May 18, 2021 (09:30)

Executive Policy Committee

PROPOSED SALE OF DONALD RIVERSIDE PARKLAND AT 409 MULVEY AVE. EAST SPEAKING NOTES

To: Members of committee:

- His Worship Mayor Bowman,
- Chairperson Councillor Allard
- Councillor Browaty
- Councillor Gillingham
- Councillor Gilroy
- Councillor Mayes
- Councillor Rollins

From: Shirley Forsyth,

A BRIEF HISTORY OF THE DONALD RIVERSIDE PARK

The Donald Riverside Parkland was part of the visioning process for the City's Waterfront Strategy (2014). It is the largest parkland in the Corydon Osborne area and next door to the Osborne Transit station. This is the only parkland in our corner of the City. Our community has a shortage of park space and it is far below national standards for green space per person. The Donald Riverside parkland can never be replaced if it is sold. In total, it is 5.11 hectares and our community needs this parkland. We would like to be invited to participate in planning for how this space could be used as well as providing some sweat equity to the project, not to discuss its sale.

View of Corydon Osborne's green space versus St. Boniface's



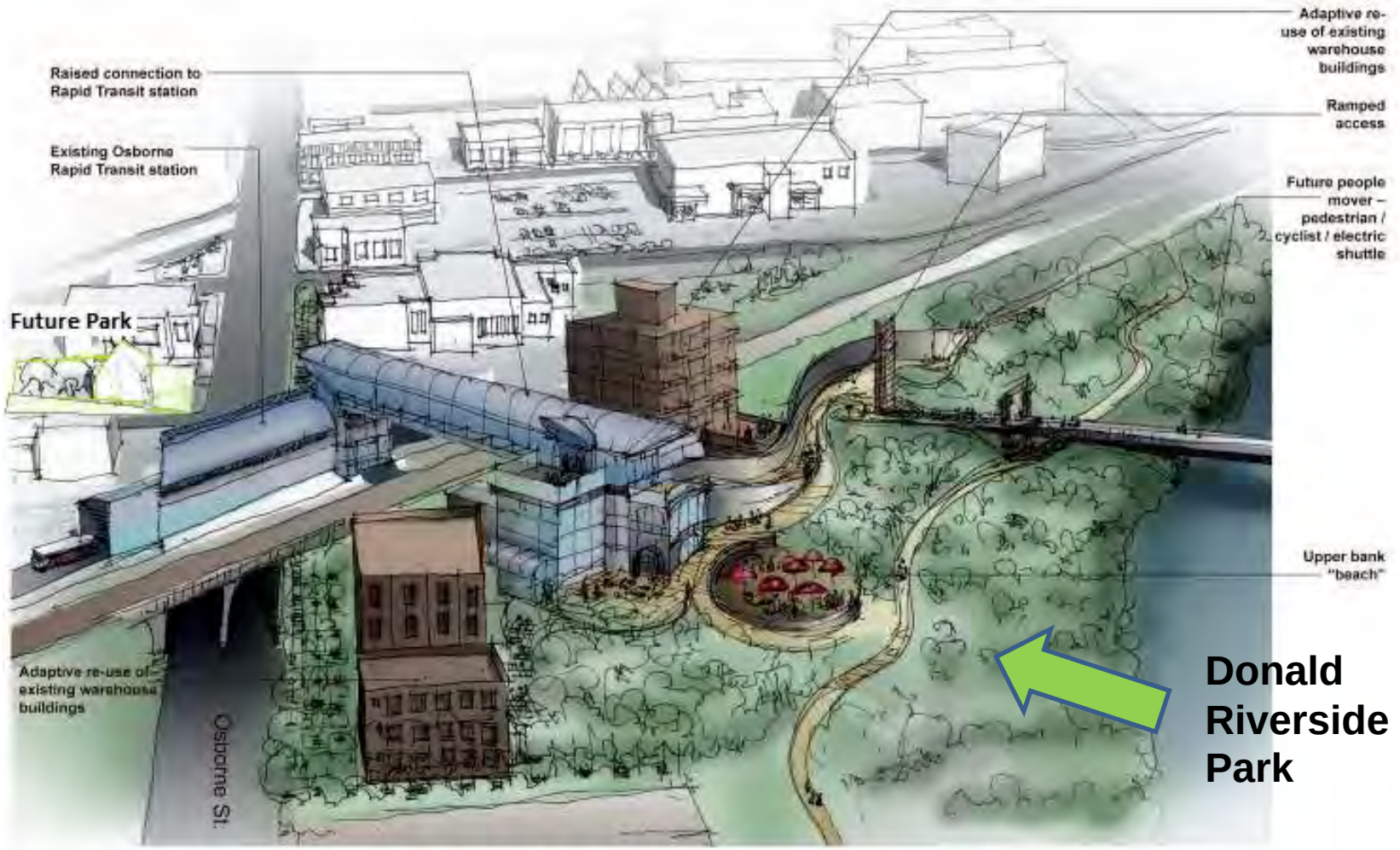
Donald Riverside Parkland was featured in Winnipeg's Waterfront 20 year vision

I attended community meetings and a focus group on this property which was organized by The Forks and the City of Winnipeg, as part of the community consultation process for the Waterfront 20 year vision. The focus group was fun and the organizers had invited a mix of residents and representatives from the Biz groups.

The Waterfront planning strategy committee was chaired by Councillor Mike Pagtakhan, who said the city's waterfront strategy is the beginning of a rebirth of our waterfront. The strategy was passed by Council in 2014, and it was referenced in the recent draft Winnipeg Park's strategy; it should not be ignored.

There has been no meaningful discussion or consultation on the necessity of this property to Winnipeg's park's system. **OurWinnipeg 2045** stresses the importance of green space to our City's health and the sale of this property goes against the spirt of that document.

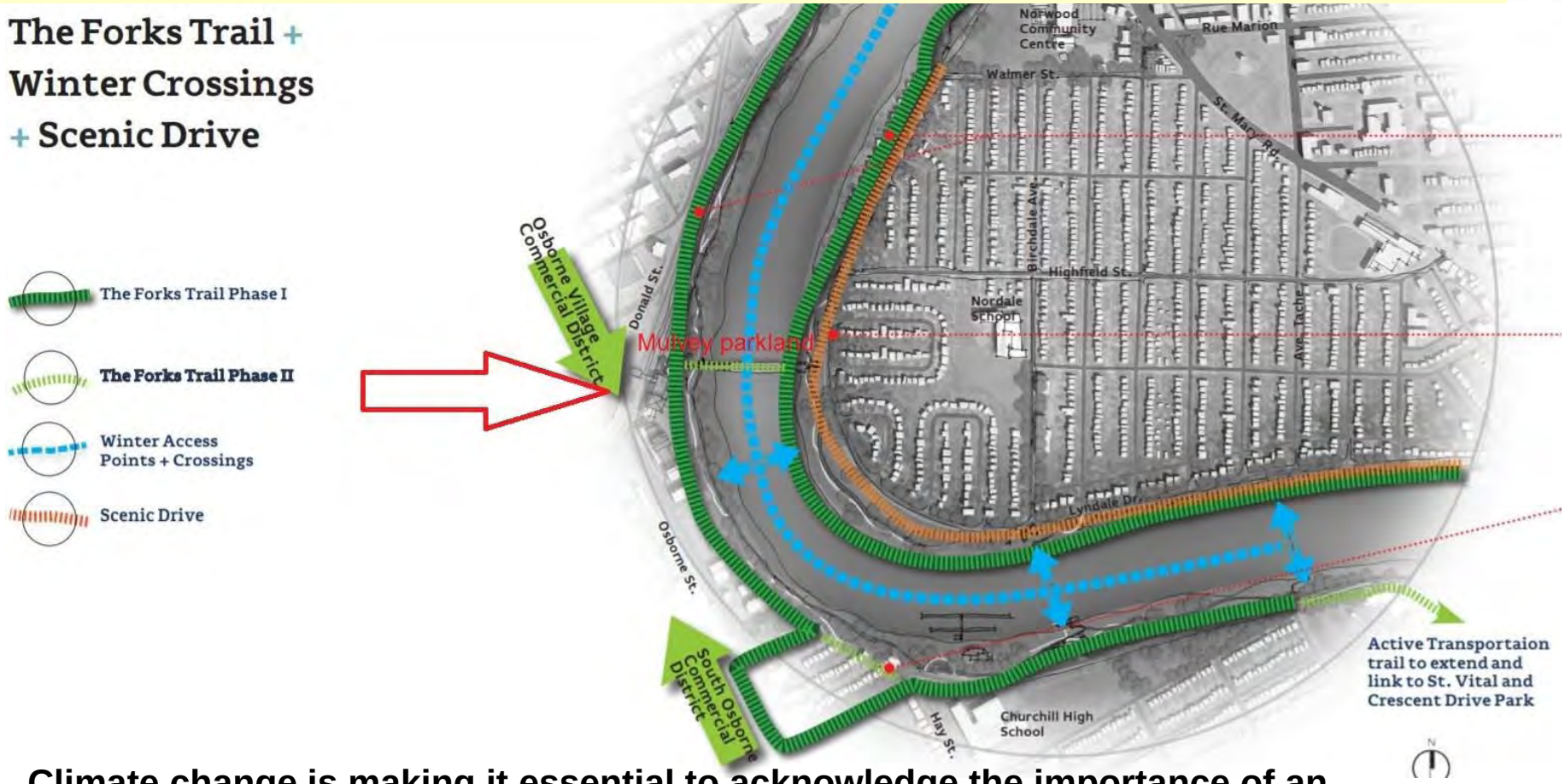
Rendering of 409 Mulvey East from the Waterfront 20 year Vision, *Go... to the Waterfront .* It is hard to fathom how parkland that is required for the Forks Trail Phase II, as described in Waterfront 20 year vision and on which the City held public meetings, and is the only parkland within 800 meters on the south side of Corydon will be made surplus and sold.



TRANSIT ORIENTED INFILL DEVELOPMENT OPPORTUNITY

Artist Rendering

Forks Trail Phase II is in danger if this parkland is sold



Climate change is making it essential to acknowledge the importance of an interconnected active transportation routes (ATR) throughout Winnipeg and valuable pieces of that network should not be sold. Other cities such as Vancouver strive to have active transportation routes in which at one side of their parks touch on a section of the ATR. This park space is ideally located close to the Osborne Transit station where it could be a destination park, and on an AT path. This graphic from the Waterfront strategy shows a vision with a crossing over the Red River to St. Boniface.

5. FROM CORYDON OSBORNE COMMUNITY PLAN

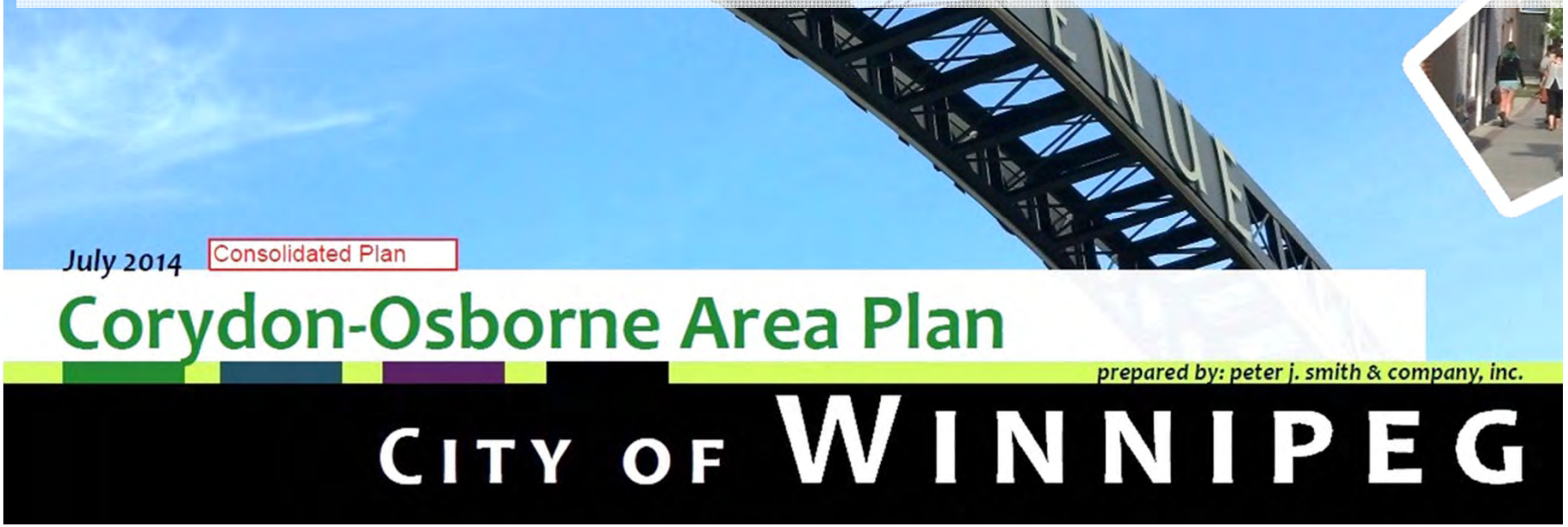
- **RECOMMENDATIONS:**

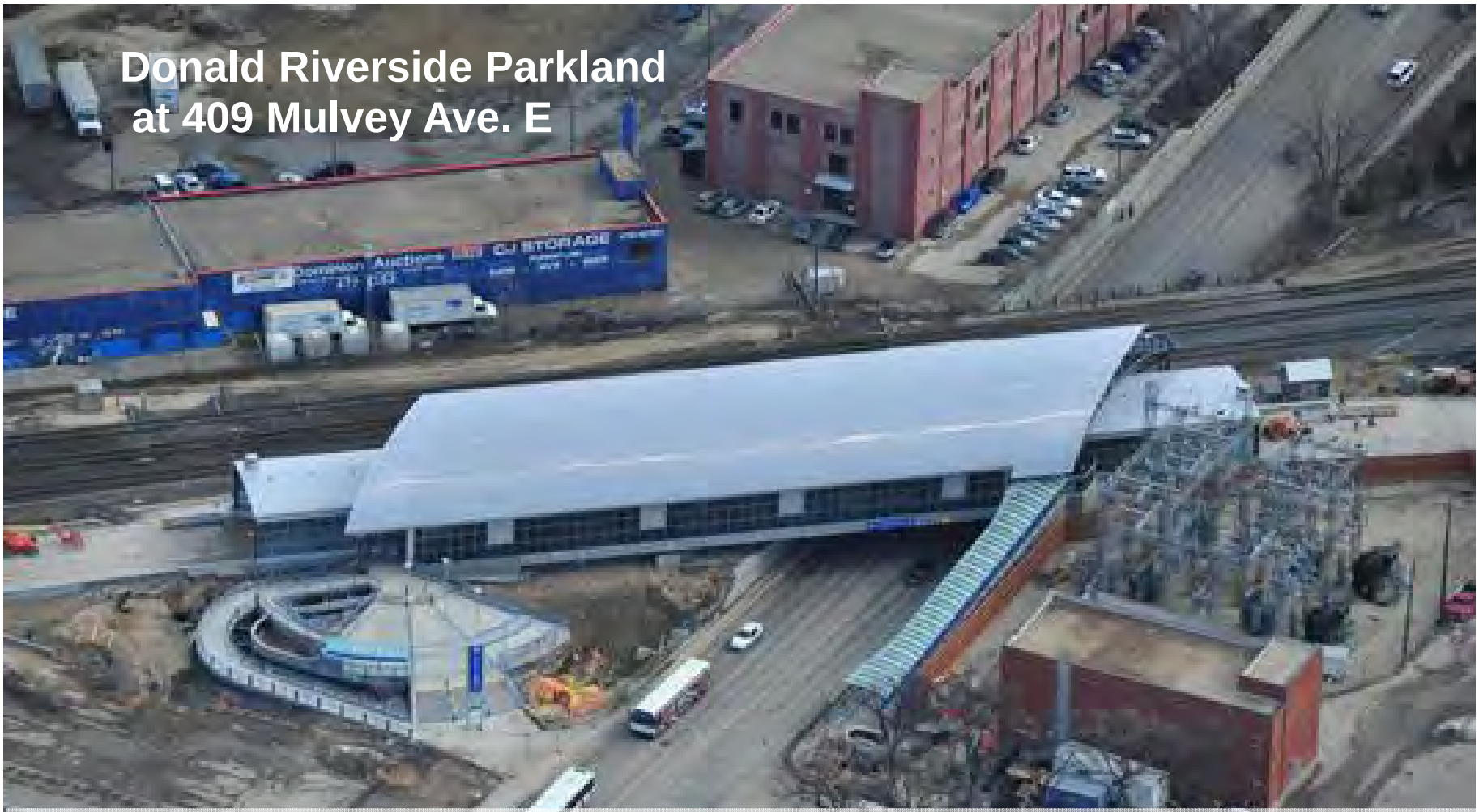
Active Transportation

- **"Secure access to the Red River from the Osborne Transit Station area with any redevelopment to the east…enhance connections between the plan area and the riverbank parkway system."** (#4)

Parks and Open Space

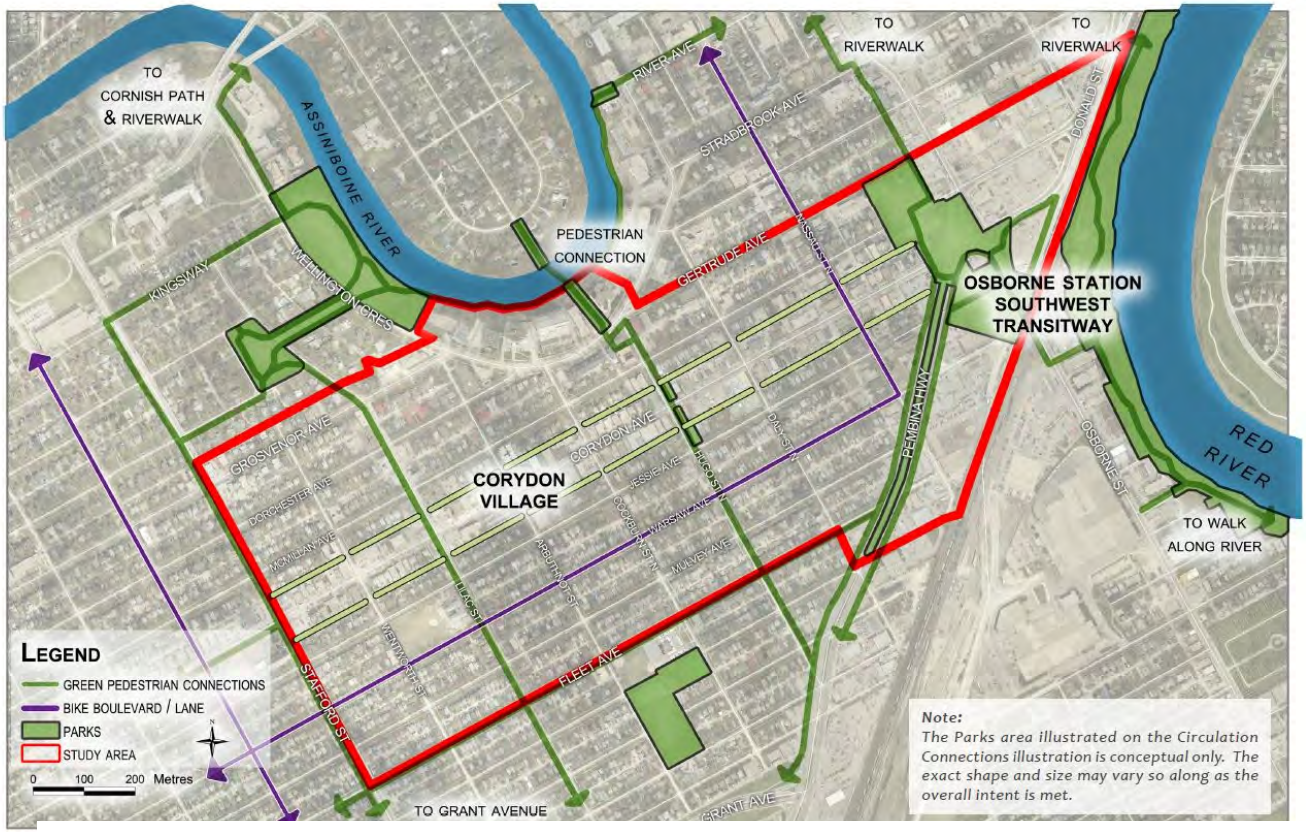
- **"Develop an open space acquisition strategy for the areas adjacent to the Osborne Station."**

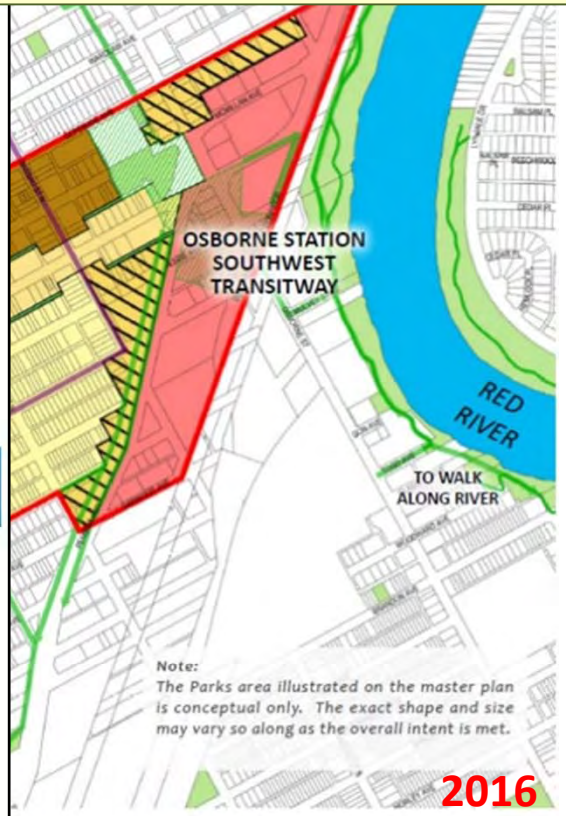




The submission states, ““*Increase Strategic Infill Development that Provides Access to and Capitalizes on* ***Existing and Planned Corridors with*** *Frequent Transit Service (Primary Responsibility: Planning, Property and Development Department).”* There is no mention of a masterplan for ATRs, a biodiversity plan, dog parks, community or pollinator gardens or any of the other uses for parkland that have been discussed with the community. This is the only park space south of Corydon and within 800 meters of the Transit station and it needs to be protected.

***Example: The Corydon Osborne Plan (2014) was amended in 2016, so that park space* near confusion corner would be available for high rise TOD development**





2016, Corydon Osborne Plan was amended to read as follows:

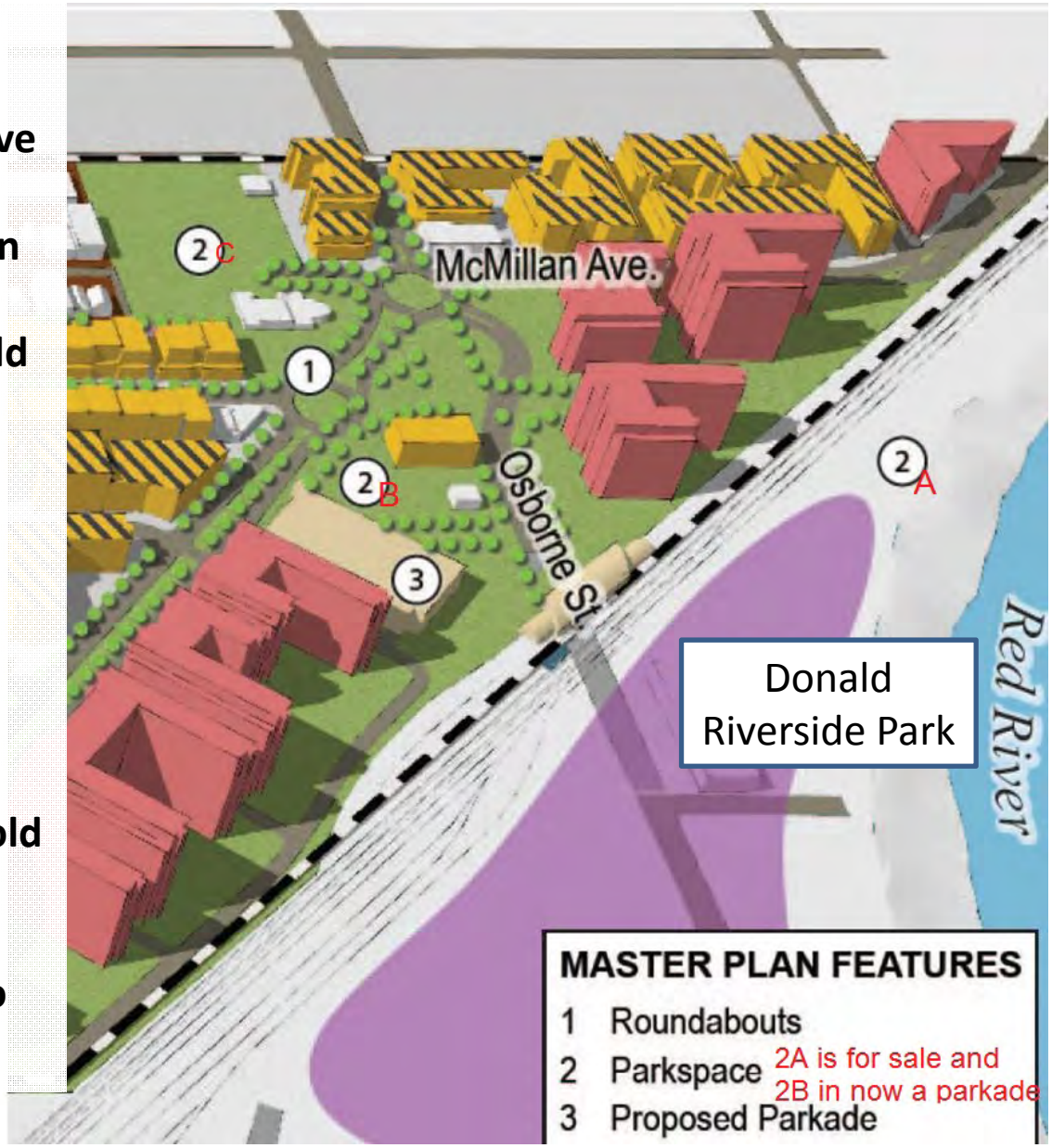
- "Parks" areas between Pembina and the rapid transit corridor are now labeled as High-rise TOD Mixed Use policy with a Parks policy overlay. This addresses any misconception that development rights are being suppressed, while still flagging the area for possible Parks acquisition in the future.

Secondary Plan Amendment – Corydon-Osborne Area Plan
File SPA 1/2016 [c/r DAZ 213/2016]

Parkland is at risk in Corydon Osborne Area- Examples

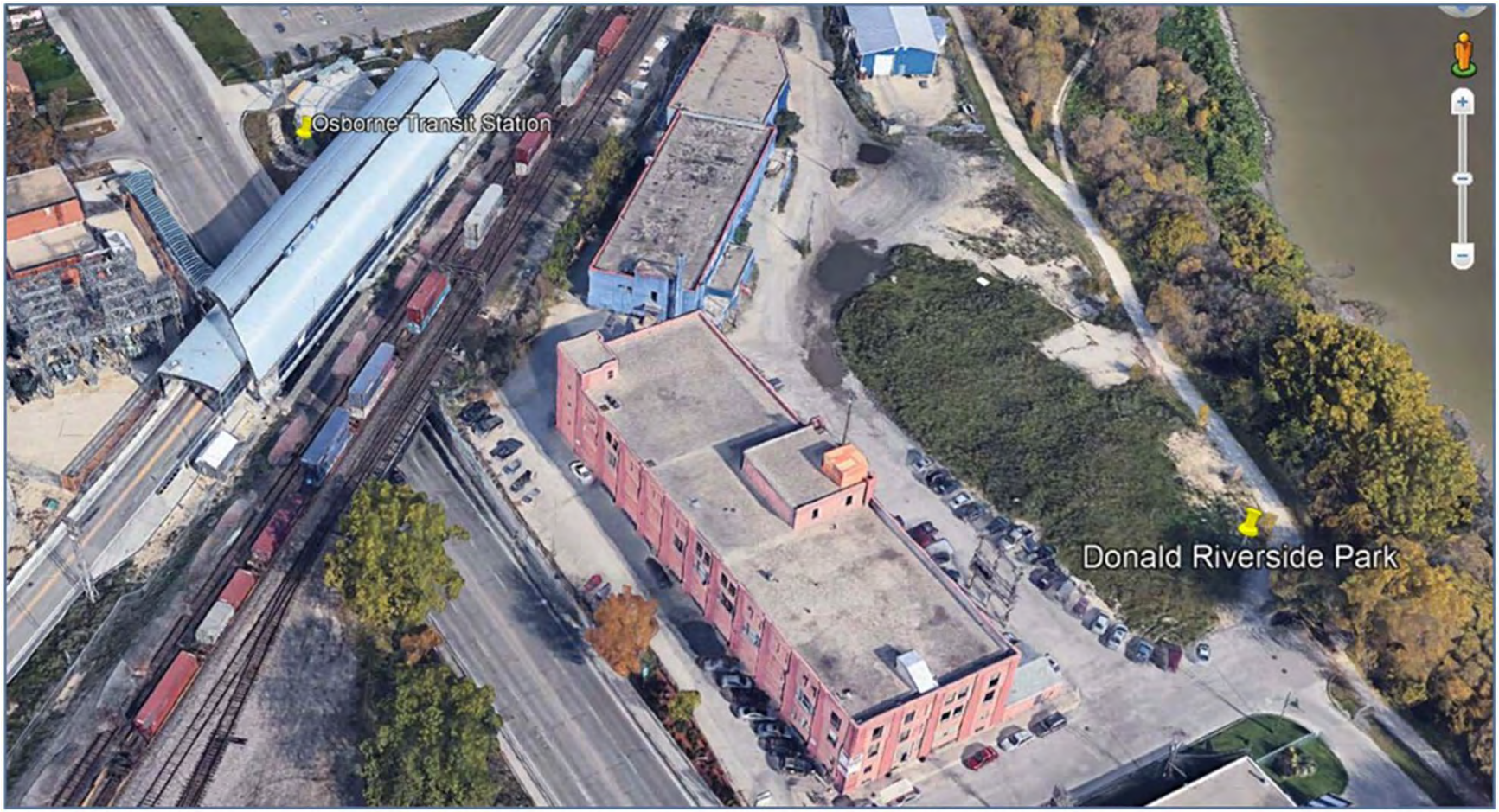
Park 2A – Lot 1 of this land is now for sale. This is a continuation of Winnipeg's move to reduce the amount of park space per person in the Corydon Osborne area. Repeated requests for city land not be sold so that it could be used as Park space have been denied. (Recently, 145 Osborne St. was declared surplus despite community requests for more green space.)

Park 2B - The proposed park space owned by the City was sold and it is now going to be a parkade which will increase traffic to area and contribute to urban sprawl.



The community needs Park Space: There is ***no park space on south side of Corydon and between Daly and Pembina. The city land for the proposed TOD park has already been sold***. The arrow points to existing park space and it needs to be retained. In July 2020, the Subject City Property was circulated for civic need and comments. The Public Works Department *preferred to retain the Subject City Property as greenspace* but confirmed their support for the sale, if the redevelopment did not compromise Parks ability to maintain the riverbank path or impede use of the path. The needs of the local residents were not taken into consideration when this decision was made by the Public Works Department.





Donald Riverside Park as Parking Lot – In 2017, Winnipeg Transit received permission to use the parkland as a temporary parking lot and gravel was brought in and dumped on the parkland. There should be no sale of this property and Transit should be required to clean up the site and remove the gravel.

The Corydon Osborne community does not meet the World Health Organization (WHO) guidelines for green space that meets the needs of its population . The sale of this parkland would rob the community of the opportunity to plan and change the riverside parkland to meet community needs for greenspace.

