

Winnipeg

July 2014

Corydon-Osborne Area Plan Appendix

prepared by: peter j. smith & company, inc.

City of Winnipeg

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Note: *The Corydon-Osborne Area Plan Appendix supplements the Corydon-Osborne Area Plan by providing the non-statutory concepts and background planning information under separate cover.*


CORYDON AVE



1

About the Appendix

The Appendix for the Corydon-Osborne Area Plan provides the non-statutory concepts for future public realm development as well as the background information that serves as the foundation for the Area Plan. The following section describes the Corydon-Osborne Area Plan Appendix:

1.1 Purpose

1.1 Purpose

The Corydon-Osborne Area Plan Appendix is a companion document to the statutory Area Plan. The Appendix provides all of the non-statutory content and background information developed during the planning process for Corydon-Osborne.

Detailed Planning Background

Corydon-Osborne is a critical area of the City. As is stated in the Area Plan, the study area designated as Corydon-Osborne is a key destination within the City of Winnipeg that has a unique character and is known as a place to see and be seen. With its distinct identity, the Corydon-Osborne study area has been the subject of dedicated resident and stakeholder discussion regarding the appropriate future for this prominent location in the City.

About the Corydon-Osborne Plan

The plan for Corydon-Osborne takes a critical look at the area, identifies the existing conditions and potentials as well as articulates a community voice and vision based on extensive community involvement. ***The central purpose is to establish a plan that illustrates how Corydon-Osborne should develop in the future.***

Understanding that the policies of the study area must reflect citywide policies of the OurWinnipeg and the Complete Communities Direction Strategy, including the area's need to accommodate future growth, the planning process focused on a need to balance citywide objectives with local interests. To accomplish this balance, issues that were addressed extended beyond intensification including circulation and connectivity to surrounding communities.

Presented as part of the Appendix are the concepts that were developed based on community discussions and planning analysis as well as the detailed background information that helped Corydon-Osborne arrive at a shared vision for the future, complete with policies and next steps for planning development.

Structure of the Document

The Appendix furthers the Area Plan by providing the concepts and background information that were critical to plan discussions and development.

1 About the Appendix

Chapter 1 provides a description of the Appendix and its relationship to the Area Plan.

2 Concepts

Chapter 2 describes the non-statutory concepts identified as part of the planning process, focusing on potential strategies to address key circulation issues.

3 Public Involvement

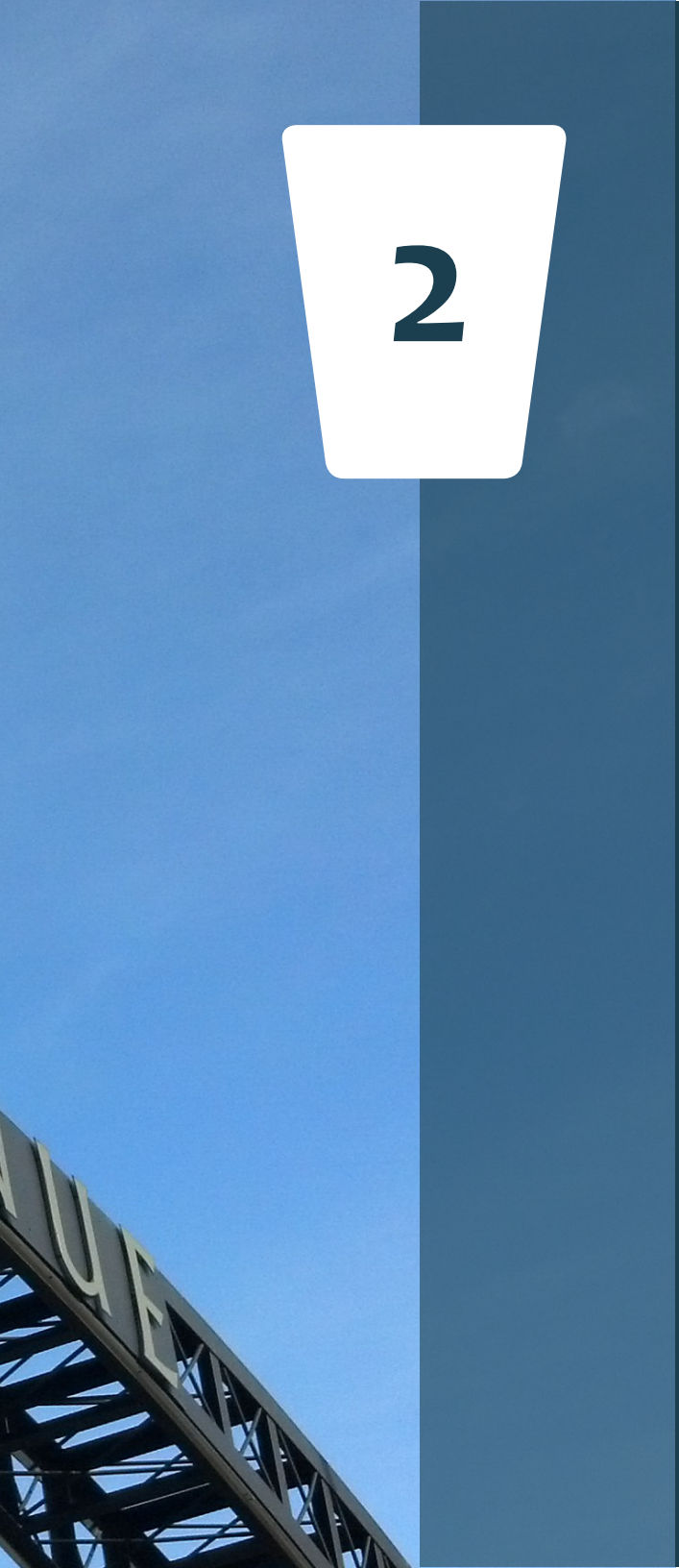
Chapter 3 details the public involvement techniques utilized during the planning process and the results of each session.

4 Existing Conditions

Chapter 4 identifies the extensive planning analysis conducted to inform the plan, ensuring that policies are based on current conditions.

While the Area Plan provides the statutory components for plan implementation, the Appendix comprises the information developed to assist in identifying the existing and future potential for the area.


CORYDON AVE



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Concepts

In the development of the Area Plan, several concepts were identified based on community need and potential. These concepts address existing issues in Corydon-Osborne and present an opportunity to improve the community. The information presented in this Chapter provides a starting point for investigation of potential opportunities. The following sections describe the non-statutory concepts of the plan:

2.1 Master Plan Concepts

2.2 Streetscape Concepts

2.2 Master Plan Concepts

Together with the Urban Design Concept and Master Plan detailed in the Area Plan, this section of the Appendix identifies several concepts as potential options for the future of Corydon-Osborne.

Transition into the Area

Just beyond the boundaries of the study area are several areas that should incorporate the planning policies of Corydon-Osborne to help transition into the study area. These areas include properties fronting on Corydon Avenue between Stafford Street and Harrow Street and the area just south of the study area along the Red River.

The Corydon Avenue area between Stafford and Harrow Streets, as illustrated in the Master Plan on the following page, is seen as a continuation of the commercial area and should utilize the Mid-rise Mixed Use building policies that serve to frame the core area of Corydon Village.

The area south of the study area along the Red River on the east side of the railway is key to the future development of the TOD and should be considered part of the TOD. Buildings should step down from the High-rise TOD Mixed Use buildings on the east side of Pembina Highway in the study area to preserve river views and should incorporate Mid-rise TOD Mixed Use policies of the Area Plan into any future planning of the area. This area is designated as Mid-rise Riverfront TOD Mixed Use in the Master Plan on the following page.

Confusion Corner Concept

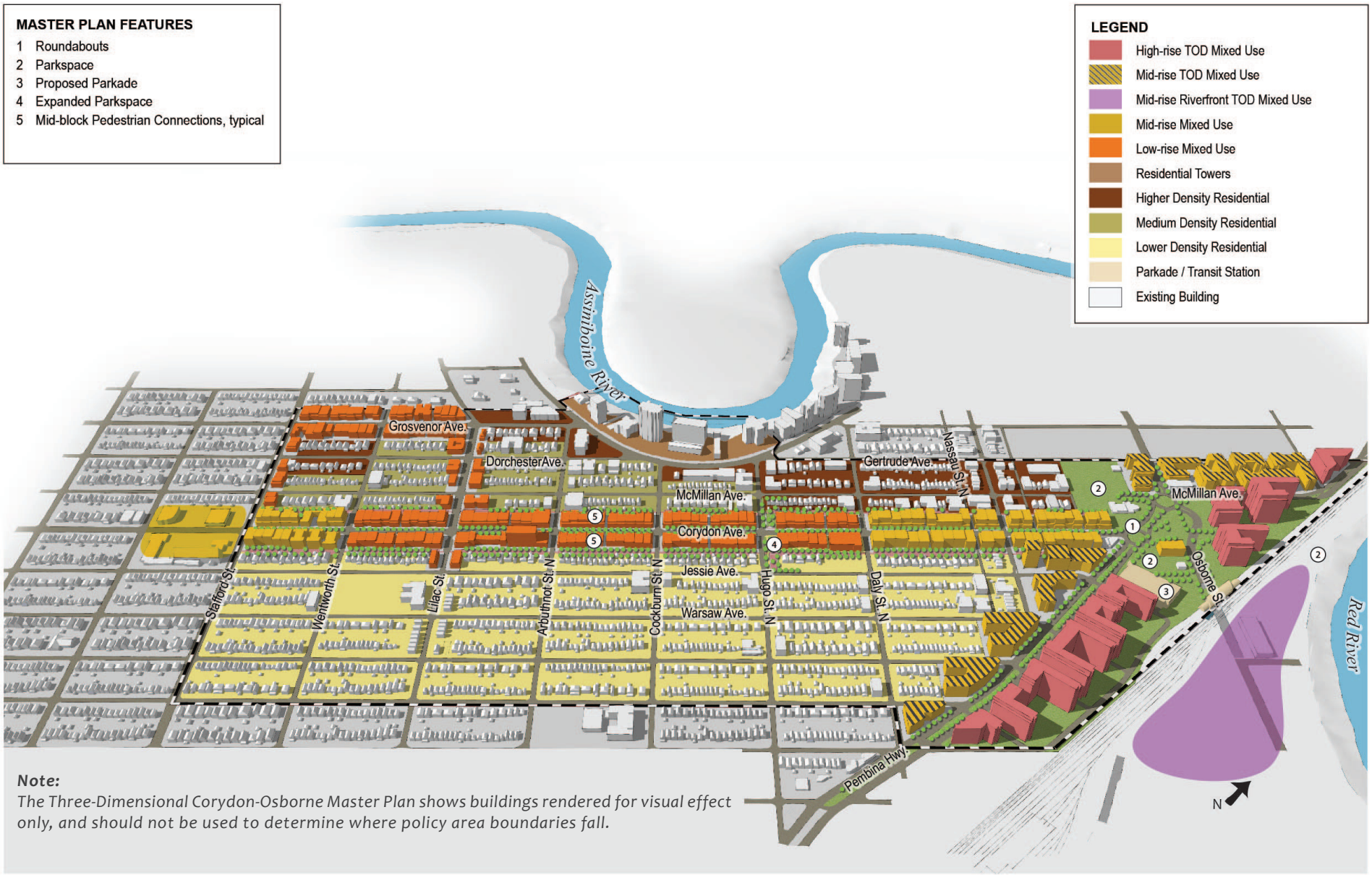
Central to the redesign of the transit area is the potential reconfiguration of "Confusion Corner" possibly using two, three lane roundabouts to facilitate traffic flow and redefine the intersection as the most iconic in the entire city. It would act as a southerly gateway to Winnipeg each circle defined with a monumental sculpture/fountain reflecting the history and culture of the area. Walking distances from the transit station to the Red River and to the entrance of Corydon Village would take approximately 5 minutes. A 10 minute walk would access the heart of Corydon Village. From the centre of the Corydon Village the entire village area can be walked in about five minutes with a ten minute walk to include the River, Osborne Village and the transit station.

Green Street Alleyways

Alleyways parallel to Corydon Avenue should encourage "complete streets" principles for facilitated pedestrian, auto and bicycles circulation adjacent and parallel to Corydon Avenue.

Three-Dimensional Corydon-Osborne Master Plan with Concepts

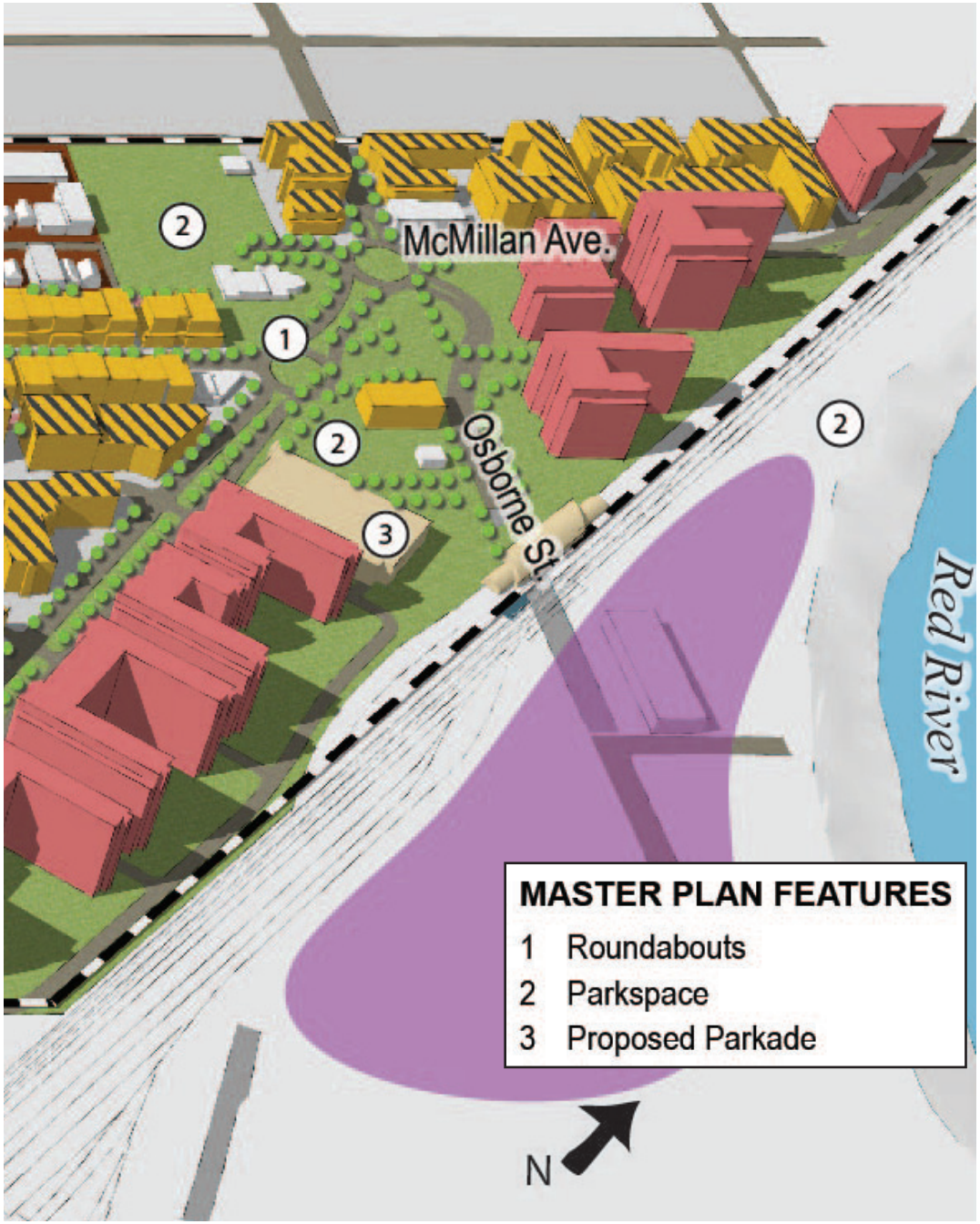
The following illustration demonstrates the proposed design elements and future built form for Corydon-Osborne as well as the potential concepts identified as part of the Appendix.



Note:
The Three-Dimensional Corydon-Osborne Master Plan shows buildings rendered for visual effect only, and should not be used to determine where policy area boundaries fall.

Roundabouts at Confusion Corner

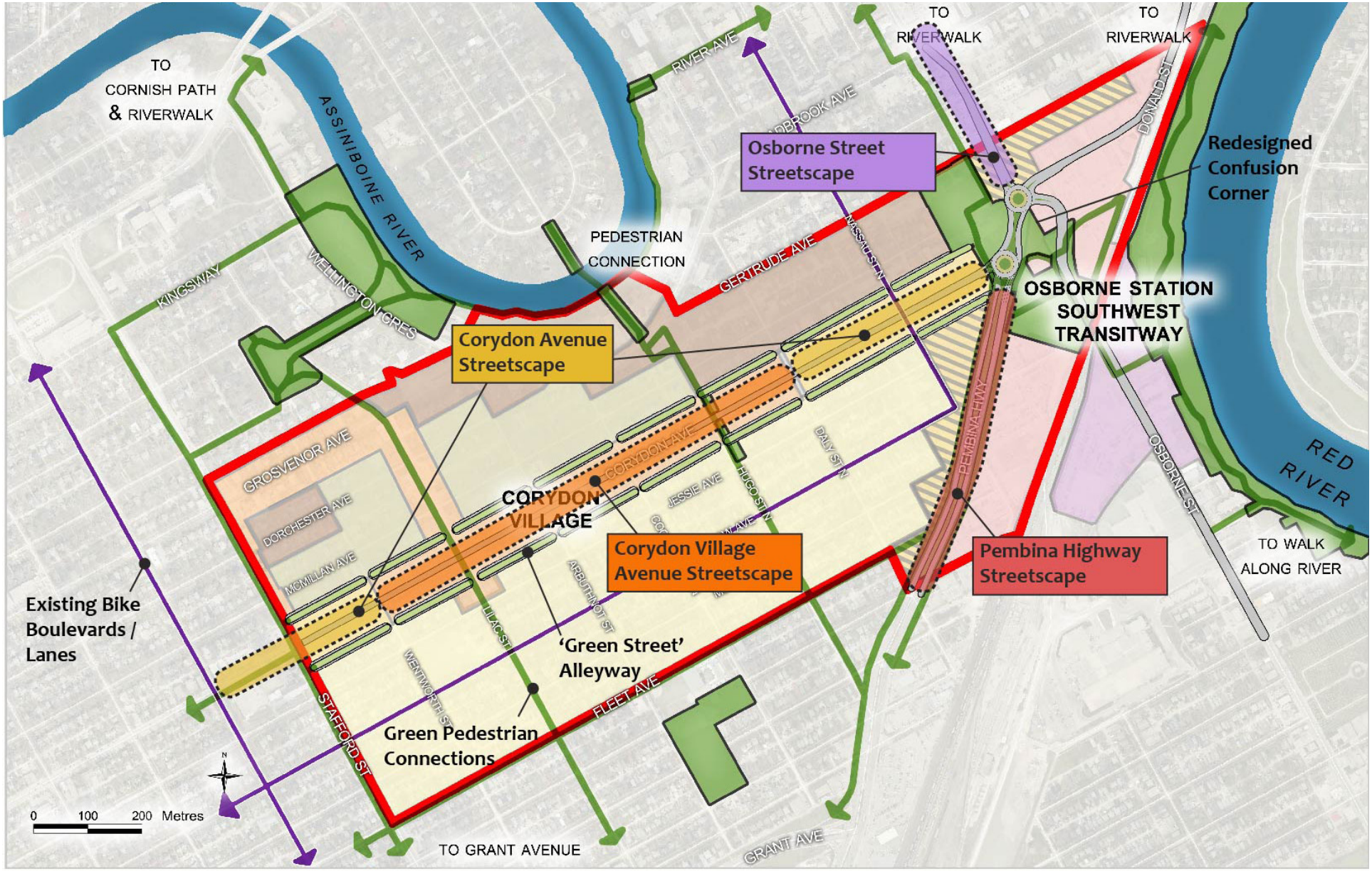
Identified repeatedly as an issue during discussions of the Corydon-Osborne study area, Confusion Corner is an obstruction to accessible circulation to and from Corydon Village and Osborne Station that should be addressed. The adjacent illustration highlights the roundabouts proposed for further investigation as part of the Appendix as well as the parkspace and proposed parkade identified as part of the Area Plan.



Note:
The Three-Dimensional Corydon-Osborne Master Plan shows buildings rendered for visual effect only, and should not be used to determine where policy area boundaries fall.

Master Plan Circulation Map with Streetscape Improvement Areas Identified

The map below highlights the circulation system of the Master Plan including the streetscape improvement areas that are detailed in the following section of the Appendix.



2.1 Streetscape Concepts

Streetscapes are important to commercial activity, improving circulation, exposure and the neighbourhood experience. The streetscape potentials identified for Corydon Avenue, Osborne Street and Pembina Highway further refine the urban design of the area, in greater detail than the Master Plan.

About Streetscapes

Streetscapes and building facades define the public realm and encourage the movement of pedestrians along the commercial street as important as moving vehicles. Wider sidewalks facilitate pedestrian flow. At minimum the street should allow 1 m at the building face 3 m for circulation and 2 m as a furniture/tree strip including door swing to a total of approximately 6 m. The minimum standard for a simple recreation trail is approximately 3 m. Snow storage should also be considered in the detail design of the streetscape public realm. Street trees should be indigenous and placed 6 m to 8 m on centre to shade sidewalks, improve air quality and create a green ambiance to all streets. Stormwater management should be designed into the streetscape in the form of rain gardens and surface detention.

Corydon Avenue Streetscapes

The concept for Corydon Avenue is to facilitate pedestrian circulation, allow for street activities and amenities and strengthen street life in the five blocks from Daly to Wentworth Streets. This area of the "village" would have a more intense and detailed design than the rest of Corydon Avenue with wider sidewalks in place of on street parking. Wide sidewalks would facilitate the placement of street trees, street furniture and allow for a substantial travel lane for wheelchairs, etc. A unique identity for the entire street should be developed that supports the arts and culture of the corridor. Three travel lanes would maintain current traffic flow and ease traffic obstructions. The buildings along the street would be mixed use with retail, restaurants and patios on the ground floor and office residential above. They are proposed to be low-rise in the "village" centre and mid-rise at both ends. The result is a pedestrian scale environment with a variety of street activities.

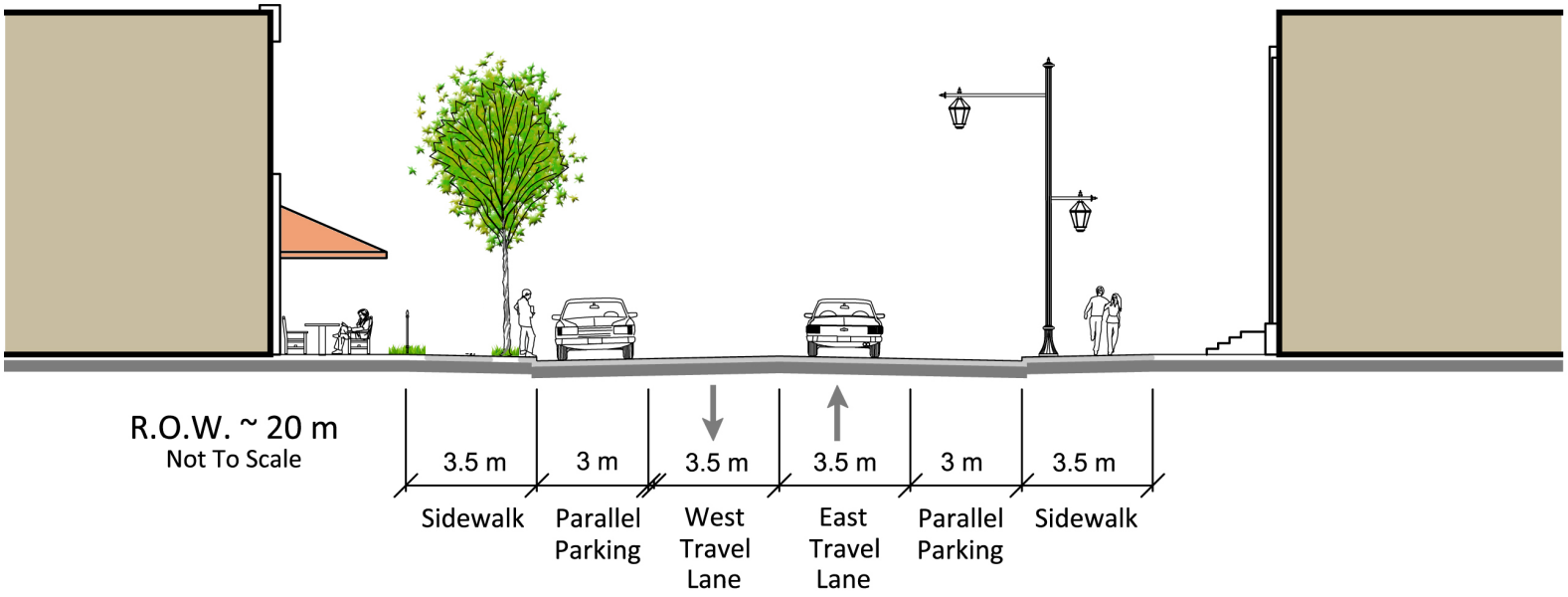
Corydon Avenue Streetscape

The following graphic shows streetscape improvements for Corydon Avenue between Harrow Street and Wentworth Street as well as Daly Street and Pembina Highway.

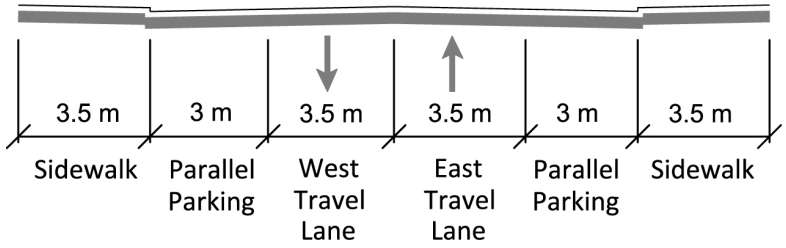
CORYDON AVENUE

VIEWING EASTWARD

PROPOSED: REMAIN AS EXISTING

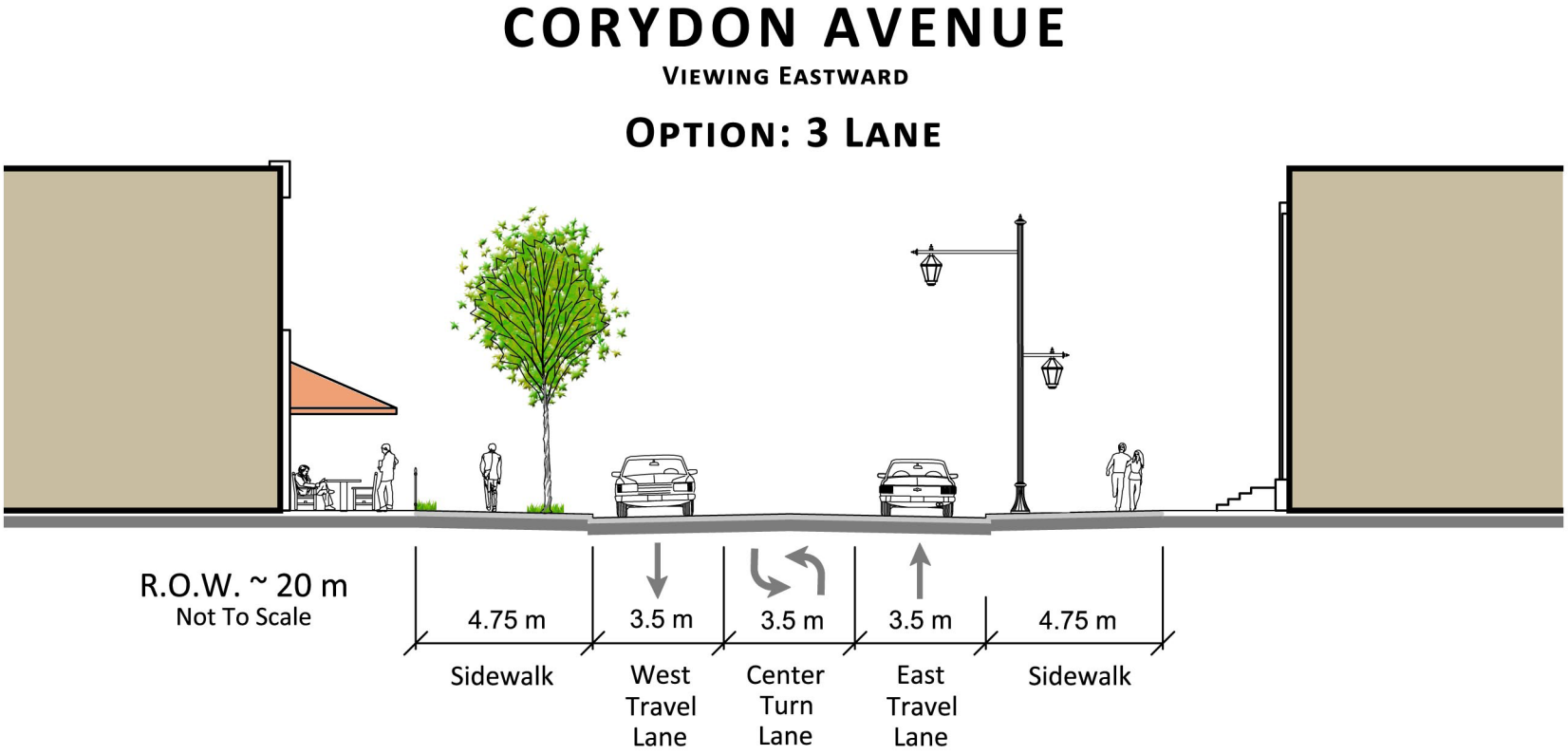


EXISTING CONDITIONS - 2 LANE (PARKING EACH SIDE)



Corydon Village Avenue Streetscape

The following graphic shows streetscape improvements for Corydon Avenue between Wentworth Street and Daly Street. Also provided is a three-dimensional illustration of what this streetscape could look like.



Corydon Village Avenue Streetscape Illustration



Osborne Street Streetcape

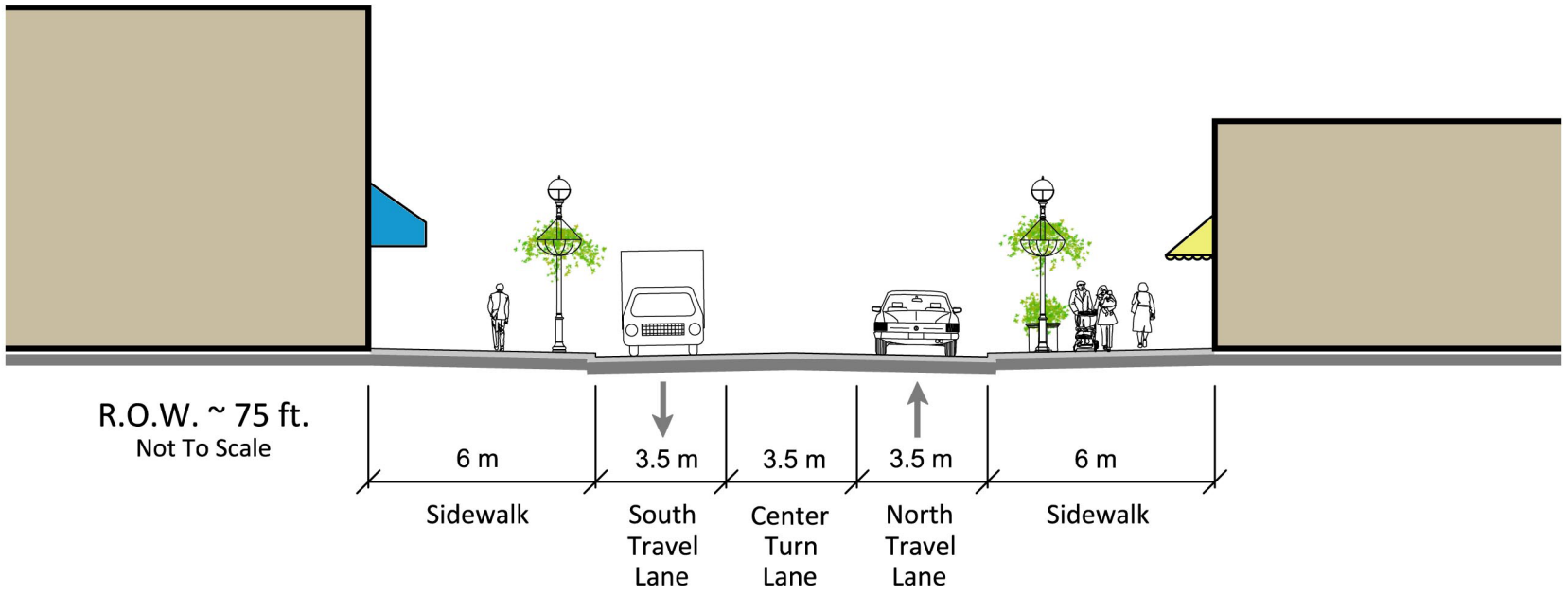
The concept for Osborne Street is to widen the sidewalks as much as possible while maintaining current traffic flow. At present sidewalks are too narrow restricting commercial circulation with street lights, sign posts, etc. The street should have a simple clean and efficient design including street trees where appropriate. Osborne should allow mid-rise buildings visually linking with the mid-rise form along the west side of Pembina Highway. The buildings along the street are mixed use with retail, restaurants and patios on the ground floor, depending on the width of the sidewalk, with office and residential on the upper floors.



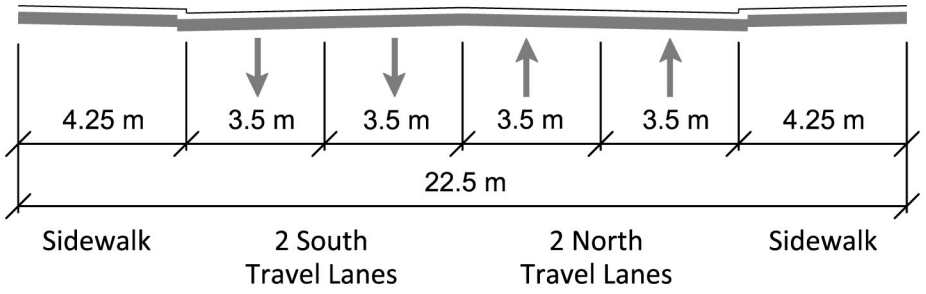
OSBORNE STREET

VIEWING NORTHWARD

PROPOSED: 3 LANE (CENTRE TURN LANE)



EXISTING CONDITIONS - 4 LANE ROAD



Pembina Highway Streetscape

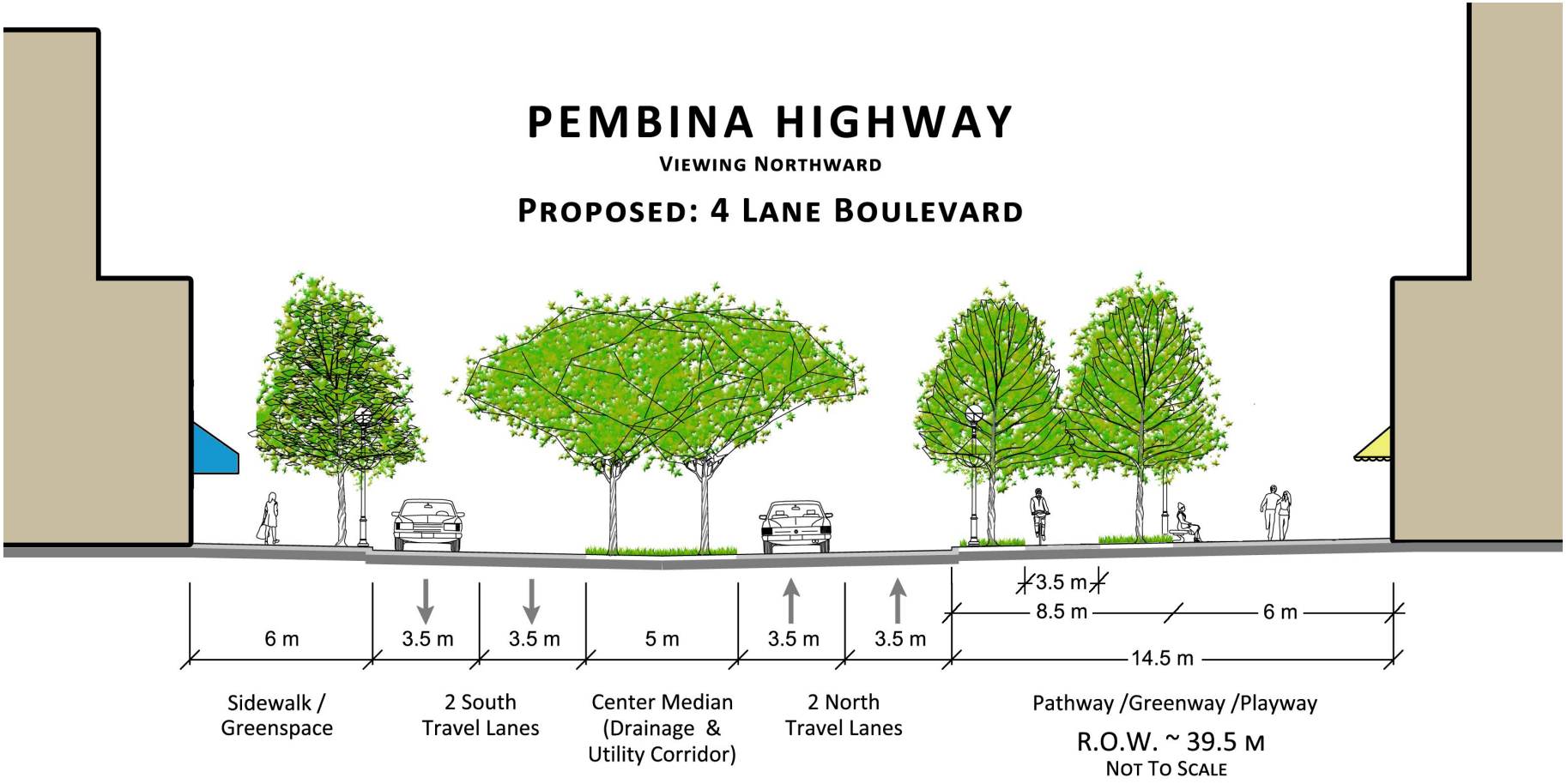
Pembina Highway is a monumental corridor and should be viewed as a destination and an iconic street not just an arterial corridor in the City of Winnipeg much akin to the great streets of other great cities. The concept is to develop a "high" street one that is lined with high end retail opportunities facing on to a vibrant commercial street. Pembina should be viewed as a green corridor with a wide linear park on the east side, a 3.5 m all season recreation trail/bikeway through the park. Tree lined walkways and numerous large street plazas and gathering areas would accommodate an active street life. If appropriate, traffic should be accommodated on a four lane thoroughfare with a wide central and tree lined median to define a majestic entrance to the City. The buildings along the street should be iconic offering premier architectural opportunities for high-rise development. Three storey podiums will maintain a constant street wall and support point towers allowing adequate light and air circulation.



PEMBINA HIGHWAY

VIEWING NORTHWARD

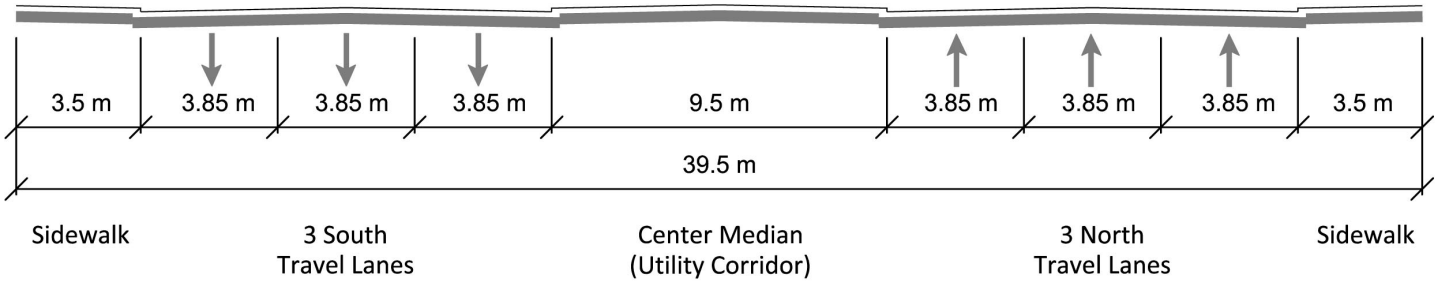
PROPOSED: 4 LANE BOULEVARD



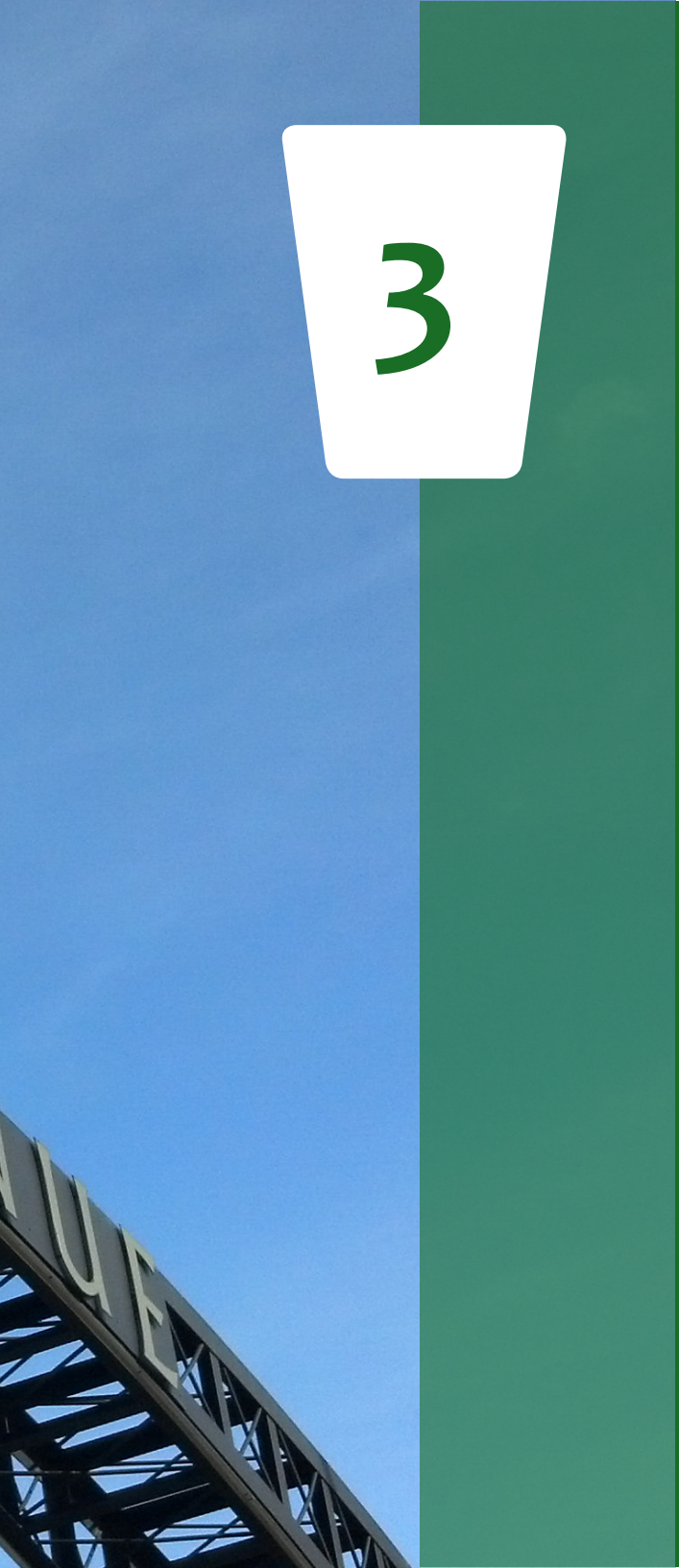
R.O.W. ~ 39.5 M

NOT TO SCALE

EXISTING CONDITIONS - 6 LANE BOULEVARD




CORYDON AVE



3

Public Involvement

Key to the development of the plan is public involvement. To gather comprehensive input from the community and community stakeholders, a variety of input gathering techniques have been used throughout the phases of plan development. The findings from each technique are summarized in the following sections:

3.1 Focus Groups Sessions

3.2 Public Meeting #1

3.3 Public Meeting #2

3.4 Open House

3.5 2011 & 2012 Input Summary

3.1 Focus Groups

In November 2013 several focus groups were conducted to highlight issues relevant to the Corydon-Osborne plan development process including a local business and real estate development focus group, a local resident focus group and a transportation focus group. The following summarizes the outcomes of each session.

Local Business and Real Estate Development Focus Group

On November 12, 2013, a group of six local business and real estate development representatives discussed with the project consultants key issues facing the Corydon-Osborne study area. Key discussion points from the focus group are summarized below:

- **Corydon-Osborne has a desirable lifestyle**: The study area is a significant destination for the local residents as well as for the City as a whole. The area is seen as a comfortable, walkable, dense, diverse and historic area with a variety of housing choices and retail and dining options in a prime location in Winnipeg.
- **Social destination**: The study area is a meeting place within the City, where the primary draw is the street life itself.
- **Need for density around transit**: There is potential for mid-rise to high-rise development around the transit station that could include office, residential and retail uses. Also identified is the potential for boutique hotel(s).
- **Need for parking**: There is potential for a parkade, particularly one that offers free parking.
- **Need for year-round activity**: There is potential for an indoor venue as the area tends to be a seasonal destination.
- **Accommodate high-end retail**: There is potential to provide spaces that could meet the needs of retail boutiques.
- **Identification of competitors**: The Corydon-Osborne study area competes against local malls, greenfield development as well as other areas within the City (Downtown, Exchange District). In addition, the lack of enabling zoning and leadership is a competitor for development in the study area.
- **Need for a plan**: There is a need for clear understanding of the rules for development, rules that are applied fairly to all parties. Discussions during the meeting reflected a frustration with the uncertainty of the planning and zoning process.

Local Residents Focus Group

On November 13, 2013, a group of 17 local resident representatives discussed with the project consultants key issues facing the Corydon-Osborne study area. Key discussion points from the focus group are summarized below:

- **Study area is characterized as a neighbourly mixed-use destination**: Key characteristics of Corydon-Osborne are its historic residential areas and small businesses along the commercial spine.
- **The importance of maintaining diversity within the community:** Historically, the area is seen as having a very diverse population and there is a strong desire to maintain this diversity and ensure that there are housing options available for all.

- **Accessibility of the study area**: Residents regard the area as an accessible community for pedestrians, cyclists, buses and cars alike.
- **Variety of attractions**: A variety of locations are considered neighbourhood magnets including restaurants, shops, schools, parks, bikeways and the rapid transitway.
- **A destination for walking in Winnipeg**: Walking in Corydon-Osborne is the key neighbourhood magnet.
- **Need for affordability**: Particularly in regards to housing in order to accommodate a variety groups like young adults, seniors, families, immigrant populations, etc.
- **Maintain variety within the community**: There is a strong appreciation and desire to maintain and enhance the variety of both shops and housing choices within the study area.
- **Importance of a defined plan for the community**: What became clear during the session was the strong appreciation for the community and the desire to set a clear vision and effective plan for the future of the area that embraces the character of the community.

Transportation Focus Group

On November 13, 2013, a group of 14 transportation representatives discussed with the project consultants key issues facing the Corydon-Osborne study area. Key discussion points from the focus group are summarized below:

- **Benefits of the grid system**: There is a strong appreciation for the walkability of the grid system within the study area.
- **Appreciation of the mixed-use character**: Active storefronts and the pedestrian culture of the study area is part of its appealing atmosphere.
- **Well served by transit and active transportation**: Bus connectivity and bikeways are a positive feature in the study area.
- **Need to address Confusion Corner**: Confusion Corner is a major impediment to connectivity in the study area, particularly for cyclists and pedestrians, making use of the Rapid Transitway at Osborne Station challenging.
- **Need better connectivity**: Primary transportation issues within the study area are of connectivity, particularly for pedestrians and cyclists. Recognizing the many positive components of active transportation infrastructure, transportation needs include the creation of a cohesive network within the study area that link to other areas within the City.
- **Need to address parking issues**: A variety of parking issues and opinions including limited public parking that expands onto residential side streets, the need for affordable and available parking for visitors, and the potential for a parkade to accommodate parking needs. Some participants stated that parking was sufficient within the area and that there is a need to focus more on Transportation Demand Management (TDM). Other comments included the potential to take parking off of Corydon Avenue to improve the circulation system for all users.
- **Need sidewalk improvements**: Sidewalks in the study area are in poor condition and are too narrow in size. Also discussed was a need for better pedestrian safety at crosswalks.
- **Importance of universal access**: The study area needs to accommodate all users and ensure accessibility for persons with limited mobility, vision or hearing.
- **Need more bicycle routes and facilities**: There is a need for bicycle facilities including parking and additional dedicated bikelanes or ways. Also of note is the appreciation of the bikeways along Warsaw Avenue/Nassau Street.
- **Potential for a riverwalk**: A permanent riverwalk along the Assiniboine River would be a well-used facility in the area.
- **Potential for an improved pedestrian environment at Confusion Corner**: There is potential to transform the Confusion Corner area to include a pedestrian-friendly plaza space.

3.2 Summary of Public Meeting #1

On November 13, 2013, a public meeting was conducted as part of the continued planning process for the Corydon-Osborne study area. The following provides a summary of this meeting.

Public Meeting #1 included a presentation detailing the context and next steps of the project as well as an interactive session designed to gather information and spur discussion amongst meeting attendees. As part of the interactive session, meeting attendees were asked to answer individual workbook questions as well as participate in a group mapping exercise. At the end of the exercise each of the groups were asked to share their top three ideas for the study area.





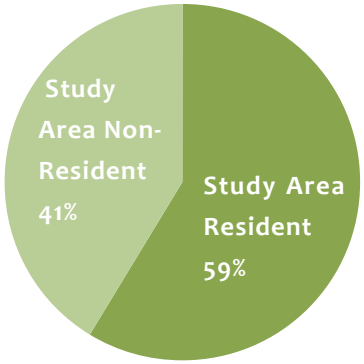


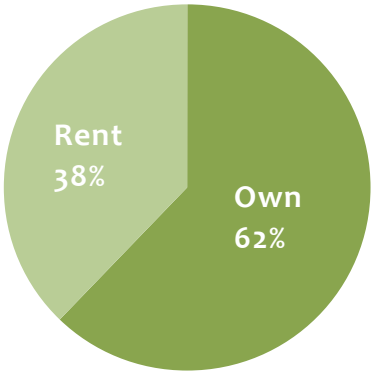
In attendance at the public meeting was a diverse age group of study area residents and other city residents, including both homeowners and renters. During the meeting 48 individual workbook responses and seven completed group maps were collected. The information received was consolidated into tables and synthesis maps for each of the four question topics discussed, the results of which are provided in the following pages.

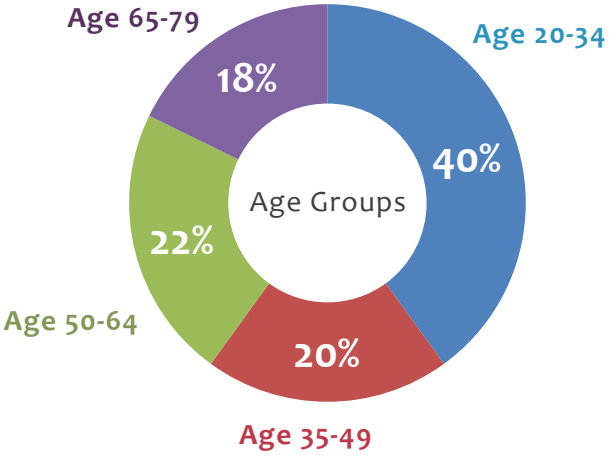
In general, meeting findings show that while participants may vary on the levels of intensity they would like to see within the neighbourhood, the majority of participants were in agreement on key topics such as improved circulation and redevelopment along Pembina Highway. One of the ideas participants most agreed upon was that areas within Corydon-Osborne have a distinct character or identity (93%). These and other findings from the meeting, detailed as follows, show common grounds on which to create a plan for the future.

Note: Percentages based on total responses received for each question.

Breakdown of Participants at the Public Meeting







Discussion Groups at the Public Meeting







Character & Identity

The first section of the interactive session asked questions regarding the existing character and identity of the Corydon-Osborne study area. Responses from this section of the individual workbook questions are summarized in the table below. The character and identity mapping exercise results are consolidated onto a synthesis map shown on the following page.

Key Character & Identity Findings

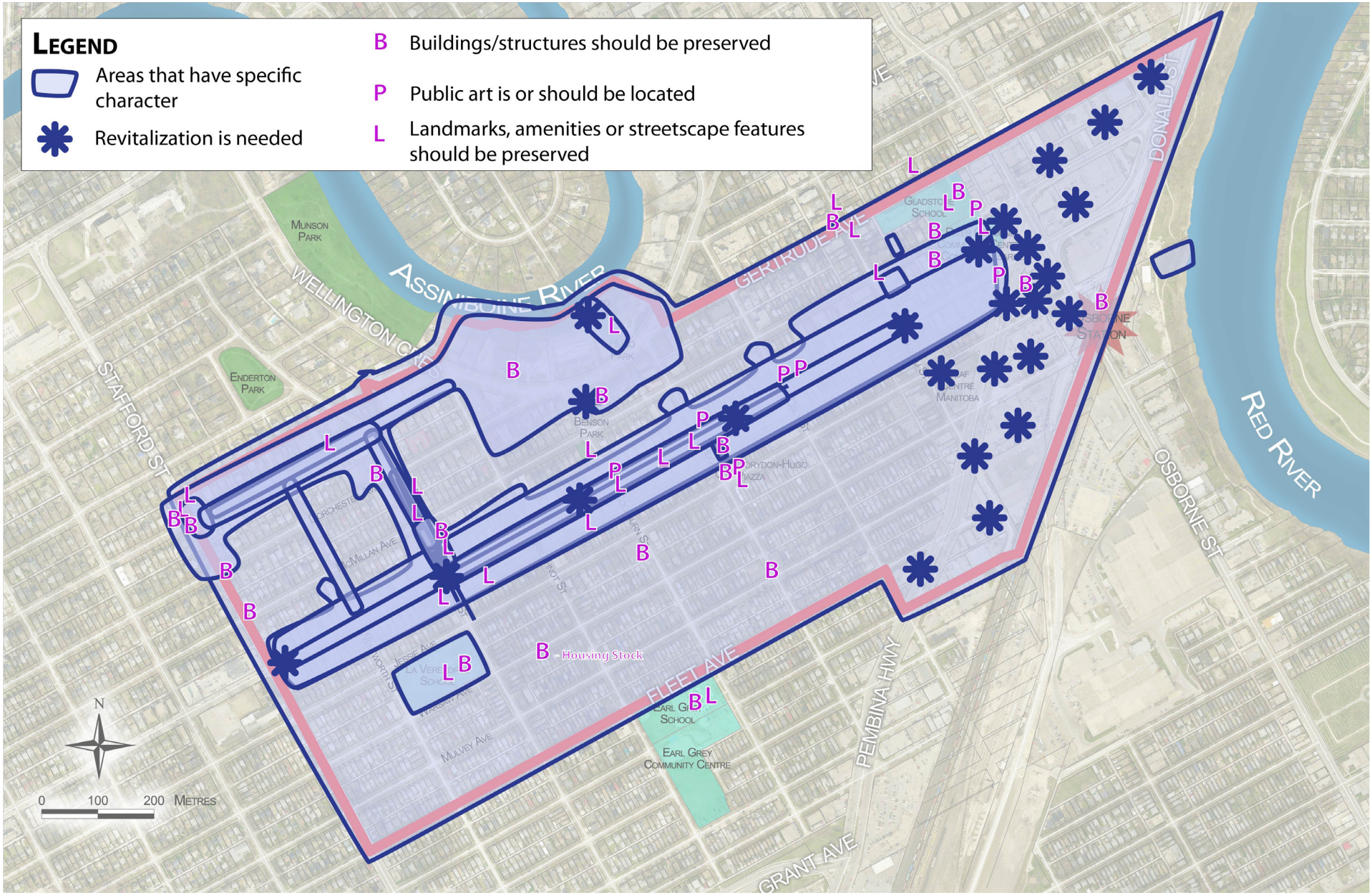
Assessment of the data collected highlighted the following findings:

- Workbook findings show that 93% of respondents agreed that there are specific areas in the study area that have a distinct character or identity. Comparing these results with those of the mapping exercise show that areas identified as having distinct identity range from all or parts of Corydon Avenue, Lilac Street, Grosvenor Avenue or Wentworth Street to identifying the entire study area.
- Respondents generally agreed that there are specific areas that need revitalization. When asked to locate areas in need of revitalization, the majority focused on the eastern portion of the study area at Corydon and around Osborne Station as well as along Pembina Highway, and Donald Street.
- Buildings or structures that respondents identified as in need of preservation are scattered throughout the study area and include school properties.
- Landmarks, amenities or streetscape features that respondents identified as in need of preservation are concentrated along Corydon Avenue and Lilac Street.
- Respondents identified several locations for potential key public art features including along Corydon Avenue and around Confusion Corner.

Public Meeting Character & Identity Workbook Results

Workbook Questions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
There are specific areas in the Study Area that have a distinct character or identity?	57%	37%	2%	4%	0%
There are specific areas in the Study Area that need revitalization.	27%	58%	9%	7%	0%
There are specific buildings or structures that characterize the area that should be preserved.	42%	44%	12%	0%	2%
There specific landmarks, amenities or streetscape features that characterize the area that should be preserved.	40%	44%	12%	5%	0%
There are key public art features in the area that characterize the community.	19%	40%	35%	5%	2%

Public Meeting Synthesis Map for Character & Identity



Land Use & Intensification

The second section of the interactive session asked questions regarding the future land use and intensification of the Corydon-Osborne study area. Responses from this section of the individual workbook questions are summarized in the table below. The land use and intensification mapping exercise results are consolidated onto a synthesis map shown on the following page.

Key Land Use & Intensification Findings

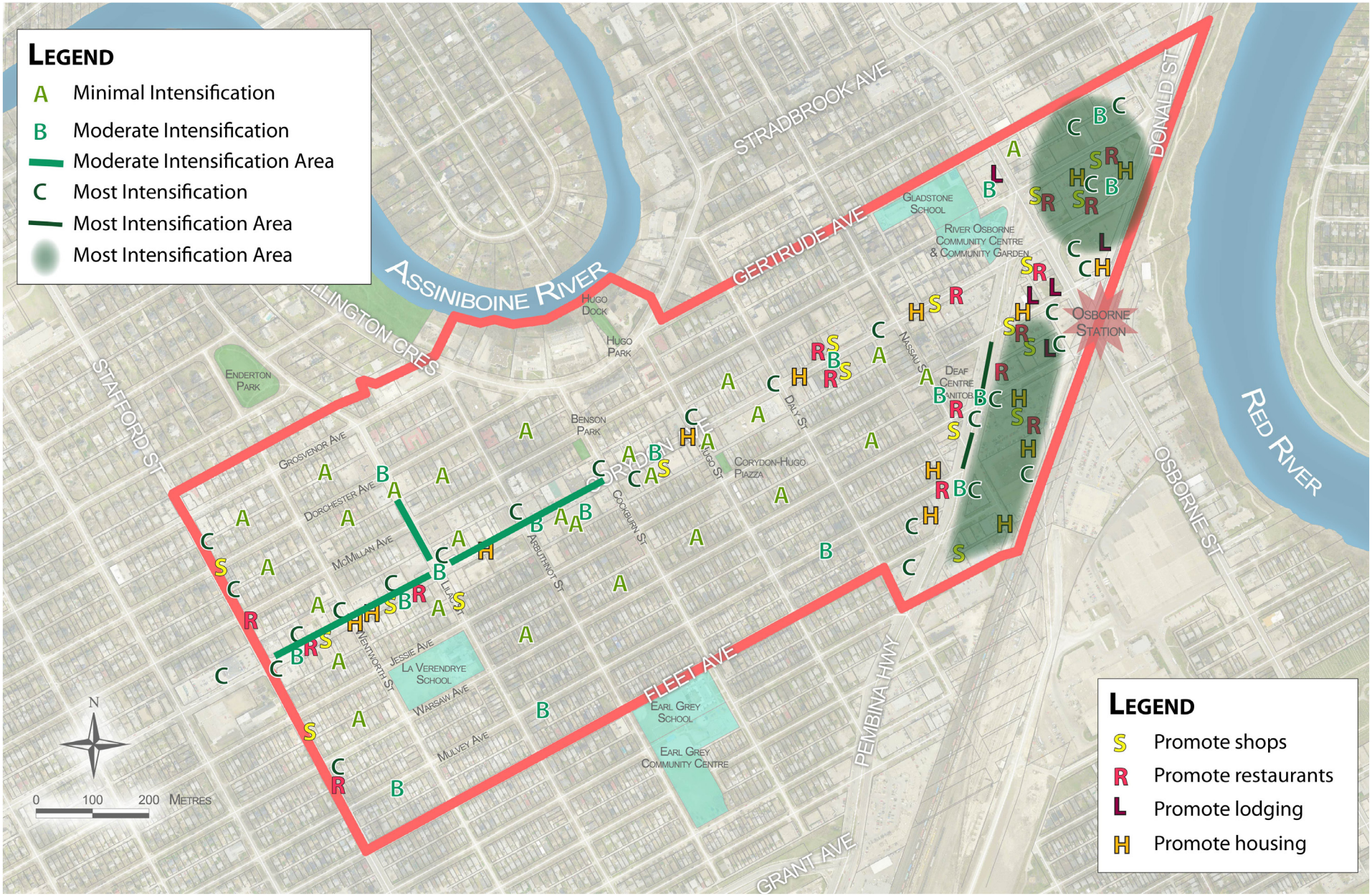
Assessment of the data collected highlighted the following findings:

- Workbook results show that the majority of respondents recognize a need for a range of intensification and support targeting specific areas for different levels of intensification. When asked to map where the most intensification should occur, most groups focused on the area around Pembina Highway.
- When asked to identify areas to promote mixed use development, the area around Pembina Highway was clustered with shops, restaurants, lodging and housing symbols.
- Results from the mapping exercise show a desire to promote mixed uses, including shops, restaurants and housing, at either end of Corydon Avenue within the study area.
- Other corridors within the study area are identified as areas to promote mixed use development, including Stafford Street as an area to promote restaurants and Lilac Street as an area to promote shops.
- The residential neighbourhoods north and south of Corydon Avenue are generally identified as areas of minimal or, in some areas, moderate intensification.

Public Meeting Land Use & Intensification Workbook Results

Workbook Questions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
There are specific areas within the Study Area that should have minimal intensification.	51%	24%	11%	8%	5%
There are specific areas within the Study Areal that should have moderate intensification.	24%	49%	22%	5%	0%
There are specific areas that should have the most intensification within the Study Area.	34%	32%	13%	13%	8%
There are specific areas that should promote mixed use development.	45%	39%	13%	0%	3%

Public Meeting Synthesis Map for Land Use & Intensification



Circulation

The third section of the interactive session asked questions regarding the existing circulation issues in the Corydon-Osborne study area. Responses from this section of the individual workbook questions are summarized in the table below. The circulation mapping exercise results are consolidated onto a synthesis map shown on the following page.

Key Circulation Findings

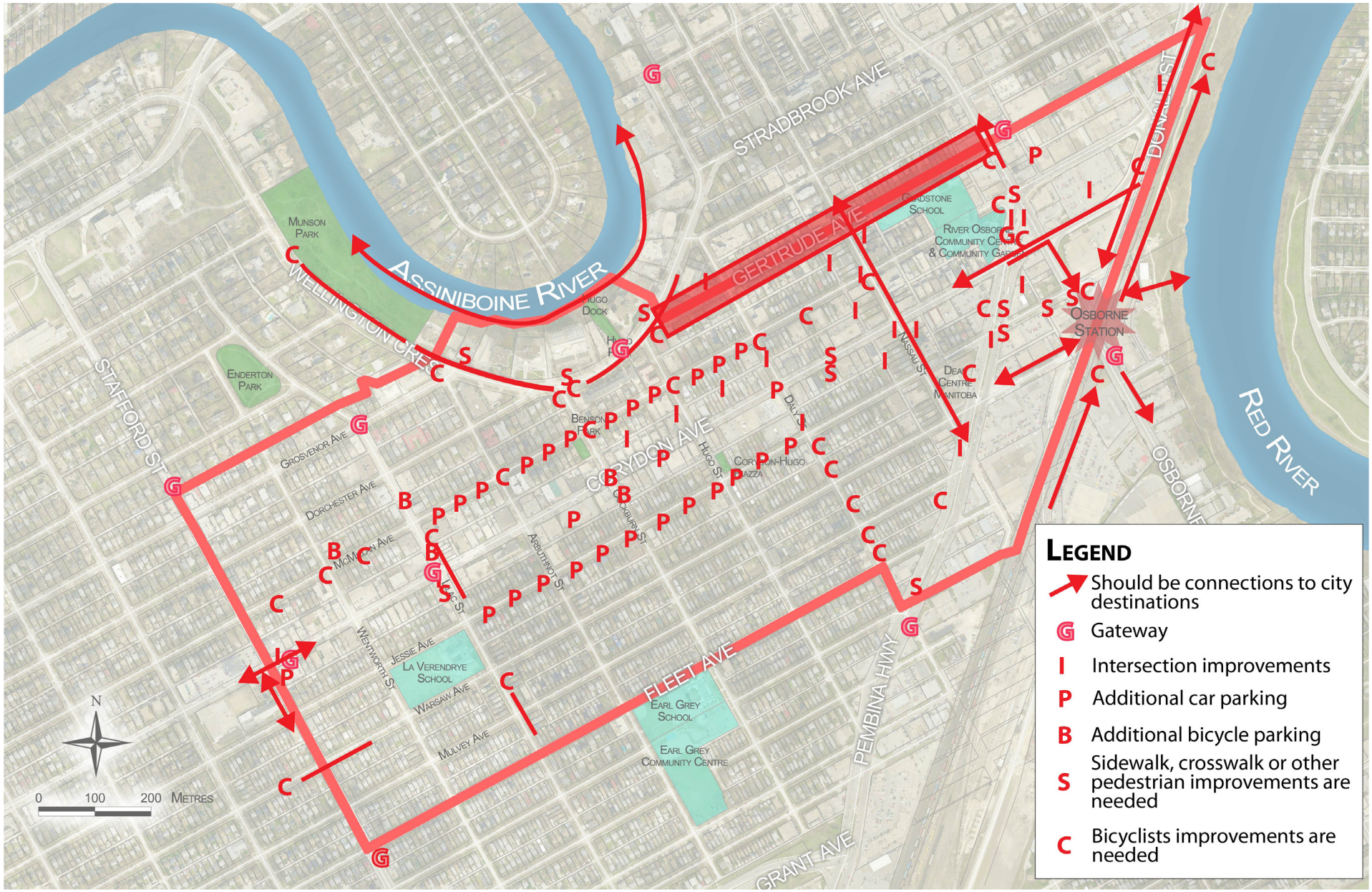
Assessment of the data collected highlighted the following findings:

- One of the primary findings from the interactive workbook and mapping session was the identification of circulation as a major issue within the community.
- An area of focus for circulation issues during mapping session was the intersection at Corydon Avenue, Osborne Street and Pembina Highway, also known as "Confusion Corner" as well as connections to Osborne Station.
- Respondents identified the need for connections in and around Confusion Corner and Osborne Station, along Nassau Street and along the Assiniboine River.
- Over ten gateways or potential gateways to the study area identified during the mapping session reflects the complexity of circulation in the study area.
- The circulation issue respondents agreed upon most was that there are specific intersections that are traffic and/or safety concerns (88%). Intersections identified in the mapping exercise include several around Confusion Corner, Stafford Street and Corydon Avenue, Gertrude Avenue intersections, intersections along Nassau Street and back lane intersections particularly north of Corydon Avenue.
- The mapping exercise identified a need cyclist improvements in locations across the study area.
- The need for additional car parking was identified along Corydon Avenue as well as McMillan Avenue and Jessie Avenue.

Public Meeting Circulation & Urban Design Workbook Results

Workbook Questions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
The Study Area should be better connected to city destinations including the downtown, the Assiniboine River and the Red River.	36%	31%	21%	5%	8%
There should be gateway features at key locations in the Study Area to announce arrival into the community.	12%	24%	43%	12%	10%
There are specific intersections that are safety and/or traffic concerns.	56%	32%	7%	2%	2%
Car parking is an issue in specific areas.	21%	24%	29%	14%	12%
Bike parking is an issue in specific areas.	17%	38%	36%	7%	2%
There is a need for sidewalk, crosswalk or other pedestrian improvements.	52%	26%	17%	2%	2%
There is a need for cyclist improvements.	50%	21%	21%	0%	7%

Public Meeting Synthesis Map for Circulation



Open Space

The fourth section of the interactive session asked questions regarding open space needs in the Corydon-Osborne study area. Responses from this section of the individual workbook questions are summarized in the table below. The open space mapping exercise results are consolidated onto a synthesis map shown on the following page.

Key Open Space Findings

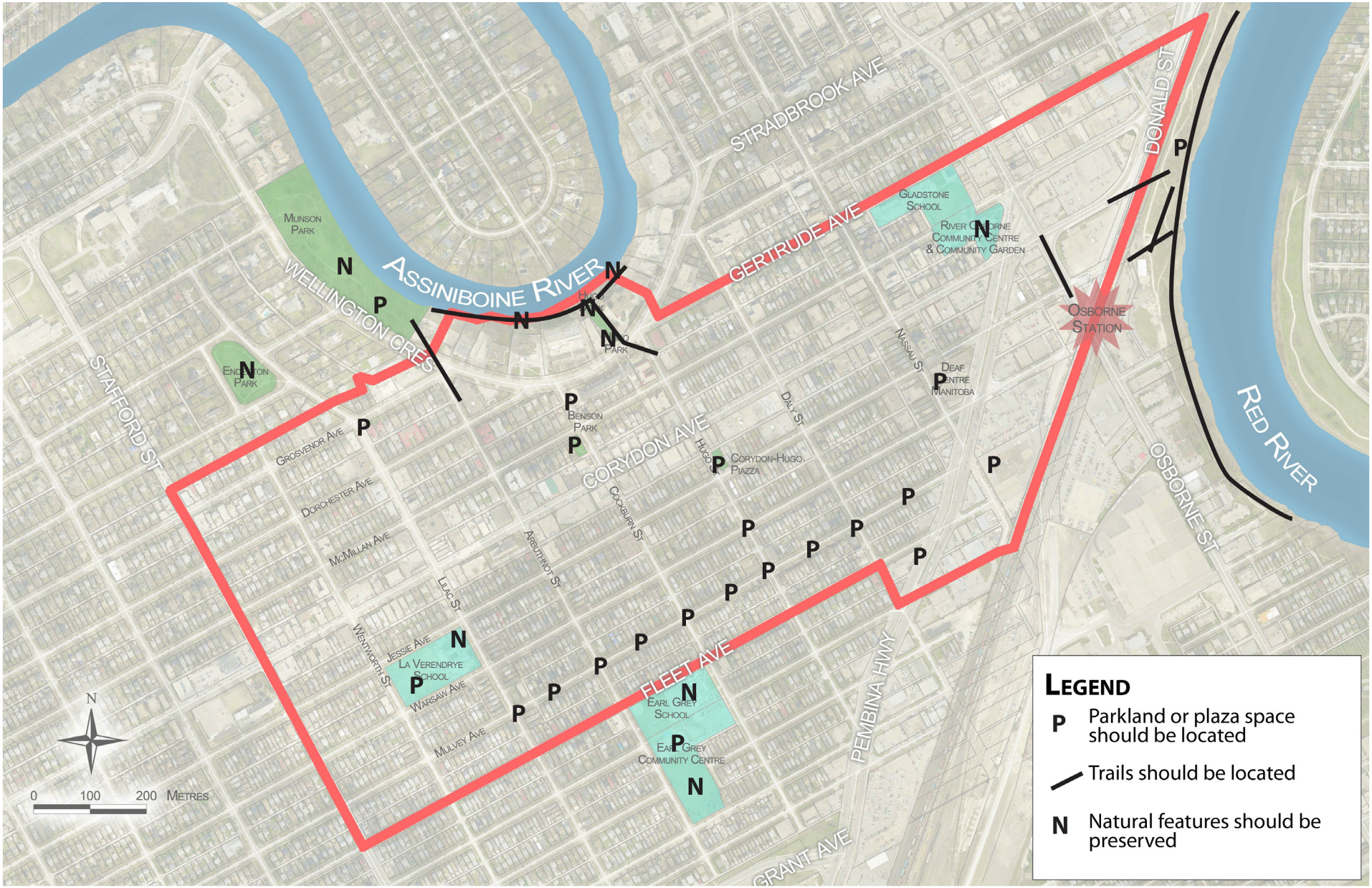
Assessment of the data collected highlighted the following findings:

- Identified during the interactive session was a need to maintain and connect to green spaces.
- Respondents identified during the mapping exercise potential locations for parkland or plaza space along Pembina Highway, Benson Park, the Deaf Centre, Munson Park, LaVerendrye School, Earl Grey School, Grosvenor Avenue and Lilac Avenue as well as a green corridor along Mulvey Avenue.
- A comment received during interactive session was that there is a lack of available and appropriate spaces to develop parkland.
- Natural features that should preserved identified during the interactive mapping session include areas along the Assiniboine River, Munson Park, Enderton Park, Hugo Park, River Osborne Community Centre / Community Garden, LaVerendrye School and Earl Grey School.
- Respondents identified a need for trails along both the Red and Assiniboine rivers as well as a need for trails leading to the Assiniboine River along Arbuthnot Street and Hugo Street into Hugo Park.

Public Meeting Open Space Workbook Results

Workbook Questions	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
There should be more plaza space and/or parkland within the Study Area.	38%	31%	18%	8%	5%
There should be more trails to tie the area together and connect to surrounding attractions.	43%	16%	30%	5%	5%
Natural features within the neighbourhood should be preserved and enhanced.	59%	16%	19%	3%	3%

Public Meeting Synthesis Map for Open Space



Top Issues and Ideas Discussed During the Public Meeting

- All sorts of traffic planning for Confusion Corner (pedestrian, bike, auto)
- Architectural controls
- Bike parking and amenities, paths
- Corydon - Stafford
- Improve “active” transportation options in and out of study area
- Increase shops, not restaurants.
- Intensification around the Corydon “core”, but not in the “core”
- Intensification requires better parking
- Intensify around Osborne/Pembina
- Maintain existing amenities e.g. grocery store, hardware store, gas station, parks
- Nassau St returned to two-way traffic
- Parking overflow to side streets
- Placeless (Confusion Corner & Wellington Cres)
- Residential areas maintained
- Retain character and green space
- River access (Red River)
- Senior residence for intensification
- Traffic (north of Corydon between Daly and Nassau)

Public Meeting Groups Presenting Key Issues Discussed







Additional Public Meeting Findings

As part of the input session, many participants provided additional comments on the planning process. The following summarizes these comments:

- Active transportation needs (encouragement, connectivity, bike facilities)
- Affordable housing
- Appreciation and potential of the study area
- Appreciation of and need for public art / murals
- Balance between residential and commercial properties
- Connections along and across the rivers (potential pedestrian bridge across the Assiniboine River)
- Connectivity issues with Osborne Station around Confusion Corner
- Density needs and concerns of the study area
- Develop a gateway on the west end of Corydon to match the east end
- Diversity of people and places
- Enforced rear yard setbacks
- Expand the boundary west
- Maintain character homes and old trees
- Maintain the urban forest
- More green spaces and community gardens
- More places to sit along Corydon Avenue
- Nassau Street configuration
- Need for architectural controls
- Need for improved sidewalks
- Need for senior housing
- Parkade / underground parking potentials
- Parking along residential streets
- Potential redevelopment of Corydon Avenue for pedestrians (all pedestrian, one-way to Pembina Hwy)
- Promote mixed uses along Corydon
- Promotion/identification of Hugo Park
- Snow clearing

3.3 Summary of Public Meeting #2

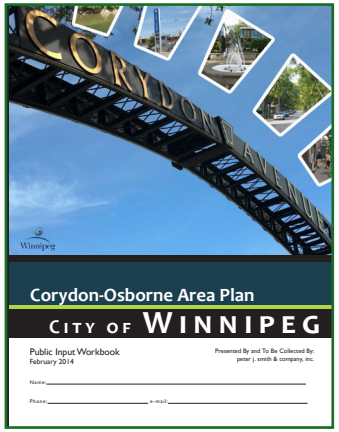
On February 27, 2014, a public meeting was conducted as part of the continued planning process for the Corydon-Osborne study area. The following provides a summary of this meeting.

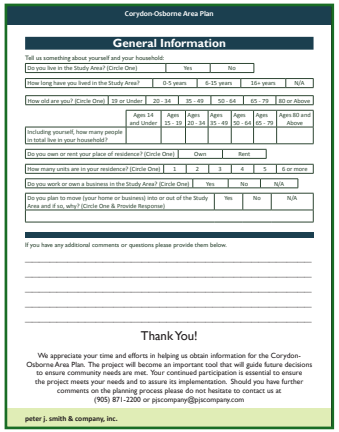
Public Meeting #2 included a presentation detailing the planning process and specific plan elements followed by an opportunity for the public to provide input on the plan's design components. An evaluation workbook and an informational handout was provided during the meeting and online.

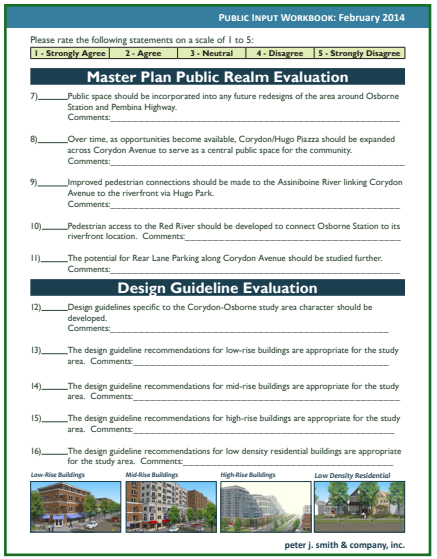
Respondents to the evaluation of design components were a diverse age group of study area residents and other city residents including both homeowners and renters. To evaluate the appropriateness of the Area Plan approach participants were asked to rate their level of agreement and comment on various elements including building heights, design guidelines and design concepts.

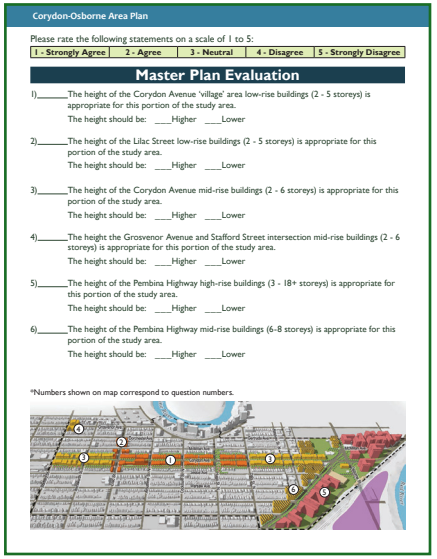
There were a total of 73 workbook responses received including input from workbooks collected during the meeting as well as input collected after the meeting when the plan information was posted online. The following section summarizes the input, illustrating quantitative information in pie charts and highlighting key comments in summary tables. Also part of the summary is a description of how key comments have been addressed within the Area Plan.

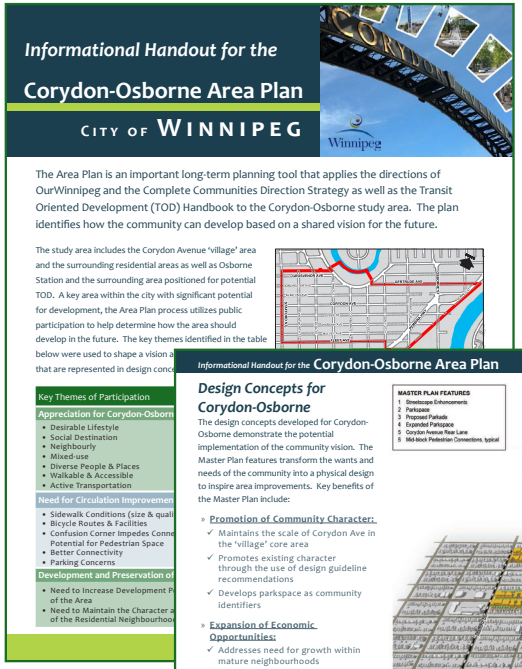
Evaluation Workbook










Informational Handout for the

Corydon-Osborne Area Plan

CITY OF WINNIPEG

The Area Plan is an important long-term planning tool that applies the directions of OurWinnipeg and the Complete Communities Direction Strategy as well as the Transit Oriented Development (TOD) Handbook to the Corydon-Osborne study area. The plan identifies how the community can develop based on a shared vision for the future.

The study area includes the Corydon Avenue 'village' area and the surrounding residential areas as well as Osborne Station and the surrounding area positioned for potential TOD. A key area within the city with significant potential for development, the Area Plan process utilizes public participation to help determine how the area should develop in the future. The key themes identified in the table below were used to shape a vision a that are represented in design conc

Key Themes of Participation

Appreciation for Corydon-Osborn
- Desirable Lifestyle
- Social Destination
- Neighbourly
- Mixed-use
- Diverse People & Places
- Walkable & Accessible
- Active Transportation

Need for Circulation Improvemen
- Sidewalk Conditions (size & quali
- Bicycle Routes & Facilities
- Confusion Corner Impedes Conne
- Potential for Pedestrian Space
- Better Connectivity
- Parking Concerns

Development and Preservation of
- Need to Increase Development P of the Area
- Need to Maintain the Character a of the Residential Neighbourhoo

Informational Handout for the **Corydon-Osborne Area Plan** CITY OF WINNIPEG

Design Concepts for Corydon-Osborne

The design concepts developed for Corydon-Osborne demonstrate the potential implementation of the community vision. The Master Plan features transform the wants and needs of the community into a physical design to inspire area improvements. Key benefits of the Master Plan include:

» **Promotion of Community Character:**
- ✓ Maintains the scale of Corydon Ave in the 'village' core area
- ✓ Promotes existing character through the use of design guideline recommendations
- ✓ Develops parkspace as community identifiers

» **Expansion of Economic Opportunities:**
- ✓ Addresses need for growth within mature neighbourhoods
- ✓ Promotes existing commercial

MASTER PLAN FEATURES
1 Streetscape Enhancements
2 Parkspace
3 Proposed Parkade
4 Expanded Parkspace
5 Corydon Avenue Rear Lane
6 Mid-block Pedestrian Connections, typical

LEGEND
Multi-use Corridor with Rear Yard Parking
Low-rise Buildings
Mid-rise Buildings
Mid-rise TOD Buildings
High-rise TOD Buildings
Midrise Mixed Use
Parkade / Transit Station
Existing Building

Corydon Avenue Rear Yard Parking Illustrations

peter j. smith & company, inc.

Informational Handout for the **Corydon-Osborne Area Plan**









Illustration of the Design Guideline Recommendations

Policies, Recommendations & Next Steps

To facilitate the development of the study area in a manner that is consistent with the vision and goals of the plan, specific policies are outlined to address development issues within each of the neighbourhoods in the study area (e.g. Corydon Avenue neighbourhood, residential neighbourhoods, Osborne Station neighbourhood, etc.). Key concepts these policies build on are as follows:

- » The neighbourhoods should be integrated as a community and linked throughout to other destinations within the city of Winnipeg.
- » The neighbourhoods each have a unique character that has evolved from its culture and heritage.
- » The function and design of the neighbourhoods will be enhanced through improved organization and community focus.
- » Neighbourhood intensification is occurring through infill projects and should be guided to enhance community character and function.
- » The neighbourhoods will be more lively and efficient by becoming more pedestrian friendly and maintaining a pedestrian scale.
- » Neighbourhood aesthetics and experience are inherent in maintaining and creating a viable and successful social and economic environment.

Some of the key next steps to implementing the plan include:

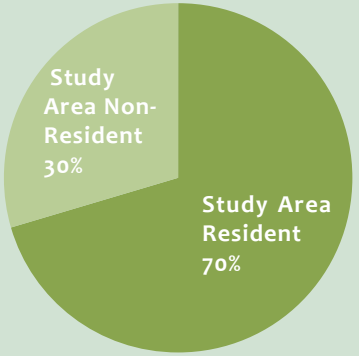
- » Developing complete design guidelines based on the recommendations in the plan for preserving community character.
- » Studying the feasibility of alternative intersection designs for the area known as confusion corner.
- » Studying the potential for redesigning the key streetscapes within the study area to accommodate more pedestrian space.
- » Examining the potential development of rear yard parking along Corydon Avenue

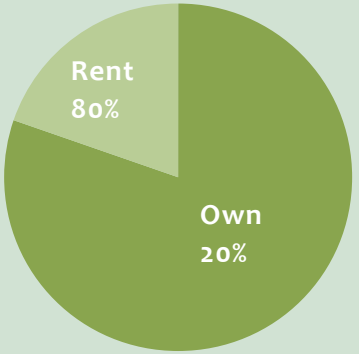
These and other recommendations set a clear direction for the future enhancement of the Corydon-Osborne study area.

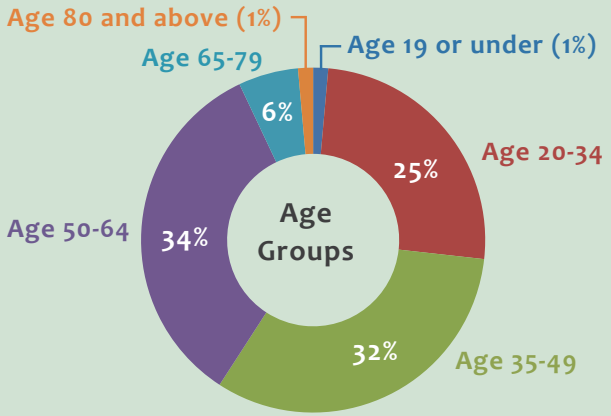
peter j. smith & company, inc.

Informational Handout Provided

Breakdown of Public Meeting #2 Participants







Building Heights

As part of the evaluation, participants were asked their level of agreement on the proposed heights for each portion of the study area. The scale of agreement ranged from strongly agree to strongly disagree. The results from these evaluation questions are highlighted in the Building Heights Evaluation Results Pie Charts on the following page.

Results of Quantitative Analysis and Comments on Building Heights

For all the sub-areas of the study area, the majority of participants agreed that the proposed heights are appropriate. Where participants did not agree, some thought heights should be higher while others thought heights should be lower.

To better understand the variation in desired building heights, for each sub-area, participants were asked if the height should be higher or lower. The results of this question is shown in the adjacent table.

How Input is Addressed in the Area Plan

In general, heights for the Corydon Village area have remained consistent with trends in the existing zoning while heights for areas within the TOD area have been raised to accommodate intensification. The results of the evaluation show that the majority of participants agree with this approach. A change that has been made in light of the participation was a shift of the Grosvenor Ave/Stafford St Intersection from Mid-rise to Low-rise Buildings.

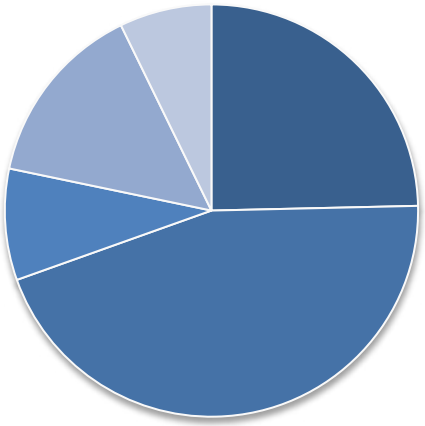
The height for the following area should be...

Corydon-Osborne Study Area Sub-Area	*Higher*	*Lower*
2 - 5 Storeys for the Corydon Ave 'Village' Area Low-rise Buildings.	*55%*	*45%*
2 - 5 Storeys for Lilac St Low-rise Buildings.	*35%*	*65%*
2 - 6 Storeys for the Corydon Ave Mid-rise Buildings.	*48%*	*52%*
2 - 6 Storeys for the Grosvenor Ave/Stafford St Intersection Mid-rise Buildings.	*32%*	*68%*
6 - 8 Storeys for the Pembina Hwy Mid-rise Buildings.	*50%*	*50%*
3 - 18+ Storeys for the Pembina Hwy High-rise Buildings.	*65%*	*35%*

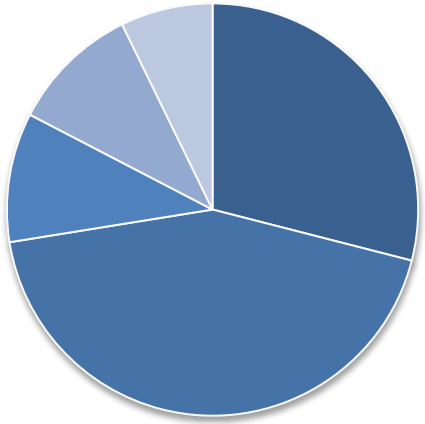
Building Heights Evaluation Results Pie Charts

Scale: Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree

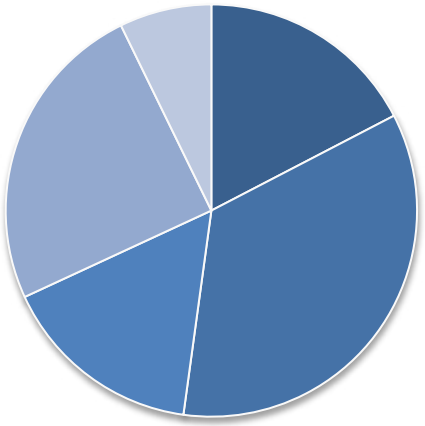
2 - 5 Storeys for the Corydon Ave 'Village' Area Low-Rise Buildings.



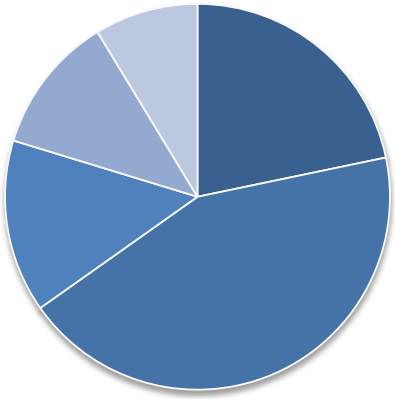
2 - 5 Storeys for Lilac St Low-Rise Buildings.



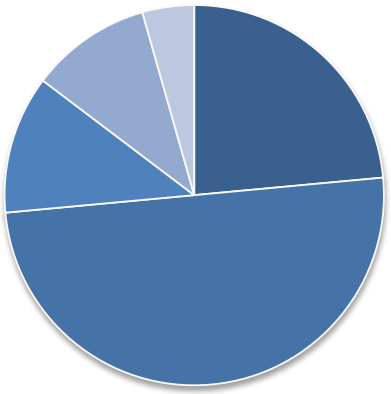
2 - 6 Storeys for the Corydon Ave Mid-Rise Buildings.



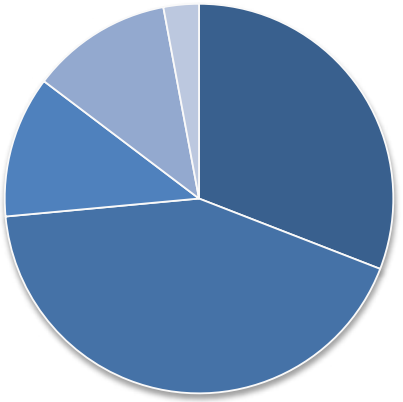
2 - 6 Storeys for the Grosvenor Ave/Stafford St Intersection Mid-Rise Buildings.



6 - 8 Storeys for the Pembina Hwy Mid-Rise Buildings.



3 - 18+ Storeys for the Pembina Hwy High-Rise Buildings.



Design Guideline Recommendations

As part of the evaluation, participants were asked first if Corydon-Osborne specific design guidelines should be developed and second to rate their level of agreement on the proposed design guideline recommendations for each building type. The scale of agreement ranged from strongly agree to strongly disagree. The results from these evaluation questions are highlighted in the Design Guideline Evaluation Results Pie Charts on the following page.

Results of Quantitative Analysis and Comments on Design Guidelines

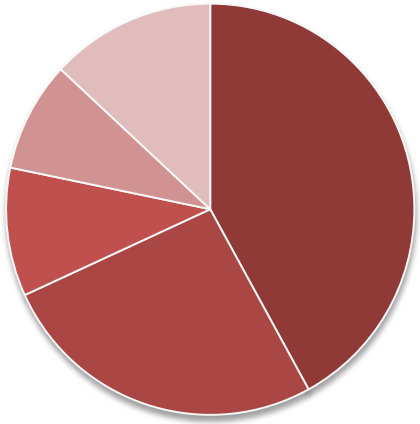
The results show that 68% of participants are in agreement that there should be design guidelines, specific to the Corydon-Osborne study area, developed. When asked if participants agreed with the design guideline recommendations shown for each building type within the study area, just over half agreed. The following table provides a summary of the key comments received regarding the design guideline recommendations and how these comments are addressed within the Area Plan.

Key Comments	*How Comments Are Addressed in the Area Plan*
Need more information regarding the design guidelines to properly evaluate	The details of the Area Plan's design guideline recommendations were presented during the May 2014 Open House. These recommendations would be the foundation for more detailed design controls to be developed with the involvement of home owners, design community representatives and other stakeholders.
Concern that design guidelines do not allow diversity	The design guidelines do not prescribe housing proto-types, but guide elements that should be incorporated in any style of development. In the future, as the design guideline recommendations are translated into design controls, for landmark architectural buildings, development could utilize a standard review process rather than an abbreviated process used with the design controls.
Design guidelines need to be flexible and allow for eclectic design opportunities	The design guideline recommendations do not identify the style of buildings. As part of the recommendation to developed detailed design controls, a consideration should be to allow flexibility and eclectic design.

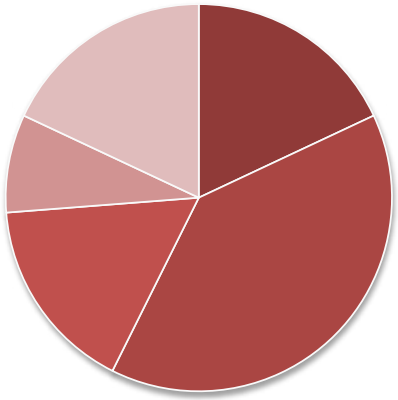
Design Guideline Evaluation Results Pie Charts

Scale: Strongly Agree | Agree | Neutral | Disagree | Strongly Disagree

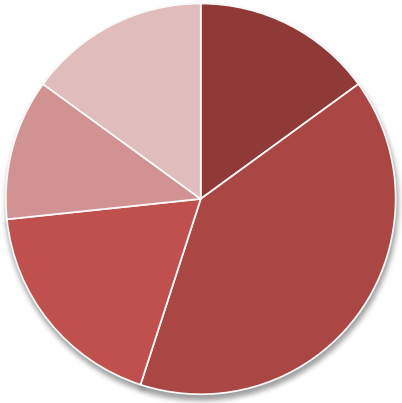
Design guidelines specific to the Corydon-Osborne study area character should be developed.



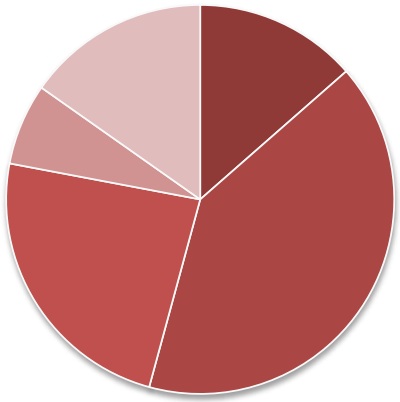
For Low-Rise Buildings.



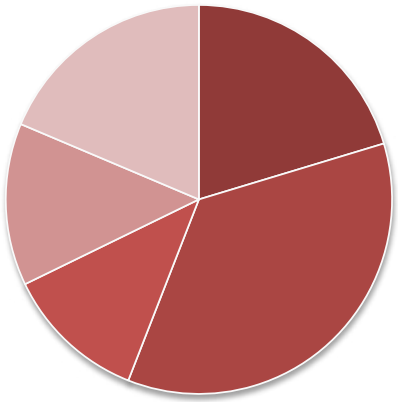
For Mid-Rise Buildings.



For High-Rise Buildings.



For Low Density Residential Buildings.



Design Concepts

During the evaluation process, participants also reviewed several design concept potentials to achieve the vision for Corydon-Osborne and rated their agreement with each concept. The scale of agreement ranged from strongly agree to strongly disagree. The results from these evaluation questions are highlighted in the Design Concept Evaluation Results Pie Charts on the following page.

Results of Quantitative Analysis and Comments on Design Concepts

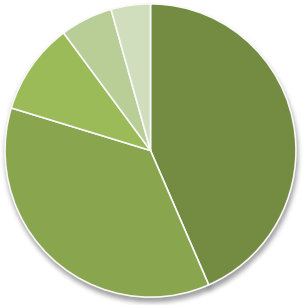
The large majority of participants agreed with the statements regarding the Corydon-Osborne design concepts showing a strong desire to further enhance the study area's public realm. The following table provides a summary of the key comments received regarding the design concepts and how these comments are addressed in the Area Plan.

Regarding...	*Key Comments*	*How Comments Are Addressed in the Area Plan*
...public space in a redesign of the area around Osborne Station / Pembina Hwy	• Complement to development • Better pedestrian/bike circulation • Safety concerns with the congregation of people • Need more detail	An implementation action of the Area Plan is to explore and evaluate alternative configurations of the Pembina-Corydon interchange and that public open space and art to celebrate the iconic nature of the intersection should be incorporated into future intersection changes.
...development of Corydon/Hugo Piazza as a central public space for the community	• Preference for greenspace • Don't tear down buildings to expand piazza • Focus on patios • Better option for a plaza/market space • Potential for a series of public spaces/piazzas	The development of this space is something that would be developed if the opportunity arises, a recommendation is to develop an open space acquisitions strategy. Further development or expansion of the existing space could incorporate greenspace rather than plaza space.
...improved pedestrian connections to the Assiniboine River	• Access to skating and walking • Improve crossing at Wellington • For the development of a pedestrian bridge - involve the neighbourhoods across the river • Not a priority • Inclusion of bike lanes	Improving access to the Assiniboine River is part of the policy of the Area Plan, meaning as development occurs, access should be improved.
...pedestrian access to the Red River	• Strong agreement • Need easier railroad crossing • Incorporate cycling access • Inclusion of bike lanes	Development of access to the Red River is incorporated in policy and in the implementation actions of the Area Plan.
...potential for Rear Lane Parking along Corydon Avenue	• Strong opposition and concern for increasing commercial activity in the rear lane, away from Corydon Ave • Strong agreement and appreciation for creative parking • Patio focus should be on Corydon • Currently there is a reckless use of alley space • Concern about congregation at night with the surrounding bars • Would be a complicated process • Angled parking is a hazard for cyclists • Where would land come from?	Concept is not included as part of the Area Plan.

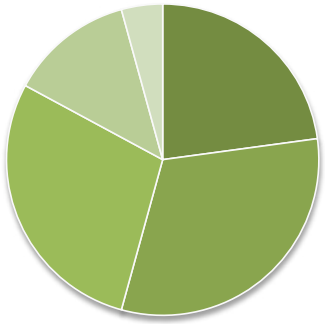
Design Concept Evaluation Results Pie Charts



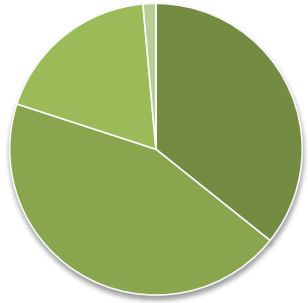
Public space should be incorporated into any future redesigns of the area around Osborne Station and Pembina Highway.



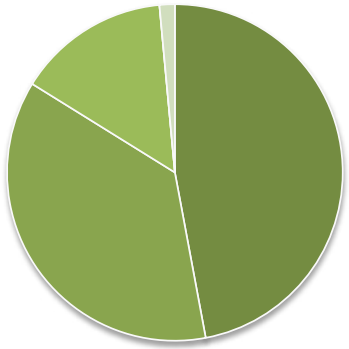
Over time, as opportunities become available, Corydon/Hugo Piazza should be expanded across Corydon Avenue to serve as a central public space for the community.



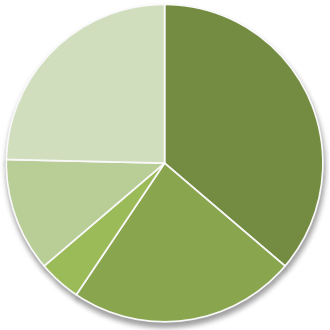
Improved pedestrian connections should be made to the Assiniboine River linking Corydon Avenue to the riverfront via Hugo Park.



Pedestrian access to the Red River should be developed to connect Osborne Station to its riverfront location.



The potential for Rear Lane Parking along Corydon Avenue should be studied further.



3.4 Summary of the Open House

On May 15, 2014, an Open House was conducted to provide residents and stakeholders the opportunity to review the contents of the plan. The following summarizes the Open House input received.



The Open House included the presentation of a series of panels that summarize the content of the Corydon-Osborne Area Plan as well as a slide show presenting the entire plan. During the Open House, the project consultants and City staff were available for questions and discussion with Open House participants. During the meeting and online, an evaluation was provided to allow participants to evaluate what they liked and didn't like about the plan. The input received is summarized in the tables that follow.

The Open House input was taken into consideration in the revisions to the Area Plan. Notable changes include maintaining the permitted use restrictions of the existing Planned Development Overlay (PDO). The Area Plan also recommends maintaining the use specific standards. During the development of the design controls, the City would reassess these limits, as appropriate, when the new PDO is applied.

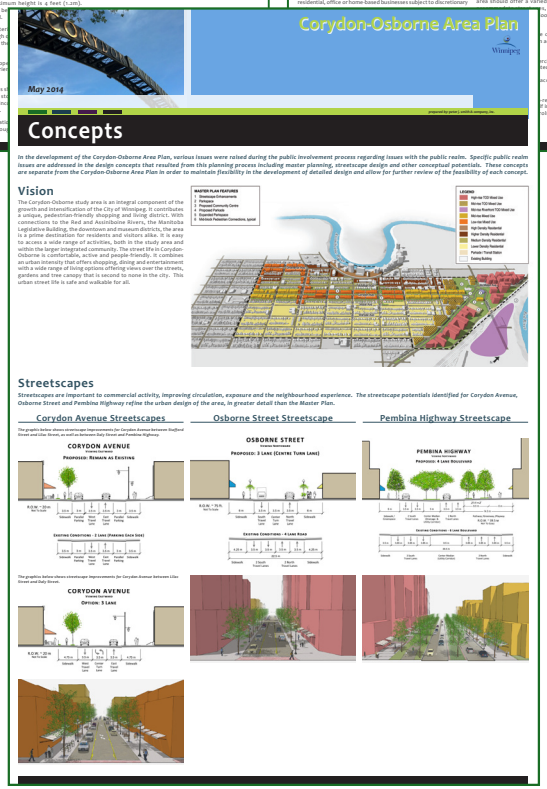
Open House Panels

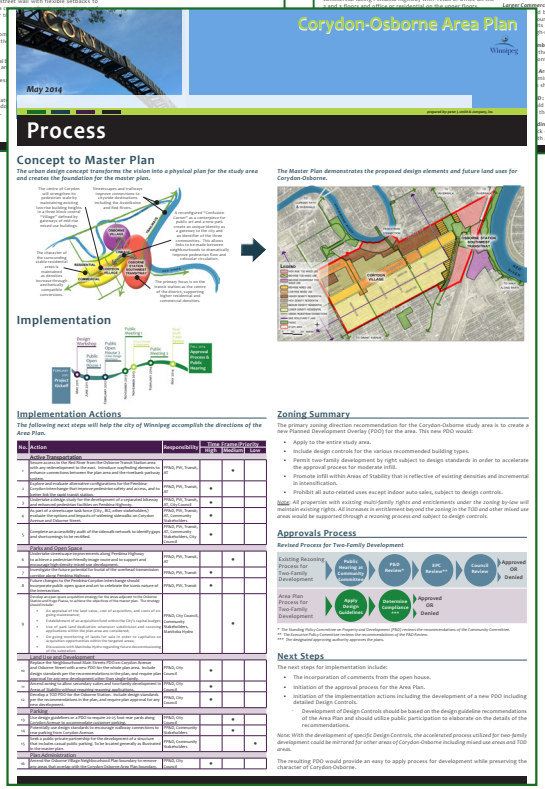
Open House Panels (Continued)

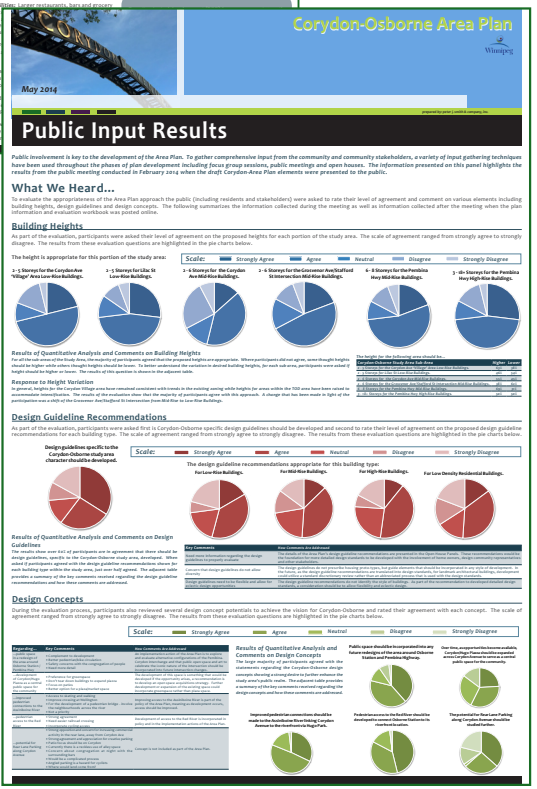












Items Participants Didn't Like...
Allows developers to build bigger and higher
Area around Osborne at Confusion Corner doesn't need high density development
Bike paths should be a priority over sidewalks
Changing Osborne Street to 3-lane road
City expense to restrict/regulate
Condos can still go through a re-zoning process
Condos shouldn't be higher than existing buildings (privacy/sightlines)
Corner lots allow maximum coverage (don't know meaning)
Difficulty enforcing
Difficulty transforming Confusion Corner
Disagree with parking relaxation policies
Encourage renovation of existing structures over demolition
Height restrictions on Corydon/Lilac are too high
High-rise buildings should specify towers to be tall and thin
In residential areas, building set backs should be within 1.5 metres (5 feet) of the average of the two adjacent buildings' setbacks
Increase the number of visitable homes
Increasing density and establishing mid-rise or higher mixed use building along Jessie Avenue between Stafford Street and Wentworth Street
Lack of shadow study requirement
Limiting architectural freedom will create homogeneous building stock
Limiting building materials
Limits or quotas regulating the number of infill housing allowed on one block
More bike paths
More cycling facilities
More green space
More pedestrian options for rail crossing
Need incentives to maintain/upgrade character homes
Need parking requirements for new homes
Need underground parking along Corydon

Items Participants Didn't Like...
New construction frontage should be aligned with existing homes and not reduce the front yard depth
No 35 feet houses between single storey homes
No apparent plan for public transit accommodation in roadway
No goal to maintain mature character homes
Not enough provision of green space with new development
Overpass sign stating "Corydon Avenue"
Parking facility/structure too far from Corydon
Parking not sufficiently dealt with
Pitched roofs
Proper containers for garbage and recycling on the restaurant or retailer's site
Protect residents from noise, onlookers and garbage build-up
Regulate that all bedrooms have windows
Regulate the number of bedrooms to attract families and new immigrants
Residential areas with minimal change to traditional family home
Restrict type and size of fences presently in place
Restrictions on lot use/height south of Corydon
Restrictions on residential properties
Should incorporate piazza's from the 1980s plan
Supermarkets should not be allowed - maintain restrictions of the current PDO
Too much emphasis on mixed use (too restrictive)
Too much power given to developers
Use of design guidelines or a PDO to require 20-25 foot rear yards along Corydon Avenue to accommodate customer parking.
Use specific standards of the current PDO should be maintained

Items Participants Did Like...
Articulated community vision
Bars on Corydon - separation from residential areas
Bicycle routes (off sidewalks)
Bikeways as a priority
Buildings on Corydon Avenue at least 2-storeys
Compatible small scale multi-family buildings should reflect the surrounding residential character
Construction materials
Context sensitive design
Design guidelines
Detached garages
Emphasis on active transportation
Emphasis on diverse building types
Encourage mixed use on Corydon Avenue
Expansion of Corydon Avenue to 3 lanes with sidewalk expansion
Exploring MTS lot for parking
Finished floor level should be the average of adjacent buildings
Front yards soft landscape minimum 60% of the area
Green space parks near transit station
Height restrictions
Improve look of Pembina Highway
Keep mature trees
Landscape requirements
Largely supportive of plan
Lower density residential south of Corydon Avenue
Lower rise buildings along Corydon Avenue
Main entrances face the street
Maintain older flavour of neighbourhoods
Mixed use / diverse communities
Multi-modal transportation

Items Participants Did Like...
New buildings consistent with existing structures
Pitched roofs
Placement of higher densities
Plan for mid-rise and high-rise buildings
Planned growth in the neighbourhood (enhances character)
Preservation of building elements to maintain the look and feel of the area
Preservation of mature trees
Preservation of the character of the community
Rear lane parking removed
Reasonable densification
Separated bike lane on Pembina Highway
Using a design plan that articulates the vision

Other Needs Identified
All ages of people need to be addressed
Assisted living accommodations affordable for seniors
Atriums emphasized (cold winters)
Need for 55+ housing that is affordable
Need for diversity of buildings, people and jobs
Play areas for children
Quiet sports for those walking in the area

3.5 2011 & 2012 Input Summary

Input received during the planning process that took place during 2011 and 2012 remains a critical part of the plan and has been used to guide the development of the vision and goals for the neighbourhood. The following section summarizes neighbourhood involvement in the planning process.

Community Planning Advisory Committee

A Community Planning Advisory Committee (CPAC) guided the process of the Corydon-Osborne plan during the 2011-2012 phase of the project. This 14-member committee was comprised of residents and businesses as well as representatives of neighbourhood stakeholding institutions and community organizations. Volunteers for the committee were recruited as a result of their participation in the public Design Workshop held in 2011 on May 11th and 14th.

The CPAC met nine times between June 2011 and June 2012. Most meetings had between 10 and 20 participants, although membership varied as some members left and others joined during this process. The CPAC discussed its advisory role in the Corydon-Osborne planning process and the methods to be used to facilitate the plan recommendations. The committee's discussions also included its review of the plan elements as they were presented, consideration of the plan process, parking and protection of the character of the residential streets as the neighbourhood intensifies.

Public Engagement Techniques

Several different public engagement techniques were used during the 2011 - 2012 phase of the project, including a design workshop, two open houses and a self-guided walking tour. The following describes these techniques and the input that was gathered.

Public Design Workshop (May 2011)

The May 2011 Public Design Workshops attracted a total of 88 participants, 62 came to the session on May 11th and 26 came to the session on May 14th. A presentation about the project, OurWinnipeg and Transit Oriented Development was followed by an interactive session during which participants gave their input on a series of issues identified through the OurWinnipeg process and Complete Communities documents. The issues were divided among worksheets addressing 22 issue areas. On five of the worksheets participants were asked to draw a context plan of Corydon Avenue from Harrow Street to the TOD.

The other worksheets addressed the following issue areas:

- Current conditions (likes/dislikes)
- Uniqueness
- Safety
- Universal Access
- Community
- Green Space
- Parking
- Pedestrian Environment
- Cycling Environment
- Compatibility
- Sustainability
- Future Growth
- Interface
- Areas of Stability (two worksheets) – Visual Preferences
- Urban Streetscape (two worksheets) – Visual Preferences
- Shop Front Images (two worksheets) – Visual Preferences
- Transit Station Area (two worksheets) – Visual Preferences

The input received reflects the tension in the neighbourhood between its status as a cherished residential neighborhood and as a vibrant restaurant and bar destination. Density and scale were important issues that influence the sense of community, compatibility among uses, safety, sustainability and other issues. Residential streets were determined to be areas of stability, and two transformative areas were identified: the Corydon Avenue corridor along with Grosvenor Avenue and Stafford Street sharing one character and the rapid transit zone east of Daly Street North as the other.

Public Open House (June 2011)

There were 99 attendees at a Public Open House held on June 22, 2011. A presentation of display boards summarizing the findings of the May Design Workshop was given and attendees were invited to fill out an exit survey and take the self-guided walking tour. As with the Design Workshop, respondents to the exit survey named scale as an important consideration in making the neighbourhood special and maintaining its sense of community. Survey respondents confirmed that activity and eyes and ears on the street were best approaches to improving safety and security and street trees were named as the type of green space respondents want most. Pedestrian and cycling environments and traffic solutions included more transit service to the area, more use of transit and cycling including more places to park bikes and connections to bike routes as well as visitor and commercial vehicle parking, traffic calming techniques and places to sit.

Public Open House (February 2012)

During the second open house, held February 11 and 15, 2012, 109 attendees were introduced to the framework plan designed by the project consultants through a series of display boards. The Areas of Stability and Transformative Areas were highlighted, as were opportunities developed through the public input and plan process. A series of high quality corridors within several minutes' walk of most residences with area specifically identified for intensified commercial activity were also highlighted.

The consultants also proposed during the February 2012 Public Open House presentation building heights that vary from five to 15 storeys in north Wellington Crescent and two to five storeys on the south side of Wellington Crescent. Along Corydon Avenue, two to six storeys were proposed for the north side of the street and two to five for the south. The presentation proposed areas for "active edges" – features that encourage interaction such as windows and doors, and lot line treatments with special cases for corners.

For the Areas of Stability different mid-block and end-of-block treatments of infill development were presented, as were treatments for the development of secondary suites. Finally street hierarchies, street types, sustainability and findings from the parking study were presented on the boards. The open house included five graphic case studies showing how the proposals would affect the built environment in the neighbourhood.

As with the first open house, an exit survey was developed to help confirm attitudes about the consultants' presentation. The 65 respondents to the survey generally endorsed the proposals for incorporating commercial space in ground floor suites between Lilac and Daly on Corydon and in the TOD area; for commercial development on Hugo Street and Lilac Street; and for various solutions to crossing Pembina Highway including ground level crossings and active transportation routes.

Building form and height emerged as issues among respondents in terms of the need to ensure compatibility of secondary suites and multiple family structures. On building height maximums and minimums on Corydon, respondents generally concurred with two storey minimums and five storey maximums. Consensus on trade-offs for increased building heights and set-backs and on parking accommodation did not emerge strongly from the survey. There were many general comments added to the survey and many others on parking issues, cycling and the community garden.

Self-guided Walking Tour

Over the summer of 2011 there were 14 self guided walking tour responses received. Six of the 14 CPAC members also took a walking tour with staff in August 2011. As a result of the small response there was no tabulation of the 14 received.

Stakeholder Meetings

A variety of stakeholder meetings were conducted as part of the plan process. These meetings included two meetings with the Technical Advisory Committee's Transportation Subgroup (with 17 total attendees) as well as single meetings with the following External Stakeholder Groups (Number in Attendance):

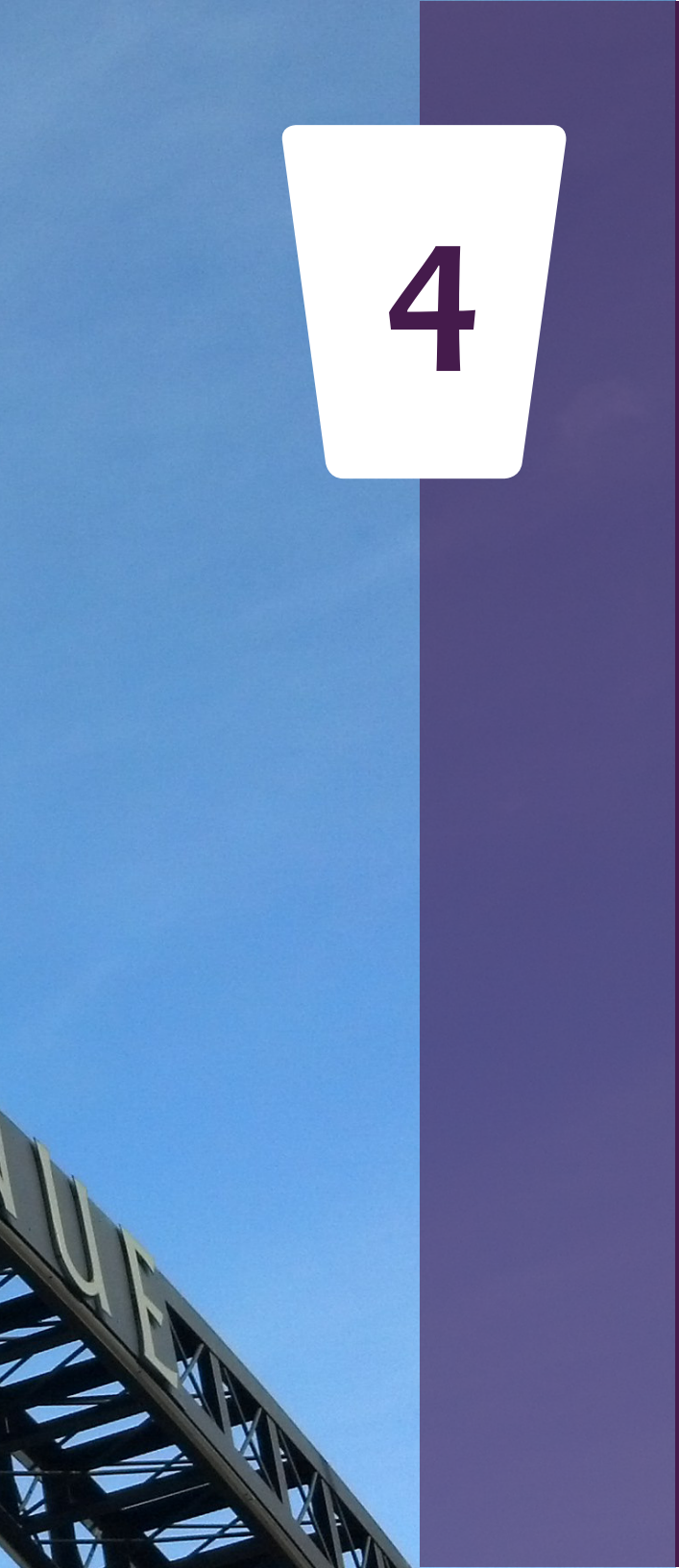
- City Water and Waste Department (3)
- Winnipeg Arts Council (2)
- Manitoba Liquor Control Commission (2)
- Active Transportation Advisory Committee (9)
- Winnipeg Police Service (1)
- Manitoba Hydro (2)
- Access Advisory Committee (11)
- Shindico (property management) (2)
- City Real Estate Division (1)
- City Parks Planning and Urban Design (2)
- Heritage Winnipeg (1)
- Environmental Groups (6)
- Terracon (developers) (1)
- River Osborne Community Garden (2)
- Winnipeg School Division #1 (3)

Planning Dialog from the Committee Meetings

The involvement of the Community Planning Advisory Committee (CPAC) and key stakeholders during the planning process raised a variety of planning issues and concerns to be aware of as the process continues. While all input received during project meetings was taken into consideration as the project moved forward, the following lists some key issues that were part of the ongoing discussion for Corydon-Osborne:

- Parking considerations including:
  - On-street and off-street parking
  - The impact of intensification on parking
  - The need for public parking around the transit station
  - Supply vs. demand of existing parking
  - Parking by employees
  - Long-term parking, etc.
- Balancing intensification with protecting the lower density character on residential streets.
- Building height considerations
  - TOD area
  - Corydon Avenue (including considerations for sun access for commercial patios)
- Significance of patios and considerations for rooftop patios
- An appropriate size range for drinking establishments
- What streets could be identified for pedestrian enhancements
- Pedestrian friendly streetscape/ neighbourhood should be encouraged with green space, mixed use, improved building facades and accessible parking
- Noise considerations (particularly for 1 storey buildings)
- Better tie between Corydon and Osborne
- Taking advantage of density on the River
- Redevelopment site potentials
- Consideration of school capacity
- Safety concerns surrounding schools
- Local food production
- Active transportation
- Environmental considerations


CORYDON AVE



4

Existing Conditions

To appropriately plan for the area, the Appendix outlines findings from a review of key community features. The following sections describe this review:

4.1 Existing Context
4.2 Historic Context
4.3 Character Areas
4.4 Regional Context
4.5 Transportation
4.6 Economic Context
4.7 Existing Land Use
4.8 Parks & Open Space
4.9 Zoning
4.10 Building Height & Dwelling Units
4.11 Development Trends in the Area of Stability
4.12 Existing Planning Background

4.1 Existing Context & Scale

Understanding the context and scale of Corydon-Osborne is essential to planning for the future development of this prominent area of the City.

Study Area Boundary

The areas of focus for the Plan is the Osborne Rapid Transit Station and the Corydon Avenue commercial corridor. The study area boundaries extends north and south of these key destinations generally based on walking distances of 400 metres, which is approximately a five minute walk. The specific study area boundaries include:

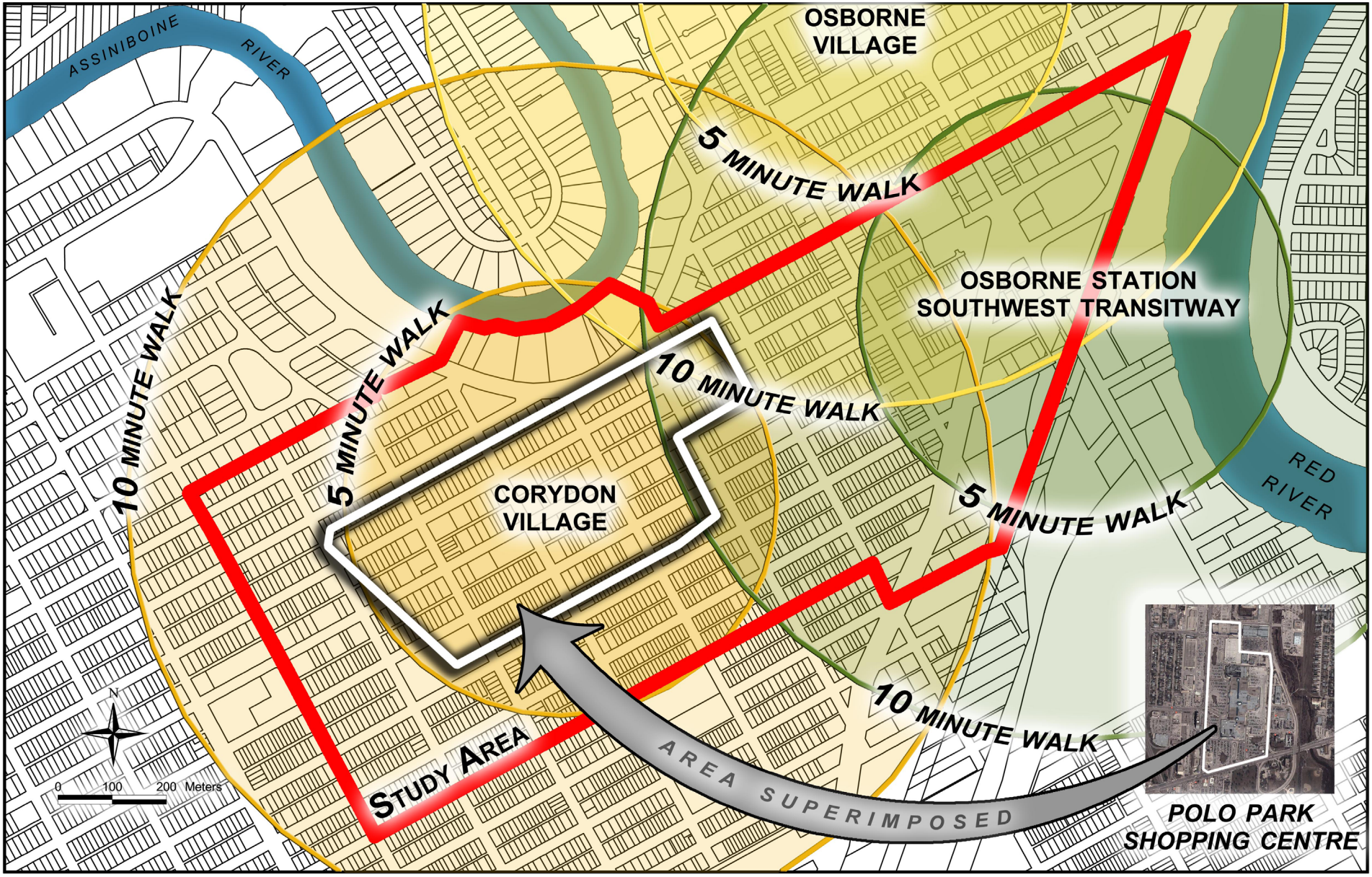
- At the northern extent properties fronting Grosvenor Avenue, the Assiniboine River and Gertrude Avenue
- At the eastern extent the railroad tracks
- At the southern extent Fleet Avenue and Garwood Avenue
- At the western extent Stafford Street

Note: During the initial 2011 and 2012 phase of this project the study area extended westward to Harrow Street.

Walking Distances

The study area is a walkable community. The Walking Distances Map demonstrates study area walking distances and the relative scale of the study area. All walking distance circles are based on a five minute walking distance or 400 metres. The radii of the walking circles includes Osborne Station as well as the centres of Osborne Village and Corydon Village as not all people will be walking from the transit station. To illustrate the walkability of the study area, Polo Park Shopping Centre, a shopping destination within the City, was superimposed onto Corydon Village.

Walking Distances Map



4.2 Historic Context

This synopsis of the historic context relies heavily on the introduction to the "2009 Corydon Village Pre-Plan Assessment" prepared for the Planning and Property Development Department of the City of Winnipeg.

Located on the historic Pembina Trail between the Assiniboine River and the Red River, the Corydon-Osborne study area is located within the historic Fort Rouge District. It was carved from the wilderness by French and Metis settlers in the late 1800s. The district became a residential area during the first of Winnipeg's land booms. The Osborne Street bridge opened the area for Winnipeg's elite to migrate away from the developing city across the Assiniboine.

Construction workers, attracted to this building expansion, settled in the neighbourhood to be near jobs. In 1882, the same year the bridge was opened, the neighbourhood became part of the City of Winnipeg. Between 1882 and 1900 the area continued to grow with the arrival of the streetcar linking Main Street to Osborne Street on River Road in 1891, construction of a school at what is now Confusion Corner in 1898 and development of rail shops and yards.

The district's commercial needs were served by businesses that grew up along Cordon Avenue and Osborne Street, establishing these corridors as neighbourhood main streets. The streetcar extended up Corydon Avenue in 1907. The growth contributed to a ten-fold increase in population to 10,000 residents between 1900 and 1910.

This remains one of the densest communities in the City of Winnipeg. But it has bounced back from the challenges that began with the twin challenges of the shuttering of much of the Fort Rouge rail shops and yards and the advent of suburban expansion. The older city neighbourhoods could not compete with the newer suburbs for population and as the district fell on hard times, big old homes were converted to rentals or demolished to make way for new development.

By the 1970s, the area became attractive to a new generation of hip and creative young people who were drawn by the low rents, flexible living arrangements and central location. This influx generated a new wave of entrepreneurialism and sparked economic regeneration on Osborne Street while Corydon Avenue continued to provide goods and services for the neighbourhood's more traditional Italian population.

Corydon-Osborne came to life with the Core Area Initiative in the 1980s that renewed infrastructure on Corydon Avenue and helped to bring the neighbourhood as it is now known, lined with unique shops, cafes and restaurants, to life. The area is supported by the resident committees and associations; the Corydon Avenue Business Improvement Zone, BIZ, was founded in 1990. The BIZ collects a levy from the Corydon merchants to finance projects in their shared interest such as marketing.

The neighbourhood's vibrant economy is also supported by a loyal and engaged community of residents and businesses. Their efforts have resulted in important planning and development of a shared vision that resulted in the Osborne Village Secondary Plan. The Corydon-Osborne neighbourhood planning process is designed to result in a plan for future growth that serves the needs of the community and preserves and encourages its economy.

4.3 Character Areas

The character of the Corydon-Osborne study area is part of what makes the area a destination within the City.

A major character feature of the neighbourhood is the tree-lined streets, both in the residential and commercial areas, that make for a comfortable and attractive walking experience. While recognized regionally for Corydon Avenue's core commercial area also known as Little Italy, there are several different character areas that define the neighbourhood:

- Village Residential - characterized by older homes with modest setbacks
- Village Commercial - small neighbourhood commercial nodes separate from the Corydon Avenue corridor

Corydon Avenue: Core Commercial



- Core Commercial - The core commercial area within the neighbourhood is Corydon Avenue between Lilac Street and Daly Street. It is in this area that the majority of the neighbourhood activity is focused and features a shopping and dining experience amidst a comfortable, eye catching streetscape with flower baskets and murals.
- Transitional - On either ends of the Core Commercial is a transitional area that has less commercial development and more higher density residential development. These areas fuel and frame the Core Commercial area.
- Riverside Residential - Maximizing residential views of the Assiniboine River, this character area is a high-density residential community within walking distance to the Core Commercial and the TOD.
- Regional Corridor - Along Pembina Highway, the Regional Corridor character area has the greatest opportunity to develop into a signature corridor and destination that serves the City and community TOD needs as well as promotes and enhances the character of the neighbourhood as it welcomes people to the commercial areas along Corydon Avenue.



Fleet Avenue: Village Residential



Pembina Highway: Regional Corridor



McMillan Avenue: Village Residential



Wellington Crescent: Riverside Residential



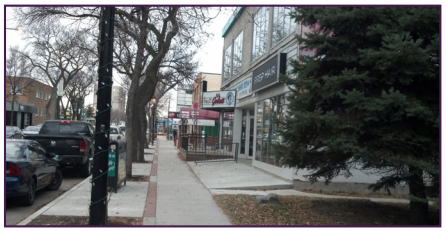
Stafford Street: Village Commercial



Study Area Public Art

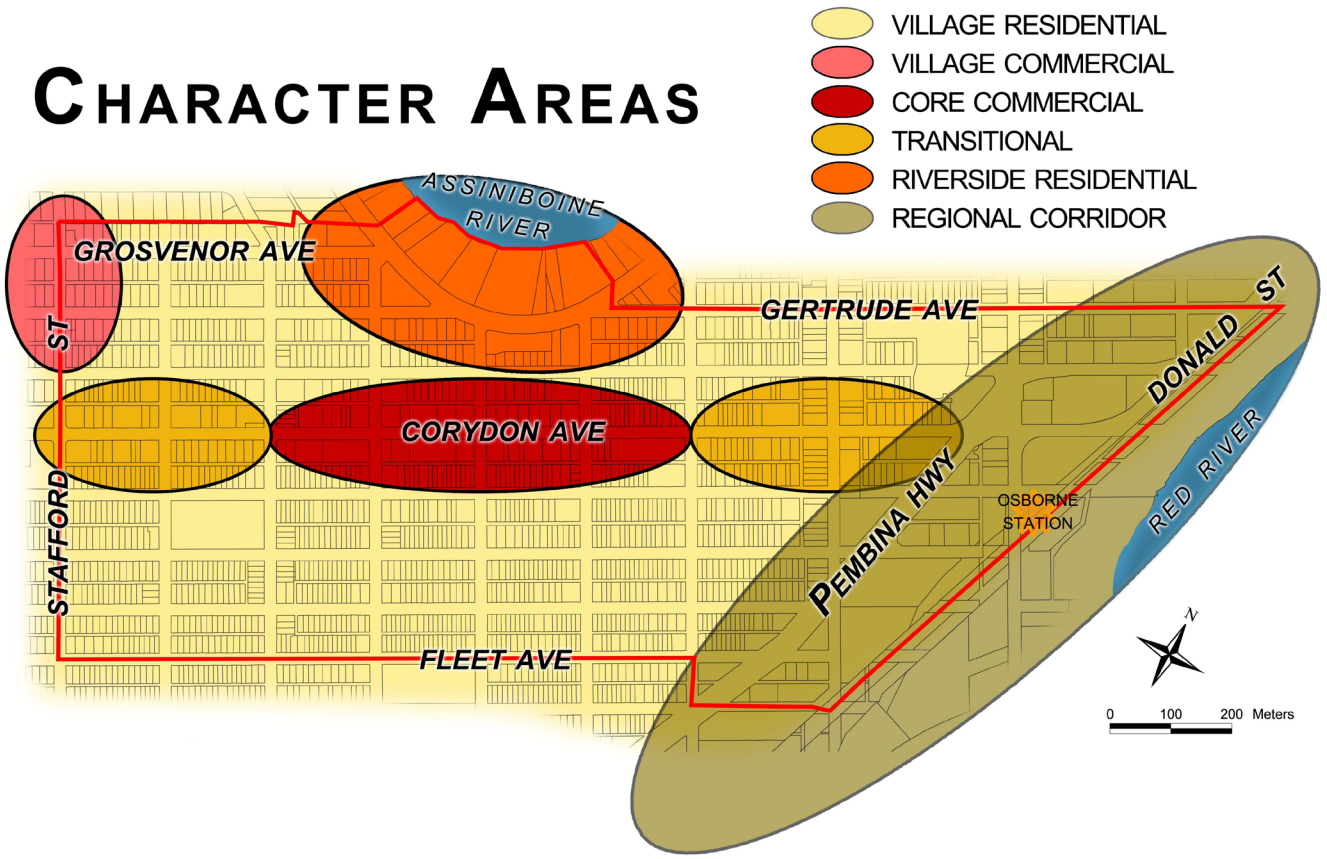


Corydon Avenue: Transitional



Corydon Avenue: Core Commercial

CHARACTER AREAS



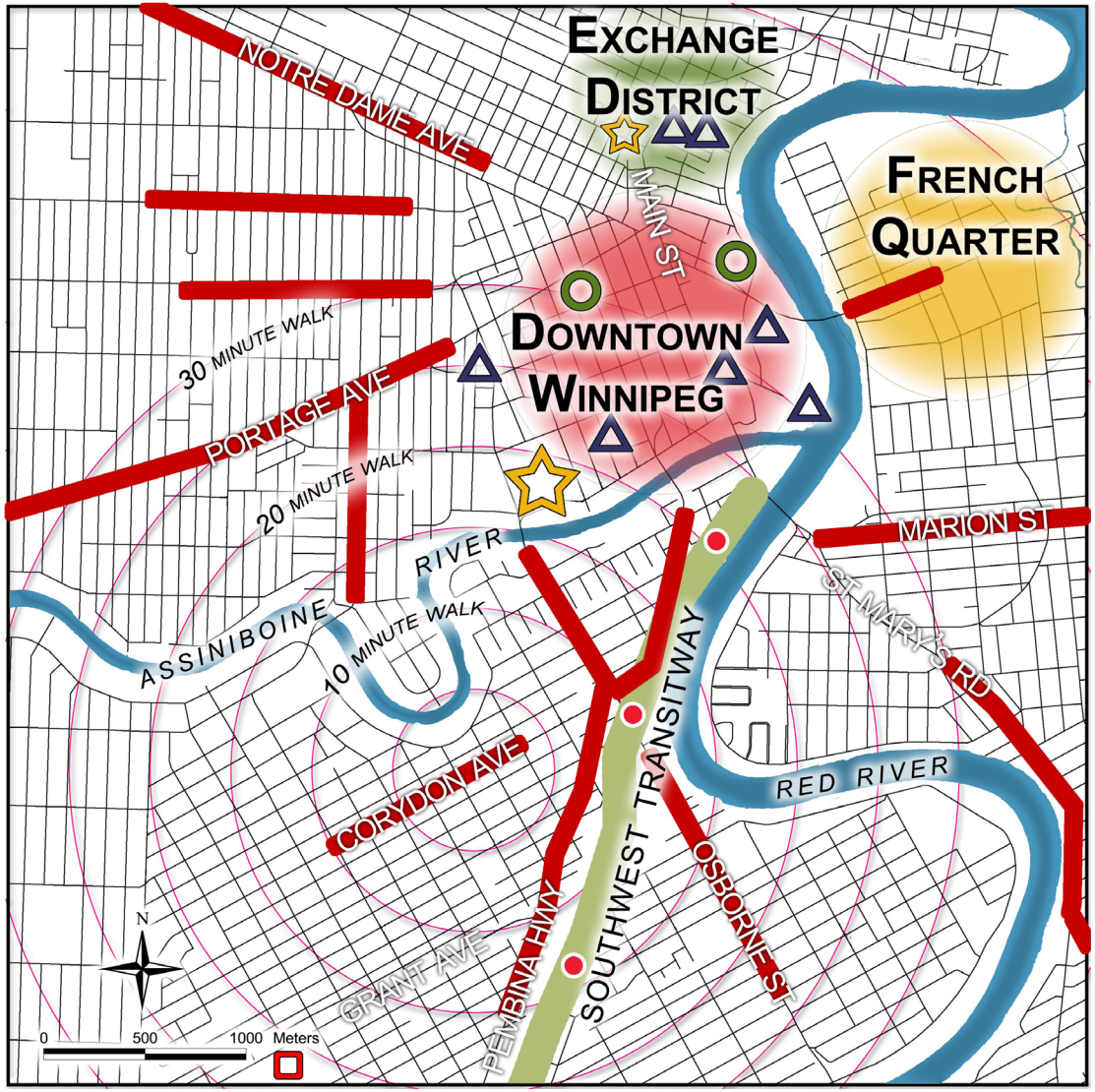
4.4 Regional Context

The Corydon-Osborne study area is a mature neighborhood within the City of Winnipeg on the south side of the confluence of the Assiniboine River with the Red River. The following details where this area is in relation to other destinations within the City.

Downtown Winnipeg is located roughly two kilometers northeast of the study area on the north side of the Assiniboine River. The Downtown is the central business district and the cultural centre of the City of Winnipeg. Several museums, including the new Museum of Human Right are located Downtown. The Exchange District, located directly north of the downtown, is a national historic district which is home to Red River College and several museums and theatres. St. Boniface, also known as the French Quarter, is located east of downtown across the Red River.

Corydon Avenue is a Community Mixed Use Corridor within the neighborhood. Osborne Street traverses the eastern corner of the neighborhood and is also a Community Mixed Use Corridor, which is adjacent to the neighbourhood. Pembina Highway is a Regional Mixed Use Corridor that runs along the eastern edge of the study area and connects the Downtown to the University of Manitoba in the South end of Winnipeg. Other commercial corridors are located on major roads that radiate from the Downtown District.

Regional Context Map



DESTINATIONS LEGEND

- MUSEUM
- SPORTS VENUE
- GOVERNMENT CENTRE
- SHOPPING CENTRE
- COMMERCIAL CORRIDOR
- TRANSITWAY AND STATION

4.5 Transportation

Several major arterials serve the Corydon-Osborne study area. The following describes each major arterial in and around the study area:

- Pembina Highway: A divided highway in the eastern portion of the study area, Pembina Highway runs north from the University of Manitoba until it turns into Donald Street just before crossing the Assiniboine River into Downtown Winnipeg. The average weekday traffic count along Pembina Highway through the study area is 56,700 vehicles.
- Osborne Street: A north-south arterial that runs south from Downtown and through the eastern portion of the study area. Osborne Street turns into Dunkirk Drive and Dakota Street as it heads south through neighbourhoods of south Winnipeg. The average weekday traffic count along Osborne Street near the study area is 33,500 vehicles.
- Corydon Avenue: An east-west arterial, Corydon Avenue is the study area's central commercial corridor. The average weekday traffic count along Corydon Avenue through the study area is 27,100 vehicles. The arterial ends at a complex intersection with Osborne Street and Pembina Highway termed "Confusion Corner".
- Stafford Street: A north-south arterial that runs along the western edge of the study area and collect vehicles from several neighbourhoods as it heads north to Academy Road which crosses the Assiniboine River into the western side of Downtown. The average weekday traffic count along Stafford Street as it borders the study area is 25,900 vehicles.

The study area also has a transit station along the Southwest Rapid Transit Corridor. The Southwest Rapid Transit is a newly created system which is comprised of a dedicated roadway for rapid transit buses. There are currently three stops along the transit system with Osborne being the second stop. The Southwest Rapid Transit Corridor will eventually connect the Downtown to the University of Manitoba.

Corydon-Osborne Study Area Transportation & Circulation Including Average Weekday Traffic Counts on Major Arterials



LEGEND

- ROADWAY
- MAJOR ARTERIAL
- SOUTHWEST RAPID TRANSIT CORRIDOR
- RAILROAD
- BRIDGE
- GATEWAY
- OSBORNE STATION
- STUDY AREA

4.6 Economic Overview

The following details key population and economic characteristics of Corydon-Osborne.

With 1.2 square kilometres and a 2006 population of 6,222 individuals in 3,387 households, the Corydon-Osborne area has one of the highest population densities in Winnipeg outside of the Downtown. The highest population density outside of the Downtown is Osborne Village, which borders the study area. With a median age of 33.5, the residents of the Corydon-Osborne area are significantly younger than the residents of the City of Winnipeg as a whole, which has a median age of 38.8. Interestingly, the average age of the Corydon-Osborne area residents is 38, much closer to the median age of the City as a whole.

As would be expected with a younger population, the income data show area residents' median and average household incomes are about three-quarters of that of the residents of the City as a whole. But the per capita income of area residents is very close to that of the whole City's residents. The equalizing factor may be that the Corydon-Osborne area residents' households are about three-quarters of the size of the citywide household – 1.8 persons per household versus 2.4 persons per household.

Corydon-Osborne area residents are less likely to have families, more likely to live on their own and much more likely to be renters residing in apartments. The most prevalent dwelling type for area residents is the five-storey-or-less apartment building and they are almost three times as likely to live in this type of dwelling as the citywide resident.

Although they are younger and less affluent, area residents are on the whole better educated than the population of the City as a whole, more likely to participate in the labour force and to be employed. They are also more likely to use public transportation than the City's residents as a whole. The area exports workers: most employers in the area have fewer than 10 employees. The most prevalent commercial development in the area is store, with 26.7 percent of overall building square footage and 25.5 percent of land area, followed by office (21.5 percent and 14 percent respectively), warehouse (15.2 and 13.2 percent) and vehicle service. Restaurant is the sixth largest building and land occupier with 7.2 percent of building area and 7.4 percent of land.

During the neighbourhood planning process, concern was voiced that the expansion of office uses and restaurants, along with a lack of growth in personal services and retail sectors will have a negative impact on the "feel" of the neighborhood. Stakeholders are also concerned about commercial uses creeping into residential areas as well as of

general residential intensification. According to government reports, economic expansion will continue to fuel housing expansion but commercial expansion may have slowed.

Winnipeg is in the midst of a housing boom. In 2012, the Winnipeg Census Metropolitan Area saw 1,936 units in multi-family settings started, the highest in 25 years and 46 more than the previous year, according to the Canada Mortgage and Housing Corporation's (CMHC) Housing Market Outlook for Winnipeg. The boom is being fueled by an expansion in employment as well as an influx of immigrants. Rental rates are strong with an overall vacancy rate of 1.7 percent in October 2012, according to the CMHC and have been under two percent for a decade. The vacancy rate is forecast to rise slightly as employment continues to expand and low mortgage rates entice renters to buy. Contributing to the increase in vacancy rates is an anticipated increased in development of new apartments that will only be somewhat offset by condo conversions and demolitions.

Stevenson Advisors, a real estate investment group, reported in Summer 2012 that strong condo sales were fueled by continued gains in prices. The average annual price increase since 2000 has been just over nine percent. The average Winnipeg condo cost $217,634 in August 2012. Stevenson pointed particularly to strong sales in the downtown and central neighbourhoods as well as the Crescentwood/River-Osborne areas.

The retail marketplaces of neighbourhood commercial corridors like Corydon Avenue and Osborne Street are somewhat vulnerable to regional mall and "power centre" expansion in the suburbs. According to Collier's 2012 fourth quarter retail Market Report for Winnipeg, these power centres feature US chain shopping destinations such as Target, Lowe's, Bed Bath & Beyond, Marshall's and PetSmart, all of which are said to be looking at the Winnipeg market in locations such as the Seasons of Tuxedo. The power centres boast a vacancy rate below one percent in Winnipeg, according to Collier's, compared with a 4.8 percent vacancy for neighbourhood shopping areas.

The expansion of suburban shopping chains as a potential threat to neighborhood commercial corridors like Corydon and Osborne is exacerbated by somewhat weak retail sales growth. The October 11, 2013 edition of Manitoba Economic Highlights, published by the Provincial Government's Economic and Intergovernmental Fiscal Research Division, noted expansion in population, jobs and housing starts province-wide. Retail sales, it said, were rebounding after a poor 2012. In the first seven months of 2013, sales were up 2.3 percent, 0.3 percent of national growth. However, sales for department stores, food and beverages, electronics and appliances and personal services all declined.

4.7 Existing Land Use

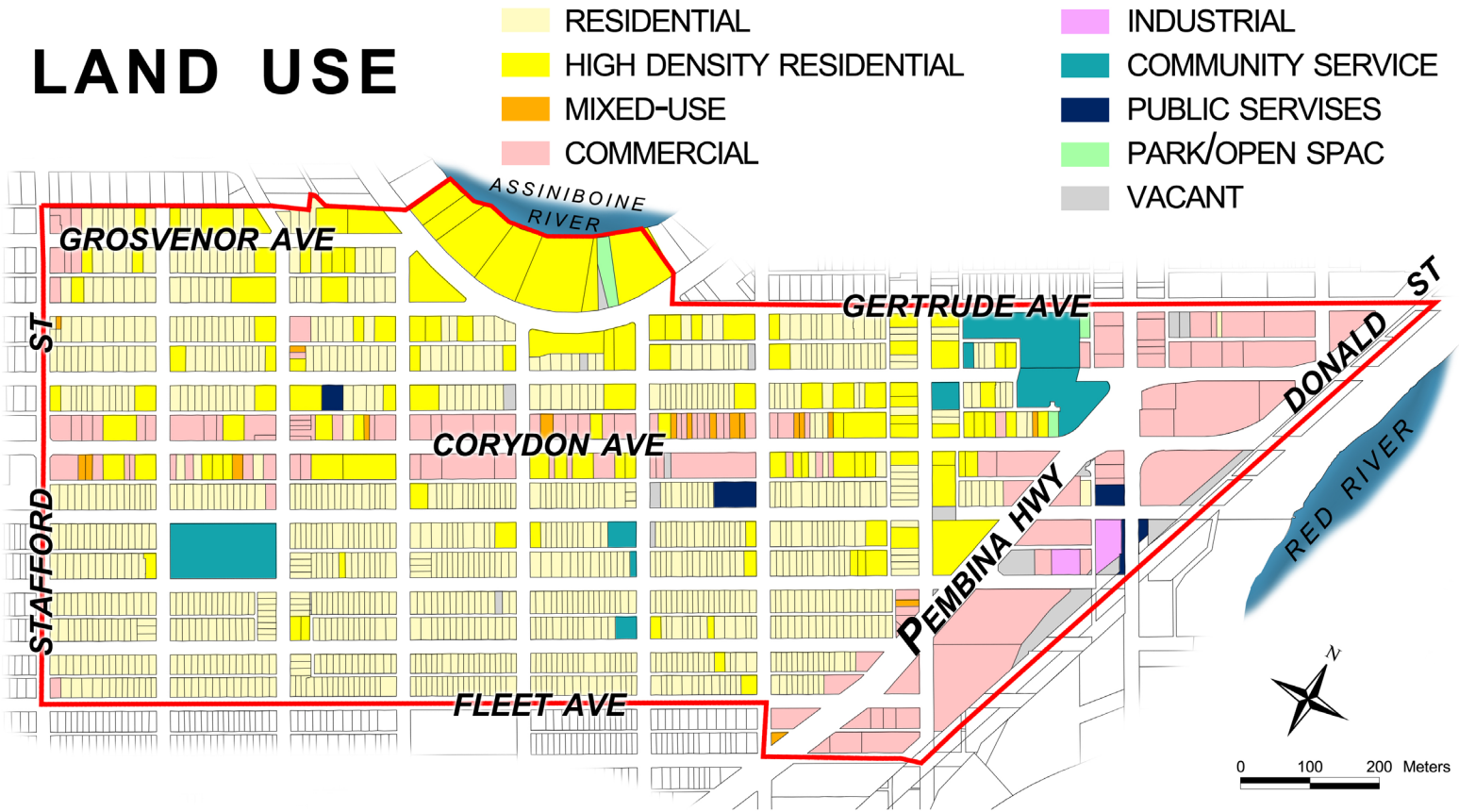
The following identifies the existing land uses within the Corydon-Osborne study area.

Data on existing land use was obtained from the City's parcel database. Land uses in the database were specific. For simplification, the uses were summarized into the following categories.

- Residential – Single, two, and three-family dwellings
- High Density Residential – Apartments, condos, structure with four or more dwelling units
- Commercial – Retails sales and services, offices, warehouses
- Mixed Use – Structures with both commercial and residential uses
- Industrial – Industrial Uses
- Community Service – Churches, Cemeteries, Government buildings, Schools, Medical facilities
- Public Service – Utilities, Transportation facilities, Parking lots
- Parks/Open Space – Parks, Natural areas

Breakdown of Existing Neighbourhood Land Use

Land Use	Hectares	Acres	Percent
Residential	34.42	85.06	49.2%
HDR	14.54	35.92	20.8%
Mixed	0.60	1.49	0.9%
Commercial	14.45	35.71	20.6%
Industrial	0.39	0.97	0.6%
Community	3.46	8.55	4.9%
Public	0.55	1.35	0.8%
Park	0.11	0.28	0.2%
Vacant	1.50	3.70	2.1%


LAND USE
RESIDENTIAL
HIGH DENSITY RESIDENTIAL
MIXED-USE
COMMERCIAL
INDUSTRIAL
COMMUNITY SERVICE
PUBLIC SERVISES
PARK/OPEN SPAC
VACANT
ASSINIBOINE RIVER
GROSVENOR AVE
GERTRUDE AVE
ST
ST
DONALD
CORYDON AVE
STAFFORD
PEMBINA HWY
RED RIVER
FLEET AVE
N
0
100
200 Meters

4.8 Parks & Open Space

Parks and open space are important amenities in the City. They provide respite from the intensity of the City, contribute to health and well-being thus elevating residents' quality of life, contribute to the economic value of the City and to sustainability because they assist in the absorption of airborne toxins.

Tree-lined streets, the active transportation network, schools and community centres, piazzas and pocket parks are all part of an open space system that can be publicly or privately owned. In the Corydon-Osborne study area there are five city parks and two school yards. There is a wedge of the study area in which no parks or open spaces are located within 400 metres. This is a measure the City has applied to parks supply in current park planning strategies. This wedge is located on the western side of the study area and is part of a larger parks desert.

Neighbourhood parks and community centres are:

- Hugo/Jessie Piazza – A formerly vacant city-owned lot developed as community open space in 1995. It is mostly hardscape with a small green space and fountain. Originally conceived of by the BIZ and neighbourhood group and maintained and programmed by the BIZ, the maintenance has been taken over by the City.
- Benson Park – A pocket park located at Cockburn Street and McMillan Avenue. Includes a tot lot and passive seating area. Maintained by the City with active involvement of local residents to remove broken glass and evidence of late-night partying so the space is safe for children and families.
- River Osborne Community Centre – Located at 101 Pembina Highway on the east side of the study area, the Community Centre backs onto and shares open space with Gladstone School. The facility includes a 15,000 square foot community centre building, playground, soccer field, basketball court, hockey rink that doubles as a tennis court, a wading pool and a community garden. The Earl Grey School, Montessori pre-school and a day care all use the centre and its facilities.
- Hugo Park – Located on Wellington Crescent, the park offers access to the Assiniboine River opposite Armstrong Point on the river's north side. Hugo Dock is located within the park where seasonal water taxi service can be accessed.

Open spaces related to schools in the study area are:

- Ecole LaVerendrye – Located at 290 Lilac Street, the school's open space includes a play area and structures, seating, a landscaped berm that offers space for an outdoor classroom, mini-soccer fields programmed by Earl Grey School and a small baseball diamond. The property is maintained by the school division.
- Gladstone School – Located at 500 Gertrude Avenue, the school's open space includes an accessible play structure, picnic tables and seating. The property is dedicated to the memory of Terry Fox who was a student at Gladstone.

In addition to parks and open space within the study area, there are a variety of parks and open space in the surrounding area. The following table lists parks in open space within 500 metres of the study area on the same side of the rivers as the study area.

Parks & Open Space in and Around the Corydon Osborne Study Area Map





Benson Park

Parks & Open Space in and Around the Corydon-Osborne Study Area

Park Name	Hectare
Benson Park*	0.06
Brandon Avenue Tot Lot	0.07
Corydon-Hugo Piazza*	0.06
Don Togo Park	1.14
Earl Grey Community Centre	1.60
Enderton Park	0.76
Fort Rouge Park	1.93
Grant Avenue Buffer	2.05
Harrow Park	0.95
Hetherington Park	0.26
Munson Park	3.04
One Wellington Window Park	0.09
Osborne Village Green	0.14
River Osborne Community Centre*	0.82
River Osborne Wading Pool/Block Parents*	0.06
South Winnipeg Parkway	6.01
Scott / Stradbrook Park	0.05
Wellington Buffer	0.13
Wellington Crescent / Hugo Park*	0.24
Gladstone School*	0.98
LaVerendrye School*	1.21
Total Neighbourhood & Surrounding Parks	21.65

** Located within the Neighbourhood*

4.9 Zoning

The following identifies the current zoning for the Corydon-Osborne study area.

The City of Winnipeg adopted a new Zoning By-law in 2008. The new By-law reduced the number of zoning districts and organizes permitted uses and dimensional requirements into tables. The By-law establishes design standards for landscaping, lighting, parking, signs and building elements. There are design standards that apply to the districts as a whole and additional standards that apply to specific uses. The design standards have a built in flexibility allowing a development to choose from a variety a standards. Further flexibility of standards are provided in that a developer may propose an alternative method of compliance to the standards if, at the judgment of the Zoning Director, the alternative promotes the intent of the standards. Special considerations are given to properties within the "Urban Infill Area" regarding parking and dimensional requirements. The entire study area is within the Urban Infill Area.

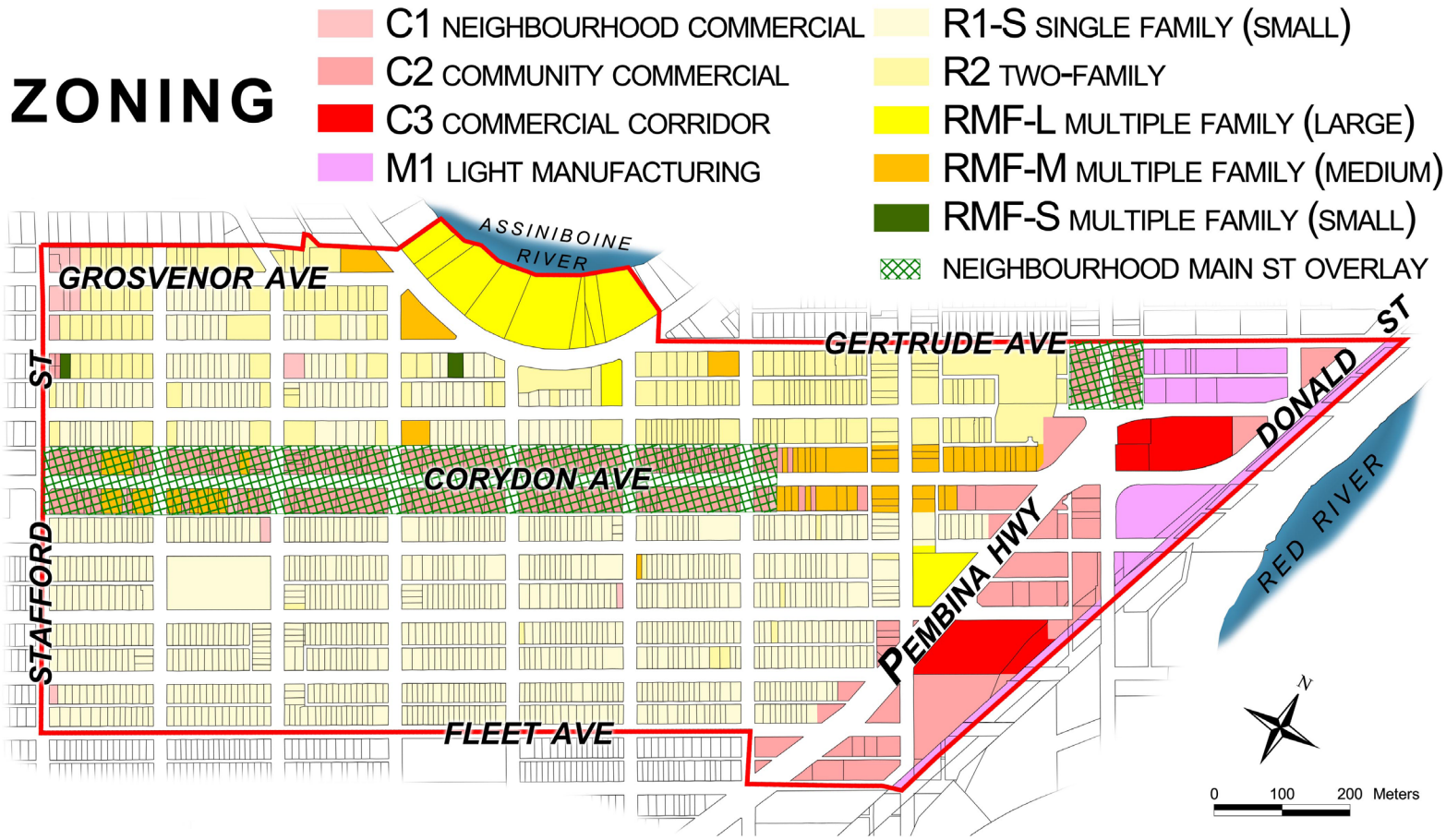
The Zoning Administrator (who reports to the Director of Planning, Property and Development) is responsible for administration of the Zoning By-law and for issuing development permits. An appeal may be heard by the appropriate committee of Council.

Zoning Dimensions for Each District

	Minimum Lot Area (ft^2)	Minimum Lot Width (ft)	Minimum Front Yard (ft)	Minimum Rear Yard (ft)	Minimum Side Yard (ft)	Maximum Height (ft)	Maximum Lot Coverage or FAR
R1-S	2,500	25	15[1]	25	3 or 2-4	35	45%
R2	5,000	25	20	25	N/A	35	N/A
RMF-S	9,000	20	25	25	4	35	N/A
RMF-M	9,000	20	25	25	8[2]	60	N/A
RMF-L	20,000 or 1,250/du	20	25	25	8[2]	150	N/A
C1	N/A	N/A	0	0	0	39	1
C2	N/A	N/A	0	25	0	49	3
C3	N/A	N/A	25	25	0	49	1.5
M1	N/A	N/A	25	0	0	50	2

[1] *10 ft where there is a rear alley*

[2] *plus 2 feet per storey over 1st floor*



Breakdown of Existing Neighbourhood Zoning

Zoning District	Hectares	Acres	Percent
R1-S	31.22	77.15	43.6%
R2	12.59	31.11	17.6%
RMF-S	0.14	0.34	0.2%
RMF-M	3.72	9.19	5.2%
RMF-L	4.23	10.45	5.9%
C1	0.75	1.85	1.0%
C2	12.28	30.34	17.2%
C3	2.54	6.27	3.5%
M1	4.08	10.08	5.7%

4.10 Building Heights & Dwelling Units

The following identifies the existing building heights and dwelling units within the Corydon-Osborne study area.

Building heights in the study area range from one storey to 20 storeys. Buildings with heights over 10 storeys are generally concentrated along Wellington Crescent. The majority of the buildings within the study area are one and a half or two storey buildings. This type of building is distributed throughout the study area.

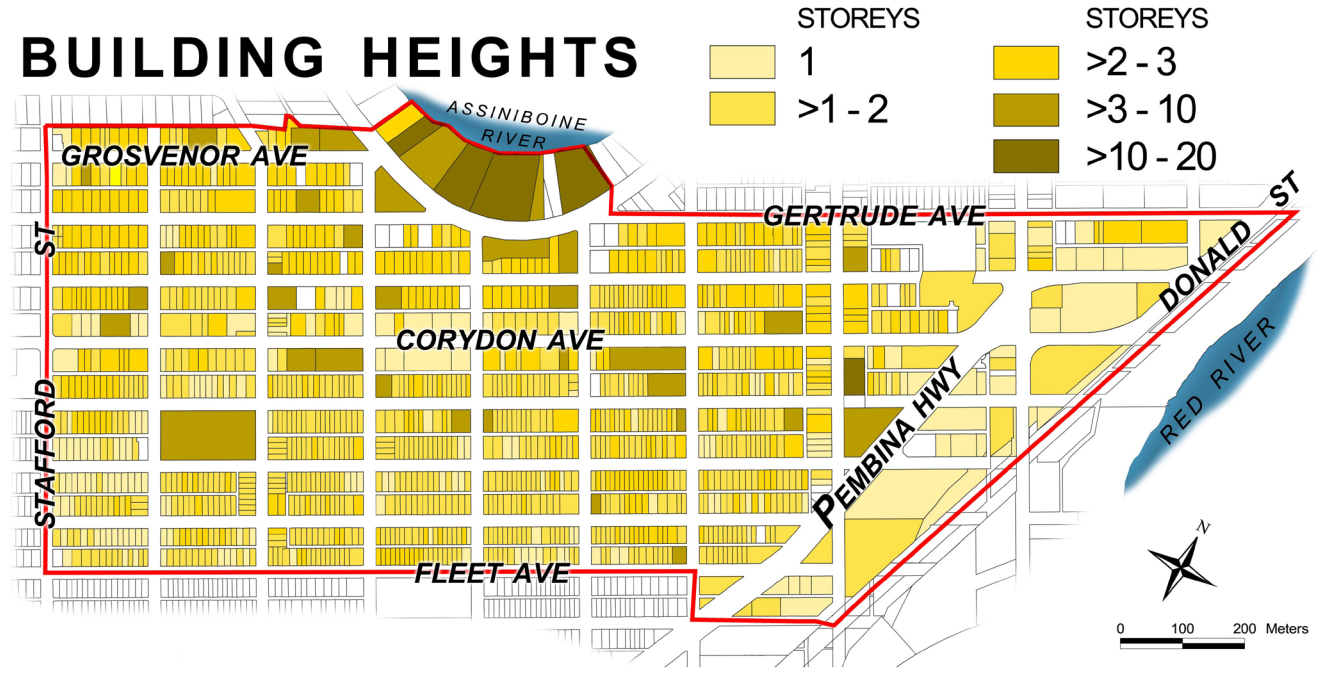
The large majority of residential properties are single unit dwellings, followed by a substantial number of duplex units and multi-family housing properties. Similar to the data shown for building heights, dwelling units with 50 to 200 units are generally located along Wellington Crescent.

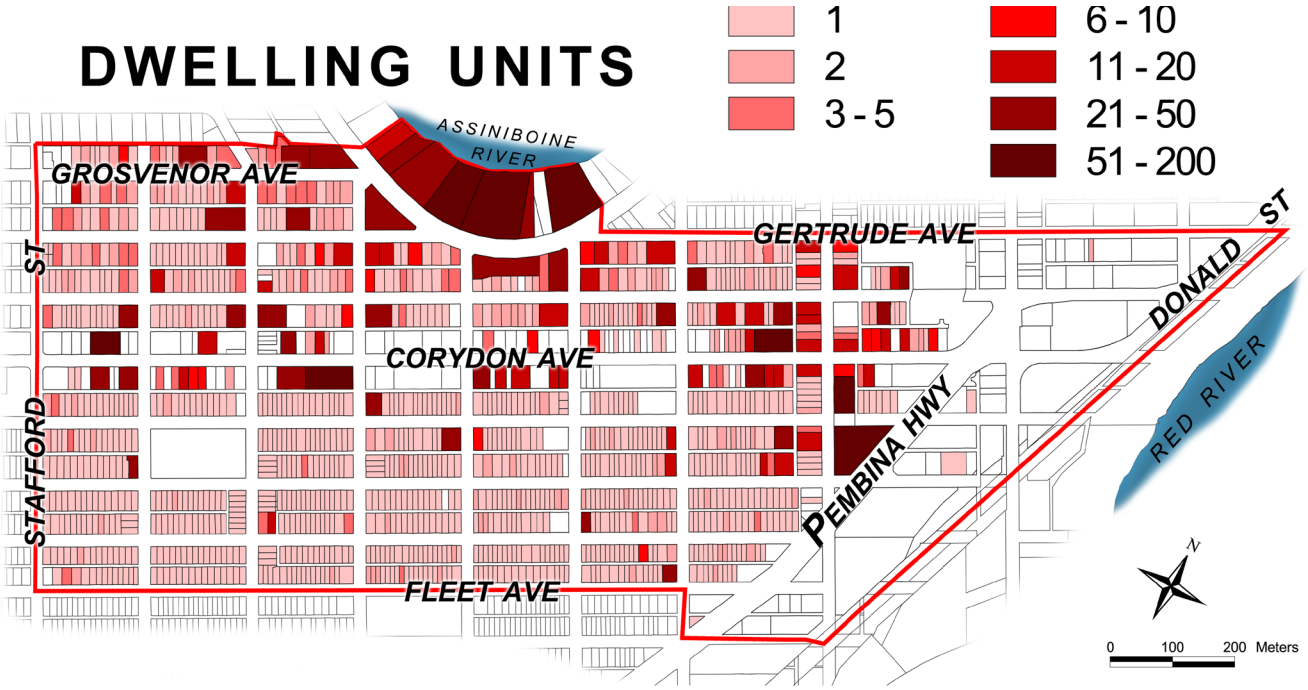
Summary of Building Heights in the Study Area

Storeys	Count	Percent
1.00	198	15.4%
>1-2	674	52.3%
>2-3	377	29.3%
>3-10	34	2.6%
>10	5	0.4%

Summary of Dwelling Units in Residential Properties

Dwelling Units	Count	Percent
1	877	75.5%
2	130	11.2%
3 to 5	54	4.6%
6 to 10	18	1.5%
11 to 20	43	3.7%
21 to 50	32	2.8%
50 to 200	8	0.7%


BUILDING HEIGHTS
STOREYS
1
>1 - 2
STOREYS
>2 - 3
>3 - 10
>10 - 20
ASSINIBOINE RIVER
GROSVENOR AVE
GERTRUDE AVE
ST
DONALD
ST
CORYDON AVE
STAFFORD
PEMBINA HWY
RED RIVER
FLEET AVE
N
0 100 200 Meters


DWELLING UNITS
1
2
3 - 5
6 - 10
11 - 20
21 - 50
51 - 200
ASSINIBOINE RIVER
GROSVENOR AVE
GERTRUDE AVE
ST
DONALD
ST
CORYDON AVE
STAFFORD
PEMBINA HWY
RED RIVER
FLEET AVE
N
0 100 200 Meters

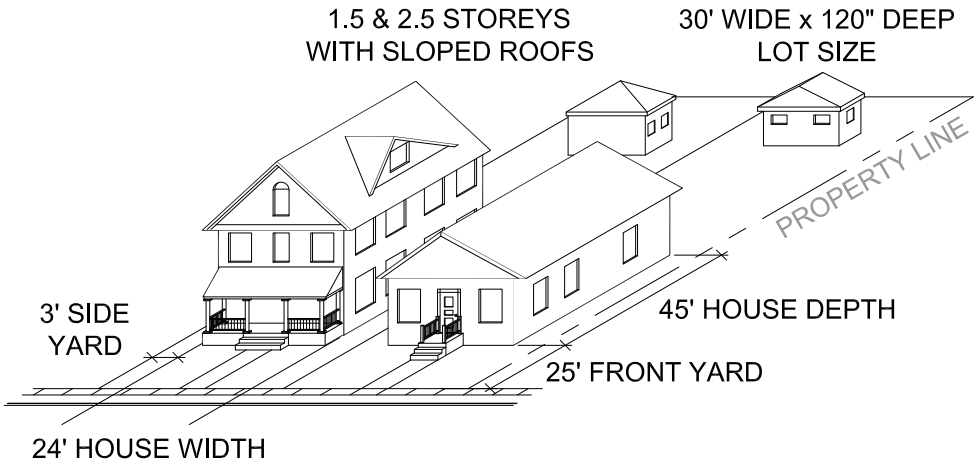
4.11 Development Trends in Areas of Stability

One of the central issues identified with the current type of intensification occurring within the study area is the development in the Areas of Stability on either sides of Corydon Avenue. This section specifically addresses the concerns based on existing zoning and existing conditions.

The following diagrams present three different types of development patterns on lots zoned R-1S in the residential Area of Stability within the study area.

Current Housing

The first figure demonstrates the pattern of existing development. Existing structures are a mix of 1.5 to 2.5 storey single family structures. The common front yard setback is 25 feet. The structures are built to the maximum width on these narrow lots with the minimum side yard setback. The depth of the average structure is roughly 45 feet. As the lots have a depth of 120 feet, most existing structures are well within the maximum building area of 45%.



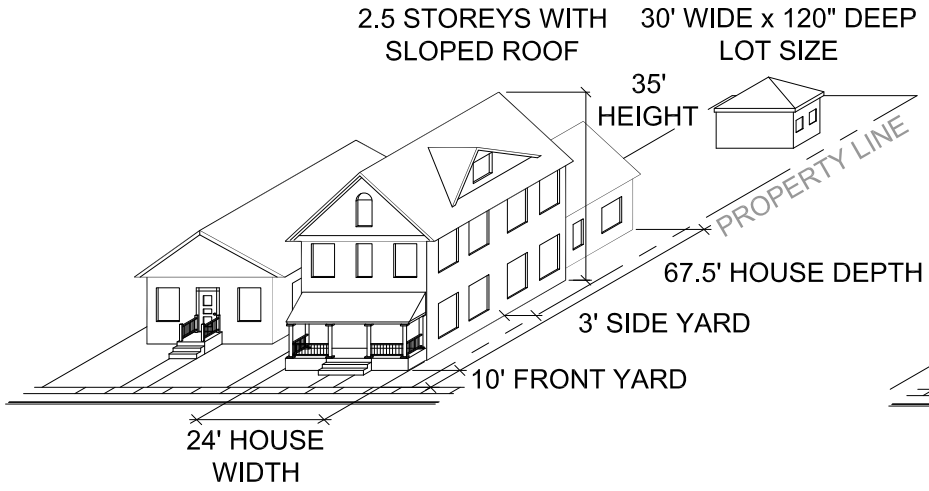
CURRENT HOUSING

Housing at Maximum Zoning

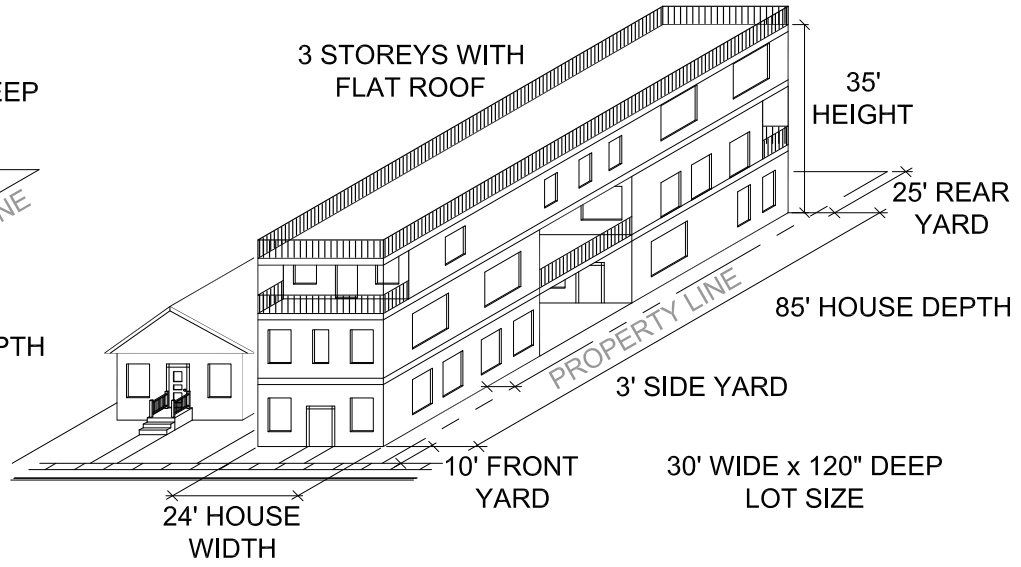
The second diagram reflects the type of structure that could be built in an R-1S zone. The zone only permits single family structures. A minimum front yard setback is permitted on lots with a rear alley for access as is the case in this neighborhood. Structures are permitted to a height of 35 feet to accommodate two and a half storey structures (generally with a pitched roof). Using the maximum width allowed within the side yard setbacks on a 30 foot wide lot, a structure can have a depth of up to 67.5 feet to meet the maximum building area of 45%.

Rezoned Housing

The third diagram presents the type of development that is currently being approved in the name of intensification. Lots are being allowed to be rezoned to R-2. The R-2 district permits two unit structures. Minimum lot area variances are granted on the existing 3,600 square foot lots. No maximum lot area is applicable in the R-2 district. Structures are being built from the 10 foot minimum front yard setback to the 25 foot minimum rear yard setback. Flat roofs are being used to construct three storey structures within the 35 foot maximum height. The roofs are being used to provide open space for the residents who tower over adjacent structures with a bird's eye view into neighboring lots.



MAXIMUM ZONING R-1



REZONE TO R-2

4.12 Existing Planning Background

Planning for the Corydon-Osborne study area has a detailed history that includes a variety of background studies and public engagement processes. In addition, citywide planning projects provide a foundation for all future development in the neighbourhood. The following summary highlights key processes, findings and recommendations from these efforts.

Neighbourhood Planning Context

The future of the Corydon-Osborne study area, particularly Corydon Avenue, has long been a concern for the community. The planning process, which began in 2005 to determine if a Secondary Plan was necessary for the area, reflects the investment in the neighbourhood. Still, with the development of the OurWinnipeg plans and an understanding of the significant role the neighbourhood plays in the larger context the process was put on hold until the citywide plans were completed. Beginning again in 2011, the neighbourhood residents, businesses and neighbourhood stakeholders collaborated with the City and project consultant to initiate and develop a plan for the neighbourhood that incorporates the significance of Corydon Avenue and the development of the Osborne Station Transit-Oriented Development (TOD). The Area Plan for Corydon-Osborne is a continuation of that process.

Citywide Planning Context

The City of Winnipeg is growing. By 2031 the City is expected to grow by 180,000 people and add more than 65,000 jobs, which means there will be a need for 83,000 new dwelling units. This is more growth than the City has seen in decades. Through OurWinnipeg and its Direction Strategies including Complete Communities, the City of Winnipeg has developed critical directives and strategies to identify how the City will accommodate the expected growth over the next 20 years. The plans introduce a citywide urban structure that identifies development objectives including the designation of Transformative Areas and Areas of Stability. Within this framework Corydon-Osborne is specifically addressed:

- Transformative Areas in the neighbourhood are identified including: Pembina Highway, designated as a Regional Mixed Use Corridor; Corydon Avenue, designated as a Community Mixed Use Corridor; and the Rapid Transit Corridors including Osborne Station described as a nodal development location.

- All other areas within the neighbourhood are identified as Areas of Stability.

While both Transformative Areas and Areas of Stability are expected to intensify, growth is focused on the Transformative Areas. The OurWinnipeg and Complete Communities documents directly relate to the policies of the Corydon-Osborne study area and should be reflected in all future planning efforts.

Document Summary

To consolidate the voluminous background information that impacts the development of the Corydon-Osborne plan a document summary matrix was developed to reference key information. In addition to this summary, several documents provide detailed information regarding existing conditions such as historic context and economic overview. The document summary information is provided in the matrix on the following pages.

Best Practices

As part of the neighbourhood planning process, several best practices were identified to demonstrate how other communities conduct neighbourhood plans. This establishment helps to identify a methodology for the Corydon-Osborne plan. A summary of the best practices is provided in the matrix on the following pages.

Alignment with OurWinnipeg & Complete Communities

Beyond establishing that the City of Winnipeg will see substantial growth over the next 20 years, the OurWinnipeg and Complete Communities plans identify an urban structure that provides a framework for the City's future growth.

Within this framework Corydon-Osborne is specifically addressed:

- Transformative Areas in the neighbourhood are identified including: Pembina Highway, designated as a Regional Mixed Use Corridor; Corydon Avenue, designated as a Community Mixed Use Corridor; and the Rapid Transit Corridors including Osborne Station described as a nodal development location.
- All other areas within the neighbourhood are identified as Areas of Stability.

Both Transformative Areas and Areas of Stability are recognized as places that will see intensification, whether it be through infill or through major redevelopment of underutilized properties. Furthermore, the Transformative Areas are directed by the City as specific areas to accommodate future growth.

To appropriate plan for the future, all planning partners must understand how the community is expected to change in the future. For Corydon-Osborne this means illustrating what growth is currently allowed based on existing zoning and what growth the area will need to accommodate to maintain consistency with citywide plans.

Name	Purpose	Inventory / Data	Findings / Recommendations / Products
City-Wide Planning Documents			
OurWinnipeg	To set a vision for the next 25 years and provide direction in three areas of focus: a city that works, a sustainable city and quality of life. The vision is detailed using key directions and enabling strategies.	Identifies the context and opportunities in Winnipeg and a detailed involvement process called SpeakUpWinnipeg	The City is growing and needs to identify how to accommodate growth in a way that fosters a well-run and attractive city, a city that is socially, environmentally and economically sustainable and a city that offers a high quality of life
Complete Communities	One of the four Direction Strategies supporting OurWinnipeg, Complete Communities details the urban structure of Winnipeg	Defines complete communities	Outlines key directions for specific elements of the urban structure including Transformative Areas where growth is focused and Areas of Stability
A Sustainable Winnipeg	One of the four Direction Strategies supporting OurWinnipeg, A Sustainable Winnipeg provides an integrated community sustainability strategy with a 25-year time horizon	Defines sustainability (economy, society, environment)	Five Key Directions that mobilize our commitment to a sustainable city, and position the City of Winnipeg to lead by example in this journey
Sustainable Transportation	One of the four Direction Strategies supporting OurWinnipeg, Sustainable Transportation is the formalization of how transportation will be provided in Winnipeg for the next 25 years.	Current conditions	Builds the foundation for the Transportation Master Plan and outlines key directions for specific elements of the urban structure
Sustainable Water and Waste	One of the four Direction Strategies supporting OurWinnipeg, Sustainable Water and Waste provides new and innovative recommendations on sustainable infrastructure policies and best practices	Identifies challenges and opportunities	Outlines critical policies for implementation
Winnipeg Transit-Oriented Development Handbook (2011)	To support the building of partnerships and positive relationships that lead to the implementation of successful TOD projects in Winnipeg	Provides an overview of TOD	Identified core principles and tools for implementing TOD
Neighbourhood Planning Documents & Processes			
Corydon Village Pre-Plan Assessment - Final Draft (February 2009)	Provide a basis to guide recommendations to Council on whether to proceed with a Secondary Plan for the Corydon Village	Provides a snapshot of the area's physical form and social-economic composition	Community is a densely populated, desirable community that is experiencing pressure to intensify and should initiate a Secondary Plan to address the community's approach to development; several specific findings are identified as potentially needing evaluation
Corydon Avenue Parking Study (March 2012)	To review existing parking demand in the area and outline how to proceed with satisfying parking demand as the area grows and develops in the future	Detailed inventory of the supply and occupancy of parking	Based on observations during summer mid-day and summer Friday evenings some blocks are near capacity, there is low utilization of off-street private parking, new development will continue to raise occupancy rates, paid parking is not currently recommended, bicycle parking facilities should be incorporated
Corydon Avenue Drinking Establishments (August 2008)	To address concerns regarding the concentration of drinking establishments along neighbourhood main streets and the negative behavior of their patrons	Investigation of other similar Canadian examples	A multi-faceted approach involving both regulatory and operational recommendations to address negative impacts
Corydon Avenue Building Inventory (2006)	Provide information regarding the buildings along Corydon Avenue	Provides information regarding building/business name, building use, number of suites, number of parking stalls, zoning and building ownership	N/A
Corydon-Osborne Neighbourhood Plan 2011 - 2012 Process	To outline the City's commitments and priorities over next 20 years for land use, transportation network, service delivery, and parks and open space systems; the development of the process included presentation materials produced for the three public engagement sessions	Existing building form, movement network, issues and opportunities, urban design framework, development focus	Process evaluation

Planning Document Summary & Best Practices Matrix (Continued)

Name	Purpose	Inventory / Data	Findings / Recommendations / Products
Market Study Supply & Demand Analysis in Support of Corydon Osborne Neighbourhood Transit-Oriented Development (October 2011)	Specifics regarding the Market Study detailed in the Existing Conditions Section of this document	Specifics regarding the Market Study detailed in the Existing Conditions Section of this document	Specifics regarding the Market Study detailed in the Existing Conditions Section of this document
Best Practices			
Alameda Station Area Plan - Denver, CO (April 2009)	Provides data resources, reinvestment guidance, zoning amendments, capital improvements and funding and partnership opportunities	Provides information regarding the community including land use, zoning and transportation as well as information regarding relevant plans	Identifies a vision and recommendations for land use and urban design, mobility, infrastructure and economic opportunity
Arvada Transit Station Framework Plan - Arvada, CO (August 2007)	With three new transit stations, the study addresses the individual need of each station to strengthen the potential of all three	Site context and market analysis	Concepts, circulation plans and urban design and public space plans for each station area
Columbia Pike Initiative: A Revitalization Plan, Update - Arlington, VA (2005)	To reconcile the revitalization of the Columbia Pike corridor with County planning initiatives	Historical context, existing conditions and planning context	Identification of potential improvements and what planning initiatives mean for Columbia Pike
Rosslyn-Ballston Corridor Streetscape Standards - Arlington, VA (June 2007)	Consolidate guidelines from several Arlington County Policy Documents	N/A	N/A
The Rosslyn to Courthouse Urban Design Study - Arlington, VA (March 2003)	To define redevelopment and reinvestment parameters and urban design guidelines as well as provide guidance for property owners and developers	Demographics, land use, circulation, surrounding neighbourhoods	Vision, concept plan and urban design guidelines
West Alexander & Centennial Neighbourhood Plan - Winnipeg, MB (2008)	To plan for the neighbourhoods in light of intensification due to institutional development within the study area	History, community profile, zoning, heritage assets, land use, neighbourhood schools and community facilities, and traffic and transportation	Plan for urban form and land use, involvement and implementation
West Colfax Plan - Denver, CO (2006)	Guide public and private decision making an expand on the city planning initiatives	Demographics and a variety of existing conditions	Framework plan, district plans and implementation strategy
Brentwood Station Area Redevelopment Plan - Calgary, AB (2009)	Reurbanization of the area based on future growth projections	City policy and future projects and implementation studies	Vision, plan concepts and policies and implementation
The Yards at Fort Rouge: A TOD Development - Winnipeg, MB (November 2010)	To develop a planning framework in response to the presence of the Rapid Transit Station(s) which will be altering traffic movements and land values in the Lord Roberts neighbourhood and will cause growth and change to occur	History, zoning, land use, topography, natural features, soil profile and infrastructure services	Identification of a detailed development concept
South Nepean Town Centre Community Design Plan - Ottawa, ON (July 2006)	To provide direction to account for the emergence of new issues such as large-format retail development, the Official Plan's new policy direction, and coordination of urban design with rapid transit planning	Community structure assessment	Land use and transportation plans and servicing networks as well as urban design guidelines

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