

Virtual Public Engagement Q & A Session

Thursday October 29, 2020, 7:00 pm.

Q: Are you implying parking spaces will be limited if you choose to live here?

A: The short answer to it is that the experience has been in other cities where there's transit-oriented development is there's not as much parking that's needed in the site. So traditionally, you'll have a ratio of 1.5 parking stalls. So, when we talk about a reduced parking ratio, we're just going off of what the experience has been in other locations, throughout North America, this varies widely. In some cases, it's a reduction as much as 50%. There are reductions of 25%. But I think the important thing to note is that it's a reduction in spaces, because, the previous examples of these transit oriented developments have shown that you don't need as much parking, it's not an intent to try and limit the parking in any way shape or form. We will ensure that there will be enough parking to suit residents needs going forward.

Q: What's the status of your plans becoming a reality?

A: Well, we, we have an approval process with the city of Winnipeg that we have to go through. On November 16. We're in front of standing Policy Committee, which is a subcommittee of council. And we will make our presentation there. There'll be a public meeting on the secondary plan as John has indicated. And then there's a public hearing on the subdivision and rezoning application. It's a public hearing, it's open to the public. And I'd encourage everyone to come out to that. I'm not sure what the format is given. It's a COVID environment, that is, if it's going to be an online scenario or if it's live. So, we will wait to hear and we'll post that on the website. After the vote at standing Policy Committee, then there's another vote at another subcommittee of council called executive Policy Committee. And then it finally it goes to Council. And we're hoping it goes to Council for a final vote, which would be to approve the project at the end of November. So we're quite excited that we have an opportunity to get all the information out in front of council and certainly our hope is that they see the vision that we have for the site and we can move forward on this.

Q: Can the existing schools in the area handle the influx of new students? Are there plans to add a school?

A: There are no plans to add a school and maybe I'll get Jeff to just jump in on this because there's some work that we've done with the public service as it relates to the requirements of the schools and some work that we've done to ascertain where the children would go that would live in this development, which school district and what school? Jeff, if you want to jump in?

So throughout the whole process, during the secondary plan, we have many checkpoints with the city, and what's called the Technical Advisory Committee, the TAC committee that reviewed all of our drawings and the designs and the needs for the community and so the TAC committee is made up of various different Public Works, Fire Department, school divisions, water and waste, parks, all of those sort of things. So they were all part of the process. And it was determined at that point that no new community centers or schools were something that was required both for English and for French speaking. And we've done some of our

own research as well. And so the neighborhood it's in an interesting location in that the school division is actually part of school division one, Winnipeg School Division ward one, but that's to the north side of Taylor and the tracks that are there. In our research, there's about seven or eight schools all within about a two to three kilometer radius of our site. And over the years, there's been a decline in enrollment and all the schools to the tune in our research of around three or 400 students decrease just due to the older neighborhoods of River Heights, the declining population in those sort of areas. And, and I even found that there were two schools that have closed completely, one of them was Dafoe, I can't remember the other name of the other one. And so both of them are now closed, and I think being used as daycares or something. So there's even an opportunity there if necessary. But I guess I'm just, yeah, one guy there. We also looked at the schools to the south, which is in the Pembina Trails school division, which is actually in closer proximity to our site on less than I think it's about a kilometer and a half away. And that school that is located there. It also has a declining enrollment to it. So but ultimately, the answer from the TAC committees from public service was that it wasn't needed, but we felt it necessary to do some more research and find out about it.

Q: Peter's question is essentially about greenhouse gas emissions, and the Winnipeg climate action goal of trying to get a reduction of 80% of GHG by 2050. And what are we doing to try and help achieve that goal? And Peter was wondering if there's potential to have geothermal as a heating and cooling source rather than natural gas?

A: We do have experience with geothermal. We installed it in a development that was maybe one of the largest residential developments that is using geothermal to heat and cool the site surrounding this a little over 300 units in the north part of Winnipeg. That's been operating for quite a few years. Another development, we have the Fort Rouge Yards, we have geothermal, there and the units that are being built, are operating on geothermal. So we do have a plan here to put geothermal in. We haven't drilled test wells, just to determine the capacities of the water that are there. We would do an open loop system, not a closed loop system. So, if the water capacities allow, we certainly would like to explore geothermal. We're a big proponent of it and have been for a long time.

Q: What is your plan to prevent accessing Pembina exclusively through the Beaumont neighborhood? How do you plan to manage the turnouts from Fulton Grove, onto and off Hearst without a second lane to allow traffic to pass while the turning vehicle is waiting?

A: There are going to be turning lanes that will be added to Hurst Way. And the idea is that each access point into the development and there's three of them, that there will be a turning lane for a few meters in front, which will give enough time to have a few cars that are waiting to turn left into the development and also allowing the traffic to pass through uninterrupted.

Generally at a high level the intent is that the east west connection, meaning the new Hurst way will be the main access road into the development. So you know, there are certain features of that connection that it's intended to be designed as a faster and direct route in and out of the two into Waverly Street. as Andrew mentioned, it's been designed by the city actually as a two lane road, but when the development comes in, the access points on to Hurst Way will be intersections where, as Andrew was mentioning, there is a

turning lane for left turns. So essentially, you don't disrupt East West traffic. And that means that East West connection will essentially be a free flow connection. The road will actually be connected on to Waverly street intersection which it actually transitions from this two lane, sort of fast road into a four lane urban collector road as it ties into the intersection. And there are also features of that the improvements that have been undergoing for this intersection that will allow for that intersection to be at a higher capacity and able to process more traffic in and out of the development. You know, going out you have a westbound right turn lane, on to wherever leave for traffic out of the development. You will also have a westbound left turn lane, if you're going south on Waverly that are two thru lanes on the westbound direction that if you're continuing towards West, and like one important feature is that in the whole transportation patterns we analyzed was the you know, the big impact of the underpass. The Waverley underpass, that essentially before the Waverley underpass was open, the gridlock in the entire area that created a lot of issues for shortcutting in the neighborhood and through the neighborhood. So but after the opening, and that was actually quantified the amount of shortcutting that was going through the neighborhood before the underpass was open. So there is a there's a big, you know, expectation that now that the gridlock that happens on Waverley because of the CN operation. Now and you know from I haven't been in the area and some time, but from my colleagues here, they seem to have a noticeable improvement in the operation of Waverley at Taylor. So essentially, yeah, most of the traffic, we're expecting that it will take that route East West, on your Hurst. And that's how the traffic impact study was, you know, evaluated and I invite you to go online, and you can you can check all the details about the trip distribution that we did in this study.

Q: Will any greenspace be saved?

A: I think part of the answer was really through Dave's presentation. So unfortunately, we didn't have an opportunity to retain any of the existing trees because of the need to add so much fill on the site. And that was necessitated by the tie in point for the wastewater pipes for the project. And essentially, it meant we had to add fill to the site. So you would have created a scenario that it was the existing grade is a lot lower than what the new grade will be on the site. So we've taken that obstacle and we are going to plan, I think in Jeff's presentation, there's a new depiction of what the green space is. But you know, for the trees that were there that aren't there now, where I think approximately there's over 750 new trees that will be planted. And the green space will be in keeping with what an urban infill development is requiring. And I think as Jeff also mentioned that, really one of the lucky things that there is for this project is just the amount of green spaces surrounded the stormwater retention basin is part of the Parker lands. You know, and I think it's approximately 25 acres with the Brenda Leipsic dog park so when you combine all the green spaces, the plan with defined green spaces within the community and then many spaces abutting the community that will have green spaces that will suit everyone's needs.

Q: Will there be meeting/gathering spaces for groups like seniors to socialize?

A: So at this stage, what we're talking about is we haven't got into what types of buildings are going to be built there. Other than that, we have areas of multifamily buildings, townhouses and the single family. So I, you know, that'll be the next part of all, the next step of all this is when developers will start building buildings, and we'll see what they have for common area meeting spaces. But other than the commercial

area, we aren't planning on putting in any specific buildings. It's a standalone, commercial, commercial building on the site.

I think she may be talking about outdoor public spaces, she could be. And we would be having those sorts of spaces in like our animation showed or some of our renderings. We do have spaces where you know, there'll be fountains, hopefully outdoor workout areas, playground areas, but also, there will likely be a new Plaza station around the transit station as well, which is something that we've been notified of in the past and asked to participate as things move along with the city. We haven't seen any more recent designs from a couple years ago on something like that, but I think as development moves along, it's something that would be quite important as a hub from that station as well. But within our development, so yes, within the community park, there will be various different gathering and meeting spaces in that if we're talking about non-building spaces.

Q: The Pembina access, there is still no direct access to it? Am I correct? The simplest route is Windermere?

A: You're correct. The two access points for the site are Hurst Way and then Hurst way essentially turns into Beaumont. So really, as to reiterate what Andre said, Hurst Way is the main way out of the site. So to the east, there's no way to extend Parker on to Pembina Highway that we know of at the time, but those are really questions for the public service and public works at the city of Winnipeg. So we are just dealing with the infrastructure we have in place there. And if there's new infrastructure that, you know that wouldn't be from us that would be from the City of Winnipeg.

Q: The next two questions are talking about specifically timing on when we can get this going. And then a little bit about what types of housing would be there in costs.

A: So maybe I'll start with the timing. Assuming that we have success with the various subcommittees and actually council itself, with Council in the month of November here. The next step in all this is signing a development agreement with the city of Winnipeg, which just governs all the infrastructure works that would take place. And it would be finishing with site servicing drawings with folks like Dave Stusek and moving forward. So I guess the short answer is, we would start servicing maybe sometime in the spring, and servicing could take a year and would be done in phases. So I would assume that potentially the year from the next spring coming up, you'll see housing, it'll start there. We may be in a position to start housing next fall, it'll just depend how the servicing goes. But the goal is to get the servicing done, and then we'll move on with the housing. It's a long process and part of the question was sorry, it's a phased approach. It's 1900 units. And so there will be the single-family houses that will be going up in phases. The townhouses have to go up in phases and the multifamily will go up in phases, but you know, it's certainly not a two or three year build out. It's probably a seven to 10 year build out for the whole site. And depending on market conditions that can be shorter can be longer.

Q: What's the projected number in terms of the population of the development?

A: Well, at 1909 units, if you assume a little over two people per an apartment building. So that would be roughly 3000 plus individuals there. And on the single family and the townhouses, which is roughly another

300 units. And if you've seen that population, a little over three, you know, that's another thousand. So there'll be maybe four to 5000 people from a population base that would live in the development.

Q: There is also a question about the projected costs of the various types of housing.

A: So we don't know that because there'll be various developers that will be building units on this, and some will be rentals, and there'll be different rental rates. It'll be new, it'll be new products. So it would probably be in line with what you'd see for new products, or new rental projects are being built in the city. As far as condominiums, I can't say because that's really in the developer's hand, it's going to build a building on the sites and the amenities and so on and so forth. But the one thing I probably can say is that the subdivision design, for the single family lots, and in the single family, I'll include duplexes, and triplexes, and the quadplexes in there, those are smaller lots. So predominantly, that would be starter type homes. So those certainly aren't going to be at the same price as what you would see homes would be on 40- and 45-foot lots. Many of these lots in the single-family section range from the duplexes are 25 foot wide lots, lots to 28 foot lots 20-30 foot lots are the back lane houses that have the garages and with the backline. And then the larger, the largest lots are 30 foot excuse me, 36 foot lots for the front entry lots.

Q: What provisions are you making for EV charging and car share as an alternative to car ownership?

A: I think in the future, electric vehicles will be more prominent than they are today. And so we're going to incorporate that into the development. The car share, that's car sharing has been done in other developments, we will certainly look at it. We don't have a lot of details to share at this point. But it's an idea that we're open to and we would look at seriously. And again, we would have to work with the developers there on that part. But it's a concept to probe into.

Sunday November 2, 2020, 3:00 pm.

Q: One of the questions that came in related to the question about the proportion of land devoted to single family buildings versus multifamily buildings.

A: So the site has approximately single families at a little over 37 - 38% of the site. Approximately half of the single family site is split between single family homes and duplexes and triplexes. So essentially, 18% of the site would be single family, and then the rest of the site would essentially be the duplexes triplexes townhomes and the multifamily buildings. And I mentioned this, but I think it's important, all along to a question that was asked on Wednesday, about the range of the lot sizes for the single family homes. So the single family homes, there'll be two types of homes there. One will be a front garage style with the front driveway. And the lot sizes there will be 36 feet with the lot depth of 120 feet. And then there's a back lane home which will have a garage in the back of the back lane. And the lot sizes there are 28 feet and 30 feet wide with a lot depth of 100 feet.

Q: It's clear that the highest density should be closest to the transit station. Why are the six storey buildings closest to the station? Shouldn't the 13 storey buildings be closer than the six storey?

A: So the area from the transit station to the railroad tracks is a relatively short area. And in that gives some ability to have a mix of densities so to speak. Height isn't a great predictor of density. Certainly, it can be a predictor of density, but it's not a sole predictor of density. From a design point of view we essentially didn't want to have a bunch of buildings in the front that would create a wall to the rest of the development. So there is no ability for anyone to see through so to speak. So there is a thought process where if the lots were designed the smaller lot and when you have a building that is six storeys, you can achieve densities that are significant. I think it's a common misperception that tall buildings represent density. And it's an exclusive relationship, meaning the taller the building, the more dense it is. And that's not always the same. I think it begins if you look at an individual lot like a 25 foot wide lot and you put on a one storey house, of course, you think that's the density. But then if you put on a two story house, it's the same number of dwelling units as a one story house, it might be taller, but it's still the amount of density didn't change at all. We can design pieces of property or buildings on pieces of property with different types of building typologies different types of kind of living arrangements where you can look again at a 25 foot wide lot, one storey put in a secondary suite with a separate access. Now you've got two units on the same piece of land. I haven't changed the height at all, but I've added another unit. I think one of the better examples was a project I was doing in Toronto, it was going to be a 30 storey building and you think Wow, that's a lot of density, it was going to be one unit per floor, because very wealthy people would get off on their own private elevator and have the entire floor. So it was a tall building. 30 storeys as tall as the Richardson building, but it was only one unit per floor. So the relationship between density and height is not perfect. It's not a perfect correlation. So we can design buildings at six storeys or lower that have more units in them more density closer to the station than a taller building that might be next to the rail tracks. And the reason why we put the taller buildings next to the rail tracks was after public engagement events like this, it was clear that people felt that having a set of tall buildings along Hurst Way would create a wall effect. So we move that to the back of the property and also sunlight when you look at the site. It's very orientated towards the south, if we put very tall buildings along Hurst Way, we're casting shadows onto the

development. Whereas if we put tall buildings next to the rail tracks, the shadow then falls on to the rail tracks instead of impeding somebody's property. So just to repeat again, the relationship between tall buildings and density is not perfect. It's not a symbol that because I have a taller building, it's more dense than a shorter building.

Q: The next question that came in was a question about will there be an elevated pedestrian bridge over the CN rail lines to allow residents of Fulton Grove to get across to the commercial area on Taylor, just off of Taylor Avenue?

A: There is an ability to get from Fulton Grove currently through the Waverly underpass. So given the recent improvements that Waverly and Taylor across the rail tracks there, there is an ability to walk and bike across to perhaps Piazza De Nardi and all the other stores that flow eastward along Taylor. As it relates to specifically a bridge over the CN rail tracks, we as a developer would be supportive of that. But that would be a city piece of infrastructure that is the city's responsibility to get in touch with CN rail and start those conversations. We haven't been privy to those conversations. But if the time came where we could participate in those conversations, we'd certainly be supportive of the city, building that piece of infrastructure, I think it would benefit both the commercial on Taylor and our site.

Q: The question is that there was a report on the website that talked about natural gas being the heating source for the development. And the question was, have we ever considered geothermal as an alternative? And if not, why haven't we considered it?

A: There was a similar question on Wednesday night to this effect. So we have considered geothermal and in fact, we put in a geothermal system on a 340 unit housing development up in the north part of Winnipeg. And I think it's probably the largest geothermal source heating and cooling project in Winnipeg, from a residential point of view. I'm unsure if there's any geothermal system that's heating and cooling more than 340 homes. And these are condominium units, but they're quite large, they range between 1000 and 1300 square feet. So you know, similar to similar square footages, to many homes in Winnipeg. We've also done geothermal at the Fort Rouge Yards. And presently, with the construction going on there, those buildings are being hooked up to geothermal. We absolutely would consider geothermal here, we haven't publicly come out and said that only because we haven't done test wells to ensure there's capacity. But if there's capacity, we will put a geothermal system at least for the multifamily. We've explored the opportunity of looking at the geothermal for the single family as well. And we haven't come to a conclusion on that. But it's certainly a possibility for the single-family part of the site.

Q: Who actually will be constructing buildings on this site? And how would we contact them?

A: There'll be various developers that will build on the site just due to the size of it. But the project, the owners of the project, currently will actually be building some of the town townhomes and some of the multifamily buildings. So if you have any more questions, just please email the website, and I'd be happy to get in touch with you.

Q: I've actually had three questions come to me about co housing from three different individuals.

A: So just to really speak more about it, it's an interesting housing concept. And whatever of the three that would like to email back to the website, I'm certainly willing to get into touch with them and talk about it. Yes, certainly the goals of the project and what it seems like, at least as it came through on the questions, the goals of the cohousing group, certainly seem to align. So please send an email and we can talk further on that.

Q: How far is the project away from construction?

A: We're in front of standing Policy Committee on November 16. And then we would progress on through executive policy committee and council hopefully, by the end of November. And assuming approval from city council servicing could begin in the spring, we would just have to sign a development agreement with the City of Winnipeg, and we would finish off our final construction drawings. And with a site as large as this, we would service it in phases, but certainly the initial servicing could support some of the single family homes and it would support some of the townhouses and some of the multifamily homes. So probably the earliest that construction would happen would be next fall, but certainly it's doable, assuming that we get approvals in November here from City Council.