

GROWTH AND PATTERN OF APARTMENT
DEVELOPMENT IN METROPOLITAN WINNIPEG

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John A. Pelletier
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Growth and Pattern of Apartment Development in
Metropolitan Winnipeg.

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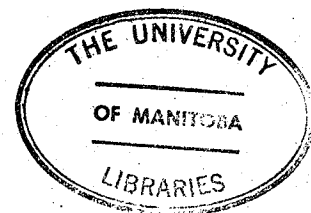
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ABSTRACT

Growth and Pattern of Apartment
Development in Metropolitan Winnipeg

This thesis examines the growth patterns of apartment development for the Winnipeg metropolitan area within the context of the evolving spatial structure from 1900 to 1975. It is concerned with the general distribution pattern of apartments as well as the emerging trends of accelerated apartment development in the suburban areas and the concentration of high-rise activity in the core area of the central city. The thesis identifies the prime determinants of apartment development as the result of the joint efforts of the municipal councils in actively promoting this type of development due to its favourable municipal revenues, and of the initiatives and abilities of certain developers to undertake major apartment projects.

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TABLE OF CONTENTS

	PAGE
LIST OF TABLES.....	vi
LIST OF FIGURES.....	viii
CHAPTER	
I INTRODUCTION.....	1
Objectives of the Study.....	2
Information and Data Sources.....	3
Organization of the Study.....	4
Limitation in Time.....	4
II THE DISTRIBUTION OF APARTMENTS IN 1966.....	6
III GROWTH PATTERNS OF APARTMENT DEVELOPMENT.....	16
Evolution of the Existing Urban Pattern.....	17
Growth Patterns of Apartment Development.....	28
IV CHARACTERISTICS OF APARTMENT CONCENTRATIONS.....	49
Physical Characteristics.....	50
Demographic and Related Characteristics.....	54
V TRENDS IN APARTMENT DEVELOPMENT.....	74
Changes in Distribution of Apartment Units.....	76
Changes in Apartment Characteristics.....	84
The High-Rise Factor.....	85
Impact of Apartment Development.....	88
VI CONCLUSIONS.....	89

PAGE

APPENDICES

I	STATISTICS FOR APARTMENT BUILDINGS AND POPULATION FOR MUNICIPALITIES IN METROPOLITAN WINNIPEG BY PERIOD OF CONSTRUCTION.....	91
II	STATISTICS FOR NUMBER OF AUTOMOBILES AND APART- MENTS BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL FOR CONCENTRATION AREAS.....	121
	SOURCES CONSULTED.....	140

LIST OF TABLES

Table	Page
1. Apartment Units by Period of Construction	6
2. Apartment Units and Housing Stock by Municipality: 1966	7
3. Location of Major and Minor Apartment Concentrations	10 & 11
4. Major Areas of High-Rise Apartment Construction: 1960 - 1966	13
5. Apartment Buildings and Average Size of Building by Concentration Areas	15
6. Apartment Population, Persons per Unit and Percentage of Population in Apartments by Municipality: 1966	55
7. Ranking of Concentration Areas by Apartment Population, Apartment Units and Persons per Unit	57
8. Apartment Populations and Persons per Unit by Age of Building and Concentration Areas	58
9. Number of Children of Pre-School and School Age per 100 Apartment Units by Municipality	61
10. Number of Children of Pre-School and School Age per 100 Apartment Units by Concentration Areas	62
11. Number of Children of Pre-School and School Age per 100 Apartment Units by Age of Building - City of Winnipeg	64
12. Number of Children of Pre-School and School Age per 100 Apartment Units for Buildings Constructed in Period 1960 - 1966 by Type of Building and Concentration Areas	66

LIST OF TABLES--continued

Table	Page
13. Size of Sample for Parking Survey of Apartment Units Constructed 1950 - 1966	68
14. Automobiles per Apartment Unit by Size of Unit and Concentration Area	70
15. Number of Automobiles and Apartment Units by Size of Apartment Unit and Monthly Rental for High-Rise Buildings	72
16. Apartments as a Percentage of Total Housing Starts in Metropolitan Winnipeg, 1960-1974	75
17. Changes in Distribution of Apartment Units in Metropolitan Winnipeg, 1900-1974	77
18. Time Trends in Apartment Characteristics	86
19. Apartment Units in High-Rise Buildings, Metropolitan Winnipeg, 1966-1974	87

LIST OF ILLUSTRATIONS

Figure	Page
1. Distribution of Apartment Blocks Metropolitan Winnipeg, June 1966	after page 7
2. Major and Minor Concentrations of Apartment Units in Metropolitan Winnipeg, June 1966	after page 7
2.1 Growth Pattern: 1874 - 1900	18
2.2 Growth Pattern: 1901 - 1925	18
2.3 Growth Pattern: 1926 - 1950	18
2.4 Growth Pattern: 1951 - 1975	18
2.5 Base Map	18
2.6 Street Railway Lines: 1904	21
2.7 Population Growth of Winnipeg and Manitoba: 1871 - 1971	22
3. Distribution of Apartment Units and Population by Period of Construction: 1900 - 1909	29
4. Distribution of Apartment Units and Population by Period of Construction: 1909 - 1919	31
5. Distribution of Apartment Units and Population by Period of Construction: 1920 - 1929	33
6. Distribution of Apartment Units and Population by Period of Construction: 1930 - 1939	36
7. Distribution of Apartment Units and Population by Period of Construction: 1940 - 1949	37
8. Distribution of Apartment Units and Population by Period of Construction: 1950 - 1959	39
9. Distribution of Apartment Units and Population by Period of Construction: 1960 - 1966	42

LIST OF ILLUSTRATIONS--continued

Figure	Page
10. Distribution of Apartment Units and Population by Period of Construction: 1900 - 1966	47
11. Location of Apartment Blocks South-Central Area - July 1973	78
12. Location of Apartment Blocks North-Central Area - July 1973	79
13. Location of Apartment Blocks St. James-Assiniboia Area - July 1973	80
14. Location of Apartment Blocks Fort Garry Area - July 1973	81
15. Location of Apartment Blocks St. Boniface - St. Vital Area - July 1973	82
16. Location of Apartment Blocks West Kildonan - East Kildonan Area - July 1973	83
17. Location of Apartment Blocks City of Winnipeg - July 1973	Pocket

CHAPTER I

INTRODUCTION

New urban patterns are developing in the Winnipeg area, and with them new problems of urban planning. The solutions to these problems of urbanization may well be found in contributions from the many related disciplines...including urban geography, sharing a common interest and concern with urban development.

Urban geography, a part of the field of Urbanism, is the application of the geographic viewpoint and methodology to the study of cities and city areas.¹ One of the fundamental concerns of the geographer is the study of the differences and similarities among areas. Geography focusses attention on the location and distribution of phenomena over area: (a) as a means of determining the characteristics of areas; and (b) as a method of identifying the relationships and the significance of given characteristics.

The Winnipeg area, like other urban areas, contains many different kinds of economic activities within the scope of geographic consideration. These activities are related, in one or more ways, within the same physical area. From the complex of such activities contained within the urban area, this study extracts one category of activity for analysis--apartment development, a large but nonetheless single piece of the puzzle.

¹ Harold M. Mayer, "Urban Geography", American Geography: Inventory and Prospect (Syracuse: Syracuse University Press, 1954) pp. 142-166.

Objectives of the Study

The present study focusses on the structure and pattern of apartment development. The investigation is concerned with:

1. The growth pattern of apartments as reflected by the existing stock of apartments for different periods of constructions, and the major factors underlying its historical development.
2. The building, population and other related characteristics of apartment concentrations, and the similarities and differences of these factors between selected areas.
3. The trends in apartment development and their significance in the spatial structure of the metropolitan area.

Information and Data Sources

Information and data for this study were obtained from five kinds of primary and secondary sources:

1. Published material from Federal, Provincial and City of Winnipeg agencies or departments containing statistical and other information.
2. Special tabulation from the assessment records of the City of Winnipeg for data on apartment location, age of building, number of storeys, number of apartment units, age and occupancy factors for the year of the study -- 1966.¹

¹ This tabulation was provided at the request of the author for the preparation of a report, "Analysis of Apartments in Metropolitan Winnipeg", Reid Crowther & Partners, Winnipeg, 1969. It is unique as it contains physical and demographic data for each apartment building.

3. Data for a representative sample of the high-rise and walk-up types of apartments built during the period 1960-1966, was obtained from a field survey conducted in the early part of 1968.¹ The information collected related to size of apartment unit, monthly rental and number of automobiles per unit.
4. Data for apartment units related to location, year of construction, number of storeys, number and type of bedroom unit, site area, floor area, total number of units, and number of parking spaces was obtained from the assessment records of the City of Winnipeg for all units built as of January 1, 1975.²
5. Interviews and discussions with the major apartment developers over a period of years.³

¹ The Planning Division of the Metropolitan Corporation of Greater Winnipeg carried out the survey for the walk-up type of apartment at the request of the author, who was at that time a consultant to the corporation. The data for the high-rise apartments was obtained personally through interviews with apartment owners and developers.

² The tabulation contains data available for the first time on all apartment units in the City of Winnipeg. It represents a prime source of material for geographic research, particularly in the application of statistical analysis of the 22,000 lines from the computer print-out.

³ The information gathered during the years the author was a planner with the Metropolitan Planning Commission of Greater Winnipeg (1957-1961), and later (1961-1965), as senior development planner with the Metropolitan Corporation of Greater Winnipeg. During the period 1965-1970, the author also acted as planning consultant on apartment projects in the Metropolitan area.

Organization of the Study

In addition to this introductory chapter, the study contains four chapters devoted to analysis and interpretation of data and other information. Chapter II examines the distribution pattern of apartments constructed between 1900 and 1966, and identifies the major apartment concentrations. This provides the framework or setting for the analysis of the growth patterns in apartment development contained in Chapter III. The physical, demographic and other related characteristics of apartment concentrations are discussed in Chapter IV. Chapter V reviews briefly the resurgence of apartment growth for the period 1966 to 1974, and evaluates the impact of recent trends in this development upon the spatial structure of the metropolitan area. Chapter VI summarizes the results of the investigation on the growth and pattern of apartment development in metropolitan Winnipeg.

Limitation in Time

Throughout the study an attempt was made to consider apartment development and its related factors for the base year 1966, that is for those units forming part of the housing stock as of June 1966. The data on occupancy factors and automobile ownership is related to the early part of 1968, the field survey period, for those units constructed between 1960 and 1966.¹

¹ Subsequent development of apartments has been briefly discussed in Chapter V.

In some instances, historical data were used to consider limited aspects of the area of study in the perspective of its historical development. The major part of the study, however, is concerned with the apartment development situation as it existed in 1966.

CHAPTER I I

THE DISTRIBUTION OF APARTMENTS IN 1966

The recent trend to apartment living in Winnipeg is rapidly becoming a way of life for an increasing number of the metropolitan population. This latest surge in high density housing, as seen in Table 1, is expected to continue in the foreseeable future. This is due to such factors as an increase in the number of small families as well as the creation of a greater number of one-person households.

TABLE 1
APARTMENT UNITS BY PERIOD OF CONSTRUCTION

	1900- 1909	1910- 1919	1920- 1929	1930- 1939	1940- 1949	1950- 1959	1960- 1966
City of Winnipeg	1209	4515	2089	646	390	4352	4619
Suburban areas	--	--	105	159	95	1785	4557
Metropolitan area Total	1209	4515	2194	805	485	6137	9176

In the decade following World War II, seventy percent of all new apartment units were constructed in the City of Winnipeg while during the same period, the single-family dwelling dominated the housing scene in the suburban areas. However, as indicated in Table 1 these outer municipalities increased their share of construction of new apartment units to fifty percent between 1960 and 1966. It would appear

that the trend to apartment living in Metropolitan Winnipeg is just as strong in suburbia as in the central zone.

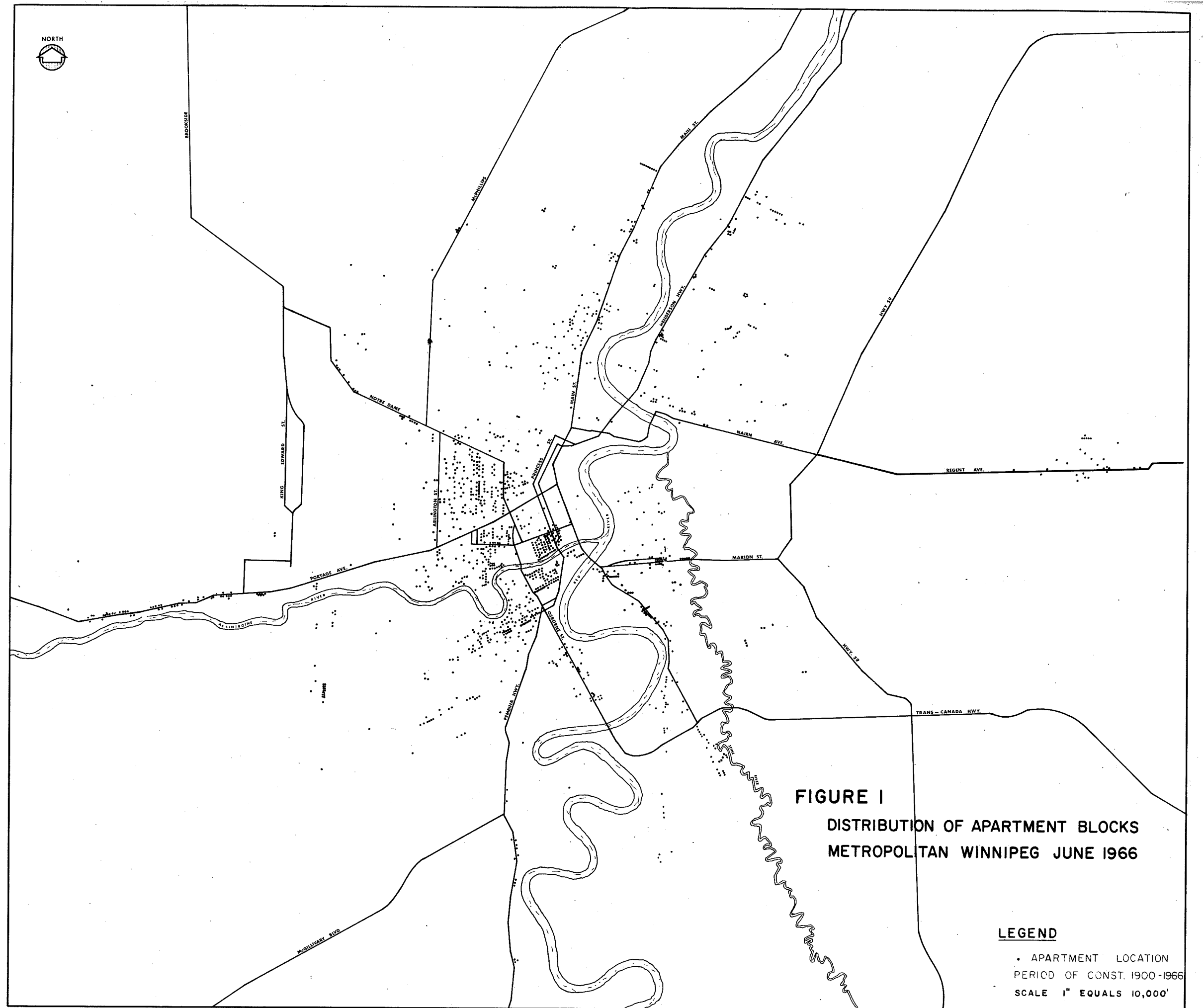
In 1960, apartments constituted about twelve percent of the housing stock in Metropolitan Winnipeg. By 1966, the percentage had increased to nearly seventeen percent, and it is estimated that as of December 1968, the apartment unit represented at least twenty percent of all types of housing accommodation. The relative importance of the apartment unit in terms of total housing stock for Winnipeg and the surrounding municipalities, in 1966, is shown in Table 2.

TABLE 2

APARTMENT UNITS AND HOUSING STOCK

BY MUNICIPALITY: 1966

Municipality	Apartment Units	Estimated ¹ Dwelling Units	Apartment units as % of dwelling units
Winnipeg	17,820	77,710	22.9%
St. James	1,801	10,858	16.5%
St. Boniface	1,412	11,343	12.4%
St. Vital	1,135	8,846	12.8%
East Kildonan	679	8,281	8.1%
West Kildonan	578	6,088	9.4%
North Kildonan	459	2,763	16.6%
Fort Garry	329	5,626	5.8%
Transcona	308	5,009	6.1%
Metro Total	24,521	145,290	16.8%



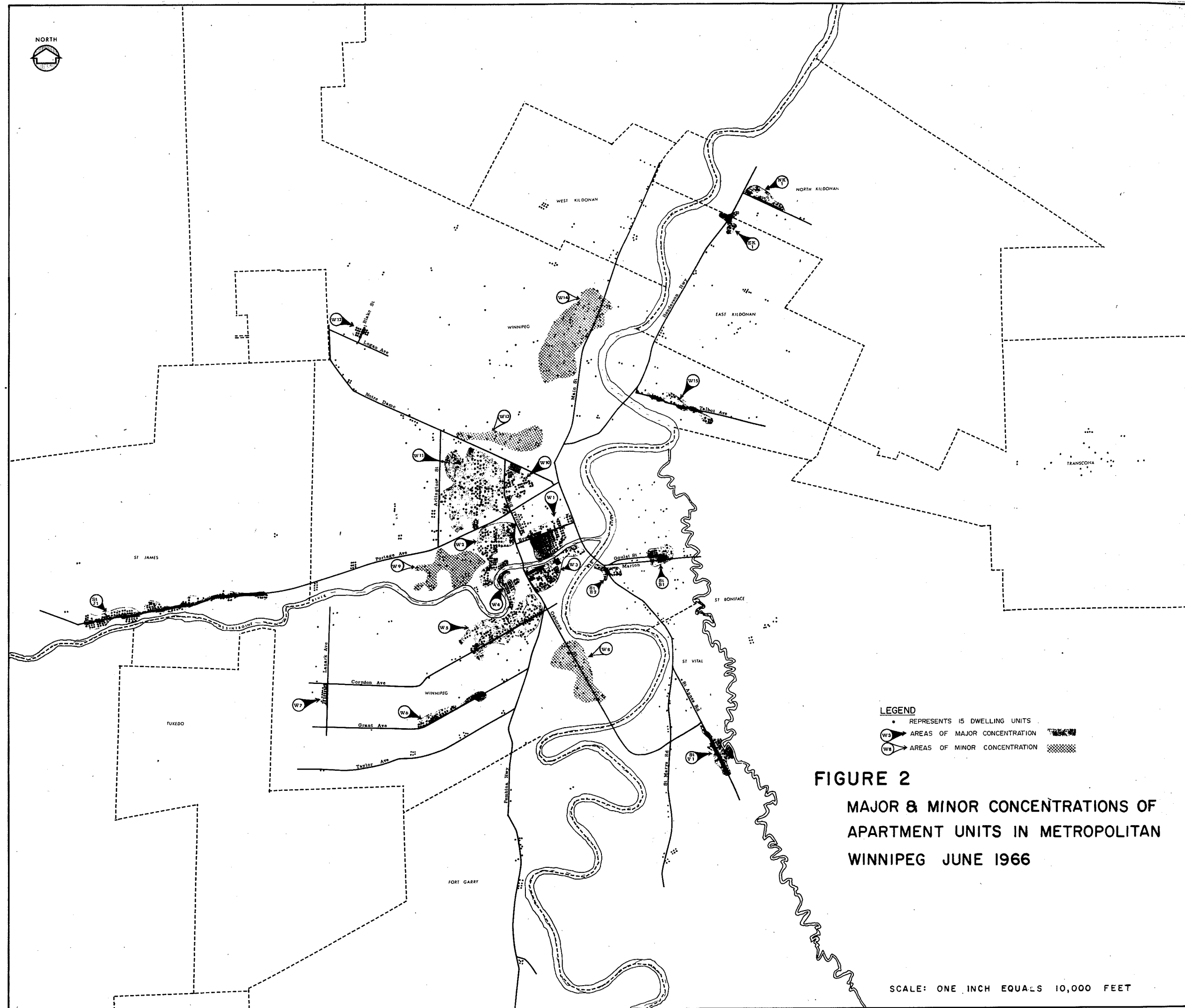


FIGURE 2
MAJOR & MINOR CONCENTRATIONS OF
APARTMENT UNITS IN METROPOLITAN
WINNIPEG JUNE 1966

SCALE: ONE INCH EQUALS 10,000 FEET

Traditionally, apartments have been located in the peripheral areas of the central business district and along the main arterial routes. Figure 1 shows the distribution of apartment structures in Winnipeg in 1966. The salient aspects of this distribution are: (1) a dense concentration immediately south of the central business district; (2) a slightly less intensive cluster south of the Assiniboine River and a similar one west of the central business district; (3) a linear development along the major arterial streets. It would appear from this perusal of Figure 1 that the Winnipeg pattern of apartment location is quite similar to that of other Canadian cities.¹ A different picture is revealed, however, when the density of apartments, that is number of units in a building, is plotted on a map. This new pattern is shown on Figure 2.²

The initial impression given by the distribution pattern on Figure 2 in comparison to Figure 1, is an intensification of the concentrations already identified as well as a coalescence of units in sectors not shown previously to be particularly significant. The concentrations shown on Figure 2 vary to a considerable degree in areal extent and intensity of development. While the boundaries of these areas appear to be rather nebulous, the lines of demarcation are street lines since the smallest unit is the city block. The criterion used

¹ G.A. Nader, Some Aspects of the Recent Growth and Distribution of Apartments in the Prairie Metropolitan Areas: The Canadian Geographer, XV, 4, 1971 (p. 311).

² Data on each building was plotted by street address on a map showing each city block. Figure 2 is an overlay of the base map.

for the delimitation of these areas was one of visual identity as an apartment district. Total number of units within a structure was not sufficient in itself to establish the area as a concentration but rather a definite homogeneity of structural elements within a limited area of land. The Blake Gardens (W12) and Lanark Gardens (W7) areas are typical examples of relatively small clusters of apartments with distinctive characteristics. On the other hand, the Osborne area, between Scotland and Jubilee (W8) and the Portage-Assiniboine River area between Aubrey and Sherbrook (W9) are representative of the minor concentrations, consisting of a mixture of two and three storey apartments and single-family, two-family dwellings, and multiple-family dwellings converted from single-family housing. Table 3 identifies the general location of the major and minor concentrations referred to in Figure 2, and also indicates the total number of units in each cluster, as well as the number of units during the period 1960-1966 for each area.

Apartment buildings are generally conspicuous structures in the urban landscape, particularly in residential areas. While the average urban dweller has no great difficulty in identifying major apartment concentrations, it is unlikely that such a person is aware of significant differences between apparently comparable areas. This part of the thesis is intended to cast a brief look at the distribution of apartments and to note the major differences between areas. A more detailed comparison of characteristics of apartments is presented in Chapter IV, while Chapter III provide some insight into the location factors responsible for the distribution pattern under study.

TABLE 3**LOCATION OF MAJOR AND MINOR APARTMENT CONCENTRATIONS**

Municipality & Map Reference	Location	Total No. of units	No. of units 1960-66
Winnipeg			
W1	Broadway-Assiniboine River Main - Memorial Blvd.	2123	286
W2	Portage-Assiniboine River Sherbrook-Memorial Blvd.	1906	197
W3	Assiniboine River-Gertrude Osborne-Main	1704	442
W4	Assiniboine River-Gertrude West of Osborne	1041	727
W5	Corydon area-Stafford- Osborne, Gertrude-Welling- ton Crescent-Grosvenor	1650	330
W6	Grant between Cambridge and Harrow	727	719
W7	Lanark south of Corydon	291	72
W8m	Osborne area between Scotland and Jubilee	433	98
W9m	Portage-Assiniboine River Aubrey-Sherbrook	579	85
W10	Notre Dame-Portage-Balmoral	1200	422
W11	Notre Dame-Portage Arlington-Balmoral	2420	325
W12	Logan-Blake	298	--
W13	CPR main line-Notre Dame Arlington-King	423	9
W14	Main-Carruthers-Selkirk	814	108
W15	Talbot-Henderson-Grey	455	392

TABLE 3 Cont'd.

<u>Municipality & Map Reference</u>	<u>Location</u>	<u>Total No. of units</u>	<u>No. of units 1960-66</u>
St. James St. J. 1	Portage	1801	1074
St. Boniface St. B. 1	Goulet-Marion-Traverse- Desmeurons	509	308
St. B. 2	Marion-St. Mary's-Eugenie	188	51
St. Vital St. V. 1	St. Annes Rd. - Fernwood Clayton Drive	668	614
East Kildonan E. K. 1	Henderson-Brazier-Maxwell	266	266
North Kildonan N. K. 1	Edison-Henderson-Arby	459	459

The most distinctive feature of the spatial pattern on Figure 2 is that over fifty percent (50%) of all apartments in the metropolitan area are found within a radius of one and a quarter miles from the intersection of Portage Avenue and Memorial Boulevard. Figure 2 also suggests that the Broadway-Assiniboine River concentration (W1) is of the highest density, making due allowances for variations in areal extent between the major areas. As was noted earlier, apartment concentrations tend to be located on or adjacent to metropolitan arterial streets. Study of Figure 2 together with Table 3 indicates that these transportation corridors were also the prime locations for apartments during the 1960-1966 period.

The era of the high-rise apartment has added a new dimension to the Winnipeg skyline since 1960. Its relative importance in terms of total apartment units and number of buildings is noted in Table 4. Slightly less than half (47.7%) of all apartment units constructed between 1960 and 1966 were high-rise structures with fifty percent of these (2181 units) located at three focal points: the St. James Portage Avenue complex; the Roslyn Crescent-River Avenue sector west of Osborne Street; and the Grant Avenue area between Cambridge and Harrow.

The St. James concentration is generally considered to be the high-rise sector by residents of the metropolitan area, an opinion confirmed by the data in Table 4.¹ In terms of building density, however, the Roslyn Crescent-River Avenue area presents a more compact development due to a greater degree of land coverage by buildings. This factor

¹ The statement was valid for the period under study-1968.

TABLE 4

MAJOR AREAS OF HIGH-RISE APARTMENT CONSTRUCTION: 1960-1966

Municipality and Map Reference	High-Rise Apartments		Walk-Up Apartments		% HR/ Apt. Units
	No. of Buildings	No. of Apt. Units	No. of Buildings	No. of Apt. Units	
St. James					
St. J. 1	12	973	7	101	90.5
Winnipeg					
W4	7	663	2	64	91.1
W6	7	545	7	174	75.7
W10	1	407	1	15	96.4
W3	3	230	15	212	52.0
W1	4	217	4	69	75.8
St. Boniface					
St. B. 1	2	210	7	98	68.1
St. Vital					
St. V. 1	1	156	21	458	25.4
North Kildonan					
N. K. 1	2	152	18	307	33.1
Winnipeg					
W11	2	146	15	179	44.9
Total	41	3699	97	1677	68.8
Other Areas	10	680	201	3120	17.8
Metro Total	51	4379	298	4797	47.7

is not so apparent to the public due in part to the dense foliage in the district. In contrast to the St. James area which is bisected by a major thoroughfare, this sector (W4) is off to the side and hence, its visual impact is less forcibly thrust upon the passer-by. The number of apartment buildings and the average number of units per structure for the concentrations identified on Figure 2 are presented in Table 5. It is observed that the predominant structure is the walk-up -- the traditional two and a half storey eighteen unit apartment. The larger average size buildings in the Roslyn Crescent-River Avenue (W4), Grant Avenue (W6) and St. James (St. J. 1) areas reflect the predominance of the high-rise structures averaging about eighty-four units. The Central Park area (W10) average of 35.2 units is statistically correct but quite misleading. By excluding the 407 units of Regency Towers from the calculations, the remaining 29 structures average 27.4 apartment units.

Summary

The pattern of apartment development in Metropolitan Winnipeg in 1966 was one of relative concentration in areas adjacent to or in close proximity to the central business district. These core areas accounted for over fifty percent (50%) of all apartment units. Of particular significance was the proportion of apartment units within the City of Winnipeg, over seventy percent (70%) of all units, with the remaining thirty percent (30%) located in the suburban municipalities, generally along or adjacent to the major arterial routes.

TABLE 5

**APARTMENT BUILDINGS AND AVERAGE SIZE
OF BUILDING BY CONCENTRATION AREAS**

<u>Municipality & Map Reference</u>	<u>No. of Buildings</u>	<u>Average No. of Units per Building</u>
Winnipeg W1	77	27.7
W2	88	21.1
W3	73	23.3
W4	29	35.8
W5	104	15.8
W6	18	40.3
W7	20	14.5
W8	40	10.8
W9	33	17.5
W10	34	35.2
W11	154	15.7
W12	19	15.6
W13	31	13.6
W14	61	13.3
W15	23	19.7
St. James St. J. 1	55	32.7
St. Boniface		
St. B. 1	23	22.1
St. B. 2	13	14.4
St. Vital St. V. 1	26	25.6
East Kildonan		
E. K. 1	10	26.6
North Kildonan		
N. K. 1	20	22.9
Total	951	21.2
Metro Total	1306	18.7

CHAPTER III

GROWTH PATTERNS OF APARTMENT DEVELOPMENT

This chapter is concerned with the growth pattern of apartments as reflected by the existing stock of apartments for different periods of construction, and with the identification of the major factors underlying its historical development. Some of the factors which have influenced the choice of sites, that is the internal location of apartments, have at the same time affected the location of other urban uses and the urban pattern as a whole. Thus the urban pattern and the location of apartments are related and have been reciprocally developed with relation to each other. The existing urban pattern of Winnipeg represents the culmination of various processes and activities from its early beginning to the present. Change in this pattern is governed both in form and direction, not only by the form existing at any point in time, but also by past directions of growth.¹ Thus the examination of the patterns of apartment growth will reflect the evolution of the present form and also the factors affecting this form. This examination of urban fabric would be achieved by studying the successive layers of apartment construction activity. The resulting pattern of growth is then evaluated in terms of those aspects of historical development which are of significance to this study. However, it is

¹ Larry S. Bourne, Private Redevelopment of the Central City, Spatial Processes of Structural Change in the City of Toronto, Research Paper No. 112, Department of Geography, University of Chicago, 1967 (p. 54).

not the intention of this study to conduct a detailed historical analysis of the growth of apartments in Winnipeg. The thesis relies on the published sources of historical material related to the Winnipeg area.

1. Evolution of the existing urban pattern

We need to look at the evolution of the present urban form and at the factors affecting this form so that the patterns of apartment growth are observed in the perspective of the overall development of the metropolitan area. For our purposes, the growth pattern of the area will be examined in twenty-five year periods from 1900 to the present, while apartment patterns will be analyzed by ten-year intervals.

(a) Growth Pattern of Greater Winnipeg: 1901-1925

At the turn of the century, the form of Winnipeg was one of compactness, as may be noted from Figure 2.1, with the westerly boundary of the built-up area in the vicinity of Maryland Street, then in a north-easterly direction to Inkster Boulevard and Main Street. The Red River was the easterly boundary except for the area of St. Boniface where development was limited to Desmeurons Street, southerly to Marion Street and in Winnipeg to a point slightly south of River Avenue.

During the decade, 1900 to 1910, Winnipeg entered into a period of construction activity and population growth unprecedented in its history. Winnipeg became overnight the gateway to the west, and the focal point for the economic, physical and social activity generated by the thriving agricultural economy, the construction of the western railway network and the fabrication of the necessary materials,

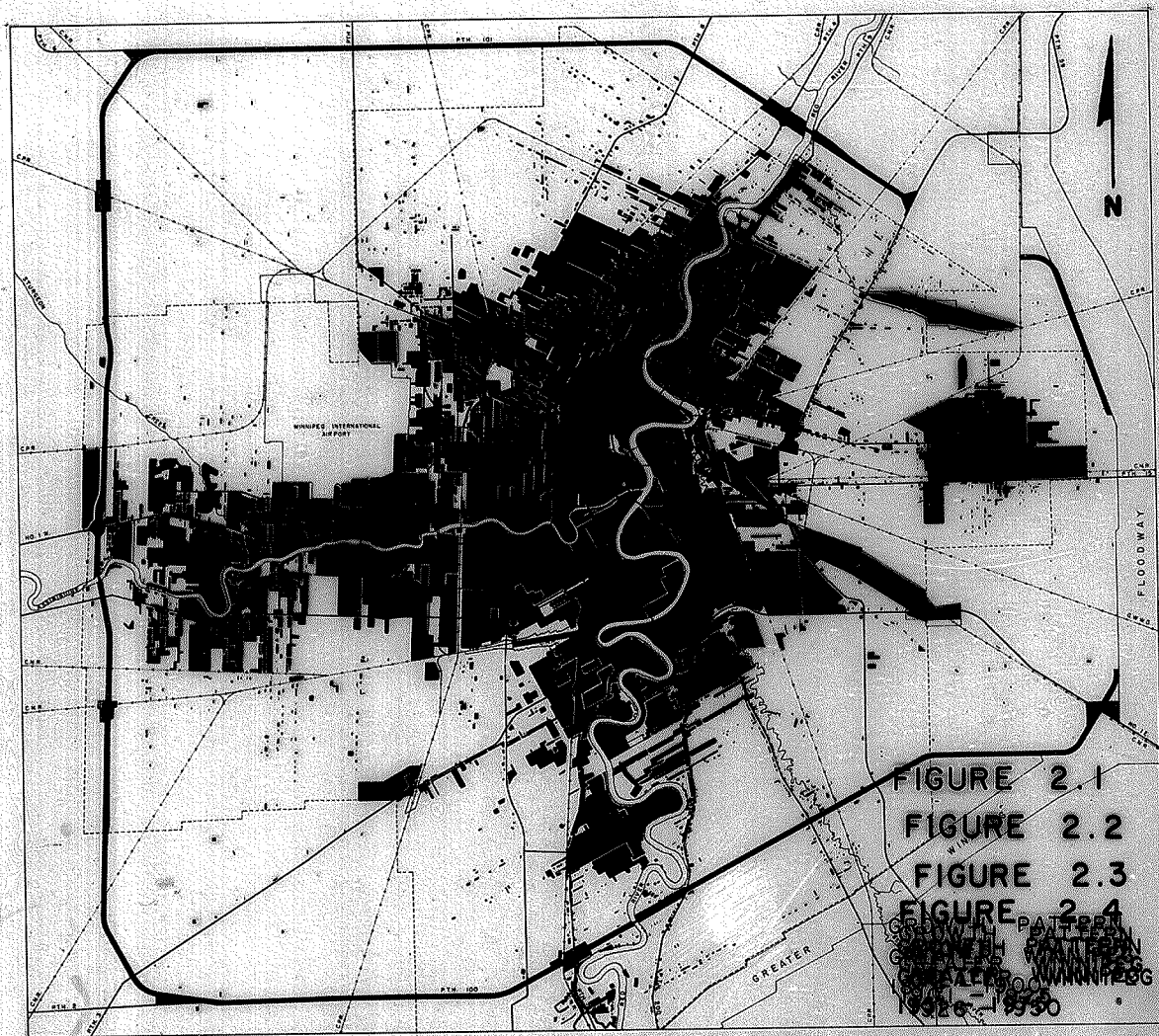


FIGURE 2.5 BASE MAP SCALE: ONE INCH EQUALS 18,000 FEET

as well as the clearing house for the seasonally employed and casual labor of the west.¹ Some of the basic patterns of land use established in the boom period of the 1880's were not intensified and expansion took place in various directions.

The city's business district, initially focussed in the area between Main Street and the Red River, and just west of Main Street, underwent a remarkable transformation of areal and vertical expansion. In 1905, the Eaton Department Store was built four blocks west of Main Street, and acted as a magnet in attracting dozens of new office buildings and other retail establishments in the immediate vicinity. The financial district, originally located on Princess Street, behind the new city hall on Main Street then moved with the Grain Exchange to the Portage, Main and Lombard sector. Major financial institutions were soon to gravitate there and build quite impressive structures.²

The land use changes in the industrial sectors were equally impressive and with far-reaching effects upon facilities, such as the repair shops, handling yards and the freight terminal of the Canadian Northern Railway, established in the Fort Rouge area, south of the Assiniboine River. The Great Northern and Northern Pacific Railways laid out yards and a freight terminal along Rose Avenue (later to be known as the Midland Railway and fruit shed area). The west end of

¹ M. Styliaras, A. Koerte, and W.D. Hurst, "A Study of Apartment Housing in Winnipeg", Faculty of Architecture, University of Manitoba, 1967, (p. 15).

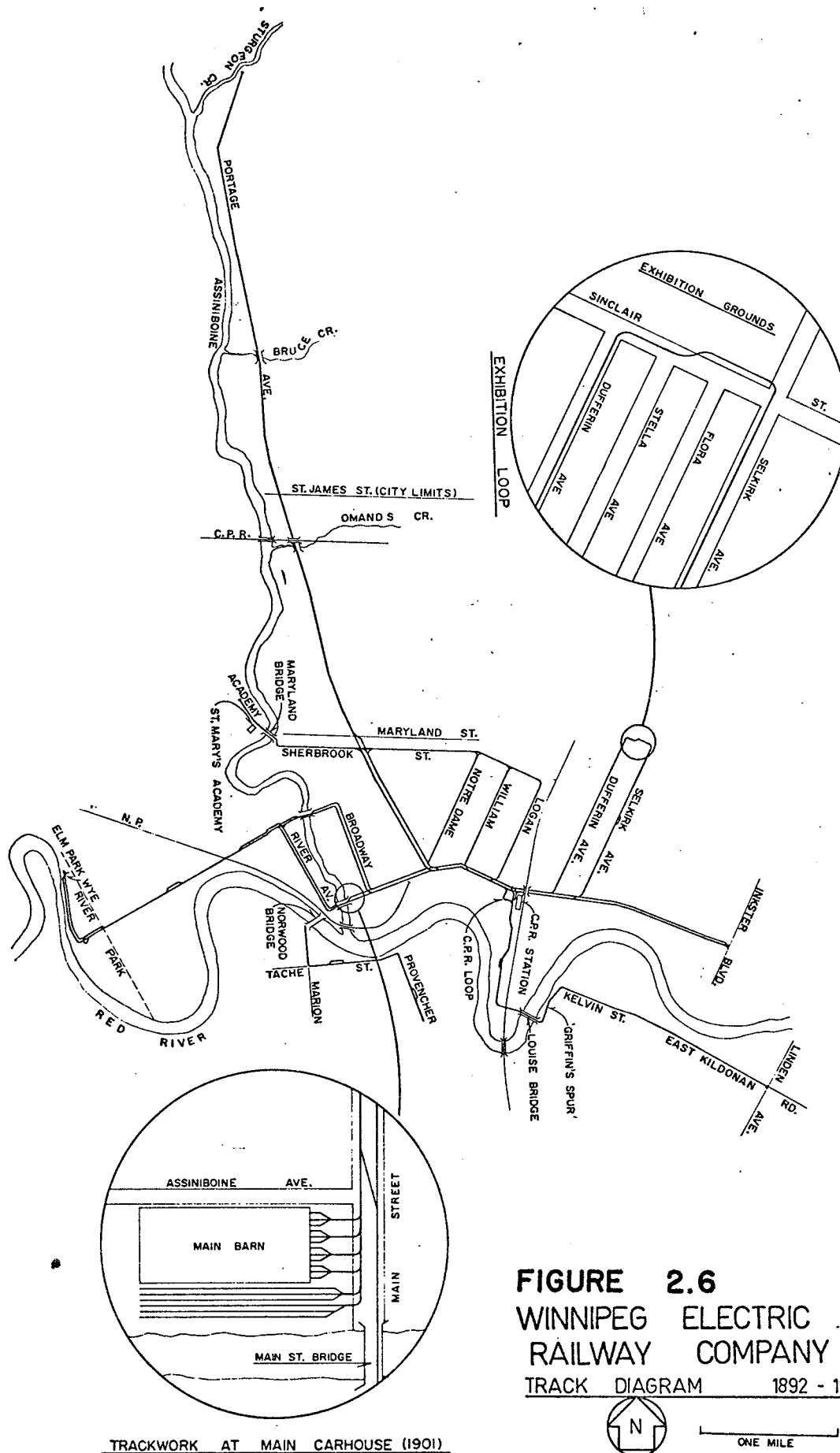
² Greater Winnipeg Investigating Commission, "Report and Recommendations" Volume I, 1959, (pp. 46-52).

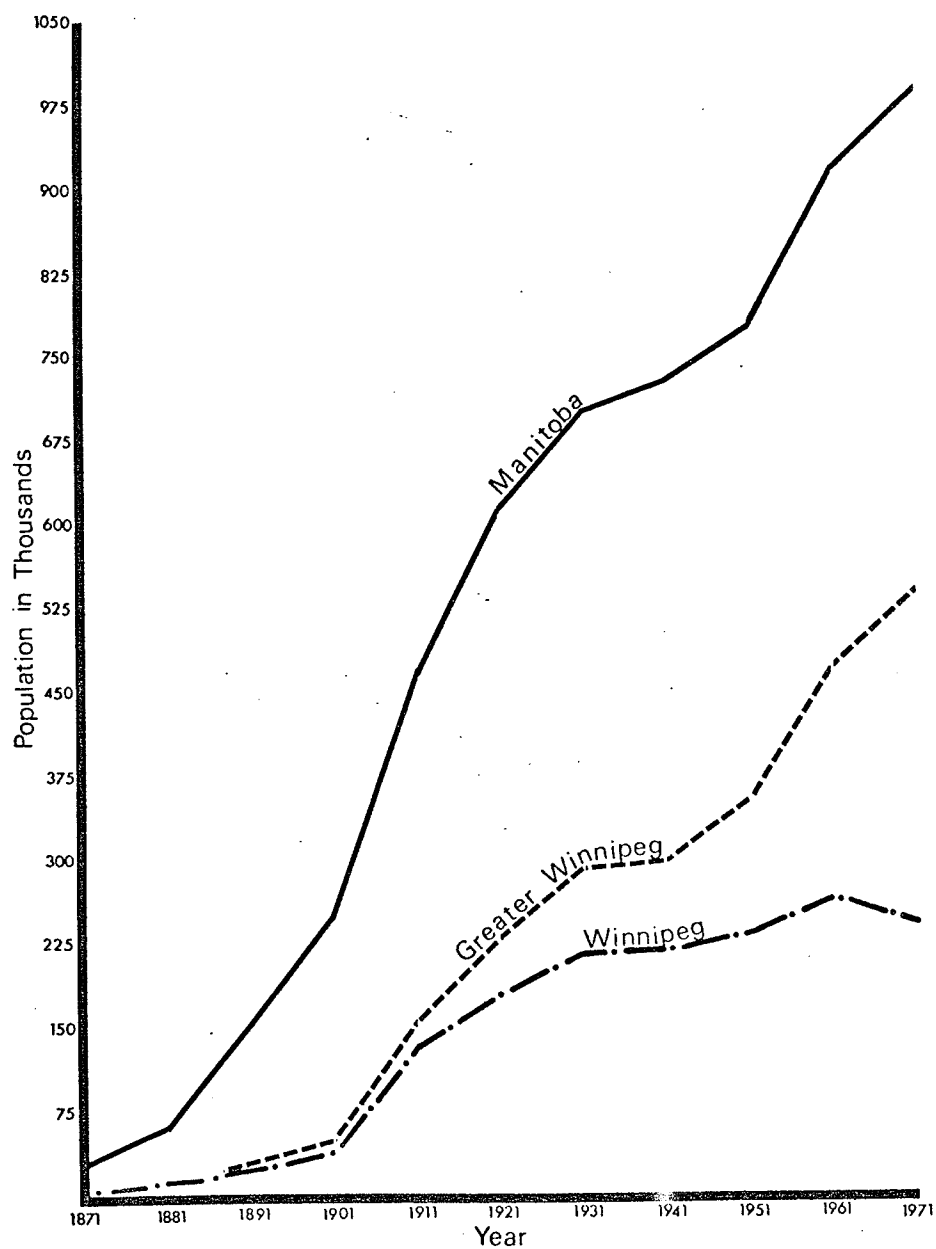
the City, from Arlington to McPhillips, on both sides of the C.P.R. tracks developed at this time into a major industrial area, with the location here of iron and steel plants, flour mills, fuel yards and construction material yards. The construction of new stockyards south of the C.P.R. yards (Weston), attracted most of the local packing house firms to the area. In 1904, the C.P.R. extended a spur line from its yards south to Notre Dame, in the lane west of Princess Street, and immediately induced the construction of multi-storey wholesale and warehouse buildings along both sides of the line. The majority of these structures still exist today.

The four fold increase in population during this first decade (Figure 2.7) necessitated massive changes in the housing sector of the economy. Prior to 1900, residential activity had been confined, mainly to the area between the Assiniboine River on the south, the C.P.R. tracks on the north, Sherbrook Street on the west and the Red River to the east. The exceptions were St. Boniface, with a population of about two thousand, compared to the forty-two thousand of Winnipeg in 1901, and some residential construction south of the Assiniboine River. There, on Mayfair, River and Stradbrook Avenues, and on Wellington Crescent, a number of mansion type homes were built on ample grounds.¹ Access to this area at this time was by way of the Main Street bridge.

Two factors now combined to open up the extensive land areas required to serve the needs of the growing population; bridges and

¹ Greater Winnipeg Investigating Commission (p. 46).





Source: Census of Canada, various dates.

FIGURE 2.7

POPULATION GROWTH OF WINNIPEG AND MANITOBA
1871-1971

street car lines. The substantial barriers to urban development imposed by the rivers, and the railway trackage with its massive installations, were soon to be overcome, and the result would be the new spatial form for Winnipeg. As the bridges spanned the Assiniboine at Osborne and at Maryland, the street car lines soon followed, and the Crescentwood and River Heights areas were developed as first class residential districts by the upper and middle-class groups migrating from the area south of Broadway and the River, Mayfair and Roslyn area. The Fort Rouge district was the main residential area for the employees of the Canadian Northern Railway shops while the area between Osborne and the Red River developed as a middle class residential enclave.

In similar fashion, a housing tide moved northward over the C.P.R. tracks with the building of the Salter and Arlington bridges, and the Main Street subway. The North End, a district settled mainly by people recently arrived from continental Europe, came into being at this time. In the area between the Assiniboine River and the C.P.R. tracks, and west of the expanding business district, residential activity took two forms: infilling of vacant lots with apartment blocks and conversion of houses to boarding or rooming house types, and development of housing, westerly beyond the built-up area of the City limits. East of the Red, the Elmwood district was attracting its share of residents. With extension of street car lines into St. Boniface via Norwood bridge in 1903, the French community prospered and reached a population of seven thousand by 1911.

With the outbreak of World War I in 1914, residential expansion was curtailed in the Winnipeg area. The previous four years had seen a continuation of building activity of the first decade, with the surrounding municipalities undergoing substantial development. To the north of the City, were the East and West Kildonan subdivisions; to the west, along Portage Avenue, the developing St. James area; to the south, a sparsely settled Fort Garry; to the east across the Red River, St. Boniface and beyond it, twelve miles distant, the Town of Transcona, the location of the newly constructed railway shop. Within the City proper, the sector between the Assiniboine and Notre Dame had developed to the westerly limits while in the area south of the river, and the one north of the C.P.R. tracks, there remained substantial vacant lands. The form and areal extent of the Winnipeg area at the close of the second decade was not too different from that shown on Figure 2.2, as economic conditions from 1920 to 1925 were generally adverse and negligible growth occurred during the period.

The significant features of the spatial structure are:

(a) the compact form of the pre-1800 period is becoming a linear type, following the two rivers, with the greater part of the development occurring in a westerly direction; (b) distinctive forms stand out, such as the railway yards and shops in Transcona, Fort Rouge and Weston; (c) the major parks and golf courses, at this time (1920), not yet surrounded by housing, may be noted as large areas some distance from the built-up sectors; (d) the University of Manitoba and the Agricultural College area, the most southerly cluster of development; and

(e) the beginning of a scatteration of residential development, beyond the built-up area but generally following the street car lines.¹

(b) Growth Pattern of Greater Winnipeg: 1925-1950

Two notable developments of a non-residential character took place during the 1920's which were to affect to a significant degree the form and character of sectors at opposite ends of the urban area. Stevenson's Airfield was inaugurated in St. James (later to become Winnipeg International Airport), establishing a firm base for the aircraft industry and at the same time, creating a barrier to the westerly expansion of the residential area. The St. Boniface stockyards and meat market, originally established at the east end of Marion Street in 1912, now attracted the packing house industry from the area south of the C.P.R. tracks in Winnipeg. Later on, in the 1930's, another major packing house relocated from Elmwood to St. Boniface. This sector was now firmly established as an industrial area and would effectively curtail residential development in an easterly direction.

For the purposes of our study, the Thirties were notable for two reasons: (1) population growth of the metropolitan area was only seven thousand persons from 1931 to 1941; and (2) more old houses in the City of Winnipeg were demolished than new ones constructed.²

¹ By 1920, the street railway had extended its lines beyond the city limits to the following points: Headingly, along Portage Avenue and to Charleswood via the St. James railroad bridge; Selkirk; Stonewall; St. Norbert; St. Vital (Berrydale Avenue); St. Boniface.

² Greater Winnipeg Investigating Commission, (p. 50).

These vacant lots would provide, at a later date, the land needed for apartment development.

Following the end of World War II, construction activity was carried out simultaneously in Winnipeg and the suburbs on a scale unparalleled since 1910. The major factors contributing to this renewal of housing demand were a greatly increased rate of family formation and substantial Federal assistance for home building. By 1951, the population of the metropolitan area had reached three hundred and fifty-seven thousand, with two thirds of it within the City of Winnipeg. The suburbs, however, had grown by fifty percent since 1941 and the pattern of future development seemed to indicate a greater movement to the surrounding municipalities, both in residential and industrial development. This post-war activity may be noted on Figure 2.3 and by a comparison with Figure 2.2. The pattern is one of filling of areas and expansion on the periphery of the built-up areas.¹

(c) Growth Pattern of Greater Winnipeg: 1950-1975

During the period from 1950 to 1961, the economic structure of Greater Winnipeg expanded as major American and Canadian companies opened new branches or enlarged existing operations. A substantial portion of this industrial and commercial expansion took place in the suburban areas. The St. Boniface industrial sector gained important additions with the opening of an oil refinery, enlarged operations of

¹ Between 1941 and 1951, the major increases in suburban population were in the following municipalities: St. Boniface (8100); St. Vital (6600); St. James (5800); East Kildonan (4800); West Kildonan (4600); and Fort Garry (3700).

the packing plants and numerous new manufacturing firms. The St. James area, however, underwent the most significant changes in its land use pattern. The era of the single-storey sprawling building for manufacturing or wholesaling operations had arrived, and firms moved from the downtown sector to the St. James area to accomodate their expansion and new technological needs. Major changes and improvements in truck transportation obviated the need for railway spur service and thus permitted a greater dispersal of warehousing activities. The increasing importance of civil aviation was reflected by the location of major overhaul and repair facilities, as well as ancillary plants. The R.C.A.F. station on the south side of the airport, developed into one of the country's largest training bases. This decentralization of industrial activities was also shared by Tuxedo, with another cement plant; Fort Garry with a new industrial area north and south of McGillivray Boulevard; East St. Paul with a refinery; East Kildonan and West Kildonan with several small manufacturing establishments.

The supermarket construction trend of the 1950's appeared to change into a major shopping centre type of development during the 1960's and early 1970's. The initial developments in the shopping centre field, Polo Park and Grant Park, underwent major expansions, while Norgate Plaza in West Kildonan was soon overshadowed by even the first phase of the new Garden City Centre. The pattern was repeating itself throughout the Winnipeg area: Crossroads Shopping Centre between Winnipeg and Transcona would soon be engulfed by the latest proposals for a regional shopping centre; Westwood Shopping Centre in St. James-

Assiniboia would be dwarfed by the new Unicity Square development; North Kildonan is now developing its major facilities a short distance north of the major shopping in East Kildonan; the Fort Garry area seems to be the exception, however, as the Fort Richmond complex is intended to serve only its immediate area.

The residential construction activity of the 1950's carried through the 1960's and early 1970's to accomodate the growing population.¹ By 1973, the metropolitan population was 565,000, an increase of 210,000 since 1951, and with the suburbs absorbing nearly one hundred percent of this new growth. This massive expansion of suburban activity is reflected by the pattern of growth for the 1951-1975 period shown on Figure 2.3.

2. Growth Patterns of Apartment Development

The existing pattern of apartment growth for the metropolitan area is readily discerned from an examination of Tables 1 and 2 together with Figure 2. It is noted that seventy percent of this type of housing was located within the central city in 1966, and that nearly ninety percent of the apartment construction in the suburban areas occurred after 1950. For some of the suburban municipalities, the 1950-1966 period was one of intense construction activity with two-thirds of the sixty-three hundred units being shared by St. James, St. Boniface and St. Vital. As mentioned previously, this suburban

¹ Chapter V reviews briefly the apartment growth for the period 1966 to 1974.

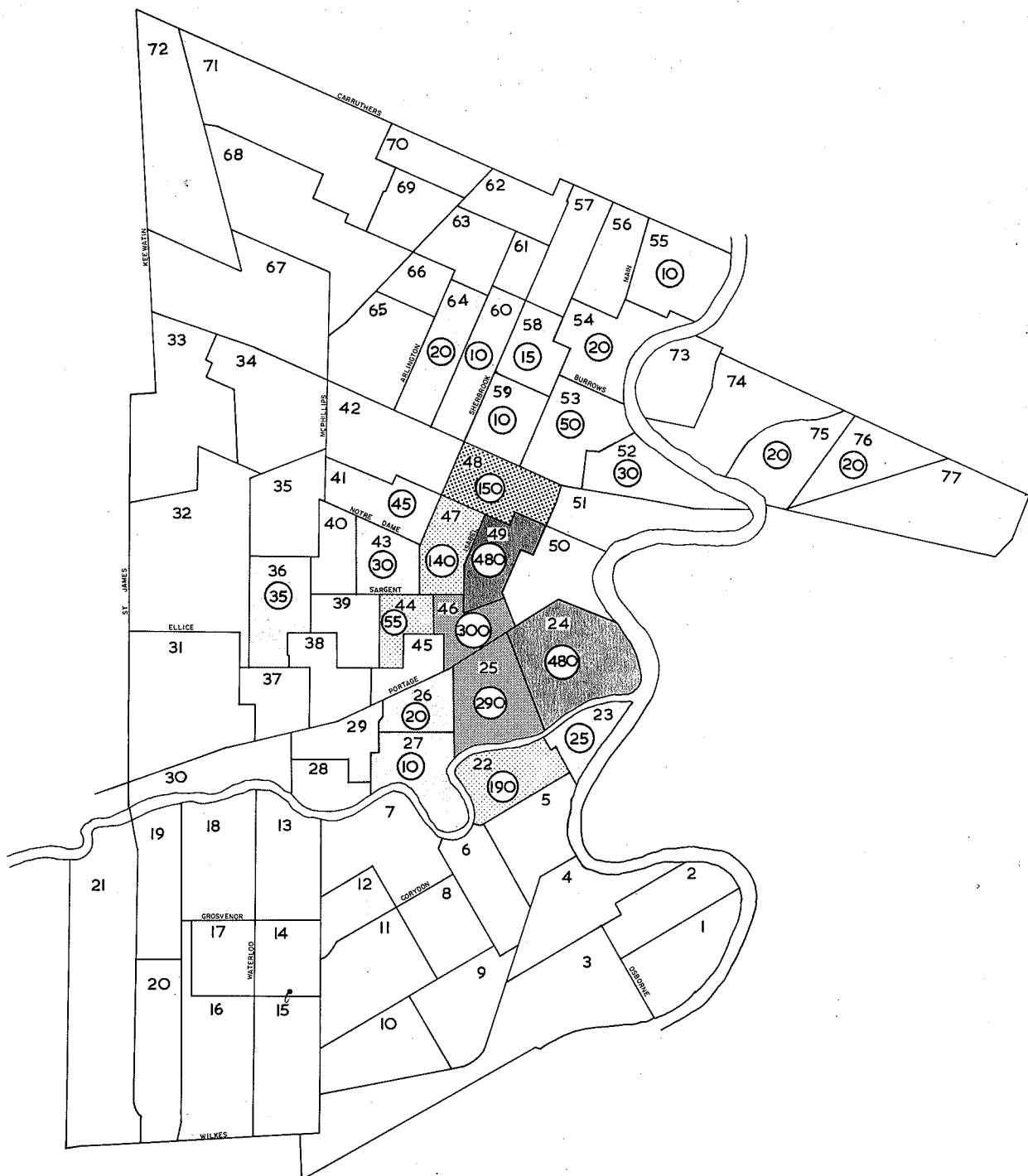


FIGURE 3
DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :

PERIOD OF CONSTRUCTION : 1900-1909
 PERIOD OF OCCUPANCY : 1966

LEGEND

- 34 POLLING DIVISION
 (5) NO. OF PERSONS IN
 MULTIPLE-FAMILY DWELLINGS
 0 - 24 DWELLING UNITS
 25 - 49
 50 - 99
 100 - 199
 200 - 399



5,000 0 5,000 10,000
 SCALE IN FEET

development was concentrated along the major arterial routes with a tendency for a clustering effect in these same three municipalities. During that same period, nearly nine thousand apartment units were constructed in the City of Winnipeg. However, the pattern of apartment units constructed after 1950 cannot be seen on Figure 2 as it also contains those units constructed prior to that date.

In order to gain some insight into the general pattern of apartment growth for the different periods of construction, data were extracted from the computer print-out, mapped by city block¹ and then aggregated by polling division.² The method, really a broad-brush technique, gives a generalized pattern instead of indicating a specific location.

(a) Period 1900-1909

Figure 3 shows the distribution pattern of the 87 apartments built during the period 1900 to 1909 that were still being used as such in 1966. It may be inferred that these apartments, the residuals of a larger number of apartments constructed at that time, represent the better quality structures. On the other hand, it may be that these blocks were not in the path of a redevelopment project.

It is to be noted that the main concentrations are in the area south of Portage (P.D. 24) and in an arc around the business

¹ This city block data was also aggregated for the concentration areas shown on Figure 2 for each period of construction. Appendix I to this study contains this tabulated data for use as reference material in the interpretation of the various maps and tables.

² The polling division is a smaller areal unit than the census track.

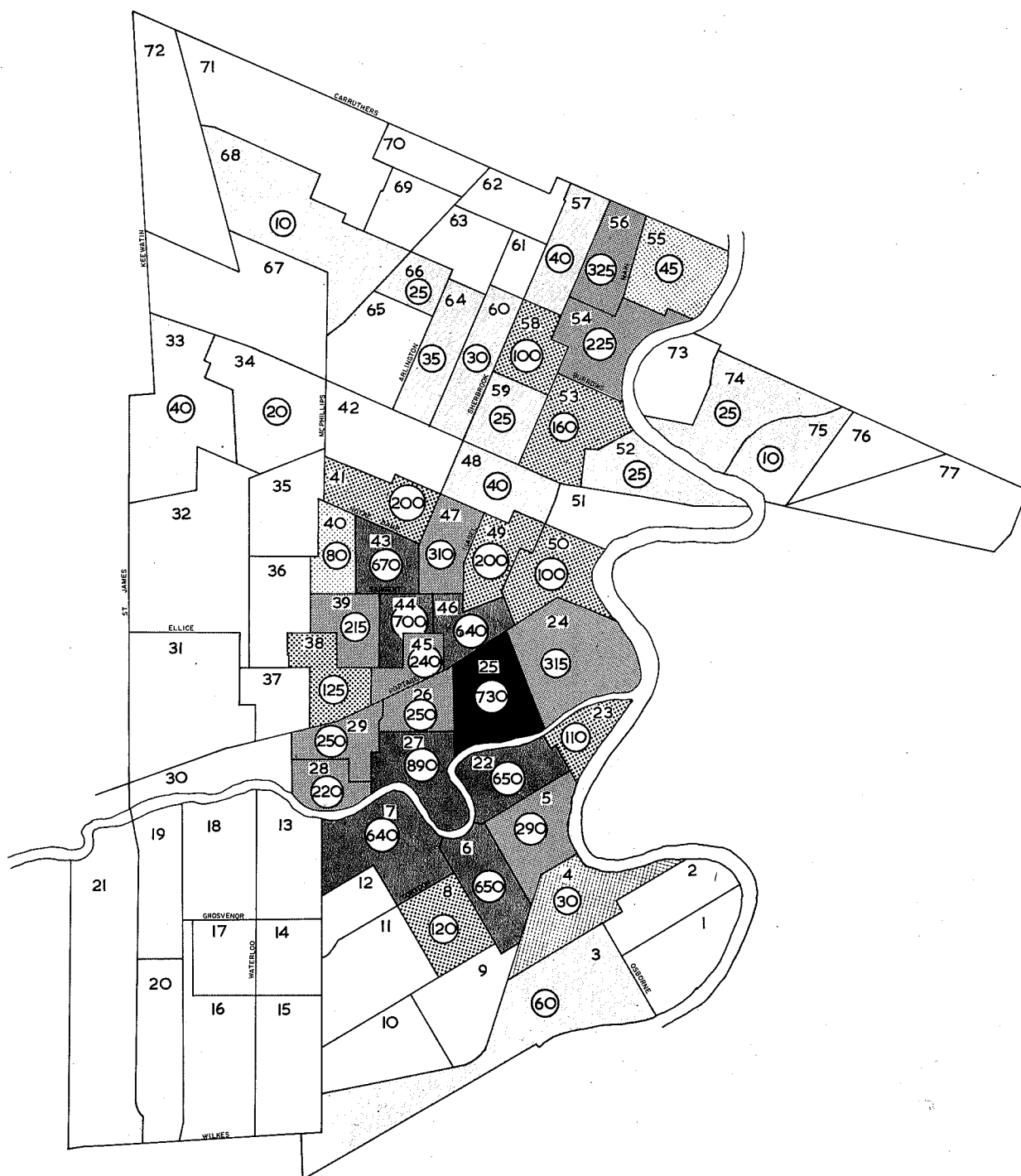


FIGURE 4

**DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :**

PERIOD OF CONSTRUCTION : 1910 - 1919
PERIOD OF OCCUPANCY : 1966

LEGEND

- 34** POLLING DIVISION
⑤ NO. OF PERSONS IN
MULTIPLE-FAMILY DWELLINGS
- | | |
|--|-----------------------|
| | 0 - 24 DWELLING UNITS |
| | 25 - 49 |
| | 50 - 99 |
| | 100 - 199 |
| | 200 - 399 |
| | 400 + |



5,000 0 5,000 10,000
SCALE IN FEET

district (P.D. 46 and 49). During this period, the upper and middle-class districts were migrating from these areas to the newly-opened districts of Crescentwood, Wellington Crescent and River Heights, now accessible due to street car line extensions and bridging of the Assiniboine (see Figure 2.6).

(b) Period 1910-1919

The pattern shown by Figure 4 reflects the increased construction activity needed to accomodate the needs of the growing population of the boom period of 1900 to 1914. At that time, the City had acquired the maturity, affluence, size of population, and other requisites of a modern community including the demand by a segment of the population for a better quality apartment block.¹ No doubt, these factors were responsible for the large number of apartments, of a superior quality, built during the period, particularly in the area south of Broadway and in the Roslyn Road-Wellington Crescent area.

The magnitude of the apartment development during this period may be noted by the 249 buildings still existing, and the 4515 units of accomodation provided. Such construction activity was not to be seen again until the 1960's. The distribution pattern for this period forms the basic framework for the major apartment concentrations in the City of Winnipeg and identified on Figure 2 and Table 3. It was

¹ Styliaras, D., Koerte, A., and Hurst, W.H. A Study of Apartment Housing in Winnipeg, and Recommendations for Future Apartment Building in the Prairie Regions. A research project undertaken by the Planning Research Centre at the Faculty of Architecture, the University of Manitoba sponsored by Central Mortgage and Housing Corporation, Winnipeg. October, 1974, p. 23.

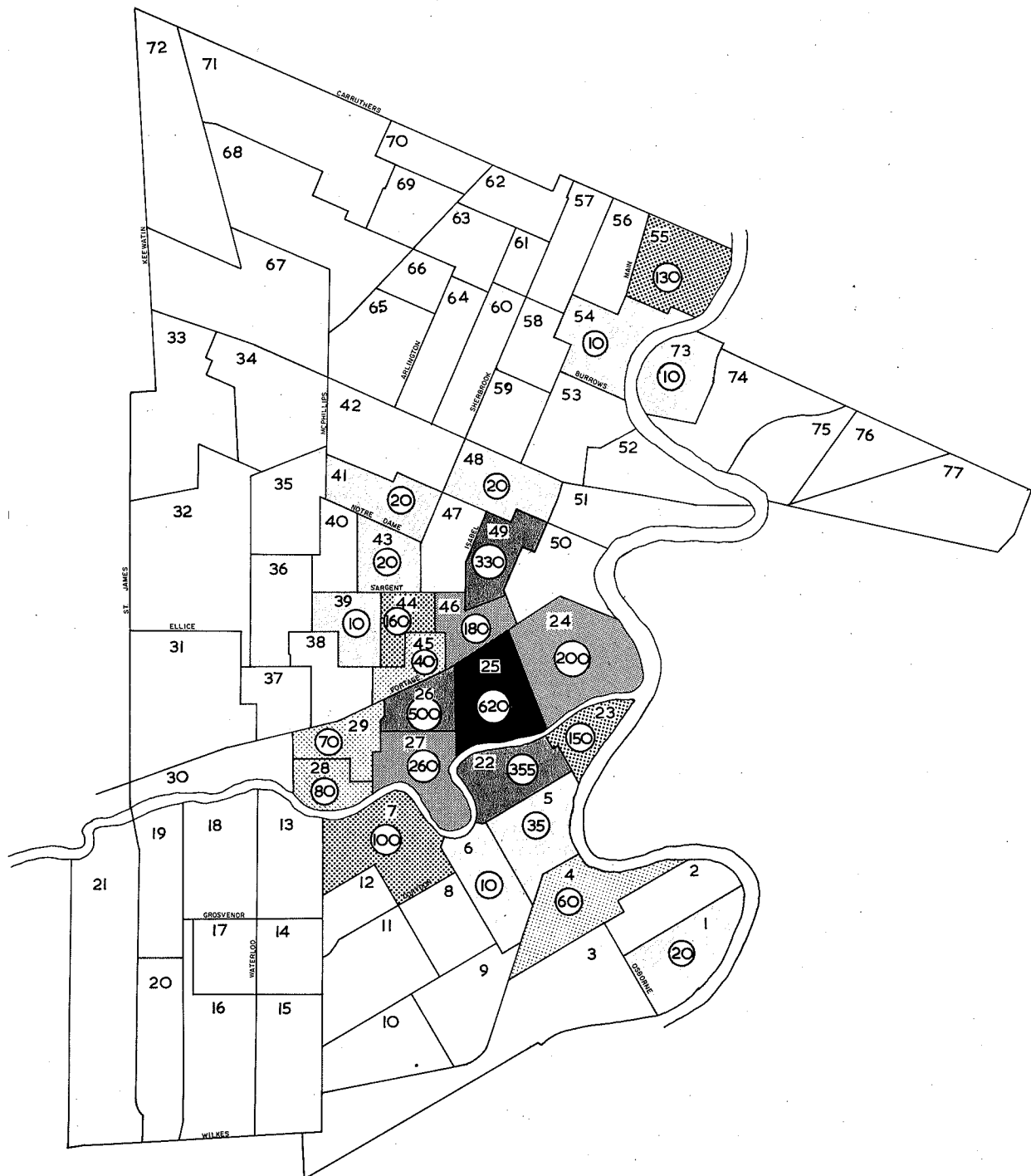


FIGURE 5
DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :

PERIOD OF CONSTRUCTION : 1920-1929
 PERIOD OF OCCUPANCY : 1966

LEGEND

34	POLLING DIVISION
⑤	NO. OF PERSONS IN MULTIPLE-FAMILY DWELLINGS
[Pattern]	0 - 24 DWELLING UNITS
[Pattern]	25 - 49
[Pattern]	50 - 99
[Pattern]	100 - 199
[Pattern]	200 - 399
[Pattern]	400 +



5,000 0 5,000 10,000
 SCALE IN FEET

noted earlier that the boom period of 1900 to 1914, created great pressures upon certain sectors of the City, particularly areas such as the Hudson's Bay Reserve, the location of fine old mansions. Without the present day protection of zoning controls, these areas were gradually encroached upon by various commercial uses and apartments. It is significant that apartment development during this period moved northerly across the C.P.R. tracks, and southerly across the Assiniboine River, into the Fort Rouge area. The continuing extensions to street car lines into the "suburban areas" and the desirable environmental qualities of such sectors, favoured residential development, including apartments.

(c) Period 1920-1929

Apartment construction was on a lower scale of activity following World War I due to a relative stagnation of the economy. The sector between Portage, Spence, Osborne and the Assiniboine (P.D. 25), was the favoured location during the 1920-1929 period (Figure 5), with the Central Park area also receiving attention (P.D. 49). Generally, the area south of Portage, east of Arlington to the Red and south to the Assiniboine seemed to be preferred as an apartment location.

The depression years were noteworthy for the large number of houses which were demolished, a residue of the boom period of 1900-1914 when the quality of construction left much to be desired. These vacant lots now provided space for the 88 or so blocks still existing from that period. During this period, 1920 to 1929, St. James attracted three blocks for a total of 43 units, while apartment construction in

St. Boniface accounted for 6 buildings containing some 62 units. These latter buildings were located in the Norwood section, the predominantly English-speaking part of that city, along St. Mary's Road and Marion Street.

(d) Period 1930-1939

The effect of the depression of the Thirties may be seen on Figure 6, with relatively few apartment units built during that period. Again, the prime area is the sector south of Portage and east of Spence (P.D. 24 and 25). As in the previous decade, proximity to the downtown area, the main employment sector, appeared to be the major factor in the location of apartment blocks. During this period, seven blocks were built in W1 sector, four of these being four-storey buildings of substantial quality. Similarly, three four-storey apartment buildings were constructed in the area north of Portage, west of Central Park (P.D. 44 and 46).

(e) Period 1940-1949

The war years and the immediate post-war period were not conducive to apartment construction as may be noted on Figure 7. The Broadway-Osborne sector maintained its privacy while the area around Broadway and Sherbrook, and the Burrows-Main Street area shared a limited amount of units. In the immediate post-war period, the Federal Government promoted the construction of small, frame construction apartment blocks as a means of alleviating the shortage of housing accomodation and in order to provide a measure of needed employment

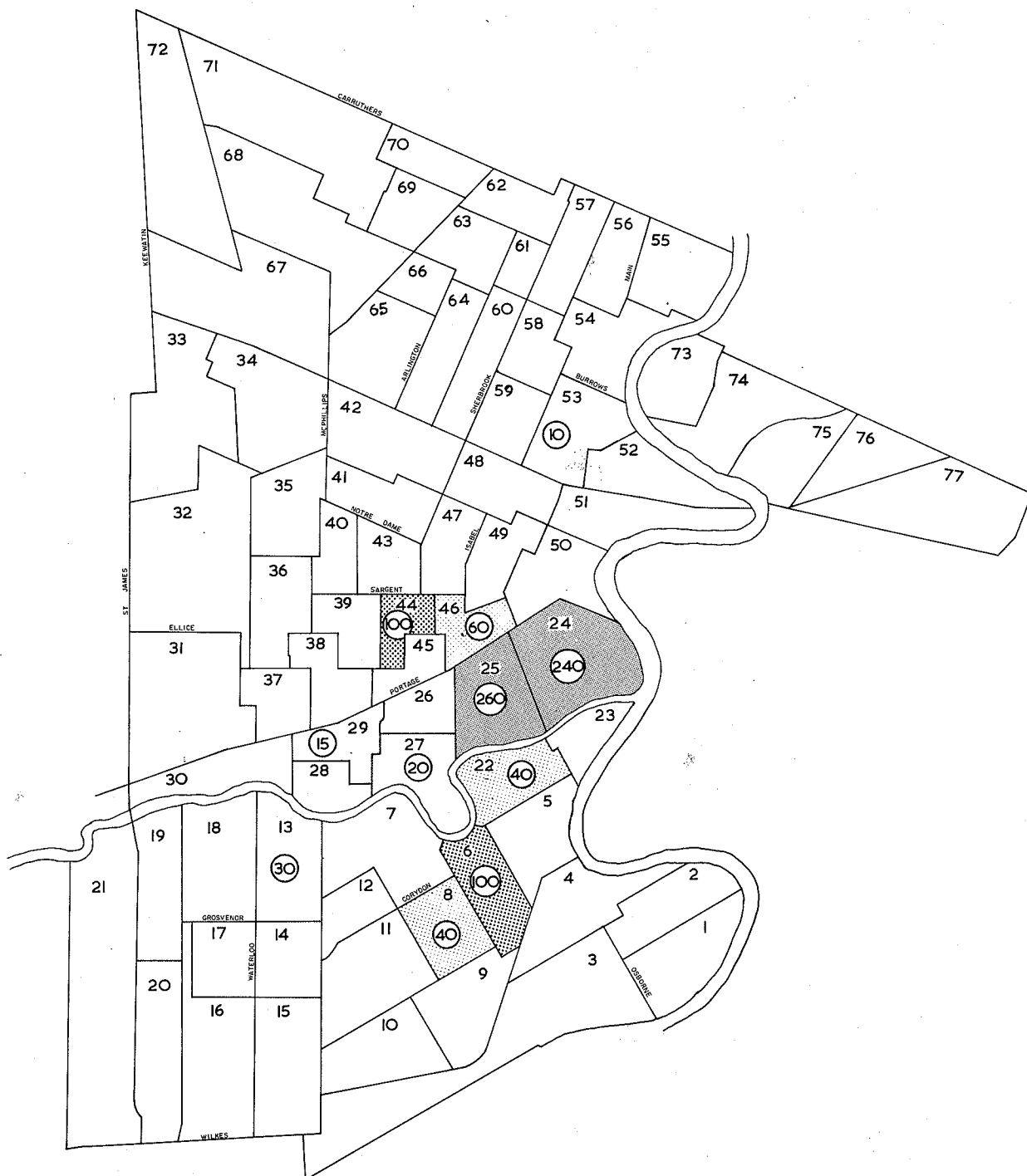


FIGURE 6
DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :

PERIOD OF CONSTRUCTION: 1930-1939
 PERIOD OF OCCUPANCY: 1966

LEGEND

- 34** POLLING DIVISION
(5) NO. OF PERSONS IN
 MULTIPLE-FAMILY DWELLINGS
 0 - 24 DWELLING UNITS
 25-49
 50-99
 100-199



5,000 0 5,000 10,000
 SCALE IN FEET

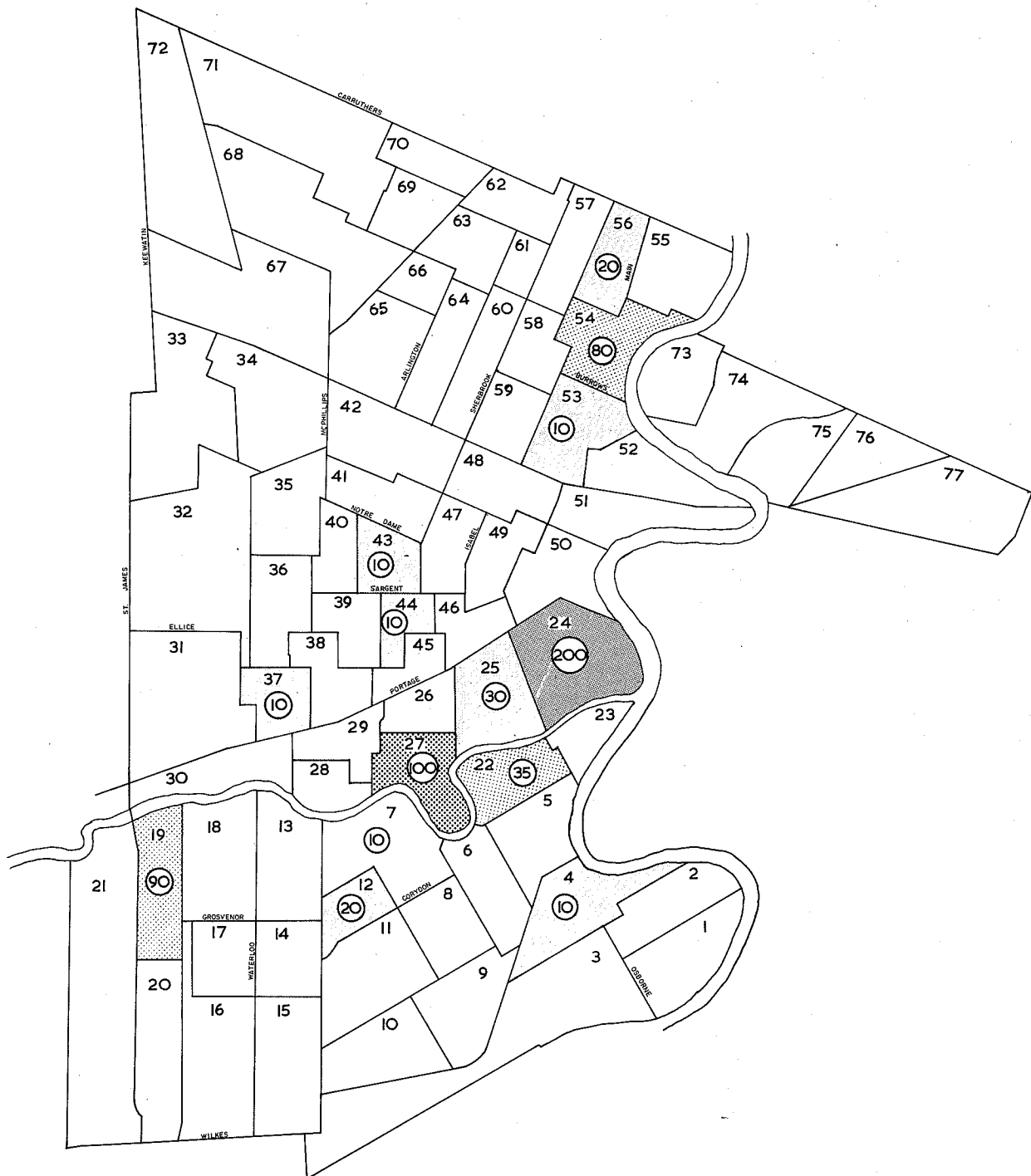


FIGURE 7
DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY

PERIOD OF CONSTRUCTION: 1940-1949
 PERIOD OF OCCUPANCY: 1966

LEGEND

- 34 POLLING DIVISION
 (5) NO. OF PERSONS IN
 MULTIPLE-FAMILY DWELLINGS
 0 - 24 DWELLING UNITS
 25 - 49
 50 - 99
 100 - 199



5,000 0 5,000 10,000
 SCALE IN FEET

for returning vetrans. These stucco structures are still with us today and may be seen along Marion Street in St. Boniface, as well as on south St. Mary's Road. The seventeen buildings with a total of 159 units located in St. Boniface, represent a distinctive form of apartment which may also be noted in other parts of the metropolitan area, such as along Academy Road and Corydon Avenue.¹ During this period, a number of better quality three-storey walk-ups were constructed along Broadway in P.D. 24 and in P.D. 27. It is to be noted also that during this period, construction was taking place on vacant land with very little demolition taking place.

(f) Period 1950-1959

The unfilled demand for housing of the depression years and the war period, together with the increased rate of family formation, triggered a boom in housing construction for all types of dwellings. While the majority of single-family units were built in the suburbs, Winnipeg was to absorb some forty-three hundred apartment units between 1950 and 1959. The distribution of these units, shown on Figure 8, indicates the emergency of new patterns. Comparison of Figures 2, 2.4 and Figure 8 indicates the extent to which the apartment growth of this period mirrors the general growth pattern of the Greater Winnipeg area.

While the downtown sectors again attracted substantial numbers, apartments were dispersed throughout the city during this period.

¹ Styliaras, p. 62.

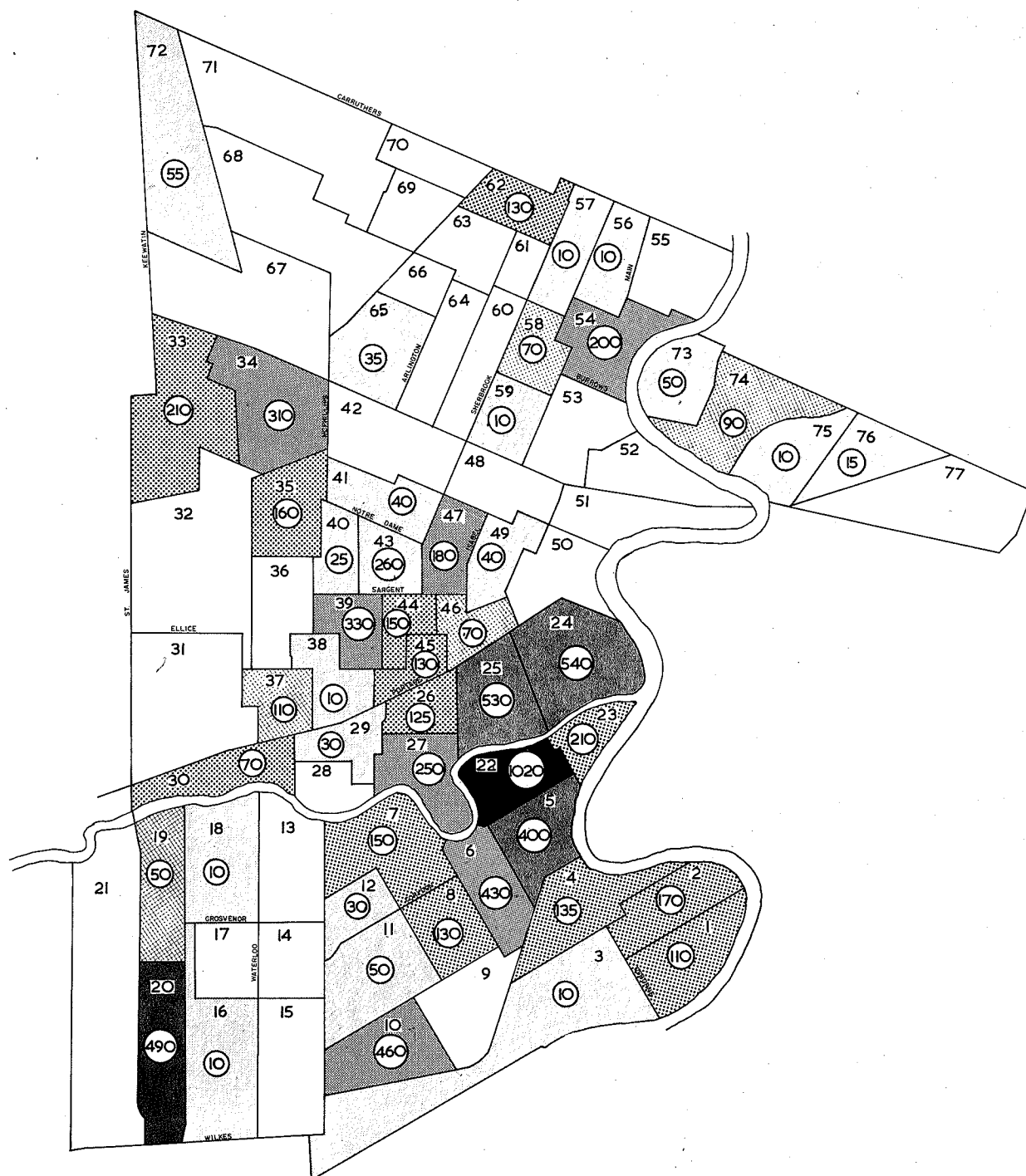


FIGURE 8
DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :

PERIOD OF CONSTRUCTION : 1950-1959

PERIOD OF OCCUPANCY : 1966

LEGEND

34	POLLING DIVISION
⑤	NO. OF PERSONS IN MULTIPLE-FAMILY DWELLINGS
0-24	DWELLING UNITS
25-49	
50-99	
100-199	
200-399	
400+	



5,000 0 5,000 10,000
 SCALE IN FEET

The vacant lots created by the demolitions of the thirties were not being filled in with apartments and some renewal was going on at the same time. The St. James apartment concentration had its beginnings during this decade, 1950 to 1959, and it is largely due to the initiative, foresight and driving force of one developer, C.T. Lount. During this period, some 684 units were constructed, with over half of those being built by Lount Construction. The four-storey, 136 suite Silver Heights Apartments constructed by Lount in 1952 at 2255 Portage Avenue, was only the first of numerous buildings, incorporating new ideas, advanced building technology, as well as attractive design features. The "triggering effect" noted by Bourne in his Toronto study¹ was soon evident with other developers soon casting their eyes on the choice land holdings along the Assiniboine River. It should be noted that St. James City Council was actively promoting all kinds of development, industrial as well as residential. The favourable municipal revenues² to be obtained from apartments in comparison to single-family dwellings was a prime factor in the attitude of municipal councils to such developments.

During this period, other suburban areas such as East Kildonan, Transcona, West Kildonan, St. Vital and St. Boniface received

¹ Larry S. Bourne, Private Redevelopment of the Central City, Spatial Processes of Structural Change in the City of Toronto, Research Paper No. 112, Department of Geography, University of Chicago, 1967, (p. 174).

² Apartments, being rental accommodation and therefore revenue-bearing, are assessed and taxed as commercial structures.

some portion of the general apartment construction activity prevalent at this time.

(g) Period 1960-1966

Apartment construction continued at a frenzied pace from 1960 to 1970 and later.¹ For our purposes, however, 1966 is taken as the base year. The forty-six hundred units built from 1960 to 1966 show a similar pattern to the previous period, that is a further increase in the intensity of development in the downtown sector and some new areas of significant concentrations (Figure 9).

The removal of the Harte subdivision railway lines of the C.N.R. opened up substantial acreage along Grant Avenue for the apartment concentration developed in the late 50's (P.D. 11) as well as Grant Park Shopping Centre. The City of Winnipeg was the initial developer, preparing the overall plan of development, the necessary zoning, provision of sewer and water services, construction of Grant Avenue, and subsequently disposing of the land to individual construction companies or investors. During this period, 719 apartment units were constructed in this area W6, the Grant Avenue sector, between Cambridge and Harrow (see Figure 2).

The Central Park area (P.D. 49), again was the focus of additional apartments with an infilling of the vacant lots created by the demolitions of the Thirties. The Elmwood area now received attention with the addition of numerous small blocks. As may be noted from

¹ Chapter V briefly reviews the apartment growth.

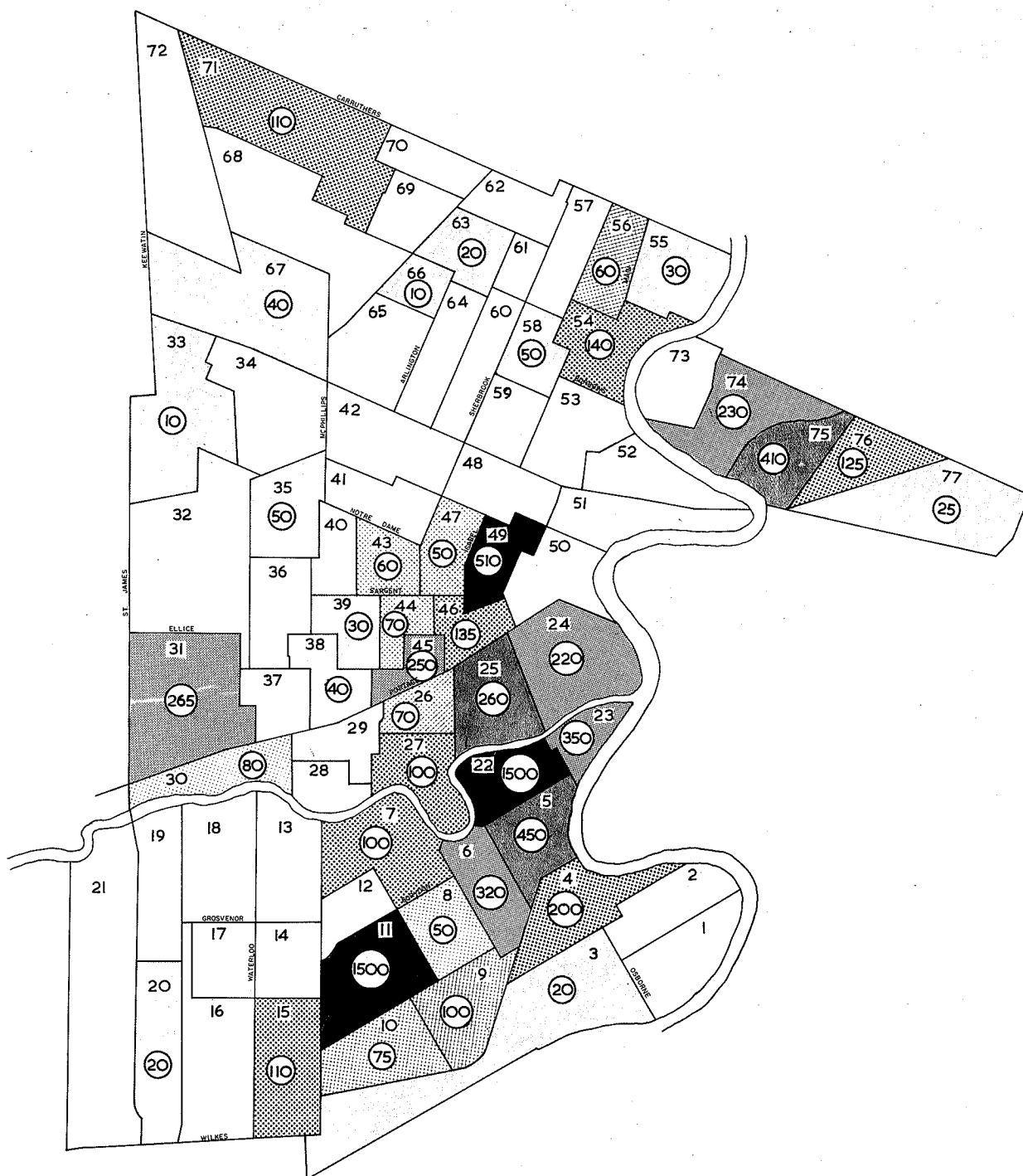


FIGURE 9

**DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :**

PERIOD OF CONSTRUCTION : 1960 +
PERIOD OF OCCUPANCY : 1966

LEGEND

34	POLLING DIVISION
(5)	NO. OF PERSONS IN MULTIPLE-FAMILY DWELLING
	0 - 24 DWELLING UNITS
	25-49
	50-99
	100-199
	200-399
	400 +

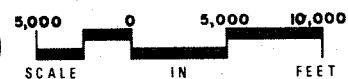


Figure 9, all residential sectors of the City of Winnipeg except the upper class sectors of River Heights west of Cambridge, attracted their share of apartments. The most significant change in the pattern of apartment development occurred in P.D. 22 or the W4 sector, the Roslyn Crescent area west of Osborne. During the 1960-1966 period, some 727 apartment units were constructed there, with 663 units or 91% being of the high-rise type. A number of factors were responsible for this sudden surge of development in an area hitherto not subject to such intensive activity. Vincent in his excellent study of the area¹ identified a number of economic, social and institutional factors, such as change in zoning classification permitting high-rise development, desire of owners of land to dispose of their properties, suitable sites, and generally favourable economic conditions for apartment development.

The suburban areas experienced apartment development of significant proportions during the period from 1960 to 1966. It was mentioned in Chapter II that half of the nine thousand units constructed at that time were shared by the suburban municipalities. The St. James concentration added another 1074 apartments to the existing stock of 727 units. As in the previous decade, Lount was in the forefront of activity with Birchwood Terrace (171 units), Pinewood Terrace (165 units), and several other buildings, all located along Portage Avenue (see Figure 2). The favourable apartment climate in St. James,

¹ Vincent, David B., "The Development of the High-Rise Apartment Complex in the Roslyn Road Area of Winnipeg", (Unpublished Master's Thesis, Department of Geography, University of Manitoba) 1974.

however, was attracting other major developers to the area. Jack Levit¹ developed The Courts of St. James, at Ronald and Portage, an integrated apartment-commercial complex, of some 800 units and related facilities.

As for the other suburban areas, the 1960 to 1966 period was to be of great importance to their future development. It was at this time that the foundations were laid for the substantial apartment growth which took place between 1966 and 1974. Several factors in the development process appeared to come together at the appropriate time. The suburban municipalities such as St. Vital, East Kildonan, North Kildonan, West Kildonan, with little or no industrial taxes to reduce the load on the taxpayer, actively solicited apartment development as a means of balancing the budget. These municipalities had large areas of relatively undeveloped land, some of it municipally-owned. The growth pains of single-family development were just beginning and it seemed to be the right time for each council to get its share of the better paying developments. Consequently, a change in zoning for apartment use was rarely opposed during these first few years. It is also significant to note that at this particular time, very few developers were concentrating on apartments, the majority being tied up with single-family dwellings. Three persons, however, can be identified as initiators of major apartment developments during the 1960-1966 period, George Janzen, Martin Bergen and John Prall. Their areas of activity included St. Vital, East Kildonan, North Kildonan, Fort

¹ Jack Levit was subsequently to form Lakeview Developments and become a catalyst in the development of Downtown Winnipeg.

Garry, St. Boniface and Winnipeg.

The St. Vital 1 sector (Figure 2) with 614 units built during the 1960-1966 period, was "triggered" by Bergen's development of Seine River Gardens, Phase I in 1965, the first stage of a 400-unit project. In a similar fashion, Prall initiated the St. Vital 2 sector at Dakota-St. Mary's with the building of Beliveau House in 1965, a six storey structure. The St. Boniface area, St. B. 1, the Goulet-Marion sector, comprising the early stucco walk-up referred to earlier, was injected with new life when Bergen acquired the former box factory property on Goulet Street. Eiffel Tower A and Eiffel Tower B, six-storey buildings with 103 and 105 units respectively, constructed by Bergen in 1964, represent only the first stage of a larger project.

In East Kildonan, George Janzen was responsible for the majority of the 266 units built during the 1960-1966 period. Lack of additional land in this particular sector forced the developers to move northerly in North Kildonan. There, Bergen built the six-storey Arby apartment of 118 units in 1965. During the 1960-1966 period, both Bergen and Janzen were acquiring substantial holdings in this North Kildonan sector, mostly in the area between Henderson Highway and the Red River. It should be noted that in these early years, these areas were not serviced by sewer or water and the land was still zoned for agricultural or suburban residential use. The developer was literally establishing his bridgehead for the development growth of the future years.

(h) Period 1900-1966

The general distribution pattern of the 17,820 apartment units in the City of Winnipeg, as of June 1966, is shown on Figure 10. It was noted in the previous section, that the objectives of our analysis were to identify patterns of apartment development and to determine their significance, if any, in relation to the evolution of the development pattern of the City. The recurring pattern throughout our investigation was a concentration of activity either in the downtown area or on its periphery. These areas are identified, on Figure 10, as P.D. 24, the Portage-Osborne-Assiniboine sector; P.D. 25, the Portage-Osborne-Spence area; P.D. 22, the area south of the Assiniboine north of Stradbrook; P.D. 26 and 27, the Portage-Spence-Arlington-Assiniboine sector; and P.D. 44, 45, 46, 47 and 49, the Sherbrook-Portage-Notre Dame area. Two other areas merit attention, although of secondary importance relative to the major concentrations: P.D. 5 and 6, the Corydon strip, and P.D. 11, the Grant Avenue area.

In contrast to apartment development in the suburbs, a substantial portion of the City's apartment growth took place as part of the renewal process and change of land uses. This process is still going on today in the area south of Broadway with the demolition of the remaining large mansions originally built in the 1880's and 1890's and their replacement by the new high-rise. While the City's apartment sectors are also focussed on the major arterial streets, as in the suburbs, the initial linear patterns have now expanded in depth and constitute quite significant concentrations or clusters, quite unlike those of the suburbs.

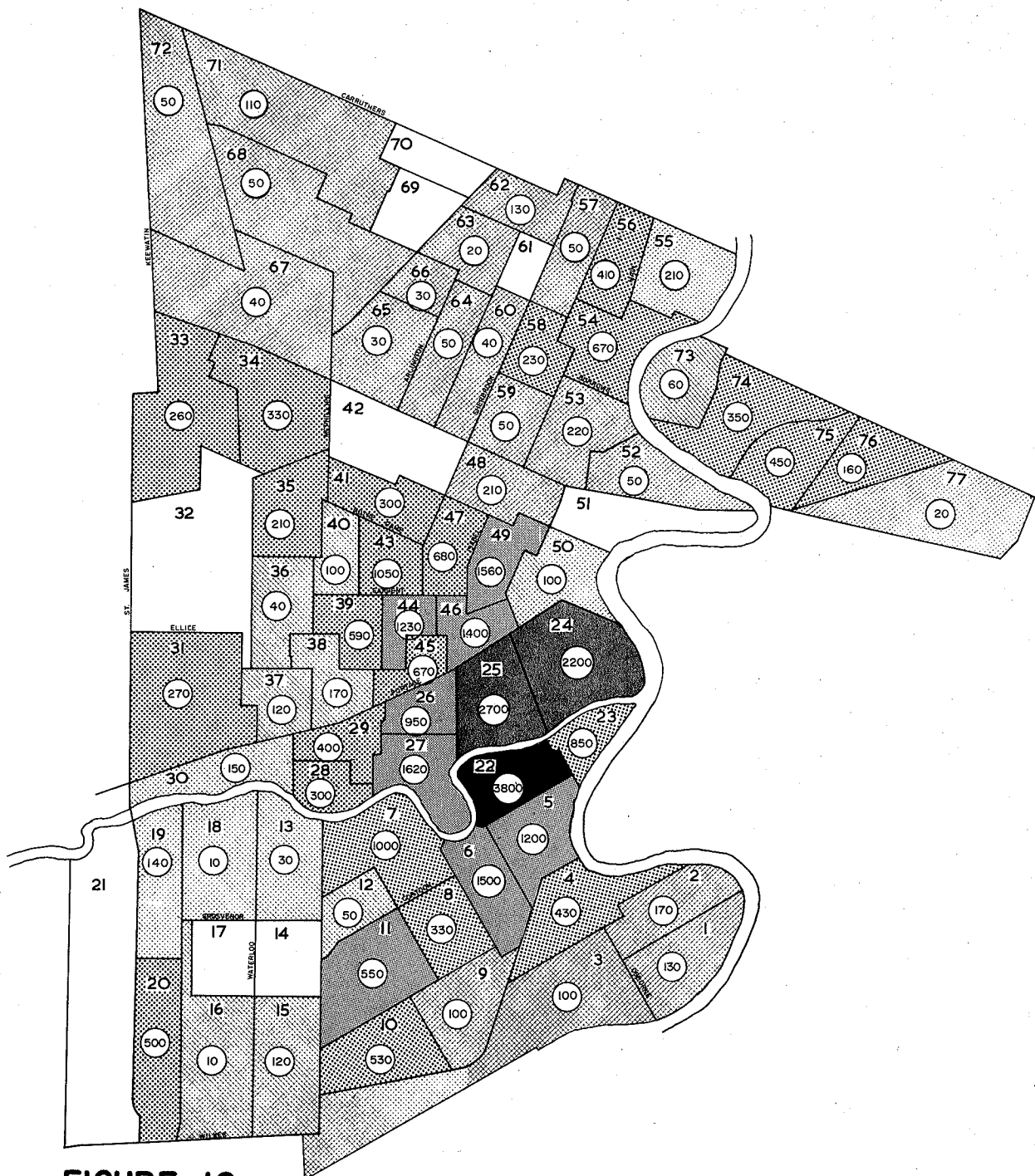
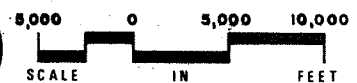


FIGURE 10
DISTRIBUTION OF APARTMENT
UNITS AND POPULATION BY :

PERIOD OF CONSTRUCTION: 1900-1966
 PERIOD OF OCCUPANCY: 1966

LEGEND

34	POLLING DIVISION
⑤	NO. OF PERSONS IN MULTIPLE-FAMILY DWELLINGS
[Pattern]	0 - 100 DWELLING-UNITS
[Pattern]	101 - 500
[Pattern]	501 - 1000
[Pattern]	1001 - 2000
[Pattern]	2000 +



Our analysis of the growth patterns of apartment development for the suburban areas indicates that significant trends in apartment location appear to be emerging in certain sectors. The St. James area will likely continue its expansion although it will soon run out of land. The St. Vital and North Kildonan sectors appear to be the most promising areas for further growth in apartments.

CHAPTER IV

CHARACTERISTICS OF APARTMENT CONCENTRATIONS

This part of the thesis proposes to examine the major apartment concentrations shown on Figure 2, in terms of particular physical, demographic and other related characteristics, and to identify the significant differences or similarities which may exist among selected areas. For the purposes of this part of the study, the following characteristics¹ were analyzed:

(a) Physical Characteristics

- (i) age of apartment block
- (ii) number of storeys
- (iii) number of dwelling units

(b) Demographic and Other Characteristics

- (i) number of persons per unit
- (ii) total population of the apartment block
- (iii) number of occupied units
- (iv) age structure of the population
- (v) number of automobiles per unit
- (vi) rental structures of apartments

¹ The data contained in Appendices I and II of this study, are summaries of the field data collected on an individual block basis.

Physical Characteristics

It was noted in Chapter II that the criterion for the delimitation of the apartment concentrations was one of visual identity as an apartment area. This identity is made up of two factors: the mass or bulk of the structure and the number of such structures within a limited area of land. The individual apartment block stands out as a distinctive element in the urban landscape, particularly in residential areas because of its physical characteristics of greater height of building and relatively greater bulk of building. This latter characteristic being a function of density or total number of units. An examination of apartment concentrations to determine significant variations or similarities among various areas will be based partly on the visual impact made by physical elements of number of storeys and overall size of buildings, and partly on the data contained in Appendix I to this study.

1. Similarities between areas

(a) W11, W5 and W2

Analysis of the data indicates that concentration W11 (Figure 2) the Portage-Notre Dame-Arlington-Balmoral sector, containing the greatest number of apartment buildings, 145, and the most units, 2420, for an average of 15.7 units per block, is quite similar to the Corydon sector, W5, with its 104 buildings and 1650 units. Both areas have comparable proportions of two and three storey buildings, a similar mixture of 1910-1919 vintage structures and of the newer type building

from the 1950-1966 period. Concentration W2, the Portage-Assiniboine-Sherbrook-Memorial Boulevard area, contains 89 buildings and some 1900 units, and is also similar to W11 and W5.

(b) W1 and W3

The Broadway-Assiniboine-Main-Memorial Boulevard concentration, W1, with its 2123 units and 77 buildings, is a distinctive area as it contains a sizeable number of units from all periods of construction, with slightly less than half of the blocks having three storeys or less. W3, the Gertrude-Osborne-Main sector, reflects the characteristics of W1, with similar proportions of older buildings, size of structures and pattern of development since 1950.

(c) W6 and St. James

Analysis of the data for the St. James concentration and W6, the Grant Avenue sector between Cambridge and Harrow indicates that these areas are almost carbon copies, particularly in regards to the proportion of high-rise units constructed from 1960 to 1966. The St. James area attracted some 684 units in the decade 1950-1959, with the majority of these the walk-up two storey type. The 1960-1966 period, however, produced only 80 walk-up units but 994 high-rise apartment units. During the same period, almost 600 units of the high-rise type were built in the W6 area.

(d) W15, St. Boniface 1 and St. Vital 1

The Elmwood concentration of W15 or Talbot-Henderson-Grey, the St. Boniface 1 and the St. Vital 1 sector, exhibit quite similar

characteristics of walk-up apartments with the majority of the units constructed since 1950. The W15 and St. Boniface 1 areas have developed in the typical linear pattern on either side of the major arterial road running through the neighbourhood. In terms of size, both sectors are relatively small, W15 with 455 units and 23 buildings, and St. Boniface 1, with 509 units and also 23 buildings. The St. Vital 1 concentration has developed partly in a linear form with a tendency to cluster east of the major street, Ste. Anne's Road. With a total of 668 units and 25 two and three storey type structures out of 26, it is quite similar to W15 and St. Boniface 1.

(e) W7 and W12

These two concentrations, W7, the Lanark Gardens development, and W12, the Blake Gardens area, are almost identical in all respects. The only major difference is that Lanark Gardens was developed by a private developer with all 19 buildings and 219 units constructed at one time, while Blake Gardens is a City of Winnipeg project with 19 buildings and 298 units, designed as walk-up apartments for low-income persons.

(f) St. Boniface 2, East Kildonan 1 and North Kildonan 1

These three areas, St. Boniface 2, the Marion-St. Mary's Road cluster; East Kildonan 1, the Henderson-Brazier-Macleod area, and North Kildonan 1, the Edison strip, exhibit quite similar characteristics. The walk-up apartment is predominant in all three areas, with North Kildonan 1 having 20 buildings, two of them high-rises, while East Kildonan 1 and St. Boniface 2 have 10 and 13 structures respectively.

2. Distinct areas

(a) W4

The Assiniboine River-Gertrude-West of Osborne concentration, W4, stands out as a distinct area with building characteristics quite unlike any of the other concentrations. Of 727 units built during the 1960-1966 period, ninety-five percent of these units are found in high-rise buildings. Ten of the twenty-six buildings in W4 are the high-rise type, with nine constructed since 1960. In comparison, the St. James sector has only twelve high-rise buildings out of a total of fifty-five apartment blocks. In addition, the average size of building is eighty units for W4, while the St. James area averages fifty units.

(b) W10

The Notre Dame-Portage-Balmoral concentration, W10, is an area of contrasts, where one building, a twenty storey high-rise built during the 1960-1966 period, contains one third of the 1200 apartment units in the sector. In the immediate vicinity, across Central Park, are located the remaining 800 units contained within some twenty-seven buildings built during the 1900-1929 period, as modified high-rise types, that is between four and seven storeys.

Demographic and Related Characteristics

1. Apartment Population

Population and occupancy characteristics of apartments vary to a considerable degree due to such factors as location, type of structure, age of building, rental and leasing conditions, and the personal preferences of the individual. As indicated in Table 6, there were 47,385 persons residing in apartments in the metropolitan area in 1966, representing 9.3 percent of the total population for an average of 1.9 persons per unit. It is interesting to note that the population of the City of St. James is almost equal to the 33,087 persons living in apartments in the City of Winnipeg.

The ranking of concentrations on the basis of population, number of apartment units and persons per occupied unit is shown in Table 7. It should be noted that the greatest population concentration is in the Notre Dame-Portage-Arlington-Balmoral sector (W11), an area of relatively few recently built apartments, with only 325 units in the 1960-1966 period. The St. James concentration (St. J. 1) with 95 percent of its apartment units constructed after 1950, ranks second in the metropolitan area in terms of population, followed by inner core and peripheral areas. The significance of these apartment concentrations is evident when one notes the actual population in relation to the limited area of land occupied. Some of the larger concentrations constitute literally "cities within the city", in terms of their physical, social and economic characteristics. It should be noted that

TABLE 6

**APARTMENT POPULATION, PERSONS PER UNIT
AND PERCENTAGE OF POPULATION IN APARTMENTS**

BY MUNICIPALITY - 1966

<u>Municipality</u>	<u>Apartment Population</u>	<u>Persons per unit</u>	<u>Percentage of Population in apartments</u>
Winnipeg	33,087	1.9	12.8
St. James	3,548	1.9	9.9
St. Boniface	2,944	2.1	6.9
St. Vital	2,321	2.1	7.8
East Kildonan	1,645	2.4	5.7
West Kildonan	1,163	2.9	5.2
North Kildonan	1,126	2.4	9.4
Fort Garry	811	2.5	3.8
Transcona	690	2.3	3.4
Metro Total	47,385	1.9	9.3

the majority of our urban units outside of Metropolitan Winnipeg have a lesser population than these apartment concentrations.

The population density factor of persons per occupied unit, also referred to sometimes as an occupancy rate, is also indicated in Table 7. At first glance, it would appear that the concentrations on the periphery of the Central Business District, W1, W2 and W10, have a lower population density than the other areas, which is likely a reflection of the smaller size household. When attention is focussed on apartment occupancy by age of building rather than on the number of units within concentration areas, a different picture emerges with respect to certain sectors. It is observed from Table 8¹ that the occupancy rate is significantly higher for buildings constructed prior to 1920 than the average rate for all apartments within the concentration. The Blake Gardens (W12) shows an unusually high ratio of persons per unit, 3.8:1, due perhaps to the nature for the project -- a Limited Dividend development, designed for low income persons and without restrictions on families with children.

The vacancy rate in apartments is a factor which fluctuates significantly between the extreme positions of an over supply of units and a critical scarcity. In general, a three to five percent vacancy rate is considered "normal", and indicates there are sufficient numbers

¹ The extremely low occupancy rate for apartments of the "depression era", 1.5 persons per unit, is probably a reflection of the smaller size apartments of the 1930-1939 period. A word of caution is in order at this point in relation to certain occupancy rates shown on Table 8. A sufficiently large enough sample is necessary for a valid statistical analysis. Instances of 4.3 persons per unit for a grouping of 17 persons, 2.3 persons per unit for 7, and so on, are not significant and should be set aside.

TABLE 7

**RANKING OF CONCENTRATION AREAS BY
APARTMENT POPULATION, APARTMENT UNITS, AND**

PERSONS PER UNIT

<u>Municipality & Map Reference</u>	<u>Apartment Population</u>	<u>Apartment Units</u>	<u>Persons Per Occupied Unit</u>
Winnipeg W11	(1) 4909	(1) 2420	(5) 2.1
St. James St. J. 1	(2) 3548	(4) 1801	(7) 1.9
Winnipeg W5	(3) 3436	(6) 1650	(4) 2.2
W1	(4) 3331	(2) 2123	(9) 1.7
W3	(5) 3259	(5) 1704	(6) 2.0
W2	(6) 3202	(3) 1906	(8) 1.8
W10	(7) 2025	(7) 1200	(7) 1.9
W4	(8) 1768	(8) 1041	(8) 1.8
W14	(9) 1657	(9) 814	(4) 2.2
W6	(10) 1500	(10) 727	(5) 2.1
St. Vital St. V. 1	(11) 1441	(11) 668	(4) 2.2
Winnipeg W9	(12) 1130	(12) 579	(10) 1.5
North Kildonan N. K. 1	(13) 1126	(14) 459	(3) 2.4
St. Boniface St. B. 1	(14) 1087	(13) 509	(5) 2.1
Winnipeg W13	(15) 1013	(17) 423	(2) 2.5
W15	(16) 880	(15) 455	(6) 2.0
W12	(17) 827	(18) 298	(1) 3.8
W8	(18) 799	(16) 433	(6) 2.0
East Kildonan E. K. 1	(19) 598	(20) 266	(4) 2.2
Winnipeg W7	(20) 510	(19) 291	(9) 1.7
St. Boniface St. B. 2	(21) 320	(21) 188	(9) 1.7

TABLE 8

APARTMENT POPULATION AND PERSONS PER UNIT
BY AGE OF BUILDING AND CONCENTRATION AREAS

Municipality & Map Reference	1900 1909	1910 1919	1920 1929	1930 1939	1940 1949	1950 1959	1960 1968	Total
Winnipeg								
W1	561/2.1	518/1.8	422/1.7	302/1.4	196/1.6	1005/1.7	327/1.7	3331/1.7
W2	67/1.8	1158/2.2	1049/1.5	134/1.4	126/1.5	344/1.6	324/1.8	3202/1.8
W3	159/2.5	687/2.6	444/1.8	42/1.4	-	1123/1.9	804/1.9	3259/2.0
W4	52/2.2	218/2.1	103/2.0	63/1.6	33/1.3	97/1.6	1202/1.8	1768/1.8
W5	-	1546/2.5	96/1.7	71/1.5	26/2.2	1012/1.9	685/2.1	3436/2.2
W6	-	-	-	-	-	19/2.4	1481/2.1	1500/2.1
W7	-	-	-	-	-	388/1.8	122/1.7	510/1.7
W8	-	86/2.7	76/1.7	-	8/2.0	418/1.9	211/2.3	799/2.0
W9	-	832/2.3	153/1.7	15/1.0	7/2.3	123/1.5	-	1130/1.5
W10	523/2.3	570/2.2	326/1.3	56/1.5	-	40/2.0	510/1.6	2025/1.9
W11	277/2.4	2374/2.4	407/1.5	96/1.5	16/1.8	1128/2.0	611/1.9	4909/2.1
W12	-	-	-	-	-	827/3.8	-	827/3.8
W13	479/2.4	478/2.7	-	17/4.3	-	26/2.9	13/1.4	1013/2.5
W14	74/3.1	802/2.2	140/2.1	7/1.7	99/1.7	260/2.1	275/2.7	1657/2.2
W15	16/2.3	36/2.6	9/2.3	-	-	67/2.0	752/2.0	880/2.0
St. James 1	-	-	88/2.0	-	-	1305/1.9	2155/2.0	3548/1.9
St. Boniface 1	-	-	50/2.8	-	207/2.4	171/1.8	659/2.2	1087/2.1
2	-	-	-	-	-	231/1.7	89/1.7	320/1.7
St. Vital 1	-	-	-	-	-	113/2.2	1328/2.2	1441/2.2
East Kildonan	-	-	-	-	-	-	598/2.2	598/2.2
North Kildonan	-	-	-	-	-	-	1126/2.4	1126/2.4

of units on the market to give the consumer a choice, and tends to normalize rents. Analysis of the data contained in Appendix I regarding vacancy rates, reveals some abnormal characteristics for certain sectors during the period under study. Sector W12, Blake Gardens, had a 26 percent vacancy rate at that time, an unusual situation, since it is designed to accomodate to low income families with children. However, this may have been a temporary aberration. A similar situation existing in W10, the Central Park sector, where the 402 unit Regency Towers building had 108 vacancies for a 25 percent vacancy rate.¹ It should be noted also that the term "vacancy rate" is one generally applied to recently constructed units and not to the total stock of apartment units. At the time of this study, analysis indicates 1237 unoccupied units in the Winnipeg area, for an actual vacancy rate of 5 percent. It is also noted that 409 of these units were constructed prior to 1930, indicating perhaps a need for a renewal of these older buildings.

2. Apartments and Children

It was noted in Chapter III that certain municipal councils actively promoted and encouraged the development of apartments within their municipalities due to the very favourable municipal revenues resulting from such development. However, the impact of apartments on community facilities, and particularly schools, has been one of

¹ As indicated, vacancy rates are subject to drastic changes. The present rate in Winnipeg, 1975, is about one percent and is expected to reach zero by late fall of this year.

the major concerns of school authorities. Zoning proposals for changes to multiple-family uses invariably generate opposition from people within the area, based on inadequate information as to the expected demands to be made on the existing school facilities.

Recent proposals for large-scale apartment developments in the suburban areas as well as in the Central Business District have emphasized the need for objective data relating the number of school children to such projects.

In looking at the overall picture of children in apartments, it is noted from Table 9 that there are significant variations in the number of children of various age groups between municipalities. For instance, there are twice as many elementary school children per unit in East Kildonan than in Winnipeg, St. James, St. Boniface or St. Vital. However, the great differences in number of units between these areas suggest that a comparison may not be valid, and that concentration areas may be more appropriate.

The data presented in Table 10 reveals that there are significant variations in total number of children per apartment unit ranging from a low of 7 per 100 units in the Broadway-Assiniboine River area (W1) to a high of 181 per 100 units in the Blake Gardens concentration (W12). Insofar as school age children are concerned, the concentrations in or on the periphery of the Central Business District average between 4 to 10 children per 100 apartment units. Suburban areas of significant concentration such as St. James, St. Boniface and St. Vital, show variations of 12 to 14 school age children for every

TABLE 9**NUMBER OF CHILDREN OF PRE-SCHOOL AND SCHOOL AGE****PER 100 APARTMENT UNITS BY MUNICIPALITY**

Municipality	Total Occupied Apt. units	Total Number of children	Children 0-5	Children 6-13	Children 14-17
Winnipeg	16,688	27	14	9	4
St. James	1,781	24	12	7	5
St. Boniface	1,400	35	23	7	5
St. Vital	11,087	33	19	9	5
East Kildonan	672	50	26	18	6
West Kildonan	564	30	15	10	5
North Kildonan	457	49	32	11	6
Fort Garry	325	53	28	16	9
Transcona	296	52	32	10	10
Metro Total	23,270	30	16	9	5

TABLE 10

NUMBER OF CHILDREN OF PRE-SCHOOL AND SCHOOL AGE
PER 100 APARTMENT UNITS BY CONCENTRATION AREAS

Municipality & Map Reference	Total Occupied Apt. units	No. of Children/	Children 0-5	Children 6-13	Children 14-17
Winnipeg W1	1921	7	3	2	2
W2	1828	15	8	5	3
W3	1615	22	11	7	3
W4	974	9	4	2	3
W5	1568	29	14	10	5
W6	712	24	11	5	7
W7	276	24	10	8	5
W8	395	30	15	8	7
W9	558	38	16	13	7
W10	1068	20	11	6	3
W11	2312	33	17	10	6
W12	220	181	90	78	14
W13	399	69	36	23	10
W14	745	44	22	14	8
W15	431	27	17	8	3
St. James 1	1781	25	12	7	5
St. Boniface 1	506	30	18	7	5
2	187	16	12	3	2
St. Vital 1	644	38	24	10	4
East Kildonan 1	266	27	13	10	8
North Kildonan 1	457	49	32	11	5

100 units. The lower ratios for the Downtown areas are no doubt due to the greater proportion of bachelor and one-bedroom units to two-bedroom apartments, and to the preference of this sector by the "swingers", young married couples without children and other similar tastes.

The tendency for increased occupancy in older apartment structures has been noted earlier in this study. Such apartments in the central area accomodate a greater than average number of elderly persons. In other sectors, the lower rents and less desirable qualities of these older buildings, attract families with children. A comparison of the number of children of all ages by occupancy of age structure is shown on Table 11. Since 97 percent of all apartment units constructed prior to 1939 are located in the City of Winnipeg, the other areas are not significant for purposes of this analysis.

The number of children per unit for apartments constructed between 1900 and 1920 is 2 1/2 to 3 times greater than for the more recently built units. For every 4 children of elementary school age in the newer apartments, there are 14 children of this age group in the 50-60 year old buildings. This tendency is also noticeable but not quite to the same degree for the apartments constructed between 1950 and 1959 in comparison to those of the 1960-66 period.

In order to provide guidelines on school enrollments to be expected from the most recent developments as well as projects still in the planning stage, attention is now focussed on the 1960-1966 period. Analysis of the data indicates that the number of children

TABLE 11
NUMBER OF CHILDREN OF PRE-SCHOOL AND SCHOOL AGE
PER 100 APARTMENT UNITS BY AGE OF BUILDING

CITY OF WINNIPEG

Age of Building	Total Occupied Apt. units	Number of Children	Children 0-5	Children 6-13	Children 14-17
1900-1909	1094	43	20	14	9
1910-1919	4202	36	16	12	8
1920-1929	2045	7	4	1	2
1930-1939	635	4	1	2	1
1940-1949	387	5	3	2	1
1950-1959	4053	30	17	9	4
1960-1966	4261	17	10	4	33

per apartment is lowest in the Central Business District, while the walk-up in the suburban areas has the greatest number of children per unit.

It will be noted from Table 12, that the high-rise in the outer zone, that is, the suburbs and the Grant Avenue area, have only 11 school age children per 100 apartment units while the walk-up in the same areas has 14. The extremely low ratios for the inner zone or downtown and peripheral areas merely confirm a commonly known fact.

Data related to rentals were correlated with size of apartment for a selected number of buildings in the inner and outer zones. It was found that two-bedroom apartments renting between \$150-\$170 per month in the inner zone (W3 & W4) had 6 children per 100 units while the same type of suite and rental in St. James and Grant Avenue areas had 15 children per 100 apartments. Even though the sample of rental data for this analysis was not large enough to be statistically valid, it is sufficient to indicate that relative location is more important in terms of children per unit.

It is suggested that the zone totals in Table 12 are appropriate guidelines for estimating school enrollments related to apartment buildings. While this study also includes tables containing data for the municipal units, the concentration area is more representative of the type of developments anticipated within the next few years.

TABLE 12

NUMBER OF CHILDREN OF PRE-SCHOOL AND SCHOOL AGE PER 100 APARTMENT UNITS;

FOR BUILDINGS CONSTRUCTED IN PERIOD 1960-66 BY TYPE OF BUILDING

AND CONCENTRATION AREAS									
Municipality & Map Reference	No. of Occupied Units	HIGH-RISE APARTMENTS					WALK-UP APARTMENTS		
		No. of Occupied Units	Age Group of Children			No. of Occupied Units	Age Group of Children		
			0-5	6-13	14-17		0-5	6-13	14-17
<u>INNER ZONE</u>									
Winnipeg W4	662	599	3	0.5	2	63	1	2	0
W3	417	222	3.6	1.8	1.8	195	10	2	2
W10	314	299	2	0	0	15	0	0	0
W1	198	153	0.6	0	0	45	4	0	0
W2	187	46	0	2	0	141	5	0.7	0.7
Total	1778	1319	2	0.6	1	459	6	1.5	0.8
<u>MIDDLE ZONE</u>									
Winnipeg W5	320	86	0	0	0	234	17	3	3
W11	321	146	0	0	0	175	16	9	1
St. Boniface 1	306	209	12	4	5	97	25	8	9
Total	947	441	6	2	2	506	19	6	4
<u>OUTER ZONE</u>									
St. James 1	1059	958	9	5	6	101	22	7	4
Winnipeg W6	712	538	8	2	7	174	19	13	6
St. Vital 1	593	153	9	5	3	440	28	12	4
North Kildonan 1	457	152	19	9	5	305	38	12	5
Winnipeg W15	373	-	-	-	-	373	16	7	2
East Kildonan 1	265	-	-	-	-	265	12	10	4
Total	3459	1801	10	5	6	1658	23	10	4

3. Apartments and Parking

The increasing automobile ownership of recent years coupled with high density apartment buildings and large-scale developments have created a number of problems related to the provision of adequate apartment parking. The existing zoning regulations contain requirements ranging from 75 to 120 percent for apartments, depending upon the area or type of zoning district. There is a need for objective data related to actual needs based upon occupancy factors as the basis for a revision of these regulations. The provision for parking space is a significant factor in the cost of an apartment project and affects not only the ultimate rental structure but also actual design of the building and site development. It is hoped that this study will provide the data necessary for a more comprehensive approach to the development of an adequate "standard" of parking requirements.

The main objective of this part is to determine the parking needs of the apartment dwellers occupying the more recently constructed buildings -- generally, those of the 1960-1966 period. However, since some of the concentration areas did not have too many units in that period, some units built from 1950-59 were included in the survey. Table 13 indicates the extent of the coverage of all units constructed since 1950 although it must be emphasized that the majority of the 1960-66 units were covered.

Proximity to the Central Business District and the greater number of smaller size apartment units in this area, factors suggesting a lower occupancy per unit, appear to apply with equal force to the

TABLE 13**SIZE OF SAMPLE FOR PARKING SURVEY****OF APARTMENT UNITS CONSTRUCTED 1950 - 1966.**

Municipality & Map Reference		Total Apart- ment units	Surveyed Units	
			Apt. units in Survey	%
Winnipeg	W1	905	119	13
	W2	413	198	47
	W3	1056	372	35
	W4	790	399	50
	W5	884	282	31
	W6	727	490	67
	W8	331	67	20
	W10	442	407	92
	W11	911	232	25
	W14	239	175	73
	W15	426	391	91
St. James	St. J. 1	1758	899	51
St. Boniface		1191	714	59
St. Vital		1056	760	71
North Kildonan		459	392	85
East Kildonan		673	453	67
West Kildonan		568	237	41
Fort Garry		329	197	59
Transcona		308	117	37
Total		13466	6901	51

number of automobiles per apartment unit. It will be noted from Table 14, that the 'inner zone' areas, W1, W2 and W3 have average automobile per unit ratios of 0.63, 0.56 and 0.58 respectively. Monthly rentals ranging from \$90 to \$120 for one-bedroom units appear to have no significant effect upon these ratios. In the case of the two-bedroom apartments, it was found that the increase in number of automobiles per unit is due in most cases to a "doubling-up" of single persons. While it is recognized that the central area attracts large numbers of persons in the 18-35 age group, the automobile ownership ratio appears to be considerably lower in this sector.

Distance from the city appears to increase this ratio of automobiles per unit as noted in the cases of St. James, St. Vital, North Kildonan and generally the outer zones. It is emphasized again that the sample must be sufficiently large for valid analysis. It is suggested that a minimum of 350-400 units of various types is necessary for comparison between areas. The ratios shown on Table 14 should be studied in conjunction with the Tables in Appendix II in order to derive a proper interpretation of such anomalies as 1.5 automobiles per 3-bedroom units for North Kildonan or a 1.3 ratio for a bachelor unit in Fort Garry.

The "doubling-up" factor mentioned earlier is the main cause of the ratio exceeding one automobile per unit, regardless of type of structure, rental or location. The two-bedroom unit is the major culprit since there is a relative scarcity of three and four bedroom units. However, it should be observed from Table 14 that no area or

TABLE 14**AUTOMOBILES PER APARTMENT UNIT BY SIZE OF UNIT
AND CONCENTRATION AREA**

Municipality & Map Reference		No. of Automobiles per Apartment Unit				
		Bachelor	1 Bedroom	2 Bedroom	3 Bedroom	Total
Winnipeg	W1	0.50	0.63	0.80	--	0.63
	W2	0.28	0.57	0.75	--	0.56
	W3	0.62	0.57	0.55	0.90	0.58
	W4	0.62	0.81	0.91	1.00	0.84
	W5	0.50	0.64	0.77	--	0.70
	W6	0.63	0.83	1.06	1.17	0.93
	W8	0.00	0.73	0.80	--	0.71
	W10	0.52	0.59	0.73	--	0.60
	W11	0.36	0.58	0.77	--	0.57
	W14	0.66	0.73	0.71	--	0.72
	W15	0.48	0.63	0.85	--	0.65
St. James		0.33	0.56	0.83	--	0.72
St. Boniface		0.70	0.65	0.79	0.85	0.70
St. Vital		0.67	0.91	1.02	1.00	0.91
North Kildonan		0.47	1.00	0.98	1.50	0.95
East Kildonan		0.68	0.83	0.88	0.88	0.84
West Kildonan		0.36	0.74	0.74	1.00	0.62
Fort Garry		1.30	0.77	0.89	0.80	0.86
Transcona		0.50	0.59	0.68	--	0.65

sector average out at greater than 0.95 automobiles per unit so that there is an overall balancing effect from the variety of apartment units.

The high-rise era is upon us in Metropolitan Winnipeg and its impact on parking requirements still to be determined. The survey covered some 1616 high-rise apartment units with a representative sample from the major areas, St. James, Grant Avenue and Roslyn Crescent, as well as those structures in St. Boniface, St. Vital and North Kildonan. It is noted from Table 15 that while the average for all types of units is 0.89, comparable to the ratio for all structure, high-rise and walk-up, there appears to be slightly higher ratios for the bachelor and two-bedroom type of units.

The specific objective of this part was to determine present parking needs for the apartment dweller. On the basis of the data and analysis presented, it would seem that the parking requirements for the central area are not as great as the more outlying concentrations. Developments now in the planning stage indicate emphasis on the high-rise type which suggests a ratio of one automobile per apartment unit as a reasonable standard. The scale and the composition of the project must ultimately determine the requirement for visitors parking. Existing requirements of 100 percent parking now applying to all of the suburban areas except St. James, appear to have the "cushion" to meet this need -- assuming of course that it is accessible to the visitor.¹

¹ Chapter V reviews the actual parking needs of the apartments constructed during the 1966-1974 period.

**TABLE 15: NUMBER OF AUTOMOBILES AND APARTMENT UNITS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL FOR HIGH-RISE BUILDINGS**

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
	> 69										
	70-74										
	75-79										
	80-84	45	15							45	15
	85-89	21	13							21	13
	90-94										
	95-99	34	31	35	17					69	48
	100-104	12	7							12	7
	105-109	20	18	153	131					173	149
	110-114	40	40	204	183					244	223
	115-119			154	129					154	129
	120-124			64	46					64	46
	125-129					47	31			47	31
	130-134			78	69	47	62			125	109
	135-139					135	121			135	121
	140-149			60	50	82	78	3	5	145	133
	150-179					234	236	16	14	250	250
	180 +			19	16	95	102	18	25	132	143
TOTAL		172	124	767	641	640	630	37	44	1616	1439
AUTOS/APT.		0.72		0.83		0.98		1.18		0.89	

While the survey concentrated upon the 'private enterprise' apartment unit, data was also collected for 296 senior citizens units. A ratio of 0.07 automobiles per unit is not surprising due to the nature of the project.

CHAPTER V

TRENDS IN APARTMENT DEVELOPMENT

The preceeding chapters have analyzed, successively, the distribution pattern of apartments as it existing in 1966, the growth patterns of apartment development in relation to the evolving spatial structure of the metropolitan area, and selected physical, demographic and other characteristics of apartments. It was indicated that certain trends appeared to be developing in the movement of apartments to the suburbs and in a change from the walk-up apartment to the high-rise structure. There also seemed to be a tendency for the individual structure to become larger as the building trades developed new techniques of construction.

As the survey stage of this study progressed in early 1968, it was soon obvious that the Winnipeg area was in the midst of an apartment boom of unprecedented magnitude. A previous high figure of 2291 apartment starts in 1963 was eclipsed in 1968 with 3049 starts, and with 6541 in 1969. Until the economic downturn of 1974, apartment starts were about 4500 per year. While single-family construction remained an important aspect of housing in Winnipeg, the trend, evident throughout the major Canadian cities, had reached this area. As noted in Table 16, apartment activity in the Metropolitan area from 1966 to 1974, accounted for nearly sixty percent of all housing starts, a gain of seventeen percent since 1965.

This chapter will examine briefly this apartment growth of

TABLE 16

APARTMENTS¹ AS A PERCENTAGE OF TOTAL
HOUSING STARTS IN
METROPOLITAN WINNIPEG, 1960 - 1974

<u>Period</u>	<u>Winnipeg</u>	<u>Suburbs</u>	<u>Metropolitan Area</u>
1960-1965	25.4	17.4	42.8
1966-1974	18.6	41.2	59.8

Source: Statistics Canada: New Residential Construction
Publication 64002 (Monthly)

¹Includes row-housing units.

1966 to 1974 and will determine if the trends observed in our analysis are still prevalent in this new period. In addition, it is intended to evaluate the impact of these trends upon the spatial structure of the area.

Changes in Distribution of Apartment Units

It was noted in Table 16 that apartment starts in the suburbs increased from 17 percent in 1965 to 41 percent of all housing starts during the 1966-1974 period. This shift in construction activity is again emphasized in Table 17, where it is seen that the suburbs absorbed 72.6 percent of all apartments built during the eight year period. Assuming an average of two persons per unit, the apartment population in the suburbs now exceeds 40,000 persons, a three-fold increase (see Table 6). The trend to suburban apartment development observed in our analysis has been intensified to a significant degree. The St. James, St. Vital, Fort Garry and North Kildonan sectors, as seen in Table 17, have now developed into significant apartment areas.

The extent or areal pattern of apartment development as it exists today is seen on Figure 17. A comparison with Figures 1 and 2, will indicate quite clearly that there have been distinct changes in the distribution pattern of apartments since 1966. Figure 11 shows the pattern for the area south of the Assiniboine, generally, the W3, W4, W5 and W6 sectors. The intense high-rise activity in the W4, Roslyn Crescent area is probably the most noteworthy aspect of this pattern.

TABLE 17

CHANGES IN DISTRIBUTION OF APARTMENT
UNITS IN METROPOLITAN WINNIPEG, 1900 - 1974

Area	Period	Period	Period
	1900-1965	1966-1974	1900-1974
Winnipeg	16,515	5,369	21,884
St. James	1,835	2,891	4,726
St. Boniface	1,410	1,248	2,658
St. Vital	762	2,914	3,676
East Kildonan	722	948	1,670
North Kildonan	487	2,010	2,497
West Kildonan	466	1,203	1,669
Fort Garry	314	2,786	3,100
Transcona	259	193	452
Charleswood	-	262	262
Total	22,770	19,562	42,332

Source: City of Winnipeg Apartment Block Inventory, January, 1975.

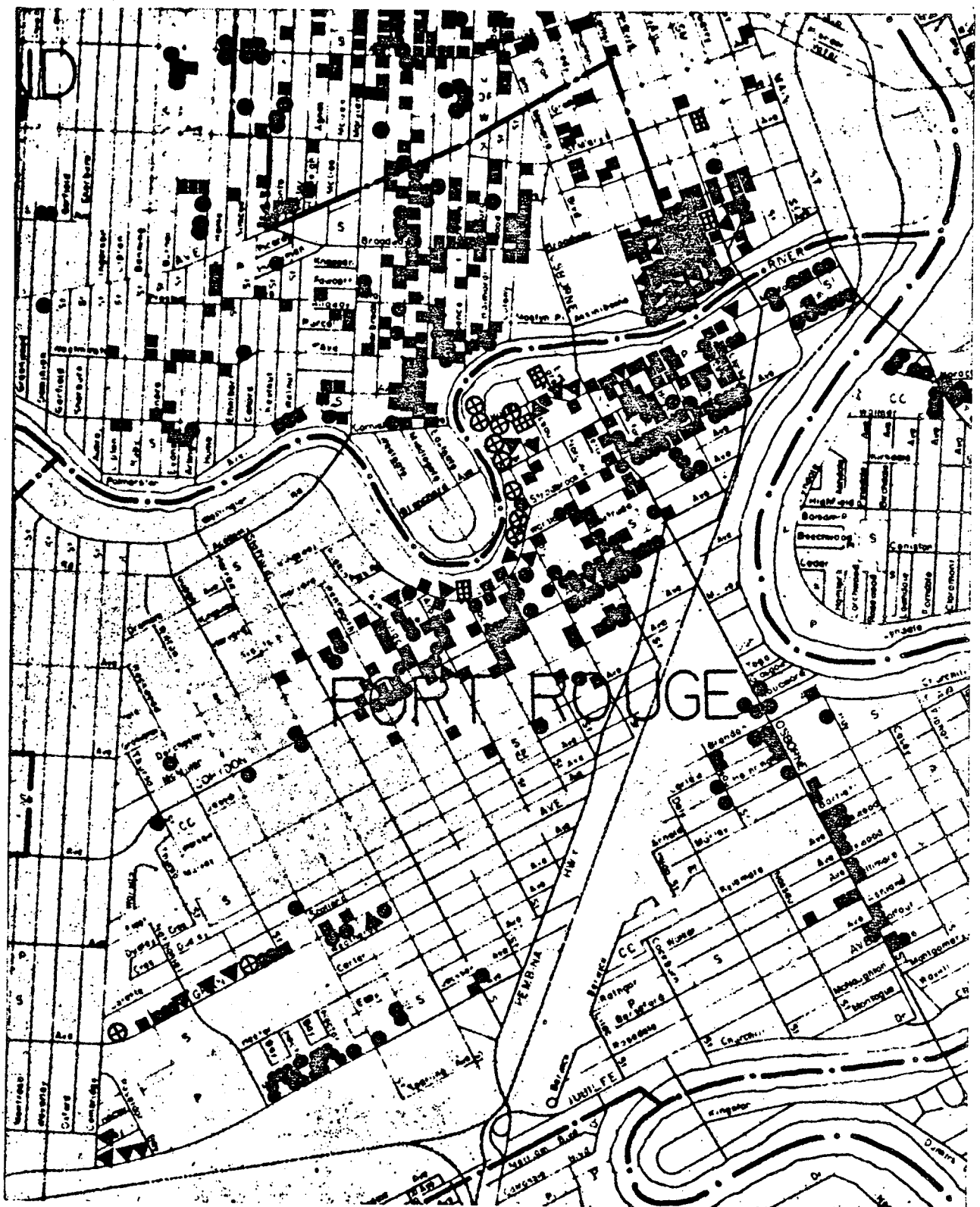


FIGURE II

LOCATION OF APARTMENT BLOCKS
SOUTH-CENTRAL AREA
1973

- 3 STOREYS AND UNDER
- 3 1/2 TO 5 1/2 STOREYS
- ▼ 6 TO 10 1/2 STOREYS
- ⊕ 11 TO 19 1/2 STOREYS
- ▨ 20 STOREYS AND OVER

SCALE: 1" INCH EQUALS 4,000'



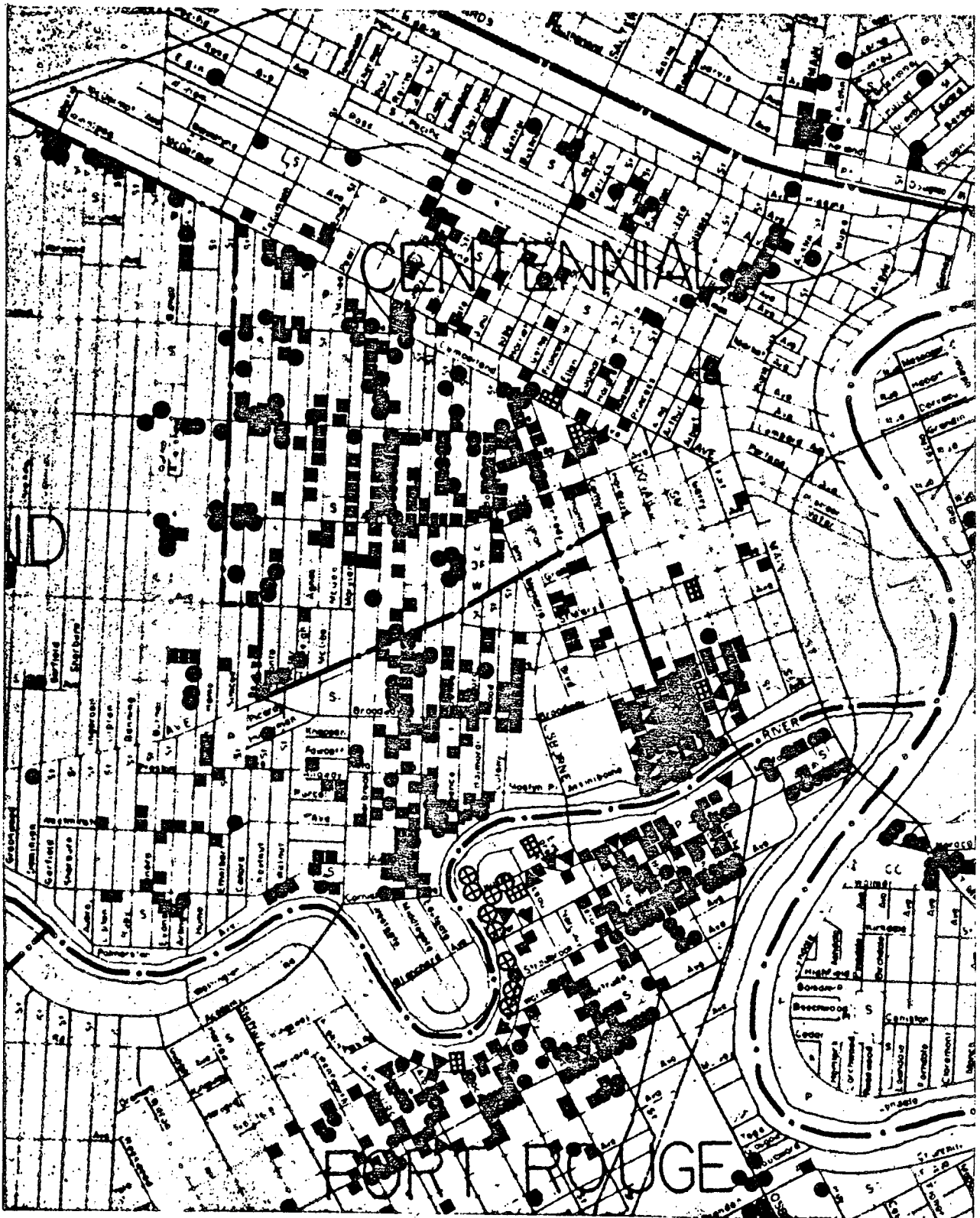


FIGURE 12

LOCATION OF APARTMENT BLOCKS

NORTH-CENTRAL AREA

1973

● 3 STOREYS AND UNDER

■ 3 1/2 TO 5 1/2 STOREYS

▼ 6 TO 10 1/2 STOREYS

⊕ 11 TO 19 1/2 STOREYS

▨ 20 STOREYS AND OVER

SCALE: 1" INCH EQUALS 4,000'



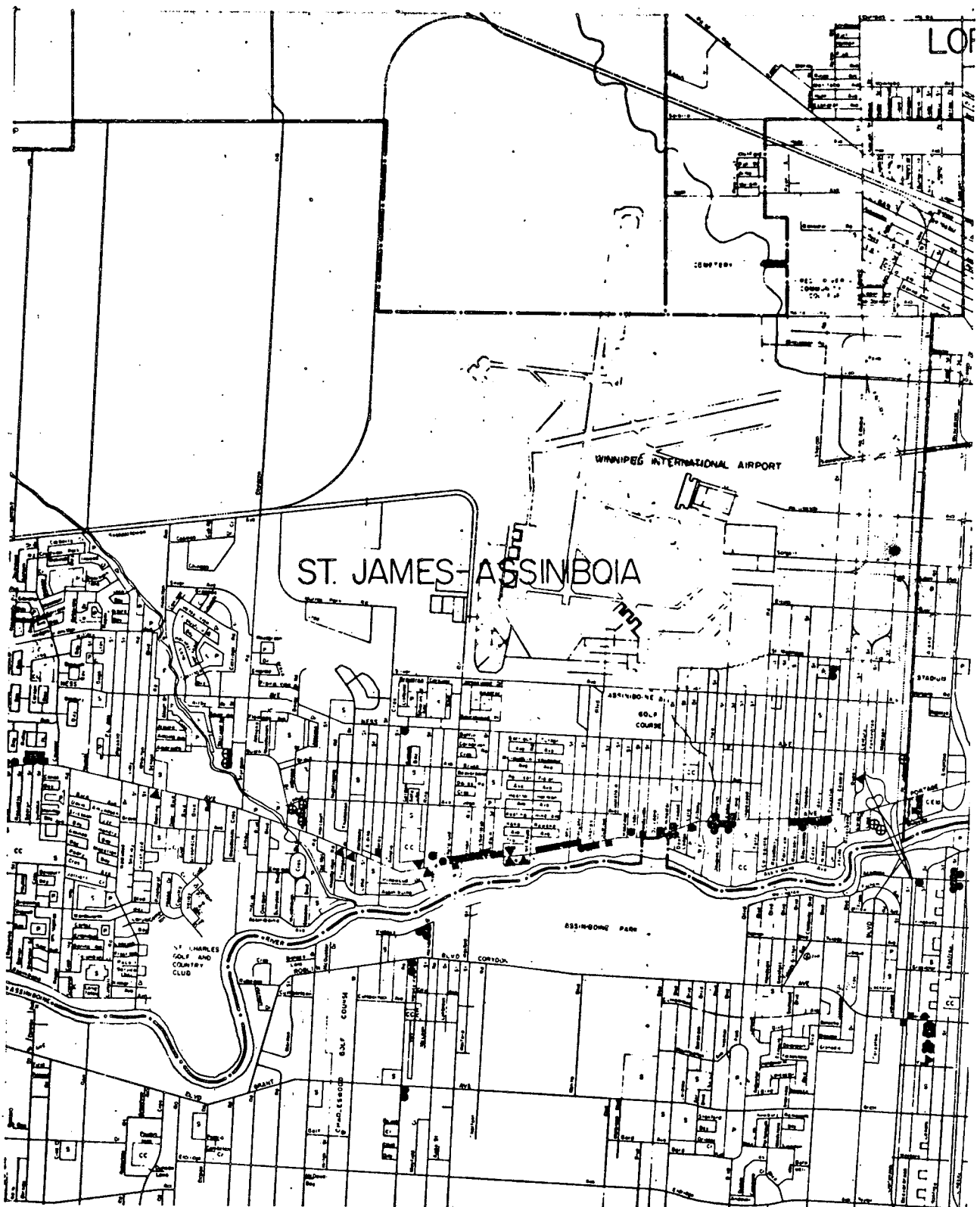


FIGURE 13

LOCATION OF APARTMENT BLOCKS

ST. JAMES-ASSINIBOIA AREA

1973

● 3 STOREYS AND UNDER

■ 3 1/2 TO 5 1/2 STOREYS

▼ 6 TO 10 1/2 STOREYS

⊕ 11 TO 19 1/2 STOREYS

▨ 20 STOREYS AND OVER

SCALE: 1" EQUALS 8,000'



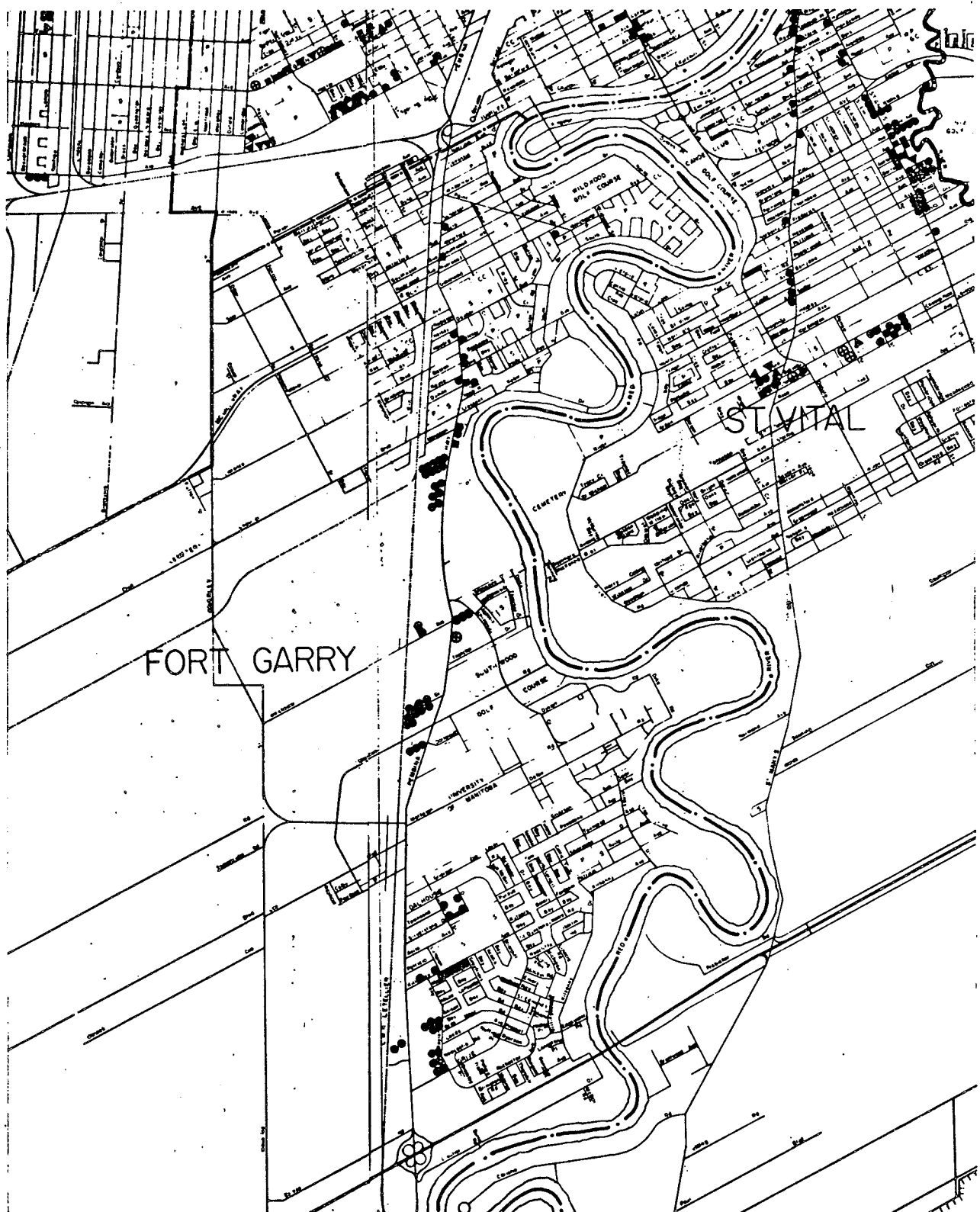


FIGURE 14

LOCATION OF APARTMENT BLOCKS

FORT GARRY AREA

1973

● 3 STOREYS AND UNDER

■ 3 1/2 TO 5 1/2 STOREYS

◆ 6 TO 10 1/2 STOREYS

⊕ 11 TO 19 1/2 STOREYS

▨ 20 STOREYS AND OVER

SCALE: 1" EQUALS 8,000'





FIGURE 15

LOCATION OF APARTMENT BLOCKS

ST. BONIFACE-ST. VITAL AREA

1973

● 3 STOREYS AND UNDER

■ 3 1/2 TO 5 1/2 STOREYS

▼ 6 TO 10 1/2 STOREYS

⊕ 11 TO 19 1/2 STOREYS

▨ 20 STOREYS AND OVER

SCALE: 1" EQUALS 8,000'



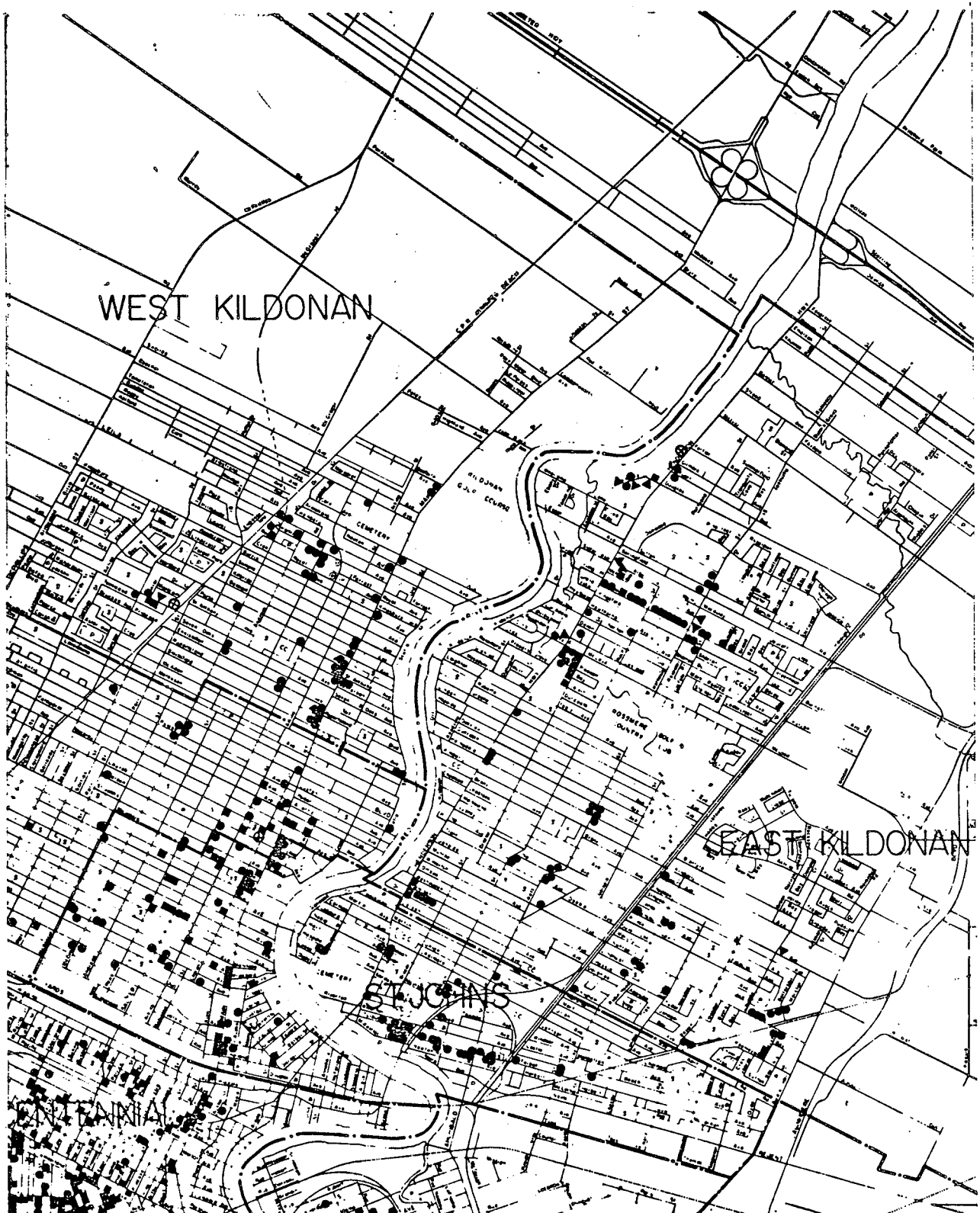


FIGURE 16

LOCATION OF APARTMENT BLOCKS

WEST KILDONAN—
EAST KILDONAN AREA
1973

- 3 STOREYS AND UNDER
- 3 1/2 TO 5 1/2 STOREYS
- ▼ 6 TO 10 1/2 STOREYS
- ⊕ 11 TO 19 1/2 STOREYS
- ⊞ 20 STOREYS AND OVER

SCALE: 1" EQUALS 8,000'



The north-central area, Figure 12, indicates the dense concentration of the downtown area, W1, and the area west of Osborne-Balmoral. The St. James area shown on Figure 13, indicates that the linear development of the 1950-1966 period is persisting except for the Courts of St. James development with its high-rise cluster of 800 units. Figure 14 shows the clustering development now taking place in Fort Garry and a comparison with Figure 1 and 2, will indicate the relative scarcity of development prior to 1966. The intensive activity of the 1966-1974 period in St. Vital is noted on Figure 15 when compared with Figure 2. The cluster on Ste. Anne's Road at No. 1 Highway has now expanded and a new area has opened up at St. Mary's Road-Dakota-Beliveau.¹ Figure 15 also shows the changes in the apartment development for St. Boniface, although these are not of the same magnitude as St. Vital. The most significant areas on Figure 16 are the North Kildonan² and East Kildonan sectors where new clusters are developing.

Changes in Apartment Characteristics

Building technology, new family formations, affluence, and other related factors have combined to change some of the character-

¹ The "trigger effect" of Bergen's development (Seine River Gardens) and that of Prall's (Beliveau House) is to be noted here.

² The Bergen and Janzen land holdings referred to in Chapter III have now been almost fully developed. New development activity has also taken place at Whellam's Lane and Donwood Drive.

istics of apartment development since 1966¹. As was noted earlier, a tendency had developed in the early sixties for larger structures, more spacious sites, high-rise buildings, large scale projects instead of a one-building project. Some of these changes are reflected in the data shown in Table 18. The change in the size of the project between the 1960-65 and 1966-74 period is particularly noteworthy in nearly all of the major concentrations. Similarly, the increase in floor area per project reflects the change in size of project. In some cases, there is a significant increase in the floor area ratio but this may be due to specific variation granted rather than a basic change in zoning.

The High-Rise Factor

The 1960-1966 era indicated a trend to high-rise development in the St. James area, the W4, Roslyn area, and W6, the Grant Avenue sector. This tendency to reach for the sky, has apparently developed into the accepted practice as may be noted from Table 19. It is significant that the late-comers in apartment development, the suburban areas, have a majority of their units in high-rise structures.

¹ The predicted need of one car for each apartment unit as suggested in Chapter IV is borne out by reference to recent apartment developments. Dakota Towers with 233 units had only 207 cars.

TABLE 18

TIME TRENDS IN APARTMENT CHARACTERISTICS

Area and Period		Units per Project	Site area per project (square feet)	Floor area per project (square feet)	Floor area Ratio
Winnipeg	W1: 1900-65	27.6	10323	22737	2.2
	1966-74	226	20798	123611	5.9
	W3: 1900-65	24.3	14062	22934	1.6
	1966-74	63.0	21588	40922	1.8
	W4: 1900-65	26.3	13817	27605	1.9
	1966-74	107.6	35312	119860	3.3
	W6: 1900-65	50.1	36743	49072	1.3
	1966-74	64.8	36553	64307	1.7
St. James :	1900-65	32.2	19858	30312	1.5
	1966-74	64.2	45500	62811	1.4
St. Vital:	1900-65	16.5	14459	14990	1.05
	1966-74	66.2	60693	128269	1.95
St. Kildonan :	1900-65	27.0	20333	34467	1.69
	1966-74	77.3	53800	70195	1.34
Fort Garry :	1900-65	22.4	23690	25000	1.0
	1966-74	42.8	59968	34018	0.56
St. Boniface:	1900-65	16.0	11471	13291	1.15
	1966-74	29.0	36767	28889	0.78

TABLE 19

APARTMENT UNITS IN HIGH-RISE BUILDINGS

METROPOLITAN WINNIPEG, 1966-1974

Area	Apartment Units All Buildings	Apartment Units High-Rise Buildings	Percent Units High-Rise
Winnipeg W1	680	680	100
W3	452	166	36.7
W4	1272	1272	100
W6	778	611	78.5
W10	256	256	100
St. James	2891	1938	67.0
Ft. Garry	2786	1208	43.3
North Kildonan	2010	1355	67.4
St. Vital	2914	1775	60.9
St. Boniface	1248	484	38.7
East Kildonan	948	528	55.6
Metropolitan Area	19562	10844	55.4

Source: City of Winnipeg Apartment Inventory, January, 1975.

Impact of Apartment Development

This study has examined the development of apartments with the objectives of determining the general distribution pattern, attempting to discern relationships between areas, and in general, trying to explain why they are where they are. Analysis of the period 1960-1966 revealed certain trends of development which seemed to be carried over in more intense form during the present era, 1966-1974. It remains to evaluate the impact of these changes upon the spatial structure of the metropolitan area.

The recent growth in apartment development has had a major impact upon the spatial growth of the area as may be noted from Figure 17. Within the inner city, redevelopment of the downtown core has attracted a portion of the activity, nearly 25 percent of the units built since 1966. For the suburban areas, the intense concentrations have forced a re-alignment of transportation aspects. Experience in other Canadian cities, notably Toronto, indicates that high density housing clusters are ideal focal points for transportation systems. These changes are also of significance to public school authorities, in relation to school loads that such concentrations may generate. Lastly, this trend to suburban living requires to be integrated into the total urban fabric, so that the community facilities are prepared in advance of development.

CHAPTER VI

CONCLUSIONS

This study has examined the growth patterns of apartment development in the metropolitan area of Winnipeg within the context of the evolving pattern of its historical development. The changing distribution patterns noted during the 1960 to 1966 period, due to an emerging trend to suburban development as well as to a more intensive concentration of apartments on the periphery of the downtown area, were further reinforced by the growth of the following eight years, 1966 to 1974. It was observed that the suburban distribution tended to be linear along or in close proximity to the major arterial streets, while the core area distribution was one of quite intense clustering of apartment blocks. The high-rise trend first noted in the early 1960's was intensified during the later period, particularly in the suburban areas and in the Roslyn Crescent sector of the City of Winnipeg. The study has also confirmed that the tendency for large scale projects first observed in the 1960-1966 period, had become the predominant pattern of apartment development during the eight years from 1966 to 1974.

The main objective of the thesis was the identification of significant trends in the development of apartments in the Winnipeg area, particularly with respect to the major location factors. It was noted that the decisions of municipal councils to actively promote and encourage apartment development due to their favourable municipal

tax revenues, and the initiative of certain developers to carry out major projects were the prime determinants of the growth patterns of apartments observed during the period between 1960 to 1974.

APPENDIX I

STATISTICS FOR APARTMENT BUILDINGS AND POPULATION FOR MUNICIPALITIES IN METROPOLITAN WINNIPEG BY PERIOD OF CONSTRUCTION

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons, occupied units	
		1	2	3	4	5	6	7	8+	Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total		
Winnipeg 1	1 (1900-09)		1	3	5	2		1		12	319	52	10	7	10	29	357	148	561	2.1
	2 (1910-19)				7	1	1			9	297	12	27	17	12	17	323	122	518	1.8
	3 (1920-29)				7	1				8	255	1	5	1	5	7	260	144	422	1.7
	4 (1930-39)			2	5					7	224	5	2	1		2	201	96	302	1.4
	5 (1940-49)			1	3					4	123					2	137	57	196	1.6
	6 (1950-59)			23	3	1	1		1	29	619	44	16	6	6	101	795	81	1005	1.7
	7 (1960-66)			4			2	1	1	8	286	88	3			15	281	28	327	1.7
TOTAL			1	33	30	5	4	2	2	77	2123	202	63	32	33	173	2354	676	3331	1.7

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 2	1 (1900-09)			1	3					4	41	3	1	4	3	5	38	16	67	1.8
	2 (1910-19)		1		31					32	578	47	99	73	42	67	679	198	1158	2.2
	3 (1920-29)			1	23					24	693	13	22	5	5	27	656	334	1049	1.5
	4 (1930-39)			1	3					4	98	2			1	1	66	66	134	1.4
	5 (1940-49)		2	2						4	83		6		1	4	75	40	126	1.5
	6 (1950-59)		2	9	1					12	216	3	7	1		17	257	62	344	1.6
	7 (1960-66)		1	7	1					9	197	10	8	2	1	17	232	64	324	1.8
TOTAL			6	21	62					89	1906	78	143	85	53	118	2003	818	3202	1.8

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 3	1 (1900-09)		1	2	3					6	68	4	11	16	11	8	94	19	159	2.5
	2 (1910-19)				12		1			13	288	22	63	77	23	30	399	95	687	2.6
	3 (1920-29)				7	1				8	262	14	21	8	3	12	318	82	444	1.8
	4 (1930-39)				1					1	30		1				24	17	42	1.4
	5 (1940-49)																			
	6 (1950-59)		2	21	2	1	1			27	614	24	60	13	10	78	840	122	1123	1.9
	7 (1960-66)		1	14			1		2	18	442	25	28	8	7	31	642	88	804	1.9
TOTAL			4	37	25	2	3		2	73	1704	89	184	122	54	159	2317	423	3259	2.0

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure								Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total		
Winnipeg 4	1 (1900-09)		1		1					2	27	3	5	5	5	4	22	11	52	2.2	
	2 (1910-19)			1	6					7	105	1	4	7	7	11	135	54	218	2.1	
	3 (1920-29)				3					3	54	3	9		1	3	67	23	103	2.0	
	4 (1930-39)				1					1	40	1			1	1	40	21	63	1.6	
	5 (1940-49)		1	1						2	25						24	9	33	1.3	
	6 (1950-59)			1		1				2	63	2	3	1		2	80	11	97	1.6	
	7 (1960-66)			2	1		2		4	9	727	57	22	5	14	32	944	185	1202	1.8	
TOTAL			2	5	12	1	2		4	26	1041	67	43	18	28	53	1312	314	1768	1.8	

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
		1	2	3	4	5	6	7	8+											
Winnipeg 5	1 (1900-09)																			
	2 (1910-19)			2	33	1				36	649	39	132	106	52	69	941	246	1546	2.5
	3 (1920-29)		1	2	1					4	57		3		2	2	67	22	96	1.7
	4 (1930-39)				2					2	48	2	1	2	3	2	41	22	71	1.5
	5 (1940-49)		3							3	12		2	1		2	21		26	2.2
	6 (1950-59)		16	25	1			1		43	554	31	46	32	13	48	755	118	1012	1.9
	7 (1960-66)		1	14					1	16	330	10	41	9	9	31	565	30	685	2.1
TOTAL			21	43	37	1		1	1	104	1650	82	225	150	79	154	2390	438	3436	2.2

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 6	1 (1900-09)																		
	2 (1910-19)																		
	3 (1920-29)																		
	4 (1930-39)																		
	5 (1940-49)																		
	6 (1950-59)		2							2	8		2		2	1	14		19 2.4
	7 (1960-66)			7	1	4		1	1	14	719	15	81	38	49	50	1189	74	1481 2.1
TOTAL			2	7	1	4		1	1	16	727	15	83	38	51	51	1203	74	1500 2.1

NOTE: Data from Assessment Records - as of June 1966.

APARTMENT BUILDINGS										Dwelling		Population Structure								Persons
Municipality	Period of Construction	No. of Storeys								Units										occupied
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	units
Winnipeg 7	1 (1900-09)																			
	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)			19						19	219	13	27	24	14	4	254	68	388	1.8
	7 (1960-66)						1			1	72	2	2		2	3	100	15	122	1.7
TOTAL				19			1			20	291	15	29	24	16	7	354	83	510	1.8

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 8	1 (1900-09)																			
	2 (1910-19)				4					4	52	21	11	8	7	3	46	11	86	2.1
	3 (1920-29)		1	1	1					3	46	2	3	3	2	7	39	22	76	1.7
	4 (1930-39)																			
	5 (1940-49)		1							1	4			1			7		8	2.0
	6 (1950-59)		10	12	2					24	233	8	20	15	9	8	288	78	418	1.9
	7 (1960-66)		1	7						8	98	7	25	4	9	8	159	6	211	2.3
TOTAL			13	20	7					40	433	38	59	31	27	26	539	117	799	2.0

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS										Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys										Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
		1	2	3	4	5	6	7	8+	Total											
Winnipeg 9	1 (1900-09)																				
	2 (1910-19)				21					21	381	17	88	70	38	45	479	112	832	2.3	
	3 (1920-29)		1	1	5					7	94	2	2	2	1	3	115	30	153	1.7	
	4 (1930-39)			1						1	15						9	6	15	1.0	
	5 (1940-49)		1							1	4	1					3	4	7	2.3	
	6 (1950-59)			2		1				3	85	1			1	2	85	35	123	1.5	
	7 (1960-66)																				
TOTAL			2	4	26	1				33	579	21	90	72	40	50	691	187	1130	2.0	

NOTE: Data from Assessment Records - as of June 1966.

APARTMENT BUILDINGS										Dwelling		Population Structure							Persons		
Municipality	Period of Construction	No. of Storeys									Units									Total	units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+			
Winnipeg	1 (1900-09)			2	2					4	68	2	2			8	103	58	171	2.6	
Residual A	2 (1910-19)				3					3	47	1	2	4	3	6	52	19	86	1.9	
	3 (1920-29)				1	1				2	65						75	18	93	1.4	
	4 (1930-39)				3					3	83				1	1	61	37	100	1.2	
	5 (1940-49)		8							8	64		1	3		2	48	33	87	1.4	
	6 (1950-59)		5	4	1					10	251	6	137	44	7	23	400	33	644	2.6	
	7 (1960-66)		4	3	1					8	227	6	30	7		13	165	157	372	1.7	
TOTAL			17	9	11	1				38	805	15	172	58	11	53	904	355	1553	1.9	

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons occupied units	
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+		Total
Winnipeg 10	1 (1900-09)			1	9	1				11	239	12	59	39	15	20	300	90	523	2.3
	2 (1910-19)				5	1	1	1		8	274	10	44	25	9	19	323	150	570	2.2
	3 (1920-29)				6					6	208	2	7	2	3	10	232	72	326	1.3
	4 (1930-39)				1					1	37						32	24	56	1.5
	5 (1940-49)																			
	6 (1950-59)			2						2	20		1		1	5	28	5	40	2.0
	7 (1960-66)			1					1	2	422	108	8			17	447	38	510	1.6
TOTAL				4	21	2	1	1	1	30	1200	132	119	66	28	71	1362	379	2025	1.9

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 11	1 (1900-09)		2	4	4					10	124	10	43	18	9	10	176	21	277	2.4
	2 (1910-19)		1	5	54					60	1039	64	239	179	94	124	1429	309	2374	2.4
	3 (1920-29)		1	1	9					11	274	5	15	5	1	12	257	117	407	1.5
	4 (1930-39)				2					2	63	1	1			1	65	29	96	1.5
	5 (1940-49)		2							2	9						14	2	16	1.8
	6 (1950-59)		23	27		1				51	586	24	67	30	22	75	852	82	1128	2.0
	7 (1960-66)		5	10	1				1	17	325	4	29	16	3	35	305	223	611	1.9
TOTAL			34	47	70	1			1	153	2420	108	394	248	129	257	3098	783	4909	2.1

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 12	1 (1900-09)																			
	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		4	15						19	298	78	199	168	31	38	388	3	827	3.8
	7 (1960-66)																			
TOTAL			4	15						19	298	78	199	168	31	38	388	3	827	3.8

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Winnipeg 13	1 (1900-09)		5	6	5					16	213	16	68	47	30	12	265	57	479	2.4
	2 (1910-19)		2		9					11	188	8	71	35	10	16	275	71	478	2.7
	3 (1920-29)																			
	4 (1930-39)		1							1	4		1	8			8		17	4.3
	5 (1940-49)																			
	6 (1950-59)		1	1						2	9		3	1	1	1	20		26	2.9
	7 (1960-66)			1						1	9						10	3	13	1.4
TOTAL			9	8	14					31	423	24	143	91	41	29	578	131	1013	2.5

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons occupied units	
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+		Total
Winnipeg	1 (1900-09)																			
Residual B	2 (1910-19)		3	2	2					7	57	1	12	18	4	6	73	20	133	2.4
	3 (1920-29)		1							1	8	1		3		1	11	3	18	2.6
	4 (1930-39)																			
	5 (1940-49)		1							1	4						6		6	1.5
	6 (1950-59)		13	4	1					18	239	11	43	17	16	20	369	49	514	2.3
	7 (1960-66)		3	1				1		5	150	1	16	11	5	10	248	35	325	2.2
TOTAL			21	7	3			1		32	458	14	71	49	25	37	707	107	996	2.2

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure								Persons, occupied units
		No. of Storeys									Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total		
		1	2	3	4	5	6	7	8+	Total	Total	Vac.									
Vinnipeg 14	1 (1900-09)	1	3			1				5	29	5	12	5	8	9	39	1	74	3.1	
	2 (1910-19)		5	3	15					23	411	47	87	61	31	40	492	91	802	2.2	
	3 (1920-29)		2		2					4	69	1	7	5	6	3	88	31	140	2.1	
	4 (1930-39)		1							1	4						7		7	1.7	
	5 (1940-49)	1	6	2						9	62	2	2	1	2	4	67	23	99	1.7	
	6 (1950-59)		4	6						10	131	9	14	13	4	9	189	31	260	2.1	
	7 (1960-66)		5	4						9	108	5	43	23	5	14	177	13	275	2.7	
TOTAL		2	26	15	17	1				61	814	69	165	108	56	79	1059	190	1657	2.2	

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons occupied units	
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+		Total
Winnipeg 15	1 (1900-09)		1							1	9	2	1			5	10		16	2.3
	2 (1910-19)		1	1						2	16	2	5	5	3		17	6	36	2.6
	3 (1920-29)		1							1	4		1		1		6	1	9	2.3
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		1	2						3	34	1	6	2	1	8	43	7	67	2.0
	7 (1960-66)	1	2	13						16	392	19	61	27	8	36	494	126	752	2.0
TOTAL		1	6	16						23	455	24	74	34	13	49	570	140	880	2.0

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
		1	2	3	4	5	6	7	8+	Total										
Winnipeg	1 (1900-09)		6	2						8	72	6	12	8	9	2	68	20	119	1.8
Residual C	2 (1910-19)		4	8	1					13	133,	21	27	10	3	7	151	35	233	2.1
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		6	10						16	173	10	40	15	9	11	280	29	384	2.4
	7 (1960-66)		4	7						11	115	10	36	14	8	10	186	2	256	2.4
TOTAL			20	27	1					48	493	47	115	47	29	30	685	86	992	2.2

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons occupied units	
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+		Total
St. James	1 (1900-09)																			
	2 (1910-19)																			
	3 (1920-29)		3							3	43	0	9	5	4	5	54	11	88	2.0
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		22	9		2				33	684	5	96	57	29	35	903	185	1305	1.9
	7 (1960-66)		4		2	2	3	4	1	19	1074	15	114	62	63	71	1575	270	2155	2.0
TOTAL			29	12	2	4	3	4	1	55	1801	20	219	124	96	111	2532	466	3548	1.9

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure								Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total		
St. Boniface 1	1 (1900-09)																				
	2 (1910-19)																				
	3 (1920-29)		2							2	18		6	8	3	5	27	1	50	2.8	
	4 (1930-39)																				
	5 (1940-49)		6							6	87	1	23	8	2	15	146	13	207	2.4	
	6 (1950-59)		8							8	96		10	2	2	12	118	27	171	1.8	
	7 (1960-66)		5				2			7	308	2	52	17	20	51	477	42	659	2.2	
TOTAL			21				2			23	509	3	91	35	27	83	768	83	1087	2.1	

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
St. Boniface	1 (1900-09)																			
2	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		9							9	137	1	19	4	3	10	157	38	231	1.7
	7 (1960-66)		3	1						4	51		3	1	1		75	9	89	1.7
TOTAL			12	1						13	188	1	22	5	4	10	232	47	320	1.7

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys								Dwelling Units		Population Structure							Persons occupied units	
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+		Total
St. Boniface	1 (1900-09)																			
Residual.	2 (1910-19)																			
	3 (1920-29)		4							4	44		13	7	6	6	62	10	104	2.4
	4 (1930-39)																			
	5 (1940-49)		11							11	72	1	15	1	1	3	96	22	138	1.9
	6 (1950-59)		22	1						23	198	1	24	19	17	35	261	62	418	2.1
	7 (1960-66)		20	7						27	401	6	159	33	18	57	607	53	927	2.3
TOTAL			57	8						65	715	8	211	60	42	101	1026	147	1587	2.2

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure								Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total		
St. Vital 1	1 (1900-09)																				
	2 (1910-19)																				
	3 (1920-29)																				
	4 (1930-39)																				
	5 (1940-49)																				
	6 (1950-59)		4							4	54	3	14	2	1	10	85	1	113	2.2	
	7 (1960-66)		9	12			1			22	614	21	141	63	25	43	1022	34	1328	2.2	
TOTAL			13	12			1			26	668	24	155	65	26	53	1107	35	1441	2.2	

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
St. Vital	1 (1900-09)																			
Residual	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)		9							9	79		2	3	3	8	88	30	134	1.7
	6 (1950-59)		9							9	38	7	5	3	4	1	44	6	63	2.0
	7 (1960-66)		18	1			1			20	350	17	49	23	18	21	426	146	683	2.1
TOTAL			36	1			1			38	467	24	56	29	25	30	558	182	880	2.0

NOTE: Data from Assessment Records - as of June 1966.

APARTMENT BUILDINGS										Dwelling		Population Structure							Persons	
Municipality	Period of Construction	No. of Storeys								Total	Units		0-5	6-13	14-17	18-20	21-64	65+	Total	units
		1	2	3	4	5	6	7	8+											
East	1 (1900-09)																			
Kildonan 1	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)																			
	7 (1960-66)		1	8	1					10	266	1	34	27	12	29	455	41	598	2.2
TOTAL			1	8	1					10	266	1	34	27	12	29	455	41	598	2.2

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
East	1 (1900-09)																			
Kildonan	2 (1910-19)																			
Residual	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)		2								2	6		2	3	1	3	8	17	2.8
	6 (1950-59)		25								25	185	1	54	26	8	31	280	43	2.4
	7 (1960-66)		17	2							19	222	5	96	62	21	29	341	49	2.6
TOTAL			44	2							46	413	6	152	91	30	63	629	92	2.5

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
North	1 (1900-09)																			
Kildonan	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)																			
	7 (1960-66)		11	7			1	1		20	459	2	146	52	25	68	794	39	1126	2.4
TOTAL			11	7			1	1		20	459	2	146	52	25	68	794	39	1126	2.4

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Fort Garry	1 (1900-09)																			
	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		2	1						3	77	0	29	22	10	34	109	5	209	2.7
	7 (1960-66)		8	3		1				12	252	4	61	32	19	26	413	51	602	2.4
TOTAL			10	4		1				15	329	4	90	54	29	60	522	56	811	2.5

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS No. of Storeys									Dwelling Units		Population Structure							Persons occupied units
		1	2	3	4	5	6	7	8+	Total	Total	Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
Transcona	1 (1900-09)																			
	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)																			
	6 (1950-59)		10	1						11	100	10	13	8	9	16	91	36	173	1.9
	7 (1960-66)		15	1		1				17	208	2	83	22	20	20	340	32	517	2.5
TOTAL			25	2		1				28	308	12	96	30	29	36	431	68	690	2.3

NOTE: Data from Assessment Records - as of June 1966.

Municipality	Period of Construction	APARTMENT BUILDINGS									Dwelling Units		Population Structure							Persons occupied units
		No. of Storeys									Total	Total Vac.	0-5	6-13	14-17	18-20	21-64	65+	Total	
West	1 (1900-09)																			
Kildonan	2 (1910-19)																			
	3 (1920-29)																			
	4 (1930-39)																			
	5 (1940-49)		2							2	10	0	4	1	1	1	19	1	27	2.7
	6 (1950-59)		22							22	216	7	25	12	6	13	236	100	392	1.9
	7 (1960-66)		14	3				1		18	352	7	55	44	24	26	466	129	744	2.2
TOTAL			38	3				1		42	578	14	84	57	31	40	721	230	1163	2.0

NOTE: Data from Assessment Records - as of June 1966.

APPENDIX II

NUMBER OF AUTOMOBILES AND APARTMENTS BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL FOR CONCENTRATION AREAS

NUMBER OF AUTOMOBILES AND APARTMENTS BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W1	>69										
	70-74	1	0							1	0
	75-79	2	0							2	0
	80-84										
	85-89	1	0							1	0
	90-94	17	8	8	3					25	11
	95-99	15	10							15	10
	100-104	1	1	1	1					2	2
	105-109			3	3					3	3
	110-114	1	0							1	0
	115-119			16	5					16	5
	120-124			16	12	3	2			19	14
	125-129			8	8	8	7			16	15
	130-134			1	1	2	2			3	3
	135-139			1	1	3	1			4	2
	140-149			1	1	9	8			10	9
	150-179					1	1			1	1
	180 +										
TOTAL		38	19	55	35	26	21			119	75

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W2	> 69										
	70-74										
	75-79	4	-							4	-
	80-84	11	4							11	4
	85-89	4	2							4	2
	90-94	1	-	11	7					12	7
	95-99	8	2	23	14					31	16
	100-104										
	105-109			28	7					28	7
	110-114			26	15					26	15
	115-119			45	33	9	8			54	41
	120-124										
	125-129										
	130-134					27	20			27	20
	135-139										
	140-149					1	-			1	-
	150-179										
	180 +										
TOTAL		28	8	133	76	37	28			198	112

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W3	> 69										
	70-74	11	1							11	1
	75-79	4	-							4	-
	80-84	9	-	5	-					14	-
	85-89			3	4					3	4
	90-94	8	4							8	4
	95-99			5	4					5	4
	100-104			10	4					10	4
	105-109			54	41					54	41
	110-114	40	40	44	36	9	5			93	81
	115-119										
	120-124					1	1			1	1
	125-129					28	24			28	24
	130-134										
	135-139										
	140-149			33	-					33	-
	150-179					48	46			48	46
	180 +					52	-	8	7	60	7
	TOTAL	72	45	154	89	138	76	8	7	372	217

**NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL**

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W4	>69										
	70-74										
	75-79										
	80-84										
	85-89	21	13							21	13
	90-94										
	95-99										
	100-104	6	4							6	4
	105-109			120	106					120	106
	110-114										
	115-119										
	120-124			35	20					35	20
	125-129										
	130-134			42	33					42	33
	135-139										
	140-149					19	17			19	17
	150-179					64	52			64	52
	180 +			19	16	66	68	7	8	92	92
	TOTAL	27	17	216	175	149	137	7	8	399	337

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W5	>69										
	70-74										
	75-79										
	80-84	1	1							1	1
	85-89	7	3							7	3
	90-94	14	7	20	12					34	19
	95-99			6	5					6	5
	100-104			15	10	15	13			30	23
	105-109			16	10					16	10
	110-114			42	27	14	9			56	36
	115-119					14	9			14	9
	120-124										
	125-129					11	4			11	4
	130-134					102	85			102	85
	135-139					5	5			5	5
	140-149										
	150-179										
	180 +										
TOTAL		22	11	99	64	161	125			282	200

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W6	> 69										
	70-74										
	75-79										
	80-84										
	85-89										
	90-94										
	95-99										
	100-104			8	8					8	8
	105-109	15	11			2	2			17	13
	110-114			34	33					34	33
	115-119										
	120-124	3	1	64	46					67	47
	125-129			22	19	15	14			37	33
	130-134	1	-	60	51					61	51
	135-139										
	140-149			60	50	22	24			82	74
	150-179					132	139	16	14	148	153
	180 +					29	34	7	13	36	47
	TOTAL	19	12	248	207	200	213	23	27	490	459

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W8	>69										
	70-74										
	75-79	1	-							1	-
	80-84										
	85-89	3	-							3	-
	90-94			11	8					11	8
	95-99			15	10					15	10
	100-104			12	10	10	9			22	19
	105-109										
	110-114										
	115-119					15	11			15	11
	120-124										
	125-129										
	130-134										
	135-139										
	140-149										
	150-179										
	180 +										
	TOTAL	4	-	38	28	25	20			67	48

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W10	>69										
	70-74										
	75-79										
	80-84										
	85-89										
	90-94										
	95-99										
	100-104										
	105-109	80	42							80	42
	110-114										
	115-119										
	120-124			251	149					251	149
	125-129										
	130-134										
	135-139										
	140-149					76	56			76	56
	150-179										
	180 +										
TOTAL		80	42	251	149	76	56			407	247

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W11	>69	2	2							2	2
	70-74	3	1							3	1
	75-79			2	2					2	2
	80-84	9	2	23	10					32	12
	85-89	26	8							26	8
	90-94	5	4	12	7					17	11
	95-99	4	1	16	8					20	9
	100-104			5	4	4	3			9	7
	105-109			11	11	20	19			31	30
	110-114			13	10	5	2			18	12
	115-119			53	27	11	6			64	33
	120-124										
	125-129										
	130-134					8	7			8	7
	135-139										
	140-149										
	150-179										
	180 +										
TOTAL		49	18	135	79	48	37			232	134

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W14	>69										
	70-74										
	75-79	1	0							1	0
	80-84										
	85-89			25	13					25	13
	90-94	5	4	18	12					23	16
	95-99			18	17					18	17
	100-104			15	12	28	18			43	30
	105-109			8	8	20	16			28	24
	110-114					27	18			27	18
	115-119					10	9			10	9
	120-124										
	125-129										
	130-134										
	135-139										
	140-149										
	150-179										
	180 +										
TOTAL		6	4	84	62	85	61			175	127

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Winnipeg W15	>69	24	6	103	34	13	11	1	1	141	52
	70-74										
	75-79	4	2							4	2
	80-84	3	3							3	3
	85-89	25	16	4	4					29	20
	90-94			30	24					30	24
	95-99			25	11					25	11
	100-104			30	24	15	18			45	42
	105-109			65	65	22	16			87	81
	110-114										
	115-119					23	18			23	18
	120-124					3	3			3	3
	125-129										
	130-134										
	135-139										
	140-149										
	150-179										
	180 +										
TOTAL		56	27	257	162	76	66	1	1	390	256

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
St. James	> 69										
	70-74										
	75-79										
	80-84	45	15							45	15
	85-89	5	-							5	-
	90-94			11	8					11	8
	95-99	6	4	62	20					68	24
	100-104										
	105-109			37	22					37	22
	110-114			37	24	20	15			57	39
	115-119					5	5			5	5
	120-124										
	125-129					50	37			50	37
	130-134			17	18					17	18
	135-139					33	25			33	25
	140-149										
	150-179					23	28			23	28
	180 +										
TOTAL		56	19	164	92	131	110			351	221

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
St. Boniface	>69	3	2							3	2
	70-74	8	6	21	15					29	21
	75-79					54	36			54	36
	80-84	5	2	31	21					36	23
	85-89	14	9	32	21					46	30
	90-94	5	2	18	17	7	5			30	24
	95-99			40	39	12	9			52	48
	100-104			117	16	6	4			123	20
	105-109	20	18	8	5	5	4			33	27
	110-114			34	30	4	2			38	32
	115-119			137	121	38	30			175	151
	120-124					10	8			10	8
	125-129							10	8	10	8
	130-134										
	135-139					10	11			10	11
	140-149					60	54			60	54
	150-179										
	180 +					1	2	4	4	5	6
TOTAL		55	39	438	285	207	165	14	12	714	501

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
St. Vital	> 69	35	5							35	5
	70-74	2	-							2	-
	75-79	7	5							7	5
	80-84			19	15					19	15
	85-89	1	-							1	-
	90-94	15	12	14	7	6	5			35	24
	95-99	34	34	33	18					67	52
	100-104	30	28	33	28	6	5			69	61
	105-109			32	33	43	38			75	71
	110-114			222	222	6	8			228	230
	115-119			21	18	19	19			40	37
	120-124					20	16			20	16
	125-129					50	52			50	52
	130-134					85	100	3	3	88	103
	135-139					24	23			24	23
	140-149										
	150-179										
	180 +										
TOTAL		124	84	374	341	259	266	3	3	760	694

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
East	> 69	1	0							1	-
Kildonan	70-74										
	75-79										
	80-84										
	85-89										
	90-94	15	11	51	40					66	51
	95-99			188	156	5	2			193	158
	100-104			15	15	45	38			60	53
	105-109					14	12			14	12
	110-114					26	22			26	22
	115-119					18	16			18	16
	120-124					57	56			57	56
	125-129										
	130-134										
	135-139							18	16	18	16
	140-149										
	150-179										
	180 +										
TOTAL		16	11	254	211	165	146	18	16	453	384

**NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL**

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
North	> 69										
Kildonan	70-74										
	75-79	10	-							10	-
	80-84										
	85-89	5	1							5	1
	90-94			20	51					20	51
	95-99			6	6					6	6
	100-104	19	15	77	55	9	9			105	79
	105-109			3	2					3	2
	110-114			70	63	106	101			176	164
	115-119										
	120-124					21	23			21	23
	125-129										
	130-134										
	135-139					42	43			42	43
	140-149							4	6	4	6
	150-179										
	180 +										
TOTAL		34	16	176	177	178	176	4	6	392	375

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Fort Garry	> 69										
	70-74	2	2							2	2
	75-79										
	80-84	1	2							1	2
	85-89										
	90-94										
	95-99			25	19					25	19
	100-104										
	105-109					12	11			12	11
	110-114			23	18					23	18
	115-119			14	11					14	11
	120-124					25	23			25	23
	125-129										
	130-134										
	135-139					90	80			90	80
	140-149										
	150-179										
	180 +							5	4	5	4
	TOTAL	3	4	62	48	127	114	5	4	197	170

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
Transcona	> 69	2	1	4	1					6	2
	70-74										
	75-79										
	80-84										
	85-89			2	2					2	2
	90-94					4	3			4	3
	95-99			10	8	3	2			13	10
	100-104			11	5					11	5
	105-109										
	110-114					81	55			81	55
	115-119										
	120-124										
	125-129										
	130-134										
	135-139										
	140-149										
	150-179										
	180 +										
TOTAL		2	1	27	16	88	60			117	77

NUMBER OF AUTOMOBILES AND APARTMENTS
BY SIZE OF APARTMENT UNIT AND MONTHLY RENTAL

Area of Con- centration	Average Monthly Rental	Bachelor		1 Bedroom		2 Bedroom		3 Bedroom		Total	
		No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.	No. of apts.	No. of autos.
West	>69	33	-							33	-
Kildonan	70-74										
	75-79			1	2					1	2
	80-84	30	21	8	4					38	25
	85-89					14	6			14	6
	90-94			27	21					27	21
	95-99	9	5	18	17	8	8			35	30
	100-104			8	5					8	5
	105-109					37	32			37	32
	110-114			7	4					7	4
	115-119			9	5	20	13			29	18
	120-124										
	125-129										
	130-134					3	2			3	2
	135-139					3	2			3	2
	140-149										
	150-179							2	2	2	2
	180 +										
TOTAL		72	26	78	58	85	63	2	2	237	149

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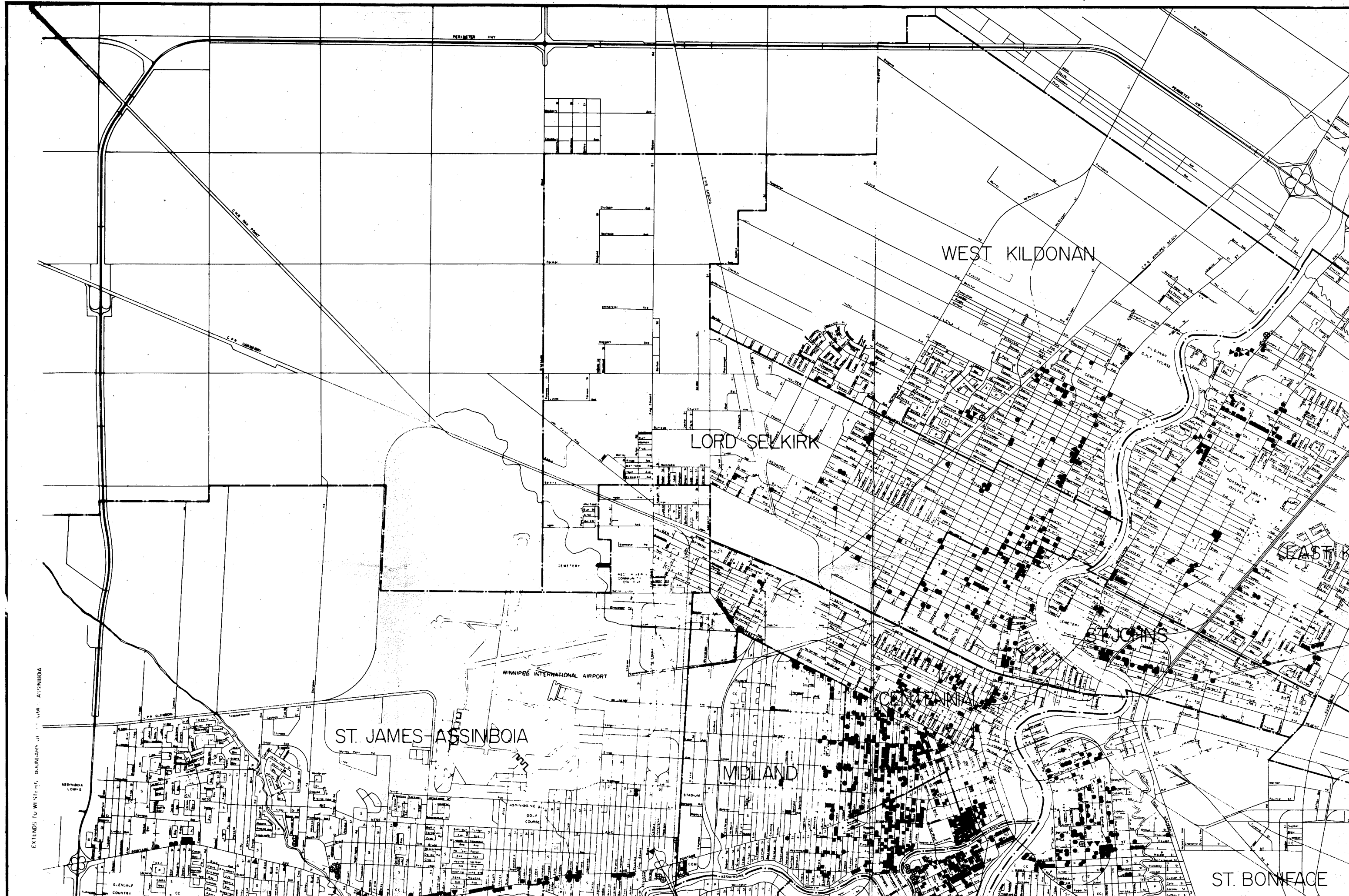
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EXTENDS TO WESTERN BOUNDARY OF ST. JAMES-ASSINBOIA

WEST KILDONAN

LORD SELKIRK

ST. JAMES-ASSINBOIA

MIDLAND

CENTRAL

ST. JAMES

ST. BONEFACE



WEST KILDONAN

LORD SELKIRK

EAST KILDONAN

ST. JOHNS

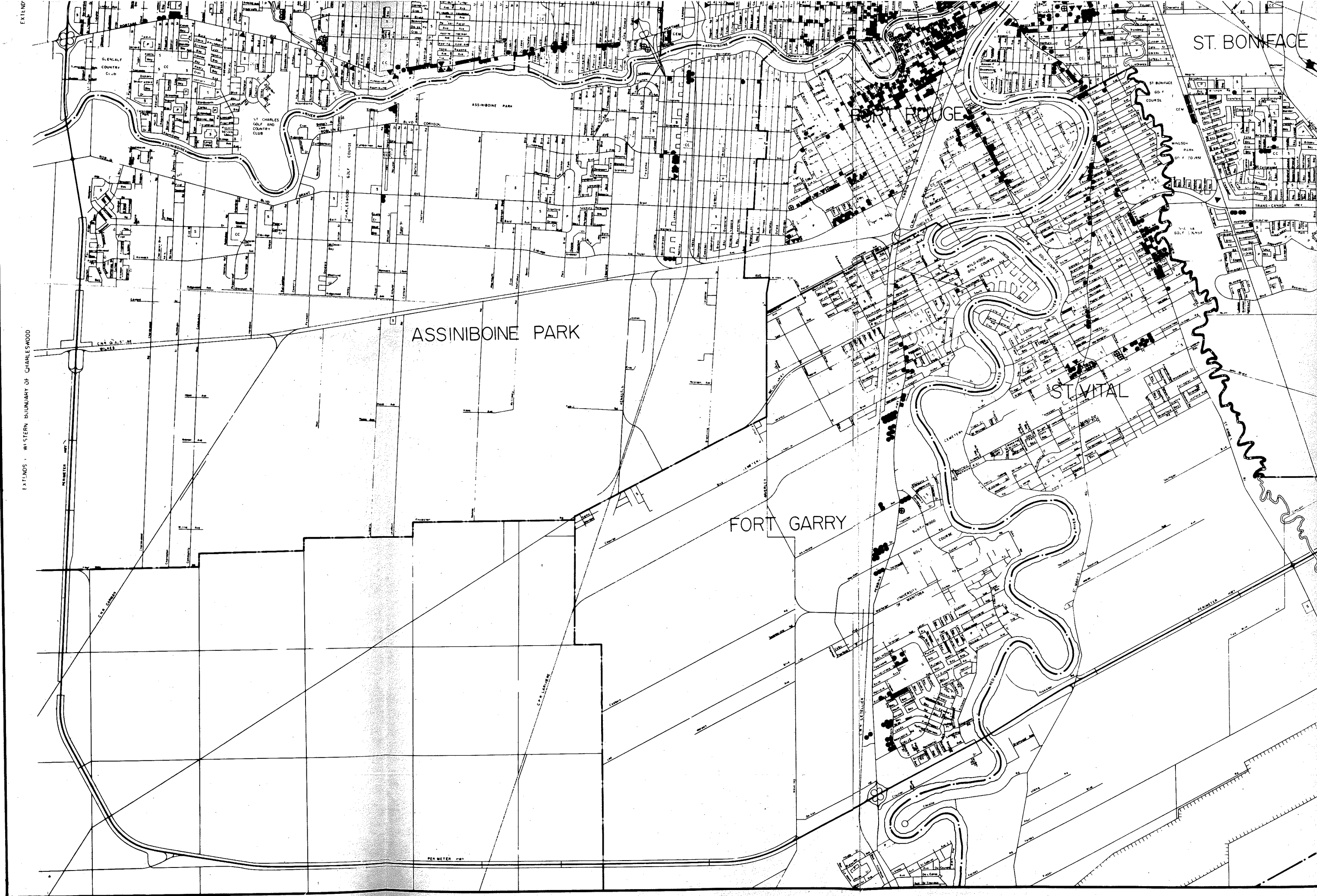
MIDLAND

ST. BONEFACE

TRANSCONA

EXTENDS WESTERN BOUNDARY OF CHARLESWOOD

EXTEND



ASSINIBOINE PARK

FORT GARRY

ST. BONIFACE

ST. VITAL

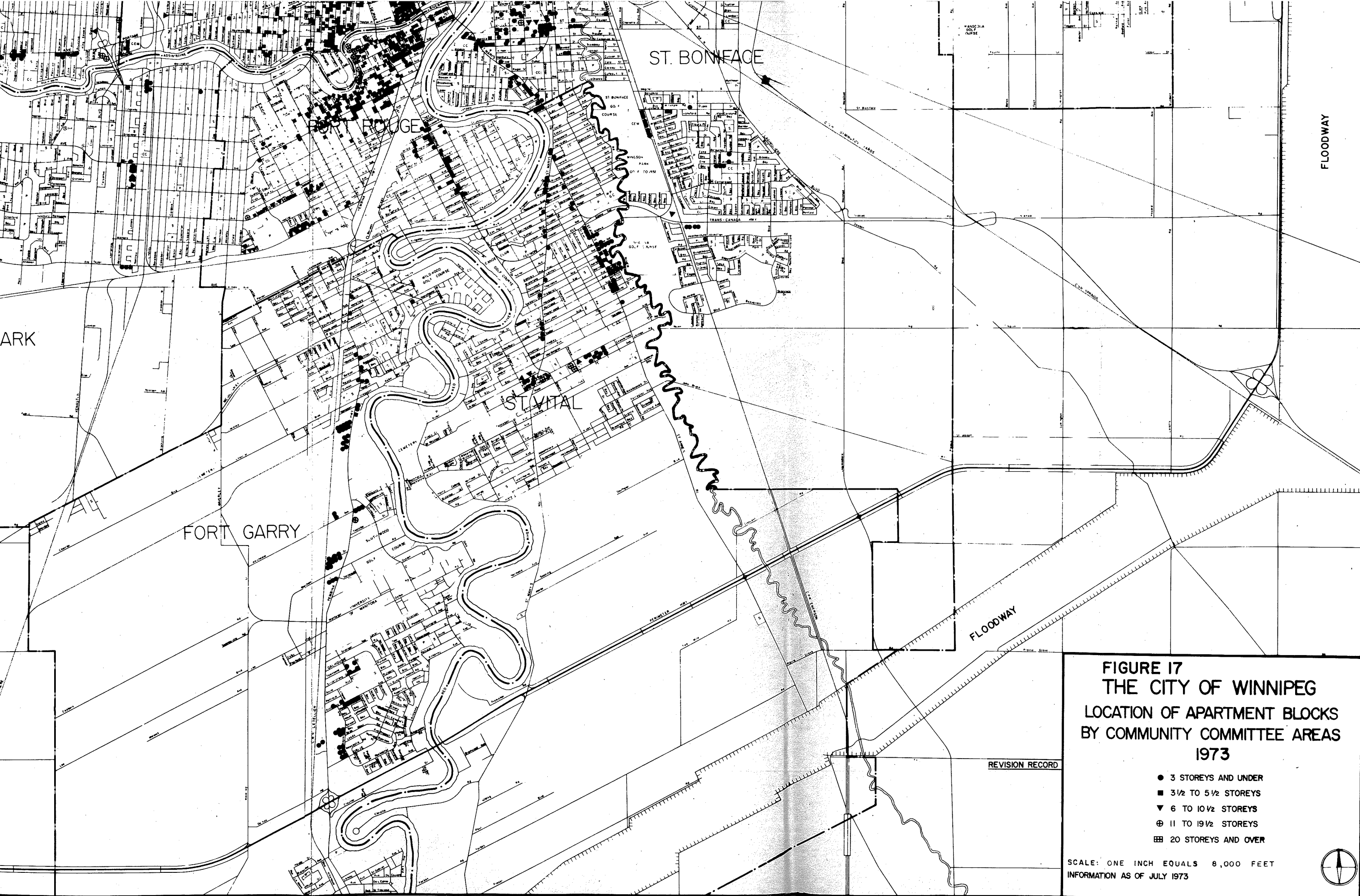


FIGURE 17
THE CITY OF WINNIPEG
LOCATION OF APARTMENT BLOCKS
BY COMMUNITY COMMITTEE AREAS
1973

- 3 STOREYS AND UNDER
- 3 1/2 TO 5 1/2 STOREYS
- ▼ 6 TO 10 1/2 STOREYS
- ⊕ 11 TO 19 1/2 STOREYS
- ▨ 20 STOREYS AND OVER

SCALE: ONE INCH EQUALS 8,000 FEET
INFORMATION AS OF JULY 1973

