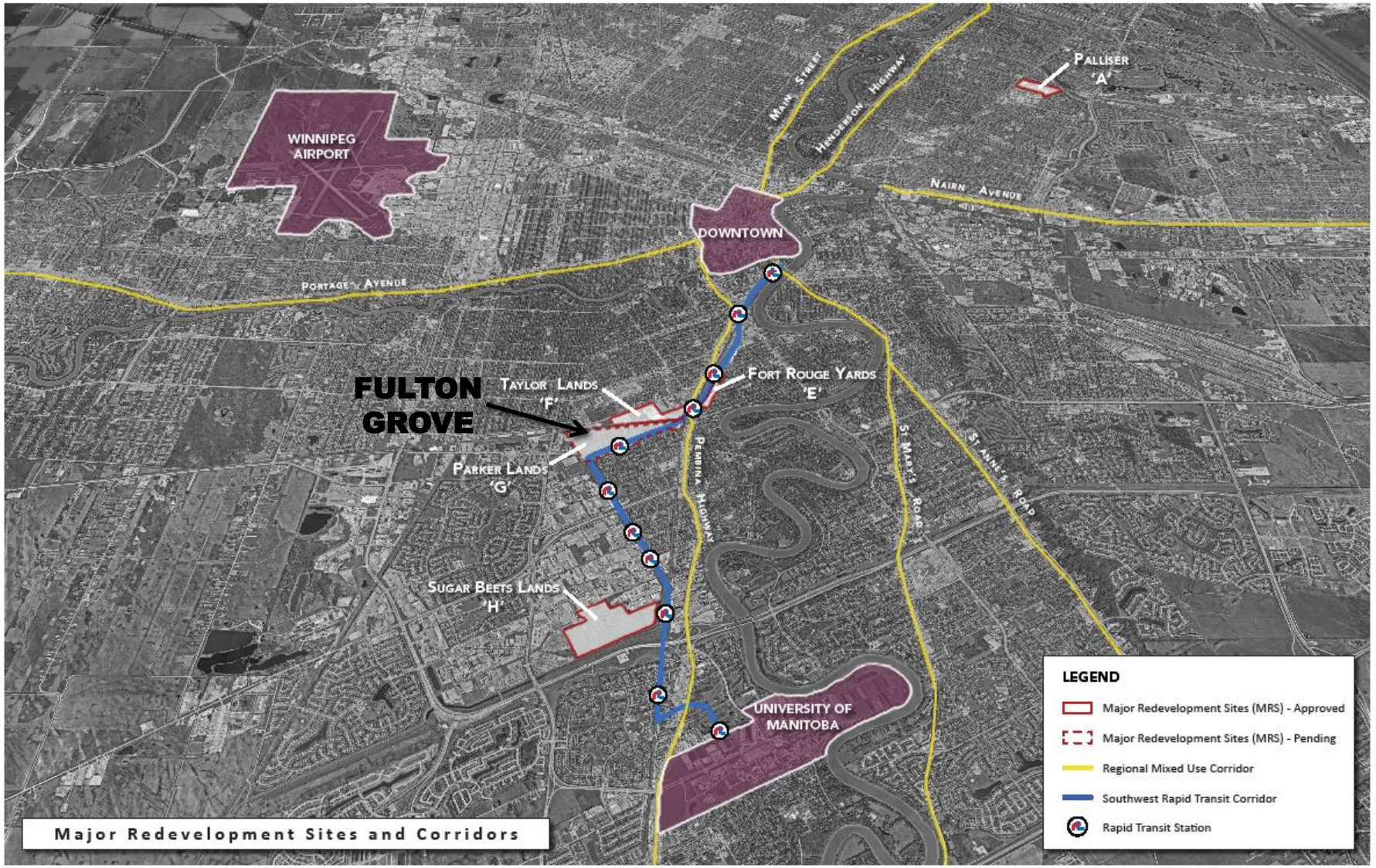
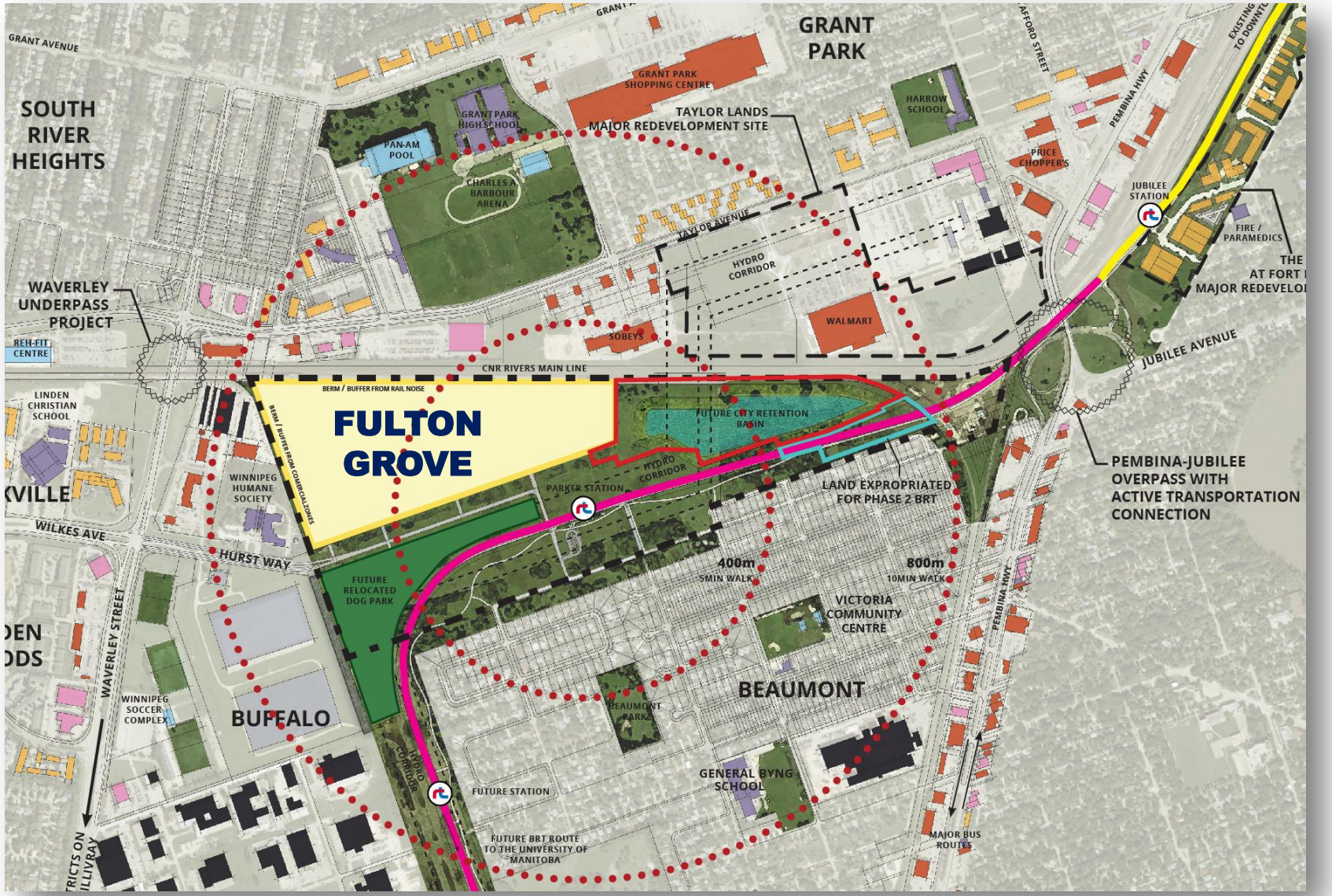
ATTACHMENT A

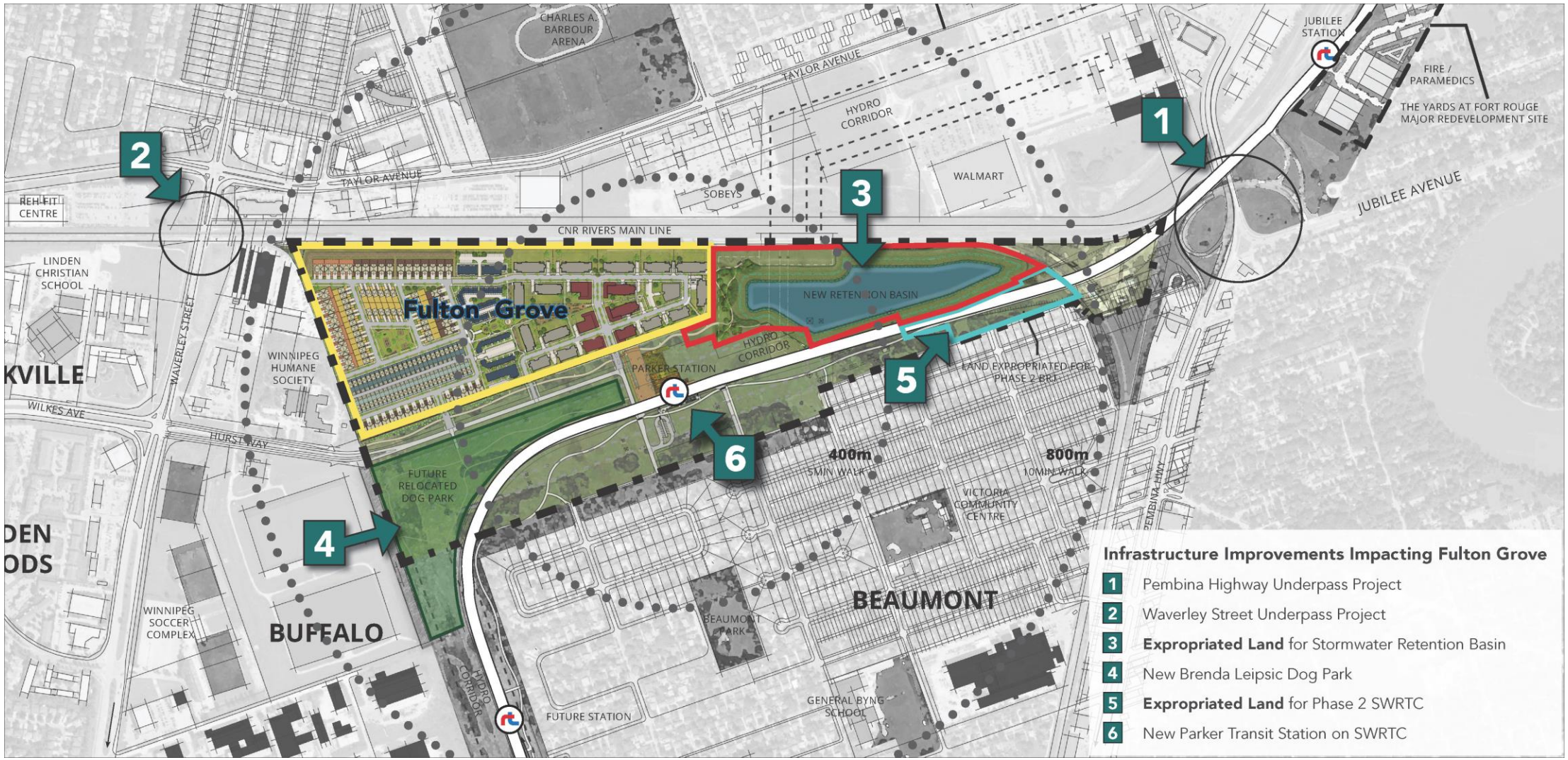
LOCATION



SITE OVERVIEW



INFRASTRUCTURE IMPROVEMENTS



What Fulton Grove needs to Succeed

1. **Design to be Consistent with TOD Principles**
2. **Mixed, Vibrant and Livable Community**
3. **A Variety of Housing Choices Available**
4. **Higher Density Mix Near the Transit Station**
5. **Commercial Main Street as organizing Principle**
6. **Direct Connectivity and Walkable Neighbourhood**
7. **Create Identifiable and Useable Green Spaces**
8. **Parking Strategies**

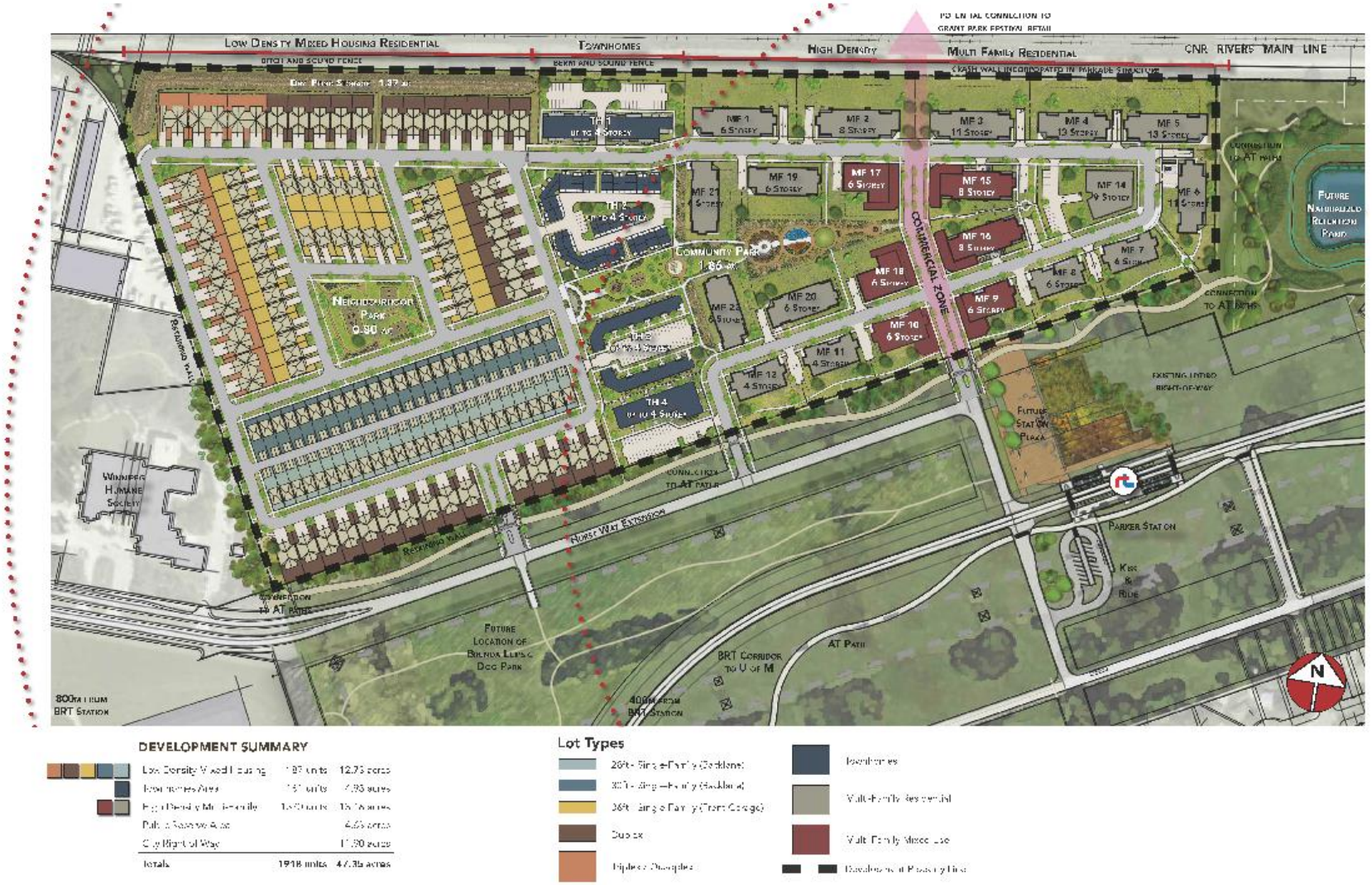
1. Design to be Consistent with TOD Principles



2. Mixed, Vibrant and Livable Community



3. Variety of Housing Choices Available



3. Variety of Housing Choices Available

Diversity of Dwelling Unit Types





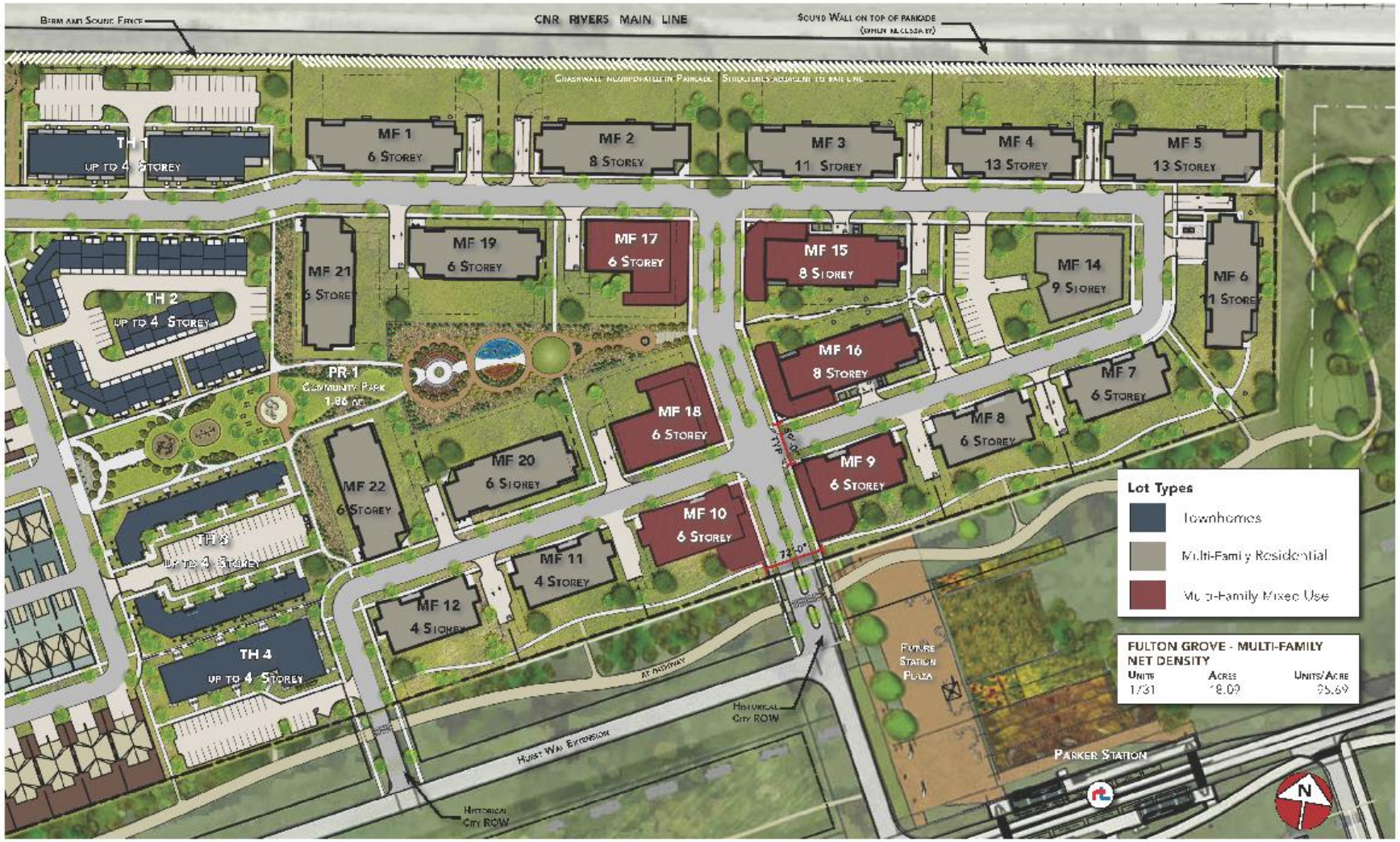








4. Higher Density Mixed-Use near Transit Station



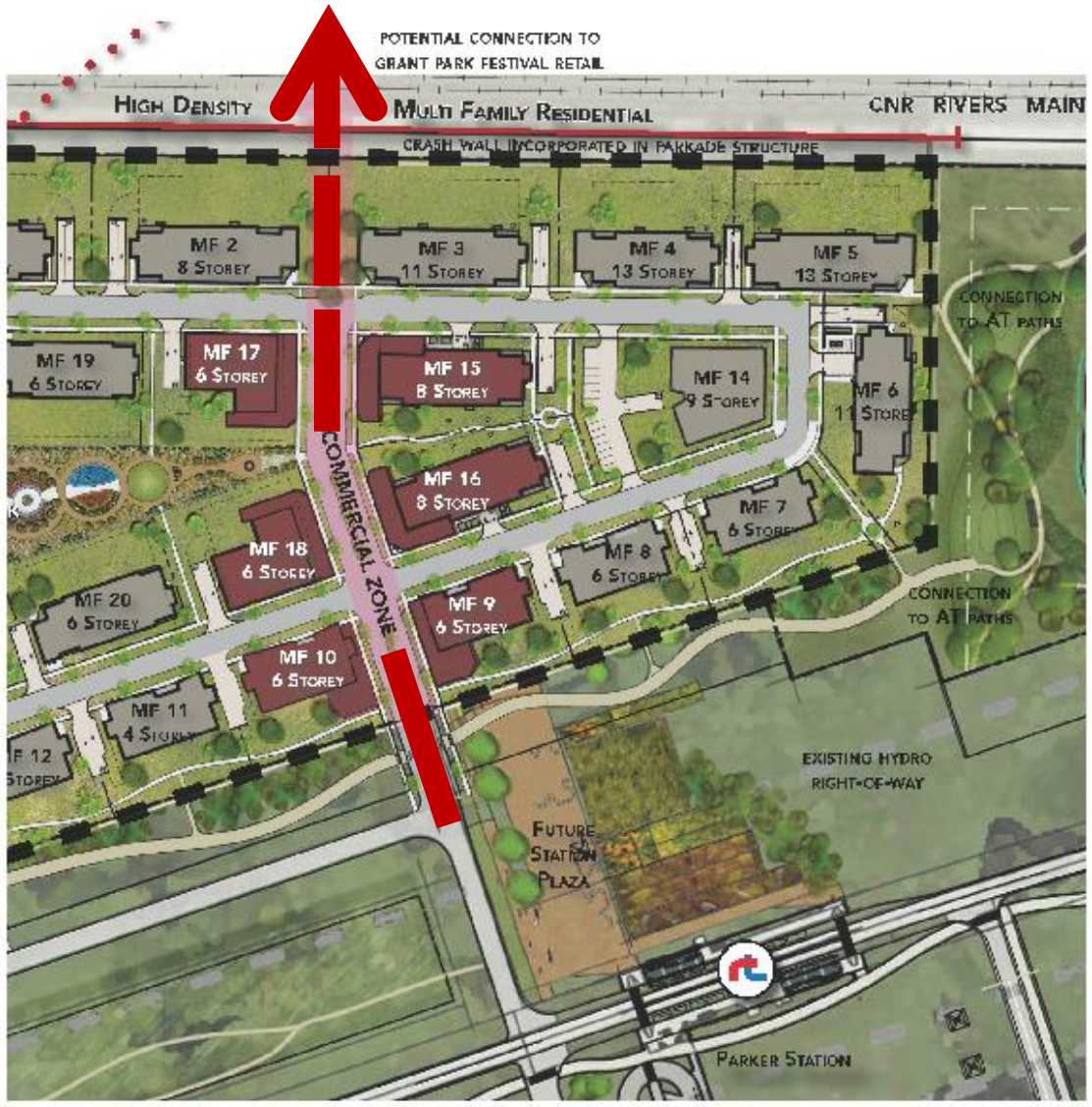
Fulton Grove **MULTI-FAMILY AREA** SEPTEMBER 2018 (REV)

5. Commercial Main Street within Heart of Community

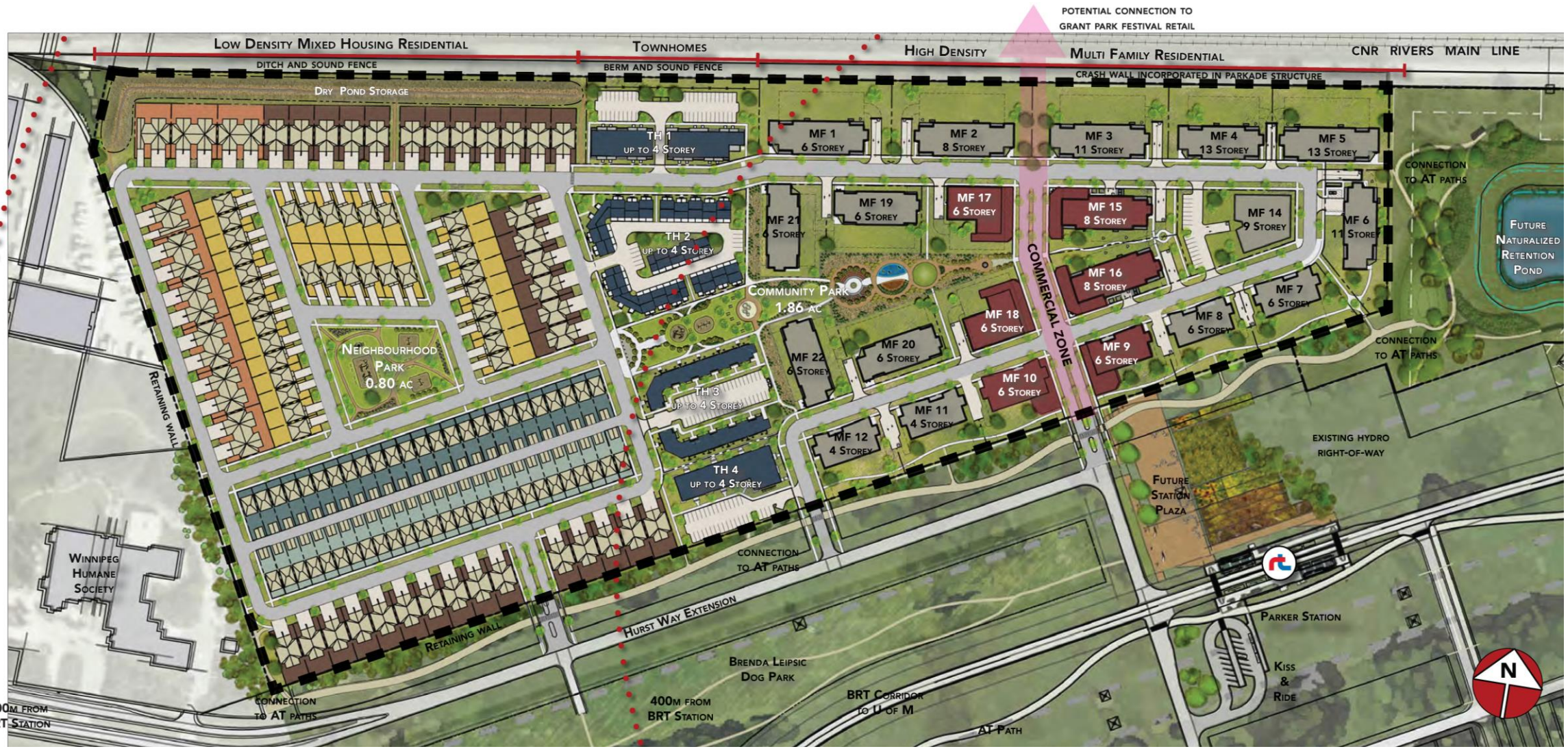
Organizing Principle:

A Commercial Main Street





6. Direct Connectivity and Walkable Neighbourhood

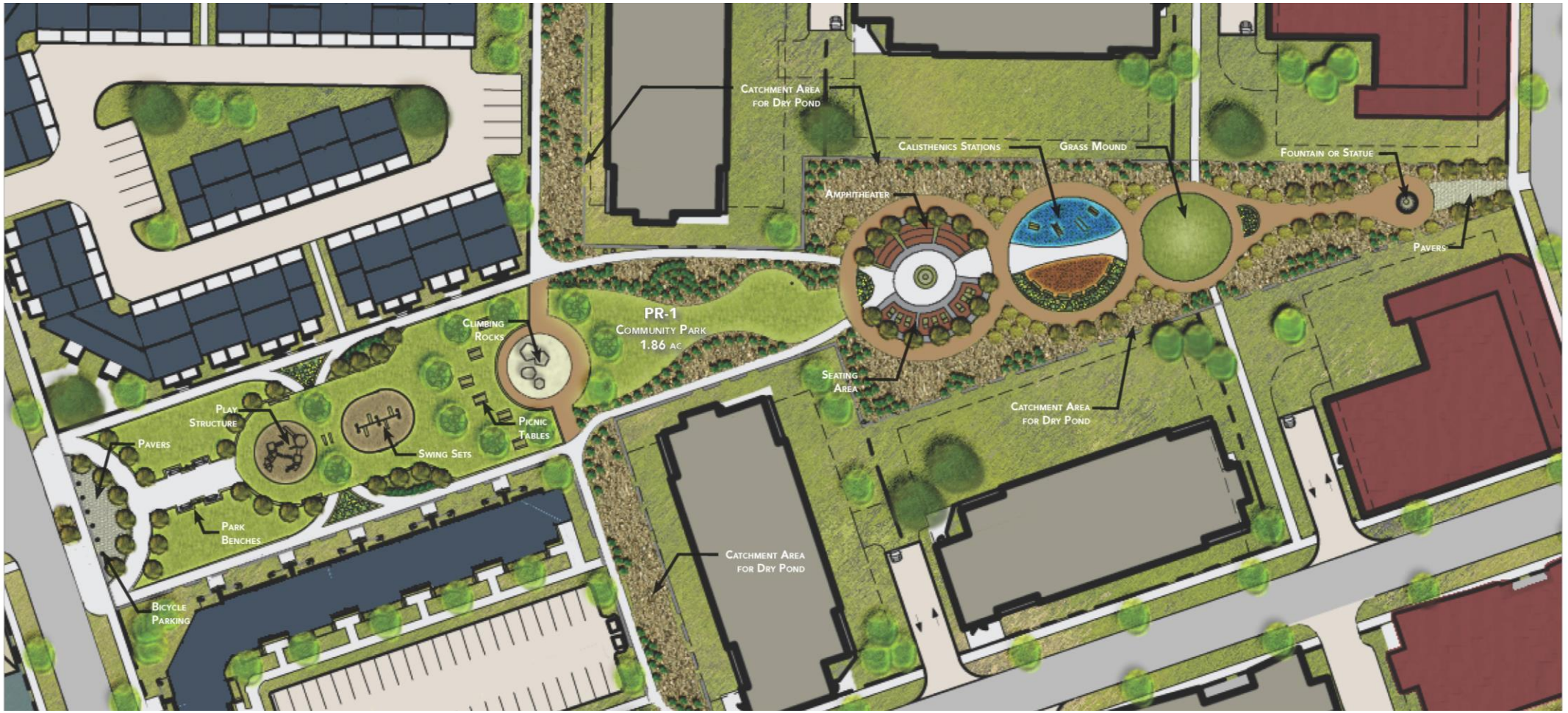


7. Create Identifiable & Useable Green Spaces

A Clear, Consistent and High Quality Public Realm



Central Linear Park – for neighbourhood gathering



7. PlaceMaking to Create Identifiable & Useable Public Spaces

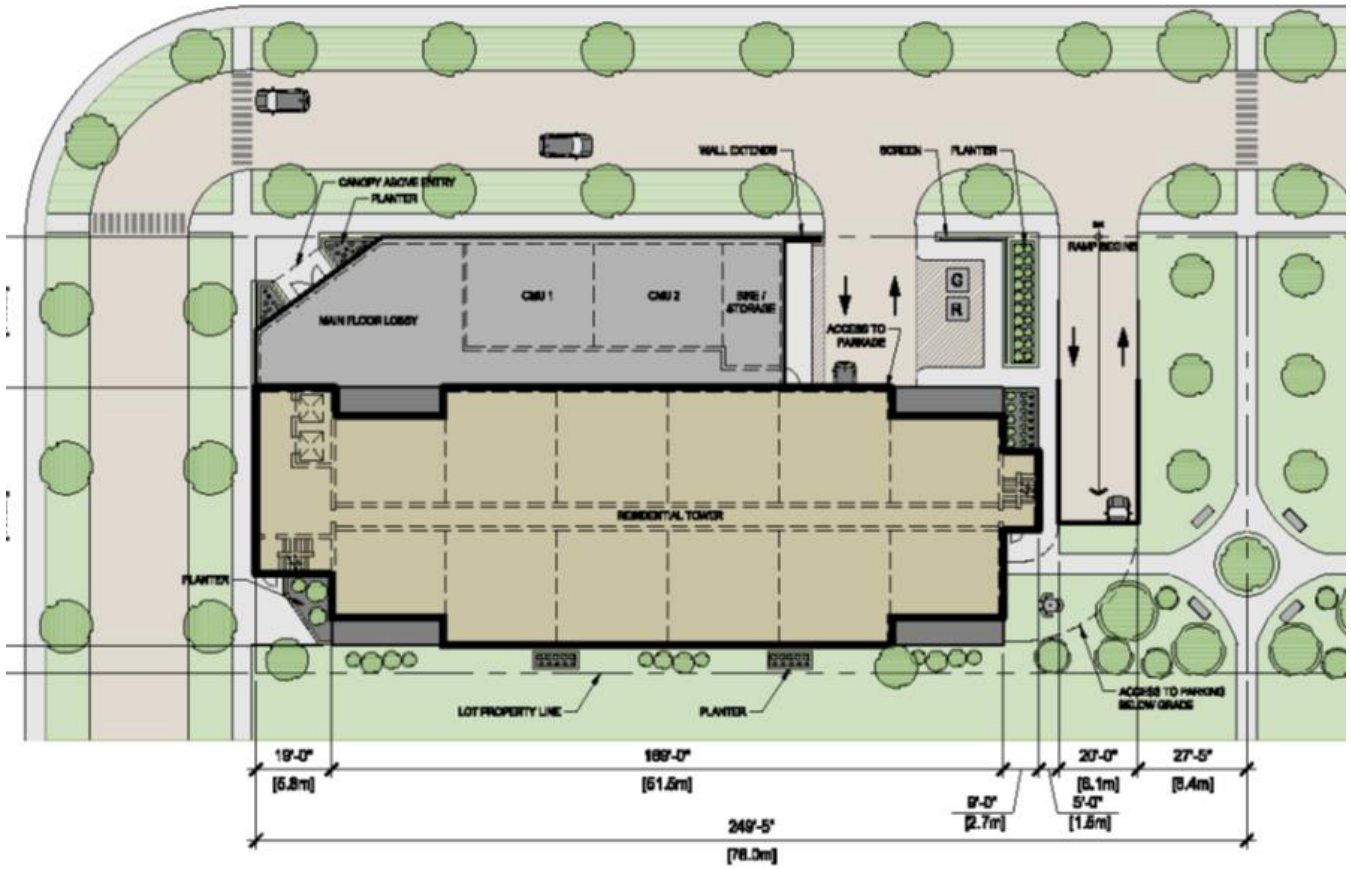
Public spaces for public life - Designed for families



8. Parking Strategies



PARKING LOTS INTEGRATED INTO BUILDINGS



UNDERGROUND STRUCTURED PARKING

FULTON GROVE

A Transit-Oriented Development

for the

PARKER LANDS

Major Redevelopment Site

GEM EQUITIES INC.



FULTON GROVE

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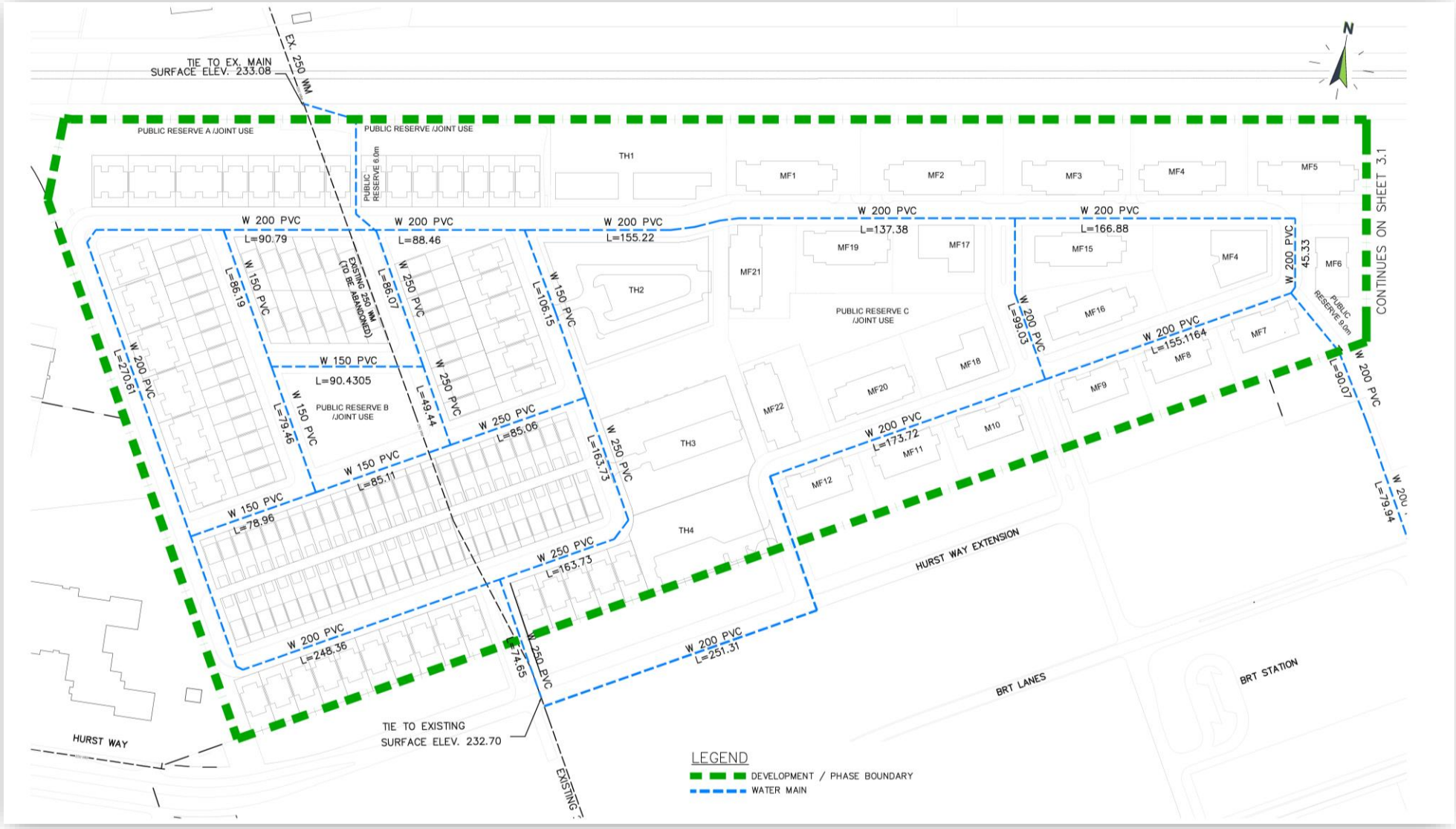
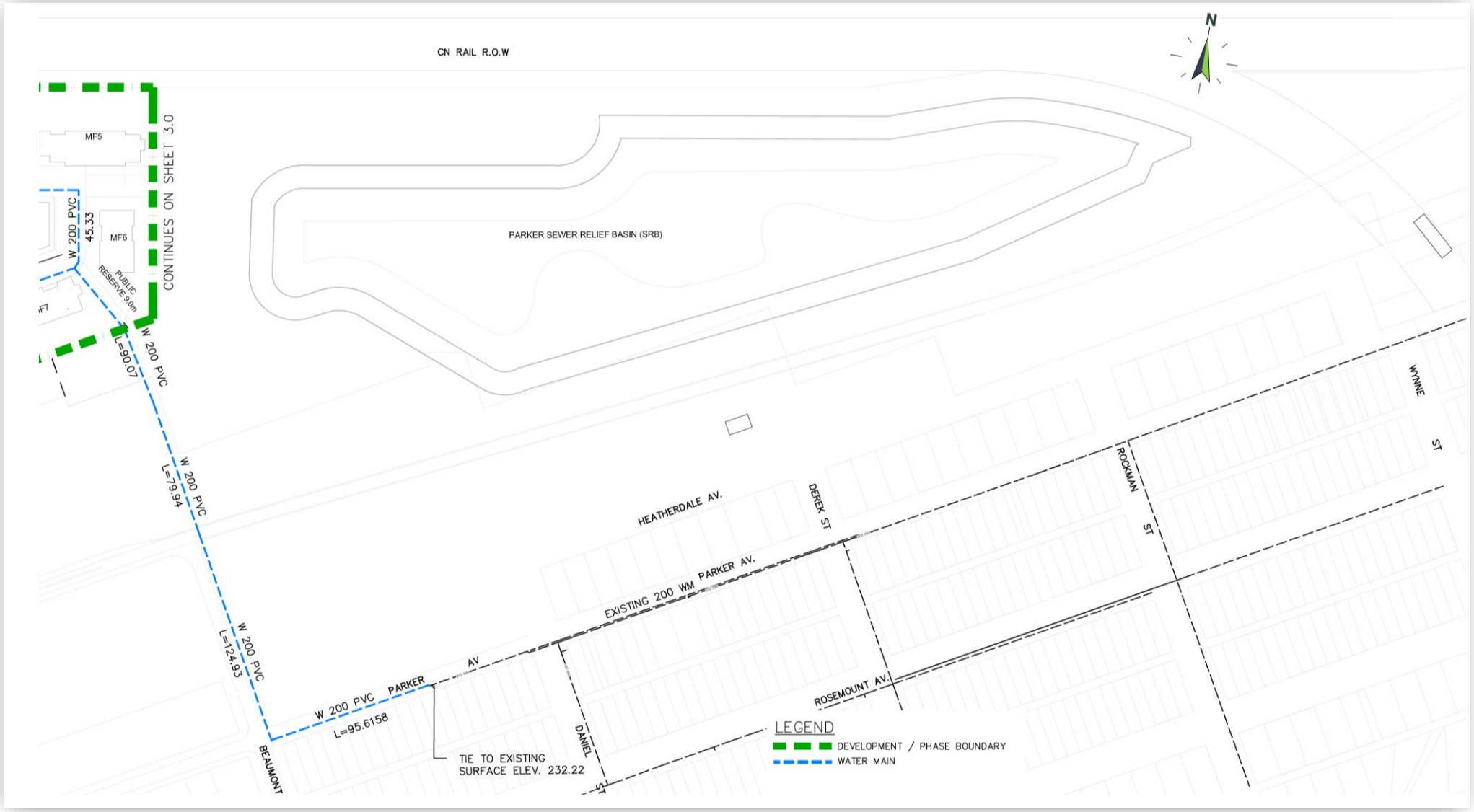
SERVICING STUDY

InfraCor

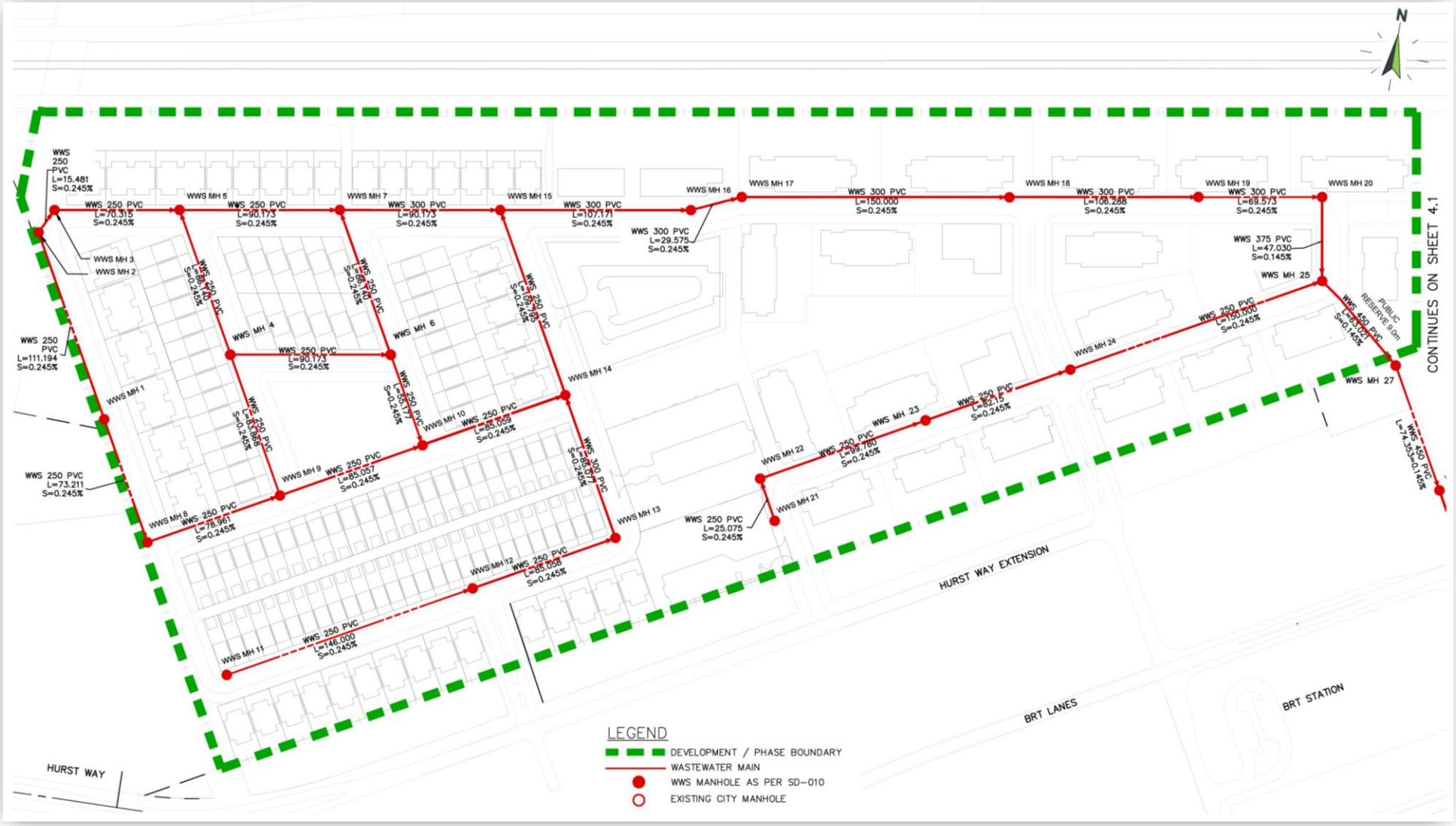
WATER NETWORK



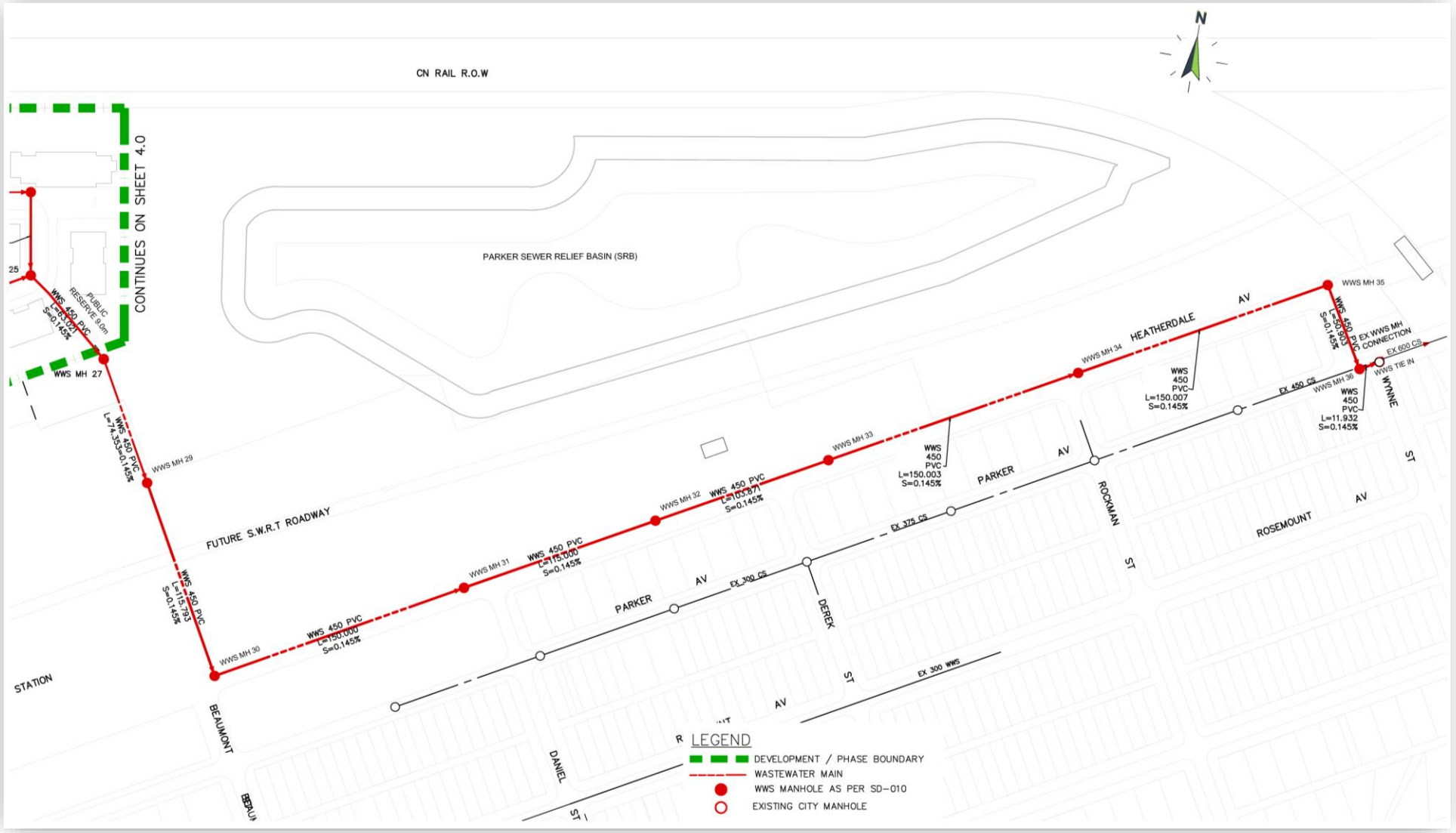
WATER NETWORK OFF-SITE



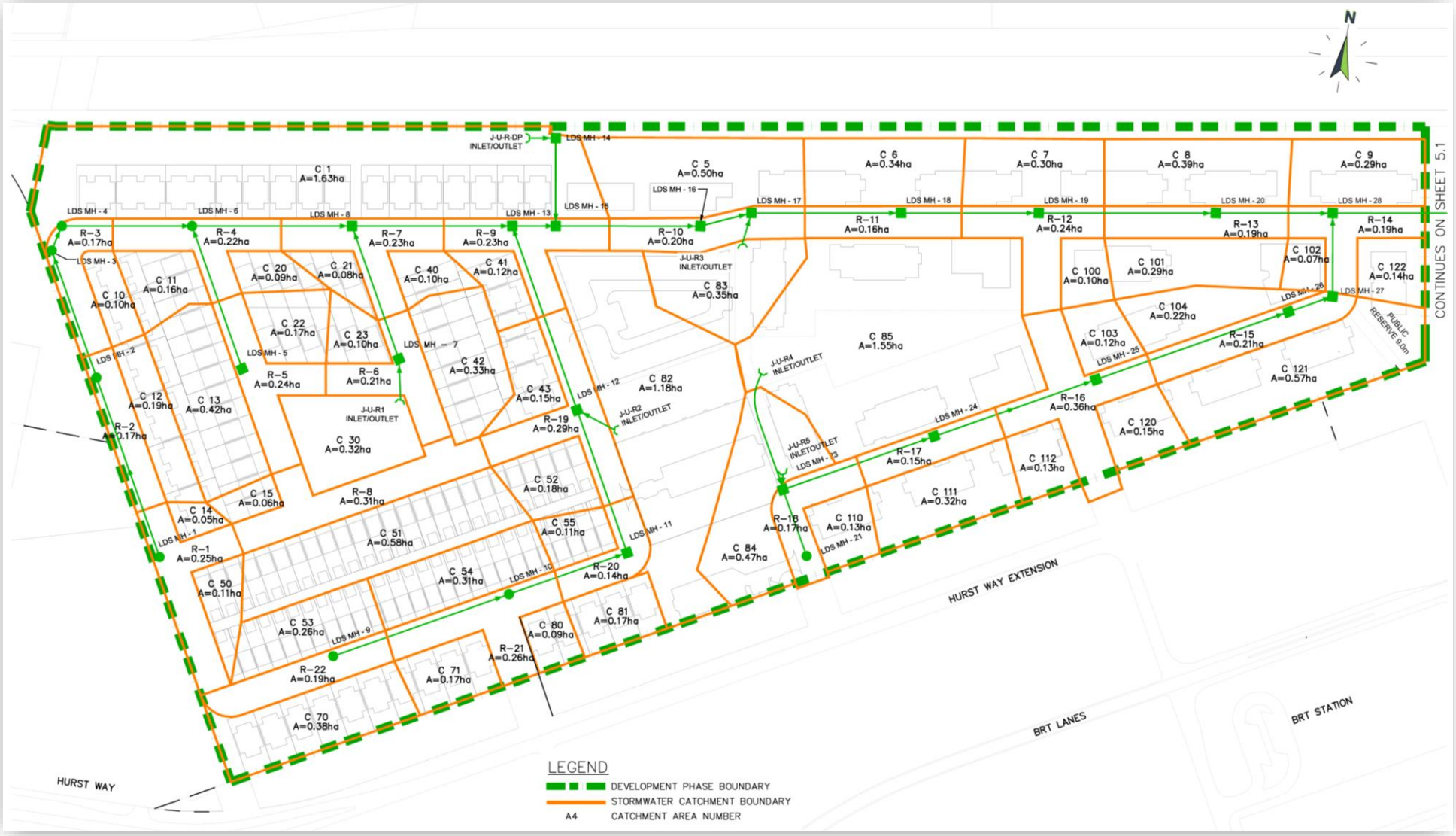
WASTEWATER SEWER SIZE AND SLOPE



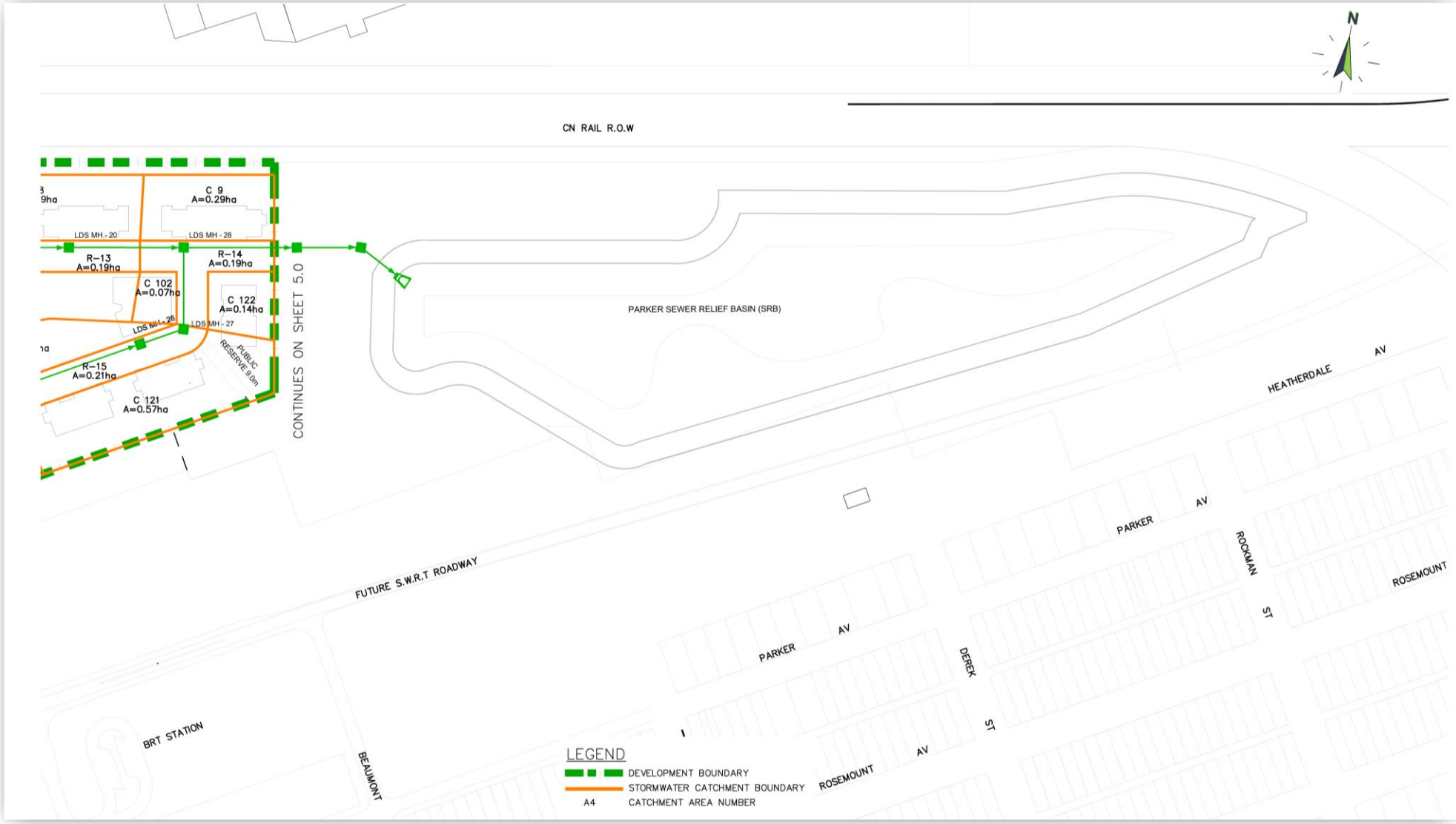
WASTEWATER SEWER SIZE AND SLOPE OFF-SITE



LAND DRAINAGE CATCHMENTS



LAND DRAINAGE CATCHMENTS OFF-SITE



FULTON GROVE

A Transit-Oriented Development

for the

PARKER LANDS

Major Redevelopment Site

GEM EQUITIES INC.



TEAM MEMBERS

Today's Presenters:

Geoff Zywina	Project Manager, GEM Equities
Emeka Nnadi	Principal, Nadi Group
John Wintrup	Principal, RW Planning

Also for Q & A Sessions

Andres Baez	Transportation Planning Engineer, Morrison Hershfield
Dave Stusek	Manager, Land Development, InfraCor Consulting Ltd.

TOPICS

1. PLANNING FRAMEWORK
2. GENERAL PLANNING PRINCIPLES
3. DEVELOPMENT TRANSECTS
4. TRANSIT ORIENTED DEVELOPMENT

1. PLANNING FRAMEWORK

1. PLANNING FRAMEWORK

2008 – Employment Lands Strategy. Removal from the Industrial Lands Inventory.

2009 – 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.

2011 – OurWinnipeg directs the city to support redevelopment and densification in underutilized lands.

2011 – Complete Communities Direction Strategies, establishes the site as one of eleven Major Redevelopment Site (high density infill within mature neighbourhoods)

2011 – Sustainable Transportation Direction Strategies

2011 – Sustainable Winnipeg Direction Strategy

2011 – Winnipeg transportation Master Plan is released

2011 – Winnipeg Water and Waste Direction.

2012 – TOD Handbook is adopted by the council, encouraging higher densities next to transit stations

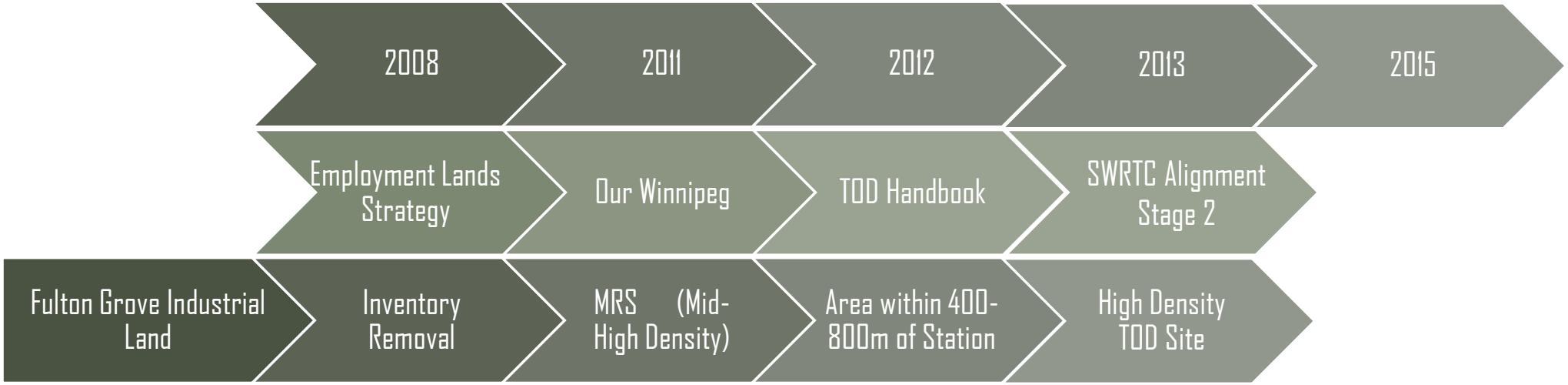
2013 – Southwest Rapid Transit Corridor (SWRTC) alignment study by Dillon Consulting

June 2014 – Re-alignment of SWRTC is approved by CoW (final CoW report) with one Transit station South of Parker Lands

December 2016 – TOD Zoning district is added to Winnipeg Zoning bylaw 200/2006



1. PLANNING FRAMEWORK



Commentary on Key Planning Points

The above policy framework and municipal decisions have consistently demonstrated the planning and development opportunities given to Parker Lands by the City of Winnipeg in terms of densities, land uses and integration with the public transportation system.

1. PLANNING FRAMEWORK

WINNIPEG GROWTH TRENDS

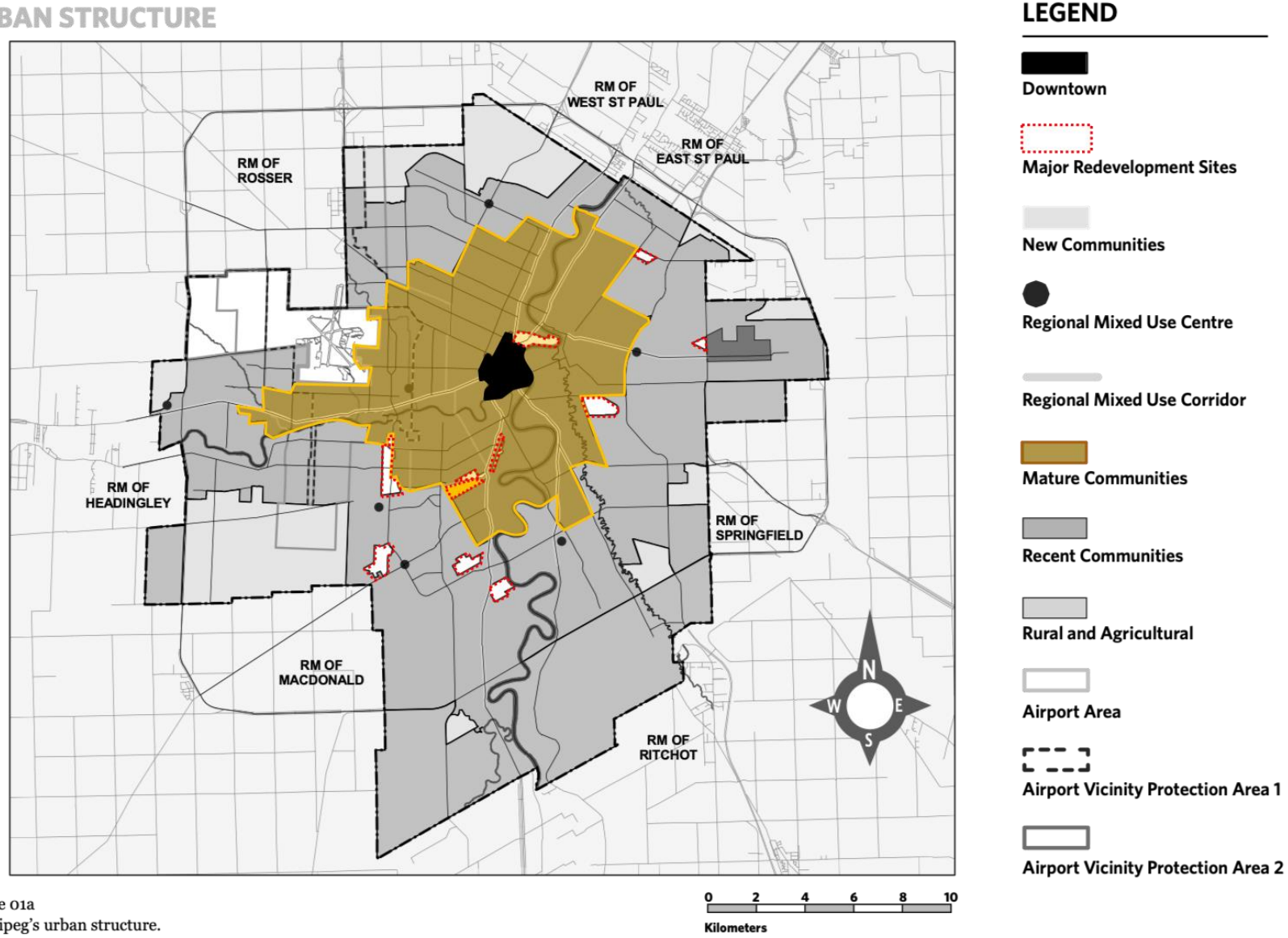


Figure 01a
Winnipeg's urban structure.

nadigroup

1. PLANNING FRAMEWORK

1. IDEALLY POSITIONED FOR SIGNIFICANT REDEVELOPMENT IN SUPPORT OF WINNIPEG'S GROWING POPULATION

2. ONE OF TWO LAST MAJOR REDEVELOPMENT SITES WITHIN THE MATURE NEIGHBOURHOOD AREA

3. ONE OF ONLY TWO SIGNIFICANT DEVELOPMENT PARCELS ALONG WINNIPEG'S RAPID TRANSIT CORRIDORS

2. GENERAL PLANNING PRINCIPLES

2. PLANNING PRINCIPLES



1. RESPECT THE EXISTING FABRIC AND THE BEAUMONT URBAN GRID

2. PLANNING PRINCIPLES



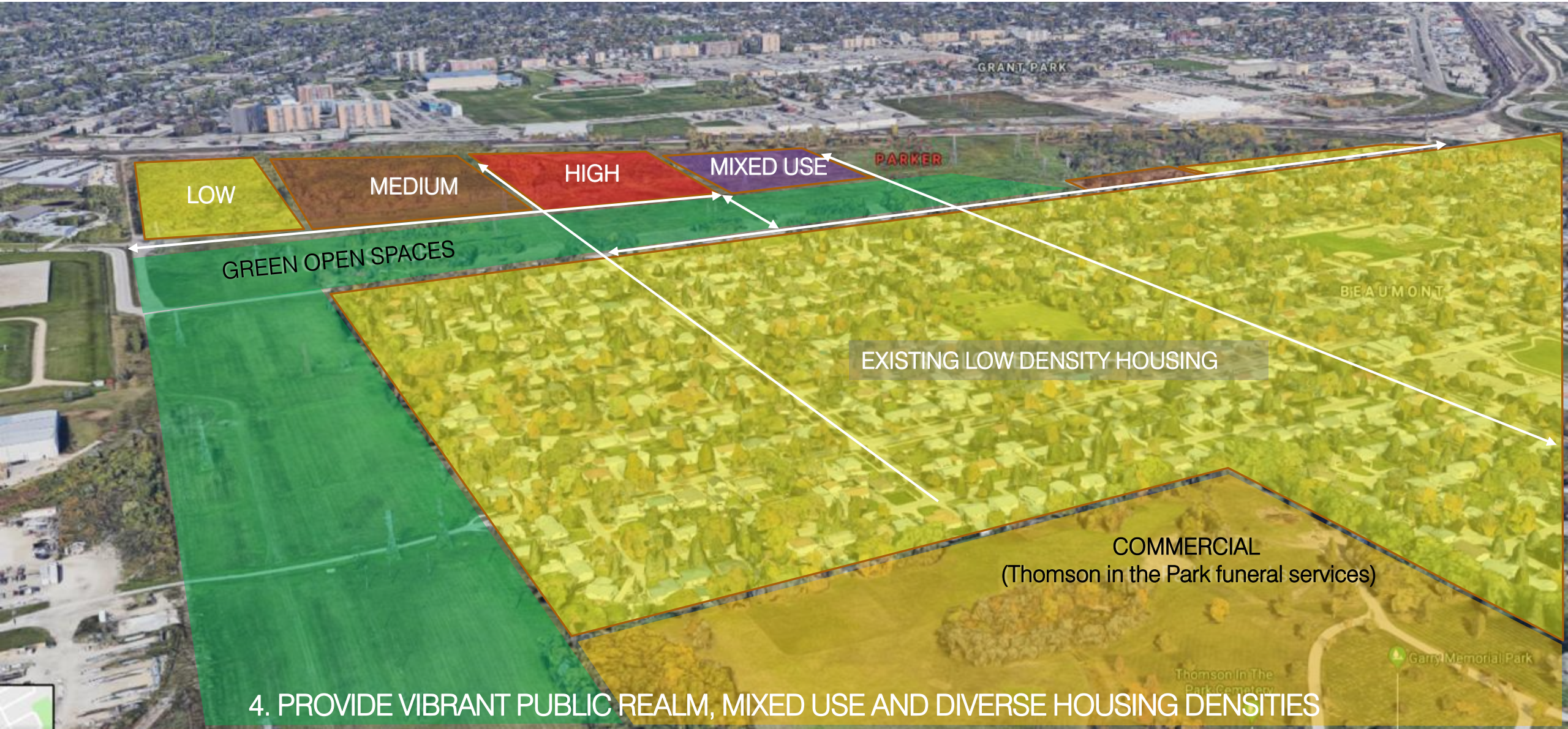
2. INTEGRATE WITH THE CURRENT AND FUTURE TRANSPORTATION NETWORKS

2. PLANNING PRINCIPLES



3. WORK WITH EXISTING INFRASTRUCTURAL CONDITIONS AND OPPORTUNITIES

2. PLANNING PRINCIPLES



2. PLANNING PRINCIPLES



5. ENCOURAGE DYNAMIC WAYFINDING THROUGH STREET CONNECTIVITY AND OPEN SPACES

2. PLANNING PRINCIPLES



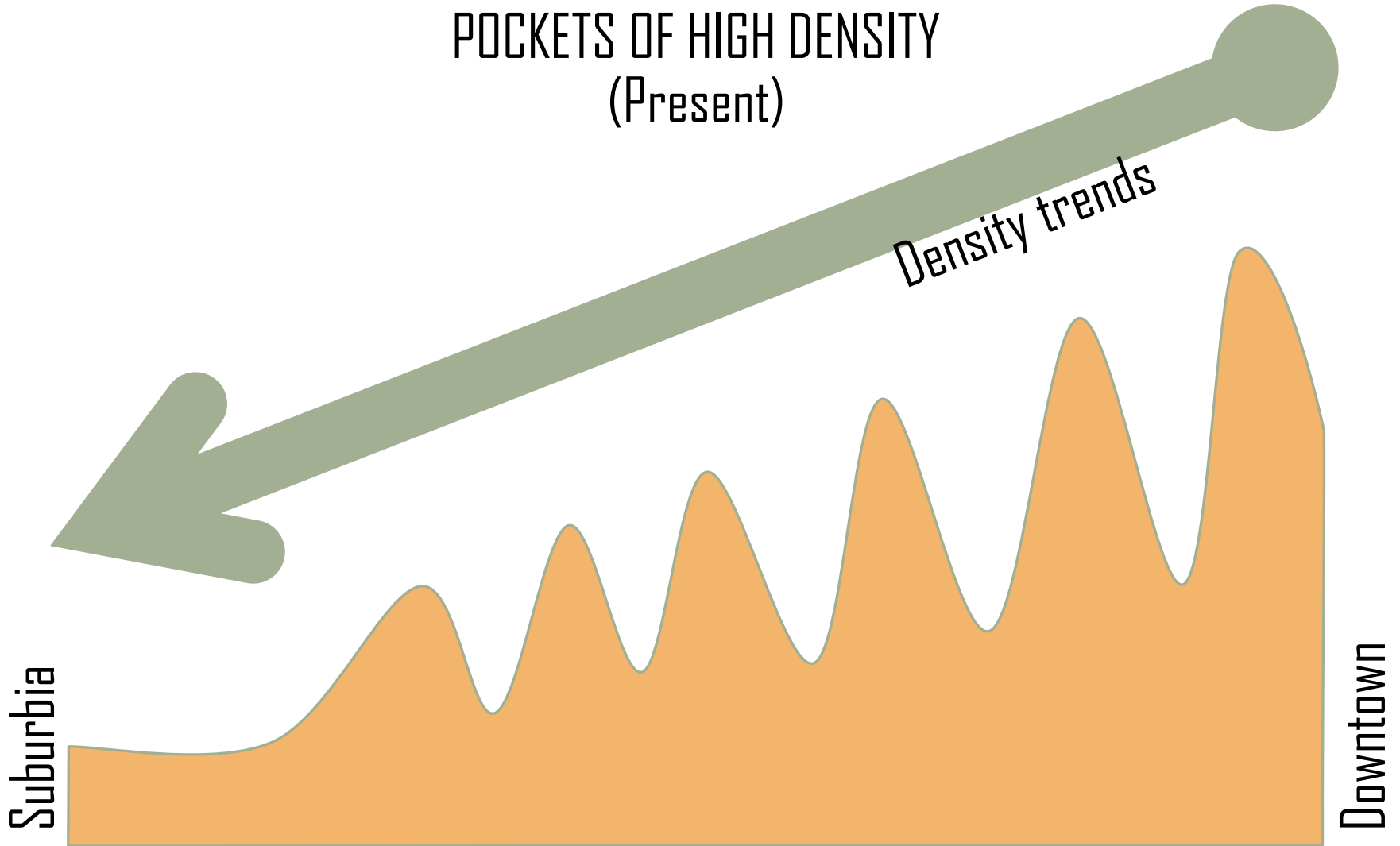




6. CREATE AN URBAN INFILL CHARACTER WITH HIGH WALKABILITY AND MULTIPLE AMENITIES

3. DEVELOPMENT TRANSECTS

3. DEVELOPMENT TRANSECTS



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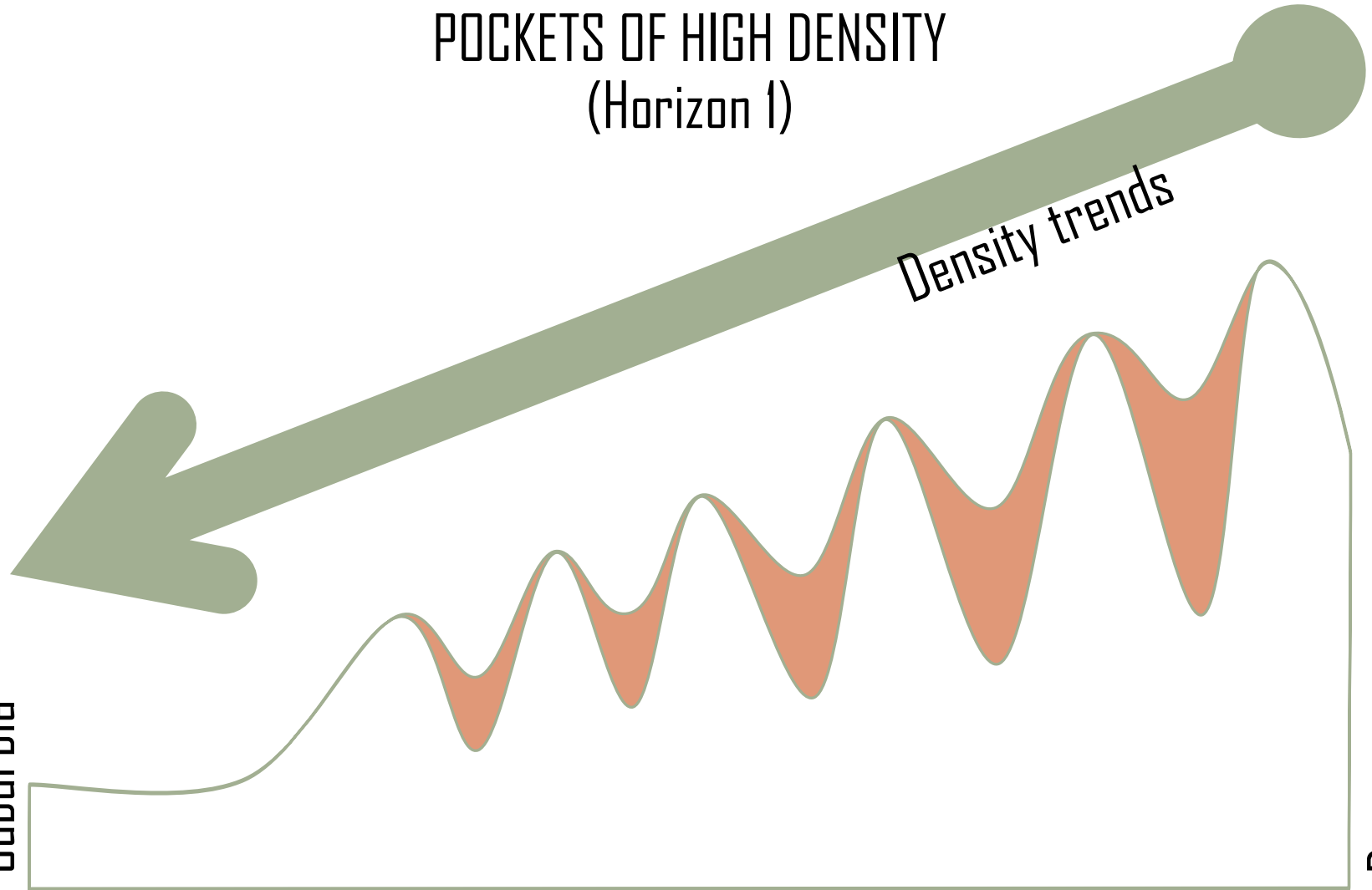
3. DEVELOPMENT TRANSECTS



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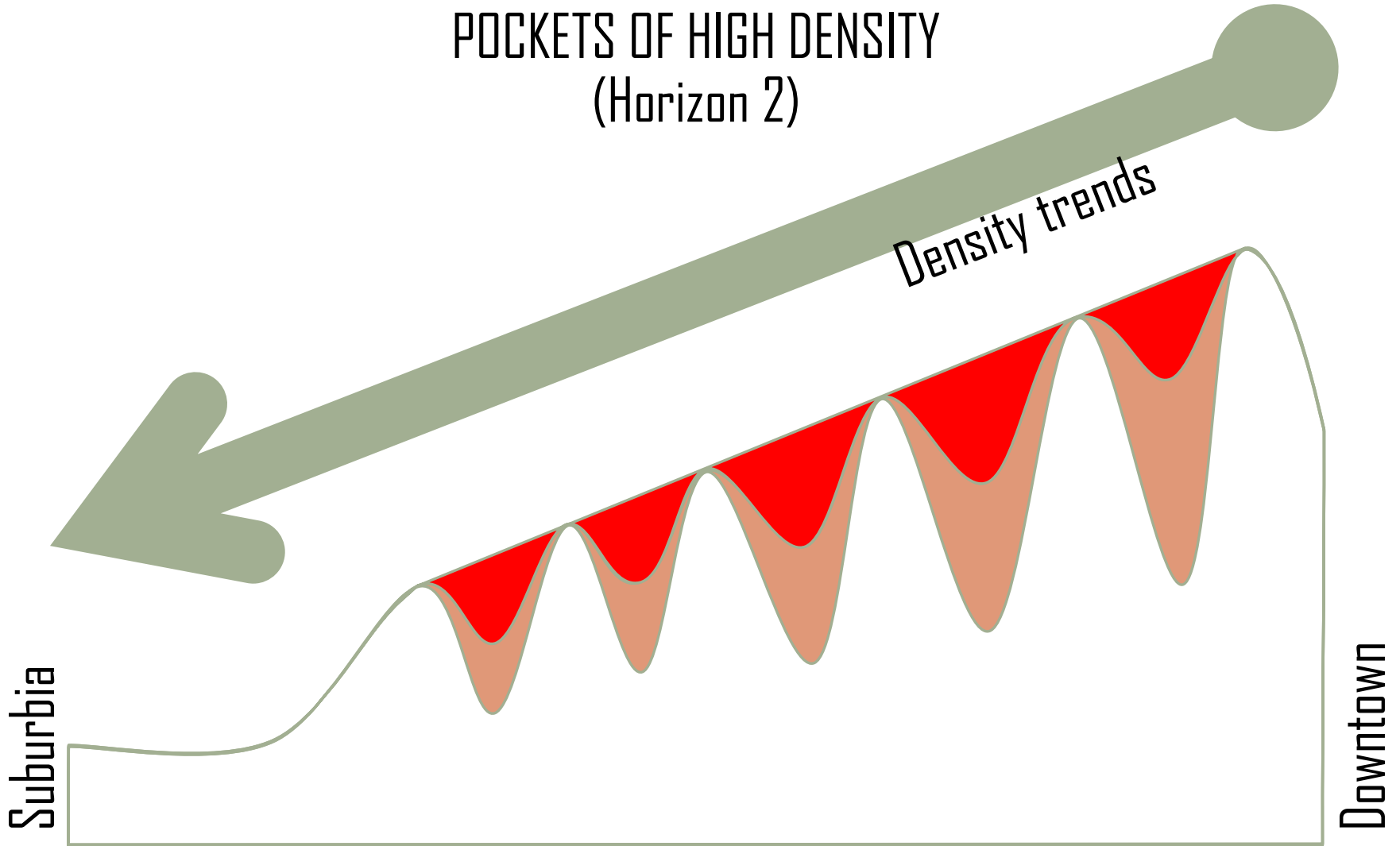

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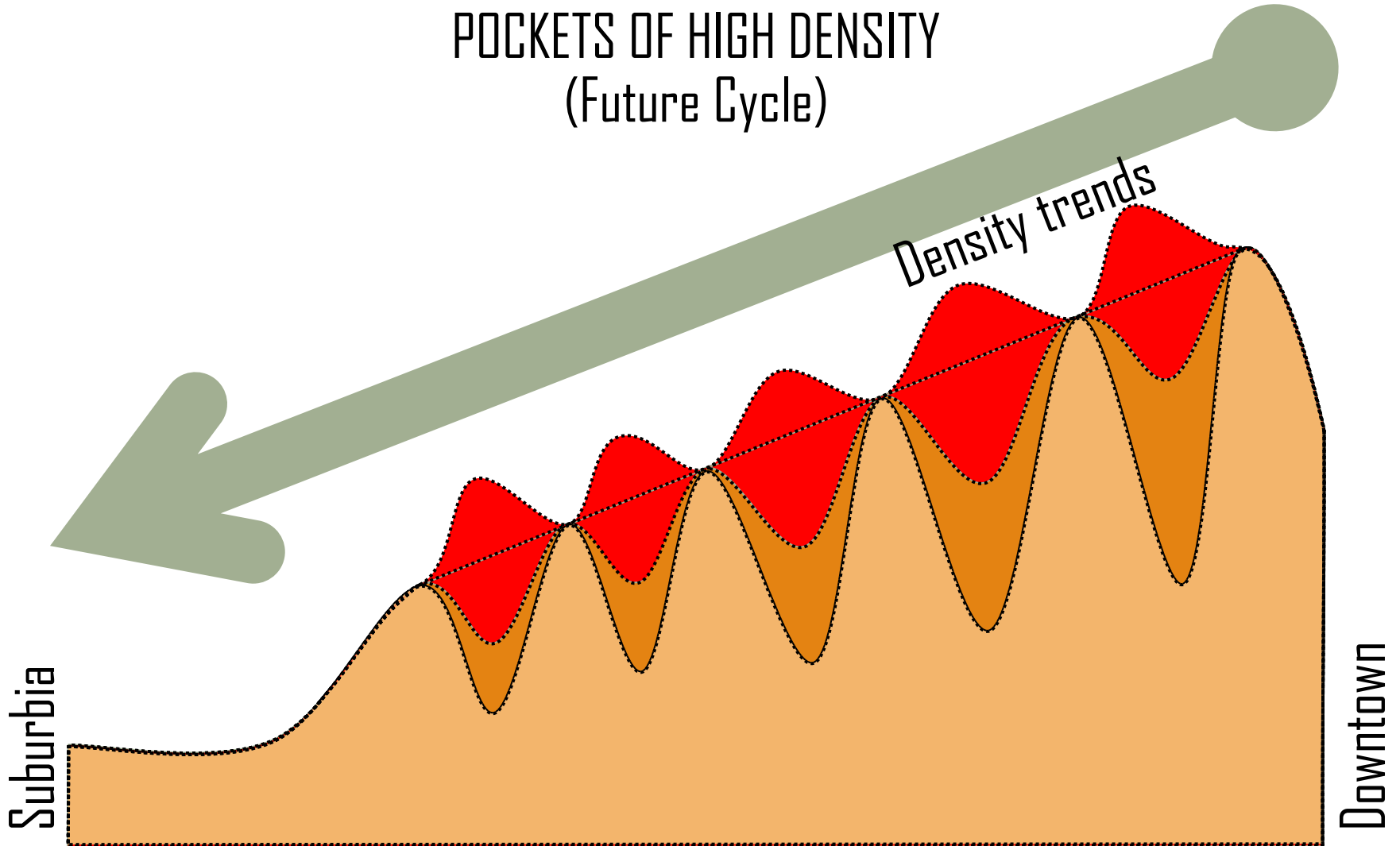
3. DEVELOPMENT TRANSECTS



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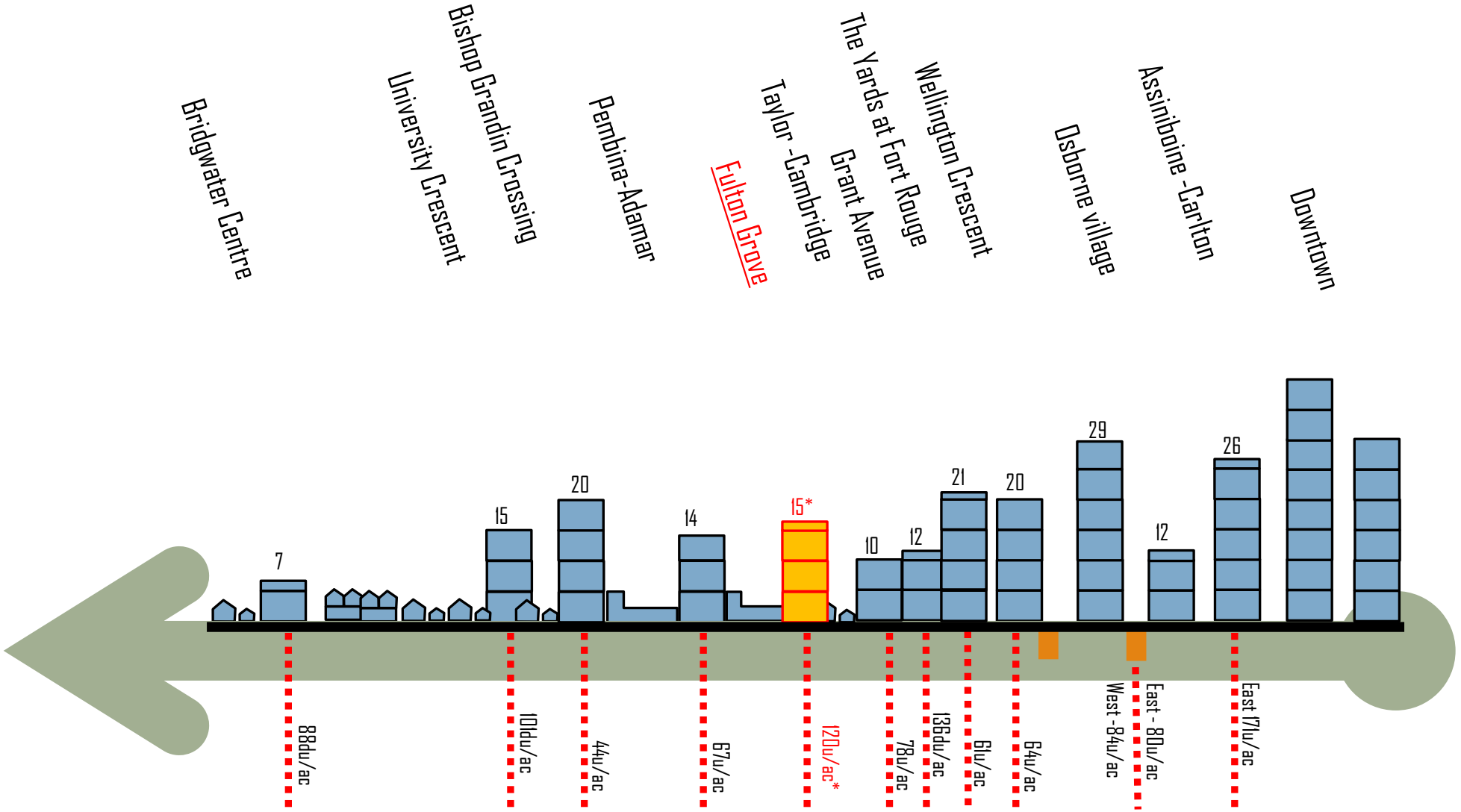
3. DEVELOPMENT TRANSECTS



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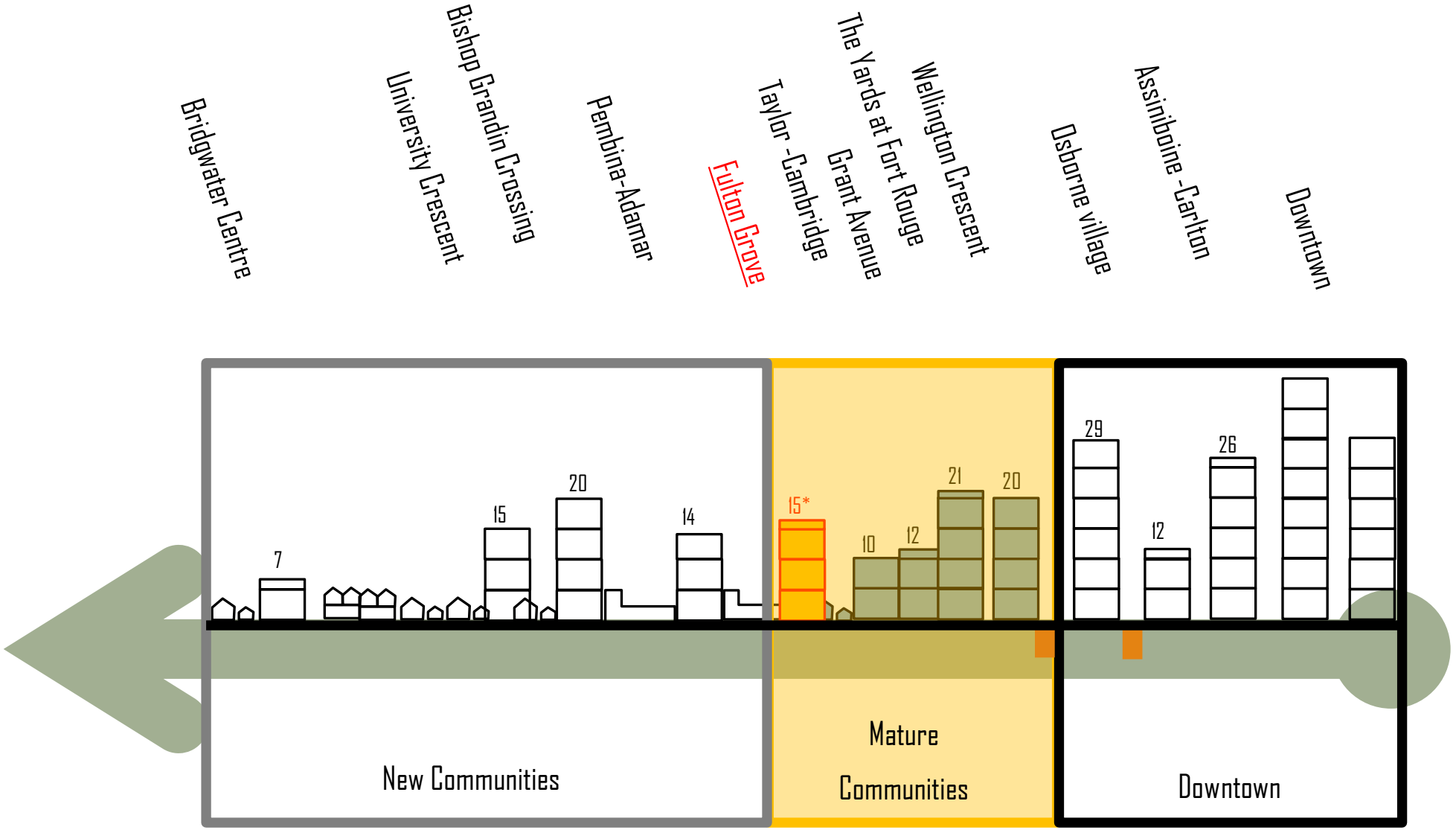

4. TRANSIT ORIENTED DEVELOPMENT IN WINNIPEG

4. WINNIPEG T.O.D.

Implementation of TOD

Urban Neighbourhood

Density
99 - 247 units per net hectare (40 - 100 units per net acre) enabled by:
Height: 3 - 12 storey buildings
Site Coverage: 80% min.- 90% max.

Pedestrian Environment
4.25 - 5.5 metres (14 - 18 feet) wide sidewalks (typ.), convenient connections, and other amenities.

Land Use Mix
Employment: Office centre, retail, commercial, and urban entertainment. Primarily local-serving retail; need for some community-serving retail.

Residential: Mid-rise residential, condos, ground-related units, and mixed-use structures, with ground floor retail or office use required. Minimum ground floor height of 4.8 metres (16').

Transit Frequency
5-15 minutes.

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1. High density: Predominantly residential district with a diversity in housing types. Good access to other regional and subregional centres.



2. A mix of uses: Horizontal and vertical mixed-use helps create an 18 hour activity zone. Retail spaces should articulate corners to help define a comfortable pedestrian zone.



3. Compact, high quality, pedestrian-oriented environment: Pedestrian connections mid-block offer a safer pedestrian/bike circulation and create smaller walkable blocks.



4. Active defined centre: Public amenities creates a dynamic area for a variety of users. Art installations, farmer's market and programmed events activate these spaces all year around.



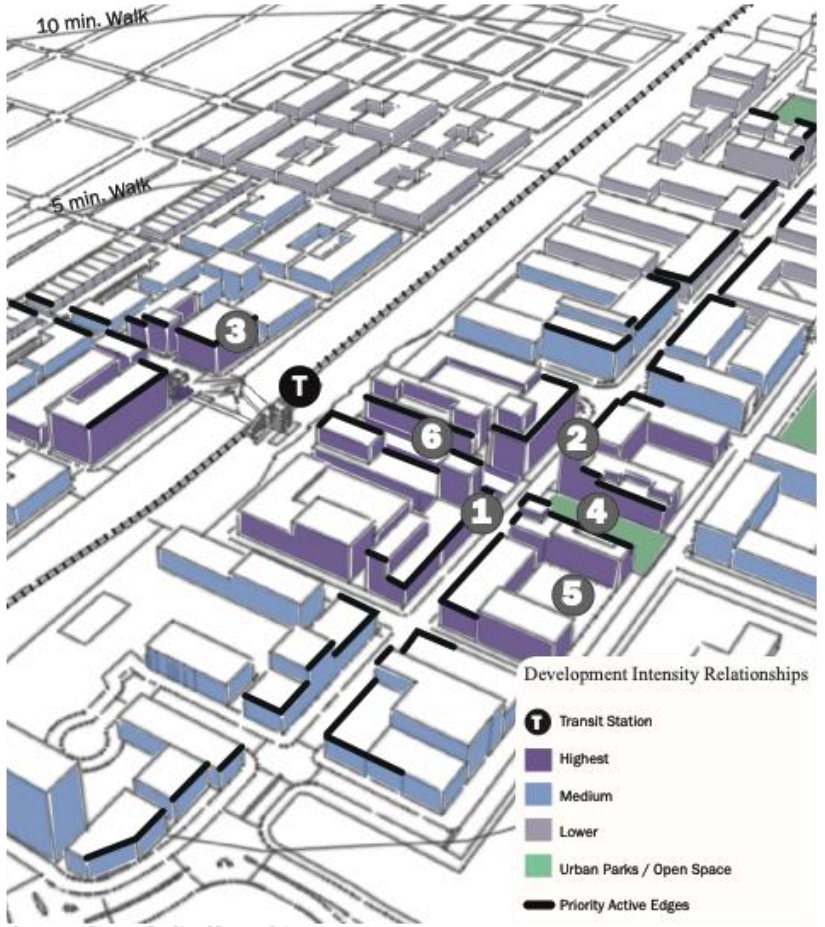
5. Limited, managed parking: On-street parking, minimum surface parking, and some structured parking integrated into development.



6. Urban parks and open space: Landscaped areas offer visual relief in higher density neighbourhoods. Public space can be used as green infrastructure solutions.



City of Winnipeg **TOD Handbook**



Conceptual Diagram For City of Denver, Colorado

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Mature Communities

TOD Zones:

TOD TYPE	Urban Centre	Urban Neighbourhood	Town Centre	Neighbourhood Medium Density	Neighbourhood Low Density	High Frequency Transit Corridor
Land Use Mix	Office Centre Urban Entertainment Multiple Family Retail	Residential Retail Class B Commercial	Office Centre Urban Entertainment Multiple Family Retail	Residential Neighourhood Retail Local Office	Residential Neighourhood Retail	Office Centre Urban Entertainment Multiple Family Retail
Net Housing Density*	124-371 units per hectare (50-150 units per acre)	99-247 units per hectare (40-100 units per acre)	86-247 units per hectare (35-100 units per acre)	49-124 units per hectare (20-50 units per acre)	25-49 units per hectare (10-20 units per acre)	62-148 units per hectare (25-60 units per acre)
Regional Connectivity	High, Hub of regional system	Medium access to downtown, Sub regional hub	High access to downtown, Sub regional hub	Medium access to suburban centre, Access to downtown	Low	High access to downtown, Sub regional hub
Frequencies	5 - 15 minutes	5 - 15 minutes	5 - 15 minutes	15 - 30 minutes	20 - 30 minutes	5 - 15 minutes

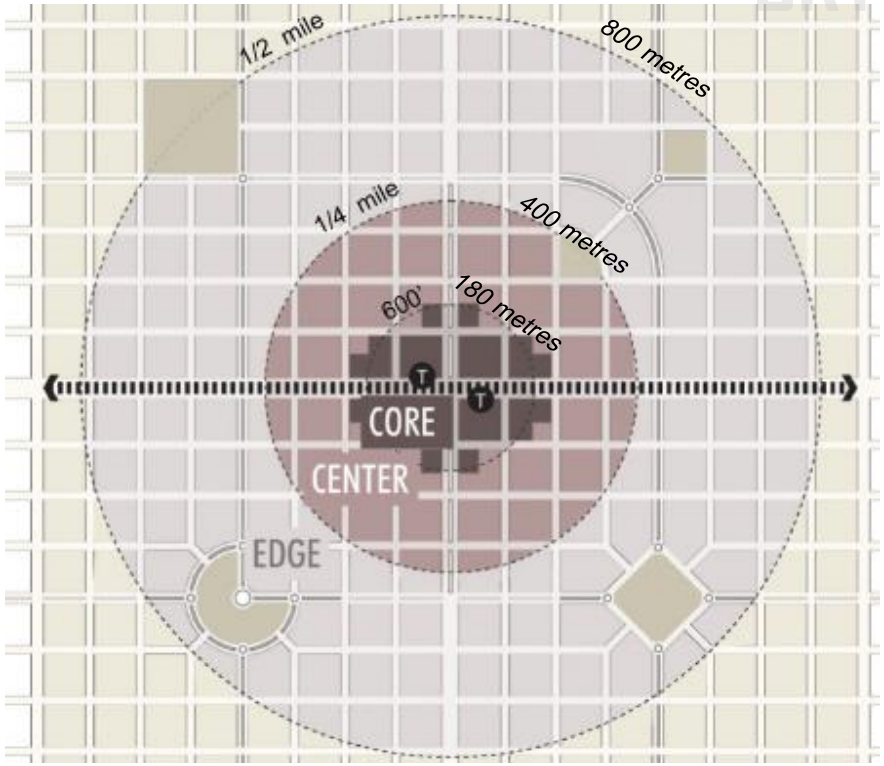
TOD HANDBOOK, 2012

Fulton Grove

4. WINNIPEG T.O.D.

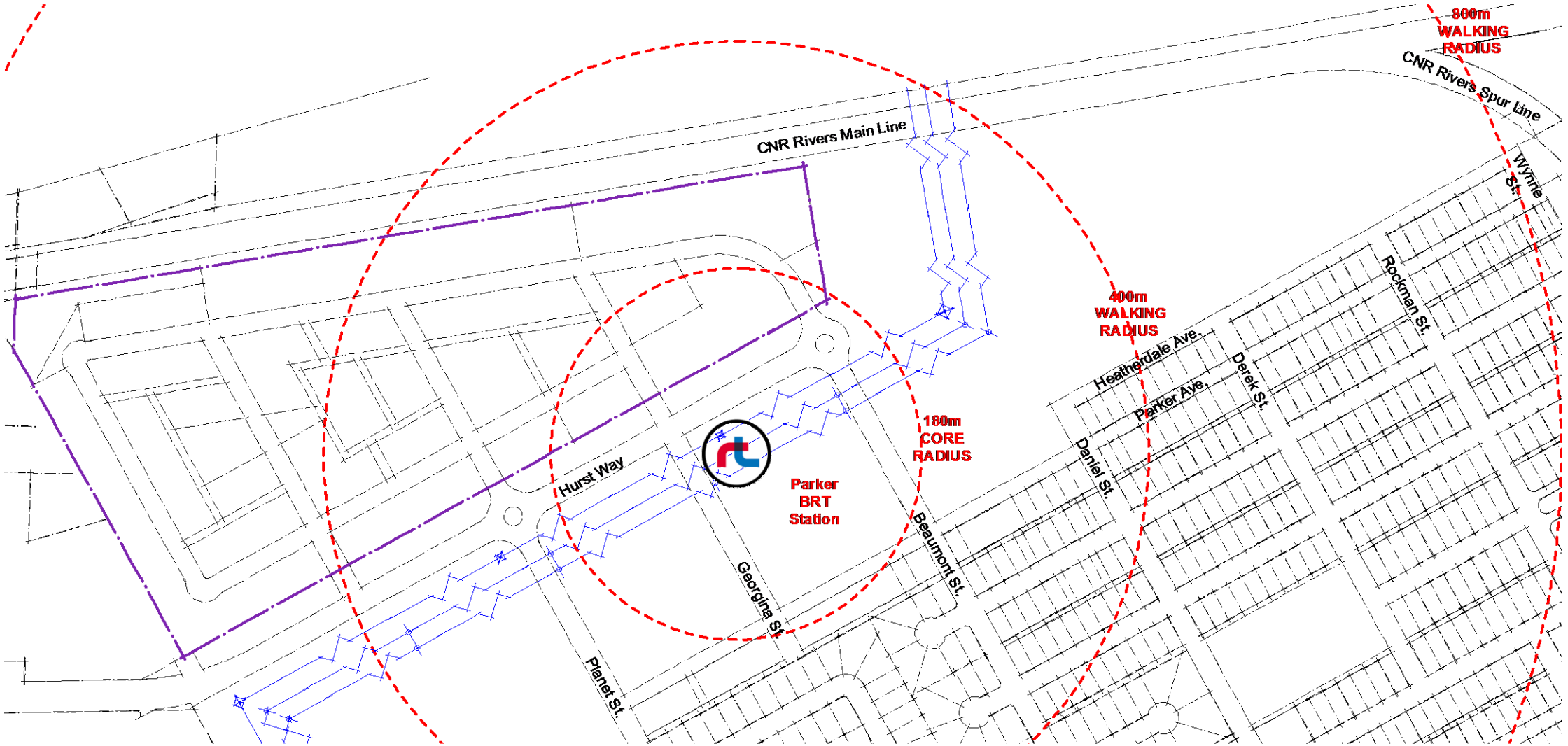
- *Moderate to higher density compact mixed-use development, located within an easy* five to ten minute (approximately 400m to 800m) walk of a major transit stop. *TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian oriented manner without excluding the automobile. TOD Handbook 2012, pg. 6.*

- *Density Matters in TOD. Density is all about scale, with* the goal being to create a compact walkable district. *Density within TODs raise the bar and achieve a higher net average resulting in greater ridership, both within the TOD district and within a 5-minute walk of transit. TOD Handbook 2012, pg. 17.*



Highest Density at the Station
The immediate area around the station (core area) should generally contain the greatest intensity and mix of uses.

4. WINNIPEG T.O.D.



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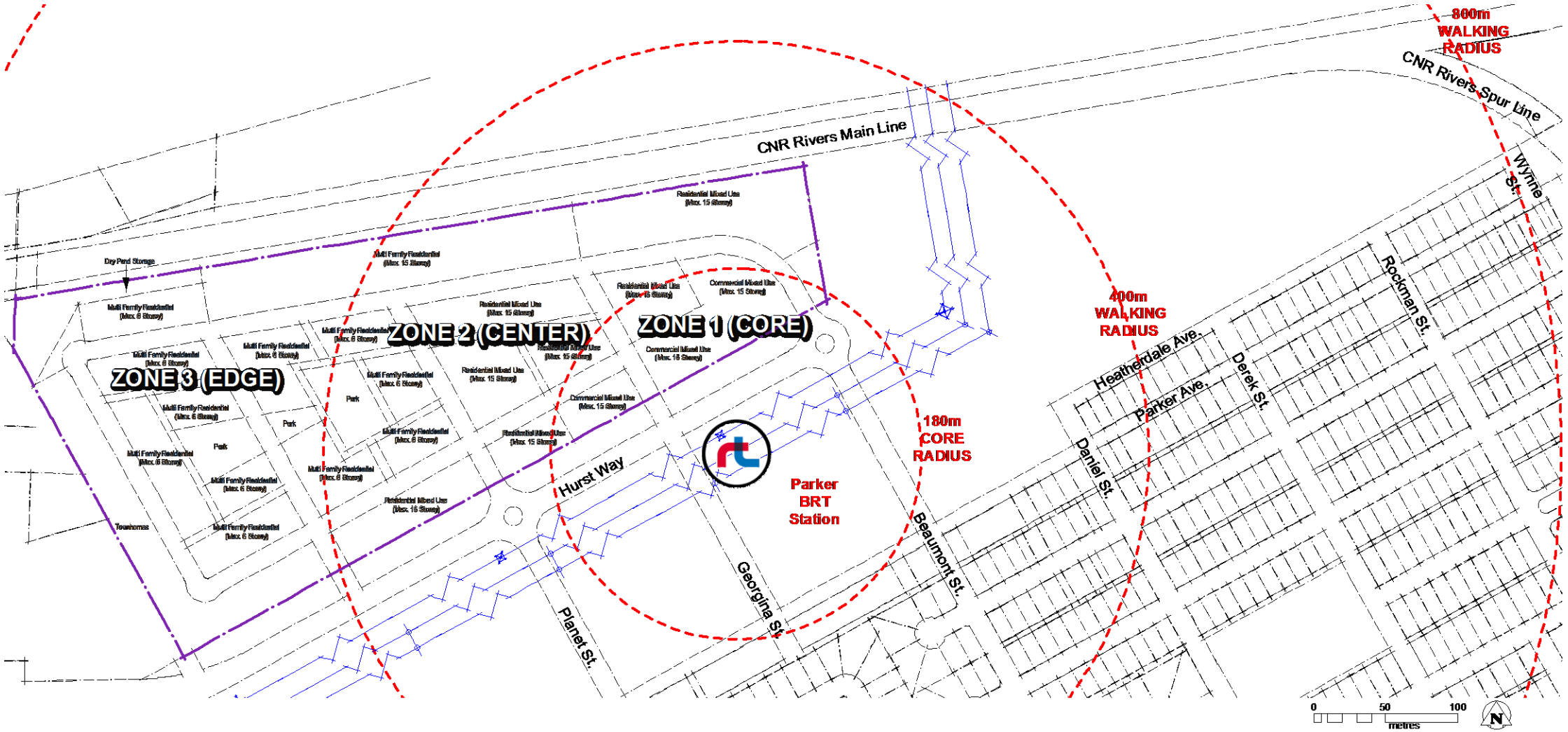

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