ADMINISTRATIVE REPORT

Title: SP 1/2018 – Parker Lands Major Redevelopment Site Secondary Plan

Critical Path: City Centre Community Committee → Standing Policy Committee on Property and Development, Heritage and Downtown Development → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
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EXECUTIVE SUMMARY

The purpose of a secondary plan is to provide detailed policies to direct development within a specific area of the city. Through a collaborative planning process, these plans should adapt and implement the objectives and policies of *OurWinnipeg* and the *Complete Communities Direction Strategy* ("*Complete Communities*") to the local context and provide certainty regarding future development aspirations for the area.

Major Redevelopment Site 'G' (the "Parker Lands") is identified in *Complete Communities* as one of 11 Major Redevelopment Sites. These areas are generally described as:

- Large, functionally obsolete or under-utilized lands, such as former industrial areas;
- Located within the existing urban framework, often along rail lines, major corridors or rapid transit;
- Often serviced by some level of existing infrastructure;
- Present opportunities for transformative and strategic mixed use infill and intensification;
- May present challenges to redevelopment, such as inadequate infrastructure capacity and contamination; and
- Site area typically 15 acres or more.

Complete Communities provides further direction that Major Redevelopment Sites should: *capitalize on the proximity of major redevelopment sites to rapid transit and high frequency transit*; and *provide for Complete Communities with significant levels of mixed use, high density development, with strong urban design and attractive parks, places, and open spaces.*

Complete Communities also indicates that the development of Major Redevelopment Sites be promoted with a proactive and collaborative planning process.

The proponent submitted a development application on January 12, 2018 for adoption of the proposed Parker Lands Secondary Plan (the "Plan"). The Plan is inadequate as a secondary plan by-law for the following key reasons:

(1) The Plan Area does not meet the land use mix criteria or locational attributes to warrant development consistent with the 'Urban Neighbourhood' TOD Type (as described in the Winnipeg TOD Handbook);

(2) The Plan does not provide sufficient detail as a secondary plan to allow for the public service to effectively evaluate future development proposals in the Plan Area;

(3) The Plan facilitates the potential for future land use conflict by permitting both industrial and high density residential uses to be established in the Neighbourhood Policy Area;

(4) The Plan requires significant 'clean up' and re-organization before it can be adopted by Council as a secondary plan by-law which clearly communicates the vision, objectives and policies against which future development proposals will be evaluated; and

(5) The Plan is missing important content and policies necessary to clearly communicate the vision, objectives and policies against which future development proposals will be evaluated.

In addition to the concerns identified above, The Plan contains approximately 200 other issues that have been identified by the Public Service, some of which are minor in nature, while others are more substantive.

RECOMMENDATIONS

1. That any land use plan related to the Parker Lands (as identified in Complete Communities as Major Redevelopment Site 'G'), resulting from a planning process conducted in accordance with Complete Communities section 03-3 direction 1, be adopted as a secondary plan by-law in accordance with The City of Winnipeg Charter.

2. That Council not give first reading to the proposed secondary plan by-law (draft bylaw attached to this report as Schedules "A" and "B") for the reasons outlined in this report.

3. That the Applicant be permitted to amend the Plan to address the issues and concerns outlined in this report, and any additional issues or concerns raised by the Public Service, without being required to submit a new application.

4. That the Public Service report back to Council if and when the Applicant has amended the Plan in accordance with recommendation 3.

5. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

Direction 1 of the *Complete Communities* section regarding Major Redevelopment Sites indicates that development will be promoted through a proactive and collaborative planning process. A planning process spanning several years involving the proponent, the City and the public was undertaken.

A development application was submitted by the proponent on January 12, 2018. The proposed secondary plan was forwarded to Council through the appropriate critical path, along with a planning report. At the Council meeting on September 20, 2018, Council decided to concur with the planning report recommendations and *laid the matter over indefinitely*.

The Court of Queen's Bench of Manitoba delivered a ruling that requires the proposed secondary plan be considered at the November 13, 2018 City Centre Community Committee meeting to allow for the proponent to be heard.

The purpose of this report is to provide Council with an updated planning report that reflects the changing in conditions (removal of forest) under which the Plan was evaluated, as well as provide clarification on various issues raised in the initial planning report concurred in by Council on September 20, 2018

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of this report are concurred in, the City Centre Community Committee will not conduct a Public Hearing on the proposed by-law.

HISTORY/DISCUSSION

Some key dates associated with the proposed Plan include:

- In **2013**, GEM Equities began the development of a proposed secondary plan with supporting engineering studies for the Parker Lands in consultation with the Public Service.
- Between **2013 and 2017**, a number of draft versions of the Plan were produced by GEM Equities, with ongoing feedback from the Public Service.
- In **February 2016 and August 2016**, GEM Equities hosted Public Open House events.
- In **December 2017**, GEM Equities informed the Public Service of their intention to alter the Plan to allow for higher residential densities than described in previous versions of the Plan that had been submitted to the Public Service for comment and to forgo the preservation of a portion of the forest that had been included in previous versions of the Plan and presented at the Open House events.
- On **January 12, 2018**, GEM Equities submitted an application to have the Parker Lands Secondary Plan adopted by Council as a secondary plan by-law.
- On **January 19, 2018**, GEM Equities informs the Public Service of their intention to conduct an online public engagement exercise.
- On **August 24 2018**, GEM Equities completed an application for the subdivision and rezoning of ~47 acres of land in the Parker Lands (DASZ 12/18).
- On **September 4, 2018**, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Winnipeg Public Service to lay over consideration of the Plan indefinitely and submitted the matter to the Executive Policy Committee and Council.
- On **September 12, 2018**, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the matter to Council.
- On **September 19, 2018**, the Court of Queen's Bench of Manitoba delivered a ruling that Development Application No. SP 1/2018 be considered by City Centre Community Committee on November 13, 2018.
- On **September 20, 2018**, Council concurred in the recommendation of Executive Policy Committee and *laid over the matter indefinitely.*
- In **October 2018**, the proponent cleared the remainder of the forest on their property precluding dedication of the forest to the City under future development applications.

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services (as to legal issues)
- Winnipeg Transit
- Public Works
- Water and Waste
- Planning, Property and Development- Urban Design Branch (Parks)

OURWINNIPEG POLICY ALIGNMENT

OurWinnipeg

- The subject land is identified as a Major Redevelopment Site in figure 01a of *OurWinnipeg.*
- The Key Direction for Major Redevelopment Sites (Section 01-1c) is that they will *provide transformative opportunities for the development of complete communities with significant residential and employment densities and attractive urban design, capitalizing on vacant or underutilized sites within the existing urban fabric.*
- *OurWinnipeg* refers to section 03-3 of *Complete Communities* for additional detail.

Complete Communities Direction Strategy

- The subject land is identified as Major Redevelopment Site 'G' (Parker Lands) in figure 03f of *Complete Communities.*
- Section 03-3 Major Redevelopment Sites – states: *major redevelopment sites will provide transformative opportunities for the development of complete communities with significant residential and employment densities and attractive urban design, capitalizing on vacant or underutilized sites within the existing urban fabric.*
- Key Directions for 'Major Redevelopment Sites' (Section 03-3) include:
    - Direction 1 - *Promote development of Major Redevelopment Sites with proactive and collaborative planning process.*
    - Direction 2 - *Capitalize on the proximity of Major Redevelopment Sites to rapid transit and high frequency transit and high frequency transit.*
        - *Promote Development in accordance with Transit Oriented Development principles.*
    - Direction 4 – *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.*

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: James Platt, Senior Planner, MCIP, RPP
Date: November 5, 2018
File No: SP 1-2018

Attachments:

1. Attachment ‘A’ – Parker Lands Secondary Plan
2. Attachment ‘B’ – Background Materials
3. Attachment ‘C’ – Environmental Assessment (Parcel B)
4. Attachment ‘D’ – Environmental Assessment (NE Hurst Way)
5. Attachment ‘E’ – Planning Discussion

PARKER LANDS
Major Redevelopment Site
(Site 'G')



MASTER PLAN

December 2017

RICHARD WINTRUP

MORRISON HERSHFIELD

EcoLogic Environmental Inc.
Wildlife, Aquatics & Geomatics Consulting

InfraCor

GEM EQUITIES INC.

PARKER LANDS Major Redevelopment Site (Site 'G') MASTER PLAN

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December 2017

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1 INTRODUCTION

1.1 Purpose of the Plan

The purpose of the Parker Lands Major Redevelopment Site Master Plan ("the Plan") is to provide direction on the planned and orderly development of land in a major redevelopment site as identified by *Complete Communities*. The Plan is a guide for community development with the understanding that specific applications will evolve as circumstances and influences change over time. In accordance with the *City of Winnipeg Charter*, all future development within the planning area must be consistent with the policies of the Plan.

The Plan ensures that the coordination of proposed local infrastructure serving the new land-uses in the neighbourhood fits within the planned regional infrastructure. In addition it provides details which outline actions and strategies that may inform users about the constraints, coordinate the new infrastructure, fulfill the vision for the development lands under *OurWinnipeg*, and increase certainty for all parties regarding the future of the lands.

The Vision, Principles and Policies of the Plan are consistent with *OurWinnipeg Plan By-law No. 67/2010* the City's Development Plan; *Complete Communities*, and the City's *Transit-Oriented Development Handbook.*

The work on the Plan began in early 2014 in consultation and collaboration with a number of stakeholders including various City of Winnipeg departments, the General Council of Winnipeg Community Centres, Manitoba Hydro, CNR Rail, the Division Scolaire Franco-Manitobaine, and the Winnipeg School Division. Input was also received from representatives of the Winnipeg Humane Society, the Brenda Leipsic Off-Leash Dog Park users, and the local City Councilor. Development of the Plan was informed and is supported by a number of background reports, including engineering and environmental studies, which were all reviewed by the City of Winnipeg and shared with stakeholders.

1.1.1 Policy Framework

The following sections set out the series of City of Winnipeg policy decisions that inform development expectations for the Parker Lands upon which this Plan is built upon. Since 2007, a progression of policy decisions has occurred:

- Removal from the Industrial Lands Inventory – Employment Lands Strategy, 2008
- Winnipeg Residential Land & Infill Strategy, 2009
- City Council approves the sale of a portion of the Parker Lands to a private developer – City condition of sale is that a developer led secondary plan be undertaken, 2009
- Designation as high density mixed use site – OurWinnipeg, 2011
- Transportation Master Plan, 2011
- Winnipeg Transit-Oriented Development Handbook, 2012
- Council commissioned a study for realignment of the transit corridor for Southwest Rapid Transit Corridor Stage 2: Alignment Study Final Report, 2013
- Council approves the realignment of the Transit Corridor – Southwest Rapid Transit Corridor Alignment Stage 2, 2014
- City of Winnipeg – Stage 2 – Southwest Rapid Transit Corridor Project P3 Business Case Summary, April 2014

With each policy decision, the City of Winnipeg reinforced its expectation that the Parker Lands, Major Redevelopment Site 'G' will be developed as high density mixed use.

1.1.1.1 Pre-OurWinnipeg

Conference Board of Canada - Population Forecast (2007)

The Conference Board of Canada was commissioned to forecast growth for the City of Winnipeg from 2007 to 2031. It predicted that Winnipeg would grow by 188,000 people and 87,000 housing units between 2008 to 2031 or 3800 units per year. It predicted an annual growth rate between 1.5% and 1.9% or approximately 7520 people per year.

In the lead-up to the *OurWinnipeg* plan, the City commissioned two critical studies including the *Winnipeg Employment Lands Strategy* and the *Residential Land and Infill Strategy*.

Winnipeg Employment Lands Strategy (2008)

The City's *Employment Lands Strategy* (2008) provided the foundation for the *OurWinnipeg* plan. It set out a robust vision to accommodate Winnipeg's changing economy. It looked at the City's growing sectors and identified land that best aligned with those sectors. It also looked at areas within the City's industrial land supply that weren't functioning or were considered obsolete and recommended that they be removed and repurposed for a higher and better use.

The strategy looked at all industrial lands against a set of criteria including: access, utilities, regulation, adjacent uses, amenities, links to industry, site configuration and size. It identified the Parker Lands as unsuitable for industrial development for the following reasons:

- Transected by major utility corridor makes it difficult to develop for industrial purposes;
- Major transportation access issues;
- Requires major infrastructure improvements including sewer separation that could best be accommodated through redevelopment to another use; and
- Adjacency to existing neighbourhoods.

The strategy recommended that the Parker Lands be removed from the industrial inventory and be designated for 'neighbourhood development'.

Winnipeg Residential Land and Infill Strategy (2009)

This report looked at overall anticipated housing starts to 2031 based on projected growth and demographic change, using the Conference Board of Canada 2007 population forecast. It assessed the current development patterns of the city and the overall implications of these development patterns. It looked at the development capacity for a range of land categories including greenfield, infill, redevelopment land and rural lands. It also reviewed and assessed industrial lands identified for removal in Employment Lands Strategy, including the Parker Lands.

The Strategy identified the Parker Lands as critical supply of land if the City is to accommodate residential/mixed use growth within its' urban boundary. It states that without considering other forms of development such as redevelopment sites and only relying on greenfield expansion (suburban areas), the City of Winnipeg will have insufficient land capacity (15 years supply) to accommodate the anticipated housing starts required by 2031 (Winnipeg Residential Land and Infill Strategy, pg. 89; Winnipeg Complete Communities Direction Strategy, pg. 2).

The Strategy further states that even with a build out of existing suburban areas, redevelopment sites such as Parker Lands at 25 du/acre (net), identified infill (only using vacant land) and assuming development of downtown surface parking lots (3,954 units), the City of Winnipeg would still only have 18.6 years of land supply (Winnipeg Residential Land and Infill Strategy, pg. 95).

It further suggested that the Parker Lands site would be most efficiently developed to a mid/high net density scenario to justify infrastructure and transportation interventions (Winnipeg Residential Land and Infill Strategy, pg. 100).

The strategy concluded that the Parker Lands site along with other identified redevelopment sites were critical inputs into the land supply needed to meet the City of Winnipeg's growth forecast to 2031.

1.1.1.2 OurWinnipeg and Complete Communities

In 2011, *Our Winnipeg*, the City's Development Plan, was approved by the Province of Manitoba and adopted by City Council in accordance *with The City of Winnipeg Charter*. It was based on the Conference Board of Canada 2009 population forecast, the *Employment Lands Strategy* and the *Residential Land and Infill Strategy*. It directs the City to support redevelopment and densification in underutilized lands. *Complete Communities*, the City's land use and development guide, was also adopted that year by City Council as a Secondary Plan applying to the entire city, in accordance with *The City of Winnipeg Charter.*



Figure 1: *OurWinnipeg: City of Winnipeg Development Plan.*



Figure 2: *Complete Communities: a City of Winnipeg Direction Strategy.*

Our Winnipeg and *Complete Communities* identify the Parker Lands as a "Major Redevelopment Site" (noted as Site 'G'). *Complete Communities* states that "Major Redevelopment Sites present large-scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments." It identifies each of the Major Redevelopment Sites as necessary 'supply' required to meet growth demand. Major Redevelopment Site policy areas are vacant or underutilized land that, when redeveloped, "will promote complete communities with significant residential densities in a walkable, well-designed environment, embodying the principals of sustainability and, when adjacent to high frequency transit, Transit Oriented Development."

Complete Communities indicates that the Parker Lands are adjacent to the second leg of the Southwest Bus Rapid-Transit (SWBRT) Corridor, and as such, "should be developed in accordance with the principles of Transit-Oriented Development." It suggests that the City and Developer will work together to remove infrastructure barriers that may be in the way of realizing density expectations. The City of Winnipeg, through the plan, acknowledges that these sites will not be developed to their full potential without the City removing barriers related to infrastructure improvements. Principles and guidelines for the development of TOD sites are provided in the City of Winnipeg's *Transit-Oriented Development Handbook*.

Sustainable Winnipeg

Sustainability is an overarching aspiration of the *OurWinnipeg* plan. The *Sustainable Winnipeg Direction Strategy* encourages responsible growth, environmental stewardship to reduce greenhouse gas emissions.

Winnipeg Water and Waste Direction Strategy

The *Sustainable Water and Waste Direction Strategy* provides important policy and tools that could enable, under the right circumstances, the application of innovative practices that move away from traditional servicing requirements.

Winnipeg Sustainable Transportation Direction Strategy

This report is the precursor to the City of Winnipeg *Transportation Master Plan.* It sets out that a transportation system must be dynamically integrated with land use and should be developed to minimize resource consumption by transportation.

1.1.1.3 Post- OurWinnipeg

A series of policy decisions were approved by Council subsequent to the adoption of *OurWinnipeg* that further reinforce the City's expectation that the Parker Lands, along with the other ten Major Redevelopment Sites, should be redeveloped to support significant levels of mixed use, high density development. Perhaps the most significant decision was the realignment of the Southwest Rapid Transit Corridor, Stage 2 through the Parker Lands.

Conference Board of Canada 2012 Population Forecast Revision

Since *OurWinnipeg – Complete Communities* was adopted in 2011, the City of Winnipeg revised its 2009 growth forecast, predicting more growth. In fact, the *OurWinnipeg* population forecast, conducted by the Conference Board of Canada, projected that annual population growth over the period of 2007 to 2031 will average 7,525 persons per year. In 2012, this forecast was adjusted to 9,000 persons per year.

This unexpected growth was reconfirmed through the 2016 Census. The population percentage change between 2011 and 2016 for Winnipeg's growth rate was 6.3%. *The City of Winnipeg 2018 Community Trends and Performance* Report further stated that it expects annual growth to be even higher at 12,500 persons per year to 2021.

Winnipeg is poised well to accommodate this unexpected growth because of the *OurWinnipeg* plan and its identification of redevelopment sites such as the Parker Lands. Without the plan, the City would be left with few options to accommodate its growth. It would be likely that this growth would be accommodated elsewhere in surrounding municipalities, missing an opportunity for Winnipeg to benefit from this growth. In fact, the City would be harmed without sites such as the Parker Lands through loss of municipal revenue, less resources to direct to infrastructure improvements and more 'wear and tear' of Winnipeg infrastructure from people commuting into the city.

Transportation Master Plan (Adopted by Winnipeg City Council – November 16th, 2011)

The *Winnipeg Transportation Master Plan* (TMP) was adopted after *OurWinnipeg.* It strongly reinforced the need for a greater proportion of the City's future growth to be allocated within the existing built boundary to reduce impact on existing roadway infrastructure and encourage other less harmful transportation choices to the automobile including active transportation and transit. The Plan provided a framework that guides how the Major Redevelopment Site will be developed to efficiently and effectively accommodate all transportation modes to improve access, movement and mobility.

The TMP states, "A key goal in *OurWinnipeg* is to accommodate a greater proportion of the City's future growth within the existing built boundary. This would be accomplished through redevelopment and intensification in the City's transit-supportive land use areas: the downtown, mixed-use centres, mixed-use corridors, and major redevelopment sites" (Section 4 Integrating Transportation and Land Use; *Winnipeg Transportation Master Plan*, page 30).

The *Transportation Master Plan* further clarified the specific importance of the Parker Lands Major Redevelopment Site by introducing a possible Southwest Rapid Transit Corridor alignment concept that runs through the site.

Winnipeg Transit-Oriented Development Handbook (Adopted by Wpg. City Council – Feb 22nd, 2012)

The *Winnipeg Transit-Oriented Development Handbook* (TOD Handbook) was endorsed as policy (TR-006) by Winnipeg Council on February 22, 2012. It established the following definition of TOD:

> *"Moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk of a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of convenient and sustainable modes of transportation, including public transit and Active Transportation."*
>
> *(Section 2A – TOD Defined; TOD Handbook, page 6).*

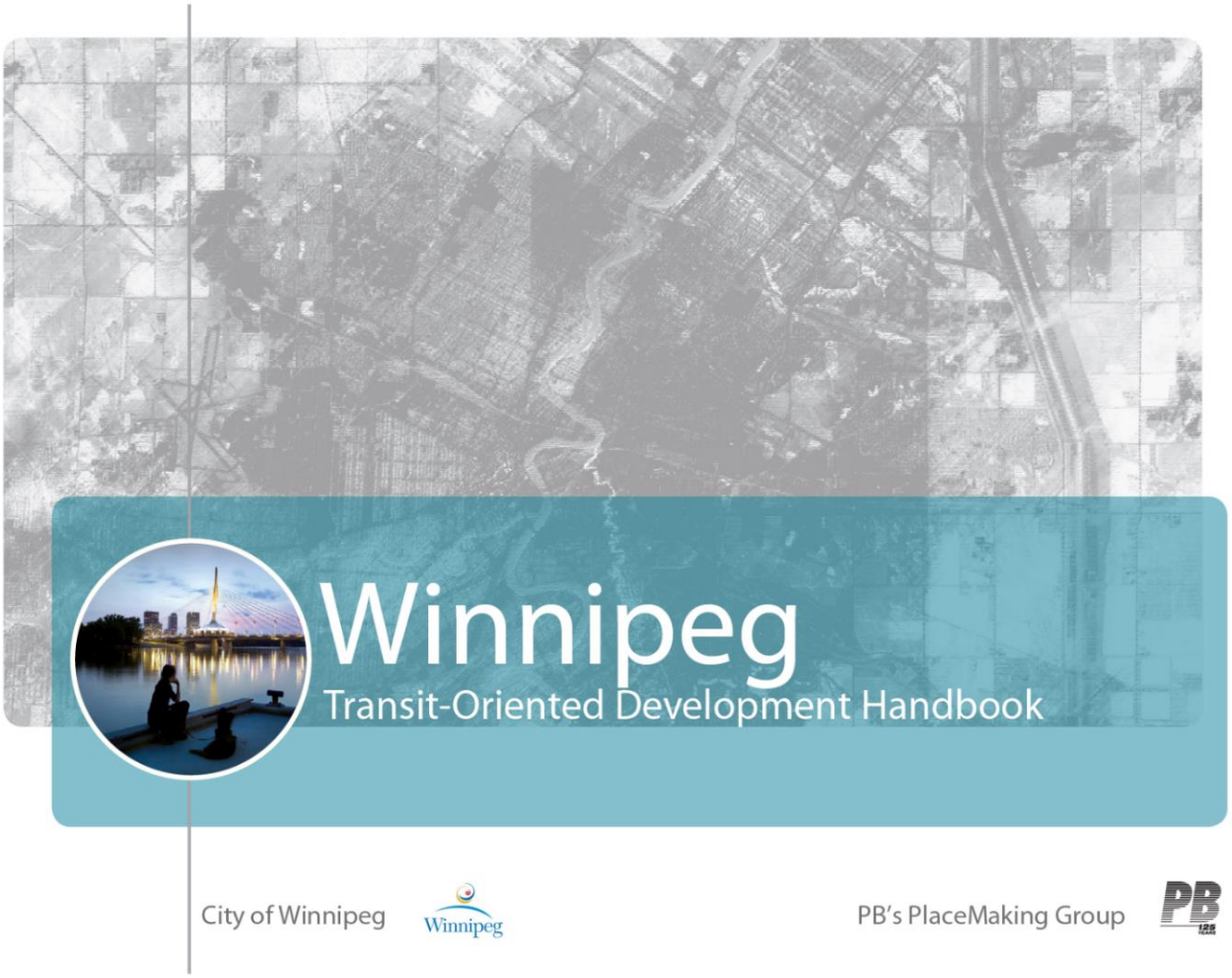

Figure 3: *Winnipeg Transit-Oriented Development Handbook*

Southwest Rapid Transit Corridor Stage 2 – Alignment Study – January 2013
The City of Winnipeg commissioned an alignment study to review the Southwest Rapid Transit Corridor Alignment as described in *OurWinnipeg - Complete Communities.* It looked at a series of alignment options and concluded that the *OurWinnipeg* alignment be rerouted through the Parker Lands to maximize growth and densification opportunity.

The study focused largely on *OurWinnipeg – Complete Communities* directive and the *Transit-Oriented Development Handbook* to use rapid transit to maximize development potential of Major Redevelopment Sites:

> *"In order to maximize the development potential of both the Major Redevelopment Sites and the viability of the transit system, these lands should be developed in accordance with the principles of Transit-Oriented Development."*
>
> *(Complete Communities, page 66).*
>
> *"Redevelopment Sites feature Neighbourhood Centres, including Parks, Places, and Open Spaces, that are the nodes with which to integrate public transit stations. The City's policy is to help reduce Major Redevelopment Site barriers related to the complexity of location, infrastructure, land assembly, and potential contamination."*
>
> *(Complete Communities, page 67).*

City of Winnipeg Housing Policy – Endorsed by Winnipeg City Council – September 25th, 2013
City of Winnipeg's Housing Policy (ED-006) was endorsed by Winnipeg Council on September 25, 2013. The purpose of the *Winnipeg Housing Policy* is to support the implementation of *OurWinnipeg* and *Complete Communities* to achieve a sustainable and healthy housing environment that meets the needs of the Winnipeg population.

The *City of Winnipeg Housing Policy* is focused on key areas within the jurisdiction of the City of Winnipeg, and provides a leadership role to help strengthen policies and programs of other levels of government to ensure they support needs of the Winnipeg population. The City of Winnipeg Housing Policy forms an integral part of the overall policy framework and by-laws relevant to housing in Winnipeg. Some of the priorities are:

- Targeted Housing Development – The objective is to encourage new housing development that promotes and supports City of Winnipeg policy goals. Including affordable housing, diverse housing options, universal design, and appropriate density to support infrastructure and creates complete communities;
- Neighbourhood Revitalization - Support for revitalization and maintenance of existing housing that promotes adequate, safe living conditions for homeowners and tenants, and supports safe, orderly, viable and sustainable communities which brings new life back to Mature Communities.

HOW DO THESE LANDS FIT WITH COUNCIL'S HOUSING POLICY?

POLICY B.2. The City will encourage and support housing development that:

(a) Supports thriving, Complete Communities in the Downtown, Major Redevelopment Sites, Centres and Corridors to increase residential variety and densification where appropriate; or

(b) Increases the supply of rental units to more effectively address demand.

Re-alignment of SWRTC Phase 2 through the Parker Lands Major Redevelopment Site – Stage 2 – Approved by Winnipeg City Council – June 25th, 2014

Winnipeg City Council approved the realignment of SWRTC Stage 2 through the Parker Lands Major Redevelopment Site on June 25th, 2014. Council, in their decision, cited the imperative to align rapid transit to Major Redevelopment Sites, including Parker Lands, to maximize opportunity afforded through Transit-Oriented Development.

1.2 Planning Area and Context

1.2.1 Planning Process

1.2.1.1 Planning as a Collaboration

The Plan encourages community and stakeholders involvement, and is the product of a collaborative and iterative process that solicited feedback from land owners, the Winnipeg Public Service, elected officials, key stakeholders, special interest groups, community organizations, neighbourhood groups and adjacent community residents to shape the public interest on this planning matter.

One-on-one meetings, public open houses, and a series of meetings with the City's Technical Advisory Committee (TAC) with representatives from Public Works, Winnipeg Transit, Water and Waste, Community Services, City Naturalist, Parks, Emergency Services, and Planning and Property Development departments were held to share the Plan's vision with stakeholders; assess infrastructure and community services capacities; and determine future requirements to implement the new land-uses and transportation connections in the Planned Area. This active consultation of sharing information and gathering feedback resulted in several modifications to the project to reflect and address the opinions being expressed.

The solicitation of input is an important component of the planning process as a means of generating planning policies that reflect the feedback, and providing a basis of support for the general planning directions of the Secondary Plan. A complete engagement report documenting the stakeholder feedback received through the active consultation with the public and stakeholders is included as an Appendix in this Plan.

1.2.1.2 Public Engagement

A series of public open houses to promote discussion were held at well-advertised venues, of varying times and dates in conjunction with numerous one-on-one interviews, meetings and communication exchanges with individuals and key stakeholders. This active consultation, in an inclusive, transparent and fair process allowed interested parties an opportunity to articulate their positions on this planning matter. Relevant project information was provided to all those engaged. The opinions and information gathered were shared back with all other stakeholders as their input and the implications of their comments were included in the next iteration of the planning process demonstrated in this Plan.

1.2.2 Plan Area

The Parker Lands represent a prominent brownfield, infill site in south central Winnipeg with redevelopment potential as identified in *OurWinnipeg* where it is cited as one the Major Redevelopments Sites (MRS) and labelled in *Complete Communities* as Site 'G' from Transformative Areas (see figure 4 below). It is one of eleven sites identified and included in the City's supply/demand analysis to meet current growth projections to 2031.

MAJOR REDEVELOPMENT SITES

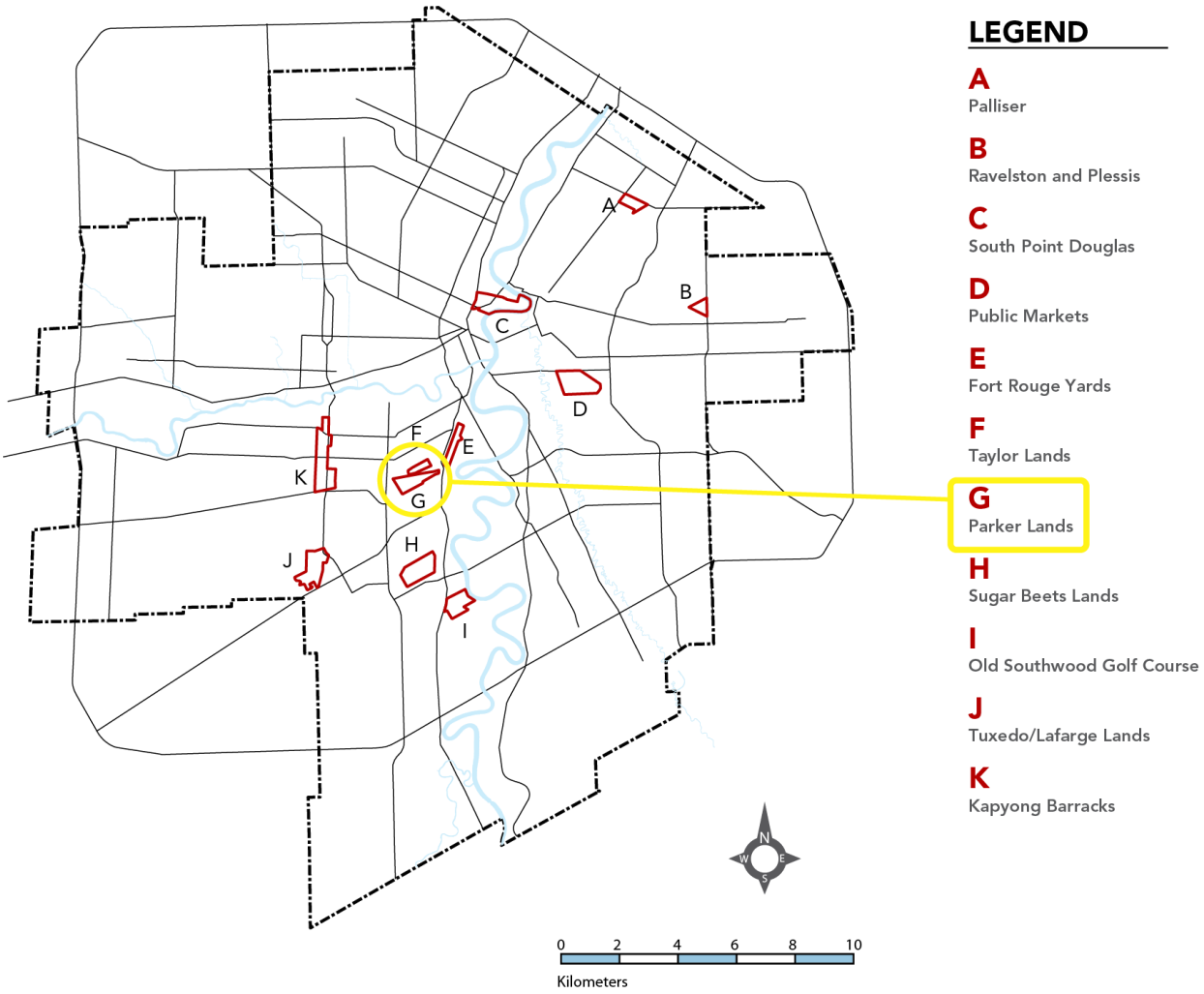

Figure 4: *Major Redevelopment Sites in Winnipeg (from Complete Communities, pg. 65)*

Administratively, the Parker Lands are within the River Heights-Fort Garry Ward and almost entirely in the larger Parker Neighbourhood 1.654). A small portion is in the Beaumont Neighbourhood. It is centrally located in Winnipeg close to Downtown (approximately 10 minutes by car or bus), and approximately the same distance to the University of Manitoba, St. Vital and Polo Park shopping areas.

NEIGHBOURHOODS

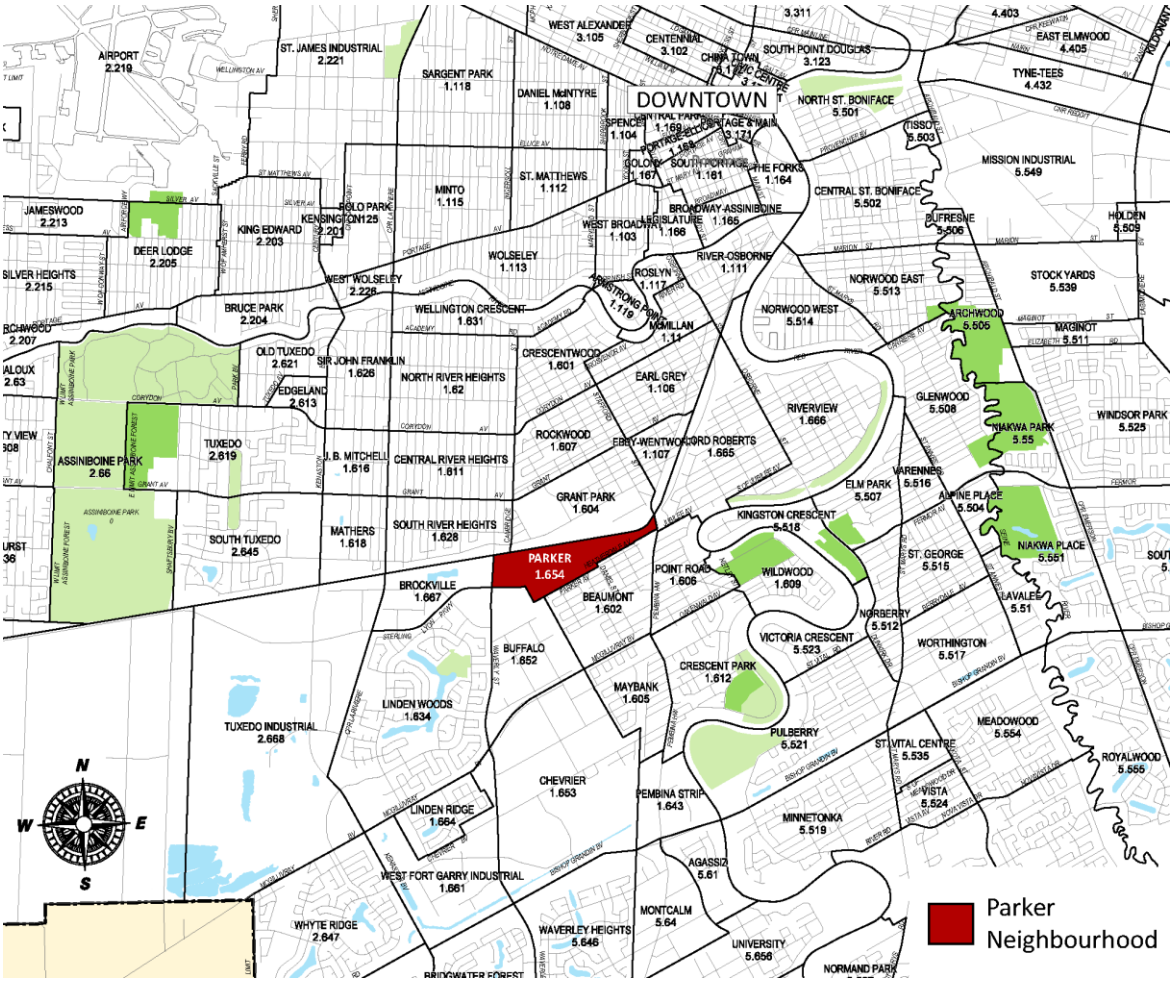

Figure 5: *Winnipeg Neighbourhood Areas*

The Parker Lands are a large contiguous area with multiple lots and parcels, and will be one of a select few Transit-Oriented Developments (TODs) along the Southwest Bus Rapid-Transit Corridor (Stage 2). The Parker Lands represent an historic opportunity to create diverse infill housing with multi-modal connections in close proximity to the Southwest Bus Rapid-Transit Corridor and within 2.5 km of the City Centre.

The whole of the Parker Lands (the 'Plan Area') is approximately 54 hectares (133 acres), with an average length and width of approximately one mile (east to west) and one-quarter mile (north to south), respectively. Lands within the Plan Area are owned by the City of Winnipeg, Manitoba Hydro as well as some private entities.

The subject lands are entirely within the Winnipeg School Division and immediately north of the Pembina Trails School Division.

The area is intersected by a Rapid Transit Corridor policy area and is adjacent to a Mature Communities policy area and a Recent Communities policy area (of *OurWinnipeg* and *Complete Communities*).

1.2.3 Boundaries of the Plan Area

The Plan Area is triangular (right angled) shaped with the hypotenuse located immediately south of CNR Rivers Main Line tracks (see Figure 6 – Location Map). The western leg of the triangle is the eastern boundary of Hurst Way, and east side of the eastern property line of 45 Hurst Way/860 Waverley Street. The southern boundary is the adjacent leg of the triangle, which is the north sides of Parker Ave. west of Daniel St. and the north side of Heatherdale Ave. east of Daniel St. The eastern boundary is where the hypotenuse and adjacent legs form a point at the most eastern track of the CNR Letellier Principle Branch Line.



Figure 6: *Location Map illustrating Parker Lands Major Redevelopment Site Boundaries*

1.2.4 Surrounding the Plan Area

The Plan Area is within a 1 to 5 km proximity of other nodes and corridors identified in *OurWinnipeg* as important to meeting Winnipeg's growth projections to 2031:

- Major Redevelopment Site 'E', Fort Rouge Yards at 18 acres with the *Yards at Fort Rouge Master Plan* endorsed by Council on December 15, 2010. It is being redeveloped as high density residential with a mixture of housing types. It is to the immediate north east of the Parker Lands on the north east corner of the Pembina Highway / Jubilee Avenue overpass on the Southwest Bus Rapid-Transit Corridor, Stage 1.

- Major Redevelopment Site 'F', the Taylor Lands at 48 acres with the *Taylor Redevelopment Master Plan* endorsed by Council May 29, 2013. It is being developed as Grant Park Pavilions with commercial retail and services, employment, and residential land-uses on the south side of Taylor and to the immediate north of the CNR Rivers Main Line which bisects the Taylor Lands from the Parker Lands. Manitoba Hydro's former head office at 820 Taylor Avenue with Hydro Sub-Station is also located to the immediate north of CNR Rivers Main Line as well as the Grant Park Festival with a current multi-tenant commercial land-use.

- The existing Beaumont Neighbourhood (1.602), directly south of Parker/Heatherdale Avenues, and the east-west MB Hydro Corridor, is identified as a 'Mature Community' in *Complete Communities* with a full range of municipal services. Beaumont is predominantly single-family dwellings with 91.9 percent of the dwellings constructed prior to 1980; 91.5 percent (865) of the dwellings (945 total) being single-family; and 90.4 percent are 'owner occupied' (2011 Census). Beaumont's eastern boundary is Pembina Hwy, which is identified as a Regional Mixed Use Corridor 'F', a 'Transformative Area' with commercial land-uses such as gas bar, restaurants, personal services and some medium to high density housing.

- To the southwest of the Parker Lands across the MB Hydro Corridor is the Buffalo Industrial Neighbourhood (1.652) 'Employment Lands' with land-uses such as warehouses, distribution centres, head offices; and the City of Winnipeg's waterworks *W.D. Hurst Station* and Ralph Cantafio Soccer complex.

- Further south from the Plan Area along the Southwest Bus Rapid-Transit Corridor, Stage 2 is Major Redevelopment Site 'H' Sugar Beets Lands at 131 acres with the *Bishop Grandin Crossing* endorsed by Council on May 13, 2014 for a mixture of employment, commercial and residential land-uses.

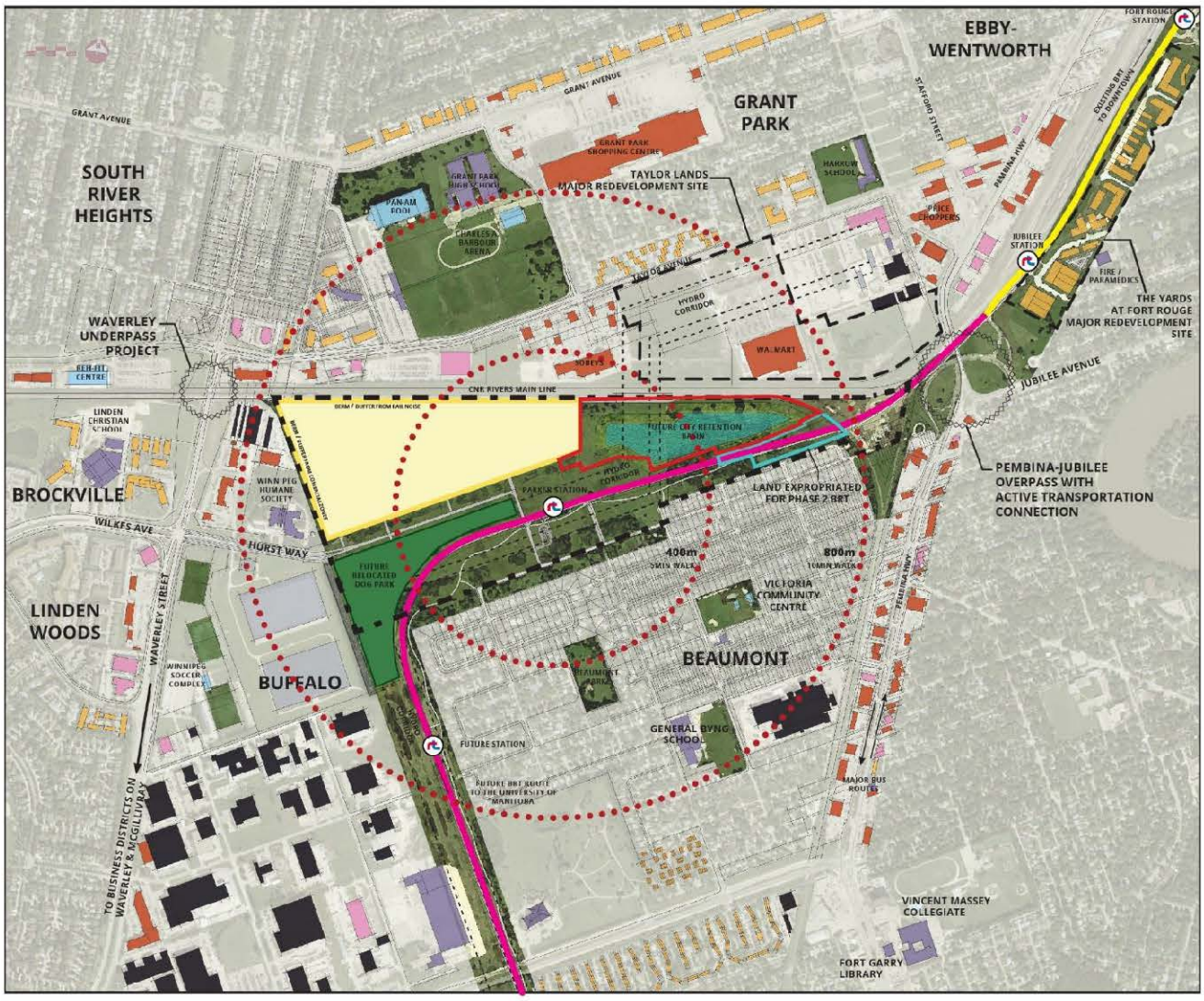

Figure 7: *Context Map*

1.2.5 Existing Land-Use in and Around Plan Area

More than half of the Parker Lands is currently underutilized, not-in-use, open spaces covered by vegetation. The privately owned and developable land within the Parker Lands is bounded to the south by a wide field occupied by Manitoba Hydro infrastructure and power lines. A portion of this field had been used as the site of the Brenda Leipsic Park (on approximately 18 acres), which included an off-leash dog area. This property is owned by Manitoba Hydro and the City of Winnipeg, and will also be the site of the future Southwest Bus Rapid-Transit Corridor, Stage 2.

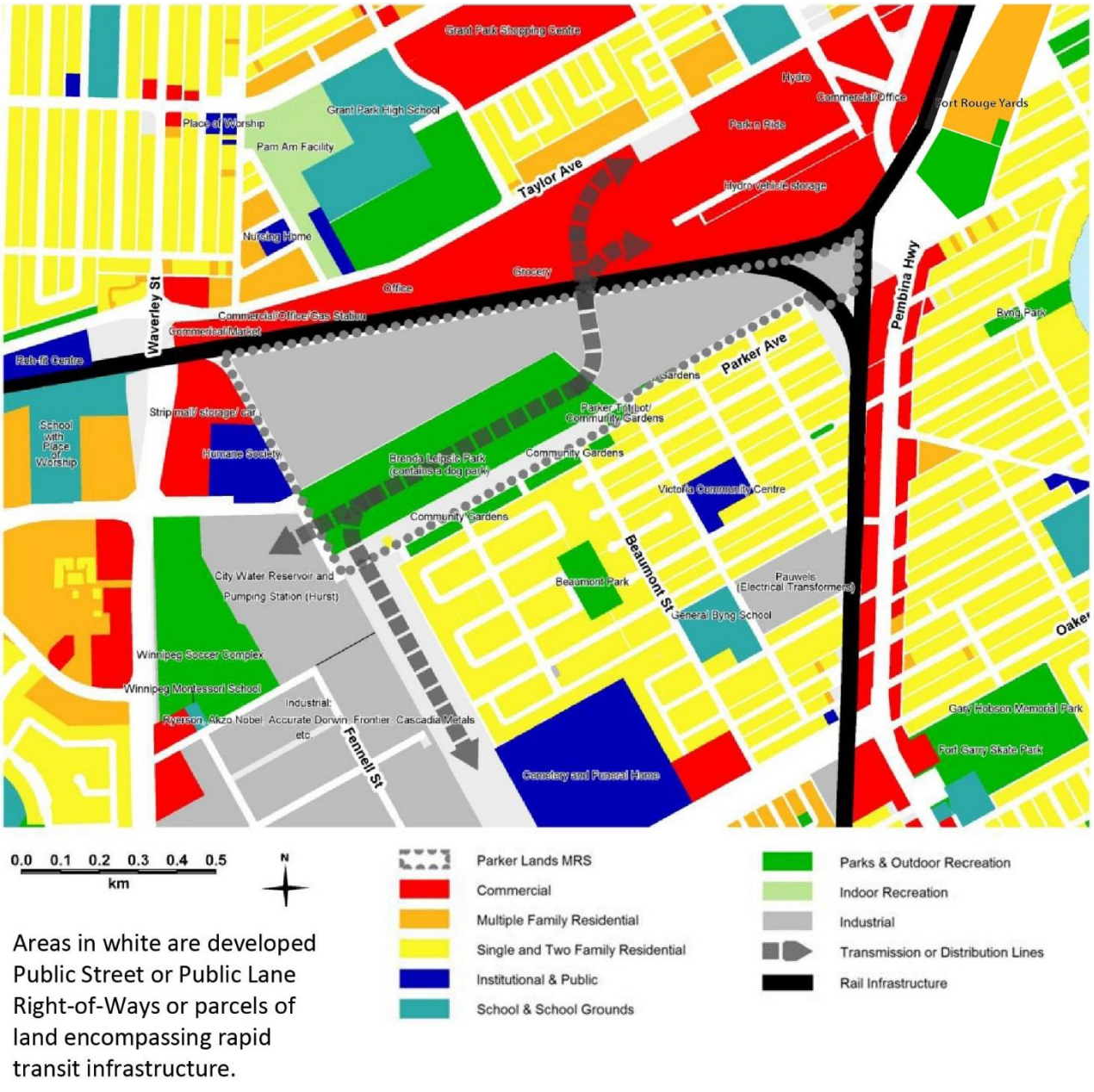

Figure 8: *Existing Land Use Map*

Outside of the Parker Lands, to the south of the Hydro Corridor, is a large area of single-family dwellings in the Beaumont Neighbourhood. This area includes amenities such as General Byng School, Fort Garry Community Centre Victoria site, several parks and play areas, a large industrial facility (CG Powers Systems Canada) and a funeral home with accessory cemetery.
To the north of the Plan Area, directly across the CNR Rivers main line, there are substantial commercial, office, recreation & leisure facilities and schools in proximity to the site. This includes land recently rezoned for commercial and residential uses (Grant Park Pavilions)which has a Walmart, as well as the Taylor Festival with a Sobeys grocery store. Further beyond this to the north is the Grant Park Neighbourhood (1.604) with the Pan Am Pool, Grant Park High School, Grant Park Shopping Centre, Charles A. Barbour (Grant Park) Arena, Harrow School, as well as many single-family and multi-family residential dwellings.

North-East of the Plan Area, across Pembina Hwy/Jubilee Avenue is Berwick Athletic Fields and the 'Yards at Fort Rouge' Transit-Oriented Development adjacent to McKittrick Park in the Lord Roberts Neighbourhood (1.665).

Immediately to the west adjacent to the Plan Area are the remaining land-uses in the Parker Neighbourhood, which include the Winnipeg Humane Society, a storage locker facility, and a multi-tenant strip mall. Further west and southwest is the residential neighbourhood of Linden Woods (1.634) and the Kenaston/McGillivray Power Centre, and due west is the Seasons of Tuxedo/IKEA redevelopment of the former CNR Intermodal Yard into a mixed-use, commercial and residential hub abutting the same CNR Rivers main line.

1.2.6 Existing Zoning in and Around Plan Area

W*innipeg's Zoning By-law 200/2006* divides areas into zoning districts in order to separate residential, commercial and industrial land-uses; and to regulate specific land-uses and built forms.

Zoning regulations do not apply to either unimproved or improved Public Street Right-of-Ways (ROWs) or Public Lane ROWs. An unimproved ROW means no concrete, asphalt or gravel has been laid down and the road bed remains in a natural state though legally open as a right-of-way.

The Parker Lands are currently zoned as the following:

"A" Agricultural Districts;
"R1" Residential Single-Family Districts;
"M1" Manufacturing Light Districts; and
"M2" Manufacturing General Districts.

M1 and M2 districts are intended to provide for light manufacturing, processing, service, storage, wholesale, and distribution operations, with some limited outside operations and storage.

The Parker Lands are also abutting or near the aforementioned zoning districts and:

"C2" Commercial Community Districts;
"C3" Commercial Corridor Districts;
"PR1" Parks and Recreation 1 (Neighbourhood) Districts;
"PR2" Parks and Recreation 2 (Community) Districts;
"PR3" Parks and Recreation 3 (Regional) Districts;
"M1" Manufacturing Light Districts; and

"M2" Manufacturing General Districts.

The Taylor Lands MRS are zoned "C3" with a Planned Development Overlay 2 ("PDO-2") that is unique to the Taylor Lands MRS. The "PDO-2" allows multiple-family dwellings, wholesaling and warehousing as permitted uses, not-with-standing that they are not allowed in the "C3" District.

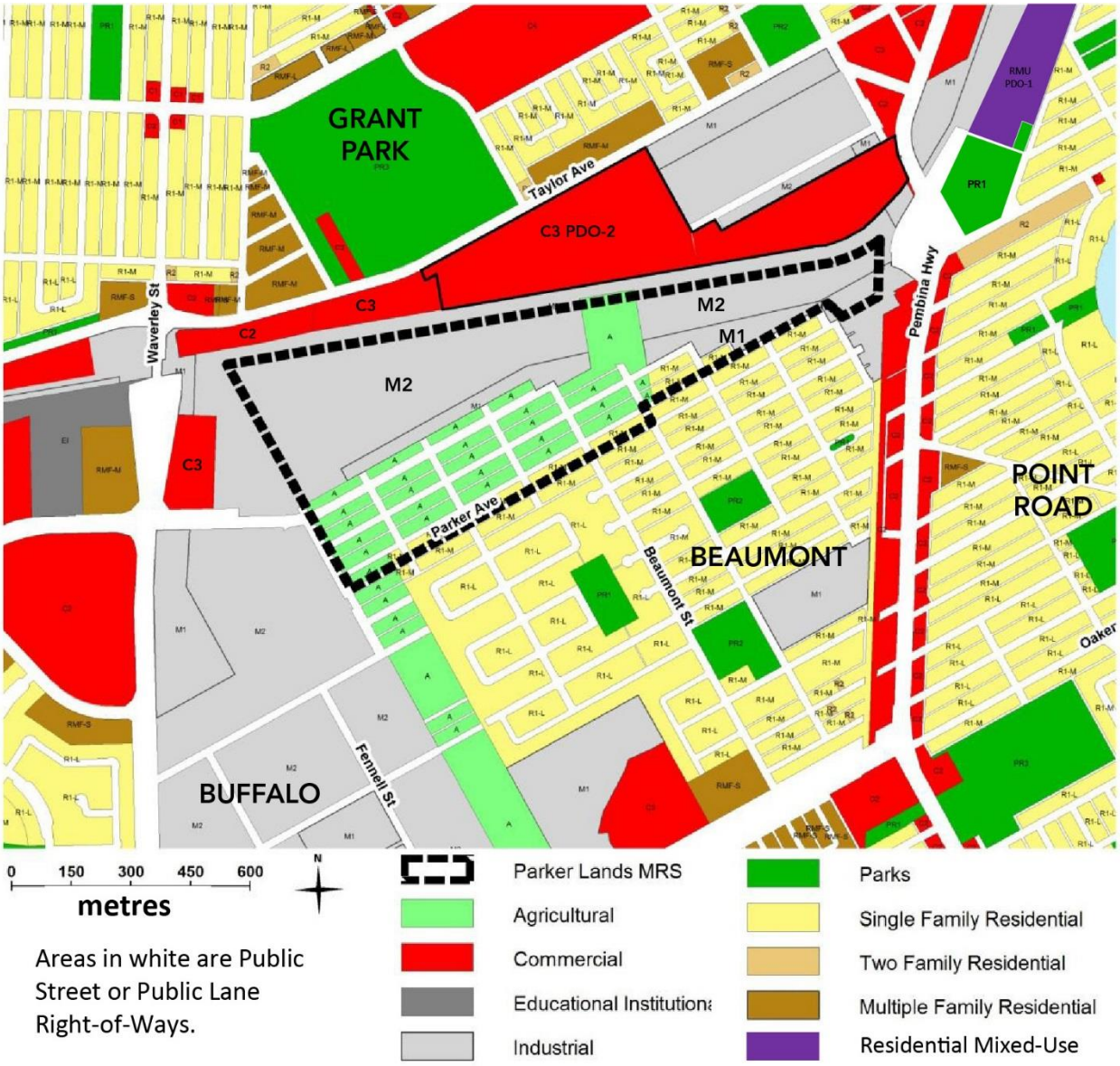

Figure 9: *Existing Zoning Map*

1.2.7 Existing Features

Starting from the northwest corner of the site, the CNR Rivers main line rail tracks run west to east through Portage Junction towards the CNR Fort Rouge Rail Yards approximately 1km northeast of the site. The tracks are at-grade with a slightly higher profile than the surrounding terrain. Immediately adjacent to the CNR main line to the south is a service road in use by CNR. There appears to be a slight high point in the tracks approximately mid-point of the site.

Major overhead electrical infrastructure crosses the middle of the site on towers and poles on a north/south tangent (See Figure 8 - Existing Land Use map). A line of poles at the centre and south of the site can be observed running in a westward direction turning south before reaching Hurst Way down a hydro corridor. It is generally understood that the tower infrastructure is transmission, while lines on poles are local distribution. Within the hydro corridor the entire parcel appears to be maintained such that grasses are allowed to grow to a height of approximately six inches during the summer months.

The centre and east side of the Parker Lands is currently under construction with the excavation of a storm retention basin and roads for the second leg of the Southwest Rapid Transit Corridor. An off-site communication tower can be seen further to the east and is a dominant feature. The Pembina Highway/Jubilee Avenue underpass, which is also under construction, is due east of the site. Parker Avenue is the northernmost roadway of the Beaumont Neighbourhood to the south which contains mostly single family dwellings. Just north of that is Heatherdale Avenue which is a gravel back lane.

1.2.7.1 Existing Forest

The trees within the planning area are mainly deciduous, of an estimated average age of approximately twenty to thirty years on the western half; fifteen years towards the centre of the planning area; and several small groupings of older deciduous trees along the northern and southeastern edges of the planning area. Surveys conducted within the Parker Lands have revealed no provincially or federally listed species at risk. Taking into account the size of the area and the high level of anthropogenic disturbance, there is limited functional habitat for the majority of wildlife species.



Figure 10: *Examples of debris dumped in the Project Study Area., June 15, 2016.*

In March, 2017 the City of Winnipeg began removing a small oak forest within the planning area to clear a path for the second leg of the transit way corridor and active transportation pathway.

There are several foot trails on the private landowner's site that have evolved from recreational uses. As part of the intensive environmental survey work conducted by biologists who studied the Plan Area (an Environmental Overview report by EcoLogic Environmental Inc. can be found in **Appendix B**), it was noted that the site had been heavily used with a matrix of human and dog walking trails throughout the footprint of the site creating an extensive pathway system. An additional report was conducted by biologists to determine the effect of past and future person-use on vegetation which could be utilized as green space areas. This report can be found in **1.6 Supporting Studies**.

In late summer and early fall of 2017, the private land owners removed some trees from the west and central part of the planned area to prepare for geotechnical drilling and surveying as part of the planning work for the privately-owned lands. Prior to any tree removal, the site was investigated by biologists for bird species at risk and breeding bird activity nesting sites. This Pre-Clearing Breeding Bird Survey Report was completed in June, 2017 and outlined the methods used for the Pre-Clearing Breeding Bird Survey work as well as the results of the survey (for full report see **1.6 Supporting Studies**)**.** There were eight nests identified within the specified area of the Parker Lands during the Pre-Clearing Breeding Bird Survey, of which only three were determined to be active nests. A 50 metre clearing restriction buffer was recommended for an active Coopers Hawk nest until such time as the chick within the nest had successfully fledged. No migratory birds or bird species at risk nests were identified in the Parker Lands, therefore no tree clearing activity restriction buffers were required.

1.2.7.2 Topography

The site is of relatively flat topography and had been vegetated with a combination of grasslands and trees. As of summer 2017, the grasslands and some of the trees were removed to reshape the site. Most of the remaining trees on site are deciduous with several small groupings of older deciduous trees along the northern and southeast edges of the site.

There were some low-lying areas on the northern part of the Plan Area. Through the spring and summer months, there were tall grasses and cattails evident in the low-lying areas, consistently immersed in several inches of standing water from poor drainage conditions. A low ridge sets apart the eastern low area from the rail lines to the north. The CNR Rivers main line is approximately 1.5 metres above the lowlands and grassed area between the Hydro towers.

A naturalized Stormwater Retention Basin (SRB) is being constructed on the eastern half of the Plan Area. The edge of the SRB will be planted with native plantings, which provide similar functions to natural wetlands. With large expanse of water and naturalized edge, the SRB will potentially be similar to a Class V Wetland.

1.2.7.3 Soil Profile

Soil composition is Glacial Lake Agassiz clay of the Pleistocene era. Bedrock is Palaeozoic carbonate: limestone and dolomitic limestone, inferred at 15.5 to 21.3 m below ground surface. The nearest open body of water is the Red River, approximately 650 m to the east of the property. Groundwater is inferred to follow this direction to the river.

1.2.8 Environmental Assessment / Contaminated & Impacted Sites

As a portion of the site was a former rail yard, there is a possibility that environmental contamination may be present. The portion of the site which was used as a rail yard is the northern boundary on the northeast quadrant of the site (part of where the future storm retention pond will be). This would fall under the jurisdiction of the Province of Manitoba's *Contaminated Sites Remediation Act* (CSRA). Manitoba Conservation is the responsible agency for 'contaminated' and 'impacted' sites under the act and is the agency which provides oversight on remediation if required.

Pinchin Environmental Ltd. (Pinchin) carried out a Phase I Environmental Site Assessment (ESA) for the site in October, 2010 and for additional land in January, 2015 (see **1.6 Supporting Studies**).

In their reports, Pinchin noted that based on review of documentation in the Manitoba Archives and previous environmental reports nothing was identified that is likely to give rise to potential subsurface impacts in connection with the Site.

However, with regards to the north eastern portion of the site, Pinchin noted that a rail yard operation with several spur lines could be observed on that portion of the site in the 1948 and 1959 aerial photographs. Due to this, it could give rise to potential subsurface impacts in connection with the site.

Based on the findings noted above, Pinchin recommended completing a Phase II ESA of the site for the northeast portion of the Plan Area.

Dillon Consulting provided recommendations for a Phase II ESA (see **1.6 Supporting Studies**). Dillon concluded that a Phase II ESA was not necessary, for the following reasons:

- The exposure pathway for the types of impacts associated with former rail operations is incidental soil ingestion or dust inhalation;
- An effective way to manage this risk is through a ground surface cover, or cap, that acts as a separation barrier keeping any material below the surface;
- Incorporating a cap has been demonstrated as a cost-effective approach and has been tested in numerous industrial properties, including former rail operations;
- This approach has been adopted on a similar redevelopment that creates the Yards at Fort Rouge;
- This approach is acceptable to Manitoba Conservation as an effective means of managing exposure risk associated with surgical soil impacts.
- Accordingly, the assessment studies for this site do not call for environmental remediation beyond the provision of a ground surface cover if necessary, as recommended by Dillon.

1.2.9 Existing and Planned Infrastructure & Services

Figure 11 below shows the existing Water, Waste Water and Land Drainage infrastructure services in and around the Plan Area.

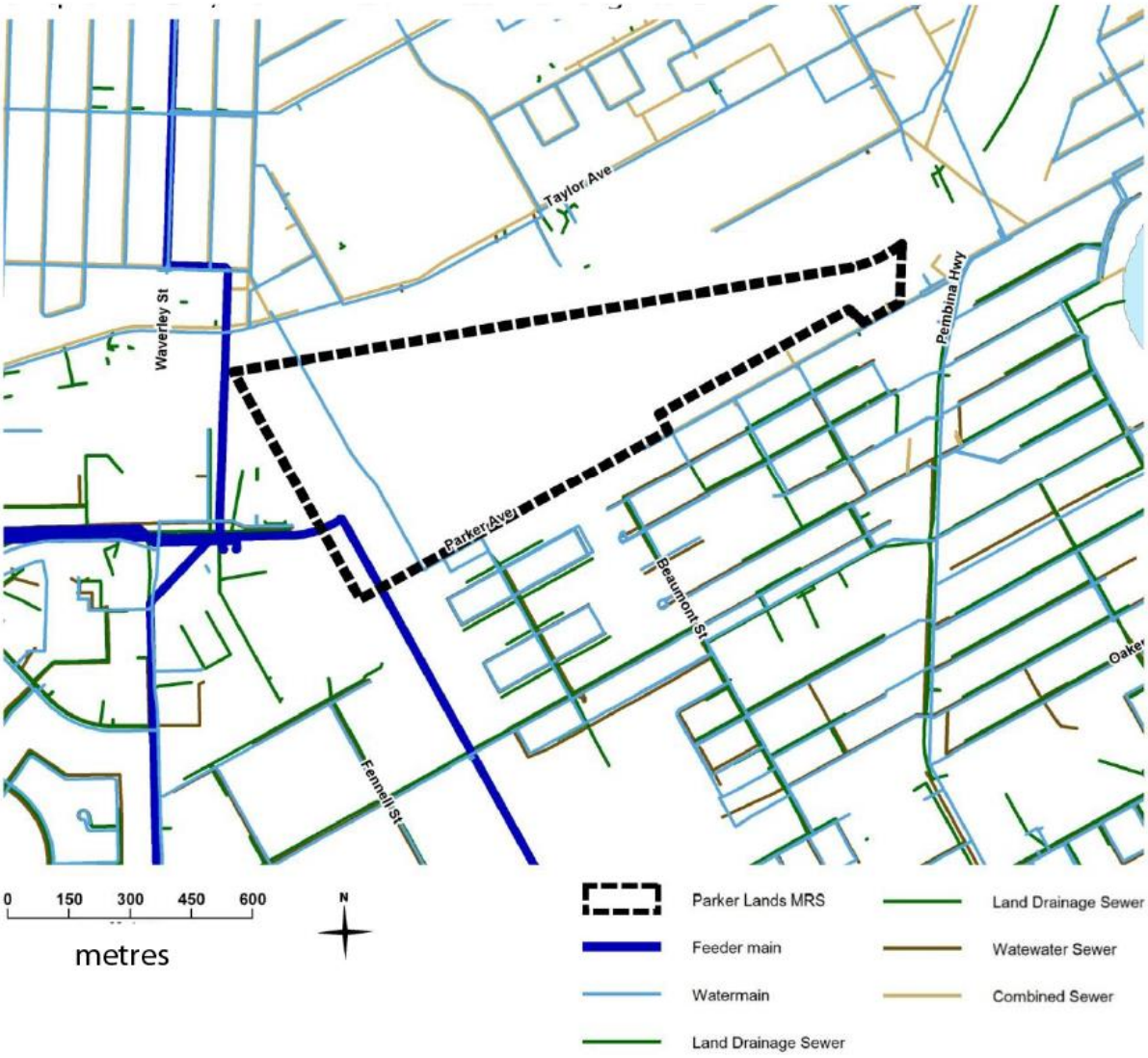

Figure 11: *Existing Infrastructure and Site Services Map*

1.2.9.1 Existing and Planned Water Infrastructure

As indicated by site records, a 250 mm water main crosses the west side of the site on a north/south alignment with the unimproved Cooney Street Right-of-Way (see Figure 11 – Existing Infrastructure and Site Services Map). A Feeder main crosses through the southwest corner of the site, perpendicular to Parker Avenue and then turn 90 degrees west directly down the Hurst Way Right of Way towards Waverley.

1.2.9.2 Existing and Planned Land Drainage Infrastructure

1) Land Drainage

Natural drainage on the site generally runs in an eastward direction towards the Red River. The CN rail tracks on the north boundary limit the migration of water to the north. The area of the developable land on site is currently undergoing a significant increased elevation change with the final grading holding drainage on site but generally draining in an easterly direction. Recent infrastructure upgrades on city and hydro lands have directed drainage in an easterly direction and contained drainage within those lands. A naturalized Storm Retention Basin (SRB) is currently being constructed on the eastern area of the site to accommodate drainage from the Parker Lands and other neighbouring communities.

2) Combined Sewers

The area surrounding the Parker Lands site falls within the Cockburn & Calrossi combined sewer districts (Cockburn West). Work to the north and east began in 2011 to relieve the combined sewers and improve existing services. This work is scheduled to take around 5 to 7 years to complete. An outfall to the Red River was constructed in 2014 and pipes from the future retention pond to the outfall on the Red River started to be installed in the summer of 2017.

The intersection at Parker Avenue and Wynne Street will be the location of the Waste Water connection point for future development in the Parker Lands as provided by the City Public Works department. This is the nearest location that has pipe capacity for residential development to tie in to for Waste Water services. All the pipes serving the redevelopment of the lands in the Planned Area have yet to be installed.

1.2.9.3 Existing and Planned Waste Water Infrastructure

There are no existing Waste Water pipes within the Planned Area. The nearest Waste Water pipe is in Parker Avenue, south of Heatherdale Avenue, terminating at the west side of Daniel Street, and is between 375mm to 600mm in diameter. The nearest Waste Water tie-in point is at Parker Avenue and Wynne Street (see Figure 12).



Figure 12: *Parker Lands Waste Water tie-in location*

1.2.9.4 Existing and Planned Transportation Infrastructure

1) Local Road Network

Part of the Hurst Way ROW forms a portion of the western limit of the Parker Lands and part of the Parker Avenue ROW forms a portion of its southern limit. These portions of ROWs have only been improved into P2 collector, non-regional snow route roads with a rural cross-section and asphalt. Hurst Way extends west of the Parker Lands to Waverley Street and Sterling Lyon Parkway as a four lane, divided concrete roadway. Parker Avenue extends easterly to connect several of the north-south streets that extend from the Beaumont Neighbourhood as improved ROWs. A number of unimproved ROWs existing from the Plan of Subdivisions registered in the early 20th Century still criss-cross portions of the Plan Area.

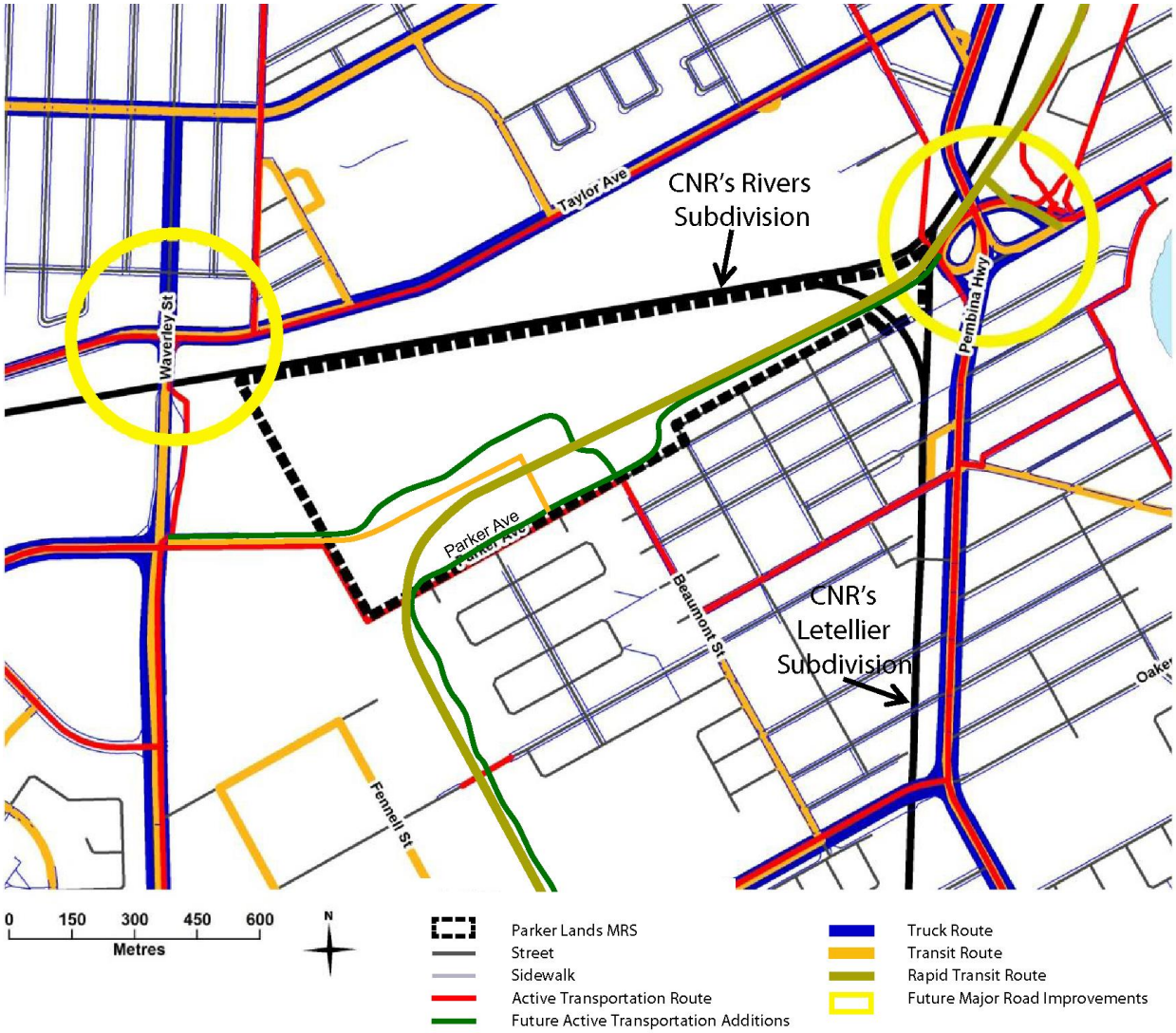

Figure 13: *Existing and Planned Transportation Infrastructure Map*

Part of the Heatherdale Avenue ROW forms a portion of the southern limit of the Parker Lands. It has only been improved into a gravel back lane with a concrete flare where it ties into Parker Avenue and does not have piped drainage.

The improved portions of the Planet Street ROW and Beaumont Street ROW extend south from Parker Avenue with the full range of municipal services, however, at their connections with Parker Avenue:

- Planet Street has only been improved into a local road with a rural cross-section; and
- Beaumont Street has only been improved into a collector road with a rural cross-section.

The improved portions of the Daniel Street ROW and the Derek Street ROW extend south from Heatherdale Avenue but have only been improved into local roads with rural cross-sections. The Rockman Street ROW and the Wynne Street ROW only extend as far north as Heatherdale Avenue. They too have only been improved into local roads with rural cross-sections at and just south of Heatherdale Avenue. This is the only municipal transportation infrastructure near the Parker Lands and there is no other existing City transportation infrastructure in the Parker Lands.

2) Regional Road Network

Regional Networks in the periphery of the study area and all Boundary intersections including Waverley Street and Taylor Avenue, Waverley Street and Wilkes Avenue/Hurst Way, McGillivray Boulevard and Pembina Highway are largely operating at overcapacity conditions during morning and afternoon rush hours, and at near-capacity conditions during off-peak hours (see Preliminary Traffic Analysis memo by Morrison Hershfield in **Appendix D**).

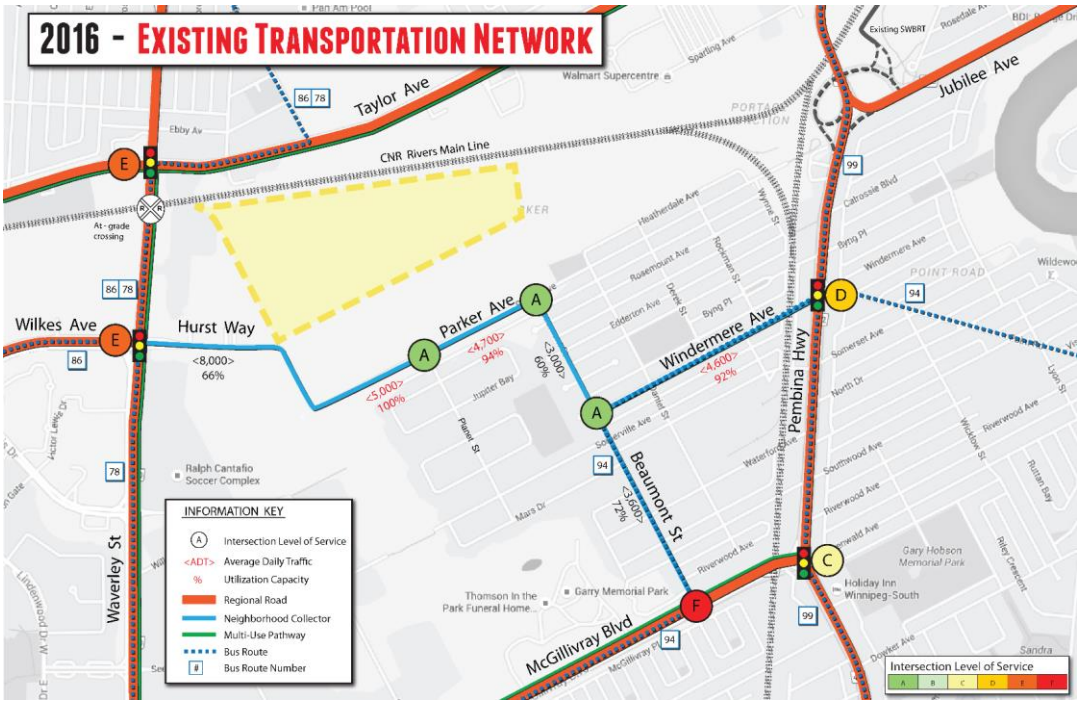

Figure 14: *Existing Transportation Network*

Existing traffic shortcutting along neighborhood roads is significant, ranging from about 30 percent to 50 percent of current AM and PM peak hour traffic volumes on roads such as Windermere Avenue, Beaumont Street, Parker Avenue, and Hurst Way. Existing traffic shortcutting through the neighborhood is mainly attributed to overcapacity conditions at the intersection of Waverley Street and Taylor Avenue as well as traffic disruptions and long queues at the existing at-grade CNR Rivers rail crossing at Waverley Street caused by frequent train operations. With approximately 30,000 vehicles and between 35 and 40 train movements passing through the intersection daily, the Waverley Street

rail crossing has become a major vehicle traffic bottleneck in the area (see Figure 14 – Existing Transportation Network).

To alleviate most of the Waverley Street traffic delays, construction of a grade separated crossing of Waverley Street at the CNR Rivers Main Line was approved by Winnipeg City Council and began construction in 2017. The "Waverley Underpass Project" (beneath the train tracks just south of Taylor) along with capacity improvements of both Waverley Street and Taylor Avenue, and Waverley Street and Hurst Way intersections are all anticipated to be completed by Spring 2020. Significant improvements in regional traffic flows in the southwest quadrant of Winnipeg are expected as a result of all these infrastructure improvements.

The Traffic Analysis suggests that the Pembina Highway Underpass upgrades as part of the Southwest Transitway Project are to improve traffic flows between Point Road and Stafford Avenue with the provision of a third north bound lane. In addition, this work will also improve pedestrian and cyclist facilities on Pembina Highway between Jubilee Avenue and Stafford Street by providing dedicated pedestrian/cycle corridors on both sides the underpass (see Figure 15 – Southwest Transitway below).

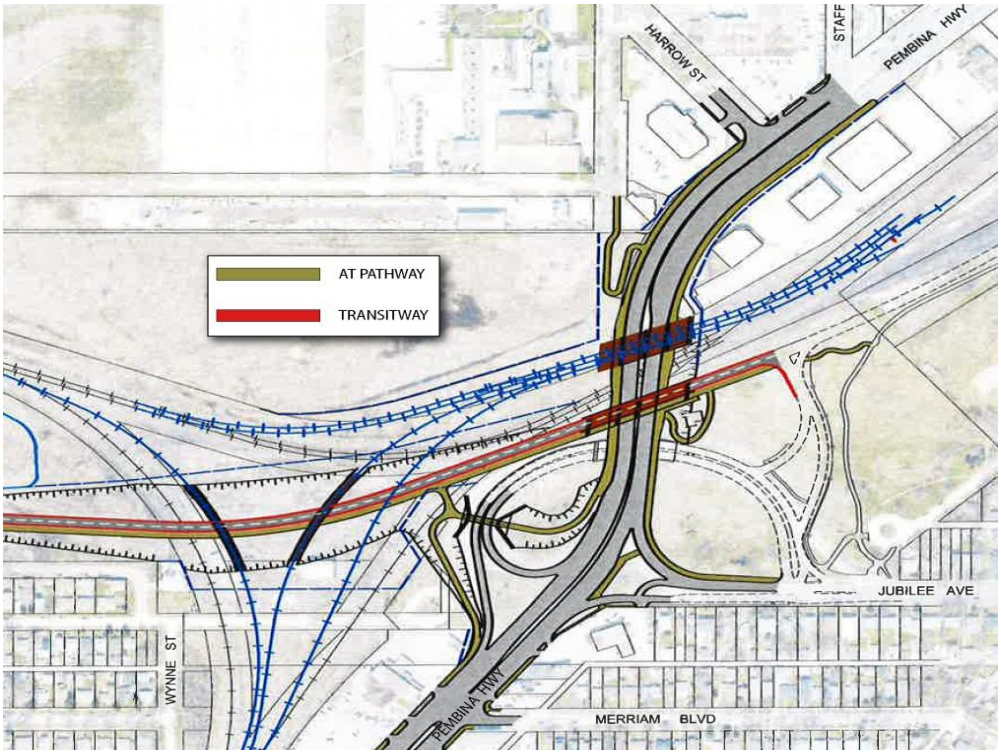

Figure 15: *Southwest Transitway – Underpass Upgrades to Pembina Hwy*

3) Active Transportation

The *City of Winnipeg Pedestrian and Cycling Strategy* adopted by Winnipeg Council July 2015 identifies a citywide network concept, which seeks to connect cyclists to a variety of downtown and regional centres. The City of Winnipeg *Transportation Master Plan* Map for Active Transportation was also amended and includes 'Proposed Additions to AT Network' being identified through the Parker Lands and Beaumont Neighbourhood to connect Pembina Highway with AT facilities alongside Waverley Street. The *Pedestrian and Cycling Strategy* associate map for the SW Quadrant indicates a proposed *Off-Street Pathway* aligned with Parker Avenue.

In addition, a future regional AT path that would extend east-west through the Parker Lands (north of Hurst Way) and pass under two rail lines and over Pembina Highway is also being proposed as part of the SWRTC project. This will include future sidewalks and paths that would connect existing sidewalks in the Beaumont Neighbourhood to the regional path (see figure 15).

The adjacent Southwest Bus Rapid Transit Corridor, Stage 2 will be integrated into the Plan Area as part of the design strategy to allow an additional transportation access, and reduce reliance on vehicles.

4) Public Transit Services

There is currently no transit service in the Planned Area and little in the Beaumont Neighbourhood – only along Windermere, south on Beaumont and out to McGillivray Boulevard. Public transit is available near the Parker Lands within a short walking distance from the neighbourhood on Waverley Street and on Pembina Highway. Access to each of these will be improved with the introduction of the AT paths described above.

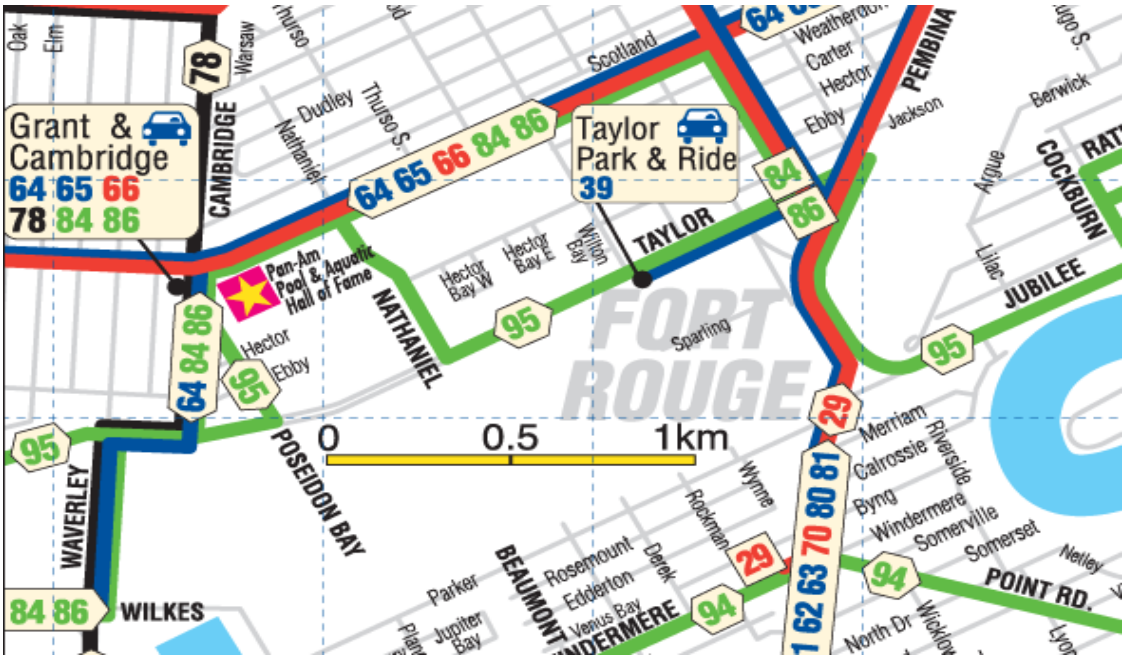

Figure 16: *City of Winnipeg Transit Route Access Map*

Once the new Parker Transit Station is completed just north west of Beaumont Street terminus at Parker Avenue, it is anticipated that connector buses will also travel through from Waverley Street and the Beaumont Neighbourhood, connecting up to the Southwest Bus Rapid-Transit Corridor (Stage 2) to provide direct access to other routes across Winnipeg.

5) Railway

Rail lines extend through the eastern portion of the Parker Lands. The rail corridor of another rail line forms the eastern limit of the Parker Lands. These lines are principle branch lines. They connect to the CNR Letellier Principle Branch Line and the CNR Rivers Main Line. The rail corridor of the Rivers Main Line is partly in the Parker Lands (see Figure 13 - Existing and Planned Transportation Infrastructure Map).

1.2.9.5 Existing Utilities

Parker Avenue is indicative of a typical street in a mature neighborhood with overhead power lines and telephone services.

Heatherdale Avenue will be the most likely route for future off-site utility connections from the proposed residential development to the north based on the Site Servicing study by InfraCor (see **Appendix C**) with pipes connecting at the intersection of Parker Avenue and Wynne Street to existing waste water sewer infrastructure.

The existing Hydro Power Lines and Towers prominently seen in the area will be a major consideration during the design and construction of the deep utilities (see Figure 8 – Existing Land Use Map for distribution and transmission line locations). The existing Parker Tot Lot to the west of Daniel St. and the private property to the east will also be a consideration during construction.

1.2.9.6 Existing Libraries

Through consultation with City of Winnipeg departments and the General Council of Winnipeg Community Centres it has been determined that, in the Parker Land, there is no need for a new library. The nearest existing library location as displayed on the Context Map in Figure 7 is Fort Garry Library at 1360 Pembina Highway.

1.2.9.7 Existing Protective and Emergency Services

As identified on the Context Map in Figure 7, the nearest existing fire paramedic location is Winnipeg Fire Paramedic Service Station #13 on Beresford Avenue and Lilac Street (in Lord Roberts).

In addition, other locations of fire paramedic stations nearby are:

- Winnipeg Fire Paramedic Service Station #12 on 1780 Taylor Ave. (Mathers Neighbourhood).
- Winnipeg Fire Paramedic Service Station #22 at 1567 Waverley St. (Chevrier Neighbourhood).

It has been determined that there is no need for a new fire-paramedic station in the Planning Area.

1.2.9.8 Existing Parks and Recreation Facilities

The nearest Community Centre is Fort Garry Community Centre (Victoria Site) located at 80 Derek Street in the Beaumont Neighbourhood which is about 1.7 km south of the Humane Society at 45 Hurst Way (see Figure 7 – Context Map).

Other existing community centres within close proximity include:

- Linden Woods Community Centre located at 414 Lindenwood Drive West which is about 2.5 km from the Humane Society;
- Crescentwood Community Centre at 1170 Corydon Avenue is about 2.8 km from the Humane Society;
- Fort Garry Community Centre (Hobsen Site) is located at 880 Oakenwald Avenue which is about 2.9 km from the Humane Society;
- River Heights Site of Corydon Community Centre at 1370 Grosvenor Avenue which is about 2.9 km from the Humane Society;
- Westridge Community Centre at 3 Marshall Crescent which is approx. 3.1 km south of the Humane Society; and
- Lord Roberts Community Centre at 725 Kylemore Avenue which is about 4.0 km from the Humane Society.

Through consultation with the General Council of Winnipeg Community Centres it has been determined that, in the Parker Lands, there is no need for a new community centre in the Planning Area.

1.2.9.9 Existing Schools

The Parker Lands fall within the Winnipeg School Division, Ward 1 (see Primary and Secondary Schools Analysis in the **Supporting Studies** for map and review of the area schools). Schools located within this district are Brock Corydon (N-6), Grant Park High School (7-12), Harrow (N-6), J.B. Mitchell (N-6), Montrose (N-6) and Rockwood School (N-6).

All of these schools, however, are to the north of the CNR Rivers mainline, which could prove difficult and dangerous for young children to walk to school due to the frequency of trains crossing. With the infrastructure improvements of the Waverley and Pembina underpass projects underway, access to these schools will be much improved with their new dedicated AT pathways under the active rail lines.

Alternately, the closest public school to the Parker Lands would actually be in the Beaumont Neighbourhood (General Byng School for K-9). However, this is within the Pembina Trails School Division where the associated High School is Vincent Massey at 975 Dowker Avenue (grades 9-12 for immersion and 10-12 for English).

Future discussions with these two neighbouring school districts will have to take place to determine final placement for the future students. At the time of writing, through consultation with the School Divisions it has been determined that, in the Parker Lands, there is no need for a new school.

1.2.10 Opportunities and Constraints

1.2.10.1 Opportunities

The Parker Lands can be an opportunity to support a thriving and complete community to increase residential variety and densification. The Parker Lands can promote and support the City of Winnipeg's Housing Policy goals for including diverse housing options, universal design, and appropriate density to support infrastructure and create complete communities. Opportunities exist for:

- Location - To take advantage of a site located midway between downtown and the University of Manitoba on the new Southwest Bus Rapid Transit Corridor with improved travel of buses every 3 to 5 minutes; also a proximity to existing amenities located in neighbouring mature communities (see Figure 7 – Site Influences map);
- Connectivity - has been improved due to new City infrastructure projects like the Southwest Bus Rapid Transit project and associated AT pathways, the new Waverley Underpass project as well as the Pembina Underpass project;
- Increased Density – provides an opportunity for a Transit Oriented Development with infill housing in a non-suburban location, leading to a decrease in Green House Gas emissions;
- Improved City Infrastructure – in addition to initiatives mentioned above (SWRTC, Waverley and Pembina Underpasses, new AT pathways) the creation of a Storm Retention Basin will enhance servicing over a wider area into other neighbourhoods (not just the Planning Area).
- Fulfilling Council's policies and past decisions to repurpose the land (refer to Section 1.1.1 Policy Framework).

See **Appendix F** for memo from Planning Consultant on Parker Lands: Opportunities for Prairie TOD.

1.2.10.2 Constraints

At one time, the constraints for the Plan Area were the shortage of transportation connections to and within the Parker Lands resulting in a scarcity of choices. This was primarily due to a deficiency of transportation infrastructure for pedestrians, cyclists, transit and cars in and around the Planning Area.

Winnipeg Council's decision to approve +$630 million on capital projects in and around the Plan Area have greatly enhanced the connectivity of the Parker Lands with new infrastructure for pedestrians, cyclists, transit users and automobiles.

Some of these projects include:

- Winnipeg Transit extending the Southwest Rapid Transit Corridor Stage 2 westward from Jubilee Avenue through the Parker Lands and southward along a hydro corridor, which will increase the permeability of the Planning Area for transit users, pedestrians and cyclists.
- The new east/west alignment for Hurst Way from Waverley Street will serve the Parker Station and enhance the connections directly into the Plan Area for multiple modes of transportation.
- The Waverley Underpass Project will provide a divided four-lane roadway with pedestrian/cycling facilities under the CN Main line to increase connectivity and reduce wait times and traffic congestion due to delays from passing trains.
- The Pembina Highway Underpass to widen the roadway and add pedestrian/cycling infrastructure with buffered bike and pedestrian lanes. This will help to provide better links for multiple modes of transportation past the MB Hydro Corridor and the CN Main line.

1.3 Interpreting the Plan

1.3.1 Authority of the Plan

Complete Communities indicates there are a number of tools for implementing the vision and goals for *OurWinnipeg* including *Planning*. A Major Redevelopment Site Master Plan is one such proactive *planning tool* that establishes a broad framework for the future redevelopment of a planned area. This framework is based on a community vision and includes land-use and transportation concepts with a series of policy statements that work together as a guide to implementing the vision. The framework should not be overly prescriptive, but should provide clarity and direction on a variety of land-use planning and development issues, such as servicing, to both the public and private sectors.

The formulation of a Master Plan under *Complete Communities* is a proactive and collaborative effort between the municipality, land owners and the general public. It provides a high-level community vision with the understanding that the vision, along with the plan itself, will evolve as circumstances change over time. Accordingly, a Master Plan is both a starting point that establishes local goals and objectives; and a guide for future community development.

1.3.2 Time Frame of the Plan

This plan is future oriented and guides how the Planned Area will change over an extended period of time, through a coordinated series of purposeful public and private investment actions, building towards a common vision. The timing of these actions will be dependent on the economic conditions within Winnipeg. No specific timeframe is applied to the Plan although most of the proposed redevelopment is to occur within a 15-20 year time frame.

1.3.3 Policies, Applications and Interpretations

The Plan should be read as a whole and understood as a comprehensive vision of, and guide for the redevelopment of the Planned Area.

Objectives and goals are statements provided to enhance the understanding of the associated policies. Should an inconsistency arise between an objective or goal and an associated policy, the policy shall take precedence.

Where "may" is used in a policy, it is provided as a guideline or suggestion toward implementing the policy in a manner that is consistent with its purpose.

In cases where the word "should" is used in a policy, the policy is intended to apply to a majority of situations. 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 implement the policy in a manner that is consistent with its purpose.

In cases where the word "shall" is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that:

- The deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible; and
- The policy is implemented in a manner that is consistent with its purpose.

The policies, land-use and transportation concepts contained within the Plan recognize and maintain the existing use of land or buildings as they are currently zoned and developed in accordance with the Zoning Bylaw prior to the adoption of this Plan.

Nothing in this Plan precludes current uses in the Planned Area from continuing as they may exist today, and for as long as the land owner wishes, until such time as the Zoning By-law is amended to affect the land-use rights. The intentions of the Plan polices are when a land owner wishes to change (i.e. intensify) their lands, via a rezoning, a subdivision, or a conditional use, then this intensification shall be consistent with the policies which serve to direct the changes towards the vision outlined for the Planned Area.

1.3.4 Maps

The boundaries, transportation networks and land-use policy areas shown on the maps & figures contained herein are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or man-made landmark such as a river, railway corridor, Hydro corridor or public right-of-way. The figures are conceptual and shall be considered flexible with respect to the precise location of land-use areas and features, however, the spatial relationship among the various land-use policy areas and transportation networks is intentional.

The indication of any proposed roads, green spaces, open spaces, services or infrastructure in policy text or on the policy maps & figures will not be interpreted as necessarily being specifically, or solely, the responsibility of the City to provide, finance or otherwise implement.

The purpose of providing figures with illustrations, photographs, drawings, and non-policy maps is to provide clarification regarding the characteristics, context, history, natural features, existing land uses and current development policies/regulations of the planned area and the surrounding areas. Should an inconsistency arise between a figure, etc. and a policy statement or policy map, the policy statement or policy map shall take precedence when and where appropriate.

1.4 Monitoring, Review and Evaluation

The Plan is intended to be a flexible document that will adjust as circumstances change within and adjacent to the planning area. Periodic review and amendment of the Plan will occur as changing market and engineering conditions affect the adjacent community and the planning area.

1.5 Amendments to the Plan

The Plan may require amendments as circumstances within or adjacent to a policy area warrant. As a (secondary plan) by-law, application to amend the Plan must be submitted to the Planning, Property and Development for review and approval by Council or it's designate. Where appropriate, the amendment process should include public consultation.

1.6 Supporting Studies

The following studies were prepared in support of and to inform this Plan. They have contributed to the conceptual land use plan and policies of the Parker Lands Major Redevelopment Site. The supporting studies have been completed at a high level and may not be sufficiently detailed to form the basis for individual subdivision or rezoning applications. More detailed studies and/or analysis may be required at time of subsequent rezoning and subdivision. The completed supporting studies include:

- History of the Site
- Policy Framework Review by Richard Wintrup
- Phase 1 Environmental Site Assessment (Parcel B) by Pinchin
- Phase 1 Environmental Site Assessment (Vacant Land Northeast of Hurst Way) by Pinchin
- Environmental Risk Management Strategy by Dillon
- Pre-Clearing Breeding Bird Survey by EcoLogic
- Community Park Retention Area Overview by EcoLogic
- An Economic Benefits Analysis by Altus
- Primary and Secondary Schools Analysis

2 PLANNING VISION AND OBJECTIVES

2.1 Vision

The Parker Lands will become an area of Winnipeg that is largely transit-oriented by transforming and repurposing an underutilized vacant brownfield site adjacent to an existing community. Through private investment it will become a vibrant, environmentally, socially and economically sustainable neighbourhood. It will offer a variety of housing choices with significant densities planned out in a well-designed urban form to encourage placemaking. Multi-modal transportation connections will capitalize on existing and new major regional infrastructure public investments. A diversity of green and open spaces should provide natural and planned recreational areas.

The Parker Lands will become one of the first Transit-Oriented Developments (TODs) within Winnipeg in keeping with the guidelines and vision consistent with the TOD Handbook. The proposed Southwest Bus Rapid-Transit Corridor (Stage 2) will be connected into the urban design of the planned neighbourhood allowing for easy transportation access, reduced reliance on vehicles and better management of transportation demand and parking requirements.



Figure 17: *Parker Station Plaza Concept Image*

A clear vision for the *Parker Lands Major Redevelopment Site* needs a series of principles that will be the collective goals to informing planning objectives and guide actions to make that vision a reality. The vision, principles and goals reflect the main themes that emerged from the consultation process of discussions with stakeholders and the community at-large.

2.2 Objectives

2.2.1 Placemaking: Foster Quality Places and Identity

Creating a sense of place through urban design is important to establish a strong identity for the area for the new residents and existing visitors. Effective site designs of the Plan Area will demonstrate how the pieces fit together with appropriate land-use locations, building types, massing and orientation while establishing green spaces and open spaces distinct to the area, and provide a resilient visual identity for the new neighbourhood.

2.2.2 Connected

People will be considered in the transportation systems and their connections as will all other public open spaces in an urban design strategy to improve safety and accessibility for current visitors while balancing movements with creating a sense of place for local residents. It will mitigate and make porous at safe locations the solid physical barriers that separate the Plan Area from the surrounding community; and robustly connect green spaces/recreational areas with new and existing residential living areas.

2.2.3 Sustainability: Environmental, Social and Economic

This site will become a model for the three (3) pillars of sustainability: environmental, social and economic. The overall carbon footprint will be significantly reduced through a dense compact urban form, and by way of reduced vehicle miles travelled to nearby work, recreation, goods and services destinations especially with alternative modes of transportation. Efficient energy uses for homes and buildings will be considered in using green technology.

Retaining existing wooded areas and adding new green spaces will provide habitats for animals, insects and vegetation while providing open spaces for people to connect with nature. Social networks will be strengthened through careful planning of the public realm rights-of-ways and open spaces, and providing accessibility to diverse housing choices.

A dense urban environment will grow in the Parker Lands that will financially support nearby employment and commercial centres with employees and customers; and maximize public investment in regional transportation infrastructure. It is important to understand the marketplace to meet the needs of the community by taking in the consideration of growing and evolving populations; evolving consumer preferences for housing and community amenities; and overall demand for housing stocks.

3 LAND-USE CONCEPT

3.1 General

The policy Map of the Parker Lands applies to all of the Parker Lands (see Figure 18 - Land-Use Policy Map). Land in the Parker Lands is designated as any one of the following policy areas:

- Urban Neighbourhood Policy Area
- Limited Use Policy Area
- Rapid Transit Station Node Policy Areas
- Green and Open Spaces Policy Area
- Natural Lands Policy Area
- Railway Corridor Policy Area

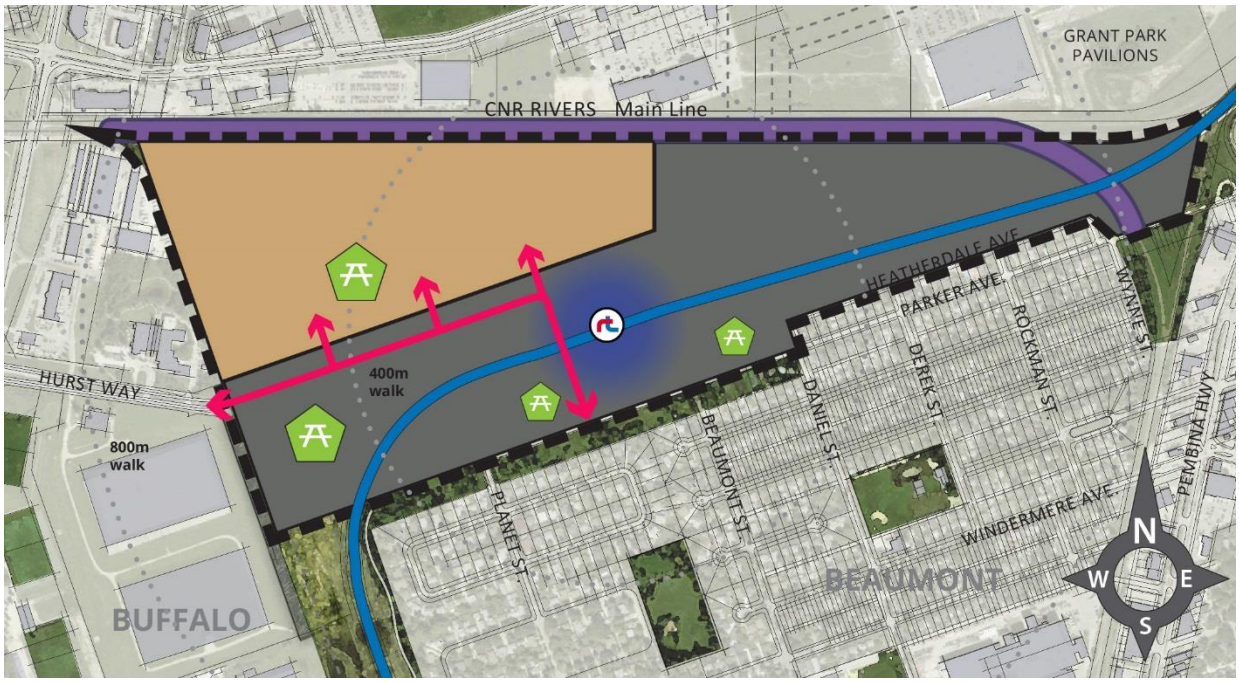

Figure 18: *Land-Use Policy Map*

3.1.1 General Policies

1) Development should be consistent with Crime Prevention through Environmental Design Principles and Sustainable Design Principles.
2) All advertising signs must pertain to a use, location, building or development in the Parker Lands, notwithstanding signs pertaining to public transportation infrastructure or public transit service.
3) All non-residential publically accessible developments shall be consistent with Universal Design Principles.

3.2 Urban Design Policies



3.2.1 Objectives

The intention of the Urban Design Policies are to realize the vision for the Parker Lands as a dense, infill complete community connected with a choice of multi modal transportation. Part of creating a walkable community is linking streets and building designs that encourage pedestrian activities, ensures multi modal transportation choices, and integrates the Planning Area with the neighbourhoods surrounding the site by following the planning principles of sustainability, placemaking and connectivity. Also part of creating a walkable community is achieving a critical mass of people and uses in a dense urban form.

3.2.2 Policies

The specific detailed designs of site and buildings shall be determined through the Development Application process and should be implemented through the use of a variety of methods including design standards, plan approval, plans of subdivisions, development agreement, zoning agreement, or a planned development overlay. The specific detailed designs of the site and building plans may be guided by Urban Design Guidelines (see **Appendix E**) which shall consider the following:

1) The Urban Design Guidelines should ensure that development in the Parker Lands area is consistent with the vision and policies of the Master Plan**.**
2) Urban Design Guidelines should include the principles of CPTED and Universal Design.
3) Urban Design Guidelines should be 'general' that avoid detailed design specifics to ensure building professionals have flexibility in designing each building and site, and avoid repetitious building designs.
4) Urban Design Guidelines may address the Urban Neighbourhood Policy Area.
5) Urban Design Guidelines for the Urban Neighbourhood Policy Area shall encourage the residential densities required to deliver a walkable community, and the mixed-use amenities that create a sense of community.
6) The Urban Design Guidelines for the Urban Neighbourhood Policy Area should be unifying the public realm and the street network to create one overall community for the residential area.
7) Urban Design Guidelines for the Urban Neighbourhood should encourage building exteriors and site designs that facilitate pedestrian movements, and sustain multi modal transportation choices.
8) Urban Design Guidelines for the Urban Neighbourhood should allow and encourage a diversity of building typologies**.**
9) The Urban Design Guidelines for the Urban Neighbourhood shall only address the exterior of buildings and above grade site plans, and the public realm areas of right-of-ways and public spaces**.**

3.3 Density

3.3.1 Objectives

The intention of the Density Policies is to implement the TOD Handbook's "Scale of TOD" that classifies the TOD Zone for the SWBRT Parker Station as 'Urban Neighbourhood' TOD Type based on the regional connectivity as 'Medium, access to Downtown' and the frequency of the buses being every 5-15 mins.

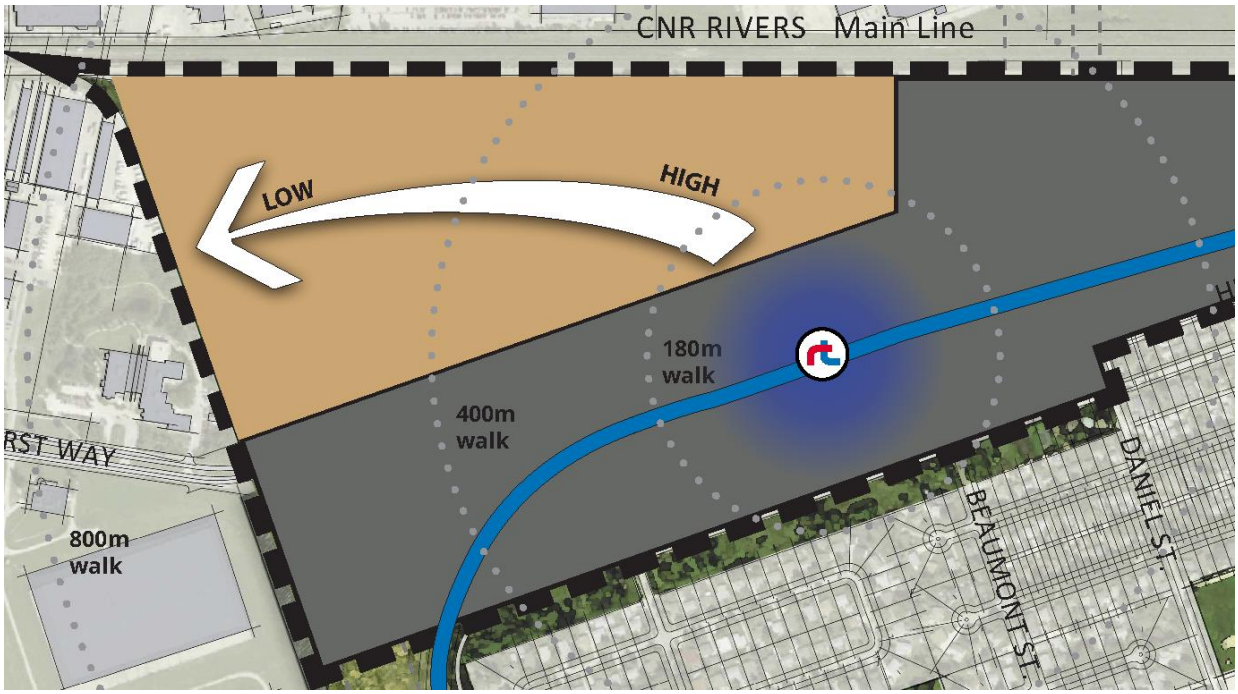

Figure 19: *Urban Neighbourhood Density Policy Map*

3.3.2 Policies

1) Urban Neighbourhood Area shall be the TOD Zone, which is within the first 800 metres (1/2 mile) of the SWBRT Parker Station.
2) Net housing densities for the Urban Neighbourhood Area TOD Zone shall be 99-247 units per net hectare (40-100 units per net acre) as per the TOD Handbook.
3) Net densities shall mean the buildable area of the entire Plan Area after street right-of-ways, and the public reserves of green and open spaces have been subtracted.
4) Net housing density shall be calculated across the entire Plan Area. Net housing density shall not be calculated building by building, lot by lot, or sub-sector by sub-sector. Rather Net housing density shall be calculated as the mean average density for the entire Plan Area.
5) Net housing densities in the Urban Neighbourhood Area shall be greater than the Net housing densities of the adjacent Beaumont Neighbourhood.
6) Residential densities shall radiate out from the Rapid Transit Station with 'density' being in an inverse relationship to 'distance'; as the distance from the Rapid Transit Station increases, the density shall decrease.
7) A concentration of residential densities should be within 400 metres (a 5-minute walk) of the Rapid Transit Station.
8) Residential densities shall not exceed the capacity of the required infrastructure services of waste water sewer, land drainage, and water.

3.4 Parking Policies



3.4.1 Objective

The intention of the Parking Policies are to minimize vehicle miles travelled, decreasing Green House Gases; reduce commuting times and stress on the environment; and lower energy requirements for transportation due to reduced automobile usage. The policies will also encourage more usage of public transport, walking & cycling which meets the principles of sustainability, placemaking and connections.

3.4.2 Policies

Parking Requirements

The detailed design, location and number of automobile parking and bicycle stalls that will be associated with the Residential Areas shall be determined through the Development Application process and should be implemented through the use of a variety of methods including design standards, plan approval, development agreement, zoning agreement, Zoning By-law, and/or a planned development overlay. The Parking Policies considerations are the following:

1) Parking should be consistent with the core principles of the City of Winnipeg TOD Handbook for Innovative Parking Strategies:
    (a) Parking provided on an area basis (i.e., shared uses) rather than building by building.
    (b) Reduced parking requirements through zoning by-laws such as parking maximums.
    (c) Parking facilities located behind buildings, in parking structures with ground floor retail, and screened from adjacent land uses.
    (d) On-street parking on all streets except limited access arterials.
    (e) Parking design integrated with the development to relate to the streetscape and circulation routes.
    (f) Paid parking or time-limited free parking.
2) Preferential parking nearest front entrances of buildings should be given for bikes, hybrids/electric vehicles and car shares.
3) One parking space per unit for residential uses, or such other parking ratio as may be determined under the development application to reduce the size of on-site surface parking areas shall be encouraged.
4) High-quality landscaping in surface parking areas should be provided.
5) Cycling infrastructure in multi-family residential buildings may include a washing station, repair station, and indoor bike parking.
6) Bike parking may include space for trailers and cargo bikes, which are bigger than the standard bikes.
7) A mixture of outdoor, short-term bicycle parking; and indoor, long-term bicycle parking shall be provided in Urban Neighbourhood Policy Areas and near the Parker Station BRT.
8) Outdoor, short-term bicycle parking lock-ups in all Policy Areas, where possible, should be encouraged to enable cycling to and within the Planned Area.
9) Motor vehicle parking shall be considered on an area-wide basis instead of building-by-building to allow consolidation of motor vehicle parking in fewer lots and shared parking by different users at different times of the day.
10) If the redevelopment is phased, a phasing plan may be produced that identifies all current and future parking requirements; encourages parking areas to be constructed incrementally

to match land-use build-out schedules; and supports temporary sub-standard parking ratios when the timing of land-use build-out exceeds the timing of parking area build out.

11) Bicycle parking shall be considered on an area-wide basis instead of building-by-building to allow consolidation of bicycle parking in central locations with shared amenities.
12) Secured bicycle parking associated with residential uses shall be centrally located in close proximity to the residential uses.
13) Outdoor, ground level, open-air motor vehicle parking lots should be discouraged from being located along public pedestrian/cycling routes in Residential Areas.
14) Parking facilities located underground or above ground in structures with the facilities designed to avoid blank walls along pedestrian/cycling routes, and with direct pedestrian connections to higher density uses shall be encouraged.
15) Demand for motor vehicle parking should be monitored as the Plan Area redevelops the lands, and revise motor vehicle parking requirements to align with observations so as to size the parking requirements realistically to match the automobile usage rates.
16) Guidelines as a companion for the master plan for the cycling parking program detailing specific materials, location, directional signage, and type of cycling lock-up infrastructure for both short-term and long-term bicycle parking may be generated to provide more detail direction.

3.5 Urban Neighbourhood Policy Area



3.5.1 Objective

The intention of the Urban Neighbourhood Area policies is to transform and repurpose the Parker Lands into a TOD neighbourhood with medium access to downtown, a diversity of housing choices and significant densities to support a commercial zone which meet the principles of sustainability, placemaking and connectivity.

3.5.2 Policies

1) Community and neighbourhood-scale commercial, institutional and educational uses; and residential dwellings shall be allowed within the first 400 metres (1/4 mile) of the Rapid Transit Station.
2) All types of residential dwellings and public open spaces shall be allowed within the first 800 metres (1/2 mile) of the Rapid Transit Station.
3) Nothing in the policies of this plan shall preclude ‘home occupations’; secondary suites or live-work land-uses from being allowed in single-family or multiple family type dwellings.
4) Urban Neighbourhood Area shall provide pedestrian and cycling linkages to the Rapid Transit Station.

3.6 Limited Uses Policy Area



3.6.1 Objectives

The purpose of the Limited Use Policy Area is to designate lands to be retained for existing and future major infrastructure and restrict new residential structures from being erected. These areas can meet the principles of sustainability, placemaking and connectivity by becoming opportunities for recreational and leisure uses that are compatible with major infrastructure while providing a natural buffer between the Southwest Bus Rapid-Transit Corridor, and existing and future residential areas.

3.6.2 Policies

The detailed design and locations of the Limited Use Policy Area shall be determined through the Development Application process and may be implemented through the use of a variety of methods including design standards, plans of subdivision, plan approval, development agreement, zoning agreement, Zoning By-law, and/or panned development overlay. The Limited Policy Areas considerations are the following:

1) Residential land-uses are not permitted within the Limited Uses Policy Area.
2) Passive recreational uses that serve the needs of surrounding neighborhoods shall be encouraged.
3) Existing and intensified Hydro infrastructure may accommodate outdoor public recreational and leisure activities by judicious layout of public spaces, programming of uses, and landscape design [with permission from Manitoba Hydro as appropriate].
4) Group activities and other recreational activities not feasible or desirable in other neighbourhood park facilities, including a designated off-leash dog park and farmers markets shall be encouraged, provided they are compatible with existing and future infrastructure.
5) Non-accessory motor vehicle parking associated with the Southwest Bus Rapid-Transit Corridor may be enabled as an acceptable land-use within Limited Uses Policy Areas.
6) Non-accessory motor vehicle parking may be encouraged to develop with gravel surfacing when and where warranted.
7) A mixture of outdoor, short-term bicycle parking; and indoor, long-term bicycle parking may be provided within Limited Uses Policy Areas near the Parker Station BRT.
8) Linkages through the area that are compatible with infrastructure (i.e. Hydro Power Lines, Stormwater Retention Basin, and Southwest Bus Rapid-Transit Corridor) shall be encouraged.
9) Electricity distribution and transmission, communications, water, wastewater, land drainage and transportation infrastructure shall be allowable.
10) Other uses that shall be encouraged include passive park space, such as recreational paths, and playgrounds provided they are compatible with existing and future infrastructure.
11) Manitoba Hydro's Land and Property Secondary Use Application process should be undertaken in the future to determine the potential treatment of the Hydro Corridor lands.
12) Native or ornamental planting should buffer incompatible uses or softens hard edges along railways, highways, parking, etc.
13) Public use facilities (including off-leash dog parks, transit station, and recreational active transportation paths) are to be buffered from infrastructure facilities in a manner consistent with current practice.

3.7 Rapid Transit Station Node Policy Area



3.7.1 Objectives

The purpose of this policy area is to designate nodes within the Limited Uses policy area for the creation of neighbourhood focal points that will act as viable, people friendly, urban spaces such as plazas and squares. These nodes will create an enduring sense of place and connect the future SWRTC station to areas designated residential and mixed-use. In addition to being an important component of the non-motorized pathway network, this node could be a focal point for the community, with a variety of uses throughout the year that is safe and accessible public space that can be used day or night. This meets the principles of sustainability, placemaking and connections.

3.7.2 Policies

The detailed design and locations of the Rapid Transit Station Node Policy Area shall be determined through the Development Application process, and should be implemented through the use of a variety of methods including design standards, plan approval, development agreement, zoning agreement, Zoning By-law, and/or a planned development overlay. The Rapid Transit Station Node Policy Areas considerations are as follows:

1) A portion of the Limited Use Policy Area may be designated as a 'Rapid Transit Station Node' in accordance to the development of the BRT Station, and in location(s) with a high degree of visibility and public access, such as adjacent to one or more pathways or sidewalks that is a route to-and-from Urban Neighbourhood Areas.
2) Flexible Public Space designed for a diversity of temporary/seasonal uses and events shall be encouraged.
3) The highest quality public space within the TOD area, with special attention to pedestrian amenities, accessibility, and adjacency to private and civic uses shall be encouraged.
4) Transportation links between the residential areas and the BRT station shall be provided.
5) Public spaces of appropriate size and design may be created to accommodate seasonal uses and special events.
6) Paved pathways shall link the BRT station and Urban Neighbourhood policy areas.
7) Sufficient nighttime lighting that is oriented to pedestrians should be provided.
8) Development of this policy area shall be compatible with existing and future electricity, communications and transportation infrastructure.
9) Design should allow for temporary uses such as a farmers' market, fundraising/special event and seasonal sales should also be allowed in this policy area.
10) Pathways should connect to the regional Active Transportation network, existing and future residential land-uses in the Parker Lands and in the Beaumont Neighbourhood.
11) The City should use this Policy Area to consider the incorporation of art into the public spaces by committing to the incorporation of public art in major public work initiatives such as the Parker BRT Station; and by developing programs to exhibit temporary art in existing public spaces near the Parker BRT Station.
12) This Plan shall not be interpreted so as to direct, or in any way limit, transit operations occurring on the Southwest Bus Rapid Transit Corridor (Stage 2). Rather, it is intended to ensure residential land-uses shall be appropriately buffered from transit operations.
13) Non-accessory and accessory motor vehicle parking shall be discouraged within the 'Rapid Transit Station Node' of the Limited Uses Policy Areas.
14) A mixture of outdoor, short-term bicycle parking; and indoor, long-term bicycle parking may be provided within the 'Rapid Transit Station Node' near the Parker Station BRT.

3.8 Green and Open Spaces Policies



3.8.1 Objective

The intention of the Green and Open Spaces policies below is to realize the vision for Parker Lands as a vibrant neighbourhood with a diversity of well-connected publicly owned active open spaces, following the planning principles of sustainability, placemaking and connectivity. The Green and Open Spaces provide lively public areas in a safe context that complement urban living: play areas for children, off-leash dog runs for pet owners, sitting areas for seniors, walking networks for neighbourhood connectivity, and temporary events to celebrate the seasons. Vibrant Green and Open Spaces are places where people want to be, be seen, and/or meet others.

They can include well landscaped parks, playing fields, urban plazas, public squares, or similar built up areas that are gathering places for people, which can become the centre of community life. Green and Opens Spaces can also have pop up events and temporary infrastructure, food kiosks, cafés and restaurant land-uses, including outdoor dining areas, to animate public spaces with transportation connections that strongly integrate these 'outdoor rooms' into the surrounding community.

3.8.2 Policies

The detailed design and location of Green and Open Spaces shall be determined through the Development Application process and should be implemented through the use of a variety of methods including design standards, plan approval, plans of subdivision, development agreement, zoning agreement, Zoning By-law and/or a planned development overlay. The Green and Open Spaces design and location considerations are the following:

1) Green and Open spaces shall only be established within the Urban Neighbourhood Policy Area, Rapid Transit Station Node Policy Area, Limited Use Policy Areas, and the Railway Corridor Policy Areas.
2) The Urban Neighbourhood Policy Area shall have at least one Green and Open Space that shall be centrally located to ensure inclusivity and optimize use for local residents.
3) Green and Open spaces should be located within, adjacent or abutting residential land-uses to enable residents a comfortable walk to and through their community.
4) Green and Open spaces in Urban Neighbourhood Policy Area should be a unifying public realm, part of the open space, and street network that creates one overall community for the residential area.
5) Green and Open spaces shall have strong sight lines to encourage 'eyes on the street' critical to community safety.
6) Green and Open spaces should be constructed in accordance with CPTED and Universal Design principles.
7) There should be a diversity of Green and Open spaces in the Planning Area with different functions and facilities to accommodate an assortment of activities.
8) Each Green and Open space should have a clear function, character and shape with well-defined boundaries through the positioning of adjacent buildings, walls, fences, trees and plantings.
9) Green and Open spaces should have lighting, directional signage, focal points and connect to the cycling and pedestrian networks of the Planning Area.

10) Green and Open spaces may have a variety of vegetation plantings such as flowers, trees and/or shrubs along with boxes and plots for community gardening.
11) Green and Open spaces should provide seating areas that allow people to rest and observe surrounding activities.
12) Amenities such as water features, clock towers, public art and/or architectural features may be considered as landmarks in Green and Open spaces that provide identity to the neighbourhood.
13) Café, restaurants, food trucks, food kiosks, eating and drinking land-uses and outdoor dining and drinking areas should be encouraged.
14) Children play areas, playgrounds, community gardening, pop up activities, off-leash dog runs, organized recreational games, leisure events, outdoor art and music events, seasonal and temporary events should be land-uses that are encouraged.
15) Accessory motor vehicle surface parking and bicycle parking (short and long term) may be enabled as an acceptable land-use within Green and Open Spaces Policy Areas.
16) Collaboration with Manitoba Hydro to identify opportunities to accommodate passive leisure and recreational uses in the Hydro Corridors of the Limited Use Policy Areas as appropriate should be encouraged.
17) Collaboration with the private sector to identify opportunities to accommodate in Green and Open Spaces, cafés, restaurants, food trucks, food kiosks, eating and drinking land-uses and outdoor dining and drinking areas should be encouraged.
18) Green and Open spaces shall be connected to existing pathways or sidewalks to facilitate easy pedestrian and cycling movements.
19) Regional pathways may connect to and through Green and Open Spaces.
20) Green and Open spaces should provide at least one universally accessible path that connects to one or more existing adjacent path or sidewalks.

3.9 Natural Lands Policy Area



3.9.1 Objectives

The intention of the Natural Lands is for designating some areas within the Planning Area for retention as passive publicly owned public spaces that reflect their existing features such as grassy areas, woodlots and/or natural topography, which meets the principles of sustainability, placemaking and connections. Natural Lands should remain relatively ‘as is’ since Green and Opens Spaces will provide the active spaces for the public.

3.9.2 Policies

The location of Natural Lands shall be determined through the Development Application process and may be implemented through the use of a variety of methods including land dedication, plans of subdivision, development and zoning agreements, Zoning By-law and/or a Planned Development Overlay (PDO). The Natural Lands design and location considerations are as follows:

1) Natural Lands Areas may be within the Limited Use Policy Areas, Green and Open Space Areas and the Railway Corridor Policy Areas.
2) There shall be minimal modifications to Natural Lands Area in order to maintain the passive character of these lands.
3) Natural Lands Areas may not necessarily be publicly accessible by streets, sidewalks or pathways

4) Motor vehicle and bicycle parking may be enabled as an acceptable land-use that serves a Natural Lands Area.
5) Passive, low-impact public facilities for seating, cycling and walking may be facilitated; and when occurring should be constructed in accordance with CPTED and Universal Design Principles.
6) The exact boundaries and location of any Natural Lands Area shall be established through a Development Application planning process and until such time, all existing land-use tenure and rights remain in place.

3.10 Railway Corridor Policies



3.10.1 Objectives

The intention of the Railway Corridor policies is ensure the continued operations of the existing railways without impediments while providing adequate safety measures for the new residents. The policies achieve this by providing a clear outline on the method and process for determining what is considered as the appropriate edge treatment for the new habitable dwellings being located in close proximity to the rail lines at this specific area.

3.10.2 Policies

The detailed design of the edge treatment including the setback between the rail corridors and Urban Neighbourhood Areas shall be determined through the Development Application process, and should be implemented through the use of a variety of methods including design standards, plan approval, development agreement, zoning agreement, Zoning By-law, and/or a planned development overlay. The *Guidelines for New Development in Proximity to Railway Operations, 2013* (NDPRO) by the Federation of Canadian Municipalities is a reference document to be used. In meeting the principle of inclusion, the Railway Corridor Policies considerations are as follows:

1) New residential dwellings adjacent to existing rail corridors shall be carried out consistently with the recommendations of a qualified engineer following 'best practices' as provided in the NDPRO; and in consultation with CNR for their Main and Principle Branch Lines.
2) This Plan shall not be interpreted so as to direct, or in any way limit, railway operations occurring on railway lands. Rather, it is intended to ensure residential land-uses shall be appropriately buffered from railway operations.
3) 'Residential' land-uses in the context of the Railway Corridor Setback should not preclude allowing motor vehicle parking, bicycle parking, landscaping, accessory structures (except those with a secondary suite), porches, carports, aviaries, swimming pools, hot tubs, open decks, landings, staircases, gazebos, seating areas, canopies, balconies, porticos, sunrooms, Green and Open Spaces, garbage enclosures, and temporary construction trailers or buildings from being established within the established Urban Neighbourhood Area setback for a rail corridor.

4 TRANSPORTATION AND SERVICING POLICIES

The following section will present more specified objectives and policies that will guide the changes for the Parker Lands in a manner consistent with the planning principles, and designed to achieve the vision for the Parker Lands as a dense, vibrant and viable neighbourhood adjacent to a mature community as illustrated in the transportation and servicing concepts.

4.1 Transportation Infrastructure

4.1.1 Objectives

Ensure publicly accessible, safe, functional, efficient and convenient transportation networks are provided to pedestrians, cyclists, public transit users and motorists, which are consistent with principles of TOD and meet the principles of this plan of sustainability, placemaking and connections.

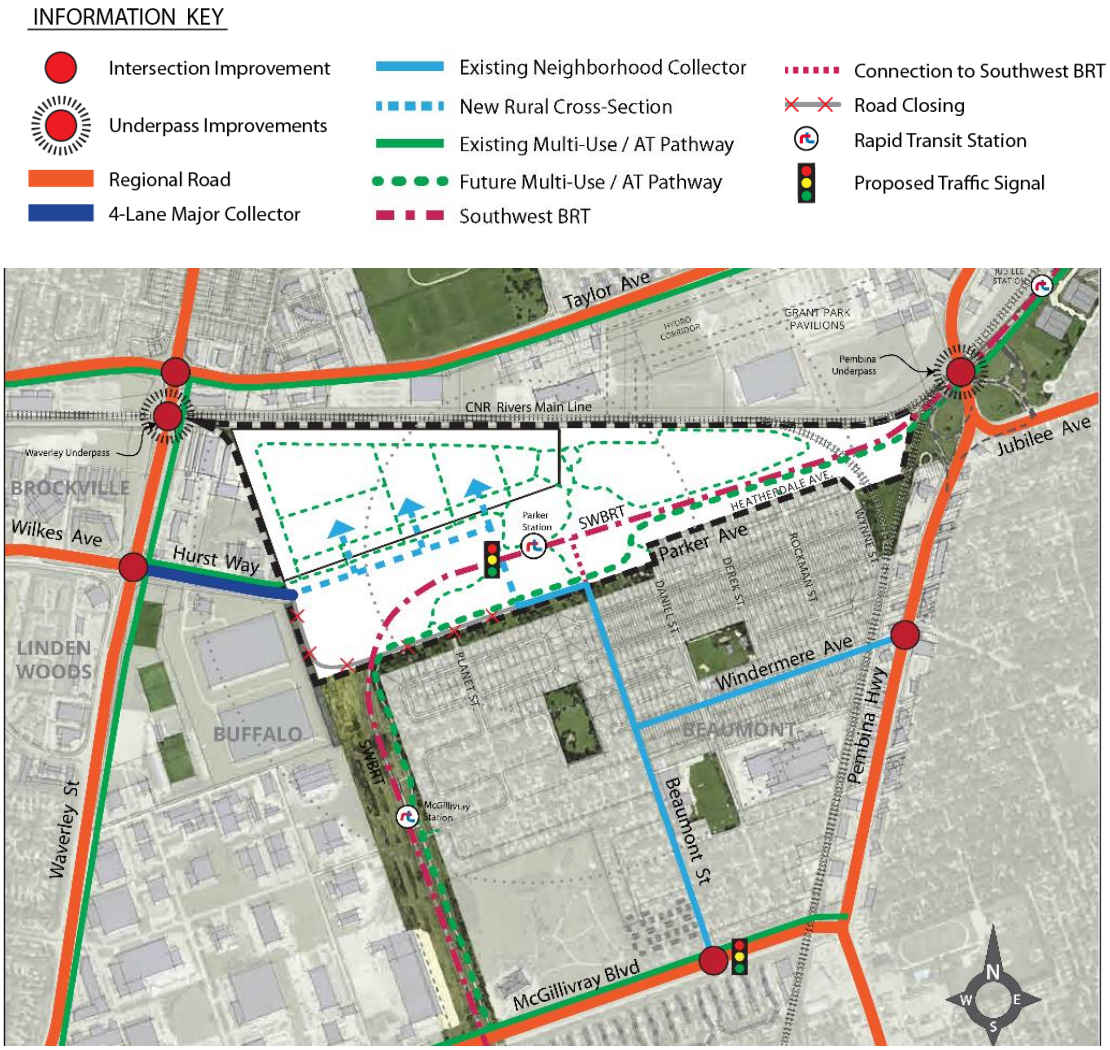

Figure 20: *Transportation Network*

4.1.2 Policies

The detailed design & location of transportation routes & networks including public ROWS shall be further refined and determined through the Development Application process and should be implemented through the use of a variety of methods including plans of subdivision, design standards, plan approval, development agreement, zoning agreement, or a planned development overlay. The transportation infrastructure designs and locations considerations are as follows:

1) Transportation networks that connect a variety of travel modes to destinations in the Parker Lands, shall be provided and shall connect to the adjacent regional transportation infrastructure to allow movements to external destinations.
2) Efficiently and effectively the Planned Areas' transportation network shall connect pedestrian, cycling, public transit and vehicular modes of travel by:
    (a) Creating coherent pedestrian networks encouraging access from new residential areas to the Rapid-Transit Station, the regional path, destinations in the Parker Lands and adjacent pedestrian infrastructure;
    (b) Accommodating a regional path for Active Transportation adjacent to the Southwest Bus Rapid-Transit Corridor;
    (c) Connecting cyclist routes to one another and to the regional path;
    (d) Providing roadways necessary;
    (e) Accommodating opportunities for a variety of convenient commuting options from and through the Planned Area;
    (f) Orientating vehicular access and egress towards collector and arterial streets, where possible, to prevent traffic infiltration on adjacent residential local streets.
3) A pedestrian and cycling network on private lands should be designed that complements and connects to the public transportation network of the surrounding community.
4) Cycling as a mode of transportation shall be encouraged through the provision of cycling infrastructure; including paths, roads, and traffic control devices and secure bicycle parking facilities especially in close proximity to the Rapid-Transit Station.
5) The alignment of a transportation routes shall avoid fragmenting land into areas that are not suitable for their intended uses.
6) Vehicular transportation networks shall accommodate on-street motor-vehicle parking on most roads (which does not include driveways or back lanes) unless safety concerns or loading needs suggest otherwise.
7) Vehicular transportation networks shall include roads, back lanes, driveways and parking and loading/unloading facilities.
8) At-grade direct private motor vehicle access to the Southwest Bus Rapid-Transit Corridor (Stage 2) shall not be permitted except at controlled crossings.
9) At-grade direct pedestrian or cycling access to the Southwest Bus Rapid-Transit Corridor (Stage 2) shall not be permitted except at controlled crossings.
10) As required, emergency or temporary access to the developing portion of the Planned Area shall be identified at the Development Application stage, and maintained in a satisfactory manner until such time as the permanent road network is developed.
11) Wherever possible, pedestrian and cycling should be located within or integrated with a park or natural feature (including the linear parkway and storm water management areas).
12) The Transportation Network for the planning area shall be designed to adequately and efficiently serve the ultimate buildout of the development.

4.2 Water, Waste Water and Land Drainage

4.2.1 Objective

To ensure new land-uses within the Planning Area are serviced with the full range of municipal services, meaning with paved streets with curbs, piped municipal water, piped waste water and piped land drainage facilities with sufficient capacities that are provided in an environmentally sound and economically fashioned manner, meeting the sustainability principles of this plan.

For the purposes of determining the impact of the redevelopment on the existing neighbourhood infrastructure, a servicing engineering study was conducted in terms of land drainage, water and waste water generation, and potential off-site improvements.

The infrastructure required for City and Manitoba Hydro planned improvements in the Limited Uses area will be the responsibility of the City and Hydro to implement.

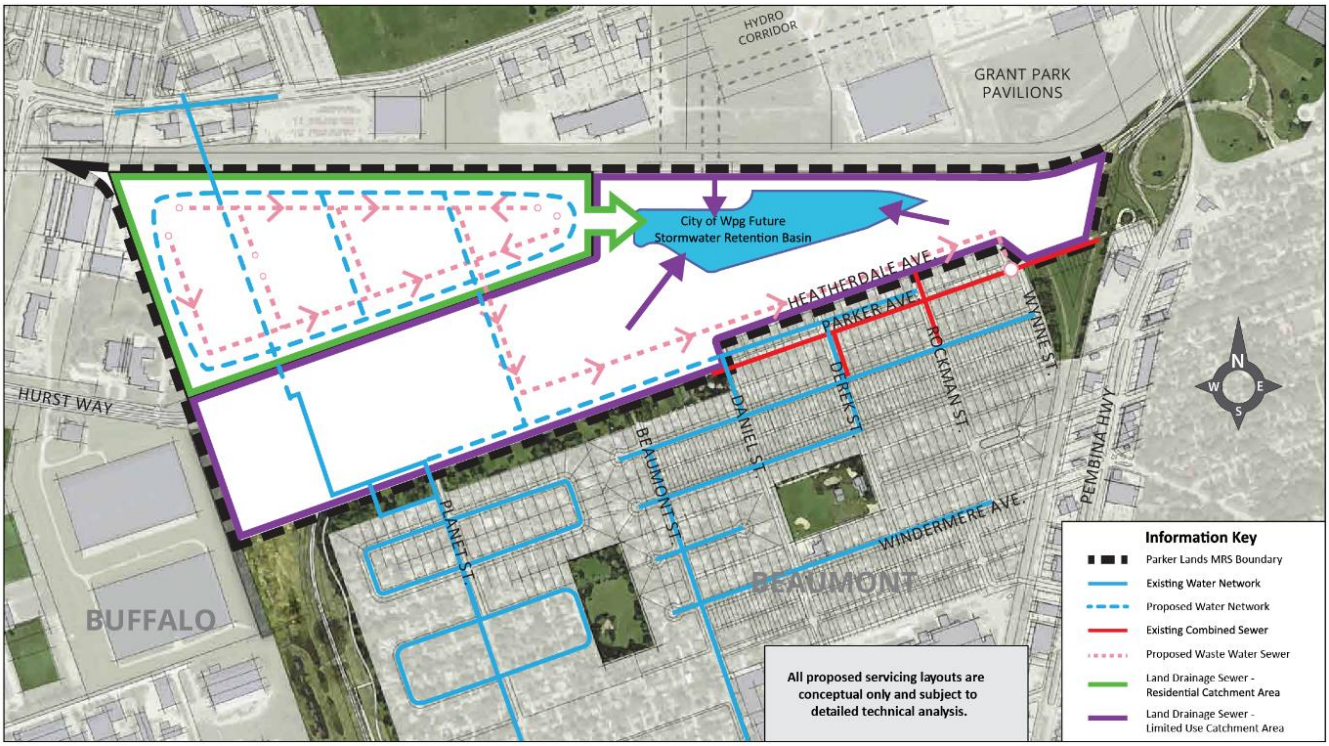

Figure 21: *Servicing Policy Map*

4.2.2 Policies

The detailed design & location of water, waste water and land drainage facilities shall be further refined and determined through the Development Application process and should be implemented through the use of a variety of methods including plans of subdivision, design standards, plan approval, development agreement, zoning agreement, or a planned development overlay. The water, waste water and land drainage infrastructure designs and locations considerations are as follows:

(1) All Underground Services

(a) The alignment and capacity of streets, water distribution mains, waste water sewers and land drainage sewers shall be to the satisfaction of The City of Winnipeg, based upon utility servicing studies and analysis.

(b) Rights-of-way and easements shall be provided to accommodate municipal services as determined necessary.

(c) Rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(d) Should the required regional land drainage facilities to adequately service the Planned Area is not yet get constructed, interim, land drainage flows from the site shall be accommodated through on-site storage based upon utility servicing studies and analysis, all to the satisfaction of The City of Winnipeg.

(e) As part of the initial Development Application, the Developer shall submit:

I. Land drainage servicing criteria including a storm water management plan consistent with the Regional Land Drainage Plan to demonstrate that the site can be serviced in accordance with the overall design of the land drainage system for the area.

II. Waste water servicing criteria to demonstrate that the subject site can be serviced in accordance with the overall design of the wastewater collection system for the area.

III. Water servicing criteria including a water distribution analysis along with current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the area.

(f) The water distribution system, waste water collection system, and the land drainage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(g) Staging and phasing of development will be largely driven by market conditions and by the extension of municipal services. Phasing shall occur in a logical and contiguous fashion as determined through the development application process.

(2) Water

(a) The water distribution system shall be designed to adequately and efficiently serve the potable water and fire suppression needs of all development within the Planned Area.

(b) As part of the initial development application, a developer(s) may be required to submit a site- or development-specific water distribution analysis along with development phasing plans in order to demonstrate that any future development can be serviced in accordance with the overall design of the water distribution system for the area.

(c) The water distribution system for the proposed development will be designed to adequately and efficiently serve the ultimate development of the area.

(3) Waste Water

(a) The sanitary sewage system shall be designed to adequately and efficiently serve all development within the Planned Area.

(b) The waste water management system shall be designed to operate using a gravity system unless otherwise determined by the City of Winnipeg.

(c) As part of the Development Application, the developer(s) shall be required to submit a waste water sewer servicing analysis to demonstrate that the subject sites and developments can be serviced in accordance with the overall design of the waste water sewer system for the area.

(4) Land Drainage

(a) The stormwater management system shall be designed to operate using a gravity system unless otherwise determined by the City of Winnipeg.

(b) As part of the development approval process, the developer(s) shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by the City to demonstrate that the site(s) can be serviced in accordance with the overall design of the stormwater management system for the area.

5 IMPLEMENTATION

The Parker Lands Major Redevelopment Site Master Plan ("the Plan") provides direction on the redevelopment of the Plan Area. The Plan does this by outlining a clear vision with planning principles & goals that can realize the inherent opportunities presented in the Plan Area as well as mitigate the constraints by following a series of objectives & policies. This will lead to the creation of dense residential land uses with strong transportation connectivity in a major redevelopment site being integrated in an existing community as identified by Complete Communities Direction Strategy By-law No. 68/2010.

The Plan is a guide for Council, the community and land-owners to provide certainty amongst the stakeholders and the public at-large who have been engaged in the planning process, that the over-arching future direction of the Planned Area has been articulated in a clear vision. In accordance with the City of Winnipeg Charter, all future intensifications of lands with new developments applications, and Council actions within the planning area, must be consistent with the policies of the Plan.

5.1 Actions

5.1.1 Enactment

1) The Plan's policies shall be used to guide changes to land-use regulations housed in Zoning By-law and/or Zoning Agreements to implement the vision for the Planned Area.
2) The City shall support the rezoning of some, or all of, the Parker Lands by the creation of a Planned Development Overlay (PDO) District should a proponent put forward and application for such a zoning tool.
3) The purpose of a PDO zoning tool shall be to provide a means to alter or specify allowed uses and/or order to achieve local planning objectives in specially designated areas [that may consist of the policy area of a master plan]" (Zoning By-law 200/2006).
4) The PDO should provide the quantities or numerical dimensions and standards as regulations for lots, land-uses, buildings, yards, parking, densities, railway setbacks, etc. as guided by the policies of the Plan.
5) Municipal by-laws and works shall be guided by this Plan.
6) Decisions and actions of the City, including public investment in services and infrastructure, shall be guided by this Plan.
7) Municipal resources, especially infrastructure, lands and buildings, shall be guided by the Plan for their best strategic advantage in advancing the strategies of this Plan and leveraging other public and private investment to implement the vision for the Planned Area.

5.1.2 Land Development Regulations

1) The detailed design & location of land-uses, buildings, parking, densities, railway setbacks, transportation routes & networks including public ROWs, and underground services shall be further refined and determined through the Development Application process and should be implemented through the use of a variety of methods including plans of subdivision, design standards, plan approval, development agreement, zoning agreement, or a planned development overlay.

2) Quantities or numerical dimensions and standards that are to be established as regulations for lots, land-uses, buildings, yards, parking, densities, railway setbacks, transportation routes & networks including public ROWs, and underground services shall be further refined and determined through the Development Application process and should be implemented through the use of a variety of methods including plans of subdivision, design standards, plan approval, development agreement, zoning agreement, Zoning By-law regulations including a planned development overlay, and/or Subdivision Regulations.

5.2 Staging and Phasing

Staging and phasing of the redevelopment in the Planned Area will be largely driven by market conditions and the construction of municipal services. Phasing shall occur in a logical and contiguous fashion with a full range of municipal services as determined through development applications. It is possible that once the designs of development, transportation, and services is undertaken, the phases may be adjusted to reflect the engineering and market realities.

5.3 Cost Sharing

The City of Winnipeg's *Development Agreement Parameters (PD-006)* shall be applicable as guidelines for Winnipeg Public Service and Developers in formulating development conditions for consideration by Winnipeg Council and its relevant Committees including cost sharing of servicing and improvements installed by the Developer and benefitting other property owners.

5.4 Development Applications

Until such time as the Zoning By-law regulations are changed in a Development Application, nothing in this Plan shall preclude current uses in the Planned Area from continuing as they existed prior to the Plan, with all the zoning land-use rights inherent in the lands, and for as long as the land owner wishes.

- Should a land owner wish to change (i.e. intensify) their land-use rights via a rezoning, a subdivision, or a conditional use development application, the intensification shall require the appropriate Development Application, and shall follow the Plan policies to direct the changes towards the vision outlined for the Planned Area.
- Site Plans and/or Plans of Subdivision that refine and determine exact detailed designs & locations of land-uses, building lots, buildings, parking, densities, railway setbacks, transportation routes & networks including public ROWs, and underground services shall be submitted as part of Development Application processes when and where appropriate as determined by the City of Winnipeg.
- Developers of land shall enter into agreements with the City as conditions of development applications, when and where appropriate as determined by the City of Winnipeg, which shall direct the Developer to intensify uses on the land in the Planned Area in a manner that is consistent with the policies of the Plan.

5.5 Urban Design Guidelines: Site Plan Approval

5.5.1 Purpose

The purpose of Urban Design Guidelines site plan approval is to ensure the development is of a high quality and conforms with the associated design guidelines. Urban Design Guidelines have been developed for the Urban Neighbourhood Policy Area (see **Appendix E**).

5.5.2 Policies

1) The City of Winnipeg may endorse, maintain and make available to the public written Design Guidelines, entitled "Parker Lands Urban Design Guidelines: Urban Policy Area".
2) The Parker Lands Urban Design Guidelines should serve to guide the design of new and/or expanding developments within the Planning Area with respect to:
    (a) Building Design,
    (b) Site Design,
    (c) Landscape Design,
    (d) Pedestrian and Active Transportation Design,
    (e) Sign Design; and
    (f) Off-Street Parking Design.
3) All applications for new and/or expanding developments within the Planning Area will require plan approval, which will be evaluated and assessed against the Parker Lands Urban Design Guidelines, in addition to review for conformity with any applicable design standards as required by the Winnipeg Zoning By-law.
4) The Parker Lands Urban Design Guidelines shall not apply or affect the ability of land owners exercising their existing land-use rights for developing lands currently zoned for Industrial land-uses.

5.5.3 Approval and Amendment Procedures

Design Guidelines Adoption:

1) The Design Guidelines should be endorsed in principle by Council.
2) The critical path for endorsement is:
    (a) City Centre Community Committee - Standing Policy Committee on Property and Development - Executive Policy Committee - Council.

Design Guidelines Amendment:

3) An application to amend the design guidelines can be made by:
    (a) The owner of a property within the plan area
    (b) An agent of the owner authorized in writing by the owner
    (c) The City of Winnipeg

4) Process:
    (a) Application for the amendment is made to the Director of Planning Property and Development
    (b) The critical path for an amendment is:

        - City Centre Community Committee - Standing Policy Committee on Property and Development - Executive Policy Committee - Council.

Notification:

5) Should an owner, or an agent of the owner authorized in writing by the owner, make an application to amend the Design Guidelines, the City of Winnipeg may require the applicant to notify affected property owners within the plan area of the proposed amendment by mail. The requirement for notification will be dependent upon the nature of the proposed amendment and whether it is deemed to have any potential impact on surrounding properties.
6) Should the City of Winnipeg make an application to amend the design guidelines, the City of Winnipeg shall notify all affected property owners within the plan area of the proposed amendment by mail.

6 DEFINITIONS

The following general definitions shall apply:

Abutting – means immediately contiguous to or touching at the edge or border and, when used with respect to a lot or site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares a property line or boundary with it.

Active Transportation – means any human-powered mode of transportation such as cycling, walking and skiing.

Adjacent – means properties or uses that abut one another or are separated by a street or other publicly-dedicated right-of-way or pathway, canal or railroad right-of-way.

Community – means a logical, physical and social planning area, which is predominantly residential in character, defined by significant natural or manmade features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

Council – means the Council of the City of Winnipeg.

Density – in a planning context, density usually refers to the number of dwelling units, square metres of floor space, or people per acre or hectare of land.

Expressways – accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only arterial streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 meters between intersections). Traffic volumes are greater than 20,000 vehicles per day.

Hydro Corridor – means the lands that are owned by Manitoba Hydro and occupied by power lines and towers for the transmission of electricity.

Institutional Use – means the use of land buildings or structures for the purpose of religious, charitable, education, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities medical clinics, cemeteries and daycare centres in accordance with the Winnipeg Zoning By-Law No. 200/2006.

Mixed-Use Development – means the development of a piece of land, building or structure that includes two or more different land uses, including residential, office, retail or light industrial.

Multi-Family Residential Use – means a residential building containing three or more dwelling units in accordance with City of Winnipeg Zoning By-Law 200/2006.

Natural Area – means a geographical area (as in a city) having a physical and cultural individuality developed through natural growth rather than design or planning.

Neighbourhood – means a portion of a community and is generally defined by a 400 metre (1,312 foot) radius or five-minute walk from a central bus stop located within a residential area.

Office Use – means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices in accordance with Winnipeg Zoning By-Law No. 200/2006.

Power Lines – means overhead transmission and local electrical wires for the purpose of transmitting electric power.

Public Reserve – means land used for public parks and open space.

Public Use – means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities in accordance with the Winnipeg Zoning By-Law No. 200/2006.

Rail Corridor – means the lands owned by CN or CP Rail that is occupied by rail lines or tracks for the purposed of rail transport.

Recreational Use – means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Winnipeg Zoning By-Law No. 200/2006.

Residential Use – means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings in accordance with the Winnipeg Zoning By-Law No. 200/2006.

Street - Local – means a residential street carrying in the order of 1,000 vehicles per day with the primary function of connecting housing areas to collector streets. Local streets provide access to all fronting properties and have a typical right-of-way width of 18 metres, a pavement width of 7.5 metres, parking on one side, and unrestricted pedestrian access.

Street - Major Collector – means a 4-lane roadway carrying up to 10,000 vehicles per day.

Universal Design – refers to broad-spectrum ideas meant to produce buildings, products and environments that are inherently accessible to both people without disabilities and people with disabilities.

Zoning – classifies of a city's land into specific "zones" that regulate the use, size, height, density and location of buildings and activities permitted in them. These zones are set out in zoning by-laws, as required in Winnipeg, by the City of Winnipeg Charter Act.

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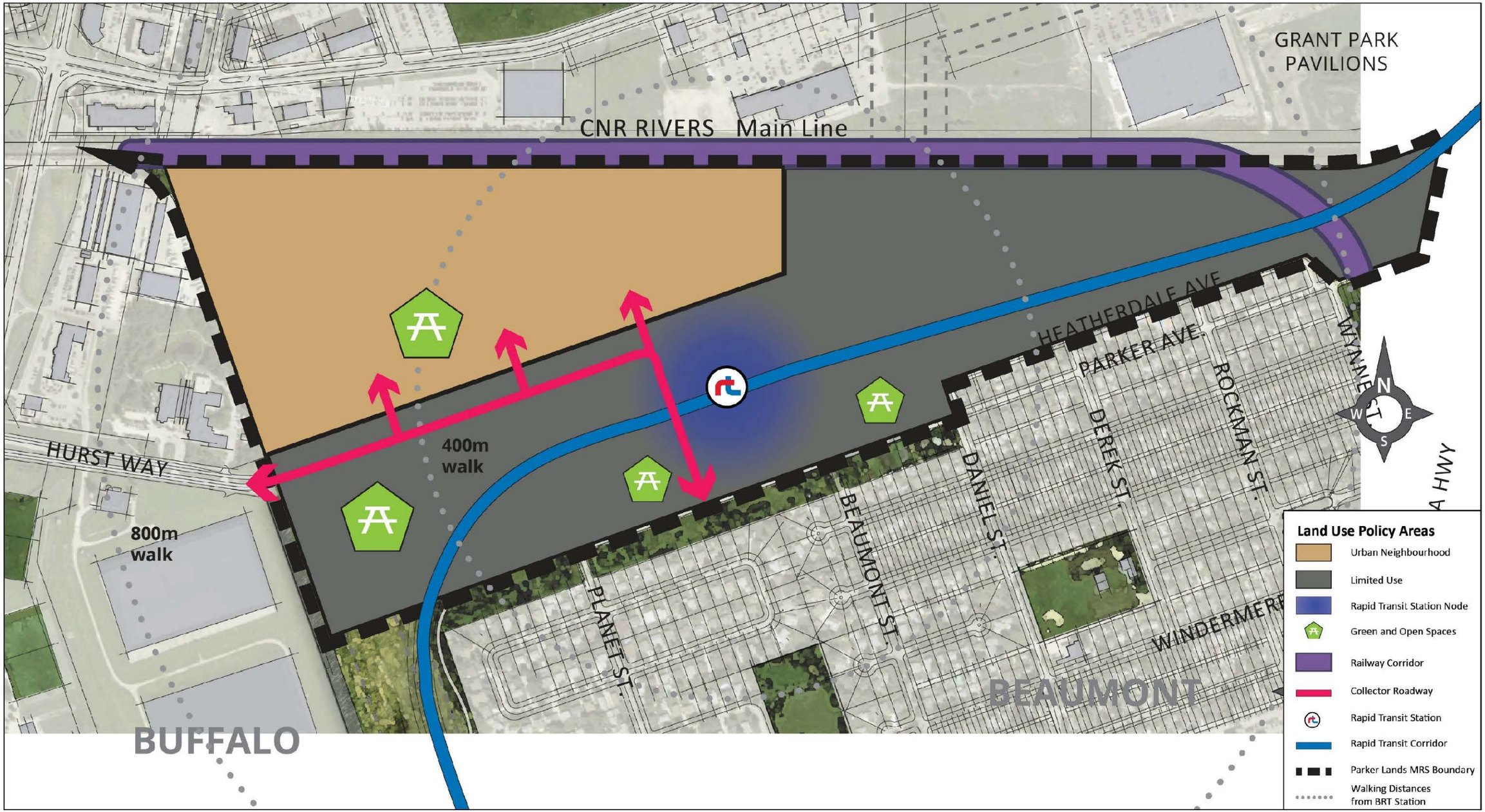
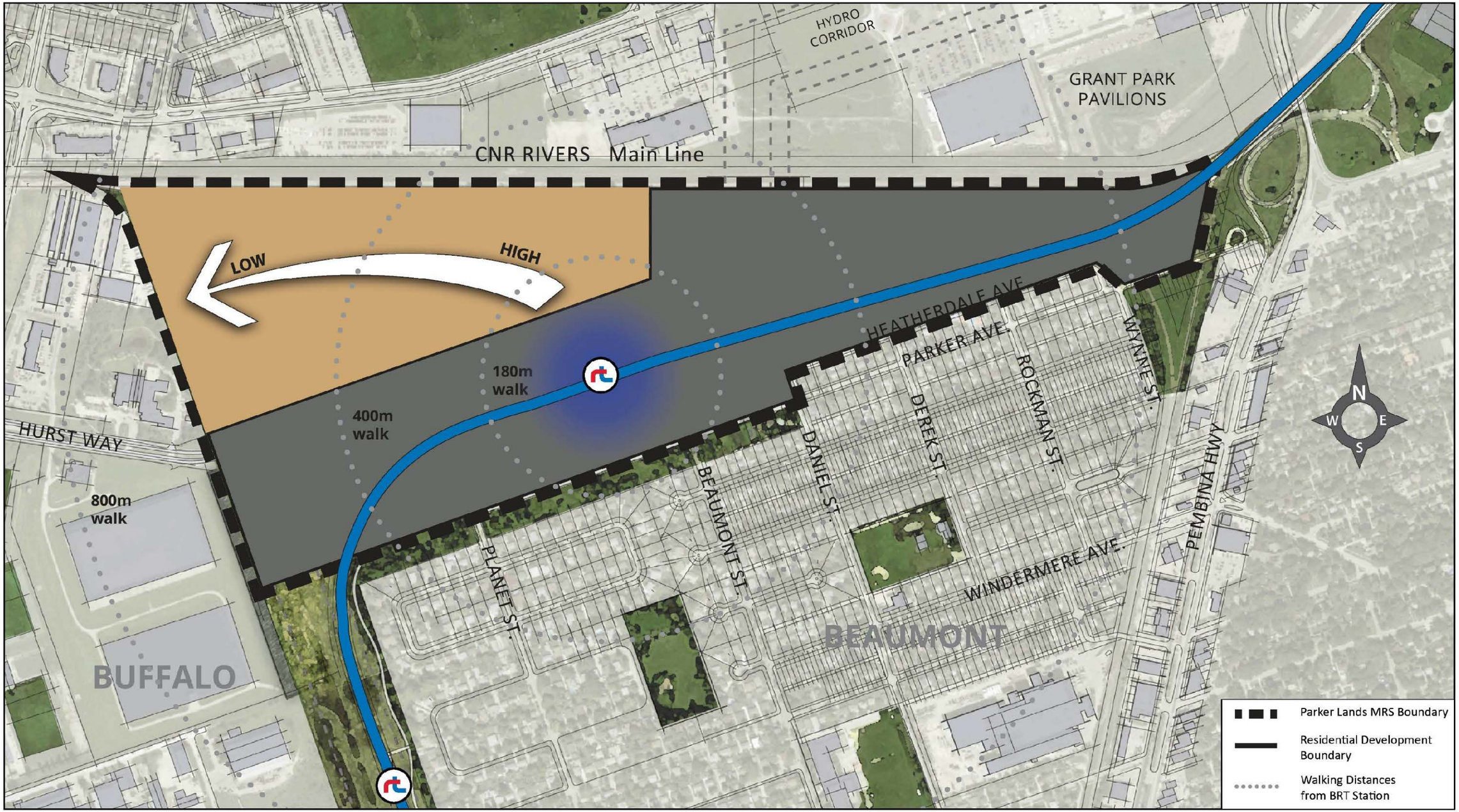
8 MAPS

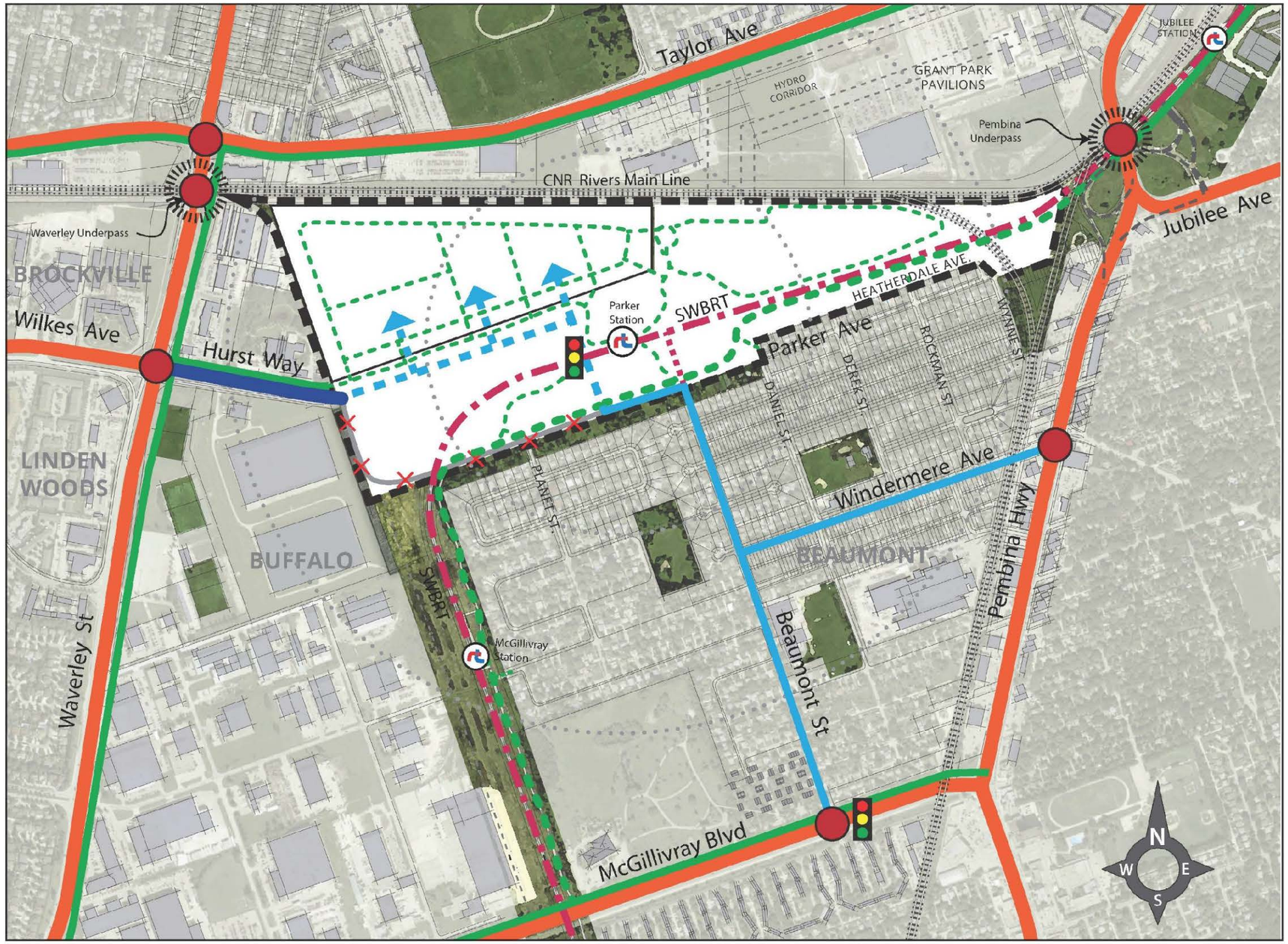
Map 1: Land-Use Policy Map



Map 2: Density Policy Map



Map 3: Transportation Policy Map

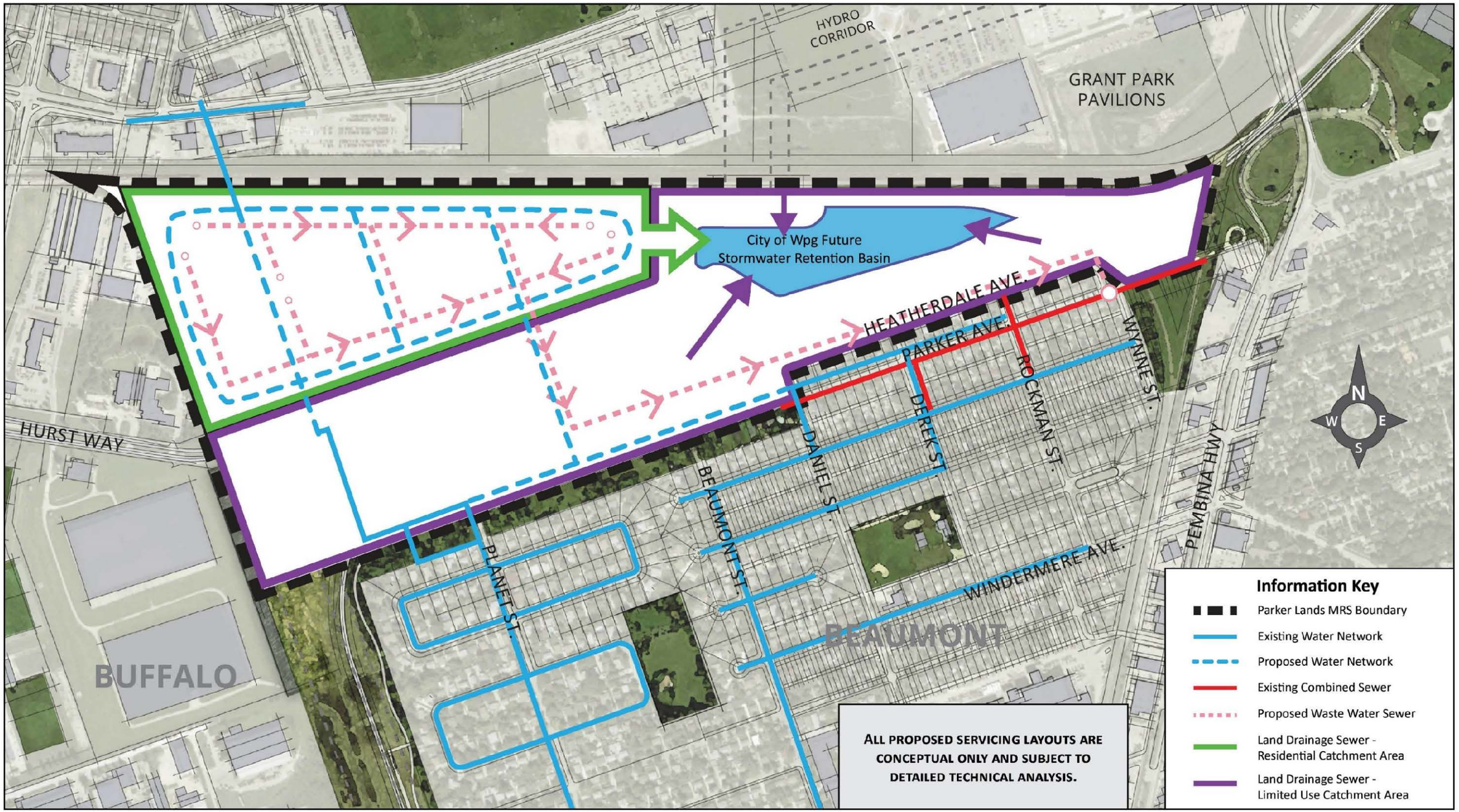


INFORMATION KEY

- Intersection Improvement
- Underpass Improvements
- Regional Road
- 4-Lane Major Collector
- Existing Neighborhood Collector
- New Rural Cross-Section
- Existing Multi-Use / AT Pathway
- Future Multi-Use / AT Pathway
- Southwest BRT
- Connection to Southwest BRT
- Road Closing
- Rapid Transit Station
- Proposed Traffic Signal

ALL PROPOSED TRANSPORTATION LAYOUTS ARE CONCEPTUAL ONLY AND SUBJECT TO DETAILED TECHNICAL ANALYSIS.

Map 4: Servicing Policy Map



9 APPENDICES

Appendix A: Engagement Report

Appendix B: Environmental Overview

Appendix C: Water, Wastewater and Stormwater Servicing Report

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Appendix E: Urban Design Guidelines: Urban Neighbourhood Policy Area

Appendix F: Parker Lands: Ensuring Successful Prairie TOD Memo

Parker Lands
Major Redevelopment Site



ENGAGEMENT Report



GEM EQUITIES INC.

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PARKER LANDS
MAJOR REDEVELOPMENT SITE

1.0 Stakeholders Meetings & Public Engagement Process

The stakeholders meetings and public engagement process for the Parker Lands Major Redevelopment Site represents a collaborative and consultative planning process from a collective group of professionals, stakeholders, owner's representatives, City Administration, elected officials, and community members who took part in various meetings, public open houses, design charrettes and interviews throughout the planning process.

Additionally, the information found in this report as well as in the Secondary Plan has been prepared in consultation with various City of Winnipeg departments, the General Council of Winnipeg Community Centres, Manitoba Hydro, CN Rail, the Division Scolaire Franco-Manitobaine, Winnipeg School Division along with other special interest groups.

Work began on the development of the Secondary Plan in early 2014 and a series of drafts were prepared by GEM Equities on behalf of 6165347 Manitoba Inc. The drafts were developed with input from a number of meetings with the City of Winnipeg's Planning department, Parks department, Public Works as well as the local area Councillor.

Informal input was also received from representatives of the Winnipeg Humane Society, the Brenda Leipsic Off-Leash Dog Park users, and people from the surrounding neighbourhood. GEM Equities and their engineering consultants, InfraCor and Morrison Hershfield, contributed ongoing schematic urban design, underground services and traffic impact analysis reports. Development of the draft Secondary Plan continued through into 2017.

The following is a representation of the engagement process led by 6165347 Manitoba Inc. as part of the developer-led Secondary Plan.

2.0 Public Engagement Process

The public consultation for the engagement process consisted of a series of open houses as well as the launch of a project website to introduce ideas and gain valuable insight, feedback and input from the community.

As of early September 2017, all information has been posted on the website www.fultongrove.ca to share research, reports and the latest schematics for the ongoing design process.

2.1 Public Open House #1

A Public Open House was held on February 10, 2016 at the Holiday Inn South to present the initial design concepts and principles of the future Parker redeveloped site to the Beaumont neighbourhood and to get feedback from the local area residents. It was hosted by GEM Equities Inc. on behalf of 6165347 Manitoba Inc., the principal landowner of the private developable land.

Invitations were dropped off to every single resident in the Beaumont community (1277 home addresses) and advertisements were placed in both of the city's major newspapers.

A questionnaire was distributed to all who attended to give them an opportunity to express opinions and offer feedback of how a development of this type could most benefit the community (see **Appendix A.1** for a sample of the questionnaire as well as the summary of recorded responses).

Throughout the evening, the owner's representatives and consultants were engaged by a wide variety of people from surrounding neighbourhoods who expressed their opinions, comments and concerns and asked questions. Presentation boards (as found in **Appendix A.2**) were used to illustrate, explain and elaborate on the initial principles and concepts that would help to guide future development.



Figure 1: *Public discussion with developer's representatives.*



Figure 2: *Public viewing of presentation boards*

Summary

During the evening most people from the Beaumont area and the surrounding community expressed concerns with the current shortcutting traffic through the neighbourhood and whether there was anything that could be done about it. There was some opposition concerning the dog park, wetlands and existing forest by a special interest group (approximately 15 people). In addition, many people expressed their frustration for the lack of information on future city infrastructure projects to occur in the Parker Lands region and how these projects would affect the neighbourhood (like the final choice of 2nd leg of Southwest Rapid Transit Corridor, for instance). It should be noted that no city representatives were present at this event to answer some of these specific concerns. People were also asking about *what was the City's involvement going forward*?

The representatives of the developer answered general questions about the future city infrastructure projects (though the open house was meant to be specifically about the future residential development) to dispel some of the misconceptions about the various projects in the area, offered concepts and principles about the proposed development and provided a platform to keep people informed as the project would continue to evolve and unfold.

Approximately 80 to 100 people were in attendance throughout the evening with another 10 to 15 present from various media outlets.

A total of 69 people filled in questionnaires to voice their opinions.



Figure 3: *Unveiling of initial concepts for a new Transit Oriented Development at the Parker Lands*

2.2 Public Open House #2

A second Open House was hosted on Monday, August 22, 2016 between 6pm and 8pm by GEM Equities Inc. on behalf of 6165347 Manitoba Inc. along with representatives of the City's Planning, Property and Development Department. The purpose of the second Open House was to get feedback on the current state of the draft Secondary Plan (a planning document to guide future development within the Parker Lands neighbourhood) along with the proposed plans for the future residential development.

Also present to answer questions about the proposed project were a traffic consultant from Morrison Hershfield and two environmental scientists/biologists from EcoLogic who were there specifically to provide information to those concerned about the wetlands and aspen forest.

Invitations were again dropped off to every single resident in the Beaumont community and advertisements were placed in both of the city's major newspapers.

Overall the open house was well attended and people expressed their appreciation for the opportunity to ask questions of the various representatives and consultants in the room. A total of 53 people recorded their names on the sign-in sheet with about 15 to 20 others who did not register their names for a total attendance of around 70+ people through the evening.

(As an observation after the event, it was noted that of the 53 people who signed the attendance sheet, only 1 person was in common with those who attended at the first open house from February 10, 2016 so it seemed there was almost an entirely new group of residents who showed up to this engagement).

A series of 19 information boards were set up around the perimeter of the room and various consultants/representatives were present nearby to provide feedback and answer questions and concerns of the public.

In addition, a new questionnaire was distributed with open ended questions to encourage feedback, comments, interactions and ideas that the public might want to share after taking in the information and talking to the consultants. A copy of the questionnaire and summary results for Open House #2 can be found in **Appendix B.1**.

A total of 29 people responded to the questionnaire.

PRESENTATION BOARD OVERVIEW

In general, the presentation boards from the second Open House were broken up into 4 Sections as follows:

1. Secondary Planning & Planning Process Boards
2. Conceptual Design of the Proposed Development
3. Environmental Survey Information
4. Traffic Impact Analysis Information

Section 1 – Secondary Planning & Planning Process Boards

Two Senior City Planners were nearby to answer questions regarding the planning process.

The Presentation Boards consisted of:

1.1 Policy Frameworks – Design & Planning Principles

1.2 What is a Major Redevelopment Site?

1.3 Secondary Plan – Development & Adoption

1.4 Draft Policy Map – Parker Lands Major Redevelopment Site

Comments from the City Planners present regarding concerns form the public:

- They received a few questions about the Southwest Bus Rapid Transit (Stage 2) project including questions about the closure of Parker and the new road connection from Parker to Hurst Way (likely to be at the historically named Georgina St.);

- They had one person comment negatively about the future retention basin's steepness.

Section 2 - Conceptual Designs of the Proposed Development

Designers/Planners/Architects and representatives from the developer were present to answer questions about the conceptual design and layout of the site.

Presentation Boards were as follows:

2.1 Conceptual Master Plan – Site Development

2.2 Residential Areas – Typologies and Densities

2.3 Residential Areas - Streetscape

2.4 Residential Areas – Street Character (medium density)

2.5 Residential Areas – Sun Shadow Studies

2.6 Public Spaces – in Hydro / Transit Corridor

2.7 Transportation Networks – Pedestrian / Cycling Active Transportation

2.8 Parkspace

2.9 Sustainable Building Strategies

2.10 Parking Integration – Strategies

Some comments that were made to the Design consultants present:

- There was a lot of interest in the project, in particular the potential for a district geothermal heating & cooling system to serve the site;
- There were some strong questions about the impact of the development and BRT but expressed in a civil way;
- A few people pointed out that Parker Avenue was the dividing line between school divisions and therefore were wondering if children from the new development will be attending Harrow or Beaumont school (are they part of Winnipeg School Division? which is to the north of Parker or Pembina Trails which is to the south?);
- Several residents talked about getting ticketed by CN (which resulted in a $204 fine) for crossing the rail tracks to get to the commercial district to the north and therefore were interested if there was an opportunity to build a pedestrian bridge across the tracks for access;
- Some people were asking about the types and values of housing being proposed and whether they were going to be for low-income bracket (in general there seemed to be a strong opinion against low income housing and that it was not going to be welcomed in the community);
- Some people were concerned about the choice of Georgina St. rather than Beaumont Street for the access to the drop-off and continuation through the neighbourhood (it would be an inconvenience for them to zig-zag in an indirect way to get home each day);
- Many people present wanted the city to assure them that there would be a naturalized edge along the storm water retention pond and NO FENCE.

Section 3 – Environmental Survey Information

Two representatives from EcoLogic, the authors of the various Environmental reports for the Parker Lands future development site, were present to answer questions.

The Presentation Boards contained summary information from the Environmental Surveys conducted on the site. Presentation Board titles were:

3.1 Environmental Information – Legislation Requirements

3.2 Environmental Information – Updated Site Surveys 2016

3.3 Environmental Information – Human Impact

A brief summary of the evening, specifically with respect to the environment:

- Outside of two attendees from the Parker Wetlands group, there were no concerns regarding the environment that were brought to the consultant's attention;
- A collection of local residents did express concerns regarding the lack of direct management on the property indicated that the standing water and abundance of out of control vegetation were breeding mosquitos and expressed their wishes for the property vegetation to be mowed and the standing water to be managed;
- Outside of this concern, the remaining comments were positive regarding their pleasure seeing the due diligence of the developer regarding the environment by having the biological surveys completed;
- Several residents indicated they were satisfied that the concerns expressed at the first open house about gaining a better understanding of the environment had been heard and surveys had been conducted;
- Several expressed their relief to know that there were no species at risk;
- Throughout the evening, local residents indicated their appreciation and understanding that the quality of the environment had changed over the years and acknowledged the present degradation of the site;
- Some residents asked questions regarding the new location for dog walking, wanting to be assured there was a place for dog walking in the area;
- A local resident, botanist, and birder commented that he felt grass species were missed. He also indicated that during his Christmas bird count in the area that additional bird species were identified during December that were not identified during the EcoLogic inventory of birds during their spring/summer surveys;
- It probably helped the majority in attendance that information was shared from the updated ecological surveys which were conducted in response to questions posed at the first open

house. The public's response to the previous questionnaire contained comments that suggested the public would like more information surrounding the ecological state of the lands to be developed which led to the developer hiring the environmental consultant to do an ecological assessment of the site and provide a report on its findings. The report was the result of extensive background work by Ecologic and a thorough site assessment.

Section 4 – Traffic Impact Analysis Information

A Traffic Engineering consultant from the office of Morrison Hershfield came to the open house presentation to answer questions as necessary on the traffic implications of the new development.

Presentation Board titles were:

4.1 Traffic Impact Analysis – Pre development

4.2 Traffic Impact Analysis – Post development

Comments from the Traffic Consultant regarding public feedback:

- As expected there was a moderate sense of concern/skepticism regarding increasing traffic and parking issues in the neighborhood (i.e. "we will wait and see what happens");
- Residents seemed unfamiliar with the potential benefits of the larger infrastructure projects in the area including the Waverley Underpass, intersection capacity improvements, SWBRT, and the positive impact that those should bring to reduce congestion and minimize shortcutting through the neighborhood. It seems that positive outcomes of these larger projects in the area could have been communicated better to the public;
- There were positive views on improving bicycle and pedestrian connections and infrastructure in and around the area;
- Some residents understand that higher intensity around the BRT station is unavoidable but would like the city to mitigate potential impacts of traffic increase and on-street parking (i.e. traffic calming on local roads);
- Further to the above, on-street parking around the station seems to be a concern. Residents believe outer transit users will park-and-ride for free around the station;
- Although unrelated to the development, Bus Rapid Transitway noise attenuation is a concern for residents immediately adjacent to the Transitway (specifically on Parker Ave).

3.0 Stakeholder Consultation

In addition to the open houses and website the developer also made contact with several stakeholders and representatives within the Parker Lands:

3.1 Manitoba Hydro

Manitoba Hydro was consulted regarding the Powerlines in the Hydro Corridors that are in the Planned Area. (Note: Manitoba Hydro's Land and Property Secondary Use Application process should be undertaken in the future to determine the potential of landscaping and establishing an active transportation path in the corridor).

Several meetings, email correspondences and conference calls were conducting by 6165347 Manitoba Inc. and Manitoba Hydro between June 2012 and Dec 2014 to discuss existing circumstances and future works proposed by both sides within the Parker Lands. Various iterations of preliminary designs of the development site were presented to representatives of Manitoba Hydro. Their stance has always been that "Manitoba Hydro is strictly neutral about all development."

3.2 Brenda Leipsic Dog Parkers

Brenda Leipsic Off-Leash Dog Park (BLDP) users were consulted regarding their current and future facilities and activities in and around the Planned Area.

Several emails and phone conversations were had between representatives of the Brenda Leipsic Dog Park and 6165347 Manitoba Inc. to discuss among other things, the possible use of the private developable land by BLDP as a temporary dog park while their new park was being relocated and redeveloped to make way for the Second Leg of the Bus Rapid Transit.

3.3 Winnipeg Humane Society

Winnipeg Humane Society was consulted in the spring of 2014 and summer of 2015 regarding the current and future activities in and around the Planned Area. Discussions were also had regarding the day-to-day outdoor activities of the animals on the property adjacent to the developable land and how any future development might need to consider the potential noise disturbances (i.e. sound fences, berms or distance separation, for instance).

3.4 Environmental Overview

In response to people's concerns expressed in Open House #1 (described above) the developer retained an environmental consultant to look at all matters related to the existing forest, wetlands and green space within the private Parker Lands, as the remainder of the Major Redevelopment Site had been previously studied on behalf of Winnipeg Transit for the second leg of the Southwest Bus Rapid Transit project.

In early 2016, 6165347 Manitoba Inc. engaged an independent environmental firm, EcoLogic, to look at the existing environmental aspects of the site and the consideration of future development.

Over a period of more than a year EcoLogic produced several reports:

- An Environmental Background Report for the site in May 2016;
- A Biophysical Technical Report in July 2016 - which presented scientific methods and results of the environmental surveys conducted within the Project Study Area;
- A review of the Parker Lands in Relation to the Ecologically Significant Natural Lands Program Criteria I August 2016;
- A memo in November, 2016 regarding a Summary of Environmental Work and Required Regulatory Compliance;
- A Response to Parker Wetland Conservation Committee Comments on the Biophysical Technical Report, November 2016;
- And a Parker Lands Major Redevelopment Site Environmental Overview in April, 2017 - which can be found in the **Appendix** of the final Secondary Plan.

EcoLogic provided comments and supporting documentation for Open House #1 in February 2016 and attended Open House #2 in August, 2016 to related some of their findings from their reports and to answer questions and concerns from the public.

3.5 Parker Wetlands Conservation

There were several emails and phone conversations between representatives of the Parker Wetlands Conservation group (PWC) and Gem Equities to discuss the wetlands and the aspen forest.

Two Environmental Reports of the site conducted by EcoLogic in the spring/summer of 2016 were provided to the PWC by Gem to review and provide comments before they were to be shared with the public. Requests were made by Gem to meet with the PWC to discuss the reports before the information was presented at the second open house in August, 2016 but no response was given. After Open House #2 another offer by Gem was made to PWC to meet with the Environmental consultants to discuss the results and information presented at the open house and the concerns that PWC had with the reports. No meeting was accepted by PWC as they were working on a written response.

- Nov. 7, 2016 – PWC send a response to Gem titled “Review of Oak Grove Development Project: Biophysical Technical Report” and cc’d the local area Councilor and Mayor.

- Mid Nov. 2016 – PWC posts the two Environmental Reports without permission from the owner or author of the reports.

- Nov. 30, 2016 – Gem provides written response to each of the concerns of the PWC in a report called “EcoLogic Environmental Inc. Response to Parker Wetland Conservation Committee Comments on the July 2016 Biophysical Technical Report.” A meeting request is again put forward by Gem with no response.

- July 6, 2017 – Meeting between chairman of PWC group and owner of 6165347 Manitoba Inc/Gem Equities.

- July 16 to 23 – several email correspondences between chairman of PWC group and owner of 6165347 Manitoba Inc/Gem Equities regarding discussions from the previous meeting.

3.6 CN Rail

CN Rail was consulted regarding their main line located north adjacent to the Planned Area. Processes to determine the setbacks of new residential land-uses were discussed to establish policies in the Plan.

- Mar. 20, 2014 - Conference call with the Manager of Real Estate & Business Development at CNR. 6165347 Manitoba Inc. was provided with guidelines to address future development when building next to active rail lines. 6165347 Manitoba Inc. received a draft of the “Guidelines for New Development in Proximity to Railway Operations” dated May 2013 and produced for FCM.

- Apr. 25, 2014 - Conference call to discuss design guidelines when building next to main rail lines: specifically about berms, reinforcements and fencing. 6165347 Manitoba Inc. sent preliminary site plan to CN for comments shortly after the meeting.

- Mar. 2, 2017 – Conference call with manager at CNR and Gem to confirm calculations for acceptance of Berm setbacks and standards as well as clarification on crash walls. Followed up by sending ‘Submissions Guidelines for Crash Walls” produced by AECOM.

3.7 Technical Advisory Committee (TAC)

The Technical Advisory Committee consists of representatives of the City’s Public Works, Winnipeg Transit, Water and Waste, Community Services, City Naturalist, Parks, Emergency Services, and Planning, Property and Development Departments as well as the utility providers. The TAC reviewed background reports, including engineering and environmental studies, and provided comments that informed the preparation of the Plan. The comments also informed the preparation of public open house presentation materials. Feedback from the TAC was solicited several times in on-going discussions dating back to 2014.

3.8 City of Winnipeg Parks & City Naturalist

In addition to being on the Technical Advisory Committee (TAC) for review of the Plan, the City of Winnipeg Parks and City Naturalist were directly engaged for their feedback on matters relating to park dedication and the proposed location options for open green spaces.

For over a two year period extensive meetings were held between the developer and the City of Winnipeg Parks and City Naturalist to explore various options for park locations and areas to be preserved within the existing forest.

- May 26, 2014 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. to discuss park dedication and proposed location options. The representatives of the developer sent the latest site plans to the City for feedback. City Planning stated that part of the Aspen Forest was to be retained as a part of the policy document (Secondary Plan) that was being worked on;

- June 27, 2014 - Meeting between City Planning, Parks and representatives of 6165347 Manitoba Inc. The representatives of the developer sent the latest site plan to City Planning for distribution illustrating concept of pocket parks in multiple locations throughout the development. Parks opinion was that they were less supportive about pocket parks and that if they were to be accepted, they would have to be a minimum of 1 acre in area;

- Oct. 17, 2014 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. Parks informed the representatives that the City wanted 100% of land dedication rather than any proposed 'cash in lieu'. Looked at preliminary grading studies to see how new development and potential fill on site will affect existing Aspen forest;

- Nov. 13, 2014 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. Further discussions on park requirements and park strategies;

- Jan. 14, 2015 - Meeting with Parks, City Naturalist and representatives of 6165347 Manitoba Inc. re: Park Dedication. It was identified that future grading of the developed site would affect the park area that was desired to be saved. It is the Naturalists and Parks' position that there should only be one location for a park within the entire development to maximize preserving as much of the existing forest as possible. 6165347 Manitoba Inc. expressed their concern as this would leave no dedicated park space for the multi-family area, where the majority of the population is likely to be within the new development;

- Feb. 13, 2015 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. Further discussions of the Secondary Plan and potential park locations;

- Mar. 2 and 19th, 2015 - Over several meetings a working group including representatives of 6165347 Manitoba Inc. and the City of Winnipeg's Planning, Transit, Parks and Naturalist Departments developed ideas for the public reserve portion of a potential future development in the Parker Lands. Working group sessions were held over two half days working towards a solution for acceptable park dedication amount as well as best location for the proposed park area;

- Apr. 20, 2015 – Parks review of site layout with proposed park location;

- Dec. 1, 2015 - 6165347 Manitoba Inc. sent 4 park options to the City Planner, Parks and Naturalist for review and comment;

- Dec. 10, 2015 - Meeting with Parks, City Naturalist and representatives of 6165347 Manitoba Inc. regarding the four potential options for preservation of the forest area. 6165347 Manitoba Inc. is to look at a compromise of two of the schemes to create another option;

- Sept. 9, 2016 - Meeting with City Naturalist and representatives of 6165347 Manitoba Inc. to review Environmental Reports produced by EcoLogic for the site;

- Nov. 15, 2016 - Meeting with City Naturalist, Parks and representatives of Gem Equities to review preliminary grading analysis and its effect on proposed park locations.

- Dec. 5, 2016 - Site Walk Through with City Naturalist, Park Planner, City Planner, Environmental Consultants and representatives of 6165347 Manitoba Inc. to compare the City's preferred location vs 6165347 Manitoba Inc.'s preferred location and the habitat similarities and differences between each.

- Jan. 13, 2017 – 5 new options were presented by 6165347 Manitoba Inc. to the City Planner with characteristics and pros and cons about the location of the park options and how it would potentially influence future development.

3.9 Local Area Councillor

- July 24, 2012 – Meeting between Councillor and Gem Equities regarding initial project startup for proposed residential development on the privately owned land in Parker MRS; discussions about the key issues and concerns from both sides.

- Feb. 7, 2014 – Gem has a meeting with the Councillor to discuss concept of green space. Councillor states City would like to preserve as much forest as possible.

- Oct. 29, 2015 – Gem and Councillor meet to clear up what the process should be ("developer led secondary plan") – will need further input from City Planners.

- Dec. 11, 2015 – Gem, Councillor and City Planning Head meet for an update on progress of the secondary plan, steps moving forward and discuss initial preparation for public engagement process (open houses).

- Apr. 5, 2016 – Meeting between Gem and Councillor to give debriefing from Open House #1; discuss secondary plan and next steps as well as proposed locations for parks(s).

- Sept.13, 2016 – Meeting between Councillor and Gem; Gem gives further debriefing of Open House #2; discussions on park locations: now rather than in one preserved area the councilor suggests to see preliminary sketch for a linear park through the site.

- Oct. 17, 2016 – Gem and Councillor meet for an update on the design development – Councillor no longer wants linear park but rather to save the 'best' forest.

- June 12, 2017 – Meeting with Councillor, City Planners, owner of Gem Equities and owners consultants regarding Hurst Way, Secondary Plan, forest preserve area and how grading will affect potential park locations.

- July 6, 2017 – conference call between Councillor and owner of Gem Equities regarding PWC meeting regarding aspen forest.

3.10 Winnipeg Transit and their Consultants for the SWRTC (Stage 2) Project

- June 21 and July` 11, 2012 – Dillon meeting on behalf of Transit with Gem Equities to show conceptual line drawings and sketches for options of the Stage 2 SWRTC.

- November 7, 2012 – Meeting between Dillon (on behalf of Transit) and Gem to discuss ideas for development on Parker as well as latest alignment ideas for phase 2.

- February 16, 2013 – Meeting between Dillon (on behalf of Transit) and Gem to discuss preliminary design and possible coordination of Pembina Underpass;

- October 18, 2013 – Meeting with Dillon & Landmark Planning (on behalf of Transit) and Gem to discuss the SWRTC as it relates to 6165347 Manitoba Inc. land along or near the proposed alignment. The latest proposed station location was also revealed which would benefit both the existing community as well as any future development in the Parker Lands.

- January 15, 2014 - Meeting with Dillon & Landmark Planning (on behalf of Transit) and Gem to provide an updated draft functional design of the SWRTC (stage 2) and to communicate project scope and timelines in preparation of next open house. The final location of a single proposed station was communicated by Dillon as well as plans to widen Hurst Way and add new hydro lines across 6165347 Manitoba Inc. land. A message was also forwarded that `there is a mandate of the city councillor to avoid traffic and keep the dog park.

- Nov. 24, 2015 – Meeting with Transit, SWRTC design team and Gem to coordinate connection points and anticipated timelines between the proposed station and 6165347 Manitoba Inc. land. Gem forwarded current schematic plans of the proposed residential development to Transit for discussion and coordination purposes.

- Jan. 28. 2016 – Meeting between Transit, PP&D, Parks, and Gem Equities to discuss items for coordination between 6165347 Manitoba Inc. land, Transit, Hydro and Parks and to establish a preliminary timeline for continued coordination as development proceeds. Transit indicates that RFP for the SWRTC (stage 2) project will be awarded by June/16 and at that time they will have a better indication of final schedule once the contractor is chosen.

- Mar. 30, 2016 – Parker Lands Coordination #1 between Transit, Dillon, PP&D, PW, W&W, Hydro, and Gem to identify projects planned for the Parker Area between 2015 and 2019 (with a schedule and high level scope).

- Sept. 27, 2016 - Parker Lands Coordination #2 between Transit, Dillon, PP&D, PW, W&W, Hydro, Plenary Roads and Gem to identify generic areas of concerns/conflict.

3.11 Plenary Roads Group

Plenary Roads Winnipeg is the group selected by the City of Winnipeg for the construction of the Southwest Bus Rapid-Transit Corridor (Stage 2), the Pembina Highway Underpass Project (the "Southwest Transitway Project") as well as the relocated/renovated Brenda Leipsic Dog Park. Plenary Roads Winnipeg has been consulted regarding the scope of work and details of the Southwest Bus Rapid-Transit Corridor (Stage 2) and related works being constructed within and near the Planned Area.

- Jan. 25, 2017 – Gem meets with the Plenary Group Project Manager for the SWRTC (stage 2) project to discuss the various aspects of the project, projected timelines as well as expressed concerns with the future Hurst Way road (a connector for both projects).

- Mar. 2017 – email correspondences between Gem and Plenary Roads regarding questions on Hurst Way.

4.0 Other Public and Private Stakeholder Forums

In addition to the Public Open Houses for the future residential development and Secondary Plan review with the area residents, many other communications were conducted by various stakeholders or persons with interest for ongoing and future projects in the Parker Lands Major Redevelopment Site properties

The following is a representation of some of the Public Engagement conducted by other stakeholders within the Parker Lands Major Redevelopment Site and adjacent properties.

In no way is this meant to be an exhaustive list but rather a representation of some of the main sessions held by each stakeholder.

4.1 Southwest Transitway (Stage 2) by City of Winnipeg (Transit) and their Consultants:

Dillon Consulting Ltd. on behalf of Winnipeg Transit met with key stakeholders during the summer of 2012 to discuss conceptual line drawings and sketches for options of the SWRTC (stage 2) alignment study.

- September 19th and 22nd, 2012 - A Public Open House was held by the City and Dillon Consulting to present the alignment options presented for the Stage 2 of the Southwest Transitway. Options were analyzed based on operational, construction, financial, environmental and community impact comparisons. There was a request for public input on alignment preferences, current and future use of the land, knowledge of development opportunities and constraints beyond the project site. Opinion and feedback surveys were distributed at the open house to identify the preferred option. A total of 376 people attended with 331 surveys completed.

Further stakeholder meetings were conducted by Dillon and Landmark Planning throughout the summer and fall of 2013 to communicate project scope and anticipated timelines as well as the latest proposed station locations.

- November 18th and 19th, 2013 - A Public Open House and info session was held. While the general routing for the transitway had already been determined, the precise alignment was still being worked out. This open was held to provide updated project information and to ask for input concerning items such as station sites, bus routing, active transportation, property or other impacts and mitigation. It should be noted that leading up to this open house, the communications consultant and designers for Winnipeg Transit conducted several dozen private stakeholders meetings prior to this to get individual feedback from the specific groups. Approximately 300 people in attendance over both days.

- Feb. 24th and 25th, 2014 - A follow up Public Open House was held to present further detailed information of the SWRTC (Stage 2) project.

- June 3, 2014 - a Public Hearing was held for the 2nd leg of the SWRTC and was recommended by Council to proceed.

- May 28, 2015 – Southwest Rapid Transit Project Open House to review the latest proposed design and route.

- July 19, 2016 – Public Information Session by City of Winnipeg to introduce the Plenary Group and PCL team who were awarded the contract through an RFP for the design, construction and ongoing maintenance of the SWRTC (stage 2), dog park and Pembina Underpass projects.

- Feb. 28, 2017 – Two Public Information Sessions are held by the City of Winnipeg at Canad Inns on Pembina Hwy to share updates on both the SWRTC (stage 2) project and the Parker Storm Retention Basin project.

4.2 Manitoba Hydro

Manitoba Hydro conducted a Community Engagement Process from November 2014 to March 2015 for their Harrow Station - Bishop Grandin Transmission Project which was to traverse the Parker Lands site.

A Public Open House was held by Manitoba Hydro on December 2, 2014 for the project at the Holiday Inn South on Pembina Highway. MMM Group Limited (MMM) was retained by Manitoba Hydro to assist with the Public Engagement Program for the proposed project at the open house.

Manitoba Hydro proposes transmission line upgrades and relocations to accommodate Phase 2 of the Southwest Rapid Transit Corridor. (Note: At this presentation it was discovered by the developer that more of their developable land to the west of the existing hydro lines at mid site would be required for this expansion project - no requests or previous information had been communicated to 6165347 Manitoba Inc. about this requirement.

4.3 Waverley Underpass Project

- October 6, 2016 – An Open House was held by Dillon Consulting and the City of Winnipeg to communicate the latest proposed underpass design and related information to the public.

APPENDIX A.1 Open House #1 - Questionnaire & Feedback Summary

Open House #1 Questionnaire

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

Q1: Where do you live?

- ☐ Beaumont
- ☐ North of the Parker Lands Major Redevelopment Site
- ☐ West of Waverley Street
- ☐ East of Pembina Highway
- ☐ Other

Q2: Currently the land to be developed is zoned "M1" and "M2", so manufacturing/Industrial development is allowed here.
Are you in favour of changing the zoning to Residential Mixed Use ("RMU") which allows mostly residential and some small-scale commercial, office and recreational uses?

Strongly in Favour	Somewhat in Favour	Neutral	Somewhat Opposed	Strongly Opposed

Q3: Do you support a future <u>mix</u> of residential uses in the proposed development (a variety of building types to reflect low, medium, and high density)?

Strongly in Favour	Somewhat in Favour	Neutral	Somewhat Opposed	Strongly Opposed

Q4: Do you support Transit Oriented Development (TOD) which is comprised of a range of densities of housing that allows for less reliance on automobiles due to close proximity to a transit station?

Yes / No

Q5: Is it beneficial to have physical barriers like rail lines or hydro corridor to provide separation between existing neighbourhoods and the proposed development?

Yes / No

GEM EQUITIES INC.

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

Q6: The developer plans to preserve part of the existing forest as parkland. Which part of the forest would you prioritize?

The south edge, to be visually and physically accessible to the existing community
The centre, to act as a connector within the proposed development
The western edge to act as a buffer from adjacent businesses

Q7: Do you have transportation or traffic concerns due to the proposed new development?

Yes / No (comments)

_____

_____

Q8: Do you have any concerns that the future development will negatively impact the capacity of the current water and sewer within your neighbourhood?

Yes / No (comments)

_____

_____

Q9: Was this open house helpful?
Please provide us with any additional comments you might have:

_____

_____

_____

_____

_____

_____

_____

_____

_____

GEM EQUITIES INC.

Feedback Summary from the Questionnaire

OPEN HOUSE #1 – Questionnaire Feedback Summary

Q1: Where do you live?

29/69 (42%) of open house attendees are from Beaumont area
5/29 (7%) were North of Parker
7/69 (10%) were West of Waverley
14/69 (20%) were from East of Pembina
14/69 (20%) were Other

Note: 29 people attended from the 1277 homes where mail-outs were distributed which represent about 2.2% of the individual homes. Some showed up with two people from same address (approx. 4 or 5 couples).

Q2: Are you in favour of a zoning change from industrial to residential?

Overall Results : 43% (in favour or neutral) / 56% (opposed)
By Neighbourhood:
41% / 59% for Beaumont area
60% / 40% for North of Parker
57% / 43% for West of Waverley
22% / 77% from East of Pembina
60% / 40% for Other

Interesting results to the question. Perhaps people were unaware of the current zoning designation.

Q3: Do you support a mix of densities?

Overall Results: 40% (in favour or neutral) / 60% (opposed)
By Neighbourhood:
28% / 72% for Beaumont area
60% / 40% for North of Parker
57% / 43% for West of Waverley
28% / 71% from East of Pembina
67% / 33% for Other

Seems to be similar or more opposition from East of Pembina people. Perhaps they have an issue with the BRT not passing through Pembina Hwy.

Q4: Do you support TOD?

Overall Results: 49% yes / 51% no
By Neighbourhood:
46% / 54% for Beaumont area
75% / 25% for North of Parker
57% / 43% for West of Waverley
29% / 71% from East of Pembina
67% / 33% for Other

There is still some thought that people do not understand what TOD means in Winnipeg as they haven't been able to see the results from a built project.
Perhaps the city still needs to educate better the positive attributes of TOD and why it's beneficial to future of the city?

Q5: Is it beneficial to have physical barriers to provide separation between existing neighbourhoods and new development?

Overall Results: 43% yes / 57% no

Some liked the idea of forest/greenspace as a buffer – for certain would like to keep trees north of Parker Avenue if possible (by currently community gardens).
Would have thought people of Beaumont would have wanted this separation of BRT and hydro corridor as there would be less impact on the existing neighbourhoods.
If the CN rail to the north didn't exist that it could be seen as a good thing for the community to connect to existing shops on Taylor and beyond (a few people asked if that was still a possibility).

Q6: Which part of Park should be preserved?

Centre 17%
South 31%
All of it 41% (people added this as their own option)

Developer has been working with City Naturalist to preserve some of the forest (to identify best areas).
Some wanted a response from the City Naturalist.

Q7: Do you have traffic concerns?

Overall Results: 78% yes / 22% no

By Neighbourhood:
93% / 7% for Beaumont area
80% / 20% for North of Parker
20% / 80% for West of Waverley
83% / 17% for East of Pembina
62% / 38% for Other

Mostly Beaumont people worried about cut-through traffic – 15/29 (51%) made a specific comment about this.
2/14 (14%) East of Pembina have concerns about cut-through traffic.
There will need to be an updated traffic report done to address these concerns.
Will need to keep people informed and understanding of the consequences (present in lay-man's terms to avoid miscommunication).
Will address exiting and will try to have a consultant present at the next Open House to answer questions specifically on traffic.

Q8: Do you have water and sewer concerns?

Overall Results: 61% yes / 39% no

By Neighbourhood:
83% / 17% for Beaumont area
0% / 100% for North of Parker
25% / 75% for West of Waverley
73% / 27% for East of Pembina
20% / 80% for Other

Perhaps there hasten been enough information put forward to the public to explain the Storm Retention Basin which should help to alleviate flooding.
Request that someone from the city be at the next Open House to provide some clarifications to these concerns.

Q9: Was this Open House helpful? Comments...

22+/- people responded that the OH with the new information presented was helpful (even if they were opposed to the project and loss of wetlands/forest).

People Against the City:
9/29 (31%) of the people in the Beaumont area have specific opposition with city directed issues (i.e. infrastructure or choice of BRT route)
9/14 (64%) of the people East of Pembina have specific opposition with city directed issues (i.e. infrastructure or choice of BRT route)
2/14 (14%) of the people in Other have specific opposition with city directed issues (i.e. infrastructure or choice of BRT route)

Wetlands & Aspen Forest:
9/29 (31%) in Beaumont made specific reference to wetlands or aspen forest
3/5 (60%) North of Parker made reference to wetlands or aspen forest
2/7 (28%) West of Waverley made reference to wetlands or aspen forest
11/14 (78%) East of Pembina made reference to wetlands or aspen forest
4/14 (28%) in Other made reference to wetlands or aspen forest.

Parker Lands MRS

Open House #1 - Questionnaire

Results

	Q1 Where do you live? Responses 69					Q2 In favour of Zoning change? Responses 62					Q3 Support mix of densities? Responses 67					Q4 TOD + 65		Q5 sponses Buffer + 53		Q6 Park site priority. Responses 58				Q7 Traffic concerns		Responses 64	Q8 Water/sewer co		Responses 51	Q9 Was Open House Helpful? Comments
	Beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	Strongly in favour	Somewhat in favour	Neutral	Somewhat opposed	Strongly opposed	Strongly in favour	Somewhat in favour	Neutral	Somewhat opposed	Strongly opposed	Yes	No	Yes	No	South edge	Centre	Western edge	All	Yes	No	comments	Yes	No	comments	comments
						in favour 27% 17		16% 10		opposed 56% 35	in favour 24% 16		16% 11		opposed 60% 40																
	42%	7%	10%	20%	20%	16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%		61%	39%		
	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	31	20	Comments	Comments
	Beaumont																													
1.1	1									1					1		1						1	1		too much traffic for existing Beaumont area to handle to Pembina. Only 2 exits. Beaumont is cut off from proposd dog park.	1		especially if you drain the wetlands	Yes, if feedback is really heard and considered.
1.2	1														1		1	1					1	1		the area is not easily accessible	1			
1.3	1									1					1	1			1	1				1		more traffic -- detrimental to the neighbourhood		1		
1.4	1									1					1		1		1	1				1		Allowing 2000+ residents into the existing are can only come with setbacks.	1			I moved onto Jupiter Bay 5 years ago with the appeal of a quiet neighbourhood with plenty of greenspace (which my dog appreciates). If these proposed plans go forward I would have no problems considering moving out of the neighbourhood.
1.5	1									1					1		1	1		1				1		More people = more cars = more congestion + noise			don't know	The ecological study planned for spring 2016 should be repeated throughout the summer, certain plants are easier to identify in certain seasons (i.e. an endangered plant "Rough Agalinus" is only visible in Aug. when it flowers, otherwise it's impossible to find). You'll miss things with a single-season visit. - I'm disappointed by how much of the aspen forest is slated for development, either this proposed community or rapid-transit corridor. It's the best thing about this neighbourhood and the city seems determined to ruin it. -- I live on Parker and never received notification of this open house. Seems like those of us who will be affected should be notified, don't you think? - env biologist?
1.6	1									1					1		1						1	1			1		draining wetlands	Yes because it was an opportunityto express concerns.
1.7	1									1					1		1		1	1				1		don't know	1			Yes
1.8	1									1					1		1		1	1				1			1		flooding of our homes	No. Let's save some of the greenspace we have.
1.9	1														1								1	1		Too much traffic on Beaumont	1			Very biased questions. Not well done! - this is not a TOD development
1.10	1									1					1		1						1	1		Traffic, BRT, Development that makes no sense to quiet residential neighbourhood that has a "gem" of greenspace, wetlands.	1		As I back onto the field I am very much concerned about basement flooding. This field retains much water & I am not confident that the retention pond will be adequate.	Nothing in this land swap/BRT has been above board & considered that the majority of residents don't want it there. It is ruining a very important part of the city. The City of Winnipeg and Gem Equities please save our "natural gem" for a better plan. Who even would want to live ina development between railway, BRT & barking dogs at WHS. Gem Equities would be better off preserving this as park space and promoting the good that developers can do.
1.11	1							1						1			1		1	1				1		Traffic- Waverley to Beaumont to Windermere to Pembina.	1			Yes but too many different answers to one question

Comment Color Legend
- Traffic Concerns
- Wetland or Aspen Forrest
- City Issues
- Landswap Comments

Parker Lands MRS

Open House #1 - Questionnaire

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	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	31	20	Comments	Comments
1.12	1									1					1		1		1				1	1		too much traffic and already diverts to avoid Pembina, McGillivray backup	1		I have no faith in oiur city to do what is right. Already they gave this land without consultation.	No- City council is not listening. Buses do not even come close to rapid transit. Infill house often turns into crack housing as seen in Lord Roberts. Most of the city has been dishonest with consultation taking place after the fact.
1.13	1								1					1		1			1					1		somewhat			I hope not	
1.14	1					1						1				1		1						1		Too close to railway lines oil tanker spills.	1			Just convinced me present plans are rediculous.
1.15	1							1				1				1			1		1			1		Beaumont has considerable traffic as flow through already. Congestion can - is - heavy on Beaumont and Windermere. Addition car services will increase the traffic load due to current		1	This has to be properly designed and engineered.	Nice to see you.
1.16	1						1					1					1		1					1		I do not want more traffic on Beaumont	1		Sewer is already a problem in Winnipeg	Yes, the city has to do something with the road system. I will never support any option that brings more traffic through west Fort Gary. Keep to low & medium density only.
1.17	1						1						1			1			1					1			1			Is there plan of having a single detatched house?
1.18	1					1						1				1		1			1			1		It looks like there is not enough roads going to new development.	1			yes
1.19	1					1								1		1		1		1				1		There's already way too much traffic - including large trucks and Beaver buses driving right through residential areas			not sure hope not	Not really - would have liked to see the city here so we can ask more questions.- I just want low (density) - a nice middle class neighborhood to blend with the existing ones
1.20	1						1							1			1	1		1				1		No proper exit for existing community. Too much additional traffic through existing community.	1		we have had emergency pumps in the area before	How do you get to Red River College on the Rapid Transit? Need 7-11 Store.
1.21	1							1					1			1			1	1					1			1		I don't want Parker to be developed. Keep it green space.	Don't develop Parker. Leave the trees! Nice border.
1.22	1							1					1			1			1		1				1			1			
1.23	1							1					1			1		1					1			1	The traffic is already high. This new development will make it intolerable!			That's a question for an engineer.	Partly. Until traffic concerns are addressed by the city it doesn't make sense to proceed. If the city will allow access to Oak Grove ONLY via Waverly then it's OK by me. How about a roadway paralleling the BRT from McGillivray to John hurst / Parker

Comment Color Legend
- Traffic Concerns
- Wetland or Aspen Forrest
- City Issues
- Landswap Comments

Parker Lands MRS

Open House #1 - Questionnaire

Results

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	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	31	20	Comments	Comments
1.24	1									1					1		1						1	1		area cannot handle this possible density			unknown	What guarantees to households being built for: no cracking wall and foundation - no train wrecks crash into housing - no flooded basements - sound proofing of housing - continued fixing of drainage to residents for drainage so close to the tracks for their homes.
1.25	1								1					1		1		1		1				1		increased local traffic		1		Yes. Concerns largely around environmental forest removal. Some development and beautification would benefit the park. Otherwised, opposed to development on south side of parker on empty lots opposed to tree removal along parker.
1.26	1									1					1		1	1		1				1		new development requires me back tracking in order to get onto waverly	1		dog park is a hinderance bringing other dogs from other areas congesting the small single lane to get onto waverly	Yes. I am thankful some information was shared. I am still looking for transparency from the city of winnipeg. I might suggest developers study the area more than what has been claimed to be. Thank you for giving me the opportunity to voice my opinion
1.27	1								1					1		1			1	1				1		You need to run Planet St. straight through north. Minimize easterly flow for those who want to get to Waverly	1		Too many properties will flood the sewers.	Have an RT pickup at end of Somerville Ave. Minimize stops towards Waverly. Install right turn yields in and out of Hurst way.
1.28	1								1					1			1	1					1	1			1			Little new info. - Leave greenspace as a barrier
1.29	1								1					1		1								1		Waverly to Beaumont to Windermere to Pembina is a frequent short cut through these residential neighborhoods and I believe further development would exacerbate traffic flow on		1		Sounds like the development will happen no matter what. Not happy with how city has moved forward wsith these projects with only "after the fact" meetings like this.
	North of Parker MRS																													
2.1		1								1					1		1		1					1		intensity of rail traffic- long, long trains will make for frustrated car drivers. Also, much oil is carried by rail -- possible explosion, and constant noise.			don't know	very thorough plan; beautiful diagrams; but in principle this whole project is unacceptable and possibly based on an illegal land transfer!
2.2		1								1					1	1							1	1		Grant Park and Taylor will not be easily accessible to the development		1		No. - It doesn't make sense to build residences close to the railway and hydro lines
2.3		1					1				1														1				hard to say	Interesting, may work if built as presented
2.4		1				1							1			1		1		1		1		1		no overpass on waverly and Taylor will make the traffic even			don't know	Keep it undevelop and designate it a natural parkland / only park. This is the only forest of it's kind in the center of the city. - the north edge of the forest is the most beautiful. Preserve this.
2.5		1					1					1				1			1				1	1		I would like to see a pedestrian / bicycle travel linking this development to "the Meeting Place" in Grant Park Pavillions		1		It would be good to see a (unreadable) too. Designate internal streets for 30 km/hr to provide safe use roads or provide protection (unreadable) Make sure all pathways are paved.

Parker Lands MRS

Open House #1 - Questionnaire

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	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	31	20	Comments	Comments
	West of Waverley																													
3.1			1							1					1		1		1					1			1			To be determined
3.2			1			1					1					1		1			1				1			1		Build it. Wetland issue is overblown. Need infill development
3.3			1			1						1				1		1			1				1			1		Very well done - thank you. It is good to have the facts presented and appreciate the opportunity to participate. I will miss walking the dog through this area but the city needs TOD to create taxes to pay for BRT. Stop urban sprall. Prefer as high density as possible to make it commercially viable.
3.4			1			1						1				1			1							1			1		Yes
3.5			1							1					1		1	1					1							insufficient information at this point	The Parker Wetlands should be maintained as public green space
3.6			1							1					1		1		1				1								
3.7			1					1					1			1			1		1					1					
	East of Pembina																													
4.1				1						1					1		1						1	1		to me that area is not a priority for transit development. We would be better off with a more direct route to the university.	1			I am grateful to be able to voice my opinions & concerns. I have been visiting the area for a few years now and really enjoy the chance to get into nature within the city.
4.2				1						1					1		1		1				1	1		Transit corridor should go down Pembina Hwy as originally planned.			do not know	Yes - provided a good description of what is planned. Questionnaire biased toward development does not ask about remaining a natural area. - Q2 how about a natural environment option? Rezone to parkland.
4.3				1						1					1		1		1				1	1		Rapid transit should run along Pembiona where there are existing needs (business, apartments)	1		I am concerned about the wetlands	If this were actual "infill" development I would be supportive. The design and planning seem fine. This is not a NIMBY issue. We need to preserve this wetland. There is nothing else like it in Winnipeg. It is an ecologically valuable system that should never had been given to GEM and GEM should do the right thing and sell it back to the city for protection.
4.4				1						1			1			1			1				1	1			1		sewer system is crumbling and inadequate as is.	Not really. I get the feeling the city will just ram it through regardless of opposition

Comment Color Legend
- Traffic Concerns
- Wetland or Aspen Forrest
- City Issues
- Landswap Comments

Parker Lands MRS

Open House #1 - Questionnaire

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	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	31	20	Comments	Comments
4.5				1				1					1			1		1		1					1			1		Yes. Interesting discussions.
4.6				1		1					1					1			1			1		1		traffic from the development trying to get onto pebina hwy The Point Rd / Windermere / Pembina intersection is already poor and has quite a bit of traffic. More traffic will overload the intersection.			not sure but possibly	Yes. More information is always helpful for understanding.
4.7				1				1					1			1						1			1			1	I believe the developer is usually responsible for providing adequate water and sewer within the development.	Not really. Thank you. This entire project from the Transit / Land swap has left me with a bad taste in my mouth. No fault found with the developer. The city seems determined to force this through. - Q5 Why?
4.8				1						1					1		1		1				1	1		Pembina Hwy!!!	1		It's a wetland, leave it alone.	
4.9				1											1		1	1		1				1		As a resident living south of the proposed development it will be an inconvenience to leave our home and get to Waverly.	1		This is a natural wetland which does what nature intended.	I'm sorry to see the green space being mutilated. Why does the city have to sell off all our greenspace?
4.10				1						1					1		1						1			this project is assinine		1		Yes. It illustrated how silly City Hall is with planning of our city. The aspen forest and wetlands need to be preserved and the area designated a park!
4.11				1						1					1		1		1				1	1		We can't keep up with current maintenance of infrastructure - why do we want more pressure on it?	1			Informative. Yes. A larger room for storyboard space would be more condusive. (too close together)
4.12				1						1					1		1		1				1	1		Traffic has already gotten heavy. This will make it worse. We're already having difficulty keeping up with current infrastructure, how can we maintain this development.	1			Yes. But the room is a little small. The street layout for the proposed division was not very clear. The proposed housing does not match with what is already there.
4.13				1						1					1		1													Wetlands are rare and valuable - (unreadable) in urban areas. No excuse to convert then to another subdivision. We need undeveloped land - pristine or not - within the city. Wetland in open area and the forest are valuable. I support transit but this location does not serve a large population here! Transit is poor location (+ unreadable) for the subdivision.
4.14				1						1					1		1		1				1	1		Why isn't it on Pembina? That is where I need it!!!!	1		Very concerned. You are planning to destroy Type A Land !!!	Not at all.
	Other																													
5.1					1					1					1		1	1					1	1						
5.2					1											1			1					1		BRT should be along Pembina where the people are. Didn't do a proper study in the first place.	1		Would like to see RCMP investigation of land swap.	The city doesn't have a greenspace plan only a development plan. What do city naturalists have to say? Could we see that.

Comment Color Legend
- Traffic Concerns
- Wetland or Aspen Forrest
- City Issues
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Parker Lands MRS

Open House #1 - Questionnaire

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	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	31	20	Comments	Comments
5.3					1										1		1													Q3: do not favour residential development
5.4					1										1		1						1	1		Don't pave paradise!				It served to further enrage someone who values that forest.
5.5					1				1			1							1				1		1			1		This forest was the site of a very special & magical encounter with a spirit deer who lives there. It is a truly special & powerful place and I had always fervently hoped that it would not be developed. It is very sad to hear that development plans are underway. I see this forest as a brodg to the great mystery o fthe eternal natural world. The spirit deer disappeared when it ran towards the houses at the edge of the forest. If there's nowhere for it to materialize -- if the forest's integrity is compromised -- it will be a great tragedy.
5.6					1			1					1			1		1								1			1		
5.7					1	1					1					1		1				1			1			1		Yes
5.8					1		1				1					1			1		1			1		The train tracks would make me less likely to move here. A pedestrian crossing to Taylor near Sobeys would be beneficial to new and existing neighborhood.		1		Overly conceptual and seemed designed to appease NIMBYs. Important questions left unanswered. - is ground level commercial feasible - rentals or condos - buildout timeline (Fort Rouge TOD has been delayed excessively) I used to live nearby. Can no longer afford to as a university student. Affordable rentals would be a huge game changer, especially near transit station.
5.9					1																			1		Active transportation corridor with aesthetic route by forest / wetland / retention pond must be charted. Waverly to Jubilee must be a well planned beautiful functional please.				
5.10					1				1				1			1			1		1			1		I've seen earlier plans. The collecter roads isn't located well (with respect to the collector roads in other developments)		1		
5.11					1					1					1	1		1		1	1			1		Active transportation links next to natural area must be a priority. Link Jubilee to Waverly and underpasses AT		1		Much Higher Density please. 3-5000 people ESNL Natural inventory must be done like presinct plan. Value sample ephemeral wetland and grassland and forest. Don't call it Oak Grove or Aspen Grove on Parker Parkland or something less insulting. Take down the trees and call it Oak Grove. NO! Prioritze AT routes that work and that connect next to Nature!!
5.12					1		1					1				1		1		1					1			1		Yes thank you
5.13					1			1				1					1	1				1		1		BRT is not required here. Relocate to where ridership is.	1			No - this is already a done deal. PARKER WETLANDS GONE
5.14					1	1					1					1		1			1				1			1		Yes thank you

Comment Color Legend
- Traffic Concerns
- Wetland or Aspen Forrest
- City Issues
- Landswap Comments

APPENDIX A.2 Open House #1 - Presentation Boards

OPEN HOUSE #1 – PRESENTATION BOARDS

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT



SITE INFLUENCES

GEM EQUITIES INC.

FEBRUARY 10, 2016

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

LEGEND

- LOW DENSITY : 1 TO 3 STOREYS
- MEDIUM DENSITY : 3 TO 5 STOREYS
- HIGH DENSITY : 4 TO 12 STOREYS
- AT PATHWAYS
- NEW BRT STATION
- PHASE 2 OF BUS RAPID TRANSIT

GUIDING DOCUMENTS

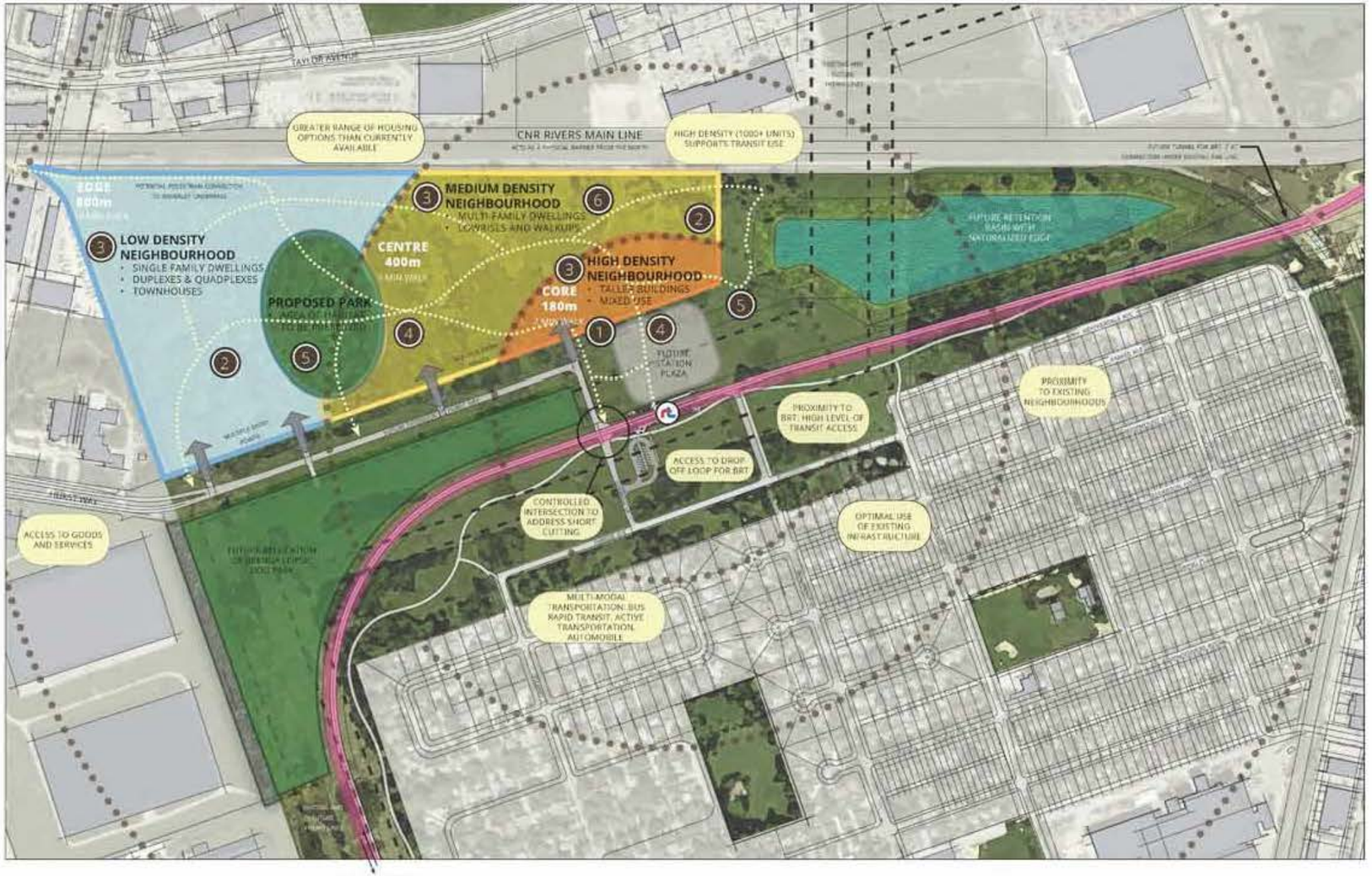
OUR WINNIPEG: MAJOR REDEVELOPMENT SITE

COMPLETE COMMUNITIES: CENTRES & CORRIDORS

WINNIPEG TRANSIT ORIENTED DEVELOPMENT (TOD) HANDBOOK

PLANNING PRINCIPLES

1. HIGHER DENSITY NEAR STATION
2. DIRECT CONNECTIVITY AND WALKABILITY
3. URBAN INFILL STRATEGIES
4. PLACEMAKING
5. PARK PRESERVATION AND GREENSPACE



CONCEPTS AND PLANNING PRINCIPLES

GEM EQUITIES INC.

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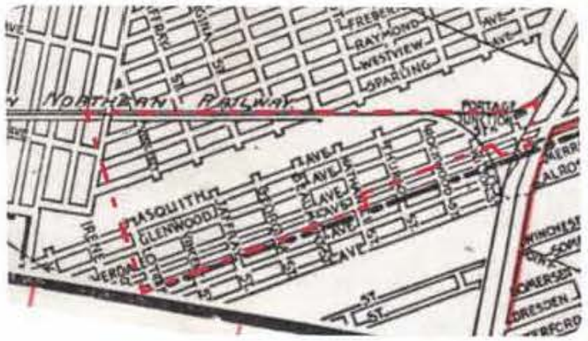
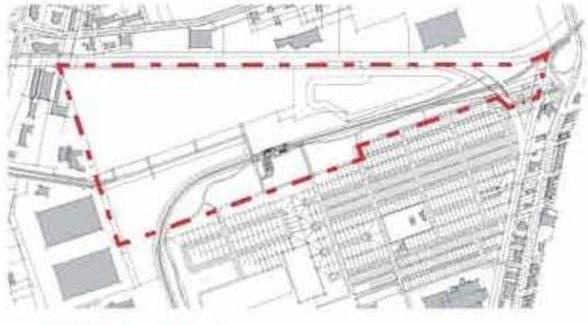
OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

1920 *CHATAWAY'S MAP OF GREATER WINNIPEG*



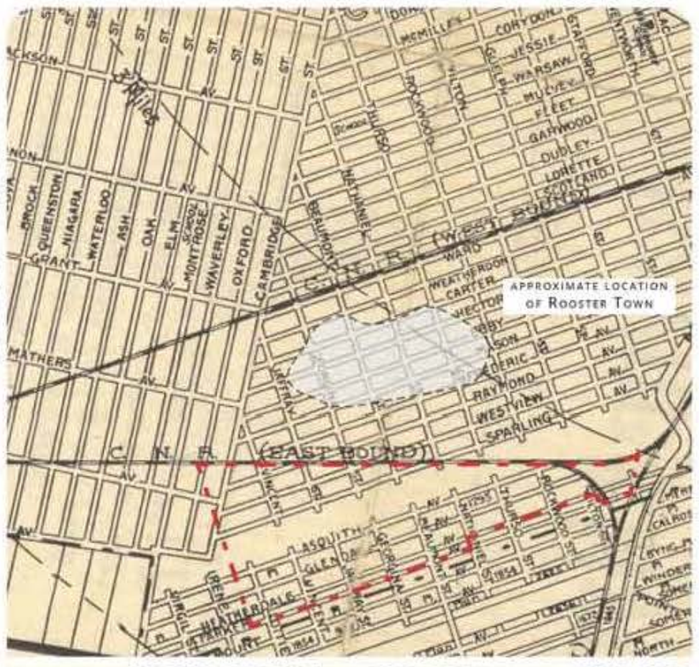
EARLY PLANNING

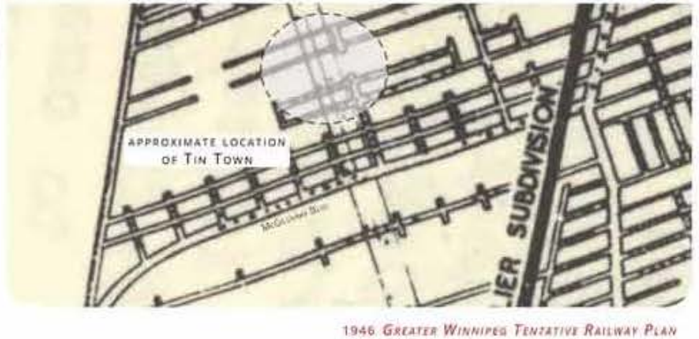
- PLANS OF WINNIPEG DATING TO AS FAR BACK AS 1908 SHOW STREET LAYOUTS FOR THE AREA NORTH OF PARKER AVENUE.
- MANY OF THESE PLANNED STREETS ("ASQUITH", "GEORGINA" ETC.) STILL EXIST AS PUBLIC RIGHTS OF WAY IN THE HYDRO CORRIDOR.
- TODAY MOST OF THE SITE IS ZONED FOR INDUSTRIAL USE (M1 M2- MANUFACTURING IN THE WINNIPEG ZONING BY-LAW)
- OUR PROPOSAL IS TO CHANGE THE ZONING TO RESIDENTIAL BE MORE CONSISTENT WITH THE AREA.



2016 *WITH ANTICIPATED BRT*

1947 *CHATAWAY'S MAP OF GREATER WINNIPEG*

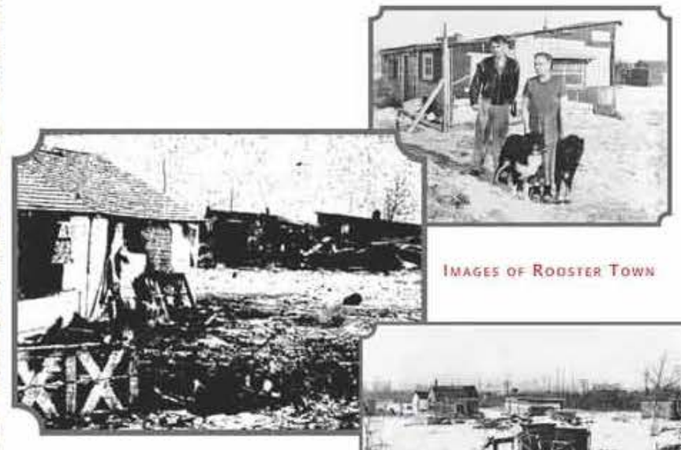




1946 *GREATER WINNIPEG TENTATIVE RAILWAY PLAN*

HISTORICAL LAND USE

- TO THE NORTH OF THE PARKER LANDS MAJOR REDEVELOPMENT SITE, ALONGSIDE GRANT AVENUE, THE INFORMAL COMMUNITY "ROOSTER TOWN" EXISTED UNTIL 1959.
- IT HAD A SIGNIFICANT MÉTIS POPULATION AND HAS BEEN DESCRIBED AS THE LAST ROAD ALLOWANCE COMMUNITY IN WINNIPEG.
- IN THE 1950S, 30-50 PEOPLE LIVED IN THIS AREA IN MORE THAN A DOZEN SHACKS, MANY OF THEM OLD BOXCARS PURCHASED FROM THE CNR.
- THE LAST RESIDENTS OF ROOSTER TOWN WERE RELOCATED TO MAKE WAY FOR THE CONSTRUCTION OF GRANT PARK SHOPPING CENTRE.
- TO THE SOUTH, NEAR MCGILLIVRAY, STOOD A SMALLER INFORMAL COMMUNITY KNOWN AS "TIN TOWN."



IMAGES OF ROOSTER TOWN



SOURCES:

HTTP://READERSBREAD.WORDPRESS.COM/2011/01/18/ROOSTER-TOWN-HIDDEN-WINNIPEG-HISTORY/

HTTP://WWW.WINNIPEGREALTORS.CA/RESOURCES/ARTICLE/?VIEW=1226

WINNIPEG TRIBUNE, DECEMBER 20, 1951. "HEARD OF ROOSTER TOWN? ITS OUR LAST SUBURB."

DAVID G. BURLEY, CITY AND SUBURB HOUSING IN 20TH CENTURY WINNIPEG. WINNIPEG REAL ESTATE BOARD, 100TH ANNIVERSARY, 2003

LAWRENCE BARKWELL, COORDINATOR OF METIS HERITAGE AND HISTORY RESEARCH LOUIS RIEL INSTITUTE

"THE OUTSIDERS" BY RANDY TURNER, *THE WINNIPEG FREE PRESS*, JAN. 29, 2016

HISTORY OF THE SITE

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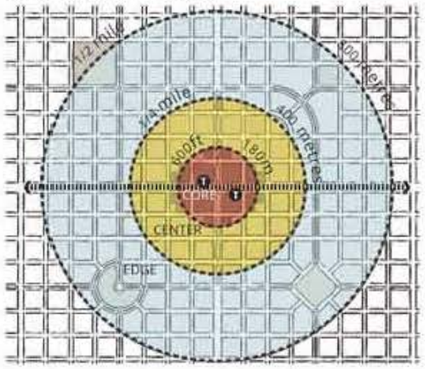
OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

TOD STATION AREA

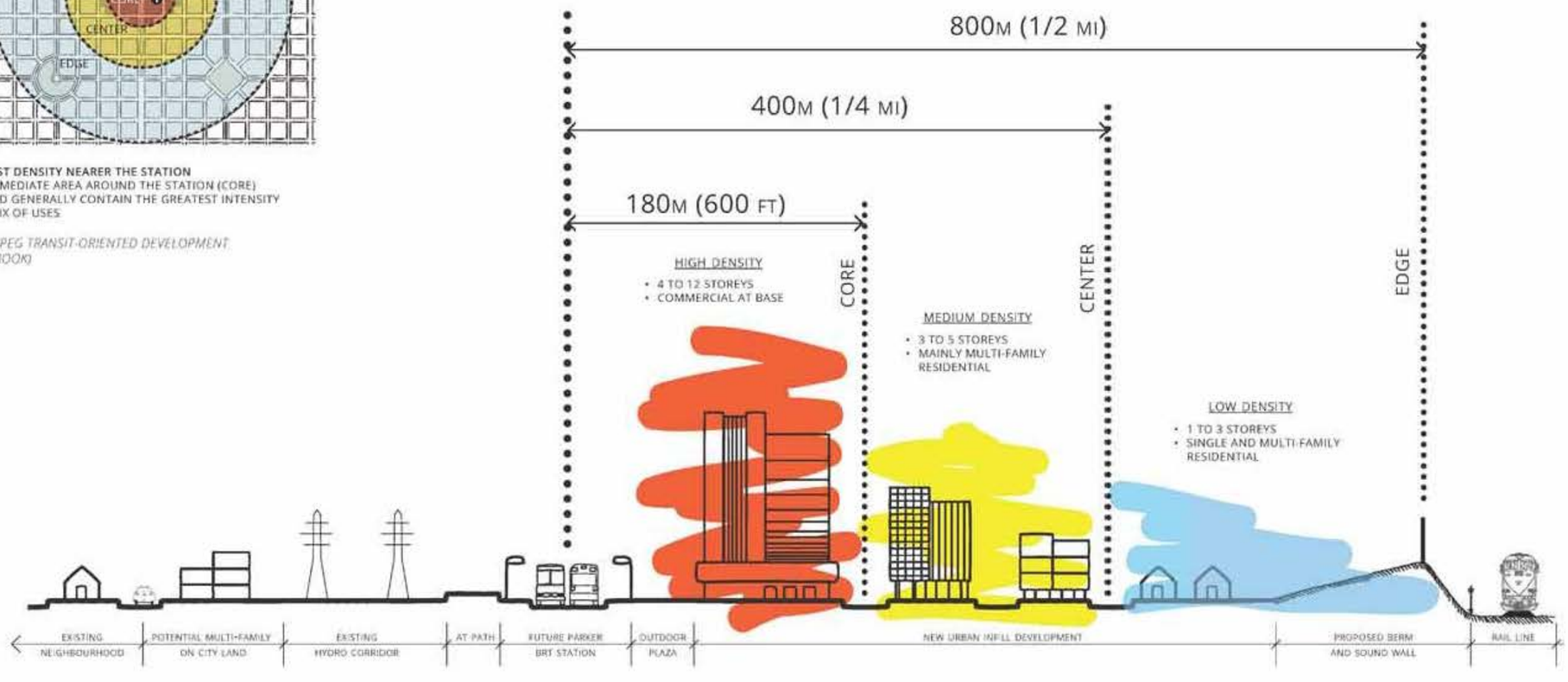


HIGHEST DENSITY NEARER THE STATION
THE IMMEDIATE AREA AROUND THE STATION (CORE) SHOULD GENERALLY CONTAIN THE GREATEST INTENSITY AND MIX OF USES

(WINNIPEG TRANSIT-ORIENTED DEVELOPMENT HANDBOOK)

LAND USES AND DENSITY CONCEPTS TO ENCOURAGE NEW URBAN RESIDENTIAL INFILL

- HIGHEST DENSITY NEAR STATION
- TAPER DOWN TO MEDIUM DENSITY AT CENTRE
- LOW DENSITIES TOWARDS THE EDGES
- DEVELOPMENT TO INCLUDE A VARIETY OF HOUSING TYPES (COST, SIZE, TYPE AND DENSITIES)
- COMPACT LOTS IN LOW DENSITY AREAS
- FURTHEST DISTANCE FROM ANY DWELLING UNIT TO THE BRT STATION WITHIN THE NEW DEVELOPMENT WILL BE LESS THAN 800M AWAY (A TEN MINUTE WALK MAX)



LAND USES AND DENSITY CONCEPTS

PRINCIPLE 1 — HIGHEST DENSITY NEAR STATION

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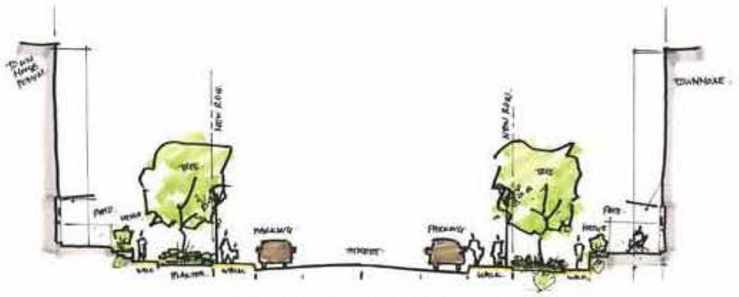


PROPOSED STREETSCAPE FOR PRIMARY ROADS

PUBLIC ROADS TO HAVE AT LEAST ONE ACCESSIBLE SIDEWALK TO PROMOTE WALKABILITY AND CONNECTIVITY

- ALL PUBLIC ROWS WITH SIDEWALKS TO INCLUDE TREES TO FORM A BUFFER BETWEEN SIDEWALK AND ROAD.
- PUBLIC SIDEWALKS AND ROADS TO EFFICIENTLY AND EFFECTIVELY LINK PEDESTRIANS, CYCLISTS, TRANSIT RIDERS, AND MOTORISTS TO DESTINATIONS WITHIN THE DEVELOPMENT. (IE. TRANSIT STATION, EXISTING AND NEW AT PATHS)

STREET LAYOUTS TO USE A HYBRID OF AN URBAN GRID PATTERN - CALLED A "FUSED GRID" - RATHER THAN A TYPICAL SUBURBAN WINDING PATTERN

- TO LINK FROM MINOR STREETS TO MAIN STREETS
- TO ALLOW DIRECT ROUTES WHEREVER POSSIBLE (FASTER TO WALK OR CYCLE THAN TO DRIVE)
- SMALL WALKABLE BLOCKS WITHIN THE NEIGHBOURHOOD (PEDESTRIAN CUT-THROUGHS EVERY 100M TO 200M)
- PROVIDES VISIBILITY / SAFETY FOR PEDESTRIAN AND CYCLISTS WITH CLEAR SIGHTLINES FROM STREETS AND PUBLIC SPACES

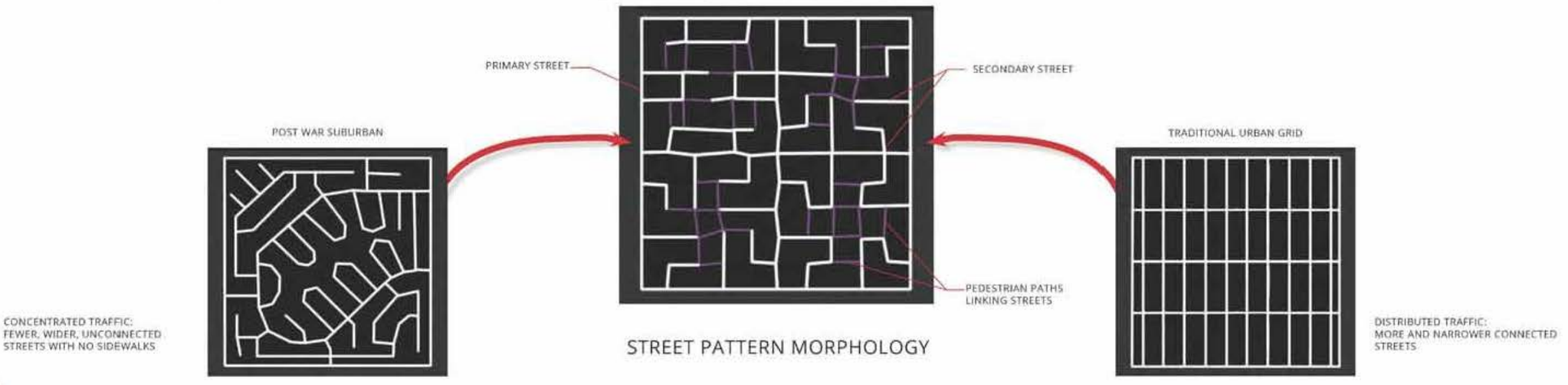


PROPOSED STREETSCAPE FOR SECONDARY ROADS

TO CREATE COMFORTABLE PEDESTRIAN ENVIRONMENT THROUGH USE OF PEDESTRIAN-CENTRIC STREETSCAPING

- LINE STREETS WITH TREES
- LANDSCAPING, BENCHES, PLANTERS
- PEDESTRIAN-LEVEL LIGHTING

PROPOSED "FUSED GRID"



STREET PATTERN MORPHOLOGY

PRINCIPLE 2

DIRECT CONNECTIVITY & WALKABILITY

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OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

PROPOSED HOUSING TYPOLOGIES

LOW DENSITY RESIDENTIAL

- 1 TO 3 STOREYS
- SMALLER LOTS AND SMALLER BUILDING FOOTPRINTS MAKES OWNERSHIP MORE AFFORDABLE
- COMPACT DESIGNS RESULTS IN MORE EFFICIENT AND RESPONSIBLE USE OF LAND AND INFRASTRUCTURE
- SINGLE DETATCHED, SIDE BY SIDES AND QUADPLEX DWELLING UNITS
- INDIVIDUAL GARAGES
- BORDERING PARK
- SIDEWALKS ON EACH STREET TO MAINTAIN PEDESTRIAN CONNECTION AND WALKABILITY
- 800M MAXIMUM DISTANCE FROM STATION TO ENCOURAGE USAGE (10 MINUTE WALK)



MEDIUM DENSITY RESIDENTIAL

- 3 TO 5 STOREYS
- MULTIFAMILY RESIDENTIAL DWELLING UNITS
- SMALL, COMPACT UNITS
- ON SITE SURFACE AND UNDERGROUND PARKING
- PARKING @ 1 STALL / UNIT MINIMUM
- BETWEEN PARK AND STATION
- ACTS AS A BUFFER SEPARATION TO NOISE FROM EXISTING CN RAIL
- APPROXIMATELY 400M FROM STATION (5 MINUTES WALK)



HIGH DENSITY RESIDENTIAL

- 4 TO 12 STOREYS
- HIGHEST DENSITIES ARE TO BE IMMEDIATELY SURROUNDING TRANSIT STATION
- HIGH STRUCTURES BECOME RECOGNIZABLE ICONS AND LANDMARKS TO THE NEIGHBORHOOD AND STATION
- UNDERGROUND PARKING
- ENSURE THAT ALL RESIDENTIAL AND COMMERCIAL MIXED-USE AREAS ARE TRANSIT-ORIENTED
- A SHORT WALK OF 200-400M FROM STATION (2-5 MINUTES)





OUR GOAL IS TO CREATE HOMES FOR A DIVERSE RANGE OF HOUSEHOLDS

SOME PEOPLE DESIRE FAMILY HOMES; OTHERS PREFER SIDE-BY-SIDES OR TOWN-HOUSES, SOME WANT APARTMENT-STYLE HOMES AND A MORE "URBAN" LIFESTYLE.

WE PLAN ON PROVIDING A VARIETY IN TERMS OF COST, SIZE, BUILDING TYPE AND BUILDING HEIGHT TO APPEAL TO A WIDER AUDIENCE.

EVERYONE BENEFITS AS PART OF AN INTEGRATED PLANNED COMMUNITY WITH A MAXIMUM AMOUNT OF CHOICE AND FLEXIBILITY.

PRINCIPLE 3

URBAN INFILL STRATEGIES

GEM EQUITIES INC.

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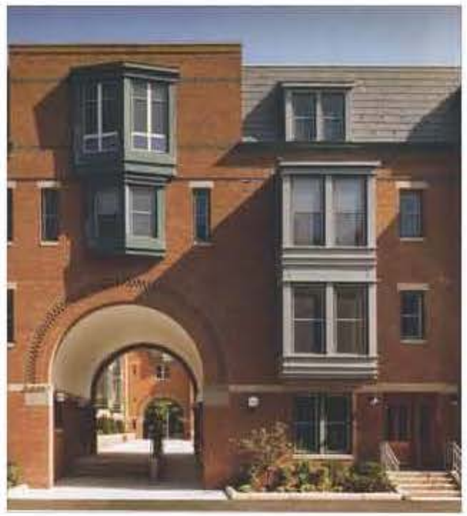
OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

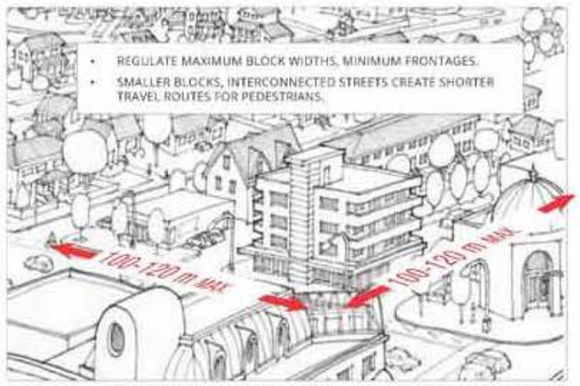
DESIGN WILL BE CONSISTENT WITH TOD PRINCIPLES AND DRAW ON THE QUALITIES OF THE AREA AS AN URBAN INFILL SITE

- PROVIDES PLACES FOR GROUND FLOOR, STREET ORIENTED COMMERCIAL USES IN CLOSE PROXIMITY TO THE STATION.
- MIXED-USE COMBINATION OF RESIDENTIAL AND ECONOMIC ACTIVITY FOSTERS A SENSE OF PLACE.
- PROVIDES PUBLIC RESERVE AREA FOR OUTDOOR RECREATION AND LEISURE ACTIVITIES

BUILDINGS DESIGNED WITH THE CREATION OF SAFE AND HEALTHY URBAN SPACES IN MIND

- BUILDINGS TO INCORPORATE ARCHITECTURAL FEATURES THAT CONVEY A SENSE OF PLACE AND RELATE TO THE STREET AND PEDESTRIAN ENVIRONMENT
- BUILDING MASSING AND PERMEABILITY TO CREATE A GATEWAY TO THE DEVELOPMENT, SUPPORTING A SENSE OF PLACE AND PEDESTRIAN CONNECTION TO BRT STATION.





PLACEMAKING IS A MULTIFACETED APPROACH TO CREATING A UNIQUE SENSE OF PLACE SPECIFIC TO A CERTAIN AREA

PLACEMAKING FOCUSES ON A COMMUNITY'S UNIQUE ASSETS, INSPIRATION AND POTENTIAL, UNDERSTANDING THAT A PLACE IS ABOUT A COMMUNITY BEFORE IT'S ABOUT DESIGN.

IT IS ABOUT CREATING PUBLIC SPACES THAT PROMOTE PEOPLE'S HEALTH, HAPPINESS, AND WELL-BEING THROUGH A VARIETY OF STRATEGIES.

A LOCATION QUITE LIKE THIS DOESN'T EXIST ANYWHERE ELSE IN THE CITY.



STREETSCAPES DESIGNED TO WELCOME PEDESTRIANS AND MAKE BEING IN THE NEIGHBOURHOOD A RICH EXPERIENCE.

- TREE-LINED STREETS, BOULEVARDS, PLAZA
- ALL PUBLIC ROWS WITH SIDEWALKS TO INCLUDE TREES TO FORM A BUFFER BETWEEN SIDEWALK AND ROAD.
- BUILDING ENTRIES / WINDOWS NEAR SIDEWALK ("EYES ON THE STREET") - PROVIDE SAFETY FOR PEDESTRIANS.
- HIGH QUALITY URBAN DESIGN AND SAFE, ATTRACTIVE PEDESTRIAN CONNECTIONS TO CREATE A SENSE OF PLACE.

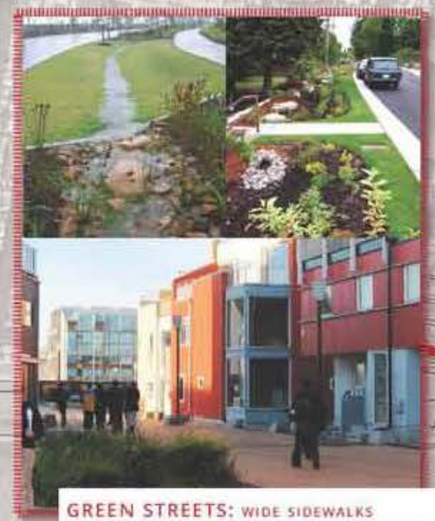


STREET SECTIONS AND PEDESTRIAN CONNECTIONS SERVE ALL FORMS OF TRANSPORTATION

- PUBLIC SIDEWALKS AND ROADS TO EFFICIENTLY AND EFFECTIVELY LINK PEDESTRIANS, CYCLISTS, TRANSIT RIDERS, AND MOTORISTS TO DESTINATIONS WITHIN AND AROUND THE DEVELOPMENT (IE. TRANSIT STATION, EXISTING AND NEW A.T. PATHS)
- DESIGN STREET GUIDELINES FOR PEDESTRIANS NOT CARS!
- MULTIMODAL, PEDESTRIAN - ORIENTED STREET FOR BUSES BICYCLES, CARS, AND PEDESTRIANS.

Image sources: City of Winnipeg *Complete Communities*; public domain

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT







PLAZZAS AND OPEN GREEN SPACES PROVIDE PROGRAMMED SPACES FOR ACTIVE AND PASSIVE USES: FOCAL POINTS AND GATHERING SPACES WITHIN THE COMMUNITY.

STORMWATER RETENTION BASIN PROVIDES AN AESTHETIC FACILITY WITH LANDSCAPED SURROUNDINGS.



GREEN STREETS: WIDE SIDEWALKS INCORPORATE ELEMENTS FOR IMPROVING WATER QUALITY BY ADDING NATURAL FILTRATION AND VEGETATION TO THE DESIGN.

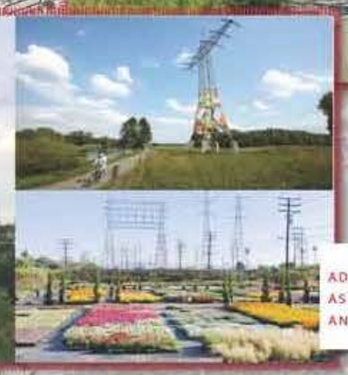
OAK GROVE

400m

PUBLIC PRESERVE LOCATED CENTRALLY IN DEVELOPMENT, SO THAT IT IS WITHIN 400 M WALK OF ALL RESIDENTIAL COMMERCIAL USES: ACTS TO DEFINE THE LOW AND MEDIUM/ HIGH DENSITY AREAS (CONNECTS THE TWO AREAS), AND AS A BUFFER TO MULTIFAMILY.







ADJACENT HYDRO LANDS ACT AS AN EXTENSION OF GREEN SPACE, AND AS A BUFFER FROM BRT.

PRINCIPLE 5 — PARK PRESERVATION & GREENSPACES

GEM EQUITIES INC.

FEBRUARY 10, 2016

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

WHAT IS A WETLAND?

FROM THE CITY OF WINNIPEG'S DOCUMENT "ECOLOGICALLY SIGNIFICANT NATURAL LANDS STRATEGY AND POLICY" (P. 26):

A WETLAND IS A DEPRESSION OF LAND WHICH CONTAINS WATER FOR ALL OR MOST OF THE YEAR.

ARE ALL WETLANDS THE SAME?

NO. THERE IS A WIDE RANGE OF TYPES OF WETLAND, AND A WIDE RANGE OF QUALITIES IN TERMS OF THE BENEFITS THEY MIGHT OFFER.

- A WIDELY ACCEPTED SYSTEM FOR CLASSIFYING WETLANDS IS THE STEWART AND KANTRUD SYSTEM (STEWART, R.E. AND H.A. KANTRUD, 1971.)
- THIS DIVIDES WETLANDS INTO SEVEN CLASSES (IMAGES FROM WWW.WETLANDPOLICY.CA):

CLASS VII

- FEN PONDS AND FEN VEGETATION.
- OFTEN HAVE FLOATING MATS OF VEGETATION.



CLASS VI

- ALKALI PONDS AND LAKES
- PH ABOVE 7; SALTY



CLASS V

- PERMANENT PONDS AND LAKES
- CENTRAL AREA OF OPEN WATER
- SUBMERGED AS WELL AS EMERGENT PLANTS



CLASS IV

- SEMI-PERMANENT PONDS AND LAKES
- FREQUENTLY HAVE SURFACE WATER THROUGHOUT THE GROWING SEASON
- MARSH VEGETATION



CLASS III

- SEASONAL PONDS AND LAKES
- TYPICALLY DOMINATED BY WETLAND GRASSES, SEDGES, RUSHES



CLASS II

- TEMPORARILY/PERIODICALLY COVERED BY STANDING OR SLOW-MOVING WATER
- ONLY HAVE OPEN WATER FOR A FEW WEEKS AFTER SNOWMELT, OR SEVERAL DAYS AFTER HEAVY STORM EVENTS



CLASS I

- EPHEMERAL
- SURFACE WATER ONLY PRESENT FOR A SHORT PERIOD AFTER MELT/RAIN EVENTS IN EARLY SPRING



WHAT ARE WE DOING TO PRESERVE THE ASPEN FOREST AND HABITAT?

MEETING WITH CITY OF WINNIPEG'S NATURALIST AND SPECIALISTS ON PARKS:

- NUMEROUS MEETINGS SINCE EARLY 2014
- CITY INPUT ON SIZE AND LOCATION OF HABITAT PRESERVE
- CITY OBSERVATIONS OF HIGHEST-QUALITY HABITAT IN THE SITE:



habitat type showing habitat quality

THE FOREST HAS A RANGE OF QUALITY: NOT ALL AREAS ARE EQUAL, AS THE CITY'S OWN SURVEYS SHOW.

THERE ARE MANY PATHS, CLEARED SPACES, DISARDED OBJECTS AND ELEMENTS OF INFRASTRUCTURE INCLUDING CHUNKS OF CONCRETE AND METAL, AND ADJACENT RAIL AND HYDRO LINES.

FROM THE CITY OF WINNIPEG'S DOCUMENT "ECOLOGICALLY SIGNIFICANT NATURAL LANDS STRATEGY AND POLICY" (P. 27):

ASPEN FOREST HABITAT IS THE MOST COMMON NATURAL HABITAT REMAINING IN WINNIPEG AND THE SURROUNDING REGION.

RETAINING AN INDEPENDENT ENVIRONMENTAL CONSULTANT TO:

- PREPARE AN INDEPENDENT REPORT ON GEM EQUITY'S LANDS
- SURVEY TO DETERMINE PLANT AND ANIMAL SPECIES PRESENCE/ABSENCE
- SURVEY TO BE CARRIED OUT AT OPTIMUM TIME FOR THIS RESEARCH:
  LATE SPRING (OF 2016).
- PREPARE A PLAN TO MITIGATE NEGATIVE EFFECTS (IF ANY).











WETLANDS + FOREST

GEM EQUITIES INC.

FEBRUARY 10, 2016

OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

WHAT IS A "NATURALIZED" STORMWATER RETENTION BASIN (SRB)?

- A STORMWATER RETENTION BASIN CREATED WITH A RICH MIX OF NATIVE PLANTINGS.
- SRBS COLLECT WATER AFTER RAINFALL OR SNOWMELT, PREVENTING OVERLOAD ON THE CITY'S WASTE WATER SYSTEM AND RIVERS.
- NATURALIZED SRBS ARE SMALL ECOSYSTEMS
- THEY SUPPORT PLANT AND SMALL ANIMAL LIFE
- THEY PROMOTE BIOLOGICAL UPTAKE OF CONTAMINANTS -- CLEANING THE WATER THROUGH NATURAL MEANS.
- SUN ON OPEN WATER DECOMPOSES SOME BACTERIA , ANOTHER CLEANSING EFFECT.
- NATURALIZED SRBS ARE DESIGNED TO PROVIDE SIMILAR FUNCTIONS AS WETLANDS.
- AT 6.7 HECTARES / 16.56 ACRES, THIS SRB WILL HAVE A LARGE AREA OF OPEN WATER AS WELL AS A NATURALIZED EDGE.
- THE NATURALIZED SRB WILL BE DESIGNED WITH AN AREA OF PERMANENT OPEN WATER SURROUNDED BY WETLAND PLANTS, **SIMILAR TO A CLASS V WETLAND**

THE CITY OF WINNIPEG HAS COMMITTED TO THE CREATION OF A NATURALIZED SRB HERE:

- THE CITY'S WATER & WASTE DEPARTMENT HAS PROMOTED NATURALIZATION OF NEW SRBS FOR THE PAST SEVERAL YEARS.
- SPECIFIC TO THIS SITE, A NATURALIZED SRB IS REQUIRED BY THE CITY'S **ENVIRONMENTAL ACT LICENSE** FOR THE SOUTHWEST TRANSITWAY, WHICH SAYS:
  - *"THE LICENCEE SHALL REPLACE THE STRUCTURE AND FUNCTION OF CATTAIL STANDS AND WET MEADOW AREAS IN THE PARKER LANDS THAT ARE IMPACTED BY THE DEVELOPMENT WITH*

    NEW AREAS OF SEMI-AQUATIC VEGETATION, AQUATIC VEGETATION AND A POND HABITAT

    THROUGH ***DEVELOPMENT OF THE PLANNED PARKER RETENTION POND.****"*

    CITY OF WINNIPEG - SOUTHWEST RAPID TRANSIT CORRIDOR - STAGE 2, LICENCE NO. 3121, DEC. 18, 2014, CLAUSE 12.

EXTENT OF FUTURE NATURALIZED SRB



- THIS STIPULATION OF THE LICENSE WAS PROMPTED BY THE ENVIRONMENTAL REVIEW OF THE TRANSIT CORRIDOR, WHICH STATED:
- *"THE CITY OF WINNIPEG CONCEPTUAL AND FINAL DESIGN FOR THE PARKER RETENTION POND IS ANTICIPATING TO* ***INCORPORATE NATURAL FEATURES AND NATIVE PLANTS****, SUCH AS THOSE USED BY NATIVE PLANT SOLUTIONS (A DIVISION OF DUCKS UNLIMITED CANADA), A GROUP CURRENTLY DEVELOPING METHODS AND PLANS FOR THE CONSTRUCTION OF STORMWATER PONDS THAT INCORPORATE UPLAND, WET MEADOW, AND WETLAND PLANTS AND FEATURES FOR CONSTRUCTED PONDS (ROSS 2013) ...*

  ... THE DEVELOPMENT OF THE PARKER RETENTION POND AS WETLAND HABITAT WOULD PROVIDE COMPENSATION FOR THE PROJECT EFFECTS ON THE WET MEADOW AND CATTAILS STANDS ... ***PROVIDE POTENTIAL AMPHIBIAN AND OTHER WILDLIFE HABITAT****, MEET REGULATORY REQUIREMENTS, AND ADDRESS STAKEHOLDER CONCERNS."*

  CITY OF WINNIPEG -- TRANSIT DEPARTMENT SOUTHWEST TRANSITWAY -- STAGE 2 *ENVIRONMENTAL REVIEW AND ASSESSMENT*, APR. 2014. SECTION 18.1.19 "WETLANDS"

SIMILAR URBAN WETLANDS IN WINNIPEG

- THERE ARE OVER 60 NATURALIZED SRBS IN WINNIPEG.

HTTP://WWW.SCOPEINDUSTRIES.CA/2014/01/PROTECTING-AND-CONSTRUCTING-URBAN.HTML



- THE DEVELOPMENT OF THE PARKER RETENTION POND IS TO BE CARRIED OUT BY WINNIPEG'S WATER & WASTE DEPARTMENT.
- THE DEPARTMENT HAS REITERATED *THE ENVIRONMENTAL REVIEW AND ASSESSMENT* POSITION IN A REPORT TO COUNCIL, SEEING:
  - ***"THE CONSTRUCTION OF THE NATURALIZED SRB IN THE PARKER LANDS AS A MITIGATION MEASURE FOR THE LOSS OF WET MEADOW AND CATTAIL STAND AREAS."***

  AND STATING THE FOLLOWING ABOUT THE DESIGN OF THE SRB, THAT IT:
  - ***"...PROVIDES AN AESTHETICALLY PLEASING ENHANCEMENT PUBLIC FACILITY -- THE CONSTRUCTION OF THE SRB WILL BE LANDSCAPED TO ENHANCE THE AREA IN THE LANDS IT WILL BE CONSTRUCTED. THERE ARE OPPORTUNITIES FOR PATHWAYS AND PLEASING LANDSCAPE ENHANCEMENTS."***

  ADMINISTRATIVE REPORT *EXPROPRIATION OF LANDS -- COCKBURN-CALROSSIE COMBINED SEWER AREA - DRAINAGE UPGRADE PROJECT*, REVIEWED BY CITY COUNCIL PRIOR TO THEIR VOTE CONFIRMING EXPROPRIATION OF LAND FOR THE CREATION OF THIS SRB; JAN. 27, 2016.

NATURALIZED STORMWATER RETENTION BASIN

GEM EQUITIES INC.

FEBRUARY 10, 2016

APPENDIX B.1 Open House #2 - Questionnaire & Feedback Summary

Open House 2.0 Questionnaire Aug. 22, 2016

The map below shows a DRAFT plan of part of the Parker Lands Major Redevelopment site.
We'd like to get your opinion on some aspects of the plan:

Q1: Where would you locate playgrounds in the Planning Area?
Place an 'X' on the map where you think playgrounds would best be located.

Q2: What other amenities would you like to see in the area (e.g. community gardens, skating rink, public art or performance space, circuit training route...)?
Place an 'O' on the map where these amenities would best be located.



Q3: What would you like to see developed in the areas closest to the Transit Station?
eg: Greenspace, Playground, Medium-Density Multi-Family Housing (as indicated in the plan above), Single Family Housing, Open space for temporary activities like farmers market, other ideas.

Open House 2.0 Questionnaire Aug. 22, 2016

Q4: What is your opinion on the streets proposed at the Open House?
For example, do they do a good job of accommodating alternate modes of transportation - bikes, buses, and pedestrians?

_____

_____

_____

_____

Q5: The developer plans to retain part of the existing forest as natural parkland.
What aspects of the existing treed area would you most like to see retained?

_____

_____

_____

_____

Q6: In what ways does the information from the environmental survey presented at the Open House reflect your understanding of the site? How does it differ?

_____

_____

_____

_____

Q7: Was this open house helpful? Yes / No

Please provide us with any additional comments you might have:

_____

_____

_____

_____

_____

_____

_____

_____

Q8: To help us compile the questionnaire results, please tell us where you live (check all that apply):

[ ] Beaumont
[ ] North of the Parker Lands Major Redevelopment Site
[ ] West of Waverley Street
[ ] East of Pembina Highway
[ ] Other

RESULTS OF THE QUESTIONNAIRE

PARKER LANDS Area Master Plan **Questionnaire Results** Aug. 24, 2016

	Where do you live?					Summary of Concerns (can be positive or negative)							MF Housing South of Stn			Playground Location						Was OH Helpful?		Other Amenities Desired	Comments
Questionnaire	Beaumont	North of Parker	West of Waverley	East of Pembina	Other	Traffic	Public Facilities	Greenspace	Density	Commercial	BRT	Pedestrian / AT	Yes	No	N/A	Near Station	High Density Zone	In Park Preserve	In Dog Park	Near Pond	N/A	Yes	No		
Percent	79.3%	3.4%	0.0%	10.3%	6.9%	55.2%	31.0%	75.9%	27.6%	24.1%	27.6%	58.6%	6.9%	55.2%	37.9%	13.8%	6.9%	10.3%	3.4%	6.9%	62.1%	93.1%	6.9%		
Subtotal	23	1	0	3	2	8	9	22	8	7	8	17	2	16	11	4	2	3	1	2	18	27	2		
1.1	1	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1						1		performance space, decent community club	sound test wanted - concerned with noise from BRT
1.2	1	0	0	0	0	1	1	1	0	0	1	1	0	1	0	1					1	1		multi-purpose community centre	concerned with cut-thru traffic and noise from BRT
1.3	1	0	0	0	0	1	0	1	1	0	0	1	1	0	0			1				1		community gardens	agrees with environ survey; concerned with traffic
1.4	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0			1				1		community gardens, greenspace, playground	save oaks/forest by east end of land, high traffic
1.5	1	0	0	0	0	0	0	1	1	0	1	1	0	0	1						1	1		electric vehicle charging station	supports TOD, car-sharing, green house gas reduction
1.6	1	0	0	0	0	0	0	0	0	1	1	1	0	1	0						1		1	place for basic retail, farmers market	need walkable community; invasive weeds in forest
1.7	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0						1	1		land dedicated for schoo or CC, no fence at pond	dog park too big, parking to N of station, trees are scrub
1.8	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1						1	1			noise barricade btwn BRT corridor and Heatherdale
1.9	1	0	0	0	0	1	1	1	0	1	0	1	0	1	0		1					1		open public space bystation, not housing	traffic concerns; comprehensive env study; school div?
1.10	1	0	0	0	0	1	1	1	1	0	0	1	0	0	1						1	1		seniors bldgs in greenspaces, schools	congestion already of traffic; schoold div?;
1.11	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1						1	1		walking bridge over tracks	want good quality construction and exteriors
1.12	1	0	0	0	0	0	1	1	1	1	0	1	0	1	0						1	1		CC, spray park, soccer, playgrd not close to transit	families need open space; access to Taylor and Grant
1.13	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0						1	1		community garden, public art, performance space	nature playground - exploration and coonect w nature
1.14	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1							1		church, convenience stores, schools	good mix of young familes with loss of seniors
1.15	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1						1	1		forest near dog park; ped connection to taylor	rename dog park; crime protection; accessibility; lots of swamp
1.16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1						1		splash park for kids	
1.17	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0						1	1		police station	no residential; no thought gone into planning; love wild life
1.18	1	0	0	0	0	0	1	1	0	0	1	0	0	1	0					1		1		police,fire hall instead of BRT stn; preserve all forest	disagrees with BRT route; waste of time and money; schools?
1.19	1	0	0	0	0	1	0	1	1	0	0	0	0	1	0					1		1		circuit training, maintain greenbelt btwn exst and new	no develop along Parker; traffic issues; start with med density
1.20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1						1		1	leave my forest alone	to many memories in the forst - don't tear up my childhood
1.21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1						1	1			I do not agree with developing this part of the city
1.22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1						1	1		leave exist piece of nature alone	this development is not readily welcomed in this neighborhood
1.23	1	0	0	0	0	1	0	1	1	0	0	1	0	1	0				1			1		community gardens, public art, circuit training	bike path across tracks; trees north of parker as buffer; traffic
2.1	0	1	0	0	0	0	0	1	0	1	0	1	1	0	0						1	1		community gardens, public art, bridge to taylor	survival of forest difficult if cut up; bird survey lacking; ftn in pond
3.1	0	0	0	1	0	0	0	1	0	1	1	1	0	0	1						1	1		milkweed for butterflies,overpass to taylor	don't like that buses taken off pembina
3.2	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0		1	1				1		public art, community garden, skating rink in forest	good env info; likes proposed streets and geothermal; all positives
3.3	0	0	0	1	0	0	0	1	1	1	1	1	0	1	0	1						1		skating rink, popup shops, covered market, MPR	summerland type highrise; denisty is too light; brownfield site
4.1	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0						1	1		greenspace in all the development	waste of existing greenspace;90% under concrete!
4.2	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0						1	1		preserve all existing forest	wasn't asked for feedback; far too many housing units

Total # of Respondants 29

April 2017

Parker Lands Major Redevelopment Site Environmental Overview



Submitted to:

6165347 Manitoba Inc.
1383 Spruce Street
Winnipeg, Manitoba R3E 2V8

Prepared by:

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1 INTRODUCTION

The Parker Lands Major Redevelopment Site (herein Parker Lands Site) is slated to undergo landscape change based on significant infrastructure projects including the approval of the City of Winnipeg's second stage of the Southwest Rapid Transit Corridor, the construction of the Parker Storm Retention Basin, and Manitoba Hydro's Harrow Station to Bishop Grandin 115 kV Transmission Line Project. Further potential development may occur within the Parker Lands Site on the property owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. The following report offers a brief environmental overview of the concurrent development planned within the Parker Lands Site including a broad overview of the related scientific environmental studies conducted to date. Further, the report offers general ecological recommendations for the overall area upon completion of planned development.

2 PARKER LANDS MAJOR REDEVELOPMENT SITE

2.1 Background

The Parker Lands Site is approximately 53.8 hectares in size and falls within a landscape historically typical of prairie and parkland environments (Smith et al., 1998). For the purpose of this report, the Parker Lands Site is defined as the footprint of the landscape located between the CNR Rivers Main Line that runs parallel to Taylor Avenue to the north; to the east of the Winnipeg Humane Society property and Hurst Way; to the west of the CNR Rivers Main Line at the Pembina Junction; and to the north of Parker and Heatherdale Avenues (**Map 1**). The Parker Lands Site is located within the Prairies Ecozone and the Winnipeg Ecodistrict (Smith et al., 1998). The site is located in an area that is surrounded by residential and commercial land-uses with a majority of the site currently vacant and undeveloped with no buildings or intact structures other than hydro infrastructure. Within the defined Parker Lands Site, there are multiple owners of the lands which include the City of Winnipeg, Manitoba Hydro-Electric Board, 6165347 Manitoba Inc. and 7138793 Manitoba Ltd.

The Parker Lands Site is expected to undergo landscape changes associated with the pending construction of the City of Winnipeg Southwest Rapid Transit Project (Stage 2), the pending construction of the Parker Storm Retention Basin, the potential development of the property owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd., and the already constructed Manitoba Hydro 11kV Transmission Line Project. **Map 2** presents the footprint of the approved projects slated within the Parker Land Site.

2.1.1 City of Winnipeg Southwest Rapid Transit Corridor (Stage 2)

The City of Winnipeg Southwest Rapid Transit Corridor, Stage 2, builds on the first stage of the Southwest Transitway which was opened in April 2012 and operates from Queen Elizabeth Way in the downtown area of the City of Winnipeg to Pembina Highway and Jubilee Avenue. Stage 2 of the Southwest Transitway is anticipated to be 7.6 kms in length, aiming to extend the current Transitway from Pembina Highway and Jubilee Avenue south to the University of Manitoba. Based on the planned route of the project, a portion of the Stage 2 Transitway will traverse the Parker Lands Site. Stage 2 of the Southwest Transitway will include the construction of seven new stations along the transitway, one of which will be located within the Parker Lands Site. Based on the size and the type of development associated with the City of Winnipeg Project, the Environmental Act was triggered, requiring a licence for the Transitway as a Class 2 Development under The Environment Act (Manitoba).

2.1.2 Manitoba Hydro Southwest Winnipeg 115 kV Transmission Line Project

Concurrently, Manitoba Hydro Southwest Winnipeg 115 kV Transmission Line Project is being constructed between Harrow Station at Harrow Street and Taylor Avenue and Bishop Grandin Blvd. The alignment of this Transmission Line Project falls entirely within an existing Manitoba Hydro ROW that traverses the Parker Lands Site. This Manitoba Hydro Project consists of relocating and rebuilding two 115 kV double circuit transmission lines by upgrading the lines onto new towers and re-locating conductors. The decommissioning of existing infrastructure is not a part of this Project. Based on the size and the type of development, the Manitoba Hydro Harrow Station to Bishop Grandin 115 kV Transmission Line Project requires, and was approved for, a Class 2 Development License under The Environment Act (Manitoba). Construction associated with this Hydro Project has already commenced and is near completion within the Parker Lands Site.

2.1.3 Future Residential Development

6165347 Manitoba Inc. and 7138793 Manitoba Ltd. own approximately 19 ha parcel of land within the northern area of the Parker Lands Area with potential plans to develop this property into a transit-oriented residential community development (TOD) project. The size and type of development of the lands owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd does not fall under the Provincial Classes of Development and does not require an Environment Act License to proceed with development. 6165347 Manitoba Inc. and 7138793 Manitoba Ltd development plans are pending and in the design phase.

2.1.4 Parker Storm Retention Basin

In association with the redevelopment of the Parker Lands Site, the City of Winnipeg aims to construct new land drainage sewers, ditches, and drainage regimes with a catchment area which requires the construction of a Parker Storm Retention Basin. The design and construction of the Parker Storm Retention Basin is being carried out by the City of Winnipeg Water and Waste Department and was not a part of Stage 2 of the Southwest Transitway Project EIS (Dillon, 2014). However, the Southwest Transitway Project EIS does mention the pending Parker Storm Retention Basin as slated for the section of the Parker Lands Area located in the Manitoba Hydro RoW between the CN wye tracks and Heatherdale Avenue (Dillon, 2014). The landscapes planned for the City of Winnipeg Parker Storm Retention Basin current consists of treed areas, grassy areas, wet meadows, and cattail stands (Dillon, 2014).

Based on the City of Winnipeg's EIS for the Southwest Transitway Project (Dillon, 2014), the development of the Parker Storm Retention Basin is anticipated to include the incorporation of natural vegetation and shoreline features that will provide habitat for vegetation and wildlife that require seasonally wet conditions. The Stage 2 Southwest Transitway Project EIS highlights the Parker Storm Retention Basin as a mode of environmental compensation and mitigation measures for the Stage 2 Southwest Transitway Project effects on wet meadow and cattails

stands as well as amphibian and other wildlife habitat as a result of the Project; compensation which was required to meet regulatory requirements and address stakeholder concerns (Dillon, 2014).

2.2 Environmental Scientific Studies

Several environmental scientific studies have been conducted within the Parker Lands Site. As noted, the City of Winnipeg Southwest Rapid Transit Corridor (Stage 2) Project triggered the need to acquire a Class 2 Environmental Act License. Dillon Consulting Limited was contracted by the City of Winnipeg to conduct environmental scientific baseline studies as well as prepare an Environmental Impact Statement (EIS) (http://www.gov.mb.ca/sd/eal/registries/5709citywpgrapidtransit/eap.pdf). The methods of the environmental baseline field survey work for mammal, avian, amphibian, vegetation, and wetlands were termed in the EIS as general pedestrian ground truthing surveys conducted within the Project Footprint Area with the results of the environmental survey work described in more detail (Dillon, 2014). Further, a subsequent report, dated June 2015, was developed, within which the Species at Risk survey methods and results were outlined. The June 2015 Species at Risk Report indicated there were no amphibian Species at Risk identified and that the only avian Species at Risk identified was a chimney swift, typically found near residential homes (Dillon, 2015). The Stage 2 Southwest Transitway Project EIS did describe the identification of swamp milkweed (*Asclepias incarnata*) plants, as well as other native vegetation such as goldenrod (*Solidago Asteraceae*), black-eyed Susan (*Rudbeckia hirta*), and wild bergamot (*Monarda fistulosa*) within the Project Area. The EIS described compensation measures to include the re-planting of these species as part of the Parker Storm Retention Basin to provide habitat for Monarch butterflies, as well as for birds, bees, dragonflies, and other beneficial insects (Dillon, 2014). The City of Winnipeg Southwest Rapid Transit Corridor Project received approval by the Environmental Approvals Branch and was granted a Class 2 Development Environmental Act License in August 2016.

The Manitoba Hydro Harrow Station to Bishop Grandin 115 kV Transmission Line Development Project also triggered the Provincial Environmental Act Licence as a Class 2 development. Therefore, Manitoba Hydro contracted KGS to conduct environment assessment services. Manitoba Hydro submitted an Environmental Assessment Report (EA) for the Project: https://www.hydro.mb.ca/projects/expansion/harrow/pdf/environmental_assessment_report_2015_04.pdf. The Environmental Assessment Report outlined desk top reporting of environmental baseline conditions; however, did not include the methods and results of any on-the-ground environmental field survey work. This Project was approval by the Environmental Approvals Branch and was granted an Environmental Act License in August 2015.

On the lands owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd., several environmental studies have been conducted. In 2010, Pinchin Environmental Ltd. conducted a Contaminated Site Assessment and in 2005, the City of Winnipeg, Naturalist Services Department conducted an onsite pedestrian vegetation survey of 11.98 hectares of the 19.28 hectares of their property (City of Winnipeg, 2007, 2016). The Naturalist Department characterized the area surveyed as wet aspen forest with dry meadow habitat (City of Winnipeg, 2016). No plant species identified by the City of Winnipeg surveyors are listed federally under SARA (SARA, 2002), provincially under the Manitoba Endangered Species and Ecosystem Protection Act (2015), nor

had a designation a listing of uncommon by the Manitoba Conservation Data Center (MBCDC, 2016).

Despite that the potential development of the 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. footprint does not require an Environment Act License, 6165347 Manitoba Inc. hired EcoLogic Environmental Inc. in 2016 to conduct environmental background reporting (Ecologic, 2016a) as well as intensive science-based environmental survey work to document the avian, mammal, herptile, and floral species present on their property and to assess for the presence of Species at Risk (EcoLogic, 2016b). Environmental studies were conducted on the future development property during spring and summer months and were reported on within the Biophysical Technical Report (dated July 2016). Within this Biophysical Technical Report are the methods and results of the environmental surveys conducted as well as a quantification of the digitization of the trail network present within the footprint including quantification of the degree of weedy and invasive plant species buffering an extensive man-made trail network found on the property. Lastly, the Biophysical Technical Report presents the findings of a formal categorization of the property wetlands.

Based on the various environmental studies conducted on the property owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd there has been no professional documentation of the presence of any Species at Risk. The owners have complied with all regulatory requirements for future development despite not being obligated to acquire an Environmental Act Licence.

2.3 Ecological Recommendations for Regional Area

Based on the current and pending development of the Parker Lands Site, several high-level professional recommendations related to biodiversity are offered for the area. Both the City of Winnipeg and Manitoba Hydro outlined a number of mitigation measures related to environmental integrity as a part of their application for an Environmental Act Licence, which should be adhered to.

The City of Winnipeg Rapid Transit Development Project Environmental Review and Assessment Report outlined environmental mitigation measures to:

- "Relocate the milk-weed plants in the Project Study Area to another suitable area;
- Mark the cattail stands/wet meadow/milkweed plant areas as sensitive sites and indicated in the Project Environmental Management Practices that construction activities for these areas be scheduled to take place outside of the breeding or migratory period for these two species;
- Replace lost or altered cattail stands/wet meadow with new areas of semi-aquatic vegetation and pond habitat through the development of the City's planned Parker Retention Pond; and
- Replace lost or altered milkweed stands with plantings of additional milkweed plants as part of the Project landscaping and the development of the City's planned Parker Retention Pond" (Dillon, 2014, pg.87).

The Naturalization of the Parker Storm Retention Basin offers a significant means of maintaining ecological biodiversity within the Parker Lands Site. Naturalized retention ponds have been shown to: improved water quality and clarity; reduce algae; decrease the presence of loafing geese and therefore their waste; reduce pathogens and pesticides; and provide quality habitat for a wide-variety of aquatic and terrestrial species (Native Plant Solutions, 2017).

Further, we recommend that the grasslands within the Parker Land Site should not be mowed. The Manitoba Hydro Southwest Transmission Line Project uses an already existing ROW that is predominantly mowed vegetation. Should the environment be a top priority of the Parker Lands Site, natural succession of the grasses and forbes within the Manitoba Hydro ROW would increase overall biodiversity. Management efforts should be undertaken to manually remove weedy species and disperse native mixed-grass prairie seeds in the area to enhance the diversity within the grasslands. By not mowing and spreading native seeds along the Manitoba Hydro ROW, a diversity of grasses and forbes would emerge, supporting a greater biodiversity of pollinators, insects, birds, and other wildlife.

While some local residents may enjoy the naturalization of the grasslands within the area, other residents within the area may prefer the aesthetics of mowed manicured landscapes. Some residents may voice concerns over weedy and noxious species presence and spread, increased insect presence, notably mosquitos (although in fact, they would be reduced), reduced driver

visibility for wildlife (small furbearers, deer, birds), increased bird presence leading to potentially an increase in bird strikes with the hydro lines, among other issues. However, neighborhoods such as Royalwood and Sage Creek have been successful in naturalizing neighborhood landscapes with positive ecological, economic, and social results.

During the spring and summer environmental survey work conducted on the 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. properties, two patches of swamp milkweed plants were documented (EcoLogic, 2016). As noted, swamp Milkweed was also identified during environmental surveys conducted by Dillion Consulting for the City of Winnipeg Southwest Transitway Project (Dillon, 2014). Consistent with the mitigation measures outlined for the City of Winnipeg Southwest Transitway Project, 6165347 Manitoba Inc. and 7138793 Manitoba Ltd have committed to the replacement of the swamp milkweed plants. The City of Winnipeg Naturalized Parker Storm Retention Basin, planned for the property to the east adjacent to the 6165347 Manitoba Inc. and 7138793 Manitoba Ltd property, would make an ideal area for the swamp milkweed plants to be replaced. Collaborative efforts among all three landowners should focus on the replacement of potentially lost swamp milkweed and other native plants near the City of Winnipeg planned Naturalized Storm Retention Basin.

The Naturalized Parker Storm Retention Basin will support aquatic and semi-aquatic habitat characterized by cattails, wet meadows, and swamp milkweed as described in the City of Winnipeg Rapid Southwest Transitway Project Environmental Review and Assessment Report as an important compensation measure (Dillon, 2014). The Naturalized Parker Storm Retention Basin will provide habitat for a variety of bird, amphibian, and mammal species. Regional connectivity between the Naturalized Parker Storm Retention Basin and the naturalized grasslands will enhance dispersal potential for various species. Retaining forested habitat on the 6165347 Manitoba Inc. and 7138793 Manitoba Ltd properties in as close proximity as possible to the Naturalized Parker Storm Retention Basin will promote habitat connectivity and diversity for a variety of animal or bird communities offering access to treed and grassland habitats adjacent to waterways and riparian vegetation.

3 SUMMARY

The Parker Lands Site is slated to undergo landscape change with the development of the area to support the City of Winnipeg Southwest Rapid Transit Corridor (Stage 2). Concurrently, Manitoba Hydro is upgrading and enhancing their infrastructure in the area through the Harrow Station to Bishop Grandin 115 kV Transmission Line Project to better be able to support the Rapid Transit System as well as future development, among other reasons. 6165347 Manitoba Inc. and 7138793 Manitoba Ltd own parcels of land within the Parker Lands Major Redevelopment Site with potential plans to develop their property into a transit-oriented residential community development (TOD) project. A number of environmental studies have been undertaken within the Parker Lands Area. A Naturalized Parker Storm Retention Basin is intended for the Parker Lands Site to manage storm water while also enhancing habitat for a variety of butterflies, amphibians, birds, and other wildlife.

The planned development projects within the Parker Lands Site offer various community benefits. Specific to the environment, it is achievable for the Parker Land Site to undertake the planned development while still maintaining and supporting quality habitat and healthy ecological function. Measures such as reducing the amount of mowed grasslands, spreading native mixed-grass seeds, managing grasslands for noxious weed species, concentrating ecological efforts around the Naturalized Parker Storm Retention Basin, as well as creating habitat connectivity of treed forested areas and naturalized grasslands to the retention pond will all help to enhance the biodiversity within the regional area. Through these collaborative efforts, the Parker Lands Major Redevelopment Site can support aquatic and terrestrial biodiversity.

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Appendix A: Report Mapping



Map 1: Parker Lands Major Redevelopment Site Boundaries



Map 2: Approved Projects within the Parker Lands Site

Parker Lands

Major Redevelopment Site 'G'

Report on Water, Wastewater, and Stormwater Servicing

Prepared for:

6165347 Manitoba Inc.

1383-B Spruce Street
Winnipeg, MB, R3E 2V8
15/03/2017

InfraCor

People > Planet > Performance

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Appendix A: Sewer Calculations



Responsible Engineer

APEGM
Certificate of Authorization
InfraCor Consulting Ltd
No. 5875 Date: March 15, 2017

Corporate Permit

1.0 Water Distribution

1.1 Potential Points of Connection

In consultation with the City of Winnipeg Water and Waste Department for a previous servicing study, four potential connection points from the development to the water distribution grid were evaluated:

- Point 1 – 250mm water main 120 m south of Taylor Avenue and Cambridge Street;
- Point 2 – 250mm water main 370 m north of Parker Avenue and Cooney Street;
- Point 3 – 200mm water main at Parker Avenue and Rockman Street; and,
- Point 4 – 200mm water main at Parker Avenue and Daniel Street.

Based on the City's simultaneous flow simulations at the potential points of connection three connections are required to provide suitable flows. Based on discussions and comments received by the City of Winnipeg, a 200 mm cross connection across Parker Avenue has been incorporated into the pressure/flow curves, which represents the Parker Lands MRS development south of the proposed SWBRT.

1.2 Demand

The City of Winnipeg guidelines for water supply consumption specify an average daily demand of 225 L/c/d + 10%, with a maximum daily demand (MDD) factor of 1.6 and a peak hour demand (PHD) factor of 2.5.

The City of Winnipeg guidelines stipulate the following fire flow targets in the absence of building construction details:

- Residential Single Family: 100 L/s; and,
- Residential Multifamily: 200 L/s

The estimated probable water demands for the proposed development were modelled in *EPANET*. The evaluation of the potential points of connection is modelled as reservoirs and pumps, with the pump curves matching the simultaneous pressure/flow simulation results provided by the City of Winnipeg.

The minimum acceptable residual pressure for water distribution mains is 207 kPa at PHD and 138 kPa at fire flow coinciding with MDD. The hydrant locations will be determined at detailed design, therefore 33 kPa is added to the fire flow pressure requirement to account for fitting losses, for a total required fire flow pressure of 171 kPa.

Based on the *EPANET* model results, the water main size for the proposed development is controlled by the fire flow coinciding with MDD. A 250 mm connection at the north (Point #1), 200 mm in the southwest (Point #2) and 200 mm in the southeast (Point #4) is required to provide acceptable fire flow with 171 kPa of residual pressure.

The preliminary water main network is shown in **Figure 1: Water Network**, including node numbers, link lengths and demand elevations. The network consists of a grid of 200 mm and 150 mm mains and avoids the use of dead ends. No upgrades to the City of Winnipeg water distribution system are required.

250mm WATER CONNECTION #1
WM S OF CROSS @ TAYLOR AND CAMBRIDGE

250 WM
L=43.88 m

250 WM
L=240.81 m

150 WM
L=45.14 m

150 WM
L=122.00 m

150 WM
L=85.49 m

150 WM
L=172.55 m

200 WM
L=84.58 m

200 WM
L=207.25 m

150 WM
L=88.23 m

200 WM
L=153.25 m

200 WM
L=43.48 m

200 WM
L=157.42 m

200 WM
L=182.75 m

200 WM
L=244.72 m

150 WM
L=83.33 m

150 WM
L=122.72 m

150 WM
L=85.90 m

150 WM
L=172.36 m

150 WM
L=104.78 m

150 WM
L=173.27m

200 WM
L=293.47 m

150 WM
L=80.85 m

200 WM
L=117.58 m

200 WM
L=106.80 m

150 WM
L=172.09m

200 WM
L=57.12 m

200 WM
L=452.75m

200mm WATER CONNECTION #2
COONEY AND ASQUITH

200mm WATER CONNECTION #3
PARKER AVE INTERCONNECT

PROPOSED PARKER AVE
200mm INTERCONNECT

PROPOSED PARKER AVE
200mm INTERCONNECT

ASQUITH AV
GEORGINA ST
PLANET ST
HEATHERDALE AV
PARKER AV
COONEY ST
PELLY AV
HURST WY
JUPITER BY
BEAUMONT ST
DANIEL AV
ROSEMOUNT AV
DEREK ST
ROCKMAN ST

N

LEGEND

PROPOSED WATER NETWORK
EXISTING WATER NETWORK

InfraCor

Parker Lands Servicing Study
Water Network
Figure - 1

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2.0 Wastewater

2.1 Existing Wastewater Sewer

The development resides in the Cockburn/Calrossie Sewer District. An existing 600 mm combined sewer at Parker Avenue and Wynne Street is available for wastewater flows from the proposed development. Analysis of the existing pipe capacity indicate that this connection is suitable to provide a wastewater connection to the proposed development without upgrade. This will be demonstrated in the detailed servicing report.

2.2 Proposed Wastewater Sewer

The preliminary wastewater sewer alignment will run within the internal road network, south across the SWBRT to Parker Avenue and Georgina Street, and continues east to the tie-in at Wynne Street. The overall wastewater sewer network is presented in **Figure 2: Wastewater**

Pipe and slope selection as depicted in **Appendix A** Sewer Calculations was based on full pipe flow with Manning's n=0.013 and a minimum velocity of 0.6 m/s. Adequate depth of services will be demonstrated in the detailed servicing report.

2.3 Design Criteria

The design criteria for the City of Winnipeg wastewater sewer systems are:

Average Design Flow (Residential)

ADWF=Daily Average Wastewater Flows

Average Dry Weather Flow= Number of dwelling units x ppl per unit x 270 L/capita/day

Population per dwelling = 3.05 ppl (single family)

= 2.30 ppl (multi-family)

Dwelling Density =12.29 dwellings/ha (single family)

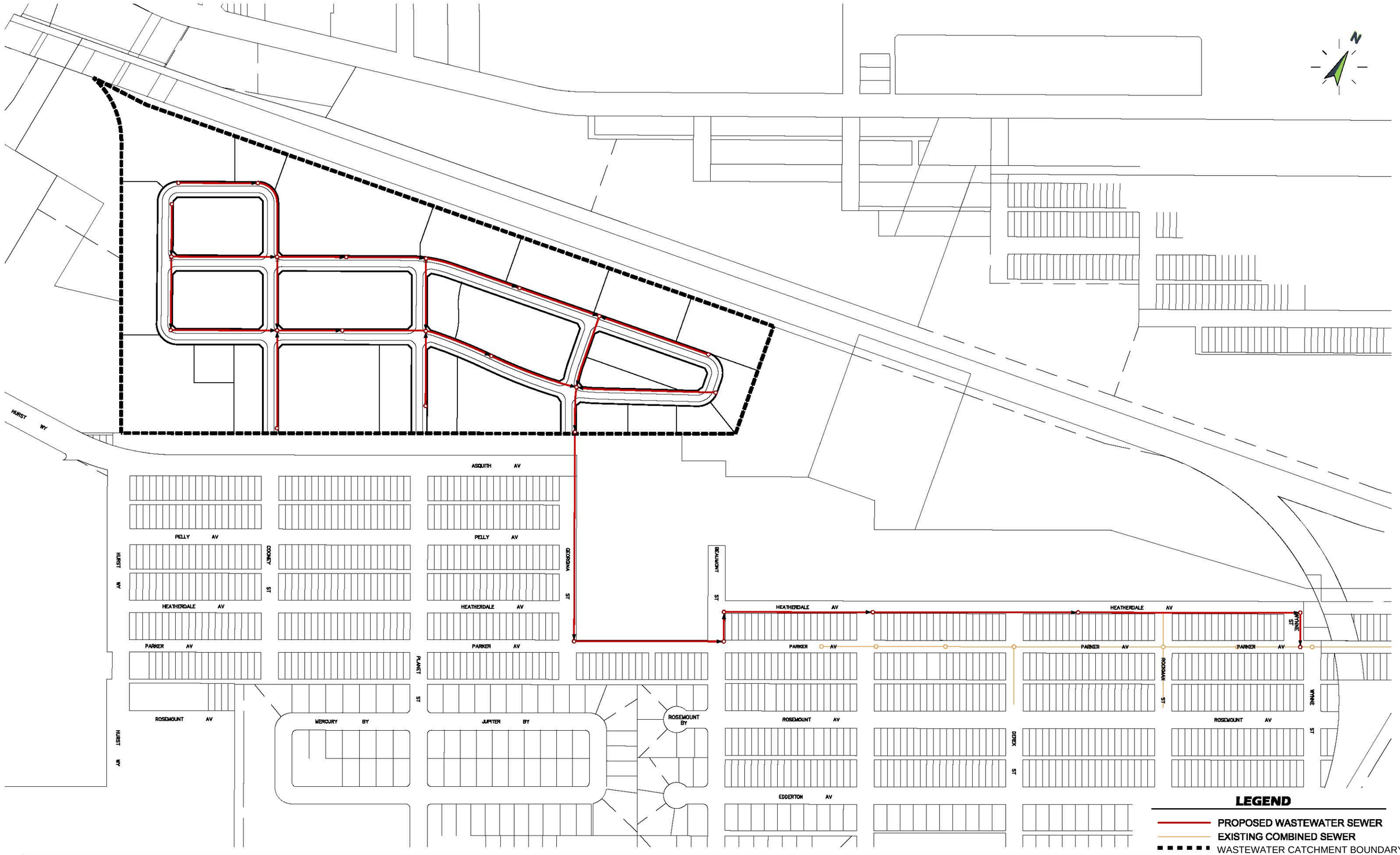
=74.13 dwellings/ha (multi-family)

Peak Design Flow = Domestic sewage x peaking factor plus extraneous flow. Extraneous flow contributions of 2,200 L/ha/day as well as manhole infiltration of 12 L/min/manhole are to be included at a minimum.

Harmon's Peaking factor is used to determine peak flow:

$$PF = 1 + \frac{14}{4 + \sqrt{\frac{P}{1000}}}$$

Where, PF=Peaking Factor, P=Population



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Parker Lands Servicing Study
Wastewater Sewer
Figure - 2
Mar 14, 2017
VERSION —

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3.0 Land Drainage

Stormwater Retention

The Parker Lands lie within the Cockburn/Calrossie combined sewer drainage district. As part of the move away from combined sewers, the City of Winnipeg is leading a relief project which will design and construct a regional stormwater pond east of the Parker Lands. The Engineering Services Division has indicated that the Parker Lands will be able to tie into the regional pond, however peak flow will need to be restricted to 1.37 m^3/s. Water levels in the regional pond will be controlled to the design by the City of Winnipeg, with a preliminary 1:5 year water level of 228.83 m geodetic. The land drainage catchments in the area are shown in Figure 3: **Figure 3: Land Drainage Sewers**.

Restriction of peak flows to 1.37 m^3/s corresponds to a blended release rate of ~70 L/s/ha, which is in line with a typical blended release rate for relatively flat residential development. This level of release can be accommodated in the development via the following stormwater management measures, which will be examined at the servicing report stage.

1. Site release restrictions for multifamily lots which require secondary storage
2. Modeling of road storage in trapped lows with catchbasin flow restrictions
3. Use of open space as dry ponds
4. Low impact development requirements, such as increased topsoil depth and landscaping minimums

Land Drainage Sewer

The development will be designed with a dedicated land drainage sewer, with urban style streets which capture and conveys drainage to the proposed regional pond to the east.

The sewer design flows will be determined using the Rational Method with the following parameters:

- Full pipe flows with Manning n=0.013 for both concrete and PVC
- Minimum velocity of 0.9 m/s and maximum velocity of 3.0 m/s
- 5-year storm intensity of $i = 47.2 / (t+8)^{0.828}$
- 5-year storm level in the Regional Pond of 228.83 m
- Tailwater conditions at the regional pond extending 0.45m above NWL unless other information is provided by the City of Winnipeg
- Internal subcatchments controlled to a 0.60 C value
- Minimum time of concentration of 10 minutes (standard residential parameter)

The two SWBRT catchments and the City of Winnipeg lands south of the development will also need to provide storage to attenuate their peak flows to the values identified for the Regional Pond.

CNR
2.62ha.

PARKER LANDS
19.27ha.
Peak Flow 1.37m³/s

CITY OF WINNIPEG LANDS 2
0.57ha.

CITY OF WINNIPEG LANDS 1
1.30ha.

CITY OF WINNIPEG PLANNED RETENTION POND

POND
11.02ha.

SWRT 1
14.57ha.
Peak Flow 0.53m³/s

SWRT 2
6.76ha.
Peak Flow 0.29m³/s

ASQUITH AV
PELLY AV
HEATHERDALE AV
PARKER AV
HURST WY
CONEY ST
GEORGINA ST
BEAUMONT ST
PLANET ST
ROCKMAN ST
WYNNE ST

N

InfraCor

Parker Lands Servicing Study
Land Drainage Sewers
Figure - 3

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APPENDIX A

Wastewater Flow Calculations

$$4{,}066\ people\ \times 270\ \frac{L}{person \cdot day} \times \frac{day}{24\ hours} \times \frac{hour}{3600\ s}$$
$$= 12.71\ L/s\ average\ dry\ weather\ flow$$

$$PF = 1 + \frac{14}{4 + \sqrt{\frac{4066}{1000}}} = 3.327$$

$$\therefore peak\ dry\ weather\ flow = 12.71\ \cdot 3.327 = 42.3\ L/s$$

$$19.27\ ha\ \times 2200\ \frac{L}{ha\ \cdot day} \times \frac{day}{24\ hours} \times\ \frac{hour}{3600\ s} = 0.5\ L/s$$

$$20\ Manholes\ \times 12\ \frac{L}{MH\ \cdot min} \times \frac{min}{60\ s} = 4.0\ L/s$$

$$\therefore peak\ wet\ weather\ flow = 42.3 + 0.5 + 4.0 = 46.8\ L/s$$

Wastewater Sewer Calculations

Client: **GEM Equities**

Project: **Parker - 1,742 Units**

Manhole From	Manhole To	Lot	Area (ha)	Units	People Per Unit	Population	Average Dry Flow (L/s)	# of Manholes	Inflow & Infiltration (L/s)	Cumulative Dry Flow (L/s)	Cumulative Inflow & Infiltration	Cumulative Population	Harmon's Peaking Factor	Design Flow (L/s)	Slope (%)	Diameter (mm)	Material	Manning's n	Pipe Capacity (L/s)	Velocity (m/s)	% Capacity
		1	1.06	76	2.30	175	0.5	1	0.2	0.5	0.2	175									
1	2									0.5	0.2	175	4.17	2.5	0.50%	250	PVC	0.013	42.5	0.86	6%
		2-C	0.23	6	3.05	19	0.1	1	0.2	0.1	0.2	19									
		4	1.53	132	2.30	304	1.0	0	0.0	1.0	0.2	323									
2	5									1.6	0.5	498	3.98	6.7	0.24%	250	PVC	0.013	29.4	0.60	23%
		2-A	0.23	7	3.05	22	0.1	1	0.2	0.1	0.2	22									
3	4									0.1	0.2	22	4.37	0.5	0.50%	250	PVC	0.013	42.5	0.86	1%
		2-B	0.23	7	3.05	22	0.1	1	0.2	0.1	0.2	22									
		2-D	0.23	7	3.05	22	0.1	0	0.0	0.1	0.2	44									
		2-G	0.75	24	3.05	74	0.2	0	0.0	0.4	0.2	118									
4	5									0.4	0.4	140	4.20	2.3	0.24%	250	PVC	0.013	29.4	0.60	8%
		A1	0.00	0	3.05	0	0.0	0	0.0	0.0	0.0	0									
4 HP	10									0.0	0.0	0	4.50	0.0	0.50%	250	PVC	0.013	42.5	0.86	0%
		2-E	0.23	7	3.05	22	0.1	1	0.2	0.1	0.2	22									
		3-B	1.20	100	2.30	230	0.7	0	0.0	0.8	0.2	252									
10	12									0.8	0.2	252	4.11	3.5	0.24%	250	PVC	0.013	29.4	0.60	12%
		2-F	0.23	6	3.05	19	0.1	0	0.0	0.1	0.0	19									
5 HP	12									0.1	0.0	19	4.38	0.3	0.50%	250	PVC	0.013	42.5	0.86	1%
		3-A	0.34	14	3.05	43	0.1		0.0	0.1	0.0	43									
11	12									0.1	0.0	43	4.33	0.6	0.50%	250	PVC	0.013	42.5	0.86	1%
		A2	0.00	0	0.00	0	0.0	1	0.2	0.0	0.2	0									
5	6									2.0	1.1	638	3.92	8.9	0.24%	250	PVC	0.013	29.4	0.60	30%
		A3	0.00	0	0.00	0	0.0	1	0.2	0.0	0.2	0									
6	7									2.0	1.3	638	3.92	9.1	0.24%	250	PVC	0.013	29.4	0.60	31%
		8-5	0.24	45	2.30	104	0.3	1	0.2	0.3	0.2	104									
7 HP	15									0.3	0.2	104	4.24	1.6	0.50%	250	PVC	0.013	42.5	0.86	4%
		5	1.03	116	2.30	267	0.8	1	0.2	0.8	0.2	267									
12	13									1.8	0.5	581	3.94	7.6	0.24%	250	PVC	0.013	29.4	0.60	26%
		A4	0.00	0	0.00	0	0.0	1	0.2	0.0	0.2	0									
13	15									1.8	0.7	581	3.94	7.8	0.24%	250	PVC	0.013	29.4	0.60	27%
		6	0.38	40	2.30	92	0.3	1	0.2	0.3	0.2	92									
		9-12	0.17	29	2.30	67	0.2	0	0.0	0.5	0.2	159									
14	15									0.5	0.2	159	4.18	2.3	0.50%	250	PVC	0.013	42.5	0.86	5%
		7-1	0.30	52	2.30	120	0.4	1	0.2	0.4	0.2	120									
		7-2	0.30	45	2.30	104	0.3	0	0.0	0.7	0.2	224									
		8-6	0.24	47	2.30	109	0.3	0	0.0	1.0	0.2	333									
7	8									3.0	1.5	971	3.81	13.1	0.24%	250	PVC	0.013	29.4	0.60	44%
		7-3	0.30	57	2.30	132	0.4	1	0.2	0.4	0.2	132									
		7-4	0.30	61	2.30	141	0.4	0	0.0	0.9	0.2	273									
		8-7	0.24	47	2.30	109	0.3	0	0.0	1.2	0.2	382									
8	9									4.2	1.8	1353	3.71	17.4	0.24%	250	PVC	0.013	29.4	0.60	59%
		10-15	0.28	65	2.30	150	0.5	1	0.2	0.5	0.2	150									
		10-16	0.28	65	2.30	150	0.5	0	0.0	0.9	0.2	300									
		10-17	0.27	65	2.30	150	0.5	0	0.0	1.4	0.2	450									
		10-18	0.27	65	2.30	150	0.5	0	0.0	1.9	0.2	600									
		11-20	0.23	45	2.30	104	0.3	0	0.0	2.2	0.2	704									
18	9									2.2	0.2	704	3.89	8.8	0.50%	250	PVC	0.013	42.5	0.86	21%
		11-19	0.23	45	2.30	104	0.3	1	0.2	0.3	0.2	104									
		Roads	3.84	0	0.00	0	0.0	1	0.3	0.3	0.5	104									
		Green	2.05	0	0.00	0	0.0	1	0.3	0.3	0.8	104									
9	17									6.8	2.7	2161	3.56	26.8	0.24%	250	PVC	0.013	29.4	0.60	91%
		8-8	0.24	47	2.30	109	0.3	1	0.2	0.3	0.2	109									
		9-10	0.17	21	2.30	49	0.2	0	0.0	0.5	0.2	158									
15	16									3.1	1.3	1002	3.80	13.2	0.24%	250	PVC	0.013	29.4	0.60	45%
		8-9	0.24	47	2.30	109	0.3	1	0.2	0.3	0.2	109									
		9-11	0.26	35	2.30	81	0.3	0	0.0	0.6	0.2	190									
		9-13	0.26	57	2.30	132	0.4	0	0.0	1.0	0.2	322									
		9-14	0.26	61	2.30	141	0.4	0	0.0	1.4	0.2	463									
16	17									4.6	1.5	1465	3.69	18.4	0.24%	250	PVC	0.013	29.4	0.60	63%
		11-21	0.26	45	2.30	104	0.3	1	0.2	0.3	0.2	104									
		11-22	0.21	77	2.30	178	0.6	0	0.0	0.9	0.2	282									
		11-23	0.18	77	2.30	178	0.6	0	0.0	1.4	0.2	460									
19	17									1.4	0.2	460	3.99	6.0	0.50%	250	PVC	0.013	42.5	0.86	14%
17	20									12.8	4.5	4086	3.33	46.9	0.16%	375	PVC	0.013	65.7	0.62	71%
20	Tie-In									12.8	4.5	4086	3.33	46.9	0.16%	375	PVC	0.013	65.7	0.62	71%

FORMULAE

$$Capacity = \frac{1}{n} \cdot 0.3117 \cdot d^{\frac{8}{3}} \cdot \sqrt{slope} \qquad Harmon's = 1 + \frac{14}{4 + \sqrt{\frac{P}{1000}}}$$

$$Velocity = \frac{4}{\pi d^2} \cdot capacity$$

MEMORANDUM

MORRISON HERSHFIELD

TO:	6165347 Manitoba Inc.	ACTION BY:	
FROM:	Andres Baez	FOR INFO OF:	
PLEASE RESPOND BY:		PROJECT No.:	3140364.00
RE:	Parker Lands Development Preliminary Traffic Review	DATE:	December 7, 2017

Z:\PROJ\3140364\06 PRE-DESIGN\SECONDARYPLANAPPLICATION\FINAL MEMO SUBMITTED TO THE CLIENT APR 7 2017\PARKER LANDS TRAFFIC MEMO SECONDARY APPLICATION REV_DEC 7_2017 FINAL.DOCX

Background

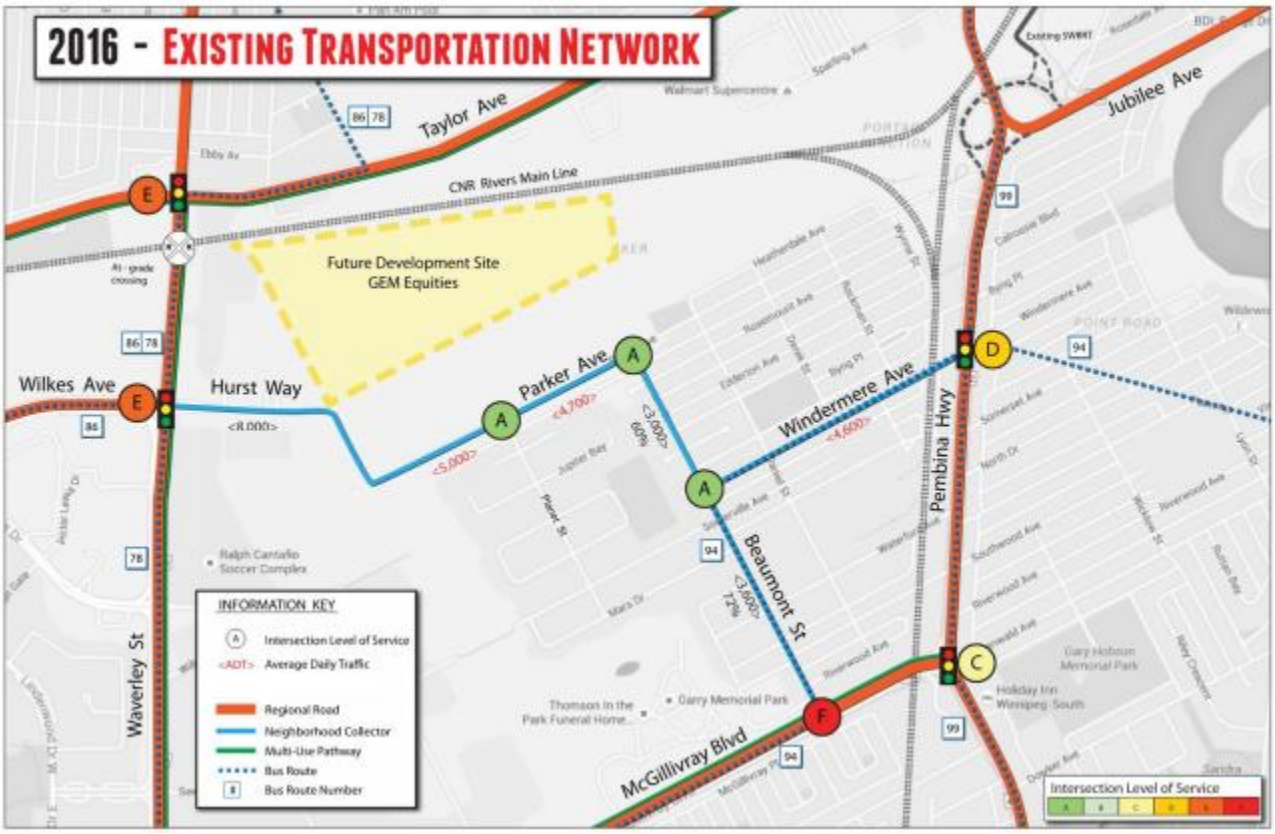
The purpose of this preliminary traffic review was to evaluate proposed development units and configuration considering a trip generation that allows reasonable accommodation through the proposed road network for future development of the Parker Lands. It examines the preferred density and land use and determines the maximum development potential of the site from the perspective of traffic capacity at surrounding intersections within the study road network.

The access options available to the site are constrained by the CNR Rivers Main Line to the north and east, future storm retention basin to the east, and future Waverley Street Underpass to the west. Network changes are anticipated to the existing Hurst Way and Parker Avenue in order to provide access to the proposed development as well as to provide better integration with the planned Southwest Rapid Transit (SWRT) corridor and associated infrastructure in the neighborhood.

The intent is to provide development road access to the future realigned Hurst Way which will enable further connectivity to/from major transportation corridors in the study area including Waverley Street, Pembina Highway, McGillivray Boulevard, etc. **Figure 1** shows the existing road network, road segment ADTs and intersection capacity Level of Service (ICU LOS[1]) for key intersections within the study area.

Figure 1. Existing Transportation Network

[1] Synchro's ICU method is a recommended tool for measuring overall intersection capacity. It gives insights on how an intersection is functioning, and how much extra capacity is available to handle traffic fluctuations and incidents. ICU LOS shown on Figure 1 should not be confused with delay-based LOS such as the HCM. Although they are interrelated, they measure different objectives.



2020 Pre-Development Conditions

By the year 2020, after the implementation of the Waverley Underpass and the opening of SWBRT Transitway, it is anticipated that traffic pattern in the area will significantly change. In essence, expected 2020 improvements in the area, are expected to bring down automobile trips on neighborhood roads as a result of declining shortcutting and new rapid transit options for residents:

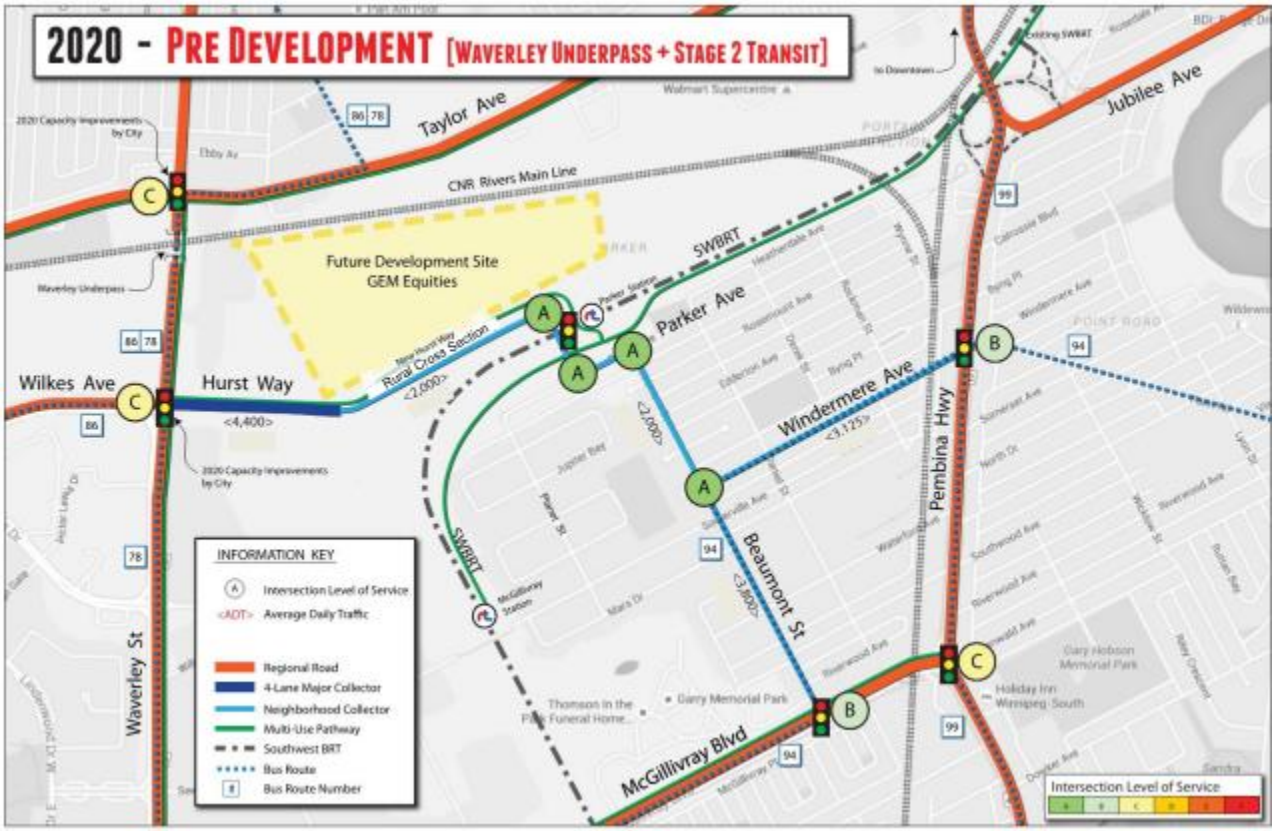
- **Reduction of shortcutting traffic through the neighbourhood.** Traffic shortcutting through the Beaumont neighbourhood between Waverley Street and Pembina Highway is a known issue for residents and the City. Its root cause are mainly attributed to overcapacity conditions at the intersection of Waverley Street and Taylor Avenue, as well as traffic disruptions and long queues at the existing at-grade CNR rail crossing at Waverley Street caused by heavy train frequent operations. After the Waverley Underpass improvement is completed, it is anticipated that current shortcutting traffic will stay on main arterial roads (Waverley Street and Pembina Highway) and away from neighbourhood roads (Hurst Way, Parker Avenue, Beaumont Street and Windermere Avenue).

- **Anticipated growth of transit trips after the SWBRT** thereby reducing automobile trips after the SWRT begins operation. A 25% shift of background trips from cars to transit for existing residential units within 400 m walking distance of the future Parker station, was agreed with Winnipeg Transit and Transportation Planning.

  As shown in Figure 2, the City will realigned a section of Hurst Way to maintained existing connectivity and to accommodate anticipated feeder bus routes to connect to the Parker SWBRT station. It is understood, the realigned new Hurst Way will be built to a Rural Cross Section.

Figure 2 illustrates City committed road network upgrades anticipated to be open by year 2020. Underlined changes are also described below. These are considered the base road network conditions which the future proposed Development will be built upon.

Figure 2. 2020 Pre-Development Road Network



- Hurst Way Realignment, approximately 100 m north of and parallel to the planned SWRT (Stage 2) alignment, extended eastward till it intersects the new extension of Georgina Street. It is understood, the section of the realigned Hurst Way abutting the development is to be constructed as a Two-Lane Undivided Rural Roadway (24m ROW) by the City.

- Parker Avenue to be closed west of Planet Street.

- Capacity improvements at Waverley Street & Taylor Avenue intersection include:
  - Westbound approach to be reconfigured to dual-left turn lanes, 1 through lanes and 1 shared through and right turn lane.
  - Westbound left turn signal phase to be setup as protected-only phase for dual left turns.

- Capacity improvements at Waverley Street & Hurst Way intersection include:
  - Additional left turn lane (single to dual turn) on eastbound approach.
  - Eastbound left turn signal phase to be protected-only phase for dual left turns;
  - Additional through lane to be added to northbound through and southbound through movements.

Capacity improvements above, are identified in the latest draft concept plans available at the Waverley Underpass Project City Website.

Methodology

For this preliminary traffic review, analyses were conducted using the following methodology:

1. Establish 2020 pre-development background traffic volumes of the existing road network.

    - Collect and/or conduct turning movement counts at key intersections, including:
        - Waverley Street & Taylor Avenue
        - Waverley Street & Wilkes Avenue / Hurst Way
        - Pembina Highway & Windermere Avenue
        - Pembina Highway & McGillivray Boulevard
        - Beaumont Street & McGillivray Boulevard
        - Windermere Avenue & Beaumont Street
        - Beaumont Street & Parker Avenue

    - Grow existing weekday AM and PM peak hour volumes at 1.00% annually from 2016 to 2020 and 2024.

    - Adjust background traffic due to anticipated pre-development City's committed network projects.

2. Determine trip generation from the future proposed Development.

    - It is understood that the construction of the proposed development is planned in two phases:
        - **Phase 1** (2020); Phase one aim construction of most single family homes towards the westernmost area of the site. Simultaneously, most townhouses will be constructed within the central area of the site in near proximity to the future Parker Station.
        - **Phase 2** (2024). Phase two aim construction of the remaining townhouses as well as all high-density and commercial units towards the easternmost area of the site in close proximity to the future Parker Station.

    - Conduct a trip generation analysis based on the methods and comparable trip generation rates published by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 8th Edition. The ITE Trip Generation Manual is a compilation of traffic data from existing developments throughout North America. It is the industry's prime reference for estimating vehicle trips generated by a proposed development. Trip generation rates used were also consulted and confirmed with the City's Transportation Department.

    - Estimate mode split for transit trips due to the operation of the SWBRT Transitway and the Parker Station in the neighbourhood. It is anticipated that a proportion of existing and future automobile trips generated from the new development will be shifted to public transit. The City's Transportation Planning Department in consultation with Winnipeg Transit have recommended to apply a 25% transit mode split to those units within 400 m radius of the station, and a 10% transit mode split beyond this point for remainder of the development.

- Conduct trip distribution and determine trip directional split percentages in accordance with the 2007 Winnipeg Area Travel Survey Results (WATS). Trip distribution patterns in the study area should be based on the number of trips entering and exiting the District 10 – Fort Garry North (where the site is located) from all other transportation analysis zones.

3. Determine traffic operation performance at the surrounding key intersections under future Post-Development scenarios for 2020 and 2024.

    - Key analysis assumptions include:
        - Three road accesses (intersections) to/from the development are being proposed to be taken off of the realigned Hurst Way. The existing Hurst Way is expected to be realigned and constructed as part of the SWRT (Stage 2) project.
        - Proposed development accesses #1 and #2 (two westernmost access to the site) will be connected to Hurst Way at a 90 degree intersection with a stop controlled on the minor approach. These accesses will be separated approximately 150 m from each other.
        - Road access #3 (easternmost) will be built with development of Phase 2, connecting to the intersection of Georgina Street and Hurst Way at a 90 degree angle with a stop controlled on the minor approach so that Hurst Way traffic has the right-of-way.
        - It is understood, no significant pedestrian traffic is anticipated on Georgina Street as the majority of pedestrians to/from the Parker Station are expected to be directed either north to a proposed Station Plaza near the proposed development, or south via sidewalks on Beaumont Street, and Parker Avenue east-west multiuse trail adjacent to the road.
        - It is understood that Georgina Street will intersect the Transitway at-grade thus warranting a signalized intersection control at this location

4. Revise (limit) development density assumptions if the new site accesses and surrounding major intersections do not perform at an acceptable level with the trip generated from the proposed Development for 2020 and 2024 horizon year scenarios.

Summary of Findings

1. Existing and Pre-development conditions

    a. Existing traffic shortcutting along neighbourhood roads is significant ranging from approximately 30% to 50% of current AM and PM peak hour traffic volumes within Beaumont neighbourhood.

    b. Existing traffic shortcutting is mainly attributed to overcapacity conditions at the intersection of Waverley Street and Taylor Avenue as well as traffic disruptions and long queues at the existing at-grade CNR rail crossing at Waverley Street caused by heavy train frequent operations.

    c. The Waverley Underpass project along with capacity improvements at both intersections of Waverley Street & Taylor Avenue and Waverley Street & Hurst Way are anticipated to be completed by spring 2020. Is expected that neighborhood traffic shortcutting will be significantly reduced as a result.

d. As part of the Waverley underpass and SWBRT projects, it is understood that the new realigned Hurst Way will be rebuilt to a rural cross-section standard through the development area and transitioned to a Residential Major Collector standard cross-section as it ties to the Waverley intersection. Prevalent adjacent land uses will be open space (incl. Brenda Leipsic Dog Park) and utility right-of-ways with large set-backs from the road. It is assumed that no on-street parking will be allowed on shoulders, nor significant amount of pedestrian or cyclist are anticipated to use this section of Hurst Way.

2. Post-Development conditions

a. Both, the realigned Hurst Way and Georgina Street are being constructed as a Two-lane Road cross-section that includes shoulders, channelized drainage (no curb and gutter) and no sidewalks. Based on the information available, forecasted traffic volumes and surrounding context, is understood that the Two-lane Road cross-section is appropriate for the current and future operational conditions of these two roads.

b. Subject to signal timing optimizations, all intersections in the surrounding road network will be operating with acceptable delay-based Level-of-Service (D or better) and max volume/capacity ratio (0.90 or lower) under both 2020 and 2024 horizon years.

c. The intersection of Pembina Highway & McGillivray Boulevard is expected to continue enduring capacity issues unrelated to this development. It is recommended the City continue monitoring this and other locations along the Pembina Highway corridor as part of a future access management evaluation of the entire corridor.

d. Regarding the shortcutting issue and its potential elimination, we recommend the City to conduct a plate-survey after the year 2020 once all major regional improvements are in place, in order to confirm anticipated reductions in post-2020 shortcutting volumes.

Conclusion

Based on the preliminary analysis conducted, it is concluded that the proposed development does not place a significant burden on existing and planned transportation networks in the study area. Provided implementation of identified regional network improvements and development mitigation measures, the forecasted traffic loads are expected to operate acceptably on existing and planned transportation network as per the City of Winnipeg standards.

Should you have any questions or comments concerning the contents of this report, please do not hesitate to contact the undersigned at 604 454 0402.



Sincerely,
MORRISON HERSHFIELD LTD.

ANDRES BAEZ, P.Eng., MUP
Transportation Planning Engineer

Parker Lands Urban Design Guidelines:

Urban Neighbourhood Policy Area

Design guidelines help to maintain and enhance the character of the neighbourhood. The guidelines ensure that development in the Parker Lands area is consistent with the vision and policies of the Master Plan as an **Urban Neighbourhood**.

The purpose of the **Urban Neighbourhood** is transform and repurpose the Parker Lands into a TOD neighbourhood with medium access to downtown, class B commercial, a diversity of housing choices and significant densities which meet the principles of sustainability, placemaking, and connections.

1 URBAN NEIGHBOURHOOD

1.1 CPTED & Accessibility

1. The City of Winnipeg *Universal Design Standards* shall be used to guide barrier free designs for all development within this area .

2. Building, streetscape and site design should incorporate concepts of Crime Prevention Through Environmental Design (CPTED).

1.2 Placemaking

1. Outdoor seating should be provided to support informal gathering and seasonal events.

1.3 Building access

1. Buildings and primary entrances should be sited and oriented to be easily accessible from the street.

2. All buildings shall provide a main entrance on the façade of the building nearest to and facing a street.

1.4 Architectural features

1. Ground-floor commercial/ retail should include storefront windows, seating, landscaping, lighting and architectural features in order to help create a comfortable pedestrian environment.

2. Buildings should exhibit a clearly defined base, and the first few storeys should be delineated and articulated differently than storeys above.

3. Building elements such as roofs, entrances, signage, and lighting should be cohesive with those of neighbouring buildings.

4. Variety in architectural expression shall be encouraged to create richness and diversity and to strengthen local identity.

5. Residential building facades facing or visible from streets should include patios, porches, bay windows, balconies, decks, etc. If portions of facades without these details are necessary (i.e. to conceal parking), these facades should be broken up with reveals, brick relief patterns, recesses and projections, variations in cladding material, landscaping, etc.

6. For corner buildings, each street-facing façade should be designed to fully address the street and appear as a building front, and include active uses, articulation, windows, and entrances where possible.

7. Window and door frames should be articulated and doors should be a minimum 75% transparent.

8. Awnings are encouraged, where architecturally appropriate, to delineate the ground floor and to reinforce pedestrian scale and create shade.

1.5 Lighting

1. Sites and buildings should feature sufficient nighttime lighting oriented to pedestrians.

2. Sites and buildings should minimize any potential adverse effects of lighting or shadow casting on neighbouring residential uses.

3. Façade lighting should be wall mounted luminaries no higher than top of second floor; all entrances should be illuminated; additional accent lighting may be provided; all light should be cast down.

1.6 Building articulation

1. A “wall effect” of tall buildings at the entrance of the site shall be minimized by including variations in building height, setback, footprint and articulation

2. Active commercial and institutional uses may ‘spill out’ into the public realm with patios, seating areas, etc. but should not prevent pedestrian movements

3. The base of buildings should be a minimum 60% transparent window coverage on street-facing facades

1.7 Building placement

1. Sites and buildings should be designed to support privacy of residential uses.

2. Buildings should be parallel to the street frontage property line where appropriate.

1.8 Screening

1. Refuse storage areas and other building services shall be internal to buildings or screened with appropriate fencing/ landscaping and not visible from streets and pathways.

2. Mechanical equipment should be screened and integrated into the rooftop building design so that it is not visible from adjacent public streets when viewed from the ground

1.9 Parking and Garages

1. Parking facilities that are integrated into buildings should be designed to avoid blank walls along streets or pathways.

2. Outdoor parking, loading and service entrances should be located at the rear of buildings – see PDO for coordination.

3. Edge treatments along public streets, pathways and other public spaces should visually screen parked vehicles with high quality landscaping and decorative fencing, without obstructing views into and out of the parking lot.

4. Outdoor bike parking should be sheltered, secure, and safe.

1.10 Compatibility

1. Residential development should be diverse, but employ design elements that are compatible with surrounding properties including materials, finishing, signage, placement of windows and doors and height and massing of buildings.

Jennifer Keesmaat
102 Eastbourne Ave
Toronto, Ontario
M5P 2G3

Andrew Marquess
6165347 Manitoba Inc
1383-B Spruce Street
Winnipeg, MB
R3C 2V8

December 15th, 2017

Parker Lands: Ensuring Successful Prairie TOD

Dear Mr Marquess,

I am writing with respect to the Parker Lands, also now known as Fulton Grove.

The Parker Lands are approximately 133 acres that fall within 800 metres of the proposed Parker Transit Station on the Southwest Bus Rapid Transit Corridor that is currently under construction through the southern half of the site. It is one of eleven Major Redevelopment Sites (MRS) identified in Our Winnipeg and is critical to accommodating growth in the City in a manner that is consistent with sustainable development principles.

In the context of OurWinnipeg, the bold step was taken by City Council to recognize that directing new growth to areas that are supported by existing infrastructure is fundamental to creating Complete Communities where people can play, shop, learn and work within close proximity home. While this is an aspiration identified, it is challenging to achieve in a low density sprawling city where precedents do not exist.

Fulton Grove, however, presents an opportunity to deliver on this vision by becoming a demonstration project that embraces best practises in infill development. Its proximity to mature neighbourhoods, bus rapid transit, and the unique scale of the site are defining features that are difficult to replicate elsewhere. It is for this reason that it was identified for intensification as part of the City of Winnipeg's Urban Structure Plan.

The risk to the project is that it will not have the densities required to deliver a truly walkable community, nor some of the mixed-use amenities that create a true sense of community. While the policy framework for OurWinnipeg makes it clear that Major Redevelopment Sites are to be developed for high density development, a new template is required that takes into account the unique challenges of adapting such a low-density city for walking and transit to become desirable modes of transport.

One of the key challenges that I see pertains to whether or not Fulton Grove can accommodate *enough* density to provide a truly animated and safe street life, where people walk within their community to visit their neighbours, run small errands, as well as to access transit. On the one hand, part of creating a walkable community is linked to street and building design. On the other hand, there needs to be a critical mass of people who rely on shared amenities within a specific geography. This will be a key challenge for Fulton Grove: designing the Site Plan in such a way as to accommodate as much density as the site, and the market, can accommodate as an end towards ensuring you deliver on the objectives of Complete Communities.

Unfortunately, imposing a woodlot in the centre of the redevelopment site runs counter to this aim, for a series of reasons:

- From a redevelopment perspective, the imposition of a woodlot in the center of the development parcel reduces the developable area and compromises the key policy objective of maximizing development on the site. These lands are *one of only eleven* key sites that can accommodate redevelopment in a significant way in the City of Winnipeg. They are precious to the sustainability of the city as a site for higher density transit-oriented development precisely because of their proximity to the new bus rapid transit infrastructure – and because there are so few sites that share this characteristic. Woodlots can be accommodated elsewhere: redevelopment sites within 800 metres of rapid transit in Winnipeg are rare. To best capitalize on the City's investment in rapid transit, this land ought to accommodate as much housing as possible for as many people as possible;

- In terms of context, given the dog park to the south, the Humane Society to the west, the 20 acre meadow and pond to the east, and the adjacent hydro lands, the site will be, in perpetuity, adjacent to *little if any additional development*. This presents two challenges: first, the only lands to accommodate critical mass and density in proximity to this new busway at this location will be at the Fulton Grove site and therefore this opportunity ought to be maximized, 2) it will be difficult, even with a 'higher' density Site Plan at Fulton Grove, to achieve densities that will make local amenities, such as a local coffee shop or small-scale retail or offices, viable. To sterilize a portion of the site from redevelopment as a result of the proposed woodlot fundamentally compromises the objective of creating a Complete Community;

- From a community planning perspective, woodlots are rarely useful or desirable amenities for families and in most cities have been removed and redesigned for this reason. They tend to attract unwanted behaviour, score poorly from a Crime Prevention Through Environmental Design perspective, and are not places for children to play in an urban setting due to a lack of sight lines. In the best-case scenario, the woodlot will act as a space for owners to hike with their dogs. But given that a dog park is planned directly to the south of the site, there is no logic behind adding additional amenities for dogs while there is a dearth of play spaces

for children. The Site Plan should be designed with a mix of urban built form typologies, both in terms of low density residential and mid-rise. As such, open spaces should be designed as a central organizing principle of the Site Plan that can complement the more urban living in this context. There is no design logic behind having a woodlot in the center of a high density redevelopment site;

- From an urban design perspective, a large woodlot would divide the site in two. If the objective is for the site to be experienced as a complete, walkable community, it should not have two distinct, disparate characters. Rather, a unifying public realm, open space, and street network that creates one overall community on the site is required;

- To create a more permeable community, which is critical to community safety (eyes on the street), connectivity within the entire site is desired. Both the scale and the location of a woodlot hinders the possibility of connectivity within the site.

One of the key challenges of Prairie Urbanism, which you have an opportunity to define in this context, will be achieving a critical mass of people and uses in a denser urban form than has been previously imagined.

I look forward to the prospect of working with you to do so.

Sincerely,

Jennifer Keesmaat, MCIP, RPP

Attachment 'B'

Parker Lands
Major Redevelopment Site

History of the Site



GEM EQUITIES INC.

February 9, 2017

Parker Lands Major Redevelopment Site

History of the Site

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History of the Parker Lands Major Redevelopment Site

INTRODUCTION

Research was conducted into the historical usage of the Parker Lands site dating back to the time of the arrival of the Selkirk Settlers to the Red River Valley in 1812. Original source material was used in this research including cadastral ownership maps, planning documents of the settlements, survey plans, Henderson Directories, and aerial photography.

Secondary source material also used which included newspaper accounts and academic literature on the general history of Winnipeg in the 19th and 20th Century as it relates to growth and development.

There is little to no evidence in the history of the lands to suggest the current conditions reflect a long-standing natural & pristine condition, but rather instead the site being historically denuded of trees and significantly altered by human activities and facilities in the late 19th Century and early-to-mid 20th Century all with a vision for residential land-uses.

PLANS FOR FUTURE RESIDENTIAL DEVELOPMENT

In the 1870's, the Parker Lands consisted of a few small farms and wood lots in the Parish of St. Boniface on River Lots 17-24, and River Lot 46. On March 9, 1882 the first Plan of Subdivision was created by the McPhillips Bros. and established residential lots of 25 feet by 100 feet on a grid pattern of streets stretching the entire length of River Lot 17 from the Red River to past Pembina Highway.

This plan created Heatherdale and Parker Avenue Rights of Way of 48.5 feet wide bisecting the River Lot east/west with several crossing north/ south streets. Winnipeg was undergoing a significant population boom overflowing in 1881 and 1882 with a corresponding real estate boom connected to the anticipation of the CPR construction of the main line approaching Winnipeg to open up the Canadian Prairies to the World via rails in 1886.

The southern limit of River Lot 17 was the City of Winnipeg Boundary in 1882 and when Plan 358 was introduced in 1890, it established the Northern Pacific and Manitoba Railway Portage Extension from the Main Line of the Northern Pacific and Manitoba Railway line, which ran parallel to present day Pembina Hwy. The north boundary of the Planned Area became the Northern Pacific and Manitoba Railway Portage Extension railway tracks that are today the CNR Rivers Subdivision Main Line heading east connecting to the Portage Junction of the CNR Letellier that runs south to the US border at the east end of the Planned Area; and heading northeast towards Downtown Winnipeg and Eastern Canada. The CNR Rivers Main Line heading west connects about 2 Km west of the Planned Area with the BNSF Manitoba Line and the CPR La Riviere subdivision at St. James Junction in one of the rare locations in Canada with three (3) Class I rail carriers physically connecting.

Plans of Winnipeg from a century ago show the proposed residential street layouts for this area. The vision of the Parker Lands as residential was established with the first plan in 1882 and the subsequent plans continued that vision when in October, 1907 the area became 'Rosedale', just north of Parker Ave. and what is shown on the plan as 'Prospect Park', was part of the northern extent of what is known today as the Beaumont Neighbourhood.

Subdivision Plan 1295 created in 1907 for this growing residential area originally referenced as 'Rosedale' was registered on parts of lots RL 18, 19, and 20 in the Parish of St. Boniface, and continued the traditional grid pattern street system north of Heatherdale and Parker Avenues with 32 blocks containing a number of 25 foot wide lots between Waverley St. and the CNR Letellier. (See Appendix 'A' for historical maps and Subdivision Plans for the Parker area).

The same street layout for Rosedale appears on maps of Winnipeg dating back as far as 1908. Many of these planned streets (indicated as "Asquith", "Georgina", "Heatherdale", etc. on the plans) still exist as unimproved open public Right-of-Ways in the Manitoba Hydro Corridor, and could be used to access the developable lands as they are still controlled by the City of Winnipeg.

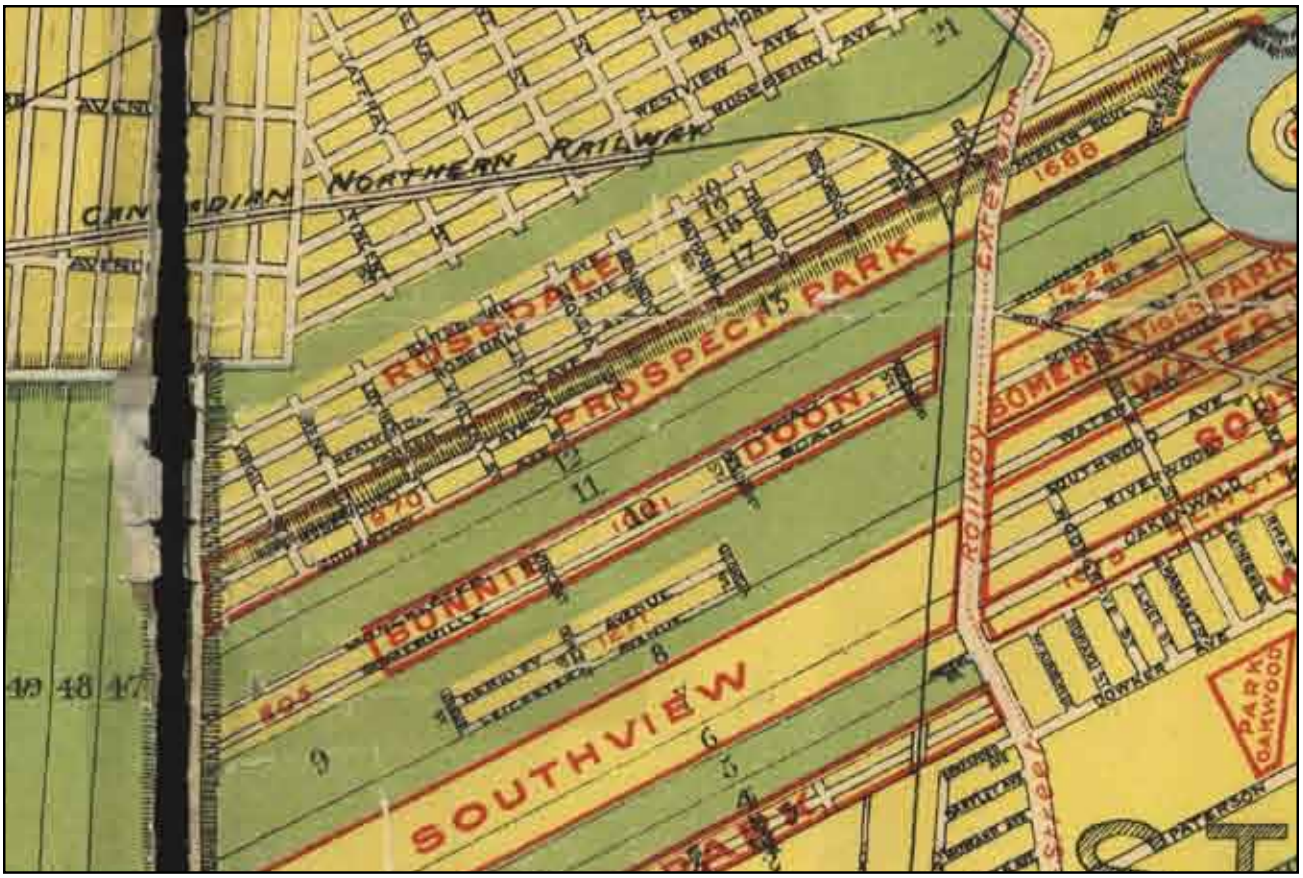

Figure 1: *1912 Chataway's Map of Greater Winnipeg*

With a search conducted in the Henderson's Winnipeg City Directory from the early 1900's through to 1964 it was discovered that houses with formal street addresses first started to appear on Parker Avenue around 1910, at which time there were 4 in total along with two additional named owners (but no address at that time) who were likely to build in the near future. (See Appendix 'B' for an overview of Henderson's Directories through the years which show inhabitants along Parker Avenue).

The neighbourhood experienced slow but steady growth before, during and after the Second World War. By 1956, for example, the number of houses along Parker Avenue totaled 49. A few years later by the mid 1960's there were over 65 homes on the same street, as a small construction boom was taking place throughout the Beaumont Neighbourhood.
The last occupied home on Parker Avenue (at 1500 Parker Avenue) was constructed in 1917 and remained in use until it was recently acquired by the City of Winnipeg to make way for the construction of the second stage of the Southwest Rapid Transit Corridor.

PARKER AVENUE DAIRY

Besides the new residential homes in the Parker neighbourhood, the first reference to a Parker Avenue Dairy is listed in 1928, located at 1164 Parker Avenue to supply milk, cream and butter, both wholesale and retail for people in South Winnipeg (*Winnipeg Free Press, 1937*).

Two years later, two more dairies, Winnipeg Dairy and Red Star Dairy, are recorded as well but with no specific street address and only a reference to 'S .S.' (south side) to indicate their location on the street.

Aerial photographs from 1950 confirm the presence of dairy farms as barns and fenced cattle pens are clearly visible as well as the images of cows grazing on the grassy fields to the north of Parker Ave., which today make up part of the poorly drained lands at the centre of the site. (See Appendix 'C' for various historical aerial photographs through the years).

Originally, this land was likely level ground covered in grasses which was good for cattle grazing. But perhaps with the influx of new homes to the south in the Beaumont Neighbourhood as well as the later development to the west and north especially the raised embankments of the railway tracks, these substantial changes altered the drainage patterns which then established much of this area becoming a low point for drainage on site. The result of these man-made changes to the natural drainage patterns is evidenced today with much of this land covered in pockets of water for a good part of the year.

References to the dairy farms in the *Henderson Directory* continue through until 1949 after which it is observed that they are no longer listed. Noted in its place, however, at 1164 Parker Avenue is Glenmore Stables which likely repurposed most of the existing livestock infrastructure. By 1952 the reference is updated to Glenmore Coop Riding Club which appears at that street address until the late 1950's.

Also of interest on the street in 1956 is a reference to Parker Grocery at 1134 Parker Ave. As was the case with most new neighbourhoods at the time, it was important to have a corner store within an easy walking distance from most homes.

INFORMAL COMMUNITIES

Also around this time, further to the north of the Parker Lands and the CNR Rivers, an informal community known as “Rooster Town” existed alongside present day Grant Ave. It had a significant Métis population and had been described as the ‘last road allowance community in Winnipeg.’
During the 1950’s, some 30 to 50 people inhabited this area in more than a dozen shacks, many of them old boxcars purchased from the CNR. At the end of the 1950’s, the last residents of Rooster Town were relocated to make way for the construction of new developments in the area like Grant Park Shopping Centre.





Figure 2: *Images of Rooster Town circa 1950’s (north of site by current Grant Avenue)*

There was also another smaller informal community known as “Tin Town” which stood further to the south near present day McGillivray Boulevard. Shelters here were even less sophisticated than rooster town, often built of any leftover construction debris that could be found. Though these two settlements were directly to north and south of the Parker Lands, there isn’t any evidence that the Parker Lands site itself was used by squatters perhaps as it was intensively cut off by the rail lines.

Eventually, increased development spawned commercial and industrial growth in Crescentwood and Fort Rouge, including utility complexes on Corydon and Grant Avenues and retail/service corridors on Osborne St. and Corydon Ave. Pressure from this growth forced any remaining squatters from the informal communities as the City’s boundaries continued to expand southward.

MANITOBA HYDRO

With the need for more electricity to power the growing number of homes in south Winnipeg the newly created Manitoba Hydro Electric Board (established in 1953) constructed a head office at 1650 Harrow Street (also 820 Taylor Avenue) between 1957 and 1958.

The company became Manitoba Hydro in 1961, a crown corporation of the government of Manitoba. The head offices are adjacent to a major power station that has transmission lines running south and bisect the Parker Lands site.



Figure 3: *Original Manitoba Hydro-Electric Board building at 1650 Harrow St.*



Figure 4: *Existing overhead electrical infrastructure – looking south through the Parker Lands (mid site).*

SUMMARY

The research concludes these specific lands are typical for most of the Winnipeg area as being farmed by early settlers in River Lots until growth booms saw the lands transform through subdivision for residential uses. The increasing expansion of the railways network of tracks crisscrossing Winnipeg and economic hard times transformed the lands again from rural pasture to sparse single family to industrial.

The arrival of the electrical grid infrastructure in the early 20th Century and economic hard times combined to cause these lands to be left idle in the perception the isolated location near industrial was less than ideal for residential uses as Winnipeg grew around and leapfrog past these lands to more easily developable parcels.

Today the Parker Lands Major Redevelopment Site are zoned for industrial use and has remained as agricultural and industrial land (A-agricultural and M1, M2-manufacturing under the Winnipeg Zoning By-Law) although a large portion of the site has been used as an official and unofficial dog park for the last several years.

Sources:

Barkwell, Lawrence. Coordinator of Metis Heritage and History Research Louis Riel Institute.
Burley, David G. City and Suburb Housing in 20th Century Winnipeg. Winnipeg Real Estate Board, 100th Anniversary, 2003.
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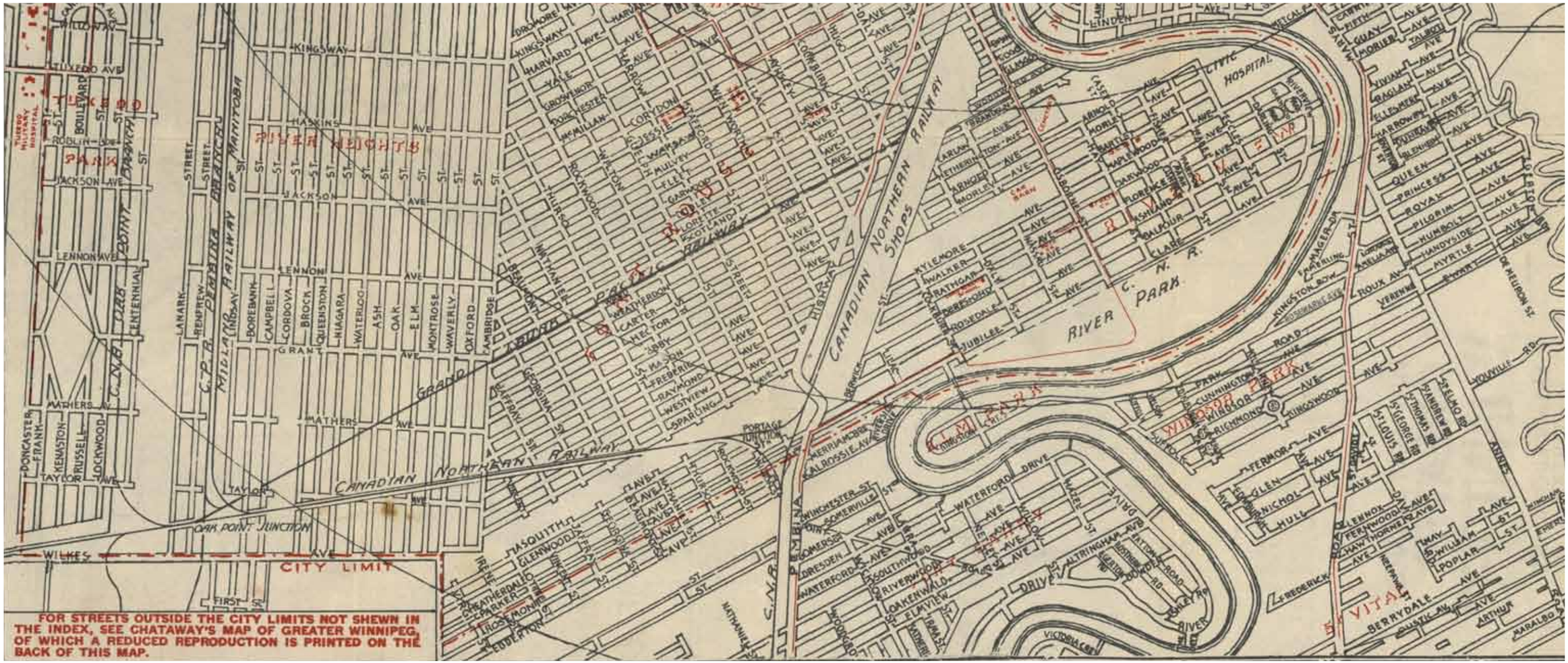
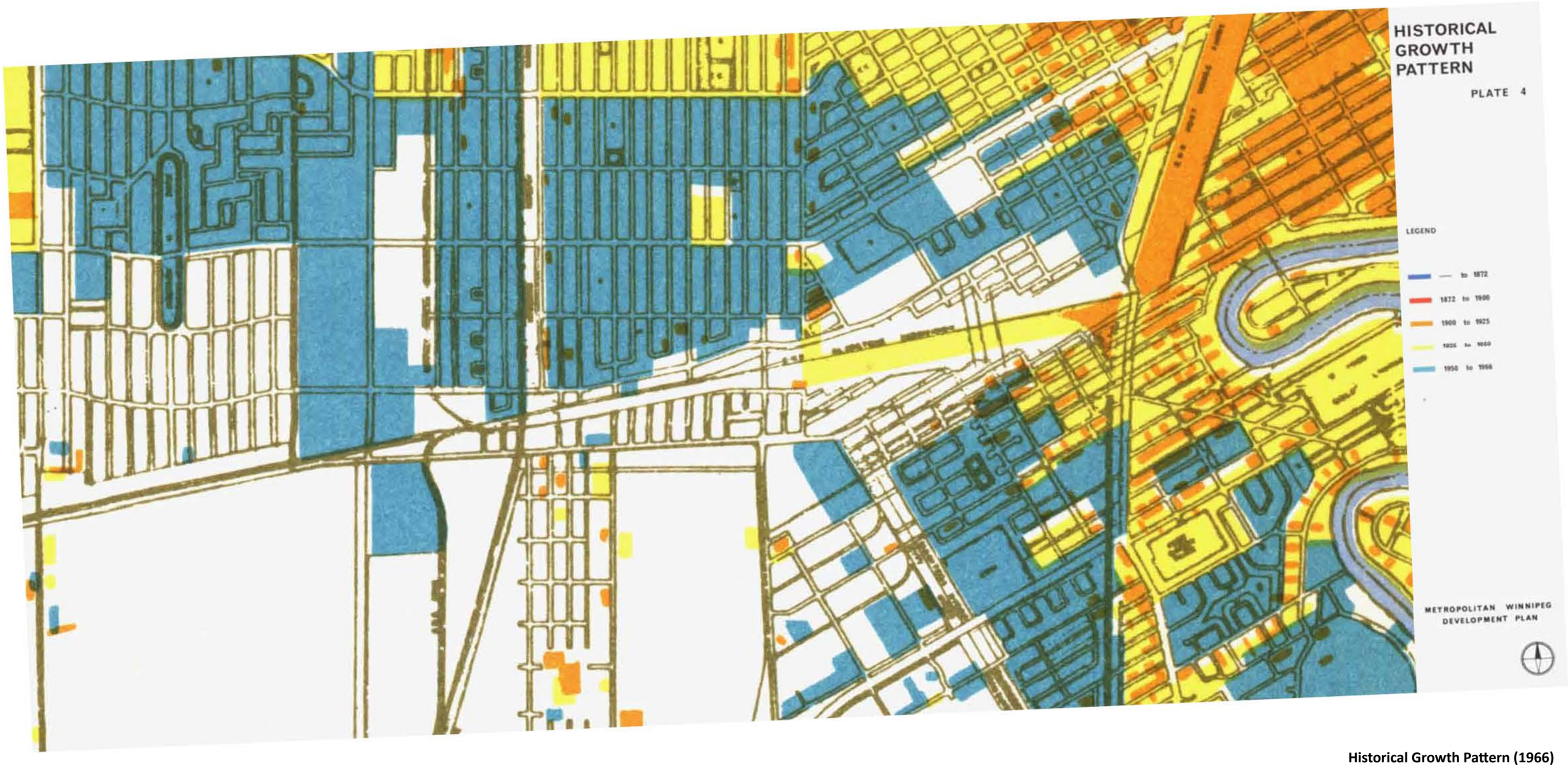
http://www.winnipegrealtors.ca/Resources /Article /?sys id=1226
Pinchin Environmental, Phase I Environmental Site Assessment, 2010.
Royal Architectural Institute of Canada Journal. “Manitoba Hydro-Electric Board, Winnipeg.” October 1957, p. 406.
Winnipeg Free Press Newspaper Archives, Sept. 30, 1937.
Winnipeg Tribune, December 20, 1951. “Heard of Rooster Town? It’s Our Last Suburb.”

APPENDIX 'A' - Historical Maps and Subdivision Plans



Chataway's Map of Winnipeg New Edition (1919)

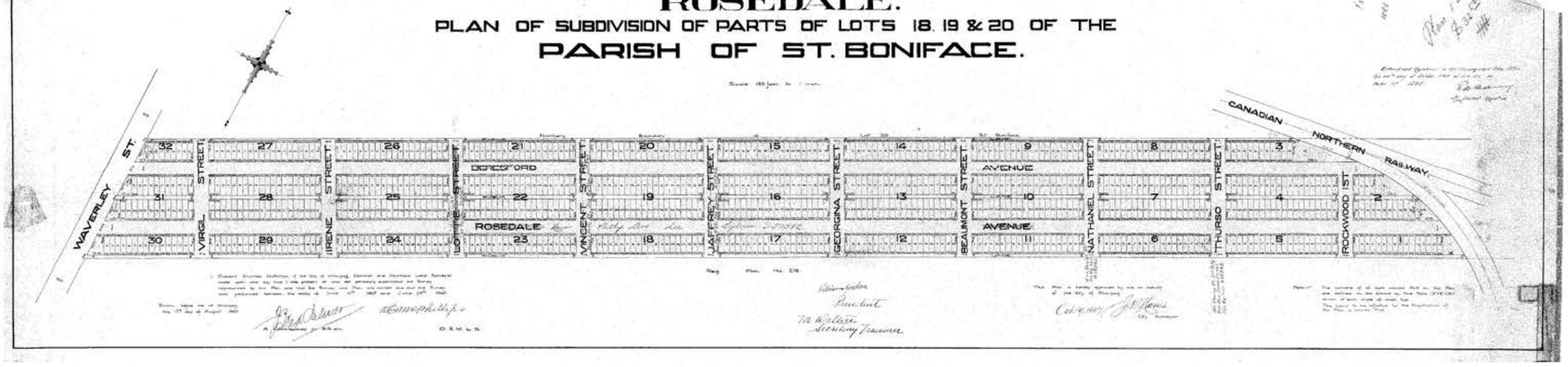


Historical Growth Pattern (1966)

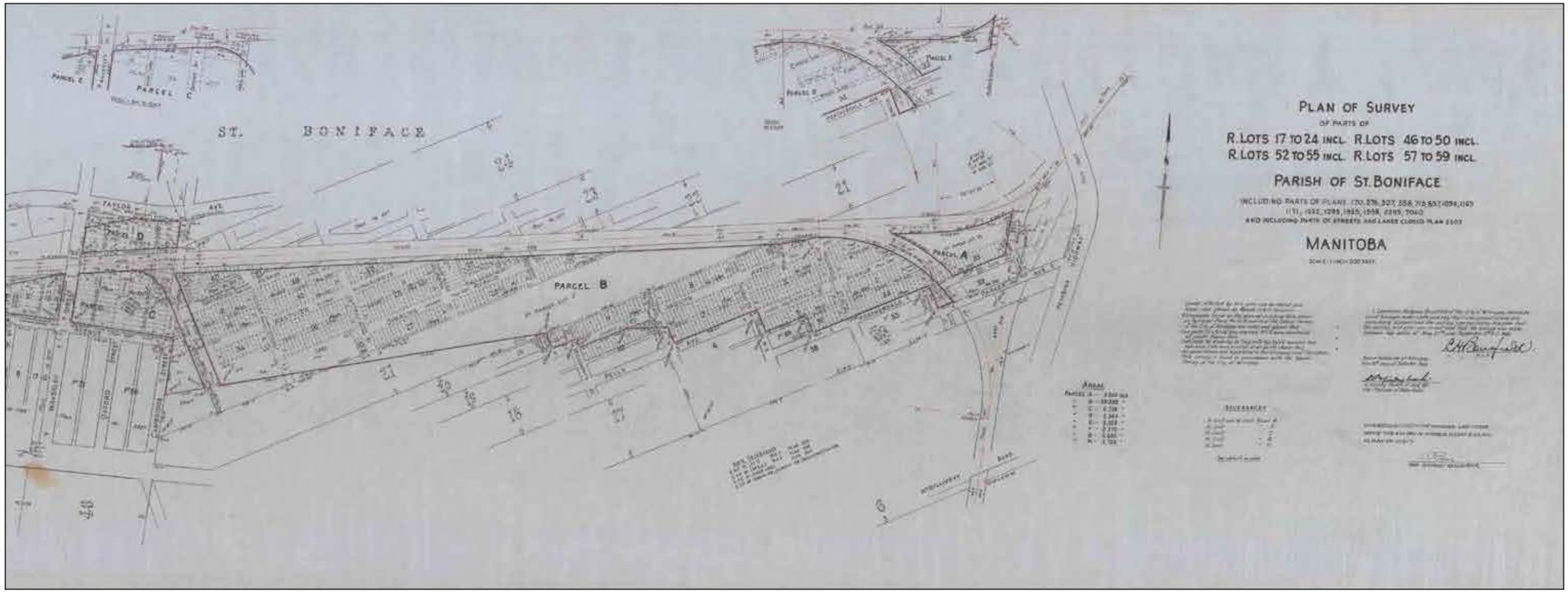
"ROSEDALE."

PLAN OF SUBDIVISION OF PARTS OF LOTS 18. 19 & 20 OF THE

PARISH OF ST. BONIFACE.



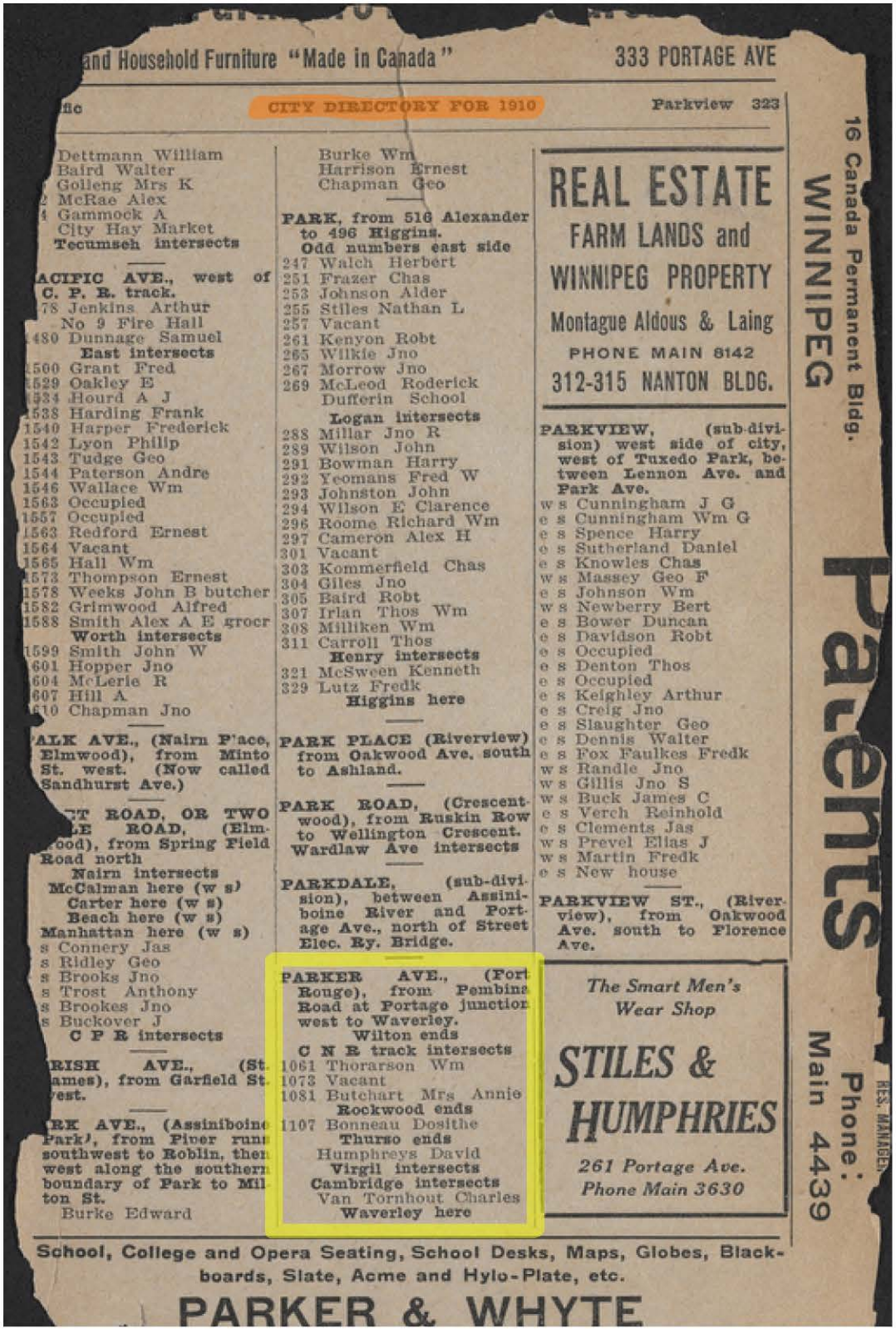
Subdivision Plan No. 1295 from 1907



Plan of Survey No. 10317 from Oct 1969

APPENDIX 'B' - Henderson's Winnipeg City Directory

1910 Henderson's Winnipeg City Directory



and Household Furniture "Made in Canada" 333 PORTAGE AVE

CITY DIRECTORY FOR 1910 Parkview 323

Dettmann William
Baird Walter
Golleng Mrs K
McRae Alex
Gammock A
City Hay Market
Tecumseh intersects

ACIFIC AVE., west of C. P. R. track.
78 Jenkins Arthur
No 9 Fire Hall
480 Dunnage Samuel
East intersects
1500 Grant Fred
1529 Oakley E
1534 Hourd A J
1538 Harding Frank
1540 Harper Frederick
1542 Lyon Philip
1543 Tudge Geo
1544 Paterson Andre
1546 Wallace Wm
1563 Occupied
1557 Occupied
1563 Redford Ernest
1564 Vacant
1565 Hall Wm
1573 Thompson Ernest
1578 Weeks John B butcher
1582 Grimwood Alfred
1588 Smith Alex A E grocr
Worth intersects
1599 Smith John W
1601 Hopper Jno
1604 McLerie R
1607 Hill A
1610 Chapman Jno

ALK AVE., (Nairn P'ace, Elmwood), from Minto St. west. (Now called Sandhurst Ave.)

T ROAD, OR TWO LE ROAD, (Elmood), from Spring Field Road north
Nairn intersects
McCalman here (w s)
Carter here (w s)
Beach here (w s)
Manhattan here (w s)
s Connery Jas
s Ridley Geo
s Brooks Jno
s Trost Anthony
s Brookes Jno
s Buckover J
C P R intersects

RISH AVE., (St. ames), from Garfield St. est.

RK AVE., (Assiniboine Park), from River runs southwest to Roblin, then west along the southern boundary of Park to Milton St.
Burke Edward
Burke Wm
Harrison Ernest
Chapman Geo

PARK, from 516 Alexander to 496 Higgins. Odd numbers east side
247 Walch Herbert
251 Frazer Chas
253 Johnson Alder
255 Stiles Nathan L
257 Vacant
261 Kenyon Robt
265 Wilkie Jno
267 Morrow Jno
269 McLeod Roderick
Dufferin School
Logan intersects
288 Millar Jno R
289 Wilson John
291 Bowman Harry
292 Yeomans Fred W
293 Johnston John
294 Wilson E Clarence
296 Roome Richard Wm
297 Cameron Alex H
301 Vacant
303 Kommerfield Chas
304 Giles Jno
305 Baird Robt
307 Irlan Thos Wm
308 Milliken Wm
311 Carroll Thos
Henry intersects
321 McSween Kenneth
329 Lutz Fredk
Higgins here

PARK PLACE (Riverview) from Oakwood Ave. south to Ashland.

PARK ROAD, (Crescentwood), from Ruskin Row to Wellington Crescent. Wardlaw Ave intersects

PARKDALE, (sub-division), between Assiniboine River and Portage Ave., north of Street Elec. Ry. Bridge.

PARKER AVE., (Fort Rouge), from Pembina Road at Portage junction west to Waverley.
Wilton ends
C N R track intersects
1061 Thorarson Wm
1073 Vacant
1081 Butchart Mrs Annie
Rockwood ends
1107 Bonneau Dosithe
Thurso ends
Humphreys David
Virgil intersects
Cambridge intersects
Van Tornhout Charles
Waverley here

REAL ESTATE
FARM LANDS and
WINNIPEG PROPERTY
Montague Aldous & Laing
PHONE MAIN 8142
312-315 NANTON BLDG.

PARKVIEW, (sub-division) west side of city, west of Tuxedo Park, between Lennon Ave. and Park Ave.
w s Cunningham J G
e s Cunningham Wm G
e s Spence Harry
e s Sutherland Daniel
e s Knowles Chas
w s Massey Geo F
e s Johnson Wm
w s Newberry Bert
e s Bower Duncan
e s Davidson Robt
e s Occupied
e s Denton Thos
e s Occupied
e s Keighley Arthur
e s Creig Jno
e s Slaughter Geo
e s Dennis Walter
e s Fox Faulkes Fredk
w s Randle Jno
w s Gillis Jno S
w s Buck James C
e s Verch Reinhold
e s Clements Jas
w s Prevel Elias J
w s Martin Fredk
e s New house

PARKVIEW ST., (Riverview), from Oakwood Ave. south to Florence Ave.

The Smart Men's Wear Shop
STILES & HUMPHRIES
261 Portage Ave.
Phone Main 3630

16 Canada Permanent Bldg. WINNIPEG
Patents
Phone: Main 4439
RES. MANAGER

School, College and Opera Seating, School Desks, Maps, Globes, Blackboards, Slate, Acme and Hylo-Plate, etc.
PARKER & WHYTE

1928 Henderson's Winnipeg City Directory



North Star Oil & Refining Co. LIMITED
303 Scott Block, 272 Main Street
Phone 89 650
William Penn MOTOR OIL

PACIFIC—Cont.
1602 Hooper John T
1604 Salt Wm
1608 Dickson Alfd
1610 Stewart James
1612 Menzies John
1614 Hergot John
1618 Walker Rev Arthur
1624 Watson David W
1626 McCubbin James W
1630 Wade Ralph
1642 Tweddle Peter
1644 Speers John
1646 Frame Andw B
1650 Rutherford Geo
1650 Duncan Alex
1652 Aikens Israel
Keewatin intersects
1806 Noger Fredk
1810 Sandiford James
1812 Vacant
1814 Miklash Thos
1816 Wardrope James
1818 Convey Robt J
1822 Sharpe Geo J
1826 Crolly John H
Willowbank begins
1828 Marchant L B
1830 Hart John J
1832 Barlow Fred
1834 Mullock Thos
1836 Moore Fredk A
1840 Trotman Alfd
1842 Currier Georgina
Eric intersects
1846 Fyculak Kost
1848 Vacant
1850 Zemenick Oscar
1852 Bartula Attilio
1856 Fetzulak Clem
1858 Wylie Alex
1862 Rychliwski Fred
1864 Kushnar Peter
C N R tracks intersect
1880 Hryncrug Peter
1882 Hryncrug Alex
1884 Chesin Mike
1890 Ukrainian School
1894 Byli Mike
1900 Waluk Carl
1902 Harrison Harry
1904 Witiuk Paul
1908 Wowk Saml groc
1912 Zawoski Isaac
1914 Vacant
1916 Taylor Alfd
1922 Marklen Wm
1926 Sawka Martin groc
Herbert begins
1950 Bodniruk Saml
1952 Shibisky Roman
1954 Baluk John
Ada begins
1978 Vacant
Picadilly begins
1992 Luvzni Nick
2000 Okoboski John
2002 Bogdan Alex
Rosser here

PALM, from Saskatchewan north to Notre Dame.

PALMERSTON, from 838 Wolseley west to Aubrey.
Wolseley here
854 Harris Saml E
856 Davidson Dr A M
858 Bevan A H
860 Katz —
866 Dawson Harold G
868 Weidman A E
870 Brathwaite Wm
Ethelbert here
890 Little Harry
891 Hawkins Percy G
892 Henderson John S
894 Mason Chas F
896 Hall Wm T
898 Graham Chas
900 Stock Walter
902 Carruthers Miss W
902 Carruthers Miss E
905 Cooke Chas G
906 Skipworth A
Home here
Arlington begins
907 Mitchell —
909 Wilson —
917 Roming John H
919 Gunn Hugh S
921 Patton Randolf
925 Sterling H J
Evanson begins
929 Clarke H M
Lenore intersects
Ruby intersects
s s Gasometer
Lipton begins
1042 Foulds Ernest G
1046 Luff Harry
Aubrey here
Assiniboine River here

PANSY, from North Ave. north.

PARIS, from Bickerton east.
Mission St here
628 Decrane Ceril
660 Daignault Edmund
868 Vacant
948 Lang John
960 Tcach John
n s Stefanick John

PARISH, from Garfield St. west.
No houses

PARK, from 516 Alexander to 496 Higgins.
EAST SIDE
247 Roney Alex
251 Oliver Harry
253 Auburn Chas
255 Metelnicky Wm
257 Johnson Edw
261 Hendricks Martin
265 Szymanski Geo
267 Wedlock Geo J
269 McTeer Allen
Logan intersects
289 Miller Albt
291 Bowman Mrs Harry
293 Irlam Thos W
297 Gates Geo
301 Chalmers James
303 Welsh P J
305 Springer Mrs F
307 Rainey Thos
311 Patten John C
Henry intersects
321 McSween Kenneth
329 Dohoski Mike
Higgins here
WEST SIDE
— Dufferin School
Logan intersects
288 Miller John R
292 Williams Wm
294 Johnson Chas
296 Thornquist Tillie
304 Bukoske A J
308 Graham Wm
312 Kindt Apts
1 White W H
2 Kindt Albt
3 Morse Thos
4 Massey Mrs Phoebe
5 Shuttler J
6 Overmoer A L
8 Dennis T Wilbert
8 Fetterly Walter
9 Jackson Harry
10 Shean Edw
12 Olson Edw
A Kindt Ferdinand
Henry intersects
Higgins here

PARK, from Brookside Cemetery north to Geyser, between Florence and Parent.
No houses

PARK BOUL. (Assiniboine Pk.), from Assiniboine River south to Van Horne.
s s Assiniboine Park
101 Griffin Geoffrey
111 Smith Wm
121 McDonald J H
203 Heubach C C
209 New house
215 Morrison A M
229 Paget A P

PARK BOUL. SOUTH (Tuxedo), from Wilkes north to Bard.
No houses

PARK ROAD, from Ruskin Row to Wellington Cres.

PARK ROW EAST (Tuxedo), from Assiniboine River south to C. N. R. main line.

PARK ROW WEST (Tuxedo), from Assiniboine River south to C. N. R. main line.

PARK ST. (Kirkfield Park) from Country Club Grnds. to Portage Ave., first east of Municipal Hall.
150 Holdsworth Wm
158 New house
159 Payne Thos H
161 Page Gordon
w s Good Richd J J

PARKDALE ST., fourth street west of Municipal Hall, from Portage north to Saskatchewan.
252 Leaper David G
275 Thomas O
281 Farrow Arthur
286 Vacant
292 Proudfoot James
300 McKenzie Saml
345 Wheatcroft Arthur
363 Scott Henry
408 Lee Thos
411 Merriott John

PARKER, from Pembina Rd. at Portage Junction west to Waverley.
Wilton ends
C N R tracks intersect
1051 Gornall Chas
1061 Livingstone F W
1064 Cravitts Philip
1073 Wilson James B
1079 Butchart John
1081 Ahronson Harry
1084 Farrell James
1097 Mulligan David
1099 Smith Gordon C
1103 Getty Andw
1107 Bonneau David
1147 Vacant
1151 Morrison Hugh
1157 Bourne Saml
1164 Humphreys Mrs Mary
1164 Parker Ave Dairy
1165 Vacant
1204 Vacant
1400 King James
1500 Goodall Alfd
n s Anseeuw A
n s De Baker A

PARKHILL, third street west of Municipal Hall, from Portage north to Saskatchewan.
206 Artiss Frank L
222 Greive James
230 Johnson John A
241 Good Alfd
242 Corbett Thos

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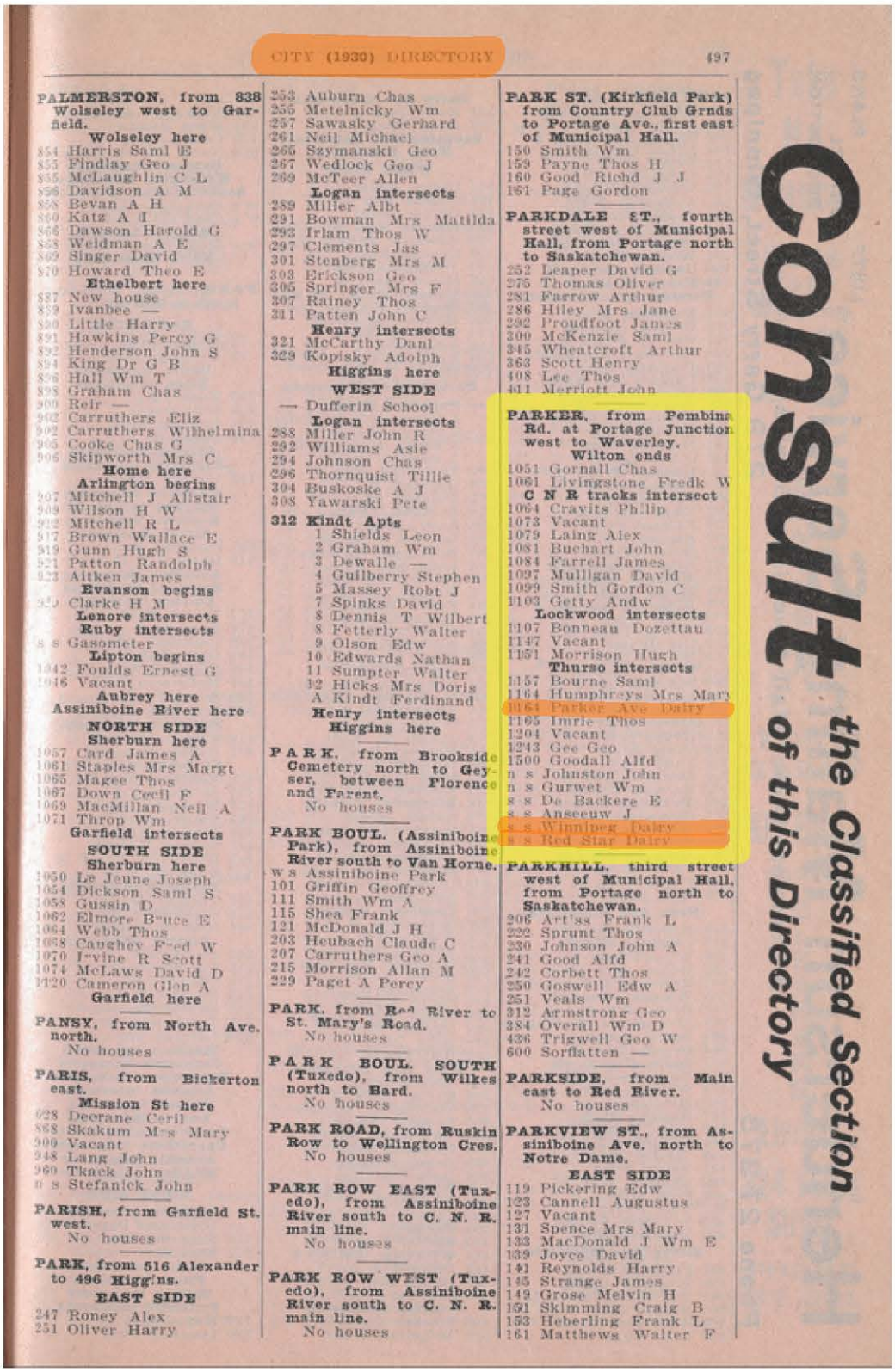

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PALMERSTON, from 838 Wolseley west to Garfield.
Wolseley here
854 Harris Saml E
855 Findlay Geo J
856 McLaughlin C L
858 Davidson A M
858 Bevan A H
860 Katz A I
866 Dawson Harold G
868 Weidman A E
869 Singer David
870 Howard Theo E
Ethelbert here
887 New house
889 Ivanbee —
890 Little Harry
891 Hawkins Percy G
892 Henderson John S
894 King Dr G B
896 Hall Wm T
898 Graham Chas
900 Reir —
902 Carruthers Eliz
902 Carruthers Wilhelmina
905 Cooke Chas G
906 Skipworth Mrs C
Home here
Arlington begins
907 Mitchell J Alistair
909 Wilson H W
912 Mitchell R L
917 Brown Wallace E
919 Gunn Hugh S
921 Patton Randolph
923 Aitken James
Evanson begins
930 Clarke H M
Lenore intersects
Ruby intersects
s s Gasometer
Lipton begins
1042 Foulds Ernest G
1046 Vacant
Aubrey here
Assiniboine River here
NORTH SIDE
Sherburn here
1057 Card James A
1061 Staples Mrs Margt
1065 Magee Thos
1067 Down Cecil F
1069 MacMillan Neil A
1071 Thron Wm
Garfield intersects
SOUTH SIDE
Sherburn here
1050 Le Jeune Joseph
1054 Dickson Saml S
1058 Gussin D
1062 Elmore Bruce E
1064 Webb Thos
1068 Caughey Fred W
1070 Irvine R Scott
1074 McLaws David D
1220 Cameron Glen A
Garfield here

PANSY, from North Ave. north.
No houses

PARIS, from Bickerton east.
Mission St here
928 Deerane Cecil
888 Skakum Mrs Mary
900 Vacant
948 Lang John
960 Tkack John
n s Stefanick John

PARISH, from Garfield St. west.
No houses

PARK, from 516 Alexander to 496 Higgins.
EAST SIDE
247 Roney Alex
251 Oliver Harry
253 Auburn Chas
255 Metelnicky Wm
257 Sawasky Gerhard
261 Neil Michael
265 Szymanski Geo
267 Wedlock Geo J
269 McTeer Allen
Logan intersects
289 Miller Albt
291 Bowman Mrs Matilda
293 Irlam Thos W
297 Clements Jas
301 Stenberg Mrs M
303 Erickson Geo
305 Springer Mrs F
307 Rainey Thos
311 Patten John C
Henry intersects
321 McCarthy Danl
329 Kopisky Adolph
Higgins here
WEST SIDE
— Dufferin School
Logan intersects
288 Miller John R
292 Williams Asie
294 Johnson Chas
296 Thornquist Tillie
304 Buskoske A J
308 Yawarski Pete
312 Kindt Apts
1 Shields Leon
2 Graham Wm
3 Dewalle —
4 Guilberry Stephen
5 Massey Robt J
7 Spinks David
8 Dennis T Wilbert
8 Fetterly Walter
9 Olson Edw
10 Edwards Nathan
11 Sumpter Walter
12 Hicks Mrs Doris
A Kindt Ferdinand
Henry intersects
Higgins here

PARK, from Brookside Cemetery north to Geyser, between Florence and Parent.
No houses

PARK BOUL. (Assiniboine Park), from Assiniboine River south to Van Horne.
w s Assiniboine Park
101 Griffin Geoffrey
111 Smith Wm A
115 Shea Frank
121 McDonald J H
203 Heubach Claude C
207 Carruthers Geo A
215 Morrison Allan M
229 Paget A Percy

PARK, from Red River to St. Mary's Road.
No houses

PARK BOUL. SOUTH (Tuxedo), from Wilkes north to Bard.
No houses

PARK ROAD, from Ruskin Row to Wellington Cres.
No houses

PARK ROW EAST (Tuxedo), from Assiniboine River south to C. N. R. main line.
No houses

PARK ROW WEST (Tuxedo), from Assiniboine River south to C. N. R. main line.
No houses

PARK ST. (Kirkfield Park) from Country Club Grnds to Portage Ave., first east of Municipal Hall.
150 Smith Wm
159 Payne Thos H
160 Good Richd J J
161 Page Gordon

PARKDALE ST., fourth street west of Municipal Hall, from Portage north to Saskatchewan.
252 Leaper David G
275 Thomas Oliver
281 Farrow Arthur
286 Hiley Mrs Jane
292 Proudfoot James
300 McKenzie Saml
345 Wheateroft Arthur
363 Scott Henry
408 Lee Thos
411 Merriott John

PARKER, from Pembina Rd. at Portage Junction west to Waverley.
Wilton onds
1051 Gornall Chas
1061 Livingstone Fredk W
C N R tracks intersect
1064 Cravits Philip
1073 Vacant
1079 Laing Alex
1081 Buchart John
1084 Farrell James
1097 Mulligan David
1099 Smith Gordon C
1103 Getty Andw
Lockwood intersects
1107 Bonneau Dozettau
1147 Vacant
1151 Morrison Hugh
Thurso intersects
1157 Bourne Saml
1164 Humphreys Mrs Mary
1164 Parker Ave Dairy
1165 Imrie Thos
1204 Vacant
1243 Gee Geo
1500 Goodall Alfd
n s Johnston John
n s Gurwet Wm
s s De Backere E
s s Anseeuw J
s s Winnipeg Dairy
s s Red Star Dairy

PARKHILL, third street west of Municipal Hall, from Portage north to Saskatchewan.
206 Art'ss Frank L
222 Sprunt Thos
230 Johnson John A
241 Good Alfd
242 Corbett Thos
250 Goswell Edw A
251 Veals Wm
312 Armstrong Geo
384 Overall Wm D
436 Trigwell Geo W
600 Sorflatten —

PARKSIDE, from Main east to Red River.
No houses

PARKVIEW ST., from Assiniboine Ave. north to Notre Dame.
EAST SIDE
119 Pickering Edw
123 Cannell Augustus
127 Vacant
131 Spence Mrs Mary
133 MacDonald J Wm E
139 Joyce David
141 Reynolds Harry
145 Strange James
149 Grose Melvin H
151 Skimming Craig B
153 Heberling Frank L
161 Matthews Walter F

Consult the Classified Section of this Directory

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PACIFIC—Cont.
214½ Chinese
216 Chinese
220 Foo On Tong Drug
222 Chinese Masonic Lodge
King intersects
268 Man Sang Fuen & Co
270 Quong Wo Chong Kee
272 Quong Lee Lung Co
Princess intersects
Paulin ends
Leonard ends
356 Truesdale Mrs Mary
358 Church Mrs Isabel
362 Webb James
370 Murray John
374 Lacroix Athanase
380 Lavery Wm J
396 Winnipeg Paper Co
Ellen intersects
454 Hopkins James O
456 Ewart Wm
466 Davidson Frank
Isabel intersects
— Midland Ry Co (GNR)
662 Crescent Products Co
Sherbrook intersects
738 Kuns Louis
740 Nostowski John
746 Curtis Geo
748 Barton Arth B
750 Pacific Groc & Meats
750 Rotstein Irving
752 Baldwin Mrs Edna
754 Sterner Adolf
766 Daykin Wm
768 Le Clare Leopold
770 Preston James
772 Terhune Joseph
774 Mymco John
776 Cruagington Frank
778 Dudar Anthony
780 Okeba Katsayoski
780 Marumoto Mokicki
782 Webber Nelson
782 Risenweber Karl
784 Kerlin Arth
Tecumseh intersects
Arlington intersects
Xante intersects
C P R crossing
McPhillips intersects
CPR tracks (no crossing—use Alexander)
1402 McGuinness John P
1404 Williams Albt A
1408 Williams Wm R
1410 (rear) Harrison Chas
1410 (rear) Peterson Walt
Quelch intersects
1420 Cook Fred
1424 Niederman Rudolph
1428 Scott Albt H
1430 Edgerton John
1432 Montgomery Thos
1436 Bruce David
1438 Clement K E
1440 Ferguson Wm
1444 Dickinson Alfd G
1446 Hankowski Stanley
1476 Silver Stanley S
1478 Reid Alex
1480 Bain John M
1482 Audley Eric
1486 Wade Ralph
1488 Bell Matthew
1490 Warburton James A
1492 Dudley John
1494 Hoskowski Wm
East intersects
1496 Mead Arth
1498 Hardman Harriet
1500 Lund Geo
1502 Pfeifer Jacob
1504 Town Mrs Mary
1506 Softley Arth
1508 Lynch H
1510 Roy Chas
1514 Gale John
1518 Buck Frank
1524 Brigl Louis
1538 Hughes Harvey
1540 Corrigan Orville
1542 Grayston Regd
1544 Dixon Mrs Sarah
1546 Foster Wm
1556 Crossan Geo
1558 Frederickson Wm F
1560 Neighbour Harry
1562 Small Albt E
1564 Gowans Thos
1566 Inglis John
1578 Chandler Fredk
1582 McIlvenna John
1588 Bill's Grocery

PACIFIC—Cont.
Worth intersects
1590 Hermack Frank
1590 Cut Rate Grocery
1596 Hewitson James
1598 Watson John
1600 Cole Basil M
1602 Courtland Mrs Grace
1604 Edgerton Henry
1608 Parbery Arth
1610 Hayes Mrs Minnie
1612 Stone Albt L
1614 Zelinski Steven
1618 Foy Rev Geo J
1620 King Arth D
1622 Pearsehouse Stanley
1624 Watson David W
1626 McLeod John
1628 Nicholas John
1630 Leadbeater Geo F
1642 Knowles Regd W
1644 Speers John
1646 Lauderdale Leslie
1650 Rutherford Gordon
1652 Struthers J C
1656 Browne John
1660 Boorman Geo
Keewatin intersects
1804 Reid Mrs Lily
1806 Skromeda Mrs Olga
1810 Robertson John H
1812 Wilson Edw
1814 Pisuik Joseph
1816 Wardrope James
1818 Onesky John
1822 Sharp Geo J
1824 Baron John
1826 Wylie Alex
1828 Marchant Lionel B
1830 Hart John E
1832 Longmuir Chas
1834 MacKinnon Joseph D
1836 Simpkins Walter
1840 Drewrys Walter
1842 Gawryluk Roman
Eric intersects
1846 Feculak Kost
1848 Vacant
1850 Zemlak Oscar
1852 Field Mrs Ruth
1856 Feculak Kiem
1862 Rychliwski Nicholas
1864 Mazurkiewicz Peter
CNR tracks crossing
1880 Wes-Brook Coal
1880 Storie Clifford
1894 Wolosnik Walter
1900 Danyluk Wm
1902 Harrison Harry
1908 Bowcott Richd S
1912 Jaworski John
1914 Smith Colin
1916 Encontre Paul
1918 Hills Walter
1922 Small Harry
1926 Skwarchuk Wm
1974 Johnson Harold W
1978 Crontake Steve
2000 Liebrecht Robt
2002 Bogden Harry
Rosser Rd here

PALMERSTON AVE.
West from 838 Wolseley to Garfield.
NORTH SIDE
Wolseley here
853 MacIntosh Ronald A
855 Findlay Geo J
855 (up) Osborne A L
869 Weidman John J
Ethelbert begins
889 Lloyd Thos
891 Hawkins Percival G
893 Davidson Kenneth
895 Richardson I Fergus
895a Herwitz Harry
897 Hazleton Frank B
897½ McKay Jack H
899 Menzies Edgar K
Home begins
903 Love E Regd
905 Cooke Chas G
907 Hodson Mrs Mabel
909 Wilson Harry
Arlington begins
917 Brown Wallace E
919 Eggertson A G
921 Patton Randolph
923 Johannesson Konrad
Evanson begins
929 Brown Regd D
Lenore begins

PALMERSTON—Cont.
Ruby begins
Lipton begins
Aubrey begins
Sherburn begins
1031 Caughey F W
1057 Speechly Leslie B
1061 Gibbs B L
1066 Magee H R
1067 Down Mrs Cecil F
1069 MacMillan Neil A
1071 Ferguson John H
Garfield begins
1075 Low Wm T
SOUTH SIDE
Wolseley here
854 Finkelstein Max J
856 Davidson Dr A M
858 Warriner Dr F E
860 Katz Abraham I
866 Dawson Harold G
866 Baldwin Percy W
868 Weidman A E
870 Howard Theo E
890 Little Lucy
892 Hoole Arth H
894—1 Horrocks Miss W S
2 Blenkley Miss M E
2 Gooden C E
896 Churchill G M
896 Plews Sid
898 Graham Chas
900 Manos Alex
902 McCord Walter J
906 Ferries W L
908 Simpson James W
910 Johannson A P
912 Brown A B
920 Bremer Wm A
924 Cleve Leslie C
928 Emerson R J
932 Sterland Robt
936 Petty Victor
940 McIlvride L V
944 Huggins Mabel
948 Hook Leonard
950 Giesbrecht Aron
954 Lowe Walter F F
960 Thompson Ronald T
966 Trigg Fredk S
s s Riverside Tennis Club
s s Gasometer
1002 Foulds Ernest G
1004 Bennett Bernard
1006 Bryer Percy J
1010 Jorgensen John B
1030 Boyd Wilbur
1034 Wallace Geo
1038 Wells Anna E
1044 McLean Kenneth
1048 Vail Walter M
1050 Rutledge Thos A
1054 Hinch T W B
1058 Kramer Gerald D
1062 Harvey Albt H
1064 Neill Robt C
1068 Taylor Donald F
1070 Mowat John D
1074 McLaws David D
1120 MacEachern S

PARK BLVD. N. (Tuxedo)
South from Assiniboine Drive to Roblin Blvd.
w s Assiniboine Park
Assiniboine Dr here
EAST SIDE
101 Gilchrist James M
107 Banbury Perley
111 Harris Joseph
115 Martin John
121 McDonald John H
Nanton Blvd intersects
203 Konantz Gordon E
207 Carruthers Geo A
215 Morrison Allan M
229 Elders J E
Roblin Blvd here

PARK BLVD. S. (Tuxedo)
Continuation of Park Row West southward to CNR tracks.
No houses

PARK ROW EAST (Tux.)
South from Van Horne Blvd. to Bard.
No houses

PARK ROW WEST (Tux.)
South from Van Horne Blvd. to Bard.
No houses

PARK ST.
to 509 Henry.
North from 511 Alexander
EAST SIDE
Alexander here
247 Norlen Oscar
Logan intersects
289 Sloan Alan W
291 Bowman Mrs Matilda
293 Nicol Alex
297 Lahner Joseph
301 Korchynski Wm
303 Yurkiewich Walter
305 Hivey Stanley
307 Carlson John
311 Papko Andw
Henry here
WEST SIDE
Alexander here
Logan intersects
Henry intersects
Higgins here

PARK ROAD
East from 12 Ruskin Row to 424 Wellington Crescent.
No houses
Enderton Park here

PARKER AVE.
West from Pembina Hwy at Subway to Waverley.
SOUTH SIDE
CNR crossing here
Wilton intersects
1061 Poitras Mrs Josephine
1073 Hunt Wm
1079 Webb Raymond
1081 Keenie Mary
1097 Mulligan David A
1099 Jackson James
1103 Donald Chas
Rockwood intersects
1107 Poitras Adelard
1115 Kane Thos G
1135 Hellofs John H
1139 Sanford Alfd
1147 Jones Regd A
1151 Vacant
Thurso intersects
1157 Bourne Mrs Rachel
165 Bourne Wm
1192 Vacant
1203 Anseuw Lucien
1211 Goodridge Arth E
1215 Zrudlo Peter
1227 Polster James D
1237 Humphreys Mrs J
1243 Georgeson Lloyd
1500 Goodall Alfd
Waverley here
NORTH SIDE
Wilton intersects
CNR crossing here
1064 Steppler Wm H
1084 Farrell Mrs Mary
1090 Gornall Chas
1100 Maitland Mrs Cecile
Rockwood intersects
1108 Rylands Hugh
1112 Ottenson Edw
1128 Gordon Robt
1134 Gruszecki Alfd confy
1136 Donald Harry
1140 Gullett Glen
1150 Haycock Roy O E
1156 Evanson Victor L
Thurso intersects
1162 Burrows L G
1164 Tullis Wm C
— Glenmore Stables
Waverley here

PARKSIDE DR. (St. Jas.)
North from 1752 Assiniboine Ave. to 137 Winston Rd.
EAST SIDE
101 Graham Garnet J
103 Lauder A A
105 Gardiner Wilf B
107 McCarten Dr Robt J
109 Elliott Dr Wm J
111 Smith Donald A
113 MacNeil Dr Robt W

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A.B.C. ELECTRIC Ltd. Electrical Appliances and Oil Burner Manufacturers

MILLER AUTOMATIC OIL BURNERS, DELTA OIL SPACE HEATERS.
Manufacturers in Canada for DELTA POP-DOWN AUTOMATIC TOASTER

733 - 735 Pembina Highway P.O. Box 2888 Phones 422 800 - 46 294

PARK ROW WEST (Tux)
South from Van Horne Blvd to Bard
No houses

PARK ST
North from 511 Alexander to 509 Henry
EAST SIDE
Alexander here
247 Norlen Oscar △
Logan intersects
289 Sloan Alan W ✦△
291 Bowman Mrs M ✦△
293 Nicol Alex
297 Lahner Joseph
301 Korchynski Wm △
303 Friesen C Jack ✦
305 Hivey Stanley ✦
307 Andrushko Alex ✦△
311 Chuipka Mike △
Henry here

PARK ST (Kirkfield Pk)
South from 3100 Portage, first east of Municipal Hall
150 Vacant
160 Good John J ✦△
164 Newbury Harry
164 Clarke Herbt ✦△
166 Reid Albt ✦△
169 Stillwell Arth ✦△
173 Poitras Lucien ✦
179 Sawdon Ernest ✦
181 Montgomery Lowry ✦
189 Brown Geo ✦△

PARKDALE ST
(Kirkfield Park) Fourth street west of Municipal Hall, north from 3247 Portage
Odd numbers East Side
217 Waithman Doug H ✦
221 Kowtecky Jerry ✦
225 Piche Phil ✦
227 Jones Wm W C ✦
230 Black Robt H ✦
235 Foster Mrs Carolyn ✦
238 Rowden Leonard M ✦
240 Brown Rev John R
245 Kehler Abram H ✦
252 Hall E Clyde
254 Windmill Arth F ✦
256 Mitchell A Bruce ✦
275 Fisher Thos ✦
280 Morley Walter ✦
281 Farrell A J ✦
286 Brown Wesley D ✦
291 Farrow Cecil ✦
292 Proudfoot James ✦△
295 Pruden Joseph A ✦
299 Sadler Leonard J ✦
300 Morrison James ✦
301 Houston Mrs F ✦
330 Pearson Emile J ✦
363 Penny Wm A ✦
408 Campbell Mrs Josie ✦
411 Good Earl ✦

PARKER AVE
West from Pembina Hwy at Subway to Waverley
SOUTH SIDE
CNR Crossing here
Wilton intersects
1061 Poitras Mrs J ✦
1073 Hunt Wm R
1079 Webb F Ray ✦△
1081 Keenie Mrs Mary ✦△
1097 Mulligan David ✦△
1099 Jackson James ✦△
1103 Donald Chas ✦
Rockwood intersects
1107 Poitras Adelard ✦
1115 Mitchell Alex ✦
1131 Hellof John H △
1135 Sullivan Hugh T ✦△
1139 Sanford Alfd ✦
1147 Jones Regd A ✦△
1151 Martynec Walter ✦
Thurso intersects

PARKER—Cont.
1157 Bourne Wm H △
1157 Bourne Mrs Rachel ✦
1165 Abraham Jack ✦
1193 Curtain Alan G ✦
1203 Anseuw Lucien ✦
1211 Brewer Wm F ✦
1215 Vacant
1225 Blanco James A ✦△
1227 Earley Alfd L ✦
1237 Humphreys Mrs J ✦△
Beaumont intersects
1243 Matheson Lyall ✦
Irene here
Waverley here
NORTH SIDE
Wilton intersects
CNR Crossing here
1064 Steppler Wm H ✦△
1084 Farrell Mrs Mary ✦△
1090 Gornall Chas ✦△
1096 Smeall Thos D ✦
1100 Maitland Mrs C ✦△
Rockwood intersects
1108 Ryland Hubert ✦△
1112 Ottenson Edw ✦△
1128 Gordon Robt ✦△
1130 Now House
1134 Gruszecki Alfd ✦△
1134 Gruszecki Gen Store
1136 Donald Harry ✦△
1140 Limbrick E J ✦△
1146 Vacant
1150 Manchester Wm ✦△
Thurso intersects
1162 Scarth Ernest ✦
1164 Knockaert Geo J
1164 (upr) Birch Allan
1168 Glenmore Coop Rid-ing Club
Beaumont here
1500 Goodall Alfd
Irene here
Waverley here

PARKHILL ST
(Kirkfield Park) Third west of Municipal Hall, north from 3243 Portage
Odd numbers East Side
206 Purton Roderick H
214 Paterson Gordon ✦△
222 Corry Wm E ✦
225 Johnson Harvey W ✦
229 Brown Gordon G ✦
230 Fraser Murray R ✦
236 Mead Harold M ✦
237 Chalkman Fred
239 Wonsch John ✦
241 Knowles Arth F
242 Sinclair Peter ✦
250 Ebert Geo H ✦
251 Jefferies Percy H
256 Lee Geo ✦
258 McKay Fred ✦
312 Morden Barry ✦
436 Driessen Pete ✦
600 Holmes James O ✦

PARKSIDE DR (St Jas)
North from 1752 Assiniboine Ave to 137 Winston Rd
EAST SIDE
101 Graham Garnet J ✦△
103 Lauder A A ✦△
105 Gardiner Wilf R ✦△
107 McFadyen Jas B ✦△
109 Elliott Dr Wm J ✦△
111 Smith Donald A ✦△
113 MacNeil Dr Robt ✦△
115 Millar Alex M ✦△
117 Kennedy C L ✦△
119 Syme F H ✦△
121 Rodgers Wm J ✦△
123 Badger Harry H ✦△
WEST SIDE
102 Stephens Arth J ✦△
104 Sparks Geo ✦△
106 Swardfager W J ✦△
108 Mitchell Mrs C ✦△
110 Messing Paul J ✦△
112 Fillmore Chas W ✦△
114 Mathieson Jas A ✦△

✦ House Owner

PARKSIDE DR.—Cont.
116 Rutherford Gord ✦△
118 Johnson Albt ✦△
120 Kirby Jacob Chas ✦△
122 Dykes Walter ✦△

PARKVIEW ST (St Jas)
north from 1841 Assiniboine Ave to Barry (at 1834 Portage)
EAST SIDE
Assiniboine here
119 Pickering Edw ✦△
123 Cannell Augustus ✦△
127 Dick D Richd △
131 Reilly Wilfd ✦△
133 MacDonald J Wm ✦△
137 Crerar Harvey J ✦△
141 Reynolds Harry T ✦
145 Strange Mrs M L ✦△
149 Grose Melven H ✦△
151 Mackie Harry ✦△
153 Roberts Clark D ✦△
161 Matthews Mary L ✦△
165 Matheson Wilfd ✦△
165 Litke Ronald ✦△
167 Brown A Gavin ✦△
169 Smithson Martin ✦△
171 Davy Thos W ✦△
175 Watkins Geo ✦△
179 Nash Mrs Beatrice ✦△
181 Millar Jack N △
183 McCorquodale J ✦△
187 Johnston David ✦△
189 Dickson Mrs Agnes ✦△
191 Harbord Albt ✦△
195 Ball Thos ✦△
199 Pangrot Michl ✦
Portage intersects
205 Markert John
209 Vacant
213 Koskie Anthony ✦
217 Fear Alfd C ✦△
219 Beattie Robt W ✦
221 Groves Archd P ✦△
223 Davidson Henry N ✦△
229 La Rue Thos F ✦△
231 Putnam C Leonard ✦△
233 Hunt Albt ✦△
235 Jackson Lewis D ✦△
237 North Lillian ✦△
239 Morris John ✦△
241 Marten Horace S
243 Heywood Saml C ✦
245 Borsa Jack ✦
249 Mutton Ellis W ✦
251 Barr R Henry ✦△
253 Ferguson Alfd ✦△
255 Olson Eskil ✦
257 Brooks Wm ✦△
259 Pull Ernest M ✦△
261 Kitchen Herbt ✦
263 Pilgrim Albt E ✦△
269 Magnusson Fred ✦△
271 Higgs Arth H ✦△
273 Fenn Wm ✦△
275 Bagley Roy R ✦△
277 Dee Dorothy D ✦△
279 Slaughter Geo R ✦△
281 Stirton James ✦△
283 Vacant
285 Warren Wm S ✦△
287 Jennings Clarence ✦△
291 McMullan Fredk N △
291 Elliston Leslie J ✦
296 Craig John S ✦△
297 Hampton Wm J ✦△
301 White Thos W ✦△
303 Surman Joseph ✦△
305 Skinner Mrs Beryl ✦
307 Burton Theo N
309 Anderson Chris D ✦
311 McLeod Mrs I E ✦△
315 Crook Alfd B ✦△
317 Gillam Harry ✦△
319 Green Tom R ✦△
323 Evans Thos E ✦△
325 Dargie Herbt L ✦△
329 Kingsland Cyril J ✦
333 Trout Kenneth R ✦
Ness intersects
335 White Elmer D ✦
343 Haines Chas E ✦△
345 McKay Mrs Mary ✦△
347 Rutherford Peter C ✦
349 Thomas Alphonse ✦△

△ Telephone

PARKVIEW—Cont.
349 Haynes Cyril J △
351 Palmer Fred G ✦△
355 Wellard Wm L △
359 Chatfield Albt H △
361 Smith Archie F ✦△
363 Cromwell G W ✦△
371 Matheson Neil F ✦△
375 Waterman Mrs R ✦△
379 Marriott Thos A ✦△
381 Burnham Jas C ✦△
387 Middleton Bertram ✦
389 Munro Sandford A ✦
391 Clare Victor M ✦
393 Dunwoody Stewart ✦△
397 Smith Fred S ✦
401 Timmins A Norm ✦△
403 Robinson Sevenus J ✦
407 Menzies Philip E ✦
411 Slater John Mcl
415 McKnight Colin M W
419 Nelson John △
423 Pomfret John H △
431 Chivers Benj W ✦△
433 Goodman Joseph ✦△
435 Medlicott Leslie S ✦
441 Adams Geo W △
445 Konefal Agustin
445 Scott John H ✦△
Silver intersects
457 Purdy Wm J ✦
459 Stephens Wilfd ✦△
491 Batters Clifford W ✦△
493 Ullett John W ✦
Barry here
531 Hilton Fredk G C ✦
Ellice Ave here
WEST SIDE
Assiniboine Ave here
116 Joyal Anthony E ✦△
126 Collins Wm J ✦△
128 Glover Saml ✦△
134 Orton Leonard B ✦△
138 MacNicol Sheldon ✦△
144 Page Geo H ✦△
150 Johnson Richd T ✦△
154 Fraser David E ✦△
156 Sutton Jack E ✦△
160 Linn Mrs R Mary ✦△
162 Cox Richd S △
164 O'Connell Mrs M ✦
164 McIntyre Mrs Nora
168 Admiral Ernest A ✦△
174 Forshaw Earle F ✦△
178 Faucher Albt ✦
182 Roziere Raymond ✦△
186 Roziere Benj ✦
190 Styles Geo E ✦△
194 Filbert Alex ✦△
196 Krawzuk Michl ✦
Portage intersects
— Parkview Building (For tenants see 1835 Portage)
200 Skimming John C ✦△
200 Collier Mrs Winnifred
202 Savage Mrs Jane ✦△
206 Moon Alfd S ✦△
210 Leithead Mrs L ✦△
214 Morey Ernest W ✦△
218 Armstrong F W △
232 St James United Ch
238 Jones Mrs Mary △
240 Thomson John ✦
242 Cousins Thos H ✦△
244 Woodward G J ✦△
246 Thorsteinson Karl ✦△
248 Brautigam Emerson ✦
250 Taylor Stanley E ✦△
252 Lodsing Archie M ✦
254 Gault Fred ✦△
256 Jones Arth R ✦△
258 Flesh Walter ✦△
260 Franklin Archd ✦△
262 Kolson Stephen ✦△
266 Morris Mrs Ada ✦△
268 Blank Albt E ✦△
274 Kahler Peter H
276 Forscutt Cyril ✦
278 Mathers Geo C ✦△
280 Surridge Mrs L ✦△
282 Ross C Earl ✦△
284 Stanford Fred R ✦△
286 McMillan Mrs Margt △
294 Wrobleski Emil ✦△
296 Nicholson Wm ✦△
298 Christian Mrs J ✦△
300 Howard John ✦

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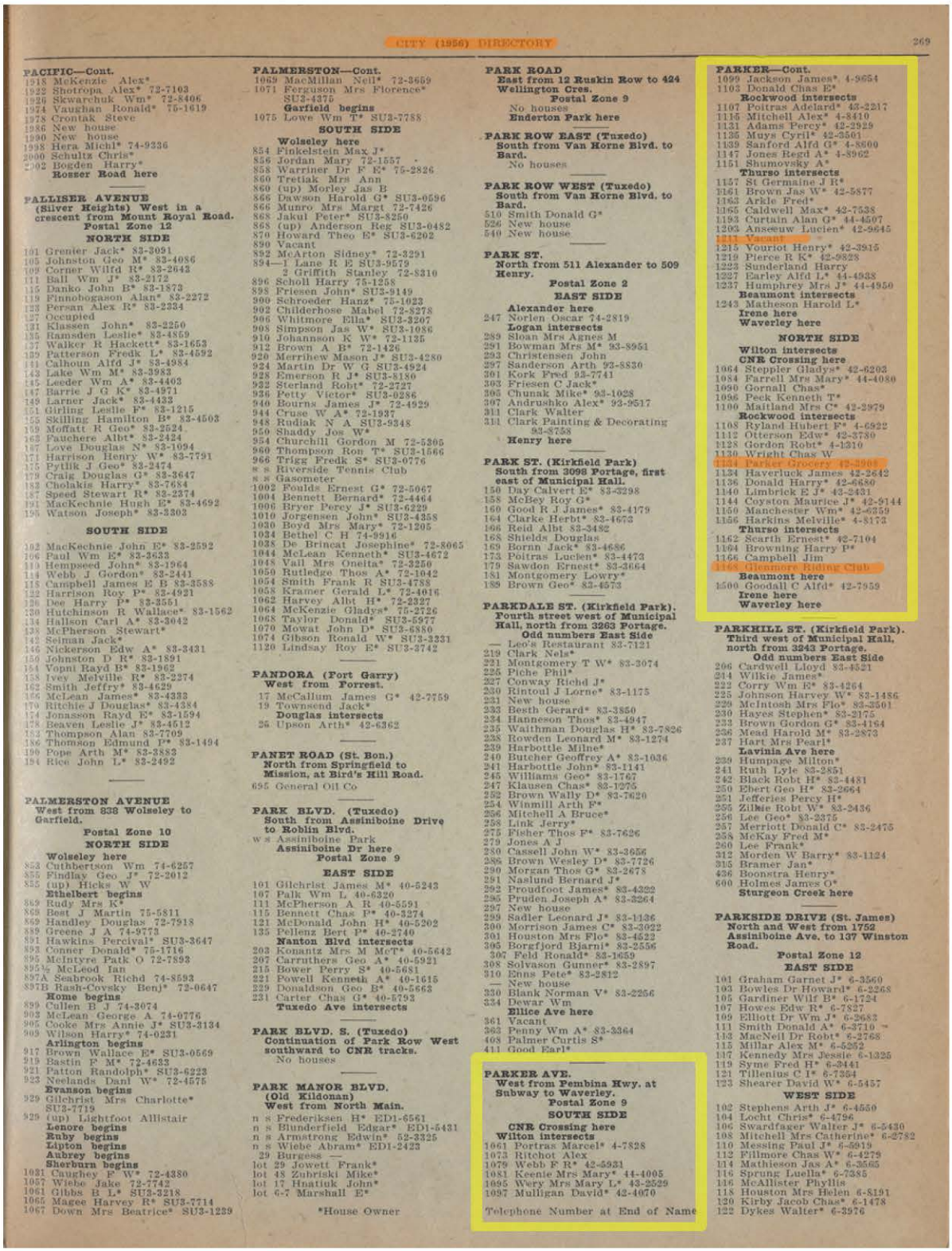

CITY (1956) DIRECTORY 269

PACIFIC—Cont.
1918 McKenzie Alex*
1922 Shotropa Alex* 72-7103
1926 Skwarchuk Wm* 72-8406
1974 Vaughan Ronald* 75-1619
1978 Crontak Steve
1986 New house
1990 New house
1998 Hera Michl* 74-9336
2000 Schultz Chris*
2002 Bogden Harry*
Rosser Road here

PALLISER AVENUE
(Silver Heights) West in a crescent from Mount Royal Road.
Postal Zone 12
NORTH SIDE
101 Grenier Jack* 83-2091
105 Johnston Geo M* 83-4086
109 Corner Wilfd R* 83-2643
111 Ball Wm J* 83-2172
115 Danko John B* 83-1873
119 Finnbogason Alan* 83-2272
123 Persan Alex R* 83-2334
127 Occupied
131 Klassen John* 83-2250
135 Ramsden Leslie* 83-4859
137 Walker R Hackett* 83-1653
139 Patterson Fredk L* 83-4592
141 Calhoun Alfd J* 83-4984
143 Lake Wm M* 83-3983
145 Leeder Wm A* 83-4403
147 Barrie J G K* 83-4971
149 Larner Jack* 83-4433
151 Girling Leslie F* 83-1215
155 Skilling Hamilton B* 83-4503
159 Moffatt R Geo* 83-2524
163 Fauchere Albt* 83-2424
167 Love Douglas N* 83-1094
171 Harrison Henry W* 83-7791
175 Pytlik J Geo* 83-2474
179 Craig Douglas G* 83-3647
183 Cholakis Harry* 83-7684
187 Speed Stewart R* 83-2374
191 MacKechnie Hugh E* 83-4692
195 Watson Joseph* 83-2303

SOUTH SIDE
102 MacKechnie John E* 83-2592
106 Paul Wm E* 83-3633
110 Hempseed John* 83-1964
114 Webb J Gordon* 83-2441
118 Campbell James E B 83-3588
122 Harrison Roy P* 83-4921
126 Dee Harry P* 83-3551
130 Hutchinson R Wallace* 83-1562
134 Hallson Carl A* 83-3042
138 McPherson Stewart*
142 Seiman Jack*
146 Nickerson Edw A* 83-3431
150 Johnston D R* 83-1891
154 Vopni Rayd B* 83-1962
158 Ivey Melville R* 83-2374
162 Smith Jeffry* 83-4629
166 McLean James* 83-4333
170 Ritchie J Douglas* 83-4384
174 Jonasson Rayd E* 83-1594
178 Beaven Leslie J* 83-4512
182 Thompson Alan 83-7709
186 Thomson Edmund P* 83-1494
190 Pope Arth M* 83-3883
194 Rice John L* 83-2492

PALMERSTON AVENUE
West from 838 Wolseley to Garfield.
Postal Zone 10
NORTH SIDE
Wolseley here
853 Cuthbertson Wm 74-6257
855 Findlay Geo J* 72-2012
855 (up) Hicks W W
Ethelbert begins
869 Rudy Mrs K*
869 Best J Martin 75-5811
869 Handley Douglas 72-7918
889 Greene J A 74-9773
891 Hawkins Percival* SU3-3647
893 Conner Donald* 75-1716
895 McIntyre Patk O 72-7893
895½ McLeod Ian
897A Seabrook Richd 74-8593
897B Rash-Covsky Benj* 72-0647
Home begins
899 Cullen B J 74-3074
903 McLean George A 74-0776
905 Cooke Mrs Annie J* SU3-3134
909 Wilson Harry* 74-0231
Arlington begins
917 Brown Wallace E* SU3-0569
919 Bastin F M* 72-4633
921 Patton Randolph* SU3-6223
923 Neelands Danl W* 72-4575
Evanson begins
929 Gilchrist Mrs Charlotte* SU3-7719
929 (up) Lightfoot Allistair
Lenore begins
Ruby begins
Lipton begins
Aubrey begins
Sherburn begins
1031 Caughey F W* 72-4380
1057 Wiebe Jake 72-7742
1061 Gibbs R L* SU3-3218
1065 Magee Harvey R* SU3-7714
1067 Down Mrs Beatrice* SU3-1239

PALMERSTON—Cont.
1069 MacMillan Neil* 72-3659
1071 Ferguson Mrs Florence* SU3-4375
Garfield begins
1075 Lowe Wm T* SU3-7788
SOUTH SIDE
Wolseley here
854 Finkelstein Max J*
856 Jordan Mary 72-1557
858 Warriner Dr F E* 75-2826
860 Tretiak Mrs Ann
860 (up) Morley Jas B
866 Dawson Harold G* SU3-0596
866 Munro Mrs Margt 72-7426
868 Jakul Peter* SU3-8250
868 (up) Anderson Reg SU3-0482
870 Howard Theo E* SU3-6202
890 Vacant
892 McArton Sidney* 72-3291
894—1 Lane R E SU3-9579
2 Griffith Stanley 72-8310
896 Scholl Harry 75-1258
898 Friesen John* SU3-9149
900 Schroeder Hanz* 75-1023
902 Childerhose Mabel 72-8278
906 Whitmore Ella* SU3-3207
908 Simpson Jas W* SU3-1086
910 Johannson K W* 72-1135
912 Brown A B* 72-1426
920 Merrihew Mason J* SU3-4280
924 Martin Dr W G SU3-4924
928 Emerson R J* SU3-8180
932 Sterland Robt* 72-2727
936 Petty Victor* SU3-0286
940 Bourns James J* 72-4929
944 Cruse W A* 72-1937
948 Rudiak N A SU3-9348
950 Shaddy Jos W*
954 Churchill Gordon M 72-5305
960 Thompson Ron T* SU3-1566
966 Trigg Fredk S* SU3-0776
n s Riverside Tennis Club
s s Gasometer
1002 Foulds Ernest G* 72-5067
1004 Bennett Bernard* 72-4464
1006 Bryer Percy J* SU3-6229
1010 Jorgensen John* SU3-4358
1030 Boyd Mrs Mary* 72-1205
1034 Bethel C H 74-9916
1038 De Brincat Josephine* 72-8065
1044 McLean Kenneth* SU3-4672
1048 Vail Mrs Oneita* 72-3250
1050 Rutledge Thos A* 72-1642
1054 Smith Frank R SU3-4788
1058 Kramer Gerald L* 72-4036
1062 Harvey Albt H* 72-2327
1064 McKenzie Gladys* 75-2726
1068 Taylor Donald* SU3-5977
1070 Mowat John D* SU3-6886
1074 Gibson Ronald W* SU3-3331
1120 Lindsay Roy E* SU3-3742

PANDORA (Fort Garry)
West from Forrest.
17 McCallum James G* 42-7759
19 Townsend Jack*
Douglas intersects
25 Upson Arth* 42-6362

PANET ROAD (St. Bon.)
North from Springfield to Mission, at Bird's Hill Road.
695 General Oil Co

PARK BLVD. (Tuxedo)
South from Assiniboine Drive to Roblin Blvd.
w s Assiniboine Park
Assiniboine Dr here
Postal Zone 9
EAST SIDE
101 Gilchrist James M* 40-5243
107 Palk Wm L 40-6320
111 McPherson A R 40-5591
115 Bennett Chas P* 40-3274
121 McDonald John H* 40-5202
135 Pellenz Bert P* 40-2740
Nanton Blvd intersects
203 Konantz Mrs M McT* 40-5642
207 Carruthers Geo A* 40-5921
215 Bower Perry S* 40-5681
221 Powell Kenneth A* 40-1615
229 Donaldson Geo B* 40-5662
231 Carter Chas G* 40-5793
Tuxedo Ave intersects

PARK BLVD. S. (Tuxedo)
Continuation of Park Row West southward to CNR tracks.
No houses

PARK MANOR BLVD.
(Old Kildonan)
West from North Main.
n s Frederiksen H* ED1-6561
n s Blunderfield Edgar* ED1-5431
n s Armstrong Edwin* 52-2325
n s Wiebe Abram* EDI-2423
29 Burgess —
lot 29 Jowett Frank*
lot 48 Zubriski Mike*
lot 17 Hnatiuk John*
lot 6-7 Marshall E*

*House Owner

PARK ROAD
East from 12 Ruskin Row to 424 Wellington Cres.
Postal Zone 9
No houses
Enderton Park here

PARK ROW EAST (Tuxedo)
South from Van Horne Blvd. to Bard.
No houses

PARK ROW WEST (Tuxedo)
South from Van Horne Blvd. to Bard.
510 Smith Donald G*
526 New house
540 New house

PARK ST.
North from 511 Alexander to 509 Henry.
Postal Zone 2
EAST SIDE
Alexander here
247 Norlen Oscar 74-2819
Logan intersects
283 Sloan Mrs Agnes M
291 Bowman Mrs M* 83-8951
293 Christensen John
297 Sanderson Arth 93-8830
301 Kork Fred 83-7741
303 Friesen C Jack*
305 Chunak Mike* 93-1028
307 Andrushko Alex* 93-9517
311 Clark Walter
311 Clark Painting & Decorating 93-8758
Henry here

PARK ST. (Kirkfield Park)
South from 3098 Portage, first east of Municipal Hall.
150 Day Calvert E* 83-3298
158 McBey Roy G*
160 Good R J James* 83-4179
164 Clarke Herbt* 83-4673
166 Reid Albt 83-3482
168 Shields Douglas
169 Bornn Jack* 83-4686
173 Poitras Lucien* 83-4473
179 Sawdon Ernest* 83-3664
181 Montgomery Lowry*
189 Brown Geo* 83-4573

PARKDALE ST. (Kirkfield Park).
Fourth street west of Municipal Hall, north from 3263 Portage.
Odd numbers East Side
— Leo's Restaurant 83-7121
219 Clark Nels*
221 Montgomery T W* 83-3074
225 Piche Phil*
227 Conway Richd J*
230 Rintoul J Lorne* 83-1175
231 New house
233 Besth Gerard* 83-3850
234 Hanneson Thos* 83-4947
235 Waithman Douglas H* 83-7826
238 Rowden Leonard M* 83-1274
239 Harbottle Milne*
240 Butcher Geoffrey A* 83-1036
241 Harbottle John* 83-1141
245 Williams Geo* 83-1767
247 Klausen Chas* 83-1275
252 Brown Wally D* 83-7620
254 Winmill Arth F*
256 Mitchell A Bruce*
258 Link Jerry*
275 Fisher Thos F* 83-7626
279 Jones A J
280 Cassell John W* 83-3656
286 Brown Wesley D* 83-7726
290 Morgan Thos G* 83-2678
291 Naslund Bernard J*
292 Proudfoot James* 83-4322
295 Pruden Joseph A* 83-3264
297 New house
299 Sadler Leonard J* 83-1136
300 Morrison James C* 83-3922
301 Houston Mrs Flo* 83-4622
305 Borgfjord Bjarni* 83-2556
307 Feld Ronald* 83-1659
308 Solvason Gunner* 83-2897
310 Enns Pete* 83-2812
— New house
330 Blank Norman V* 83-2256
334 Dewar Wm
Ellice Ave here
361 Vacant
363 Penny Wm A* 83-3364
408 Palmer Curtis S*
411 Good Earl*

PARKER AVE.
West from Pembina Hwy. at Subway to Waverley.
Postal Zone 9
SOUTH SIDE
CNR Crossing here
Wilton intersects
1061 Portras Marcel* 4-7828
1073 Ritchot Alex
1079 Webb F R* 42-5931
1081 Keenie Mrs Mary* 44-4005
1095 Wery Mrs Mary L* 43-2529
1097 Mulligan David* 42-4070

Telephone Number at End of Name

PARKER—Cont.
1099 Jackson James* 4-9654
1103 Donald Chas E*
Rockwood intersects
1107 Poitras Adelard* 43-2217
1115 Mitchell Alex* 4-8410
1131 Adams Percy* 42-2929
1135 Muys Cyril* 42-3561
1139 Sanford Alfd G* 4-8800
1147 Jones Regd A* 4-8962
1151 Shumovsky A*
Thurso intersects
1157 St Germaine J R*
1161 Brown Jas W* 42-5877
1163 Arkle Fred*
1165 Caldwell Max* 42-7538
1193 Curtain Alan G* 44-4507
1203 Anseeuw Lucien* 42-9645
1211 Vacant
1215 Youriot Henry* 42-3915
1219 Pierce R K* 42-9828
1223 Sunderland Harry
1227 Earley Alfd L* 44-4938
1237 Humphrey Mrs J* 44-4950
Beaumont intersects
1243 Matheson Harold L*
Irene here
Waverley here
NORTH SIDE
Wilton intersects
CNR Crossing here
1064 Steppler Gladys* 42-6203
1084 Farrell Mrs Mary* 44-4080
1090 Gornall Chas*
1096 Peck Kenneth T*
1100 Maitland Mrs C* 42-2979
Rockwood intersects
1108 Ryland Hubert F* 4-6922
1112 Otterson Edw* 42-3780
1128 Gordon Robt* 4-1310
1130 Wright Chas W
1134 Parker Grocery 42-2905
1134 Haverluck James 42-2642
1136 Donald Harry* 42-6680
1140 Limbrick E J* 42-2431
1144 Coyston Maurice J* 42-9144
1150 Manchester Wm* 42-6359
1156 Harkins Melville* 4-8173
Thurso intersects
1162 Scarth Ernest* 42-7104
1164 Browning Harry P*
1166 Campbell Jim
1168 Gleanmore Riding Club
Beaumont here
1500 Goodall C Alfd* 42-7959
Irene here
Waverley here

PARKHILL ST. (Kirkfield Park).
Third west of Municipal Hall, north from 3243 Portage.
Odd numbers East Side
206 Cardwell Lloyd 83-4521
214 Wilkie James*
222 Corry Wm E* 83-4264
225 Johnson Harvey W* 83-1486
229 McIntosh Mrs Flo* 83-3501
230 Hayes Stephen* 83-2175
233 Brown Gordon G* 83-4184
236 Mead Harold M* 83-2873
237 Hart Mrs Pearl*
Lavinia Ave here
239 Humpage Milton*
241 Ruth Lyle 83-2851
242 Black Robt H* 83-4481
250 Ebert Geo H* 83-2664
251 Jefferies Percy H*
255 Zilkie Robt W* 83-2436
256 Lee Geo* 83-2375
257 Merriott Donald C* 83-2475
258 McKay Fred M*
260 Lee Frank*
312 Morden W Barry* 83-1124
315 Bramer Jan*
436 Boonstra Henry*
600 Holmes James O*
Sturgeon Creek here

PARKSIDE DRIVE (St. James)
North and West from 1752 Assiniboine Ave. to 137 Winston Road.
Postal Zone 12
EAST SIDE
101 Graham Garnet J* 6-3560
103 Bowles Dr Howard* 6-2268
105 Gardiner Wilf B* 6-1724
107 Howes Edw R* 6-7827
109 Elliott Dr Wm J* 6-2683
111 Smith Donald A* 6-3710
153 MacNeil Dr Robt* 6-2768
115 Millar Alex M* 6-5252
117 Kennedy Mrs Jessie 6-1325
119 Syme Fred H* 6-2441
121 Tillenius C I* 6-7354
123 Shearer David W* 6-5457
WEST SIDE
102 Stephens Arth J* 6-4550
104 Locht Chris* 6-4796
106 Swardfager Walter J* 6-5430
108 Mitchell Mrs Catherine* 6-2782
110 Messing Paul J* 6-5919
112 Fillmore Chas W* 6-4279
114 Mathieson Jas A* 6-3565
116 Sprung Luella* 6-7385
118 McAllister Phyllis
118 Houston Mrs Helen 6-8191
120 Kirby Jacob Chas* 6-1478
122 Dykes Walter* 6-3976

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THE WORLD'S LEADING STENCIL DUPLICATORS

GESTETNER

Sales and Service: 244 Main St., Winnipeg WHitehall 3-7366

229 Smith Desmond R
231 Carter Chas G
233 Bernstein Hyman N
235 Swartz David
Corydon intersects
300 Druxerman Alwin R
301 Portnoy Iser
304 Love Stewart
305 Cohen Albert D
306 Code Norman W
307 McNaughton Fredk C
308 Young Vernon G
309 Miller David M
310 Riediger John H
311 Rady Max S
313 Stevens G Cyril
314 Roulston Kenneth L
315 Rice Jack Y
316 Latter H Douglas
317 Battig James
319 Douglas Donovan C
320 Shuckett Ben A
321 Cameron R Bert
Cuthbertson intersects
Mountbatten intersects
400 Josephson Richd
402 Rosner Bernard
404 Nacht Irving
406 Blumberg Saul H
412 Mitchell Keith
Grant av intersects
Bard av intersects
Eldridge intersects
CNR crosses
80

PARK CIRCLE
(Transcona)
From Ravelston E northerly in a crescent to Ravelston E
Postal Zone 25
Ravelston E intersects
Inner Side—Circle Park
1 Fuller Sidney A
2 Shklanka Harry
3 Milligan James B
4 Young Wm Alex
5 Goodhue Geo N
6 Aird Elsie Mrs
7 McDonald Douglas H
Wabasha intersects
8 Wiegner Paul
9 Apartments
1 Kublick Wm
2 Lafreniere Roger
3 Hornung Alvin
4 Carter Flora M Mrs
10 Harris James C
11 Sheppard John
12 Crowe Jeanette
13 Cole Thos J
14 Griffiths Arth
15 Atamanchuk Geo
Ravelston E intersects
16 Kramble Chas
17 Balaban Wm
18 Bukata Peter
19 Garner Victor
20 Bate Thos M
Wabasha intersects
21 Quelch C Stephen
23 Kasian N Fredk
24 Frame Alex R
25 Law Geo A
Ravelston E intersects
17

PARK MANOR BLVD
(Old Kildonan)
From Main west
261 Gordon Reginald
lot 7 Marshall Ernest
290 Hnatiuk John
lot 29 Monostori Steve
291 No return
323 Gates Alf E
309 Prost Ronald E
300 Irvine Alf
315 Kosowan Wm G
276 Buchanan Barry C
284 Cross Rodney
301 Zubriski Michl
lot 57 Armstrong Harold E
lot 62 Fredericksen Holger
lot 78 Thiessen Peter
324 Hnatiuk Joseph

189

PARKDALE
(Assiniboia)
From 3263 Portage north
Postal Zone 26
Odd numbers East Side
613 Hajdu Gabor
617 Penner Donald C
621 Piche Phil
625 Conway Richd J
629 Parough Melvin E
630 Dowling Geo
633 Brudin Leif C
639 Jorundson Barry
640 Henry Hartley D
649 Waithman Douglas H
650 Hallett Michl
Lavinia av intersects
654 Rowden Leonard M
657 Bartlett Ronald E
658 Shayan Malcolm
661 Kawakami Mary Mrs
662 Swanky Fredk
664 Bergner Rudolf
665 Bilous Wm H
669 Collard Albert V
670 Brown Wally D
673 Koots Casey A
674 Veaudoin Regent
677 Koldyk Henry
678 Mitchell Albert B
681 Floyd Wm R
682 Radawetz Metro
686 Martens John A
689 Fisher Thos F
693 Volgt Raymond
694 Cassell John W
697 Wanner Ralph
698 Smith Wilnor A
701 Kathler Rudy
702 Wilson Wm
705 Charles Reginald
706 Whitcher Geo H
709 Penner Art
710 Morgan Thos G
713 Fuchs Erdman
717 Stoutenberg Harvey A
718 McFadden Jack
721 Hutte Margt Mrs
725 Sinclair James H
726 Smith Hilliard H
729 Kilworth Jamer D
730 Morrison James C
733 Houston Florence Mrs
734 Webb Reginald
737 Wawruck Andrew
738 Fletcher Clifford B
741 Borgfjord Gordon F
742 Brant Wm B
745 Field Ronald F
Coml Crane Serv auto towing
746 Lynch Wm
749 Nielson Laurits
750 Solvason Gunnor E
753 Kamyszek Helmut
754 McMullen Arth
757 Gray John
758 Lewis Jack
761 Wood Chas V
762 Field Ronald W
765 Vacant
769 Redfern R Barry
770 Dewar Wm M
Ness intersects
773 Platt O A Barry
773 Hupfield Dennis
785 Gibson Russell
786 Liski Carl
789 Kosking Harold
790 Fraser Walter
793 Summers Douglas R
794 Hills Thos
797 Penny Wm A
798 Friesen Gordon
801 Vacant
802 Grose G Bennett
805 Kolochuk Peter
806 Morison Harold A
809 McCulloch Cecil H
810 Petrie Chas A
813 Doll Raymond
814 Vacant
817 Young Douglas
818 Nuttall Albert
821 Wiebe D Leonard
825 Lane Roy W
826 Palmer Curtis S
829 Kushner Steve E
830 Fortin Aurel
833 Good T Earl
834 Brown John M
838 Routledge A Frank
841 Vacant
842 Schlippert Arnold
845 Vacant
846 Timm E Gunter
850 Otto Gerald
851 Hinderks Bernard J
853 No return
854 Almroth Gunnar
857 Fabris Peter
862 Vacant
865 Under constn
866 Kirkby Clark
869 Neufeld John
870 Friess Leonard
877 Safnuk Allan
878 Hrehirchuk Fred
882 Prus Bohdan
885 Brassard Gerard
886 Hoeschle Kurt
889 Billy Tom
890 Bourne Clifford
894 Rottcher Werner
898 Henderson Geo
901 Bryan John
902 Vacant
905 Hildebrand Ben
906 Barne Thos
909 Under constn
910 Schmitke Ralf

141

PARKER AVENUE
From Pembina Hwy at Subway west to Waverley
Postal Zone 9
Odd numbers South Side
CNR crosses
139
Wilton intersects
1061 Jope Robt G
1063 Wallentiny Tivedar
1064 Thomas Wm A
1065 Hedberg E D
1067 Friesen H W
1069 D'Amico Dick
1079 Verschoora M L Mrs
1081 Keenie Mary Mrs
1084 Farrell Mary Mrs
1088 Wiebe Ertman
1090 McKinnon Stella
1095 Couture Armand
1096 Peck Kenneth T
1097 Mulligan David A
1099 Watson John
1100 McMurray David
Rockman intersects
1103 Brophy Arth J
1107 Poltras Adelard
1108 Ryland Hubert F
1112 Wood Ken H
1115 Park Geo
1116 Winnicky Walter
1119 Kusmider Joseph
1123 Sagert Oscar
1128 Gordon Robt
1130 Isford Henry
1131 Adams Percy R
1134 Parker Grocery
1135 Muys Cyril
1136 Donald Harry
1139 Sanford Alf G
1140 Rades Rudolph
1144 Smith Robt
1147 Jowett Frank
1150 Manchester Wm
1151 Stockburn Geo
Thurso intersects
1156 Grunwald Henry
1157 Martin James W
1159 Kutchma Michl
1161 Brown James
1162 Full Wm
1163 Schouteten Leon
1164 Cleutinx Laurent
1165 Caldwell Kathleen Mrs
1170 Michaluk Sid
1176 Hess Paul
1184 Ungar E C
1188 Kaminsky Norman
1192 Nanowin Wm F
1193 Curtain Alan G
1196 Lyon Victor
1200 Ross Leonard
1201 New House
1203 Suderman Peter

1204 Banman Albert
1211 Mots Edw A
1215 Cayer Homer
1219 Parisien Gabriel
1223 Harrison Edgar
1227 Earley Alf
1237 Humphreys Janet Mrs
Beaumont intersects
1243 Parisien Adele Mrs
Irene intersects
1500 Goodall C Alf
Waverley intersects
189

PARKHILL
(Kirkfield Park)
From 3243 Portage av west
Postal Zone 22
Odd numbers East Side
614 Crompton Wilfred L
615 Dunford Wm E
619 Gibson Gordon
620 Anderson J Mrs
623 Morgan M Jean Mrs
624 McMillan Brian
625 Johnson Harvie W
626 Schultz Arnold
629 McIntosh Esther
630 Clark Nelson C
634 Curry Wm E
638 Parkhill Construction
Gnidziejko Harry
639 Malcolm Clarence
643 Kalta Rekt
644 Dyck Jacob
Lavinia intersects
647 Keam Gordon R
653 Dyer Robt
654 Goytan John
657 Ruth Lyle R
658 Critchlow Ralph
662 Cornish Lloyd
665 Assels Clifford
666 Reichert Arth P
669 Jeffries Percy H
670 Ebert Geo H
674 Butler Geo J
677 Zilkie Robt
678 Mack Joseph L
681 Turgeon James
682 Lee Eveline Mrs
685 MacIsaac Gordon
686 Vezey Lloyd C
689 Dufresne Arth A
690 Kirkwood John
693 Passey Harold
694 Weston John
697 McKay Fredk M
698 Vacant
701 Jones Elmer V
702 Good Norman A
705 Dyck Jacob
706 Kalta Fred
710 Fairhurst John
713 Kozun Raymond E
714 Vacant
717 Zoratti Gary
718 Groves John H
721 Viner Geo
722 Bulas Joseph
726 MacDowell Herbert M
729 Grantham W Ray
730 Thorington Robt B
733 Patterson Lorrie
734 Sadler Leonard J
737 Smith Stuart
738 Bowman J Glenn
741 Blair Mary Mrs
742 Davies Vernon J
745 Baron Archibald
746 Bean Garry
749 Paradis Armand E
750 Duffus Thos D
753 Dunn Thos E
754 Epp Victor
757 Rose Herman
758 Brooks Carl A
761 Boulton John G
762 Look Herbert E
765 Johnson Walter B
768 Jans Wm
769 Funnell Roger W
773 Bertrand Jacques
774 Martin Leslie W
777 Melsted Fred
778 Tysko Steph
Ness av intersects
789 Cook Wilbert F
790 Land Earl
793 Calthcart Alan E

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(See Page 64 Buyers' Guide)

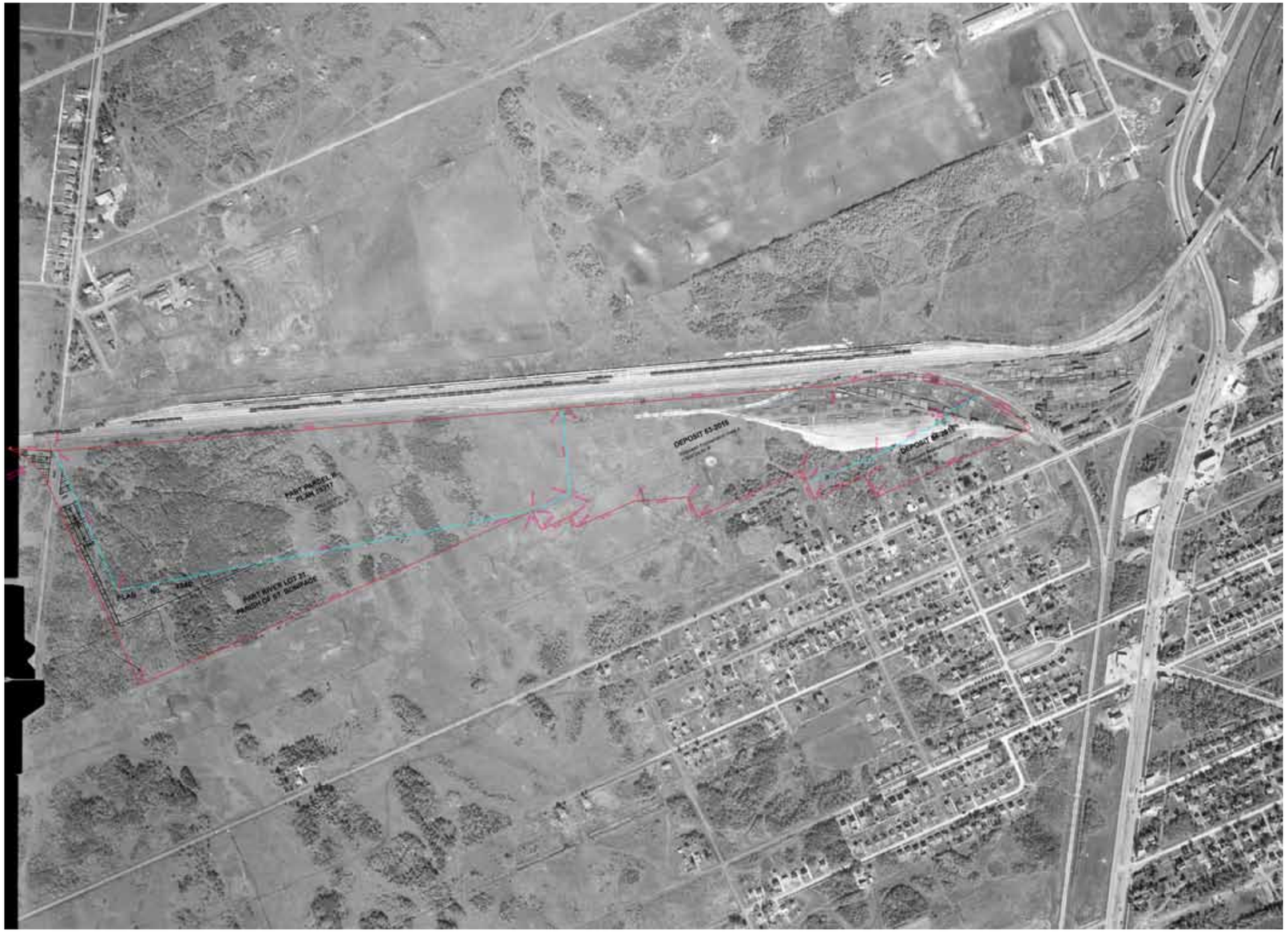
APPENDIX ‘C’ - Historical Aerial Photographs



1929 Aerial Photo from National Earth Observation Data Framework, Govt. of Canada

Observations

- There is an east-west path about 1/3 of the way up from the south part of the site which is consistent with a path that still exists in current day;
- Many other diagonals paths exist on the property;
- Equal amounts of space are interspersed between forest and open area;
- Cambridge Street was the through street that connected Crescentwood and River Heights to the southern districts rather than current day Waverley Street (which seemed to exist south of around Hurst Way and Wilkes;
- Parker Avenue continued through directly to Pembina Highway and beyond with a strong axis;
- A well-defined strip of cleared land to the south of the forest is evident, likely for a Hydro right-of-way. It is difficult to make out and lines or towers in that area though to the north and crossing of the CN tracks there are some items that are casting fairly long shadows;
- At this time there were only one or two rail lines in existence;
- Only a handful of houses are observed around Parker Avenue and to the south as this represented suburban living far past the outreaches of the city limits at the time.



1950 Aerial Photo from National Earth Observation Data Framework, Govt. of Canada

Observations

- Cambridge St. is still utilized as the main through street though it is now cut off by about 10 lines of railway tracks;
- Parker Avenue continues in a straight line far to the west; It also connects through to Pembina Highway to the east as a major street;
- A distinctive diagonal path can be observed through the forest to the west (SE to NW direction);
- In much of the central grassland areas of the site, light coloured cows can be seen to be grazing;
- There are a couple farm buildings plus barn and pens along Parker Avenue between Daniel and Derek St. (which confirms what was found on Henderson Directory as well). There is another pen to the north of Heatherdale;
- Within the Parker Lands boundary to the east, railway tie storage and other goods can be observed south of the curved tracks;
- There are hydro lines and towers present in the open fields to the south of the forest and grasslands; Some lines could be crossing the site from north of the tracks as well;
- Only some parts to the east of the Beaumont Community are developed at this time;
- The forest to the east of the site is quite pronounced (current day oak trees).



1962 Aerial Photo from National Earth Observation Data Framework, Govt. of Canada

Observations

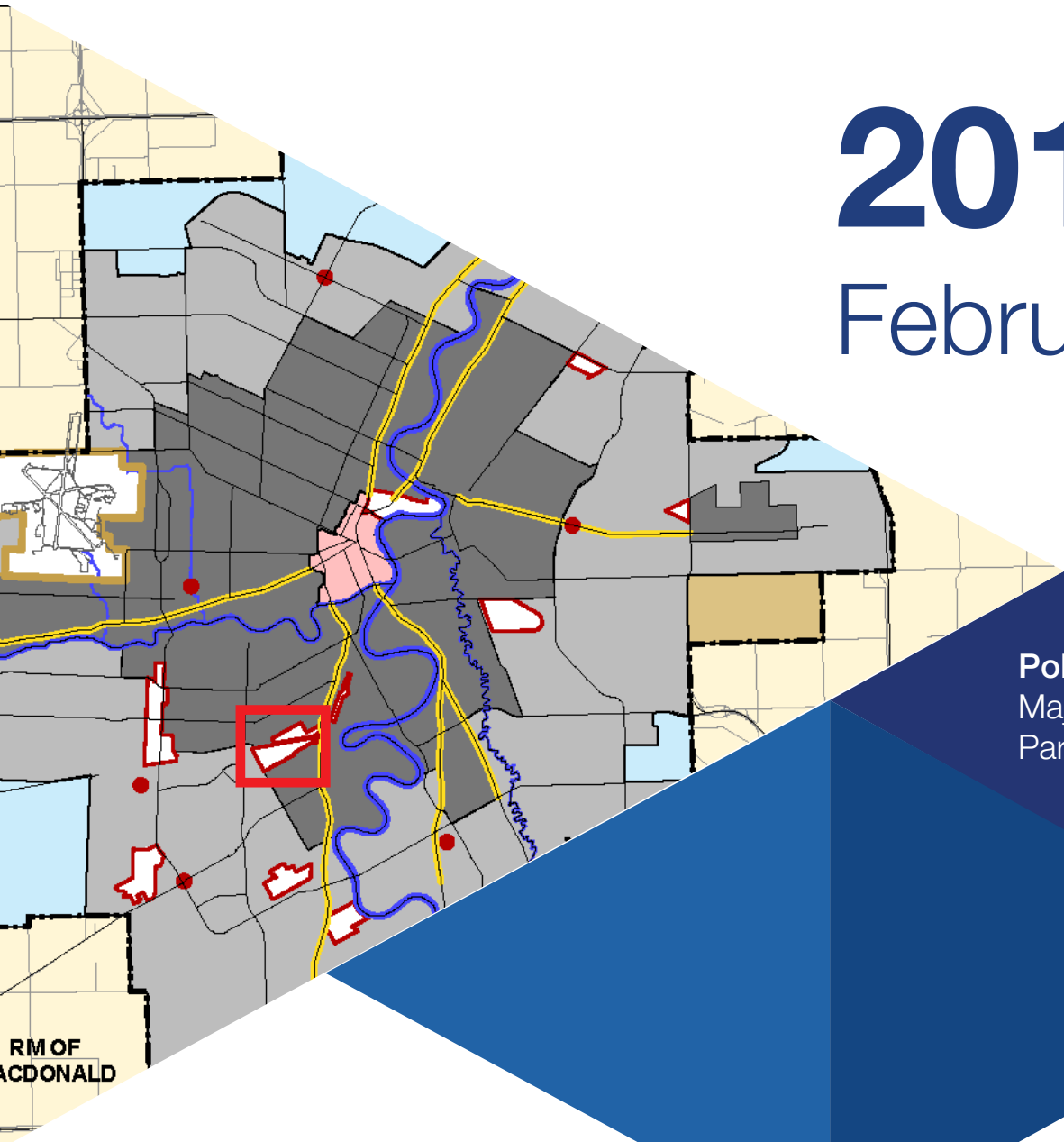
- Parker Avenue still connects directly through to Pembina at this time;
- Homes on the north side of Parker Avenue are starting to fill in;
- The barn at 1164 Parker Avenue is now gone;
- The storage/marshalling yards on the east side of the Parker Lands have now been removed (only see remnants of paths);
- Hydro lines are seen crossing through the Parker Lands property from north of the tracks; there also appear to be more towers and lines in the current hydro corridor that runs east-west (just north of Parker Avenue);
- There are still approximately 8 marshalling lines and two travel tracks to the north of the site;
- The ground in the central part of the site still looks fairly level and flat;
- There is a very wide clearing of a path (approx. 50') through the forest running north-south where the water main line currently exists. It appears that some type of live stock is also present along the central part of this path;
- A clear diagonal pathway can still be observed through the forest to the west;
- There is now a distinct access road (for rail?) on the west edge of the property;
- Waverley St. has been opened as the main north-south connector through the neighbourhoods;
- There is forest to the west of the CN access road where current Humane Society exists;
- The forest to the east of the site is quite pronounced (current day oak trees north of Heatherdale).
- First appearance of the reservoirs to the east of Waverley and south of Hurst Way.



1977 Aerial Photo from National Earth Observation Data Framework, Govt. of Canada

Observations

- There are several more rail lines to the north of the Parker Lands property than existed in the 1920's and 30's. There appear to be 8 marshalling tracks for rail car storage as well as 2 active tracks to the south of those and closest to the Parker property;
- There looks to be a fairly dense forest in the location to the west of Parker Lands where the current day storage facility is located – to the north of the Humane Society;
- There is no development on west side of Waverley Street at this time. Just a few years later Linden Woods was developed;
- Parker Avenue still extended east to Pembina but no longer connected directly through. It terminated in a roundabout just before reaching Pembina Highway;
- Parker also no longer continues directly west but rather turns to the north and links up with Hurst Way;
- Many pedestrian paths are evident throughout the entire forest to the west. There is still as strong north-south path on the western side of the site, likely to provide access to where a water main exists.



2017
February

Policy Framework Review
Major Redevelopment Site G
Parker Lands

M. Richard & Associates Ltd.

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Executive Summary

This report sets out the series of City of Winnipeg policy decisions that inform development expectations for the Major Redevelopment Site known as the Parker Lands.

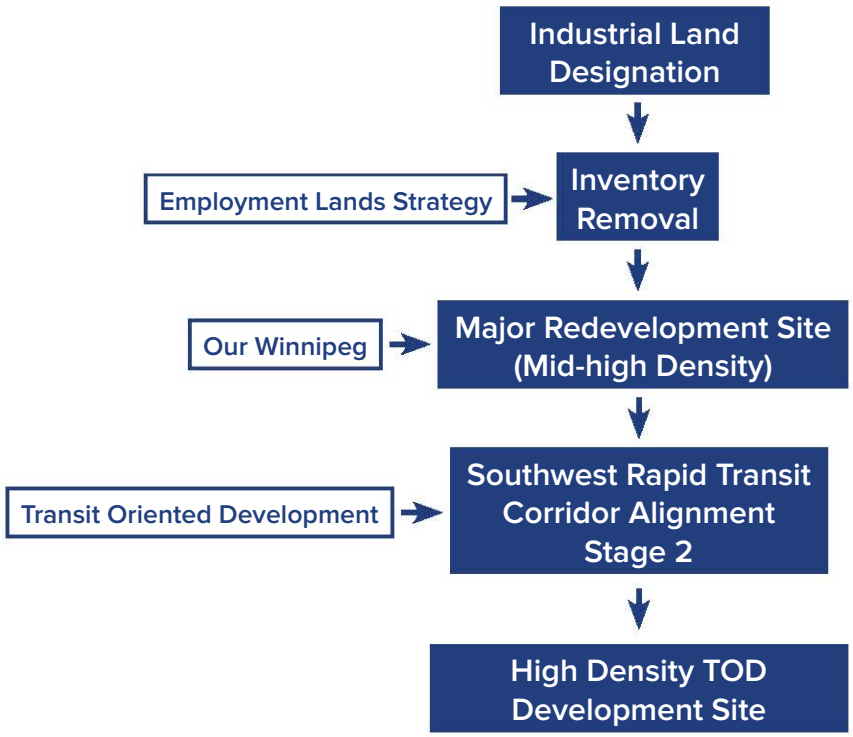
Specifically, it looks at the lead up to *Our Winnipeg*; the *Our Winnipeg* plan, the decision to designate the Parker Lands as a Major Redevelopment Site and subsequent decisions to support further densification of the site, including realignment of the Southwest Rapid Transit Corridor Stage 2 through the site.

The report concludes that the Parker Lands have been slated for redevelopment and re-purposing from an industrial land designation to a mid-high density mixed use site since 2007.

Since 2007, a progression of key policy decisions regarding the Parker Lands have occurred:

- Removal from the Industrial Lands inventory – *Employment Lands Strategy*
- Designation as high density mixed use to accommodate growth – *Our Winnipeg*
- Realignment of Southwest Rapid Transit Corridor Alignment Stage 2 through the Parker Lands and an increase in density targets (*Transit Oriented Development*)

With each policy decision, the City of Winnipeg reinforced its expectation that the Parker Lands – Major Redevelopment Site G be developed as high density mixed use.



1.0 Sequence Summary - Policy Decisions

1.1 Pre- Our Winnipeg

In the lead up to the Our Winnipeg plan the city commissioned three critical studies including the Conference Board of Canada 2007 Population Forecast, the Comprehensive Employment Lands Strategy and the Residential Land and Infill Strategy. These three studies initiated the City dialogue around how growth moving forward would be accommodated; the use of old industrial sites to accommodate growth and finally, the type and character of that growth as high density Major Redevelopment Sites.

These three studies would inform the policy foundation for the Our Winnipeg – Complete Communities plan.

1.1.1 Conference Board of Canada Population Forecast (2007)

The Conference Board of Canada was commissioned to forecast growth for the City of Winnipeg from 2007 to 2031. It predicted that that Winnipeg would grow by 188,000 people and 87,000 housing units between 2008 to 2031 or 3800 units per year. It predicted an annual growth rate between 1.5% and 1.9% or approximately 7520 people per year.

Winnipeg's Population Growth (*Our Winnipeg*)

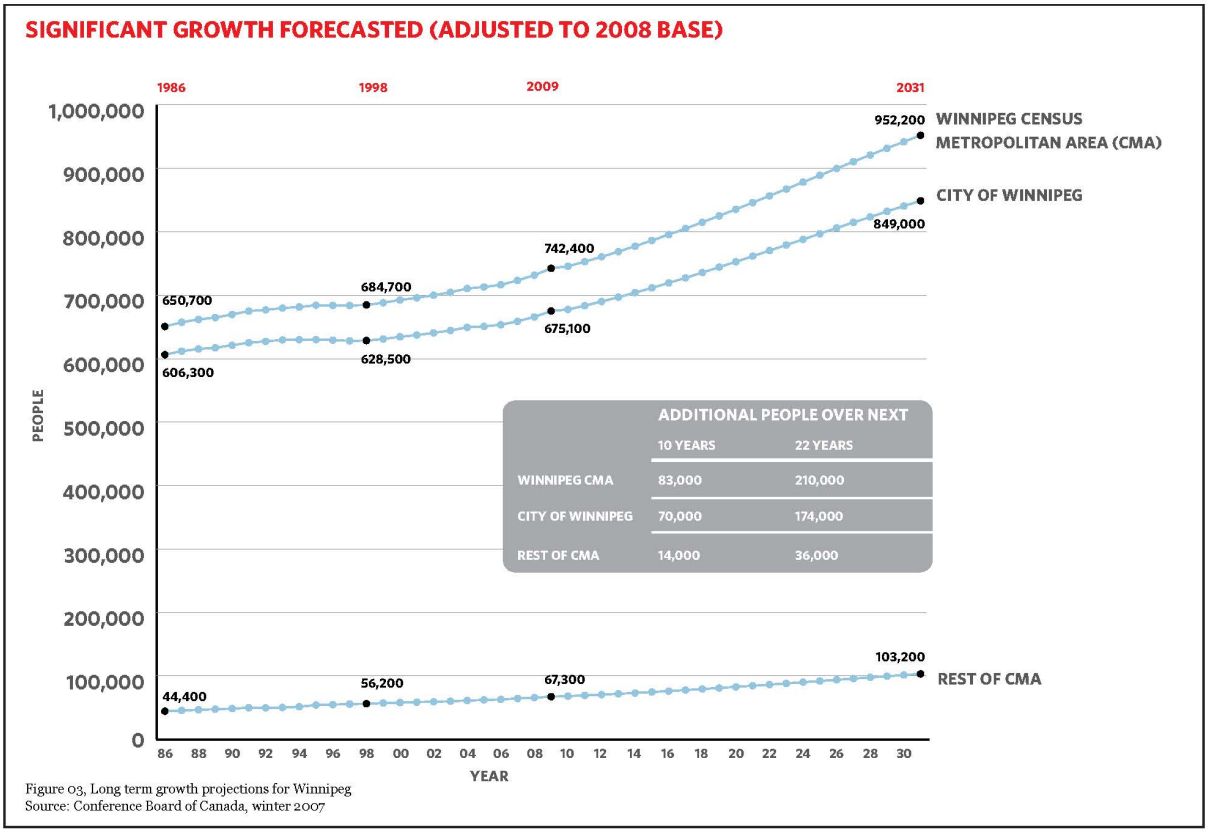


Figure 03, Long term growth projections for Winnipeg
Source: Conference Board of Canada, winter 2007

The Conference Board of Canada forecast was used as the basis for a thorough review of the City's existing land use supplies and how well existing supplies were positioned to accommodate demand. Both studies recommended significant and fundamental shifts to how growth and demand should be accommodated in the City of Winnipeg moving forward.

1.1.2 Winnipeg Employment Lands Strategy (2008)

In 2007, the City of Winnipeg retained the Altus Group – Economists to review the City's Industrial Lands Supply. The City's Employment Lands Strategy (2008) provided the foundation for the OurWinnipeg plan. It set out a robust vision to accommodate Winnipeg's changing economy. It looked at the City's growing sectors and identified land that best aligned with those sectors. It also looked at areas within the City's industrial land supply that weren't functioning or were considered obsolete and recommended that they be removed and repurposed for a higher and better use.

The strategy looked at all industrial lands against a set of criteria including: access, utilities, regulation, adjacent uses, amenities, and links to industry, site configuration and size. It identified the Parker Lands as unsuitable for industrial development for the following reasons:

- Transected by major hydro utility corridor making it difficult to develop for industrial purposes
- Major transportation access issues
- Requiring major infrastructure improvements including sewer separation that could best be accommodated through redevelopment to another use
- Adjacency to existing neighbourhoods.

The strategy recommended that the Parker Lands be removed from the industrial inventory and be designated for 'neighbourhood development'.

Parker Lands Policy Direction (*City of Winnipeg Comprehensive Employment Lands Strategy*)

> **Plan Winnipeg IPA Policy Recommendation:** It is recommended that the Parker Industrial Policy Area be redesignated to a Neighbourhood Policy Area in view of its unsuitability for development as employment lands due to servicing and access constraints.

1.1.3 Winnipeg Residential Land and Infill Strategy (2009)

The Winnipeg Residential Land and Infill Strategy (2009 – Office for Urbanism) looked at overall anticipated housing starts to 2031 based on projected growth and demographic change, using the Conference Board of Canada 2007 population forecast.

It assessed the current development patterns of the city and overall implications. It also looked at development capacity of range of land categories including greenfield, infill, redevelopment land and rural lands. It also reviewed and assessed industrial lands identified for removal in the Employment Lands Strategy, including the Parker Lands.

The Strategy identified the Parker Lands as critical supply if the City is to accommodate residential/mixed use growth within its urban boundary. It states that without considering other forms of development such as redevelopment sites and only relying on greenfield expansion (suburban areas), the City of Winnipeg will have insufficient capacity (15 years supply) to accommodate anticipated housing start activity to 2031.

The strategy further stated that even with build out of existing suburban areas, redevelopment sites such as Parker Lands at 25 du/acre (net), identified infill (only using vacant land) and assuming development of downtown surface parking lots (3,954 units), the City of Winnipeg would still only have 18.6 years of supply.

It further suggested that the Parker Lands site would be most efficiently developed to a mid/high net density scenario to justify infrastructure and transportation interventions.

The strategy concludes that the Parker Lands site is a critical input into the City of Winnipeg's growth forecast to 2031.

1.2 Our Winnipeg

The Our Winnipeg plan was drafted in 2009 and approved unanimously by City of Winnipeg Council in 2010.

The plan was a significant departure from all previous Plan Winnipeg versions. Up until Our Winnipeg, the City's official development plan focused almost entirely on accommodating suburban growth.

The Our Winnipeg plan and its companion direction strategies re-framed the previous focus on suburban growth to include directing growth to the existing city through redevelopment sites, infill, corridors and nodes. It strongly supports the redevelopment and densification of the Parker Lands. The Parker Lands were designated as one of eleven Major Redevelopment Sites.

Winnipeg's Urban Structure (*Complete Communities*)

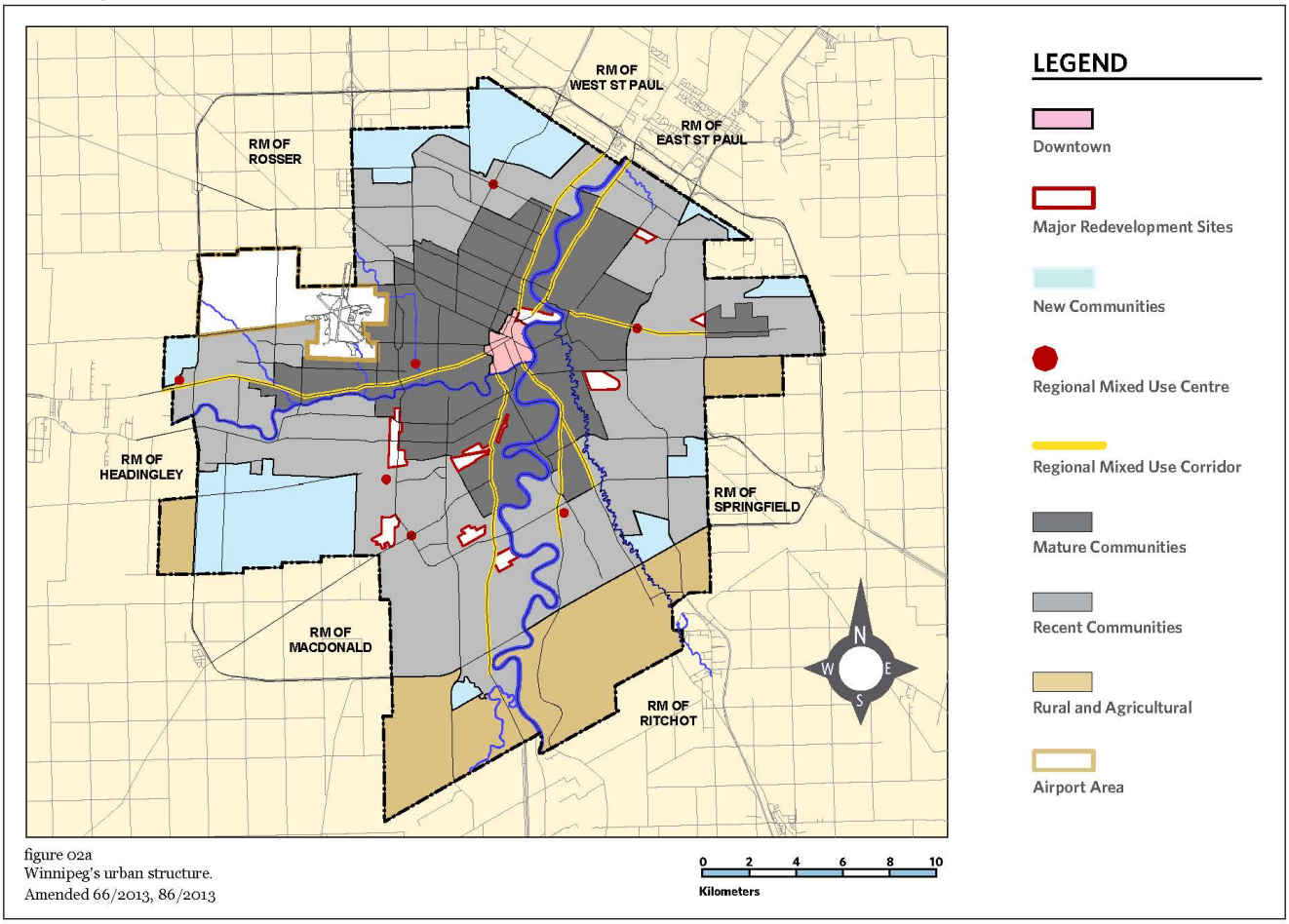


figure 02a
Winnipeg's urban structure.
Amended 66/2013, 86/2013

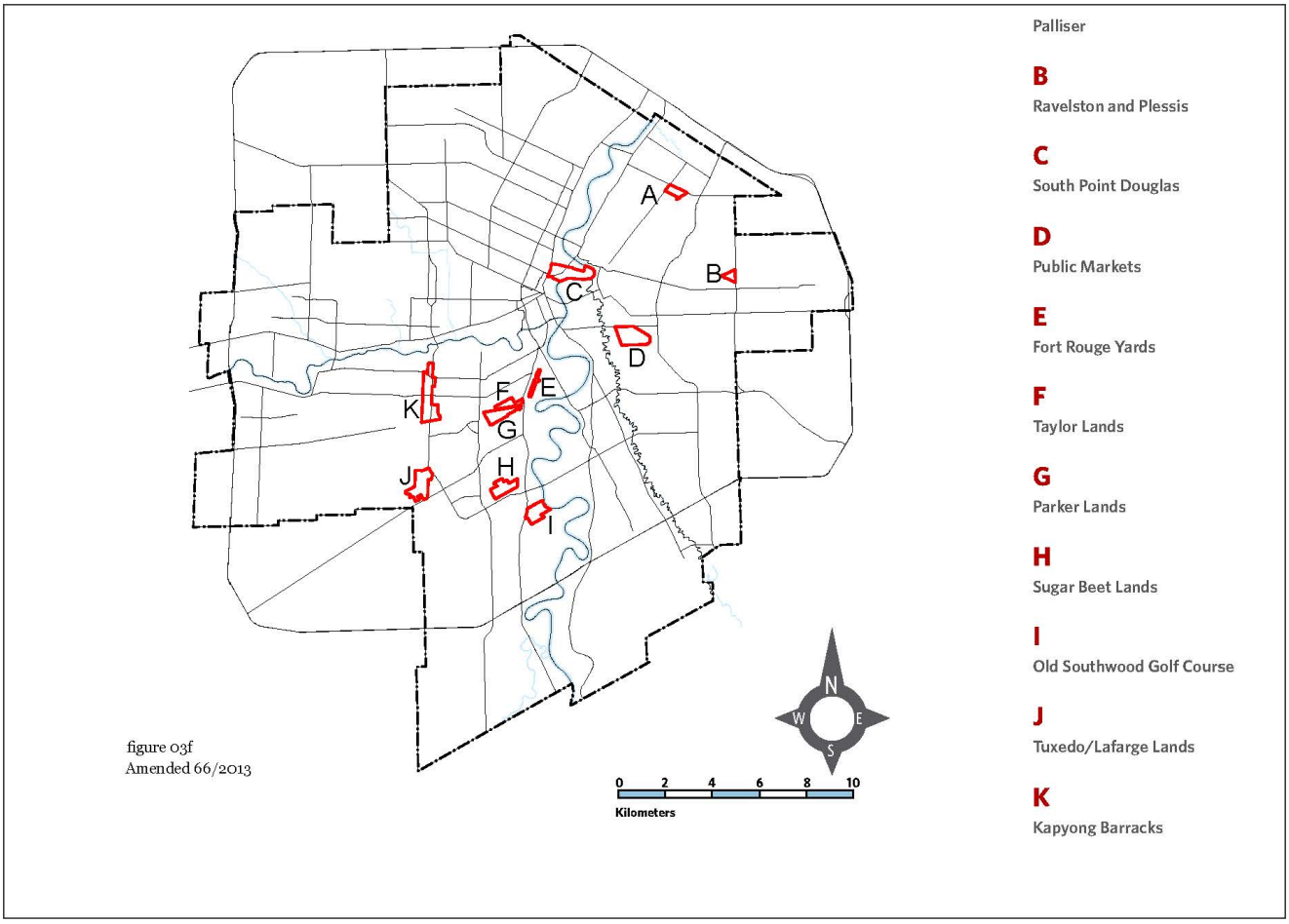
1.2.1 Complete Communities Direction Strategy

Our Winnipeg – Complete Communities Direction Strategy was based on the Conference Board of Canada 2007 population forecast, the Employment Lands Strategy (2008) and the Residential Land and Infill Strategy (2009). It was also informed through robust engagement with the community and stakeholders including the Winnipeg development industry.

It directs the City to support redevelopment and densification of The Parker Lands as Major Redevelopment Site – G. The Our Winnipeg plan identifies each of Major Redevelopment Site as necessary 'supply' required to meet growth demand.

The plan states that Major Redevelopment Sites, including Site G - Parker Lands are to "provide for complete communities with significant levels of mixed use, high density development, with strong urban design and attractive parks, places and open spaces". (Section 3.04 – Major Redevelopment Sites: Complete Communities, page 69)

Major Redevelopment Sites (*Complete Communities*)



1.2.2 Sustainable Winnipeg Direction Strategy

Sustainability is an overarching aspiration of the OurWinnipeg plan. The Sustainable Winnipeg Direction Strategy encourages responsible growth, environmental stewardship to reduce greenhouse gas emissions.

1.2.3 Winnipeg Water and Waste Direction Strategy

The Sustainable Water and Waste Direction Strategy provides important policy and tools that could enable, under the right circumstances, the application of innovative practices that move away from traditional servicing requirements.

1.2.4 Winnipeg Sustainable Transportation Direction Strategy

The Winnipeg Sustainable Transportation Direction Strategy is the precursor to the City of Winnipeg Transportation Master Plan. It sets out that a transportation system must be dynamically integrated with land use and should be developed to minimize resource consumption by transportation.

1.3 Post Our Winnipeg

A series of policy decisions were approved by Council subsequent to the adoption of Our Winnipeg that further reinforce the City's expectation that the Parker Lands should be redeveloped to support significant levels of mixed use, high density development. Perhaps the most significant decision was the realignment of the Southwest Rapid Transit Corridor Stage 2 through the Parker Lands.

1.3.1 Conference Board of Canada 2012 Population Forecast Revision

Since Our Winnipeg – Complete Communities was adopted in 2010, the City of Winnipeg through its growth forecasts revised its 2009 forecast, predicting more growth. In fact, the Our Winnipeg population forecast, conducted by the Conference Board of Canada, projected that annual population growth over the period 2007 – 2031 will average 7,525 persons per year. In 2012, this forecast was adjusted to 9,000 persons per year.

1.3.2 Transportation Master Plan (Adopted by Winnipeg City Council – November 16th, 2011)

The Winnipeg Transportation Master Plan (TMP) was adopted after Our Winnipeg. It strongly reinforced the need for a greater proportion of the City's future growth to be allocated within the existing built boundary to reduce impact on existing roadway infrastructure and encourage other less harmful transportation choices to the automobile including active transportation and public transit.

The Plan provided a framework that guides how the Major Development Site will be developed to efficiently and effectively accommodate all transportation modes to improve access, movement and mobility.

The TMP states, "A key goal in Our Winnipeg is to accommodate a greater proportion of the City's future growth within the existing built boundary. This would be accomplished through redevelopment and intensification in the City's transit-supportive land use areas: the downtown, mixed-use centres, mixed-use corridors, and major redevelopment sites." (Section 4 Integrating Transportation and Land Use; Winnipeg Transportation Master Plan, page 30)

The Transportation Master Plan further clarified the specific importance of the Parker Lands Major Redevelopment Site by introducing a possible Southwest Rapid Transit Corridor alignment concept that runs through the site.

1.3.3 Winnipeg Transit Oriented Development Handbook (TOD Handbook) (Adopted by Winnipeg City Council – Feb 22nd, 2012)

The Winnipeg Transit Oriented Development Handbook (TOD Handbook) was endorsed as policy (TR-006) by Winnipeg Council on February 22, 2012. It is the most definitive and establishes the following definition:

> "Moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk of a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of convenient and sustainable modes of transportation, including public transit and Active Transportation."
>
> - (Section 2A - TOD Defined; TOD Handbook, pg 6)

The TOD Handbook identifies the Parker Lands as fitting the TOD Urban Neighbourhood Typology:

Density

- 99 - 247 units per net hectare (40 - 100 units per net acre) enabled by:
  - Height: 3 - 12 storey buildings.
  - Site Coverage: 80% min - 90% max.

Pedestrian Environment

- 4.25 - 5.5 metres (14 - 18 feet) wide sidewalks (typ.), convenient connections, and other amenities.

Land Use Mix

- **Employment**: Office centre, retail, commercial, and urban entertainment. Primarily local serving retail; need for some community-serving retail.
- **Residential**: Mid-rise residential, condos, ground-related units, and mixed-use structures, with ground floor retail or office use required. Minimum ground floor height of 4.8 metres (16').

Transit Frequency

- 5-15 minutes.

Urban Neighbourhood Typology (*TOD Handbook*)

Implementation of TOD

Urban Neighbourhood

Density
99 - 247 units per net hectare (40 - 100 units per net acre) enabled by:
Height: 3 - 12 storey buildings
Site Coverage: 80% min.- 90% max.

Pedestrian Environment
4.25 - 5.5 metres (14 - 18 feet) wide sidewalks (typ.), convenient connections, and other amenities.

Land Use Mix
Employment: Office centre, retail, commercial, and urban entertainment. Primarily local-serving retail; need for some community-serving retail.

Residential: Mid-rise residential, condos, ground-related units, and mixed-use structures, with ground floor retail or office use required. Minimum ground floor height of 4.8 metres (16').

Transit Frequency
5-15 minutes.

1 High density: Predominantly residential district with a diversity in housing types. Good access to other regional and subregional centres.

2 A mix of uses: Horizontal and vertical mixed-use helps create an 18 hour activity zone. Retail spaces should articulate corners to help define a comfortable pedestrian zone.





4 Active defined centre: Public amenities creates a dynamic area for a variety of users. Art installations, farmer's market and programmed events activate these spaces all year around.

5 Innovative parking strategies: On-street parking, minimum surface parking, and some structured parking integrated into development.





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1.3.4 Southwest Rapid Transit Corridor Stage 2 – Alignment Study – January 2013

The City of Winnipeg commissioned an alignment study to review the Southwest Rapid Transit Corridor Alignment as described in Our Winnipeg. It looked at a series of alignment options and concluded that the Our Winnipeg alignment be rerouted through the Parker Lands to maximize growth and densification opportunity.

The study focused largely on Our Winnipeg – Complete Communities directive and the Transit Oriented Development Handbook to use rapid transit to maximize development potential of Major Redevelopment Sites:

"In order to maximize the development potential of both the Major Redevelopment Sites and the viability of the transit system, these lands should be developed in accordance with the principles of Transit Oriented Development." (Complete Communities, p.66)

"Redevelopment Sites feature Neighbourhood Centres, including Parks, Places, and Open Spaces, that are the nodes with which to integrate public transit stations. The City's policy is to help reduce Major Redevelopment Site barriers related to the complexity of location, infrastructure, land assembly, and potential contamination."

The study went on to build the case that development of Major Redevelopment Sites along the corridor, including the Parker Lands MRS should be maximized to finance the rapid transit system:

"The potential for new development adjacent to the transit corridor creates a possible option to finance the transit project through a tax increment financing model. Both the current tax base for those areas with potential for TOD, and the future potential tax base resulting from projected TOD have been quantified. The differential represents the potential incremental tax revenues that could be utilized for project financing." (Southwest Rapid Transit Stage 2 Alignment Study – Final Report, Page 34)

1.3.5 City of Winnipeg Housing Policy – Endorsed by Winnipeg City Council – September 25th, 2013

City of Winnipeg's Housing Policy (ED-006) was endorsed by Winnipeg Council on September 25, 2013. The purpose of the Winnipeg Housing Policy is to support the implementation of OurWinnipeg and Complete Communities to achieve a sustainable and healthy housing environment that meets the needs of the Winnipeg population.

The City of Winnipeg Housing Policy is focused on key areas within the jurisdiction of the City of Winnipeg, and provides a leadership role to help strengthen policies and programs of other levels of government to ensure they support needs of the Winnipeg population. The City of Winnipeg Housing Policy forms an integral part of the overall policy framework and by-laws relevant to housing in Winnipeg. The City of Winnipeg's Housing Policy is aligned around four major priorities:

1. **Targeted Housing Development** – The objective is to encourage new housing development that promotes and supports City of Winnipeg policy goals. Including affordable housing, diverse housing options, universal design, and appropriate density to support infrastructure and creates complete communities.

1. **Neighbourhood Revitalization** - Support for revitalization and maintenance of existing housing that promotes adequate, safe living conditions for homeowners and tenants, and supports safe, orderly, viable and sustainable communities which brings new life back to Mature Communities.

1. **Building Community Capacity** - Enable communities to develop and implement locally planned, community supported housing renewal initiatives that are consistent with

OurWinnipeg and Complete Communities.

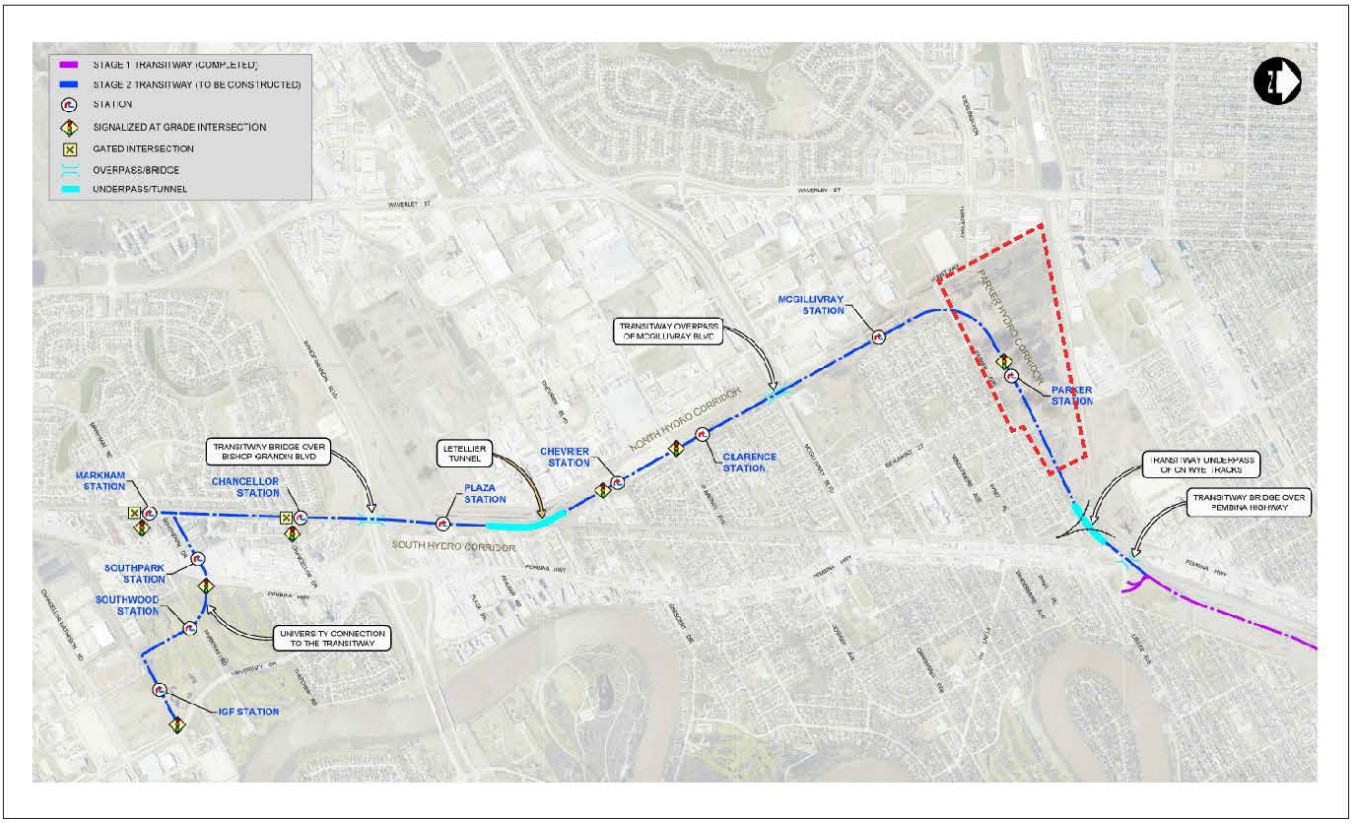
1. **Building Partnerships** - Establish the framework for complementary programs, tools, resources, and partnerships, including collaboration with other levels of government to meet the housing needs of the population of Winnipeg.

1.3.6 Re-alignment of SWRTC Stage 2 through the Parker Lands Major Redevelopment Site – Stage 2 – Approved by Winnipeg City Council – June 25th, 2014

Winnipeg City Council approved the realignment of SWRTC Stage 2 through the Parker Lands Major Redevelopment Site on June 25th, 2014. Council, in their decision, cited the imperative to align rapid transit to Major Redevelopment Sites, including Parker Lands, to maximize opportunity afforded through Transit Oriented Development.

"Following an alignment study in 2012, Council approved an alignment for Stage 2 of the Southwest Transitway through the Parker Lands, along a Manitoba Hydro corridor and then along the CN Letellier Subdivision south of Chevrier. Stage 2 will connect the existing Stage 1 (which currently ends at Pembina & Jubilee) to the University of Manitoba at Southpark" (Winnipeg City Council Minutes – June 25th, 2014)

Southwest Rapid Transit Corridor Stage 2 (*Dillon Consulting*)



2.0 Conclusion

In conclusion, this report demonstrates that the Parker Lands have been slated for redevelopment and repurposing from an Industrial Land Designation to a mid-high density mixed use site since 2007.

Since 2007, a progression of key policy decisions has occurred:

- Removal from the Industrial Lands inventory – Employment Lands Strategy
- Designation as high density mixed use to accommodate growth – Our Winnipeg
- Realignment of Southwest Rapid Transit Corridor Alignment Stage 2 through the Parker Lands and an increase in density targets – Transit Oriented Development

With each policy decision, the City of Winnipeg reinforced its expectation that the Parker Lands – Major Redevelopment Site G be developed as high density mixed use.

Author

Michelle Richard, MCP

Michelle Richard is an urban planner with more than 20 years experience in community and development planning, strategic policy and economic development.

Michelle holds both Master of City Planning and Bachelor of Arts degrees from the University of Manitoba. She coordinated the “OurWinnipeg” Plan for the City of Winnipeg. The plan was the recipient of the Canadian Institute of Planners National Award of Excellence in 2011.

Michelle is a nationally recognized planner having presented at 50 + conferences and seminars over the course of the last 15 years, including Canadian Institute of Planners National Conference, Canadian Green Building Council National Conference, Federation of Canadian Municipalities National Conference, and the Manitoba Planning Conference.

(In reply, please refer to)
Our File: 11-5754-2004

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November 27, 2012

Gem Equities
33 Hargrave Street
Winnipeg, MB R3C 3T9

Attention: Andrew Marquess

Reference: Environmental Risk Management Strategy, Parcel B Plan 19317 WLTO, Winnipeg, Manitoba

Dear Mr. Marquess,

Dillon Consulting (Dillon) was retained by Gem Equities Inc. (GEM) to provide recommendations for a preliminary environmental risk management strategy (ERMS) for the property located at Parcel B, Plan 10317 WLTO, Winnipeg, Manitoba (the Site).

Background

The subject site is located adjacent to an existing railway corridor located within the City of Winnipeg. It is apparent that the rail line has been active for many years and therefore, there is potential for current or historic environmental impacts associated with typical railway operations.

Following a typical environmental site assessment (ESA) approach for this Site, a Phase I ESA would likely flag the potential for impacts resulting from the adjacent railway corridor and therefore recommend a future Phase II ESA. The type of impacts associated with former rail operations tend to be metals, and sometimes coal related material, found in the surficial fill material. Also, the fill material itself may have had contained metal impacts related to other industrial operations (ex. slag).

A Site Characterization work program (analogous to a Phase II ESA) would normally be conducted as part of the overall re-development for the site. The results of the Site Characterization would be used in the development of an environmental risk management strategy as further described below.

Environmental Risk Management Strategy

As indicated, a potential environmental concern related to the Site is the presence of historic impacts related to former railway operations. From a risk assessment perspective the exposure pathway that could pose a concern for these types of impacts is through direct contact (i.e. incidental soil ingestion or dust inhalation). An effective way to manage this risk is to eliminate the availability of the soil at the ground surface so there is no opportunity to release impacted material through dust generation – this can be accomplished through creating a ground surface cover, or cap, that acts as a separation barrier encapsulating the material below the surface where it does not pose an exposure risk.

During a typical re-development project such as the one contemplated for the Site, it is possible to incorporate a risk–management approach such as surface ground cover, or cap, as part of the overall grading design. This has been demonstrated as a cost-effective approach and has been applied to numerous industrial properties including former rail operations sites. *It should be stated that GEM and Dillon are using this technique on another similar development property in Ft. Rouge and Manitoba Conservation has accepted this strategy as an effective way to manage exposure risk related to surficial soil impacts.*

Given the above considerations, it is Dillon's professional opinion that the concern related to the former rail operation, specifically those associated with direct contact pathways, can be effectively managed as part of the re-development. If other environmental impacts are identified during the re-development, a risk management or remedial plan will be developed to mitigate potential exposure issues. Further, a Phase II ESA is not required at this time; rather it should be done in conjunction with the re-development and the risk management or remedial plan.

Closure

This report was prepared exclusively for the purposes, project and site location(s) outlined in the report. The report is based on information provided to, or obtained by Dillon Consulting Limited ("Dillon") as indicated in the report, and applies solely to site conditions existing at the time of the site investigation(s). Although a reasonable investigation was conducted by Dillon, Dillon's investigation was by no means exhaustive and cannot be construed as a certification of the absence of any contaminants from the site(s). Rather, Dillon's report represents a reasonable review

of available information within an agreed work scope, schedule and budget. It is therefore possible that currently unrecognized contamination or potentially hazardous materials may exist at the site(s), and that the levels of contamination or hazardous materials may vary across the site(s). Further review and updating of the report may be required as local and site conditions, and the regulatory and planning frameworks, change over time.

This report was prepared by Dillon for the sole benefit of our Client and their financial institution First National Financial. The material in the report reflects Dillon's judgment in light of the information available to Dillon at the time of preparation. Any use which a third party (i.e. a party other than our Client) makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Dillon accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

We thank you for the opportunity to be of service. Should you have any questions regarding the information or opinions expressed in this report please contact Mr. Doug Bell, M.Sc., P. Geo. at Dillon Consulting.

Sincerely,

DILLON CONSULTING LIMITED

Doug Bell, M.Sc., P.Geo.
Project Manager

DBB/jar

Attachments

June 2017

Parker Lands Major Redevelopment Site
Pre-Clearing Breeding Bird Survey



Submitted to:
6165347 Manitoba Inc.
1383-B Spruce Street
Winnipeg, Manitoba R3E 2V8

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1 INTRODUCTION

The land owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. within the Parker Lands Major Redevelopment Site is slated to undergo clearing with plans to develop the property into a transit-oriented residential community development project (TOD). To adhere to environmental protection requirements under the Federal Migratory Birds Convention Act (1994); the Manitoba Endangered Species and Ecosystem Protection Act (2015); and the Species at Risk Act, 2002 (Canada) prior to any clearing activities, the site was investigated for bird species at risk and breeding bird active nesting sites. This Pre-Clearing Breeding Bird Survey Report outlines the methods used for the Pre-Clearing Breeding Bird Survey work performed as well as the results of the survey. Based on the survey results, ecological recommendations are offered, including seasonal timing windows and setback distances for clearing activities around active nest sites.

2 PRE-CLEARING SURVEY METHODS

2.1 Survey Footprint Area

The Pre-Clearing Breeding Bird Survey Footprint Area encompassed the 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. development property located within the Parker Lands Major Re-Development site. The Survey Footprint Area covers an area approximately 19.22 ha in size (Map 1), of which, 10.39 hectares is comprised of Aspen/Oak habitat, 3.44 hectares is comprised of grasslands, and 5.40 hectares is comprised of wetland habitats (EcoLogic, 2016). The Survey Footprint Area is located within an urban matrix, situated: to the south of the CN railroad line that runs parallel to Taylor Avenue; to the east of the Winnipeg Humane Society property; and to the north of the future City of Winnipeg Bus Rapid Transit Corridor and existing Manitoba Hydro transmission line corridor. Construction activities are currently underway on the lands adjacent to the Survey Footprint Area. The construction related activities include those associated with the City of Winnipeg Southwest Rapid Transit Corridor Project (Stage 2), the Parker Storm Retention Basin, as well as the Waverley Underpass Project.

2.2 Bird Species of Conservation Concern

Under the Federal Species at Risk Act (2002) and the Manitoba Endangered Species and Ecosystem Protection Act (2015), all bird species that are listed under these acts are protected by regulation. A listed bird species refers to species that has been identified as a species at risk, meaning a species that may be ranked as extirpated, endangered, threatened, or of special concern. For listed bird species, no person(s) shall damage or destroy the residence of one or more individuals of a wildlife species that is listed. In Manitoba, detailed records on provincial bird species at risk, together with their known locations, are maintained by the Manitoba Conservation Data Center (MBCDC). The MBCDC ranks species according to their abundance and on the basis of their range-wide (global - G) status, and their province-wide (subnational - S) status according to a standardized procedure used by all Conservation Data Centres and Natural Heritage Programs. Prior to conducting the Pre-Clearing Breeding Bird Survey, biologists recorded all bird

species that are listed federally, provincially, or ranked as an S2 species or above by MBCDC. Table 1 presents the birds listed federally, provincially, and by MBCDC that may be potentially found within the Survey Footprint Area.

Table 1: Bird Species of Conservation Concern Possibly Present within the Project Study Area

Common Name	Scientific Name	MESA Status	MBCDC (Aspen Parkland)	COSEWIC Status	SARA Status
Birds					
Baird's Sparrow	*Ammodramus bairdii*	Endangered	S1B	Special Concern	Special Concern
Bank Swallow	Riparia riparia	Not Listed	S4B	Threatened	Not Listed
Barn Swallow	*Hirundo rustica*	Not Listed	S4B	Threatened	Not Listed
Bobolink	*Dolichonyx oryzivorus*	Not Listed	S4B	Threatened	Not Listed
Burrowing Owl	*Athene cunicularia*	Endangered	S1B	Endangered	Endangered
Canada Warbler	*Cardellina canadensis*	Threatened	S3B	Threatened	Threatened
Cattle Egret	*Bubulcus ibis*	Not Listed	S2B	Not Listed	Not Listed
Chestnut-collared Longspur	*Calcarius ornatus*	Endangered	S2B	Threatened	Threatened
Chimney Swift	*Chaetura pelagica*	Threatened	S2B	Threatened	Threatened
Common Nighthawk	*Chordeiles minor*	Threatened	S3B	Threatened	Threatened
Eastern Wood-Pewee	*Contopus virens*	Not Listed	S4B	Special Concern	Not Listed
Eskimo Curlew	*Numenius borealis*	Endangered	SNA	Endangered	Endangered
Ferruginous Hawk	*Buteo regalis*	Endangered	S1B	Threatened	Threatened
Golden-winged Warbler	*Vermivora chrysoptera*	Threatened	S3B	Threatened	Threatened
Lark Bunting	*Calamospiza melanocorys*	Not Listed	S1B	Threatened	Not Listed
Least Bittern	*Ixobrychus exilis*	Endangered	S2B	Threatened	Threatened
Loggerhead Shrike	*Lanius ludovicianus excubitorides*	Endangered	S1B	Threatened	Threatened
Olive-sided Flycatcher	*Contopus cooperi*	Threatened	S3B	Threatened	Threatened
Peregrine Falcon	*Falco peregrinus anatum/tundrius*	Endangered	S1B	Special Concern	Special Concern
Piping Plover	*Charadrius melodus*	Endangered	S1B	Endangered	Endangered
Red-headed Woodpecker	*Melanerpes erythrocephalus*	Threatened	S3B	Threatened	Threatened
Short-Eared Owl	*Asio flammeus*	Threatened	S2S3B	Special Concern	Special Concern
Sprague's Pipit	*Anthus spragueii*	Threatened	S2B	Threatened	Threatened
Trumpeter Swan	*Cygnus buccinator*	Endangered	S1B	Not Listed	Not Listed
Whip-poor-will	*Caprimulgus vociferus*	Threatened	Not Listed	Not Listed	Not Listed

Common Name	Scientific Name	MESA Status	MBCDC (Aspen Parkland)	COSEWIC Status	SARA Status
White-faced Ibis	*Plegadis chihi*	Not Listed	S1B	Not Listed	Not Listed
Yellow Rail	*Coturnicops noveboracensis*	Not Listed	S3B	Special Concern	Special Concern

Source: Manitoba Conservation Data Centre 2017, MBESEA (2015), SARA (2002)

Further, The Migratory Bird Convention Act (1994) of Canada is additional protection for migratory bird species, their eggs, and their nests (MBCA, 1994). In compliance with this Act, no migratory bird species listed under this Act may be captured, injured, taken or disturbed, or nests may be damaged, destroyed, removed, or disturbed (MBCA, 1994). Special attention was given during the survey to search for migratory bird nests, especially in the taller grasses in close proximity to wetland areas.

2.3 Pre-Clearing Survey Methods

In order to investigate for migratory and breeding bird nesting in areas that are designated for clearing, intensive non-intrusive pedestrian bird surveys were conducted on June 14, 19, 21st, 2017 within the Survey Footprint Area. The pedestrian surveys were designed to search for multi-generational stick nests, active nesting tree cavities, and active stick nests and eggs. The field team conducted on-the-ground searches for bird nests on standing or fallen trees, cavity trees or snags, observation of birds, as well as recorded all incidental sightings of wildlife.

Biologists walked systematic transects spaced 10 m apart over the entire Survey Footprint Area allowing for 100 percent land base coverage (Map 1). Biologists recorded all wildlife observations, including the presence of nesting birds (identified by observation and by behavioral clues such as alarm calls or adults carrying nesting material) and all audio calls of birds heard within the search area. Picture 1 represents biologists walking slowly along pre-determined transects within the Survey Footprint Area, searching for bird nests and signs of bird activity. Within the wet areas, the vegetation was investigated for breeding waterfowl and waterbirds.

Picture 1: Biologists walking pre-determined transects on Pre-Clearing Bird Survey



Any stick nests identified were closely evaluated in the field. Biologists recorded detailed information at locations where nests were identified including:

- bird species and behaviour observed (e.g., flushing from nest);
- the stage of development (i.e., nest construction stage, eggs including number, hatchlings, almost fledged);
- UTM coordinates; and
- Photographs.

2.4 Active Bird Nest Mitigation

In the event that an active nest is identified during the Pre-Clearing Breeding Bird Survey, appropriate mitigation measures based on Environment and Climate Change Canada's Risk Factors for Migratory Birds will be recommended (Environment Canada, 2017). These mitigation measures may include a site-specific restricted activity buffer, monitoring of the active nests to determine if disturbance is occurring (depending on species), and/or other methods based on site-specific circumstances (Environment Canada, 2017). A risk-based assessment will be completed for each active nest discovered and the size of the restricted activity buffer, seasonal timing windows, or other recommended mitigation measures will be influenced by the species sensitivity to disturbance and status of the bird species (Environment Canada, 2017).

If a bird species with a special conservation status is identified, with a federally or provincially recommended setback distance, a nest site-specific setback distance will be recommended based on seasonal timing windows and guidelines established by Manitoba Sustainable Development (MBSD, 2014). Table 2 highlights listed bird species including the seasonal timing windows and the recommended setback distances, based on available defensible industry and government documentation sources.

Table 2: Listed Bird Species within the Survey Footprint Area including Seasonal Timing Windows and Recommended Set-back Distances for Active Nests

Bird Species	Seasonal Timing Windows and Recommended Set-Back Distances	Set-Back Citation Source
Forest Bird SAR Species* (including bank swallow, barn swallow, Bobolink, Canada Warbler, Common Nighthawk, Eastern Whip-Poor-Will, Eastern Wood-Pewee, Golden-winged Warbler, Olive-sided Flycatcher, Red-headed Woodpecker)	Pre-construction bird and nest search surveys and construction timing adjustments if outside of established activity window (i.e. overall activity block should occur between April 1 to August 31). Bank Swallow: Setback distance of 50 – 300 m (depending on disturbance level) from May 15-July 31 from nesting colony to protect from habitat disturbance. Barn Swallow: Setback distance of 50 – 300 m (depending on disturbance level) from May 15-September 30 from nest colony to protect from habitat disturbance. Setback distances should be applied if the timing of construction activity overlaps with sensitive time periods for breeding. Established setback distances are: 300 m (May 20-July 31) for Canada warbler; 300 m (May 15 – July 15) for Golden winged warbler; 300 m (May 15-July 15) for Olive-sided flycatcher, 200 m (June 1-July 15) for Common nighthawk, 200 m (May 15-July 15) for Whip-poor-will, 100 m (May 20-July 10) for Rusty blackbirds; 200 m (May 15-July 15) red-headed woodpecker; and 30 m for other species deemed by SARA and MBESEA to not be species at risk. Any active nest should have a setback distance of 200m from April 1 to Aug 31. Construction activities during bird breeding and brood rearing months is restricted from April 1 to July 31. Night-time activities will be avoided during the nesting season in part to minimize disturbance to common nighthawk. Limited vegetation management activities between April 1 and July 31. If presence is confirmed, setback distance of 300 m from May 15-July 15 is recommended to protect from sensory disturbance during breeding season.	Bipole III Transmission Project Environmental Protection Plan 2011; Lake Winnipeg East System Improvement Transmission Project, Keeyask Transmission Project, Chapter 7 – Effects Assessment and Mitigation; Manitoba Conservation Forest Management Guidelines; Manitoba Conservation Data Centre 2013; Canadian Wildlife Service Petroleum Industry Activity Guidelines for Wildlife Species at Risk in the Prairie and Northern Region 2009; Government of Saskatchewan, Activity Restriction Guidelines for Sensitive Species 2015; Government of Alberta, Recommended Land Use Guidelines for Protection of Selected Wildlife Species 2011
Waterfowl including Trumpeter swan	Pre-construction bird and nest (cavity ie goleneys, mergansers, wooducks and ground nests, ie dabblers) search surveys and construction timing adjustments if required. Setback distance of 500 m from April 1 – July 31 for Trumpeter Swan nest site during low disturbance and up to 1000 m for high disturbance. Maintain buffer around larger freshwater wetlands (greater than 5 hectares) that are dominated by dense tall emergent vegetation, typically cattail (Typha spp.), and containing deeper open water areas.	Forest Management Guidelines for Wildlife in Manitoba 1989; Ontario Ministry of Natural Resources, Habitat Management Guidelines for Waterfowl in Ontario 1985.

Water Bird SAR Species* (including American White Pelican, Black-crowned Night Heron, Caspian Tern, Horned Grebe, Least Bittern, Piping plover, Yellow Rail)	Setback distance of: 400 m (May 15-July 31) for least bittern, 350 m (May 15-July 31) for yellow rail, from April 1-July 31. Maintain buffer around larger freshwater wetlands (greater than 5 hectares) that are dominated by dense tall emergent vegetation, typically cattail (Typha spp.), and containing deeper open water areas.	Bipole III Transmission Project Environmental Protection Plan 2011; Lake Winnipeg East System Improvement Transmission Project; Canadian Wildlife Service Petroleum Industry Activity Guidelines for Wildlife Species at Risk in the Prairie and Northern Region 2009; Manitoba Conservation Data Centre 2013; Keeyask Transmission Project, Chapter 7 – Effects Assessment and Mitigation

3 PRE-CLEARING SURVEY RESULTS

Pedestrian transect surveys were conducted on June 14, 19, and 21st, 2017 to investigate for migratory and breeding bird activity and nesting within the Survey Footprint Area. Table 3, Map 2 presents all of the birds seen and heard within the Survey Footprint area, the nests identified, as well as all incidental wildlife activity identified.

Table 3: Results from the Intensive Pedestrian Bird Survey on June 14, 2017 of the Pre-clearing Survey Area

Waypoint	Latitude	Longitude	Species	Point Type	Total Count
1	49.8496153	-97.17581545	American Crow (*Corvus brachyrhynchos*)	Observation	1
2	49.85019072	-97.17534019	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	4
3	49.85018326	-97.17441625	Black Capped Chickadee (*Poecile atricapillus*)	Observation	2
4	49.84963048	-97.17532008	Wood Frog (*Lithobates sylvaticus*)	Observation	1
5	49.84914122	-97.17518873	White-tailed Deer (*Odocoileus virginianus*)	Tracks	
6	49.84897878	-97.1749967	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
7	49.84796407	-97.17429606	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
8	49.84833882	-97.17381376	Red Squirrel (*Tamiasciurus hudsonicus*)	Nest/Cache	1
9	49.84848459	-97.17375518	Red Squirrel (*Tamiasciurus hudsonicus*)	Nest/Cache	1
10	49.84869589	-97.17397989	White-tailed Deer (*Odocoileus virginianus*)	Bed	1
11	49.84976048	-97.17425859	White-tailed Deer (*Odocoileus virginianus*)	Obs - Fawn	1
12	49.84939033	-97.17460485	Snag - nesting cavity		
13	49.84948798	-97.17380329	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
14	49.8482452	-97.1722948	Snag - nesting cavity		

15	49.84838752	-97.17233897	Red Squirrel (*Tamiasciurus hudsonicus*)	Nest/Cache	1
16	49.84924332	-97.17304665	White-tailed Deer (*Odocoileus virginianus*)	Observation	2
17	49.84949117	-97.17316961	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
18	49.85002091	-97.17292486	Red Squirrel (*Tamiasciurus hudsonicus*)	Nest/Cache	1
19	49.8506291	-97.17287876	White-tailed Deer (*Odocoileus virginianus*)	Observation	3
20	49.85004865	-97.17188065	Stick Nest – suspected inactive Cooper's Hawk Nest	Inactive Nest	1
21	49.8500753	-97.17192038	Red Squirrel (*Tamiasciurus hudsonicus*)	Nest/Cache	1
22	49.84963592	-97.17119419	Cooper's Hawk (*Accipiter cooperii*)	Observation	1
23	49.84900845	-97.17016847	Blue-winged Teal (*Anas discors*)	Mortality	1
24	49.84917182	-97.17018976	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
25	49.85033397	-97.16963128	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
26	49.8498899	-97.16997049	Yellow Warbler (*Setophaga petechia*)	Observation	3
27	49.85001554	-97.16531385	Chestnut-sided Warbler *(Setophaga pensylvanica)*	Vocal	
28	49.85074912	-97.16756556	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	2
29	49.85068919	-97.16889275	Blue Jay (*Cyanocitta cristata*)	Vocal	
30	49.85078584	-97.16824852	Yellow Warbler (*Setophaga petechia*)	Observation	2
31	49.84914718	-97.1723989	Chipping Sparrow (*Spizella passerina*)	Vocal	
32	49.85018175	-97.17369558	American Crow (*Corvus brachyrhynchos*)	Observation	2
33	49.84865901	-97.17094933	Red Squirrel (*Tamiasciurus hudsonicus*)	Nest/Cache	1
34	49.84909278	-97.17017049	Stick Nest – Active Cooper's Hawk Nest w/ 1 chick on nest	Active Nest	1
35	49.84922827	-97.16885547	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
36	49.84949568	-97.16932778	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
37	49.84974342	-97.16910401	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
38	49.84995377	-97.16870745	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	

39	49.85037808	-97.16814198	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
40	49.8502427	-97.16834811	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
41	49.84996705	-97.16790291	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
42	49.85032311	-97.16685759	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
43	49.85068933	-97.16645512	Yellow Rumped Warbler *(Setophaga coronata*)	Vocal	
44	49.85083061	-97.16607455	Yellow Rumped Warbler *(Setophaga coronata*)	Vocal	
45	49.85100528	-97.16616174	White-breasted Nuthatch *(Sitta carolinensis*)	Vocal	
46	49.85100173	-97.16703293	Yellow Warbler (*Setophaga petechia*)	Vocal	
47	49.85087735	-97.16738606	House Sparrow (*Passer domesticus*)	Vocal	
48	49.85041976	-97.16529946	American Crow (*Corvus brachyrhynchos*)	Vocal	
49	49.8507051	-97.16526185	Yellow Warbler (*Setophaga petechia*)	Observation	2
50	49.84978198	-97.16661006	Yellow Warbler (*Setophaga petechia*)	Observation	2
51	49.84941559	-97.16809797	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	1
52	49.84942088	-97.16843278	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
53	49.85063666	-97.17079895	House Sparrow (*Passer domesticus*)	Vocal	
54	49.84854717	-97.17291466	Boreal Chorus Frog *(Pseudacris maculata*)	Vocal	
55	49.84831019	-97.1727226	Boreal Chorus Frog *(Pseudacris maculata*)	Vocal	
56	49.84810594	-97.1735075	Boreal Chorus Frog *(Pseudacris maculata*)	Vocal	
57	49.85017066	-97.17560316	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
58	49.8500713	-97.17566485	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
59	49.84980223	-97.17583967	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
60	49.85027065	-97.17517884	Red-winged Blackbird (*Agelaius phoeniceus*)	Vocal	
61	49.84962162	-97.17053216	Ovenbird *(Seiurus*)	Vocal	
62	49.85018318	-97.1723603	Ovenbird *(Seiurus*)	Vocal	
63	49.84993981	-97.17109211	Ovenbird *(Seiurus*)	Vocal	
64	49.84948076	-97.1720103	Ovenbird *(Seiurus*)	Vocal	

65	49.84989982	-97.17321699	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
66	49.85038247	-97.17316975	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
67	49.85031652	-97.17114882	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
68	49.84976028	-97.1724334	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
69	49.85038007	-97.17237527	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
70	49.85039064	-97.17162155	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
71	49.84864812	-97.17440956	Wood Frog (*Lithobates sylvaticus*)	Observation	1
72	49.8489635	-97.17179456	White-tailed Deer (*Odocoileus virginianus*)	Tracks	
73	49.85008628	-97.17118676	Cooper's Hawk (*Accipiter cooperii*)	Vocal	
74	49.84995291	-97.17210322	American Crow (*Corvus brachyrhynchos*)	Observation	1
75	49.85028603	-97.1722209	American Crow (*Corvus brachyrhynchos*)	Observation	1
76	49.85031693	-97.16571344	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	2
77	49.85045784	-97.16586391	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	3
78	49.85022371	-97.16778145	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	1
79	49.85039949	-97.16894338	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	2
80	49.84993723	-97.17037287	Chipping Sparrow (*Spizella passerina*)	Vocal	
81	49.84992173	-97.17058769	Chipping Sparrow (*Spizella passerina*)	Vocal	
82	49.85007537	-97.17074743	Chipping Sparrow (*Spizella passerina*)	Vocal	
83	49.84942182	-97.17003202	House Sparrow (*Passer domesticus*)	Vocal	
84	49.84917409	-97.16989531	House Sparrow (*Passer domesticus*)	Vocal	
85	49.84944133	-97.17086875	Ovenbird *(Seiurus*)	Vocal	
86	49.8493279	-97.1708633	Ovenbird *(Seiurus*)	Vocal	
87	49.84945676	-97.16978827	Ovenbird *(Seiurus*)	Vocal	
88	49.84979462	-97.16931681	Savannah Sparrow (*Passerculus sandwichensis*)	Vocal	

89	49.8501062	-97.16950953	Savannah Sparrow (*Passerculus sandwichensis*)	Vocal	
90	49.85017963	-97.16698459	Savannah Sparrow (*Passerculus sandwichensis*)	Vocal	
91	49.85035442	-97.16649107	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
92	49.8501736	-97.16620577	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
93	49.85024249	-97.16578442	Swamp Sparrow (*Melospiza georgiana*)	Vocal	
94	49.85026814	-97.17019482	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
95	49.84992173	-97.17058769	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
96	49.8499897	-97.16930944	Yellow Warbler (*Setophaga petechia*)	Vocal	
97	49.85012118	-97.16766847	Yellow Warbler (*Setophaga petechia*)	Vocal	
98	49.84969188	-97.16759706	Yellow Warbler (*Setophaga petechia*)	Vocal	
99	49.8488633	-97.17054975	Black Capped Chickadee (*Poecile atricapillus*)	Vocal	
100	49.8490033	-97.17056408	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
101	49.84915093	-97.17042203	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
102	49.84937793	-97.17044268	Red-eyed Vireo (*Vireo olivaceus*)	Vocal	
103	49.84970777	-97.17019651	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
104	49.84956335	-97.17141921	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
105	49.84917987	-97.17091911	White Throated Sparrrow *(Zonotrichia albicollis*)	Vocal	
106	49.84909538	-97.1712908	Tennessee Warbler (*Leiothlypis peregrina*)	Vocal	
107	49.84868204	-97.17063449	Tennessee Warbler (*Leiothlypis peregrina*)	Vocal	
108	49.84934725	-97.17169029	Tennessee Warbler (*Leiothlypis peregrina*)	Vocal	
109	49.84952498	-97.17178096	Dark-eyed Junko (*Junco hyemalis*)	Vocal	
110	49.85046491	-97.17069378	Dark-eyed Junko (*Junco hyemalis*)	Vocal	

111	49.85049316	-97.17128674	Dark-eyed Junko (*Junco hyemalis*)	Vocal	
112	49.84964229	-97.17093917	Black Capped Chickadee (*Poecile atricapillus*)	Vocal	
113	49.8503254	-97.17482999	Red-winged Blackbird Fledging	Fledgling	2
114	49.84999448	-97.17529963	Yellow Warbler (*Setophaga petechia*)	Observation	1
115	49.84992575	-97.17530633	American Robin (*Turdus migratorius*)	Observation	2
116	49.8491433	-97.17498212	Stick Nest - inactive	Inactive	1
117	49.84866335	-97.17377789	Raccoon (*Procyon lotor*)	Tracks	
118	49.84797419	-97.17371025	Small Nest -inactive	Non-Active	1
119	49.84820595	-97.17331312	Black Capped Chickadee (*Poecile atricapillus*)	Observation (multiple)	3
120	49.85078305	-97.16590419	Swamp Sparrow (*Melospiza georgiana*)	Observation	2
121	49.85059127	-97.16630803	Swamp Sparrow (*Melospiza georgiana*) Nest – active with 4 eggs in nest	Active Nest w/eggs	1
122	49.85031098	-97.1672851	Red-winged Blackbird (*Agelaius phoeniceus*)	Observation	2
123	49.85061214	-97.16770043	Small Nest - Inactive	Inactive	1
124	49.85060393	-97.16786178	Red-winged Blackbird (*Agelaius phoeniceus*) – inactive nest	Inactive Nest	1
125	49.85061047	-97.16808809	Red-winged Blackbird (*Agelaius phoeniceus*) – inactive nest	Inactive Nest	1
126	49.85109469	-97.16723246	Song Sparrow *(Melospiza melodia)*	Fledgling Observation	1
127	49.85103359	-97.16556782	White-breasted Nuthatch *(Sitta carolinensis*)	Observation	2

There were eight nests identified within the Survey Footprint Area during the Pre-Clearing Breeding Bird Surveys, of which only three were determined to be active nests. Picture 2 presents the stick nest identified at way point 20 and Picture 3 presents the stick nest identified at way point 34, both of these nests were determined to be Cooper's Hawk nests (one active and one inactive)

Picture 2: Inactive Cooper's Hawk Nest Identified during the Pre-Clearing Bird Survey on June 14, 2017, Waypoint Number: 20



Picture 3: Active Cooper's Hawk Nest Identified during the Pre-Clearing Bird Survey on June 14, 2017, Waypoint Number: 34



The stick nest located at waypoint 20 was determined to be inactive with the presence of un-disturbed fall leaves accumulated within the nest. The stick nest located at waypoint 34 was

determined to be an active Cooper's Hawk nest with one chick on the nest. The stick nests located at way point 20 and way point 34 are near identical in size, shape, and depth. Picture 5 presents an image taken of the active Cooper's Hawk nest at waypoint 34.

Picture 5: Active Cooper's Hawk Nest Identified during the Pre-Clearing Bird Survey on June 14, 2017, Waypoint Number: 34



At waypoint 113, located within the wetland areas in the northwest corner of the property, two red-winged black bird fledglings were identified. Picture 6 provides an image of one of the red-winged black bird fledglings observed at waypoint 113. Given the presence of the fledging's, biologists believe a red-winged black bird nest was located within the wetland area. However, a construction crews working on adjacent property had dumped a substantial amount of mud into the wetland, potentially covering the red-winged black bird nest. Picture 7 and 8 present images of neighbouring construction crews dumping mud into the wetland. Map 3 presents the location of the fledglings within the wetland in relation to the dumped mud.

Picture 6: Red-Winged Black Bird Fledgling Identified during the Pre-Clearing Bird Survey on June 19, 2017, Waypoint Number: 113



Picture 7 and 8: Construction Crews Dumping Mud into a Wetland within the Survey Footprint Area, Identified during the Pre-Clearing Bird Survey on June 19, 2017, Waypoint Number: 113





Another stick nest was identified at waypoint 116 but this nest was determined to be inactive with undisturbed fall leaves within the nest (Picture 9).

Picture 9: Inacitve Stick Nest Identified during the Pre-Clearing Bird Survey on June 21, 2017, Waypoint Number: 113



The last nest identified within the aspen/oak habitat was a small stick nest (Picture 10) that was identified at waypoint 118. This nest was determined to be inactive.

Picture 10: Small Stick Nest Identified during the Pre-Clearing Bird Survey on June 21, 2017, Waypoint Number: 118



Within the northeastern wetland and willow shrub habitat areas, biologists noted an increased level of song bird activity, including a diversity of warbler species. Biologists combed the wetland areas and tall grasses for waterfowl and migratory bird nests. Within the wetland vegetation, cattails and tall reeds there were four additional nests identified, of which, only one nest was active and no migratory bird nests were identified. At waypoint 121, biologists flushed a swamp sparrow off the nest, and four eggs were found within the active nest. Picture 11 provides an image of the active swamp sparrow nest with the four eggs contained within.

Picture 11: Small Active Swamp Sparrow Nest with Four Eggs Contained within Identified during the Pre-Clearing Bird Survey on June 21, 2017, Waypoint Number: 121



At waypoint 123, a small inactive nest was identified. Picture 12 provides an image of the inactive nest.

Picture 12: Small Inactive Nest Identified during the Pre-Clearing Bird Survey on June 21, 2017, Waypoint Number: 123



At waypoints 124 and 125, there were two inactive red-winged black bird nests identified. Pictures 13 and 14 provide images of the nests.

Picture 13 and 14: Inactive Red-winged Black Bird Nests Identified during the Pre-Clearing Bird Survey on June 21, 2017, Waypoint Number: 124 and 125





A swamp sparrow fledgling was also identified within the wetland vegetation at waypoint 126.

Biologists investigated the willow shrub habitat carefully, although this vegetation was extremely dense. No bird nests were identified within the willow shrub habitat.

All incidental wildlife observations made during the breeding bird surveys were also recorded and way pointed. Biologists noted an increase in the level of white-tailed deer activity in comparison to previous surveys they conducted during the spring and summer of 2016. Biologists suspect this is due to a combination of factors, including the recent restrictions made on dog walking within the area, as well as the likelihood that neighbouring construction activities surrounding the Survey Footprint Area have supressed white-tailed deer movement, consolidating deer within the Survey Footprint Area. Picture 15 presents one fawn that was identified during the breeding bird survey at waypoint 11. Racoon tracks were also identified during the surveys and are presented in Picture 16.

Picture 15: White-tailed Deer Fawn Located within the Survey Footprint Area, Waypoint 11



Picture 16: Raccon Tracks Located within the Survey Footprint Area, Waypoint 117



4 RECOMMENDATIONS

Based on the results identified during the Pre-Clearing Breeding Bird Survey, Biologists recommend the following mitigation measures be in place with respect to clearing:

- A 50m clearing restriction buffer be in place around the active Cooper's Hawk nest. This clearing buffer of 50m should remain in place until July 30th with biologists confirming that the chick has successfully fledged prior to the buffer removal. The 50m clearing restriction buffer was derived in consultation with MBCDC. Map 4 presents this activity restriction buffer around the active Cooper's Hawk nest.
- The wetlands with the red-winged black bird fledglings (located in the northwest corner of the Survey Footprint Area) has been filled in with mud by neighboring construction crews. Since the birds had fledged, and given the wetland is now buried under mud, we do not provide any activity restriction for this wetland.
- Biologist should check the active swamp sparrow nest to ensure the swamp sparrows have fledged prior to clearing.
- No migratory bird nests or species at risk nests were identified within the Survey Footprint Area requiring a clearing restriction buffer, therefore, outside of the 50m clearing restriction buffer in place around the Cooper's Hawk nest, over the remaining Survey Footprint Area, clearing can commence.

5 SUMMARY

The Pre-clearing Breeding Bird Survey conducted within the Survey Footprint Area was designed and executed to ensure compliance with all federal and provincial legislation. Based on the survey findings, ecological recommendations are offered. A setback distance of 50m around the active Cooper's Hawk nest is provided and should be adhered to until which time the chick within the nest has successfully fledged. Biologists should check the Cooper's Hawk nest again after July 31, 2017 to ensure the nest is empty and the area can be waived and clearing within the buffer can commence. No migratory bird or bird species at risk nests were identified within the Survey Footprint Area, therefore no further clearing activity restriction buffers are required.

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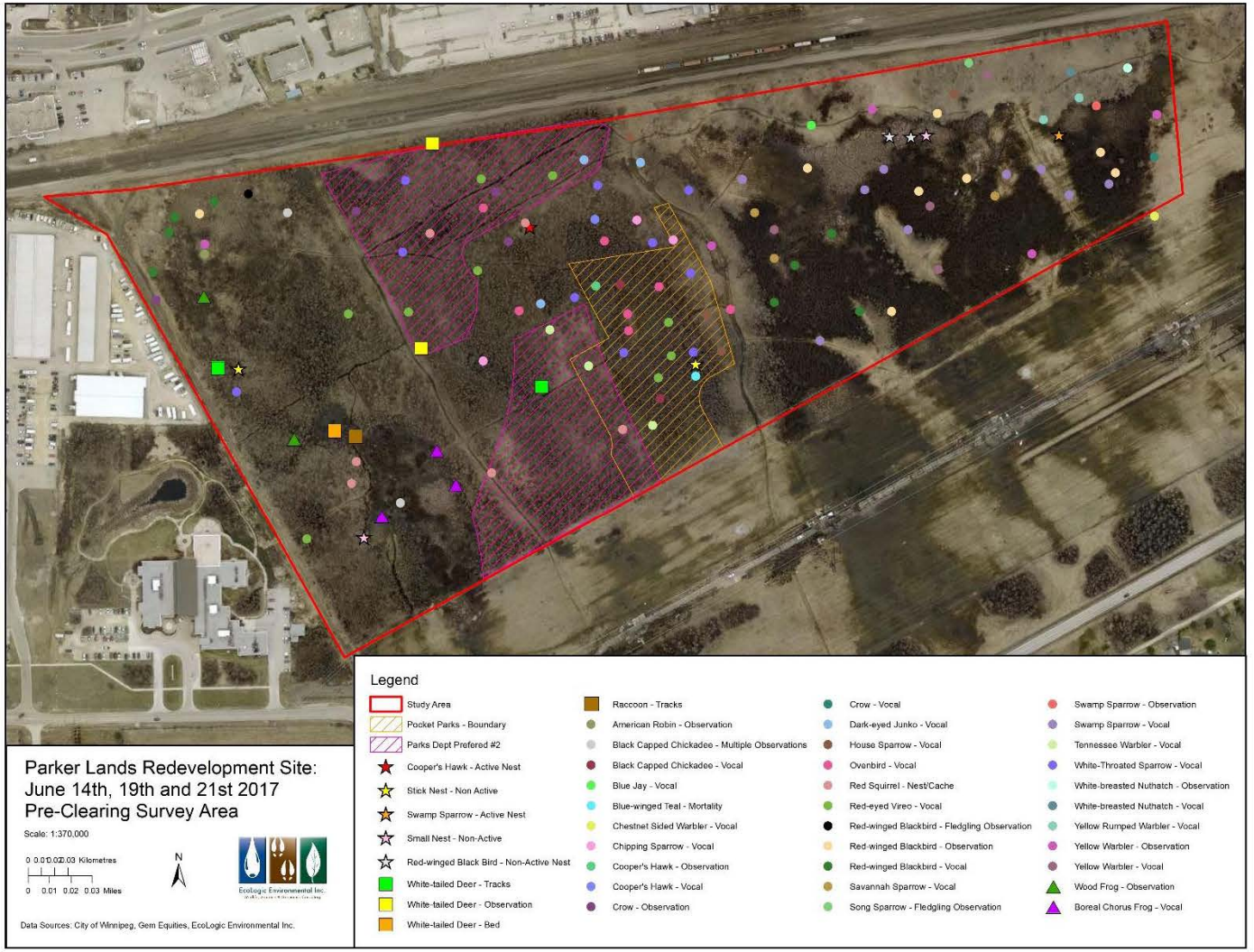
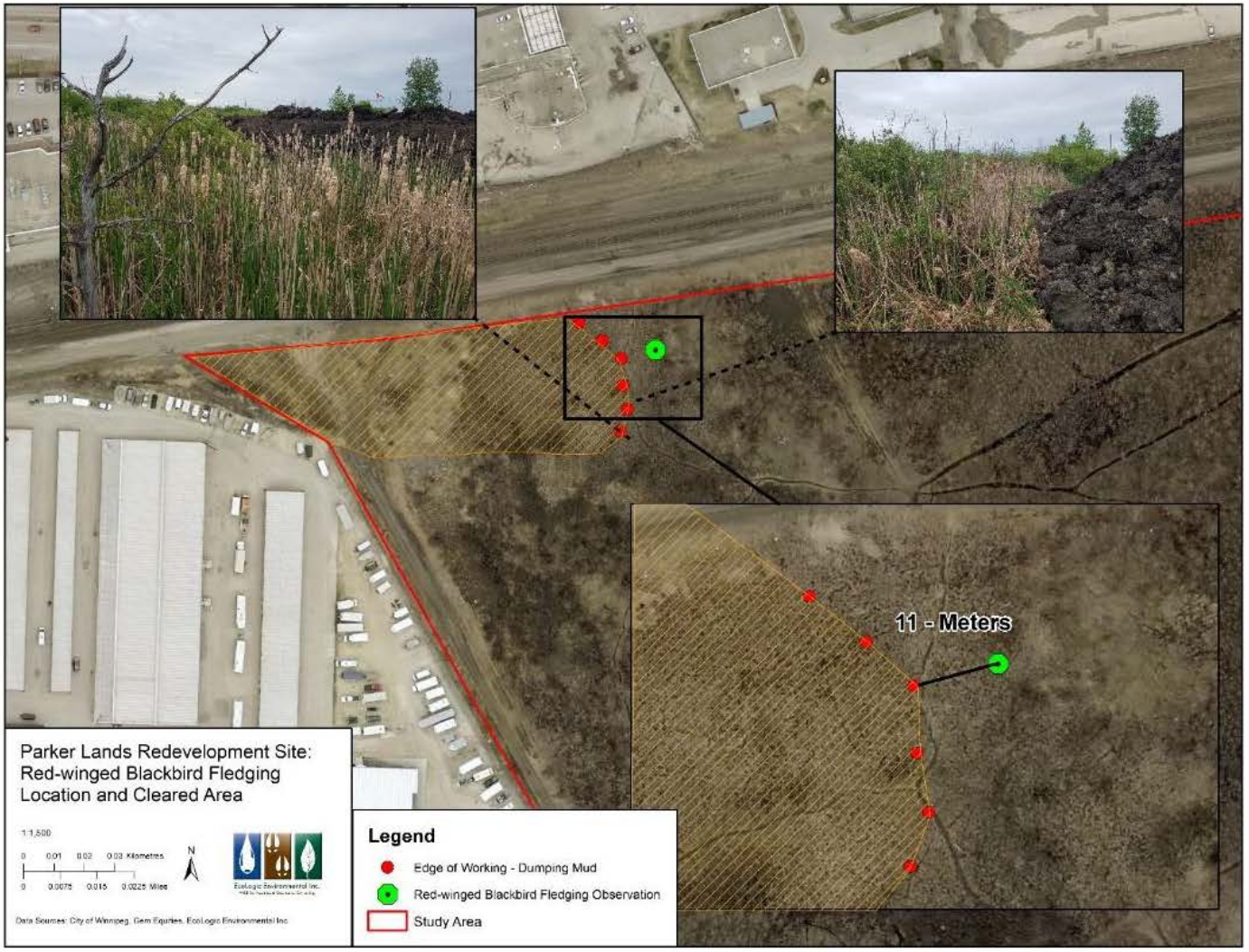
Appendix A: Report Mapping



Map 1: Pre-Clearing Breeding Bird Survey Footprint Area with 10m Spaced Transects



Map 2: Pre-Clearing Breeding Bird Survey Results with Potential Habitat Retention Areas



Map 3: Red-Winged Black Bird Fledglings in relation to Construction Dumping within the Survey Footprint Area



Map 4: Active Restriction Buffer of 50m Around Active Cooper's Hawk Nest Identified during Pre-Clearing Breeding Bird Survey

October 2017

Fulton Grove Community Park Retention Area Overview



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1 INTRODUCTION

The land owned by 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. within the Parker Lands Major Redevelopment Site is slated to undergo development of the property into a transit-oriented residential community development project (TOD) known as Fulton Grove.

A +/- 4-acre portion of aspen/oak vegetation is being considered to be maintained and integrated into the residential neighborhood as a community park greenspace. Several possible locations and polygon configurations of the remnant aspen/oak vegetation are options for this community park greenspace.

The determination of the best possible location and polygon configuration for the community park greenspace is based on a variety of factors. An aspect of consideration for the potential location of the community park greenspace, is the vegetation characteristics and the intended community park greenspace use.

As such, the current trail network and elevation associated with the various potential community park greenspace polygon options is presented. This includes an assessment of the present vegetation characteristics based on approximate tree age and greenspace polygon biodiversity, as well as an investigation of the presence of native species, invasive/non-native species, and noxious weed species.

Based on the Fulton Grove transit-oriented residential community development project planned within the Project Footprint Area and the likely intended use of the community park greenspace, forthcoming elevation variations and human impact within and around the retained greenspace are considered. These impeding dynamics are likely to translate into shifts in greenspace vegetation characteristics.

2 PROJECT FOOTPRINT AREA

The 6165347 Manitoba Inc. and 7138793 Manitoba Ltd. Fulton Grove development property located within the Parker Lands Major Re-Development site covers an area approximately 19.22 ha in size **(Appendix 1, Map 1)**. Prior to clearing activities, the Project Footprint Area **(Appendix 1, Map 1)** was comprised of 10.39 hectares of aspen/oak habitat, 3.44 hectares of grasslands, and 5.40 hectares of wetland habitats (EcoLogic, 2016). The Project Footprint Area is located within an urban matrix, situated: to the south of the CN railroad line that runs parallel to Taylor Avenue; to the east of the Winnipeg Humane Society property; and to the north of the future City of Winnipeg Bus Rapid Transit Corridor and existing Manitoba Hydro transmission line corridor. Construction activities are currently underway on the lands adjacent to the Project Footprint Area. The construction related activities include those associated with the City of Winnipeg Southwest Rapid Transit Corridor Project (Stage 2), the Parker Storm Retention Basin,

as well as the Waverley Underpass Project. In July and following in September 2017, portions of the Project Footprint Area were cleared with ongoing grading occurring in late October and November, 2017.

3 GREENSPACE CLASSIFICATION

In 2005, the City of Winnipeg surveyors ranked a portion of Project Footprint Area, aspen/oak vegetation as “A” grade quality, based on criteria used by the City of Winnipeg for the Ecologically Significant Natural Lands Strategy & Policy grading system (City of Winnipeg, 2007). The Grade “A” ranking of the aspen/oak habitat (**Appendix 1, Map 2**) remained categorized as such until 2015. In December of 2015, the City of Winnipeg provided the developer with a refinement of the total Grade A aspen/oak area with a tapered delineation of preferred aspen/oak habitat for potential retention within the Project Footprint Area (**Appendix 1, Map 2**).

In December of 2016 the City of Winnipeg provided the developer with a 1 to 10 grading system for parts of the Grade A aspen/oak forest, refining areas they classified as key habitats with their higher preference for community park greenspace retention. Delineated polygons allocated a 10 rank by the City of Winnipeg, represented the polygons considered to be of highest vegetation quality and highest preference for retention versus polygons ranked with 1, which were considered to be of the lowest vegetation quality and the lowest preference rank for greenspace retention (**Appendix 1, Map 2**). Based on these polygon rankings, the City of Winnipeg provided two possible overall +/- 4-acre areas of their highest preference for community park greenspace retention within the Project Footprint Area (**Appendix 1, Map 2**).

In May of 2017 (after the developers DASZ pre-application submission), the City of Winnipeg supplied the developer with another set of options (n=2) for preference for community park greenspace retention areas. The May 2017 polygons represented an overall area greater than the +/- 4 acres in order to offer the developer some leeway for the final community park greenspace retention area location. The City of Winnipeg May 2017 preference polygons did not directly align with the City of Winnipeg December 2016 1 to 10 grading system.

Based on the transit-oriented residential community development plans, the developer allocated and provided two preference areas for the community park greenspace area of which, the City of Winnipeg May 2017 preferred greenspace retention polygons did overlap in the southernmost option with the developers preferred community park greenspace location (**Appendix 1, Map 2**).

4 VEGETATION CHARACTERIZATION

Potential community park greenspace retention polygon areas were used for the vegetation characterization conducted on October 11 and 12, 2017. Each of the potential community park greenspace polygons is allocated a name identification for the vegetation characterization work (ranging from polygon A through polygon H). Based on the City of Winnipeg 1-10 ranking system, only polygons at either end of the 1-10 classification spectrum (polygons named 1, 2, 8, 9 and 10)

were assessed. **Table 1, Appendix 1, Map 3** represent the potential community park greenspace polygon name identification as well as the overall polygon size.

Table 1: Greenspace Polygon Name Identification and Size

Polygon Name Identification	Area (m²)
A	2187.94
B	3383.27
C	4014.87
D	2638.93
E	2316.03
F	5057
G	2629.85
H	2737.52

4.1 Trail Network

The Project Footprint Area has been heavily used by humans in the past with a matrix of human and dog walking trails that exist throughout the Project Footprint Area. Trails act as transportation networks for people and pets, as well as transportation vectors for invading plant species (Tyser & Worley 1992). As such, recreation trails, while offering human recreational enjoyment opportunities, also have the potential to significantly alter local vegetation and soil properties, and act as efficient networks for the introduction of exotic species into previously native vegetation areas (Adkison & Jackson 1996).

During the baseline environmental surveys conducted in June 2016, biologists walked existing trails throughout the Project Footprint Area, tracking their path on hand-held GPS units. Based on the path tracking data that were generated during field work in combination with publicly available trail data that was derived from satellite imagery, the trails within the Project Footprint Area were digitized and categorized. The trails were categorized into three categories: small trails (width of 0.75 m); medium trails (width of 1.5 m); and large trails (width of 3.0 m). To validate these categorizations of trail width, these trail widths were verified during the June 2016 field work with measurements taken to ensure width representations for each trail category were accurate (Ecologic, 2016).

In October 2017, each of the trail networks were spatially clipped in ArcGIS 10.3 to the potential community park greenspace polygons (**Appendix 1, Map 3**), to identify the amount of current trail within each potential greenspace polygon (**Table 2, Appendix 1, Map 4**).

Given the significant degree of past human influence along these trails, invasive and weedy species encroachment was favored, resulting in invasive species and non-native weed expansion along trail edges. The degree of spread of weedy and invasive species associated with each trail category were measured and quantified and also clipped to each potential greenspace polygon. The degree of weedy and invasive species encroachment on small trails was determined to be 0.5 m (for a total width of trail plus weedy buffer of 1.25 m); on medium trails was determined to be 1.0 m (for a total width of trail plus weedy buffer of 2.50 m); and on large trails was determined to be 2.0 m (for a total width of trail plus weedy buffer of 5.0 m).

Based on these quantifications, the total proportion of each potential greenspace polygon comprised of trail network and weedy and invasive species encroachment was calculated (**Table 2, Appendix 1, Map 4**).

Table 2: Amount of Footprint within each Potential Greenspace Polygon Lost to Trail Network and Weedy/Invasive Species Encroachment

Site	Area (m²)	Area of Trails (m²)	Proportion of Trails in Greenspace Polygon (%)	Area of Trails and Encroachment Area (m²)	Proportion of Trails and Encroachment (%)
A	2187.94	43.79	2.00%	72.94	3.33%
B	3383.27	171.18	5.06%	268.66	7.94%
C	4014.87	239.69	5.97%	409.41	10.20%
D	2638.93	27.02	1.02%	45.02	1.71%
E	2316.03	139.04	6.00%	263.37	11.37%
F	5057	334.47	6.61%	520.77	10.30%
G	2629.85	391.76	14.90%	594.18	22.59%
H	2737.52	81.79	2.99%	135.62	4.95%

The greenspace polygons currently with the highest percentage of trail network and invasive/weedy species encroachment are G, E, F, and C respectively. Each of these noted polygons represents an area of over 10.2% of the total potential greenspace polygon footprint lost to trail and the invasive/weedy encroachment associated with the trail network.

5 ELEVATION

The landscape grading of the Regional Parker Lands Major Redevelopment Area, including the CN railway, the commercial development of lands to the west, and the grading of the hydro corridor to the south, has resulted in water runoff from neighboring properties draining onto the Project Footprint Area resulting in standing/pooling water over large portions of the site. Some portions of the Project Footprint Area have more standing water than other portions, depending on the existing elevation. Over time, areas characterized by long-term standing water and/or

saturated soils yield shifts in vegetation species diversity favoring species that can tolerate saturated soils e.g. common buckthorn (*Rhamnus cathartica*) and deterring species requiring drier soils e.g. bur oak, (*Quercus macrocarpa)*.

AutoCAD files provided by the developer in March 2017 included elevation points for areas within and surrounding the potential greenspace polygons. Using the "create TIN" tool within the ArcGIS, a Triangular Irregular Network (TIN) was created using the elevation point data provided. The elevation points within the Project Footprint Area were used to create the TIN, visually displays the difference in elevation for each potential greenspace polygons, by creating a network of triangles between the neighboring elevation points. The triangles were merged generating polygons of similar elevation. The analysis results in a series of polygons representing the elevation for a given area, displayed using a self-determined color ramp (**Appendix 1, Map 5**). **Table 3, Appendix 1, Map 5** represent the elevation range for each potential greenspace polygon.

Table 3: Elevation Range of each Potential Greenspace Polygon

Site	Min elevation (m)	Min elevation (feet)	Max elevation (m)	Max elevation (feet)	Average elevation (m)	Average elevation (feet)
A	232.54	762.72	232.68	763.17	232.6	762.93
B	232.31	761.98	232.57	762.84	232.39	762.23
C	232.31	761.98	232.57	762.84	232.39	762.23
D	232.75	763.42	232.99	764.2	232.86	763.77
E	232.47	762.51	232.77	763.47	232.62	762.98
F	232.47	762.51	232.85	763.74	232.69	763.23
G	232.39	762.23	232.79	763.54	232.63	763.03
H	232.63	763.02	233.16	764.75	232.91	763.93

The potential community park greenspace polygons with the highest current elevation are polygons H, D, F, and G respectively. These polygons have been subject to less long-term water pooling and ground saturation in comparison to polygons characterized by lower elevation. Polygons with the current lowest elevation are C, B, and A. As a result of the Regional Parker Land Major Re-Development Area past drainage regimes, site areas characterized by lower elevation have been notably subject to vegetation diversity shifts, favoring species best able to tolerate saturated soils (e.g. common buckthorn).

6 FIELD SURVEY

6.1 Survey Methods

Field vegetation characterizations were undertaken to compare tree approximate age, the presence of native species, invasive/non-native species, and noxious weed species within the potential community park greenspace polygons. Adopting the survey methodologies of Redburn and Strong (2008), tree species and ages, shrub understory, and herb cover (where possible given survey seasonal timing) were recorded along transects. Given the survey seasonal timing occurring late within the growing season, determination of tree canopy % cover, shrub % cover and identification of complete ground herb layers were not possible.

For each of the potential community park greenspace polygons assessed, the centroid location of each polygon was determined using ArcGIS 10.3 (**Appendix 1, Map 6**). The centroid locations for each potential community park greenspace polygon were loaded into hand-held GPS units and were located during field work (**Appendix 1, Map 6**)**.** From the centroid location within each potential community park greenspace polygon, a transect of 15 m was surveyed on either side of the centroid for a total transect length of 30m. Once at the potential community park greenspace polygon centroid, a straight line transect was laid using a 30 m measuring tape. Transect locations and azimuths were recorded.

At each 5 m interval along the transect tape a 2.5 m x 2.5 m quadrat was used to identify shrubs 1 to 2 m tall (Redburn & Strong, 2008). The occurrence of native species and invasive/non-native plant species were noted where visible along the transect. No attempt was made to quantify herb species as many were senescent due to the change of season.

Further, for each 30 m transect, a second sample plot area was generated measuring 30 m (the full length of the transect) x 20 m wide rectangular sample plot. Within this larger sample plot trees > 2.5 m tall were identified and dominant and sub-dominant species were measured for diameter and age (where growth rings can be measured). Within the 30 m x 20 m sample plot, the largest tree of each tree species was measured for diameter as well as assessed for approximate age by collecting a sample using an increment borer (**Photograph 1**) and counting tree growth rings (Redburn & Strong, 2008). For consistency, the left side of each polygon transect was used for the 30 m x 20 m tree sampling plot (Redburn & Strong, 2008). Along each 30 m transect, a total of five shrub/understory survey quadrats and one tree sample plot were characterized (**Appendix 1, Map 7**).

Photo 1: (UTM Y 5523408.6 UTM X 631481.8) Example of the increment borer used to collect core sample for counting tree growth rings October 11, 2017

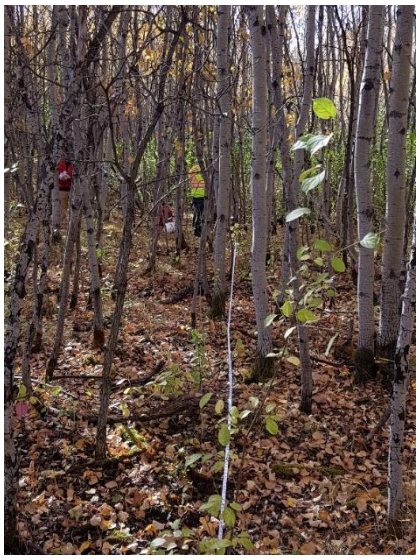


All data gathered along each transect were recorded on data sheets and later transferred into a database for analysis. **Appendix 2** provides an example of a completed field data sheet.

Photos 2, 3, 4: Example of transects used to collect shrub and understory vegeation within each potential greenspace polygon October 11, 2017







6.2 Survey Results

Within each potential community park greenspace polygon, a 30 m transect was used. **Table 4** provides the transect location and azimuth used within each potential community park greenspace polygon characterization.

Table 4: Transect location and Azimuth used for each Potential Greenspace Polygon Characterization

Site	Transect Azimuth (degrees)	Date Sampled
A	20	11-Oct
B	282	11-Oct
C	360	11-Oct
D	20	11-Oct
E	250	11-Oct
F	107	11-Oct
G	248	11-Oct
H	326	11-Oct

Appendix 1, Map 8 presents the locations of the sampled aspen and oak trees within each potential community park greenspace polygon option.

Based on all of the data collected, a master database was developed. These data are provided in **Appendix 3. Appendix 3** presents the native species, invasive and exotic species, the largest tree sampled age and diameter of the largest tree at breast height. A summary of these data is provided in **Table 5.**

Table 5: Summary of Data from each Potential Greenspace Polygon Characterized

Category of Assessment	A	B	C	D	E	F	G	H
Number of Native Species	6	3	1	5	6	6	6	7
Number of Invasive/Exotic Species	2	1	1	0	0	2	1	0
ASPEN - DBH (cm)	15	15	31	28	31	12	24	12
ASPEN - Age (years)	36	24	50	49	47	37	36	27
OAK - DBH (cm)				13		29	26	18
OAK - Age (years)				32		82	78	66
Total Polygon Area (m2)	2188	3383	4015	2639	2316	5057	2630	2738
Area of Trails (m2)	44	171	240	27	139	334	392	82

Proportion of Trails (%)	2	5	6	1	6	7	15	3
Area of Trails & Encroachment Area (m2)	73	269	409	45	263	521	594	136
Proportion of Trails and Encroachment (%)	3	8	10	2	11	10	23	5
Min elevation (m)	233	232	232	233	232	232	232	233
Min elevation (feet)	763	762	762	763	763	763	762	763
Max elevation (m)	233	233	233	233	233	233	233	233
Max elevation (feet)	763	763	763	764	763	764	764	765
Average elevation (m)	233	232	232	233	233	233	233	233
Average elevation (feet)	763	762	762	764	763	763	763	764

One invasive species, common buckthorn, a species able to tolerate saturated soils, was present in several of the potential community park greenspace polygons characterized, and most predominately present in A, F, C, B. **Photograph 5** illustrates common buckthorn identified in polygon option B. Common buckthorn leaves come out early in spring and remain on the plant until late fall which shades out most native plants resulting in common buckthorn becoming the dominant vegetation species in areas where it presides (Tree Canada, 2017). Common buckthorn fruits, leaves, and bark are cathartic (purging) to most animals but birds eat them readily. Birds are largely responsible for the spread of common buckthorn since the seeds within the fruit pass through the bird without damage (Tree Canada, 2017).

In all polygons, trembling aspen *(Populus tremuloides*) was the dominant tree species. In several polygons, bur oak was present, most notably present in polygon options H, G, and F. Only in polygon option C was there the presence of young ash (*Fraxinus pennsylvanica*) trees (**Photograph 6**).

Photo 5: (UTM Y 5523458.7 UTM X 631512.3) Example of Common Buckthorn presence in potential greenspace polygon B on October 11, 2017



Photo 6: (UTM Y 5523499.9 UTM X 631361.7) Example of young Ash presence in potential greenspace polygon C on October 11, 2017



7 COMMUNITY PARK GREENSPACE OUTLOOK

Given the potential development of the Fulton Grove transit-oriented residential community, the site will be dominated by human land uses and human activity. The Fulton Grove community park greenspace will support human walking, dog walking, and potentially house a children's playground. The development of the Project Footprint Area in conjunction with adjacent construction and property development, variations in site elevation are anticipated. In light of these dynamics, shifts in current greenspace vegetation characteristics are anticipated to occur over time.

7.1 Greenspace Future Use & Vegetation Characteristics

Currently, aspen is the dominant tree species in all community park greenspace polygon options. The oldest aspen trees are located in polygons in the southern portion of the Project Footprint Area and the older oak are located in the northern portion of the Project Footprint Area. In several of the community park greenspace polygon options, common buckthorn presides. Only in one polygon, community park greenspace polygon option B was there the presence of young ash trees, a third tree species noted over and beyond aspen and oak. Polygons with higher elevation currently house more oak.

Past use of the Project Footprint Area as a recreational space for human and dog walking activities has led to the introduction of invasive/non-native vegetation species and bolstered their spread within the forested area of the site, reducing overall ecological integrity. Regardless of the community park greenspace location and polygon configuration, future use of the greenspace area for human and dog walking related activities will have an effect on invasive species dynamics along trail corridors and result in shifts in vegetation characteristics (Adkison & Jackson, 1996). Trail networks within the retained greenspace will result in soil erosion, soil compaction, and vegetation trampling by human and dog walking related activities (Adkison & Jackson, 1996).

Given the intended use of the retained greenspace is aimed to support local community member recreation by way of human and dog walking activities and potentially accommodate a children's playground, the overall ecological integrity of the retained greenspace polygon will be subject to impact and diminish in quality. In all polygon options, the retained greenspace site will be isolated, surrounded by residential homes, a road network, rapid transit way, and a railway and void of habitat connectivity. These factors in combination with human disturbance and human pressures will result in vegetation characteristics shifts and reduce the overall functionality of the site as favorable wildlife habitat.

7.2 Elevation

The Project Footprint Area is set to undergo potential transformation into a transit-oriented residential community. Consequently, the current elevation within the Project Footprint Area will change dramatically, in some areas up to 3 meters.

Further, the Regional Parker Lands Major Re-Development Area is presently undergoing development through a series of regional concurrent projects including the City of Winnipeg's Stage 2 Rapid Transit Corridor, the Waverly Street Underpass, as well as the Project Footprint Area residential development. Significant changes to the overall site topography are expected to occur including modification to the past drainage regimes. As regional elevation patterns are modified, over time, these elevation changes will result in changes to soil saturation levels and shifts within the vegetation community diversity.

8 SUMMARY

Several potential locations and polygon configurations are being considered for the Fulton Grove community park greenspace area. The decision of where the community park greenspace will be located is based on a number of factors. As an aspect of this consideration, vegetation characteristics were investigated including the current trail network, elevation, tree stand diversity, tree age, and the presence of invasive and non-native species within potential community park greenspace polygons.

Field investigations identified aspen trees as the dominant tree species in all potential greenspace polygon options with the oldest aspen trees located in the southerly portions of the Project Footprint Area. Common buckthorn, an aggressive invasive species, was prevalent in several of the greenspace polygon options, especially the southerly polygon options. This invasive species is able to thrive in saturated soils and may choke out other native vegetation reducing overall vegetation diversity in areas within which it is located. All possible community park greenspace polygons are characterized by past human trail networks with invasive/weedy species encroachment.

In all polygon options, the retained greenspace site will be isolated, surrounded by residential homes, a road network, rapid transit way, a railway and void of habitat connectivity. These factors in combination with human disturbance and human pressures will result in vegetation characteristics shifts and reduce the overall functionality of the site as favorable wildlife habitat. Resultantly, the site will undergo reduced biodiversity, invasive/non-native species introduction and spread, and lessened functionality of the site as suitable wildlife habitat.

Regardless of location or polygon configuration, given the intended use of the retained greenspace is aimed to support local community member recreation by way of human and dog walking activities and potentially accommodate a children's playground, the overall ecological integrity of the retained greenspace polygon will be subject to impact and diminish in quality.

9 WORKS CITED

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Appendix 1: Report Mapping



Map 1: Project Footprint Area with Pre-clearing Habitat Types



Map 2: Chronology of Potential Greenspace Classification within the Project Footprint Area



Map 3: Potential Greenspace Polygons within the Project Footprint Area



Map 4: Trail Network and Invasive/Weedy Species Encroachment within each Potential Greenspace Polygon



Map 5: Elevation within each Potential Greenspace Polygon



Map 6: Potential Greenspace Polygon Centroids



Map 7: Potential Greenspace Polygon Survey Quadrats and Sample Plot



Map 8: Locations of Sampled Trembling Aspen and Bur Oak Trees

Appendix 2: Field Data Sheet

2

VEGETATION SURVEY **Plot** A

Day 11 Month 10

UTM Zone: _____ U _____ E _____ N (NAD 83) Collected by: _____ Transect Azimuth: 20 NE °

Aspect: _____ ° Slope: _____ % Photograph Derek

Notes:

young aspen. (pockets of dead aspen) few shrubs except for (buckthorn) Rhamnus at one end. sampling to L of tape

PHOTO

Species	1	2	3	4	5		Other Species	1	2	3	4	5	Mean
Tree >2.5 m *(20- x 30-m)*													
003 Aspen 46 cm													
74.6													
Tall shrub 1 – 2.5 m *(2.5-m x 2.5-m)*													
Viburnum rafinesq.	✓	✓	✓	✓	✓								
Dogwood	✓												
Saskatoon	✓												
Oak		✓											
Nannyberry		✓		✓									
Aspen			✓		✓								
Buckthorn					✓								
Ground stratum *(1-m x 1-m plots)*													

Appendix 2: Vegetation Assessment Field Data

Site	F				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)					
Oak - (*Quercus macrocarpa*)					
Nannyberry - (*Viburnum lentago*)		X		X	X
Downy Arrow-wood - (*Viburnum rafinesquianum*)	X	X	X		
Highbush Cranberry - (*Viburnum opulus*)			X		X
Dwarf Birch - (*Betula pumila*)		X	X	X	
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood		X			X
Saskatoon - (*Amelanchier alnifolia*)	X	X	X	X	X
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website					X
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape				X	
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen	12.3	37	5523409	631482	
Oak	28.5	82	5523418	631493	
Site	A				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)			X		X
Oak - (*Quercus macrocarpa*)		X			
Nannyberry - (*Viburnum lentago*)		X		X	
Downy Arrow-wood - (*Viburnum rafinesquianum*)	X	X	X	X	X
Highbush Cranberry - (*Viburnum opulus*)					
Dwarf Birch - (*Betula pumila*)					
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood	X				
Saskatoon - (*Amelanchier alnifolia*)	X				
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website					X

Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen	14.6	36	5523392	631521	
Site	D				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)			X		
Oak - (*Quercus macrocarpa*)					
Nannyberry - (*Viburnum lentago*)		X		X	
Downy Arrow-wood - (*Viburnum rafinesquianum*)	X	X		X	
Highbush Cranberry - (*Viburnum opulus*)					
Dwarf Birch - (*Betula pumila*)					
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood			X	X	
Saskatoon - (*Amelanchier alnifolia*)	X	X	X	X	X
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website					
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen - (*Populus tremuloides*)	28.4	49	5523358	631434	
Oak - (*Quercus macrocarpa*)	12.7	32	5523369	631446	
Site	B				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)					
Oak - (*Quercus macrocarpa*)		X			
Nannyberry - (*Viburnum lentago*)					
Downy Arrow-wood - (*Viburnum rafinesquianum*)					
Highbush Cranberry - (*Viburnum opulus*)					
Dwarf Birch - (*Betula pumila*)					
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)				X	
Snowberry - (*Symphoricarpus alba)*					

Dogwood	X		X		
Saskatoon - (*Amelanchier alnifolia*)					
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website	X	X	X	X	X
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen - (*Populus tremuloides*)	14.6	24	5523459	631512	
Site	C				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)					
Oak - (*Quercus macrocarpa*)					
Nannyberry - (*Viburnum lentago*)					
Downy Arrow-wood - (*Viburnum rafinesquianum*)					
Highbush Cranberry - (*Viburnum opulus*)					
Dwarf Birch - (*Betula pumila*)					
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood				X	X
Saskatoon - (*Amelanchier alnifolia*)					
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website	X	X	X	X	X
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen - (*Populus tremuloides*)	30.6	50	5523511	631511	
Site	E				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)		X	X	X	X
Oak - (*Quercus macrocarpa*)					
Nannyberry - (*Viburnum lentago*)					
Downy Arrow-wood - (*Viburnum rafinesquianum*)	X				
Highbush Cranberry - (*Viburnum opulus*)					X

Dwarf Birch - (*Betula pumila*)	X				
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood	X	X		X	X
Saskatoon - (*Amelanchier alnifolia*)		X		X	X
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website					
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen - (*Populus tremuloides*)	30.6	47	5523466	631450	
Site	H				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					
Aspen - (*Populus tremuloides*)				X	
Oak - (*Quercus macrocarpa*)					X
Nannyberry - (*Viburnum lentago*)			X		X
Downy Arrow-wood - (*Viburnum rafinesquianum*)	X	X	X	X	X
Highbush Cranberry - (*Viburnum opulus*)					
Dwarf Birch - (*Betula pumila*)					
Green Ash - (*Fraxinus pennsylvanica*)		X			
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood	X		X		
Saskatoon - (*Amelanchier alnifolia*)	X	X		X	X
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website					
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen - (*Populus tremuloides*)	11.5	27	5523500	631362	
Oak - (*Quercus macrocarpa*)	18.4	66	5523498	631349	
Site	G				
Plots	5m	10m	15m	20m	25m
Common Shrub Species					

Aspen - (*Populus tremuloides*)					
Oak - (*Quercus macrocarpa*)		X		X	
Nannyberry - (*Viburnum lentago*)			X	X	X
Downy Arrow-wood - (*Viburnum rafinesquianum*)		X			X
Highbush Cranberry - (*Viburnum opulus*)					
Dwarf Birch - (*Betula pumila*)					X
Green Ash - (*Fraxinus pennsylvanica*)					
Wild Red Currant - (*Ribes triste*)					
Snowberry - (*Symphoricarpus alba)*					
Dogwood	X		X		X
Saskatoon - (*Amelanchier alnifolia*)	X				
Invasive/Exotic Species					
Common Buckthorn - (*Rhamnus cathartica*) (exotic non-native) invasive see website	X	X	X	X	
Tartarian Hneysuckle - (*Lonicera tatarica*) (exotic non-native) likely a garden escape					
	DBH (cm)	Age (years)	y_proj	x_proj	
Tree Species (aged)					
Aspen - (*Populus tremuloides*)	23.6	36	5523616	631438	
Oak - (*Quercus macrocarpa*)	25.7	78	5523597	631422	

The Parker Lands Community Development: An Economic Benefits Analysis

Independent Real Estate Intelligence

April 4, 2017

Altus Group

The Parker Lands Community Development: An Economic Benefits Analysis

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April 4, 2017

EXECUTIVE SUMMARY

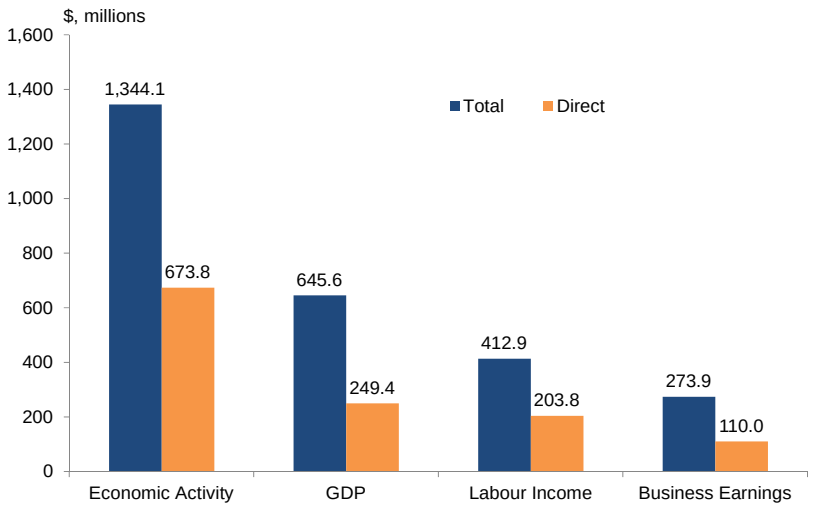
The construction of a new residential community on the Parker Lands in the City of Winnipeg will generate substantial economic benefits in terms of jobs, GDP, incomes and tax revenues for governments. In addition, it will bring a host of other benefits including revitalizing previously underutilized vacant lands in a manner consistent with the goals outlined in the OurWinnipeg development plan.

BENEFITS FROM CONSTRUCTION & DEVELOPMENT

Construction and development activities related to the proposed development will create the following benefits in terms of economic impact upon full completion:

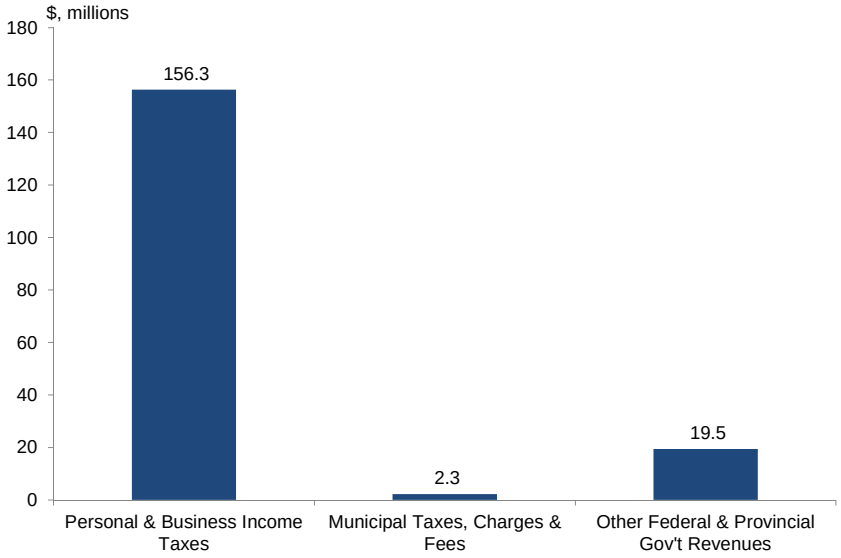
- About **$1.3 billion in economic activity** - $674 million of which is direct economic activity;
- About **$650 million in net contribution to GDP**;
- About **7,435 person-years of employment**;
- About **$415 million in income** for households;
- Some **$270 million in business operating earnings**; and
- **$178 million in tax revenues**, generated across all levels of government.

Economic Benefits Accruing From Construction & Development Activities



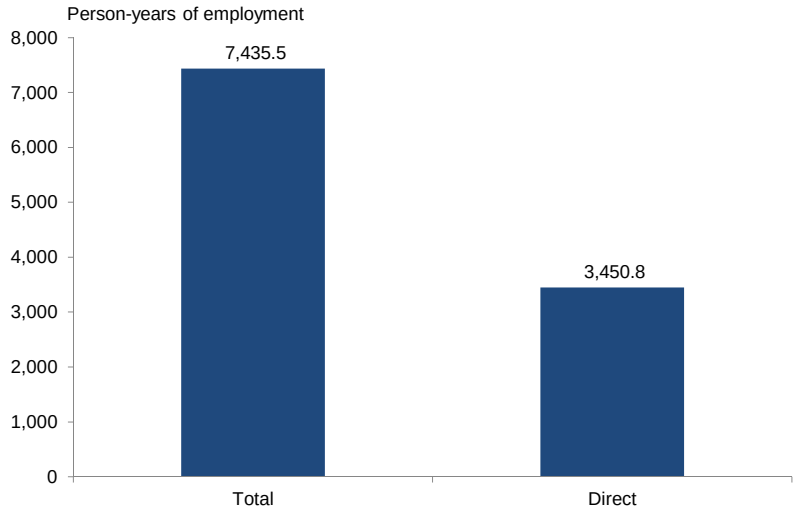
Source: Altus Group Economic Consulting based on Statistics Canada's I/O Model

Government Revenues Generated From Construction & Development Activities



Source: Altus Group Economic Consulting based on Statistics Canada's I/O Model and other sources

Jobs Generated From Construction and Development Activities



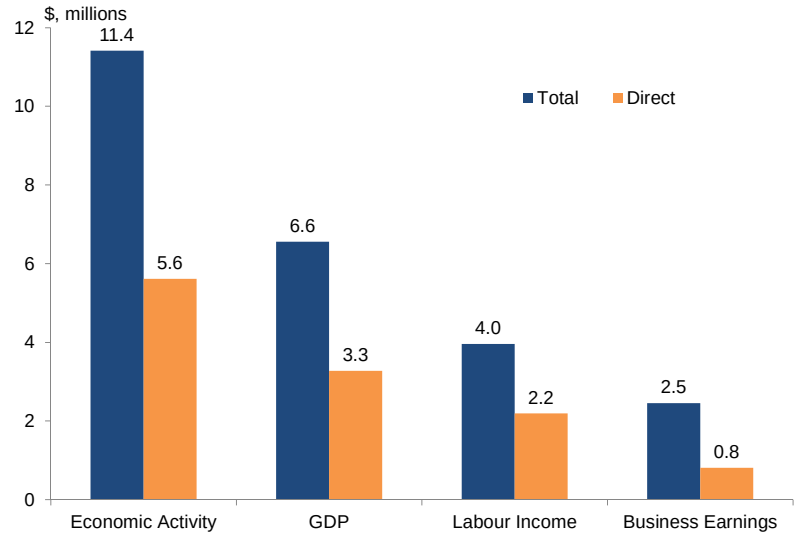
Source: Altus Group Economic Consulting based on Statistics Canada's I/O Model

BENEFITS FROM ON-GOING OPERATIONS

Altus Group estimates that the economic benefits generated from the on-going operation of this newly created development (for a single-year) amounts to:

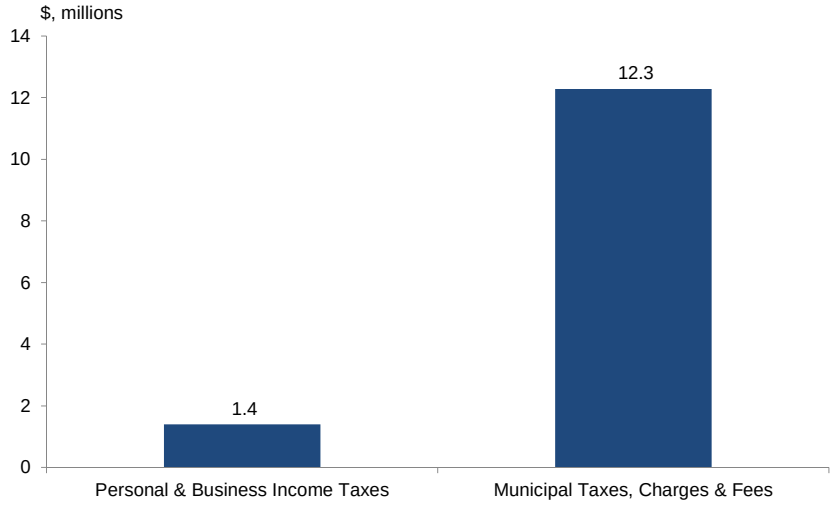
- Over **$11 million in economic activity**;
- About **$6.6 million in net contribution to GDP**;
- **75 person-years of employment**;
- About **$4 million in income** by households;
- **$2.5 million in operating business earnings**; and
- **$14 million in tax revenues**, generated across all levels of government.

Economic Benefits Accruing from On-Going Operations



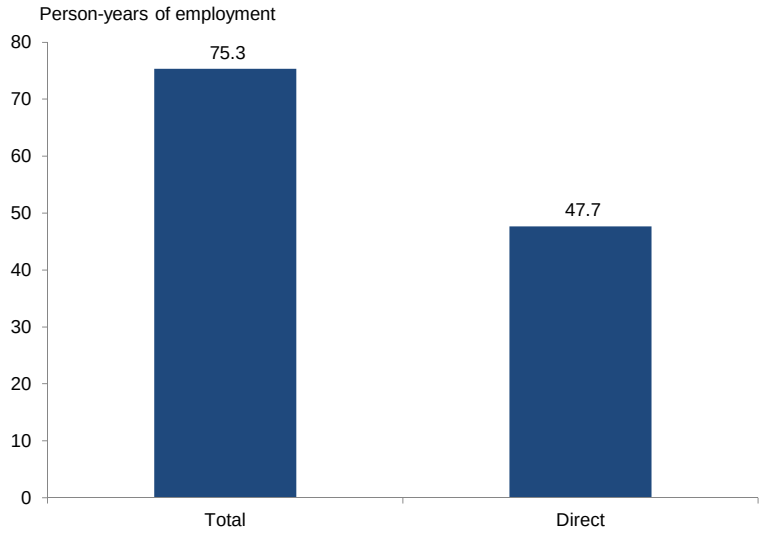
Source: Altus Group Economic Consulting based on Statistics Canada's I/O Model

Government Revenues Generated From On-Going Operations



Source: Altus Group Economic Consulting based on Statistics Canada's I/O Model

Jobs Generated From On-Going Operations



Source: Altus Group Economic Consulting based on Statistics Canada's I/O Model

The proposed development will provide other benefits:

- The redevelopment of the Parker Lands help **transform an older, underutilized part of the City** by repurposing a largely vacant land parcel into a vibrant, modern neighbourhood with significant park space served by a brand new rapid transit station;
- The development will help **support development goals** set out in the City of Winnipeg's *OurWinnipeg* development plan;
- Some **3.87 acres of natural park space** will be retained in the proposed development allowing local residents in the district the opportunity to benefit from improved physical and psychological health;
- The transit-oriented nature of the proposed development will also generate benefits, **including reduced automobile usage and improved health**;
- The creation of new residential units will help the City **manage its anticipated population growth**;
- The development represents a **significant infusion of new population** into the River-Heights Fort-Garry ward, which has not seen significant population growth in many years; and
- An estimated **$62.5 million of potential retail expenditure** will be introduced into the local ward and beyond, providing a tremendous boost to the many retailers and personal service providers that surround the site.

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1 INTRODUCTION

6165347 Manitoba Inc. approached Altus Group Economic Consulting to undertake an analysis of the economic benefits arising from the construction and operation of a new residential development in the City of Winnipeg.

1.1 BACKGROUND

In 2008, Altus Group was retained by the City of Winnipeg to prepare a comprehensive employment lands strategy[1]. In the report it was found that the City has an employment land supply of some 1,210 acres that encompasses some 760 acres of vacant parcels and an additional estimated 450 acres of lands considered available for development with existing occupied, but underutilized lands.

The report noted that the Parker Lands had some 96.8 net acres of vacant land. It was recommended that:

"*the Parker Industrial Area be redesignated to a Neighbourhood Policy Area in view of its unsuitability for development as employment lands.*" (pg. 56)

The City of Winnipeg retained Altus' recommendation, designating the Parker Lands as a Major Redevelopment Site (MRS) under the *OurWinnipeg* development plan. *OurWinnipeg* is the current official development plan guiding growth and change for the City of Winnipeg over a 25-year period.

According to *OurWinnipeg*:

"Major Redevelopment Sites will provide transformative opportunities for the development of complete communities with significant residential and employment densities and attractive urban design, capitalizing on vacant or underutilized sites within the existing urban fabric." (OurWinnipeg pg. 37)

In 2009, a vacant land parcel was acquired within the Parker Lands with the intention of transforming it into a major new residential community. This presents a significant opportunity to revitalize an older, underutilized part of the City by repurposing a largely vacant land parcel into a vibrant, modern neighbourhood with significant park space, serviced by a brand new transit line.

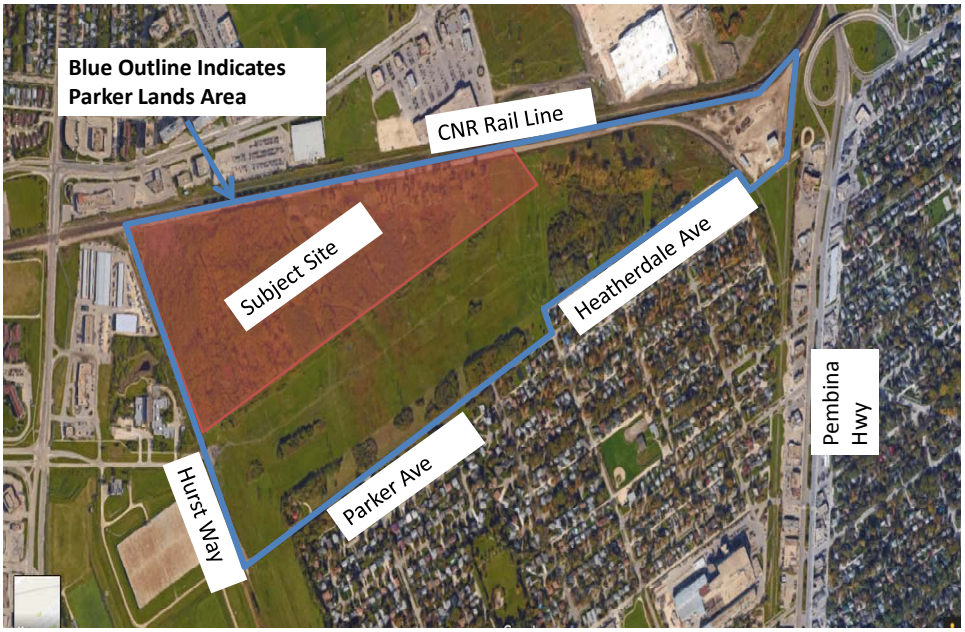
[1] Altus Group, *City of Winnipeg Comprehensive Employment Lands Strategy*, March 2008

1.2 THE PARKER LANDS

The subject site is located on the Parker Lands, situated west of the Pembina Highway, south of the CNR rail line, north of Parker Avenue and Heatherdale Avenue and east of Hurst Way (Figure 1).

Figure 1

Subject Site



Source: Client

Uses surrounding the Parker Lands include:

- Commercial uses to the west;
- Commercial and residential uses to the north;
- Residential uses to the south and;
- Commercial uses to the east.

1.3 THE SUBJECT SITE

A new residential community is planned for the subject site, with some convenience-oriented retail developed to serve new site residents.

The site is planned to include:

- 240 single-family, low-to-medium density units;
- 1,502 multi-family, high-density units;
- New commercial space;
- Some 1,448 new parking spaces;

- 3.87 acres of forest preserved from the current Aspen Forest; and
- Local roads;

In addition, Hurst Way will be extended eastwards into the site (Figure 2).

Figure 2 **Subject Site – Development Plans**



Source: Client

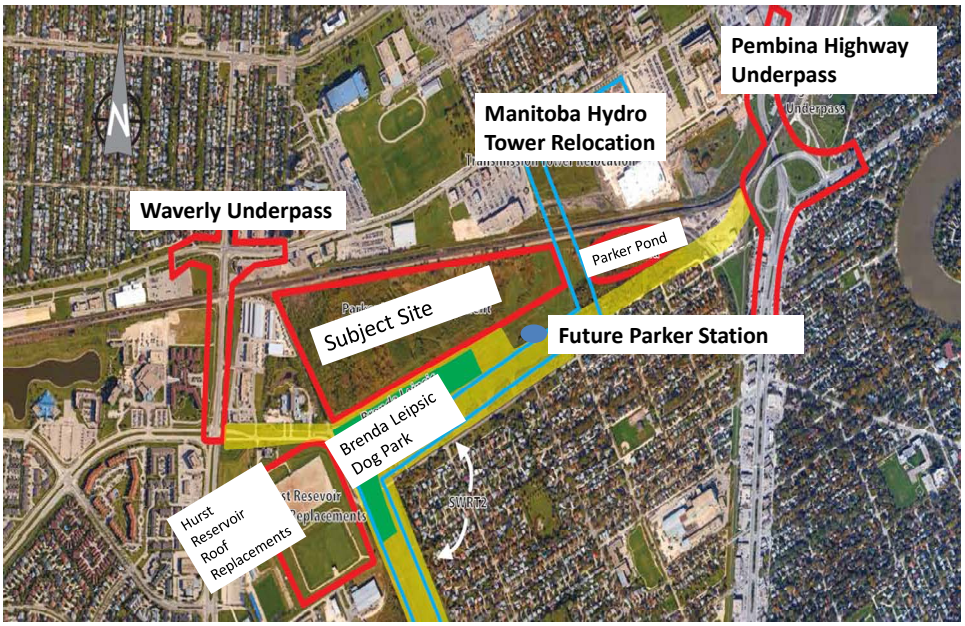
1.4 PUBLIC INVESTMENTS SURROUNDING THE SUBJECT SITE

Significant public investments that are/will be undertaken near the subject site include:

- A deep-water retention pond in the Parker Lands at a cost of $75-$90 million;
- The renewed Brenda Leipsic dog park in the Parker Lands;
- The new $155 million Waverly Underpass;
- The Hurst Reservoir roof replacement project; and
- A Manitoba Hydro transmission tower relocation (Figure 3);

Figure 3

Parker Lands and Nearby Major Projects Under Development



Source: Client

1.4.1 New Transit Station

A new Bus Rapid Transit (BRT) station will be constructed south of the subject site in the Parker Lands. The station is part of the $467 million[2] Southwest Rapid Transitway (Stage 2) and Pembina Highway Underpass Project, on which construction began in August 2016 and is expected to be complete in 2019[3].

The project involves the completion of Stage 2 of the Southwest Transitway, the development of new transportation infrastructure as well as the renewal and expansion of the Pembina Underpass[4].

1.5 ECONOMIC BENEFITS ASSESSED

This report analyzes economic benefits stemming from the new community. The benefits are generated by:

[2] Plenary Group, *Plenary Reaches Financial close on Winnipeg Southwest Rapid Transitway Project*, June 2016. Retrieved from http://plenarygroup.com/news-and-media/news-articles-and-press-releases/2016/plenary-reaches-financial-close-on-winnipeg-southwest-rapid-transitway-project.html

[3] Winnipeg Transit, *Rapid Transit Continues Moving Forward, Preferred Bidder Selected to Construct Southwest Rapid Transitway; Functional Study to be Undertaken for Second Rapid Transit Corridor*, City of Winnipeg, May 13, 2016.

[4] Ibid.

- **The construction of the project**: The construction of the proposed residential community would contribute significantly to Winnipeg's economy and generate substantial "spinoff" benefits; and
- **The ongoing operations of the property**: Main activities related to the on-going operation of the community include maintaining the property, leasing and property management, budgeting improvements and maintaining records. In addition, the new employment accommodated by the commercial uses of the development would generate further economic benefits.

Several measures of economic benefits are assessed in this report:

- **Economic Activity:** the volume of goods and services consumed related to the proposed development, including indirect and induced benefits;
- **Contribution to GDP:** the value added component of the economic activities, a measure of the contribution to Gross Domestic Product from the construction and on-going activities of the proposed development;
- **Jobs**: The number of jobs (person-years of employment) directly and indirectly tied the development, including induced jobs;
- **Income**: The volume of income generated through the construction and operation of the proposed development and income earned by households through wages and other earnings;
- **Taxes, levies and charges**: Estimated taxes, levies and charges generated through construction and on-going operations of the development for all levels of government. Government revenues created from the construction of the development include sales taxes, land transfer taxes, labour and business income taxes, development charges and building permit fees. Government revenues generated from the on-going operations of the facility include property taxes collected from tenants as well as those collected from labour and business income; and
- Other related benefits.

This report presents a review of these estimates. It measures the magnitude of economic benefits to the community from both the construction of the development along with its on-going operation.

This study relies on analysis from the Input Output Model of the Canadian Economy, which is maintained by Statistics Canada.

2 CONTEXT BEHIND ECONOMIC IMPACT ANALYSIS

This report presents analysis on economic impacts from the construction and operation of the new community. These economic benefits are estimated using the Input-Output Multiplier Model developed and maintained by Statistics Canada.

The impact of the construction and on-going operation of the new community will take three principal forms:

- The **Direct Production and Jobs Generated** by expenditures on project construction, and those related to the on-going operation of the development;
- The **Indirect Production and Jobs Generated** from the demand for materials and services used in the direct round of activities. These indirect impacts also include the subsequent rounds of indirect impacts[5]; and
- In addition to the direct and indirect economic production impacts, many economists point to a third round of **"Induced" Economic Impacts** from an economic event. This third round of impacts acknowledges that the increased production in the direct and indirect rounds will itself spur further positive economic effects through the labour income it creates that ultimately stimulates further economic activity through personal consumption. For example, people directly employed (such as construction workers) will spend part of their income on consumption items such as food, rent or recreation, thus supporting jobs in the economy.

[5] For example, for the residential construction – the first round of indirect impacts are jobs created by companies supplying goods or services to the construction process – such as a lumber company – and the second round would be jobs created by companies supplying goods or services to the lumber company – such as the logging companies. Subsequent rounds of impact would be those jobs generated even earlier in the production chain. The same "rounds" of indirect impact also relate to the on-going operations of the development, where the first indirect round would include firms who supply the retailers who will be utilizing the commercial space in the development, who in turn consume other goods and services.

3 ESTIMATED ECONOMIC BENEFITS

3.1 ECONOMIC BENEFITS ASSOCIATED WITH CONSTRUCTION AND DEVELOPMENT ACTIVITIES

Construction and development activities related to the project will deliver tremendous economic benefits by generating:

- About **7,435 person-years** of direct, indirect and induced employment;
- About **$1.3 billion** in direct, indirect and induced economic activity;
- About **$650 million** in net contribution to GDP;
- About **$415 million** in personal income tied to the creation of direct, indirect and induced jobs;
- Some **$270 million** in operating business earnings; and
- Some **$178 million** in tax revenues and other charges for various levels of government (Figure 4).

Figure 4

Estimated Economic Benefits of New Mixed-use Development: Construction and Development Activities

	Direct	Indirect	Induced	Total
Economic Activity ($millions)	673.8	415.8	254.5	1,344.1
Gross Domestic Product ($millions)	249.4	238.1	158.1	645.6
Number of Jobs*	3,450.8	2,554.6	1,430.1	7,435.5
Wages ($millions)	203.8	139.3	69.8	412.9
Business Earnings ($millions)	110.0	90.6	73.3	273.9
Tax Revenue ($millions)				
Personal & Business Income Taxes				156.3
Municipal Taxes, Charges & Fees				2.3
Other Government Revenues (Land Transfer Taxes, GST & PST)				19.5
Total Government Revenues				**178.1**

* Person-years of employment

Source: Altus Group Economic Consulting based on Statistics Canada Input / Output Model and Other Sources

3.2 ECONOMIC BENEFITS ASSOCIATED WITH ON-GOING OPERATIONS

The ongoing operation of the proposed development (for a single-year) will generate:

- Approximately **75 person-years** of direct, indirect and induced employment;
- About **$11 million** in direct, indirect and induced economic activity;
- Some **$6.6 million** in total net contribution to GDP;
- About **$4 million** in personal income from the creation of direct, indirect and induced jobs;
- Some **$2.5 million** in total operating business earnings; and
- Approximately **$14 million** in property, business and income tax revenues for all levels of government (Figure 5).

Figure 5

Estimated Economic Benefits of New Residential Development: On-going Operations (Single-Year)

	Direct	Indirect	Induced	Total
Economic Activity ($millions)	5.6	3.2	2.6	11.4
Gross Domestic Product ($millions)	3.3	1.8	1.5	6.6
Number of Jobs*	47.7	15.6	12.0	75.3
Wages ($millions)	2.2	1.1	0.7	4.0
Business Earnings ($millions)	0.8	0.9	0.7	2.5
Tax Revenue ($millions)				
Personal & Business Income Taxes				1.4
Municipal Taxes (Property Taxes)				12.3
Total Government Revenues				**13.7**

* Person-years of employment

Source: Altus Group Economic Consulting based on Statistics Canada Input / Output Model and Other Sources

4 OTHER BENEFITS

4.1 PLANNING AND POLICY

4.1.1 OurWinnipeg

According to Section 01-1 of the *OurWinnipeg* development plan:

…complete communities should provide a range of housing options to accommodate various incomes, household types, abilities and stages of life…offering choices from traditional, single-family neighbourhoods to more dense forms of urban housing and new neighbourhoods…

The development will provide dwelling units in various densities from single-family houses to multi-unit residential buildings, and a range of tenures including rental, freehold owner and condominium to serve the needs of people from different age groups, household types and income levels. This community will provide the type of new, complete community envisioned by the *OurWinnipeg* plan.

4.1.1.1 Complete Communities

Complete Communities, one of four Direction Strategies supporting *OurWinnipeg*, is adopted as the City's land use and development guide. According to *Complete* Communities, the Parker Lands MRS should be developed following principles that:

- Support rapid transit and high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed uses within the centre of the development. These will be focused on major transit stops;
- Create strong, multi-modal and active transportation linkages;
- Promote development in accordance with Transit Oriented Development (TOD) principles;
- Promote development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies; and
- Mitigate any negative impacts new development may have on neighbouring streets, parks and properties.

The subject site and surrounding developments within the Parker Lands MRS comply with the above principles, and will help create complete communities in the City as:

- The previous Hydro Corridor will be transformed to accommodate public uses including the new Southwest Rapid Transit (SWRT) lines and the renewed Brenda Leipsic Dog Park;
- There will be an 18-hour activity zone around the SWRT station, formed by high-density residential buildings with active commercial on ground floors, a Station Plaza, nature parks, active transportation paths and various seasonal uses;
- The development will follow the Guidelines for New Development in Proximity to Railway Operations (May 2013), prepared for the Federation of Canadian Municipalities and the Railway Association of Canada;
- Following CPTED policies, the development will create public spaces that are visible to passers-by, have entrances accessible from the public pedestrian realm and have ground floors that offer a high degree of transparency; and
- New construction will be far enough from the existing neighbourhoods to avoid any negative impacts. Existing trees will be retained, and paths through parks will be universally accessible to minimize impacts on the existing natural environment.

4.1.2 Transportation Master Plan

Rapid transit is stated as an essential component for Winnipeg's on-going growth in the OP. The development of the Southwest Rapid Transitway is recognized as an initial priority in the Transportation Master Plan (TMP). According to the TMP, ridership is projected to be 1,800 passengers per hour at peak hours in the Southwest corridor, and an average density of 76 persons plus jobs per hectare is required to support the rapid transit on the corridor by 2031.

According to the City's TMP:

A key goal in OurWinnipeg is to accommodate a greater proportion of the City's future growth within the existing built boundary. This would be accomplished through redevelopment and intensification in the City's transit-supportive land-use areas: the downtown, mixed-use centres, mixed-use corridors and major

redevelopment sites…In addition, increased density will be needed to justify major transportation investments such as rapid transit.

As a transit-oriented development (TOD) in a MRS that will create 1,742 dwelling units accommodating new a population base, the development is consistent with a key goal set out in the TMP. This is because the increase in density will contribute towards the viability of the SWRT line by boosting ridership and supporting TOD in Winnipeg. Additionally, a well-designed pedestrian network will ensure that the majority of new residents will be within 400m walking distance of the SWRT station, integrating the SWRT corridor as a part of the site.

Additionally, the TMP states that,

A key underlying goal of the transportation plan is to expand the range of travel options that are available to residents, workers and visitors, and to ensure that people are not dependent on one single mode.

The new residential community helps achieve the above goal by providing a network of roads, rapid transit corridors, active transportation routes, pedestrian paths and public spaces to new residents, current residents of nearby neighbourhoods and users of other parts of the Parker Lands. By offering greater access and options for walking, cycling and transit, the proposed development will help build more healthy, livable and socially active communities.

4.2 BENEFITS OF OPEN SPACE

The subject site will retain some 3.87 acres of natural parkland which will be visible and accessible to residents. Additionally, the Parker Lands MRS will be redeveloped to include parks dedicated to both leisure and nature. As part of the redevelopment of the Parker Lands MRS, the Brenda Leipsic Dog Park will be renewed to include new walking paths and activity areas.

Parks are an essential component of any city, offering a broad range of leisure and recreation opportunities, transportation routes and places for residents to experience nature and interact with each other[6]. They also have a variety of health benefits[7] including:

[6] Sherer, P. *The Benefits of Parks: Why America Needs More City Parks and Open Space*. The Trust for Public Land, 2006.

[7] Geis, E. *The Health Benefits of Parks*. The Trust for Public Land, 2006.

- Increased frequency of exercise;
- Improved psychological health;
- Improved social health of communities through making cities more liveable; and
- Mitigating air pollution;

Studies also show clear positive impacts of urban park space and property values. The presence of trees has been found to increase the selling price of a residential unit from 1.9%[8] to 7%[9]. Additionally, studies have found that park space has a positive impact on property values, particularly for those located 1 km or closer to the park[10].

4.3 BENEFITS OF TRANSIT ORIENTED DEVELOPMENT

There are substantive benefits associated with transit-oriented development[11]:

- Those living close to a transit station drive less as their needs can be fulfilled without driving, thereby creating fewer negative impacts from their driving (pollution, noise, congestion);
- These individuals' increased use of public transit generates increased revenue for transit agencies; and
- Those living near transit stations tend to be more frequent walkers, which has health benefits;

Regarding the first point, the reduction of driving by those living close to transit stations would generate savings in vehicle operating and ownership costs. According to a 2013 study by the Canadian Automobile Association (CAA)[12], the costs of operating a vehicle (including fuel, maintenance and tires) is roughly $0.15 per kilometre driven. Furthermore, according to the CAA study, there are also fixed costs of automobile ownership, amounting to $6,500 per year (including insurance, license and registration, depreciation and interest on car loans).

[8] Dombrow et al. *The Market Value of Mature Trees in Single-Family Housing Markets*. Appraisal Journal, January 2000.

[9] Payne, B.R. *The Twenty-nine Tree Home Improvement Plan.* Natural History, 1973.

[10] Smith, D. *Valuing Housing and Green Spaces: Understanding Local Amenities, the Built Environment and House Prices in London.* Greater London Authority: London, U.K., September 2010.

[11] Noland et al., *Measuring Benefits of Transit Oriented Development*. Mineta National Transit Research Consortium, 2014.

[12] Canadian Automobile Association. *Driving Costs.* Canadian Automobile Association, 2013

Reduced driving would also improve the health of the environment. Studies have indicated that each automobile kilometre travelled generates 0.23 kg of CO^2 emissions, and the cost of CO^2 emissions for each kilometre driven is $0.01[13].

4.4 ACCOMMODATING GROWTH

According to the City of Winnipeg, the population of the City is anticipated to increase by some 200,000 individuals from 2015-2040[14]. The proposed development will include some 1,742 new residential units. These new units are estimated to accommodate some 4,180 persons[15]. As a result, the development of this new property will be a key contributor in helping manage the City's anticipated population growth.

4.4.1 Ward Revitalisation

The development will attract over 4,000 new residents to the River-Heights Fort-Garry ward in the City of Winnipeg. Census of Canada data shows that the ward's population has grown by only 270 individuals from 2001 – 2011, or 0.6% per year.

The population of the ward was 4,649 in 2011. This development will result in the ward's population growing by a substantial 95% from its 2011 level, thereby helping to substantially revitalize a mature area in the City.

This new population will also introduce new expenditure potential to the local area and beyond. Statistics Canada's data implies that Manitoba residents spent an estimated $14,953 per person on retail expenditures in 2016[16]. A new population of 4,180 individuals implies that a substantial $62.5 million in new retail expenditures per year could be introduced into the local ward and beyond. This will help strengthen the planned and existing commercial structures in proximity to the Parker Lands.

[13] Region of Waterloo, City of Kitchener et. al. *Innovative Regional Economies and Strategic Infrastructure.* Region of Waterloo, April 2015

[14] City of Winnipeg, *City of Winnipeg Population, Housing and Economic Forecast*. City of Winnipeg, 2016

[15] These estimates are formulated using persons per unit housing estimates contained in the 2011 Census of Canada.

[16] This figure is estimated using Statistics Canada's Retail Trade Survey and the 2016 Census of Canada population estimate for Manitoba.

5 CONCLUSIONS

The construction of a new residential community on the Parker Lands in the City of Winnipeg will generate substantial economic benefits in terms of jobs, GDP, incomes and tax revenues for governments. In addition, it will bring a host of other benefits including revitalizing previously underutilized vacant lands in a manner consistent with the goals outlined in the OurWinnipeg development plan.

Construction and development activities related to the proposed development will create the following benefits in terms of economic impact upon full completion:

- Over **$1.3 billion** in economic activity - **$674 million** of which is direct economic activity;
- About **$650 million** in net contribution to GDP;
- About **7,435** person-years of employment;
- Nearly **$415 million** in income for households;
- Some **$270 million** in business operating earnings; and
- **$178 million** in tax revenues, generated across all levels of government.

It is estimated that the annual economic benefits generated from the on-going operation of the newly created commercial facilities as well as from the management of the property amounts to:

- **$11 million** in economic activity;
- Some **$6.6 million** in total net contribution to GDP;
- About **75 person years** of employment;
- Some **$6.5 million** in labour income and business operating earnings; and
- About **$14 million** in tax revenues generated across all levels of government.

Other benefits include:

- The redevelopment of the Parker Lands will help transform an older, underutilized part of the City by repurposing a largely vacant land parcel into a vibrant, modern neighbourhood with significant park space served by a brand new rapid transit station;

- The development will help support development goals set out in the City of Winnipeg's *OurWinnipeg* development plan;
- Some 3.87 acres of natural park space will be retained in the proposed development allowing local residents in the district the opportunity to benefit from improved physical and psychological health;
- The transit-oriented nature of the proposed development will also generate benefits, including reduced automobile usage and improved health;
- The creation of new residential units will help the City manage its anticipated population growth;
- The development represents a significant infusion of new population into the River-Heights Fort-Garry ward, which has not seen significant population growth in many years; and
- An estimated $62.5 million of potential retail expenditure will be introduced into the local ward and beyond, providing a tremendous boost to the many retailers and personal service providers that surround the site.

Parker Lands

Parker Lands MRS

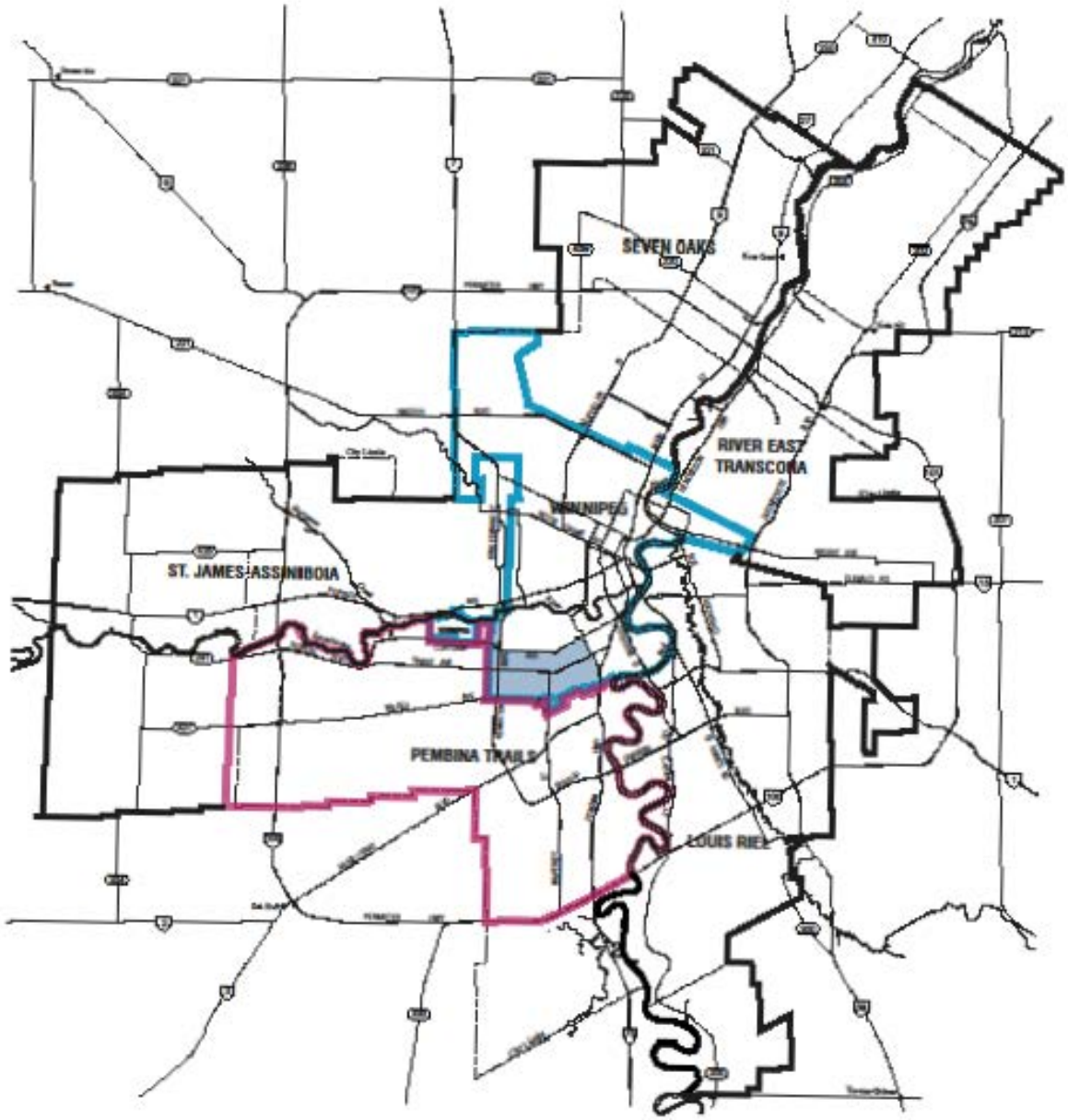
Primary and Secondary Schools Analysis



GEM EQUITIES INC.

3/1/2017

Department of Education
WINNIPEG SCHOOL DIVISIONS



Cartography by: Manitoba Conservation, GeoManitoba, 2012.

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PARKER LANDS Major Redevelopment Site

Primary and Secondary Schools Analysis

Introduction

The Parker Lands Major Redevelopment Site are situated in south central Winnipeg and have the distinction of being located in close proximity to the boundaries of two School Divisions: the Winnipeg School Division and Pembina Trails School Division.

School Division Location

The catchment area for the future children in the Parker Lands Major Redevelopment Site would be the Winnipeg School Division, Ward 1 (see map on the following page for Ward location within the City and existing schools within the neighbourhood).

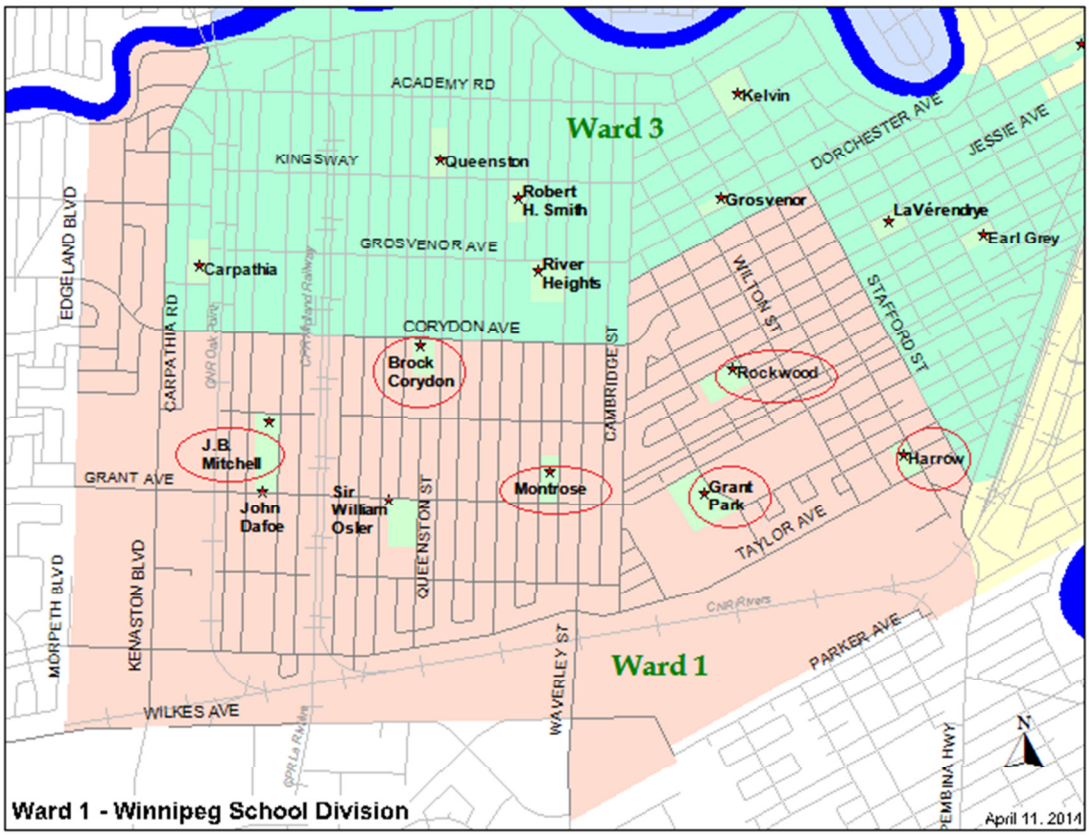
The boundaries of the Ward 1 School Division are Wilkes and Parker Avenues acting as the southern boundary, Morpeth and Edgeland Boulevards to the west, Corydon and Dorchester Avenues to the north and Stafford Street and Pembina Highway as the easternmost boundaries.

Schools within the Ward

The Parker Lands technically fall within the Winnipeg School Division, Ward 1. Schools located within this district are Brock Corydon (N-6), Grant Park High School (7-12), Harrow (N-6), J.B. Mitchell (N-6), Montrose (N-6) and Rockwood School (N-6).

All of these schools, however, are to the north of the CNR Rivers Mainline tracks which acts as a strong buffer and barrier for the Plan Area and could prove difficult and dangerous for young students and children to walk to school.

Winnipeg School Division, Ward 1



Ward 1 includes the following Schools:

Brock Corydon (N-6)	Grant Park High (7-12)
Harrow (N-6)	J. B. Mitchell (N-6)
Montrose (N-6)	Rockwood (N-6)
Sir William Osler (N-2)	

Boundary Description:

From South Division boundary (Wilkes Ave), north on extension of Morpeth Blvd, north along Morpeth Blvd, continue north along Edgeland Blvd to Assiniboine River, east along Assiniboine River to Kenaston Blvd, south along Kenaston Blvd to Corydon Ave, east along Corydon Ave to Cambridge St, north along Cambridge St to Dorchester Ave, east along Dorchester Ave to Stafford St, south along Stafford St to Pembina Hwy, south along Pembina Hwy to South Division boundary (south side of Parker Ave), west along extension of Parker Ave (south side) to Heatherdale Ave, west along north side of Parker Ave to Hurst Way, south along Hurst Way to south side of Parker Ave, continue west along extension of Parker Ave to Waverley St, north along Waverley St to Wilkes Ave, west along Wilkes Ave to extension of Morpeth Blvd (Division boundary).

Enrolment Statistics

Enrolment histories for the 6 schools located with the Plan Area catchment (Ward 1) are shown in the following pages, starting from 1982 until the most current available in 2015.

Observations were made when studying those time periods to compare the years with the highest and lowest enrolment totals compared to the most current available enrolment numbers from 2015.

If it can be assumed that the highest enrolment for a school over its lifetime indicates a potential maximum capacity at the school, then a comparison between that maximum capacity year with the current enrolment year could show the difference of how many students could potentially be placed at the school to again reach that enrolment number.

See the following school enrolment information sheets for each of the schools that illustrate the potential placements available to attain the ‘maximum’ capacity.

Brock Corydon School (Nursery to Grade 6)

Winnipeg School Division, Ward 1



Contact Information

Address: 1510 Corydon Aven
Phone: 204-488-4422
Fax: 204-489-8764
Principal: A. Morris
Immersion: Dual Track-Hebrew

Enrolment Data

Year	SE	N	K	1	2	3	4	5	6	Total
2015		16	37	38	56	38	47	27	42	301
2014		16	22	49	35	45	24	42	29	262
2013		10	34	30	40	20	33	31	23	221
2012		19	24	34	15	33	30	21	22	198
2011		12	31	14	36	32	21	24	33	203
2010		24	18	36	32	26	28	35	36	235
2009		9	29	30	28	35	34	39	40	244
2008		16	24	32	35	37	42	41	35	262
2007		20	23	34	45	38	40	37	42	279
2006		14	31	41	37	41	38	44	29	275
2005		17	30	35	42	36	37	23	52	272
2004		24	31	42	40	37	25	53	48	300
2003		16	37	38	37	24	55	45	37	289
2002		20	24	30	22	47	44	36	46	269
2001		13	21	23	41	44	37	46	43	268
2000		14	25	43	44	39	51	41	35	292
1990		34	45	32	32	40	34	39	40	296
1982			55	62	60	48	37	45	45	352

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **51**

Grant Park High (Grades 7 to 12)

Winnipeg School Division, Ward 1



Contact Information

Address: 450 Nathaniel Stree
Phone: 204-452-3112
Fax: 204-477-5633
Principal: S. Anderson

Enrolment Data

Year	SE	7	8	9	10	11	12	Total
2015	17	170	189	206	219	201	213	1215
2014	24	165	185	201	198	179	227	1179
2013	33	171	186	195	178	216	202	1181
2012	16	162	188	182	225	196	237	1206
2011	17	169	157	216	195	221	213	1188
2010	27	158	174	195	227	187	224	1192
2009	20	182	189	213	203	200	201	1208
2008	34	200	196	198	217	189	196	1230
2007	10	190	177	210	188	197	198	1170
2006		181	193	190	192	186	205	1147
2005		188	167	195	196	187	212	1145
2004	2	166	189	196	203	185	232	1173
2003		183	170	217	194	193	231	1188
2002		171	178	210	202	209	213	1183
2001		170	181	225	214	186	190	1166
2000		187	200	217	188	161	175	1128
1990	3	172	132	152	220	218	285	1182
1982	22	190	96	159	169	154	234	1024

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **15**

Harrow School (Nursery to Grade 6)

Winnipeg School Division, Ward 1



Contact Information

Address:	550 Harrow Street F
Phone:	204-453-3347
Fax:	204-453-1135
Principal:	M. Gellar

Enrolment Data

Year	SE	N	K	1	2	3	4	5	6	Total
2015		17	22	18	17	18	23	25	21	161
2014		15	22	19	20	21	23	25	27	172
2013		15	25	19	23	18	20	25	21	166
2012		22	16	24	18	21	19	21	28	169
2011		16	23	21	18	16	15	26	17	152
2010		18	23	15	18	16	17	19	10	136
2009		25	18	16	18	16	18	15	24	150
2008		14	16	19	19	20	11	21	23	143
2007		14	26	24	24	18	22	24	19	171
2006		24	21	15	20	18	20	17	14	149
2005		19	18	20	20	20	14	14	21	146
2004		18	18	18	17	18	14	21	18	142
2003		19	20	20	19	21	18	22	13	152
2002		15	20	15	21	19	19	16	13	138
2001		18	18	20	20	22	21	15	22	156
2000		15	22	20	26	23	21	22	23	172
1990		19	12	19	23	22	15	22	19	151
1982		18	30	20	25	35	29	24	30	211

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **50**

J. B. Mitchell (Nursery to Grade 6)

Winnipeg School Division, Ward 1



Contact Information

Address: 1720 John Brebeuf Place R3I
Phone: 204-488-4517
Fax: 204-488-1465
Principal: P. Huggins
Immersion: Dual Track - French

Enrolment Data

Year	SE	N	K	1	2	3	4	5	6	Total
2015		47	64	66	59	55	55	44	47	437
2014		46	64	63	53	61	43	43	48	421
2013		43	62	55	60	49	56	50	49	424
2012		38	53	61	49	58	50	51	56	416
2011		28	56	51	51	45	48	49	42	370
2010		36	57	50	44	52	49	38	47	373
2009		48	55	41	50	55	43	48	32	372
2008		42	48	54	61	41	48	33	47	374
2007		45	55	58	42	51	34	50	51	386
2006		42	56	45	52	43	48	49	60	395
2005		44	51	56	45	52	44	65	49	406
2004		42	52	50	53	48	65	53	53	416
2003		45	48	59	57	73	50	59	52	443
2002		44	54	57	75	49	64	54	42	439
2001		51	58	79	46	63	59	41	38	435
2000		44	84	58	62	56	39	36	54	433
1990*	9	42	81	73	84	65	44	52	43	493
1982							111[A]	116[B]	108[C]	335

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **56**

* In June 1989 J. B. Mitchel closed due to declining enrolment. The 1990 numbers are from Laura Secord School which occupied the J. B. Mitchell building for 1990 ONLY.

[A,B,C] In 1982 J. B. Mitchell was a middle school. Figures indictaed by superscripts A, B and C are for grades 7, 8 and 9 respectively.

Montrose School (Nursery to Grade 6)

Winnipeg School Division, Ward 1



Contact Information

Address: 691 Montrose Street R3M 3
Phone: 204-488-8112
Fax: 204-488-9895
Principal: R. Stefaniuk

Enrolment Data

Year	SE	N	K	1	2	3	4	5	6	Total
2015		34	29	31	38	35	45	38	51	301
2014		22	33	38	34	47	31	51	44	300
2013		29	39	32	44	31	48	45	42	310
2012		31	29	42	29	48	41	40	34	294
2011		31	38	32	45	44	40	34	43	307
2010		41	32	46	43	39	36	41	35	313
2009		34	43	43	42	31	45	34	44	316
2008		43	42	36	33	41	38	45	36	314
2007		44	40	32	44	39	40	38	36	313
2006		35	34	38	38	39	36	34	42	296
2005		28	41	37	42	39	30	42	41	300
2004	1	36	34	41	39	30	42	41	35	299
2003	1	31	43	36	34	36	38	37	32	288
2002	2	34	29	26	33	35	32	29	48	268
2001		20	29	33	33	31	32	51	37	266
2000		27	29	35	32	34	45	36	32	270
1990		33	29	39	26	47	31	37	27	269
1982	25		21	32	23	43	42	41	55	282

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **15**

Rockwood School (Nursery to Grade 6)

Winnipeg School Division, Ward 1



Contact Information

Address: 350 Rockwood Stre
Phone: 204-452-4210
Fax: 204-453-1970
Principal: J. Hutchison

Enrolment Data

Year	SE	N	K	1	2	3	4	5	6	Total
2015		14	23	23	15	18	28	31	38	190
2014		21	19	17	20	20	29	36	34	196
2013		13	14	22	22	31	37	34	28	201
2012		13	19	26	33	34	32	32	31	220
2011		13	15	29	29	27	27	28	33	201
2010		16	32	30	28	23	25	28	35	217
2009		27	29	24	23	16	25	36	28	208
2008		24	22	25	20	22	38	31	31	213
2007		15	23	23	24	35	28	30	37	215
2006		20	23	24	35	31	30	36	36	235
2005	8	19	29	31	29	32	31	37	39	255
2004	6	24	28	28	29	29	28	40	28	240
2003	8	24	24	26	29	28	36	31	29	235
2002	8	17	25	29	24	32	28	24	39	226
2001	7	17	22	22	32	29	25	31	35	220
2000	8	17	19	35	28	27	32	34	30	230
1990	5	18	19	22	23	27	10	17	14	155
1982	25		17	21	20	23	22	27	23	178

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **65**

Other Ward 1 Schools

The 6 preceding schools are the only ones currently listed on the Winnipeg School Division website as being part of Ward 1. There are, however, two schools within the ward boundary that notably are not included in the list: Sir William Osler School and John Dafoe School.

Sir William Osler School

Sir William Osler School, located at 1600 Grant Avenue in the south River Heights neighbourhood, closed its doors in 1991 due to declining enrolment.

With a small resurgence in population of young families moving in, Sir William Osler re-opened recently in September 2016, but only as a Nursery to Grade 2 French Milieu school.

The plan is to expand to Nursery to Grade 3 in the 2017-2018 school year and continue expanding each subsequent school year as necessary based on the demographics of the neighbourhood.

The enrolment of Sir William Osler in 1991, the year that it closed in June due to declining enrolment, was 200 students from Kindergarten to Grade 6. One can assume that the school still has the capacity to accommodate at least 200 students.

John Dafoe School

Similar to Sir William Osler School, John Dafoe School, located at 1777 Grant Avenue, closed its doors in June of 1991 due to declining enrolment. In 2010 the building was leased for use as a daycare. The location currently operates as a daycare under the name of Carpathia Children's Centre Inc. and occupies 8 classrooms of the building.

The enrolment of John Dafoe in 1991, the year it closed, was 167 students from Nursery to Grade 6. One can assume it could still have the capacity for at least 167 students if it were to be re-purposed for a school.

Other Schools Nearby the Parker Lands

General Byng School

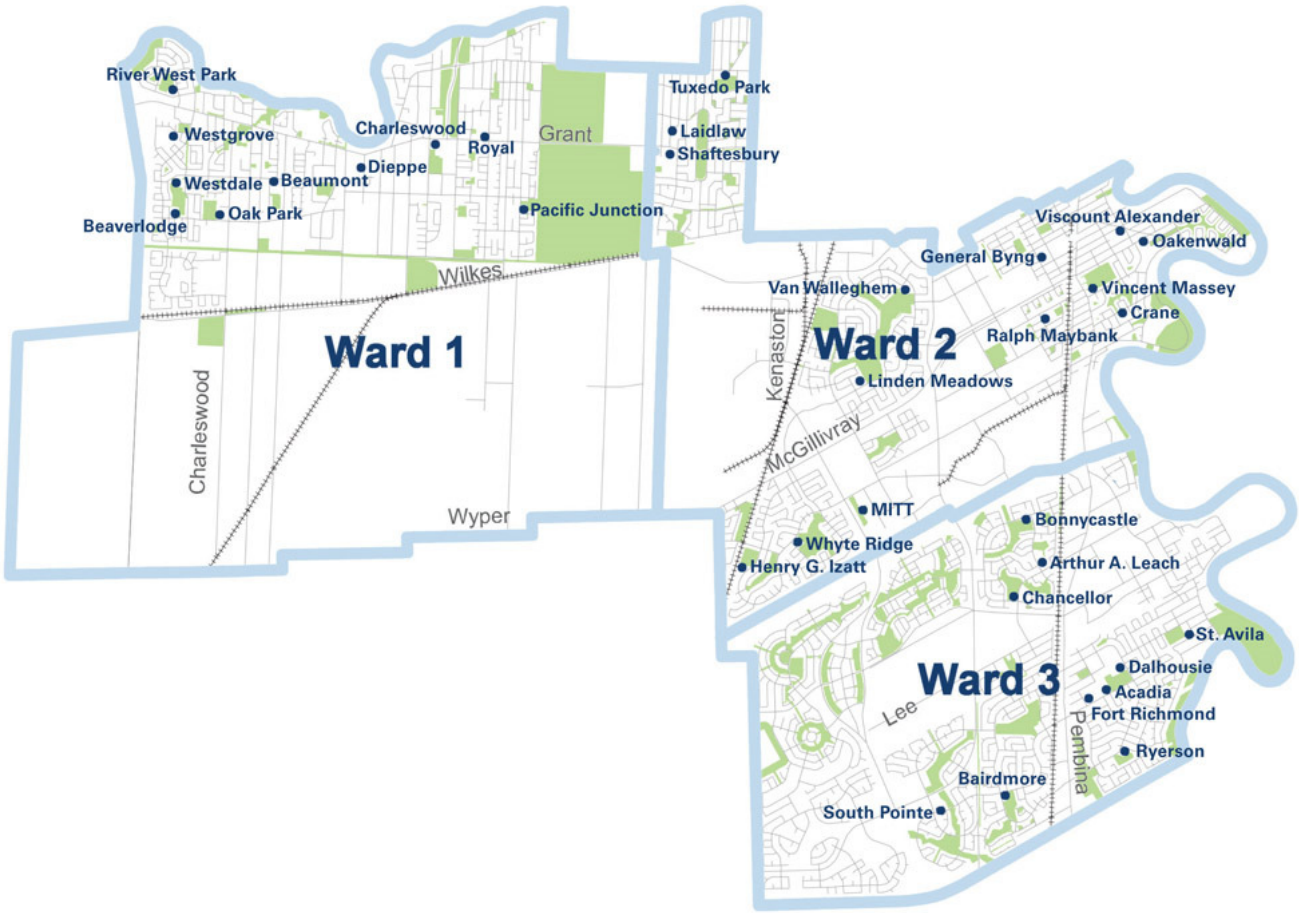
Even though it is not in the catchment area, the nearest public school within walking distance of the Parker Lands Major Redevelopment Site is General Byng School. It is located at 1250 Beaumont Street in the Beaumont Neighbourhood immediately to the south of the Plan Area which is within Ward 2 of the Pembina Trails School Division. It serves students from Kindergarten to Grade 9.

It is located about 500 meters south of Parker Avenue which would represent a little more than a five-minute walk when travelling from that boundary.

Vincent Massey Collegiate / Institut Collegial Vincent Massey

The nearest High School to the Parker Lands associated with the Pembina Trails School Division would be Vincent Massey Collegiate. It serves students from grades 9 to 12 for French immersion and grades 10 to 12 for English and is located to the east across Pembina Highway at 975 Dowker Ave.

Future discussions with the Winnipeg School Division and the Pembina Trails School Division will have to take place to determine final placement for the future students of the proposed new developments within the Parker Lands as safety and convenience may play a factor in determining what is best for the future residents.



PEMBINA TRAILS SCHOOL DIVISION
Ward Boundaries



PEMBINA TRAILS SCHOOL DIVISION
Ward 2

General Byng School (Kindergarten to Grade 9)

Pembina Trails School Division, Ward 2



Contact Information

Address: 1250 Beaumont Stre
Phone: 204-452-3040
Fax: 204-284-9287
Principal: J. Pirnie

Enrolment Data

Year	K	1	2	3	4	5	6	7	8	9	Total
2015	23	16	23	20	19	16	16	72	65	74	344
2014	16	20	21	17	15	16	32	57	68	67	329
2013	22	21	17	15	16	29	25	73	57	81	356
2012	18	18	13	17	25	23	23	49	81	57	324
2011	16	10	19	23	20	20	12	81	60	64	325
2010	12	17	20	18	19	10	20	65	63	84	328
2009	18	23	18	18	11	24	26	65	81	68	352
2008	21	17	17	9	25	23	21	77	66	79	355
2007	16	13	10	23	24	20	23	66	81	80	356
2006	12	11	22	21	23	17	23	77	76	78	360
2005	9	21	21	22	15	21	24	81	84	83	381
2004	19	21	22	15	25	24	21	79	89	105	420
2003	20	22	16	27	23	22	30	88	111	100	459
2002	22	15	27	21	19	28	25	114	102	92	465
2001	14	27	22	16	29	26	35	97	90	99	455
2000	27	24	16	29	22	32	30	89	91	88	448
1990	20	26	14	25	23	19	19	82	88	76	392
1982	58	65	11	19	22	30	28	62	51	40	386

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **121**

Vincent Massey Collegiate (English Grades 10 to 12, French Grades 9 to 12)

Pembina Trails School Division, Ward 2



Contact Information

Address: 975 Dowker Avenue R3T 1R
Phone: 204-453-8023
Fax: 204-284-0448
Principal: T. Carvey
Immersion: French

Enrolment Data

Year	SE	9	10	11	12	Total
2015	6	95	331	404	401	1237
2014	8	87	366	338	428	1227
2013	7	87	326	371	414	1205
2012	6	88	360	373	420	1247
2011		66	374	414	424	1278
2010	15		373	387	409	1184
2009	15		371	365	443	1194
2008	14		348	403	431	1196
2007	14		376	381	483	1254
2006	13		369	435	425	1243
2005			439	369	398	1206
2004			371	366	419	1156
2003			355	366	403	1124
2002	1		345	367	409	1122
2001			320	368	341	1029
2000*	1		333	318	380	1032
1990*	7		317	309	364	997
1982*			245	251	294	790

Highest Enrolment
Lowest Enrolment
Current Enrolment

Difference between current & highest enrolment **41**

* Fort Garry School Division

Enrolment Ranges by School

Winnipeg School Division, Ward 1						
School Name	Grades	High		Low		Sept. 2015
		Students	Year	Students	Year	
Brock Corydon	N-6	352	1982	198	2012	301
Grant Park	7-12	1230	2008	1024	1982	1215
Harrow	N-6	211	1982	136	2010	161
J. B. Mitchell	N-6	493	1990*	335	1982	437
Montrose	N-6	316	2009	266	2001	301
Rockwood	N-6	255	2005	155	2015	190

Pembina Trails School Division, Ward 2 (select schools)						
School Name	Grades	High		Low		Sept. 2015
		Students	Year	Students	Year	
General Byng	K-9	465	2002	324	2012	344
Vincent Massey	9-12	1278	2011	790	1982*	1237

Theoretical Available Student Capacity

Winnipeg School Division, Ward 1			
School	Highest Enrolment	2015 Enrolment	Available Capacity
Brock-Corydon	352	301	51
Grant Park	1230	1215	15
Harrow	211	161	50
J. B. Mitchell	493	437	56
Montrose	316	301	15
Rockwood	255	190	65
Total			**252**

Pembina Trails School Division, Ward 2 (select schools)			
School	Highest Enrolment	2015 Enrolment	Available Capacity
General Byng	465	344	121
Vincent Massey	1278	1237	41
Total			**162**

Available additional capacity of Winnipeg School Division Ward 1 & Pembina Trails Ward 2 combinec **414**

Conclusions

All neighbourhoods have a tendency to experience population increases or decreases after many generations of existence. Some areas within the Winnipeg School Division are experiencing an influx of new young families leading to increased enrolments in the nearby schools while others have seen enrolments drop over the last few years.

After studying the enrolments of the schools located within the Winnipeg School Division Ward 1, it can be seen that some available capacity does exist when comparing current enrolment figures with those experienced at the height of their capacities.

Between the six schools identified in this report within the Winnipeg School Division Ward 1 boundaries, the potential available capacity has been identified as a minimum of **252** students.

After a similar look at the schools that are in close proximity to the Plan Area within the neighbouring Pembina Trails School Division, available capacity was identified for a potential additional **162** students.

Between these two school divisions there could be capacity for a minimum of **414** additional students.

However, it must also be remembered that two other schools within the Winnipeg School Division Ward 1 were previously closed in the early 1990's (though one has re-opened late 2016 in limited fashion) and could therefore represent additional capacity if necessary.



Phase I Environmental Site Assessment

Parcel B Plan 10317 WLT, Winnipeg, MB

Prepared for:

GEM Equities
1383 Spruce Street
Winnipeg, MB R3E 2V8

Attn: Mr. Andrew Marquess

April 14, 2014

Pinchin File: 103452

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Issued to:	**GEM Equities**
Contact:	**Mr. Andrew Marquess**
Issued on:	**April 14, 2014**
Pinchin file:	**103452**
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W2015-039

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EXECUTIVE SUMMARY

Pinchin Ltd. (Pinchin) was retained on March 18, 2015 through an Authorization to Proceed signed by Mr. Andrew Marquess of GEM Equities (Client) to conduct a Phase I Environmental Site Assessment (ESA) of the vacant property identified as Parcel B Plan 10317 WLTO in Winnipeg, MB (Site).

The Site is vacant and undeveloped, free of any permanent structures and/or buildings with the exception of electrical transmission lines oriented in a north-south alignment near the east portion of the Site.

Pinchin was advised by the Client that the purpose of the Phase I ESA was to assess potential issues of environmental concern in relation to the potential financing of the Site.

The Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) document entitled *"Phase I Environmental Site Assessment, CSA Standard Z768-01"* dated November 2001 (reaffirmed 2012), including a review of readily-available historical records, a review of readily-accessible regulatory records, a Site reconnaissance, interviews, an evaluation of information and reporting, subject to the limitations outlined in Section 8.0 of this report.

Based on the results of the Phase I ESA completed by Pinchin, the following could result in potential subsurface impacts at the Site:

- A rail yard with several spur lines was present on the northeast portion of the Site, as identified in 1948 and 1959 aerial photographs.

Based on the findings noted above, Pinchin recommends completing a Phase II ESA at the Site.

This Executive Summary is subject to the same standard limitations as contained in the report and must be read in conjunction with the entire report. This report has been issued without having received a response from Manitoba Conservation and Water Stewardship. Once a response from this regulatory body is received, the information will be reviewed by Pinchin and, if there is any information that represents a potential issue of environmental concern, a copy of the response will be forwarded to the Client under separate cover. Our conclusions and recommendations may be amended based on this information.

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FIGURES

FIGURE 1	Key Map
FIGURE 2	Site and Surrounding Land Use Plan

APPENDICES

APPENDIX I	Opta Response
APPENDIX II	Correspondence with Regulatory Agencies
APPENDIX III	EcoLog ERIS Report
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APPENDIX V	Photographs

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1.0 INTRODUCTION

1.1 Background

Pinchin Ltd. (Pinchin) was retained on March 18, 2015 through an Authorization to Proceed signed by Mr. Andrew Marquess of GEM Equities (Client) to conduct a Phase I Environmental Site Assessment (ESA) of the vacant property identified as Parcel B Plan 10317 WLTO in Winnipeg, MB (Site).

The Site is vacant and undeveloped, free of any permanent structures and/or buildings with the exception of electrical transmission lines oriented in a north-south alignment near the east portion of the Site.

Pinchin was advised by the Client that the purpose of the Phase I ESA was to assess potential issues of environmental concern in relation to the potential financing of the Site.

1.2 Scope of Work

The Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) document entitled "*Phase I Environmental Site Assessment, CSA Standard Z768-01*" dated November 2001 (reaffirmed 2012), including a review of readily available historical and regulatory records, a Site reconnaissance, interviews, an evaluation of information and reporting, all subject to the limitations outlined in Section 8.0 of this report.

Pinchin conducted a Site reconnaissance on April 12, 2015 and was not accompanied.

Pinchin (formerly Pinchin Environmental Ltd.) previously completed the following report for the Client:

- "*Phase I Environmental Site Assessment, Vacant Land Parcel B Plan 10317 WLTO Winnipeg, Manitoba*", dated October 27, 2010 (the 2010 Pinchin Phase I ESA Report).

2.0 SITE DESCRIPTION

2.1 Site Location and Physical Description

As indicated on Figure 1 (Key Map), the Site is located north of Heatherdale Avenue and Parker Avenue and east of Hurst Way, in Winnipeg, Manitoba. The Site is situated in an area that predominantly consists of residential, commercial and industrial land uses. Figure 2 illustrates the Site and surrounding area.

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A summary of the physical description of the Site is provided below.

Topic	Details
Approximate Site Area	24 hectares (59 acres).
Buildings on-Site	None.
Approximate Year of Construction and Significant Additions or Renovations	Not applicable to the Site.
Number of Floors (Including ground level)	Not applicable to the Site.
Subsurface Levels	Not applicable to the Site.
Approximate Footprint Area of Building	Not applicable to the Site.
Approximate Total Area of Building	Not applicable to the Site.
Heating/Cooling	Not applicable to the Site.
Elevators	Not applicable to the Site.
Emergency Generators	Not applicable to the Site.
Landscaped/Grassed/Bare Ground Areas	Grass/low lying vegetation cover and forested areas are located throughout the Site, while wetland areas are located on the north-central portion of the Site.
Paved or Other Sealed Surface Materials	None observed.

2.2 Topographic, Geologic and Hydrogeological Setting

Topic	Findings
Topography of Site and Surrounding Area	The Site and surrounding area are generally flat.
Site Grade Relative to the Adjoining Properties	The Site is at a similar grade to the adjoining properties with the exception of the railway lines to the north and east of the Site which are approximately 0.25 metres (m) higher than the Site.
Subsurface Soils	Glacial Lake Agassiz clay of Pleistocene age with possible inclusions of silt layers based on the location of the Site.

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Topic	Findings
Fill Materials	None observed. Track ballasts were observed on an approximate 15 square metre (m^2) area on the east portion of the Site.
Bedrock Type	Palaeozoic carbonate formations consisting of limestone and dolomitic limestone.
Inferred Bedrock Depth	Approximately 16 to 21 m below ground surface.
Inferred Groundwater Depth	Unknown based on the information reviewed.
Nearest Open Water Body	The Red River is located approximately 650 m east of the Site. The Red River flows north and discharges into Lake Winnipeg, located approximately 50 km north of Winnipeg.
Inferred Groundwater Flow Direction	East based on the location of the Red River and regional drainage patterns.

2.3 Site Operations

The Site consists of vacant undeveloped land with no buildings or structures with the exception of electrical transmission lines oriented in a north-south alignment near the east portion of the Site. The Site consists of grassed/low lying vegetation with forested areas located throughout, with the most densely forested area on the west portion of the Site. A couple of lower lying wetland areas are located near the north-central portion of the Site. Track ballasts were observed covering an area of approximate 15 m^2 on the east portion of the Site.

3.0 HISTORICAL RECORDS REVIEW

3.1 Site Interviews and Records

There was no Site Representative available at the time of the Site reconnaissance; however, the Client advised Pinchin that the Site is currently owned by GEM Equities, that the property had never been occupied by any permanent structures and/or buildings (with the exception of the transmission lines) and that no changes have occurred to the Site since the 2010 Pinchin Phase I ESA Report.

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3.2 Aerial Photographs

Copies of aerial photographs dated 1948, 1959, 1968, 1979, 1988 and 1997 were obtained from the Manitoba Conservation and Water Stewardship's (Manitoba Conservation) Canada Map Sales in Winnipeg, Manitoba and reviewed by Pinchin. In addition, Pinchin reviewed Google Earth™ satellite imagery dated 2004 and 2011. A summary of information inferred with respect to the Site is provided in the following table:

Year of Photograph	Site
1948	The majority of the Site appeared to be occupied by vacant land with forested areas at the northwest, southeast and central areas of the Site. A rail yard with several spur lines was observed on the northeast portion of Site. What appeared to be two residential dwellings were visible on the eastern portion of the Site. Transmission lines were observed oriented in a north-south direction through the eastern portion of the Site.
1959	Similar to 1948; however, the residential dwellings were not visible.
1968, 1979, 1988, 1997, 2004 and 2011	The majority of the Site appeared to be occupied by vacant land with forested areas at the northwest, southeast and central areas of the Site. Transmission lines were observed oriented in a north-south direction through the eastern portion of the Site.

A summary of information inferred with respect to the surrounding area is provided in the following table:

Year of Photograph	North	East	South	West
1948	Railway lines followed by vacant land.	Railway lines followed by a rail yard with several spur lines.	Vacant land with the exception of transmission lines oriented in an east-west direction and sparse residential dwellings followed by a road similar in location and orientation to present-day Parker Avenue.	Vacant land followed by a thin roadway then vacant land.
1959	Railway lines followed by vacant land then residential dwellings.	Similar to 1948.	Similar to 1948 with the addition of residential dwellings.	A railway spur line followed by vacant land.

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Year of Photograph	North	East	South	West
1968	Railway lines followed by vacant land followed by a road similar in orientation to present-day Taylor Avenue.	A railway line followed by vacant land smaller scale buildings.	Similar to 1959.	Similar to 1959; however, two retention ponds were visible to the southwest.
1979	Similar to1968.	Similar to1968.	Similar to 1968. Areas to the southwest were not observed on the aerial photograph.	Areas west of the Site were not visible on the aerial photograph.
1988	Similar to 1979.	A railway line followed by vacant land and two buildings similar in size and configuration to the present-day commercial buildings located at 1056 Parker Avenue.	Similar to 1968/1979.	Similar to the 1968; however, the railway spur line was not visible and a structure appeared to be constructed where one of the retention ponds had formerly been located.
1997	Similar to 1988 with the addition of a suspect retail fuel outlet (RFO) with associated structures (i.e., canopy) located at present-day 1330 Taylor Avenue.	Similar to 1988 with the addition of a building similar in size and configuration to the present-day commercial building (associated with the communications tower) located at 1060 Parker Avenue.	Similar to 1988.	Similar to 1988.

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Year of Photograph	North	East	South	West
2004	Similar to 1997 with the addition of a building similar in size and configuration to the present-day commercial building located at 1260 Taylor Avenue north of the railway lines.	Similar to 1997.	Similar to 1997.	Similar to 1997 with the addition of buildings similar in size and configuration to the present-day commercial buildings located at at 830 and 834 and Waverley Street.
2011	Similar to 2004 with the addition of buildings similar in size and configuration to the present-day commercial buildings located at 1130-1190, 1310 and 1320 Taylor Avenue north of the railway lines.	Similar to 2004.	Similar to 2004.	Similar to 2004 with addition of a building similar in size and configuration to the present-day commercial building located at 45 Hurst Way.

A railway yard with several railway spur lines were observed on the northeast portion of the Site in the 1948 and 1959 aerial photographs. Creosote or chromated copper arsenate (CCA) used to treat the railway ties have the potential to impact soils in the vicinity of railway lines. Based on the above-noted information, it is Pinchin's opinion that the former railway yard and railway spur lines located on the northeast portion of the Site could result in potential subsurface impacts at the Site.

Railway lines were observed north, east and west of the Site in the aerial photographs reviewed. These railway lines are located approximately 5 to 15 m from the Site. CCA used to treat the railway ties have the potential to impact soils in the vicinity of railway lines; however, these impacts are typically minor, localized, and near the surface. Based on the above-noted information, it is Pinchin's opinion that these off-Site railway lines are unlikely to result in potential subsurface impacts at the Site.

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An RFO with associated structures (i.e., canopy, etc.) was observed approximately 45 m north of the Site in the 1997, 2004 and 2011 aerial photographs. This property is situated hydraulically transgradient from the Site relative to the inferred groundwater flow direction. Based on the distance between this RFO and the Site, as well as the inferred groundwater flow direction and the low permeability of soil types in the area, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Based on Pinchin's review of the above-noted aerial photographs, the following could result in potential subsurface impacts at the Site:

- A rail yard with several railway spur lines located on the northeast portion of the Site in the 1948 and 1959 aerial photographs.

3.3 Opta Information Intelligence

Pinchin contacted Opta Information Intelligence (Opta) to obtain copies of Fire Insurance Plans (FIPs) related to the Site and surrounding area, as well as Property Underwriters' Reports and Property Underwriters' Plans related to the Site. Manitoba Archives was also contacted regarding availability of FIPs for the Site and surrounding area. Opta provided a written response dated April 8, 2015 indicating there were no records on-file for the Site. A copy of Opta's response is provided in Appendix I. Manitoba Archives did have FIPs available:

- FIP dated 1960 for the area including the Site (from Manitoba Archives).

Based on Pinchin's review of the FIP, the following was noted:

- The key plan for the 1960 FIP indicated that the Site was vacant and that residential dwellings were present south of Parker Avenue. In addition, the Site was bounded on the north and east by a railway line. As previously noted, it is Pinchin's opinion that these railway lines are unlikely to result in potential subsurface impacts at the Site.

Based on Pinchin's review of the information provided by Manitoba Archives, nothing was identified that is likely to result in potential subsurface impacts at the Site.

3.4 City Directories

City directories for the years 1901 to 2000 were reviewed by Pinchin at the Manitoba Legislative Library. It should be noted that no city directories were available for the City of Winnipeg subsequent to 2000.

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A summary of information obtained with respect to the Site is provided in the following table:

Year(s)	Occupant Listings for Site Address
1901-2000	No listing.

In general, the city directories indicated that the surrounding area has been historically occupied by commercial and residential land uses since the early-1900s. No historical dry cleaning operations, RFOs or other operations of potential environmental concern were identified; however, Pinchin notes the following:

- An RFO was listed at 1330 Taylor Avenue from 1993 to 2000. This RFO is still present at this location, approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Based on Pinchin's review of the above-noted city directories, nothing was identified that is likely to result in potential subsurface impacts at the Site.

3.5 Previous Environmental Reports

2010 Pinchin Phase I ESA Report

The Phase I ESA completed by Pinchin in October 2010 consisted of historical reviews, a review of surrounding properties, a regulatory database search, and interviews as well as an exterior assessment of the Site. The 2010 Phase I ESA concluded with the following:

- *A rail yard with several spur lines was observed on the northeast portion of the Site in the 1948 and 1959 aerial photographs.*

Based on the findings noted above, Pinchin recommends completing a Phase II ESA at the Site.

Based on Pinchin's review of the above-referenced report, the following could result in potential subsurface impacts at the Site:

- A rail yard with several spur lines was present on the northeast portion of the Site, as identified in 1948 and 1959 aerial photographs.

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3.6 Historical Summary

Based on the results of the historical review, the following could result in potential subsurface impacts at the Site:

- A rail yard with several spur lines was present on the northeast portion of the Site, as identified in 1948 and 1959 aerial photographs.

4.0 REGULATORY INFORMATION AND CORRESPONDENCE

4.1 Site Regulatory Information

Pinchin requested copies of permits, approvals and registrations from the Client and was advised that there is no regulatory information with respect to the Site.

4.2 Manitoba Conservation and Water Stewardship

Inquiries were made with Manitoba Conservation regarding any orders, violations or spills. At the time of writing this report, a written response had not been received from Manitoba Conservation. When a formal response is received, it will be reviewed by Pinchin. If there is any information that represents a potential issue of environmental concern, a copy of the response will be forwarded to the Client under separate cover. Our conclusions and recommendations may be amended based on this information. A copy of the request is provided in Appendix II.

Pinchin conducted a search for properties within a 200 m radius of the Site listed in Manitoba Conservation's Contaminated/Impacted Sites Database updated April 1, 2015. The Site was not identified in the database.

One surrounding property (1330 Taylor Avenue - Taylor Esso) was listed in Manitoba Conservation's Contaminated/Impacted Sites Database. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Pinchin conducted a search for properties within a 200 m radius of the Site listed in the Manitoba Conservation Hazardous Waste Generator Registrations Database updated August 19, 2014. The Site was not identified in the registrations database.

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1056 Parker Avenue (Canadian National Railway) was listed in the Manitoba Conservation Hazardous Waste Generator Registrations Database. This property is located approximately 35 m east of the Site and is inferred to be hydraulically downgradient relative to the Site. During the Site reconnaissance, a metal bin filled with 20 litre (L) containers (contents unknown) was observed approximately 40 m from the Site. No additional outdoor storage of chemicals was observed. Based on the distance between this property/possible chemical storage and the Site, as well as the inferred groundwater flow direction, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

1330 Taylor Avenue (Taylor Esso Auto Wash Express Lube) was listed in the Manitoba Conservation Hazardous Waste Generator Registrations Database. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

1320 Taylor Avenue (The Christian Press) was listed in the Manitoba Conservation Hazardous Waste Generator Registrations Database. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. Based on the distance between this property and the Site, as well as the inferred groundwater flow direction, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

No additional surrounding properties within a 200 m radius were listed in the registrations database.

4.3 Local and Municipal Government

The City of Winnipeg maintains records regarding sewer-use infractions and other information related to sewer use. Given that the present activities at the Site as identified in this Phase I ESA are not expected to result in sewer discharges outside those permitted by City of Winnipeg bylaws, Pinchin did not contact the City of Winnipeg as part of this Phase I ESA.

In addition, Pinchin reviewed The City of Winnipeg's map entitled "Boundaries of Landfills and Dumps in the Winnipeg Area" dated 1993, which indicates the approximate boundaries of former and current landfills and dump sites in the City of Winnipeg. No landfills or dump sites were observed within 200 m of the Site.

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4.4 EcoLog ERIS

Pinchin submitted a request to EcoLog Environmental Risk Information Service Ltd. (ERIS) for a review of the following databases, as they pertain to the Site and surrounding properties:

- "*National PCB Inventory*", dated 1988 to 2008;
- "*Fuel Storage Tanks*", dated 1905 to February 2003;
- "*Bulk Fuel Distributors*", dated 2006 to July 2013;
- "*Retail Fuel Storage Tanks*", dated 1999 to July 2014;
- "*Waste Generators Summary*", dated 1985 to September 2012; and
- "*Waste Receivers Summary*", dated 1998 to July 2012.

A copy of the EcoLog ERIS report is provided in Appendix III. Based on a review of the information obtained from the above-noted sources, Pinchin notes the following:

- The Site was not listed in any of the above-noted databases reviewed by Pinchin;
- Canadian National Railway, located at 1056 Parker Avenue, was listed in the Waste Generator Summary Database as a generator (registration # MBG004300) of undisclosed waste types. This property is located approximately 35 m east of the Site and is inferred to be hydraulically downgradient relative to the Site. As discussed in Section 4.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site;
- The Christian Press, located at 1320 Taylor Avenue, was listed in the Waste Generator Summary Database as a generator (registration # MBG11335) of undisclosed waste types. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in section 4.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site;

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- Taylor Esso, located at 1330 Taylor Avenue, was listed in the Bulk Fuel Distributor Database as well as the Fuel Storage Tank Database as having two 35,000 L underground storage tanks (USTs), one 25,000 L UST and one 5,000 L UST installed in 1990. Reportedly, the 35,000 L UST and the 25,000 L UST were subsequently tested in 1994 following their installation. Taylor Esso Auto Wash Express Lube was also listed in the Waste Generator Summary Database as a generator (registration #MBG001422) of undisclosed waste types. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site; and
- Two additional surrounding properties (1355 Taylor Avenue - Stantec Consulting Ltd. and 75 Poseidon Bay - and Pan Am Clinic) were listed in the Waste Generator Summary Database. These properties are located greater than 100 m from the Site. Based on the distance between these properties and the Site, it is Pinchin's opinion that these properties are unlikely to result in potential subsurface impacts at the Site.

4.5 Regulatory Information Summary

Based on the regulatory information reviewed, nothing was identified that is likely to result in potential subsurface impacts at the Site.

5.0 SITE RECONNAISSANCE

Pinchin (see Appendix IV for assessor qualifications) conducted a Site reconnaissance on April 12, 2015, and was not accompanied. The Site reconnaissance included a walk-through of accessible areas of the Site. At the time of the Site reconnaissance, the ground surface was mostly dry with some low lying areas with standing water and the weather was overcast. The Site reconnaissance was documented with notes and photographs. The results of the Site reconnaissance are discussed below. Photographs of some of the features noted during the Site reconnaissance are attached in Appendix V.

5.1 Hazardous Materials

Topic	Findings
Chemicals	None observed.
Compressed Gases	None observed.

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Topic	Findings
Hazardous Waste	None observed.

5.2 Storage Tanks

5.2.1 Aboveground Storage Tanks

No aboveground storage tanks were observed on-Site.

5.2.2 Underground Storage Tanks

No evidence of USTs (i.e., fill/vent pipes) was observed on-Site.

5.3 Water and Wastewater

Topic	Findings
Water Supply Source	The Site does not currently have a water supply. Water for the City of Winnipeg is supplied by Shoal Lake. Groundwater is not used as a source of potable water in the area.
Water Use	Not applicable to the Site.
Sanitary/Process Wastewater Receptor	Not applicable to the Site.
Pits, Sumps or Lagoons	Not applicable to the Site.
Grease Traps	Not applicable to the Site.
Oil/Water Separators	Not applicable to the Site.
Storm Water Flow and Receptor	Storm water would likely run overland to percolate naturally through the soil.
Wells	None observed.
Watercourses, Ditches or Standing Water	Standing water was observed in lower lying wetland areas located near the north-central portion of the Site.

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5.4 Polychlorinated Biphenyls

The use of polychlorinated biphenyls (PCBs) as dielectric fluids in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors was common up to about 1980. The Federal PCB Regulations, SOR/2008-273, regulate the manufacture, import, export, sale, use and processing of PCBs. In addition, these regulations aim to eliminate the use of high level PCBs (greater than 500 milligrams per kilogram (mg/kg)), as well as low level PCBs (50-500 mg/kg) on or within 100 m of a "Sensitive Site" (e.g., drinking water treatment facility, feed/food processing plant, child care facility, schools, hospitals, etc.), by December 31, 2009. Light ballasts, pole top transformers, and other electrical equipment with low level PCBs (50-500 mg/kg) in non-sensitive sites are aimed to be eliminated by December 31, 2025.

No potential PCB-containing equipment was observed on-Site and no hydraulic equipment was observed on-Site. No transformers were observed on-Site.

5.5 Asbestos-Containing Materials

Asbestos-containing materials (ACMs) are commonly found in building construction materials (particularly in older buildings constructed prior to 1985). Friable asbestos (friable is defined as a material that can be crumbled, powdered or pulverized by hand pressure) was widely used in sprayed fireproofing until 1973, and in decorative or finishing plasters, and thermal systems insulation until the early 1980s. Non-friable or manufactured asbestos products were widely used in building construction including in vinyl floor tiles, sheet flooring, ceiling tiles, pipe gaskets, roofing materials, asbestos cement boards, and numerous other products until the mid-1980s. A very limited number of non-friable asbestos products in limited quantities are still in use currently in building construction.

Given that the Site consists of vacant undeveloped land, it is unlikely that ACMs are present on-Site.

5.6 Lead-Containing Paints

Lead was commonly used as an additive in paints with no restricted level up until the mid-1970s. This included architectural paints used on interior and exterior surfaces, consumer paints, and paint on furniture and other household items. Beginning in 1976, the federal government limited the amount of lead in paints to 5,000 parts per million (ppm) and steadily reduced the lead content, primarily in the interest of public safety. The current limit set by the federal government is 90 ppm. In 1991, paint manufacturers initiated a voluntary program to limit lead in paint to 600 ppm, which is considered an action level by the provincial labour regulator; however, even today, there is no restriction on lead in paints used for anti-corrosion purposes (e.g., steel primers and exterior coatings) and road markings.

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Given that the Site consists of vacant undeveloped land, it is unlikely that lead-containing paints are located on-Site.

5.7 Ozone-Depleting Substances

The bulk storage of ozone-depleting substances (ODSs) was not observed.

Given that the Site consists of vacant undeveloped land, it is unlikely that ODSs are present on-Site.

5.8 Radon

Radon is a radioactive gas formed by naturally occurring radioactive breakdown of uranium in soil, rocks and even groundwater. Radon is invisible and odourless and, as such, cannot be detected by humans. Furthermore, radon escapes from the ground and mixes with outdoor air forming concentrations that are too low to be of concern; however, if radon enters a building the concentrations can accumulate to higher levels. Health Canada has developed guidelines for acceptable levels of radon in buildings and has indicated that radon levels should not exceed 200 Becquerel per cubic metre (Bq/m^3); however, there are currently no regulations governing acceptable levels of radon within buildings, and no requirements for testing or mitigation if levels are found to exceed the current Health Canada guidelines.

Given that the Site consists of vacant undeveloped land, the potential presence of radon within buildings is not applicable to the Site.

5.9 Mould or Microbial Contamination

The presence of mould or other microbiological contamination in buildings has become a concern to building tenants and owners due to potential health effects on occupants and users. Provincial Ministries of Labour have recently issued guidelines on enforced regulations to protect the health of construction workers who are exposed to mould in the course of building renovation. The presence of water leaks or high humidity can cause the growth or amplification of mould within building environments.

Given that the Site consists of vacant undeveloped land, the potential presence of mould within buildings is not applicable to the Site.

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5.10 Air Emissions

Topic	Findings
Washroom Vents	Not applicable to the Site.
Kitchen Vents	Not applicable to the Site.
Heating/Cooling	Not applicable to the Site.
Emergency Generators	Not applicable to the Site.
Process Vents	No strong, pungent or noxious odours were identified.
Odours	Not applicable to the Site.
Permits / Approvals	Not applicable to the Site.

5.11 Staining and Stressed Vegetation

No evidence of historical chemical discharges or releases (i.e., staining or stressed vegetation) was observed during the Site reconnaissance and none were reported by the Client.

5.12 Non-Hazardous Wastes

Topic	Findings
Non-hazardous Wastes	Not currently generated at the Site. A tire was observed on the west portion of the Site.
Recyclables	Not currently generated at the Site.

6.0 ACTIVITIES ON ADJACENT PROPERTIES

The Site is located in an urban area that consists of residential, commercial and industrial land uses. A description of the adjacent properties is summarized in the following table, based on Pinchin's observations from the Site and publicly accessible locations:

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	North	East	South	West
Operation or Activity	Railway lines followed by commercial buildings (i.e., Walmart, Sobeys, RBC, The Christian Press, Esso, etc.).	A railway line followed by a railway yard developed with a building identified as 'CN Rail Signals and Communications, an additional unidentified building.	Heatherdale Avenue and residential dwellings south of the east portion of the Site and vacant land with forested areas and transmission lines south of the remaining portions of the Site. A communications tower and two associated buildings are located adjacent to the southeast corner of the Site.	A forested area followed by a gravel road followed by commercial buildings (i.e., Winnipeg Humane Society, Storageville etc.)
Direction with Respect to Inferred Groundwater Flow	Transgradient.	Downgradient.	Transgradient.	Upgradient.
Visible Emissions	None observed	None observed.	None observed.	None observed.
Visible Outdoor Storage of Hazardous Materials	Fill and vent pipes associated with the RFO.	A metal bin filled with 20 L containers (contents unknown.	None observed.	None observed

Railway lines were observed approximately 5 to 15 m east and north of the Site. As previously noted, it is Pinchin's opinion that these railway lines are unlikely to result in potential subsurface impacts at the Site.

A metal bin filled with 20 L containers (contents unknown) was observed approximately 40 m east of the Site. As noted in Section 4.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

An Esso RFO was observed approximately 45 m north of the Site. As previously noted, it is Pinchin's opinion that this RFO is unlikely to result in potential subsurface impacts at the Site.

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Based on Pinchin's observations of the adjacent properties, nothing was observed that is likely to result in potential subsurface impacts at the Site.

7.0 FINDINGS AND RECOMMENDATIONS

Based on the results of the Phase I ESA completed by Pinchin, the following could result in potential subsurface impacts at the Site:

- A rail yard with several spur lines was present on the northeast portion of the Site, as identified in 1948 and 1959 aerial photographs.

Based on the findings noted above, Pinchin recommends completing a Phase II ESA at the Site.

8.0 STANDARD LIMITATIONS

This Phase I ESA was performed in order to identify potential issues of environmental concern associated with the vacant Site identified as Parcel B Plan 10317 WLTO, Winnipeg, MB, at the time of the Site reconnaissance. This Phase I ESA was performed in general compliance with currently acceptable practices for environmental site investigations, and specific Client requests, as applicable to this Site. This report was prepared for the exclusive use of GEM Equities, subject to the conditions and limitations contained within the duly authorized proposal. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of the third parties. If additional parties require reliance on this report, written authorization from Pinchin will be required. Such reliance will only be provided by Pinchin following written authorization from Client. Pinchin disclaims responsibility of consequential financial effects on transactions or property values, or requirements for follow-up actions and costs. No other warranties are implied or expressed.

Pinchin will not be responsible for any consequential or indirect damages. Pinchin will only be liable for damages resulting from the negligence of Pinchin. Pinchin will not be liable for any losses or damage if the Client has failed, within a period of two years following the date upon which the claim is discovered (Claim Period), to commence legal proceedings against Pinchin to recover such losses or damage unless the laws of the jurisdiction which governs the Claim Period which is applicable to such claim provides that the applicable Claim Period is greater than two years and cannot be abridged by the contract between the Client and Pinchin, in which case the Claim Period shall be deemed to be extended by the shortest additional period which results in this provision being legally enforceable.

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The information provided in this report is based upon analysis of available documents, records and drawings, and personal interviews. In evaluating the Site, Pinchin has relied in good faith on information provided by other individuals noted in this report. Pinchin has assumed that the information provided is factual and accurate. In addition, the findings in this report are based, to a large degree, upon information provided by the current owner/occupant. Pinchin accepts no responsibility for any deficiency, misstatement or inaccuracy contained in this report as a result of omissions, misinterpretations or fraudulent acts of persons interviewed or contacted, or contained in reports that were reviewed. The scope of work for this Phase I ESA did not include an intrusive investigation for designated substances (i.e., asbestos, mould, etc.) and, therefore, these materials may be present in concealed areas.

Pinchin makes no other representations whatsoever, including those concerning the legal significance of its findings, or as to other legal matters touched on in this report, including, but not limited to, ownership of any property, or the application of any law to the facts set forth herein. With respect to regulatory compliance issues, regulatory statutes are subject to interpretation and these interpretations may change over time.

The CSA document entitled "*Phase I Environmental Site Assessment, CSA Standard Z768-01*" dated November 2001 (reaffirmed 2012), does not apply to environmental auditing or environmental management systems. Therefore, with respect to Site operations and conditions, compliance with applicable Federal, Provincial or Municipal acts, regulations, laws and/or statutes was not evaluated as part of the Phase I ESA.

9.0 REFERENCES

1. Mr. Andrew Marquess.
2. Manitoba Conservation and Water Stewardship's Contaminated/Impacted Sites List.
3. Manitoba Conservation and Water Stewardship's Hazardous Waste Generator Registrations Report.
4. Manitoba Conservation and Water Stewardship's Canada Map Sales.
5. Opta Information Intelligence "49.849646 97.166591, dated April 8, 2015 (Opta Order ID: 20656).
6. City of Winnipeg.
7. Manitoba Archives.
8. Manitoba Legislative Library.

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9. Google Earth™.

10. EcoLog ERIS report entitled "*103452 Parcel B Plan 10317 Winnipeg MB*", dated March 30, 2015 (ERIS Project # 20150325110).

11. "*Geohydrology of the Metropolitan Winnipeg Area as Related to Groundwater Supply and Construction*", prepared by F.W. Render, dated 1970.

12. "*Boundaries of Landfills and Dump in the Winnipeg Area*", prepared by the City of Winnipeg Works and Operations Division Waterworks Waste and Disposal Department, dated 1993.

13. "*Cross-Canada Survey of Radon Concentrations in Homes – Final Report*", prepared by Health Canada and dated March 2012.

14. "*Phase I Environmental Site Assessment Vacant Land Parcel B Plan 10317 WLTO Winnipeg, Manitoba", dated October 27, 2010.*

15. "*Geological Engineering Maps & Report for Urban Development of Winnipeg*", prepared by the Department of Geological Engineering University of Manitoba, dated 1983.

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Template: Master Report for Phase I ESA - Stage 1 PSI, EDR, February 2, 2015

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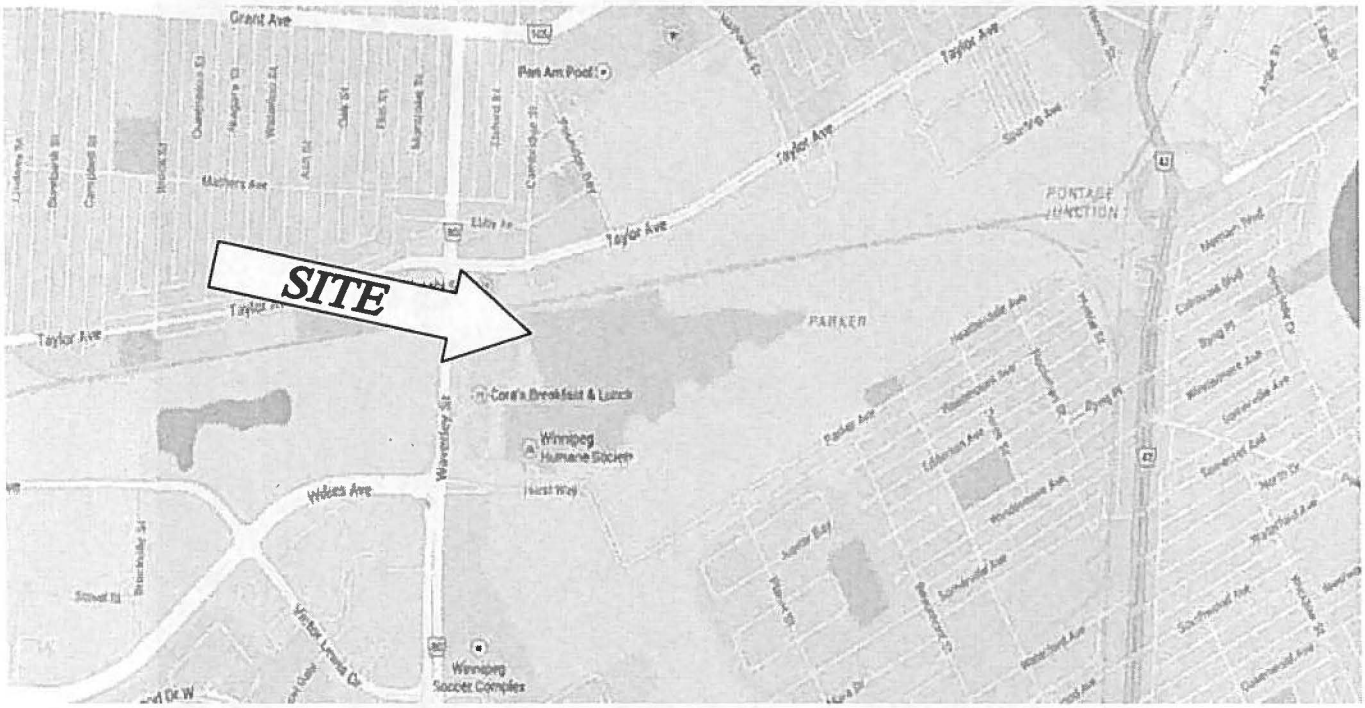
FIGURES



PINCHIN	PROJECT NAME: PHASE I ENVIRONMENTAL SITE ASSESSMENT			
	CLIENT NAME: GEM EQUITIES			
	PROJECT LOCATION: VACANT LAND, PARCEL B PLAN 10317 WLTO, WINNIPEG, MB			
	FIGURE NAME: KEY MAP			FIGURE NO.: 1
	APPROXIMATE SCALE: NOT SHOWN	PROJECT NO.: 103452	DATE: APRIL 2015	

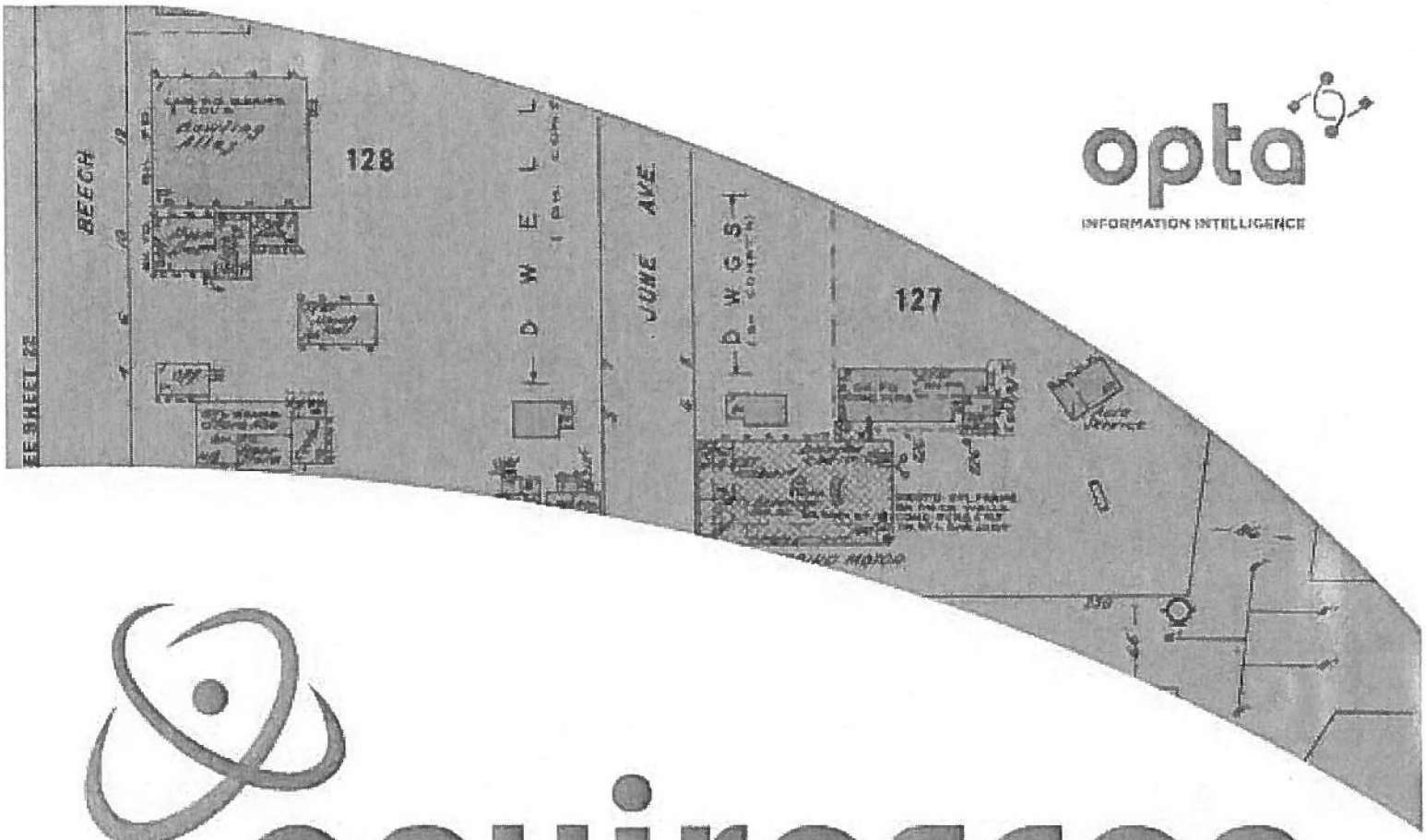


INFERRED GROUNDWATER FLOW DIRECTION

PINCHIN

PROJECT NAME: PHASE I ENVIRONMENTAL SITE ASSESSMENT			
CLIENT NAME: GEM EQUITIES			
PROJECT LOCATION: VACANT LAND, PARCEL B PLAN 10317 WLTO, WINNIPEG, MB			
DRAWING NAME: SITE AND SURROUNDING LAND USE PLAN			FIGURE NO.: 2
SCALE: AS SHOWN	PROJECT NO.: 103452	DATE: APRIL 2015	

APPENDIX I
Opta Response



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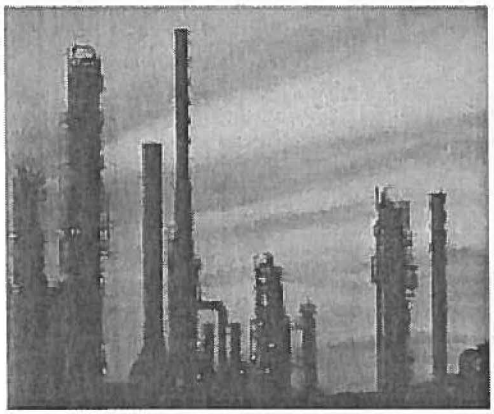





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Report Completed By:
Anthony Remonde

Site Address:
49.849646 97.166591

Project No:

Opta Order ID:
20656

Requested by:
Bernice Spitaels
Pinchin Environmental Limited

Date Completed:
4/8/2015 8:13:47 AM

ENVIROSCAN Report

Search Area: 49.849646 97.166591

Requested by:
Bernice Spitaels
Date Completed: April 8, 2015 08:13:47

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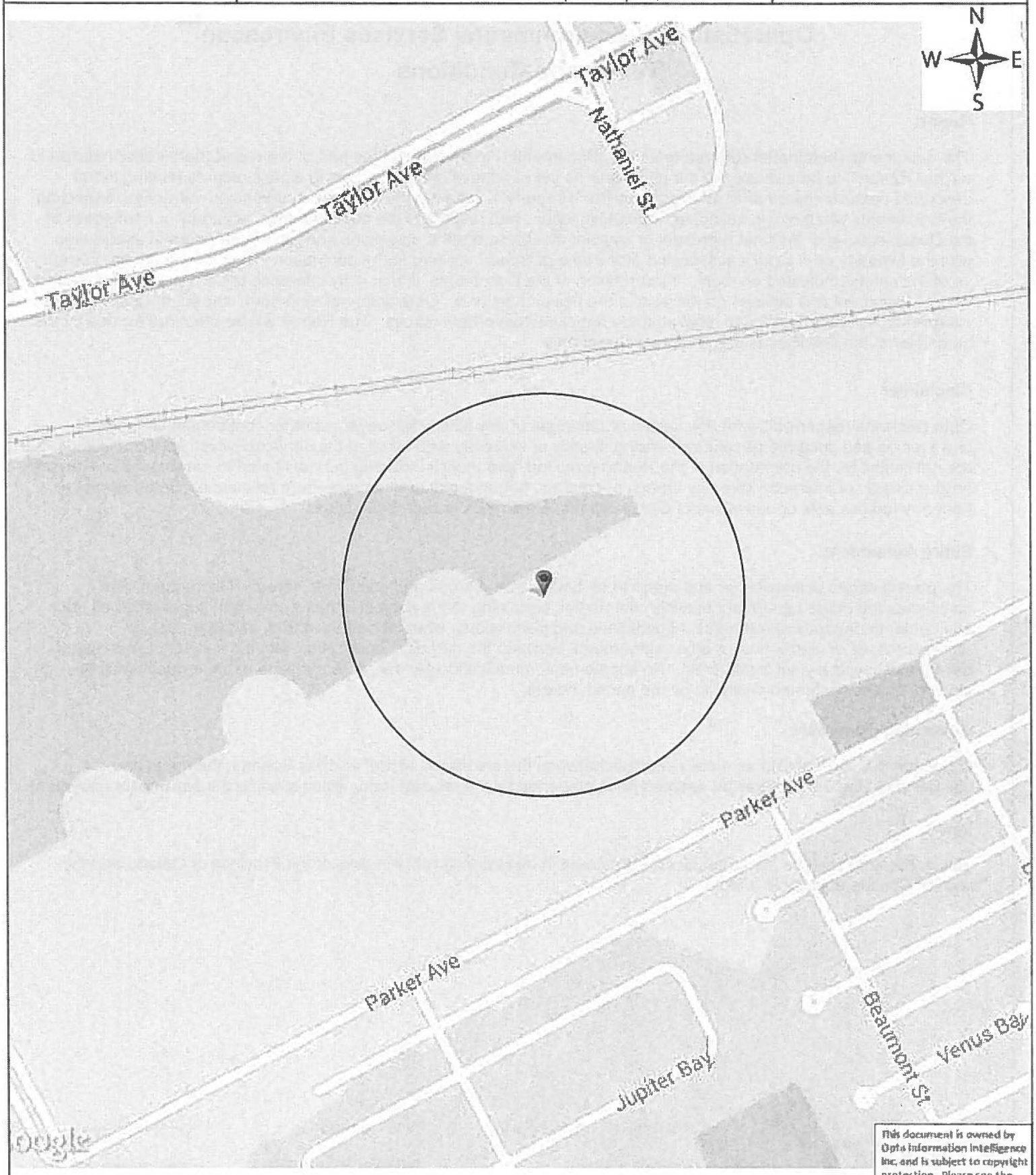

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Report

The documents (hereinafter referred to as the "Documents") to be released as part of the report (hereinafter referred to as the "Report") to be delivered to the purchaser as set out above are documents in Opta's records relating to the described property (hereinafter referred to as the "Property"). Opta makes no representations or warranties respecting the Documents whatsoever, including, without limitation, with respect to the completeness, accuracy or usefulness of the Documents, and does not represent or warrant that these are the only plans and reports prepared in association with the Property or in Opta's possession at the time of Report delivery to the purchaser. The Documents are current as of the date(s) indicated on them. Interpretation of the Documents, if any, is by inference based upon the information which is apparent and obvious on the face of the Documents only. Opta does not represent, warrant or guarantee that interpretations other than those referred to do not exist from other sources. The Report will be prepared for use by the purchaser of the services as shown above hereof only.

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Opta disclaims responsibility for any losses or damages of any kind whatsoever, whether consequential or other, however caused, incurred or suffered, arising directly or indirectly as a result of the services (which services include, but are not limited to, the preparation of the Report provided hereunder), including but not limited to, any losses or damages arising directly or indirectly from any breach of contract, fundamental or otherwise, from reliance on Opta Reports or from any tortious acts or omissions of Opta's agents, employees or representatives.

Entire Agreement

The parties hereto acknowledge and agree to be bound by the terms and conditions hereof. The request form constitutes the entire agreement between the parties pertaining to the subject matter hereof and supersedes all prior and contemporaneous agreements, negotiations and discussions, whether oral or written, and there are no representations or warranties, or other agreements between the parties in connection with the subject matter hereof except as specifically set forth herein. No supplement, modification, waiver, or termination of the request shall be binding, unless confirmed in writing by the parties hereto.

Governing Document

In the event of any conflicts or inconsistencies between the provisions hereof and the Reports, the rights and obligations of the parties shall be deemed to be governed by the request form, which shall be the paramount document.

Law

This agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

Selected Fire Insurance Plans and Inspection Reports

Requested by:
Bernice Spitaels
Date Completed: April 8, 2015 08:13:47

OPTA INFORMATION INTELLIGENCE

Search Fee	**$50.00**
2-Day Rush Fee	**$110.00**

Selected Fire Insurance Plans

None

Selected Inspection Reports

None

Total	**$160.00**

Excluded Fire Insurance Plans and Inspection Reports

Requested by:
Bernice Spitaels
Date Completed: April 8, 2015 08:13:47

enviroscan
OPTA INFORMATION INTELLIGENCE

Excluded Fire Insurance Plans
None

Excluded Inspection Reports
None

opta
INFORMATION INTELLIGENCE

175 Commerce Valley Drive W
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L3T 7Z3

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An SCM Company
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APPENDIX II
Correspondence with Regulatory Agencies

PINCHIN FILE NO: 103452

Manitoba
Conservation and Water Stewardship

FILE SEARCH REQUEST FORM

NOTE: Please **COMPLETE** the questions below in order that Manitoba Conservation can effectively respond to your request for information as to outstanding Licenses, Orders or Violations, etc. against the indicated property. **A cheque or money order, in the amount of $94.50 ($90.00 + $4.50 G.S.T.) made payable to the Minister of Finance, must accompany this request.**

We will endeavor to respond to your request within 30 calendar days of receipt. Please direct all inquiries and return the completed form, along with your payment, to:

Environmental File Searches
Manitoba Conservation
Box #85, 200 Saulteaux Crescent
Winnipeg MB R3J 3W3

GST Registration #R107863847

Telephone: 945-7098
Fax: 945-2385

1. Applicant:

Name:	Bernice Spitaels
Company Name:	Pinchin Ltd.
Address:	54 Terracon Place
	Winnipeg, Manitoba
	R2J 4G7
Telephone:	(204) 452-0983, ext 2237 Fax: (204) 453-0788
E-mail:	bspitaels@pinchin.com

2. If you are representing someone else respecting this request, please provide the following information:
(*not the property being searched)**

Business/Individual Name:	**GEN Equities**
Legal Name (if different from above):	
Address:	**1383 Spruce Street** **Winnipeg, Manitoba** **R3E 2V8**
Telephone:	**(204) 257-3333**
Fax:	**(204) 488-6567**

(a) BUSINESS NAME OF PRESENT OR PREVIOUS TENANT who is/was actually on the subject property (not numbered company name) MUST BE INCLUDED:
(If this is a shopping centre/strip mall please provide complete list of tenants)

Vacant Land

3. (a) Legal description of property involved:

Parcel B Plan 103217, Winnipeg, Manitoba

(b) **STREET ADDRESS (INCLUDING CITY/TOWN, RURAL MUNICIPALITY) OF PROPERTY INVOLVED MUST BE INCLUDED:**
(Please provide a diagram if civic/numerical address is not available)

Parcel B Plan 103217, Winnipeg, Manitoba

4. What information is being requested - please be as specific as possible?

Environmental orders, spills, spills on adjacent properties, discharge orders, underground storage tanks, tank removal orders, fill materials used, landfills on property.

If known, and if applicable, please indicate what legislation the information being requested pertains to:

X

PINCHIN FILE NO: 103452

The Environment Act	X	The Contaminated Sites Remediation Act	
The Dangerous Goods Handling and Transportation Act	X	**Livestock Manure and Mortalities Management Regulation** ***** we only provide information on the above for Rural properties***	

5. For what purpose is the information required (i.e. sale of business/property, financing arrangements, etc.)?

Unknown

6. Type/description of business/operation presently being carried out on subject property (if not currently in operation, and if known, please identify past business/operation carried out on subject property):

Vacant Land

7. Description of intended use of subject property:

Unknown

April 7, 2015

Request Date

Signature of Requestor

EYG

****** PLEASE NOTE THAT INCOMPLETE FORMS WILL CAUSE A DELAY IN THIS SEARCH BEING PROCESSED. PLEASE BE SURE TO INCLUDE ALL AVAILABLE DETAILS.**

APPENDIX III
EcoLog ERIS Report

ENVIRONMENTAL RISK INFORMATION SERVICE

DATABASE REPORT

Project Property:	*103452* *Parcel B Plan 10317* *Winnipeg MB*
P.O. Number	
Report Type:	*Quote - Custom-Build Your Own Report*
Order #:	*20150325110*
Requested by:	*Pinchin Ltd*
Date:	*March 30, 2015*

Ecolog ERIS Ltd.
Environmental Risk Information Service Ltd. (ERIS)
A division of Glacier Media Inc.
P: 1.866.517.5204
E: info@erisinfo.com

www.erisinfo.com

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Notice: IMPORTANT LIMITATIONS and YOUR LIABILITY

Reliance on information in Report: This report DOES NOT replace a full Phase I Environmental Site Assessment but is solely intended to be used as a database review on environmental records.

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Executive Summary

Property Information:

Project Property:	*103452* *Parcel B Plan 10317 Winnipeg MB*
P.O. Number:	

Order Information:

Order No.:	*20150325110*
Date Requested:	*31/03/2015*
Requested by:	*Pinchin Ltd*
Report Type:	*Quote - Custom-Build Your Own Report*

Additional Products:

Executive Summary: Report Summary

Database	Name	Searched	Project Property	Boundary to 0.25km	Total
AUWR	Automobile Wrecking & Supplies	N	-	-	-
CA	Certificates of Approval	N	-	-	-
CHEM	Chemical Register	N	-	-	-
CONV	Enforcement Actions	N	-	-	-
CS	Contaminated/Impacted Sites	N	-	-	-
DRL	Drill Holes	N	-	-	-
EEM	Environmental Effects Monitoring	N	-	-	-
EHS	ERIS Historical Searches	N	-	-	-
EIIS	Environmental Issues Inventory System	N	-	-	-
FCON	Federal Convictions	N	-	-	-
FCS	Contaminated Sites on Federal Land	N	-	-	-
FST	Fuel Storage Tanks	Y	0	1	1
FUEL	Bulk Fuel Distributors	Y	0	3	3
GEN	Waste Generators Summary	Y	0	7	7
IAFT	Indian & Northern Affairs Fuel Tanks	N	-	-	-
MAST	Manure Storage Facilities	N	-	-	-
MINE	Canadian Mine Locations	N	-	-	-
MNR	Mineral Occurrences	N	-	-	-
MOGW	Manitoba Oil and Gas Wells	N	-	-	-
NATE	National Analysis of Trends in Emergencies System (NATES)	N	-	-	-
NDFT	National Defence & Canadian Forces Fuel Tanks	N	-	-	-
NDSP	National Defence & Canadian Forces Spills	N	-	-	-
NDWD	National Defence & Canadian Forces Waste Disposal Sites	N	-	-	-
NEES	National Environmental Emergencies System (NEES)	N	-	-	-
NPCB	National PCB Inventory	Y	0	0	0
NPRI	National Pollutant Release Inventory	N	-	-	-
OGW	Oil and Gas Wells	N	-	-	-
PAP	Canadian Pulp and Paper	N	-	-	-
PCB	Inventory of PCB Storage Sites	N	-	-	-
PCFT	Parks Canada Fuel Storage Tanks	N	-	-	-
PITS	Manitoba Pits and Quarries	N	-	-	-
REC	Waste Receivers Summary	Y	0	0	0
RST	Retail Fuel Storage Tanks	Y	0	0	0
SCT	Scott's Manufacturing Directory	N	-	-	-
SPL	Manitoba Spills	N	-	-	-
TCFT	Transport Canada Fuel Storage Tanks	N	-	-	-
WDS	Waste Disposal Site Inventory	N	-	-	-

Database	Name	Searched	Project Property	Boundary to 0.25km	Total
WWIS	**Water Well Inventory**	N	-	-	-
		Total:	0	11	11

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Dir/Dist m	Elev diff m	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding *Properties*

Map Key	DB	Company/Site Name	Address	Dir/Dist m	Elev diff m	Page Number
1	GEN	CHRISTIAN PRESS THE	1320 TAYLOR AVE Winnipeg MB R3M 3Y1	WNW/82.0	227.00	10
2	GEN	PAN-AM CLINIC	75 POSEIDON BAY Winnipeg MB R3M 3E4	WNW/249.4	227.00	10
3	FST	Taylor Esso	1330 Taylor Ave. Winnipeg MB R3M 3Y1	W/67.1	227.00	10
3	FUEL	TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	W/67.1	227.00	11
3	FUEL	TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	W/67.1	227.00	11
3	FUEL	TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	W/67.1	227.00	11
3	GEN	TAYLOR ESSO AUTO WASH EXPRESS LUBE	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	W/67.1	227.00	11
3	GEN	EXPRESS LUBE	TAYLOR AVE., 1330 WINNIPEG MB	W/67.1	227.00	11
4	GEN	STANTEC CONSULTING LTD	100-1355 TAYLOR AV Winnipeg MB	WNW/219.8	227.00	11
5	GEN	CANADIAN NATIONAL RAILWAYS - PARKER AVE.	PARKER AVE., 1056 WINNIPEG MB	ENE/95.5	227.00	11
5	GEN	CANADIAN NATIONAL RAILWAYS	1056 PARKER AVE Winnipeg MB R3T 0T4	ENE/95.5	227.00	12

Executive Summary: Summary By Data Source

FST - Fuel Storage Tanks

A search of the FST database, dated 1905-Feb 2003* has found that there are 1 FST site(s) within approximately 0.25 kilometers of the project property.

Site	Address	Distance m	Map Key
Taylor Esso	1330 Taylor Ave. Winnipeg MB R3M 3Y1	67.1	3

FUEL - Bulk Fuel Distributors

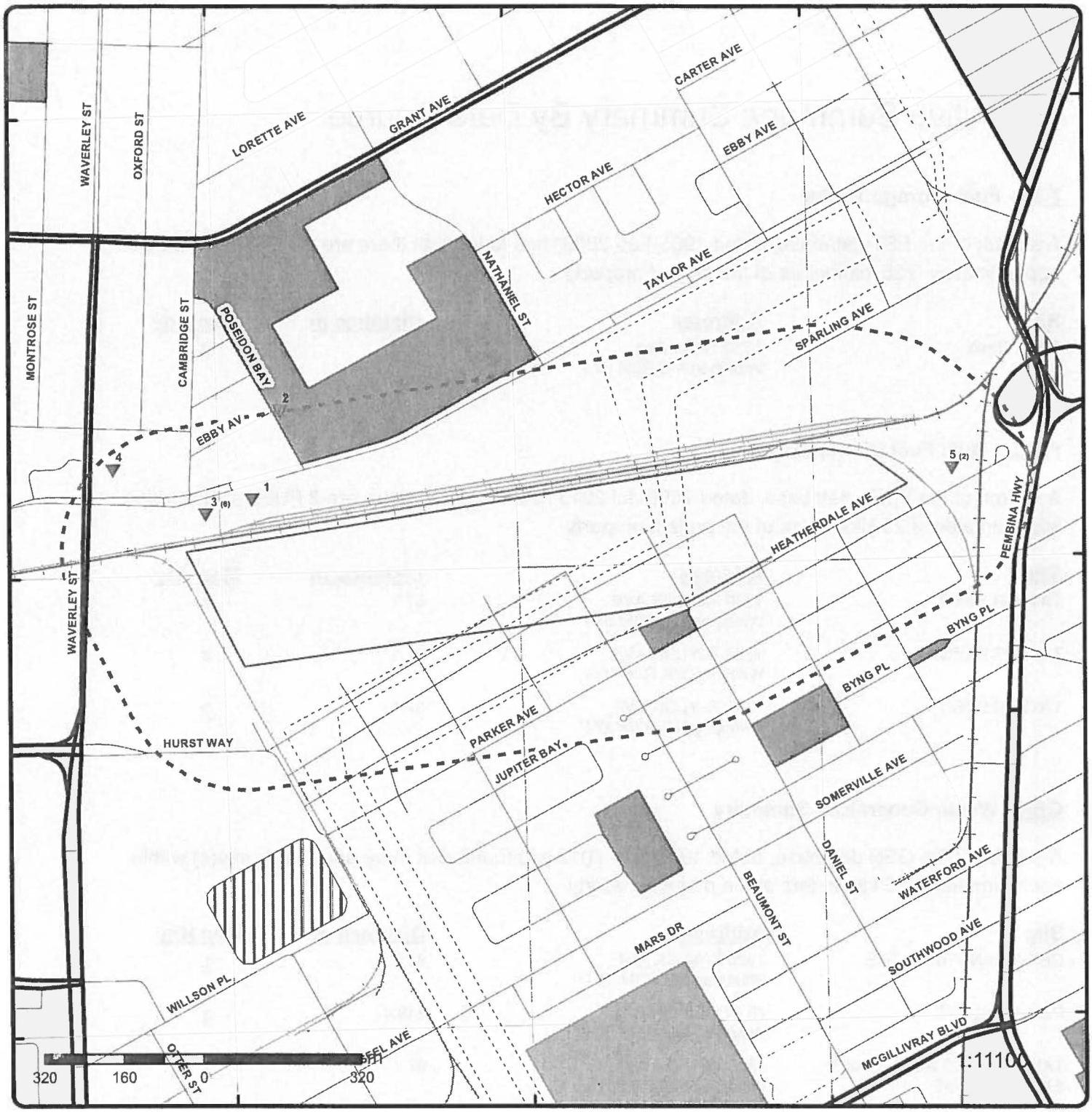
A search of the FUEL database, dated 2006-Jul 2013 has found that there are 3 FUEL site(s) within approximately 0.25 kilometers of the project property.

Site	Address	Distance m	Map Key
TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	67.1	3
TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	67.1	3
TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	67.1	3

GEN - Waste Generators Summary

A search of the GEN database, dated 1985-Sep 2012 has found that there are 7 GEN site(s) within approximately 0.25 kilometers of the project property.

Site	Address	Distance m	Map Key
CHRISTIAN PRESS THE	1320 TAYLOR AVE Winnipeg MB R3M 3Y1	82.0	1
PAN-AM CLINIC	75 POSEIDON BAY Winnipeg MB R3M 3E4	249.4	2
TAYLOR ESSO AUTO WASH EXPRESS LUBE	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	67.1	3
EXPRESS LUBE	TAYLOR AVE., 1330 WINNIPEG MB	67.1	3
STANTEC CONSULTING LTD	100-1355 TAYLOR AV Winnipeg MB	219.8	4
CANADIAN NATIONAL RAILWAYS - PARKER AVE.	PARKER AVE., 1056 WINNIPEG MB	95.5	5
CANADIAN NATIONAL RAILWAYS	1056 PARKER AVE Winnipeg MB R3T 0T4	95.5	5



Map

Order No: 20150325110

Address: Parcel B Plan 10317, Winnipeg, MB

- Project Property
- Buffer Outline
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- Expressway
- Principal Highway
- Secondary Highway
- Major Road
- Local road
- Trail
- Proposed Road
- Ferry Route/Ice Road
- Industrial and Resource - Regions
- Main Line
- Sidetrack
- Transit Line
- Abandoned Line
- National Park
- Provincial or Territorial Park
- Other Park
- Golf Course or Driving Range
- Park or Sports Field
- Other Recreation Area

Source: © 2014 DMTI Spatial Inc.



Aerial

Order No: 20150325110

Address: Parcel B Plan 10317, Winnipeg, MB

Source: ESRI World Imagery, Updated October 2014

© Ecolog ERIS Ltd

Detail Report

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
1	1 of 1	WNW/82.0	227.0	CHRISTIAN PRESS THE 1320 TAYLOR AVE Winnipeg MB R3M 3Y1	GEN

Registration #: MBG11335

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
2	1 of 1	WNW/249.4	227.0	PAN-AM CLINIC 75 POSEIDON BAY Winnipeg MB R3M 3E4	N

Registration #: MBG12989

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
3	1 of 6	W/67.1	227.0	Taylor Esso 1330 Taylor Ave. Winnipeg MB R3M 3Y1	FST

Site ID:	12838	Site Status:	Active
Outlet Type:	Retail	Inventory:	Daily
Owner Category:	Oil Company	Owner:	Imperial Oil
Operator:	Cordy, Glenn	Mailing Address:	1330 Taylor Ave.
Mailing City:	Winnipeg MB		

--- Details ---

Status Date:	05-Nov-90	# of Tanks:	2
Capacity(L):	35000.00	Position:	Underground
Status:	Installed	Spill Protect.:	Fiberglass
+			
Status Date:	05-Nov-90	# of Tanks:	1
Capacity(L):	25000.00	Position:	Underground
Status:	Installed	Spill Protect.:	Fiberglass
+			
Status Date:	05-Nov-90	# of Tanks:	1
Capacity(L):	5000.00	Position:	Underground
Status:	Installed	Spill Protect.:	Fiberglass
+			
Status Date:	26-Sep-94	# of Tanks:	2
Capacity(L):	35000.00	Position:	Underground
Status:	Tested	Spill Protect.:	Fiberglass
+			
Status Date:	26-Sep-94	# of Tanks:	1
Capacity(L):	25000.00	Position:	Underground
Status:	Tested	Spill Protect.:	Fiberglass

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
3	2 of 6	W/67.1	227.0	TAYLOR ESSO 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	FUEL

Permit No: 22887
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment: Storing used oil

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
3	3 of 6	W/67.1	227.0	TAYLOR ESSO 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	FUEL

Permit No: 32146
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment: Not Storing Used Oil

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
3	4 of 6	W/67.1	227.0	TAYLOR ESSO 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	FUEL

Permit No: 22886
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment: Not storing used oil

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
3	5 of 6	W/67.1	227.0	TAYLOR ESSO AUTO WASH EXPRESS LUBE 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	GEN

Registration #: MBG01422

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
3	6 of 6	W/67.1	227.0	EXPRESS LUBE TAYLOR AVE., 1330 WINNIPEG MB	GEN

Registration #: MBG001422

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
4	1 of 1	WNW/219.8	227.0	STANTEC CONSULTING LTD 100-1355 TAYLOR AV Winnipeg MB	GEN

Registration #: MBG12625

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
5	1 of 2	ENE/95.5	227.0	CANADIAN NATIONAL RAILWAYS - PARKER AVE.	GEN

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
				PARKER AVE., 1056 WINNIPEG MB	
Registration #:		MBG004300			
5	***2 of 2***	***ENE/95.5***	***227.0***	***CANADIAN NATIONAL RAILWAYS 1056 PARKER AVE Winnipeg MB R3T 0T4***	***GEN***
Registration #:		MBG04300			

Unplottable Summary

DB	Company Name/Site Name	Address	City	Postal
FUEL	TAYLOR ESSO - PSF		Winnipeg MB	
FUEL	TAYLOR ESSO - PSF		Winnipeg MB	
FUEL	TAYLOR ESSO		Winnipeg MB	
GEN	GLACIAL AGGREGATES INC	66105 HEATHERDALE RD	Winnipeg MB	
GEN	GLACIAL SAND & GRAVEL	HEATHERDALE RD., 1	WINNIPEG MB	
GEN	P & P AUTO	PEMBINA HWY., LOT 62	WINNIPEG MB	
NPCB	CANADIAN NATIONAL RAILWAYS-SYMINGTON YARDS	SYMINGTON YARDS	WINNIPEG MB	

Unplottable Report

Site: ***TAYLOR ESSO - PSF***
Winnipeg MB

Database:
FUEL

Permit No: 22887
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment:

Site: ***TAYLOR ESSO - PSF***
Winnipeg MB

Database:
FUEL

Permit No: 32146
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment:

Site: ***TAYLOR ESSO***
Winnipeg MB

Database:
FUEL

Permit No: 32146
Facility Type: U/G
Expiry Date: 31-Dec-15
Lat/Long:
Comment:

Site: ***GLACIAL AGGREGATES INC***
66105 HEATHERDALE RD Winnipeg MB

Database:
GEN

Registration #: MBG11808

Site: ***GLACIAL SAND & GRAVEL***
HEATHERDALE RD., 1 WINNIPEG MB

Database:
GEN

Registration #: MBG007443

Site: ***P & P AUTO***
PEMBINA HWY., LOT 62 WINNIPEG MB

Database:
GEN

Registration #: MBG003311

Site: ***CANADIAN NATIONAL RAILWAYS-SYMINGTON YARDS***

Database:
NPCB

SYMINGTON YARDS WINNIPEG MB

Company Code:	V0178
Transaction Date:	2/21/2000
Inspection Date:	
Industry:	CANADIAN NATIONAL
Site Status:	

--- Details ---

Label:	OR01313
No. of Items:	1
Contents:	2 L
Serial No.:	20153
Item/State:	CAPACITOR/FULL
Status:	IN-USE
PCB Type/Code:	ASKAREL/PYRANOL
Location:	MANITOBA BEACH JUNCTION
Manufacturer:	CGE
+	
Label:	OR01319
No. of Items:	1
Contents:	4 L
Serial No.:	WH 823C501A23
Item/State:	CAPACITOR/FULL
Status:	IN-USE
PCB Type/Code:	ASKAREL/INERTEEN
Location:	SYMINGTON YARDS, DIAMOND
Manufacturer:	SNOW BLOWERS
+	
Label:	OR01316
No. of Items:	1
Contents:	4 L
Serial No.:	8E-5604
Item/State:	CAPACITOR/FULL
Status:	IN-USE
PCB Type/Code:	ASKAREL/INERTEEN
Location:	SYMINGTON YARDS CAR SHOP
Manufacturer:	WESTINGHOUSE
+	
Label:	OR01312
No. of Items:	1
Contents:	4 L
Serial No.:	WH 8E-5604
Item/State:	CAPACITOR/FULL
Status:	IN-USE
PCB Type/Code:	ASKAREL/INERTEEN
Location:	"SYMINGTON YARDS, ""L"" TOWER
Manufacturer:	COMP. BUILDING"
+	
Label:	OR01315
No. of Items:	1
Contents:	4 L
Serial No.:	8E-5604
Item/State:	CAPACITOR/FULL
Status:	IN-USE
PCB Type/Code:	ASKAREL/INERTEEN
Location:	SYMINGTON YARDS CAR SHOP
Manufacturer:	CGE

Appendix: Database Descriptions

Ecolog Environmental Risk Information Services Ltd can search the following databases. The extent of Historical information varies with each database and current information is determined by what is publicly available to Ecolog ERIS at the time of update. ***Note:*** *Databases denoted with " * " indicates that the database will no longer be updated. See the individual database description for more information.*

Automobile Wrecking & Supplies: Private AUWR

This database provides an inventory of all known locations that are involved in the scrap metal, automobile wrecking/recycling, and automobile parts & supplies industry. Information is provided on the company name, location and business type.

Government Publication Date: 2001-Jul 2014

Certificates of Approval: Provincial CA

This database contains all approvals issued since July 1988 within the following categories: Approvals for Air or Effluent and Orders, Permits and/or Regulated Sites designations for Air, Effluent, Refuse or Storage. The information available within this database pertains to client information, general location, class type, operation type, license # and the issue date of the CA. Please note that no specific site address information is available.

Government Publication Date: 1988-Jun 2013

Chemical Register: Private CHEM

The Manitoba Industry, Trade and Tourism department maintains a chemical register of all known 'active' manufacturers of chemicals, fertilizers and pesticides within the province. Inactive chemical manufacturers are not required to remain in the database. Information available within this register pertains to company name, location and the 'product line'. Information from a private source regarding the locations of chemical manufacturers and distributors is also included in this database.

Government Publication Date: 1997-Jul 2014

Enforcement Actions: Provincial CONV

This database summarizes enforcement activities (Convictions, Warnings, Director's Order's, EO Order's, MOH Order's, Offence Notice's, and Permit Suspensions) where companies/individual have been found guilty of environmental offenses under Manitoba's Environmental Protection Legislation. Please note that enforcement actions resulting from activities regulated under the Livestock Manure & Mortalities Mgmt Regulation MR 42/98 are also included.

Government Publication Date: Apr 1994-Mar 2008

Contaminated/Impacted Sites: Provincial CS

Manitoba's Contaminated Sites Remediation Act (CSRA) defines a site as contaminated if, "having regard to any current, permitted or foreseeable use of a site, that the site is contaminated at a level which poses or may pose a threat to human health or safety or to the environment". Manitoba's Conservation department collects information on sites that have been investigated by the ministry due to environmental concerns.

Government Publication Date: 1980-Aug 2013

Drill Holes: Provincial DRL

The "Open File Drill Holes" database contains information on more than 10,000 drill holes in the province of Manitoba. The database provides information in regard to drill hole location (place, latitude and longitude), depth and overburden of hole, exploration company and assessment report year.

Government Publication Date: 1900-Jan 2015

Environmental Effects Monitoring: Federal EEM

The Environmental Effects Monitoring program assesses the effects of effluent from industrial or other sources on fish, fish habitat and human usage of fisheries resources. Since 1992, pulp and paper mills have been required to conduct EEM studies under the Pulp and Paper Effluent Regulations. This database provides information on the mill name, geographical location and sub-lethal toxicity data.

Government Publication Date: 1992-2007*

ERIS Historical Searches: Private EHS

EcoLog ERIS has compiled a database of all environmental risk reports completed since March 1999. Available fields for this database include: site location, date of report, type of report, and search radius. As per all other databases, the ERIS database can be referenced on both the map and "Statistical Profile" page.

Government Publication Date: 1999-Aug 2014

Environmental Issues Inventory System: Federal EIIS

The Environmental Issues Inventory System was developed through the implementation of the Environmental Issues and Remediation Plan. This plan was established to determine the location and severity of contaminated sites on inhabited First Nation reserves, and where necessary, to remediate those that posed a risk to health and safety; and to prevent future environmental problems. The EIIS provides information on the reserve under investigation, inventory number, name of site, environmental issue, site action (Remediation, Site Assessment), and date investigation completed.

Government Publication Date: 1992-2001*

Federal Convictions: Federal FCON

Environment Canada maintains a database referred to as the "Environmental Registry" that details prosecutions under the Canadian Environmental Protection Act (CEPA) and the Fisheries Act (FA). Information is provided on the company name, location, charge date, offence and penalty.

Government Publication Date: 1988-Jun 2007*

Contaminated Sites on Federal Land: Federal FCS

The Federal Contaminated Sites Inventory includes information on all known federal contaminated sites under the custodianship of departments, agencies and consolidated Crown corporations as well as those that are being or have been investigated to determine whether they have contamination arising from past use that could pose a risk to human health or the environment. The inventory also includes non-federal contaminated sites for which the Government of Canada has accepted some or all financial responsibility. It does not include sites where contamination has been caused by, and which are under the control of, enterprise Crown corporations, private individuals, firms or other levels of government.

Government Publication Date: June 2000-Jan 2015

Fuel Storage Tanks: Provincial FST

The Petroleum Storage Tank database, which is maintained by Manitoba's Petroleum Storage Program, contains information in regard to company name, location, status, outlet type (retail, used oil, bulk/used'), number of tanks, tank capacity and tank status. This database will not be updated as this information is no longer collected in this format. For current information regarding bulk fuel distributors, please see the FUEL database.

Government Publication Date: 1905-Feb 2003*

Bulk Fuel Distributors: Provincial FUEL

The Manitoba Petroleum Storage Program maintains an inventory of Bulk Fuel Distributors. This inventory contains valid operating permit numbers within the Province of Manitoba. Fields such as name, location, expiry date, type of facility and permit # are included.

Government Publication Date: 2006-Jul 2013

Waste Generators Summary: Provincial GEN

Within Manitoba, a waste generator is defined as any site, equipment and/or operation involved in the production, collection, handling and/or storage of regulated wastes. A generator of regulated waste is required to register the waste generation site and each waste produced, collected, handled or stored at the site. This database contains the licensing/registration number (MB1 #), company name and address of registered generators. At present, access to the type of hazardous waste generated and the form of treatment used in the handling of the waste is only available by directly calling Manitoba's Hazardous Waste Program.

Government Publication Date: 1985-Sep 2012

Indian & Northern Affairs Fuel Tanks: Federal IAFT

The Department of Indian & Northern Affairs Canada (INAC) maintains an inventory of all aboveground & underground fuel storage tanks located on both federal and crown land. Our inventory provides information on the reserve name, location, facility type, site/facility name, tank type, material & ID number, tank contents & capacity, and date of tank installation.

Government Publication Date: 1950-Aug 2003*

Manure Storage Facilities: Provincial MAST

Under the Livestock Manure and Mortalities Management Regulation (MR 42/98), permits are issued for the construction, modification or expansion of manure storage facilities. Once issued, the Environmental Livestock Program is responsible for the enforcement of regulations on the management of manure and mortalities. Please note that the MAST database only provides information on permit number, operation name, RM and permit issue date. All other information must be obtained from MB Conservation.

Government Publication Date: Jul 1994-May 2012

Canadian Mine Locations: Private MINE

This information is collected from the Canadian & American Mines Handbook. The Mines database is a national database that provides over 290 listings on mines (listed as public companies) dealing primarily with precious metals and hard rocks. Listed are mines that are currently in operation, closed, suspended, or are still being developed (advanced projects). Their locations are provided as geographic coordinates (x, y and/or longitude, latitude). As of 2002, data pertaining to Canadian smelters and refineries has been appended to this database.

Government Publication Date: 1998-2009*

Mineral Occurrences: Provincial MNR

For over 25 years, Manitoba has been compiling Mineral Inventory Cards on mineral deposits in the province. This database was obtained from Manitoba Industry, Trade and Mines, and contains information on over 650 mineral occurrences in the province. Data is provided on the Mineral Inventory File No., Mineral Deposit Name, Product, Associated Minerals or Products of Value, NTS area, Name of Property Owner or Operator and Address, location, and geographical coordinates.

Government Publication Date: 1961-Jul 2013

Manitoba Oil and Gas Wells: Provincial MOGW

The Manitoba Oil and Gas Wells database was collected through the assistance of The Land Systems Company. Information is provided regarding licence number and location for over 4,800 wells. Please note that this database will not be updated, information on wells drilled after May 2002 can be found in the Oil and Gas Wells (OGW) database under the `Private Source Database' section.

Government Publication Date: 1951-May 2002*

National Analysis of Trends in Emergencies System (NATES): Federal NATE

In 1974 Environment Canada established the National Analysis of Trends in Emergencies System (NATES) database, for the voluntary reporting of significant spill incidents. The data was to be used to assist in directing the work of the emergencies program. NATES ran from 1974 to 1994. Extensive information is available within this database including company names, place where the spill occurred, date of spill, cause, reason and source of spill, damage incurred, and amount, concentration, and volume of materials released.

*Government Publication Date: 1974-1994**

National Defence & Canadian Forces Fuel Tanks: Federal NDFT

The Department of National Defence and the Canadian Forces maintains an inventory of all aboveground & underground fuel storage tanks located on DND lands. Our inventory provides information on the base name, location, tank type & capacity, tank contents, tank class, date of tank installation, date tank last used, and status of tank as of May 2001. This database will no longer be updated due to the new National Security protocols which have prohibited any release of this database.

*Government Publication Date: Up to May 2001**

National Defence & Canadian Forces Spills: Federal NDSP

The Department of National Defence and the Canadian Forces maintains an inventory of spills to land and water. All spill sites have been classified under the "Transportation of Dangerous Goods Act - 1992". Our inventory provides information on the facility name, location, spill ID #, spill date, type of spill, as well as the quantity of substance spilled & recovered.

Government Publication Date: Mar 1999-Aug 2010

National Defence & Canadian Forces Waste Disposal Sites: Federal NDWD

The Department of National Defence and the Canadian Forces maintains an inventory of waste disposal sites located on DND lands. Where available, our inventory provides information on the base name, location, type of waste received, area of site, depth of site, year site opened/closed and status.

*Government Publication Date: 2001-Apr 2007**

National Environmental Emergencies System (NEES): Federal NEES

In 2000, the Emergencies program implemented NEES, a reporting system for spills of hazardous substances. For the most part, this system only captured data from the Atlantic Provinces, some from Quebec and Ontario and a portion from British Columbia. Data for Alberta, Saskatchewan, Manitoba and the Territories was not captured. However, NEES is also a repository for all previous Environment Canada spill datasets. NEES is composed of the historic datasets ' or Trends ' which dates from approximately 1974 to present. NEES Trends is a compilation of historic databases, which were merged and includes data from NATES (National Analysis of Trends in Emergencies System), ARTS (Atlantic Regional Trends System), and NEES. In 2001, the Emergencies Program determined that variations in reporting regimes and requirements between federal and provincial agencies made national spill reporting and trend analysis difficult to achieve. As a consequence, the department has focused efforts on capturing data on spills of substances which fall under its legislative authority only (CEPA and FA). As such, the NEES database will be decommissioned in December 2004.

*Government Publication Date: 1974-2003**

National PCB Inventory: Federal NPCB

Environment Canada's National PCB inventory includes information on in-use PCB containing equipment in Canada including federal, provincial and private facilities. All federal out-of-service PCB containing equipment and all PCB waste owned by the federal government or by federally regulated industries such as airlines, railway companies, broadcasting companies, telephone and telecommunications companies, pipeline companies, etc. are also listed. Although it is not Environment Canada's mandate to collect data on non-federal PCB waste, the National PCB inventory includes some information on provincial and private PCB waste and storage sites. Some addresses provided may be Head Office addresses and are not necessarily the location of where the waste is being used or stored.

*Government Publication Date: 1988-2008**

National Pollutant Release Inventory: Federal NPRI

Environment Canada has defined the National Pollutant Release Inventory ("NPRI") as a federal government initiative designed to collect comprehensive national data regarding releases to air, water, or land, and waste transfers for recycling for more than 300 listed substances.

Government Publication Date: 1993-2013

Oil and Gas Wells: Private OGW

The Nickle's Energy Group (publisher of the Daily Oil Bulletin) collects information on drilling activity including operator and well statistics. The well information database includes name, location, class, status and depth. The main Nickle's database is updated on a daily basis, however, this database is updated on a monthly basis. More information is available at www.nickles.com.

Government Publication Date: 1988-2014

Canadian Pulp and Paper: Private PAP

This information is part of the Pulp and Paper Canada Directory. The Directory provides a comprehensive listing of the locations of pulp and paper mills and the products that they produce.

Government Publication Date: 1999, 2002, 2004, 2005, 2009

Inventory of PCB Storage Sites: Provincial PCB

Manitoba's Hazardous Waste Program maintains a listing of all "active" PCB storage facilities. Inactive PCB storage equipment and/or disposal sites are not required to remain as part of the PCB inventory database for the province. Please note that some of the sites have no wastes in storage at present, but are retained should they be required for future acceptance of PCB equipment as it comes out of service. The records within this database only provide information on facility name and location. Information pertaining to the inventory of stored wastes and waste quantities at a designated site is only available by directly contacting the Hazardous Waste Program. Please note that this database will not be updated, information after 1999 can be found in the National PCB Inventory (NPCB) database.

Government Publication Date: 1998-1999*

Parks Canada Fuel Storage Tanks: Federal PCFT

Canadian Heritage maintains an inventory of all known fuel storage tanks operated by Parks Canada, in both National Parks and at National Historic Sites. The database details information on site name, location, tank install/removal date, capacity, fuel type, facility type, tank design and owner/operator.

Government Publication Date: 1920-Jan 2005*

Manitoba Pits and Quarries: Provincial PITS

The Manitoba Pits and Quarries database is comprised of 3 different types of permits. 1.Quarry Lease and Exploration Permits, which have a ten year term with exclusive rights for crown minerals. Quarry Exploration permits have a three year term with exclusive rights. 2. Private Pits and Quarry Permits require annual registration of private aggregate operations in the province and 3. Casual Permits which are for annual permits of Crown materials.

Government Publication Date: 1994-July 2012

Waste Receivers Summary: Provincial REC

Disposal of regulated waste is maintained through an operating waste management system or a waste disposal site operated or used pursuant to the terms and conditions of a Certificate of Approval or a Provisional Certificate of Approval. A waste receiving location is any site or facility to which waste is transferred through a waste carrier. A receiver of regulated waste is required to register the waste receiving facility. This database represents registered receivers of regulated wastes, identified by company name and address.

Government Publication Date: 1998-Jul 2012

Retail Fuel Storage Tanks: Private RST

This database includes an inventory of retail fuel outlet locations (including marinas) that have on their property gasoline, oil, waste oil, natural gas and / or propane storage tanks.

Government Publication Date: 1999-Jul 2014

Scott's Manufacturing Directory: Private SCT

Scott's Directories is a data bank containing information on over 200,000 manufacturers across Canada. Even though Scott's listings are voluntary, it is the most comprehensive database of Canadian manufacturers available. Information concerning a company's address, plant size, and main products are included in this database.

Government Publication Date: 1992-Mar 2011

Manitoba Spills: Provincial SPL

The Manitoba Conservation Environmental Management System (EMS) records spills from across the province. Information from this database includes incident type, substance type, reason, location of spill, contaminate info and responsible party.

Government Publication Date: Apr 2009-2012

Transport Canada Fuel Storage Tanks: Federal TCFT

List of fuel storage tanks currently or previously owned or operated by Transport Canada. This inventory also includes tanks on The Pickering Lands, which refers to 7,530 hectares (18,600 acres) of land in Pickering, Markham, and Uxbridge owned by the Government of Canada since 1972; properties on this land has been leased by the government since 1975, and falls under the Site Management Policy of Transport Canada, but is administered by Public Works and Government Services Canada. This inventory provides information on the site name, location, tank age, capacity and fuel type.

Government Publication Date: 1970-Mar 2007

Waste Disposal Site Inventory: Provincial WDS

Manitoba Conservation retains a separate inventory of all known active and inactive regulated waste disposal grounds and waste transfer facilities for each of the five regions in the province. Registered companies may hold a permit or certificate for release of the following waste types: Effluent, Refuse, Air and Special Waste Storage.

Government Publication Date: 1998*

Water Well Inventory: Provincial WWIS

The GWDrill database compiled by the Manitoba Water Stewardship and Groundwater Management Section provides information on water wells across the province. Information such as location, owner, driller, well name, well use, water use and date completed are reported on. Most wells within the inventory are georeferenced by DLS coordinates.

Government Publication Date: 1880-Jul 2012

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries". All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and were included as reference.

APPENDIX IV
Qualifications of Assessor

PINCHIN

Tracey Wright, B.E.S. is an Environmental Scientist currently conducting Phase I Environmental Site Assessments. Ms. Wright has performed extensive environmental sampling work including water and vegetation. Ms. Wright received a Bachelor of Environmental Studies Degree from the University of Manitoba.

APPENDIX V
Photographs



Photo 1 – East portion of the Site as viewed from the east Site boundary facing west.



Photo 2 – View of location of track ballasts near the east portion of the Site.
View of commercial property (Walmart) to the north of the Site in the distance.

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Photo 3 – Central portion of the Site, as viewed from the north portion facing southwest.



Photo 4 – Forested area located on the west portion of the Site.

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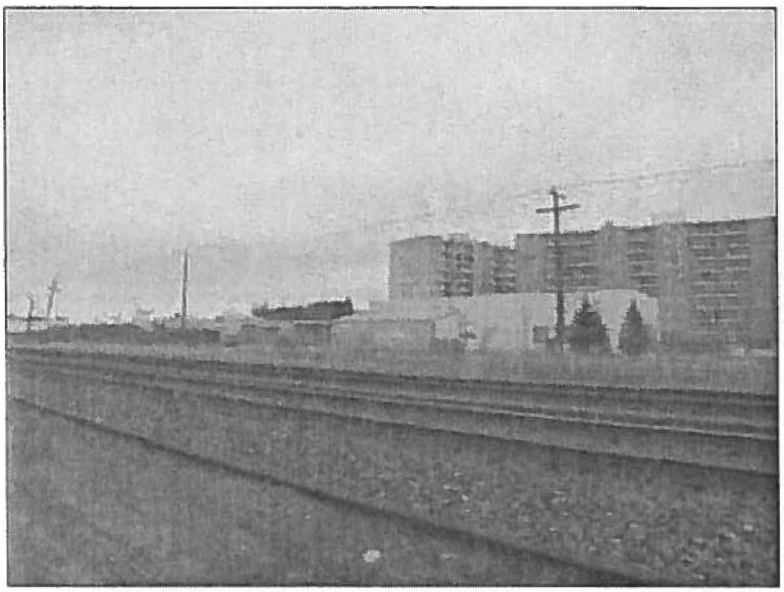

Photo 5 – Railway lines and commercial properties north of the west portion of the Site.

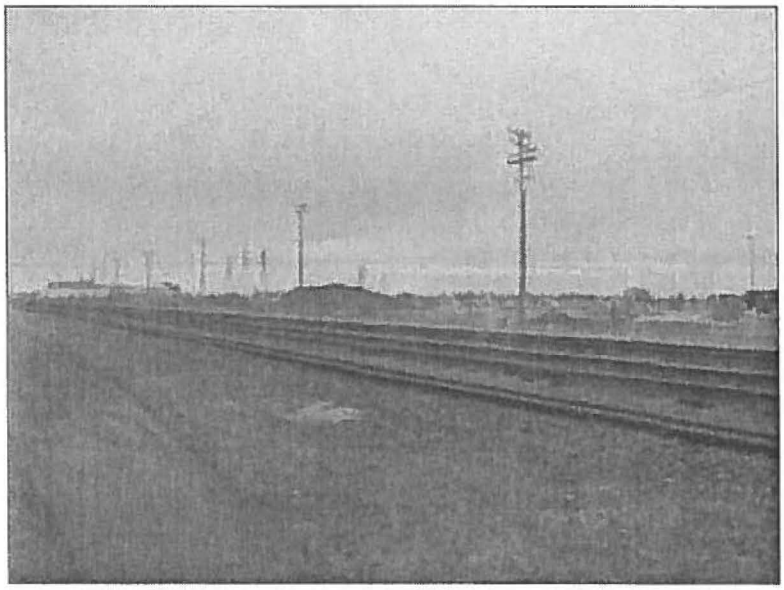

Photo 6 – Additional view of railway lines and properties located north of the Site.

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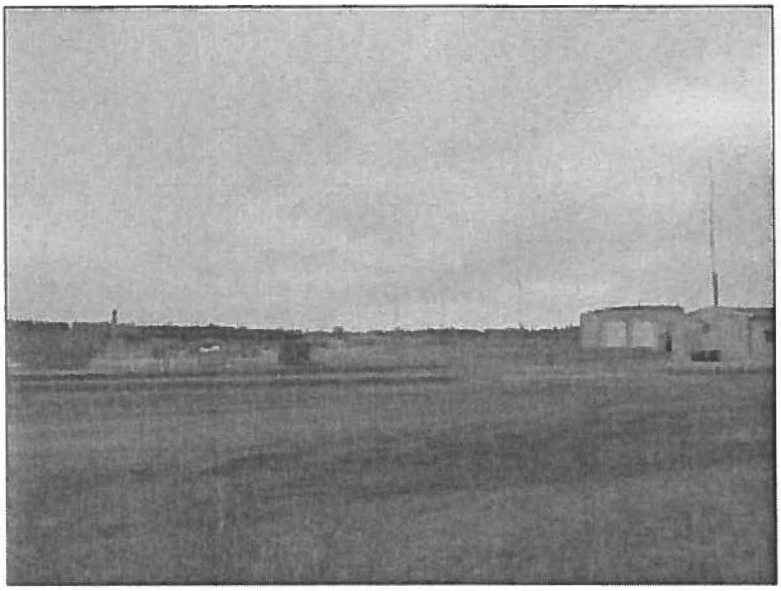

Photo 7 – Property (rail yard) located to the east of the Site.

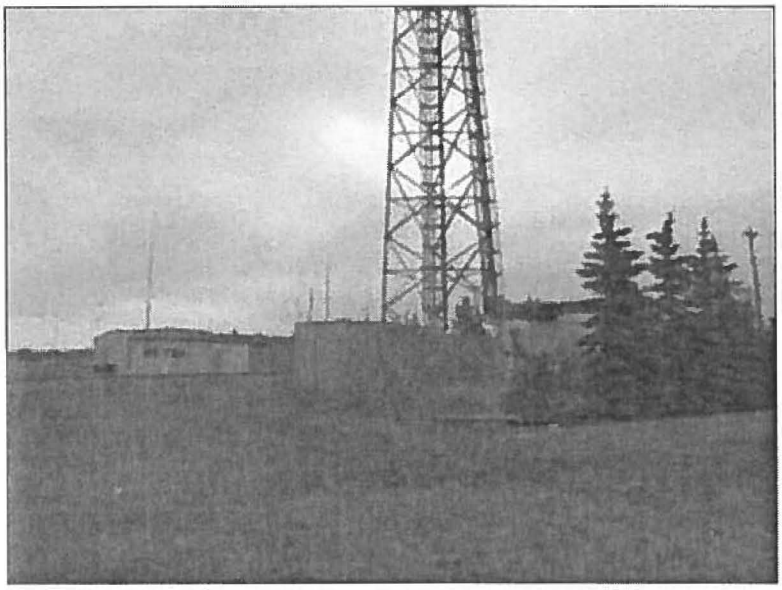

Photo 8 – Communications tower adjacent to the southeast corner of the Site.

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Photo 9 – Undeveloped property located to the south of the Site.



Photo 10 – undeveloped property located to the west of the Site.

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Phase I Environmental Site Assessment

Vacant Land Northeast of Hurst Way, Winnipeg, MB

Prepared for:

GEM Equities
1383 Spruce Street
Winnipeg, MB R3E 2V8

Attn: Andrew Marquess

March 2, 2015

Pinchin File: 101887

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W2015-021

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EXECUTIVE SUMMARY

Pinchin Ltd. (Pinchin) was retained on January 27, 2015 through an Authorization to Proceed or signed by Andrew Marquess of GEM Equities (Client) to conduct a Phase I Environmental Site Assessment (ESA) of the vacant property located northeast of Hurst Way in Winnipeg, MB (hereafter referred to as the Site).

The Site is vacant and undeveloped, free of any permanent structures and/or buildings.

Pinchin was advised by the Client that the purpose of the Phase I ESA was to assess potential issues of environmental concern in relation to the potential acquisition of the Site.

The Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) document entitled *"Phase I Environmental Site Assessment, CSA Standard Z768-01"* dated November 2001 (reaffirmed 2012), including a review of readily-available historical records, a review of readily-accessible regulatory records, a Site reconnaissance, interviews, an evaluation of information and reporting, subject to the limitations outlined in Section 8.0 of this report.

Based on the results of the Phase I ESA completed by Pinchin, nothing was identified that is likely to result in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

This Executive Summary is subject to the same standard limitations as contained in the report and must be read in conjunction with the entire report.

This report has been issued without having received a response from Manitoba Conservation and Water Stewardship. Once a response from this regulatory body is received, the information will be reviewed by Pinchin and, if there is any information that represents a potential issue of environmental concern, a copy of the response will be forwarded to the Client under separate cover. Our conclusions and recommendations may be amended based on this information.

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FIGURES

FIGURE 1	Key Map
FIGURE 2	Site and Surrounding Land Use Plan

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APPENDIX IV	Qualifications of Assessor
APPENDIX V	Photographs

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1.0 INTRODUCTION

1.1 Background

Pinchin Ltd. (Pinchin) was retained on January 27, 2015 through an Authorization to Proceed or signed by Andrew Marquess of GEM Equities (Client) to conduct a Phase I Environmental Site Assessment (ESA) of the vacant property located northeast of Hurst Way in Winnipeg, MB (hereafter referred to as the Site).

The Site is vacant and undeveloped, free of any permanent structures and/or buildings.

Pinchin was advised by the Client that the purpose of the Phase I ESA was to assess potential issues of environmental concern in relation to the potential acquisition of the Site.

1.2 Scope of Work

The Phase I ESA was completed in general accordance with the Canadian Standards Association (CSA) document entitled "*Phase I Environmental Site Assessment, CSA Standard Z768-01*" dated November 2001 (reaffirmed 2012), including a review of readily available historical and regulatory records, a Site reconnaissance, interviews, an evaluation of information and reporting, all subject to the limitations outlined in Section 8.0 of this report.

Pinchin conducted a Site reconnaissance on February 23, 2015, and was not accompanied.

2.0 SITE DESCRIPTION

2.1 Site Location and Physical Description

As indicated on Figure 1 (Key Map), the Site is located northeast of Hurst Way and approximately 380 metres (m) east of Waverley Street, in Winnipeg, Manitoba. The Site is held under title numbers 1957007/1, 1584920/1, 540285/1, 768977/1, 540274/1, 540266/1 and 762473/1. The Site is situated in an area that consists of commercial and industrial (railway lines) land uses. Figure 2 illustrates the Site and surrounding area.

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A summary of the physical description of the Site is provided below.

Topic	Details
Approximate Site Area	5.5 hectares (13.5 acres).
Buildings on-Site	None.
Approximate Year of Construction and Significant Additions or Renovations	Not applicable to the Site.
Number of Floors (Including ground level)	Not applicable to the Site.
Subsurface Levels	Not applicable to the Site.
Approximate Footprint Area of Building	Not applicable to the Site.
Approximate Total Area of Building	Not applicable to the Site.
Heating/Cooling	Not applicable to the Site.
Elevators	Not applicable to the Site.
Emergency Generators	Not applicable to the Site.
Landscaped/Grassed/Bare Ground Areas	The Site consists of natural landscaping. Snow cover at the time of the Site reconnaissance limited observations of ground surface conditions.
Paved or Other Sealed Surface Materials	None observed. Snow cover at the time of the Site reconnaissance limited observations of ground surface conditions.

2.2 Topographic, Geologic and Hydrogeological Setting

Topic	Findings
Topography of Site and Surrounding Area	The Site and surrounding area are generally flat.
Site Grade Relative to the Adjoining Properties	The Site is at a similar grade to the adjoining properties.
Subsurface Soils	Glacial Lake Agassiz clay of Pleistocene age with possible inclusions of silt layers based on the location of the Site.

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Topic	Findings
Fill Materials	None observed. Snow cover at the time of the Site reconnaissance limited observations of ground surface
Bedrock Type	Palaeozoic carbonate formations consisting of limestone and dolomitic limestone.
Inferred Bedrock Depth	Approximately 16 to 21 m below ground surface.
Inferred Groundwater Depth	Unknown based on the information reviewed.
Nearest Open Water Body	The Red River is located approximately 1.5 kilometres (km) east of the Site. The Red River flows north and discharges into Lake Winnipeg, located approximately 50 km north of Winnipeg.
Inferred Groundwater Flow Direction	East based on the location of the Red River and regional drainage patterns.

2.3 Site Operations

The Site consists of vacant undeveloped land consisting of trees, shrubs and grass. An access path runs along the west Site boundary.

3.0 HISTORICAL RECORDS REVIEW

3.1 Site Interviews and Records

There was no Site Representative available at the time of the Site reconnaissance; however, the Client advised Pinchin that the Site is currently owned by CN Rail and that the property had never been occupied by any permanent structures and/or buildings. In addition, the City of Winnipeg holds title to lots 3, 2 and 7 of Plan 7040 under CT # 2455472, which are located along the west portion of the Site.

3.2 Aerial Photographs

Copies of aerial photographs dated 1948, 1968, 1988 and 1997 were obtained from the Manitoba Conservation and Water Stewardship's (Manitoba Conservation) Canada Map Sales in Winnipeg, Manitoba and reviewed by Pinchin. In addition, Pinchin reviewed Google Earth™ satellite imagery dated 2002, 2005, 2007, 2010, 2013 and 2014.

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A summary of information inferred with respect to the Site is provided in the following table:

Year of Photograph	Site
1948, 1968, 1988, 1997, 2002, 2005, 2007, 2010, 2013 and 2014	The Site appears to consist of vacant forested land with the exception of an access road along the west Site boundary.

A summary of information inferred with respect to the surrounding area is provided in the following table:

Year of Photograph	North	East	South	West
1948	Vacant undeveloped land with forested areas north of the majority of the Site. The area north of the west portion of the Site is developed with railway lines similar in location and orientation to present-day followed by vacant undeveloped land.	Vacant undeveloped land.	Vacant undeveloped land with treed areas.	Vacant undeveloped land with treed areas.
1968 and 1988	Similar to 1948 with the addition of a road similar in location and orientation to present-day Taylor Avenue north of the west portion of the Site.	Similar to 1948.	Similar to 1948 with the addition of a road similar in location and orientation to present-day Hurst Way and a structure similar in size and configuration to the present-day Winnipeg Systems Waterway southwest of the Site.	Similar to 1948.

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Year of Photograph	North	East	South	West
1997	Similar to 1988 with the addition of a building similar in size and configuration to the present-day retail fuel outlet (RFO) at 1330 Taylor Avenue north of the west portion of the Site.	Similar to 1988.	Similar to 1988.	Similar to 1988.
2002	Similar to 1997 with the addition of a building similar in size and configuration to the present-day commercial building located at 1360 Taylor Avenue northwest of the Site.	Similar to 1997.	Similar to 1997.	Similar to 1997 with the addition of buildings similar in size and configuration to the present-day storage units located at 830 Waverley Street.
2005	Similar to 2002.	Similar to 2002.	Similar to 2002.	Similar to 2002 with the addition of a building similar in size and configuration to the present-day multi-tenant commercial building located at 840 Waverley Street.
2007, 2010, 2013 and 2014	Similar to 2005.	Similar to 2005.	Similar to 2005.	Similar to 2005 with the addition of a building similar in size and configuration to the present-day Humane Society building located at 45 Hurst Way.

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Railway lines were observed running in an east-west alignment in all of the aerial photographs. The closest railway line to the Site is located approximately 15 m north of the northwest portion of the Site. Creosote or chromated copper arsenate (CCA) used to treat the railway ties have the potential to impact soils in the vicinity of railway lines; however, these impacts are typically minor, localized, and near the surface. As such, it is Pinchin's opinion that these railway lines are unlikely to result in potential subsurface impacts at the Site.

A suspected RFO was observed to the north of the Site in the 1997 to 2014 aerial photographs. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. Based on observations made during the Site reconnaissance, the pump islands and underground storage tanks (USTs) are located greater than 100 m northeast of the Site. Based on the distance between the pump islands/USTs and the Site, as well as the inferred groundwater flow direction, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Based on Pinchin's review of the above-noted aerial photographs, nothing was observed that is likely to result in potential subsurface impacts at the Site.

3.3 Opta Information Intelligence

Pinchin contacted Opta Information Intelligence (Opta) to obtain copies of Fire Insurance Plans (FIPs) related to the Site and surrounding area, as well as Property Underwriters' Reports and Property Underwriters' Plans related to the Site. Opta provided a written response dated February 24, 2015 indicating there were no records on-file for the Site. A copy of Opta's response is provided in Appendix I. Manitoba Archives was also contacted regarding the availability of FIPs for the Site surrounding area and none were available.

3.4 City Directories

City directories for the years 1960 to 2000 were reviewed by Pinchin at the Millennium Library in Winnipeg, Manitoba. It should be noted that no city directories were available for the City of Winnipeg subsequent to 2000.

A summary of information obtained with respect to the Site is provided in the following table:

Year(s)	Occupant Listings for Site Address
1960, 1970, 1980, 1990 and 2000	No listing.

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In general, the city directories indicated that the surrounding area has historically consisted of commercial land uses since the 1990s. No historical dry cleaning operations, RFOs or other operations of potential environmental concern were identified; however, Pinchin notes the following:

- An RFO was listed at 1330 Taylor Avenue from 1993 to 2000. This RFO is still present at this location, approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Based on Pinchin's review of the above-noted city directories, nothing was identified that is likely to result in potential subsurface impacts at the Site.

3.5 Previous Environmental Reports

No previous reports (i.e., Phase I ESAs, geological or geotechnical reports) were provided for Pinchin's review and, according to the Client, none are available.

3.6 Historical Summary

Based on the results of the historical review, nothing was identified that is likely to result in potential subsurface impacts at the Site.

4.0 REGULATORY INFORMATION AND CORRESPONDENCE

4.1 Site Regulatory Information

Pinchin requested copies of permits, approvals and registrations from the Client and was advised that there is no regulatory information with respect to the Site.

4.2 Manitoba Conservation and Water Stewardship

Inquiries were made with Manitoba Conservation regarding any orders, violations or spills. At the time of writing this report, a written response had not been received from Manitoba Conservation. When a formal response is received, it will be reviewed by Pinchin. If there is any information that represents a potential issue of environmental concern, a copy of the response will be forwarded to the Client under separate cover. Our conclusions and recommendations may be amended based on this information. A copy of the request is provided in Appendix II.

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Pinchin conducted a search for properties within a 200 m radius of the Site listed on Manitoba Conservation's Contaminated/Impacted Sites Database updated February 1, 2015. The Site was not identified on the database.

One surrounding property (Taylor Esso at 1330 Taylor Avenue) was listed on Manitoba Conservation's Contaminated/Impacted Sites Database. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Pinchin conducted a search for properties within a 200 m radius of the Site listed on the Manitoba Conservation Hazardous Waste Generator Registrations Database updated August 19, 2014. The Site was not identified on the registrations database.

1330 Taylor Avenue (Taylor Esso Auto Wash Express Lube) was listed on the Manitoba Conservation Hazardous Waste Generator Registrations Database. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Two additional surrounding properties (1320 Taylor Avenue (The Christian Press) and 850 Waverley Street (Chamois Car Wash)) were listed on the Manitoba Conservation Hazardous Waste Generator Registrations Database. These properties are located greater than 100 m from the Site. Based on the distance between these properties and the Site, it is Pinchin's opinion that these properties are unlikely to result in potential subsurface impacts at the Site.

4.3 Local and Municipal Government

The City of Winnipeg maintains records regarding sewer-use infractions and other information related to sewer use. Given that the present activities at the Site as identified in this Phase I ESA are not expected to result in sewer discharges outside those permitted by City of Winnipeg bylaws, Pinchin did not contact the City of Winnipeg as part of this Phase I ESA.

4.4 EcoLog ERIS

Pinchin submitted a request to EcoLog Environmental Risk Information Service Ltd. (ERIS) for a review of the following databases, as they pertain to the Site and surrounding properties:

- "*National PCB Inventory*", dated 1988 to 2008;
- "*Fuel Storage Tanks*", dated 1905 to February 2003;

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- "*Bulk Fuel Distributors*", dated 2006 to July 2013;
- "*Retail Fuel Storage Tanks*", dated 1999 to July 2014;
- "*Waste Generators Summary*", dated 1985 to September 2012; and
- "*Waste Receivers Summary*", dated 1998 to July 2012.

A copy of the EcoLog ERIS report is provided in Appendix III. Based on a review of the information obtained from the above-noted sources, Pinchin notes the following:

- The Site was not listed in any of the above-noted databases reviewed by Pinchin;
- Taylor Esso at 1330 Taylor Avenue was listed in the Bulk Fuel Distributor Database Fuel Storage Tank Database as having two 35,000 litre (L) USTs and one 25,000 L UST installed in 1990 and tested in 1994, and one 5,000 L UST installed in 1990. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site; and
- Two additional surrounding properties (The Christian Press at 1320 Taylor Avenue and Stantec Consulting Ltd. at 1355 Taylor Avenue) were listed in the Waste Generator Summary Database. These properties are located greater than 100 m from the Site. Based on the distance between these properties and the Site, it is Pinchin's opinion that these properties are unlikely to result in potential subsurface impacts at the Site.

4.5 Regulatory Information Summary

Based on the regulatory information reviewed, nothing was identified that is likely to result in potential subsurface impacts at the Site.

5.0 SITE RECONNAISSANCE

Pinchin (see Appendix IV for assessor qualifications) conducted a Site reconnaissance on February 23, 2015, and was not accompanied. The Site reconnaissance included a walkthrough of accessible areas of the Site. At the time of the Site reconnaissance, the ground surface was covered with snow and the weather was overcast. The Site reconnaissance was documented with notes and photographs. The results of the Site reconnaissance are discussed below. Photographs of some of the features noted during the Site reconnaissance are attached in Appendix V.

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5.1 Hazardous Materials

Topic	Findings
Chemicals	None observed.
Compressed Gases	None observed.
Hazardous Waste	None observed.

5.2 Storage Tanks

5.2.1 Aboveground Storage Tanks

No aboveground storage tanks were observed on-Site.

5.2.2 Underground Storage Tanks

No evidence of USTs (i.e., fill/vent pipes) was observed on-Site. Snow cover at the time of the Site reconnaissance limited observations of ground surface conditions.

5.3 Water and Wastewater

Topic	Findings
Water Supply Source	The Site does not currently have a municipal water supply. Water is obtained by the City from Shoal Lake. Groundwater is not used as a source of potable water.
Water Use	Not applicable to the Site.
Sanitary/Process Wastewater Receptor	Not applicable to the Site.
Pits, Sumps or Lagoons	Not applicable to the Site.
Grease Traps	Not applicable to the Site.
Oil/Water Separators	Not applicable to the Site.
Storm Water Flow and Receptor	Storm water would likely run overland to percolate naturally through the soil or discharge into the municipal storm sewers.

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Topic	Findings
Wells	None observed. Snow cover at the time of the Site reconnaissance limited observation of ground surface conditions.
Watercourses, Ditches or Standing Water	None observed. Snow cover at the time of the Site reconnaissance limited observation of ground surface conditions.

5.4 Polychlorinated Biphenyls

The use of polychlorinated biphenyls (PCBs) as dielectric fluids in electrical equipment such as transformers, fluorescent lamp ballasts, and capacitors was common up to about 1980. The Federal PCB Regulations, SOR/2008-273, regulate the manufacture, import, export, sale, use and processing of PCBs. In addition, these regulations aim to eliminate the use of high level PCBs (greater than 500 milligrams per kilogram (mg/kg)), as well as low level PCBs (50-500 mg/kg) on or within 100 m of a "Sensitive Site" (i.e., drinking water treatment facility, feed/food processing plant, child care facility, schools, hospitals, etc.), by December 31, 2009. Light ballasts, pole top transformers, and other electrical equipment with low level PCBs (50-500 mg/kg) in non-sensitive sites are aimed to be eliminated by December 31, 2025.

No potential PCB-containing equipment was observed on-Site, and no hydraulic equipment was observed on-Site. No transformers were observed on-Site.

5.5 Asbestos-Containing Materials

Asbestos-containing materials (ACMs) are commonly found in building construction materials (particularly in older buildings constructed prior to 1985). Friable asbestos (friable is defined as a material that can be crumbled, powdered or pulverized by hand pressure) was widely used in sprayed fireproofing until 1973, and in decorative or finishing plasters, and thermal systems insulation until the early 1980s. Non-friable or manufactured asbestos products were widely used in building construction including in vinyl floor tiles, sheet flooring, ceiling tiles, pipe gaskets, roofing materials, asbestos cement boards, and numerous other products until the mid-1980s. A very limited number of non-friable asbestos products in limited quantities are still in use currently in building construction.

Given that the Site consists of vacant land, it is unlikely that ACMs are present on-Site.

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5.6 Lead-Containing Paints

Lead was commonly used as an additive in paints with no restricted level up until the mid-1970s. This included architectural paints used on interior and exterior surfaces, consumer paints, and paint on furniture and other household items. Beginning in 1976, the federal government limited the amount of lead in paints to 5,000 parts per million (ppm) and steadily reduced the lead content, primarily in the interest of public safety. The current limit set by the federal government is 90 ppm. In 1991, paint manufacturers initiated a voluntary program to limit lead in paint to 600 ppm, which is considered an action level by the provincial labour regulator; however, even today, there is no restriction on lead in paints used for anti-corrosion purposes (i.e., steel primers and exterior coatings) and road markings.

Given that the Site consists of vacant undeveloped land, it is unlikely that lead-containing paints are located on-Site.

5.7 Ozone-Depleting Substances

The bulk storage of ozone-depleting substances (ODSs) was not observed.

Given that the Site consists of vacant land, it is unlikely that ODSs are present on-Site.

5.8 Radon

Radon is a radioactive gas formed by naturally occurring radioactive breakdown of uranium in soil, rocks and even groundwater. Radon is invisible and odourless and, as such, cannot be detected by humans. Furthermore, radon escapes from the ground and mixes with outdoor air forming concentrations that are too low to be of concern; however, if radon enters a building the concentrations can accumulate to higher levels. Health Canada has developed guidelines for acceptable levels of radon in buildings and has indicated that radon levels should not exceed 200 Becquerel per cubic metre (Bq/m^3); however, there are currently no regulations governing acceptable levels of radon within buildings, and no requirements for testing or mitigation if levels are found to exceed the current Health Canada guidelines.

Given that the Site consists of vacant land, the potential presence of radon within buildings is not applicable to the Site.

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5.9 Mould or Microbial Contamination

The presence of mould or other microbiological contamination in buildings has become a concern to building tenants and owners due to potential health effects on occupants and users. Provincial Ministries of Labour have recently issued guidelines on enforced regulations to protect the health of construction workers who are exposed to mould in the course of building renovation. The presence of water leaks or high humidity can cause the growth or amplification of mould within building environments.

Given that the Site consists of vacant land, the potential presence of radon within buildings is not applicable to the Site.

5.10 Air Emissions

Topic	Findings
Washroom Vents	Not applicable to the Site.
Kitchen Vents	Not applicable to the Site.
Heating/Cooling	Not applicable to the Site.
Emergency Generators	Not applicable to the Site.
Process Vents	None observed.
Odours	No strong, pungent or noxious odours were identified.
Permits/Approvals	Not applicable to the Site.

5.11 Staining and Stressed Vegetation

Pinchin notes that the ground surface was snow-covered at the time of the Site reconnaissance and therefore, a thorough assessment for staining/stressed vegetation could not be completed at the time of the Site reconnaissance. The Client reported that no known historical chemical spills have occurred on-Site.

5.12 Non-Hazardous Wastes

Topic	Findings
Non-hazardous Wastes	Not currently generated at the Site.
Recyclables	Not currently generated at the Site.

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6.0 ACTIVITIES ON ADJACENT PROPERTIES

The Site is located in an urban area that consists of commercial and industrial (railway lines) land uses. A description of the adjacent properties is summarized in the following table, based on Pinchin's observations from the Site and publicly accessible locations:

	North	East	South	West
Operation or Activity	Vacant land north of the majority of the Site. Railway lines followed by commercial buildings (Taylor Esso, La Grotta Mediterranean Market) north of the west portion of the Site.	Vacant undeveloped land.	Vacant undeveloped land south of the majority of the Site. Hurst Way and the Winnipeg Systems Waterway to the south/southwest of the Site.	Commercial buildings (Winnipeg Humane Society, Storageville etc.).
Direction with Respect to Inferred Groundwater Flow	Transgradient.	Downgradient.	Transgradient.	Upgradient.
Visible Emissions	None observed.	None observed.	None observed.	None observed.
Visible Outdoor Storage of Hazardous Materials	Fill and vent pipes associated with the RFO.	None observed.	None observed.	None observed.

Railway lines were observed running in an east-west alignment north of the Site. The closest railway line to the Site is located approximately 15 m north of the northwest portion of the Site. As noted in Section 3.2, it is Pinchin's opinion that these railway lines are unlikely to result in potential subsurface impacts at the Site. An RFO was observed to the north of the Site. This property is located approximately 45 m north of the Site and is inferred to be hydraulically transgradient relative to the Site. As noted in Section 3.2, it is Pinchin's opinion that this property is unlikely to result in potential subsurface impacts at the Site.

Based on Pinchin's observations of the adjacent properties, nothing was observed that is likely to result in potential subsurface impacts at the Site.

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7.0 FINDINGS AND RECOMMENDATIONS

Based on the results of the Phase I ESA completed by Pinchin, nothing was identified that is likely to result in potential subsurface impacts at the Site. As such, no subsurface investigation work (Phase II ESA) is recommended at this time.

8.0 STANDARD LIMITATIONS

This Phase I ESA was performed in order to identify potential issues of environmental concern associated with the vacant Site located northeast of Hurst Way, Winnipeg, MB, at the time of the Site reconnaissance. This Phase I ESA was performed in general compliance with currently acceptable practices for environmental site investigations, and specific Client requests, as applicable to this Site. This report was prepared for the exclusive use of GEM Equities, subject to the conditions and limitations contained within the duly authorized proposal. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of the third parties. If additional parties require reliance on this report, written authorization from Pinchin will be required. Such reliance will only be provided by Pinchin following written authorization from Client. Pinchin disclaims responsibility of consequential financial effects on transactions or property values, or requirements for follow-up actions and costs. No other warranties are implied or expressed.

Pinchin will not be responsible for any consequential or indirect damages. Pinchin will only be liable for damages resulting from the negligence of Pinchin. Pinchin will not be liable for any losses or damage if the Client has failed, within a period of two years following the date upon which the claim is discovered (Claim Period), to commence legal proceedings against Pinchin to recover such losses or damage unless the laws of the jurisdiction which governs the Claim Period which is applicable to such claim provides that the applicable Claim Period is greater than two years and cannot be abridged by the contract between the Client and Pinchin, in which case the Claim Period shall be deemed to be extended by the shortest additional period which results in this provision being legally enforceable.

The information provided in this report is based upon analysis of available documents, records and drawings, and personal interviews. In evaluating the Site, Pinchin has relied in good faith on information provided by other individuals noted in this report. Pinchin has assumed that the information provided is factual and accurate. In addition, the findings in this report are based, to a large degree, upon information provided by the current owner/occupant. Pinchin accepts no responsibility for any deficiency, misstatement or inaccuracy contained in this report as a result of omissions, misinterpretations or fraudulent acts of persons interviewed or contacted, or contained in reports that were reviewed.

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The scope of work for this Phase I ESA did not include an intrusive investigation for designated substances (i.e., asbestos, mould, etc.) and, therefore, these materials may be present in concealed areas.

Pinchin makes no other representations whatsoever, including those concerning the legal significance of its findings, or as to other legal matters touched on in this report, including, but not limited to, ownership of any property, or the application of any law to the facts set forth herein. With respect to regulatory compliance issues, regulatory statutes are subject to interpretation and these interpretations may change over time.

The CSA document entitled "*Phase I Environmental Site Assessment, CSA Standard Z768-01*" dated November 2001 (reaffirmed 2012), does not apply to environmental auditing or environmental management systems. Therefore, with respect to Site operations and conditions, compliance with applicable Federal, Provincial or Municipal acts, regulations, laws and/or statutes was not evaluated as part of the Phase I ESA.

9.0 REFERENCES

1. Mr. Andrew Marquess.
2. Manitoba Conservation and Water Stewardship's Contaminated/Impacted Sites Database.
3. Manitoba Conservation and Water Stewardship's Hazardous Waste Generator Registrations Report.
4. Manitoba Conservation and Water Stewardship's Canada Map Sales.
5. Opta Information Intelligence "49.847856 97.173275", dated February 24, 2015 (Opta Order ID: 19871).
6. City of Winnipeg.
7. Manitoba Archives.
8. Millennium Library.
9. Google Earth™ Satellite Imagery.
10. EcoLog ERIS report entitled "101887 Waverley St & Hurst Way Winnipeg MB", dated February 19, 2015 (ERIS Project # 20150217128).

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11. "*Geohydrology of the Metropolitan Winnipeg Area as Related to Groundwater Supply and Construction*", prepared by F.W. Render, dated 1970.

12. "*Boundaries of Landfills and Dump in the Winnipeg Area*", prepared by the City of Winnipeg Works and Operations Division Waterworks Waste and Disposal Department, dated 1993.

13. "*Cross-Canada Survey of Radon Concentrations in Homes – Final Report*", prepared by Health Canada and dated March 2012.

14. "*Geological Engineering Maps & Report for Urban Development of Winnipeg*", prepared by the Department of Geological Engineering University of Manitoba, dated 1983.

J:\101000s\101887 GEMEquities,VacantLand,No,EMG,SA1\Report\101887 - Vacant Land NE of Hurst - Report - Phase I ESA - March 2, 2015.docx

Template: Master Report for Phase I ESA - Stage 1 PSI, EDR, February 2, 2015

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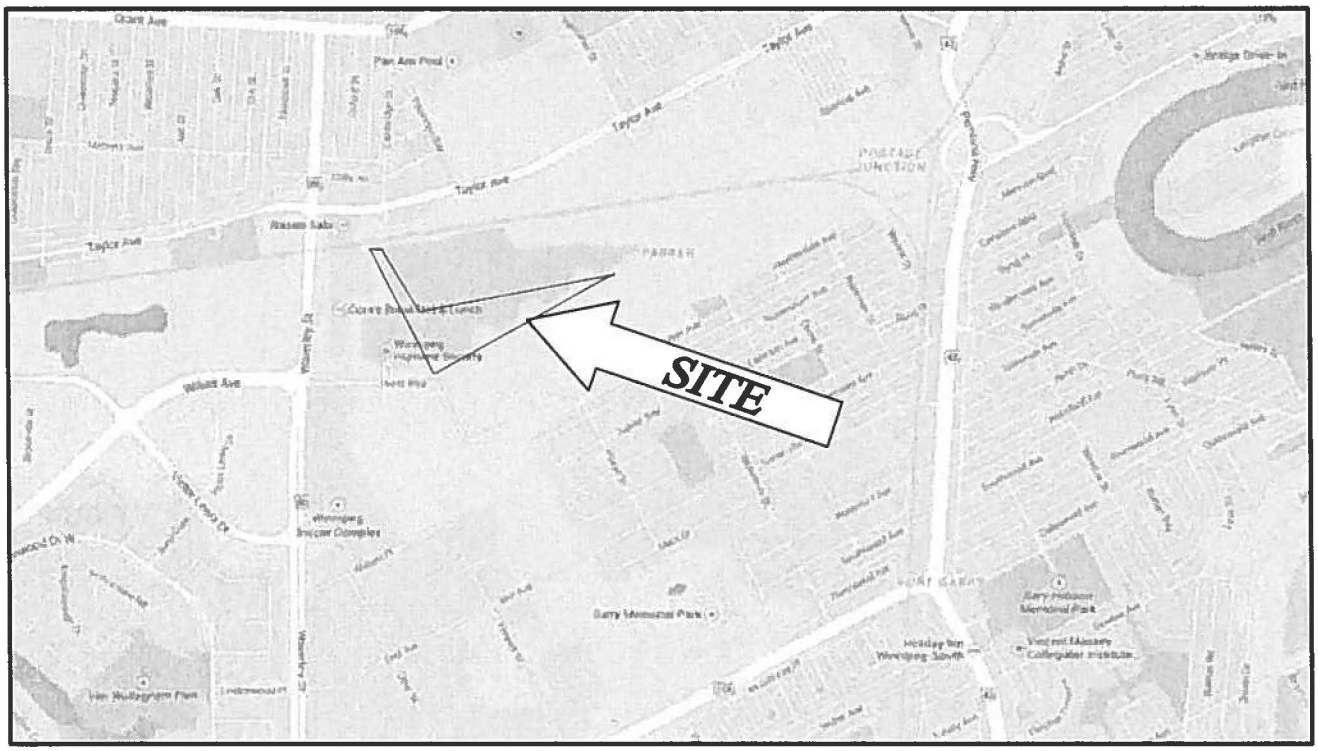
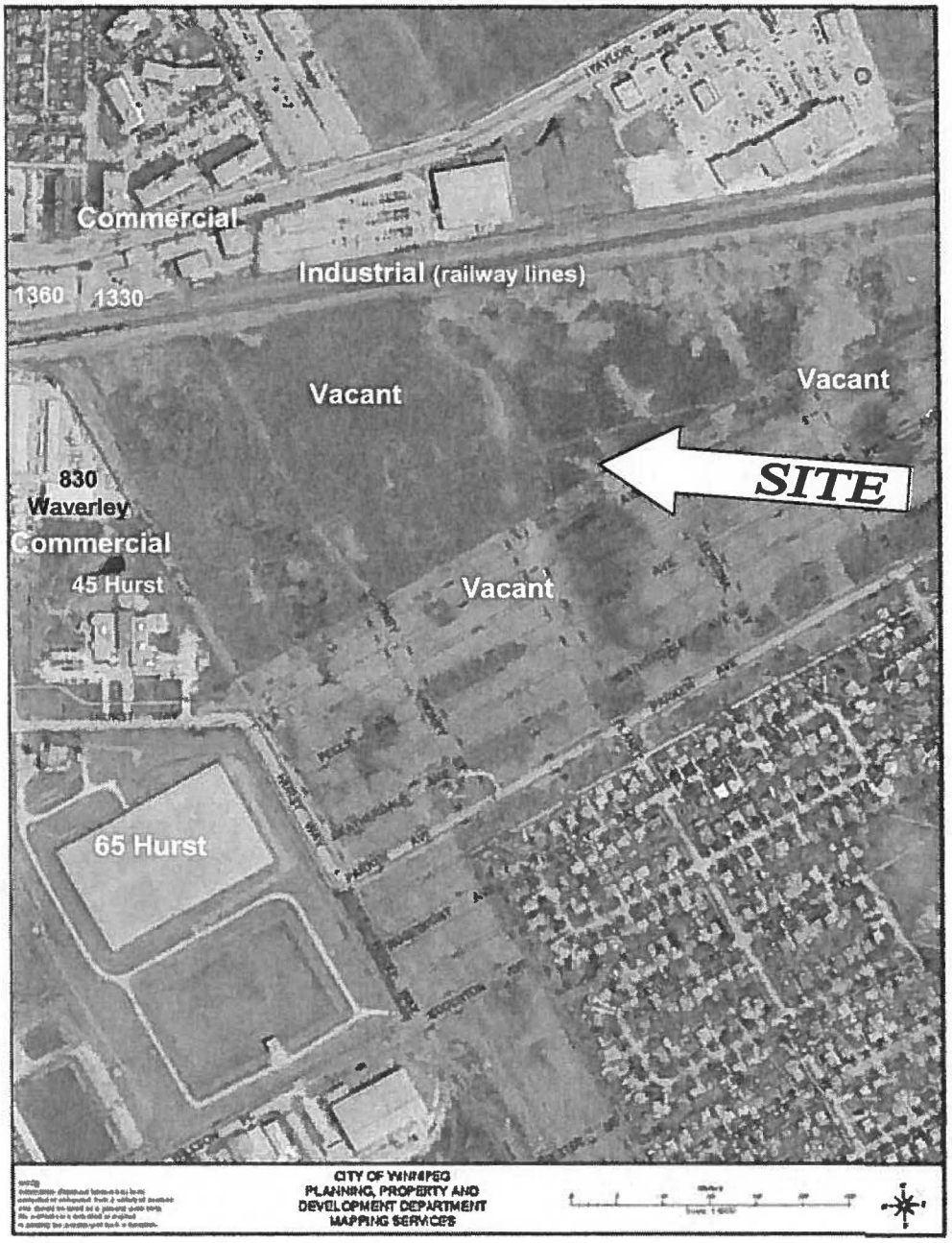
FIGURES



PINCHIN	PROJECT NAME: PHASE I ENVIRONMENTAL SITE ASSESSMENT			
	CLIENT NAME: GEM EQUITIES			
	PROJECT LOCATION: VACANT LAND NORTHEAST OF HURST WAY, WINNIPEG, MB			
	FIGURE NAME: KEY MAP			FIGURE NO.: 1
	APPROXIMATE SCALE: AS SHOWN	PROJECT NO.: 101887	DATE: MARCH 2015	

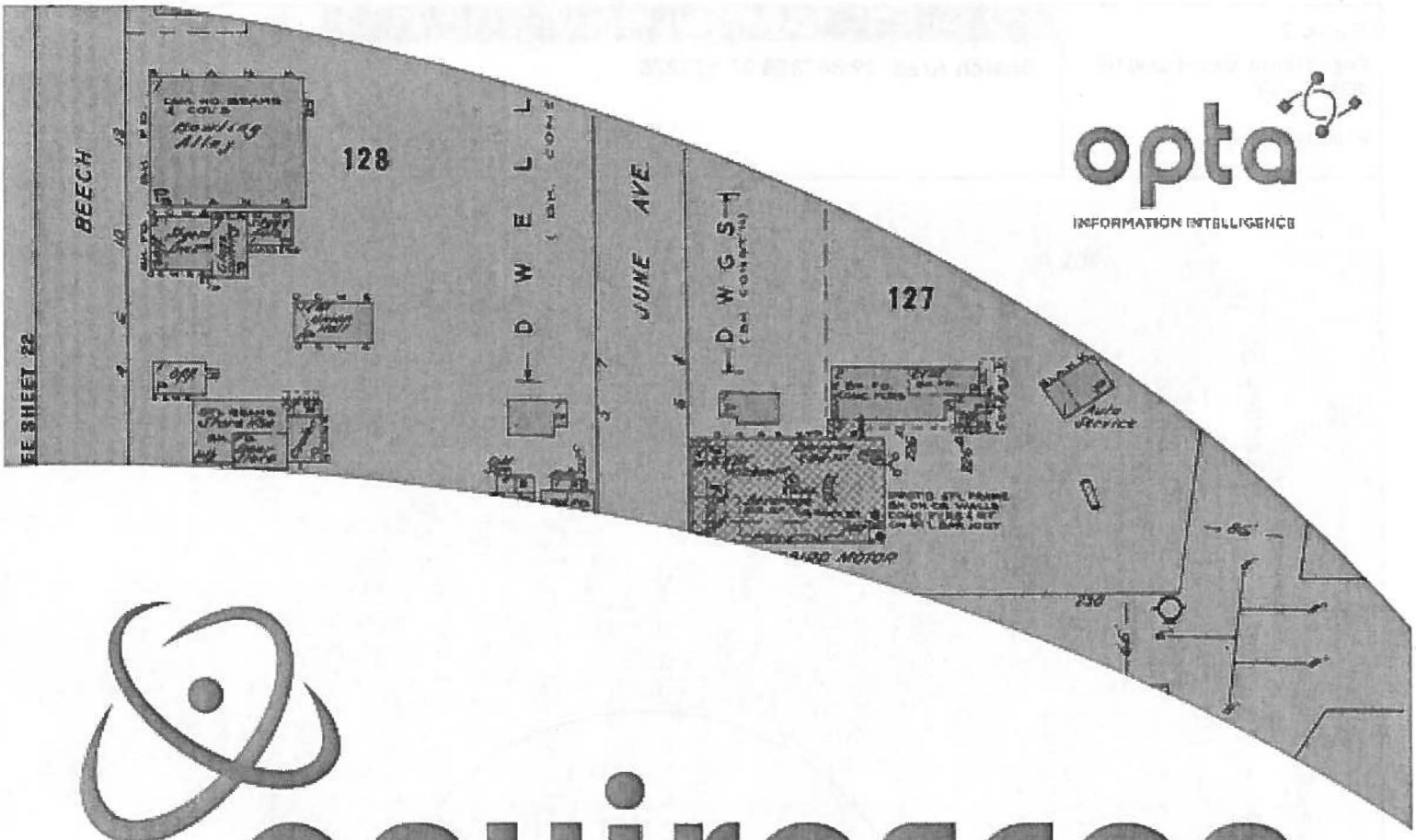


INFERRED GROUNDWATER FLOW DIRECTION

PINCHIN

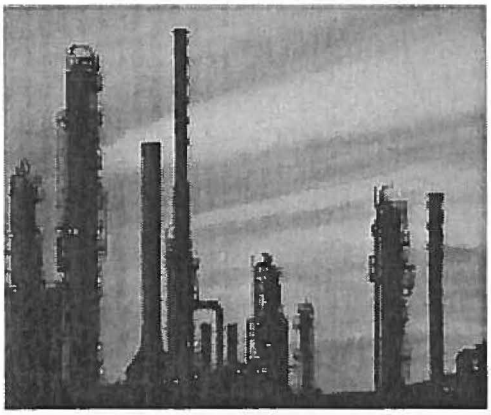
PROJECT NAME: PHASE I ENVIRONMENTAL SITE ASSESSMENT		
CLIENT NAME: GEM EQUITIES		
PROJECT LOCATION: VACANT LAND NORTHEAST OF HURST WAY, WINNIPEG, MB		
DRAWING NAME: SITE AND SURROUNDING LAND USE PLAN		FIGURE NO.: 2
SCALE: AS SHOWN	PROJECT NO.: 101887	DATE: MARCH 2015

APPENDIX I
Opta Response



opta
INFORMATION INTELLIGENCE

enviroscan







An SCM Company

175 Commerce Valley Drive W
Markham, Ontario L3T 7Z3

T: 905-882-6300
W: www.optaintel.ca

Report Completed By:

Sutharmina Balachandran

Site Address:

49.847856 97.173275

Project No:

101887

Opta Order ID:

19871

Requested by:

Bernice Spitaels Pinchin

Date Completed:

2/24/2015 7:31:44 AM

Project Name: Vacant Land NE of Hurst Way

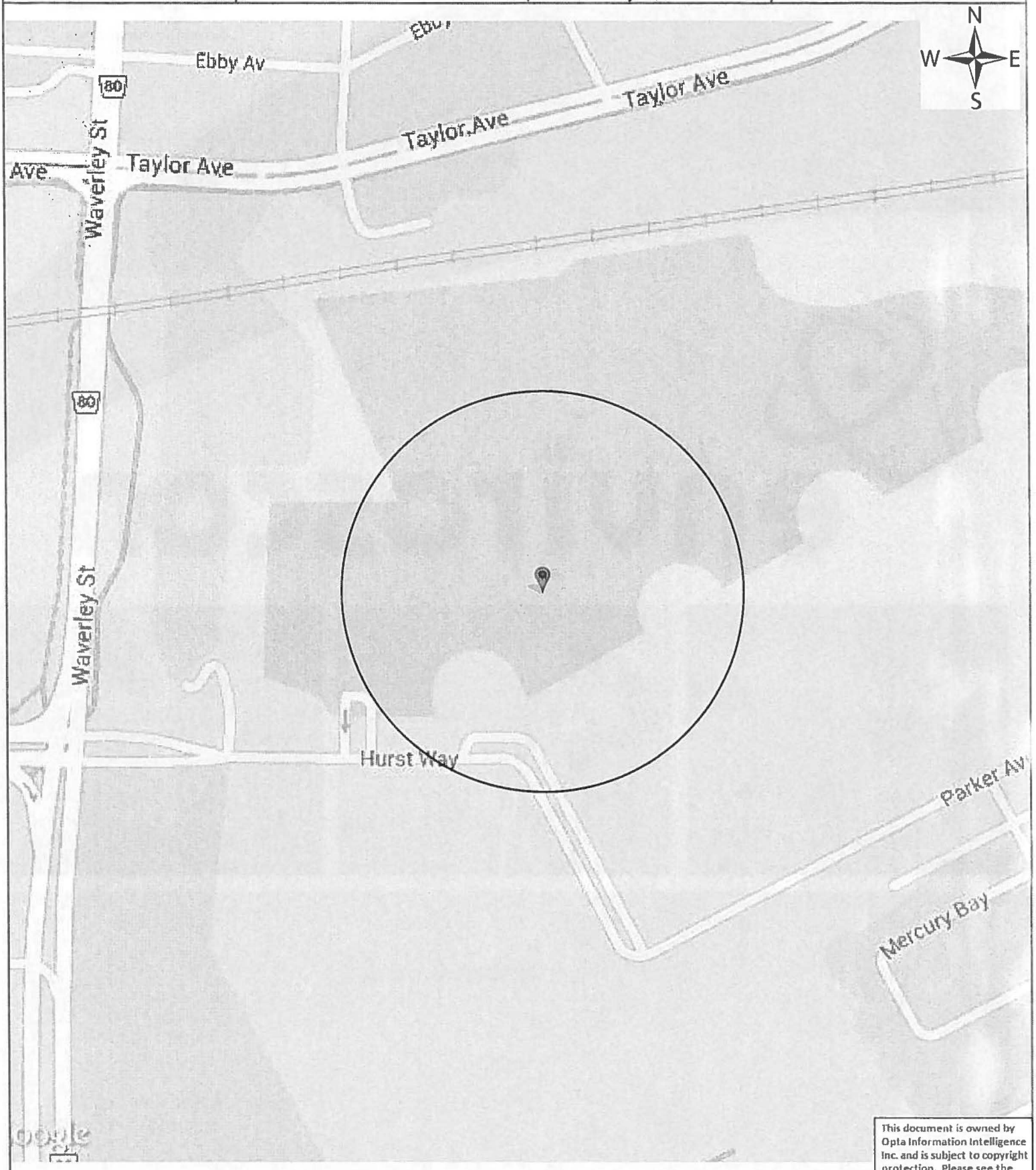
Project #: 101887

ENVIROSCAN Report

Search Area: 49.847856 97.173275

Requested by:
Bernice Spitaels
Date Completed: February 24, 2015 07:31:44

enviroscan
OPTA INFORMATION INTELLIGENCE



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Opta Historical Environmental Services Enviroscan™ Terms and Conditions

Report

The documents (hereinafter referred to as the "Documents") to be released as part of the report (hereinafter referred to as the "Report") to be delivered to the purchaser as set out above are documents in Opta's records relating to the described property (hereinafter referred to as the "Property"). Opta makes no representations or warranties respecting the Documents whatsoever, including, without limitation, with respect to the completeness, accuracy or usefulness of the Documents, and does not represent or warrant that these are the only plans and reports prepared in association with the Property or in Opta's possession at the time of Report delivery to the purchaser. The Documents are current as of the date(s) indicated on them. Interpretation of the Documents, if any, is by inference based upon the information which is apparent and obvious on the face of the Documents only. Opta does not represent, warrant or guarantee that interpretations other than those referred to do not exist from other sources. The Report will be prepared for use by the purchaser of the services as shown above hereof only.

Disclaimer

Opta disclaims responsibility for any losses or damages of any kind whatsoever, whether consequential or other, however caused, incurred or suffered, arising directly or indirectly as a result of the services (which services include, but are not limited to, the preparation of the Report provided hereunder), including but not limited to, any losses or damages arising directly or indirectly from any breach of contract, fundamental or otherwise, from reliance on Opta Reports or from any tortious acts or omissions of Opta's agents, employees or representatives.

Entire Agreement

The parties hereto acknowledge and agree to be bound by the terms and conditions hereof. The request form constitutes the entire agreement between the parties pertaining to the subject matter hereof and supersedes all prior and contemporaneous agreements, negotiations and discussions, whether oral or written, and there are no representations or warranties, or other agreements between the parties in connection with the subject matter hereof except as specifically set forth herein. No supplement, modification, waiver, or termination of the request shall be binding, unless confirmed in writing by the parties hereto.

Governing Document

In the event of any conflicts or inconsistencies between the provisions hereof and the Reports, the rights and obligations of the parties shall be deemed to be governed by the request form, which shall be the paramount document.

Law

This agreement shall be governed by and construed in accordance with the laws of the Province of Ontario and the laws of Canada applicable therein.

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L3T 7Z3

T: 905.882.6300
Toll Free: 905.882.6300
F: 905.882.6300

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www.optaintel.ca

Project Name: Vacant Land NE of Hurst Way Project #: 101887	ENVIROSCAN Report **Selected Fire Insurance Plans and Inspection Reports** Requested by: Bernice Spitaels Date Completed: February 24, 2015 07:31:44	enviroscan OPTA INFORMATION INTELLIGENCE

Search Fee	$50.00

Selected Fire Insurance Plans

None

Selected Inspection Reports

None

Total	$50.00

opta INFORMATION INTELLIGENCE

175 Commerce Valley Drive W
Markham, Ontario
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T: 905.882.6300
Toll Free: 905.882.6300
F: 905.882.6300

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Project Name: Vacant Land NE of Hurst Way

Project #: 101887

Excluded Fire Insurance Plans and Inspection Reports

Requested by:
Bernice Spitaels
Date Completed: February 24, 2015 07:31:44

enviroscan
OPTA INFORMATION INTELLIGENCE

Excluded Fire Insurance Plans

None

Excluded Inspection Reports

None

APPENDIX II
Correspondence with Regulatory Agencies

PINCHIN FILE NO: 101887

Manitoba
Conservation and Water Stewardship

FILE SEARCH REQUEST FORM

NOTE: Please **COMPLETE** the questions below in order that Manitoba Conservation can effectively respond to your request for information as to outstanding Licenses, Orders or Violations, etc. against the indicated property. **A cheque or money order, in the amount of $94.50 ($90.00 + $4.50 G.S.T.) made payable to the Minister of Finance, must accompany this request.**

We will endeavor to respond to your request within 30 calendar days of receipt. Please direct all inquiries and return the completed form, along with your payment, to:

Environmental File Searches
Manitoba Conservation
Box #85, 200 Saulteaux Crescent
Winnipeg MB R3J 3W3

GST Registration #R107863847

Telephone: 945-7098
Fax: 945-2385

1. Applicant:

Name:	Bernice Spitaels
Company Name:	Pinchin Ltd.
Address:	54 Terracon Place Winnipeg, Manitoba R2J 4G7
Telephone:	(204) 452-0983, ext 2237 Fax: (204) 453-0788
E-mail:	bspitaels@pinchin.com

2. If you are representing someone else respecting this request, please provide the following information:
(*not the property being searched)**

Business/Individual Name:	**GEM Equities**
Legal Name (if different from above):	
Address:	**1383 Spruce Street** **Winnipeg, MB** **R3E 2V8**
Telephone:	**(204)**
Fax:	**(204)**

(a) BUSINESS NAME OF PRESENT OR PREVIOUS TENANT who is/was actually on the subject property (not numbered company name) MUST BE INCLUDED:
(If this is a shopping centre/strip mall please provide complete list of tenants)

Vacant land

3. (a) Legal description of property involved:

Titles: 1957007/1
1584920/1
540285/1
768977/1
540274/1
540266/1
762473/1

(b) **STREET ADDRESS (INCLUDING CITY/TOWN, RURAL MUNICIPALITY) OF PROPERTY INVOLVED MUST BE INCLUDED:**
(Please provide a diagram if civic/numerical address is not available)

No address - see titles above and map attached.

4. What information is being requested - please be as specific as possible?

Environmental orders, spills, spills on adjacent properties, discharge orders, underground storage tanks, tank removal orders, fill materials used, landfills on property.

If known, and if applicable, please indicate what legislation the information being requested pertains to:

The Environment Act	X	The Contaminated Sites Remediation Act	X
The Dangerous Goods Handling and Transportation Act	X	**Livestock Manure and Mortalities Management Regulation** ***** we only provide information on the above for Rural properties***	

5. For what purpose is the information required (i.e. sale of business/property, financing arrangements, etc.)?

Unknown

6. Type/description of business/operation presently being carried out on subject property (if not currently in operation, and if known, please identify past business/operation carried out on subject property):

Vacant land

7. Description of intended use of subject property:

Unknown

February 17, 2015
Request Date

Signature of Requestor

TLW

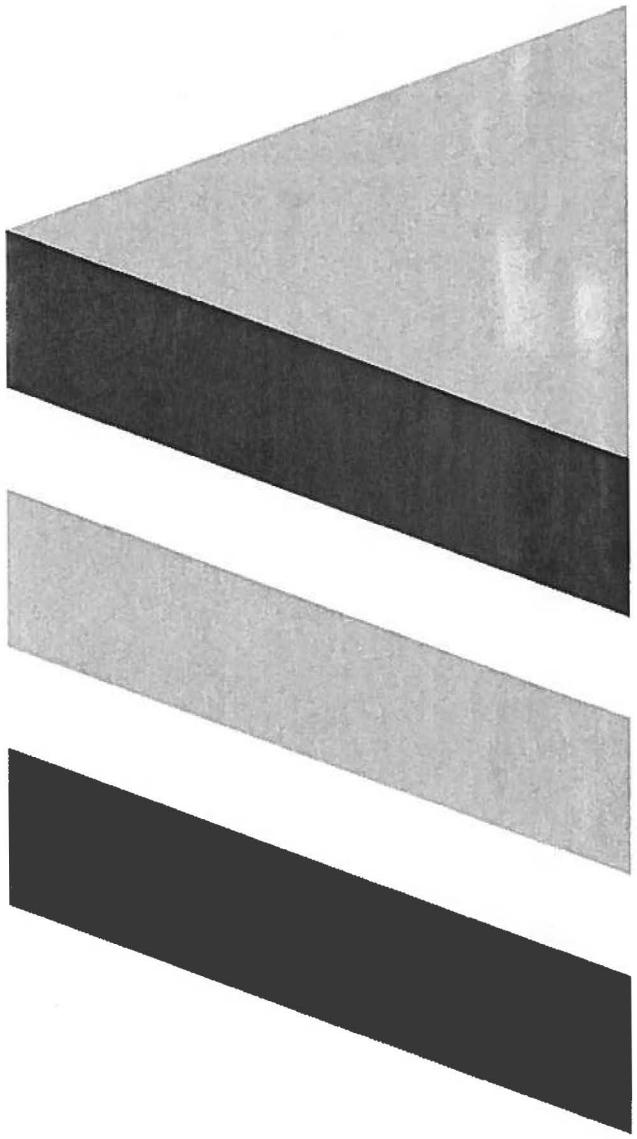
****** PLEASE NOTE THAT INCOMPLETE FORMS WILL CAUSE A DELAY IN THIS SEARCH BEING PROCESSED. PLEASE BE SURE TO INCLUDE ALL AVAILABLE DETAILS.**

PINCHIN FILE NO: 101887



APPENDIX III
EcoLog ERIS Report

ENVIRONMENTAL RISK INFORMATION SERVICE



DATABASE REPORT

Project Property:	*101887* *Waverley St & Hurst Way Winnipeg Mb* *Winnipeg MB*
P.O. Number	
Report Type:	*Quote - Custom-Build Your Own Report*
Order #:	*20150217128*
Requested by:	*Pinchin Ltd*
Date:	*February 19, 2015*

Ecolog ERIS Ltd.
Environmental Risk Information Service Ltd. (ERIS)
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Executive Summary

Property Information:

Project Property:	*101887* *Waverley St & Hurst Way Winnipeg Mb Winnipeg MB*
P.O. Number:	

Order Information:

Order No.:	*20150217128*
Date Requested:	*23/02/2015*
Requested by:	*Pinchin Ltd*
Report Type:	*Quote - Custom-Build Your Own Report*

Additional Products:

Executive Summary: Report Summary

Database	Name	Searched	Project Property	Boundary to 0.25km	Total
AUWR	Automobile Wrecking & Supplies	N	-	-	-
CA	Certificates of Approval	N	-	-	-
CHEM	Chemical Register	N	-	-	-
CONV	Enforcement Actions	N	-	-	-
CS	Contaminated/Impacted Sites	N	-	-	-
DRL	Drill Holes	N	-	-	-
EEM	Environmental Effects Monitoring	N	-	-	-
EHS	ERIS Historical Searches	N	-	-	-
EIIS	Environmental Issues Inventory System	N	-	-	-
FCON	Federal Convictions	N	-	-	-
FCS	Contaminated Sites on Federal Land	N	-	-	-
FST	Fuel Storage Tanks	Y	0	1	1
FUEL	Bulk Fuel Distributors	Y	0	3	3
GEN	Waste Generators Summary	Y	0	4	4
IAFT	Indian & Northern Affairs Fuel Tanks	N	-	-	-
MAST	Manure Storage Facilities	N	-	-	-
MINE	Canadian Mine Locations	N	-	-	-
MNR	Mineral Occurrences	N	-	-	-
MOGW	Manitoba Oil and Gas Wells	N	-	-	-
NATE	National Analysis of Trends in Emergencies System (NATES)	N	-	-	-
NDFT	National Defence & Canadian Forces Fuel Tanks	N	-	-	-
NDSP	National Defence & Canadian Forces Spills	N	-	-	-
NDWD	National Defence & Canadian Forces Waste Disposal Sites	N	-	-	-
NEES	National Environmental Emergencies System (NEES)	N	-	-	-
NPCB	National PCB Inventory	Y	0	0	0
NPRI	National Pollutant Release Inventory	N	-	-	-
OGW	Oil and Gas Wells	N	-	-	-
PAP	Canadian Pulp and Paper	N	-	-	-
PCB	Inventory of PCB Storage Sites	N	-	-	-
PCFT	Parks Canada Fuel Storage Tanks	N	-	-	-
PITS	Manitoba Pits and Quarries	N	-	-	-
REC	Waste Receivers Summary	Y	0	0	0
RST	Retail Fuel Storage Tanks	Y	0	0	0
SCT	Scott's Manufacturing Directory	N	-	-	-
SPL	Manitoba Spills	N	-	-	-
TCFT	Transport Canada Fuel Storage Tanks	N	-	-	-
WDS	Waste Disposal Site Inventory	N	-	-	-

Database	Name	Searched	Project Property	Boundary to 0.25km	Total
WWIS	**Water Well Inventory**	N	-	-	-
		Total:	0	8	8

Executive Summary: Site Report Summary - Project Property

Map Key	DB	Company/Site Name	Address	Dir/Dist m	Elev diff m	Page Number

No records found in the selected databases for the project property.

Executive Summary: Site Report Summary - Surrounding *Properties*

Map Key	DB	Company/Site Name	Address	Dir/Dist m	Elev diff m	Page Number
1	GEN	CHRISTIAN PRESS THE	1320 TAYLOR AVE Winnipeg MB R3M 3Y1	NNW/145.3	227.00	10
2	FST	Taylor Esso	1330 Taylor Ave. Winnipeg MB R3M 3Y1	NW/73.0	227.00	10
2	FUEL	TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	NW/73.0	227.00	10
2	FUEL	TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	NW/73.0	227.00	11
2	FUEL	TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	NW/73.0	227.00	11
2	GEN	TAYLOR ESSO AUTO WASH EXPRESS LUBE	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	NW/73.0	227.00	11
2	GEN	EXPRESS LUBE	TAYLOR AVE., 1330 WINNIPEG MB	NW/73.0	227.00	11
3	GEN	STANTEC CONSULTING LTD	100-1355 TAYLOR AV Winnipeg MB	NW/185.6	227.00	11

Executive Summary: Summary By Data Source

FST - Fuel Storage Tanks

A search of the FST database, dated 1905-Feb 2003* has found that there are 1 FST site(s) within approximately 0.25 kilometers of the project property.

Site	Address	Distance m	Map Key
Taylor Esso	1330 Taylor Ave. Winnipeg MB R3M 3Y1	73.0	2

FUEL - Bulk Fuel Distributors

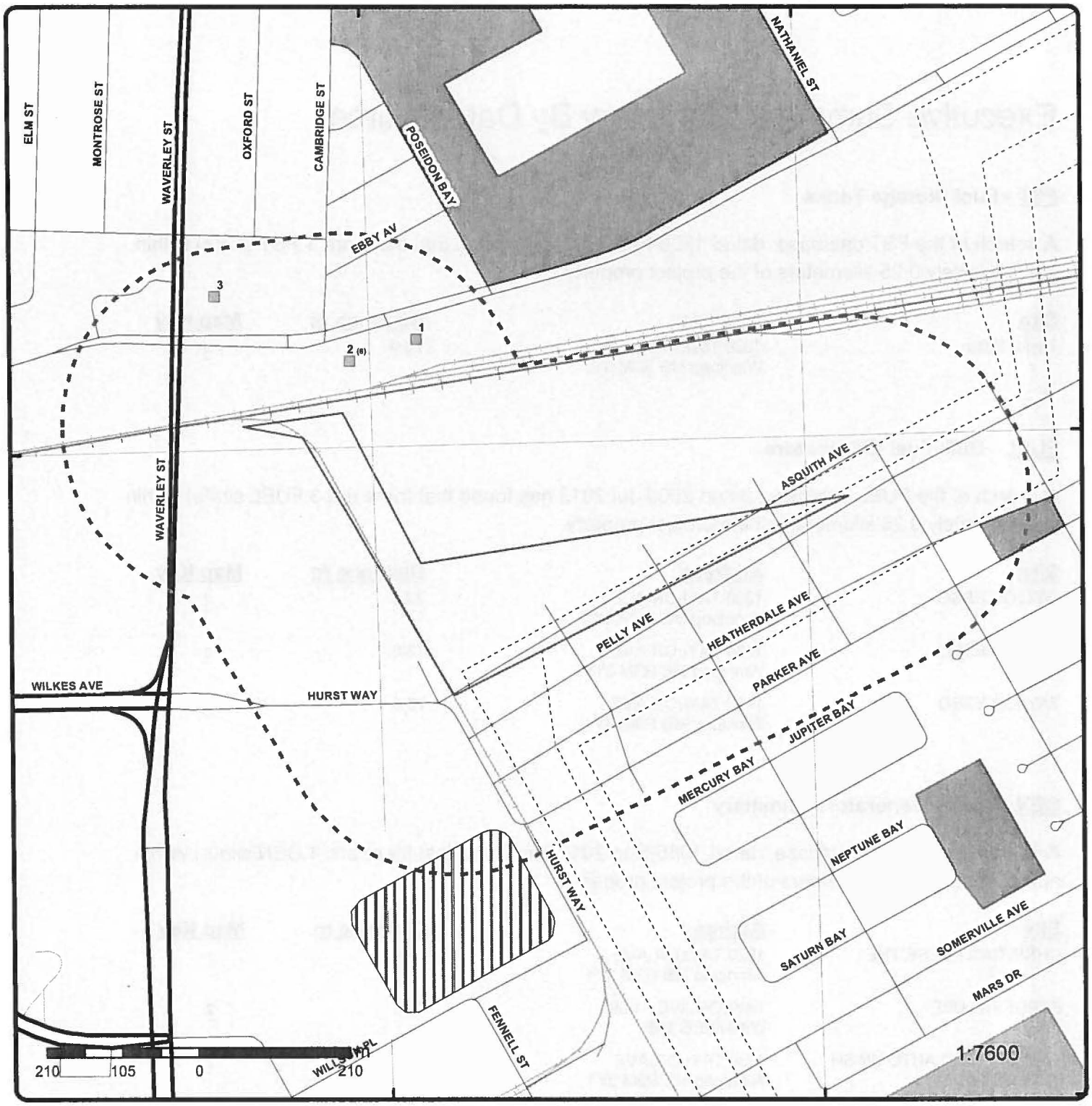
A search of the FUEL database, dated 2006-Jul 2013 has found that there are 3 FUEL site(s) within approximately 0.25 kilometers of the project property.

Site	Address	Distance m	Map Key
TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	73.0	2
TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	73.0	2
TAYLOR ESSO	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	73.0	2

GEN - Waste Generators Summary

A search of the GEN database, dated 1985-Sep 2012 has found that there are 4 GEN site(s) within approximately 0.25 kilometers of the project property.

Site	Address	Distance m	Map Key
CHRISTIAN PRESS THE	1320 TAYLOR AVE Winnipeg MB R3M 3Y1	145.3	1
EXPRESS LUBE	TAYLOR AVE., 1330 WINNIPEG MB	73.0	2
TAYLOR ESSO AUTO WASH EXPRESS LUBE	1330 TAYLOR AVE Winnipeg MB R3M 3Y1	73.0	2
STANTEC CONSULTING LTD	100-1355 TAYLOR AV Winnipeg MB	185.6	3



Map

Order No: 20150217128

Address: Waverley St & Hurst Way Winnipeg Mb, Winnipeg, MB

- Project Property
- Buffer Outline
- Eris Sites with Higher Elevation
- Eris Sites with Same Elevation
- Eris Sites with Lower Elevation
- Eris Sites with Unknown Elevation
- Expressway
- Principal Highway
- Secondary Highway
- Major Road
- Local road
- Trail
- Proposed Road
- Ferry Route/Ice Road
- Industrial and Resource - Regions
- Main Line
- Sidetrack
- Transit Line
- Abandoned Line
- National Park
- Provincial or Territorial Park
- Other Park
- Golf Course or Driving Range
- Park or Sports Field
- Other Recreation Area

Source: © 2014 DMTI Spatial Inc.



Aerial

Order No: 20150217128

Address: Waverley St & Hurst Way Winnipeg Mb, Winnipeg, MB

Source: ESRI World Imagery, Updated October 2014

© Ecolog ERIS Ltd

Detail Report

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
1	1 of 1	NNW/145.3	227.0	CHRISTIAN PRESS THE 1320 TAYLOR AVE Winnipeg MB R3M 3Y1	GEN

Registration #: MBG11335

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
2	1 of 6	NW/73.0	227.0	Taylor Esso 1330 Taylor Ave. Winnipeg MB R3M 3Y1	FST

Site ID:	12838	Site Status:	Active
Outlet Type:	Retail	Inventory:	Daily
Owner Category:	Oil Company	Owner:	Imperial Oil
Operator:	Cordy, Glenn	Mailing Address:	1330 Taylor Ave.
Mailing City:	Winnipeg MB		

--- Details ---

Status Date:	05-Nov-90	# of Tanks:	2
Capacity(L):	35000.00	Position:	Underground
Status:	Installed	Spill Protect.:	Fiberglass
+			
Status Date:	05-Nov-90	# of Tanks:	1
Capacity(L):	25000.00	Position:	Underground
Status:	Installed	Spill Protect.:	Fiberglass
+			
Status Date:	05-Nov-90	# of Tanks:	1
Capacity(L):	5000.00	Position:	Underground
Status:	Installed	Spill Protect.:	Fiberglass
+			
Status Date:	26-Sep-94	# of Tanks:	2
Capacity(L):	35000.00	Position:	Underground
Status:	Tested	Spill Protect.:	Fiberglass
+			
Status Date:	26-Sep-94	# of Tanks:	1
Capacity(L):	25000.00	Position:	Underground
Status:	Tested	Spill Protect.:	Fiberglass

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
2	2 of 6	NW/73.0	227.0	TAYLOR ESSO 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	FUEL

Permit No:	32146
Facility Type:	U/G
Expiry Date:	
Lat/Long:	

Map Key	Number of Records	Direction/ Distance m	Elevation m	Site	DB
Comment:		Not Storing Used Oil			
2	3 of 6	NW/73.0	227.0	TAYLOR ESSO 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	FUEL
Permit No:		22887			
Facility Type:		U/G			
Expiry Date:					
Lat/Long:					
Comment:		Storing used oil			
2	4 of 6	NW/73.0	227.0	TAYLOR ESSO 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	FUEL
Permit No:		22886			
Facility Type:		U/G			
Expiry Date:					
Lat/Long:					
Comment:		Not storing used oil			
2	5 of 6	NW/73.0	227.0	TAYLOR ESSO AUTO WASH EXPRESS LUBE 1330 TAYLOR AVE Winnipeg MB R3M 3Y1	GEN
Registration #:		MBG01422			
2	6 of 6	NW/73.0	227.0	EXPRESS LUBE TAYLOR AVE., 1330 WINNIPEG MB	GEN
Registration #:		MBG001422			
3	1 of 1	NW/185.6	227.0	STANTEC CONSULTING LTD 100-1355 TAYLOR AV Winnipeg MB	GEN
Registration #:		MBG12625			

Unplottable Summary

DB	Company Name/Site Name	Address	City	Postal
FUEL	TAYLOR ESSO - PSF		Winnipeg MB	
FUEL	TAYLOR ESSO - PSF		Winnipeg MB	
FUEL	TAYLOR ESSO		Winnipeg MB	

Unplottable Report

Site: ***TAYLOR ESSO - PSF***
Winnipeg MB

Database:
FUEL

Permit No: 32146
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment:

Site: ***TAYLOR ESSO - PSF***
Winnipeg MB

Database:
FUEL

Permit No: 22887
Facility Type: U/G
Expiry Date:
Lat/Long:
Comment:

Site: ***TAYLOR ESSO***
Winnipeg MB

Database:
FUEL

Permit No: 32146
Facility Type: U/G
Expiry Date: 31-Dec-15
Lat/Long:
Comment:

Appendix: Database Descriptions

Ecolog Environmental Risk Information Services Ltd can search the following databases. The extent of Historical information varies with each database and current information is determined by what is publicly available to Ecolog ERIS at the time of update. ***Note:*** *Databases denoted with " * " indicates that the database will no longer be updated. See the individual database description for more information.*

Automobile Wrecking & Supplies: Private AUWR

This database provides an inventory of all known locations that are involved in the scrap metal, automobile wrecking/recycling, and automobile parts & supplies industry. Information is provided on the company name, location and business type.

Government Publication Date: 2001-Jul 2014

Certificates of Approval: Provincial CA

This database contains all approvals issued since July 1988 within the following categories: Approvals for Air or Effluent and Orders, Permits and/or Regulated Sites designations for Air, Effluent, Refuse or Storage. The information available within this database pertains to client information, general location, class type, operation type, license # and the issue date of the CA. Please note that no specific site address information is available.

Government Publication Date: 1988-Jun 2013

Chemical Register: Private CHEM

The Manitoba Industry, Trade and Tourism department maintains a chemical register of all known 'active' manufacturers of chemicals, fertilizers and pesticides within the province. Inactive chemical manufacturers are not required to remain in the database. Information available within this register pertains to company name, location and the 'product line'. Information from a private source regarding the locations of chemical manufacturers and distributors is also included in this database.

Government Publication Date: 1997-Jul 2014

Enforcement Actions: Provincial CONV

This database summarizes enforcement activities (Convictions, Warnings, Director's Order's, EO Order's, MOH Order's, Offence Notice's, and Permit Suspensions) where companies/individual have been found guilty of environmental offenses under Manitoba's Environmental Protection Legislation. Please note that enforcement actions resulting from activities regulated under the Livestock Manure & Mortalities Mgmt Regulation MR 42/98 are also included.

Government Publication Date: Apr 1994-Mar 2008

Contaminated/Impacted Sites: Provincial CS

Manitoba's Contaminated Sites Remediation Act (CSRA) defines a site as contaminated if, "having regard to any current, permitted or foreseeable use of a site, that the site is contaminated at a level which poses or may pose a threat to human health or safety or to the environment". Manitoba's Conservation department collects information on sites that have been investigated by the ministry due to environmental concerns.

Government Publication Date: 1980-Aug 2013

Drill Holes: Provincial DRL

The "Open File Drill Holes" database contains information on more than 10,000 drill holes in the province of Manitoba. The database provides information in regard to drill hole location (place, latitude and longitude), depth and overburden of hole, exploration company and assessment report year.

Government Publication Date: 1900-Jan 2015

Environmental Effects Monitoring: Federal EEM

The Environmental Effects Monitoring program assesses the effects of effluent from industrial or other sources on fish, fish habitat and human usage of fisheries resources. Since 1992, pulp and paper mills have been required to conduct EEM studies under the Pulp and Paper Effluent Regulations. This database provides information on the mill name, geographical location and sub-lethal toxicity data.

Government Publication Date: 1992-2007*

ERIS Historical Searches: Private EHS

EcoLog ERIS has compiled a database of all environmental risk reports completed since March 1999. Available fields for this database include: site location, date of report, type of report, and search radius. As per all other databases, the ERIS database can be referenced on both the map and "Statistical Profile" page.

Government Publication Date: 1999-Aug 2014

Environmental Issues Inventory System: Federal EIIS

The Environmental Issues Inventory System was developed through the implementation of the Environmental Issues and Remediation Plan. This plan was established to determine the location and severity of contaminated sites on inhabited First Nation reserves, and where necessary, to remediate those that posed a risk to health and safety; and to prevent future environmental problems. The EIIS provides information on the reserve under investigation, inventory number, name of site, environmental issue, site action (Remediation, Site Assessment), and date investigation completed.

Government Publication Date: 1992-2001*

Federal Convictions: Federal FCON

Environment Canada maintains a database referred to as the "Environmental Registry" that details prosecutions under the Canadian Environmental Protection Act (CEPA) and the Fisheries Act (FA). Information is provided on the company name, location, charge date, offence and penalty.

Government Publication Date: 1988-Jun 2007*

Contaminated Sites on Federal Land: Federal FCS

The Federal Contaminated Sites Inventory includes information on all known federal contaminated sites under the custodianship of departments, agencies and consolidated Crown corporations as well as those that are being or have been investigated to determine whether they have contamination arising from past use that could pose a risk to human health or the environment. The inventory also includes non-federal contaminated sites for which the Government of Canada has accepted some or all financial responsibility. It does not include sites where contamination has been caused by, and which are under the control of, enterprise Crown corporations, private individuals, firms or other levels of government.

Government Publication Date: June 2000-Jan 2015

Fuel Storage Tanks: Provincial FST

The Petroleum Storage Tank database, which is maintained by Manitoba's Petroleum Storage Program, contains information in regard to company name, location, status, outlet type (retail, used oil, bulk/used'), number of tanks, tank capacity and tank status. This database will not be updated as this information is no longer collected in this format. For current information regarding bulk fuel distributors, please see the FUEL database.

Government Publication Date: 1905-Feb 2003*

Bulk Fuel Distributors: Provincial FUEL

The Manitoba Petroleum Storage Program maintains an inventory of Bulk Fuel Distributors. This inventory contains valid operating permit numbers within the Province of Manitoba. Fields such as name, location, expiry date, type of facility and permit # are included.

Government Publication Date: 2006-Jul 2013

Waste Generators Summary: Provincial GEN

Within Manitoba, a waste generator is defined as any site, equipment and/or operation involved in the production, collection, handling and/or storage of regulated wastes. A generator of regulated waste is required to register the waste generation site and each waste produced, collected, handled or stored at the site. This database contains the licensing/registration number (MB1 #), company name and address of registered generators. At present, access to the type of hazardous waste generated and the form of treatment used in the handling of the waste is only available by directly calling Manitoba's Hazardous Waste Program.

Government Publication Date: 1985-Sep 2012

Indian & Northern Affairs Fuel Tanks: Federal IAFT

The Department of Indian & Northern Affairs Canada (INAC) maintains an inventory of all aboveground & underground fuel storage tanks located on both federal and crown land. Our inventory provides information on the reserve name, location, facility type, site/facility name, tank type, material & ID number, tank contents & capacity, and date of tank installation.

Government Publication Date: 1950-Aug 2003*

Manure Storage Facilities: Provincial MAST

Under the Livestock Manure and Mortalities Management Regulation (MR 42/98), permits are issued for the construction, modification or expansion of manure storage facilities. Once issued, the Environmental Livestock Program is responsible for the enforcement of regulations on the management of manure and mortalities. Please note that the MAST database only provides information on permit number, operation name, RM and permit issue date. All other information must be obtained from MB Conservation.

Government Publication Date: Jul 1994-May 2012

Canadian Mine Locations: Private MINE

This information is collected from the Canadian & American Mines Handbook. The Mines database is a national database that provides over 290 listings on mines (listed as public companies) dealing primarily with precious metals and hard rocks. Listed are mines that are currently in operation, closed, suspended, or are still being developed (advanced projects). Their locations are provided as geographic coordinates (x, y and/or longitude, latitude). As of 2002, data pertaining to Canadian smelters and refineries has been appended to this database.

Government Publication Date: 1998-2009*

Mineral Occurrences: Provincial MNR

For over 25 years, Manitoba has been compiling Mineral Inventory Cards on mineral deposits in the province. This database was obtained from Manitoba Industry, Trade and Mines, and contains information on over 650 mineral occurrences in the province. Data is provided on the Mineral Inventory File No., Mineral Deposit Name, Product, Associated Minerals or Products of Value, NTS area, Name of Property Owner or Operator and Address, location, and geographical coordinates.

Government Publication Date: 1961-Jul 2013

Manitoba Oil and Gas Wells: Provincial MOGW

The Manitoba Oil and Gas Wells database was collected through the assistance of The Land Systems Company. Information is provided regarding licence number and location for over 4,800 wells. Please note that this database will not be updated, information on wells drilled after May 2002 can be found in the Oil and Gas Wells (OGW) database under the `Private Source Database' section.

Government Publication Date: 1951-May 2002*

National Analysis of Trends in Emergencies System (NATES): Federal NATE

In 1974 Environment Canada established the National Analysis of Trends in Emergencies System (NATES) database, for the voluntary reporting of significant spill incidents. The data was to be used to assist in directing the work of the emergencies program. NATES ran from 1974 to 1994. Extensive information is available within this database including company names, place where the spill occurred, date of spill, cause, reason and source of spill, damage incurred, and amount, concentration, and volume of materials released.

*Government Publication Date: 1974-1994**

National Defence & Canadian Forces Fuel Tanks: Federal NDFT

The Department of National Defence and the Canadian Forces maintains an inventory of all aboveground & underground fuel storage tanks located on DND lands. Our inventory provides information on the base name, location, tank type & capacity, tank contents, tank class, date of tank installation, date tank last used, and status of tank as of May 2001. This database will no longer be updated due to the new National Security protocols which have prohibited any release of this database.

*Government Publication Date: Up to May 2001**

National Defence & Canadian Forces Spills: Federal NDSP

The Department of National Defence and the Canadian Forces maintains an inventory of spills to land and water. All spill sites have been classified under the "Transportation of Dangerous Goods Act - 1992". Our inventory provides information on the facility name, location, spill ID #, spill date, type of spill, as well as the quantity of substance spilled & recovered.

Government Publication Date: Mar 1999-Aug 2010

National Defence & Canadian Forces Waste Disposal Sites: Federal NDWD

The Department of National Defence and the Canadian Forces maintains an inventory of waste disposal sites located on DND lands. Where available, our inventory provides information on the base name, location, type of waste received, area of site, depth of site, year site opened/closed and status.

*Government Publication Date: 2001-Apr 2007**

National Environmental Emergencies System (NEES): Federal NEES

In 2000, the Emergencies program implemented NEES, a reporting system for spills of hazardous substances. For the most part, this system only captured data from the Atlantic Provinces, some from Quebec and Ontario and a portion from British Columbia. Data for Alberta, Saskatchewan, Manitoba and the Territories was not captured. However, NEES is also a repository for all previous Environment Canada spill datasets. NEES is composed of the historic datasets ' or Trends ' which dates from approximately 1974 to present. NEES Trends is a compilation of historic databases, which were merged and includes data from NATES (National Analysis of Trends in Emergencies System), ARTS (Atlantic Regional Trends System), and NEES. In 2001, the Emergencies Program determined that variations in reporting regimes and requirements between federal and provincial agencies made national spill reporting and trend analysis difficult to achieve. As a consequence, the department has focused efforts on capturing data on spills of substances which fall under its legislative authority only (CEPA and FA). As such, the NEES database will be decommissioned in December 2004.

*Government Publication Date: 1974-2003**

National PCB Inventory: Federal NPCB

Environment Canada's National PCB inventory includes information on in-use PCB containing equipment in Canada including federal, provincial and private facilities. All federal out-of-service PCB containing equipment and all PCB waste owned by the federal government or by federally regulated industries such as airlines, railway companies, broadcasting companies, telephone and telecommunications companies, pipeline companies, etc. are also listed. Although it is not Environment Canada's mandate to collect data on non-federal PCB waste, the National PCB inventory includes some information on provincial and private PCB waste and storage sites. Some addresses provided may be Head Office addresses and are not necessarily the location of where the waste is being used or stored.

*Government Publication Date: 1988-2008**

National Pollutant Release Inventory: Federal NPRI

Environment Canada has defined the National Pollutant Release Inventory ("NPRI") as a federal government initiative designed to collect comprehensive national data regarding releases to air, water, or land, and waste transfers for recycling for more than 300 listed substances.

Government Publication Date: 1993-2013

Oil and Gas Wells: Private OGW

The Nickle's Energy Group (publisher of the Daily Oil Bulletin) collects information on drilling activity including operator and well statistics. The well information database includes name, location, class, status and depth. The main Nickle's database is updated on a daily basis, however, this database is updated on a monthly basis. More information is available at www.nickles.com.

Government Publication Date: 1988-2014

Canadian Pulp and Paper: Private PAP

This information is part of the Pulp and Paper Canada Directory. The Directory provides a comprehensive listing of the locations of pulp and paper mills and the products that they produce.

Government Publication Date: 1999, 2002, 2004, 2005, 2009

Inventory of PCB Storage Sites: Provincial PCB

Manitoba's Hazardous Waste Program maintains a listing of all "active" PCB storage facilities. Inactive PCB storage equipment and/or disposal sites are not required to remain as part of the PCB inventory database for the province. Please note that some of the sites have no wastes in storage at present, but are retained should they be required for future acceptance of PCB equipment as it comes out of service. The records within this database only provide information on facility name and location. Information pertaining to the inventory of stored wastes and waste quantities at a designated site is only available by directly contacting the Hazardous Waste Program. Please note that this database will not be updated, information after 1999 can be found in the National PCB Inventory (NPCB) database.

Government Publication Date: 1998-1999*

Parks Canada Fuel Storage Tanks: Federal PCFT

Canadian Heritage maintains an inventory of all known fuel storage tanks operated by Parks Canada, in both National Parks and at National Historic Sites. The database details information on site name, location, tank install/removal date, capacity, fuel type, facility type, tank design and owner/operator.

Government Publication Date: 1920-Jan 2005*

Manitoba Pits and Quarries: Provincial PITS

The Manitoba Pits and Quarries database is comprised of 3 different types of permits. 1.Quarry Lease and Exploration Permits, which have a ten year term with exclusive rights for crown minerals. Quarry Exploration permits have a three year term with exclusive rights. 2. Private Pits and Quarry Permits require annual registration of private aggregate operations in the province and 3. Casual Permits which are for annual permits of Crown materials.

Government Publication Date: 1994-July 2012

Waste Receivers Summary: Provincial REC

Disposal of regulated waste is maintained through an operating waste management system or a waste disposal site operated or used pursuant to the terms and conditions of a Certificate of Approval or a Provisional Certificate of Approval. A waste receiving location is any site or facility to which waste is transferred through a waste carrier. A receiver of regulated waste is required to register the waste receiving facility. This database represents registered receivers of regulated wastes, identified by company name and address.

Government Publication Date: 1998-Jul 2012

Retail Fuel Storage Tanks: Private RST

This database includes an inventory of retail fuel outlet locations (including marinas) that have on their property gasoline, oil, waste oil, natural gas and / or propane storage tanks.

Government Publication Date: 1999-Jul 2014

Scott's Manufacturing Directory: Private SCT

Scott's Directories is a data bank containing information on over 200,000 manufacturers across Canada. Even though Scott's listings are voluntary, it is the most comprehensive database of Canadian manufacturers available. Information concerning a company's address, plant size, and main products are included in this database.

Government Publication Date: 1992-Mar 2011

Manitoba Spills: Provincial SPL

The Manitoba Conservation Environmental Management System (EMS) records spills from across the province. Information from this database includes incident type, substance type, reason, location of spill, contaminate info and responsible party.

Government Publication Date: Apr 2009-2012

Transport Canada Fuel Storage Tanks: Federal TCFT

List of fuel storage tanks currently or previously owned or operated by Transport Canada. This inventory also includes tanks on The Pickering Lands, which refers to 7,530 hectares (18,600 acres) of land in Pickering, Markham, and Uxbridge owned by the Government of Canada since 1972; properties on this land has been leased by the government since 1975, and falls under the Site Management Policy of Transport Canada, but is administered by Public Works and Government Services Canada. This inventory provides information on the site name, location, tank age, capacity and fuel type.

Government Publication Date: 1970-Mar 2007

Waste Disposal Site Inventory: Provincial WDS

Manitoba Conservation retains a separate inventory of all known active and inactive regulated waste disposal grounds and waste transfer facilities for each of the five regions in the province. Registered companies may hold a permit or certificate for release of the following waste types: Effluent, Refuse, Air and Special Waste Storage.

Government Publication Date: 1998*

Water Well Inventory: Provincial WWIS

The GWDrill database compiled by the Manitoba Water Stewardship and Groundwater Management Section provides information on water wells across the province. Information such as location, owner, driller, well name, well use, water use and date completed are reported on. Most wells within the inventory are georeferenced by DLS coordinates.

Government Publication Date: 1880-Jul 2012

Definitions

Database Descriptions: This section provides a detailed explanation for each database including: source, information available, time coverage, and acronyms used. They are listed in alphabetic order.

Detail Report: This is the section of the report which provides the most detail for each individual record. Records are summarized by location, starting with the project property followed by records in closest proximity.

Distance: The distance value is the distance between plotted points, not necessarily the distance between the sites' boundaries". All values are an approximation.

Direction: The direction value is the compass direction of the site in respect to the project property and/or center point of the report.

Elevation: The elevation value is taken from the location at which the records for the site address have been plotted. All values are an approximation. Source: Google Elevation API.

Executive Summary: This portion of the report is divided into 3 sections:

'Report Summary'- Displays a chart indicating how many records fall on the project property and, within the report search radii.

'Site Report Summary'-Project Property'- This section lists all the records which fall on the project property. For more details, see the 'Detail Report' section.

'Site Report Summary-Surrounding Properties'- This section summarizes all records on adjacent properties, listing them in order of proximity from the project property. For more details, see the 'Detail Report' section.

Map Key: The map key number is assigned according to closest proximity from the project property. Map Key numbers always start at #1. The project property will always have a map key of '1' if records are available. If there is a number in brackets beside the main number, this will indicate the number of records on that specific property. If there is no number in brackets, there is only one record for that property.

The symbol and colour used indicates 'elevation': the red inverted triangle will dictate 'ERIS Sites with Lower Elevation', the yellow triangle will dictate 'ERIS Sites with Higher Elevation' and the orange square will dictate 'ERIS Sites with Same Elevation.'

Unplottables: These are records that could not be mapped due to various reasons, including limited geographic information. These records may or may not be in your study area, and were included as reference.

APPENDIX IV
Qualifications of Assessor



Tracey Wright, B.E.S. is an Environmental Scientist currently conducting Phase I Environmental Site Assessments. Ms. Wright has performed extensive environmental sampling work including water and vegetation. Ms. Wright received a Bachelor of Environmental Studies Degree from the University of Manitoba.

APPENDIX V
Photographs

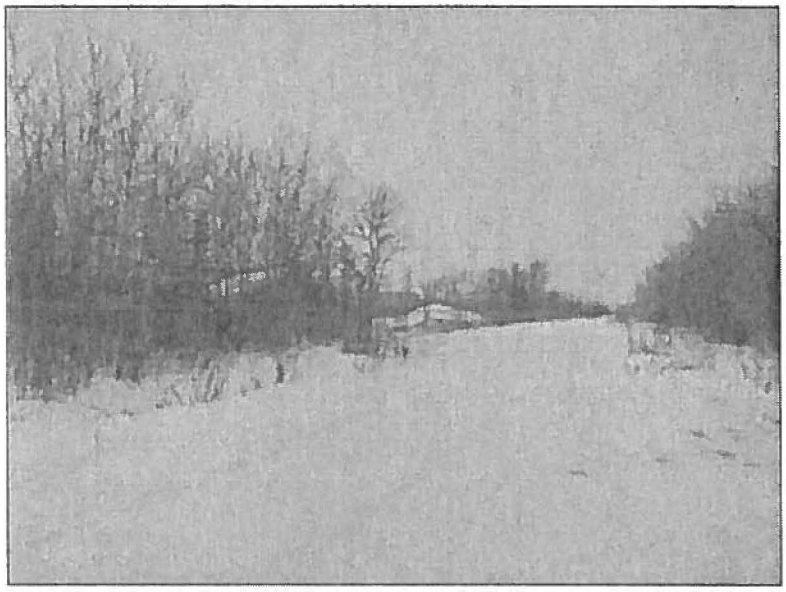


Photo 1 – Access road along the west portion of the Site.



Photo 2 – Typical forested area with trails within the Site.

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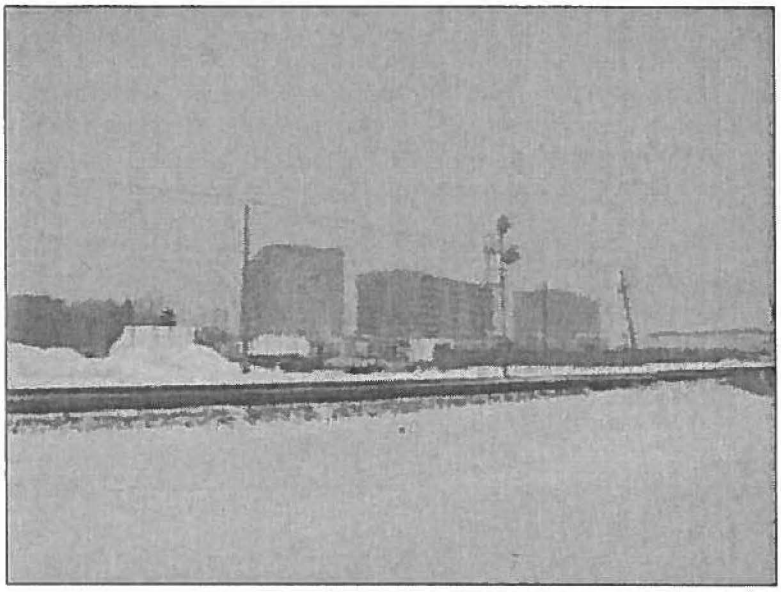

Photo 3 – Railway lines followed by commercial properties to the north of the Site.



Photo 4 – Area to the east of the Site.

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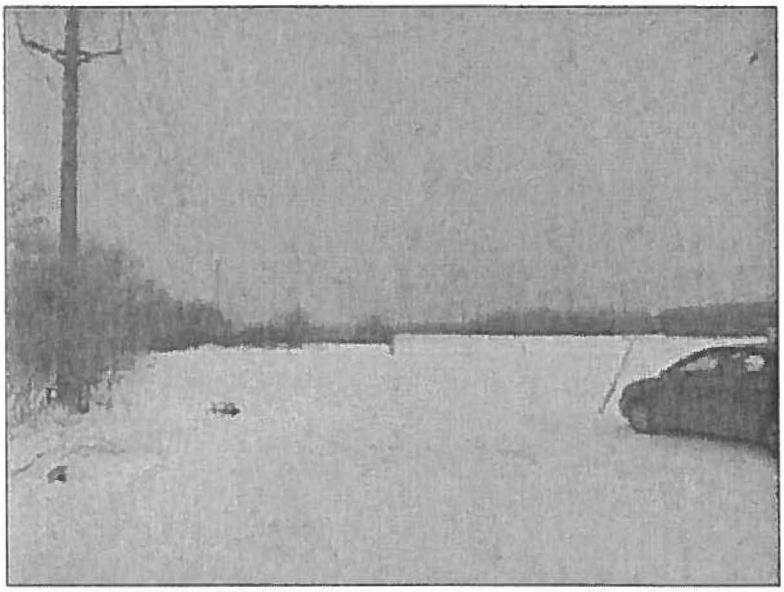

Photo 5 – Area to the south of the Site.

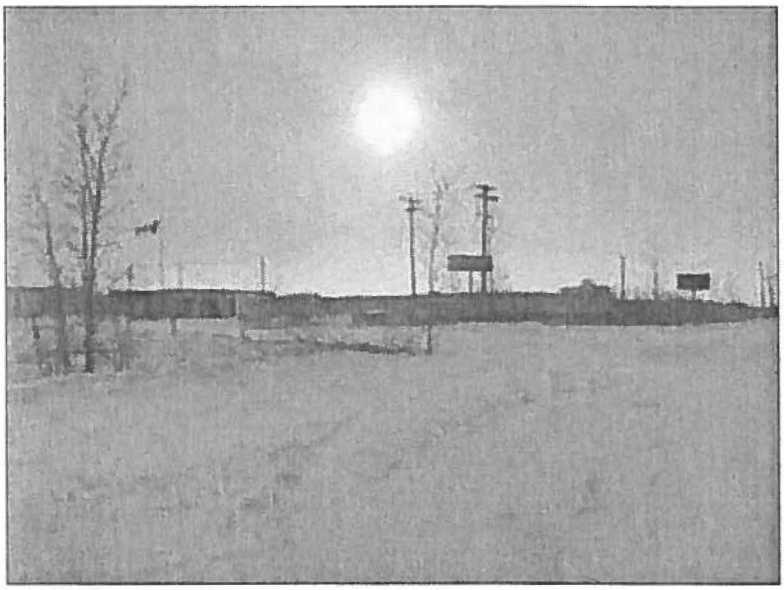

Photo 6 – Area to the west of the Site.

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ATTACHMENT E: *PLANNING DISCUSSION*

DATE:	November 5, 2018
FILE NUMBER:	SP 1/2018
RELATED FILES:	DASZ 12/2018
COMMUNITY:	Parker (City Centre Ward)
SUBJECT:	Proposed Parker Lands Secondary Plan
LOCATION:	Major Redevelopment Site 'G' of *Complete Communities*
APPLICANT/OWNER:	6165347 Manitoba Inc.

Summary

- The applicant has submitted a proposal for Council to adopt a secondary plan by-law for Major Redevelopment Site 'G' (the "Parker Lands") as identified in the *Complete Communities Direction Strategy ("Complete Communities")*.

- The proposed Parker Lands Secondary Plan ("the Plan") recognizes the opportunity to establish a portion of the Plan Area as 'Transit-Oriented Development'.

- The Public Service has identified the following major issues with the Plan as proposed that need to be addressed before being adopted by Council as a secondary plan by-law:
  1. The Plan Area does not meet the land use mix criteria or locational attributes to warrant development consistent with the 'Urban Neighbourhood' TOD Type (as described in the Winnipeg TOD Handbook).
  2. The Plan does not provide sufficient detail as a secondary plan to allow for the public service to effectively evaluate future development proposals in the Plan Area.
  3. The Plan facilitates the potential for future land use conflict by permitting both industrial and high density residential uses to be established in the Neighbourhood Policy Area.
  4. The Plan requires significant 'clean up' and re-organization before it can be adopted by Council as a secondary plan by-law which clearly communicates the vision, objectives and policies against which future development proposals will be evaluated.
  5. The Plan is missing important content and policies necessary to clearly communicate the vision, objectives and policies against which future development proposals will be evaluated.

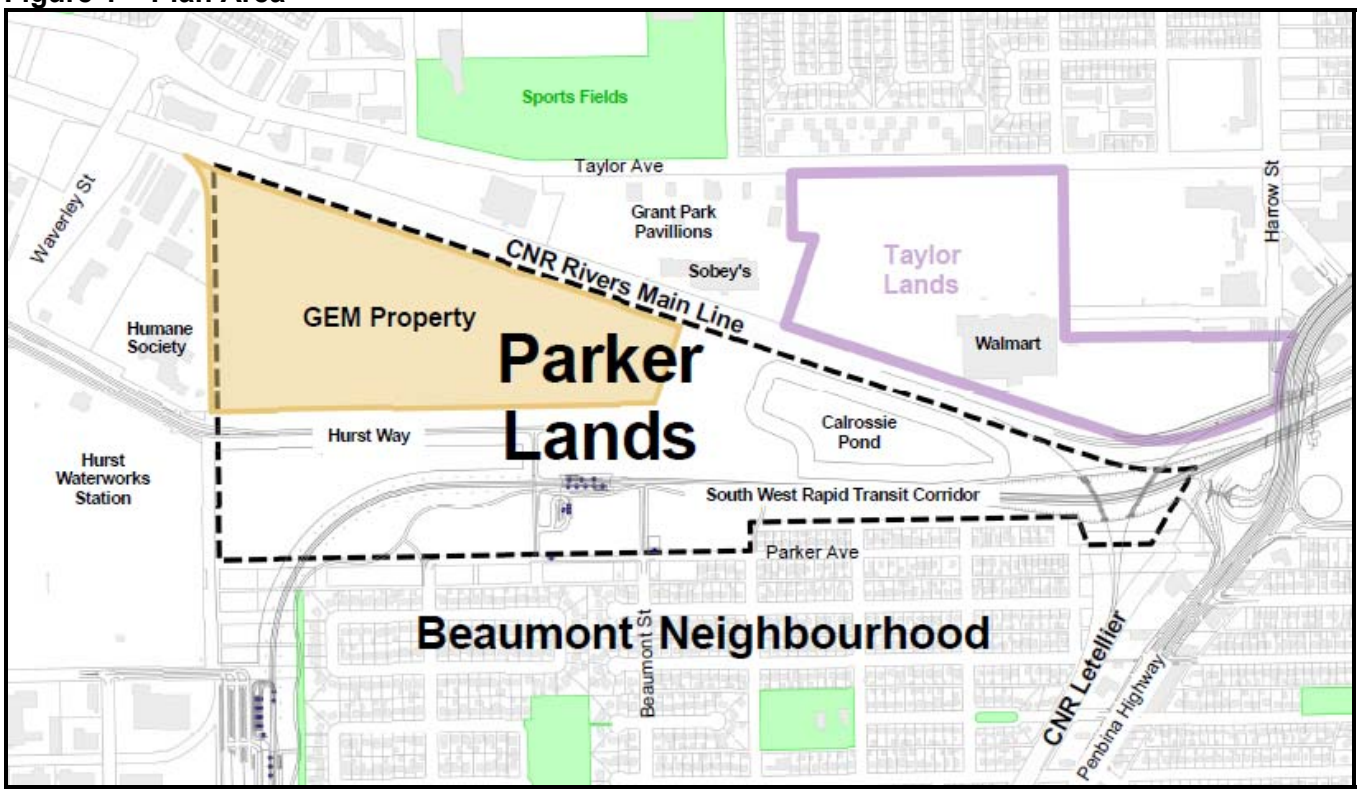
Site Description

Plan Area

- The Plan Area, being the Parker Lands, covers an area of 133 acres (see Figure 1 – Plan Area).

- The CNR Rivers Main Line runs along the northern boundary of the Plan Area, while Parker Avenue generally defines the southern boundary. The western edge of the Plan Area shares a boundary with the Humane Society and the Hurst Waterworks property. The northern and southern boundaries of the Plan Area almost meet at the eastern edge of the Plan Area which includes the intersection of the CNR Rivers Main Line and CNR Letellier Rail Line.

Figure 1 – Plan Area



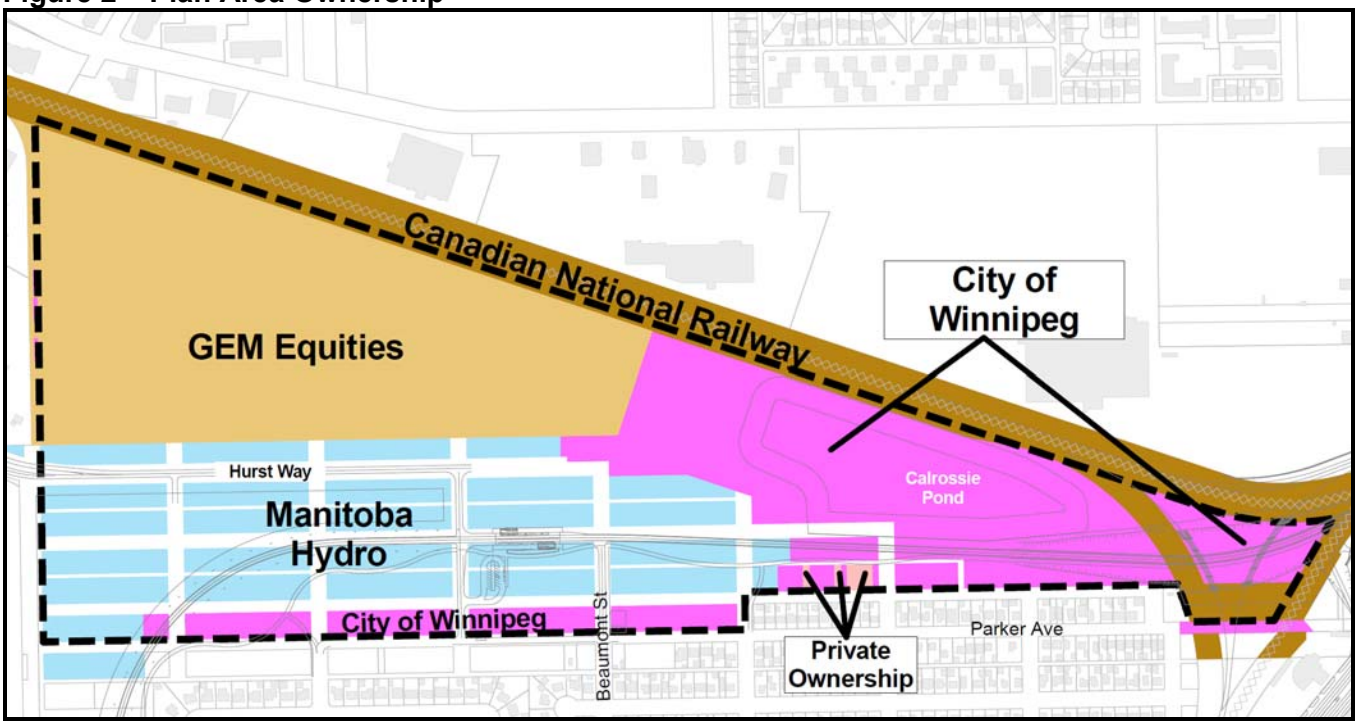
- The Southwest Bus Rapid Transit Corridor ("SWBRT") extends east-west through the Plan Area. A Transit Station is to be located along this corridor just west of Beaumont Street. A major drainage pond, known as 'the Calrossie Pond', is located in the eastern portion of the Plan Area, north of the SWBRT.

- Hurst Way extends from Waverley Street into the western portion of the Plan Area where it becomes a two-lane road with a rural cross section (i.e. open ditches on either side). This road continues west for ~500m before turning south east of the Transit station and connecting with Parker Avenue.

- Major overhead electrical infrastructure crosses the middle of the Plan Area on towers and poles on a north/south tangent. A line of poles at the centre and south of the Plan Area extend in a westward direction turning south before reaching Hurst Way down a hydro corridor. It is generally understood that the tower infrastructure is transmission, while lines on poles are local distribution.

- The proponent owns 47 acres of contiguous property in the northwest portion of the Plan Area, as identified as 'GEM Equities' on Figure 2 – Plan Area Ownership. A majority of the remainder of the Plan Area is owned by Canadian National Railway, Manitoba Hydro and The City of Winnipeg. A few small parcels of land in the south east portion of the Plan Area are under individual private ownership.

Figure 2 – Plan Area Ownership



- In late summer and early fall of 2017, a significant forest area was removed from the area identified as 'GEM Equities' on Figure 2 – Plan Area Ownership. A portion of the original forest area remained until October 2018 when the remaining forest was cleared.

Surrounding Areas

- An existing neighbourhood, known as the 'Beaumont Neighbourhood' is located immediately south of the Plan Area. This residential neighbourhood contains ~950 dwellings, over 90% of which are single-family detached. The neighbourhood also includes General Byng School, Fort Garry Community Centre Victoria site, several parks and play areas, a large industrial facility (CG Powers Systems Canada) and a funeral home with accessory cemetery.

- The CNR Main Line extends across the northern portion of the Plan Area providing a significant barrier to the north of the Plan Area. Major infrastructure projects are currently underway to develop and/or improve separated rail crossings at Waverley Street as well as Pembina Highway.

- North of the CNR Main Line exists a substantial amount of commercial/office development. This includes the 'Taylor Festival Site' which currently includes a Walmart, and the 'Grant Park Pavilions' site which includes a Sobey's grocery store. Apartment buildings, recreation facilities (ie. Pan Am Pool, Charles A. Barbour 'Grant Park' Arena), and schools (ie. Grant Park High School and Harrow School) are located north of the commercial developments. As discussed elsewhere in this document, the CNR Main Line represents a barrier that prevents these amenities from being accessed directly from the Plan Area.

- A multi-tenant strip mall, a storage locker facility and the Winnipeg Humane Society exist immediately west of the Plan Area and east of Waverley Street.

Regulatory Framework

Complete Communities Direction Strategy (Bylaw 68/2010)

- The subject land is identified as Major Redevelopment Site 'G' (Parker Lands) in figure 03f of *Complete Communities.*
- The eleven (11) Major Redevelopment Sites identified in *Complete Communities* are meant to provide *transformative opportunities for the development of complete communities with significant residential and employment densities and attractive urban design, capitalizing on vacant or underutilized sites within the existing urban fabric.*
- These sites provide *transformative opportunities for the development of complete communities with significant residential and employment densities and attractive urban design, capitalizing on vacant or underutilized sites within the existing urban fabric. Complete Communities* also recognizes that inadequate infrastructure and contamination at many of these sites *may present challenges to redevelopment*.
- Major Redevelopment Sites are characterized as large, functionally obsolete or under-utilized lands and are often located along rail lines, major corridors or rapid transit. Accordingly, section 03-3 (Major Redevelopment Sites) of *Complete Communities* provides direction to c*apitalize on the proximity of Major Redevelopment Sites to rapid transit and high frequency transit.* This section also states that i*n order to maximize the development potential of both Major Redevelopment Sites and the viability of the transit system, these lands should be developed in accordance with the principals of Transit Oriented Development.*
- Not all TOD developments will contain the same land use mix and/or intensity of development. Direction provided in *Complete Communities* is not meant to imply TOD sites are to contain residential densities higher than the capacity of infrastructure will allow, or that development at each TOD location be established without consideration for the local context. *Complete Communities* indicates that planning of TOD sites will *promote development in accordance with Transit Oriented Development principles. The Winnipeg Transit-Oriented Development Handbook* (the "TOD Handbook"), provides direction on the land use mix and development intensity appropriate for a given TOD site, based on a variety of context-related conditions.

Winnipeg TOD Handbook

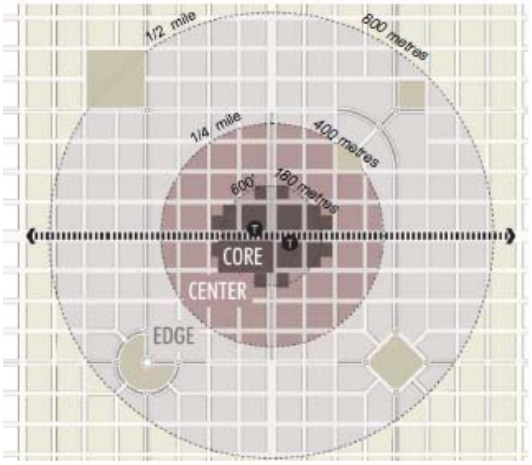
- *The Winnipeg Transit-Oriented Development Handbook* (the "TOD Handbook") was endorsed as Council Policy (TR-006) on February 22, 2012. Section 2A of the TOD Handbook provides the following definition of TOD:

  Moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk of a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of convenient and sustainable modes of transportation, including public transit and Active Transportation.

- Section 2B of the TOD Handbook provides that *the immediate area around the station (core area) should generally contain the greatest intensity and mix of uses.* This directs the highest

density of development to be located in proximity to the bus rapid transit station as demonstrated in the graphic below reproduced from section 2B of the TOD Handbook (See Figure 3 – TOD Density).

Figure 3 – TOD Density



- Section 3, Principle 1 of the TOD Handbook states that a TOD site should contain *medium to High Density Development Greater than the Community Average,* and suggests the *minimum density should be a high percentage of the density maximum (e.g. minimum density is 80% of maximum density).* (p17)

- Not every TOD site is the same. For instance, the *TOD Handbook* provides that *the size of the TOD is dependent on the general scale or intensity of development appropriate for that station based on the function of the station and the* ***accessibility of the TOD from the adjacent neighbourhoods.*** (TOD Handbook Section 2.B). This message is also reflected in section 03-3 of *Complete Communities,* which states that each Major Redevelopment Site *is unique, differing in the character of adjacent areas, existing physical and social contexts and market opportunities.*

- Section 2B of the TOD Handbook characterizes six (6) TOD Types as reproduced in Figure 4 – TOD Types (*TOD Handbook*).

Figure 4 – TOD Types (*TOD Handbook*)

TOD Zones:

TOD TYPE	Urban Centre	Urban Neighbourhood	Town Centre	Neighbourhood Medium Density	Neighbourhood Low Density	High Frequency Transit Corridor
Land Use Mix	Office Centre Urban Entertainment Multiple Family Retail	Residential Retail Class B Commercial	Office Centre Urban Entertainment Multiple Family Retail	Residential Neighourhood Retail Local Office	Residential Neighourhood Retail	Office Centre Urban Entertainment Multiple Family Retail
Net Housing Density*	124-371 units per hectare (50-150 units per acre)	99-247 units per hectare (40-100 units per acre)	86-247 units per hectare (35-100 units per acre)	49-124 units per hectare (20-50 units per acre)	25-49 units per hectare (10-20 units per acre)	62-148 units per hectare (25-60 units per acre)
Regional Connectivity	High, Hub of regional system	Medium access to downtown, Sub regional hub	High access to downtown, Sub regional hub	Medium access to suburban centre, Access to downtown	Low	High access to downtown, Sub regional hub
Frequencies	5 - 15 minutes	5 - 15 minutes	5 - 15 minutes	15 - 30 minutes	20 - 30 minutes	5 - 15 minutes

- The six (6) TOD Types described by the *TOD Handbook* range from 'Urban Centre', with the highest density and greatest mix of uses, to 'Low Density' TOD Types, which are predominantly residential with some local commercial uses. Section 4.E. of the TOD Handbook provides further detail on the characteristics of each TOD Type relevant to this discussion as follows:

  'Urban Centre'
  - 4-30 storey buildings
  - Horizontal and vertical mix of uses that include office or residential above retail spaces with continuous facades that align to the build-to-line.
  - Office centre, retail, commercial, urban entertainment, and civic/cultural uses. Regional oriented, destination-retail opportunity; need for local-serving and community serving retail.
  - 5 - 7 metres (14 -18 feet) wide sidewalks, convenient connections, and other amenities.

  'Urban Neighbourhood'
  - *The next ring of development, Urban Neighbourhoods have the same land uses as the urban centre, but at a slightly lower density*.
  - 3 to 12 storey buildings
  - Predominantly residential district with diversity of housing types. Good access to other regional and sub-regional centres.
  - Mid-rise residential, condos, ground-related units, and mixed-use structures, with ground floor retail or office use required.
  - Minimum ground floor height of 4.8 metres (16').
  - Office centre, retail, commercial, and urban entertainment. Primarily local serving retail; need for some community-serving retail.

‘Town Centre’

- *High Density Town Centres serve as a transition between the higher density urban centres and neighbourhoods and the lower density, primarily residential uses.*
- *Generally aligned with the Regional and Community Mixed Use Centres, and Major Redevelopment Sites identified in the Complete Communities Direction Strategy.*
- 2 to 20 storey buildings
- Regional-serving destination retail opportunity; need for local-serving and community serving retail.
- Mid-rise to low density residential. Mixed-use structures with a minimum ground floor height of 4.8 metres (16’). Multi-family in some areas; with the majority being single family, duplexes, accessory dwelling units, and ground-related units

‘Neighbourhood – Medium Density’

- *Primarily residential, with some neighbourhood serving retail and local office uses, medium density suburban development scales down the density in a TOD to begin the transition to the adjacent, non-TOD land uses.*
- 2 to 5 storey buildings
- Residential district organized around transit station. Convenience retail (e.g. coffee shops, dry cleaners, etc.) located on ground floor.
- Mid-rise to low density residential. Mixed-use structures with a minimum ground floor height of 3.7 metres (12’). Limited multifamily, with the majority of residential being single family, duplexes, accessory dwelling

‘Neighbourhood – Low Density’

- *Primarily residential, with some neighbourhood serving retail and local office uses, medium density suburban development scales down the density in a TOD to begin the transition to the adjacent, non-TOD land uses.*
- 1 to 3 storey buildings
- The low density neighbourhood land use type provides a transition to the adjacent non-TOD land uses. The residential and neighbourhood retail land uses are likely the same as those located outside the TOD.

Analysis

- The Public Service’s review of the Plan identified over 200 issues (not including issues raised with the background and engineering studies), ranging from ‘typos’ to fundamental disagreements on policy. Due to the large number of issues identified with the Plan as submitted, this report has attempted to focus on the most pertinent policy-related issues.

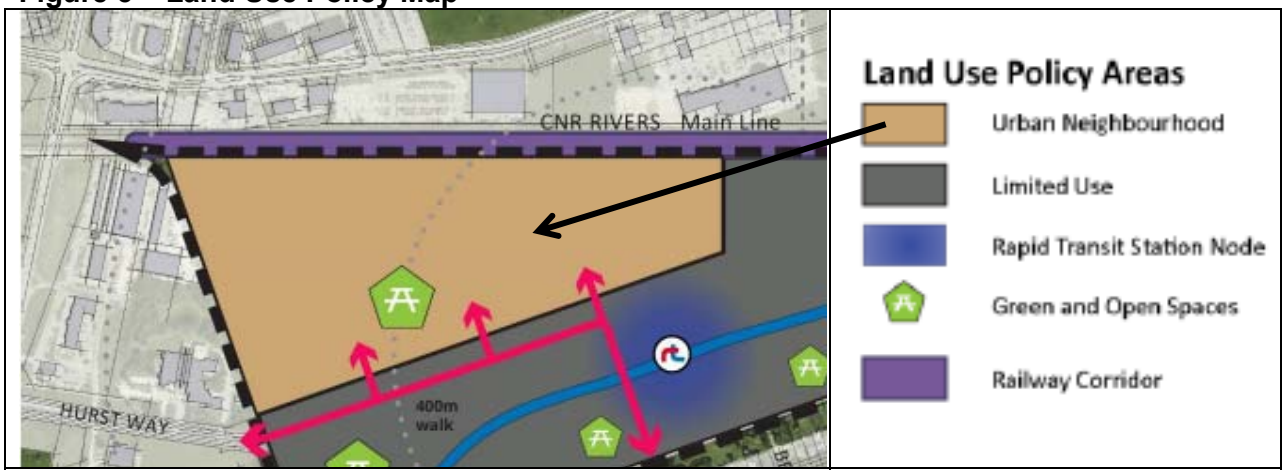
- A discussion of each of the most pertinent issues identified by the Public Service can be found in the remainder of this section.

Issue 1: *The Plan Area does not meet the land use mix criteria or locational attributes to warrant development consistent with the 'Urban Neighbourhood' TOD Type (as described in the Winnipeg TOD Handbook).*

PROPOSED PLAN

- The Plan designates 47 acres of land as 'Urban Neighbourhood Policy Area' as indicated on the Land-Use Policy Map (See Figure 5 – Land Use Policy Map).

Figure 5 – Land Use Policy Map



- The stated objective of the Urban Neighbourhood Policy Area within the Plan is to *transform and repurpose the Parker Lands into a TOD neighbourhood with medium access to downtown, a diversity of housing choices and significant densities to support a commercial zone which meet the principles of sustainability, placemaking and connectivity.*

- Policy 3.3.2.1 of the Plan states: *Urban Neighbourhood Area shall be the TOD Zone, which is within the first 800 meters (1/2 mile) of the SWBRT Parker Station.*

- Policy 3.3.2.2 of the Plan provides that *net housing densities for the Urban Neighbourhood Area TOD Zone shall be 99-247 units per net hectare (40-100 units per net acre) as per the TOD Handbook.*

- Policy 3.5.2.1 of the Plan identifies the scale of commercial uses which could be considered in the Plan Area: *Community and neighbourhood-scale commercial, institutional and educational uses; and residential dwellings shall be allowed within the first 400 metres (1/4 mile) of the Rapid Transit Station.*

DISCUSSION

- The TOD Handbook indicates that *the size of the TOD is dependent on the general scale or intensity of development appropriate for that station based on the function of the station and the* ***accessibility of the TOD from the adjacent neighbourhoods.*** (TOD Handbook Section 2.B).

- The characteristics of the six (6) TOD Types described in the *TOD Handbook* provide guidance when determining the most appropriate TOD Type to be applied to a potential TOD site.

- The Plan (section 3.3.1) indicates that the rationale for applying the 'Urban Neighbourhood' TOD Type to the proposed 'Urban Neighbourhood Policy Area' is based on the following characteristics as provided in the *TOD Handbook*:
    - Regional Connectivity: Medium access to downtown
    - Bus Frequency: Every 5-15 minutes

- The TOD Handbook further provides that an 'Urban Neighbourhood' TOD Type is also characterized by the following characteristics:
    - Land Use Mix:
      The same land uses as the urban centre, but at a slightly lower density, and includes office centre, retail, commercial, and urban entertainment uses.
      Class B Commercial.
    - Regional Connectivity:
      Good access to other regional and sub-regional centres.

Land Use Mix and Accessibility: Scale of Proposed Commercial Uses

- Policy 3.5.2.1 of the Plan provides that *community and neighbourhood-scale commercial, institutional and educational uses* may be established within the first 400m from the transit station.

- The Zoning By-law provides a description of both 'community' and 'neighbourhood' commercial uses as follows:

    - The *Commercial Neighbourhood (C1) district is intended to accommodate small, compact commercial uses within or surrounded by residential areas that are attractive and compatible in scale and character with surrounding residential uses, to serve the convenience needs of the surrounding neighbourhood. This district is not intended to accommodate businesses sized or designed to serve a trade area more than one-half mile from the business. C1 districts are generally located in Neighbourhood or Community mixed use centres or along Neighbourhood or Community mixed use corridors.*

    - *The Community Commercial (C2) district is intended to accommodate more intensive commercial sites that do not have a local or neighbourhood orientation. The district is intended to include attractive commercial, institutional, recreational, and service facilities needed to support the surrounding neighbourhoods and the broader community. C2 districts are generally located in Community or Regional mixed use centres or along Community or Regional mixed use corridors.*

- Uses permitted in the Commercial Community (C2) zone, but not the Commercial Neighbourhood (C1) zone, include drinking establishments, supermarkets and private vehicle related uses (ie gas stations, car washes, auto sales and repair).

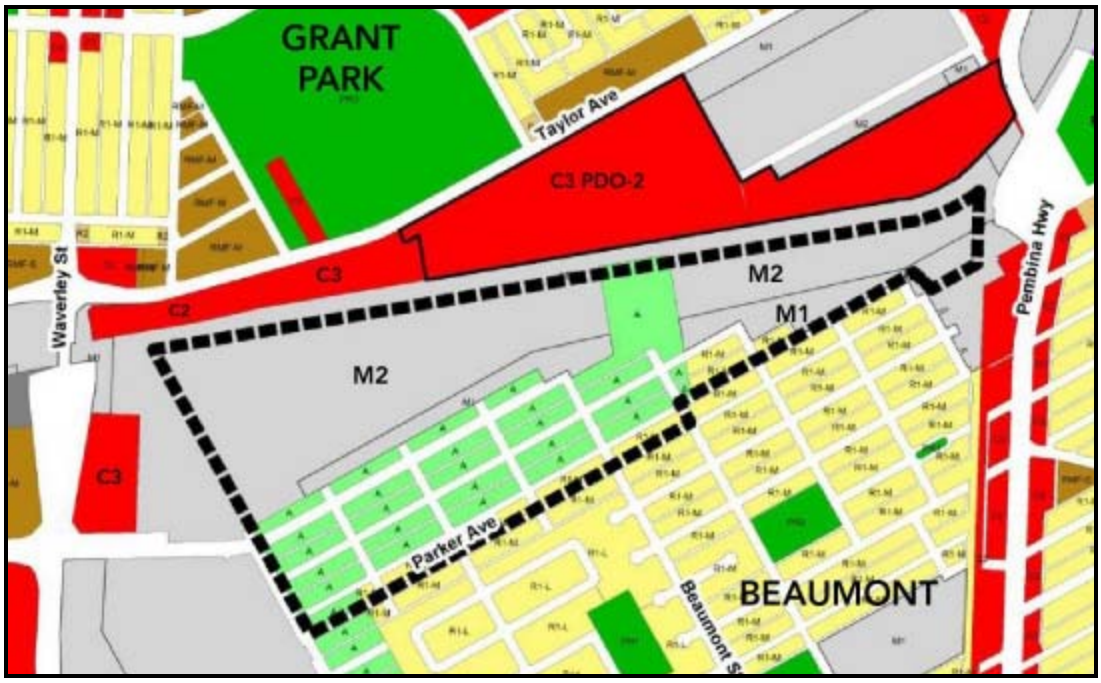
- As written, the Plan allows for the entire list of community commercial (C2) uses to be established in areas of the 'Urban Neighbourhood Policy Area' within 400m of the station. The Zoning By-law suggests that such uses should be directed to *community or regional mixed use centres or along Community or regional mixed use corridors. Complete Communities* identifies the Parker Lands as a 'Major Redevelopment Site', and not a 'Regional Mixed Use Centre' or 'Regional Mixed Use Corridor'.

- While the appropriateness of permitting the full list community commercial uses within 400m of the station is questionable, it may be reasonable to allow for the limited number of commercial community (C2) uses which contribute to the attractiveness of the area as an 18 hour space. The Plan needs to be altered to provide direction as to which community commercial uses will be permitted and where.

Land Use Mix and Accessibility: Amenities

- Commercial developments north of the Plan Area are zoned 'C3' (Commercial Corridor), would be considered 'sub-regional' and 'Class B Commercial' (see Figure 6 – Zoning).

Figure 6 – Zoning



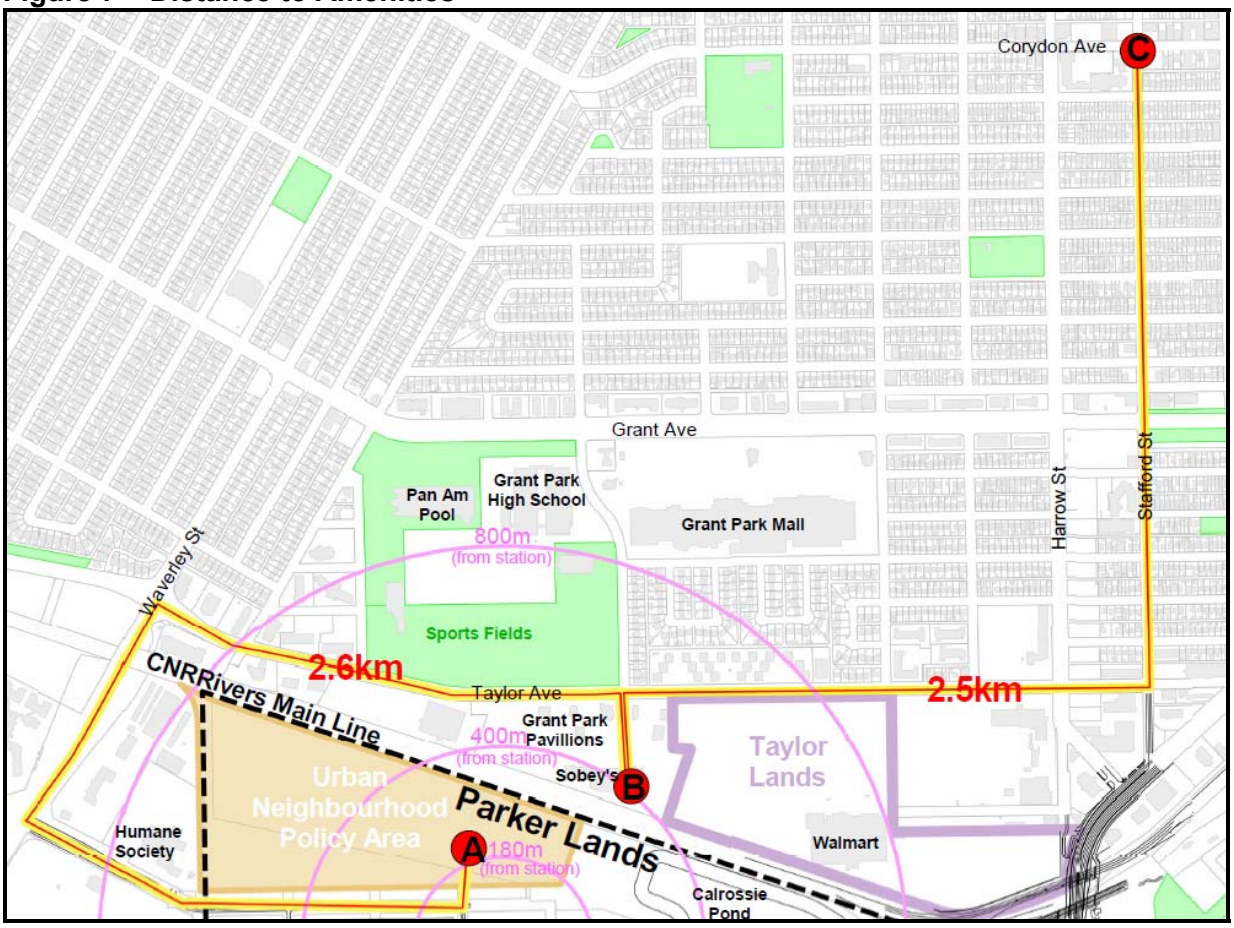
- The Plan (section 1.2.5) indicates that *there are substantial commercial, office, recreation & leisure facilities and schools in proximity to the site,* [including] *land recently rezoned for commercial and residential uses (Grant Park Pavilions)which has a Walmart, as well as the Taylor Festival with a Sobeys grocery store. Further beyond this to the north is the Grant Park Neighbourhood (1.604) with the Pan Am Pool, Grant Park High School, Grant Park Shopping Centre, Charles A. Barbour (Grant Park) Arena, Harrow School, as well as many single-family and multi-family residential dwellings.* Many of these locations would qualify as a regional amenity (ie Pan Am Pool) or sub-regional centre (ie. Taylor Festival, Grant Park Pavilions).

- These amenities may be in geographic proximity to the subject land; however, they are not accessible from the Parker Lands and do not provide the Parker Lands TOD land use mix with Class B Commercial uses as the introduction sections of the Plan appear to imply.

- The CNR Rivers Main line represents a major barrier for accessing amenities north of the Plan Area. For instance while the distance to these regional amenities/centres may be within the first 400m to 800m from the SWBRT station, the 'walking' distance from the highest residential density of the Plan Area to the Sobey's is 2.6 kilometres (see line 'A-B' on Figure 7 – Distance

to Amenities). To put this into perspective, the 'walking' distance from the same Sobey's location to the Corydon Ave / Stafford St intersection is 2.5 kilometers (see line 'B-C').

Figure 7 – Distance to Amenities

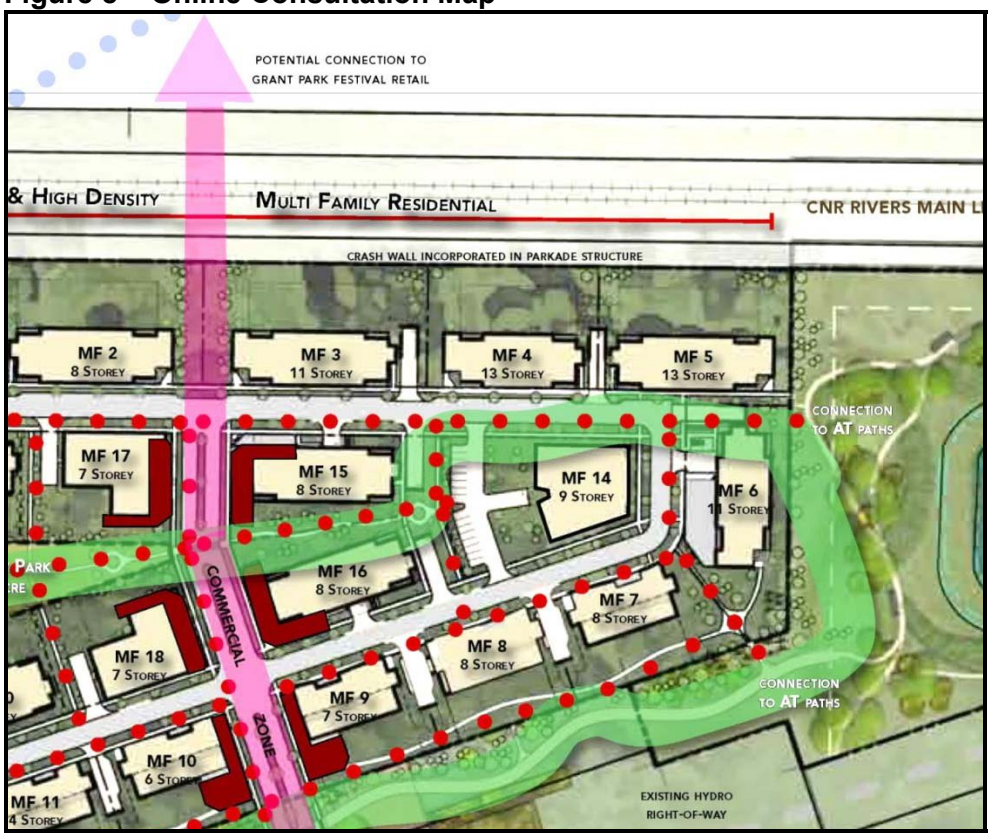


- The CNR Rivers Main Line provides a significant barrier to accessing the regional and sub-regional amenities that exist north of the proposed Urban Neighbourhood TOD site in the Plan. Therefore, the commercial uses and amenities north of the rail line do not qualify as being the Class 'B' Commercial component of the land use mix of the proposed Urban Neighbourhood TOD site. In addition, it would not be appropriate to consider the Urban Neighbourhood TOD site as having 'good access' to the sub-regional centre north of the tracks as there is no direct pedestrian access to it for future residents or BRT riders.

- It is worth noting that the applicant has an on-going online engagement process which began a week after the submission of the secondary plan application. This process solicits online feedback from a website (www.fultongrove.ca) advertised through the following :
    - Mail-outs distributed to around 1100 homes in the Beaumont region on before January 24th, 2018
    - Flyers distributed at a TOD Event held by the applicant at the University of Manitoba on January 23rd, 2018
    - Newspaper ads on January 24th, 2018 with additional ads every 2 to 3 weeks to keep driving traffic to the website.
    - Twitter account updates

- The materials presented on the website included a version of the Plan that includes a pedestrian crossing over the tracks to the regional amenities north of the CNR Main Line (See Figure 8 – Online Consultation Map). The Public Service questions whether such a crossing is feasible or even possible. Regardless, the rail crossing provided in the applicant's on-going online consultation exercise is not mentioned or otherwise reflected in the Plan in any way.

Figure 8 – Online Consultation Map



- Due to the physical constraints of the Parker Lands, the proposed Urban Neighbourhood TOD Type is not supported. Without Class B Commercial integrated into the land use mix or *good access to other regional and sub-regional centres,* it would be inappropriate to designate the TOD portion of the Plan for development consistent with the 'Urban Neighbourhood TOD Type', which is characterized as having the same land uses as the Urban Centre TOD Type with *good access to other regional and sub-regional centres.*

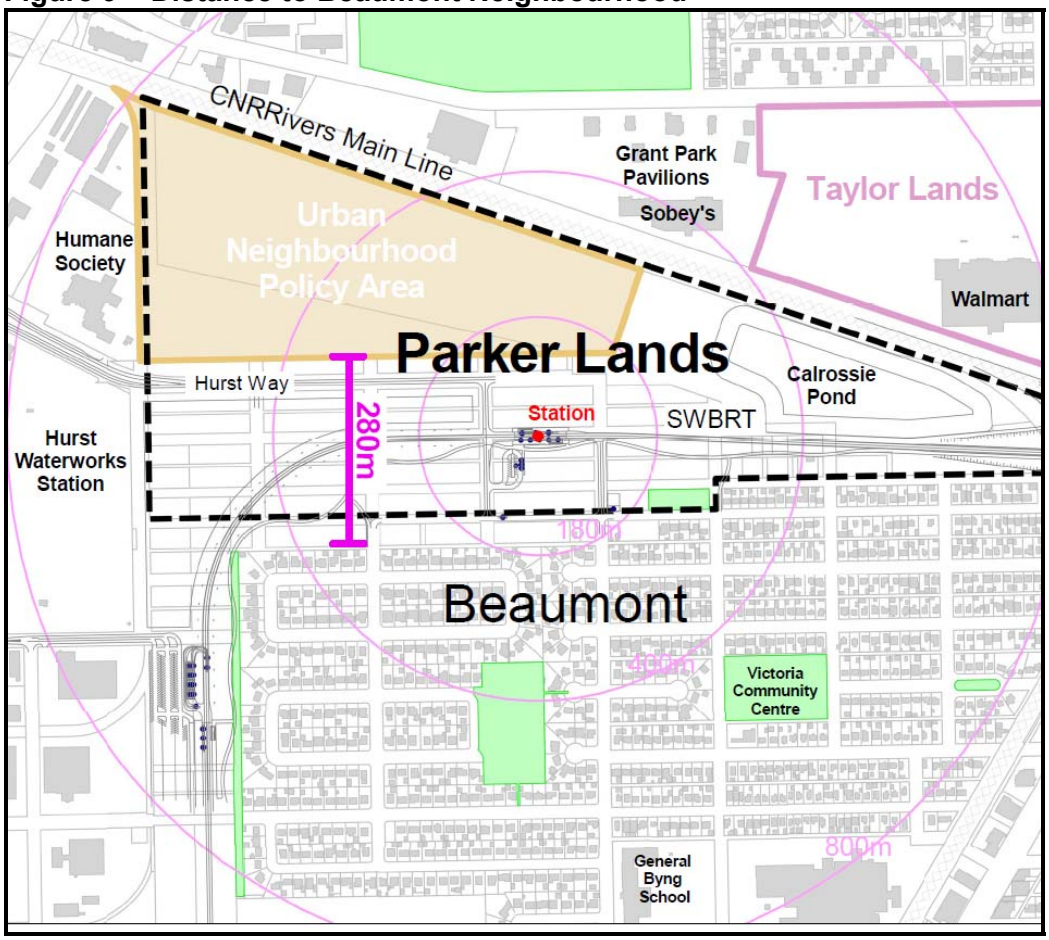
Land Use Mix and Accessibility: Adjacent Neighbourhoods

- The Plan (section 1.2.5) indicates that *outside of the Parker Lands, to the south of the Hydro Corridor, is a large area of single-family dwellings in the Beaumont Neighbourhood. This area includes amenities such as General Byng School, Fort Garry Community Centre Victoria site, several parks and play areas…*

- Neighbourhood development south of the proposed 'Urban Neighbourhood Policy Area' is limited by a significant hydro-electric transmission corridor. In addition, the alignment of Hurst Way and the SWBRT just south of the 'Urban Neighbourhood Policy Area' are barriers to direct

pedestrian access to the Beaumont Neighbourhood (see Figure 9 – Distance to Beaumont Neighbourhood).

Figure 9 – Distance to Beaumont Neighbourhood



- While, pedestrian crossings of Hurst Way appear to be viable, it is assumed that pedestrian crossings of the SWBRT will be restricted. This assumption is evidenced by policy 4.1.2.9 which states:

  At-grade direct pedestrian or cycling access to the Southwest Bus Rapid-Transit Corridor (Stage 2) shall not be permitted except at controlled crossings.

- The Beaumont Neighbourhood is adjacent to the southern edge of the Plan Area. However, the proposed 'Urban Neighbourhood Policy Area' of the Plan is separated from development within the Beaumont Neighbourhood by 280 metres (see Figure 9 – Distance to Beaumont Neighbourhood) in addition to the aforementioned barriers, including the SWBRT. Therefore, justifying the application of the 'Urban Neighbourhood' TOD Type cannot rely on 'accessibility of the TOD from adjacent neighbourhoods' (*TOD Handbook* section 2.B).

Context

- *The TOD Handbook* characterizes the 'Urban Neighbourhood' TOD Type as *the next ring of development* from downtown (Urban Centre TOD) and having *the same land uses as the urban centre, but at a slightly lower density* (section 4.E). Neighbourhoods surrounding the downtown, such as Osborne Village, are considered as being located in *the next ring of development* from downtown. In addition, the densities, amenities and connections of Osborne Village would be consistent with the characterization of an 'Urban Neighbourhood' TOD.

- The *Bishop Grandin Crossing Area Master Plan*, endorsed by Council in 2014, guides development of ~130 acres of land adjacent to a BRT station along the SWBRT line. The *Bishop Grandin Crossing Area Master Plan* contains regional scale commercial and employment uses within the 800m walkshed of the station. The development has vehicle access from Bishop Grandin Boulevard with secondary access through the adjacent industrial area. Given the size, scale and mix of uses contemplated for the site, the Area Master Plan applies the 'Town Centre' TOD Type from the *TOD Handbook.*

- The Parker Lands is no closer than 4km from downtown and is not located in *the next ring of development* from downtown.

- Without a walkable connection to existing amenities north of the rail line, and/or other residential neighbourhoods, such as the Beaumont Neighbourhood, the Urban Neighbourhood TOD portion of the Parker Lands is isolated. This isolation from existing amenities and neighbourhoods makes it unlikely for the proposed TOD area to develop land uses that would qualify as being the same as the 'Urban Centre' TOD Type, but at a slightly lower density.

- It is unrealistic to apply the 'Urban Neighbourhood TOD' to the first 800m of the station in the Parker Lands considering:
    - 'Urban Neighbourhood TOD' is characteristic of Osborne Village;
    - 'Town Centre TOD' is applied in the *Bishop Grandin Crossing Area Master Plan*, which has accessible regional scale commercial and employment uses within 800m of the station;
    - The *TOD Handbook* places 'Urban Neighbourhood TOD' at a higher rank than 'Town Centre TOD.
    - The Parker Lands TOD Area does not have access to regional and sub-regional centres or adjacent neighbourhoods as do Osborne Village and Bishop Grandin Crossing.

- There is no need to apply the densities of the 'Urban Neighbourhood' TOD type (40 to 100 units per acre) as far as 800m from the SWBRT station as the Plan suggests. High residential density alone does not result in a strong and viable TOD area. Without a variety of uses, a TOD site is simply a densely populated residential node adjacent to a transit station.

- ‘Neighbourhood – Medium Density’ TOD is characterized by 2 to 5 storey buildings and net density of 20 to 50 units per acre. The Public Service recognizes that residential buildings closest to the SWBRT station should exceed 5 storeys and have a net density higher than 50 units per acre. Such development could be accommodated while still applying a ‘Neighbourhood – Medium Density’ TOD type throughout the wider area.

CONCLUSION

- The Plan Area does not meet the criteria for ‘Urban Neighbourhood’ TOD Type development due to limited potential land use mix resulting from the isolation of the Parker lands from amenities and adjacent neighbourhoods.

- Development throughout the Parker Lands is more consistent with the ‘Neighbourhood – Medium Density’ TOD as characterized in the *TOD Handbook.*

Issue 2: *The Plan does not provide sufficient detail as a secondary plan to allow for the public service to effectively evaluate future development proposals in the Plan Area.*

BACKGROUND

- Subdivision and/or rezoning proposals are evaluated against the policies of a secondary plan to ensure that development within a plan area is orderly, compatible with surrounding uses, and can be serviced efficiently and effectively. It is important for a secondary plan to provide sufficient vision, objectives and policies to evaluate development applications. Typically, a secondary plan will identify a variety of land use policy areas on a map which are supported by vision statements, objectives and policies. In this way a secondary plan provides decision-makers with a policy framework containing clear direction in determining where a given type of development within a plan area may be acceptable or not acceptable, and at what intensity.

- *The City of Winnipeg Charter Act* ('the Charter') provides the City with legislation related to the adoption, amendment and authority of a secondary plan. Sections of *the Charter* relevant to the authority of a secondary plan are as follows:

  234(1) *Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city , any matter within a sphere of authority of the city, including, without limitation, any matter*
  (a) Dealt with in Plan Winnipeg; or
  (b) Pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

  235 *…public works, undertakings and development in the city must be consistent with… any secondary plan.*

  275(1) *An application for*
  (a) adoption of, or an amendment to, a zoning by-law;
  (b) approval of a plan of subdivision, conditional use or variance; or
  (c) consent to registration or filing of a conveyance;
  may be made by the owner of real property to which the application refers.

  275 (2) *If, in the opinion of a designated employee, and application made under subsection (1)*
  (a) Does not conform with Plan Winnipeg or a secondary plan for the area in which the real property to which it relates is situated, the application must be refused without a hearing.

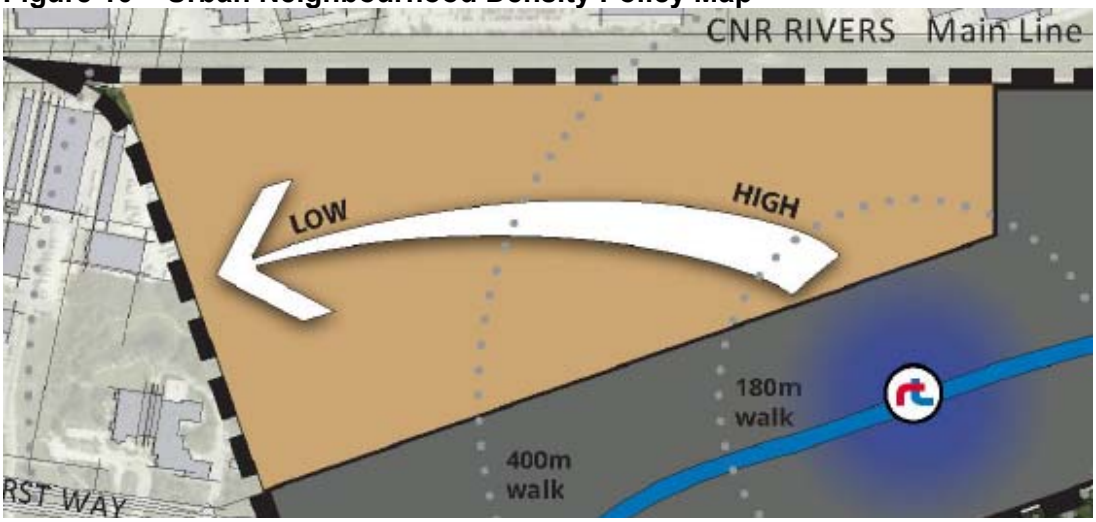
- As per section 275 of the Charter, subdivision and zoning applications which do not conform with a secondary plan *must be refused.* Therefore, it is important to ensure that the policies of a secondary plan contain sufficient detail to evaluate development proposals in the Plan Area.

Proposed Policies

- The Plan includes a neighbourhood policy area along with policies which provide the following direction:
    - Commercial, institutional and educational uses are allowed in the first 400m from the transit station (Policy 3.5.2.1)
    - All types of residential uses are allowed within the first 800m of the Rapid Transit Station (Policy 3.5.2.2).
    - Residential net density shall be between 40 to 100 units per acre (Policy 3.3.2.2)
    - Residential density shall radiate out from the Transit Station (Policy 3.3.2.6)
    - Residential density shall be concentrated in the first 400m from the Transit Station (Policy 3.3.2.7)

- The Plan also includes an illustration to demonstrate how residential net densities in the Urban Neighbourhood Policy Area are to 'radiate out from the Rapid Transit Station' (see Figure 10 – Urban Neighbourhood Density Policy Map).

Figure 10 – Urban Neighbourhood Density Policy Map



DISCUSSION

- The Plan reflects the general principle of directing the greatest intensity and mix of uses closer to the SWBRT station as articulated in the TOD Handbook. For instance, the Plan:
    - requires residential densities to radiate out from the Rapid Transit Station (Policy 3.3.2.6);
    - suggests that residential densities should be concentrated within the first 400 meters of the Rapid Transit Station (Policy 3.3.2.7); and
    - states that commercial, institutional and educational uses are allowed within the first 400 metres of the Rapid Transit Station (Policy 3.5.2.1).

- While the policies of the Plan imply conformance to the principles of the *TOD Handbook*, they do not restrict development which does not conform. Consider the following proposed policies more closely:
    - *All types of residential dwellings and public open spaces shall be allowed within the first 800 metres (1/2 mile) of the Rapid Transit Station.* (Policy 3.5.2.2)

- *Community and neighbourhood-scale commercial, institutional and educational uses; and residential dwellings shall be allowed within the first 400 metres (1/4 mile) of the Rapid Transit Station* (Policy 3.5.2.1)

Policy 3.5.2.2 permits all residential building types to be established anywhere within the 'Urban Neighbourhood Policy Area'. This policy does not provide sufficient clarity that would prohibit single family dwellings from being considered in the first 180 metres of the Rapid Transit Station or high rise multi-family apartments being considered 800 metres from the Rapid Transit Station.

Policy 3.5.2.1 specifically allows for commercial, institutional and educational uses within the first 400 metres of the Rapid Transit Station. However, it does not restrict these uses from being considered outside of the first 400 metres.

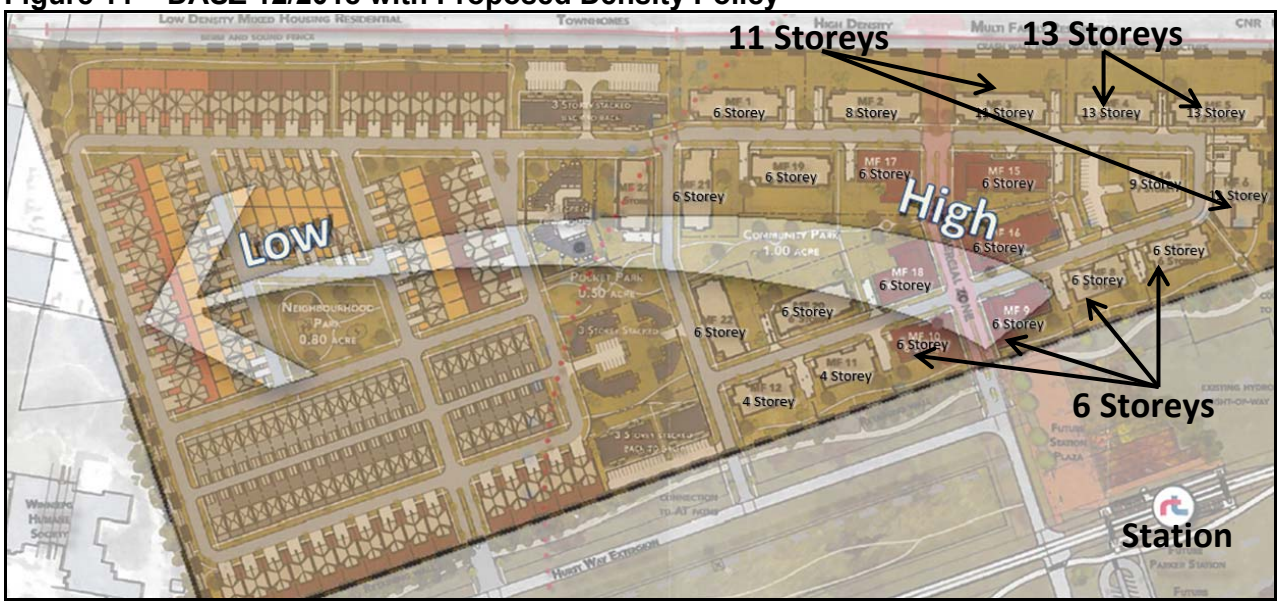
- It could be argued that other policies of the Plan prevent all types of development from occurring anywhere in the 'Urban Neighbourhood Policy Area' by requiring the highest density to be located closer to the SWBRT station. For instance:
  - Residential net density shall be between 40 to 100 units per acre (Policy 3.3.2.2)
  - Residential density shall radiate out from the Transit Station (Policy 3.3.2.6)

  However, the above mentioned policies are difficult to enforce. For instance, the residential net density of between 40 to 100 units an acre as prescribed in policy 3.3.2.2 applies everywhere within the Urban Neighbourhood Policy Area. This presents a challenge when evaluating the proposals in the early phases of development which may be far less than 40 units per acre.

- It could also be argued that policy 3.3.2.6 (residential density shall radiate out from the Transit Station) would only allow for low density residential uses to be developed farther away from the station, and high density residential uses to be development closer to the station. However, unless the first development in the area is the tallest building closest to the SWBRT station, enforcing this policy would require evaluating the density of an individual development proposal against the density of development which has yet to be proposed or does not yet exist.

- It is worth noting that the subdivision / rezoning proposal (DASZ 12/2018) recently submitted by the applicant in relation to the Plan includes a graphic which places highest density residential development (11 to 13 storey buildings) along the railway tracks to the north and away from the SWBRT station (See Figure 11 – DASZ 12/2018 with Proposed Density Policy). The buildings closest to the SWBRT station are identified as 6 storeys.

Figure 11 – DASZ 12/2018 with Proposed Density Policy

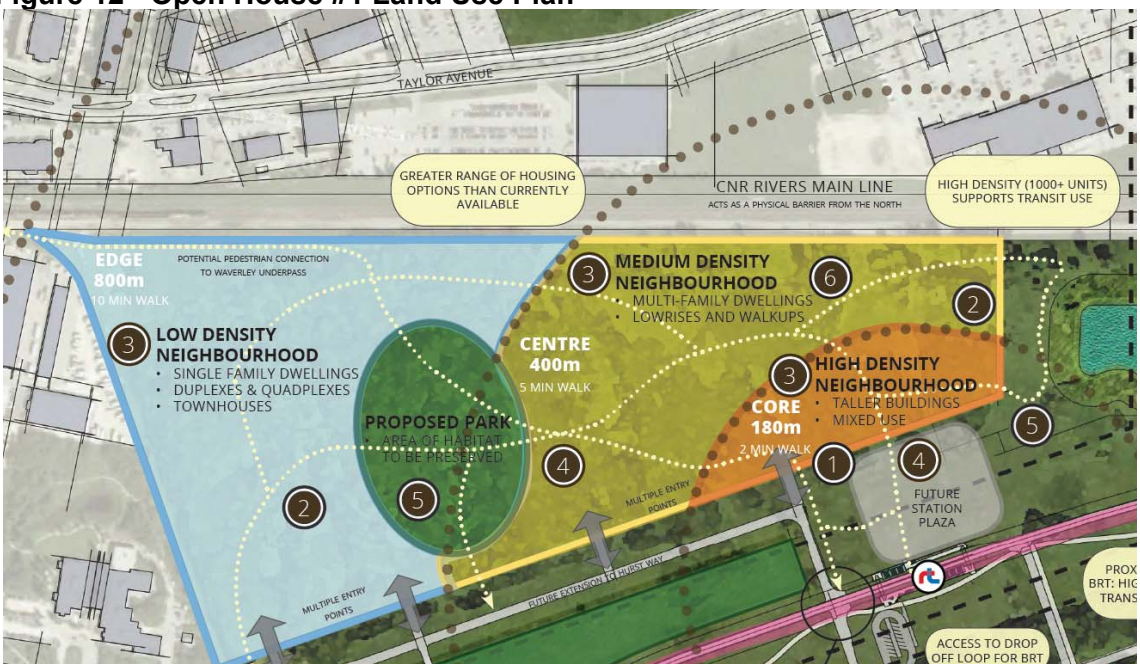


- The DASZ submitted in coordination with the Plan provides evidence of issues related to the density policies as written. It also puts into question whether policy 3.3.2.6, which requires that *residential densities shall radiate out from the Rapid Transit Station…,* should be worded to allow for some flexibility in how density is to be provided throughout the Plan Area.

- In order for the Plan to provide clear policy direction on this matter, the Plan should divide the proposed 'Urban Neighbourhood Policy Area' into at least three (3) policy areas: One each for high, medium and low neighbourhood development. Unique policies would be included each of the three (3) policy areas to better articulate and define the types and intensities of development what would be permitted and not permitted for each.

- This was the approach used in previous draft versions of the Plan submitted by the proponent for review and comment, as well as presented at the two (2) Open House events (see Figure 12 – Open House #1 Land Use Plan).

Figure 12 - Open House #1 Land Use Plan



CONCLUSION

- The Plan does not provide sufficient detail to properly evaluate development proposals within the Plan Area.

- It is recommended that the proposed 'Urban Neighbourhood Policy Area' be divided into at least three (3) distinct policy areas to better characterize and articulate the types and intensities of development appropriate throughout the Plan Area. The Plan will need to be altered accordingly.

Issue 3: *The Plan facilitates the potential for future land use conflict by permitting both industrial and high density residential uses to be established in the Neighbourhood Policy Area.*

BACKGROUND

- The 'Urban Neighbourhood Policy Area' of the Plan is currently zoned 'M2' (Manufacturing General), which allows *for light manufacturing, processing, service, storage, wholesale, and distribution operations, with some limited outside operations and storage.*

Plan Policies

- Section 1.1.1.1 of the Plan states that the *Winnipeg Employment Lands Strategy* (2008):
    - *Identified the Parker Lands as unsuitable for industrial development for the following reasons:*
        - *Transected by major utility corridors makes it difficult to develop for industrial purposes;*
        - *Major transportation access issues;*
        - *Requires major infrastructure improvements including sewer separation that could best be accommodated through redevelopment to another use; and*
        - *Adjacency to existing neighbourhoods.*
    - *recommended that the Parker Lands be removed from the industrial inventory and be designated for 'neighbourhood development'.*

- In addition, section 1.1.1.1 of the Plan mentions that the *Winnipeg Residential Land and Infill Strategy* (2009) *reviewed and assessed industrial lands identified for removal in Employment Lands Strategy, including the Parker Lands*. This section provides that *the strategy concluded that the Parker lands site along with other identified redevelopment sites were critical inputs into the land supply needed to meet the City of Winnipeg's growth forecast to 2031.*

- Section 1.3.3 (Policies, Applications and Interpretations) states:
  The policies, land-use and transportation concepts contained within the Plan recognize and maintain the existing use of land or buildings as they are currently zoned and developed in accordance with the Zoning Bylaw prior to the adoption of this Plan.

  Nothing in this Plan precludes current uses in the Planned Area from continuing as they may exist today, and for as long as the land owner wishes, until such time as the Zoning By-law is amended to affect the land-use rights. The intentions of the Plan polices are when a land owner wishes to change (i.e. intensify) their lands, via a rezoning, a subdivision, or a conditional use, then this intensification shall be consistent with the policies which serve to direct the changes towards the vision outlined for the Planned Area

- 5.4 (Implementation) Development Applications states:
  Until such time as the Zoning By-law regulations are changed in a Development Application, nothing in this Plan shall preclude current uses in the Planned Area from continuing as they existed prior to the Plan, with all the zoning land-use rights inherent in the lands, and for as long as the land owner wishes.

- 5.5.2 (Urban Design Guidelines: Site Plan Approval) Policies states:

4) *The Parker Lands Urban Design Guidelines shall not apply or affect the ability of land owners exercising their existing land-use rights for developing lands currently zoned for Industrial land-uses.*

DISCUSSION

- Based on the background information provided in section 1.1.1.1 of the Plan, it is no surprise that *Complete Communities Direction Strategy (2011)* identifies the Parker Lands as a 'Major Redevelopment Site'; and not 'General Manufacturing'. *Complete Communities* identifies 'Major Redevelopment Sites' as areas to accommodate the future residential needs of the City.

- The land designated by the Plan as 'Urban Neighbourhood Policy Area' is currently zoned 'M2' (industrial). No industrial uses have been established in the Urban Neighbourhood Policy Area of the Plan. Until recently, a majority of this land was covered by a forest.

- It is not uncommon for a secondary plan to contain policy language that allows for existing uses to continue to exist and/or operate until the properties are rezoned or subdivided for development. Wording to this effect can be found in section 1.3.3 of the Plan which states:

  > *Nothing in this Plan precludes current uses in the Planned Area from continuing as they may exist today, and for as long as the land owner wishes, until such time as the Zoning By-law is amended to affect the land-use rights*

- A secondary plan may also contain policy wording which restricts new permanent development from establishing on existing parcels, except when in conformity with the future uses as described by the secondary plan policies. This is appropriate when the uses permitted by the current zoning are not permitted as, or are likely to be in conflict with, future land uses as per the policies of a secondary plan.

- Proposed policy 5.5.2.4 facilitates future land use conflict by permitting new industrial uses to establish on lands currently zoned 'industrial' and designated in the Plan as 'Urban Neighbourhood Policy Area':

  > *The Parker Lands Urban Design Guidelines shall not apply or affect the ability of land owners exercising their existing land-use rights for developing lands currently zoned for Industrial land-uses.*

CONCLUSION

- The wording of policy 5.5.2.4 allows for industrial uses to be established on lands designated by the Plan for residential development.

- Permitting the establishment of new industrial uses in the Urban Neighbourhood Policy Area of the Plan would run counter to the intentions of *Complete Communities*, which directs development of this land to be used for residential development.

Issue 4: *The Plan requires significant 'clean up' and re-organization before it can be adopted by Council as a secondary plan by-law which clearly communicates the vision, objectives and policies against which future development proposals will be evaluated*.

BACKGROUND

- As a City of Winnipeg Secondary Plan By-law, the Plan reflects Council's expectations for the development within the Plan Area. A Plan containing errors and/or in need of re-organization reflects poorly on Council.

- It is not uncommon for a proposed secondary plan to be submitted with a number of typographical or grammatical oversight errors. The Public Service will often identify these errors and recommend that they be corrected by Council during the secondary plan by-law adoption process. In some instances, such corrections may involve moving a sentence or paragraph to a more appropriate section of the document or removing it altogether.

- Alterations made to a proposed secondary plan by-law can only be done through a Council Motion which clearly and explicitly identifies each change that is to be made.

- In addition to a number of typographical and grammatical oversite errors, the Plan requires a significant amount of 'clean up' and reorganization before it is suitable for adoption by Council as a secondary plan by-law.

DISCUSSION

- The Public Service review of the Plan identified ~250 separate issues that require some form of alteration or addition be made to the Plan. Some are minor text rewordings, while others are more substantial and will require significant effort to resolve. It is unfeasible for this report to specifically mention all ~250 issues identified by the Public Service. The discussion that follows provides examples reflecting the nature of both minor and major issues identified throughout the Plan.

- The description of the Plan Area boundary (section 1.2.3) should occur in the document prior to the discussion on 'Planning Area and Context' (section 1.2.1).

- Numerous statements throughout the Plan describe the context of the Plan Area. These items should be consolidated into section 1.2.4 (Surrounding the Plan Area) closer to the beginning of the Plan rather than spread throughout the document. For instance, much of the discussion in section 1.2.5 (Existing Land Use in and Around the Plan Area) and 1.2.7 (Existing Features) should be integrated with the discussion in Section 1.2.4 (Surrounding the Plan Area). It would also be appropriate to rename section 1.2.4 (Surrounding the Plan Area) to 'Plan Area Context'.

- Section 3 (Land Use Concept) – 12 minor text changes.

- Figures 12 & 21 – Graphics need to be updated to reflect the related engineering report(s).

- In October, 2018, the remaining portions of the original forest in the Urban Neighbourhood Policy Area were cleared. References to the forest found throughout the Plan need to be altered accordingly. This includes content found in section 1.2.7.1 (Existing Forest), 3.8 (Natural Lands Policy Area) and 2.2.3 (Sustainability: Environmental, Social and Economic) which contain statements such as:

  Retaining existing wooded areas and adding new green spaces will provide habitats for animals, insects and vegetation while providing open spaces for people to connect with nature.

- The overall objectives of the Plan are found in section 2.2 (Objectives), which is sparse and does not reflect the objectives found elsewhere in the Plan. Objectives listed in Part 1 section 1.2.10.1 (Opportunities) and at the beginning of at least 11 sections under Part 3 (Land-Use Concept) and should be either included or reflected in the overall objectives of the Plan provided in section 2.2 (Objectives).

- Policy 3.5.2.3 states: *Nothing in the policies of this plan shall preclude 'home occupations'; secondary suites or live-work land uses from being allowed in single-family or multiple family type dwellings.* The zoning by-law does not currently allow for multi-family dwellings to contain secondary suites. This policy needs to be rewritten accordingly.

- The Plan contains numerous redundant policies. For instance, policies 3.7.2 (2), (5) and (9) all relate to accommodating seasonal uses and special events in the Rapid Transit Station Node Policy Area:

  3.7.2 (2) *Flexible Public Space designed for a diversity of temporary/seasonal uses and events shall be encouraged.*

  3.7.2 (5) *Public spaces of appropriate size and design may be created to accommodate seasonal uses and special events.*

  3.7.2 (9) D*esign should allow for temporary uses such as a farmers' market, fundraising/special event and seasonal sales should also be allowed in this policy area.*

  There is no need to include all three of these policies as they essentially provide for the establishment of the same uses. These policies should be rewritten as a single policy.

- A number of policies are grammatically confusing and require rewriting. Examples include, but are not limited to:

  4.1.2 (2) *Efficiently and effectively the Planned Areas' transportation network shall connect pedestrian, cycling, public transit and vehicular modes of travel by…*

  4.2.2(1)(d) *Should the required regional land drainage facilities to adequately service the Planned Area is not yet get constructed, interim, land drainage flows from the site shall be accommodated through on-site storage based upon utility servicing studies and analysis, all to the satisfaction The City of Winnipeg.*

- Section 5 (Implementation) includes a subsection entitled 'Actions'. However, the statements that follow are written as policies. Much of the content of this section is redundant as the statements simply describe existing City tools and processes. For instance: Policy 5.1.1 (3) *The purpose of a PDO zoning tool shall be to provide a means to alter or specify allowed uses and/or order to achieve local planning objectives in specially designated areas [that may consist of the policy area of a master plan]" (Zoning By-law 200/2006).*

- Some statements in this section are written as to bind Council to decide a specified way when considering future development applications. For example Action 5.1.1 (2) states:

  The City shall support the rezoning of some, or all of, the Parker Lands by the creation of a Planned Development Overlay (PDO) District should a proponent put forward and application for such a zoning tool.
  (Grammatical error as submitted)

  The decision to support an individual rezoning application will always remain at discretion of Council. Statements such as the one found in section 5.1.1 (2) need to be altered to reflect this.

- Many of the policy sections introduce the policies as *design and location considerations.* This wording downgrades important policy language to that of a 'consideration' rather than a 'policy requirement'. The preamble portion of each policy area in Part 3 (Land-Use Concept) needs to be reworked accordingly.

CONCLUSION

- It is not unreasonable to expect the Public Service to recommend a few alterations to a secondary plan during the secondary plan by-law adoption process. As such, the Public Service is prepared to recommend a manageable amount of minor alterations to 'clean up' and/or reorganize a proposed secondary plan for the purpose of readability and clarity. However, it is unpractical for the Public Service to recommend that Council consider a motion listing the large number of alterations required to clean up and/or re-organize the proposed secondary plan.

Issue 5: *The Plan is missing important content and policies necessary to clearly communicate the vision, objectives and policies against which future development proposals will be evaluated*.

BACKGROUND

- The Public Service has identified a significant number of instances in the Plan where additional content and/or policies are required. In some cases, the Plan identifies an issue or objective but then fails to include a supporting policy. In other instances, policies required to address an important issue are simply not included at all. It is not practical for this report to attempt to itemize and address each instance where the Plan is missing content and/or policies.

DISCUSSION

- The following discussion provides examples which are indicative of issues identified in the Plan by the Public Service.

- Altering the policy language of the Plan to apply the 'Neighbourhood – Medium Density' TOD type as opposed to the 'Urban Neighbourhood' TOD type will require adjustments throughout the Plan. This is likely to require the dividing the neighbourhood policy area into at least three (3) policy areas to characterize and contain policies for the different types and intensities of development.

- While the 'vision' for the Plan, provided in section 2.1 includes reference to TOD, this is not reflected in the overall objectives of the Plan provided in section 2.2.

- The Constraints section (1.2.10.2) of the Plan suggests the only limitation to development of the Plan Area is a lack of vehicular transportation connections. This section includes a list of recent transportation infrastructure projects which may improve transportation connections to the Plan Area, however it does not mention any of the more obvious constraints to development of the Plan Area. These include:
    - Impact of CN Mail Line on residential development
    - Impact of CN Mail line on access to amenities on the opposite side of the rail line.
    - Relative isolation of the site from existing development.
    - Impact of Hydro Corridors on development and connections.
    - Challenges related to land drainage and wastewater flow.
    - Potential for contaminated sites (As suggested in section 1.2.8).
    - Potential geotechnical considerations related to construction on fill.

- The overall objectives for the Plan Area are found in Part 2: 'Planning Vision and Objectives'. The Objectives section is weak and limited to little more than the following:
    - *Creating a sense of place through urban design is important to establish a strong identity for the area for the new residents and existing visitors.*
    - *This site will become a model for the three (3) pillars of sustainability: environmental, social and economic.*
    - *Retaining existing wooded areas and adding new green spaces will provide habitats for animals, insects and vegetation while providing open spaces for people to connect with nature.*
    - *A dense urban environment will grow in the Parker Lands that will financially support nearby employment and commercial centres with employees and customers; and maximize public investment in regional transportation infrastructure.*

Additional content is required in this section including the TOD-related objectives.

- Many of the objectives included throughout the Plan are not supported by the policies. For instance, the Plan does not contain adequate policies to achieve the following objectives of section 2.2 (Objectives):
    - *This site will become a model for the three (3) pillars of sustainability: environmental, social and economic.*
    - *Retaining existing wooded areas and adding new green spaces will provide habitats for animals, insects and vegetation while providing open spaces for people to connect with nature.*

- Polices are also required to support the many objectives found throughout the various sections of Part 3 (Land-Use Concept). As an example, the objective found under section 4.2.2 (Water, Waste Water and Land Drainage) provides the objective of the Plan to only allow development when it is supported by a full-range of municipal services:

    To ensure new land-uses within the Planning Area are serviced with the full range of municipal services, meaning with paved streets with curbs, piped municipal water, piped waste water and piped land drainage facilities with sufficient capacities that are provided in an environmentally sound and economically fashioned manner, meeting the sustainability principles of this plan.

    However, the Plan does not contain policies which support of this objective. The following policies need to be included in the Plan in support of the objectives found under section 4.2.2:
    - *All development in the Plan Area will be serviced with a full range of municipal services as defined by OurWinnipeg.*
    - *All development will be serviced by piped water*
    - *All development will be serviced by piped sanitary sewer*
    - *All development will be serviced by piped drainage*

- The Plan requires policies related to the phasing of development within the Plan Area. The Staging and Phasing section (section 5.2) is limited to the following text:

    Staging and phasing of the redevelopment in the Planned Area will be largely driven by market conditions and the construction of municipal services. Phasing shall occur in a logical and contiguous fashion with a full range of municipal services as determined through development applications. It is possible that once the designs of development, transportation, and services is undertaken, the phases ***may be adjusted to reflect the engineering and market realities.***

    The Plan does not provide a clear description of the phases that ***may be adjusted to reflect the engineering and market realities****.* Ideally, a land use plan will provide the extent and intensity of each phase of development in the Plan Area. The Plan should also include policies that require the completion of one or more engineering studies prior to each phase of development. These policies may even require that certain infrastructure be in place in advance of proceeding to the next phase. Such policies are missing from the Plan.

- It should be recognized that additional content and policies would also need to be developed to address the issues discussed throughout this document.

CONCLUSION

- The Plan is missing a significant amount of important content and policies.

- It is common for the Public Service to work with a proponent in developing content and policies of a secondary plan. Once an application for a secondary plan has been submitted the focus of the Public Service shifts from working with the proponent on policy development to providing Council with recommendations as to which policies should be altered or added prior to Council adoption. Council then makes the changes through a motion which specifically lists each individual change to be made.

- The Public Service is not prepared to undertake the large amount of work required to develop the content and policies missing from the Plan at this stage in the process. And it would be impractical for the Public Service to recommend that Council consider the amount of new content culminating from such work.

Recommendation

The Public Service recommend that the proposed Parker Lands Secondary Plan By-law not be given first reading for the following reasons:

1. The Plan Area does not meet the land use mix criteria or locational attributes to warrant development consistent with the 'Urban Neighbourhood' TOD Type (as described in the Winnipeg TOD Handbook).

2. The Plan does not provide sufficient detail as a secondary plan to allow for the public service to effectively evaluate future development proposals in the Plan Area.

3. The Plan facilitates the potential for future land use conflict by permitting both industrial and high density residential uses to be established in the Neighbourhood Policy Area.

4. The Plan requires significant 'clean up' and re-organization before it can be adopted by Council as a secondary plan by-law which clearly communicates the vision, objectives and policies against which future development proposals will be evaluated.

5. The Plan is missing important content and policies necessary to clearly communicate the vision, objectives and policies against which future development proposals will be evaluated.