



Parker Lands Major Redevelopment Site

ENGAGEMENT Report



Updated Feb. 13, 2018



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PARKER LANDS MAJOR REDEVELOPMENT SITE

1.0 Stakeholders Meetings & Public Engagement Process

The stakeholders meetings and public engagement process for the Parker Lands Major Redevelopment Site represents a collaborative and consultative planning process from a collective group of professionals, stakeholders, owner's representatives, City Administration, elected officials, and community members who took part in various meetings, public open houses, design charrettes and interviews throughout the planning process.

Additionally, the information found in this report as well as in the Secondary Plan has been prepared in consultation with various City of Winnipeg departments, the General Council of Winnipeg Community Centres, Manitoba Hydro, CN Rail, the Division Scolaire Franco-Manitobaine, Winnipeg School Division along with other special interest groups.

Work began on the development of the Secondary Plan in early 2014 and a series of drafts were prepared by GEM Equities on behalf of 6165347 Manitoba Inc. The drafts were developed with input from a number of meetings with the City of Winnipeg's Planning department, Parks department, Public Works as well as the local area Councillor.

Informal input was also received from representatives of the Winnipeg Humane Society, the Brenda Leipsic Off-Leash Dog Park users, and people from the surrounding neighbourhood. GEM Equities and their engineering consultants, InfraCor and Morrison Hershfield, contributed ongoing schematic urban design, underground services and traffic impact analysis reports. Development of the draft Secondary Plan continued through into 2017.

The following is a representation of the engagement process led by 6165347 Manitoba Inc. as part of the developer-led Secondary Plan.

2.0 Public Engagement Process

The public consultation for the engagement process consisted of a series of open houses as well as the launch of a project website to introduce ideas and gain valuable insight, feedback and input from the community.

As of early September 2017, all information has been posted on the website www.fultongrove.ca to share research, reports and the latest schematics for the ongoing design process.

2.1 Public Open House #1

A Public Open House was held on February 10, 2016 at the Holiday Inn South to present the initial design concepts and principles of the future Parker redeveloped site to the Beaumont neighbourhood and to get feedback from the local area residents. It was hosted by GEM Equities Inc. on behalf of 6165347 Manitoba Inc., the principal landowner of the private developable land.

Invitations were dropped off to every single resident in the Beaumont community (1277 home addresses) and advertisements were placed in both of the city's major newspapers.

A questionnaire was distributed to all who attended to give them an opportunity to express opinions and offer feedback of how a development of this type could most benefit the community (see **Appendix A.1** for a sample of the questionnaire as well as the summary of recorded responses).

Throughout the evening, the owner's representatives and consultants were engaged by a wide variety of people from surrounding neighbourhoods who expressed their opinions, comments and concerns and asked questions. Presentation boards (as found in **Appendix A.2**) were used to illustrate, explain and elaborate on the initial principles and concepts that would help to guide future development.



Figure 1: Public discussion with developer's representatives.



Figure 2: Public viewing of presentation boards

Summary

During the evening most people from the Beaumont area and the surrounding community expressed concerns with the current shortcutting traffic through the neighbourhood and whether there was anything that could be done about it. There was some opposition concerning the dog park, wetlands and existing forest by a special interest group (approximately 15 people). In addition, many people expressed their frustration for the lack of information on future city infrastructure projects to occur in the Parker Lands region and how these projects would affect the neighbourhood (like the final choice of 2nd leg of Southwest Rapid Transit Corridor, for instance). It should be noted that no city representatives were present at this event to answer some of these specific concerns. People were also asking about *what was the City's involvement going forward?*

The representatives of the developer answered general questions about the future city infrastructure projects (though the open house was meant to be specifically about the future residential development) to dispel some of the misconceptions about the various projects in the area, offered concepts and principles about the proposed development and provided a platform to keep people informed as the project would continue to evolve and unfold.

Approximately 80 to 100 people were in attendance throughout the evening with another 10 to 15 present from various media outlets.

A total of 69 people filled in questionnaires to voice their opinions.



Figure 3: Unveiling of initial concepts for a new Transit Oriented Development at the Parker Lands

2.2 Public Open House #2

A second Open House was hosted on Monday, August 22, 2016 between 6pm and 8pm by GEM Equities Inc. on behalf of 6165347 Manitoba Inc. along with representatives of the City's Planning, Property and Development Department. The purpose of the second Open House was to get feedback on the current state of the draft Secondary Plan (a planning document to guide future development within the Parker Lands neighbourhood) along with the proposed plans for the future residential development.

Also present to answer questions about the proposed project were a traffic consultant from Morrison Hershfield and two environmental scientists/biologists from EcoLogic who were there specifically to provide information to those concerned about the wetlands and aspen forest.

Invitations were again dropped off to every single resident in the Beaumont community and advertisements were placed in both of the city's major newspapers.

Overall the open house was well attended and people expressed their appreciation for the opportunity to ask questions of the various representatives and consultants in the room. A total of 53 people recorded their names on the sign-in sheet with about 15 to 20 others who did not register their names for a total attendance of around 70+ people through the evening.

(As an observation after the event, it was noted that of the 53 people who signed the attendance sheet, only 1 person was in common with those who attended at the first open house from February 10, 2016 so it seemed there was almost an entirely new group of residents who showed up to this engagement).

A series of 19 information boards were set up around the perimeter of the room and various consultants/representatives were present nearby to provide feedback and answer questions and concerns of the public.

In addition, a new questionnaire was distributed with open ended questions to encourage feedback, comments, interactions and ideas that the public might want to share after taking in the information and talking to the consultants. A copy of the questionnaire and summary results for Open House #2 can be found in **Appendix B.1**.

A total of 29 people responded to the questionnaire.

PRESENTATION BOARD OVERVIEW

In general, the presentation boards from the second Open House were broken up into 4 Sections as follows:

1. Secondary Planning & Planning Process Boards
2. Conceptual Design of the Proposed Development
3. Environmental Survey Information
4. Traffic Impact Analysis Information

Section 1 – Secondary Planning & Planning Process Boards

Two Senior City Planners were nearby to answer questions regarding the planning process.

The Presentation Boards consisted of:

- 1.1 Policy Frameworks – Design & Planning Principles
- 1.2 What is a Major Redevelopment Site?
- 1.3 Secondary Plan – Development & Adoption
- 1.4 Draft Policy Map – Parker Lands Major Redevelopment Site

Comments from the City Planners present regarding concerns from the public:

- They received a few questions about the Southwest Bus Rapid Transit (Stage 2) project including questions about the closure of Parker and the new road connection from Parker to Hurst Way (likely to be at the historically named Georgina St.);
- They had one person comment negatively about the future retention basin's steepness.

Section 2 - Conceptual Designs of the Proposed Development

Designers/Planners/Architects and representatives from the developer were present to answer questions about the conceptual design and layout of the site.

Presentation Boards were as follows:

- 2.1 Conceptual Master Plan – Site Development
- 2.2 Residential Areas – Typologies and Densities
- 2.3 Residential Areas - Streetscape
- 2.4 Residential Areas – Street Character (medium density)
- 2.5 Residential Areas – Sun Shadow Studies

2.6 Public Spaces – in Hydro / Transit Corridor

2.7 Transportation Networks – Pedestrian / Cycling Active Transportation

2.8 Parkspace

2.9 Sustainable Building Strategies

2.10 Parking Integration – Strategies

Some comments that were made to the Design consultants present:

- There was a lot of interest in the project, in particular the potential for a district geothermal heating & cooling system to serve the site;
- There were some strong questions about the impact of the development and BRT but expressed in a civil way;
- A few people pointed out that Parker Avenue was the dividing line between school divisions and therefore were wondering if children from the new development will be attending Harrow or Beaumont school (are they part of Winnipeg School Division? which is to the north of Parker or Pembina Trails which is to the south?);
- Several residents talked about getting ticketed by CN (which resulted in a \$204 fine) for crossing the rail tracks to get to the commercial district to the north and therefore were interested if there was an opportunity to build a pedestrian bridge across the tracks for access;
- Some people were asking about the types and values of housing being proposed and whether they were going to be for low-income bracket (in general there seemed to be a strong opinion against low income housing and that it was not going to be welcomed in the community);
- Some people were concerned about the choice of Georgina St. rather than Beaumont Street for the access to the drop-off and continuation through the neighbourhood (it would be an inconvenience for them to zig-zag in an indirect way to get home each day);
- Many people present wanted the city to assure them that there would be a naturalized edge along the storm water retention pond and NO FENCE.

Section 3 – Environmental Survey Information

Two representatives from EcoLogic, the authors of the various Environmental reports for the Parker Lands future development site, were present to answer questions.

The Presentation Boards contained summary information from the Environmental Surveys conducted on the site. Presentation Board titles were:

- 3.1 Environmental Information – Legislation Requirements
- 3.2 Environmental Information – Updated Site Surveys 2016
- 3.3 Environmental Information – Human Impact

A brief summary of the evening, specifically with respect to the environment:

- Outside of two attendees from the Parker Wetlands group, there were no concerns regarding the environment that were brought to the consultant's attention;
- A collection of local residents did express concerns regarding the lack of direct management on the property indicated that the standing water and abundance of out of control vegetation were breeding mosquitos and expressed their wishes for the property vegetation to be mowed and the standing water to be managed;
- Outside of this concern, the remaining comments were positive regarding their pleasure seeing the due diligence of the developer regarding the environment by having the biological surveys completed;
- Several residents indicated they were satisfied that the concerns expressed at the first open house about gaining a better understanding of the environment had been heard and surveys had been conducted;
- Several expressed their relief to know that there were no species at risk;
- Throughout the evening, local residents indicated their appreciation and understanding that the quality of the environment had changed over the years and acknowledged the present degradation of the site;
- Some residents asked questions regarding the new location for dog walking, wanting to be assured there was a place for dog walking in the area;
- A local resident, botanist, and birder commented that he felt grass species were missed. He also indicated that during his Christmas bird count in the area that additional bird species were identified during December that were not identified during the EcoLogic inventory of birds during their spring/summer surveys;
- It probably helped the majority in attendance that information was shared from the updated ecological surveys which were conducted in response to questions posed at the first open

house. The public's response to the previous questionnaire contained comments that suggested the public would like more information surrounding the ecological state of the lands to be developed which led to the developer hiring the environmental consultant to do an ecological assessment of the site and provide a report on its findings. The report was the result of extensive background work by Ecologic and a thorough site assessment.

Section 4 – Traffic Impact Analysis Information

A Traffic Engineering consultant from the office of Morrison Hershfield came to the open house presentation to answer questions as necessary on the traffic implications of the new development.

Presentation Board titles were:

4.1 Traffic Impact Analysis – Pre development

4.2 Traffic Impact Analysis – Post development

Comments from the Traffic Consultant regarding public feedback:

- As expected there was a moderate sense of concern/skepticism regarding increasing traffic and parking issues in the neighborhood (i.e. “we will wait and see what happens”);
- Residents seemed unfamiliar with the potential benefits of the larger infrastructure projects in the area including the Waverley Underpass, intersection capacity improvements, SWBRT, and the positive impact that those should bring to reduce congestion and minimize shortcutting through the neighborhood. It seems that positive outcomes of these larger projects in the area could have been communicated better to the public;
- There were positive views on improving bicycle and pedestrian connections and infrastructure in and around the area;
- Some residents understand that higher intensity around the BRT station is unavoidable but would like the city to mitigate potential impacts of traffic increase and on-street parking (i.e. traffic calming on local roads);
- Further to the above, on-street parking around the station seems to be a concern. Residents believe outer transit users will park-and-ride for free around the station;
- Although unrelated to the development, Bus Rapid Transitway noise attenuation is a concern for residents immediately adjacent to the Transitway (specifically on Parker Ave).

2.3 Public Update – January 2018

Presentation to City Planners

A presentation was given by Gem Equities and their consultants to the City Planners on Monday, Dec. 18, 2017 to introduce the latest team members and provide an update on the current site layout to discuss the changes to the previous plan that was submitted for the DASZ pre-application in March of 2017.

Jennifer Keesmaat, a well-respected Canadian urban planner and the former Chief Planner for the city of Toronto, was introduced as the latest member of Gem’s consultant team.

A PowerPoint presentation was given to the assembled group to describe the latest changes and updates to the Fulton Grove site plan. Ms. Keesmaat indicated that there were several “Big Moves” that were undertaken to make improvements to the previous plan to capitalize on the desired densities and their effects towards establishing Winnipeg’s first Transit-Oriented Development project.

The Big Moves consisted of:

1. Adding a commercial main street close to the transit station, as a key organizing principle to the site;
2. Moving the taller multi-family buildings to the north of the site, nearer the rail tracks so that smaller 4 to 6 storey buildings would be closer to the station at the south end of the site. This would allow less of a ‘wall effect’ of tall buildings as a first impression of the community at the entry of the site and would also cast less shadows on the public spaces now located at the centre of north;
3. Questioning the rationale of preserving the remaining aspen forest and instead introducing a high quality public realm composed of connected green spaces, linear parks and community gathering spaces – where people can walk within their community to visit their neighbours, run small errands, play in safe environments, and have good access transit.

(See letter by Jennifer Keesmaat on Parker Lands: Ensuring Successful Prairie TOD, included in **Section 5.1.1** of the Fulton Grove Concept Plan binder).

Public Update on Website

After the updated development plan information was presented to the city planners, a Public Update brochure was posted on the Fulton Grove website (www.fultongrove.ca) on Jan. 19, 2018 to communicate the latest changes and explanatory material to the site plan to the public and ask for comments and feedback by way of a contact button below the updated site plan.

With each visit to the website, a 'pop up' brochure would immediately be noticeable to all by appearing in the middle of the screen and could only be removed by either viewing further information within the brochure or clicking the 'close' function in the lower right hand corner.

Several methods were used to make people in the Beaumont neighbourhood and beyond aware of the updated information as presented on the website:

- Mail-out cards were dropped off at Canada Post and distributed to around 1100 homes in the Beaumont region between Monday, Jan. 22nd and Wednesday, Jan. 24th inviting people to view the website for update information on the Fulton Grove development.
- A Winnipeg Free Press ad was run on Wed. January 24th (similar image as the mailout brochure). Gem would continue to run ads every month to keep driving traffic to the website.
- Ads promoting the website were also taken out in three community newspapers (the Lance, the Sou'Wester and the Metro) on Wednesday, Jan. 24th. Gem would continue to run ads every month to keep driving traffic to the website.

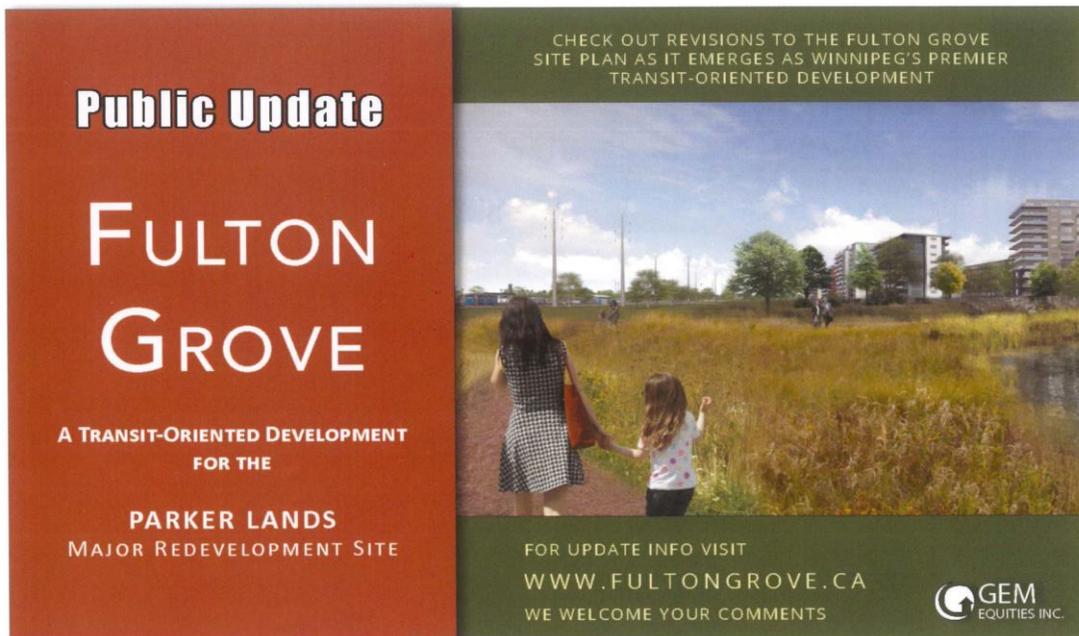


Figure 4: Image of the brochure that was dropped off to residents of the Beaumont neighbourhood

Results from the Website Public Update Brochure

Since the update information went public on the website on Jan. 19, 2018 information was tracked to observe how many people viewed the information:

- Between Jan. 19 and Feb. 13, 2018 (approximately one month) the total number of independent visits to the site was **1354**.
- Of the **1354** visitors, **1130** people viewed the Public Update information (i.e. they did not immediately close the window to exit out).
- The largest spike of traffic to the website for a single day occurred on Jan. 24th (the day the Free Press ran the ad, mailouts were delivered to homes in the Beaumont area and a day after a TOD conference was held at the University of Manitoba and was publicized on radio stations – reporting incorrectly that the conference was about the Fulton Grove project).
- The number of views for the update page on Jan. 24th was **146**.
- **41** of the people on Jan. 24th went on to enlarge the site plan (map) to get a closer view.
- **4** people clicked on the ‘contact’ button to potentially leave a remark.
- Many people continued to view other information previously posted on the original website.

Between the same dates of Jan. 19 to Feb. 13, 2018 a total of **4** people used the contact information option to ask for clarifications about the development project.

Questions and concerns ranged from the dog park, the aspen forest area (Gem’s response to this comment was later posted by the recipient on the Parker Wetlands Conservation website so it has reached a larger viewing audience), questions about sustainability practices and requested updates on whether there would be senior living options within the residential neighbourhood.

See **Appendix C** for the responses to each of the questions generated from the public update on the website.

Gem Equities will continue to run ads in local newspapers every month to drive traffic to the website to continue to update the public on changes to the development plan.

3.0 Stakeholder Consultation

In addition to the open houses and website the developer also made contact with several stakeholders and representatives within the Parker Lands:

3.1 Manitoba Hydro

Manitoba Hydro was consulted regarding the Powerlines in the Hydro Corridors that are in the Planned Area. (Note: Manitoba Hydro's Land and Property Secondary Use Application process should be undertaken in the future to determine the potential of landscaping and establishing an active transportation path in the corridor).

Several meetings, email correspondences and conference calls were conducting by 6165347 Manitoba Inc. and Manitoba Hydro between June 2012 and Dec 2014 to discuss existing circumstances and future works proposed by both sides within the Parker Lands. Various iterations of preliminary designs of the development site were presented to representatives of Manitoba Hydro. Their stance has always been that "Manitoba Hydro is strictly neutral about all development."

3.2 Brenda Leipsic Dog Parkers

Brenda Leipsic Off-Leash Dog Park (BLDP) users were consulted regarding their current and future facilities and activities in and around the Planned Area.

Several emails and phone conversations were had between representatives of the Brenda Leipsic Dog Park and 6165347 Manitoba Inc. to discuss among other things, the possible use of the private developable land by BLDP as a temporary dog park while their new park was being relocated and redeveloped to make way for the Second Leg of the Bus Rapid Transit.

3.3 Winnipeg Humane Society

Winnipeg Humane Society was consulted in the spring of 2014 and summer of 2015 regarding the current and future activities in and around the Planned Area. Discussions were also had regarding the day-to-day outdoor activities of the animals on the property adjacent to the developable land and how any future development might need to consider the potential noise disturbances (i.e. sound fences, berms or distance separation, for instance).

3.4 Environmental Overview

In response to people's concerns expressed in Open House #1 (described above) the developer retained an environmental consultant to look at all matters related to the existing forest, wetlands and green space within the private Parker Lands, as the remainder of the Major Redevelopment Site had been previously studied on behalf of Winnipeg Transit for the second leg of the Southwest Bus Rapid Transit project.

In early 2016, 6165347 Manitoba Inc. engaged an independent environmental firm, EcoLogic, to look at the existing environmental aspects of the site and the consideration of future development.

Over a period of more than a year EcoLogic produced several reports:

- An Environmental Background Report for the site in May 2016;
- A Biophysical Technical Report in July 2016 - which presented scientific methods and results of the environmental surveys conducted within the Project Study Area;
- A review of the Parker Lands in Relation to the Ecologically Significant Natural Lands Program Criteria I August 2016;
- A memo in November, 2016 regarding a Summary of Environmental Work and Required Regulatory Compliance;
- A Response to Parker Wetland Conservation Committee Comments on the Biophysical Technical Report, November 2016;
- And a Parker Lands Major Redevelopment Site Environmental Overview in April, 2017 - which can be found in the **Appendix** of the final Secondary Plan.

EcoLogic provided comments and supporting documentation for Open House #1 in February 2016 and attended Open House #2 in August, 2016 to related some of their findings from their reports and to answer questions and concerns from the public.

3.5 Parker Wetlands Conservation

There were several emails and phone conversations between representatives of the Parker Wetlands Conservation group (PWC) and Gem Equities to discuss the wetlands and the aspen forest.

Two Environmental Reports of the site conducted by EcoLogic in the spring/summer of 2016 were provided to the PWC by Gem to review and provide comments before they were to be shared with the public. Requests were made by Gem to meet with the PWC to discuss the reports before the information was presented at the second open house in August, 2016 but no response was given. After Open House #2 another offer by Gem was made to PWC to meet with the Environmental consultants to discuss the results and information presented at the open house and the concerns that PWC had with the reports. No meeting was accepted by PWC as they were working on a written response.

- Nov. 7, 2016 – PWC send a response to Gem titled “Review of Oak Grove Development Project: Biophysical Technical Report” and cc’d the local area Councilor and Mayor.
- Mid Nov. 2016 – PWC posts the two Environmental Reports without permission from the owner or author of the reports.
- Nov. 30, 2016 – Gem provides written response to each of the concerns of the PWC in a report called “EcoLogic Environmental Inc. Response to Parker Wetland Conservation Committee Comments on the July 2016 Biophysical Technical Report.” A meeting request is again put forward by Gem with no response.
- July 6, 2017 – Meeting between chairman of PWC group and owner of 6165347 Manitoba Inc/Gem Equities.

- July 16 to 23 – several email correspondences between chairman of PWC group and owner of 6165347 Manitoba Inc/Gem Equities regarding discussions from the previous meeting.

3.6 CN Rail

CN Rail was consulted regarding their main line located north adjacent to the Planned Area. Processes to determine the setbacks of new residential land-uses were discussed to establish policies in the Plan.

- Mar. 20, 2014 - Conference call with the Manager of Real Estate & Business Development at CNR. 6165347 Manitoba Inc. was provided with guidelines to address future development when building next to active rail lines. 6165347 Manitoba Inc. received a draft of the “Guidelines for New Development in Proximity to Railway Operations” dated May 2013 and produced for FCM.
- Apr. 25, 2014 - Conference call to discuss design guidelines when building next to main rail lines: specifically about berms, reinforcements and fencing. 6165347 Manitoba Inc. sent preliminary site plan to CN for comments shortly after the meeting.
- Mar. 2, 2017 – Conference call with manager at CNR and Gem to confirm calculations for acceptance of Berm setbacks and standards as well as clarification on crash walls. Followed up by sending ‘Submissions Guidelines for Crash Walls’ produced by AECOM.

3.7 Technical Advisory Committee (TAC)

The Technical Advisory Committee consists of representatives of the City’s Public Works, Winnipeg Transit, Water and Waste, Community Services, City Naturalist, Parks, Emergency Services, and Planning, Property and Development Departments as well as the utility providers. The TAC reviewed background reports, including engineering and environmental studies, and provided comments that informed the preparation of the Plan. The comments also informed the preparation of public open house presentation materials. Feedback from the TAC was solicited several times in on-going discussions dating back to 2014.

3.8 City of Winnipeg Parks & City Naturalist

In addition to being on the Technical Advisory Committee (TAC) for review of the Plan, the City of Winnipeg Parks and City Naturalist were directly engaged for their feedback on matters relating to park dedication and the proposed location options for open green spaces.

For over a two year period extensive meetings were held between the developer and the City of Winnipeg Parks and City Naturalist to explore various options for park locations and areas to be preserved within the existing forest.

- May 26, 2014 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. to discuss park dedication and proposed location options. The representatives of the developer sent the latest site plans to the City for feedback. City Planning stated that part of the Aspen Forest was to be retained as a part of the policy document (Secondary Plan) that was being worked on;
- June 27, 2014 - Meeting between City Planning, Parks and representatives of 6165347 Manitoba Inc. The representatives of the developer sent the latest site plan to City Planning for distribution illustrating concept of pocket parks in multiple locations throughout the development. Parks opinion was that they were less supportive about pocket parks and that if they were to be accepted, they would have to be a minimum of 1 acre in area;
- Oct. 17, 2014 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. Parks informed the representatives that the City wanted 100% of land dedication rather than any proposed 'cash in lieu'. Looked at preliminary grading studies to see how new development and potential fill on site will affect existing Aspen forest;
- Nov. 13, 2014 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. Further discussions on park requirements and park strategies;
- Jan. 14, 2015 - Meeting with Parks, City Naturalist and representatives of 6165347 Manitoba Inc. re: Park Dedication. It was identified that future grading of the developed site would affect the park area that was desired to be saved. It is the Naturalists and Parks' position that there should only be one location for a park within the entire development to maximize preserving as much of the existing forest as possible. 6165347 Manitoba Inc. expressed their concern as this would leave no dedicated park space for the multi-family area, where the majority of the population is likely to be within the new development;
- Feb. 13, 2015 - Meeting with City Planning, Parks and representatives of 6165347 Manitoba Inc. Further discussions of the Secondary Plan and potential park locations;
- Mar. 2 and 19th, 2015 - Over several meetings a working group including representatives of 6165347 Manitoba Inc. and the City of Winnipeg's Planning, Transit, Parks and Naturalist Departments developed ideas for the public reserve portion of a potential future development in the Parker Lands. Working group sessions were held over two half days working towards a solution for acceptable park dedication amount as well as best location for the proposed park area;
- Apr. 20, 2015 – Parks review of site layout with proposed park location;
- Dec. 1, 2015 - 6165347 Manitoba Inc. sent 4 park options to the City Planner, Parks and Naturalist for review and comment;

- Dec. 10, 2015 - Meeting with Parks, City Naturalist and representatives of 6165347 Manitoba Inc. regarding the four potential options for preservation of the forest area. 6165347 Manitoba Inc. is to look at a compromise of two of the schemes to create another option;
- Sept. 9, 2016 - Meeting with City Naturalist and representatives of 6165347 Manitoba Inc. to review Environmental Reports produced by EcoLogic for the site;
- Nov. 15, 2016 - Meeting with City Naturalist, Parks and representatives of Gem Equities to review preliminary grading analysis and its effect on proposed park locations.
- Dec. 5, 2016 - Site Walk Through with City Naturalist, Park Planner, City Planner, Environmental Consultants and representatives of 6165347 Manitoba Inc. to compare the City's preferred location vs 6165347 Manitoba Inc.'s preferred location and the habitat similarities and differences between each.
- Jan. 13, 2017 – 5 new options were presented by 6165347 Manitoba Inc. to the City Planner with characteristics and pros and cons about the location of the park options and how it would potentially influence future development.

3.9 Local Area Councillor

- July 24, 2012 – Meeting between Councillor and Gem Equities regarding initial project startup for proposed residential development on the privately owned land in Parker MRS; discussions about the key issues and concerns from both sides.
- Feb. 7, 2014 – Gem has a meeting with the Councillor to discuss concept of green space. Councillor states City would like to preserve as much forest as possible.
- Oct. 29, 2015 – Gem and Councillor meet to clear up what the process should be (“developer led secondary plan”) – will need further input from City Planners.
- Dec. 11, 2015 – Gem, Councillor and City Planning Head meet for an update on progress of the secondary plan, steps moving forward and discuss initial preparation for public engagement process (open houses).
- Apr. 5, 2016 – Meeting between Gem and Councillor to give debriefing from Open House #1; discuss secondary plan and next steps as well as proposed locations for parks(s).
- Sept. 13, 2016 – Meeting between Councillor and Gem; Gem gives further debriefing of Open House #2; discussions on park locations: now rather than in one preserved area the councillor suggests to see preliminary sketch for a linear park through the site.
- Oct. 17, 2016 – Gem and Councillor meet for an update on the design development – Councillor no longer wants linear park but rather to save the ‘best’ forest.

- June 12, 2017 – Meeting with Councillor, City Planners, owner of Gem Equities and owners consultants regarding Hurst Way, Secondary Plan, forest preserve area and how grading will affect potential park locations.
- July 6, 2017 – conference call between Councillor and owner of Gem Equities regarding PWC meeting regarding aspen forest.

3.10 Winnipeg Transit and their Consultants for the SWRTC (Stage 2) Project

- June 21 and July 11, 2012 – Dillon meeting on behalf of Transit with Gem Equities to show conceptual line drawings and sketches for options of the Stage 2 SWRTC.
- November 7, 2012 – Meeting between Dillon (on behalf of Transit) and Gem to discuss ideas for development on Parker as well as latest alignment ideas for phase 2.
- February 16, 2013 – Meeting between Dillon (on behalf of Transit) and Gem to discuss preliminary design and possible coordination of Pembina Underpass;
- October 18, 2013 – Meeting with Dillon & Landmark Planning (on behalf of Transit) and Gem to discuss the SWRTC as it relates to 6165347 Manitoba Inc. land along or near the proposed alignment. The latest proposed station location was also revealed which would benefit both the existing community as well as any future development in the Parker Lands.
- January 15, 2014 - Meeting with Dillon & Landmark Planning (on behalf of Transit) and Gem to provide an updated draft functional design of the SWRTC (stage 2) and to communicate project scope and timelines in preparation of next open house. The final location of a single proposed station was communicated by Dillon as well as plans to widen Hurst Way and add new hydro lines across 6165347 Manitoba Inc. land. A message was also forwarded that there is a mandate of the city councillor to avoid traffic and keep the dog park.
- Nov. 24, 2015 – Meeting with Transit, SWRTC design team and Gem to coordinate connection points and anticipated timelines between the proposed station and 6165347 Manitoba Inc. land. Gem forwarded current schematic plans of the proposed residential development to Transit for discussion and coordination purposes.
- Jan. 28, 2016 – Meeting between Transit, PP&D, Parks, and Gem Equities to discuss items for coordination between 6165347 Manitoba Inc. land, Transit, Hydro and Parks and to establish a preliminary timeline for continued coordination as development proceeds. Transit indicates that RFP for the SWRTC (stage 2) project will be awarded by June/16 and at that time they will have a better indication of final schedule once the contractor is chosen.

- Mar. 30, 2016 – Parker Lands Coordination #1 between Transit, Dillon, PP&D, PW, W&W, Hydro, and Gem to identify projects planned for the Parker Area between 2015 and 2019 (with a schedule and high level scope).
- Sept. 27, 2016 - Parker Lands Coordination #2 between Transit, Dillon, PP&D, PW, W&W, Hydro, Plenary Roads and Gem to identify generic areas of concerns/conflict.

3.11 Plenary Roads Group

Plenary Roads Winnipeg is the group selected by the City of Winnipeg for the construction of the Southwest Bus Rapid-Transit Corridor (Stage 2), the Pembina Highway Underpass Project (the “Southwest Transitway Project”) as well as the relocated/renovated Brenda Leipsic Dog Park. Plenary Roads Winnipeg has been consulted regarding the scope of work and details of the Southwest Bus Rapid-Transit Corridor (Stage 2) and related works being constructed within and near the Planned Area.

- Jan. 25, 2017 – Gem meets with the Plenary Group Project Manager for the SWRTC (stage 2) project to discuss the various aspects of the project, projected timelines as well as expressed concerns with the future Hurst Way road (a connector for both projects).
- Mar. 2017 – email correspondences between Gem and Plenary Roads regarding questions on Hurst Way.

4.0 Other Public and Private Stakeholder Forums

In addition to the Public Open Houses for the future residential development and Secondary Plan review with the area residents, many other communications were conducted by various stakeholders or persons with interest for ongoing and future projects in the Parker Lands Major Redevelopment Site properties

The following is a representation of some of the Public Engagement conducted by other stakeholders within the Parker Lands Major Redevelopment Site and adjacent properties.

In no way is this meant to be an exhaustive list but rather a representation of some of the main sessions held by each stakeholder.

4.1 Southwest Transitway (Stage 2) by City of Winnipeg (Transit) and their Consultants:

Dillon Consulting Ltd. on behalf of Winnipeg Transit met with key stakeholders during the summer of 2012 to discuss conceptual line drawings and sketches for options of the SWRTC (stage 2) alignment study.

- September 19th and 22nd, 2012 - A Public Open House was held by the City and Dillon Consulting to present the alignment options presented for the Stage 2 of the Southwest Transitway. Options were analyzed based on operational, construction, financial, environmental and community impact comparisons. There was a request for public input on alignment preferences, current and future use of the land, knowledge of development opportunities and constraints beyond the project site. Opinion and feedback surveys were distributed at the open house to identify the preferred option. A total of 376 people attended with 331 surveys completed.

Further stakeholder meetings were conducted by Dillon and Landmark Planning throughout the summer and fall of 2013 to communicate project scope and anticipated timelines as well as the latest proposed station locations.

- November 18th and 19th, 2013 - A Public Open House and info session was held. While the general routing for the transitway had already been determined, the precise alignment was still being worked out. This open was held to provide updated project information and to ask for input concerning items such as station sites, bus routing, active transportation, property or other impacts and mitigation. It should be noted that leading up to this open house, the communications consultant and designers for Winnipeg Transit conducted several dozen private stakeholders meetings prior to this to get individual feedback from the specific groups. Approximately 300 people in attendance over both days.
- Feb. 24th and 25th, 2014 - A follow up Public Open House was held to present further detailed information of the SWRTC (Stage 2) project.

- June 3, 2014 - a Public Hearing was held for the 2nd leg of the SWRTC and was recommended by Council to proceed.
- May 28, 2015 – Southwest Rapid Transit Project Open House to review the latest proposed design and route.
- July 19, 2016 – Public Information Session by City of Winnipeg to introduce the Plenary Group and PCL team who were awarded the contract through an RFP for the design, construction and ongoing maintenance of the SWRTC (stage 2), dog park and Pembina Underpass projects.
- Feb. 28, 2017 – Two Public Information Sessions are held by the City of Winnipeg at Canad Inns on Pembina Hwy to share updates on both the SWRTC (stage 2) project and the Parker Storm Retention Basin project.

4.2 Manitoba Hydro

Manitoba Hydro conducted a Community Engagement Process from November 2014 to March 2015 for their Harrow Station - Bishop Grandin Transmission Project which was to traverse the Parker Lands site.

A Public Open House was held by Manitoba Hydro on December 2, 2014 for the project at the Holiday Inn South on Pembina Highway. MMM Group Limited (MMM) was retained by Manitoba Hydro to assist with the Public Engagement Program for the proposed project at the open house.

Manitoba Hydro proposes transmission line upgrades and relocations to accommodate Phase 2 of the Southwest Rapid Transit Corridor. (Note: At this presentation it was discovered by the developer that more of their developable land to the west of the existing hydro lines at mid site would be required for this expansion project - no requests or previous information had been communicated to 6165347 Manitoba Inc. about this requirement.

4.3 Waverley Underpass Project

- October 6, 2016 – An Open House was held by Dillon Consulting and the City of Winnipeg to communicate the latest proposed underpass design and related information to the public.

APPENDIX A.1 Open House #1 - Questionnaire & Feedback Summary

Open House #1 Questionnaire

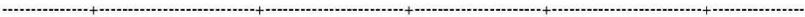


Q1: Where do you live?

- Beaumont
- North of the Parker Lands Major Redevelopment Site
- West of Waverley Street
- East of Pembina Highway
- Other

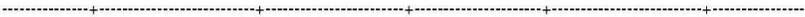
Q2: Currently the land to be developed is zoned “M1” and “M2”, so manufacturing/Industrial development is allowed here. Are you in favour of changing the zoning to Residential Mixed Use (“RMU”) which allows mostly residential and some small-scale commercial, office and recreational uses?

Strongly in Favour Somewhat in Favour Neutral Somewhat Opposed Strongly Opposed



Q3: Do you support a future mix of residential uses in the proposed development (a variety of building types to reflect low, medium, and high density)?

Strongly in Favour Somewhat in Favour Neutral Somewhat Opposed Strongly Opposed



Q4: Do you support Transit Oriented Development (TOD) which is comprised of a range of densities of housing that allows for less reliance on automobiles due to close proximity to a transit station?

Yes / No

Q5: Is it beneficial to have physical barriers like rail lines or hydro corridor to provide separation between existing neighbourhoods and the proposed development?

Yes / No

OAK GROVE : A PLANNED COMMUNITY *featuring*
TRANSIT ORIENTED DEVELOPMENT

**Q6: The developer plans to preserve part of the existing forest as parkland.
Which part of the forest would you prioritize?**

- The south edge, to be visually and physically accessible to the existing community
- The centre, to act as a connector within the proposed development
- The western edge to act as a buffer from adjacent businesses

Q7: Do you have transportation or traffic concerns due to the proposed new development?

Yes / No (comments)

Q8: Do you have any concerns that the future development will negatively impact the capacity of the current water and sewer within your neighbourhood?

Yes / No (comments)

**Q9: Was this open house helpful?
Please provide us with any additional comments you might have:**

Feedback Summary from the Questionnaire

Open House #1 | Questionnaire Feedback Summary

OPEN HOUSE #1 – Questionnaire Feedback Summary

Q1: Where do you live?

29/69 (42%) of open house attendees are from Beaumont area
 5/29 (7%) were North of Parker
 7/69 (10%) were West of Waverley
 14/69 (20%) were from East of Pembina
 14/69 (20%) were Other

Note: 29 people attended from the 1277 homes where mail-outs were distributed which represent about 2.2% of the individual homes. Some showed up with two people from same address (approx. 4 or 5 couples).

Q2: Are you in favour of a zoning change from industrial to residential?

Overall Results : 43% (in favour or neutral) / 56% (opposed)

By Neighbourhood:

41% / 59% for Beaumont area
 60% / 40% for North of Parker
 57% / 43% for West of Waverley
 22% / 77% from East of Pembina
 60% / 40% for Other

Interesting results to the question. Perhaps people were unaware of the current zoning designation.

Q3: Do you support a mix of densities?

Overall Results: 40% (in favour or neutral) / 60% (opposed)

By Neighbourhood:

28% / 72% for Beaumont area
 60% / 40% for North of Parker
 57% / 43% for West of Waverley
 28% / 71% from East of Pembina
 67% / 33% for Other

Seems to be similar or more opposition from East of Pembina people. Perhaps they have an issue with the BRT not passing through Pembina Hwy.

Q4: Do you support TOD?

Overall Results: 49% yes / 51% no

By Neighbourhood:

46% / 54% for Beaumont area
 75% / 25% for North of Parker
 57% / 43% for West of Waverley
 29% / 71% from East of Pembina
 67% / 33% for Other

There is still some thought that people do not understand what TOD means in Winnipeg as they haven't been able to see the results from a built project.

Perhaps the city still needs to educate better the positive attributes of TOD and why it's beneficial to future of the city?

Open House #1 | Questionnaire Feedback Summary

Q5: Is it beneficial to have physical barriers to provide separation between existing neighbourhoods and new development?

Overall Results: 43% yes / 57% no

Some liked the idea of forest/greenspace as a buffer – for certain would like to keep trees north of Parker Avenue if possible (by currently community gardens).

Would have thought people of Beaumont would have wanted this separation of BRT and hydro corridor as there would be less impact on the existing neighbourhoods.

If the CN rail to the north didn't exist that it could be seen as a good thing for the community to connect to existing shops on Taylor and beyond (a few people asked if that was still a possibility).

Q6: Which part of Park should be preserved?

Centre 17%

South 31%

All of it 41% (people added this as their own option)

Developer has been working with City Naturalist to preserve some of the forest (to identify best areas).

Some wanted a response from the City Naturalist.

Q7: Do you have traffic concerns?

Overall Results: 78% yes / 22% no

By Neighbourhood:

93% / 7% for Beaumont area

80% / 20% for North of Parker

20% / 80% for West of Waverley

83% / 17% for East of Pembina

62% / 38% for Other

Mostly Beaumont people worried about cut-through traffic – 15/29 (51%) made a specific comment about this.

2/14 (14%) East of Pembina have concerns about cut-through traffic.

There will need to be an updated traffic report done to address these concerns.

Will need to keep people informed and understanding of the consequences (present in lay-man's terms to avoid miscommunication).

Will address exiting and will try to have a consultant present at the next Open House to answer questions specifically on traffic.

Q8: Do you have water and sewer concerns?

Overall Results: 61% yes / 39% no

By Neighbourhood:

83% / 17% for Beaumont area

0% / 100% for North of Parker

25% / 75% for West of Waverley

73% / 27% for East of Pembina

20% / 80% for Other

Open House #1 | Questionnaire Feedback Summary

*Perhaps there hasn't been enough information put forward to the public to explain the Storm Retention Basin which should help to alleviate flooding.
Request that someone from the city be at the next Open House to provide some clarifications to these concerns.*

Q9: Was this Open House helpful? Comments...

22+/- people responded that the OH with the new information presented was helpful (even if they were opposed to the project and loss of wetlands/forest).

People Against the City:

9/29 (31%) of the people in the Beaumont area have specific opposition with city directed issues (i.e. infrastructure or choice of BRT route)

9/14 (64%) of the people East of Pembina have specific opposition with city directed issues (i.e. infrastructure or choice of BRT route)

2/14 (14%) of the people in Other have specific opposition with city directed issues (i.e. infrastructure or choice of BRT route)

Wetlands & Aspen Forest:

9/29 (31%) in Beaumont made specific reference to wetlands or aspen forest

3/5 (60%) North of Parker made reference to wetlands or aspen forest

2/7 (28%) West of Waverley made reference to wetlands or aspen forest

11/14 (78%) East of Pembina made reference to wetlands or aspen forest

4/14 (28%) in Other made reference to wetlands or aspen forest.

Parker Lands MRS

Open House #1 - Questionnaire

Q1	Responses					Q2	Responses					Q3	Responses					Q4	Responses		Q5	Responses			Q6	Responses				Q7	Responses		Q8
	Where do you live?	69	In favour of Zoning change?	62	Support mix of densities?		67	TOD +	65	Buffer +	53		Park site priority.	58	Traffic concerns	64	Water/se																
beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	Yes	No	Yes	No	south edge	centre	western edge	All	Yes	No	comments	Yes							
					In favour	16%	opposed	In favour	16%	opposed																							
					27%	10	56%	24%	60%																								
					17	10	35	16	11	40																							
					16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%	Comments	61%							
					10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14		31							
Beaumont																																	
1.1	1								1					1		1										1	1	too much traffic for existing Beaumont area to handle to Pembina. Only 2 exits. Beaumont is cut off from proposd dog park.	1				
1.2	1													1		1	1									1	1	the area is not easily accessible	1				
1.3	1								1					1	1			1								1		more traffic -- detrimental to the neighbourhood					
1.4	1								1					1		1		1								1		Allowing 2000+ residents into the existing are can only come with setbacks.	1				
1.5	1								1					1		1	1		1							1		More people = more cars = more congestion + noise					
1.6	1								1					1		1										1	1		1				
1.7	1								1					1		1		1								1		don't know	1				
1.8	1								1					1		1		1								1			1				
1.9	1													1												1	1	Too much traffic on Beaumont	1				

Parker Lands MRS

Open House #1 - Questionnaire

	Q1 Where do you live? Responses 69					Q2 In favour of Zoning change? Responses 62					Q3 Support mix of densities? Responses 67					Q4 TOD + Responses 65		Q5 Buffer + Responses 53		Q6 Park site priority. Responses 58				Q7 Traffic concerns Responses 64		Q8 Water/se comments Yes			
	beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	Yes	No	Yes	No	south edge	centre	western edge	all	Yes	No				
						in favour		opposed			in favour		opposed																
						27% 17	16% 10	56% 35			24% 16	16% 11	60% 40																
	42%	7%	10%	20%	20%	16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%	Comments		61%	
	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14			31	
1.12	1								1					1		1		1					1	1		1	1	too much traffic and already diverts to avoid Pembina, McGillivray backup	1
1.13	1								1					1		1		1						1			1	somewhat	
1.14	1					1					1					1		1						1			1	Too close to railway lines oil tanker spills.	1
1.15	1							1			1					1			1		1			1			1	Beaumont has considerable traffic as flow through already. Congestion can - is - heavy on Beaumont and Windermere. Addition car services will increase the traffic load due to current battle with at Dist 54 and	
1.16	1						1				1					1				1				1			1	I do not want more traffic on Beaumont	1
1.17	1						1					1				1								1			1		1
1.18	1					1					1					1		1						1			1	It looks like there is not enough roads going to new development.	1
1.19	1					1								1		1		1						1			1	There's already way too much traffic - including large trucks and Beaver buses driving right through residential areas	
1.20	1						1							1		1		1						1			1	No proper exit for existing community. Too much additional traffic through existing community.	1

Parker Lands MRS

Open House #1 - Questionnaire

	Q1 Where do you live? Responses 69					Q2 In favour of Zoning change? Responses 62					Q3 Support mix of densities? Responses 67					Q4 TOD + Responses 65		Q5 Buffer + Responses 53		Q6 Park site priority. Responses 58				Q7 Traffic concerns Responses 64		Q8 Water/se comments Yes		
	beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	Yes	No	Yes	No	south edge	centre	western edge	all	Yes	No			
						in favour		opposed			in favour		opposed															
	42%	7%	10%	20%	20%	16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%	Comments		61%
	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14			31
1.24	1								1					1		1							1	1			area cannot handle this possible density	
1.25	1								1					1		1		1		1							increased local traffic	
1.26	1								1					1		1		1		1						new development requires me back tracking in order to get onto waverly	1	
1.27	1								1					1		1			1	1						You need to run Planet St. straight through north. Minimize easterly flow for those who want to get to Waverly	1	
1.28	1								1					1		1		1					1	1				1
1.29	1								1					1		1								1		waverly to beaumont to Windermere to Pembina is a frequent short cut through these residential neighborhoods and I believe further development would exacerbate traffic flow on Windermere and through		
North of Parker MRS																												
2.1		1								1					1		1		1					1			intensity of rail traffic- long, long trains will make for frustrated car drivers. Also, much oil is carried by rail -- possible explosion, and constant noise.	
2.2		1								1					1	1							1	1			Grant Park and Taylor will not be easily accessible to the development	
2.3		1					1				1														1			

Parker Lands MRS

Open House #1 - Questionnaire

	Q1 Where do you live? Responses 69					Q2 In favour of Zoning change? Responses 62					Q3 Support mix of densities? Responses 67					Q4 TOD + Responses 65		Q5 Buffer + Responses 53		Q6 Park site priority. Responses 58				Q7 Traffic concerns Responses 64		Q8 Water/se comments Yes		
	beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	Yes	No	Yes	No	south edge	centre	western edge	all	Yes	No			
	42%	7%	10%	20%	20%	16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%	61%		
	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	31		
	West of Waverley																											
3.1			1						1					1		1		1						1			1	
3.2			1			1				1					1		1			1					1			
3.3			1			1					1				1		1			1					1			
3.4			1			1					1				1			1							1			
3.5			1						1					1		1	1						1					
3.6			1						1					1		1		1					1					
3.7			1				1					1			1				1			1			1			
	East of Pembina																											
4.1				1					1					1		1							1	1			to me that area is not a priority for transit development. We would be better off with a more direct route to the university.	1

Parker Lands MRS

Open House #1 - Questionnaire

	Q1 Where do you live? Responses 69					Q2 In favour of Zoning change? Responses 62					Q3 Support mix of densities? Responses 67					Q4 TOD + Responses 65		Q5 Buffer + Responses 53		Q6 Park site priority. Responses 58				Q7 Traffic concerns Responses 64		Q8 Water/se comments Yes		
	beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	Yes	No	Yes	No	south edge	centre	western edge	all	Yes	No			
						in favour		opposed			in favour		opposed															
	42%	7%	10%	20%	20%	16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%	61%		
	29	5	7	14	14	10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	31		
	Comments																											
4.5				1				1					1			1		1		1					1			
4.6				1		1					1				1			1				1			1		traffic from the development trying to get onto pembina hwy. The Point Rd / Windermere / Pembina intersection is already poor and has quite a bit of traffic. More traffic will overload the intersection.	
4.7				1				1					1		1							1			1			
4.8				1					1					1		1		1					1	1		Pembina Hwy!!!	1	
4.9				1										1		1		1		1				1		As a resident living south of the proposed development it will be an inconvenience to leave our home and get to Waverly.	1	
4.10				1					1					1		1						1				this project is assinine		
4.11				1					1					1		1		1					1	1		We can't keep up with current maintenance of Infrastructure why do we want more pressure on it?	1	
4.12				1					1					1		1		1					1	1		Traffic has already gotten heavy. This will make it worse. We're already having difficulty keeping up with current infrastructure, how can we maintain this development.	1	
4.13				1					1					1		1												
4.14				1					1					1		1		1					1	1		Why isn't it on Pembina? That is where I need it!!!	1	

Parker Lands MRS

Open House #1 - Questionnaire

	Q1 Where do you live? Responses 69					Q2 In favour of Zoning change? Responses 62					Q3 Support mix of densities? Responses 67					Q4 TOD + Responses 65		Q5 Buffer + Responses 53		Q6 Park site priority. Responses 58				Q7 Traffic concerns Responses 64		Q8 Water/se comments Yes			
	beaumont	North of Parker MRS	West of Waverley	East of Pembina	Other	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	strongly in favour	somewhat in favour	neutral	somewhat opposed	strongly opposed	Yes	No	Yes	No	south edge	centre	western edge	all	Yes	No				
	42%	7%	10%	20%	20%	in favour 27%		opposed 56%		in favour 24%		opposed 60%																	
	29	5	7	14	14	16%	11%	16%	10%	47%	9%	15%	16%	9%	51%	49%	51%	43%	57%	31%	17%	9%	43%	78%	22%				
						10	7	10	6	29	6	10	11	6	34	32	33	23	30	18	10	5	25	50	14	Comments	61%	31	
5.3					1										1		1												
5.4					1										1		1						1	1		Don't pave paradise!			
5.5					1				1		1							1				1		1					
5.6					1			1				1				1		1							1				
5.7					1	1					1					1		1				1		1					
5.8					1		1				1					1			1		1			1		The train tracks would make me less likely to move here. A pedestrian crossing to Taylor near Sobeyes would be beneficial to new and existing neighborhood.			
5.9					1																		1		Active transportation corridor with aesthetic route by forest / wetland / retention pond must be charted. Waverly to Jubilee must be a well planned beautiful functional please.				
5.10					1				1			1				1			1		1			1		I've seen earlier plans. The collector roads isn't located well (with respect to the collector roads in other developments)			
5.11					1					1					1	1		1		1	1		1	1		Active transportation links next to natural area must be a priority. Link Jubilee to Waverly and underpasses AT			
5.12					1		1				1					1		1		1				1					

APPENDIX A.2 Open House #1 - Presentation Boards

OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

LEGEND

- LOW DENSITY : 1 TO 3 STOREYS
- MEDIUM DENSITY : 3 TO 5 STOREYS
- HIGH DENSITY : 4 TO 12 STOREYS
- AT PATHWAYS
- BRT NEW BRT STATION
- PHASE 2 OF BUS RAPID TRANSIT

GUIDING DOCUMENTS

- OUR WINNIPEG: MAJOR REDEVELOPMENT SITE
- COMPLETE COMMUNITIES: CENTRES & CORRIDORS
- WINNIPEG TRANSIT ORIENTED DEVELOPMENT (TOD) HANDBOOK

PLANNING PRINCIPLES

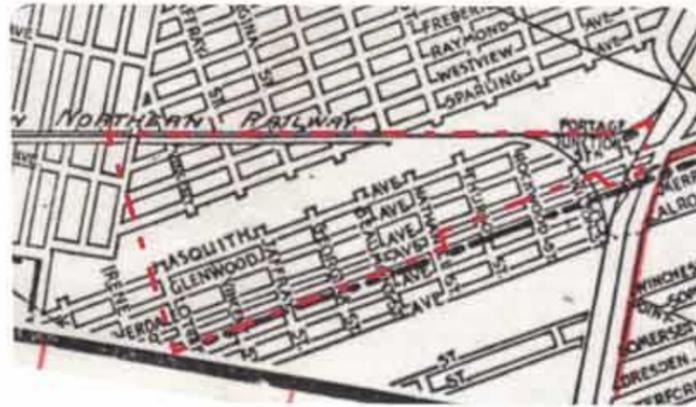
- 1 HIGHER DENSITY NEAR STATION
- 2 DIRECT CONNECTIVITY AND WALKABILITY
- 3 URBAN INFILL STRATEGIES
- 4 PLACEMAKING
- 5 PARK PRESERVATION AND GREENSPACE



CONCEPTS AND PLANNING PRINCIPLES

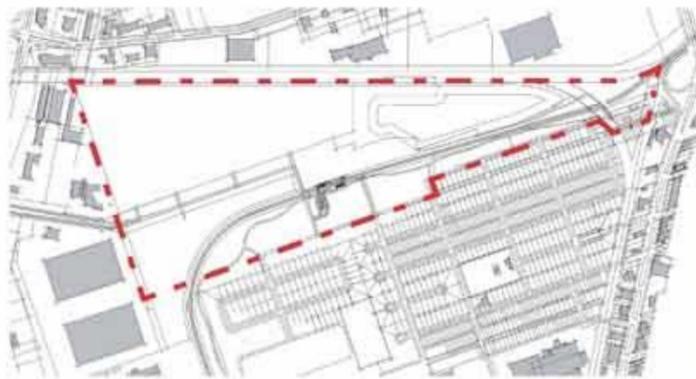
OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

1920 CHATAWAY'S MAP OF GREATER WINNIPEG



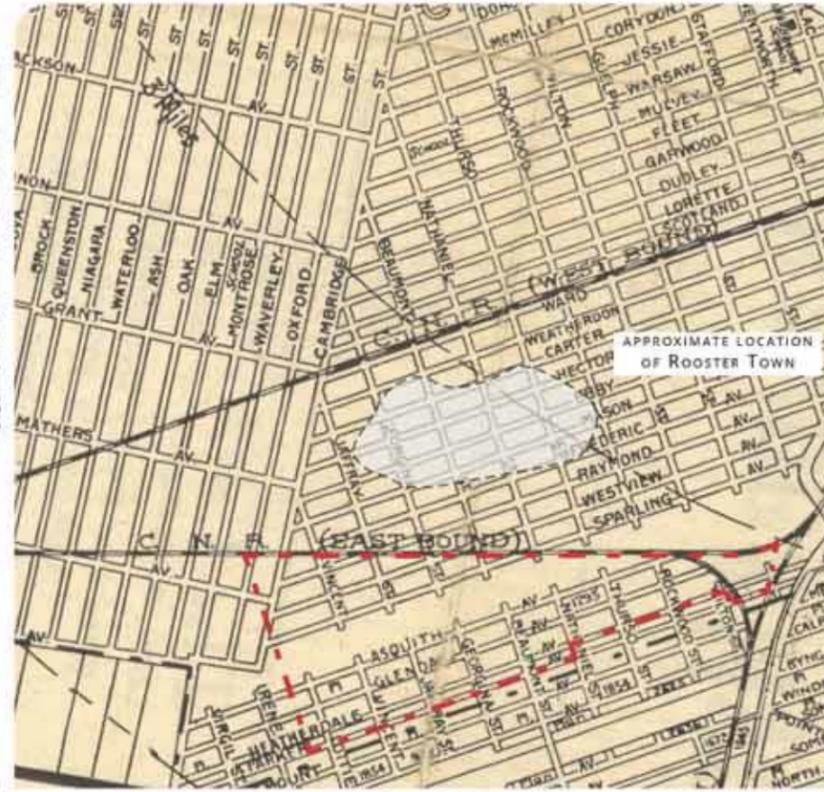
EARLY PLANNING

- PLANS OF WINNIPEG DATING TO AS FAR BACK AS 1908 SHOW STREET LAYOUTS FOR THE AREA NORTH OF PARKER AVENUE.
- MANY OF THESE PLANNED STREETS ("ASQUITH", "GEORGINA" ETC.) STILL EXIST AS PUBLIC RIGHTS OF WAY IN THE HYDRO CORRIDOR.
- TODAY MOST OF THE SITE IS ZONED FOR INDUSTRIAL USE (M1 M2-MANUFACTURING IN THE WINNIPEG ZONING BY-LAW)
- OUR PROPOSAL IS TO CHANGE THE ZONING TO RESIDENTIAL BE MORE CONSISTENT WITH THE AREA.

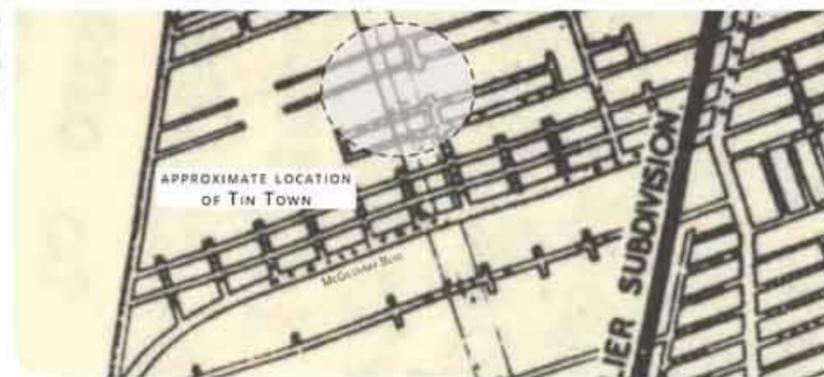


2016 WITH ANTICIPATED BRT

1947 CHATAWAY'S MAP OF GREATER WINNIPEG



APPROXIMATE LOCATION OF ROOSTER TOWN

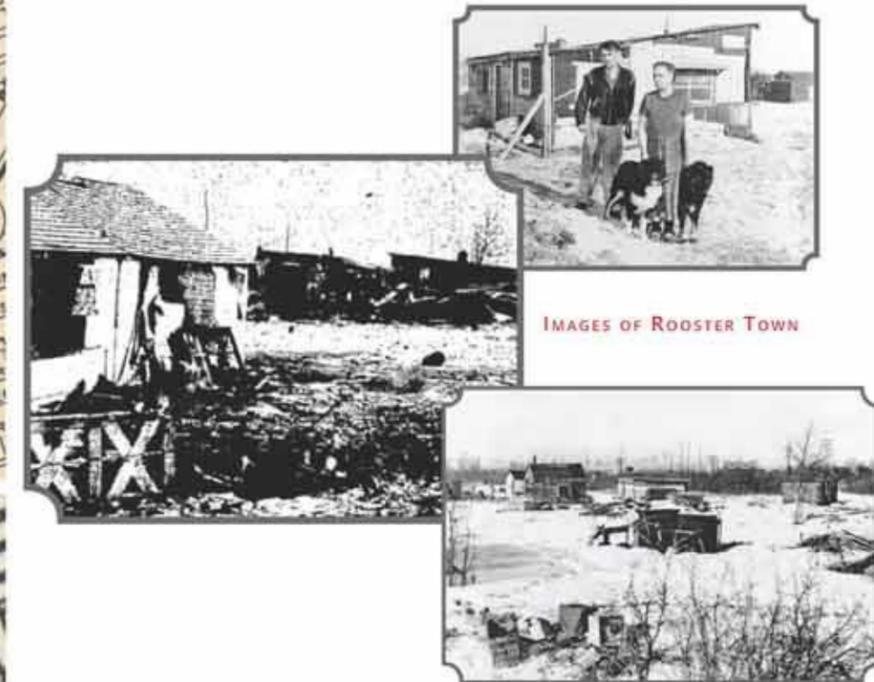


APPROXIMATE LOCATION OF TIN TOWN

1946 GREATER WINNIPEG TENTATIVE RAILWAY PLAN

HISTORICAL LAND USE

- TO THE NORTH OF THE PARKER LANDS MAJOR REDEVELOPMENT SITE, ALONGSIDE GRANT AVENUE, THE INFORMAL COMMUNITY "ROOSTER TOWN" EXISTED UNTIL 1959.
- IT HAD A SIGNIFICANT MÉTIS POPULATION AND HAS BEEN DESCRIBED AS THE LAST ROAD ALLOWANCE COMMUNITY IN WINNIPEG.
- IN THE 1950S, 30-50 PEOPLE LIVED IN THIS AREA IN MORE THAN A DOZEN SHACKS, MANY OF THEM OLD BOXCARS PURCHASED FROM THE CNR.
- THE LAST RESIDENTS OF ROOSTER TOWN WERE RELOCATED TO MAKE WAY FOR THE CONSTRUCTION OF GRANT PARK SHOPPING CENTRE.
- TO THE SOUTH, NEAR MCGILLIVRAY, STOOD A SMALLER INFORMAL COMMUNITY KNOWN AS "TIN TOWN."



IMAGES OF ROOSTER TOWN

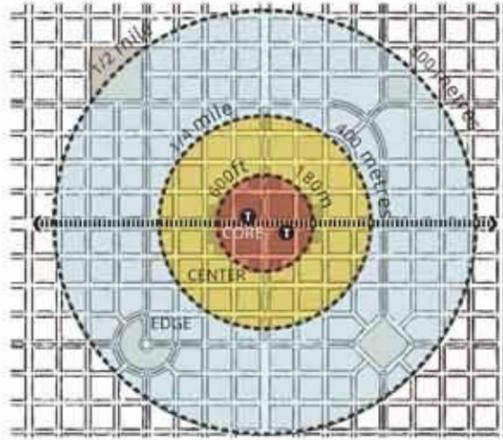
SOURCES:

- <http://headsioread.wordpress.com/2011/01/18/rooster-town-hidden-winnipeg-history/>
- <http://www.winnipegrealty.ca/Resources/Article/?vsn=1226>
- WINNIPEG TRIBUNE, DECEMBER 20, 1951. "HEARD OF ROOSTER TOWN? IT'S OUR LAST SUBURB."
- DAVID G. BRILEY, CITY AND SUBURB HOUSING IN 20TH CENTURY WINNIPEG, WINNIPEG REAL ESTATE BOARD, 100TH ANNIVERSARY, 2003
- LAWRENCE BARKWELL, COORDINATOR OF MÉTIS HERITAGE AND HISTORY RESEARCH LOUIS RIEGEL INSTITUTE
- "THE OUTSIDERS" BY RANDY TURNER, THE WINNIPEG FREE PRESS, JAN. 29, 2016

HISTORY OF THE SITE

OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

TOD STATION AREA

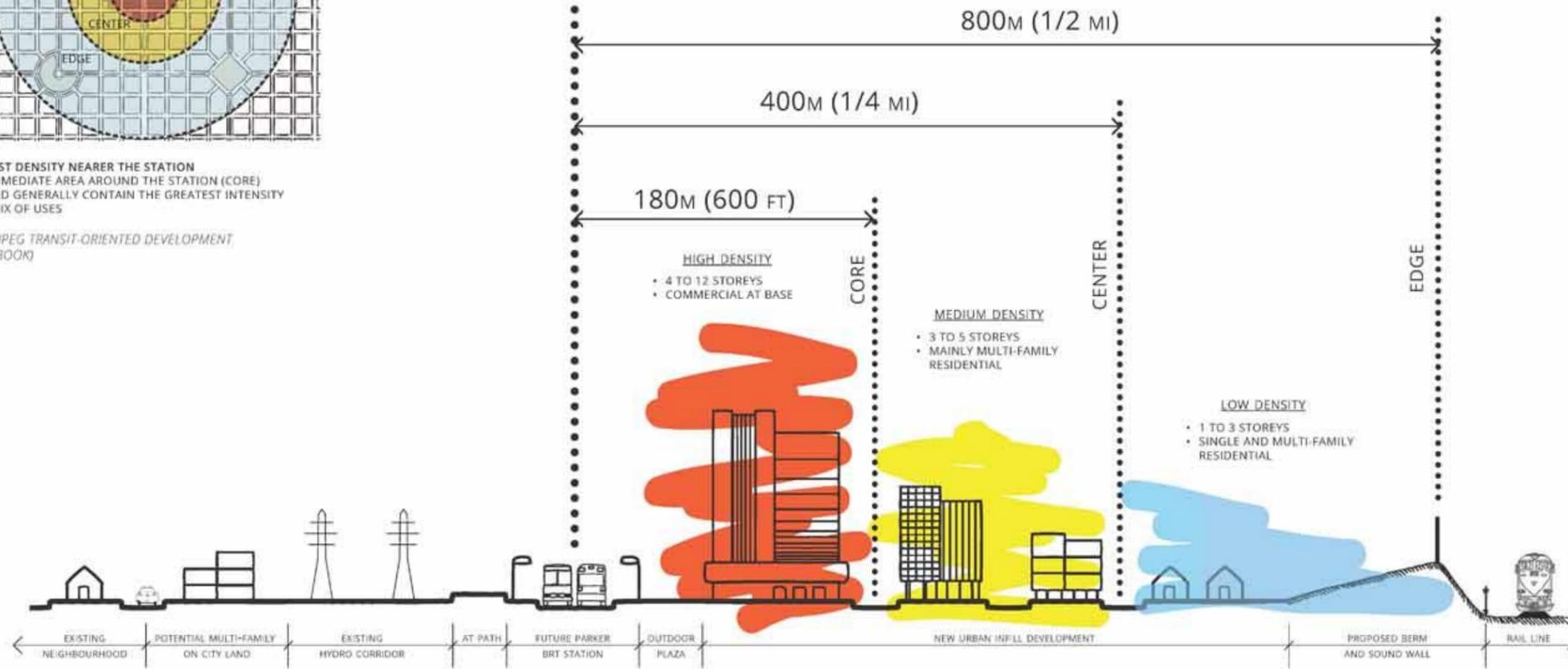


HIGHEST DENSITY NEARER THE STATION
 THE IMMEDIATE AREA AROUND THE STATION (CORE)
 SHOULD GENERALLY CONTAIN THE GREATEST INTENSITY
 AND MIX OF USES

(WINNIPEG TRANSIT-ORIENTED DEVELOPMENT
 HANDBOOK)

LAND USES AND DENSITY CONCEPTS TO ENCOURAGE NEW URBAN RESIDENTIAL INFILL

- HIGHEST DENSITY NEAR STATION
- TAPER DOWN TO MEDIUM DENSITY AT CENTRE
- LOW DENSITIES TOWARDS THE EDGES
- DEVELOPMENT TO INCLUDE A VARIETY OF HOUSING TYPES (COST, SIZE, TYPE AND DENSITIES)
- COMPACT LOTS IN LOW DENSITY AREAS
- FURTHEST DISTANCE FROM ANY DWELLING UNIT TO THE BRT STATION WITHIN THE NEW DEVELOPMENT WILL BE LESS THAN 800M AWAY (A TEN MINUTE WALK MAX)



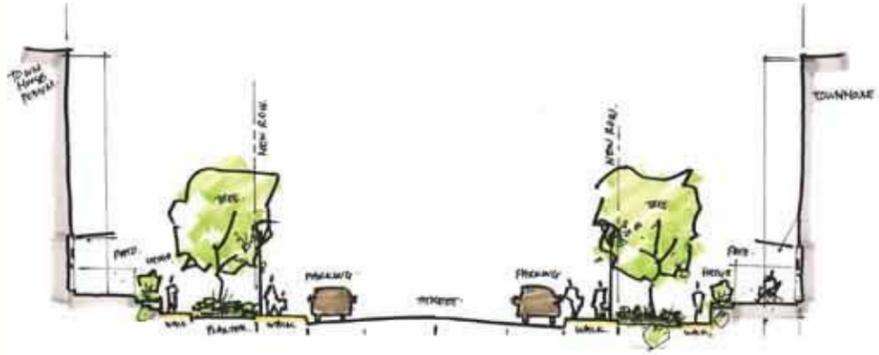
LAND USES AND DENSITY CONCEPTS

PRINCIPLE



HIGHEST DENSITY NEAR STATION

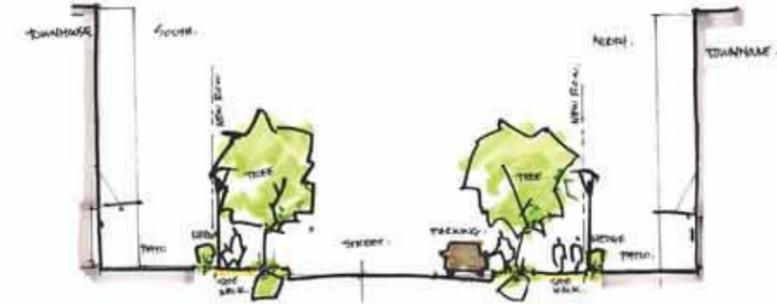
OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT



PROPOSED STREETScape FOR PRIMARY ROADS

STREET LAYOUTS TO USE A HYBRID OF AN URBAN GRID PATTERN - CALLED A "FUSED GRID" - RATHER THAN A TYPICAL SUBURBAN WINDING PATTERN

- TO LINK FROM MINOR STREETS TO MAIN STREETS
- TO ALLOW DIRECT ROUTES WHEREVER POSSIBLE (FASTER TO WALK OR CYCLE THAN TO DRIVE)
- SMALL WALKABLE BLOCKS WITHIN THE NEIGHBOURHOOD (PEDESTRIAN CUT-THROUGHS EVERY 100M TO 200M)
- PROVIDES VISIBILITY / SAFETY FOR PEDESTRIAN AND CYCLISTS WITH CLEAR SIGHTLINES FROM STREETS AND PUBLIC SPACES



PROPOSED STREETScape FOR SECONDARY ROADS

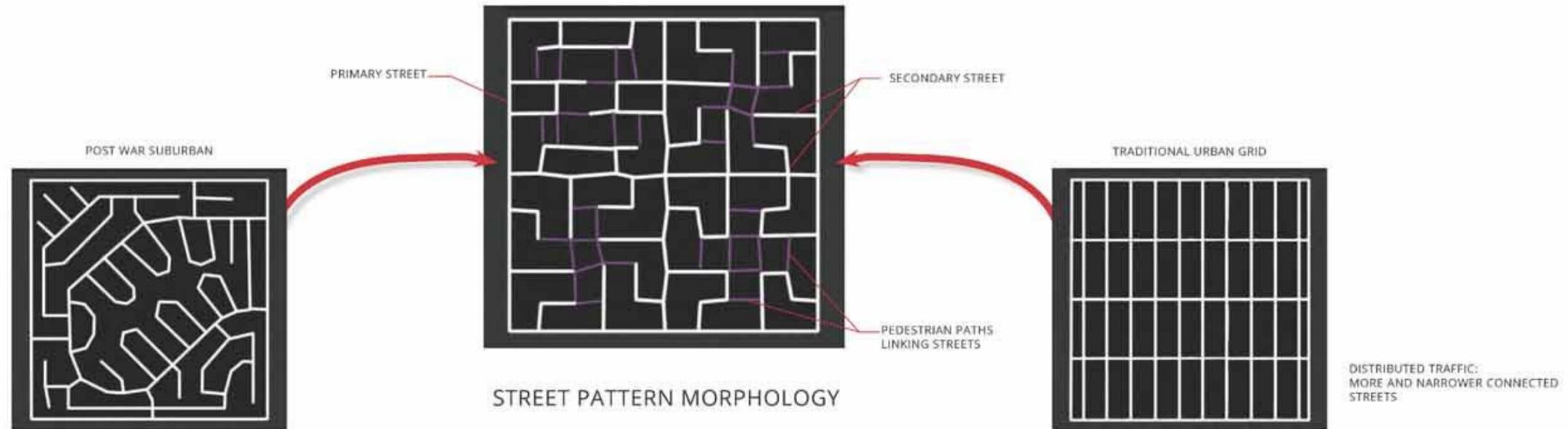
PUBLIC ROADS TO HAVE AT LEAST ONE ACCESSIBLE SIDEWALK TO PROMOTE WALKABILITY AND CONNECTIVITY

- ALL PUBLIC ROWS WITH SIDEWALKS TO INCLUDE TREES TO FORM A BUFFER BETWEEN SIDEWALK AND ROAD.
- PUBLIC SIDEWALKS AND ROADS TO EFFICIENTLY AND EFFECTIVELY LINK PEDESTRIANS, CYCLISTS, TRANSIT RIDERS, AND MOTORISTS TO DESTINATIONS WITHIN THE DEVELOPMENT. (IE. TRANSIT STATION, EXISTING AND NEW AT PATHS)

TO CREATE COMFORTABLE PEDESTRIAN ENVIRONMENT THROUGH USE OF PEDESTRIAN-CENTRIC STREETSCAPING

- LINE STREETS WITH TREES
- LANDSCAPING, BENCHES, PLANTERS
- PEDESTRIAN-LEVEL LIGHTING

PROPOSED "FUSED GRID"



OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

PROPOSED HOUSING TYPOLOGIES

LOW DENSITY RESIDENTIAL

- 1 TO 3 STOREYS
- SMALLER LOTS AND SMALLER BUILDING FOOTPRINTS MAKES OWNERSHIP MORE AFFORDABLE
- COMPACT DESIGNS RESULTS IN MORE EFFICIENT AND RESPONSIBLE USE OF LAND AND INFRASTRUCTURE
- SINGLE DETACHED, SIDE BY SIDES AND QUADPLEX DWELLING UNITS
- INDIVIDUAL GARAGES
- BORDERING PARK
- SIDEWALKS ON EACH STREET TO MAINTAIN PEDESTRIAN CONNECTION AND WALKABILITY
- 800M MAXIMUM DISTANCE FROM STATION TO ENCOURAGE USAGE (10 MINUTE WALK)



MEDIUM DENSITY RESIDENTIAL

- 3 TO 5 STOREYS
- MULTIFAMILY RESIDENTIAL DWELLING UNITS
- SMALL, COMPACT UNITS
- ON SITE SURFACE AND UNDERGROUND PARKING
- PARKING @ 1 STALL / UNIT MINIMUM
- BETWEEN PARK AND STATION
- ACTS AS A BUFFER SEPARATION TO NOISE FROM EXISTING CN RAIL
- APPROXIMATELY 400M FROM STATION (5 MINUTES WALK)



HIGH DENSITY RESIDENTIAL

- 4 TO 12 STOREYS
- HIGHEST DENSITIES ARE TO BE IMMEDIATELY SURROUNDING TRANSIT STATION
- HIGH STRUCTURES BECOME RECOGNIZABLE ICONS AND LANDMARKS TO THE NEIGHBORHOOD AND STATION
- UNDERGROUND PARKING
- ENSURE THAT ALL RESIDENTIAL AND COMMERCIAL MIXED-USE AREAS ARE TRANSIT-ORIENTED
- A SHORT WALK OF 200-400M FROM STATION (2-5 MINUTES)



OUR GOAL IS TO CREATE HOMES FOR A DIVERSE RANGE OF HOUSEHOLDS

SOME PEOPLE DESIRE FAMILY HOMES; OTHERS PREFER SIDE-BY-SIDES OR TOWN-HOUSES, SOME WANT APARTMENT-STYLE HOMES AND A MORE "URBAN" LIFESTYLE.

WE PLAN ON PROVIDING A VARIETY IN TERMS OF COST, SIZE, BUILDING TYPE AND BUILDING HEIGHT TO APPEAL TO A WIDER AUDIENCE.

EVERYONE BENEFITS AS PART OF AN INTEGRATED PLANNED COMMUNITY WITH A MAXIMUM AMOUNT OF CHOICE AND FLEXIBILITY.

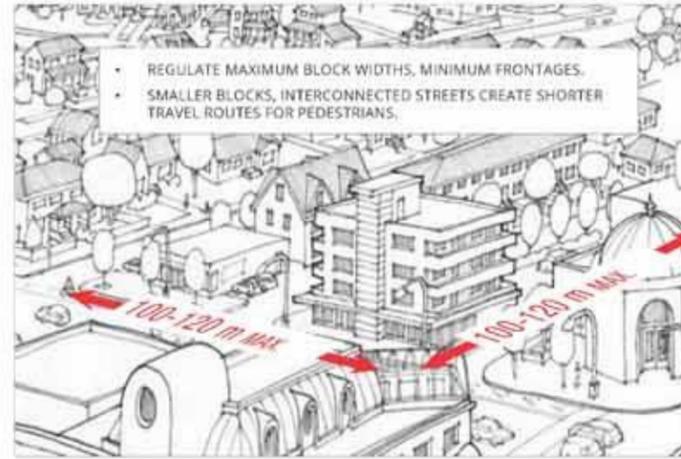
OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

DESIGN WILL BE CONSISTENT WITH TOD PRINCIPLES AND DRAW ON THE QUALITIES OF THE AREA AS AN URBAN INFILL SITE

- PROVIDES PLACES FOR GROUND FLOOR, STREET ORIENTED COMMERCIAL USES IN CLOSE PROXIMITY TO THE STATION.
- MIXED-USE COMBINATION OF RESIDENTIAL AND ECONOMIC ACTIVITY FOSTERS A SENSE OF PLACE.
- PROVIDES PUBLIC RESERVE AREA FOR OUTDOOR RECREATION AND LEISURE ACTIVITIES

BUILDINGS DESIGNED WITH THE CREATION OF SAFE AND HEALTHY URBAN SPACES IN MIND

- BUILDINGS TO INCORPORATE ARCHITECTURAL FEATURES THAT CONVEY A SENSE OF PLACE AND RELATE TO THE STREET AND PEDESTRIAN ENVIRONMENT
- BUILDING MASSING AND PERMEABILITY TO CREATE A GATEWAY TO THE DEVELOPMENT, SUPPORTING A SENSE OF PLACE AND PEDESTRIAN CONNECTION TO BRT STATION.



PLACEMAKING IS A MULTIFACETED APPROACH TO CREATING A UNIQUE SENSE OF PLACE SPECIFIC TO A CERTAIN AREA

PLACEMAKING FOCUSES ON A COMMUNITY'S UNIQUE ASSETS, INSPIRATION AND POTENTIAL, UNDERSTANDING THAT A PLACE IS ABOUT A COMMUNITY BEFORE IT'S ABOUT DESIGN.

IT IS ABOUT CREATING PUBLIC SPACES THAT PROMOTE PEOPLE'S HEALTH, HAPPINESS, AND WELL-BEING THROUGH A VARIETY OF STRATEGIES.

A LOCATION QUITE LIKE THIS DOESN'T EXIST ANYWHERE ELSE IN THE CITY.



STREETSCAPES DESIGNED TO WELCOME PEDESTRIANS AND MAKE BEING IN THE NEIGHBOURHOOD A RICH EXPERIENCE.

- TREE-LINED STREETS, BOULEVARDS, PLAZA
- ALL PUBLIC ROWS WITH SIDEWALKS TO INCLUDE TREES TO FORM A BUFFER BETWEEN SIDEWALK AND ROAD.
- BUILDING ENTRIES / WINDOWS NEAR SIDEWALK ("EYES ON THE STREET") - PROVIDE SAFETY FOR PEDESTRIANS.
- HIGH QUALITY URBAN DESIGN AND SAFE, ATTRACTIVE PEDESTRIAN CONNECTIONS TO CREATE A SENSE OF PLACE.



STREET SECTIONS AND PEDESTRIAN CONNECTIONS SERVE ALL FORMS OF TRANSPORTATION

- PUBLIC SIDEWALKS AND ROADS TO EFFICIENTLY AND EFFECTIVELY LINK PEDESTRIANS, CYCLISTS, TRANSIT RIDERS, AND MOTORISTS TO DESTINATIONS WITHIN AND AROUND THE DEVELOPMENT (I.E. TRANSIT STATION, EXISTING AND NEW A.T. PATHS)
- DESIGN STREET GUIDELINES FOR PEDESTRIANS NOT CARS!
- MULTIMODAL, PEDESTRIAN - ORIENTED STREET FOR BUSES BICYCLES, CARS, AND PEDESTRIANS.

Image sources: City of Winnipeg Complete Communities; public domain

OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT



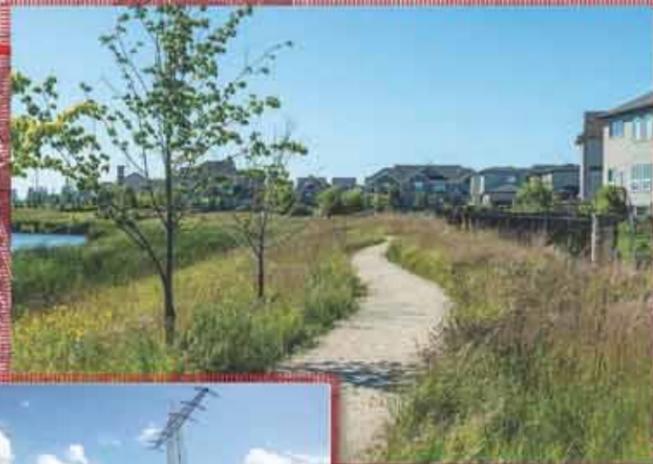
GREEN STREETS: WIDE SIDEWALKS INCORPORATE ELEMENTS FOR IMPROVING WATER QUALITY BY ADDING NATURAL FILTRATION AND VEGETATION TO THE DESIGN.

PUBLIC PRESERVE LOCATED CENTRALLY IN DEVELOPMENT, SO THAT IT IS WITHIN 400 M WALK OF ALL RESIDENTIAL COMMERCIAL USES: ACTS TO DEFINE THE LOW AND MEDIUM/ HIGH DENSITY AREAS (CONNECTS THE TWO AREAS), AND AS A BUFFER TO MULTIFAMILY.



PLAZZAS AND OPEN GREEN SPACES PROVIDE PROGRAMMED SPACES FOR ACTIVE AND PASSIVE USES: FOCAL POINTS AND GATHERING SPACES WITHIN THE COMMUNITY.

STORMWATER RETENTION BASIN PROVIDES AN AESTHETIC FACILITY WITH LANDSCAPED SURROUNDINGS.



ADJACENT HYDRO LANDS ACT AS AN EXTENSION OF GREEN SPACE, AND AS A BUFFER FROM BRT.

OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

WHAT IS A WETLAND?

FROM THE CITY OF WINNIPEG'S DOCUMENT "ECOLOGICALLY SIGNIFICANT NATURAL LANDS STRATEGY AND POLICY" (P. 26);

A WETLAND IS A DEPRESSION OF LAND WHICH CONTAINS WATER FOR ALL OR MOST OF THE YEAR.

ARE ALL WETLANDS THE SAME?

- NO. THERE IS A WIDE RANGE OF TYPES OF WETLAND, AND A WIDE RANGE OF QUALITIES IN TERMS OF THE BENEFITS THEY MIGHT OFFER.
- A WIDELY ACCEPTED SYSTEM FOR CLASSIFYING WETLANDS IS THE STEWART AND KANTRUD SYSTEM (STEWART, R.E. AND H.A. KANTRUD, 1971.)
- THIS DIVIDES WETLANDS INTO SEVEN CLASSES (IMAGES FROM WWW.WETLAND.POLICY.CA):

CLASS VII

- FEN PONDS AND FEN VEGETATION.
- OFTEN HAVE FLOATING MATS OF VEGETATION.



CLASS VI

- ALKALI PONDS AND LAKES
- PH ABOVE 7; SALTY



CLASS V

- PERMANENT PONDS AND LAKES
- CENTRAL AREA OF OPEN WATER
- SUBMERGED AS WELL AS EMERGENT PLANTS



CLASS IV

- SEMI-PERMANENT PONDS AND LAKES
- FREQUENTLY HAVE SURFACE WATER THROUGHOUT THE GROWING SEASON
- MARSH VEGETATION



CLASS III

- SEASONAL PONDS AND LAKES
- TYPICALLY DOMINATED BY WETLAND GRASSES, SEDGES, RUSHES



CLASS II

- TEMPORARILY/PERIODICALLY COVERED BY STANDING OR SLOW-MOVING WATER
- ONLY HAVE OPEN WATER FOR A FEW WEEKS AFTER SNOWMELT, OR SEVERAL DAYS AFTER HEAVY STORM EVENTS



CLASS I

- EPIHEMERAL
- SURFACE WATER ONLY PRESENT FOR A SHORT PERIOD AFTER MELT/RAIN EVENTS IN EARLY SPRING



WHAT ARE WE DOING TO PRESERVE THE ASPEN FOREST AND HABITAT?

MEETING WITH CITY OF WINNIPEG'S NATURALIST AND SPECIALISTS ON PARKS:

- NUMEROUS MEETINGS SINCE EARLY 2014
- CITY INPUT ON SIZE AND LOCATION OF HABITAT PRESERVE
- CITY OBSERVATIONS OF HIGHEST-QUALITY HABITAT IN THE SITE:



habitat type showing habitat quality

THE FOREST HAS A RANGE OF QUALITY: NOT ALL AREAS ARE EQUAL, AS THE CITY'S OWN SURVEYS SHOW.

THERE ARE MANY PATHS, CLEARED SPACES, DISCARDED OBJECTS AND ELEMENTS OF INFRASTRUCTURE INCLUDING CHUNKS OF CONCRETE AND METAL, AND ADJACENT RAIL AND HYDRO LINES.

FROM THE CITY OF WINNIPEG'S DOCUMENT "ECOLOGICALLY SIGNIFICANT NATURAL LANDS STRATEGY AND POLICY" (P. 27):

ASPEN FOREST HABITAT IS THE MOST COMMON NATURAL HABITAT REMAINING IN WINNIPEG AND THE SURROUNDING REGION.



RETAINING AN INDEPENDENT ENVIRONMENTAL CONSULTANT TO:

- PREPARE AN INDEPENDENT REPORT ON GEM EQUITY'S LANDS
- SURVEY TO DETERMINE PLANT AND ANIMAL SPECIES PRESENCE/ABSENCE
- SURVEY TO BE CARRIED OUT AT OPTIMUM TIME FOR THIS RESEARCH: LATE SPRING (OF 2016).
- PREPARE A PLAN TO MITIGATE NEGATIVE EFFECTS (IF ANY).

OAK GROVE : A PLANNED COMMUNITY featuring TRANSIT ORIENTED DEVELOPMENT

WHAT IS A "NATURALIZED" STORMWATER RETENTION BASIN (SRB)?

- A STORMWATER RETENTION BASIN CREATED WITH A RICH MIX OF NATIVE PLANTINGS.
- SRBS COLLECT WATER AFTER RAINFALL OR SNOWMELT, PREVENTING OVERLOAD ON THE CITY'S WASTE WATER SYSTEM AND RIVERS.
- NATURALIZED SRBS ARE SMALL ECOSYSTEMS
- THEY SUPPORT PLANT AND SMALL ANIMAL LIFE
- THEY PROMOTE BIOLOGICAL UPTAKE OF CONTAMINANTS -- CLEANING THE WATER THROUGH NATURAL MEANS.
- SUN ON OPEN WATER DECOMPOSES SOME BACTERIA , ANOTHER CLEANSING EFFECT.
- NATURALIZED SRBS ARE DESIGNED TO PROVIDE SIMILAR FUNCTIONS AS WETLANDS.
- AT 6.7 HECTARES / 16.56 ACRES, THIS SRB WILL HAVE A LARGE AREA OF OPEN WATER AS WELL AS A NATURALIZED EDGE.
- THE NATURALIZED SRB WILL BE DESIGNED WITH AN AREA OF PERMANENT OPEN WATER SURROUNDED BY WETLAND PLANTS, SIMILAR TO A CLASS V WETLAND

THE CITY OF WINNIPEG HAS COMMITTED TO THE CREATION OF A NATURALIZED SRB HERE:

- THE CITY'S WATER & WASTE DEPARTMENT HAS PROMOTED NATURALIZATION OF NEW SRBS FOR THE PAST SEVERAL YEARS.
- SPECIFIC TO THIS SITE, A NATURALIZED SRB IS REQUIRED BY THE CITY'S ENVIRONMENTAL ACT LICENSE FOR THE SOUTHWEST TRANSITWAY, WHICH SAYS:
 - "THE LICENCEE SHALL REPLACE THE STRUCTURE AND FUNCTION OF CATTAIL STANDS AND WET MEADOW AREAS IN THE PARKER LANDS THAT ARE IMPACTED BY THE DEVELOPMENT WITH **NEW AREAS OF SEMI-AQUATIC VEGETATION, AQUATIC VEGETATION AND A POND HABITAT** THROUGH DEVELOPMENT OF THE PLANNED PARKER RETENTION POND."
 - CITY OF WINNIPEG - SOUTHWEST RAPID TRANSIT CORRIDOR - STAGE 2, LICENCE NO. 3121, DEC. 18, 2014, CLAUSE 12.

EXTENT OF FUTURE NATURALIZED SRB



- THIS STIPULATION OF THE LICENSE WAS PROMPTED BY THE ENVIRONMENTAL REVIEW OF THE TRANSIT CORRIDOR, WHICH STATED:
- "THE CITY OF WINNIPEG CONCEPTUAL AND FINAL DESIGN FOR THE PARKER RETENTION POND IS ANTICIPATING TO INCORPORATE NATURAL FEATURES AND NATIVE PLANTS, SUCH AS THOSE USED BY NATIVE PLANT SOLUTIONS (A DIVISION OF DUCKS UNLIMITED CANADA), A GROUP CURRENTLY DEVELOPING METHODS AND PLANS FOR THE CONSTRUCTION OF STORMWATER PONDS THAT INCORPORATE UPLAND, WET MEADOW, AND WETLAND PLANTS AND FEATURES FOR CONSTRUCTED PONDS (ROSS 2013) ...
 ... THE DEVELOPMENT OF THE PARKER RETENTION POND AS WETLAND HABITAT WOULD PROVIDE COMPENSATION FOR THE PROJECT EFFECTS ON THE WET MEADOW AND CATTAILS STANDS ... PROVIDE POTENTIAL AMPHIBIAN AND OTHER WILDLIFE HABITAT, MEET REGULATORY REQUIREMENTS, AND ADDRESS STAKEHOLDER CONCERNS."

CITY OF WINNIPEG -- TRANSIT DEPARTMENT SOUTHWEST TRANSITWAY -- STAGE 2 ENVIRONMENTAL REVIEW AND ASSESSMENT, APR. 2014. SECTION 18.1.19 "WETLANDS"

SIMILAR URBAN WETLANDS IN WINNIPEG

- THERE ARE OVER 60 NATURALIZED SRBS IN WINNIPEG.
HTTP://WWW.SCCRBENDLYSASK.CA/2014/05/PROTECTING-AND-CONSTRUCTING-URBAN-WM/



- THE DEVELOPMENT OF THE PARKER RETENTION POND IS TO BE CARRIED OUT BY WINNIPEG'S WATER & WASTE DEPARTMENT.
 - THE DEPARTMENT HAS REITERATED THE ENVIRONMENTAL REVIEW AND ASSESSMENT POSITION IN A REPORT TO COUNCIL, SEEING:
 - "THE CONSTRUCTION OF THE NATURALIZED SRB IN THE PARKER LANDS AS A MITIGATION MEASURE FOR THE LOSS OF WET MEADOW AND CATTAIL STAND AREAS."
 - AND STATING THE FOLLOWING ABOUT THE DESIGN OF THE SRB, THAT IT:
 - "...PROVIDES AN AESTHETICALLY PLEASING ENHANCEMENT PUBLIC FACILITY -- THE CONSTRUCTION OF THE SRB WILL BE LANDSCAPED TO ENHANCE THE AREA IN THE LANDS IT WILL BE CONSTRUCTED. THERE ARE OPPORTUNITIES FOR PATHWAYS AND PLEASING LANDSCAPE ENHANCEMENTS."
- ADMINISTRATIVE REPORT EXPROPRIATION OF LANDS -- COCKBURN-CALROSSIE COMBINED SEWER AREA - DRAINAGE UPGRADE PROJECT, REVIEWED BY CITY COUNCIL PRIOR TO THEIR VOTE CONFIRMING EXPROPRIATION OF LAND FOR THE CREATION OF THIS SRB; JAN. 27, 2016.

NATURALIZED STORMWATER RETENTION BASIN

APPENDIX B

Open House #2 - Questionnaire & Feedback Summary

Open House 2.0 Questionnaire

Aug. 22, 2016

The map below shows a DRAFT plan of part of the Parker Lands Major Redevelopment site. We'd like to get your opinion on some aspects of the plan:

- Q1:** Where would you locate playgrounds in the Planning Area?
Place an 'X' on the map where you think playgrounds would best be located.

- Q2:** What other amenities would you like to see in the area (e.g. community gardens, skating rink, public art or performance space, circuit training route...)?
Place an 'O' on the map where these amenities would best be located.



- Q3:** What would you like to see developed in the areas closest to the Transit Station?
eg: Greenspace, Playground, Medium-Density Multi-Family Housing (as indicated in the plan above), Single Family Housing, Open space for temporary activities like farmers market, other ideas.

Open House 2.0 Questionnaire Aug. 22, 2016

Q4: What is your opinion on the streets proposed at the Open House?
For example, do they do a good job of accommodating alternate modes of transportation - bikes, buses, and pedestrians?

Q5: The developer plans to retain part of the existing forest as natural parkland. What aspects of the existing treed area would you most like to see retained?

Q6: In what ways does the information from the environmental survey presented at the Open House reflect your understanding of the site? How does it differ?

Q7: Was this open house helpful? Yes / No

Please provide us with any additional comments you might have:

Q8: To help us compile the questionnaire results, please tell us where you live (check all that apply):

- Beaumont
- North of the Parker Lands Major Redevelopment Site
- West of Waverley Street
- East of Pembina Highway
- Other

APPENDIX C

**Public Update January 2018
Responses to Questions from Website**

Question #1 on January 23, 2018

“Good evening,

I am a very concerned about a few aspects of this development. The major issue I have at this point is the 'preserved forest with accessible paths'. What forest preservation tactics is the contractor using? When driving by this site there is enormous amounts of mud from different soil horizons piled up even above the tree line. It does not take an ecologist or environmentalist to realize this change of grade and increased machinery will affect this site. Who is expected to deal with the ramifications of this forest disturbance? It does not seem ethical to label on your map a 'preserved forest' when there are not really any forest preservation tactics in place. If you would like to sell the idea of having a forest in your development, shouldn't you protect it?

I also saw in the FAQ section, that a reason for decreasing woodlot in this area included invasive species. What would these be?

It also says in the FAQ section that there is a tree protection plan in place, I would be interested to know what this is as there appears to be heavy machinery close to trees, as well as change in grade to the trees.

Generally, I would imagine, this is avoided in tree protection plans.

There is also a small park near here that just has some boards around the trees, with evidence of machinery driving right around them.

Describing a development as an environmentally sustainable community does hold the developer to be responsible for being environmentally sustainable. What steps is this development currently taking to be and become environmentally sustainable?

Looking forward to hearing back from you.”

Response on February 5, 2018

“Thank you for your comments on the Fulton Grove development plan.

We are updating the website to incorporate the recent plan changes and apologize for any confusion caused by the information related to the old site plan which contains the preserved forest now called the “woodlot”.

The plan for this site has been developed with extensive consultation and in accordance with the stated vision, plans and processes set out by the City of Winnipeg.

In your message, you raised the following issues: the preserved forest and tree protection plan, the change of grade, the invasive species and environmentally sustainable development.

As you noted, the development plan has been updated. The preserved forest or the “woodlot” has been removed to make way for open greenspace that links the site together and affords greenspace areas for children to play and people to gather. These changes were inspired by Canadian expertise in urbanism and

city building. The consultant recommended that the woodlot was not a component in best practices for developing contemporary urban neighbourhoods. She instead recommended a public realm that provides green space where people can gather and children can play. A woodlot exhibits many of the characteristics that a nationally-known design criteria, Crime Prevention Through Environmental Design, suggest should not be present in greenspace design.

The approach to greenspace design is a unifying public realm with safe open space for families and a linked street network that creates one overall community. The green spaces will provide safe play areas with good sight lines and in walking distance to residences. At the same time, residents would still be able to access within hiking distance the dog park to the south of the neighbourhood and the naturalized retention pond area to the east.

Changes to the site elevation is a result of discussions with the City of Winnipeg Public Works. The City set out grade requirements to enable the development's services to link to City service connections. The developers engineering consultants designed a solution acceptable to the City that resulted in the change of elevation to the site. This engineering solution mandated by the City resulted in the elevation of the site increasing by 3 feet to as much as 12 feet in the southwest corner of the site. The elevation increases around the park area ranged from 3 feet in the east to 8 feet along the west.

The City-approved site servicing design requires changes to the elevation which will result in a "sunken" park location which would lead to access and drainage problems and divide rather than connect the development. This criteria along with the best practices in greenspace design led to re-thinking of the appropriateness of the original woodlot for this site.

For further information on potential invasive species, you can access the most recent ecological study in the website's Reports section. If you click on ecological reports and then scroll down to the last link which is called "community park retention area overview", click on that link. This report will answer your question on invasive species and also speaks to the impact of human use of greenspace sites.

Overall, revisions to the site plan are consistent with the City's vision for this parcel of land as a high density, multi-use neighbourhood. In 2010, City Council adopted the *OurWinnipeg* plan which identified this parcel of land as a Major Redevelopment Site (MRS). These MRS provide the City with the best option to accommodate population growth while limiting urban sprawl.

Infill development is environmentally sustainable. Infill developments maximize existing City infrastructure and reduce the costs and environmental impacts of constructing new roads and sewer and water lines that would be required with suburban expansion.

We have been and continue to listen to public comments on the development plans of this exciting new project."

Question #2 on January 28, 2018

“It is distressing that with all the protests by residents/community groups that we do not have any/enough clout to stop the bulldozing of the rest of the Parker Wetland forest. How this decision could even be able to be made with the well known objection from the community is mind-boggling. We as a community need to get a lesson from the Loudoun Rd residents as to a more effective way to be heard.”

Response on February 2, 2018

“Thank you for your comments on the Fulton Grove development plan.

The plan for this site has been developed with extensive consultation and in accordance with the stated vision, plans and processes set out by the City of Winnipeg. As the site currently is zoned as industrial, commercial development and activities could take place without any public consultation or City approvals.

Over the past decade, the City has identified major intensive residential development as the preferable use for this property. As the City explored options to reduce urban sprawl and maximize existing infrastructure, this land was chosen as one of 11 opportunities for new urban neighbourhoods based on a complete communities model. In 2010, the Fulton Grove site was designated as a Major Redevelopment Site (MRS) when *OurWinnipeg* was adopted by City Council as the planning document to guide all future development within the City.

These “transformative areas” provide the City with the best opportunity to accommodate population growth using existing infrastructure and minimizing environmental impact. For more information, please visit the City Policies section in the www.fultongrove.ca website.

Since that City decision eight years ago, the redevelopment process has been determining the appropriate levels of intensification to fulfill the City’s vision for this parcel as a transit-oriented development. The public consultation activities and stakeholder engagements that have occurred over the past three years are part of the process to follow best practices in the development of the site.

The public comments gathered during the consultation phase do not support your specific comment around the “well known objection from the community” related to this development. What has been well publicized over the past few months is that a small group of trespassers decided to occupy that land until a court ordered this illegal activity to cease.

A list of the public comments from the two open houses held in 2016 and 2017 can be found on the website.

We have been and continue to listen to public comments on the development plans of this exciting new project.”

Question #3 on January 21, 2018

“Updates on residential properties being built specifically senior living.”

Response on February 5, 2018

“Thank you for your comments on the Fulton Grove development plan.

The plan for this site has been developed with extensive consultation and in accordance with the stated vision, plans and processes set out by the City of Winnipeg.

In your message, you asked the following question: Updates on residential properties being built specifically senior living.

The type of residential properties being built on the site range from duplex and triplex homes to single family detached residences in an infill context. This means that these homes will have lot sizes much smaller than a traditional suburban development. Lot sizes range from 25’x100’ to 36’x110’ for the single family and duplex residences.

Townhomes and multi-family buildings will also be constructed on the site. The multi-family apartment buildings and condominiums will range in size from a 32-unit 4 story- building to potentially a 156- unit 13-story building. Depending on market conditions, the individual land owners will choose the size and the use, including potentially seniors living, for their site.

The concept for the site is to create a community that offers all ranges of housing options and seniors living certainly fits within that range of housing options.”

Question #4 on February 5, 2018

“The last I read on this was there would be a wonderful dog park, also that there would be a temporary dog park in this area! Is this still true? A lot of people have been waiting to hear.”

Response on February 6, 2018

“Thank you for your comments on the Fulton Grove development plan.

The plan for this site has been developed with extensive consultation and in accordance with the stated vision, plans and processes set out by the City of Winnipeg.

Please note that there never was a dog park on this site or planned for this site.

Decisions around dog parks and their locations are the responsibility of the City of Winnipeg. The Brenda Leipsic dog park, for example, has always been south of the proposed Fulton Grove development, and it is our understanding will remain in that location once the City completes construction on the bus rapid transit line. Further queries about dog parks are best directed to the City.”

RESULTS OF THE QUESTIONNAIRE

PARKER LANDS Area Master Plan

Questionnaire Results

Aug. 24, 2016

Questionnaire	Where do you live?					Summary of Concerns (can be positive or negative)						MF Housing South of Stn			Playground Location					Was OH Helpful?		Other Amenities Desired	Comments					
	Beaumont	North of Parker	West of Waverley	East of Pembina	Other	Traffic	Public Facilities	Greenspace	Density	Commercial	BRT	Pedestrian / AT	Yes	No	N/A	Near Station	High Density Zone	In Park Preserve	In Dog Park	Near Pond	N/A			Yes	No			
Percent	79.3%	3.4%	0.0%	10.3%	6.9%	55.2%	31.0%	75.9%	27.6%	24.1%	27.6%	58.6%	6.9%	55.2%	37.9%	13.8%	6.9%	10.3%	3.4%	6.9%	62.1%	93.1%	6.9%					
Subtotal	23	1	0	3	2	8	9	22	8	7	8	17	2	16	11	4	2	3	1	2	18	27	2					
1.1	1	0	0	0	0	0	1	1	0	0	1	1	0	1	0	1						1				performance space, decent community club	sound test wanted - concerned with noise from BRT	
1.2	1	0	0	0	0	1	1	1	0	0	1	1	0	1	0	1					1	1				multi-purpose community centre	concerned with cut-thru traffic and noise from BRT	
1.3	1	0	0	0	0	1	0	1	1	0	0	1	1	0	0			1				1				community gardens	agrees with environ survey; concerned with traffic	
1.4	1	0	0	0	0	1	0	1	0	0	0	1	0	1	0			1				1				community gardens, greenspace, playground	save oaks/forest by east end of land, high traffic	
1.5	1	0	0	0	0	0	0	1	1	0	1	1	0	0	1						1	1				electric vehicle charging station	supports TOD, car-sharing, green house gas reduction	
1.6	1	0	0	0	0	0	0	0	0	1	1	1	0	1	0						1			1		place for basic retail, farmers market	need walkable community; invasive weeds in forest	
1.7	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0						1	1				land dedicated for school or CC, no fence at pond	dog park too big, parking to N of station, trees are scrub	
1.8	1	0	0	0	0	0	0	0	0	0	1	0	0	0	1						1	1					noise barricade btwn BRT corridor and Heatherdale	
1.9	1	0	0	0	0	1	1	1	0	1	0	1	0	1	0	1					1	1				open public space by station, not housing	traffic concerns; comprehensive env study; school div?	
1.10	1	0	0	0	0	1	1	1	1	0	0	1	0	0	1						1	1				seniors bldgs in greenspaces; schools	congestion already of traffic; school div?	
1.11	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1						1	1				walking bridge over tracks	want good quality construction and exteriors	
1.12	1	0	0	0	0	0	1	1	1	1	0	1	0	1	0						1	1				CC, spray park, soccer, playgrd not close to transit	families need open space; access to Taylor and Grant	
1.13	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0						1	1				community garden, public art, performance space	nature playground - exploration and connect w nature	
1.14	1	0	0	0	0	0	1	1	0	1	0	0	0	0	1						1	1				church, convenience stores, schools	good mix of young families with loss of seniors	
1.15	1	0	0	0	0	0	0	1	0	0	0	1	0	0	1						1	1				forest near dog park; ped connection to taylor	rename dog park; crime protection; accessibility; lots of swamp	
1.16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1					1	1				splash park for kids		
1.17	1	0	0	0	0	0	1	1	0	0	0	0	0	1	0						1	1				police station	no residential; no thought gone into planning; love wild life	
1.18	1	0	0	0	0	0	1	1	0	0	1	0	0	1	0					1	1					police, fire hall instead of BRT stn, preserve all forest	disagrees with BRT route; waste of time and money; schools?	
1.19	1	0	0	0	0	1	0	1	1	0	0	0	0	1	0					1	1					circuit training; maintain greenbelt btwn exist and new	no develop along Parker; traffic issues; start with med density	
1.20	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1						1	1				leave my forest alone	to many memories in the forest - don't tear up my childhood	
1.21	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1						1	1						I do not agree with developing this part of the city
1.22	1	0	0	0	0	0	0	0	0	0	0	0	0	1							1	1				leave exist piece of nature alone	this development is not readily welcomed in this neighborhood	
1.23	1	0	0	0	0	1	0	1	1	0	0	1	0	1	0				1			1				community gardens, public art, circuit training	bike path across tracks; trees north of parker as buffer; traffic	
2.1	0	1	0	0	0	0	0	1	0	1	0	1	1	0	0						1	1				community gardens, public art, bridge to taylor	survival of forest difficult if cut up; bird survey lacking; fin in pond	
3.1	0	0	0	1	0	0	0	1	0	1	1	1	0	0	1						1	1				milkweed for butterflies, overpass to taylor	don't like that buses taken off pembina	
3.2	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	1	1				1	1				public art, community garden, skating rink in forest	good env info; likes proposed streets and geothermal; all positives	
3.3	0	0	0	1	0	0	0	1	1	1	1	1	0	1	0	1					1	1				skating rink, popup shops, covered market, MPR	summerland type highrise; density is too light; brownfield site	
4.1	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0						1	1				greenspace in all the development	waste of existing greenspace; 90% under concrete!	
4.2	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0						1	1				preserve all existing forest	wasn't asked for feedback; far too many housing units	

Total # of Respondants 29