Taylor Redevelopment Master Plan



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1. INTRODUCTION

The Taylor Redevelopment Site is one of eleven key redevelopment sites identified in the *OurWinnipeg Development Plan*. Together with its neighbour, the *Parker Redevelopment Site*, they represent an unprecedented opportunity to transform Winnipeg by repurposing largely vacant, underutilized industrial lands near the Downtown Centre into a new mixed use in-fill neighbourhood that will be serviced by all modes of transportation – transit, an efficient roadway system (both regional and local scale), and active transportation.

While the Parker Redevelopment Site will focus on developing a sustainable in-fill residential neighbourhood, the Taylor Site will serve as an important amenity multi-use centre. Best characterized as a customer centred retail hub – the development will be a vibrant gathering place with a strong focus on connectivity to both new and existing neighbourhoods.

The Taylor Redevelopment Site will also serve Winnipeg's new economy – one based on green energy and shortening travelling distances – by being a major piece of the land-use puzzle that assists in completing this community in providing residents the opportunity to live, work and play all in one walkable neighbourhood.



A. Towards Redevelopment: The Vision

The vision of the redevelopment is to:

Change the Game - Winnipeg has yet to fully see any true mixed-use development. The Taylor Redevelopment will change the game in Winnipeg, demonstrating in a significant and purposeful way, that live, work and play environments will work here.

Create People Places - Taylor Redevelopment will have a defined authentic character that people can identify with – it will the place to be.

Make the Connection - Taylor Redevelopment will integrate opportunities for walking, good circulation, connectivity and parking. It will have well defined and arranged streets, sidewalks, plazas, open space and AT corridors.

Align to the Marketplace - Representing a well rounded understanding of the Winnipeg marketplace, taking into consideration growing and evolving populations; evolving consumer preferences; and overall demand. These considerations have been evaluated to determine the optimal mix and scale of uses to ensure that the redevelopment will present a lasting environment.

Be a Hub - A focal point that is greater than the sum of its parts – combining tried and true elements of sustainable larger scale retail/office development, with an interesting work/live/play centre designed upon Transit Oriented Development principles.

Invest in Sustainability - As an in-fill site, Taylor Redevelopment will contribute to a reduction in greenhouse gases by – encouraging multi-modal opportunities including walking, cycling, taking transit and driving shorter distances; by repurposing obsolete and underutilized industrial lands for commercial / employment / flex space / residential / entertainment uses near the city centre. As an in-fill site, Taylor Redevelopment will be able to maximize public investment in regional infrastructure in an environmentally sound, cost-effective and timely manner.

Accommodation for the Elderly - Create opportunity for senior housing and care facilities that are urgently needed in the area, with accessible features for this growing population.

Small Business Incubator: The three pillars of sustainability are the environment, social and economic sustainability. Under ‘economic sustainability’, Taylor Redevelopment will be a place where local entrepreneurs and new immigrants will be fostered in a small business incubator when starting up locally-based businesses and/or expanding new business concepts into Winnipeg.

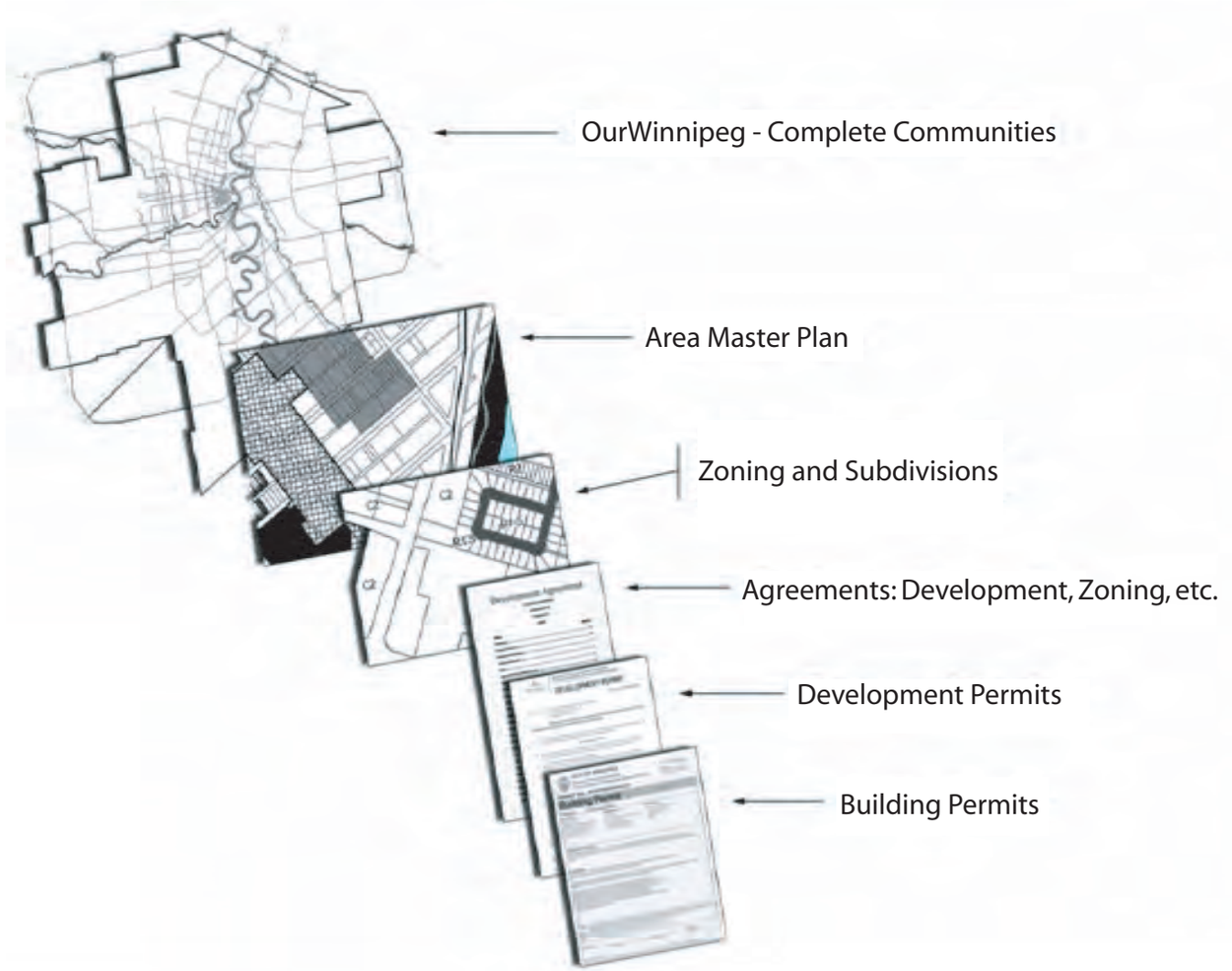
B. What is the Area Master Plan?

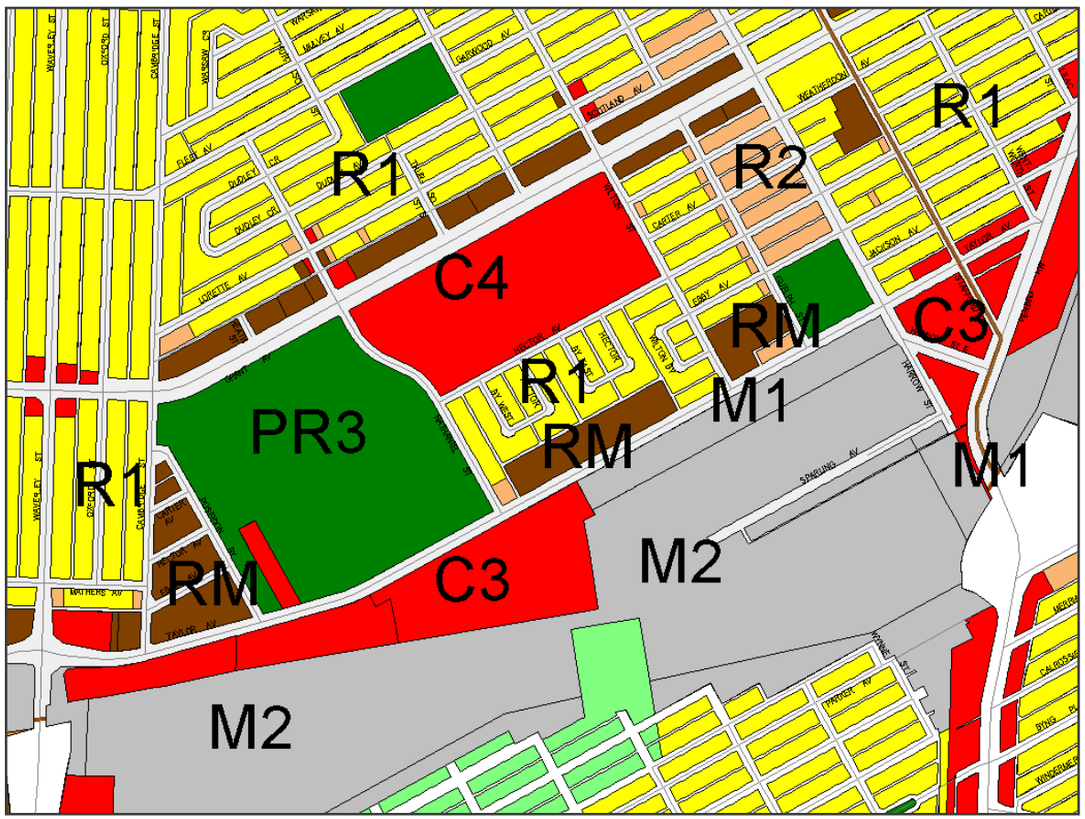
The Area Master Plan will guide development on the site to create a high value area attractive to new businesses; employees of those businesses (new and existing) and residents from the Planned Area, the surrounding neighbourhoods and the new planned neighbourhood of Parker. It is intended to guide public and private development, infrastructure investment decisions, as well as acting as the foundation for the regulation that regulate the Taylor Redevelopment site. Specifically, the Area Master Plan will guide the Planned Development Overlay and subdivisions that will enable a mixed use development at varying scales to be implemented.

The Area Master Plan identifies a vision that is consistent with other stakeholders; Government (City of Winnipeg, Province of Manitoba and the Federal Government) and the overall desires of the community at large, as confirmed through the OurWinnipeg planning process.

C. What is the Purpose of the Area Master Plan?

The purpose of the Taylor Redevelopment Master Plan is to articulate a vision for the area known as the Taylor Redevelopment Site. The Area Master Plan will help to establish certainty, predictability, phasing, goals, guidelines and objectives not only for this site but for the major employment site that is adjacent to it. The Area Master Plan will guide the future decision making and regulations regarding the development of the Planned Area.





2. SITE INFORMATION

A. Description and Boundaries of the Planned Area

- The Planned Area is approximately 44 acres zoned M1 Manufacturing Light District, M2 Manufacturing General District, and C3 Commercial Corridor District located on the south side of Taylor Avenue, bounded by Harrow Street, CNR Mainline and Grant Park Festival in the Grant Park neighbourhood of the River Heights – Fort Garry Ward.

- The subject property includes under utilized vacant industrial land adjacent to Grant Park Festival – a multi-tenant commercial retail centre; adjacent to the Manitoba Hydro Office building / fleet services / hydro substation / Electrical Museum on the eastern end of the planned area; and high voltage transmission towers.

- The lands fall within the Airport Vicinity Protection Area 2 of PDO-1 Airport Vicinity, Zoning By-Law 200/2006.

- The lands are designated “Neighbourhood Policy Area” under Plan Winnipeg 2020 and a “Major Redevelopment Site” under OurWinnipeg – Complete Communities.

- Adjacent lands include commercial properties zoned C3 Commercial Corridor District along the south side of Taylor Avenue to Waverley Street; and the “Parker Lands” (138 acres of vacant lands zoned Agricultural and Industrial) on the south side of CNR Mainline designated “Major Redevelopment Site” under OurWinnipeg – Complete Communities.

- Surrounding properties include: a mixture of single and multiple family dwellings along the north of Taylor Avenue - zoned R1-M Residential Single-Family District – Medium, R2 Residential Two Family District, and RMF- M Residential Multi-Family District – Medium; Grant Park Shopping Centre - zoned C4 Commercial Regional District.; and Grant Park High School / Pan Am Pool / Charles A. Barbour Arena - zoned PR3 Parks and Recreation 3 (Regional).

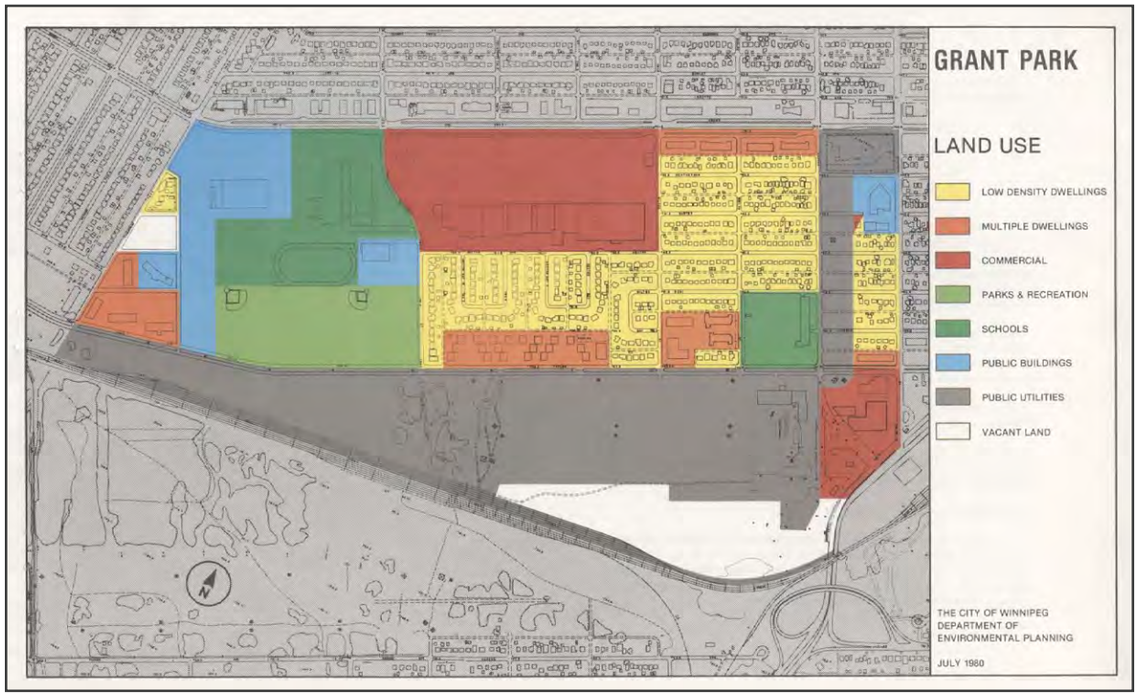
B. Description and Boundaries of the Neighbourhood

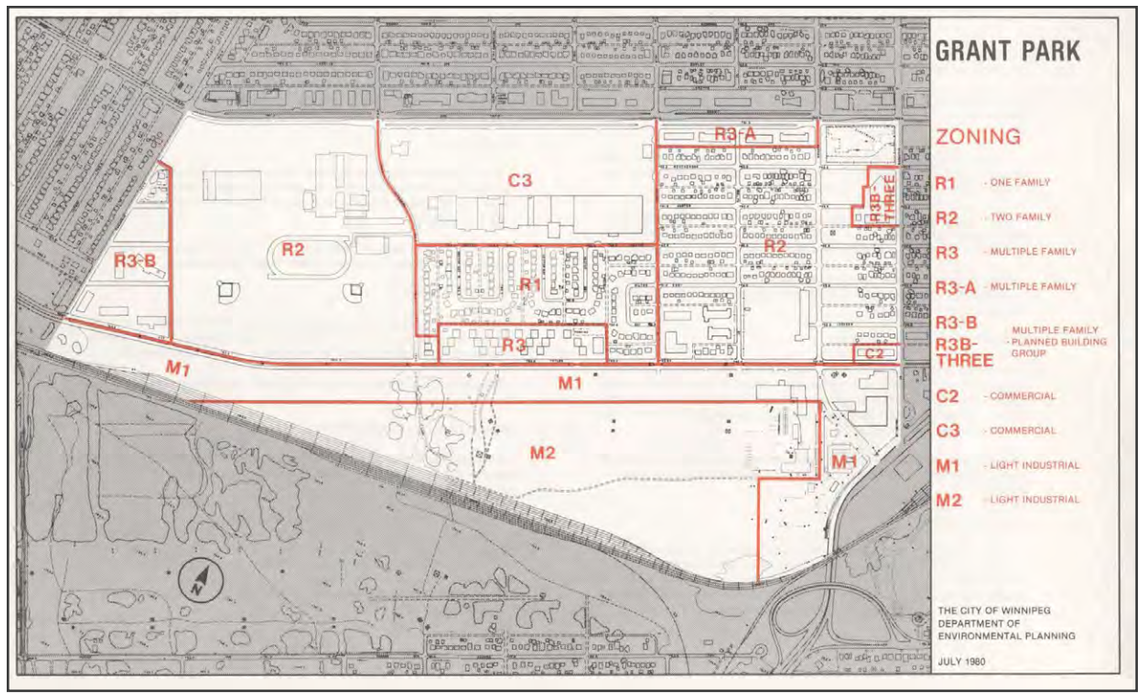
Grant Park Neighbourhood was one of the last areas in the former City of Winnipeg to develop. The area is bounded by Grant Avenue to the north, the CNR Mainline to the south, Stafford Street to the east and Cambridge Street to the West.

Grant Park is dominated by a number of major land-uses serving regional rather than local needs. Grant Park Shopping Centre, which is classified as a 'community' facility, primarily serves residents living in the Fort Rouge and River Heights areas. Another major land-use is the combined recreational / educational complex consisting of Pan-Am Pool, Charles A. Barbour Arena, Grant Park High School and Grant Park Athletic Grounds (+/- 22 acres).

Housing in the area is a mixture of single and multiple family dwellings constructed between 1946 and 1965. Single family dwellings dominate the eastern end of the neighbourhood (circa. 1920 – 1945) and apartment blocks are situated between Poseidon Bay and Cambridge Street (circa. 1961).







C. History of the Neighbourhood and Planned Area

In 1908, the Grand Trunk Pacific Railroad had built a rail line along present-day Grant Avenue, cutting its own small swath through an area covered mainly with dogwoods, willows and Saskatoon bushes. Along a few mud trails hacked out of the bush on both sides of the tracks was 'Rooster Town', an unflattering name for a grim shantytown populated mainly by poor Métis families and transients that was a squatter's suburb south of Winnipeg and just north of 'Tin Town', so named for the corrugated tin used in its equally squalid shanties, located near present day McGillivray Boulevard.

As the depression took hold after 1929, the city experienced a large influx of homeless families, many of whom were destitute Métis, virtually the last group to move into Winnipeg until after the Second World War. Some of the Métis built or bought small shacks illegally located on the Canadian National Railway (Grand Trunk Pacific) property adjoining City Owned lands just off Grant Boulevard far past the streetcar's last stop, even past the last road allowance. As suburban development advanced in River Heights, other shack dwellers re-located to Rooster Town.

In the book Reflections, Yesterday and Today (MMF Press 1979), Jim Day of St. Laurent says, "I was born and raised on the outskirts of Winnipeg in a place known as Rooster Town. This place was situated where Grant Avenue is today."

Over the next quarter century the number of squatters varied with economic conditions. By the 1950s, at least 30 to 50 people clustered there in more than a dozen shacks. Many owned their homes, but some paid $15 to $20 per month rent. Most of the men worked as seasonal labourers, cutting sod, delivering coal, or performing other casual work, and collected relief from the city when unemployed. Their wives raised their children in two to three room shacks without running water, sewer connections or other services".

Grand Trunk Pacific sold old boxcars cheap that many residents in Rooster Town used for housing. The new owners hauled them off into the bush and set them up to live in or rented them for $18 a month. Constructed of un-insulated, weathered dry wood, the railcars quickly became tinderboxes. Used as houses, many tragic fires resulted. Other housing consisted of saltboxes, sheds and crude shacks with blackened shiplap walls and tarpaper roofs, poorly constructed from salvaged materials.

The branch line of Grand Trunk Pacific provided transportation in and out of Rooster Town during its 30-year existence. Steam trains needed water so they stopped at a water tower at present-day Grant and Guelph to fill up, making it an easy jumping off point for transients, hoboes and drifters.

One standing pipe for water, where Wilton meets Grant today, served all of Rooster Town. Water was hauled by hand, usually the role of the children. Even on the coldest winter days, they trudged the mile to the water spigot. Plumbing was strictly outdoors, bathtubs non-existent. The lack of water meant sanitation was minimal. The poverty and crowded conditions of the shacks resulted on continuous waves of infectious disease sweeping through Rooster Town.

Construction began on Rockwood School in 1949 in the northeast corner of Rooster Town, and it was the first opportunity for the children of Rooster Town to receive an education. In the early 1950's the City responded to growing health concerns in the area and alternate housing was found for six or seven families in 1952, but many preferred to stay where they were. In the summer of 1959, the city offered the last families cash payments of $50 to $75 to move or face eviction proceedings - development plans for the area were drawn up and the City began to take legal action to evict the squatters. Largely due to the presence of Rockwood School, and Grant Park High School (opened in 1959) the neighbourhood around the schools became more organized and by the early 1960s, Rooster Town was gone, swallowed up by a new suburb of ratepayers – the middle class neighbourhoods spanning Crescentwood and River Heights and their amenities.

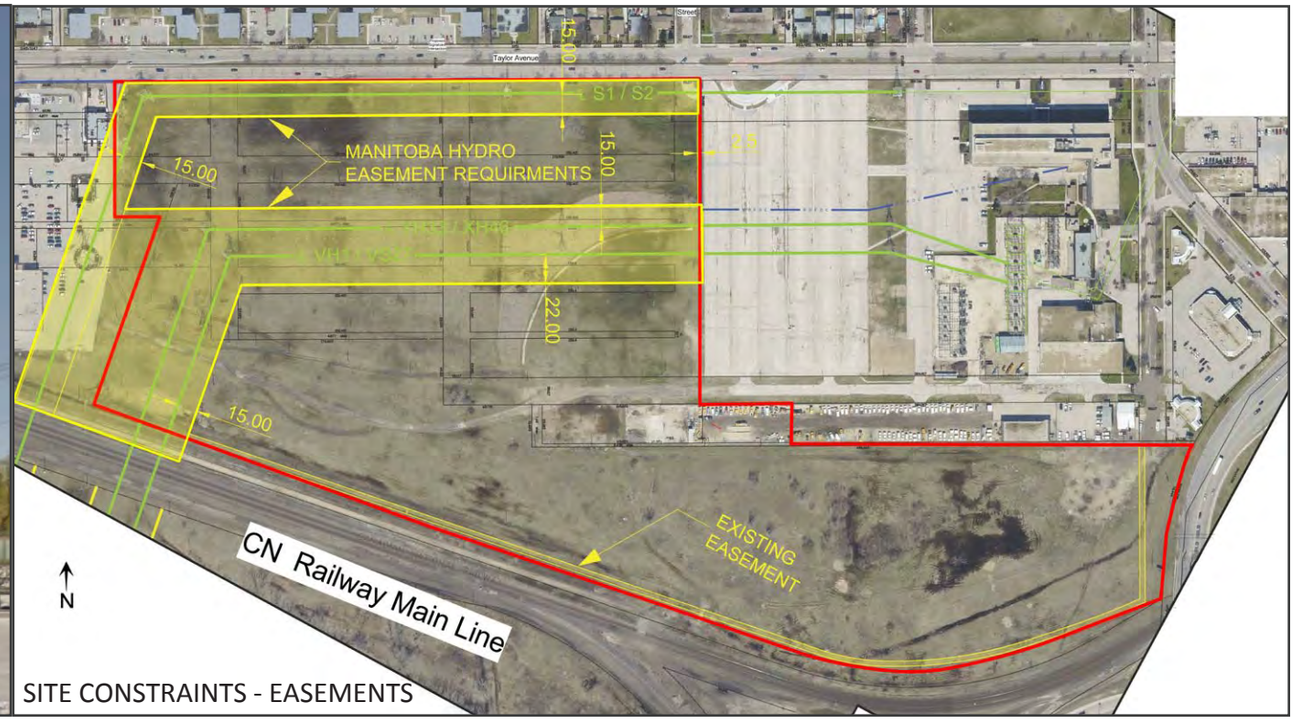
(Source: Rooster Town: A Métis Road Allowance Community, Barkwell, Lawrence J., 2008, Louis Riel Institute) (ROOSTER TOWN: Hidden Winnipeg History, Reid Dickie, 2011).

In the late 1960s, the Grant Park Shopping Centre complex was built and featured a Woolco, Gambles, Safeway, and Dominion stores. The Pan Am Pool was built for the 1967 Pan American Games to provide recreational opportunities for the surrounding neighbourhood.

David G. Burley, City and Suburb Housing in 20th Century Winnipeg. Winnipeg Real Estate Board, 100th Anniversary states that "With the school opening of Grant Park School in September 1959 and plans for a surrounding park area, Rooster Town and its social problems had no place in Winnipeg's suburbs."



HYDRO TOWERS



SITE CONSTRAINTS - EASEMENTS

D. Site Constraints - Manitoba Hydro Easements and Canadian National Railway Line

A 15 metre easement runs along Taylor Avenue on the north side of the Planned Area.

A 22 metre easement runs right through the middle of the Planned Area, separating Grant Park Row from the Powersmart Pavillions *(see Districts - pages 21-26).*

There are a number of other easements on the site, that restrict the density and placement of buildings.

The site is bordered on the south by the CNR Mainline.

The site is a unique opportunity, but is also subject to these constraints. The Planned Area will reflect the dimensions of the easement and the CNR Mainline.

E. Servicing the Site

I. Land Drainage

The City is currently reviewing sewer relief options for the Cockburn combined sewer district which is where this proposed redevelopment is located. A storm relief sewer system is planned to run adjacent to the redevelopment lands and ultimately outfall to the Red River. The ultimate design of storm water servicing for the Planned Area would have all of the land drainage connected to this relief sewer.

II. Water Mains

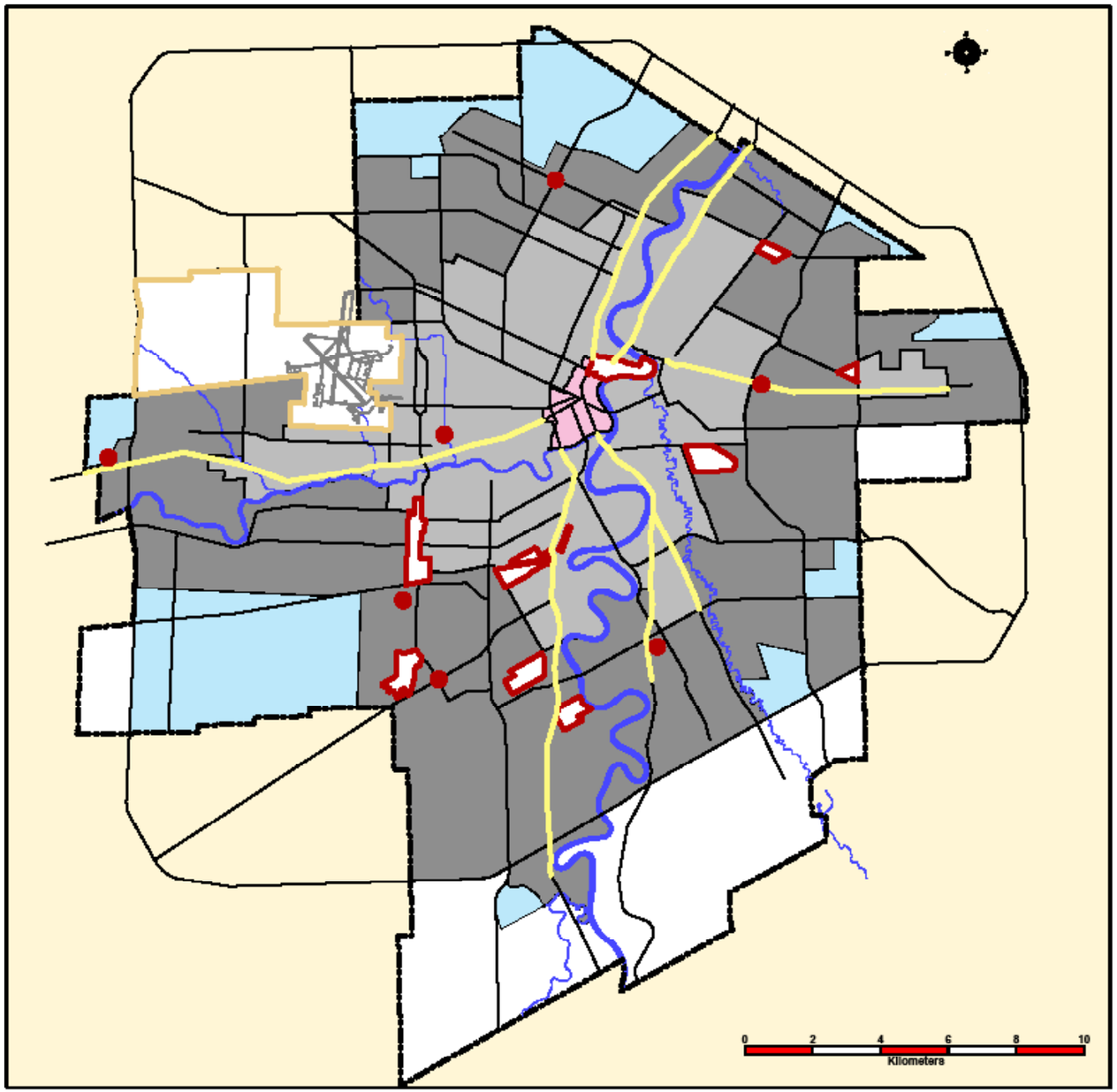
Currently there is a 150mm watermain that dead ends on Sparling Avenue. This water service will not be sufficient to provide both domestic and fire protection services for the proposed commercial development. Taylor Avenue, which fronts the proposed commercial development, has a 250mm watermain. In order to ensure adequate fire and domestic services for this development, the 150mm dead end watermain on Sparling Avenue will be looped with the existing 250mm watermain on Taylor Avenue through the commercial development. Site services will, in turn, connect to this looped system to service the site.

III. Combined Sewers

As noted earlier, the area surrounding the Taylor Redevelopment falls within the Cockburn combined sewer district. Once the relief sewer system is operational, it is expected that most, if not all, combined sewers in the area, will become waste water sewers.

IV. Waste Water Sewers

The development of the Planned Area will produce typical waste water flows for a commercial development and it is expected that there will be no issues with connecting to the (now) combined sewers on Taylor Avenue. Waste water flow projections will be estimated based on the latest concept plan for the development at the time of the first building permit application.



3. POLICY FRAMEWORK

A. OurWinnipeg – Complete Communities Direction Strategy – Major Redevelopment Sites

The City of Winnipeg has identified within the OurWinnipeg Complete Communities Direction Strategy, a number of areas that are within the city and considered the 'best' opportunities for accommodating the growing demands for commercial, employment and residential land-uses. These 'best' areas are called 'Transformative Areas' and include the Downtown, Centre and Corridors, New Communities and Major Redevelopment Sites. The Taylor Redevelopment Site is one of the key Major Redevelopment Sites identified in the OurWinnipeg Development Plan for being a 'Transformative Area' in accommodating growth.

The Taylor Redevelopment Site will be developed in accordance with the principles of Complete Communities – Major Redevelopment Sites:

- Promote development of Major Redevelopment Sites with proactive and collaborative planning process.
- Capitalize on the proximity of Major Redevelopment Sites to rapid transit and high frequency transit.
- Facilitate redevelopment through incentives, partnerships and the removal of barriers.
- Major Redevelopment Sites will provide for Complete Communities with significant levels of mixed use, high density development, with strong urban design and attractive parks, places and open spaces.

Commercial Supply/Demand:
According to the City of Winnipeg's Planner's Report for PW 2 / 2008; DASZ 37/08 (Seasons of Tuxedo) Commercial space requirement estimates for the next 20 years recently commissioned by the City from Altus Group Economic Consultants (Urban Economists) indicate a demand increasing by approximately 346,875 square feet per year through to 2016 when the demand will increase to 433,960 square feet per year through to 2021 when it will decrease to 411,300 square feet per year through to 2026.

Commercial lands currently available for new developments are limited, and will not meet the short term or longer term demand. Winnipeg does not have an adequate inventory of land designated as Areas of Regional Commercial and Mixed-Use Concentration' to meet the needs of the marketplace.

Normal annual market absorption of new retail space has been averaging about 300,000 square feet of floor area per year over the last decade.

Commercial Opportunities
According to MMM Groups submission to the City of Winnipeg in support of PW 2/2008 and DASZ 37/2008 "Retail Commercial Lands Inventory South-West and West-Central Winnipeg", the Taylor Redevelopment area provides an opportunity to support 400,000 - 500,000 square feet of retail use.

B. Planned Development Overlay - Planning for Success

The Taylor Redevelopment will repurpose these largely underutilized, monoculture land-use nodes into an intensely developed, highly diverse centres - a 'complete community' to live, work and play within walking distance that is well serviced by all modes of transportation. This redevelopment requires a Planned Development Overlay (PDO).

The Commercial Regional (C4) district is intended to accommodate the development of large-scale, distinctive and attractive regional centres containing a mix of concentrated land uses. These commercial uses are subject to frequent view by the public and visitors to Winnipeg, and they should provide an attractive appearance with landscaping, sufficient parking, and controlled traffic movement. The centre should provide commercial, office, institutional, and residential uses and structures at higher intensities than surrounding areas. The area may also contain concentrations of medium- to-high-density office development, as well as a broad mix of complementary uses, which may include major civic and public facilities and parks. The district may contain multi-family housing, and development should facilitate and encourage pedestrian travel between residential and nonresidential uses. These areas are generally associated with the Areas of Regional Commercial and Mixed Use Concentration identified in Plan Winnipeg.

C4 Commercial Regional does not allow for the highly diverse land-uses for living, working and playing as called upon by OurWinnipeg: residential, employment, and flex space related land-uses are either not permitted or are conditional in this zoning district.

C4 Commercial Regional has a number of regulations that require variances to enable an attractive, planned area with multi-building, multiple lots style development such as: bicycle parking, land-locked parcels, loading areas, separation distances, and signage.

A PDO-2, based on a C4 zoning, the C4 PDO-2 will allow for a transparent and open process to establish the land uses in the planned area, and set appropriate dimensional standards.

The intensification of the Planned Area will be best served by developing the broadest mixture of land-uses at medium-to-high densities which exceeds the closest equivalent of any conventional zoning district. The Planned Area may include employment, flex space and a diverse mix of other uses such as commercial retail, office space, restaurants, cultural, residential, medical, care homes, and hotels.

4. DEVELOPMENT FRAMEWORK

A. Towards Redevelopment: The Framework

The purpose of this section is to provide Goals, Principles and Guidelines as the enabling framework that addresses the appropriate type of economic development, access management issues, infrastructure concerns, and physical site characteristics that achieves the vision for the Taylor Redevelopment Lands.

The Goals, Principles and Guidelines for the vision of this type of redevelopment are based upon sound land use planning principles and best practices; learning from the positive and negative experience in other North American cities for similar developments; understanding the infrastructure requirements for developing the lands; and perceiving the market's requirements and needs for wanting to locate within the developments.

The intent of using the Goals, Principles and Guidelines, as an enabling framework, is to give a foundation for the strategies for implementing the development over time, thus, there is a need for this framework to be flexible to be able to respond to changing market forces in the future; and a need for this framework to provide certainty to the tenants, community-at-large, and the City regarding what will and will not occur on these lands.

The Principles and Guidelines feed into specific recommendations for the redevelopment of the site looking at the transportation network, land-use sectors, etc. Design Concepts, illustrations and photos are provided to illustrate how the Principles and Guidelines can be used; what form the Directions and Recommendations can take place; and to demonstrate how the proposal may achieve or exceed the following goals of the Vision.



DRIVING FORWARD

B. Goals for the Taylor Redevelopment

I. Demonstrate Balanced Transportation

Various modes of transportation to move to-and-from and within the site will be developed to:

- Ensure that the pedestrian and cycling environment is safe, accessible, comfortable, convenient and attractive; and
- Ensure the vehicular environment for both public and private transportation is well integrated with the pedestrian environment.

II. Demonstrate Interconnectedness

Pedestrian pathways, roads and transportation routes will act as the skeleton of the redevelopment area - - linking and joining the body of the Taylor Redevelopment together as one functioning entity focusing on facilitating the flow of people and goods between the surrounding areas, such as the surrounding neighbourhood.

III. Establish an Identity for the Area

A thematic approach with a key theme can be used to help establish an overall identity - - a variation of the key theme is then used to celebrate diversity and generate interest in different aspects of the development:

- Ensure there is a 'succession of events' that draws people along the transportation routes deeper into the Taylor Redevelopment making it a distinct place to visit;
- Strengthen the continuity of the existing development and the site's development by using elements and/or adding new elements that unify and connect individual areas and buildings;
- Play with the key theme through architectural elements of the building(s) in a sensitive manner (i.e. building materials, facades, roofs, entrances, signage, and lighting) and landscaping (i.e. vegetation type, paving stones, planters, etc.) to enhance the diversity within the development.

IV. Accommodate Large and Small Format Retail

Large format commercial retailers will occur in mixed use, destination centres as anchor tenants - - effective at drawing people. It is important to soften the edges of the large scale commercial buildings and orient their access points in consideration of the overall planned area.

V. Effectively Use Site Design

It is more important to the get the pieces to fit together with appropriate building types, massing and orientation. The value of the small urban scale should not be overlooked in getting the parts (the buildings and spaces) fitting in the frame (the roads and links).

VI. Engage Stakeholders

Developers, the Community and Governments all need to be committed to the redevelopment of under-utilized industrial sites for in-fill land-uses. The benefits of in-fill development creates positives for all three groups: new employment, increases to the tax base, encourages re-investment in the surrounding areas, locates goods & services closer to the places people live, provides amenities for nearby residents, utilizes existing infrastructure and expands much needed regional infrastructure.

‘Certainty’: The Developer is committed to a collaborative and transparent process –by providing the principles and guidelines in advance of the Area Master Plan – it provides reassurances to the tenants, surrounding land owners and decision makers of what the vision is for the planned area. In identifying the regional infrastructure requirements now, the City is committed to collaborating with the Developer in ensuring the regional infrastructure works the City is responsible for constructing and maintaining, are achieved in the most cost effective, efficient and sustainable method possible.

‘Smart Growth’: The Developer is committed to engaging in a planning process to encourage smart growth in the planned area. This includes a mixture of uses minimizing set backs and encouraging density. A Planned Development Overlay will create a planning environment to allow the mixed uses and density to coexist in harmony.

Learning from Other Locations: A large majority of major retail complexes and destinations facilities constructed in North American cities over the past several years have been promoted within in-fill locations to take advantage of existing city infrastructure and services. In reviewing these developments the following was found:

- In-fill development serves thousands of persons into the area within short distances of their jobs and homes, making the area a much more active place. The success of this scale of development is reflected in the amount of vehicle activity, days and evenings, weekdays and weekends.

- Retail complexes and similar facilities establish major meeting places in communities. Locating these facilities appropriately reinforces the concept of the site being a meeting place for Winnipeggers and visitors, as well as a major retail, office, entertainment and residential centre.

- A major retail complex is a highly intensive activity-oriented destination. As such, it should be connected with other such destinations. The development has potential to create synergy, and to complement and support certain other nearby businesses and land uses.



SITE DESIGN CONCEPT



PEDESTRIAN/ACTIVE TRANSPORTATION CONCEPT

C. Principles and the Guidelines for the Taylor Redevelopment

The Principles and Guidelines identified below provide guidance on achieving the goals of the redevelopment. The Principles are the 'broad brush', large scale conceptual recommendations for achieving the Goals. The General and Detailed Design Guidelines provide specific recommendations and strategies for implementing the development.

Principle: Creating connections to and through the Taylor Redevelopment Site as well as within Taylor Redevelopment Site.

General Design Guidelines:

i. Link multi-modal transportation system within and to Taylor Redevelopment Site.
ii. Collaborations between private and public sectors to ensure key multi-modal objectives are met.
iii. Site layout will provide clear obvious, direct and convenient linkages to site destinations (building entrances, etc.).
iv. A highly connected internal roadway system will be provided that encourages slow and safe vehicular movement while supporting non-vehicular travel modes with short direct routes.
v. Each district will have its own site layout plan that is easily understood and provides visual cues so as to minimize the need for signs, especially those concerned with traffic direction and control.
vi. Internal streets will be designed to create a mental map that orients people as to where they are within the development and to accommodate Transit & Fire Department vehicles where appropriate.
vii. Provide spatial definition by orienting buildings to the street to support walking, pedestrian accessibility, active transportation and social contact.
viii. Internal streets will be connected to the adjacent communities for public and/or private vehicle access and encourages walking and cycling.
ix. Configure internal roads to minimize the number of potential conflicts with walking and cycling routes.
x. Make main entrances on the primary street visible and highly identifiable with landscaping features, signage, public art and/or architectural features.



SITE DESIGN CONCEPT



BIKE RACK CONCEPT

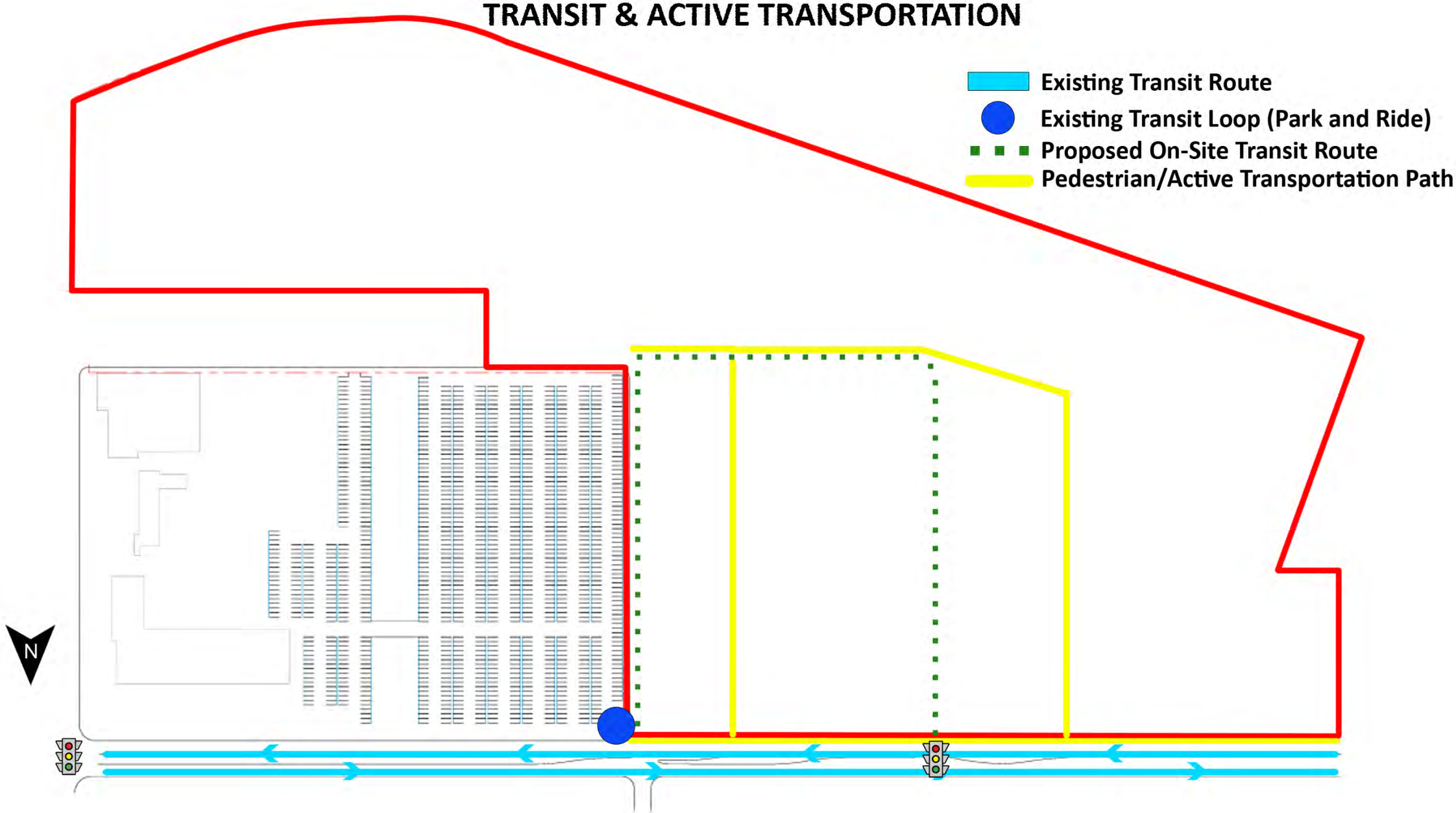

BIKE RACK CONCEPT

Detailed Design Concepts:

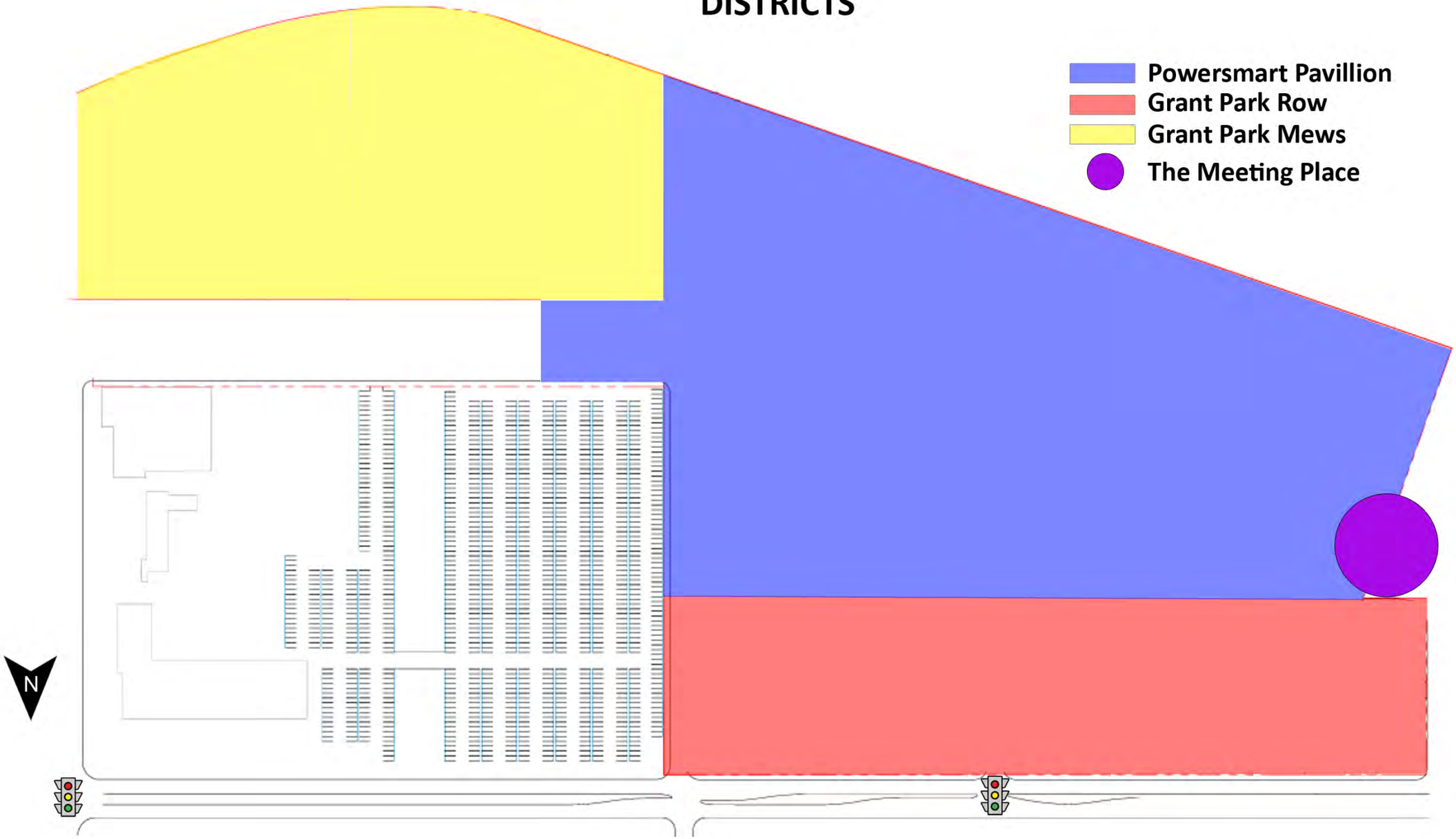
1. Transit
   - Transit stops are currently located on Taylor Avenue serving the Planned Area and Hydro Employment Area.
   - Transit routes will be accommodated throughout the planned area.

2. Active Transportation (AT)
   - Collaborate to ensure AT opportunities are achieved.
   - Connect anchor tenant front store entrance in Powersmart Pavilions directly to the existing Taylor Avenue AT pathway.
   - Bicycle parking will be considered in the Zoning By-Law and provided on an area basis i.e. shared uses rather than building by building, use by use - enabling the different land-uses to take advantage of centrally located bicycle lockup facilities.

TRANSIT & ACTIVE TRANSPORTATION



DISTRICTS


Powersmart Pavillion
Grant Park Row
Grant Park Mews
The Meeting Place
N

Principle: Establish and define the characteristics of districts within Taylor Redevelopment

General Design Guidelines: The Planned Area will be structured into three unique Districts – each demonstrating key aspects of complete communities:

- **District One - Powersmart Pavilions -** will be the amenity hub of the Grant Park, River Heights, Crescentwood, Riverview and Tuxedo neighbourhoods. By building on the existing services, the Powersmart Pavilions development will demonstrate how existing commercial centres can be intensified into vibrant, well connected hubs incorporating into them principles of sustainability and multi-modal linkages including active transportation.

- **District Two – Grant Park Row –** designed as the gateway of the site, will be an open air, multi-use development that is organized around residential, retail, office and hotel concepts. It will provide the first impression of the site and will be integrated into the neighbourhood with attractive exposure and tasteful landscaping.

- **District Three - Grant Park Mews -** will be the place to live and work in the Planned Area. It will combine office and business park elements with high density residential and senior housing. Entertainment and restaurant uses will be considered as amenities within this area.

- **District Four – The Meeting Place –** features pedestrian and other forms of active transportation elements in a desirable gathering area. Bicycle parking, pathways, street furniture and pedestrian centred landscaping will be used to create an attractive Meeting Place.



GRANT PARK MEWS CONCEPT



POWERSMART PAVILLION CONCEPT

District One - Powersmart Pavilions – the Amenity Hub

- The regional scale amenity hub of Grant Park, River Heights, Crescentwood, Riverview and Tuxedo neighbourhoods
- Anchored by large format retailer with pad development to accommodate accessory commercial uses.
- May also include office, hotel, restaurant, entertainment, flex space, residential and other uses intensifying the existing employment and retail uses that occur within the planned area.



GRANT PARK ROW CONCEPT

District Two – Grant Park Row

- Residential density may be moderate (approximately 35 units per acre) and may include destination retail of smaller scale (boutiques) and neighbourhood scale retail.
- A mix of uses vertically (residents, hotel and offices above shops) as well as horizontally (stand alone residential buildings, and commercial / employment buildings within walking distance of one another but not within the same building).
- Buildings heights may vary from low scale (1-3 storeys) to medium scale (4-8 storeys) retail, hotel, office or residential buildings.
- Innovative parking strategies that may include structured parking integrated into the development, on-street parking, angled parking and surface parking.
- Parking will be considered in the Zoning By-Law and provided on an area basis i.e. shared uses rather than building by building, use by use - enabling the different land-uses to take advantage of different parking requirements at different times of the day and week (i.e. commercial requirements in evenings and weekends, employment requirements on weekdays).
- Zoning By-Law parking requirements such as parking maximums, reduced; and land-use regulations that enable a mixture of land-uses.



GRANT PARK MEWS CONCEPTS

District Three – Grant Park Mews

- Many uses will be accommodated in this hybrid flex space where employment, office, retail, multi-family residential and seniors accomodations uses may occur.
- Attractively designed with pedestrian amenities such as landscaping and courtyards.
- Entertainment, cultural and restaurant concepts will be encouraged to entertain the residents and employees of this District and the entire Planned Area.
- This District will be designed as a safe and accessible area to meet the needs of the our aging population within the Grant Park neighbourhood.

District Four – The Meeting Place

- Pedestrian and active transportation oriented gathering area. Features will include walkways, desirable landscaping, benches, and other urban design elements.
- Will be a destination for the residents, employees, and shoppers of the Planned Area.
- The Meeting Place will provide an emission free environment.
- Connections to active transportation pathways in the area will be strongly encouraged.
- Could connect to future City of Winnipeg pedestrian pathway to adjacent Parker Lands, south of the CNR Mainline.



STREET FURNITURE CONCEPT



LANDSCAPING CONCEPT



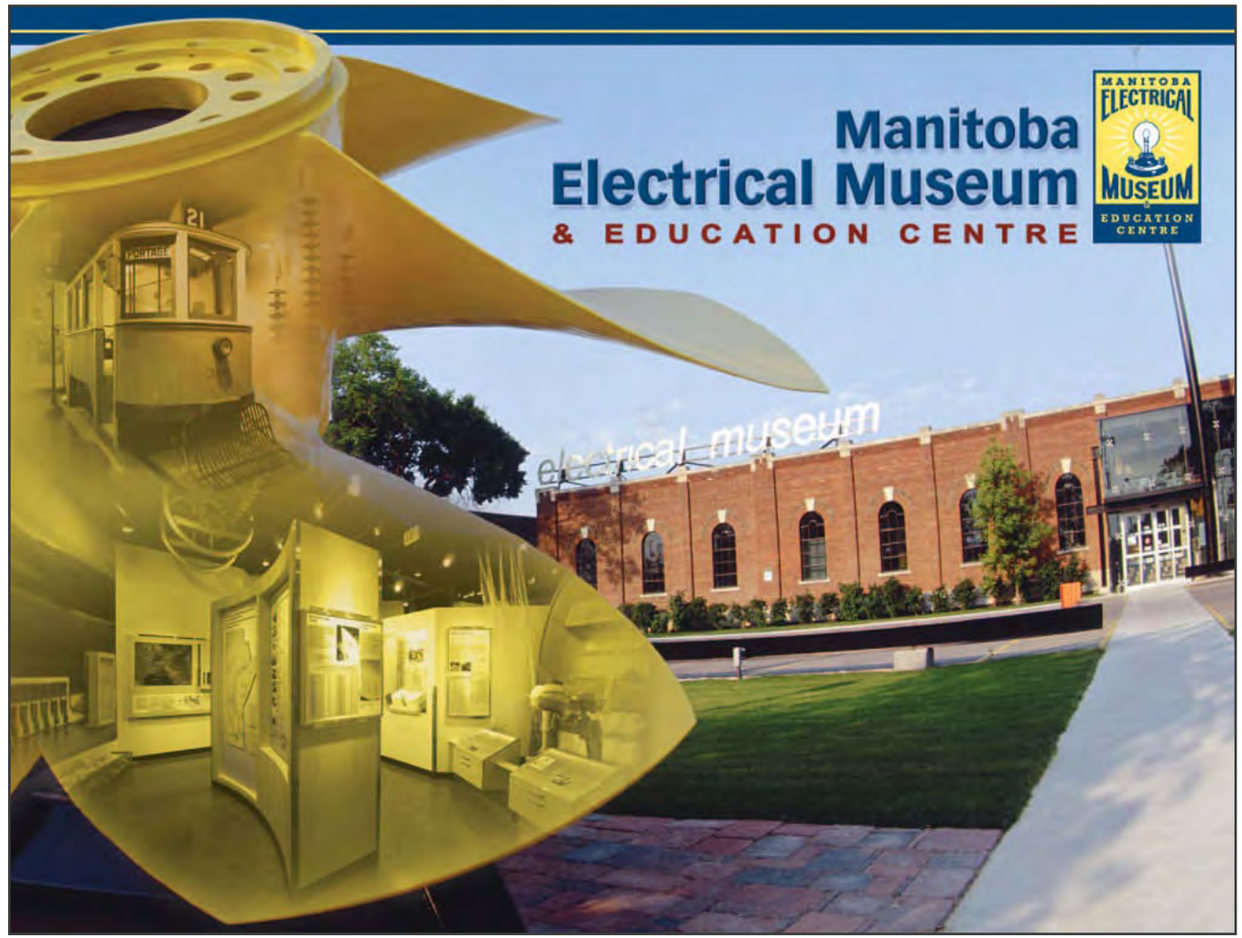
THE MEETING PLACE PATHWAY CONCEPT

Multi-Family Residential

- The density of the multi-family residential component will be guided by market demand.
- The residential component will encourage “aging in place” with a variety of progressive options.
- It is anticipated that the residential component will contain between 80-300 units within buildings of 4 to 8 storeys.

Neighbours – Manitoba Hydro Employment Area District (HEAD)

- The employment node of the planned area that contains a high concentration of workers.
- Fleet services, offices, hydro station will all be land-uses consolidated on one ‘island’ bounded by rights-of-ways.
- Urban parks and open space may be plazas and pocket parks for active and passive uses.
- Zoning By-Law land-use regulations will enable the continuation and expansion of the Hydro’s diversity of activities in this node.
- The District will need to have the physical space to be able to accommodate the anticipated future expansion of the station; and have the ability to accommodate more and larger voltage lines going into this location.



Principle: Enhance Pedestrian Comfort, Safety & Accessibility

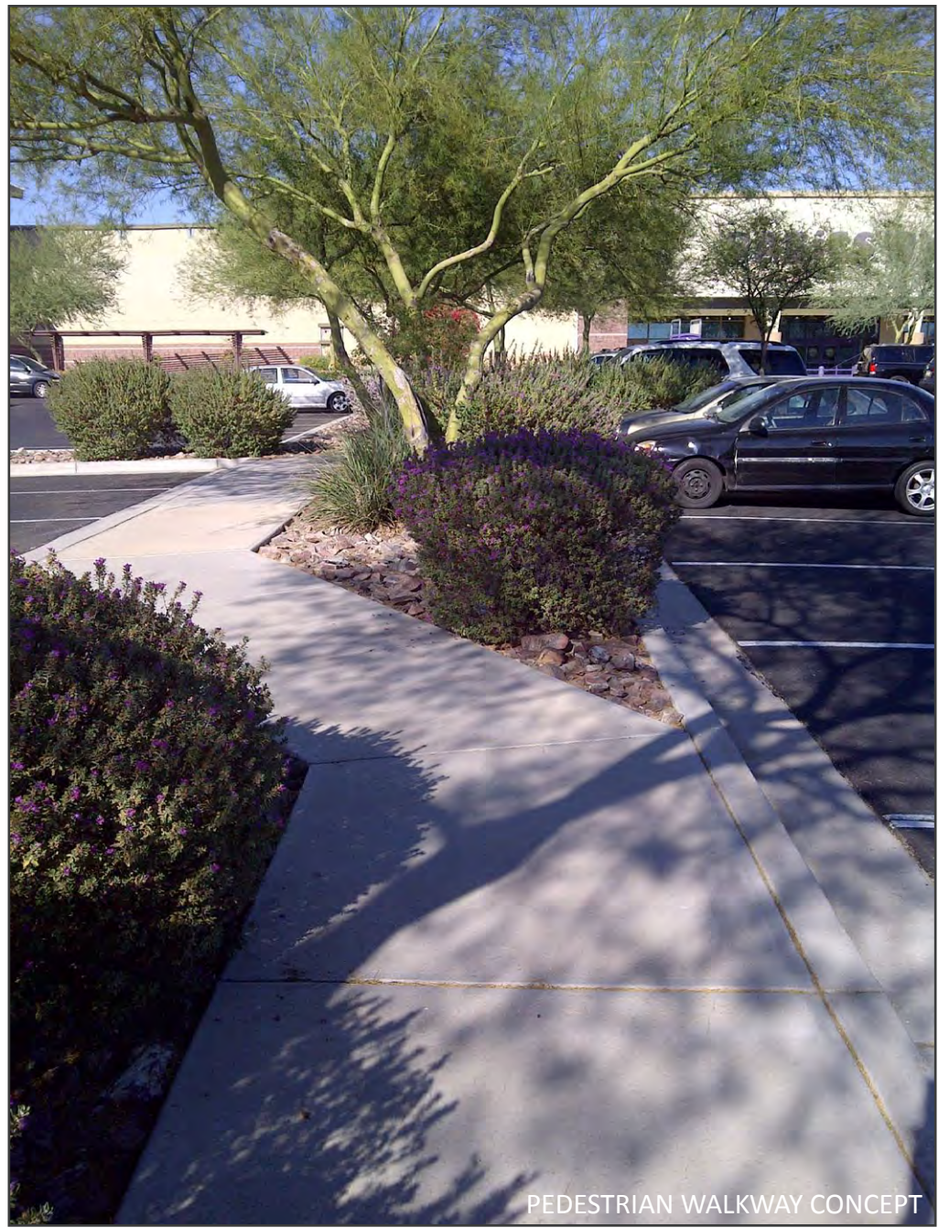
General Design Guidelines:

- Design the Planned Area to be safe, convenient and comfortable places for pedestrians:
  i. Apply Universal Design Guidelines.
  ii. Promote Active Transportation.
  iii. Ensure the principles of Crime Prevention Through Environmental Design (CPTED) are applied.
  iv. Ensure safe and convenient direct access to transit facilities (stops/ stations).
  v. Protect pedestrians from adverse environmental elements.

Detailed Design Concepts:

Sidewalks

a. Will be sized according to their intended use and place in the overall scheme.
b. Wide sidewalks where restaurants and outdoor dining will be concentrated such as in Grant Park Mews; narrower sidewalks on less intensively used streets.
c. Sidewalks along Sparling Avenue will be encouraged to be designed to Mixed Use Main Street Standard of up to 4.25 metres as per the City of Winnipeg TOD Handbook.
d. Sidewalks along the west side of Harrow Street from Taylor Avenue to Sparling Avenue will remain as currently exist.
e. A direct, comfortable and safe pedestrian route of up to 2.4 metres from Taylor Avenue to the front entrances of the anchor store and accessory stores.
f. Sidewalks will impart a sense of permanence, accented by trees, high-quality landscaping, and high-quality materials.



PEDESTRIAN WALKWAY CONCEPT



MULTI-USE BUILDINGS CONCEPT



ANGLED PARKING CONCEPT

Parking Areas

a. Allow angle parking along Sparling Avenue and interior private roads.
b. Locate parking areas under Hydro Transmission Lines where possible.
c. Parking in the Powersmart Pavilions is to be located in front of the buildings.
d. Parking areas abutting Taylor Avenue will be screened with up to a 14 feet landscaped strip.
e. Parking lot design program will place priority on pedestrian safety, comfort and amenity as key priorities for the Planned Area, reflecting the unique character of each district.
f. Parking lot design program will accommodate mixed use development including possible co-location of Manitoba Hydro employment area parking needs.
g. Pedestrian routes will be provided between main buildings and the public sidewalk that is uninterrupted by surface parking and driveways.
h. High-quality landscaping will provide shade in surface parking areas with typical parking lot islands with 1.5 metre planting strip and 0.6 metre bumper curb on each side of the planting strip.
j. Parking rows will be positioned to be perpendicular to main building entrances to assist safe pedestrian movement toward the building.
k. Preferred length of parking rows in Powersmart Pavilions will be 20-30 contiguous spaces. Longer rows will include landscaped breaks, e.g. islands with shade trees for all season to ensure pedestrian safety.
l. Additional shade may be provided by diamond island landscaping within parking trees.
m. Planned Area surface parking will be divided both visually and functionally into smaller parking courts through the use of landscaped islands and landscaped pedestrian pathways.
n. Edge treatments along public streets and other public spaces will visually screen parked vehicles but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.
o. Planting strip of 14 feet will be provided abutting Taylor Avenue to screen parking area from public right-of-way and ensure pedestrian comfort for the Taylor Avenue AT pathway.
p. Secure bicycle parking will be located in the Planned Area.
q. Central bicycle parking hubs may be located in Powersmart Pavilions for the employees and for the customers.



DESIGN EXAMPLE


THE MEETING PLACE DESIGN CONCEPT

Pedestrian Crossings

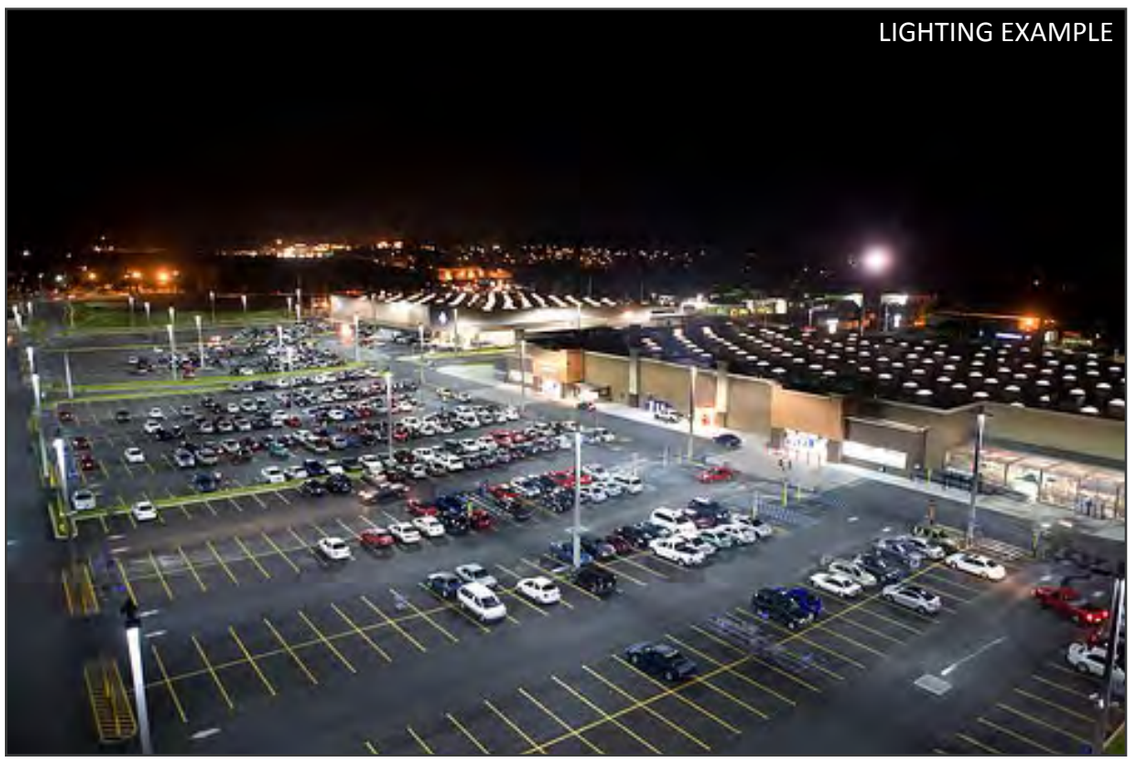
a. 'Tables' (rolled curbs bordering slightly elevated crossings) will be installed, where feasible, at major internal pedestrian routes across drive aisles to serve as a traffic calming feature and provide uninterrupted pedestrian connection especially for AT and sidewalks connecting to the front of Anchor Tenant Stores.
b. Where pedestrian routes cross street access driveways and other major drive aisles, will be clearly marked as crossings and provide unobstructed sight distance for pedestrians and vehicles.

Signage

a. Thematic signage will be used in a consistent way finding system to direct pedestrians to the different districts and buildings within each District.
b. Each District will have its own distinct signage theme through colour and/or design.
c. Powersmart Pavilions business identification signage to be a shared signage programme with free standing pylon signs along Taylor Avenue.
d. Pylon signs for the Planned Area will be located along Taylor Avenue and Pembina Highway and will be designed to reflect the character and design of Powersmart Pavilions.
e. Grant Park Row business identification signage will be located on the buildings, above the doorways and may be on the sides and backs of buildings.

Lighting

a. Different luminaries will be selected for each District, illustrating each District's unique sense of place. Luminaries will be coordinated in appearance to light pedestrian pathways, parking spaces, drive aisles, building and site entrances and other relevant parking lot features.
b. Lighting will be installed that is appropriately scaled to its purpose, i.e. avoid over lighting and respecting the unique identity of each district.
c. Pedestrian scale lighting, such as bollards or lower scale pole fixtures, along pedestrian routes will be considered.
d. LED lighting will be used throughout the parking areas as well as the pathways to provide a safe and comfortable environment for pedestrians and vehicles.
e. The lighting for the Planned Area with be designed generally in keeping with the principles of the Manitoba Hydro Powersmart program.


LIGHTING EXAMPLE


LED LIGHT EXAMPLE



TRANSIT CONCEPT

Transit

a. Transit facilities will be encouraged to be located near buildings and relate to building exits and entrances, and with direct connections to key on-site pedestrian routes to anchor stores in Powersmart Pavilions.
b. Transit will be encouraged to include amenities such as benches, shelters, and transit route information at their transit stops.


SHELTER CONCEPT

Building Design – As it Impacts the Pedestrian Environment:

a. Consideration will be given to locating potential uses with associated outdoor areas (such as café/restaurant) where they will receive maximum exposure to sunshine and protection from wind.
b. Buildings and streets may be oriented to provide maximum protection from prevailing winds (streets oriented east/west, buildings situated to buffer wind) and maximum exposure to sunshine in winter to improve pedestrian comfort.
c. Grant Park Row will encourage open and inviting articulated building facades designed at street and 2nd storey level to enhance the convenience, comfort and enjoyment of pedestrian experiences and enhance interactions between the public space and business operations.
d. Locate refuse storage areas and other building services will, if possible, be located internally or screened from view with appropriate fencing/landscaping.
e. Locate loading areas for anchor tenants in Powersmart Pavilions against the hard edge of the CNR Mainline.

Universal Design

a. City of Winnipeg Universal Design Standards will be used to guide barrier free design on public lands and encourage application of these standards on private exterior and interior spaces.
b. In particular, all pedestrian routes will be designed to be inclusive and incorporate a consistent way finding system through.



OPEN AND ARTICULATED BUILDING FACADE CONCEPT

Principle: Create Identifiable Central Features & People Places Where Appropriate to the Overall Site Context

General Design Guidelines:

i. The site will be designed to clearly define open spaces for people to gather as this is a meeting place.
ii. Continuity within and through the public environment will be provided through cues as a theme or character to the development.
iii. Buildings will be arranged such that complementary uses are close to each other to minimize walking distances and the need to lock/unlock bicycles or drive personal vehicles for multiple stops.
iv. The site will recognise and celebrate Winnipeg as a winter city, and a prairie city through appropriate site planning and design.
v. The site will be authentic and identifiable as a place that is associated with and is "Winnipeg".
vi. Buildings within the site will provide sound buffering for the adjacent residential areas along Taylor Avenue and in South River Heights from the noise of the CNR Mainline.

Detailed Design Considerations

a. Comfortable places will be provided with amenities such as seating areas that provide opportunity for people to rest and observe surrounding activity; this includes creating places people want to be, be seen, and/or meet others.
b. Not all buildings and spaces must be landmark statements: it is equally important for non-landmark buildings to be well designed as "background buildings" and/or to define spaces on the site.
c. Central features and landscape buffers will be used to break up large parking areas into smaller parking courts.
d. Open space will be designed positively with clear definition and enclosure. Each outdoor space should have a clear function, character and shape and clear boundaries through the positioning of adjacent buildings, walls, fences, trees and plantings.
e. If feasible, public art will be used to provide identity to the development and use as a tool to give a distinct theme / character to the development, and mark gateway entrances in different sectors of the planned area.
f. Ensure site planning respects the local winter conditions and prairie environment through: use of colour, light; sun and wind protection, plant selection, etc.
g. Use native species that are hardy and resistant to stresses of weather exposure.
h. Avoiding monocultures and non-native species that can be susceptible to disease.
i. Consider impacts of snow glare on people and plants.
j. Celebrate and take advantage of seasonal changes.
k. Incorporate mix of deciduous and coniferous plant species to provide year round colour.
l. Consider incorporating heritage and cultural elements associated with Winnipeg into the redevelopment.



BIOSWAIL EXAMPLE

Principle: Promote Sustainable Development

General Design Guidelines:

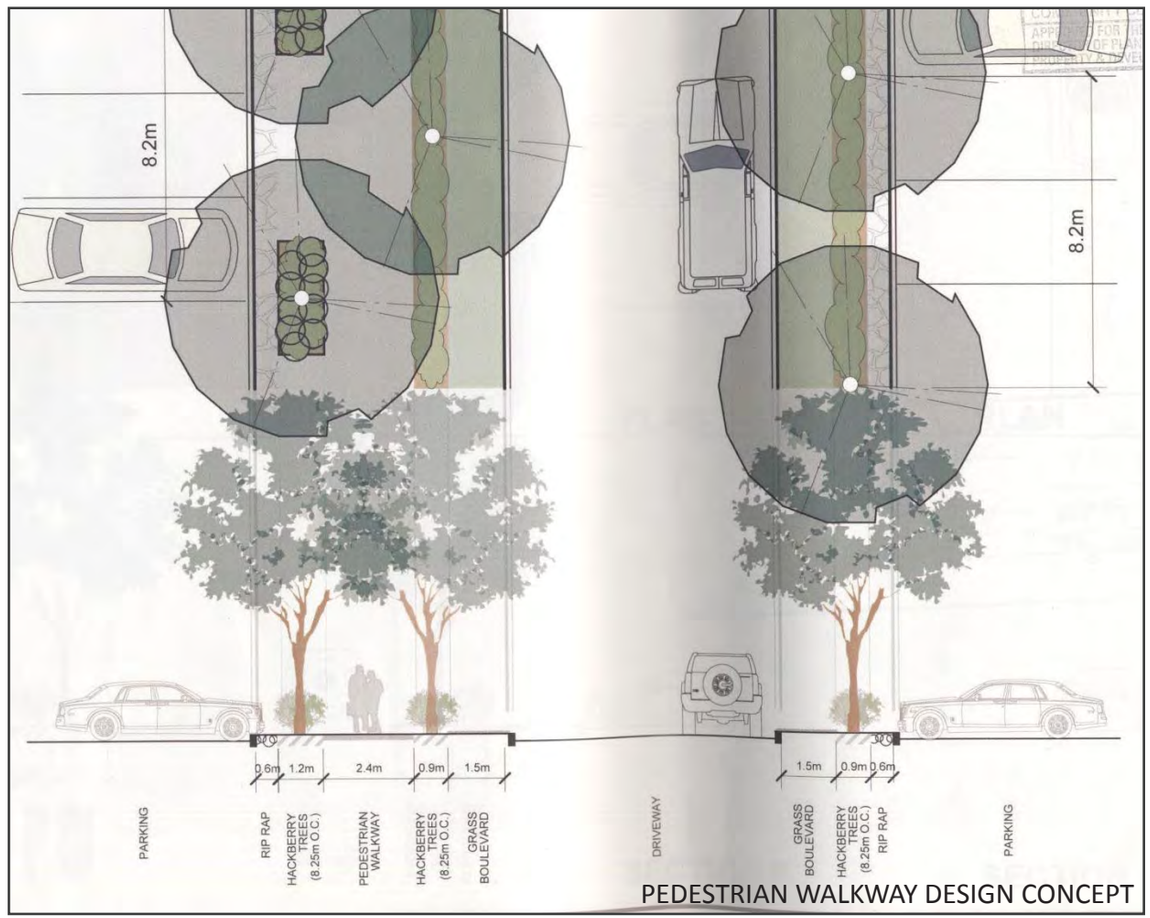
i. Incorporate sustainable materials and technologies and practices where possible.
ii. Promote sustainable forms of transportation.
iii. Implement practices that protect and preserve our natural features and resources.
iv. Promote community economic development.
v. Use innovative storm water management including bioswales and permeable concrete where possible.
vi. Utilize renewable energy resources where possible.
vii. Utilize 'smart growth' possibilities: partnerships between developer and City to implement much need regional infrastructure in a cost efficient manner.



PERMEABLE PAVING EXAMPLE

Detailed Design Considerations:

a. When appropriate use site grading to enhance the screening of parking lots.
b. Mitigate the urban heat island effect of surface parking lots.
c. Retain natural landscape, minimize pavement and promote natural infiltration; explore feasibility of impervious alternatives. If alternatives are not feasible, surface parking lots should be carefully designed to enhance urban design and environmental conditions.
d. Maximize tree canopy coverage by protecting existing trees and by planting large street trees with wide spreading canopies that are long-lived.
e. Select plant material to encourage sustainable landscapes; strive for maximum species diversity.
f. Manage storm water quality and quantity on site.
g. Treat storm water as an environmental process (tree canopy intercept precipitation; encourage infiltration into the ground as quickly as possible).
h. Consider incorporating an oil and gas separator into the parking lot land drainage system to capture and remove these products from entering into the storm water retention pond).
i. Provide a site grading plan compatible with the storm water management approach selected for the site.
j. Organize parking spaces and rows to provide consolidated soft landscaped areas and opportunity for on-site storm water management.
k. Provide preferred parking nearest building's front entrances for bikes, hybrids/electric vehicles and car shares.
l. If development is phased, ensure a phasing plan to identify all current and future parking requirements. Parking areas constructed incrementally should match land use build-out schedules. Areas not required for parking should be landscaped.
m. Balance the need for safety and security with the reduction of energy consumption and light pollution: avoid "over lighting", light spillage on adjacent properties, streets and open spaces and use energy-efficient fixtures and bulbs.



PEDESTRIAN WALKWAY DESIGN CONCEPT