentation
5	<ul style="list-style-type: none">• The 'What' and the 'Why' the focus of the first part of this presentation• The 'How' and 'Who' are the focus of the second part of the presentation
6	<ul style="list-style-type: none">• Built Environment refers to both buildings and the transportation infrastructure• Transportation infrastructure is a key determinant of how much physical activity we get.• This presentation focuses on outdoor environments <p>Photos (left to right)</p> <ul style="list-style-type: none">• A) Toronto, ON. Photo:• B) Bryant Park, NY City. Photo: Project for Public Spaces (http://www.pps.org)• C) Perth, ON. Photo: Smart Growth BC

<p style="text-align: center;">7</p>	<ul style="list-style-type: none"> • QUESTION: Ask participants: "How did you get to the workshop today?" • QUESTION: Once all participants have answered the first question, do a second round and ask: "Why did you choose that mode of transportation?" • Participants answers could be anything, including: "It is how I get most places." "I live far away." "I live close by." "It is cold outside", "I enjoy biking." • QUESTION: Once all participants have answered the second question, do a third round and ask participants who did not walk, bike or take transit: "Why did you drive?" • Explain that, as the facilitator, you want to understand a little more about the community context, e.g., was the location too far away to walk to? Is transit poor in the community? Are there no bike routes? • The purpose of the activity is to begin to get participants thinking about how the built environment affects their decision-making when it comes to personal transportation choices. • The facilitator can sum up the discussion by noting that many of the transportation decisions of the participants were influenced by the built environment of the community • Explain that the way our communities are designed and laid-out either expands or limits our transportation choices and that they can make biking, walking, and transit possible and even easy to use. <p>Image source: Icons Etc (http://icons.mysitemyway.com)</p>
<p style="text-align: center;">8</p>	<ul style="list-style-type: none"> • Explain that our transportation choices affect our health • Many of us spend more than an hour a day in our automobiles going to and from work, running errands, and doing our other daily activities • Making even a small number of those trips by walking, cycling, or transit would increase our daily exercise enough to significantly reduce our risk for chronic disease <p>Photos (left to right)</p> <ul style="list-style-type: none"> • A) Cyclist in NY City. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org) • B) Pedestrians in Halifax. Photo: Halifax Regional Municipality • C) Walking school bus in Winnipeg, MB. Photo: City of Winnipeg
<p style="text-align: center;">9</p>	<ul style="list-style-type: none"> • The graphic illustrates the link between community design, physical activity and health and how policy decisions ultimately have health consequences. • The cascading effects of planning decisions impacting personal health is often referred to as the "Ripple Effect." <p>Original graphic source: Frank, LD and K Raine. (September 2007). Creating a Healthier Built Environment in British Columbia.</p> <p>Photos (top to bottom):</p> <ul style="list-style-type: none"> • A) Photo: Smart Growth BC • B) Photo: Skyscraper Forum (www.forum.skyscraperpage.com) • C) Photo: Skyscraper Forum (www.forum.skyscraperpage.com) • D) Photo: http://img.dailymail.co.uk/i/pix/2007/07_03/FatyEatChipsREX_468x311.jpg

<p>10</p>	<ul style="list-style-type: none"> • The first “ripple” is where the proverbial stone is dropped in the water. • This section looks at the policies and spending decisions that tend to be at the root of why our communities look and function as they do.
<p>11</p>	<ul style="list-style-type: none"> • Note to participants that this will be covered in more detail in Part 2 of the presentation <p>Photos:</p> <ul style="list-style-type: none"> • A) Photo: City of Vernon, BC • B) Photo: Smart Growth BC
<p>12</p>	<ul style="list-style-type: none"> • Moving from Land Use Policies, we will explore how the impact the look, feel and function of our urban and rural places. • Land Use (the types of uses permitted in an area) and density (how much housing, shopping, work places, etc. that are permitted in an area) are key components.
<p>13</p>	<ul style="list-style-type: none"> • Land Use + Density = Urban Form • Land-uses can either be separated to create exclusive residential, commercial, and industrial areas or compatible use can be located in closer proximity, as pictured. • Note to participants that mixed land use will be discussed in greater detail in Part 2 of the presentation. <p>Photos:</p> <ul style="list-style-type: none"> • A) Mixed land uses in Vancouver, BC – town homes above with office and retail uses in ‘basement’ level. Photo: EcoPlan • B) Mixed land uses in a rural environment on Bowen Island which is located close to Vancouver, BC – town homes above with office and retail uses on the ground level. Photo: EcoPlan
<p>14</p>	<ul style="list-style-type: none"> • Both residential and commercial densities can vary from very high densities found in the centre of the larger cities to the very low densities found in rural communities. • The appropriate density depends on what you are trying to achieve. • Creating a walkable community doesn’t require high rises, but walkable communities need adequate densities so that typically do not work with suburban style residential and commercial development <p>Photos:</p> <ul style="list-style-type: none"> • A) Mid-density walk up apartments in Vancouver, BC. Note the corner bulges that shorten the crossing distance for pedestrians. There will be more on this later. Photo: EcoPlan • B) Mid-density in a rural environment on Bowen Island which is located close to Vancouver, BC. The house actually contains five units of housing in a lower density neighbourhood. Note the off-street parking provided for residents. Photo: EcoPlan

<p>15</p>	<ul style="list-style-type: none"> • Auto-focused communities are designed and built primarily for the ease of automobile movement (i.e., wide roads, ample parking, etc.). • Beginning in the 1950's, development and planning in cities and towns focused on separating uses and connecting them with roads built exclusively for automobiles. • This approach ignored some the benefits realized by older cities designed primarily for pedestrians. • Older cities are often more "human scale," meaning that the size of the streets, buildings and other infrastructure were built without consideration of the automobile. • Today, many modern cities have been developed with the assumption that people will rarely move outside their car. • As auto-oriented cities and towns have grown, larger and larger investments are required to manage the impacts of increasing auto use: bigger roads, more air pollution, and a less physically active population. <p>Photos:</p> <ul style="list-style-type: none"> • A) Bell Lab Office Park in Michigan. A good example of a completely separated, auto-dependent, suburban office park development. Photo: On street level (http://onstreetlevel.com/) • B) The all too recognizable traffic jam on a four lane highway. Photo: Transport Canada
<p>16</p>	<ul style="list-style-type: none"> • Answer: it could be anywhere in Canada, or the US. Actually it's the Greater Toronto Area (the shopping mall) and 'somewhere' in New Jersey (the strip development). • QUESTION: Ask participants – "What do the two images have in common?" • Some answers might include: no people, no sidewalks, no bike lines, very poor and limited pedestrian environment. • As development sprawls, auto oriented landscapes lose unique identities AND their transportation options – increased auto-dependency is typical for suburban-style, sprawling communities • QUESTION: Ask participants – "Are there any examples of local sprawl or strip development?" • QUESTION: Ask participants – "What do you like or not like about these places?" <p>Photos:</p> <ul style="list-style-type: none"> • A) A suburban chain mall outside of Toronto. Photo: Skyscraper (www.forum.skyscraperpage.com) • B) A suburban strip in New Jersey. Photo: EcoPlan
<p>17</p>	<ul style="list-style-type: none"> • Note that sprawl can occur in <u>both</u> rural areas and urban areas • Note also that in urban areas, rural sprawl, combined with urban sprawl is leading to the creation of enormous urban agglomerations – the mega city • Many examples of the mega city in Canada – Toronto and the Golden Horseshoe, Vancouver and the Lower Mainland, Greater Montreal. • Land uses are sprawling more and more today – i.e., they are not concentrated in more compact communities • Even rural communities are now experiencing traffic problems as they adopt suburban style development which increases the need for residents to drive for all their daily trips. <p>Photos:</p> <ul style="list-style-type: none"> • A) Suburban housing development outside of Toronto. Photo: Skyscraper (www.forum.skyscraperpage.com) • B) Suburban housing development in ?. Photo:

18	<ul style="list-style-type: none"> • North America at night shows the extent of urban and rural sprawl • Note how major transportation corridors can be located by the number of lights along them <p>Image source: NASA</p>
19	<ul style="list-style-type: none"> • Land-uses can either be separated to create exclusive residential, commercial, and industrial areas or compatible use can be located in closer proximity, as pictured. • Note to participants that mixed land use will be discussed in greater detail in Part 2 of the presentation. <p>Photos:</p> <ul style="list-style-type: none"> • A) Mixed land uses in Vancouver, BC – town homes above with office and retail uses in ‘basement’ level. Photo: EcoPlan • B) Mixed land uses in a rural environment on Bowen Island which is located close to Vancouver, BC – town homes above with office and retail uses on the ground level. Photo: EcoPlan
20	<ul style="list-style-type: none"> • Sprawl, and sprawl features, like cul-de-sac roadway design, are harder to get around than more traditional grid systems found in older cities and towns <p>Image source: Google maps</p>
21	<ul style="list-style-type: none"> • When the car comes first, pedestrian and cycling environments and safety can suffer • This can make walking and riding even more difficult which further discourages people from walking or cycling <p>Photos (left to right):</p> <ul style="list-style-type: none"> • A) Where the sidewalk ends. A suburban strip on Vancouver Island, BC. Photo: EcoPlan • B) No crosswalk, dangerous crossing in Montreal, PQ. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org) • C) No crosswalk, dangerous crossing in Santa Ana, CA. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
22	<p>Moving from Land Use Policies and their effects on the look, feel and function of our urban and rural places, we are now going to explore how our built environment affects individual behaviour, particularly travel choices.</p>
23	<ul style="list-style-type: none"> • Heart and Stroke Foundation recommends 30 to 60 minutes of physical activity on most days of week for adults, and 90 minutes per day most days of the week for children • It is important to note that incremental activity counts. Even though the recommended guidelines are 30 - 60 minutes per day, this can be accomplished in 10 or 15 minute increments which is why the ability to be active as part of your daily routine is so important from a population health perspective. • Giles-Corti, B., & Donovan, R.J. (2002). The relative influence of individual, social, and physical environment determinants of physical activity. <i>Social Science & Medicine</i>, 54 1793-1812. <p>Table source: Federation of Canadian Municipalities: Centre for Sustainable Community Development</p>

24	<ul style="list-style-type: none"> 12% of Canadian's home-based trips (such as trips to the grocery store, work or school) are made on foot or bicycle compared to 46% in Holland, 41% in Denmark and 34% in Germany Source: Pucher & Dijkstra, Am J Pub Health, 2003:93:1509-16
25	<ul style="list-style-type: none"> Walking and cycling mode share by age – notice that European cities cut across ages – this is an important consideration given our aging population! Source: Pucher & Dijkstra, Am J Pub Health, 2003:93:1509-16
26	Moving from Land Use Policies and their effects on the look, feel and function of our urban and rural places, and how these built environment factors effect individual behaviour, we are now going to explore the population health impacts from the individual behaviour influenced by built form
27	<ul style="list-style-type: none"> The graphics illustrate how BMI is going up in BC, purportedly Canada's healthiest province. Body mass index (BMI) is a method of classifying body weight according to health risk. Body mass index (BMI) is a method of classifying body weight according to health risk. According to the World Health Organization (WHO) and Health Canada guidelines, health risk levels are associated with each of the following BMI categories: normal weight = least health risk; underweight and overweight =increased health risk; obese, class I = high health risk; obese, class II = very high health risk; obese, class III = extremely high health risk. 10. Body mass index (BMI) is calculated by dividing the respondent's body weight (in kilograms) by their height (in metres) squared. According to the World Health Organization (WHO) and Health Canada guidelines, the index for body weight classification is: less than 18.50 (underweight); 18.50 to 24.99 (normal weight); 25.00 to 29.99 (overweight); 30.00 to 34.99 (obese, class I); 35.00 to 39.99 (obese, class II); 40.00 or greater (obese, class III). <p>Source: Statistics Canada, <i>Canadian Community Health Survey (CCHS 3.1), 2005 (CANSIM table 105-0409)</i>. Statistics Canada – Catalogue no. 82-221, Vol. 2006 No. 1 9</p> <p>Image source: BC Provincial Health Services Authority</p>
28	Source: Statistics Canada. <i>Body mass index (BMI)</i> , (CANSIM Table 105-4009). Ottawa, Statistics Canada, 2006.
29	No notes
30	Photo: Vancouver pedestrians walking downtown. Source: http://blogs.move.com/do-it-green/wp-content/blogs.dir/24/files/2007/08/walking.jpg
31	No notes
32	<ul style="list-style-type: none"> Lower traffic fatality information from the Insurance Corporation of BC <p>Photos (left to right):</p> <ul style="list-style-type: none"> A) Bike accident scene. Source: Insurance Corporation of BC, Provincial Health Services Authority 2008 B) No crosswalk, dangerous crossing in Las Vegas, Nevada. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)

<p>33</p>	<ul style="list-style-type: none"> • The built environment is related to other health impacts, including air quality impacts • Sprawling, auto-dependent communities increase auto-use which in turn generates more air pollution • Research clearly shows that walkable, transit-oriented, bike-friendly communities generate fewer vehicle kilometres travelled which leads to reduced air pollutant emissions (VOCs, NOx, etc.) • Asthma is the leading cause of emergency room visits for children in Canada <p>Photos:</p> <ul style="list-style-type: none"> • A) Photo: Provincial Health Services Authority, BC • B) Smog day in Toronto: Source: Green Party of Canada
<p>34</p>	<p>No notes</p>
<p>35</p>	<ul style="list-style-type: none"> • QUESTION: Ask participants – “How would you re-imagine or rework the the link between community design, physical activity and health, aka the “Ripple Effect”?” • QUESTION: Ask participants – “What would you do in Step one to achieve a different outcome?” • Note answers on a flip chart <p>Photo sources (top to bottom):</p> <ul style="list-style-type: none"> • UBC Planning - UBC Village Neighbourhood Plan. Source: Civitas Design • Pedestrian corner bulge. Source: Portland Bureau of Environment • Greenway in Minneapolis, MN. Photo: EcoPlan • Source: Heart and Stroke Foundation
<p>36</p>	<ul style="list-style-type: none"> • QUESTION: Ask participants – “How would you re-imagine or rework the the link between community design, physical activity and health, aka the “Ripple Effect”?” • QUESTION: Ask participants – “What would you do in Step one to achieve a different outcome?” • Note answers on a flip chart <p>Photo sources (top to bottom):</p> <ul style="list-style-type: none"> • UBC Planning - UBC Village Neighbourhood Plan. Source: Civitas Design • Pedestrian corner bulge. Source: Portland Bureau of Environment • Greenway in Minneapolis, MN. Photo: EcoPlan • Source: Heart and Stroke Foundation
<p>37</p>	<ul style="list-style-type: none"> • Remind participants that they are moving from the first part of the presentation – the What & Why – to the second part of the presentation – the How and Who.

<p style="text-align: center;">38</p>	<ul style="list-style-type: none"> • We now get to the question of what can be done about it • From the planning perspective, there are five key ingredients to creating healthier built environments and communities that support active living <ol style="list-style-type: none"> 1. Density & Mixed Use: mixing housing with other land uses like schools, places to work, places to shop, places to play, etc. increases the likelihood that people will (and can) walk or bike to destinations. Increasing the density of an area (i.e., the number of people living or working in a certain area) is an integral component to mixing land uses 2. Connections: Connectivity refers to the degree of interconnectedness between streets, paths, and sidewalks for bikes, pedestrians, transit and vehicles. 3. Streets and Infrastructure: A safer, more attractive and efficient built realm has been shown to increase walking and bicycling. This includes things like traffic calming, adding places to sit and rest, putting in bicycle racks and other supportive in. 4. Transit: Research indicates that good public transit service can encourage physical activity as almost all public transit trips begin and end with walking 5. Recreation: communities with parks, trails, playing fields, and other recreational facilities within walking distance from residential areas and each other are associated with more physically active residents.
<p style="text-align: center;">39</p>	<ul style="list-style-type: none"> • QUESTION: Ask participants – “What does density mean?” • QUESTION: Ask participants – “ What does density look like?” • QUESTION: Ask participants - “Which is the densest development pictured, A, B, or C?” The answer is B. • Tell participants that density done well requires A) good design that ensures privacy and green space, B) a well-designed public realm with all the healthy built environment we are talking about, and C) services and amenities (places to learn, work, eat, shop, and play) located in close, walking proximity • THE DENSITY ISSUE: Density can be a difficult subject. There are a lot of preconceptions about density. Most people think of downtown, multi-storey apartments when thinking about density. Perceptions of crowding, monotonous design, limited green space and lack of privacy are all associate with density. They shouldn’t be. • DENSITY DONE RIGHT: Thoughtful, well designed houses and buildings that are carefully located on their lots with a good public realm don’t feel crowded or unfriendly. • Density can be measured by the number of people living in a certain area (e.g., people per hectare), houses or dwelling units in a certain area, or even jobs. <p>Image source: Lincoln Land Institute, Visualizing Density (www.lincolnst.edu/)</p>
<p style="text-align: center;">40</p>	<ul style="list-style-type: none"> • Let participants know that the two images have the same density • Density can bring people closer to the places they go on a daily basis, making walking and biking possible and easier • Residential density must be paired with a mix of uses, including shopping, services, transit, open space and, ideally, places to work and learn (i.e., schools) <p>Image source: Lincoln Land Institute, Visualizing Density (www.lincolnst.edu/)</p>

<p>41</p>	<ul style="list-style-type: none"> • Mixed Use: mixing housing with other land uses like schools, places to work, places to shop, places to play, etc. increases the likelihood that people will (and can) walk or bike to destinations. Increasing the density of an area (i.e., the number of people living or working in a certain area) is an integral component to mixing land uses <p>Images:</p> <ul style="list-style-type: none"> • A) Urban mixed use – Modern apartments over shops in West Vancouver, BC (photo: EcoPlan) • B) Rural mixed use – shopping, offices and housing in one building in Tofino town centre, BC (photo: EcoPlan)
<p>42</p>	<p>Images:</p> <ul style="list-style-type: none"> • A) New meets ole, infill coach house in Vancouver, the new house has parking underneath – photo: EcoPlan • B) Lane house in Toronto, photo: Canadian Architect • C) An rural cluster of homes in an urban setting, Villages Homes in Seattle, WA USA. Photo: EcoPlan
<p>43</p>	<ul style="list-style-type: none"> • There are major infill opportunities where industrial operations used to be located. • Industrial sites often require soil remediation which can be quite expensive, although there are federal and provincial programs that can offset some of the costs <p>Images:</p> <ul style="list-style-type: none"> • A) Abe Zakem House, a former City public works garage in downtown Charlottetown that was redeveloped for 23 affordable rental apartment units. Photo: CMHC • B) Granville Island, Vancouver, BC. A former industrial site that was converted to a mixed use development and popular tourist destination with a public market, art school, shopping, offices, a hotel, community centre and housing, photo: EcoPlan
<p>44</p>	<ul style="list-style-type: none"> • The cost of servicing less dense communities with things like roads, sidewalks, water & sewer pipes, etc. is more expensive than the cost of servicing denser communities. • Some of the servicing savings could be used to develop better pedestrian and bicycle infrastructure. <p>Images: Smart Growth BC/UBC Design Centre for Sustainability</p>
<p>45</p>	<ul style="list-style-type: none"> • The slides illustrate the potential transformation of a an arterial street near the outskirts of a small town in California. The slides show how density can be added to such sites in a way that increases the land use mix and improve pedestrian and cyclist environment. <p>Image Source: Urban Advantage</p>
<p>46</p>	<p>Source: Urban Advantage</p>
<p>47</p>	<p>Source: Urban Advantage</p>
<p>48</p>	<ul style="list-style-type: none"> • Image: Cyclist crossing street with bike refuge at middle of street in Vancouver, BC. Note that pedestrians can use the refuge as well and that cars cannot cross over. <p>Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)</p>

49	<ul style="list-style-type: none"> Remind participants of the slide from part one illustrating the increased travel distances in areas with poor road and pathway connections. Cul-de-sac roadway design and large “super blocks” (i.e., very long blocks, sometimes ½ kilometre long) make connecting and linking more difficult for pedestrians and cyclists,
50	<ul style="list-style-type: none"> Well-designed paths and greenways can accommodate multiple uses (i.e., riding, walking) safely and comfortably <p>Images:</p> <ul style="list-style-type: none"> A) Separated pedestrian path and bike path, Vancouver, BC – Vancouver’s entire seawall now includes such separated paths (photo: EcoPlan) B) Midtown Greenway in Minneapolis, MN. A greenway is a recreation corridor that typically includes bike and pedestrian paths (as pictured) and can be used for recreation or, when well sited, also links places to work, live, learn and play. (photo: EcoPlan)
51	<p>Images:</p> <ul style="list-style-type: none"> A) Bike path, Montreal, PQ – Montreal’s system connects different neighbourhoods, is mostly separated from traffic and is cleared in winter to allow winter riding, too. (photo: Transport Canada) B) The Grand Street bike lane in Soho, NY City, NY in winter. (photo: Transportation Alternatives, NYC)
52	Source: Urban Advantage
53	Source: Urban Advantage
54	Source: Urban Advantage
55	Source: Urban Advantage
56	Source: Urban Advantage
57	<ul style="list-style-type: none"> Improve Streets and Infrastructure: A safer, more attractive and efficient built realm has been shown to increase walking and bicycling. This includes things like traffic calming, adding places to sit and rest, putting in bicycle racks and other supportive in. QUESTION: Ask participants – “What do they like, or what make them comfortable when walking or riding in a town or city?” Note answers on a flip chart and highlight any that have to do with the built environment/public realm. Explain that things like benches, bike racks, rain-sun-snow cover, separation from traffic, a lively street environment with people/shops/activity, etc. all help make walking and cycling more attractive and easier to undertake. <p>Image: Pedestrian benches and an information map help make walking around downtown Victoria, BC easier. Photo: EcoPlan</p>
58	<p>Images:</p> <ul style="list-style-type: none"> A) Pedestrian crosswalk with median refuge in rural Bellingham, WA, USA Photo: EcoPlan B) Pedestrian bridge suspended under C-Train light rail bridge in Calgary, AB. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
59	<p>Images:</p> <ul style="list-style-type: none"> A) Traffic circle in Vancouver, BC. The traffic circle gardens are planted and maintained by residents. Photo: EcoPlan B) Narrowed street in Vancouver. Width and curve helps slow traffic along with two-colour pavement which make the road appear even narrower. Photo: EcoPlan

60	<p>Images:</p> <ul style="list-style-type: none"> • A) A sign on a bike rack in Bellingham says, "Temporary: Pending for a covered facility" Photo: EcoPlan • B) On street bicycle rack that has replaced a parking spot. Note that at least ten bikes can be parked in a single vehicle parking spot. Photo: Transport Canada • C) A special "Bicycle Box" in Vancouver allows cyclists to wait in front of cars at busy intersections for safety and visibility. Photo: EcoPlan
61	<p>Images:</p> <ul style="list-style-type: none"> • A) Montreal rental bikes. They can be picked up and dropped off at different locations throughout the city, typically located near Metro locations and other transit-friendly locations. Photo: Transport Canada • B) Bicycle-only traffic signal. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
62	Source: Urban Advantage
63	Source: Urban Advantage
64	Source: Urban Advantage
65	<ul style="list-style-type: none"> • Improve public transit – connections to, through & between • The vast majority of transit trips begin and end with active transportation (walking, biking, wheeling), so the better the system, the more people who will walk and, if facilities exist (e.g., bike racks on buses, etc.) <p>Image: SF.Streetsblog (http://sf.streetsblog.org)</p>
66	<ul style="list-style-type: none"> • Photo: Post-Carbon (www.postcarbon.org)
67	<p>Images:</p> <ul style="list-style-type: none"> • A) Bus with bike rack in London, ON. Photo: London Transit (http://www.ltconline.ca/BikeandRide.htm) • B) Waiting for bike-friendly transit in Austin, Texas. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
68	<ul style="list-style-type: none"> • Recreation: communities with parks, trails, playing fields, and other recreational facilities within walking distance from residential areas and each other are associated with more physically active residents. <p>Photo: EcoPlan</p>
69	<ul style="list-style-type: none"> • The availability of recreational facilities affects levels of physical activity. • People are more likely to meet the recommended levels of physical activity if live within a 10 minute walking distance of a park, trail or other open recreational space. • Trail use decreases by almost 50% with every half-kilometer distance increase. <p>Photos:</p> <ul style="list-style-type: none"> • A) Greenway trail connecting a regional park to housing and a school near the University of British Columbia. Photo: EcoPlan • B) Multipurpose park in Bellingham Washington that hosts events, film screenings (note: white wall on building) and a local farmers market. Photo: EcoPlan
70	<ul style="list-style-type: none"> • What & Why the focus of the first part of this presentation • How and Who are the focus of the second part of the presentation • Remind people of the 'Ripple Effect' and where they can fit in right at the beginning

<p>71</p>	<ul style="list-style-type: none"> • What & Why the focus of the first part of this presentation • How and Who are the focus of the second part of the presentation • Remind people of the 'Ripple Effect' and where they can fit in right at the beginning
<p>72</p>	<ul style="list-style-type: none"> • Note that planning across Canada is controlled by Provincial Acts in each province. • Note that the provinces play different roles in planning in each province. • Some provinces are more directly involved, while others have passed the primary responsibility to cities, towns and counties (or regional governments) • In general, planning happens at three levels or scales: <ul style="list-style-type: none"> • Regional: County level, regional-district, watershed, etc. Examples include, Halifax Regional Municipality, Metro Vancouver, etc. • Control at this level is usually with a consortium of city or town governments, or a separate order of government, like a County or Regional District. Sometimes, this level of control is also with Provinces. • City or Town: This is the level of planning most people are probably familiar with. It includes things like city plans, official community plans, town plans, master plans and the like. • Planning is guided by provincial regulations, but carried out by the local city or town government, usually through their Planning Department. • Neighbourhood or Site: This level of planning is controlled and managed by local governments and their Planning Department, but involves either a specific site (usually for larger developments) or a specific neighbourhood. • Community engagement tends to be higher at this level and provides opportunities for input on healthy, active built environments. • QUESTION: Ask participants – “Has anyone taken part in planning process – like an open house, community survey, or plan presentation?” • QUESTION: Ask participants – “ Why did you get involved in the planning process?” • Note: many individuals get involved in local level planning only when the issue being discussed directly relates to them, e.g., a new large or controversial development is proposed for their neighbourhood • Note: Planning Acts and regulations require public input and engagement, so opportunities are typically provided for all levels of planning.
<p>73</p>	<ul style="list-style-type: none"> • Major planning projects at the regional level often involve transportation • Generally multi-year projects with long-term planning horizons – e.g., 20-years. • Lots of opportunities for involvement and input – open houses, community meetings, surveys, focus groups, etc. – depending on context and project size/budget. <p>Image:</p> <ul style="list-style-type: none"> • A) 1993 transportation plan, Metro Vancouver. In the 17 years since the plan was developed, most of the connections – including important transit and cycling connections -- have been made. Photo: Metro Vancouver (www.metrovancouver.org)

<p>74</p>	<ul style="list-style-type: none"> • Official Community Plans and the like can be used to help raise the profile of healthy built environments to a policy and principle level. • Generally multi-year projects with long-term planning horizons – e.g., 20-years. • Lots of opportunities for involvement and input – open houses, community meetings, surveys, focus groups, etc. • Direct participants to the BETK for actual examples on page 15 <p>Photos (left to right):</p> <ul style="list-style-type: none"> • A) Plan Vernon. An Official Community Plan for the City of Vernon in BC. Photo: City of Vernon (www.vernon.ca/) • B) Advertisement for a Park, Recreation and Culture Plan in East Gwillimbury, ON. Photo: East Gwillimbury (www.eastgwillimbury.ca)
<p>75</p>	<ul style="list-style-type: none"> • Neighbourhood plans look at much smaller areas. • Generally include conceptual plans or design guidelines for things like bicycle and pedestrian routes, recreation areas, development site, etc. • Lots of opportunities for involvement and input – open houses, community meetings, surveys, focus groups, design workshops, etc. <p>Photos (left to right):</p> <ul style="list-style-type: none"> • A) Concept diagram for Downtown Chilliwack Neighbourhood Plan. Image: HB Lanarc (www.hblanarc.ca) • B) Local neighbourhood transportation improvements. Markings indicate bike lane crossing intersection near Strathcona neighbourhood in Vancouver. Photo: EcoPlan

- **QUESTION:** Ask participants – “Who has heard of Smart growth or New Urbanism?” Ask for a show of hands
- **QUESTION:** Ask participants – “What is Smart growth?”
 - **Smart growth** is a collection of land use and development principles that aim to enhance our quality of life, preserve the natural environment, and save money over time. Smart growth principles ensure that growth is fiscally, environmentally and socially responsible and recognizes the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment, and densification strategies. The smart growth principles are:
 - **Mix land uses.** Each neighbourhood has a mixture of homes, retail, business, and recreational opportunities.
 - **Build well-designed, compact neighbourhoods.** Residents to live, work, shop and play in close proximity. People can easily access daily activities, transit is viable, local businesses supported.
 - **Provide a variety of transportation choices.** Neighbourhoods are attractive and have safe infrastructure for walking, cycling and transit, in addition to driving.
 - **Create diverse housing opportunities.** People in different family types, life stages and income levels can afford a home in the neighbourhood of their choice.
 - **Encourage growth in existing communities.** Investments in infrastructure (such as roads and schools) are used efficiently, and developments do not take up new land.
 - **Preserve open spaces, natural beauty, and environmentally sensitive areas.** Development respects natural landscape features and has higher aesthetic, environmental, and financial value.
 - **Protect and enhance agricultural lands.** A secure and productive land base provides food security, employment, and habitat.
 - **Utilize smarter, and cheaper infrastructure and green buildings.** Green buildings and other systems can save both money and the environment in the long run.
 - **Foster a unique neighbourhood identity.** Each community is unique, vibrant, diverse, and inclusive.
 - **Nurture engaged citizens.** Places belong to those who live, work, and play there. Engaged citizens participate in community life and decision-making.
- Explain that smart growth and new urbanism are fairly well known concepts in planning.
- While the success of their implementation has varied (i.e., some has been done well, others not so well), their acceptance makes realizing healthier built environments easier.
- There are often local smart growth groups and alliances who could be involved in helping promote and advance healthy built environments locally.

Photos (left to right):

- **A)** Traditional main street in Nelson, BC. Photo: Smart Growth BC
- **B)** Naturalized storm drainage and wildlife habitat at UniverCity development at Simon Fraser University mixed-use, master-planned, smart growth community in BC. Photo: Smart Growth BC
- **C)** Traditional apartments over shops/café in Montreal. Note bike lane and cyclist. Photo: Smart Growth BC

77	<ul style="list-style-type: none"> • Explain to participants that the next section will look at what people can do to become more involved in planning for healthy built environments. • Some of the tools will focus on engaging in the planning processes outlined in the previous section. • Because so many community design issues are decided at the local level, you are in a good position to encourage your local planners, decision makers, community members, and developers to make active, healthy design a priority. • Taking action can be as simple and informal as talking to a neighbour or writing a letter to the local newspaper in favour of active, healthy design considerations, or could involve a more formal, longer term campaign, such as a series of activities to raise awareness or to encourage local decision makers to adopt new policies or laws. <p>Photo: Cyclist in Vancouver turning onto a traffic calmed street. Photo: EcoPlan</p>
78	<ul style="list-style-type: none"> • Spread the word: taking action can be as simple and informal as talking to a neighbour or writing a letter to the local newspaper in favour of active, healthy design considerations • Identify partners: who else is working on healthy built environments in your community • QUESTION: Ask participants – “When you think about planning for better health in your community, who do you think needs to be involved apart from the local government?” Note answers on a flip chart • Responses could include: community or neighbourhood associations, school boards, business groups, local health or environmental organization, etc. The point of the activity is to illustrate how many ‘stakeholders’ there are actually are, and how many groups could be involved. <p>Photo</p> <ul style="list-style-type: none"> • Neighbourhood walking tour – assessing the built environment in East Aurora, NY. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
79	<ul style="list-style-type: none"> • Knowing who to talk to at City or Town Hall is also important. • Staff and elected representatives are key players in taking action in your community. • QUESTION: Ask participants – “Who do you think are more important to get to know and involve? Why?” <p>Photo</p> <ul style="list-style-type: none"> • Street safety assessment in Carbondale, CO. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
80	No notes
81	<ul style="list-style-type: none"> • QUESTION: Ask participants – “Can anyone offer an example of a community planning process currently underway in the community?” • QUESTION: Ask participants – “Do you know of ways of getting involved in the planning process?” • Photos • The Golden Shoe, a community walking program, being launched in West Grand, Michigan. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org) • Community mapping. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)

<p>82</p>	<ul style="list-style-type: none"> • Understanding the context or background is critical – how healthy is your community? What’s it’s healthy built environment like? What are the issues and opportunities? • There are numerous assessment tools available, including one in the Shaping Active, Healthy Communities Toolkit. • Collecting data or carrying out audits and assessments also provides an opportunity to involve other stakeholders. • Google has recently (March 2010) added bike routes to its mapping. Potentially, Google’s heft could also influence city planners to create more bike lanes and more-reluctant bikers to put on a helmet and get peddling • QUESTION: Ask participants – “How do you think your community would score if you carried out an assessment or audit? Why?” Open discussion with participants <p>Photos (left to right):</p> <ul style="list-style-type: none"> • A) B.E.A.T. Guide (Built Environment and Active Transportation Neighbourhood Assessment Tool – BC Recreation and Parks Association. Photo: EcoPlan • B) Walk Score screen shot. Walk score is a walkability tool that allows users to generate a score for their neighbourhood based on the number of amenities in walking proximity. It was formerly operated by Google but has since been sold to a private real estate interest. The site is free. Image: Walk Score (www.walkscore.com)
<p>83</p>	<p>No notes</p>
<p>84</p>	<ul style="list-style-type: none"> • The level of engagement and involvement is your choice – any level, however, will help make our communities healthier • QUESTION: Ask participants – “What kind of activities or engagement do you think you’re ready for? Or are you?” Open discussion with participants • Responses could include: community or neighbourhood associations, school boards, business groups, local health or environmental organization, etc. The point of the activity is to illustrate how many ‘stakeholders’ there are actually are, and how many groups could be involved. <p>Photos (left to right):</p> <ul style="list-style-type: none"> • A) Poster for a community meeting in Summerland, BC. Photo: EcoPlan • B) Community meeting for the Carrall Street Greenway in Vancouver, BC. Photo: EcoPlan
<p>85</p>	<ul style="list-style-type: none"> • Quickly review the ‘Ripple Effect’ with participants <p>Photo sources (top to bottom):</p> <ul style="list-style-type: none"> • UBC Planning - UBC Village Neighbourhood Plan. Source: Civitas Design • Pedestrian corner bulge. Source: Portland Bureau of Environment • Greenway in Minneapolis, MN. Photo: EcoPlan • Source: Heart and Stroke Foundation
<p>86</p>	<ul style="list-style-type: none"> • The three final slides help sum up the presentation <p>Photo</p> <ul style="list-style-type: none"> • Galloping Goose Trail, Victoria, BC. Photo: EcoPlan

87	Photo <ul style="list-style-type: none">• Carrall Street Greenway, Vancouver, BC. Photo: EcoPlan
88	Photo <ul style="list-style-type: none">• Pedestrian square in downtown Madison, Wisconsin. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
89	Photo <ul style="list-style-type: none">• Busy sidewalk in downtown Madison, Wisconsin. Photo: Pedestrian and Bicycle Information Centre (www.pedbikeimages.org)
90	No notes