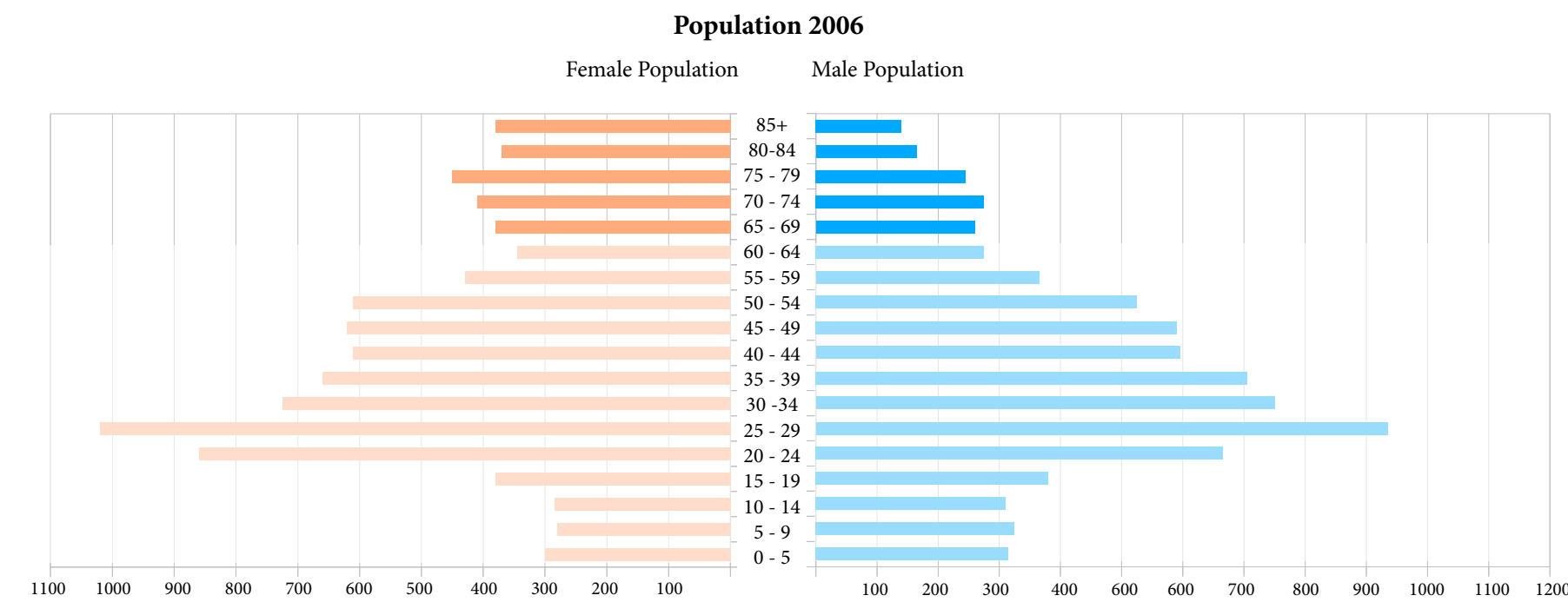


Age-Friendly Corydon Demographics

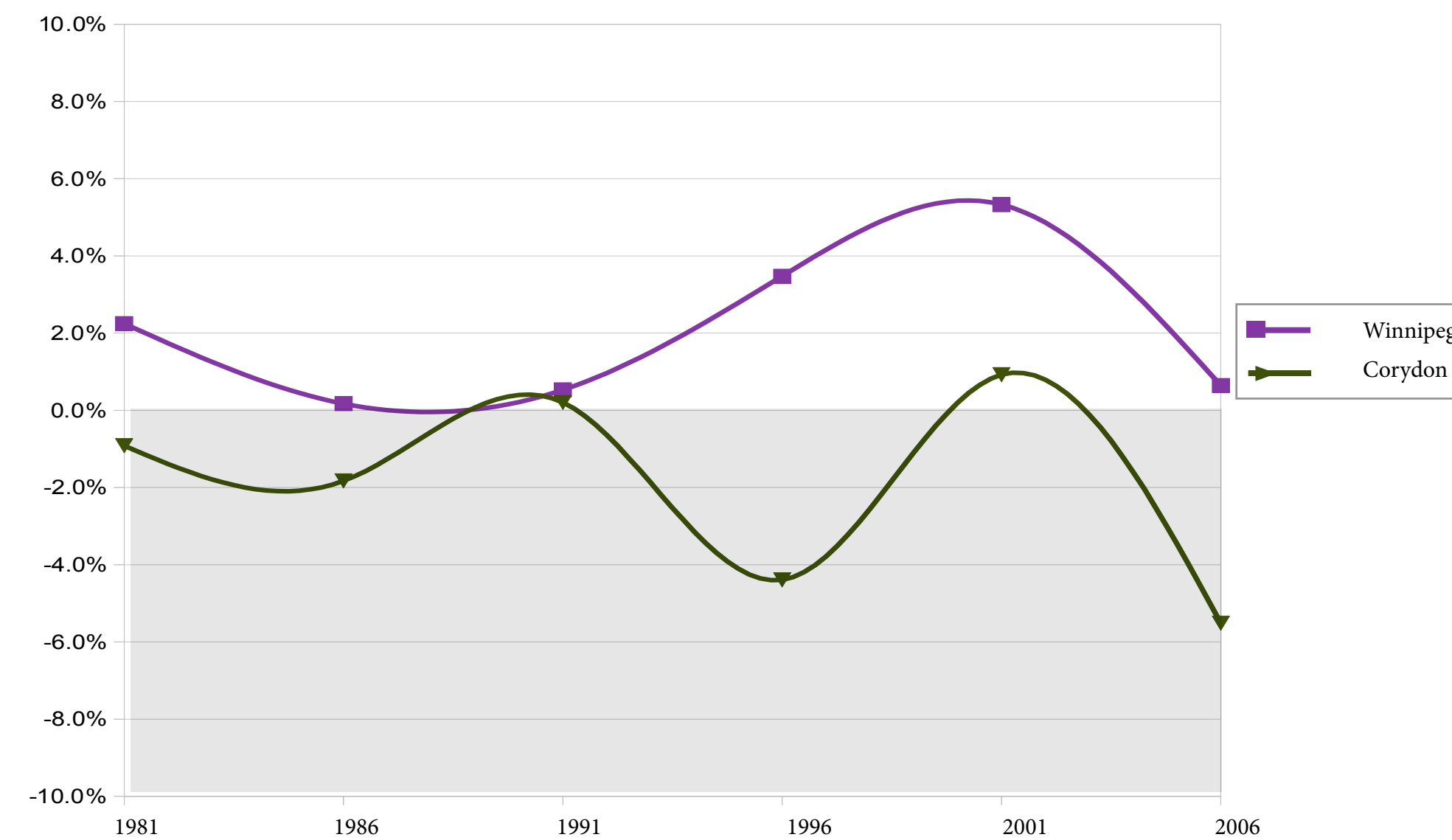
Community Profile

Corydon Village has a population of 18 885. From 1971 to 2006 Winnipeg's population has increased by 18.4%. During the same time, Corydon Village's population has decreased by 23.6%. From 1971 to 1986, development in the suburbs absorbed Corydon village's population. After 1996, Corydon Village population increased slightly as a result of more urban development in the area.

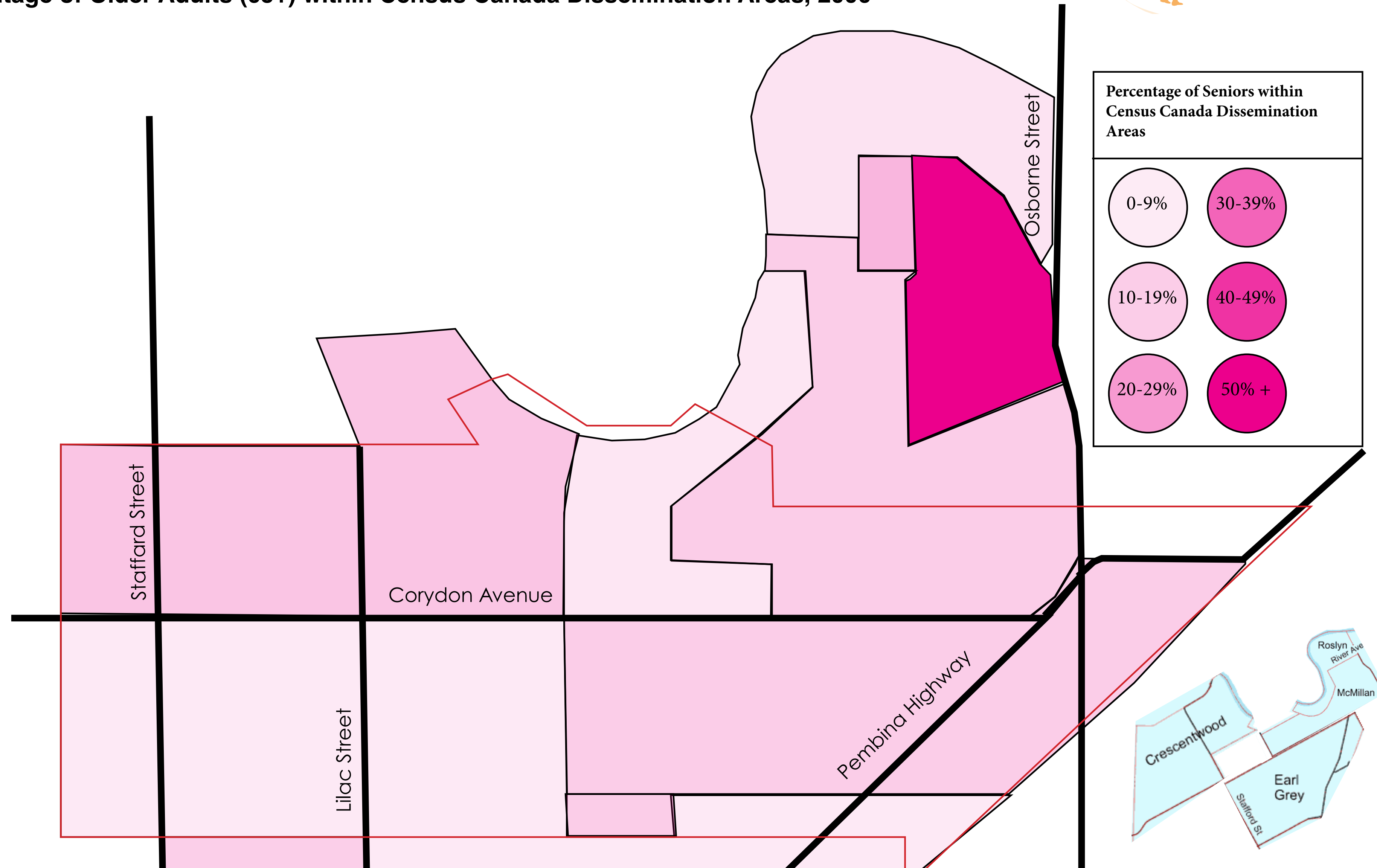
When comparing Corydon Village to the City of Winnipeg, the ratio of female seniors is comparable to that of male seniors. In both instances there are slightly more older women than older men. Income levels among residents of Corydon are higher (\$38,789) than the rest of Winnipeg (\$33,726). Similar to the rest of Winnipeg, women on average earn less than men.



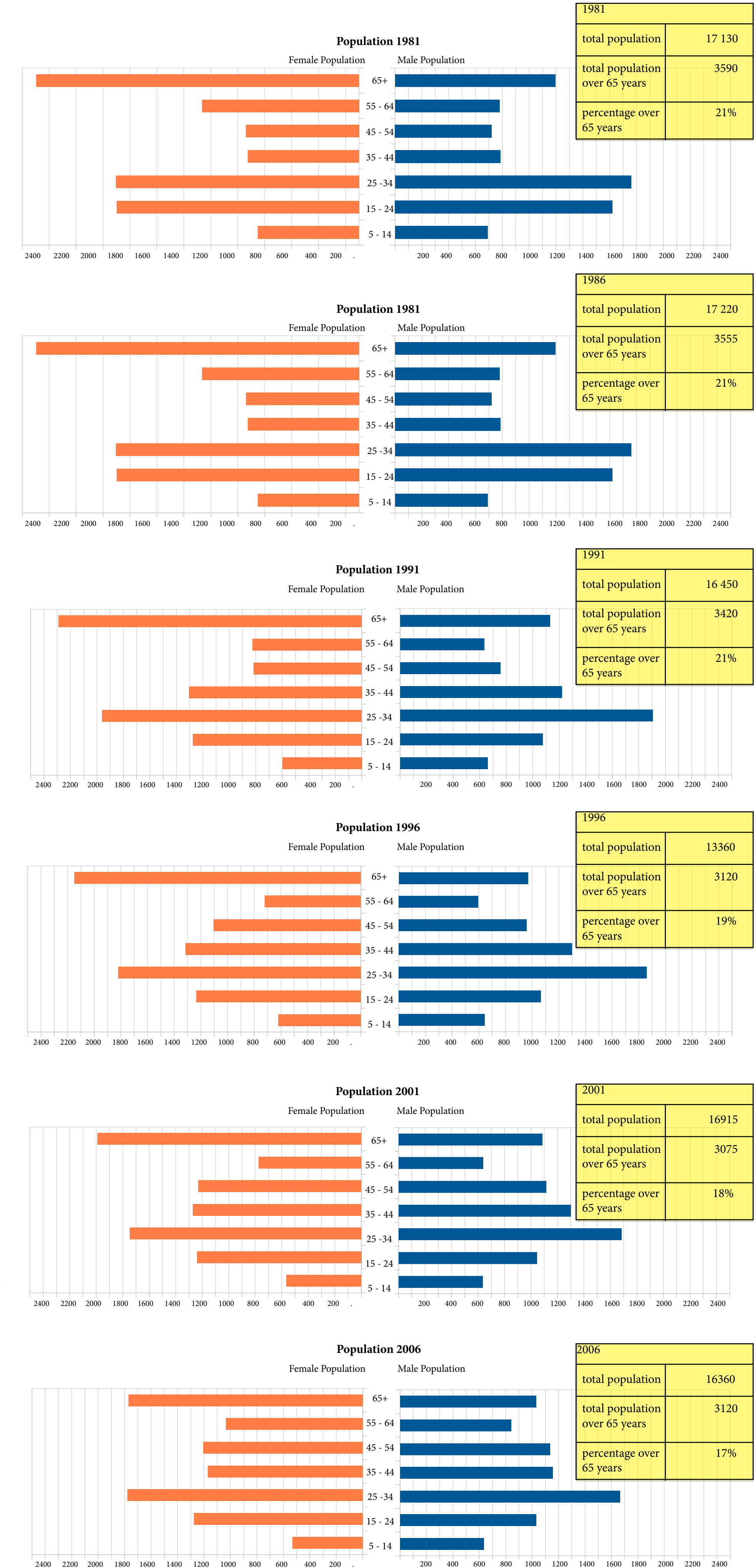
Population Percentage Change Corydon and Winnipeg: 1981 - 2006



Percentage of Older Adults (65+) within Census Canada Dissemination Areas, 2006



Corydon Population: 1981 - 2006



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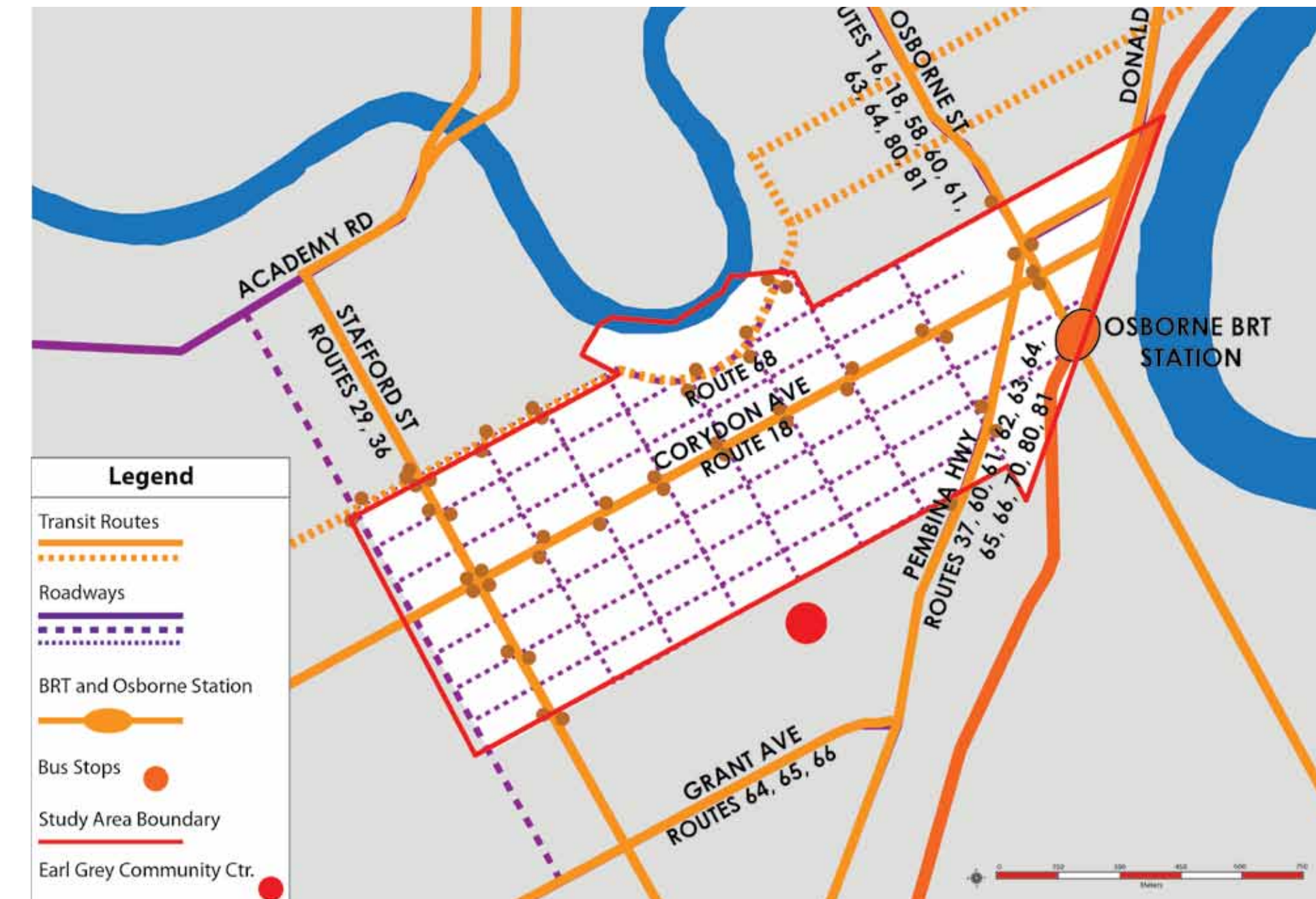
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December 2011

Ryan Gilmore
Sangwoo Hong
Kelly McRae
Joyce Rautenberg

Strengths

The Corydon Neighbourhood is well connected by car, public transit and by active transportation networks. The area is walkable with a wide variety of services and amenities easily accessible to pedestrians.

Transit Map



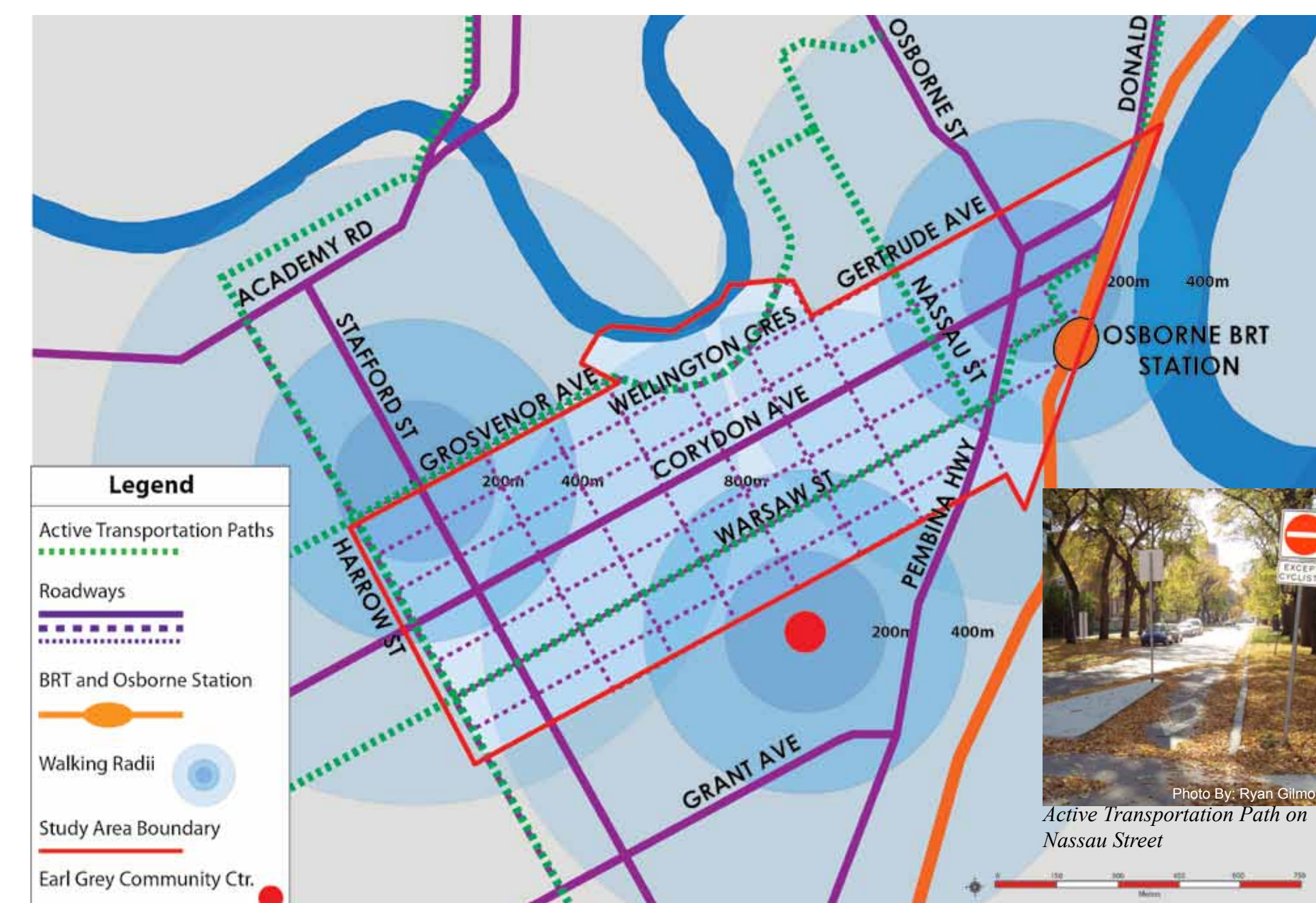
Bus Rapid Transit - BRT

In 2012 Phase 1 of the Bus Rapid Transit (BRT) network will be operational with a new station located on Osborne St. at Jessie Ave.



Active Transportation Map

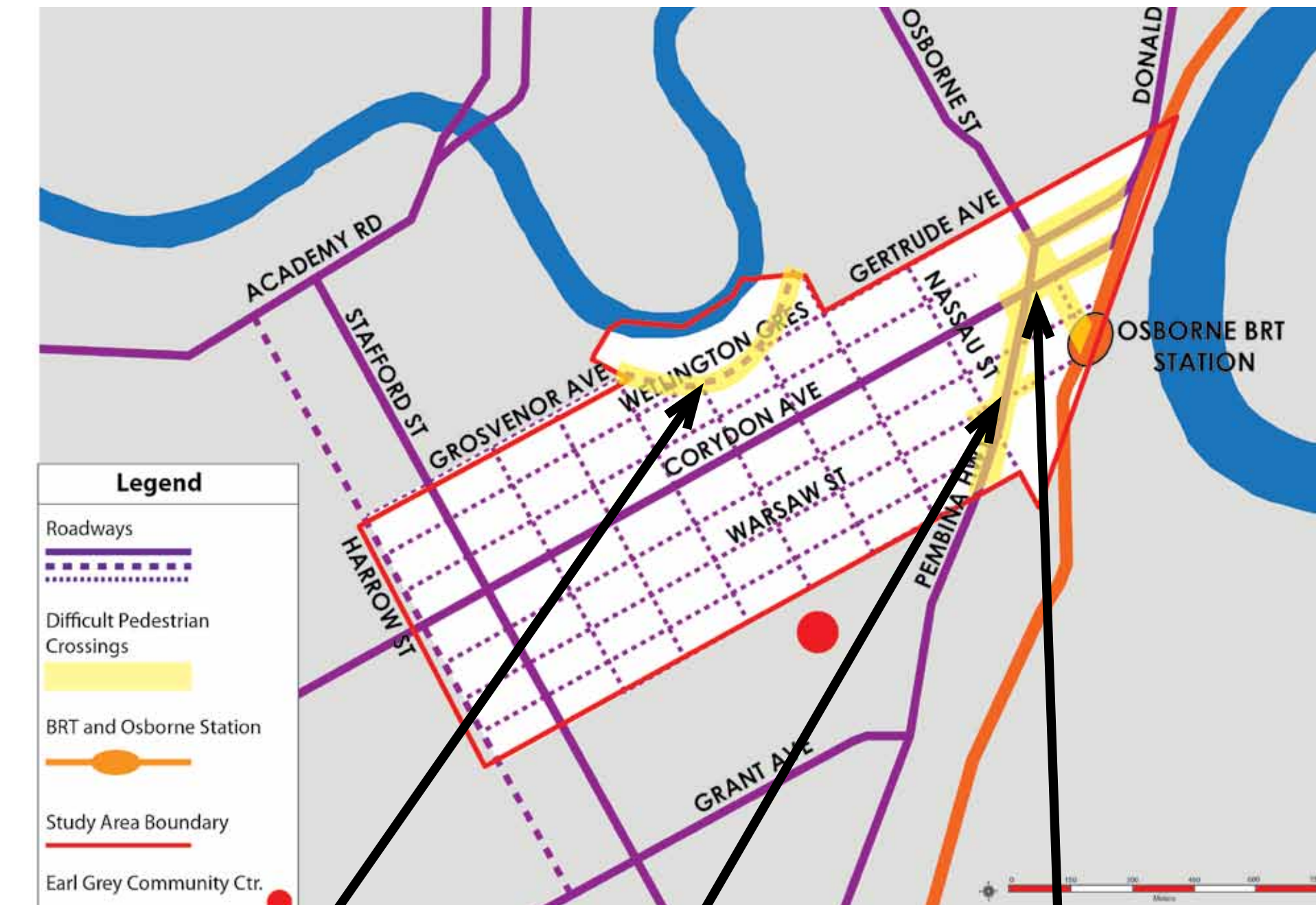
The active transport network links cyclist with transit and the BRT. Routes run north-south along Nassau, and east-west along Warsaw.



Areas for Improvement

While walkable and accessible by transit and cycling, the Corydon neighbourhood does face the challenges posed by auto-oriented environments.

Challenging Pedestrian Crossings



Difficult Crossing at Wellington Crescent



Crossing Pembina Highway at Warsaw Avenue

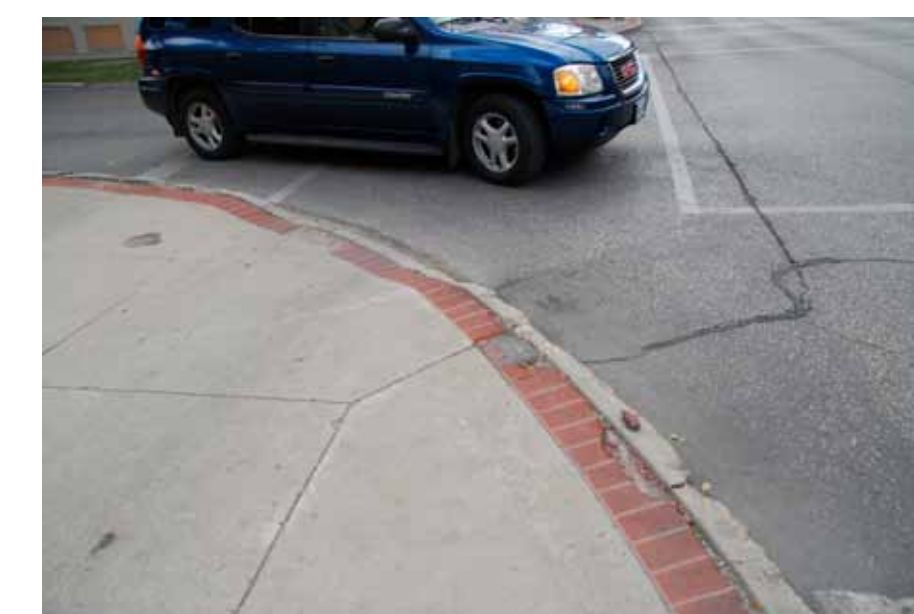


Challenging crossing at Osborne Junction

Three areas in the study area were identified as having particularly challenging crossings where pedestrian visibility and safety were issues

- Wellington Crescent., Pembina Highway, and Confusion Corner

Corydon Avenue



- In many areas along Corydon Avenue the sidewalk and curb conditions are poor, presenting tripping hazards.



- Visual cues of sidewalk detailing on Corydon Avenue can be misleading to the visually impaired.

Confusion Corner

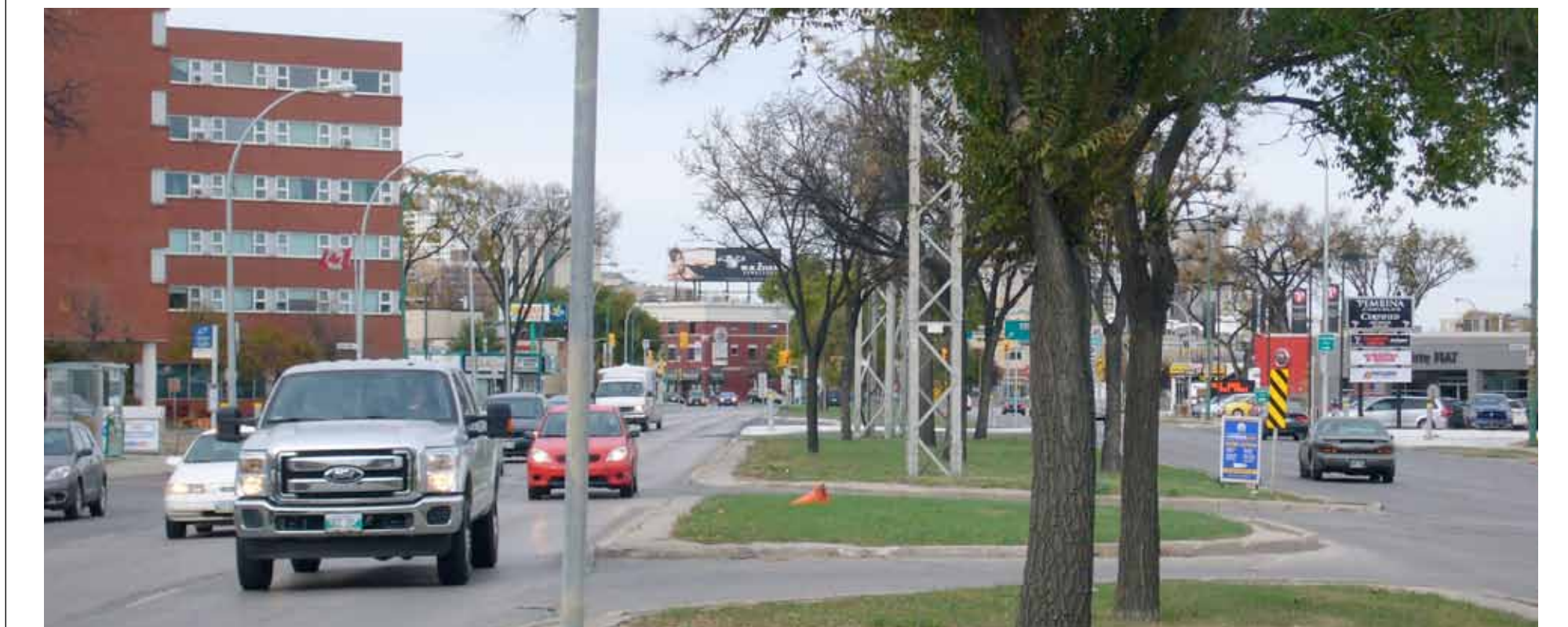


- Insufficient and inadequate crosswalks make connecting to Osborne Junction at Confusion Corner hazardous to pedestrians.



- Insufficient and inadequate crosswalks make connecting to Osborne Junction at Confusion Corner hazardous to pedestrians.

Pembina Highway



- Pembina Highway presents a significant barrier in the study area, cutting off the Corydon neighbourhood from the nearby transit infrastructure.



- Pembina Highway is an uninviting pedestrian environment with few pedestrian crossings and high vehicle speeds.



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Sangwoo Hong
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Age-Friendly Corydon Transportation and Mobility



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Sangwoo Hong
Kelly McRae
Joyce Rautenberg

Proposals

- Upgrades to streetscaping on Corydon Avenue and Pembina Highway to better balance the needs of pedestrians and vehicles including improved pedestrian crossings with better lighting and colored materials to enhance pedestrian visibility
- Introduce traffic calming measures on Corydon Avenue, Pembina Highway and Wellington Crescent to improve pedestrian safety.

Best Practices

Corydon Ave. Streetscaping:

- Improved sidewalk surfaces and street furniture
- Enhanced pedestrian safety through improved street crossings and curb bump-outs.



Example of an enhanced street scape incorporating quality sidewalks, street furniture and lighting.

Traffic Calming

- Traffic calming to slow motor-vehicle traffic and improve safety for pedestrian and bicycle traffic.
- Curb extensions and coloured crosswalks can help to reduce traffic speeds.



Example of an enhanced street scape incorporating quality sidewalks, street furniture and lighting.

Pedestrian Crossings:

- Improved lighting and colored crosswalks to improve pedestrian visibility and safety.
- Pembina Highway forms a barrier to pedestrians and cyclists, cutting off the Corydon neighbourhood from the transportation amenities located in the eastern portion of the study area.
- Enhanced pedestrian activated crossings at greater intervals are needed on Pembina Highway.



Example of a highly visible pedestrian crossing



Example of a highly visible pedestrian crossing

Corydon Avenue



- Streetscaping and sidewalk enhancements to address existing sidewalk conditions and better balance needs of pedestrians with those of automobiles.



- Curb bump outs to create safer more visible crossings for pedestrians.

Confusion Corner



Looking west towards Confusion Corner and Osborne Junction and BRT directly south.



Looking northeast towards Confusion Corner and Osborne Junction and BRT directly south.

- Introduction of new crosswalks to improve connections to Osborne Junction and the future Osborne BRT Station.
- Improved lighting and colored pavement at crossings and intersections to enhance pedestrian visibility and comfort.

Pembina Highway



Pembina Highway looking north



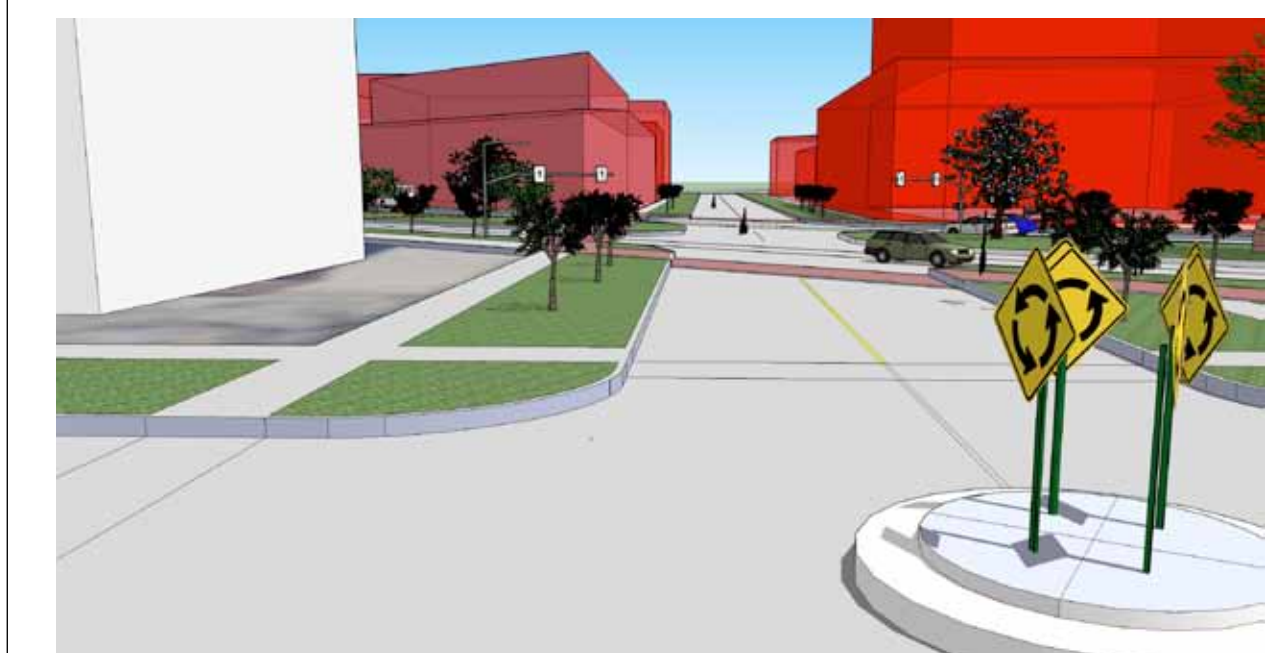
- Upgraded Pembina Highway featuring new pedestrian crossings and a more pedestrian oriented environment.

Pembina Highway at Warsaw Avenue



- Wider sidewalks and buffers between traffic and sidewalks
- Enhanced Pembina median to mitigate the negative effects of automobiles while also creating a more attractive pedestrian environment.

Warsaw Avenue Looking East



- Improved crossing on Pembina Highway at Warsaw where the Active Transportation Pathway links to the BRT network.

Challenges & Limitations

- Limited funding for streetscaping and enhancements to pedestrian infrastructure.
- Pembina Highway – concerns that changes will affect speed of traffic.
- Need to coordinate land-use planning on Pembina with changes to pedestrian infrastructure investments.



Existing Conditions

- While relatively small, the Corydon Village Neighbourhood is a compactly developed area that offers access to a wide range of housing, services and amenities.
- The neighbourhood is predominantly residential
- There is a variety of uses - residential, commercial and institutional

Range of Housing Types



- Single detached homes, 3 and 4-storey walk-up apartments, and multi-story apartment buildings.

Low-Density Commercial



- Corydon Ave and Pembina Hwy and commercial - 1 and 2-storey with limited mixed-use.

Corydon Study Area Land Use Map

- The land-use in the Corydon study area is predominantly residential (yellow areas), with commercial (red areas) uses clustered in corridors along Stafford Street, Corydon Avenue, and Pembina Highway.

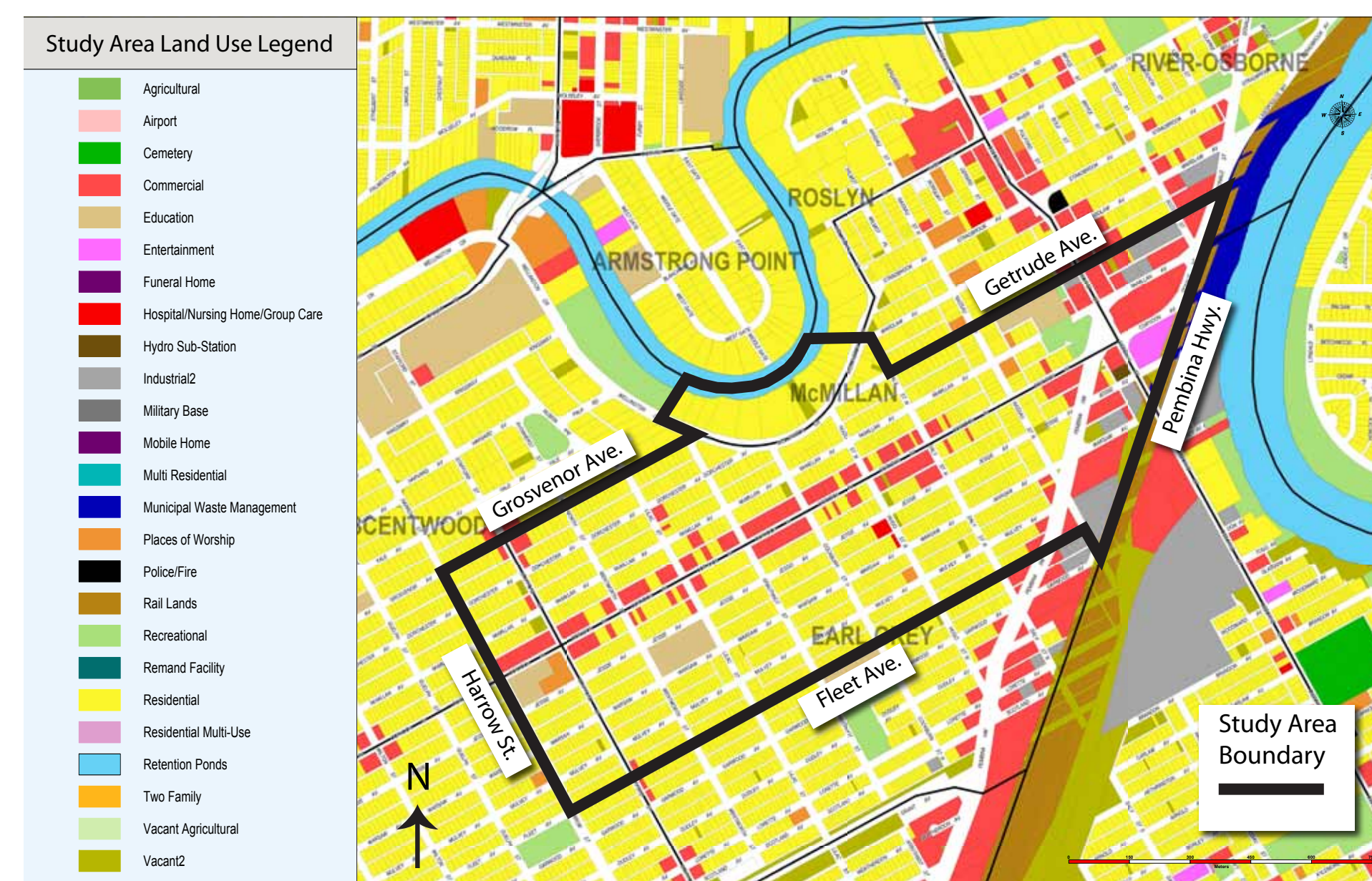


Illustration of Built Form Pattern



North of Corydon:

- large lots, multi-family

South of Corydon:

- Smaller lots, largely single family
- **Pembina: low-density Commercial.**

Areas for Improvement

Commercial Building Accessibility



- Many commercial building entrances along Corydon Avenue present patrons with stairs, either up or down, presenting a barrier to individuals with challenged mobility.

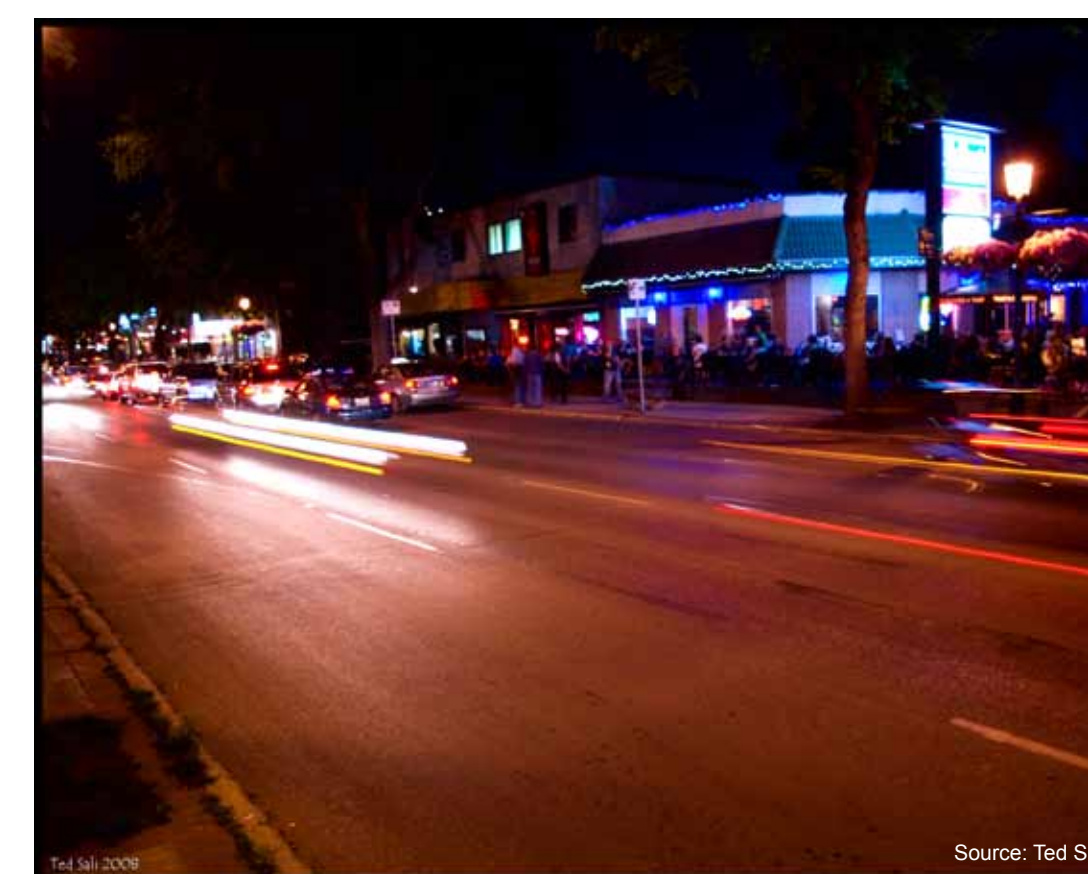


- Customers with wheelchairs are often required to access buildings by ramps located at the rear entrances of businesses.

Corydon Avenue



- The restaurants and eateries on Corydon Ave are popular and the resulting parking in residential areas has an adverse impact on local residents.



- Local residents have expressed concerns over noise and other public disturbances originating with the various bars and restaurants on Corydon Ave.

Parks and Green Space Map



- While the study area has an abundance of mature trees that create lush green streets in the summer, there is limited public park and green space in the study area.
- Existing parks are viewed by some residents as being unsafe, particularly after dark.

Low-Density Development & Under-Used Land



Example of the low-density commercial development along Pembina Highway

- The commercial areas on Stafford, Corydon and Pembina are each characterized by a low density development pattern of 1-2 storey structures greatly underutilizing the land in the area.



Example of the low-density commercial development along Pembina Highway

- Both Corydon and Pembina have the capacity to accommodate significantly higher density mixed used development.

Age-Friendly Corydon Outdoor Space & Buildings



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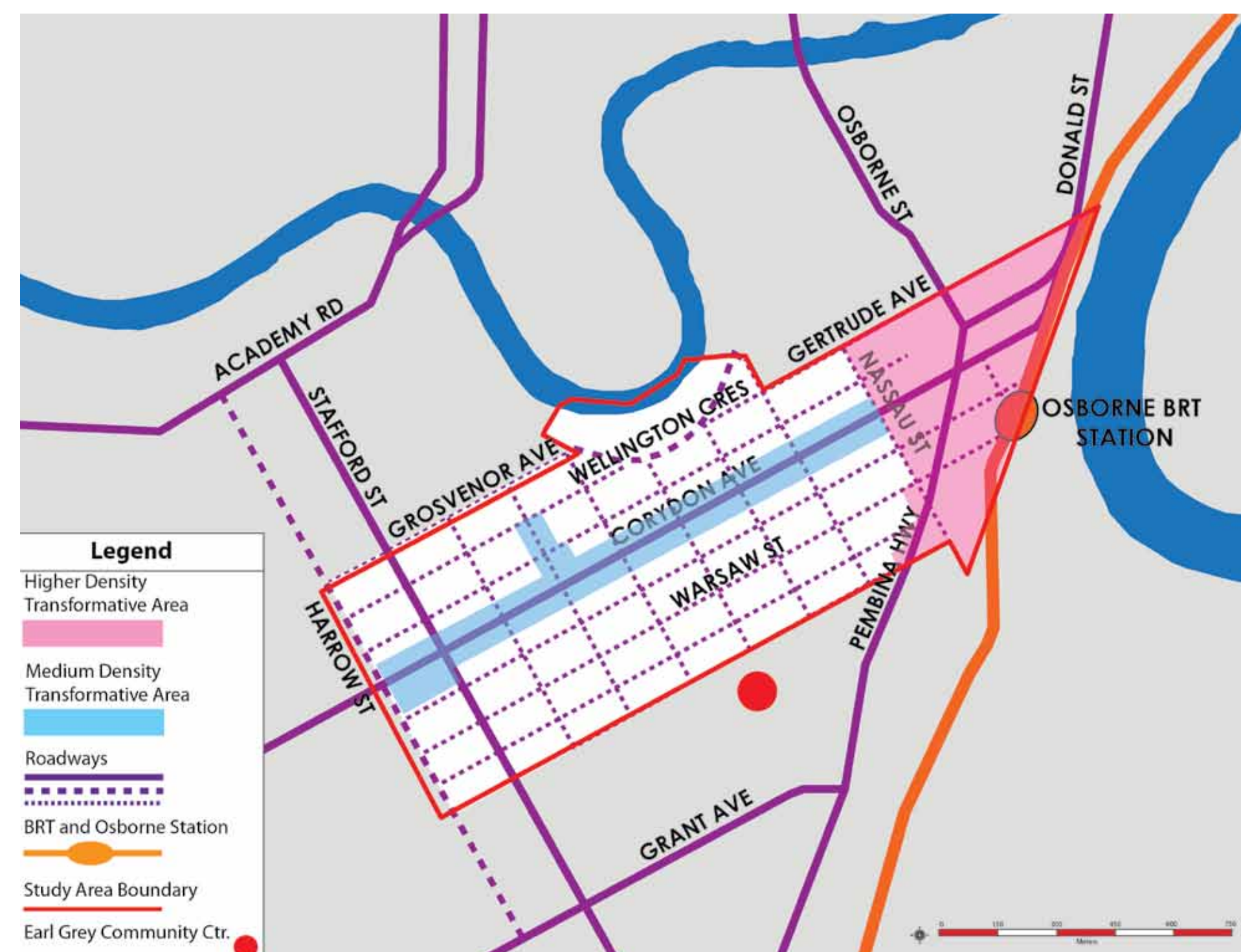
Ryan Gilmore
Sangwoo Hong
Kelly McRae
Joyce Rautenberg

Best Practices

Our analysis of the Corydon Neighbourhood identified several transformative areas that could accommodate new medium and high density mixed-use residential and commercial development.

- Medium density – Corydon Avenue and Stafford Street
- Med-high density – Pembina Highway and area surrounding Confusion Corner and the future Osborne BRT station.

Transformative Areas Map



Confusion Corner



- With the expected increase in transit activity with the new BRT line, upgrades to Osborne Junction transit exchange are needed to create a more inviting space for transit users and local residents.



- The introduction of a small food service installation at Osborne Junction could contribute to a more attractive public space at Osborne Junction

Public Gathering Places



- Public square – creating an informal public square through the use of curb bump-outs and textured pavement thereby extending public space into the street.

Parks in Urban Spaces



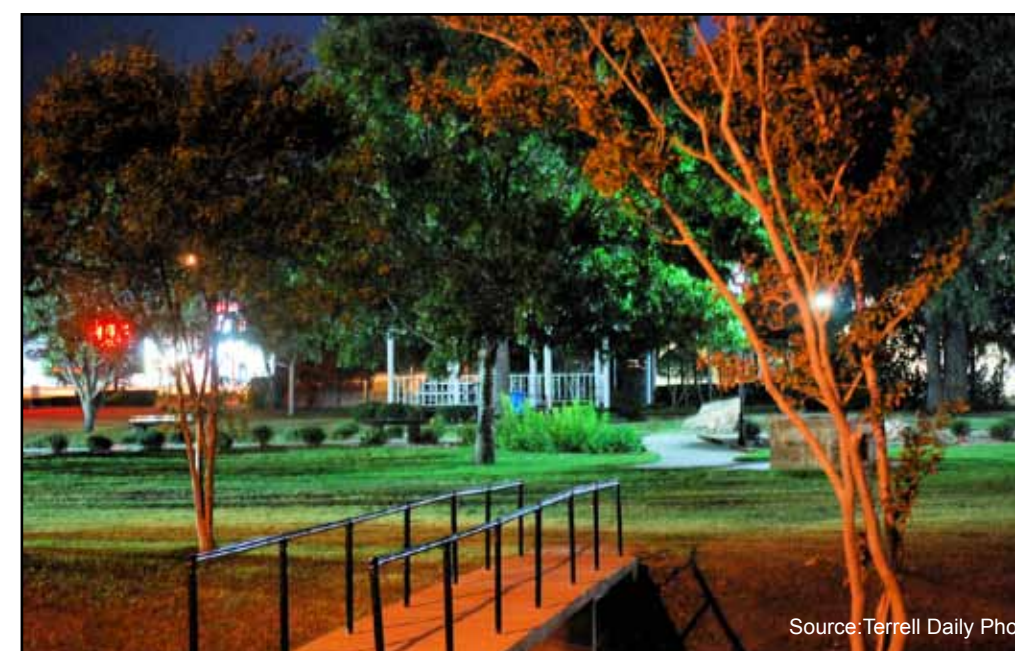
- Example of a small park in an urban environment. Something similar would be suitable for Pembina Highway.

Parklets



- Extending the sidewalk into the street to expand the public space

Enhancing Existing Parks



- Enhancements to existing parks are required to make them more inviting places for local residents and to increase feelings of safety and security for park users.



Medium Density Mixed-Use



Example of medium-density mixed-use development

- An example of the scale of development that would be suitable for Corydon Avenue and Stafford Street – 3-4 Storey mixed-use.



Example of medium-high density mixed-use development

- An example of an appropriated scale of development for the areas surrounding Confusion Corner and along Pembina Highway.

Medium-High Density Mixed-Use



Example of High-density mixed-use development

- An example of high-density development that could be appropriate for areas surrounding Osborne BRT Station and Pembina Highway.

Mixed-Use Commercial



Example of medium-density commercial development

- An example of Mixed use development containing commercial office space.

Proposals

- Enhancements at Confusion Corner including improvements to pedestrian crossings and the Osborne Junction transit exchange, and the addition of a small kiosk at Osborne Junction.
- On Pembina – Improve utilization of low-density commercial areas surrounding new BRT station and along Pembina Highway, and creating a new public space linking Pembina to the Osborne BRT.

Confusion Corner

Before



After



Confusion Corner



- Improved design of Osborne Junction at Confusion Corner will create a more inviting space for transit users and local residents alike.



- This is an illustration of what Confusion Corner could potentially look like as a higher-density, mixed used area.

Osborne Street Looking Towards BRT Station

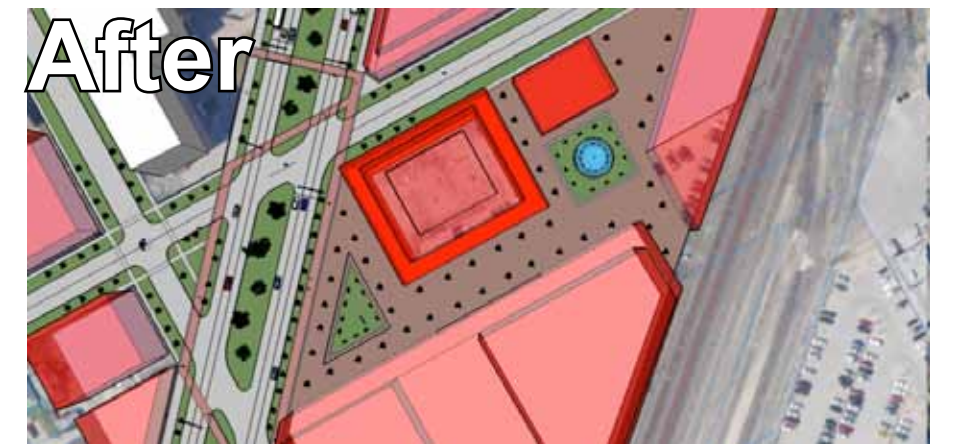


Pembina 'Plaza'

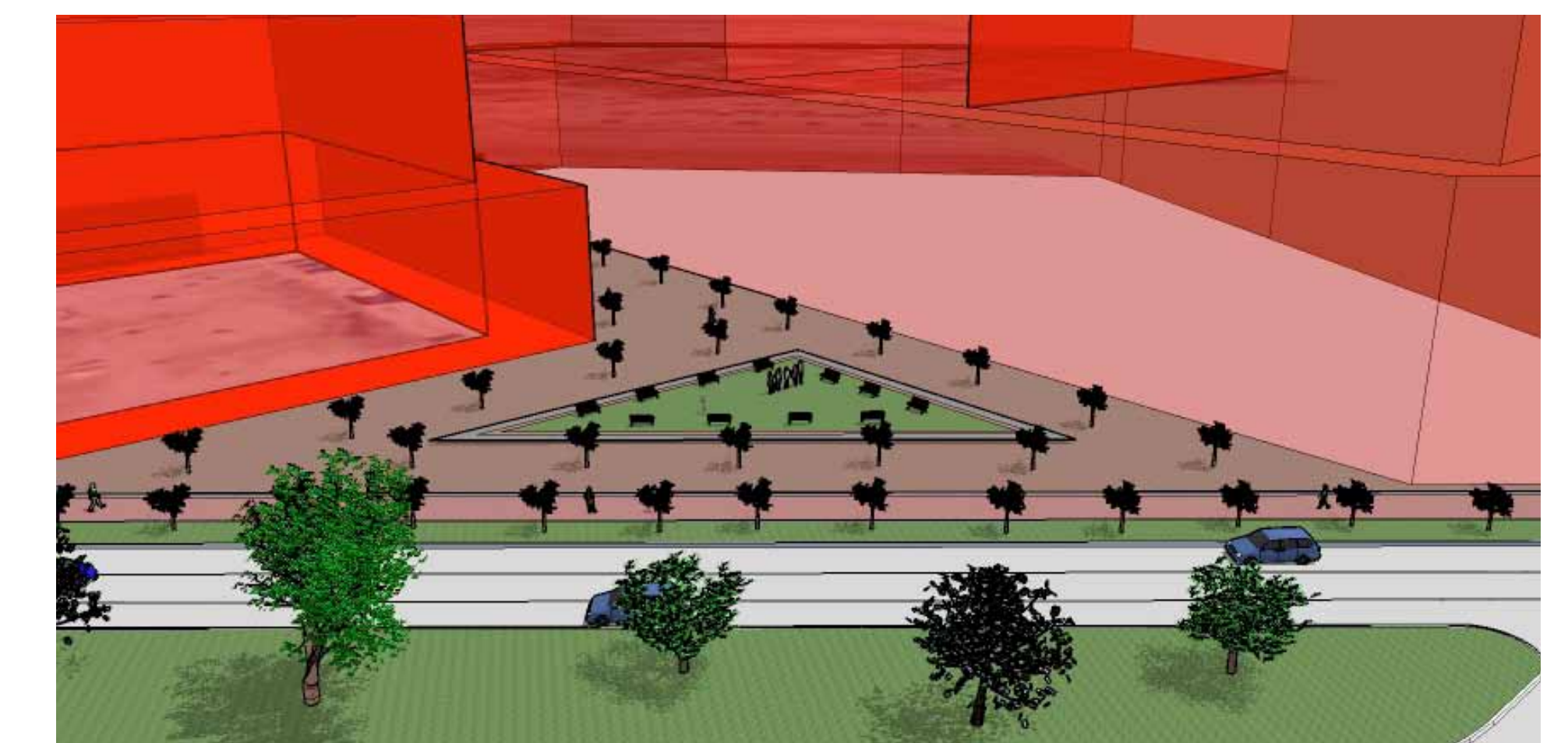
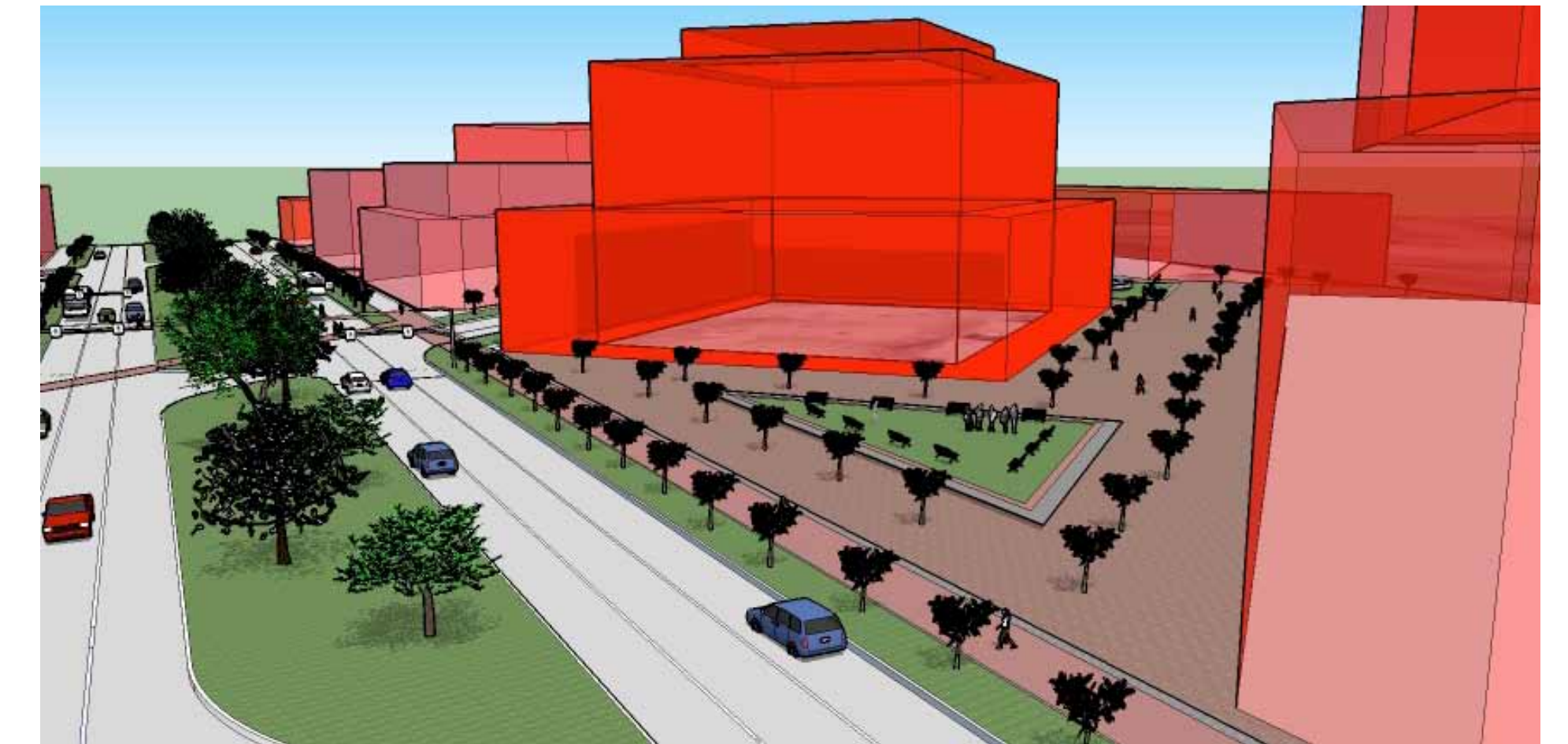
Before



After



Public Space Linking BRT to Pembina Highway



- The redevelopment of the lands surrounding the BRT Station and along Pembina Hwy not only offer the opportunity to develop compact, mixed-used developments but also the chance to create new green space and public gathering places in the area.

Public Space Linking BRT to Pembina Highway



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Sangwoo Hong
Kelly McRae
Joyce Rautenberg



Proposals

- The creation of a new public square on Corydon Ave at Cockburn Street through enhanced streetscaping, curb bump outs and parklets that extend the public space into the street, thus improving the pedestrian environment and creating a new public gathering place for the neighbourhood.

Corydon Square



Corydon Ave at Cockburn Street



- An illustration of what a potential public square on Corydon Avenue might look like

Corydon Square



- The effect of an public square can be achieved through streetscaping that uncludes curb bump-outs and colored and textured sidewalks and pavement

Corydon Square Created with Streetscaping



- Curb bump outs extend the sidewalk into the intersection, reducing the distance of the crossing for pedestrians, improving pedestrian safety, and adding to the public space on the sidewalk.

Parklets



- Parklets are extensions of the sidewalk into the street to expand the public realm and create new public gathering places.
- These parklets can be used by businesses to expand their patios or simply to create additional green space and seating areas along Corydon Avenue
- These parklets can be both permanent and seasonal.

Challenges & Limitations

- Limited funding for streetscape improvements
- removal of some parking places on Corydon for streetscaping improvements may face opposition.

Age-Friendly Corydon Housing

Existing

The City of Winnipeg's statistics show that over eighty percent of housing in Corydon is single family detached. However, the McMillan neighbourhood is an exception - half of the housing is higher density (apartments, duplex, multi-family conversions).

The homes south of Corydon are located on smaller lot sizes. There are some multi-family conversions from single family housing. The majority of medium density housing is three or four storey walk up buildings.

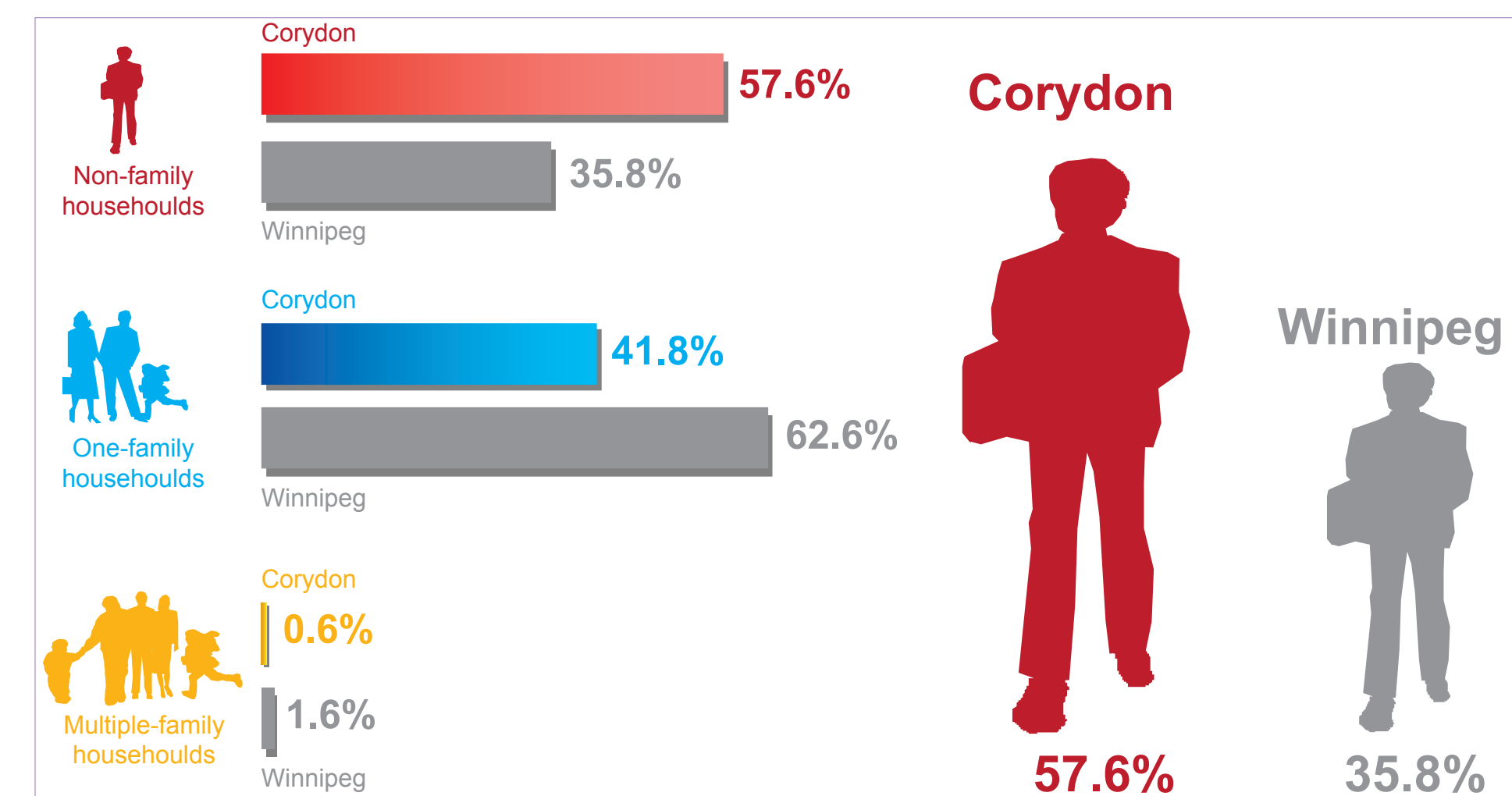
There are more instances of medium density developments north of Corydon Avenue. Most apartment buildings are older, pre-war stock.

Adapted from the City of Winnipeg's Pre-plan Assessment

Existing Housing in Corydon

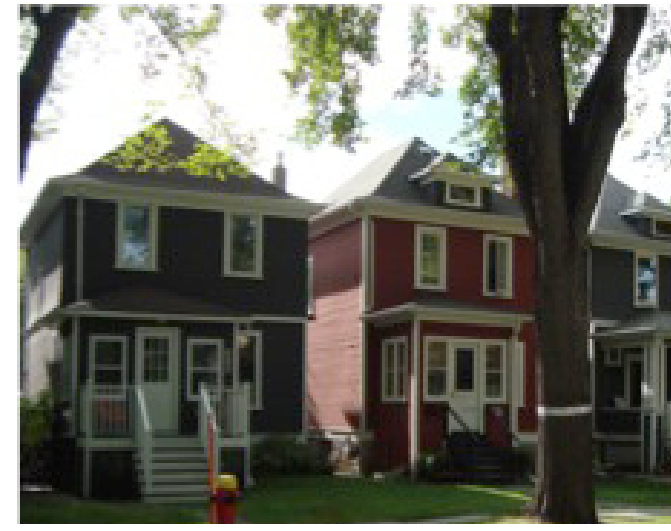


Existing Household Types in Corydon



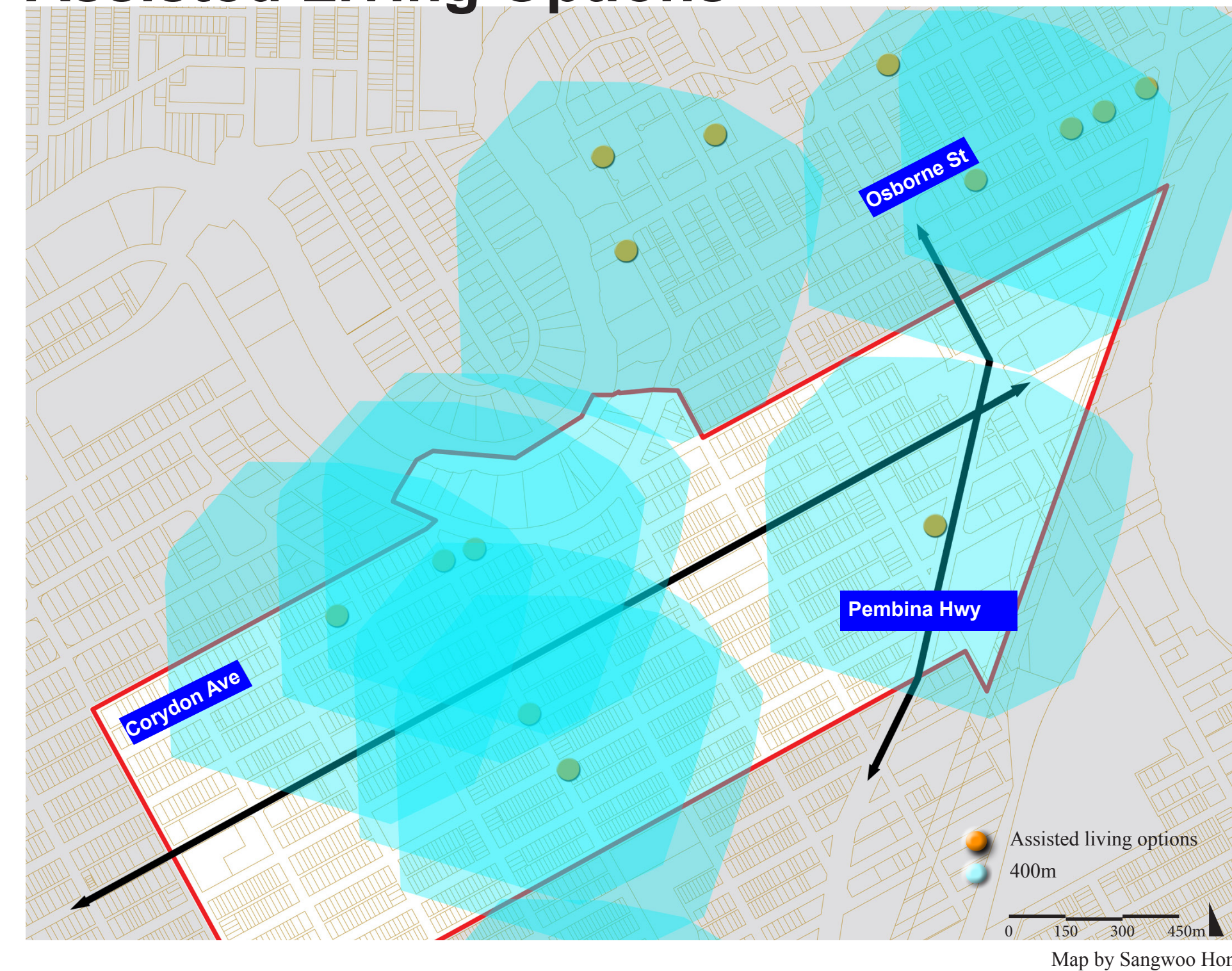
Graphs made by Sangwoo Hong

Strengths



- Diverse housing options: Residents can choose between single family detached homes, multi-storey walkups or multi-floor apartment buildings
- Diverse housing tenure: can rent or own
- Most housing is located in close proximity to transit and shopping
- Heritage homes are part of the neighbourhood's character
- Dense housing patterns: more eyes on the street leads to a greater feeling of safety

Assisted Living Options



A variety of assisted living options is another strength of the community. There are six facilities within the study area and more available in close proximity.

The blue circles represent a five minute walking radius. As shown, the facilities are all within close walking distance of the Corydon strip.

Areas for Improvement

Lack of spaces for seniors to age in place or stay in the community is the biggest identified concern.

The older adults at our community meeting unanimously agreed that there were no independent living facilities for them to move to.

They do not wish to leave the neighbourhood but feel there are no senior-specific options when the time comes to move from their homes.

Affordability

- Affordability: another barrier to ageing in the community.
- The bottom graph shows that monthly rent and mortgage payments are higher than Winnipeg's average.
- The cost of living in Corydon is already higher than average and is increasing. This means that seniors on a fixed income may not be able to afford to stay in the community.



Seniors' independent living building in Surrey, BC. The complex is located next to major shopping facilities, allowing seniors to stay within the community in a more convenient location and space.

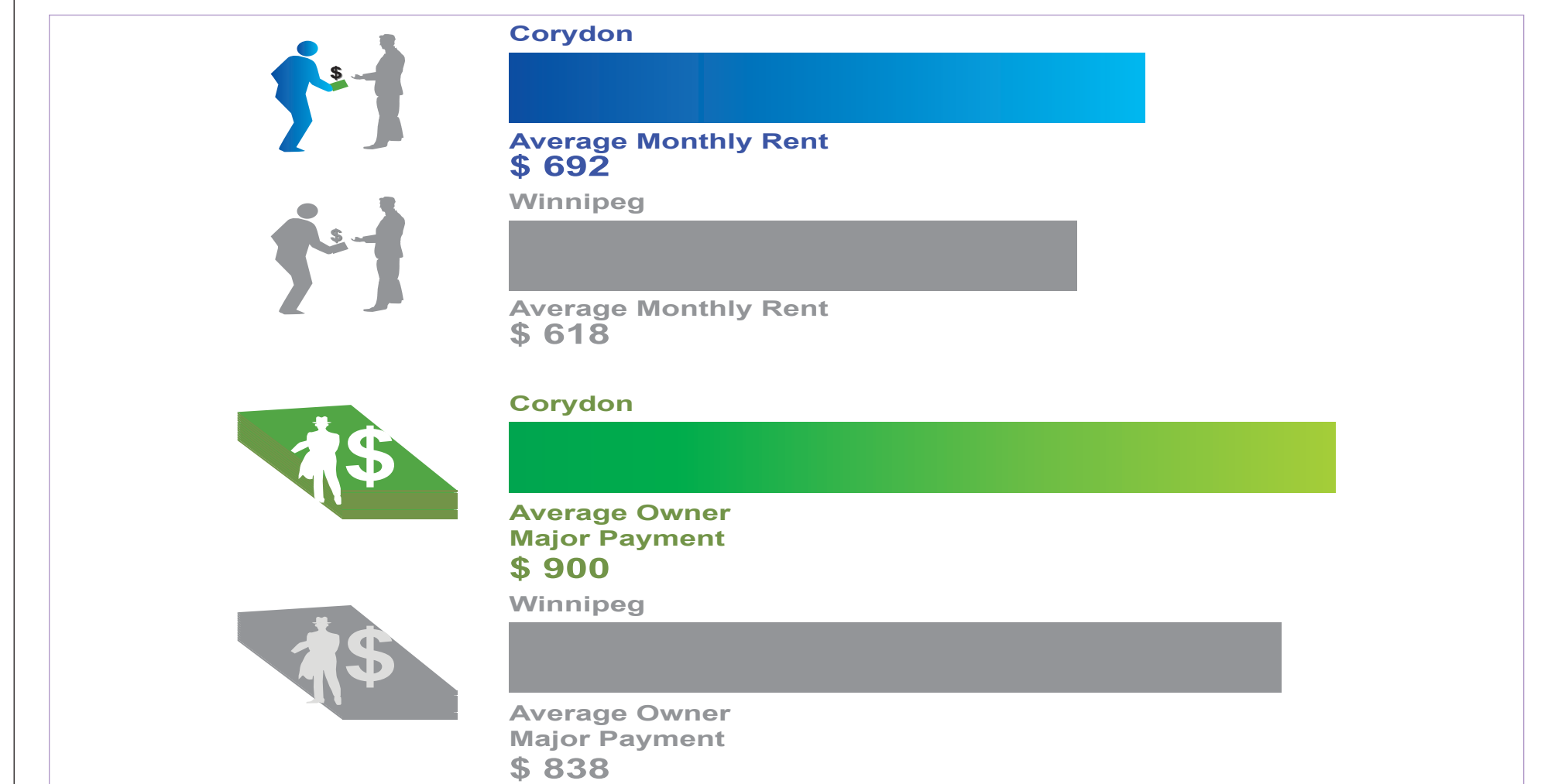


Image and graph designed by Sangwoo Hong

Building Accessibility

There is a visible lack of ramps to accommodate wheelchairs or people with mobility challenges in residential buildings.

In the walk-up apartments, elevators do not appear to be a feature.



Building on Corydon with no wheelchair access



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Kelly McRae
Joyce Rautenberg

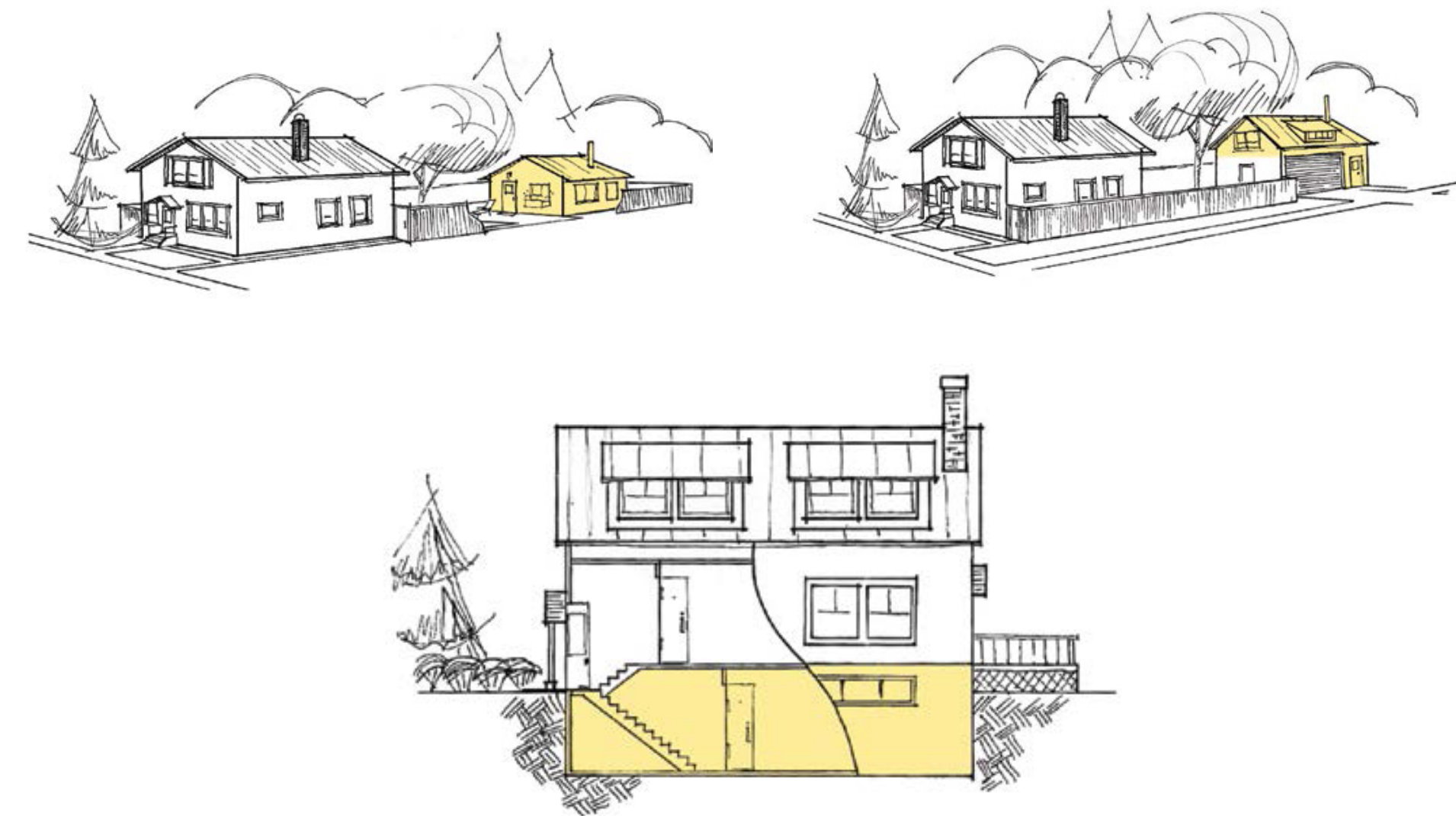
Proposals

- Increase in opportunities to age in place/community
- We would like to suggest infill development for 55+ independent living apartment buildings. Possible sites include:
 - MTS parking lot
 - Gas station on Corydon (next to Second Cup strip)
 - Pembina Highway
 - Organza parking lot by the future BRT site
- Policy suggestions:
 - tax incentives to create 55+ housing
 - convert existing buildings and encourage 55+ housing
 - Grants for Ramps: address building accessibility challenges
- Encourage building of secondary suites

Best Practices

- Secondary suites are an effective way to increase housing options and maintain neighbourhood character
- High density/mixed use developments
- Ramps in multi-story buildings
- Seniors' residences located on ground floors

Where can secondary suites be located?



Examples of 55+ housing



Villa Cabrini in Osborne Village



Autumn Green apartments in Chicago

Examples of Medium Density Residential



Avenue and Hample, Downtown Winnipeg

Examples of High Density/Mixed Use Residential



Transit oriented development in Oregon



Suterbrook development in Port Moody, BC

Examples of Ramps in Existing Buildings



Ramp with side handles for extra safety



Ramps can be an easy addition to heritage buildings

Precedents: Seniors' Living on Ground Floors



Two level senior housing in Australia



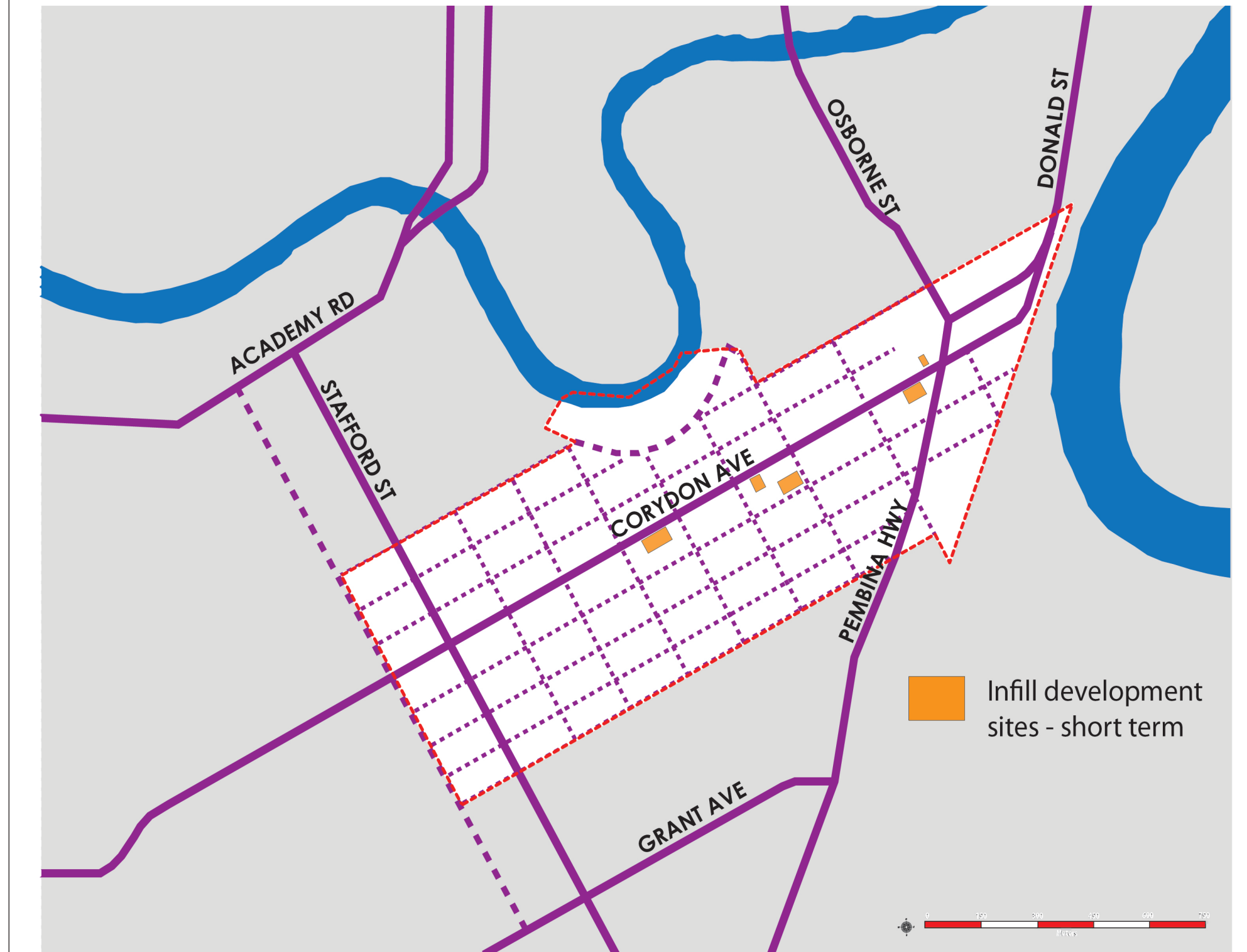
Ground floor housing for seniors with mobility challenges in Victoria, BC

Challenges & Limitations

- Land use and zoning policies need to be changed to mixed use development
- Housing policies should be adjusted to prioritize independent living facilities for older adults
- Changes to building codes are needed
- Funding may be difficult to obtain for building upgrades/improvements to infrastructure

Design

Map of proposed infill development sites

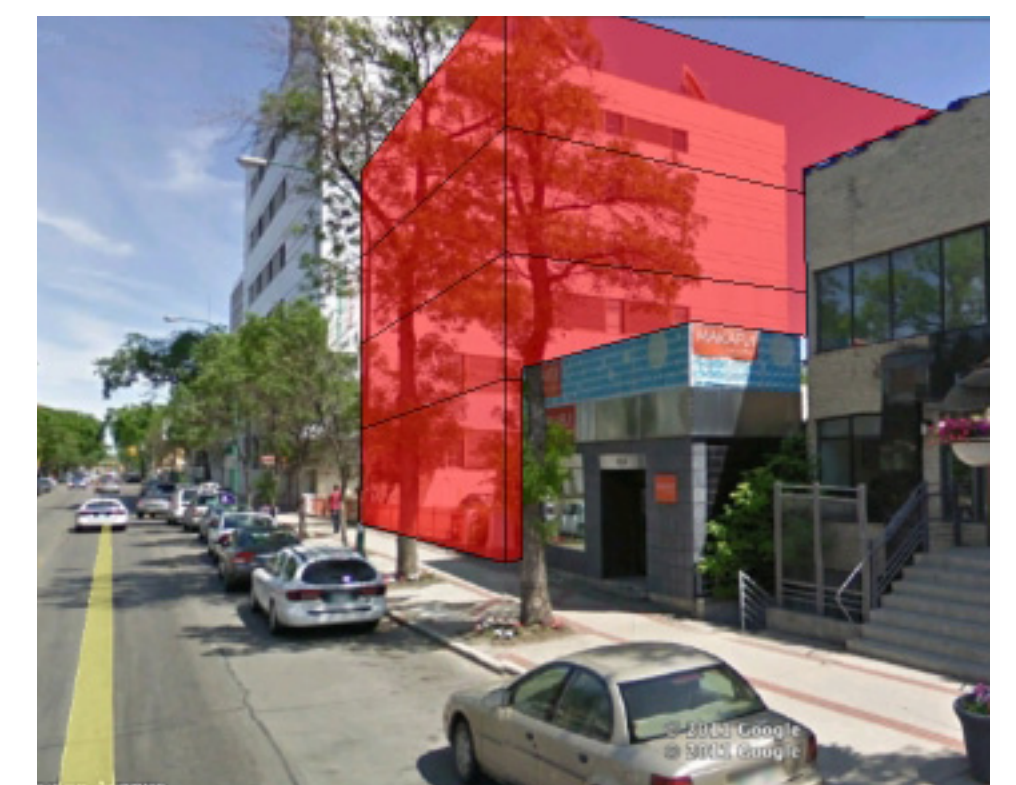


Infill development on Corydon by Confusion Corner



Two 55+ apartment buildings could be developed in the Confusion Corner Bar + Grill parking lot. The proximity to the bus hub would be ideal for seniors.

Infill development on the MTS parking lot



Proposed 55+ housing located in the parking lot next to the MTS building on Corydon. The building would be right along the main street, allowing for easy transit and shopping access. As well, seniors would be able to stay in the neighbourhood in a smaller, more manageable space.

Existing

Corydon Village is a destination point for people within Winnipeg and tourists. Residents enjoy the vibrant retail core and various community events all year round.

Currently, Corydon and the neighbouring Osborne Village are undergoing a secondary plan proposed by the City of Winnipeg. This plan has increased the growing divide between the younger and older community. Seniors feel that the City is targeting their study and improvements towards the younger demographics and pushing their concerns aside.

Strengths

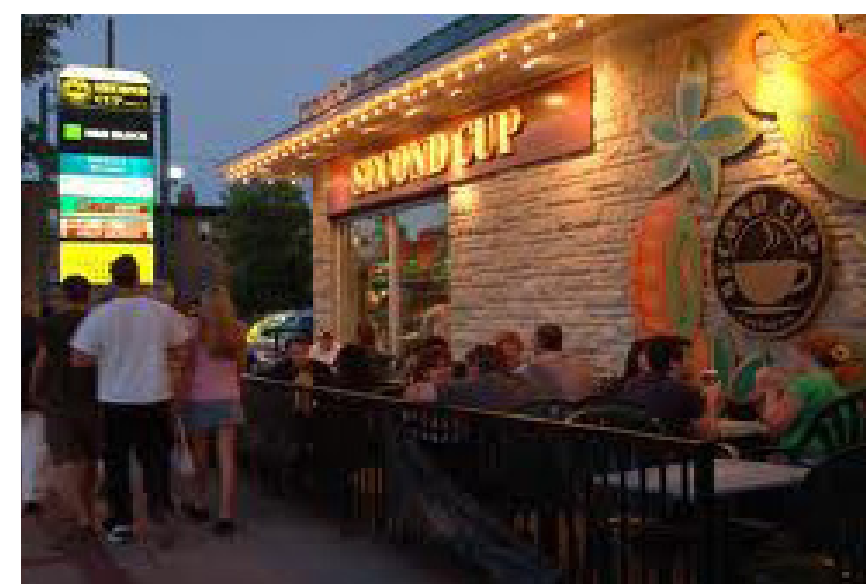
- Convenient access to health care, shopping, restaurants and lifestyle amenities (eg. fitness classes)
- Variety of activities geared towards older adults at local community centres or churches/institutions
- Programming is often available at a discounted rate for seniors
- Strong sense of community: seniors at neighbourhood meeting have all lived there for decades



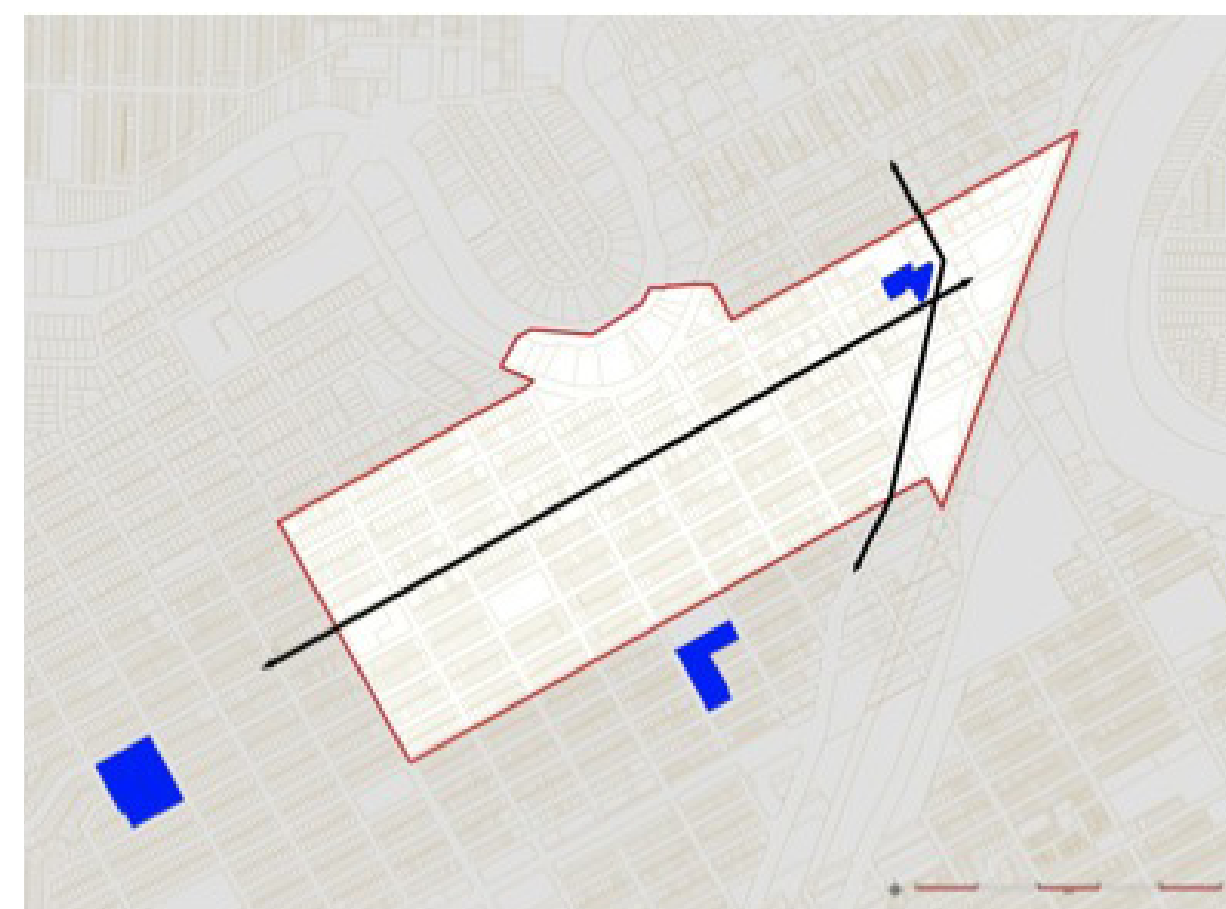
Corydon Arch at Confusion Corner. Credit: Google



One of Corydon's small retail complexes at night. Credit: Google



Retail strip plaza on Corydon at Cockburn. Credit: Google



Community centre map showing River-Osborne (within the boundaries), Earl Grey (south) and Crescentwood (west).



Top: Crescentwood Community Centre. Bottom: Earl Grey Community Centre,

Areas for Improvement



The dangers of icy sidewalks. Credit: Google



Older man shoveling snow. Credit: City of Edmonton

Seniors Do Not Feel Heard During Community Consultations

- Feel that planning decisions are already made beforehand and imposed on the community after
- Seniors also feel the City does not adequately address snow removal on side streets or sidewalks. Seniors do not feel they are able to shovel every day and are nervous about slipping on ice.

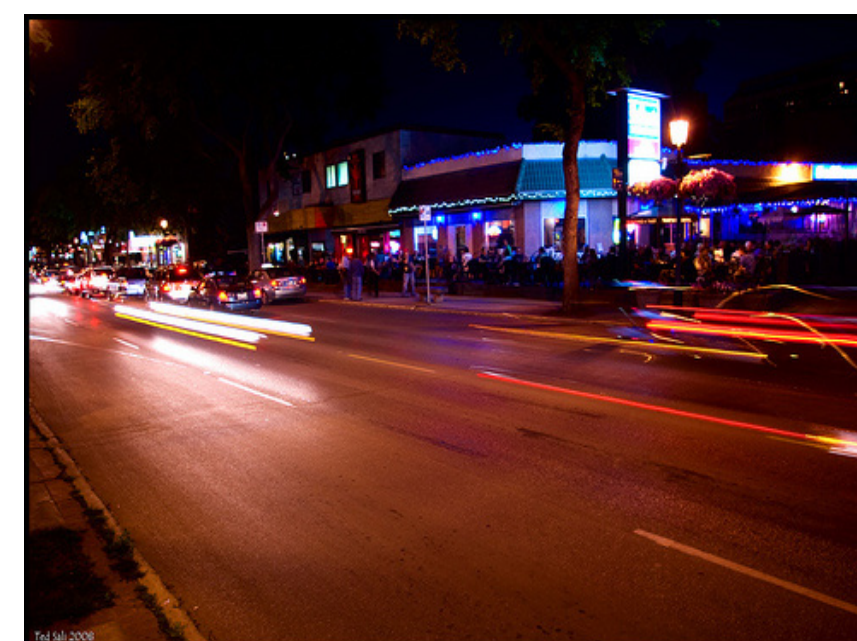
Barriers to Information

- Seniors' Resource Network's list of services is mostly accessible online
- Seniors may not have access to a computer
- Age-Friendly Manitoba Initiatives are also mostly available online



Corydon's Nightlife and Retail

- Concerns about drinking establishments' noise level and impact on safety
- Feelings that shops and restaurants cater to the younger crowd
- Commercial building accessibility is a challenge - no ramps



Along Corydon Avenue at night. Credit: Google

Challenges & Limitations

- How to bridge the gap between seniors and the younger generation?
- Can planners and the City consider older adults' suggestion and maintain a strong sense of community with younger adults?
- Snow removal on side streets may be expensive
- Creating hard copies of seniors' resources lists may be time consuming and expensive

Proposals

The main priority is to make adjustments to the consultation process. This will increase social participation and foster a stronger sense of belonging to the community.

- One member of the Mayors' Seniors Advisory Council can act as a liaison between seniors groups and the City
- It would also be great if a planner from the City would get involved and attend regular meetings with the liaison to share ideas and views



Businesses can be age friendly too.

- Encourage delivery options for older adults from grocery stores
- Awards for businesses that have age-friendly practices or are making efforts to be more inclusive to seniors



Snow Removal and Other Services

- Encourage voluntary snow removal programs for seniors
- Establish a seniors' hub at community centres, providing information about programs and resources



Shuttles

- Can be an option for transporting seniors from home to retail or health facilities
- Safe transportation during winter and ice conditions