

Boulevard Provencher: Urban Design Guidelines

by

Julio Rivas

A Practicum submitted to the Faculty of Graduate Studies of

The University of Manitoba

in partial fulfilment of the requirements of the degree of

MASTER OF CITY PLANNING

Department of City Planning

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ABSTRACT

Design regulations, and the control system which implements it is a complex and a controversial area of planning practice. It is an area of increasing importance in many cities, districts and neighbourhoods with large urban populations. There is increasing acknowledgment for the need to find effective methods of developing cities and neighbourhoods, respecting their character and the historic value of their existing physical environment. In general, there is public dissatisfaction with modern architecture and planning methods. In neighbourhood redevelopment and urban renewal projects, there is public concern with the loss of important historic landmarks, reduced access to green areas, the erosion of quality in the built and natural environment, and loss of sense of community. Most importantly, there is a lack of community participation in the future of their neighbourhood.

Chapters one through three of this practicum examines the historical background of the area of study and the current literature and trends on urban design and design guidelines. The literature review provides the framework for the development of design guidelines for the commercial area of Boulevard Provencher. Chapters four and five of this practicum provide the historic context and site analysis for the Boulevard, including socio demographic analysis, current zoning legislation, spatial analysis, vehicular and pedestrian uses, including parking and urban space needs.

The practicum concludes with the findings of the research, identifying barriers for future development and a plan of action to implement the design guidelines, with the aim of strengthening the following areas:

- Enhancing the sense of community

- Environmental sustainability
- Pedestrian and transportation issues
- Historic character of the neighbourhood

Successful districts and city centres are not fortuitous events, they happens because of the involvement of citizens, government agencies and the private sector. In the case of the Boulevard Provencher, development must begins with defining a strong vision for the Boulevard with the involvement of local businesses and the francophone community.

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Chapter One: Introduction

Introduction

Historically, St. Boniface has been linked to the birth of both the province of Manitoba and the city of Winnipeg. Its Francophone roots make this area a pleasant place to live and a rich tourist attraction. The spectacular Promenade Riel, an arched footbridge alongside the vehicular road, provides the gateway to Boulevard Provencher, a wide boulevard that leads to St. Boniface City Hall; a building that was built in 1906. Flanked by the neighbourhoods of St. Boniface North and St. Boniface Centre, the Boulevard leads visitors to the heart of the Francophone community. Its proximity to The Forks could give the district a tourism advantage, not only to out-of-town visitors but also as a gathering place for Winnipeggers. Despite all these advantages, the three-block area leading from the bridge lacks vibrancy.

This lack of vibrancy poses the question: Would design guidelines be the vehicle to create a thriving and vibrant district? Would developing incentives and encouraging density and mixed uses along the Boulevard produce the desired vibrancy?

This area is referred to as “The French Quarter” but this name has recently come under criticism by merchants along the Boulevard. They say that the French Quarter name is misleading and inappropriate and creates disappointment to the area’s visitors who believe they will see a replica of the French characteristics of New Orleans (Kives 2007).

The objective of this practicum is to promote the discussion around the future of Boulevard Provencher and to speculate how adequate design guidelines would reflect on the future of the area. The expected result of the proposed design guidelines is to help improve the quality of the

physical environment for both residents and visitors, create public facilities, and preserve and recognize the historic assets that make Boulevard Provencher unique.

Problem Statement

The city of Winnipeg, including Boulevard Provencher currently has no comprehensive design guidelines. However, the city of Winnipeg zoning By-Law 200/006 in schedule E outlined the minimum requirements and four urban design considerations for new development in the Boulevard. These minimum requirements are discussed in chapter 5 of this practicum. As a result of these minimum requirements and the newly adopted zoning denomination for the Boulevard, the Francophone character/appearance and vision of the district may be threatened by moving away from each other.

Objectives of the Practicum

The objective of this practicum is to develop a set of design guidelines for the west commercial area of Boulevard Provencher to reinforce the existing zoning and related regulatory elements on Boulevard Provencher. This analysis will focus on the effects that this regulatory forms may have in promoting and encouraging growth and vibrancy in the area of study.

Key Research Questions

The goal of this practicum is to address the following research questions:

- What are the regulatory determinants of the urban form on Boulevard Provencher?
- Is the current zoning regulation adequate to promote development on Boulevard Provencher?

- Can the sense of place/community be re-established in the Boulevard by reinforcing the existing regulation?

Organization of the Practicum

- **Chapter One** of this practicum will provide an introduction and the historical background of Boulevard Provencher. The focus of the historical background will be on the acquired urban form. This chapter will also address the limitations of the research as well as the key research questions.
- **Chapter Two** will address the literature review of urban design guidelines in the North American context.
- **Chapter Three** will include the methodology used in the development of the practicum. Discussion of field observation, in-depth interviews, analysis of data, and ethical concerns will be addressed in this section of the practicum.
- **Chapter Four** gives the urban context of Boulevard Provencher, by exploring the socio-demographic characteristics surrounding the area of Boulevard Provencher, St. Boniface North, and St. Boniface Centre. The objective of this analysis is to identify socio-demographic trends that might reinforce the distinct urban characteristics of the Boulevard.
- **Chapter Five** will be the site analysis of Boulevard Provencher, with an exploration of its zoning regulations; land uses, and design guidelines, if any.
- **Chapter Six** will conclude with action recommendations and suggested design guidelines for the Boulevard Provencher area. The end of the practicum will address appendixes, tables, and figures as well as the bibliography.

Historical Background

French Métis settled in the area as early as 1775. The arrival of Catholic missionaries Father Provencher and Father Dumoulin in July of 1818 gave the area the status of a permanent settlement. They occupied the area east of the Red River, building the first log house on the current site of the St. Boniface Cathedral, approximately one block south of Boulevard

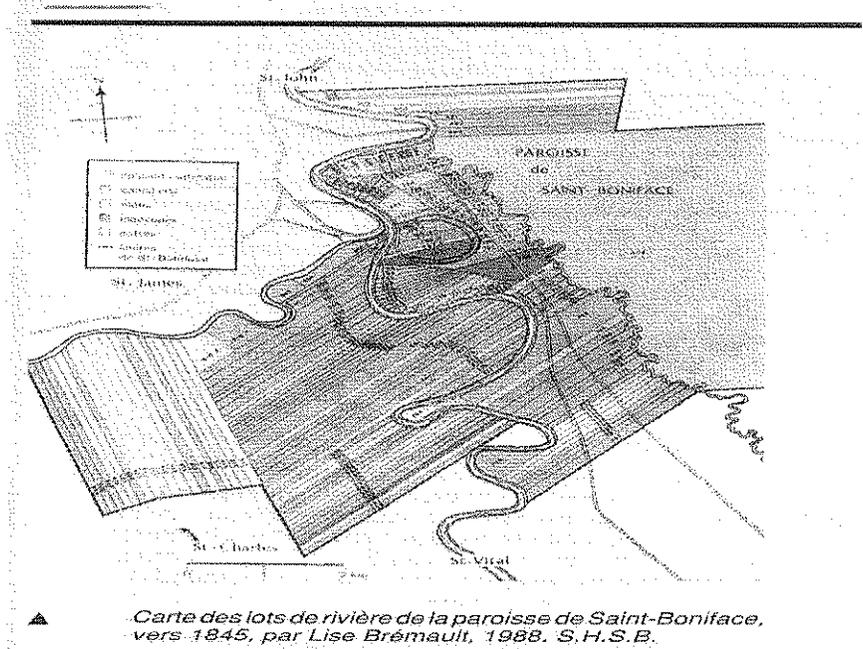
Provencher's present location.

The log house was temporarily used as a church and it was named St. Boniface, to

commemorate the Benedictine missionary and patron of the Demeurons Regiment, whose soldiers also settled in the area.

From this modest beginning, the St. Boniface area grew to

be the largest French settlement outside of Quebec (Artibise, 1977; Wells, 1982).



Picture 1. (See Appendix D) St. Boniface River lots

Land Issues

The present landform of St. Boniface can be attributed to the original layout of the "river lots" (lots de rivière), which essentially provided access to the river water for irrigation and transportation purposes. The existing street patterns of the area surrounding Boulevard Provencher are remnants of this survey system. The first crew of surveyors that arrived during 1869 and without consulting the settlers – the rightful owners of the land- they proceeded to

survey the area east and north of St. Boniface using the township survey style, instead of the long and narrow river lots system used by the Métis and in Quebec. This action caused a great deal of unrest among the Métis settlers who felt that their land rights had been violated (Artibise, 1977; SHSB, 1991; Wells, 1982).

The completion of the Dawson Trail in 1871, allowed the first train to arrive from the east of Canada through the USA, linking the St. Boniface terminal with the American rail system and reinforcing the commercial link with Minnesota. The arrival of the train to St. Boniface's terminal gave people hope of economic prosperity, leading to the belief that the railroad terminal would be built in St. Boniface North. In anticipation of this economic boom, Archbishop Taché, through the St. Boniface Archdiocese Corporation, ordered the area to be surveyed, and the lots, now owned by the Church, to be sold. As early as 1876 the land configuration of St. Boniface North, including Boulevard Provencher, was registered in the Dominion Survey Office with the exact same blocks and land lots configuration that can be seen today, with very little changes to the original river lots registered in 1845 (SHSB, 1991, Wells, 1982).

The anticipation of the railroad terminal and the creation of an industrial centre prompted many business owners to buy land in the area. However, the terminal was moved west across the river to the location of The Forks, leaving many poorly constructed houses and a mix of land uses spotted with industrial and residential components. Years later, two railway terminals were built east of the Seine River, setting the manufacturing orientation of the area farther away from the north point. It was during this time that the city of St. Boniface established itself as a meat-packing centre, and many of the workers needed places to live, establishing heavy residential areas north and south of Boulevard Provencher (Artibise 1975).

Towards the end of the 19th century, St. Boniface changed from being a church-dominated rural agricultural society into an urban industrial society. The growth and development of the City of Winnipeg also played a large part in this change, and St. Boniface's position as a cultural and religious centre gradually influenced the shape and pace of its urban development (SHSB 1991; Chamber of Commerce 1967). By 1916 the diverse population of St. Boniface was 11,021 with 4,530 persons of French origin. The French were the largest single group outnumbering those of British origin (Artibise 1975; 1977; Wells 1982).

Boulevard Provencher became the main commercial artery of St. Boniface with the city hall and the post office also built on the Boulevard. The lack of industries was replaced by the desire of the Archdiocese to convert the Boulevard Provencher area to an institutional and educational centre, strengthening the link between the Church and the future of St. Boniface. The presence of the St. Boniface Cathedral, the St. Boniface College, St. Boniface Hospital, the Provincial House of the Grey Nuns, and other religious institutions that through the years were destroyed by fire, was a clear indication of the Church influence in the area (Wichern Jr. 1973; SHSB 1991).

The Municipality

This section will present a brief historical context of the Municipality of St. Boniface and its land use regulation. The organization of St. Boniface as a municipality took place in 1880, becoming a town in 1883, and a city in 1908 (Wells 1982; Artibise 1977). As development progressed along St. Mary's and St. Anne's Road, St. Boniface is split into two distinct municipalities, St. Boniface and St. Vital. From 1900 to the 1950s the growth of St. Boniface was limited and slow. However, from 1950s on, extensive residential development took place in

the south part of St. Boniface/St. Vital, moving always in a south direction, to the area known as Windsor Park, leaving the north section of “old” St. Boniface with its original mix of industrial, residential, parkland, and institutional land uses. The locus of central services and cultural activities was then Boulevard Provencher, but the rapid growth of the southern part gave birth to a new commercial centre located a few blocks south of Boulevard Provencher, the Marion/Goulet corridor, causing Boulevard Provencher to slowly decline and lose part of its attractiveness as a business centre. Another crucial element that changed the characteristics of the boulevard was the railway underpass on Archibald. This underpass made Boulevard Provencher a major artery by providing a short cut from Transcona/Elmwood to downtown Winnipeg. According to Artibise (1977) and Wells (1982), these series of events caused Boulevard Provencher to lose its centrality and become an area with predominantly institutional land uses. The eventual amalgamation of “unicity” caused St. Boniface to lose its civic independence, and finally, Boulevard Provencher becomes a major thoroughfare carrying heavy traffic. However, Boulevard Provencher and its adjacent neighbourhood remain a strong academic and administrative point.

An important document that consolidated the zoning regulation of St. Boniface was the 1957 Town Planning Scheme for the City of St. Boniface and the amendments by the St. Boniface Town Planning Scheme in 1960. In essence:

“A scheme in the effort to regulate and restrict the location and use of buildings, structures, and land for trade, industry, residence or other purposes, the height, number of storeys, and size of buildings and other structures, the size of yards, and other open spaces, and the density of population, and for said purposes to divide the city into districts of such numbers, shape and area as may be deemed best suited to carry out these regulations: To prescribe

penalties for the violation of its provisions and to provide for its enforcement (Saint Boniface 1957)."

This document prevailed until the Municipality of St. Boniface was annexed to Unicity in 1973, and it continued to be used until it was repealed in 1994 under the new City of Winnipeg By-Law No. 6400/94. In this new By-Law, Section Nine addressed the development requirements for *Boulevard Provencher District*. This By-Law, 6400/94, was replaced in 2006 with the new City of Winnipeg By-Law No. 200/2006, which took effect on March 1, 2008.

Franco-Manitobans

The long history of conflict between the English majority and the ethnic French minority regarding their educational and religious rights became the political focus of the Franco-Manitobans of St. Boniface during the 1970s. All Franco-Manitobans' efforts went into preserving and protecting their religion and the right to educate their children in the French language. The Franco-Manitobans of St. Boniface had focused their political activity on provincial and federal affairs, largely ignoring civic issues of development and local municipal autonomy (Wichern Jr. 1973).

The French identity of the area is evident in many aspects of its daily life, the most noticeable being the bilingual street signs. Its rich French culture continues to flourish through a French radio station, newspaper, schools, university, and businesses functioning in French (Wells 1982).

In 1960, the Manitoba legislature implemented its own version of metropolitan government by creating the Corporation of Greater Winnipeg. In 1972 the Manitoba legislature merged the Corporation and 12 municipalities, including the municipality of St. Boniface, into

one municipal entity known as “Unicity, ” later know as the City of Winnipeg (Sancton 2000). Even today there are vestiges of resentments in the annexation of a vibrant and relatively wealthy municipality; this annexation was never in the best interest of St. Boniface.

As previously stated, the historic conflict between the English majority and the French minority had mainly been centred on the French language rights, and one concept that has created confusion in understanding the French culture is the ethnicity/multicultural dimension of modern Canadian society.

In the Canadian context, francophones do not qualified as ethnic group, because they from France and Anglophones from Britain are the two charter groups who founded this nation. Ethnicity is a concept that fails to describe the situation of Canadian francophones; an ethnic group is composed of immigrants or native peoples distinguished by such criteria as race, religion, language or nationality, who are regarded as not been part of the establishment of the country where they presently reside. Moreover, French and English are the two official languages of Canada, giving these two groups, special legal rights throughout the country (Stebbins, Robert A., 2000).

Another distinct element of concern for the francophone is the issue of assimilation, which also profoundly affects the language and culture of the francophone communities across Canada. In recent years, the concept of assimilation has focused on linguistics rather than ethnicity. The Webster’s New World Dictionary defines assimilation as “the cultural absorption of a minority group into the main cultural body”, whereas the Petit Robert speaks of “absorption” and “intégration”, and Roger Bernard, in “*Vision d’avenir*”, define assimilation as the complete absorption of a person or a group into the culture of another group. The community replaces its original cultural identity with that of the dominant group. However, integration does not

necessarily involve the loss of cultural identity rather a smooth insertion into the receiving society (Gauthier 1986; O'Keefe 2001).

A third description regarding linguistic assimilation is the one used by Albert Breton, “the first step consist in learning a second language, the second step is dropping the original language, meaning the original language is unused, unlearnt. This is unlikely to be experienced by first generation individuals in their lifetime, and very few are likely to forget a language in which they were once fluent (A. Breton in Gauthier, 1986)”.

The process of linguistic assimilation is a process to take place over two or more generations. In this context, the use of “assimilation” is unclear. However, there is inevitably a grey area when the French language and community come into contact with other language, in this case, essentially English. This can be seen in geographic terms, also know as bilingual belts, and in social terms, exogamous families (O'Keefe 2001).

Johnson and Doucet (2006) in *“A Sharper View: Evaluating the Vitality of Official language minority Communities”*, stressed the importance of territory in the context of community. The meaning of community is the one that refers to villages, neighbourhoods, or regions but also to their own unique and specific characteristics such as language, culture, or their destiny. Within this definition they recognized the neighbourhood of St. Boniface as an historic community that in the past colonized the land and established a cohesive social and physical environment. The neighbourhood of St. Boniface is built around points and symbols of historic importance but also as symbolic representation of an official language minority community. At the heart of this geographic area the authors also recognize that the minority population has impacted the area with a predominant linguistic landscape. This linguistic landscape is made up of signs, streets names and places names, signage, commemorative

plaques. This linguistic landscape represents an assertion of the language minority in strengthening their identity-building process and at the same time, establishing a relationship with the majority in terms of their recognition as equal partners in nation and community building. Thus, the linguistic landscape of St. Boniface can be seen as an informational function and as a symbolic function of one of the founders' elements of the nation. In this regard, the Association des Municipalités bilingues de Manitoba, has played an important role in establishing this linguistic landscape in St. Boniface. Another important element in the strengthening of the francophone community in Manitoba was the fact that in 1999, the Government of Manitoba, recognized the neighbourhood of St. Boniface, St. Vital and St. Norbert, as designated bilingual regions (Johnson, Doucet, 2006).

Over the course of the years, studies of the francophone community in Winnipeg, revealed that there is a degree of community vitality in Winnipeg, acknowledging that living in the capital (City of Winnipeg), and in a province that acknowledges its Francophone population has its advantages (Johnson and Robert 2007).

Chapter Two: Literature Review

Historical context of Urban Design

The concept of urban design was well discussed at the international conference convened in 1956 at the Graduate School of Design at Harvard University. Remarks such as “*urban design is that part of city planning which deals with the physical form of the city*” and that “*urban design is a new design discipline to be practiced by all those urban-minded*” specifically alluded to the roots of urban design; architecture, landscape architecture and city planning (Krieger 2006; Marshall 2006). Ten years later, the same concept was again discussed at the Princeton conference on urban design (Holland 1966), and fifty years later, the same idea is still being discussed and a precise definition of “urban design” remains elusive. However, there is a tacit understanding that there is a need for something called urban design and that many institutions can benefit from the role of an urban designer (Jacobs 1961; Punter 2003; Carmona, Punter, and Chapman 2002).

From the 1960s and early 1970s, most North American cities saw a pattern of investments with particular emphasis on the revitalization of their downtowns. By the end of the 1960s, Canadian urban reform was focused on the preservation of older neighbourhoods, the creation of a more liveable and socially mixed city, with compact urban areas and diverse downtowns (Punter 2003). The economic recession of 1973 forced all levels of government to cut funding for social and renewal projects, thus initiating a renewed partnership between developers in the private sector and government agencies. These efforts led to an increased interest in the renovation of waterfronts, shopping centres, plus a renewed emphasis on the

preservation and rehabilitation of selected historic landmarks, creating a new set of urban problems(Punter 2003). The 1970s introduced political reforms in most Canadian cities, which led to the advancement of planning policies and zoning, creating a rejection of modernist approaches to urban design and architecture. These reforms paved the way to broader citizen participation in planning, demanding heritage and historic district preservation, the creation of zoning designations, design guidelines, and neighbourhood improvements, essentially transforming planning processes and procedures(Punter 2003).

From the 1980s to the early 1990s we saw the movement of New Urbanism developing neighbourhoods mainly for the upper-middle income commuters of North America. This movement was driven by market forces, where profitability and marketability prevailed over notions of urban design(Punter 2003).

Despite criticism, postmodern urban design has created a full range of planning initiatives, policy development, and review processes. Postmodern theorists' work has been translated into regulatory instruments, paving the way for the development of new and revised planning policies and design guidelines.

Over the years, planning and design professionals have become increasingly aware of the many standards and regulations that shape the physical form of the cities, creating difficult barriers to the innovation and creativity of those involved in the design field(Eran Ben-Joseph, 2005).

Definition of Urban Design

Urban design covers many aspects of the physical form of the public realm, city-wide as well as over limited areas of the city. Urban design is also concerned with the process of city and regional planning (Punter 2003). Another interesting aspect in the discussion of urban design and the physical form of the public realm is that this public realm is surrounded by private land and private buildings, and the design of the public realm cannot ignore the forms of private buildings. Therefore, urban design must also reconcile and maintain a balance in the continually changing process of the city and its private and public components. So the task of urban design is to improve the city and its districts, the network of public spaces, as well as streets and individual spaces; these are the elements that give the city its character. However, the question still remains: What is urban design?

Urban design is a mix of architecture, city planning, and landscape architecture, but as a profession, urban design is still not a well-defined field (Krieger 2006; Barnett 1982; Gerecke 1991; Gosling and Gosling 2003; Russell 2002; Shirvani 1981; Marshall 2006). Urban design is also linked to “quality of life” but the concept has rarely been defined. It appears that quality of life can be experienced in two ways: “*how it looks*” and “*how it works*”(Porter 1997) (Lang 1994, 2005).

Most individuals perceive urban design as the physical environment of the city; for others it is the pleasing atmosphere of the area, its beauty, its sense of safety, and its amenities. Nevertheless, urban design is a complex interdisciplinary field, involving architects, landscape architects, urban planners, engineers, real estate developers, and lawyers. Due to this complexity, it is very difficult to put together a concise definition that everyone would support. However,

there are various definitions used for “urban design” and a superficial association of urban design with a mere beautification program should be rejected (Shirvani 1985). Barnett (1982) defines urban design as:

“... the generally accepted name for the process of giving physical design direction to urban growth, conservation and change. It is understood to include landscape as well as buildings, both preservation and new construction. Through various design controls and guidelines it is possible to design cities without designing buildings.” (Barnett 1982)

Another definition of urban design is the one proposed by Frey, Gosling and Maitland: (Frey 1999; Gosling & Maitland 1984).

“...urban design is concerned with the physical form of the public realm over a limited physical area of the city and that it therefore lies between the two well established design scales of architecture, which is concerned with the physical form of the private realm of the individual building, and town and regional planning, which is concerned with the organization of the public realm in its wider context.” (Frey 1999; Gosling & Maitland 1984)

The urban design process not only looks for beauty but also for the arrangement of the physical environment, and within this environment there are aspects that need to be considered, such as the effects of sun exposure during the year, the use of open space by developing areas that encourage leisure and outdoor activities, the pleasant arrangement of the built environment, and the cohesive survival of different businesses, such as office space, commercial retail, residential. The urban design process is a complex balance between human needs and a pleasing order of the physical environment.

This Practicum

The main purpose of this practicum is to develop urban design guidelines to guide future development of the Boulevard Provencher District, development that can take the form of renovations to the existing physical environment or new construction projects in line with the existing architectural and urban form of the established area. This practicum will describe the process of conceiving those guidelines, and the literature review will provide knowledge of current theories and thoughts regarding urban design and design guidelines as they pertain to the physical environment of traditional communities.

In his research, Kevin Lynch (1960) identifies five key elements in the city, as well as in the city districts and outlines how these elements are perceived differently by those living and visiting the area. Lynch limits the identity of the city to the *imageability* of its physical form. It is the exploration of the built environment by creating and using mental maps, a technique that made it easier for individuals to navigate the intricacies of the city. Lynch's focus was on the historic character of the city and the identity of its different districts. However, he admits that there are other aspects that also influence the *imageability* of the city, such as the social significance of the area, its function in the lives of individuals, its history, and even its name (Lynch 1960; Lang 2005).

The analysis of the city, according to Lynch, is based on five elements: *Paths, Edges, Districts, Nodes, and Landmarks*. Each one represents distinct, and in many cases, interrelated aspects of the area. These elements, individually or grouped, create boundaries that may serve as a point of reference or define the character of the area by accentuating its architectural features. These elements not only attempt to identify the streets but also the district. These elements must

be seen not in isolation but as a group, patterned and functioning together to provide a satisfying form, avoiding conflict among themselves (Lynch 1960).

Jane Jacobs (1961) was one of the most influential critics of the practice of demolishing existing neighbourhoods to make way for new development. In her book *The Death and Life of Great American Cities*, she contrasted the traditional urban environment with the modern planned city, emphasizing the absence of human scale and sense of place in the latter. Her criticism goes to the heart of city-destroying ideas represented by the proponents of Garden City, Radiant City, and City Beautiful movements. Jacobs advocated for lively and interesting streets. Mixed uses stimulate the diversity of city life and the restoration of small blocks in traditional neighbourhoods. She also stressed that an important component in the revitalization of communities involves the sense of scale in the patterning and configuration of streets. These are some of the vital elements essential in recovering the life of a neighbourhood.

In his book "A New Theory of Urban Design" (1987), Christopher Alexander presented us with the theory of growing whole. This phenomenon of growing whole is based on his observations that cities, towns, and districts have organic structures that have grown in a sequence of patterns and relationships. The ultimate goal of this growth is to achieve what Alexander defined as a sense of "wholeness," a process that is achieved by piecemeal growth, which is coherent and unpredictable. In his theory, Alexander opined that in new development, new construction, or rehabilitation, the designer should be concerned with the existing structures and with the goal of integrating and respecting the integration of new and existing buildings. To achieve this goal, planners and designers must observe and study the structure and patterns of the neighbourhood, then guide the process in harmony with the surrounding physical environment (Alexander et al., 1987).

Shirvani(1985) pointed out that urban design is a complex interdisciplinary field that touches on architecture, landscape architecture, urban planning, engineering, psychology, real estate, law, and many other disciplines. Within this context, urban design embraces three approaches: development, conservation, and community. The three approaches represent a wide spectrum of urban design, ranging from large development mostly initiated by the private sector, followed, at the other end of the spectrum, by conservation, focusing on environmental quality, and the third, community orientation, based on low-cost neighbourhood improvements through citizens' participation and community action groups. A key component, suggested by Shirvani, is the balance of all three approaches, with the objective of serving the public at large. The basis of this balanced approach is to manage an urban design environment of quality and quantity, seeking to define the physical qualities stated in terms of human needs. However, the urban design process is not only the development of a plan, but the implementation of guidelines that can help to direct the physical development of the city and to create a quality sensory environment. Shirvani stresses that "*design guidelines do not necessarily result in more control or restrictions.*" They present alternative forms or approaches to ensure quality in the built form, as well as a response to specific problems and opportunities of a particular area (Shirvani 1985).

To accomplish a desired design goal, the City must decide on the nature of the guidelines, whether they are prescriptive or performance guidelines. Prescriptive guidelines attempt to establish the limit or framework within which individual designers must work, and a performance guideline allows the designer a more creative freedom regarding the development concept and form. An element that Shirvani raises is the importance that design guidelines have as a tool to promote and market the city, bringing economic as well as environmental benefits to the community it serves(Shirvani 1985).

Jon Lang (1994; 2005) sees urban design as a multidisciplinary field, and as such urban design plays many roles, including the design of guidelines. Lang (Lang 2005) emphasizes that “*design guidelines are the link between public policy and the physical design of an area. Design guidelines are the explicit operational definitions and specification of the principles by which a physical form is to be generated. They set the parameters within which a design is acceptable regardless of other questions.*” (Lang 1994) Based on these observations, Lang classifies design guidelines into three categories: *Prescriptive Guidelines* describe the pattern that a building complex, building or building components must take, the limitations or framework for buildings; *Performance Guidelines* specify how a building should work, providing the criteria whereby the impact of any proposal will be assessed, and *Advisory guidelines*, which are suggestive in nature, whereas prescriptive and performance guidelines are mandatory if they are adopted into law. There is no legal requirement to comply with advisory guidelines (Lang 2005).

Lang also proposes some generic design principles:

- “Defining and designing the public realm
- Specifying and /or restricting certain uses and building forms
- Stimulating types of development
- Preserving existing urban environments and
- Specifying the nature and location of public art” (Lang 1994).

In “Roles and Challenges of Urban Design”, A. Mandanipour (2006) explained that in order to have a better understanding of urban design, we must understand the political, economic, and cultural forces of globalization, and the effects that they are having on the transformation of cities. Cities are growing in size and significance, as well as in political,

economic, and in cultural dimensions. In this context, urban design must be seen from a multi-dimensional viewpoint that takes into consideration the viewpoint of the many actors involved in city design and development. In other words, urban design must be seen from the perspective of regulators, producers, and users of urban space. Within the context of the regulator, urban design has found the means to promote the city by guiding and regulating the production of its space, and through this process, public authorities have put in place the necessary framework that can support private developers and promote the city at the same time. From the producers' viewpoint, urban design through master planning and design guidelines provides a framework for managing the resources available in a particular area, creating a source of certainty and value for the market. From the user perspective the qualities of urban design in the physical environment are reflected in how well the place is built, how it functions, and how it looks. These are very broad categories and roughly reflect the practical and symbolic values of a place. As political, economic, and cultural changes have transformed and given new significance to cities, urban design has emerged as the tool of this reshaping.

John Punter (2007) addressed the issue of urban design guidelines within the context of design review practices. He recognized the limitations of zoning as an instrument of planning; nevertheless, zoning is a valuable instrument to level out land values and prescribe densities. Design guidelines can be better integrated with zoning, thus creating a more design-sensitive instrument (Punter 2007). In order to achieve this integration, Punter, based on Lai's (1988) recommendations, proposed the development of twelve principles that ought to guide the establishment of urban design as public policy. They are summarized into four main groups: Community Vision; Design, Planning, and Zoning; Broad, Substantive Design Principles; and Due Process (Punter 2003). Within this framework, Punter proposes the development of generic

and contextual design principles that will provide an objective assessment of design quality. There has been considerable consensus about key urban design principles, which have been incorporated into many North American cities' design guidelines, such as permeability, legibility, mixed use/tenure, and robustness. (Punter, 2003, 2007). However, context and site analysis are a necessary prerequisite that will provide the foundation to suggest in which way to adapt the generic principles to the particular local circumstances (Punter 2007).

The review of the current theories regarding design guidelines in the rehabilitation of neighbourhoods yields a number of valuable lessons for this practicum. Lynch reminds us that the analysis of the city or the district is based on his concept of *Imageability* (mental maps) emphasizing five distinct and characteristic elements of the area. When seen as cohesive functioning units, they provide a satisfying urban form. Jacobs reminded us of the value in preserving the qualities of the existing environment rather than demolishing these qualities. Alexander's theory of wholeness tells us to keep in mind the structures and patterns of a place in maintaining its origins. Shirvani emphasizes the complexity and interdisciplinary nature of urban design with an approach that integrates development, conservation, and the community. Within this context, design guidelines do not necessarily result in more control or restrictions but represent an alternative to improve the quality in the built form with the aim of marketing the city, resulting in improved economic development. Mandanipour explains urban design within the context of globalization - political, cultural, and economic global forces that are presently shaping our cities. Urban design must be seen using the "lens" of regulators; private developers and users of urban spaces and design guidelines provide the framework for managing resources and equilibrium in the market forces. John Punter addresses the issue of urban design from a review process perspective. He proposed the development of generic and contextual design

principles. These principles are already in use and integrated in many design guidelines in cities across North America. Context and site analysis are key elements that will provide the foundation to suggest in which way to adapt these generic principles to local circumstances.

Design guidelines

Design guidelines are a powerful instrument of public policy, created to consider public spaces, streetscapes, and landscapes. The purpose of design guidelines is to create a coherent whole, rather than a chaotic environment where all human needs are respected; for example, designing for the handicapped as well as for the public at large. In general, design guidelines can be used to achieve more than a cohesive physical environment, but also to promote the social development as well as the economic development of an area. They enhance the aesthetic character and historic nature of an area, and lastly, but not least, they promote the artistic resources of the city and can be the forum for the art community, adding interest and beauty to the city (Lang 1994). If design guidelines are not used in the context of firm design principles, they can restrict or enhance the configuration of the physical environment and the quality of the public realm (Lang 1994; Barnett 1982; Lynch 1960).

Concluding Thoughts

Since the emergence of the concept of urban design in the 1960s, urban design has continued its pursuit of finding a theoretical framework that will define it. However, the literature reveals an emerging consensus that urban design is an interdisciplinary field, and its concerns go beyond the physical aspect of the city or a district of the city. Urban designers are often concerned with “what should be done” and “what will work” while others are asking different types of questions, such as “what should urban designers know” (Moudon 1992).

Urban design is still not defined as a field or a profession with many trying to assert its ownership. By its nature, urban design defies a precise categorization or definition, and tries to operate in a holistic way in a world fragmented by disciplinary lenses. Based on this assumption, Marshall (2006) asserts that urban design is, and continues to be, a work in progress, not progressing to a formal definition but progressing towards a broad professional engagement, pivotal in the changing complexity of modern urban conditions. Marshall’s view of urban design is more of “*a way of thinking*” than a discipline, where the urban designer needs to understand, integrate, and communicate across professional divides, advocating sustainable development, high quality urban places, and offering solutions to the challenges presented by the emerging populations of megacities (population over eight million), hypercities (population over twenty million), and conurbations. Based on these demographic realities of the 21st century, the role and responsibilities of the designers may be drastically challenged in the pursuit of creating vibrant, desirable, and liveable communities and preserving their natural assets (Marshall 2006).

As previously stated, urban design is a complex process that includes disciplines from other fields with a regulatory environment, making the process difficult and at times

controversial. The end product of the urban designer and of the design process is usually the master plan, or an illustrative plan and its mechanisms, the design guidelines. Both elements are required to implement any urban design project, and they will help to handle and achieve the desired social behaviour and physical form. Thus, the master plan and the design guidelines are two powerful forms of urban design with considerable overlap between them. It is important to understand that the master plan will take an enormous amount of time to be implemented, and invariably it will change due to economic and political realities, public taste, and also, over time, norms of good design may change. Thus, design guidelines must be a flexible development tool, seen as an alternative to prescriptive zoning regulation, with the desired to achieve quality in the environment, with the needs of the future in mind, and to promote sustainable development, environmental quality, social and economic regeneration (Carmona, Punter, and Chapman 2002).

Chapter Three: Research Method

The research method for this practicum is the application of a mixed-methodology, meaning the combined use of qualitative and quantitative methods. The use of a mixed-methodology is known as a Triangulation. It implies a greater validity over the conventional view of using one single method of investigation (Gaber and Gaber 1997; Neuman 2003; Babbie and Benaquisto 2002).

The mixed-methodology consists of:

- Field observations
- In-depth interviews, and
- Analysis of socio-demographic data.

Field observations are used to provide a first-hand experience of individuals using and visiting the area of study. These observations consist of written notes of events taking place on Boulevard Provencher, on randomly selected days and hours. The objective of these observations is to provide helpful insights into behavioural patterns of pedestrian as well as vehicular traffic on the areas of study.

In-depth interviews were conducted with 15 randomly selected interested individuals and stakeholders. This include city officials and heritage conservation professionals, area residents, property owners, real estate developers, and the business improvement zone (BIZ). The objective of these interviews is to explore ideas, values, vision, and their perception of redevelopment

needs as well as their priorities for Boulevard Provencher (See Appendix B for sample questions).

The socio-demographic data was collected from government agencies that have had an involvement in the proposed areas of study. These data will provide a better understanding of the human elements in the area of study.

The combined analysis of the three methods provides a solid foundation for the recommended urban design guidelines for Boulevard Provencher. The methodology also includes the review of existing neighbourhood plan, zoning and design practices, as well as permitted and non-permitted land uses, in Boulevard Provencher.

Field Observation

Field observation has a long history, mainly in the field of anthropology. During the early beginning of field research, anthropologists relied exclusively on the written narrations and reports of explorers, missionaries, and other travellers. However, they lacked direct contact with the individuals to be studied, and it was not until the late 19th century that anthropologists began to travel to the desired location to learn about other cultures (Neuman, 2003).

From the 1940s to the present, participant observation in field research has become a more systematic method of research, with three important principles (Neuman 2003):

1. Study people in their natural settings, or in situ.
2. Study people by directly interacting with them.

3. Gain an understanding of the social world and make theoretical statements about the members' perspectives.

Field researchers who observe and participate/interact with members of the community in their natural settings get a more realistic perspective of their views and actions. They do not see people "out there" to observe. They believe that individuals create and define the social world through their interactions with others (Neuman, 2003; Babbie&Benaquisto, 2002).

The literature acknowledges that the method of field observation is an extremely useful tool to collect data, and as a result of these preliminary observations, important questions are raised regarding the setting and the unit of analysis. These questions are critical to answer a predetermined hypothesis or to develop a new hypothesis. The proposed field observations will be carried out in a natural setting, providing the opportunity to watch people in their natural environment.

Observing behaviour in a physical setting generates data about individual activities, uses and misuses of a place, individually and collectively. The important aspect of this particular method is that it is not necessary to be an expert to observe behaviour. An observer can choose to be an outsider or a direct participant in any situation during the research process, and for the purpose of this research, the author will assume the role of a distant observer, unobserved by the participants (Babbie and Benaquisto 2002; Zeisel 2006).

The recording devices for this part of the research will consist of note taking, maps, basic drawings/sketches, and photographs of the area. Further inquiry to complement the preliminary findings will be the in-depth interviews of randomly selected informants that work in the area and those that have been involved in the development of the area of study.

In-depth Interviews

The use of qualitative in-depth interviews serves to fill and clear up any gaps that may be discovered through field observations and data analysis. In-depth interviews are preferred over a more structured survey or questionnaire, because the method provides freedom for a “*less structured or unstructured interview*” (Babbie and Benaquisto 2002). In this context, the qualitative interview becomes more of a conversation allowing the researcher to establish a general direction without the rigidity of following a particular order of questioning. As different topics of interest arise, they will be pursued with additional probes and open-ended questions. However, as Babbie and Benaquisto suggest “*[You] can’t afford to be a totally passive receiver in the interaction. You should go into your interviews with some general (or specific) questions you want answered and some topics you want to be addressed*” (Babbie and Benaquisto 2002).

Another helpful reminder is to know that this is not a normal conversation and as Lofland in Babbie & Benaquisto (2002) suggests, the investigator should adopt the role of “*socially acceptable incompetent*” when interviewing.

“*A naturalistic investigator, almost by definition, is one who does not understand. She or he is “ignorant” and needs to be “taught”. This role of watcher and asker of questions is the quintessential student role.*” (Babbie and Benaquisto 2002).

Once the interview process is completed, the data will be analyzed and interpreted to determine the local perception and the levels of acceptance regarding the design guidelines for the area.

Data Analysis

The analysis of socio-demographic data gathered from government agencies focus on the existing patterns of population density and their socio-demographic characteristics, including elements of ethnic background, education, and spoken languages (See Appendix F, page 99 and 116 of this practicum). Overall, the analysis of all data collected focus on the search for similarities and dissimilarities in the patterns of the information and opinions gathered through field observation and in-depth interviews. The analysis will focus on the patterns and frequency of events/observable behaviour of pedestrians and the use of the area by frequency of vehicular traffic.

The analysis of qualitative and quantitative data pay close attention to emerging themes, relationships, and patterns of behaviour that are relevant to the area of study (Neuman 1991; Babbie and Benaquisto 2002).

Ethical Issues

The research received approval from the Joint-Faculty Research Ethics Board of the University of Manitoba, and it will be based on strict confidentiality to protect the identity of those involved in the interview process. The analysis of the socio-demographic data and any archival information does not require the approval of the Ethics Board (University of Manitoba , 2007).

Informed Consent

With respect to the methodology, the following is a list of concerns that were taken into consideration:

- Prior to the interview, all key informants will be advised of the general objectives of the research.
- A written consent will be signed prior to initiating any discussion on the topic (Appendix A).
- Key informants will not be pressured to be part of the investigation, and they will be informed that they can stop the conversation and withdraw from the interview at any time.
- Participants will be provided with all the necessary information to complete the interview.
- Unless otherwise agreed upon, any information that is disclosed during the interview/conversation will be treated with the utmost confidentiality.
- The final analysis of the data and information gathered through the interviews, field observations, socio-demographic and data/archival information will be done based on the principle of “*no harm to subjects,*” and “*voluntary participation,*” respecting and safeguarding the privacy, confidentiality and anonymity of all individuals and agencies involved in the research process (Tri-Council Tri-Council 2003; Babbie and Benaquisto 2002; University of Manitoba 2007).

Chapter Four: Context of Boulevard Provencher

Introduction

Boulevard Provencher was the main commercial artery of St. Boniface until the end of WWII. At the end of the war, the municipality of St. Boniface experienced housing growth in its southern section, relegating the Boulevard to being a local and limited shopping area. Over the last thirty years, there have been several development programs attempting to revitalize the areas of St. Boniface North and St. Boniface Central, with the assumption that these

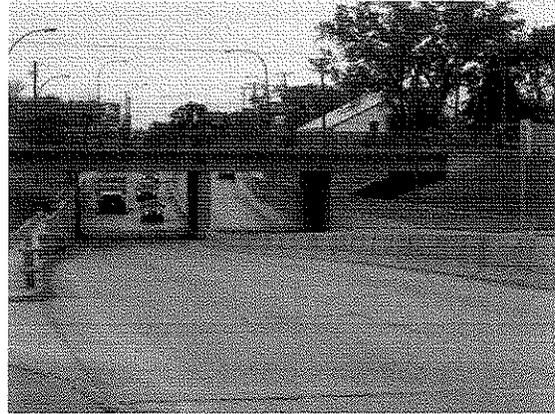
types of housing renovation programs will help to improve investments on the Boulevard. There is very little evidence that this trickle- down effect ever took place. Over the years,

the city of Winnipeg's infrastructure growth impacted negatively on Boulevard Provencher.

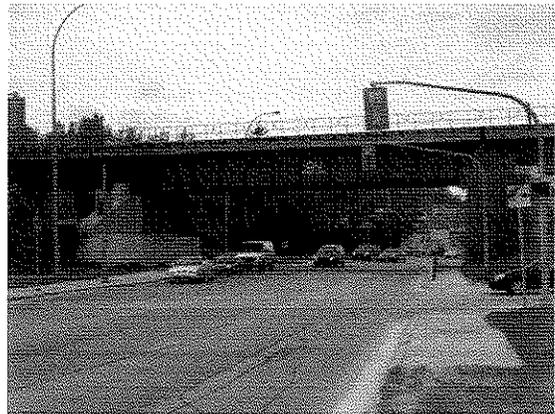
One of the main factors that contributed to the excessive vehicular traffic along Boulevard

Provencher was the official opening of the so called

Rue Archibald Subway on November 1960 and the overpass of Archibald and Mission Street.



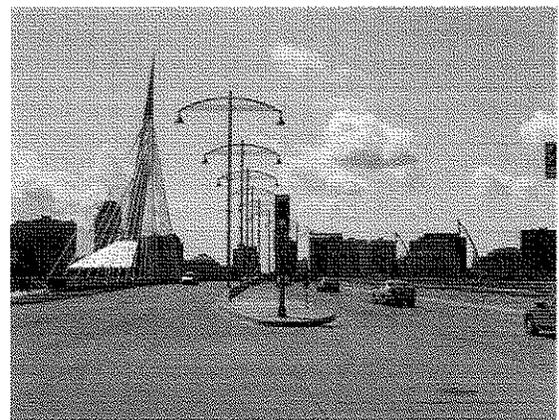
Picture 2: (See Appendix D) Rue Archibald Subway (Sic)



Picture 3: Rue Archibald overpass at Mission St. (See Appendix D)

Years later, the construction and widening of the Nairn Avenue Overpass to improve the transportation corridor from Transcona, further aggravated the traffic along the boulevard. During the late 1990s to early 2000, the construction of the Esplanade Riel, affected the business environment in such a manner that a few stores were forced to close and others to relocate to a different areas of St. Boniface. These city infrastructure projects drastically increased the vehicular traffic east and west along the Boulevard Provencher. Because of the geographical location of Boulevard Provencher, the transportation plan for the City of Winnipeg, identified this as a natural corridor to access Transcona, East Kildonan and Downtown Winnipeg. It was an easy decision for City council to classify Boulevard Provencher as a city route, allowing heavy vehicles to move goods along the boulevard as a corridor to the eastern section of Winnipeg. As well this corridor funnels traffic to the St. Boniface industrial area located east of the intersection of Boulevard Provencher and Rue Archibald.

On the brighter side, since 2004 the area has experienced a construction mini-boom, with several sites being developed and others under consideration for future development. This new wave of development will definitely shift the commercial orientation of the Boulevard to a more genuine residential/commercial mixed use.



Picture 4: Boulevard Provencher Bridge and Esplanade Riel (See Appendix D)

Geographic and Physical Location

Boulevard Provencher is located in the heart of St. Boniface flanked by St. Boniface North and St. Boniface Centre to the south, to the west by the Red River, and to the east the Boulevard ending at Archibald Street. The boundaries for this practicum are the land blocks of Boulevard Provencher starting at the banks of the Red River and extending east to the historic St. Boniface City Hall. Officially, Boulevard Provencher is considered part of St. Boniface North.

Development History

The existing urban form of Boulevard Provencher can be traced back as far as 1876, with a clearly residential subdivision allowing for the use of business along the edge of the Boulevard. The City of Winnipeg By-Law 16502 of 1949 in its zoning map revealed the adjacent Municipality of St. Boniface, in particular Boulevard Provencher, as a commercial C2 zoning, allowing the use and operation of *Banks, theatres, department stores, restaurants, filling stations and other commercial activities*. This By-Law made provisions for the control of bulk regulations for the district. The archives of the City of Winnipeg have a record of the Planning Scheme for the Municipality of St. Boniface in 1957, which deals with the zoning regulation for the entire municipality. There is no indication of any special status for the Boulevard, but unfortunately there is no record of a proper zoning map. Three years later, the Municipality of St. Boniface amended the Town Planning Scheme of 1957 and adopted the Town Planning Scheme for the Municipality of St. Boniface, 1960. Most of the changes addressed terms and definitions

related to residential family dwellings, changes that reflected more “prescriptive” design regulations. This By-Law remained in effect until the formation of Unicity in 1973, and it continued to be used until the City of Winnipeg adopted the Winnipeg By-Law 6400/94. This new consolidated By-Law addressed the zoning regulation for Boulevard Provencher in Section Nine, reclassifying the Boulevard from a Commercial District zoned C2 to a C 1.5. The zoning definition of commercial district C1.5 is the *commercial development with less neighbourhood orientation, typically found along commercial corridors within existing neighbourhoods*. Section Nine of the By-Law indicates all permitted, non-permitted, temporary, and conditional uses for district C1.5. This regulation establishes the appointment of the Boulevard Provencher Advisory Committee (BPAC), seven members appointed by Council, and the creation of the Boulevard Provencher Design Board, consisting of members of the Standing Policy Committee on Property and Development of the City of Winnipeg. These two Committees are in charge of the review of new development for the Boulevard Provencher District.

A technical study done by the Metropolitan Corporation of Greater Winnipeg by the Planning Division in June 1965 recommended the implementation of a housing proposal for the area of North St. Boniface with the intention that these revitalization efforts would stimulate commercial and public development along the Boulevard without the intervention of government. The report strongly encouraged the business owners on both sides of the Boulevard to prepare a rehabilitation plan for the business environment of the Boulevard. So far the research has found no documented evidence regarding this recommendation. In a new document entitled *Evaluating the context of the NIP and RRAP programs in North St. Boniface during the years 1976 to 1980*, the City of Winnipeg Department of Environmental Planning, Neighbourhood Improvement Branch, (1983), recognized that since 1975 the Boulevard

Provencher area has been identified as an area in need of revitalization. However, most of the revitalization efforts of both programs, NIP and RRAP, were entirely focused on the revitalization of the aging residential housing stock for St. Boniface North. In 1980, the NIP program (Neighbourhood Improvement Program) provided assistance to organize L'Association des Commerçants de Vieux St. Boniface (The Merchants' Association of Old St. Boniface), and entrusted them with the responsibility to prepare a funding proposal for the new Winnipeg Core Area Initiative Program, outlining the revitalization for Boulevard Provencher. It is unclear what was the result of this action.

In the last three years, through the newly created development corporation Enterprises Riel, the Boulevard has experienced a development mini-boom, with a new condominium development on the north side of the Boulevard, and other sites along the Boulevard being identified for future mixed-use development to begin construction sometime during 2008/09. This influx of developments will definitely change the character of the Boulevard, bringing the much-needed mixed-use environment.

Socio-Demographic Analysis

The socio-demographic analysis is based on the City of Winnipeg and Statistics Canada Census Data 2001 for St. Boniface North and St. Boniface Central (See Appendix F). This analysis will provide a better understanding of the unique human and social characteristics of the population living and working in the area. The intent of this analysis is to project the level of human sustainability that exists in the area surrounding Boulevard Provencher, although the

intent of the design guidelines is to achieve a destination point that is accessible to all individuals regardless of their socio-economic background. The variables for this analysis include selective socio-demographic characteristics such as income level, spoken languages, educational levels of the population, family structure, and family income levels.

Table 1: Area Population (City of Winnipeg and Statistics Canada, 2001).

St. Boniface North Population	1,880
St. Boniface Central Population	6,000
Combined Population	7,880

The population of Central St. Boniface has experienced a steady decline over the last twenty years, and St. Boniface North has been relatively stable, showing a brief increase in the 2001 census (See Appendix F). The data revealed that the population of Central St. Boniface, in comparison to St. Boniface North, has a larger percentage of seniors and a relatively low population in the range of 20 to 50 years of age. The population data of St. Boniface North revealed almost the exact opposite, a relatively low incidence of seniors and a large population in the range of 15 to 50 years of age. The average household income is much higher in North St. Boniface than in Central St. Boniface. However, both areas are below the average household income of 10.3% for the entire City of Winnipeg. In general terms, both areas can be considered a typical middle-class neighbourhood with North St. Boniface showing 6.4% of its population with an income over \$100,000 (See Appendix F).

Other data indicate the following:

- The average education level of both areas is within an acceptable range compared to Winnipeg. (Grade 12, Trade and University education)
- The ratio of males to females is relatively close in both areas.
- The family structure is very similar for both areas, revealing a balanced mix of married and single parents with children. Both areas are closely similar to the average family structure for the City of Winnipeg.

Table 2. Dwelling Tenure (City of Winnipeg and Statistics Canada, 2001).

	Homeownership	Rental
St. Boniface North	52.0%	48%
St. Boniface Central	25.4 %	74.6%

St. Boniface North has a much higher percentage of homeowners than Central St. Boniface.

Central St. Boniface has a much higher percentage of rentals than St. Boniface North.

Table 3. Percentage of bilingualism (French and English) and French only language (City of Winnipeg and Statistics Canada, 2001).

	Bilingual Population	French only
St. Boniface North:	59.3%	2.0%
St. Boniface Central	55.2%	2%
City of Winnipeg	11.0%	0.1%

Both areas have a high incidence of bilingual population (French and English).

Institutions and Services

The following section highlights a visual assessment of the area undertaken during the summer of 2009. Chapter five, section land use analysis shows a detailed table containing nature of business.

Along Boulevard Provencher there are basic consumer services to attract the surrounding population. There are two banks and a Credit Union along the Boulevard, police service is next to the historic City Hall building, and the St. Boniface General Hospital is within walking distance of the area. The Boulevard also provides offices for medical, legal, and insurance services. The survey indicates that there are three coffee shops, one restaurant, one ice cream parlour, and one chocolate vendor, that at the time of the survey was in the process of closing. There is one Restaurant/grill bar at the corner of Boulevard Provencher and Taché Ave. There are three beauty salons, and one French bookstore. There is one new restaurant attempting to finish interior renovations and be ready for the summer of 2009. Another important aspect is that over the years the area has lost some of the many religious institutions and the only institutions that remains is the St. Boniface Cathedral.

A significant landmark is the area's proximity to the Boulevard Provencher Bridge that leads to the historic site of The Forks and Waterfront Drive into the Exchange District of Winnipeg. To the south of the Boulevard is the Collège Universitaire de Saint Boniface and other historic landmarks that commemorate the French history of the area. Another important asset for the area is the yearly event that celebrates the French culture of Manitoba, the Festival du Voyageur.

Conclusions

The most significant piece of information that solidifies the Francophone characteristic of Boulevard Provencher is that 59.3% of the population in St. Boniface North speak both official languages, English and French, with 2% of the population that speak only French. This statistic surpasses the bilingual and French language level in all of St. Boniface and in the City of Winnipeg. The statistics also revealed that the demographic of the area that supports Boulevard Provencher is a solid mix of families and single individuals, with a level of education similar to the average for the City of Winnipeg with an average income level similar to the average for the City of Winnipeg.

The data also revealed that the population density for both St. Boniface North and Central is relatively high compared to the overall density for square kilometre for the City of Winnipeg (See Appendix F).

- St. Boniface North population density per sq. km. 1,340
- St. Boniface Central population density per sq. km. 3,045

During the decades of the 50's and 60's the Boulevard Provencher was the commercial gem of the Franco Manitoban community. This commercial artery was the symbol of vibrancy and the pride of the French culture. The boulevard was sprinkled with small businesses and entrepreneurs, serving as the commercial and cultural centre of the Francophone community not only in St. Boniface but also in Manitoba. The advent of globalization has added a new social and economic dimension not only in Canada but also to every province, city and neighbourhood. Globalization has introduced profound social and economic changes affecting all communities

and it can be said that the city of Winnipeg, including St. Boniface area were no exceptions. The implementation of NAFTA and the policies of the World Trade Organization have strengthened the economic position of transnational corporations, undermining the role of nations and its citizens, exposing them to devastating social and economic risk. There is no concrete data to conclusively prove that is the case for Boulevard Provencher, but the disastrous consequences of the implementation of global corporation through massive big box stores has caused the demise of small business at all levels of the nation. Could this be the case for the boulevard? Globalization may preclude small business development, another cause can be attributed to the lack of political vision and leadership at government level that has not encouraged the implementation of policies that will stimulate neighbourhood pride, maintaining a cultural and local economy based on a sense of community.

In summary, over the last twenty years, Boulevard Provencher has experienced decline and very little growth. Recently more housing development have been added to the Boulevard, changing the balance from one that is strictly commercial to a more residential mixed-use. The intended effect of these renewal efforts is that these changes will hopefully bring vibrancy to a district that has been stagnant for many years. Increases in residential population calls for more accessible amenities and services. Recognizing the negative effects that big box stores have on small neighbourhood oriented entrepreneurs, the boulevard needs to find a niche in the service industry. From the socio economic analysis previously presented, it is clear that the Boulevard Provencher area has a population that can support a variety of commercial and cultural activities on a permanent basis, and with the proper design guidelines, the area can be vibrant and attractive to all visitors all year round.

Chapter Five: Boulevard Provencher Site Analysis

Introduction

Site planning is the art of arranging structures on the land and shaping the spaces between, an art linked to architecture, engineering, landscape and city planning. Site planning may concern a cluster of buildings, a single building, or can be a small community (Lynch and Hack 1984). Every site is a unique natural creation or man-made creation, thus representing a connective web of activities that take place on it or offering possibilities for other activities to take place as well (Kevin Lynch and Hack 1984).

The physical site analysis, however complex, must preserve some continuity with pre-existing conditions and the objective is to find the “spirit of the place.” The challenges presented on Boulevard Provencher are different from an empty site; the site already has some forms and shapes that have determined many of the uses that exist in the area. The challenges are to adapt and improve the usability of the Boulevard by working with its present forms and spaces.

Regulatory Environment on Boulevard Provencher

The Winnipeg Zoning By-Law 6400/1994 Part Nine designated The Boulevard Provencher as a distinct District (BP) in the heart of the French community of St. Boniface North and St. Boniface South. The intent and purpose for the Boulevard Provencher District is to accommodate a range of commercial uses and to control architectural and other building details

in a manner that is consistent with and enhances the existing character of the street. The by-law also created two committees: the Boulevard Provencher Advisory Committee (BPAC), which is very similar to the one created in the Historic Exchange District in downtown Winnipeg, and the Boulevard Provencher Design Board, where the former makes recommendations to the Board for approval of certificate of appropriateness.

As of March 1, 2008, the City of Winnipeg By-Law 6400/94 was repealed by the new City of Winnipeg Zoning By-Law No. 200/2006. The new zoning by-law eliminated the old Part Nine, The Boulevard Provencher District (BP), and replaced it with Schedule "E", Boulevard Provencher Planned Development Overlay-1 (PDO-1 Boulevard Provencher), with a completely new purpose which is to encourage the protection of Boulevard Provencher with its cultural and historic significance to the French community as the neighbourhood main street for St. Boniface, with four key urban design considerations (See Schedule E):

- Building placement
- Façade treatment and building entrances
- Driveways and building services; and
- Signs.

Besides the requirements established in the BPPDO-1, Schedule "E", the BPPDO-1 also falls under the regulations contained in Part 3, Zoning District, as well as land uses allowed under Table 4-1, 4-2 and 4-3 of the new By-Law No 200/2006. The purpose of this Planned Development Overlay -1 (PDO-1) is to provide a means to alter or specify allowed uses and/or development standards in otherwise appropriate zones, in unique or special circumstances, in order to achieve local planning objectives in specially designated areas. Another element that

influences the development of the boulevard is the North St. Boniface Secondary Plan #965/75, and amended in 2005. The proposed changes to the St. Boniface North Secondary Plan focused on five key elements: the encouragement of mixed-use, reducing the impact of traffic, public access to riverbanks, relocation of incompatible industries, and the expansion of commercial businesses east of the Boulevard.

The commercial section of the secondary plan strongly “encourages a vibrant, pedestrian oriented concentration of retail, service, restaurant, entertainment and cultural development along Boulevard Provencher. In the section on mixed uses, the plan also encourages the mixed-use development on the south side of Dumoulin Street, which runs parallel north of the Boulevard. In my opinion, the encouragement of commercial mixed uses in this area, at this time, will be in direct competition with the development efforts taking place on Boulevard Provencher. Another section of the Plan established performance to gauge the development and objectives of the plan, by “increasing the pedestrian traffic along Boulevard Provencher.”

The land uses allowed in the zoning of Boulevard Provencher are referenced in Table 4-1 of the new City of Winnipeg By-law 200/2006, and Schedule E determines the maximum building height and the required yard set backs. Schedule E also indicates the four design principles for any new development, redevelopment, expansion and alterations proposals for the Boulevard, mainly: building placement; façade treatment and building entrances; driveways and building services, and signs.

Land Use Analysis

The following list is the inventory of places found on Boulevard Provencher and the allowed uses:

Table 4. Business Inventory North and South Side Boulevard Provencher (Compilation by author January, 2009).

Boulevard Provencher (North Side)	Name of Place	Zoning Boulevard Provencher Uses	Language F= French B= Bilingual E= English
131	Library	Library (P)	B
	Café Emilio	Restaurant (P)	F
	Merit Contractor Assoc. of MB.	Office (P)	
	Citi Financial	Bank (P)	E
147	Condominium Place Joseph Royal	Multiple Family ©	
155	Level Hair & Spa	Beauty Salon (P)	B
	Reflexiology/Naturopath		F
157	Step'N Out sur le Boulevard	Restaurant (P)	B
??	Vacant Lot (Future site of Edifice Fontaine		
169	City Centre Auto & St. Joseph	Automobile ©	B
	Collision		
179	Bank Nationale	Bank (P)	F/B
185	Caisse Populaire de Saint Boniface	Credit Union (P)	F/B
191	MB. Assoc. of School Trustees (MAST)	Office (P)	B
195	Natalie Leonard Chiropractor <i>(To be demolish for future development)</i>	Medical (P)	F/B
199	Vacant		
205	Vacant		
219	Historic City Hall	Tourist office (P)	F/B
227	Police Department	Office (P)	E
	Provincial Queens Bench Court	Office (P)	B
233	Festival du Voyageur	Office (P)	F/B

Boulevard Provencher (South Side)	Name of Place	Zoning Boulevard Provencher Uses	Language F= French B= Bilingual E= English
130-A	Gelato Leos	Restaurant (P)	B
130-B	Under renovation for a Pizza delivery buss.	Restaurant (P)	B
136	Financial and Insurance	Office (P)	F/B
138	Deschambault		
140	Telecom Options	Office (P)	N/A
142			
146	Dentist office	Medical (P)	N/A
150	Vacant		
154	Chiropractor Bohemier	Medical (P)	F/B
160	Labelles Wedding Centre	Multiple Uses	
166	Le Garage Café	Restaurant (P)	F/B
174	Vacant (former Shell Station)		
180	Sharp Copiers	Photocopying (P)	
184	Omni Facility Services Canada (Cleaning)	Office (P)	E
	Provencher Therapeutic	Medical (P)	B
186	Wayne Arthur Gallery	Art Gallery (P)	E
190	Bijou Design Creation	Jewellery (P)	F/B
194	JJ. Hogue Law Office	Office (P)	F/B
196	Vacant		
200	A La Page Bookstore	Book Sales (P)	F/B
200-A	Vacant		
202-A	Financial Insurance	Office (P)	F/B
202-B	Le Salel	Clothing (P)	F
202-C	Law Office	Office (P)	B
208	Post Office Building	Post Office (P)	B
222	Wpg. Child and Family Service	Gov. Office (P)	B
230	Winnipeg Christian Centre	Community Church(P)	

P: Permitted; C: Conditional; T: Temporary; NP: Not Permitted; A: Accessory.

What appears at first look to be a diverse nucleus of business, the inventory of land uses reveals a different picture.

Table 5. Business by Category (Compilation by author January, 2009).

Restaurants and café	5
Banks	3
Offices (includes Police, Court, Post Office, community church)	14
Insurance offices	2
Medical/Dentist and Chiropractor	4
Various (Wedding Centre, Art Gallery, Bookstore, Jewellery, Hair salon, etc)	6
Auto body Repair shop	1
Historic Building	1
Mixed Use Condominium	1
Vacant lots and building	3

The above table represents the number of uses per categories that exist in the Boulevard, and considering that the combined population of St. Boniface North and St. Boniface South is 7,880 persons, the Boulevard does not have sufficient recreational capacity to serve these neighbourhoods. Thus, any future development would be well positioned to develop business to attract and serve the needs of these two areas (See Chapter 4, section Socio demographic data).

The main floor space in the recently completed condominium development remains vacant, and it appears that the most likely candidate to rent space would be offices.

During the course of this practicum, the largest bank in the Boulevard, Caisse Populaire de Saint Boniface acquired a large portion of land, including three small buildings, in the north east section of the boulevard. The small buildings are schedule to be demolished to make space for the new financial headquarter for the Caisse Populaire. This development, at a cost of 10.5 millions, will contain office/retail space, adding approximately 36,000 square feet of commercial/retail space on the boulevard. At the time of this writing, the request to see drawings and sketches of the future building were denied by the owner. During the month of March 2009, the Caisse Populaire have an open house unveiling the concept design of the building, again, all written information was available only to the media. My visual inspection of the sketches and drawings were in line with the colours and similar exterior façade of the newly opened condominium. In my opinion, this structure does nothing to create or support the French character of the surrounding district.

Spatial Analysis

The spatial analysis of this section is based on the “imageability” work done by Kevin Lynch (1960). These principles are applicable not only to the city but also to any area (See chapter two Literature Review, page 21).

Table 6. Imageability of Lynch (1960).

	Definition	Boulevard Provencher
<i>Paths</i>	Channels along which circulation normally occurs. Predominant elements in people’s images of the city.	River walk on the west side along Tache Ave.
<i>Edges</i>	Considered boundaries between two phases and in many cases constitutes barriers.	For the area of study the main edge is the bank of the Red River to its west side and Rue Langevin to the west.
<i>Districts</i>	Medium to large size area of a city in which observer mentally enters “inside of” and defined by recognisable character.	Boulevard Provencher is defined as a District. Normally considered the “French Quarter District.”
<i>Nodes</i>	Maybe defined as a convergent point of paths along the journey through the district.	An important node is the west entrance to Boulevard Provencher, the convergence of the Bridge, Tache Ave and Boulevard Provencher.
<i>Landmarks</i>	Structures that serve as a point of reference and orientation. Some may have local or regional significance.	There are two important landmarks in the area: The historic building of Old City Hall and the Post Office building. The Provencher Bridge is a Winnipeg landmark, and is not clear is the St. Boniface area recognizes it as such. There are other landmarks relatively close to the area, St. Boniface Cathedral, Belgium Club.

Materials, Forms, and Elements

In following the historical development of the Boulevard, it can be said that the development along the Boulevard was sporadic. Well before 1900, the Boulevard exhibited buildings with unique architectural characteristics. However, the most valuable buildings that remains is the historic City Hall (built 1906) and the Post Office building, the latter not being listed as a historic building in any of the heritage lists maintained by the municipal, provincial, or federal governments. In the proposed design guidelines for the Boulevard developed by Gaboury-Prefontaine Architects in 1998, never implemented or formally adopted, they identified a variety of architectural styles that have been a major influence rather than actual adherence to these styles for the area, such as Boomtown, Classic Revival, Edwardian, Moorish, Neo-classic, Early and Late Commercial, Bauhaus. These architectural influences have created a unique and eclectic architectural form along the Boulevard (Gaboury-Prefontaine, 1998).

Visual assessment of the various buildings revealed that the construction materials used along Boulevard Provencher varies according to the age of the structures. For the most part, there is a predominant use of bricks and stucco finishing on the exterior of most buildings. The height of the buildings is a mix of one and two storeys, with two storeys being the predominant structure on the south side of the Boulevard. One of the newest structures on the Boulevard is the new condominium project on the north/west side of the Boulevard, six storeys in height.

An interesting characteristic of the area is that most of the buildings are detached units in their own lot, with varying degrees of side set back from each other. However, the façade of most buildings is level with the edge of the sidewalk. Both sides of Boulevard Provencher sidewalks are of interlocking paving stones with a need to re-evaluate the existing streetscape.

Residential Use

The survey analysis indicates that there are no residential uses in the Boulevard Provencher area of study, with the exception of the new condominium project on the north side of the Boulevard closest to Taché Avenue. However, there is a dense residential neighbourhood to the north and south side of the site. It is important to emphasize that the Secondary Plan and the existing zoning by-law, encourage the development of residential mixed-use, allowing them to be a conditional use. At present, there are a few sites considered for future mixed-use development on the Boulevard. In early March of 2008, the only gas station located in the middle of the area was closed, and it is not clear what will be the form of a new development for this site.

Vehicular Circulation

The information regarding the vehicular circulation along Boulevard Provencher is based on the daily count of vehicles done by the City of Winnipeg Public Works Department in 2006 (City of Winnipeg, Public Works Department website). The survey of 2006 indicates that along Boulevard Provencher the daily count of motorized vehicles is 29,000. Along Taché Ave.

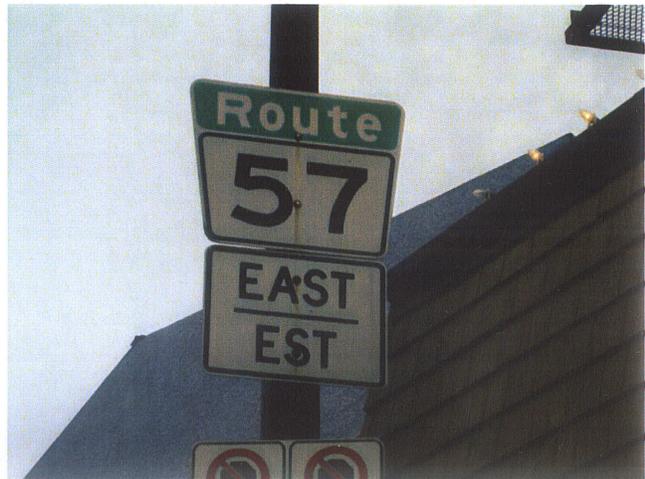
the transit count is 8,000, and along the Provencher bridge the daily count of motorized vehicles is 37,000. There is no statistic information to identified type of vehicles using the boulevard.

There is a confusion regarding the street status of Boulevard Provencher, many indicated that the heavy traffic is because the boulevard is classified as an

interprovincial highway; however this is not true,



Picture 5: Boulevard Provencher Bridge



Picture 6: Boulevard Provencher City Route

Boulevard Provencher is designated as a City route #57. This route denomination allows heavy vehicles to move through major residential and commercial areas within city limits. The city of Winnipeg and not the province do this denomination. This fact alone can explain the intense traffic along the Boulevard, posing great difficulties for the future vision of the area. The proximity to the St. Boniface General Hospital also has some bearing on the increased traffic at the corner of Boulevard Provencher and Taché Avenue.

Bus Routes

The following bus routes along the Boulevard are: #10, #43, #49, #50, and #56.

Of all five bus routes that run along Boulevard Provencher, only two of them serve the area on a regular basis; route #10 and # 43. These two routes run through Boulevard Provencher and to Winnipeg's downtown along



Picture 7: Boulevard Provencher Bus routes (See Appendix D)

Portage Avenue, allowing residents and visitors to connect with all bus routes in Winnipeg.

Routes #49, #50 and #56 also run along Boulevard Provencher,

but they only provides services during rush hours in the morning and in the afternoon, with services finishing around 7:00 p.m. At present the services are limited, and the future residential development will undoubtedly create a demand for the improvement of the bus services.

Parking

With regards to parking on Boulevard Provencher, there are three types: inner parking (behind buildings with access to the street via a back lane), side parking (beside the building, some with direct access to the street and others via the back lane), and street parking. Street parking is allowed on the north side of Boulevard Provencher to a maximum of 2 hours, Monday through Saturday, between the hours of 9:00 – 17:30. On the south side of Boulevard Provencher, parking is allowed for 2 hours, Monday through Saturday between the hours of 9:00-22:00. Sunday is free parking all day. What is not clear is the difference in parking times between the north side and the south side of the Boulevard. Similar parking restrictions are in effect along the lateral streets that cross the Boulevard.

As previously noted, the biggest obstacle faced by the future vision of the Boulevard is its classification as a city route, allowing heavy traffic east and west of the Boulevard. Considering the latest influx of new development that the area is experiencing, there will be a need for future parking accommodations; therefore, it is imperative to accommodate this future need. Unless new developments are considering providing underground spaces, the possibility exists that a large parking facility can be built, similar to the one built at the site of The Forks.

Urban Space

For the purpose of the Boulevard Provencher study, urban space is the green space dedicated to public use. There are no urban spaces within the area of study on Boulevard Provencher. However, an argument can be made to classify the median of the Boulevard as an

urban space. Adjacent to the east of the area is the Provencher Park and the Notre Dame Community Centre. To the west of the Boulevard is the boundary with the banks of the Red River along Taché Avenue. The largest portion of green space is to the north of Boulevard Provencher, running along the banks of the Red River; these are the Whittier Park and the Historic Park of Lagimodiere-Gaboury. The proximity of these two parks provides Boulevard Provencher with immediate access to open spaces within walking distance of its core.

If the median of Boulevard Provencher is to be used as a green open space, it poses the danger of the heavy traffic running east and west on the Boulevard. However, the potential exists to creatively use the median section on weekends to showcase and promote the urban Francophone artistic community. What is more interesting and challenging is the possibility to connect the Wittier Park area along the bank of the Red River on Taché Avenue and continuing across the Esplanade Riel, linking with the historic site of The Forks to the south and Waterfront Drive to the north, and meandering the west bank of the Red River. Therefore, it is important to preserve the banks of the river along Tache as a continuum of park and green space.

Chapter Six. Recommendations and Design Guidelines

There have been different views regarding urban design and its implications as a tool related to planning. As Lang (1994; 2005) indicated, professionals involved in the process of urban design have been carrying different types of design work, one of them being the development of design guidelines. In the practical development of these guidelines, the most prominent categories have been: enhancing a sense of community, environmental sustainability, pedestrian and transportation issues, and preservation of historic character. The literature review reveals that public intervention in the design process needs to be improved, and also recognizes the acceptance of design guidelines as a useful tool for public control (Lang 1994, 2005; Shirvani 1981, 1985). Within this context, the two most accepted and recognized types of design guidelines are performance guidelines and prescriptive guidelines (See chapter 2).

In the last decade, the general trend in North America has been the implementation of performance guidelines, and most of the physical elements that were regulated presented very similar guidelines. Another element during the process of urban design is the implementation of review process, with many communities using the review process as a forum for community collaboration. The review process, according to Shirvani (1981), is primarily needed to further clarify and interpret the regulations regardless of their details. Secondly, design guidelines alone could not provide a response to unusual proposals, providing an opportunity to such proposals to receive proper scrutiny; and thirdly, not only scrutiny, but to have flexibility and adequate dialogue.

In researching the characteristics of design guidelines and their objectives, most communities that have adopted some form of design guidelines, aimed at reinforcing and/or

creating a sense of community, reducing the environmental impact of development, establishing sensible transportation and circulation patterns for the area, and creating a pleasant urban image. These universal design goals will be the foundation for the development of the guidelines. Along with these universal design goals, the Boulevard Provencher also has its own set of recommended key urban design considerations, and the City of Winnipeg Plan 2020 provides a basic framework for the urban aesthetic not only of the district but for the city as a whole.

This section of the practicum is the result of field observations and conversations with the individuals interviewed for this project, plus information obtained by the analysis of the demographic data.

Field Observations

The field observations were done during the winter and spring of 2009. Detailed visual representation of the findings is attached in appendix C. Most of the observations were done on randomly selected days and at different hours of the day, including evenings. The overall impression is that pedestrians tend to use the south side of the boulevard more often than the north side, even though many pedestrians start their walk along the north side of the Boulevard. In a relatively short period of time, they cut across the median onto the south side of the Boulevard.

Another observation noted was the use of the automated teller inside the Caisse Saint-Boniface at the corner of Rue St. Joseph and Boulevard Provencher. Most individuals, upon completion of their banking activities, once on the sidewalk immediately cross over to the south

side of the Boulevard. It is important to note that during regular business hours, there were more individuals on the street than during the evenings. Evenings on the Boulevard felt like an isolated section of the city with minimum pedestrian activities. However, vehicular traffic along both sides of the Boulevard was constant, noisy and quite busy during the day and evenings; particularly noticeable was the heavy traffic of trucks and busses. It is worth mentioning that the Boulevard Provencher is a designated city route. Field observations revealed that the most dangerous section of traffic along the Boulevard is at the node formed by Tache Avenue, the Boulevard, and the bridge. During the observation period, two collisions took place at the same intersection, even though the corner is controlled by a traffic light.

Interview Process and Comments

Most of the individuals interviewed were not experts in the field of design guidelines but residents and business owners that have a vested interest in the area. The lack of technical expertise was well compensated by their realistic approach and expectations for the Boulevard. The informal and open-ended interview revealed a high degree of consistency in the responses and perceptions that everyone has for the Boulevard. It is clear that everyone agreed there is a need for someone or something (i.e. an agency) to take the lead in the development of the Boulevard because they are not sure what is going on right now. There is no communication and most of the time the news of development is known after the facts.

Most of the interviewed individuals are confused about the role of Riel Enterprise, and many see this organization as another private land developer. Regarding the “French Character and Historic value” of the Boulevard, everyone agreed that unfortunately there is neither French

character nor an historic value. The only historic value that is been recognized for the Boulevard is that the Boulevard has been there since Winnipeg was born. Another respondent indicated that the “French character “ is lost and the only way to bring it back is with a serious commitment from the government and money; it will cost lots of money to create that lost character.

Another consensus found during the interview is that there is no clear vision for the development of the area, be this economic development or an historic/French character development and that there is an urgent need to develop a vision for the Boulevard. Most important, it should be known to everyone.

Another interesting aspect is the effect that the new bridge has on the area. Most of the respondents felt that the new bridge is not part of their community; therefore, they do not see the bridge as a landmark to St. Boniface, and during the construction of the bridge, the economic development of the Boulevard was greatly affected. However, many acknowledge that the bridge is here to stay and it should be used as a connector/ambassador leading to the heart of the Francophone community.

All the respondents recognized the importance of public participation. They would like to see a public participation/consultation process to develop the vision and to create a consensus to define the “French character” of the Boulevard. Most respondents were not in favour of a focus group because they perceived this as a selected few deciding on the future of the Boulevard.

Another concern raised is that not everyone is familiar with the technical jargon, regulations and examples of other areas that have benefited with design guidelines, and they would like to see that any future participatory process should also be an opportunity to educate the public regarding the regulatory issues of the boulevard. The more informed the stakeholders are, the better would be the quality of their involvement.

Most of the respondents also agreed that a highly qualified technical team should be part of the consultation process. Most respondents agreed that the elusive "*French character*" of the area is not visible along the Boulevard but it is present and alive in the area surrounding the Boulevard, particularly on the south side. They agreed that some of these physical elements should be incorporated in future projects along the Boulevard. Other respondents agree that several buildings, some almost 100 years old, cannot be repaired or preserved because they do not meet modern commercial or residential requirements. Therefore, many need to be demolished and new structures built. These new structures can offer the opportunity to incorporate architectural elements that will create that elusive "*French /historic*" character. Lastly, a few merchants voice their concern regarding the high price of rental space along the boulevard, and many would like to see some sort of program that either facilitates the acquisition of space or rent subsidy.

Demographic Data Comments

The information of the demographic data for the area of study is contained in Chapter four of this practicum (See Appendix F). From this analysis, it can be safely assumed that there is a large local population with a degree of disposable income that can support economic activities along the Boulevard. The combined population of St. Boniface North and St. Boniface South is 7,880 persons (Census 2001). The population north of the Boulevard, St. Boniface North, has 1,880 persons with a relatively low incidence of seniors. The population age ranges from 15 to 50 years of age with an average family income higher than the population of St. Boniface South and comparable to the average of Winnipeg's income. Another important characteristic of the population of St. Boniface North is the low degree of population mobility;

this factor can be interpreted as an area with a relatively stable population. These demographic characteristics are strong signs that if the right retail and hospitality services are provided along the Boulevard, these individuals will make the Boulevard their preferred destination point. Similar assumptions can be made for the adjacent section of St. Boniface South, including the student population of St. Boniface College.

Barriers for Future Development

The following is a list of the barriers that most individuals interviewed recognized as an impediment to further develop the Boulevard.

- Heavy traffic along the Boulevard
- Lack of vision for the Boulevard
- Definition of “French character” for the Boulevard
- Lack of public participation and communication
- Concern that the Boulevard has run out of development land
- Lack of transparency in the development process
- Affordable commercial space

Revival of the French character

The design considerations for Boulevard Provencher are based on the literature review, site analysis, the interview process undertaken for the project, and some of the provisions contained in Part 3 of the City of Winnipeg By-Law 200/2006. The proposed guidelines are to maintain consistency with the spirit of the regulatory environment for the District, and they are applicable to the Boulevard Provencher. The intentions of the guidelines are to maintain and promote a definition of the historic French character of the District and its general revitalization

by improving its physical characteristics and promoting its economic and cultural revitalization. Besides the key urban design considerations addressed by the existing regulations (see Schedule E), the interview process revealed common concerns regarding the development and reinforcement of the historic significance of the Boulevard, which are identified in the following four design issues.

The following is an outline of the design issues to be addressed. An in-depth development is presented in pages 73 through 91 of this practicum.

ENHANCING THE SENSE OF COMMUNITY

- Improvement of public spaces
- Urban fit
- Promote public amenities
- Promote mixed uses
- Promote density
- Building design
- Universal design

ENVIRONMENTAL SUSTAINABILITY

- Promote ecological sustainable designs
- Promote footprint reduction
- Respond to local climate conditions
- Promote urban reforestation and water management
- Awareness of natural environment

PEDESTRIAN AND TRANSPORTATION

- Promote pedestrian and cyclist safety and accessibility
- Public transportation
- Bicycle facilities
- Pedestrian friendliness
- Parking and loading zones considerations

HISTORIC CHARACTER

- Urban image by preserving historic character
- Human scale
- High quality architecture
- Historic building preservation
- Historic and cultural context of the boulevard

The Research Questions

As indicated in Chapter one, the premise of this practicum is based on developing design guidelines for the commercial section of the Boulevard Provencher. These guidelines are intended to reinforce and enhance the existing regulations for the district. The research questions are to further develop an understanding of the history and the barriers faced by the boulevard and the willingness of the different stakeholders to cooperatively embark on the boulevard's quest to develop and maintain that elusive French character as well as its economic development.

The first question: What are the regulatory determinants of the urban form in the boulevard? As previously indicated in the historic section of this practicum, the origins of the physical form of the boulevard can be attributed to the early configuration of the river lots' form, and that physical form can still be seen today. The east-west orientation of the adjacent streets, including the direction of the boulevard, is reminiscent of the original travelling direction of the river lots' system. An important piece of legislation for the municipality of St. Boniface, was the Town planning Scheme of 1957 that regulated and restricted the location and use of buildings, structures and land for trade, industry and residence, emphasizing the height, number of storeys and set back of buildings. This regulation was intended for the St. Boniface area, including the Boulevard Provencher. However, the Boulevard Provencher area has been classified as a commercial zone as earlier as the 1940s. It was not until the consolidation of by-laws in 1994, (Section Nine, City of Winnipeg By-Law 6400/94) that Boulevard Provencher is classified as a District. The consolidation of the by-laws, and subsequent amendments, has continued to maintained and reinforced the commercial character of the boulevard.

Over the years, the legislation has reinforced the commercial character of the boulevard and historically has done a poor job in controlling, reinforcing and preserving the French character of the architectural form that exist in the surrounding area. This assumption was confirmed by the interview process, where many of the participants, having limited knowledge of the regulatory environment, agreed that with proper guidelines the physical form of the boulevard would be different from today's view, and these guidelines with proper enforcement would have greatly contributed to the preservation and enhancement of the French character.

The second question: Is the current zoning regulation adequate to promote development on Boulevard Provencher? The district is experiencing, for the first time, a resurgence in construction development, and these new structures are plain buildings that do not reflect the architectural elements of the surrounding area. At first it can be argued that regulation is a cost barrier to new development. However, the assumed "high-cost" per projects is a factor applicable to the exterior design of the building façade, not the interior, so the perception that regulation is a detrimental cost for development is an erroneous and misleading assumption (Barnett 1982). The development of the boulevard needs to be seen twofold: the physical development and the economic development of the boulevard. The two are not exclusive of each other, and well design buildings that create and support the uniqueness of the Franco phone history is an economic opportunity that must be reinforced. These two interrelated concepts are well defined in Jacobs (1961) and Shirvani (1985) in understanding how neighbourhood dynamics works. On the one hand there is the sense of scale of its urban form, and on the other hand, mixed uses that stimulate diversity and the importance of well developed design guidelines. Together, these concepts are used as an effective tool to promote and market the city, bringing economic and environmental benefits to the community it serves (Shirvani 1985). Based on the above findings,

it can be asserted that the current zoning regulation is inadequate and needs to be reinforced to achieve a more dynamic development of the area.

To the third question: Can the sense of place/community be re-established on the boulevard by reinforcing the existing regulation? Absolutely. There is willingness on the part of business owner and the community to revive Boulevard Provencher and to create that elusive French character and sense of place. More important is the desire to work cooperatively searching for solutions rather than lamenting the negative barriers. Everyone understand that the design process is complex and the boulevard is not an easy undertaking, but the design guidelines do not necessarily add restrictions; they are an alternative to promote dialogue and to improve the quality of the built environment with the aim to use them as a marketing and economic development tool. What would be the final characteristic of this revival? Without the development of a vision, it is difficult to decide on a course of action, therefore, it is imperative to create a vision for the boulevard. The present global economic conditions, the diverse nature of communities, changing demographics, and the speed of technologies are all elements difficult to predict, and these are strong signs of the complexities that communities are facing in the 21st century. Therefore, communities must be vigilant of these changes and quick in adapting their priorities to future challenges of our complex and modern urban condition.

The Design Guidelines

Enhancing a Sense of Community

Goal: A sense of community can be achieved by reinforcing the creation and improvement of public spaces.

Framework: Public spaces are the soul and life of communities. They are not only an expression of plazas and parks, but also the streets and sidewalks, riverbanks and walks and the spaces created between the buildings. One of the most pleasant characteristics of a district or neighbourhood to instil a sense of community is the use of Market places becoming an important element of the public spaces. A Market is not only a place for shopping, but also a place for meeting, leisure and entertainment and to showcase the cultural talent and artistic expressions of the community at large. The Market place is enhanced by the quality of the buildings that create its boundaries; the most important buildings of the area are the edges of the social activities taking place as a result of the Market.

Guiding Principles to Enhance a Sense of Community

- **Urban fit:** This means the local context of the built environment, including streetscape configuration, landscape features, and respecting the architectural details of Boulevard Provencher and the neighbourhood adjacent to the Boulevard.
- **Increase and promote public amenities:** Public amenities are an essential element to promote and encourage outdoor activities and create strong visual public spaces. The location and placement of these elements are extremely important to the quality of public spaces.

- **Promote mixed functions:** In the context of the Boulevard Provencher, it means to achieve a balanced and healthy mix of commercial, residential, and entertainment uses.
- **Increase and promote density:** In the context of the Boulevard Provencher, it means increasing the density of mixed uses, particularly the residential/business components.
- **Building Design**
 - Massing of structures should be encouraged by creative architectural design solutions, including but not limited to roofline, material, and colours.
 - Buildings should be as close as possible to property line; set-back should be allowed for the use of patio and entertainment use only.
 - Building massing should be respectful of adjacent structures and fit into human scale. Colour of building should be consistent with area context.
 - No blank wall should be permitted along Public Street. Design solutions are to provide for interior and exterior contact.
 - All exterior building materials should be high quality. Historically widely used materials are highly recommended.

Universal Design

- Universal design principles and standards should be applied to all new development and all redevelopment projects.

Environmental Sustainability

Goal: The environmental impact of large developments along the Boulevard should be discouraged, and ecologically sustainable designs should be strongly promoted.

Framework: Planning decisions are becoming more and more concerned with sustainable design forms. From an urban form point of view, the environmental impact of large development is primarily associated with structural footprint, treeless landscape, large paved parking spaces, and the obliteration of historic elements. In the case of the Boulevard, its proximity to the riverfront makes the area an attraction for future developments along the waterfront, endangering river topography, soil contamination, river bank erosion, wildlife habitats and vegetation degradation, ultimately affecting access and views to the river. Plan Winnipeg urges the City to encourage environmentally responsible decision-making.

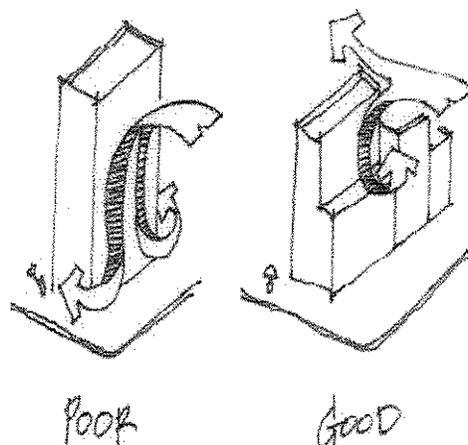
Guiding Principles to Foster Environmental Sustainability:

- **Footprint reduction:** This is mainly to address and prevent unsustainable development forms along the river waterfront on the west section of the Boulevard, reducing building coverage, hard pavement surface or other man-made elements, and increasing and preserving green surfaces along the waterfront, the median of the Boulevard, and the east park adjacent to the Boulevard.
- **Respond and develop to local climate conditions:** This is a design requirement for site and building layout according to Winnipeg's climate conditions. This consideration will allow the reduction of energy consumption and provide weather protection facilities.
- **Protect and restore urban reforestation and water management:** This principle required the study and analysis of water flow patterns on site and the mitigation of the

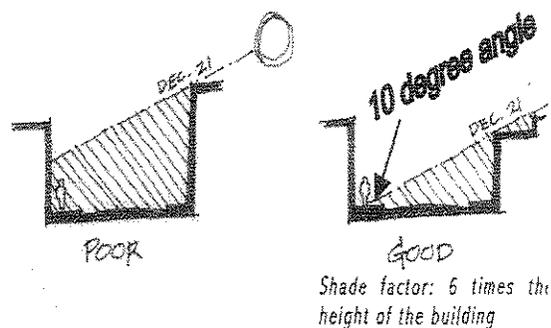
impact of storm water discharge. The protection of urban reforestation applies to infill spaces, local plazas, the median of the boulevard, and the protection of the river bank from waterfront developments along the north east section of Tache Avenue.

- **Natural environment.** This consideration is to have a clear sense of the storm water implications for the entire site, including the park located on the south-west of the Boulevard and the waterfront area along Tache.

- The waterfront area should include identification of wildlife habitat areas and plant species along the riverbank and key methods to mitigate riverbank erosion.
- Any new development should undertake soil test analysis to identify contaminants from past industrial uses and any remains of hazardous substances.



- **Microclimate site.** Considering that the location of buildings is already determined by the existing configuration of the boulevard, a study of microclimate should identify the direction of predominant winds during the year, as well as the solar orientation. The objective is to provide better pedestrian protection during harsh winter conditions and excessive heat in summer.



Drawing 1: Microclimate (See Appendix D)

- Solar orientation will help to achieve the maximum height for building construction on the north and south side of the boulevard. Although the current legislation already set a maximum height of 23.4 meters (80 feet) on the north side and 9.1 meters (30 feet) on the south side, this analysis will help to confirm that the information is correct and not an educated guess.

Pedestrian and Transportation Issues

Goal: Increase and promote safety, accessibility and comfort for pedestrians, cyclists, public transit users and other non-car users.

Framework: In the development and redevelopment of districts, neighbourhoods and different areas of the city, the convenience of car users are the deciding factors that shape the form of the city. The needs of bus riders, pedestrians, cyclists and other users are often neglected. Therefore, the development of appropriate designs guidelines will help to mitigate the use of vehicles, and promote alternative modes of transportation, a critical element to enhance the sense of community. These requirements are essential to support compact urban forms and the reduction of greenhouse gas emissions.

Guiding Principles for Transportation Issues

- This section is to identify existing pedestrian, bicycle and public transit services.
 - Any project should contemplate its impact on these services and explore potential expansion of current services and the addition of new services as required.
 - The transportation analysis should also include the location and proposed bicycle routes.
- **Provide access to public transit:** As the development of the Boulevard increases, integrating new bus routes, new bus stops and appropriate shelters must provide convenient access to public transit. These guidelines must also include the integration of taxi and carpool facilities.
- **Provide and accommodate bicycle facilities:** This principle is to encourage in the planning and design process, the accessibility, storage, and safety of bike users.

- **Create a safe environment for pedestrians:** The planning and design process must allow and encourage the protection of pedestrians from Winnipeg's harsh winter climate and automobile traffic.

- **Parking needs.** This section will help to determine the future needs for parking along the Boulevard.
 - As the development of the area increased, so the use of vehicles. Therefore, it is imperative to have a clear sense of the parking requirements along the boulevard and allow the use of adjacent streets as parking overflow.
 - Any parking located on the side of buildings should be screened with proper landscape.
 - Incorporate bicycle-parking facilities for employees and customers. Encourage these parking facilities to be near the entrance of the building.

- **Loading zone.** This consideration is to encourage loading zones to be located at the back of buildings. This is permitted due to existing back lanes on both sides of the Boulevard; therefore, front street loading should be discouraged.

Historic Character

Goal: Create a positive urban image by adopting and preserving the historic character prevalent in the areas surrounding the Boulevard Provencher.

Framework: All those living and working in the area of St. Boniface know the historic significance of Boulevard Provencher. However, the historic “French” character of the boulevard is elusive at best. To revive the French character, it must be understood that huge massing and limited architectural details on building envelopes create a senseless, out-of-scale environment. Elements of massive commercial signs create visual clutter and should not be permitted. The combination of these urban elements contributes to the destruction of community sense and its urban form, further impacting the negative image of the boulevard for visitors and residents of the area.

Guiding Principles for the Historic Character

- **Human scale:** This principle encouraged innovative and creative design solutions for the Boulevard, meaning that building placement and façade design should take into consideration its contribution to create a human scale in the public realm.
- **Promote high quality architecture and landscape architecture:** This principle requires unique design characteristics that will incorporate and respect the prevalent “French/Historic” environment of the adjacent areas south and north of the Boulevard. This environment will enhance the “Gateway” character of the Boulevard.
- **Renovation projects** on historic buildings should follow the standards set out in heritage conservation legislation in Winnipeg and related federal and provincial policies and regulations.

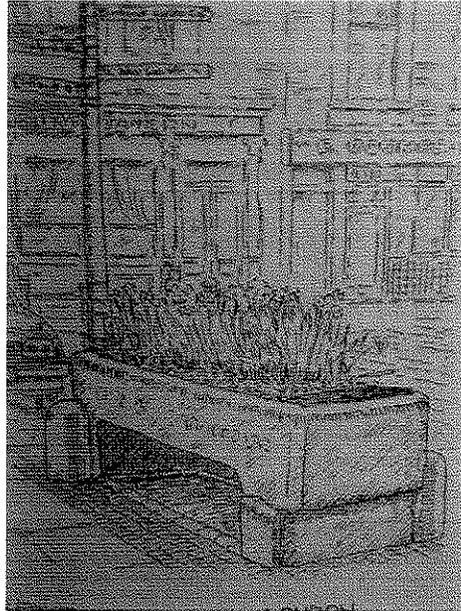
- **Cultural and historical context.** This consideration is to have a clear understanding of the prevalent architectural features and the historic significance of the surrounding areas of the Boulevard.

Landscape Design and Miscellanea

- Landscaping should be used as a design element fully integrated in any new or redevelopment projects in the area of study, recognizing and enhancing the urban setting of the Boulevard.
- Landscaping use in lieu of appropriate architectural details and good design elements are inappropriate and unacceptable.
- Landscape or fencing is a requirement for all side of building parking facilities to mitigate its visual impact from street view.
- Green edges are an effective and efficient landscape element to mitigate sound.
- The median of the boulevard should be treated separately from the normal sidewalk requirements.
- Priority for native species is highly recommended. All shrubs and grasses should be adaptable to the natural precipitation patterns of Winnipeg and resistant to the stressful conditions of microclimate and winter.
- Material construction to be used in hardscapes-the non-plant material of landscape design- and public spaces should be consistent with the overall material schemes of the area.

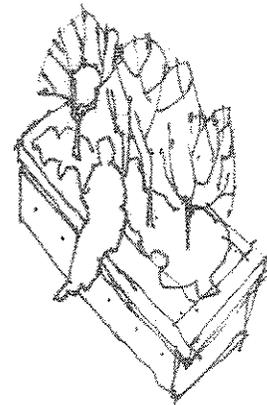
Buffering and Screening

- Buffering and screening help in the definition of a space(s), block unsightly yet necessary elements, and preserve the quality and character of the area. In the area of study, buffering will be achieved by encouraging creative landscape designs, such as decorative walls, pots and planters.



Signage

- This section is to complement signs regulation in Schedule E of present regulation, Winnipeg Zoning By-Law 200/2006.
- The design of signs should be an integral part of any new developments or redevelopments for the Boulevard.
- The size, materials and design of signs should be consistent with the overall character of the building as well as with the district.



Drawing 2: (See Appendix D) Buffering Planters

Lighting

- The purpose of this section is to address issues related to safety, light pollution, energy conservation and to protect the natural night-time visual environment.
- Exterior light fixtures should be consistent with the historic character of the district and should be pedestrian-scale oriented (Drawing 4)
- Lighting should be a critical component in the development of the site plan, considering that the perception of night safety is affected by lighting.



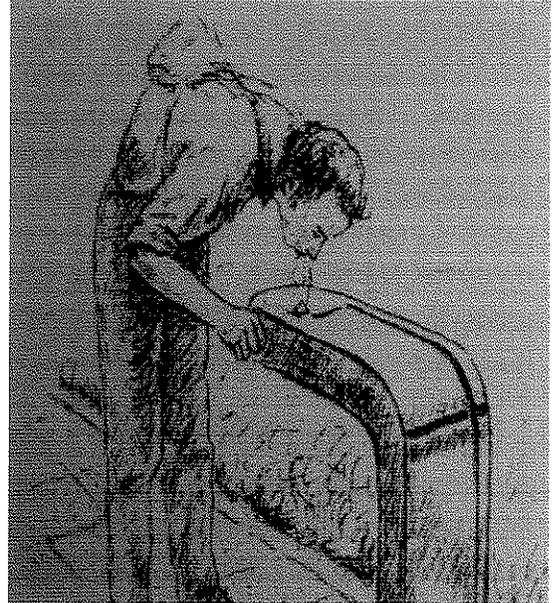
Picture 8: (see Appendix D) Existing Street lighting

The Median

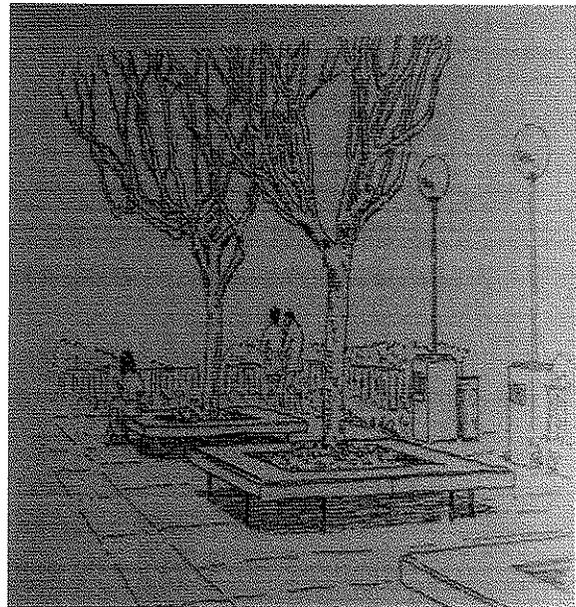
The median on the Boulevard is the divide between St. Boniface North and St. Boniface South. More than the geographic divide, the boulevard is what defines the French area. Many of the interviewed individuals identified the median as the soul of Provencher and as such it needs to be regained. There are many ideas and dreams to bring a sense of livelihood to the boulevard, the combination of these elements can greatly contribute to a delightful urban environment to rediscover the soul of the boulevard. Boulevards are great streets when they are well designed, and well maintained. Their grandiose appearance is a statement that will enrich the sense of community and the magic that can be created in the local community. The redesign of the boulevard will required the cooperation of several players, mainly citizens' organizations, community organizations and government agencies.

The following are suggestions to be implemented along the centre median of the boulevard.

- The centre of the boulevard should serve as a refuge for pedestrians.

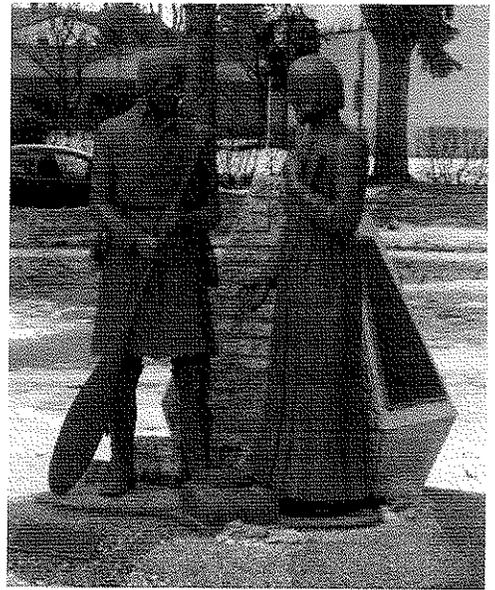


Drawing 3: (See Appendix D) Water fountain

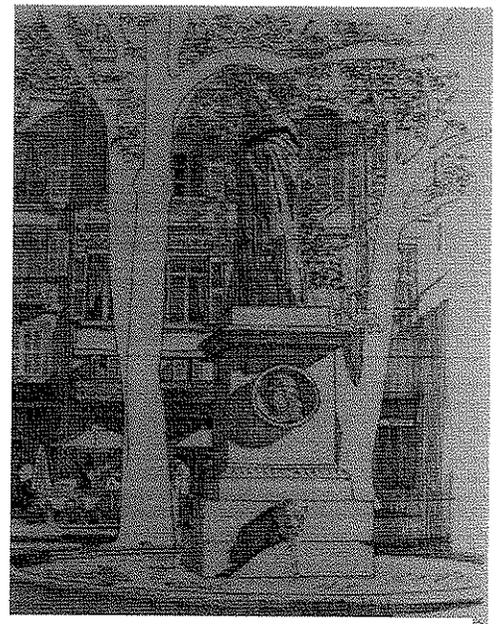


Drawing 4: (See Appendix D) Tree Benches

- Encourage the pedestrian use of the median by installing amenities such as, kiosk, cultural and art displays, water fountains.
- Increase the amount of benches and they should be located facing inward along the edges of the boulevard
- Edges of the boulevard can also be protected and buffer by installing planters
- Pedestrian scaled street lighting at reasonable intervals must be installed.
- Monuments commemorating the founders of the French community in the area and in the Province can be installed along the centre of the median, with a brief historic notation (Drawings 7 & 8).
- Trees are a vital component of the boulevard, therefore in need of constant maintenance. Replace old and weak trees with new more mature trees.
- Trees should maintain close spacing of no less than 4.5 m (15 ft.) and no more than 7.6 m (25 ft.).
- Severe pruning of trees is not permitted. Trees are to provide shade and maintain the visual connection and integrity of the street.



Picture 10: (See Appendix D) Suggested Monument



Drawing 5: Suggested monument

- In order to avoid Jaywalking, run benches or planters along the exterior edge of the boulevard. Benches should be facing inward. If planters are to be used, designed them in such a way that can be used as seating ledges.

Street Furniture

- Amenities are located on the sidewalk to add scale, functionality, and human element to the streetscape.
- Some of the most common elements of street furniture should include the following: benches, trash receptacles, newspaper racks/boxes, bike racks, bollards, transit shelters, signage, kiosks, and private amenities.
- Street furniture should be consistent with the overall
- character of the district.



Picture 9: Street bench

Regaining our French Heritage and Historic Character

The research in this practicum explores the needs of urban design guidelines in the commercial strip of the Boulevard Provencher. The focus of the guidelines is to reinforce the already existing basic design development requirements. The discussions were centred not so much on the implementation of such guidelines, but mainly to find and define the character of the Boulevard, to seek a common ground, and to establish the vision and define that elusive “*French character*” that everyone talked about. The purpose of the guidelines is to serve as a catalyst to initiate a real community consultation process that will clarify and solidify the vision and character of the Boulevard.

The following four recommendations are intended to highlight some of the most pressing issues discovered in the development of this practicum, and they could serve to facilitate and initiate a broad consultation process for the Boulevard.

Action 1

Create a vision for the development of the Boulevard.

The research in this practicum revealed that there is a consensus among the stakeholders that the vision for the boulevard is not clear, and development appears to have no connection with the future for the Boulevard. During the research part of this practicum, several documents mentioned the need to have a “plan” for the development of the Boulevard. However, nobody is aware of a formal plan ever developed for Boulevard Provencher. Most plans addressed the needs and future development of North and South St. Boniface, but not the Boulevard. The

following action plan is recommended:

- The **BIZ** for the Boulevard Provencher must take the lead in developing a solid plan for the future of the boulevard
- Outline a plan of action to develop visioning process for the commercial component of the boulevard
- The visioning process must address the four design issues identified in page 63 of this practicum
- The visioning process must also address the barriers for future development identified in page 67 of this practicum
- In conjunction with the visioning process the commercial component must develop a strategic plan for the area incorporating the four design issues.

Action 2

Definition of the historic French character and sense of place of the Boulevard.

The research of this practicum revealed an interesting fact about the French character of the Boulevard. Everyone talked about this “character” but many individuals believe that the “French character” no longer exists on the Boulevard; therefore, there is a need to define it and find it. What emerged in the research is that everyone believes that the French character can be defined but they don’t want to see a “*Disneyland French Character.*” Most of the interviewed individuals believed that a high quality design will create the lost French environment and will attract more people to live, visit, and establish business along the Boulevard. The research also revealed that design guidelines would be a useful tool to protect and guide this French character. Therefore, there is a need for extensive public participation in this process.

- As indicated in Action 1, the consultation process must dedicate time and effort to define and solidify the French character of the boulevard.
- The main stakeholders in the definition of the boulevard must include all cultural, social and economic French organizations not only of the boulevard but also of the Franco phone community at large.
- This coalition of Franco phone communities must present a unified and cohesive front for the development of the French character of the boulevard.

Action 3

Traffic and land issues.

Although these are two separate issues, during the interview process they were brought together. The main concern regarding the traffic on the Boulevard is that the corridor is a designated provincial highway used as a major commuter route to East Kildonan and Transcona. Many of the stakeholders interviewed agreed that the heavy traffic, cement trucks and buses could have been diverted through other arteries south and north of the Boulevard, allowing only commuter vehicles through the boulevard. The following is the immediate plan of action:

- The coalition of French organizations alluded in Action 2 must be the lobbying force to change the traffic patterns along the Boulevard, mainly to change the highway denomination of the Boulevard.
- Eliminate the city route denomination of the boulevard and re route all heavy traffic, tracks and buses, along the Marion St./Goulet St. axis to the south of the Boulevard, To

the east of the Boulevard the heavy traffic must be rerouted along Rue Archibald.

Another alternative is to provide access along Nairn Ave. towards the Louise Bridge.

- A more conciliatory alternative would be to restrict the heavy traffic along the Boulevard after regular business hours (e.g.: 6:00 p.m. to 3:00 a.m) from Monday to Friday. No heavy traffic is allowed on evenings and weekends.
- Approval of design guidelines that support high-density development will be a strong tool of development to compensate for the scarcity of land.

Action 4

Establishment of a permanent Design Review Committee.

The current regulation for the Boulevard delegates the urban design review process to the Standing Policy Committee on Property and Development. This committee may appoint an Advisory Committee to make recommendations to the Director of the Planning Department regarding urban design guidelines, standards, criteria related to any development or redevelopment taking place along the Boulevard. Based on the above regulation, the following must be the plan of action:

- Eliminate the ambiguity of an advisory committee and designate a permanent Advisory Committee to review future development along the Boulevard.
- This permanent Advisory Committee must have representatives from the BIZ, banks and members of the French coalition mentioned in Action 2. Members of the architecture and artistic French community are strongly recommended.

- Therefore, it is imperative to establish a good design review process to maintain a transparent and efficient mechanism to implement urban design guidelines in the Boulevard.

Concluding thoughts

Successful city centres requires effort and dedication, they are not the result of fortuitous history or economic. They happen because citizen involvement, agencies and the private sector make decisions and take a series of actions. Most North American centres started with the creation and articulation of a vision for the area. This vision must be broad and ambitious to inspire and energize the community, recognizing its limitations and those aspects that can be managed. The future of the Boulevard Provencher must be a concern of the entire community, and the Franco Manitoban community must play a leadership role in the development of the historic and French character of the boulevard (Paumier 2004).

Appendix A: Ethics Consent Form



UNIVERSITY
OF MANITOBA

Faculty of Architecture

City Planning
201 Russell Building
84 Curry Place
Winnipeg MB
R3T 2N2
Tel: (204) 474-6578
Fax: (204) 474-7532

Consent Form

The purpose of this study is to develop urban design guidelines for the area of Boulevard Provencher in Winnipeg. The information obtained from this interview will help to gain a better understanding of the public perception of the area and incorporate some of this finding in the development of this practicum. This practicum is conducted by Julio Rivas, as part of the requirements to graduate in the Master in City Planning, Faculty of Architecture, at the University of Manitoba. The advisor for this Thesis/Practicum is faculty professor Basil Rotoff of the Department of City Planning, Faculty of Architecture at the University of Manitoba. The interview protocol has been reviewed and approved by the Joint-Faculty Research Ethics Board of the University of Manitoba.

During the course of this interview, which will last approximately one hour, you will be asked to comment and/or answer specific questions regarding this research project. Written notes only, will be taken of your comments/responses for further analysis, and if during the course of the interview you feel uncomfortable with the line of questioning, you may choose to decline to answer or terminate the interview. If during the course of this interview you have any questions or concerns, please feel free to stop the interview and request clarification from the interviewer.

Your identity will be kept confidential, meaning that your name, place of work, and any other information that would allow the possibility of identifying you, will not be included in the

final completion of this practicum. The relevant information gathered through the interview process and its subsequent analysis will be included in the final report. All interviews' written notes will be kept in a secure place, and they all will be destroyed following completion of this practicum.

If you are interested in viewing the final report, upon request, a copy will be made available for you to read shortly after the final document is approved and sent to the Faculty of Graduate Studies. This work will be published as a practicum and will be placed in the Library of the Faculty of Architecture of the University of Manitoba.

If you have any questions or concerns after this interview is completed, please feel free to contact my thesis advisor professor Basil Rotoff at (204) 489-3271, or myself at (204) 219-3495 or by mail at 13-311 Stradbrook Ave., Winnipeg, Manitoba, Canada. R3L 0J5.

Any concern or complaints may be reported to the Human Ethics Secretariat of the University of Manitoba at (204) 474-7122.

In concluding, I would like to thank you for your cooperation and participation in this interview. Your responses are a valuable contribution to this research project.

I, _____ authorize Julio Rivas to use the information gathered during the interview under the conditions stated above, for the sole purpose of researching urban design guidelines for the area of Boulevard Provencher, Winnipeg, Manitoba.

Date: _____	Respondent's Signature _____
-------------	---------------------------------

Researcher's Signature _____

Appendix B: Interview Questions

The objective of these questions is to obtain information from residents, businesses, and local agencies about their perceptions and related issues concerning the area of Boulevard Provencher.

Value Questions

- What do you like about Boulevard Provencher?
- How do you feel about the heritage or French (Quarter) character of the Boulevard?
- What do you think of the present mix of business, housing, light industry and restaurants in the area?
- Do you think it is a good idea to regulate the French character of the Boulevard? How and why should it be regulated?

Barrier Questions

- Are there any issues of which you are aware that are a barrier for the development of Boulevard Provencher?
- Do you see/notice a lack of support from the Franco Manitoban community?
- How do you feel about the vehicular traffic on Boulevard Provencher?
- Do you think that the existing zoning regulation is enough to protect and develop the Boulevard?

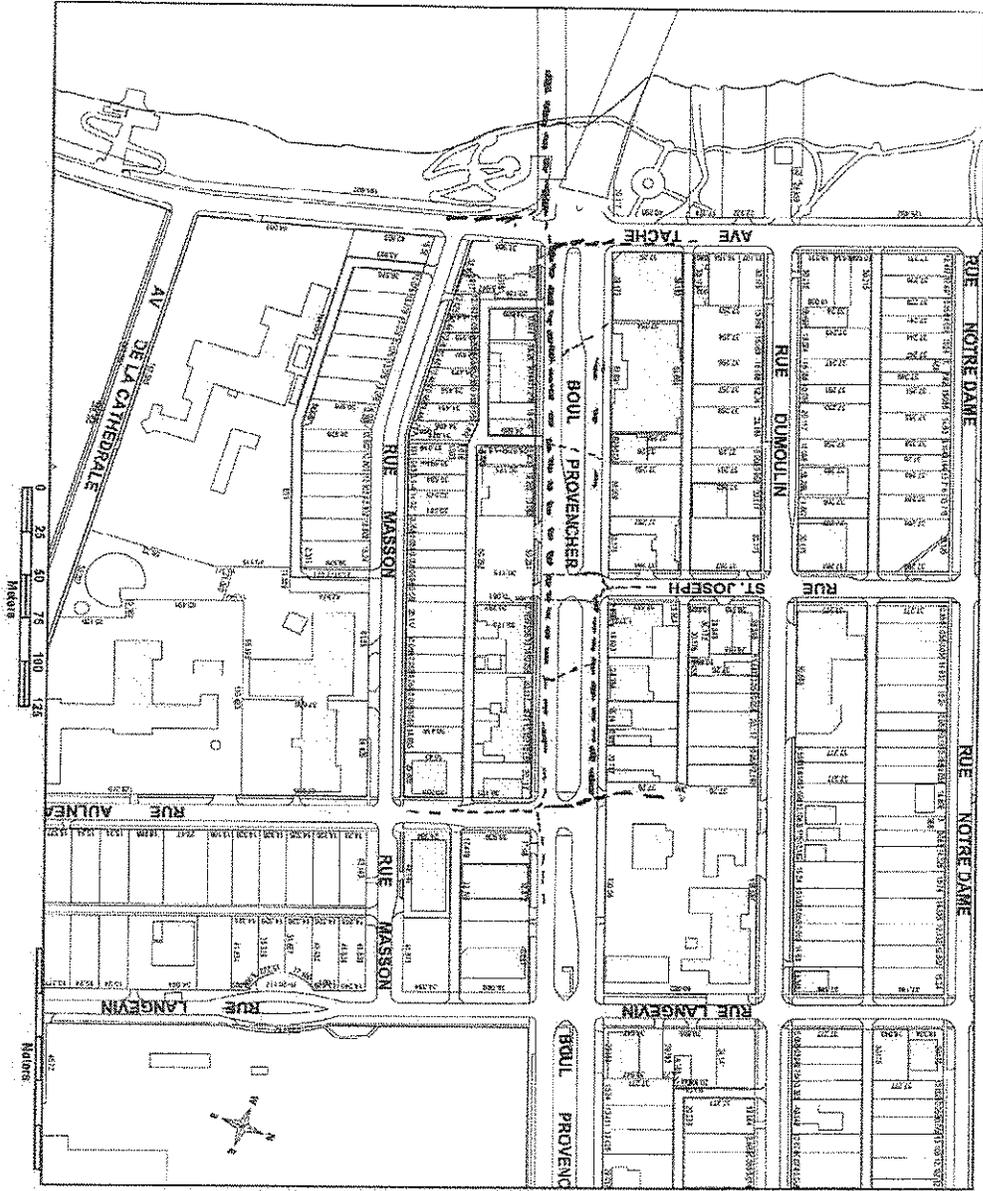
Vision

- What is your vision for Boulevard Provencher?

- How would you improve Boulevard Provencher?
- Would you like to have some input in the planning process? How and why?
- What would you like to see done with the median of the Boulevard (pedestrian, bikes, etc). Would the development of specific guidelines help?
- What kind of development would you like to see on Boulevard Provencher?

Notes:

Appendix C. Field observation map.
 (Black lines denotes pedestrian movement)



Appendix D: Pictures, Drawings an Tables

Picture 1: St. Boniface River lots (SHSB 1991)

Picture 2: Rue Archibald subway

Picture 3: Rue Archibald overpass at Mission St

Picture 4: Boulevard Provencher Bridge and Esplanade Riel

Picture 5: Boulevard Provencher Bridge

Picture 6: City Route # 57

Picture 7: Bus route along Boulevard Provencher

Picture 8: Existing light fixture

Picture 9: Existing street bench

Drawing 1: Microclimate (City of Fort St. John 2000)

Drawing 2: Buffering/planters (Gibbons and Oberholzer 1991)

Drawing 3: Water fountain (Gibbons and Oberholzer 1991)

Drawing 4: Tree benches (Gibbons and Oberholzer 1991)

Drawing 5: Suggested monument (Jacobs 1993)

Table 1 Population Data (City of Winnipeg and Statistics Canada 2001 Census)

Table 2 Dwelling Tenure (City of Winnipeg and Statistics Canada 2001 Census)

Table 3 Language (City of Winnipeg and Statistics Canada 2001 Census)

Table 4 Business Inventory (Created by the author)

Table 5 Business Category (Created by author)

Table 6 Kevin Lynch City Imageability (Lynch, 1960)

**SCHEDULE E: WINNIPEG ZONING BY-LAW 200/2006.
BOULEVARD PROVENCHER PLANNED DEVELOPMENT OVERLAY 1 (PDO-1
BOULEVARD PROVENCHER)**

Purpose

1. The purpose of this overlay is to encourage the protection of Boulevard Provencher with its cultural and historic significance to the French community as the neighbourhood main street for St. Boniface.

Applicability

2. This overlay shall apply to the lands fronting Boulevard Provencher, between avenue Tache and rue Langevin, as shown on the attached map (the Map).

Permitted Use Restrictions

3. Notwithstanding other provisions of this By-law, permitted, conditional, accessory and temporary uses are modified from those permitted in the underlying zoning district as follows:
 - (1) No more than 2 amusement devices may be permitted on any property;
 - (2) No drive-in or drive through – principal or accessory;
 - (3) No car washes.

Dimensional Standards

4. Development in the Boulevard Provencher overlay district must comply with the maximum building height and required yard standards below. In the event of a conflict between these provisions and any provisions applicable in the underlying zoning district, these standards apply. Except as modified by the following standards, all standards of the Zoning By-law continue to apply in the PDO1-Boulevard Provencher overlay district.

Maximum Building Height

- (1) The maximum height of any building or structure, or an enlargement of any building or structure, must not exceed:
 - (a) 30 feet on the south side of Boulevard Provencher;
 - (b) 80 feet on the north side of Boulevard Provencher.

Required Yards

- (2) The following yard requirements apply to all properties within the overlay district:
 - (a) minimum 50 feet between the street right-of-way and any parking area;
 - (b) maximum 15 feet between the street right-of-way and the front building façade; and

- (c) no required side or rear yard.

Design Review

- 5. (1) Subject to subsections (2), (3) and (4) within the District, all development, redevelopment, expansion, demolition, or exterior alteration visible from public rights-of-way is subject to urban design review and must be approved by the Director prior to commencement. Urban design approval as set out herein is required whether or not the proposal requires a building permit, development permit, Variance Order, Conditional Use Order, or other approval.
- (2) Notwithstanding subsection (1), temporary structures (for events not exceeding 14 days) do not require urban design review and approval.
- (3) In addition to the requirements in subsection (1), urban design approval is required for development within public roads, public lanes, public walkways, and public rights-of-way.
- (4) Notwithstanding subsection (1), interior building elements will be considered in urban design review only when their arrangement impacts on exterior pedestrian circulation and safety aspects.

Urban Design Considerations

- 6.(1) Review of development, redevelopment, expansion, demolition, or exterior alteration proposals is primarily intended to ensure the thoughtful integration of such proposals into their local context and consistency with the standards articulated in Plan Winnipeg. For the purposes of this by-law, urban design review will focus on the quality of the public environment and be predicated on the understanding that the quality of that environment is formed as a result of many independent creative decisions.
- (2) In making a decision concerning the approval or denial of approval of proposed development and redevelopment in the Boulevard Provencher overlay district pursuant to subsection 4(1), the Director must consider the extent to which the proposed development or redevelopment is consistent with the guidelines set out in this section and by the Standing Policy Committee on Property and Development pursuant to section 6 in respect of the following Key considerations.
 - (a) building placement;
 - (b) façade treatment & building entrances;
 - (c) driveways & building services; and
 - (d) signs.
- (3) In addition to serving as the basis for the Director's decision-making, the guidelines set out in this section:
 - (a) are provided to assist property owners, design professionals, administrators,

decision-makers, advisory committee members, and other parties involved in preparing, reviewing, or approving new developments, redevelopments, expansions, and exterior alterations;

- (b) provide a bridge between current policy desires and any detailed urban design guidelines, standards, or criteria that may be generated and which would then supplant the Key Considerations;
- (c) are not intended to stifle or discourage creativity; instead, they provide a framework within which to exercise creative design approaches.

Building Placement Considerations

- (4) The following guidelines are to be used in evaluating the placement of buildings:
 - (a) in general, buildings are expected to provide no or minimal yards to public road rights-of-way (front and corner side yards);
 - (b) building setbacks for Active Uses (e.g. sidewalk cafés, newsstands, retailer displays) can be accommodated;
 - (c) building setbacks to hotel, public & institutional, and cultural & entertainment uses can be accommodated;
 - (d) where residential uses are located at street level, building setbacks are encouraged (front and corner side yards);
 - (e) where a consistent building alignment exists along a block, buildings are expected to respect this alignment (front and corner side yards);
 - (f) shape, size and alignment of buildings and spaces should reflect the existing horizontal and vertical rhythm and urban form;
 - (g) new buildings or additions should acknowledge existing buildings in height and form;
 - (h) the form and appearance of a building should consider views along the Boulevard to landmark buildings such as the St. Boniface Cathedral, Hotel de Ville, and vistas such as the Esplanade Riel;
 - (i) landscaped spaces, streetscapes and architectural qualities of the Boulevard should be respected, including the preservation of Boulevard trees; and
 - (j) development should respect adjacent heritage buildings.

Façade Treatment and Building Entrance Considerations

- (5) The following guidelines are to be used in evaluating the treatment of front facades and building entrances:
 - (a) open and inviting building facades are encouraged at street level and 2nd storey, in order to enhance the convenience, comfort, and enjoyment of pedestrian experiences and

- enhance interactions between the public realm and business operations on private property;
- (b) long, undifferentiated blank walls located at street level and along public roads are discouraged; instead, they should be enhanced by combinations of transparent windows (not reflective or spandrel), window displays, active uses, vertical architectural features (e.g. columns, bays, fenestration, pilasters), and contrasting building materials/textures/colours/ shades;
 - (c) opaque window signs, storage of materials blocking windows, permanently closed blinds, and other measures or operations that hamper transparent street level pedestrian/business interactions are discouraged;
 - (d) direct access to retailers, service providers, and customer service areas from street level is encouraged;
 - (e) multiple front entrances from street level to large developments are encouraged;
 - (f) measures to enhance visibility and accessibility of building front entrances (e.g. setbacks or projections from building wall, architectural features, contrasting materials, ornamentation) are encouraged.
 - (g) principal entrances to buildings should be on Provencher.
 - (h) doorways should replicate the existing rhythm of entrances on the Boulevard
 - (i) new buildings should use similarly sized and shaped windows and doors, creating a consistent rhythm.

Driveways & Building Service Considerations

- (6) The following guidelines are to be used in evaluating the treatment of driveways and building services:
- (a) in order to encourage an uninterrupted pedestrian boulevard, numbers and dimensions of motor vehicle driveways, private approaches, and other intrusions into the boulevard should be minimized;
 - (b) access to off street parking facilities, delivery loading spaces, refuse storage areas, and other building services is encouraged to be via public lane (or from secondary street, when public lane is not available);
 - (c) off street parking facilities, delivery loading spaces, refuse storage areas, and other building services are encouraged to be located internal to buildings;
 - (d) off street parking facilities, delivery loading spaces, refuse storage areas, and other building services located adjacent to public roads and residential uses are encouraged to be screened via landscaping, fencing, building wing walls, or combinations, ensuring pedestrian access and motor vehicle sight lines are maintained;
 - (e) off street parking facilities, delivery loading spaces, refuse storage areas, and other building services located between building walls and boulevard Provencher are discouraged.

Signs

- (7) The following guidelines are to be used in evaluating signs:
- (a) signs are expected to: enhance visibility; be helpful in identifying a building or use; have legible, clear, ordered copy/logo/symbol; be visible (primarily to pedestrians, secondarily to motorists); not obscure neighbouring signs; not limit individual tenant opportunities at multiple-tenant sites;
 - (b) signs are expected to enable orientation and to be helpful in finding a building or use, from a distance or up close;
 - (c) signs must not negatively impact personal safety or motor vehicle safety—located and anchored safely and out of the way of pedestrians; not obscuring or mimicking traffic signs/signals;
 - (d) signs are expected to respect historic areas and important sites; protect valued views and vistas; and complement other notable features;
 - (e) all signage must be attached to a building;
 - (f) signs should be lit by external sources and not internally; and
 - (g) signage should be bilingual and feature at least the same size and quantity of lettering in French and English.

Urban Design Review Process

7. (1) The Standing Policy Committee on Property and Development may approve urban design guidelines, standards or criteria, not inconsistent with the guidelines set out in this section, which are to be considered by the Director in urban design review of development proposals.
- (2) The Standing Policy Committee on Property and Development may appoint an advisory committee (or committees) for the purpose of providing recommendations to the Director regarding (i) urban design guidelines, standards, or criteria, and/or (ii) whether or not to grant urban design approval for a particular development, redevelopment, expansion, demolition, or exterior alteration. The advisory committee may establish its own procedures, subject to approval by the Standing Policy Committee on Property and Development.
- (3) The Director may not deny an urban design review application without first giving the applicant notice of the date, time, and location of a meeting to hear representation from the applicant concerning the application.



**BOULEVARD PROVENCHER PLANNED
DEVELOPMENT OVERLAY MAP**

**2001 CENSUS
DATA**

CENTRAL ST. BONIFACE

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Appendix F

TOTAL POPULATION		CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
Year	Number ¹	% Change ²	Number ³	% Change	
2001 CENSUS	6,000	-8.7%	619,544	0.2%	
1996 CENSUS	6,575	-0.2%	618,477	0.5%	
1991 CENSUS	6,585	-6.9%	615,215	3.5%	
1986 CENSUS ⁴	7,075	0.0%	594,555	5.3%	
1981 CENSUS	7,075	-12.7%	564,475	0.6%	
1976 CENSUS	8,105	-9.5%	560,875	4.8%	
1971 CENSUS	8,960		535,100		

¹ Includes the Non-Institutional population only.

² Change in percent (%) from previous census year.

³ Includes the Institutional and Non-Institutional population. Source: Statistics Canada Census Data.

⁴ Headingley is included in Winnipeg figures up to 1986.

CENTRAL ST. BONIFACE	Land Area (km ²) ¹	Pop. Density (per km ²)	% of City Area	City Area (km ²)
2001	1.97	3,045.7	0.4%	475.2

¹ Source: The City of Winnipeg, Planning, Property & Development Department.

The source for the following data is the Community Data Network, Custom Tabulation, Statistics Canada, Census of Population - 2001.

NOTE TO USERS:

Some of the definitions for the 2001 Census have changed (for example, "common-law" now includes same-sex couples). Refer to the definitions posted on the City of Winnipeg Neighbourhood Profiles website or go to the Statistics Canada 2001 Census Dictionary site for more information.

The following data is based on the non-institutional population, which excludes people living in hospitals, nursing homes, prisons, etc.

A 20% sample was used to compile statistics. One in five households were surveyed and the results were then multiplied to obtain representative data for the whole community.

Statistics Canada rounds numbers over ten to the nearest five, which may cause some totals to be off by five, ten, or more. Numbers less than ten are rounded to zero or ten.

POPULATION BY AGE	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Age Group	Male	Female	%
0-4	110	125	3.9%	5.9%
5-9	130	140	4.5%	6.6%
10-14	160	85	4.1%	6.6%
15-19	100	200	5.0%	6.6%
20-24	255	225	8.0%	7.2%
25-29	210	240	7.5%	7.0%
30-34	200	170	6.2%	7.0%
35-39	210	205	6.9%	8.2%
40-44	240	165	6.8%	8.2%
45-49	175	215	6.5%	7.7%
50-54	145	185	5.5%	6.9%
55-59	120	140	4.3%	4.9%
60-64	105	170	4.6%	3.9%
65-74	280	355	10.6%	7.0%
75+	250	685	15.6%	6.3%
TOTAL	2,690	3,305	100.0%	100.0%

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LANGUAGES	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Official Languages Spoken				
English only	2,540	42.3%	537,285	88.0%
Both English and French	3,315	55.2%	67,010	11.0%
Neither English nor French	20	0.3%	5,480	0.9%
French only	130	2.2%	680	0.1%
TOTAL	6,005	100.0%	610,455	100.0%

Other Languages Spoken	Number	% of Total	% of Pop. ¹	% of Pop. ²
German	75	10.5%	1.3%	4.1%
Tagalog (Filipino)	10	1.4%	0.2%	3.8%
Ukrainian	80	11.2%	1.3%	3.1%
Spanish	210	29.4%	3.5%	1.7%
Chinese ³	30	4.2%	0.5%	1.7%
Polish	35	4.9%	0.6%	1.7%
Portuguese	50	7.0%	0.8%	1.3%
Italian	25	3.5%	0.4%	1.1%
Punjabi	15	2.1%	0.3%	1.0%
Vietnamese	35	4.9%	0.6%	0.6%
Ojibway	25	3.5%	0.4%	0.6%
Hindi	20	2.8%	0.3%	0.5%
Russian	10	1.4%	0.2%	0.5%
Cree	25	3.5%	0.4%	0.5%
Dutch	0	0.0%	0.0%	0.4%
Non verbal languages	0	0.0%	0.0%	0.3%
Arabic	10	1.4%	0.2%	0.3%
Croatian	0	0.0%	0.0%	0.3%
Greek	10	1.4%	0.2%	0.3%
Hungarian	15	2.1%	0.3%	0.3%
Japanese	0	0.0%	0.0%	0.2%
Creoles	10	1.4%	0.2%	0.1%
Danish	15	2.1%	0.3%	0.1%
Gaelic languages	10	1.4%	0.2%	0.0%
Inuktitut (Inuit)	0	0.0%	0.0%	0.0%
Micmac	0	0.0%	0.0%	0.0%
TOTAL	715	100.0%	11.9%	24.2%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

³ Includes Cantonese, Mandarin, and Chinese not otherwise specified.

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ABORIGINAL PEOPLE	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Aboriginal Identity	Number	% of Total	% of Pop. ¹
Métis single response	585	79.6%	9.8%	4.8%
North American Indian single response	150	20.4%	2.5%	3.6%
Inuit single response	0	0.0%	0.0%	0.0%
Multiple aboriginal response	0	0.0%	0.0%	0.0%
Aboriginal responses not included elsewhere	0	0.0%	0.0%	0.2%
TOTAL	735	100.0%	12.3%	8.6%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Aboriginal Origin	Number	% of Total	% of Pop. ¹	% of Pop. ²
	Métis and non-aboriginal origins	465	57.8%	7.8%
North American Indian single origin	70	8.7%	1.2%	2.5%
North American Indian and non-aboriginal origins	120	14.9%	2.0%	2.4%
Métis single origin	105	13.0%	1.8%	1.2%
Inuit and non-aboriginal origins	0	0.0%	0.0%	0.0%
Inuit single origin	0	0.0%	0.0%	0.0%
Other aboriginal multiple origins	45	5.6%	0.8%	0.4%
TOTAL	805	100.0%	13.4%	9.6%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

VISIBLE MINORITIES	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Visible Minority Group	Number	% of Total	% of Pop. ¹
Filipino	25	7.6%	0.4%	4.9%
South Asian	25	7.6%	0.4%	2.0%
Black	65	19.7%	1.1%	1.8%
Chinese	25	7.6%	0.4%	1.8%
Southeast Asian	80	24.2%	1.3%	0.8%
Latin American	75	22.7%	1.3%	0.7%
Japanese	0	0.0%	0.0%	0.3%
Arab	10	3.0%	0.2%	0.2%
Korean	10	3.0%	0.2%	0.2%
West Asian	0	0.0%	0.0%	0.1%
Multiple visible minorities	0	0.0%	0.0%	0.3%
Visible minority not included elsewhere	15	4.5%	0.3%	0.3%
TOTAL	330	100.0%	5.5%	13.4%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Appendix F

CITIZENSHIP	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Canada	5 870	97.8%	586 020	96.0%
Other	130	2.2%	24 430	4.0%
TOTAL	6,000	100.0%	610,450	100.0%

IMMIGRATION	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Number	% of Total	% of Pop. ¹	% of Pop. ²
Philippines	15	2.9%	0.3%	3.3%
United Kingdom	25	4.9%	0.4%	1.6%
Poland	20	3.9%	0.3%	1.2%
Germany	0	0.0%	0.0%	0.9%
India	10	2.0%	0.2%	0.8%
Portugal	0	0.0%	0.0%	0.8%
United States	35	6.9%	0.6%	0.7%
China, People's Republic of	10	2.0%	0.2%	0.6%
Ukraine	10	2.0%	0.2%	0.6%
Italy	25	4.9%	0.4%	0.6%
Viet Nam	30	5.9%	0.5%	0.5%
Netherlands	0	0.0%	0.0%	0.3%
Jamaica	0	0.0%	0.0%	0.3%
Hong Kong, Special Administrative Region	0	0.0%	0.0%	0.2%
Yugoslavia	0	0.0%	0.0%	0.2%
Guyana	10	2.0%	0.2%	0.2%
Croatia	0	0.0%	0.0%	0.2%
Greece	10	2.0%	0.2%	0.1%
Mexico	0	0.0%	0.0%	0.1%
Korea, South	10	2.0%	0.2%	0.1%
France	60	11.8%	1.0%	0.1%
Ireland, Republic of (EIRE)	0	0.0%	0.0%	0.1%
Austria	10	2.0%	0.2%	0.1%
South Africa, Republic of	10	2.0%	0.2%	0.1%
Egypt	0	0.0%	0.0%	0.0%
Taiwan	0	0.0%	0.0%	0.0%
Switzerland	0	0.0%	0.0%	0.0%
Morocco	0	0.0%	0.0%	0.0%
Haiti	0	0.0%	0.0%	0.0%
Lebanon	0	0.0%	0.0%	0.0%
All other places of birth	220	43.1%	3.7%	3.8%
TOTAL	510	100.0%	8.5%	17.3%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Appendix F

Period of Immigration	Number	% of Total	% of Pop. ¹	% of Pop. ²
Before 1961	125	26.0%	2.1%	3.4%
1961-1970	35	7.3%	0.6%	2.4%
1971-1980	75	15.6%	1.3%	3.6%
1981-1990	140	29.2%	2.3%	3.6%
1991-1995	50	10.4%	0.8%	2.1%
1996-2001	55	11.5%	0.9%	2.2%
TOTAL	480	100.0%	8.0%	17.3%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Generation Status (15 years and over)	Number	% of Total	% of Pop. ¹	% of Pop. ²
First generation	500	9.5%	8.3%	17.2%
Second generation	815	15.5%	13.6%	18.7%
Third generation and over	3,930	74.9%	65.5%	44.9%
TOTAL	5,245	100.0%	87.4%	80.9%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Recent Immigration	Number	% of Total	% of Pop. ¹	% of Pop. ²
Philippines	0	0.0%	0.0%	0.5%
India	10	15.4%	0.2%	0.2%
China, People's Republic of	0	0.0%	0.0%	0.2%
Bosnia and Herzegovina	0	0.0%	0.0%	0.1%
Ukraine	0	0.0%	0.0%	0.1%
United Kingdom	0	0.0%	0.0%	0.1%
United States	0	0.0%	0.0%	0.1%
Yugoslavia	0	0.0%	0.0%	0.1%
Viet Nam	0	0.0%	0.0%	0.0%
Korea, South	10	15.4%	0.2%	0.0%
Croatia	0	0.0%	0.0%	0.0%
Pakistan	0	0.0%	0.0%	0.0%
Russian Federation	0	0.0%	0.0%	0.0%
Iraq	0	0.0%	0.0%	0.0%
Jamaica	0	0.0%	0.0%	0.0%
Iran	0	0.0%	0.0%	0.0%
Afghanistan	0	0.0%	0.0%	0.0%
Romania	0	0.0%	0.0%	0.0%
Mexico	0	0.0%	0.0%	0.0%
Colombia	30	46.2%	0.5%	0.0%
Hong Kong, Special Administrative Region	0	0.0%	0.0%	0.0%
South Africa, Republic of	0	0.0%	0.0%	0.0%
Sri Lanka	0	0.0%	0.0%	0.0%
Germany	0	0.0%	0.0%	0.0%
Congo, Democratic Republic of the	0	0.0%	0.0%	0.0%
France	0	0.0%	0.0%	0.0%
Lebanon	0	0.0%	0.0%	0.0%
Haiti	0	0.0%	0.0%	0.0%
Morocco	0	0.0%	0.0%	0.0%
Algeria	0	0.0%	0.0%	0.0%
All other places of birth	15	23.1%	0.3%	0.5%
TOTAL	65	100.0%	1.1%	2.2%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

RELIGION	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Number	% of Total	% of Pop. ¹	% of Pop. ²
Selected Religions				
Roman Catholic	4,035	67.9%	67.3%	29.8%
United Church	175	2.9%	2.9%	12.7%
Anglican	210	3.5%	3.5%	7.0%
Lutheran	105	1.8%	1.8%	4.4%
Ukrainian Catholic	30	0.5%	0.5%	2.7%
Mennonite	45	0.8%	0.8%	2.6%
Jewish	15	0.3%	0.3%	2.1%
Baptist	35	0.6%	0.6%	2.1%
Pentecostal	40	0.7%	0.7%	1.1%
Buddhist	15	0.3%	0.3%	0.9%
Sikh	10	0.2%	0.2%	0.9%
Muslim	35	0.6%	0.6%	0.8%
Greek Orthodox	20	0.3%	0.3%	0.7%
Presbyterian	10	0.2%	0.2%	0.7%
Hindu	10	0.2%	0.2%	0.6%
Ukrainian Orthodox	10	0.2%	0.2%	0.4%
Non-denominational	0	0.0%	0.0%	0.4%
Jehovah's Witnesses	0	0.0%	0.0%	0.4%
Evangelical Missionary Church	15	0.3%	0.3%	0.3%
Aboriginal spirituality	15	0.3%	0.3%	0.2%
Adventist - Seventh-day	0	0.0%	0.0%	0.2%
Church of Jesus Christ of Latter-day Saints	0	0.0%	0.0%	0.2%
Christian and Missionary Alliance	0	0.0%	0.0%	0.1%
Salvation Army	15	0.3%	0.3%	0.1%
Christian Reformed Church	0	0.0%	0.0%	0.1%
Pagan	0	0.0%	0.0%	0.1%
Methodist	0	0.0%	0.0%	0.1%
Brethren in Christ	0	0.0%	0.0%	0.0%
Serbian Orthodox	0	0.0%	0.0%	0.0%
Hutterite	0	0.0%	0.0%	0.0%
Christian not included elsewhere	235	4.0%	3.9%	3.6%
Protestant not included elsewhere	35	0.6%	0.6%	1.9%
Orthodox not included elsewhere	0	0.0%	0.0%	0.4%
No Religion	825	13.9%	13.8%	21.0%
TOTAL	5,940	100.0%	99.0%	98.6%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Appendix F

MARITAL STATUS	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
15 years and over				
Never married (single)	2,125	40.5%	166,440	33.7%
Legally married (not separated) or living common-law	1,655	31.6%	240,915	48.8%
Legally married and separated	235	4.5%	15,780	3.2%
Divorced	600	11.4%	37,810	7.7%
Widowed	630	12.0%	32,795	6.6%
TOTAL	5,245	100.0%	493,740	100.0%

EDUCATION	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
School Attendance (15 to 24 years old)				
Attending school full-time	320	41.0%	42,985	50.9%
Attending school part-time	50	6.4%	6,505	7.7%
Not attending school	410	52.6%	35,005	41.4%
TOTAL	780	100.0%	84,495	100.0%

Highest Level of Schooling (20 years and over)	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Less than Grade 9	850	17.2%	35,210	7.8%
Grade 9 - 12 without graduation certificate	1,055	21.3%	92,375	20.4%
Grade 9 - 12 with graduation certificate	505	10.2%	53,040	11.7%
Trades certificate or diploma	565	11.4%	50,290	11.1%
Non-university - without certificate or diploma	240	4.8%	27,610	6.1%
Non-university - with certificate or diploma	760	15.4%	68,615	15.1%
University without degree	355	7.2%	43,270	9.5%
University with bachelor's degree or higher	620	12.5%	62,875	18.3%
TOTAL	4,950	100.0%	453,285	100.0%

Appendix F

LABOUR FORCE ACTIVITY	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Male	Female	All	All
15 years and over				
In labour force	1,470	1,405	2,875	335,995
Employed	1,360	1,310	2,670	316,755
Unemployed	110	90	200	19,240
Not in the labour force	820	1,560	2,375	157,740
Participation rate	64.3%	47.4%	54.8%	68.1%
Employment rate	59.5%	44.2%	50.9%	64.2%
Unemployment rate	7.5%	6.4%	7.0%	5.7%

15 to 24 years	Male	Female	All	All
In labour force	290	320	610	60,250
Employed	280	295	575	53,705
Unemployed	10	25	35	6,545
Not in the labour force	60	105	165	24,245
Participation rate	82.9%	75.3%	78.7%	71.3%
Employment rate	80.0%	69.4%	74.2%	63.6%
Unemployment rate	3.4%	7.8%	5.7%	10.9%

25 years and over	Male	Female	All	All
In labour force	1,180	1,085	2,265	275,750
Employed	1,080	1,020	2,100	263,050
Unemployed	100	70	165	12,700
Not in the labour force	760	1,455	2,210	133,495
Participation rate	61.0%	42.8%	50.6%	67.4%
Employment rate	55.8%	40.2%	46.9%	64.3%
Unemployment rate	8.5%	6.5%	7.3%	4.6%

Class of Worker (15 and over, in labour force)	Male	Female	% of Total	% of Total
Paid worker ¹	1,370	1,295	94.3%	94.1%
Self-employed (unincorporated)	80	80	5.7%	5.7%
Unpaid family worker	0	0	0.0%	0.1%

¹ People self-employed in an incorporated business are considered employees of their companies and are counted as paid workers.

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Employment Sectors	Number	% of Total	Number	% of Total
Manufacturing	280	9.9%	44,650	13.5%
Healthcare and social assistance	440	15.5%	41,215	12.4%
Retail trade	235	8.3%	36,310	10.9%
Accommodation and food services	250	8.8%	24,530	7.4%
Public administration	160	5.6%	24,525	7.4%
Educational services	230	8.1%	23,835	7.2%
Transportation and warehousing	140	4.9%	20,530	6.2%
Professional, scientific and technical services	135	4.8%	16,760	5.1%
Wholesale trade	105	3.7%	14,615	4.4%
Finance and insurance	140	4.9%	14,570	4.4%
Construction	130	4.6%	13,640	4.1%
Administrative and support, waste management and remediation services	180	6.3%	13,550	4.1%
Information and cultural industries	80	2.8%	8,845	2.7%
Arts, entertainment and recreation	100	3.5%	6,730	2.0%
Real estate and rental and leasing	60	2.1%	5,760	1.7%
Utilities	10	0.4%	3,730	1.1%
Agriculture, forestry, fishing and hunting	10	0.4%	1,370	0.4%
Mining and oil and gas extraction	0	0.0%	300	0.1%
Management of companies and enterprises	0	0.0%	175	0.1%
Other services (except public administration)	150	5.3%	16,240	4.9%
TOTAL	2,835	100.0%	331,880	100.0%

Place of Work (15 and over, in labour force)	Male	Female	% of Total	% of Total
Usual place of work	1,120	1,240	88.7%	88.3%
No fixed workplace address	165	40	7.7%	7.1%
Home	65	30	3.6%	4.3%
Outside Canada	0	0	0.0%	0.3%

MODE OF TRANSPORTATION	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Male	Female	% of Total	% of Total
15 and over, employed labour force ¹				
Car, truck, van, as driver	735	490	47.8%	68.5%
Public transit	170	215	15.0%	14.2%
Car, truck, van, as passenger	65	80	5.7%	8.5%
Walk	250	440	26.9%	6.4%
Bicycle	55	35	3.5%	1.5%
Taxicab	0	0	0.0%	0.2%
Motorcycle	0	0	0.0%	0.1%
Other method	10	20	1.2%	0.6%

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

Appendix F

INCOME	CENTRAL ST. BONIFACE	CITY OF WINNIPEG
Composition of Total Income in 2000	%	%
Employment income	61.5%	76.1%
Government transfer payments	25.1%	12.1%
Other	13.4%	11.8%

Employment Income	Male	Female	All	All
Worked full year, full time	835	745	1,585	200,975
Average employment income	\$31,657	\$27,763	\$29,816	\$38,877
Worked part year or part time	660	735	1,395	143,670
Average employment income	\$17,605	\$11,944	\$14,617	\$16,481
Average employment income	\$25,280	\$19,641	\$22,456	\$29,145

Income in 2000	Male	Female	% of Total	% of Total
Under \$1,000	50	120	3.3%	3.5%
\$ 1,000 - \$ 2,999	40	90	2.5%	4.2%
\$ 3,000 - \$ 4,999	55	75	2.5%	3.6%
\$ 5,000 - \$ 6,999	80	160	4.6%	4.2%
\$ 7,000 - \$ 9,999	170	280	8.7%	6.1%
\$10,000 - \$11,999	90	290	7.4%	4.9%
\$12,000 - \$14,999	250	340	11.4%	7.3%
\$15,000 - \$19,999	360	550	17.6%	11.3%
\$20,000 - \$24,999	340	300	12.4%	9.8%
\$25,000 - \$29,999	190	215	7.8%	8.5%
\$30,000 - \$34,999	185	140	6.3%	7.8%
\$35,000 - \$39,999	105	105	4.1%	6.3%
\$40,000 - \$44,999	90	70	3.1%	5.2%
\$45,000 - \$49,999	35	50	1.6%	3.6%
\$50,000 - \$59,999	105	70	3.4%	5.6%
\$60,000 and over	115	55	3.3%	8.0%
TOTAL	2,260	2,910	100.0%	100.0%
Average income	\$24,518 (Male)		\$18,853 (Female)	
Median income	\$20,297 (Male)		\$15,818 (Female)	

Incidence of Low Income in 2000	Number	Total	%	%
Economic families	355	1,380	26.0%	15.5%
Private households	2,110	5,820	36.3%	20.3%
Unattached individuals (15 years and over)	1,190	2,175	55.1%	44.3%

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UNPAID WORK	CENTRAL ST. BONIFACE			CITY OF WINNIPEG
	Male	Female	All	All
Housework (15 years and over)				
No hours of unpaid housework	390	370	755	49,160
Less than 30 hours of unpaid housework	1,825	2,175	4,000	379,565
30 hours or more of unpaid housework	70	415	495	65,015
TOTAL	2,285	2,960	5,250	493,740

Child Care (15 years and over)	Male	Female	All	All
	No hours of unpaid child care	1,770	2,070	3,845
Less than 30 hours of unpaid child care	415	590	1,010	123,440
30 hours or more of unpaid child care	100	305	400	61,475
TOTAL	2,285	2,965	5,255	493,730

Assistance to Seniors (15 and over)	Male	Female	All	All
	No hours of unpaid care or assistance	1,890	2,305	4,195
Less than 10 hours of unpaid care to seniors	360	505	875	78,450
10 hours or more of unpaid care to seniors	35	145	180	14,720
TOTAL	2,285	2,955	5,250	493,735

HOUSEHOLDS	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Household Size				
1 person	1,865	55.4%	78,855	31.2%
2 persons	945	28.1%	79,425	31.4%
3 persons	270	8.0%	37,770	14.9%
4-5 persons	250	7.4%	50,560	20.0%
6 or more persons	35	1.0%	6,205	2.5%
TOTAL	3,365	100.0%	252,815	100.0%
Average number of persons per household	1.7		2.4	

Household Type	Number	% of Total	Number	% of Total
	One-family households	1,320	39.2%	160,015
Multiple-family households	20	0.6%	3,530	1.4%
Non-family households	2,025	60.2%	89,270	35.3%
TOTAL	3,365	100.0%	252,815	100.0%

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Household Income in 2000	Number	% of Total	Number	% of Total
Under \$10,000	375	11.1%	16,380	6.5%
\$ 10,000 - \$19,999	985	29.2%	36,180	14.3%
\$ 20,000 - \$29,999	665	19.7%	32,025	12.7%
\$ 30,000 - \$39,999	470	13.9%	30,860	12.2%
\$ 40,000 - \$49,999	245	7.3%	28,280	11.2%
\$ 50,000 - \$59,999	160	4.7%	24,800	9.8%
\$ 60,000 - \$69,999	175	5.2%	20,785	8.2%
\$ 70,000 - \$79,999	75	2.2%	16,360	6.5%
\$ 80,000 - \$89,999	80	2.4%	12,125	4.8%
\$ 90,000 - \$99,999	45	1.3%	9,065	3.6%
\$100,000 and over	95	2.8%	25,950	10.3%
TOTAL	3,370	100.0%	252,810	100.0%
Average household income	\$32,073		\$53,176	
Median household income	\$24,276		\$43,383	

CENSUS FAMILIES	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
Family Size	Number	% of Total	Number	% of Total
2 person	910	67.2%	78,770	47.1%
3 persons	190	14.0%	37,245	22.3%
4 persons	175	12.9%	35,180	21.0%
5 or more persons	80	5.9%	16,035	9.6%
TOTAL	1,355	100.0%	167,230	100.0%
Average number of persons per census family	2.6		3.0	
Average number of children at home	0.9		1.1	

Family Structure	Number	% of Total	Number	% of Total
Married couples with children at home	255	18.8%	69,740	41.7%
Married couples without children at home	545	40.1%	49,330	29.5%
Common-law couples with children at home	75	5.5%	6,730	4.0%
Common-law couples without children at home	120	8.8%	10,355	6.2%
One parent - female	305	22.4%	25,815	15.4%
One parent - male	60	4.4%	5,260	3.1%
TOTAL	1,360	100.0%	167,230	100.0%

Families with Children	Number	% of Total	Number	% of Total
With one child	355	51.1%	47,965	44.6%
With two children	235	33.8%	40,905	38.0%
With three or more children	105	15.1%	18,665	17.4%
TOTAL	695	100.0%	107,535	100.0%

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Family Income in 2000	Number	% of Total	Number	% of Total
Under \$10,000	55	4.1%	6,470	3.9%
\$ 10,000 - \$19,999	165	12.2%	10,925	6.5%
\$ 20,000 - \$29,999	245	18.1%	16,710	10.0%
\$ 30,000 - \$39,999	255	18.8%	19,185	11.5%
\$ 40,000 - \$49,999	170	12.5%	20,695	12.4%
\$ 50,000 - \$59,999	110	8.1%	19,865	11.9%
\$ 60,000 - \$69,999	115	8.5%	17,290	10.3%
\$ 70,000 - \$79,999	70	5.2%	14,275	8.5%
\$ 80,000 - \$89,999	70	5.2%	10,715	6.4%
\$ 90,000 - \$99,999	30	2.2%	7,980	4.8%
\$100,000 and over	70	5.2%	23,110	13.8%
TOTAL	1,355	100.0%	167,220	100.0%
Average family income	\$44,868		\$63,567	
Median family income	\$36,636		\$54,724	

Income in 2000 by Family Structure	Average	Median	Average	Median
Married couples	\$49,965	\$43,054	\$72,176	\$62,201
Common-law couples	\$44,590	\$34,503	\$56,375	\$49,216
One parent - female	\$29,578	\$24,654	\$32,562	\$27,620
One parent - male	\$55,912	\$68,139	\$44,207	\$37,607

DWELLINGS	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	Type of Dwelling	Number	Number	Number
Single-detached house	880	151,355		
Semi-detached house	35	9,805		
Row house	50	9,185		
Apartment, detached duplex	270	4,345		
Apartment, building with five or more storeys	1,160	35,140		
Apartment, building with fewer than five storeys	940	42,150		
Other single-attached house	30	390		
Movable dwelling	0	450		
TOTAL OCCUPIED PRIVATE DWELLINGS	3,365	252,815		
Average number of rooms	4.3	5.8		
Average number of bedrooms	1.7	2.5		

Dwelling Tenure	Number	% of Total	Number	% of Total
Owned	855	25.4%	160,760	63.6%
Rented	2,505	74.6%	92,055	36.4%
TOTAL	3,360	100.0%	252,815	100.0%

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Dwelling Condition	Number	% of Total	Number	% of Total
In need of regular maintenance only	2,195	65.3%	156,685	62.0%
In need of minor repairs	795	23.7%	72,390	28.6%
In need of major repairs	370	11.0%	23,735	9.4%
TOTAL	3,360	100.0%	252,810	100.0%

Period of Construction	Number	% of Total	Number	% of Total
Before 1946	1,000	29.7%	51,280	20.3%
1946 to 1960	630	18.7%	52,415	20.7%
1961 to 1970	705	21.0%	44,765	17.7%
1971 to 1980	535	15.9%	52,460	20.7%
1981 to 1985	230	6.8%	18,635	7.4%
1986 to 1990	110	3.3%	19,490	7.7%
1991 to 1995	140	4.2%	7,815	3.1%
1996 to 2001	15	0.4%	5,960	2.4%
TOTAL	3,365	100.0%	252,820	100.0%

Dwelling Costs	Number	% of Total	Number	% of Total
Tenant-occupied non-farm, non-reserve dwellings	2,505	74.6%	92,055	36.4%
Tenant-occupied households spending 30% or more of household income on shelter	1,035	41.3%	34,950	38.0%
Average gross rent	\$473		\$541	
Owner-occupied non-farm, non-reserve dwellings	855	25.4%	160,725	63.6%
Owner-occupied households spending 30% or more of household income on shelter	160	18.7%	18,835	11.7%
Average value of dwelling	\$86,599		\$100,525	
Average owner major payment	\$646		\$751	
TOTAL	3,360	100.0%	252,780	100.0%

Dwelling Costs (One family households)	Number	% of Total	Number	% of Total
Tenant one-family households in occupied non-farm, non-reserve private dwellings without additional persons	680	54.8%	35,740	23.7%
Tenant one family households spending 30% or more of household income on shelter	205	30.1%	10,520	29.4%
Average gross rent	\$550		\$586	
Owner one-family households in occupied non-farm, non-reserve private dwellings without additional persons	560	45.2%	115,255	76.3%
Owner one family households spending 30% or more of household income on shelter costs	80	14.3%	9,905	8.6%
Average owner major payment	\$697		\$798	
TOTAL	1,240	100.0%	150,995	100.0%

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MOBILITY	CENTRAL ST. BONIFACE		CITY OF WINNIPEG	
	2000 - 2001	Number	% of Total	Number
Did not move	4,710	79.3%	512,040	84.9%
Moved within Winnipeg	1,070	18.0%	69,765	11.6%
Moved within Manitoba	85	1.4%	8,880	1.5%
Moved within Canada	55	0.9%	7,975	1.3%
Moved internationally	20	0.3%	4,675	0.8%
TOTAL	5,940	100.0%	603,335	100.0%

1996 - 2001	Number	% of Total	Number	% of Total
Did not move	2,790	48.4%	331,200	57.7%
Moved within Winnipeg	2,340	40.6%	179,800	31.3%
Moved within Manitoba	285	4.9%	23,280	4.1%
Moved within Canada	225	3.9%	25,425	4.4%
Moved internationally	120	2.1%	14,600	2.5%
TOTAL	5,760	100.0%	574,305	100.0%

Winnipeg's Neighbourhood Profiles are provided by the City of Winnipeg and Statistics Canada



2001 CENSUS DATA

NORTH ST. BONIFACE

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Year	TOTAL POPULATION		CITY OF WINNIPEG	
	Number ¹	% Change ²	Number ³	% Change
2001 CENSUS	1,880	0.8%	619,544	0.2%
1996 CENSUS	1,865	-3.6%	618,477	0.5%
1991 CENSUS	1,935	4.3%	615,215	3.5%
1986 CENSUS ⁴	1,855	-3.4%	594,555	5.3%
1981 CENSUS	1,920	-12.3%	564,475	0.6%
1976 CENSUS	2,190	-15.3%	560,875	4.8%
1971 CENSUS	2,585		535,100	

¹ Includes the Non-Institutional population only.

² Change in percent (%) from previous census year.

³ Includes the Institutional and Non-Institutional population. Source: Statistics Canada Census Data.

⁴ Headingley is included in Winnipeg figures up to 1986.

NORTH ST. BONIFACE	Land Area (km ²) ¹	Pop. Density (per km ²)	% of City Area	City Area (km ²)
2001	1.40	1,340.9	0.3%	475.2

¹ Source: The City of Winnipeg, Planning, Property & Development Department.

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The source for the following data is the Community Data Network, Custom Tabulation, Statistics Canada, Census of Population - 2001.

NOTE TO USERS:

Some of the definitions for the 2001 Census have changed (for example, "common-law" now includes same-sex couples). Refer to the definitions posted on the City of Winnipeg Neighbourhood Profiles website or go to the Statistics Canada 2001 Census Dictionary site for more information.

The following data is based on the non-institutional population, which excludes people living in hospitals, nursing homes, prisons, etc.

A 20% sample was used to compile statistics. One in five households were surveyed and the results were then multiplied to obtain representative data for the whole community.

Statistics Canada rounds numbers over ten to the nearest five, which may cause some totals to be off by five, ten, or more. Numbers less than ten are rounded to zero or ten.

POPULATION BY AGE	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Age Group	Male	Female	%
				%
0-4	50	45	5.1%	5.9%
5-9	60	70	7.0%	6.6%
10-14	80	80	8.6%	6.6%
15-19	90	75	8.8%	6.6%
20-24	100	95	10.4%	7.2%
25-29	70	60	7.0%	7.0%
30-34	70	50	6.4%	7.0%
35-39	95	90	9.9%	8.2%
40-44	55	115	9.1%	8.2%
45-49	90	45	7.2%	7.7%
50-54	80	60	7.5%	6.9%
55-59	25	30	2.9%	4.9%
60-64	25	25	2.7%	3.9%
65-74	35	40	4.0%	7.0%
75+	25	40	3.5%	6.3%
TOTAL	950	920	100.0%	100.0%

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LANGUAGES	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Official Languages Spoken				
English only	705	37.5%	537,285	88.0%
Both English and French	1,115	59.3%	67,010	11.0%
Neither English nor French	20	1.1%	5,480	0.9%
French only	40	2.1%	680	0.1%
TOTAL	1,880	100.0%	610,455	100.0%

Other Languages Spoken	Number	% of Total	% of Pop. ¹	% of Pop. ²
German	20	8.5%	1.1%	4.1%
Tagalog (Filipino)	0	0.0%	0.0%	3.8%
Ukrainian	25	10.6%	1.3%	3.1%
Spanish	100	42.6%	5.3%	1.7%
Chinese ³	0	0.0%	0.0%	1.7%
Polish	30	12.8%	1.6%	1.7%
Portuguese	10	4.3%	0.5%	1.3%
Italian	40	17.0%	2.1%	1.1%
Punjabi	0	0.0%	0.0%	1.0%
Vietnamese	0	0.0%	0.0%	0.6%
Ojibway	0	0.0%	0.0%	0.6%
Hindi	0	0.0%	0.0%	0.5%
Russian	0	0.0%	0.0%	0.5%
Cree	0	0.0%	0.0%	0.5%
Dutch	0	0.0%	0.0%	0.4%
Non verbal languages	0	0.0%	0.0%	0.3%
Arabic	10	4.3%	0.5%	0.3%
Croatian	0	0.0%	0.0%	0.3%
Greek	0	0.0%	0.0%	0.3%
Hungarian	0	0.0%	0.0%	0.3%
Japanese	0	0.0%	0.0%	0.2%
Creoles	0	0.0%	0.0%	0.1%
Danish	0	0.0%	0.0%	0.1%
Gaelic languages	0	0.0%	0.0%	0.0%
Inuktitut (Inuit)	0	0.0%	0.0%	0.0%
Micmac	0	0.0%	0.0%	0.0%
TOTAL	235	100.0%	12.5%	24.2%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

³ Includes Cantonese, Mandarin, and Chinese not otherwise specified.

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ABORIGINAL PEOPLE	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Aboriginal Identity	Number	% of Total	% of Pop. ¹
Métis single response	245	89.1%	13.0%	4.8%
North American Indian single response	30	10.9%	1.6%	3.6%
Inuit single response	0	0.0%	0.0%	0.0%
Multiple aboriginal response	0	0.0%	0.0%	0.0%
Aboriginal responses not included elsewhere	0	0.0%	0.0%	0.2%
TOTAL	275	100.0%	14.6%	8.6%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Aboriginal Origin	Number	% of Total	% of Pop. ¹	% of Pop. ²
Métis and non-aboriginal origins	185	57.8%	9.8%	3.2%
North American Indian single origin	15	4.7%	0.8%	2.5%
North American Indian and non-aboriginal origins	55	17.2%	2.9%	2.4%
Métis single origin	55	17.2%	2.9%	1.2%
Inuit and non-aboriginal origins	0	0.0%	0.0%	0.0%
Inuit single origin	0	0.0%	0.0%	0.0%
Other aboriginal multiple origins	10	3.1%	0.5%	0.4%
TOTAL	320	100.0%	17.0%	9.6%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

VISIBLE MINORITIES	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Visible Minority Group	Number	% of Total	% of Pop. ¹
Filipino	0	0.0%	0.0%	4.9%
South Asian	0	0.0%	0.0%	2.0%
Black	60	44.4%	3.2%	1.8%
Chinese	0	0.0%	0.0%	1.8%
Southeast Asian	65	48.1%	3.5%	0.8%
Latin American	10	7.4%	0.5%	0.7%
Japanese	0	0.0%	0.0%	0.3%
Arab	0	0.0%	0.0%	0.2%
Korean	0	0.0%	0.0%	0.2%
West Asian	0	0.0%	0.0%	0.1%
Multiple visible minorities	0	0.0%	0.0%	0.3%
Visible minority not included elsewhere	0	0.0%	0.0%	0.3%
TOTAL	135	100.0%	7.2%	13.4%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Appendix F

CITIZENSHIP	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Canada	1,870	99.5%	586,020	96.0%
Other	10	0.5%	24,430	4.0%
TOTAL	1,880	100.0%	610,450	100.0%

IMMIGRATION	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Number	% of Total	% of Pop. ¹	% of Pop. ²
Philippines	0	0.0%	0.0%	3.3%
United Kingdom	0	0.0%	0.0%	1.6%
Poland	15	12.5%	0.8%	1.2%
Germany	10	8.3%	0.5%	0.9%
India	0	0.0%	0.0%	0.8%
Portugal	0	0.0%	0.0%	0.8%
United States	0	0.0%	0.0%	0.7%
China, People's Republic of	0	0.0%	0.0%	0.6%
Ukraine	10	8.3%	0.5%	0.6%
Italy	0	0.0%	0.0%	0.6%
Viet Nam	0	0.0%	0.0%	0.5%
Netherlands	0	0.0%	0.0%	0.3%
Jamaica	0	0.0%	0.0%	0.3%
Hong Kong, Special Administrative Region	0	0.0%	0.0%	0.2%
Yugoslavia	0	0.0%	0.0%	0.2%
Guyana	0	0.0%	0.0%	0.2%
Croatia	0	0.0%	0.0%	0.2%
Greece	0	0.0%	0.0%	0.1%
Mexico	0	0.0%	0.0%	0.1%
Korea, South	0	0.0%	0.0%	0.1%
France	0	0.0%	0.0%	0.1%
Ireland, Republic of (EIRE)	0	0.0%	0.0%	0.1%
Austria	0	0.0%	0.0%	0.1%
South Africa, Republic of	0	0.0%	0.0%	0.1%
Egypt	0	0.0%	0.0%	0.0%
Taiwan	0	0.0%	0.0%	0.0%
Switzerland	0	0.0%	0.0%	0.0%
Morocco	0	0.0%	0.0%	0.0%
Haiti	0	0.0%	0.0%	0.0%
Lebanon	0	0.0%	0.0%	0.0%
All other places of birth	85	70.8%	4.5%	3.8%
TOTAL	120	100.0%	6.4%	17.3%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Period of Immigration	Number	% of Total	% of Pop. ¹	% of Pop. ²
Before 1961	10	7.4%	0.5%	3.4%
1961-1970	10	7.4%	0.5%	2.4%
1971-1980	10	7.4%	0.5%	3.6%
1981-1990	55	40.7%	2.9%	3.6%
1991-1995	35	25.9%	1.9%	2.1%
1996-2001	15	11.1%	0.8%	2.2%
TOTAL	135	100.0%	7.2%	17.3%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Generation Status (15 years and over)	Number	% of Total	% of Pop. ¹	% of Pop. ²
First generation	125	8.4%	6.6%	17.2%
Second generation	215	14.5%	11.4%	18.7%
Third generation and over	1,140	77.0%	60.6%	44.9%
TOTAL	1,480	100.0%	78.7%	80.9%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Recent Immigration	Number	% of Total	% of Pop. ¹	% of Pop. ²
Philippines	0	0.0%	0.0%	0.5%
India	0	0.0%	0.0%	0.2%
China, People's Republic of	0	0.0%	0.0%	0.2%
Bosnia and Herzegovina	0	0.0%	0.0%	0.1%
Ukraine	0	0.0%	0.0%	0.1%
United Kingdom	0	0.0%	0.0%	0.1%
United States	0	0.0%	0.0%	0.1%
Yugoslavia	0	0.0%	0.0%	0.1%
Viet Nam	0	0.0%	0.0%	0.0%
Korea, South	0	0.0%	0.0%	0.0%
Croatia	0	0.0%	0.0%	0.0%
Pakistan	0	0.0%	0.0%	0.0%
Russian Federation	0	0.0%	0.0%	0.0%
Iraq	0	0.0%	0.0%	0.0%
Jamaica	0	0.0%	0.0%	0.0%
Iran	0	0.0%	0.0%	0.0%
Afghanistan	0	0.0%	0.0%	0.0%
Romania	0	0.0%	0.0%	0.0%
Mexico	0	0.0%	0.0%	0.0%
Colombia	0	0.0%	0.0%	0.0%
Hong Kong, Special Administrative Region	0	0.0%	0.0%	0.0%
South Africa, Republic of	0	0.0%	0.0%	0.0%
Sri Lanka	0	0.0%	0.0%	0.0%
Germany	0	0.0%	0.0%	0.0%
Congo, Democratic Republic of the	0	0.0%	0.0%	0.0%
France	0	0.0%	0.0%	0.0%
Lebanon	0	0.0%	0.0%	0.0%
Haiti	0	0.0%	0.0%	0.0%
Morocco	0	0.0%	0.0%	0.0%
Algeria	0	0.0%	0.0%	0.0%
All other places of birth	10	100.0%	0.5%	0.5%
TOTAL	10	100.0%	0.5%	2.2%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Appendix F

RELIGION	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Number	% of Total	% of Pop. ¹	% of Pop. ²
Selected Religions				
Roman Catholic	1,195	64.2%	63.6%	29.8%
United Church	25	1.3%	1.3%	12.7%
Anglican	30	1.6%	1.6%	7.0%
Lutheran	55	3.0%	2.9%	4.4%
Ukrainian Catholic	30	1.6%	1.6%	2.7%
Mennonite	0	0.0%	0.0%	2.6%
Jewish	0	0.0%	0.0%	2.1%
Baptist	10	0.5%	0.5%	2.1%
Pentecostal	0	0.0%	0.0%	1.1%
Buddhist	0	0.0%	0.0%	0.9%
Sikh	0	0.0%	0.0%	0.9%
Muslim	35	1.9%	1.9%	0.8%
Greek Orthodox	0	0.0%	0.0%	0.7%
Presbyterian	10	0.5%	0.5%	0.7%
Hindu	0	0.0%	0.0%	0.6%
Ukrainian Orthodox	0	0.0%	0.0%	0.4%
Non-denominational	0	0.0%	0.0%	0.4%
Jehovah's Witnesses	0	0.0%	0.0%	0.4%
Evangelical Missionary Church	0	0.0%	0.0%	0.3%
Aboriginal spirituality	0	0.0%	0.0%	0.2%
Adventist - Seventh-day	0	0.0%	0.0%	0.2%
Church of Jesus Christ of Latter-day Saints	0	0.0%	0.0%	0.2%
Christian and Missionary Alliance	0	0.0%	0.0%	0.1%
Salvation Army	0	0.0%	0.0%	0.1%
Christian Reformed Church	0	0.0%	0.0%	0.1%
Pagan	0	0.0%	0.0%	0.1%
Methodist	0	0.0%	0.0%	0.1%
Brethren in Christ	0	0.0%	0.0%	0.0%
Serbian Orthodox	0	0.0%	0.0%	0.0%
Hutterite	0	0.0%	0.0%	0.0%
Christian not included elsewhere	40	2.2%	2.1%	3.6%
Protestant not included elsewhere	25	1.3%	1.3%	1.9%
Orthodox not included elsewhere	15	0.8%	0.8%	0.4%
No Religion	390	21.0%	20.7%	21.0%
TOTAL	1,860	100.0%	98.9%	98.6%

¹ Percent of neighbourhood population.

² Percent of Winnipeg population.

Appendix F

MARITAL STATUS	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
15 years and over				
Never married (single)	650	44.1%	166,440	33.7%
Legally married (not separated) or living common-law	565	38.3%	240,915	48.8%
Legally married and separated	90	6.1%	15,780	3.2%
Divorced	110	7.5%	37,810	7.7%
Widowed	60	4.1%	32,795	6.6%
TOTAL	1,475	100.0%	493,740	100.0%

EDUCATION	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
School Attendance (15 to 24 years old)				
Attending school full-time	190	52.8%	42,985	50.9%
Attending school part-time	20	5.6%	6,505	7.7%
Not attending school	150	41.7%	35,005	41.4%
TOTAL	360	100.0%	84,495	100.0%

Highest Level of Schooling (20 years and over)	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Less than Grade 9	125	9.4%	35,210	7.8%
Grade 9 - 12 without graduation certificate	285	21.5%	92,375	20.4%
Grade 9 - 12 with graduation certificate	165	12.5%	53,040	11.7%
Trades certificate or diploma	145	10.9%	50,290	11.1%
Non-university - without certificate or diploma	90	6.8%	27,610	6.1%
Non-university - with certificate or diploma	205	15.5%	68,615	15.1%
University without degree	135	10.2%	43,270	9.5%
University with bachelor's degree or higher	175	13.2%	82,875	18.3%
TOTAL	1,325	100.0%	453,285	100.0%

Appendix F

LABOUR FORCE ACTIVITY	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Male	Female	All	All
15 years and over				
In labour force	540	530	1,070	335,995
Employed	500	530	1,035	316,755
Unemployed	35	0	40	19,240
Not in the labour force	220	195	410	157,740
Participation rate	71.1%	73.1%	72.3%	68.1%
Employment rate	65.8%	73.1%	69.9%	64.2%
Unemployment rate	6.5%	0.0%	3.7%	5.7%

15 to 24 years	Male	Female	All	All
In labour force	85	110	200	60,250
Employed	80	115	195	53,705
Unemployed	10	0	10	6,545
Not in the labour force	105	60	165	24,245
Participation rate	43.6%	64.7%	54.8%	71.3%
Employment rate	41.0%	67.6%	53.4%	63.6%
Unemployment rate	11.8%	0.0%	5.0%	10.9%

25 years and over	Male	Female	All	All
In labour force	455	415	875	275,750
Employed	425	415	845	263,050
Unemployed	30	0	25	12,700
Not in the labour force	110	140	250	133,495
Participation rate	80.5%	74.8%	78.1%	67.4%
Employment rate	75.2%	74.8%	75.4%	64.3%
Unemployment rate	6.6%	0.0%	2.9%	4.6%

Class of Worker (15 and over, in labour force)	Male	Female	% of Total	% of Total
Paid worker ¹	495	500	93.0%	94.1%
Self-employed (unincorporated)	45	30	7.0%	5.7%
Unpaid family worker	0	0	0.0%	0.1%

¹ People self-employed in an incorporated business are considered employees of their companies and are counted as paid workers.

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Employment Sectors	Number	% of Total	Number	% of Total
Manufacturing	100	9.3%	44,650	13.5%
Healthcare and social assistance	150	14.0%	41,215	12.4%
Retail trade	100	9.3%	36,310	10.9%
Accommodation and food services	45	4.2%	24,530	7.4%
Public administration	100	9.3%	24,525	7.4%
Educational services	75	7.0%	23,835	7.2%
Transportation and warehousing	90	8.4%	20,530	6.2%
Professional, scientific and technical services	65	6.0%	16,760	5.1%
Wholesale trade	65	6.0%	14,615	4.4%
Finance and insurance	30	2.8%	14,570	4.4%
Construction	70	6.5%	13,640	4.1%
Administrative and support, waste management and remediation services	35	3.3%	13,550	4.1%
Information and cultural industries	40	3.7%	8,845	2.7%
Arts, entertainment and recreation	15	1.4%	6,730	2.0%
Real estate and rental and leasing	10	0.9%	5,760	1.7%
Utilities	15	1.4%	3,730	1.1%
Agriculture, forestry, fishing and hunting	25	2.3%	1,370	0.4%
Mining and oil and gas extraction	0	0.0%	300	0.1%
Management of companies and enterprises	0	0.0%	175	0.1%
Other services (except public administration)	45	4.2%	16,240	4.9%
TOTAL	1,075	100.0%	331,880	100.0%

Place of Work (15 and over, in labour force)	Male	Female	% of Total	% of Total
Usual place of work	425	485	87.5%	88.3%
No fixed workplace address	70	15	8.2%	7.1%
Home	15	30	4.3%	4.3%
Outside Canada	0	0	0.0%	0.3%

MODE OF TRANSPORTATION 15 and over, employed labour force ¹	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Male	Female	% of Total	% of Total
Car, truck, van, as driver	270	190	47.4%	68.5%
Public transit	40	100	14.4%	14.2%
Car, truck, van, as passenger	20	40	6.2%	8.5%
Walk	95	150	25.3%	6.4%
Bicycle	50	15	6.7%	1.5%
Taxicab	0	0	0.0%	0.2%
Motorcycle	0	0	0.0%	0.1%
Other method	0	0	0.0%	0.6%

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

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INCOME	NORTH ST. BONIFACE	CITY OF WINNIPEG
Composition of Total Income in 2000	%	%
Employment income	84.6%	76.1%
Government transfer payments	10.2%	12.1%
Other	5.1%	11.8%

Employment Income	Male	Female	All	All
Worked full year, full time	325	320	650	200,975
Average employment income	\$39,573	\$28,314	\$34,007	\$38,877
Worked part year or part time	285	260	545	143,670
Average employment income	\$14,039	\$11,070	\$12,619	\$16,481
Average employment income	\$27,447	\$20,485	\$24,080	\$29,145

Income in 2000	Male	Female	% of Total	% of Total
Under \$1,000	35	20	3.8%	3.5%
\$ 1,000 - \$ 2,999	50	55	7.3%	4.2%
\$ 3,000 - \$ 4,999	15	40	3.8%	3.6%
\$ 5,000 - \$ 6,999	35	50	5.9%	4.2%
\$ 7,000 - \$ 9,999	50	35	5.9%	6.1%
\$10,000 - \$11,999	20	55	5.2%	4.9%
\$12,000 - \$14,999	30	65	6.6%	7.3%
\$15,000 - \$19,999	75	95	11.8%	11.3%
\$20,000 - \$24,999	80	95	12.2%	9.8%
\$25,000 - \$29,999	75	65	9.7%	8.5%
\$30,000 - \$34,999	60	20	5.6%	7.8%
\$35,000 - \$39,999	25	30	3.8%	6.3%
\$40,000 - \$44,999	20	10	2.1%	5.2%
\$45,000 - \$49,999	40	25	4.5%	3.6%
\$50,000 - \$59,999	40	35	5.2%	5.6%
\$60,000 and over	70	25	6.6%	8.0%
TOTAL	720	720	100.0%	100.0%
Average income	\$27,598 (Male)		\$20,385 (Female)	
Median income	\$23,976 (Male)		\$17,188 (Female)	

Incidence of Low Income in 2000	Number	Total	%	%
Economic families	155	510	30.4%	15.5%
Private households	575	1,865	30.5%	20.3%
Unattached individuals (15 years and over)	160	355	45.1%	44.3%

UNPAID WORK	NORTH ST. BONIFACE			CITY OF WINNIPEG
	Male	Female	All	All
Housework (15 years and over)				
No hours of unpaid housework	45	45	90	49,160
Less than 30 hours of unpaid housework	655	590	1,250	379,565
30 hours or more of unpaid housework	55	90	140	65,015
TOTAL	755	725	1,480	493,740

Child Care (15 years and over)	Male	Female	All	All
	No hours of unpaid child care	490	410	895
Less than 30 hours of unpaid child care	190	245	430	123,440
30 hours or more of unpaid child care	75	75	150	61,475
TOTAL	755	730	1,475	493,730

Assistance to Seniors (15 and over)	Male	Female	All	All
	No hours of unpaid care or assistance	655	575	1,235
Less than 10 hours of unpaid care to seniors	85	130	210	78,450
10 hours or more of unpaid care to seniors	10	20	35	14,720
TOTAL	750	725	1,480	493,735

HOUSEHOLDS	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Household Size				
1 person	250	31.6%	78,855	31.2%
2 persons	260	32.9%	79,425	31.4%
3 persons	125	15.8%	37,770	14.9%
4-5 persons	135	17.1%	50,560	20.0%
6 or more persons	20	2.5%	6,205	2.5%
TOTAL	790	100.0%	252,815	100.0%
Average number of persons per household	2.4		2.4	

Household Type	Number	% of Total	Number	% of Total
	One-family households	500	63.7%	160,015
Multiple-family households	0	0.0%	3,530	1.4%
Non-family households	285	36.3%	89,270	35.3%
TOTAL	785	100.0%	252,815	100.0%

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Household Income in 2000	Number	% of Total	Number	% of Total
Under \$10,000	55	7.0%	16,380	6.5%
\$ 10,000 - \$19,999	135	17.2%	36,180	14.3%
\$ 20,000 - \$29,999	150	19.1%	32,025	12.7%
\$ 30,000 - \$39,999	110	14.0%	30,860	12.2%
\$ 40,000 - \$49,999	80	10.2%	28,280	11.2%
\$ 50,000 - \$59,999	65	8.3%	24,800	9.8%
\$ 60,000 - \$69,999	35	4.5%	20,785	8.2%
\$ 70,000 - \$79,999	55	7.0%	16,360	6.5%
\$ 80,000 - \$89,999	25	3.2%	12,125	4.8%
\$ 90,000 - \$99,999	25	3.2%	9,065	3.6%
\$100,000 and over	50	6.4%	25,950	10.3%
TOTAL	785	100.0%	252,810	100.0%
Average household income	\$43,522		\$53,176	
Median household income	\$34,452		\$43,383	

CENSUS FAMILIES	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
Family Size				
2 person	245	48.5%	78,770	47.1%
3 persons	125	24.8%	37,245	22.3%
4 persons	70	13.9%	35,180	21.0%
5 or more persons	65	12.9%	16,035	9.6%
TOTAL	505	100.0%	167,230	100.0%
Average number of persons per census family	2.9		3.0	
Average number of children at home	1.2		1.1	

Family Structure	Number	% of Total	Number	% of Total
Married couples with children at home	165	33.0%	69,740	41.7%
Married couples without children at home	105	21.0%	49,330	29.5%
Common-law couples with children at home	20	4.0%	6,730	4.0%
Common-law couples without children at home	65	13.0%	10,355	6.2%
One parent - female	100	20.0%	25,815	15.4%
One parent - male	45	9.0%	5,260	3.1%
TOTAL	500	100.0%	167,230	100.0%

Families with Children	Number	% of Total	Number	% of Total
With one child	135	40.9%	47,965	44.6%
With two children	125	37.9%	40,905	38.0%
With three or more children	70	21.2%	18,665	17.4%
TOTAL	330	100.0%	107,535	100.0%

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Family Income in 2000	Number	% of Total	Number	% of Total
Under \$10,000	30	5.9%	6,470	3.9%
\$ 10,000 - \$19,999	55	10.9%	10,925	6.5%
\$ 20,000 - \$29,999	80	15.8%	16,710	10.0%
\$ 30,000 - \$39,999	70	13.9%	19,185	11.5%
\$ 40,000 - \$49,999	65	12.9%	20,695	12.4%
\$ 50,000 - \$59,999	40	7.9%	19,865	11.9%
\$ 60,000 - \$69,999	30	5.9%	17,290	10.3%
\$ 70,000 - \$79,999	45	8.9%	14,275	8.5%
\$ 80,000 - \$89,999	25	5.0%	10,715	6.4%
\$ 90,000 - \$99,999	20	4.0%	7,980	4.8%
\$100,000 and over	45	8.9%	23,110	13.8%
TOTAL	505	100.0%	167,220	100.0%
Average family income	\$51,047		\$63,567	
Median family income	\$41,726		\$54,724	

Income in 2000 by Family Structure	Average	Median	Average	Median
Married couples	\$60,895	\$56,349	\$72,176	\$62,201
Common-law couples	\$58,150	\$43,044	\$56,375	\$49,216
One parent - female	\$24,649	\$25,646	\$32,562	\$27,620
One parent - male	\$36,292	\$22,757	\$44,207	\$37,607

DWELLINGS	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Type of Dwelling	Number	Number	Number
Single-detached house	440	151,355		
Semi-detached house	10	9,805		
Row house	20	9,185		
Apartment, detached duplex	55	4,345		
Apartment, building with five or more storeys	15	35,140		
Apartment, building with fewer than five storeys	250	42,150		
Other single-attached house	0	390		
Movable dwelling	0	450		
TOTAL OCCUPIED PRIVATE DWELLINGS	790	252,815		
Average number of rooms	5.5		5.8	
Average number of bedrooms	2.3		2.5	

Dwelling Tenure	Number	% of Total	Number	% of Total
Owned	410	51.9%	160,760	63.6%
Rented	380	48.1%	92,055	36.4%
TOTAL	790	100.0%	252,815	100.0%

Dwelling Condition	Number	% of Total	Number	% of Total
In need of regular maintenance only	385	49.0%	156,685	62.0%
In need of minor repairs	305	38.9%	72,390	28.6%
In need of major repairs	95	12.1%	23,735	9.4%
TOTAL	785	100.0%	252,810	100.0%

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Period of Construction	Number	% of Total	Number	% of Total
Before 1946	340	43.3%	51,280	20.3%
1946 to 1960	195	24.8%	52,415	20.7%
1961 to 1970	45	5.7%	44,765	17.7%
1971 to 1980	45	5.7%	52,460	20.7%
1981 to 1985	35	4.5%	18,635	7.4%
1986 to 1990	70	8.9%	19,490	7.7%
1991 to 1995	35	4.5%	7,815	3.1%
1996 to 2001	20	2.5%	5,960	2.4%
TOTAL	785	100.0%	252,820	100.0%

Dwelling Costs	Number	% of Total	Number	% of Total
Tenant-occupied non-farm, non-reserve dwellings	375	47.8%	92,055	36.4%
Tenant-occupied households spending 30% or more of household income on shelter	145	38.7%	34,950	38.0%
Average gross rent	\$462		\$541	
Owner-occupied non-farm, non-reserve dwellings	410	52.2%	160,725	63.6%
Owner-occupied households spending 30% or more of household income on shelter	55	13.4%	18,835	11.7%
Average value of dwelling	\$89,973		\$100,525	
Average owner major payment	\$751		\$751	
TOTAL	785	100.0%	252,780	100.0%

Dwelling Costs (One family households)	Number	% of Total	Number	% of Total
Tenant one-family households in occupied non-farm, non-reserve private dwellings without additional persons	140	31.1%	35,740	23.7%
Tenant one family households spending 30% or more of household income on shelter	55	39.3%	10,520	29.4%
Average gross rent	\$492		\$586	
Owner one-family households in occupied non-farm, non-reserve private dwellings without additional persons	310	68.9%	115,255	76.3%
Owner one family households spending 30% or more of household income on shelter costs	45	14.5%	9,905	8.6%
Average owner major payment	\$785		\$798	
TOTAL	450	100.0%	150,995	100.0%

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MOBILITY	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
2000 - 2001				
Did not move	1,660	89.2%	512,040	84.9%
Moved within Winnipeg	175	9.4%	69,765	11.6%
Moved within Manitoba	0	0.0%	8,880	1.5%
Moved within Canada	25	1.3%	7,975	1.3%
Moved internationally	0	0.0%	4,675	0.8%
TOTAL	1,860	100.0%	603,335	100.0%

MOBILITY	NORTH ST. BONIFACE		CITY OF WINNIPEG	
	Number	% of Total	Number	% of Total
1996 - 2001				
Did not move	1,095	61.5%	331,200	57.7%
Moved within Winnipeg	555	31.2%	179,800	31.3%
Moved within Manitoba	65	3.7%	23,280	4.1%
Moved within Canada	50	2.8%	25,425	4.4%
Moved internationally	15	0.8%	14,600	2.5%
TOTAL	1,780	100.0%	574,305	100.0%

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