Good afternoon Mayor Katz and Councillors.

I commend you and the Public Service for producing such a comprehensive set of long term plans for the City. *Complete Communities* offers the best opportunity to set a positive direction for Winnipeg. I am here today to submit to you, for reference in consideration of your plan for future development, copies of a study undertaken for my client, Ladco Company Ltd.

This study was initiated by my client in response to the week-long charrette held at the Winnipeg Art Gallery in June 2009. They participated with an open mind about the future development of Winnipeg but were faced with urban images that reflected a particular development bias, in particular that of a neo-classical urban form, often known as New Urbanism. They felt their input was largely dismissed during the process at that time. The main concern was that an urban development pattern was being promoted without acknowledgment of the financial and infrastructure impacts or market considerations.

This prompted Ladco to commission a study to provide evidence of sustainability related to different urban forms. Specifically, a collaborative effort was undertaken by Stantec, Pollock & Wright, and ourselves at Dillon Consulting to compare street patterns in Winnipeg. We used a geometric approach, combined with engineering and municipal financial considerations, as well as a comprehensive review of current literature on the matter to provide specific environmental, economic and social data about the design element of urban form.

One year has passed and my client has received some comfort in the messages coming from your Public Service, including assurances that there is no desire or intent to promote any particular urban form, but to rather keep an open and flexible plan for the future of Winnipeg. We note, however, that the current draft of Complete Communities continues to provide some evidence of an inherent ideological bias against the growth that has been occurring in Winnipeg over the past several years. I have three examples to illustrate my point:

1) "**Recent Communities**", characterized in the plan as having curvilinear streets and cul-de-sacs, are described as dispersed with declining populations and challenges for pedestrian connections across arterials. The plan

alternatively characterizes "**Mature Communities**" as having grid street patterns with back lanes and sidewalks. The plan deems "**Mature Communities**" as best representing **Complete Communities**. In fact, neighbourhood profile data indicates that many "**Recent Communities**" have population growth and many of the "**Mature Communities**" have experienced population decline. Also, there continues to be challenges in finding safe ways for pedestrians to cross arterial streets in Mature Communities, sadly evidenced by recent auto-pedestrian tragedies.

2) The plan suggests that "Emerging Neighbourhoods" such as Sage Creek, South Point, and Bridgewater Forest are ***low density*** while other "Recent Neighbourhoods" and "Mature Neighbourhoods" are described as ***low to medium density***. This is simply not the case. There continues to be a diversity of lot sizes in new neighbourhoods and the average lot is much smaller in new subdivisions, compared with mature neighbourhoods like parts of St James, Charleswood, and River Heights / Tuxedo. Commercial and multi-family sites have been designated in plans for all circumstances and will evolve in new neighbourhoods over time as they did in older neighbourhood many decades ago.

3) Finally, the plan contains numerous images and illustrations representing desired and preferred urban forms. All illustrations portray a neo-classical urban form with grid street patterns. It would have been helpful if the real and potential diversity of Winnipeg's urban form could have been more accurately reflected. The illustrations speak well to neighbourhoods like those around Corydon, Osborne and Selkirk Avenue, and to increasing densities and affordability in lower density neighbourhoods like parts of North River Heights and Tuxedo. But how does this form apply to newer neighbourhoods that have been built with increasing efficiencies of land and infrastructure consumption and the realities of regionalized recreation services and schools, which were not prevalent in years when older neighbourhoods evolved?

In response to my client's concerns about these hints of an inherent ideological bias by my own planning profession, I submit to you a small research study we have completed that attempts to add some much needed rigour to our analysis of local urban form. I invite you to use these ideas and approaches in the implementation of the *Complete Communities* plan.

The report takes care to specifically analyze the impact of street patterns on the environment, social desires, and economic realities. A sample of study findings includes:

- that more than twice the amount of concrete and impermeable surface area is required for a grid street pattern than a curvilinear pattern;
- there is little or no evidence that residential street pattern design impacts sociability of a neighbourhood and research indicates that a intently design layered transportation network rather than shared streets gets more residents walking and bicycling to their destination;
- a residential lot on a grid street pattern requires $12,000 more worth of roads and pipes compared with a lot on a curvilinear street pattern;
- over 50 years, council decision to accept a grid street pattern instead of a curvilinear street pattern on 100 acres of land equals $6.4 million, measure in net present value.

In an effort to ensure there is additional rigour by the Public Service to implement this plan, I further submit the following suggested "**Implementation Tools**" as essential criteria for evaluating objectives that may be included in the "**Complete Communities Checklist**" as envisioned in *Direction 4 in Section 14*. This should align with the criteria-based approach the Plan expressly desires:

Planning:
That the Public Service undertake a cost-benefit analysis, inclusive of all three elements of sustainable development, using quantifiable data and accepted scientific research methods, for each objective that can impact the physical form of the neighbourhood, prior to proposing the draft "Checklist" for discussion with industry stakeholders, and that the research be made available to stakeholders in advance of discussions.

Capital Budget / Infrastructure:
That the Public Service consider construction costs, as well as the long term maintenance, operating and renewal, costs of all infrastructure contained within a particular urban form prior to promoting the form as a desired end-state.