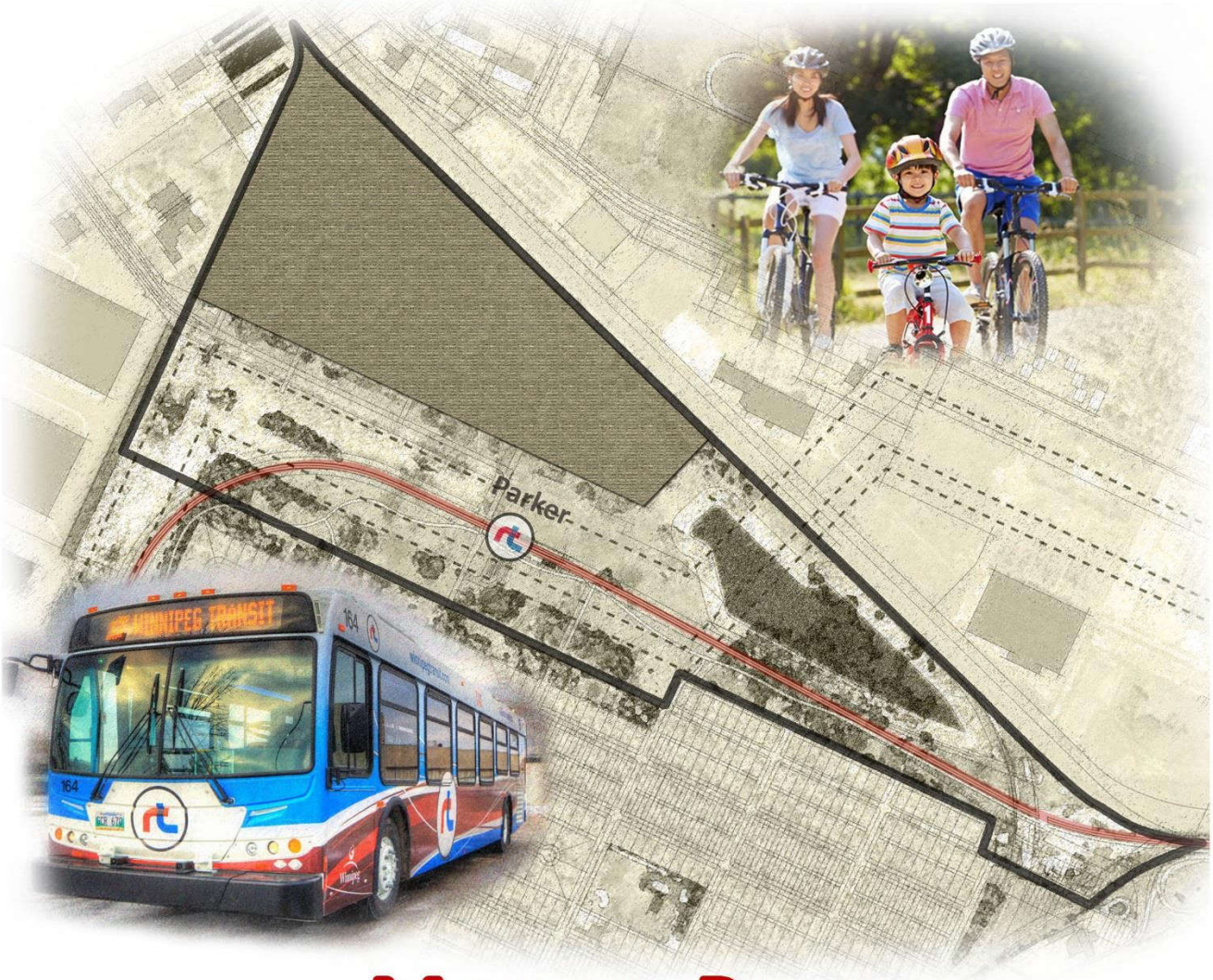
PARKER LANDS

Major Redevelopment Site
(Site 'G')



MASTER PLAN

December 2017

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

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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.*

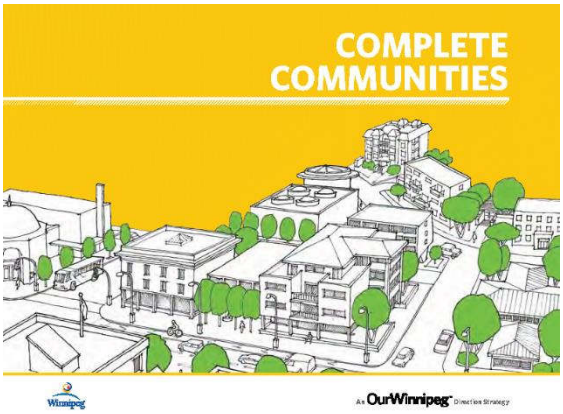


Figure 2: *Complete Communities: a City of Winnipeg Direction Strategy.*

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).*

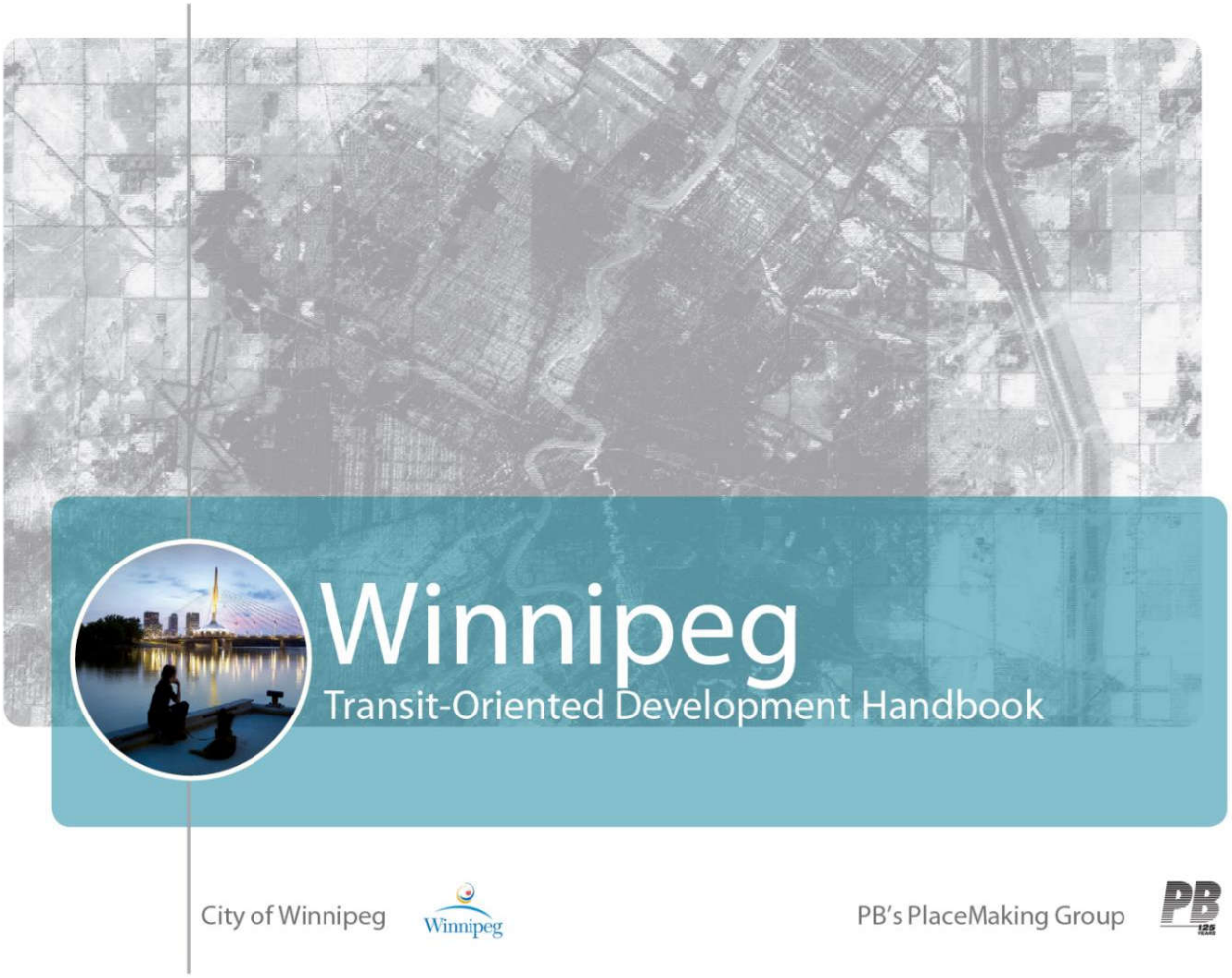


Figure 3: *Winnipeg Transit-Oriented Development Handbook*

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

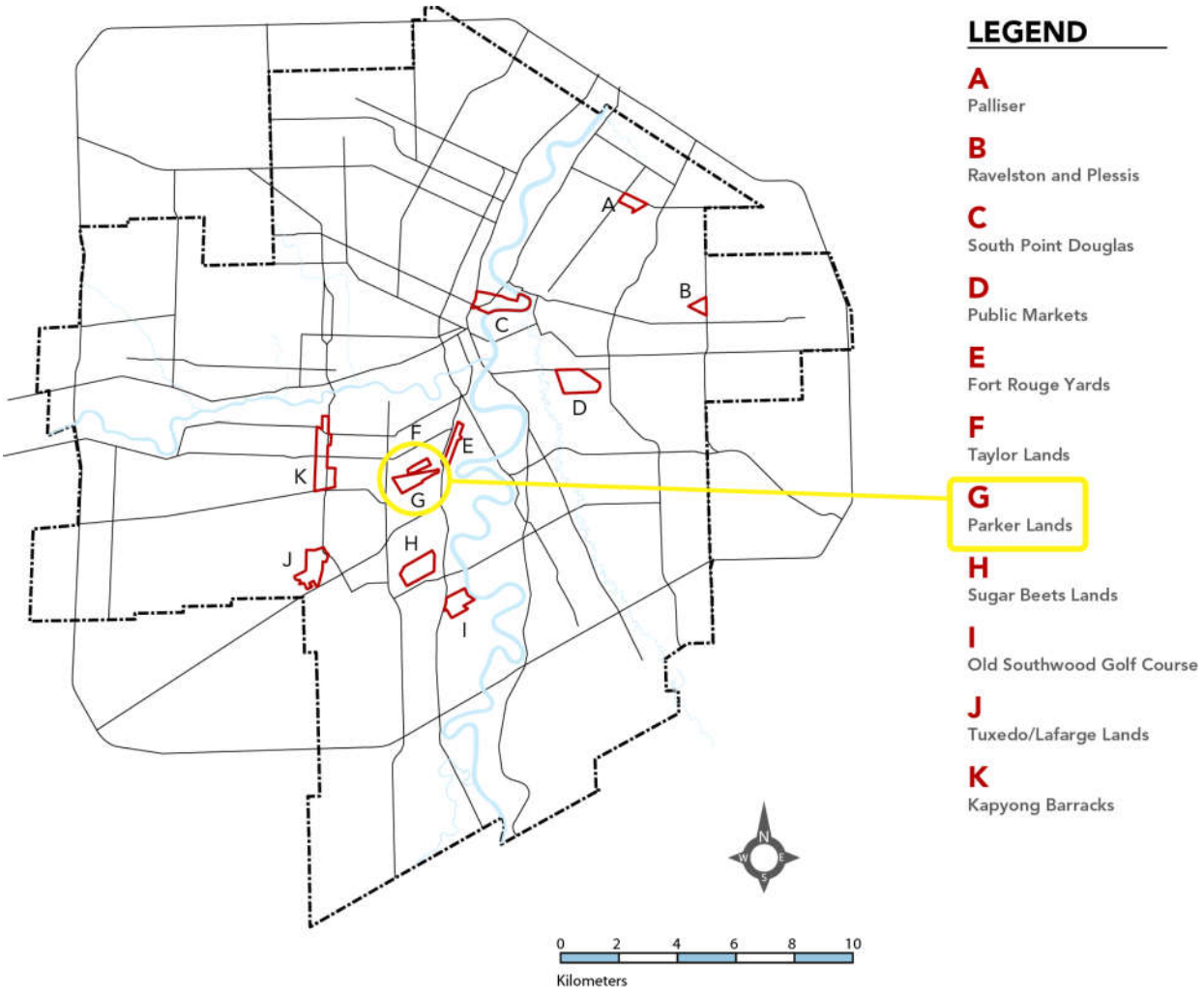


Figure 4: *Major Redevelopment Sites in Winnipeg (from Complete Communities, pg. 65)*

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

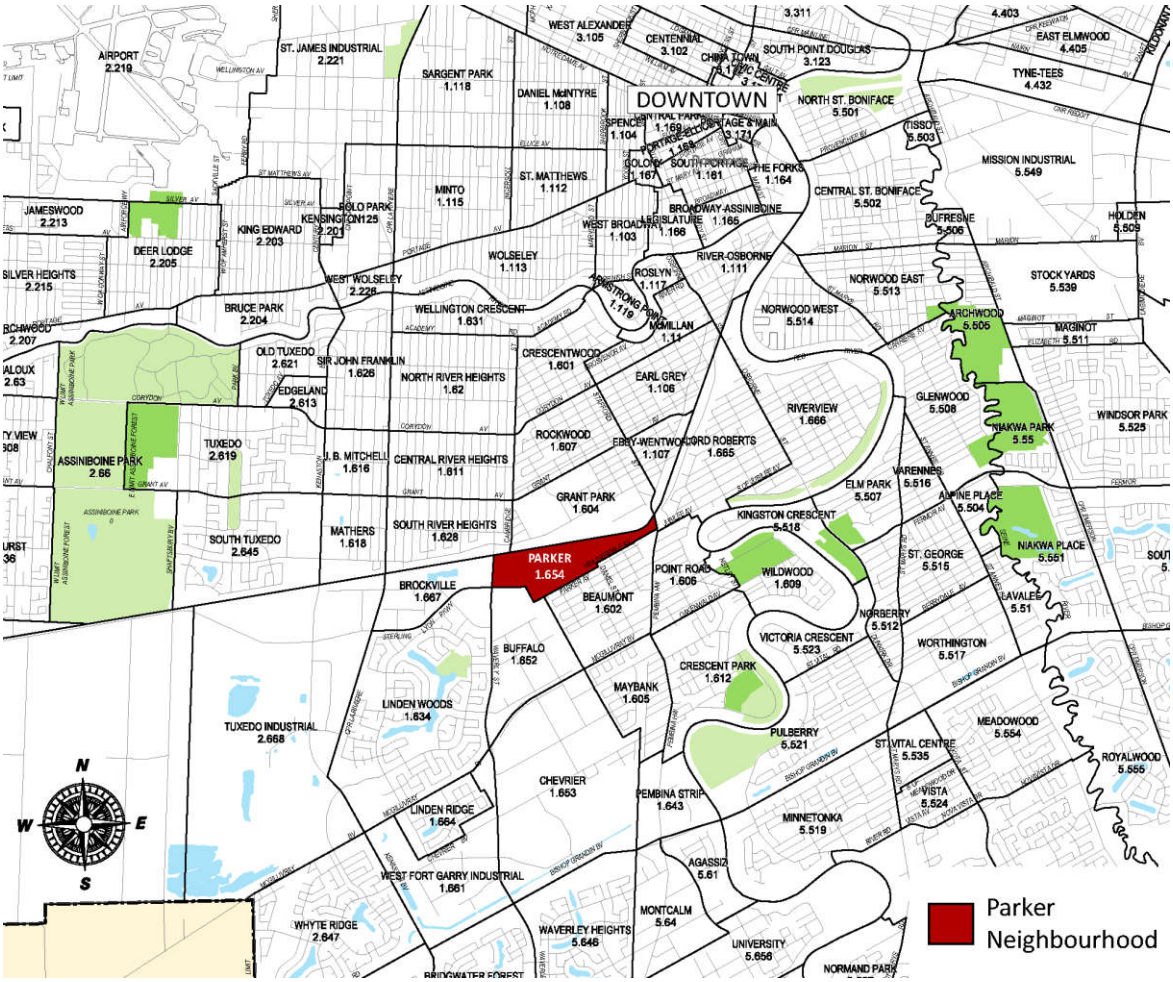


Figure 5: *Winnipeg Neighbourhood Areas*

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.

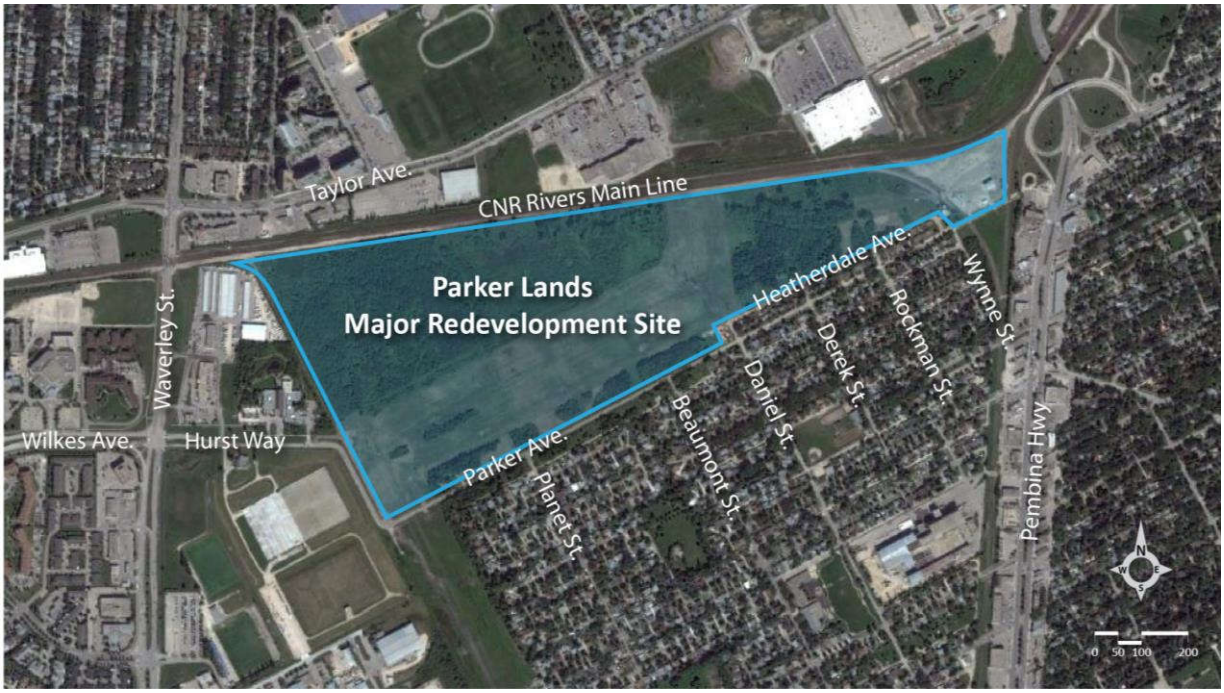


Figure 6: *Location Map illustrating Parker Lands Major Redevelopment Site Boundaries*

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.

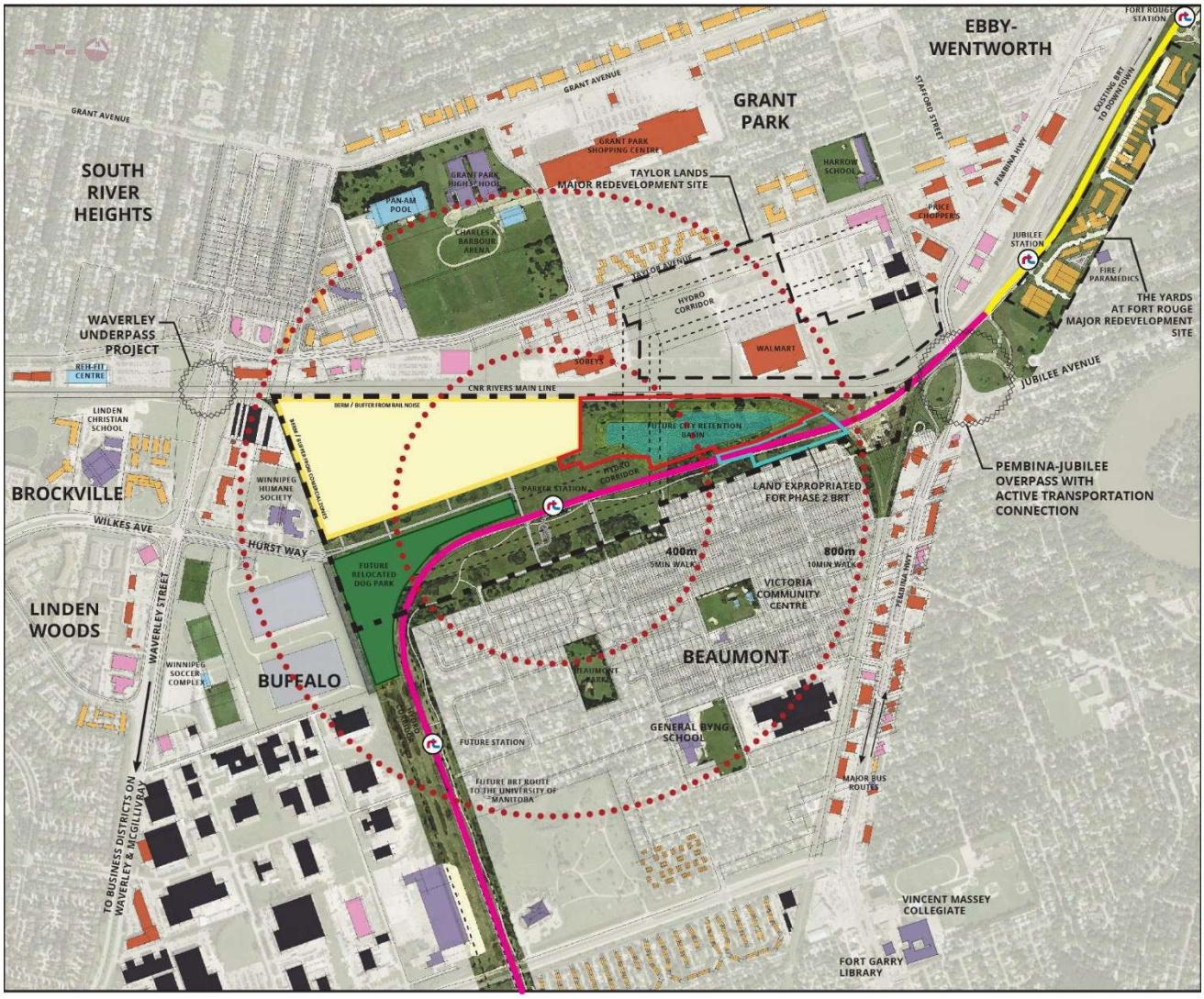


Figure 7: *Context Map*

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.

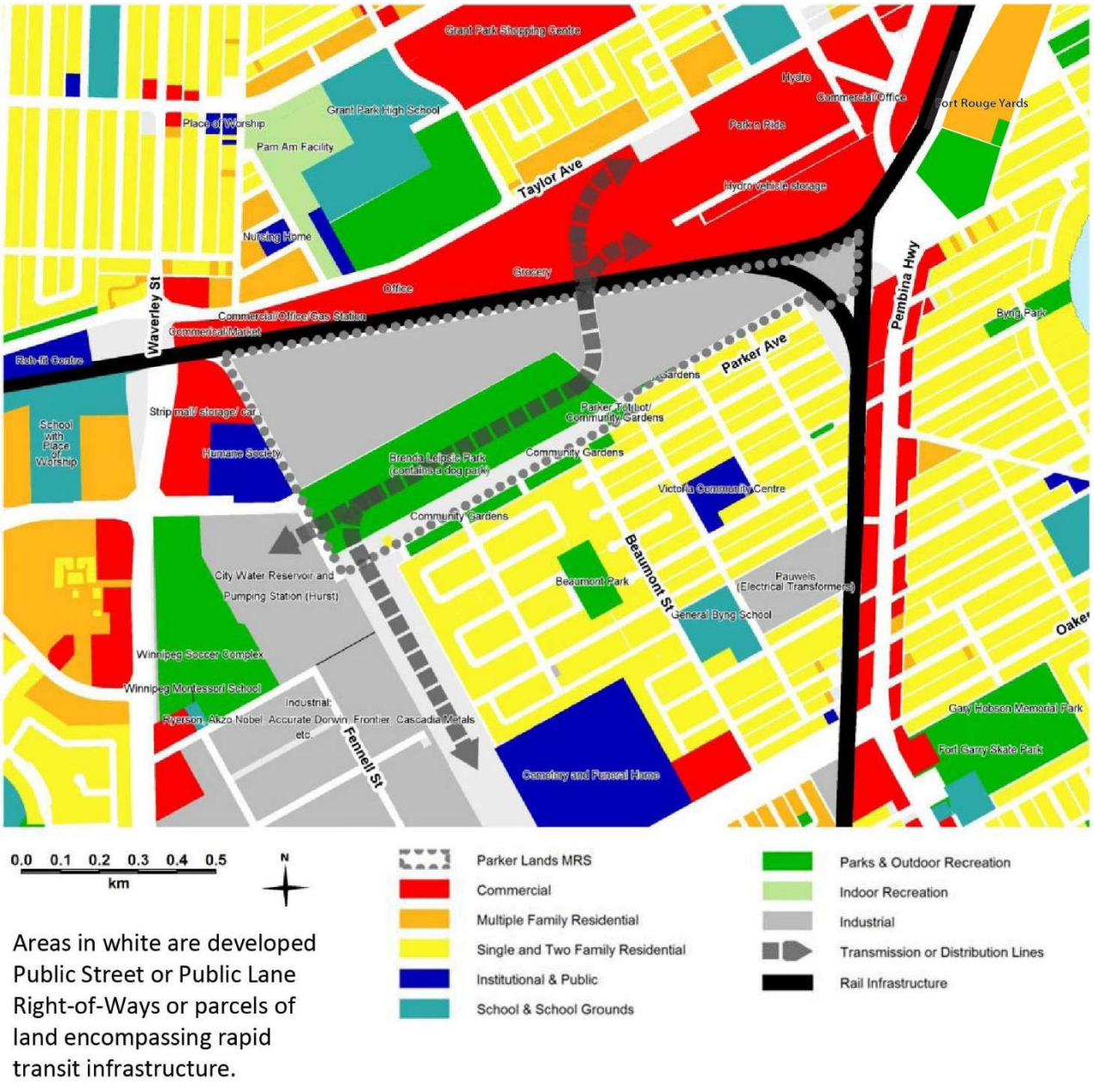


Figure 8: *Existing Land Use Map*

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.

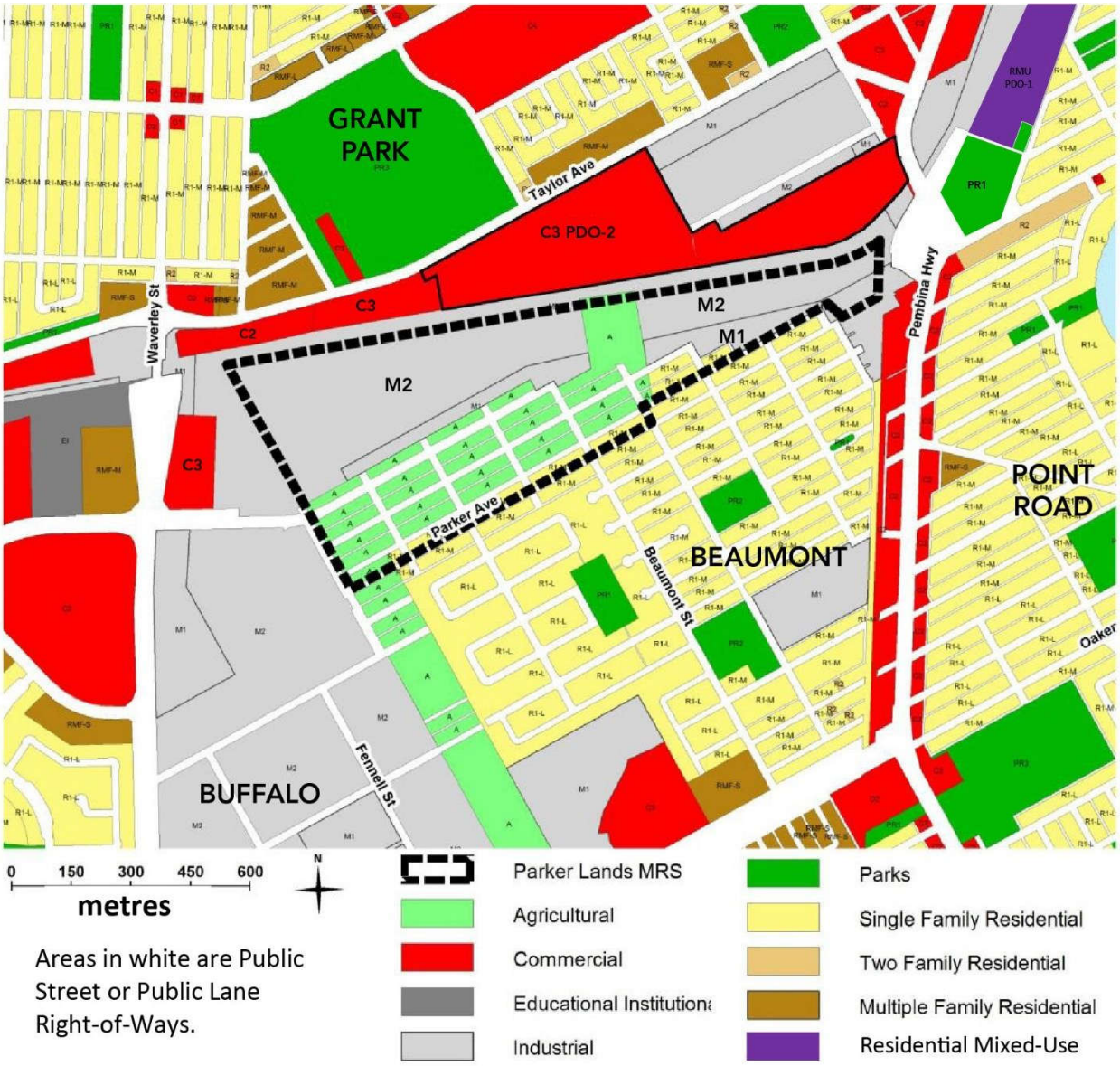


Figure 9: *Existing Zoning Map*

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.

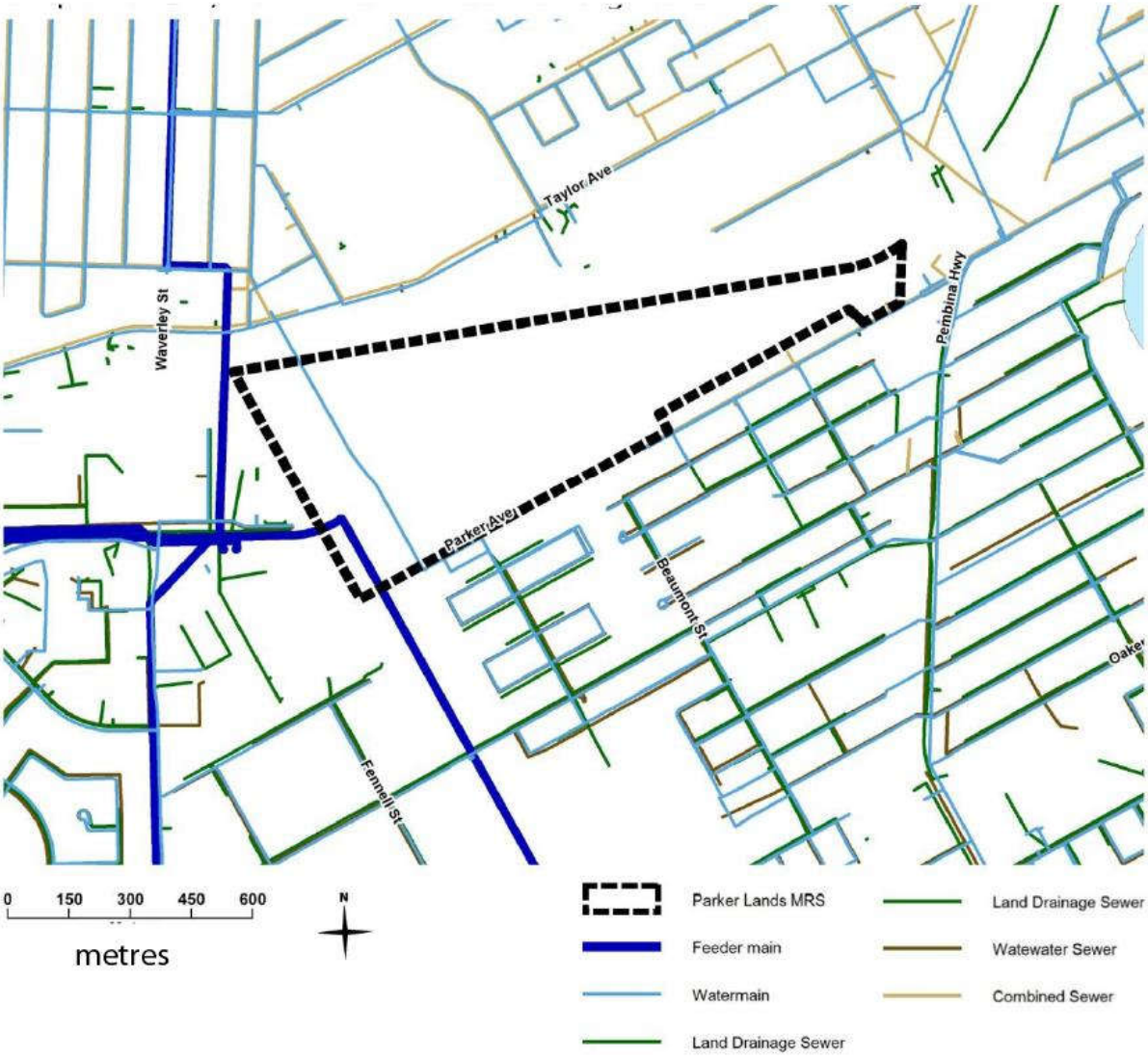


Figure 11: *Existing Infrastructure and Site Services Map*

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.

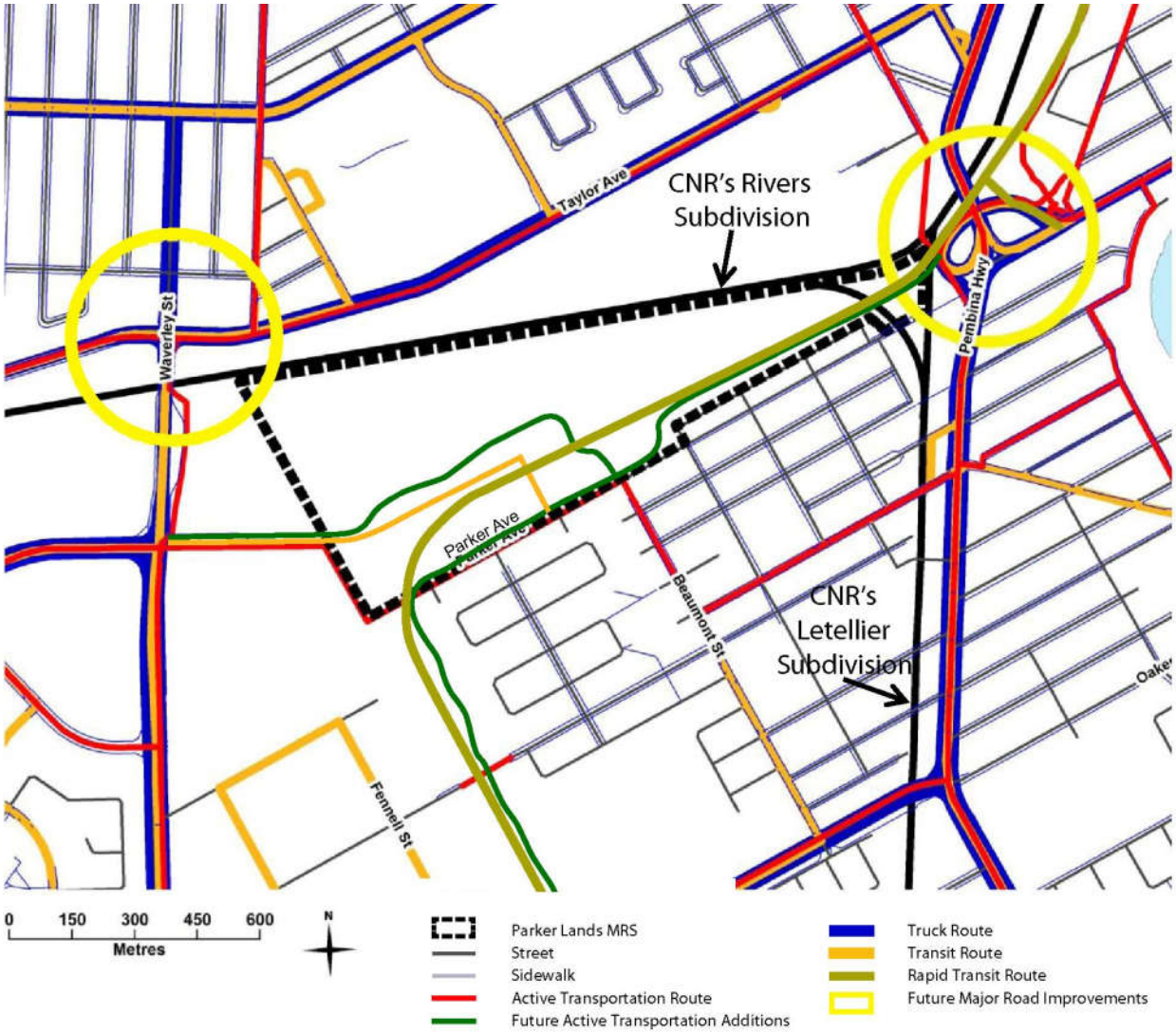


Figure 13: *Existing and Planned Transportation Infrastructure Map*

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**).

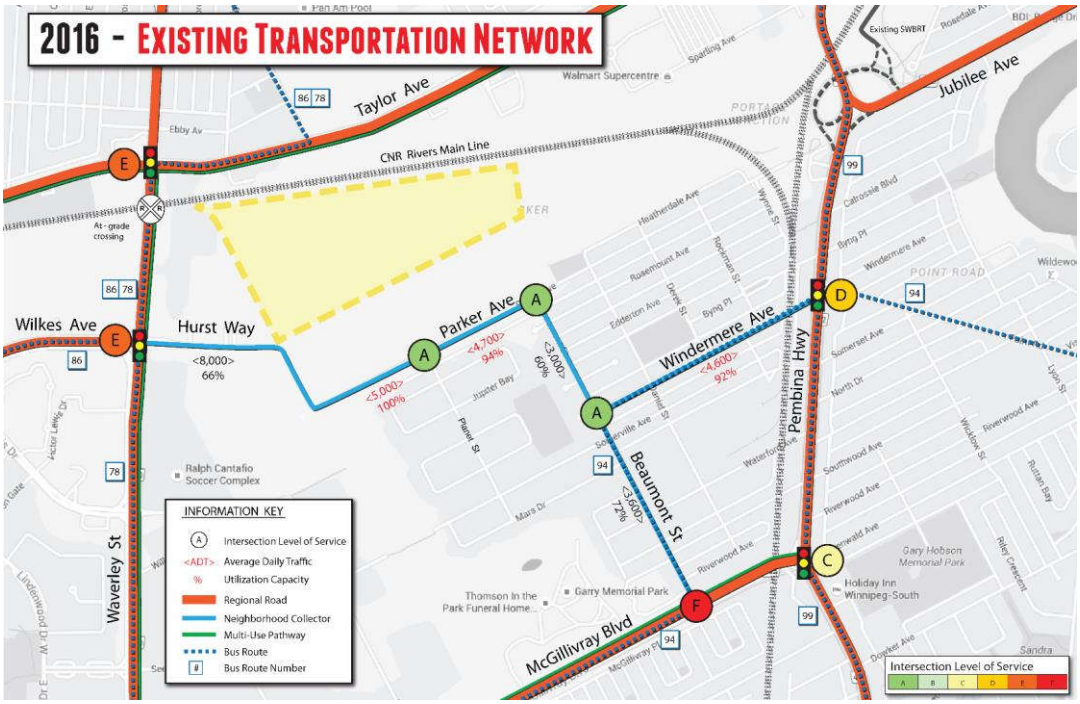


Figure 14: *Existing Transportation Network*

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).

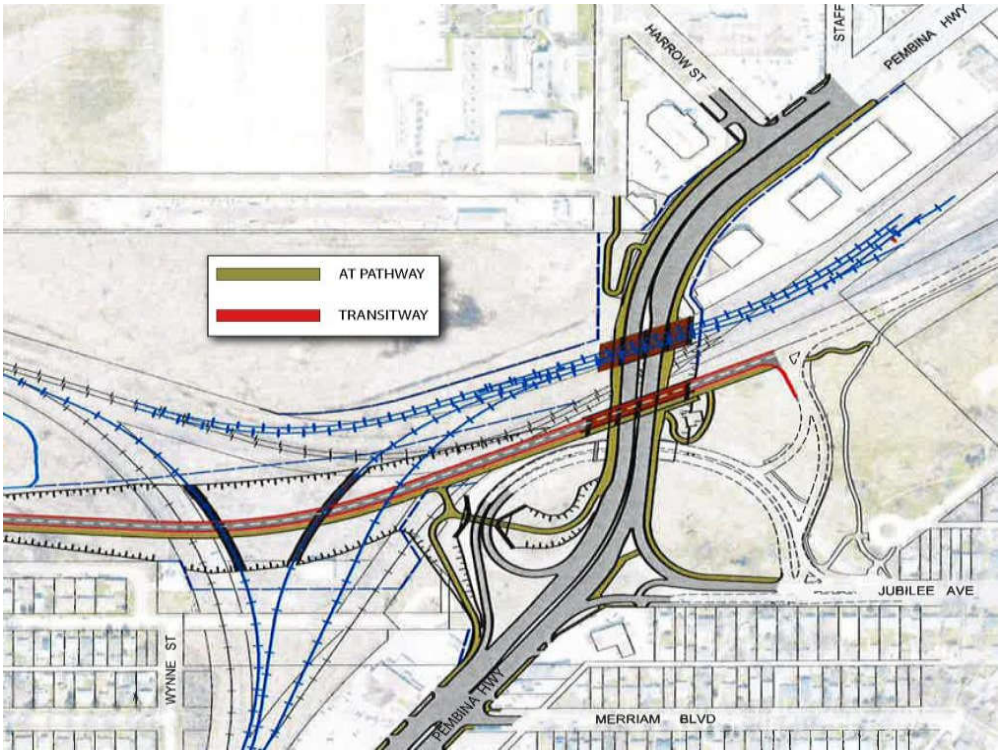


Figure 15: *Southwest Transitway – Underpass Upgrades to Pembina Hwy*

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.

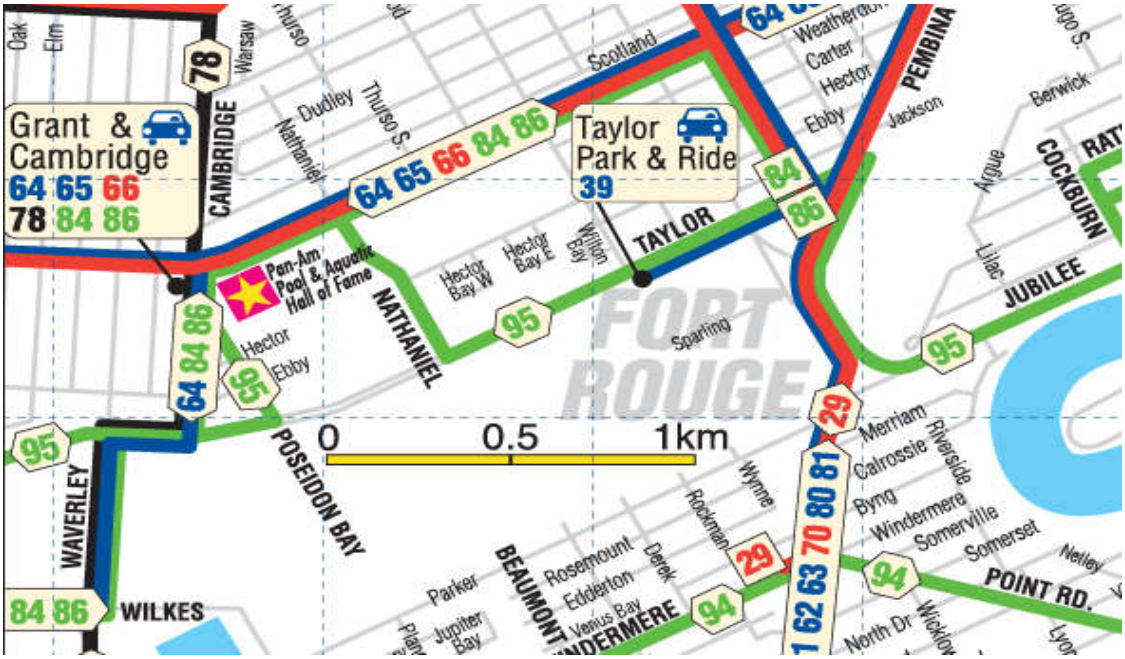


Figure 16: *City of Winnipeg Transit Route Access Map*

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

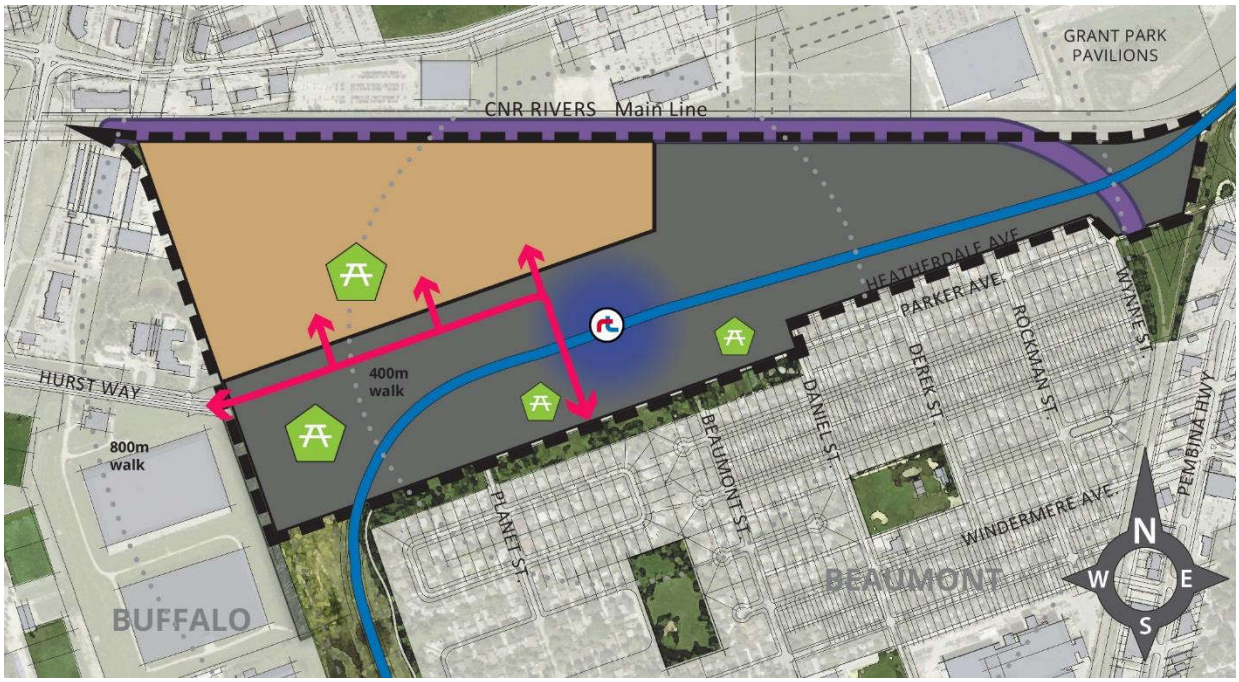


Figure 18: *Land-Use Policy Map*

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.

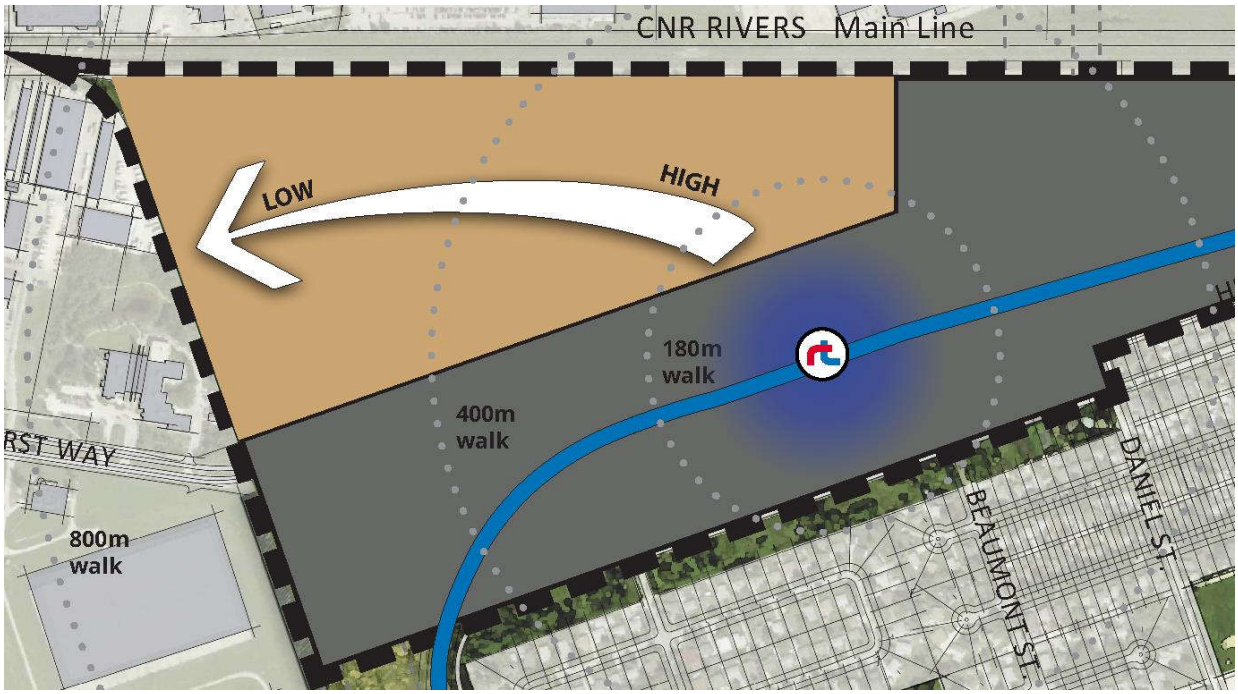


Figure 19: *Urban Neighbourhood Density Policy Map*

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

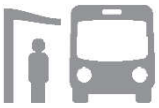
The purpose of the Limited Use Policy Area is to designate lands to be retained for existing and future major infrastructure and restrict new residential structures from being erected. These areas can meet the principles of sustainability, placemaking and connectivity by becoming opportunities for recreational 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.

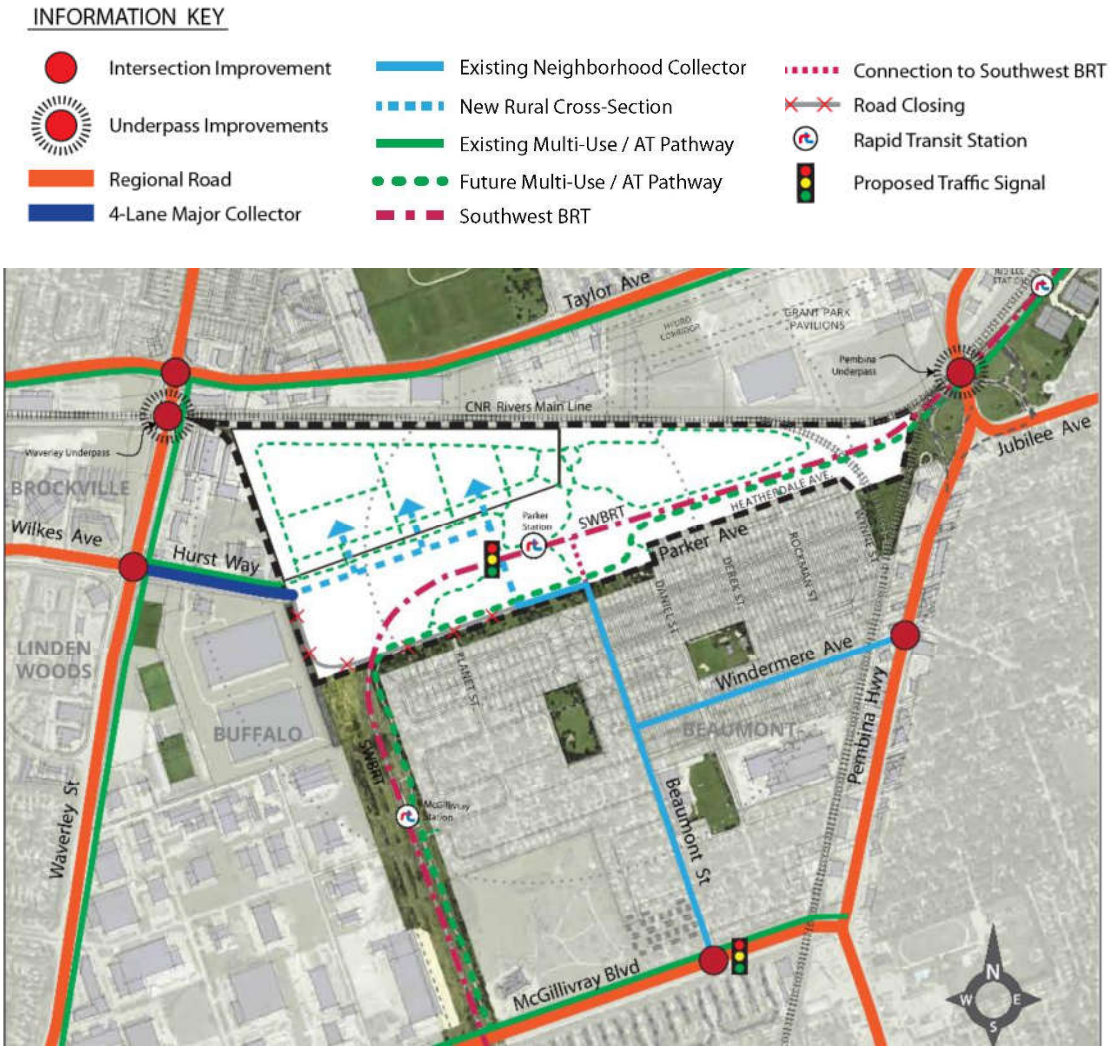


Figure 20: *Transportation Network*

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.

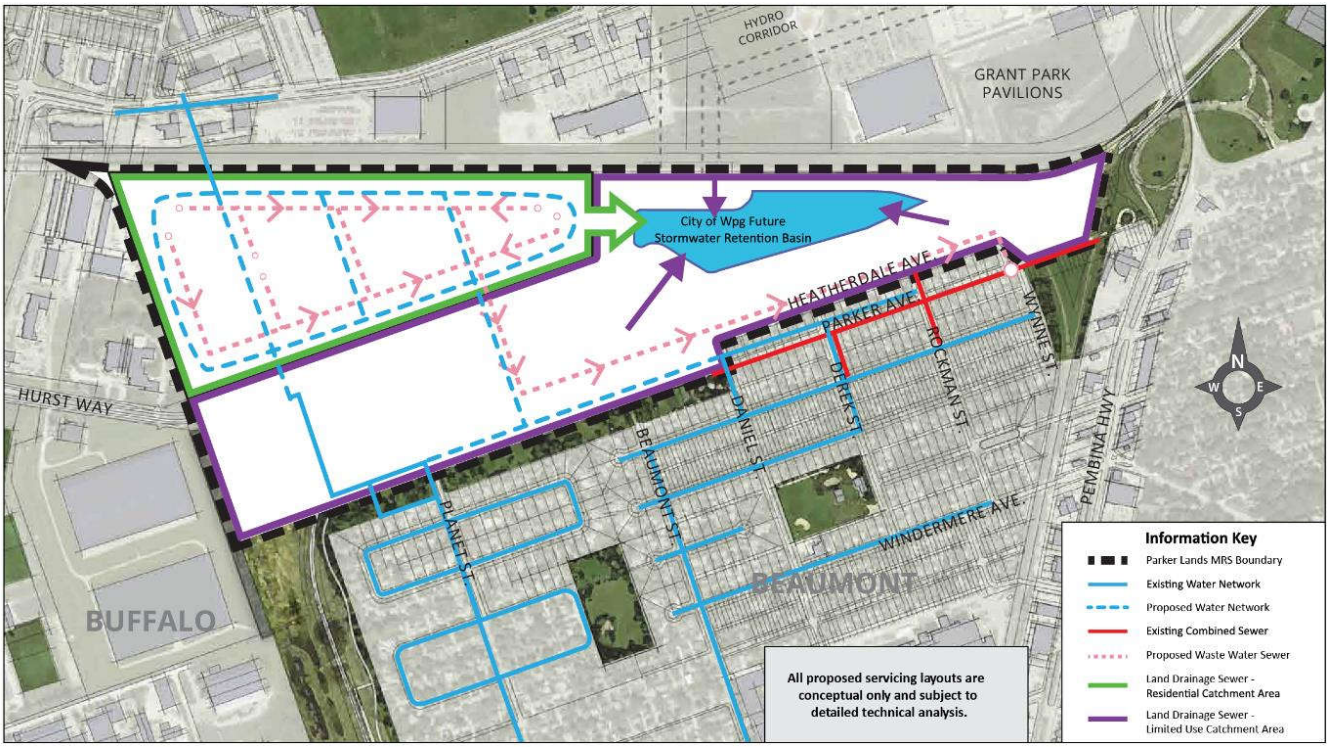


Figure 21: *Servicing Policy Map*

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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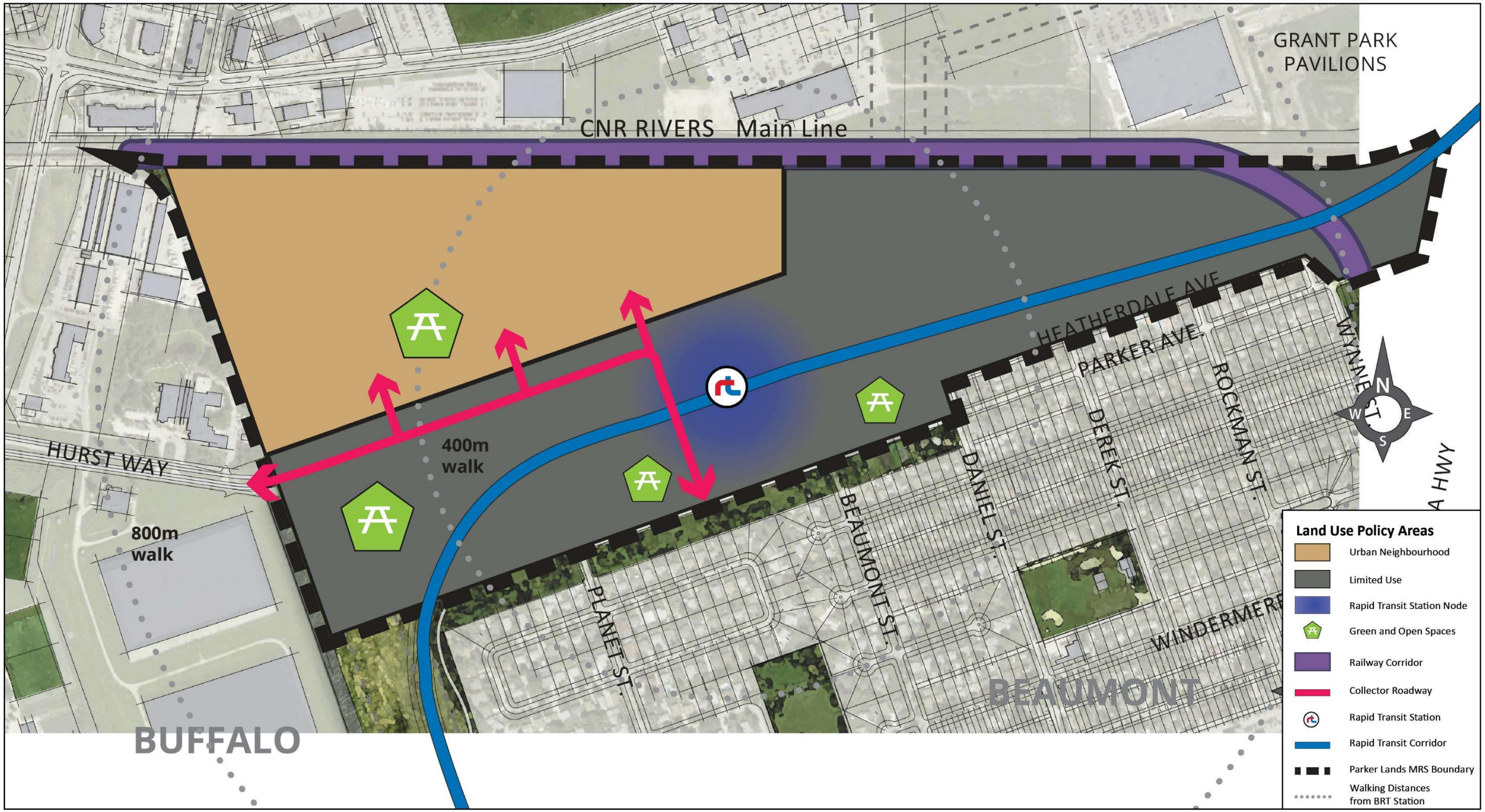
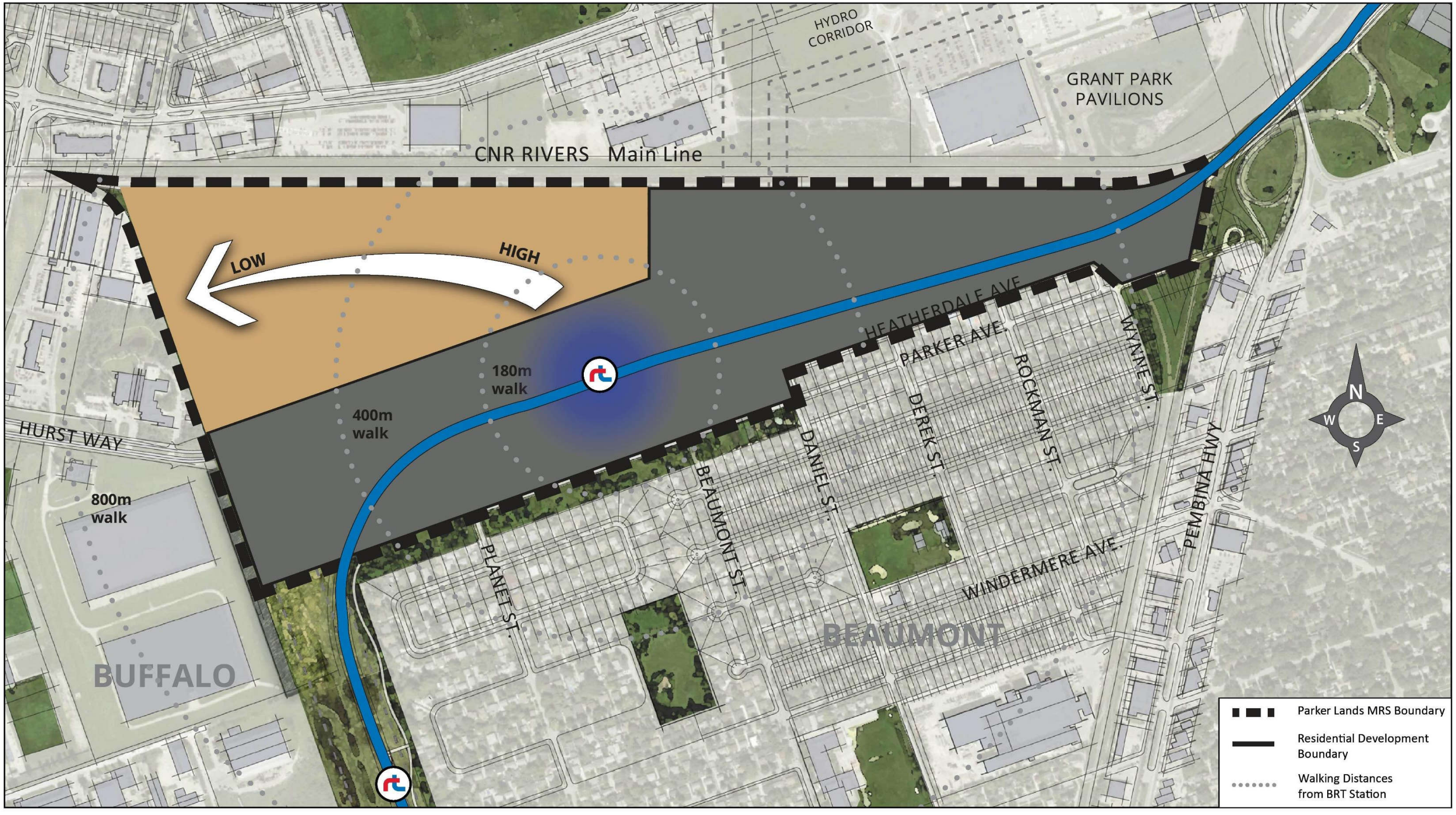
8 MAPS

Map 1: Land-Use Policy Map



Map 2: Density Policy Map



Map 3: Transportation Policy Map

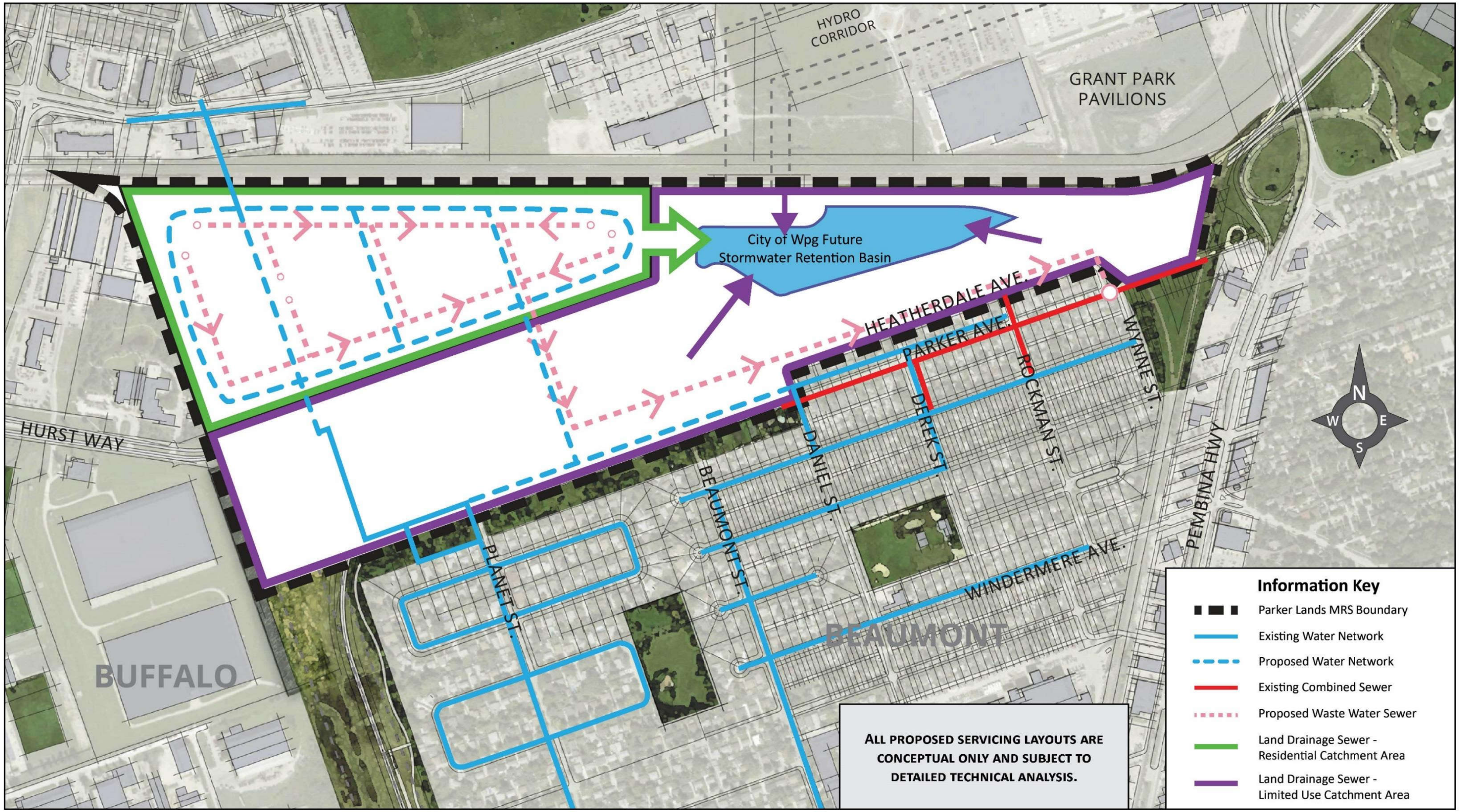


INFORMATION KEY

- 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

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Appendix B: Environmental Overview

Appendix C: Water, Wastewater and Stormwater Servicing Report

Appendix D: Traffic Analysis and Opportunity Memo

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.

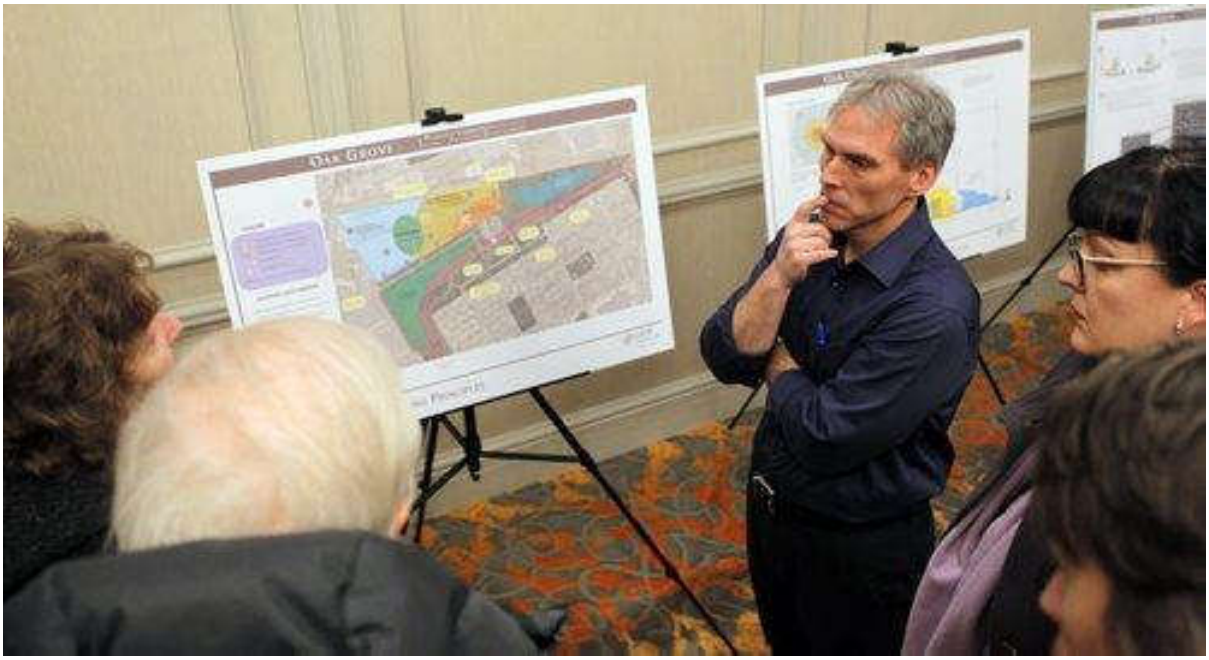

Figure 3: *Unveiling of initial concepts for a new Transit Oriented Development at the Parker Lands*

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:

_____

_____

_____

_____

_____

_____

_____

_____

_____

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	
						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			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

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	
						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
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				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 with these projects with only "after the fact" meetings like this.
	North of Parker MRS																													
2.1		1								1					1		1		1					1		intens ty 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 Taylo' 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.

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
	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 Pembina 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
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- Landswap Comments

Parker Lands MRS

Open House #1 - Questionnaire

Results

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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
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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
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 Waver y 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

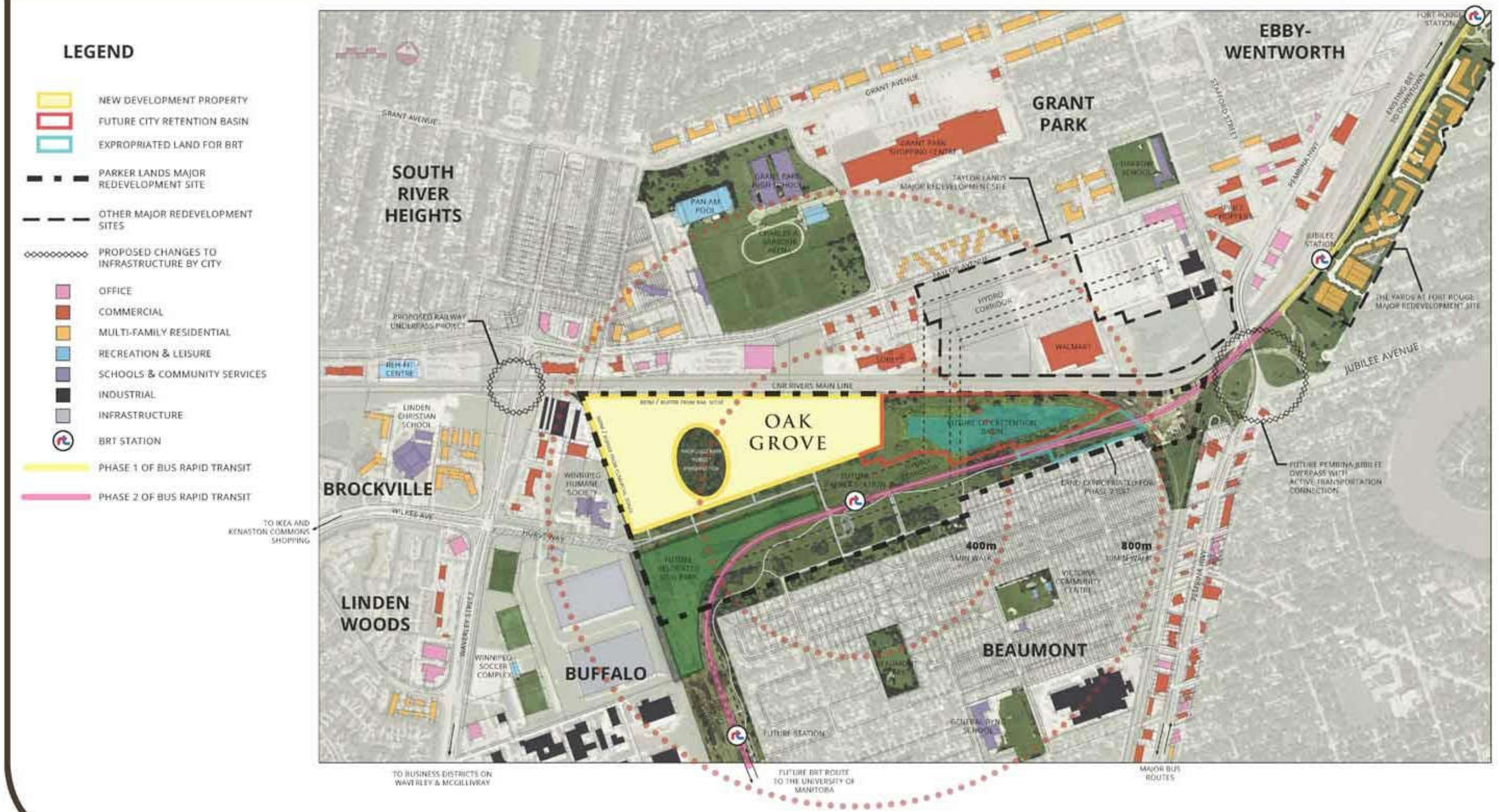
Comment Color Legend

- 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

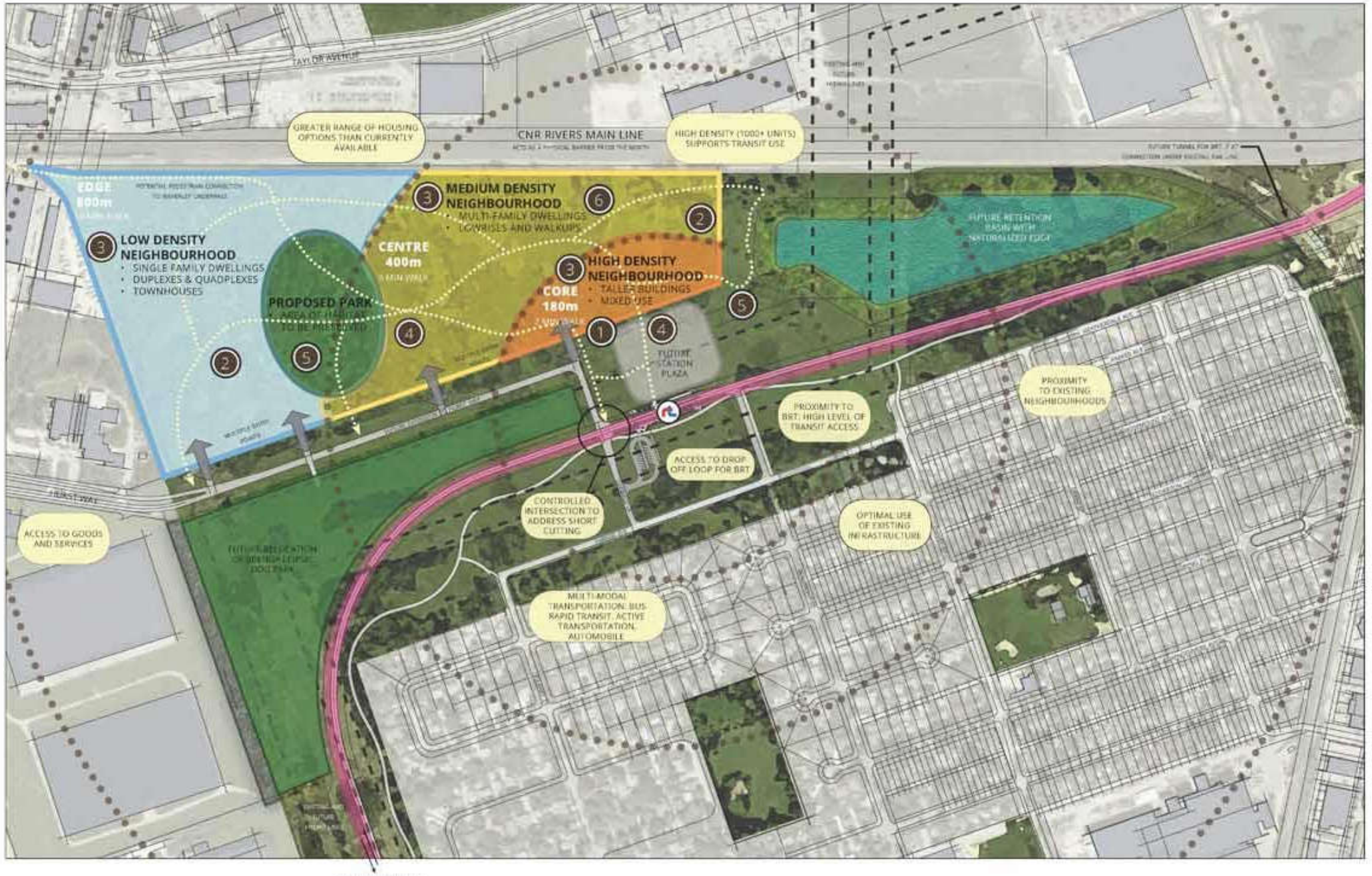
OUR WINNIPEG: MAJOR REDEVELOPMENT SITE

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



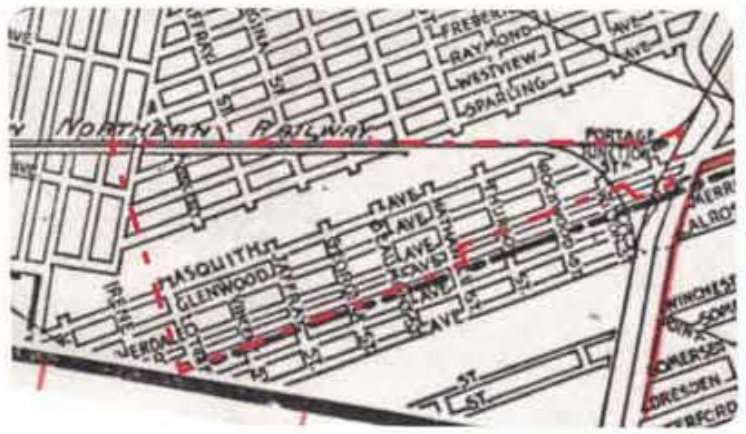
CONCEPTS AND PLANNING PRINCIPLES

GEM EQUITIES INC.

FEBRUARY 10, 2016

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

1920 *CHATAWAY'S MAP OF GREATER WINNIPEG*


NORTHERN RAILWAY
RAYMOND
WESTVIEW
SPARLING
ASQUITH
GLENWOOD
GEORGINA
CLAVEL
CLAVEL
CLAVEL
CLAVEL
CLAVEL
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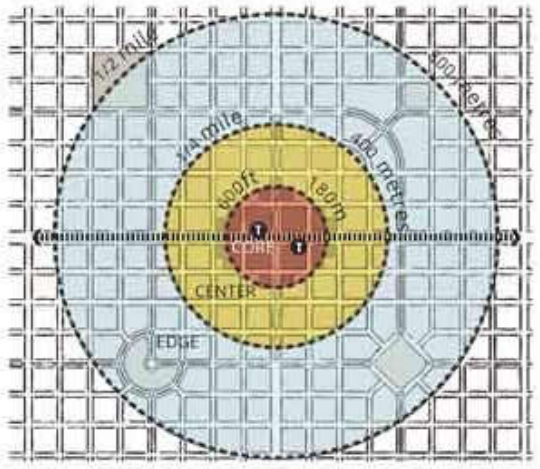
OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

TOD STATION AREA

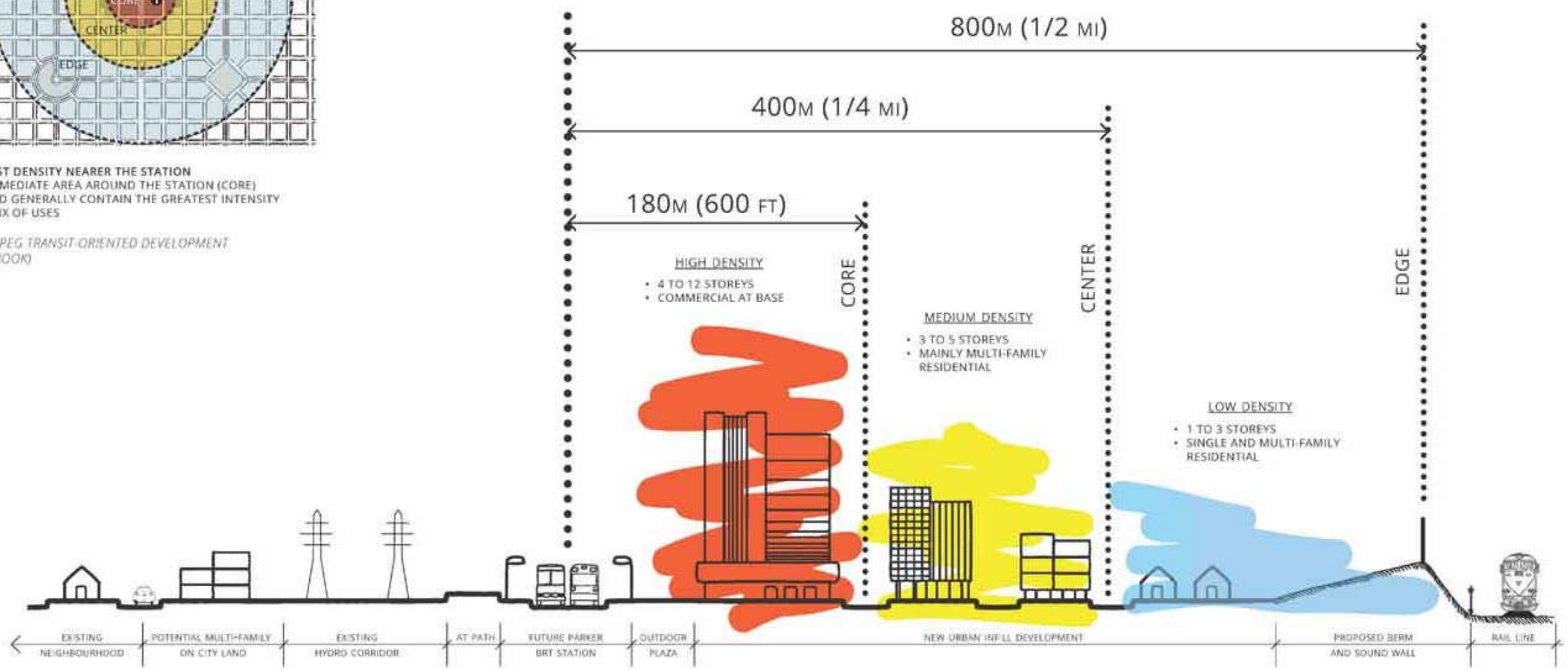


HIGHEST DENSITY NEARER THE STATION
THE IMMEDIATE AREA AROUND THE STATION (CORE) SHOULD GENERALLY CONTAIN THE GREATEST INTENSITY AND MIX OF USES

(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)



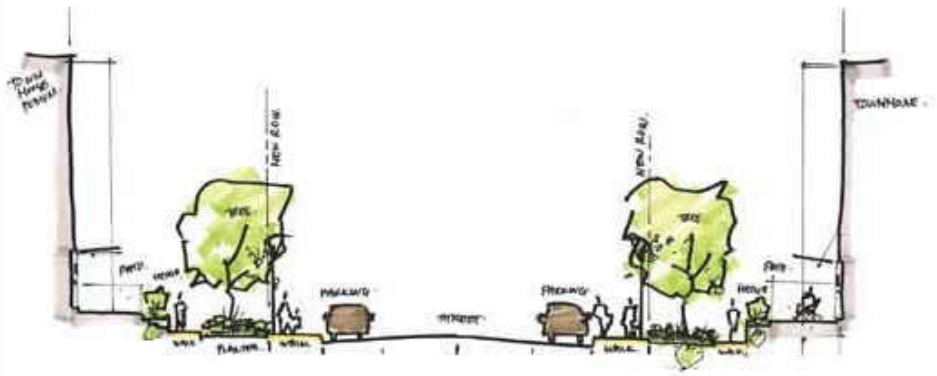
LAND USES AND DENSITY CONCEPTS

PRINCIPLE 1 — HIGHEST DENSITY NEAR STATION

GEM EQUITIES INC.

FEBRUARY 10, 2016

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



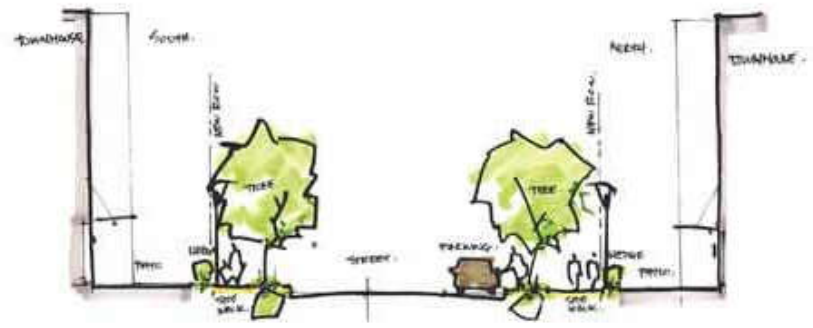
PROPOSED STREETSCAPE FOR PRIMARY ROADS

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

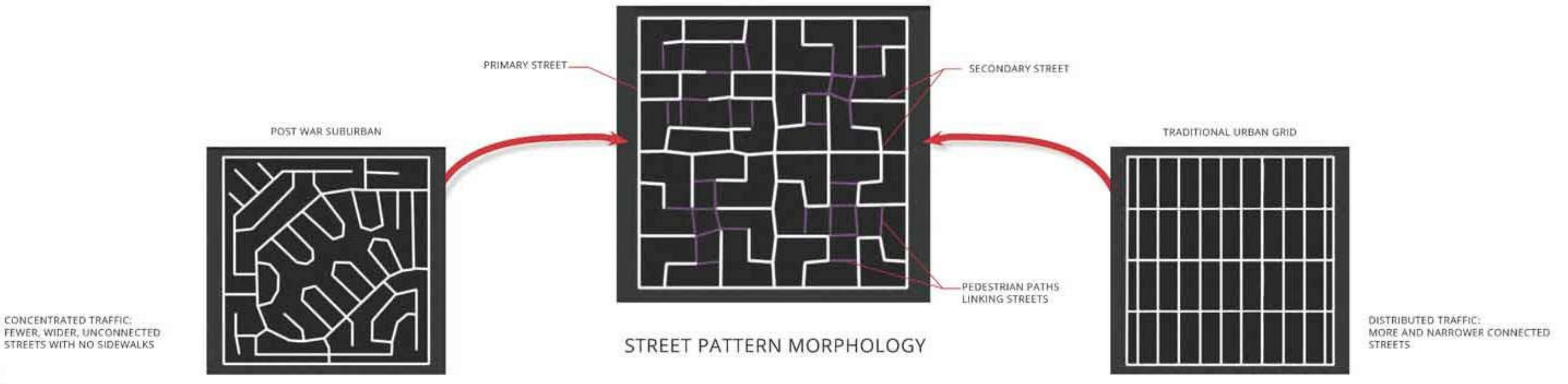


PROPOSED STREETSCAPE FOR SECONDARY ROADS

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

GEM EQUITIES INC.

FEBRUARY 10, 2016

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.

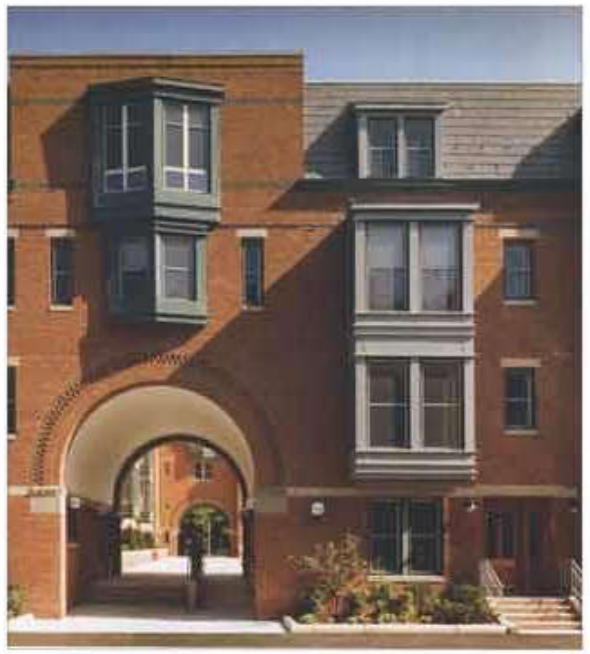
OAK GROVE : A PLANNED COMMUNITY *featuring* TRANSIT ORIENTED DEVELOPMENT

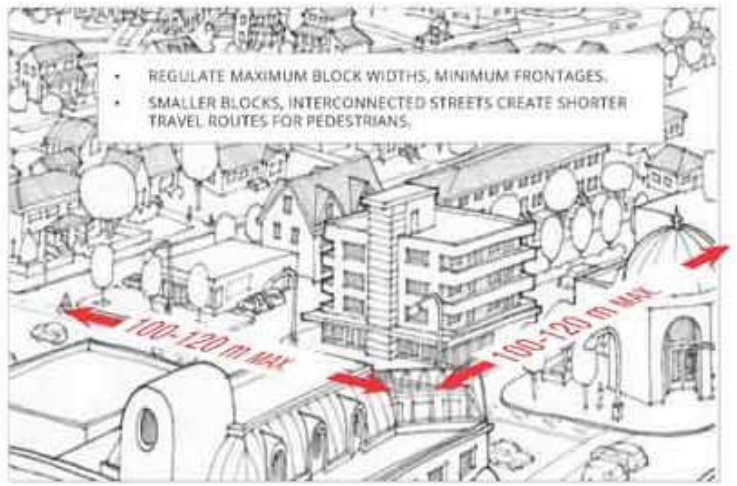
DESIGN WILL BE CONSISTENT WITH TOD PRINCIPLES AND DRAW ON THE QUALITIES OF THE AREA AS AN URBAN INFILL SITE

- 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.

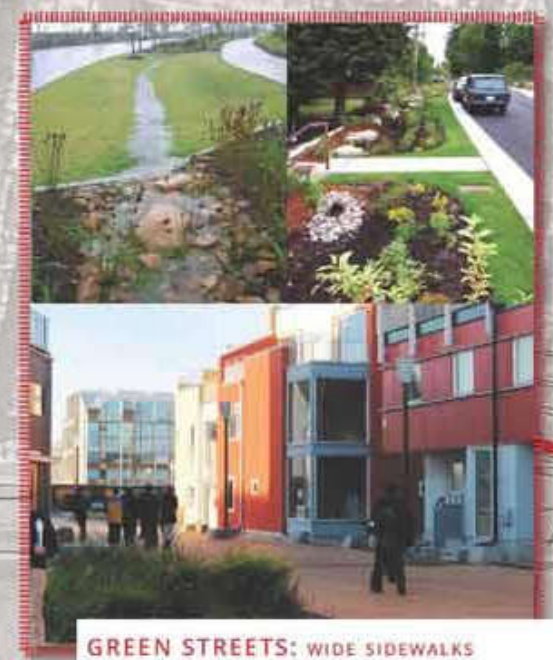


STREET SECTIONS AND PEDESTRIAN CONNECTIONS SERVE ALL FORMS OF TRANSPORTATION

- 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.

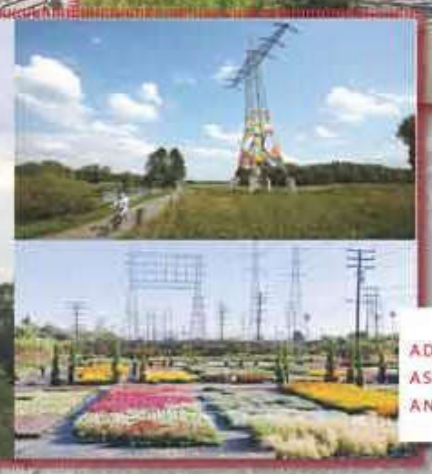
OAK GROVE

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.WETLAND POLICY.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.SCCFRIENDLYSASK.CA/2014/05/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

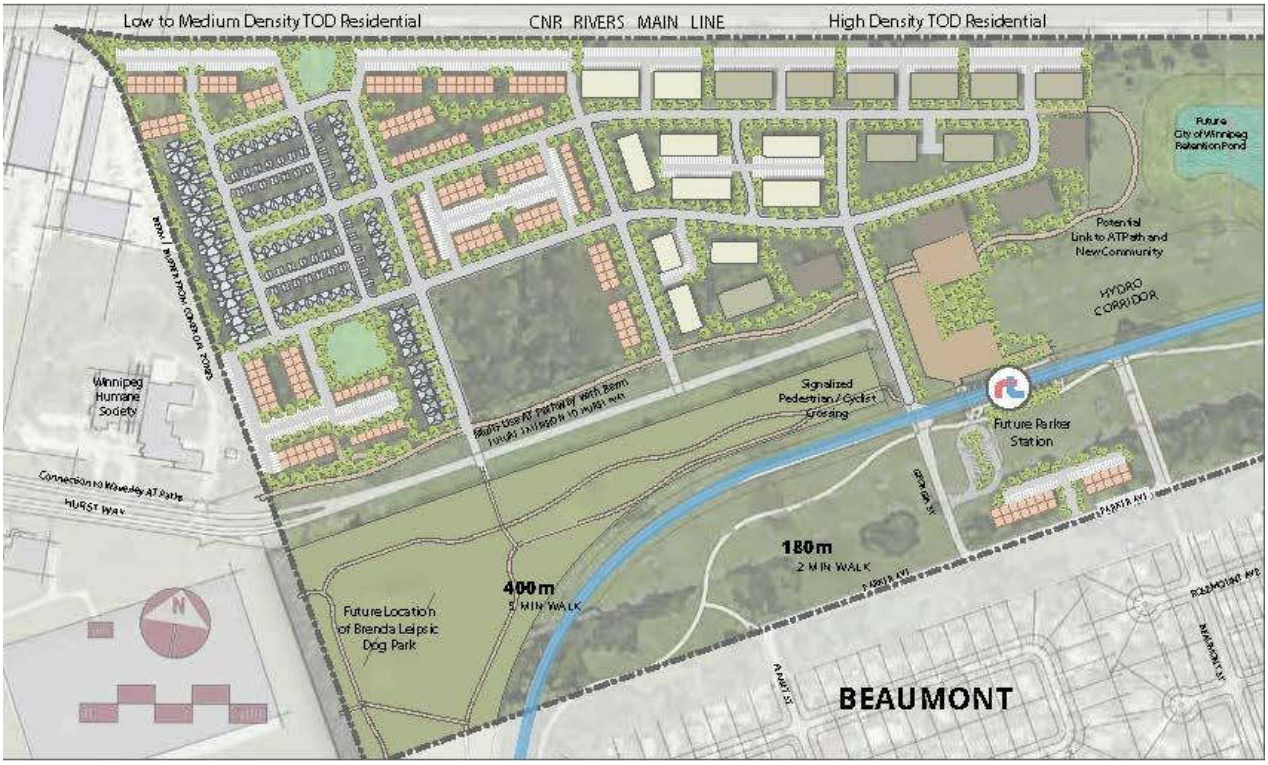
Open House 2.0 Questionnaire

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 exist 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:

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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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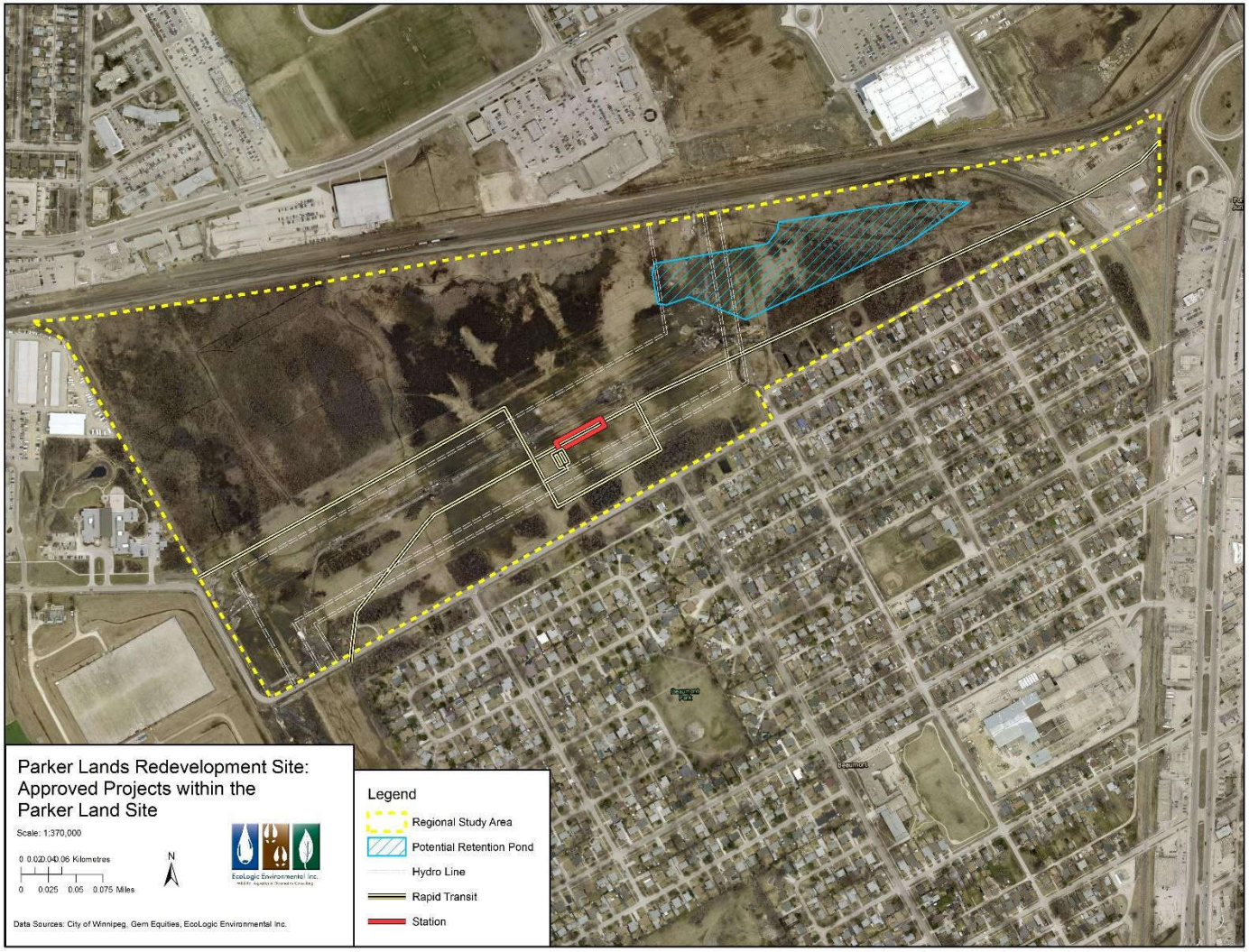
Appendix A: Report Mapping



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



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.

N

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=85.39 m

150 WM
L=122.72 m

150 WM
L=85.36 m

150 WM
L=50.85 m

200 WM
L=117.59 m

150 WM
L=172.56 m

200 WM
L=94.58 m

150 WM
L=172.36 m

150 WM
L=172.09m

200 WM
L=106.80 m

200 WM
L=57.12 m

200 WM
L=207.25 m

150 WM
L=88.23 m

150 WM
L=104.78 m

150 WM
L=173.27m

200 WM
L=182.75 m

200 WM
L=44.72 m

200 WM
L=153.25 m

200 WM
L=43.49 m

200 WM
L=157.42 m

200 WM
L=293.47 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

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

LEGEND

PROPOSED WATER NETWORK
EXISTING WATER NETWORK

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Parker Lands Servicing Study
Water Network
Figure - 1

SCALE 1:3000

Mar 14, 2017
VERSION —

Last Saved: March 14, 2017, by ttuss Plotted: March 14, 2017, by Tibor Tuss

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)

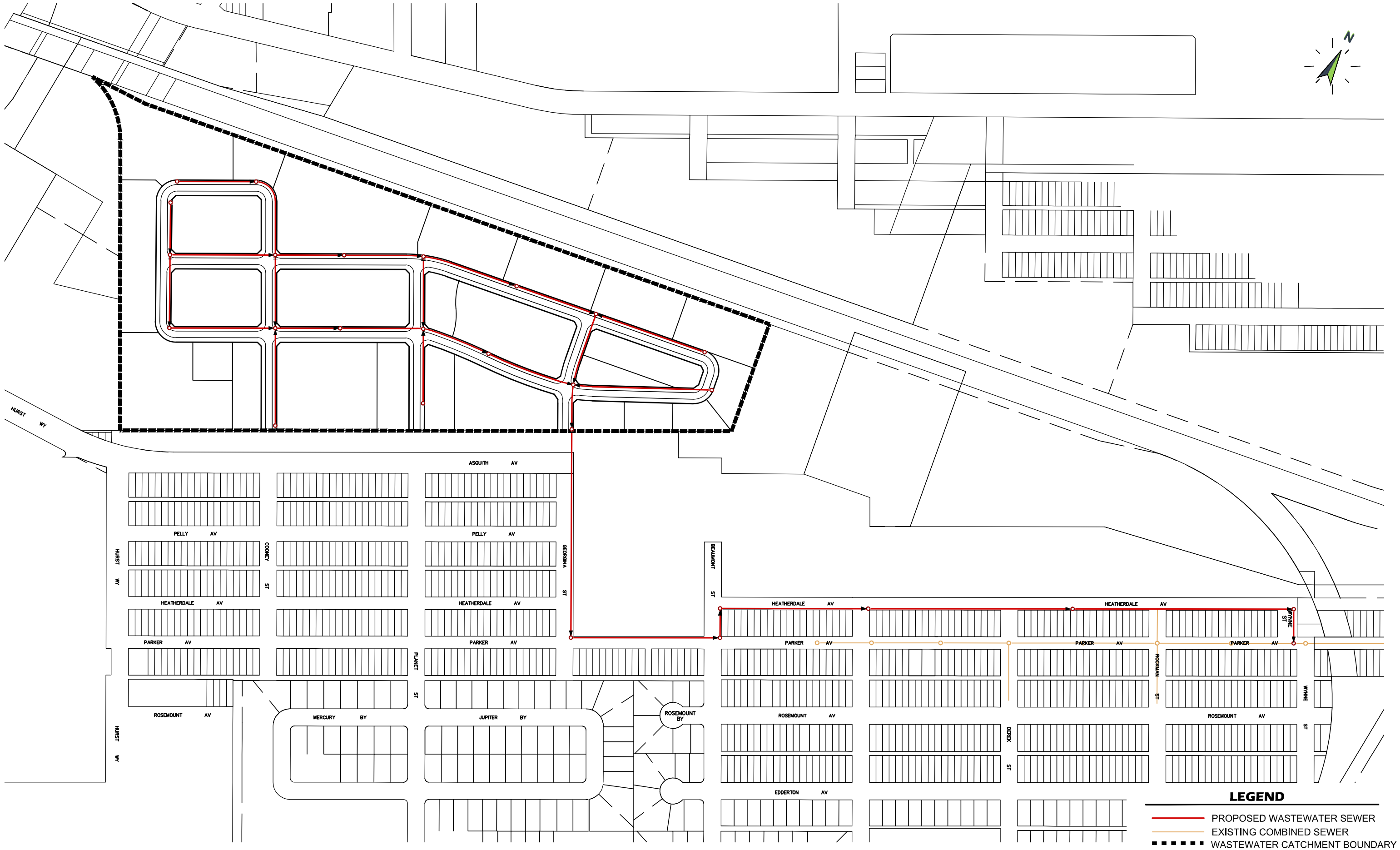
Dwelling Density =12.29 dwellings/ha (single family)
=74.13 dwellings/ha (multi-family)

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



InfraCor

SCALE 1:4000

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

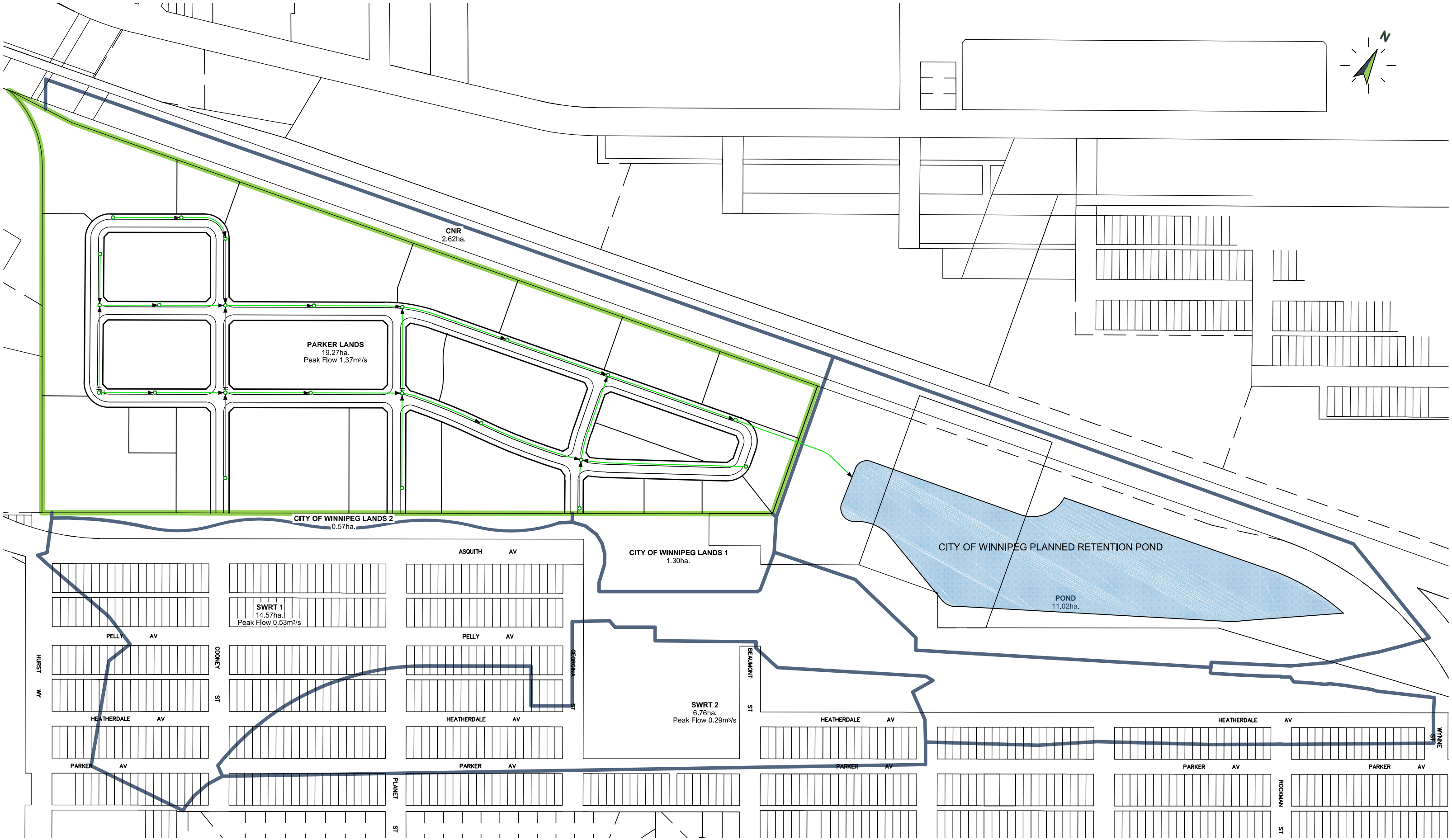
Land Drainage Sewer

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.



InfraCor

Parker Lands Servicing Study
Land Drainage Sewers
Figure - 3

SCALE 1:3000

Mar 14, 2017
VERSION —

Last Saved: March 14, 2017, by ttuss Plotted: March 14, 2017, by Tibor Tuss

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

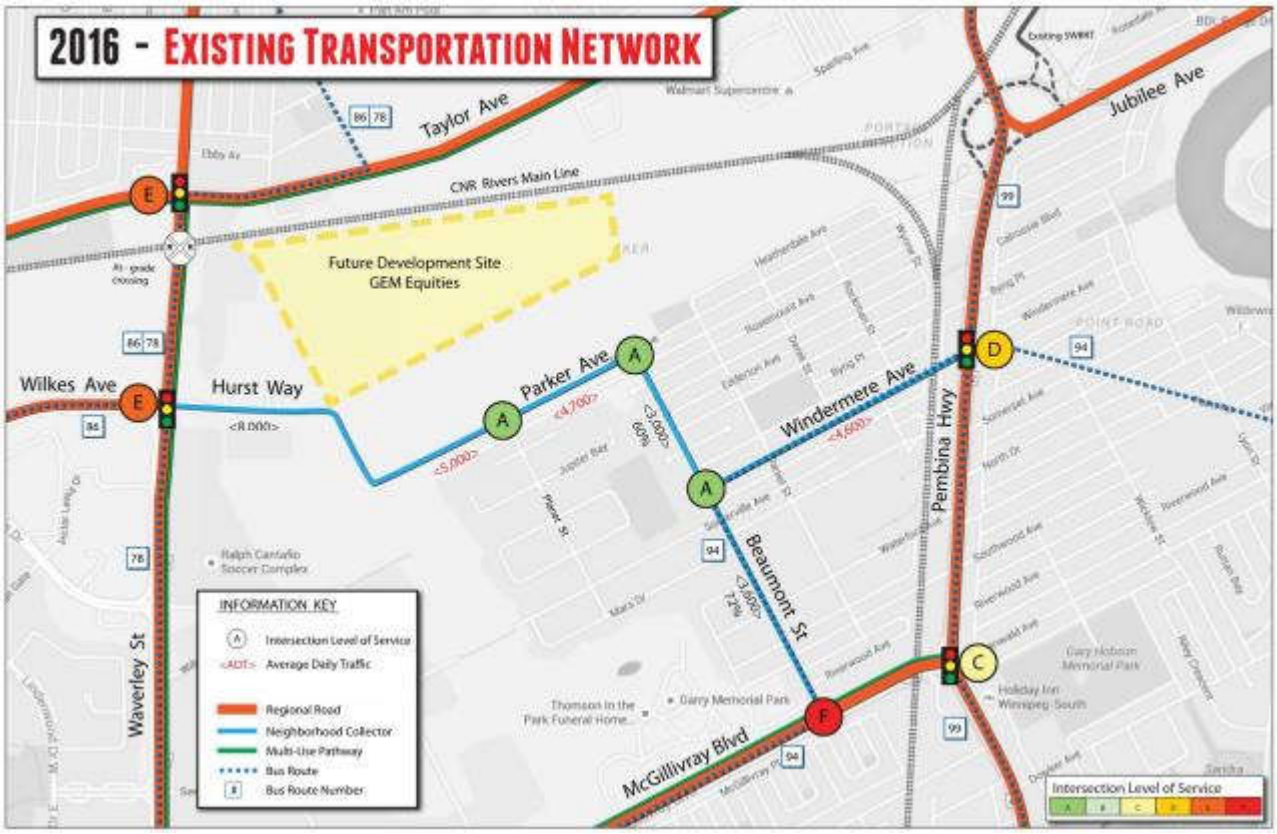
The purpose of this preliminary traffic review was to evaluate proposed development units and configuration considering a trip generation that allows reasonable accommodation through the proposed road network for future development of the Parker Lands. It examines the preferred density and land use and 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:

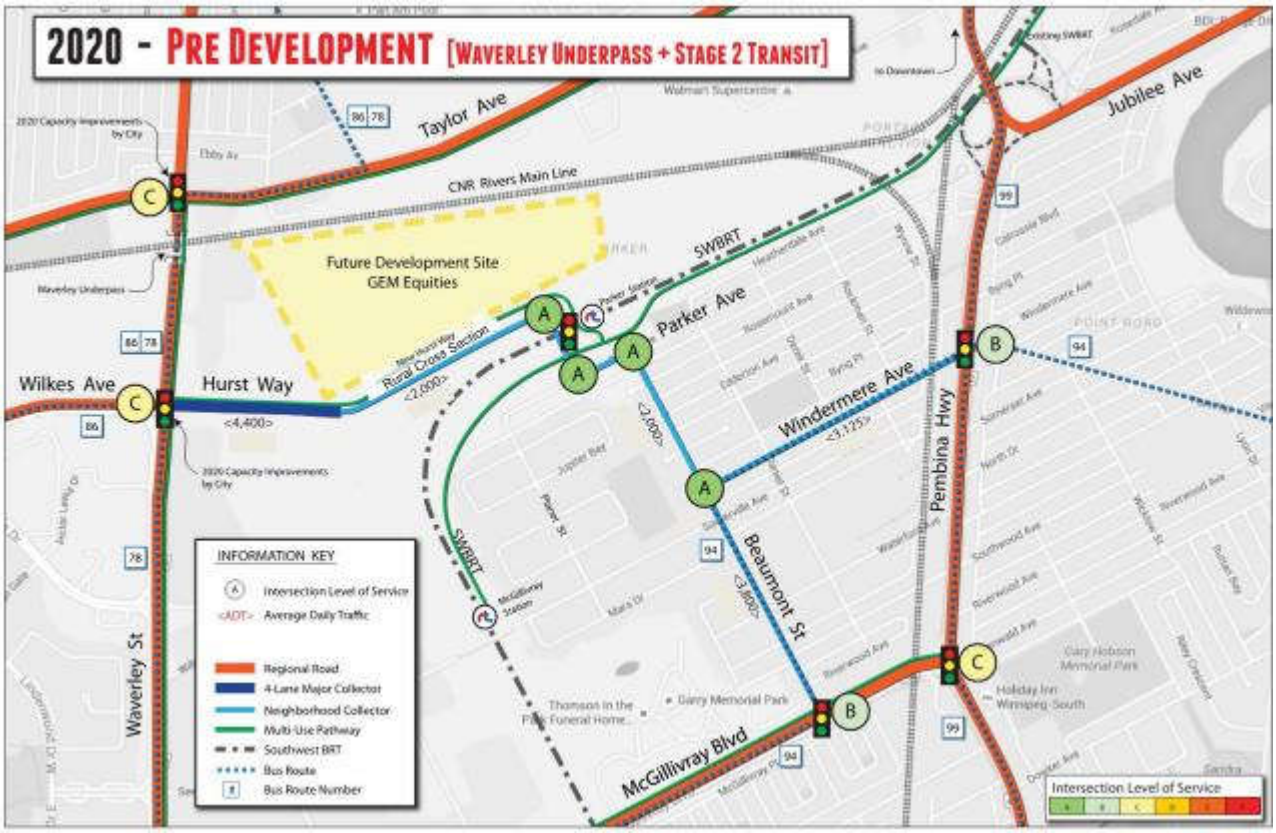
- **Reduction of shortcutting traffic through the neighbourhood.** Traffic shortcutting through the Beaumont neighbourhood between Waverley Street and Pembina Highway is a known issue for residents and the City. Its root cause are mainly attributed to overcapacity conditions at the intersection of Waverley 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