POLICY TITLE	ADOPTED BY	EFFECTIVE DATE
Railside at the Forks – Concept Plan	City Council	December 13, 2017
ORIGIN / AUTHORITY	**CITY POLICY NO**	**MOST RECENT CONSOLIDATION**
Standing Policy Committee on Property and Development	PD – 023	June 30, 2020

1 Introduction

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents, business owners and employees.

The purpose of *Railside at the Forks – Concept Plan* (the Plan) is twofold. Firstly, it refines and implements the City's broader planning objectives, as contained in its strategic planning documents, *OurWinnipeg* and *Complete Communities.* Secondly, the Plan articulates the long-term vision and core principles for the development of the Railside Lands, and provides the guidance required to realize that vision.

Local Area Plans are the primary tool used to manage major land uses changes and intensification in Transformative Areas designated under *OurWinnipeg* and the *Complete Communities Direction Strategy.* The following sections outline how this plan fits within the context of *OurWinnipeg* and the *Complete Communities Direction Strategy*.

Council intends the Plan to have effect even if tenure or ownership changes for any portion of the Planning Area.

1.2 OurWinnipeg & Complete Communities Direction Strategy

It is envisioned that the Planning Area will develop within the context of a greater overall vision for the City of Winnipeg. *OurWinnipeg* envisions a City that is:

"Planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to ensure a socially, environmentally and economically sustainable future through the integration of transportation planning, land use, built forms and urban design"

Complete Communities is one of the four Direction Strategies among a series of detailed studies, strategies and guides supporting Winnipeg's Development Plan; *OurWinnipeg*. Its primary focus is to describe Winnipeg's physical characteristics and lay out a framework for the city's future physical growth and development by introducing an urban structure. The Overall Vision of *Complete Communities* is:

The City of Winnipeg is planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to enhance a socially, environmentally and economically sustainable future through the integration of transportation planning, land uses, built form and urban design.

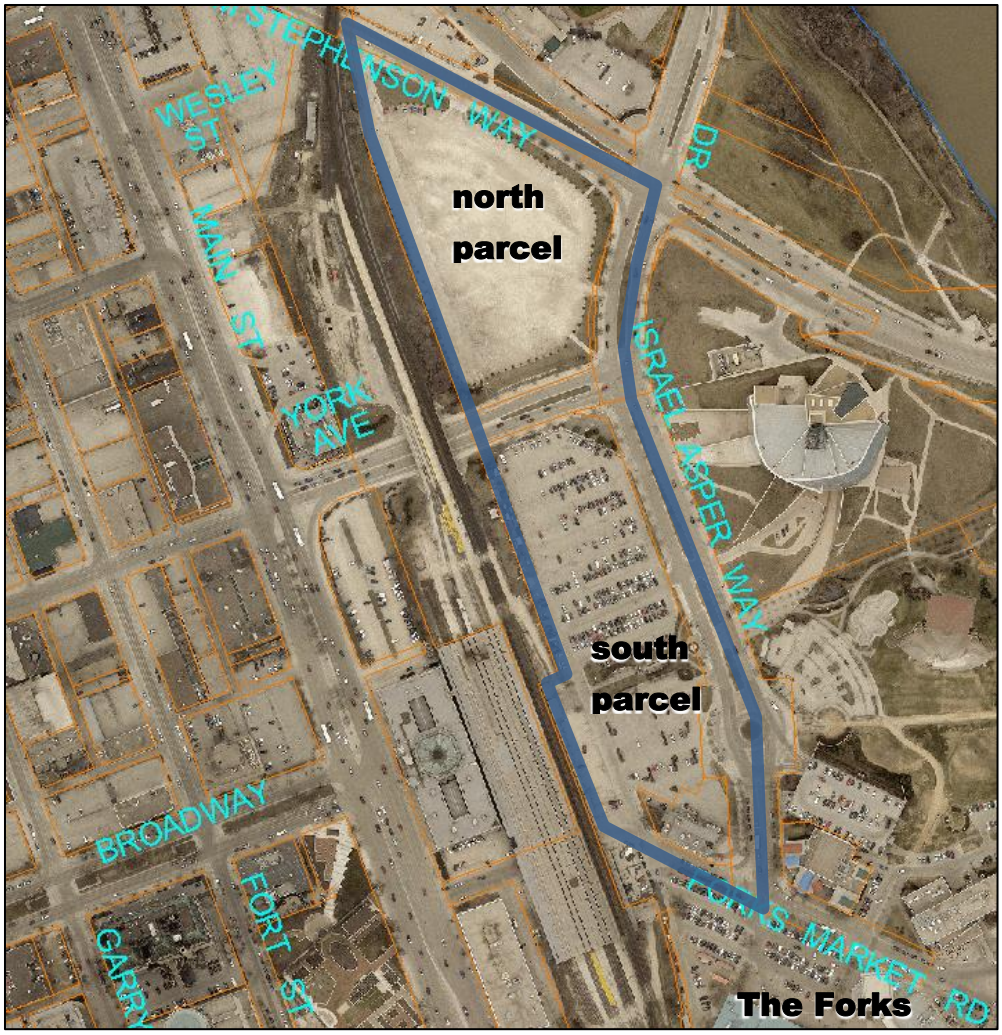
The Railside Lands are in the Downtown, which is designated as Transformative Area in *Complete Communities*. The Key Direction under part 03-1a Organizing Downtown states –

Pursue a focused district, destination and cluster approach to development downtown that will seek to:

- *provide more predictability and opportunity for investment;*
- *increase the variety of complementary experiences and opportunities;*
- *help achieve a critical mass of people-oriented activity that is vital to ongoing economic success.*

1.3 Planning Area

The Railside Lands Planning Area is defined as the lands generally bounded by Stephenson Way to the north, Waterfront Drive to the east, Forks Market Road to the south, and the CNR right-of-way to the west. The 5 hectares (12 acres) serves primarily as surface parking. It is zoned "C" Character Sector under Downtown Zoning By-law No. 100/2004. See Map 1 below.



Map 1 – Railside at the Forks Context Orthophoto 2016

1.4 Overall Plan Goals

The Plan provides a “blueprint” for the future development of the Planning Area, a community with a mix of residential, commercial, community use spaces and public open space. The foundation of the Plan consists of a series of goals that directly relate to the key directions as noted in *OurWinnipeg* and outlined in *Complete Communities*.

1.5 Timeframe of the Plan

The Plan is future-oriented and depicts how the Planning Area is to be developed over an extended time period through a series of public and private sector initiatives. Development within the Planning Area is expected to occur over a 20-year timeframe, phased from south to north as illustrated in Attachment 1.

1.6 Interpretation of the Plan

1.6.1 Interpretation of Illustrations

The visualizations provided in Attachment 1 do not form part of the Council-adopted policy. The illustrated document further explains some of the architectural concepts and shows precedent examples from other cities. Design details will be refined through Urban Design Review and permit processes.

1.6.2 Policy Interpretation

Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

Where “shall” is used in a policy, future development applications will be expected to comply with the policy.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Development Application stage.

1.7 Amendments to the Plan

Any changes to the policies and figures contained herein shall be made by, and within the sole discretion of City of Winnipeg Council.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary for Council to evaluate and justify the amendment. See also Section 13.

1.8 Monitoring of the Plan

The Plan shall be monitored to ensure it remains current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

Detailed servicing and transportation engineering analysis may be required to support development within the planning area.

2. Public Input Process

2.1 Participation Approach

Public engagement formed a significant role in the preparation of the Plan. The input provided by participants significantly influenced the policies included in the Plan. The Forks Renewal Corporation (FRC) carried out public consultation in three phases beginning in spring of 2013.

A number of consultation mechanisms were employed including stakeholder meetings, interviews, focus groups, workshops, surveys, a web site, and public open houses. The final draft was posted on-line during July and August 2017 and was promoted through social media channels.

More detail can be found in Attachment 1.

3. Planning Vision and Goals

3.1 Planning Vision

Railside at the Forks is intended to become a sustainable mixed-use development that provides housing, services, recreation and leisure opportunities to the local and regional market.

Consistent with FRC's founding mission statement, the vision and development direction for the Railside Lands is premised on a 20-year strategy to transform the subject lands from bleak surface parking lots into a dynamic mixed-use neighbourhood. Building on the rich amenities of The Forks, Railside is envisaged as a model urban community, seamlessly integrated into the existing site context that supports a diversity of housing types, demonstrates design innovation and excellence, enhances connectivity with the broader city and adheres to FRC's ambitious sustainable development goals. The overall goal for the Railside Lands is to create a diverse, resilient and welcoming place that augments and enhances the existing character of The Forks.

3.2 Planning Objectives

The Planning Objectives for the Plan are as follows:

1. Ensure accessibility to the public at-large, future residents, entrepreneurs and businesses and a diversity of development interests.

2. Encourage a mix of uses including high quality public spaces, retail, commercial, live/work, condominium, co-op and rental residential.

3. Implement a green approach to development and operations, based on The Forks' Target Zero philosophy - zero garbage, zero water waste and zero carbon emissions.

4. Design for Winnipeg's four seasons – including buildings that are highly energy efficient and public spaces that are comfortable in all weather conditions.

5. Demonstrate innovation and design excellence – throughout the Railside Lands, including architecture, urban design, sustainability, brownfield redevelopment and public/private collaboration.

6. Strengthen connections to the city – create and enhance physical linkages into The Forks for all transportation modes.

4. Land Use Concept

By introducing permanent residents, Railside at the Forks can become a vital, lived-in extension of The Forks, infusing a new layer of community into the year-round amenity. At full build-out, Railside has the potential to accommodate 1,000 to 1,200 residential units, divided equally over the Railside south and north parcels. Targeting an average density of 80 to 100 units per acre, Railside can provide the critical mass required to support significant planned investments in rapid transit and public spaces. Ground floor uses will actively contribute to the public realm through physical and visual vibrancy. The Plan contemplates and supports opportunities for office uses, hotel facilities, retail commercial uses and community facilities that contribute to the diversity and liveliness of Railside.

4.1 Policies

1. The predominant land use shall be residential with the majority of buildings being mixed-use.

2. Residential densities should average 80 to 100 units per acre (1000-1200 dwelling units at full build out) in support of rapid transit.

3. The ground floor of each building shall be comprised of uses and spaces that help activate the public realm and are generally accessible by the public.

4. With the exception of limited work-live units in designated areas, no private residential development shall occur at grade, but rather on levels two (2) to six (6).

5. At grade residential and office lobby areas and exits, and other non-active uses should be modest in frontage width.

5. Housing Diversity

A diverse and inclusive community requires a diverse housing mix. FRC is committed to ensuring that Railside includes a diversity of housing types, unit sizes, tenure mix; integrating accessible and age-friendly housing, and providing housing options for a range of household income levels, including the provision and integration of affordable housing.

5.1 Policies

A minimum of 10% of all units within Railside should be affordable, as defined via Provincial affordable housing income limits.

6. Urban Design

The intent of the this section is to encourage variety among individual buildings, suite sizes, configurations and ownership models, support innovation in building technology and architecture, and to ensure that individual buildings are designed with a permeable and vibrant ground floor, conducive to independent retail and active uses.

6.1 Massing and Scale

Railside Lands is intended to be a diverse mix of participants, ownership models, architectural outcomes and the creation of a variety of public outdoor spaces.

Limiting the height of buildings to six storeys enables the creation of ground-oriented, human-scale public environment – spaces with proportions that have been found to feel universally more comfortable to people of all ages and demographics.

6.1.1 Policies

1. Buildings shall be limited in height to six storeys.

2. Selected sites, mainly on the south side of major courtyards, should be limited to four stories to allow for increased access to sun at grade at these key locations. Alternatively, creatively shaping the building mass, i.e. top floor setbacks or sloped rooflines could be considered if the intent of the solar access is met.

3. Notwithstanding Clause 1, selected sites may allow for buildings up to eight storeys where:

    - the site is located on the north side of a planned courtyard;

    - the shadow impacts on adjacent sites are managed/mitigated; and

    - there is a demonstrated community benefit associated with the proposed project to justify the additional height.

    Requests to approve any buildings exceeding six storeys shall be submitted by The Forks Renewal Corporation to the Director for approval.

6.2 Façade Animation/Permeability

All building facades at Railside should frame and define the alleys and squares that characterize the public realm. Every facade is therefore of high importance and individual buildings should be designed with this in mind. Particular emphasis should be placed on the interface between ground floor uses and the street.

6.2.1 Policies

1. Transparent visual connection to the activity within each building's ground floor – abundant clear glass – shall be required to fulfill the Plan objectives.

2. Glazed exit stairs, balconies, abundant windows and public art are encouraged to further activate building facades.

3. Large loading doors should not interrupt the flow of pedestrians.

4. With the exception of limited live-work units in designated areas, lobbies and required egress paths, no private residential or otherwise inaccessible or inactive development should occur at grade.

5. Residential lobbies shall be limited in width at grade to further reduce the amount of non-active building facade at the street level. Residential entrances exceeding 20'-0" in width of façade are highly discouraged.

6. At grade, the tenant units should generally be limited to maximum 20' width per business to encourage variety of the streetscape and to provide small grain business frontage for local, independent retailers, hospitality businesses and artisan grocers. Larger operations may be permitted, but it is recommended that these tenancies would be located over two levels (1-2) to maintain narrower widths and variety at grade.

7. Rooftop mechanical equipment should be concealed from view and sound-isolated.

7. Public Realm

Creating and maintaining a high-quality public realm that is animated year-round is central to the Railside vision. Equally important, is that Railside's public space network is connected to the larger Forks site and surrounding open spaces linked through the planned Forks trail system as articulated in the 'Go to the Waterfront' plan. The detailed public realm design must be mindful of the importance of balancing the needs of residents living at Railside and managing the pressures of being part of the city's preeminent destinations, and must result in high quality spaces that are welcoming, safe and accessible all year long.

7.1 Squares and Alleys

The Plan is premised on a series of central urban squares, connected via a network of short streets and alleys. The intent of the design is to create an inviting village atmosphere that draws people in and encourages them to explore and discover. The streets and alleyways within Railside are planned as woonerfs – curbless streets accommodating all modes, but prioritizing pedestrians. The public squares are envisioned as vibrant hubs of activity populated with open storefronts and outdoor patios.

7.1.1 Policies

1. Urban squares shall be designed to integrate public art, café seating, high quality lighting, plantings, street furniture and other amenities.

2. This network of alleys and squares should constitute approximately 60% of the Railside Lands area.

7.2 Public Art

Public art will be an integral feature of Railside, enhancing its character and adding distinct elements of interest to its public spaces. Beyond the aesthetic, public art can also be instrumental in creating and defining a ‘sense of place’. It can generate civic pride, serve as a landmark to orient residents and visitors alike and, in some instances, can become an attraction that, in turn, contributes to local economic development.

7.2.1 Policies

1. An overall public art strategy shall be developed for Railside, with an aim to dedicate one (1) percent of the total public realm capital budget program to commissioned works by professional Winnipeg artists.

8. Economic Development

Railside should foster innovation and sustainable city building and stimulate economic development.

8.1 Policies

1. Development within the Planning Area shall demonstrate durability and adaptability, innovative sustainable approaches and integration of green technologies in building, site and infrastructure design.

2. Development within the Planning Area shall contribute to the development of local knowledge and technical skills in sustainable building and infrastructure construction.

3. Development within the Planning Area should incorporate state-of-the-art highspeed networking infrastructure – providing connectivity for residents, businesses, visitors, as well as applications for site infrastructure and building controls.

4. The development of Railside should enable diverse employment opportunities and new commercial enterprises.

5. Railside shall incorporate affordable storefront and production spaces for local start-ups, social enterprises, artists and makers.

9. Sustainability

Environmentally sustainable strategies such as increased insulation, green/productive roofs, inclusion of solar panels and other renewable energy sources are highly encouraged as part of individual development projects.

Social sustainability is intended to be achieved through a rich mix of uses and unit types within the development. These strategies include various ownership models (from condominiums, rental suites and co-operatives to student and senior housing) and the inclusion of a variety of unit sizes and types conducive to a mix of demographics (families, couples, singles, students, seniors), as well as physically accessible and visitable suites. Similarly, economic diversity and inclusion of affordable housing is encouraged both within individual developments and across the Railside Lands. Further, innovative design / ownership strategies, such as inclusion of small flex spaces between larger residential units, could be employed to enable individual living units to expand and contract over time according to occupant needs and facilitate ‘ageing in place’.

9.1 Culture and Community

Railside will foster cohesion, inclusion and cultural diversity, creating a welcoming place.

9.1.1 Policies

1. Railside shall provide a diverse mix of housing (i.e. ownership, rental, co-op, etc.) that provides accessible housing for all income levels and stages of life (i.e. affordable, student, seniors, etc.)

2. Railside may include new community and cultural facilities (i.e. educational institutions, visual and performing arts centres, community/recreational centres, museums and/or galleries).

3. Railside shall preserve and honour the site’s indigenous history and cultural heritage.

4. Railside shall identify, preserve and protect archaeological and heritage resources and provide opportunity for interpretation.

5. Railside shall activate public spaces through programming, public art, festivals and cultural events.

6. Citizens and stakeholders shall continue to be consulted as the planning and development of Railside evolves.

9.2 Brownfield Rehabilitation

Phase I and II Environmental Assessments have been completed to define extent of potential contamination and identify appropriate remedial and risk management strategies;

9.2.1 Policies

1. Development within the Planning Area shall incorporate staged remediation and risk management program.

2. Remedial work shall be coordinated with required archeological investigations and monitoring.

9.3 Energy Conservation

Consistent with the energy conservation targets for remediated brownfield developments established under the Green Municipal Fund by the Federation of Canadian Municipalities, the Plan includes an energy reduction target.

9.3.1 Policies

1. Development within the Planning Area should target a minimum 45 percent reduction in design energy consumption compared to the National Energy Code for Buildings (NECB) 2011.

2. Development within the Planning Area should implement innovative building approaches and technologies that reduce energy consumption and generate renewable energy on site (zero net energy).

3. Development within the Planning Area shall optimize solar exposure to promote passive solar design.

4. Railside should include a geothermal-based district utility that provides centralized and efficient heating and cooling delivery for the entire Planning Area. The utility should be designed to ensure adaptability to new or additional energy sources in the future.

5. Railside may include bio-waste conversion technologies in support of energy generation and waste diversion efforts.

6. Railside shall expand on the Fork's existing biodiesel program, working with new restaurants in Railside to divert waste cooking oil and fuel FRC's site equipment and vehicle fleet.

7. Rooftop photovoltaic systems are encouraged throughout Railside Lands.

8. Heat recovery systems are encouraged throughout Railside Lands.

9. Small-scale wind energy systems are encouraged throughout Railside Lands.

10. District-wide systems should be implemented to monitor energy generation and usage.

11. Railside shall enable and support opportunities for local food production such as community gardens, green roofs, etc.

12. Citizens and stakeholders shall continue to be consulted about ways to reduce energy consumption.

9.4 Water Conservation

Strategies for water conservation at Railside aim to reduce, protect and reuse water, in terms of domestic and commercial usage, as well as in water usage for site operations. In alignment with Green Municipal Fund of the Federation of Canadian Municipalities, the Plan includes targets for reduction in potable water usage.

9.4.1 Policies

1. Railside should achieve a minimum 20% reduction in potable water usage compared to typical urban development.

2. Railside should incorporate greywater treatment systems to be used for grounds maintenance.

3. Railside shall expand on the current rainwater collection system at the Forks.

4. Railside should incorporate innovative sewage management systems (i.e. vacuum sewage system and on-site treatment plant) to manage waste water on-site.

5. Railside shall incorporate water efficient landscaping.

6. Citizens and stakeholders shall continue to be consulted about ways to conserve water.

9.5 Stormwater Management

The aim of Railside's stormwater management strategy is to eliminate the potential for combined sewer overflows, while also reducing run-off impacts on the Red and Assiniboine Rivers through integrated stormwater and waste water approaches.

In alignment with Green Municipal Fund of the Federation of Canadian Municipalities, the Plan includes targets for stormwater runoff and quality.

9.5.1 Policies

1. Railside should eliminate site runoff for the 50th percentile of all 24-hour rainfall events, by volume.

2. Railside should remove 60% of total suspended solids from runoff leaving the site.

3. The design of open spaces shall maximize permeable surfaces through Water Sensitive Urban Design (i.e. rain gardens, soakways, green roofs, infiltration trenches and permeable paving) in parking areas and public areas to allow for a 20% reduction in asphalt and concrete compared to typical urban development.

4. Buildings shall minimize run-off through on-roof retention and/or green roofs or other innovative design approaches.

5. The planned archaeological dig site on the north parcel may be converted into a stormwater retention feature after archaeological assessment work is complete.

6. Railside may reuse site runoff to lower the use of potable water throughout site operations.

7. The overall public realm design (i.e. constructed wetlands, bio-swales, etc.) shall integrate naturalized bio-retention systems.

9.6 Waste Diversion

Railside presents a significant opportunity to expand existing diversion programs and initiatives for implementation at a neighbourhood scale. The intent will be to explore ways to further augment waste diversion efforts and consider strategic investments in innovative waste management infrastructure towards achieving Target Zero.

9.6.1 Policies

1. Railside should achieve an initial diversion target – both residential and commercial – of 60% solid waste diversion from landfills.

2. Bio-composting and recycling programs should be expanded to the neighbourhood scale, which would make Railside the first neighbourhood in Winnipeg to benefit from three-stream (garbage, recycling and organic) collection.

3. Development within the Planning Area shall use local materials whenever possible.

4. Development within the Planning Area should incorporate bio-waste conversion technologies that can be implemented as part of Railside's energy generation and waste diversion efforts.

5. Citizens and stakeholders shall continue to be consulted about ongoing efforts to reduce and divert waste.

10. Transportation

Transportation is fundamental to FRC's sustainability objectives for Railside at the Forks and the Forks site as a whole. Railside is seen as a potential catalyst for altering the way people travel to the Forks, with greater emphasis on public transit and active transportation, including walking, cycling and, in the winter months, skating or skiing on the river trail.

The primary objective of Railside's transportation strategy is to create an environment that supports a modal shift; where residents, visitors and workers have multiple transportation options available to them and do not need to rely on their cars. From a community sustainability perspective, the subsequent benefits of emphasizing people over cars include:

- Reducing greenhouse gas emissions generated by automobiles;
- Using valuable land more efficiently by dedicating more land area for the development of high-quality buildings and public spaces rather than car-related infrastructure; and,
- Contributing to public health and well-being, by promoting active modes and designing streets that calm traffic and prioritize pedestrian safety and comfort.

10.1 Active Transportation

Active transportation refers to any human-powered mode of transportation such as cycling, walking and skiing. Railside can contribute to the downtown's evolving active transportation networks, strengthening connections to other areas of the City, promoting community health and reducing greenhouse gas emissions.

10.1.1 Policies

1. Neighbourhood design should pursue compact urban form that encourages walking and other active modes.

2. The urban environment should support walkability by establishing a complete mix of uses and developing a permeable network of streets and alleys.

3. The design of all streets and alleys within Railside should prioritize the safety and comfort of pedestrians and cyclists – shared streets with lower vehicle speeds.

4. Integrated connections with the Forks' planned cycletrack and other planned active transportation networks should link the development and enhance connectivity to surrounding areas of the City.

5. The Public Service shall explore reconfiguring Israel Asper Way into a pedestrian promenade – reducing the number vehicular lanes, creating new linear open spaces and dedicated pedestrians and cycling facilities.

6. Railside shall include cycling amenities, such as bike parking/storage, self-serve bike repair stations, etc.

7. Railside should enhance pedestrian connections to Main Street (under the Rail line).

10.2 Parking and Loading

The City's Downtown Zoning By-law, at the date that this Plan was adopted by Council, has no minimum parking allocations, meaning that new residential and commercial developments within the downtown can be built without parking. Recognizing the need to both replace some of the existing parking spaces being eliminated by the development of Railside and accommodate potential new demand generated by the intensified mix of uses within Railside, FRC is examining a variety of opportunities to address future parking needs for The Forks site as a whole.

10.2.1 Policies

1. Railside shall optimize the utilization of parking resources through shared parking approaches (i.e. residential permit system) and expansion of existing facilities, etc.

2. Railside should include dedicated car-share fleet for residents and businesses.

3. Railside shall incorporate enhanced transit accessibility and improved connectivity to new and planned active transportation networks.

4. Any newly built parking areas as part of the Railside development – whether surface lots or structured facilities – should be designed for future conversion or redevelopment for non-parking uses.

5. Service should occur through front doors in smaller quantities/frequency, as opposed to large loading zones that interrupt the pedestrian environment.

10.3 Access for Emergency Vehicles

Railside has been planned to ensure that emergency vehicles can safely and easily access and navigate the Planning Area. Based on consultations with the City of Winnipeg's Fire Prevention Branch and Plan Exam Administrator, the Plan adheres to the City's requirements for firefighting and fire prevention.

10.3.1 Policies

1. Railside shall establish a clear building address system.

2. Each building within Railside shall be equipped with sprinklers and fire department connections where required by the applicable building code.

3. Railside shall include comprehensive fire hydrant coverage.

4. Each building within Railside shall be equipped with fire alarm panels and annunciators located at the principle entrance.

11. Servicing and Infrastructure

Detailed plans for services and site utilities, that are consistent with FRC's sustainability objectives and demonstrate innovative and cost-effective infrastructure solutions, will be developed in collaboration with the City of Winnipeg and Railside's development partners.

12. Rail Proximity

The *Railside at the Forks Concept Plan* aims to ensure consistency with the general intent of the Federation of Canadian Municipalities' Guidelines for New Developments in Proximity to Railway Operations (May 2013), as well as the City of Winnipeg's ongoing efforts to establish its own regulatory regime, to mitigate the impacts associated with development in proximity to active railways. The FRC has retained an engineering consultant specializing in rail proximity and will be relying on their expert recommendations to ensure development at Railside satisfies a level of safety commensurate with FCM guidelines.

Appendix B: Operationalizing the Railside at the Forks Concept Plan

1. Definitions

1.1. In this document, the following words and phrases have the following meanings:

"Application" means an application for the repeal of or an amendment to the Plan;

"Critical Path" means the Standing Policy Committee on Property and Development, Heritage and Downtown Development shall make recommendations to the Executive Policy Committee who shall make recommendations to Council who shall make a decision with respect to any Application;

"Director" means the Director of Planning, Property and Development, and includes his or her designate; and

"Plan" means the Railside at the Forks Concept Plan endorsed as Council Policy.

2. Repeal or Amendment

2.1 An application may be submitted by:

A. the owner of land located with the Plan area; or

B. any other person authorized in writing by the owner, in a form satisfactory to the Director, to submit an application on the owner's behalf.

2.2 An application must be submitted to the Director.

2.3 Any application for an amendment which proposes changes to the Plan must be endorsed by Council and follow the Critical Path.

3. Notification

3.1 An applicant must provide written notice of the proposed repeal or a proposed amendment to all property owners, or condominium corporations where established, within Plan area by registered mail no later than 21 days prior to the date of the meeting at which the Standing Policy Committee on Property and Development, Heritage and Downtown Development will consider the application.

3.2 Each notice referred to in subsection (1) must:

A. include:

i. a description of the intent of the proposed repeal or amendment;

ii. a copy of the proposed amendment, where applicable;

iii. the mailing address to which comments may be submitted;

iv. contact information to which further inquiries may be directed; and

v. information with respect to where and when the Administrative Report for the proposed repeal or amendment may be accessed;

B. identify the date, time and location of the meeting at which the Standing Policy Committee on Property and Development, Heritage and Downtown Development will consider the proposed repeal or amendment; and

C. indicate that the recipient of the notice referred to in subsection (1) may submit their comments, in writing, to the Director by no later than 17 days following the date of the notice or 14 days prior to the meeting identified in accordance with clause (b), whichever is sooner.

3.3 The applicant must provide proof of notice being given in accordance with this section to the Director no later than 14 days prior to the date of the meeting at which the Standing Policy Committee on Property and Development, Heritage and Downtown Development will consider the application.

Attachment 1

RAILSIDE AT THE FORKS - CONCEPT PLAN

07|2017



RAILSIDE AT THE FORKS

RAILSIDE AT THE FORKS - CONCEPT PLAN

ACKNOWLEDGEMENTS

Citizens of Winnipeg who shared their creative ideas and provided their critical input to shape the vision and plans for Railside at The Forks.

The Government of Canada
The Province of Manitoba
The City of Winnipeg
The Federation of Canadian Municipalities
The Forks Foundation

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SCATLIFF + MILLER + MURRAY
visionary urban design + landscapes

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ARCHITECTURE INC

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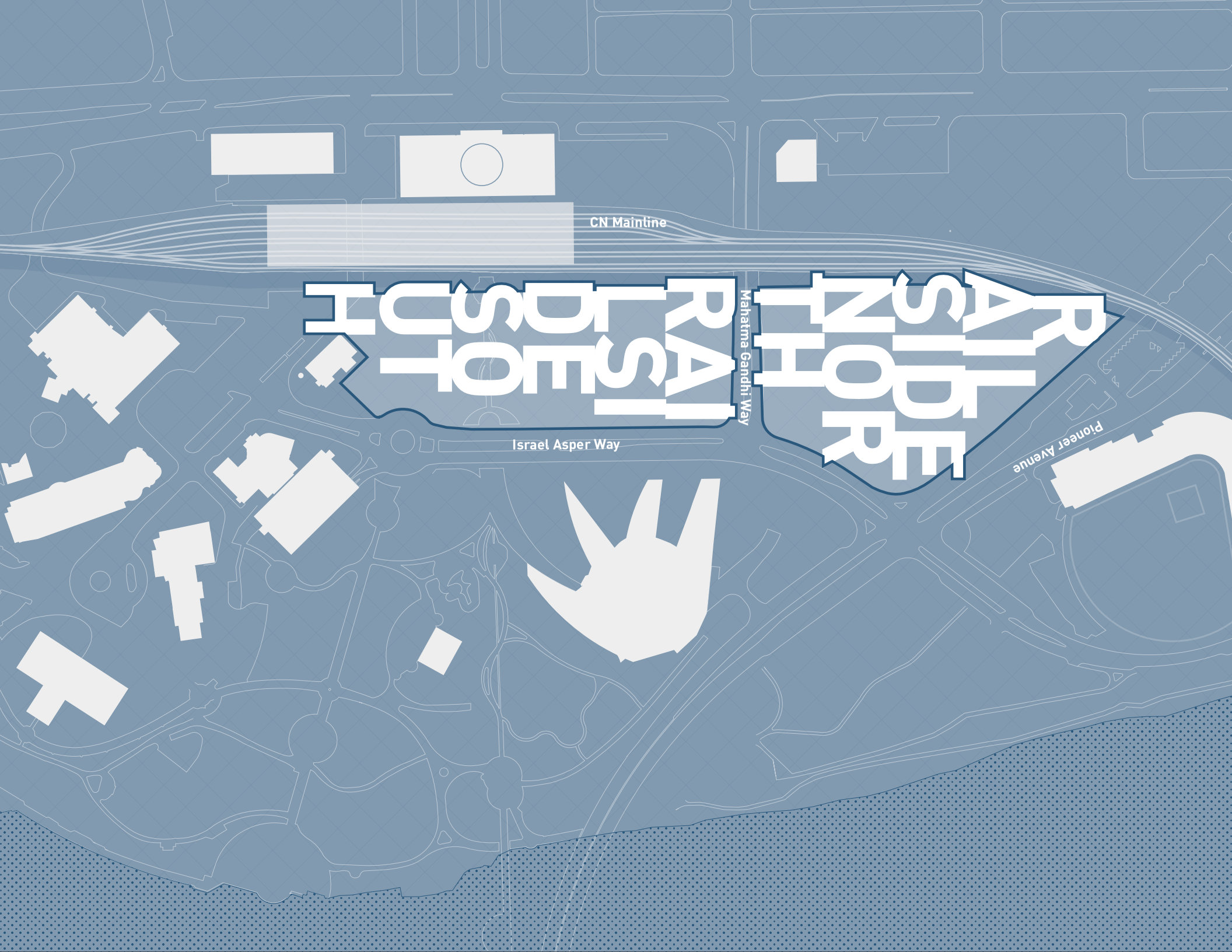


01 INTRODUCTION

Since the beginning of the renewal of The Forks site in 1989, the former Canadian National Railway (CNR) East Yards have been completely transformed. What was once a desolate and inaccessible industrial site, is now Winnipeg's foremost destination. In early 2013, The Forks Renewal Corporation (FRC) embarked on a comprehensive planning exercise to shape the long-term vision for the Railside lands – comprised of two of the largest surface parking lots in downtown Winnipeg. Totaling nearly 12 acres, the Railside lands have remained undeveloped since the initial reclamation of the CNR East Yards, and represent a significant opportunity to essentially complete the redevelopment of The Forks as it was initially conceived more than 30 years ago.

This Concept Plan is the culmination of three successive phases of public consultation and the collaborative input from FRC's three shareholders: The Government of Canada, Province of Manitoba and City of Winnipeg. Input from the Citizens of Winnipeg and FRC stakeholders has been, and will continue to be, central in shaping the long-term vision for the Railside lands.

THE RAILSIDE LANDS ARE COMPRISED OF TWO OF THE LARGEST SURFACE PARKING LOTS IN DOWNTOWN WINNIPEG AND REPRESENT A SIGNIFICANT OPPORTUNITY TO COMPLETE THE REDEVELOPMENT OF THE FORKS.


CN Mainline
Mahatma Gandhi Way
Israel Asper Way
Pioneer Avenue

RAILSIDE PARCELS

1.1 : PURPOSE AND INTERPRETATION

The purpose of the Railside Concept Plan is to articulate the long-term vision and core principles for the development of the Railside lands, and provide the guidance required to realize that vision. Although the Plan is prescriptive in terms of establishing design parameters, it is intended to provide sufficient flexibility to allow for creative interpretation and innovative solutions to meet the development objectives for Railside over the next twenty years.

Equally important, this Concept Plan is also intended as Railside's sustainability blueprint. It integrates the core components of a Sustainable Neighbourhood Action Plan in accordance with the requirements of the Federation of Canadian Municipalities' Green Municipal Fund, which has generously supported the preparation of this Plan.

1.2 : RAILSIDE LANDS

The Railside lands consists of two parcels:

Railside South
Railside South is a 5.9 acre site owned by FRC. The Railside South parcel is bounded by Mahatma Gandhi Way (York Avenue) to the north, Israel Asper Way (Waterfront Drive) to the east and the CN Mainline to the west. A linear public open space, which includes the recently completed Alloway Arch, bisects the site and will be incorporated into Railside's overall public realm design.

Railside North
Railside North (also known as Parcel 4) – is a 5.7 acre site currently owned by the City of Winnipeg, but intended to be transferred to FRC as part of the overall Railside development initiative. Railside North is bounded by Pioneer Avenue to the north, Mahatma Gandhi Way (York Avenue) to the south, Israel Asper Way (Waterfront Drive) to the east and the CN Mainline to the west.

Today both sites are used as surface parking lots, serving a mix of downtown workers who rent stalls on a monthly basis and visitors to The Forks site. Together, the two parcels make up the largest contiguous surface parking area in the downtown. Railside is poised as a potential model for the City of Winnipeg, which has prioritized urban intensification through the redevelopment of its downtown surface parking lots.


RAILSIDE NORTH
RAILSIDE SOUTH
1
2
3
4
5
6
7
8
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10
11
12
13

02 CONTEXT

Forks Renewal Corporation was incorporated in 1987 by the three levels of government to acquire the former CN East Rail Yards. Over the last 30 years, FRC has transformed The Forks lands into Winnipeg's foremost destination, attracting more than four million visits each year.

2.1 : THE FORKS

The Forks are located on Treaty 1 territory and on the homeland of the Métis Nation. Situated at the junction of the Assiniboine and Red rivers, The Forks has been a meeting place for over 6,000 years, beginning as a trading location and campsite for early Indigenous peoples. Over the centuries, The Forks has been a locus of activity for European fur traders, Métis buffalo hunters, Scottish settlers, riverboat workers, railway pioneers, and tens of thousands of immigrants.

Today, the Forks is a vibrant public destination where people gather for celebrations, recreation and, much like the early Indigenous peoples, to meet one another. It encompasses some of the City's and Nation's best public open spaces, world-class programming and site management, and a number of major recreational and cultural amenities, including:



1_ The Forks Market
2_ The Johnson Terminal
3_ The Canadian Museum for Human Rights
**The first and only National Museum outside of Ottawa*
4_ Red River Mutual Skating Trail
5_ The River Walk
6_ Variety Heritage Adventure Playground
7_ The Plaza
**Canada's best and largest urban skateboard park*
8_ The Children's Museum
9_ Manitoba Theatre for Young People
10_ The Forks National Historic Site
11_ The Winnipeg Railway Museum
12_ The Forks Boat Basin
13_ The Canopy Plaza



2.2 : DOWNTOWN WINNIPEG

Downtown revitalization has been a major thrust in Winnipeg's planning and development regime going back more than half a century. As a countermeasure to persistent decline and prevalent decay that began in the 1960s, Downtown Winnipeg has benefited from a succession of major funding initiatives and the creation of public development agencies – including the FRC – backed by corresponding policies and programs.

However, it has only been in the last 10 years that positive momentum in downtown redevelopment and reinvestment has become particularly apparent. Today, Winnipeg's downtown development market is in a period of unparalleled growth. With over $2.4 billion in public and private investment over the past decade, the volume of development and rate of population growth is out-pacing citywide averages.

Much of the recent success is the result of a supportive policy climate that has focused on incenting development, investing in the public realm and establishing a more permissive regulatory regime. According to a 2015 report on the state of Winnipeg's downtown market prepared by the University of Winnipeg's Institute of Urban Studies:

"The current landscape of population growth, downtown neighbourhood improvements, a supportive regulatory environment, along with government programs supporting development, has created opportunities for developers that would not normally exist in Winnipeg. Buildings and sites previously deemed marginal are now worth investing in, and these opportunities are attracting developers from outside of the province."

Railside will be a key contributor to the downtown residential market, providing a diverse range of housing options for households of all income levels. In addition, beyond adding to the 'critical mass' of downtown's residential population, the Plan will enhance interconnectivity between the other established and emerging core area neighbourhoods.

RAILSIDE WILL BE A KEY CONTRIBUTOR TO THE DOWNTOWN RESIDENTIAL MARKET, PROVIDING A DIVERSE RANGE OF HOUSING OPTIONS FOR HOUSEHOLDS OF ALL INCOME LEVELS.



03 VISION AND OBJECTIVES

Consistent with FRC's founding mission statement, the vision and development direction for the Railside lands is premised on a 20-year strategy to transform the subject lands from bleak surface parking lots into a dynamic mixed-use neighbourhood. Building on the rich amenities of The Forks, Railside is envisaged as a model urban community, seamlessly integrated into the existing site context, that supports a diversity of housing types, demonstrates design innovation and excellence, enhances connectivity with the broader City and adheres to FRC's ambitious sustainable development goals.

The overall goal for the Railside lands is to create a diverse, resilient and welcoming place that augments and enhances the existing character of The Forks. 'More of The Forks' has been a theme consistently reinforced by FRC's key stakeholders and the wider public. An extension of that theme, the following Guiding Principles have been adopted by FRC as the foundation of the Railside Concept Plan:

"THE FORKS SHALL BE DEVELOPED AS A 'MEETING PLACE,' A SPECIAL AND DISTINCT, ALL-SEASON GATHERING AND RECREATIONAL PLACE AT THE JUNCTION OF THE RED AND ASSINIBOINE RIVERS, THROUGH A MIXED-USE APPROACH INCLUDING RECREATIONAL, HISTORICAL CULTURAL, RESIDENTIAL, INSTITUTIONAL AND SUPPORTIVE COMMERCIAL USES."

Excerpt from The Forks Renewal Corporation's Mission Statement (1987)

KEY STRATEGIES:

1_ Ensure accessibility to the public at-large, future residents, entrepreneurs and businesses and a diversity of development interests

2_ Encourage a mix of uses including high quality public spaces, retail, commercial, live/work, condominium, co-op and rental residential;

3_ Implement a green approach to development and operations, based on The Forks' Target Zero Policy;

4_ Design for Winnipeg's four seasons – including buildings that are highly energy efficient and public spaces that are comfortable in all weather conditions.

5_ Demonstrate innovation and design excellence – in all areas of the Railside development, including architecture, urban design, sustainability, brownfield redevelopment and public/private collaboration.

6_ Strengthen connections to the city – create and enhance physical linkages into The Forks for all transportation modes.


CAUTION

3.1: BIG IDEAS

Beyond the Guiding Principles, and as a direct result of public input, the following big ideas have emerged through the planning process to inform the overall development strategy for the Railside lands.

IDEA _ 1
Residential Village at The Forks
To create a mid-rise (4 to 6 storey), medium density residential village with interesting public spaces, high quality urban design and closely spaced storefronts at ground level; a place where pedestrians are prioritized.

IDEA _ 2
Public Plazas
Designed in collaboration with Winnipeg artists
To provide opportunities for the integration of public art throughout the development, including public plazas designed by Winnipeg artists.

IDEA _ 3
Production Spaces
To create affordable spaces for artists and makers to produce and sell their products and creatively activate underutilized spaces under and along the rail line. The strategy is to lease and convert underutilized storage spaces under the CN main line into basic, low-rent production/studio spaces.

IDEA _ 4
Union Station – Gateway to The Forks
To support the transformation of Union Station as a gateway into The Forks and enhance its future potential as a Rapid Transit Hub.

IDEA _ 5
Elevated Pedestrian Corridor
To develop a second floor 'highline' adjacent to the existing rail line that creates a unique elevated open space, provides additional pedestrian connectivity between the Railside North and Railside South parcels as well as potential new linkages to Main Street.

IDEA _ 6
Pedestrian Promenade
To transform Israel Asper Way into a beautifully landscaped, pedestrian-oriented promenade that includes a reduced number of vehicular lanes, widened pedestrian zone and a variety of all-weather active transportation and fitness-related amenities.

IDEA _ 7
Target Zero
To achieve our Target Zero goals and reduce The Forks' overall environmental impact. Key sustainability measures will include the development of a District Utility for The Forks to heat and cool buildings, geothermally heated sidewalks to clear snow and keep pedestrians comfortable and safe, and on-site biocomposting, among a host of other innovations to divert garbage, reduce water waste, retain stormwater and curtail carbon emissions.

IDEA _ 8
Community Facilities
To facilitate the integration of new community facilities into the development, including a potential community centre, arts and cultural facilities, and educational spaces – to support the burgeoning downtown neighbourhood.

IDEA _ 9
Best in Local and Independent Retail
To animate ground floor storefront spaces by strategically targeting and attracting the best local retail and restaurant operators/entrepreneurs.

IDEA _ 10
More of The Forks
To ensure that the future development of the Railside and Parcel 4 lands becomes an extension of The Forks in every way – being open and accessible to everyone and benefiting from world class site operations and programming.


THE FORKS
MARKET
COURTYARD
CRAFTS

04 PUBLIC PROCESS

Citizen and stakeholder input has been central to the Railside planning process. FRC has been committed to ensuring a high degree of transparency and engaging the public in a meaningful way as plans for the subject lands have evolved.

What We Heard:
While the notion of redeveloping these lands into a mixed-use neighbourhood with higher density housing has received support from stakeholders and the wider public since the initial consultations in 2013, The Forks has seen that support strengthen through successive rounds of public consultation.

The following is a brief overview of the consultation process to date, divided into three phases:

PHASE _ 1

Online Survey – In the Spring of 2013, The Forks launched the project website to provide information and solicit feedback on an ongoing basis. Between May 2013 and October 2013, the website received over 4,500 hits, with over 100 respondents to a survey on the public space components of the development. The website continues to be regularly updated with information on the project.

Community Stakeholder Interviews (Spring/Summer 2013) – Initial round of interviews with key community stakeholders representing local public agencies, community organizations as well as the a cross-section of businesses and institutions that currently reside at or near The Forks site.

Citizen Workshops (July 19, 2013 and September 26, 2013) – Citizens participated in two facilitated workshops which sought input into the public space components of the plan and potential mix of uses.

PHASE _ 2

Public Open Houses (July 23 and 26, 2014) – Hundreds attended a series of Open Houses at The Forks Market to present and collect feedback on the preliminary concept plans for the Railside and Parcel 4 lands.

Focus Groups with Winnipeg's professional design community (November/December 2014) – The Forks, in association with StorefrontMB, held a series of focus groups with representatives from Winnipeg's professional design community in Fall 2014 to discuss the future potential of the Railside and Parcel 4 lands and generate ideas about land use, urban design and public space.

PHASE _ 3

Public Open Houses (August 20 and 22, 2015) – The Forks hosted a series of Open Houses to provide an update on the plan's progression and seek feedback on the big ideas. Approximately 200 people attended the two Open Houses.

Stakeholder Consultations (Fall 2015) – As a follow-up to the latest Open Houses, The Forks and its consulting team will be hosted a series of targeted stakeholder meetings to ensure that all key stakeholders are informed about the evolving development strategy and anticipated next steps in the process.



05 CONCEPT PLAN

The Railside is a major step in the evolution of The Forks – representing the first ever opportunity for residential use at The Forks. Emphasizing environmental, economic and social sustainability, the plan will integrate a complete mix of uses that build on and celebrate the site's abundant cultural, historic and recreational assets, while maintaining access to every citizen and visitor alike.

Taking design cues from the most livable and walkable cities around the world, the Railside concept plan is more in tune with what could be considered historic urban development patterns, with an innovative approach. These ideas include the reduction of a typical city block to a building, street to alleyway, intersection to urban square - in order to create and enhance the intensity, diversity, permeability and connectedness of the future neighbourhood.

The Railside concept plan is therefore somewhere between a village [individual buildings] and historic downtown [continuous storefronts] attuned to Winnipeg's incremental growth and socio-economic context. Railside will feature a compact, mid-rise form, organized around a series of public plazas and connected via a unique network of shared streets and alleyways. While open to all modes of transportation, the configuration of these shared streets and alleyways – short blocks, curbless and narrow – will prioritize pedestrians and cyclists in the modal hierarchy.

THE RAILSIDE CONCEPT PLAN IS SOMEWHERE BETWEEN A VILLAGE AND HISTORIC DOWNTOWN, ATTUNED TO WINNIPEG'S INCREMENTAL GROWTH AND SOCIO-ECONOMIC CONTEXT.



5.1 : OURWINNIPEG ALIGNMENT

OurWinnipeg is the City of Winnipeg's long-range municipal development plan. It sets out a clear vision and policy directions to guide the City's growth and development over the next 25 years. Railside, as envisioned in this Concept Plan, is not only in conformity with the overall policy directives of OurWinnipeg's Complete Communities Direction Strategy, but may also serve as a case study for its implementation.

The Railside Plan is also consistent with 'Go... to the Waterfront', which articulates a 20-year vision for the development of downtown Winnipeg's waterfront. A collaboration between the City of Winnipeg and FRC, the 'Go... to the Waterfront', was endorsed by Council in 2014.

OurWinnipeg, and its accompanying Complete Communities Direction Strategy, emphasizes the need to be more strategic and sustainable in the City's efforts to accommodate future residential, employment and commercial development, in accordance with the following key principles:

1_ Creating complete communities and completing existing communities— enhancing their existing infrastructure and assets in ways that make most amenities for daily living universally accessible.

2_ Focusing growth in areas that will respond best to city building objectives— including social, economic and environmental sustainability.

3_ Supporting a pedestrian and transit friendly environment by integrating public infrastructure, land uses and built form to encourage higher residential densities and building-type variation, where practical and feasible.

4_ Building on existing assets, including natural heritage features (rivers, urban forests, and parks), cultural heritage features (the historic villages and heritage buildings and structures), built form (mature neighbourhoods and Downtown), community focal points (facilities, open spaces and main streets), and the existing pattern of streets.

5_ Building on future, planned-for assets, such as rapid transit systems.

6_ Ensuring that implementation is inclusive, transparent, accessible and meaningful for everyone.

At The Forks, The City of Winnipeg and Forks Renewal Corporation has prepared a concept plan for the Railside Lands on surface parking across from the Museum. A mixed use development including a public space and a residential component is envisioned. The objective is to create a more pedestrian friendly environment and public spaces, add vitality with new uses and improve connections to Portage and Main.


CMHR
VIA STATION
SCOTIA STAGE
FORKS PARKADE
GIBRALTAR HOUSE
INN AT THE FORKS
FORKS MARKET
JOHNSTON TERMINAL
CHILDREN'S MUSEUM

MORE FORKS
extend / connect

5.2 : INTEGRATION

By introducing permanent residents to the site, Railside will become a vital, lived-in extension of The Forks, infusing a new layer of community into the year-round amenity.

Today, The Forks receives nearly four million visits a year. The Railside development will extend this celebratory atmosphere into and through the site, permeating the entire ground floor with new shops, restaurants and services for residents and tourists alike to discover. Due to its location, Railside will also assist in strengthening the physical connection between The Forks and downtown.



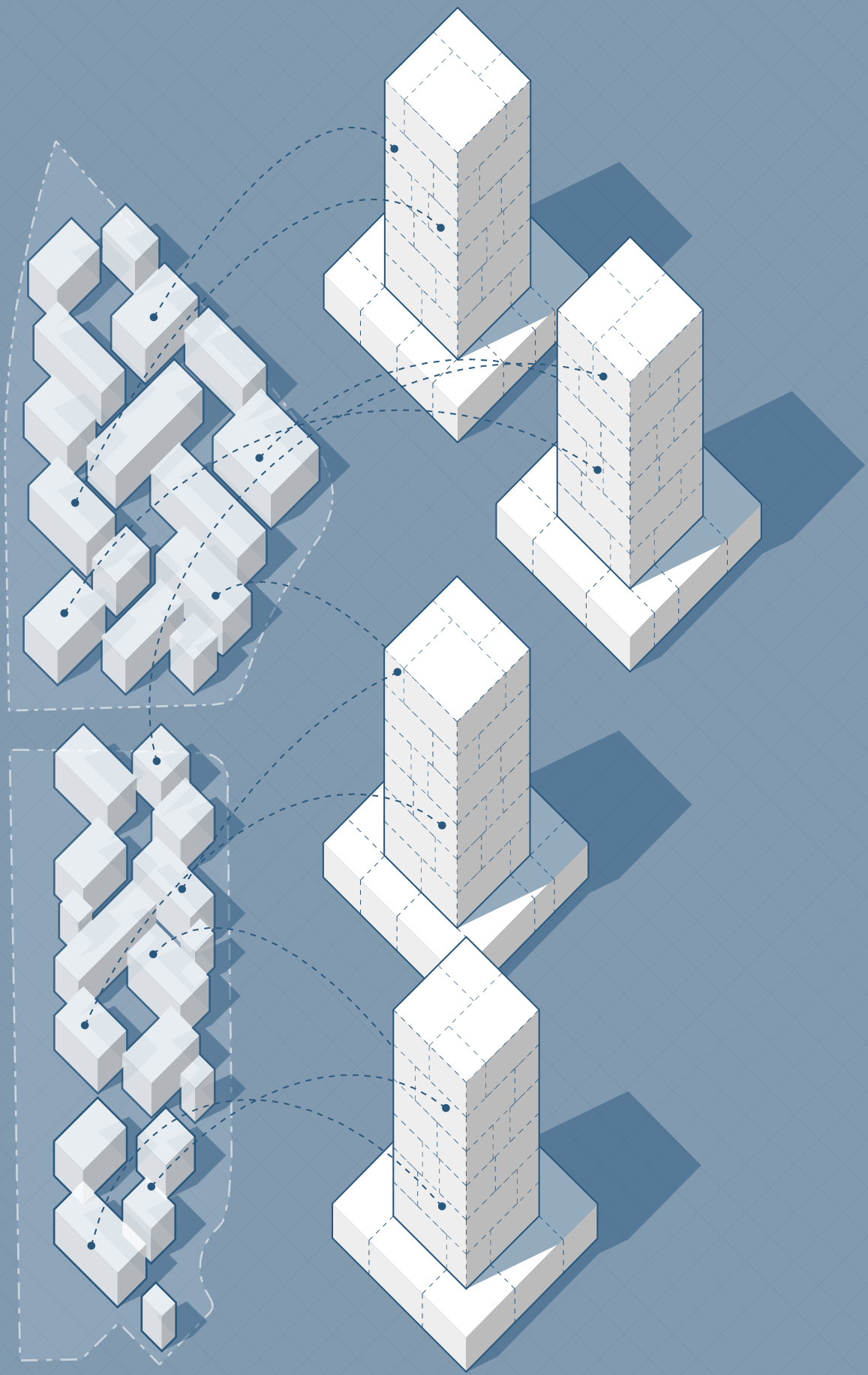
+ *RAILSIDE WILL STRENGTHEN THE PHYSICAL CONNECTION BETWEEN THE FORKS AND DOWNTOWN.*



squares + alleys, see pg. 61

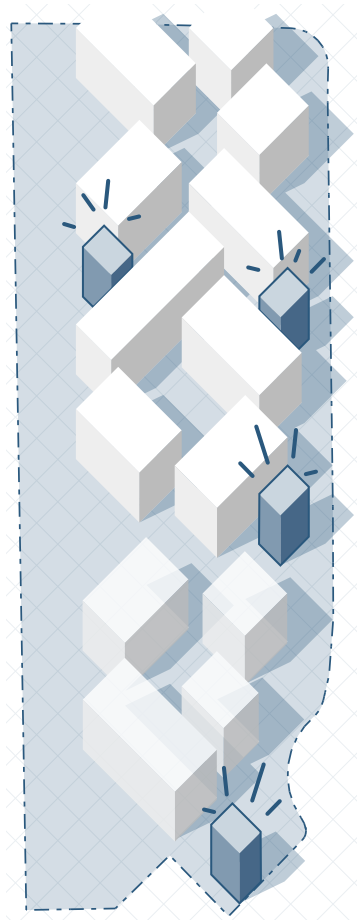
Conceptual illustration – view looking north down the Israel Asper Way.





35 > 1
increase density / diversity

5.3 : MULTIPLE PROJECTS



special project sites*

The Forks Railside Concept plan is intentionally broken into a number of smaller grain parcels and projects, with development sizes ranging from 15,000 sq ft - 50,000 sf ft to encourage a diverse mix of participants, ownership models, architectural outcomes and the creation of a variety of public outdoor spaces. The plan also includes a handful of very small footprints intended for special project* sites for community uses. The FRC is interested in partnerships to develop these sites and in the interim could be used as sales/information centres for the adjacent developments.

Rather than depending on a single developer or architect, the Railside model is well-suited to a slow growth city like Winnipeg where mid-rise buildings are the dominant form of construction. Due to increased distances required between tall buildings typically associated with dense urban environments, smaller grained, mid-rise development can achieve equal, and in some instances greater, density than taller buildings on the same land area. Mid-rise builds paired with smaller lot sizes can lessen investor risk and ensure that a variety of developers and architects can engage with the project, resulting in a diverse and more organic mix of development solutions. This model also provides a means of emulating the rich layering of architectural experiences that typically take decades to emerge.

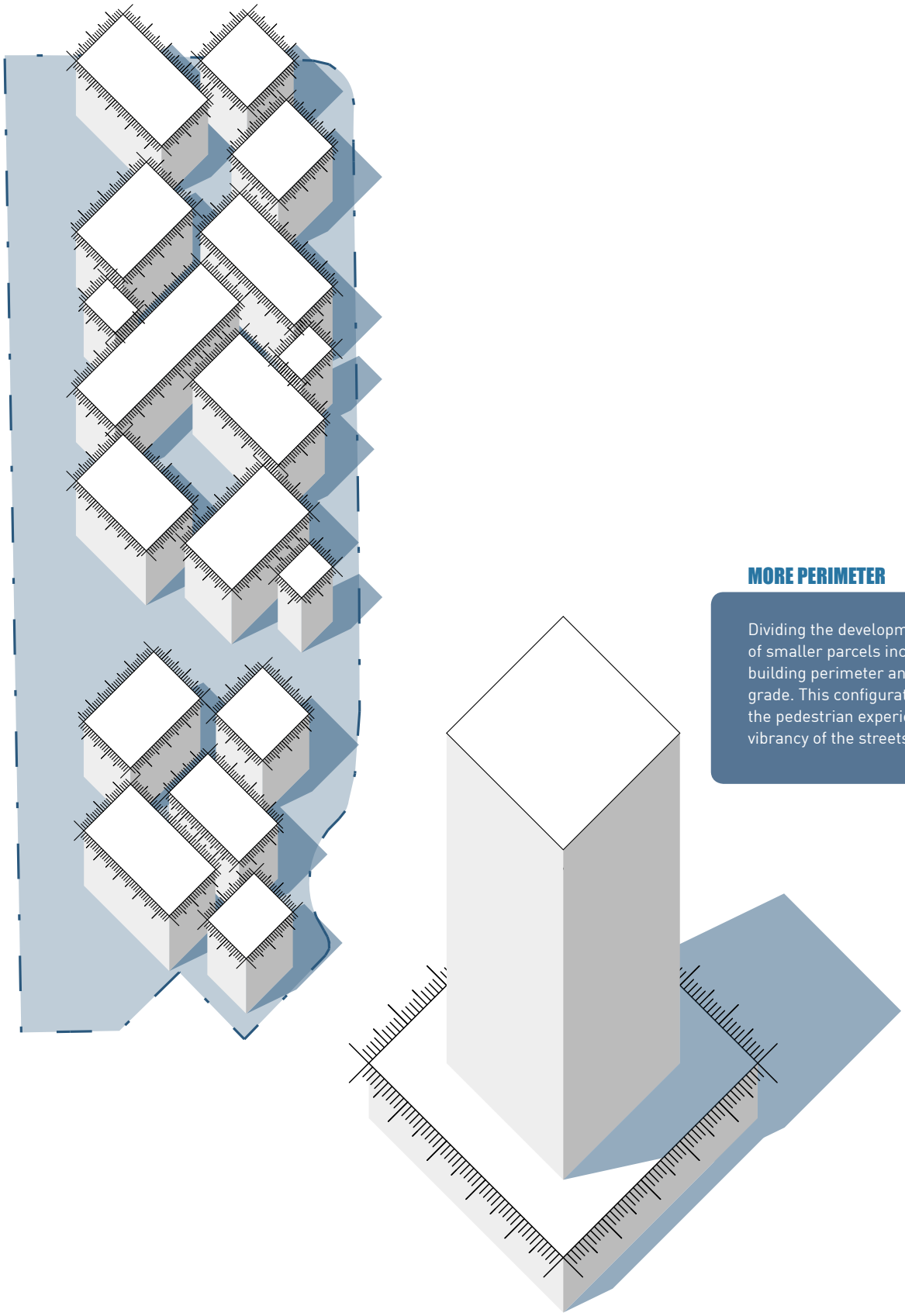
The increased building perimeter offered by smaller parcels also creates more ground floor street frontage for retail and commercial storefronts, providing sufficient variety and density required for a vibrant, pedestrian-friendly public environment where people are encouraged to linger and explore.



Photograph Credit - Jim Simmons

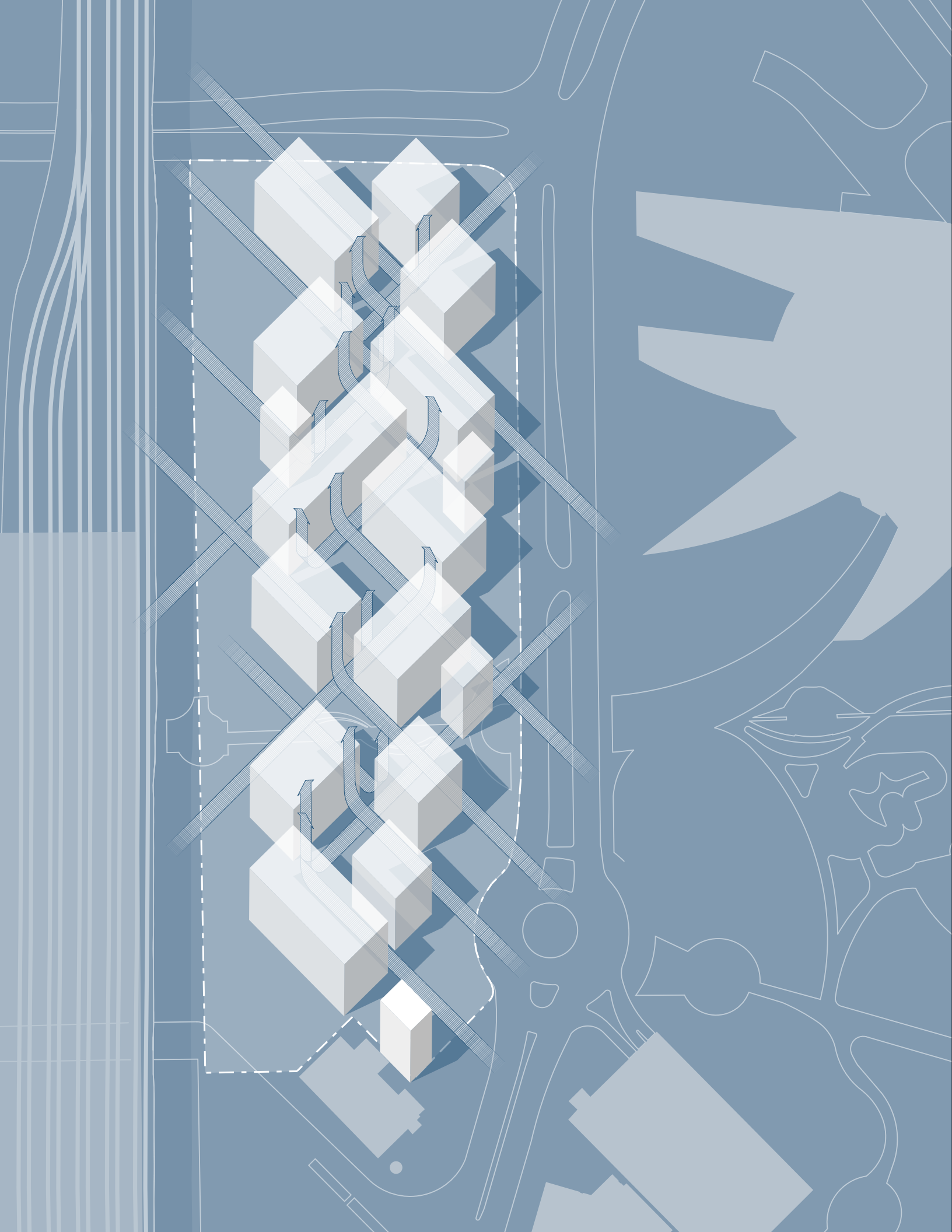
MID-RISE BUILDS PAIRED WITH SMALLER LOT SIZES CAN LESSEN INVESTOR RISK AND ENSURE THAT A VARIETY OF DEVELOPERS AND ARCHITECTS CAN ENGAGE WITH THE PROJECT, RESULTING IN A DIVERSE AND MORE ORGANIC MIX OF DEVELOPMENT SOLUTIONS.





MORE PERIMETER

Dividing the development site into a number of smaller parcels increases the amount of building perimeter and thus 'active edge' at grade. This configuration will further enhance the pedestrian experience and the potential vibrancy of the streetscape.



OFFSET
layer / overlap

5.4 : OFFSET GRID

On an urban planning scale, Railside incorporates an offset grid inspired by some of the most livable urban districts in the northern hemisphere. The offset grid is intended to enhance pedestrian comfort and interest, providing an effective wind barrier and framing interesting views and vistas. The grid is oriented approximately 45 degree south, ensuring optimal solar orientation for residential development for cold climates. This grid orientation also happens to echo the site's historic railyard alignment.

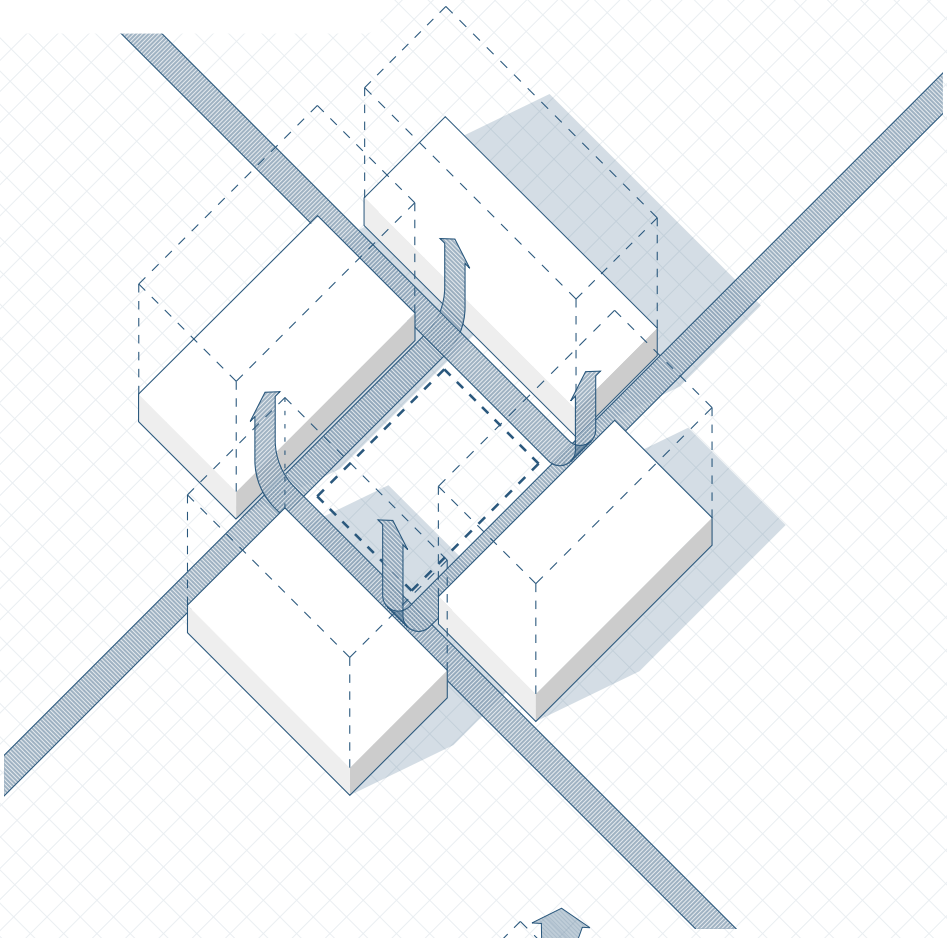
By offering short walking distances between plazas with natural places to pause, multiple routes to choose from, and points of discovery along the way, Railside encourages a vibrant pedestrian environment.

Multiple layers of buildings are maintained from East to West (as opposed to a single row) to enhance the village atmosphere and create attraction points at the end of each block and around the plazas. The mixing of short streets and plazas also enables the creation of microclimates within the development, a factor that is critically important for outdoor enjoyment, especially in winter cities.

Since buildings do not directly face each other, overlap conditions are minimized and almost all residential units have extended views between buildings into open spaces beyond.

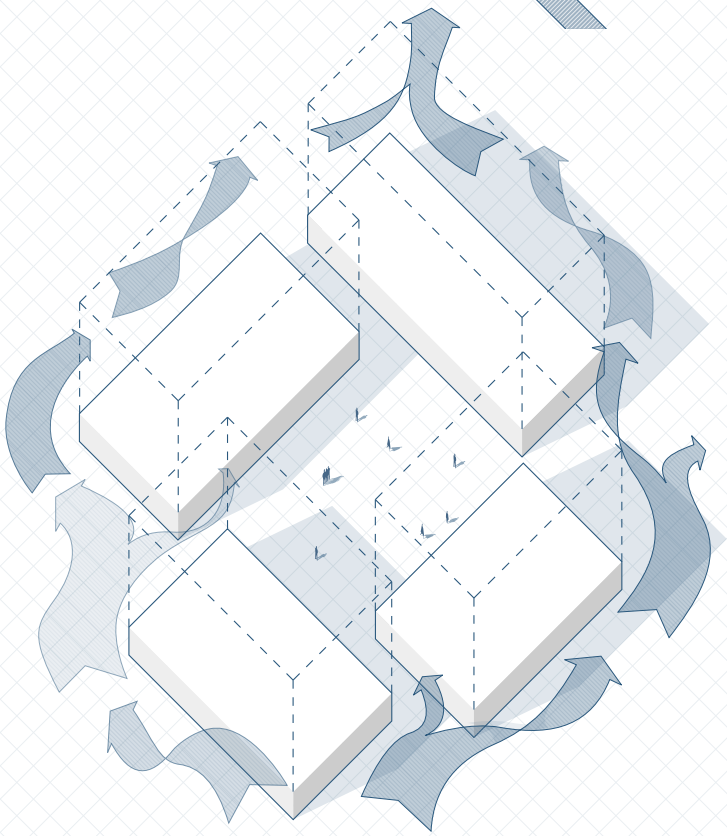


RAILSIDE CONCEPT PLAN ENCOURAGES A VIBRANT PEDESTRIAN ENVIRONMENT.



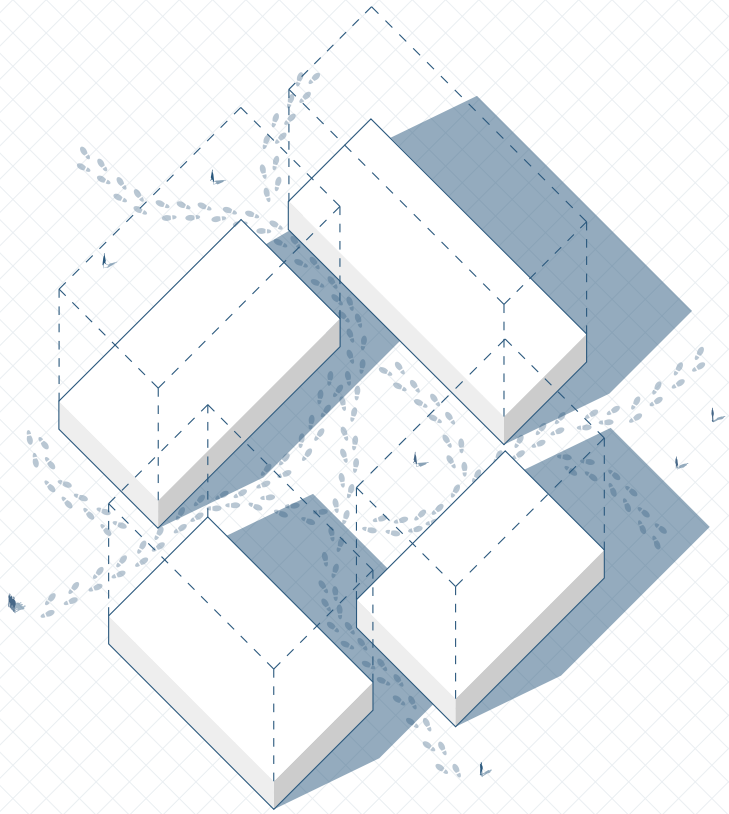
ENCLOSURE

The offset grid will create a physical and psychological sense of enclosure – a series of urban rooms – that will not only be effective barriers for wind, but provide terminus for vistas through the site. This is important in creating a rich, interesting and comfortable human experience.



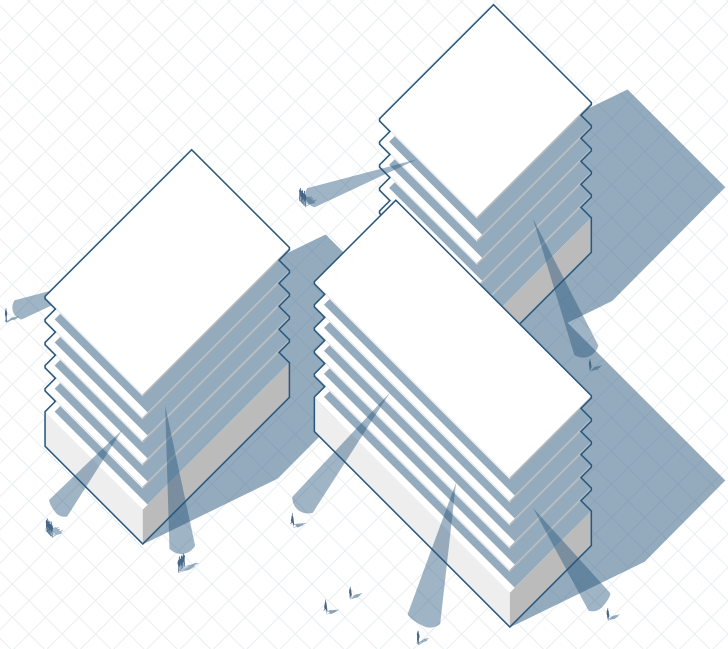
WIND

The proposed orientation and size of the buildings contribute to the creation of micro-climates and help break up the wind and shelter the inner squares.



MULTIPLE JOURNEYS

The physical configuration of the development will provide opportunities for multiple routes through the site providing a desire to explore the rich environment but also renewed interest for those coming back to visit.

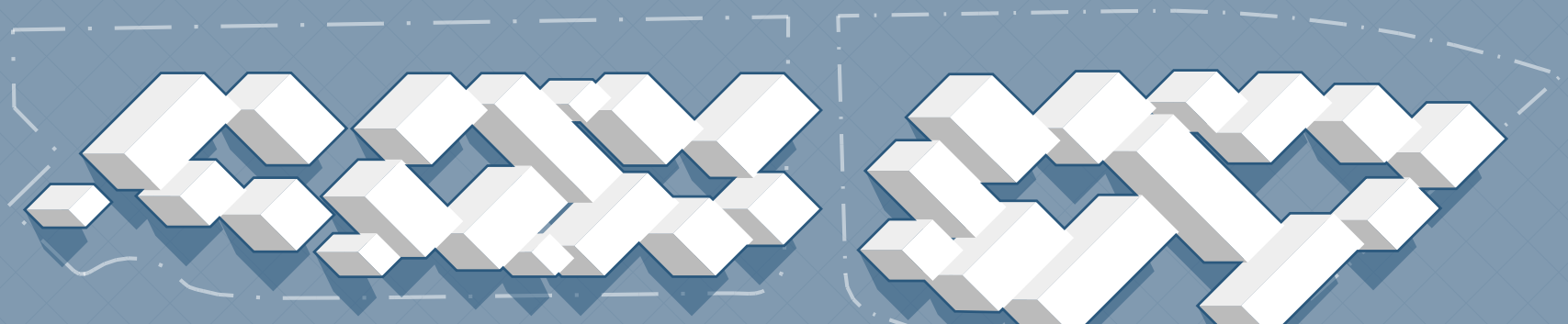


EYES ON THE STREET

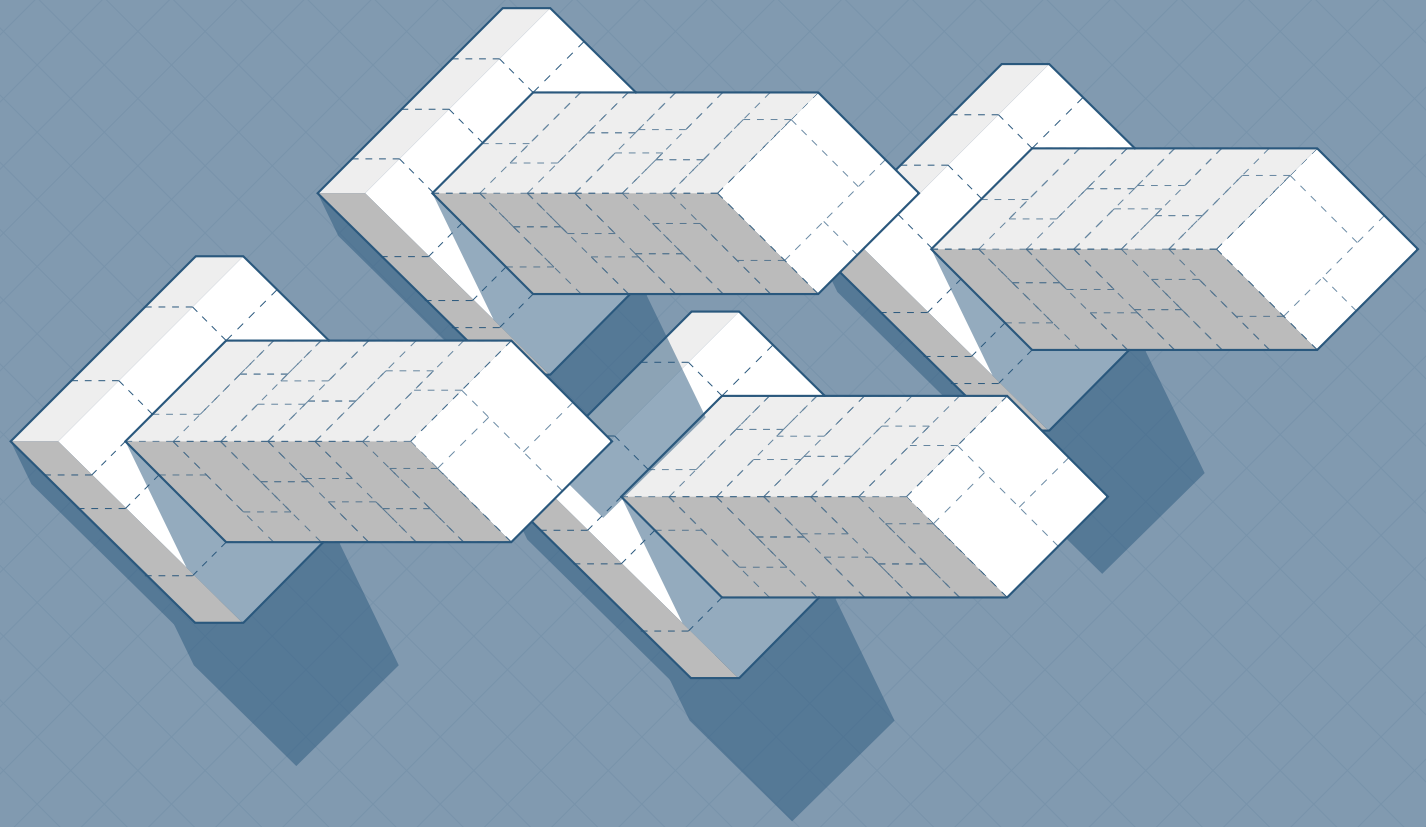
Individual buildings should be designed with ample windows on all facades providing 'eyes on the street' for all adjoining public spaces at Railside. The presense of permanent residents 24/7 over the public realm will provide an added and effective measure of security.

RAILSIDE SOUTH

RAILSIDE NORTH



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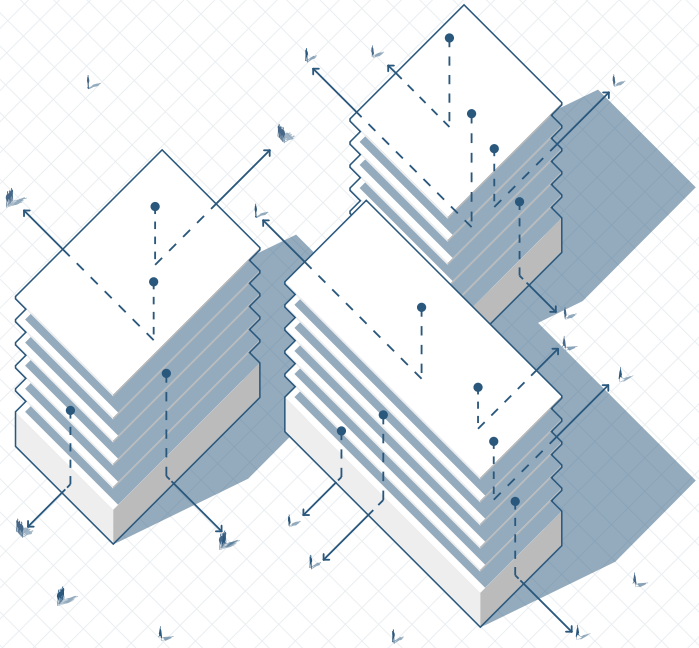
6-storey buildings provide the same density as a few large buildings

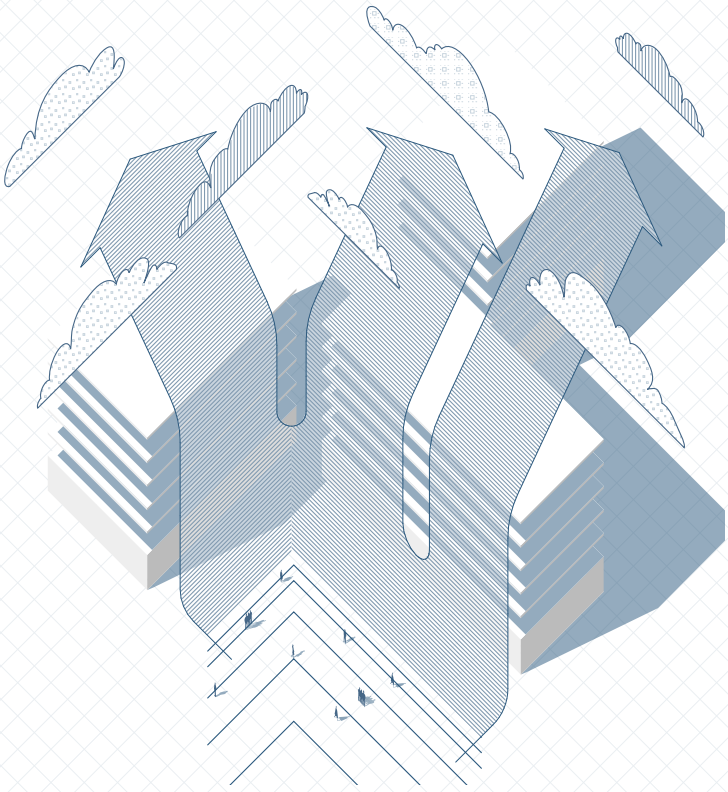
> 6 STOREY
comfort / light

5.5 : HEIGHT + DENSITY

Railside is envisioned as a ground-oriented development with a maximum building height of six stories. As taller buildings require more distance between them, six stories was identified as an optimal height for density. Further, limiting the height of building to mid-rise enables the creation of human-scale public environment – spaces with proportions that have been found to feel universally more comfortable to people of all backgrounds, ages, and demographics. At six stories the majority of the development will still enjoy 'access to sky' and abundant light on the street level. Six storeys is also the height where it is still possible to recognize people on the street below, have a conversation with someone at grade and where residents will still climb the stairs to reach their suite.

The six storey height limitation also eliminates the need for additional high-rise measures required by the National Building Code, and offers the potential for wood-frame construction under new National Building Code guidelines (currently under review).



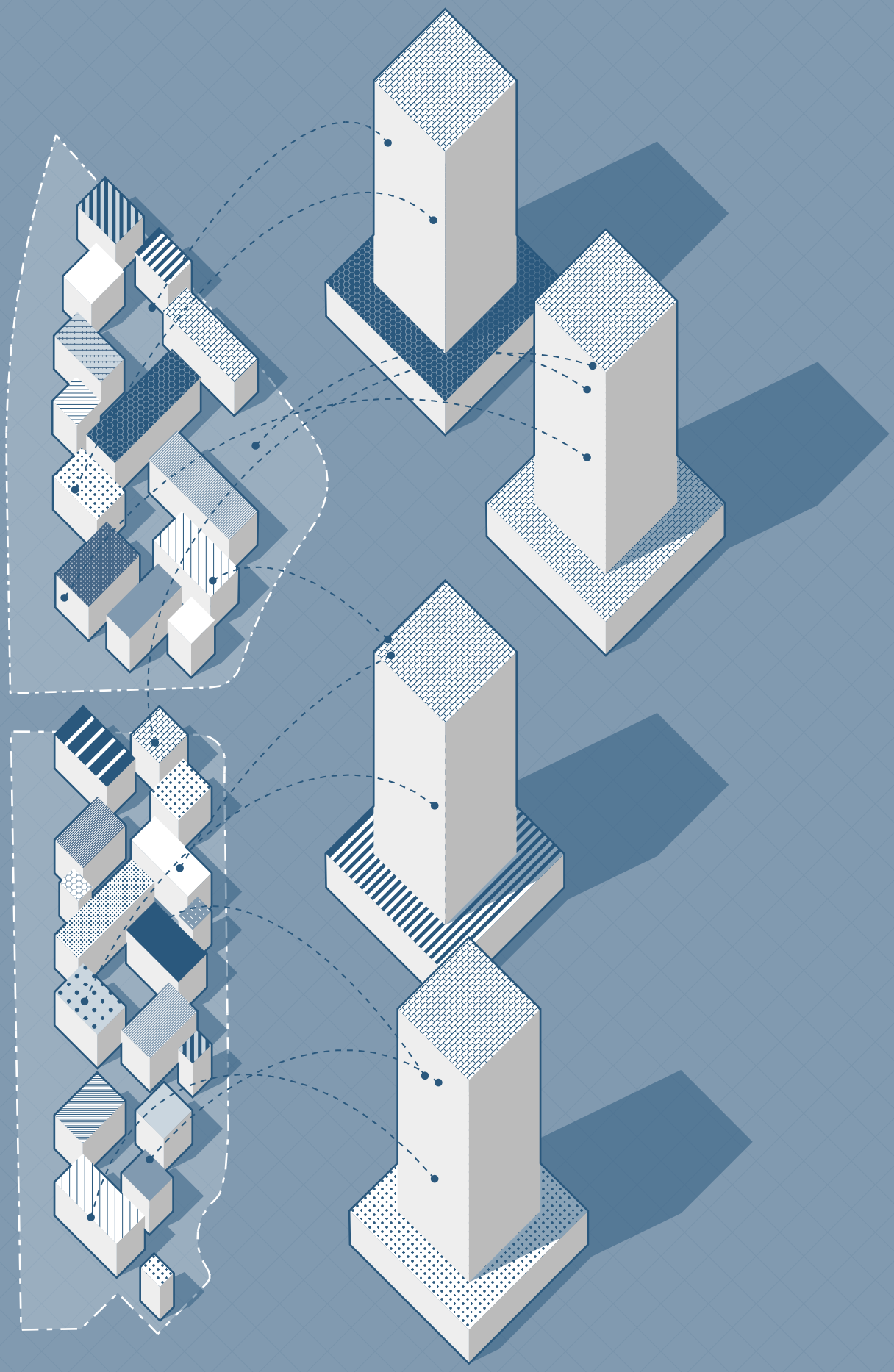


SCALE

Mid-rise buildings, up to six storeys, contribute to the creation of a comfortable human scale, evident in most successful urban environments around the world.

ACCESS TO SKY

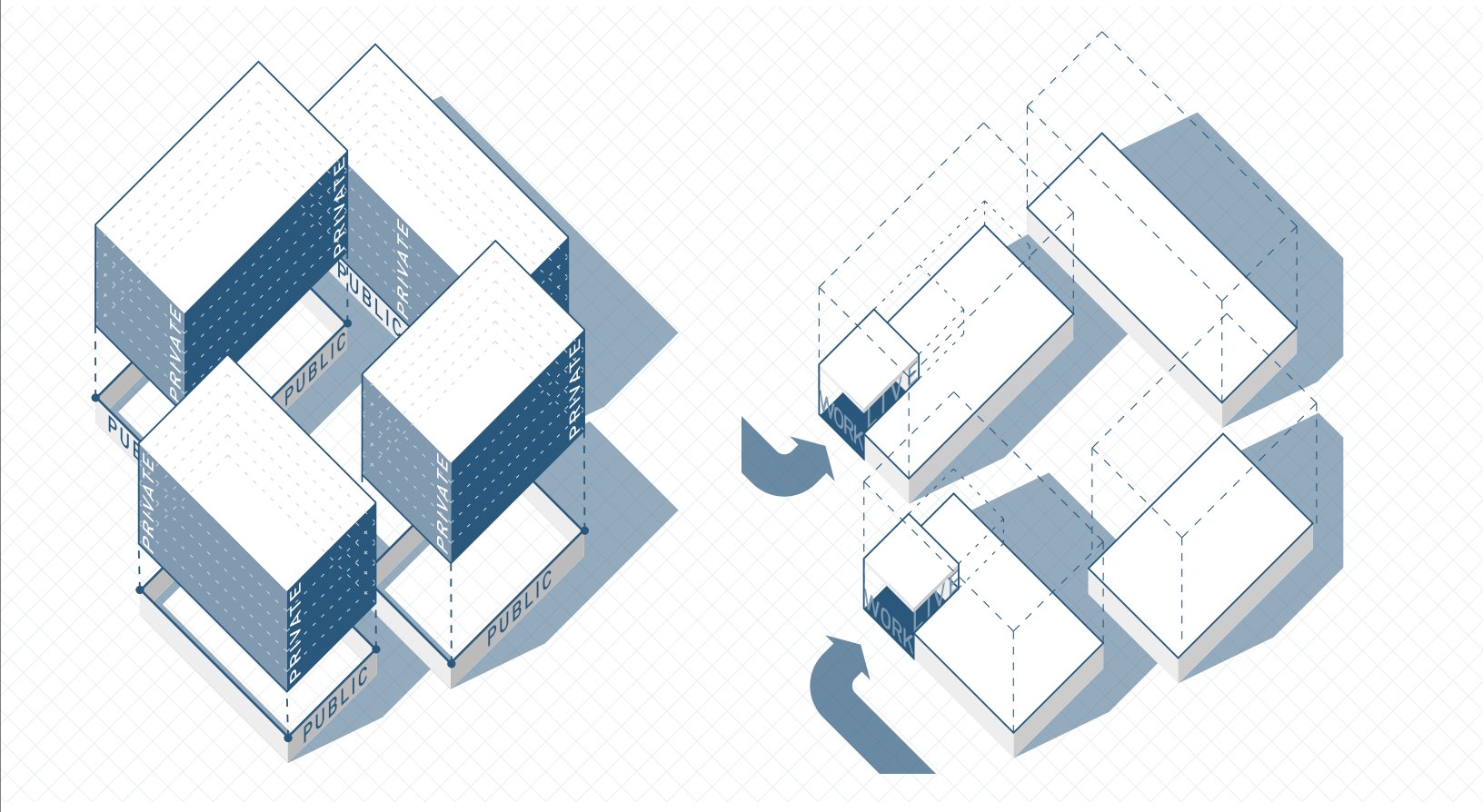
While public spaces will feel protected from wind and create an intimate sense of enclosure, the size and continuous nature of the network of squares and alleys provides access to the sun and sky.



5.6 : LAND USE

The majority of buildings within Railside will be mixed use, with active uses at grade and residential units above. The plan also contemplates and supports opportunities for office uses, hotel facilities, retail commercial uses and community facilities that contribute to the diversity and liveliness of Railside neighbourhood.

At full build-out, the Railside development has the potential to accommodate 1,000 to 1,200 residential units, divided equally over the Railside South and North parcels. Targeting an average density of 80 to 100 units per acre, Railside will provide the critical mass required to support significant planned investments in rapid transit and public spaces.



PUBLIC/PRIVATE

The ground floor of each building must be comprised of uses and spaces that help activate the public realm and are generally accessible by the public. Floors above grade are envisioned as non-public uses, the majority of which will be dedicated for residential development.

LIVE/WORK

Supported ground floor uses include retail, restaurants, cafes, community spaces, active commercial and workshop spaces, and active live/work spaces. The live/work areas at grade must be limited to designated areas away from main squares and alleys.

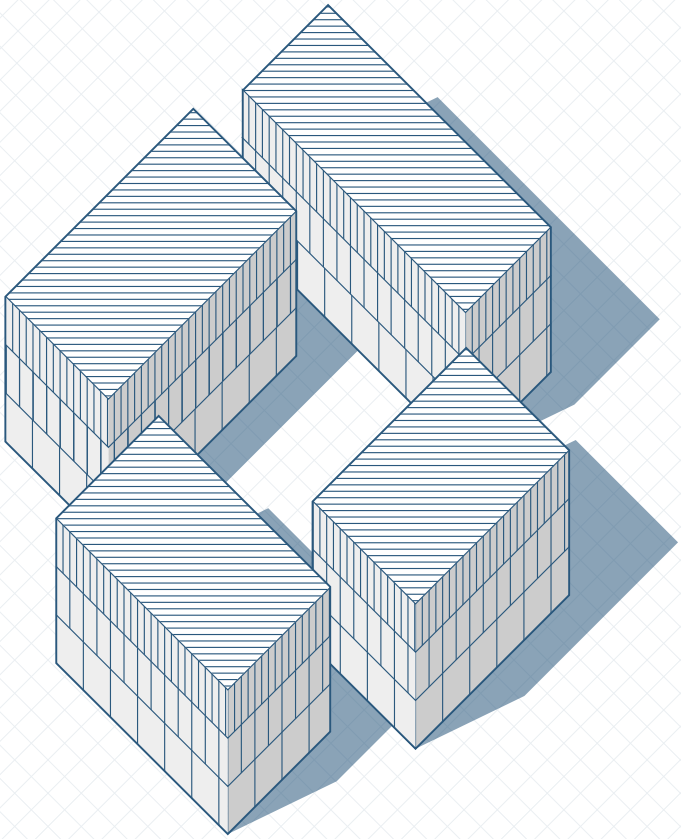


ORGANIC MIX
uses / styles

5.7 : HOUSING DIVERSITY

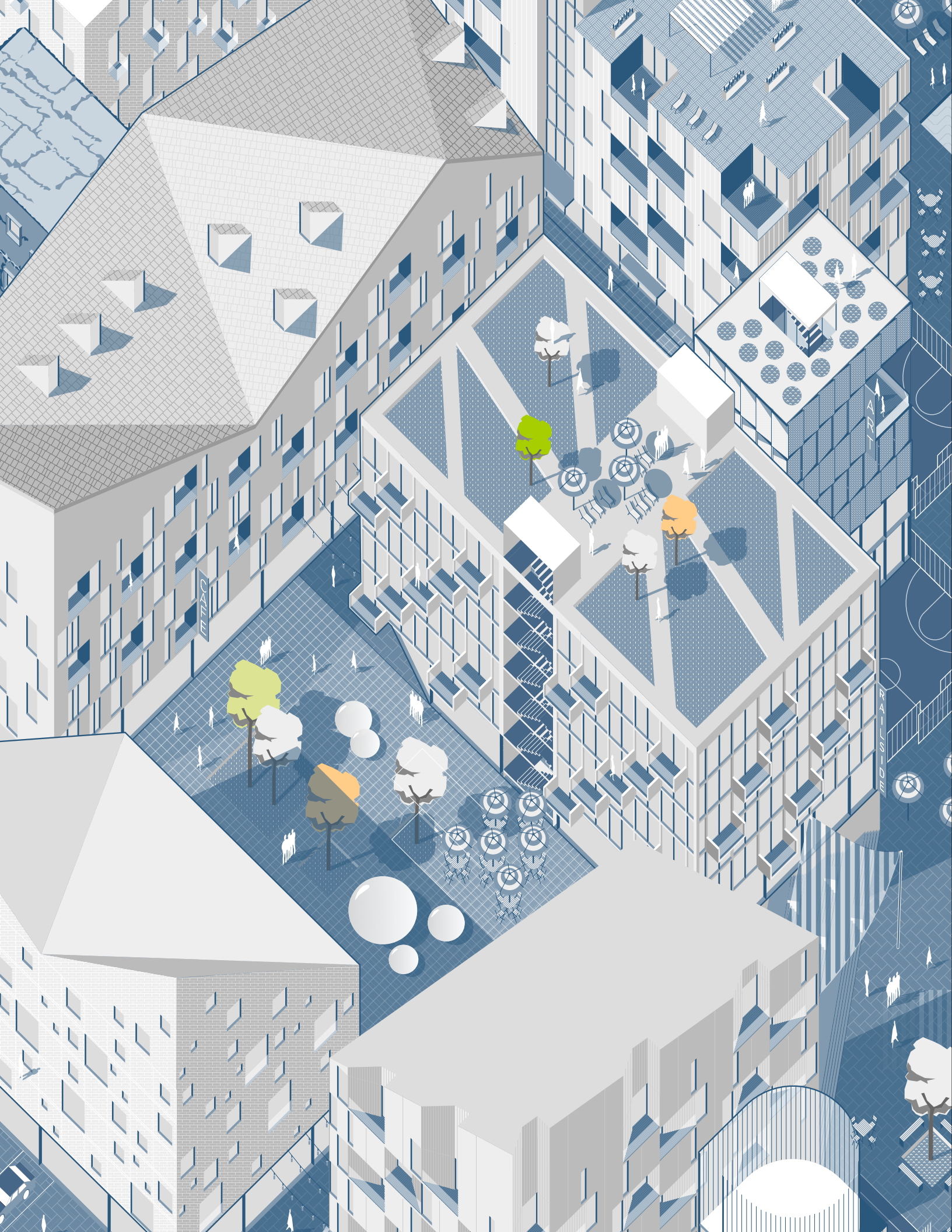
A diverse and inclusive community requires a diverse housing mix. FRC is committed to ensuring that the Railside includes a diversity of housing types, unit sizes, tenure mix; integrating accessible and age-friendly housing, and providing housing options for a range of household income levels, including the provision and integration of affordable housing.

FRC is targeting a minimum of 10% of all units within Railside to be affordable, as defined via Provincial affordable housing income limits. The intent is that affordable units are completely integrated within otherwise market development projects. FRC will explore funding and financing innovations to support affordable housing development and will be seeking development partners to help achieve its housing affordability objectives for Railside.



SOCIAL MIX

The healthy social mix will be achieved only through a balanced mixed of tenancies. Economic diversity and inclusion of affordable housing is encouraged both within individual developments and across the Railside site.


ART
RAUSCH
CAFE

URBAN STRUCTURE

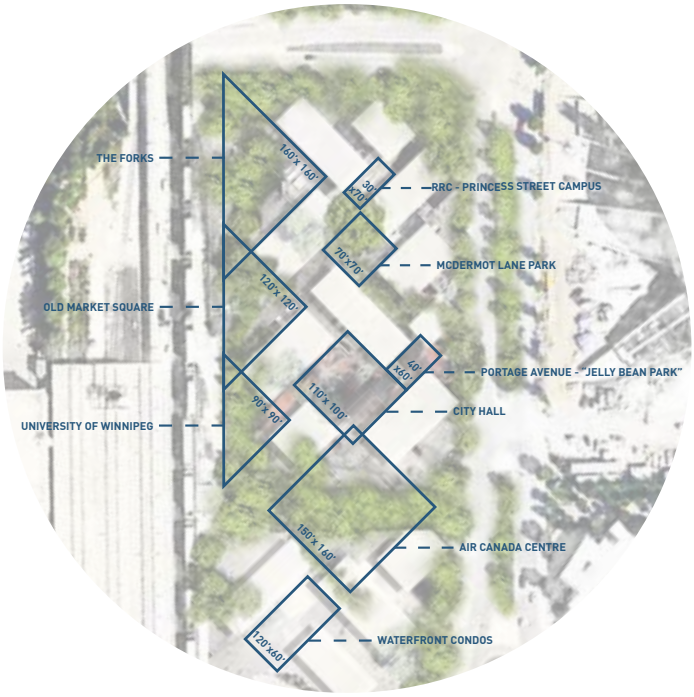
5.8 : SQUARES + ALLEYS

Intimately scaled squares and alleys within Railside provide a vibrant backdrop for daily life, offering a rich variety of people-oriented experiences.

Each street is envisioned as a woonerf or "living street", where there are no curbs separating the street from the sidewalk. While pedestrians and cyclists are prioritized within the development, occasional loading and service traffic mixes naturally with lighter modes of transport.

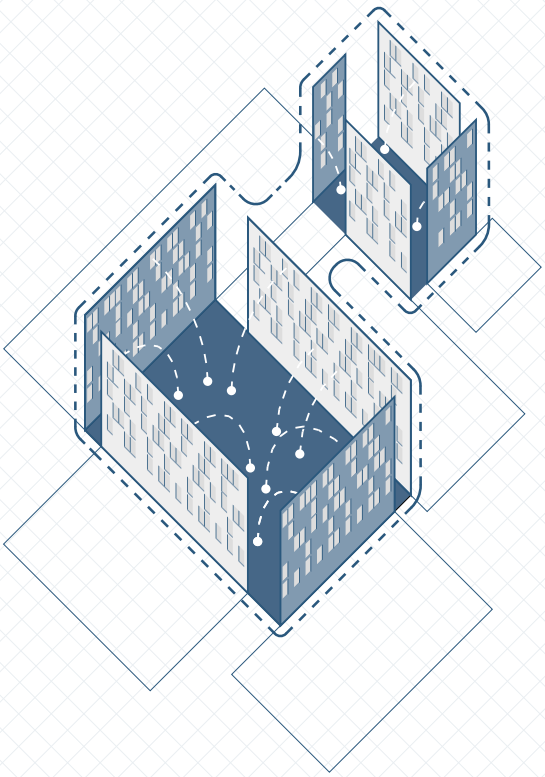
Public squares are envisioned as vibrant hubs of activity populated with open storefronts and outdoor patios. The squares' and courtyards' defined boundaries create climate-temperate environments, lend themselves to the establishment of distinct and memorable identities and provide well protected and 'defensible' places for children to play under the supervision of parents and guardians.

While commercial spaces will gravitate toward the squares, the shortness and narrowness of the alleys allows them to be partially programmed while still seeming inhabited. The need for active edges is correlated to width of alleys – for optimal pedestrian environment wider alleys should include active edges on both sides of the street, while narrower alleys will be vibrant with only one active edge.





+ PUBLIC SQUARES ARE ENVISIONED AS VIBRANT HUBS OF ACTIVITY

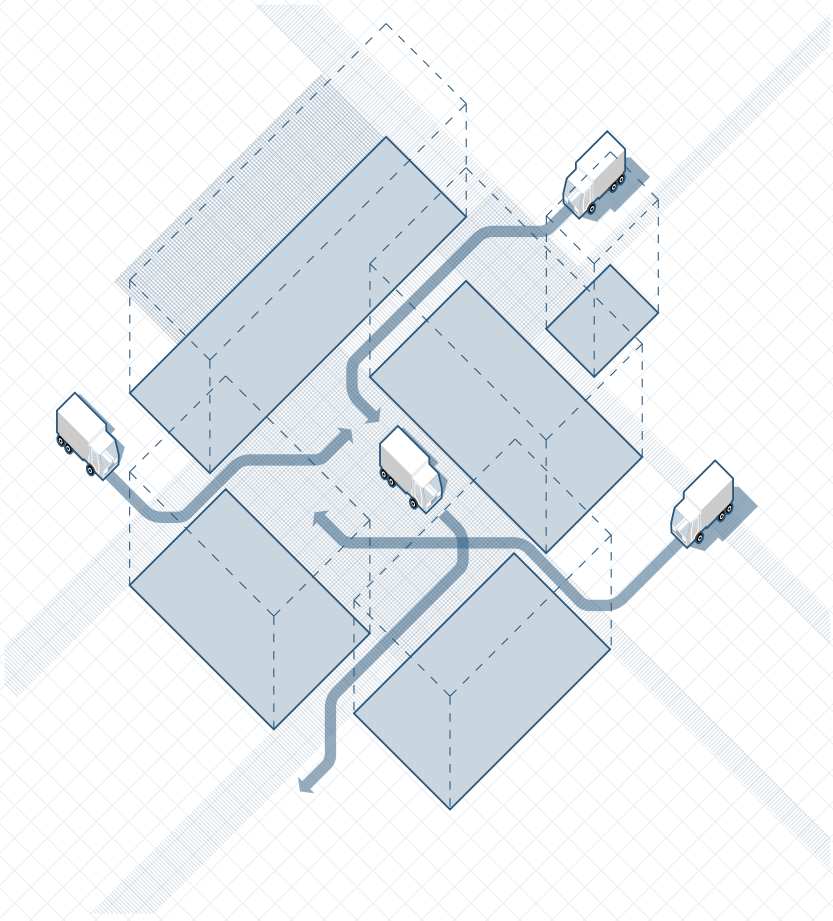


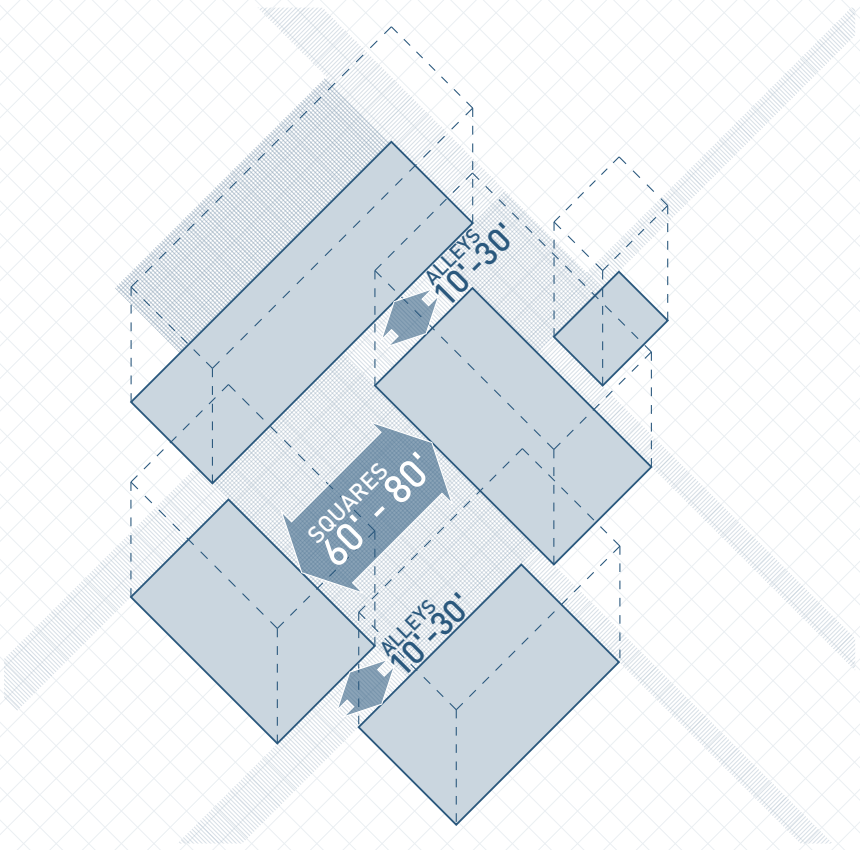
DEFENSIBLE SPACE

A visual connection between buildings [residents] and those in the public spaces at grade plays a critical role in creating a sense of safety and comfort. Research shows that above the 6th storey this audio and visual connection is lost.

SERVICE ACCESS

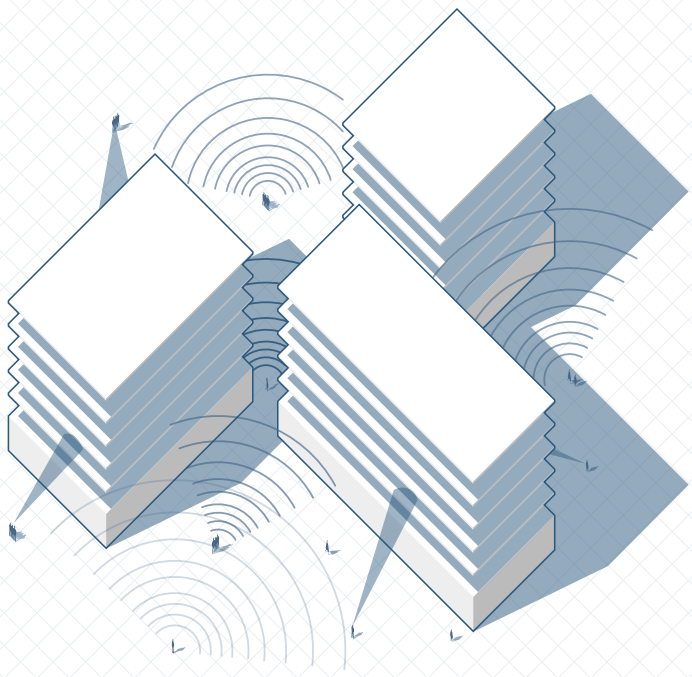
A network of squares and alleys connects to the surrounding major vehicular routes and provides convenient access for smaller service vehicles. Service should occur through front doors in smaller quantities/ frequency, as opposed to large loading zones that interrupt the pedestrian environment.





URBAN DIMENSION

The proposed positioning of buildings will assure that narrow alleys are very short and always connect to wide urban spaces providing a sense of discovery throughout Railside.



MULTISENSORY

D. MULTISENSORY

Multisensory experiences will be sought through careful curation of programmes, buildings, architecture and materials.



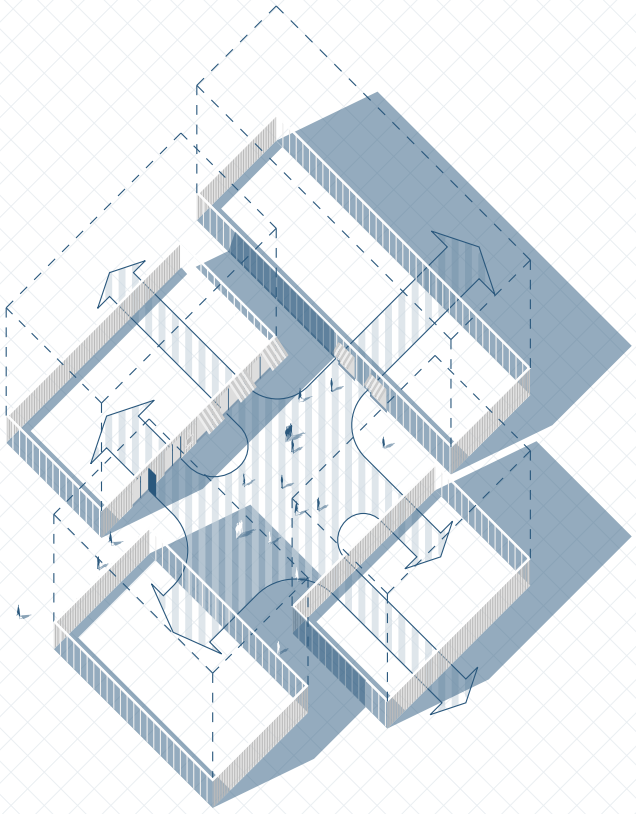
+ GROUND FLOOR
activity / animation

5.9 : 100 % GROUND FLOOR

The public realm belongs to everyone.

Similar to The Forks Market, all development on the ground floor of Railside must be accessible and in service to the general public. Ground floor uses will actively contribute to the public realm through physical and visual vibrancy. With the exception of limited work-live units in designated areas, no private residential development will occur at grade, but rather on levels two (2) to six (6).

The increased building perimeter offered by smaller parcels creates more ground floor street frontage for retail and commercial storefronts, creating the conditions necessary for a vibrant, pedestrian-friendly public environment where people are encouraged to linger and explore.



CONTINUOUS SURFACE

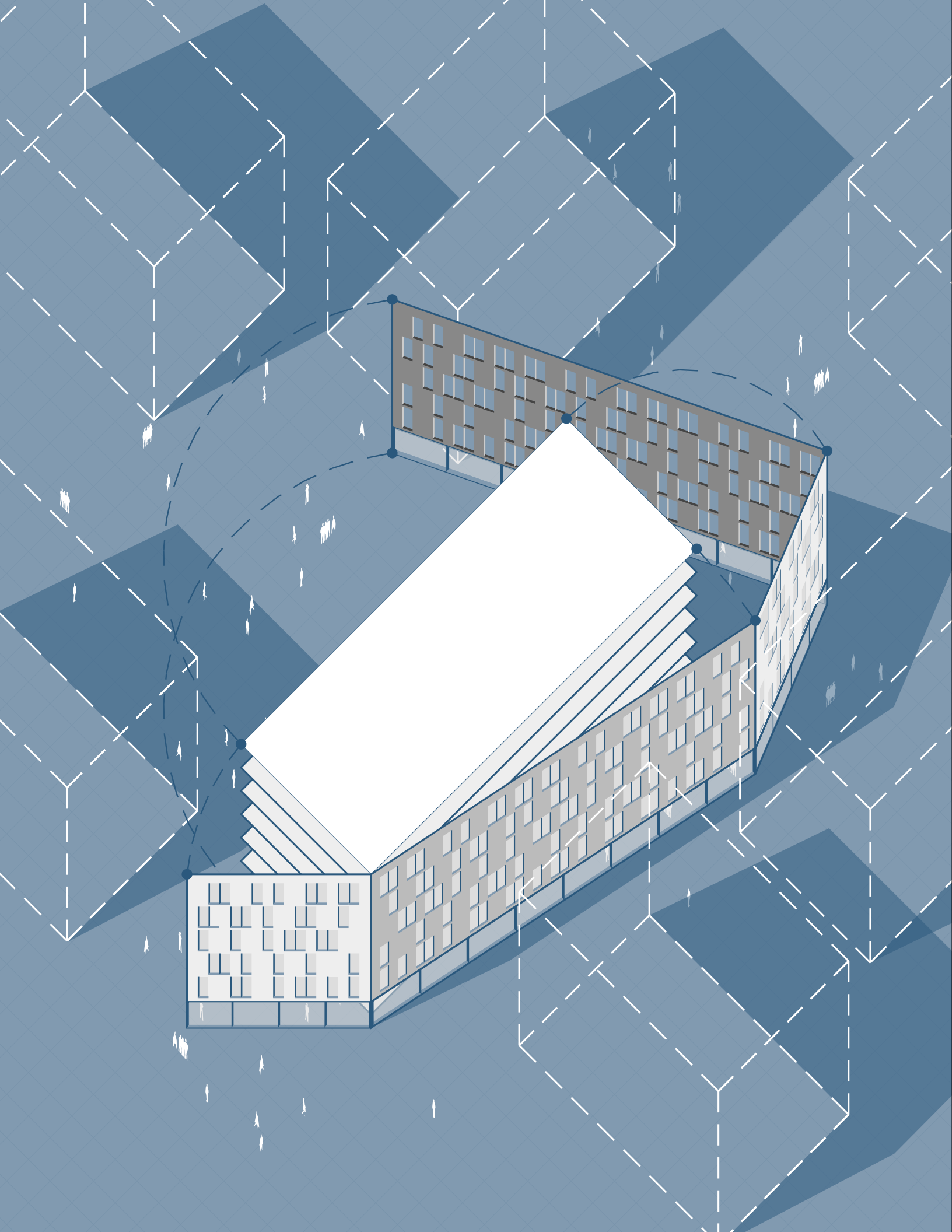
The public realm consists of single surface without curbs and the traditional separation of pedestrian and vehicular activity. This continuous surface should also extend to the interior environments at the grade level to increase accessibility and prioritize pedestrian activity.

RAILSIDE IS TO BE A VIBRANT, ENVIRONMENT WHERE PEOPLE ARE ENCOURAGED TO EXPLORE.



Conceptual illustration – depicting representative scale and character of Railside's urban squares.

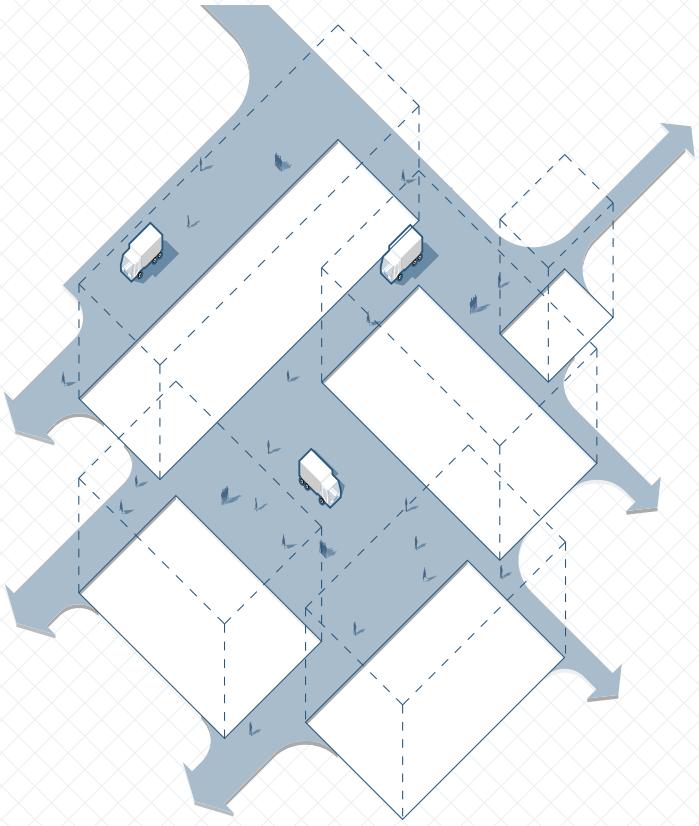




+ ACTIVE FACADE
on all sides

5.10: 360 DEGREE BUILDINGS

At Railside, all of the buildings will act together to frame and define public spaces. Accordingly, every facade is of high importance, with equally strong design emphasis on all sides of each building.



EQUAL GROUNDS

The Concept Plan calls for a curbless, single surface without the traditional separation of pedestrian and vehicular activity. This continuous surface is intended to increase accessibility, prioritize pedestrian activity and slow down vehicular [service] traffic, while encouraging a mix amongst all modes.



TARGET ZERO
zero garbage / zero water waste

5.11 : SUSTAINABLE LIVING



+ *ENVIRONMENTALLY SUSTAINABLE STRATEGIES SUCH AS INCREASED INSULATION, GREEN/ PRODUCTIVE ROOFS, INCLUSION OF SOLAR PANELS AND OTHER RENEWABLE ENERGY SOURCES ARE HIGHLY ENCOURAGED AS PART OF INDIVIDUAL DEVELOPMENT PROJECTS.*

ENVIRONMENTAL SUSTAINABILITY

With their Target Zero initiative, FRC – and by extension, Railside – is taking meaningful steps to implement innovative and responsible environmental practices in order to reduce their impact on the Earth.

The Forks has an aspirational goal to achieve zero garbage, zero water waste and zero carbon emissions. Within the main site, they have implemented a series of strategies as a way to be good to the environment while saving money, including onsite composting, reuse of waste vegetable oil to operate site equipment, a comprehensive recycling program, and water conservation initiatives. Their largest investment to date is an environmentally friendly geothermal system for The Forks Market.

The list of possibilities for sustainable actions, and the FRC places no limits on their Target Zero pursuits. Some examples of sustainable planning initiatives underway include:

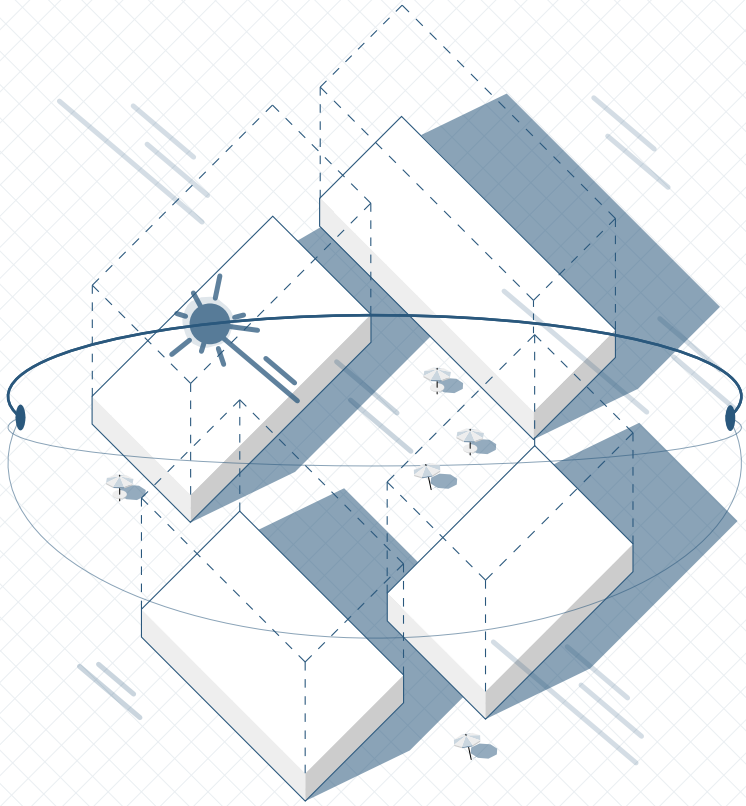
1_ Railside's planned urban grid is oriented 45 degrees south to take advantage of passive energy strategies by maximizing solar exposure and access to daylight for all residential suites.

2_ FRC plans to invest in a second and larger geothermal system on site in order to provide a district heating and cooling strategy for the Railside development.

SOCIAL SUSTAINABILITY

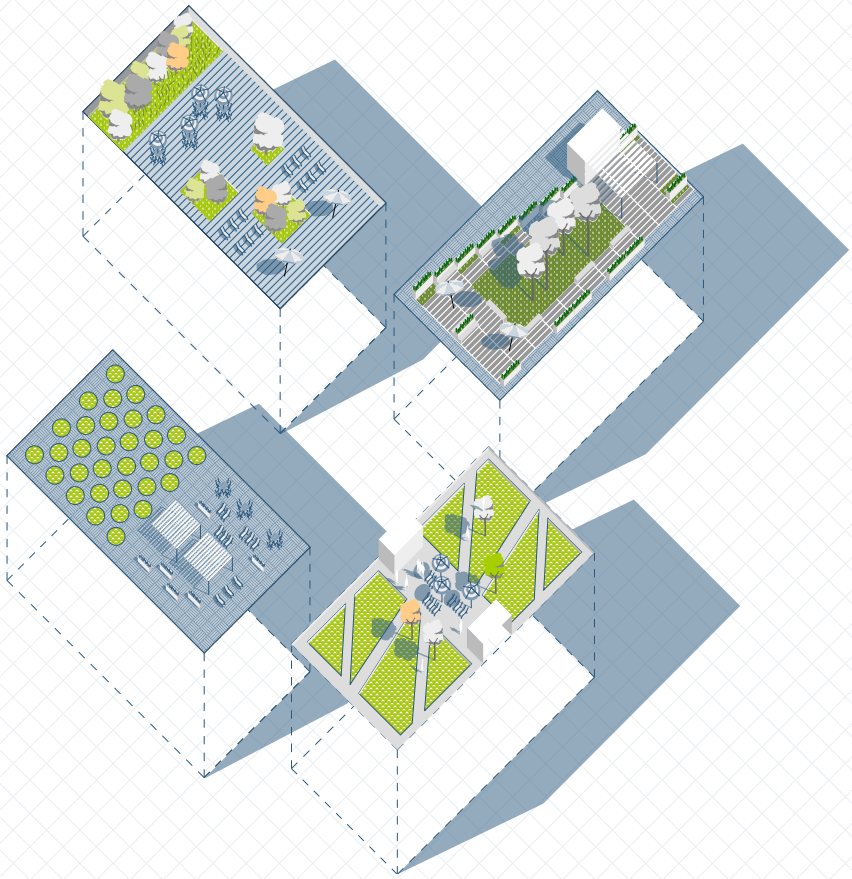
Other environmentally sustainable strategies such as increased insulation, green/productive roofs, inclusion of solar panels and other renewable energy sources are highly encouraged as part of individual development projects.

Social sustainability will be achieved through a rich mix of uses and unit types within the development. These strategies include various ownership models [from condominiums, rental suites and co-operatives to student and senior housing] and the inclusion of a variety of unit sizes and types conducive to a mix of demographics [families, couples, singles, students, seniors], as well as physically accessible and visitable suites. Similarly, economic diversity and inclusion of affordable housing is encouraged both within individual developments and across the Railside site. Further, innovative design / ownership strategies, such as inclusion of small flex spaces between larger residential units, could be employed to enable individual living units to expand and contract over time according to occupant needs and facilitate 'ageing in place'.



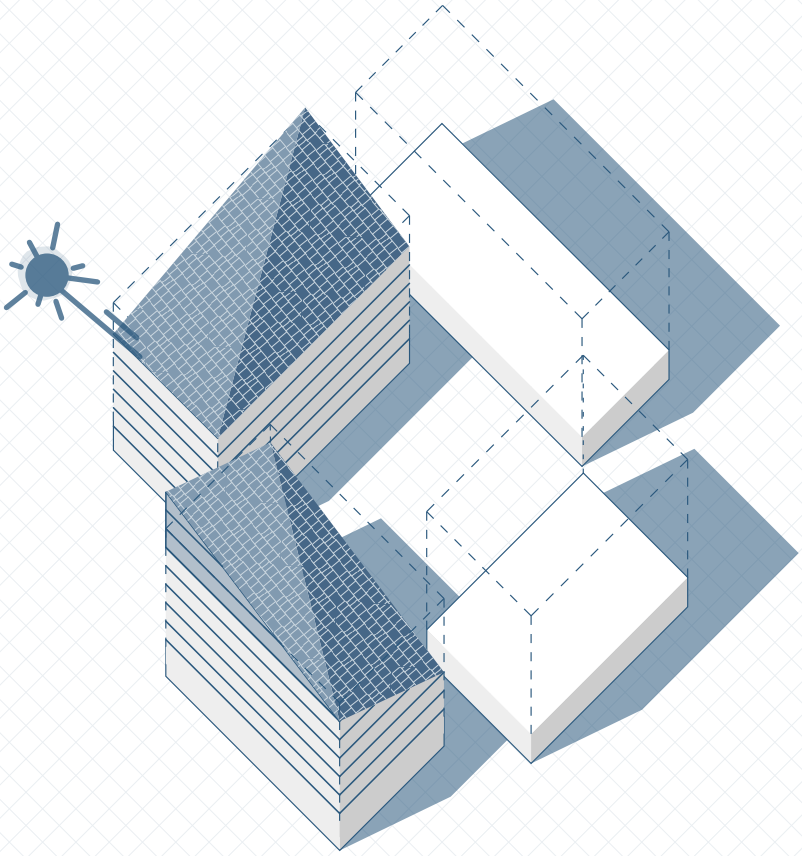
45 DEGREE SUN

Proposed building orientation assures access to sun for all public spaces and building faces alike - each building face has a minimum of one exposure - eastern, southern, or western.



USABLE ROOFS

The activation of the public realm is intended to include the roof areas of the Railside development. The roofscapes can be treated and planted as 'green roof' and therefore provide environmental benefits for the surrounding community, or alternatively, simply provide additional amenity for the building's residents in form of terraces and patios. Necessary mechanical equipment should be concealed from view and sound-isolated to increase the usability of the roof spaces.



SOLAR TRADEOFF

The maximum building height of six-storeys is intended to create a comfortable human scale, enable sun to penetrate into the public spaces and place greater emphasis on the ground floor. The maximum building height and associated rooflines can be varied and take on creative forms should they be shaped in a way that does not impede solar access at grade.



06 PUBLIC REALM

The Forks is consistently regarded among the top public spaces in North America. In 2011, the Canadian Institute of Planners named The Forks Canada's best public space in the inaugural year of its now annual Great Places in Canada contest. Given these accolades, and the fact that The Forks is a nationally and internationally renowned destination, expectations are high – and rightfully so – when it comes to the quality of public space within Railside.

Creating and maintaining a high quality public realm, that is animated year-round, is central to the Railside vision. Equally important, is that Railside's public space network is connected to the larger Forks site and surrounding open spaces linked through the planned Forks Trail system as articulated in the 'Go to the... Waterfront' plan.

The detailed public realm design must be mindful of the importance of balancing the needs of residents living at Railside and managing the pressures of being part of the City's preeminent destinations.



+ MANY ROUTES
exchange / overlap

6.1 : PUBLIC REALM FRAMEWORK : SQUARES + ALLEYS

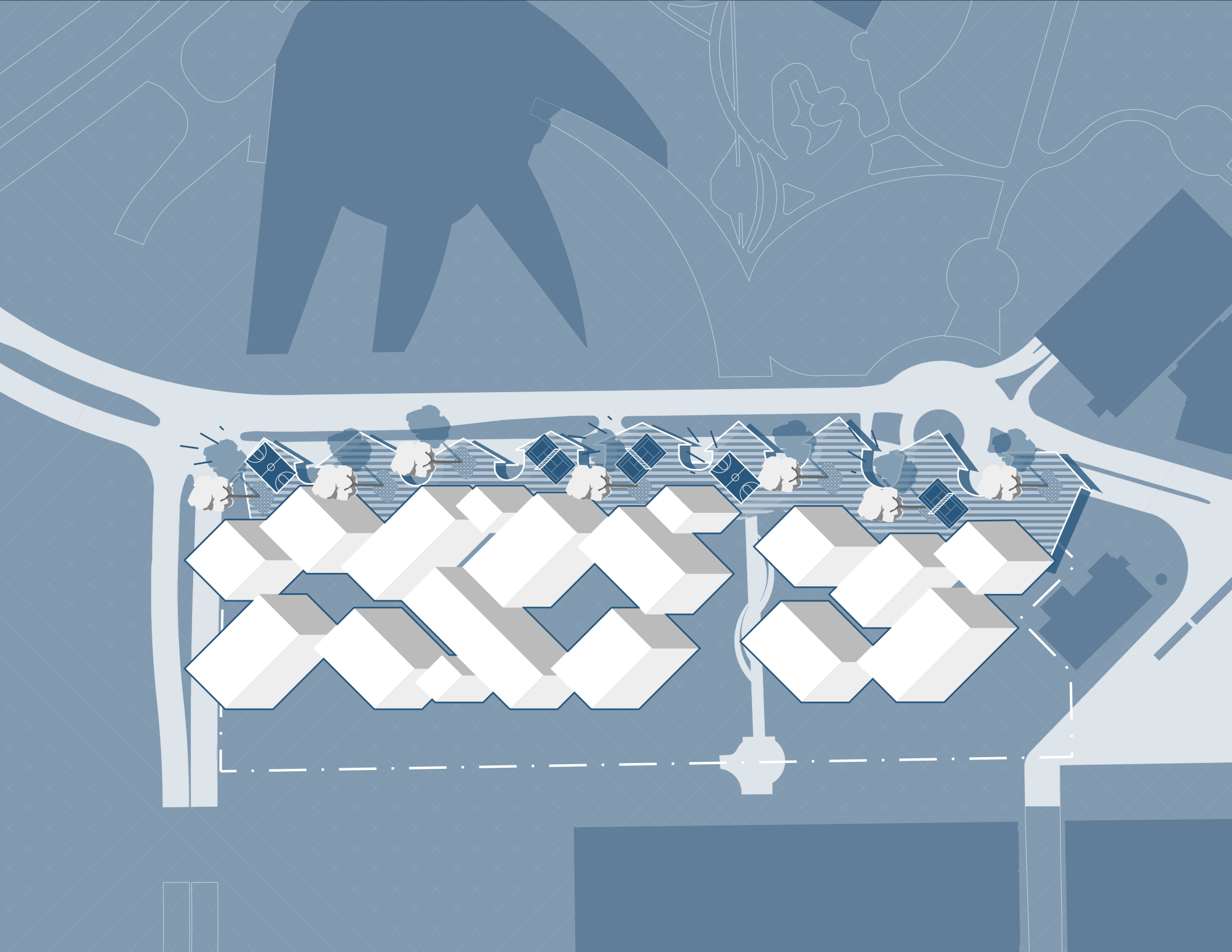
The Railside plan is premised on a series of central urban squares, connected via a network of short streets and alleys. The intent of the design is to create an inviting village atmosphere that draws people in and encourages them to explore and discover.

Urban squares will be designed to integrate public art, café seating, high quality lighting, plantings, street furniture and other amenities. In addition to retail and restaurants, the squares will be further activated through year-round programming that could include markets, temporary art installations, skating rinks, among other attractions.

As indicated, the streets and alleyways within Railside are planned as woonerfs – curbless streets accommodating all modes, but prioritizing pedestrians.

This network of alleys and squares constitute approximately 75% of Railside's overall land area.





6.2 : TRANSFORMATIVE PROJECTS







Beyond the squares and alleyways, the following public realm projects are envisioned as significant contributors to Railside's – and the wider Forks site's – compelling fabric of public spaces:

1_ Central Forks Promenade

The Promenade envisions the complete transformation and reconfiguration of Israel Asper Way, south from York Avenue. The concept design contemplates:

- reduced right-of-way width and number of vehicular lanes to calm traffic;
- dedicated bus loading areas serving the Canadian Museum for Human Rights;
- new linear park along the west side of Israel Asper Way, incorporating recreational amenities, gardens, public art and AT [active transportation] facilities;
- sequence of pocket plazas, that in combination with Railside's offset grid, create a more active ground floor edge than would be achieved with a conventional development pattern on an otherwise single-loaded arterial.

2_ Boxcar Alley

The conceptual plan for Boxcar Alley foresees the conversion of underutilized storage spaces under and near the CN rail line into small production spaces for artists and makers. Boxcar Alley will:

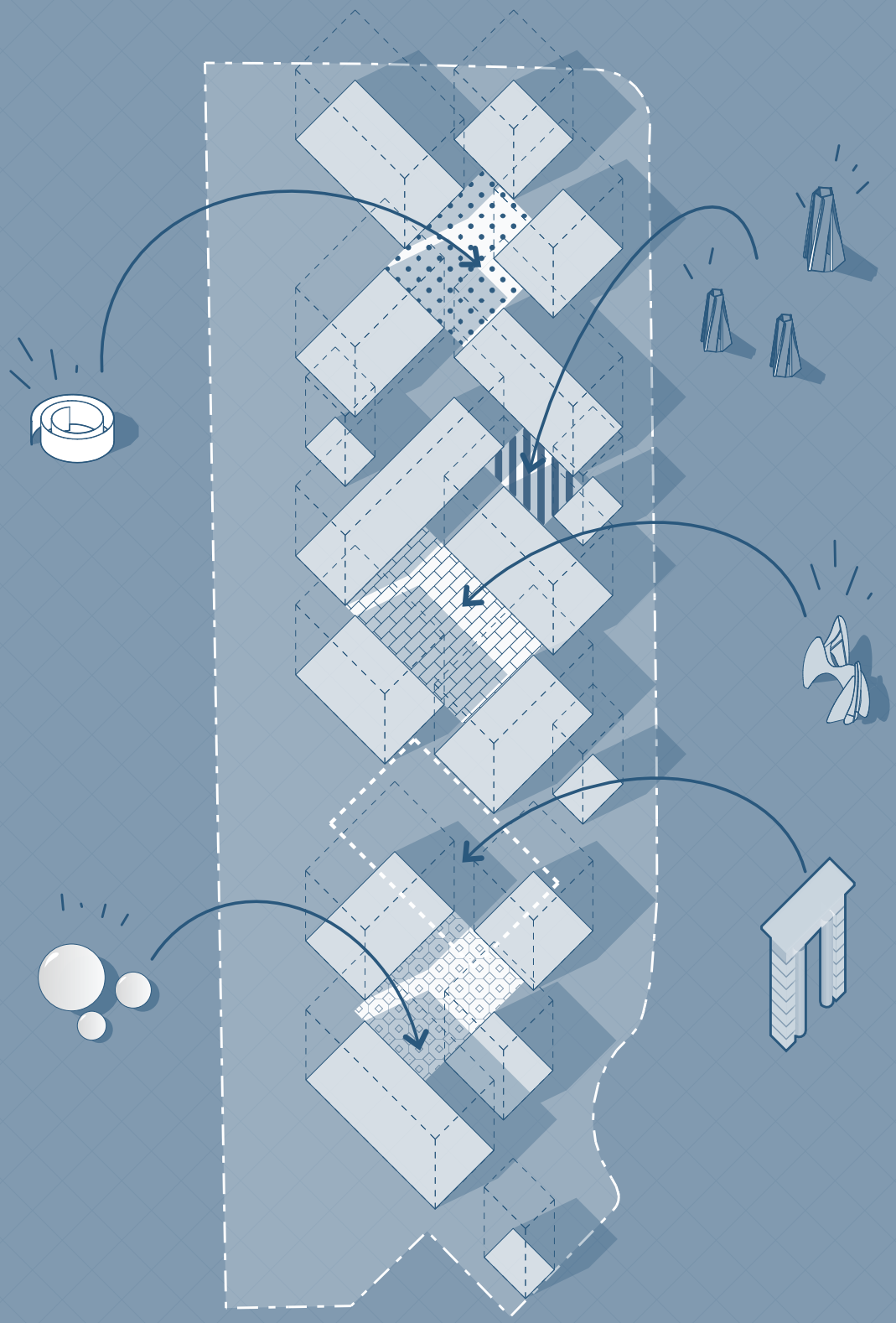
- contribute to street-level animation and Railside's diverse mix of uses;
- provide affordable production spaces to local artists, makers and entrepreneurs;
- evolve into a city-wide attraction.

FRC is in consultation with VIA Rail and CN Rail to determine feasibility.

3_ Elevated Pedestrian Connections

The intent is to develop an elevated 'highline' adjacent to the existing rail line that creates a unique public space and provides enhanced pedestrian connectivity, particularly in providing a linkage between the Railside North and South sites over York Avenue. Beyond pedestrian connectivity, the potential benefits of the 'highline' include, but are not limited to:

- creating an iconic visual element;
- providing opportunities for building-to-building connections;
- offering dramatic views of The Forks, Canadian Museum for Human Rights and the Downtown skyline;
- integrating design approaches that help attenuate noise generated by the active railway.



+ URBAN OBJECTS
major squares / plazas

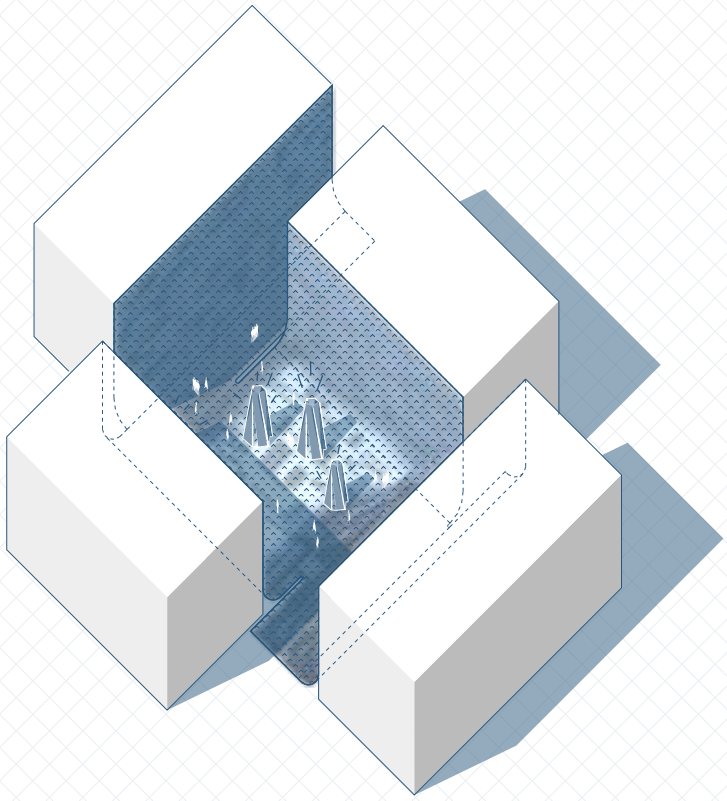
6.3 : PUBLIC ART

Public art will be an integral feature of Railside, enhancing its character and adding distinct elements of interest to its public spaces. Public art is manifest in nearly limitless forms. It can be permanent or temporary, static or kinetic, discrete or integrated. Public art can range from large sculpture works, to video and light displays, to murals, to functional elements that are integrated into the public realm (i.e. street furnishings, landscape features, etc.).

Beyond the aesthetic, public art can also be instrumental in creating and defining a 'sense of place'. It can generate civic pride, serve as a landmark to orient residents and visitors alike and, in some instances, can become an attraction that, in turn, contributes to local economic development.

The overarching intent of the public art strategy for Railside is to integrate public art into the design of planned public spaces and urban plazas. Recognizing that Winnipeg is a hotbed of artistic creativity, Railside's public art program will emphasize and promote work by prominent Winnipeg artists.

FRC will establish an overall public art strategy, in collaboration with local partners, for the development of public art through the Railside Development. The aim of the program will be to dedicate one (1) percent of the total public realm capital budget to commissioned works by professional Winnipeg artists.



COURTYARD INTERVENTIONS

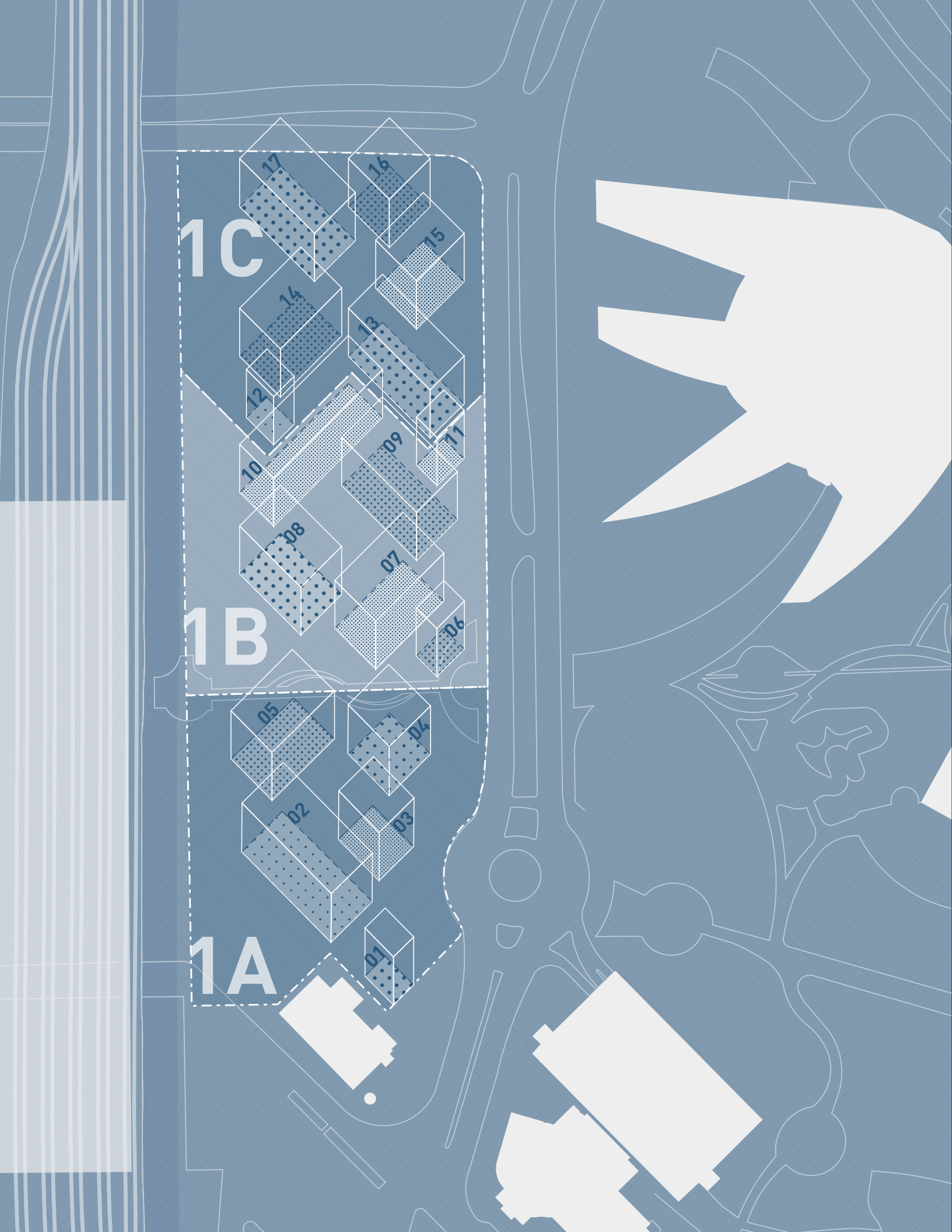
Each of the courtyards will be activated with public art - both permanent and temporary - designed by Winnipeg Artists.


ART

07 DEVELOPMENT GUIDELINES

The Railside development guidelines have been established to support and enrich the objectives set out in the 'Concept Plan' – providing direction with respect to the creation of a high-quality public realm (the space between buildings), and encouraging the development of durable, sustainable and adaptable buildings of architectural excellence.

Rather than prescriptively outlining preferred architectural styles or materials, the intent of the guidelines is to encourage variety among individual buildings, suite sizes, configurations and ownership models, support innovation in building technology and architecture, and to ensure that individual buildings are designed with a permeable and vibrant ground floor, conducive to independent retail and active uses.


1C
1B
1A
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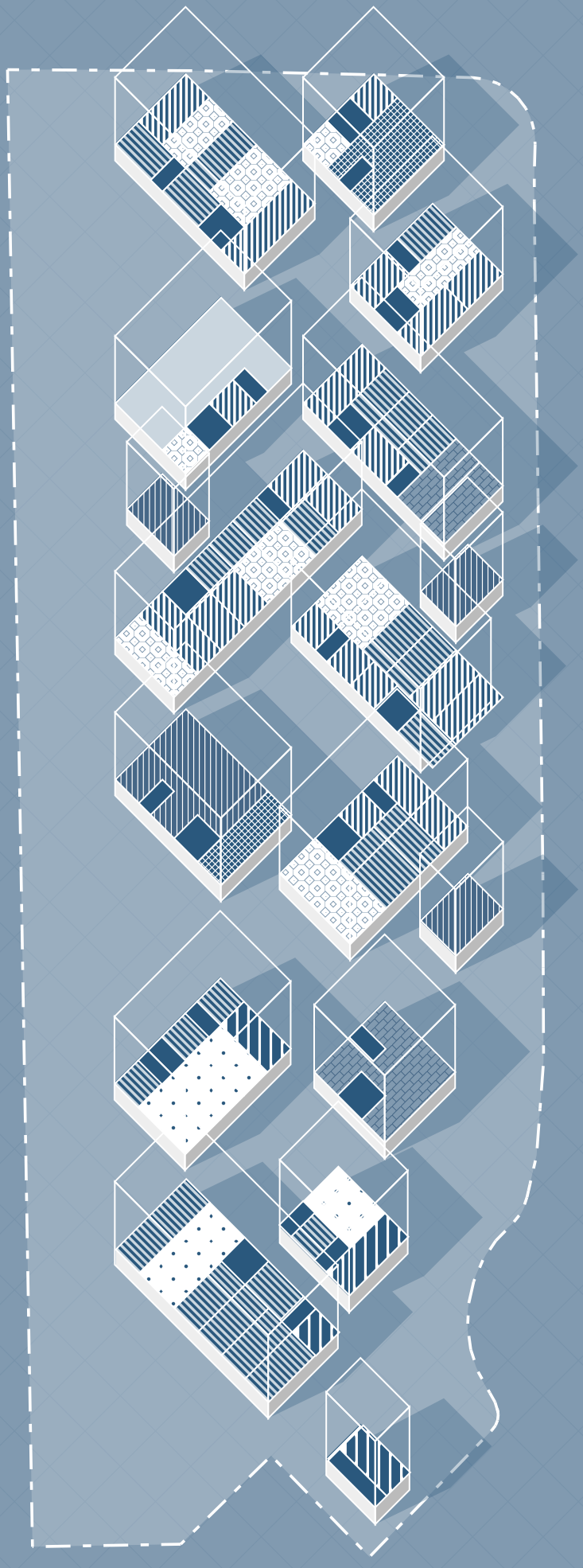
+ BUILDING PARCELS
phase 1A, 1B, 1C

7.1 : PARCELS + BUILDING AREA

The site is divided to 32 buildable parcels, with the remaining area dedicated to high quality public space that will remain the development responsibility of the FRC. The building area or 'zoning envelope' of each parcel is limited to the parcel 'property' lines and 6-storey maximum [or 65 feet] building height. It is also expected that the full parcel footprint be used for each dedicated building site. Certain projections, such as external balconies or entrance canopies are permitted on facades facing the public plazas [min 30' space to neighbouring building]. All openings and projections are subject to review and approval by the Railside Design Advisory Committee and National Building Code provisions for 'Spatial Separations' and 'Permissible Projections'.



Photograph Credit - Alamy



RETAIL
specialty shops: baker, butcher, clothier

BUSINESS/NON-PROFIT
entrepreneurs,galleries

LIVE/WORK

CAFE
one third wave, one chain

COMMUNITY CENTRE
community library, gym, adult education

RESIDENTIAL LOBBY
assumption for 20 developments

GROCERY

BAR/RESTAURANT
destination restaurants for entire city

HOSPITALITY
hotel, hostel, long-term stay

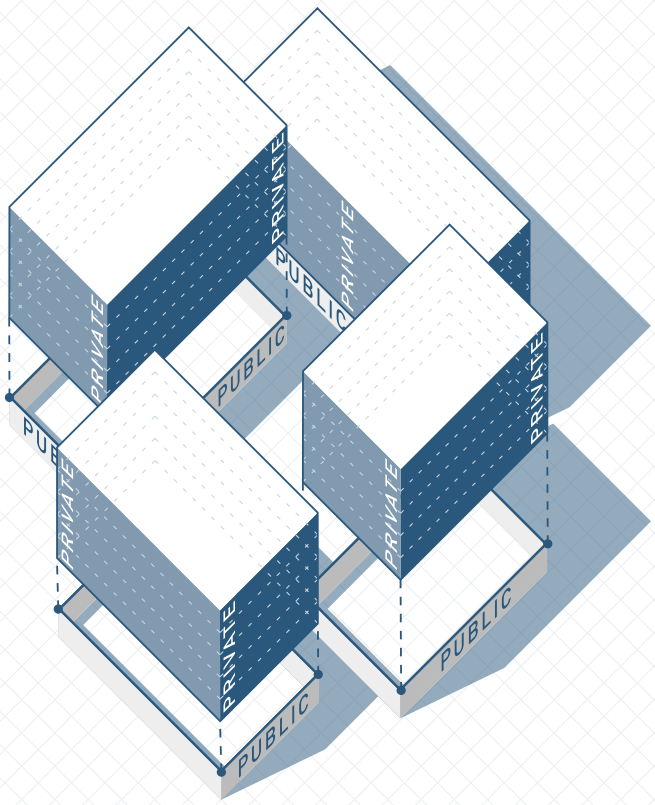
+ SUGGESTED GROUND FLOOR USES

7.2 : DISTRIBUTION OF USES

Ground Floor:
The ground floor of each building must be comprised of uses and spaces that help activate the public realm and are generally accessible by the public. Supported uses include retail, restaurants, cafes, community spaces, active commercial and workshop spaces and active live/work spaces [limited to designated areas]. Residential and office lobby areas and exits, and other non-active uses should be modest in frontage width, while dedicated loading areas detrimental to the pedestrian environment are generally discouraged [see use table adjacent].

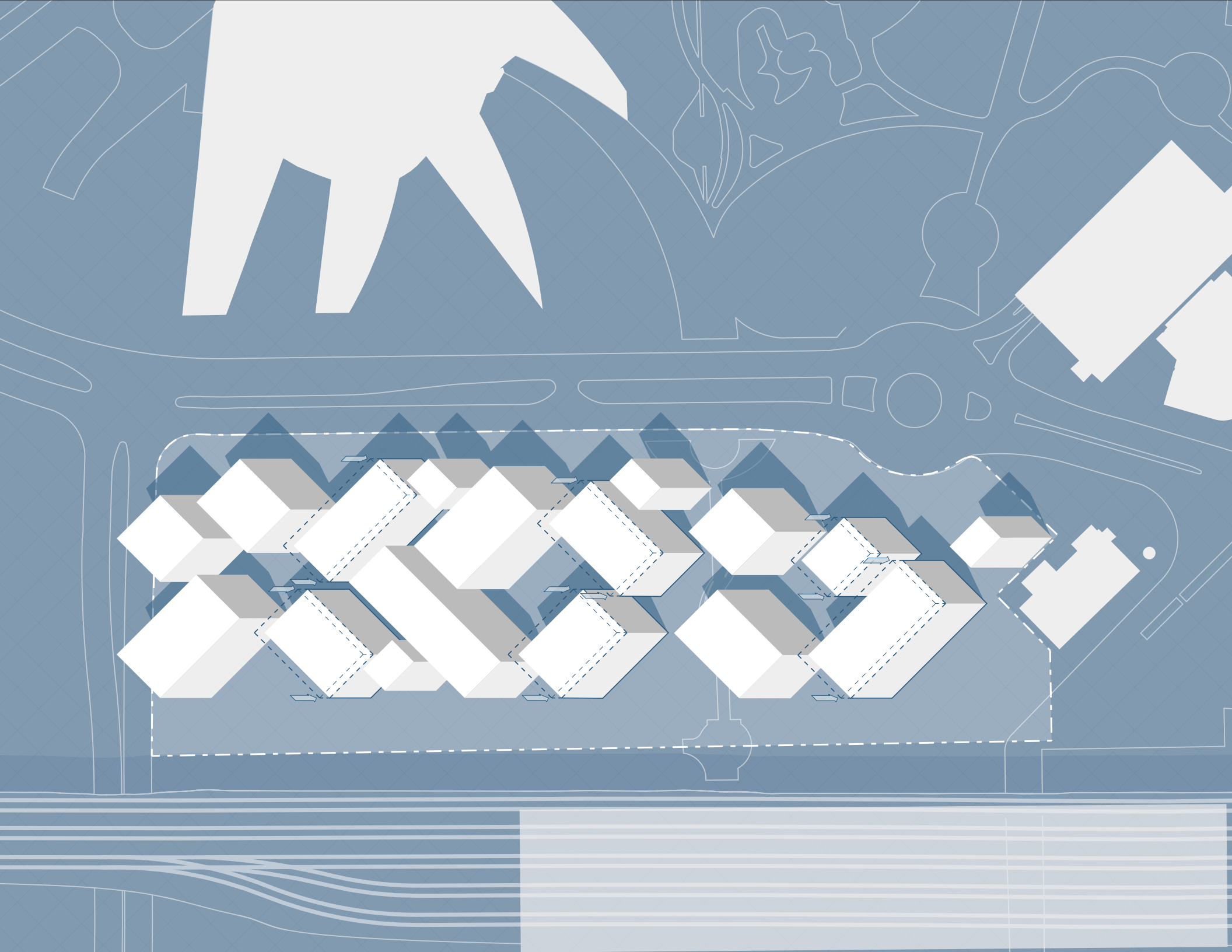
Floors 2-6:
Floors above grade are envisioned as non-public uses, majority of which will be dedicated for residential development. The other uses could include hotel rooms, office space or personal services uses. Second floor commercial uses may be permitted if they are compatible with the character of the remainder of a building.

Variety of ownership models, unit sizes/types and inclusion of affordable housing is highly encouraged as part of individual projects, and an overall objective for the entire Railside development. Development proposals that promote equitable housing and include innovative strategies to foster demographics that are not currently well represented in urban residential mix – such as families, will be highly valued. Architectural solutions that promote ageing in place [i.e. through incorporation of flex spaces between units], and innovative suite configurations catering to students, seniors, families, singles and couples are encouraged. The proposed development could include a mixture of rental, private ownership, co-op and assisted living models.



PUBLIC/PRIVATE

The ground floor of each building must be comprised of uses and spaces that help activate the public realm and are generally accessible by the public. Floors above grade are envisioned as non-public uses; the majority of which will be dedicated for residential development.



+ BUILDING HEIGHT

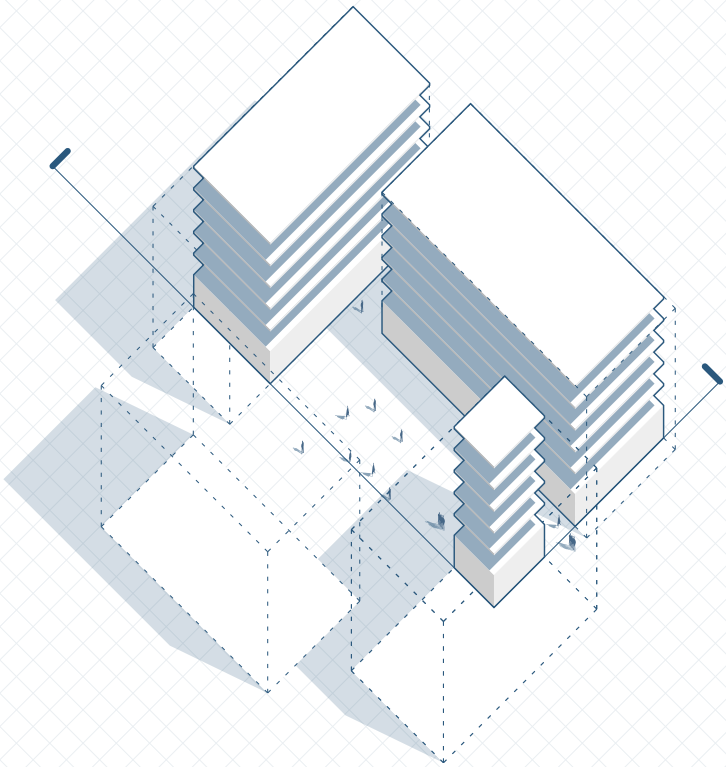
4 - storey south side of courtyards

7.3 : MASSING + SCALE

Limiting the height of buildings to six stories [or 65 feet] enables the creation of ground-oriented, human-scale public environment – spaces with proportions that have been found to feel universally more comfortable to people of all ages and demographics.

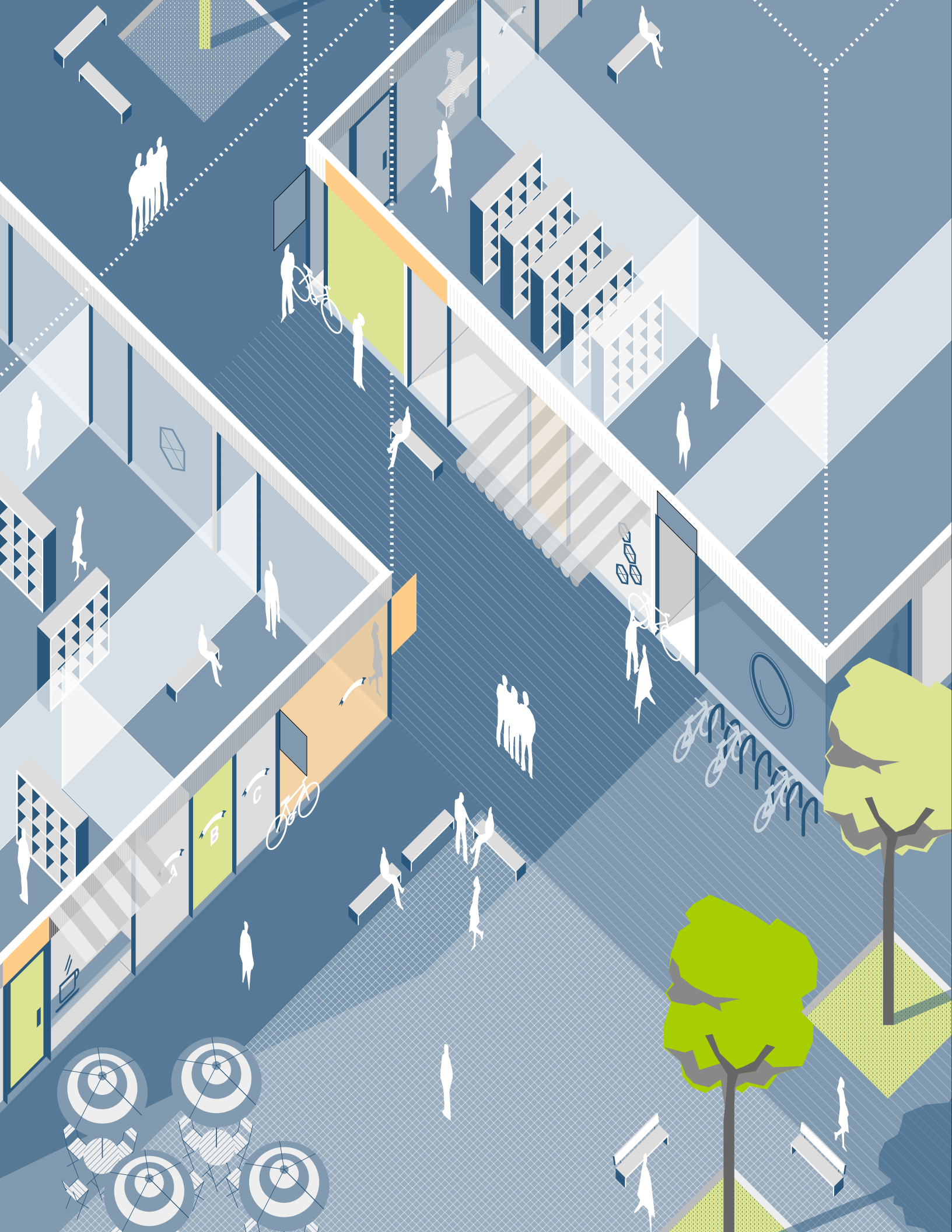
Additionally, selected sites, as identified in the adjacent diagram, mainly on the south side of major courtyards, are suggested to be limited to four stories to allow for increased access to sun at grade at these key locations. Alternatively, creatively shaping the building mass, i.e. top floor setbacks or sloped rooflines could be considered if the intent of the solar access is met.

Other means to promote a sense of enclosure and intimate scale at grade, such as canopies or overhangs could be utilized at entries and storefronts. At selected locations the base of buildings could be recessed for smoother pedestrian flow and to add interest to the streetscape or building massing.



URBAN PROPORTION

Each of the alleys and squares – the spaces between the buildings – have been designed and proportioned to create universally comfortable spaces for people. For example, where an alley is particularly narrow, it will be shorter in length and/or flanked by lower buildings to maintain human scale.



+ FACADES @ GRADE
storefront activation

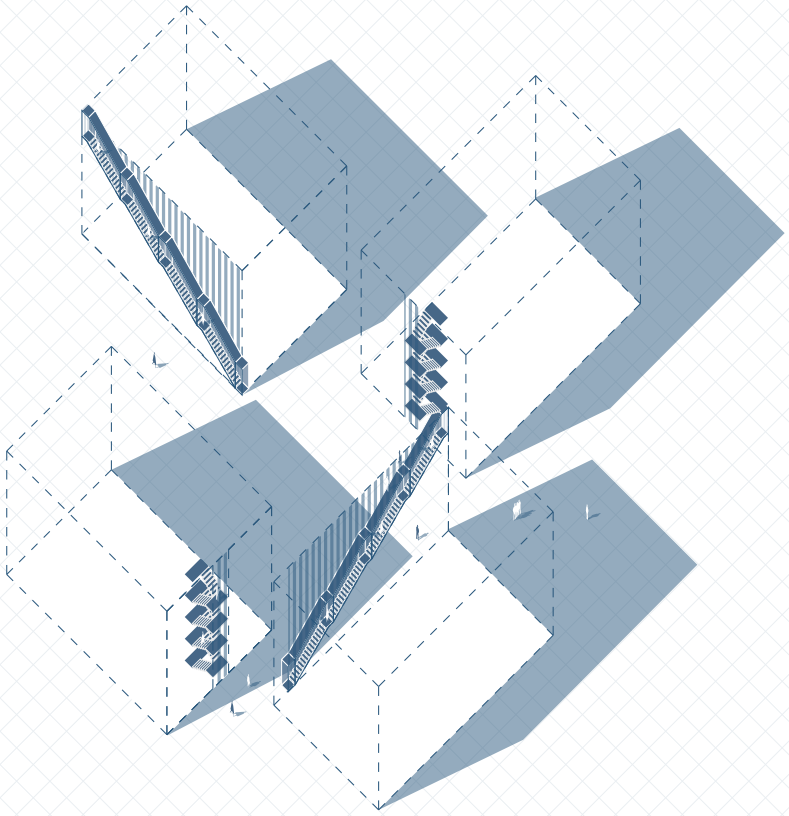
7.4 : FACADE ANIMATION

With the 'Concept Plan' objectives in mind, all building facades at Railside will frame and define the alleys and squares that characterize the public realm.

Every facade is therefore of high importance and individual buildings should be designed with this in mind. Particular emphasis should be placed on the interface between ground floor uses and the street, and no large loading doors are permitted to interrupt the flow of pedestrians.

Glazed exit stairs, balconies, abundant windows and public art are encouraged to further activate building facades.

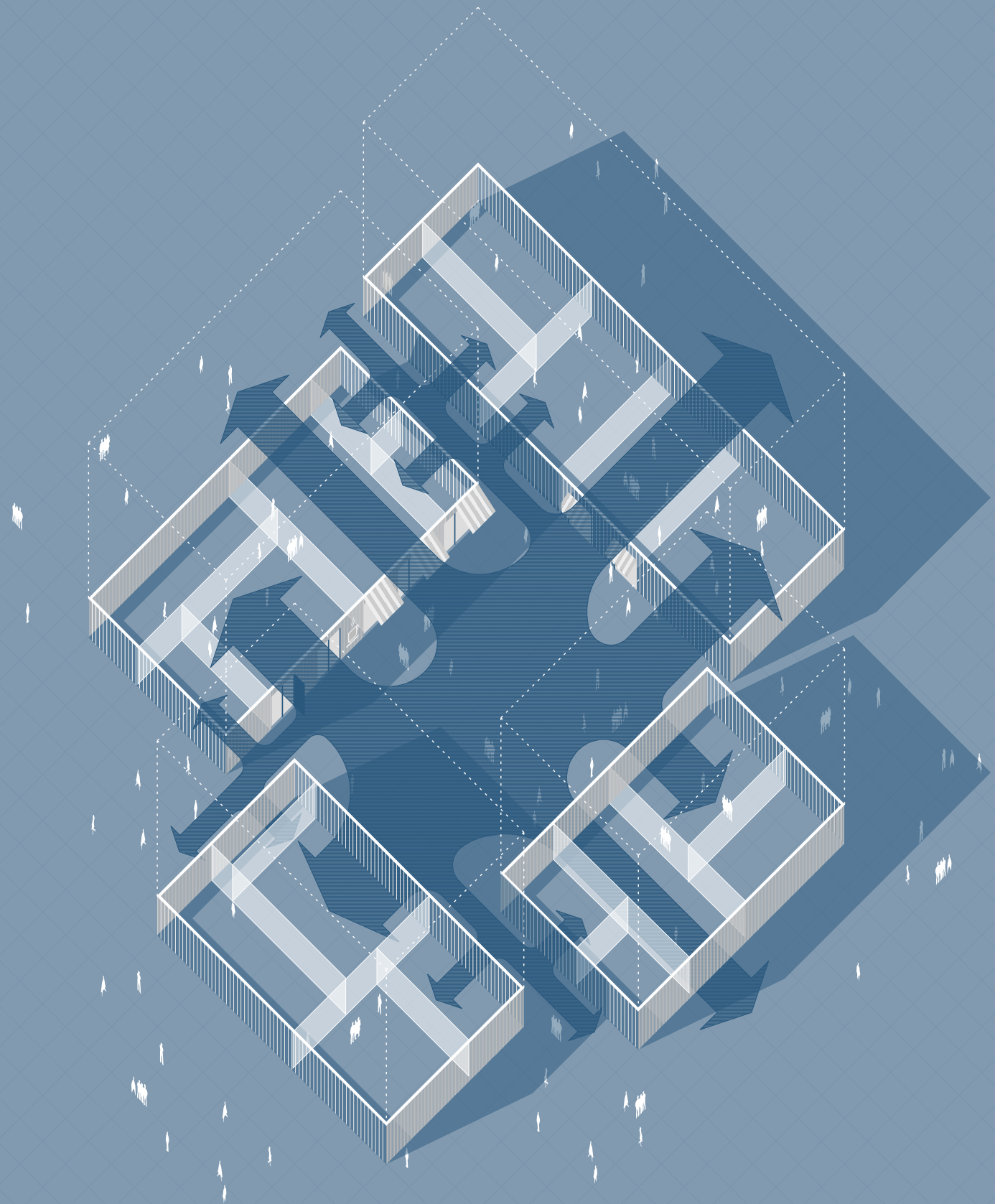
Residential lobbies must be limited in width at grade to further reduce the amount of non-active building facade at the street level. Residential entrances exceeding 20'-0" in width of facade are highly discouraged and subject to approval by the Railside Design Advisory Committee.



TRANSPARENT STAIRS

The inclusion of glazing on the required exit stairs of individual buildings is highly encouraged.

The building facades and therefore the public realm of the entire Railside Development can be further activated by the visible activity in the vertical circulation routes. Providing access to natural light in the exit stairs will also promote their use and support active lifestyles in lieu of taking the elevator.



7.5 : PERMEABLE GROUND FLOOR

All development on the ground floor of Railside must be accessible and in service to the general public, and will include uses that actively contribute to the public realm through physical and visual vibrancy. With this in mind, transparent visual connection to the activity within each building's ground floor – abundant clear glass – will be required to maintain the 'Concept Plan' objectives. With the exception of limited work-live units in designated areas, lobbies and required egress paths, no private residential or otherwise inaccessible or inactive development should occur at grade, but rather on levels two-six.



RELIEF AT GRADE

Ground floor of all buildings should be designed to allow for convenience of pedestrian movement. Such modulation will further reinforce sense of comfort at grade.

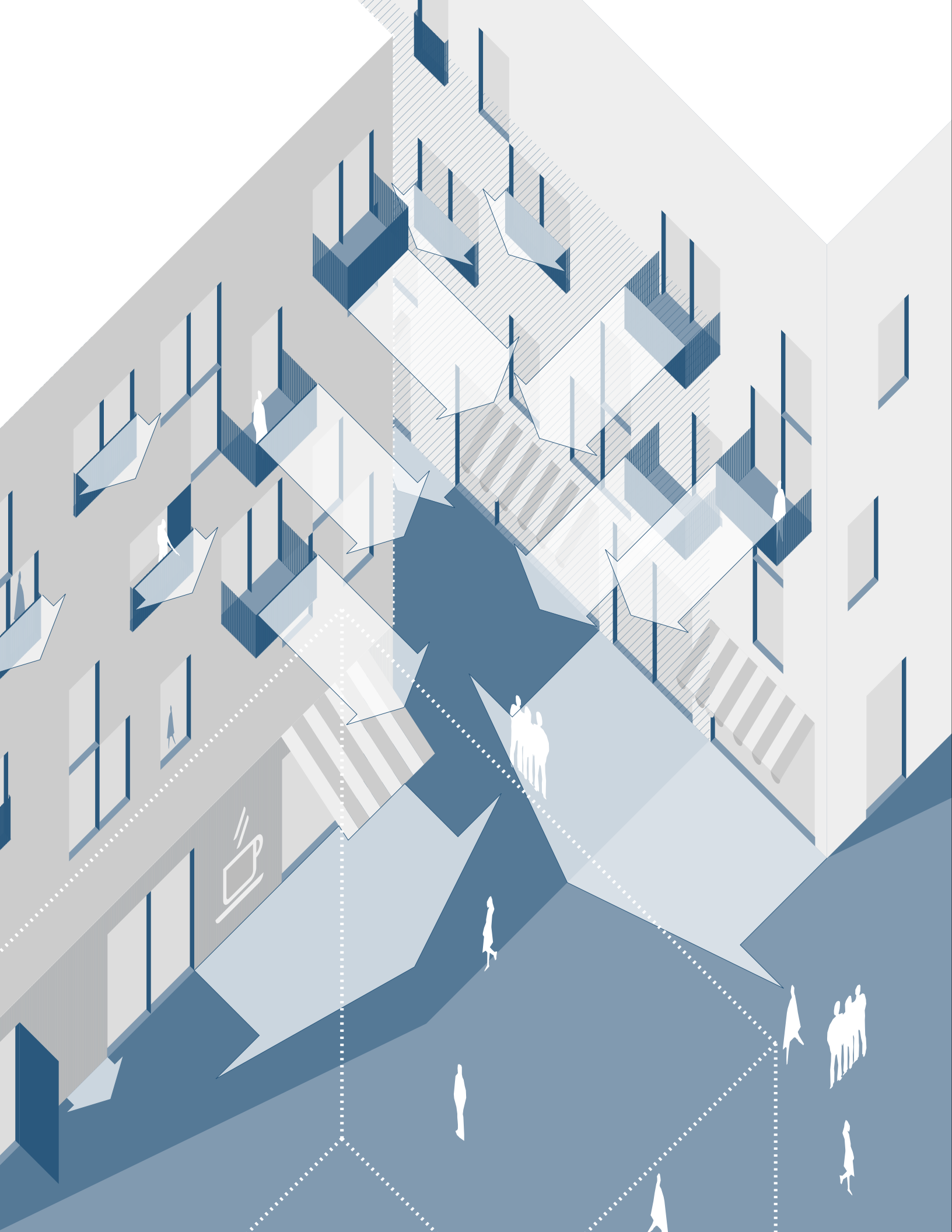

4.5m
4.5m
6m
9m*
4.5m

STOREFRONTS @ GRADE
suggested widths

7.6 : NARROW STOREFRONTS

At grade, the tenant units should generally be limited to maximum 20' width per business to encourage variety of the streetscape and to provide small grain business frontage for local, independent retailers, hospitality businesses and artisan grocers. Larger operations may be permitted, but it is recommended that these tenancies would be located over two levels [1-2] to maintain narrower widths and variety at grade. The tenant mix will be curated in collaboration with the FRC and subject to approval by the Railside Design Advisory Committee.



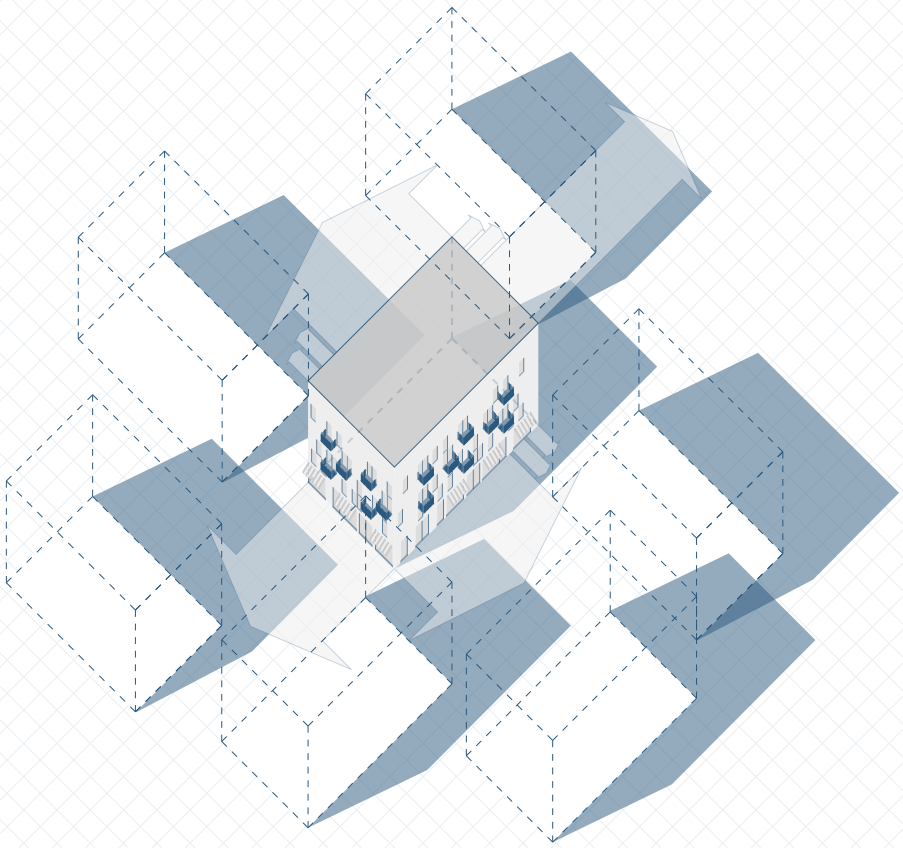


EXTENDED VIEWS
windows / balconies

7.7 : VIEWS + BALCONIES

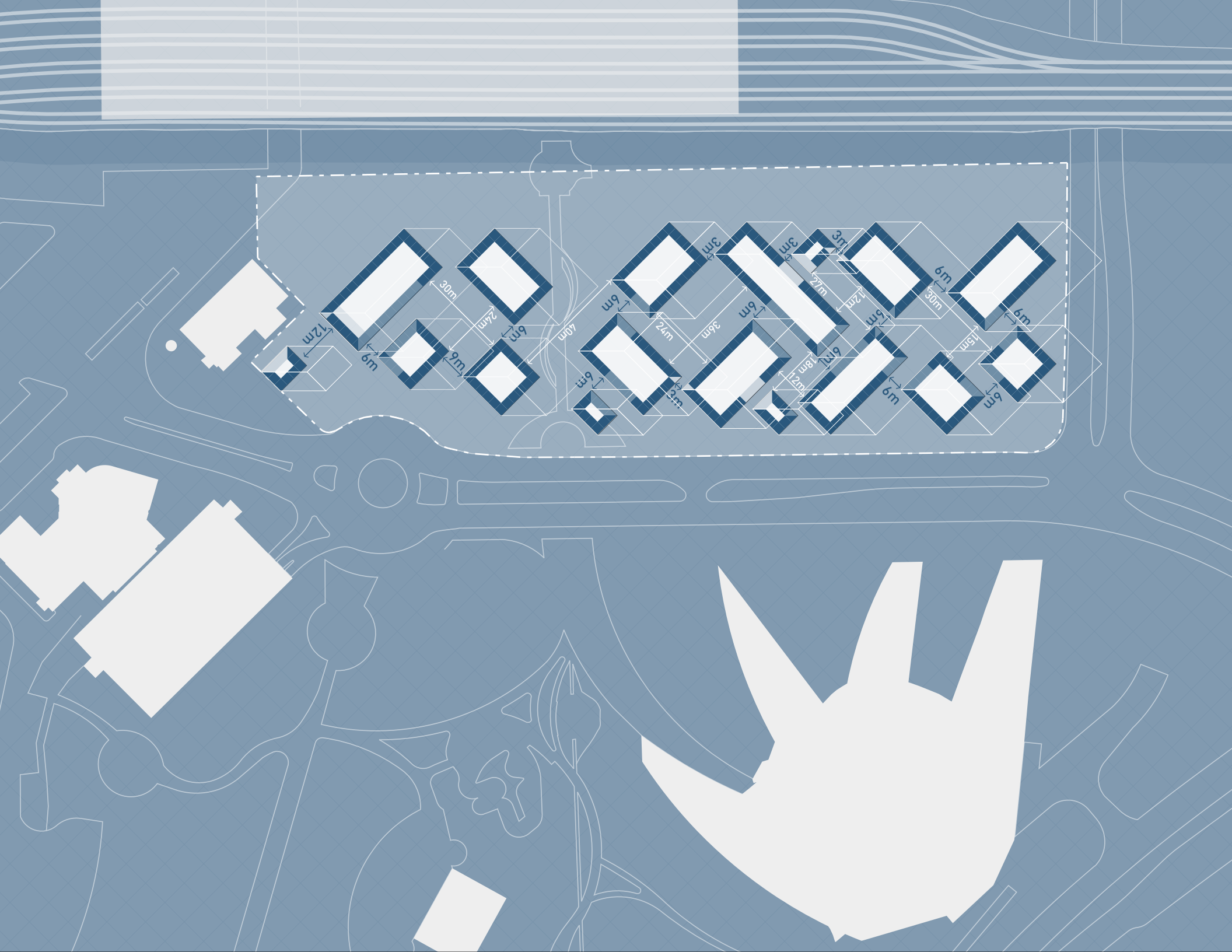
The Concept Plan has been conceived to ensure that regardless of the intimate scale of spaces between buildings, extended views are possible from nearly all of the dwelling units within Railside. With this is mind it may be advisable to place vertical circulation on tighter alley locations, [see 'Proof of Concept Plans' - section 7.10]

External projections beyond the building footprint, such as balconies or entrance canopies are permitted on facades facing the public plazas [min 30' space to neighbouring building], subject to review and approval by the Railside Design Advisory Committee. In tighter alleyways it is recommended that any balconies are internal to the building massing or take the form of a french balcony.



BALCONIES

Balconies and French balconies are an important device to further articulate and activate building facades, but also extend the private interior spaces and provide extended views over the neighbourhood. Balcony projections are encouraged on facades facing public squares and wider dimensions between buildings, whereas French balconies may be more desirable in narrower alley conditions.

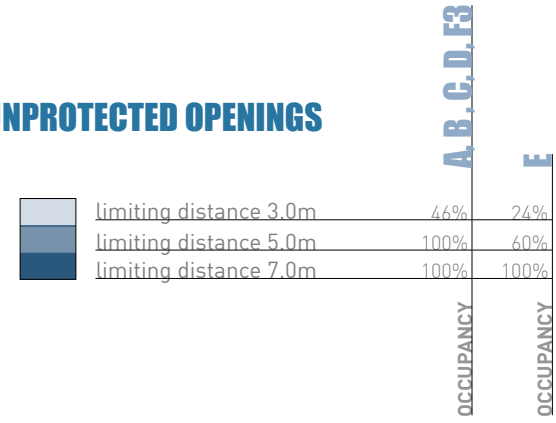

12m
6m
30m
24m
9m
6m
40m
6m
6m
24m
3m
36m
3m
6m
3m
27m
12m
6m
18m
12m
6m
6m
30m
6m
15m
6m

LIMITING DISTANCES
between parcels

7.8 : LIMITING DISTANCES

For the purposes of initial planning, the development teams should consider the 'line of limiting distance' [as per the National Building Code/Manitoba Building Code] to be placed 1/2 way between neighbouring buildings when calculating and planning for unprotected openings. Note that in the final iteration of the development plan, should one of the future neighbours not require their maximum unprotected openings allowance, and neighbour two would prefer more, these provisions may be negotiated between the parties. All openings and projections are subject to review and approval by the Railside Design Advisory Committee and NBC/MBC provisions for 'Spatial Separations' and 'Permissible Projections'.

UNPROTECTED OPENINGS



*All calculations are based on a 30m² compartment face

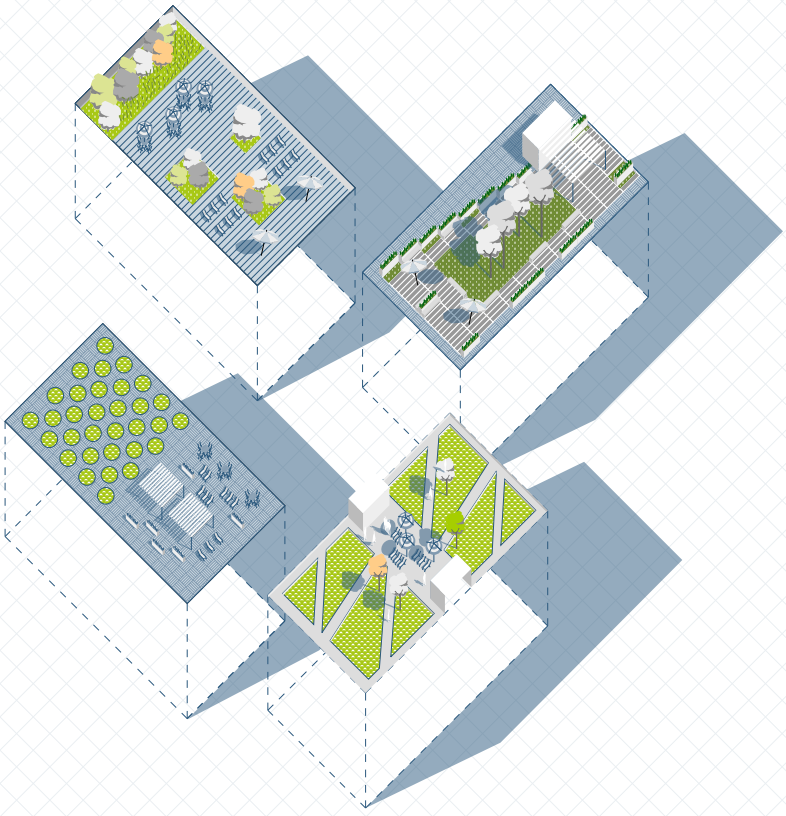


+ ACTIVE ROOF
fifth elevation

7.9 : ROOFSCAPE

Individual buildings with flat roof areas should be designed as 'productive' roofs, which could include green roofs, blue roofs [active or passive temporary water storage], solar panels, useable outdoor space for building residents or tenants, or combination thereof. Productive roofs can contribute to reducing heat island effect, curbing stormwater run-off, generating energy and providing additional amenity space for the community.

Concealing and sound isolating any rooftop mechanical units from occupiable roof areas and shielding visibility from the street must be an integral part of each building design.

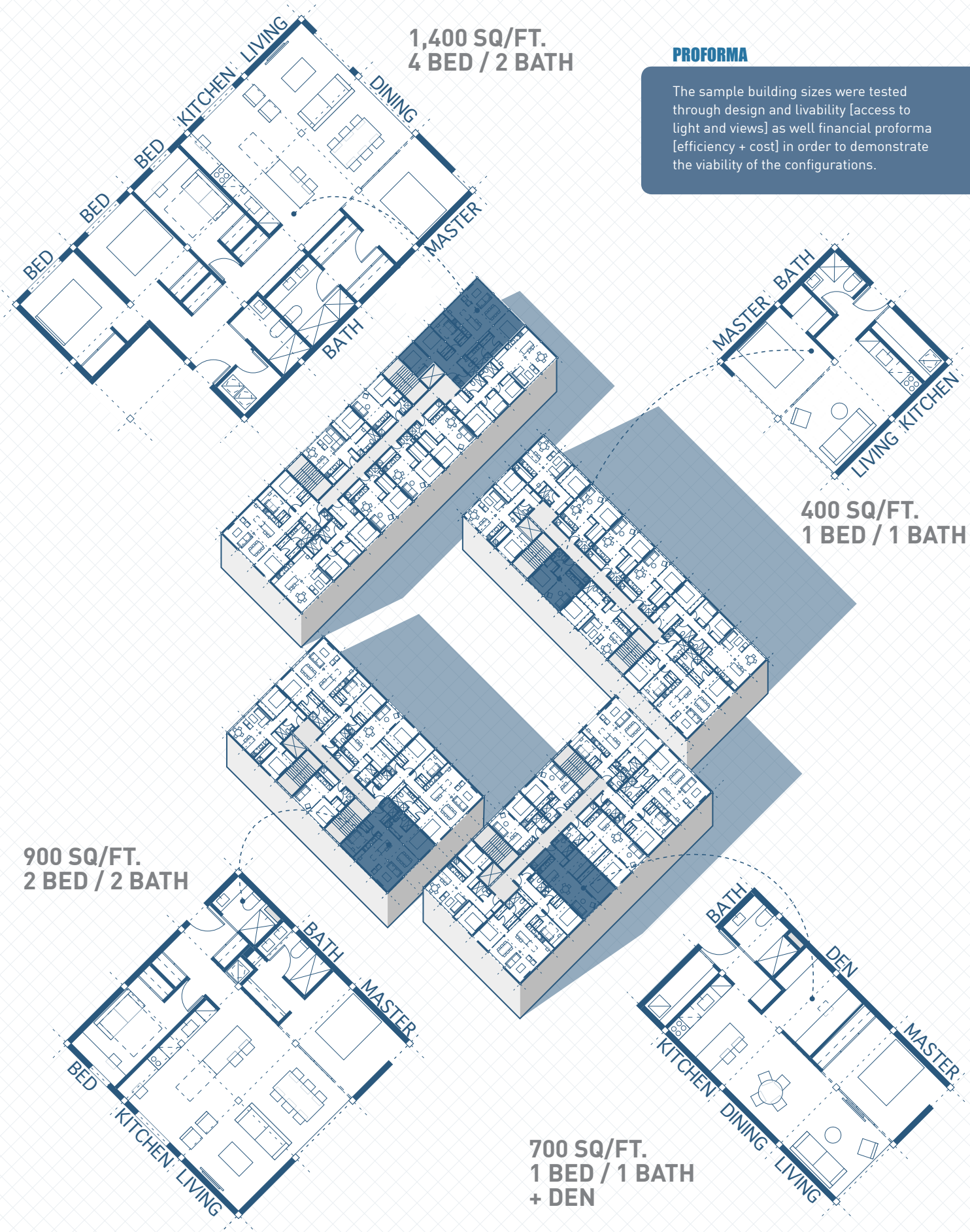


ROOF

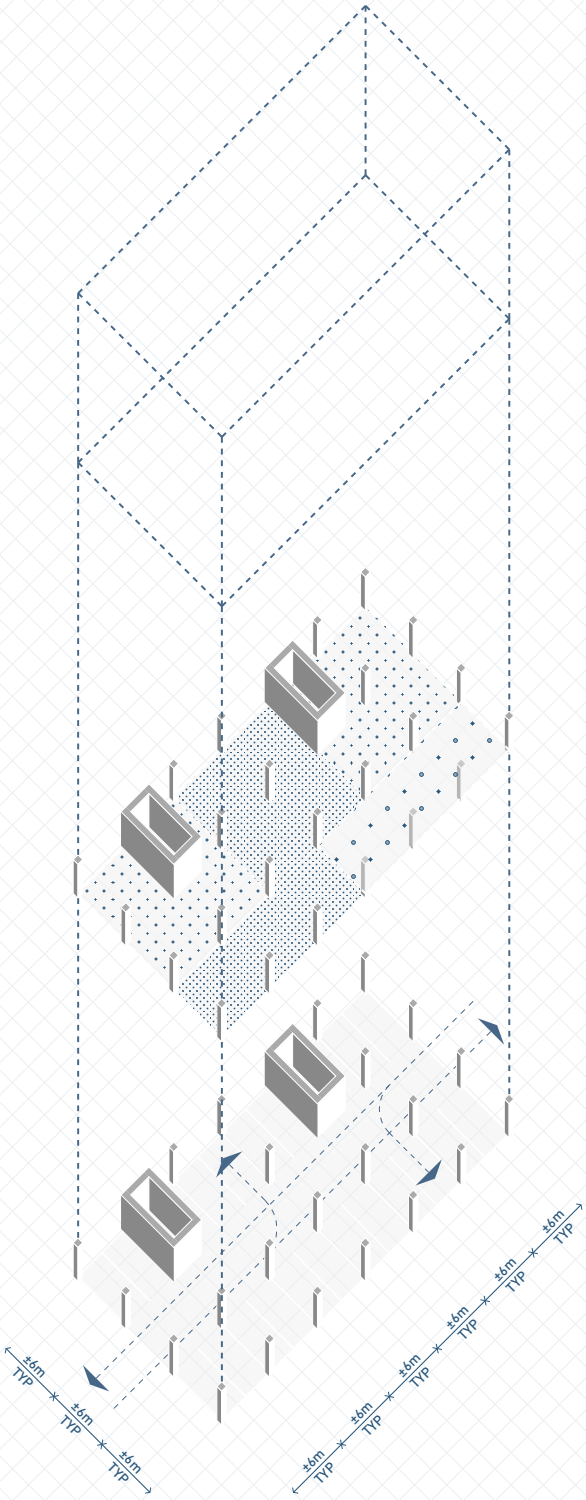
The activation of the public realm is intended to include the roof areas of the Railside development. The roofscapes can be treated and planted as 'green roof' and therefore provide environmental benefits for the surrounding community, or alternatively, simply provide additional amenity for the building's residents in the form of terraces and patios.

PROFORMA

The sample building sizes were tested through design and livability [access to light and views] as well financial proforma [efficiency + cost] in order to demonstrate the viability of the configurations.



7.10 : PROOF OF CONCEPT



As a 'proof of concept' FRC has prepared sample building plans and efficiency calculations for a number of the individual building footprints that are envisioned in the 'Concept Plan'. The sample building plans are prepared on the basis of a 10'/20' grid, suitable for residential occupancy wood frame construction, and also effective in achieving narrower commercial units at grade, consistent with the overall vision for Railside at The Forks.

In terms of long-term building adaptability, a post and beam structure system – as opposed to sheer walls – may provide the most durable building strategy for the Railside buildings due to the system's flexibility to accommodate various uses over time. This is demonstrated locally by the successful conversion of historic warehouse buildings of the Exchange District.

GRID-GRID-GRID

Preference is given to post and beam construction of buildings vs. shear wall construction in order to assure viability and reuse of the buildings through time.



08 SUSTAINABLE NEIGHBOURHOOD ACTION PLAN

The intent of the Railside development is to set and achieve relatively broad and bold environmental, social, and economic objectives for the long-range development of these important downtown lands. Further to this, there is an unprecedented opportunity and desire to build on The Forks' current sustainability initiatives – namely the Target Zero initiative – and showcase innovative and holistic approaches to sustainability on a neighbourhood scale.

Ultimately, the aim is to build a resilient and thriving mixed use community that is inclusive and diverse, supports active and healthy lifestyles, promotes innovation and prosperity, and is pioneering in its efforts to be environmentally sustainable and responsive to climate change.

Railside's sustainability framework is structured around the following seven core themes:

1_ Sustainable Community Development (Section 8.1)
2_ Brownfield Rehabilition (Section 8.2)
3_ Energy Conservation and Generation (Section 8.3)
4_ Water Conservation (Section 8.4)
5_ Stormwater Management (Section 8.5)
6_ Waste Diversion (Section 8.6)
7_ Transportation (Section 9.0)

Target Zero is an ambitious goal set out by FRC to reduce its environmental impact. Target Zero aims to implement innovative and responsible practices through the reduction of garbage (zero garbage), water waste (zero water waste) and carbon emissions (zero carbon) at The Forks site. This initiative has been the basis for a number of projects and investments, including the installment of electric car charging stations, a geothermal heat pump system, a program that converts deep frying oil waste to biodiesel fuel, the reduction of potable water use across site operations, an in-vessel composting system to divert organic waste, and an active recycling program.

The Forks' Target Zero initiative is the starting point for environmental goal setting and monitoring for Railside. The intent is that these existing programs and systems will be scaled up and implemented on a neighbourhood scale.

Beyond The Forks' Target Zero goals, the City of Winnipeg's integrated community sustainability strategy, known as a Sustainable Winnipeg (2011), targets the reduction of greenhouse gas emissions by 20 per cent below 1998 levels over the next 25-years. Using Target Zero and Sustainable Winnipeg as a baseline, Railside can begin to work toward achieving the objectives established by municipal policy and initiate strategies that reduce Railside's environmental and curb carbon emissions.



8.1 : SUSTAINABLE COMMUNITY DEVELOPMENT - KEY PRIORITIES

Railside at The Forks has a head start in terms of the requisite conditions for sustainable community development. The development of the Railside lands:

1_ is part of a well-established and significant community meeting place – The Forks;

2_ has a broad range of existing cultural, recreational and commercial amenities and within the surrounding central neighbourhoods;

3_ is being driven by the FRC, which has shown leadership and commitment to environmental sustainability, cultural inclusion and city building.

Capitalizing on this advantageous position, FRC has established three priorities to achieve its vision for sustainable community development in Railside, as outlined in the following pages.


TARGET ZERO:
AT THE FORKS
FORKS
URBAN
GARDEN
In collaboration with CITIGROW

PRIORITY 1 : SUSTAINABLE LIVING

Railside will promote a way of urban living that increases health and wellbeing, while minimizing environmental impact, energy use (i.e. 2000-watt society) and reliance on non-renewables.

KEY STRATEGIES:

1_ Coordinate investments in active transportation infrastructure and connect with the city's expanding active transportation network;

2_ Support other investments that reduce reliance on car ownership, such as public transit and car/bike sharing programs;

3_ Create an urban environment that supports walkability by establishing a complete mix of uses and developing a permeable network of streets and alleys;

4_ Design streets and alleys to prioritize pedestrian comfort and safety;

5_ Develop high quality public spaces that are welcoming, safe and accessible, all year round;

6_ Create opportunities for local food production – develop community gardens and encourage investment in green roofs;

7_ Engage and educate the community about making sustainable lifestyle choices





PRIORITY 2 : INNOVATION AND ECONOMIC DEVELOPMENT

The Forks will foster innovation in sustainable city building and stimulate economic development.

KEY STRATEGIES:

1_ Demonstrate durability and adaptability, innovative sustainable approaches and integration of green technologies in building, site and infrastructure design;

2_ Contribute to the development of local knowledge and technical skills in sustainable building and infrastructure construction;

3_ Encourage investment in state-of-the-art high-speed networking infrastructure – providing connectivity for residents, businesses, visitors, as well as applications for site infrastructure and building controls;

4_ Stimulate diverse employment opportunities and new commercial enterprises within Railside;

5_ Create affordable storefront and production spaces for local start-ups, social enterprises, artists and makers;

6_ Pursue opportunities to incorporate social purchasing practices in both the development and long-term site management;

7_ Explore new approaches in district management and operations;

8_ Promote collaborative consumption, including through, but not limited to, the development of shared amenities and investment in a dedicated car-share fleet.


KIDS FEST

PRIORITY 3 : CULTURE AND COMMUNITY

Cultivate social cohesion, foster inclusion and celebrate cultural diversity – advancing The Forks' founding mandate of creating a 'welcoming place'.

KEY STRATEGIES:

1_ Provide a diverse mix of housing (i.e. ownership, rental, co-op, etc.) that provides accessible housing for all income levels and stages of life (i.e. affordable, student, seniors, etc.);

2_ Support the development of new community and cultural facilities (i.e. educational institutions, visual and performing arts centres, community/recreational centres, museums and/or galleries);

3_ Preserve and honour the site's indigenous history and cultural heritage;

4_ Activate public spaces through programming, public art, festivals and cultural events;

5_ Sustain meaningful and ongoing citizen and stakeholder engagement as the planning and development of the Railside evolves.





8.2 : BROWNFIELD REHABILITATION

Considering how this former railyard has been transformed and adaptively reused to become one of the preeminent public spaces in Canada, demonstrates the apparent possibilities and community benefit that can been realized through brownfield redevelopment.

The subject lands are the last remaining undeveloped sites at The Forks. Railside will regenerate these remnant parcels, which are now surface parking lots, into a densely populated mixed use neighbourhood with a integrated district energy system. In doing so, Railside development will maximize the economic productivity of the subject lands, generating a significant and sustained uplift in property value and creating opportunities for additional future returns through renewable energy production.

Undoubtedly, the legacy left behind from the site's past use – potential soil contamination and know archeological resources – adds a significant dimension of risk to the Railside development. Undertaking the necessary due diligence and addressing latent environmental constraints will require collaboration between the FRC, its shareholders and its development partners.

KEY STRATEGIES:

1_ Phase I and II Environmental Assessments have been completed to define extent of potential contamination and identify appropriate remedial and risk management strategies;

2_ Plan and implement a staged remediation and risk management program;

3_ Coordinate required remedial work with archeological investigations and monitoring.



8.3 : ENERGY CONSERVATION AND GENERATION

Energy has and continues to be a major priority for FRC, and is a major focal point of Railside's sustainability framework. Based on an understanding that the most important unit of energy is the one that is not used, the energy strategy is first and foremost focused on energy conservation. Consistent with the energy conservation targets for remediated brownfield developments established by the Green Municipal Fund, Railside is targeting a minimum 45 percent reduction in design energy consumption compared to the National Energy Code for Buildings (NECB) 2011.

Beyond long-term financial paybacks to Railside residents, businesses and building owners, efforts to reduce consumption and invest in a district system also have broader economic benefits, particularly in a Province that exports energy. Energy savings locally translate into more energy available for export, and in turn greater revenues for the Manitoba economy.

The secondary goal of the energy strategy for Railside is the promotion of renewable energy systems that minimize, or even eliminate, the use of fossil fuels for building heating and cooling. In particular, FRC's intention is to develop a geothermal-based district heating and cooling system to serve the entire Railside development.

KEY STRATEGIES:

1_ Target a minimum 45 percent reduction in design energy consumption compared to the National Energy Code for Buildings (NECB) 2011;

2_ Work with development partners to investigate and implement innovative building approaches and technologies that reduce energy consumption and generate renewable energy on site (zero net energy);

3_ Design buildings to optimize solar exposure – this is the premise for the planned offset grid and 45 degree South building orientation to promote passive solar design;

4_ Develop a geothermal-based district utility that provides centralized and efficient heating and cooling delivery for the entire Railside development. The utility will be designed to ensure adaptability to new or additional energy sources in the future;

5_ Investigate bio-waste conversion technologies that can be implemented as part of Railside's energy generation and waste diversion efforts;

6_ Scale-up FRC's existing biodiesel program, working with new restaurants in Railside to divert waste cooking oil and fuel FRC's site equipment and vehicle fleet;

7_ Work with Manitoba Hydro and Province of Manitoba to promote investment in rooftop photovoltaic systems;

8_ Promote investment in heat recovery systems;

9_ Promote small-scale wind energy;

10_ Require use of Energy Star certified appliances;

11_ Establish development guidelines that promote green and *blue* roofs;

12_ Implement district-wide systems to monitor energy generation and usage;

13_ Engage the community about ways to reduce energy consumption.



8.4 : WATER CONSERVATION

Strategies for water conservation at Railside aim to reduce, protect and reuse water, in terms of domestic and commercial usage, as well as in water usage for site operations. Promoting a 'conservation first' philosophy, development at Railside will encourage a water-efficient lifestyle and continue to build upon current tactics already underway at The Forks.

Beginning with The Forks Market retrofit in 2010, there are a number of approaches already in place to fundamentally change the way the site consumes and manages its water. The Forks Market alone currently saves three Olympic-sized pools each year through the inclusion of low-flow toilets, waterless urinals, rainwater harvesting and converted irrigation systems. These strategies have not only cut down on consumption, but they have allowed the site to maintain its current operations without the need to obtain additional water. Likewise, the rainwater holding tanks situated at The Forks' parkade are used to maintain ice skating surfaces in the winter, while river water is used to water plants and maintain landscaping throughout the site.

Building upon these existing measures, Railside will implement strategies aimed at decreasing the overall amount of water consumption generated by the new development. As per targets established under the Green Municipal Fund, the overall objective for Railside is to achieve a minimum 20% reduction in potable water compared to typical urban development.

KEY STRATEGIES:

1_ Investigate potential greywater treatment systems to be used for grounds maintenance;

2_ Expand the current rainwater collection system;

3_ Research and determine feasibility of innovative sewage management systems (i.e. vacuum sewage system and on-site treatment plant) to manage waste water on-site;

4_ Mandate water efficient appliances and low flow fixtures throughout development;

5_ Mandate construction methods that encourage water reuse and savings;

6_ Promote and implement water efficient landscaping;

7_ Engage the community about ways to conserve water.



8.5 : STORMWATER MANAGEMENT

Stormwater management is a significant issue for cities across Canada and a no less pressing issue in Winnipeg. Although much of the land drainage system in downtown has been upgraded over the years, parts of an antiquated combined sewer system still exists. This means that during periods of intense rainfall or snowmelt, the ageing land drainage infrastructure and wastewater systems create a combined sewer overflow with serious water pollution impacts leading all the way through to Lake Winnipeg and beyond. Thus, the aim of Railside's stormwater management strategy is to eliminate the potential for combined sewer overflows, while also reducing run-off impacts on the Red and Assiniboine Rivers through integrated stormwater and waste water approaches.

In alignment with Green Municipal Fund goals for stormwater management and quality, FRC has set the following targets for Railside:

Stormwater management – eliminate site runoff for the 50th percentile of all 24-hour rainfall events, by volume; and,

Stormwater quality – remove 60% of total suspended solids from runoff leaving the site.

KEY STRATEGIES:

1_ Maximize permeable surfaces through Water Sensitive Urban Design (i.e. rain gardens, soakways, green roofs, infiltration trenches and permeable paving) in parking areas and public spaces to allow for 20% reduction in asphalt and concrete compared to typical urban development;

2_ Mandate minimum on-roof retention requirements and promote green roofs or other innovative design approaches to reduce run-off;

3_ Examine the potential to convert a portion of the planned archaeological dig site on Railside South – after archaeological assessment work is complete – into a stormwater retention feature;

4_Where feasible, reuse site runoff to lower the use of potable water throughout site operations;

5_Improve the quality of fertilizer to reduce sources of phosphorus;

6_ Integrate naturalized bio-retention systems into the overall public realm design (i.e. constructed wetlands, bio-swales, etc.).



8.6 : WASTE DIVERSION

Since its inception, The Forks has been an innovative pioneer in solid waste reduction and diversion. Railside presents a significant opportunity to expand existing diversion programs and initiatives for implementation at a neighbourhood scale. Beyond existing initiatives, FRC will continue to explore ways to further augment its waste diversion efforts and consider strategic investments in innovative waste management infrastructure.

Striving to achieve Target Zero's aspirational goal of zero waste, Railside is initially aiming to achieve an overall diversion target – both residential and commercial – of 60% solid waste diversion from landfills.

KEY STRATEGIES:

1_Scale up The Forks' existing bio-composting and recycling programs to the neighbourhood scale – making Railside the first neighbourhood in Winnipeg to benefit from three-stream (garbage, recycling and organic) collection;

2_Promote the use of recycled materials in construction;

3_Use local materials whenever possible;

4_Investigate bio-waste conversion technologies that can be implemented as part of Railside's energy generation and waste diversion efforts; and,

5_Engage the community in ongoing efforts to reduce and divert waste.



09 TRANSPORTATION

Transportation is fundamental to FRC's sustainability objectives for Railside and the Forks site as a whole. Railside is seen as a potential catalyst for altering the way people travel to the Forks, with greater emphasis on public transit and active transportation, including walking, cycling and, in the winter months, skating or skiing on the river trail.

While Winnipeg continues to be an auto-centric City, current and planned investments in the City's active transportation (AT) and Rapid Transit (Eastern Corridor) networks are providing greater modal options and diminish reliance on cars in the medium to long-term. Taking advantage of its central location, existing amenities and inherent connectivity to those existing and future multi-modal networks, Railside is an opportunity to challenge conventional notions and behaviors with respect to urban transportation: namely the need to accommodate cars.

The primary objective of Railside's transportation strategy is to create an environment that supports a modal shift; where residents, visitors and workers have multiple transportation options available to them and do not need to rely on their cars. From a community sustainability perspective, the subsequent benefits of emphasizing people over cars include:

• Reducing greenhouse gas emissions generated by automobiles;

• Using valuable land more efficiently by dedicating more land area for the development of high quality buildings and public spaces rather than car-related infrastructure; and,

• Contributing to public health and well-being, by promoting active modes and designing streets that calm traffic and prioritize pedestrian safety and comfort.

KEY STRATEGIES:

1_ Pursue neighbourhood design and compact urban form that encourages walking and other active modes;

2_ Encourage diverse land use mix that provides Railside residents with walkable access to neighbourhood shops and services, community amenities and places of employment;

3_ Invest in active transportation infrastructure linking the entire neighbourhood and enhancing connectivity to surrounding areas of the City;

4_ Promote and anticipate future transit investments;

5_ Promote and invest in dedicated car-share fleet for residents and businesses.



9.1 : ACTIVE TRANSPORTATION

Active transportation is an essential element in Railside's overall sustainable transportation vision. Railside will contribute to the downtown's evolving cycling and pedestrian networks, strengthening connections to other areas of the City, promoting community health and reducing greenhouse gas emissions.

Key components of Railside's active transportation strategy include:

1_ Ensuring the design of all streets and alleys within Railside prioritize the safety and comfort of pedestrians and cyclists – shared streets with lower vehicle speeds;

2_ Providing integrated connections with the Forks' planned cycletrack and other planned active transportation networks;

3_ Reconfiguring Israel Asper Way into a pedestrian promenade – reducing the number vehicular lanes, creating new linear open spaces and dedicated pedestrians and cycling facilities;

4_ Investing in cycling amenities, including bike parking/storage, self-serve bike repair stations, etc.;

5_ Providing new and enhanced pedestrian connections to Main Street (under the Rail line).



+ TRANSPORTATION
multi-modal routes

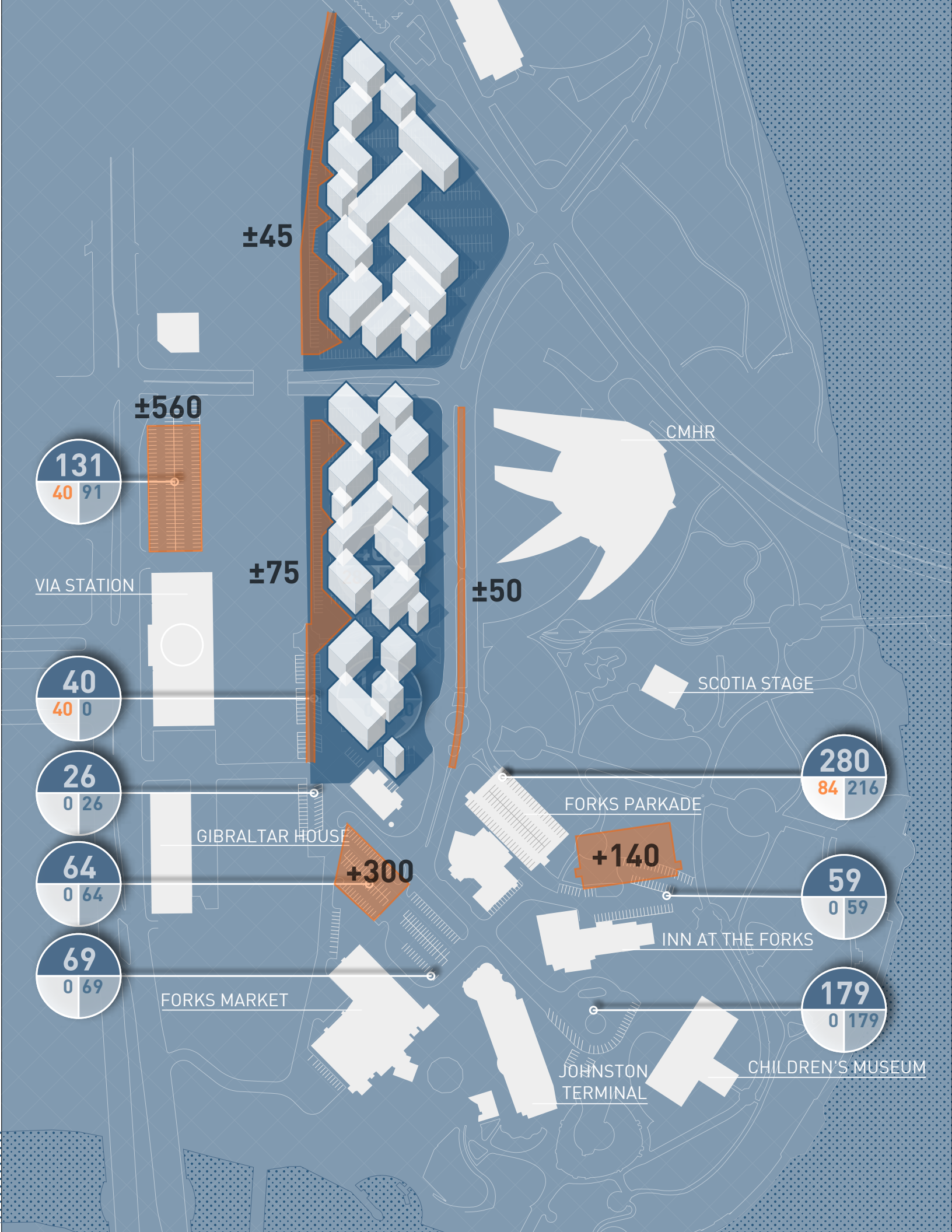
9.2 : PUBLIC TRANSIT

Railside is envisioned as a catalyst for future investment in the City's transit and rapid transit networks – providing all the necessary conditions for successful transit-oriented development.

Railside is being deliberately designed to take advantage of future planned investment in Winnipeg's expanding Rapid Transit Network. As Winnipeg Transit begins its planning process for the Eastern Corridor, Union Station represents a strategic opportunity, both as a gateway into the Forks, and also as a potential Rapid Transit Hub that enhances the overall connectivity of Railside to the rest of the City.






±45
±560
±75
±50
131
40 91
VIA STATION
40
40 0
26
0 26
GIBRALTAR HOUSE
64
0 64
+300
69
0 69
FORKS MARKET
CMHR
SCOTIA STAGE
280
84 216
FORKS PARKADE
+140
59
0 59
INN AT THE FORKS
179
0 179
JOHNSTON TERMINAL
CHILDREN'S MUSEUM

9.3 : VEHICLE ACCESS AND PARKING

Railside is about planning for the future. While parking continues to be a major driver of urban development, we are in a period of rapid technological change and shifting consumer attitudes which indicate that a new approach needs to be contemplated; an approach that de-emphasizes private automobiles, and in turn, reduces parking requirements.

Not only are millennials – the next generation of renters and homeowners – moving away from car ownership, advances in driverless vehicles and the growing acceptance of 'sharing economy' services (i.e. Uber, Peg-City Car Co-op, etc.) will undoubtedly impact car ownership rates in the next decade.

Likewise, planned investment in expanded rapid transit (i.e. Eastern Corridor) and active transportation networks will also diminish the requirement for cars in the medium and long-term.

The City's Downtown Zoning By-law has no minimum parking standard in the downtown, meaning that new residential and commercial developments within the downtown can be built without parking.

Recognizing the need to both replace some of the existing parking spaces being eliminated by the Railside development and accommodate potential new demand generated by the intensified mix of uses within Railside, FRC is examining a variety of opportunities to address future parking needs for The Forks site as a whole.

While part of the parking strategy may include the future development of new on and off-site parking facilities, Railside will lead with very low residential parking ratios in an effort to prompt greater focus on active transportation, transit, car-sharing and ride-sharing. The concept plan provides approximately five dedicated spaces per building. Developers requiring additional parking for their proposed projects will need to rely on off-site parking – either on an interim basis on the Railside South parcel or at other parking facilities within the downtown.

As an offset to low parking ratios, Railside will implement a number of other strategies to manage parking demands generated by both visitors to The Forks and the future Railside community, including:

• Optimizing the utilization of current parking resources at The Forks, through shared parking approaches (i.e. residential permit system) and expansion of existing facilities, etc.;

• Investing in dedicated car-share fleet for Railside residents and businesses;

• Enhancing access to transit and improved connectivity to new and planned active transportation networks.

• Taking a long-range view that recognizes emerging modal options, any newly built parking areas as part of the Railside development – whether surface lots or structured facilities – should be designed for future conversion or redevelopment for non-parking uses.

As per the preceding map, FRC has identified potential opportunities for additional structured parking at The Forks to augment parking supply to serve both Railside and the broader Forks site. A key opportunity that FRC is currently exploring is the potential development of a new parking structure to be built on the site of the surface parking lot immediately north of Union Station (owned by Via Rail). Subject to demand, the parking structure could provide:

• Dedicated parking for Railside residents;

• Paid monthly parking for The Forks, VIA Rail and CN staff;

• Short and long-term parking for VIA travelers; and,

• Paid hourly parking for visitors to The Forks

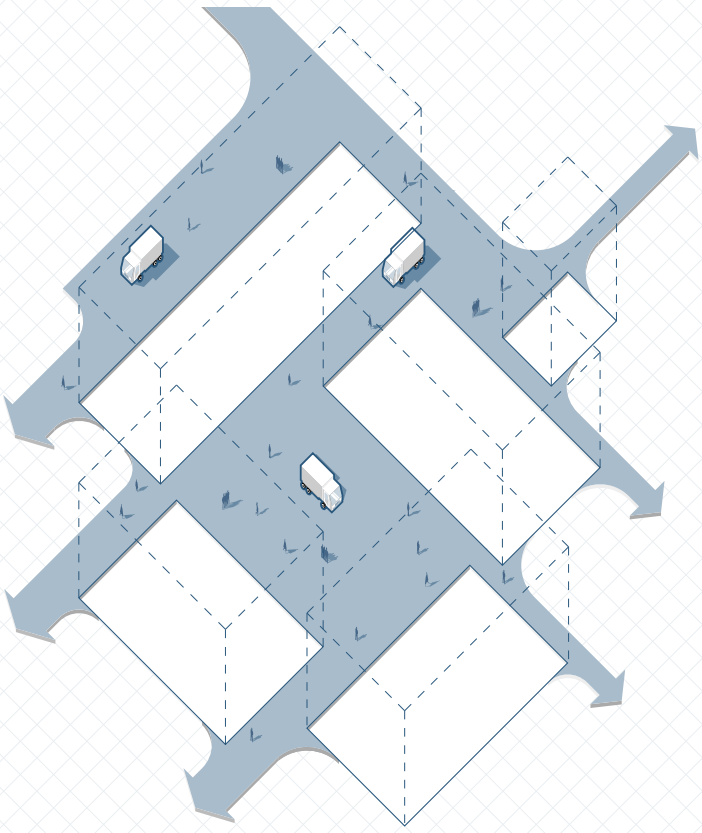


9.4 : LOADING AND SERVICING

Delivery and service vehicles are a necessity. Rather than relegating them to hidden zones, the Railside plan embraces them as part of the inherent choreography of an animated urban place. Accordingly, streets and alleys will be designed to accommodate loading and servicing vehicles.

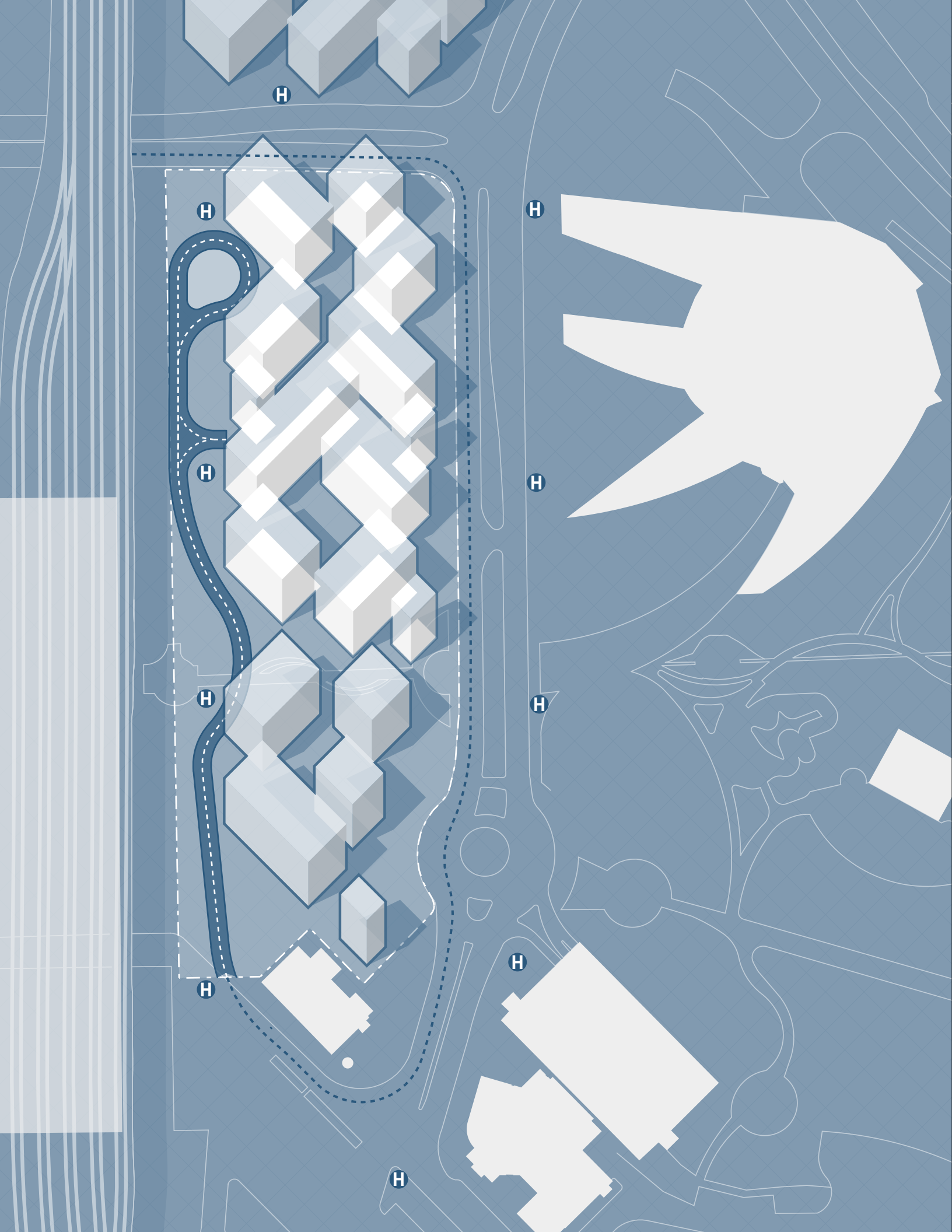
Consistent with the desire to promote 360 degree buildings, efforts to reduce the impact of loading and servicing entrances are strongly encouraged.

As much as possible, primary building entrances should be designed to accommodate loading. Where dedicated loading and servicing entrances are required, their size should be limited.



EQUAL GROUNDS

Smaller sized service vehicles are permitted and encouraged within the railside development and deliveries should occur through primary entrances as opposed to dedicated loading zones that impede the pedestrian environment.



9.5 : ACCESS FOR EMERGENCY VEHICLES

Railside has been planned and tested to ensure that emergency vehicles can safely and easily access and navigate the site. Based on consultations with the City of Winnipeg's Fire Prevention Branch and Plan Exam Administrator, the proposed Plan adheres to the City's requirements for firefighting and fire prevention.

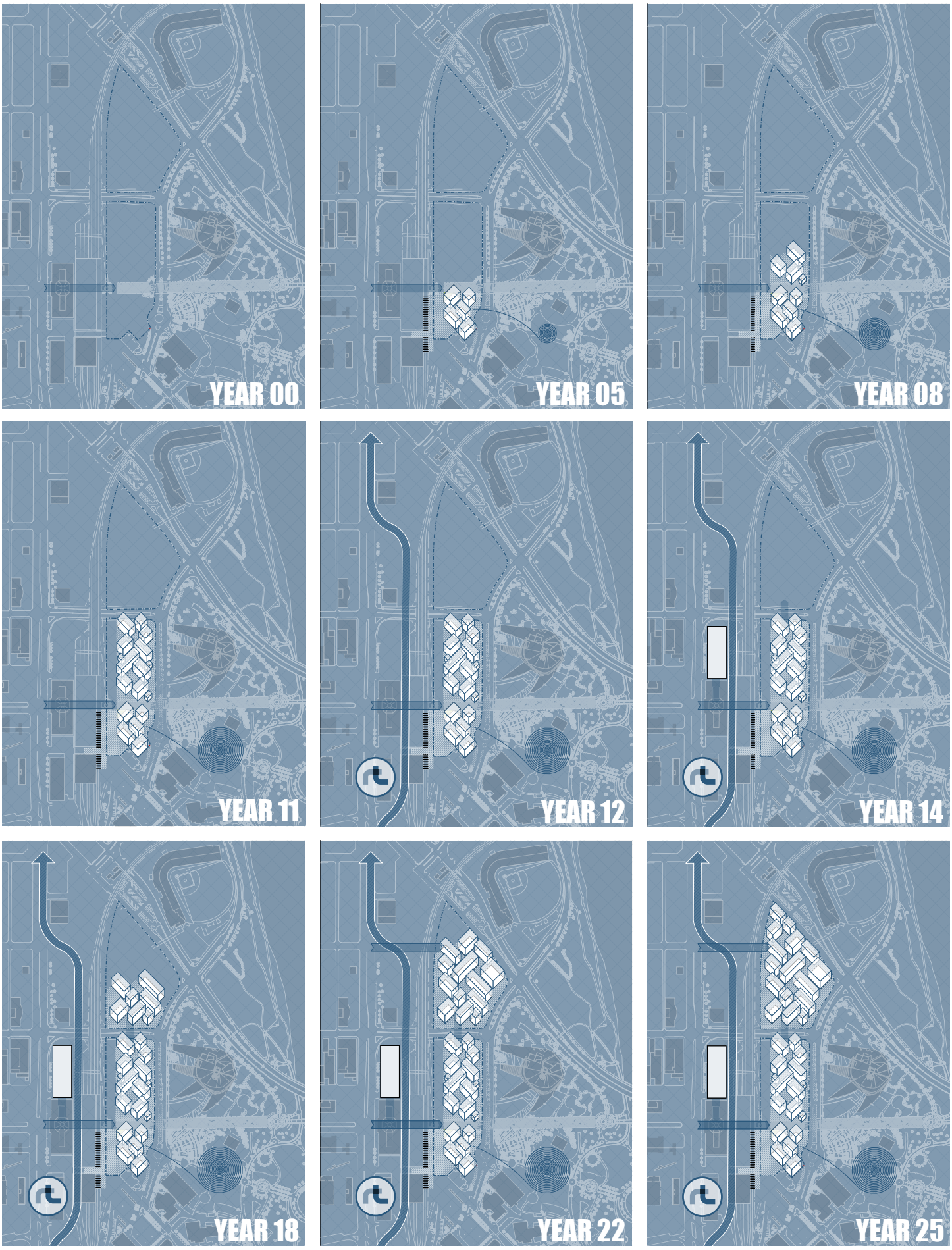
Beyond delineating fire truck access routes, the Railside firefighting and fire prevention plan includes:

1_ Establishing a clear building address system;

2_ Equipping each building with Railside sprinklers and fire department connections;

3_ Planning for comprehensive fire hydrant coverage;

4_ Equipping all buildings with fire alarm panels and annunciators located at the principle entrance.

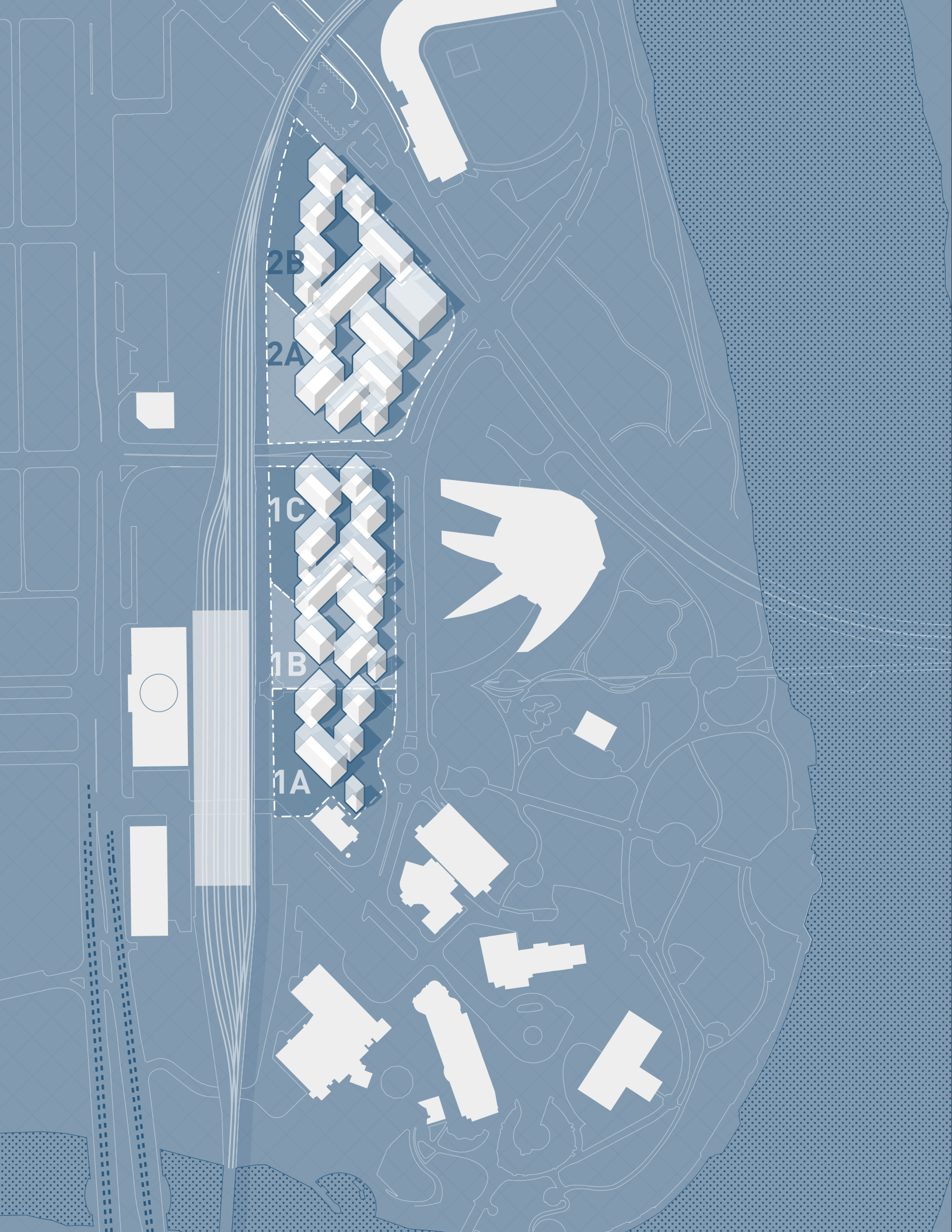

YEAR 00
YEAR 05
YEAR 08
YEAR 11
YEAR 12
YEAR 14
YEAR 18
YEAR 22
YEAR 25

10 IMPLEMENTATION

Railside at The Forks is based on a transformative vision that challenges many conventions of traditional urban development.

Achieving this vision will require collaborative longstanding commitments on a number of fronts and by a number of entities, including the FRC, its Federal, Provincial and Municipal Shareholders and the private development community.

The following section articulates strategies and considerations fundamental to the successful implementation of this plan and the long-term progression of Railside at the Forks.


2B
2A
1C
1B
1A

CLUSTER PHASING
south to north

10.1 : PHASING AND DEVELOPMENT PROCESS

Railside is planned to be developed in two phases over an estimated 20-year horizon. Phase 1 encompasses the entire Railside South parcel, while Phase 2 consists of the Railside North parcel. Each phase is subsequently divided into a series of stages: three (3) stages in Phase 1 and two (2) stages in Phase 2, for a total of five stages. The build-out of each stage is estimated to take between 3 to 5 years.

FRC will work closely with its development partners to coordinate and manage the construction sequencing of infrastructure, building projects and public spaces.

The proposed phasing/staging plan was developed in consideration of the following three key factors:

- Construction staging and coordination – with the number and configuration of buildings, careful planning and coordination of building construction will be critical;
- Anticipated absorption – ensuring that the pace and mix of development matches market demand;
- Complete precincts – ensuring that each stage results in the creation of a complete precinct centred around an urban square/plaza.

RAILSIDE SOUTH - PHASE 1

	2019 - 2022	2022 - 2026	2026 - 2030	TOTAL
total land area	142, 860 f^2	103, 280 f^2	100, 960 f^2	347, 100 f^2
net developable area	20, 900 f^2	27, 520 f^2	26, 990 f^2	75,410 f^2
total residential units**	141	188	184	513
gross floor area	119,960 f^2	159, 170 f^2	155,940 f^2	435, 070 f^2
	PHASE A	PHASE B	PHASE C	

RAILSIDE NORTH - PHASE 2

	2030 - 2035	2035 - 2040	TOTAL
total land area	156, 970 f^2	108, 540 f^2	265, 510 f^2
net developable area	49, 290 f^2	27, 490 f^2	76, 780 f^2
total residential units**	352	196	548
gross floor area	295, 730 f^2	164, 950 f^2	460, 680 f^2
	PHASE A	PHASE B	

QUANTUM OF DEVELOPMENT

**Based on the test case scenario of a mix of unit sizes with an average size of 700 f^2



10.2 : PUBLIC INVESTMENT

The Railside development framework contemplates a high degree of public investment to achieve ambitious planning, design, and sustainability objectives.

FRC is actively working with its Federal, Provincial and Municipal shareholders on a comprehensive public investment strategy for Railside, which emphasizes investment in:

1_ The public realm, including high quality public spaces, streetscapes and public art;

2_ Community facilities/amenities;

3_ Community infrastructure, including municipal services, green technologies, active transportation facilities and proposed district energy system;

4_ Potential programs to facilitate initiatives such as the development of affordable housing and recruitment of local business start-ups within the planned development.

10.2.1 : TAX INCREMENT FINANCING (TIF)

The public investment strategy will be primarily funded through Tax Increment Financing (TIF), whereby the incremental increase in taxes generated by the Railside development will be directly reinvested into Railside's high quality public spaces and other capital improvements benefiting the development.

Designation of Railside at the Forks as a Tax Increment Financing (TIF) zone has received previous approval-in-principle from both the Province of Manitoba and City of Winnipeg. Formal implementation of the TIF will be carried out through a tri-party contribution agreement between the FRC, Province and City, once the designations are affirmed.

The overarching aim of the proposed TIF designation is to stimulate the redevelopment of the Railside lands in a way that adheres to the founding vision for The Forks, which, in many regards is consistent with the purpose of TIF as defined by the Provincial of Manitoba's TIF legislation:

...to promote and support significant improvement projects in order to

1_ Revitalize communities or neighbourhoods;
2_ Encourage economic development;
3_ Enhance social and cultural development;
4_ Preserve heritage properties.



10.3 : GROUND FLOOR ACTIVATION

FRC recognizes the success of Railside is dependent on the richness of daily life at street level for both residents and visitors. Ensuring that the ground level of all buildings in Railside are animated and generate street-level activity will be achieved in two key ways:

Integrated Community Facilities
FRC will facilitate the integration of new community facilities into Railside, including a possible community centre, arts and cultural facilities and education spaces. Not only will these facilities support the burgeoning Railside neighbourhood, but also serve as a draw for City residents and visitors.

Curated Mix of Retail and Commercial Uses
FRC will establish an overall retail strategy that defines the desired mix of retail uses for Railside. The retail strategy will be consistent with the broader vision for Railside and overall retail strategy for The Forks Market and surrounding buildings.

FRC will take an active role in the implementation of the retail strategy, serving as the coordinator for retail recruitment and retention efforts in Railside.

In this role, FRC will:

• Establish, in consultation with development partners, the planned retail mix for each development stage;

• Assume an active role in targeted tenant scouting and recruitment, including identifying and maintaining a registry of prospective retailers and commercial tenants;

• Maintain a database of Railside's ground floor commercial space inventory – dimensional and other technical specifications, status of existing leases and lease terms, etc.;

• Assist in facilitating lease deals between building owners and retail commercial tenants; and,

• Monitor outcomes and update the retail strategy as the Railside development evolves and market conditions require.

This approach will benefit building owners, retail operators and the overall neighbourhood by ensuring that:

• individual retail operations are consistent with the envisioned character of Railside;

• the mix of retail and other public-focused ground floor uses is well diversified – meeting the needs of both neighbourhood residents and visitors;

• vacancies and tenant turnover are minimized


THE FORKS MARKET

10.4 : SITE OPERATIONS AND MANAGEMENT

The Forks is renowned for its creative year-round programming, responsive site management and promotional efforts. It is the reason The Forks has been lauded as one of North America's best public spaces and draws millions of visitors each year.

As an extension of The Forks site, developers, building owners, businesses and residents within Railside will benefit from its world-class site operations, maintenance and programming, including the following core services:

Waste Management
FRC's existing on-site waste diversion efforts will be scaled-up to serve new residents and businesses in Railside, including separate recycling and organic waste collection.

Safety + Security
Beyond the inherent sense of safety and comfort that will be created by having 'eyes on the street', security will be bolstered by The Forks dedicated site security team who will be a visible presence in Railside's public spaces.

Programming
Businesses and residents within Railside will benefit from FRC's extensive public and cultural programming capabilities. In addition to easy access to recurrent site programs like the Red River Mutual Trail and Forks Farmers' Market, FRC will assume a lead role in the programming of all new public spaces within Railside.

Site Maintenance
FRC will provide enhanced site maintenance to all public spaces within Railside, including ice and snow clearing, seasonal landscaping, litter pick-up, graffiti removal, street sweeping, etc.

Marketing + Promotions
FRC has developed an initial brand strategy for Railside at the Forks and will continue to take a lead role in marketing and promotion of the Railside to potential residents, retail operators and other community and business interests. FRC will work collaboratively with its development partners to cross-promote development projects and leverage marketing efforts.


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10.5 : RAIL PROXIMITY

Overall, it is FRC's aim to ensuring consistency with the general intent of the Federation of Canadian Municipalities' Guidelines for New Developments in Proximity to Railway Operations (May 2013), as well as the City of Winnipeg's ongoing efforts to establish its own regulatory regime, to mitigate the impacts associated with development in proximity to active railways.

The Railside development offers a unique opportunity to implement innovative mitigation approaches that contribute to urban design excellence and, which in turn, can serve as a demonstration for other jurisdictions contemplating large scale urban redevelopment projects in proximity to active railways.

As a minimum benchmark, the FCM Guidelines suggest that new developments achieve a minimum setback of 30m from the mutual property line. Given the variability of the mutual property line that exists between CN and FRC, and the significant reduction in developable area that such a setback would impose, this Concept Plan proposes an alternative approach. Rather than using the mutual property line as the basis from which the setback is measure, this Concept Plan proposes applying 30m setback from the eastern-most rail line.

FRC has retained Hatch, an engineering firm with railway expertise, to provide an independent and professional assessment of the proposed setback from the existing rail line. Hatch's analysis concluded that based on a consideration of risk factors, site attributes, and the fact that the subject rail corridor is low speed, the proposed setback is acceptable and in keeping with the spirit and intent of the FCM/RAC Guidelines.

Recognizing that life-safety is of paramount concern, the proposed approach establishes a consistent separation distance between the planned development and the active rail line, while attenuating potential impacts on the viability of the development.



10.6 : SERVICING AND INFRASTRUCTURE

Given extensive existing coverage and capacity of existing municipal water mains and sanitary sewers, Railside can be serviced with limited upgrades to City infrastructure.

The overall servicing approach for Railside is being driven by FRC's committed to environmental sustainability, including, but not limited to conserving water, reducing energy consumption and managing stormwater to eliminate combined sewer overflows.

Detailed plans for services and site utilities, that are consistent with FRC's sustainability objectives and demonstrate innovative and cost-effective infrastructure solutions, will be developed in collaboration with the City of Winnipeg and Railside's development partners.


HUDSON'S BAY Co

10.7 : ARCHAEOLOGICAL RESOURCES

With known or recorded activity at The Forks site dating back more than 6,000 years, managing and protecting heritage resources on the site is a critical factor in Railside's planning and development process.

Railside, like all development projects at The Forks, will be subject to rigorous standards for archaeological monitoring and protection, consistent with the requirements established under the Manitoba Heritage Resources Act and the goals of The Forks Heritage Interpretive Plan:

1_ To identify, preserve and protect heritage resources at The Forks;

2_ To promote interpretation of heritage resources at The Forks;

3_ To encourage community participation in development and operation of heritage interpretive programming at The Forks.

In addition to pre-development archaeological investigation of the Railside lands, the Forks, through its Heritage Advisory Committee, will develop a comprehensive strategy for the preservation, management and commemoration of archaeological/cultural heritage resources, including a proposed public archeological dig site on the Railside North parcel. Pre-development archeological work will be coordinated with Environmental Site Assessments and any required remedial strategies.