

M Richard
& Associates Ltd.

FULTON GROVE
MAJOR REDEVELOPMENT SITE "G"

Winnipeg, Manitoba
Letter of Intent - DASZ Application

Prepared by: M Richard & Associates Ltd.
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1.0 APPLICATION

Andrew Marquess is the 'Applicant' in making all the development applications on the SUBJECT LANDS for the PROPOSED DEVELOPMENT as outlined within this document. Michelle Richard will coordinate the submission of the application and be the contact person for the application.

2.0 SUBJECT LANDS

Municipal Address:	None
Location:	North of Hurst Way, south of the CN Railway, east of the Winnipeg Humane Society at 45 Hurst Way
Roll No:	12097805480 // 1209780745 // 12010945100 // 12097807040
CT:	2791220/1 // 2791222/1 // 2791231/1 // 2791353/1 // 2791354/1 // 2826981/1 // 2901851/1 // 2455472/1
Legal Description:	Too long. See Attached.
Registered Owner(s):	7138793 Manitoba Ltd. // 6165347 Manitoba Inc.
Neighbourhood:	Parker
Electoral Ward:	River Heights – Fort Garry
Development Plan:	OurWinnipeg Plan By-law No. 120/2020 [May 26,2022]
	Complete Communities Direction Strategy By-law No. 119/2020
D. Plan Designation:	Major Redevelopment Site
Secondary Plan:	Parker Lands Major Redevelopment Site (Site G") Master Plan, Policy Number PD-024
S. Plan Designation:	Urban Neighbourhood
Zoning By-law:	Zoning By-law 200/2006 [March 1, 2008]
Zoning District:	'M2' Manufacturing General
Land Area:	+/- 47.35 acres
Fronting Street:	None
Transit:	Beaumont Station is less than 800 metres away from the furthest residential area proposed with transit routes 29, 641, 677, and Blue Rapid Transit Line.
	Route 78 to Polo Park North and to Bishop Grandin to the South along the West of the property; and Route 677 to Wiles Ave and Route 641 to Lindenwood along the south property line.
Bikeways:	Multi-Use Pathway along Hurst Way Active Transportation Pathway along the Southwest Rapid Transitway
Municipal Services:	None

Rear Lane:	None
Current Land-Uses:	Vacant Lands
Adjacent Lands:	**North:** CN Rail lines
	East: City of Winnipeg Retention Pond and vacant lands.
	South: Hurst Multi-Use Pathway, then Hurst Way
	West: 45 Hurst Way – Winnipeg Humane Society, 860 Waverley Street – Storage facility and commercial strip mall.
Surrounding Lands:	To the south is the Brenda Leipsic Dog Park, the Southwest Transitway, multi-modal alternative transportation path, a Manitoba Hydro power corridor, and a residential area designated Mature Neighbourhood.
	To the southwest are Employment Lands located in the Buffalo neighbourhood and along Waverley Street, a full-time truck route.
	See *Appendix F – Site Context Map*

3.0 2023 REZONING AND SUBDIVISION APPLICATION - DESCRIPTION

If this rezoning and subdivision application is approved by Council, the proposed Fulton Grove development plan will enable a transit-supportive level of density necessary to foster the creation of a compact, complete infill community.

The rezoning and subdivision of the subject lands will implement the policies of the Parker Lands Secondary Plan (PD-024), that was approved by Council on November 26th, 2020. See *Appendix G*.

The rezoning will change the current industrial land use zones to a TOD zoning district guided by a regulatory Planned Development Overlay (PDO). See *Appendix H*.

The legal subdivision will create lots to allow for the development of low, mid and high density housing. It provides dimensions of the individual lots which will be the basis of the mylars for the site. A total of 215 lots and 6 public reserves are proposed. See *Appendix I*.

The proposed development vision presented in this application has not materially changed from the DASZ 12/2018 application that was previously approved by Council on November 26th, 2020 with the following exceptions:

- The dry pond storage in the northwest corner of the site has been eliminated. This land will now be given back to the individual lots and will be used by the geothermal company for its supply wells.
- An increase in the drainage release rate has allowed for a reduction in dry pond areas.
- Some ROWs were widened by 2 metres to accommodate pipe sizes over 525mm as per the City of Winnipeg's request and an additional 1 meter to accommodate geothermal piping.
- Public parking has now been placed in the commercial zone immediately west of the main ROW running north and south to service the commercial space.
- A detailed description of safety measures and individual barrier types is included in the PDO for lots adjacent to the north property line. The setback from the property line on north boundary for multifamily buildings is based on the FCM rail line guidelines using the x and y axis to calculate distance. The current x and y distance ranges from 64 to 85 feet guided by the safety barrier chosen. These distances are a change from the prior boundary of 85 feet.
- Site elevations on the western part of the site will be dropped to 1.0 – 1.5 meters due to a collaborative approach between the Applicant and City of Winnipeg's Water and Waste Department that will realize some wastewater flows directed west for the single family area.
- District geothermal infrastructure has been added to this plan to provide a green energy alternative to the multi-family buildings. See *Appendix N*.

The proposed PDO presented in this application has materially changed from the DASZ 12/2018 application that was previously approved by Council. The new PDO represents a significant opportunity for the City of Winnipeg to streamline its regulatory processes to accelerate the pace of housing development in desirable areas such as adjacent to rapid transit.

In addition to development, density, use and dimensional standards, a comprehensive list of design standards are embedded in the PDO. The design standards articulate all necessary conditions to be met by the developer, as well as consequences if the process is not followed.

The PDO also sets out an innovative approach that will streamline the development process as it relates to building and landscape design by authorizing a third-party accredited design professional (registered architect or landscape architect) to draft and submit a Development Design Standards Assessment report prior to the issuance of any building permit and a Development Design Standards Completion report to be submitted no later than 18 months after final building occupancy has been obtained.

This approach will allow for Council to have accredited professionals approve design standards usually contained within a plan approval process, thereby streamlining the development approval process. This proposed approach is modelled after the efforts by the City of Winnipeg to streamline the building permits process years ago by letting an accredited professional (architects or engineers) take responsibility for a project as it moves through the plan examination division. The City remains safeguarded through the suggested Development Design Standards Assessment and Completion report process in the case of non-compliance by the land owner, enabling the City to enforce possible punitive measures if required.

Many cities provide for similar streamlining approaches, recognizing that multiple development approval processes are directly linked to the current housing crisis in Canada. Many cities already use third party accredited design professionals to provide design compliance reports, relieving resource impacts on Public Servants and increasing internal capacity to accelerate approval times and issuance of development/ building permits. This approach presents an opportunity act as a demonstration project that may have wider applications, thereby accelerating the pace of housing development.

The site plan approval process administered by the City retains the elements of signage, lot grading and safety barrier measures.

This PDO sets out:

- A TOD zoning overlay to be applied to the entire site with a limit of 1,918 dwelling units to align with the Parker Lands Secondary Plan (Policy Number PD-024)
- Development standards
- Area wide density minimums and maximums for residential and non-residential uses
- Parking maximums and minimums for multi-family residential and non-residential uses
- Bike parking minimums for multi-family residential and non-residential uses

- A master signage plan approved by the Director of Planning, Property and Development
- Residential and Non-Residential Permitted uses Use specific standards
- Establishment of a farmers market
- A list of approved safety barriers to be constructed along the north property line adjacent to the CNR Rivers subdivision
- Dimensional standards for single family, two-family, 3 storey multi-family, 4 storey or greater multi-family and geothermal buildings
- Splitting of semi-detached and row dwelling lots
- Restricted areas
- A design standard review and approval process
- Requirement for development design standards assessment
- Landscaping plan requirements
- Safety and security requirements
- Design standards related to entrances, façade articulation and material, architectural features, bird friendly design, vehicle parking, loading and garbage enclosures, access to parking, bicycle parking

4.0 ACCELERATING THE PACE OF DEVELOPMENT APPROVALS

In addition to requesting a streamlined approach to accommodate urban design compliance, the Proponent will be submitting the following before the public hearing:

- Draft survey mylars prepared by an accredited Manitoba Land Surveyor
- Working collaboratively with the appropriate City departments and including the comments of any ACG report, a draft development agreement for Council's review

The objective in doing this as part of the development approval process and not afterwards is, again, to accelerate the pace of approvals to enable shovels in the ground.

5.0 DEVELOPMENT RATIONALE

The subject site is located in a Major Redevelopment Site noted in OurWinnipeg Plan By-law No. 120/2020. The lands are surrounded by employment lands, a mature residential neighbourhood, a railway corridor, and are subject to the Urban Neighbourhood standards in the Parker Lands Secondary Plan – Major Redevelopment Site (Site G) (PD-024).

The City's policy framework states that land use and density will change around transit stations along the Rapid Transit Corridor. Stage 2 of the Southwest Rapid Transit Corridor (SWRTC) was completed in April 2020. The 11-kilometre Southwest Transitway currently operates from Winnipeg's downtown to the neighbourhoods of south Winnipeg, including the University of Manitoba. The City of Winnipeg's Complete Communities 2.0. Directional Strategy & Transit-Oriented Development Handbook support higher intensification for lands located within 800 metres of a station. The proposed development also is supported by the City's direction for housing, sustainable development, green house gas strategy, and job creation.

A key objective in the choice of the route alignment for Phase 2 of the SWRTC was the development of vacant, under utilized lands with the Parker Lands being identified as an opportunity for densification. Today, the Parker Lands remain vacant even though Phase 2 of the SWRTC has been open since April 2020. For the over half billion dollars in investment by the three (3) levels of government (Federal, Provincial and Municipal) in the SWRTC, it required there to be ridership and an increase in tax revenue from lands adjacent to the SWRTC.

The development of Fulton Grove in the Parker Lands area is key to the hitting of many targets set out by the City of Winnipeg, including:

Housing Demand & Targets

The City of Winnipeg Comprehensive Housing Needs Assessment from January 2020 indicates the need of 4,000 to 4,400 units per year to deal with current population growth.

In February 2023, the City released the 25-Year Population, Housing, and Employment Projections report. This report indicates that over the next five years, approximately 21,200 units are expected to be built. The report also outlines that since 2012, multi-family construction exceeded single-family detached housing. This trend is expected to continue based on demographic changes, interest rates, consumer preferences, and single-family detached housing prices.

It is unclear how the City's housing projections line up with the emerging call to action by the Federal government (CMHC – June 2022) that 3.5 million units will need to be developed by 2030 to achieve affordable housing for everyone living in Canada. However, it does appear that the City of Winnipeg housing projections are not aligned with the CMHC projections for the City.

CMHC imposed specific housing targets per province to restore housing affordability, identifying 0.26 million units needed in Manitoba by 2030. With the population distribution of more than 55% of Manitobans living in Winnipeg, 119,600 units would need to be built by 2030 on top of the regular projected construction within the same time span.

Winnipeg is no different than other Canadian cities and is facing an affordable housing crisis, as the City's housing market faces unprecedented demand. The cost of housing in Canada has been on the rise, Winnipeg is not excluded from this. It is, however, not only the cost of housing that is a growing crisis but the ability of developers to bring residential products to the market, given high interest rates, cost of construction and major/lengthy development approval processes that are uncertain at best.

To cater to the diversity of household needs, new residential development must include a variety of housing options. These developments also need to be in proximity to amenities, transit, other modes of alternative transportation, and offer affordable housing choices.

The Federal Government has announced several tools to assist with accelerating the pace of housing development being delivered by the development industry. All tools are contingent upon municipalities demonstrating a commitment to densification, especially areas around transit corridors.

Both the Provincial and Federal governments have identified development approval processes that are often driven by non-planning reasons, including reluctance to densification, as a key issue that municipalities must acknowledge and resolve. A national discussion is emerging about not only incentivizing private developers to bring affordable product to the market but requiring municipalities to address exclusionary zoning. It is expected that the Federal government will, moving forward, tie infrastructure funding to municipalities demonstrating that they are hitting housing targets and in particular around transit corridors.

If Winnipeg is to remain a desirable place to live, a reframing of how the City of Winnipeg approaches planning for densification is necessary including aggressive approaches to zoning reform, upzoning, reduction of required approval processes and overall acknowledgement that the City form is going to change to allow urban density throughout the city. Against this backdrop, areas such as Fulton Grove become extremely important to accommodate significant density.

Transit Oriented Development (TOD)

Rapid transit stations will be the primary focus for development along the Rapid Transit Corridors and will provide strategic opportunities for growth, intensification, and redevelopment in accordance with Transit Oriented Development (TOD) principles. TOD will maximize opportunities to provide direct and convenient multi-modal transit connections, as well as provide a number of residents and jobs with direct access to higher order transit. TOD allows for higher density that will increase the supply of housing options, including affordable housing and family sized units, and will provide new employment growth in targeted locations.

Sustainable Development

Development along transit corridors and access to alternative pathways reduce the reliance on vehicles. This would help the City to meet the City's Green House Gas emission targets. Housing intensification within the +/-47.35 acres of land next to a mature neighbourhood (an infill development opportunity) contributes to reducing the need for expansive suburban single family development found on the periphery of the City.

Community Amenities & Infrastructure

The City has policies that call for the intensification of housing and other developments within areas with existing municipal services. TOD areas tend to encourage investment in integrated or adjacent community infrastructure (e.g. parks, recreation centres) to help promote complete communities. The area surrounding the Fulton Grove lands has existing infrastructure and municipal services. Amenities in proximity to the subject site are a dog park, an alternative transportation network, health care facilities, soccer and recreation facilities, several schools and a major grocery store.

Summary

The Fulton Grove development will provide a transit-supportive level of density, fostering the creation of a compact, complete community in the Parker neighbourhood and within Winnipeg. Fulton Grove respects and reinforces the fundamental planning, urban design principles and vision of the Parker Lands Secondary Plan, planning for a transit-supportive level of density given the proximity to existing transit infrastructure of the Beaumont Station. Fulton Grove will provide for a substantial amount of new housing and continued development activities, creating jobs in construction and related trades and industries.

6.0 DEVELOPMENT VISION (SEE APPENDIX L)

The development vision was constructed with a mindset to adopt well known transit orientated development principles but in a prairie context. Jennifer Keesmaat, former Chief Planner of the City of Toronto, helped guide the applicant through its planning concepts and Ms. Keesmaat furthered this concept with an event in 2018 held at the University of Manitoba called *Towards Prairie TOD: Opportunities for Winnipeg?*

The development vision is about creating a complete community with densities appropriate for a prairie city like Winnipeg.

The proposed development's density, urban design principles and social, physical and economic sustainability elements remain the same or enhanced from the 2018 Council approved DASZ (ie. adding in the sustainability feature of district geothermal system and comprehensive design guidelines to the previous planned development overlay (PDO)).

The following outlines key elements of the original development vision that have carried over to this application:

Alignment with previous Council decisions on the Southwest Rapid Transit Corridor (SWRTC) route location:

- Increases population near two Bus Rapid Transit Stations along the Blue Line, thereby increasing ridership and profitability of Winnipeg Transit.

- This development will align with and provide a proof of concept for previous Council decisions to locate the Southwest Rapid Transit Corridor along the "dogleg" route to promote development of under-utilized vacant lands.
- Supporting public transit ridership supports a greener footprint for the City of Winnipeg.

Infill Development:

- An additional 1,918 infill housing units next to public transit.
- Uses existing municipal infrastructure which is more cost efficient than suburban sprawl.
- Adds population to a mature community that has experienced population decline over time.

Housing Affordability:

- Provides a range of housing typologies from compact single family homes to townhomes and multifamily either as purpose built rental units or condominiums.
- Supports housing affordability by providing affordable housing options and by reducing the need for a vehicle.

Complete Community:

- Introduces a range of housing types, sizes and places (1,918 units / 47.35 acres)
- Embodies transit-oriented development Urban Neighbourhood (TOD) principles and adheres to TOD classifications as outlined in the City of Winnipeg's TOD handbook.
- Provides local amenities and services within a 10 minute or less walk.
- Provides a high quality public realm and pedestrian network.
- Introduces a street network capable of dispersing traffic and is easy and safe to walk.
- Places design emphasis on human comfort and placemaking.

Financial:

- Adds approximately $3.7 million to municipal revenue on an annual basis.
- Adds approximately $1.2 million to transit revenue based on 25% increase in annual ridership.
- Adds approximately $2.8 million in taxes paid via personal income tax, corporate profit tax, and social insurance tax (i.e. payroll taxes, EI/CPP contributions).
- Construction and development activities related to the proposed development will create the following benefits in terms of economic impact upon full completion:
  - About $963 million in economic activity - $572 million of which is direct economic activity;
  - About $435 million in net contribution to GDP;
  - About 419 jobs annually on average from construction related activities;
  - 70 million in tax revenue generated across all levels of government excluding carbon tax.

  See *Appendix M*.

Green Initiatives:

- Removes 2,877 tonnes of GHG emissions from the atmosphere on an annual basis from TOD alone (not including GHG emission reduction from district geothermal energy).
- Geothermal use will further improve the GHG emission numbers.

See *Appendix O*.

7.0 DEVELOPMENT VISION - ELEMENTS

The following development elements incorporate national and international best practices for an urban neighbourhood development. The Applicant has expressed a desire to incorporate many of these best practices.

The Applicant's 2018 and now its 2023 plan were drafted by a team of professional planners, architects, engineers, environmental experts and economists. The high quality and high standard of work to date has been continually recognized by peers and validated through all Court related matters where the Court has continually recognized the credibility of the developer's professional team.

Extensive public engagement also factored into the ultimate design of the proposed development. The planning process for these subject lands commenced in 2013, with public consultations on the proposed development initiated in 2016. Public consultations continued, with engagements occurring in 2018, three (3) online engagement sessions in 2020 and further engagements as recently asJuly 2023. For a deeper understanding of this process, please consult *Appendix Q - Community Engagement Summary Report*.

This vision continues to not ascribe to a suburban planning vernacular as it relates to zoning, density, parking, mixed use, greenspace or servicing. A core concern of the previous planning principles were proposed changes by the City of Winnipeg Administration that would have incorporated features that best align to suburban greenfield development planning.

To support the Administration's planning vision, the following were planning concepts that the City of Winnipeg Administration expected the Proponent to adhere to:

Density:

- Neighborhood Medium Density as a TOD typology:
  - Characteristics of this TOD typology are multi-family building heights of 2 – 5 storeys and predominantly single family residential housing.
  - Limited number of buildings greater than 5 storeys.
- Appropriateness of densities at this location because of the site's lack of connectivity.

Greenspace:

- Larger, centrally located playing field/green space consistent with a suburban design concept.
- Rejection of the concept of urban green space.
- Preservation of aspen trees as greenspace for non-planning reasons.

Zoning:

- Use of a conventional zoning district that would require variances for development to occur and present an outdated approach that would result in ongoing land use adjustments focused on dimensions and not form.

Planning Development Overlay (PDO):

- A PDO that wasn't fitting with the characteristics of the site.

Housing Typology:

- Requirement of backlanes for all of the single-family part of the development.

Fulton Grove Planning Vision - 2023

Residential - TOD Zoning:

This Application proposes rezoning from M2 Industrial to the City's TOD zone. The TOD zone was approved as part of the 2020 development approval process.

The Fulton Grove development map illustrates three (3) areas with higher density in close proximity to the Rapid Transit station, transitioning to lower density further away from the station. This is a key pillar of best practice TOD and aligns with the Parker Secondary Plan (Plan-024). See *Appendices H, I, J.*

The development areas including allocation of density in each area will be managed through the Planned Development Overlay, the accompanying subdivision block, lot plan and through the development agreement process. See *Appendix H.*

The underlying zoning district is TOD with a maximum unit count of 1,918 units. These units are identified on an accompanying subdivision block and lot plan. See *Appendix I.*

The application of the TOD underlying zoning district will not result in unfettered development. The previous development approval process included the City of Winnipeg Administration stating, in writing and publicly, that the proposed TOD zoning district could result in over 6,970 dwelling units on the site.

As was the case previously and still continues to be the case; in order to increase the unit count from 1,918 to over 6,970 dwelling units the approved secondary plan, the PDO and subdivision plan would require amendment and would be subject to public hearings and new approval requirements.

The development areas continue to be:

- **West Area:** 185 units of single-detached, duplex, triplex, and quadplex options. Small, compact lots and building footprints will make ownership more affordable.
- **Central Area:** 158 units of townhouse style housing will be provided to create an appropriate transition from the higher to the lower density areas.
- **East Area:** 1575 units of Multi-Family Residential and Multi-Family Mixed-Use buildings. Building size to be mostly 50 to 90 units with larger buildings as outliers. Building heights range from 6 to 16 storeys with the majority of the buildings between 6 and 8 storeys. The front building line will have a maximum of a 20 feet setback from the property line to create an edge for pedestrian activity, break up massing and help define pedestrian scale. Single family and two family housing remains restricted to the west area, as per the legal subdivision plan and density map within the secondary plan and PDO. In order to change where low density is located, a new development approval process would be required to amend the Parker Secondary plan (Plan-024), PDO and the subdivision plan.

Mixed Use – Commercial Area

Main floor office and retail space are available in various sizes to suit demands of the commercial tenants. Located in one zone to create animated street activity and next to a greenspace area to encourage pedestrian traffic.

Commercial uses cannot be located anywhere on the site as per the guidelines set out in the PDO. The cumulative gross floor area for commercial/non-residential uses must not exceed 15,000 square feet.

For lot sizes and potential square footage of the areas, please refer to the subdivision section in this report and associated subdivision maps. *See Appendix I.*

Density

The overall site is proposing to have 61 units per net acre (1918 units / 31.48 acres). This density was approved in 2020. At that time, the City Administration recommended in their report that density of between 650 to 1250 dwelling units based on 20-50 dwelling units per acre and restricting building heights to 2 to 5 storeys would be the basis for development. The proposed lower density coupled with the building height restrictions of 2-5 storeys would result in approximately 730 multi-family units.

The City Administration's past preferred density yield would ensure that the Fulton Grove development would not be successful as a TOD site, would reduce potential ridership on the Blue Line, and would result in a missed opportunity to address the national housing crisis.

In comparison to other large (i.e. – Toronto or Vancouver) cities with similar redevelopment sites, this density and unit count of 1,918 dwelling units is low but in the context of a prairie city, it is appropriate. The Federal government, all provinces and most cities are seeking to densify to support the provision of housing that residents can afford. Redevelopment areas, especially those adjacent to rapid transit, are opportunities for significant densification.

Many cities that are characteristically similar to Winnipeg such as Salt Lake City, Utah actually offer incentives to developers that meet or exceed minimum density targets. The municipal objective is to encourage developing as much density as possible in designated areas to ensure the success of the associated transit corridor and of course, provide housing/amenities to residents.

Other cities such as Arlington and Atlanta rezoned lands on an area basis to high density, not the developer(s). In Arlington, the developer was only responsible for a site plan. The results of this municipally led intervention realized a jump in FAR and building heights from 1.5 FAR and 45 ft to 4.8-10 FAR and 100-300 ft. For clarification, floor area ratio (FAR) is the measurement of a building's floor area in relation to the size of the lot/parcel that the building is located on. In this context, higher FARs indicate greater building volume and density.

Parking

Multi-family buildings will primarily have underground parking structures. Podium parking for multi-family units along the rail tracks will be integrated with a protective 'crash wall' – a safety and acoustic barrier to the rail line. These crash walls will comply with the City of Winnipeg Development in Proximity to Rail Lines Guidelines, updated as per the PDO.

Where underground parking is not feasible (townhomes), parking will be integrated into the building or behind the building to minimize impact at the pedestrian level.

On-street parking throughout the development and parking lane design will calm traffic and create a pedestrian friendly environment.

A comprehensive parking management plan, setting parking maximums and minimums, is provided in the PDO.

Many cities are now routinely using parking maximums to encourage alternatives to the personal vehicle and to support a more urban, humane environment that is not characterized by significant parking stalls/lots. The urban nature of the site needs to be respected and the private vehicle cannot be the dominating factor, otherwise the site's viability to achieve an urbanized, dense, walkable neighbourhood is missed entirely.

Bicycle parking: Apartment-style and mixed-use buildings will be served by on-site secure, readily accessible, and visible bicycle parking areas. A comprehensive bike management plan is provided in the PDO.

Greenspace and Placemaking

The Fulton Grove development is surrounded by over 40 acres of greenspace and water amenities providing active and passive spaces in close proximity to the site. The Fulton Grove development plan proposes strong linkages to the surrounding greenspace and water amenities.

The Fulton Grove development plan proposes to have 3.16 acres dedicated to greenspace. Park and recreation space will be located in multiple areas throughout the site, utilizing a strong urban design approach. Fulton Grove planning concepts have not defaulted to a suburban design concept for greenspace.

Green spaces will be composed of a pocket park, a linear space to provide better access to activities for families, and to provide spaces with playgrounds. The central linear park is accessible by all as a connector for the whole development, a common feature in similar TOD sites in other cities; trails and benches are located throughout the area.

The green spaces are designed to be lively and pedestrian-oriented to attract interest and encourage interaction with the site, adjacent buildings, and street grid. It will also help relieve and mitigate heat island effects and storm water runoff.

The City of Winnipeg previously requested, and has requested again, that the site include an open field. A mid-sized or large playing field is not appropriate for this site for the following reasons:

- Encourages the use of private vehicles.
- There is not enough space for the field. If required, it will take away from potential housing and decrease affordability.
- It will require a surface parking area.
- It is not a form of respite to urban residents.
- It will not help control temperatures or provide meaningful access to shade.
- It may use chemicals to control weed management.

Connectivity/ Street Network

ROWs in the development will account for 12.71 acres. The roadways will be a mix of boulevards and residential street networks. Sidewalks and pathways will be provided throughout the site connecting to the existing AT pathway along Hurst Way and to adjacent sites. All streets will comply with City of Winnipeg street design as per the Transportation Standards Manual.

The site will include neighbourhood scale commercial/retail in a dense, well-designed urban environment and will encourage walking and enjoyment of the site (ie. restaurants and patios, small scale grocery, etc...)

As related to connection to amenities, it is very important to note that the site is one of the most connected sites in the entire City of Winnipeg, adjacent to the Blue Line bus rapid transit and an extensive active transportation system (cycling and pedestrian).

The site is adjacent to the corridor, accessible within a 400m to 800m walkshed to two (2) rapid transit stations, making it currently the most accessible Major Redevelopment Site in the city.

Fulton Grove is one of four redevelopment sites out of a total of eleven that are, or will be connected, to rapid transit. One of those redevelopment sites, Fort Rouge Yards, was developed by the Proponent.

The Proponent has submitted an updated traffic study and acknowledges that it is their responsibility to provide updated traffic studies as required by the Director of Public Works to evaluate the traffic volumes on Hurst Way as development progresses. The traffic studies shall be used to determine when upgrades along Hurst Way may be required.

The City of Winnipeg's last Administration report expected the development vision to be amended to provide for rear lanes in the low density area. The City proposed a building typology that only consists of back lane homes under the theory that front garage homes pose a great risk to children walking down a street. Multiple developments have had front garage attached homes approved before, and since, 2018 without the planning rationale that they posed a great risk to children walking down a street.

The proposed development plan contemplates a mix of front garage attached, and access to a garage off of rear lanes, for the lower density development area.

The City of Winnipeg Lane standards are universal and were designed to largely apply to new greenfield neighbourhoods. Since these standards are universal they also apply to TOD, infill and area redevelopment areas which is not contextually suitable for a large width rear lane.

Rear lanes can be an important component of TOD from the standpoint of urban design, transportation, additional lane way housing and access to property and in some cases utilities. However, rear lanes in infill or redevelopment sites only work if they are narrow and designed to work within a dense urban site.

Servicing – Water & Wastewater

As evident in the previous application and now in this application, Fulton Grove will be serviced to a full urban standard as per OurWinnipeg 2045, Complete Communities 2.0 and the Parker Lands Secondary Plan. The Proponent acknowledges it is responsible to submit a comprehensive servicing report, prepared by a qualified municipal engineer, outlining the provision of underground services for the planned area and adjacent lands to the satisfaction of the Director of Water and Waste. Through a collaborative planning process with the City of Winnipeg's Water and Waste Department, a wastewater management solution has been found to divert some of the wastewater west instead of the connection point of Parker and Wynne. See *Appendix K*.

Stormwater Management

Working with the City of Winnipeg's Water and Waste Department, a revised storm water release rate of 3.5 m^3/s was instituted for the Parker Lands development site thereby decreasing the need for on site dry pond storage areas. See *Appendix K*.

Energy - District Geothermal

A district open loop geothermal energy system will service the multifamily buildings at Fulton Grove. The geothermal system will allow for all multi-family buildings to connect to a secure, environmentally sustainable, and cost-effective source of renewable energy.

Unlike fossil fuels, geothermal energy is a renewable resource that does not emit the greenhouse gases that cause climate change. The implementation of a renewable energy source as the primary manner to heat and cool buildings furthers Canada's commitment to reducing greenhouse gases. It is environmentally friendly and helps to counter the effects of climate change by reducing greenhouse gas emissions.

See *Appendix N*.

8.0 APPENDIX

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Appendix J - Development Plan Concept
Appendix K - Site Servicing Memo
Appendix L - Comprehensive Development Visualization Package
Appendix M - Economic Impact Study
Appendix N - Geothermal Site Plan drawings
Appendix O - Ortech Consulting GHG Report
Appendix P - Traffic Impact Study - updated letter
Appendix Q - Community Engagement Summary Report