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**THE PROVENCHER BRIDGE PROJECT: A COMMUNITY PROFILE**

Prepared for

The City of Winnipeg Streets and Transportation Department

by

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## CHAPTER I

### PREFACE

This community profile provides an overview of the key physical, social, and economic characteristics of the communities on either side of the Provencher Bridge; the Downtown and St. Boniface. It is these communities which make up the project study area. The profile provides an understanding of the historical roots and current characteristics of these communities, and the values of the residents and community organization representatives. It can be viewed as a first step before initiating a planning and public consultation process for the Provencher Bridge Project.

The study was carried out using two different methodologies of data collection: review the appropriate census data, reports, plans, policy papers, and, press coverage; and meet representatives of community organizations, and activists in the area, to learn of their views, interests, and concerns in relationship to the project. The field work was carried out over one week, and thus, incorporates an overview of the key characteristics of the communities, and the interests and concerns of community representatives. Further analysis and evaluation would be required to fully explore and understand the relationship of this information once planning for the Provencher Bridge Project commences.

The author appreciates the time and effort made by the many individuals who provided information for this profile, and would be pleased to correct any errors or omissions made due to the overview nature of this profile.

## CHAPTER II

### LOCAL HISTORY

#### The Forks

Archeological remains showing evidence of human activity from 3000 years ago, found at the junction of the Red and Assiniboine Rivers, underscore the historical importance of The Forks. First a campsite for Aboriginal people, it later became the heart of the fur trade, and remains of both Fort Gibraltar I and Fort Gibraltar II have been unearthed at the site.

#### St. Boniface

In 1812, the Selkirk settlers arrived, establishing an agricultural colony on the west side of the Red River. In 1818, Father Provencher, a secular priest, arrived from Montreal, at the invitation of Lord Selkirk, and was granted land on the east side of the Red River. Provencher constructed a chapel and a school, and named the settlement St. Boniface. Many French Canadian trappers and fur-traders arrived from Lower Canada and, together with their Metis and Aboriginal wives, settled in St. Boniface. The confluence of the Seine and Red Rivers, in St. Boniface, is the site of one of Winnipeg's most historically significant settlements, the Lagimodiere homestead, dating from 1818. The Metis dominated the settlement until confederation in 1870. With confederation, local immigration patterns shifted in favour of anglophones from Upper Canada.

The Red River settlement was incorporated as the City of Winnipeg in 1873. In 1880, the rural municipality of St. Boniface was established which annexed the small parish of St. Vital to the south. In 1883, the Town of St. Boniface became a municipality and in 1908, a city. With continued growth in the number of anglophones that were settling in Norwood, St. Boniface became bilingual, and eventually, anglophones became the majority on council. The francophones might have reorganized their boundaries to exclude Norwood from St. Boniface. Instead, they focused their efforts on retaining the right to educate their children in French. The community did not oppose the introduction of a metropolitan form of government in 1960 or its present form of Unicity in 1972. Although municipalities were granted control over education, they lost control over development and land use.

There is a historically rooted schism between St. Boniface and the City of Winnipeg that was embodied by a linguistic and religious rivalry in the early history. Later, when St. Boniface lost its status as a city, it manifested in feelings of alienation and animosity over lost services. This was further reinforced several years ago when City Council was reorganized with fewer members. Rather than retaining the name St. Boniface for the entire area, the previous St. Boniface-St. Vital Community Committee was re-named Riel.

### Implications

The history provides some explanation for the tension in the relationship between St. Boniface and the City of Winnipeg. There could be a tendency for St. Boniface residents to view this project as a threat, one that is being imposed by the City of Winnipeg. It will be important to consider this in the planning and public consultation process. Methods for mitigating against this could include: facilitating numerous opportunities for public involvement, using a variety of techniques to reach many kinds of people; emphasizing that the process will begin with a blank page since there is no predetermined plan for the project; and that in connection with the project there will also be opportunities for neighbourhood infrastructure improvement with respect to pedestrian and cycling amenities, access to the riverbanks, and attractive bridge esthetics.

## CHAPTER III

### COMMUNITY CHARACTERIZATIONS

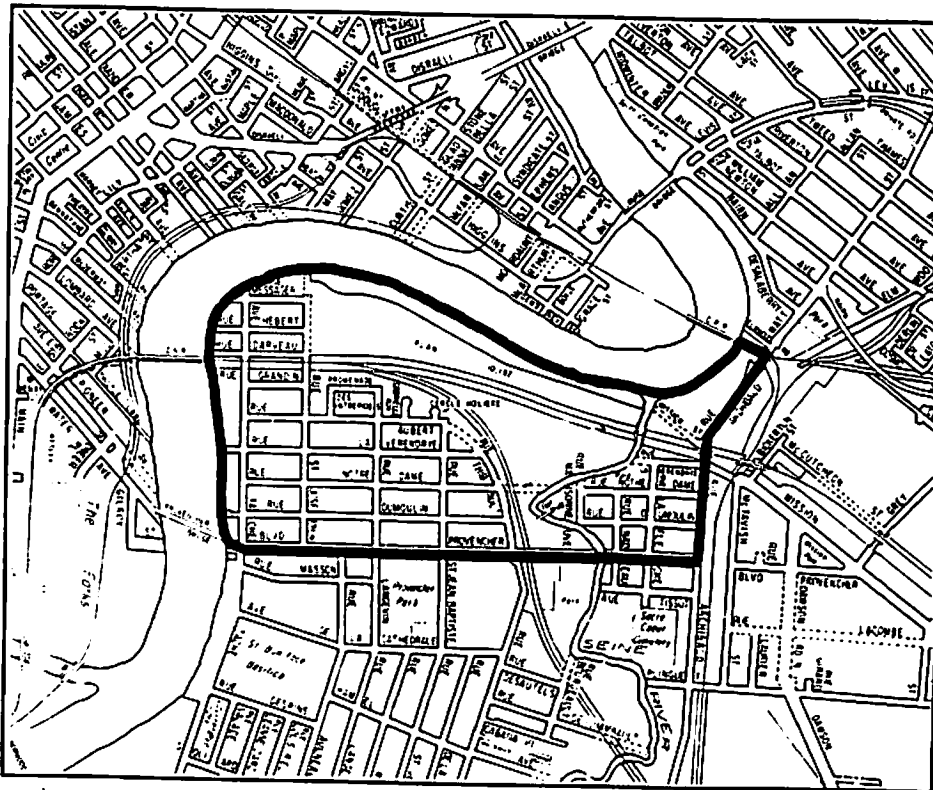
#### The Study Area

The study area for this community profile includes North St. Boniface, Central St. Boniface, and the Downtown, including The Forks. It is bounded by the Red River and the Central Park community to the north; Marion Street and the Assiniboine River to the south; Rue Archibald to the east and Osborne/Young/Balmoral Streets to the west<sup>1</sup>.

#### St. Boniface

As one of the residential neighbourhoods adjacent to Downtown, the community of St. Boniface is known for having the largest French speaking population west of Thunder Bay. Its rich historical and cultural heritage is an integral part of the community's identity. It's proximity to Downtown and The Forks, and its many historical, cultural, and natural attractions explains its importance for the francophone community, other Winnipeggers, and tourists alike.

#### North St. Boniface



<sup>1</sup> Demographic data derived from Statistics Canada, 1991 Census and obtained from the City of Winnipeg Area Characterization Profiles and Information Sheets; and the Social Planning Council of Winnipeg.

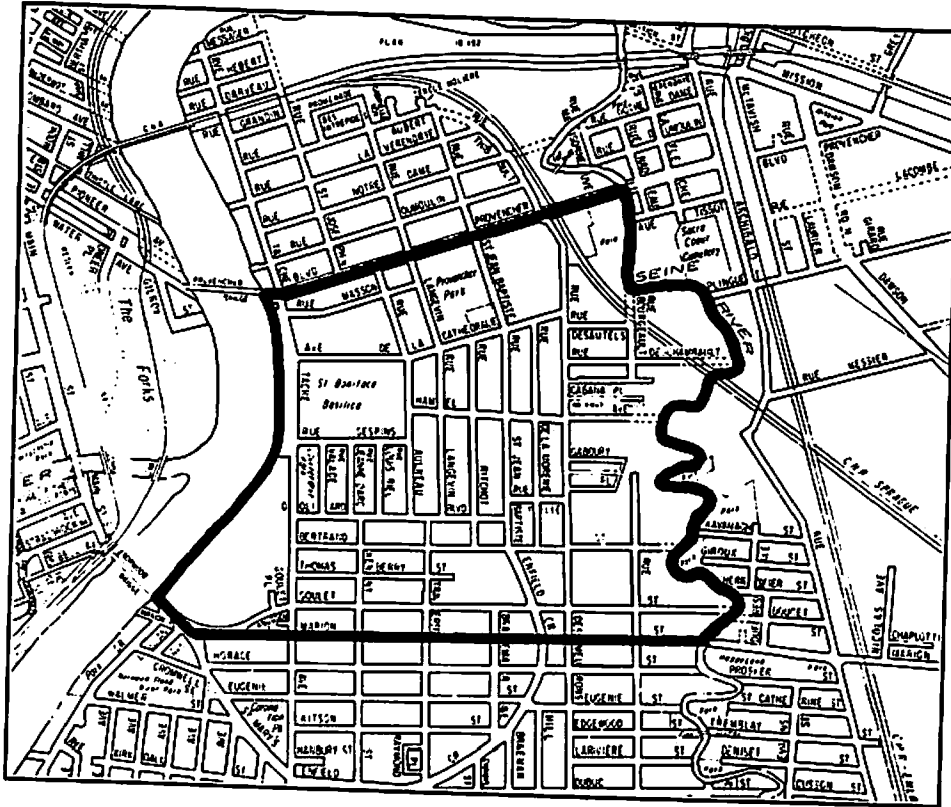
The population of North St. Boniface is 1940, an increase of 4.3% from 1986 to 1991. Although the population break-downs by age cohorts are fairly consistent with the city as a whole, there is generally a higher number of individuals found in the 0-34 age ranges. Of 785 households in the community, 31.8% are one-person households, and 31.2% are two-person households. The data suggests that North St. Boniface is home to a number of young families and younger adults, both singles and couples, without children. From 1986 to 1991, 49.4% of the population moved. Sixty four percent of the population are of French origin in this neighbourhood, as compared to 8.2% for the city as a whole. The mother tongue, or the first language learned and still understood, is French for 44.3% of the population and English for 43.3% of the population. The average family income is \$39,977.00 which is an increase of 22.6% from 1986 to 1991. This increase in income is, in part, a reflection of a new middle-income, single-family housing development which was built in the neighbourhood several years ago. Highest levels of education attained for those 15 years and over are as follows: 9.6% have less than grade nine; 31.1% have no high school certificate; 8.9% have a high school certificate; 24.8% have some non-university education; and 24.8% have some university. The most common occupations of males in the labour force in this neighbourhood are construction trades, machining, service, and clerical. Amongst females in the labour force it is clerical, and medicine and health.

The majority of dwellings (54.8%) are single-detached with 50.3% of the total number of dwellings being owned and 49.7% being rented. There is a higher incidence of renters in this neighbourhood than what is found city-wide (39.4%). The average value of dwellings is \$79,642.00. The housing in this neighbourhood is older than for the city as a whole, with 39.1% constructed between 1946-1960, and 33.3% constructed before 1946. Sixty percent of the housing stock is in good condition followed by 34% that is fair, 5% that is poor, and 1% that is in very poor condition.

This neighbourhood is a mixture of residential, commercial, and industrial land uses. The industrial character of North St. Boniface is attributable to a major rail servicing installation which was planned when the CNR was constructed in 1900. It was anticipated that these railway yards would foster the area's development as a major industrial district. This never happened and as residential development occurred, it had to co-exist with industrial. Modest housing was constructed to accommodate rail and factory workers, some of which still remains. Ecole Tache is the one school in the neighbourhood. There are two small parks and a large expanse of green space between the Red River, Seine River and the CNR highline. There are beautiful views of the Red River from the industrial areas, located on the bank of the river. The community planner for St. Boniface is currently working with the Old St. Boniface Residents' Association to develop a neighbourhood plan for a portion of the neighbourhood that is located north of the CNR highline, and west of the baseball diamond, in order to preserve and redevelop it as a residential area.



## Central St. Boniface

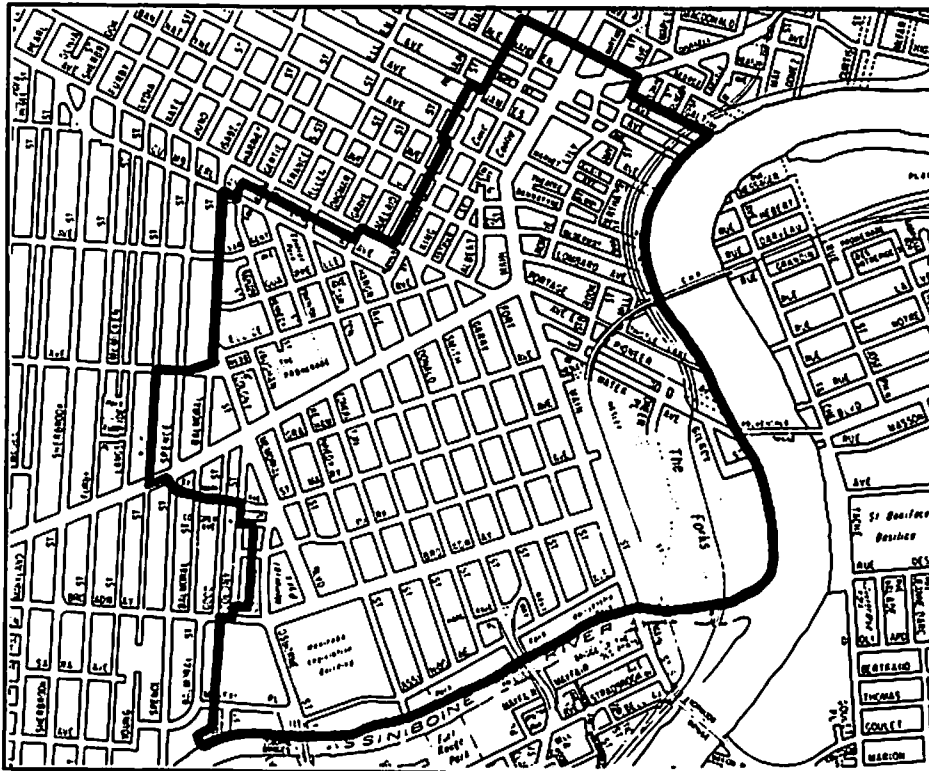


The population of this neighbourhood is significantly greater than that of North St. Boniface at 6585. There has been a decrease in population of 6.9% from 1986 to 1991. The population break-downs by age and gender show that this is an aging neighbourhood with a much higher proportion of senior citizens than what is found on a city-wide basis. There is a particularly high number of older women in this neighbourhood with 8.0% between the ages of 50-64, as compared to 6.7% city-wide, and 21.3% over the age of 65, as compared to 8.0% city-wide. Highest levels of education attained for those 15 years and over are as follows: 20.9% have less than grade nine; 26.7% have no high school certificate; 10.0% have a high school certificate; 19.8% have some non-university education; and 16.2% have some university. From 1986 to 1991, 53.3% of the population moved. This neighbourhood has 72.6% of the population reporting that they are of French origins. French is the mother tongue of 52.2% of the population, and English for 34.9% of the population. The average family income is \$34,727.00 which is an increase of 18.3% from 1986 to 1991. The predominant occupations of males in the labour force in this neighbourhood are service, product fabricating, assembling and repairing, construction trades, clerical, and managerial, administrative occupations. The predominant occupations for women in the labour force in this neighbourhood are clerical, service, medicine and health, teaching, and sales.

The majority of the dwellings in Central St. Boniface are apartments (68.9%) which explains why a very high proportion of the dwellings in this neighbourhood are rented (72.1%), as compared to 39.4% city-wide. The average value of occupied private dwellings in Central St. Boniface is \$77,608, as compared to \$94,999 city-wide. The housing stock in this neighbourhood is quite old with about one-quarter (25.4%) being built before 1946, as compared to 20.8% city-wide, and only 7.9% being built after 1980, as compared to 16.5% city-wide. Seventy percent of the dwellings are in good condition showing that although the housing stock is old, it is well maintained.

The neighbourhood is primarily residential with the exception of commercial strips along Goulet Street, Marion Street and Provencher Boulevard. There are industrial areas on the east side of this neighbourhood adjacent to the Seine River. There are a number of large public institutions here including St. Boniface Hospital, St. Boniface College, St. Boniface Museum, and Tache Centre. There are four schools in the neighbourhood including College Louis Riel, Ecole Provencher, Marion School and Queen Elizabeth School. In addition to the school grounds, there are three parks in the area.

### The Downtown



The residential population of the Downtown is 13,320, and is clustered in two areas; between Assiniboine and Broadway Avenues, and in the Central Park area north of Ellice Avenue. The population has increased by approximately 2000 people in the last 10 years, and is expected to increase by approximately another 3000 people in the next 10 years. There is a higher concentration of young people in the 15-24 and 25-34 age ranges, and seniors who are 65 and over. The highest level of education attained for those 15 years and older is as follows: 14.8% have less than grade 9; 25.1% have no high school certificate; 10.4% have a high school certificate; 22.1% have some non-university education; and 27.6% have some university. Between 1986 and 1991, 77.6% of the population moved making this a highly transient residential community. The most common ethnicity found in this neighbourhood is 26.3% who are of British origin which parallels that found across the city as a whole (26.8%). The next highest ethnicity is 9.2% who are of Aboriginal origin, as compared to 5.7% for the city as a whole. A total of 28.2% of the population are immigrants. These figures show that Downtown is increasingly becoming home to Aboriginals and recent immigrants. The average family income is \$31,682.00, which is significantly less than that for the city as a whole. The most predominant occupations of males in this neighbourhood are service, managerial and administrative, sales, and clerical. For females, the most predominant occupations are clerical, service, managerial and administrative, and medicine and health. The Downtown provides employment for over 68,000 people, which is one-quarter of the city's total employment, and contributes approximately 23% of the city's net business tax, and 7.5% of the city's total realty tax.

The highest preponderance of households are rented (95.6%), and 4.4% are owned. The age of the housing is much newer in the Downtown with 27.9% being built between 1971-1980, and 23.6% being built between 1986-1991. Construction of apartment units has come to a virtual halt since 1988.

Winnipeg's Downtown is very large, framed on two sides by 2.2 miles of riverbank, covered with 24 miles of roadway and accessed by seven bridges accommodating vehicular, pedestrian, and rail traffic. Anchored by the historic Portage Avenue and Main Street, the Downtown is made up of a number of separate pockets of development, each with their own attractions including, the Exchange District, Chinatown, The Forks, Old Market Square, Portage Place and its connections to other shopping areas, Broadway Avenue, and waterfront facilities including riverwalks, boat docks, and cruise boat launches.

### Implications

The two St. Boniface neighbourhoods are somewhat distinct from each other and they are both different from the Downtown. In comparing the two St. Boniface neighbourhoods, North St. Boniface has had a small increase in growth, is somewhat more stable, has a much higher level of home ownership, higher educational levels of attainment, and higher family income. In contrast, Central St. Boniface has had a small decrease in population, has a significant number of seniors who are residing in apartments, with lower levels of educational attainment, and lower incomes. Three-quarters of the

population in Central St. Boniface report that they are of French origins and French is the mother tongue of just over half. In North St. Boniface, almost two-thirds of the population are of French origins and the mother tongue is French for just under half.

Communication with St. Boniface should be bilingual and quite “hands-on”, particularly given the older population, with lower levels of educational attainment, in Central St. Boniface. A newsletter delivered door to door, meeting directly with the members of community organizations, round table discussions, and informal neighbourhood meetings would be more effective here than traditional methods such as returning a tear-off coupon or attending a public meeting.

In contrast to St. Boniface, the Downtown’s residential population is growing significantly, and that is anticipated to continue. The population here is very mobile, and is made up of a higher proportion of young people, seniors, Aboriginals, and new immigrants, with low family incomes, the majority living in rented accommodations. The Downtown belongs to all Winnipeggers, providing employment, shopping, entertainment, services, and events.

Communication with the Downtown about the project should include a variety of methods: some that are more “hands-on”, given the mobile, older and new immigrant characteristics of the resident population; and some more traditional methods such as tear-off coupons and open houses for the business community, and other residents of Winnipeg that use the Downtown.

## CHAPTER IV

### INDUSTRIES AND OCCUPATIONS

#### St. Boniface

Enterprise St. Boniface, a business development centre in St. Boniface, conducted an informal survey in 1994 in which they spoke with approximately two-thirds of the businesses in the area. They estimate that there are about 500 micro enterprises, with less than 5 employees, constituting the majority of businesses. A remaining 20-30 are small businesses and another 12 are medium to large businesses which includes some of the larger institutions such as St. Boniface Hospital, the largest employer in the community. The most prominent employers in the St. Boniface community are the industries in North St. Boniface such as Modern Dairies and Scott Screen and Wire, and the institutions in Central St. Boniface such as St. Boniface Hospital, and St. Boniface College.

The industries are viewed as very undesirable to the residents of North St. Boniface and there has been a historical conflict of land uses in this area. This has influenced much of the focus of the Old St. Boniface Residents' Association, and many of their efforts are directed toward protecting and enhancing the residential character and quality of life in the area. For example, in a presentation to TransPlan 2010, which is a comprehensive long-range transportation study for Winnipeg, they recommended that a strategy be developed to minimize truck traffic through residential neighbourhoods, that Provencher Boulevard be made a non-truck route, and that truck access be allowed only to service existing industries.

#### The Downtown

Over the past 15 years, the Downtown has consistently accounted for one-quarter of the City's employment. In 1986, the most significant employment sectors were: wholesale and retail 29.2%; government and defense 21.1%; professional and related services 11.2%; post secondary educational institutions 10.8%; manufacturing and processing 8.7%; and transportation, communications and public utilities 8.0%. One of the background reports for CentrePlan, a long term plan for Winnipeg's Downtown, identifies the size and spatial organization of the Downtown as limiting factors for its success. It is expansive, spatially unorganized, and subject to development and redevelopment initiatives that have been scattered into different pockets. The City of Winnipeg Travel and Demographic Trends 1962-1986, shows that the downtown street system carries an estimated 500,000 vehicles in a typical day, however, almost 43% of all vehicles entering the Downtown are destined for other locations. The number of vehicles traveling to the Downtown during the a.m. peak hours has increased to over 25,000.

#### Implications

The mix of land uses in St. Boniface, residential and industrial in North St. Boniface, and residential and institutional in Central St. Boniface, will have to be taken into consideration in the planning process for the proposed project. For instance, the

transportation needs of St. Boniface Hospital for emergency vehicles, and for their employees and visitors, diverge from the transportation needs of the residential community. It is likely that in some instances the transportation needs of certain land use types would conflict with the needs of other land use types. Efficient traffic flow in, out, and through the Downtown is an important requirement for supporting economic activity, while at the same time, not compromising other prerequisites for a healthy Downtown. The diversity of the industries and occupations in the study area means that publications and open house displays should be easily read by people with a wide range of education from elementary to professional/scientific.

## CHAPTER V

## DEVELOPMENT ISSUES

There is a broad policy and planning context, as well as a community context, in which the Provencher Bridge will be planned. There are a number of City of Winnipeg policies, planning initiatives, and programs that have a bearing on the directions that might be taken in planning and developing the Provencher Bridge Project. These include Plan Winnipeg Toward 2010, CentrePlan, TransPlan 2010 and various area plans that are being undertaken for neighbourhoods and districts adjacent to the bridge. Following is a brief summary of each of these initiatives, and a contact person. Follow-up will be required to ascertain how the Provencher Bridge Project should fit with broad, global plans for Winnipeg's Downtown and St. Boniface.

Policy and Planning Context**TransPlan 2010**

Mr. Kenn Rosin, 986-7019

This is a comprehensive, long-range transportation study led by a steering committee whose mandate is to develop a comprehensive urban transportation/land use plan for the Winnipeg region. Interested stakeholders are provided with opportunities in all phases of the project including envisioning issues and goals, designing alternative land use/transportation scenarios, evaluation, and decision-making. Following are the goals and issues which emerged from the first stage of the process:

- 1) A long term plan with budget and implementation strategies.
- 2) Increased public transit, pedestrian, and cycling emphasis.
- 3) A broader funding base.
- 4) More effective land use planning.
- 5) Effective, efficient goods movement.
- 6) More effective use of the existing transportation system.
- 7) Support for economic development.
- 8) Future road network improvements to enhance access.

The Francophone Chamber of Commerce and the Old St. Boniface Residents' Association each made presentations to TransPlan relating to the need to protect the residential character of neighbourhoods from truck traffic. They proposed that Provencher Boulevard be changed to a non-truck route, and that all truck traffic going from the east of the City to the Downtown be accommodated on Marion/Goulet Streets and Nairn Avenue/Higgins Street.

**Plan Winnipeg Toward 2010**

Contact: Mr. Gerry Couture, 986-5107

This is Winnipeg's long-term plan which comprehensively addresses its physical, social, economic, and environmental conditions. All other documents, budgets, public works, programs, and development must be consistent with this Plan. The vision for the Plan is: "To be a vibrant and healthy City which places its highest priority on quality of life for all its citizens". There are a number of themes and policies which have relevance to the

**Provencher Bridge Project:** First, protect and support local neighbourhoods, and neighbourhood Main Streets by building on the internal strengths of the community, and the commitment that local residents and businesses have to them; second, the importance of ease of access and circulation to Winnipeg's Downtown as a requirement for making it an attractive, distinctive, and vibrant place for Winnipeggers and visitors alike; third, the integration of land use, urban design, and transportation planning; and, fourth, a commitment to consultation.

**CentrePlan** Contact: Ms. Elizabeth Sweatman, 986-7728

This plan for the future of the Downtown is a sub-set of Plan Winnipeg Towards 2010. The Plan is based on a vision that includes five inter-related components: community and belonging; prosperity and innovation; effectiveness and efficiency; soul and personality; direction and commitment. The Transportation Planning section, in Effectiveness and Efficiency, states that the integration of transportation with land use, the environment, and the economy is considered essential. A background report for CentrePlan, recommends that integrated land use and transportation planning should increase the opportunity for transit work trips, and lessen the impact of traffic on area residents, and boundary neighbourhoods. It also acknowledges that proper planning, and appropriate actions to improve the transportation system in the Downtown, will have positive affects on the City's entire transportation system.

**Winnipeg Development Agreement (WDA)** Contact: Mr. Brent Rosnoski, 986-5123  
Winnipeg' Downtown has been a primary focus of the Core Area Initiative, which was a tri-level government agreement that incorporated physical, social, and economic programs designed to revitalize Winnipeg's core area. The WDA continues these efforts, although with a city-wide emphasis, to support sustainable economic development. A number of initiatives that would have bearing on the project are being funded through the WDA, such as river-walk development, and Destination St. Boniface.

#### Community Context

St. Boniface provides the community context with which the bridge has to fit. It has always been characterized by a mixture of land use types and in many ways this adds to its interest and vibrancy. However, in North St. Boniface the mix of land use types, large industries and single family residential, has not been conducive to sustaining a healthy residential environment due to the adverse influence of the industries themselves. Existing industries challenged attempts to rezone the land, and for a long time the City was reluctant to even rezone their substantial holdings in the area because of future plans to develop a light rail transit system along the highline. Although no longer zoned industrial, existing industries are allowed to stay as non-conforming land uses. Some progress has been made on improving the land use and zoning policies for the area. Previously zoned to allow for high density residential development, in spite of the fact that the residential area was primarily single family houses, the community lobbied successfully to have it down-zoned. This will ensure that future development is compatible with the policies of Plan Winnipeg which stresses the importance of stabilizing the area, and promoting a healthy quality of life for its residents.



Two organizations in St. Boniface working hard to influence the kind of planning that guides development in their area are the Old St. Boniface Residents' Association and the Francophone Chamber of Commerce. The Old St. Boniface Residents' Association is trying to protect the residential character of the area through residential zoning, relocation of industries from the area, and pursuing residential development and a linear riverbank park for the area north of the highline. At the last annual general meeting, they identified four primary issues that are of greatest importance to the community, and a series of motions laying out goals and action plans (Appendix A) with respect to each of these issues:

- 1) The future of the Provencher Bridge and Provencher Boulevard.
- 2) The residential quality of life.
- 3) Development plans for the area north of the highline.
- 4) Future development of parks and riverbanks.

Many members of the community question whether there really is a need for a new bridge structure and would prefer to see the existing bridge retained. They would like to see it limited to vehicular traffic, only, if it is not strong enough to accommodate trucks. If it must be replaced, the community's interests are to see that it is designed to reflect the French history of the area, and with esthetic merit. They would strongly oppose the bridge being designed in such a way as to make Provencher Boulevard a speed-way, or extend it beyond Rue Archibald to become a major east-west traffic arterial route for the City. The preference would be to see this kind of traffic planning directed toward the Naim Overpass/Higgins Street/Disraeli Freeway.

The Francophone Chamber of Commerce is attempting to work in a proactive way with the major industry owners in the area to see if a win-win solution can be developed. These industries are constrained by the lack of land available for expansion, and because of community efforts to build the residential aspect of the community. Therefore, relocating to an industrial park could be mutually beneficial.

With reference to the third issue, after repealing park zoning for the area north of the highline, City Council struck an ad-hoc committee, made up of residents, representatives of community organizations, city administrators, and Councillors Vandal and Golden. Their mandate is to review the property ownership, and the condition of the infrastructure in the area north of the highline, and assess the costs for residential development, which is the community's preference.

#### **Destination St. Boniface/Rue Principales**

Under the sponsorship of the Francophone Chamber of Commerce, Destination St. Boniface is attempting to redevelop St. Boniface as the French quarter of Winnipeg by building on all of its cultural, historical, linguistic and architectural assets (Appendix B). In an issues paper prepared for the Old St. Boniface Residents' Association in the mid-1980's, physical identity, language and history were identified as the three most

important elements that establish the culture of St. Boniface. Of the three elements mentioned, physical identity is the weakest contributor in that there is little in the physical environment that characterizes the strong French character that makes St. Boniface unique. The second element, language, is the strongest identifiable characteristic of St. Boniface. The historical struggle to retain their language has been successful and this is reflected in the high number of French-speaking residents in the area, and the recent initiation of a provincial francophone school division. The third element, the history of St. Boniface, is well preserved and displayed by the St. Boniface Museum, the Historical Society, and through cultural events such as the Festival du Voyageur. There are many significant historical sites along the Red River and potential projects, yet to be developed, such as the Lagimodiere homestead, Gabrielle Roy House, a dock in front of Fort Gibraltar, and a riverwalk and bicycle path from the Norwood Bridge along the Red River to the Lagimodiere site.

Through one of its projects, Rue Principales, the community is undertaking a research and planning process which will result in a plan for revitalizing their community and Provencher Boulevard. This project has been funded by the Heritage Canada Foundation, formed in the 1970's to revitalize city centres, and the Winnipeg Development Agreement. Their consultants are currently preparing a report, for \$28,000.00, that provides: a statistical profile of the community's characteristics, including the results of a community consultation process that incorporated small group discussions and interviews; and a description of other Rue Principales projects across Canada that could have relevance for Provencher Boulevard. The next stage, to develop an action plan, will cost \$150,000.00 and be funded by the WDA (80%) and the Francophone Chamber of Commerce (20%). The third phase will be the implementation of the projects, each with different funding sources. The project has a large management board made up of 48 members from business, residents, cultural, educational, and other kinds of organizations, as well as individuals. They are using an inclusive, participatory approach so that the project is perceived as being representative of the community. It appears to have broad-based support.

**Heritage Structure Designation** Contact: Mr. Edward Ledohowski, 945-4463  
 The Old St. Boniface Residents' Association has nominated the Provencher Bridge for provincial heritage site designation. The nomination is supported by a report written by Mr. Gerald Boily that describes the story of the bridge, its historically and architecturally interesting elements, and proposals for its redevelopment if it is designated a heritage structure (English translation of report available from Mr. Ledohowski). This nomination has the support of a large number of St. Boniface community organizations. The Heritage Council Screening Committee has determined that their nomination deserves a closer look. Staff of Historic Resources are reviewing what other provinces in Canada are doing for heritage bridge preservation, and what are the criteria that they use. They indicate that a structure would not be designated if it makes the structure unviable for its purpose. There seems to be a balance of opinion in the community about heritage designation, with some believing that the bridge is unsafe and unattractive.

The St. Boniface community is looking for transportation planning that compliments, and is comprehensively integrated with the broad-based land use and community economic development planning that they are involved with through Destination St. Boniface/Rue Principales and through the Old St. Boniface Residents' Association. They strongly feel that present traffic negatively affects their neighbourhood and they would like to minimize the affects from a new Provencher Bridge on their neighbourhood. Yet, they want to ensure that they have the appropriate quality of traffic that brings Winnipeggers and tourists alike to their community to enjoy its many existing attractions, and proposed new developments, while at the same time, not harming the quality of life of the residents. The most commonly expressed view of those that were interviewed is that it should be designed at a community bridge scale with truck traffic redirected to Marion/Goulet Streets, and to Higgins Street/Disraeli Freeway.

In contrast, planning efforts for the Downtown are directed towards a multiplicity of areas, yet a common theme from the transportation perspective is the need for integrated transportation/land use planning that makes it convenient, affordable, efficient, and safe for people to use the downtown whether for employment, entertainment, housing, shopping, or events. There is a parallel of interest in certain respects, yet it is the residential neighbourhoods of St. Boniface that have the greatest fears, and perhaps the most to lose, with the proposed project.

#### Implications

The St. Boniface community organizations are well organized and quickly come together to fight an initiative that they view as threatening the quality of life, and viability of their community. They are experienced at working together collaboratively, and work towards consensus. With the support of leadership from within the Old St. Boniface Residents' Association and the Francophone Chamber of Commerce that is both politically and professionally astute and experienced, the community is working from many different angles to redevelop St. Boniface as the French quarter of Winnipeg, while at the same time protecting the residential quality of life. These community representatives will expect to become involved in the Provencher Bridge Project, one of their four most significant issues. They will expect that the bridge should be planned within the context of the community, and it should compliment the comprehensive planning being undertaken through Destination St. Boniface and Rue Principales. Further, the Société Franco-Manitobaine cautioned that the planning process should respect the integrity of the community, and not create a divisive debate. Additionally, the planning process will have to strike a balance between the community context, or micro-environment, and the policy and planning initiatives that shape the macro-environment. A collaborative planning and public consultation process is needed to bring together all of the stakeholders representing the Downtown, St. Boniface, and the relevant policy and planning initiatives.

## CHAPTER VI

### ORGANIZATIONS AND LEADERSHIP

The following organizations were contacted because of their involvement in the St. Boniface community, and the Downtown (contact information in Appendix C). Most indicated that they would like to participate, in some way, in the planning and public consultation process for this project. A summary of the views of the majority of the St. Boniface community organization representatives follows at the end of this section.

#### St. Boniface Organizations

##### **Chambre de Commerce Francophone de Saint-Boniface**

Mr. David Dandeneau, President

The Francophone Chamber of Commerce was started 6 years ago to forge links with others in the community in order to improve the economic viability, and quality of life for residents and merchants of St. Boniface. They are the sponsors of Destination St. Boniface and Rue Principales. They would like to participate on an advisory committee if one is formed to relate to the Provencher Bridge project.

##### **Boulevard Provencher Advisory Committee, City of Winnipeg**

Mr. Stan Hutton, Coordinator

This committee reports to the Committee on Planning and Community Services, and is mandated by the City of Winnipeg under the jurisdiction of By-law No. 3993/85 to:

- 1) Coordinate economic development activities involving Provencher Boulevard.
- 2) Regulate uses, heights of buildings, and to control architectural and other details of buildings except residences to be built or remodeled within the "District Boulevard Provencher", defined at the section of Provencher Boulevard beginning at the centre of Provencher Bridge and ending at Rue Archibald.
- 3) Direct development of streetscape and vehicle circulation.

##### **Rue Principales St. Boniface Boulevard Provencher**

Mr. Guy Préfontaine, President

Mr. Norm Dupas, Coordinator

This project is part of a larger effort known as Destination St. Boniface, formed to capitalize on St. Boniface's historical and linguistic resources, and its potential to attract the economic benefits of tourism by becoming the French quarter of Winnipeg. It hopes to provide a common vision for all the elements of the community including residents, business people and public sector representatives. Although there is not a sufficient number of businesses for a BIZ group along Provencher Boulevard, Rue Principales has a commercial liaison committee which is examining whether a merchants' association is

needed. This group's interests are to slow the speed of traffic, have more stops, eliminate truck traffic, and retain the boulevard. They are opposed to three or four lanes of traffic in each direction as it would threaten the viability of the businesses on the boulevard. They want to see that the Provencher Bridge Project planning process is compatible with the Rue Principales planning process, and that the two initiatives enhance each other. Their organization wants to be involved in the planning process.

**Enterprise Saint-Boniface**

Mr. Marc Lavoie, Director

This is a business development centre whose mission is to help create and maintain employment and stimulate economic development in St. Boniface. Although it has operated as part of the federal Community Futures Program, they will be independent within the next nine months. They want to increase their geographic boundary to include the entire City and have recently added St. Vital and Norwood. They have an investment fund of \$1.5 million from which they make repayable loans to businesses that have been refused by other lenders. Their Board of Directors includes 11 members, half of whom represent local community organizations, and the majority reside in St. Boniface. Mr. Lavoie is developing a "document centre" within his organization of all the reports, studies and plans pertaining to St. Boniface and would like to include Provencher Bridge Project documents in it. They would like to be invited to have a representative on an advisory committee.

**St. Boniface College (College Universitaire de Saint Boniface)**

Dr. Paul Rouest, Rector

The college is the oldest post secondary educational establishment in western Canada. It is the French language university for Manitoba and offers community college programs that are essential for community development such as business administration, bilingual secretarial, and accounting. The College would like to be kept informed of the project and will consider whether they need a representative on an advisory committee.

**St. Boniface Museum**

Mr. Phillippe Maillot, Administrator

The museum is an arms length corporation of the City of Winnipeg with an appointed Board of Directors. Their exhibits are francophone and Metis in theme. This organization is not community based, but rather, targets itself to the city as a whole and to the tourism sector. They would not need a representative on an advisory committee for the project but would like to be kept informed. St. Boniface Historical Society which is more community-based, would also represent their views.

**Old St. Boniface Residents' Association**

Ms. Monique Mulaire, President

Mr. Christian Benhamou, Member

This Association was formed in 1972 to protect the quality of life for people who reside in St. Boniface by promoting the character and historical significance of the area and by promoting positive development options. With reference to the first issue, this association's members have children that are crossing the Boulevard on a twice daily basis to attend school. Further, children at Tache School, north of the Boulevard, cross daily to use the music facilities at College Louis Riel. They stressed the importance of consulting with people who actually reside in the community, not just individuals working for local organizations but living elsewhere. They are interested in having a representative on an advisory committee for the project.

**La Fédération des aînés franco-manitobain**

Ms. Josée Desjardins, Coordinator

This organization is the lobbying body and provides assistance to Franco-manitoban seniors programs across the province. Club Eclipse '79 (Mr. Ted Dupuis, President 233-5183) and L'Association des Residents de la Accueil Columbien are two affiliated seniors' groups in the area. The seniors would like to be directly approached about their views and whether they would like to have a representative on an advisory committee.

**Centre culturel franco-manitobain**

Mr. Alain Boucher, Executive Director

This organization is a provincial crown corporation with an appointed Board of Directors made up of a balance of individuals from St. Boniface, and from the rural areas. The cultural centre includes a theatre, art gallery, restaurant, bar, outdoor terrace, gift shop, and a large hall. They have a staff of 14 full time and 27 part time employees. They provide office space to 10 cultural groups. They would like to have a representative on an advisory committee.

**Société Franco-Manitobaine**

Mr. Régnald Rémillard, Political and Policy Analyst

This is a political organization that lobbies and advocates to protect and preserve the francophone community of Manitoba. Their Board consists of 11 members who are elected at their Annual General Assembly, and are a balance of francophones from St. Boniface and from outside of Winnipeg. Their mandate is provincial although their work often has a local focus. As economic development is the greatest priority in St. Boniface presently, they have become involved with Destination St. Boniface, by helping the group secure funding. They have stepped back to let the community organizations take the lead but will step back in if there is a local issue, such as the bridge project, if it threatens the fabric of the community. They are viewed as an ally of the community organizations but

they would not want to have a representative on an advisory committee, unless the project became controversial. However, they would want to receive all information about the project.

**St. Boniface Historical Society (La Société historique de Saint-Boniface)**

Mr. Alfred Fortier, Genealogist

This organization was founded in 1902 and has a mandate to acquire, preserve, and promote Franco-Canadian heritage in Western Canada, particularly in Manitoba. It is governed by an elected Board of Directors, the majority of which reside in St. Boniface. They are planning to build a 12,000 sq. ft. Heritage Centre on Provencher Boulevard that will house all of their archives, reading rooms, and a library. They would like to be represented on an advisory committee for the project.

**Save Our Seine**

Mr. J.P. Brunet, Board member; Chair of the Greening Committee; Chair of the Coalition for the Canoeable Seine

By resolution of the provincial legislature, the Seine River has been recognized for its historical, recreational, and natural values, and that it should be protected for the community and future generations. The forks of the Red and Seine Rivers is believed to be one of the most significant historical sites in Western Canada. It is defined by the fact that it was the site of the Lagimodiere homestead, the Demaronde settlement (first settled military presence in Western Canada) and the birth place of Louis Riel. Their group would not want to see Provencher Boulevard turned into an expressway, and would like to see the bridge project enhance the community. They support the vision of Provencher Boulevard as a place for terraces and outdoor cafes. They would like to be kept informed about the project.

**La Caisse Populaire de St. Boniface**

Mr. Don Smith, General Manager

This is a credit union serving the francophone community that is owned by its members. The Board of Directors is made up of people residing primarily in the south-east quarter of the City. Their views on the proposed project are similar to the rest of the St. Boniface community. They are involved with the Francophone Chamber of Commerce and Destination St. Boniface/Rue Principales. They would not need a representative on an advisory committee as they would be represented by the Chamber.

**Festival du Voyageur**

Mr. Norm Gousseau, General Manager

They operate the 10 day festival every year, which includes a big opening day street party on Provencher Boulevard. They are the special-events coordinator for Provencher Boulevard year-round. They manage Fort Gibraltar, where they do historical

interpretation, and Whittier Park, on behalf of the City of Winnipeg. They share the views of many others in wanting to reduce the amount and slow traffic on Provencher Boulevard, and to eventually eliminate truck traffic. Their belief is that the Provencher Bridge needs to be the gateway from The Forks to St. Boniface. They are participating on the ad-hoc committee established to assess the costs for residential development on the land north of the highline. They would like to have a representative on an advisory committee for the project.

### **St. Boniface Hospital**

Mr. Real Cloutier, Director of Community and Out-Patient Care

The hospital is the largest employer in the area with 2500 full-time equivalent positions (3500 including part-time employees). The hospital has no particular concerns with the bridge other than believing that it is unsafe, and that it needs to be replaced. A proper bridge with good traffic flow is important for their facility. Ambulance services use the Provencher Bridge but do not report any difficulties. Their staff use the riverwalk a lot, and the hospital would benefit from any additional work done to complete the riverwalk loop from the hospital over the Provencher and Norwood Bridges to The Forks. They would not need to have a representative on an advisory committee but would consider it if requested.

### **St. Boniface Cathédrale**

Monsignor Albert Frechette, Pastor

Mr. Phillipe Le Quere, Chairperson of the Board of Trustees

Although the cathedrale is a religious facility for its parishioners, it is also a historical site, and a tourist attraction that the community is very proud of. The chairperson believes that it is their duty to get involved with community issues like the bridge project to ensure that the cathedrale and its grounds remain an attraction for people to realize its historical value. Pedestrian amenities that would help people access the site from The Forks are needed. Separate provision should also be made for cyclists. The safety concerns with the bridge do have to be addressed. The parish would not take a position about the nomination for historical designation because that is a political issue, but individuals are free to get involved with the issue on their own. They would welcome the invitation to consider having a representative on an advisory committee.

### **Grey Nuns - Soeurs Grises**

Provincial House

Mr. Raymond Lafond, Executive Director

Ms. Carole Boily, Archivist

The community of the Sisters of Charity of Montreal, Grey Nuns, was founded in 1737. At the request of Bishop Provencher, four Grey Nuns came to the Red River colony in 1844, first to provide education for local girls, and then later to provide services to the poor, orphans, the destitute elderly, and those that were sick and dying. Their original



convent house, built in 1846, houses the St. Boniface Museum. Their early work has evolved into corporations offering many social services both in St. Boniface, and other parts of Western Canada. Those institutions in the study area include: St. Boniface Hospital; Tache Nursing Centre; Youville Clinic; and Provincial House which is a residence and an infirmary for the nuns. The Grey Nuns would not need to be represented on the advisory committee for the project. St. Boniface Hospital or Tache Nursing Centre might want to be represented on a committee although they would be represented by the Francophone Chamber of Commerce also.

#### **À la page bookstore**

Mr. Gérald Boily

Mr. Boily is a business person on Provencher Boulevard, and the author of the report supporting the nomination of the Provencher Bridge for historical designation. He believes strongly that the Provencher Bridge should be preserved by designating it a historical structure.

#### **Notre Dame Recreation Centre**

Ms. Susan Cameron, President

This is a private, non-profit organization providing a variety of recreation programs for the community. Children from North St. Boniface have to cross Provencher Boulevard to get to the centre. Further, some of their activities take place at Whittier Park which requires crossing the boulevard. They share the same concerns expressed by the other community organizations about the project, and could be approached about having a representative on an advisory committee for the project.

#### **St. Boniface School Division No. 4**

Mr. Jacques Richer, Director of Administrative Services

The Division has Provencher and Marion Schools in Central St. Boniface. Their west boundary of the division is the Red River so they do not use the Provencher Bridge. They are not all that concerned about how the new bridge is designed but they would have concerns if the traffic on Provencher Boulevard changes from the current situation of four lanes of traffic at 50 km./hour. The student crossing guards would have greater difficulty getting the traffic to stop for safely crossing the children. About one-third of their student population crosses Provencher Boulevard to attend their schools. Although the local parent councils would want to have more direct involvement with the project, the Division would like to be kept informed and be invited to have a representative on an advisory committee.

**Division Scolaire Franco-Manitobaine no. 49****Mr. George Druwé, Superintendent****Mr. Marc Boily, College Louis Riel Committee Elected Representative**

The division has two schools in the study area, Tache School, an elementary school with about 300 students, which is in North St. Boniface, and College Louis Riel, a junior and senior high school with about 600 students, in Central St. Boniface. There are children crossing Provencher Boulevard on a daily basis to attend the schools. There are two cross-walks available, and the elementary school children are assisted by crossing guards. The Superintendent is aware of residents' concerns that a larger bridge structure will increase traffic on Provencher Boulevard making it more difficult to cross, and further reinforcing the barrier between the two neighbourhoods. The elected representative on the school committee for Ecole Tache is Pierre Deniset (987-3887), and for College Louis Riel, Marc Boily (945-1602 w). Mr. Boily expressed concern with a mega-project increasing the number of lanes and speed limit on Provencher Boulevard which would create dangerous conditions for children in the area. He supports a sustainability approach towards transportation planning that promotes transit use over vehicle use. A representative from, either both or one of, the elected school committees on an advisory committee would be desirable.

In summarizing the views of the individuals representing the St. Boniface organizations, that were interviewed, many expressed skepticism about the need for a new bridge. Those that accept that the bridge needs to be replaced are very fearful that the plan will be to build a very wide span making Provencher Boulevard an expressway connecting the Downtown and the south-east quadrant of the City. This would occur if York/St. Mary Avenues are extended across The Forks site, and aligned with a new bridge, and if Provencher Boulevard is extended east past Rue Archibald where it presently ends. Their concern is that the community is already split by Provencher Boulevard. Additional lanes of traffic and increased speeds would make it an even greater obstacle. This would conflict with the community's vision that they are articulating through the Rue Principales project, and which has broad-based support. In their vision, Provencher Boulevard is a prominent feature complete with sidewalk cafes, and pedestrian amenities. It seems that the central issue is the impact that a large bridge will have on Provencher Boulevard and the surrounding residential areas. A new bridge should reflect the history of the area, accommodate pedestrians and cyclists, and improve the crossing between both sides of the community. A number of individuals commented that the Provencher Bridge Project should be an opportunity to build on, and enhance the richness of the community. Further, they want to see it involve the community as partners in the planning process.

Downtown and City-wide/Provincial Organizations

**The Forks North Portage Partnership**

Mr. Toby Chase, Manager of Planning and Government Affairs

They are in the process of presenting the phase 2 development plan to their shareholders. They have been asked to submit a proposal to Executive Policy Committee for approval to proceed with the extension of York Avenue to Pioneer Boulevard to improve access to their site, and to develop a river road which will be an extension of Pioneer Boulevard through the Exchange District along a proposed marina development. This will be a meandering road that follows the river and serves as a connection between The Forks, and the Exchange District. This project will be paid for with funding that was earmarked for the York/St. Mary Avenues extension, a plan that is no longer being pursued by The Forks. The Phase 2 development plan is modest in scope and budget, geared towards making connections, centred on the entertainment and recreation theme, and on becoming self-sustaining. Some of the plans include a marina development which could have a small commercial and small residential component; a market garden; Manitoba Theatre for Young people; a festival park including a permanent hard shell amphitheatre and open air multiplex; renovation of the old steam plant for MTN; and refurbishment of the bridge for pedestrian cycling access to the south point which will be developed by the Aboriginal community. The Forks has a concern with how traffic gets on and comes off the west side of the bridge, and they believe that the bridge should perform a character-building function between The Forks and St. Boniface. They would like to have a representative on an advisory committee.

**Exchange District Business Improvement Zone**

Mr. Ron Hambley, Executive Director

This organization represents a range of retail and professional organizations in the Exchange District. As part of their plan with The Forks to develop a meandering river road from Pioneer Boulevard to May Street near the Disraeli Bridge, they want to see a better pedestrian crossing where the bridge merges with Water Avenue to the west. They will consider whether they would like to be on an advisory committee or be represented by CentrePlan.

**Downtown Winnipeg Business Improvement Zone**

Mr. Harry Finnegan, Executive Director

This is an association of business people who have joined together to promote their area through physical improvements and marketing activities. Although Mr. Finnegan was away, and others could not comment on what their involvement with the project would be, he can be contacted for follow-up.

**Paddlewheel River Rouge Tours Ltd.  
Captain Steve Hawchuk**

This company moved from their North Kildonan site in 1989 to the site at the Forks to accommodate a new bridge. They are leasing land from the City on the Provencher Bridge right of way for their office. They could construct a new office building on Forks property. However, a new bridge project would cut back their docking area, especially if it is located south of the existing bridge. The national park prevents them relocating further south on the riverbank. When they moved to the site the dock was constructed at their own expense, according to The Forks development specifications. In exchange, they just pay the property taxes in lieu of rent. They are not actively involved with The Forks or the Downtown BIZ, but through The Forks, they are also a member of the BIZ. They would want to be kept informed about the project, and have someone representing their interests in the process.

**City of Winnipeg Community Services Department**

Ms. Chris Knoll, Senior Planner, 986-5044

Mr. Kevin Lalor, St. Boniface Planner, 986-5069

Ms. Valdene Buckley, Downtown Planner, 986-7731

Ms. Elizabeth Sweatman, CentrePlan, 986-7728

Mr. Barry Yanchyshyn, Exchange District and riverbank management, 986-5102

Mr. Stan Hutton, Boulevard Provencher, 986-6427

Planning is involved with a number of initiatives that relate to, and will have influence on the planning and design of the Provencher Bridge including: Plan Winnipeg, CentrePlan, Boulevard Provencher Advisory Committee, the ad-hoc committee on the area north of the highline in St. Boniface, riverbank development, and the Pan Am Games. Each of the referenced individuals are available as needed, and the Downtown and St. Boniface planners will be available as resources for a project advisory committee.

**City of Winnipeg Council**

Councillor Daniel Vandal, St. Boniface, 986- 5206

Councillor Glen Murray, Fort Rouge, 986-5071

Councillor Vandal described the concerns of the St. Boniface community with respect to the project, and identified the community organizations and contact people to meet with for the profile. Councillor Murray stressed the importance of ensuring that the project is planned within a broader context of integrated transportation and land use planning for the Downtown and its adjacent neighbourhoods.

In addition, there are a number of other organizations with a city-wide or provincial mandate that would want to have involvement or be kept informed about the proposed project including: Winnipeg Chamber of Commerce, Manitoba Cycling Association, Rivers West, a federal initiative to create a link between the Forks and Lower Fort Garry, City of Winnipeg Parks and Recreation Department and, Manitoba Trucking Association.

### Implications

Having opened the door, figuratively-speaking, to the community by meeting with community leaders and organizational representatives to ask about their views on, and interests in the Provencher Bridge Project, has been a positive first step. It is critically important to continue to find ways to develop a positive working relationship with these individuals through ongoing contact and continued opportunities for involvement. Partnerships have to be forged, particularly with the St. Boniface community organizations, if the Provencher Bridge Project, and its representatives are going to have any credibility with the community. On an interpersonal level, time and attention has to be given to building positive relationships with the community leaders and organization representatives. Honesty, open communication and integrity will be the hallmarks of a successful project planning and public consultation process. Please note, the representatives from the Old St. Boniface Residents' Association, Rue Principales and Enterprise St. Boniface have asked to see a copy of this profile.

Most of the community organization representatives expressed an interest in being involved, in some way, in the planning and public consultation process for the project. If a public advisory committee is formed to relate to this project, its size and composition should be determined by a number of considerations: the committee should not be so large that it becomes unwieldy, yet it should be large enough to adequately represent the community, particularly in the future as membership drops off; some community groups are represented by umbrella organizations such as the Francophone Chamber of Commerce and CentrePlan and might not need an additional representative on the committee; there needs to be an equitable, although not necessarily equal, balance struck between St. Boniface, Downtown and city-wide interests that reflects the enormous stake that the St. Boniface community has in the project; and, smaller groups whose representatives reside, not just work, in the community should be represented on the committee also.

## CHAPTER VII

### COMMUNICATION CHANNELS

#### Print Media

Two daily newspapers, the Winnipeg Free Press, and the Winnipeg Sun serve the City of Winnipeg. There are also a number of weekly publications, some that emphasize local concerns, and others that serve different ethnic communities. The Lance serves an area including St. Boniface while The Uptown focuses on news and entertainment for the Downtown, and is picked up from street boxes, stands or from various local merchants. La Liberte, a French language paper is available at local stores. The First Perspective is published monthly, and focused toward the Aboriginal community.

#### Informal Networks

Without a doubt, much of the communication that occurs in the St. Boniface community is through "the grapevine". Many of the leaders of the community who were interviewed for this profile, reside in the community, work in the community, and sit on numerous boards and committees. They described a long history of working on behalf of their community. Several individuals were very explicit in stating that the community mobilizes itself very quickly, and with consensus, to deal with issues as they arise. It would be strategic to disseminate information through these organizations, either at meetings or through their newsletters. The Coordinator of Rue Principales in St. Boniface indicated that the best kind of communication is that which is directed to each residence, business and organization in the community, either in person, door to door, or through Canada Post unaddressed mail distribution. The local Councillor for the St. Boniface community was identified as an ally of the community. One individual suggested that information about the proposed project would be received with greater openness if it came from him, and that his involvement would help to legitimize the process. There was no information gathered from the interviews that would allow for a similar assessment for the Downtown community, and its relationship to their local Councillor. This could be checked at a later date with several community leaders, and organizational representatives from the Downtown.

#### Implications

It is important to acknowledge and give information to the grapevines that exist within, and between these organizations, and allow time for it to circulate and percolate amongst the members of the grapevines. "Hands on" communication, such as a newsletter that is delivered door to door, will be more effective in the St. Boniface and Downtown community than relying solely on the formal media. Additional coverage can also be generated in the local newspapers through the use of public service announcements, display advertisements, and feature articles. Special attention should be given to maintaining communication linkages with the two area Councillors so they can contribute positively to the planning and public consultation process, and accurately reflect public views at Council.

## CHAPTER VIII

### KNOWLEDGE OF AND ATTITUDES TO THE CITY/PROJECT

Historically there has been a strained relationship between St. Boniface and the City of Winnipeg that worsened with the introduction of metropolitan government in 1960 and Unicity in 1972. The community of St. Boniface feels that various services were promised for their community at that time, and never delivered. To further reinforce this strained relationship, the Provencher Bridge is a project that inflamed the community when a proposed design was first introduced in the early 1990's.

Members of the St. Boniface community have a number of conceptions about what is being planned for their community relative to transportation planning, as follows:

- The bridge only requires minor upgrading.
- The administration has endorsed a plan that will result in a mega-project.
- Public hearings will be held but they won't influence what alternative is chosen.
- Provencher Boulevard will be extended beyond Rue Archibald to create a major east-west traffic corridor into the Downtown.

As a result of these conceptions, the purpose of several of the community's development proposals is, in part, to block the possibility that these conceptions become realized. For example, besides preserving the Provencher Bridge structure, the nomination for historical designation, would also prevent the bridge being replaced with a bigger bridge. Also, Destination St. Boniface's proposal to reduce Provencher Boulevard to two lanes, and widen the sidewalk in front of restaurants for sidewalk terraces, thus contributing to the French quarter atmosphere, also serves to controls the traffic flow, and reduce the need for a larger bridge.

As a result of the historical tension between St. Boniface and the City, and the community's negative experience with the Provencher Bridge Project in the early 1990's, this community has little trust or openness to the City or this project. However, contacts made through the process of researching and writing this profile were, almost without an exception, prepared to make time available to express their views. Further, these community representatives are very interested in participating in the process.

#### Implications

The community's conceptions about the City's transportation plans for St. Boniface must be addressed at the front end of the planning process for the Provencher Bridge Project. If these scenarios were on the table at one time, they should likely be dealt with in concert with all of the viable alternatives that either have been considered in the past or should be considered. Analysis and evaluation of the various alternatives will eliminate those that are not realistic, and the focus can then be turned to planning the project.

It is suggested that the optimal way to undertake this project successfully is to involve the community, from both sides of the bridge, in a collaborative planning process that gives them substantive, constructive input for a project plan that is technically, socially, politically, and financially acceptable. Assuring the community that the City is beginning the project with a blank page and that their input is meaningful will be very important in gaining the community's trust and openness. A community newsletter delivered to each residence and organization would assist in disseminating information about the need for the project, while at the same time, respond to the community's skepticism. Site tours could be utilized as opportunities to point out the full extent of the problem, and to initiate dialogue with community members about the project.



## CHAPTER IX

### PUBLICS AFFECTED

The Provencher Bridge Project has several different affected publics. Closest to the Bridge, and most directly concerned about the project, is the community of St. Boniface: the residents, businesses and community organizations. This bridge is a major feature of their community, one that many express a strong attachment to. All of the community organizations want to either have a representative on a public advisory committee for the project, or be kept informed. The Old St. Boniface Residents' Association stresses the need to ensure that there is broad consultation with residents of the community, many of whom are affiliated with the smaller organizations such as parent councils, recreation facilities and seniors' groups, not just organization representatives, staffed by individuals who do not necessarily reside in the community. The other affected publics are represented by the Downtown and city-wide/provincial organizations. Additional publics that need to be accommodated in the project planning and public consultation process are the media and City Council.

In summary, the affected publics are:

- St. Boniface residents, businesses and community organizations
- Downtown residents, businesses and community organizations
- City-wide general public
- Provincial interests
- Media
- Politicians

#### Implications

All of the identified community organizations should be invited to become involved in the planning and public consultation process for the Provencher Bridge Project. As indicated at the end of Chapter IV, there are a number of considerations that should determine the size and composition of an advisory committee, if one is formed for the project. Most of the organization representatives indicated that they would either want to be involved on an advisory committee, or be kept informed. In addition to these considerations, organizations that are concerned, and affected significantly by the project, should be represented on an advisory committee.

The public consultation process will need to be sufficiently extensive to ensure that people are getting the information they want. In general, the perception that information is being withheld engenders a negative reaction. Using a variety of techniques to disseminate information, and to obtain feedback, that takes into account the characteristics of the St. Boniface and Downtown communities will be important. A newsletter/brochure delivered door to door was identified as being a more effective means of communication in the St. Boniface community than newspaper advertisements. Utilizing both public open houses, and more informal neighbourhood meetings would allow for tailoring the event according to its purpose.

## CHAPTER X

### OBSERVATIONS AND CONCLUSIONS

There are a number of themes which emerged from the review of the relevant reports and from discussions held with representatives of community organizations relating to the planning and public consultation process for the Provencher Bridge Project:

1. It will be important to mitigate against the tendency for the St. Boniface community to view this project as a threat by: facilitating numerous opportunities for public involvement; using a variety of techniques to reach many kinds of people; emphasizing that the process will begin with a blank page since there is no predetermined plan for the project; and emphasizing the opportunities for neighbourhood infrastructure improvement in connection with the project.
2. Given the skepticism amongst St. Boniface residents about the City's claim that the bridge needs to be replaced, it is important to begin by educating the public about why the bridge is no longer serviceable.
3. Communication with the St. Boniface community should be bilingual and quite "hands-on", particularly given the older, less educated population of Central St. Boniface. A newsletter delivered door to door, meeting directly with the members of community organizations, round table discussions, and informal neighbourhood meetings will be more appropriate here than traditional methods such as returning a tear-off coupon or attending a public meeting. Communication with the Downtown, about the project, should include a variety of methods: some that are more "hands-on", given the mobile, older and new immigrant characteristics of the resident population; and some more traditional methods such as tear-off coupons and open houses for the business community, and other residents of Winnipeg, that use the Downtown.
4. The diversity of the industries and occupations in the study area means that publications and open house displays should be easily read by people with a wide range of education ranging from elementary to professional/scientific.
5. The community seems quite consistent in their opposition to a facility that brings more lanes of traffic at higher speeds through their community. However, there seems to be a balance of opinion in relation to the nomination for historical designation. Some individuals believe that the current structure is unsafe and not all that attractive.
6. The planning and public consultation process will need to bring all of the stakeholders together to plan the Provencher Bridge Project within a broader context of integrated transportation and land use planning for the Downtown, as well as St. Boniface.

7. It is important to build on the positive first step of meeting with community leaders and organizational representatives to ask about their views on, and interests in the Provencher Bridge Project. This can be accomplished through ongoing contact, and continued opportunities for involvement with the project. Time and attention has to be given to building positive relationships, characterized by honesty, open communication, and integrity for the project and its representatives to have any credibility with the community.
8. The community leaders and organization representatives want to become involved in the Provencher Bridge Project which is identified as one of the four most significant issues facing St. Boniface, and which is an important link in the Downtown transportation system.
9. The conceptions about transportation plans for the St. Boniface community must be addressed at the outset so the focus can then turn to gaining the community's trust and openness, and planning the project.
10. A planning and public consultation process that emphasizes substantive, constructive public input for a project that is technically, socially, politically, and financially acceptable, would enable the community to make a tangible contribution to the development of their community.
11. The public consultation process will need to be sufficiently extensive to ensure that people are getting the information they want, and to avoid the perception that information is being withheld. A variety of techniques should be used to disseminate information, and to obtain feedback.

**Appendix A: Minutes of the Old St. Boniface Residents' Association special meeting to discuss the future of Old St. Boniface - April 8, 1995**

**HELD APRIL 8th, 1995**

**AT 9 A.M. IN THE WEST GYMNASIUM**

**OF ST. BONIFACE COLLEGE**

**THEME OF THE MEETING: THE FUTURE OF OLD ST. BONIFACE**

**1. Attendance**

84 residents and 9 guests signed the registry at the door. The meeting began at 9:15 A.M.

**2. Welcome**

The President of the Old St. Boniface Residents' Association, Monique Mulaire, welcomes those in attendance. She reminds the participants that this special meeting is a continuation of the Annual meeting of the Association held March 14th, 1995, as required by a motion adopted at that meeting. She briefly describes the pressures facing the community and concludes with a review of the day's schedule.

**3. Special note**

Ms. Mulaire makes a special mention of the presence of Mr. Neil Gaudry, provincial MLA for St. Boniface, as well as Yvan Lécuyer and Rachel Massicotte, all three candidates in the upcoming provincial election.

**4. Election of the Chairperson**

Mr. Gérald Bolly, seconded by Mr. Gérald Clément, proposes that Mr. Régis Gosselin be elected Chairperson.

There being no other person proposed, Mr. Gosselin accepts the nomination. He proceeds to explain certain procedures to be followed during the meeting.

**5. Provencher Bridge and Boulevard**

a) Mr. David Dandeneau, seconded by Ms. Lorraine Cloutier, proposes the following motion concerning Provencher Boulevard:

Whereas on January 4th, 1989, City Council adopted a motion to replace the Provencher Bridge with two new three lane bridges (the new eastbound bridge was to be built in 1991-1992

and the replacement of the existing westbound bridge was to be built in 1999-2000) without an environmental impact assessment;

Whereas the proposed new Provencher Bridge would eliminate the parking lanes on Provencher Boulevard in order to have three traffic lanes in each direction or create a fourth lane by taking away part of the centre of the boulevard;

Whereas Provencher Boulevard is now a major Truck Route and the City plans to extend this Eastern Transit Corridor east of Archibald in the year 2005;

Whereas an environmental impact assessment on the Provencher Bridge, before proceeding with construction, is mandatory by Provincial law;

Whereas, on October 10th, 1990, through the efforts of the residents, the following resolution, moved by then Councillor Selinger, seconded by Councillor Reese, was adopted by City Council: "Therefore be it resolved that the environmental impact assessment specifically address the impact of the proposed new bridge upon historic St. Boniface including its attendant changes to the parking and traffic volumes on Provencher Boulevard, on the small businesses, residential neighbourhoods, seniors' residences, schools and other institutions of St. Boniface; and that this assesement include consultation with the above sectors and recommend reasonable measures to ensure the continued viability and quality of life of those directly affected by the bridge and traffic."

Whereas the study on the Norwood and Main Street bridges demonstrated that these bridges could not take the added traffic during the construction of the Provencher Bridge and the City was forced to rebuild these bridges before proceeding with the reconstruction of Provencher Bridge;

Whereas a study in February 1995 has been done by a Provencher Boulevard businessman, owner of La Librairie A La Page, indicating the historical significance of the Provencher Bridge;

Whereas on February 6th, 1995, Transplan 2010, a comprehensive review of the urban transportation and land use, was officially launched to examine all forms of urban transportation for both people and goods for the Winnipeg region;

Be it resolved:

That the ad hoc committee of the Old St. Boniface Residents' Association continue its mandate received at the 1994 Annual Meeting and work with the Community's representative on the Advisory Committee of Transplan to protect the residential character of our neighbourhood;

That the Old St. Boniface Residents' Association recommend that Transplan develop a strategy for minimizing truck traffic through residential neighbourhoods, especially transportation of hazardous goods, while accomodating the long term needs of the trucking industry in Winnipeg by better use of the Perimeter and designating truck routes in non-residential neighbourhoods;

That, in anticipation of the possibility that Provencher Boulevard continue to be used as a major East-West Transportation Corridor, the ad hoc committee develop strategies such as: reduce to two lanes Provencher Boulevard and widen the sidewalks at certain strategic places such as in front of restaurants so that terraces be added onto these commercial spaces thus contributing to the atmosphere of the "French Quarter" and at the same time controlling the traffic flow and reducing the need for a large bridge;

That any future plans maintain and enhance the francophone character and heritage of St. Boniface;

That the Provencher Bridge and St. Boniface community be included in any environmental assessment in relation to the construction of a new arena at the Forks site;

That Marion-Goulet be designated as the major truck/transportaion route for access to Downtown and that the extension of Goulet to Lagimodière Boulevard be planned with the input and consideration of the residents along and around Doucet Street;

That consideration be given to the concept of directing traffic from the east part of the City by creating two (2) traffic access points to Downtown:

- 1) Goulet
- 2) Nairn/Higgins

That the ad hoc committee propose to Transplan that the status of Truck Route be modified to permit only truck access to service existing local industries.

**CARRIED**  
(1 resident and 1 guest voted against)

- b) Mr. David Dandeneau, seconded by Mr. Gérald Clément, proposes the following motion concerning Provencher Bridge:

**Be it resolved:**

That, as a priority, the City and Province designate Provencher Bridge a heritage structure through the Historic Resources Legislation and that this be the only bridge linking Provencher Boulevard to the west side of the Red River.

**CARRIED**  
(1 resident and 1 guest voted against)

#### 6. The Residential Character North of Marion Street

Mr. David Dandeneau, seconded by Mr. Gérald Clément, proposes that:

Whereas Plan Winnipeg de-emphasizes suburban growth while concentrating on the inner city and accordingly establishes the priorities to revitalize the older neighbourhoods and renew the Downtown;

Whereas the North St. Boniface District Plan adopted in 1976 and amended in 1982, promotes North St. Boniface as a residential community and encourages the relocation of non-compatible industrial uses;

Whereas, to achieve some of the objectives of Plan Winnipeg and the St. Boniface District Plan, the three levels of government have implemented several programs such as:

- 1) the Neighbourhood Improvement Program (NIP) - 1976-1980
- 2) the Agreement for Recreation and Conservation (ARC) - 1984
- 3) the Core Area Initiative 1 - 1981-1986
- 4) the Core Area Initiative 2 - 1987-1992
- 5) Local Employment Assistance & Development (LEAD) - 1985-1988
- 6) Community Futures / Entreprise Saint-Boniface - 1988-

Whereas several studies such as:

- 1) City of Winnipeg - "Central St. Boniface" - Area Characterization Study
- 2) Sterling Real Estate Investment Services, 1983 - "A Market Study on the Commercial Qualities of Provencher Boulevard"
- 3) Institute of Urban Studies, 1985 - "Planning and Policy Implementation in the North St. Boniface Community"
- 4) Charles Gauthier, 1986 - "The Role of Zoning in the Socio-Cultural Evolution of an Ethnic Neighbourhood"
- 5) Department of City Planning - U of M and Old St. Boniface Residents' Association, 1987 - "Old St. Boniface - A Conceptual Plan"

have recommended the preservation of the residential, linguistic and cultural characteristic of St. Boniface;

Be it resolved:

That the zoning in North St. Boniface limit / rationalize multiple-family development, recognize existing low-density development and encourage more owner-occupied single family dwellings in the area;

That the City of Winnipeg remove and relocate non-compatible industries from the area within 5 years;

That the Hydro lines in North St. Boniface be dismantled and placed underground;

That the following items be referred for future study:

- a) North St. Boniface as a conservation district;
- b) the appointment of an honorary deputy mayor to provide greater recognition of the historical and cultural importance of St. Boniface for the whole of Winnipeg;
- c) the creation of a beltway around the residential district north of Provencher to encourage only local traffic, therefore restricting St. Joseph Street access to Whittier Park to pedestrians and emergency vehicles only;
- d) the designation of additional parking along this beltway and not in the residential district.

CARRIED

(1 resident and 1 guest voted against)

7. North of the Highline

In response to a request by residents from north of the Highline, the participants were asked if they wanted to pursue the "park" or "residential" option. Having discussed both Notices of Motion, 5 residents and 1 guest voted for the "park" option. The rest of the participants voted for the "residential" option.

Mr. David Dandeneau, seconded by Ms. Lucille Cenerini, thus proposed the "residential" option:

Whereas the North St. Boniface District Plan proposes the maintenance of a residential neighbourhood north of the CN Highline, bounded by Messenger Street to the north, Tache Street to the west, the future public transit corridor along



Darveau Street to the south and St. Joseph Street to the east;

Whereas the options obtained by Tyrone Enterprises from the City of Winnipeg planned to redirect Messenger Street to the south to permit a seven storey luxury condominium project along the riverbank;

Whereas longtime residents have established roots in this area;

Whereas the future expansion of Whittier Park and the Festival du Voyageur site into this residential neighbourhood would result in a tax loss for the City of Winnipeg;

Whereas the City of Winnipeg presently owns about 85% of the land north of the Highline;

Whereas public funds would be needed to provide new infrastructure to permit a viable residential neighbourhood north of the Highline;

**Be it resolved:**

That the North Saint-Boniface District Plan be amended to remove the proposed light transit corridor along the Highline and be replaced with residential housing and a linear riverbank park;

That the City of Winnipeg install as soon as possible within 2 years the necessary infrastructure to develop a viable residential neighbourhood, either through reallocation the \$2 million passed for acquiring 30 properties for a park in the area, or through the Winnipeg Development Agreement or the capital budget;

That the City sell the land they own on the open market for residential purposes and that sales be conditional on buyers building owner-occupied low-density family dwellings;

That the City regain ownership of the land north of Messenger Street from Tyrone Enterprises to develop a linear riverbank park.

**CARRIED**  
(2 residents voted against)

**8. Use of the Riverbanks and the Development of Recreation and Sports Facilities**

The assembly unanimously adopted the following motion:

Whereas Old St. Boniface is bounded on the west and the north by the Red River and has the Seine River running north and south through its eastern extremity;

Whereas along these two rivers there is presently no continuous linear parkway;

Whereas the fork of the Red River and the Seine River is the birthplace of Louis Riel, the founder of the Province of Manitoba;

Whereas the Festival du Voyageur in recent years has been responsible for organizing the largest winter festival in the West and is responsible for the large numbers of tourists that visit St. Boniface;

Whereas the City of Winnipeg had established in 1980 and amended in 1983 a Seine River Implementation Task Force to prepare a five year budget to develop a Seine River Park - Waterway;

Whereas, in 1993, the councillor of St. Boniface got \$85,000 of funding approved by City Council to update the Seine River Parkway Study;

**Be it resolved:**

That the ad hoc committee of Parks & Riverbanks of the Old St. Boniface Residents' Association collaborate with the Parks & Recreation Department of the City of Winnipeg, the Chambre de commerce francophone de Saint-Boniface, the Festival du Voyageur, Parks Canada, the St. Boniface Historical Society, the Save our Seine committee, the Seine River Alliance, the St. Boniface Riverbank Preservation Committee, the Associés du Fort Gibraltar, the Union nationale métisse Saint-Joseph, the Association des municipalités bilingues, and any other interested party to:

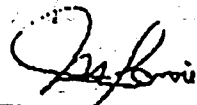
- follow up on the recommendations of the Seine River Parkway Study;
- obtain national historical recognition of the Lagimodière-Gaboury Site;
- obtain national and provincial recognition of the Gabrielle Roy House;
- to study how best to reconstruct the Lagimodière Homestead as a historical and natural interpretative Center;
- to collaborate with the artist Réal Bérard and the Sisters of the Holy Name of Jesus and Mary so that a Gabrielle Roy Park be developed at the corner of des Meurons and Cathédrale;
- to develop, after appropriate study, a Pedestrian Walkway

- and Bicycle Path from the Norwood Bridge along the Red River to link the Forks development to the Lagimodière Site, conserve the flora and fauna along the riverbank, and provide for a pathway under the Provencher Bridge;
- to build, in front of Fort Gibraltar, a permanent dock with historical character and boat launch with access from St. Joseph Street;
- to collaborate with Le Collège Louis Riel and the Notre Dame Recreation Centre to propose an upgrading, regeneration, and maintenance program for Provencher Park;
- to design a safer pedestrian linkage from the dock on Taché Street to the grounds of the Cathédrale.

**9. Adjournment**

Mr. Greg Selinger proposes the adjournment of the meeting (at 4 P.M.).

Read and approved:



**Monique Mulaire, President**

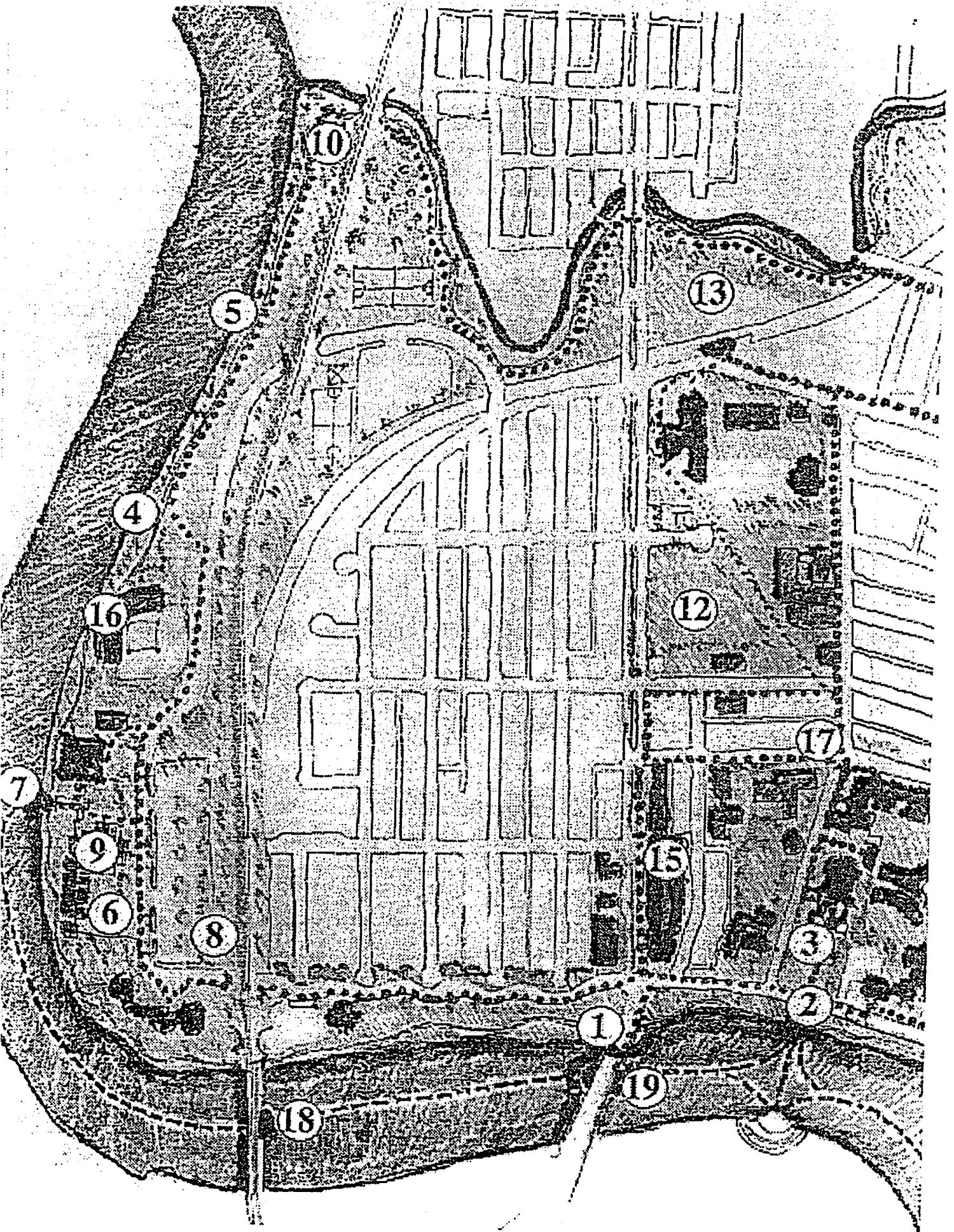
**Marc Lavoie, Secretary for the Special Meeting**

## Appendix B: Destination St. Boniface list of project proposals

- Proposal 1. Gateway to Provencher Bridge - Build a path under the bridge to connect the park north of the bridge with Promenade Taché**
- Proposal 2. Pedestrian overpass on Taché Avenue in front of the Cathedral, - Create a lighted pedestrian walkway in order to link the Red River dock with the wide approach to the Cathedral. Set up a Kiosk to provide information and sell crepes, souvenirs, etc. Develop a sound and light show as well as tourist programs in front of the Cathedral.**
- Proposal 3. Access to Louis Riel's Grave - Improve access from Avenue de la Cathédrale for disabled persons and tourists to the grave site.**
- Proposal 4. Pedestrian walkway - North Red River - Create a pedestrian walkway along the Red River at the base of the riverbank, from the Gateway to the bridge up to the Forks of the Seine and Red River. .**
- Proposal 5. Bicycle Path - North Red River - Create a bicycle path at the top of the riverbank, from the Gateway to the bridge up to the Forks of the Seine and Red River.**
- Proposal 6. Voyageur Linear Park - Link Fort Gibraltar to the Forks by means of a linear park to the east of the Red River, providing information on the fur trade to the Winnipeg public.**
- Proposal 7. Permanent Dock behind Fort Gibraltar - Build a permanent dock on the Red River behind Fort Gibraltar, such as those in front of the Cathedral and the Forks.**
- Proposal 8. Voyageur Park - Expand Whittier Park to the West. The City should buy the remaining dwellings and designate this area as parkland. This would permit the expansion of the Festival du Voyageur activities, provide a few additional soccer fields and permit the development of commercial activities such as we have at the Forks. It would be a sort of "French Quarter at the Forks".**
- Proposal 9. The Governor's Inn of the NorthWest- Replace the Rendez-Vous building with a large multi-purpose room constructed of logs and "timber framing" on the site to the North of Messenger Street..**
- Proposal 10. The National Lagimodière Site - Designate Louis-Riel's birthplace a national site. Reconstruct the house of the Lagimodière family in order to make it an interpretive site.**
- Proposal 11. Gabrielle-Roy House - Initiate meetings with all parties interested in purchasing and restoring the house on Deschambault Street in order to transform it into a museum in honour of Gabrielle-Roy, author of international repute. Develop a strategy for the house to be taken over by the community.**
- Proposal 12. Provencher Park - Examine the possibility of redeveloping Provencher Park as well as the adjoining streets and boulevards, in order to create an atmosphere more representative of the francophone community.**
- Proposal 13. Seine Riverbank Park - Redevelopment of the West bank of the Seine River from Provencher Park as well to Bertrand behind the Youville Project.**
- Proposal 14. The Youville Project- Continue to support the Saint-Boniface Development Corporation in its efforts to provide single lots for young families who wish to live in St-Boniface.**
- Proposal 15. Give St-Boniface the atmosphere of a "French Quarter" - Develop signage, urban infrastructure, commercial redevelopment, etc. within the old institutional section. Redevelop the boulevard (zoning) to allow parking, roof gardens, etc, (On the model of Corydon Avenue)**
- Proposal 16. Construction of stands around the baseball field - Use the Pan-American games baseball arena project as a catalyst to implement an overall action plan of the dossier "Destination St. Boniface". Build the required stands and infrastructures which would provide St.Boniface with an outdoor amphitheatre capable of the activities of the Festival du Voyageurs(like Rainbow stage) or for other large community cultural productions.**
- Proposal 17. Gabrielle-Roy Park- Create a small corner park at the corner of Desmeurons ans Cathedrale, on the grounds of Gabrielle Roy's "Alma Mater". Put a monument in her honour at this location. (A project initiated by Réal Berard)**
- Proposal 18. Construction of a Foot Bridge - Construct a footbridge attached to the present CN Highline bridge to connect Whittier Park and Juba Park.**
- Proposal 19. Café Croissant on Provencher Bridge- In the process of renovating or replacing the Provencher Bridge, provide space on the South side of the Brige to have summer use of a kiosque where people would come from the Forks and stop for a coffee and view the Forks and Old St.Boniface from the Bridge. This would provide a sense of bridging two significant historical communities.**
- Proposal 20. Bowling facilities at LaVerendrye Club for the Pan-Am Games- Offer the present facilities at the LaVerendrye Club for the Games to bring added tourists to St.Boniface.**

### Other Projects::

- Develop the Bed & Breakfast Industry of Winnipeg using the larger housing stock on Provencher



**Appendix C: Contact list of St. Boniface and Downtown organizations**

**Chambre de Commerce Francophone de Saint-Boniface** 235-1406

Mr. David Dandeneau, President - (235-4437)

157 Provencher Blvd.

Winnipeg, Manitoba

R2H 0G2

**Boulevard Provencher Advisory Committee, City of Winnipeg** 986-6427

Mr. Stan Hutton, Coordinator

395 Main Street

Winnipeg, Manitoba

R3B 3E1

**Rue Principales St. Boniface Boulevard Provencher** 235-1406

Mr. Guy Préfontaine, President

Mr. Norm Dupas, Coordinator

157 Provencher Blvd.

Winnipeg, Manitoba

R2H 0G2

**Enterprise Saint-Boniface** 231-0642

Mr. Marc Lavoie, Director

157 Provencher Blvd.

Winnipeg, Manitoba

R2H 0G2

**St. Boniface College (College Universitaire de Saint Boniface)** 233-0210

Dr. Paul Rouest, Rector

200 Ave. de la Cathedrale

Winnipeg, Manitoba

R2H 0H7

**St. Boniface Museum** 237-4500

Mr. Phillippe Maillot, Administrator

494 Tache Avenue

Winnipeg, Manitoba

R2H 2B2

**Old St. Boniface Residents' Association**

Ms. Monique Mulaire, President

378 Gaboury Place

Winnipeg, Manitoba

R2H 0L4

237-1803

**Mr. Christian Benhamou, Member** 233-5087  
 456 Aulneau St.  
 Winnipeg, Manitoba  
 R2H 2V2

**La Fédération des aînés franco-manitobain** 235-0670  
 Ms. Josée Desjardins, Coordinator  
 242-340 Provencher Blvd.  
 Winnipeg, Manitoba  
 R2H 0G7

**Centre culturel franco-manitobain** 233-8972  
 Mr. Alain Boucher, Executive Director  
 340 Provencher Blvd.  
 Winnipeg, Manitoba  
 R2H 0G7

**Société Franco-Manitobaine** 233-4915  
 Mr. Rénauld Rémillard, Political and Policy Analyst  
 212-383 Provencher Blvd.  
 Winnipeg, Manitoba  
 R2H 0G9

**St. Boniface Historical Society** 233-4888  
**(La Société historique de Saint-Boniface)**  
 Mr. Alfred Fortier, Genealogist  
 rm. 289 - 200 Cathedral Ave.  
 Winnipeg, Manitoba  
 R2H 3B4

**Save Our Seine** 233-0294  
 Mr. J.P. Brunet, Board member; Chair of the Greening Committee; Chair of the  
 Coalition for the Canoeable Seine  
 442 NotreDame Avenue  
 Winnipeg, Manitoba  
 R2J 0A7

**La Caisse Populaire de St. Boniface** 237-8874  
 Mr. Don Smith, General Manager  
 185 Provencher Blvd.  
 Winnipeg, Manitoba  
 R2H 3B4

**Festival du Voyageur**

Mr. Norm Gousseau, General Manager 237-7692  
 768 Tache Avenue  
 Wpg., MB.  
 R2H 2C4

**St. Boniface Hospital**

233-8563

Mr. Real Cloutier, Director of Community and Out-Patient Care  
 409 Tache Avenue  
 Wpg., MB.  
 R2H 2A6

**St. Boniface Cathédrale**

233-7304

Monsignor Albert Frechette, Pastor  
 Mr. Phillippe Le Quere, Chairperson of the Board of Trustees - 983-0841 (w)  
 190 Cathédrale Avenue  
 Winnipeg, Manitoba  
 R2H 0H7

**Grey Nuns - Soeurs Grises**

237-8941

Provincial House  
 Mr. Raymond Lafond, Executive Director  
 Ms. Carole Boily, Archivist  
 151 Despins  
 Winnipeg, Manitoba  
 R2H 0L7

**À la page bookstore**

233-7223

Mr. Gérald Boily  
 131 Provencher Boulevard  
 Winnipeg, Manitoba  
 R2H 0G2

**Notre Dame Recreation Centre**

231-8141

Ms. Susan Cameron, President  
 434 Aulneau Street  
 Winnipeg, Manitoba  
 R2H 2V2

**St. Boniface School Division No. 4**

253-2681

Mr. Jacques Richer  
 Director of Administrative Services  
 50 Monterey Road  
 Wpg., MB  
 R2J 1X1



**Division Scolaire Franco-Manitobainc no. 49** 982-8950

Mr. George Druwé, Superintendent

Mr. Marc Boille, Louis Riel School Committee Elected Representative, 945-1602

131 Provencher Blvd.

Winnipeg, Manitoba

R2H 0J2

**The Forks North Portage Partnership** 943-7752

Mr. Toby Chase, Manager of Planning and Government Affairs

Unit 201-1 Forks Market Road

Winnipeg, Manitoba

R3C 4I9

**Exchange District Business Improvement Zone** 942-6716

Mr. Ron Hambley, Executive Director

314-63 Albert Street

Winnipeg, Manitoba

R3B 1G4

**Downtown Winnipeg Business Improvement Zone** 943-5706

Mr. Harry Finnegan, Executive Director

1506- Newport Centre

330 Portage Avenue

Winnipeg, Manitoba

R3C 0C4

**Paddlewheel River Rouge Tours Ltd.** 942-4500

Captain Steve Hawchuk

Box 3930

Postal Station B

Winnipeg, Manitoba

R2W 5H9

**City of Winnipeg Community Services Department**

Ms. Chris Knoll, Senior Planner, 986-5044

Mr. Kevin Lalor, St. Boniface Planner, 986-5069

Ms. Valdene Buckley, Downtown Planner, 986-7731

Ms. Elizabeth Sweatman, CentrePlan, 986-7728

Mr. Barry Yanchyshyn, Exchange District and riverbank management, 986-5102

Mr. Stan Hutton, Boulevard Provencher, 986-6427

395 Main Street

Winnipeg, Manitoba

R3B 3E1

**City of Winnipeg Council**  
**Councillor Daniel Vandal, St. Boniface, 986-5206**  
**Councillor Glen Murray, Fort Rouge, 986-5071**  
**Council Building, City Hall**  
**510 Main Street**  
**Winnipeg, Manitoba**  
**R3B 1B9**