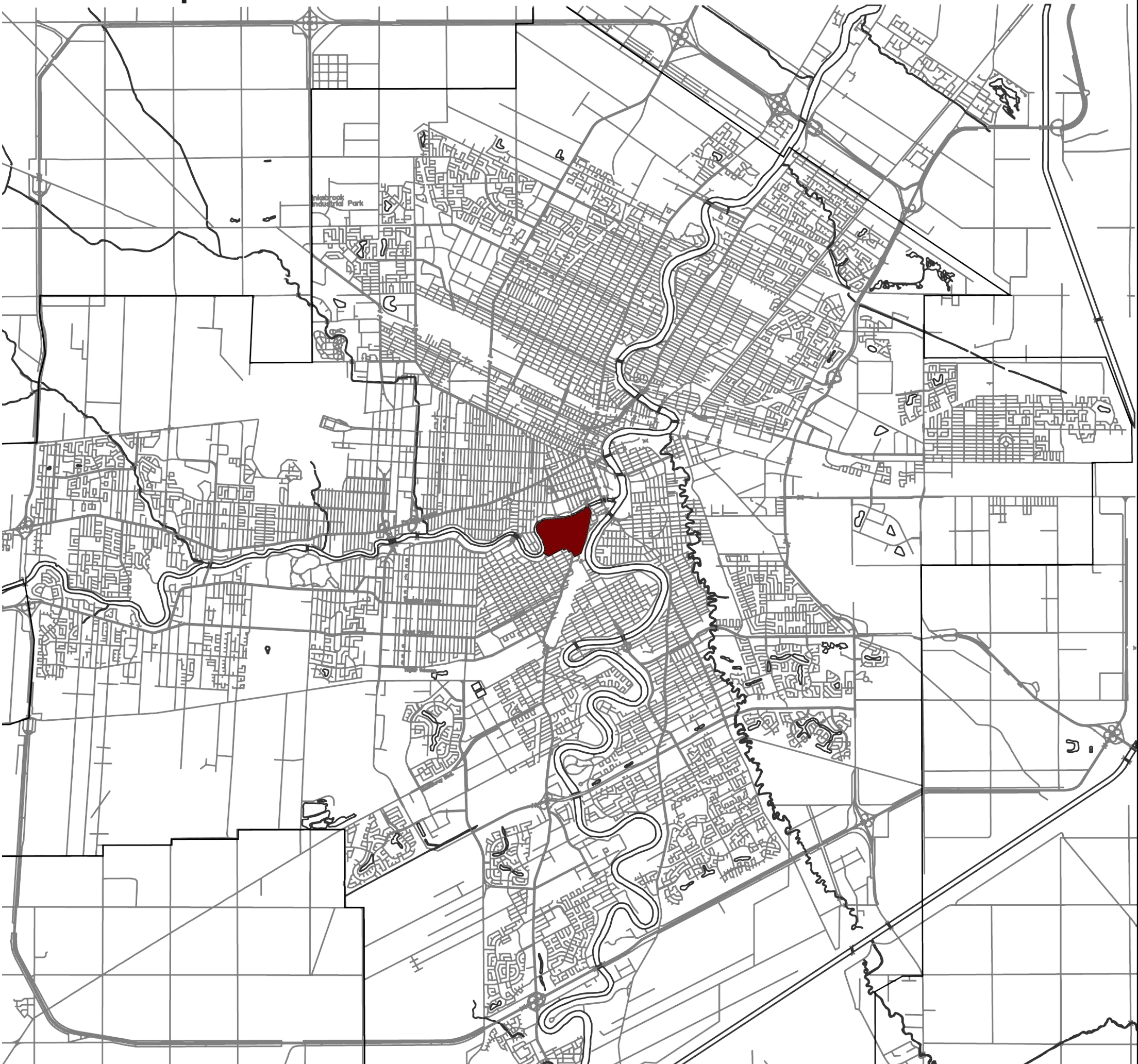
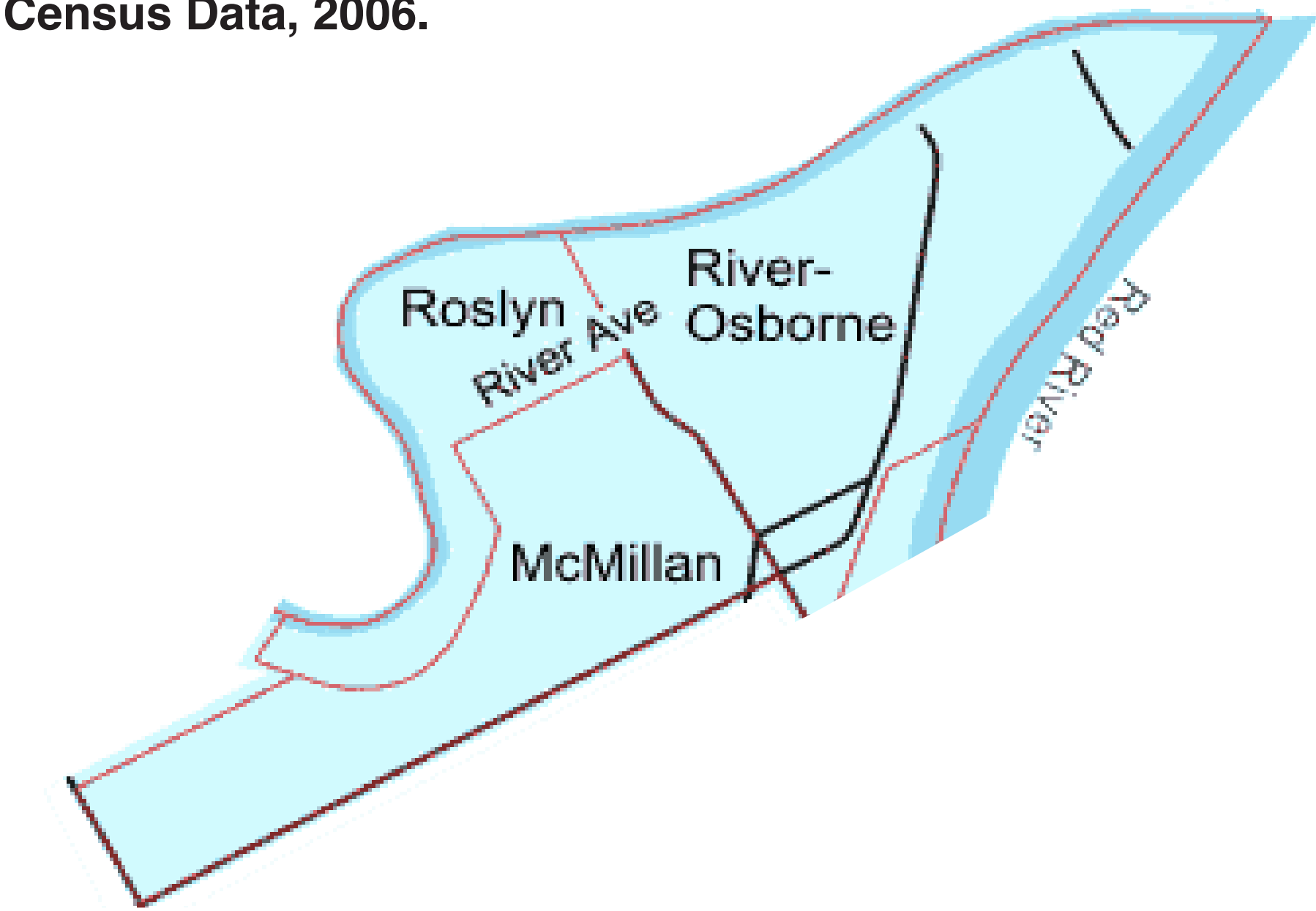


Context Map

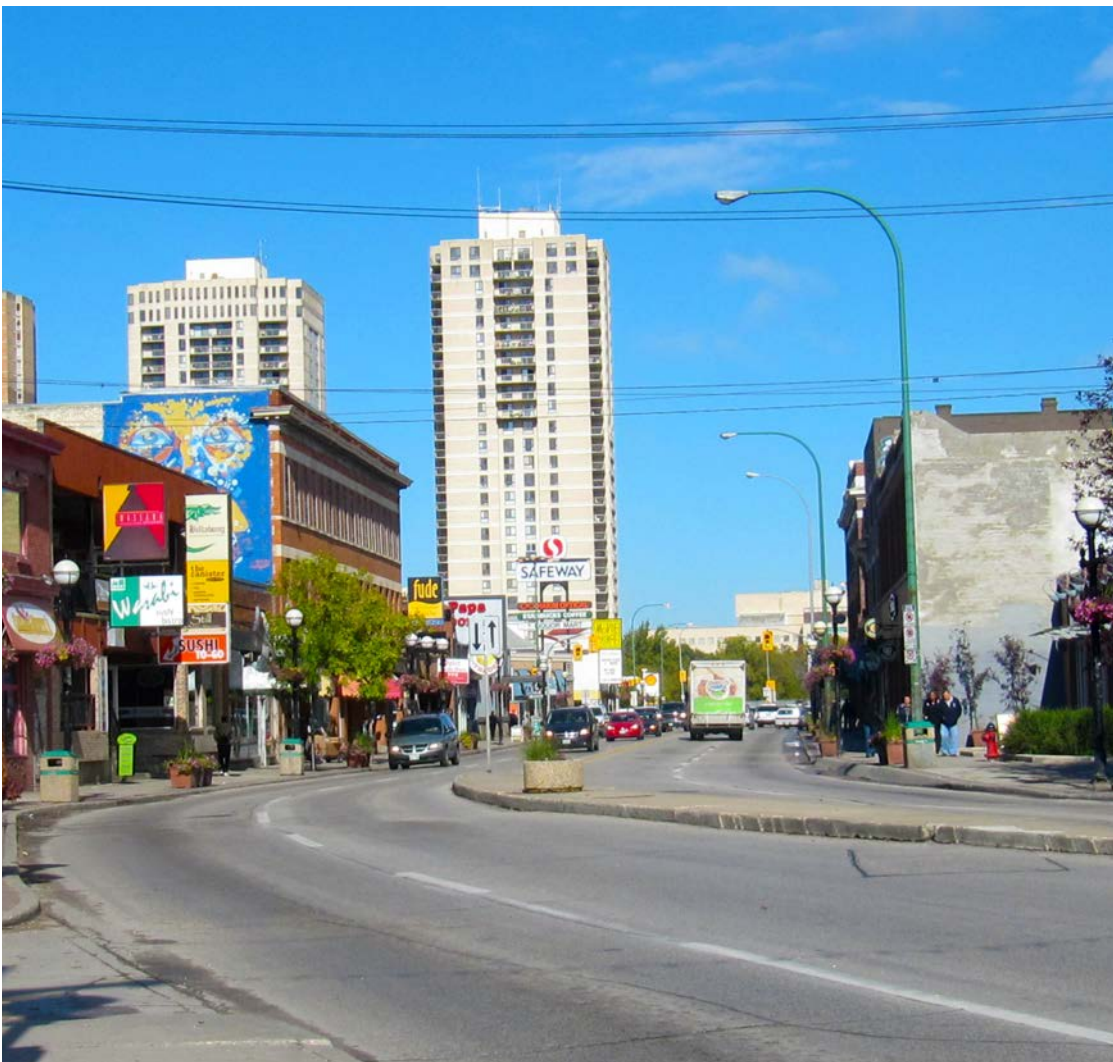


Census Neighbourhoods. City of Winnipeg, Census Data, 2006.



Osborne Village, according to the City of Winnipeg is comprised of three smaller neighbourhoods, Roslyn, River-Osborne and McMillan. All three neighbourhoods are distinctly different demographically.

World Health Organization’s Eight Initiatives for Age-Friendly Cities



Osborne Village is a rare urban environment with a variety of local shops and businesses, historic homes and acclaimed restaurants. It is identified as the City of Winnipeg’s Complete Communities as a Mixed Use Corridor.

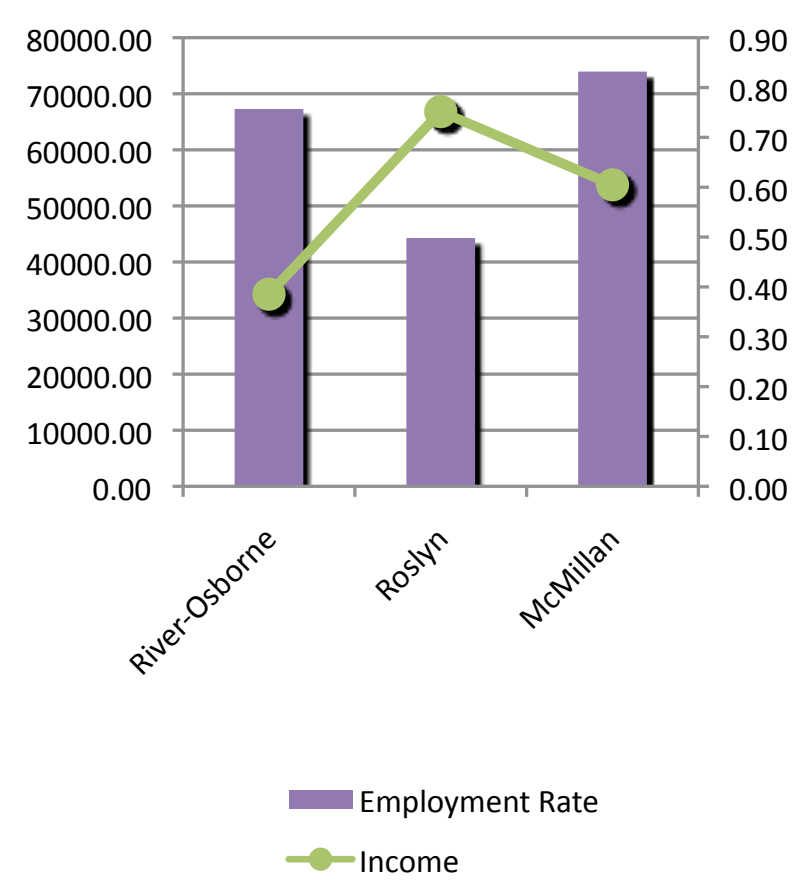
The Village is one of the highest density urban neighbourhoods in Western Canada with approximately 9,700 people per square kilometre.

The World Health Organization has developed a guide for age-friendly civic

- 1) Outdoor spaces and built environment
- 2) Community support and health services
- 3) Transportation
- 4) Housing
- 5) Social participation
- 6) Respect and inclusion
- 7) Civic participation and employment
- 8) Communication and information

structure that focuses on the above eight key features that are fundamental in developing age-friendly cities, because *all* people should be able to participate in the urban environment, including those with disabilities and the aged.

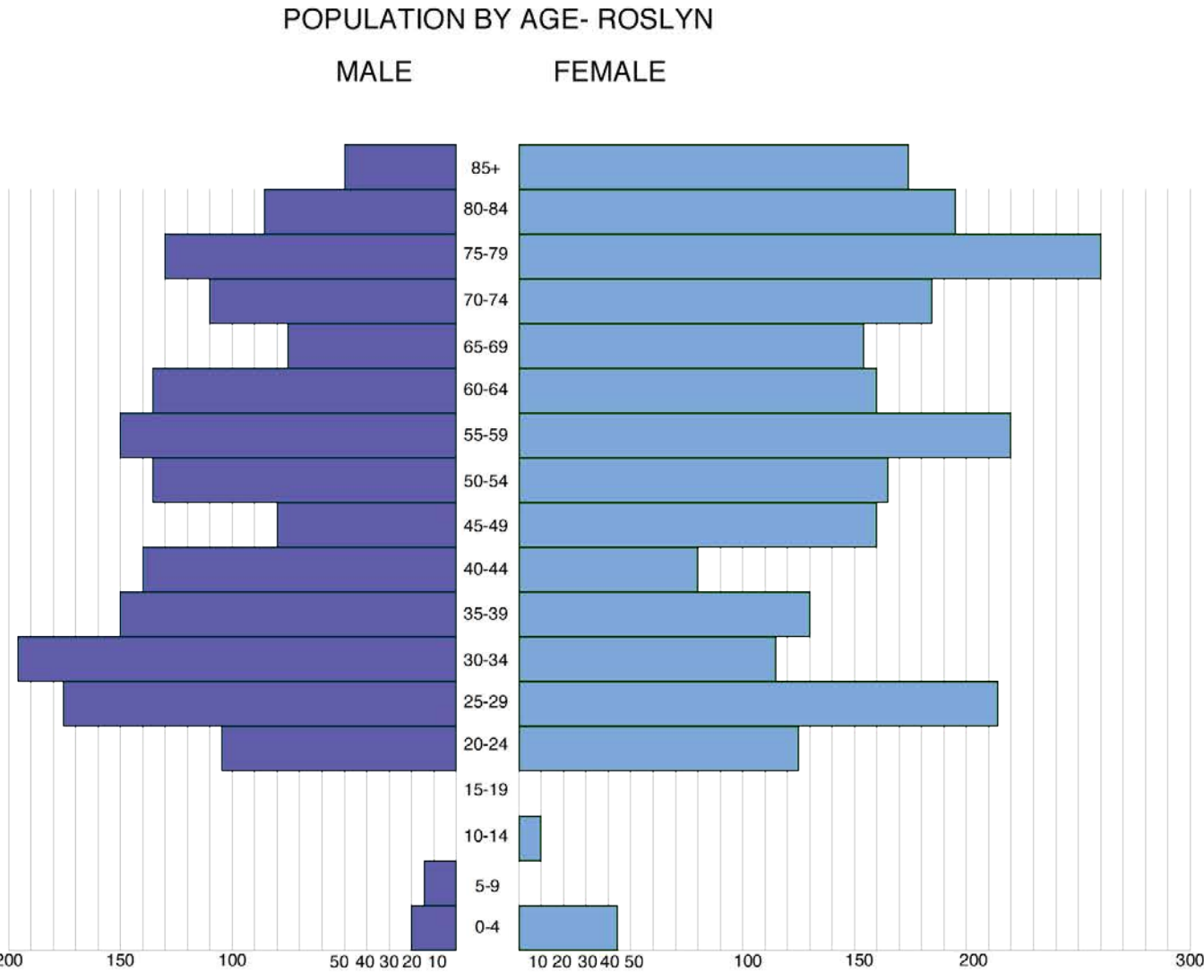
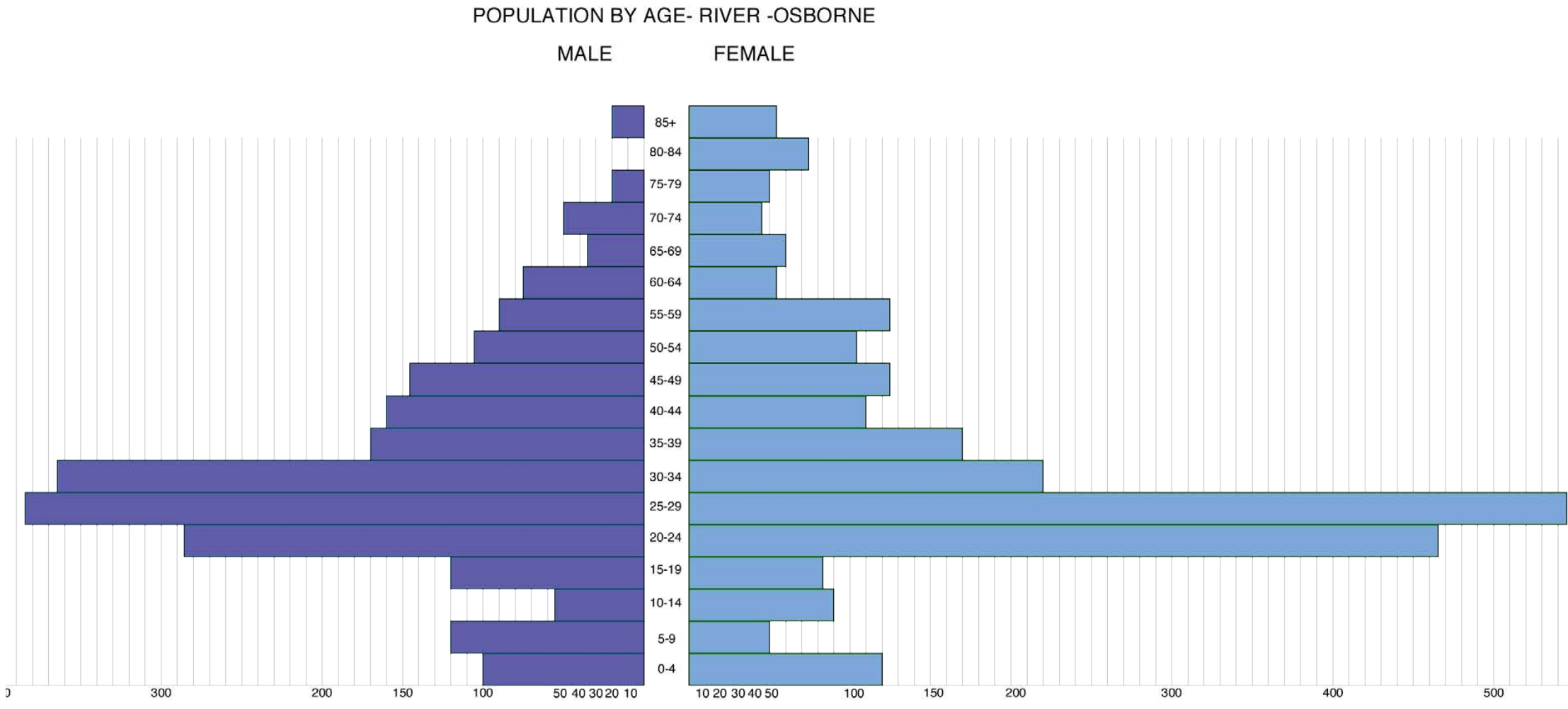
This presentation focuses on Osborne Village through an age-friendly framework, noting the positives and negatives of the surrounding built environment. Included is feedback from the community and design proposals for a safer Osborne Village for people of all ages and abilities.



This chart shows a unique demographic situation in Osborne Village. The Roslyn area has the lowest employment rate but the highest income. Paired with the age characteristics, this shows that many retired older adults live in the Roslyn area, whereas many students and younger adults live in River-Osborne and McMillan.

Mixed Use Corridor

- 1) acts as a main street to one or more neighbourhoods
- 2) supported by an intensity of people and jobs for the local retail and commercial services
- 3) blocks of street oriented development
- 4) supports higher density and mixed use pedestrian environments
- 5) urban design features that are accessible safe and attractive for pedestrians and cyclists
- 6) contains public and private facilities in close proximity
- 7) well serviced by frequent transit
- 8) infrastructure has the capacity or potential to accommodate growth



Notice the population by age charts for the Roslyn and River-Osborne neighbourhoods - the Roslyn area has a more mature population. This characteristic is very important to note when planning the built environment. Older adults face distinct obstacles in urban areas, thus our plans to make their neighbourhoods more age-friendly.

General Comments

Park on Stradbrook - nice, but needs clean-up

Safety & perception of crime

Condition of sidewalks and roads. Connectivity of pathways.

“Transportation is excellent.”

Neighbourhood clean-up.

More green space.

Affordable housing for seniors.

On November 16, we met with a focus group of older adults at 64 Nassau. The outcome of this meeting provided us with ‘inside information’ regarding the age-friendliness of Osborne Village. The group identified many physical and social barriers faced by older adults living in the Village. These issues are highlighted.



Site Specific Comments

The Forks riverwalk is great - not easily accessible for all

Route 68 Crescent & timing of transfers during the day

Safeway and Shoppers walkway - unsafe and sidewalk ends

Parking for visitors and healthcare professionals

Traffic and turning lights.

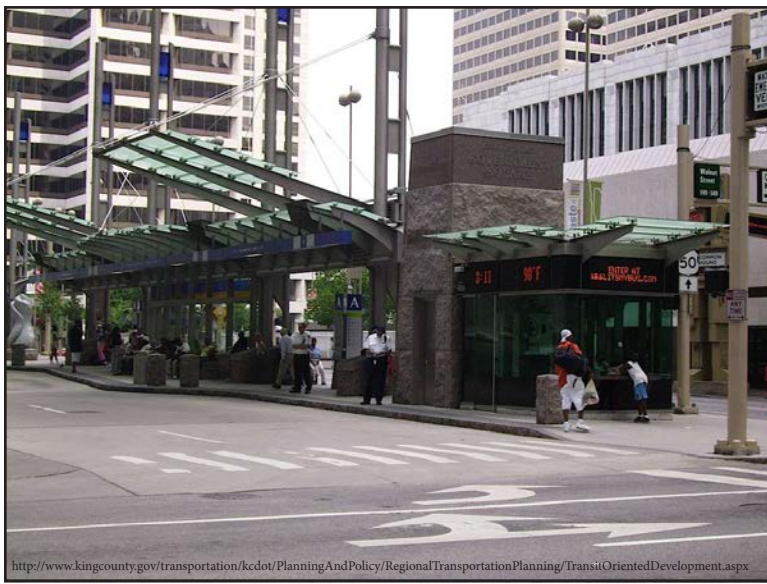
Services: “You don’t have to leave the neighbourhood.”

Confusion Corner is great to transfer, but difficult to navigate

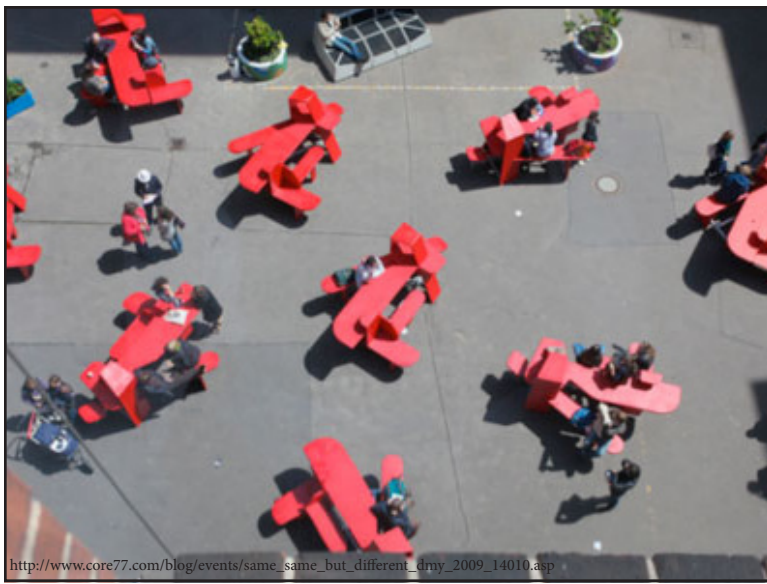
Transit Oriented Development



Transit oriented development takes place in major transit nodes in the city. These spaces are dynamic and give priority to public transportation infrastructure. Heated bus shelters, transit maps, clocks, ample seating, newspaper stands, coffee shops and shopping are all integral components.



Street Furniture



The street is not only for movement, it is also a space for engaging in public life. As such, the street should be furnished, much like a living room, to ensure a pleasant and unique experience for people.



Streets & Crosswalks



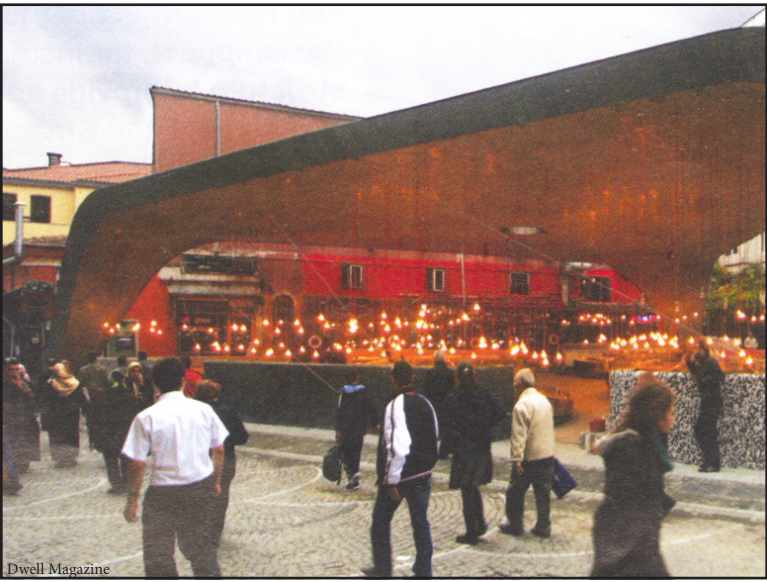
The street is a dynamic space that is shared by vehicles, public transit and active transportation. The space needs to be marked according to the function - texture, colour, signs and lighting can be used to distinguish the type of movement taking place in the space.



Food & Garden



Community gardens and local markets are excellent ways of securing seasonal produce for communities. Gardening offers social, economic and physical benefits for citizens. The eating and sharing of food is a cultural activity that should be encouraged in public space.



Public Space & Art



Public spaces are places where public life unfolds. The setting in these spaces should encourage a spectator and spectacle relationship through the use of seating, stages, sculpture, art installations and performances. Water, light and food are also necessary elements in these spaces.



Infill Development



Infill development should fill the empty spaces of the city, to create a relationship between the street and the building. Infill form and function should be sensitive to the existing surroundings. These types of developments may be of creative and unconventional architecture.



SAFEWAY & SHOPPERS

Key outcomes:

Transit oriented development on River and Osborne.

Restricted access to parking in the Safeway lot.

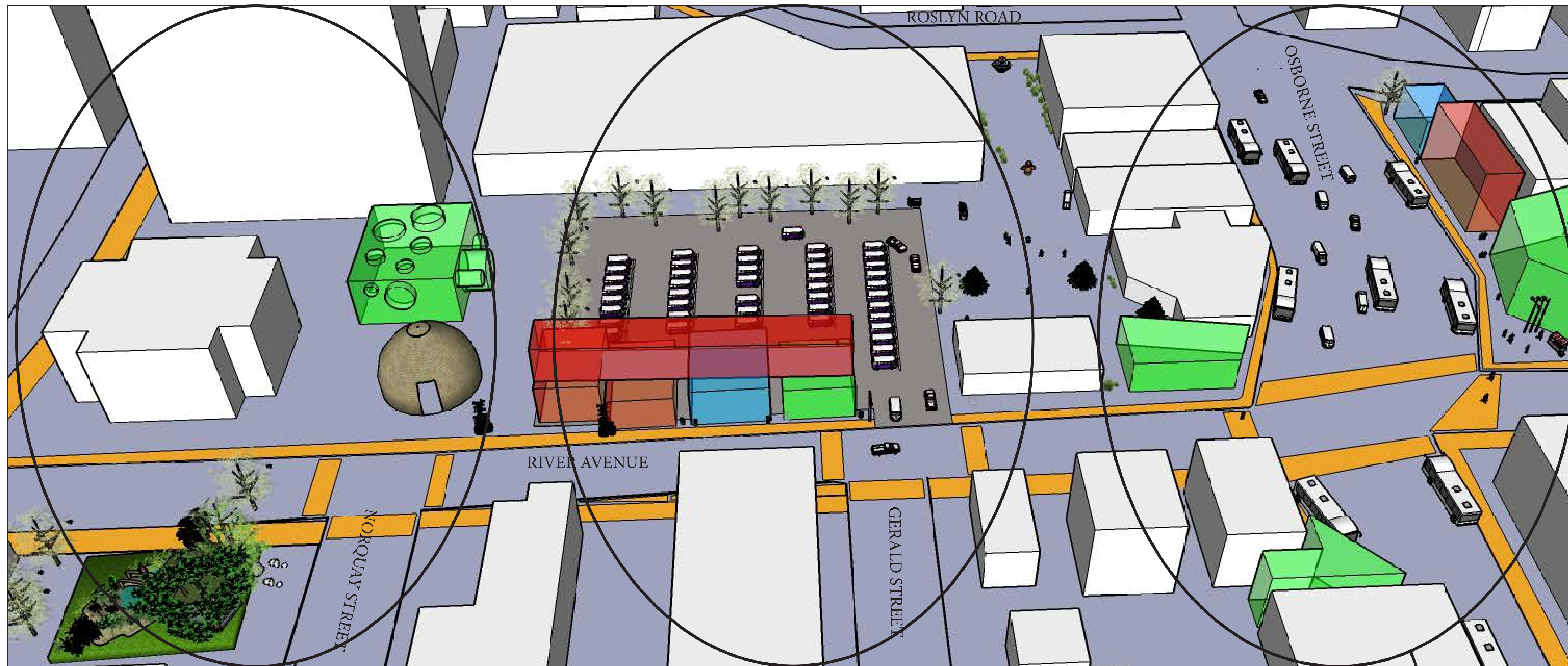
Street-front infill buildings in the Safeway parking lot.

A community resource centre and garden hut between the parking space and empty church.

A community garden across from the garden hut.

“Naked street” between Shoppers and Safeway - restricted to pedestrians, cyclists and loading trucks.

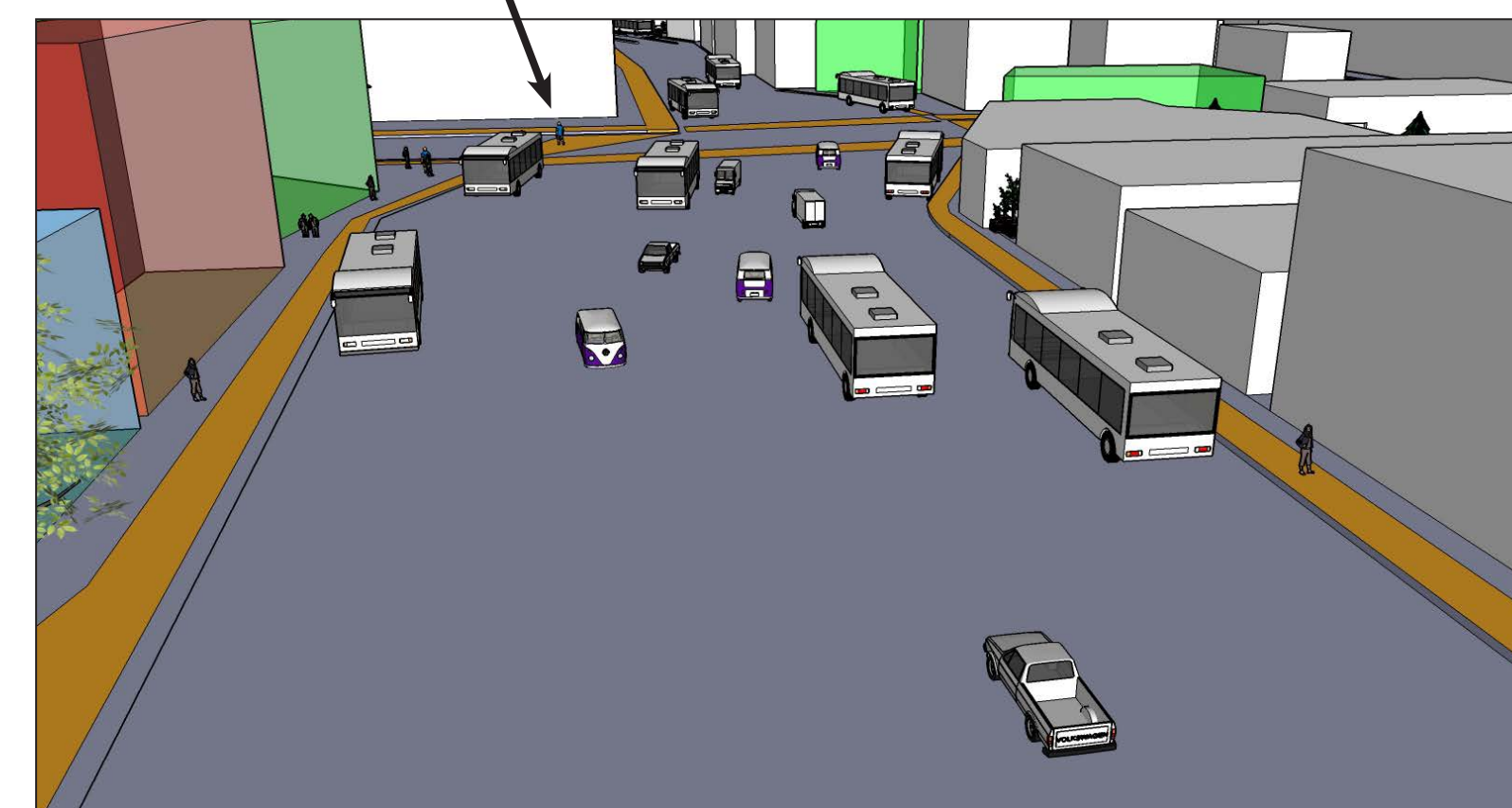
Cross-walks and sidewalks re-surfaced and painted.



A garden on a once vacant lot on the corner of River and Norquay.



The parking lot is surrounded by trees, public space and shops. Vehicles are restricted to one access point on River and Gerald St. There are no longer “front and backs” to buildings, though the grand entrances should be facing the street. The newly formed public space could be filled with trees, benches, food vendors and art. Special community celebrations and seasonal events could be held in this space.



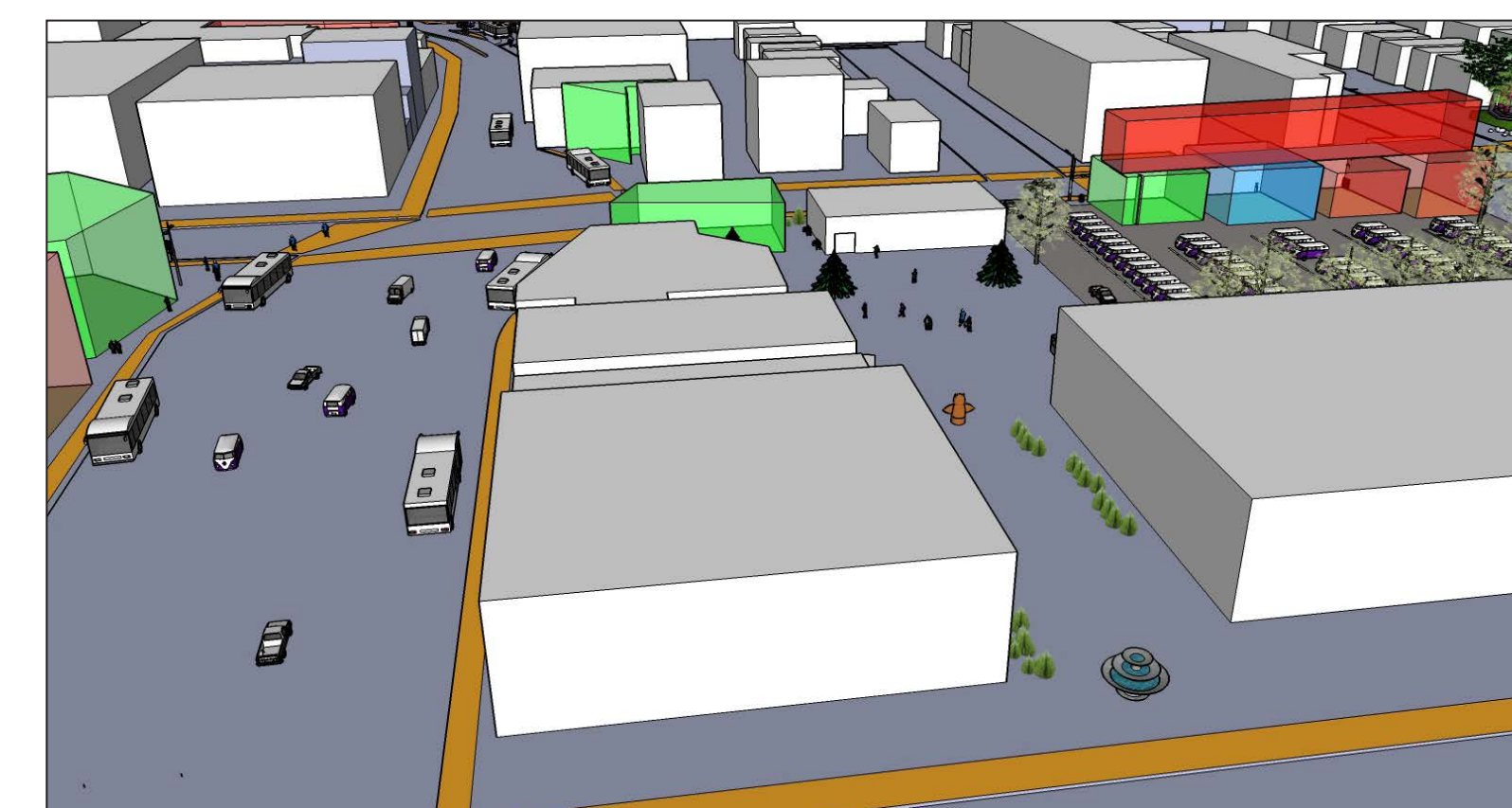
Osborne looking south at River: The east side (formerly a fast-food restaurant and convenience store) and west corner (formerly empty public space) have been redeveloped into street-front transit oriented development. Newspaper stands, clocks, digital bus schedules, benches and food vendors are all provided for transit riders in indoor and outdoor space.



Looking east on River Avenue. A garden hut and community resource centre on the left fills a parking lot. Brightly surfaced crosswalks are installed at every intersection for pedestrians.



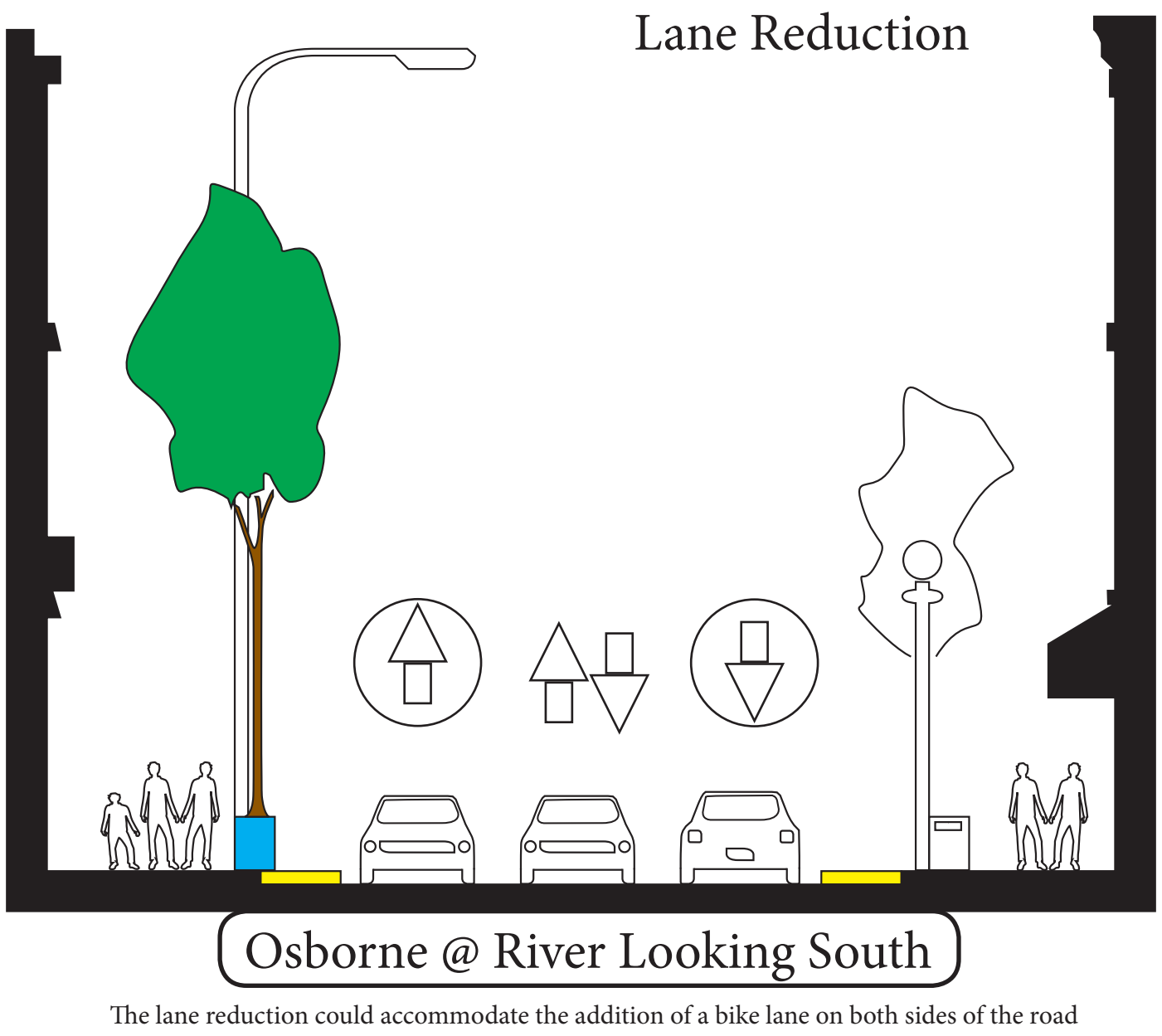
Street-front parking is transformed to street-front shops. The infill is incremental: green denotes short-term, blue denotes medium term and red denotes long-term. The form of the buildings should be transparent with zero set-backs. The function is open.



Vehicles are restricted from entering the space between Shoppers and Safeway. The space is for pedestrians, cyclists and loading trucks and is filled with trees and street furniture. The former “back” of Safeway is opened up to become a new entrance.

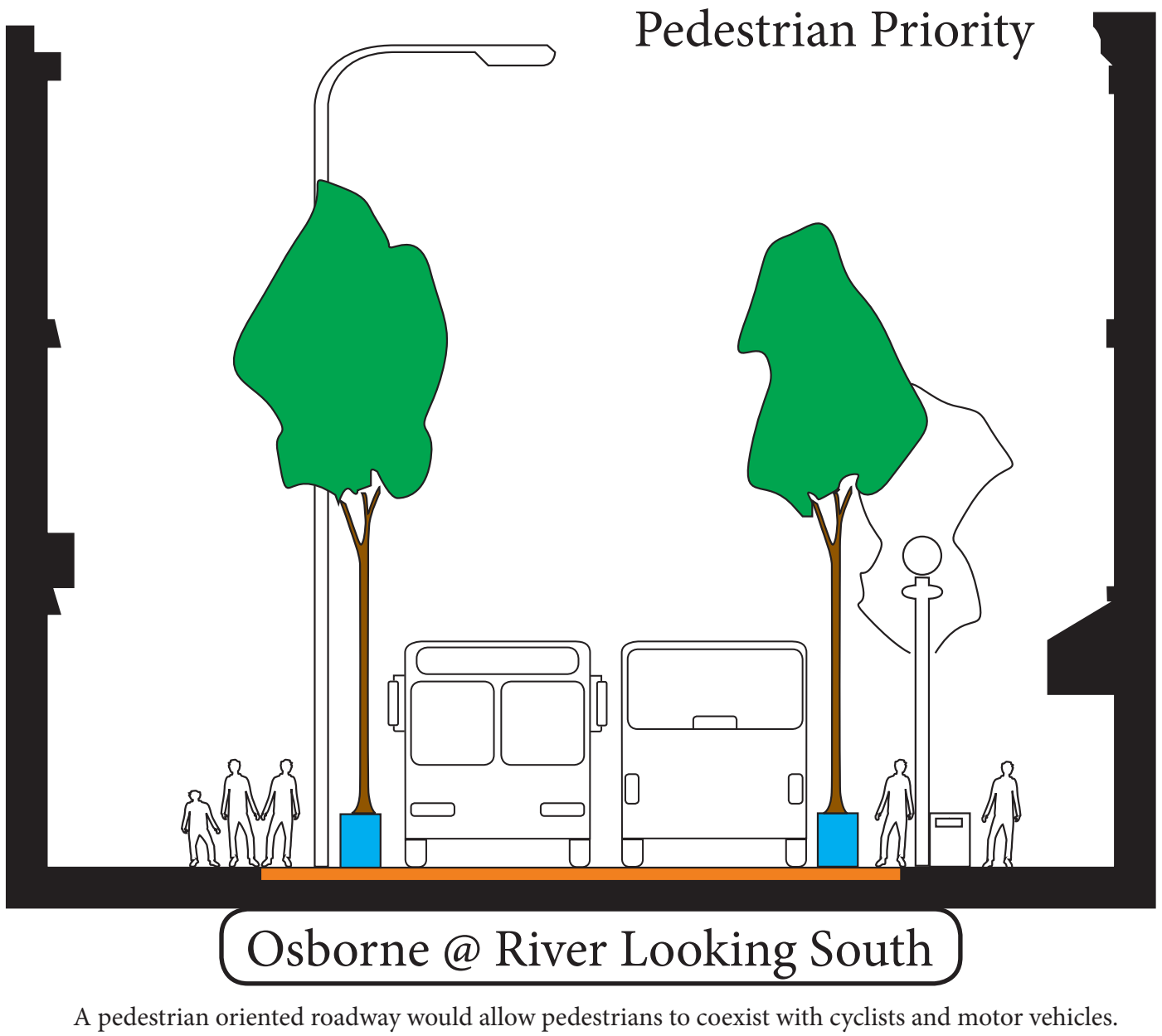
envisioning age
friendly communities

Osborne Street - The Heart Of The Village

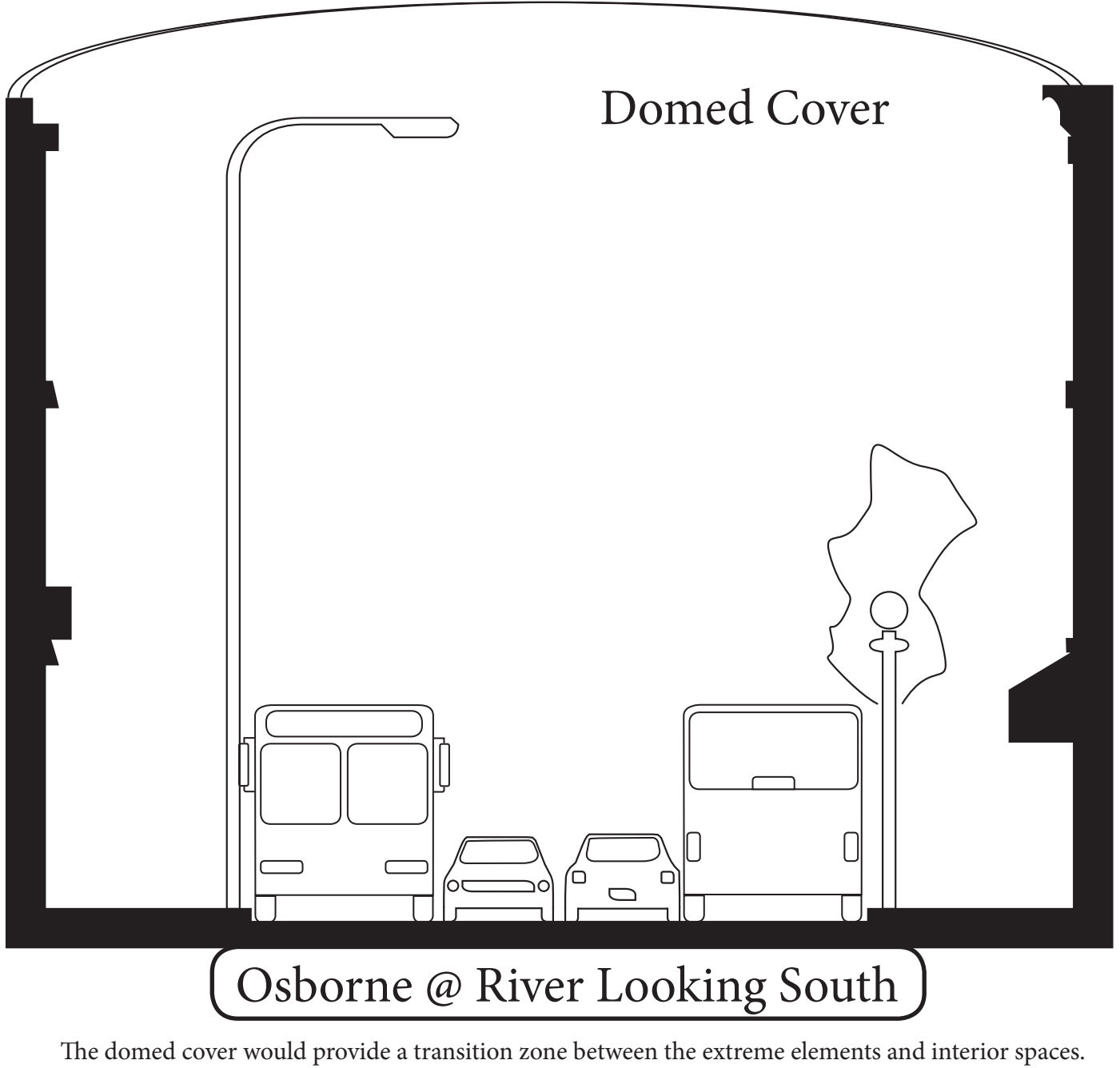


A Few Proposals

Infrastructure built primarily for vehicles often suffers from heavy use during peak traffic hours while being under-utilized most other times of the day. By using an alternating traffic light, Osborne Street could accommodate the same traffic flows during both peak rush hour periods. The lane reduction would greatly benefit pedestrians and could also accommodate a cycling lane. Walkability and safety would increase substantially and the added space could be utilized by both businesses and public.

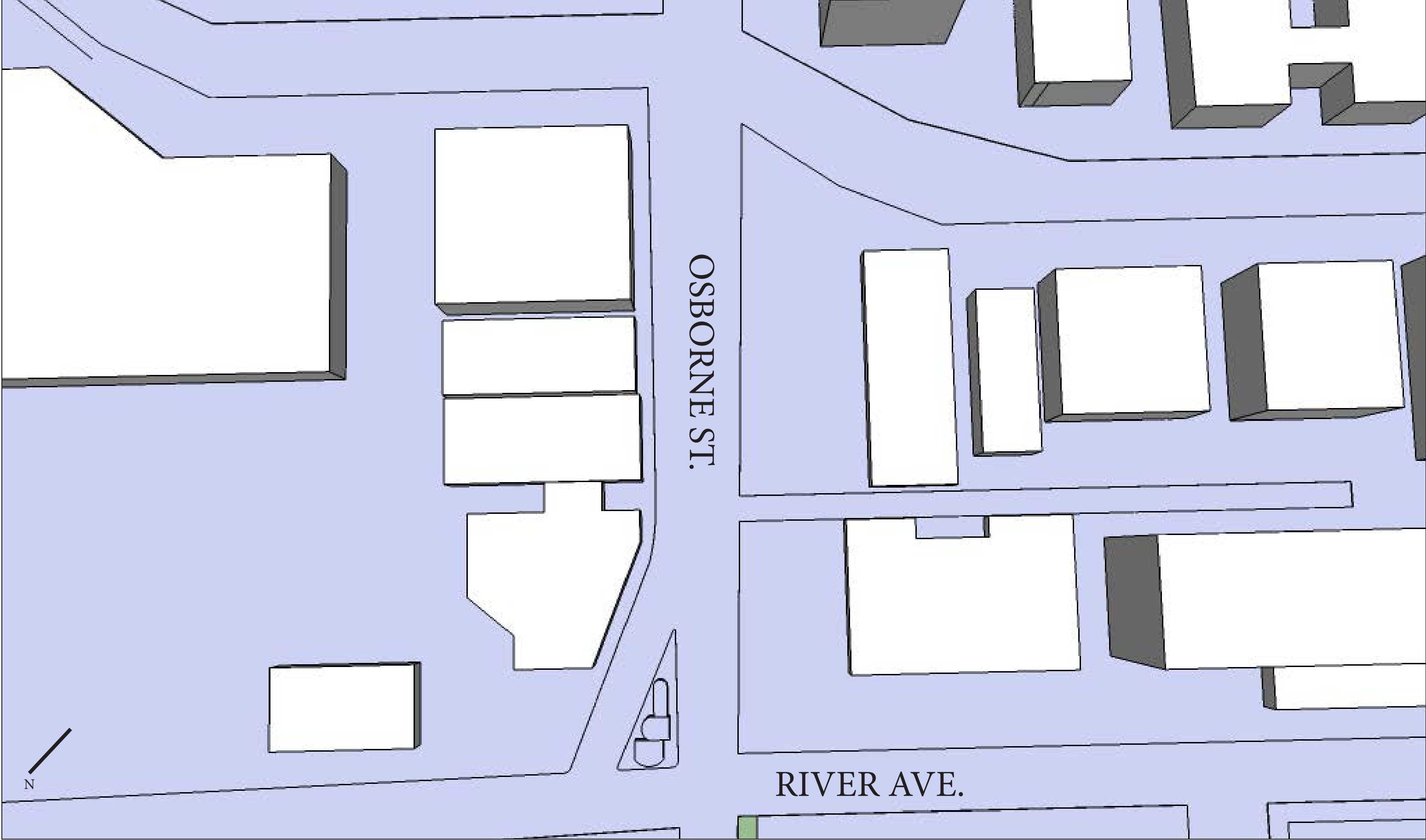


A pedestrian priority zone is one in which the physical space is designed to accommodate foot traffic and not that of motorized vehicles. The space would still allow vehicles to use the roadway however infrastructure would be tailored to humans. Lane width reductions will give pedestrians more room to navigate while naturally slowing down vehicle traffic. Raised roadways, as shown to the left, will also have the same effect by encouraging motorists and pedestrians to share the road.

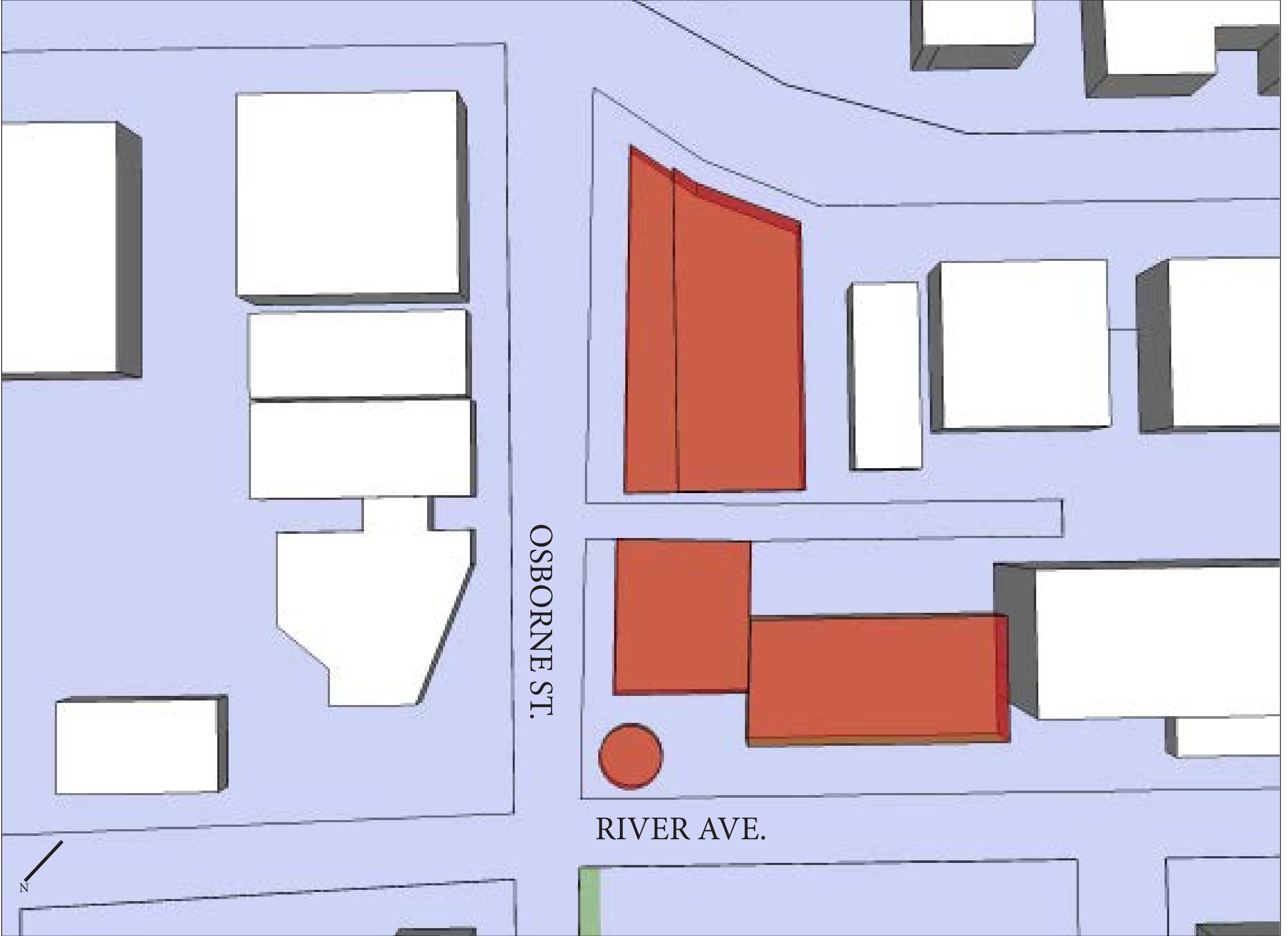


A dome over Osborne street would create a protected environment while still allowing interaction with the environment. The dome would be an open design which would create a transition zone between extreme environments and indoor spaces along the strip. Furthermore the dome would reduce the need for snow removal during winter months. Additionally the covered street would be architecturally pleasing and promote outdoor use.

EXISTING DEVELOPMENT ALONG OSBORNE STREET



PROPOSED NEW DEVELOPMENT



Proposed Development

Osborne Street is characterized by its older, historic buildings and street life. North of River Avenue however, the two existing buildings containing a Subway and Macs convenience store do not mesh with the character and landscape south of River Avenue. These structures are temporary, and as their tenants lifespans expire, there is an opportunity for new development that will extend the character of Osborne Street north of River Avenue.

The development can eliminate the existing building setback that currently creates a wide, flat distance between the street and the buildings. New buildings can be built nearer to the street, while still giving pedestrians adequate space for walking. New buildings can feature ground-level retail shops, restaurants, cafes and other amenities, and residential above. The space will become much more integrated into Osborne Village’s historical landscape while providing more retail and residential opportunities in the neighbourhood.

The corner of River Avenue and Osborne Street already has heavily used transit stops, and would be an ideal location for a more integrated transit hub within the proposed mixed-use development, connecting Osborne Village with the new Rapid Transit Line as well as other parts of Winnipeg.

The Site as it Exists

The intersection at Osborne and Stradbrook is an important node in the neighbourhood. Although it comes second to Osborne and River it has the potential to be just as lively. The proposed changes would see a gradual redesign of the intersection’s four corners. These changes would occur over the short, medium and long term.



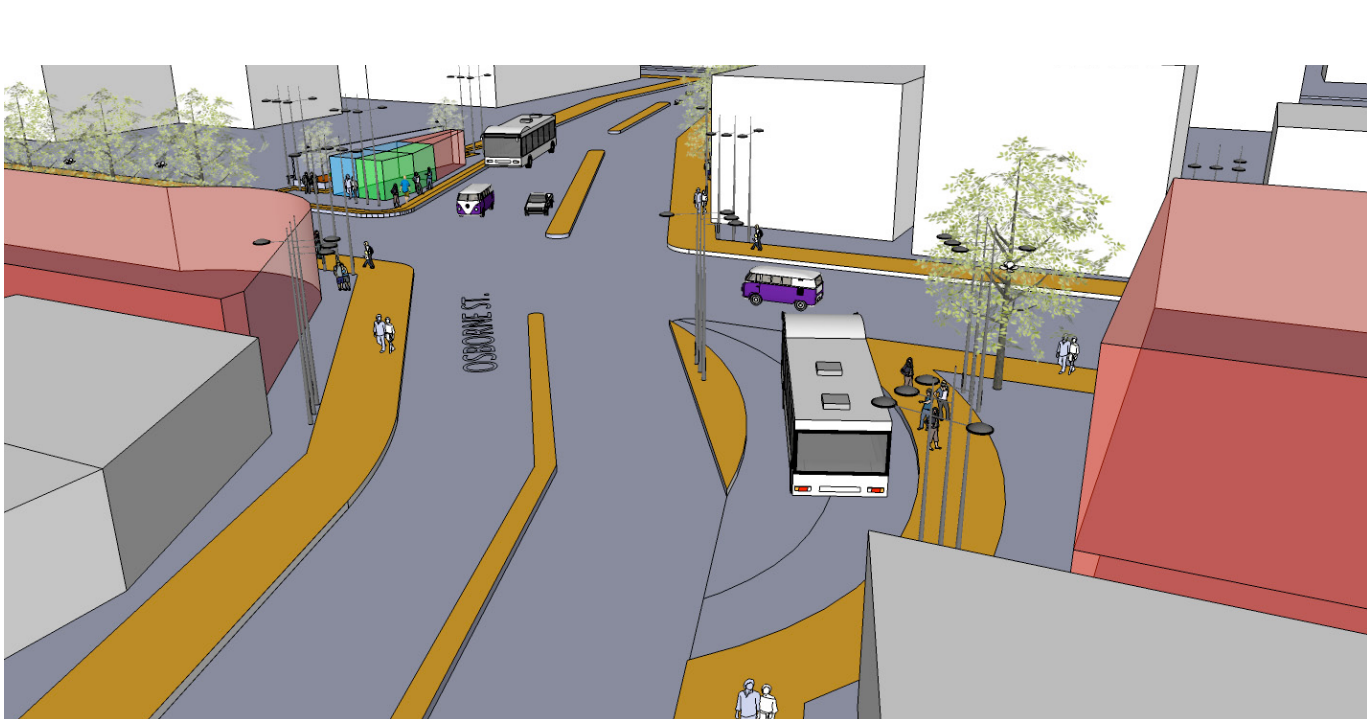
View looking at the Belltower, corner at Stradbrook Avenue and Osborne Street showing existing space and transit stop.



View of existing transit stop at the corner at Stradbrook Avenue and Osborne Street showing fragmented space.



View looking south across at corner of Stradbrook Avenue and Osborne Street, site of potential transit lane.



Birds eye view of site looking south along Osborne Street, showing long term proposal for new transit lane, and potential infill of parking lots.



View looking across at the proposed long term transit lane.



View looking north along Stradbrook Avenue, at the parking lot. This space has the capacity for future redevelopment.



A closer view into the space (transit stop) at the corner at Stradbrook Avenue and Osborne Street.



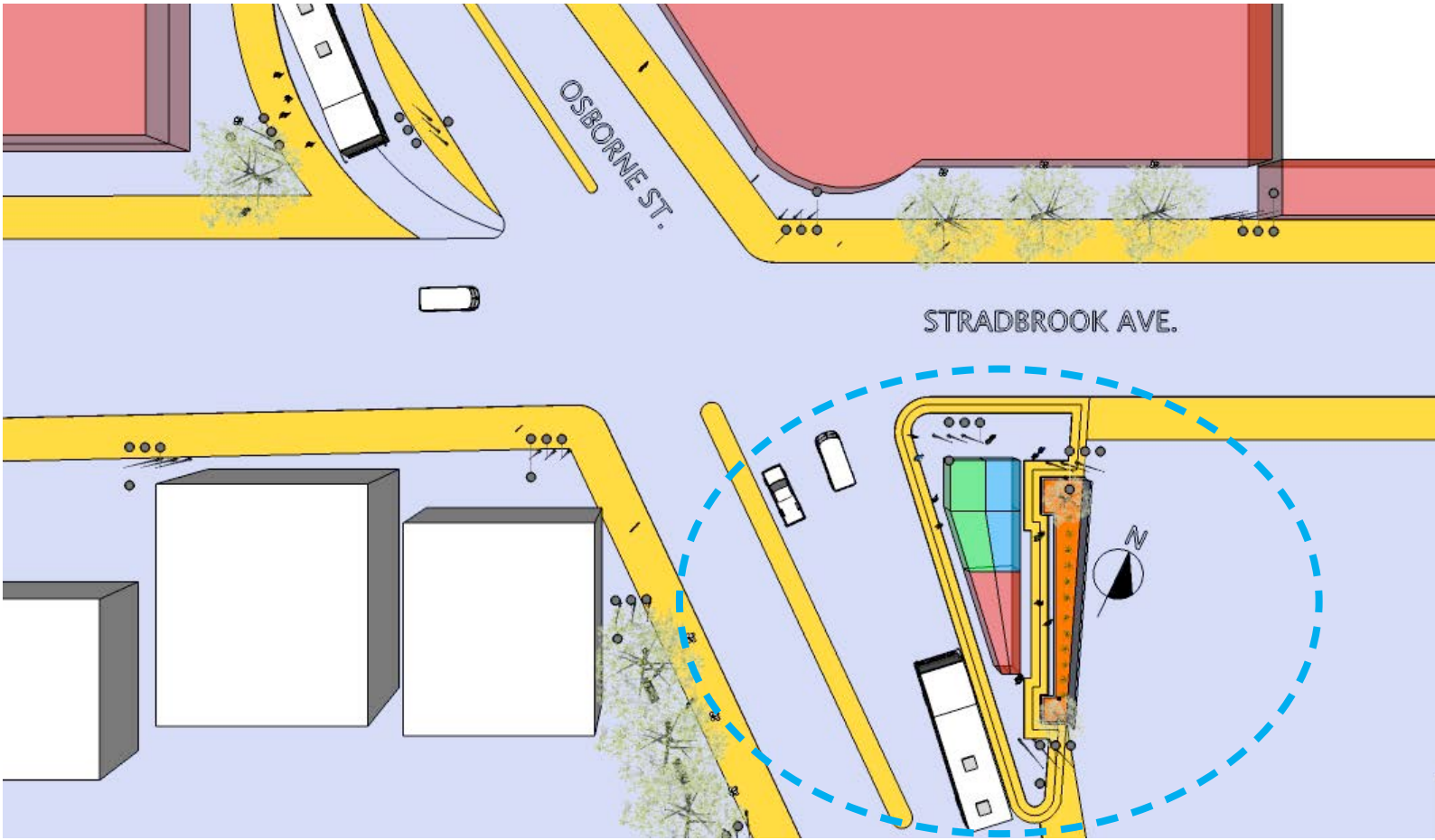
View from Osborne and Stradbrook looking west to the existing parking lot adjacent to Basil's restaurant.

The Transit Lane

The new transit lane is a long term option for the intersection. As the area develops and various types of infill take root, the need to provide better and safer transit stop options will arise. The proposal for the area as a whole is to provide a safer environment on several fronts, here it is focused on transit, pedestrian and vehicular interactions. The aesthetics of the proposal are also important. The overall character of the neighbourhood is a relevant factor to keep in mind in any effort to develop this area.

The Site as it Might Exist

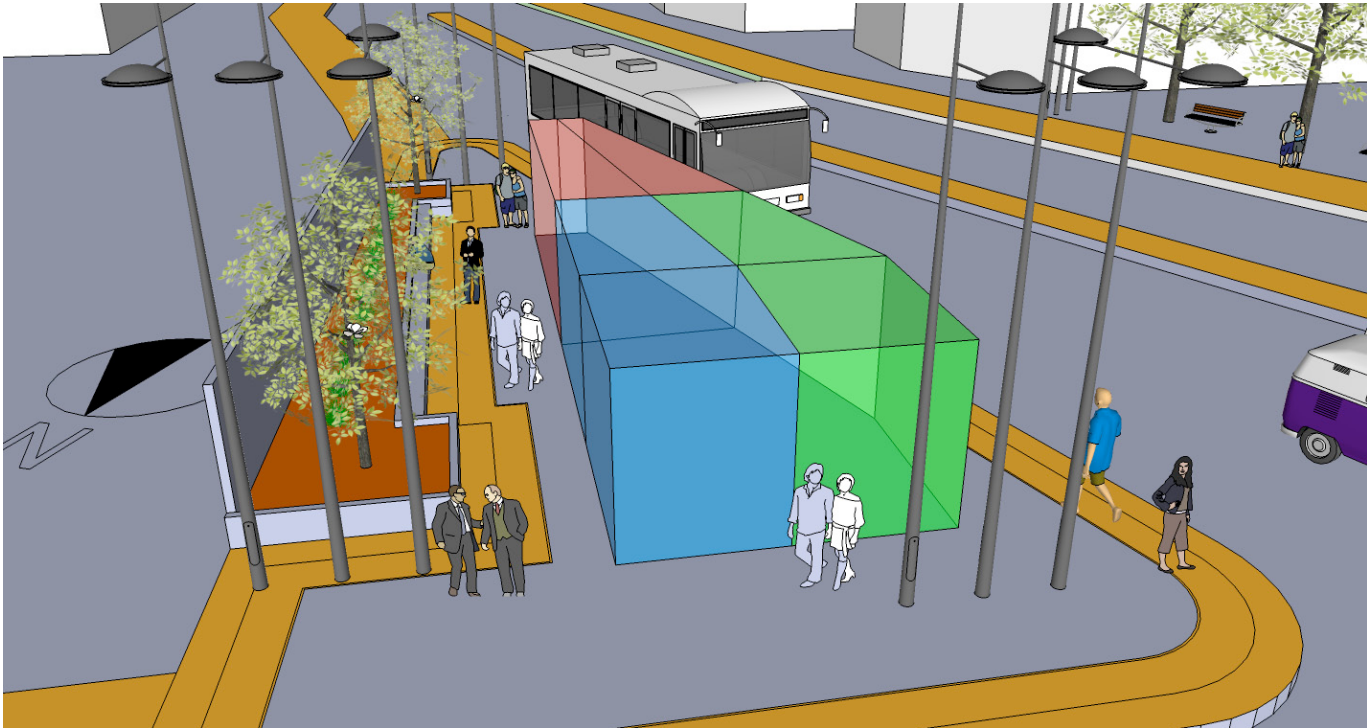
The plan for Osborne and Stradbrook shows the several significant changes to the intersection as a whole and its progress over time. The most notable changes are at the corners of the intersection. The proposed changes would see a gradual redesign of each corner, thus linking the intersection together. The different colours show the different periods of development. The two major changes are the two new transit stops at opposite corners. Although the plan displays the intersection in its entirety, the focus is on the single corner circled below.



Development Legend- Green Short Term, Blue Medium Term, Red Long Term, Yellow Redesign



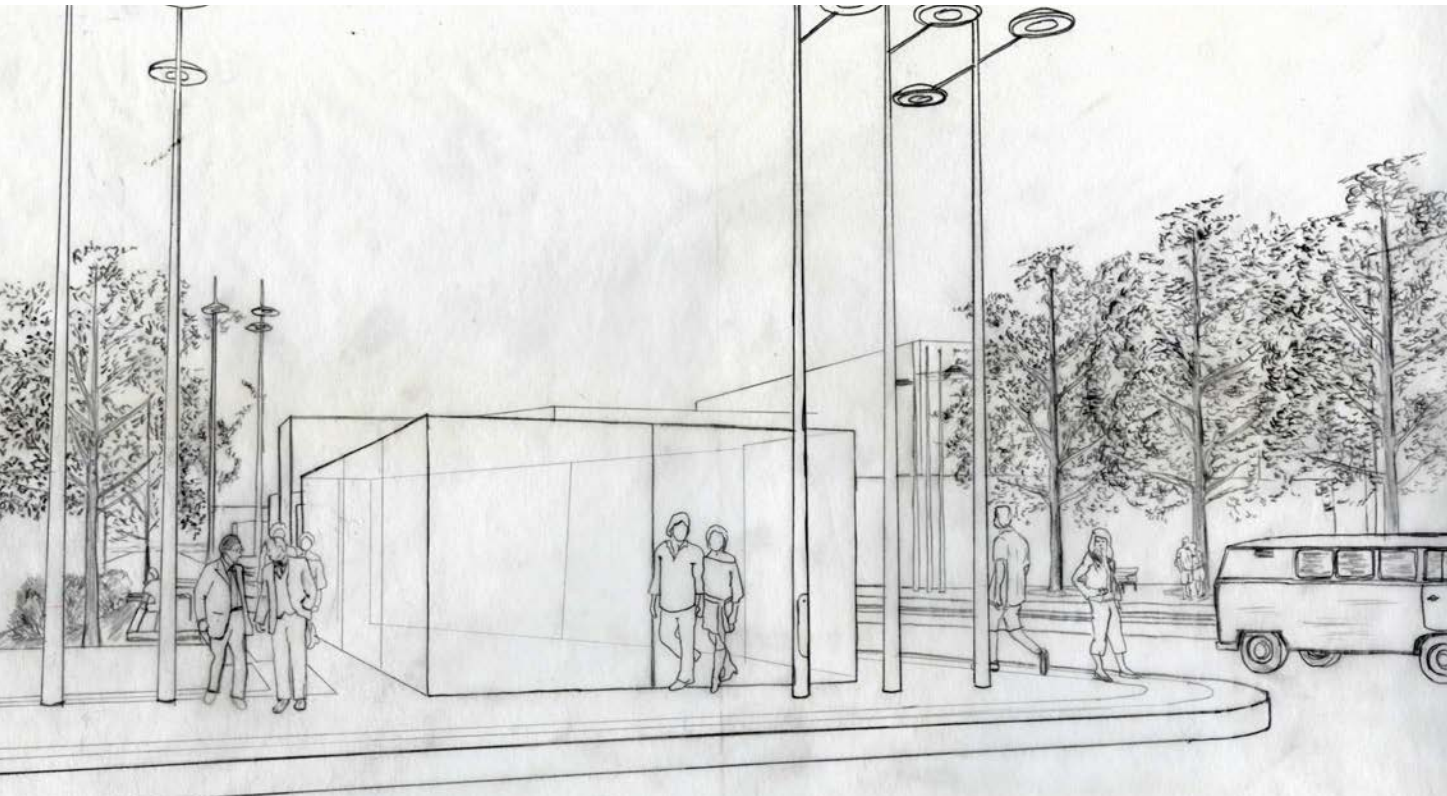
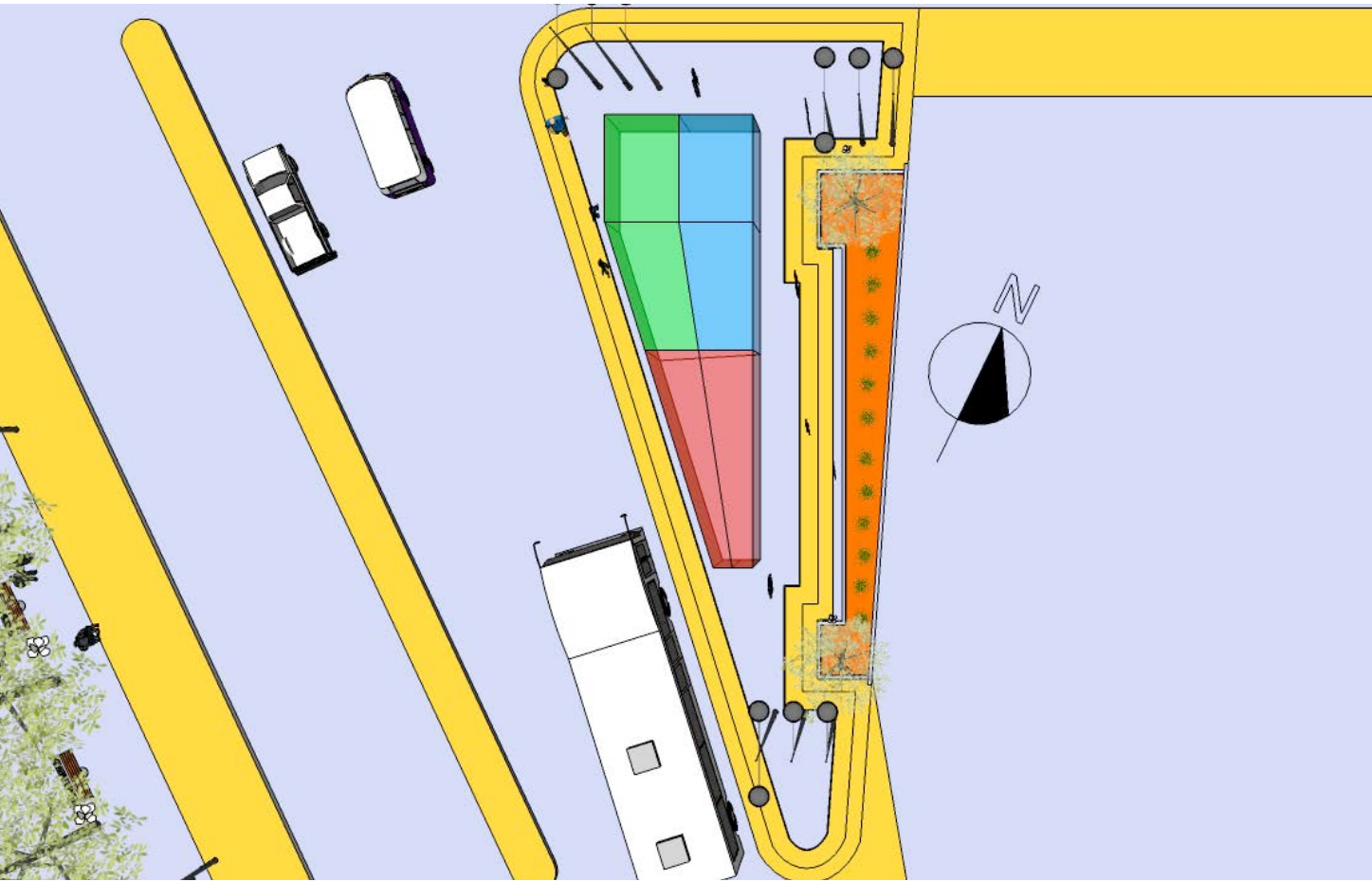
Birds eye view of site



Detailed view of transit stop and kiosk at Osborne Street and Stradbrook Avenue, showing, short, medium and long term development of site.



Photo collage of possible structure for new transit stop.



Street view elevation of site.

Rethink the Transit Stop

The intersection at Osborne Street and Stradbrook Avenue is an important node, and its redesign would benefit residents and visitors. The plan proposes the area redevelop with better lighting and construction methods for sidewalks and streets, more trees and plants, and an attractive model for future infill development. The images shown depict a new transit stop model, one which serves multiple functions. The objective being, by making small informed changes the area will maintain its character and develop into the future as safe environment for all.

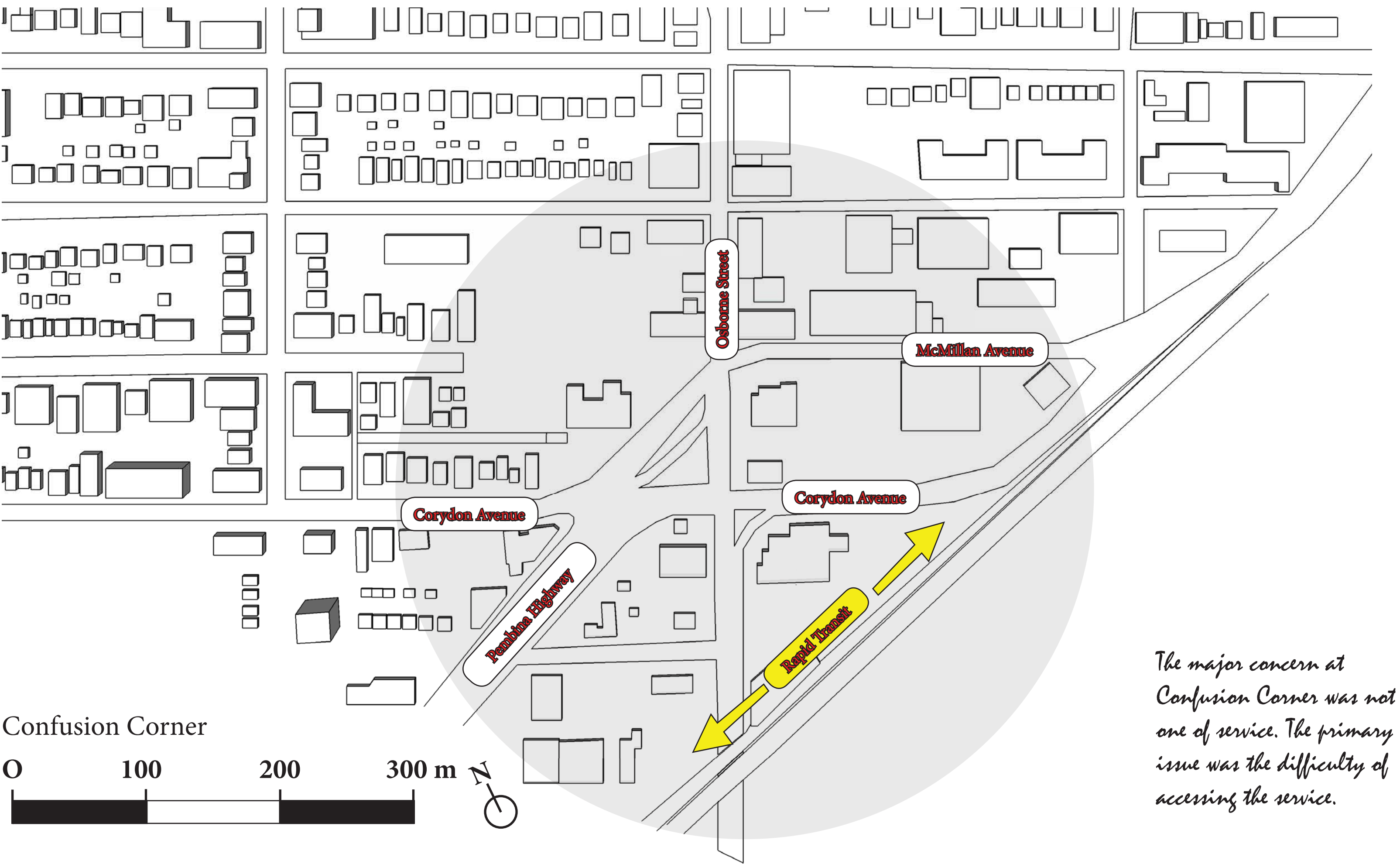


A possible view at street level looking into site.

OSBORNE @ STRADBROOK

envisioning age friendly communities

Confusion Corner - Rapid Transit Hub



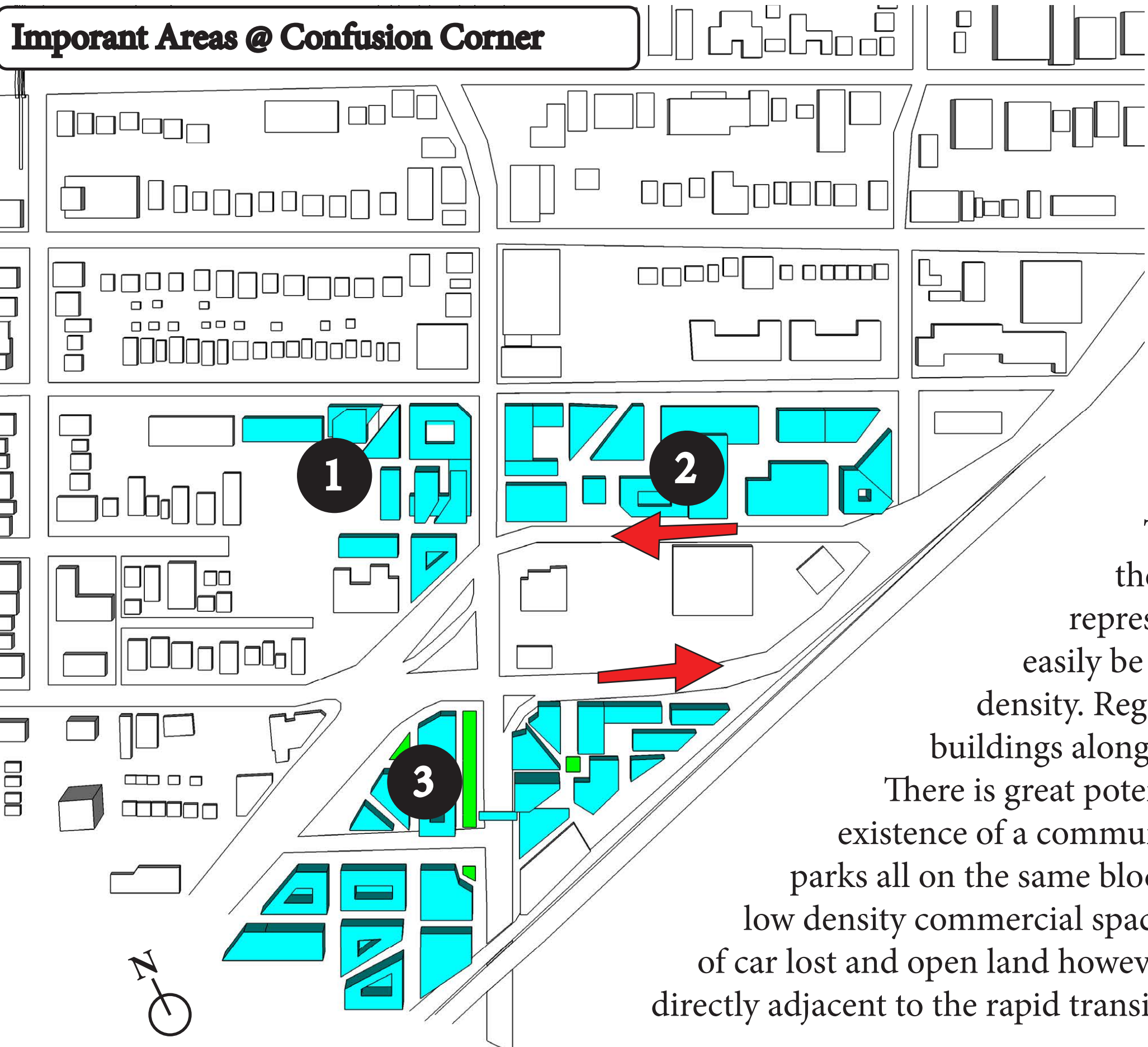
Neighbourhood Analysis



During the design consultation process, many insights into community behavior and neighbourhood usage were discovered. Neighbourhoods often have important sites where complex issues and heavy traffic come together to create challenging problems for urban planners. In Osborne Village, the intersection of Corydon Avenue, Osborne Street and Pembina Highway, also known as confusion corner, forms a significant corridor for both transit and vehicle traffic. The result is a zone that many, especially the elderly, find difficult to access. Further compounding the issue is the addition of rapid transit along existing rail lines. The Osborne rapid transit stop, when it comes online, will require pedestrian to cross major vehicle corridors that are less than friendly to those on foot. This intersection is of particular interest in terms of walkability, safety, access and efficiency. One reoccurring theme related to this area pertains to residents feeling that the intersection is a dangerous environment due to both high vehicle flow and speed. Another issue of concern relates to the difficulty in accessing services as a result of convoluted crosswalk design. There is very little aesthetic appeal to the intersection and the experience tends to be less than enjoyable. Lastly the immediate area offers little in terms of secondary services and remains poorly utilized.

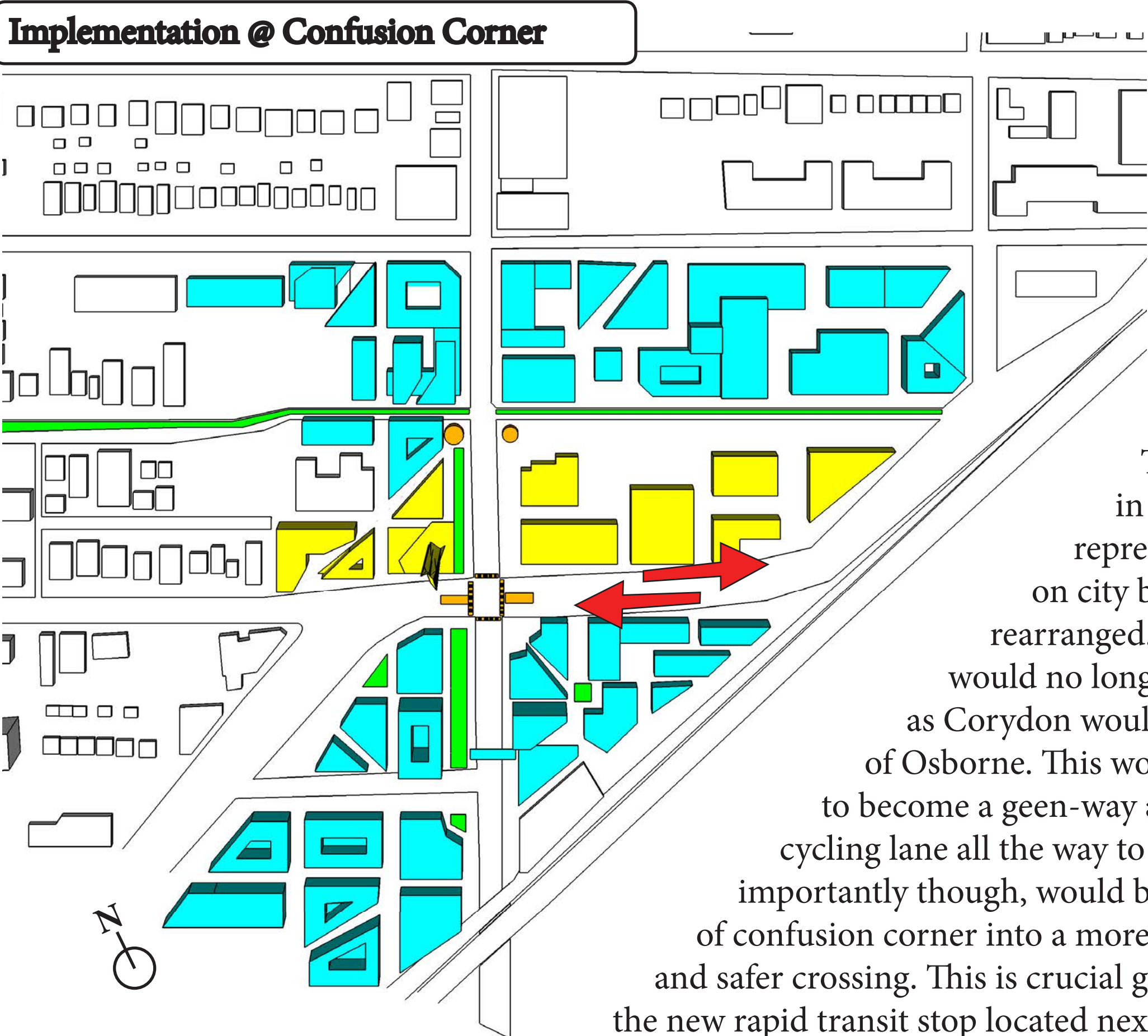
To the left are two physical models of the area in question The model to the top left is a representation of the neighbourhood as it currently stands while the lower model represents one of the solutions we explored. The black coloured blocks represent existing buildings. The red lines are roads with heavy vehicle traffic. The yellow represents the rapid transit line while the orange blocks are bus stops. Lastly the green is parks.

Proposed Solution: Phase 1(Strategic Densification)



The blue block in the model to the left represent areas that could easily be utilized for increased density. Region 1 is low rise buildings along Osborne Street. There is great potential here due to the existence of a community center as well as parks all on the same block. Area 2 is currently low density commercial space. Area 3 consists of car lost and open land however it will soon be directly adjacent to the rapid transit station.

Proposed Solution: Phase 2 (Lane relocation)



The yellow buildings in the model to the left represent new development on city blocks that have been rearranged. One way traffic would no long run along McMillan as Corydon would be widened east of Osborne. This would allow McMillan to become a geen-way and possibly a cycling lane all the way to Scott Street. More importantly though, would be the transformation of confusion corner into a more predictable, walkable and safer crossing. This is crucial given the location of the new rapid transit stop located next to the rail line.

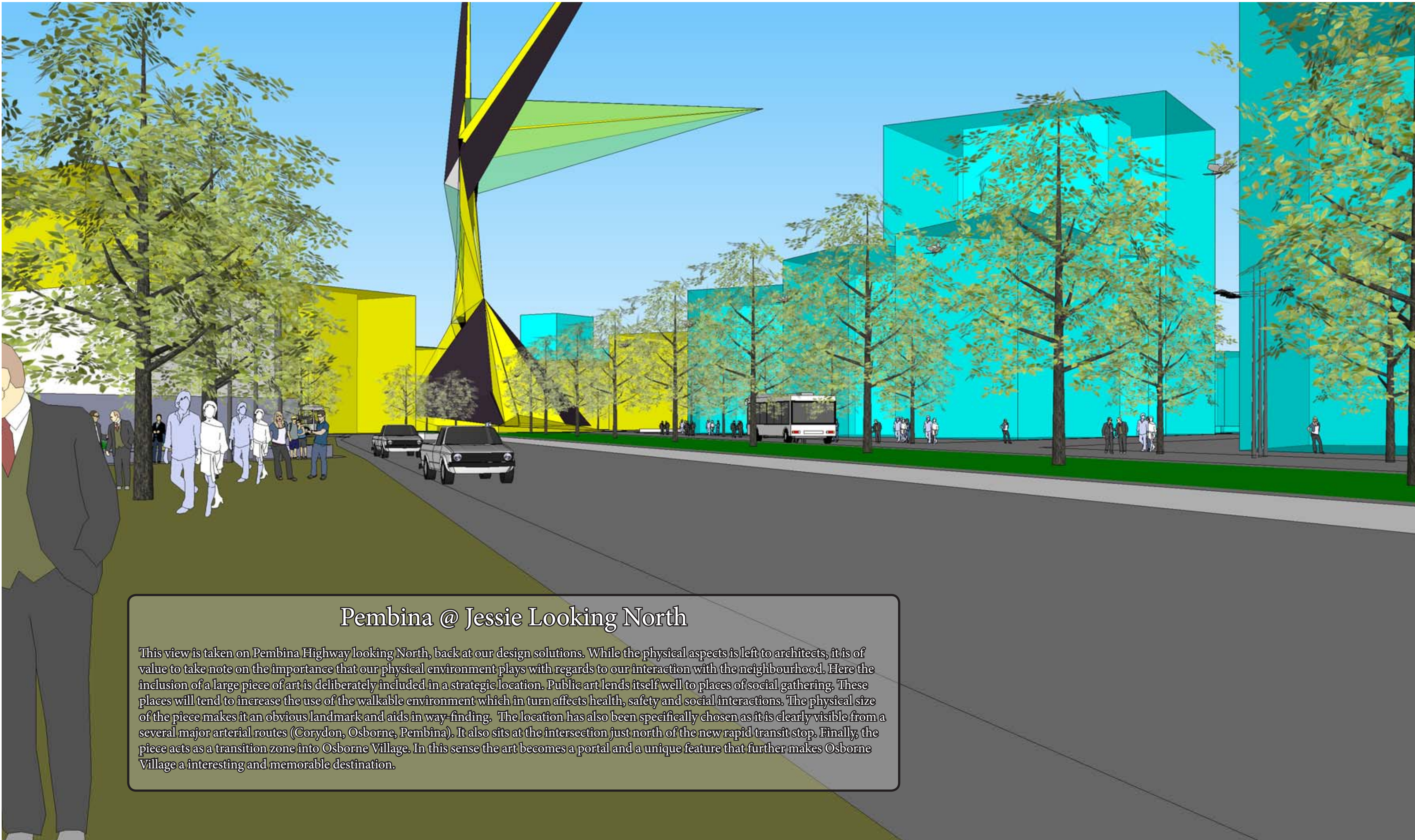
CONFUSION CORNER P.1

envisioning age friendly communities

Osborne Stree - The Heart of the Village



How we feel about our neighbourhood is often an important aspect of how we act in our neighbourhood. A good neighbourhood should be enjoyable to use.



Pembina @ Jessie Looking North

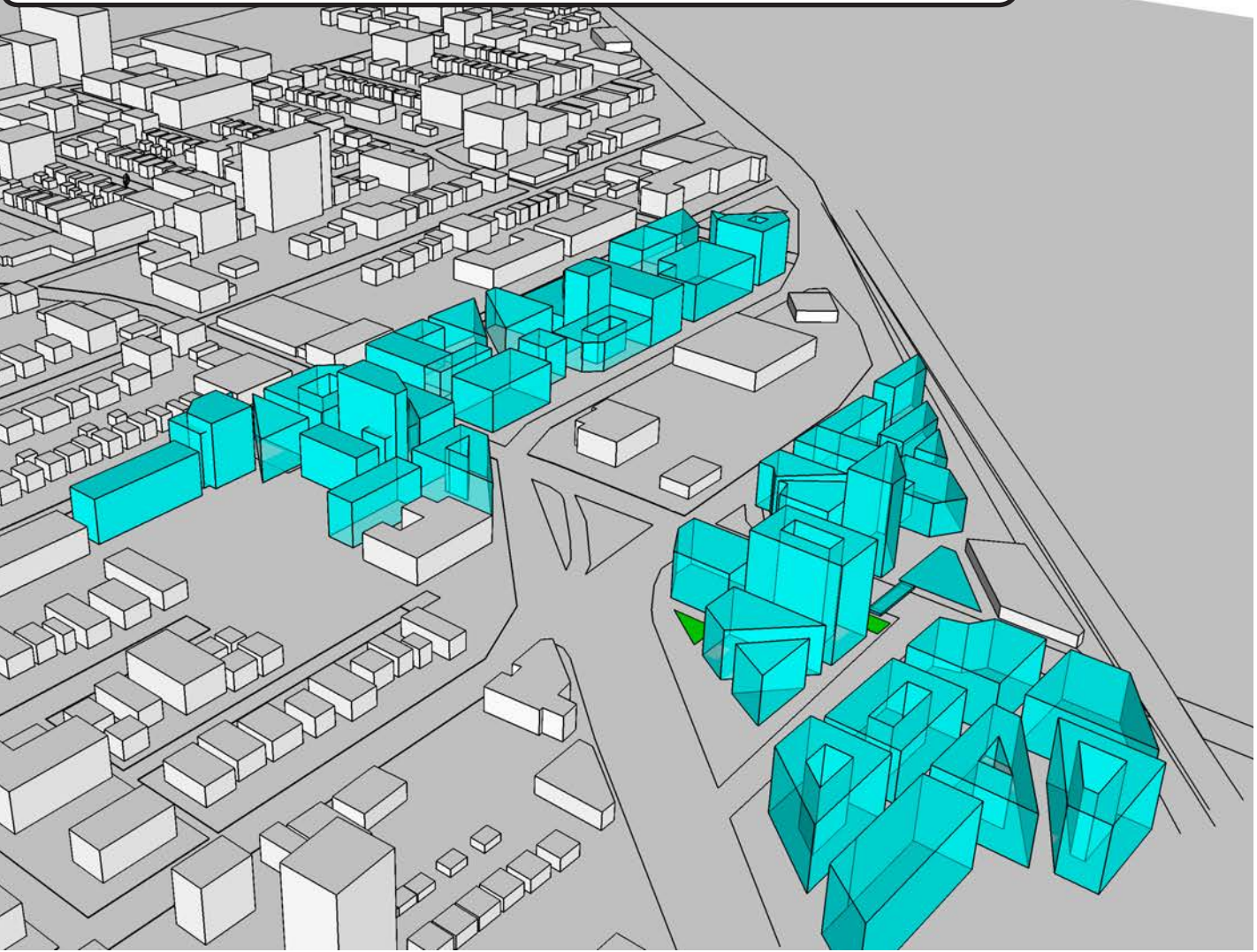
This view is taken on Pembina Highway looking North, back at our design solutions. While the physical aspects is left to architects, it is of value to take note on the importance that our physical environment plays with regards to our interaction with the neighbourhood. Here the inclusion of a large piece of art is deliberately included in a strategic location. Public art lends itself well to places of social gathering. These places will tend to increase the use of the walkable environment which in turn affects health, safety and social interactions. The physical size of the piece makes it an obvious landmark and aids in way-finding. The location has also been specifically chosen as it is clearly visible from several major arterial routes (Corydon, Osborne, Pembina). It also sits at the intersection just north of the new rapid transit stop. Finally, the piece acts as a transition zone into Osborne Village. In this sense the art becomes a portal and a unique feature that further makes Osborne Village an interesting and memorable destination.

Existing Conditions @ Confusion Corner



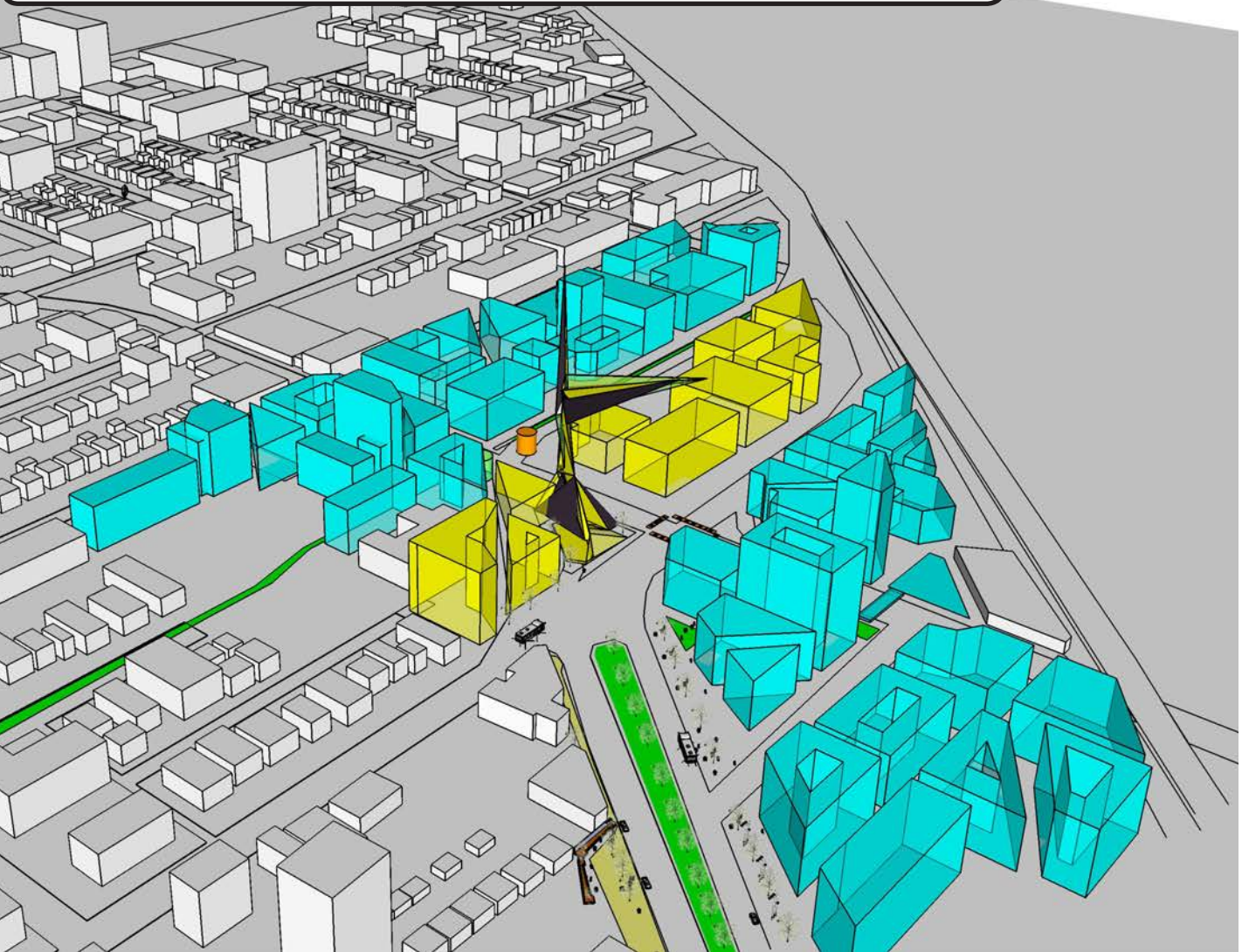
An important aspect of the built environment, especially in downtown location, is the presence of people. Osborne Village is considered a relatively dense neighbourhood with a wide variety of shops and amenities. Most are available within a short distance by foot. Given the close proximity to Corydon, another busy neighbourhood, it is odd that the intersection between the two neighbourhoods is so sparse. The figure to the left shows the lack of density at confusion corner.

Stage 1 @ Confusion Corner



The first phase of the recommendation is simply to increase the built form in order to make a more lively area. A denser population is able to support more shops and services and the resulting outcome tends to be a more walkable neighbourhood. A properly built physical form can lead to a pleasant and inclusive environment. Given the rapid transit route will necessitate movement through the area south of Osborn, in the adjacent area seem like a natural progression.

Stage 2 @ Confusion Corner

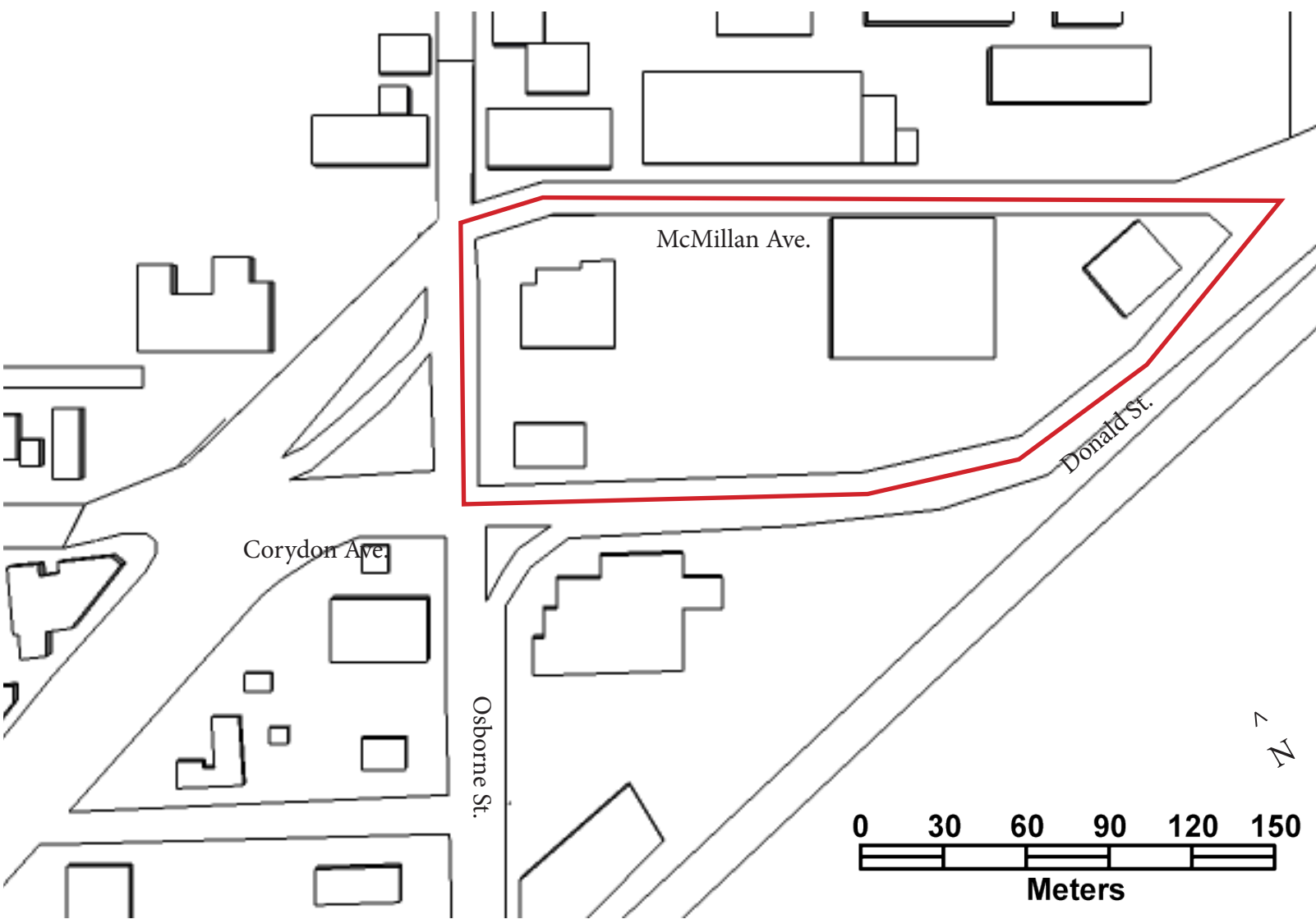


The final stage will see the Boundaries of Osborne village move one block south but the proposal should also promote healthy growth south of Corydon. The area should prove to be an important section of the city as its geographical location places it between the new developments of the Fort Rouge Yards to the south, and an the recently expanded borders of Osborn Village to the North.

CONFUSION CORNER P.2

envisioning age friendly communities

Current Development Pattern



There is potential for development in the area bound by McMillan Avenue, Osborne Street and Corydon Avenue/Donald Street. The figure at left shows the area as it currently exists. There is a single-storey strip mall, two two-storey office buildings and a Burger King drive-thru.

In the future, if the proposed changes to Confusion Corner are implemented, this area will be a more desirable destination because it will become more accessible to pedestrians and cyclists.

Proposed Development

The proposed development of McMillan Avenue between Donald Street and Osborne Street is to incorporate a greenway. If the lanes on McMillan Avenue are reduced from four to two, trees and public green space will line the street and the proposed new infill development. This greenway would provide a connection to other pathways throughout the neighbourhood and be a focal point of public space.

Within the proposed infill development, there should be inner courtyards that serve as local public space for gatherings of all sorts. Main floor retail and restaurants can spill over into these spaces during the summer. There is a possibility of having a movable outdoor stage for street festivals and local displays.



Objective

Currently, there is a 'big-box store' feel to this area. It is possible to have the same types of large-scale retail in dense urban areas and downtown (right).

Left: model of proposed lane changes (red), infill development (white), greenway and public space (green)

It is proposed that this area be developed into a walkable mixed-use block, with the incorporation of residential, corporate and commercial uses. Osborne Village is a central location with all necessary daily amenities available: therefore, by increasing opportunities for more people to live, work and play in this neighbourhood, the streets will become more safe.

Left: Model of proposed infill development, incorporating a greenway along McMillan Avenue, as well as inner courtyards shown among the buildings.

Precedents



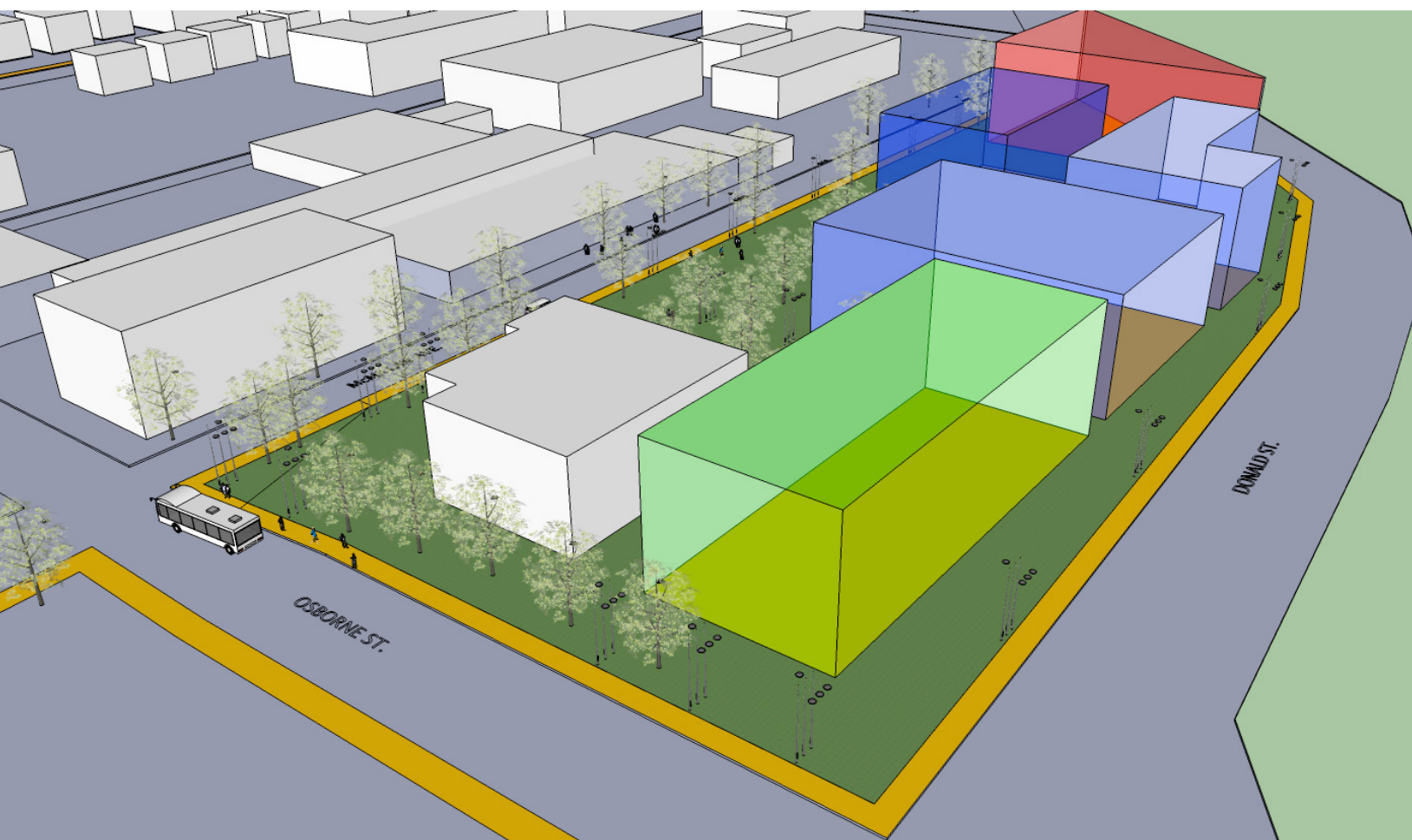
Proposed Development Pattern



Left: View of proposed infill development looking southeast from McMillan Avenue at Osborne Street. With calmed traffic, this greenway will be more enjoyable and safer for pedestrians and cyclists.



Left: View of proposed courtyard. In this space, local gatherings and concerts can take place on a movable stage. As well, with main floor retail in the surrounding buildings, the stores can spill over into this beautifully landscaped public space.

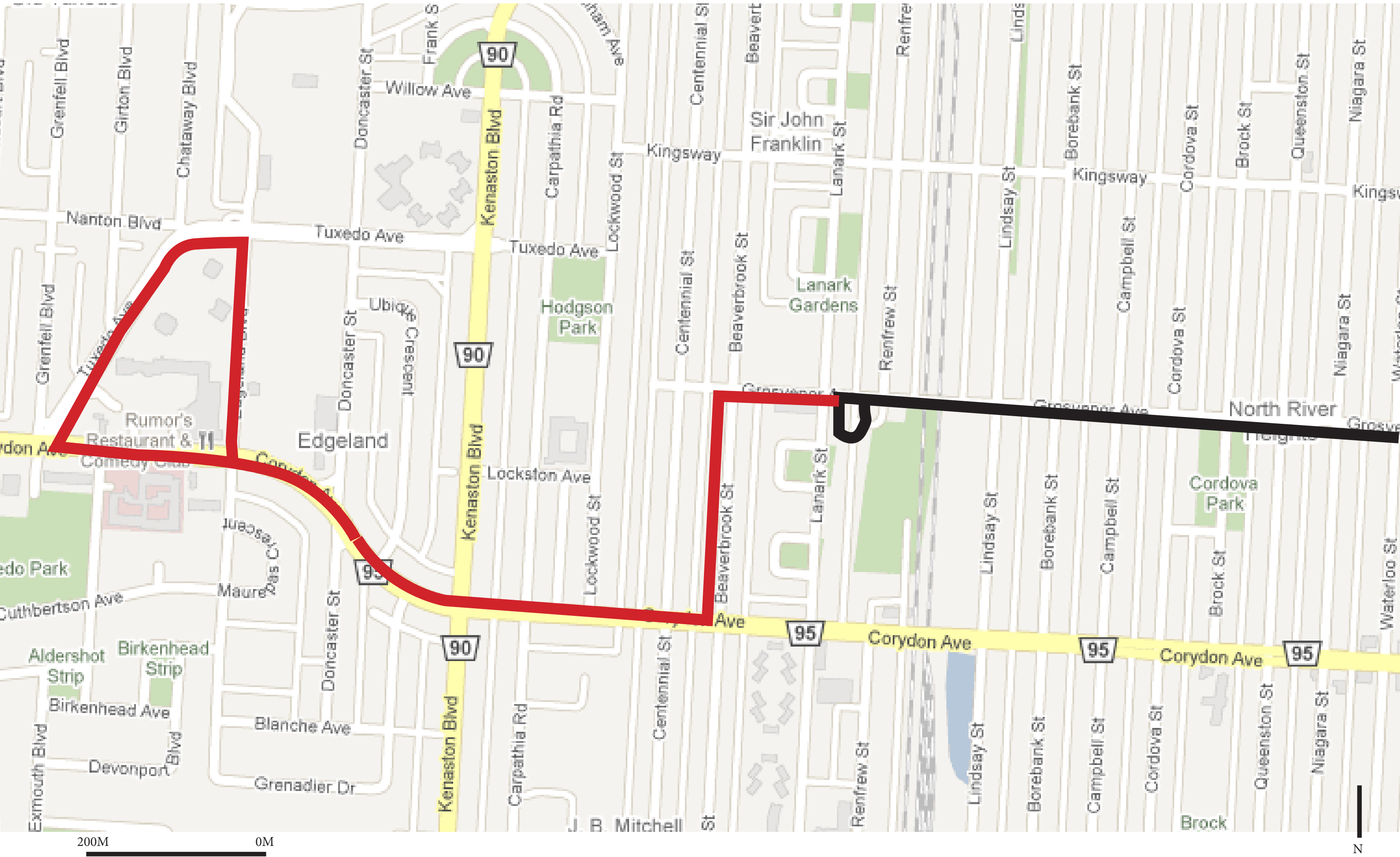


Left: Bird's eye view of proposed development looking northeast. The green building can be a short-term addition to this area, followed by the blue buildings and finally the red building in the long-term.



Left: View along proposed McMillan greenway. This greenway could become an urban park for Osborne Village. The adjacent precedent from Seattle is a great example of an urban greenway in the United States.

Bus Route 68 - Current and Proposed Route



EXISTING 68 ROUTE PROPOSED EXTENSION

The 68 transit route is a popular choice for residents of the village, as it connects Osborne Village to downtown Winnipeg via its eastbound line. The westbound line however, does not have the same popularity, as the line ends at the corner of Grosvenor and Renfrew, in the middle of a residential neighbourhood. By extending the route further west to the Tuxedo Park transit station, the 68 then connects with other routes to Polo Park and down Corydon Avenue. This gives users of the 68 more options heading west, similar to the eastbound route.



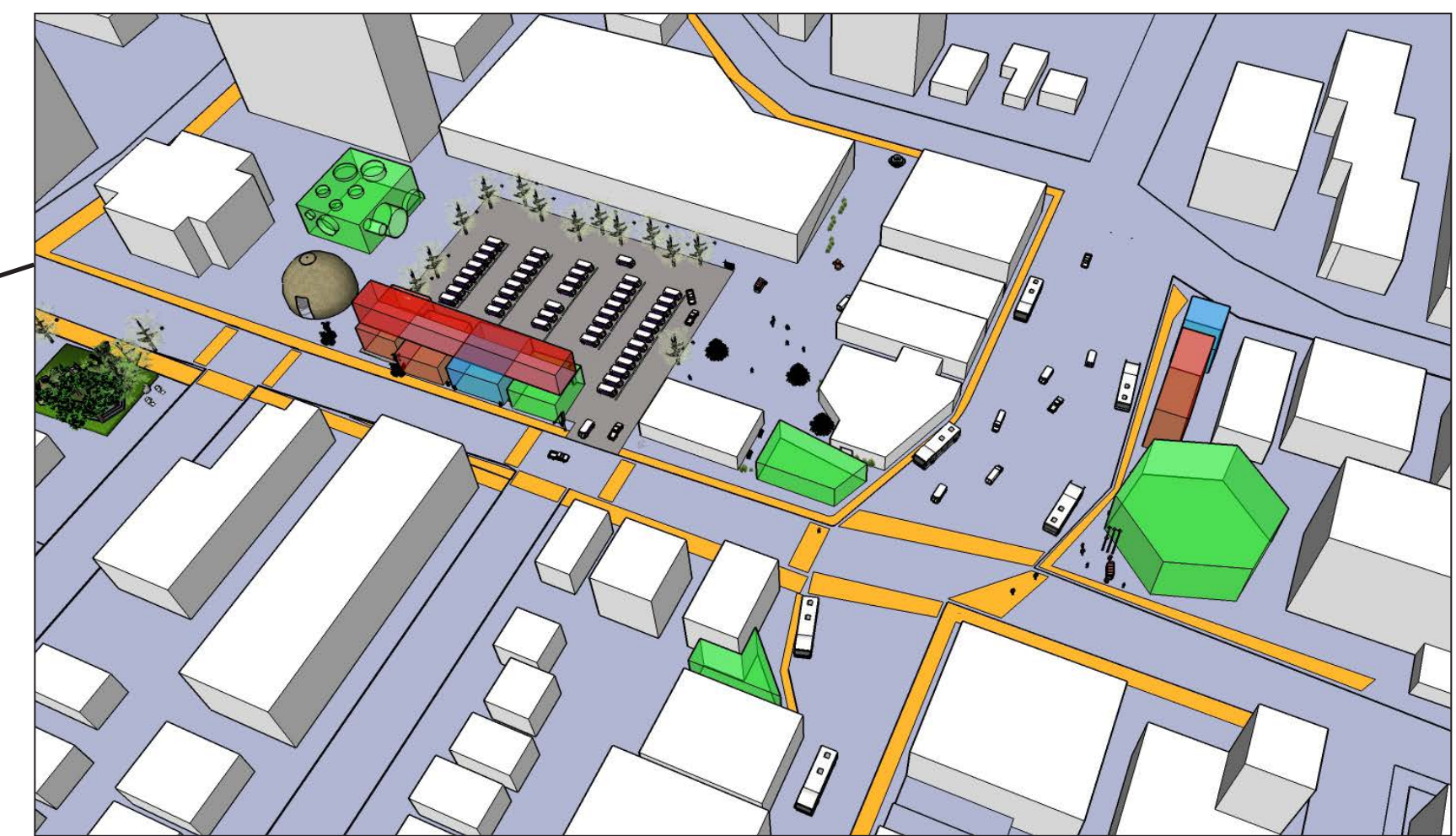
Proposed Greenway



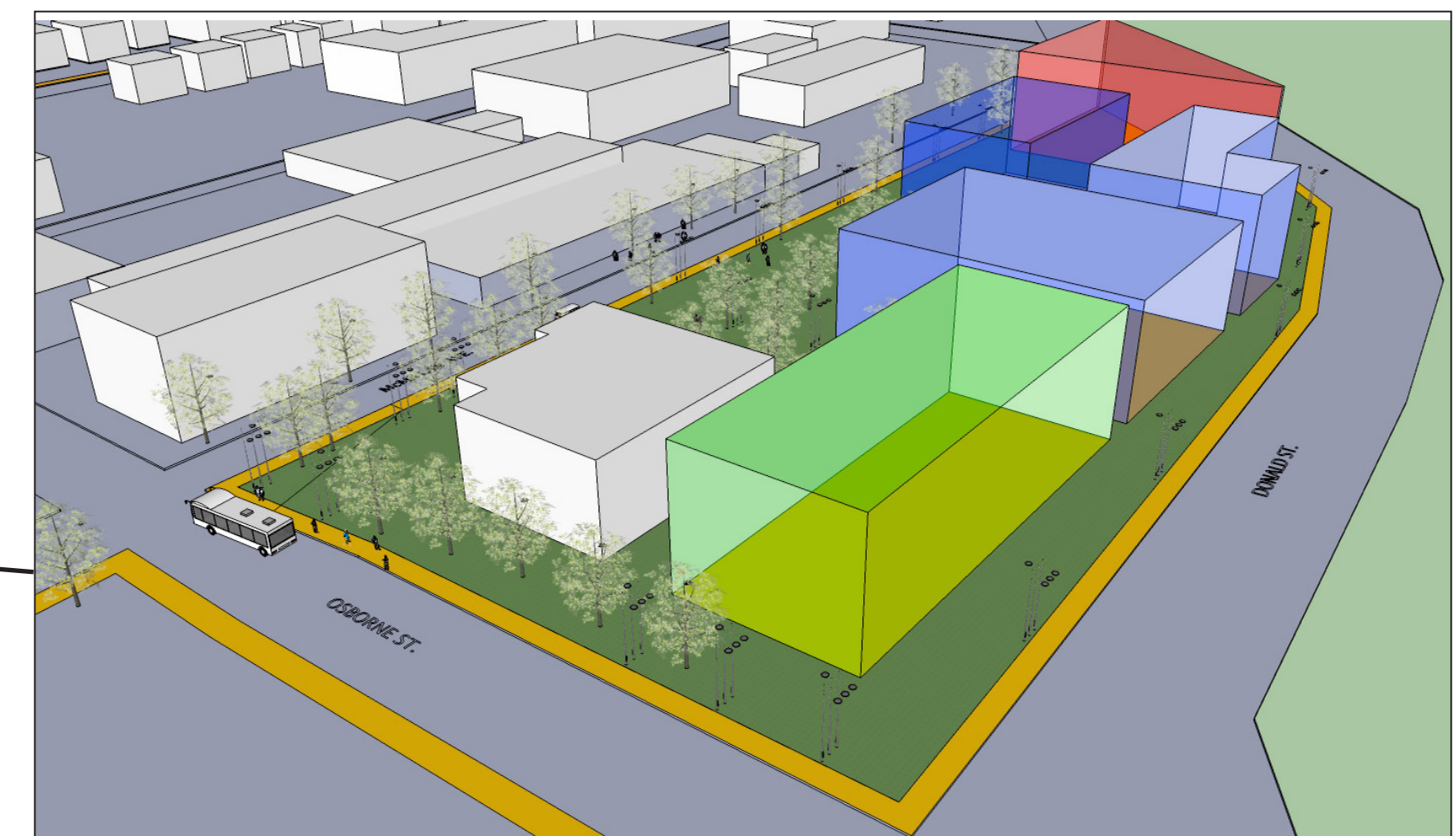
The most popular walking path in the area is the boardwalk along the Assiniboine River leading to the Forks. Connectivity with Osborne Village and this path however, is minimal. By creating a similar boardwalk along the southern bank of the river, residents of Osborne Village have more options and easier access to reach destinations such as the Forks.

Extending the boardwalk into the neighbourhood, creating a designated pedestrian path through the neighbourhood, connecting all three neighbourhoods in Osborne Village. The path can run along Roslyn Road, travel south down Nassau Street, east along McMillan Avenue into the new proposed development, and north up Scott Street. The path would use the building setbacks, reducing the space from the street to the buildings, as well as integrating seating, planters, vegetation and lighting into the fences and landscape already existing. Bike parking could be provided along the street, breaking up the long rows of car parking and providing spaces for cyclists to park and operate on their bicycles.

INTERVENTION SUMMARY



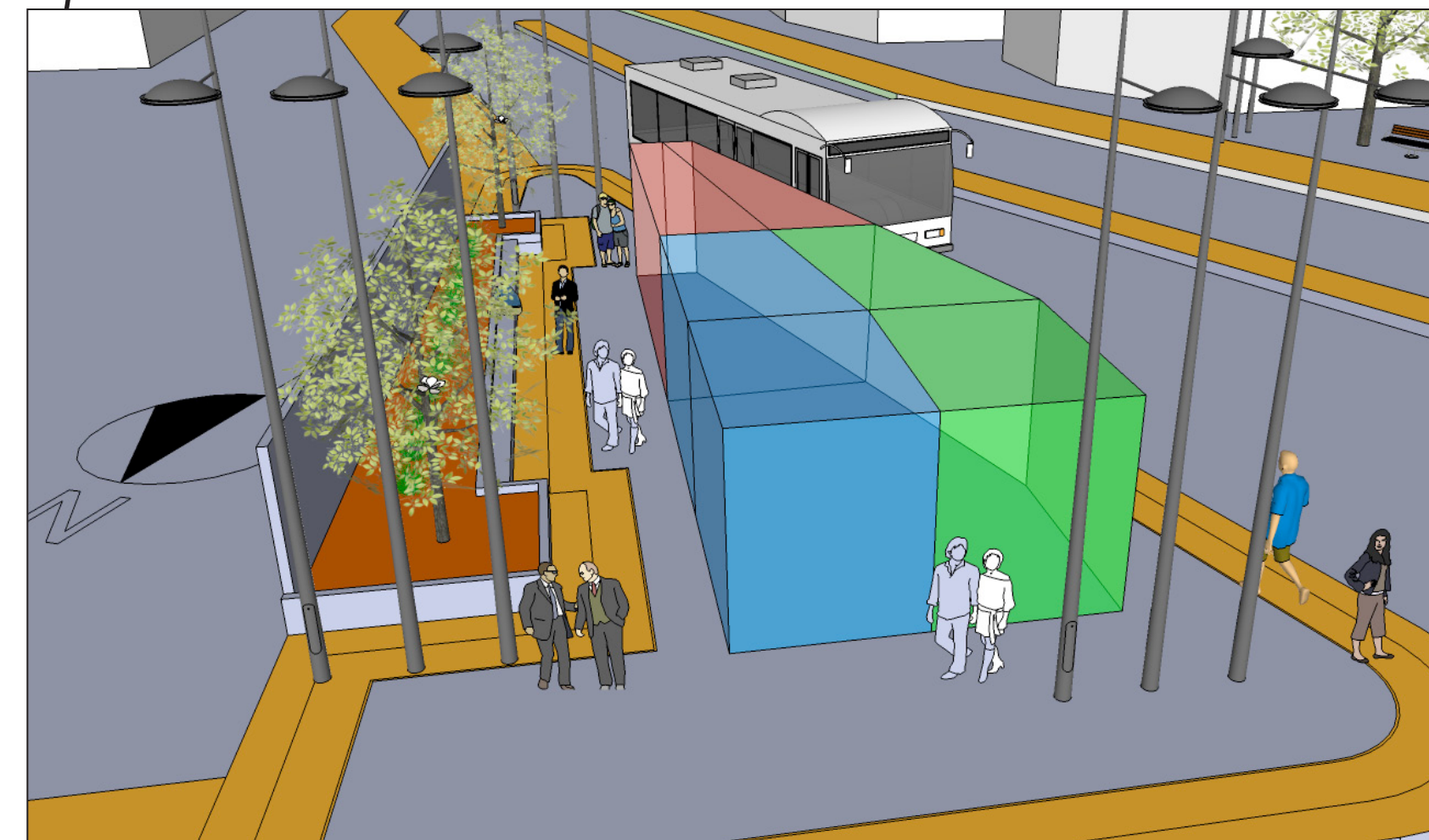
The Safeway parking lot redevelopment will restrict vehicle movement and encourage pedestrian movement in a space that was previously devoted to cars. The vacant lot will be transformed into a garden with a garden hut. River and Osborne will be the site of future transit oriented development.



The proposed greenway and infill development on McMillan Avenue will provide an opportunity for local services and more residential. The greenway would connect the development with the rest of the neighbourhood and serve as an urban park. The development should be a walkable area with a mix of uses for people of all ages and abilities.



The greenway system integrates the existing building setbacks to create a more pedestrian-friendly walking path through the Village.



The corner of Stradbrook and Osborne is the site for proposed transit-oriented development because it is a distinct traffic node.



A view from the Osborne Bridge of how future development will begin to change the landscape of the southern portion of the Village.

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friendly communities*