

**A RESIDENTIAL SUBDIVISION  
FOR  
THE TOWN OF SELKIRK, MANITOBA**

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**A THESIS**



**Presented to  
the Faculty of Graduate Studies and Research  
of the University of Manitoba**

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**in Partial Fulfillment of  
the Requirements for  
the Degree of Master of Science in Community Planning**

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**By**

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## INTRODUCTION

The subject of this Thesis consists of the design of a residential subdivision for the town of Selkirk, Manitoba. The site chosen for this subdivision comprises 425 acres of presently undeveloped land west of the Canadian Pacific Railroad tracks and the large size of this area has permitted the author to develop it as a complete neighbourhood.

In the treatment of his subject the author has aimed at an intelligent compromise between aesthetics and practicability, embodying those principles of effective town planning, sound engineering and economics which should govern any good design. However, in those few instances where aesthetics and practicability would conflict, the solution adopted has been in favour of the former, since this Thesis represents an academic essay in town planning; that which is considered most desirable from the point of view of town planning will override other considerations.

The Thesis is divided into two sections. Part I, describes the town, its zoning and its utilities, both present and proposed. It includes a market analysis, some general principles of neighbourhood planning, and ends with a chapter

which gives the reasons for the author's selection of the site.  
Part II describes the actual design of the subdivision  
and explains, where deemed necessary, the measures adopted.



**PART ONE**

## Chapter One

### THE TOWN OF SELKIRK

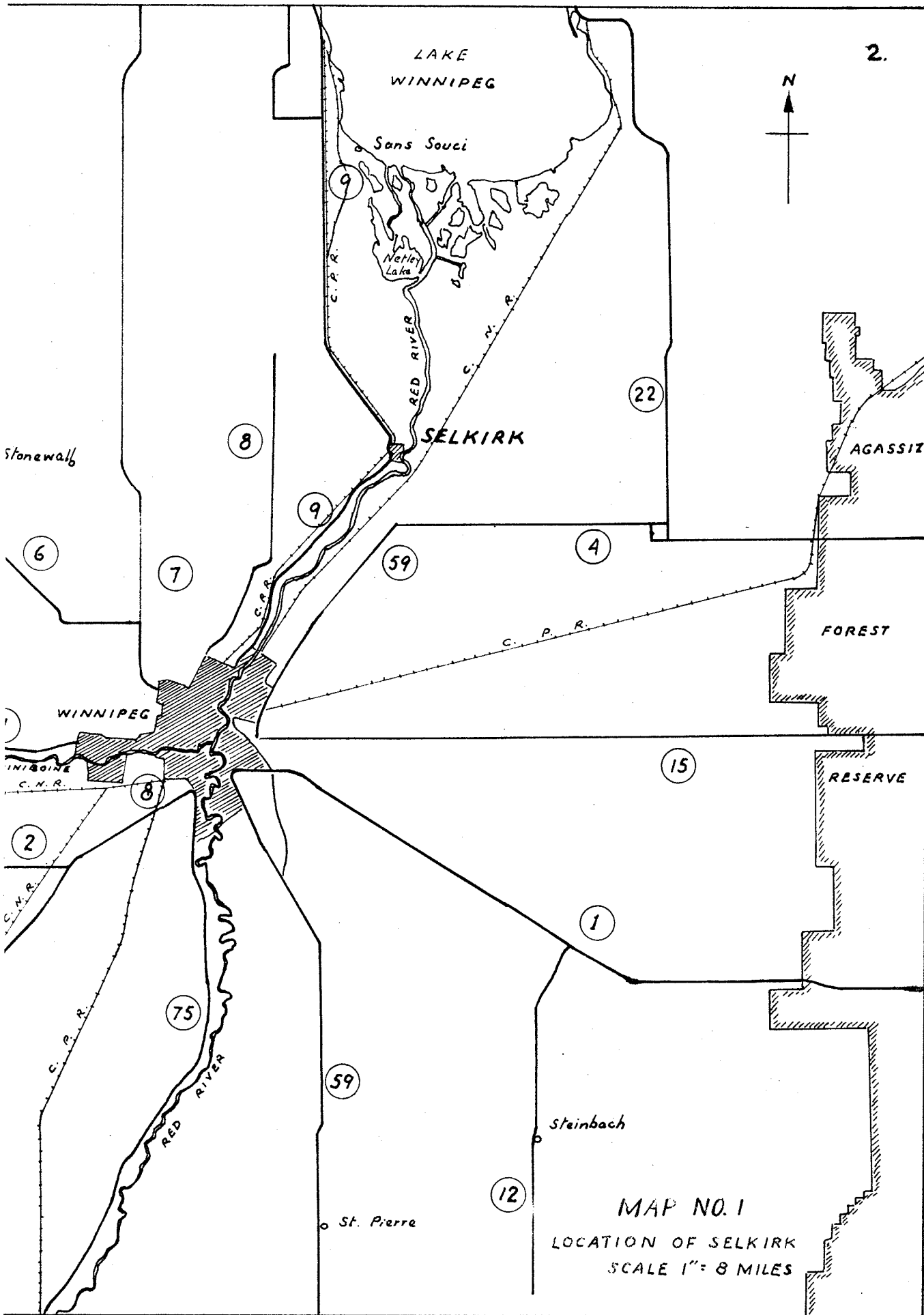
A residential subdivision as large as the one contemplated in this Thesis cannot be designed as a separate entity and then arbitrarily imposed on the site designated for it. Since it will ultimately form a major part of Selkirk it must have social and economic ties with the town. Hence this chapter describes the locale and the community in which the subdivision will be situated.

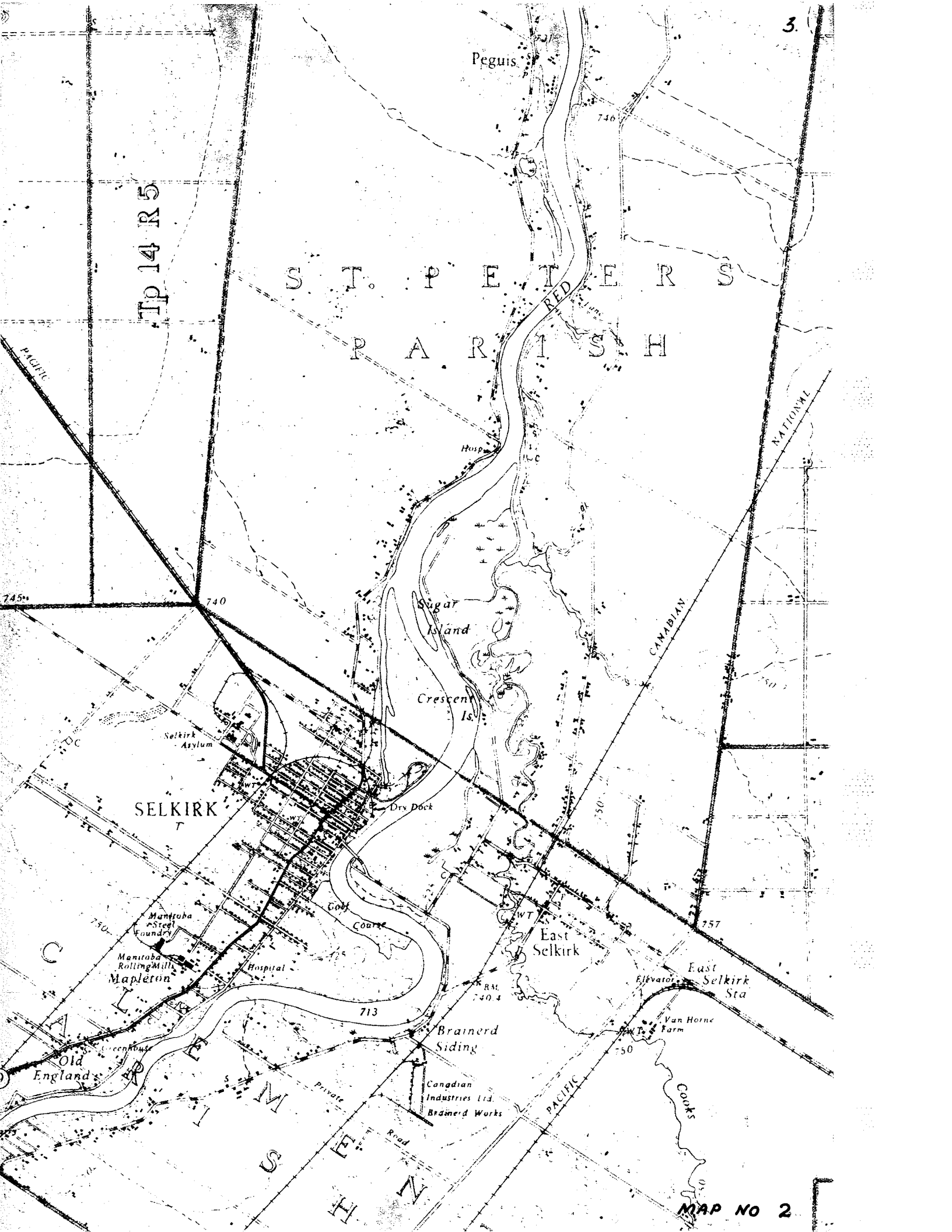
#### 1. Location

The town of Selkirk lies in Township 13, Range 5, and is situated on the west bank of the Red River, 18 miles northeast of Winnipeg by road. It lies approximately 22 miles upstream from Lake Winnipeg, at the head of deep water navigation, and is thus strategically located as an inland port for fishing and freight boats serving northern Manitoba.

A paved highway, P.T.H. No. 9, provides all weather access to Winnipeg and the Canadian Pacific Railway's Winnipeg - Winnipeg Beach Line passes through the town.

Most of the existing development in Selkirk is located east of the C.P.R. right-of-way.





Tp 14 R 5

3

S T . P E T E R ' S  
P A R I S H

SELKIRK

Crescent Is.

Sugar Island

East Selkirk

Brainerd Siding

East Selkirk Sta

Manitoba Steel Foundry  
Mapleton

Hospital

Dry Dock

CANADIAN NATIONAL

PACIFIC

Old England

Canadian Industries Ltd.  
Brainerd Works

Van Horne Farm

MAP NO 2

## 2. Historical Background

Selkirk has a rich historical heritage and figured prominently in the early settlement of Manitoba.

Towards the end of the 18th century the Northwest Traders and Hudson Bay Company were competing for the fur trade of the centre of the continent. To help offset food transportation costs these companies encouraged agriculture around their posts and thus in 1810, Thomas, the Fifth Earl of Selkirk obtained permission from the Hudson Bay Company to form an agricultural colony at Red River. He was granted absolute proprietorship of the upper Winnipeg basin, to be known as Assiniboia.

The first settlers, 18 in number, and accompanied by Lord Selkirk's newly appointed Governor of Assiniboia, Miles Macdonell, arrived at the Red River in 1812 via Hudson Bay, the Nelson River and Lake Winnipeg and established a settlement on the west bank of the Red, on the point known thereafter as Point Douglas. This party of Scottish and Irish labourers had come to pave the way for the rest of the colonists who arrived the following year.

These colonists who arrived in 1812 and 1813 were mostly Sutherland Scots, hard headed and determined. In spite

of early set-backs the colony flourished, spreading along the banks of the river.

In 1875 an influx of Icelandic settlers to the west shore of Lake Winnipeg extended south to the Selkirk area, and these people brought with them the fishing industry which survives in the Town to this day.

In 1874 the Liberal Government of Alexander MacKenzie proposed the building of a Pacific Railway which would cross the Red at Selkirk. Thus, "Selkirk enjoyed a considerable boom, and ... began to think of itself as a rival to Winnipeg".  
 The leaders of Winnipeg rallied to have the bridge built in their city, and won in 1881, but at the high price of having to grant to the Canadian Pacific Railway free land and rights of way and exemption from municipal taxation in perpetuity. (1 - p.84)

Selkirk, incorporated as a town in 1882, thus lost its hope of becoming the chief city of Manitoba. "Its position as the port of Lake Winnipeg, its export trade in white fish to the United States market, its lumbering and shipping, however, gave it a distinctive character and solid prosperity."  
 (1 - p.258)

### 3. Population

Selkirk is part of Census Division 9, which includes most of the area north of Winnipeg and west of the Red River.