OurWinnipeg and Complete Communities 2.0

Phase 2 Public and Stakeholder Engagement Summary

May 2018 – June 2020

Background

Complete Communities 2.0, Phase 2 engagement was primarily focused on targeted stakeholder engagement, consulting with groups with an interest in the following study components:

1. **Residential Growth Study**
   - Assessment Criteria
   - Growth Scenarios
2. **Employment and Commercial Land Study**
3. **Downtown Policies**

The purpose of these study components was to ensure that policies are grounded in solid data and information. The intent of the Residential Growth Study was to consider how the City could best accommodate forecasted growth through the assessment of areas with the ability to accommodate significant growth and the development of growth scenarios, while the Employment and Commercial Lands Study identified land requirements and evaluated existing policies. Engagement on Downtown policies was also undertaken to inform the plan. Details of engagement activities are provided in a table at the end of this document.

Public Feedback

Residential Growth Study – Assessment Criteria

In May 2018, an online survey was disseminated to inform the selection of assessment criteria. The results also helped inform prioritization policies in Complete Communities 2.0. It was promoted through social media as well as five pop-up events across the city. In total, the survey received 530 responses.

The first survey question asked respondents to prioritize the importance of five broad categories as it pertains to the accommodation of residential growth (1 being the highest score). Four of the five categories were ranked very similarly, with "Proximity to Destinations" narrowly scoring the best results. "Development Potential" resonated least with respondents by nearly a full point.

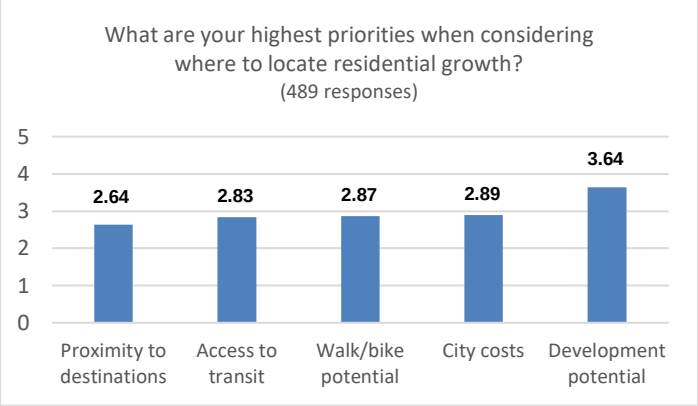


Figure 1 – General prioritization criteria (1 being highest)

The second set of questions gauged the importance of different elements within each of these broad categories (5 being the highest possible score).

- Within the Proximity to Destinations category, proximity to daily needs resonated most strongly with respondents by a considerable margin (4.45). Proximity to employment (3.74) and leisure opportunities (3.75) were next, with entertainment and cultural centres (3.00) and shopping (2.69) scoring the lowest within the category.

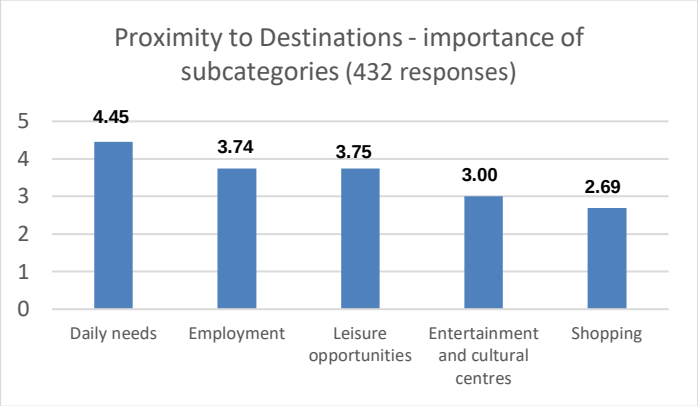


Figure 2 – Prioritization within Proximity to Destinations (5 being highest)

- Within the Access to Transit category, respondents prioritized distance to stops (4.10) and higher frequencies (3.92) over a desire to minimize transfers (3.29) and distance to Rapid Transit (3.07).

To learn more about the OurWinnipeg and Complete Communities 2.0 review, please visit winnipeg.ca/ourwinnipeg

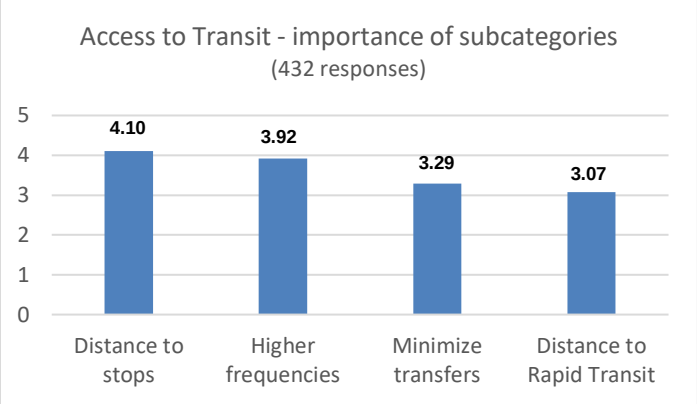


Figure 3 – Prioritization within Access to Transit (5 being highest)

- Respondents prioritized all three elements within the Walk/Bike Potential category quite highly, including that the area is designed to encourage walking (4.34), the ability to walk/ride to a wide range of amenities (4.31), and the availability of safe local routes to ride (4.17).

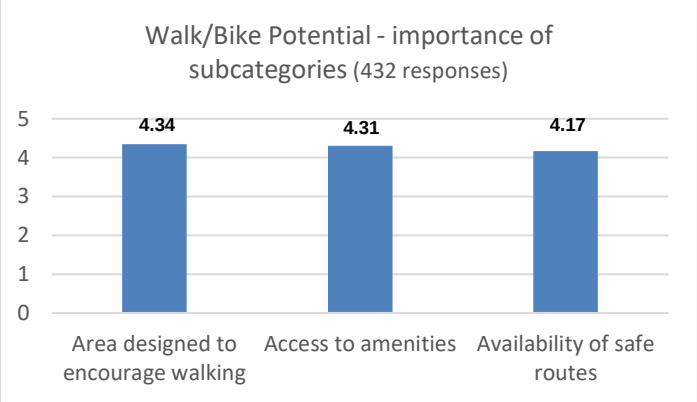


Figure 4 – Prioritization within Walk/Bike Potential (5 being highest)

- Within the City Costs category, respondents felt most strongly that the City should prioritize development in areas with existing infrastructure capacity (4.35). Respondents felt reasonably strongly that the City should incentivize development in strategic areas (3.43), while there was the least support for investing in new infrastructure to allow for the development of new areas (2.46).

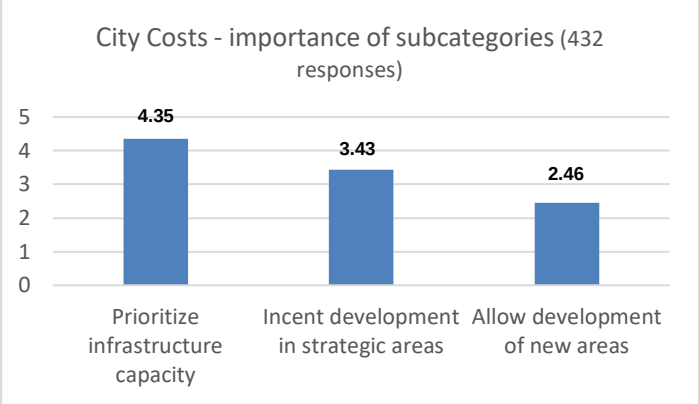


Figure 5 – Prioritization within City Costs (5 being highest)

- Most considerations within the Development Potential category were valued highly and quite similarly, including leveraging growth to revitalize areas that would benefit from increased investment (4.16), prioritizing areas that can accommodate commercial shops and services in addition to residential development (3.88), prioritizing higher densities over lower densities (3.86), and the prioritization of areas that are feasible to build (3.78). Respondents felt least strongly that areas that can be built sooner should be prioritized over areas that would be built later (2.99).

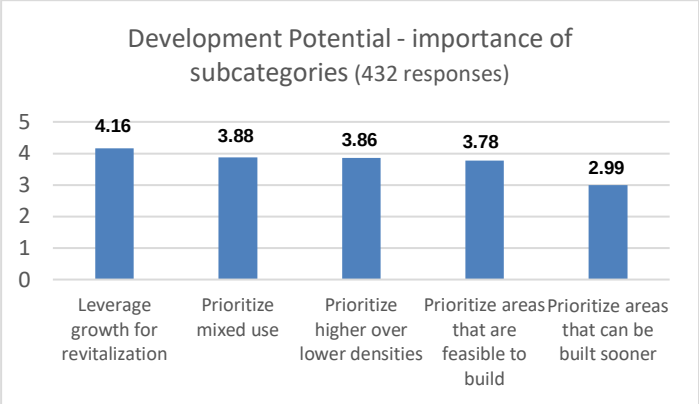


Figure 6 – Prioritization within Development Potential (5 being highest)

How feedback was used

initially, it was anticipated that the Residential Growth Study assessment criteria would be quantitatively weighted, and that this online survey would informed these weightings. However, it was ultimately determined that such a strictly quantitative approach limited how this information could be used for policy development. As a result, the considerations discussed in the online survey

and its garnered feedback were used more generally to inform the Residential Growth Study's assessment framework. That being said, the survey results also helped inform specific Complete Communities 2.0 policies, as noted below.

What We Heard	How It Was Considered
Respondents placed a high priority on transit, access to amenities, and potential for walking and biking.	Plan policies identify Corridors as the highest priority for intensification outside of the Downtown (with Corridors providing the best opportunities to promote these qualities).
Respondents placed a high priority on minimizing City costs.	As further articulated in Attachment E Appendix X of the Public Service's report to Council on Complete Communities 2.0, City costs were heavily weighted in the development of the plan's greenfield phasing policies.
Respondents placed a high priority on areas that can accommodate commercial shops and services in addition to residential development.	This further supported Complete Communities' prioritization of Corridors. It also helped reinforce the importance of mixed use and proximity to daily needs as a Complete Communities principle.
Respondents placed a high priority on areas with existing infrastructure capacity.	This lent support for the addition of Policy 1.1.6 in General Growth, directing the City to optimize existing infrastructure and services in its accommodation of forecasted growth.

Stakeholder Consultation

Residential Growth Study Assessment Criteria
INDUSTRY CONSULTATION

In May 2018, an initial project kickoff workshop was held with development industry representatives. The workshop introduced the project by seeking feedback on the potential weighting of high-level criteria (Complete Communities, Development Potential and Readiness, Mobility, and City Costs) before considering opportunities and constraints throughout the city (a similar workshop was held with members of the *OurWinnipeg* Community Advisory Committee the next day). This workshop was preceded by a presentation at a Urban Development Institute (UDI) breakfast seminar several weeks prior.

In Winter 2018-19, five meetings were held with UDI representatives to discuss proposed assessment criteria. The main themes participants emphasized were:

- Participants emphasized the importance of capturing market desirability, emphasizing that the desirability of infill areas varied significantly. With regards to greenfield desirability, participants said that the most important factor is providing supply in different quadrants.

- Participants were concerned that the work over-emphasized the City-borne costs of development without recognizing its benefits.

- Participants were concerned that the results of these assessments may lead to the City becoming unsupportive of development in areas with lower scores. They saw value in this work providing a scorecard type of deliverable for all study areas that summarized their opportunities, constraints, and unique characteristics, but cautioned against stringent implementation of a single site score, arguing that too much nuance would be lost.

- Participants were concerned that the servicing information informing this work would be insufficient to meaningfully prioritize growth areas.

How feedback was used

Feedback helped determine the specific assessment criteria to be used. For example, the Recent Development Activity criterion was added to the Corridors assessment to address market desirability, and qualitative comments were captured reflecting proximity to future employment areas. . Feedback was also used to refine certain criteria and, in some cases, eliminated some where it was felt that they were problematic for varying reasons.

It was felt that their suggestion to present this information as a scorecard deliverable was appropriate as opposed to earlier intentions to produce a single score for each study area.

Growth Scenarios

DEVELOPMENT INDUSTRY CONSULTATION

In Fall 2019, a series of meetings were held to discuss the merits of potential growth scenarios. This included an initial meeting with limited representatives, a presentation at a UDI breakfast seminar, and a larger meeting with infill and greenfield developers. Some of the main themes that participants expressed included:

- Participants were supportive of further enabling of infill development to achieve a greater share of residential units in the existing built-up area, but not if it entailed restricting multifamily densities in greenfield areas, as more aggressive scenarios proposed. A mix of housing and densities in new neighbourhoods should continue to be promoted. Some participants emphasized that existing rates of infill development are already quite strong and that the City will be challenged to maintain these rates as easier opportunities are depleted.

- Some participants expressed concern about the City setting targets for intensification when more needs to be done to understand servicing capacities in these areas, while others refuted this notion, claiming in their experience to have not found this issue to be limiting.

How feedback was used

Feedback was used to help determine the residential intensification target that was selected and eventually embedded into Complete Communities 2.0 as Policy 2.1 of the General Growth section.

Employment and Commercial Land Study

DEVELOPMENT INDUSTRY CONSULTATION

The Employment and Commercial Lands Study (ECLS) is the foundation of Complete Communities' Employment Lands policies, and this report was informed by two stakeholder engagement sessions attended by brokers, property managers, and developers, as well as representatives from institutions such as hospital and universities, key industry sectors, other levels of government, and government-affiliated organizations.

- The first session was held on June 13, 2017 where, after the consultant shared some preliminary research results, participants gave input on recent and emerging trends, future opportunities, and land supply considerations.
- The second session was held on November 27, 2017, where the findings of the draft report were presented. At the second workshop, stakeholders insisted that more analysis needed to be done to understand development activity and land supply in the surrounding Capital Region. As a result, the study's scope of work was expanded to consider this.

Following the public release of the final ECLS report and its reception by Council in April 2019, a second round of engagement was held to formulate the study's recommendations into Complete Communities policies.

- On June 19, 2019, a workshop was held to gauge the resonance of the report's main concepts and recommendations with stakeholders. The meeting consisted of a high-level discussion of the study before breaking out into topic-focused roundtables.
- Following this meeting, it was felt that industrial land users had been underrepresented and required additional outreach. As a result, the Urban Planning Division initiated seven individual interviews with users from different quadrants of the city to gauge how land use policies and decision-making impact their operations.
- Finally, a final workshop was held on January 22, 2020 to gauge stakeholders' reactions to proposed policy directions.

How feedback was used

The feedback from industrial users confirmed the need to better protect and manage employment lands. Stakeholders acknowledged that the City faces a shortfall of serviced employment lands and the City is increasingly becoming uncompetitive with surrounding RM's in attracting development in Employment Lands.

Feedback also confirmed that the City should undertake an Employment Lands competitiveness analysis to better understand the advantages and disadvantages of Winnipeg's Employment Lands relative to Capital Region municipalities, discrepancies in economic competitiveness across City quadrants, and infrastructure investments needs to develop new Employment Lands in the City.

Downtown Policy

STAKEHOLDER CONSULTATION

To inform Complete Communities policies, the City of Winnipeg hosted three stakeholder meetings.

Meeting 1: June 7, 2018
At this meeting, City staff provided a presentation on *OurWinnipeg* & *Complete Communities*, the City's role in Downtown development, City investments in the Downtown, Downtown growth and development trends, and the OurWinnipeg Review. The discussion centred on the question "*How can the City, through OurWinnipeg, better assist your efforts in growing the Downtown?*"

Meeting 2: December 19, 2018
At this meeting, City staff presented on the *OurWinnipeg* & Complete Communities Review, and there was a roundtable discussion on planning, placemaking, mobility, and Downtown priorities.

Meeting 3: June 3, 2019
At this meeting, City staff presented on the *OurWinnipeg* & Complete Communities review, as well as Downtown data related to revenue. The meeting also included a roundtable discussion on planning, placemaking, mobility, and Downtown priorities; as well as a mapping exercise to identify key places and key planning issues Downtown.

A variety of stakeholders were invited to the three meetings. Attendees at one or more of the meetings included representatives from CentreVenture, the Downtown BIZ, the Exchange District BIZ, the West End BIZ, the University of Winnipeg Community Renewal Corporation, Winnipeg Chamber of Commerce, Red River College, Artspace, Residents of the Exchange District, the Forks North Portage, and MB Centennial Corporation.

After the policies were drafted, the City also followed up individually with Downtown stakeholders to provide updates on the major shifts and directions in Downtown policies.

Key Themes
Key themes emerging from these meetings include:

- Managing growth citywide to ensure Downtown receives a significant portion of City -wide growth.
- Underscoring the importance of implementing OurWinnipeg/Complete Communities, and measuring success.
- Need to develop a Downtown secondary plan that will (among other things) identify priority projects and planning tools (e.g. Tax Increment Financing) where appropriate.
- Removing obstacles to development Downtown (e.g. permitting processes, etc.)
- Underscoring the importance to connect key districts, nodes, and destinations downtown.
- Decreasing the amount of surface parking, as this creates inhospitable areas for pedestrians.
- Incentives for housing development, particularly affordable housing.
- Increasing quality of life Downtown.

How feedback was used

The feedback was used to inform the Downtown chapter of CCDS 2.0. There are policies in the Downtown chapter that address all of the key themes noted above. Examples include setting a residential intensification target for Downtown, prioritizing enabling tools in the Downtown, and making the creation of a Downtown Secondary Plan a high priority for implementation.

Groups/Organizations that the CCDS 2.0 team met with in Phase 2 are as follows:

- A&S Homes
- Artspace
- Avison Young
- Capital Group
- CentrePort Canada
- CentreVenture
- OurWinnipeg Community Advisory Committee
- Custom Castings
- Daytona Land Corp.
- ED Winnipeg
- Exchange District BIZ
- Forks North Portage Partnership
- Fort Whyte Alive
- Genstar
- Granny's Poultry
- Habitat for Humanity
- Harvard Developments
- KNH Sawatzky
- Ladco
- Longboat Development Corp.
- Maple Leaf
- MacDon
- Manitoba Building Trades
- Manitoba Home Builders
- Manitoba Sustainable Development
- MB Centennial Corporation
- MB Sustainable Development
- MB Trucking Association
- Paragon Design Build
- Qualico
- Red River College
- Rothsay
- Seven Oaks School Division
- Sherwood Developments
- Shindico
- Stevenson Advisors
- South Transcona landowners
- South Wilkes landowners
- Sunstone Group
- Terracon Developments
- University of Winnipeg Community Renewal Corporation
- Urban Development Institute
- Urban Mine
- Ventura Land Company
- West End BIZ
- Winnipeg Chamber of Commerce
- Winnipeg Regional Health Authority
- Winnipeg Metro Region
- Winnipeg School Division
- Winnipeg Realtors

Organizations that Complete Communities 2.0 received written correspondence from include:

- Winnipeg Airports Authority
- Winnipeg Chamber of Commerce
- International Institute for Sustainable Development
- Manitoba Education and Training, Schools Finance Branch

Summary of Phase 2 engagement activities

Date	Activity	Details
June 13, 2017	Employment and Commercial Lands Study: first stakeholder workshop	Workshop shared some preliminary research results and solicited input from stakeholders on recent and emerging development trends, future opportunities, and land supply considerations.
November 27, 2017	Employment and Commercial Lands Study: second stakeholder workshop	Presented draft report findings and solicited feedback from stakeholders.
May 3, 2018	Residential Growth Study: presentation to UDI	Presentation delivered at a UDI event to introduce the study.
May 15, 2018	Residential Growth Study: development industry workshop	Workshop sought feedback on the potential weighting of high-level criteria and discussed site opportunities and constraints.
May 17, 2018	Residential Growth Study: OurWinnipeg Community Advisory workshop	Workshop sought feedback on the potential weighting of high-level criteria and discussed site opportunities and constraints.
May 2018	Residential Growth Study: pop-up consultations	Five pop-up events across the city, including Kildonan Place Mall, Millennium Library, Wellness Institute, St. Norbert Farmer's Market, and CF Polo Park to promote the residential growth study survey.
May 2018	Residential Growth Study: Online survey	Self-selected participation from 530 participants. Survey responses do not provide a statistically relevant sample of all Winnipeg residents.
June 7, 2018	Downtown Stakeholder Meeting #1	The discussion centred on the question "*How can the City, through OurWinnipeg, better assist your efforts in growing the Downtown?*"
December 19, 2018	Downtown Stakeholder Meeting #2	Roundtable discussion on planning, placemaking, mobility, and Downtown priorities.
June 3, 2019	Downtown Stakeholder Meeting #3	Continuation of roundtable discussion on planning, placemaking, mobility, and Downtown priorities; as well as a mapping exercise to identify key places and key planning issues Downtown.
June 19, 2019	Employment Lands policies: first workshop	Workshop to gauge the resonance of the Employment and Commercial Lands Study's main concepts and recommendations.
Summer 2019	Industrial land user interviews	Interviews with seven industrial land users were conducted to gauge the resonance of the Employment and Commercial Lands Study's main concepts and recommendations and to better understand how land use policies can support or hinder their operations.
November 20, 2019	Presentation of growth scenarios to UDI	Overview presentation of proposed growth scenarios to a broad representation of UDI membership.
November 29, 2019	Growth scenario workshop with UDI	Targeted discussion on growth scenarios with a smaller group of UDI representatives.
January 22, 2020	Employment Lands policies: second workshop	Workshop to gauge stakeholders' reactions to proposed policy directions.
2018- 2020	Community Advisory Committee meetings	Three meetings to discuss Employment and Commercial Land Study, Residential Growth Study, and CCDS 2.0 draft policy

Next Steps

The results of public and stakeholder engagement are being used to inform the preparation of a draft By-law, which the City will consult on in the next phase of public engagement.

Appendices

Appendix A – Survey Results Summary

Appendix B – Survey Respondent Postal Code Map

Appendix A - Survey Results Summary

Residential Growth Study

Survey Questions and Responses

SCREEN 1

WELCOME

Background

OurWinnipeg Residential Growth Study

As part of the OurWinnipeg review, the City wants to know: What is important in determining where 200,000 new Winnipeggers are going to live?

Please complete this survey to help us weigh various potential criteria. The criteria will be used to analyze all sites that can accommodate major residential growth.

These priorities will then be used to develop a preferred growth scenario that will be embedded in the new OurWinnipeg plan.

Please consider housing in both new suburban areas as well as infill sites such as corridors, the downtown, and large infill areas when completing this survey.

SCREEN 2

PRIORITIZATION

Survey respondents were asked to rate the criteria listed below, to provide feedback on where residential growth should be located. Respondents were also able to suggest additional criteria and leave comments related to the sub-criteria.

Criteria

Question: *What are your highest priorities when considering where to locate residential growth? Consider both infill and new suburban areas.*

Response options included:

Development Potential

It is important that the City's priorities reflect what is feasible to build.

Access to Transit

It is important that the City prioritize areas with strong existing and potential Transit service.

Walk/Bike Potential

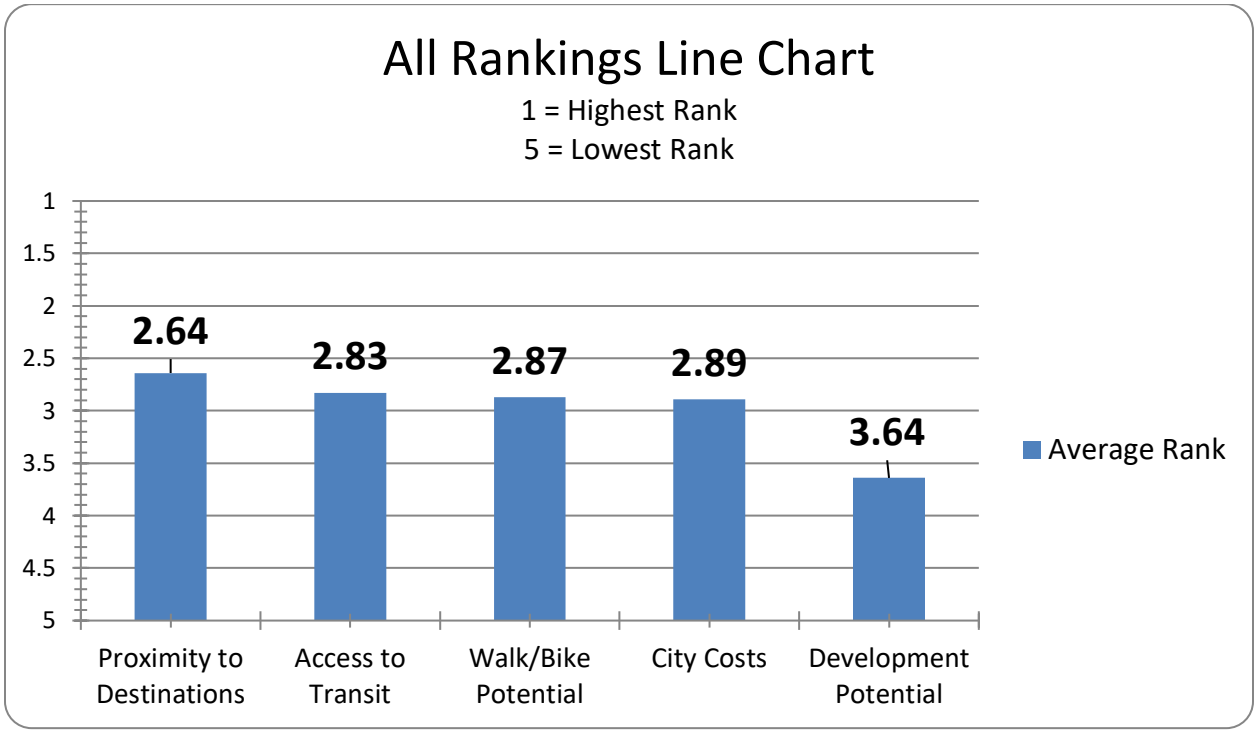
It is important that the City prioritize areas where a greater number of residents can bike and walk to meet their daily needs.

City Costs

The City needs to build/upgrade roads, pipes, community centres, and other infrastructure in order to accommodate growth. It is important that the City prioritize housing in areas that minimize costs of new infrastructure.

Proximity to Destinations

It is important that the City's growth strategy prioritizes housing for people to live close to their place of work, commercial shops and services, and parks, culture, and entertainment opportunities.



All Rankings Summary (Criteria)		
Item	Ranking Average	# Inputs
Proximity to Destinations	2.64	476
Access to Transit	2.83	480
Walk/Bike Potential	2.87	476
City Costs	2.89	475
Development Potential	3.64	467

All Rankings Breakdown (Criteria)			
Layout	Item	Rank	# Inputs
Web	Access to Transit	1	44
Mobile	Access to Transit	1	20
Web	Access to Transit	2	99
Mobile	Access to Transit	2	27
Web	Access to Transit	3	76
Mobile	Access to Transit	3	32
Web	Access to Transit	4	66
Mobile	Access to Transit	4	23
Web	Access to Transit	5	29
Mobile	Access to Transit	5	11
Web	City Costs	1	70
Mobile	City Costs	1	37
Web	City Costs	2	51
Mobile	City Costs	2	9
Web	City Costs	3	65
Mobile	City Costs	3	18
Web	City Costs	4	75
Mobile	City Costs	4	27
Web	City Costs	5	48
Mobile	City Costs	5	22
Web	Development Potential	1	54
Mobile	Development Potential	1	12
Web	Development Potential	2	42
Mobile	Development Potential	2	19
Web	Development Potential	3	26
Mobile	Development Potential	3	15
Web	Development Potential	4	47
Mobile	Development Potential	4	17
Web	Development Potential	5	136
Mobile	Development Potential	5	47
Web	Proximity to Destinations	1	72

Mobile	Proximity to Destinations	1	19
Web	Proximity to Destinations	2	70
Mobile	Proximity to Destinations	2	31
Web	Proximity to Destinations	3	83
Mobile	Proximity to Destinations	3	28
Web	Proximity to Destinations	4	62
Mobile	Proximity to Destinations	4	25
Web	Proximity to Destinations	5	24
Mobile	Proximity to Destinations	5	9
Web	Walk/Bike Potential	1	79
Mobile	Walk/Bike Potential	1	29
Web	Walk/Bike Potential	2	53
Mobile	Walk/Bike Potential	2	26
Web	Walk/Bike Potential	3	61
Mobile	Walk/Bike Potential	3	18
Web	Walk/Bike Potential	4	54
Mobile	Walk/Bike Potential	4	18
Web	Walk/Bike Potential	5	64
Mobile	Walk/Bike Potential	5	20
Web	Access to Transit	1	10
Web	Access to Transit	2	8
Web	Access to Transit	3	13
Web	Access to Transit	4	14
Web	Access to Transit	5	8
Web	City Costs	1	11
Web	City Costs	2	15
Web	City Costs	3	10
Web	City Costs	4	17
Web	Development Potential	1	2
Web	Development Potential	2	6
Web	Development Potential	3	5
Web	Development Potential	4	6
Web	Development Potential	5	33
Web	Proximity to Destinations	1	23
Web	Proximity to Destinations	2	10
Web	Proximity to Destinations	3	8
Web	Proximity to Destinations	4	8
Web	Proximity to Destinations	5	4
Web	Walk/Bike Potential	1	8
Web	Walk/Bike Potential	2	14
Web	Walk/Bike Potential	3	17

Web	Walk/Bike Potential	4	8
Web	Walk/Bike Potential	5	7

Item	Feedback (Sub-Criteria)
Suggest another	Not enough rental units Too many condos, the argument to buy one is weak Downtown struggling - parking cost too high business taxes too
Suggest another	Market Conditions
Suggest another	Environmental considerations- how does the development affect watersheds and wildlife
Suggest another	Environmental considerations- how does the development affect watersheds and wildlife Increase densities- reduce parking lot requirements infill parking lots
Suggest another	Environmental considerations- how does the development affect watersheds and wildlife Increase densities- reduce parking lot requirements infill parking lots Consider happiness
Suggest another	Environmental considerations- how does the development affect watersheds and wildlife Increase densities- reduce parking lot requirements infill parking lots Consider happiness- build dense but humane. Not too tight
Suggest another	Ease of getting around - traffic. Our roads not designed well. Hard to get places.
Suggest another	Build up not out. Build amenities and complete communities.
Suggest another	Protect existing neighbourhoods and heritage buildings. Use new development to enhance these features.
Suggest another	Downtown surface parking lots a priority
Suggest another	Build up density downtown
Suggest another	Develop smaller urban villages in new suburbs see calgary
Suggest another	Ensure proper noise buffering
Suggest another	infill should be a priority
Suggest another	safe accessible transit- compete rapid transit project!
Suggest another	Roads - Waverley West was developed without consideration of the amount of traffic and now Kenaston is always busy. I would also say that consideration of existing schools be considered as some area schools are overflowing while others are under capacity and still other new neighbourhoods will not have schools in the area for years.
Suggest another	Intensify the areas people already want to live and make our destinations like Corydon and Osborne cool places that encourage young people to stay and live urban in Wpg. These are Crown Jewels to Winnipeg and local residents should

	not be able to impede urbanism to protect their community from intensification when it is what is best for all citizens of the City.
Suggest another	When minimizing costs, consider opportunity cost of geothermal. May be more expensive but worth it in the long run
Suggest another	heavy traffic that already exists on the street
Suggest another	Housing costs and availability
Suggest another	Houses with own green space around
Suggest another	Least destruction of natural habitats
Suggest another	Re-use of existing residential sites (derelict properties)
Suggest another	Remediated industrial sites in and near downtown (e.g., St. Boniface industrial area)
Suggest another	Above existing storefronts and homes beside major arteries (build up not out on existing building footprints) - stop reducing setbacks from neighbouring properties
Suggest another	Proximity to existing infrastructure
Suggest another	integrated development that encourages active living and green spaces, living without a car.
Suggest another	respect existing neighorhoods
Suggest another	Downtown
Suggest another	Downtown Along major routes, like portage and Pembina
Suggest another	Environmental sustainability and neighbourhood enhancement
Suggest another	There needs to be a priority of fix and maintain what we already have, before 'building more' and denigrating what we have to slums.
Suggest another	Greenspace!!!
Suggest another	Create a public security system - one with the authority to monitor parking, building infractions etc. The current system in place is complaint based and the city relies on neighbours reporting on neighbours and calling in parking issues. Winnipeg needs to own it!
Suggest another	Choice
Suggest another	no modifications to dimensional standards of zoning bylaws in older neighbourhoods
Suggest another	Funding for arts organizations administrative crew. We provide the infastructure to keep communities and society healthy both mentally, emotionally and physically through support and nurturing.
Suggest another	control the city's size - no more suburbs or infill in mature neighbourhoods. Your population increase is pure developer-led projection, not based in evidence.
Suggest another	Ecological considerations
Suggest another	Sustainability - we should prioritize areas for growth that result in the most beneficial outcome to reducing car dependence/mode share - looking at GHG emission reduction, social equity and full costss
Suggest another	Good road access
Suggest another	Community need - where we need reinvestment or more variety of housing stock.
Suggest another	Get traffic moving. More cars on the same main arteries isn't working.

Suggest another	Density goals. Lets establish binding & ambitious population density goals. (On the extreme end, Downtown population could triple before another suburb built ... but some sort of formalized re-balancing like that.)
Suggest another	Youth homelessness
Suggest another	Homelessness
Suggest another	Areas with existing healthy mature trees are preferred for housing as long as the healthy trees are kept as part of neighbourhood.
Suggest another	The city must enhance and extend it's green spaces and green culture - urban gardening should be promoted and green corridors (as opposed to super highways) must be enhanced and expanded to join the disparate parts of the city.
Suggest another	Proximity to education
Suggest another	access to community clubs
Suggest another	market demand
Suggest another	Common space
Suggest another	Available choice Market demand / preferences Costs to the resident/homeowner
Suggest another	Use available in fill plots and serviced empty plots
Suggest another	Building supportive communities
Suggest another	Environmental Impact
Suggest another	Creation of Jobs
Suggest another	low cost infill housing
Suggest another	Cost/benefit
Suggest another	economic development
Suggest another	placemaking
Suggest another	Compost Pickup/Incentive for Residents to Reduce Waste
Suggest another	Affordability
Suggest another	Revitalization and renewal of older neighbourhoods - all of which are typically closer to city centre and existing transit.
Suggest another	Low cost homes for the homeless
Suggest another	Green Space
Suggest another	Sustainability
Suggest another	Downtown development
Suggest another	Revitalization of substandard housing
Suggest another	Resident Consideration
Suggest another	Opportunities for sensitive, thoughtful infill that will help revitalise, enhance and beautify existing neighbourhoods and older neighbourhood commercial centre areas
Suggest another	Access to green space
Suggest another	Access to green space and area with mature trees
Suggest another	The City should prioritize infill housing to reduce sprawl

Suggest another	Maintenance and creation of Green Space
Suggest another	In fill / addition to urban density
Suggest another	Walk/ bike
Suggest another	Walk/ bike Access to transit
Suggest another	Environmental Impact
Suggest another	mixed use
Suggest another	Market considerations : what are new buyers looking for.
Suggest another	Cost to Purchaser
Suggest another	Winnipeg needs to be cognizant of growth in the surrounding RMs, remain competitive and build its assessment base. Otherwise we will lose our tax base and still have to provide services.
City Costs	More accessible and lower Cost transit will reduce need for more roads ... Win win
City Costs	fill in parts of the city that are crumbling - revitalize areas instead of creating urban sprawl. AS incentives to revitalize can property taxes be reduced in areas that need revitalization to motivate owners to purchase.
City Costs	1
City Costs	A % of all city taxes should be dedicated to the general revenue for shared services. However, the bulk of each ward property taxes should be kept in the ward.Not just spread across the whole city.
City Costs	Stay out of St James you have done enough damage.
City Costs	The only relevant item is City Costs. The rest are irrelevant. Stay out of St James you have done enough damage.
City Costs	While developing infill housing is important, the City should not develop existing green spaces within the city limits. The parks and public green spaces are part of what makes this city great.
City Costs	An investment in existing infrastructure should be a priority.
City Costs	I am opposed to the urban sprawl that has taken place in Wpg, and continues to take place. Developers who purchase large land tracks should not dictate priorities. There are large areas of derelect, former industrial areas in the city limits that could be rehabilitated for infill.
City Costs	Our infrastructure is in terrible shape. I therefore believe we have three choices: 1) Continue to have the same amount of infrastructure per capita and leave it in terrible shape 2) Continue to have the same amount of infrastructure per capita but spend more to improve it, which means more taxes 3) Have less infrastructure per capita with the same level of taxation, which means increased density. My wish is that politicians and civil servants clearly communicate these options. My preferred option is #3.
City Costs	The City of Winnipeg benefits strongly from urban densification. However, Winnipeg also strongly benefits from greenfield development, too. A balanced approach needs to take place where the City identifies key areas for growth and then begins to make investments to encourage development in these areas. Detailed cost analysis needs to be undertaken to understand the value

	proposition of growth in each area of the City. More importantly, industry expertise and consultation needs to be on-going, open, honest and transparent. The City of Winnipeg would benefit from pro-active collaboration with developers.
City Costs	Yes I agree
City Costs	It will be key to balance growth and costs with the needs of all citizens. For example, as we grow as a community, creating opportunities for low income families as well as others is an important consideration. How do we plan for a range of household types who will each have unique needs. As new developments come on board, the inclusion of mixed income housing is only one part of the puzzle...ensuring those households have equal access to all amenities will be important.
City Costs	We need a balance between social infrastructure needs (social space and opens spaces) and hard infrastructure (roads and pipes). We need to figure out the best means to pay for both but within a tough fiscal environment. Fees and costs will be important but need to also ensure that there is consideration for the impact on lower income households.
City Costs	I live in an area where I have to travel very far with multiple children just to go have leisure time, no pools, splash pads, skating rink or leisurely activities like the ones in the higher priced housing neighbourhoods.
City Costs	Still awaiting Chief Peguis to be extended west to route 90. This will have huge impact on building more communities and increasing tax base for Seven Oaks area.
City Costs	Why keep building outwards and getting stuck with huge bills on sewer, water, roads, etc. If our city was twice as dense then the assets we do have would be twice as cost-effective and our city would be in less of a financial pickle.
City Costs	Dense cities spend less on infrastructure because they're meeting the needs of more people with less roads/sewers/etc. Build in and up, not out!
City Costs	long term maintenance and replacement costs also need to be considered
City Costs	long term maintenance and replacement costs also need to be considered. It may make sense to invest a little more up front to upgrade existing infrastructure that supports better sustainability outcomes
City Costs	Yes,but without destroying the livability of those areas; both existing housing and trees
City Costs	no infill in mature neighbourhoods!
City Costs	Why does the city need community programs? Let the community build it's own playgrounds and community buildings. Tax payers should not be funding this. Get back to the basics of why tax collection started in the first place. We should not fund anything else other than the basics (roads, hospitals, police and fire services). Not sporting teams or events, nor arts and entertainment.
City Costs	I agree! work with what is already in place before creating new areas
City Costs	Extremely important for the health, well-being, and economy of our city - should be free
City Costs	Cannot lose sight of the fact that older neighbourhoods do not appeal to everyone. There needs to be a balance.
City Costs	so stop building new suburbs until all current housing and empty lots inside city are filled

City Costs	It is important that the city prioritize the costs of repairing what already exists, and is run-down, before building more/new
City Costs	We need to make sure cost are considered in both the short and long term. Long term costs to upkeep neighborhoods/parks/land; clear snow and offer policing and transportation services need to be considered.
City Costs	It is important to encourage the replacement of aged housing stock in mature neighbourhoods. However, current City operating procedures are discouraging developers from doing this. The cost of rezoning and the horrendous quantity of variances along with the time to process these are constantly increasing. As well, planners are now dictating terms on the asthetics of design further slowing the process down. There is a movement by our civil servants to increase their control over the activities of private business. The results are not favourable.
City Costs	fill in parts of the city that are crumbling - revitalize areas instead of creating urban sprawl
City Costs	Yes cost is important! However, I think effective communication is more important, because this in the end saves cost, that are not necessary. I think this communication needs to happen between the CoW, the RMs and the Province. I pay taxes to all of the above entities and I hate to see when one entity is doing one thing and then a few years later it is reversed by a decision of the other entity. This needs to be streamlined and tax money needs to be spend smart and efficient.
City Costs	Build more multiple unit housing to increase the tax base within the existing infrastructure.
City Costs	Carbon tax is ridiculous. And so are housing costs.
City Costs	We need to find a way to make it easier and faster to go around the city at any time of the day or night. Whether that be a train or better/more transit.
City Costs	prioritizing the project, completing the work on time and within realistic budget restraints. Not just choosing companies that are the lowest bidder- as the work often reflects that policy!
Development Potential	Make sure empty buildings are redeveloped. Fill those spaces
Development Potential	it seems growth is only for large corporations- helping small organizations and specifically non profits is important to social stability!
Development Potential	Stop building highrises. Unwalkable and ugly.
Development Potential	No more residential highrises. They're ugly and unwalkable.
Development Potential	Well yes, in every city but the planing process in place is stifling this potential. The current zoning by-law goes against every recommendation given by a task force formed to reform the procedure. You can not build anything as an infill in this city with out facing multiple variances. The bylaw works wen establishing new unserviced land for development and against anything being a replacement building. The problem with variances is you buy your way around the restrictions, it is seen as a form of extortion in the developer world. So we have great development potential while the economy is doing well enough except there are so many artificial road blocks to actual development.

Development Potential	For far too long city developers have been the main beneficiary of city policy. We need it to be profitable for them... but it cannot be the main driver of this prioritization process. We need to offer invests to developers to support them make choices that result in better social and health outcomes
Development Potential	must preserve greenspaces..so much development thru the city
Development Potential	It does come down to what land is most feasible to develop as brownfields can be too expensive to reclaim or other developments are tied up in the courts such as Kapyong,
Development Potential	please keep things affordable (such as housing - no more condos, please build affordable apartment buildings), and restore old abandoned buildings instead of building new ones, especially in the downtown area. Please also create more safe/warm spaces for people who are homeless.
Development Potential	A question of feasibility and what it will take to build a new reputation for Winnipeg for the future. A destination of CHOICE!
Development Potential	Build more fluid roads for traffic to flow easier. Open the west side of Almey ave and Ravelston street to access Lagemodiere. This way traffic can flow onto 59 from Ravelston, El Tassei Dr. and Philip Lee Drive. Block the eastside of Almey Ave to continue to stop the traffic flow to those residents that requested it. There is only two exits out of the new development, both of them are onto Peguis Street. The development isn't finished yet and there are traffic problems already.
Development Potential	Kind of a weird set of priorities. City costs is obviously important but is addressed in the top 3. Development Potential? The only feasible communities should be ones that are complete and focus on pedestrians, bikes, and transit as modes of transport.
Development Potential	The character of an existing neighbourhood must bee maintained. No McMansions in neighbourhoods of mature, eclectic housing.
Development Potential	I think the focus should be on renewing existing, older areas t
Development Potential	I think the focus should be on renewing existing, older areas
Development Potential	Too many dinky little buildings downtown taking up prime winnipeg real estate. Every parking lot needs to be tiered. There's nothing to attract people downtown. Get rid of all the seedy bars. Put chinatown behind the richardson bldg where it belongs. Portage avenue is boring. Main street is dangerous. Get rid of all the bums and drunks and stop cluttering up sidewalks with signage.
Development Potential	I believe future city growth take place in areas that are easily accessible to public transit, especially taking into consideration existing transit infrastructure, and also city expansion should occur in a way that minimizes (preferable eliminates) the urban footprint on the environment. In many cases this would mean infilling older neighbourhoods with denser, more energy efficient types of housing.
Development Potential	As far as Transcona area specifically north east, infill housing a failure. Has only created half finished slum looking housing within a mature nice looking neighborhood

Development Potential	This item is a little unclear. Does it mean what developers or the home-building unions want to build? Or what is most important for the city to have built? Walkable, scalable, traditional urban neighbourhoods are successful for a reason. There's 300 years of functional urban design lessons in Europe, and another 100 years of good design in parts of Eastern North America and Seattle/Vancouver. Lets be smart, lets build smart, lets push Winnipeggers to a healthier, more positive and inclusive civic environment, with less dependency on isolationist suburbia.
Development Potential	The area that should be developed is the large area of vacant land in south east Winnipeg. Specifically south of the south perimeter highway and east of highway 59 (Lagimodiere). For clarity, it is the land bordered by highway 59, Plessis Rd, and the floodway. This area is close to destinations (shopping, etc, in Sage Creek, St.Vital,...), Walk, Bike trails are easily connected to sage creek and Duff Roblin trail on floodway, City costs are lower as it is currently vacant land and sewer and water can be extended from existing infrastructure, Transit buses can easily continue on Lagimodiere to this new development.
Development Potential	.
Development Potential	Our taxes are and cost of living is going up, how will we bring new people if we aren't housing people that currently don't have it. We can't ignore the issue.
Development Potential	Clean up the downtown with infill or taking over neighborhoods and encourage development to bring property values up
Development Potential	Winnipeg must consider the flood potential that is accompanying climate change. The city should create walkable/bicycle/scooter village-like environments with restricted automobile use.
Development Potential	Having a plan that is based on priorities for development options will be key as growth will begin to limit options for prime locations
Development Potential	Downtown is abysmal. You've got nothing of interest to attract anyone. Look at the shops in city place. It's horrible. Look at portage avenue. There's nothing along it anywhere, no shops, nothing of interest. Look at Chinatown. It's laughable. It should be behind the Richardson bldg. Winnipeg transit sucks. No subway, no overhead rail or train. And you've got all these small bldgs taking up prime downtown space with no parking facilities.
Development Potential	These terms are too vague and can be ambiguously interpreted.
Development Potential	Winnipeg grows by way of immigration. These families have specific housing needs and wants. We must make sure we are able to accommodate these people moving into our city. Further to that, infill needs to happen in places millennials want to live - places they want to hang out like Osborne Village, Corydon Village, West Broadway and Downtown. Meaningful densification needs to take place in order to make these places vibrant 24-7 so people feel safe and we mimic the urban environments millennials typically seek in Toronto, Vancouver, etc. Lastly, the mature communities of Winnipeg are some of the most sought after

	neighbourhoods in the City. These are our best opportunities for densification and replacement of aged out housing stock - much is past its useful life. It is critical we take a blanket approach to rezoning these neighbourhoods to ensure that the replacement of this housing stock can happen seamlessly.
Development Potential	feasibility includes economic development, business opportunity, and competition from the capital region
Development Potential	Build somewhere else than Mature neighbourhoods especially stay out of St James.
Development Potential	Low density developments on the fringes of the city will never generate enough tax revenue to cover the cost of service delivery and capital replacements.
Development Potential	1
Development Potential	Higher and more dense residential component.
Proximity to Destinations	Better mix of residential and commercial.
Proximity to Destinations	2
Proximity to Destinations	Build in new developments stay out of mature neighbourhoods especially St James
Proximity to Destinations	It will encourage walking and biking
Proximity to Destinations	A city does not need to grow bigger and bigger. On the contrary, sustainable development postulates that we make our cities a series of close communities that are bound together by a larger civil structure. In this way, employment needs are met by the size of a community, rather than by temp agencies around a massive swath of land.
Proximity to Destinations	this is misleading, other than universities and downtown, established neighborhoods are filled with people that find a home where they want to live and work where they find a job, with proximity being secondary - nice if you can get it
Proximity to Destinations	We need to create density in the areas people already want to live - the highest demand places in the City like Corydon and Osborne Village, River Heights, Broadway, West Broadway in the mature communities of Winnipeg. We need to create real density not density that cannot actually be built bc the cost of the existing real estate is too high.
Proximity to Destinations	"living close" to these destinations means having good walk, bike, wheelchair, and transit access to key destinations.
Proximity to Destinations	A measly 1-2 lanes to get almost a million people around the city is insane. We need freeways and interstates like they have in the US. Not red lights every few miles like we have on the 2 lane perimeter highway. Getting around in this city has become a joke. Not to mention all the trains blocking major roadways
Proximity to Destinations	It is important to have a range of options, infil project as perhaps the best to leverage existing resources but strategic new developments that can harness existing infrastructure and services will help offset costs of new facilities.
Proximity to Destinations	Priority in destination are schools, community centres, and family related services.

Proximity to Destinations	Don’t stick them on a place with no access to clean water, we already have enough of that. Help our provinces less fortunate first.
Proximity to Destinations	.
Proximity to Destinations	The less time spent driving = less strain on roads, and more people naturally choosing transit, walking or cycling.
Proximity to Destinations	Village like environments that promote walking culture should be encouraged, promoted, designed and built/evolved.
Proximity to Destinations	Development of existing communities with focus on walkability, access to groceries
Proximity to Destinations	Walkable cities are engaged cities, and more interesting cities, and generally do better with tourism + outside perception.
Proximity to Destinations	Existing destinations
Proximity to Destinations	in this regard, how is the City looking at where to prioritize commercial and employment growth?
Proximity to Destinations	Have had to pay for two major car repairs, insurance increase for pot hole damage!
Proximity to Destinations	I agree!
Proximity to Destinations	Winnipeg's parks and green spaces are, in my view, the envy of the country. It speaks to lifestyle and embracing the outdoors.
Proximity to Destinations	your survey doesn't address winter needs. it excludes all the huge new suburbs. shady!
Proximity to Destinations	Allow more mixed use buildings.
Proximity to Destinations	living close to work and shopping reduces pollution and wear and tear on streets. If not possible then having convenient accesss to pubic transit is important
Proximity to Destinations	While I get that some people like to walk/bike to close by destinations, other people like to live in more open spaces where cars are required. That is the trade off between inner city and more suburban living. I think there is no EITHER OR strategy and the CoW has to offer opportunities for both lifestyles. If not, the RMs around will just do this (see La Sallle etc).
Proximity to Destinations	Allowing for diverse housing types in evolving mature neighborhoods needs to be encouraged. Again, our planners and the re-zoning system, costs and time are a barrier to development. It can take longer to go through a process than it takes to build the project. And the cost is 10's of thousands to see approval. Planing is suffocating progress, many projects are cancelled due to this. We currently have a demand to re-develop but not a willingness on the part of the authority having jurisdiction.
Proximity to Destinations	how come there are so few grocery stores downtown. IF theft is the issue - can they develop on line shopping services to reduce that risk
Proximity to Destinations	This is extremely important to me.
WalkBike Potential	Sidewalks are important to be active

WalkBike Potential	This is extremely important. It contributes to the health and well-being of our city, is an affordable mode of transportation, reduces noise and air pollution, and reduces frustrating traffic jams/reduces car accidents. Please continue to create safe biking paths in our city, its getting there! Thank you
WalkBike Potential	It is important to keep the tiny bit of greenspace left. That should be priority. Not development.
WalkBike Potential	Walking and biking reduces our GHG emissions and contributes to better health outcomes and social connections in communities. I'd suggest prioritizing this!
WalkBike Potential	Difficult to do in many areas and some times ignored in actual road maintenance. The rework of Pembina Hwy. from Point Rd. to Mc. Gillvray recently ignored it. As far as I see, the sidewalks in urban areas have been there longer than I have been here. We do have an issue with the quantity of side streets entering major roadways with today's traffic loads, I thought of a fix to that and then saw it implemented very well on a recent trip to Chicago. Less cars entering major roads at every intersection would make it safer for pedestrians and cyclists and in winter, the having to creep into traffic when views are blocked by snow piles.
WalkBike Potential	And maintenance thereof.
WalkBike Potential	Double the width of all sidewalks and call them pedestrian ways. Get people moving by walking or biking or any other green transportation. Stop relying on the tax payers to subsidize transportation.
WalkBike Potential	If you build densely and with good urban design standards, bike + walk potential will be a part of that equation.
WalkBike Potential	get them off the road onto their own paths
WalkBike Potential	If we build inwards, densely, and smart, then I'm confident that good walking and biking decisions will be made as part of that process.
WalkBike Potential	Not a priority to me.
WalkBike Potential	Build a city for people; not cars
WalkBike Potential	While walking paths are important, safe bike paths that connect neighbourhoods and districts will continue to become assets for cities as more choose to use a active means to commute and move.
WalkBike Potential	Absolutely - a walking culture should be promoted and built into design and structure, planning and lay-out.
WalkBike Potential	most don't walk or bike during our winters
WalkBike Potential	Newer developments are having walk/bike potential within the neighbourhoods, but with the way arterial roads are built now, like Route 90, the connectivity between neighbourhoods is horrible. We need more grid-pattern neighbourhoods to properly deliver mixed-use and to increase transit accessibility.
WalkBike Potential	This should be a top priority. I am a senior, but I can see the tendency to obesity and stress in our population. An ability to walk or bike has many positive spin

	offs for society. The car dependency culture contributes to health and environmental problems.
WalkBike Potential	Walk and Bike potential to all residential area, not just downtown.
WalkBike Potential	Walk and bike is a false choice. Why are you forcing people who think the bike lobby is being catered too and overspent on, to piggyback statistical support off our support for walking?
WalkBike Potential	As the next generations grow into the majority of the workforce, this infrastructure is important to continue a path of sustainable growth.
WalkBike Potential	This is basically the same as "proximity to destinations"
WalkBike Potential	Waste of money
WalkBike Potential	2
WalkBike Potential	In my current neighbourhood this is really limited because you're forced onto main st
WalkBike Potential	Hook up system city wide, keep paths repaired.
Access to Transit	I am a downtown person - I don't have a car and I usually walk to work. The city needs to make downtown more 'livable' with services open after 5 pm, and convenience stores and grocery stores too. You also need to work on making the buses arrive on time!
Access to Transit	Ensure transit safety because people think it's not safe
Access to Transit	Ensure transit safety because people think it's not safe. Rapid transit is great
Access to Transit	Transit fares should reduce, even be free, and be funded by taxes.
Access to Transit	Maximize connections between transit buses. Ensure drivers wait for transferring passengers
Access to Transit	2
Access to Transit	Transit should be available to all new area. The City is there to provide service to all residents. The residents are not there to provide service to the city. Ie. need more transit in new area, vs. creating rapid transit in area where it is already serviced.
Access to Transit	We should leverage existing transit routes and planned BRT routes, before considering new routes.
Access to Transit	Irrelevant and costly
Access to Transit	Urban density related / deceased emphasis on cars
Access to Transit	Keeping in mind rapid transit will grow in its use in the coming generations
Access to Transit	This type of single focus thinking is detrimental to orderly growth. While access to transit is important it is also important to serve the car culture market that exists due to our extreme climate. If the City doesn't the neighbouring RM's will.
Access to Transit	This is basically the same as "proximity to destinations"
Access to Transit	This is basically the same as "proximity to destinations". Access to transit needs to include bolstering existing and future transit plans.
Access to Transit	Infill with existing infrastructure already in place

Access to Transit	Winnipeg's transit system is grossly behind the times. Not only do we need to dramatically improve services to all corners of the City, we need to increase frequency of use. People do not use transit in a meaningful way because Transit does not provide the service people expect - otherwise ridership would be much higher. Weather is a huge factor. Transit use will not increase due to densification if transit appeal is not increased, too. Currently, it is seen as unsafe, dirty and undesirable. Many people opt out of using transit due to the fact they do not want to wait in the cold, prefer to stay away from the people who typically use transit, and bc this form of transportation is not seen as attractive (unlike LRT).
Access to Transit	Ensuring access to transit early in the development process is critical and important for households that need access or choose to use transit. Mixed income neighbourhoods need to have quality transit options from the get go!
Access to Transit	New immigrants want house near transit routes
Access to Transit	Direct growth first to areas with existing transit followed by areas with transit opportunities.
Access to Transit	.
Access to Transit	Aggressively move towards the next rapid transit lines construction, and support them with aggressive incentives for smart, dense infill from developers around stations. We have an opportunity to critically change the future patterns of Winnipeggers' behaviour.
Access to Transit	Not all transit access is equal. Trunk service with high frequency and a variety of routes and destinations supports infill with lower transportation impacts.
Access to Transit	Increase incentives around rapid transit nodes. Ensure good urban design.
Access to Transit	Extremely important for the health, well-being, and economy of our city - should be free
Access to Transit	Walkable neighbourhoods, healthy built environment.
Access to Transit	transit must become a viable mode of transportation. Other cities professionals, government workers use their transit system because it is cost effective and convenient.
Access to Transit	Mature neighborhoods generally have excellent access to transit. The reason people do not want to use it needs to be evaluated. One problem, the abundance of affordable downtown parking.
Access to Transit	We need Winnipeg to invest in transit!
Access to Transit	Priority should be given to major corridors
Access to Transit	stop watering down bus service by trying to extend routes to far corners of suburbia
Access to Transit	A question of balance - there are commercial spaces in the newer areas as well. Those who work in them don't necessarily have cars to get around therefore public transit is just as important.
Access to Transit	Don’t cut transit service

SCREEN 3

Survey respondents were asked to rank the following sub-criteria, as they relate to the previous main criteria. Respondents were also able to suggest additional sub-criteria and leave comments related to the sub-criteria.

PRIORITIZATION

Sub-criteria

Question: *What are the most important elements to each criterion? Rate potential sub-criteria, with 5 being the most important.*

Feasibility

The City should prioritize areas that are feasible to build.

Timing

A site that can be built sooner should be prioritized over later.

Density

Higher density housing should be prioritized over lower density housing.

Commerce

Potential for mixed use (i.e. commercial and residential) is important

Revitalization

Revitalize areas that would benefit greatly from increased investment.

Frequency

Housing should be prioritized in areas of higher transit frequency over lower frequency areas.

Stop location

The site is within walking distance of a bus stop.

Rapid Transit

The site is within walking distance to Rapid Transit.

Transfers

Destinations from the site can be accessed without a transfer.

Design

The area surrounding the site is designed to encourage walking.

Amenities

Residents can walk to a wide range of amenities within 10 minutes.

Local routes

There are safe bike routes/paths in close proximity to the site.

Existing Capacity

Prioritize areas with infrastructure capacity (ex: water, community centre)

New Development

Invest in new infrastructure to allow for the development of new areas.

Incentives

Offer incentives to spur development in strategic areas.

Employment

Proximity to large employment centres (ex: Downtown, business parks).

Shopping

Proximity to large regional malls (ex: Polo Park, St. Vital Mall).

Daily needs

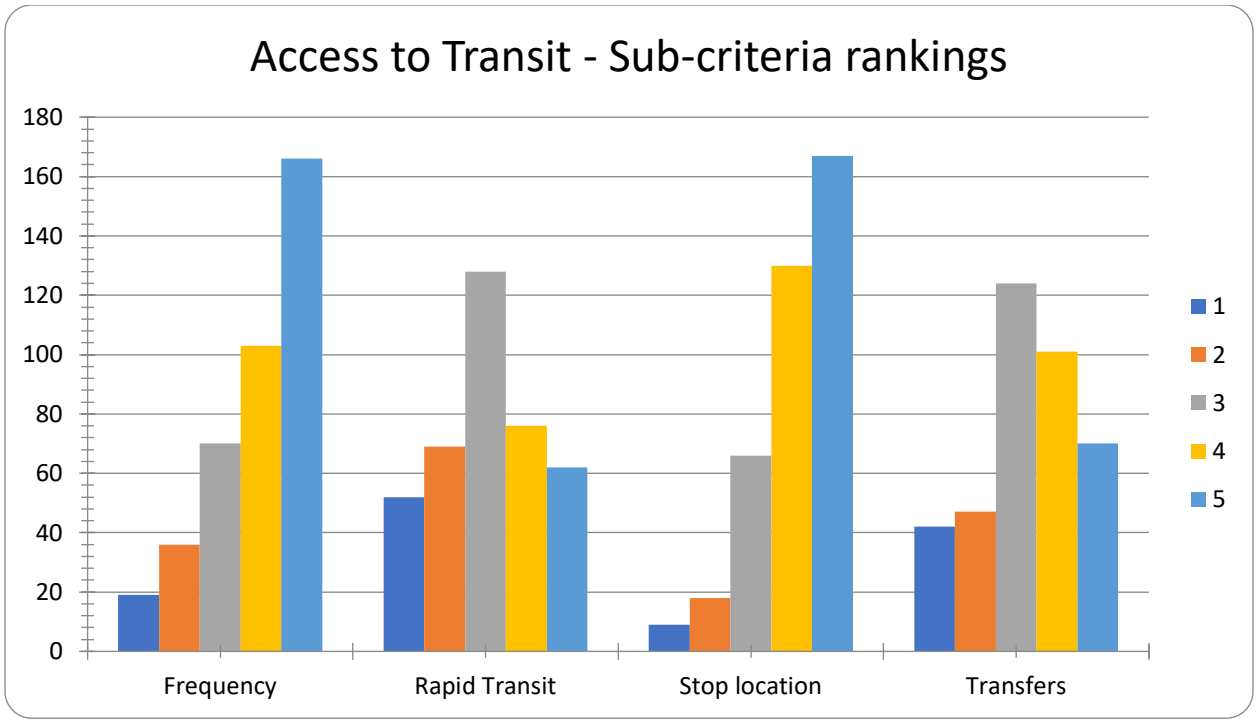
Proximity to local commercial amenities (ex: grocery stores, banks).

Leisure

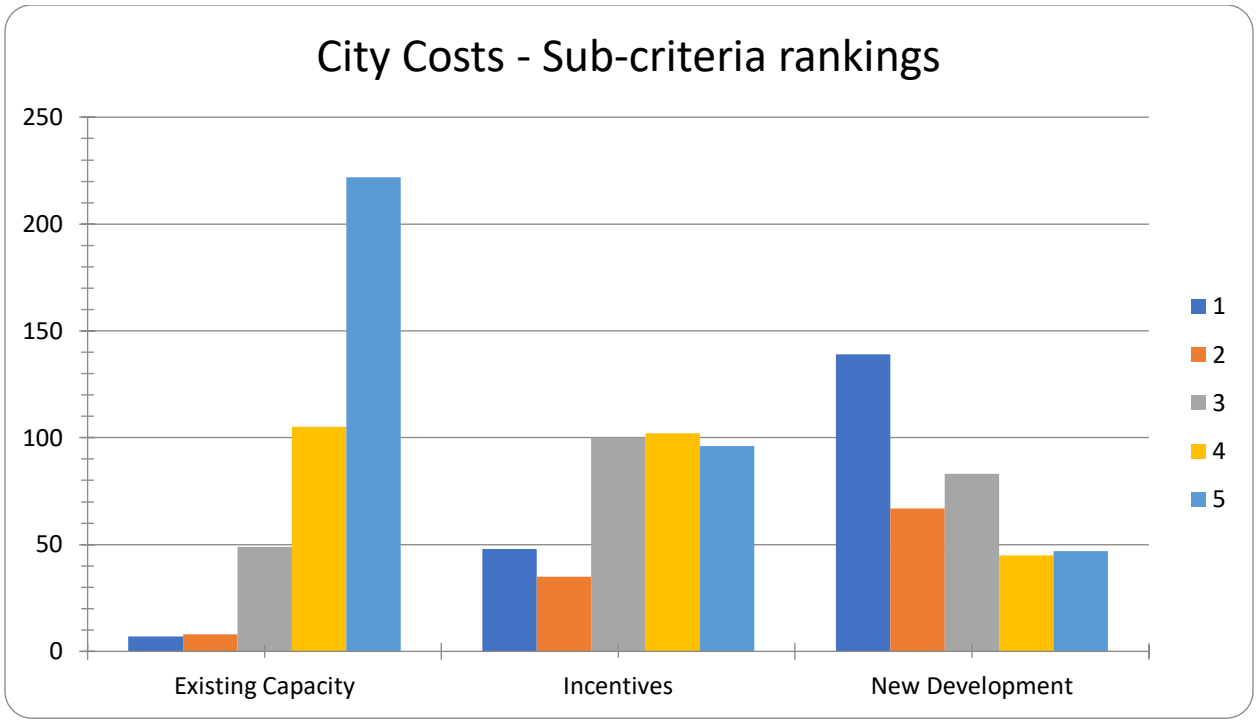
Proximity to regional parks and rec facilities (ex: Kildonan Park, YMCAs).

Entertainment

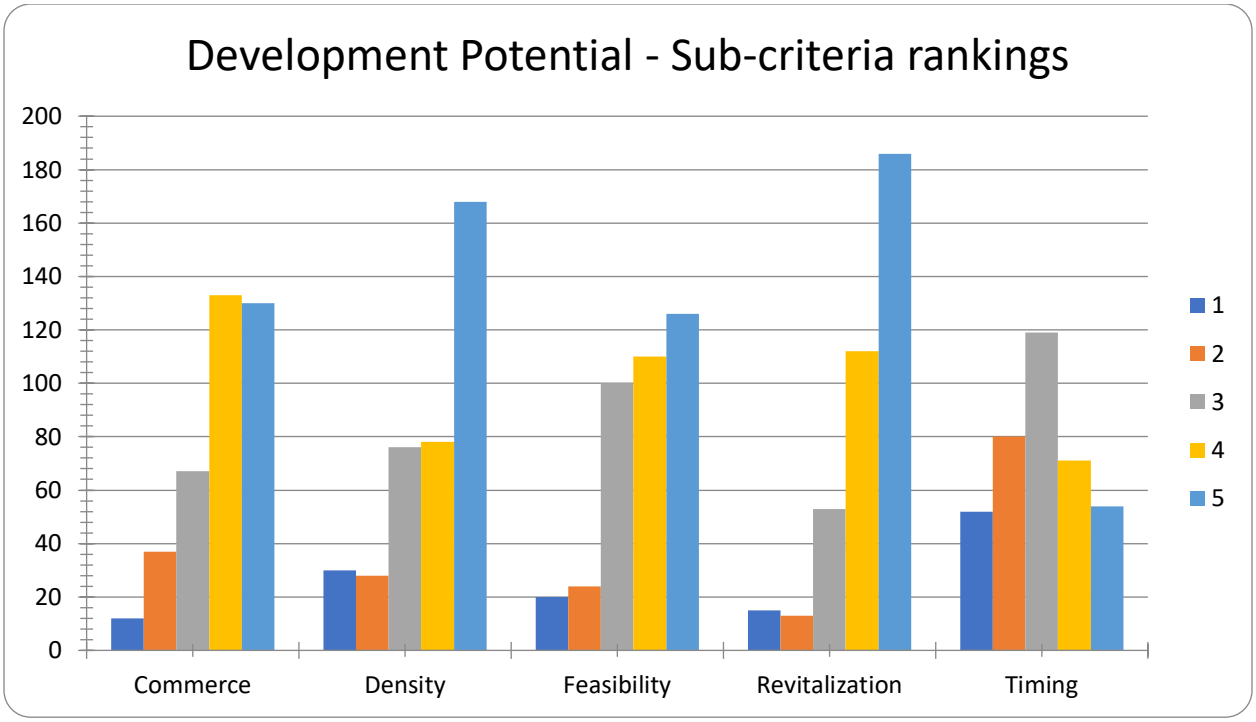
Proximity to entertainment and culture (ex: bowling alleys, museums).



Sub-Criteria Rankings Summary (Access to Transit)			
Set	**Item**	**Rating**	**# Inputs**
Access to Transit	Frequency	1	19
Access to Transit	Rapid Transit	1	52
Access to Transit	Stop location	1	9
Access to Transit	Transfers	1	42
Access to Transit	Frequency	2	36
Access to Transit	Rapid Transit	2	69
Access to Transit	Stop location	2	18
Access to Transit	Transfers	2	47
Access to Transit	Frequency	3	70
Access to Transit	Rapid Transit	3	128
Access to Transit	Stop location	3	66
Access to Transit	Transfers	3	124
Access to Transit	Frequency	4	103
Access to Transit	Rapid Transit	4	76
Access to Transit	Stop location	4	130
Access to Transit	Transfers	4	101
Access to Transit	Frequency	5	166
Access to Transit	Rapid Transit	5	62
Access to Transit	Stop location	5	167
Access to Transit	Transfers	5	70

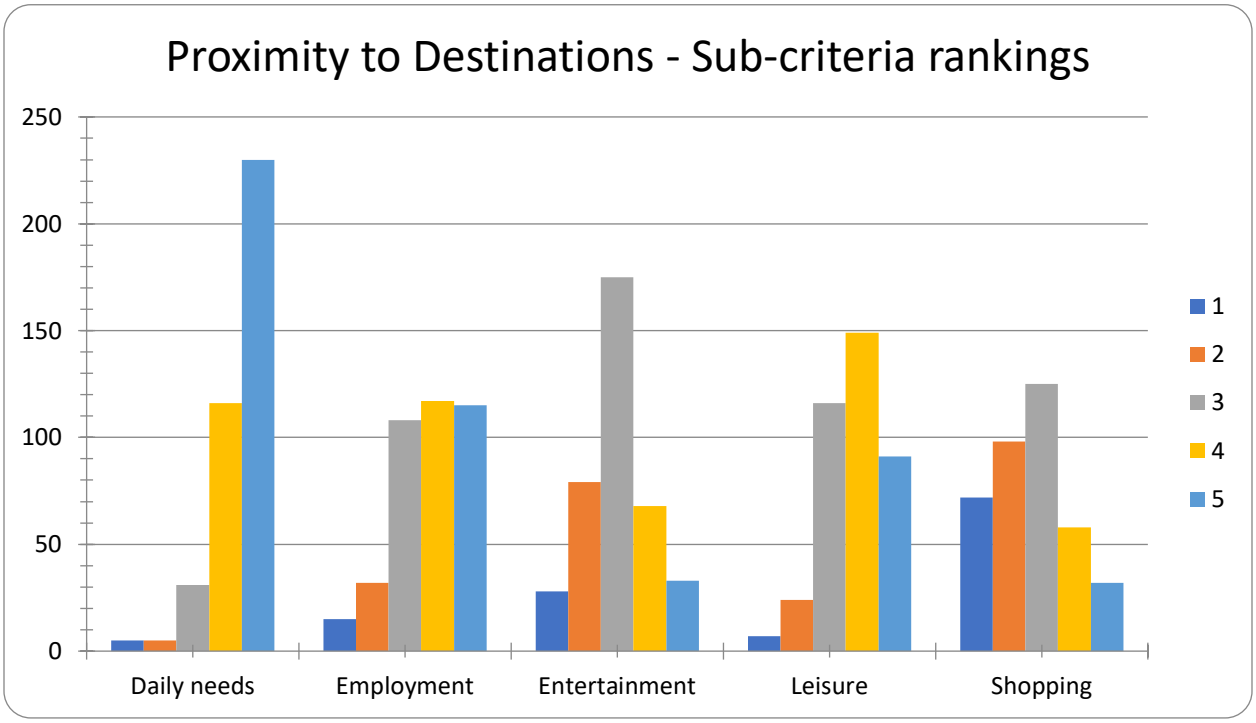


Sub-Criteria Rankings Summary (City Costs)			
Set	**Item**	**Rating**	**# Inputs**
City Costs	Existing Capacity	1	7
City Costs	Incentives	1	48
City Costs	New Development	1	139
City Costs	Existing Capacity	2	8
City Costs	Incentives	2	35
City Costs	New Development	2	67
City Costs	Existing Capacity	3	49
City Costs	Incentives	3	100
City Costs	New Development	3	83
City Costs	Existing Capacity	4	105
City Costs	Incentives	4	102
City Costs	New Development	4	45
City Costs	Existing Capacity	5	222
City Costs	Incentives	5	96
City Costs	New Development	5	47



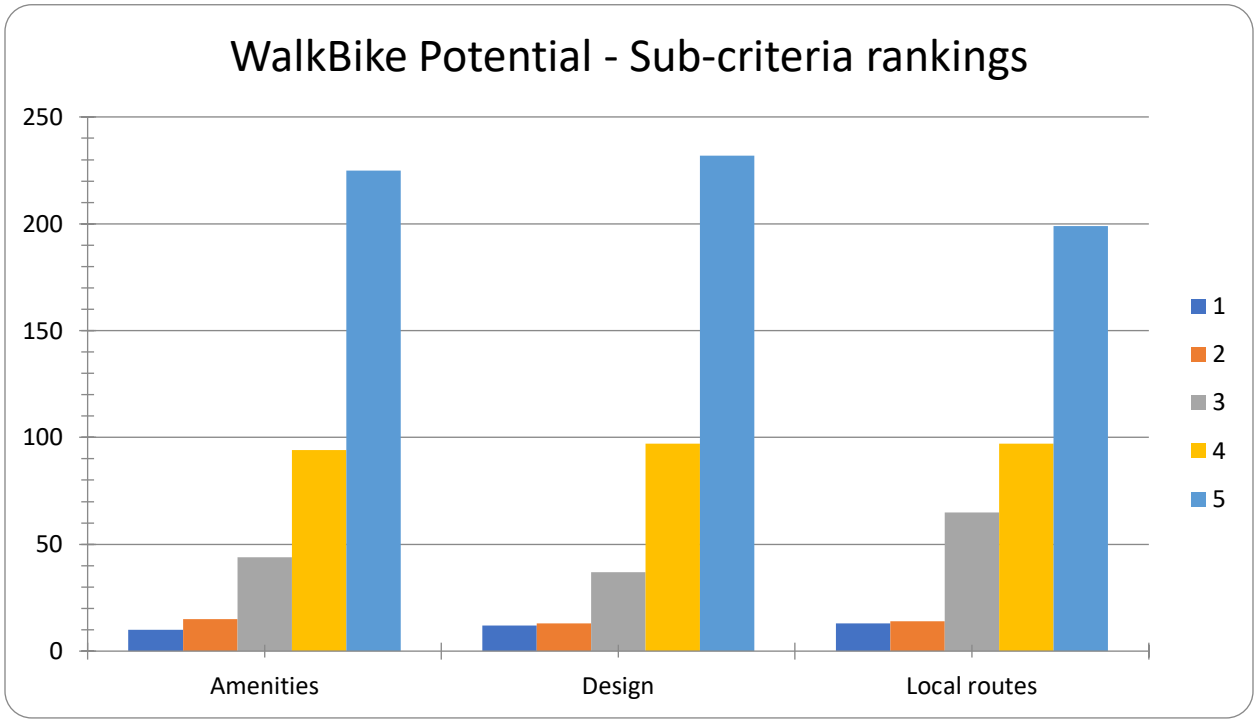
Sub-Criteria Rankings Summary (Development Potential)			
Set	**Item**	**Rating**	**# Inputs**
Development Potential	Commerce	1	12
Development Potential	Density	1	30
Development Potential	Feasibility	1	20
Development Potential	Revitalization	1	15
Development Potential	Timing	1	52
Development Potential	Commerce	2	37
Development Potential	Density	2	28
Development Potential	Feasibility	2	24
Development Potential	Revitalization	2	13
Development Potential	Timing	2	80
Development Potential	Commerce	3	67
Development Potential	Density	3	76
Development Potential	Feasibility	3	100
Development Potential	Revitalization	3	53
Development Potential	Timing	3	119
Development Potential	Commerce	4	133
Development Potential	Density	4	78
Development Potential	Feasibility	4	110
Development Potential	Revitalization	4	112
Development Potential	Timing	4	71
Development Potential	Commerce	5	130

Development Potential	Density	5	168
Development Potential	Feasibility	5	126
Development Potential	Revitalization	5	186
Development Potential	Timing	5	54



Sub-Criteria Rankings Summary (Proximity to Destinations)			
Set	**Item**	**Rating**	**# Inputs**
Proximity to Destinations	Daily needs	1	5
Proximity to Destinations	Employment	1	15
Proximity to Destinations	Entertainment	1	28
Proximity to Destinations	Leisure	1	7
Proximity to Destinations	Shopping	1	72
Proximity to Destinations	Daily needs	2	5
Proximity to Destinations	Employment	2	32
Proximity to Destinations	Entertainment	2	79
Proximity to Destinations	Leisure	2	24
Proximity to Destinations	Shopping	2	98
Proximity to Destinations	Daily needs	3	31
Proximity to Destinations	Employment	3	108
Proximity to Destinations	Entertainment	3	175
Proximity to Destinations	Leisure	3	116
Proximity to Destinations	Shopping	3	125

Proximity to Destinations	Daily needs	4	116
Proximity to Destinations	Employment	4	117
Proximity to Destinations	Entertainment	4	68
Proximity to Destinations	Leisure	4	149
Proximity to Destinations	Shopping	4	58
Proximity to Destinations	Daily needs	5	230
Proximity to Destinations	Employment	5	115
Proximity to Destinations	Entertainment	5	33
Proximity to Destinations	Leisure	5	91
Proximity to Destinations	Shopping	5	32



Sub-Criteria Rankings Summary (WalkBike Potential)			
Set	**Item**	**Rating**	**# Inputs**
WalkBike Potential	Amenities	1	10
WalkBike Potential	Design	1	12
WalkBike Potential	Local routes	1	13
WalkBike Potential	Amenities	2	15
WalkBike Potential	Design	2	13
WalkBike Potential	Local routes	2	14
WalkBike Potential	Amenities	3	44
WalkBike Potential	Design	3	37
WalkBike Potential	Local routes	3	65

WalkBike Potential	Amenities	4	94
WalkBike Potential	Design	4	97
WalkBike Potential	Local routes	4	97
WalkBike Potential	Amenities	5	225
WalkBike Potential	Design	5	232
WalkBike Potential	Local routes	5	199

All Rankings Breakdown (Sub-Criteria)			
Layout	**Item**	**Score**	**Count**
Web	Leisure	2	16
Mobile	Leisure	2	4
Web	Leisure	3	80
Mobile	Leisure	3	22
Web	Leisure	4	105
Mobile	Leisure	4	35
Web	Leisure	5	56
Mobile	Leisure	5	26
Web	Leisure	1	4
Mobile	Leisure	1	3
Web	Daily needs	2	5
Web	Daily needs	3	17
Mobile	Daily needs	3	8
Web	Daily needs	4	79
Mobile	Daily needs	4	28
Web	Daily needs	5	157
Mobile	Daily needs	5	53
Web	Daily needs	1	3
Mobile	Daily needs	1	1
Web	Shopping	2	74
Mobile	Shopping	2	19
Web	Shopping	3	80
Mobile	Shopping	3	29
Web	Shopping	4	36
Mobile	Shopping	4	15
Web	Shopping	5	18
Mobile	Shopping	5	8
Web	Shopping	1	51
Mobile	Shopping	1	19
Web	Employment	2	23
Mobile	Employment	2	6
Web	Employment	3	73

Mobile	Employment	3	26
Web	Employment	4	86
Mobile	Employment	4	18
Web	Employment	5	68
Mobile	Employment	5	37
Web	Employment	1	10
Mobile	Employment	1	4
Web	Entertainment	2	62
Mobile	Entertainment	2	16
Web	Entertainment	3	111
Mobile	Entertainment	3	46
Web	Entertainment	4	43
Mobile	Entertainment	4	17
Web	Entertainment	5	18
Mobile	Entertainment	5	7
Web	Entertainment	1	24
Mobile	Entertainment	1	3
Web	Design	2	11
Mobile	Design	2	2
Web	Design	3	30
Mobile	Design	3	5
Web	Design	4	61
Mobile	Design	4	22
Web	Design	5	151
Mobile	Design	5	61
Web	Design	1	10
Mobile	Design	1	2
Web	Local routes	2	11
Mobile	Local routes	2	3
Web	Local routes	3	47
Mobile	Local routes	3	11
Web	Local routes	4	67
Mobile	Local routes	4	23
Web	Local routes	5	130
Mobile	Local routes	5	49
Web	Local routes	1	9
Mobile	Local routes	1	3
Web	Amenities	2	12
Mobile	Amenities	2	2
Web	Amenities	3	35
Mobile	Amenities	3	6

Web	Amenities	4	64
Mobile	Amenities	4	22
Web	Amenities	5	145
Mobile	Amenities	5	56
Web	Amenities	1	7
Mobile	Amenities	1	3
Web	Existing Capacity	2	5
Mobile	Existing Capacity	2	2
Web	Existing Capacity	3	38
Mobile	Existing Capacity	3	10
Web	Existing Capacity	4	64
Mobile	Existing Capacity	4	27
Web	Existing Capacity	5	153
Mobile	Existing Capacity	5	49
Web	Existing Capacity	1	5
Mobile	Existing Capacity	1	2
Web	New Development	2	45
Mobile	New Development	2	14
Web	New Development	3	50
Mobile	New Development	3	21
Web	New Development	4	30
Mobile	New Development	4	9
Web	New Development	5	30
Mobile	New Development	5	12
Web	New Development	1	102
Mobile	New Development	1	32
Web	Incentives	2	22
Mobile	Incentives	2	10
Web	Incentives	3	77
Mobile	Incentives	3	19
Web	Incentives	4	63
Mobile	Incentives	4	25
Web	Incentives	5	63
Mobile	Incentives	5	24

Web	Incentives	1	35
Mobile	Incentives	1	8
Web	Frequency	2	23
Mobile	Frequency	2	9
Web	Frequency	3	50
Mobile	Frequency	3	11
Web	Frequency	4	66
Mobile	Frequency	4	31
Web	Frequency	5	112
Mobile	Frequency	5	37
Web	Frequency	1	16
Mobile	Frequency	1	3
Web	Stop location	2	12
Mobile	Stop location	2	4
Web	Stop location	3	53
Mobile	Stop location	3	9
Web	Stop location	4	83
Mobile	Stop location	4	37
Web	Stop location	5	109
Mobile	Stop location	5	38
Web	Stop location	1	9
Web	Rapid Transit	2	49
Mobile	Rapid Transit	2	12
Web	Rapid Transit	3	93
Mobile	Rapid Transit	3	23
Web	Rapid Transit	4	45
Mobile	Rapid Transit	4	24
Web	Rapid Transit	5	33
Mobile	Rapid Transit	5	21
Web	Rapid Transit	1	43
Mobile	Rapid Transit	1	8
Web	Transfers	2	33
Mobile	Transfers	2	8
Web	Transfers	3	88
Mobile	Transfers	3	22
Web	Transfers	4	66
Mobile	Transfers	4	29
Web	Transfers	5	39
Mobile	Transfers	5	22
Web	Transfers	1	37
Mobile	Transfers	1	4

Web	Feasibility	2	19
Mobile	Feasibility	2	5
Web	Feasibility	3	70
Mobile	Feasibility	3	21
Web	Feasibility	4	66
Mobile	Feasibility	4	29
Web	Feasibility	5	85
Mobile	Feasibility	5	31
Web	Feasibility	1	17
Mobile	Feasibility	1	1
Web	Timing	2	53
Mobile	Timing	2	22
Web	Timing	3	79
Mobile	Timing	3	24
Web	Timing	4	46
Mobile	Timing	4	15
Web	Timing	5	37
Mobile	Timing	5	14
Web	Timing	1	42
Mobile	Timing	1	9
Web	Density	2	22
Mobile	Density	2	4
Web	Density	3	54
Mobile	Density	3	10
Web	Density	4	53
Mobile	Density	4	19
Web	Density	5	110
Mobile	Density	5	44
Web	Density	1	20
Mobile	Density	1	8
Web	Commerce	2	26
Mobile	Commerce	2	8
Web	Commerce	3	49
Mobile	Commerce	3	11
Web	Commerce	4	97
Mobile	Commerce	4	27
Web	Commerce	5	77
Mobile	Commerce	5	37
Web	Commerce	1	9
Mobile	Commerce	1	2
Web	Revitalization	2	9

Mobile	Revitalization	2	3
Web	Revitalization	3	40
Mobile	Revitalization	3	7
Web	Revitalization	4	77
Mobile	Revitalization	4	19
Web	Revitalization	5	120
Mobile	Revitalization	5	54
Web	Revitalization	1	13
Mobile	Revitalization	1	1
Web	Leisure	2	4
Web	Leisure	3	14
Web	Leisure	4	9
Web	Leisure	5	9
Web	Daily needs	3	6
Web	Daily needs	4	9
Web	Daily needs	5	20
Web	Daily needs	1	1
Web	Shopping	2	5
Web	Shopping	3	16
Web	Shopping	4	7
Web	Shopping	5	6
Web	Shopping	1	2
Web	Employment	2	3
Web	Employment	3	9
Web	Employment	4	13
Web	Employment	5	10
Web	Employment	1	1
Web	Entertainment	2	1
Web	Entertainment	3	18
Web	Entertainment	4	8
Web	Entertainment	5	8
Web	Entertainment	1	1
Web	Design	3	2
Web	Design	4	14
Web	Design	5	20
Web	Local routes	3	7
Web	Local routes	4	7
Web	Local routes	5	20
Web	Local routes	1	1
Web	Amenities	2	1
Web	Amenities	3	3

Web	Amenities	4	8
Web	Amenities	5	24
Web	Existing Capacity	2	1
Web	Existing Capacity	3	1
Web	Existing Capacity	4	14
Web	Existing Capacity	5	20
Web	New Development	2	8
Web	New Development	3	12
Web	New Development	4	6
Web	New Development	5	5
Web	New Development	1	5
Web	Incentives	2	3
Web	Incentives	3	4
Web	Incentives	4	14
Web	Incentives	5	9
Web	Incentives	1	5
Web	Frequency	2	4
Web	Frequency	3	9
Web	Frequency	4	6
Web	Frequency	5	17
Web	Stop location	2	2
Web	Stop location	3	4
Web	Stop location	4	10
Web	Stop location	5	20
Web	Rapid Transit	2	8
Web	Rapid Transit	3	12
Web	Rapid Transit	4	7
Web	Rapid Transit	5	8
Web	Rapid Transit	1	1
Web	Transfers	2	6
Web	Transfers	3	14
Web	Transfers	4	6
Web	Transfers	5	9
Web	Transfers	1	1
Web	Feasibility	3	9
Web	Feasibility	4	15
Web	Feasibility	5	10

Web	Feasibility	1	2
Web	Timing	2	5
Web	Timing	3	16
Web	Timing	4	10
Web	Timing	5	3
Web	Timing	1	1
Web	Density	2	2
Web	Density	3	12
Web	Density	4	6
Web	Density	5	14
Web	Density	1	2
Web	Commerce	2	3
Web	Commerce	3	7
Web	Commerce	4	9
Web	Commerce	5	16
Web	Commerce	1	1
Web	Revitalization	2	1
Web	Revitalization	3	6
Web	Revitalization	4	16
Web	Revitalization	5	12
Web	Revitalization	1	1

Item	Feedback (Sub-Criteria)
Transfers	Depends where one is going
Transfers	For neighborhoods further outside the core; it makes sense that a transfer will be required.
Transfers	This really depends on where you're coming from, doesn't it?
Transfers	Yes but through increased transit service
Transfers	Nobody wants to get on and off a bus. Direct transport with few stops to highly sought after areas would promote usage.
Transfers	Transfers reduce bus usage DRAMATICALLY. Destinations should be 0-1 transfer away.
Transfers	STOP SHOVING RAPID TRANSIT DOWN OUR THROATS.
Transfers	All buses should provide access to at least one major centre. (mall, university, etc.)
Transfers	transit should be free
Transfers	If a high frequency network existed, people would be less afraid of transfers
Transfers	Sure but again driving too much at Transit and avoidingthe realities that Wpg has that cause car use to be the predominant mode of transport.

Suggestion	Look where density already exists and let it move towards / into those neighbourhoods further. Then when that is finished move to new spots. Don't spread density out in so many different locations in the City.
Commerce	some mix use is important. To what extent it is important in Winnipeg is difficult to quantify. For the most part the market is not looking for it.
Commerce	Only if there's room.
Commerce	Winnipeg is saturated with retail and office space. Focus on greater density for residential living and the rest will follow. Create tools to allow main floor spaces to be flex spaces with dual zoning permissions - residential, office or retail.
Commerce	again co-operation from city planning would help but the planning department is totally anti development and is only interested in finding ways to add cost or charges these poeple all need retraining and some actual work experience
Commerce	Small-scale street-fronting retail is an integral component of vibrant communities.
Commerce	As wpg is so far behind in this area, this would be a good starting point.
Commerce	Real mixed use, yes. Fake mixed use (ie. Grant Park 'Festival'), no.
Commerce	Its all about interconnecting and giving people the opportunity for local interactions and enhancements.
Commerce	Depends
Commerce	Businesses should be associated into the main floor of apartment/condo blocks, ESPECIALLY near CBD
Commerce	We're a small city. Mixed use is great but we need it to be scaled to the Winnipeg context. No point in having vacant commercial to meet a check box.
Commerce	Where it makes sense
Commerce	This is done effectively in other major cities but we still have miles of one-storey commercial businesses with no accommodation above.
Commerce	Mixed use along corridors, high streets and near transit hubs is very important.
Existing Capacity	It would be great to see some infill, but infill won't be able to accommodate the growth. I'd like to see more mid-rise infill development in the downtown and surrounding areas.
Existing Capacity	This is where cost/benefit should come in. It can't be exclusive due to a need to provide all types of housing but it should be a big part of a well planned city.
Existing Capacity	Infill generates similar revenue compared to remote suburban development - but comes without all the infrastructure development costs. Sprawl is killing Winnipeg.
Existing Capacity	city does not pay for these within a development area ONLY regional costs
Existing Capacity	Use what we have to use first. Create new capacity only when required if the benefits are beyond just growth.
Existing Capacity	What else is new?
Existing Capacity	By prioritizing areas with infrastructure capacity, opportunities to direct growth in areas with strong connections to transit, amenities, and walkability, are reduced.
Existing Capacity	Building inwards is so much more cost-effective.

Existing Capacity	If other priorities are met, let's build the infrastructure as a way of investing in good planning.
Existing Capacity	Good starting point, as this same infrastructure may needed to be up dated as well.
Existing Capacity	The city is broke, right? Or pretty tight on its budget? So why expand outwards further? Make existing infrastructure serve more citizens = cost effective city-building.
Existing Capacity	should also consider areas where capacity may not exist and where capacity needs to be increased - as long as it focuses on areas that would achieve other sustainability objectives
Existing Capacity	Aging infrastructure in the city is a major issue and promoting existing neighborhood improvement (condo development and infill housing) can provide the budget initiative for it.
Existing Capacity	Need to balance with new developments
Existing Capacity	Never mind wasting money on 'building more' when the city isn't able to maintain or repair what we already have. Focus on the taxpayers that are already paying exorbitant rates for little return, before farming in new taxpayers.
Existing Capacity	Community Centres should not be a priority. Let the community build the community centre.
Feasibility	need to consider long term sustainability benefits in calculating this. I rate this low because the full costs don't commonly seem to get counted in Winnipeg
Feasibility	what does this mean?
Feasibility	At this stage of the game,just get it done. Too much talk and very little action.
Feasibility	No. Suburban greenfield development is obviously feasible but is not the best option.
Feasibility	It depends. is this financially feasible, environmentally, socially feasible or infrastructure capacity? Need more information about this one.
Feasibility	Political officials need to be reigned in when it comes to planning decisions. Funding yes, altering plans.. no
Feasibility	The city should do what's best firstly over what is most convenient
Feasibility	Almost all areas are feasible to build in.
Feasibility	I don't know what the feasible areas are, so how can i even comment? Dumb question.
Feasibility	"feasible" is a vague and "weasel" word so I'm loath to proritize it as it can too easily lead to poor planning to just pick the easy option. That said, unnecessarily difficult development should be avoided.
Feasibility	The City should not be undertaking massive expenditures to provide housing options unless the benefits outweigh the costs - benefits being social, environmental, cultural, financial and long term in nature. City Planning should be about giving people what they want, where they want it, and making sure the market is able to perform its role in doing so. Failing that the market will invent new markets for absorption - Bridgwater Forest and Centre Street are prime examples of 'getting it right' and these neighbourhoods will now compete for the spot light - Centre Street has the potential to be the next Corydon if the mixed use development is done right.

Feasibility	No answer. What is "feasible"?
Feasibility	infill and densification is more important to me than simple feasibility
Feasibility	City and Developer should prioritize
Feasibility	This will come naturally, why invest more in non-feasible areas?
Feasibility	Not sure what is meant by "feasible". To me that means that there is a deep understanding of all market, servicing and financial requirements. This level of understanding requires significant integrated planning.
Feasibility	The market will decide feasibility. Let developers decide what is feasible and enact policies and bylaws that require they build projects to their highest and best use.
Feasibility	Almost any area is feasable. These historic building are causing developers to look at other cities and passing right by ours. The red tape with all these historic buildings is killing our downtown development. A large majority of the population would rather see them torn down then renovated as the city found out with the new police station
Feasibility	Define what makes a site “feasible.” Why would one site in 5he city be more or less feasible than any other?
Feasibility	Who defines feasible?
Feasibility	I don't know what this means. Do you mean like - don't build on the Parker wetlands because they are 'wetlands'. that kind of thing?
Feasibility	Feasibility is a matter of perspective. I might argue it’s infeasible to continue to expand the suburbs and yet it keeps happening. Moreover, I think feasibility is a matter of priority. I think increased attention on mature neighbourhoods increasing density, and incentives to promote downtown / dense / infill development would increase the perception of their feasibility. It’s only “feasible” to develop further out of the core because of the distributed costs to the tax base, and the cheap land on which to build.
Density	need to put greater focus on mid range density - high rises, even in our downtown context do little to add to the vibrancy and walkability of areas.
Density	All this question does is continue the polarization on this issue. Both are important.
Density	In order to increase efficiency this is the way to do it but efficiency does not hold up in public hearings.
Density	Density should be increased closer to the CBD, (ex. more high-rises). "Affordable" (less than $300,000 townhomes/ small single family) should be focus in many areas.
Density	This depends on location. The city has allowed way too much high density housing too close to the Seine River. High density adjacent to the river should require a higher amount of public land dedication.
Density	Condos condos condos. Easy to build rent and own
Density	To a point. New construction should be human scale and walkable.
Density	this makes economic sense but this depends on demand

Density	We need an appropriate mix based on area and preference. Everyone who already lives in a single family home shouldn't tell everyone else it's time they move into a multi-family unit.
Density	In downtown
Density	high density cities like manhattan,London, Paris are a joy to be in. With people by the droves on the street, one feels less insecure about personal safety.
Density	Important but needs to respect market. Density can sometimes have a negative affect on social sustainability. A good mix of housing types is important to a healthy city.
Density	People should get to decide where they want to live.
Density	Prioritizing higher density housing over lower density housing is location specific.
Density	loaded question
Density	YES!
Density	Set ambitious urban density goals that impact when and if low density suburban projects can be allowed to proceed. Aggressively densifying the city of Winnipeg has so many benefits.
Density	It is not true that greater density is always good.
Density	Smaller houses and townhouse style rental units or sale units are a valid way to get density!
Density	It is VITAL to Winnipeg's future that the existing desirable neighbourhoods / streets in the mature communities of Winnipeg be hugely densified. Make these vibrant places and use development density to solve the problems like parking (give developers incentives to introduce scramble pay parking and extra stalls into their higher / denser developments), allow more density for art spaces and micro units for market affordable rent.
Density	Incentives to encourage blending communities in high density housing. Apartment / condo complexes should have all walks of life represented: day cares, pet friendly spaces, senior care, college dorms, etc. Mix things up folks!
Density	As our city is too spreadout, we need to curb this desire. Why can't we have higher density housing in the suburbs as well?
Density	Yes please!
Frequency	I think it would be great to have more transit stops in residential areas that only seem to have few of them — so to encourage taking transit. And it would absolutely be very helpful if the wait time for busses is every 10 minutes instead of every 20 minutes to 40 minutes. Thank-you!
Frequency	Transit is good but Wpg seems to be getting over focused on it.
Frequency	This will be challenging to achieve given how few high frequency areas exist in Winnipeg. Frequency should also be increased based on density.
Frequency	We need to curb urban sprawl, so focusing on infill neighbourhoods over new suburbs is essential.
Frequency	Maybe. I need to see more data on this.
Frequency	Transit in the city should be improved overall. There are low frequency areas that should maybe be better serviced.

Frequency	Housing development should be synonymous with the housing ALREADY ESTABLISHED in the area. Do Not put 'high-volume-housing' in an established residential community.
Frequency	I'd add it is important for housing to be affordable and mixed variety in my proposed neighborhood
Frequency	suburban users shouldn't have to wait an hour between buses. More routes like the Dart.
Frequency	transit should be prioritized in already existing walkable & complete communities over new & distant communities
Frequency	Transit system needs to be overhauled first (e.g., development of true express routes with fewer stops over greater distances)
Frequency	The statement should be reversed: transit should be prioritized in areas of housing growth.
Frequency	Transit is a service. Transit should be prioritized to where the people housing are being built. Not the other way around.
Frequency	Sounds like a excuse for providing poor transit services throughout the city. We need good planning with greens space. Transit should not be used as an excuse for the construction of over -sized buildings.
Frequency	Depends on the current choice - if there is a need for lower cost living, with access to transit, this becomes a priority. If the gap in choice is more higher value homes where residents won't use the service, then don't need the transit access
Frequency	Transit sucks in this city. There should be better availability to transit in suburban areas to reduce the ballooning traffic congestion of cars.
Frequency	If housing represents high density like apartment blocks, row housing, yes.
Frequency	with additional service
Frequency	People historically do not choose their housing location based on transit frequency. The transit user is not historically the buyer of new construction residential housing. If you want these people to utilize transit then you need to make transit more attractive to them - not the other way around. Just because a bus is outside the door (a huge negative by the way to most buyers is being able to hear traffic and busses) does not mean they will use it.
Frequency	This question doesn't take into consideration that the reason some ares use transit more could be due to the fact that it is more accessible and timely in some ares then in others
Frequency	Prioritize growth in lower frequency areas only if/whenWinnipeg Transit can provide higher transit frequency.
Frequency	We need an overhead rail system. Every other city our size has one. Why are we waiting? For costs to skyrocket so high that we won't be able to?
Frequency	Think of area first and then create or change routes to serve that
Frequency	But if you build more housing in areas of lower frequency maybe that supports higher frequency in the future
Frequency	The more buses on the road the better, so the end game is that the buses are being utilized more efficiently.

Frequency	The new rapid transit seems to be a huge money pit for the city. Cutting back on other services and boosting infrastructure for transit. You wouldn't have to boost transit infrastructure if the dense population lived downtown
Frequency	This sounds a bit backwards. Increase in housing, and appropriate neighbourhood design supports transit service.
Rapid Transit	Current and proposed rapid transit have very limited range so very limited audience.
Rapid Transit	The sooner this gets done, the better for this city.
Rapid Transit	if RT = dependable transit (on time, with convenient frequency)
Rapid Transit	Rapid transit is not that here. It is developer-oriented transit. It causes bus riders to walk blocks out of their way - that bites in winter. BRT should go where riders need it most, not where it is...a shambles
Rapid Transit	Yes but rapid transit should be expanded
Rapid Transit	Rapid transit is excellent, but non-rapid transit is an important component as well. Building Transit Oriented Development should be a high priority, but ToD can exist both adjacent to RT corridors as well as other bus routes.
Rapid Transit	Housing should be an integral component of rapid transit planning.
Rapid Transit	Winnipeg is not drawn to the rapid transit stations as a housing choice. People in Winnipeg like to live in the areas they grew up in, near people they know and around the places they historically enjoyed going to. A small modicum of the population sees transit as the urban way of the future most seemingly because they cannot wrap their mind around densifying neighbourhoods where people want to spend their free time. If we simply give people what they want, in the areas they want to be in, we will create a density equation that will grow in zoning types and thus taking transit won't even be required. The reality is that a properly designed strategy for density would reduce the need for transit bc people would have everything they need nearby (because everything they needs wants to be close to them as consumers).
Rapid Transit	Perhaps in the future but at present we have so little and we don't even have 24/7 diamond lanes so they're basically no different than regular buses outside the dedicated busway and/or diamond lane times.
Rapid Transit	Rapid Transit should NOT have been 'placed' in small, old, established single-family dwelling residential areas. The very idea of putting in apartment towers adjascent to 800 square-foot homes is ridiculous and downright evil. Only a greedy person would think this a good idea.
Rapid Transit	Winnipeg’s Rapid Transit is too limited for this to work. Rapid Transit must be located to revitalize existing transportation corridors (e.g., near Pembina Highway) rather than creating out-of-the-way doglegs that do the opposite.
Rapid Transit	This is ideal but certainly not possible in Winnipeg now
Rapid Transit	Or future rapid transit
Rapid Transit	Does this also include planned rapid transit corridors? Otherwise you're limiting to the one corridor that exists.
Rapid Transit	more
Rapid Transit	That's what the smaller more frequent buses are for. To take you to the rapid bus route.

Rapid Transit	Expand faster
Rapid Transit	This is important, in the sense that if transit is the best (fastest) option, people will use it more.
Rapid Transit	Again, this would mean only supporting housing in a very limited area. Rapid transit should be paired with areas of desired growth
Rapid Transit	Another priority should be sheltered bus stops which offer a reprieve from the elements, as well as bike racks on busses for mixed mode transportation
Rapid Transit	Bus Rapid Transit is not rigid the busses can operate on and off teh busway so this is a bit of a silly question.
Revitalization	the city needs to co-operate and make replacement of older homes easier that would prevent a lot of the slum formation and stop the abandoned structures
Revitalization	Revitalization is difficult to accomplish without detailed servicing information. It should be a priority but it really can't until Wpg assembles the level data required to properly understand the costs and opportunities.
Revitalization	Put blanket zoning over entire ares. Point douglas could have multi family zoning so anyone that amalgamates land knows they can build all corridors like henderson hwy should ha e this too.
Revitalization	In a city that has actively ignored much of its inner city for over 50 years, we're going to need to start investing and prioritizing in it if we want to a) grow without bankrupting ourselves b) changing public perceptions about the city c) changing peoples' lives for the better.
Revitalization	There has to be parts of this city as it changes, that could use a face lift. This may also lead to more growth, plus if these same areas become higher density that just benefits all.
Revitalization	Revitalization is good - but don't gentrify the neighbourhood. Ensure that investment leaves room for people who have lived there to remain.
Revitalization	Revitalization must not mean gentrification. Original residents of mixed income should be able to help shape neighbourhood changes so it won't displace them with increased property values.
Revitalization	There seems to be less and less of these areas. Don't remove 'wasted" greenspace for taxable buildings.
Revitalization	I'm not sure what this means. Does it include additional housing? How is this different than infill?
Revitalization	Pembina Highway is the classic example of a wasted opportunity to revitalize an existing artery (true TOD). Instead, Winnipeg made a bizarre choice to use Rapid Transit to pull people away from Pembina businesses to serve a future development in a geographically-isolated location beside the CN main line. Stop building residential developments too close to a busy freight line.This applies to the development on parcel 4 as well. Dumb idea. Who in their right mind would want to live beside 40 screeching tires 24/7??? This is annoying enough as a visitor to The Forks.
Revitalization	Yes, look at the East Village in Calgary as an example.
Revitalization	especially important in infills or areas with established conveniences like shopping and transit

Revitalization	Increase initiative to clean up more affordable housing in many areas of the city. Acts as incentive for newcomers to Canada and first time home buyers.
Revitalization	Terrible idea.tear it down and make way for new development. Nobody wants to pay higher costs because a building is historic or renovated
Revitalization	Will these areas be required to pay a growth fee to grow beyond their existing capacity?
Revitalization	Intensification vs revitalization
Revitalization	Intensification vs revitalization. How do you determine the area will benefit greatly?
Revitalization	Wouldn't they all? Is this supposed to mean that an area (like downtown) would benefit greatly from increased population?
Revitalization	fix infrastructure at the same time
Revitalization	Point Douglas is a great example of this. There is tons of river front property undeveloped, but large piles of old buildings that can be removed.
Incentives	Additionally, we should create bigger disincentives for sprawling suburban growth. Eg. Some type of sprawl tax. I'm tired of my tax dollars going to pay for infrastructure in distant, poorly designed suburbs.
Incentives	Absolutely! Areas like the Forks and the Exchange are great examples of where incentives can help foster development
Incentives	Only if the tax payers can make money off of the incentives. Otherwise, let the developer pay. They will be making the money.
Incentives	We need the city to have the right tools to offer incentives to developers
Incentives	Market dynamics in Winnipeg make suburban development appear cheap (i.e. more profitable) but not include true (lifecycle) costs. Use incentives to balance the equation more accurately.
Incentives	only if necessary. If transit and conveniences such as shopping are in place, people will move there. downtown is a good example. Lack of convenient grocery stores will limit residential expansion.
Incentives	If the housing crunch is real, incentives should not be required. I do not buy the predicted growth rate.
Incentives	Make the land available and the developer will come. All major cities on Canada have opened downtown parking lots for development ad long as a sub parking lot is built. Level ground parades are an eye sore and a basic drain on the cities development. A bylaw should be made that these parking lots no matter who owns them need to be used first
Incentives	Support affordable housing through incentives, near rapid transit stops
Incentives	incentives should be for locally owned, locally operated, and key areas should be those that don't contribute to urban sprawl
Incentives	Incentives should be conditional on the provision of affordable housing
Incentives	As the developers seem to appear to run city hall, if incentives are given don't be very generous. If anything put more pressure on the developers with incentives that will hurt them if they do not act.Surely thereis a way to entice a project, yet get the message out there that it will be to the developers advantage to do it.

Incentives	What about core area density targets? Lets double the population of downtown & surrounding neighbourhoods before another suburb gets built. Furthermore, provide incentives to build residential on surface parking lots. And make sure they're designed well.
Incentives	protect mature communities from development
Incentives	Most "strategic" areas are only strategic to developers profits. Any incentives should be to encourage development in areas of lower profitability.
Incentives	incentives can take many forms - don't have to be financial.
Incentives	Such as co-op housing
Incentives	What are strategic areas?
Incentives	Offer tax incentives to repair existing housing stock in developed areas.
Incentives	INFILL
Incentives	Incentives are best for downtown and other high-priority redevelopment areas
Incentives	Fully. Aggressive incentives to build on surface parking lots and in existing core neighbourhoods. The population of "Old Winnipeg" (Kenaston to Archibald, Inkster to Jubilee) could easily double. Think of all the positives that brings: a) cost effective resource deployment, b) more active streetlife, c) a natural increase in active transportation = a healthier, more physical engaged city, d) social benefits from many people in a smaller area = diversity in cultures, ideas, creativity hubs, business opportunities, etc, e) external optics. Winnipeg isn't always a very appealing place to outsiders: densifying and beautifying our core is crucial to changing regional and global perceptions of our city.
Incentives	Yes, but only if these incentives align with & motivate the other priorities (i.e. density bonuses, housing affordability incentives, accessibility incentives, allowances for less parking if transit & walkability & carsharing are included, points in procurement for social & local buying/hiring, etc)
Incentives	infill only
Incentives	It is less about giving incentives to developers but stopping to subsidize growth in other areas on the outskirts of Winnipeg. I would rather have the City lead and model the development we want and put the incentives into efforts they control rather than giving them to for-profit developers.
Incentives	Incentives are only required to transform an area. It is more important that we use the available funds to fix the problems with areas that are already attractive to ensure continued development takes place than create a new area that will simply compete with this intensification. We need to pick an area - fully densify it - then move to another.
Incentives	No, I think if it’s for sale the builders/developers will come
Incentives	Tackle the buraeucracy. Too many ridged thiinkers Lose the red tape. It takes ten years to get a simple road built. Why do we pay these people. Its not done right because its not done at all.
Incentives	just develop properties through the city/province instead of incentives...

Incentives	Incentivizing infill and neighbourhood renewal would be beneficial.
Incentives	I'm not a big fan of incentives but they are a good tool when used properly.
Employment	Proximity to employment is important for quality of life. We should look at why we would isolate employment into "business parks" in the first place.
Employment	This is hard to plan for, people move jobs more than housing (I think).
Employment	Being close to your employment is ideal, but not always possible. This is where good public transportation options is vital.
Employment	Good residential supply in close proximity to employment lands is critical to a healthy city.
Employment	Puts less pressure on roads
Employment	Winnipeg is small. Everything within the perimeter is close to downtown or business parks.
Employment	proximity to downtown makes sense but business parks tends to be spread out and a vehicle is needed anyways so why would one want to live too close. they don't tend to have other conveniences needed for everyday family life like schools and groceries anyways.
Employment	Downtown, particularly.
Employment	If there is good transit; safe bike paths and thoughtful planning in advance - I wouldn't mind traveling a bit to make it to work (like 20 minutes)
Employment	Should be priority to develop downtown condos. I've seen the urban spread of cities and the effects. Building our downtown core to develop condos and downtown grocery stores will eliminate a huge carbon footprint and make it cheaper for people to travel to and from work.
Employment	the city also needs to be strategic in where it offers opportunities for employment growth. Supporting residential and business park growth outside of the downtown directly competes with city efforts to revitalize the downtown. As such I think its better to support residential growth in proximity to downtown and other employment locations that exist in more walkable settings than existing business parks which are designed for car access.
Employment	Downtown, yes. Business parks - absolutely no!
Employment	Shorter commutes = transit ridership increase + increased neighbourhood walkability = a healthier, happier city. (Besides, Winnipeggers are terrible drivers and we should limit their nonsense. ;-))
Employment	Most of the automobile traffic in our city is getting to and from work - causing pollution, damage to roads, traffic congestion
Employment	What a dumb question? Of course it is.
Employment	Can't see business parks being an area of concern. But if bikr paths join with the business parks that might be an idea.
Employment	What does research say on how far people are willing to travel from home to work, home to leisure, home to shopping, etc. - this will give better insight on how to prioritize growth and destinations than my opinion.
Employment	There are many people who already don’t have employment due to judge mental individuals, how about we try get them employed first so we can have more people to help the newcomers.

Employment	not sureif that is important when working i was not normaly going to same place every day
Employment	Winnipeg has not historically mixed zoning categories and densities for business and residential to co-exist in any meaningful way - this has been a huge mistake. People drive to and from work and Winnipeg has grown into a place where the divide between these two places is the norm. Also, neighbourhoods in the mature communities of Winnipeg were designed with some density, but, it seems like this has stagnated exponentially in the last 30-50 years. Normally, City Planning should mean that mature communities continuously densify in meaningful ways over time. That has not occurred in Winnipeg. I believe allowing higher density in the mature communities of Winnipeg will result in a huge improvement in the overall health of downtown and our Tax base. It is very important we find ways to greatly increase the allowable density for all types of zoning (not industrial) in our residential mature communities to increase vibrancy in our core neighbourhoods.
Shopping	Winnipeg has historically embraced development in the suburban mall environment, which only serves the national chains and hurts our local businesses. The reality is that dramatic neighbourhood level intensification would play a vital role in improving the bottom line for local businesses. Eventually, the chains would find themselves seeking the more urban spaces / neighbourhoods. Suddenly, you would see people coming to those areas instead of flourishing suburban malls / sprawl. Our development approach is backwards and we should be making the most attractive places to be in our inner city , where-as the history shows we have been more attractive to the national chains in suburbia - this tells us we have a huge problem in our mature communities and core.
Shopping	yes that makes life simpler and if we do not need to travel far it saves money and environment
Shopping	Malls aren't necessary in neighbourhoods that are walkable.
Shopping	Unless there are grocery stores in these centres, shopping can be down grades in usage.
Shopping	The most vibrant neighbourhoods have small streetfront retail built into the neighbourhood fabric. Proximity to malls is irrelevent. Proximity and integration with streetfront retail is much more impactful.
Shopping	Small street-fronting retail needs to be integrated into good, dense urban design. Its an important component of vibrant, walkable neighbourhoods. What's the point of a walkable neighbourhood if you've gotta drive 10 minutes to the mall to get anything?
Shopping	regional malls are islands within car dominated seas - parking lots and street network surrounding these make them impossible to access as a pedestrian, by bike.
Shopping	I object to large regional malls
Shopping	I feel this is low priority - for example - the cheap box stores on Kenaston contribute to unattractive inaccessible, far from transit shopping. I feel like the city has had to do a lot of traffic lights and streets for this kind of development - for what? Ikea is an international conglomerate - made no sense to spend millions to be able to drive into their space - while the bulk of the assets leave the country
Shopping	If there is good transit I don't need to live near large shopping malls

Shopping	Malls are surrounded by seas of parking lots...no one wants to live surrounded by parking.
Shopping	Detrimental to local commercial services
Shopping	with the advent of e-shopping this is problay not very important anymore.
Shopping	Should focus on developing retail downtown. We need to imagine residents but also visitors in this.
Shopping	The shopping Mall is on death row. It was an utter mistake to build those new shops north of Ikea when there were already more than enough retail outfits along Kenaston. These will be all dinosaurs in 20 years.
Shopping	This may make sense for some existing malls, if the city can imagine how malls could be used in the future. The nature/use of malls is bound to change as shopping habits change. Also, currently, they are horrible and alienating spaces for people on foot or bike.
Shopping	We should be encouraging local businesses rather than the large, sprawling, shopping centre chains.
Leisure	This is one area where Wpg has done a lot of planning but has never really followed through with the plans and priorities. A strong plan includes some metrics for accountability.
Leisure	This is problematic, because parks/rec seem to be in wealthy/privileged areas of the city. There is an imbalanced distribution of access to nice parks.
Leisure	Public libraries are liesure centres Did you not see Winnipeg Free Press editorial signed library advicate
Leisure	Keep our neighbourhood parks and greenspaces. Maintain our tree canopy along paths/boulevards.
Leisure	Why are you using third party service providers like the YMCA as examples? Are you suggesting City examples like Fort Rouge Leisure Centre and Dakota Community Centre are sub-standard?
Leisure	Build a downtown YMCA if we don't already have one.
Leisure	Housing with access to leisure opportunities - nice enough parks to play in (larger than a corner of a city block) and transit access to regional parks is important.
Leisure	As much green space as possible please, we don't need a million shopping centers crammed together with nothing but concrete for miles. Green space is important for the environment and for people's mental and physical health
Leisure	There isn't enough for the existing families that we have here already, why would we accommodate other people before accommodating the people that are already here.
Leisure	Local pocket parks with trees are easier to maintain and more valuable for daily use!
Leisure	parks and recreation are important for quality of live and Health
Leisure	Winnipeg needs to offer services and amenities like these so residents have places to spend their leisurely time, have options for fitness, and community gathering.
Stop location	Existing bus stops should be a priority over new stops in new subdivisions)
Stop location	No point if it's not within the walking distance. They'll likely to take a vehicle instead if they have the option

Stop location	It is more important as the walk to the housing needs to be safe and that means creating an environment that will encourage pedestrian traffic.
Stop location	If a bus stop is within 2 blocks then use will be promoted all-seasons. If frequency is higher and reliability is better (for timing) then people will use it.
Stop location	Frequency is of greater importance than walking distance.
Stop location	Some developments are within walking distance, but are not transit-oriented and actually prioritize driving and parking.
Stop location	Does 'site' include an entire neighbourhood?
Stop location	Good but where are the questions about making it easier to use our cars, a reality of Wpg winters and our market.
Stop location	Not much point of having bus stops that people can't walk to. Although maybe some areas could benefit from more park-n-ride setups.
Local routes	This is vital!!
Local routes	Yes!! Protected bikes lanes increase safety and encourage more people to ride bikes. Look at case studies in Calgary and Edmonton. Stop stalling and build a network of protected bike lanes already!!! It's 2018.
Local routes	I feel that the low number of people who bike in our city doesn't make it worth while to build designated lanes compared to the amount of vehicle traffic we have. The city needs to fix the congestion before it expands our roads to cyclists. Fix the big problems before introducing smaller problems to the big one
Local routes	This rules out most of the city.
Local routes	And to connect to other neighbourhoods and amenities.
Local routes	We need to invest in cycling infrastructure to increase ridership
Local routes	Pedestrian ways not sidewalks. Add cycling paths to large boulevards.
Local routes	city may need to prioritize upgrading bike routes to the suggested sites.
Local routes	the nearby bike routes need to provide access to nearby destinations and to the regional bike routes. City may need to prioritize upgrading bike routes to the suggested sites.
Local routes	Local routes? How about city-wide routes.
Local routes	Safe bike routes are essential!
Local routes	A denser city with slower traffic and more streetfront retail will also naturally be safer for cyclists on the street as everything is moving a little slower and people aren't rushing around to get all the way across town. ie: a neighbourhood-oriented development focus makes civic cycling safer, and drivers more attentive because there's more going on (pedestrians, retail, other cars, bikes, etc)
Local routes	Encouraging a healthy lifestyle is key. Parks, trails, and recreation facilities need to be easily accessible and integrated with other neighbourhoods.
Local routes	Cycling is important in the non-winter months. Only the die hard cyclists do so in the Winter and we should not be prioritizing this for a small few number of people - Winter Cycling is unsafe to many people and will never be embraced in the same way as summer-spring-fall.
Local routes	The bike routes need to connect to something, in particular, routes to downtown. Recreational trails are nice to have, but the ability to walk and bike to amenities is essential.

Local routes	This is very important to keep city costs low as cars are very expensive.
Local routes	Connectivity between neighbourhoods and through downtown are especially important.
Local routes	Safe bike routes that will allow riders to access other parts of the city, not just that neighbourhood
Local routes	Walkability and bikeability are critical to the king term future of Winnipeg.
Local routes	again, as long as it fits teh realities of Wpg.
Daily needs	You have to be able to walk out your door and get what you need within a reasonable distance. Winnipeg is cold. We need to accept that makes our needs for density even greater. Failing that, it will always remain a car city. If we do not figure out how to create a community environment with as many services possible within one block we will continue to push a car city mentality. Density is the only answer - real density not low rise moderate change.
Daily needs	Daily commercial needs should be built into the fabric of neighbourhoods and accessible by foot.
Daily needs	People are hurried enough and the easier one makes their daily chores, or that can be done as they walk home, the more relaxed people might be.
Daily needs	grocery stores for downtown = important to have
Daily needs	Yes!!! This promotes walking and bike riding and creates a close sense of community.
Daily needs	It is essential to have daily needs available near housing - grocery stories are essential
Daily needs	I'd love for every neighbourhood, including new ones to have small local commercial, but not every community is able to support this.
Daily needs	less travel is good for everyone.
Daily needs	One should not have to use their car to get a loaf of bread or bottlle of milk, etc. The neighbours should be zoned to allow for small grocery outlets. The old "corner grocer" was not a bad idea. There should be local weekly or biweekly markets encouraged in every neighbourhood, year round, and not just in a few designated areas. St Norbert Market shows there is an intense interest in this concept. However, because there are so few options, that one has become ridiculously crowded, and again, car dependent.
Daily needs	Adding a downtown grocery story and supporting the existing Neechi Commons would greatly improve residential options downtown.
New Development	Infrastructure should be in place prior to starting a development., ie roads to handle large volume of traffic into the future. Make provisions for expansion.
New Development	I feel the developers should be responsible to initially pay for the roads, sewers in the new areas.
New Development	The bigger the city sprawls, the greater our transportation costs. Focus on infill and revitalization of existing neighbourhoods.
New Development	Until the existing capacity is utilized (or upgraded) the City should not be investing in new infrastructure. It cannot afford to build new and maintain existing.
New Development	Infill development on brownfields to be first prioritized, then infill on low quality greenfields. Suburban development should be deprioritized.
New Development	This is a major problem for city's budget. In our climate, the fewer roads to maintain the better.

New Development	Not at all
New Development	Winnipeg has historically grown outward. It has done so to provide new housing for new Canadian families - as that is the majority of the buyers in new communities. This form our housing is attractive to families that are larger in size and whom want to live nearby like-minded fellow community members.
New Development	Don't support this
New Development	This city needs new development in order to pay for the sins of the past. Without the new can the rest afford the bill we need to pay? Strategic investment in growth is critical to Wpg's ongoing success.
New Development	the builder developer already pays all cost for new area development and provide the city with expanded tax base they need to use this tax base to pay for outside area improvments
New Development	Developers should pay all costs associated with infrastructure servicing new areas
New Development	New infrastructure but do not sprawl. Build within existing city limits
New Development	New development should be encouraged but not increasing city sprawl
New Development	If the city is going to allow new development that continues to let sprawl happen, more of the infrastructure costs should be paid by developers. Brand new house costs should reflect the total cost to all residents.
New Development	This city doesn't need new areas, it needs increased density.
New Development	Not unless developers are tasked with paying more up front costs of developing areas.
New Development	The spread of the new areas has to be restrained as this city needs to get caught up in other area and needs. There shoul not be any new development done unless the money is there along with the needs of that area, and that includes the building of schools.
New Development	Build in, not out. Strengthen the core, not continually weaken it.
New Development	All new development must include a portion of affordable housing
New Development	Improve existing infrastructure and make its use more efficient before taking on additional infrastructure committments
New Development	New incentives for developers to make money? Why should taxes payers pay for roads to be built on new homes being built by a company for profit. I get it, the city will gain the taxes on the new build, but let them pay for the initial cost. By the way, why are taxes cheaper in places like Calgary, Vancouver and Edmonton than in Winnipeg. My brother has ocean front property on Vancouver Island that has all the same amenities as Winnipeg, but pays less taxes on the same square footage of a house?
New Development	Stop with the urban sprawl. Prioritize building up, not out. Waverly west is a stain on the city already.

New Development	We should stop all green-field development immediately and establish a green belt around the city. Winnipeg is already very spread out compared to other cities, there are ample development opportunities on brown-field sites.
New Development	Please stop building the hell scapes known as suburbs
New Development	STOP BUILDING MORE ROADS...we can't afford to maintain what we have
New Development	Infrasture should be completed before houses are built.
New Development	Winnipeg is apparently going to grow. We need to be able to accommodate this growth and not everyone can be forced into multi-family. Most of our growth comes from immigrants and these people come to Canada to have a yard, not an apartment.
New Development	Services to new areas should be paid in part by the developer. The city should focus on maintaining existing services.
New Development	We need to focus on density and move away from urban sprawl.
Suggestion WalkBike Potential	Buildings do not crowd the sidewalks. There is green space that supports bird, animal and plant life with places to sit.
Suggestion WalkBike Potential	Connectivity to city networks and other modes of transportation. Bike to the bus stop, then access a car-co-op car downtown if needed etc.
Suggestion WalkBike Potential	why did you carefully avoid talking about traffic congestion & greenspace destruction?
Suggestion WalkBike Potential	should also accomodate walking public.
Suggestion WalkBike Potential	And, there should strong infrastructure so that people can realistically commute by bike or walk to actively live all aspects of their lives.
Amenities	Healthy and wise
Amenities	Range could be 20 minutes if infrastructure is good.
Amenities	I would suggest a 20 min walk. But I walk much more than the average person.
Amenities	I think it would be great if we can all walk to a wide range of amenities within 10 minutes, because it would encourage people to not drive their vehicle, thus, contributing to CO2 emissions, and, we get the added benefit of getting a bit of exercise.
Amenities	Fewer eating and drinking establishments and more places to shop or do laundry.
Amenities	Living close to amenities will only further encourage walking.
Amenities	Amenities need to be within walking distance. 10 minutes in minus 30 is like ten hours - trust me I walk to U of W from River Heights almost every day and it was painful (and lonely). Winnipeg is still a car city. If you create the density then the retail will come.

Amenities	This is not an endorsement of the cheesy 'town centre' stuff in new subdivisions.
Amenities	Not just the "ability" to walk to amenities, but an environment that is enjoyable to walk.
Amenities	Again, make it cycling friendly as well.
Amenities	Again, all the greatest cities are walkable. Lets be great, instead of average. How about that? Thanks team!
Amenities	Parks and open spaces within walking distance, and healthy tree canopy.
Amenities	With focus on grocery stores
Amenities	Is the population large enough to support this goal?
Amenities	Being able to walk or ride a bike to amenities is much better then having to get in your car every time you leave your house.
Amenities	Depends on the style and type of the neighbourhood.
Design	This should be standard practice for every development and every street!! It is common knowledge that people who walk more are healthier and happier! Wide sidewalks, street trees, safe crossing areas, street furniture are key.
Design	Ensure wheelchair access too
Design	This is hard to do when many people are afraid to walk around in certain areas, day & night.
Design	Why “surrounding”?
Design	Should be designed to encourage walking and cycling. Make pedestrian ways, not sidewalks to allow for cyclists as well.
Design	As a person who works for a non-profit downtown I can not afford to even be working down there now after these price hikes.
Design	I don't know what you mean. Don't allow garages and cul de sacs?
Design	Also within the site!!
Design	the city needs to do a better job of articulating what this means (intersection density, mix of uses, etc.)
Design	This is vital to so many components of what defines great cities: engagement, inspiration, safety, tourism, business growth, reputation...
Design	Walkable, beautiful cities are desirable for tourists, businesses, and property values.
Design	Including new developments
Design	Walking is great for my health and makes me feel connected to my community
Design	We are a cold weather community. We need to accept that fact. People will not want to walk in minus 30. That said, walkability is hugely desirable. We need to create places that have amenities within 1-2 blocks to help encourage people to move away from car dependence.
Design	Walking is fantastic but the problem is we can't walk Jan-April
Design	They won't anyway. People are fat and lazy cows in this city. They'll drive half a block to get an ice cream rather than walk.
Design	The site itself should encourage walking. It should have sidewalks
Design	People on the street are critical for creating safe communities.
Design	Walking allows residents to exercise, save money on transportation, is good for mental health and allows people to socialize and know their neighbourhood.

Design	Buildings should not tower over sidewalks and there needs to be access to our waterways.
Design	I think it would be great if we can all walk to a wide range of amenities within 10 minutes, because it would encourage people to not drive their vehicle, thus, contributing to CO2 emissions, and, we get the added benefit of getting a bit of exercise.
Design	A good idea as long as it is not at the expense of other transportation modes or done in a way that creates excessive cost.
Timing	Location is more important lay ground work for growth
Timing	Make sure to review the infrastructure before prioritizing a site. Opening areas like Bridgewater without considering what services like grocery stores and community clubs is not acceptable.
Timing	I'd suggest prioritizing AFFORDABLE and mixed use housing
Timing	This is confusing.
Timing	This is hard to answer as the entire pipeline. How many houses/units do we need now? and how many do we need later?
Timing	not sure what this is getting at. Building of residential areas needs to be strategic. People will move there if conveniences are available like schools and grocery stores.
Timing	Greenfield sites may be easier (therefore faster) but should be the last resort for development
Timing	Growth is important to the economy and improvement of the city and should be done logically. is that what this question is asking?
Timing	What drives "sooner"? Market? Infrastructure? Cost Benefit? Social Engineering?
Timing	there needs to be better understanding in the city planning department of what can be done and understand the importance of allowing work to procceed when ready the poeple in the Winnipeg planning department have no understanding of the needs of either thr builders or thier customers
Timing	We need to serve the market. Our goal as a City should be to serve the Citizens and give them what they want (not listen to what the vocal few do not want). It is our job as a City to identify opportunities and trends to then capitalize on them.
Timing	Availability of a site does not equate to quality of a site. We need both proximate and long-term development planning.
Timing	loaded question
Timing	This question needs more explanation.
Timing	Do it right the first time, even if that means waiting longer for the right site.
Timing	We all have to deal with the long term consequences of bad decisions.
Timing	A 'better' site (infill) might take more coordination, and more time to complete but it is better than a greenfield site that may take less time to implement.
Timing	We are so far behind, this is just a waste of time. it all comes down to the money,and who determines that the city or the developer?
Timing	just because an area is more shovel ready doesn't make it strategically valuable.

Timing	Be smart about locations. Build the right thing in the right place, not just the willy-nilly style of the past 50 years. For example: Why on earth is there a Co-Op gas station covering a large prime area of Osborne just south of the Rapid Transit station? That should be high density housing that connects to the transit station.
Entertainment	I would travel 20-30 minutes by car to reach entertainment. But it is nice when it is nearby and when good transit is available.
Entertainment	Most things are already downtown for entertainment
Entertainment	If we choose to densify the areas where people already seem to want to spend their free time we will create a climate where the acceptance of that housing option will increase dramatically. The idea that we limit density in areas that people travel to as vibrant destinations for culture, entertainment, etc. is backwards. Give people a choice to live near where they want to spend their free time. They will embrace it and the densification will increase outward from those places.
Entertainment	I find culture very important to me but people already don't respect other cultures in this city and province. I would hate to see anyone judged because of their culture and having that as a first impression.
Entertainment	Not everyone needs to be entertained, and it would depend on the safety of the area as a further consideration.
Entertainment	Entertainment and culture is everywhere if you want it to be.
Entertainment	As these are more "destination" locations, proximity to these can be based on transit access rather than walkability
Entertainment	This is lovely idea, but as long as there is good frequent evening public transportation to such areas so that one feels safe taking the bus home, this could be developed by innovative scheduling of services.
Suggestion Proximity to Destinations	this page is really problematic - all of the categories listed could serve as daily need destinations. all of these possible destinations do need to be considered within the scope of accessibility by transit, foot and bike.
Suggestion Proximity to Destinations	Proximity to University
Suggestion Proximity to Destinations	Proximity to neighbourhood main streets where there is a concentration of destinations in a walkable street environment.
Suggestion Proximity to Destinations	Proximity to major transit nodes and transportation corridors (including AT)
Suggestion Development Potential	Again, The area that should be developed is the large area of vacant land in south east Winnipeg. Specifically south of the south perimeter highway and east of highway 59 (Lagimodiere). For clarity, it is the land bordered by highway 59, Plessis Rd, and the floodway. This area is close to destinations (shopping, etc, in Sage Creek, St.Vital,...), Walk, Bike trails are easily connected to sage creek and Duff Roblin trail on floodway, City costs are lower as it is currently vacant land and sewer and water can be extended from existing infrastructure, Transit buses can easily continue on Lagimodiere to this new development.

Suggestion City Costs	Implement/refine cost recovery mechanisms that allow consumer choice without taxpayer burden.
Suggestion City Costs	Residential growth study should consider creation of First Nation reserves. CoW needs to have a streamlined, fair, government-to-government approach to prioritize reserve development in the city of Winnipeg. First Nations people are local, and their dollars stay local. This study needs to see how it can integrate some of the TRC calls to action
Suggestion	Zone the areas you want developed at higher densities to avoid contentious nimby objections
Suggestion	Improve existing infrastructure for already overloaded areas.
Suggestion	Improve existing infrastructure to improve traffic flow in congested areas.
Suggestion	Make Building in Infill spots more appealing so more happens. Make a rule where over 50% of the residents surrounding a development must oppose it in writing and appear at a hearing before it can be considered for being turned down.
Suggestion	Winnipeg has a few very popular places that people like to spend their time - the Forks, Corydon, Osbone Village, Acadamy and Sherbrook are all destinations that should be intensified in use and density. These are our best local spots that we need to promote and urbanize. We need to find the guts to allow change in the parts of the city people already want to live. We need to allow change in existing neighbourhoods to let people live where they grew up and retire where they raised a family. People don't want to live on busy streets so we need to let some density happen on the streets just off major thoroughfares like Corydon, River Avenue, Pembina, St Mary's ...
Suggestion	Improved traffic flow would eliminate proximity issues.
Suggestion Access to Transit	All of these are important. The existing system is underfunded. Consequently more funds should be allocated to create a more robust transit system.
Suggestion Access to Transit	benches at all stops.
Suggestion Access to Transit	Mature Areas Protection
Suggestion Access to Transit	All for government intervention to enable green living

SCREEN 4

STAY INVOLVED

Thank you

Sign up here for OurWinnipeg Review updates.

Your time and feedback is greatly appreciated. For more information, please see the OurWinnipeg Residential Growth Study web page at speakupwinnipeg.ca/process/residentialgrowth

What is your postal code?
Type...

Are you associated with an organization?
Type...

Appendix B - Survey Respondent Postal Code Map

Geographic Distribution

Respondents were asked to provide the first three characters of their postal code. Respondents represented each ward within Winnipeg. Four respondents were from Manitoba, outside of Winnipeg.

