

NORWOOD FLATS

A Mid-century Modern Winnipeg Subdivision



Randy Rostecki

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Planning, Property and Development

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On the Cover:

Detail of an advertisement for Lyndale Drive, 1944, Edmund Fitz Munn architect, which marked the beginning of this subdivision.
(Legislative Library of Manitoba)

Acknowledgement:

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PREFACE

This report has been developed with the guidance of the City of Winnipeg's Heritage Section of the Department of Planning, Property and Development, which has been working with the Province's Historic Resources Branch of Manitoba Culture, Heritage and Tourism to create various background materials to address the subject of Manitoba Mid-century Modernist legacy.

Modern architecture was widely embraced in North America after World War II. Modernism was seen as fresh, bold and forward-looking. These were key attributes that defined North American society after World War II, and especially in the 1950s and 1960s. Modern architects were interested in addressing new social and economic challenges through new buildings and designs, like low-income housing, hospitals and factories. Manitoba was at the forefront in Canada in embracing Modernism. The School of Architecture at the University of Manitoba was led by a renowned Modernist – John A. Russell, who had connections to major eastern American design schools. Many U of M students went on to train with Modernist masters like Mies van der Rohe, Walter Gropius, Eero Saarinen and Louis Kahn. Returning to Manitoba these young architects found fertile ground for this new approach to building design, in governments of the day, corporations, churches and the public at large.

This present research project began with the production of an inventory of Winnipeg's Mid-century Modern subdivisions, presented in the Appendix. That inventory was then used to identify five subdivisions that would be the subjects for this research project. The five subdivisions are:

- Kiwanis Courts
- McGillivray Park
- Norwood Flats
- Roblin Park
- Silver Heights

The other four reports in this set are available from the City of Winnipeg's Heritage Section of the Department of Planning, Property and Development.

NORWOOD FLATS

(Also known as Norwood-Oak Park)

A Mid-century Modern Winnipeg Subdivision

Fast Facts

Developer:	London Life Insurance Company, Ltd.
Financing:	London Life Insurance Company, Ltd.
Dates of Construction:	1947-51 + 1957
Architects:	Not identified through present research
Costs:	\$1 million
Number of houses:	205

Like many other parts of Winnipeg, the term “Norwood” for a part of the city has come to represent a far larger area than that original thought of by its originators. In the twentieth century, Norwood came to be the term used for a section of St. Boniface on the east and west sides of St. Mary’s Road south from the Norwood Bridge running almost to St. Anne’s Road (Plate 1). This was not originally the case. The present Norwood was originally a series of separate subdivisions created over a period of 10-15 years. During 1891, two separate subdivisions, officially known as Registered Plans 385 and 386 were created upon St. Boniface Parish Lots 93/100 and 80/81; 88/89 respectively. The former subdivision on the west side of St. Mary’s Road was called Norwood (Plate 2) while the latter was Oak Park (Plate 3). Both employed a standard grid-iron plan of rectangular blocks, though some of that changed where the curve of Linden Avenue (Lyndale Drive) the curve of Oak Avenue (Enfield Crescent) or the passage of St. Mary’s Road created special lot features. Though Oak Park was on the east side of St. Mary’s, it bore some Norwood features, such as the Norwood Cricket Ground (now Coronation Park) and the Norwood Lawn Tennis Courts to the north. These features likely marked the beginning of the end of Oak Park as a subdivision name, and the extension of Norwood across St. Mary’s Road. The pair had a common owner – The Norwood Improvement Company – which also built a pontoon bridge, replaced by an iron one in 1893, from Fort Rouge over to St. Mary’s Road in order that properties purchased might have easy access to the area.¹

Despite the existence of the Norwood Bridge, Oak Park appears to have been more successful, earlier, than its Norwood counterpart. By 1907, Plan 386 had a well-established residential area developed along Goulet, Marion and Horace streets, while Tache south of Goulet was developing a commercial district. In contrast, Plan 385, Norwood, had but 21 building in its environs, mostly residences near to St. Mary's Road. The entire northern portion of Plan 385 remained vacant, probably because it was a flood plain with very few trees (Plate 4). A 1928 aerial photograph, taken when this was a golf course, showed the starkness of the area. Indeed, the Winnipeg Golf Club (later the Norwood Golf Club) initially located their links somewhere at Norwood during the summer of 1894, though a better spot in Winnipeg's west end became available later that year.²

Norwood Golf Club

When their Winnipeg links were subdivided by new owners in 1905, the Winnipeg Golf Club returned to the flats of Norwood during 1906. The Norwood-Winnipeg Syndicate, successor to the earlier developer, evidently offered the same terms to the club that had been offered in 1894 – granting free use of the land until the company sold off needed property. Over the next 40 years, what became the Norwood Golf Club in 1914, proceeded to develop a park-like golf course on the flood plain on the west side of Plan 385 (Plate 5). Eventually, during the 1920s, Norwood-Winnipeg lost their vacant lands to the City of St. Boniface for non-payment of taxes. Evidently, Norwood-Winnipeg administered the empty lots of various private owners on the golf course property, though occasionally a non-company owner would demand rental or tax payment from the club for their use of the owner's property. In at least one instance, a private owner was “assuaged” by the Golf Club granting him free access to the course. Interestingly, the City of St. Boniface did not own the tax sale lots for very long. A syndicate came forth, centred upon the C.H. Enderton Realty Company of Winnipeg, which began to acquire Plan 385 lots during 1925, with a concentration of purchases between 1927 and 1930. Using front men (a local lawyer and future St. Boniface mayor, David Campbell, and a realty firm bookkeeper, Tom Graham), used eight by-laws and 31 by-laws respectively, to acquire most of the unbuilt tax-sale lots on Plan 385. At the time, a by-law was required in order to sell city lands to private purchasers. Added to this were any vacant lots the new syndicate was able to purchase from private sellers. In 1930,

the syndicate incorporated its holdings under the names Marion Properties Ltd., and Edgewater Heights Ltd., while Campbell and Graham quietly disappeared from the tax rolls.³

Curiously, though the Golf Club appears to have had the good fellowship of Clarence Day Sheppard, the principal of the Enderton Company which owned Marion-Edgewater, it is probable that the syndicate never paid for the properties, in full, and thus, never obtained title to the lands. As late as January 1932, Sheppard assured the Golf Club of their continued use of the course for the ensuing year. However, by mid May the St. Boniface City Attorney had contacted the Club regarding back taxes and stated that their payments had to be made to the City. From that time onward, the City appears to have made occasional forays in order to collect some monies from the Golf Club, much to no avail. Bu the spring of 1939, however, the Golf Club had come to some terms with the City, whereby the City was able to cancel the arrangement upon 30 days notice, and that the City was at liberty to sell parts or all of the whole property without notice.⁴

While the Norwood Golf Club believed that the 1939 St. Boniface City Council was friendly to their continued use of the property, it had been considered by some, as early as 1922, that the presence of the Club was a detriment to lot sales in the area. Aerial photographs of the area taken in 1927 and 1928 showed the starkness of the flood plain upon which the Golf Club was located. Bu late 1942, the Golf Club believed that City Council considered their park-like setting to be “more or less as an asset” with the Norwood Golf Club’s acceptance as “desirable.” Indeed, a year earlier, the City had assured them that the property would not be required for at least two years. A deal was struck with the City whereby the golf course property would go to tax sale, with reservation in favour of the Golf Club to purchase after the City assumed title. Nothing appears to have been done regarding the tax sale until at least December 1943. It was sometime in the spring of 1944 that the fortunes of the Norwood Golf Club changed abruptly. For one thing, St. Boniface property was booming by May 1944, and Mayor George MacLean announced that Birchdale and Lawndale streets would be opened right to the river for the erection of new homes. To add insult to injury, Council gave a lot to the St, Boniface Kiwanis for the construction of a house to be raffled that autumn (Plate 6). That house, which became 419 Lyndale Drive, and designed by architect Edward Fitz Munn, was located on the third hole of the

golf course. Cautiously, the Golf Club approached City Council to find out how many lots on Birchdale, Pinedale and Coniston were sold, as well as when building would start, and if there was a likelihood of other streets being laid through the golf course. They soon had their answer – that it was the policy of Council to dispose of all property known as the “Flats” which are now being used as a golf course. It was very likely that sewer and water mains were to be laid down through the course in 1948, the Golf Club was advised to look elsewhere for a property on which to carry on their sport. Unable to find a new location, the Norwood Golf Club wound up its affairs in December 1945. By their presence on the land for 38 years, the club had managed to keep a large area of Norwood free of development. That would dramatically change in 1945.⁵

Lyndale Park

In the spring of 1945, the Greater Winnipeg Town Planning Commission (TPC) submitted a tentative re-subdivision of the Norwood Golf Course project, to the St. Boniface Town Planning Committee (Plate 7). This had been presented to the Committee by Chris L. Fisher, an engineer with the Commission. The area took in the land between Birchdale, Highfield and the Red River which had hitherto only existed on paper, as the Plan 385 streets had never been laid out. The new layout, which was considered modern as it eliminated the usual street plan, had no back lands and the homes were to be served by a back entry way. There was also a “shops” area on either side of Birchdale. The TPC’s Eric Thrift was also present at the introduction of this “stream-lined” community, whose design had not yet been used in Canada, but had been seen in the United States (probably Radburn, New Jersey) and was to be used in British post-war planning. The homes were to face on to parkways or community walks, with vehicular serviceways at the rear of the properties. The land involved was about 45 acres, with room for 180 homes and a school. Lot sizes were to increase from the Plan 385 norm of 50’ x 120’ to 70’ x 100’ or 110’, and 60’ x 120’ for the other half. Unfortunately, no copy of this plan has presently come to light, but it is believed that it was largely adpted as Plan 4804 in 1948.⁶

By late July 1945, the Committee had tabled the proposed plan of subdivision with City Council. Matters moved slowly for the remainder of the year and into 1946. That April, Council entertained an offer by Brabant Brothers to construct the sewer and water sources for the new

area. They also rejected an offer from Housing Enterprises of Canada to develop the Norwood Golf Course which would include an apartment block component. The rejection was based upon suspected area resident opposition to apartments. Indeed, the temper of the residents was correctly read, for the area residents shortly afterward fostered a delegation requesting Council not to allow stores or businesses in the area as well. Mayor MacLean reassured the delegation that building restrictions placed over much of the Norwood area in December did not allow for such usage. This allayed some of the Ward 5 residents' concerns, and the matter of development went quiet again for the remainder of 1946.⁷

In April 1947, a Special Committee of City Council received three bids on the Norwood Golf Course property – all came from insurance firms – Manufacturer's Life, Sun Life and London Life. All were for the same amounts - \$37,500. In the end, preference was given to the London Life Insurance Company, which took a 90 day option on the property. The option was taken in late August, with London Life stating that it intended to build 205, 4- to 7-room houses on the property, starting in the spring of 1948. The houses were to have a price range of \$7,000 to \$10,000. As well, all the bays were to run off Lyndale, though it would appear that some modifications had taken place in the 1945 plat which modified the southwest quadrant of the property, while eliminating the now-forbidden shops area on Birchdale. Costing over \$1 million to develop, London Life termed this "the latest modern type of subdivision development, with 7 foot-wide sidewalks on the parkways and 26 foot-wide serviceways. The Norwood Golf Course was also given notice to vacate the property immediately."⁸

In March 1948, Manitoba Land Surveyor H.H. Bayne finalized the new plan for the Golf Course property. This would become Plan 4804 on 15 June 1948, along with Plan 4805 which formalized certain parklands along Lyndale Drive (Plate 8). In March, the new streets were as yet unnamed, but did not remain that way for long. On 26 April St. Boniface Council voted to name the area "Forest Park," while also naming the streets alphabetically from north to south – Balsam Place, Beechwood Place, Cedar Place, Hemlock Place, Larchwood Place and Rosewood Place. There were those, however, that pointed out that the subdivision name was a misnomer – there were very few trees to be found on the Norwood flood plain. It was felt that the name "Lyndale Park" might be substituted as being more appropriate and less misleading. Though

none of these trees were native to Manitoba, Mayor MacLean pointed out that St. Boniface did not wish to duplicate street names that existed in the rest of Greater Winnipeg. More immediate was spring flooding that year that resulted in the building of the Lyndale Dike that summer. The new feature was 20 feet above the river and 8 feet above Lyndale, but would serve to good purpose in the great flood two years later. The fill was taken from unwanted excavation materials from the City of Winnipeg.⁹

About 155 houses were constructed in Lyndale Park during 1948, with six more in 1949, 42 houses during 1950, one in 1951 and a final one in 1957, making the 205 dwellings originally projected by London Life in 1947. The terms of reference for these houses had been determined at a meeting of the City Property, Assessment and Building Committee on 17 October 1947. This set out the square footage for the three types of houses prepared by London Life – a two storey dwelling at 575 square feet; a one and one half storey dwelling at 650 square feet and a one storey dwelling at 800 square feet. As well, building alignments were set out at that time, the fronts being 40 feet, the rears 30 feet, with garage alignments at 10 feet. Some problems were encountered during construction which brought the modification of some of the alignments over the next several years. The City also retained ownership of a number of plots on Plan 4804, including Block 16, now the Ashdale Greenspace, and Block 9, which was reserved for school purposes.¹⁰

In November 1948, St. Boniface ratepayers approved a school construction by-law for the Lyndale Park subdivision. The \$250,000 building, designed by architects Green, Blankstein, Russell and Associates for the six-acre Block 9, was one storey in height, as well as being L-shaped. Its 250' x 136' mass held nine classrooms, a library, a health room, teachers' rooms, school board offices, a kitchen and an auditorium/gymnasium. The contractor, Gerard A Baert, began construction early in December 1948, and with delays, the new Nordale School was officially opened by the Minister of Education on 5 April 1950. This came in time for the infamous 1950 Flood, though Lyndale Park was saved by the dike which had been constructed along the Drive two years earlier. An aerial view, taken during the height of the flood, dramatically illustrated the difference between Norwood and the corresponding Riverview area across the Red River (Plate 9). Though the Lyndale Dike came close to being breached at the

height of the flood, it held, much to the residents' relief. The flood aerial photograph also illustrated the height differences in Norwood where there was no protective dike. This photograph may be compared to a similar one, taken in the autumn of 1953, when more normal river levels prevailed (Plate 10). By then, the Lyndale Dike had been augmented in the fall of 1950. This adversely affected some nearby properties, where some citizens felt that their properties had been devalued by 40%. Lyndale Drive became four feet higher than it had been before the flood, and this made it higher than many residents' driveways. Indeed, some residents on the west side of Lyndale were outside the dike (hence the term "diked-out" for those properties which required a resurvey in 1953 as Plan 5712).

By the end of 1950, Lyndale Park was considered by the *Norwood Press* to have been completed. This, of course, referred to the completion of Nordale School and 203 houses which had been erected during the 1948-1950 construction blitz by London Life. The area was safely residential, for a final attempt by the subdivision promoters to field a shopping centre in the area went nowhere. In time, the name "Lyndale Park" faded from use, as the older "Norwood Flats" reasserted itself in the minds of the citizenry. By 1991, as seen in an aerial photograph, Lyndale Park was now a mature area, with trees obscuring the view of the homes which had been so starkly seen in 1950 and 1953 (Plate 11). In terms of St. Boniface, Lyndale Park had spawned the smaller garden subdivisions elsewhere in the area – Raymond Place, off Traverse (Plan 4935, 1949, (Plate 12), or the two off Des Meurons – Cabana Place (Plans 5436 and 5757, 1952-53) (Plates 13, 14, 15) and Gaboury Place (Plan 5858, 1954) (Plate 16). In terms of Greater Winnipeg, Lyndale Park's original plan, done in 1945, predated that of Fort Garry's garden subdivision, the extensive Wildwood Park (Plan 4665, registered 3 May 1946) (Plate 17), which was Lyndale on a larger scale, though the final plat, Plan 4804 came in 1948. These, of course, represented the pioneer efforts of urban planners to redesign their community away from what had become, in their eyes, the detested grid-iron subdivision of earlier realty speculators. It was part of a Euro-American movement which stressed greenspace, and the subversion of automobiles to an almost hidden role in residential planning.¹³

Design/Architect

No architect's name was discovered over the course of the extensive research carried out for this project. One suspects an architect from the London or Toronto area who did not have any contact with St. Boniface officials. London Life made its representations to St. Boniface Council through the local or district office and the architects did not show themselves. Superintendency of the project appears to have been handled by St. Boniface building inspectors. Perhaps there was contact with Town Planning Commission officials, but there is no reference in those records, except for some annual reports in the St. James collections at City of Winnipeg Archives.

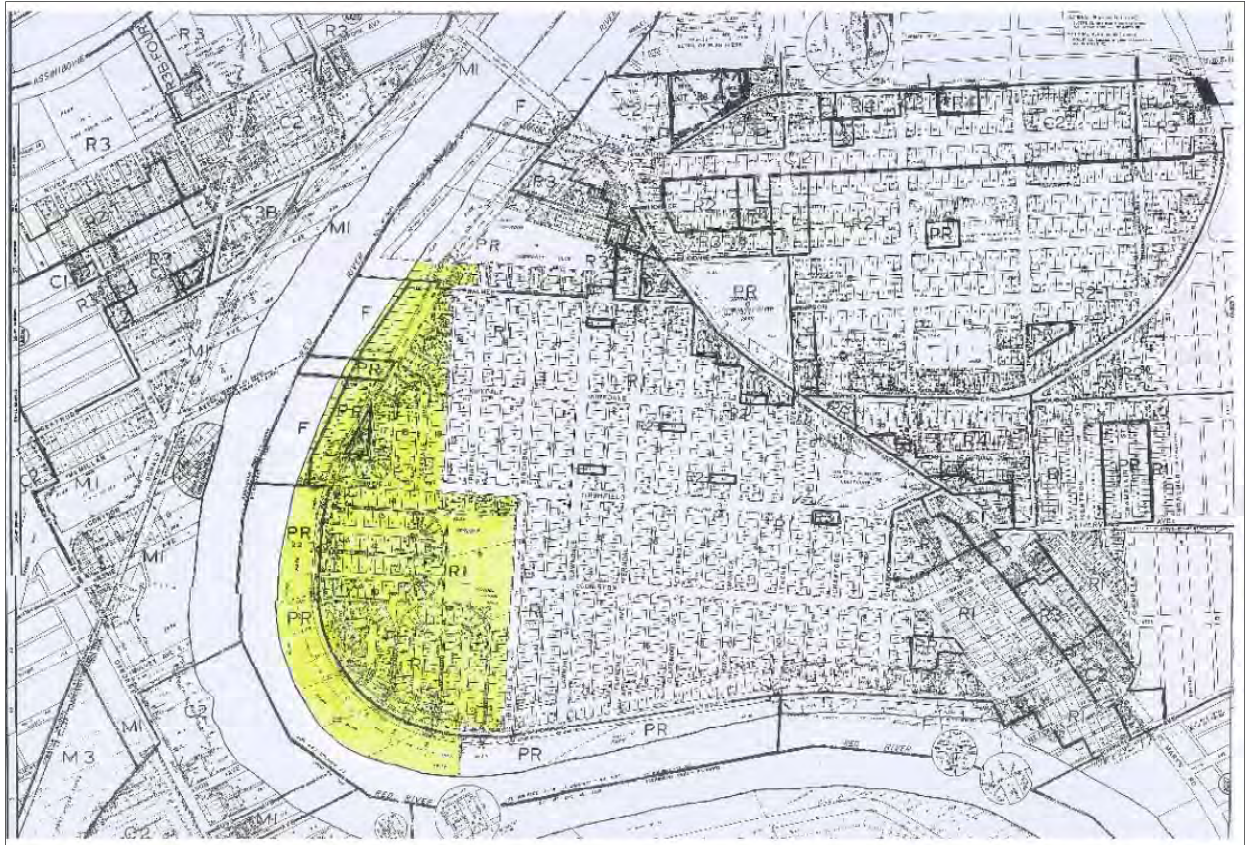


Plate 1.
Present-day Norwood Area, highlighting the Norwood Flats (Lyndale Park) Housing Development. (City of Winnipeg)

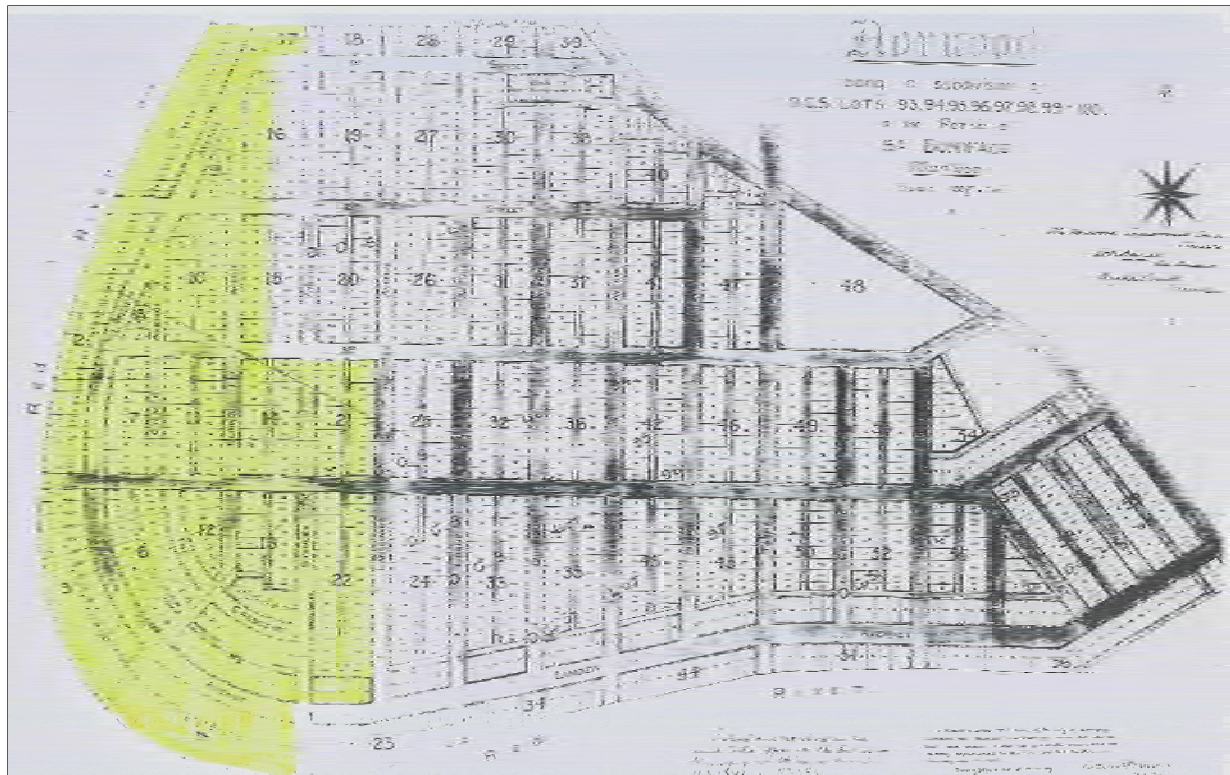


Plate 2.
Norwood (Plan 385, registered 1 August 1891), showing future Lyndale Park area. (Property Registry)



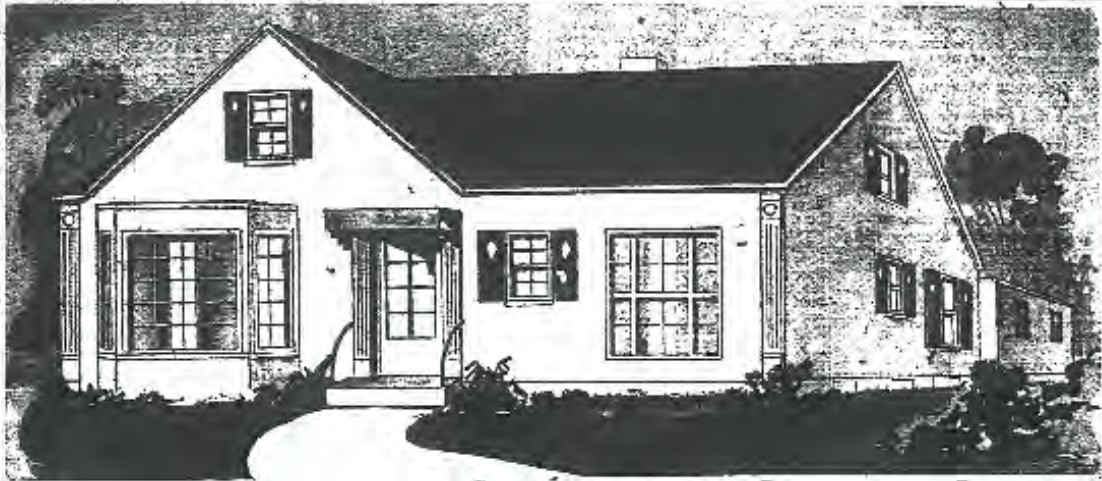
Plate 4.

Aerial view, Norwood area, October 1927. The flatness of the western portion of Norwood is evident here, a feature which probably made it ideal as a golf course. (Author)



Plate 5.

Aerial view of the northern portion of Norwood Golf Course, c. 1928. (Manitoba Archives, J. Allan Hackett Collection, 128)



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**The St. Boniface
 KIWANIS HOUSE**
Value \$12,000.00
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 Enclosed is \$1.00 for subscriptions at \$1.00 each
 Send receipt to
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 ADDRESS
 COUPON SHOULD BE RETURNED NO LATER THAN OCTOBER 5, 1944

Plate 6.

Kiwanis House, 419 Lyndale Drive, 1944. Edmund Fitz Munn, architect, built on the third hole, this marked both the beginning of the end of the Norwood Golf Course, and the beginning of Lyndale Park. Built to a reversed plan. (Legislative Library of Manitoba, *Winnipeg Free Press*, 30 September 1944, p. 6.)

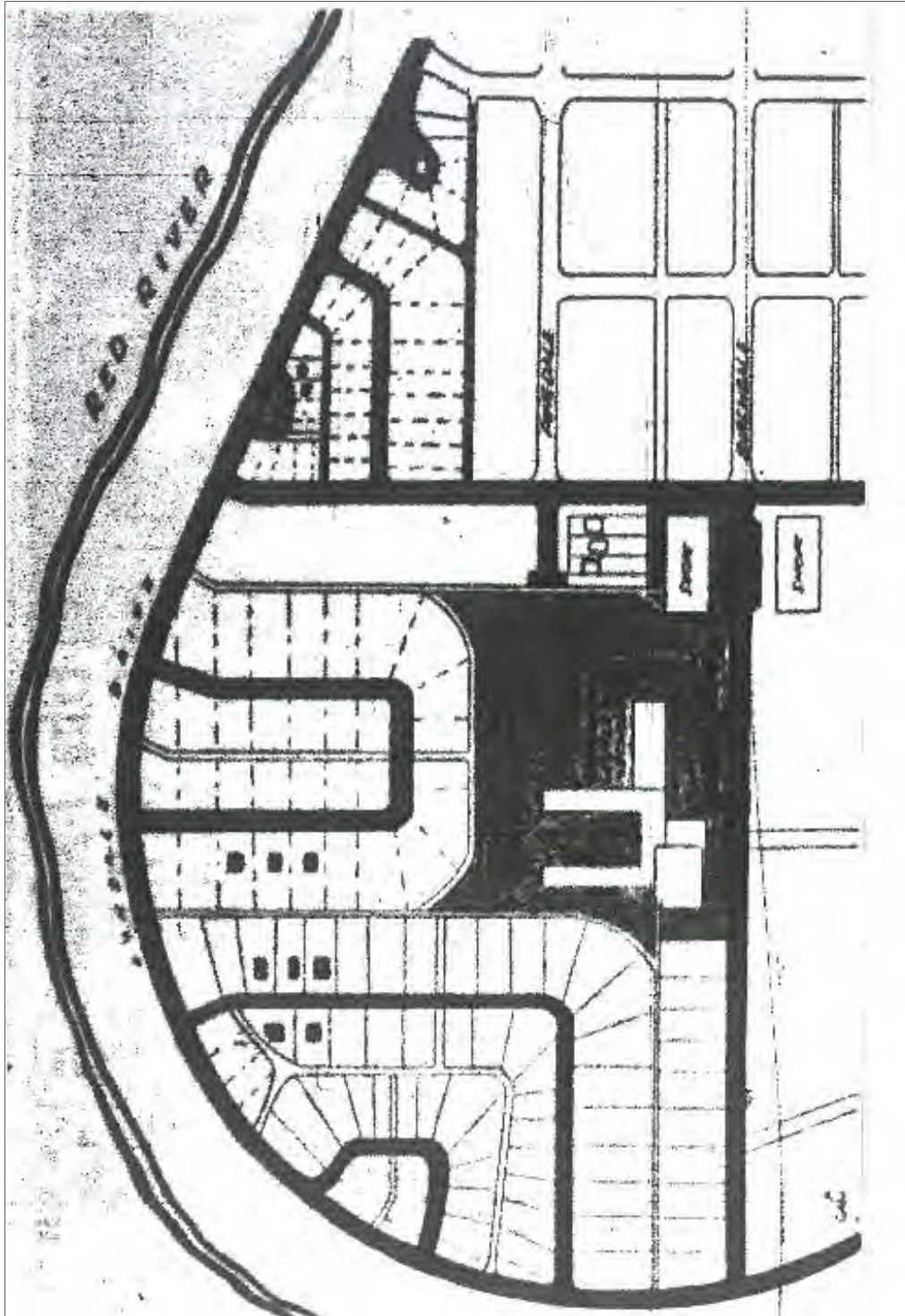


Plate 7.

Norwood Golf Course subdivision, March 1946. This was probably close to the proposed plat floated by the Greater Winnipeg Town Planning Commission in the spring of 1945. Compare with Plate 8. ((Legislative Library of Manitoba, *Winnipeg Tribune*, 14 May, 1946, p. 4.)

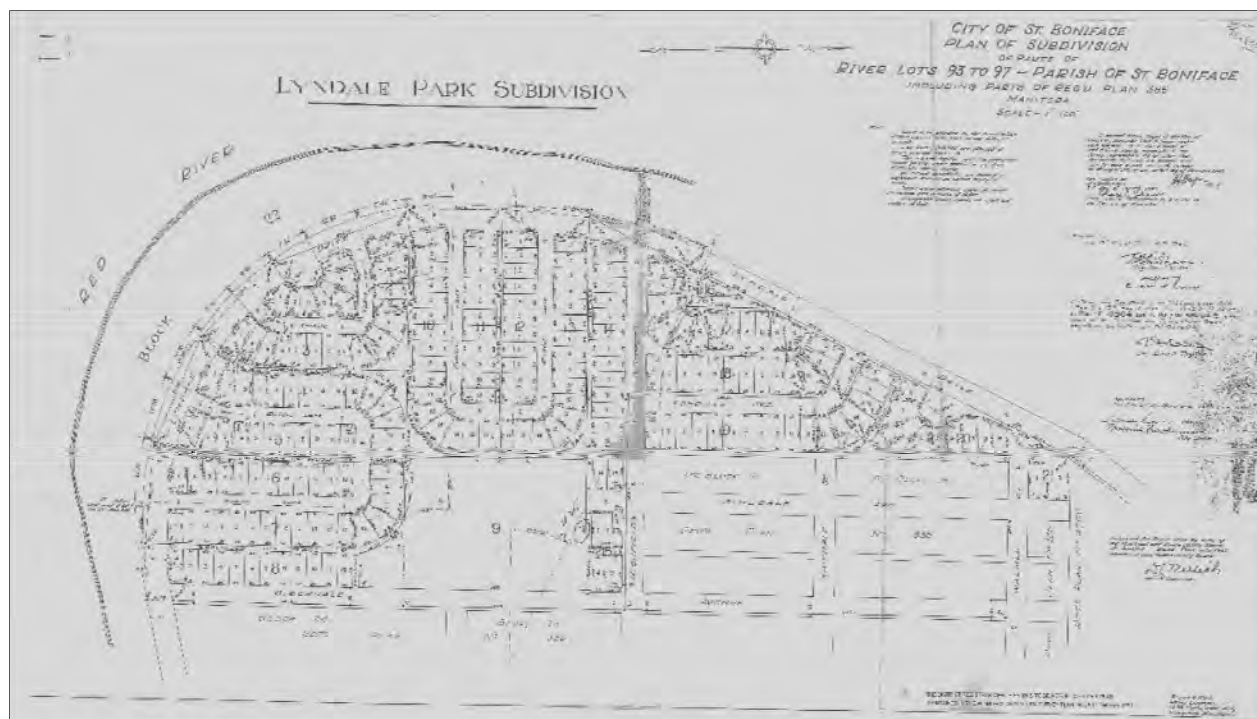


Plate 8.

Lyndale Park Subdivision (Plan 4804, registered 15 June 1948). This was the final product of three year's planning. On this, the streets had not yet been named. (Property Registry)



Plate 9.

Aerial View of Norwood, May 1950. Having a dike in place to protect Norwood was quite visible, especially with Riverview and the Municipal Hospital visibly flooded across the river. (City of Winnipeg Archives, 1A12453-8)



Plate 10.
Aerial view of Norwood Area, 24 October 1953. The contrast between the grid-iron of old Norwood and the bays of Lyndale Park are quite visible here. (Author, 119-84)



Plate 11.

Aerial view of Norwood Area, c. 1991. The mature subdivision now generally known as Norwood Flats can be compared with the starkness of the 1950 and 1953 aerial view. (City of Winnipeg Archives, 7-126)

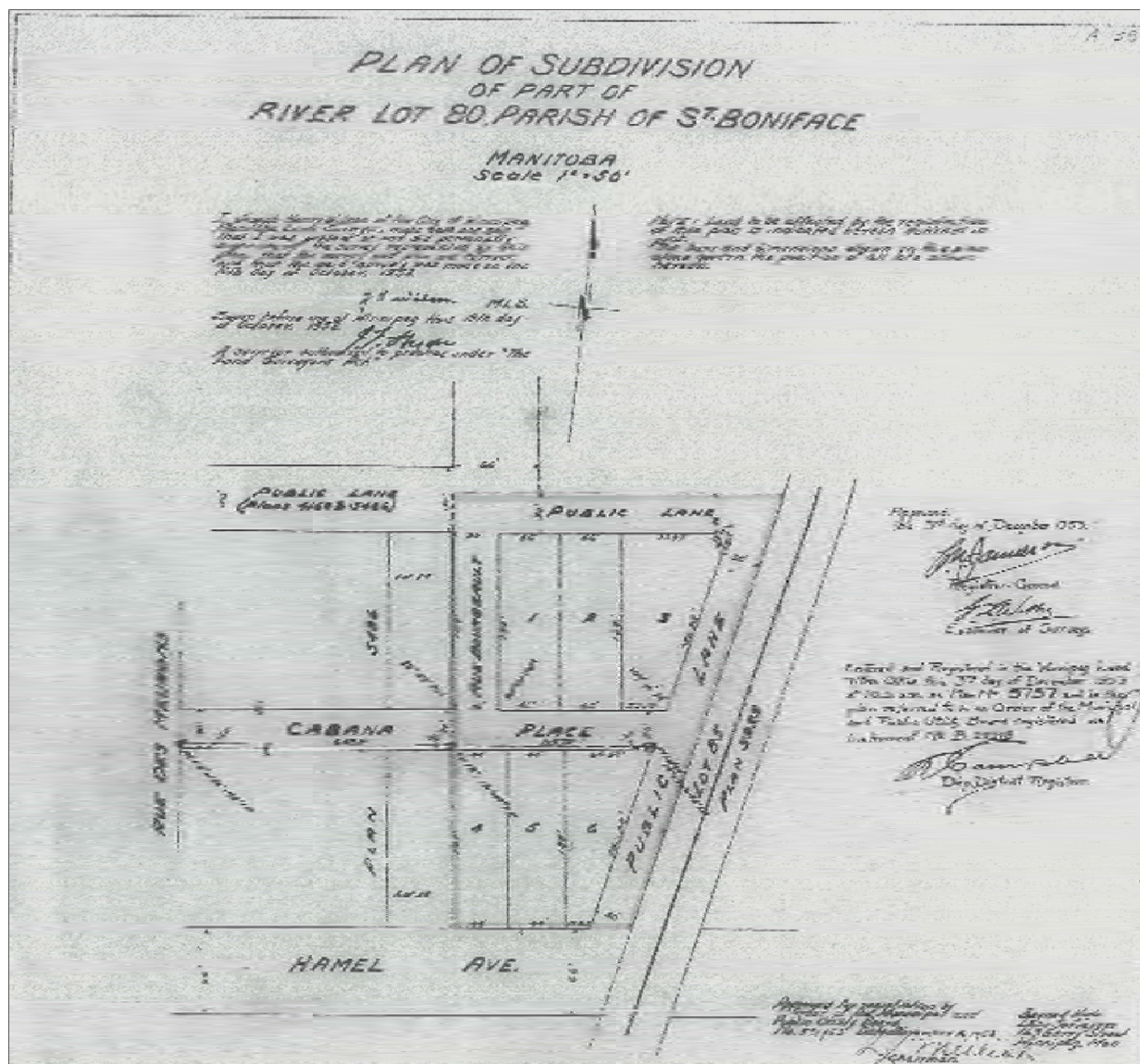


Plate 14.

Extension to Cabana Place (Plan 5757, registered 3 December 1953). Cabana was successful to the point where six more residential lots were carved out of rue Bourgeault and the eastern end of Plan 5486. (Property Registry)

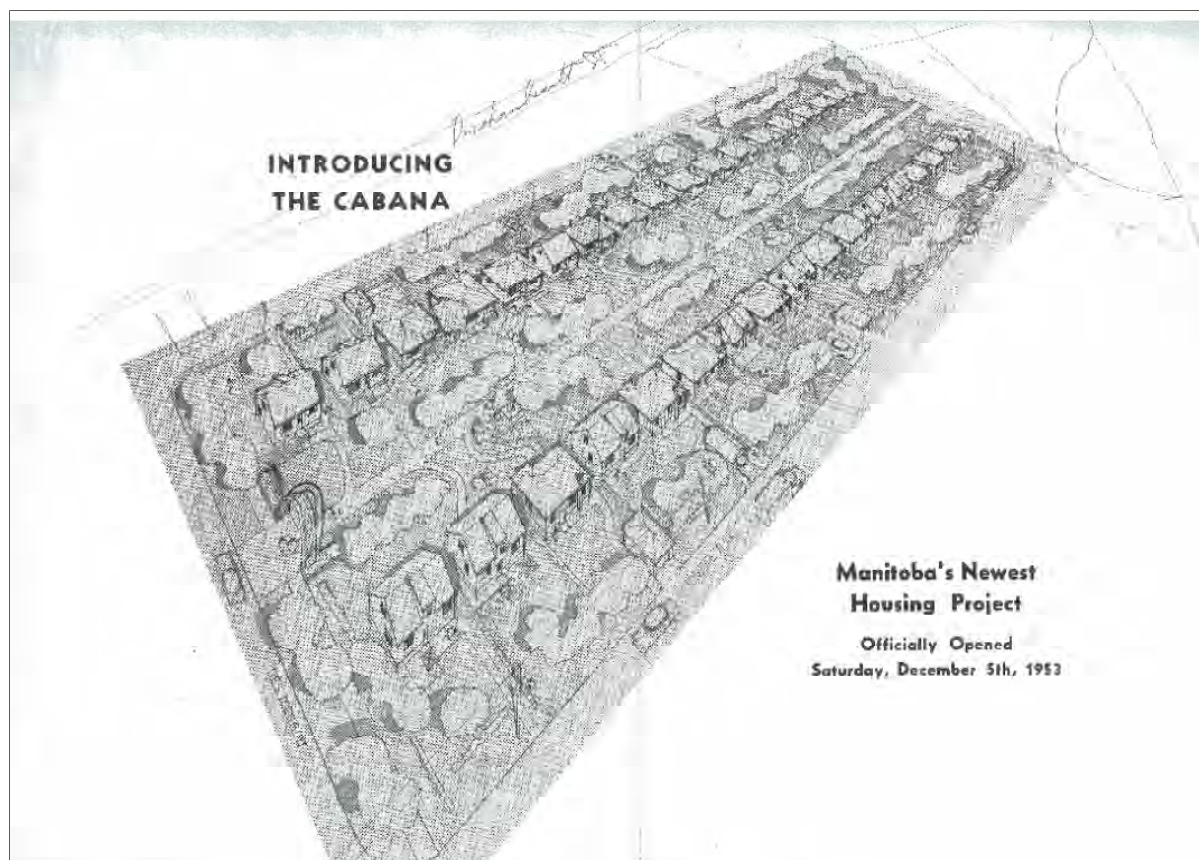


Plate 15.

Introducing the Cabana. This was the cover of the press package on opening day, December 1953. (City of Winnipeg Archives, St. Boniface Council Communications, Box A422, File 41)

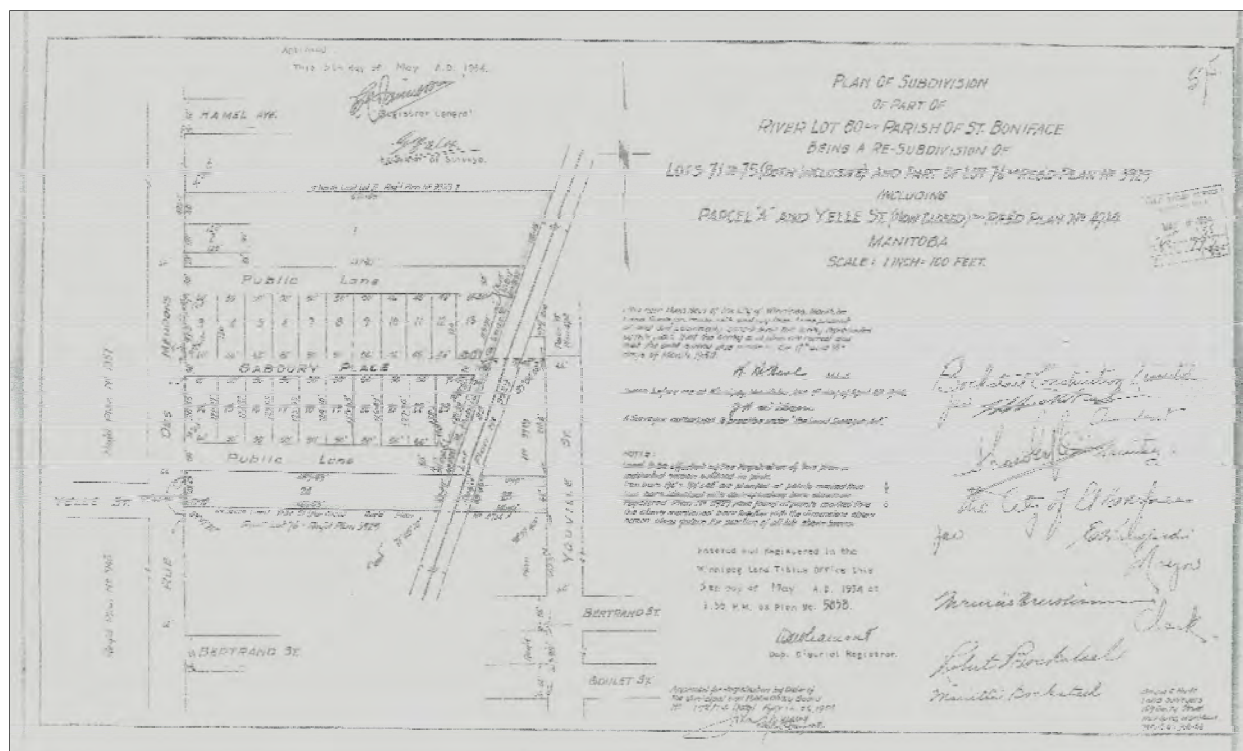


Plate 16.

Gaboury Place (Plan 5858, registered 5 May 1954). Located off Des Meurons, a short distance south of Cabana Place, this small garden subdivision showed that interest in the concept had not waned by 1954. (Property Registry)

Endnotes

1. *Manitoba Free Press (MFP)*, 8 June 1891, p. 8; 22 October 1891, p. 6; “The Norwood Bridge.”, *MFP*, 20 October 1893, p. 8.
2. City of Winnipeg Archives (CWA), *St. Boniface Assessment Roll (StB. AR)*, 1907, Ward 4, pp. 198-245; J. Alan Hackett, *Manitoba Golf – A Kaleidoscopic History* (Winnipeg: Gold Quill Publishing, 1998), p. 57; “Summary of Sport.” *Manitoba Free Press*, 21 July 1894, p. 5; “Golf.”, *MFP*, 23 July 1894, p. 5; “A New Golf Course.”, *Nor’Wester*, 13 August 1894, p. 5.
3. Manitoba Archives (PAM), *Norwood Golf Course Minutes*, P2974, (NGC), Volume I, p. 241, 27 April 1906; Volume II, pp. 58-59, 2 April 1924; p. 68, 19 September 1924; p. 103, 20 July 1926; p. 19, 19 May 1922; CWA, *St.B. AR*, 1925, Ward 5, pp. 414-432; CWA, *St. Boniface By-laws*, 1570-2200 (various), *Manitoba Gazette*, 9 August 1930, pp. 690-694; NGC, Volume II, p. 114, 21 April 1927.
4. PAM, NGC, Vol. II p. 178, 22 January 1932; p. 182, 20 May 1932; CWA, *St. Boniface City Council Minutes* (Council Minutes), 3 May 1932, p. 9031; 27 August 1934, p. 9812; 12 December 1938, p. 11298; 27 March 1938, p. 11404.
5. PAM, NGC, Volume III, p. 102, 29 March 1939; PAM, NGC, Volume II, p. 29, 17 November 1922; Volume III, p. 183, 22 October 1942; p. 158, 18 September 1941; p. 189, 17 March 1943; “City Property Booming.”, *Norwood Press*, 25 May 1944, p. 1; “St. Boniface to Erect War Memorial.”, *Winnipeg Tribune*, 26 September 1944, p. 11; “Garson Dedicates Kiwanis Home.”, *Winnipeg Free Press (WFP)*, 27 July 1944, p. 3; “War Memorial Proposed in Coronation Park.”, *Norwood Press*, 28 September 1944, p. 1; “City Council Notes.”, *Norwood Press*, 12 October 1944, p. 1; “Course Gone, Norwood Golf Club to Wind Up.”, *Norwood Press*, 2 December 1948, p. 1.
6. CWA, *Council Minutes*, 30 April 1945, p. 3461; “Joint Meeting Endorses Plan For New Subdivision.”, *Norwood Press*, 3 May 1945, p. 1; “Norwood Plan For Housing Approved.”, *Tribune*, 1 May 1945, p. 11; “New St. Boniface Subdivision Plans Submitted to Council.”, *WFP*, 1 May 1945, p. 5.
7. CWA, *Council Minutes*, 23 July 1945, p. 13553; 22 April 1946, p. 13826; 14 May 1946, p. 13834; “Building Restriction Placed On Large Area in Norwood.”, *Norwood Press*, 13 December 1945, p. 1; “Mayor Objects to Continued Shut-down of Whittier.”, *Norwood Press*, 16 May 1946, p. 1.
8. CWA, *St. Boniface City Council Communications*, Box A315, File 12, Minutes of Special Committee, 28 April 1947; “Golf Course to be Developed by Insurance Company.”, *Norwood Press*, 8 May 1947, p. 1; CWA, *Council Minutes*, 5 May 1947, p. 14196, item 2: “New Housing Project Starts.”, *Tribune*, 30 August 1947, p. 13; “Work on New Building Project to Start.”, *Norwood Press*, 4 September 1947, p. 1.

9. CWA, *Council Minutes*, 26 April 1948, p. 14615; "Council Grants Request For Children's Aid Boost.", *Norwood Press*, 29 April 1948, p. 1; "Spring Flood Dikes Planned.", *Tribune*, 28 August 1948, p. 7; "Work Started On Permanent Dikes.", *Norwood Press*, 2 September 1948, p. 1.
10. CWA, "Norwood Flats Survey, 1961.", in *St. Boniface Correspondence*, Box A269, File 20; "Report of the Special Meeting of the City Property, Assessment and Building Committee.", 17 October 1947, p. 11; *Council Minutes*, 20 October 1947, p. 14371; CWA, *St. Boniface By-laws*, 3358; 3365; 3415; 3562; *Minutes*, 26 July 1948, p. 1473; 13 September 1948, pp. 14791; 12 October 1948, p. 14830; 14 June 1948, p. 14681; 22 June 1948, p. 14684.
11. "School By-law Is Approved", *Norwood Press*, 18 November 1948, p. 1; "School Board Orders Start on Nordale School Construction.", *Norwood Press*, 9 December 1948, p. 1; "Education Minister Officially Opens New Nordale School.", *Norwood Press*, 13 April 1950, p. 1; "City Council Wants Quick Action on Dike Building.", *Norwood Press*, 14 December 1950, p. 1; "St. Boniface Diking Costs Are \$322,549,71 To Date.", *Norwood Press*, 30 November 1950, p. 1; "Delegates Bring Varied Matters Before Aldermen.", *Norwood Press*, 9 November 1950, p. 1; "Lyndale Drive Association Brief.", *Norwood Press*, 30 November 1950, p. 1; "Councillors Move to Bring Charter of the City Up-To-Date.", *Norwood Press*, 15 January 1953, p. 1.
12. "Passing Year Has Been One of Progress in St. Boniface." *Norwood Press*, 23 December 1950, p. 1; "Power Rates Investigation", *Norwood Press*, 17 November 1949, p. 1.
13. CWA, *St. Boniface Council Correspondence*, Box A422, File 40 (Cabana Place); Box A425 (Gaboury Place); Box A427 (Raymond Place).

Appendix

The following detailed list of Winnipeg's mid-century subdivisions features 79 entries, not counting subdivisions which were built on older plans. A number of observations are possible from this inaugural work:

1. New subdivisions did not necessarily emerge in the completed state in which we know them today. Indeed, very few were first marketed in a completed state: rather, they evolved in bits and pieces into the larger entity over a period of years. A prime example of this was Windsor Park, which was marketed between 1954 and 1971 in a series of 26 plans. Westwood was another example, completed in 1970 after a series of 21 plans that had started in 1958.
2. While many of these subdivisions were the product of single corporate bodies, others were developed by combinations of firms and individual land holders at various times.
3. Many of the original names of these subdivisions have gone unrecorded on the Registered Plans, as the practice of putting names such as "Bonnie Doon" or "Victoria Place" on those documents had passed around World War I. With further research, some of those names may re-emerge. To provide a name for a subdivision, it has often been necessary to resort to using area designations as shown in Sherlock's *Map of Winnipeg and Surrounding Areas*, 14th and 16th Editions. In some cases, Sherlock's usage is based on original subdivision names which have come to refer to much larger areas than on the original plats. For example, there were parts of Fort Rouge which continue to refer to themselves as Crescentwood, though they are far removed from the original Enderton subdivision. The problem was solved by sticking solely with the Enderton plans to limit that which was being written. This "widening out" has been a common practice in Winnipeg, unless one is dealing with a confined, separate area such as Armstrong's Point or Wildwood Park.
4. This present study represents new subdivisions that came into existence between 1941 and 1975. It does not include suburbs which developed on older plans where the lot configurations remained suitable in a later era. The Greater Winnipeg area had seen an explosion of subdividing in the period 1905-1912. While this led to initial development of various suburbs such as St. James, St. Vital and East Kildonan, there was a certain amount of overkill in the process. Large areas of subdivided land remained unsold and unbuilt at the Boom's end in 1912, and would remain that way for the next forty or fifty years. In many cases, most of the vacant lots were taken over for taxes by the various municipalities. Often, where large groups of lots were involved, the municipality cancelled the existing subdivisions, allowing the land to revert to acreage. In later years, such tracts became very inviting for developers of various types. In other instances, the municipalities kept the old subdivision in place, reselling their holdings to people and firms willing to build on what were generally grid-iron pattern layouts. As a result, a 1957 house on a 1912 subdivision parcel would be indistinguishable from a 1957 house on a 1956 era lot. Therein lies the problem, as this study deals with the new suburban creations, while the others remain invisible. This happened in parts of St. James, the Kildonans and St. Vital. In the latter instance, Victoria Crescent springs to mind. This was a 1904 subdivision which did not

really begin to be built up until the 1940s, and which continues into the present time. Suburban development, yes, but presently beyond the scope of this project.

5. The author assumes that the 1945-1975 dates for this study were based upon similar dates as found in Keshavjee and Enns' *Winnipeg Modern Architecture, 1945 – 1975*. For practical concerns, the starting date for this study begins in 1941 in order to include Norwood Grove which began re- subdividing the old Plans 73 and 385 in that year. Along the way, two other suburban plans from 1943 and 1944 presented themselves. These were probably meant as post-war veterans' housing areas. Marlton and Dieppe-Coventry both saw their main development after 1950.
6. It must also be said that the dates of Registered Plans used in this study represent the first and last plans that were registered in the area during the study period. Construction would, of course, take place after both dates. This present study does not take notice of any registered plans issued after 31 December 1975 (aka Plan 12633), though some of the listed subdivisions marked kept growing spatially after that time.
7. If this study has produced a listing which is cumbersome because of numbers, the author suggests an earlier cut-off date. That would be 31 December 1971, the day prior to the inception of Unicity. That could remove about 15 subdivisions from the list. As such, the list provides a guide where years or decades could be selected for study on a piecemeal basis. Or individual subdivisions might be chosen for further study, using the listed plan numbers to access that show how an area grew in the post-war period.
8. The sources for this portion of the Suburbs Study consisted of the City of Winnipeg's *Area Characterization* books, which feature the zoning sheets that were superseded by the present computer atlas in 1999. Those volumes depict the various areas of the former municipalities as they existed between 1980 and 1986. Though superseded as a daily working document by the Planning Department, they are of great use to a study of this type, which uses a cut-off date prior to 1980. Those volumes generated registered plan numbers, street names and even river lot numbers. The plan numbers led into the second source – the registered plans themselves, which are largely available on microfilm produced by the City of Winnipeg in the 1980s. These cover Registered Plan numbers 1 to 22,000. While the film has some gaps, in the form of a handful of plans that were missing at the time of filming, it has proven quite useful in formulating this listing. The plan will always have a registration date, at which time the plan came into official existence. As well, there is often the name of the land owner giving approval to the plan, as well as the name of the surveyor (or survey firm) doing the work. The plan will also identify the land being subdivided, as well as showing any earlier plan numbers being superseded.
9. There arises the question of group or social housing, a number of instances of which arose during research. These were housing projects launched by service organizations, such as the St. James Kiwanis which built the houses on Sinawik Bay in the 1950s, or the Royal Canadian Legion Gardens on Talbot Avenue. Other instances of this have been found at McGillivray Place, or the barracks-type buildings on Troy and Chamberlain avenues behind the Lincoln Hotel on McPhillips, or the Anatole Seniors' Hostel, 250-296 Templeton Avenue, and the Willow Park-Gilbert Park area in the 1960s. The social housing factor might make a salient feature for our study.

City of Winnipeg Mid-century Suburban Subdivisions

Name	Dates	Registered Plans	Remarks
Norwood Flats	1941-1953	4233; 4256; 4521; 4593; 4804; 4805; 4911; 5712	Re-subdivision of Plans 73 and 385
Marlton	1943-1973	4375; 4713; 11178; 11370; 11427; 11551	Oakdale Drive/Marlton/Fairmont Avenue
Dieppe – Coventry	1944-1973	4420; 4771; 4962; 5826; 5982; 6192; 8938; 11005; 11029; 11120; 11314; 11449.	Coventry/Buckingham/Cambrian/Dieppe
Roblin Park	1945 – Veterans	4540	Robindale/Greenbrier Area
Wildwood Park	1946 -	4565	Resubdivision of older Wildewood area. Unique layout
Riverbend – Garden Road	1946	4590; 4591	Riverbend Crescent/Garden Road. Small Area
Silver Heights	1950 – 1953	5090; 5691; 5750	Mount Royal and side street: Mount Royal Crescent/Davidson/Whytewold. Lount subdivision
Crowson – Sandra Bays	1950 – 1953	5135; 5652	Riley/Wicklow/Crowson / Sandra Bays
Woodhaven	1954-1956	5996; 6339	Harris Boulevard/Armour Crescent/Oakdean Crescent
Glenlawn	1953	5636	Glenlawn/Silverthorn Area
Rossmere – Fraser's Grove	1953 – 1957	5747; 6504	Rossmere Crescent /Glencoe / Larchdale /Rowandale
McGillivray Place	1954 + - Social	5852	Vincent / Biscayne / Rampart / Beaumont Bays. Social Housing

Windsor Park	1954 – 1971	5910; 6160; 6265; 6298; 6324; 6486; 6557; 6708; 7282; 7291; 7422; 7551; 7618; 7660; 7714; 7805; 8156; 8205; 8279; 8631; 8697; 8715; 8720; 9007; 9343; 10867	Large Housing Development, mostly by LADCO
Niakwa Park	1955 – 1963	6142; 8134	Comanche / Niakwa Roads
Kebir Place	1955 – 1956	6159; 6361	Crane Avenue / Kebir Place / Dove Bay / South Drive
Sturgeon Creek	1955 – 1968	6165; 7014; 8027; 8230; 8679; 9138	Amaryth / Wharton Boulevard
Garden City	1955 – 1963	6187; 6271; 6900; 7295; 8123	Large Housing Development by Model Home Ltd
Bird – Fort Garry Area	1956 1959	6264; 7007	Marshall Bay / Maybank / Clarence Avenue. Built by Bird Construction, Ltd
Sherwood Park	1956 – 1968	6289; 6965; 9850	Munroe / Ayers Area
Morse Place	1956	6316	Munroe / Hoskin, east of Gateway
Pulberry	1956 – 1964	6369; 7067; 7514; 7874; 8677	Tod Drive / Parkville / Arden
Golden Gate	1956 – 1959	6398; 7069	Moray / Rita resubdivision of older plan
Douglas	1957 – 1975	6495; 7555; 8206; 9640; 9785; 9964; 10712; 10796; 11072; 11257; 11274; 11615; 11664; 11741; 11922; 12008; 12016; 12321; 12355; 12469; 12479; 12516; 12534	Gilmore / Summerfield / Autumnlea / Winmart, etc. Large subdivision. E. of Henderson Hwy N. of Peguis
Westview	1957	6501	Cloverdale / Kootenay Crescent
Birchwood Heights	1957	6564	Assiniboine Crescent / Pinewood Drive
Kiwanis Place	1957 – 1958 – Social	6671	Ness / Sinawik Bay. Social Housing

Willowdale	1958	6712	Willowdale Place. Small subdivision
Jameswood	1958	6750	Ness / Jameswood Drive Area
Springfield Heights	1958 – 1962	6793; 7305; 7826	Edision / DeGraff / Eade / Arby / Macaulay
Dundoon – Durness	1958 – 1962	6878; 8247	McLeod / Dundoon / Durness / Cameo Crescent / Kirkwall Crescent
Westwood	1958 – 1970	6829; 7016; 7103; 7161; 7446; 7849; 7902; 8029; 8074; 8170; 8331; 8422; 8485; 8646; 8793; 8861; 9486; 9598; 10135; 10434; 10615	Westwood Drive. Poets and Authors side streets. Large Subdivision
Clyde Park	1958	6904	Clyde / Panet Road. Resubdivision of older plan
Thatcher Drive	1959	7003	Thatcher / Agassiz Drive
Riviera Crescent	1959	7071. Connected w/wildwood	Closing part of Riviera
“New” Transcona	1959	7050; 8026; 8226; 8392; 8568; 8600; 8851; 11953; 12558	Kildare / Brewster Bay / St. Martin Boulevards, etc...
Beaumont Park	1959 – 1964	7077; 8776	“The Planets” – Mars / Saturn / Neptune / Jupiter / Mercury Bays
St. Norbert	1960 -1962	7207; 7473; 7642; 7986	Lemay Avenue / Campeau / Ste. Therese area east of Highway
Darwin	1960 – 1972	7229; 10593; 10692; 10935; 11179; 11180; 11232; 11241; 11254; 11258	Riel Avenue / Oakridge / Avalon / Minnetonka, etc...
Crestview	1961 – 1971	7583; 7595; 8016; 8183; 8501; 8603; 9226; 10227; 10920	Crestview / Fairlane / Morgan / Bellevista, etc...
Southboine	1961 – 1974	7526; 9135; 9783; 10190; 11109; 11192; 12044	Paradise Bay / Kinkora / Southboine Drive

Beaumont	1961 – 1973	7597; 7693; 9988; 10686; 11671	Rannock / Municipal / Berkeley Area
Litz Place	1961 – 1971	7614; 7720; 8024; 9388; 9596; 10577; 10805	Litz Place / Tamarind area. For A. Litz Homes, Ltd
Heritage Park	1962 – 1969	7868; 8364; 8511; 10281	Heritage Boulevard / Stillwell / Sturgeon / Caron / Carriage Road
Athlone	1962 – 1964	8055; 8590	Red Robin / Athlone / Nightingale Road
Bunn's Creek	1963 – 1975	8145; 8376; 8390; 9118; 9360; 9831; 10966; 11176; 11243; 11459; 11741; 11919; 12213; 12298; 12324	Algonquin Avenue / Diamond / Brahms Bay, etc. Large Subdivision
East Tuxedo	1963 – 1971	8286; 10742; 11004	Cuthbertson Place / Edgeland Portsmouth Blvd. Former Plan 1714.
Parc LaSalle	1963 - 1973	8419; 9079; 10625; 10924; 11424; 11503	Houde Drive / Ducharme / Gendreau
Margaret Park	1963 – 1971	8437; 10766	Leila / Sly Drive / Aikins / Seaforth. Large Subdivision
Fort Richmond	1964 – 1975	8579; 8582; 8733; 8969; 9020; 9326; 9345; 9533; 10067; 10358; 10886; 10969; 10985; 11030; 11077; 11700; 12217	Large Subdivision by LADCO
South Tuxedo	1964 – 1971	8726; 9563; 10795	Bower Boulevard / Hedley / Shaftesbury / Bard
Elmhurst	1965 – 1975	8894; 9286; 9854; 10112; 10235; 10313; 10610; 10752; 10838; 10839; 11071; 11081; 11134; 12062; 12269	Epsom Crescent / Haney / Royal Road
River Park West	1965 – 1975	8896; 10033; 11742; 11743; 11983; 12203	Barker Boulevard / Xavier Drive

Westdale	1965 -1975	8929; 8948; 9046; 9663; 9742; 9834; 9896; 10099; 10294; 10544; 10627; 10851; 10951; 11108; 11306; 11156; 11489; 11734; 11796; 12009; 12074; 12103; 12316	Dale Boulevard / Hammond Road / Dellwood, etc. Large Subdivision
Southdale	1965 – 1975	8979; 8980; 9221; 9327; 9432; 9592; 10241; 10342; 10414; 10475; 10875; 10954; 11076; 11090; 11889; 11890; 12427	Lakewood Boulevard, etc. Large Subdivision
Valhalla Gardens	1965	9085	Valhalla Drive. Apartment Subdivision
Donwood	1966 – 1969	9133; 9267; 9462; 9776; 10140; 10903; 11651; 11755	Donwood Drive / Jessica Drive / Gemini Avenue etc.
Woodgreen – Emerald Grove	1966	9269	Prairie View / Woodgreen / Emerald Grove
Parkway Square	1966	9275	Tanoak / Embassy
Braeside	1967 – 1968	9497; 9916	Louelda / Moncton / Fleming
Lakewood	1968 – 1975	9839; 10122; 10188; 10311; 10371; 10900; 10981; 11097; 11182; 11215; 11281; 11589; 11595; 11713; 11740; 12151; 12256	Lakeridge / Kay / Buchanan / Risbey / Isbister. Former Plans 6119/6831
Scotswood	1968 – 1974	9942; 9971; 11312; 11961	Community Row / Betsworth / Rannock / Scotswood
Pacific Junction	1968 – 1975	9854; 10225; 10610; 10620; 10667; 10885; 10901; 11214; 11302; 12269	Elmhurst / Cathcart / Shetland
Maples	1970 – 1975 +	10512; 10536; 11025; 11059; 11060; 11170; 11218; 11229; 11492; 11554; 11606; 11887; 11909; 11916; 11951; 12264; 12294; 12295; 12296; 12486	Jefferson / Masterson, etc Large Subdivision by BACM

Oxford Heights	1970 – 1971	10631; 10690; 10958	McMeans / Paulley Drive / Dowling / Thom
Valley Gardens East	1971 – 1974	10971; 11028; 11238; 11255; 11324; 11480; 11582; 12025; 12093	Antrim / Louelda / Snowdon / Tu-pelo / Green Valley. Large Subdivision
St. Michael	1971 – 1975	11007; 11898; 12325	St. Michael Road / Kilmarnock
Meadowood Park	1971 – 1975	11008; 11818; 11931; 11992; 11995; 12276	Knightsbridge / Pembridge / Meadowood / Thunder Bay
Country Club	1971 – 1972	10964; 11058	Country Club Boulevard
Ridgedale	1972 – 1973	11107; 11339; 11551; 11616; 11941; 12370	Roblin / Jaymorr / Fairway Place
Valley Gardens West	1971 – 1973	10971; 11221; 11425; 11431	Antrim, etc, Former Plan 767
River Pointe	1973 -1974	11762; 11946	Harry Collins Avenue / St. Germaine Street
Vista	1974	12030; 12106	Vista Avenue / Rattai Place Former Plan 1887
Waverley Heights	1974	11860; 11867	Pembina / Markham. Former Plan 8973
Mission Gardens	1974 – 1975	11915; 12024; 12290	Rougeau / Hatcher / Bernard Bay
Glendale	1975	12446	Gagnon / Suzanne Bay
Ambassador Row	1975 +	12487	Ambassador / Diplomat
Harbor View	1975 +	12556	Springfield Rd / Cox Blvd.
Callsbeck	1975 +	12595	Callsbeck Ave. Seven Lots
Riverbend	1975 +	12628	Donan Street. Former Plans 1894/4408