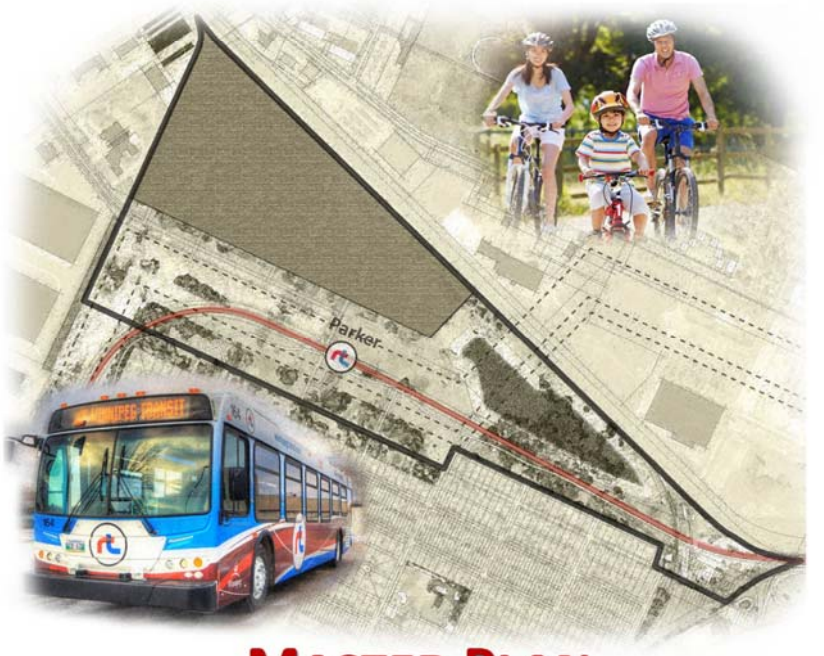
PARKER LANDS

Major Redevelopment Site

MASTER PLAN

GEM EQUITIES INC.



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Parker Lands **Master Plan**

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POLICY FRAMEWORK

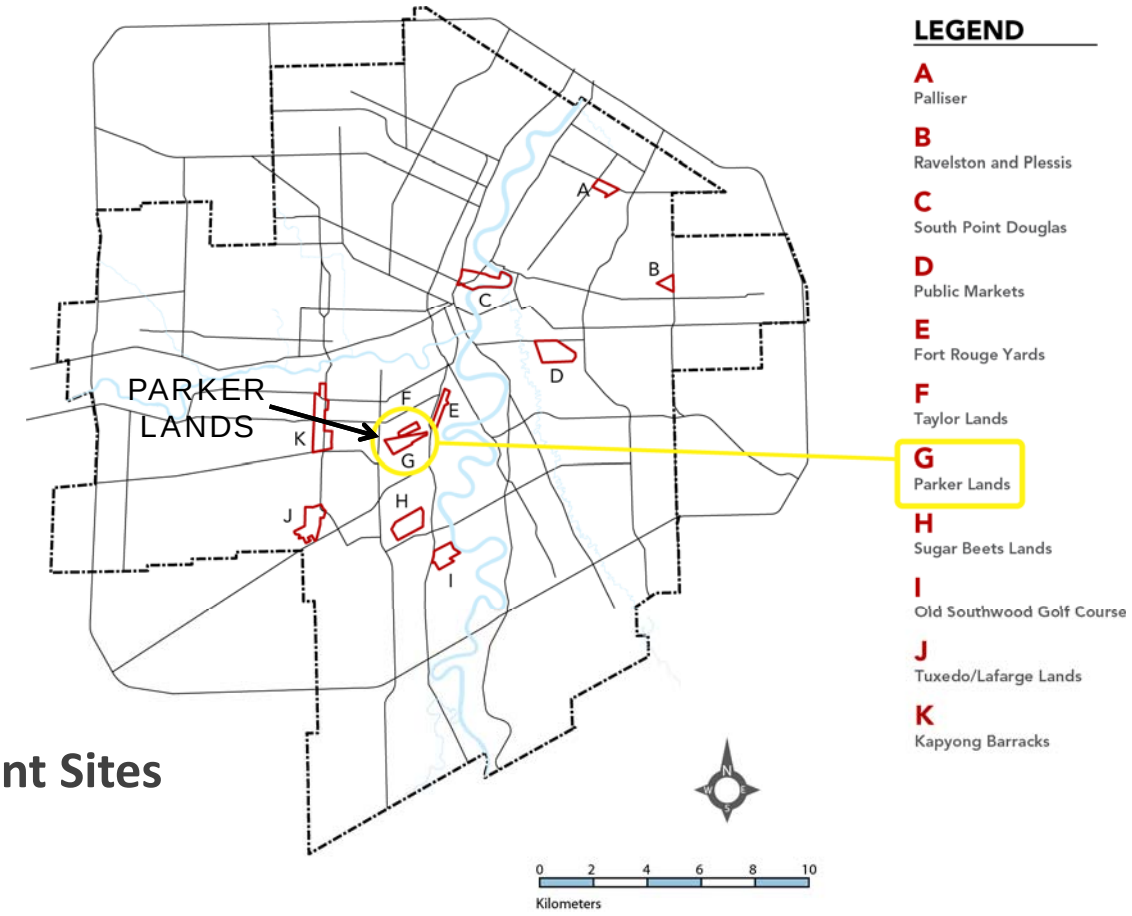
- Removal from the Industrial Lands Inventory – Employment Lands Strategy, 2008
- Winnipeg Residential Land & Infill Strategy, 2009
- City Council approves the sale of a portion of the Parker Lands to a private developer – City condition of sale is that a developer led secondary plan be undertaken, 2009
- 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







PLAN AREA



LEGEND

A Palliser

B Ravelston and Plessis

C South Point Douglas

D Public Markets

E Fort Rouge Yards

F Taylor Lands

G Parker Lands

H Sugar Beets Lands

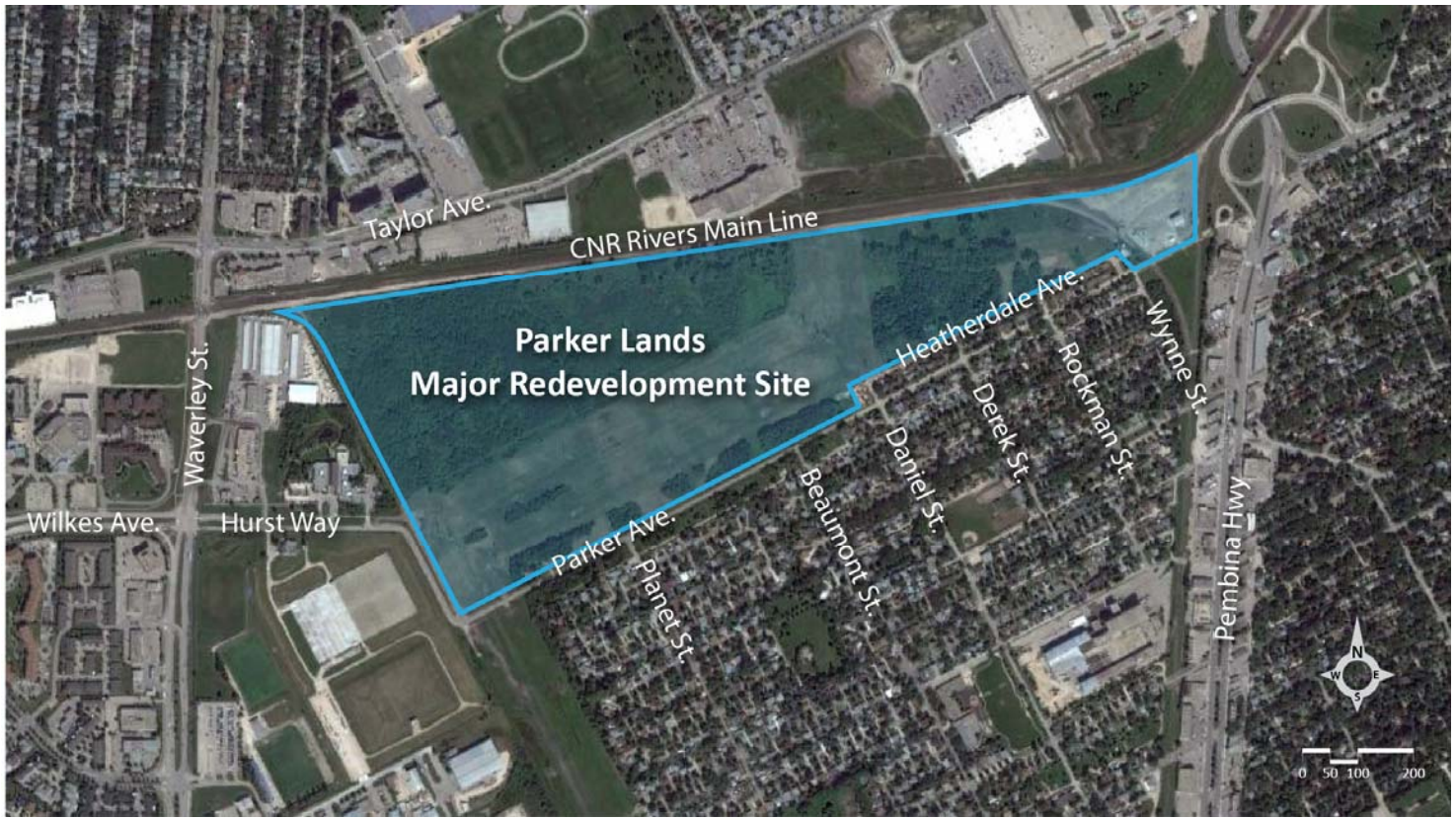
I Old Southwood Golf Course

J Tuxedo/Lafarge Lands

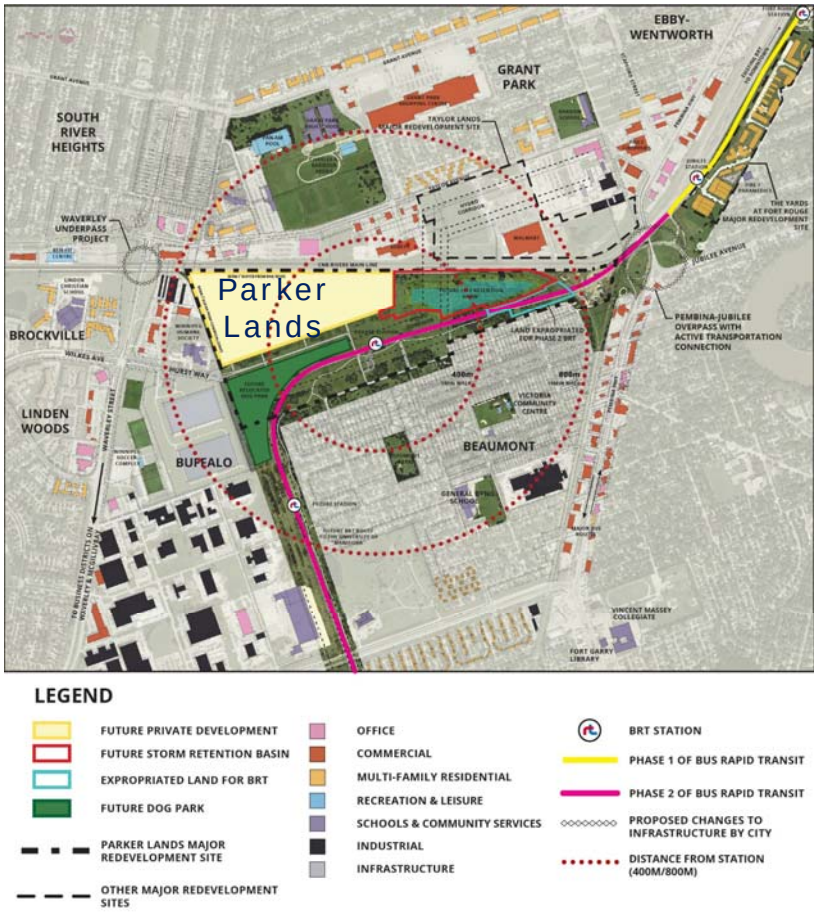
K Kapyong Barracks

Major Redevelopment Sites in Winnipeg

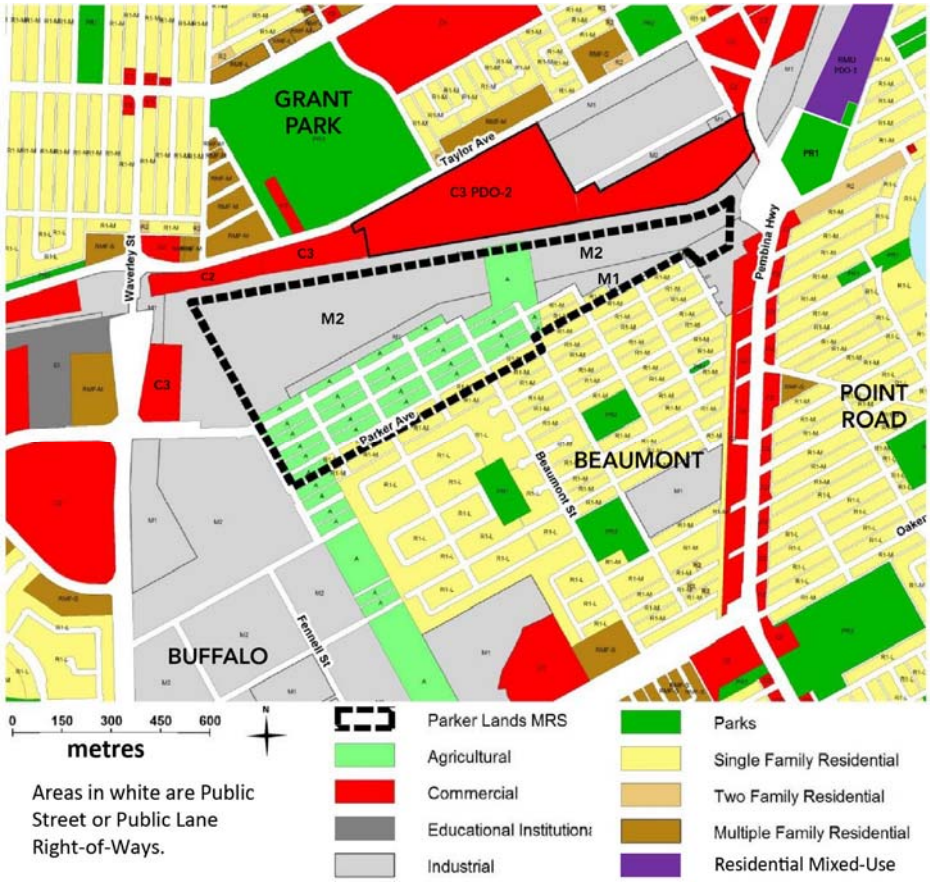
BOUNDARIES OF PLAN AREA



CONTEXT


EBBY-
WENTWORTH
GRANT
PARK
SOUTH
RIVER
HEIGHTS
WAVERLEY
UNDERPASS
PROJECT
Parker
Lands
BROCKVILLE
LINDEN
WOODS
BUFFALO
BEAUMONT
PEMBINA-JUBILEE
OVERPASS WITH
ACTIVE TRANSPORTATION
CONNECTION
LEGEND
FUTURE PRIVATE DEVELOPMENT
FUTURE STORM RETENTION BASIN
EXPROPRIATED LAND FOR BRT
FUTURE DOG PARK
PARKER LANDS MAJOR
REDEVELOPMENT SITE
OTHER MAJOR REDEVELOPMENT
SITES
OFFICE
COMMERCIAL
MULTI-FAMILY RESIDENTIAL
RECREATION & LEISURE
SCHOOLS & COMMUNITY SERVICES
INDUSTRIAL
INFRASTRUCTURE
BRT STATION
PHASE 1 OF BUS RAPID TRANSIT
PHASE 2 OF BUS RAPID TRANSIT
PROPOSED CHANGES TO
INFRASTRUCTURE BY CITY
DISTANCE FROM STATION
(400M/800M)

EXISTING ZONING



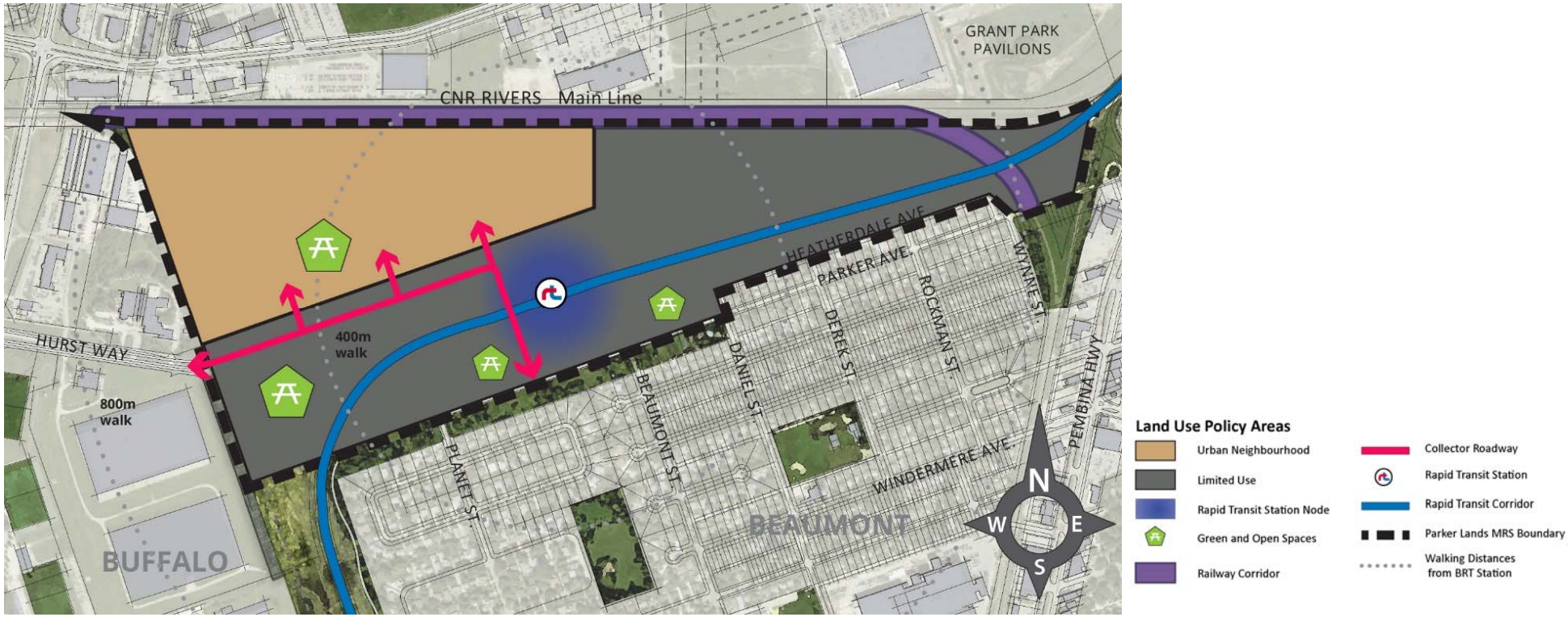
VISION



OBJECTIVES

1. **Placemaking: Foster Quality Places and Identity**
2. **Connected**
3. **Sustainability: Environmental, Social and Economic**

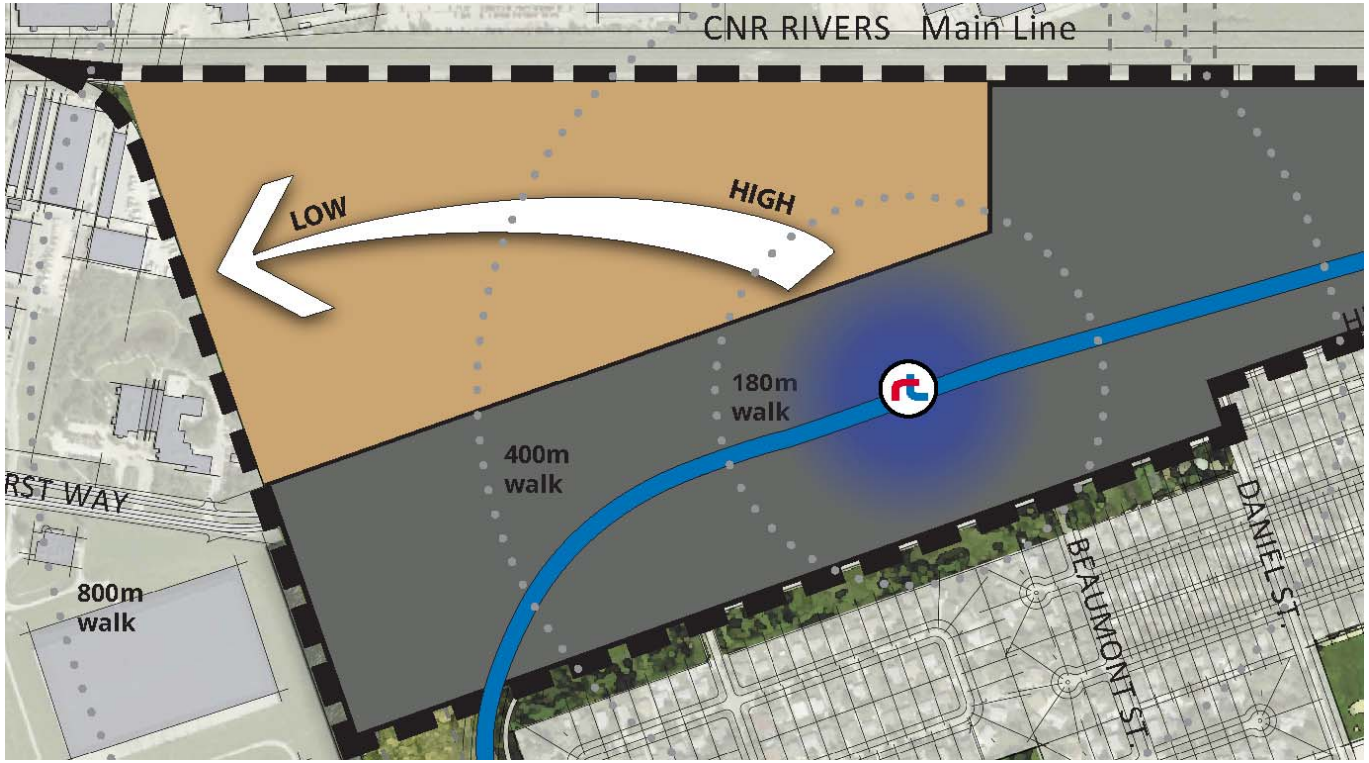
3.1 General Policy Map



3.2 Urban Design Policies



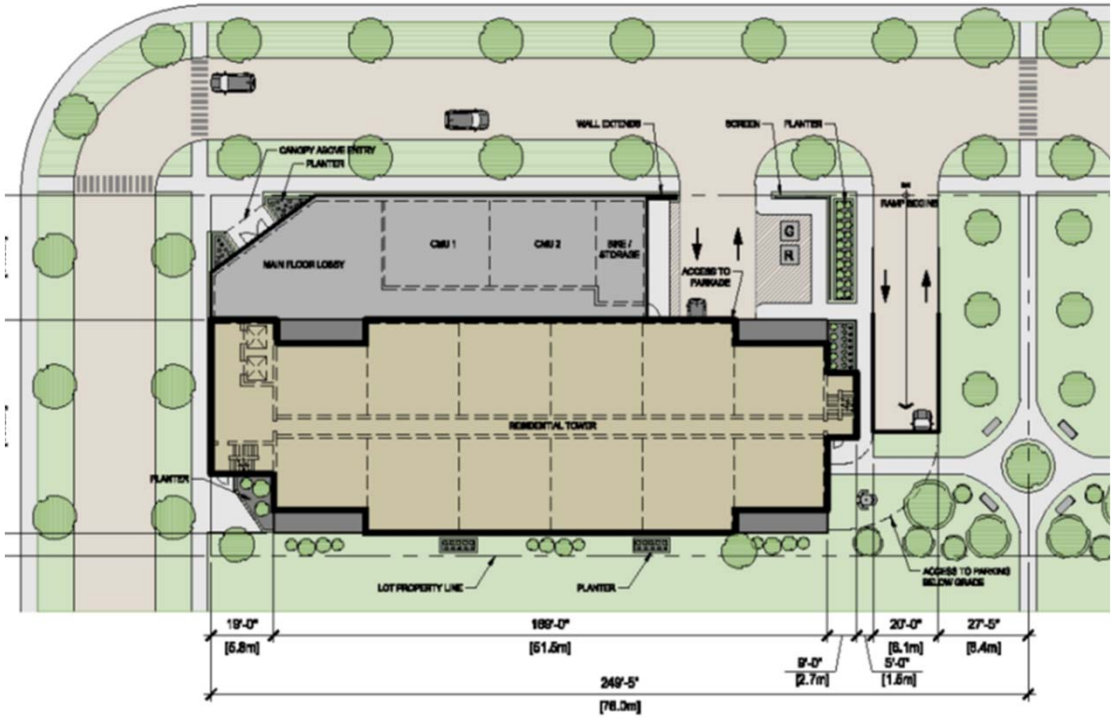
3.3 Density


CNR RIVERS Main Line
LOW
HIGH
180m
walk
400m
walk
800m
walk
RST WAY
BEAUMONT ST.
DANIEL ST.

3.4 Parking Policies



INNOVATIVE PARKING STRATEGIES



REDUCED PARKING REQUIREMENTS with Parking Maximums

3.5 Urban Neighbourhood Policy Area



3.8 Green and Open Spaces Policies











Placemaking to Create Identifiable & Useable Pubic Spaces

SUPPORTING STUDIES

- 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