



Corydon Village Pre-Plan Assessment Final Draft

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INTRODUCTION

Corydon Village is located in the heart of Fort Rouge, a district incorporated as Ward 1 of the City of Winnipeg in 1882 as Winnipeg's land boom pushed development south across the Assiniboine River. Settled initially by Winnipeg's business elite, seeking to build expansive new homes; trades people and their families soon followed, along with entrepreneurs in search of land to establish new homes, businesses and industries to meet the city's growing demands. Residential development took on a variety of forms to support the diverse population who settled here. Larger homes and well appointed apartments established north of Corydon, while to the south, a more modest, predominantly single family district emerged. Commercial development soon established itself along Corydon Avenue, serving the burgeoning residential districts developed to the north and south. Along with Osborne Street, Corydon Avenue became the central business area serving citizens south of the river.

As with many of the city's older districts, the area witnessed a period of decline, due in part to the shift from rail transportation to trucking, reducing operations of one of the area's major employers, the CNR – Fort Rouge Rail Shops. Opening of new suburban areas to the south and west helped to draw many families away from this central district with the promise of new homes in new modern communities. Loss in population of over 6,000 residents between 1971 and 1985 had a destabilizing effect on the community. Downturn in the economy in the early to mid 1980s, coupled with high interest rates and higher than average foreclosures of homes and businesses contributed to a shift from local ownership towards absentee owners and land speculators. During this period, many of the larger homes in parts of the study area were converted to multi-tenant dwellings.

Affordable rents and lower than average market values soon gave rise to a change in demographics as younger individuals and first time home home-buyers began to migrate to the area, attracted by the charm and character of older homes and commercial areas, the canopy of mature trees lining the residential boulevards, and by accessibility of services in the community. Families tended to settle south of Corydon, close to the schools, parks and community facilities offered within walking distance. Singles and childless couples were drawn mostly north of Corydon, closer to entertainment and amenities and where a mix of apartments and condo development, multi-family conversions and townhouses offered housing choices to suit the diversity of incomes and housing needs.

Today, Corydon Village can be characterized as a compact, densely populated urban district, rich in heritage assets, with a diverse population. The built form offers a broad range of housing choices tailored to a variety of income levels, ages, household compositions, and life styles. Institutions established at the turn of the 20th century continue to serve individuals and families who live in the vicinity and the commercial area has become a highly marketable competitive district offering boutique shops and services, fine dining, patio restaurants and lounges, office and mixed use commercial enterprises.

Recent market forces have pushed the value of area homes and condominiums to unprecedented highs and there has been significant investment in new commercial establishments. The shortage of suitable land, to support new investment interest has placed additional pressure on the residential areas to intensify and commercial areas to expand.

Up to now, new development has been somewhat ad hoc, guided by availability of land and buildings and regulatory controls set out in the city's zoning by-law. While this process has advantages in tailoring proposals to suit the constraints and challenges of an individual site, it does so in isolation of an understanding of what people value most about the area (community assets), and how development decisions impact on the quality of life enjoyed by those who have chosen to live and work here. Residents and property owners must remain vigilant and available to attend public hearings and appeals to express their concerns when decisions rendered on development are made and developers are discouraged from risking investment dollars in innovative projects. In the absence of a community plan that sets direction for area redevelopment, the community as a whole is left with uncertainty as to what types of projects are being planned and where these best fit within the established community.

The *Corydon Village Pre-Plan Assessment* has been prepared to provide a snapshot of the area in both its physical form as well as its social-economic composition. It describes what is known about the area today, and examines what influences are shaping its future from both land use and neighbourhood development perspectives. In its final form, the study will provide a basis to guide recommendations to Council on whether to proceed with a Secondary Plan for the Corydon Village area, based upon issues identified.

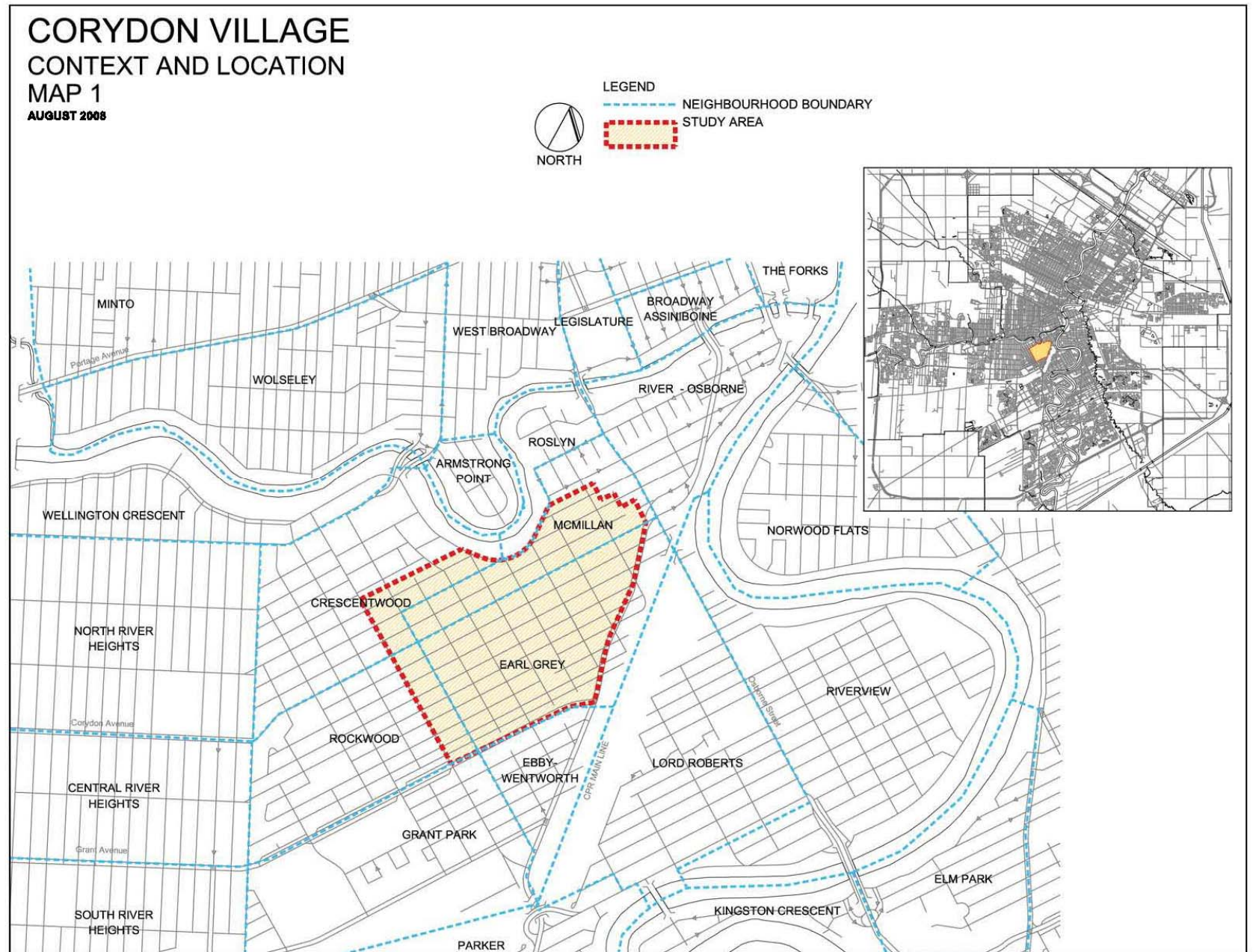
CHAPTER ONE: BACKGROUND

1.1 STUDY AREA BOUNDARIES

The geographic boundaries for the Corydon Village Study include: Grosvenor Avenue, Wellington Crescent and Gertrude Avenue on the north; Pembina Highway and Osborne Street on the east; Grant Avenue on the south, and Harrow Street on the west.

The area encompasses the entire neighbourhood of Earl Grey, most of McMillan, and portions of Crescentwood and Rockwood. Neighbourhoods and their boundaries were defined through the City of Winnipeg; Neighbourhood Characterization Study in the early 1970s and designated as Neighbourhood Policy Areas in Plan Winnipeg-2020 Vision, Policy Plate “D”.

The four neighbourhoods combined, occupy a geographic area that measures 3.67 km² in total. This represents a small fraction (0.7%) of the total land area that comprises the City of Winnipeg (475.2km²)



1.2 REGIONAL CONTEXT

Situated south of the Assiniboine River, Corydon Village is located in the heart of the Fort Rouge District surrounded by mature residential neighbourhoods including: River Osborne to the east, North and South River Heights to the west, and Ebby-Wentworth a to the south.

Its central location, and major transportation corridors that surround and intersect the area, contribute to easy commutes by car, transit and other transportation modes to points throughout the city. Pembina Highway and Osborne Street link the village north and south via the Osborne Street Bridge to Winnipeg's Downtown, while Grant Avenue and Corydon Avenue link residents from the south-west quadrant of the city through the village and beyond. The regional street network carries high volumes of commuter traffic along the edges, and through the study area, resulting in high exposure and marketing potential for the residential and commercial districts.

With an estimated population of over 14,000 people, the population density of 3725.7persons/km² ranks as one of the highest in the City of Winnipeg

1.3 HISTORY

In the late 1870s, French and Métis settlers farmed the rich river-bottom land along the south banks of the Assiniboine River, which at the time was incorporated under the Parish of West St. Boniface.

Winnipeg's land boom in the 1880s however changed the landscape forever as Winnipeg's business elite began to cross the river to establish new businesses and build impressive new homes in the area. In 1882, the first Osborne Street Bridge was constructed linking the area south of the Assiniboine River to the newly emerging city. In the same year, the area was amalgamated into the City of Winnipeg as Ward 1. Construction of new homes and businesses encouraged settlement by building tradespersons to the area most of whom settled along Corydon, Gertrude and Jessie Avenues to be near this new construction.

In 1891, Winnipeg's first electrified streetcar line debuted, which ultimately paved the way for the City of Winnipeg's foray into a public transportation system. Developed by local entrepreneur, Albert Austin, The Street Railway Company ran a single track along River Avenue between Osborne Street and Main Street, and a subsequent extension was built on Osborne Street running south to Austin's Riverside Park.

Gladstone School opened its doors to students from kindergarten to grade 8 in 1898 at the corner of Osborne and Corydon, with its playing field located across Osborne Street (at the junction of today's "Confusion Corner"). The school served students at this site until 1962 when a new school was constructed on Gertrude Avenue.

Building activity intensified with the completion of the Canadian Northern/ Grand Trunk Rail Shops and Yards by the turn of the century. As one of the major employment centers in Winnipeg, the shops attracted many railway workers to settle in the area. Spacious, well-appointed homes, apartments, and boarding houses developed north of Gertrude and more modest single-family homes and railway cottages were constructed to the south to accommodate the migration of middle class and railway workers into the area. Ward 1 grew exponentially from just over a thousand people in 1900 to tens of thousands by 1910¹

Corydon Avenue and Osborne Street became commercial main streets, where banks and merchants established successful enterprises and constructed substantial structures to entice patrons and investors to the area. By 1907 a streetcar line extension was constructed west on Corydon Avenue to Lilac Street and continued on to Grosvenor, Stafford and Academy Road to serve citizens

¹ Fort Rouge Neighbourhood Walking Tour, April 1994

within this burgeoning community. In the same year, the Bell Telephone Company constructed a two-storey structure at the corner of Corydon and Daly to house long distance equipment and operators. Purchased by Manitoba Telephones in 1908, the building has since undergone several additions to accommodate technological change and industry expansion. Between 1904 and 1912 several churches were constructed in styles reminiscent of Gothic and Romanesque Revival. Nassau Street North became “the street of churches” and many of these structures remain today, a testament to the rich architectural and cultural heritage of the area.

In 1909, LaVerendyre School was completed to accommodate the elementary student population south of Corydon Avenue and served temporarily as a high school until completion of Kelvin High Vocational/Technical School in 1912. The Sisters of the Holy Names started the first Catholic elementary school in 1912 in a two room school house adjacent to St Ignatius Church on Jessie Ave. and in 1958 a new school was constructed behind the church at Harrow and Corydon Ave. Earl Grey School soon followed and in 1919. it became the first in Canada to establish as a Junior High School.

Division “B” Police Station was brought into service at 535 Jessie Ave (at Nassau St) in 1910 and served the Fort Rouge area until 1967.

The Convalescent Hospital was established in 1913, when the Women’s Auxiliary of the General Hospital purchased 676 Jessie Ave and opened its doors for respite care for the sick and elderly. Renamed The Convalescent Home of Winnipeg, it became the first personal care facility in Manitoba when it developed a new 60-bed facility on the site in 1965.

Winnipeg Hydro Sub Station Number 5 was built in 1919 at Stafford and Grant to provide the first rural electrification to the town of Portage La Prairie under a special Act of the Manitoba Legislature.

Earl Grey Community Centre was started by a group of volunteers in 1923 on privately owned vacant land cleared for summer baseball and winter hockey. In 1928, a boxcar, donated by the Canadian National Railway was moved on site and served as the first clubhouse. In the early 1960’s, the athletic fields were sold to the City and the clubhouse was built on its current site adjacent to Earl Grey School.

In 1959, The Fort Rouge CN Railway shut down its locomotive shops and much of its operations. The coach shop was converted to house a signals construction shop transferred from the Transcona Yards. Demise of the railway industry coupled with the expansion of the city into new suburbs led to significant outmigration from many of Winnipeg’s older neighbourhoods and the study area was not immune. Grand homes north of Corydon were demolished for future land development, and many were converted to multi-tenant rental accommodation. Families left the area to move to new homes in new communities to the south and west.

By the early to mid 1970s many young people began to move to the area, attracted by its central location, affordable rents and a variety of living arrangements (including co-housing and co-ops), made possible by the spacious homes and apartments in the area. This youthful population gave rise to a creative and entrepreneurial spirit. Soon shops geared towards a young, “hip” generation emerged, transforming Osborne Street into a popular marketplace for artists and craftspeople. Reinvestment in heritage buildings soon followed and redevelopment of abandoned commercial buildings into restaurants and boutique shops transformed the area into one of Winnipeg’s destination main streets and the precursor to today’s Osborne Village.

During this period, Corydon Avenue functioned as a traditional neighbourhood main street, offering a variety of shops and services, many owned by and catering to the Italian community who had settled in the area. In the mid 1980s, led by local entrepreneur and businessman Joe Bova, and with support from the tri-partite government sponsored Core Area Initiative, a major project involving infrastructure renewal and private economic development took place along Corydon Avenue. A program of commercial expansion and redevelopment took place in a style reminiscent of a European village. Reinvestment in existing storefronts and conversions to mixed use residential and commercial uses emerged. Boulevards were redesigned to incorporate decorative tiles, ornamental lighting and street trees to enhance the pedestrian feel of the area. Patio café’s were introduced to the avenue and the birth of “Little Italy” brought a vibrancy to the street that attracted visitors and customers from other areas to enjoy the offering of gelato, pizza, sports bars and specialty shops unique to the area.

The residential neighbourhoods north and south of Corydon were also undergoing a transition as young families put down roots in the community and, together with long term residents, began to take on greater ownership of their streets and their community through citizen activism. The Corydon Neighbourhood Residents Committee, the Riverborne Development Corporation and the Crescentwood Homeowners Association were soon established, mobilizing citizens around neighbourhood issues and lobbying decision makers to ensure that the concerns of the residential community were heard in relation to compatibility of planned new development, the safety of neighbourhood streets, and the protection of heritage assets.

Concurrently, neighbourhoods of Fort Rouge (including McMillan and Earl Grey), were designated “Action Areas” under the Core Area Initiative Agreement (CAI). Program dollars from the three levels of government were allocated to improve neighbourhood infrastructure including parks and playgrounds, day care centers and community facilities. Complementary housing programs were introduced to encourage homeowner and landlord investment in repairs and upgrades under the Core Area Home Renovation Assistance Program (CARHP).

In 1990, the *Corydon Village Business Improvement Zone* was established through legislative amendments to The City of Winnipeg Act. The incorporation of a BIZ zone permitted the newly formed association opportunity to collect a special levy from all merchants in the BIZ area to market and promote the commercial district and fund street improvements to enhance the business environment. Today the Corydon BIZ represents the interests of nearly 180 business establishments within the geographic boundary of Corydon Avenue between Pembina Highway and Harrow Street, and Lilac Street between Jessie and Dorchester Avenues. A collaborative effort amongst merchants in the Grosvenor Square area has enhanced this “boutique district”, through private and public investment in store-front improvements and street enhancement programs.

In 1991, a participatory neighbourhood revitalization model was introduced to the area through the cost-shared, Manitoba/Winnipeg Community Revitalization Program. City staff, working in partnership with residents elected to represent the Earl Grey, Ebby Wentworth, and McMillan neighbourhoods, engaged in a 5 year program of neighbourhood renewal driven by the community and guided by a neighbourhood planning process. “*A Strategy for Change in the Fort Rouge MWCRP Area*” set out criteria for determining priorities for improvement in the neighbourhoods based upon issues, goals and objectives articulated by the Fort Rouge MWCRP Residents’ Committee in consultation with the community. Four guiding principles formed the underpinnings in approval of projects:

1. *Neighbourhood Character*: to preserve and promote the unique “neighbourhood” character of the Fort Rouge area, including its trees, the human feel of its residential and business areas, and the styles of its architecture:
2. *Personal Safety*: to create a safer neighbourhood for Fort Rouge residents and to remove conditions that avail against personal safety
3. *Neighbourhood Streets*: to assure that the neighbourhood residential streets remain primarily for the use and benefit of Fort Rouge residents; secondly that those elements which invite residents to move freely and safely about their community be preserved or where necessary, reclaimed.
4. *Community Awareness and Participation*: to maximize Fort Rouge residents’ awareness of local services, facilities and programs, to enhance neighbourhood pride, and to involve residents in improvement of their neighbourhood by working together with them.”

Public investment of \$3M leveraged an additional \$2.5M to improve or redevelop neighbourhood amenities and municipal infrastructure to sustain the quality of the neighbourhood’s physical and social environment.

Establishing a long range plan for the area that would build on the work started by area residents under the Fort Rouge M/WCRP became a focus of the City of Winnipeg Planning Department, initiated at the request of former councillor for the area (Glen Murray) and supported by City Council. *The Fort Rouge Neighbourhood Management Plan* proposed a unique approach to planned development through the establishment of “Village Councils” representing the interests of Osborne Village and Corydon Village residents and business owners. Citing concern that the area was “at a critical juncture in its history”, the plan set out a number of goals that would mitigate neighbourhood decline and guide future development in the area, vesting greater responsibility and accountability in decision making to the community through a Village Council model. “*The Fort Rouge Neighbourhood Management Plan*” was completed in 1998, and subsequently endorsed by City Council in 2000, as a strategy and guideline for decision-making in the broader Fort Rouge Area – including both Osborne Village and Corydon Village. A key issue identified in the neighbourhood management plan is the absence of a ‘cohesive development plan’ that ‘clearly articulates land use policy and sets down rules for development which are

consistent with the village concept.’ Without such a plan, community members and Council have had to react on a case by case basis to development applications within both Osborne Village and Corydon Village. In July 2001, Standing Policy Committee on Property and Development directed the Planning, Property and Development Department “to proceed with secondary plan preparation in the Osborne Village.”

In January, 2007, *The Osborne Village Neighbourhood Plan* was adopted as a Secondary Plan Bylaw (#220/06). The plan built upon significant planning work and community inputs and serves as an invaluable planning guide for developers seeking to invest in the area; for residents and businesses who have a major stake in the community’s sustainability; and for municipal and senior levels of government in both policy formation and decision making in response to the plan’s objectives and requirements set forth.

In November 2006, the Standing Policy Committee of Planning and Development directed the Planning Property and Development Department “to first lead an analysis of development trends and conflicts along Corydon Avenue and make recommendations; and that the department then work with the community to define a possible secondary plan program and determine the resources and priority for this program.”

In the summer of 2007, a working group of residents and business owners, brought together by Councillor Jenny Gerbasi, met with the City of Winnipeg Planning Department to discuss land use challenges and neighbourhood issues in the Corydon Village Area. The working group, seeking to eliminate uncertainty of future development and to manage growth in a manner that was sensitive to the needs and interests of both the residential and business districts, in conjunction with the City of Winnipeg Planning Property and Development Department initiated a pre-plan assessment of the area in February 2008 culminating in the production of this report.

CHAPTER TWO: COMMUNITY PROFILE

2.1 INTRODUCTION

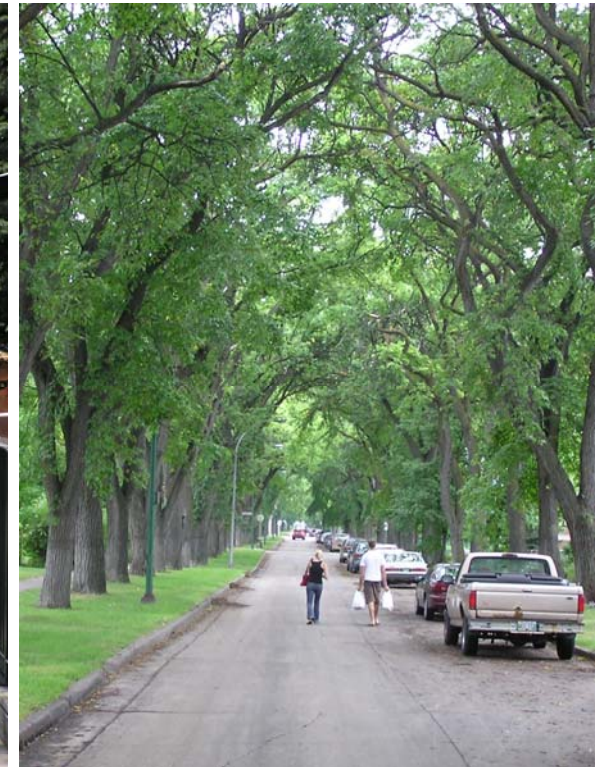
Demographic data provide a snapshot of the population that live in the study area and illustrate changes in the makeup of the population over time. Community reflections, expressed through interviews and focus groups, help inform what people value most about the area and provide insight into some of the issues that challenge the sense of community felt by those who live and work here.

The neighbourhoods of Earl Grey, McMillan, Crescentwood and Rockwood were studied individually and aggregate data was assembled from all four to reflect a profile of the Study Area. Total population, age, household composition, education, income, as well as mobility are reviewed and compared to City of Winnipeg aggregate data for the same period. The primary source for this information has been derived from custom tabulations developed by Statistics Canada for the City of Winnipeg from the 2001 Census period. Trends over time from census reporting periods 1971-2001 are also referenced. Secondary sources of information were obtained from the City of Winnipeg, Planning Property and Development and Community Services Department, and Canada Mortgage and Housing Corporation (CMHC). It should be noted that the Census data are somewhat dated², and some findings may be skewed³, due to larger geographic boundaries of the neighbourhoods than the defined study area boundary. The information nevertheless provides a general snapshot of the people who have chosen to live within the Corydon Village and for what reasons.

In the spring of 2008, personal interviews and focus group sessions were conducted with residents, organizations, businesses, institutions and elected officials in the Corydon Village area. Perceptions of the community informed some of the challenges and strengths as seen through the eyes of those who live and work here. Notes from these facilitated sessions are included in the Appendix of this report.

2.2 COMMUNITY REFLECTIONS -“SENSE OF COMMUNITY”

The term “community” generally implies a physical area to which one feels socially connected. Discussions amongst those living or working within the study area confirmed a strong sense of community exists amongst Corydon Village residents, business owners and community stakeholders. For some it is the street where they know their neighbours, the school that they send their children to or the local community centre where they meet to socialize and participate in programs or sports. For others it is the shared history and participation in their community that holds a common bond. For many, it’s the physical attributes of the area, offered by the local shops and services, the restaurants and the patio café’s, the architectural character of homes, apartments and storefronts, the mature tree canopy lining the boulevards and the pedestrian connections between home and community that brings people together because they all share in something unique.



² While 2006 Census data on the City of Winnipeg have been released by Statistics Canada, special tabulations by neighbourhood are not expected until 2009

³ Only a small portion of the Crescentwood and Rockwood Neighbourhoods occupy the Corydon Village boundary and the portion of the McMillan Neighbourhood north of Gertrude Avenue is not included within the study area.

The built environment has played an important role in shaping the social aspects of the community, and peoples' sense of belonging. Changes to the area created by new development in both the commercial and residential districts, intrusion of non-local vehicle traffic, deteriorating infrastructure and late night street activity are beginning to shift perceptions about the area, fostering a level of uncertainty as to how these factors will affect the social cohesion enjoyed within the community today.

At the same time the level of investment by people committed to preserving and enhancing the unique qualities that define the community continues to grow and evolve. Planting and nurturing a community garden at the neighbourhood school, organizing an annual summer festival at the community centre, monitoring traffic volumes on neighbourhood streets, conducting safety audits, and reporting and removing graffiti are just a few examples of the personal contributions to the area by local residents and business owners.

2.2.1 Community Strengths and Challenges

Personal interviews and focus group sessions during the course of the study helped to frame an understanding of peoples' perceptions of the area, what they valued most about living and working here and some of the concerns they had about the community now and for its future. A summary of comments highlighting community strengths and challenges begins to lay a foundation for future planning that considers what is important to preserve, what is not so positive that bears consideration for intervention and what aspirations the community has for its future and the quality of life it has grown to expect.

Community Strengths:

Participants consistently highlighted the area's village atmosphere created by local shops, and services, patio café's and walkable streets as qualities that define the unique qualities of the area. . As one participant stated, "Within just a few short blocks, you can buy your groceries, get a haircut, buy a gift and stop for coffee and fresh baked goods with a neighbour." Others expressed an appreciation for the character of the neighbourhoods' older homes and buildings, the beauty of the street trees, and the mix of building forms and uses along Corydon Avenue (homes and apartments interspersed between shops and restaurants). "The friendliness of people who live here", "knowing who your neighbours are," and "the willingness of people to do things for the neighbourhood and each other when asked," were also common themes expressed.

The area is seen as an inclusive community, represented by all income strata, and offering a wide range of housing suited to the needs and life-style choices of individuals and families. It's central location and accessible transit services are consistently echoed as an important attribute that contributes to the area's attractiveness.

Corydon Avenue was highlighted for its popularity as both a city-wide destination and a local neighbourhood main street with comments such as "A great street, because it brings great people to it"; "A place to see and be seen" and "A place where people go to and a place where people live." The scale of the street and its compactness, create "an intimate feel and pedestrian friendly environment." A number of long standing commercial establishments have become a familial entity to second and third generation residents, who have come to know shop owners/operators on a first name basis.

Earl Grey Community centre was recognized as a facility where "kids are respected and feel safe," and a place where adults and seniors can enjoy programs and activities year round within their own neighbourhood. The schools are also valued assets, in both their education programs and their commitment to the community through shared amenities (green space), and locally developed programs (e.g. lunch programs, child care). Parents and community volunteers have become an integral component of joint school/community initiatives.





Older homes and commercial buildings are viewed as “well kept” and define the unique character of the area. Opportunity to celebrate the history of the area has been demonstrated through development of a heritage classroom at Ecole LaVerendyre and heritage walking tours posted on the Corydon BIZ website.

Street trees that line the public boulevards are valued for their green canopy as well as their contribution to the environment.

As highlighted earlier in this report, the area has a history of community activism and the commitment of citizen organizations and business interests has played a vital role in promoting social cohesion and sustainability of the village. The Earl Grey Neighbourhood Safety Association (EGNSA), established in 1992, grew from a Neighbourhood Watch program developed in conjunction with Winnipeg Police Services. Recognizing the importance of safe streets and community networking to prevent crime and to foster neighbourhood involvement, the EGNSA has engaged in two door to door surveys/safety audits to identify priority concerns; implemented traffic counts on residential streets in cooperation with the City of Winnipeg Streets and Transportation Division; and continues to represent the interests and concerns of residents at public hearings and meetings with civic departments. The EGNSA publishes monthly newsletters to keep residents informed on neighbourhood issues and resources available to the community. Meetings are held on a monthly basis at Earl Grey Community Centre and are open to all.

The Corydon Village Residents’ Association (CVRA), established in 2006, grew in response to new and proposed applications for development, primarily focused on Corydon Avenue. The CVRA has been active in review of zoning regulations under the new Winnipeg Zoning Bylaw 200/06; represented the neighbourhood at hearings to address planning issues related to new development, and has been meeting with representatives of government to address issues related to development, licensing and enforcement. The CVRA board meets as required and maintains an e-network to communicate with its members.

The Corydon Village Business Improvement Zone (Corydon BIZ) has been engaged in planning and marketing of the commercial main street, since its incorporation in 1991. The BIZ has been an advocate for merchants and business operators on the street and has lobbied tirelessly to improve the ambiance of street right-of ways and encourage an atmosphere that is business development friendly.

Community Challenges:

Some of the key challenges expressed about the community relate to intensification of development in both the residential and commercial districts. Higher traffic volumes on residential streets have precipitated requests for traffic calming measures to reduce speed and circulation through the neighbourhoods by non-local traffic. An inadequate supply of off-street parking for patrons and visitors to the district, compounded by residential intensification through multi-family conversions and commercial expansion has pushed parking problems onto residential streets and laneways. Tagging and graffiti appear to have escalated along the commercial corridors and the deteriorating condition existing sidewalks, ornamental lighting and streetscape amenities, installed along Corydon in the early 1990s, is beginning to detract from the areas’ attractiveness as a place to shop or establish a new business.

The popularity of patio cafes and restaurants with liquor licences along portions of Corydon Avenue has intensified late night noise, non-local traffic circulation, and disrespectful behaviour of patrons spilling onto the residential streets afterhours. Media coverage of recent events involving criminal behaviour has generated a feeling that the area is not safe, raising fear that problems will continue to be encountered without more effective monitoring and enforcement action by regulatory bodies such as the Manitoba Liquor Control Commission and Winnipeg Police Services.

Maintaining the eclectic mix of shops, restaurants, and services at a scale that remains attractive to pedestrians and deters development geared primarily to motorists was expressed by both residents and business owners as a major challenge as development pressures continue to be exerted on the street.

High visibility and the popularity of Corydon Avenue have attracted many restaurants and more recently large office buildings. Questions as to whether concentrations of one use over others, could alter commercial diversity towards a more monoculture environment, and impacts on the pedestrian orientation of the street has been expressed.

Loss of single family housing to multi-family conversion and new development has raised concerns that family housing is being lost to these new housing forms geared to singles and couples without children. This has precipitated fears that this will ultimately impact on school enrolments, and potential future closures, discouraging young families from moving into the area.

From a developer's perspective, choosing where to build and what types of development would be supported is a major determinant in how future projects may unfold in the community. As one developer stated, "investors are not prepared to take risks on projects where there is not a clear plan as to the types of development that would be supported and most are inclined to take their investment dollars elsewhere." Developing a vision for the area and a long range plan that supports development that is compatible with the surrounding area is felt to be an important step in encouraging investor confidence.

The age and condition of the urban forest has given rise to concern that the American Elms are at risk of disease and ultimate demise. Community parks, open spaces and schoolyards are valued and well used, however the ratio of green space in relation to population density falls short in meeting community needs. Creation of more green space and public piazzas that encourage social networking was highlighted in several discussions. Programming of sites such as the Hugo-Jessie Piazza to encourage greater community interaction was expressed as both an opportunity and challenge by those interviewed.



2.3 PORTRAIT OF THE CORYDON VILLAGE – A DEMOGRAPHIC PROFILE

2.3.1 Population

2.3.1.1 Total Population and Density

In 2001, the total population of the study area was 14,420 persons. Earl Grey and Rockwood has the largest population (4305 and 4404 persons respectively), followed by McMillan (3540 persons) and Crescentwood (2735 persons) (Figure 1). Population density of the combined neighbourhoods is 3725.7persons/km². By comparison, the density of Winnipeg's *populated neighbourhoods* is 1802.2persons/km²⁴.

The McMillan neighbourhood is the most densely populated (6221.4 persons/km²), while Crescentwood's density ranks lowest amongst the neighbourhoods in the study area (2,540persons/km²). This variation can be explained by the differences in the built form of the neighbourhoods. Crescentwood exhibits 5000 sq.ft and larger residential lots, compared to the 2500 and 3000sq. ft residential lots in Earl Grey and Rockwood. McMillan, on the other hand is a mixed district comprised of pockets of large lot single-family homes, and a number of multi-family dwellings including duplexes, triplexes, walk-up and high-rise apartments.

FIGURE 1

Population Density-2001						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Total Population	4,305	3,540	2,735	4,040	14,420	619,544
Land Area/km ²	1.07	0.57	1.06	0.97	3.67	475.2*
Population Density	4258.2	6221.4	2540	4169.2	3725.7	1303.8*
% of City of Winnipeg by Land Area	0.2%	0.1%	0.2%	0.2%	0.7%	100%

*the total land area occupied by "populated neighbourhoods" in the City of Winnipeg is 343.8kkm/2 reflecting a density of 1802.2km²

⁴ Source: City of Winnipeg, Neighbourhood Profiles: <http://www.winnipeg.ca/Census/2001/City%20of%20Winnipeg/City%20of%20Winnipeg/City%20of%20Winnipeg.pdf>

2.3.1.2 Population Change

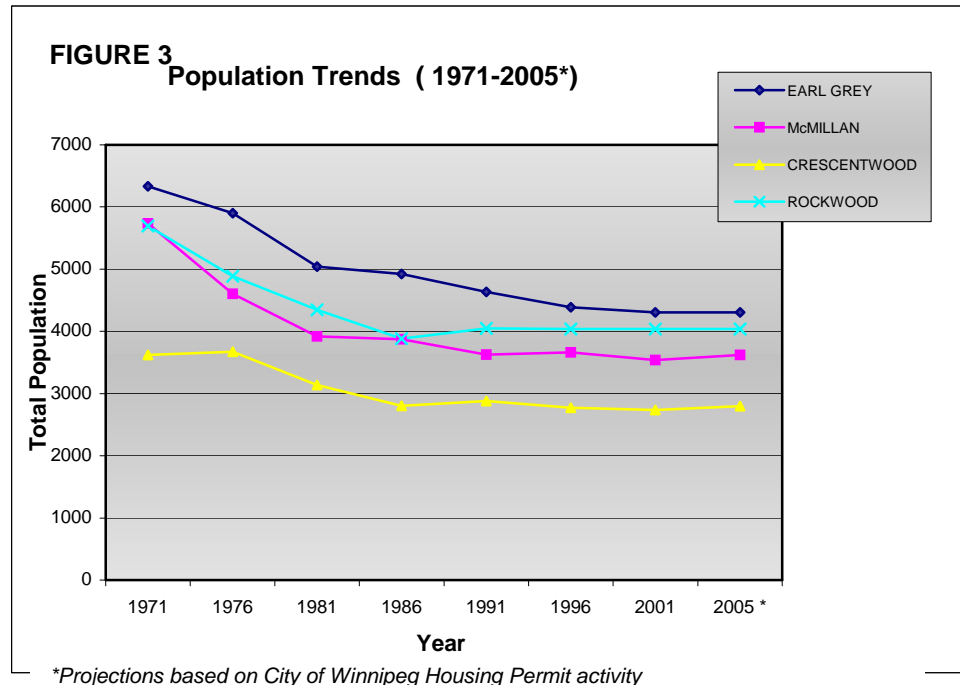
Over the last three census reporting periods (1991 and 2001), the population of the Study area has been relatively stable, experiencing only slight decline (5%) when compared to losses in preceding years.

Between 1971 and 2001, total population in the study area had declined from 21,600 to just over 14,600. Of the 7,000 who left the area, 6115 exited between 1971 and 1986 (Figure 2). This dramatic decline can be attributed in part to the lure of new suburban development, which attracted many people from the city's older neighbourhoods during this period.

Earl Grey experienced the largest population loss after 1986 (-13.1%), followed by McMillan (-8.6%), and Crescentwood (-2.4%). Rockwood is the only neighbourhood that showed positive gain in population (+4%), and closely mirrors Winnipeg's growth of +4.2% during this period.

FIGURE 2

Population Trends –Study Area			
	Total Population	Population Change	%Change
1971	21600		
1976	19060	2540	-12.15
1981	16440	2620	-14.35
1986	15485	955	-6.15
1991	15190	295	-1.27
1996	14855	335	-0.4
2001	14615	240	-3.4

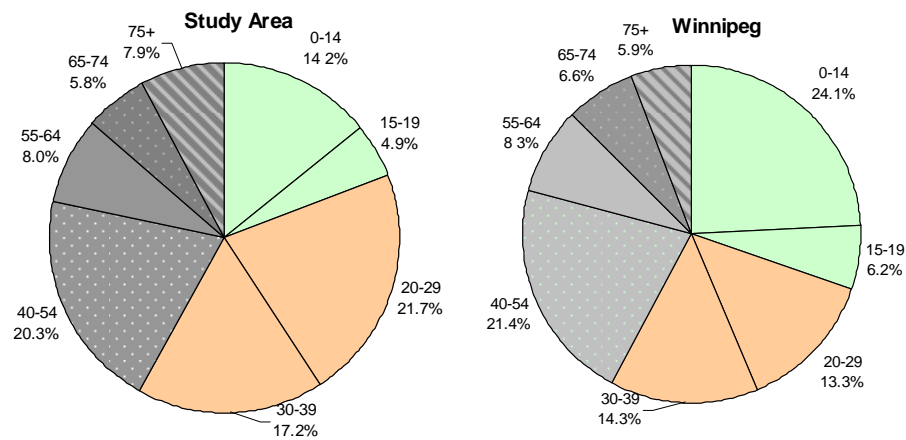


Fluctuations in population over Census reporting periods (1971-2001) illustrate that all of the neighbourhoods witnessed significant losses between 1971 & 1985. By 1986, however, the percentages of population losses slowed considerably and by 2001 appear to have recovered from past trends (Figure 3). Population projections based upon recent building permit activity (2003-2005) particularly in the neighbourhoods of McMillan and Crescentwood suggest that most if not all of the neighbourhoods will experience a modest increase in population over the next 5-10 years.⁵

⁵ Source: Planning Property and Development Department, Housing Branch, Population Forecasts based upon Building and Permits 2002-2005

2.3.2 Age Characteristics

FIGURE 4 2001 Distribution by Age



Data on age illustrates how population is distributed amongst groups of children, adults and seniors (65+). Age trends help to inform such things as school enrolment forecasts and facilitate program and facility planning to respond to age appropriate needs of a community.

Age groups characterized within the study area indicates a lower proportion of children 0-19 yrs old and a higher percentage of young adults between the ages of 20-29 yrs when compared to City of Winnipeg (Figure 4).

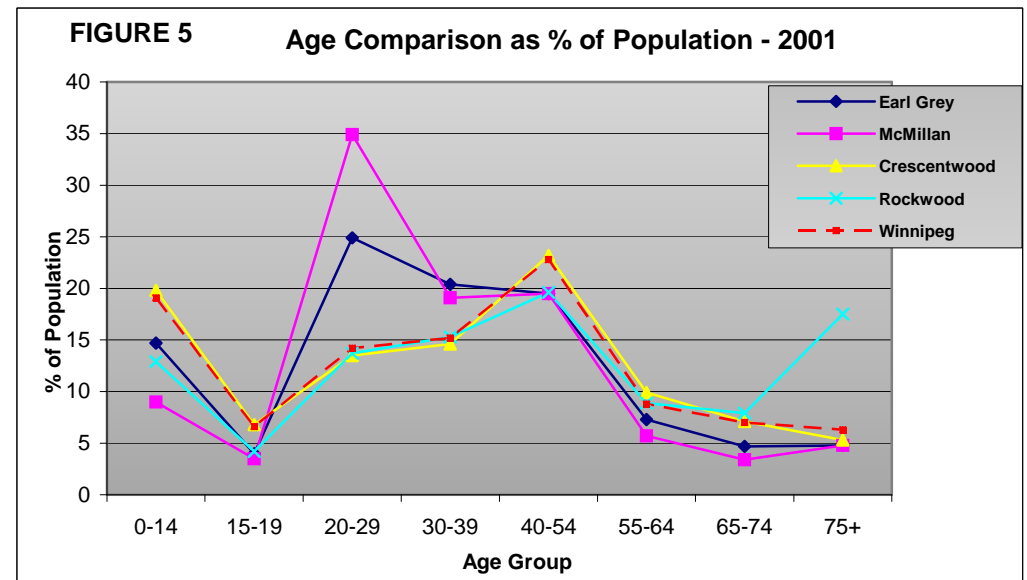
Approximately 1,910 or 18.8% of the total population is made up of children under the age of 19. Winnipeg's population for this same age group is reported as 25.7 % of the total.

The number of young adults (20-29 yrs) on the other hand totals 3,225 or 21.8% of the study area population. Over half (12%), are made up of 25-29 yr olds. The percentage of young adults (20-29 yrs) within Winnipeg's population is 14.2%.

Adults between ages 30-39 comprise 3225 or 17.3% of the total population compared to Winnipeg at 15.4%, while the percentage of 40-54 year olds is 5% lower. Seniors, 65+ years represent 13.7% of the study area or 2060 people.

When one looks at the distribution of age within the individual neighbourhoods, some distinct differences emerge (Figure 5):

- The largest number of children (0-19 years) is found in the Earl Grey (800) and Crescentwood Neighbourhoods (725). Rockwood has 690 children, and McMillan, 445.
- 20-29 year olds represent 35% of the total population in McMillan and 24.9% of the total population in Earl Grey, and nearly half of these are between the ages of 25-29. Winnipeg's population within this same age group was 14.2%.
- 30-39 year olds in Earl Grey represents 875 of the total population or 24.7% followed by McMillan with 675 people or 19.1%. Statistics Canada reports that 15.2% of Winnipeg's population is between the ages of 30-39.
- With the exception of Crescentwood, adults between the ages of 40 and 64 represent a slightly lower percentage of the neighbourhood population when compared to Winnipeg.
- McMillan and Earl Grey report the percentage of seniors over 65 years, 4-5% below the city average of 13.4%.
- In Rockwood, seniors over the age of 75 make up 17.5% of the total population (705 people) and are the single largest population group in this neighbourhood. This is nearly three times the city average (6.3%) and quadruples that of the remaining study area neighbourhoods.



2.3.3 Families

Two definitions are used by Statistics Canada to define family. **Economic Family** refers to “two or more people living together who are related to each other by blood, marriage, common-law union or adoption”, whereas **Census Family** includes “couples living together, with or without children and lone parents living with their children.”⁶ For the purpose of this chapter, data sets on **Census Family** are used to capture families with dependent children.

2.3.3.1 Family Size and Composition

The average size of families and the number of children living at home is smaller in comparison to Winnipeg, except in the Crescentwood Neighbourhood Figure 6(a) & 6(b).

FIGURE 6(a)

Average Number of Persons Per Family - 2001					
Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
2.7	2.4	3.1	2.7	2.7	3

FIGURE 6(b)

Average Number of Children at Home - 2001					
Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
0.9	0.7	1.2	0.9	0.9	1.1

2.3.3.2 Total Families

Figure 7

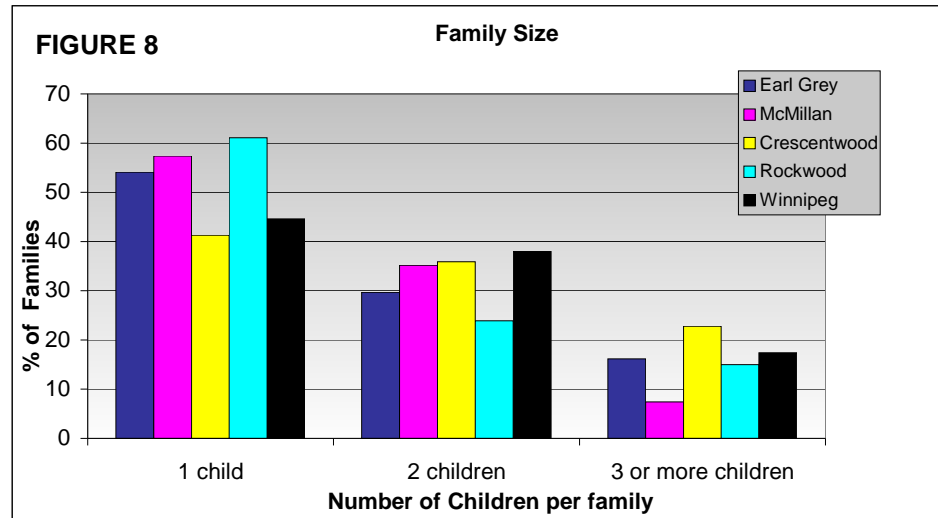
Number of Families			
Neighbourhood	Total Count		
	1991	1996	2001
Earl Grey	1035	1040	1030
McMillan	650	680	685
Crescentwood	730	710	705
Rockwood	875	830	815
Total: Study Area	3290	3260	3235

Statistic Canada reported 3,235 families residing in the study area. This is a decline from the two previous reporting periods (1991 and 1996) with a loss on average of 30 families per census period (Figure 7).

Earl Grey Neighbourhood has the highest number of families in the study area while McMillan Neighbourhood has the lowest. It should be noted, however that the number of families in the McMillan Neighbourhood has increased slightly over the last 15 years while the remaining neighbourhoods have experienced loss.

⁶ Statistics Canada: Families Reference Guide, 2006 Census, <http://www12.statcan.ca/english/census06/reference/reportsandguides/families-guide.cfm>

2.3.3.3 Number of Children



Families with children are smaller in size and one-child families represent over half (53.8%) of all families with children in the study area. This is approximately 11% higher than the percentage of one-child families within Winnipeg. Families with two children or more, also represent a smaller proportion of the family universe when compared to Winnipeg (Figure 8).

Rockwood has the highest percentage of one-child families (61.1%), while Crescentwood reports the highest percentage of families with three or more children (22.8%).

2.3.

3.4 Lone Parent Families

The percentage of lone parent families in the study area was 17.9%, slightly lower than the city average in 2001 (18.5%) however, Earl Grey and McMillan Neighbourhoods report percentages 4-5% higher than both the study area and the city (Figure 9). Lone Parents in the Crescentwood neighbourhood comprised only 9.2% of the total population.

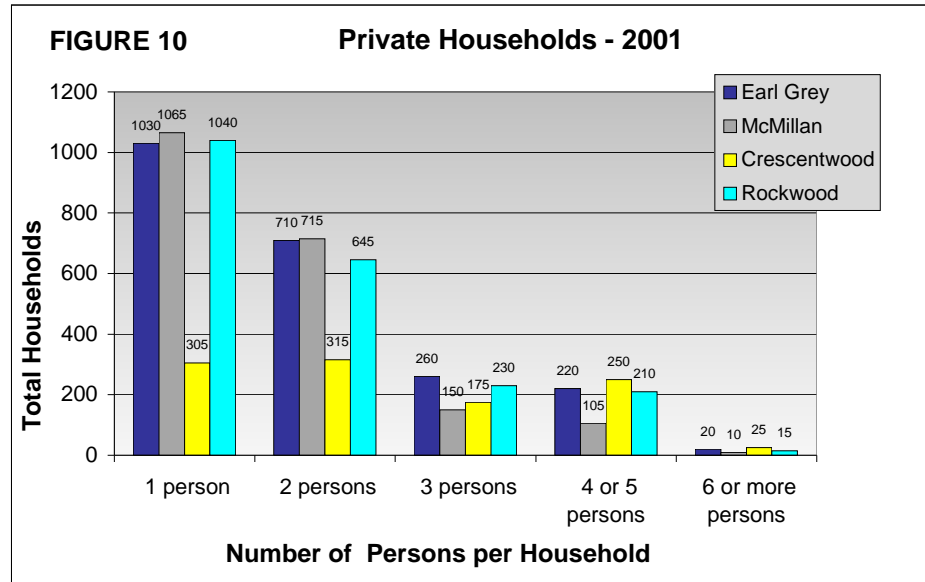
Lone parent families headed by males is higher (4.5%) in comparison to Winnipeg (3.1%), particularly in Earl Grey and McMillan, where males head 5.8% and 7.2% respectively of the total lone parent families.

FIGURE 9

Lone Parent Families 2001						
Neighbourhood	# of Lone Parent Families	% of All Families	Headed by Male	% of All Families	Headed by Female	% of All Families
Earl Grey	240	23.2%	60	5.8%	180	17.4%
McMillan	170	24.6%	50	7.2%	120	17.4%
Crescentwood	65	9.2%	20	2.8%	45	6.4%
Rockwood	200	14.7%	25	2.5%	175	17.6%
Study Area	675	17.9%	155	4.5%	520	15%
Winnipeg		18.5%		3.1%		15.4%

2.3 4 Households

Statistics Canada’s definition of **households** refers to “a person or group of persons who occupy the same dwelling... It may consist of a census family, with or without other non-family persons, two or more families sharing a dwelling, a group of unrelated persons, or one person living alone.” Private household counts exclude people living in institutions such as nursing homes or group homes.



A total of 7505 private households comprised the Corydon Village study area in 2001. The average household size is smaller (2 persons/household) when compared to the City of Winnipeg (2.4 persons/household), and consists of a significant number of one-person households (Figure 10).

2.3.4.1 Household Size and Composition

3440 of the total private households in the study area (or 43.7%), consist of one person households (Figure 11). In McMillan, one-person households comprise more than half (52.1%) of the total number of households. Rockwood and Earl Grey report slightly lower figures, however when compared to Winnipeg's average, the proportion of single people, living alone in all three neighbourhoods is 16-20% higher.

Crescentwood's households comprised of 4 or more persons are higher than both the study area and the City of Winnipeg.

Figure 11

Household Size and Composition - 2001						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Total number of private households	2240	2045	1080	2140	7505	252,815
Size of household, 1 person	46.0%	52.1%	28.2%	48.6%	43.7%	31.2%
Size of household, 2 persons	31.7%	35.0%	29.2%	30.1%	31.5%	31.4%
Size of household, 3 persons	11.6%	7.3%	16.2%	10.7%	11.4%	14.9%
Size of household, 4 or 5 persons	9.8%	5.1%	24.1%	9.8%	12.2%	20.0%
Size of household, 6 or more	0.9%	0.5%	2.3%	0.7%	1.1%	2.5%
Average Household Size	1.9	1.7	2.5	1.9	2	2.4

2.3.4.2 Household Type

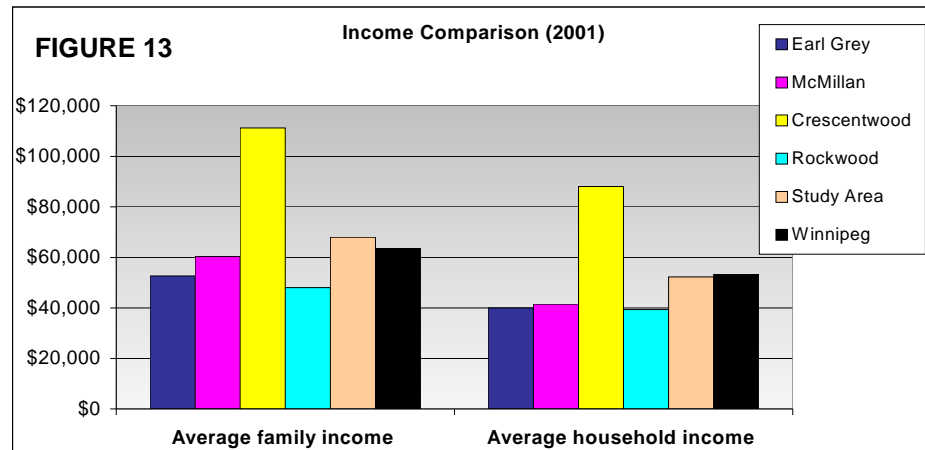
Non-family households by definition may include one person living alone or a group of unrelated persons living together. Nearly 55% of all households in the study area are reported as non-family. McMillan reports the highest percentage of non-family households (66.8%), followed by Earl Grey (54.2%) and Rockwood (52.7%).

Conversely, family households represent 65% of all households in the Crescentwood neighbourhood (Figure 12).

FIGURE 12

Household Type - 2001						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
One-family household	45.1%	32.7%	65.0%	46.9%	47.4%	63.3%
Multiple family households	0.7%	0.5%	0.0%	0.5%	0.4%	1.4%
Non-family households	54.2%	66.8%	35.0%	52.7%	54.6%	35.3%

2.3.5 Income



Within the study area, family incomes are slightly higher while household incomes are lower than reported for Winnipeg (Figure 13). The distribution of incomes across the neighbourhoods varies considerably when examining family and household incomes

2.3.5.1 Family Income

Family income is derived from the total income of all family and non-family persons 15 years and over who occupy the same household.

In 2001, the average family income⁷ in the study area was \$68,000 and the median family income⁸, \$57,258. Both values are higher than Winnipeg’s family income levels, however upon examination of income within the neighbourhoods, higher family incomes in Crescentwood help to explain this. Both the average and median incomes in McMillan, Earl Grey and Rockwood, were all lower when compared to Winnipeg in 2001 (Figure 14).

FIGURE 14

Family Income - 2001						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Average family income \$	\$52,556	\$60,315	\$111,184	\$47,980	\$68,008	\$63,567
Median family income \$	\$45,831	\$50,514	\$89,511	\$43,179	\$57,258	\$54,724

⁷ **Average family income** is calculated by adding up the total income of all family and non-family persons 15 yrs and over, and dividing the sum by the total family/non-family (Statistics Canada).

⁸ **Median family income** is defined as “the dollar amount that marks the midpoint of a distribution of census families, or non-family persons ranked by size of family income (or total income of non-family persons).” (Statistics Canada)

2.3.5.2 Household Income

FIGURE 15

Household Income - 2001						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Average household income \$	\$40,036	\$41,527	\$88,003	\$39,285	\$52,212	\$53,176
Median household income \$	\$34,758	\$32,037	\$65,375	\$31,822	\$40,998	\$43,383

The average and median household incomes within the study area are slightly below incomes reported for Winnipeg overall in 2001 however significantly higher values are reported in the Crescentwood neighbourhood (Figure 15).

Average household incomes in the remaining three neighbourhoods range between \$11-15,000 below the city average. Next to Crescentwood, the second highest *median* household income is reported in Earl Grey.

2.3.5.2 Incidence of Low Income (LICO)

Statistics Canada has defined a set of income cut-offs (LICO's), below which, people may be said to be living in "straitened circumstances."⁹ The measure looks at the cost of basic necessities (food, clothing and shelter), and determines the income level necessary to meet these costs and still have money to cover personal and family expenses. Social policy analysts often use LICO as a measure of poverty. Winnipeg's Low Income Cut-Offs is expressed in Figure 16.

Overall, a slightly smaller percentage of total households (i.e. economic families, private households and unattached individuals) fall below LICO when compared to the rest of the city. Specific patterns of low income emerge however, in the neighbourhoods of Earl Grey and McMillan (Figure 17).

FIGURE 17

Incidence of Low Income (%) in 2000						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Economic Families	16.5	22.1	7.7	15.4	15.4	15.5
Private Households	28.5	34.8	10.5	23.1	24.2	30.3
Unattached individuals (15yrs & Over)	50.9	44.0	28.9	41.1	41.2	44.3

Household income is differentiated from family income and derived from the total income of all household members 15 years and older. It includes census families with or without non-family persons living together, multiple families sharing the same household, 2 or more persons living together who do not constitute a family, or a person living alone. Household incomes by definition are generally lower than family income calculations.

FIGURE 16

Low Income Cut-Off's for Winnipeg (2000)	
Size of Household	Income
1 person	\$18,371
2 persons	\$22,964
3 persons	\$28,560
4 persons	\$34,572
5 persons	\$38,646
6 persons	42,719\$
7 or more persons	\$46,793

50.9% of all single unattached individuals over the age of 15 who live in the Earl Grey neighbourhood were reported to have incomes below LICO. Winnipeg's average for this same group was 44.3% in the McMillan neighbourhood, 22% of all economic families and 34.8% of all private household fall below LICO in comparison to Winnipeg at 15.5% (Economic Families) and 34.4% (Private Households), respectively.

⁹ Statistics Canada

2.3.6 Education

The Corydon Village study area reflects a population that is well educated. Amongst those, 20 years old and over, 73.7% have completed some form of post-secondary education. 45.6% have attended university or completed a degree, and 27.9% have completed a trade certificate or diploma program. By comparison, 60% of Winnipeg's population, 20 years and over has gone on to post secondary training and 27.8% have attended university or completed a degree (Figure 18).

Within the neighbourhoods, 86% of the population 20 years and older living in Crescentwood 80.2% living in McMillan and 70.9% in Earl Grey have obtained some form of post secondary education or training (Figure 19). Rockwood reports 58.8% have obtained postsecondary education or training, which is slightly below the average reported for Winnipeg (60.1%).

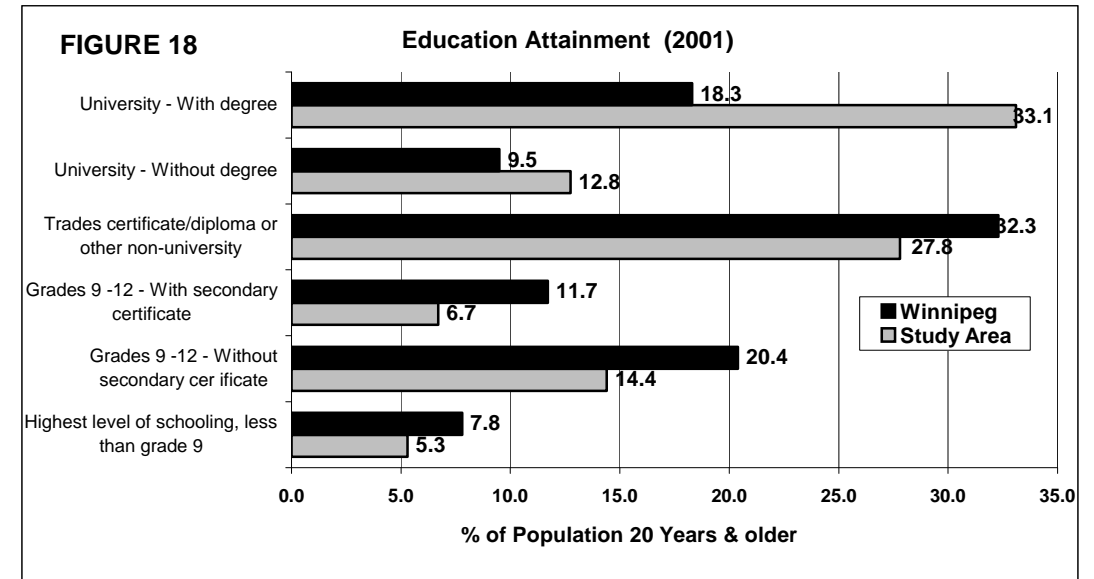


FIGURE 19

Educational Attainment (%Total Population 20 years old and over) - 2001					
	% Earl Grey	% McMillan	% Crescentwood	% Rockwood	% Winnipeg
Highest level of schooling, less than grade 9	5.6	3.9	2.0	9.7	7.8
Grades 9 -12 - Without secondary certificate	14.9	9.4	9.7	23.8	20.4
Grades 9 -12 - With secondary certificate	8.7	7.1	3.2	7.6	11.7
Trades certificate/diploma or other non-university	31.1	25	20.1	35.0	11.1
University - Without degree	15.5	15.9	12.9	6.7	9.5
University - With degree	24.3	39.3	52.0	17.1	18.3

2.3.7 Employment

2.3.7.1 Labour Force Activity

Labour force activity measures the population 15 years of age and over, who are employed or seeking employment. Those people reported as “not in the labour force”, are neither employed nor unemployed and may include students, homemakers, retired workers, seasonal workers in an “off “season who were not looking for work, as well as persons who could not work because of long term illness or disability¹⁰

Within the study area, a higher percentage of people participated in the labour force and were employed when compared to Winnipeg (68.1%). In 2001, 68.3% were employed while 5.3% were unemployed. Nearly 74% of those employed were males, and 64 % were females.

2.3.7.2 Employment by Sector

The top five employment sectors within the study area in 2001 were in the fields of health care and social assistance; educational services; retail trade; accommodations and food services and professional, scientific and technical services. By comparison, Winnipeg’s top 5 employment sectors were manufacturing, health care and social assistance, retail trade, accommodations and food services, and public administration (Figure 20).

Employment in the Earl Grey Neighbourhood is led by the health care and social assistance sector (13.2%), followed by retail trade, accommodations and food services and manufacturing (distributed evenly at 9.2%). McMillan’s top employer is in the accommodations and food service sector (12.5%), followed by professional scientific and technical services (11%), retail trade (10.3%), and health care and social assistance (9.9%). 17.5 % of Crescentwood’s population is employed in the educational service sector, followed by health care and social assistance (12%), professional, scientific and technical services (10.4%), and arts, entertainment and recreation (7.4%). Rockwood’s major employer is in the retail trade (13.6%), followed by health care and social assistance (11.9%), educational services (9.7%), and manufacturing (8.3%).

FIGURE 20

Types of Employment by Sectors						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Total participation rate (ages 15 and over)	2,755	2,630	1,545	2,060	6,930	331,880
Healthcare and social assistance	13.2%	9.9%	12.0%	11.9%	11.8%	12.4%
Educational Services	7.4%	8.2%	17.5%	9.7%	10.7%	7.2%
Retail Trade	9.2%	10.3%	7.1%	13.6%	10.0%	10.9%
Accommodations and Food Services	9.2%	12.5%	5.5%	7.4%	8.7%	7.4%
Professional, scientific and technical services	6.2%	11.0%	10.4%	6.3%	8.5%	5.1%
Manufacturing	9.2%	5.9%	4.2%	8.3%	6.9%	13.5%
Public Administration	7.4%	8.0%	5.5%	6.6%	6.9%	7.4%
Other services (other than public administration)*	6.9%	6.5%	5.5%	6.1%	6.3%	4.9%
Arts, Entertainment and Recreation	4.0%	4.4%	7.4%	2.2%	4.5%	2.0%
Transportation and Warehousing	5.6%	2.9%	2.3%	6.8%	4.4%	6.2%
Information and Cultural Industries	4.0%	4.6%	5.2%	3.2%	4.3%	2.7%
Finance and Insurance	3.3%	3.0%	4.2%	5.8%	4.1%	4.4%
Wholesale Trade	4.4%	3.4%	1.9%	4.1%	3.5%	4.1%
Real Estate, Rental and Leasing	1.3%	2.5%	4.5%	1.5%	2.3%	.7%

***Other services (other than public administration)” includes among others, repair and maintenance of vehicles, machinery and equipment; providing personal services to individuals, religious activities, philanthropy, and advocacy.**

¹⁰ Statistics Canada

Higher rates of employment in the retail trades and accommodation and food services sectors amongst McMillan, Earl Grey and Rockwood residents may be attributed in part to local job opportunities at shops and restaurants within the commercial district and the close proximity of Grant Park Shopping Centre to the neighbourhoods.

2.3.7.3 Mode of Transportation

Choices in transportation modes to and from the work place suggest that more people living in the study area are inclined to use public transit, walk or cycle to work. Approximately 25% of all residents living in the Earl Grey and McMillan Neighbourhoods, travel by bus to work. Within McMillan, over 14% of the residents walk and nearly 5% ride their bicycles. A similar trend occurs in Earl Grey where approximately 12% walk and 2.7% cycle to their work place. By comparison, 15% of Winnipeggers use transit, 6.5% walk and approximately 1.5% ride their bikes to work (Figure 21).

Higher utilization of alternative transportation modes may be explained in part by ease of access to transit services, local employment opportunities, and a younger population who live here.

2.3.8 Housing

2.3.8.1 Housing Tenure

FIGURE 22

Housing Tenure												
Dwellings	Earl Grey		McMillan		Crescentwood		Rockwood		Study Area		Winnipeg	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Owned	1,035	46.3%	505	24.7%	820	76.3%	1,120	52.3%	3,480	46.4%	160,760	63.6%
Rented	1,200	53.7%	1,540	75.3%	255	23.7%	1,020	47.7%	4,015	53.6%	92,055	36.4%
Total	2,235		2,045		1,075		2,140		7,495		252,815	

In 2001, census reported a total of 7495 dwellings in the study area. Of these, 46.4% were owner occupied and 53.6% were rented (Figure 22).

Crescentwood reports the highest ratio of owners to renters (73.6%: 23.7%), which is well above the city average. The reverse is found in McMillan where renters occupy 75.3% of the dwelling units in the neighbourhood.

FIGURE 21

Mode Of Transportation						
15 and over, employed in labour force ¹	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Car, truck, van, as driver	56.4%	47.9%	72.6%	62.3%	59.8%	68.5%
Public transit	22.0%	25.6%	10.6%	18.2%	19.1%	14.2%
Car, truck, van, as passenger	6.5%	7.0%	5.1%	8.2%	6.7%	8.5%
Walk	11.7%	14.4%	8.4%	9.0%	10.9%	6.4%
Bicycle	2.6%	4.7%	2.2%	1.3%	2.7%	1.5%
Taxicab	0.4%	0.0%	0.0%	0.0%	0.1%	0.2%
Motorcycle	0.4%	0.0%	0.0%	0.5%	0.2%	0.1%
Other method	0.0%	0.4%	1.1%	0.5%	0.5%	0.6%

¹ Employed in labour force with a usual place of work or no fixed workplace address.

Trends over the period 1981 – 2001 indicate that the study area is witnessing a steady but small increase in the number of owner-occupied dwellings. McMillan has experienced the largest increase, with approximately 300 more owner-occupants over the reporting period followed by Rockwood which grew by 120 owner occupants (Figure 23).

FIGURE 23

Owner Occupied Dwellings (1981-2001)					
	1981	1986	1991	1996	2001
Earl Grey	995	1030	1010	1050	1,035
McMillan	305	510	450	525	505
Crescentwood	850	755	805	810	820
Rockwood	1000	1015	1075	1040	1120
Study Area Total	3150	3310	3340	3425	3,480

2.3.8.2 Housing Costs

FIGURE 24

Dwelling Costs (2001)						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Average Gross Rent	\$496	\$560	\$655	\$618	\$582	\$541
Average Owner Major Payment	\$749	\$828	\$1,081	\$664	\$833	\$751

For the most part, housing costs in the study area for both owners and renters were above the city average in 2001(Figure 24).

Average rents in Earl Grey were amongst the lowest in 2001, at \$496 per month while renters in Crescentwood paid \$655 per month for equivalent accommodation. Winnipeg’s rental market posted average values of \$541 per month for the same period.

Homeowners in the Rockwood neighbourhood enjoyed the lowest major payments (i.e. mortgage, taxes, utility costs) at \$664 per month, followed by Earl Grey at \$749 per month. Average owner major payments for Winnipeg were reported at \$751 per month in 2001.

2.3.8.3 Housing Affordability

FIGURE 25

Housing Affordability (2001)												
	Earl Grey		McMillan		Crescentwood		Rockwood		Study Area		Winnipeg	
	Count	%	Count	%	Count	%	Count	%	Count	%	Count	%
Owner Occupied households spending 30% or more of household income on shelter costs	170	16.4	75	14.9	135	16.5	185	16.5	565	16.1	18,835	11.7
Total Owner Occupied Dwellings	1,035		505		820		1,120		3,480		160,725	
Tenant-occupied households spending 30% or more of household income on shelter costs	430	35.8	465	30.1	55	21.6	515	50.5	1,465	34.9	34,950	38.0
Total Tenant Occupied Dwellings	1,200		1,545		255		1,020		4,020		92,055	

According to Canada Mortgage and Housing Corporation, “the cost of adequate shelter should not exceed 30% of total household income. Housing that costs less than this is considered affordable”¹¹.

Based upon this definition, housing cost has impacted on affordability for both owners and renters in the study area (Figure 25).

¹¹ CMHC: http://www.cmhc-schl.gc.ca/en/corp/faq/faq_002.cfm#5

Over 16% of all homeowners in the study area are spending 30% or more on housing costs. McMillan reports the lowest ratio of homeowner affordability issues at 14.9%, followed by Earl Grey at 16.4% however; both are above the city average whereby 11.7% of Winnipeg homeowners are spending 30% or more of their household income on housing.

Over one third of all renters are spending 30% or more on housing in the study area, which is below the city average of 38%.

In Rockwood however, 50.5% of all renters are spending more than 30% on housing in contrast to Crescentwood, which reports a 21.6% housing affordability rate amongst renters.

2.3.9 Mobility

Over the 5-year census period from 1996-2001, 47.6% of the population 5 years old and over living in the study area had not moved. In Winnipeg during the same period, 57.7 % of the population lived at the same address.

McMillan Neighbourhood has witnessed the greatest percentage of movers to non-movers over the 5-year reporting period (71.3%) while Crescentwood and Rockwood reported averages comparable to Winnipeg (Figure 26).

FIGURE 26

Mobility Status - 5 Year (1996-2001)						
	Earl Grey	McMillan	Crescentwood	Rockwood	Study Area	Winnipeg
Total population 5 years and over	4110	3515	2590	3875	14090	574305
Non-movers %	48.2	28.7	56.9	56.6	47.6	57.7
Total movers %	51.8	71.3	43.0	43.4	52.3	42.3
Moved within Winnipeg %	38.1	48.5	16.0	34.0	34.0	31.3
Moved within Manitoba %	5.2	10.3	0.4	4.1	5.0	2.5
Moved within Canada %	6.4	10.0	1.1	2.7	5.1	4.1
Moved Internationally %	2.1	2.5	0.7	1.3	16.5	2.6

When one looks at mobility patterns over the one-year period from 2000-2001, a different picture emerges wherein the ratio of non-movers to movers is much higher across the entire study area. 76.7% of the study area did not move compared to Winnipeg's average of 84.9%. McMillan reported 63.7% were non movers in this one year period, which was lower than all other neighbourhoods in the study area, but significant in percentage of people who chose to stay at their current address than in previous years. What is not clear from the data, however, is whether movers have simply changed addresses within the neighbourhoods.

2.4 DEMOGRAPHIC SUMMARY

2.4.1 Corydon Village Study Area

The Corydon Village Study Area can be characterized as a compact, densely populated urban district whose strength is in the diversity of the population who live here and the broad range of incomes, ages, and household formations. The population is well educated and a higher than average number of people are employed. Average household incomes are above those reported for Winnipeg; however income disparity amongst wage earners is evident particularly amongst single unattached individuals and single parent families. People tend to be more mobile, and more people rent than own their homes. A significant proportion of younger adults 20-39 years old live here, many of whom are living alone. Both family size and composition of private household is smaller. Fewer children live in the area, however the majority are under the age of 15 years. While more people drive to work, use of alternative transportations modes including transit, cycling and walking ranks amongst one of the highest in the city. Historical trends suggest that the area has been resilient to changes in population brought about through both economic downturns and the growth of the city in the early 1970s and '80s. Corydon Village appears to be poised to grow and regenerate through its propensity to attract younger adults, singles and childless couples, small families and older seniors to settle in the area. People are prepared to pay more to live here, and settlement patterns suggest that families are more inclined to settle south of Corydon while single unattached individuals and non-family households are more inclined to settle north of Corydon.

2.4.2 Neighbourhoods of the Corydon Village

Each neighbourhood within the study area exhibits distinct population characteristics. All however, share common traits that appeal to both individuals and families moving along the life-cycle continuum.

Earl Grey:

Earl Grey's population is diverse in composition, highlighted by more families, more children and a younger adult population. Family sizes are smaller, with a high proportion of one-child families. Both non-family and one-person households represent a fairly significant percentage of the neighbourhood population. A higher than average percentage of 20-29 year olds live in the neighbourhood (25%) and more than half of these are in the 25-29 year old age group. The neighbourhood is relatively stable, however it has experienced the highest population loss amongst study area neighbourhoods in the last 15 years. Over the one-year period 2000- 2001 however, less people have moved from the area in comparison to the previous 5 years. Average household and family incomes are more modest and single, unattached individuals living in the neighbourhood are experiencing higher incidences of low income (LICO). In comparison to other neighbourhoods, the cost of housing, particularly amongst renters is less expensive. Adults over the age of 20 are well educated with the majority reported as having attended or completed post secondary education at both university and trade schools. Participation rates are high with less than 5% of the population 15 years and older unemployed. Jobs held by residents were highest amongst health care and social service sector and retail trade.

McMillan:

The population profile and of the McMillan Neighbourhood demonstrates an extremely dynamic and changing community by virtue of its built form; its proximity to amenities and to the city centre. Large character homes, and a range of apartment choices provide a unique experience in residential living for well paid and low income earners, professional couples with or without children, university students, and single unattached individuals in one of the most densely populated areas of the city. The neighbourhood is significantly more mobile and has fewer families in comparison to other neighbourhoods in the study area. Three quarters of the population rent their accommodation and the cost of renting an apartment is higher than the city average. People are willing to pay more to own a home and the area has seen the largest increase in owner occupied dwellings. Adults under 40 yrs old comprise the largest percentage of residents with over one – third of the total population between the ages of 20-29 years. Family Incomes are reported as higher and within range of averages reported for Winnipeg however a larger percentage of families and private households are experiencing affordability issues (LICO). Compared to other study area neighbourhoods and the city, a higher percentage of lone parent families reside here. More

than half of all residents over the age of 20 have attended or completed post-secondary education at the university level and labour force activity confirms a very high rate of employment. The types of jobs that top the list amongst residents are split amongst retail trade, accommodation and food services and the professional scientific and technical service sectors. The highest percentage of transit users, cyclists, and those who walk to work, live in the McMillan neighbourhood.

Crescentwood:

Crescentwood's population may be described as more homogeneous in makeup than other neighbourhoods in the study area and is the least densely populated. Occupied by larger than average families with 3 or more children, the neighbourhood offers mostly large lot single-family homes and condominium living for childless families and non-family households. The majority of residents living in the area own their accommodation. The price of owning a home is highest amongst the neighbourhoods in the study area and those who rent pay a premium to live here. Approximately 85% of adults over the age of 20 are reported as having attended a post secondary institution with a significant proportion having obtained at least one degree. Incomes are nearly three times the city average and educational services rank as the single largest employer followed by health care and professional, scientific and technical services. Work in the field of arts and entertainment ranks amongst the top 5 employment sectors employing people from this neighbourhood.

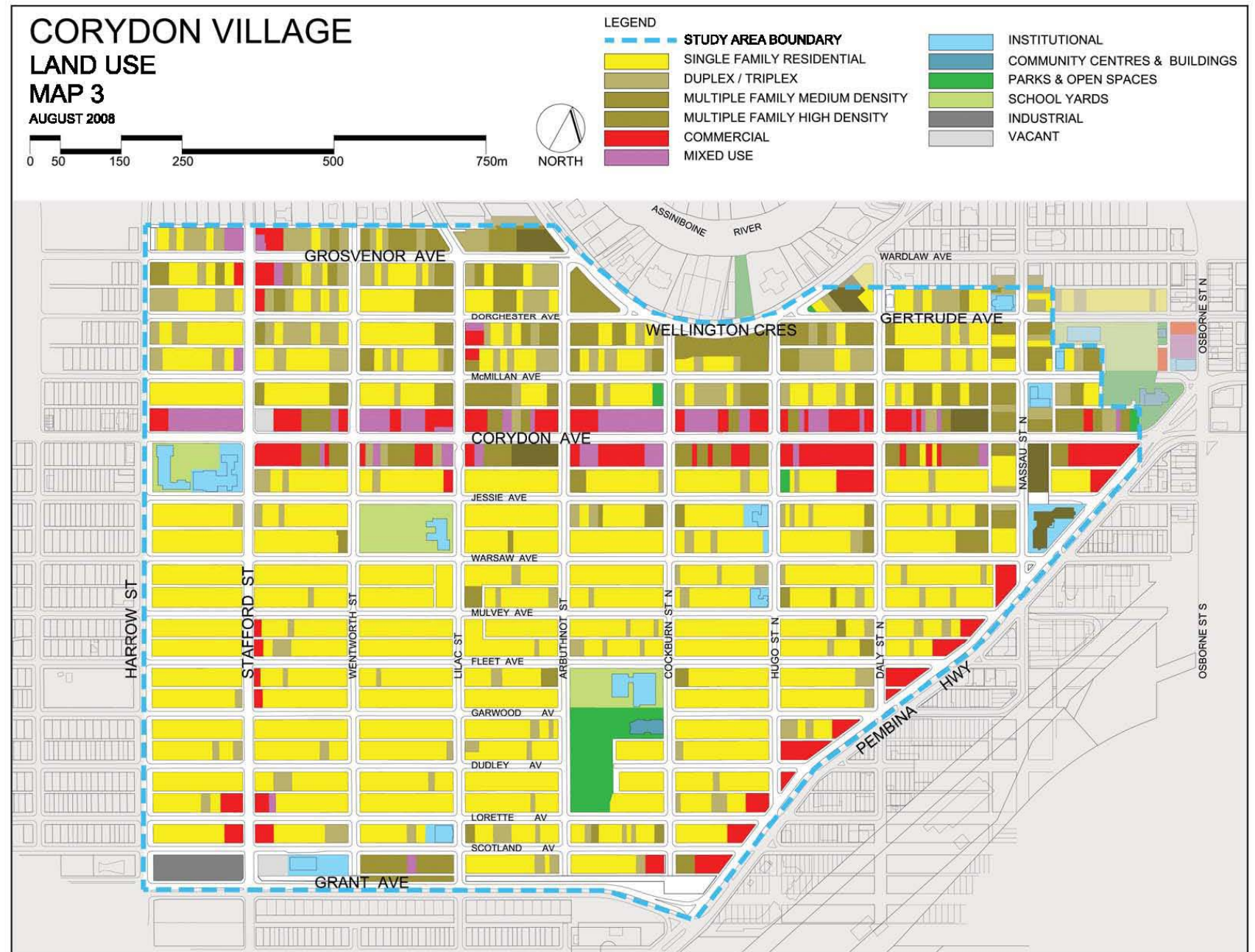
Rockwood:

Rockwood is distinctive from other neighbourhoods in the high proportion of seniors over the age of 75 that live in the area. More single person households reside in the area and family sizes are generally smaller. Rockwood is amongst the most stable neighbourhoods when examining mobility status with less than 20% of the total population reporting a move. Incomes are modest however the neighbourhood reports a higher than average percentage of the population falling below Statistics Canada's Low Income Cut-offs. Those who have purchased a home are paying lower monthly payments for mortgage and utilities, but over half of all renters are paying more than 30% of their total income on housing. The population is well educated reporting close to 60% of those 20 years old and over have completed some form of post-secondary education and with over half from a trades certificate or diploma program. Labour force participation is high, and jobs in retail trade ranks as the single largest employment sector followed closely by health care and social assistance, education, and manufacturing.

CHAPTER 3: LAND USE

3.1 OVERVIEW

Single family and two family dwellings are concentrated in the area south of Corydon Avenue whereas the area north of Corydon Avenue offers a broader mix of housing including single family, two -family, and a range of multiple-family forms and densities. Commercial uses including offices, retail, personal services, restaurant and mixed use commercial/residential are distributed along regional streets including Pembina Highway and Corydon Avenue, and Stafford Street. Lilac Street, from the north lane of Jessie to Dorchester Avenue has more recently evolved into an area of commercial concentration. Pembina Highway commercial tends to be more intensively developed, catering to auto traffic. Corydon Avenue's historic development as the area's commercial main street continues to provide neighbourhood oriented commercial services and increasingly, businesses oriented towards a regional/city-wide market. Concentrations of restaurants, drinking establishments, professional offices and mixed use retail/office are found here. Long established institutional uses including elementary schools, churches, personal care homes and licensed day care centers are concentrated south of Corydon, primarily in the single family neighbourhood of Earl Grey. North of Corydon, institutional uses are found between Nassau Street North and Osborne Street. Likewise, Parks and Open Space for the most part are located south of Corydon on sites shared with schools and Earl Grey Community Centre. Two small parcels located near Corydon Avenue function as passive park/public open space.

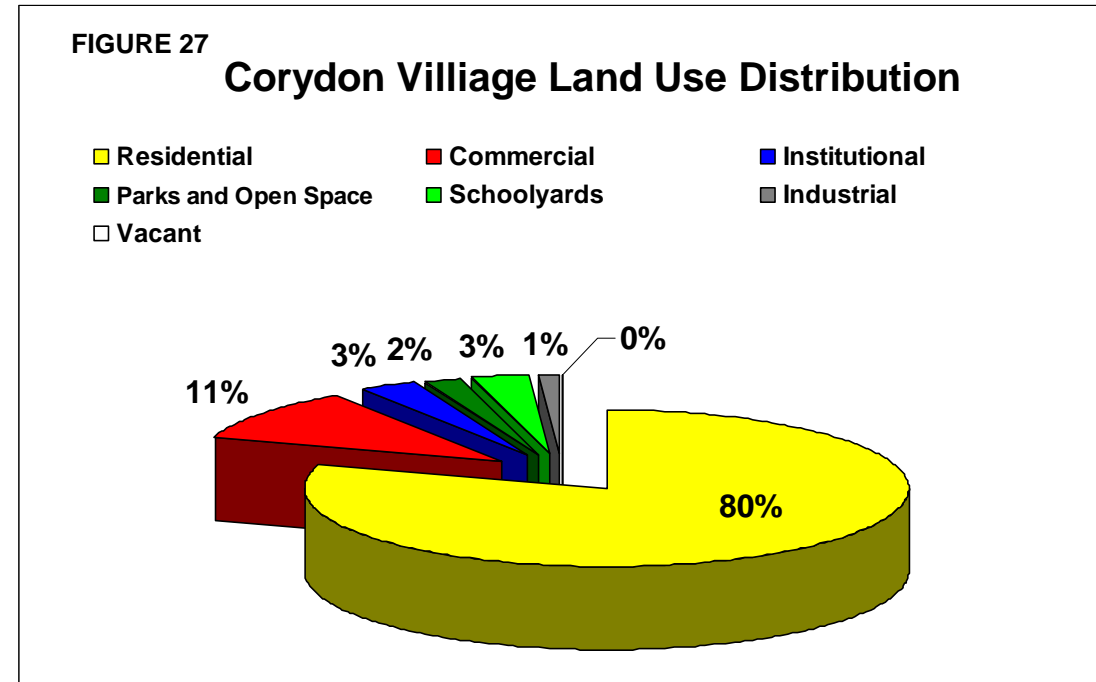


3.1.1 Land Use Distribution

Land Uses typically fall under one of five major categories:

- Residential Use - single family, low, medium and high density housing
- Commercial Use - retail and services, office, restaurant, etc.
- Institutional Use - hospital, licensed care facilities, schools, places of worship, etc.
- Industrial Use - warehouse, manufacturing, etc.
- Parks and Open Space Use - parks, playgrounds, athletic fields, etc.

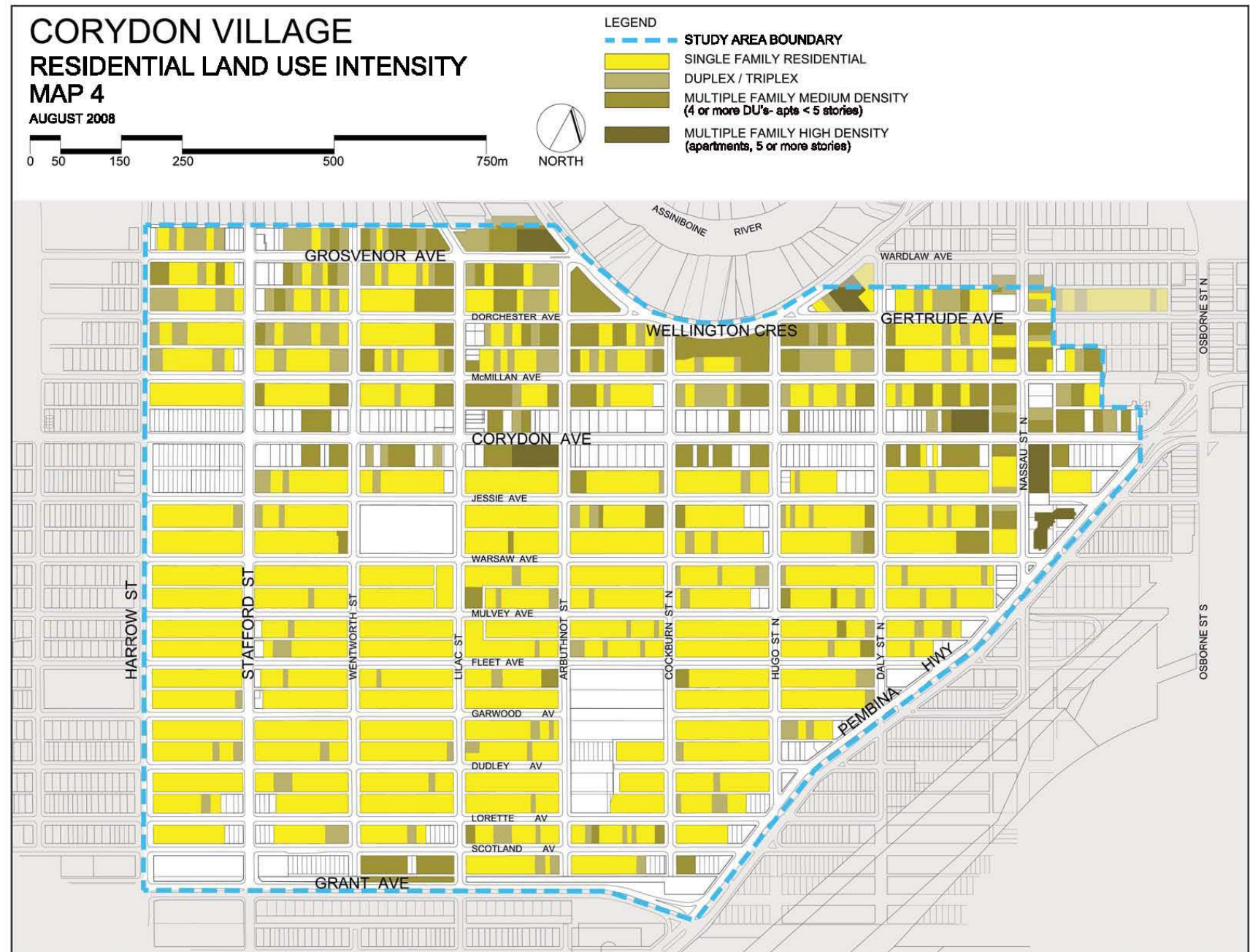
More than 80% of the study area is occupied by residential uses. Commercial uses make up approximately 11% of the area, followed by institutional uses. Parks and open space represent approximately 2% of the land area however when schoolyard sites are factored into the parks and open space system, land area for this use increases to 5%. Industrial uses occupy less than 1% of the total land area and vacant land is in limited supply and represents approximately 0.4% (Figure27).



Land Use Distribution percentages represent estimates based upon GIS mapping calculations within the Study Area Boundary. All percentages have been rounded up for illustrations purposes.

3.2 RESIDENTIAL LAND USE

According to City of Winnipeg 2008 Assessment data, 86% of all residential land in the Corydon Village Study area is occupied by single family detached and attached (side by side) dwellings (Figure 28). The McMillan Neighbourhood is the exception where approximately 50% of all residential land is occupied by higher density residential uses (i.e. duplex, triplex, row-housing, multi-family conversions and apartments).



Smaller lot sizes (25-30' frontages) south of Corydon lends this part of the study area more readily to single family development however pockets of low density multi-family housing (duplex, triplex and the odd older apartment building) are scattered throughout the area. A significant number of these multi-family buildings are conversions from single family dwellings. Single and two-family infill homes are found scattered throughout the area and more recently, 3 and 4 unit condominium projects have emerged on corner lots. Older, three and four storey walk-up apartment blocks comprise the majority of the medium density housing in this area with most found at street intersections. Two high density (more than 5 stories) apartments are located between Nassau Street and Pembina Highway, including Deaf Centre Manitoba, developed as a mixed use residential and cultural centre.

FIGURE 28

PARCEL COUNTS BY DWELLING TYPE (2008 Assessment)						
Type	Earl Grey	McMillan	Crescentwood	Rockwood	Total	% of Total
Single Detached	1125	233	734	1081	3173	84.79%
Side by Side	22	6	3	6	37	0.99%
Duplex	32	16	16	19	83	2.22%
Triplex	3	1	0	1	5	0.13%
Row Housing	0	12	0	0	12	0.32%
Multi-Family Conversion	64	146	69	3	282	7.54%
Apartments	42	59	5	21	127	3.40%
Multi-Bldg Residential*	10	0	3	10	23	0.61%
Total All Residential Bldgs	1298	473	830	1141	3766	100.00%

Note: *"Most multi-bldg residential is side by sides owned by the same person so are assessed together rather than separately. Some however, may be multiple detached structures on one site"- City of Winnipeg Assessment Dept.*



North of Corydon, larger homes and lot sizes have contributed to high proportion single family conversions to multi-family and, a number of low- to medium density residential development (duplex, triplex, quads, row-housing and apartments under 5 storeys) pre-exist. Low-rise and walk-up apartments are established particularly near the northern edge of the study area and flank almost all neighbourhood streets. Significant concentrations of older, medium density apartments and converted dwellings are found between Daly Street N and Lilac Street from the south lane of McMillan Avenue to Wellington Crescent. Construction of two new multi-unit condominium projects, coupled with a number of conversions to multi-family apartments and condominiums suggests that this portion of the study area is most likely to continue to trend towards multi-family development.

Pockets of single family tend to be concentrated west of Lilac Street from McMillan Avenue to Dorchester Avenue, and between Daly and Nassau Street from the north side of McMillan to Gertrude Avenue.



Corydon Avenue provides pockets of pre and post-war mostly medium density, apartments, and two high density (more than 5 storeys) apartment blocks. Some mixed use commercial conversions combine residential uses with main floor retail and office uses along the street. Residential uses tend to be concentrated east of Daly St. N to Pembina Highway, and between Arbuthnot and Stafford Street. The block between Hugo and Cockburn Street on the south side of Corydon is dominated by low rise apartments.

Residential streets abutting Corydon Avenue are trending towards more single family conversions to multifamily housing. This has been most prominent along the south side of McMillan.

3.2.1 Dwelling Counts and Tenure

Within an estimated 3,766 buildings, the total number of occupied dwellings reported in 2001 in the combined neighbourhoods of Earl Grey, McMillan, Rockwood and Crescentwood was 7,459.

Approximately 46 % of the total occupied dwellings are owner occupied while rental units comprise approximately 53.5% of all dwellings. Over 75% of occupied dwellings in the McMillan Neighbourhood are rented while Crescentwood’s rental universe is less than 25%.

3.2.2 Age and Condition of Residential Buildings

According to the City of Winnipeg Assessment Department, the “Average Effective Age” of residential dwellings refers to:

“the year in which the dwelling was built. Occasionally, where major renovations, alterations and or additions have modified the original dwelling to such an extent that the original year of construction no longer accurately reflects the dwellings age (i.e. fire, gut and refurbish), then the original year of the dwelling construction has been modified to reflect these major changes.”

FIGURE 29

Average Effective Age of Dwellings	
Earl Grey:	1926
McMillan:	1916
Crescentwood:	1926
Rockwood:	1947

Based upon 2001 Census information, approximately 84% of all residential dwellings are in good condition. 47% are reported to require regular maintenance and approximately 37% require minor repairs. Earl Grey and Crescentwood report a slightly higher percentage of dwellings in need of major repair compared to McMillan and Rockwood, however the data suggests that in spite of the age of most dwellings, existing housing stock is well maintained overall and investment continues to be made in repair and maintenance of homes and apartment buildings throughout the area.

3.2.3 Housing Costs

In 2001, the average owner monthly payment (i.e. mortgage, utilities, etc.) in the study area was \$833 per month. Owner monthly costs for the average Winnipeg home for the same reporting period was about 11% lower (\$751 per month). Variations between the two may be explained in part by higher energy consumption costs attributed to older structures.

Depending on unit size, rental rates reported by CMHC in 2007, ranged between \$466 for a one-bedroom unit to \$876 per month for a unit with 3 or more bedrooms. In Winnipeg, rental range by bedroom count was slightly lower than the study area in both one bedroom (\$451/month) and 3 bedroom units (\$874per month).

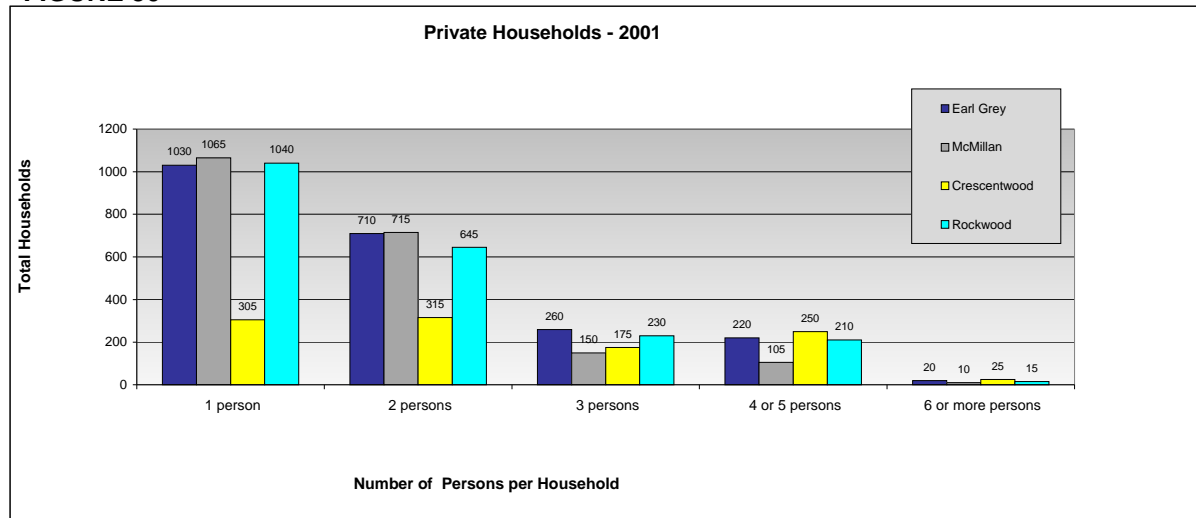
In spite of higher housing costs, demand for housing in the study area remains very competitive for both renters and owners. CMHC reports vacancy rates for an average 2 bedroom apartments in Fort Rouge fell to .9% from a 1.6% vacancy rate in 2006. In its most recent release, CMHC reports that this trend appears to be happening in older districts of the city, whereas suburban apartment vacancies are trending upwards.

¹¹ It is important to note however, that the current Winnipeg rental market is tight with overall vacancies averaging less than 3%.



¹¹ CMHC Rental Market Report – Spring 2008

FIGURE 30



*2008 Assessment Values reflect Actual Values as of 2006 – City of Winnipeg Assessment Dept

Property values continue to rise in the city and the study area has not been immune to the market forces that are driving housing prices to record highs. According to the City of Winnipeg, Property Assessment data, the average assessed value of a single detached home in McMillan Neighbourhood in 2001 was approximately \$122,023. By 2006, these same homes were assessed at nearly double this value (\$210,370). Earl Grey and Rockwood also witnessed a sizable jump in assessed values between 2001 and 2006. In Crescentwood, single family homes remained relatively stable or were assessed at slightly lower values (Figure 30).

3.2.4 Residential Sales Volumes

Sale Volumes and Activity provided by the Winnipeg Real Estate Board for the MLS District 1B, indicate that residential sales continue to remain strong in both the condominium and single family residential market. In the four month period from January 1-April 30, 2008 single family residential sales volumes in this MLS District reached a total value of \$12,829,022 while Condo sales (apartments and townhouse) hit \$11,745,190. Single family detached homes and apartment condominiums led the market in number of sales. The average selling price of single detached homes was \$210,000 and duplexes averaged \$308,000. The average price of apartment condos was \$228,340, while townhouse sales averaged \$192,755 (Figure 31).

FIGURE 31

WREB Residential Sales - MLS District 1B*		
Year and Type	# of Sales	Average Price
2005		
Res Detached/Duplex:	214	\$130,590
Condo:	142	\$146,567
2006		
Res Detached/Duplex:	212	\$149,099
Condo:	154	\$202,392
2007		
Res Detached/Duplex:	195	\$163,631
Condo:	194	\$226,481
2008 (Jan – April 30)		
Res Detached/Duplex:	61	\$210,000
Condo:	53	\$221,626

**Note: MLS District 1B encompasses the entire study area as well as the River-Osborne Neighbourhood located east of Osborne Street*

3.2.5 Permit Activity

The number of permits taken out in an area provides an indication of investment to private property and informs patterns in building activity by type and location.

Over the last 10 years (1998 – 2008) more than 2000 Residential Building Permits have been issued in the study area. While the bulk of these were valued at under \$10,000 (typically for electrical and plumbing upgrades and accessory structures such as garages), over 250 were issued for more substantive work such as building alterations, additions and new construction. Over half of the single family permits valued over \$10,000, were in the Earl Grey Neighbourhood (98) followed by McMillan (37), Crescentwood (29) and Rockwood (13).

18 permits were issued for construction of new single family dwellings (SFDs) and duplexes valued between \$55,000 and \$285,000. Over the last 10 years, Earl Grey has had 9 new SFDs constructed and one licensed care home, followed by McMillan (3 SFDs and 2 duplexes); Crescentwood (2 SFD's) and Rockwood (1 duplex).

Multi-unit residential permits ranging in value from an estimated \$10,000 to \$2.75M were predominant in the McMillan and Crescentwood Neighbourhoods where an estimated 71 permits were issued. 4 of these were issued for construction of new multi-residential buildings. During this same period, only 6 multi-residential permits were issued in Rockwood and Earl Grey.



The Residential Building Upgrading Bylaw was established to address amendments to fire and building code requirements for older multi-tenant buildings (low-rise apartments, single family conversions, bed & breakfast, etc). Approximately 287 properties were issued permits in the study area under this bylaw between 1998 and 2008. Over half (178) were issued within the McMillan Neighbourhood, 96 of which related to single family conversions to multi-family dwellings. In the Earl Grey Neighbourhood, 78 property addresses were issued Residential Upgrading Permits including 31 permits for single family conversions to multi-family.

Licensed Care Homes such as group homes, family day care homes and private care homes fall under the jurisdiction of the Government of Manitoba, but fire and safety code enforcement are administered by the City of Winnipeg. Over the last 10 years, 17 Licensed Care Home permits were issued for existing or newly established uses. Earl Grey had the largest number of permits amongst this use (7), with the remainder distributed equally throughout the study area neighbourhoods.

3.2.6 Development Activity

Eight applications to rezone to higher residential densities were approved between 1998 and 2008. The single family district south of Corydon had four rezoning applications approved to permit construction of two duplexes and two multi unit dwellings (4 or more units).

North of Corydon, rezoning applications were approved to permit construction of 3 multi-unit apartment/condo complexes and one duplex.

Over half of the rezoning applications for increase in residential densities were approved in the last 2 years (Figure 32).

FIGURE 32

Housing Development Activity (1998-2008)		
Rezoning Applications		
706-708 Dorchester	DAZ 229/99	Rezone From "R1-3" to "RM-2"
630-636 Gertrude	DAZ 216/01	Rezone from "R2" to "RM-4"
220 Hugo St. N.	DAZ 204/02	Rezone From "RM-4" to "RM-5"
668 Jessie	DAZ 265/05	Rezone from "R1-3" to "RM-4"
710 Warsaw	DAZ 266/05	Rezone From "R1-3" to "R-2"
906 Dorchester	DAZ 205/06	Rezone From "R2" to "RM-1"
901 Garwood	DAZ 251/06	Rezone from "R1-3" to "R-2"

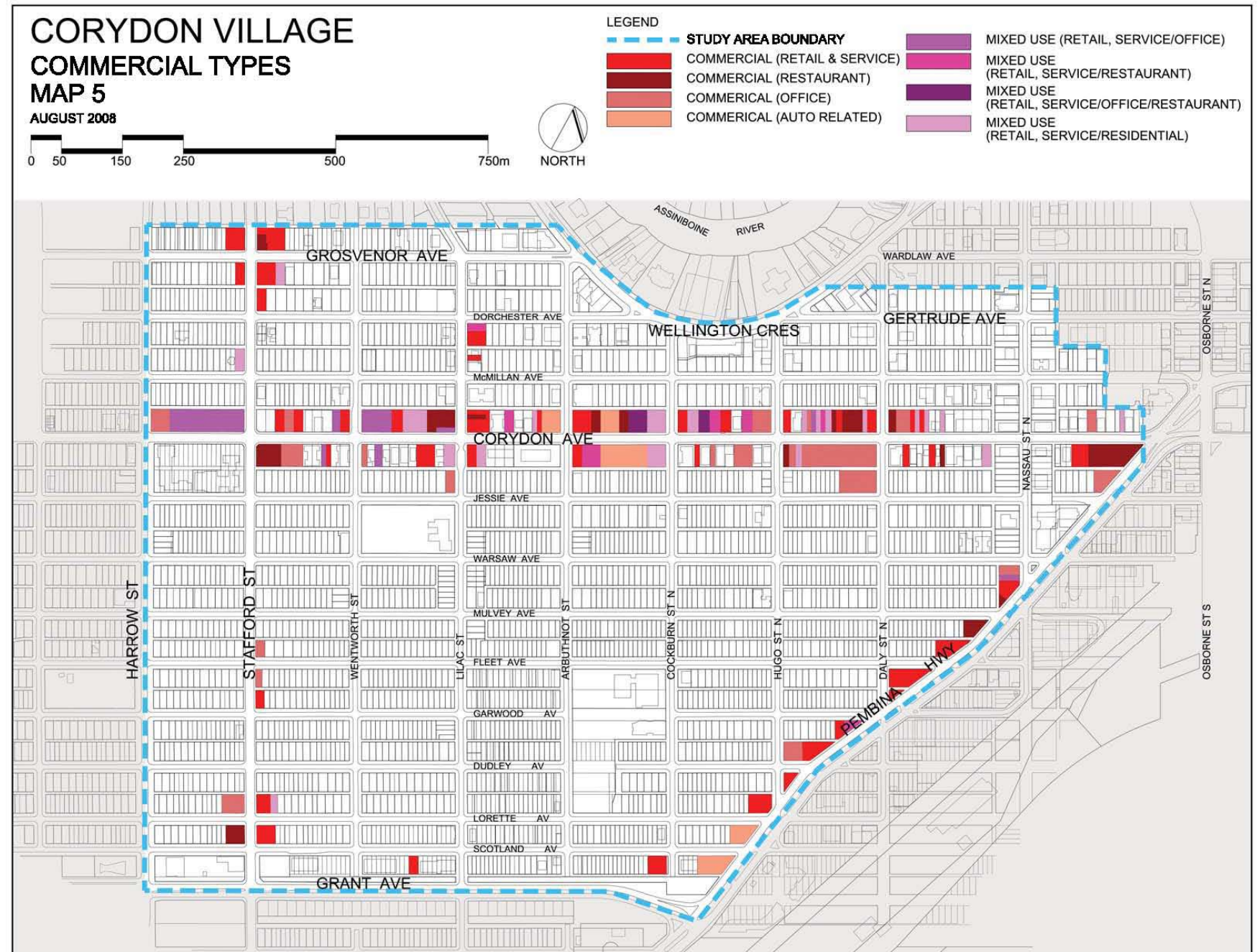
A full summary of development applications filed between 1998 and 2008 is attached as “Appendix D” to this report.

Conditional Use applications provide opportunity for establishment of additional specified land uses in residential districts, subject to public scrutiny on a case- by- case basis. Within the residential districts, most Conditional Use applications were for the establishment of Home Occupations. Of the 9 applications filed, 7 Home Occupations were established south of Corydon, in the Earl Grey Neighbourhood. North of Corydon, Bed and Breakfast applications dominated in the Crescentwood Neighbourhood (5 applications) while in the McMillan Neighbourhood, 4 applications to permit additional dwellings within an established residential use, including a residential dwelling in a commercial building were approved. While the numbers of applications are relatively small, the emphasis of home occupations including bed and breakfasts within the neighbourhoods reported to have the highest number of family households. This may be explained by studies that suggest increasing numbers of one and two parent households making the choice to work from home while raising their children.

Zoning Variance applications are intended to address site constraints with new development and typically relate to modifications to lot size, setbacks, building height or parking requirements. The majority of variances for residential development was concentrated north of Corydon Avenue and associated with multi-family development.

3.3. COMMERCIAL LAND USE

Commercial land uses are concentrated along the regional streets including Pembina Highway, Stafford Street and Corydon Avenue where high traffic volumes offer greater exposure and accessibility by car and public transit. Lilac Street between Jessie and Dorchester Avenue which functions as a neighbourhood collector street has evolved as a commercial enclave, although it is zoned for residential use.



Corydon Avenue Commercial

Corydon Avenue has historically functioned as both a traditional neighbourhood main street and more recently as a regional commercial district serving the south central area of the city. As a major transportation corridor, it simultaneously bisects the residential communities north and south of the Avenue, and ties the two communities together through its shops and services. Spanning nine city blocks between Pembina Highway and Harrow Street, the avenue is intensely developed, offering a range of retail, personal service office and restaurant/drinking establishment uses in combination with multi-family housing and mixed use commercial/residential development.



East of Cockburn to Nassau St. N, a combination of older, medium density residential apartments amidst an eclectic mix of commercial shops and services are established. A number of older mixed use residential/ commercial store fronts, single family conversions, and some new, mostly small in scale commercial buildings are found here. The addition of patio cafes and restaurants in recent years has reinforced the pedestrian atmosphere of the street and the successful blending of these uses into the commercial mix has created a highly marketable area for both day time shopping, and night time dining and entertainment.



The 7 storey MTS building dominates the south side of Corydon between Daly and Hugo Street. Surface parking for staff of this utility company has extended into the residential district along the north side of Jessie Avenue at Daly Street N.

West of Cockburn St. N, more intensively developed commercial uses are established including, auto body shops, a convenience store, a gas station, a number of mixed use commercial (combinations of office, retail, restaurant and residential) and a couple of small “strip mall” developments. Both pre and post war medium density apartment blocks interrupt the commercial continuity of the street. Building setbacks for off-street customer parking, more typical in suburban areas, have been introduced onto the street. Building heights and footprints vary with the types of uses and the period in which they were constructed. This portion of the street has retained its pedestrian orientation, although building scale particularly amongst larger multi-use development constructed in the mid-to late 1980s, and building setbacks for off-street parking detract somewhat from the walkable atmosphere found further east along on the street.

Apart from MTS, larger scale professional office buildings are a recent development on Corydon, with two new buildings constructed in the last 5 years. One is located, mid-block juxtaposed between residential apartment blocks, and the other, at a street corner adjacent to an existing commercial mixed use building and accessory parking lot. Both the scale and mass of the buildings is considerably larger than most found along the avenue; however design has been sensitive to the surrounding area.

Smaller scale single purpose offices (e.g. insurance, financial services, medical office) and some multi tenant offices (consultants, therapists, etc) can found on most blocks along Corydon, while others share space within a mixed use building.

Corydon Avenue has evolved over time and has become one of the most popular destination streets in Winnipeg where patrons can enjoy an outdoor patio lunch, evening drinks, or a “street stroll” during the warmer months. But its popularity has become a source of tension, as certain types of commercial uses over others have intensified, at times imposing inconveniences, disturbance and disruption to the quality of life and quiet enjoyment of the residential community that surrounds it.

Pembina Highway Commercial Corridor

Most commercial uses along Pembina Highway are more intensive in nature offering auto related services, retail gas/food stores, sport and leisure outlets, and family restaurants. A number of these are situated on smaller, irregular shaped lots abutting the residential district. Some encroachment into the residential district has occurred to accommodate parking and expansion of operations.



Stafford Street Commercial Corridor

Stafford Street provides a mix of niche market retail, restaurants, and offices including medical and dental. The “Shops of Grosvenor Square” anchors the northerly portion of the street, extending from the intersection to about midblock east and west of Grosvenor Avenue and to the south and north lane along Stafford. Uses vary at this site but for the most part are low intensity mixed use retail, office, and personal service. At the southern end of Stafford, the commercial node at Lorette is more intensively vehicle oriented and includes a service station, convenience store; takeout food outlet and a mixed commercial/office use. Between these nodes, a limited number of low intensity commercial uses have established including personal service, medical and dental offices, and an art studio. Businesses established along this portion of Stafford are appropriate in scale to adjacent residential areas and a number occupy former residential buildings which have been adapted and reoriented towards Stafford Street.



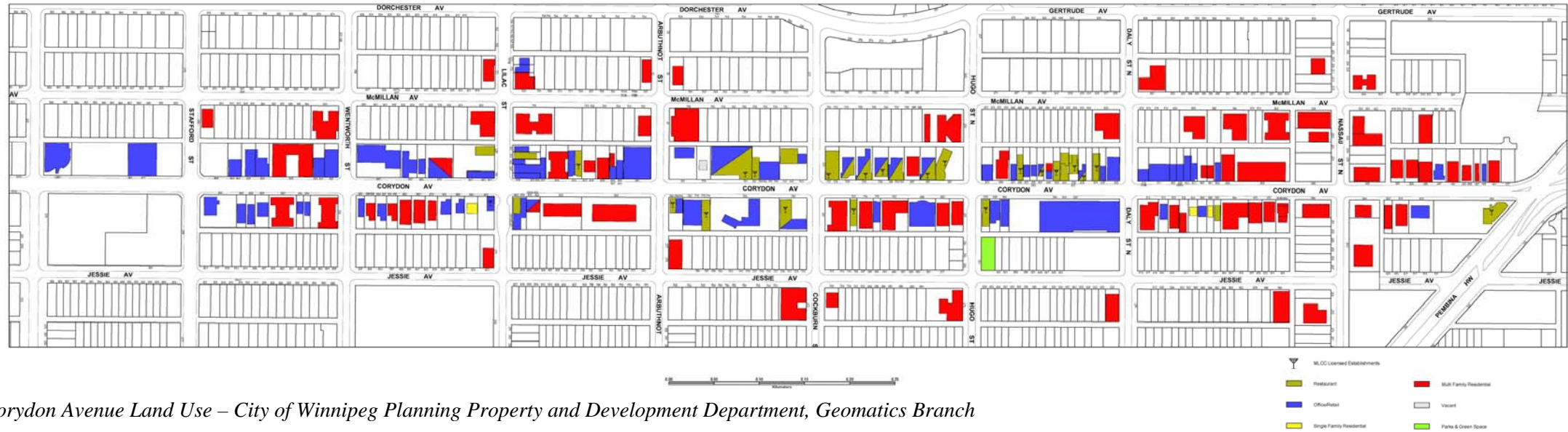
Lilac Street Commercial

Significant portions of Lilac Street between Jessie and Dorchester Avenue have developed as a commercial mixed use “boutique district” offering small specialty shops, hair salons, dining and a bakery /restaurant. Many of the buildings are converted dwellings offering main floor commercial. The scale and intensity of the commercial use has respected the surrounding residential neighbourhood, however pressure to expand commercial uses further into the residential area appears likely.

3.3.1 Commercial Trends

FIGURE 33

Corydon Avenue Land Use



Corydon Avenue Land Use – City of Winnipeg Planning Property and Development Department, Geomatics Branch

Types of Commercial land uses in the study area have been defined within four categories for the purpose of this report, namely:

- Retail shops – sale and trade in goods from fashion to foods, art and collectibles, furniture, hardware, etc.
- Personal services- businesses offering repair &/or maintenance (e.g. auto, computer, etc) ,and client based services (e.g. salons, travel agency, photo-copy centre, etc.)
- Offices - centres for administrative, technical or professional services (e.g. medical offices, project management, legal and financial consulting services, telecommunication etc.)
- Restaurants , cocktail lounges and licensed private clubs (drinking establishments)

The Corydon Avenue BIZ Zone encompasses both sides of Corydon Avenue from Pembina Highway to Harrow Street, and a portion of Lilac Street between Jessie and Dorchester Avenue. Marketed as “Winnipeg’s Largest Outdoor Shopping Mall”, the Corydon BIZ currently lists 178 businesses within the zone (attached as Appendix E).¹²

Retail shops comprise 48 of the total commercial businesses listed and provide a diverse selection of goods from fashion to grocery, gifts and collectibles, florists, hardware and sporting goods, etc. One-third of the retail business listed is invested in clothing establishments (16), followed by art and collectibles (9), grocery and specialty foods (6) and gifts and cards (6).

¹² *List adapted from the Corydon BIZ “Business Directory” is subject to change as some business relocate and others establish in the area. Information obtained from the BIZ indicated that membership has fluctuated from a low of 173 to as many as 190 business operations. A full business listing can be obtained at: www.corydonbiz.com

Personal services represent 36 business listings, including beauty and hair care, cleaning, copy and printing, travel, pharmacy and auto related, etc. Half of those listed offer beauty and hair care services including hair salons, barbers, manicure/pedicure, tattoo salon, spa treatments, etc. Retail and personal services tend to be distributed in clusters within older storefronts and converted buildings, or the handful of “strip-malls” located along Corydon Avenue. Some occupy leased space within mixed use buildings. Exceptions to this include two auto body shops and a gas station which have had a long standing history on Corydon, but not typically permitted on a neighbourhood main street.

A total of 38 restaurants including family dining, snack bar & take-out, fine dining and private clubs have established, most of which, are licensed by the Manitoba Liquor Control Commission. 15 of these offer drinking establishments combining food services with a cocktail lounge or operate as a licensed private club. The majority of restaurants and drinking establishments (28) are concentrated on the north side of Corydon Avenue and tend to be clustered along three blocks from Daly and Arbutnot Street. Those found on the south side of Corydon, tend to be interspersed between other commercial and residential uses and stretch from Pembina Highway Stafford Street.

A total of 56 office oriented businesses are listed within the Corydon Village BIZ Zone including single purpose and multi-tenant occupancies. Offices used by non-profit and professional associations, legal, financial, medical and dental services, health and wellness centres are mostly smaller, single purpose offices. Project development, construction, real estate and property management services tend to share space within larger multi-tenant office buildings on the street. The MTS Building, the oldest and largest office in the district has undergone several expansions over its history in telecommunications and now occupies most of the block bound by Daly and Hugo St. N on the south side of Corydon Avenue. In the last 5 years, two large multi-tenant offices and a general office (single purpose) have been constructed, introducing a new trend in types of commercial investment on Corydon Avenue. Medical offices, health related services such as Massage, Physiotherapy and Alternative Medicine and Development and Real Estate Services both large and small represent the largest number office oriented businesses in the district.

The following table provides a snapshot of the percentage of businesses grouped by type and services within the Corydon BIZ district:

Figure 34

Corydon Businesses Grouped by Type and Service (%)	
Business by Type and Count	% of Total
Retail: 48	27%
Personal Service: 36	20%
Restaurant (Family, Take-out, Fine Dining, licensed and unlicensed): 23	13%
Drinking Establishment (Cocktail Lounge/Licensed Private Club): 15	8%
Office : 56	31%

3.3.2 Commercial Permit Activity

City of Winnipeg Permit applications over a 10 year period (November 1998 to April 2008) were reviewed to identify patterns in commercial building activity. Permit values over \$10,000 for building alterations, additions, demolitions and new construction was the primary focus of review, however a summary of permit volumes including those of lesser value is included and attached as Appendix C to this report. Occupancy and Sign Permits were not reported in the summary, however it was noted that a significant volume of sign applications have been filed year over year.

Approximately 191 commercial building permits were issued in the study over the last 10 years affecting 110 different property addresses. Investment interest remains strong especially along Corydon Avenue where building alterations led permit activity, accompanied by a handful of major permits for additions and construction of new commercial buildings

Permit data was broken into two broad categories to examine the volume of permits and value of construction based upon commercial classifications used to track permits by the City of Winnipeg:

1. *Commercial /Personal Service* (including retail sales & service, restaurants, auto-related, etc):
An estimated 131 permits valued between \$10,000 and \$915,000 was issued on 74 property addresses in the last 10 years. Combined permits on two commercial properties were valued in excess of \$1Million: one for alterations/addition of an existing building (personal service) and one for new construction (restaurant/drinking establishment). The highest volume of permit activity was amongst restaurants and drinking establishments (46).
2. *Commercial /Office* (including banks, medical office, office (single -tenant), office (multi-tenant), office/residential, office multi-uses, etc.):
60 permits for office development valued between \$10,000 and \$915,000 were issued affecting approximately 34 individual properties. Two buildings generated permits valued between \$1.5M (for alterations/additions) and \$2.5M (for new construction). The highest volume of office permits was generated for general (single-purpose) and medical offices.

Restaurant/drinking establishments and office uses dominated building activity over personal service in both volume and construction values. Building activity amongst retail shops on the other hand appears to have been static.

- 44 permits with values over \$10,000 were issued for alterations of existing offices and construction of 3 new office buildings. General Offices and Medical offices generated the highest number of total permits (47), the majority of which were for properties located on the south side of Corydon Avenue, and include multiple permits for the MTS Building.
- 24 permits valued at \$10,000 or more were issued for restaurants with drinking establishments including 16 for alterations, 4 for additions and 3 for construction of new establishments/patios.
- Amongst personal services, Beauty and Hair Care establishments led permit activity (13) followed by Miscellaneous and Other (8 each), and Repair & Service (5).
- No building permits were identified in the retail shops category over the 10 year period examined.

3.3.4 Commercial Development Activity

Between 1998 and 2008, 58 rezoning, conditional use, or variance applications were submitted and/or approved for commercial development (Appendix D).

The majority of applications were for Variances (DAV), most requesting modifications to lot coverage, parking and loading, as well as others for front yard setback, side yards and signage. Two DAV applications to permit a cabaret and a licensed private club on Corydon Avenue were also filed.

18 Conditional Use (DCU) applications were submitted and approved through public hearings. 11 DCUs to establish drinking establishments, which are either not listed or permitted under the zoning bylaw, were approved through this process. All but two of the drinking establishment applications were on Corydon Avenue, where one application returned three times over the three year period (2001-2003) before approval was granted. Other conditional use applications approved for Corydon Avenue, included a private club, tattoo parlour music school and trade school. On Grosvenor Avenue, a fitness studio and used furniture store previously approved “with conditions” was established.

Intensification of commercial development over the last 10 years has resulted in rezoning of 10 residential properties for commercial use (Figure 35). The majority of rezoning applications (“DAZ”) were approved along Corydon Avenue concentrated at or near extremities of the commercial street, between Pembina and Nassau Street North on the east, and between Stafford and Wentworth Street on the west.

Rezoning at the corner of Stafford and Scotland (DAZ 10/01; DAZ 270/04) was initiated by the City of Winnipeg and relates to former Winnipeg Hydro industrial lands at this intersection. The effect of this rezoning is to provide opportunity for future development that is compatible with the surrounding district and to restrict industrial or, more intensive C2 commercial relocation onto the site.

Change in use from residential to commercial at 702-04 Scotland is a spot zoning that accommodates conversion of a former contractor’s establishment into office use. Applications for rezoning from residential to commercial use has been extended to other properties on this block closer to Pembina Highway for expansion of existing commercial use along this regional street.

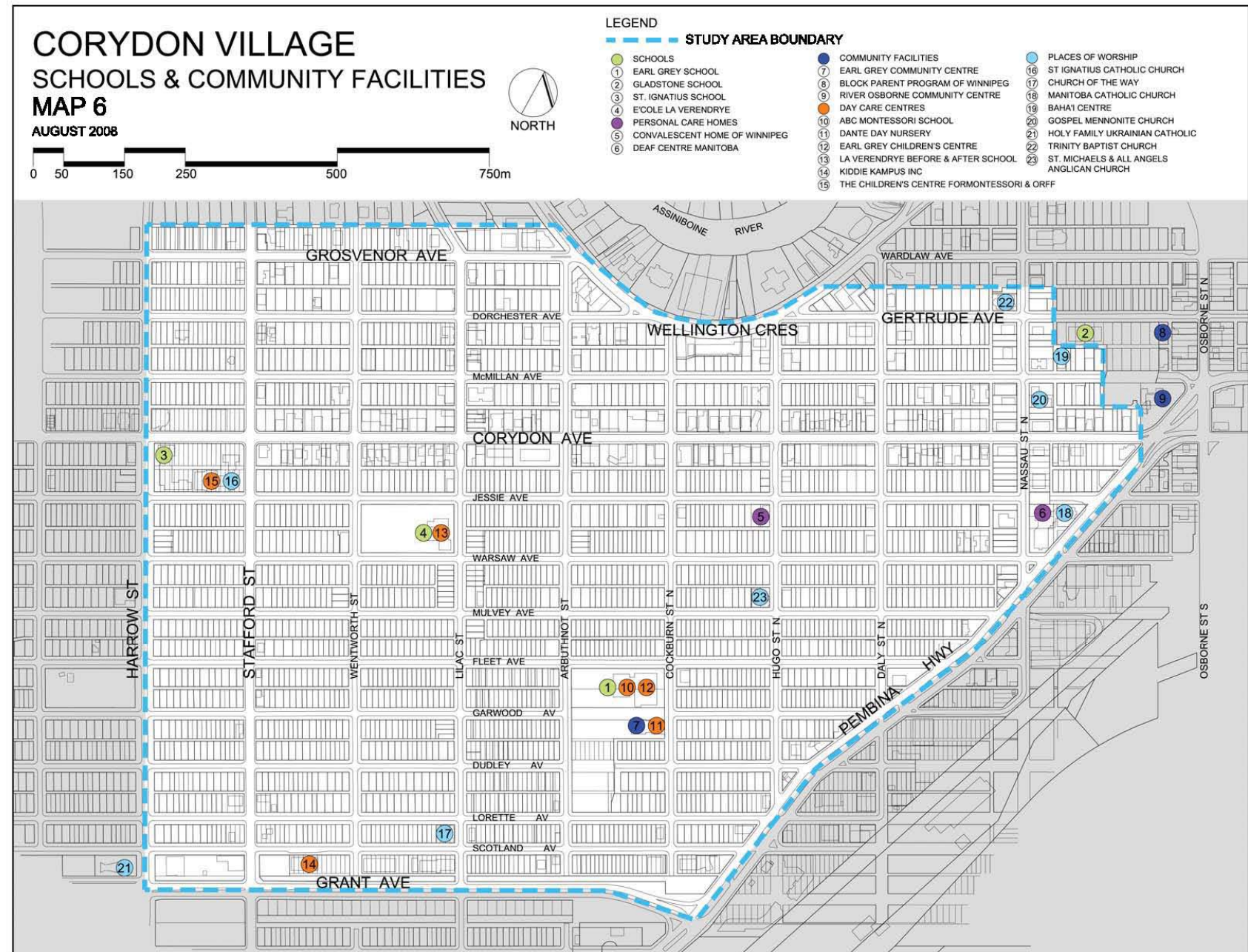
A zoning agreement amendment (ZAA) application to permit a commercial addition to a property zoned R2-Two Family, was approved on Lilac Street (between McMillan and Dorchester Avenue).

FIGURE 35

Commercial Development Activity (1998-2008)		
Corydon Avenue		
598	DAZ 237/98	Rezone from "RM-4" to "C1.5"
941	DAZ 214/02	Rezone from "RM-4" to "C1.5"
562	DAZ 233/03	Rezone from "RM-4" to "C1.5"
995-999	DAZ 229/03	Rezone from "RM-2" to "C1.5"
971-981	DAZ 204/03	Rezone from "RM-3" to "C1.5"
905	DAZ 231/04	Rezone from "RM-4" to "C1.5"
911-913	DAZ 246/06	Rezone from "RM-4" to "C1.5"
Scotland Avenue		
SW corner Stafford & Scotland	DAZ 10/01	Rezone From " R1-3: & "RM-4" to " C1"
702-704	DAZ 242/04	Rezone From "R1-3" to "C-1"
880	DAZ 270/04	Rezone from “C1-5, “RM-4”, R1-3” to “RM5”
Lilac Street		
161	ZAA 9/02	Commercial Addition

3.4 INSTITUTIONAL LAND USE

Institutional uses occupy approximately 3% of the total land area within the Corydon Village. Schools and places of worship have had a long standing history in the area, with many dating back to early settlement. Licensed personal care facilities and day care centres were introduced into the area in the latter part of 20th century to respond to both the health and social needs of a changing society. Most are established south of Corydon in Earl Grey.



3.4.1 Schools

Earl Grey School located at 340 Cockburn St. offers programs from nursery to Grade 8 including multi-grade alternative programs, and middle year's enrichment programs. It is one of the first Junior High Schools in the Winnipeg School Division to offer an All-Girls program for grades 7 and 8. Science and Technology programs have been a strong emphasis at the school with support from corporate sponsors and public grants.

A licensed before lunch and after school program offered at the school as well as an independent pre-school Montessori program, has enabled the school to provide continuity in education and support to a number of working parents of pre-school and school age children who live in the area. The school continues to adapt and change to address educational gaps to meet academic expectations and promote an enriched learning environment. Student to staff ratios including administration and resource staff averages 16:1.

With a school enrolment of 215 students, school administration advised that this is a decline from recent years; however this trend is occurring throughout the School Division, particularly in the south west area. One of the challenges to maintaining school enrolment was attributed, to a broader range of educational options and program choices offered to students larger (grades 7-12) schools. The majority of students attending both the elementary and junior high program live in Earl Grey; however the school estimates that approximately 20% of the elementary enrolment and close to one-third of the junior high population come from other parts of the city.



A parent council meets regularly and serves an important role in the community-school relationship. Recent parent council initiatives include fundraising to furnish the school yard with swings, and successful petitioning to install a school crossing zone at Garwood and Cockburn St.

When asked to comment on perceptions of the community, school administration said that this was a very supportive neighbourhood, where families with children look after one another, regardless of social or economic circumstances. Evidence to support this was observed in the marked decline in numbers of latch-key children attending the school.

Relationships between the school and community centre which share a common site have been mutually supportive and while tensions do arise from time to time, they are effectively resolved through ongoing communication between the school administration and community centre board and staff (e.g. Playground clean-up after weekend social events).

Ecole LaVerendyre is located at 210 Lilac Street, two blocks east of Earl Grey School and Community Centre. LaVerendyre is Winnipeg School Division #1 only Nursery to Grade 6 French Milieu School serving students south of the Assiniboine River. The population is diverse according to administration, and represents a mix of incomes and family structures. The school offers parents, child care support through a parent sponsored lunch program (up to 200 students) and extended child care service for nursery and kindergarten children enrolled for half days.

While the majority of students live within the immediate neighbourhood, an estimated 45-50 arrive by bus each day from outside the area. Enrolment has seen a small but steady increase in recent years with 225 students currently registered for the 2008-09 school year. Enrolment numbers have exceeded projections based upon Winnipeg School Division's data (150-170 students), and current trends suggest that the student population will continue to grow. Enrolments are high within the nursery, kindergarten and early years (Grades 1-3) programs and school administration has attributed this to an increase in young families who have moved into the neighbourhood and decided to stay.

A Community Council, made up of parents, staff and community volunteers play an integral role in both planning and implementation of projects and programs that support an attractive, safe and healthy school environment. This collaboration has benefited both the school and community through achievements such as: development of a Heritage Classroom, celebrating the rich history of education in Manitoba and the importance of the school building as a valued heritage asset; creation of a community garden introducing principles of sustainability and environmental stewardship to students, and adding attractive green space for enjoyment by the community; and planning and implementation of schoolyard enhancements that serve both school and community.

The school administration considers the schoolyard a very important asset to the community and recognizes that it has become a meeting place for children and their families both during and after school hours. When asked what qualities have contributed most to the positive school environment, the response was unequivocally, that "people feel safe here – with a younger school age composition, there is less intimidation by older students".

St. Ignatius School located at 239 Harrow Street, is an independent school, serving students from Kindergarten to Grade 8. Established by the Parish of St. Ignatius, the school is open to students seeking an education that is grounded in the Catholic faith. As such the school serves a wide community beyond the study area boundaries. Current enrolment at the school is 240 students. The school is part of St. Ignatius Campus that occupies a full city block from Stafford to Harrow Street, between Corydon and Jessie Avenue. Along with the school, the St. Ignatius Campus includes the church, administrative centre and parish hall. A private Montessori School for children aged 3-6, lease space to run their programs within the Campus.

Gladstone School, located at 500 Gertrude Avenue, is an elementary school offering programs from nursery to Grade 6. Students living north of the Assiniboine River, between Osborne and Donald Street are bussed to Gladstone each day. A parent sponsored lunch program is offered. Enrolment at the school has declined marginally over the last 10 years with the current student enrolment at approximately 144 students. The school is co-located with River-Osborne Community Centre which has enabled shared use of athletic facilities including the gym and sports fields. The school playground has been redeveloped through the efforts of staff and parents and includes an accessible play structure, asphalt walkways, benches and picnic tables, shade trees and shrub plantings. A wading pool operated by the City of Winnipeg is immediately adjacent the playground allowing families and children to enjoy the benefit of the combined amenities in summer months.



3.4.2 Day Care Centres

A number of licensed day care centres operate in the study area providing a range of services to infants, preschool and school age children on both a full time, part time and casual basis. Four of the centres are housed in area schools, one is co-located with a community centre and one is a free standing facility. All but one is located in the Earl Grey Neighbourhood. The list does not include licensed family day care homes or unlicensed child care services available within the community. All of the centres are at full capacity and have extensive waiting lists. Where possible, families from the area are given first consideration for placement, however the programs are open to parents on a city wide basis.



ABC Montessori School – 340 Cockburn ST N. Located in classroom space leased at Earl Grey School, this private non-profit Montessori program provides both full time and part time Montessori programs for up to 20 children from age 3-6.

Dante Day Nursery – 358 Cockburn St. North Co-located with Earl Grey Community Centre, Dante Day care is licensed for up to 48 children on both a part time and full time basis. The centre offers infant, pre-school and school age care. A full hot-lunch and snacks are provided.

Earl Grey Children’s Centre – 340 Cockburn St. North Located in Earl Grey School, the centre is licensed for up to 56 pre-school and school age children ages 3-12 years.

LaVerendyre Before and After School – 290 Lilac (LaVerendyre School)* Located in Ecole LaVerendyre School, this parent sponsored program offers childcare to part time nursery and kindergarten students attending LaVerendyre School.

Kiddie Kampus Inc – 870 Scotland Located in a purpose built facility complete with playground, Kiddie Kampus, Mini-Skool and Montessori Academy is licensed for up to 180 infants, pre-school and school age children. Both full time and part time care is available.

The Children’s Centre– 925 Jessie Ave. Located in St.Ignatius Parish Campus Facilities, the Children’s Centre for Montessori & Orff offers up to 32 spaces for children aged 3-6 on both a full time and part time basis.

3.4.3 Places of Worship

A wide range of denominations are located in or adjacent to the study area. Some are engaged in community outreach to the neighbourhoods that surround them while serving a wider congregational following. Others have integrated services such as day care centres into their building.

Congregational growth and space requirements for programs offered at Gospel Mennonite Church precipitated recent expansion and redevelopment of this facility however no significant building activity was identified amongst the remaining places of worship.

Most are located in Earl Grey and McMillan Neighbourhoods as listed below:

- St Ignatius Catholic Church (Corydon and Stafford) 265 Stafford Street
- Church of the Way Non Denominational – (Scotland and Lilac) –450 Lilac
- St Michaels and All Angels Anglican (Hugo and Mulvey) 300 Hugo St. North
- Holy Family Ukrainian Catholic (Harrow and Scotland) – 1001 Harrow
- Harrow United Church – (Mulvey and Harrow) 955 Mulvey Ave
- Baha’i Centre – 521 McMillan Ave
- Trinity Baptist Church – 549 Gertrude Ave
- Gospel Mennonite Church - 232 Nassau St. N
- Manitoba Catholic Church – Deaf Centre Manitoba, 285 Pembina Highway

3.4.4. Personal Care Homes

Two Personal Care Institutions are located south of Corydon in the Earl Grey Neighbourhood. Personal Care homes provide 24-hour professional nursing services to eligible individuals who can no longer manage independently at home with family support and/or community services such as Home Care.¹³

Convalescent Home of Winnipeg – 226 Hugo Street Initially established in 1913, the Convalescent Home of Winnipeg has undergone redevelopment and expansion over the years including the most recent demolition of a single family home at the corner of Warsaw and Hugo Street N., for construction of surface parking for staff and visitors. The facility is currently licensed to care for 84 residents

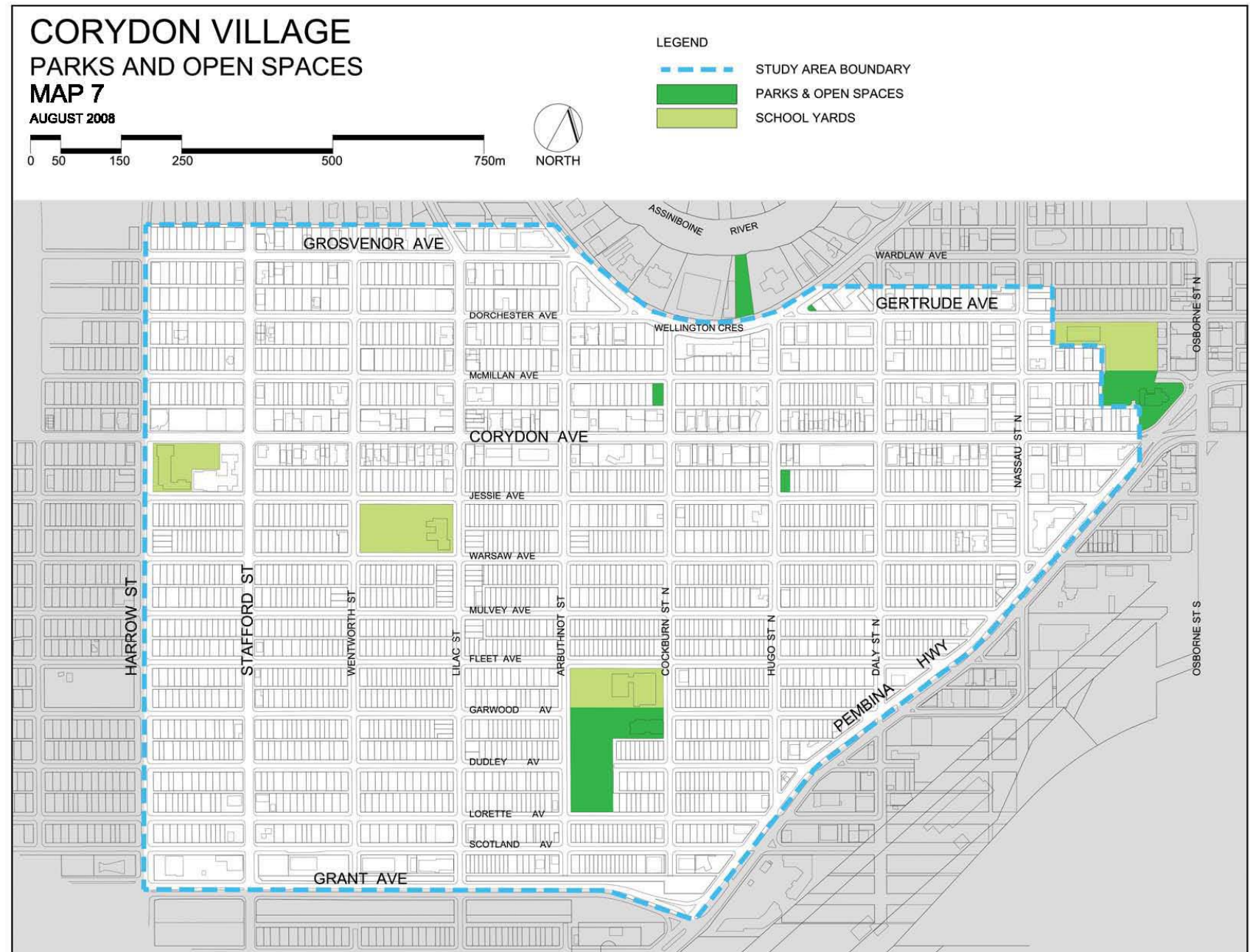
Deaf Centre Manitoba – 285 Pembina Highway Constructed in 1994, Deaf Centre Manitoba is a multi use, residential and service based facility for individuals and couples with hearing impairment. The facility offers main floor offices, meeting space, cafeteria and an auditorium while upper floors offer a mix of independent apartment living and two floors dedicated as a personal care facility. The personal care facility was expanded in 1999 and is licensed to care for 57 residents.



¹³ Manitoba Health – Personal Care Services

3.5 PARKS AND OPEN SPACE

City owned land, maintained as parks and open space occupy approximately 2% of the total land area within the Corydon Village Study area. These include sites developed as pocket parks/piazza, playgrounds, athletic fields and city owned buildings which operate as community recreation centres. Schoolyards that fall under the jurisdiction of Winnipeg School Division # 1 extend play opportunities and contribute park-like environments integral to the community's park system. Between City owned and School Division sites, approximately 5% of the total land area or 11.5 acres is used for parks and recreation purposes, although zoned for residential use.



3.5.1 Community Centres:

Earl Grey Community Centre – 360 Cockburn Street North

As the oldest community centre in the Fort Rouge Area, Earl Grey Community Centre has undergone several expansions and redevelopment of both building and grounds with the most recent redevelopment completed in 1994. This one storey 15,000 square ft .facility includes a gym, large multi-purpose room, and full kitchen and canteen facilities on the main floor. The lower level has been developed to serve multi-uses including meeting space and a youth drop in centre. A full sized soccer field landscaped with mature perimeter trees, a 3-man basketball court and a full sized hockey rink which doubles as an asphalt tennis court in summer months provide opportunity for year round sport and recreational programs serving residents of the neighbourhood and the surrounding area. A wading pool with attractive seating area and sun shelters are set back from an active playground with structures geared from pre-school age to school age children. The playground is shared by Earl-Grey School, and the Montessori pre-school program housed in the school building. Dante Day Care, a licensed pre-school program is attached to the centre and through a joint agreement, is able to access community centre facilities for active and large muscle play programs. The centre is run by a locally elected board, and staffed from the community. The centre has had a history of adapting programs and services that respond to neighbourhood interests and community priorities. The centre has been particularly strong in programs geared towards children and youth after school and on weekends and during the summer months. The Earl Grey Neighbourhood Safety Association and the Earl Grey Seniors Group hold their monthly meetings at the centre and have partnered with the community centre in hosting an annual summer family festival. The site is well maintained, apart from normal wear and tear of extensive year round use.

River Osborne Community Centre – 101 Pembina Highway

River Osborne Community Centre is situated just east of the study area and, like Earl Grey Community Centre, shares its site with an elementary school (Gladstone School). This facility includes a gym, meeting rooms, change rooms with showers and a multi-purpose space which was added to the facility in the mid 1990's. Athletic fields that alternate as soccer fields during summer months and hockey/skating rinks in winter are shared with Gladstone Elementary School The City of Winnipeg operates a summer wading pool at the site and the adjacent park building doubles as a change facility for summer play/water programs and as year round offices for the Block Parent's Program of Winnipeg, an arm's length agency of Winnipeg Police Services that promotes safe streets and refuge from strangers for children and adults.



3.5.2 Pocket Parks and Public Piazza

Hugo/Jessie Piazza

Conceived by the Corydon Ave. BIZ in collaboration with members of the former Corydon Village Neighbourhood Association, a vacant city owned lot at the corner of Jessie and Hugo St. N was transformed in 1995 into a passive park and public meeting space in the style of a small European Plaza. Funding for this project was provided through the M/WCRP Program and a Federal Employment Strategy Program.

Located immediately south of the commercial strip, ornamental gates at Corydon and Hugo, invite entry into the plaza from the Avenue. The north end of the site is surfaced with paving stones, and includes landscape features including 12 foot columns which display public art, limestone seating and benches; raised shrub beds and a fountain at the centre of the site. Pavers extend onto the public sidewalk and portions of the street, adding continuity to the design and opportunity to program the space for larger open air gatherings. At the north end of the site, a small, passive green space, landscaped with shade trees, benches and a picnic table opens onto the residential district on Jessie Avenue.

Initially maintained and programmed by the BIZ for Saturday markets and open air entertainment, the costs and challenges of managing the site became increasingly difficult on BIZ resources. Site maintenance and leasing has since been transferred back to the City of Winnipeg.

The site offers a quiet retreat where residents can meet and enjoy conversation with their neighbours, and staff and visitors can take a break from the busy commercial street from late spring to fall.

The site has been a target of graffiti and some vandalism of the architectural elements. Decorative paving stones on the public right-of way have settled and shifted in some areas and may require restoration. Nevertheless this site is generally in good condition apart from minor repair and replacement as needed.

Benson Park (S/W Corner, McMillan Ave at Cockburn St)

This pocket park located one block south of Corydon has been recently upgraded to provide passive seating, pathways, shade trees and a small active play environment for pre-school children and parents who live within walking distance of the site. The park opens on to McMillan Avenue at the junction of Cockburn Street and backs onto the commercial district at the public lane. Site lines offer a view of the patio cafe and restaurant at Corydon and Cockburn and effectively functions as a transition point between the residential district and the commercial street. This is the only park site located north of Corydon Avenue apart from the combined Gladstone School/River Osborne Community Centre at Osborne and Gertrude Avenue. The site is well maintained and conversations with parents who use this park indicate that an increasing sense of ownership for the care and maintenance of the site is taking place. Incidences of broken bottles and debris left by late night patrons of clubs and lounges has increased the vigilance of local residents to ensure that the park remains a safe haven for the enjoyment intended for young children and their family.



3.5.3 Schoolyards:



Earl Grey School

West of the school building running parallel to Fleet Ave is an athletic field that includes a baseball diamond and back stop. Fundraising through the school parent council has enabled the school to purchase and install a large swing set and make improvements to the hard surface area beside the school for pick-up games and hopscotch. Multi use agreements between Winnipeg School Division and the City of Winnipeg have enabled Earl Grey School to share both the outdoor playground and the multi-purpose fields for students throughout the school year.

Ecole LaVerendyre

Occupying a full city block between Lilac and Wentworth, Jessie and Warsaw Avenue, Ecole LaVerendyre school yard has evolved from a conventional sports field to an attractive green oasis that offers play opportunity, leisure and recreation amenities for both for children and adults to enjoy year round. West of the school building, a large muscle play structure has been installed to accommodate children from pre-school to middle years surrounded by seating, tables shrubs and shade trees. A landscaped berm designed to offer an open air classroom serves as an optional creative play area is developed within easy reach of the play structure. A swing standard equipped with both toddler and saddle seats and a nearby bench seating area, invites families with very young children to enjoy the site along with their older children. A crushed limestone pathway meanders through each of the play areas and along the circumference of the schoolyard. Hard surfaces adjacent to the school offer play options including funnel ball and hopscotch.



The fields located at the eastern end of the school yard are equipped with mini soccer standards and a small baseball diamond complete with backstop. Most evenings during late spring and early fall, the fields are programmed for mini-soccer teams registered through the Earl Grey Community Centre.

At the front of the school at the corner of Jessie and Lilac, a community garden developed with raised beds radiating from a central “patio” space entered through a vine covered gateway, offers gardeners and visitors a sense of place within the garden. A combination of paving stones and crushed rock pathways create a labyrinth feature to the garden’s architecture. The garden was conceived and developed as a joint school/community project allowing students, staff and community residents to experience the art of gardening and enjoy the beauty of perennial flowers and native plants that have been nurtured. The site is also equipped with composting bins and garden sheds to promote the principles of sustainability and reuse amongst students and community members.

Funding to develop the school yard site has been ongoing through the efforts of the LaVerendyre Community Council representing parents and staff from the school and volunteers from the community. Currently the council is exploring funding to expand the existing play structure and will be planting additional shade trees and naturalized areas through grants provided through provincial and federal government initiatives. The site is in constant use both day and evening and forms an important part of the park system within the area. The site is maintained by the Winnipeg School Division.



Gladstone School

In the late 1990's the schoolyard was redeveloped through a joint parent/school and City of Winnipeg initiative and dedicated to the memory of Terry Fox, a former student of Gladstone. Offering year round play opportunities for both students and local residents, the site features an accessible play structure, landscaped areas with mature trees, seating and picnic tables.

3.5.4 Urban Forest and Public Boulevards.

Boulevards and tree lined streets in the residential districts serve as extensions of public green space and with changes to the city's boulevard maintenance program, an increasing number of property owners have gone beyond regular mowing and have engaged in boulevard beautification projects. Likewise, community initiative has extended to the protection of the mature American Elms that form a canopy over the residential districts. These stately stands not only represent important heritage assets, but serve an invaluable function in reducing air and noise

pollution. Tree-banding, to protect the Elm forest from Dutch elm disease and extend the life of this asset has been a volunteer commitment between neighbours on several blocks throughout the area.



3.6 HERITAGE ASSETS

The history of the study area's early development is reflected in the architectural details found along its residential and commercial streets and the canopy of century-old, majestic American elm trees that line the village's boulevards. The City of Winnipeg Historical Buildings Committee has listed or inventoried 15 homes and apartment blocks, schools and churches as important heritage assets within the study area and many fine examples of turn of the century homes, institutions and commercial buildings representing early architectural styles are found along its streets and avenues. While many buildings have been modified and adapted for contemporary living, and original uses of some may have changed, they remain a testament to the people who initially settled the area, and the value placed upon preserving the character and charm of these historic assets by those who live and work in the area today. This section provides some examples of historic buildings in the study area as well as a record of buildings from the City of Winnipeg Building Conservation List and Historical Buildings Inventory.



Earl Grey School, 340 Cockburn Street North (formerly Helen Street):

Designed by J.B. Mitchell and modeled after British Board Schools, this 3 storey brick building was designed to optimize the educational environment for students by providing lots of natural light and ventilation within its U-shaped configuration. The school was named after a popular Governor General of Canada at the time, and completed in 1914. The exterior of the building is original except for the addition of a gymnasium at the rear. (Source City of Winnipeg Heritage Buildings Report 1980)

Figure 36
Earl Grey School
Photo courtesy of City of Winnipeg



Figure 37
Anvers Apartments
Photo courtesy of City of Winnipeg

Pasadena Apartments, 220 Hugo Street

Designed by Samuel Hooper for former Mayor of Winnipeg, Thomas Sharpe this 28-suite block was built in 1912 in the California Mission Style. Built of “concrete-tile”, the raised basement, smooth stucco walls and red clay-tile roof were some of the distinctive architectural features of this building. The U-shaped structure was designed to ensure that all suites had access to natural light and air circulation and the three main openings off the courtyard feature marble entranceways accented by oak banisters and door surrounds. These elegant apartments were designed with large rooms and featured servants quarters attractive to more affluent tenants. (Source: City of Winnipeg Heritage Buildings Report 1988).

Anvers Apartments, 758 McMillan Avenue (at Arbutnot St)

Designed by Charles S. Bridgeman and built in 1912 for the Belgo-Canadian Real Estate Company, the Anvers Apartments was one of 56 apartments constructed within that year to meet the city’s population boom and housing shortage. Built as luxury apartments, in a style reminiscent of Tudor Revival, early tenants included bankers, barristers and business executives. The O-shaped plan, enclosed interior courtyard and individual balconies with access to the inner courtyard are distinctive features of this building. The design was duplicated with the construction of the Brussels Apartment Building located at 150-56 Lilac Street in 1912. The building was converted to condominiums in the mid-late 1980’s. (Source: City of Winnipeg Heritage Buildings Report 1993)



Figure 38
Pasadena Apartments courtesy of City of Winnipeg Heritage Branch

3.6.1 Municipally Designated Sites In The Corydon Village Study Area

A. Building Conservation List

Structures that have been declared historic by the City of Winnipeg based upon recommendations by the Historical Buildings Committee. Buildings are classified as Grade I, II, or III with Grade I buildings representing outstanding examples of architectural and historical merit:

Property Address	Approx. Date of Construction	Building Name	Classification
340 Cockburn Street	1914	Earl Grey School	Grade III
220 Hugo Street N.	1912	Pasadena Apartments	Grade III
300 Hugo Street N.	1904	St. Michael & All Angels Anglican Church	Grade III
758 McMillan Ave.	1912	Anvers Apartment	Grade II

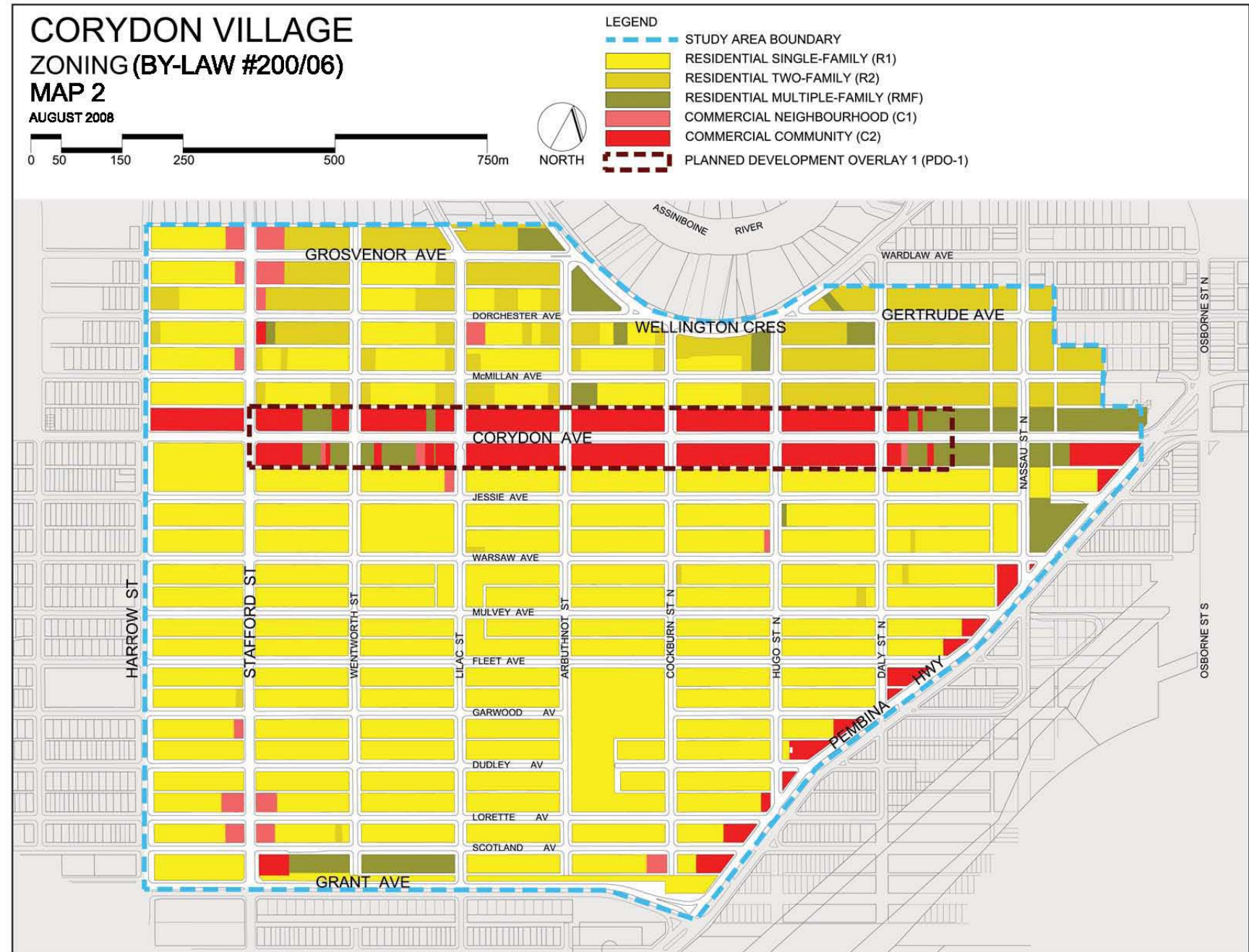
B. Historic Buildings Inventory

Structures which have not been formally researched and evaluated but which may have architectural or historical significance and may be candidates for the Building Conservation List:

Property Address	Approximate Date of Construction	Building Name
272 Cockburn Street	1912	King George Court
549 Gertrude Avenue	1909	Trinity Baptist Church
887 Grosvenor Avenue	1907	S. Groff House
230 Hugo Street N.	1930	Brentwood Lodge
290 Lilac Street	1909	LaVerendyre School
264 Wellington Crescent	1910	Wellington Apartments
408 Wellington Crescent	1909	Dr. C.A. McKenzie House
412 Wellington Crescent	1906	G.W. Erb House
424 Wellington Crescent	1906	E.F. Hutchings House
514 Wellington Crescent	1909	J.T. Gordon Residence

3.7 ZONING

Zoning is the major classification tool used to directly control land development by the City. If used properly, it can help to stabilize and maintain the existing built environment, provide transparency and predictability for future land development, and facilitate growth that is consistent with land use policies and plans for an area.



3.7.1 Zoning History

The Corydon Village Study Area has been regulated by two Zoning Bylaws over the last 15 years:

- When *Zoning Bylaw 6400/94* was brought into force and effect by City Council in February 1995 to provide a standardized approach to zoning regulations city-wide. #6400 replaced 7 existing zoning by-laws (not including the Downtown Zoning Bylaw #4800/88) which were repealed including: # 16502, #1558, #1800, #4440/86, #4450/86, St. Vital Town Planning Scheme 1951, St. Boniface Town Planning Scheme 1957.
- In 1995, the City of Winnipeg undertook a residential zoning rationalization in the Earl Grey and McMillan Neighbourhoods. The review was initiated in response to concerns that existing zoning was contributing to a decline in single family homes and neighbourhood stability due to regulations out of step with existing land uses. Increasing numbers of single-family homes were being converted for multi-family occupancy, as permitted under the regulations. Zoning changes were approved to protect predominantly single-family districts and to limit multi-family conversion to areas characterized by apartments and existing multi-family development. Earl Grey was rezoned from “R2”- Two Family District to “R1”-3, Single Family District. McMillan west of Hugo Street, was rezoned from “R2” – Two Family District to “R1-5” Single Family District.
- *Zoning Bylaw 200/06* was subsequently adopted by City Council in October, 2007 with only a few changes to the regulations significant for the study area.

3.7.2 Residential Districts

Residential Zoning is grouped into three primary categories to reflect density of permitted development from single detached units to multiple dwellings. Within each category, minimum lot width and area required to establish residential housing is grouped by small (“S”), medium (“M”) and large (“L”) lot designations. Residential Zoning Categories within the study area are defined as follows:

Residential Single Family (R1): Intended to accommodate primarily single-family residential development in lower density neighbourhoods.

Residential Two-Family (R2): Intended to accommodate single and two-family units and where appropriate, limited multi-family units in lower density neighbourhoods.

Residential Multi-Family (RMF): Intended to accommodate the development of multi-family units in neighbourhoods with medium to high residential densities.

Residential zoning is predominantly R1 –Single Family, however in some portions of the study area, significant clusters of higher density residential zoning are found.

South of Corydon Avenue, the majority of properties are zoned R1-S to reflect smaller 25 ft lot width development that is typically found in the area. The area bound by Stafford and Harrow Street, is zoned R1-M to accommodate larger lot development (3,500 sq. ft. as compared to 2,500 sq. ft); and site specific RMF – Residential Multi-Family and R2 Two Family zoning designations exist on a small number of scattered lots.

North of Corydon, residential zoning accommodates a mix of uses from single family and duplexes to multi-family development (tri/quadrplexes, row/townhouses, walk-up and high-rise apartments). The sector east of Hugo Street is zoned R2 - Two Family District which permits a mix of residential uses including low density multiple family housing, subject to conditional use approval. The area west of Hugo provides for a mix of R1-Single Family, R2-Two Family and RMF-Multi Family. Clusters of R1-S zoning are interspersed between multi-family districts in the vicinity of Hugo and Stafford Street, while R1-M Single Family medium lot development has been established between Stafford and Harrow. The block bound by Grosvenor and Dorchester, west of Stafford is zoned R1-L to support single family large lot development consistent with the surrounding area. An R2-Two Family district dominates the area from Arbutnot east to Stafford Street and north to Grosvenor Avenue and along Wellington Crescent. All of the residential properties that front Lilac Street are zoned R2-Two Family. RMF-Multi-Family is concentrated primarily along Wellington Crescent and immediately to the south along Gertrude and McMillan Avenue. Lot area densities vary from RMF-S (up to 35 units/acre), RMF-M (up to 54 units/acre), and RMF-L (up to 108 units/acre).

The block between Harrow and Stafford Street is also regulated by the *Airport Vicinity Protection Area Planned Development Overlay (PDO-1 Airport Vicinity)* which is intended to minimize conflicts between airport operations and neighbourhood liveability. Development in this area is limited to single-family dwellings and low density multiple-family dwellings subject to compliance with construction standards set out in the Airport Vicinity Acoustic Insulation By-law.

3.7.3 Commercial Districts

Commercial Zoning is grouped into two categories, which define the scale and intensity of development and its market orientation (i.e.: serving either a local neighbourhood or a larger region of the city). In mature, residential neighbourhoods where defined commercial main streets pre-existed, a provision for an overlay district (PDO) to protect both the scale and intensity of commercial uses may be established. Commercial Zoning categories in the study area are defined as follows:

Commercial Neighbourhood (C1): Intended to accommodate small, compact commercial uses within or surrounded by residential areas that are attractive and compatible in scale and character with the surrounding residential uses, to serve the convenience needs of the surrounding neighbourhood.

Commercial Community (C2): Intended to accommodate more intensive commercial sites that do not have a local or neighbourhood orientation. Includes attractive commercial, institutional, recreational and service facilities needed to support surrounding neighbourhoods and the broader community.

Neighbourhood Main Streets Planned Development Overlay 1 (PDO-1Neighbourhood Main Streets: Intended to protect the scale and character of pedestrian-oriented, neighbourhood-scale commercial areas in older areas of the city; to prevent the proliferation of certain uses that will erode the scale, character, or walkability of those areas and to protect the surrounding neighbourhoods from adverse impacts of active commercial uses in close proximity to residential uses.

Clusters of C1-Neighbourhood Commercial zoned land are found along Stafford Street at the nodes of Grosvenor Ave. and Lorette Avenue. A small number of lots scattered throughout the residential districts have been zoned C1.

The Pembina Highway commercial lands and the majority of commercial sites on Corydon Avenue are zoned C2-Commercial Community to reflect the more regional and intensive nature of businesses typically found along major transportation corridors.

A *Neighbourhood Main Street Planned Development Overlay District (PDO-1)* has been established on both sides Corydon Avenue from just east of Daly Street to Stafford Street. Neighbourhood Main Street Planned Development Overlay Districts provide additional use regulations whereby certain uses such as pawn shops and auto repair and service are prohibited; uses such as drinking establishments and fuel sales require conditional use approval, and the size of specified uses are limited (e.g. restaurants are limited to a gross floor area of 2,400 sq. ft.).

Many uses along Corydon have been unable to provide sufficient off-street parking and customers must rely on on-street parking. Provision for a special front yard setback of 7 ft. applies to new development along Corydon Avenue to address future road widening that may be required. Commercial buildings built before the advent of the automobile, are generally located close to the front street, and some provide limited parking at the rear, accessible from the lane. To encourage development and address site constraints within this older established commercial district, Corydon Avenue (between Pembina and Stafford) has been identified as an *Urban Infill Area*. As such, the requirements for parking under the Zoning Bylaw are not applicable for a change of use in the C1 and C2 districts.

Although the Corydon Avenue C2 lands were zoned C1-5 under the previous zoning bylaw (Bylaw 6400/95), the zoning regulations have a number of similarities. A brief comparison of the key sections of the C1-5 Neighbourhood Commercial District and the C2/PDO-1 Neighbourhood Main Streets regulations, as illustrated in Figure 39 highlights some of the changes under the new Zoning Bylaw 200/06.

FIGURE 39

	By-law 6400/94 C1-5 Regulations	By-law 200/06 C2/PDO-1 Regulations
Land Use	Cocktail lounge – conditional use Restaurant under 2500 sq. ft. – permitted Restaurant over 2500 sq. ft. –conditional use Parking Structure – not permitted Surface parking, non-accessory – conditional use Multiple family housing – conditional at RM-2 density	Drinking establishment – conditional use Restaurant under 2500 sq. ft. – permitted Restaurant over 2500 sq. ft. – conditional use Parking Structure – permitted Surface parking, non accessory – conditional use Multiple-family housing – conditional use
Height	45 ft.	49 ft.
Floor Area Ratio (FAR)	2.0 - with max. lot coverage of 60%	3.0
Front Yard	0 ft. (7 ft. special alignment on Corydon)	0 ft. (7ft. special alignment on Corydon)
Rear Yard	25 ft.	0 ft.
Parking	Parking required only in the event of new construction, expansion or redevelopment	Parking required only in the event of new construction, expansion or redevelopment
Free standing signs	Maximum height 25 ft. above grade	Maximum height 20 ft. above grade. Electronic message boards allowed provided the copy height is under 9 in.

3.8 SUMMARY OF FINDINGS

Residential Land use

- The Study area is predominantly residential with more than 80% of the total land area occupied by a variety of housing forms. While most of the area was developed for single and two family dwellings, the McMillan Neighbourhood historically developed as a mixed residential district offering a wide range of housing options from single and two family, rooming houses, boarding homes and well appointed apartment living.
- Housing stock is old, most predating 1926, but the majority of buildings have been well maintained and considered in good condition. Permit activity confirms significant investment in repair, alterations and additions to existing housing stock throughout the study area with Earl Grey generating the highest volume of housing permits.
- The neighbourhoods south of Corydon continue to be dominated by single family housing. In Earl Grey however, there is evidence of some transitioning to higher density development including duplexes, triplexes and four unit developments through conversion and expansion of existing single family, new construction and the conversion of former retail/service properties.
- More than half of the housing stock north of Corydon Avenue is developed for multi-family living including duplex, triplex, row house, low and high-rise apartments. Concentrations of single family conversions, older walk-up apartments and new multi family condominium projects are found along the northern edge of the study area on Grosvenor and Wellington Crescent and in the blocks bound by Daly Street North and Lilac Street. Older single family homes converted to multi-family housing are scattered throughout the area, with most found in the McMillan Neighbourhood. On the residential streets abutting Corydon Avenue, the trend of conversion of existing single family homes to multi-family is evident on the south side of McMillan Avenue and to a lesser extent on the north side of Jessie Avenue.
- In 2001, more than half of the total number of dwellings in the study area were rental accommodation and, McMillan Neighbourhood reported over 75% of all dwellings were rented. More recent construction of multi-unit condominium projects and apartment conversions, suggests a trend towards more of these housing forms.
- Corydon Avenue retains a number of mostly older 3 storey walk-up apartments interspersed between commercial uses and along its edge (nearby Pembina and Harrow). Some residential buildings (single family, duplexes and apartment blocks) have been converted to commercial or mixed use, commercial/office/&residential.
- Vacancy rates in the rental market are significantly lower than the city average and continue to decline suggesting pent-up demand. Renters are paying more to live in the area, especially for a two bedroom apartment.
- Resale values of single family homes and condominiums continue to escalate and the Winnipeg Real Estate Board reports that demand continues to exceed supply. McMillan has seen the largest jump in housing prices, nearly doubling in value between 2001 and 2006.
- Residential sales volumes have steadily risen since 2005 along with prices. More homes and condominiums have been listed and sold year over year and condominiums appear to be selling at higher values than single family detached homes and duplexes. Trends in the condo market appears to be exerting pressure for conversion of existing rental apartments and homes and may account for Conditional Use applications filed in McMillan to increase the number of units within existing dwellings.
- Over half of the rezoning applications to increase residential densities were approved in the last 2 years confirming both emergent investment in multi-family and the challenge to development posed by current land use and zoning regulations for this area.
- Replacement of existing housing stock through infill development has flourished as land becomes available. Single family infill has been concentrated south of Corydon, mostly in the Earl Grey neighbourhood while new multi-family apartments and condominiums have been constructed north of Corydon in McMillan and Crescentwood.

Commercial Land Use

- Commercial uses occupy 11% of the total land area of Corydon Village mostly concentrated along regional streets. Smaller commercial clusters are evident on Lilac Street and along Grosvenor Avenue although, designated as local streets they function as collector streets connecting traffic into and through the residential neighbourhoods.
- The scale and intensity of the commercial corridors vary depending on location and accessibility. As a major route, Pembina Highway Commercial has attracted more intensive vehicle oriented uses. The narrower, more compact Corydon Avenue has developed as a neighbourhood main street, oriented more towards local pedestrian traffic and commercial trade. Intensification of commercial uses along Corydon in recent years, however, has shifted its emphasis, attracting increasing numbers of visitors and patrons from the city at large.
- Limited land supply coupled with development demand has precipitated a number of rezoning applications to convert multi-family residential uses for commercial purposes. Most approvals were on Corydon Avenue within the last 5 years, extending commercial development from Pembina Highway on the east to Harrow Street on the west. Further intensification may precipitate more rezoning applications and potential loss of apartment housing on the street.
- Sensitively designed, boutique-style retail and service storefronts and mixed use commercial/residential have emerged from former residential buildings along Lilac Street. Commercial creep along Lilac has occurred both north and south of Corydon Avenue and pressure to extend commercial beyond current locations may be exerted. Although the current adhoc approach to development has been successful in integrating less intensive commercial uses into the residential district, uncertainty remains as to the types of future development that may be accommodated and their impacts on the residential neighbourhoods.
- Limited lot sizes to accommodate expansion of more intensive commercial uses on Pembina Highway has precipitated some encroachment onto abutting residential streets and , where mid-block spot zoning has occurred , further speculation may be anticipated.
- The popularity of night-time entertainment, dining and outdoor patio cafes along Corydon Avenue has precipitated intensification of these uses, especially on the north side of the Avenue. Restaurants and outdoor patios have contributed to the street's attraction as a destination for both residents and visitors from across the city, and reinforced the pedestrian orientation and walkability of the street. Drinking establishments including cocktail lounges & patios, and private clubs have tended to concentrate in a cluster along a three block area between Daly and Arbuthnot Streets. A significant number of Conditional Use applications to establish or expand drinking establishments have been approved. Where concentrations occur, late night activity surrounding these uses, especially during warmer months has been a source of conflict amongst residents and businesses that surround them.
- Office uses are permitted under the zoning regulations and have had a long standing history on Corydon Avenue dating back to 1907 with construction of the former Bell Telephone Office Building (now MTS). A significant number of office buildings have been integrated onto the street as purpose built single uses such as medical offices, insurance agencies and law offices, while others occupy leased spaced within multi-tenant and multi use buildings. Office related businesses represent the single largest commercial category in the BIZ Zone and over the last 10 years, office development has generated the largest volume of building permit activity. Office development tends to be more concentrated on south side of Corydon Avenue particularly general offices and medical offices.
- The construction of two large office buildings to house multiple staff involved in professional fields are a recent addition to the street, and represent a new trend in development much less oriented toward walk-in trade than the most commercial uses on the street. Building footprints, mass and scale of these new structures are consistent with larger multi-use commercial/retail/restaurant & office buildings constructed at the peak of Corydon Avenue's revitalization in the mid 1980s however site constraints imposed with mid-block development such as limited parking and loading access may have implications for future tenants.
- A diversity of retail shops and personal services are listed within the Corydon BIZ Zone catering to both the local and regional market. Shops outnumber services offering an eclectic mix of consumer goods. Beauty and hair care services represent half of the 36 personal service listings and have dominated recent building permit activity suggesting a growing trend in this type of development. Conversely, development and permit activity amongst retail shops appears to have been inactive over the last 10 years.
- Off-street parking for staff of commercial buildings is in short supply and as has placed additional pressure on adjacent residential streets where residents, patrons and staff compete for available spaces. Encroachment into the residential area for development of surface parking has occurred and intensification of commercial uses that require parking may exert more pressure to accommodate this demand

Institutional Land Use:

- Institutional uses in the area, tend to be concentrated south of Corydon where most families have settled and the majority of these are located in the Earl Grey Neighbourhood
- School enrolment with the exception of Ecole LaVerendyre is declining, consistent with trends in Winnipeg School Division's south-west district, and is directly attributed to fewer families with less children living in the area. Nevertheless, all of the schools have demonstrated resilience to demographic changes, adapting programs and services to support and retain local student enrolment and to attract students from outside the area. Pre-school and Before Lunch and After School programs are co-located in the schools combined with supervised lunch programs to support students attending the school. A unique community /school relationship exists through shared facilities such as green space and strong partnerships with parents and community members has enabled greater cooperation and collaboration to address current student needs and address future school and community challenges together.
- A number of Licensed Day Care Centres and Montessori programs have established in the study area offering a range of child care options for both pre-school and school age children. All are at full capacity and waiting lists continue to grow as more parents return to work or attend school. Most centres have located within easy access, within neighbourhood schools and community centres or on major bus routes.
- Personal care homes in the study area have undergone expansion over the years to address demand for the types of care and services offered by these facilities. Recent land assembly and development of surface parking for staff and visitors at the Convalescent Home of Winnipeg has occurred on land previously developed for residential use. Future expansion of this facility is likely to exert pressure on the surrounding residential streets.
- Most churches in the study area draw their congregations from the wider community, however a number of them offer some form of outreach into the community they are located in. Many were built in the early part of the 20th century and represent important architectural and historical landmarks in the community. Recent expansion of Gospel Mennonite church to accommodate a growing congregation has resulted in loss of residential housing.

Parks and Open Space

- Land developed for parks and open space is relatively small in comparison to the total land area occupied by the study area and the density of the population who live here.
- Over half of all developed green space incorporates schoolyard sites owned by the Winnipeg School Division while smaller parcels developed as pocket parks and a piazza are owned and maintained by the City of Winnipeg
- All land used as parks and open space is zoned for residential purposes which may have future implications for land development unless existing sites are protected as public spaces.
- Larger sites that integrate community centres and schoolyards have been designed to maximize use as year round sports and recreation facilities catering to all ages. Intensive utilization, has accelerated normal wear and tear of the sites, nevertheless, ongoing maintenance by staff and community members has retained their attractiveness in the community.
- Investment by residents in voluntary maintenance (clean-up) of pocket parks and beautification of schoolyards and public boulevards demonstrates the importance community members have placed upon green space as a community asset. Some sites that have experienced damage due to vandalism and/or infrastructure deterioration are in need of repair and replacement of some elements.
- Management of recreation facilities has been guided and supported by voluntary boards based upon local priorities and identified community needs. At community centres, paid staff hired from within the community, act as liaison to the board to advise and direct services and programs. Local management has facilitated partnerships with community organizations and shared use of the centre has optimized access and utilization amongst a wide variety of interest groups and target populations from within the community.
- Resources to locally manage and program the Hugo /Jessie Piazza beyond occasional special events will require dedicated staff and ongoing voluntary commitment to achieve its original goals as a community hub.
- Trees that line the boulevards are advanced in age and at greater risk of disease and demise. Efforts by community members to protect existing stands have helped to slow progression however more aggressive interventions may be necessary in future years.

Heritage Assets

- 15 buildings in the study area representing schools, churches, homes and apartments have been inventoried or listed by the City of Winnipeg Historic Buildings Committee and many examples of the rich architectural history of the area can be found within both the residential and commercial districts. Many examples of grand homes, apartments and churches are found north of Corydon Avenue along streets such as Wellington Crescent, McMillan and Nassau Street, while schools and examples of early prairie architecture are found south of Corydon.

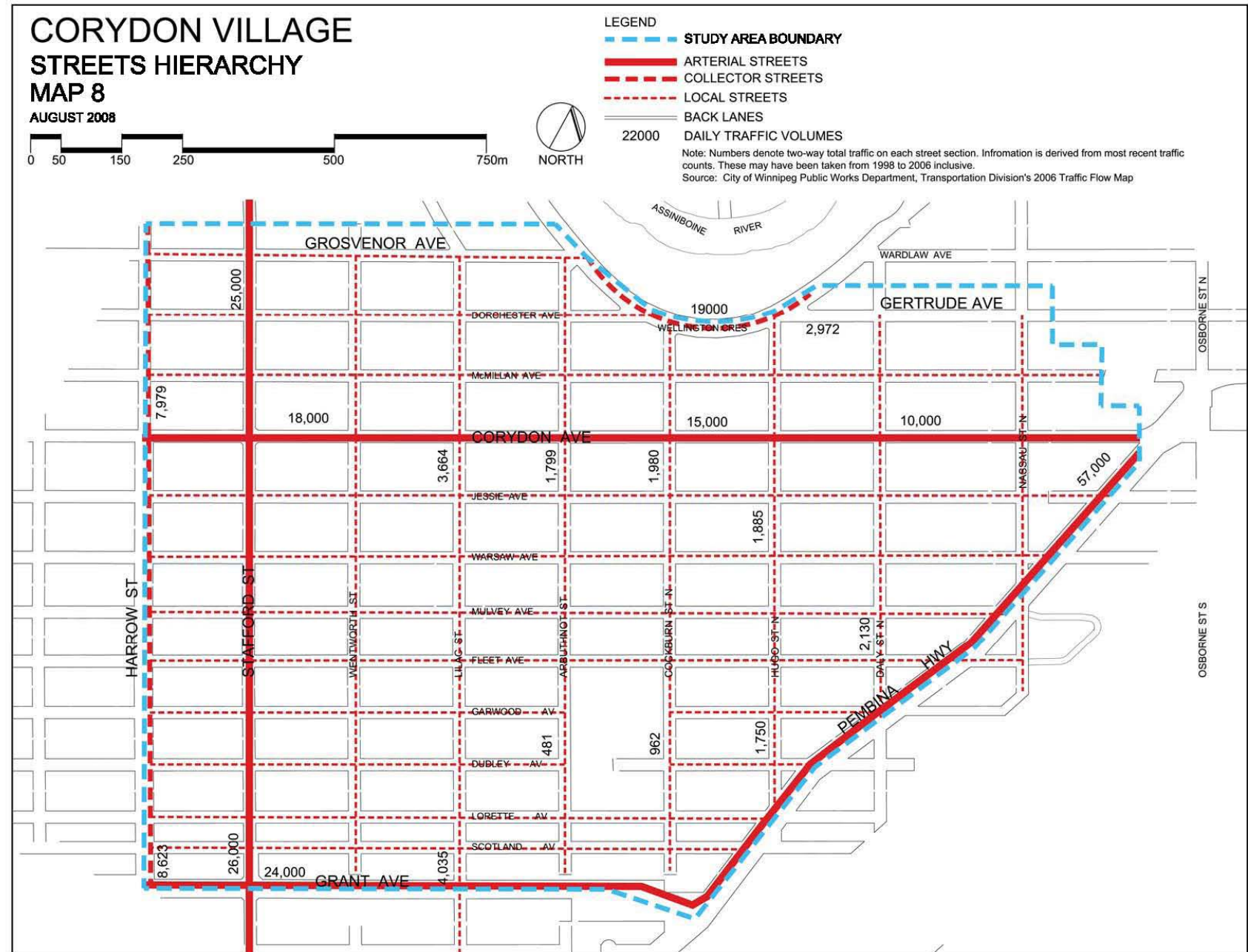
Zoning

- In some locations, residential zoning categories do not correspond to existing land uses nor reflect emerging trends in development:
 - All parks and school sites are zoned “R-1”-Single Family. Although recognized as permitted uses within the residential zoning district, protection of these sites may require re-zoning to “PR” – Parks and Recreation
 - The “R1”-single family and “R2”-two family districts that extend along Lilac Street from Jessie Avenue to Dorchester Avenue has been transitioning into a commercial district. Designation to “C-1” commercial zoning would more accurately reflect existing uses and provide limits to the extent of development on the street.
 - Commercial and mixed use commercial/residential developments are emerging on Corydon Avenue within the area predominantly zoned for “RMF-M” Multi-Family (mid-block from Daly St N. To Pembina Highway). Designation as a mixed use district would recognize this transition and encourage retention of residential dwellings through integrated development.
- The commercial sites along Pembina are generally small in size and irregularly shaped which has constrained commercial expansion and redevelopment on existing sites. Where commercial directly abuts residential uses, encroachment is beginning to occur. Parameters to address commercial development as existing businesses expand or new businesses establish would mitigate ad hoc development and curb future land speculation.
- The area defined under the *Neighbourhood Main Street Overlay District (PDO-1)*, does not recognize recent commercial development that has extended west to Harrow Street and east to the Pembina- Corydon junction nor the defined boundary of the Corydon Village BIZ Zone. Alignment to reflect the depth of existing commercial development and anticipated future growth would reduce uncertainty of planned development and support transitioning of residential uses.
- Elimination of rear yard requirements under the current by-law, places the onus on new commercial development to negotiate non-accessory parking and/or loading agreements that may be needed. Within an area where parking is in short supply and where lanes are shared by both commercial and residential users, residential encroachment to accommodate parking/loading is more likely to occur.
- Guidelines that encourage street front design compatible with surrounding commercial development would promote uniformity on the street and continuity in pedestrian circulation.

CHAPTER FOUR: TRAFFIC AND TRANSPORTATION

4.1 OVERVIEW

Transportation has played a significant role in the formation of Corydon Village, and how it functions as a community within the context of the larger city. Centrally located south of the Assiniboine River, the area is serviced by a number of transportation corridors along its edges that carry traffic from the south-west area of the city into the downtown and points further north. Its neighbourhood main street connects east – west traffic flow through the centre of the community linking motorists between suburban neighbourhoods across the Donald Street Bridge into the city centre. Major Transit routes along the corridors provide accessible transportation alternatives within walking distance for people who live and work in the area. Both recreational and regular cyclists travel through the area, and more residents are opting to ride their bikes to work. Residential street patterns, building scale and compact form in both the commercial and residential districts invite more pedestrian travel to destinations within the community. Streetscape elements that promote pedestrian circulation have been introduced along Corydon Avenue in combination with expansive boulevards and public sidewalks along residential streets create an environment that encourages street strolls and interaction amongst neighbours and visitors to the area.



4.2 HIERARCHY OF STREETS

Centrally located south of the Assiniboine River, the Corydon Village is serviced by a number of Regional Streets located along its edge, and through the community. Regional Streets carry large volumes of traffic between suburban areas of the city and the downtown. They often include intensive commercial, mix of office and commercial land uses or high density multiple-family. Collector streets connect local streets to Regional Streets and, as such, accommodate higher than average traffic volumes typically found on a residential street. . Collectors can exhibit more intensive residential development or a mix of residential and commercial land uses. Local streets, by definition are intended to carry traffic destined to, or generated by those living within the residential district.

4.2.1 Regional Streets

Regional Streets typically carry 20,000 or more vehicles per day and may be designated as full time truck routes. In the study area, Pembina Highway and Grant Avenue are designated truck routes.

FIGURE 40

2006 Average Weekday Traffic Volumes – Regional Streets

Street Name	Street Sections	Average Weekday Volume
Pembina Highway	Grant to Corydon/Osborne Interchange	57,000
Grant Avenue	Harrow to Pembina Highway	24,000
Stafford Street	Grosvenor to Corydon	25,000
	Corydon to Grant	26,000
Corydon Ave	Harrow to Stafford	17,000
	Stafford to Lilac	18,000
	Lilac to Daly St. N	15,000
	Daly St.N to Corydon/Osborne Interchange	10,000

**Note: Numbers denote the two-way total traffic on each street section. All counts are derived from most recent traffic counts and may have been taken from 1998-2006 inclusive. Source: City of Winnipeg, Public Works Department's 2006 Traffic Flow Map*



4.2.2 Collector Streets:

Collector streets may carry up to 5,000 or 20,000 vehicles per day, depending on the cross section. Their primary function is to collect and distribute traffic between local residential streets and regional streets. The secondary function of these streets is to provide land access in residential areas. Two streets in the study area function as Collectors; Wellington Crescent and Harrow Street.

4.2.3: Local Streets

Local Streets generally carry on average, 1,000 to 5,000 cars in both directions within a 24 hr period.

In 2002, the Earl Grey Neighbourhood Safety Association, with support and oversight provided by the Transportation Division, undertook traffic counts on local north/south streets that intersect the community south of Corydon, and in 1998 along Gertrude Avenue, between Wellington.

FIGURE 42

2002 Traffic Volume Count – Local Streets		
Street Name	Street Sections	Average Weekday Volume
Lilac Street	Corydon to Jessie	3,664
	Scotland to Grant	4,035
Cockburn St. N	Corydon to Jessie	1,980
	Dudley to Garwood	962
Arbuthnot Street	Jessie to Corydon	1,799
	Dudley to Garwood	481
Hugo St. N	Jessie to Warsaw	1,885
	Dudley to Garwood	1,750
Wentworth Street	Corydon to Jessie	839
	Dudley to Garwood	421
Daly St. N	Fleet to Mulvey	2,130
Gertrude Ave. *	Wellington to Daly St.N	2,972

**Traffic count completed in 1998. Source: City of Winnipeg Public Works Department, Transportation Division*

FIGURE 41

2006 Average Weekday Traffic Volumes – Collector Streets		
Street Name	Street Sections	Average Weekday Volume
Harrow Street	Academy to Dromore	6,880
	Corydon to McMillan	7,989
	Scotland to Grant	8,623
Wellington Crescent	Academy to Kingsway	15,000
	Cockburn to Hugo	19,000

Source: City of Winnipeg Public Works Department, Transportation Division

Crescent and Daly St. North. The study was initiated in response to a safety audit conducted door to door that identified increased traffic volumes as a major safety concern to people living in the area. Findings indicate that on streets such as Lilac and Gertrude Avenue, traffic volumes are nearing the scale of a Collector street, while most of the remaining streets fall within the normal range for a local street designation (Figure 42). Both streets tend to function as diversions for motorists from more heavily travelled and traffic controlled streets through the community to major route connections and beyond.



4.3 TRAFFIC OPERATIONAL ISSUES

Safe crossing for pedestrians travelling through the community, especially for students walking to and from local schools, has precipitated a number of requests for traffic interventions to discourage non-local travel and to slow traffic to reduce risk of pedestrian/vehicle collisions. Most interventions have been implemented in response to citizen requests when warranted by traffic study outcomes however in the late 1980s, through the unique partnership of the Fort Rouge M/WCRP, innovative traffic calming approaches were identified as potential “pilot projects” by the Streets and Transportation Department. Construction of “round-a- bouts” as a traffic calming measure on Lilac Street was ultimately rejected by the Fort Rouge M/WCRP Residents Committee after further investigation and consultation, however curb extensions on Nassau Street north in the vicinity of Gladstone School were initiated at two intersections and currently being considered for further improvements. More recent improvements include school crossings, a pedestrian corridor conjunction with St Ignatius School, and traffic studies to consider requests for speed humps on residential streets and lanes.

The City’s Public Works Department, Transportation Division identified a number of operational issues and traffic management requests received and/or acted upon within the study area (Figure 43).



FIGURE 43

OPERATIONAL ISSUES	
Location	Issue
Nassau St N. @ McMillan and Gertrude	Investigating the possibility of re-constructing traffic calming curb extensions to larger radii.
Dorchester between Stafford and Harrow	Traffic speed study initiated in response to petition for speed humps did not warrant installation
Gertrude between Nassau St. N and Osborne	Request for speed humps in vicinity of Gladstone School. Petition supporting installation required prior to further action.
Lilac Street between Corydon and Grant Ave.	Request to limit access and/or remove traffic signals at Corydon and Grant to mitigate street functioning as Collector. Further consultations by community representatives required prior to further action
Harrow at Jessie	Installation of pedestrian corridor and school crossing in conjunction with St. Ignatius School
Lilac at Jessie	School crossing installation (Ecole LaVerendyre)
Cockburn St. N. at Garwood	School crossing installation (Earl Grey School)
Harrow Street	Request to examine short-cutting by non-local traffic and extended peak period traffic volumes
Corydon Avenue	Parking congestion on specific blocks along this Commercial Street have been examined on an as requested basis, however recommended solutions (such as parking meters) have not received support from the majority of property owners needed in order to proceed with implementation.
Residential Streets abutting commercial district	Parking by non-local traffic. Further consultation required by local community to consider 1 hour parking restrictions/residential permits/ meters

4.3.1 Parking

A shortage of off street parking associated with multiple-family and commercial and institutional premises has often led local residents, visitors to the area, and staff to compete for available parking space on the residential streets immediately adjacent to Corydon Avenue. Non-resident vehicle parking on the residential streets is further compounded during the busy summer “Patio” season as Corydon transforms into a destination street and additional traffic generated by the popularity of the district multiplies. Peak hour parking restrictions were lifted on the north side of Corydon Avenue to alleviate parking congestion on adjacent residential streets and as a means of slowing through traffic for the safety of pedestrians crossing.



The parking shortage is not easily resolved within the context of the street’s built environment and the attraction to the street from city wide market. Solutions such as Residential Parking Permits and installation of parking meters to manage parking issues have been proposed, however neither option has received support from the majority of affected residents or business owners.

Land to develop parking as new buildings are planned and existing buildings expand pose development challenges and has exerted pressure on the residential community. In the early 1990s, an application by MTS to demolish a number of homes on Jessie Avenue, in order to expand their surface parking lot at the corner of Daly Street, was denied after a concerted challenge by neighbourhood residents on affected streets. More recently, the Convalescent Home of Winnipeg was granted permission to develop surface parking on former residential land to accommodate staff and visitors to their facility.

4.4 2008 CAPITAL STREET IMPROVEMENT PROGRAM

Street improvements approved in the 2008 Capital Budget are located along the perimeter of the study area and include both residential and regional streets.

FIGURE 44

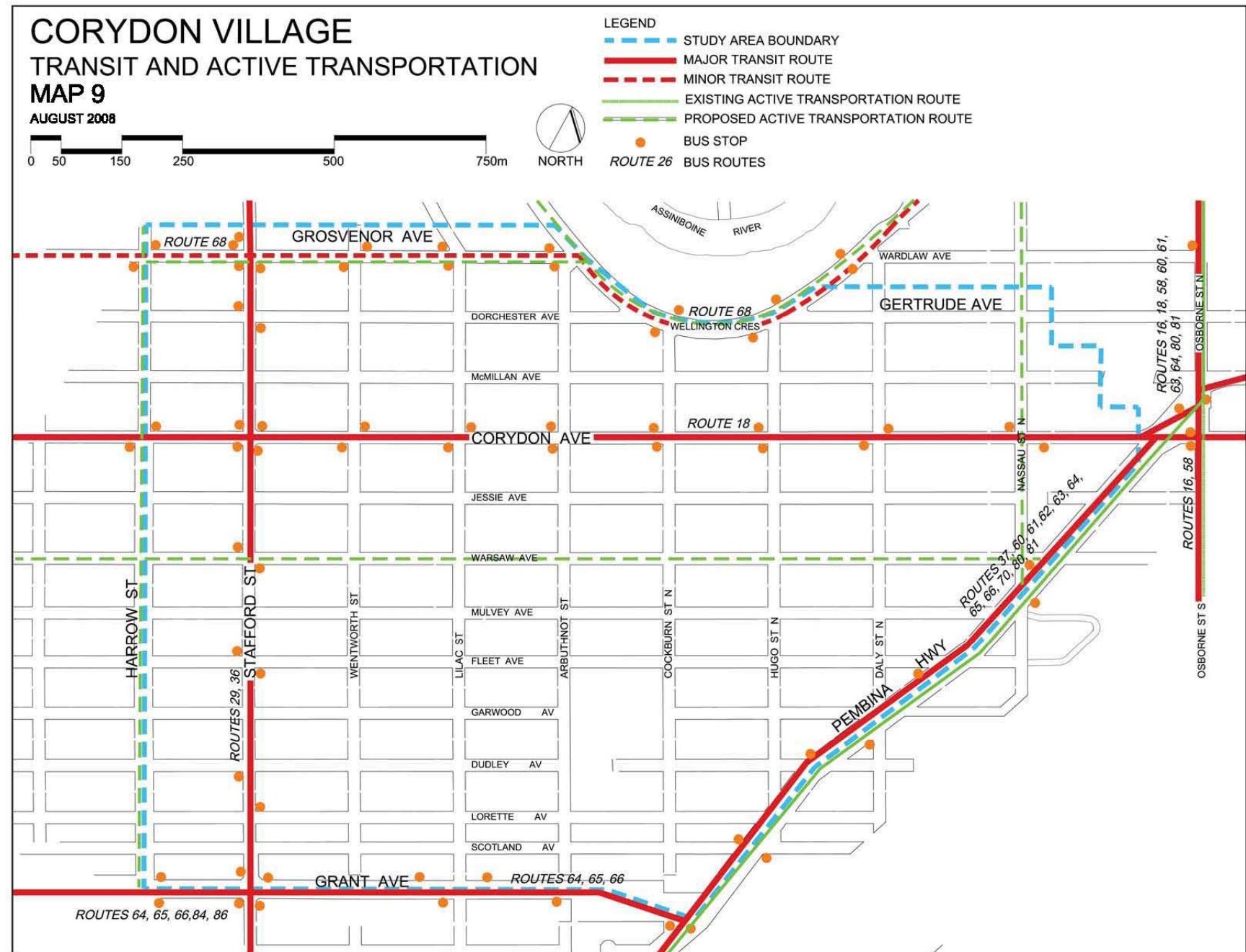
2008 Approved Capital Street Improvements	
Location	Planned Improvements
Jessie from Guelph to Harrow Street	Residential street reconstruction
Grant from Stafford to Pembina (east-bound)	Major Street Rehabilitation including turning lane extension to accommodate left turn onto Lilac Street for north bound traffic
Wardlaw	Watermain Renewal and associated street works

4.5 TRANSIT AND ACTIVE TRANSPORTATION

4.5.1 Public Transit

According to the 2001 Census, a higher than average number of residents who live within the study area use public transit, cycle or walk to work.

Transit services are distributed along major corridors including Corydon, Grant, Pembina and Stafford Street connecting the community between suburban neighbourhoods and the downtown. All major bus routes offer services 7 days a week, with more limited service on weekends and holidays. An east/west feeder route at the northern perimeter of the study area (Grosvenor /Wellington /Stradbrook) operates mainly during rush hours.



Programs developed by Winnipeg Transit, that support alternative transportation choices by study area residents include:

Bike and Bus Program: Instituted on Route 60 Pembina buses between May and October 2008, cyclists may board as passengers on buses outfitted with bike racks at no extra cost.

Park and Ride Program: one of 12 Park and Ride sites established by Winnipeg Transit at Grant Ave and Cambridge (Bethesda Church Parking Lot) is available at no cost to motorists on a first come first served basis



4.5.1.1 Transit Improvements

Council’s adoption of the “On-Street Transit Priority Program” in 2006 precipitated implementation of transit improvements along major arteries assessed for transit priority improvements (including signal timing and transit lights, road geometry improvements, transit queue-jumps and transit lanes). Two projects completed in 2007 impacting the study area transit system included:

- Improvements to signal timings at all intersections along Pembina Highway
- Westbound Exit from Osborne and Corydon bus bay – new transit priority signal for buses turning south on Pembina Highway

2009 Transit Improvements planned for the study area include upgrades to existing bus shelters.

4.5.2 Active Transportation



With the adoption of the *City of Winnipeg Active Transportation Plan* in April 2008, 4 streets located within the study area have been identified as “Proposed Active Transportation Network” streets. Designation of these streets under the Active Transportation Policy means that any reconstruction or rehabilitation planned for these streets must incorporate Active Transportation facilities. Designation of Corydon Avenue as an Active Transportation Corridor was explored; however the current street dimensions, transit requirements, and building setback places considerable constraint on the feasibility of such designation. To address east/west bicycle flow, adjacent streets including Warsaw have been designated as part of the proposed Active Transportation Network. The remaining study area streets identified as “Proposed Active Transportation Network Streets” include: Stafford south bound at Academy Road, Grosvenor eastbound from Stafford to Wellington Crescent, Nassau Street south bound to Pembina Highway (Map 9).

Maintaining public right of ways to enhance pedestrian circulation and encourage street level interaction has been an ongoing contribution of the Corydon BIZ through their streetscape program budget, however a number of older street elements have deteriorated to the point where replacement is needed. Plans are underway to reinvest in street and storefront improvements and introduce new elements to enhance street strolls on the Avenue and promote the commercial district.

Residential street patterns, building orientation, public sidewalks and expansive boulevards with mature trees have all contributed to a more inviting and walkable environment. Maintaining and enhancing pedestrian right of ways that feel safe and allow residents to move freely and interact with neighbours will continue to attractive people to the community

4.5.2.1 Sunday/Holiday Bike Route Street Closure

The Public Works Department, Transportation Division was asked to comment on suggestions arising from community stakeholder meetings, that Corydon be designated for Sunday – Holiday closure to promote an active pedestrian and cycling environment and to encourage more family oriented street interaction. The City’s Warrant Criteria for establishing Sunday/Holiday Bike Route Street Closures require that three conditions must be met in considering such closures: “streets must be classified as either local residential or residential collector streets; that they are not a transit route; and they do not have businesses or institutions that require access on Sundays or holidays”. As a Regional Street and Transit route, Corydon does not meet the warrant criteria for this type of closure and the department cautioned that “logistical and cost issues to implement Sunday closure on the street would need to consider local access, local vehicle circulation, transit, enforcement, and truck route issues.” While the department acknowledges the value placed upon street closures to support cyclist and pedestrian activity and have implemented Sunday and holiday closures in other locations throughout the city; closure may not be feasible for Corydon Avenue, given the constraints outlined.

4.6 SUMMARY OF FINDINGS

- Regional and Collector Streets in the Corydon Village area play a significant role in the area’s built form and how it functions. As a major north-south corridor, Pembina Highway carries the large volume of weekday traffic along the study area’s eastern edge, connecting at Grant, Stafford and Corydon Avenue, through the Osborne Street Interchange into the downtown and points further north.
- Corydon Avenue’s traffic volumes are lower than other Regional streets; however average weekday counts tend to peak mid-avenue between Daly and Lilac Street and reduce at the Pembina/Corydon junction. This may be partially explained by the frequency of traffic re-circulating onto Corydon Avenue’s Commercial Main Street through the residential neighbourhoods seeking parking; however a traffic study would be needed to confirm this.
- Collector streets such as Wellington Crescent carry significant volumes and are nearing Regional Streets capacity in the section between Cockburn and Hugo Street North and may account for higher than average traffic volumes on Gertrude Street due to diverting motorists.
- Lilac Street, south of Corydon tends to function as a local collector, diverting traffic through the residential area to Regional Street connections. Volumes are at the high end of local street capacity and construction of the north bound Lilac turning bay planned for Grant Avenue is expected to divert more traffic onto this residential street.
- A number of traffic interventions to reduce speed and provide safer pedestrian crossing at residential intersections have been implemented in response to citizen requests when warranted by traffic study outcomes. Most interventions have been implemented at intersections adjacent to neighbourhood schools however requests for speed humps on residential streets and lanes are not uncommon.
- Competition for on-street parking space on streets adjacent to the Corydon during warmer months continues to be a source of frustration amongst residents, business owners and visitors to the district. Achieving consensus from affected property owners on approaches to manage the issue has been unsuccessful to date.
- Off-street parking is in short supply for existing commercial, residential and institutional users although a handful of surface parking lots to alleviate some pressure have been developed. Future intensification is expected to create new demand for parking accommodation and potential of further encroachment onto residential streets and adjacent buildings. Vigilance and citizen action has been required to prevent unwanted expansion in the past however pressure continues to be exerted.
- The study area is well serviced by transit, along its regional corridors and programs and improvements to encourage transit use continue to be developed. Service levels and accessibility of transit services have contributed to a higher than average number transit riders from the community compared to other parts of the city.
- Cyclist and pedestrians who share the streets and sidewalks may look forward in future years to improvements to Warsaw Avenue, Stafford Street, Grosvenor Avenue and Nassau to support their activity, under the *City of Winnipeg Active Transportation Plan*. The feasibility of Sunday Street closure on Corydon Avenue to promote family oriented activity such as cycling, walking, shopping and dining on the other hand, presents a number of challenges based upon criteria set out by the City of Winnipeg Sunday/Holiday Bike Route Street Closure Warrant.
- Walkable streets has contributed to heightened pedestrian activity amongst visitors and patrons of the commercial main street and promoted social interaction and connectivity amongst residents of neighbourhood streets.

CHAPTER FIVE: KEY ISSUES

Overall, the Corydon Village Study Area can be characterized as a vibrant older residential community, densely populated and compact in its built form in both the residential and commercial areas. Corydon Avenue's duality as a major transportation corridor and Neighbourhood Main Street has historically served the local community and surrounding area as a shopping and service hub and more recently, has evolved as a destination district catering to a city-wide market and beyond.

Its central location, regional streets and level of transit services provide commuters' easy access to Winnipeg's downtown and points throughout the city and the variety housing options suited to a broad range of incomes and life-styles has attracted a younger and somewhat more mobile adult population. Vacancy rates in rental accommodation are extremely low and residential sales values in both the single family and the condominium market is thriving. More people live here and most that do pay more for their accommodation. The majority of families have settled south of Corydon Avenue close to neighbourhood schools and social amenities, while more single unattached and non-family households have been drawn north of Corydon Avenue; particularly to the McMillan Neighbourhood.

The area has been resilient to change during economic downturns and periods of out-migration, and currently is in the midst of new opportunities and challenges as investment interest fuelled by market demand has accelerated re- development in both the residential and commercial areas.

Residents place great value in the quality of residential streets and boulevards, the character of its older homes and apartments, and the scale and pedestrian orientation of the Corydon Commercial district. There is a strong sense of belonging felt by people living in the area who attribute qualities of the existing built form and pedestrian friendly environment as reasons why people have chosen to live here and why many have stayed.

Businesses have built upon community values through investment in storefront improvements, streetscape enhancements, and outdoor patios in a style reminiscent of a European Village geared towards a walking commercial trade.

New development has been somewhat adhoc, limited by available land supply and constrained by existing building footprints. Most sites have been more intensively developed and concentration of uses has placed recent development at odds with the area's existing form and function. Uncertainty as to the types of projects being planned and where; and their impacts on both the quality of life and the area's unique built environment has been foremost in discussions amongst those who live and work in the area.

The desire to preserve the qualities inherent to this predominately residential community and encourage development that respects and reinforces the unique elements and sense of place that has shaped and define the Corydon Village today are central to future planning initiatives.

The preceding chapters were intended to capture information about the existing nature of the Corydon Village Study area from a land use and transportation perspective and provide a snapshot of the social and demographic characteristics of the people who have chosen to live here and some of the reasons why.

An understanding of existing conditions is an important first step in the process of formulating a plan for the area; however a number of planning issues emerging from the study and their implications both perceived and real bear further analysis as part of the secondary plan preparation.

ISSUE: Intensification of drinking establishments

Patio cafes and restaurants with drinking establishments have helped to strengthen Corydon Avenue as a destination district. They contribute to the pedestrian orientation of the street, and promote interaction amongst local residents and visitors to the Avenue. Where establishments have clustered, pedestrian activity is heightened adding colour and vibrancy to the street particularly during the summer “patio season”.

Development and Permit Activity over the last 10 years indicate there has been a steady growth in drinking establishments. Between 1998 and 2006, nine applications were approved to operate a cocktail lounge, or licensed private club as a Conditional Use. The trend in this type of development suggests that further investment is likely to continue as the popularity of these uses in the district grows.

The impact of Intensification of drinking establishments in close proximity to one another other however, has become a source of tension within the community.

Residents living in apartment blocks on Corydon or along the abutting residential streets are exposed to intensified noise, increased non-local traffic circulation, parking congestion and rowdy behaviour of (inebriated) patrons returning to their vehicles late at night. Business owners have reported an increase in litter and debris related to higher volumes of pedestrian traffic during warmer months and issues of vandalism and graffiti have been attributed in part to late night activity surrounding these uses.

Concerns over safety and security have precipitated calls from both the residential and business community for dedicated police presence on the street. Others have requested closer monitoring and enforcement of existing establishments by municipal and provincial authorities. (i.e.: Manitoba Liquor Control Commission; City of Winnipeg Zoning Enforcement).

An atmosphere of uncertainty exists as to the types of establishments being planned, where they will locate on the street, hours of operation and how many people they plan to serve. Existing operators recognize the need to build better communication with affected residents to address local concerns in a more proactive manner.

Analysis

At present, some 38 restaurants are located within the Corydon BIZ geographic boundary. The majority (28) are concentrated within a three block stretch between Arbutnot and Daly Street; 19 of which can be found on the north side of Corydon Avenue. All but 4 restaurants in the area are licensed by the Manitoba Liquor Control Commission, and 15 of these operate drinking establishments in the form of either a cocktail lounge and/or private club. Permit Activity over the last 10 years suggests that investment in alterations and additions to existing restaurants and private clubs with cocktail lounges and outdoor patios has been significant. A comparison of a 1999 and 2006 Corydon Avenue Land Use Inventory completed by the City of Winnipeg Planning Department, indicates however that the number of drinking establishments on Corydon Avenue has increased by only one new establishment.

Owners and operators of restaurants and drinking establishments report the bulk of their business is reliant upon high traffic volumes generated during summer months. As one owner stated, “On weekends during winter months, you can throw a bowling ball down the Avenue in the evening, and we often close early.”

Licensed patios have become an attractive marketing tool, and indeed may be one of the reasons why business investment in these uses has been significant. Where establishments have clustered, particularly those with patios, a symbiotic relationship between establishments tends to occur as patrons migrate from one location to another.

Expansion and establishment of new restaurants, licensed to serve alcohol with meals add to the eclectic mix of dining experiences offered on the street and have for the most part, been positively received. Applications for development of new licensed private clubs and cocktail lounges, on the other hand, are experiencing increasing opposition from the community. These uses by their very nature generate high numbers of patrons to gather, linger and enjoy drinks and entertainment late into the evening. Where they are clustered, issues of late night noise (e.g. music)

and the behaviour of rowdy patrons afterhours become magnified for people who live next door or immediately abutting these uses. Non-local traffic circulation and parking congestion tend to be more intensified on blocks close to Corydon Avenue, but during summer season, it is not uncommon for parking to spill over onto other streets in the area.

The impacts of intensification and concentration of drinking establishments is not unique to the Corydon Village and similar examples are found in other cities including Saskatoon (Broadway Avenue), Calgary (Beltline Area), Edmonton (Whyte Avenue), Vancouver (Granville Street) While each city has had their own unique set of issues, all share a common experience with the popularity and impact of these (late night) uses within an established community. Municipal governments in these centres have developed multi-layered strategies to support and manage development while remaining sensitive to impacts on the surrounding residential communities. Approaches vary; however in most jurisdictions, strategies are guided by Local Area Plans or Area Redevelopment Plans which have led to combined regulatory tools (such as zoning) to address size, scale and separation between drinking establishments with provisions for local accountability and problem solving. The City of Edmonton, for instance, created a Whyte Avenue Co-ordinator position to facilitate proactive planning and dispute settlement to minimize negative impacts around noise, disturbance and vandalism attributed to activity surrounding drinking establishments, while Vancouver has adopted a “Good Neighbour” policy provision into their Drinking Establishment By-law. Vancouver has also capped the total number of “seats” and types of drinking establishments permitted within their defined districts and levied additional licence fees on these uses to offset costs associated with additional policing for the area. Calgary has imposed maximum establishment sizes and discouraged concentrations on a block- by-block basis.

Zoning By-law 200/06 has attempted to respond to issues that are known to arise from these types of land uses within the context of commercial main streets in established residential areas. The Neighbourhood Main Streets Planned Development Overlay (PDO-1 Neighbourhood Main Streets) provision under Zoning By-law 200/06 has placed additional restrictions on drinking establishments and restaurants within a PDO-1 Overlay district. Regulations list all drinking establishments as a Conditional Use, requiring applicants to appear before a public hearing to obtain development approval. A restriction in the size of restaurants to a gross floor area of 2500sq. ft., in turn, limits seating capacity permitted under the Liquor Control Act.

At present, there is no criterion to evaluate the threshold at which drinking establishments may have reached or exceeded capacity within a district such as Corydon Village, nor does the City of Winnipeg have specific policy to manage development and address intensification of these uses that is responsive to the community in which they co-exist.

In the absence of planning tools beyond the current zoning by-law, response to issues for the most part are handled on the basis of individual complaints (after the fact) , raising a question as to the efficacy of this approach (and effective use of resources),over the long term.

Strategies to Consider

Future planning for the area must consider whether the number of drinking establishments located on the street are enough, too many, or whether there is room to grow more and under what conditions they would be permitted to establish.

Solutions will require collaborative efforts and ongoing dialogue amongst stakeholders from community along with government authorities, to develop strategies and set policy to support the changes required. Strategies to be considered should include:

- Creating a forum for current operators, affected residents and businesses, and other resources as needed would build upon communication that had started within the Corydon Village Working Group, with a goal of building better relations and proactively resolving conflicts that are achievable through local dialogue and decision making.
- Further analysis of the nature of existing drinking establishments including the size and types of operation, number of patrons served, hours of operations, and the number and types of calls for service (i.e. Police and MLCC Enforcement), will provide a true picture of the breadth of issues identified and better inform planning decisions as new applications come forward.

- Lessons learned and best practices from other urban municipalities experiencing similar challenges provide valuable insight into approaches that have worked, and others that need to be re-tooled when considering future planning and policy direction for these uses within the context of the area they plan to locate.
- Land Use decisions based on zoning regulations alone, cannot address types of conflicts that arise from time to time when concentrations of similar uses occur. Additional land use tools are needed to evaluate capacity for growth to enable the city to deal more effectively with these uses and reduce negative impacts of intensification incurred through current (ad hoc application) approaches.
- Restricting any new development in the short term, to engage in a full analysis and develop future planning approaches should be considered.

ISSUE: Commercial diversity

The pedestrian orientation of the Corydon Village commercial district created by clusters of street level shops and services, restaurants and patio café's is cited as a quality valued most, by those who live and work in the area.

Marketed as "Manitoba's Largest Outdoor Shopping Mall" the Corydon BIZ describes the district as "a place where one can find everything from a fine meal or a cup of gelato, to that unique gift idea or friendly beauty salon"; "a "must do" destination"; and "the prime reason why visitors and local alike enjoy walking the streets and browsing the shops time and time again."

¹⁴

A similar sentiment is echoed by residents when describing the range of shops and services available within walking distance along Corydon Avenue and Lilac Street. Both the scale and compactness of the commercial main street which occupies 9 city blocks have helped to create the "*intimate feel*" and "*pedestrian friendly environment*" that has become a hallmark of the district.

Over the last 10 years significant investment in alterations, expansion and construction of both offices and restaurants with drinking establishments has occurred. Personal services such beauty and hair care establishments have witnessed modest growth; however upon examination of permit activity during this period, development of retail shops appear to be static.

Concern has been expressed as to whether current development trends will result in the loss of commercial diversity (i.e.: decline of retail and personal services and ascent of restaurants and office use) and what impact this will have on the "village feel" and function, specifically the walkability of the district and the variety in street level commercial exchange.

Analysis

Approximately 178 commercial establishments offering a mix of retail shops, personal services, restaurants and professional offices are found along the nine blocks that comprise the Corydon Village BIZ. Older, mostly three storey walk-up apartment housing is found interspersed between commercial uses adding to the compact built form and walkability of the district.

Distribution of businesses within the commercial classifications (retail, personal service, restaurant and office) appear relatively balanced however diversity of businesses types within each of the classifications and current trends in development indicate that uses such as restaurants, offices and beauty salons over retail and other types personal services have intensified.

Land uses such as, "boutique" shops, galleries, and restaurants with outdoor patios encourage street interaction and commercial exchange amongst residents and visitors during daytime, evenings and weekends. Office uses on the other hand, generally function as week-day business centres to house administrative and/ or professional staff and as such, are much less oriented towards walk-in business trade. Exceptions are found however where offices uses combine with (main floor) retail sales/personal service or residential uses within the building envelope.

¹⁴ Corydon BIZ website: www.corydonbiz.com

While the types of business in the area offer a wide range of products and services, commercial development has been somewhat ad hoc, driven by commercial trends and availability of land and/or buildings for development. While this approach has been rewarded most recently by a number of new commercial enterprises and investment in building improvements it does create a level of uncertainty as to what types of business are most likely to establish in the area and where and the potential loss of neighbourhood oriented businesses.

Under the City of Winnipeg Zoning Bylaw 200/06, office, retail and personal services are “*Permitted*” within the commercial district; however restaurants with drinking establishments are listed as a “*Conditional Use*”. Use specific standards “*intended to protect the scale and character of the pedestrian oriented, neighbourhood-scale commercial areas*” defined under the Neighbourhood Main Streets Planned Development Overlay district attaches limits to the gross floor area of certain commercial uses and may be broadened through a planning process to strengthen the defining qualities of the district in both building form and function.

Strategies to Consider

Balancing current development that maintains the eclectic mix of shops, services and offices which define the district, is a difficult task given the scale and limitations of built area and a seemingly competitive market. Strategies that would help retain the pedestrian orientation of the street and encourage commercial development that reinforces the district’s image as a unique village and destination to live, work, shop and dine should consider:

- Further research and consultation with the local business community, to gain an understanding of commercial trends on the street, and gather information on the types of challenges faced in maintaining diversity and the unique village “feel” of the commercial area;
- Developing a cohesive vision and plan for the commercial district that articulates what the commercial area wants to achieve and the types of businesses they wish to attract. A commercial plan could establish guidelines for development, identify locations where certain uses may be more appropriate than others, identify land assembly opportunities and provide greater predictability and transparency when marketing the area to business investors and the surrounding neighbourhoods.
- Changes to the Neighbourhood Main Streets Planned Development Overlay District regulations would not only reinforce variety and focus of the commercial district but could reduce barriers to achieving diversity more simply and quickly.

ISSUE: Commercial expansion into residential districts

The challenges to commercial expansion within the built area has precipitated creep into established residential areas mostly through building conversions on streets such as Corydon and Lilac, and through land speculation and redevelopment adjacent to Pembina Highway.

Commercial expansion is likely to continue as market forces dictate, however loss of good quality housing stock and uncertainty as to where new commercial development will establish and how it may impact on existing residential areas remain concerns.

Analysis

Conversion of existing multi-family housing on Corydon Avenue to commercial and mixed use commercial/residential began to emerge with the Corydon Avenue’s redevelopment program initiated in the mid 1980s under the Core Area Initiative. Over time, a handful of 3 storey apartment blocks, and a number of duplex, triplexes and the few remaining single family homes were acquired and rezoned or granted conditional uses to permit redevelopment for commercial purposes. Many of the buildings have retained some residential units; however net loss in both number and types of dwellings has occurred. Development applications over the last 10 years indicate that commercial expansion through rezoning of existing multi-family continues, with most occurring near Pembina Highway on the east and Harrow Street on the west. Evidence suggests that pressure will continue to be exerted on the street.

Lilac Street between Jessie and Dorchester Avenue has more recently evolved as a commercial enclave although not zoned for this purpose. Boutique shops, services and a number of salons have established on the street in mostly converted single family homes and duplexes. Development has been concentrated north of Corydon however some low intensity commercial development has extended to the south. Zoned as an “R-1” single family and “R-2” two- family district, commercial development on Lilac Street has required greater public scrutiny and approval through the public hearing process.

Smaller and irregular shaped parcels along Pembina Highway have restricted expansion of some operations and limited availability of customer parking for others. As a consequence, some residential lands to the east have been acquired and rezoned to accommodate these commercial uses. Expansion or redevelopment of Pembina Highway commercial uses is likely to continue to put pressure on the adjacent residential district due to the intensive nature of the “C2” zoning classification.

Strategies to Consider

Strategies to provide direction on locations where new commercial development may establish; the types of uses that would be permitted, and under what conditions would provide greater predictability and remove uncertainty as new development is planned should consider:

- Examination of the Corydon Avenue Neighbourhood Main Streets Planned Development Overlay District boundaries and regulations (including land use, bulk, parking and signage provisions) with the commercial boundaries established under the Corydon Avenue Business Improvement Zone to facilitate residential conversion for commercial and mixed use commercial/residential purposes. New policies that consider impacts of future housing loss should be incorporated into changes.
- Amendments to existing zoning that recognizes the Lilac Street commercial cluster should be considered. Placing limits on the types of commercial development permitted and defining the limit of growth on the street would protect the surrounding residential area from future commercial creep.
- Establishing a policy that defines the limit of Pembina Highway Commercial District expansion while addressing development needs would prevent future land speculation and protect the remaining residential area.

ISSUE: Residential intensification

Market demand for rental accommodation and condominium living has helped to fuel conversion of existing residential properties and recent construction of new multi-family projects in the study area. Current housing trends coupled with favourable market conditions suggest that multi-family development is likely to continue in the area, particularly in the condominium market. From a development perspective, limitations in land supply and constraints with existing lot sizes and configurations have posed challenges to new multi-family projects. Where they locate, the scale of development and the potential impacts of intensification on the nature and composition of existing single and two- family neighbourhoods suggests that planning intervention is needed to support and manage growth.

Analysis

Vacancy rates in the study area rental market are well below the city average and are expected to continue to decline below 1.9% average reported in 2007. Similarly, sales volumes and prices of existing housing and condominiums in the area have seen significant increases over the last 3 years with condominium market beginning to exceed the number of house sales. Within a buoyant real estate market, pent-up demand for rental and condominium housing has pushed prices in the rental and ownership market up and increased investor confidence in renewed housing activity. Most new development has been focused on the multi-family market, however new single and two- family infill homes continue to replace housing stock in predominantly low density areas.

Most multi-family development is concentrated north of Corydon; an area that has historically provided a mix of housing from large single family homes, spacious apartment accommodation and multi-tenant boarding and rooming houses. The area has retained a diverse housing mix however an increasing number of conversions from single and two family dwellings to higher density multi-family apartments and condominium living has occurred. Much of this has been achieved without significant modification to existing building envelopes, successfully integrating higher density housing on streets while retaining the look and feel of a predominantly single family district. Conversions appear to be scattered throughout the area, however pockets of concentration are evident on some blocks including streets abutting the Corydon commercial area. Higher density new condominium development has tended to cluster along the northern edge of the study area on streets such as Wellington and Grosvenor Avenue that carry higher traffic volumes and where existing multi-family enclaves exist. Smaller, less intensive multi-family condominium projects have been developed on residential street corners such as Gertrude Avenue at Daly Street adjacent to single family homes. Increases in residential density and building footprints have required rezoning approval and most sites have required variances to accommodate new development.

In the residential district south of Corydon, evidence of single family conversion to multi-family apartments does exist, however the area has retained its predominant use as a single and two-family community. Although most infill has been single and two -family, smaller, medium density multi-family condominium projects have been introduced to the district east of Hugo Street. Projects have been designed to maximize living space on limited lots formerly developed as single family homes and are located at street end. Concern about the potential loss of families in Earl Grey and how multi-family intensification might impact on the viability of schools, community centres and other family institutions in the area warrants consideration as part of the planning process. The neighbourhood has the largest number of family households however family size is generally smaller. Decline in school enrolments at most neighbourhood schools is consistent with trends reported across Winnipeg School Division and longitudinal trends project smaller families in the future. Housing strategies that integrate development to address the needs of small families with school age children would reinforce this district as a “family friendly” community and continue to attract family households to settle in the neighbourhood.

As the cost of renting or owning a home or condominium in the area escalates, the gap in housing affordability widens. Single unattached young people and families in the area have been the most vulnerable to the effects of rising housing costs on their incomes. Diversity in housing choices that appeal to a wide range of income groups and life styles has been one of the hallmarks that define what is unique about the Corydon Village. Strategies that address affordable housing needs within existing and new housing markets may be necessary to retain population and income diversity into the future.

Strategies to Consider

Reducing barriers that facilitate transition from low density to higher density residential development that respects both scale and function of surrounding residential areas would eliminate uncertainty as to where future projects are planned and address challenges to development that currently exist. To achieve this over the long term would warrant development of a comprehensive housing plan. Strategies to consider include:

- Zoning changes to permit selective intensification geographically focused on or near major corridors or on streets where multi-family housing exists and this scale and intensity are supported.
- Areas predominantly occupied by single family homes should continue to be protected and select residential intensification limited to densities of 4 units or less.
- Policies such as “density bonusing” , or “tax increment financing” to create new units of affordable housing within high density projects

ISSUE: Traffic and parking intensification

Transportation’s role in the formation and function of the Corydon Village has had a major influence in attracting investment, and accommodating the needs of those who have chosen to live and work in the community. At the same time, several transportation corridors that carry large volumes of commuters through the area and bring visitors to the district have exerted pressure on local streets and the commercial main street. As business and residential areas intensify, shortage of land to address parking requirements has posed challenges to development. Patterns of non-local traffic circulation and short-cutting through residential neighbourhoods and traffic speed have become a source of concern for pedestrian safety and movement by residents and visitors in the area.

Analysis

As a regional corridor, Corydon Avenue carries average weekday traffic volumes between 10,000 and 18,000 vehicles through the heart of the Corydon Village. Traffic volumes peak in areas of commercial concentration between Lilac and Stafford Street, and diminish east of Daly Street towards the Osborne/Pembina Interchange. Re-circulating traffic en-route to destinations on Corydon Avenue may account for these volumes and further analysis of traffic patterns and how they impact on local streets may help to inform future traffic management decisions.

Traffic counts conducted in 2002 by the Earl Grey Neighbourhood Safety Association in response to a neighbourhood-wide safety audit, confirmed that traffic volumes on Lilac Street were much higher than other local streets in the area, reaching levels close to collector street capacity. In 2007, petitioning by parents and community members led to installation of school crossing signs and street marking at the intersection of Lilac and Jessie Avenue to alert oncoming motorists to slow down for children crossing to Ecole LaVerendyre. Planned improvements to Grant Avenue including a north bound Lilac Street turning bay is expected to increase traffic diversion onto the street and increase volumes further. Closer monitoring of traffic volumes and speed of travel along Lilac may be needed in light of these changes to assess impacts in areas of high pedestrian activity such as the school and facilitate additional traffic calming interventions that may be needed.

Developed as a wide, expansive residential street to accommodate grand homes and apartments, Wellington Crescent functions as a collector street connecting motorists east and west between Academy/ Maryland Street Bridge onto Stradbrook towards the Donald and Main Street Bridges. 2006 weekday volumes along this street have reached and exceeded traffic counts recorded on Corydon Avenue, with the highest counts midpoint along the Crescent between Hugo and Daly Street. 1998 traffic counts on Gertrude Avenue indicate higher than average weekday volumes on this local street as motorists look to alternative routes off Wellington Crescent to connect with Pembina Highway and Osborne Street (south bound). Intensification of multi-family residential development in the vicinity of Wellington Crescent is likely to exert further traffic pressures along the Crescent that may result in traffic diversions onto local streets to avoid congestion and signalized intersections.

Traffic calming curb extensions constructed on Nassau Street N. at Gertrude and McMillan Avenue, delay stops and starts of oncoming motorists at sign controlled intersections where most children cross on their way to Gladstone Elementary School and to River Osborne Community Centre and playground. Recent expansion of Gospel Mennonite Church located between Gertrude and McMillan Avenue has drawn additional pedestrian and vehicle traffic through these intersections reinforcing the need for existing traffic calming measures and proposed improvements under consideration.

Current off-street parking supply does not fulfill existing parking needs amongst a number of commercial, institutional and multi-family developments and as these uses intensify, pressure is exerted on existing land and buildings to accommodate parking. In most instances, developers have sought variances to parking regulations under the zoning by-law often to reduce or eliminate requirements established. Precedent established by MTS, The Convalescent Home of Winnipeg and a couple of apartment / condominium projects on McMillan Avenue in the development surface parking lots on land zoned for residential purposes may encourage land speculation as new development is planned. Zero rear yard requirements for major expansion or construction of new commercial development under the Neighbourhood Main Street PDO - "C2"-Commercial Zoning regulations may exert pressure to negotiate informal non-accessory parking and /or loading arrangements with adjacent residential property owners.

Competition for on-street parking amongst residents, visitors to the area, staff of commercial/offices and patrons particularly during the busy summer "patio season" has precipitated interventions including the removal of parking restrictions on the north side of Corydon Avenue during peak periods. Petitioning for installation of parking meters on Corydon to limit extended parking and ease parking congestion on the commercial street has not been supported in the past by the required majority property owners. In the residential districts, particularly on streets adjacent to the commercial area, non-local parking extends into the residential streets and concentrates immediately adjacent to Corydon Avenue. Traffic interventions including one hour parking limits, residential parking permits and installation of traffic meters have been suggested approaches to mediate local parking concerns in the past, however consensus has been difficult to achieve amongst the varied stakeholders.

Other municipalities such as Edmonton have initiated taxi queuing areas on commercial corridors where drinking establishments have concentrated, encouraging patrons to leave their vehicles at home and utilize alternative transportation including transit and taxi services. Promotion of a “Destination Corydon Village” Park and Ride transit service, and Sunday street closures to encourage residents and visitors to walk or cycle the Avenue and the surrounding neighbourhoods have been discussed locally as possible approaches to explore, amongst options such as parking structures and shared use of existing surface lots for evening parking.

Strategies to Consider

Managing growth and redevelopment in the built –up commercial and residential areas that considers how streets are utilized, their capacity to handle traffic and parking increases, and assess impacts of development on the safety and movement of pedestrians, cyclists and vehicles along area streets and laneways would benefit from a comprehensive traffic study and transportation plan. Traffic interventions that reinforce safety and enjoyment of residential streets primarily for those who live in the neighbourhoods, and contain movement of non-local traffic to existing regional and collector streets to the extent this is possible may require a number of traffic interventions and road geometry changes over time.

Strategies to consider in the short and medium term include:

- Updated traffic studies targeted towards local streets known to carry higher than average volumes such as Lilac Street and Gertrude Avenue to assess the need for additional traffic calming interventions.
- Evaluation of current traffic patterns and street utilization on Corydon Avenue and Wellington Crescent to assess volumes attributed to commuter traffic versus circulating traffic.
- Review current zoning by-law parking provisions to determine changes to zero rear-yard requirements as new buildings and major expansion of commercial buildings are planned.
- Research and evaluate alternative traffic and parking management approaches from other cities that may be applied to address issues identified.
- Explore options such as shared use of existing surface parking lots on evenings and weekends with parking lot owners.
- Investigate school site safety enhancements.

ISSUE: Parks and open space

Land developed as parks and open space has an important role to play in the quality of life and personal enjoyment amongst citizens in densely populated residential areas. In the Corydon Village area a greater premium is placed upon existing park sites due to the limited amount of land developed for this purpose. As commercial and residential development intensifies, preservation and enhancement of existing land for public use as parks, playgrounds, athletic fields and meeting spaces and protection of natural elements including boulevards and street trees becomes more important to those who live and work in the community.

Analysis

Over half of all developed green space in the area incorporates schoolyard sites owned by the Winnipeg School Division, while smaller parcels developed as pocket parks and a piazza are owned and maintained by the city of Winnipeg. All parks and school sites are zoned “R1-S”, Single Family District. Present zoning does not reflect current uses, community investment, nor the intrinsic value placed upon these sites as open space for both play and community socialization. Loss of these sites to future residential development in the event of school closures or community centre amalgamation, would significantly impact the enjoyment and quality of life offered by these parks and open space amenities and may adversely impact the area’s attractiveness for families with children and individuals to settle here.

Street trees that line the residential boulevards and help define the unique character and attractiveness of the district are advanced in age and more vulnerable to disease. Forestry programs to prevent the spread of Dutch elm disease through voluntary tree banding and removal of infected trees has helped to stave off substantive loss, however more aggressive intervention may be necessary in coming years in conjunction with a tree replacement program.

Strategies to Consider

Strategies that consider existing parks and open space and tree-lined boulevards as valued community assets to be preserved and protected for future generation should consider:

- Rezoning of existing parks and schoolyard sites to ensure their continued use as public open space and protect these areas from future land speculation and development.
- Promotion of and support to community tree stewardship initiatives including tree banding, disease detection and tree replacement programs.

CHAPTER SIX: CONCLUSION AND RECOMMENDATION

Corydon Village is a unique, densely populated urban community, appreciated for its central proximity, its rich heritage assets, its diverse building forms and the “village atmosphere” experienced along its neighbourhood main street and within its residential neighbourhoods. As such, the area continues to experience interest in development. Fuelled by favourable market conditions, new investment has accelerated over the last decade. The shortage of suitable land to support new investment has exerted pressure to intensify existing residential uses and to extend commercial areas beyond their current limits.

Current approaches to development have tended to be adhoc, and guided by regulatory controls set out in the city’s zoning by-law. Developments that have reinforced the character and values that define this unique area have been embraced by the community; however, others have been less welcomed and at times, vigorously challenged.

The City of Winnipeg’s long-range policy plan, *Plan Winnipeg 2020 Vision* provides a broad framework to address development within the city’s mature neighbourhoods however recent challenges to applications suggest that these policies alone are not sufficient to effectively guide development and redevelopment in a manner that strengthens and reinforces the unique qualities that define the Corydon Village.

A Secondary Plan, sets comprehensive land use polices and planning approaches to accommodate the more particular characteristics within a defined area of the city. Once adopted by City Council, it serves as a blueprint to guide development and may form the basis for targeted public sector investment.

The study findings demonstrate that Corydon Village would benefit from the preparation and implementation of a Secondary Plan to facilitate development that is appropriate and to ensure that the community remains vibrant, liveable and economically sustainable into the future.

Initiation of a Corydon Village Secondary Plan process would:

- Broaden opportunity for residents, property owners, developers, business operators, institutional representatives and the City of Winnipeg to engage in meaningful dialogue through a collaborative planning initiative;
- Facilitate a clearly articulated vision for the area that defines how development should proceed and where, and identify strategies to address issues and manage change into the future.
- Promote development that advances the concept of Corydon as a unique urban village
- Provide learning opportunities, explore local solutions and develop policy interventions to address issues and promote development
- Provide a clear basis for zoning and development regulation modifications
- Eliminate ambiguity and uncertainty in the development approval process and provide guidance to future private investment
- Set direction on future public sector investment in the community (both capital and resources).

While the overarching goal of a Corydon Village secondary plan is to achieve sustainable urban redevelopment into the future, qualities that have defined the area as a unique *urban village* - should form the underpinning for all elements of the plan including the character of its streets and buildings, the diversity of its shops and services, the pedestrian orientation of the environment and the strong sense of place shared amongst those who live, work and visit.

Based on study findings, some issues may warrant additional follow-up and planning interventions in advance of, or concurrently with, initiation of a Secondary Plan, namely:

- Further consultation and analysis of current drinking establishments, to establish criteria to evaluate new applications and measure the impact of development on the surrounding area.
- Examination of Corydon Avenue Neighbourhood Main Streets Planned Development Overlay district regulations, in consultation with businesses, residents and developers, to recognize and reinforce the commercial diversity of the street and to promote commercial/residential mixed use through good development.
- Consideration of amendments to current regulations on Lilac Street to recognize its transition from residential to a mixed -use residential and commercial area and to determine limits to future commercial expansion
- Assessment of future development needs along Pembina Highway Commercial Corridor in consultation with existing businesses and developers ,to determine limits of growth and establish policy to mitigate residential encroachment and potential land speculation.
- Further research and analysis to determine locations that would support future residential intensification and exploration of polices to reduce barriers to development and reinforce both the scale and function of the surrounding area
- Consultation with housing industry officials and review of current City of Winnipeg Housing Policy, to explore programs and incentives that promote inclusion of affordable rental accommodation within medium and high density residential projects.
- Initiate updated traffic studies in conjunction with the Public Works Department, to assess current volumes, circulation patterns and identify need for future traffic interventions.
- Explore potential for shared parking with private surface lot owners to alleviate evening and weekend parking congestion.
- Consultation with School Division and elected officials to explore formal designation of school-yard sites as community parks to protect loss of valuable green space to future development.

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Appendix A: Notes from Facilitated Sessions

- 1. Earl Grey Neighbourhood Safety Association Facilitated Session**
February 14, 2008
Facilitator: Linda Ring
Participants: 8 residents & members of the Earl Grey Neighbourhood Safety Association

What I love about the neighbourhood:

- *Walkable*
- *Friendly*
- *Convenient*
- *Affordable Housing (maybe not so much now)*
 - *Student Housing*
 - *Increasing # of International Students living here*
- *Well Kept*
- *Low density, residential*
- *Good schools*
- *Older character homes*
- *Central to work, shopping, malls, church*
- *Good old area with big elm trees*
- *Mix of shops on Corydon and conversion and expansion of apartments for commercial*

What we could change:

- *Create Pedestrian/cycle linkages (North/South) from Pembina to Wellington Crescent*
- *Reduction of traffic on Lilac Street*
- *Institute east bound turning arrow at Stafford/Corydon (currently westbound only)*
- *Policing and foot-patrols needed especially during summer months*
- *Address parking issues by non-residential users (ex. MTS employees use street parking rather than parking lot)*
- *Eliminate parking exemptions for new development (ex. Jessie/Hugo – new Restaurant/Lounge and new multi-unit housing)*
- *Too much development of one type of use (ex. Restaurant/lounge/drinking establishment). Create more diversity.*
- *Enforcement of regulations and by-laws*

2. Corydon Village Stakeholders Facilitated Session

April 1, 2008

Earl Grey Community Centre

Facilitators: John and Nerina Robson

Resources: Martin Sandhurst, Senior Planner, City of Winnipeg Planning Property and Development Department

Project Consultant: Linda Ring

Participants: 15 members of the Corydon Village area including city councilor, residents, community organizations and institutions, business owners and operators and BIZ staff were invited to participate in a guided dialogue and visual “path” process about the area.

Nightmares/Fears (about the Corydon Village area) now and in the future

- Area becoming a traffic thoroughfare
- Increase in vandalism & graffiti
- Increase in incidences (graffiti) particularly over the last 2- 3 weeks
- Summer street parking - particularly side streets
- Homes/houses demolished and replaced with surface parking lots
- Neighbourhood disinvestments created by (unresolved?) issues – People begin to move away rather than continuing to invest here. Need to keep people here who invest in property and area and attract others that want to invest (more owners than renters?)
- Too many “corporate” type businesses moving onto the street and loss of the flavour and unique character (smaller operators, unique services, ethnic influence)
- Decline in school age population and local school enrollment
- Fear of school closures
- Loss of some of the well known businesses on the street (Momma Mia’s, former Niemans Pharmacy /(Pharmasave).
- Who will move in? What will they offer? (E.g.: vacant commercial - formerly Pharmasave/Nieman’s used for Charity Poker Tournaments (a short term fundraiser attempt to support soccer /sport teams). What perception do these types of uses have on the street/community?
- Conflicts between residents and businesses unresolved. Communication breakdown-only hearing about problems through media outlets, external resources. Reactive rather than proactive. .No common understanding or agreement on how to work together
- Loss of diversity amongst residential dwellers, business types and uses, incomes and types of development
- Lack of cohesive plan for the area
- Developers need to know what they can build and where. Without certainty – developers will not risk and will choose to go elsewhere.

Dreams for a future Corydon Village (over the next 3-5 years)

- More green space – parks developed with underground parking structures
- A vibrant destination area - both winter and summer
- Events/Activities to draw people to the area and return during the winter months
- Akin to “Festival du Voyageur”?
- A Community Square on Corydon Ave
- A gathering place for the community both winter and summer
- Farmers Market
- Skating Rink
- Other Community attractions
- Reduction of accessibility by automobiles
- Pedestrian friendly corridors
- Wider sidewalks, bicycle corridors, pedestrian friendly street (scale and form)
- Eclectic mix of shops and residential uses
- People on the street year-round – cycle and pedestrian friendly atmosphere
- Family friendly Sunday
- Closure of Corydon Ave - focus around family friendly atmosphere
- Proactive ongoing police presence on the street particularly later in the evening and night-time
- Help manage situations before they disrupt
- Provide presence and sense of security to visitors, residents and shop owners
- Neighbourhood based solutions to shared problems/conflicts
- (Do we need a health inspector to enforce emptying of dumpster – or can we work on solutions as neighbours?)
- Schools remain open – Enrollment of school age children increases
- Function as a community resource, serving the needs of community through:
- Accessible (dedicated?) childcare and before lunch and after school spaces for both residents and business owner/operators
- Accessible school enrollment options for non-resident children (of business owners/operators)
- Development of programs/services relevant to educational needs/interests of community (e.g. Education Resource Centre? Adult Fitness Centre?)
- South side of Corydon gets a facelift
- MTS moves and property redeveloped

- Smaller personalized commercial centers developed
- “Park and ride” shuttle service options to enhance pedestrian friendly destination, promote walkable streets, a place to see and be seen in.
- Return of small shops serving local residents in the heart of the residential area – e.g. corner store

What you value most about the Corydon Village Area today?

- People who live here are willing to do things for the neighbourhood; they just need to be asked.
- The beauty of the street trees
- The friendliness of people who live here
- Going on walks and strangers saying hello, stopping to chat, exchanges with neighbours on the street
- Knowing who your neighbours are and being able to call on them for help (sense of place)
- Anonymous acts (demonstrating) neighbourhood pride/care
- E.g. Removal of posters from the hydro poles on Corydon Ave. on a weekly basis
- Originality of the Area
- Some of the best restaurants and specialty shops in Winnipeg, “Little Italy” concept - street patio café’s and nightlife.
- Older character homes and buildings – conversions and new development.
- Mix of building form and uses along Corydon (homes and apartments interspersed between shops and restaurants)
- Tolerance for diversity of people who live/work here
- Village Atmosphere
- Walkability - just a few short blocks to buy groceries, get a hair cut, buy a gift and stop for coffee and fresh baked goods with a neighbor.
- Earl Grey Community Centre – programs focused on children and youth, families, aging in place. Ability to adapt and change as community needs are identified.
- Kids are respected and feel safe
- Recreation and sport programs promote healthy lifestyle choices
- Opportunity for adults to enjoy programs and activities within their neighbourhood

How can we build common vision for Corydon Village together – who do we need to involve?

- Invite residents to share a position on the BIZ Board to open up communication
- Have community interests meet on a quarterly basis to share information and develop a shared commitment towards a common vision
- What kind of structure would be needed -
- Neighbourhood Alliance? (e.g. West Broadway model)
- Community Development Corporation?
- A more informal structure?
- Develop a neighbourhood communication strategy – keeping people informed about what’s going on, who’s involved, points of contact, managing the media, addressing community issues/interests
- Canvas the community – engage in community conversations –enroll support, commitment
- BIZ plans to do a consultation with its members over the summer months. – Can this be built upon with community organizations?
- Utilize events like the Earl Grey Family Fun Day/Community Festival to get people’s input and feedback

Post Script - Where do we go from here?

Perception that the process opened the door for further conversation amongst business and residents and expression of interest and commitment to move forward together to develop a community plan.

Appendix B: Residential Permit Activity (1998-2008)

Permit Activity (1998-2008) - City of Winnipeg Planning Property and Development
HOUSING - (including sfd, duplex, triplex, licensed care home) - alterations, additions, new construction, demolitions

Values over \$10,000 (except for demolitions)			
Year	# of permits	# properties	
1998	1		
1999	15		
2000	17		
2001	14		
2002	18		
2003	14		
2004	31		
2005	18		
2006	17		
2007	22		
2008	10		
Total	177	138	

Study Area Permits			
Neighbourhood	# of permits	permit values	
Earl Grey	98	\$10,000 -105,000*	
McMillan	37	\$10,000 -205,000	
Crescentwood	29	\$10,000 -290,000	
Rockwood	13	\$10,000 -120,000	

Work Description			
Activity	# of permits	permit values	
Alterations**	45	\$10,000 - 45,000	
Additions	49	\$10,000 - 110,000	
New Construction	18	\$55,000 - 285,000*	
Demolition	22	\$ 4,000 -15,000	

**Alterations include interior, exterior, structural, non-structural and development of lower level

New Construction			
Neighbourhood	# & Building Type		
Earl Grey	9 SFD's, 1 Licensed Care Home		
McMillan	3 SFDs, 2 Duplex/SxS		
Crescentwood	2 SFD's		
Rockwood	1 Duplex/SxS		

Demolitions			
Neighbourhood	# & Building Type		
Earl Grey	14 SFD's, 1 Duplex		
McMillan	2 SFD's, 1 Duplex		
Crescentwood	3 SFD's		
Rockwood	2 SFD's		

HOUSING - MULTI-RESIDENTIAL - (including apts, res multi-use, rooming house, boarding house) - alterations, additions, new construction, demolitions, etc

Values over \$10,000 (except for demolitions)			
Year	# of permits	# bldgs	
1999	3	3	
2000	2	2	
2001	7	5	
2002	2	2	
2003	6	4	
2004	22	4	
2005	25	2	
2006	6	5	
2007	2	2	
2008	1	1	
Total	76	30	

New Construction			
Neighbourhood	# & Bldg Type		
Earl Grey	0		
McMillan	3 Apts		
Crescentwood	1 Apt		
Rockwood	0		

Demolitions			
Neighbourhood	# & Bldg Type		
Earl Grey	0		
McMillan	1 Apt		
Crescentwood	0		
Rockwood	0		

Study Area Permits			
Neighbourhood	# of permits	permit value	
Earl Grey	5	\$26,000-150,000	
McMillan	38	\$12,000-800,000 *	
Crescentwood	33	\$12,000-2.75M **	
Rockwood	1	\$10,000	

Work Description			
Activity	# of permits	permit value	
Alterations**	26	\$10,000 - 151,000	
Additions	4	\$101,000 - 250,000	
New Construction	4	\$420,000 - 2.75M	
Demolition	1	\$7,000	

**Alterations include interior, exterior, structural, non-structural and development of lower level

HOUSING - RESIDENTIAL BLDG UPGRADING - fire/safety code- existing multi tenant bldgs (Including low rise apts, converted dwllgs, bed & breakfast, personal care facilities, etc.)

Study Area Permits				
Neighbourhood	Apartments (Low Rise)	Bed and Breakfast	Converted Dwllgs	Other
Earl Grey	25	1	31	21
McMillan	38	2	96	42
Crescentwood	3	2	13	5
Rockwood	1	0	1	5
<i>Total</i>	67	5	141	73

LICENSED CARE HOMES (2000-2007) - fire/safety codes - existing and new bldgs (including group homes, family day care homes, respite, personal care homes, etc)

Study Area Permits				
Neighbourhood	Existing	New Applications		
Earl Grey	3	4		
McMillan		4		
Crescentwood		3		
Rockwood	1	2		
<i>Total</i>	4	13		

HOUSING - OTHER PERMITS (1998-2008)

Type of Permit	# of permits issued			
Accessory Structures	203			
Electrical	1276			
Plumbing	244			
Fire Repair	5			
Foundation Repair	25			
Repair	2			

Appendix C: Commercial Permit Activity (1998-2008)

Permit Activity (1998-2008) - City of Winnipeg Planning Property and Development

COMMERCIAL/ PERSONAL SERVICE (including retail, sales & service, restaurants, auto related, etc.) - alterations, additions, new construction, demolitions

Total Permits		
Year	# of permits	
1998	3	
1999	23	
2000	12	
2001	15	
2002	12	
2003	16	
2004	8	
2005	11	
2006	15	
2007	13	
2008	3	
	Total # permits	131
	# of properties	74

Study Area Permits		
Neighbourhood	# of permits	# of properties
Earl Grey	34	23
McMillan	88	44
Crescentwood	8	6
Rockwood	1	1

Values over \$10,000		
Neighbourhood	# of permits	permit values
Earl Grey	17	\$10,000 - 915,000
McMillan	31	\$10,000 - 375,000
Crescentwood	1	\$150,000
Rockwood	1	\$10,000

Work Description (Values over \$10,000)		
Activity	# of permits	permit values
Alterations**	40	\$10,000 - 350,000
Additions	5	\$10,000 - 200,000
New Construction	3	\$10,000 - 915,000
Demolition	2	\$10,000 - \$45,000

**Alterations include interior, exterior, structural, non-structural

New Construction		
Neighbourhood	# & Use	
Earl Grey	1 Restaurant/Bar	
McMillan	2 Patio Restaurants	
Crescentwood	0	
Rockwood	0	

Demolitions		
Neighbourhood	# & Bldg Type	
Earl Grey	2-barber shop, auto dealership	
McMillan	1-gas service store	
Crescentwood	0	
Rockwood	0	

COMMERCIAL/PERSONAL SERVICE BY TYPE

1. Barber Shop/Hair Salon/Beauty Parlour		
Total Permits		
Year	# of permits	
1999	3	
2000	1	
2002	2	
2004	1	
2006	2	
2007	4	
2008	1	
	Total # permits	14
	# of properties	13

Study Area Permits		
Neighbourhood	# of permits	Permit Values
Earl Grey	3	\$2,500 - 40,000
McMillan	9	\$ 1,000 - 15,000
Crescentwood	2	\$3,000
Rockwood	0	0

Work Description		
Activity	# of permits	Permit Values
Alterations**	12	\$1,000-40,000
Change of use	1	\$0
Demolition	1	\$2,500

**Alterations include interior & exterior

2. Miscellaneous Personal Service		
Total Permits		
Year	# of permits	Use
1999	1	travel service
2001	1	(unknown)
2002	1	tattoo parlour
2003	1	vet hospital
2004	1	design
2005	2	travel service, design
2006	1	internet café
2007	1	entertainment/rec
	Total # permits	9
	# of properties	8

Study Area Permits		
Neighbourhood	# of permits	Permit Values
Earl Grey	0	\$0
McMillan	6	\$1,500 - 50,000
Crescentwood	3	\$1,500 - 3,500
Rockwood	0	\$0

Work Description		
Activity	# of permits	Permit Values
Alterations**	10	\$1,000-40,000

**Alterations include interior & exterior

COMMERCIAL/PERSONAL SERVICE BY TYPE

3. Repair and Service		
Total Permits		
Year	# of permits	# of properties
1999	1	
2000	2	
2001	2	
2003	1	
	Total # permits 6	Total # properties 5

Study Area Permits		
Neighbourhood	# of permits	Permit Values
Earl Grey	5	\$5,000 - 60,000
McMillan	1	\$5,000
Crescentwood	0	\$0
Rockwood	0	\$0

Work Description		
Activity	# of permits	Permit Values
Alterations**	6	\$5,000-60,000
**Alterations include interior & exterior		

4. Other Personal Service (Dry Cleaners, Laundry, Gas Service Store, Tanning Salon)		
Total Permits		
Year	# of permits	# properties
1999	2	
2000	1	
2001	1	
2002	1	
2006	2	
2007	1	
	Total # permits 8	Total # properties 8

Study Area Permits		
Neighbourhood	# of permits	Permit Values
Earl Grey	3	\$3,000 - 350,000
McMillan	5	\$5,000 - 85,000
Crescentwood	0	\$0
Rockwood	0	\$0

Work Description		
Activity	# of permits	Permit Values
Interior Alterations	6	\$3,000 - 350,000
Install	1	\$85,000
Demolish	1	\$20,000

COMMERCIAL/ PERSONAL SERVICE (including retail, sales & service, restaurants, auto related, etc.) - alterations, additions, new construction, demolitions

5. Restaurants (Take- Out, Patio Restaurants and Restaurants)		
Total Permits		
Year	# of permits	Use
1998	2	2 Restaurants
1999	9	8 Restaurants, 1 Patio Rest
2000	3	2 Restaurants, 1 Patio Rest.
2001	4	2 Restaurants., 2 Patio Rest
2002	3	2 Restaurants., 1 Take-out
2003	12	12 Restaurant., 1 Take-out
2004	1	1 Restaurant
2005	5	5 Restaurants
2006	4	3 Restaurant, 1 Patio Rest
2007	3	3 Restaurants
	Total # permits	46
	# of properties	27

Study Area Permits		
Neighbourhood	# of permits	# bldgs
Earl Grey	13	7
McMillan	31	18
Crescentwood	1	1
Rockwood	1	1

Work Description (Values over \$10,000)		
Activity	# of permits	Permit Values
Alterations **	16	\$12,000 - 125,000
Additions	4	\$30,000 - 295,000
Construct New	3	\$10,00 - 915,000
Fire Repair	1	\$20,000

** Alterations include interior, exterior, non-structural & structural

New Construction		
Neighbourhood	# & Use	Permit Value
Earl Grey	1 Restaurant	\$915,000
McMillan	2 Patio Restaurants	\$10,000 - 15,000
Crescentwood	0	\$0
Rockwood	0	\$0

Additions		
Neighbourhood	# & Use	Permit Value
Earl Grey	2 Restaurants	\$50,000 - 200,000
McMillan	2 Restaurants	\$30,000 - 295,000
Crescentwood	0	\$0
Rockwood	0	\$0

COMMERCIAL/ PERSONAL SERVICE (including retail, sales & service, restaurants, auto related, etc.) - alterations, additions, new construction, demolitions

5 (a) Patio Restaurants

Total Permits

Year	# of permits	# of properties
1999	1	
2000	1	
2001	2	
2002	1	
2006	2	
	Total # permits 7	Total # properties 7

Study Area Permits

Neighbourhood	# of permits	Permit Values
Earl Grey	2	\$3,500 - 5,000
McMillan	3	\$10,000 - 15,000
Crescentwood	1	\$3,000
Rockwood	0	\$0

Work Description

Activity	# of permits	Permit Values
Alter Exterior	2	\$3,000 - 5,000
Construct Addition	2	\$2,000 - 3,500
Construct New	2	\$10,000 - 15,000

COMMERCIAL/ OFFICE (including banks, call centres medical office, office, office/residential, office multi tenant, office multi-use- alterations, additions, new construction, demolitions

Total Permits		
Year	# of permits	# properties
1998	1	
1999	8	
2000	8	
2001	3	
2002	7	
2003	4	
2004	6	
2005	6	
2006	9	
2007	7	
2008	1	
	Total # permits 60	Total # Properties 36

Permits by Type		
Type	# of permits	
Bank	1	
Call Centre	1	
Medical Office	11	
Office	36	
Office Multi Tenant	6	
Office Multi Use	5	

Study Area Permits		
Neighbourhood	# of permits	# of properties
Earl Grey	31	16
McMillan	18	14
Crescentwood	10	6
Rockwood	1	1

Values over \$10,000		
Neighbourhood	# of permits	permit values
Earl Grey	15	\$10,000 - 763,000
McMillan	15	\$10,000 - 150,000
Crescentwood	5	\$10,000 - 900,000
Rockwood	0	\$0

Work Description (Values over \$10,000 - except demolitions and change of use		
Activity	# of permits	permit values
Alterations**	41	\$10,000 - 900,000 *
New Construction	3	\$10,000 - 915,000 **
Demolition	2	\$7,500
Change of Use	2	\$0
**Alterations include interior, exterior, structural, non-structural		
* 640 Corydon \$1.6 M alterations		
** 1001 Corydon \$2.5 new construction/alterations		

New Construction		
Neighbourhood	# & Use	permit value
Earl Grey	1 Office	\$385,000
McMillan	1 Office Multi-use	\$150,000
Crescentwood	1 Office Multi - tenant	\$900,000
Rockwood	0	\$0

Demolitions		
Neighbourhood	# & Bldg Type	
Earl Grey	0	
McMillan	0	
Crescentwood	2 Office Multi-use	\$7,500
Rockwood	0	

Appendix D: Development Activity (1998-2008)

Development Activity (1998-2008)		
"Major" - Subdivision, Rezoning (DAZ), Zoning Agreements (ZAA), Conditional Use(DCU) and C&D Variances (DAV)		

Corydon Avenue		
598	DAZ 237/98	Rezone from "RM-4" to "C1.5"
941	DAZ 214/02	Rezone from "RM-4" to "C1.5"
562	DAZ 233/03	Rezone from "RM-4" to "C1.5"
995-999	DAZ 229/03	Rezone from "RM-2" to "C1.5"
971-981	DAZ 204/03	Rezone from "RM-3" to "C1.5"
905	DAZ 231/04	Rezone from "RM-4" to "C1.5"
911-913	DAZ 246/06	Rezone from "RM-4" to "C1.5"
729	DCU 140/99C	Private Club
720	DCU 202/99C	Cocktail Lounge; Billiards
823	DCU 312/99C	Cocktail Lounge
751	DCU 354/99C	Private Club Licensed
729	DCU 44/00C	Tattoo Parlour
775	DCU 206/01C	Restaurant
659	DCU 197/02C	Cocktail Lounge
657	DCU 39/03C	Trade School
500	DCU 84/03C	Cocktail Lounge; Restaurant
775	DCU 05-168402/C	Cocktail Lounge; Restaurant
757	DCU 06-111077/C	Cocktail Lounge
775	DCU 06-131530/C	Cocktail Lounge; Restaurant
500	DCU 06-136301/C	Cocktail Lounge (Patio)
709	DCU 06-151558/C	Music Studio
823	DAV 593/98C	Lot Coverage, Rear Yard, Parking, Parking Access, Loading, Front Yard

659	DAV 394/99C	Private Club; Licensed
712	DAV 861/99C	Parking, Parking Access, Loading, Loading Access, Front Yard
776-788	DAV 627/99C	Sign
712	DAV 529/99C	Parking, Parking Access, Loading, Loading Access,
668	DAV 431/99C	Rear Yard
593	DAV 719/00C	Front Yard (Sign)
999	DAV 464/00C	Office (Maintenance)
659	DAV 605/01C	Private Club; Licensed
995	DAV 273/01C	Watchmaker; Parking
941	DAV 475/02D	Parking; Loading
735-737	DAV 983/02C	Cabaret
659	DAV 845/02C	Front Yard
743	DAV 761/02C	Rear Yard; Parking Access; Loading
637	DAV 700/02C	Parking
971-981	DAV 168/03D	Drug Store, Clinic, Parking Location (Maintenance)
943	DAV 56/03C	Parking, Parking Access
637	DAV 161/03C	Front Yard (Sign)
657	DAV 129/03C	Front Yard
842	DAV 04-109930/C	Parking, Parking Access
995	DAV 05-134366/C	Lot Coverage; Parking; Building Height
562	DAV 06-108734/C	Building Height
911	DAV 06-163941/C	Side Yard (Maintenance)
664	DAV 07-147103/C	Parking (Restaurant)

Development Activity (1998-2008)

"Major" - Subdivision, Rezoning (DAZ), Zoning Agreements (ZAA), Conditional Use(DCU) and C&D Variances (DAV)

McMillan Avenue		
707	DAV 259/99C	3-Unit Multi-Family Dwelling (Maintenance)
931	DAV 133/99C	Residential Institutional Separation

Jessie Avenue		
668	DAZ 265/05	Rezone from "R1-3" to "RM-4"
N/W Corner Jessie & Daly	DCU 113/02C	Public Utility (Generator)
668	DAV 523/02C	3 Dwelling Unit
668	DAV 06- 108609/D	Lot Width, Lot Area, Yards, Parking, Parking Access

Gertrude Avenue		
630-636	DAZ 216/01	Rezone from "R2" to "RM-4"
511	DCU 14/00C	3-Dwelling Unit Multi-Family Dwelling (Maintenance)
630	DAV 363/01D	Yards, Parking, Parking Access
479	DAV 146/02C	10-Unit Rooming House (Maintenance), Parking
477	DAV 150/02C	9-Unit Rooming House (Maintenance), Parking
481	DAV 151/02C	9-Unit Rooming House (Maintenance), Parking
630-636	DAV 103/03C	Side Yard

Warsaw Avenue		
710	DAZ 266/05	Rezone From "R1-3" to "R-2"
683	DCU 253/02C	Home Occupation
799	DAV 247/99C	3-Dwelling Unit Multi-Family Dwelling (Maintenance)
710	DAV 05- 120642/D	Lot Width, Lot Area, Yards

Dorchester Avenue		
706-708	DAZ 229/99	Rezone From "R1-3" to "RM-2"
906	DAZ 205/06	Rezone From "R2" to "RM-1"
887	DCU 162/00C	Bed & Breakfast (Home Occupation)
893	DCU 116/01C	Bed & Breakfast (Home Occupation)
706-708	DAV 762/99D	Yards, Parking, Parking Access
706-708	DAV 831/00C	Parking (Maintenance)
907	DAV 917/01C	3-Dwelling Unit Multi-Family Dwelling, Yards (Maintenance)
885	DAV 05- 163362/C	Yards
885	DAV 06- 114120/C	Yards (Maintenance)
906	DAV 06- 109220/D	Lot Width, Lot Area, Yards

Grovesnor Avenue		
796	DCU 336/99C	Home Occupation
824	DCU 318/00C	Bed & Breakfast Home Occupation (Maintenance)
827	DCU 253/00C	Bed & Breakfast Home Occupation
879	DCU 159/02C	Home Occupation
915	DCU 07- 156091/C	Fitness Studio
913	DAV 104/03C	Furniture Store (Maintenance)
877	DAV 04- 110265/C	Yards (Maintenance)

Mulvey Avenue		
857	DCU 319/00C	Home Occupation

Dudley Avenue		
742	DCU 44/02C	Home Occupation

Development Activity (1998-2008)

"Major" - Subdivision, Rezoning (DAZ), Zoning Agreements (ZAA), Conditional Use(DCU) and C&D Variances (DAV)

Fleet Avenue		
797	DCU 10/01C	Home Occupation
797	DCU 46/03C	Home Occupation (Maintenance)
725	DCU 298/06C	Home Occupation
760	DAV05-160481/C	Care Home Separation

Garwood Avenue		
901	DAZ 251/06	Rezone from "R1-3" to "R-2"
931	DCU 27/01C	Home Occupation
901	DAV 06-165222/D	Lot Width, Lot Area

Lorette Avenue		
909	DAV 177/99C	Sign

Scotland Avenue		
SW corner Stafford & Scotland	DAZ 10/01	Rezone From " R1-3: & "RM-4" to " C1"
702-704	DAZ 242/04	Rezone From "R1-3" to "C-1"
880	DAZ 270/04	Rezone From "C-1", "RM-4", R1-3" to RM-5
631	DCU 38/00C	Auto Repair (Maintenance)
702	DAV 558/99C	Warehouse
702	DAV 06-164739/C	Lot Coverage, Flor Area Ratio, Yards, Parking

Osborne Street		
155	DCU 302/00C	Cocktail Lounge, Restaurant
121	DCU 03-308547/C	Cocktail Lounge
121	DAV 69/00C	Parking

155	DAV 943/00C	Rear Yard, Parking
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Nassau Street N		
173-175	DCU 222/98C	Dwelling Unit in Commercial Building
207-211	DCU 54/99C	6 Unit Multi-Family Dwelling
173	DCU 199/00C	6 Unit Multi-Family Dwelling
301	DCU 06-148510/C	Technical College
172-175	DAV 740/98C	Yards (Maintenance)
207-211	DAV 129/99C	Front Yard
207-211	DAV 115/00C	Yards (Maintenance), Parking, Parking Access
171	DAV 599/00C	Yards, Height, Parking, Parking Access
260	DAV 659/02C	Telecommunications Antenna
232	DAV 261/02C	Yards (Maintenance)
108	DAV04-107910/C	Rear Yard

Hugo Street North		
220	DAZ 204/02	Rezone From "RM-4" to "RM-5"
220	DAV 191/01	Parking

Lilac Street		
161	ZAA 9/02	Commercial Addition
161	DAV 753/02D	Front Yard, Parking

Harrow Street		
164	DCU 164/00C	Bed and Breakfast
164	DCU 14/03C	Bed and Breakfast (Maintenance)

Development Activity (1998-2008)

"Minor" including Home Occupations, Conditional Use (DCU) and A & B Variances (DAV)

Harrow Street		
58	DCU 04/B	Home Occupation
58	DCU 05/B	Home Occupation
58	DCU 07/B	Home Occupation
76	DCU 06/B	Home Occupation
163	DAV 04/B	Residential

Jessie Avenue		
619	DCU 05/B	Home Occupation
601	DAV 03/A	Residential
797	DAV 06/A	Residential
928	DAV 07/A	Residential

Warsaw Avenue		
738	DCU 03/B	Home Occupation
907	DCU 05/B	
592	DAV 04/B	Residential

Warsaw Avenue		
592	DAV 04/B	Residential
593	DAV 06/B	Residential
598	DAV 08/B	Residential
606	DAV 05/B	Residential
888	DAV 05/B	Residential

Grosvenor Avenue		
846	DCU 07/B	Home Occupation
995	DCU 03/B	Home Occupation
681	DAV 07/A	Residential
788	DAV 06/B	Residential
798	DAV 04/B	Residential

Garwood Avenue		
882	DCU 05/B	Home Occupation
820	DAV 04/A	Residential
897	DAV 07/A	Residential
619	DAV 06/B	Residential
818	DAV 03/B	Residential

Mulvey Avenue		
892	DCU 04/B	Home Occupation
892	DCU 06/B	Home Occupation
648	DAV 07/A	Residential
728	DAV 06/A	Residential
892	DAV 07/B	Parking Use 2
650	DAV 04/B	Residential
673	DAV 04/B	Residential

Mulvey Avenue		
742	DAV 03/B	Residential
753	DAV 04/B	Residential
910	DAV 04/B	Residential

Dorchester Avenue		
893	DCU 03/B	Residential
761	DAV 03/B	Residential
765-767	DAV 04/B	Residential
951	DAV 03/B	Residential
951	DAV 05/B	Residential

Wellington Crescent		
484	DAV 07	Demo
380	DAV 03/A	Residential
466	DAV 05/B	Residential

Development Activity (1998-2008)

"Minor" including Home Occupations, Conditional Use (DCU) and A & B Variances (DAV)

McMillan Avenue		
976	DAV 05	Demo
593	DAV 04/B	Residential
599	DAV 05/B	Residential
634	DAV 04/B	Residential
664	DAV 04/B	Residential
759	DAV 03/B	Residential
759	DAV 05/B	Residential
764	DAV 04/B	Residential
766	DAV 03/B	Residential
987	DAV 04/B	Residential

Gertrude Avenue		
620	DAV 04/A	Residential
503	DAV 06/B	Residential
564	DAV 06/B	Residential
580	DAV 06/B	Residential

Fleet Avenue		
803	DAV 05/A	Residential
862	DAV 06/A	Residential
660	DAV 08/B	Residential
742	DAV 03/B	Residential
845	DAV 04/B	Residential
856	DAV 05/B	Residential

Dudley Avenue		
844	DAV 05/A	Residential
921	DAV 04/B	Residential
992	DAV 05/B	Residential

Cockburn Street N		
297/299	DAV 06/B	Residential

Wentworth Street		
316	DAV 04/B	Residential

Lilac Street		
362	DAV 04/B	Residential
364	DAV 03/B	Residential

Lorette Avenue		
934	DAV 03/B	Residential
935	DAV 04/B	Residential

Corydon Avenue		
500	DAV 03/A	Commercial

Appendix E: Corydon Businesses Grouped by Type and Service

Corydon Businesses Grouped by Type and Services Provided (as of April 2008)*

RETAIL	Total # By Type
Art Galleries and Collectibles: Galleries, Art Studios, Photography, Jewellery, Antique Stores	9
Fashion: Clothing – New & Used	16
Gifts and Cards:	6
Home Furnishing: New & Used	2
Books & Games:	1
Food: Grocery Stores, Fast Food Marts, Specialty Foods, Bakery	6
Florist:	3
Pet Supplies:	1
Sporting Goods:	1
Hardware:	1
Rentals:	1
Cell Phones:	1

PERSONAL SERVICES	Total # By Type
Beauty and Hair Care: Hair Salons, Barbers, Manicure/Pedicure, Spa, Tattoo Salon, Modelling Agency	18
Cleaning: Dry Cleaner, Home Cleaning Services	2
Computer and Internet:	2
Music:	1
Printing and Business Services:	3
Plumbing and Electrical Services:	2
Travel Agency:	2
Pharmacy:	2
Auto Service: Gas Bar, Car Wash, Auto Body	3
Bank	1

RESTAURANTS AND DRINKING ESTABLISHMENTS	Total # By Type
Restaurant: Take out, Cafe's, Family Restaurants, Fine Dining, Restaurant/Lounge, Sports Bar/Club	38

OFFICE/PROFESSIONAL SERVICES	Total # By Type
Financial: Insurance, Accounting, Financial Planning	4
Legal:	3
Real Estate and Property Management:	6
Project Development Services: Architects, Engineers, Construction Management	15
Third Party Logistics:	1
Veterinarian:	1
Medical and Dental: Doctors, Dentists, Walk-in Clinics, Medical and Dental Labs, Dental Associations	8
Health and Wellness: Massage, Physiotherapy, Alternative Medicine	13
Broadcasting:	1
Telecommunication:	1
Associations, Non-Profit Organizations:	2
Constituency Office:	1

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City of Winnipeg Public Works Department, Parks and Open Space Division
Winnipeg Police Services
Earl Grey Neighbourhood Safety Association
Corydon Village Resident Association

LaVerendyre School
Earl Grey School
Earl Grey Community Centre
Corydon Village BIZ
Winnipeg Real Estate Board
Canada Mortgage and Housing Corporation
Manitoba Family Services and Housing
Residents of Earl Grey, McMillan, and Crescentwood and Rockwood Neighbourhoods
Corydon Avenue Business Owners and Operators

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