

APPENDIX A

PUBLIC ENGAGEMENT REPORT

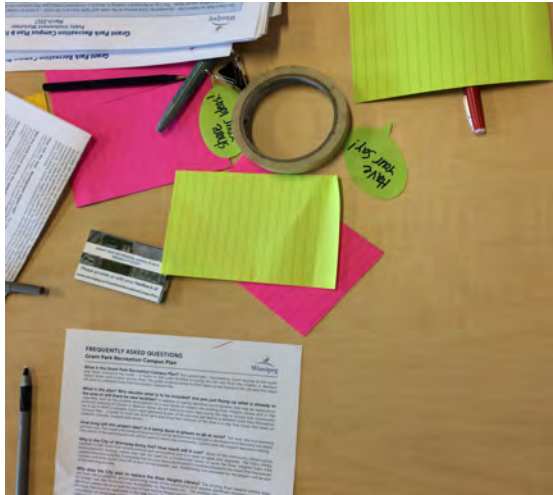


Grant Park Recreation Campus Plan & Feasibility Study "What We Heard" Report



May 17, 2017

PUBLIC ENGAGEMENT FEEDBACK



"The open house was very busy but the staff were the most helpful and friendly of any open house I've ever attended. Generally at open houses, especially transportation-related ones, I feel talked down to by representatives from the consulting firms. Here, they took the time to listen and have a respectful conversation and share ideas. Thank you very much for a well-run open house!"

"Appreciated being able to attend the first library stakeholder meeting (wasn't available for subsequent ones). Appreciated all the stakeholder consultation. It seems like an exciting project."

"Glad to see opportunity for public engagement especially access to online survey as I was unable to attend the open house on the 6th."



FEEDBACK FORM FINDINGS

Since respondents to the feedback form are self-selecting, the results are not scientific and only provide a summary of the responses received. This means that no estimates of sampling error can be calculated and therefore no margin of error is attributed to the results in the report.

Number of Feedback Forms Completed and Received

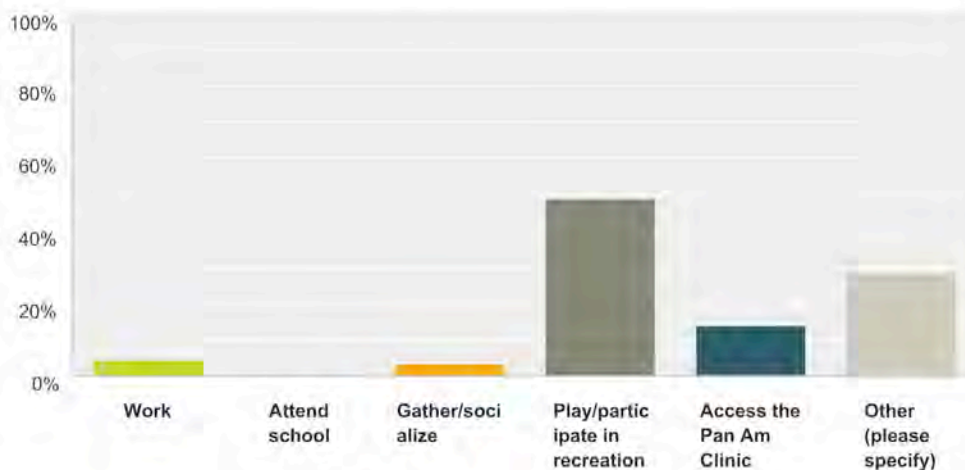
Forms at Open House (April 6, 2017): 78

Online through the City of Winnipeg's project website (April 6-22, 2017): 116

- Survey respondents were asked to provide their name, email and postal code on the feedback form. Name and email were optional, with the postal code as compulsory to complete the on-line survey. The majority of survey respondents reside in the City of Winnipeg's electoral ward of River Heights – Fort Garry. See map in appendices for participant place of residence.
- Survey participants were asked about their motivation to visit Grant Park. 48% responded they visit Grant Park to play or participate in recreation. Many (28%) noted other reasons for visiting the area – primarily shopping and to attend the movie theatre.

Q4 You visit Grant Park primarily to:

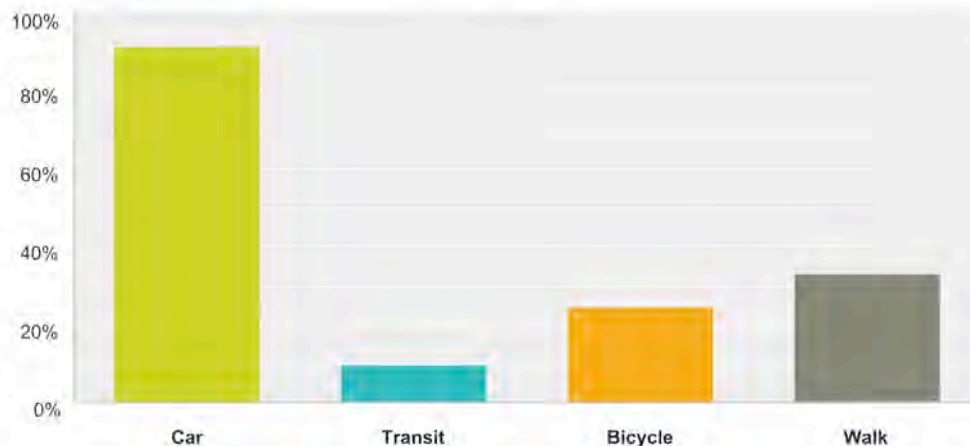
Answered: 174 Skipped: 26



- Survey participants were asked about their various modes of travel to Grant Park and asked to identify all that apply. The majority (91%) of respondents travel to Grant Park by car, and one third of participants also including walking to Grant Park and one quarter also noted travelling by bicycle.

Q5 How do you travel to the Grant Park site (Check all that apply):

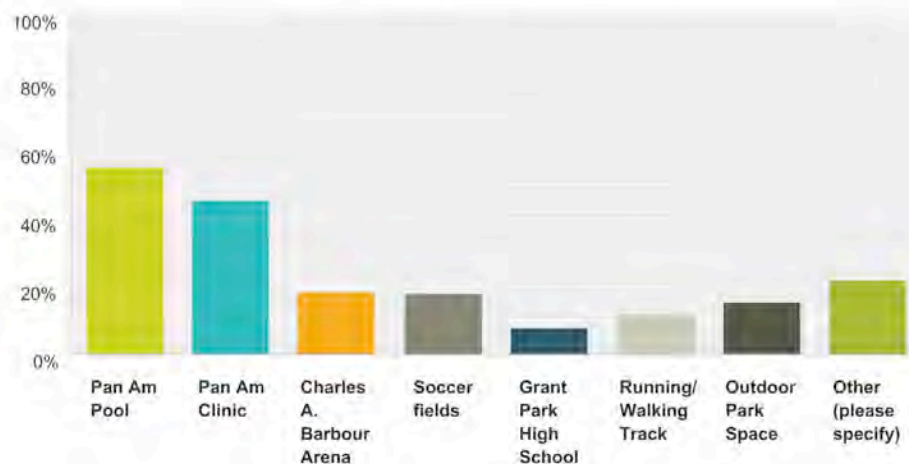
Answered: 182 Skipped: 12



- Survey participants were asked what facilities they use when coming to Grant Park. Participants were asked to indicate all that apply. The Pan Am Pool received the most responses (55%), with the Pan Am Clinic being second (45%) of respondents.

Q6 When coming to Grant Park, you primarily use (Check all that apply):

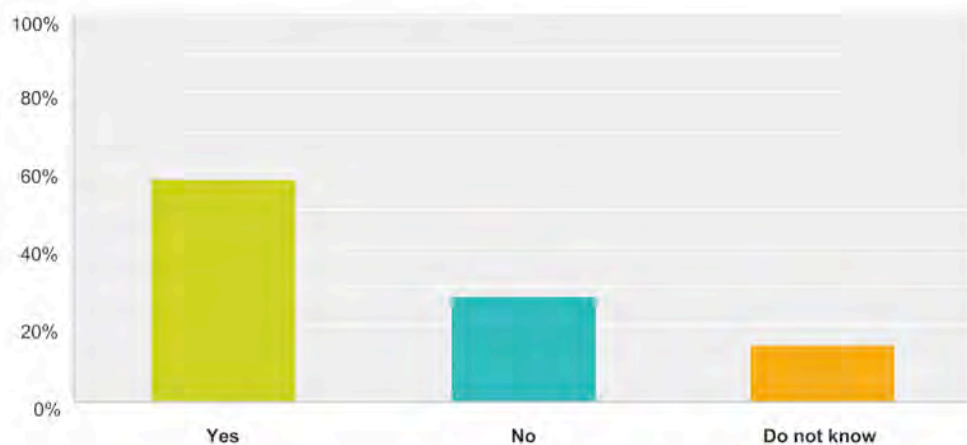
Answered: 176 Skipped: 18



- Survey participants were asked about their level of support to relocate the River Heights Library to the Grant Park site. 57% of respondents supported the addition of the library, with 28% opposed and 15% unsure.

Q7 Do you support the new River Heights Library being added to the study site?

Answered: 181 Skipped: 13



- Of the 181 respondents, 125 provided further comment when asked why they do or do not support the addition of the River Heights Library to the study site. The supporting comments focus on improved facilities and convenience to other campus amenities. Respondent's greatest concerns focus on decreased neighbourhood access/walkability and increased parking congestion at the Pam Am site. Comments (un-edited) as follows:
 - Old site is cramped with no room to expand. Parking contest with Brock Corydon school at some times
 - You are removing a HUGE part of our COMMUNITY! We will not visit as often. Walkability is removed.
 - Parking is my main concern. I do like that new location has sufficient parking space
 - The current location is within walking distance to my house. The new location will make access more challenging
 - It would be nice to have all city facilities together at one place
 - This site is VERY crowded already... it seems that adding another entity will only make the parking situation worse. Evening events and classes and even daytime Pan Am appointments, find parking almost inaccessible. AND the R.H. Library is great where it is!
 - This is too busy to access - library used a lot
 - Parking is bad now, would have to double the parking to accommodate all you want there. Also for people who bus it Corydon bus service is better than Grant bus service.
 - The location of library in the proposal designs I cannot support.
 - As a retired WPL staffer, I'm very aware of the limitations of the current site.

- The larger space with more amenities in a higher traffic area would be great.
- This is not that convenient for River Heights residents. I will have to choose to go to either the Grant Park location or the Charleswood library without a more centrally located library. Neither of those libraries has convenient parking. The Pan Am pool and Clinic parking lots are frequently quite full and even with add parking for a new library, I don't anticipate the parking situation will improve.
 - Not if it means taking away the soccer fields.
 - Libraries are becoming less relevant. Cost doesn't necessarily justify creating a new library. The only way I would support a new library is if there was adequate open space for artists or musicians to be able to hold performances.
 - The library is our primary, we use it a lot but it is sadly out of date and parking is brutal. A more modern one is definitely necessary, as the old one has outlived its usefulness.
 - The location is not convenient
 - This moves it from being in the heart of the community to the periphery. Less people will be able to walk there, increasing the community members need to use their car.
 - What's the advantage of relocating, I walk to the library now
 - The Existing Facility has a "long and strong" place in the neighbourhood where it is located. It is easily accessible by transit, walking and cycling and car. It is a well resourced library in terms of reading material, special services materials (i.e. audio), children's' books and more. It is always very busy. It is a neighbourhood institution, home to important life experiences, and special memories for multiple generations of families living in the area. Moving it to the new study site is a mistake as it will be further away from its catchment area which is a mature residential neighbourhood (River Heights) and move it to the Grant Park neighbourhood which has no residential to the south and very little residential to the east. Your next question is improper as you don't offer the option for other responses, for instance: not at all; other.
 - Libraries aren't being used as much thanks to the Internet.
 - Current library is too small with no parking
 - I use the library weekly...I would love to walk there!!!
 - The library's current location is central to the River Heights community. Moving it to Taylor would mean getting in a car and driving to that area. Please keep River Heights Library in River Heights.
 - Libraries are a dying thing
 - While I like the idea of a new and improved library, I like the location of the existing River Heights library. I understand that repairs and maintenance are needed for the RH library but given the trend towards digital access for library materials, I question whether building a new library is financially feasible. To put it bluntly, where is the best use of taxpayer dollars? Is it cheaper to retrofit the existing library? What would be done with the land is the RH library is moved? How much would this new library cost?
 - Traffic/Parking concerns. Hard to find parking spots now especially when Pan Am Pool has swim meets. Too congested an area! Difficult to get in and out of what I presume is the parking for library. Sharp left turn off Poseidon Bay. I would visit the library as required to renew/get new books

- Killing trees is a permanent action. Put the building some place else. How about Nathaniel or Taylor?
- Difficult for me to take the Grant bus line. I will not go to the new library.
- Convenience, parking. Ensure the library has adequate #of parking spaces, especially if you are making it available for more community programming. Provide meeting space for large community groups - e.g. I belong to a community choir (250 people) we need space to meet once a week and sing, with seating, handicapped accessible, piano (name of choir is Margaret's Choir, multi-age, multi-ethnic, no auditions, all-inclusive)
- If it has to move from its present location, it is still close enough to my house that I can walk or bike there. My daughter may attend Grant Park High School so it will also be convenient for her to access the library.
- I don't see that the library fits in with the purpose of the other buildings. Parking is often difficult as it is and with new buildings I believe there would be more of a parking problem. I prefer the present location, as it is very accessible to the community by bus and walking. If a new library were to be built, I would prefer to see it combined with another of the buildings instead of a stand-alone building. I also would not want to see the trees cut down. The present groups along Grant make the area a more beautiful place. I currently use the library about once a week but in this case, I would use it less.
- 1st - there are new and improved libraries but they are devoid of books. I can't find any books I want anymore. 2nd - fix the streets + roads
- Lack of Parking
- Have all programs close together
- A new library is needed in the area
- Accessibility and if made larger than the old one is great! Better parking at new place.
- I've been going to the River Heights Library for "36 years" I like the new location in a newer more accessible building for everyone
- Banks leaving Corydon Ave; No library??
- 5 access on Poseidon is too many
- Sounds like a reasonable site in terms of location (central to the community), public transit, and recreation opportunities.
- It is currently a community library in the heart of the River Heights residential area. Thus, it is highly accessible for families in the neighbourhood. Putting it at Grant Park means you're asking families to drive cars to get there. No one wants to bike or walk with their family along a 4-lane, fast-moving thoroughfare [Grant Ave.]. This move makes no sense to me.
- I use the library regularly. It is located in the community, adjacent schools and used by residents who walk to it. It is integral part of the community and to be adjacent to sports facilities is contrary to seniors' needs. I would not visit the new library
- No parking; spend the money on more books; Handicap challenges - could use other libraries; too far from house; parking - have patrons need pass? Everyone else will use it; parents drop kids off at school; would maybe never use the library
- We currently walk down residential streets to access the library with our young children. We can do this year round. The proposed site is on a busy

road and I will not walk the distance and across Grant Ave with 3 kids under 8 years old. Children spend a lot of time being driven to activities by their parents. The charm of River Heights is being able to walk to services WITHIN the neighbourhood. Pre-teens and early teens can safely walk to the library on their own. The new location is a real loss for families with children under 12 in River Heights.

- Parking will be a nightmare.
- Put it in Pan Am pool - lots of space there
- More people would use the library
- I grew up on Queenston Street between Fleet and Corydon and the library was an important study/research site for me during my school years (Grade 6-Unic) especially when I did not have a vehicle. Grant Park High School was a long walk and NOT OPEN outside of school hours. I have lived on Waverley, Waterloo (Acad-Cres) and now on Borebank and have always used this branch frequently and easily by foot or by car. There is no indication that cultural events would occur are the proposed centre so that leaves on the library's as a literary oasis on a sports field. McNally at Grant Park allows for reading/browsing at this site already.
- I think the city could add a wheelchair access elevator to the Corydon site as they did to the Cornish site. A new library would be expensive
- I support the library addition to the study site as the location is more accessible and centered to other areas
- The library, at present, needs more room and computers, etc. also could do with better lighting and more comfortable chairs. Needs better parking, especially with the presence of the school - Brock Corydon
- Probably will change libraries
- I love being able to walk to the library once a week and would miss this close connection very much. I agree that a library should be accessible
- I like the library where it is. After reviewing the proposed new location, I worry about congestion and the lack of parking. The city struggles to maintain existing infrastructure.
- Current space is a nice location for our family, however, it is inaccessible for people with disabilities or limited mobility and an old building, too small and terrible parking
- Would use library once a month
- I appreciate the limitations of the current facility. A new facility provides enhanced opportunity for programming and community engagement
- Services are not specified
- The existing library needs more space and updating. This location is still close to the neighbourhood.
- It seems to be the best alternate location. While the new location will be fine for me, I have heard concerns about the distance from the elementary school in the neighbourhood
- Strongly support! We needed new library and I like the campus approach
- Moves library farther away from us compared to current location. However, we would still use library because we would travel by it in our day-to-day commute. We would use it 1 or 2 times per month.
- The River Heights Library should be more centrally located in the area along Corydon Ave. so that it remains accessible to current users who walk to the

- library - a much greener option than driving.
- I think the present location meets the needs of our community best. It is easily accessible by bike and walking (and car if necessary). We have a community that values its sidewalks and uses it to access various venues. Placing the library at GP increases car usage and CO2 emissions. NOT user friendly at all! I would perhaps use the library once a month since I would have to drive!!! Presently I visit the library 2-3 times a week!
 - Logical to concentrate services near bus routes and other services families and others may access. Tricky part will be parking
 - Support IF we can get more transit options from North River Heights/Academy Road
 - Aesthetically appealing location combined with increased access from major traffic route
 - Limited parking at existing library - small, dated facility
 - We need a larger library as this is a very well used library and parking is already a problem when the elementary school lets out at end of their day or when they have events
 - I am ok with the library moving as I think it will get more use and the existing building could be converted into childcare space
 - Addition of the library will enhance the diversity of opportunities provided by the Grant Park Campus. It will provide both young and old with a place to exercise their minds - while others in the Campus will be exercising their bodies through sport and exercise. Great synergy.
 - The site is already in high demand so traffic and parking may be an issue.
 - The library on Corydon serves a large community who can get there easily via walking distance
 - More community based, public facilities in one location builds the experience and is more efficient. Would visit library 3-4 times annually
 - Convenience
 - Good location - parking is a current problem
 - The Cindy Klassen Centre is lovely, but I don't know whether library for that area was located prior to construction. However, the RH library is currently centrally located. Moving in to the C4-RHCC area is more central.
 - If a new library is needed in this community, this is a good location, but I will not visit the library
 - I like it where it is currently situated. It has a great proximity to the elementary school and serves as a municipal ambassadorial presence on this otherwise retail/restaurant avenue.
 - There is no N/S bus transportation from North River Heights (i.e. Beaverbrook + Academy - how do we get to library by bus?); traffic congestion already very high during school hours. Also when there are activities, pool, Folklorama, hockey arena; students from local schools north of grant have no way of getting to library
 - Lack of parking at current site; need a newer, larger, accessible facility
 - It would be a good quiet place to work and access information
 - Its closer to me and I think it helps create a campus feel and centralized services/sites
 - The library is really in need of major reno. It would also be nice to have more parking

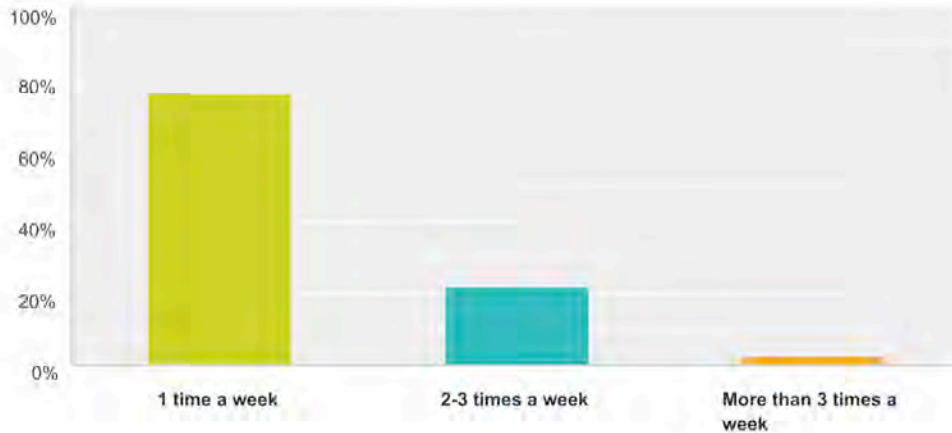
- Great for the community, school, everyone - encourages literacy and brings people together
- Space and parking are issues at the RH location - need for more.
Accessibility is non-existent to the lower level - children - impossible for some grandparents or others to visit children area. Closer to Pan Am facilities
- Support - hope adequate parking & safe access - via vehicle
- Will there really be enough parking for everything? I do not think so!
- Great to have an up to date facility! Improved parking, great for connections, larger facility
- River Heights Library needs to be expanded to be more accessible to the whole community (Wheelchairs, strollers, etc.) and have availability for more technology classes
- Losing the centrality of the current location.
- No longer will it be a community library
- Should be in a more family friendly child accessible by walking/riding bikes
- It is not a very pedestrian/transit friendly location, particularly if you are coming from other parts of River Heights (Corydon or Academy) and have mobility issues or small children
- I don't use the River Heights library, but might if it was at Grant Park
- Now that many library services can be done online, the library is mainly a drop off and pick up depot. We don't need anything more than a pick-up/drop off location. While there are some community groups meeting at the library, they don't need to be at the library, as there is no reason they can't be offered instead at one of the community centres in River Heights. A new library is not a priority for our community. The money could be better spent on improving our roadways. I am opposed to increased taxes, especially for unnecessary items such as a new embellished library.
- One stop shop
- Parking and access will need to be improved
- I would have to travel by car instead of just walking over. If moved, then I would visit less than once every 2 weeks.
- If it would decrease the number of soccer fields it would be problematic for me
- Don't need another library in the city, fix the roads
- I prefer the current location on Corydon due to its integration to that neighbourhood and promoting mixed use of property in that area
- I grew up in are and the River Heights Library has been a staple in the community for as long as I have been alive
- The area/parking is already so full whenever you go
- I love walking to the current location, but know the building needs work/accessibility, would use the new library way less
- River Heights Library is very small and has never been accessible to people wanting to access the basement area.
- I do not want he library to move farther away from our neighbourhood as currently my children are able to walk there from day care, school and summer camp. They will no longer be able to do so in he proposed grant park location
- The currently library is our family's favourite place. Why move it?
- Greater accessibility, more programming options in a newer facility

- Not walking distance for younger kids, myself
- The current location is much more convenient
- This is too far from its original location and is a severe disappointment to our family. We walk to the library at least once and often twice a week. It is a vital part of our neighbourhood.
- I see how the Library at Cindy Klassen Rec fits so well, so the same combo at Grant Park would be ideal. I use City of Winnipeg libraries weekly - walking distance to a community library would be great. I do go to the Corydon branch, but it's out of my way really.
- I love this idea. I primarily use the Millennium Library right now since it is near my work but having a library in the Grant area would be a wonderful addition particularly since there are so many schools and families in the area.
- The current River Heights library is located in a primarily residential neighbourhood, and gets a lot of foot traffic from the neighbourhood. It also has a bus stop directly in front. The Grant Park location would require many more people to drive.
- I find it very convenient to have a library in a location with other facilities.
- This new location is very accessible for everyone.
- It is walkable from where I live.
- As I am not a resident of the immediate neighbourhood nor am I a long-time River Heights library user I do not feel it is my place/decision to support the library's relocation. Let the residents and users of the library decide because they will be the ones using, or not using, any new facility.
- The River Heights Library is currently too small and in need of renovation. I'd like to see a more exciting place for children and specifically teens to gather to do homework, read and relax.
- Lots of space and amenities nearby
- The current River Heights library is such an embarrassment and lacking so much that it doesn't make one want to visit and encourage reading.
- The current site is very small and dated.
- Too far away from current location doesn't take that into account
- Too much congestion/activities in one place

- Survey participants were asked about their frequency of visiting the River Heights Library if it were added to the Grant Park site. 76% of respondents noted they would visit one time per week.

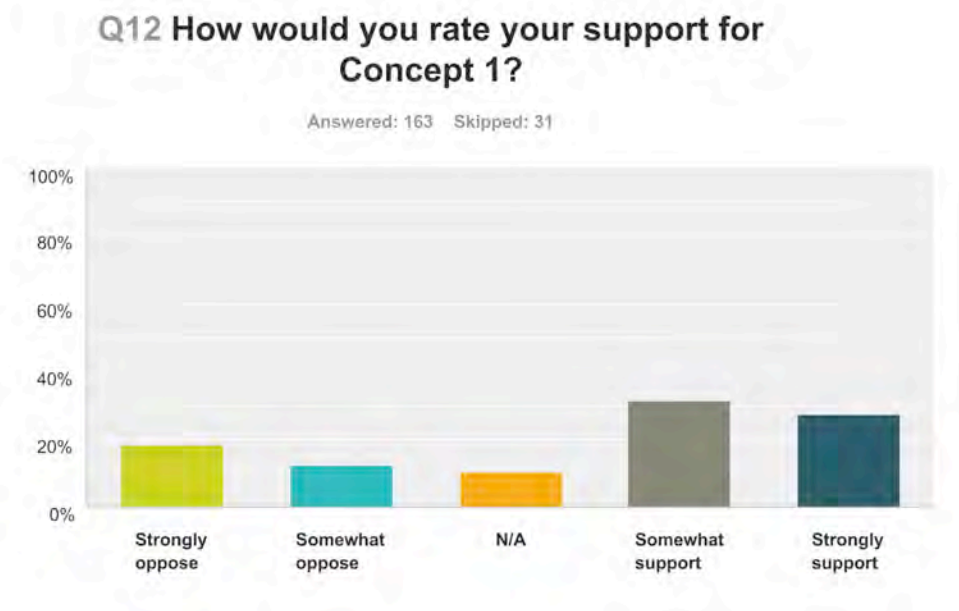
Q8 How often would you visit the new River Heights Library, if it were added to the study site?

Answered: 124 Skipped: 70



- Two design concepts for the Grant Park Recreation Campus were presented for public feedback. The features of each concept were identified and the differences between the two concepts were briefly described. Survey participants were asked to review the concepts and describe what they believe to be the opportunities, benefits and challenges of each concept, and what is the most important to them. The questioning provided a diversity of qualitative answers that ranged from personal comfort and convenience, improved modern facilities and accessibility to concerns of parking constraints, traffic volumes, construction probability and walking distances to and between facilities.

- Participants were asked to rate their support for Concept 1. Slightly more than half (58%) of respondents noted strong support or some support for Concept 1 and a third (30%) opposed or strongly opposed. More participants ranked their preference (approx. 10% more people) for Concept 1 as compared to the same question for Concept 2.



- Q9 – What do you believe are the opportunities and/or benefits of this concept? (answered: 128, skipped: 66)
 - More space between = more spread and use of parking
 - (Not including Library) improved use of green space
 - Facilitates car access
 - Many people coming to the area to use facilities, businesses around could benefit
 - None
 - Public access to library near pool, school and clinic. Arena at Taylor end of field to ease traffic congestion.
 - Good relation to school, pool, community centre.
Great transportation access; also good for all the seniors in the Grant Ave apts. in summer.
 - Less congestion on Nathaniel, especially for Grant Park High School staff and students. Increased safety and access for CC users and soccer teams.
 - More activities in the area
 - I think the community needs to think bigger. Requirements for indoor hockey facilities are far greater than currently anticipated. If anyone bothered to explore other cities across Canada they would see (for example Saskatoon) communities are actually building 4 complexes like the MTS IcePlex. However, there are other rinks, which are going vertical, so the city could reduce the physical footprint of 4 rinks into two. Easily done. In the summer months the rinks can remain open for roller hockey, Box Lacrosse, and indoor soccer, perhaps even become a baseball training facility.

- More easily done, fewer interruptions to existing facilities and a proper outlay.
- We don't care for it at all - who is going to stroll around the school grounds and sports fields for leisure?
- An asset to the River Heights residents
- Good use of underutilized space
- Creates a recreational community with all amenities at hand.
- Everything is close by.
- None.
- Better parking, access for students
- No benefit for myself
- Good use of the space. The trees on Taylor Avenue are a good idea to keep soccer balls off the street.
- More parking, bigger library which means greater collection of books
- I think its a great opportunity to have the library there and an out door reading area
- Library being close to Pan Am pool and directly accessible from Grant Avenue.
- Library should feature a cafe to attract people into the building and generate revenue.
- Potential new library benefits - better traffic flow for access to community centre/arena, no need to involve WSD
- Very few benefits
- Beats me!
- The community centre could serve as a field house for the teams that use the fields
- I believe it is a good move to have the library and community centre far apart because I am concerned about the parking if they are close together
- Close to Grant Park High School so students would benefit
- I think it is unrealistic
- Change
- More users
- Easy accessibility for me by car, walking or biking
- The library will be very important, parking will be on Poseidon, avoiding Nathaniel
- NONE
- Public transit access, good road access, prevents congestion on Nathaniel
- None
- New facilities are obviously much nicer. Expanding the libraries offerings is nice.
- Could visit the library before/after lessons.
- Loose green space with fake football turf
- Very much
- There seems to be a more extensive internal bus route in Concept 1 which would be a good thing for older and handicapped library users
- I cannot think of any. It is not a neighbourhood
- More accessible to Taylor and easier to get in and out
- Away from pool area - which is always busy, more conducive to peace
- No zoning changes

- I like the concept except moving the library to this campus
- Great use of the land
- Better washrooms for the soccer fields
- Parking will be spaced out more
- Only involves city-owned land
- Like location of Football field and arena
- Good access and visibility for new community centre/arena
- NONE
- Ok - could live with! But not the strongest
- I like the way the parking is laid out to address the needs of the different spaces.
- Increased road access off Taylor to community centre (library location is great)
- Less congestion of site - CC separated from pool
- Close to public transit
- Larger building and parking
- Cost sharing new facilities with lower maintenance costs
- Visibility and access to library away from other new services.
- Location, best use of public access to parking from Taylor
- Spreads things out a little more
- More space for movement of athletes and parents on fields
- It doesn't require negotiation with WSD1 on boundaries
- Excellent proximity to high-density residential population and public transit. Particular advantage to many senior citizens that live in this neighbourhood.
- Better athletic facilities
- Less congestion
- Distribute density of people and parking
- Library close to public transit, community centre/rink is stand alone
- Might have better transit access although it looks like bus access would be parking at west end of football field creates more opportunity for connectivity
- Make use of the land that currently sits vacant
- Having the rec centre away from the pool & library
- Appears parking may be better
- Benefits to be as far away from other buildings
- All land is owned by the City of Winnipeg
- No benefits, not a community library,
- New buildings
- Peak parking overflow from arena into Pan Am clinic lot reduces number of overall parking spaces, which is ideal! I would love to see the pathway that runs behind Pan Am Clinic extended all the way to Taylor as an alternative to biking on Poseidon Bay to reach Pan Am from the south.
- Close to Grant. More community garden space.
- Co-location of facilities; best dispersal of activities if they all are on the same site
- high visibility of the library and easy access to transportation by bus or walking
- Looks like a good use of space; provides opportunities for a variety of activities in one area. New library and community centre look attractive.

- I like it because it puts the recreation centre close to the soccer fields.
- Centralized location of services, new arena
- Multi use facility
- There are a lot more potential outdoor activities for children.
- Nice center is created
- Updated facilities and brings added value to the community
- Relocating the library to this more easily accessed intersection is a great benefit for the community.
- The pedestrian corridor is a great improvement linking the residences in the southwest area with the shopping at Grant Park. In the past, pedestrians felt like they were trespassing when they cut through the school grounds to reach the Safeway.
- Enhanced amenities for Grant Park HS. Increased traffic to benefit commercial to the immediate south and GP Shopping Centre. A football field that could be also accessed by the Corydon Community Club's football program. Decent transit access.
- I like the one parking lot idea; outdoor reading room but carrying hockey gear to the arena when the lot is crowded might be a challenge.
- Better use of green space and to initiate and support more programming and better use of facilities.
- More central access to the public library is good for everyone.
- It puts the library in a central spot
- Modern facilities
- I like the library close to a major bus route at Grant and Cambridge, plus the grant park forest area is really under used right now and this would create some use of that space.
- Area of RH and Crescentwood & Fort Rouge needs a multi sport complex with 2-3 indoor hockey rinks and indoor soccer fields as well.
- Ample parking, student drop-off/pick-up cut in alleviates traffic on Nathaniel, artificial turf football field multi-use for school and community football, reconfigured soccer fields allow for greater multi-age use and concurrent use. It would be great to have a nature playground area incorporated in the design somewhere ideally in the vicinity of the soccer fields for families.
- The addition of a new arena is definitely something this area needs.
- More access for seniors in the buildings along grant. More parking
- Better field conditions
- Everything in one location
- Better use of space, library in a very accessible area
- Nothing. The library should be moved closer to its original location - i.e. moved to river heights community centre, etc.
- Nicely close to transit if you're getting off the bus - so close it encourages impromptu drop-ins.
- It encompasses a regional community approach
- I think it's a much better location for the library, and to better utilize this space between Grant & Taylor to be more community oriented.
- Good visibility, off Grant. Make the green space off Grant look nice (looks kind of grungy right now).
- Yes, much better to keep the library within the residential neighbourhood.
- I do not like this design; it is taking over public green space.

- Great place for the library!
 - Bringing a library to this location will increase the accessibility and use of the library. I would love to be able to take my children to the library after their swimming lessons each week.
 - A new library building in a very accessible location.
 - For the Library - Great location, much improved parking, high visibility and access by transit from Grant Ave., great Opportunity for using multiple city services (Library and pool) in one location, library is fully accessible and addition of outdoor reading garden a bonus.
 - Community centre - Good location, access to fields, lots of parking
 - School benefits from additional athletic amenities
 - Fully utilizes the site.
 - I like the idea of separating Grant Park High School from the community centre because the latter facility has the different users.
 - Outdoor garden, Community Gardens and location close to Grant Park Mall are all benefits to the community.
 - 1) New updated facilities will draw more participation to the area. The location of the Arena and Pool keeps the majority of vehicle parking in one area.
 - Great to have a new community library
 - I like that the library is within walking distance to us. Like the community gardens - be careful not to have too many trees to keep it open. I'd be worried there might be areas for crime otherwise.
 - Easy access for library customers, available parking for library customers
 - Close to bus stop and Pan Am pool is open most of the time for easy access
 - Shared resources, meets community requirements/needs.
 - Make sure there is Hall/social/meeting room space
 - Nice location for both the library and the community centre.
 - The library is very easily accessible, especially with the bus stop there, plus the green space makes it more inviting.
 - The City is in need of these fully functioning recreational landscapes, which provides many amenities to many people. I am a proponent of the new library and new ice rink. I especially like the light pedestrian spine.
 - Ease of parking for events at the community centre. Also easy access for transit users to the library
 - A lot of things in one area, but this can also be a detriment.
- **Q10 – What do you believe are the challenges of this concept? (answered: 132, skipped: 62)**
 - Wasted space of field
 - The campus is torn apart, not united
 - Parking
 - Parking. This side is already congested due to the Pan Am Clinic and pool. You don't want parking on Taylor Avenue at that point. Taylor is getting busier and to add parking along there would be dangerous. I don't want any more traffic lights along Taylor. It will just slow traffic movement.

- Some seemed concerned about the reduction in trees due to construction, but it appears there would be lots of them left.
Might still be competition for parking, especially with pool and clinic users, and then the addition of community club users.
- Parking and access
- Parking access is already a challenge. Having a library here will add to the congestion and make things more challenging and frustrating, especially as pool users will take advantage of the library parking spots.
- There are a lot of soccer teams, where would they all practice? My son bikes to his practices.
- Current football field is further from the school. The high school hockey team will also have a distance to travel -likely to drive from the school to the rink. Parking should reflect users being able to get to the school and rinks. I would strongly recommend at least one of the hockey rinks be Olympic size ice. This is a major oversight! I would also ensure the build is expandable for both rinks to be Olympic size.
- Few, the clinic would be most impacted due to parking limitations during construction.
- This is not in a family area as is the current location - people can't really walk to the library the way they can now - most would have to drive - it looks like it could be a hike from the parking
- Increased auto, bike and pedestrian traffic - included in the cost of the proposed changes upgrades to the streets, sidewalks needs to include more traffic lights, pedestrian crosswalks, increasing traffic lanes, public parking facilities
- Potential conflict of parking at the arena due to high volume parking at the Pan Am clinic
- Traffic issues - currently there are already substantial traffic flow issues at the Poseidon/Taylor intersection.
- The arena is small. There should be two ice surfaces, similar to Seven Oaks in the northwest. Too many soccer fields.
- The school campus is stretched out with irregular boundaries, as are the soccer fields. This is messy and not necessary. The arena should be central to all parking. Under-utilized space within the running track, a soccer field should be moved here for mixed school / community use.
- The biggest challenge for me is that the 2 concepts have been already planned AND designed to include a new library. I don't see any reference about seeking input on project goals, values, principles and priorities. Further, your team reached decisions about project plans/designs on the basis of working with stakeholders ONLY and prior to seeking broad public input.
- Funding. With the Province pulling funding from other projects at Kelvin and Dakota Collegiate, it may be tough to get money from them.
- No left turn off Grant onto Cambridge, where is the parking located?
- I think that there could be more community garden space allotted, and maybe an edible garden themed outdoor reading area
- Community Centre being far from Library and Pan Am pool as well as Grant Avenue.
- Lacks fitness facility, the pan am one is garbage; it also lacks indoor soccer

and tennis facility. Winnipeg needs a massive gymnasium with 6 basketball/volleyball courts to host events/major tournaments.

- Traffic and parking along west site of "campus" and Poseidon bay cost management (budget creep - just like every city of Winnipeg project)
- Parking - especially during swim meets. Seems that library is being squished into a very small space.
- Locating library on the NW corner is not a good choice
- People like to walk to Corydon/Brock library
- Community centre would compete for parking with Pan Am Clinic
- The library is very close to Grant which is a busy route
- Loss of forest. Limited parking
- Public support
- General congestion levels, traffic, not located centrally to area where library needed
- Funding/management
- Funding
- Parking will be an issue
- Parking; Bus service
- Library s/b attached to community centre
- Parking availability, the Pan Am Clinic is OFTEN full
- Distance from residential area, parking
- Families with young children do not walk from River Heights to Pan Am Pool/Charles Barbour arena etc.
- Community centre is away from everything. It would be less convenient to visit library without driving over, especially in the winter.
- Parking for arena
- More parking
- Unclear where and how much parking is available
- Parking is an issue for this area: the pool and the clinic and the C.C. and the school
- Not sure
- Would parking be nearby?
- Have to move a new soccer field, no outdoor skating rink
- Parking and access especially when there are multiple events. e.g. swim meet and soccer games
- I think parking will continue to be a big issue, as it is now. I am at Pan Am Pool up to 4x/week and parking is a challenge when I go to Pan Am Clinic. Parking is a challenge
- There no outdoor hockey rink
- Not enough planning
- Walking between the pool and arena is more difficult, especially in winter
- Community centre/arena is further away from pool and library
- Not sure there is enough parking
- Parking
- A huge jam in the parking lot especially when a swim/diving meet is on. Not accessible for current users to walk to. Bigger is not always better.
- Increased vehicular traffic - that corner is already congested with the pool, Pan Am Clinic, GP school and shops
- Football field is in an odd place. Community centre not in hub but at the end

- Potentially none
- Traffic too congested. Need parking spots for 1/2 parking so you can pick up books on hold, etc.
- How do we restrict parking to library patrons? The parking lots to the rest of the complex should not join up
- Managing relationships between all the parties
- Parking, unless nearest lot labelled as solely for library patron use.
- High school students and library patrons may not always be a great fit
- Not sure
- The football field, which is of little interest to most people, is in the centre. It's certainly not the focal point of this redevelopment.
The Community Centre should be the focal point.in the corner. Re
- Harder for disabled people to go to pool, arena
- Bus routes N/S for the area
traffic from 3:15 to 4:00 rush hour and school letting out
- Additional pressure on already 'maxed-out' parking - winter evenings during swim class season in particular. The substantial traffic volume on Grant also presents potential pedestrian hazards as well.
- Traffic congestion
- Pool/track/community centre further apart
- Poor access egress off Poseidon
- Parking
- Parking
- Traffic on Taylor, Nathaniel & Poseidon - with the underpass, traffic here will be much heavier
- Having library, pan am, football field, arena so close together will bring big crowds, too congested
- Potentially sharing parking with pool
- Shared parking problems
- Community Centre too far from the 'action'
- Location sucks
- Deterioration of previous rinks, libraries located in the heart of residential river heights communities.... congestion would occur in this space...not safe for children to access due to the high traffic from the Grant Park Shopping Mall businesses. Community centres should be in communities amongst residential homes not in commercial areas
- The community center appears to be oriented away from the street to face the football field. I'd prefer to see a 90-degree counter-clockwise rotation in order to have it be more accessible from Taylor Avenue and from the hypothetical bus stop. Library curb cut/private approach is in a bad location and would interfere with traffic, however this is an issue with both concepts.
- Poor transit connections to other parts of River Heights. Parking is already challenging in this area from Clinic/Pool. Not close to an elementary school.
- Parking/access during events
- Transportation to and from the area. There are already traffic issues especially on Taylor west of Poseidon. Making this into an even more attractive hub could increase traffic issues.
- The increase in road traffic with such a complex is not good for our neighbourhood.

Embellishments such as an outdoor reading room and community gardens, etc. are not necessary and will only serve to increase capital and operating costs. We don't need higher taxes.

Adding more building to that property takes more valued green space away from our community.

- Not sure
- Nothing identifiable
- I have no idea.
- Number of parking spots seems reduced
- Challenges would be to complete project without shutting down soccer fields, track and football field
- The pedestrian spine needs to be increased to provide access across the clinic parking lot that is a barrier to west-east flow. Bike paths in the area are limited to the south side of Taylor; they should be extended into the campus and linked to the spine to transect the campus.
Too much land area is dedicated to football and soccer. There are other active outdoor recreational activities that could have access to the campus. The area within the track is wasted. It could be used for the football field or practice area.
Most of the campus outdoor recreational areas are void of any winter recreational activity. Could use be multipurpose for all seasons?
- Lack of parking. I assume the removal of the library on Corydon. The area lacks pedestrian-focused design.
- Parking in relation to where the doors appear to be on the arena (during peak times). Are football, soccer and track enough sports for the size of the green space?
- That not enough people will buy in to this concept
- Adequate parking is currently an issue when using Pan Am Pool and Clinic, and will potentially become significantly worse with additional uses being added to this parcel of land.
- The parking is already a challenge especially with many young children exiting the Pan Am Pool.
- Would need traffic signal onto Taylor, more parking, less people walking as not surrounded by residential like the current location
- I see none.
- Too busy a corner as is
- Land titles and accessibility.
- Ensuring football field is available for use by community football clubs and school (would there be lights to allow later play during fall when it is darker sooner). Community Centre/Arena should be expanded to allow for 2 full ice surfaces, as demand would support it. It would be great to include an indoor soccer pitch, as demand would likely support it. Ensuring green building initiatives (solar, geothermal ice systems, green roof, etc.). What happens to smaller local community centres?
- The library is in a high traffic area - although you are trying to make it accessible the advantage of the current River Heights Library is the ease of getting and out of it - it is in a non-congested area. I see this location as a total pain to get in and out of and as a result I would go to another neighbourhood library.

As this location stands now parking is often an issue. It doesn't look as though there is enough parking being added for the amount of facilities that are being proposed.

- Farther from most of the junior/ k-6 schools in this area who use the library much more than high school students would
- There looks to be fewer parking spaces available
- Requires travel by car and discourages walking and biking for younger children and seniors, too large, spread out Parking will be nightmare it already is
- Pam Am Pool users taking parking spots close to library. No separate parking for library users.
- The parking will be taken by those visiting Pan Am and this location is too far to walk in winter with small children and/or too far to walk with the same regularity that we attend river heights library.
- It's REALLY close to the street - is that a good idea? Where is the parking?
- I'm not sure.
- Traffic congestion, possible parking congestion. Possible issues with kids crossing the street (add a crosswalk?)
- Make a dog park.
- None.
- Parking can be an issue when the Pam Am pool has tournaments.
- None.
- Outdoor reading garden for library could be problematic with noise from Grant Ave. Vegetation buffer shown may help, but may also block visibility of library. Seems like too many soccer pitches. Would recommend more interconnected pathways to the various facilities.
- Lack of parking space when there are big events
- Large amounts of space taken up by parking lots. More should be done to encourage active transport in the area.
- The new library is quite far from the existing River Heights location. Increased traffic in Grant Park Area. Loss of green space. Limited parking.
- To ensure that it will be built in the promised timeline and within the proper budget. That who ever is designated to build it, is proven to have done a good job in the past (e.g. Seven Oaks sportsplex, MTS iceplex, Gateway are great examples of well built facilities)
- How does the soccer program grow once the space gets claim for an arena and new parking lot?
- Not much parking next to the library. We'd primarily be coming by car (because walking would only be realistic in the summer).
- None
- Pan Am Pool customers will park in the library lot.
- Parking
- Doesn't look like enough parking for the library itself.
- With the library location there, Cambridge Street could get messy if people decided to travel down it/drop people off as the amount of buses that travel there in such a small space. Also, as great as it is being so close to the bus stop and Grant, one would hope that too much unnecessary noise/traffic doesn't make its way in.
- I feel that the space allocated for the track/football field should be placed

closer to the school, as seen in Concept 2. As a parent of a WSEU child, the current fields closest to Charles Barbour School often feel like they are not part of the main soccer pitches. Moving these closer to the existing ones would be beneficial.

- Parking, library too far from schools and residents cannot walk there
- A little further for transit users to walk if going to the community centre. The community centre being so far from the rest of the facilities would be limiting
- Parking will be taken over by people going to Pan Am for lessons, etc. Getting in and out of the parking lot for the library will be challenging being so close to the stop sign at Poseidon and Cambridge.

• **Q11 – What is the most important to you about this concept? (answered: 121, skipped: 73)**

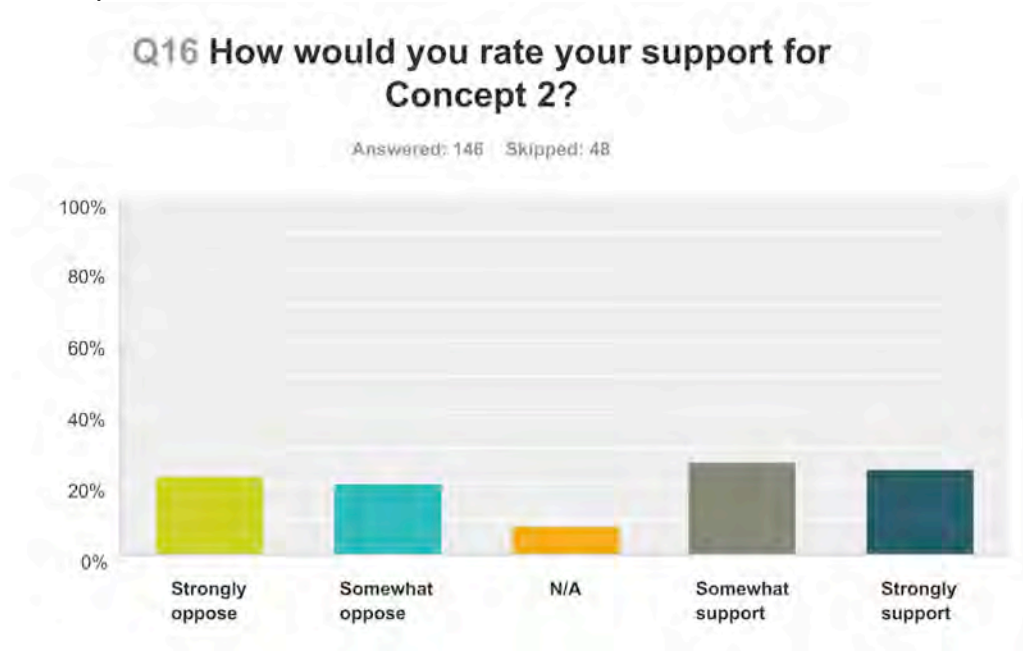
- I can walk to this site (also same for Concept 2)
- Added arena
- Less traffic close to Pan Am Pool which I use
- The new area close to Pan Am Pool, soccer fields
- The ability to nearly double the library space.
- Move of library to this location. There should be a library closer to Pembina and another close to Kenaston instead.
- Soccer fields
- Has anyone actually thought about making the football field fit within the practice field area? Is it possible? And/or go by where the community garden is? The community garden could be moved as it doesn't need to stay there, and is not a great deal of labour to relocate. Football could be on display to Grant Ave., which would be really helpful for the community in promoting the sport. High School football doesn't need a practice field. If it was determined people wanted to keep a grass space they could go inside the track oval.
- Likely the faster option with separation of facilities so they can all be in use without massive traffic and parking problems.
- That it be stopped
- Increased traffic flow putting pedestrians, cyclists & auto drivers at increased risk for accidents
- That a new arena be built in the area. My preference would be a two rink Arena similar to the new Garden City arena.
- A new community centre/arena is appreciated, but one rink is not sufficient
- Looks user friendly.
- The South West has a problem with ageing ice rinks. Not taking the opportunity to replace CAB with a "Seven Oaks style Complex" is very short sighted.
- Walking paths between fields look good. Could use one more just south of the track and field oval.
- Bigger, newer library
- That the library is included, and I want to see great thought put into urban food production as a part of the design

- Library being close to Pan Am pool and directly accessible from Grant Avenue.
- It has bike trails built into the project
- That it will be built in a cost-effective manner
- Real parking for library and Pan Am clinic. Library site would require designated parking for only library! Who would monitor this?
- I like where the present library stands
- A new library in a central river heights location with good parking
- The provision for car parking and not having too many cars at the library, pool and community centre at the same time
- Cost
- Find another location
- Twin rink
- Larger than old library on Corydon
- "New" is nice
- Green space, walking opportunities
- No more parking, no access on to Taylor
- Location of library is good, although I'll miss the small intimate library on Corydon and I could walk to the Corydon site
- Keep library in community where people live and near the community centres
- Accessing parking at Pan Am is currently a nightmare. Ironically, parking on Cordova Street where the current library is, is rarely a challenge. I know this because I live on that block.
- I think the library parking will be used by people going for lessons at the pool. Who would park at the end of the parking lot near Taylor when you have added parking much closer with the addition of the library?
- New arena
- To have the library near my home
- Can have study room of area
- It is not a community facility if placed here
- Parking and accessibility to traffic streets
- Peace and quiet
- Two new arenas
- I think the community centre farther away from the pool would help parking. And if people can park on Taylor, that will help
- Hockey rink has good road access
- Security
- We would use the library the most so either concept is acceptable
- Like the overall layout
- Access to arena and community centre
- Don't move the River Heights Library
- Better use of existing space
- Access to the Pool, Library and soccer fields
- Library location
- I like that that the pool and community centre/arena are separated - will encourage people to park closer to the area they are attending
- Larger newer building for library and moving arena traffic away from Nathaniel and fixing congestion at high school

- In my view the parking will be much better as swimmers will park closer to the pool and arena patrons closer to arena
- I like the visibility of the library but it does seem unnecessarily distant from the community centre and a little thrown together with less consideration to practical use for parking space and traffic.
- Outdoor reading space
- Revitalization of recreation facilities
- Access for disabled; disabled parking
- 2nd entrance off of Taylor - needs to have entrance to Poseidon too BUS
- If it actually gets approved, funded and built!
- I believe that the library would see substantial use at this location. Proximity to GP High School is another consideration that bears weight as well.
- Not locating the library here
- Accessibility; easier to park
- Parking
- \$ (who will pay?)
- Building the area as outlined - excellent plan can hardly wait!
- Excellent plan - will be glad when everything is complete
- The football field - brings so much opportunity to the school AND community
- Enough space and to keep the parking separate and lots of it
- That there is parking, plus walking accessibility
- The library NOT be there
- Library location and access
- How it connects to other areas of the city, including where I live in north Fort Garry. I would like to see good public transit and bicycle routes to and from the area.
- The increase in road traffic with such a complex is not good for our neighbourhood.
Embellishments such as an outdoor reading room and community gardens, etc. are not necessary and will only serve to increase capital and operating costs. We don't need higher taxes.
Adding more building to that property takes more valued green space away from our community.
- New arena and good soccer fields
- Parking and location of soccer fields to traffic. Will need fencing
- This is the first I have heard that the Tuxedo Library will be closing and I would have to drive to get to the nearest new library.
- Include more trees for shade, more benches to sit for parents to create a park like facility
- I like the idea of having a park near the library
- Better soccer fields
- Please retain all the existing trees and enhance the Pan Am forest. Keep vehicle parking to the extreme perimeters of the campus to mitigate concrete, curbs and fencing from the green spaces used by pedestrians and recreational activity.
- The improved football field.
- Centralized parking and easy access to library
- Making this about the community and having the community come together

- in a really great way.
- The concept in and of itself appears reasonable, however the "community centre" service/catchment area is ambiguous. If the potential exists for closing the Corydon Community Centres, I would argue strongly against it. Surely the Grant Park area would utilize a community centre fully, without impinging on the River Heights Community Centres?
 - It seems like it would be too cramped in and would create a dangerous situation for those driving/parking there
 - Keeping River Heights Community Centre open
 - The artificial turf field would be a good addition to the area.
 - 2-3 rinks and 1-2 soccer fields all under one roof.
 - Accessible for all users. Multi-use. Ample parking.
 - The library location - I feel it is a terrible place to put the library unless you plan to keep the current location open.
 - Not to do it
 - The arena / Community center
 - That it be moved closer to Corydon
 - I feel it's maybe a little too close to the street in terms of the larger campus.
 - Ensuring there is ample recycling access to the public and lights for safety at night
 - The library!!!
 - I like the visibility off grant and that it's somewhat removed from the school but still nearby.
 - Nothing.
 - A new library.
 - The addition of the library.
 - That a new library building will be built in this very convenient location.
 - Bringing the library to the site
 - It is important for users of different facilities to feel comfortable.
 - Pedestrian spine, outdoor reading room
 - The Outdoor library and Community Gardens are the most positive things about this concept.
 - That anyone and everyone that will use these facilities are asked about, what they would want in a facility. (e.g. Arena: Dressing room sizes, access to ice, security)
 - Maintaining the soccer fields and having a plan to grow the space for more fields.
 - The library is the most important thing to our family that I'd see us using.
 - Nice park like scenery
 - Easy access for all. Nice park like space.
 - Community center Arena
 - Accessibility
 - Having the library closer home
 - The most important is the accessibility of the library.
 - Most important to me about this concept is arranging the soccer fields so they are placed in close proximity to each other and the building of the new library and ice rink.
 - Library NOT be there
 - I could easily stop into the library on my way home from work when taking

- the bus or driving
 - Library parking should be separated by the building. I think if it isn't, there will be people who park there and go to Pan Am because of it being closer than parking at the end of their parking lot.
- Participants were asked to rate their support for Concept 2. Half of survey respondents (50%) noted strong support or some support for Concept 2. Concept 2 received greater opposition (42%) from respondents who opposed or strongly opposed as compared to Concept 1 (30%).



- Q13 – What do you believe are the opportunities and/or benefits of this concept?**
 (answered: 97, skipped: 97)
 - (Not including Library) improved use of green space
 - Parking of Car
 - The community centre could be used by high school students and ties in with pool and library
 - Location of the Community Centre in this should not block feeding spot of migrating Canada Geese to a great degree.
 - The community club is set further back, apparently, allowing for more parking.
 - Same as previous
 - Good library location
 - The arena complex is in a much better place...however, I believe the city could think bigger. Why not explore something like Brandon's Keystone Centre and add a hotel space between Pan Am and the arena complex? And/or waterslides and/or a water park? There are other park spaces in Winnipeg such as St. Vital that have much better water park spaces...kids want an outdoor pool and not just sprinklers to run through.
 - Newer and better facilities than existing.

- Bad idea - bad location - not convenient for the people we see using the RH library
- Prefer this design and the proximity of the arena to the pool and the school.
- Consolidation of recreational amenities within an area.
- Better parking opportunities for patrons.
- Logical organization of the different users space.
Better placement of the arena re. Parking.
- Similar to option 1, although I like having all soccer fields together in this one.
- I only really care about the library location and it is the same.
- I think its a great opportunity to have the library there and an out door reading area
- Library being close to Pan Am pool and directly accessible from Grant Avenue.
- Potential new library benefits perhaps? Better consolidation of Grant Park High School property
- Beats me!
- The community centre could serve as a field house for the teams that use the fields
- The soccer pitches and artificial pitch are clustered together with more cohesion than concept 1
- Not relevant
- More parking
- None
- I like the community centre/arena closer to the library
- NONE
- Central location of various recreation opportunities
- It's hard to make the comparison, as the differences seem subtle.
- Closer proximity of the community centre to make it more of a one-stop idea.
- Loose green space
- Very much
- The artificial turf football field seems aesthetically and functionally better placed close to track oval and soccer fields. The community centre is closer to the library/pool, etc. than in concept 1 which makes sense. Green space is consolidated
- I cannot thin of any. It is not a neighbourhood
- Shared parking
- Like that the library and community centre are closer together and like the outdoor skating rink
- I like this concept more as it gives football players easier access to the school
- I love the expansion of the arena/community centre and the library move
- Community access
- Keep the facilities close to each other
- More compact campus
- More parking?
- NONE
- Spreads out traffic better. Like the pedestrian "spine", the drop off zone for school and that this approach still delineates common school areas and community areas.
- Increased library parking - joint usage for families at the library and community centre

- Parents can drop off kids in either area
- Cost sharing new facilities with lower maintenance costs
- Recreational facilities are in close proximity to each other. Additional parking is provided. Football fields are closer to the Grant Park High School.
- Proximity of community centre to other facilities, possibilities to expand parking further, which should be considered.
- Revitalization of recreation facilities in area
- The Community Centre is the hub.
The football field is closer to the school.
- Easier access
- Perhaps more space and parking; fits in well being across from pool
- Centrally located sport centre
- Brings the sites closer together - might create more opportunities for people visit multiple sites, outdoor rinks and toboggan hill
- More than a pool and chance to occupy space
- The layout creates great campus feel having arena close to school. Football field is in creation location and easy access and takes pressure off the Pan Am & arena. Less congested
- More space - public transportation
- Football field closer to school, opportunity for outdoor rink
- School Division inherits more parking for staff/students, football field location is in a "warmer/people friendly" location rather than surrounded by commercial buildings (non-interactive)-Residents south of the mall will be able to observe if a game is being played). Athletes will have a closer point of access to school.
- No benefits, no longer a community library
- New Buildings and facilities
- Keeping Pan Am and the Community Center/Arena close together is an ideal approach! Being able to walk between all three facilities is a preferred approach. The AT pathway/sidewalk that runs behind Pan Am Clinic is a wonderful potential addition to the recreation campus, as biking on Poseidon is frustrating due to the high number of private approaches.
- Proximity of community centre/library/pool
- As with concept 1 - good location for the library with high visibility, and easy access to the library.
- I like the arrangement of the facilities.
- New sports facilities
- Parking
- N/a
- Seems to have more parking spots
- New facility and added value to community
- Enhanced amenities for Grant Park HS. Increased traffic to benefit commercial to the immediate south and GP Shopping Centre. A football field that could be also accessed by the Corydon Community Club's football program. Decent transit access.
- No different from the first plan.
- The artificial field closer to the school is better than the location in concept 1.
- It seems to be a more cohesive design, ample parking, student drop-off/pick-up cut in alleviates traffic on Nathaniel, artificial turf football field multi-use for school and community football, reconfigured soccer fields allow for greater

multi-age use and concurrent use. It would be great to have a nature playground area incorporated in the design somewhere ideally in the vicinity of the soccer fields for families. Better opportunity/space to expand Community Centre/Arena to allow for two ice surfaces and possibly an indoor soccer pitch.

- Closer to track field.
- Don't like it
- Better walking routes, better field conditions
- Everything in one location
- Great concept
- Feelings are same as for concept 1
- Same comments about Library in concept 1. Community centre / arena location looks good. I like it.
- More collaboration with school
- Same
- I like the idea of strong pedestrian corridors.
- What's different?
- A great place for a new library.
- Same as my concept 1 comment. Adding a library is very convenient and accessible. It will increase the use of the library, as it will be very easy to bring children to the library after swimming lessons.
- A new library being built in a very accessible location.
- Same comments for library as concept 1.
Like the location of the football field better. Like the location of community centre better. Like the parking configuration better
- Clusters all buildings together, and all school facilities together. Maximizes the use of the pedestrian spine.
- Good use of space and amenities
- Too congested
- Greatly need resources
- The pedestrian spine is a nice touch, and it feeling more campus like seems a bit more welcoming/familiar for a lack of better words.
- I prefer this design to Concept 1. I feel that the space allocated for the track/football field should be placed closer to the school. As a parent of a WSEU child, the fields closest to Charles Barbour School often feel like they are not part of the main soccer pitches.
- Easy to access library from Grant which is good for transit users. Also having the community centre close to the pool and library could open up interesting opportunities on using the entire campus for events.

• **Q14 – What do you believe are the challenges of this concept? (answered: 112, skipped: 82)**

- Dealing with Winnipeg School Division 1
- More efficient use for fields and arena
- Removed from Corydon
- Car access - but it promotes alternative modes of transportation, which I approve of

- Not all city property - would take longer to get agreement
- Parking. We do need a new arena but it should be left on the side where it is now. Add more parking over there. Either way people will still park on Nathaniel if the game they are going to is by Nathaniel. I also noticed a space for an outdoor arena. We have outdoor arenas at Crescentwood and River heights. The indoor Zamboni cannot be used for both indoor and outdoor ice as the ice conditions vary greatly between indoor and outdoor. The biggest obstacle for either concept is parking. You will need double the parking that you have now to make this feasible.
- Elimination of the organic garden green space in NW corner of the Pan Am Pool. Also the library and artificial turf in this concept blocks the areas where Canada Geese feed annually during migration. (I work across the street from Pan Am and used to walk daily across the grounds for years.)
- Not aware of any.
- Same as previous
- Parking
- A fourplex for the rink should be evaluated. Olympic sized ice for at least one rink should be considered. I also believe the planners should look into using solar panels on the roof of the arena complex. Many arenas in the US have converted to solar and the savings are 200K per year (lights, heating, and cooling). We absolutely must innovate and with Hydro costs supposed to soar 10% a year over the next 5 years (at a conservative estimate) we ought to embrace how much sunshine we have. Please look into this!
- Everything; land renegotiations, massive parking and traffic flow problems during and after construction. Nathaniel will be clogged with parked cars when soccer is going on. No real upside when compared to Concept one.
- The location is terrible - instead of a walk to spot in a family oriented neighbourhood it is yet another place, with bad parking, where people will have to drive
- No provisions made for parking
- Parking conflicts may be an issue
- Traffic within the Pan Am Pool and Pam Am clinic are already a nightmare, adding the community centre/arena between the two will only make it significantly worse. Traffic at the Poseidon/Taylor intersection is already an issue, increased traffic flow at that intersection arising from the arena and library will make it worse.
- Arena is too small. It should have two ice surfaces, similar to Seven Oaks and Southdale.
- Insufficient parking for all the venues. Decentralize the community library. Underutilization of space within the running track, a soccer field should be moved here. The community needs an arena with TWO ice rinks.
- The biggest challenge for me is that the 2 concepts have been already planned AND designed to include a new library. I don't see any reference about seeking input on project goals, values, principles and priorities. Further, your team reached decisions about project plans/designs on the basis of working with stakeholders ONLY and prior to seeking broad public input.
- Have the community center between Pan Am Pool and Clinic may cause parking congestion.
- I think that there could be more community garden space allotted, and maybe

- an edible garden themed outdoor reading area
- Difficult pedestrian paths from library to other buildings on the site -- parking lots and cars dominating the pedestrian paths between library/pool and community centre and Pan Am Clinic, rather than a clear pedestrian spine/path that is very clearly demarcated.
- Lacks parking
- Involvement of WSD
 - loss of parking area between school and football field
 - SEVERE congestion of traffic and parking access on west side and Poseidon Bay
 - cost management (budget creep - just like every other COW project)
- Parking/congestion of traffic
- Locating library on the NW corner is not a good choice
- People like to walk to Corydon/Brock library
- Community centre compete for parking with Pan Am clinic
- The parking could get overloaded if people are using the library, pool and community centre at the same time
- Limited parking
- Public support
- Right choice
- Traffic
- Library s/b attached to community centre
- Traffic congestion, parking
- All the issues I mentioned about moving the library out of the neighbourhood and onto a busy thoroughfare.
- Agreement with the school division might not happen. Again people going to Pan Am will use library parking, though it might be less if they can use the community centre parking.
- Parking for arena
- More noisy
- Parking distance from playing field/distinct from community cultural space
- Parking is an issue for this area: the pool and the clinic and the C.C. and the school
- Seems somewhat congested where the location is suggested
- Again parking, access & congestion
- Parking!
- Geese problem
- drug problem
- Parking may be hard to come by near the arena
- Need to negotiate land boundaries with WSD and cost to replace football field
- Visibility for arena/community centre
- A huge jam in the parking lot especially when a swim/diving meet is on. Not accessible for current users to walk to. Bigger is not always better.
- Increased vehicular traffic - that corner is already congested with the pool, Pan Am Clinic, GP school and shops
- Hopefully not striking agreement between city and school divisions! Parking and traffic flow - swim meet, soccer, hockey, etc. draw big crowds
- Potentially none
- If CC and pool are busy at the same time, this design would increase vehicle congestion

- Parking congested
- Arena is too close to other buildings causing traffic congestion and parking problems for those who do not use arena
- The parking issue and land swap
- Parking and traffic near library location, unless sufficient space is dedicated or curb side parking is added on Grant.
- Potential traffic congestion, time required to negotiate with school division
- More congestion of people and cars - harder to park
- Too crowded
- If this needs the city and WSD1 to agree on boundary changes, this concept 2 will drag on for years
- Congestion
- Density of people in one area
- Parking for the various venues
- Traffic and parking is already very dense where will additional parking be available?
- Challenge would be \$\$
- Overflow of parking from community centre possibly using up library space
- We do not need to have library and community centre so close to each other
- A little congested, concerned about traffic
- The Pan-Am Clinic and Pan-Am Pool parking lots experience a high volume of vehicles. To place a community club/double arena so close will exacerbate parking issues and access to those parking sites. Place the arena on the location in Proposal# 1. Have a curb cutout on Taylor for a transit stop instead of a bus driving thru the campus.
- Location sucks
- Congestion, adjacent to commercial area, removal of services from residential river heights area
- I would much prefer to see the library built into Pan Am Pool as an addition to the north side of the building. It can lead to potential staffing efficiencies as well as creating more of a neighbourhood center where one can take their child swimming and to the library all at once. It could also serve as a connection between Pan Am Pool and Grant Avenue, which currently has zero engagement with the street. Vehicle trips are encouraged as there is no good way to walk from Grant (with far more frequent and useful transit service than route 95) to Pan Am Pool. As well, I'd like to see a crosswalk or an easy way for bikes to cross Taylor to reach the multi-use pathway on the south side of the ROW.
- Poor transit connections to other parts of River Heights. Parking is already challenging in this area from Clinic/Pool. Not close to an elementary school.
- Parking is more consolidated and more likely to bring congestion during events,
- We don't need the embellishments or the higher taxes that go with it for capital and operating costs.
- I don't like to see the loss of green space in our neighbourhood.
- It concerns me that there will be more car traffic at this already busy location.
- Parking may be congested, Pan Am and hockey together is too busy.
- Access into parking off Taylor
- N/a
- Access of parking from Taylor (no right turn in the morning)
- It will be a long walk if you park and need to go to one of the further soccer

- fields
- o None
- o Both the pool and arena are buildings that have a lot of traffic flow (pick up and drop off) at frequent intervals. I believe locating these buildings adjacent to each other will cause more traffic congestion than option one.
- o Adequate Parking will be a huge issue.
- o Busy corner
- o Is there space for the possible Grant Park performing arts centre?
- o Ensuring ample space for Football spectators, ensuring football field is available for use by community football clubs and school (would there be lights to allow later play during fall when it is darker sooner). Community Centre/Arena should be expanded to allow for 2 full ice surfaces, as demand would support it. It would be great to include an indoor soccer pitch, as demand would likely support it. Ensuring green building initiatives (solar, geothermal ice systems, green roof, etc.). What happens to smaller local community centres? What are the potential problems in negotiating boundaries with WSD
- o Harder to access, traffic flow and parking.
- o Parking - no way there is enough - community centre seems jammed in behind The plan feels very congested.
- o Less parking
- o It requires travel by car and discourages walking and biking for younger children and seniors, too spread out parking nightmare
- o Traffic and parking on Poseidon Bay
- o Same comments re Library location in concept 1.
- o Agreements
- o N/a
- o Boundary agreements between city and school.
- o None.
- o With the arena close to the pool it may make parking more difficult. Also, concept 1 has road access from Taylor to the parking lot for the community centre, which will reduce traffic congestion.
- o The rink in this area (versus concept 1) is less desirable as it is not as conveniently located (near Taylor) and may create traffic parking congestion with the pool and clinic.
- o Same as concept 1
- o Students from Grant Park High School might roam around at the community centre during lunchtime.
- o Traffic. Loss of green space. Overall sensation of overcrowding (a bit like the Forks now to be honest).
- o I don't like the idea of jamming between the two current buildings.
- o The turf field needs to be wide enough to play soccer on it so as to maximize the use.
- o Limited parking next to the library
- o Parking
- o ?
- o The community centre seems too far from the cross streets
- o Other than congestion that may happen on Cambridge regarding the library which I mentioned in Concept 1, I don't see too much of a problem.
- o The challenge I see with this plan (and Concept 1) is parking. Currently, the

parking can be limited at this facility, especially if an event is taking place at Pan Am. On a WSEU soccer night, parking is in high demand.

- Parking, schools and public unable to walk to their "local" library
- It looks like there would be fewer entrances into the campus area from the surrounding streets. This could create some congestion during peak visiting hours when lots of people are arriving and leaving the area at the same time.
- **Q15 – What is the most important to you about this concept? (answered: 90, skipped: 104)**
 - Improved fields
 - Parking near library
 - Increased access for families without a car
 - New arena and proper soccer fields
 - Parking provision.
 - Same as previous
 - That its not crowded
 - Football field is in a better spot, but I believe someone ought to explore moving the permanent turf field proposed to go on the north side of the school. I believe there would be room to have it run parallel to Grant and have fans on the south side looking north. If football moved, soccer could have one larger field, or two smaller ones.
 - That it is rejected and Concept one used instead.
 - To end it
 - Increased traffic
 - Proximity of the arena to the school and pool.
 - New arena is nice, but need more than one inside ice surface for a community of this size - similar to new arenas/community centres constructed elsewhere in the city.
 - Good access to amenities.
 - The South West has a problem with ageing ice rinks. Not taking the opportunity to replace CAB with a "Seven Oaks style Complex" is very short sighted.
 - Walking paths between fields.
 - In both concepts, I don't mind where the soccer/football or community centres are located as long as some space is allocated for edible/pollinator gardens. So important to include from the start!!!!
 - Library being close to Pan Am pool and directly accessible from Grant Avenue.
 - That it will be built in a cost-effective manner
 - I like where the present library stands
 - A new library in a central river heights location with good parking
 - The provision for car parking and not having too many cars at the library, pool and community centre at the same time
 - Cost
 - Twin rink
 - Access to school, Parking, Bus service
 - No more parking, no access to Taylor
 - Location - central
 - Closer proximity of everything.

- Pedestrian areas
- More people can use the library
- Consolidation of green/sports space
- It is not a community facility if placed here.
- Joint parking access with Pan Am Clinic
- A chance to make this feel like a community hub
- Two new arenas and a more optimal location of the football field
- This option leaves more soccer fields, which I believe is a sport with a lot of participation. I think moving the football field will encourage people to park at Grant Park Mall.
- Outdoor hockey rink
- Security
- We would use the library the most so either concept would be acceptable
- Access to arena and community centre
- Don't move the library
- Concentration of services - better use of outdoor space. Opportunity to have more recreation areas indoors and out.
- Library location, I also like the closer uses for families using the library to both pan am pool and community centre
- The parking issue
- Ease of access from one venue to another - additional parking. The existing parking area is already congested.
- Community centre is closer to other facilities, which is sensible.
- Revitalization of recreation facilities in area
- Access for disabled; disabled parking
- It actually gets approved, funded and built
- Parking, central sports area
- Preserves more green space and creates more of a campus feel. Less parking promotes sustainable transportation options
- Building the area as outlined - excellent plan, can hardly wait
- Football field - great locations create sense of campus for the school and would be a great addition to that space. Great for Corydon community centre as well.
- Library and area location
- That the community club be as far away from the library as possible - they have no association with each other
- Room for everything, a balanced hub for all
- Visibility. The public should be able to see the infrastructure rather than tucking it behind other buildings.
- Library NOT be there
- The removal of services from residential river heights
- Maintaining a walkable campus in the face of high suburban style parking demand is a huge challenge and I feel that this concept does the best job of it.
- Outdoor reading room sounds nice
- Concern about competition for parking and congestion during events
- It saddens me to see more infrastructure in our community that takes away valued green space.
- Field location
- I just don't want the Tuxedo library to close.
- More trees!

- Upgraded soccer fields
- The football field
- The community centre created here must not impact the operation of the Corydon Community Centres.
- I like that it appears to be a more spaced out plan
- Accessible for all users. Multi-use. Ample parking. More cohesive design with Community Centre being located closer to Pan Am.
- Traffic flow and accessibility without traffic blockage and slowing traffic flow down.
- Too congested
- Not to relocate our library and community centre
- Community center and library
- Recycling access for the public and safety lights at night
- Same
- I still like the presence of the library and green space on Grant.
- A new library being built in a great location.
- Bringing a library to this site.
- That a new library will be built in this great and convenient location.
- Brining library to the site
- Maintaining the soccer facilities and how they will be able to grow in the future
- The library
- Library is in park like area
- Library closer home
- I am a proponent of either of these concepts, though I do prefer Concept 2. The alignment of the soccer fields so they are next to each other and the building of a new library and ice rink are most important to me.
- Library NOT be there
- I could easily pop into the library on my way home from work if I'm taking the bus or driving

- **To conclude the survey, participants were asked to provide any additional feedback about the project. Over one hundred additional comments were provided and are included here. Below are their comments (un-edited).**

- I agree and support concept 2 field/arena - BUT NOT LIBRARY!
- Please enhance the walking paths between buildings to make them attractive and short. A parent waiting for a child might use another facility if they feel they can walk there easily and safely
- What about a spot on Taylor Ave?
- Consider what this will do to traffic. Try to accommodate without adding more traffic lights along Taylor. There are lights at Grant at both the Cambridge and Nathaniel intersections so encourage people to use those as opposed to putting up more lights along Taylor.
- "Students of Grant Park High will already have access to their school library, so presence of River Heights library unnecessary.
- Since the development of the Grant Park Festival grounds on southside Taylor Avenue between Nathaniel and Wilton, the annual feeding grounds of many migrating Canada

Geese were significantly reduced. In the area now, geese have mainly grazed on the current green areas of the proposed site, focusing mainly on and NNW corner of Pan Am Pool (the proposed site of the library) and the entire green space south of Grant Park High School.

- These things I have observed from working across the street from the area for almost 17 years."
- Appreciated being able to attend the first library stakeholder meeting (wasn't available for subsequent ones). Appreciated all the stakeholder consultation. It seems like an exciting project.
- "I would like to draw your attention to a much needed pickleball facility for our area. The only place in River Heights to currently play indoor pickleball is at Crescentwood Community Centre, a far from satisfactory facility for a court sport. I currently need to travel to Sturgeon Heights CC, Norberry CC or Winawka CC for decent indoor facilities. The newest facility that is currently under construction I understand is at Jonathan Toews, again a significant drive.
- Since pickleball is the fastest growing sport in North America, and the increasing numbers of participants in Winnipeg also reflects this growth, we need to plan accordingly.
- I would encourage you to please keep pickleball in mind with the current and any future plans. Access to indoor pickleball in River Heights would mean a more centralized access to pickleball for not only your constituents, but also those of neighbouring areas.
- (As an aside, we are lucky to have a few outdoor courts marked at the RHCC, otherwise the closest outdoor courts are Charleswood or St. James).
- Thank-you for your consideration."
- Please do not move the library out of River Heights. There is too great a distance between the Charleswood library and proposed Grant Park library for those of us in the middle.
- Some roof shelters for teams and possibly spectators (small area) on rainy days, proper drainage, good lighting, score boards, seating area
- "Please consider solar opportunities for the new rink. Even Iqaluit uses solar at its hockey rink in the north. We have so much more sunshine per year compared to many other cities. Even Tecumseh, Ontario did it back in 2012 when panels cost significantly more.
- Read this article: <http://www.theglobeandmail.com/report-on-business/international-business/us-business/community-ice-skating-rinks-upgrade-to-fight-high-energy-bills/article33432686/>
- I and many in the area welcome the upgrades to sadly out of date facilities and truly hope this happens sooner than later. Of the two concepts, the first one is truly the superior.
- The current location is well utilized - we see people walking all the time - older people, people with strollers and wagons - and it is a convenient stop if you happen to be driving - there is street parking all along the way - we don't think most big users of the library treat it as a "destination" as much as a stop in to look around and get books place - for those who may want to go to stay a bit, families, they pretty much have to drive
- Traffic lights need to be installed at the corner of Poseidon & Taylor!!
- " Adding a fenced dog park on the south east Area of the site would be a fabulous addition.
- I can appreciate what the ultimate goal is, but there are two main concerns - increased traffic flow, both on the parking lot and at the Poseidon/Taylor intersection, and the proposal for only one inside ice surface. The community needs a recreational facility with multiple ice surfaces, and better accessibility to the site with improved traffic flow is required to support both of these proposals.

- I strongly believe that Charles Barbour arena should be replaced with a complex that has two ice surfaces.
- "I don't really use these services, other than the library.
- I'd prefer it to stay where it is, proximity is the only reason.
- What's better for the community, I don't know"
- At the beginning of the survey, there is a reference to consideration of a possible integration of the River Heights library in the Grant Park Campus. However, the 2 designs show that the decision was already made. Although it is always difficult to give-up beloved neighbourhood amenities, it is important that all views be heard; that social/cultural/neighbourhood history be given value; and that the criteria for decision making about closing the current location be clearly communicated. I am concerned that this decision has already been made without first, public information and consultation (as challenging as that may be). Thank you for your consideration.
- If The City of Winnipeg is looking for cost savings, remove the library from this project.
- Have a look at what is happening in south Osborne <http://www.southosbornecommons.ca/home> with the green space and edible landscaping. The potential at Grant Park is just as possible, and would be a great model for development in other areas.
- Emphasize pedestrian connections and paths and ensure easy connections (transit, visual, etc.) between the New River Heights Library and the River Heights area -- building should be oriented to the area of the current library, to the northwest of the new site.
- "These concepts should only be allowed to proceed if it can be demonstrated that taxpayer money is being spent with bottom-line accountability. I question whether or not these new facilities are really needed.
- Bad survey design - question answers are insufficient
- Would prefer to have library in a more accessible location with good parking and not squished into this mall location. Parking and traffic is already congested there!
- Don't kill trees!
- Would be nice if one of the buildings offered space for some events - e.g. I belong to a choir that needs rehearsal space for 200 people. Last year the Pan Am Clinic suggested they were planning to move on to the grounds of the Reh Fit Centre. This plan does not take that into account. Did they cancel?
- Having seen library/community centre & school amalgamated and working very efficiently in Sweden, I feel this proposal totally misses the mark by having a stand-alone building. Shared space reduces costs and provides greater opportunity. I don't see this improving library services.
- Fix the roads
- Please build it ASAP!
- Hope this does not impact Corydon CC
- It would be much cheaper to retrofit the current library and keep it in the neighbourhood that it was originally built for!
- Parking will be big issue - guarantee pan am/grant park parents will use it. Poseidon too small for traffic. Not like check in machines - not a good library experience (cold)
- I can't stress enough how moving the library out of the residential neighbourhood will be a loss for families, young children and teens. People are not going to walk 1.9km to access these services. It is a huge loss to River Heights and the philosophy of living that draws people to the neighbourhood.
- I think that parking for the library would be better off separated with the library building between the parking lot and Pan Am making it less attractive to those going to Pan Am.

What's going to happen when there are swim meets? Parking is problematic now for the library. Not resolving that issue would be negligent on the planners' part. And thinking that it won't be used by people going to Pan Am is naive. I also wonder how many materials will go missing from the outdoor reading area unless it's fenced. And will it be used considering how noisy and dusty it could be with all the traffic on Grant Avenue? It seems less of a community library on this site compared to where it is now. And please do not get that check in machine like Charleswood has. That thing is a waste of my tax dollars!

- We need green space in this city. Fake turf takes away from green space. This neighborhood has lost 2 fields for playing in at 2 schools this year: Harrow Elementary has lost soccer field to a daycare building and a parking lot -- more concrete. La Verendrye school added on building and we lost green space and excellent swings. Now parker wetlands is being destroyed so we are losing green space and wetlands. We need more natural areas within city limits. We need to stop development of more shopping and parking lots/concrete.
- Same as above but I would re-emphasize what I feel to be the importance of a stand-alone library away from the sports complex and field in a residential setting. It is one of the strengths of our RH community with a superlative welcoming staff. I would miss it!
- I think the library on the site is a great idea
- I believe the location is wrong. Where it is now serves a lot of River Heights and surrounding areas.
- If you want people to cycle to the library, security is an issue. Bike theft is a huge problem in Winnipeg.
- I don't have a strong opinion about concept 1 vis a vis concept 2. Both work for me. Most important is creating a "campus" feel to the development.
- More security is needed. Planning concept 1 and 2 is somewhat lacking by way of everything that should be considered.
- Parking for the library needs to be carefully considered so that these spots are not used by the patrons of the pool
- Like how the trees park area along Grant is being maintained!
- "I LOVE where the River Heights Library is now! I am NOT in favour of its change in location at all. The RH library is part of our community and neighbourhood. We walk, ride our bikes - less vehicular emissions!
- If Kelvin can't get its high school gymnasium & the infrastructure (roof repair) is urgent, why are we moving a perfectly good library???"
- It would be nice to find a way to enlarge/relocate the gym in Pan Am - more cardio space, some stretching space along with weights.
- We need more North-South transit links in River Heights to access Grant Park facilities
- Would have preferred that the library stay in or around the same location, but have also been concerned by traffic congestion at present location
- Concept 1 is much better than 2. What about putting the library closer to the school say on Nathaniel?
- This is an excellent conceptual plan for what will become a major gathering place for Winnipeggers and for tourists.
- Traffic and parking are going to be issues worth considering at the beginning to avoid having to modify infrastructure in the future. Consider dedicated parking for library users, curbside parking on Grant, and additional parking lots.
- I am not for the project in the first place

- Glad to see opportunity for public engagement especially access to online survey, as I was unable to attend the open house on the 6th.
- Please use this redevelopment as an opportunity to connect north Fort Garry neighborhoods (including the new neighborhood on the Parker Lands) to the Grant Park Recreation Campus and the Grant Park Shopping Centre via bike paths and/or neighborhood greenways. The CN mainline is currently a big barrier.
- The concepts are both great. I prefer #2 for the additional outdoor rink as I think that's an important requirement if the space is adequate. What can we/I do to get shovels in the ground?
- There needs to be better mass transportation access N/S for the RH area. The Cornish Library would be closer for me.
- This better actually get built. Strongly opposed to concept 2 because of negotiation with WSD1. Boundary change will not happen.
- I would take the bus downtown instead of coming to the library here. The library will no longer be central to the community. What about Crescentwood? There is no library in that neighbourhood. A library more centrally located would be more practical.
- Parking is a major issue with swimming lessons and other aquatic sports, major pool used by WHOLE city
- I like the new traffic signal at Poseidon, this will also benefit the Waverly underpass plan. I like the improved bike access
- Both concepts are excellent, either one is great! Well-done City of Winnipeg!
- How much space will be occupied by new parking and enlarged streets?
- A great investment for all parties involved - helps build a better future - a centre of health and excellence
- Prefer it was going to be built at Taylor & Poseidon
- Wish library would be built somewhere like Grant Park Pavilion - not squished into a small area
- "Swap land with school division (Concept 2)
- Place arena on Taylor (Concept 1)"
- Would like the former library to become a daycare
- No consideration for the actual River Heights community and the schools located in the area. A library that people could actually walk to will no longer be an option for this location. I highly oppose this location and would NEVER go there.
- No information is provided on what will happen with the buildings of the current library and rinks.
- I attended the open house, but did not have time to fill out the comment form. The open house was very busy but the staff were the most helpful and friendly of any open house I've ever attended, specifically Jason Syvixay and Kate MacKay. Generally at open houses, especially transportation-related ones, I feel talked down to by representatives from the consulting firms such as MMM and Dillon. Here, they took the time to listen and have a respectful conversation and share ideas. Thank you very much for a well-run open house!
- Please don't close the library before the new library is ready to open. We've already seen how funding promises for projects can disappear under the provincial government and I don't want there to be no library at all for my family to use.
- "Given that the library is likely to be built in advance of other aspects of this plan, the layout is such that further construction will not be detrimental to library use. Early building of the library on that site will improve support for the ""campus"" concept. Both suggestions offer good amounts of green space and give thoughtful consideration to active living.

- From my perspective, I feel like stakeholder concerns are being heard and addressed."
- It would be important to ask the residents/tax payers who live in the community to seek our opinion about whether we are in favour of such a project before it has been decided.
- Both designs look great.
- Looking forward to a new arena!! And indoor soccer pitch.
- You are only asking for input on a new library location why is the title of the project not better reflect this point?
- Thanks for taking these steps. It is much needed in the area.
- Other than keeping the Tuxedo library open, I'm not sure.
- I don't favor either of the concepts. Both are fine. Don't see a need for another Library in the city. City needs better roads.
- "Parking is often tight at the site currently. Both concepts increase parking, but I'm not sure that it is to the level required. I am not sure that traffic flow on Taylor on evenings and weekends warrants the amount of capacity (four lanes) that the roadway offers. I would like to see on-street parking on Taylor (at least on evenings and weekends when parking will be in greatest demand and traffic flow at its lowest) in either of these concepts. Allowing on street parking on Taylor would slow traffic down, which would enhance pedestrian safety and accessibility. Additionally, parked cars provide a safe, physical barrier between pedestrians and moving traffic. I think both concepts do not give sufficient consideration to pedestrians and I believe that on-street parking would be a good step in improving this shortcoming.
- To maximize the football field, lights and decent (but modest) bleachers should be part of the plan."
- I am strongly in favour of this
- More communication to the River Heights families of the potential impact on the Corydon Community Centres - Open Houses, Town Hall Meetings, is imperative.
- Does this affect the Kelvin High School active living project being cancelled? Doesn't seem fair.
- Build the library beside the rink. Closer to mall.
- I think the location of the library and community gardens is perfect. I strongly believe the community centre/arena should be expanded to include at least 2 ice surfaces and an indoor soccer pitch. There should be a small nature playground incorporated into the design close to the community centre/soccer fields (not by the library) as families will use these spaces with multiple children (siblings).
- New Community Centre is long overdue for the area. Must be a multi sport complex with more than one indoor rink and field?
- I go to Pan-Am Pool to swim laps every weekday morning. Every two weeks for sure it's unexpectedly shut down for various reasons - a fouling, glass in the pool, fire alarms don't work, showers ice cold (not shut down but unusable). The changing rooms / showers are deplorable generally speaking. I would recommend cleaning up these problems at the same time as building a new library and community centre / arena. Please.
- No thanks
- I'm really excited by this prospect.
- Any new library should be easily accessible to pedestrians.
- Pan Am Clinic is moving to the Reh-Fit Centre site, why don't you put the library there and make a dog park where you are suggesting a library? I live across the street and my building is dog friendly, and there are lots of other dogs in the area. Build for what is there,

the library should be more connected to the school anyway, you have it so far away.
Really dislike the proposed designs.

- It is time for a new library and this is a great place for one.
- I have found as with other areas in the city like the Cindy Klassen and Dakota campuses that having many services in one location is very convenient and accessible. I believe having a library included will increase the use of the public library. The current River Heights library building is not convenient for parking or bus service and the stairs present a problem for accessibility. Also, a public library close to the high school is a great place for students to work as well as access resource material. I see many students from Vincent Massey use the Fort Gary library.
- Re-locating the River Heights library to the Grant Park Recreation area is a superb idea. This new location will be a lot more convenient for many people. It will increase accessibility and use of the library.
- The upper weight room at Pan Am Pool really needs to be improved. Right now, it is small, training machines are squashed into very limited space, the air is always bad, and access is bad from the staircase and to washrooms. It needs to be relocated to where Aquatic Hall of Fame is now being created.
- Increase cycling lanes along Grant and Taylor to provide more opportunities for active transportation to and from the area.
- I think the question about frequency of library visits requires more options to answer. I would typically visit a library (including this one) about twice/month.
- Consider possibility of other city sites for new location of RH library. Listen to what the public/residents have to contribute to the discussion. Try and preserve as much green space as possible.
- As a citizen of Winnipeg and living relatively close to this area, or the fact that I like going there, it's great to see the City working with local groups, who have a vested interest, in the opportunity for the community to benefit from this area improvement. In particular the need for a move to a long needed new arena, is something everyone will be proud of.
- As a soccer supporter I hope that the usage of the soccer fields get major consideration as they are the primary user of the grant park facility
- Need more parking next to the library for families
- None
- Make it Happen!
- Thank you for this great initiative!
- Looks like a good use of the space
- I am VERY excited about this project and feel that a creation of a recreational 'campus' is exactly what is needed. I do hope that in both Concepts, parking has been addressed properly. When the Pan Am has events and/or the WSEU have games/practices, parking is already an issue. I do hope that this is initiated in the near future and can't wait to visit these new establishments!
- I do not want the River Heights Library to move out of River Heights

Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX A
Stakeholder Workshop Notice



Dear Grant Park Campus Stakeholder,

On behalf of the City of Winnipeg we are inviting you, or a representative from your organization, to a workshop on **Thursday, October 20th 6:30 – 8:30pm** at **Grant Park High School** regarding the ***Grant Park Campus Plan & Feasibility Study***.

We would like your input on improving recreation and leisure options in the area for your organization, members, and clients with the goal of creating a vibrant community campus for all ages.

Thank you in advance for your participation.

Please RSVP by October 18, 2016

	<p> You are cordially invited to join us for a REPRESENTATIVE STAKEHOLDER WORKSHOP <small>*meetings open to the public will be held at a later date</small></p> <p>Grant Park Campus Plan and Feasibility Study</p> <p>Thursday, October 20th, 2016 6:30pm - 8:30pm In the Library at Grant Park High School 450 Nathaniel St.</p> <p>Please RSVP to grantpark@htfc.mb.ca by October 18th, 2016</p>
<p>We want to hear from you! The City of Winnipeg wants your input on improving recreation and leisure options for the Grant Park Campus Plan!</p>	<p>For additional information contact: HTFC Planning & Design Kristen Shaw 204-944-9907 grantpark@htfc.mb.ca</p> <p><small>Modelled by HTFC & First Persons Strategies</small></p> <p> </p>

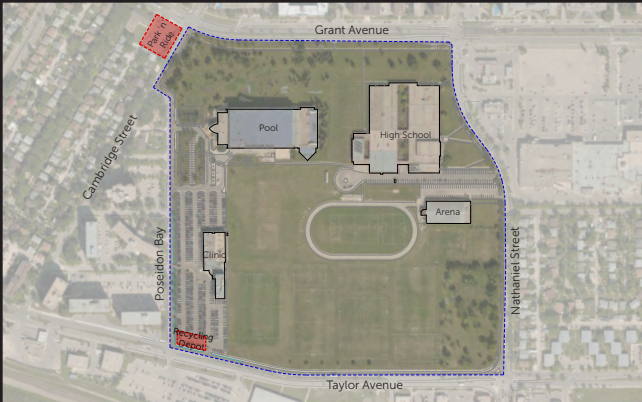
Copyright © 2017 HTFC Planning & Design, All rights reserved.
You are receiving this email as a stakeholder for the Grant Park Campus.

Our mailing address is:
HTFC Planning & Design
115 Bannatyne Ave E
Suite 500
Winnipeg, Mb R3B 0R3
Canada

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#)





We want to hear from you!
The City of Winnipeg wants your input on improving recreation and leisure options for the Grant Park Campus Plan!



SAVE THE DATE!

You are cordially invited to join us for a
REPRESENTATIVE STAKEHOLDER WORKSHOP

*meetings open to the public will be held at a later date

Grant Park Campus Plan and Feasibility Study

Thursday, October 20th, 2016

6:30pm - 8:30pm

At Pan Am Pool, Aquatic Hall, 2nd Floor

Please RSVP to grantpark@htfc.mb.ca by October 17th, 2016

For additional information contact:

HTFC Planning & Design

204-944-9907 grantpark@htfc.mb.ca

Hosted by HTFC & First Persons Strategies



Dear Grant Park Recreation Campus Stakeholder,

On behalf of the City of Winnipeg, we are inviting you to a follow-up workshop for the Grant Park Recreation Campus Plan & Feasibility Study. We hope you can join us at **6:30 pm on Wednesday February 8, 2017 at Grant Park High School** to review the recreation campus design concepts and provide further feedback.

We look forward to working with you and thank you in advance for your participation!

Please RSVP by February 6, 2017.

 <p>We want to hear from you! The City of Winnipeg wants your input on improving recreation and leisure options for the Grant Park Campus Plan!</p>	<p> You are cordially invited to join us for the REPRESENTATIVE STAKEHOLDER WORKSHOP #2 to review and provide feedback for concept design options. *meetings open to the public will be held at a later date.</p> <p>Grant Park Recreation Campus Plan and Feasibility Study</p> <p>Wednesday, February 8th, 2017 6:30pm - 8:30pm In the Library at Grant Park High School 450 Nathaniel St.</p> <p>Please RSVP to grantpark@htfc.mb.ca by February 6th, 2017</p> <p><small>For additional information contact: HTFC Planning & Design Kristin Shaw 204-544-9907 grantpark@htfc.mb.ca</small></p> <p><small>Co-located: HTFC Test Kitchen, Surveys</small></p> <p> </p>
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Copyright © 2017 HTFC Planning & Design, All rights reserved.
You are receiving this email as a stakeholder for the Grant Park Campus.

Our mailing address is:
HTFC Planning & Design
115 Bannatyne Ave E
Suite 500
Winnipeg, Mb R3B 0R3
Canada

[Add us to your address book](#)

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

MailChimp



We want to hear from you!
The City of Winnipeg wants your input on improving recreation and leisure options for the Grant Park Campus Plan!



You are cordially invited to join us for the
REPRESENTATIVE STAKEHOLDER WORKSHOP #2

to review and provide feedback for concept design options
*meetings open to the public will be held at a later date

Grant Park Recreation Campus Plan and Feasibility Study

Wednesday, February 8th, 2017
6:30pm - 8:30pm
In the Library at Grant Park High School
450 Nathaniel St.

Please RSVP to grantpark@htfc.mb.ca by February 6th, 2017

For additional information contact:

HTFC Planning & Design

Kristen Shaw

204-944-9907

grantpark@htfc.mb.ca

Hosted by HTFC & First Person Strategies



Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX B

Stakeholder Workshop Presentation Materials





Grant Park Recreation Campus Plan & Feasibility Study

Stakeholder Workshop
October 20, 2016
6:30 - 8:30 p.m.



AGENDA

1. Welcome & Introductions

2. Background

- Project Goals & Expectations

- Project Scope & Process

- Demographics / Data / Recreation Trends

- What We've Heard So Far

- Site Analysis

3. Preliminary Campus Concepts

- Description of Site & Facility Opportunities

4. Development Directions Exercise

- Facilitated Small Group Work

5. Findings

6. Questions/Comments

7. Closing Remarks & Distribution of Feedback Form

WELCOME & INTRODUCTIONS

City of Winnipeg

Interested in developing a comprehensive framework plan for the redevelopment of the Grant Park recreational area.

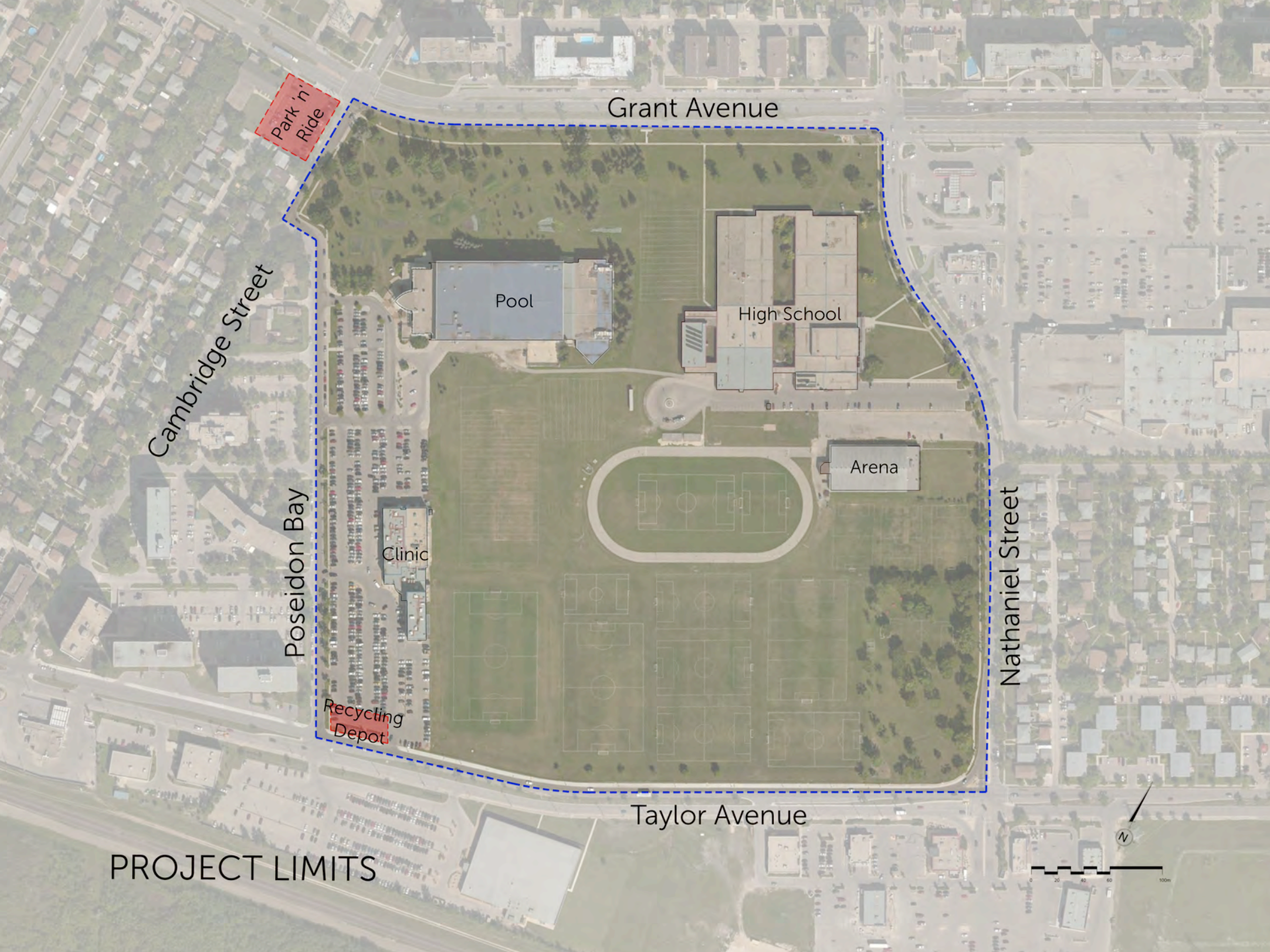
HTFC Planning & Design

Project lead, site planning and public engagement.



WELCOME & INTRODUCTIONS





Park 'n' Ride

Grant Avenue

Cambridge Street

Pool

High School

Arena

Poseidon Bay

Clinic

Recycling Depot

Nathaniel Street

Taylor Avenue

PROJECT LIMITS



BACKGROUND: PROJECT GOALS & EXPECTATIONS

Develop a coordinated campus plan that addresses challenges and opportunities presented by well-used recreational and institutional facilities in the area – many of which are at or past capacity – and explore the possible addition of a new library.



BACKGROUND: PROJECT GOALS & EXPECTATIONS

Federal Framework

Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative and spiritual pursuits that enhance individual and community wellbeing.

A Framework for Recreation in Canada 2015
Pathways to Wellbeing

Active
Living



Inclusion
& Access



Connecting
People & Nature



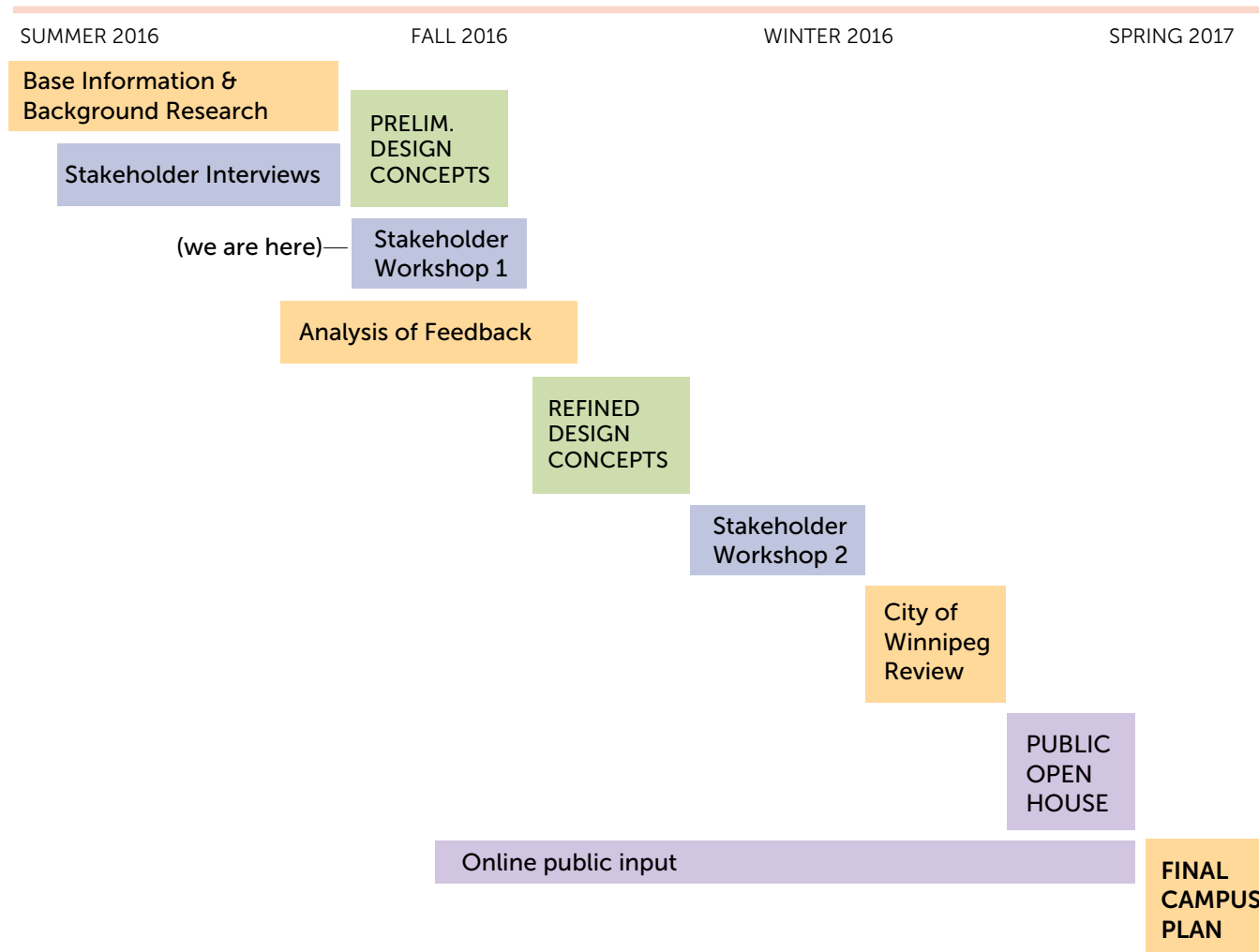
Supportive
Environments



Recreation
Capacity



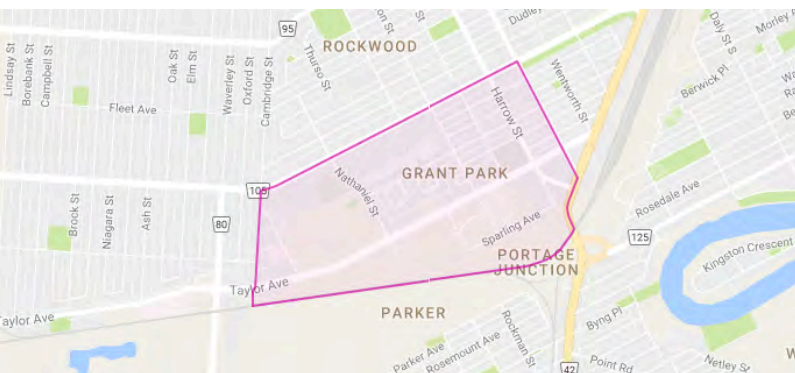
BACKGROUND: PROJECT PROCESS & SCHEDULE



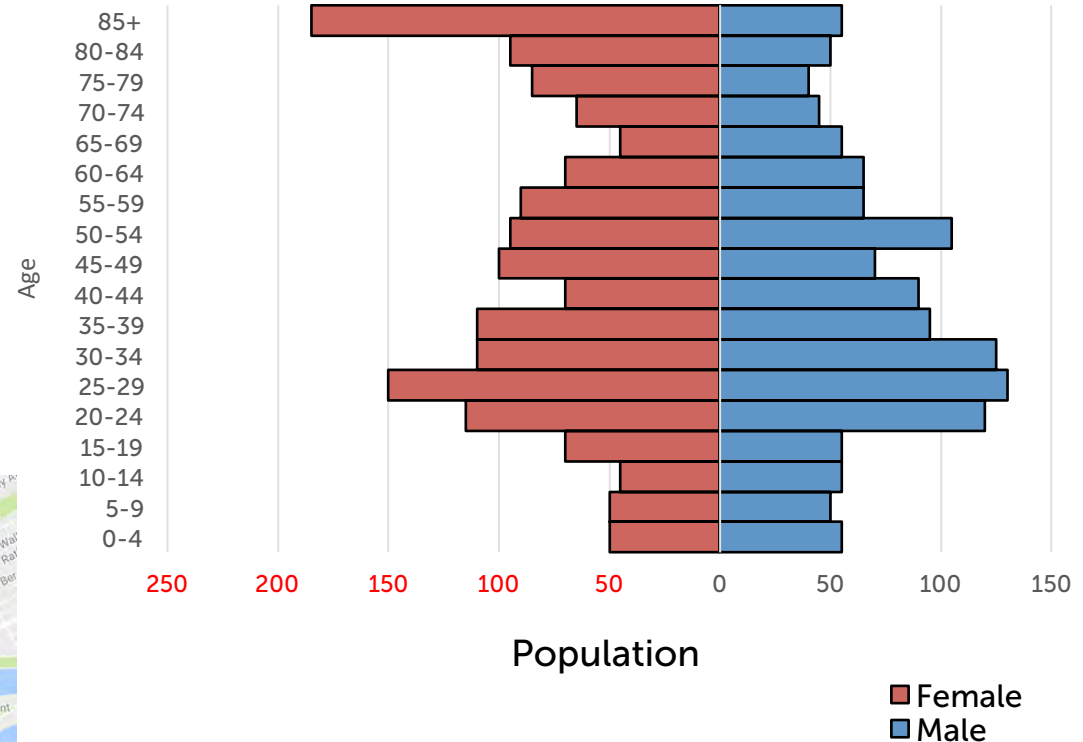
BACKGROUND: DEMOGRAPHICS/DATA/RECREATION TRENDS

Population

- Seniors: more women than men (80+).
- Younger families: growing segment of the population in the age ranges of 20-49.



Grant Park Population by Age/Gender (2011)



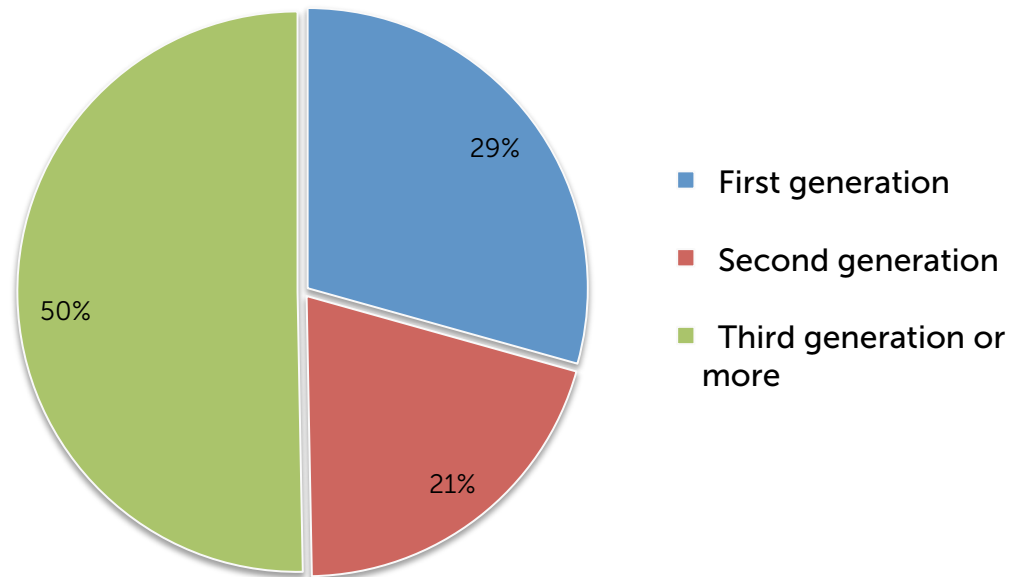
Migration

- Residents have deep roots in the community.

Implications

- Volunteers, capacity, participation, sense of ownership, and traditions.

Grant Park Population by Generation Status (2011)



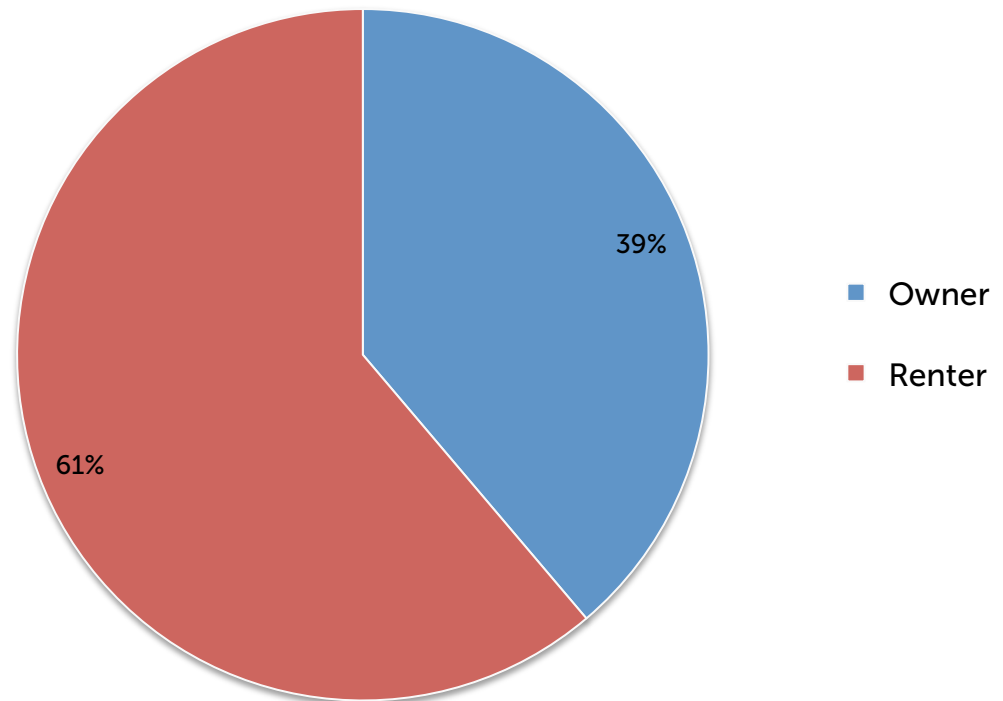
Housing

- More renters than owners in the area

Implications

- Renters have limited access to natural/ green space areas.
- A campus plan that includes these elements provides renters with more amenities.

Total Number of Private Households by Tenure (2011)



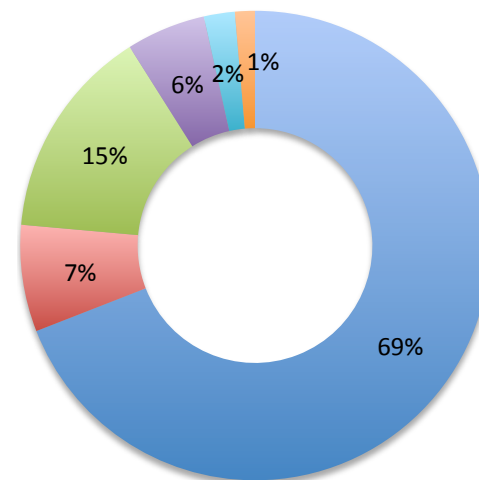
Transportation Mode

- 60% of residents rely on personal automobile as main mode for work
- 8 bus stops within Grant Park boundary. 12 bus stops along Grant Ave.

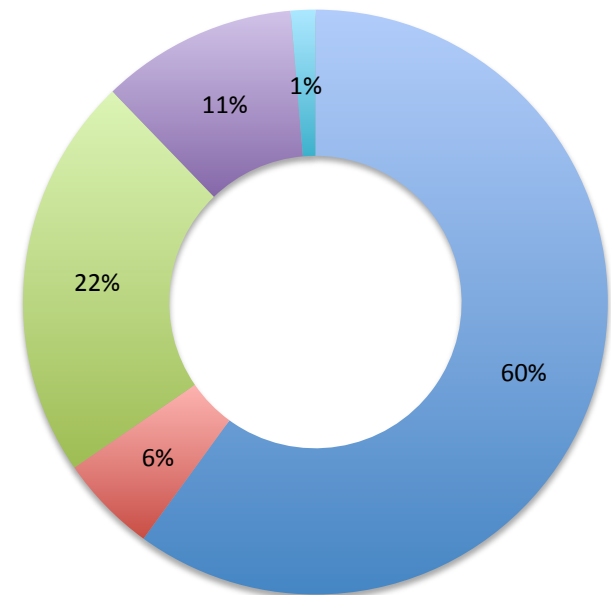
Implications

- Transit use and access is important.
- Active transportation use is high and might benefit from enhancements.

Total Employed Population by Mode of Transportation (2011)



City of Winnipeg



Grant Park

BACKGROUND: TRENDS INFLUENCING DESIGN DIRECTIONS

Aging Population

- Decreased emphasis on team and organized sports.
- Focus on individualized wellness and fitness opportunities.
- Demand for improved walkability to recreational facilities.
- Water-based sports/activities, especially for seniors with mobility challenges.



BACKGROUND: TRENDS INFLUENCING DESIGN DIRECTIONS

Transit and Walking Supports Active Lifestyle

- Transit as part of multi-modal system (park & ride).
- Growing demand and sophistication in active transportation facilities.
- Walkability makes good public space.



BACKGROUND: TRENDS INFLUENCING DESIGN DIRECTIONS

Multigenerational & Multicultural Recreation Options

- Desire for outdoor activities, socially-oriented sports leagues, and programs to overcome financial and/or scheduling barriers.
- Younger families require more family-based recreation options.
- Desire for passive and cultural forms of recreation that may include museum, art, and natural areas.
- Newcomers require inclusive programs to overcome cultural/religious barriers and improve physical literacy.



BACKGROUND: WHAT WE'VE HEARD SO FAR

Aging Facilities

- A percentage of indoor program spaces in area may not be up to current standards/codes.

Collaboration

- Strong desire for the multiple sport and community organizations to start working together cooperatively to maximize efforts and improve facilities.

Capacity

- Several organizations have capacity, and ambitions to take on major capital projects

Location Works

- Demand for recreation facilities will continue to rise with new developments in southwest portion of Winnipeg.
- Grant Park is a favourable hub drawing from across the City

Cultural Heritage

- There is a strong cultural heritage association for many Métis families.
- Future redevelopment of Aquatic Hall of Fame at PanAm Pool

BACKGROUND: WHAT WE'VE HEARD SO FAR

Central Corydon Community Centre

- Significant facility and business analysis conducted for arena redevelopment – in consultation with other community users

River Heights Library

- 5th busiest out of the 20 public libraries
High percentage of users walk to the library

Winnipeg Regional Health Authority

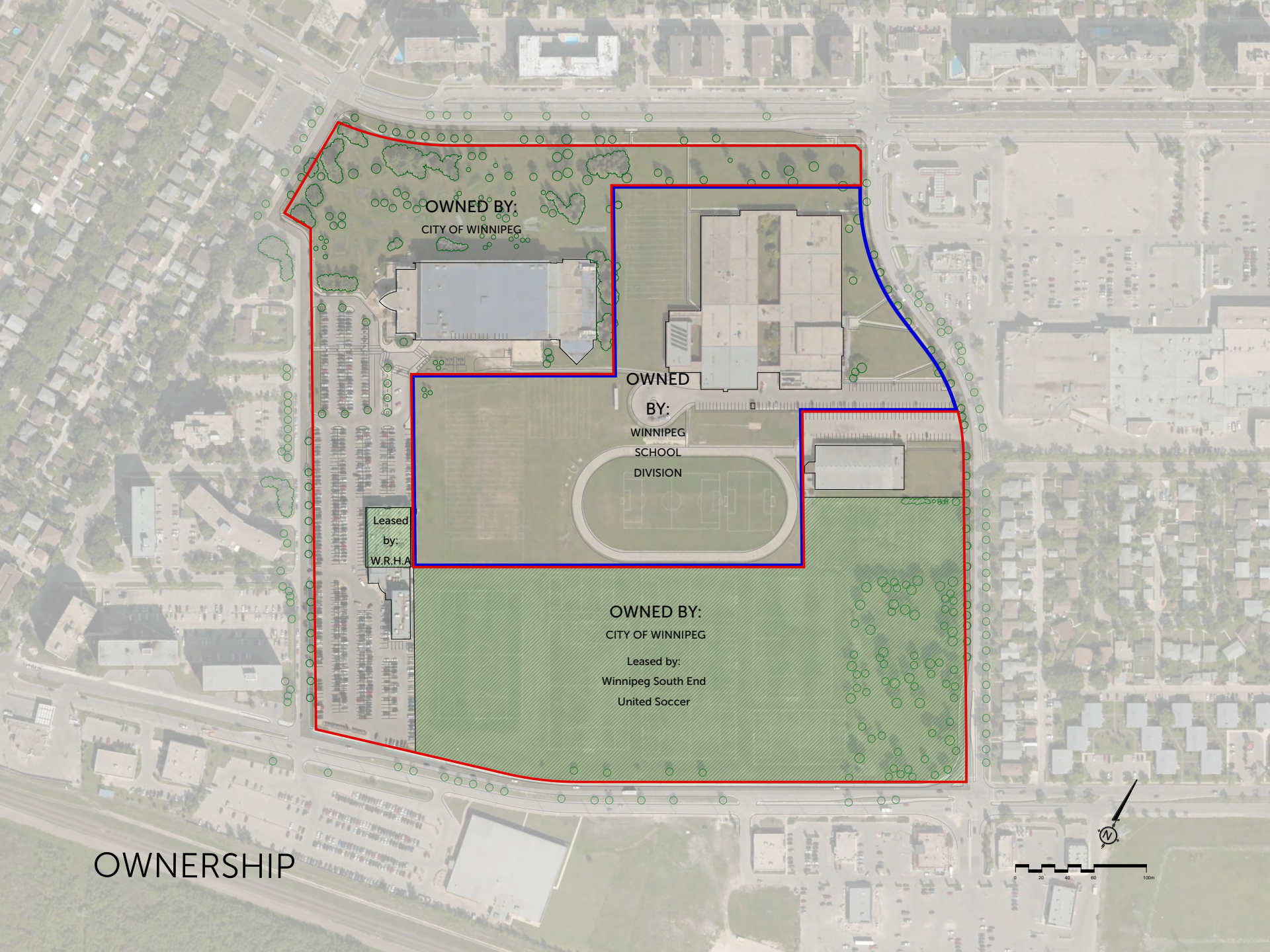
- Older adults seeking programs - need for central 'go-to' resource centre
- Many low-income and newcomers requiring resources

WSEUC Soccer

- Planning conducted and working towards program and facility improvements

Grant Park High School

- A community hub with lifelong learning opportunities
- Future interest to expand dramatic arts with theatre space



OWNED BY:
CITY OF WINNIPEG

OWNED
BY:
WINNIPEG
SCHOOL
DIVISION

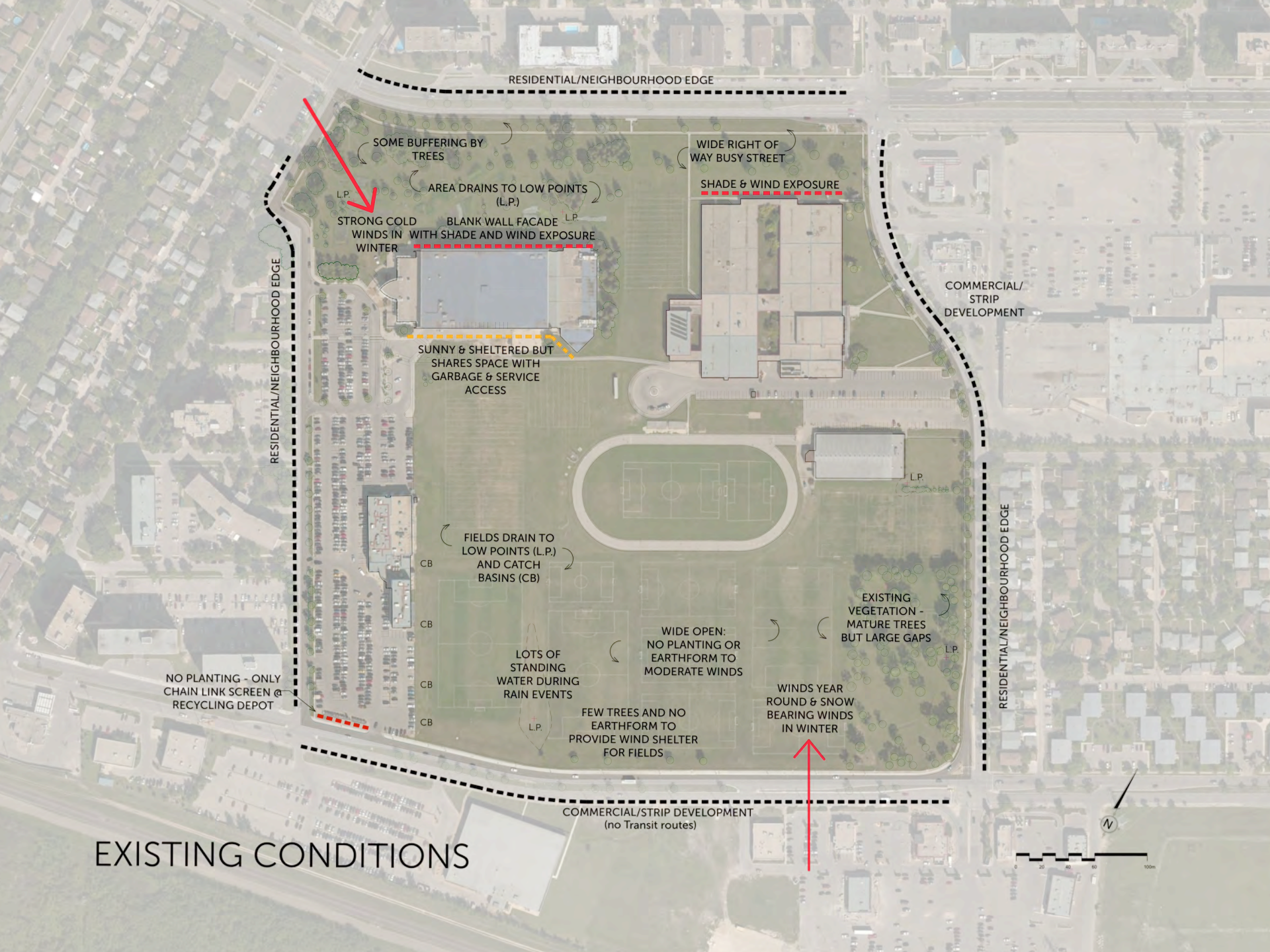
Leased
by:
W.R.H.A.

OWNED BY:
CITY OF WINNIPEG

Leased by:
Winnipeg South End
United Soccer

OWNERSHIP





RESIDENTIAL/NEIGHBOURHOOD EDGE

SOME BUFFERING BY TREES

WIDE RIGHT OF WAY BUSY STREET

SHADE & WIND EXPOSURE

L.P.

STRONG COLD WINDS IN WITH SHADE AND WIND EXPOSURE WINTER

AREA DRAINS TO LOW POINTS (L.P.)

BLANK WALL FACADE

L.P.

SUNNY & SHELTERED BUT SHARES SPACE WITH GARBAGE & SERVICE ACCESS

FIELDS DRAIN TO LOW POINTS (L.P.) AND CATCH BASINS (CB)

CB

CB

CB

CB

LOTS OF STANDING WATER DURING RAIN EVENTS

L.P.

WIDE OPEN: NO PLANTING OR EARTHFORM TO MODERATE WINDS

EXISTING VEGETATION - MATURE TREES BUT LARGE GAPS

L.P.

L.P.

WINDS YEAR ROUND & SNOW BEARING WINDS IN WINTER

FEW TREES AND NO EARTHFORM TO PROVIDE WIND SHELTER FOR FIELDS

NO PLANTING - ONLY CHAIN LINK SCREEN & RECYCLING DEPOT

COMMERCIAL/STRIP DEVELOPMENT (no Transit routes)

COMMERCIAL/STRIP DEVELOPMENT

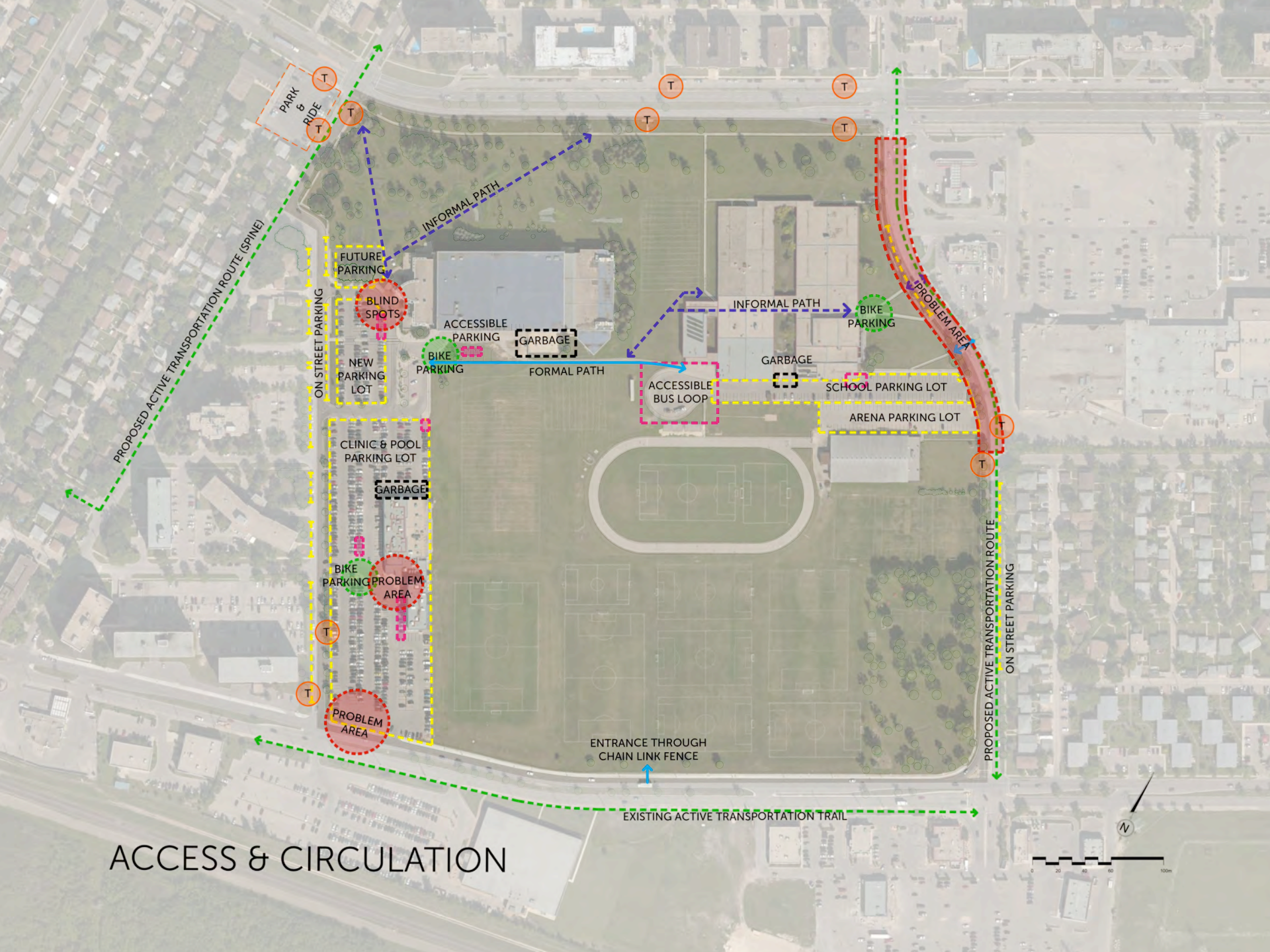
RESIDENTIAL/NEIGHBOURHOOD EDGE

RESIDENTIAL/NEIGHBOURHOOD EDGE

EXISTING CONDITIONS

N

0 20 40 60 80 100m



ACCESS & CIRCULATION

PAN AM POOL

1. AQUATIC HALL OF FAME
2. CAFETERIA
3. ENTRANCE/RECEPTION
4. GYM, MULTIPURPOSE ROOM, OFFICES
5. MAIN POOL
6. TRAINING TANK
7. KIDDIE POOL

GRANT PARK HIGH SCHOOL

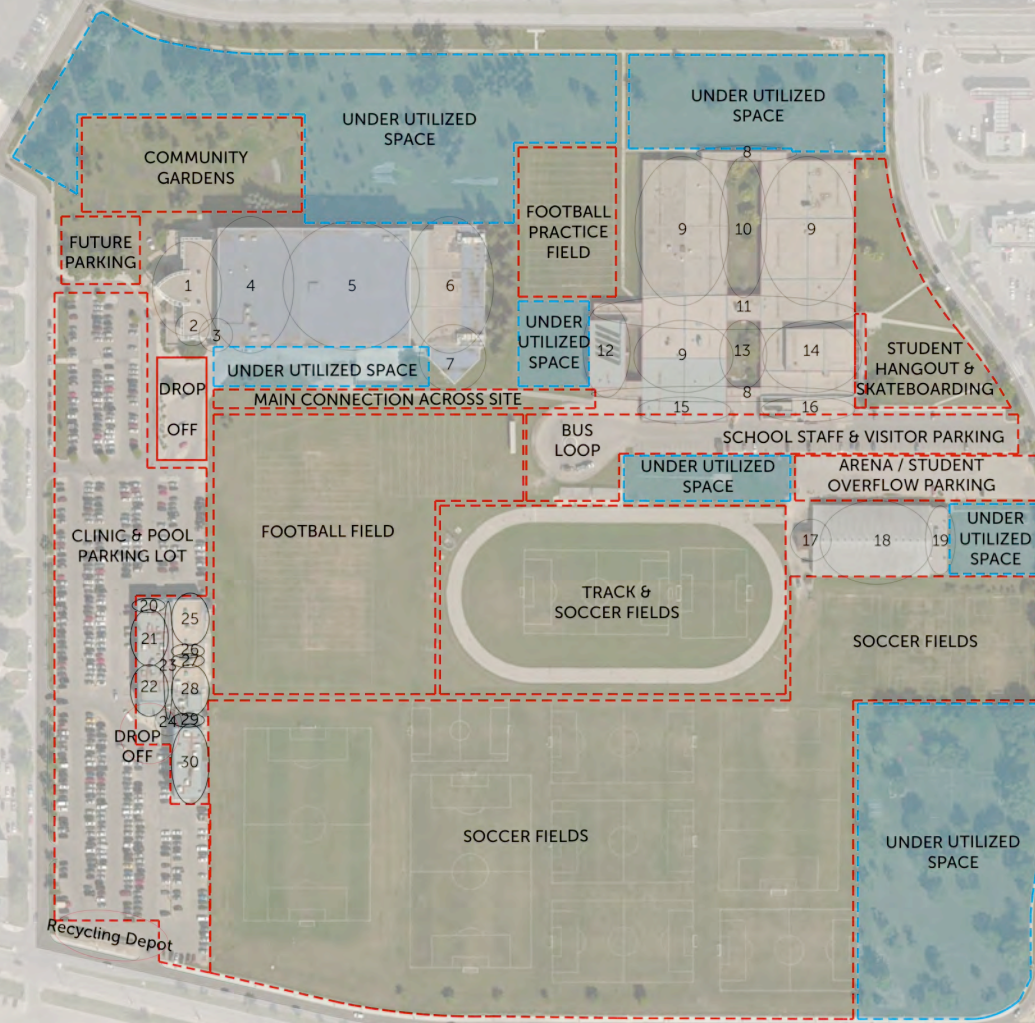
8. SECONDARY ENTRANCE/CORRIDOR
9. CLASSROOMS
10. FUTURE AMPHITHEATER
11. MAIN CORRIDOR & OFFICE
12. MIDDLE SCHOOL GYM
13. GARDENS
14. HIGH SCHOOL GYM
15. SPECIAL NEEDS CLASSROOMS
16. INDUSTRIAL ARTS

CHARLIE BARBOUR ARENA

17. SERVICE ENTRANCE
18. ICE SHEET
19. LOBBY

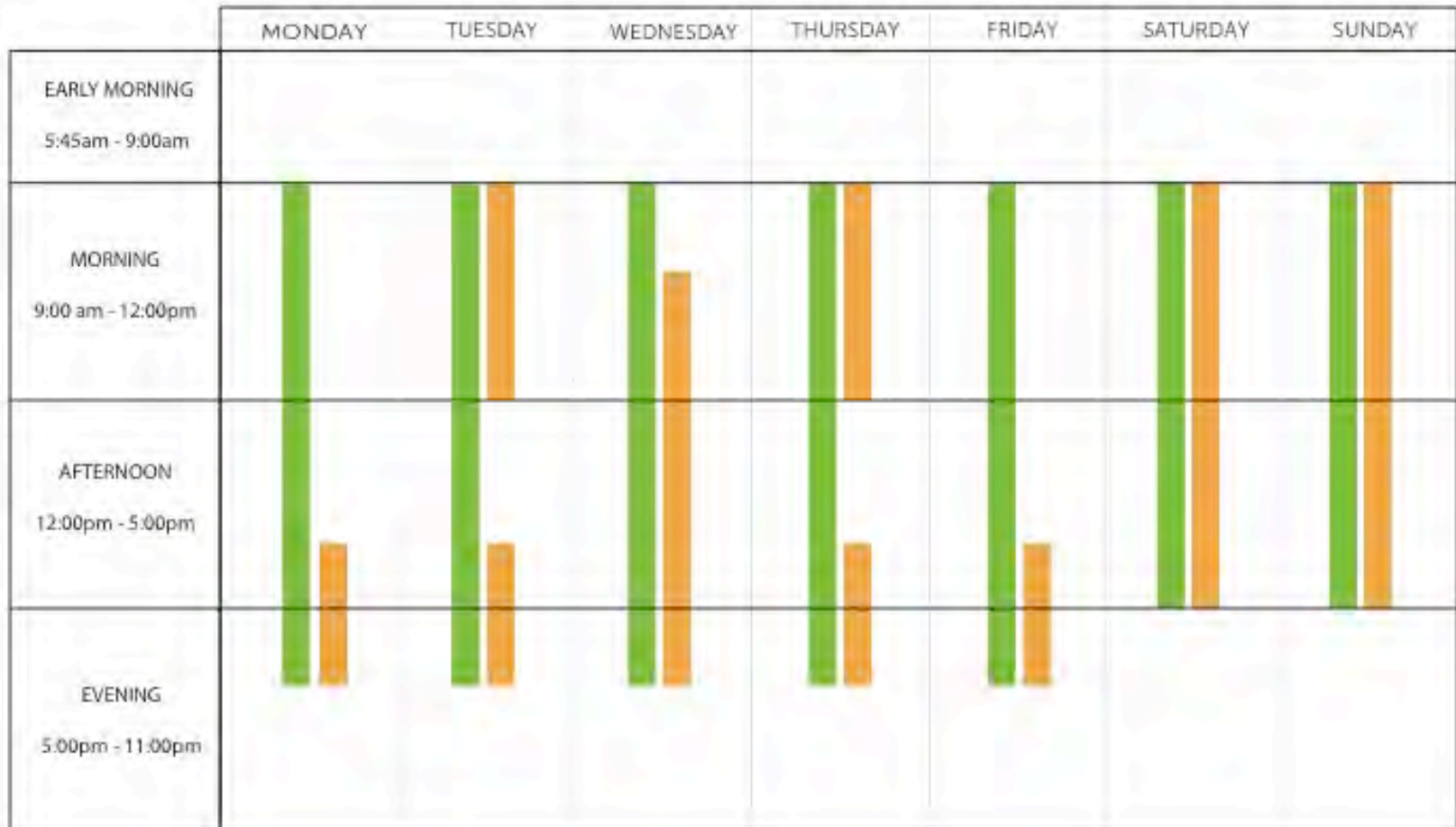
PAN AM CLINIC

20. CASTING
21. SURGEONS
22. MINOR INJURY CLINIC
23. MAIN CORRIDOR
24. LOBBY
25. PHYSICIANS
26. X-RAY
27. CONFERENCE ROOM
28. MRI
29. BON APETIT CAFE
30. DIAMOND ATHLETICS



BUILDING & SITE PROGRAMMING

PEAK PARKING TIMES (TYPICAL WEEK)



█ PARKING LOT A (EAST LOT) - 167 STALLS

█ PARKING LOT B (WEST LOT) - 564 STALLS

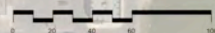
* PARKING LOTS TYPICALLY 60-80% FULL DURING PEAK TIMES

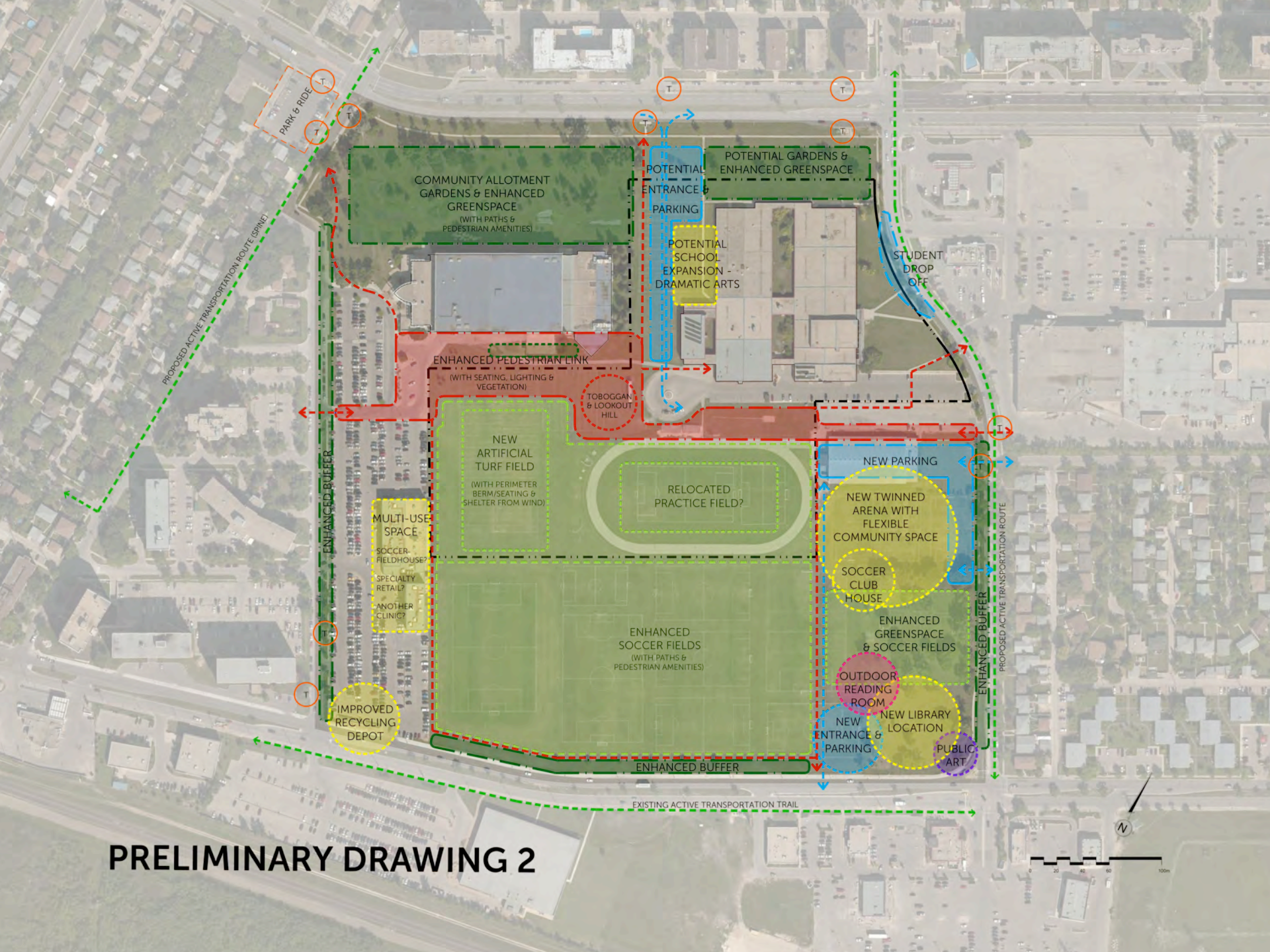
** LOTS ONLY 100% FULL WHEN MULTIPLE EVENTS OCCUR AT ONCE

Parking Lot Use

Preliminary Campus Concepts

Description of Site & Facility Opportunities





PRELIMINARY DRAWING 2

Development Directions Exercise

Facilitated Small Group Work

Questions/Comments?

Grant Park Recreation Campus Plan

Development Direction Exercise Checklist

Community

- ☐ Features to inspire family and multigenerational activities
- ☐ Spaces for gathering
- ☐ Opportunities for exploring cultural heritage
- ☐ Supports for community volunteers

Healthy Living & Well Being

- ☐ Physical activity infrastructure
- ☐ Recreation choice and diversity beyond traditional sport
- ☐ Walking and cycling options
- ☐ All season outdoor activity and play
- ☐ Environment - trees, gardens, habitat

Access and Inclusion

- ☐ Organized and unorganized activities for youth, adults and seniors
- ☐ Integrated and accessible recreation infrastructure – reflecting diversity of interests, ages, incomes, abilities and cultural backgrounds

Program and Service Delivery

- ☐ Coordination of area recreation opportunities for efficiency and effectiveness
- ☐ Sharing of expertise and resources – alliances
- ☐ Encouraging partnerships with other community groups and/or private sector providers
- ☐ Participant comfort and ease (i.e. parking, washrooms, wayfinding, climate)

Sustainable Investments

- ☐ Managing infrastructure capital for sustainability – best value from available resources
- ☐ Flexible, multipurpose spaces
- ☐ Sharing of amenities
- ☐ Green design –transportation, stormwater, climate, energy, materials



**GRANT PARK RECREATION CAMPUS PLAN & FEASIBILITY STUDY
STAKEHOLDER WORKSHOP FEEDBACK FORM**

What do you like about the preliminary drawings and what you've heard to date?

What do you dislike about the preliminary drawings and what you've heard to date?

Please tell us how you think your organization could contribute to the Grant Park Recreation Campus Plan now or in the future.

The project team will be developing draft plans using your feedback. At that time, we will hold an Open House event. Do you know of any ways of reaching local residents through local groups or networks that may improve the attendance at the Open House?

Please share with us any additional comments or concerns you have about the project.

How informed do you feel about the project?

Well informed

☐

Adequately informed

☐

Not as informed
as I would like to be

☐

Overall, how satisfied are you with this initial stakeholder workshop?

- ☐ Very satisfied
- ☐ Somewhat satisfied
- ☐ Not very satisfied
- ☐ Not at all satisfied

OPTIONAL:

If you would like to receive project updates, please provide your email or mailing address.

Name

Address

Email:

Thank you for your feedback.

Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX C
Project Bulletin



WINTER 2017 PROJECT UPDATE

Grant Park Recreation Campus Plan

Project Background and Objectives:

City of Winnipeg's Standing Policy Committee on Protection and Community Services and City Centre Community Committee both recommended the need for a Grant Park Campus Plan & Feasibility Study. The study will build on existing policies and reports and further solicit comprehensive feedback from key stakeholders, area residents, seniors, community groups, sports/recreation groups, library users and government representatives.

HTFC Planning & Design have been selected to lead a consultant team to develop a coordinated plan to address deficiencies and opportunities presented by the well used recreational and institutional facilities on this property – many of which are at capacity – including the possible integration of a new neighbourhood library.

The Grant Park Recreation Campus Plan will provide the City of Winnipeg with the necessary development framework, costs and phasing priorities to establish budgets and begin charting a course for implementation.

More information and background documents are available for viewing at:

<http://winnipeg.ca/GrantParkRecreationCampusPlan>

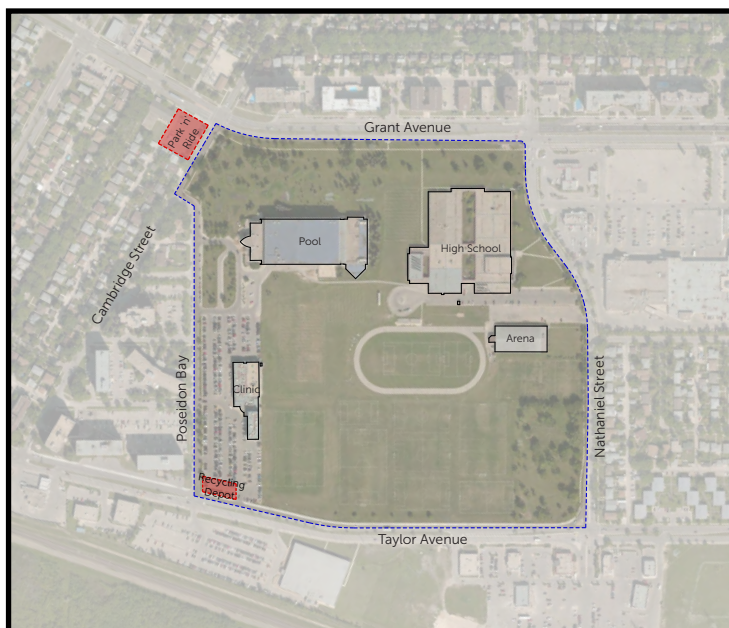
Progress to Date:

Interviews with key stakeholders and user groups were conducted from July to September 2016 to obtain information regarding current and future services, programming and infrastructure, as well as identify any issues, concerns or possible opportunities related to particular facilities or programs. Interest in possible partnerships was also identified during the interview process.

As a follow up to the interviews, a presentation was conducted, on October 20, 2016, to inform the stakeholders on the site and program analysis the design team had conducted up to that point in time. Preliminary design ideas were presented to open up discussion among the various user groups.

Following the workshop, HTFC compiled and analyzed information from the stakeholders. The design team is currently working to incorporate the feedback and refine the design drawings.

As the design progresses, the stakeholders will be notified of new public engagement opportunities to take place early in the new year. They will also be provided with information to share with their networks in order to provide input for the next stages of the design process.



We look forward to continuing our work with you! Please share with us your thoughts and comments!

For further information, please contact:

Kate MacKay, Project Coordinator at the City of Winnipeg
Phone: 204-451-0037
Email: kmackay@winnipeg.ca

Information and updates regarding the Grant Park Campus Plan and Feasibility Study will continue to be posted on the City of Winnipeg website:
www.winnipeg.ca/GrantParkRecreationCampusPlan

FREQUENTLY ASKED QUESTIONS

Grant Park Recreation Campus Plan



What is the Grant Park Recreation Campus Plan? The current site – bounded by Grant Avenue to the north and Taylor Avenue to the south – is home to well-used facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The public is being asked for their input on the future of the site and this input will lead to a detailed Grant Park Recreation Campus Plan.

What is the plan? Who decides what is to be included? Are you just fixing up what is already in the area or will there be new facilities? In addition to having identified some facilities that may be replaced or upgraded, such as the possible development of a new library to replace the existing River Heights Library and or the potential twinning of Charles A. Barbour Arena, we are asking for your input along the way to ensure that community has a say in what is included. Public input gathered as part of this process will lead to a detailed Grant Park Recreation Campus Plan – a guide for both the short-term and long-term renewal of the area in a way that meets the needs of residents, families, students and seniors.

How long will this project take? Is it being done in phases or all at once? For now, this is a planning process only. The scope and timing of the project(s) will be determined as the plan is developed and decisions are made. The results of the planning process will be used to inform the community, Council and will support decision-making.

Why is the City of Winnipeg doing this? How much will it cost? Some of the community infrastructure available to the Grant Park neighbourhood and surrounding area is in need of repair and upgrades. The City's Library Redevelopment Strategy makes clear that the need for a modernized library to serve the River Heights/Grant Park neighbourhood is a priority. It is possible that this new library development could be included in the Grant Park Recreation Campus and serve as the 'kick-off' project for the broader plan. Establishing cost estimates for the project will be part of the planning process.

Why does the City plan to replace the River Heights Library? The existing River Heights Library does not meet the accessibility and programming needs of the community and requires significant renewal and upgrades to comply with the Province's new Accessibility for Manitobans Act. The existing Library building's mechanical and electrical systems are at or near the end of their service lifespan and there are significant structural issues in the building envelope that must be addressed in the near future. The Grant Park Campus Plan & Feasibility study includes public consultation to determine community support for the development of a new, relocated River Heights Library on the campus site. The new River Heights Library will better meet the needs of the community with fully accessible public space, more parking, tutorial and programming rooms, improved study and leisure areas and an outdoor reading and programming area.

How will the new development impact me? The Campus Plan will consider recreation and leisure opportunities for all ages. Inclusion for seniors' programming in multi-use facilities, accessibility improvements, and improved circulation between sites will be a part of the planning and design process.

Will this work occur during the same time as Waverley Underpass construction? This is a planning process only at this point. Once the plan is complete, timelines for construction will be considered in conjunction with other projects happening in the area. Reducing the impact of any potential construction on traffic in the area will be considered and construction of improvements would be scheduled to avoid nearby project construction as much as possible.

How will the City keep me informed and how can I provide input? The City of Winnipeg project website will be updated as the Grant Park Recreation Campus Plan study progresses. Online opportunities to provide input and feedback to design options will be available. Notice of upcoming public open house events will be advertised in local newspapers and posted in the project area City of Winnipeg facilities (River Heights Library, Pan Am Pool, Charles A. Barbour Arena).

For additional frequently asked questions (FAQs) please visit the project website at:

<http://winnipeg.ca/GrantParkRecreationCampusPlan>

Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX D
Public Open House Notice



PUBLIC OPEN HOUSE NOTICE – Grant Park Recreation Campus Plan

The Grant Park recreation site is home to recreation facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The City of Winnipeg is seeking to develop a **coordinated campus plan** that addresses the challenges and opportunities presented by these facilities. The plan explores the potential twinning of the Charles A. Barbour Arena and the addition of a new library to replace the existing River Heights Library.

Date: Thursday,
April 6, 2017

Time: 4:00 p.m. – 8:00 p.m.

Location: Pan Am Pool,
25 Poseidon Bay, Main floor lounge

Format: Drop-in (come and go)



For more information, visit us online at winnipeg.ca/GrantParkRecreationCampusPlan

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **204-986-7134** or City-Engage@winnipeg.ca.

Grant Park Recreation Campus Master Plan and Feasibility Study **PUBLIC OPEN HOUSE**



The Grant Park recreation site is home to recreation facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The City of Winnipeg is seeking to develop a coordinated campus plan that addresses the challenges and opportunities presented by these well-used recreational and institutional facilities. The plan explores the potential twinning of the Charles A. Barbour Arena and the addition of a new library to replace the existing River Heights Library.

Over the past few months, stakeholder representatives from the various facilities and user groups have been providing valuable input to help guide the campus concept plan development. We've been making good progress and now we want to hear from you! We invite you to contribute your thoughts at the open house or online.

**April 6, 2017
4:00 PM – 8:00 PM
Drop-in any time**

**Pan Am Pool
25 Poseidon Bay
Main floor lounge**

If you have questions, please contact the City of Winnipeg Project Coordinator:
kmackay@winnipeg.ca / 204-451-0037

For more information, to view design concepts, and to provide feedback, please visit:
www.winnipeg.ca/GrantParkRecreationCampusPlan



For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **204-986-7134** or **City-Engage@winnipeg.ca**



Grant Park Recreation Campus Master Plan and Feasibility Study

PUBLIC OPEN HOUSE



The Grant Park recreation site is home to recreation facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The City of Winnipeg is seeking to develop a coordinated campus plan that addresses the challenges and opportunities presented by these well-used recreational and institutional facilities. The plan explores the potential twinning of the Charles A. Barbour Arena and the addition of a new library to replace the existing River Heights Library.

Over the past few months, stakeholder representatives from the various facilities and user groups have been providing valuable input to help guide the campus concept plan development. We've been making good progress and now we want to hear from you! We invite you to contribute your thoughts at the open house or online.

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April 6, 2017
4:00 PM – 8:00 PM
Drop-in any time

Pan Am Pool
25 Poseidon Bay
Main floor lounge



For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **204-986-7134** or **City-Engage@winnipeg.ca**



Dear Grant Park Recreation Campus Stakeholder,

On behalf of the City of Winnipeg, we are inviting you to an Open House for the Grant Park Recreation Campus Plan & Feasibility Study. We hope you can join us any time between **4:00 pm and 8:00 pm on Thursday, April 6, 2017 at Pan Am Pool** to review the recreation campus design concept and provide your thoughts.

We look forward to hearing your feedback!

Grant Park Recreation Campus Master Plan and Feasibility Study PUBLIC OPEN HOUSE

The Grant Park recreation site is home to recreation facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The City of Winnipeg is seeking to develop a coordinated campus plan that addresses the challenges and opportunities presented by these well-used recreational and institutional facilities. The plan explores the potential twinning of the Charles A. Barbour Arena and the addition of a new library to replace the existing River Heights Library.

Over the past few months, stakeholder representatives from the various facilities and user groups have been providing valuable input to help guide the campus concept plan development. We've been making good progress and now we want to hear from you! We invite you to contribute your thoughts at the open house or online.

If you have questions, please contact the City of Winnipeg Project Coordinator:
kmackay@winnipeg.ca / 204-451-0037

For more information, to view design concepts, and to provide feedback, please visit:
www.winnipeg.ca/GrantParkRecreationCampusPlan

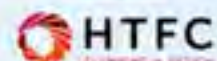


April 6, 2017
4:00 PM – 8:00 PM
Drop-in any time

Pan Am Pool
25 Poseidon Bay
Main floor lounge



For inquiries or for those who require alternate formats or interpretation in order to participate, please contact 204-986-7134 or City-Engage@winnipeg.ca



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You are receiving this email as a stakeholder for the Grant Park Campus.

Our mailing address is:
HTFC Planning & Design
115 Bannatyne Ave E
Suite 500
Winnipeg, Mb R3B 0R3
Canada

[Add us to your address book](#)

Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX E

Public Open House Presentation Boards





GRANT PARK RECREATION CAMPUS PLAN & FEASIBILITY STUDY
OPEN HOUSE



project goal

The Grant Park Recreation Campus Plan and Feasibility Study will provide the City of Winnipeg with a comprehensive plan for the redevelopment of the Grant Park area, as well as guidance and direction on future investments that support greater recreation opportunities and community wellbeing.



The Grant Park recreation site – bounded by Grant Avenue to the north and Taylor Avenue to the south – is home to multiple recreation facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The City of Winnipeg is seeking to develop a coordinated campus plan that addresses the challenges and opportunities presented by these well-used facilities, some of which are currently meeting or exceeding their capacity.

The Plan also explores the potential of twinning the Charles A. Barbour Arena with additional flexible multipurpose space for community programs, and the addition of a new library to replace the existing River Heights Library.

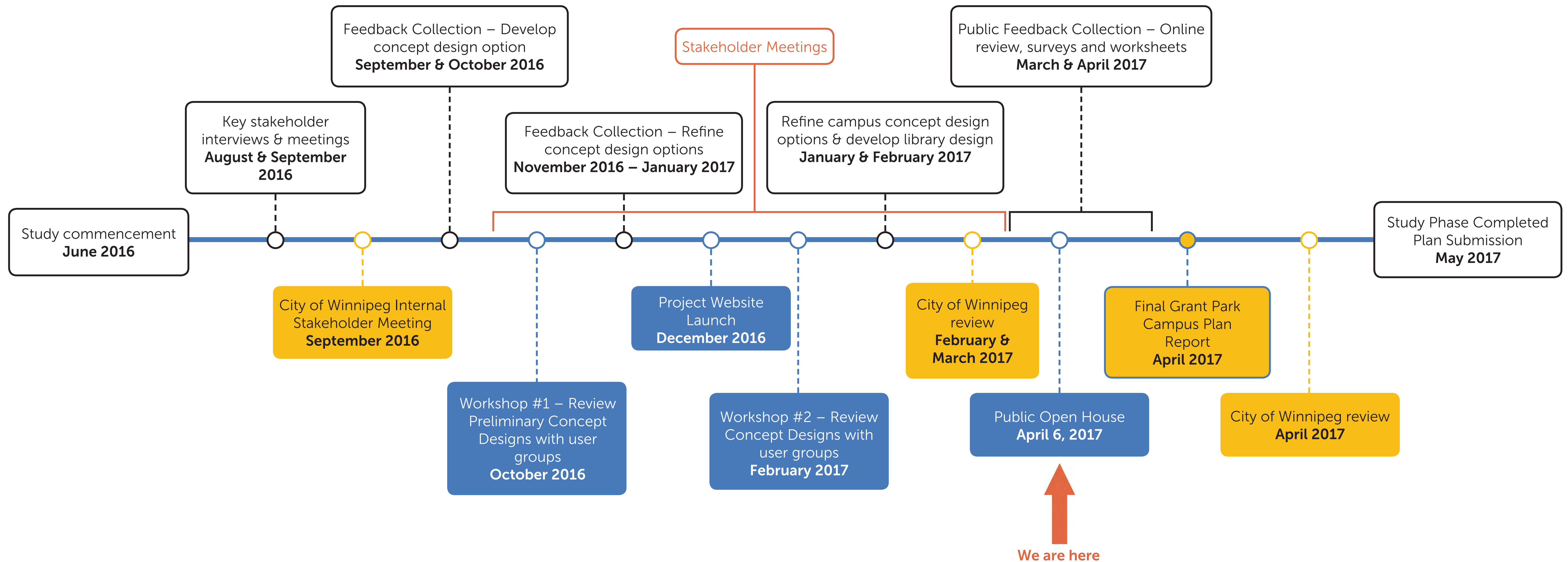
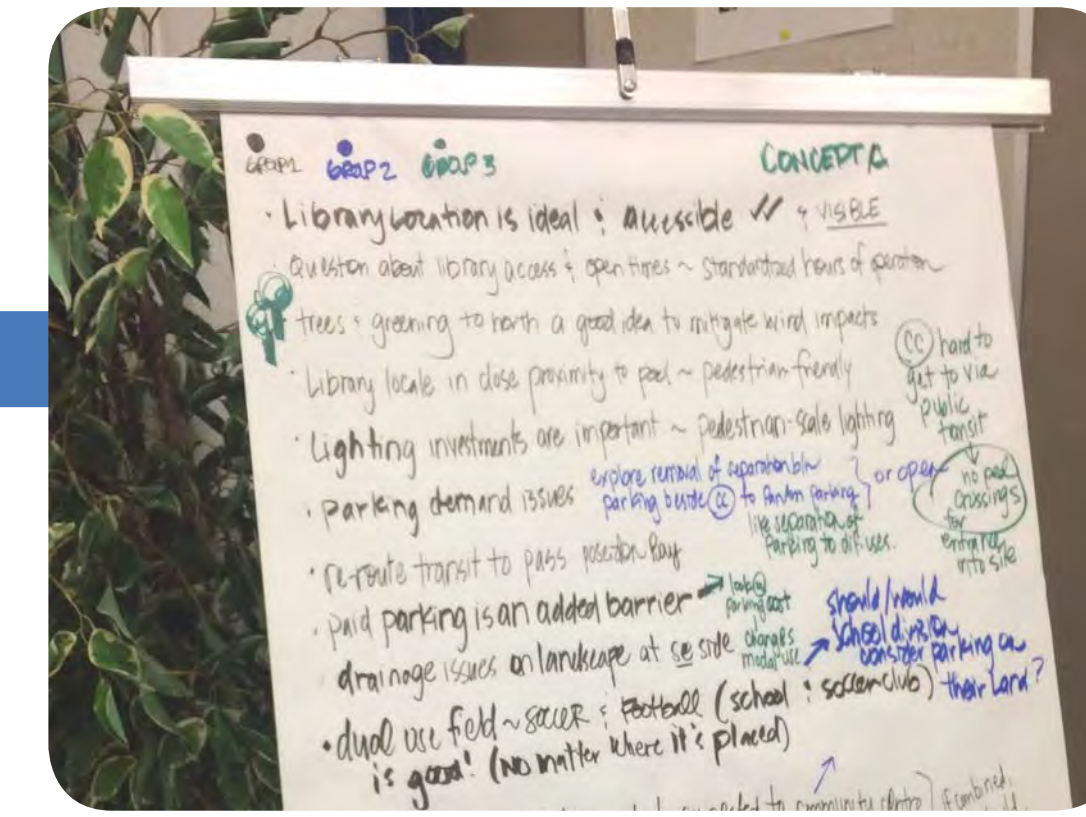
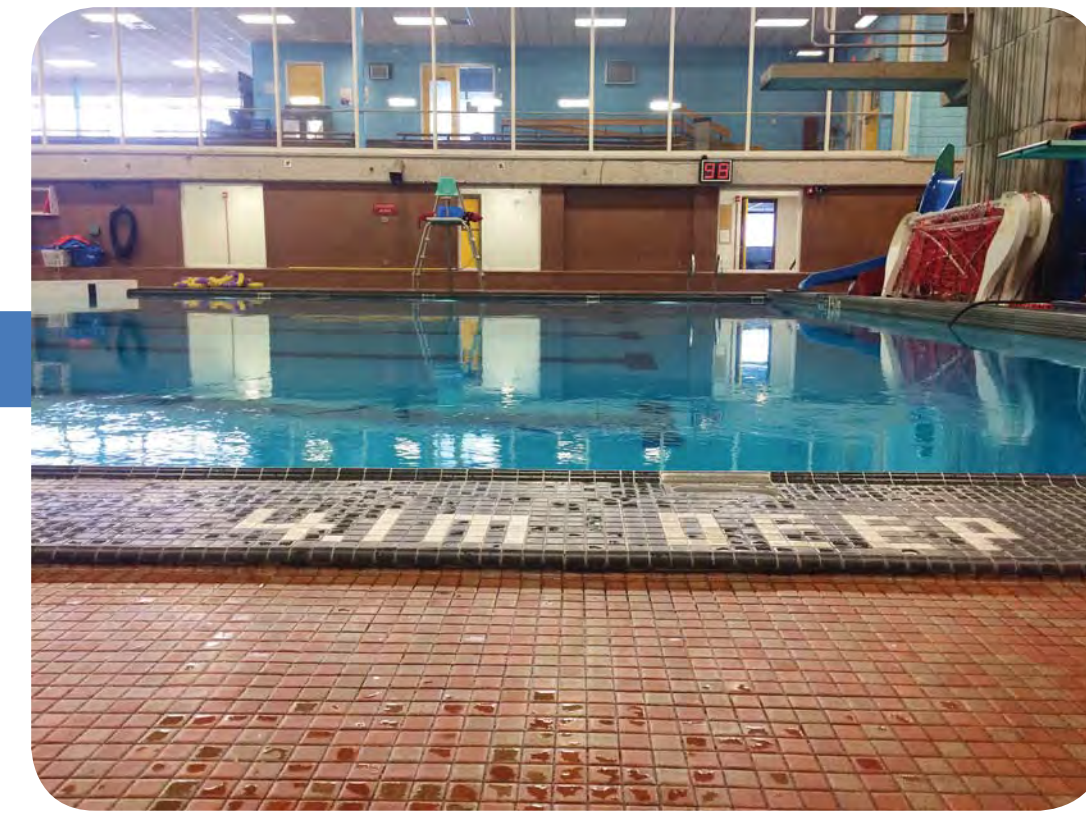
Thank you to the key stakeholders who have been providing valuable insights regarding the design direction, future programming, sustainable operations, and potential synergies between facilities!

Stakeholders

- Grant Park High School
- Winnipeg Public Library Board & Committees
- River Heights Library
- Winnipeg South End United Soccer Club
- Winnipeg Regional Health Authority
- Corydon Community Centre
- Pan Am Clinic
- Pan Am Pool
- Aquatic Hall of Fame
- Neighbouring businesses
- Louis Riel Institute
- Cultural historians
- Provincial sport organizations
- South Winnipeg Seniors Resource Council
- Bike Winnipeg
- Residents, students, visitors
- City administration

process

Through conversations with stakeholders and analysis of existing facilities, options were narrowed to the two concept drawings presented. Following today's open house, feedback from members of the public will be incorporated into a final campus plan.



design influences

Existing conditions and future trends were reviewed to provide an understanding of the drivers of change, from population and migration to transportation and employment. How these fluctuate over time can impact decisions related to design. Some of the key trends that influenced the preliminary concept drawings are listed below.



A Definition for Recreation

Recreation is the experience that results from freely chosen participation in physical, social, intellectual, creative and spiritual pursuits that enhance individual and community wellbeing.

A Framework for Recreation in Canada 2015, Pathways to Wellbeing

Trends Influencing Recreation Design

Aging Population

- Decreased emphasis on team and organized sports
- Focus on individualized wellness and fitness opportunities

Transit and Walking Supports Active Lifestyle

- Public Transit should be included as part of multi-modal system (park & ride)
- Growing demand and sophistication in active transportation facilities
- Walkability makes good public space

Multigenerational & Multicultural Recreation Options

- Desire for outdoor activities, socially-oriented sports leagues, and programs to overcome financial and/or scheduling barriers
- Younger families require more family-based recreation options
- Desire for passive and cultural forms of recreation
- Newcomers require inclusive programs to overcome cultural/religious barriers and improve physical literacy

Active Living



Foster active living through physical recreation

Inclusion & Access



Increase inclusion and access to recreation for populations that face constraints to participation

Connecting People & Nature



Help people connect to nature through recreation

Supportive Environments



Ensure the provision of supportive physical and social environments that encourage participation in recreation and build strong, caring communities

Recreation Capacity



Ensure the continued growth and sustainability of the recreation field

what we heard

Drawn from interviews, workshops and meetings, some of the common themes and suggestions that influenced the conceptual designs are listed here.

community hub
seniors' programming capacity demand
facility improvements aging facilities cultural heritage
collaboration location works
accessibility lifelong learning opportunities
new developments



Sports Fields and Active Recreation

- Trees and greening are a good way to mitigate wind impacts and makes the area more walkable and aesthetically beautiful
- Artificial turf field would provide for an increased playing season and a partnership opportunity.



Library

- Preferred location is at Grant Ave. and Nathaniel St. to ensure greater neighbourhood integration
- Outdoor reading room very attractive in greenspace setting along Grant Ave.



Arena/Community Centre

- Explore more programming options for rinks in the summer: volleyball, rollerskating, pickleball, etc.
- Provision of a year-round canteen, public washrooms, and much needed flexible, multi-purpose space
- Positioning the library and community centre close to the Pan Am Pool and high school creates strongest campus feel



Community Gardens and Passive Recreation

- Spaces for young children (under 6) is important
- Connecting pathways and community gardens are positive
- Winter activities should be explored



Parking and Access/Entrances

- Support for a dedicated lot for library but more parking should be considered
- School drop off zone addresses safety and congestion concerns along Nathaniel St.



Transit, Pedestrians and Cyclists

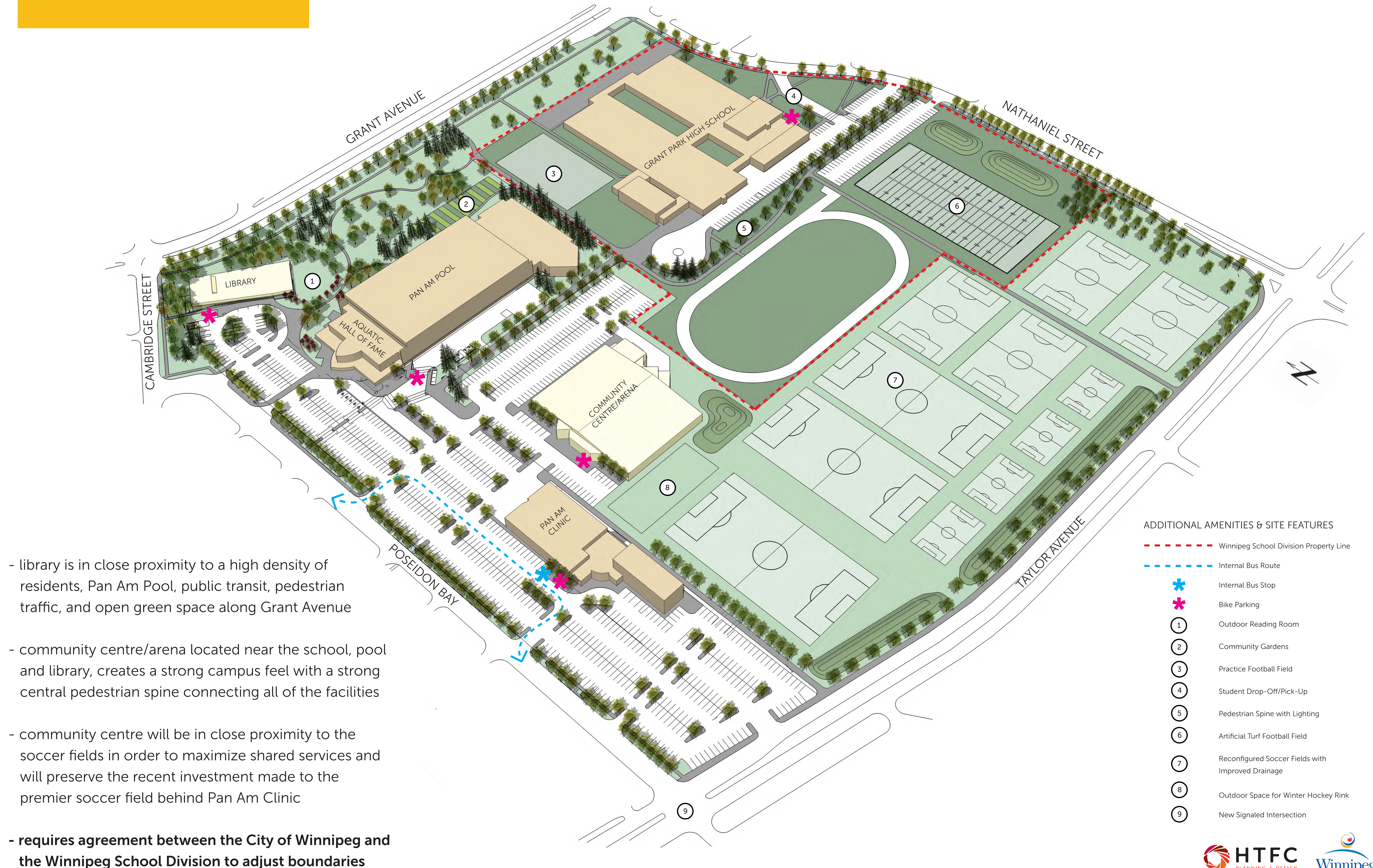
- Bicycle path around entire perimeter of campus area could be turned into skate or ski trail in the winter
- Lighting is important for safety and programming
- Transit loop through parking lot to bring users closer and into the campus
- Supporting facilities like secure bike parking are needed

concept 1



- library is in close proximity to a high density of residents, Pan Am Pool, public transit, pedestrian traffic, and open green space along Grant Avenue
- community centre/arena, located adjacent to good road access and parking potential along Taylor Avenue
- creates opportunity for shared services with existing soccer fields and alleviates congestion on Nathaniel Street
- Development is all located on City of Winnipeg property

concept 2



- library is in close proximity to a high density of residents, Pan Am Pool, public transit, pedestrian traffic, and open green space along Grant Avenue
- community centre/arena located near the school, pool and library, creates a strong campus feel with a strong central pedestrian spine connecting all of the facilities
- community centre will be in close proximity to the soccer fields in order to maximize shared services and will preserve the recent investment made to the premier soccer field behind Pan Am Clinic
- requires agreement between the City of Winnipeg and the Winnipeg School Division to adjust boundaries

river heights library redevelopment

Positioning the new River Heights Library at Grant park creates a neighbourhood hub location close to recreation, school, shopping, and public transit.

The City of Winnipeg Library Redevelopment Strategy (2013) identifies a contemporary library vision of larger, universally accessible facilities, designed to accommodate current library automation, more diverse programming and mobile technology.



New Charleswood Library Interior, 2015

River Heights Library at Current Location

- Challenges:
- Past closures due to structural issues
 - Does not meet accessibility standards or current Building Codes
 - Many building systems are at the end of their useful life
 - Minimal Parking
 - Site is too small for redevelopment

River Heights Library at Grant Park Recreation Campus

- Benefits:
- Space for larger facility (13-14,000 s.f.) to include Winnipeg Library Strategic Plan priorities and accessibility standards
 - Library would include accessible programming rooms, improved leisure and study areas and new outdoor reading and program spaces
 - Good access to public transit and active transportation systems
 - Opportunity for expanded parking
 - Good proximity to user groups – school students, seniors housing and surrounding residential density



Distance from existing library location to Grant Park Site



GRANT PARK RECREATION CAMPUS PLAN & FEASIBILITY STUDY THANK YOU FOR COMING!

Stay involved:

Together we are making great progress and now we need to hear from you! Your input will lead to a preferred campus master plan design that will guide both the short and long-term renewal of the area to meet the needs of residents, families, students and seniors.

Project Website – Information and updates regarding the Grant Park Recreation Campus Plan and Feasibility Study will continue to be posted on the City of Winnipeg’s website.

Feedback Survey – Comment on preliminary concepts today or on-line for a chance to win a pair of Tour Visas to the 2017 Folklorama Festival. Full contest details here:

www.winnipeg.ca/GrantParkRecreationCampusPlan

For further information, please contact:
Kate MacKay, Project Coordinator, City of Winnipeg
Phone: (204) 451-0037
Email: kmackay@winnipeg.ca



Chance to win a pair of Folklorama Tour Visas to the 2017 Folklorama Festival!



GRANT PARK RECREATION CAMPUS PLAN & FEASIBILITY STUDY FEEDBACK FORM



By filling out this survey, you have an opportunity to be entered for a chance to win a pair of Tour Visas to the 2017 Folklorama Festival (value of \$540). Tour Visas provide priority unlimited admissions into any 2017 Folklorama pavilion. Please provide your email address should you wish to be entered.

Winner to be chosen by random draw on April 21, 2017.

For full contest details,
visit www.winnipeg.ca/GrantParkRecreationCampusPlan.



Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX F

Public Open House Feedback Form



The Grant Park recreation site – bounded by Grant Avenue to the north and Taylor Avenue to the south – is home to multiple recreation facilities including the Pan Am Pool, the Charles A. Barbour Indoor Arena, and outdoor soccer fields. The City of Winnipeg is seeking to develop a coordinated campus plan that addresses the challenges and opportunities presented by these well-used facilities, some of which are at or past capacity. The Plan will explore the potential of twinning the Charles A. Barbour Arena with additional flexible multipurpose space for community programs, and the possible addition of a new library to replace the existing River Heights Library.

Stakeholders representing the Corydon Community Centre, Grant Park High School, Pan Am Pool, Pam Am Clinic, Winnipeg Public Library, Winnipeg South End United Soccer Club, and the Winnipeg Regional Health Authority, plus additional representatives from neighbouring businesses, cultural historians, and provincial sport bodies have been collaborating with the design team on the campus plan. These key stakeholders have provided valuable insights regarding the design direction, future programming, sustainable operations, and potential synergies between facilities.

Together we are making great progress and now we need to hear from you! We are asking the public to provide feedback to the preliminary concepts being considered. Your input will lead to a preferred campus master plan design that will guide both the short and long-term renewal of the area to meet the needs of residents, families, students and seniors.

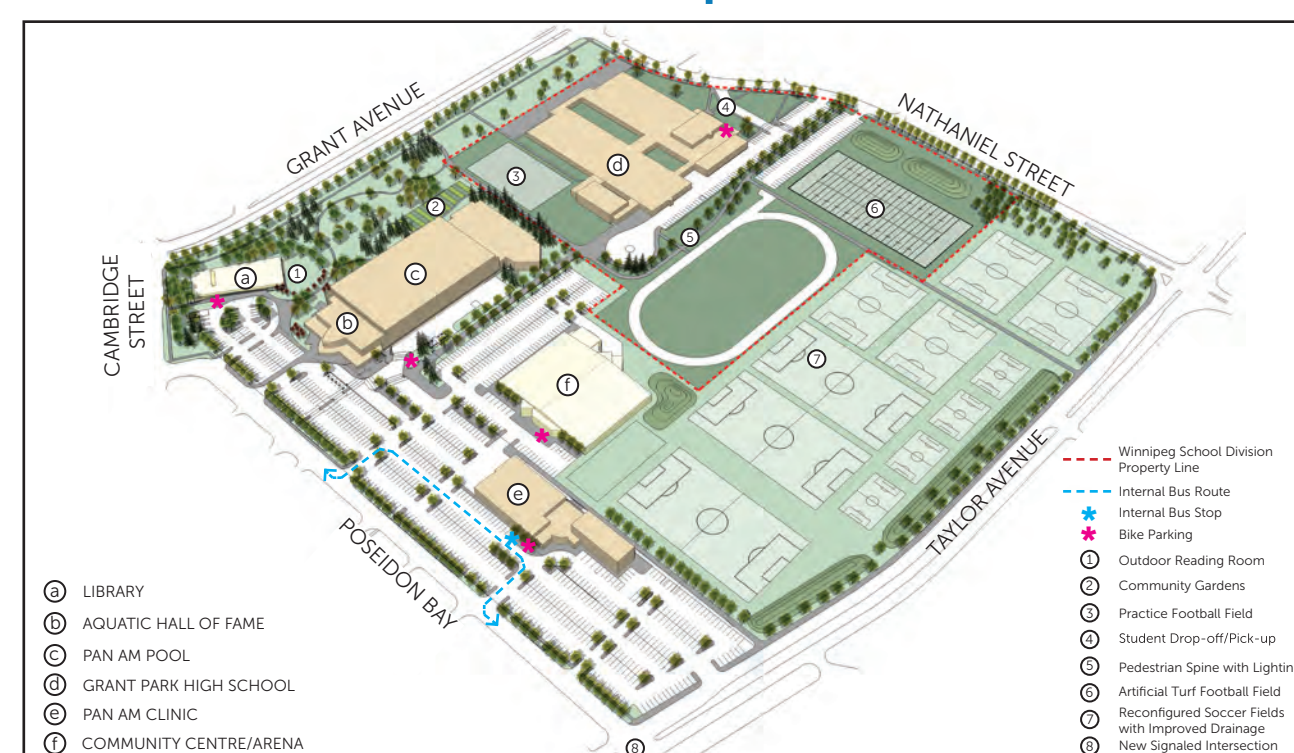
To read more project background information, responses to some frequently asked questions, and view the concepts in more detail, please visit the website listed below.

Concept 1



This concept locates the library in the community with good neighbourhood presence and close proximity to the Pan Am Pool, public transit, pedestrian traffic, and open green space along Grant Ave. The community centre/arena is located adjacent to good road access and parking potential and in a location that alleviates congestion on Nathaniel St. Development is all located on City of Winnipeg property.

Concept 2



This concept locates the library in the community with good neighbourhood presence and close proximity to the Pan Am Pool, public transit, and open green space along Grant Ave. The community centre/arena is located with good proximity to school, pool, and library. This approach requires agreement between the City of Winnipeg and the Winnipeg School Division to adjust boundaries.

Please submit your feedback by Saturday, April 22, 2017.

For further information, please contact: Kate MacKay, Project Coordinator at the City of Winnipeg.

Phone: 204-451-0037 Email: kmackay@winnipeg.ca Website: winnipeg.ca/GrantParkRecreationCampusPlan

Name: _____ Postal Code: _____ Email: _____

By filling out this survey, you have an opportunity to be entered for a chance to win a pair of **Tour Visas to the 2017 Folklorama Festival** (value of \$540). Tour Visas provide priority unlimited admissions into any 2017 Folklorama pavillion. Please provide your email address should you wish to be entered. Full contest details here: www.winnipeg.ca/GrantParkRecreationCampusPlan

You visit Grant Park primarily to: <div><input type="checkbox"/> Work</div> <div><input type="checkbox"/> Attend school</div> <div><input type="checkbox"/> Gather/socialize</div> <div><input type="checkbox"/> Play/participate in recreation</div> <div><input type="checkbox"/> Access the Pan Am Clinic</div> <div><input type="checkbox"/> Other (Please specify): _____</div>		How do you travel to the Grant Park site? (Check all that apply) <div><input type="checkbox"/> Car</div> <div><input type="checkbox"/> Transit</div> <div><input type="checkbox"/> Bicycle</div> <div><input type="checkbox"/> Walk</div>	When coming to Grant Park, you primarily use: (Check all that apply) <div><input type="checkbox"/> Pan Am Pool</div> <div><input type="checkbox"/> Pan Am Clinic</div> <div><input type="checkbox"/> Charles A. Barbour Arena</div> <div><input type="checkbox"/> Soccer fields</div> <div><input type="checkbox"/> Grant Park High School</div> <div><input type="checkbox"/> Running/Wakling Track</div> <div><input type="checkbox"/> Outdoor Park Space</div> <div><input type="checkbox"/> Other (Please specify): _____</div>	
Do you support the new River Heights Library being added to the study site? <div><input type="checkbox"/> Yes</div> <div><input type="checkbox"/> No</div> <div><input type="checkbox"/> Do not know</div>	Please tell us why you do or do not support the new River Heights Library being added to the study site.		How often would you visit the new River Heights Library, if it were added to the study site? <div><input type="checkbox"/> 1 time per week</div> <div><input type="checkbox"/> 2-3 times per week</div> <div><input type="checkbox"/> More than 3 times per week</div>	
Concept 1 Library located in northwest corner of campus. (Cambridge St./Grant Ave.) New community centre/arena located in the southwest corner of campus.		Concept 2 Library located in northwest corner of campus. (Cambridge St./Grant Ave.) New community centre/arena located adjacent to Pan Am Pool recreation complex.		
What do you believe are the opportunities and/or benefits of this concept?		What do you believe are the opportunities and/or benefits of this concept?		
What do you believe are the challenges of this concept?		What do you believe are the challenges of this concept?		
What is most important to YOU about this concept?		What is most important to YOU about this concept?		
How would you rate your support for Concept 1? <div><div>1</div><div>strongly oppose</div><div><input type="checkbox"/></div></div> <div><div>2</div><div>somewhat oppose</div><div><input type="checkbox"/></div></div> <div><div>3</div><div>N/A</div><div><input type="checkbox"/></div></div> <div><div>4</div><div>somewhat support</div><div><input type="checkbox"/></div></div> <div><div>5</div><div>strongly support</div><div><input type="checkbox"/></div></div>		How would you rate your support for Concept 2? <div><div>1</div><div>strongly oppose</div><div><input type="checkbox"/></div></div> <div><div>2</div><div>somewhat oppose</div><div><input type="checkbox"/></div></div> <div><div>3</div><div>N/A</div><div><input type="checkbox"/></div></div> <div><div>4</div><div>somewhat support</div><div><input type="checkbox"/></div></div> <div><div>5</div><div>strongly support</div><div><input type="checkbox"/></div></div>		
Do you have any other comments? Please provide them here.				

Grant Park Recreation Campus Plan & Feasibility Study

APPENDIX G

Map of Public Open House Feedback Form: Participants' Place of Residence





APPENDIX B

PRECEDENT CASE STUDIES

ROCKY RIDGE RECREATION CENTRE

Calgary, AB | opening 2017

"In every other case, our operators have been non-profit organizations. This is the first time we've used a for-profit company, so this is one that people around the country are going to be looking at very, very carefully to see how well this model works." - Mayor Naheed Nenshi

Cost: \$191 million (\$121 million from City of Calgary's Community

Investment Fund; \$70 million from province's Municipal Sustainability Initiative)

Size: 94,000 sq. ft.

Stakeholders: South Winnipeg Action Team (SWAT)

Management of Facilities: Recreation managed by YMCA Calgary and Calgary Public Library branch.



Area: Building sits within a natural park with views of the city and mountains, tucked between an existing hill that reaches Calgary's highest natural elevation and a reconstructed wetland. Public art located outdoors, embracing the site's unique topography and natural environment, engaging views, sunlight, and weather. Proximity of Rocky Ridge Recreation Centre to public transit was a high priority (94%) for the general public.

Main users: Children cross the city to access ice for playing hockey, sports and social clubs, residents in the surrounding area

Public Engagement:

- City worked with community advisory groups in the southeast and northwest to develop design concepts for each facility. Community consultation took place between 2011 to 2012.
- Asked public about significant or unique features of the area, outdoor activities they would likely engage in, favourite season and outdoor space in Calgary.
- Fun fact: "More whimsical questions asked people to imagine if a movie was made at the centre what genre it would be, and to draw or describe a mythical creature that might be discovered there."

Key Features:

- 284,000 sq. ft. building, designed to complement the surrounding landscape
- 3,000 sq. ft. public library
- Gallery and art-making space
- 300-seat theatre
- Wetlands entry feature with nature trails

- Public art (\$1.148M), approved in 2013 and expected completion in 2017
- Parking proposed (# of units not communicated in any marketing material or announcements)
- Recreational facility
 - 3 full-size gyms
 - 8-lane, 25-metre pool built to competition standards
 - Running track
 - Skateboard park
 - Childcare
 - Physiotherapy/medical clinic
 - Concessions
 - Three-court gymnasium



Community Perceptions:

Advantages

- Increased space for programming enables significant access for the community. "This is the second facility to open as part of a strategy to bring more recreation facilities to what the city says are 'underserved areas of Calgary'"
- Becomes a hub for cultural and recreation amenities.
- Promotes Calgary as a World Centre for Sport. "That the Calgary Sport Council, The City and the Calgary Sport Tourism Authority work together to bring a variety of sport events to the city (e.g. both summer and winter sport) that will help establish Calgary as a world class centre for sport."

Disadvantages

- Location of proposed LRT line further away from proposed recreation centre. Does not align with 10-year Plan for Sport and Facility Development: "Convenient access to recreation opportunities through various modes of transportation."

CLAREVIEW RECREATION CENTRE

Edmonton, AB | opened 2014

Cost: \$109 million

Size: 213,000 sq. ft.

Stakeholders: City of Edmonton, Edmonton Public Library, Edmonton Catholic Schools

Management of Facilities: City of Edmonton, Edmonton Public Library, Edmonton Catholic schools provide services under one roof



Area: Close proximity to commercial activity and Clareview Business Park

Main users: Community hub for residents and members of The Multicultural Centre and students from Edmonton Catholic School District

Public Engagement:

- Consulted extensively and heard from community that recreation facilities need to: promote a sense of community, encourage health and wellness, inclusion, safety, partnership, instill civic pride, and integrate many a wide range of services that bring people together.
- Relied heavily on partnerships with stakeholders like The Multicultural Centre and Edmonton Catholic School District for consultation.

Programming:

- Free admission to recreation centre
- Connect and spend time with one another
- Learn from each other and share their skills
- Seniors Lounge – drop in, welcomes friends and neighbours.
- Computer Resource Room – a place for people to build resume, prepare agenda for meetings and office work stations for members of The Multicultural Centre
- Access to Clareview District Park - Includes: Skate park, seven sport fields, walking trails
- Multicultural Centre

Key Features:

- LEED Silver building
- Inclusion of food and beverage vendors, Jugo Juice and Good Earth Coffeehouse
- Outdoor sports fields and park spaces
- Multi-purpose recreation centre
- Bioswale along perimeter of library
- Signage/wayfinding integrated in courtyard wall
- Open view into building
- Outdoor secured reading/play spaces
- Abundance of parking in nearby lots (800 in Clareview District Park)
- Parking proposed - Including: 73 + 2 HC proposed as part of the library expansion;
Accessible stalls; Bicycle stalls

Community Perceptions:

Advantages

- Led to the development of many sports fields including three baseball/softball diamonds, two soccer fields (one with a running track) and an artificial turf field.
- Transit Centre located in close proximity: "The new facility addresses several urban conditions, including the creation of safe connections between the developing Clareview neighbourhood and a nearby LRT public transit line and school."
- "The Clareview Community Recreation Centre is an exemplar of architecture enacted to serve and inspire the great public good."

Disadvantages

- More than 350 calls to Edmonton Police. Total number of calls for city recreation centres were 548 from January 1 to June 7 in 2015. "Current levels of calls for service at Clareview Recreation Centre are requiring a significant resource commitment by police, with significant cost impacts."
- Questions from city councillor, Mike Nickel: "We're supposed to have these design principles to help mitigate these concerns. Is it increased volume? Has the neighbourhood changed fundamentally? What factors have gone into making Clareview a standout in terms of these various numbers?"



THE CO-OPERATOR'S CENTRE

Regina, SK | opened 2014

Cost: \$60 million

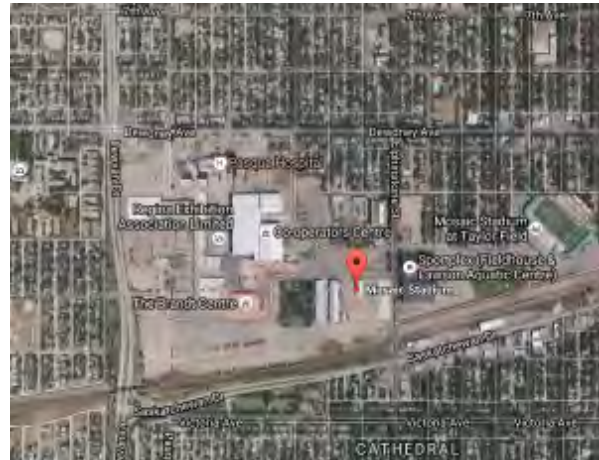
Size: 286,000 sq. ft.

Stakeholders: City of Regina, Evraz Place

Management of Facilities: City of Regina's central

Scheduling Branch works with Evraz Place to

ensure the facility is booked and utilized



Area: Evraz Place, a 102-acre event site in the heart of Regina which holds entertainment, agribusiness, sporting, recreational and cultural activities. This area will also be bolstered with a new stadium, Mosaic Stadium, which will seat 33,000 people, expandable to 40,000 for special events.

Main users: Has become a community hub for Regina, providing a home for Regina Pats hockey team, Queen City exhibition, Canadian Western Agribition, numerous rec leagues, tournaments and competitions, becoming more than just an ice rink; sports and community groups; business, tourists; and residents, seniors, children

Public Engagement:

- Consulted extensively and heard from community that recreation facilities need to: promote a sense of community, encourage health and wellness, inclusion, safety, partnership, instill civic pride, and integrate many a wide range of services that bring people together
- Relied heavily on partnerships with stakeholders like The Multicultural Centre and Edmonton Catholic School District for consultation.
- The Cooperator's Centre is part of a revitalization and renewal plan for Evraz Place, and confirmed in the City of Regina's recreation plan

Programming:

- Was used to host training camps for Sweden, Russia, Czech Republic, and United States prior to 2010 IIHF World Junior Championship, Saskatchewan Association of Health Organization's conference and tradeshow, and National Female Hockey Championship.
- Provides 12,000 new hours of ice programming and 5,000 hours of dry floor programming.
- Drop-in public skate is free for parents, children, and seniors

Key Features:

- New Mosaic Stadium will not see an expansion of parking
- Multi-purpose facility
 - o Six 200x85 ft. ice rinks
 - o 32 team dressing rooms
 - o Meeting room space
 - o Coffee franchise and full restaurant
 - o Lounge facilities



Community Perceptions:

Advantages

- Upgrading of single sheet facility that are on average 32 years old, with no modern amenity upgrades (i.e. change from ice to dry floor)
- Infrastructure meeting the demands of a growing population. "This exciting project will serve Regina's growing community with increased recreational opportunities for many years to come. This builds on our Government's commitment to renewing public infrastructure so that residents can thrive and prosper in their communities," said The Honourable Rob Merri field, Minister of State of Transport.
- Opportunity for people to engage in sport, cultural, and recreational opportunities, as part of a healthy lifestyle.
- Ample amount of parking. "Great location, great facility. Regina should be proud of this building, easy to get to."

Disadvantages

- Some online commentary mentioning the quality of food and restaurant choice as subpar

APPENDIX C

ARCHITECTURAL BUILDING ASSESSMENTS

ARCHITECTURAL BUILDING ASSESSMENT – RIVER HEIGHTS LIBRARY

1520 Corydon Avenue, Winnipeg, Manitoba

Original Construction Completion: 1961

Building Height: One Storey (with Basement)

Floor Area: 8,285 sf (770 sq.m.)

Site Area: 8,800 sf (818 sq.m.)

1.01 Site

- .1 No on site parking provided for general public. There is limited street parking on both Corydon Avenue and adjacent residential streets.
- .2 No designated on site staff parking stalls provided, rear parking and loading areas are gravel.
- .3 Public sidewalks are aged, cracked and require replacement.

1.02 Exterior

- .1 In general, the library is in need of significant upgrades due the age of the building,
 - .1 Exterior windows and doors are aged, deteriorating and need replacement.
 - .2 Existing Masonry walls appear to be in good condition with minimal repointing required.
 - .3 Existing wood doors and exit vestibule requires upgrades, non-accessible to rear grading.

1.03 Interior

- .1 Accessibility provided to Main Floor, basement is non-accessible.
- .2 Existing Acoustic ceiling tiles are aged, deteriorating and need replacement.
- .3 General upgrades required to wall finishing, repainting required of gypsum boards walls and existing concrete block walls required.
- .4 Existing concrete walls providing minimal acoustical separation between program areas.
- .5 Existing carpet and vinyl flooring aged, deteriorating and needs replacement.

1.04 Summary

- .1 In general, the library is in need of significant upgrades due the age of the building, The existing facility is not aligned with current City of Winnipeg accessibility requirements and has limited site parking for public and staff. Significant upgrades required to the facility to meet current Manitoba Building Code and Model National Energy Code for Buildings standards. This is supported by the City of Winnipeg Library Assets Funding Report which identifies recommended upgrades and budget cost.

STRUCTURAL BUILDING ASSESSMENT

2.00 Summary

In general the library structural systems had performed well over the lifespan of the building, with an exception of the basement slab on grade which experienced some movement and floor cracking, and the front entrance slab which has significant water damage.

The building's superstructure and foundation, most likely, do not meet the current building code requirements for wind and snow loads. The 2010 National Building Code, part 4, defines community centers as High Importance buildings. This category of buildings required that the basic snow and wind load be increased by 15%. Normally, this requirement prevents an old library building structure from meeting the current part 4 Building Code.

3.00 Assessment Methodology

No design drawings were made available at the time of site visit. The assessment was based on a walk-through of the building providing the reviewer with basic information on building components, building characteristics and building users.

Structural Analysis, structural design, geotechnical investigations, material testing or detailed inspection of concealed areas are beyond the scope of this report.

4.00 Building Systems Description and Assessment.

.1 Roof

- .1 Roof over a single storey structure is a steel deck supported by open web steel joists. Joists are bearing on interior steel beams and perimeter masonry block wall. The roof structure is covered by a suspended ceiling, there are no signs of roof damage.
- .2 There is some water ponding and some vegetation on the roof that needs to be removed. Refer to Photos 01 and 02.

.2 Exterior Walls

- .1 Exterior walls are load bearing masonry blocks with brick veneer for finish, sitting on perimeter concrete basement walls.
- .2 Masonry walls are in good shape. There are some hairline cracking on a brick veneer and top portion of the concrete walls. Refer to Photos 03 and 04. These should be repaired.

.3 Main Floor

- .1 Main floor is a precast hollow core slab with roughly two inches thick concrete topping. Slab is supported by an interior steel beams and perimeter concrete basement walls. There are no signs of significant cracking or differential movement.
- .2 Part of the main floor slab, at the front entrance, is exposed to the outside. The hollow core slab has water damage and underwent repairs. Refer to photo 05. Normally, the hollow core slab should not be exposed to the elements. More repairs might be required to properly retrofit this issue.

.4

Basement Slab/Foundation

- .1 The full basement main floor is a concrete slab on grade. The slab is uneven and has some cracking. Refer to Photo 06.
- .2 There is differential movement around the perimeter. Slab drops towards the basement walls. Refer to Photo 07.
- .3 Local basement concrete slabs on grade are subject to movement which results in concrete cracking and uneven floors. This is mostly due to a swelling characteristics of clay soil when exposed to increase moisture levels within the soil.
- .4 Foundation elements were not visible, hence it is unknown. Most likely it is a concrete piles or shallow concrete footings. Concrete foundation might be subject to sulphate deterioration. Sulphate is present in Winnipeg soil, and prior to 1964 concrete mixes for the elements that were in contact with soil were not sulphate resistance.

Photos



Photo 01. Standing Water.



Photo 02. Vegetation.



Photo 03. Cracked Brick Veneer.



Photo 04. Cracked Concrete Wall.

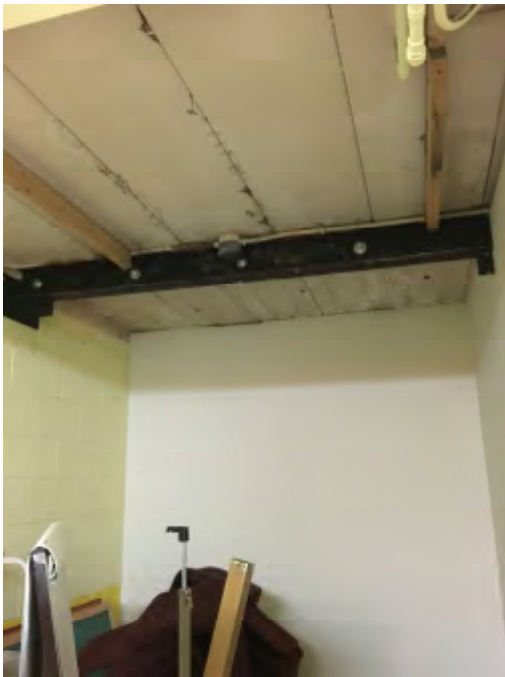


Photo 05. Underside Main Floor Repair.

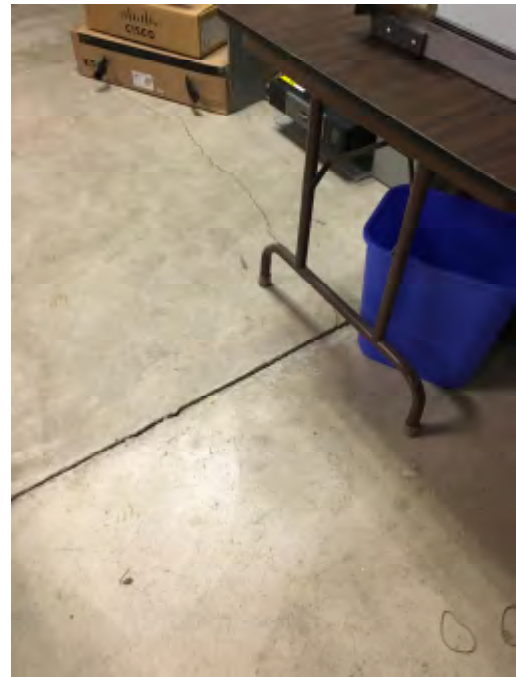


Photo 06. Cracked Basement Slab.



Photo 07. Uneven Basement Floor.

Grant Park Recreation Campus Plan & Feasibility Study
Winnipeg, Manitoba

MECHANICAL SYSTEMS ASSESSMENT

5.00 Summary

In general the library mechanical systems are operating at the end of their functional lifespan. There are numerous conditions not up to current code, both with the HVAC systems and with the plumbing systems. It was evident that the City of Winnipeg had made numerous alterations to the building over the years, and that ongoing maintenance has taken place to keep the systems operational and to maintain comfort in the building.

6.00 Assessment Methodology

No design drawings were made available at the time of the site visit. The assessment was based on a walk-through of the building providing the reviewer with basic information on mechanical building components. Analysis, of materials and components in concealed areas was beyond the scope of this report.

7.00 Building HVAC Systems

- .1 The main floor of the Library is cooled and ventilated by two outdoor, grade-mounted, air conditioners. These units are located in the rear parking area. These units appear to supply cooling air only. This air is delivered via ductwork in bulkheads at the perimeter of the main floor. These units are not equipped with fresh air intakes or economisers.
- .2 The lower level is ventilated and heated by two gas-fired furnaces. These furnaces also supply heating air to the main level. These two furnaces do not have cooling capability.
- .2 A split system ductless air conditioner is located in the open area of the basement of the library to provide minimal cooling in the lower level.
- .3 The basement mechanical room did not appear to be fire-rated as would be required for a gas-fired mechanical room to current code requirements.
- .4 The "Break-out room" next to the mechanical room had no source of cooling.
- .5 The rear exit stair contained numerous duct systems running through the stair as a retrofit to the ventilation systems. This stair was also acting as a return air plenum. This would be considered a serious code violation on a newer building.
- .6 Entrance vestibule was heated by electric force-flow heater.

4.00 Plumbing Systems.

- .1 All domestic hot and cold water lines were copper.
- .2 Drainage piping was cast iron
- .3 Plumbing systems and brass was dated but appeared to be in operating condition.
- .4 Roof drainage was scuppered to the outside to the building and splashed to grade.
- .5 No Handicap accessible plumbing fixtures were present in the building



Grade mounted air conditioners for main floor of library

Roof drainage scupper to grade



Ductless split air conditioner in lower level

Exit door used as return air transfer



Lower level plumbing fixtures



Lower level furnace/mechanical room



Lower level furnaces



Main level supply bulkhead



Rear exit stair with retrofitted HVAC ducts

ELECTRICAL BUILDING ASSESSMENTS – RIVER HEIGHTS LIBRARY

7.02 Lighting

- .1 The existing interior lighting through the library is mainly T8 fluorescent troffers and surface mount wrap fixtures. It is recommended that the lighting be upgraded to LED as it is a more energy efficient means of lighting as well as offering greater flexibility with control and dimming

7.03 Power and Distribution

- .1 There is an existing 200Amp 3 phase 4 wire Amalgamated electrical main distribution located in the basement level of the building and appears to be original to the building. The service is fed via an overhead drop of the building.
- .2 Sub distribution in the basement level consists of several panelboards and loadcentres from a variety of manufacturers.
- .3 All distribution is recommended for replacement as it has reached the end of its rated life.

7.04 Life Safety

.1 Fire alarm

- .1 The building is equipped with a Mircom conventional fire alarm system located in the front vestibule.
- .2 Smoke and heat detectors are located throughout the building. As well as pull stations at each exterior door. Pull stations were noted as being located at above a barrier free accessible mounting height.
- .3 Signals consist of horn/visual signal devices throughout. Visual signals do not meet current code requirements for spacing and area of coverage. Also current standards require that visual signals be installed in all rooms. The current locations appear to be locations that were previously used for bell signals and were replaced with horn/strobe devices
- .4 The fire alarm system is recommended for replacement and upgraded to an addressable system which meets all current code requirements.
- .5 It is also recommended that the fire alarm be upgraded to include CO detection as the building is equipped with gas fired HVAC equipment.

.2 Emergency/Exit Lighting

- .1 Emergency lighting is installed along egress pathways, in stairwells and within service rooms.
- .2 Remote head lamps are a variety of types fed from battery banks located throughout.
- .3 Exit signs are self contained type with red "EXIT" lettering and incandescent glass jar type.
- .4 Emergency lighting is recommended to be upgraded to LED type remote heads to give a greater area of coverage as well as better illumination of egress paths

- .5 Existing exit signage does not meet current code and it is recommended that it be upgrade to “Running Man” pictogram type.

7.05 Summary

- .1 In general, the library is in need of significant upgrades due the age of the systems, obsolesce of replacement parts, increased energy efficiency of newer systems and to meet current codes and City of Winnipeg standards. This is supported by the City of Winnipeg Library Assets Funding Report which identifies recommended upgrades and budget cost.

ARCHITECTURAL BUILDING ASSESSMENTS – CHARLES BARBOUR ARENA

Construction Date: 1963

Building Height: One Storey

Floor Area: 26,700 sf (2,480 sq.m.)

Site Area: 20.5 Acre site on PR3 City of Winnipeg zoned land.

1.01 Site

- .1 Approximately 80 exiting parking stalls on site plus additional shared parking with adjacent school.
- .2 Existing asphalt parking areas in poor condition and needs replacement.
- .3 Multiple Pedestrian sidewalk locations cracked and in need of repair.

1.02 Exterior

- .1 In general, the arena is in need of significant upgrades due the age of the building and most finishes, components are beyond their expected life.,
 - .1 Exterior windows and doors are aged, deteriorating and need replacement.
 - .2 Portions of existing Masonry walls are cracked and damaged, needs repair. Most walls have painted finish peeling. Existing wood panelling needs replacement.
 - .3 Existing doors have faded paint finishes, need repainting and or replacement.
 - .4 Existing aluminum windows are beyond life expectancy and need replacement.
 - .5 Existing overhead Zamboni door needs replacement.
 - .6 Existing stucco finishes are discolored cracking and needs patching, filling and or replacement.
 - .7 Existing asphalt roofing beyond its life expectancy and needs replacement.

1.03 Interior

- .1 Accessibility provided to Main Floor, accessible raised flooring in arena area not provided.
- .2 Existing finishes for ceilings, walls and or floors are worn, damaged and need upgrading and or replacement.
- .3 Ice rink dasher boards need replacement, boards in corners warped and no longer vertically true.
- .4 Existing wood beams and columns in Ice Rink in good condition, overall wood structure could be considered for salvaging and or redevelopment.

1.04 Summary

- .1 In general, the 62 year old arena is well beyond its life expectancy for most building components and is in need of significant upgrades due the age of the building to meet current Manitoba Building Code and Model National Energy Code for Buildings standards. This is supported by the City of Winnipeg Library Assets Funding Report which identifies recommended upgrades and budget cost.

STRUCTURAL BUILDING ASSESSMENT

2.00 Summary

In general the arena structural systems had performed well over the lifespan of the building. There are some specific areas that need repairs. The building finishes are undergoing deterioration. These need to be retrofitted to insure that the structural components of the building are not affected and do not deteriorate.

The building's superstructure and foundation, most likely, do not meet the current building code requirements for wind and snow loads. The 2010 National Building Code, part 4, defines community centers as High Importance buildings. This category of buildings required that the basic snow and wind load be increased by 15%. Normally, this requirement prevents an old arena building structure from meeting the current part 4 Building Code.

3.00 Assessment Methodology

No design drawings were made available at the time of site visit. The assessment was based on a walk-through of the building providing the reviewer with basic information on building components, building characteristics and building users.

Structural Analysis, structural design, geotechnical investigations, material testing or detailed inspection of concealed areas are beyond the scope of this report.

4.00 Building Systems Description and Assessment.

.1 Arena Roof

- .1 Roof over the arena consists of wood decking supported by glulam arched trusses. These are supported by two glulam columns, at each end of a truss. An interior and an exterior columns are at an incline to each other, forming a V-shape. Refer to Photo 01.
- .2 The interior roof structure is in relatively good condition. There are no signs of cracking or damage to the exposed elements.
- .3 The exterior column, located at the Southwest corner of the building is slightly out of place. This is most likely due to an impact load. The column is located near the overhead door, which leads to the maintenance garage. This condition should be repaired. If left unattended, weather elements might deteriorate the column. Refer to Photo 02.

.2 Entrance Lobby/Office/Change Room/Support Space Roof

- .1 Roof over these areas, adjacent to the arena, is covered by finishes. However, it does appear to be a hollow core precast concrete slab.
- .2 There are no signs of significant damage to the ceiling, except for some plaster peeling in the mechanical space. Refer to Photo 03.

.3 Exterior Walls

- .1 Exterior walls are load bearing masonry blocks, sitting on perimeter concrete grade beams.

- .2 Most of the walls are in good shape. There are some crack in the wall facing West at the Northwest corner, part of the arena, refer to Photo 04. These should be sealed to prevent weather elements from coming into the wall cavity.
- .3 There are significant cracks in the Southwest corner of the arena. Refer to Photo 05. This condition needs a repair to prevent damage to the building interior due to exterior elements.
- .4 An exterior concrete pad, located at the egress, had settled and has significant slope. Refer to Photo 06. This condition needs to be fixed, as it might cause injury to the occupants.
- .5 There are cracks between the exterior man door frames and masonry block walls. Cracks are going through to the outside. Refer to Photo 07. This should be repaired to prevent weather elements damaging building interior.

.4 **Main Floor/Foundation**

- .1 The main floor is a concrete slab on grade. There are no signs of significant cracking or differential movement.
- .2 There is a separation between the slab on grade and the perimeter concrete grade beam in the arena. Refer to Photo 08. This condition should have no structural significance. A sealant repair should be performed to prevent damage to the floor.
- .3 Foundation elements were not visible, hence it is unknown. Most likely it is cast in place concrete piles or shallow concrete footings. Concrete foundation might be subject to sulphate deterioration. Sulphate is present in Winnipeg soil, and prior to 1964 concrete mixes for the elements that were in contact with soil were not sulphate resistance.

.5 **Front Entrance**

- .1 The main entrance is covered by a precast concrete canopy, which is supported by the building wall and two steel columns. There is a concrete pad at the ground level.
- .2 The North column is bent and there are cracks in the pad. Refer to photo 09. Column should be fixed as this bent might had undermined the capacity of the column to support loads.

Photos



Photo 01. Arena Interior Roof Structure

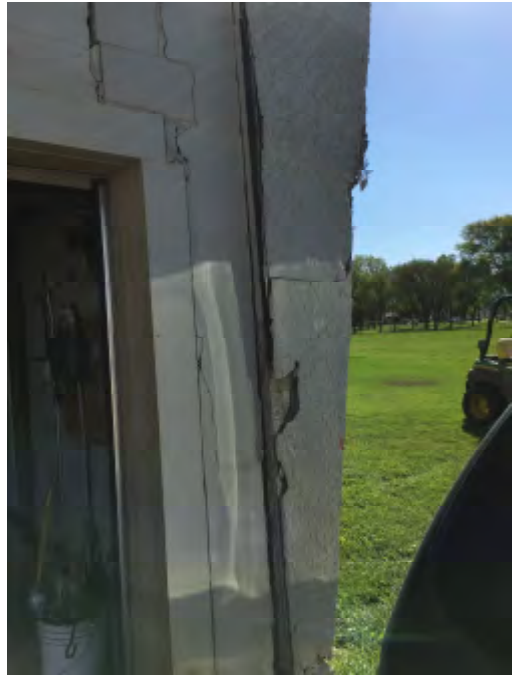


Photo 02. Damaged Column.



Photo 03. Damaged Ceiling.



Photo 04. Cracks in Masonry Wall.

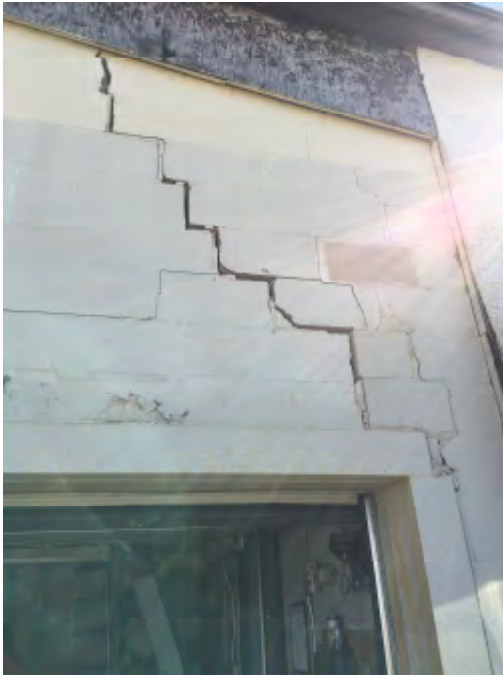


Photo 05. Damaged Wall.



Photo 06. Concrete Pad.



Photo 07. Door Frame Crack.

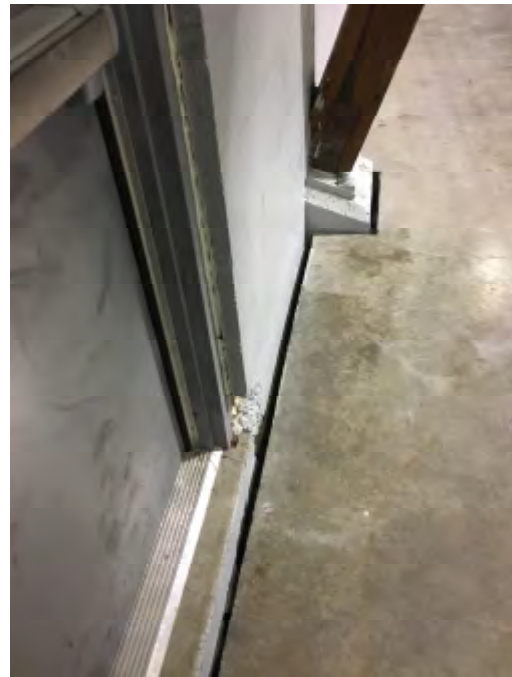


Photo 08. Floor Separation.



Photo 09. Front Entrance Bent Column.

Grant Park Recreation Campus Plan & Feasibility Study
Winnipeg, Manitoba

3.0 MECHANICAL BUILDING ASSESSMENTS– CHARLIE BARBOUR ARENA

3.1 Heating and Ventilation

- .1 *The HVAC Systems in the arena are simple and largely original to the building. The main arena exhaust systems utilize wall-mounted fans. These fans are leaky and should be fitted with motorized dampers to prevent drafts.*
- .3 The fresh air intakes incorporate ducted traps to prevent air spillage directly to the rink. These intakes should also be equipped with motorized dampers.
- .4 The rink is heated by four Reznor gas-fired unit heaters. It appeared that these unit heaters had new breaching recently installed.
- .5 The Rink was served by two Cimco Lewis electric dehumidification units.
- .6 Lobby and Dressing room heating is provided with two gas-fired Carrier furnaces. The Breaching for these furnaces has recently been upgraded and made new.

3.2 Plumbing systems

-
- .1 All plumbing systems appeared to have copper supply and vent piping, and cast iron drainage piping.
 - .2 Incoming water service appeared to be recently upgraded to include back-flow protection.
 - .3 Plumbing fixtures are dated, but all were functioning and operational.
 - .4 Urinals and water closets included flush valves.
 - .5 Hot and cold water plumbing supply lines were not insulated.
 - .6 Insulation should be installed to avoid energy loss and maintain line temperatures.
-

3.3 Refrigeration System

.1 Ice Plant

- .1 The building Ice Plant is served by two Freon compressors. It appeared that regular service was performed on these units and that both had been overhauled in the past 3 years.
- .2 The Brine Pump was operational, has been maintained.
- .3 A retrofitted ventilation system had been installed in the refrigeration room
- .4 The evaporative condenser for the Ice Plant is located on the roof, directly above the compressor room and has been receiving regular maintenance.

3.3 Summary

- .1 *In general, the mechanical components in the arena have been maintained due to the age of the building. This maintenance was essential to keeping the building operational. Maintenance to the Ice plant by Cimco was properly done but this Ice plant is operating beyond its functional life span.*
-



Exhaust vent from refrigeration plant



Exhaust cowl from Zamboni room



Reconditioned brine pump



Reconditioned compressor 1



Reconditioned compressor 2



Janitors sink



Lobby furnace with new breaching



New combined breaching



New breaching



Hot water tank



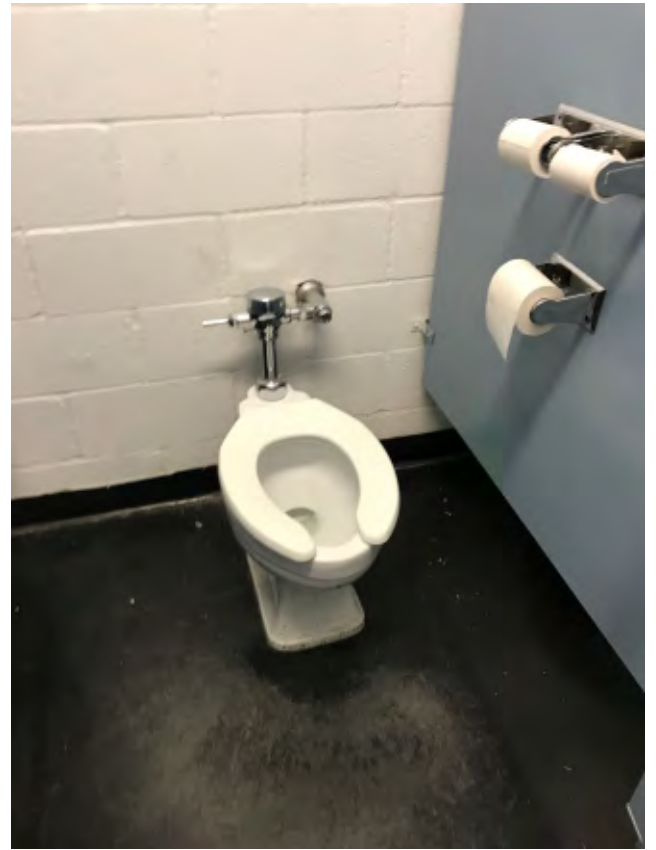
Reconditioned water piping



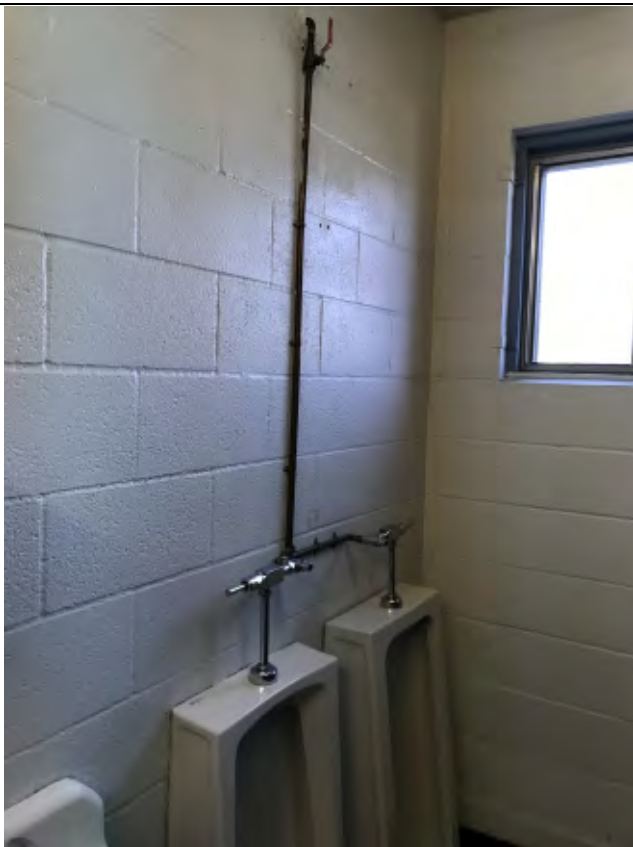
Hot water tank



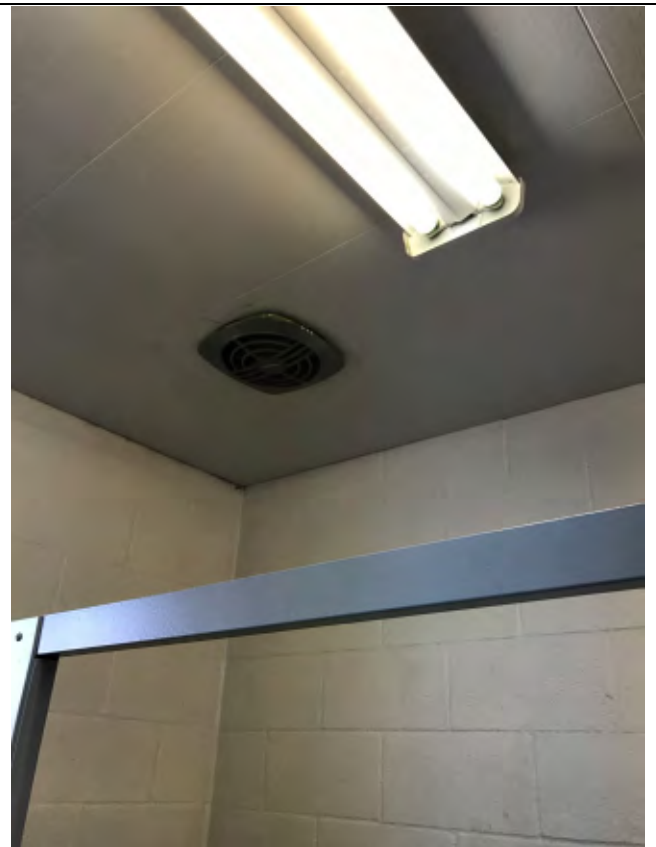
Typical washroom lavatory



Typical water closet



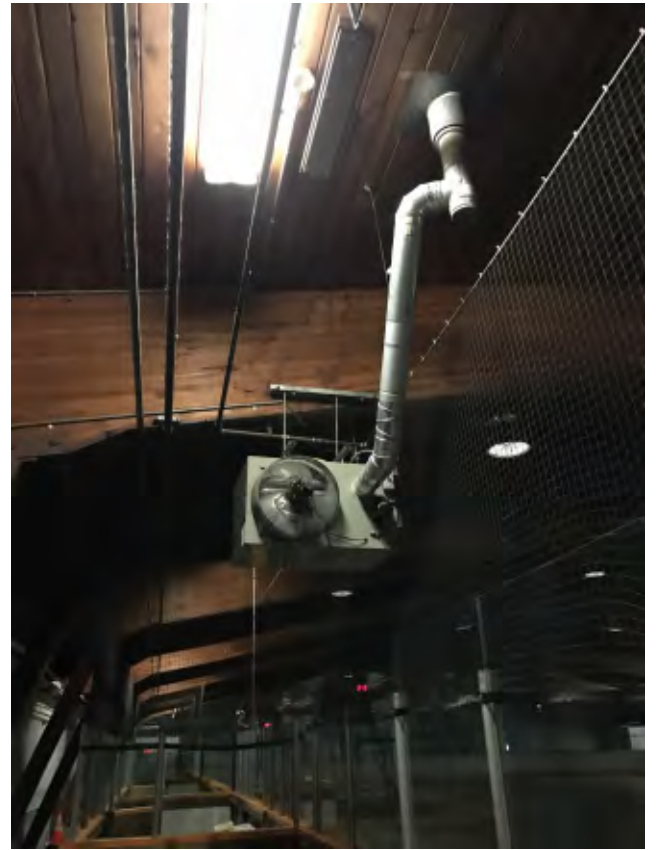
Urinals



Washroom exhaust fan



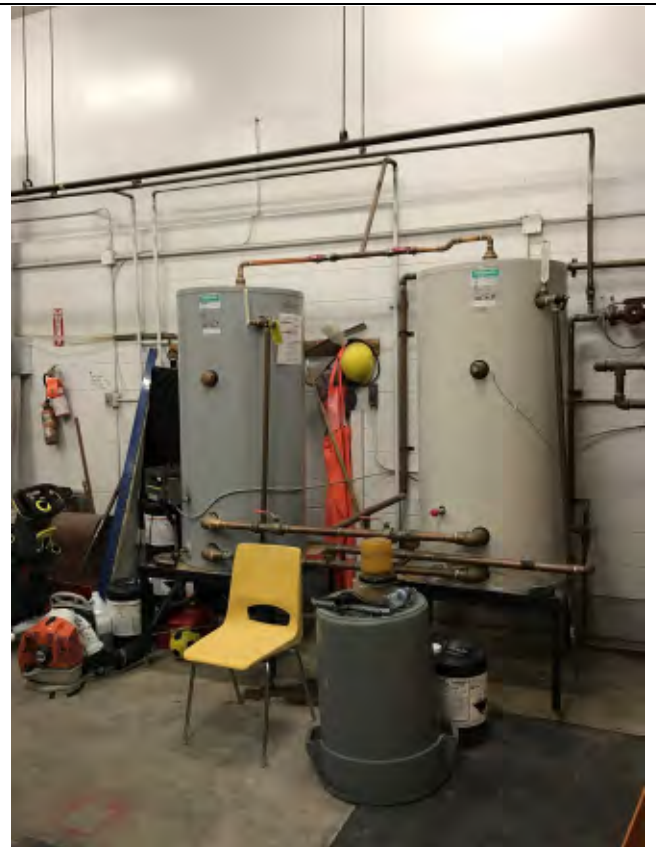
Rink fresh air intakes



Rink unit heaters



Zamboni room boiler



Zamboni room hot water tanks



Tail pipe exhaust fan



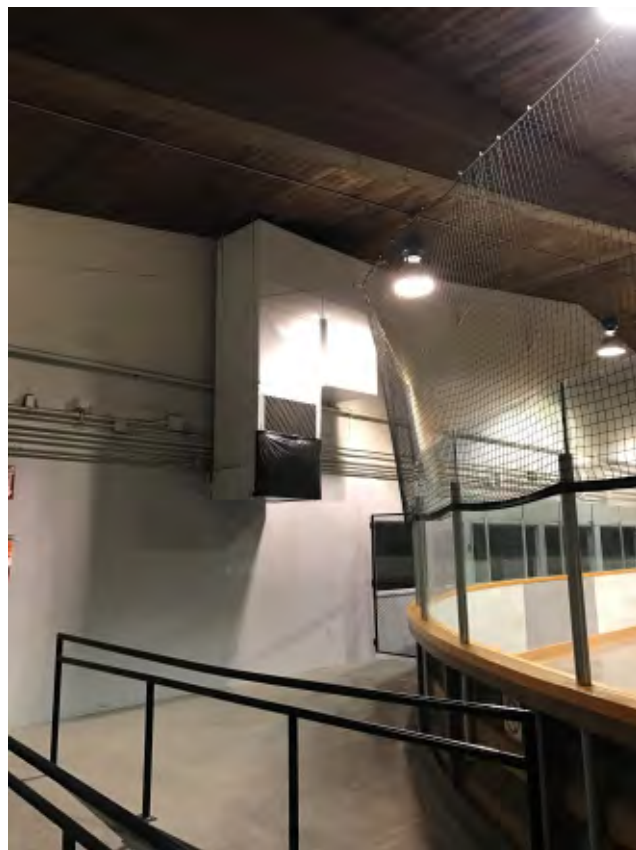
Rink unit heaters



Rink unit heater



Dehumidifier x2



Fresh air intake

ELECTRICAL BUILDING ASSESSMENTS – CHARLIE BARBOUR ARENA

4.02 Lighting

- .1 The existing interior lighting throughout the arena is mainly T8 fluorescent surface mount wrap and strip fixtures. It is recommended that the lighting be upgraded to LED as it is a more energy efficient means of lighting as well as offers greater flexibility with control and dimming
- .2 Ice surface lighting consists of HID high bay type fixtures. It is recommended that these fixtures be replaced with LED high bay type fixtures that can provide greater illumination as well as additional control options of either multi level lighting or dimming as required for different levels of competition or function
- .3 Exterior HID lighting is installed near man doors and overhead doors. It is recommended that the lighting be upgraded to LED type for greater energy efficiency as well as greater area and intensity of illumination

4.03 Power and Distribution

- .1 The existing 800 Amp 3 phase 4 wire Westinghouse electrical service is located within the ice surface area of the building. It is complete with an integral utility metering compartment and distribution section. An underground utility feed is provided to an 800A CSTE located directly outside the area of the electrical service.
- .2 Sub distribution panels are located throughout the building and are from a variety of manufacturers
- .3 All distribution is recommended for replacement as it has reached the end of its rated life.

4.04 Life Safety

.1 Fire alarm

- .1 The building is equipped with a Simplex conventional fire alarm system located in the front vestibule.
- .2 Smoke and heat detectors are located throughout the building. As well as pull stations at each exterior door. Pull stations were noted as being located at above a barrier free accessible mounting height.
- .3 Signals consist of horn type devices throughout. No visual signals were noted.
- .4 The fire alarm system is recommended for replacement and upgraded to an addressable system which meets all current code requirements. Visual signals should be incorporated in all areas to meet current Manitoba Building code requirements
- .5 It is also recommended that the fire alarm be upgraded to include CO detection as the building is equipped with gas fired HVAC equipment. Currently CO detection is only installed within the ice surface area and operates HVAC system when CO levels are high due to the use of a propane powered Zamboni

.2 Emergency/Exit Lighting

- .1 Limited emergency lighting is installed along egress pathways and within service rooms.
- .2 Remote head lamps are a variety of types fed from battery banks located throughout.

- .3 Exit signs are self contained type with red "EXIT" lettering
- .4 Emergency lighting is recommended to be upgraded to LED type remote heads to give a greater area of coverage as well as better illumination of egress paths. A minimum of 10 Lux is required along egress paths.
- .5 Existing exit signage does not meet current code and it is recommended that it be upgrade to "Running Man" pictogram type.

4.05 Summary

- .1 In general, the arena is in need of significant upgrades due the age of the systems, obsolesce of replacement parts, increased energy efficiency of newer systems, to meet current code and City of Winnipeg requirements. This is supported by the City of Winnipeg Assets Funding Report which identifies recommended upgrades and budget costs.

APPENDIX D

TRAFFIC IMPACT STUDY

Grant Park Recreation Campus Plan & Feasibility Study: Transportation Impact Study



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DRAFT REPORT

Transportation Impact Study for Grant Park Recreation Campus Plan & Feasibility Study

Submitted by

MORR Transportation Consulting Ltd.

Winnipeg, Manitoba

August 16, 2017

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Attachment A: Concept Plan for Grant Park Campus

Attachment B: Trip Generation, Distribution, and Assignment

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1 INTRODUCTION

1.1 Background

MORR Transportation Consulting Ltd., on behalf of HTFC Planning and Design has prepared this Transportation Impact Study (TIS) for the Grant Park Campus Plan and Feasibility Study. This report details the anticipated transportation impacts from the Campus Plan on the surrounding area.

1.2 Grant Park Recreation Campus Plan

The Grant Park Recreation Campus Plan and Feasibility Study provides the City of Winnipeg with a comprehensive framework plan for the redevelopment of the Grant Park area, as well as guidance and direction on future investments that support greater recreation opportunities and community wellbeing.

The study site includes the Pan Am Pool, Charles A. Barbour Arena, surrounding soccer fields, ancillary green spaces, and the Pan Am Clinic building complete with parking area. The plan, illustrated in Attachment 1, includes the following primary developments:

- Construction of a new 14,500 ft² library in the northwest corner of the site.
- Construction of a new 71,000 ft² community centre and twin ice surface arena at the south end of the site.
- Decommissioning and removal of the existing Charles A. Barbour Arena.

1.3 Study Area and Analysis Scope

The study area, scope, and approach for this study were developed in consultation with City of Winnipeg staff and are in accordance with the Transportation Impact Study Guidelines as outlined in the *2011 Draft City of Winnipeg Transportation Impact Study Guidelines*. Figure 1 illustrates the Grant Park Campus Area limits, the TIS study area, and the TIS intersection locations.

This study assesses weekday PM peak hour conditions for the existing conditions (2016) and anticipated build out plus five years (2025). The following describes the specific modelling scenarios:

- 2016 – Existing traffic volumes modelled on the existing road network;
- 2025 – Future background traffic volumes modelled on the future road network; and
- 2025 – Future background traffic and total development traffic modelled on the future road network.

The study assesses the vehicular operation for the seven intersections illustrated in Figure 1 using the methodology outlined in the *Highway Capacity Manual*, facilitated through the use of Synchro (version 9) software. In addition, this study also evaluates transit connections, active transportation facilities, and site access. Based on the future operations, recommended modifications to the transportation infrastructure are provided.



LEGEND

GRANT PARK CAMPUS AREA



STUDY AREA



STUDY INTERSECTIONS



2 EXISTING TRANSPORTATION NETWORK

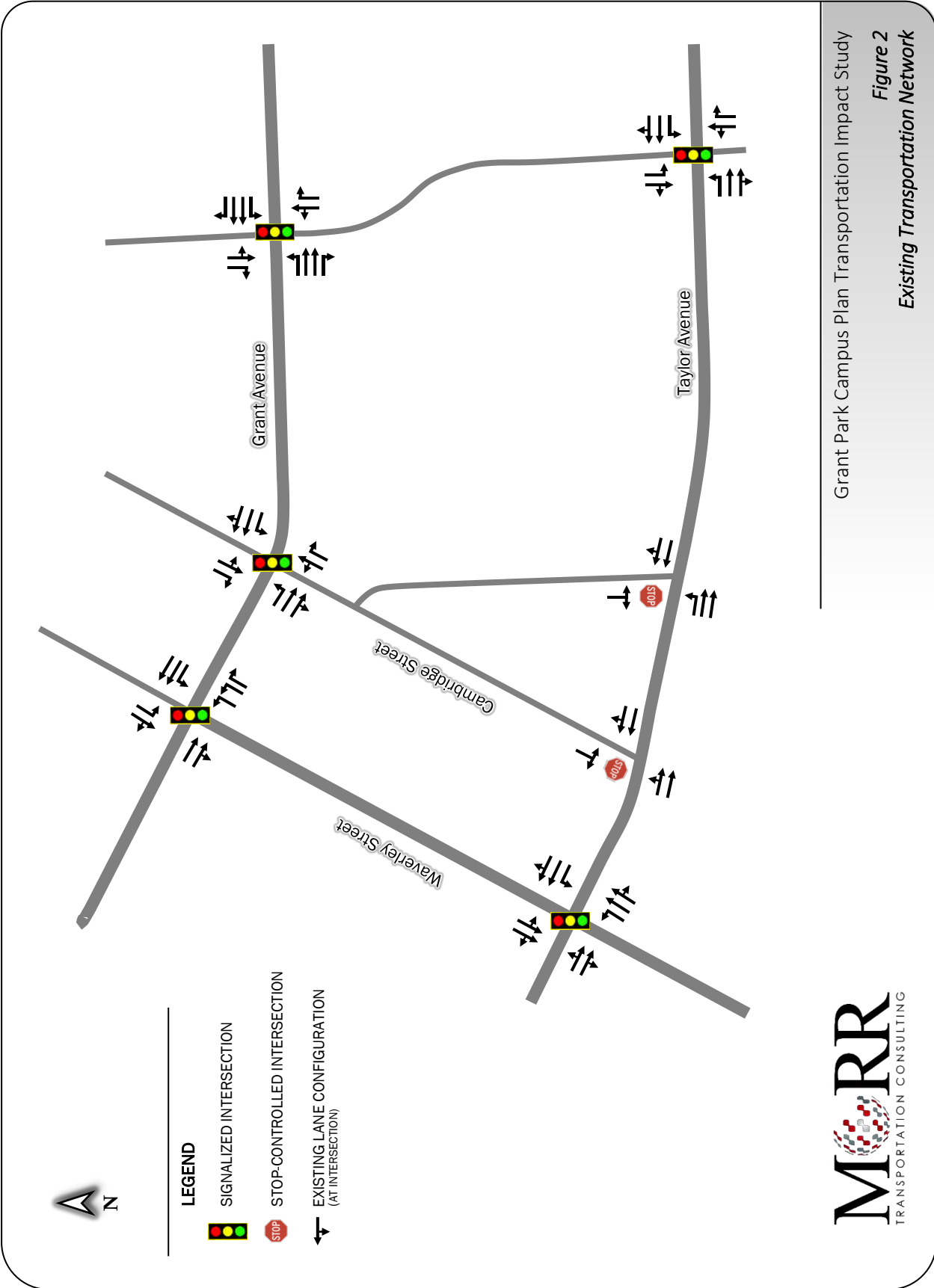
2.1 Roadway Network

Figure 2 illustrates the existing lane configurations and traffic control for the roadways and intersections included in the study. The following provides a description of the existing (2016) roadway network.

- **Grant Avenue** is an east-west minor arterial road with a four-lane urban cross-section. The most recent traffic count in the Grant Park Campus area indicates an average weekday daily traffic (AWDT) volume of 22,500¹. There is a posted speed limit of 50 km/h. Grant Avenue extends from the Perimeter Highway (PTH 100) in the west and connects to Pembina Highway east of the study area. Parking is not permitted along Grant Avenue within the study area.
- **Taylor Avenue** is an east-west minor arterial road with a four-lane urban cross-section. The most recent traffic count in the Grant Park Campus area indicates an AWDT volume of 25,000¹. There is a posted speed limit of 60 km/h. Taylor Avenue extends from Kenaston Boulevard in the west and connects to Pembina Highway east of the study area. Parking is not permitted along Taylor Avenue within the study area.
- **Waverley Street** is a north-south minor arterial road with a four-lane urban cross-section. The most recent traffic count in the Grant Park Campus area indicates an AWDT volume of 13,100¹. There is a posted speed limit of 50 km/h. Waverley Street is one-way southbound immediately north of the Grant Avenue intersection, however it operates two-way throughout the study area. In the northbound direction, there are NO STOPPING restrictions in place during the AM and PM peak periods.
- **Cambridge Street** is a north-south residential collector road with one through lane per direction. There is a speed limit of 50 km/h and parking is permitted along the curb in the southbound direction. The most recent traffic count indicates an AWDT volume of 6,820² (2016 traffic count) between Poseidon Bay and Grant Avenue and an average weekday daily traffic volume of 2,600² (2003 traffic count) between Ebby Avenue and Taylor Avenue.
- **Poseidon Bay** is a north-south commercial local road with one through lane per direction and a speed limit of 50 km/h. Parking is permitted along the curb in the southbound direction and in the northbound direction north of Hector Avenue. The most recent traffic count indicates an AWDT volume of 3,100² (2016 traffic count). Poseidon Bay directly fronts the Grant Park Campus area and connects Cambridge Street and Taylor Avenue.
- **Nathaniel Street** is a north-south residential collector road with one through lane per direction. There is a speed limit of 50 km/h and parking is permitted along the curb in the northbound direction. The most recent traffic count indicates an AWDT volume of 7,840² (2016).

¹ Traffic count volume obtained from the City of Winnipeg 2015 Traffic Flow Map.

² Based on average weekday traffic counts provided by the City of Winnipeg.



2.2 Background Traffic Volumes

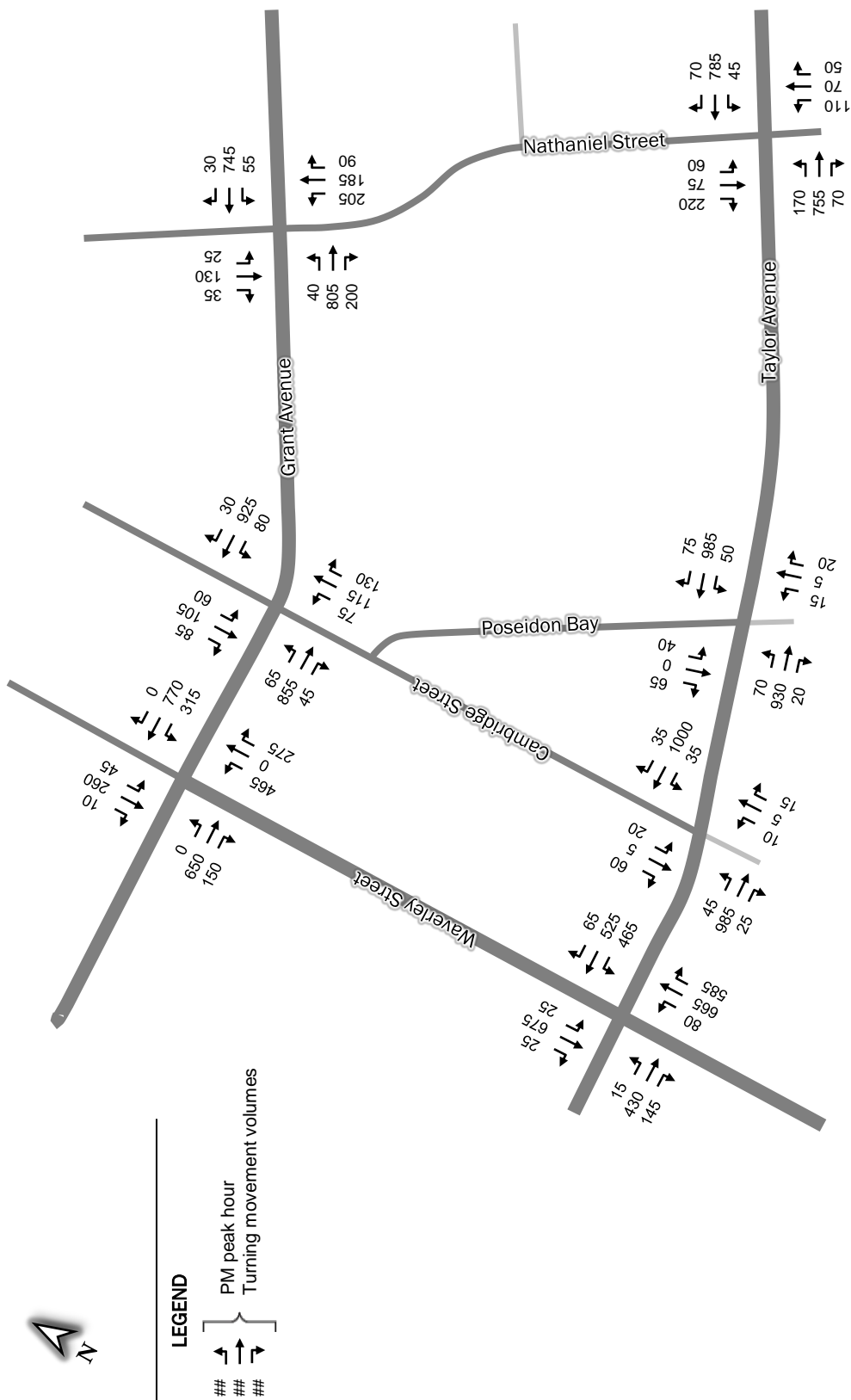
Intersection and roadway segment traffic volumes were obtained from the City of Winnipeg. **Table 1** outlines details of the count dates.

Table 1 – Traffic Count Dates

Intersection	Count Date	Count Source
Grant Avenue and Waverley Street	February 27, 2014	City of Winnipeg
Grant Avenue and Cambridge Street	May 7, 2015	City of Winnipeg
Grant Avenue and Nathaniel Street	January 17, 2013	City of Winnipeg
Taylor Avenue and Waverley Street	February 11, 2014	City of Winnipeg
Taylor Avenue and Cambridge Street	May 28, 2014	City of Winnipeg
Taylor Avenue and Poseidon Bay	January 7, 2009	City of Winnipeg
Taylor Avenue and Nathaniel Street	January 17, 2013	City of Winnipeg
Roadway Segment	Count Date	Count Source
Cambridge Street – Grant Ave to Poseidon Bay	November, 2016	City of Winnipeg
Nathaniel Street – Hector Ave to Taylor Ave	November, 2016	City of Winnipeg
Poseidon Bay – Ebby Ave to Taylor Ave	November, 2016	City of Winnipeg

Since these counts were conducted on numerous dates, the counts were rounded to the nearest five vehicles and balanced between intersections (where appropriate) to account for the difference in the year of count. Counts were not always balanced between intersections because there are several minor local streets (e.g., Mathers Avenue, Hector Avenue) that are not included in the study. Although the traffic volume from these streets is not significant, it will account for some minor fluctuations in the traffic volume arriving at the study area intersections.

The 2016 PM balanced peak hour volumes used as the baseline throughout the analysis are presented in *Figure 3*.



2.3 Transit Service

There are several transit routes and transit stops directly adjacent or within the vicinity of the Campus. A Park and Ride is also located across from the campus at Cambridge Street and Grant Avenue in the Bethesda Church parking lot, further encouraging alternative transportation options. The following transit bus routes service the study area:

- **Route 64 Lindenwoods Express** provides primarily north-south service between Lindenwoods and the Downtown. The route services the study area at the Grant and Cambridge stop. Bus service is scheduled approximately every 30 minutes during the AM peak period towards downtown and approximately every 30 minutes during the PM peak period towards Lindenwoods.
- **Route 65 Grant Express** provides primarily east-west service between Westdale and the Downtown. The route services the study area at the Grant and Cambridge stop. Bus service is scheduled approximately every 20 minutes during the AM and PM peak periods.
- **Route 66 Grant** provides primarily east-west service between Unicity / Polo Park and the Downtown. The route services the study area along Grant Avenue. Bus service is scheduled approximately every 10 minutes during the AM and PM peak periods.
- **Route 78 Crosstown West** provides primarily north-south service between the Polo Park area and the University of Manitoba. The route services the study area along Cambridge Street. Bus service is scheduled approximately every 20 minutes during the AM peak period and approximately every 10 minutes during the PM peak period.
- **Route 84 Whyte Ridge** provides primarily east-west service along the study area between Kenaston Boulevard and Pembina Highway, ultimately servicing the Lindenwoods and Whyte Ridge communities. The route services the study area along Grant Avenue. Bus service is scheduled approximately every hour.
- **Route 86 Whyte Ridge** provides primarily east-west service along the study area between Kenaston Boulevard and Pembina Highway, ultimately servicing the Lindenwoods and Whyte Ridge communities. The route services the study area along Grant Avenue. Bus service is scheduled approximately every hour. There is a route change planned to occur in the fall of 2017. This route will go southward at Cambridge instead of connecting to Kenaston. The new route will traverse Waverley to Taylor to Cambridge to Grant.
- **Route 95 Tuxedo Riverview** provides primarily east-west service along the study area between Polo Park, Assiniboine Park, and the Riverview area. The route encircles the study area along Poseidon Bay, Grant Avenue, and Nathaniel Street. Bus service is scheduled approximately every 30 minutes during the AM and PM peak periods.

2.4 Cycling Facilities

The only existing cycling infrastructure that is part of the AT network within the study area is the multi-use path along the south side of Taylor Avenue. This path connects the multi-use path on Waverley Street to the bike lanes on Harrow Street. As part of the Waverley Street Underpass project, construction is scheduled for a new off-street path on the north side of Taylor Avenue to the west of Waverley Street as well as a connection on Waverley Street between Taylor and Mathers Avenue. These facilities are illustrated in Figure 4.



Image Source: Google Street View 2016
Multi-use path on south side of Taylor Avenue

The Winnipeg Pedestrian and Cycling Strategies (Urban Systems 2014) indicate the following cycling facility construction improvement priorities in the area:

- Cambridge Street bike boulevard connecting north-south between Mathers Avenue and Wellington Crescent (moderate to high priority);
- Mathers Avenue bike boulevard connecting east-west between Lindsay Street and Cambridge Street (moderate priority);
- Nathaniel Street bike boulevard connecting north-south between Fleet Avenue and Taylor Avenue (low to moderate priority);
- Grant Avenue connecting east-west between Shaftesbury Boulevard and Pembina Highway (proposed corridor study).

2.5 Pedestrian Facilities

There are currently sidewalks provided on both sides of the street along Waverley Street, Grant Avenue, Taylor Avenue, and Nathaniel Street. There are sidewalks on one side of the street along Cambridge Street and Poseidon Bay. There is a pedestrian corridor on Nathaniel Street approximately 190 metres south of Grant Avenue which provides connection between the campus and Grant Park Mall. These facilities are illustrated in Figure 4.



LEGEND

EXISTING OFF-STREET PATH

PROPOSED BIKE BOULEVARD

CORRIDOR STUDY

BIKE PARKING

SPECIAL CROSSWALK

SIGNALIZED INTERSECTION

TRANSIT STOP



3 FUTURE BACKGROUND CONDITIONS

3.1 Future Transportation Network Modifications

The main modifications to the future study area road network are a result of the Waverley Underpass project. The primary objective of the project is to provide a grade separated crossing for Waverley Street at the CN Rivers Rail Line, and improve the transportation network reliability. This work will also include significant intersection improvements to the Waverley Street / Taylor Avenue intersection and Waverley Street / Grant Avenue intersection. Additionally, Taylor Avenue will be twinned to the west of the study area between Lindsay Street and Waverley Street. Construction on the Waverley Underpass project began in early 2017 and is anticipated to be completed by 2020.

City of Winnipeg Public Works was consulted to determine any additional planned roadway improvements. The only planned roadway repairs (within the next five years) within the study area are intersection surface repairs at the Grant Avenue and Nathaniel Street intersection, however this is not anticipated to impact geometry or capacity at the intersection.

No major changes are currently proposed to the transit network in the study area (other than minor route changes to Route 86 described in Section 2.3).

3.2 Future Background Traffic Volumes

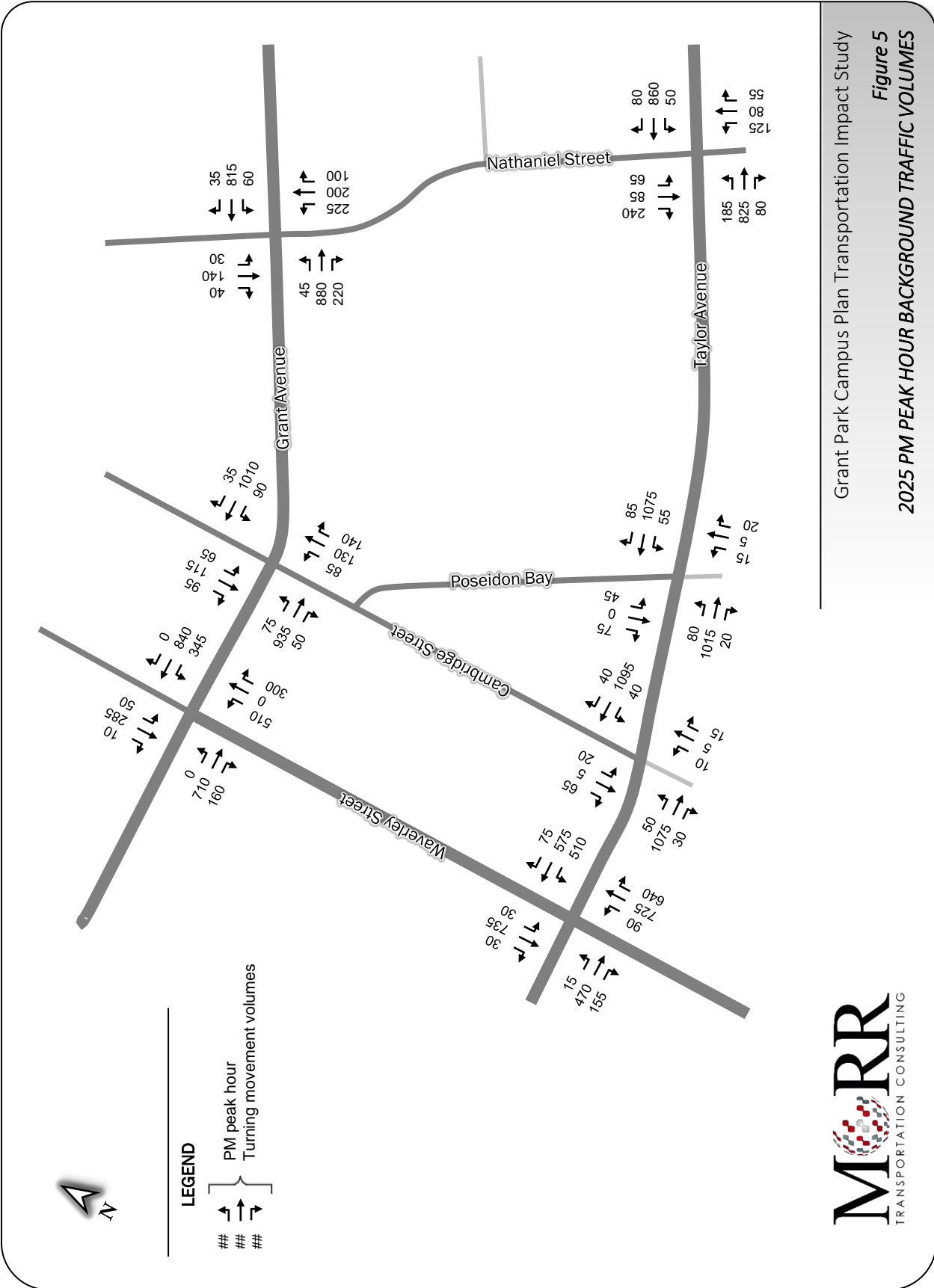
Future background traffic comprises two components:

- Traffic increases related to additional through traffic growth on the roadway network; and
- Traffic increases related to other proposed developments in the immediate area.

Discussions with the City of Winnipeg indicated that a traffic growth rate of 1.0% on the arterial roadways (Grant Avenue, Taylor Avenue, and Waverley Street) is appropriate. Analysis of 2011 and 2006 census data for the River Heights Community Area indicates an annual growth rate of 0.2%. This study applies an annual growth rate of 0.5% to forecast future background traffic growth on the local and collector streets within the study area.

City of Winnipeg staff were consulted to determine what additional developments, if any, would be likely to directly impact traffic volumes in the study area. City staff advised that the main development-related impact would be from the build out of the Grant Park Pavillions and the Parker Lands Redevelopment Site. Grant Park Pavillions is a 1,000,000 plus square foot mixed-use infill development, anchored by the recently constructed Walmart Supercentre and located on the south side of Taylor Avenue between Wilton Street and Nathaniel Street. The Parker Redevelopment Site has a focus on developing a sustainable in-fill residential neighbourhood situated on the south side of the CN rail line. Traffic increases from these developments are assumed to be included in the future background traffic growth and are not explicitly calculated in this analysis.

Figure 5 presents the projected 2025 background traffic volumes in the study area, based on applying the annual growth factor to the 2016 background traffic volumes.



4 Grant Park Campus Plan

4.1 Trip Generation

Expected vehicular trips for components of the Campus Plan were calculated based on equations published in the Institute of Transportation Engineers (ITE) publication, *Trip Generation* (7th Edition). Trip generation is calculated for the following Campus developments:

- **Library** – Trips for the new 14,500 square foot library are estimated based on the ITE Trip Generation Manual (ITE code 590).
- **Community Centre/Arena** - Trips for the new 71,000 square foot community centre were estimated based on the ITE Trip Generation Manual (ITE code 495).
- **Charles A. Barbour Arena** – The Charles A. Barbour Arena is being removed, however the parking lot will remain with approximately the same number of parking stalls. It is assumed there will be minimal impacts to vehicular volumes because the parking lot will attract similar traffic volumes to the campus for other uses.

Table 2 illustrates the trip generation rates and directional distribution of entering / exiting trips for these land uses

Table 2 – Trip Generation Rates and Directional Distributions

Land Use	Units	PM trips			Daily trips		
		Trip Rate	% in	% out	Trip Rate	% in	% out
Library	14,500 ft ²	$\ln(T) = 0.87 \ln(X) + 2.27$	48	52	$\ln(T) = 0.68 \ln(X) + 5.04$	50	50
Community Centre	71,000 ft ²	2.39 per 1000 ft ²	40	60	22.88 per 1000 ft ²	50	50

Table 3 illustrates the total number of trips estimated for the Campus Plan developments. To confirm and verify the trip estimates, a one-day count was conducted at the Louis Riel Library and Jonathan Toews Community Centre. The Louis Riel Library and Jonathan Toews Community Centre are approximately the same size and serve similar uses as the proposed library and Community Centre at Grant Park. The observed count indicates similar values to the trip generation estimate and confirm the estimates validity. The trip generation estimates are used throughout the analysis.

Table 3 – Estimated Total Number of Trips Generated by the Proposed Development

Land Use	PM trips			Daily trips		
	in	out	total	in	out	total
Library	48	52	100	476	476	952
Community Centre	68	102	170	812	812	1624
Total Proposed Development	116	154	270	1288	1288	2576
Dakota Community Centre and Louis Riel Library check	102	133	235	1201	1201	2402

4.2 Trip Distribution and Assignment

Trip distribution was based on an analysis of the development catchment neighborhoods and their relative populations. A map of the catchment neighbourhoods for the library and community centre are provided in Attachment 2. The trip distribution was assigned as follows:

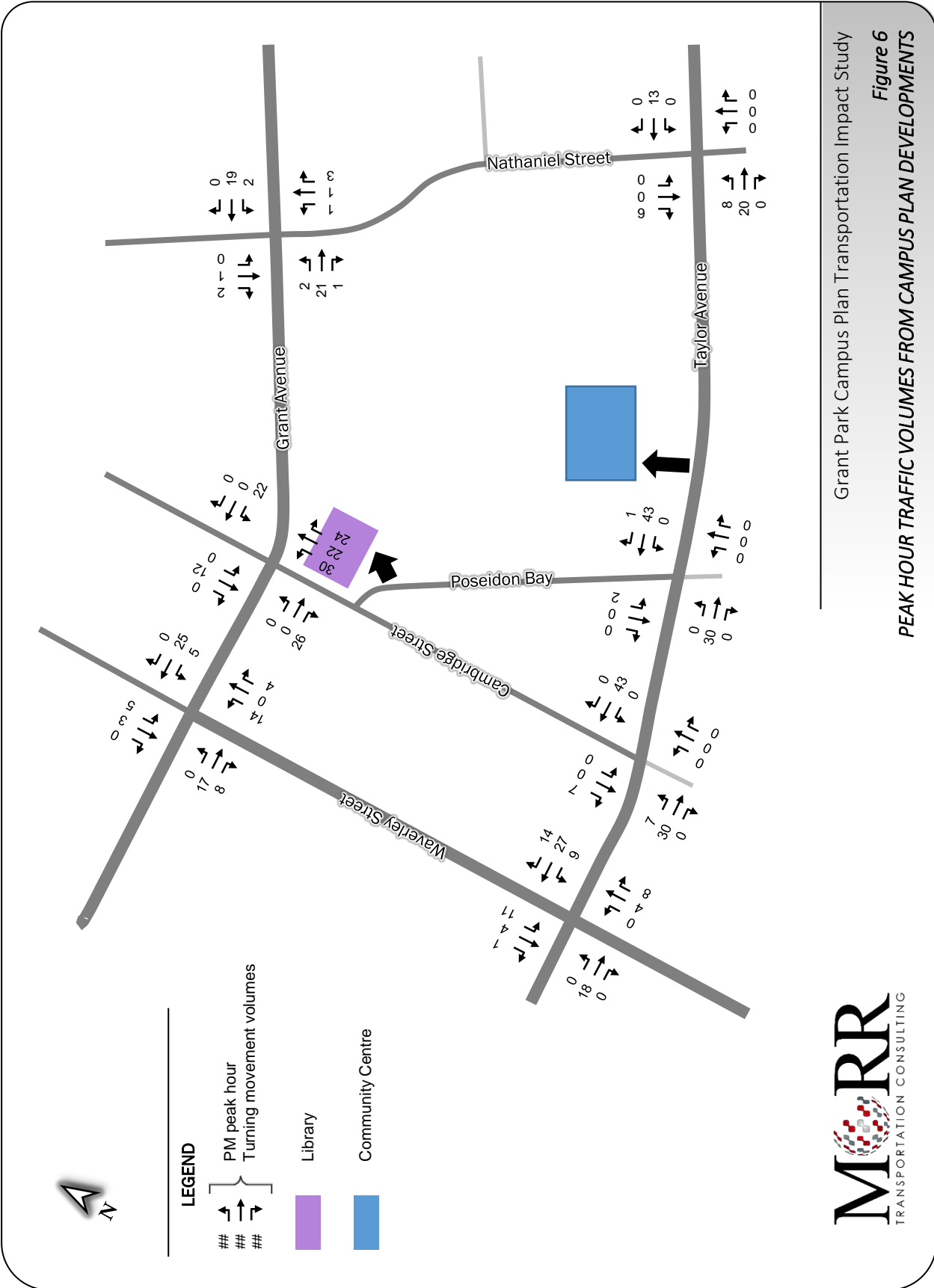
Library

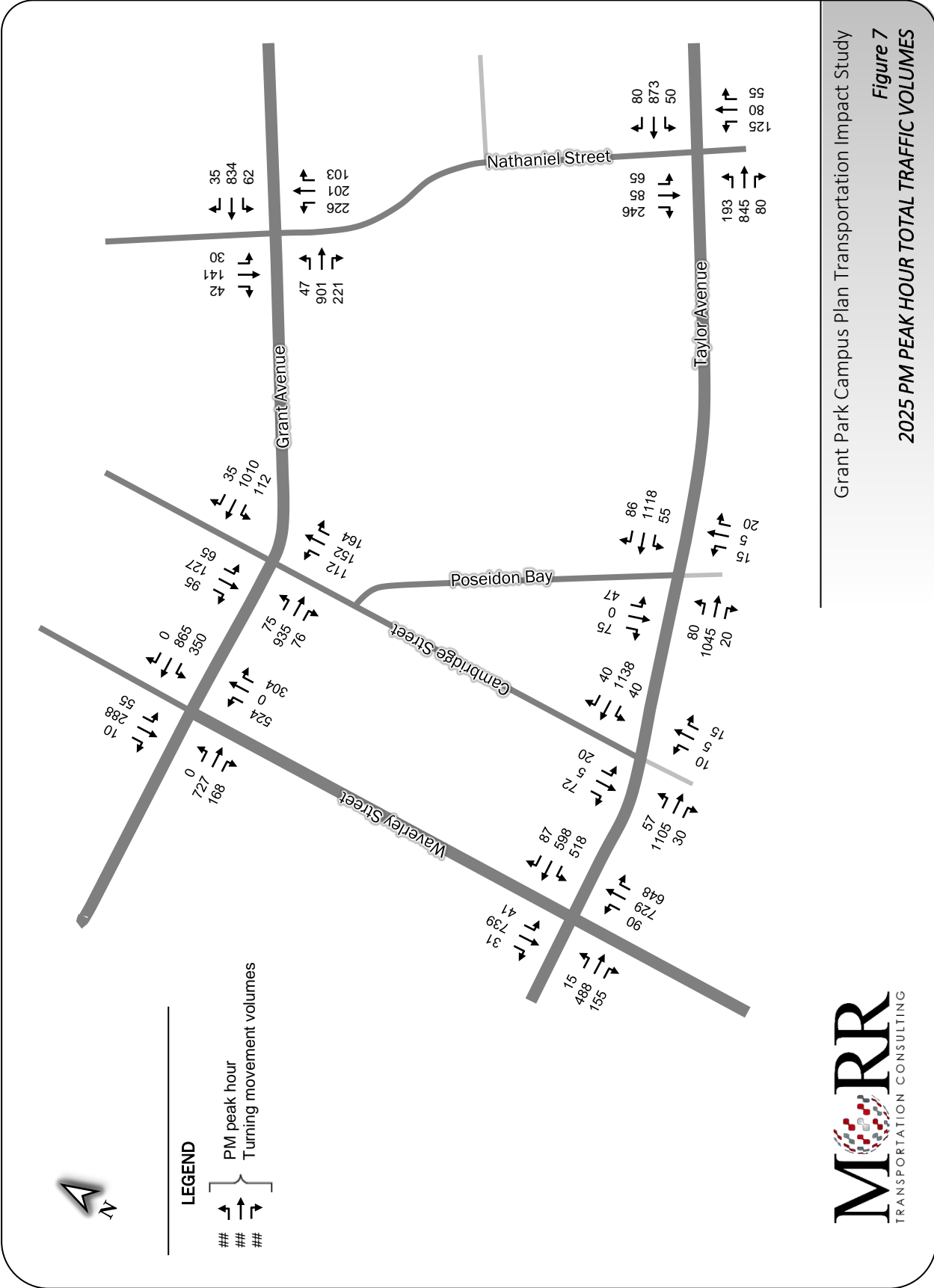
- 35% of trips to/from neighborhoods to the northwest/west of the study area (Sir John Franklin, J.B. Mitchell, Mathers, and North, Central and South River Heights);
- 16% of trips to/from neighborhoods to the north of the study area (Wellington Crescent, Crescentwood, Rockwood);
- 29% of trips to/from neighborhoods to the northeast/east of the study area (Grant Park, Earl Grey, Ebby-Wentworth, Roslyn, McMillan);
- 21% of trips to/from neighborhoods to the southwest of the study area (Brockville, Linden Woods).

Community Centre

- 60% of trips to/from neighborhoods to the northwest/west of the study area (Sir John Franklin, J.B. Mitchell, Mathers, and North, Central and South River Heights);
- 27% of trips to/from neighborhoods to the north of the study area (Wellington Crescent, Crescentwood, Rockwood);
- 10% of trips to/from neighborhoods to the east of the study area (Grant Park);
- 3% of trips to/from neighborhoods to the southwest of the study area (Brockville).

Trips were assigned to the road network based on the trip distribution and available/feasible road connections from each neighborhood to the study area. Figure 6 illustrates the traffic volumes associated with the Grant Park library and community centre developments and Figure 7 illustrates the anticipated 2025 total traffic volumes (background traffic and Campus Plan development traffic). A detailed summary of the trip distribution and assignment methods is provided in Attachment 2.





5 VEHICLE TRAFFIC ANALYSIS

Traffic operations at the study area intersections during the PM peak hour were analyzed based on the methodology outlined in the U.S. Transportation Research Board's *Highway Capacity Manual* (HCM) 2000 edition, using the Synchro (version 9) software package. For the signalized intersection analyses, the HCM level of service (LOS)³, intersection capacity utilization (ICU) LOS⁴, average vehicular delay, and volume-to-capacity (v/c) ratio were noted. In addition, the LOS, delay, and v/c ratio for any critical movements⁵ were identified. For the unsignalized intersections, the LOS, delay, and v/c ratios were identified for the stop-controlled movements. The LOS for every individual movement is provided in the Synchro reports within **Attachment D**.

This study assesses weekday PM peak hour conditions for the existing conditions (2016) and anticipated year of full build out plus five years (2025). The following describes the specific modelling scenarios:

- 2016 – Existing traffic volumes modelled on the existing road network;
- 2025 – Future background traffic volumes modelled on the existing road network; and
- 2025 – Future background traffic and total development traffic modelled on the future road network.

The analysis of existing conditions reflects the existing lane configurations and traffic control at the intersections as of 2016. The existing geometric and traffic control configurations were carried forward into the future conditions analyses unless otherwise noted.

³ Highway Capacity Manual Level of Service is a measure qualifying the amount of delay experienced by motorists, expressed either for specific turning movements or for the intersection as a whole. A more detailed explanation of HCM LOS is provided in **Attachment C**.

⁴ Intersection Capacity Utilization Level of Service indicates how an intersection is functioning and how much extra capacity is available to handle traffic fluctuations and incidents. A more detailed explanation of ICU LOS is provided in **Attachment C**.

⁵ Critical movements are defined as:

- any through movement, or shared through/turning lane, with a v/c greater than 0.85; or
- any exclusive turning lane with a v/c greater than 0.90; or
- Queues for an individual movement are projected to exceed available turning lane storage length at 95th percentile queue length.

5.1 Waverley Street and Taylor Avenue

Existing and projected future traffic operations at Waverley Street and Taylor Avenue are summarized in **Table 4**. This intersection is being reconfigured as part of the Waverley Street Underpass project, expected to be completed in 2020. The new configuration is incorporated into the analysis of the 2025 scenarios.

Table 4 – Intersection Operations (Waverley Street and Taylor Avenue)

Peak Period	Scenario	Overall Intersection			Critical Movements ¹			
		HCM LOS	ICU LOS	Delay (sec/veh)	Movement	HCM LOS	Delay (sec/veh)	v/c
PM	2016 Existing	E	H	55.9	EBT	F	132.3	1.12
					WBL	E	78.1	0.99
					NBT	D	45.5	0.90
	2025 Background	C	D	27.5	none	---	---	---
	2025 Total	C	D	28.1	none	---	---	---

¹ Critical movements are defined as: (1) any through movement, or shared through/turning lane, with a v/c greater than 0.85; (2) any exclusive turning lane with a v/c greater than 0.90; or (3) 95th percentile queue lengths exceeding available storage.

The intersection of Waverley Street and Taylor Avenue currently operates at a poor level of service (LOS E) during the PM peak hour. Due to the intersection modifications as part of the Waverley Street Underpass project, intersection operations are anticipated to improve in future years. The addition of background growth and Grant Park Campus development traffic is not expected to significantly impact overall intersection operations.

The operational analysis indicates that no modifications are necessary for this intersection.

5.2 Taylor Avenue and Cambridge Street

5.2.1 Intersection Operations

Existing and projected future traffic operations at Taylor Avenue and Cambridge Street are summarized in **Table 5**.

Table 5 – Intersection Operations (Taylor Avenue and Cambridge Street)

Peak Period	Scenario	Approach	HCM LOS	ICU LOS	Delay (sec/veh)	v/c	95th Percentile Queue (m)
PM	2016 Existing	SB on Cambridge	C	---	24.1	0.33	11
		Overall intersection	---	B	---	---	---
	2025 Background	SB on Cambridge	D	---	29.1	0.40	15
		Overall intersection	---	B	---	---	---
	2025 Total	SB on Cambridge	D	---	31.6	0.44	17
		Overall intersection	---	B	---	---	---

The intersection of Taylor Avenue and Cambridge Street currently operates at an acceptable level of service (LOS B) with no critical movements identified. Under future conditions and with additional traffic

from the Grant Park Campus development, the southbound approach is projected to reach LOS D, however it will still operate well below capacity and with minimal queueing.

5.2.2 Signalization Warrants

The Transportation Association of Canada (TAC) provides a signalization warrant methodology in the *Traffic Signal and Pedestrian Signal Head Warrant Handbook*⁶. This methodology presents a cumulative warrant points system which takes into consideration factors such as vehicle/vehicle conflicts, vehicle/pedestrian conflicts, and roadway characteristics. A score of 100 or more cumulative warrant points is considered the minimum value required to warrant a traffic control signal. Although the methodology alone is generally not sufficient background for the installation of a traffic control signal, it can be used as a priority indicator and when paired with safety, operational, and physical considerations, may justify the installation of a traffic control signal.

The traffic volumes used for the signalization warrant procedure were developed using a conservative approach, which considered the intersection of Taylor Avenue and Cambridge Street in isolation of the other intersections. The procedure requires traffic volumes for the AM peak, mid-day, and PM peak periods. To obtain the traffic volumes, a raw 6-hour count conducted at this intersection in 2014 was projected to the year 2025 using the 1.0% annual growth rate assumed in this study. Since this count only includes the AM and PM peak periods, the mid-day period traffic was determined based on the ratio between AM peak traffic and mid-day traffic for the count conducted at Taylor Avenue and Poseidon Bay.

The warrant analysis was also completed for an additional scenario with future Grant Park Campus development traffic added. Pedestrian volumes were not available for the intersection and therefore were not considered for this warrant. The results of the signal warrant analysis are outlined in **Table 6**.

Table 6 – Signal Warrant Assessment (Taylor Avenue and Cambridge Street)

Scenario	Warrant Justification	Warrant threshold	Warrant Point Score			Warrant met
			Vehicle	Pedestrian	Total	
2025 Background Traffic	TAC cumulative warrant points	100	85	-	85	No
2025 Background + Grant Park Campus Development Traffic	TAC cumulative warrant points	100	92	-	92	No

The signal warrant analysis reveals that the warrant threshold of 100 points would not be met. **Attachment E** provides the traffic signal warrant analysis sheets.

5.2.3 Intersection Summary

The operational and signal warrant analysis indicates that no modifications are necessary for this intersection.

⁶ Guebert, A., Keenan, D., and Swanson, A. (2014). *Traffic Signal and Pedestrian Signal Head Warrant Handbook*. Transportation Association of Canada.

5.3 Taylor Avenue and Poseidon Bay

5.3.1 Intersection Operations

Existing and projected future traffic operations at Taylor Avenue and Poseidon Bay are summarized in **Table 7**.

Table 7 – Intersection Operations (Taylor Avenue and Poseidon Bay)

Peak Period	Scenario	Approach	HCM LOS	ICU LOS	Delay (sec/veh)	v/c	95th Percentile Queue (m)
PM	2016 Existing	SB on Poseidon	E	---	40.1	0.54	23
		Overall intersection	---	A	---	---	---
	2025 Background	SB on Poseidon	F	---	65.9	0.73	37
		Overall intersection	---	B	---	---	---
	2025 Total	SB on Poseidon	F	---	80.5	0.80	42
		Overall intersection	---	B	---	---	---

The intersection of Taylor Avenue and Poseidon Bay currently operates at an overall acceptable level of service (ICU LOS A). However, the stop-controlled southbound approach operates at LOS E with average delays of approximately 40 seconds per vehicle.

Under future conditions and with additional traffic from the Grant Park Campus development, the southbound approach is projected to deteriorate to LOS F and experience increases in average delay up to 80 seconds per vehicle.

5.3.2 Signalization Warrants

As is the case with the Taylor Avenue and Cambridge Street intersection, the TAC signalization warrant methodology is used at this intersection.

The traffic volumes used for the signalization warrant procedure were developed using a conservative approach, which considered the intersection of Taylor Avenue and Poseidon Bay in isolation of the other intersections. To obtain the traffic volumes, a raw 6-hour count conducted at this intersection in 2009 was projected to the year 2025 using the 1.0% annual growth rate assumed in this study. Pedestrian volumes were not available for the intersection and therefore were not considered for this warrant. The results of the signal warrant analysis are outlined in **Table 8**.

Table 8 – Signal Warrant Assessment (Taylor Avenue and Poseidon Bay)

Scenario	Warrant Justification	Warrant threshold	Projected PM Peak Hour Points			Warrant met
			Vehicle	Pedestrian	Total	
2025 Intersection Traffic	TAC cumulative warrant points	100	109	-	109	Yes

The signal warrant analysis reveals that at the 2025 horizon, traffic signals would be warranted at this intersection. Future development of the Grant Park Campus at the 2025 horizon will result in additional traffic to the Taylor Avenue and Poseidon Bay intersection and further deteriorate the predicted

operations. Additionally, the inclusion of pedestrian traffic in the analysis would increase the warrant point score. The projected intersection operations under traffic signal control are summarized in **Table 9**.

Table 9 – Future Signalized Operations (Taylor Avenue and Poseidon Bay)

Peak Period	Scenario	Overall Intersection			Critical Movements ¹			
		HCM LOS	ICU LOS	Delay (sec/veh)	Movement	HCM LOS	Delay (sec/veh)	v/c
PM	2025 Total	A	B	9.6	none	---	---	---

¹ Critical movements are defined as: (1) any through movement, or shared through/turning lane, with a v/c greater than 0.85; (2) any exclusive turning lane with a v/c greater than 0.90; or (3) 95th percentile queue lengths exceeding available storage.

With traffic signals in place, the intersection is expected to operate at a good overall level of service (LOS A) during the PM peak period, with no critical movements identified.

The existing left turn lane bay in the eastbound Taylor Avenue approach is approximately 20 m. The 95th percentile queue in the eastbound direction is approximately 8 m during the PM peak period and can be accommodated within the current left turn bay.

5.3.3 Intersection Summary

The intersection operations analysis indicates that the southbound approach on Poseidon Bay will operate with excessive delays in the future conditions with two-way stop control. The signal warrant analysis reveals that signals will be warranted at this intersection at the 2025 horizon. With traffic signals in place, the intersection is expected to operate at a good overall level of service (LOS A) during the PM peak hour, with no critical movements identified.

Currently there is a LEFT TURN PROBITED sign in effect during the AM peak hour. With traffic signals in place and the addition of the community centre and library this prohibition should be removed.

5.4 Taylor Avenue and Nathaniel Street

Existing and future traffic operations at Taylor Avenue and Nathaniel Street are summarized in **Table 10**.

Table 10 – Intersection Operations (Taylor Avenue and Nathaniel Street)

Peak Period	Scenario	Overall Intersection			Critical Movements ¹			
		HCM LOS	ICU LOS	Delay (sec/veh)	Movement	HCM LOS	Delay (sec/veh)	v/c
PM	2016 Existing	C	B	23.2	none	---	---	---
	2025 Background	C	C	25.3	none	---	---	---
	2025 Total	C	C	25.9	none	---	---	---

¹ Critical movements are defined as: (1) any through movement, or shared through/turning lane, with a v/c greater than 0.85; (2) any exclusive turning lane with a v/c greater than 0.90; or (3) 95th percentile queue lengths exceeding available storage.

The intersection of Taylor Avenue and Nathaniel Street currently operates at a good level of service (LOS C) during the PM peak hour. The addition of background growth and Grant Park Campus development traffic is not expected to significantly impact overall intersection operations.

The operational analysis indicates that no modifications are necessary for this intersection.

5.5 Grant Avenue and Waverley Street

Existing and future traffic operations at Grant Avenue and Cambridge Street are summarized in **Table 11**. This intersection is being reconfigured as part of the Waverley Street Underpass project, expected to be completed in 2020. The new configuration is incorporated into the analysis of the 2025 scenarios.

Table 11 – Intersection Operations (Grant Avenue and Waverley Street)

Peak Period	Scenario	Overall Intersection			Critical Movements ¹			
		HCM LOS	ICU LOS	Delay (sec/veh)	Movement	HCM LOS	Delay (sec/veh)	v/c
PM	2016 Existing	E	E	55.3	EBT	F	92.4	1.06
					WBL	F	99.2	1.02
	2025 Background	D	D	39.7	EBT	D	50.6	0.86
	2025 Total	D	D	40.5	EBT	D	52.3	0.88

¹ Critical movements are defined as: (1) any through movement, or shared through/turning lane, with a v/c greater than 0.85; (2) any exclusive turning lane with a v/c greater than 0.90; or (3) 95th percentile queue lengths exceeding available storage.

The intersection of Waverley Street and Grant Avenue currently operates at a poor level of service (LOS E) during the PM peak hour. Due to the intersection modifications as part of the Waverley Street Underpass project, intersection operations are anticipated to improve in future years to LOS D.

The addition of background growth and Grant Park Campus development traffic is not expected to significantly impact overall intersection operations.

The operational analysis indicates that no modifications are necessary for this intersection.

5.6 Grant Avenue and Cambridge Street

Existing and future traffic operations at Grant Avenue and Cambridge Street are summarized in **Table 12**.

Table 12 – Intersection Operations (Grant Avenue and Cambridge Street)

Peak Period	Scenario	Overall Intersection			Critical Movements ¹			
		HCM LOS	ICU LOS	Delay (sec/veh)	Movement	HCM LOS	Delay (sec/veh)	v/c
PM	2016 Existing	B	C	14.1	none	---	---	---
	2025 Background	B	D	14.9	none	---	---	---
	2026 Total	B	E	17.0	none	---	---	---

¹ Critical movements are defined as: (1) any through movement, or shared through/turning lane, with a v/c greater than 0.85; (2) any exclusive turning lane with a v/c greater than 0.90; or (3) 95th percentile queue lengths exceeding available storage.

The intersection of Grant Avenue and Cambridge Street currently operates at a good level of service (LOS B) during the PM peak hour with no critical movements identified. The addition of background growth and Grant Park Campus development traffic is not expected to significantly impact overall intersection operations.

The operational analysis indicates that no modifications are necessary for this intersection.

5.7 Grant Avenue and Nathaniel Street

Existing and future traffic operations at Grant Avenue and Nathaniel Street are summarized in **Table 13**.

Table 13 – Intersection Operations (Grant Avenue and Nathaniel Street)

Peak Period	Scenario	Overall Intersection			Critical Movements ¹			
		HCM LOS	ICU LOS	Delay (sec/veh)	Movement	HCM LOS	Delay (sec/veh)	v/c
PM	2016 Existing	C	C	20.2	none	---	---	---
	2025 Background	C	D	21.5	none	---	---	---
	2026 Total	C	D	21.8	none	---	---	---

¹ Critical movements are defined as: (1) any through movement, or shared through/turning lane, with a v/c greater than 0.85; (2) any exclusive turning lane with a v/c greater than 0.90; or (3) 95th percentile queue lengths exceeding available storage.

The intersection of Grant Avenue and Nathaniel Street currently operates at a satisfactory level of service (LOS C) during the PM peak hour with no critical movements identified. The addition of background growth and Grant Park Campus development traffic is not expected to significantly impact overall intersection operations.

The operational analysis indicates that no modifications are necessary for this intersection.

5.8 Local and Collector Roadway Volumes

Table 14 provides the anticipated average daily traffic volumes (ADT) on the local and collector streets within the study area. Within the Grant Park Campus area, Nathaniel Street provides access to major trip generators including Grant Park High School, Charles A. Barbour Arena, and Grant Park Mall. Based on a traffic count conducted for this study, the current traffic volumes are near the acceptable capacity for this type of roadway. The Campus Plan concept minimizes new development with direct vehicular access points to Nathaniel Street.

Table 14 – Local and Collector Roadway Volumes

Street	Classification	2016 ADT ¹	2025 ADT without campus traffic ²	2025 ADT with Campus traffic
Cambridge street ³	Residential Collector	6,820	7,130	8,420
Poseidon Bay	Commercial Local	3,100	3,240	3,780
Nathaniel Street	Residential Collector	7,840	8,200	8,330

¹ Based on traffic counts conducted by the City of Winnipeg in November 2016

² Based on an annual growth rate of 0.5%

³ Cambridge Street between Grant Avenue and Poseidon Bay

Traffic on Cambridge Street (between Grant Avenue and Poseidon Bay) will increase by approximately 1,290 average daily traffic (ADT) due to the Campus Plan developments. Most of this traffic is only driving on Cambridge Street for an approximately 100 m segment between Grant Avenue and Poseidon Bay. The expected development related traffic on Cambridge Street between Poseidon Bay and Taylor Avenue is approximately 140 vehicles per day.

Traffic on Nathaniel Street is expected to increase to approximately 8,200 ADT by 2025 based on a 0.5 percent growth rate from 2016 volumes. The Concept Plan minimizes traffic impacts on Nathaniel Street, the development is expected to increase traffic volumes by only approximately 130 vehicles per day.

5.9 Nathaniel Street Access Review

As part of this study, the City requested a more detailed review of the existing access points on Nathaniel Street. The following six access points (see Figure 8) were reviewed to assess their compliance with the City of Winnipeg Private Access By-Law⁷.

1. Access to Charles A. Barbour Arena parking lot
2. Access to Grant Park High School parking lot
3. Southwest access to Grant Park Mall
4. Access from McDonald's drive-thru
5. Northwest access to Grant Park Mall
6. Access to Petro Canada

⁷ (2008). *City of Winnipeg Private Access By-Law No. 49*.



LEGEND

EXISTING ACCESS POINTS



5.9.1 Access to Charles A. Barbour Arena Parking Lot (Access 1)

This access (access 1) is located on the west side of Nathaniel Street and currently serves the parking lot for the Charles A. Barbour Arena. Future plans require this parking lot to serve adjacent soccer fields and the existing track loop. This is the only access to the parking lot, and it serves left-turning and right-turning traffic entering and exiting the parking lot. Two primary concerns are associated with this access:

1. The access is closely spaced to the adjacent access serving the Grant Park High School parking lot (access 2)
2. The access is located in the southeast corner of the parking lot, hence creating potential conflicts with vehicles parked in that corner or entering/exiting a parking space in that corner of the lot

Since this access and the access serving the Grant Park High School are each the sole access points for their respective facilities, it is unlikely that either could be removed. However, it is proposed to move this access approximately 8-9 meters north, so it is in the centre of the parking lot and provides better vehicular flow.

The City of Winnipeg Private Access By-Law states that a non-residential, private approach “must not exist within 3 metres of the lot line of the adjacent property” (part 19(c)). This proposed relocation is within compliance of the adjacent property clause and also aligns with the approved concept plans for the Grant Park Campus. Such a relocation would mitigate the potential undesirable interaction between vehicles parked at the southeast corner of the parking lot and vehicles entering/exiting the parking lot, as well as provide for approximately 3 additional parking spaces.

5.9.2 Access to Grant Park High School Parking Lot (Access 2)

This access (access 2) is located on the west side of Nathaniel Street and currently serves the parking lot for the Grant Park High School. This access serves left-turning and right-turning traffic entering and exiting the parking lot. Since this is the only access serving the parking lot, it is unlikely that it could potentially be removed, despite the relatively small spacing between this access and the one serving the Charles A. Barbour Arena (access 1). It is not recommended to remove or alter this access.

5.9.3 Southwest Access to Grant Park Mall (Access 3)

This access (access 3) is located on the east side of Nathaniel Street and currently serves the Grant Park Mall. This access serves left-turning and right-turning traffic entering and exiting the parking lot. Since this is one of only two Nathaniel Street accesses serving the large Grant Park Mall development, it is recommended to leave the existing access unaltered.

5.9.4 Egress from McDonald's Drive-Thru (Access 4)

This egress is located on the west side of Nathaniel Street and serves left-turning and right-turning traffic exiting the McDonald's drive-thru lane. This egress is fairly closely-spaced to the access directly north (access 5), but is the sole egress to the drive-thru facility. Therefore, it is not recommended to remove or alter this egress.

5.9.5 Northwest Access to Grant Park Mall (Access 5)

This access (access 5) is located on the east side of Nathaniel Street and currently serves the Grant Park Mall, and the Petro Canada gas station. This access serves left-turning and right-turning traffic entering and exiting and is one of two Nathaniel Street accesses serving the Grant Park Mall development. It is recommended to leave the existing access unaltered.

5.9.6 Access to Petro Canada (Access 6)

This access (access 6) is located on the east side of Nathaniel Street and currently serves the Petro Canada gas station. This access serves left-turning and right-turning traffic entering and exiting the gas station.

The City of Winnipeg Private Access By-Law⁷ specifies the following rule on non-conformance of a private access (part 17(1)(a)): “the private access must not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic upon the adjacent street”. The main concern regarding this access is the close proximity to the intersection of Grant Avenue and Nathaniel Street. The north edge of this access is located approximately 13 metres from the right-of-way of Grant Avenue, and is located approximately 7 metres from the northbound stop line.

The Transportation Research Board Access Management Manual⁸ defines an area surrounding an intersection, referred to as the *functional area*. The functional area of an intersection is larger than the physical intersection, and includes the area where intersection operation and conflicts significantly influence driver behaviour, vehicle operations, or traffic conditions. To manage conflicts relating to an intersection, the manual recommends that no access be provided within the functional intersection area. The functional area includes the area within the following distance, upstream of an intersection, referred to as the *upstream functional distance*. This distance is calculated using the following formula⁸:

$$\text{Upstream Functional Distance} = d_1 + d_2 + d_3$$

d_1 is the distance a vehicle travels during the perception-reaction time (PRT), d_2 is the distance travelled during vehicle deceleration to a complete stop, and d_3 is the queue storage length. In this case, assuming a PRT of 1.5 seconds, a design speed of 30 mph (48 km/h), and a conservative typical queue storage of 1 vehicle, the upstream functional distance is calculated as follows:

- $D_1 = 65$ feet (19.8 metres); $D_2 = 135$ feet (41.1 metres); $D_3 = 25$ feet (7.6 metres)

This produces an upstream functional distance of 68.5 metres, which indicates that access 6 is well-within the functional area of the intersection of Grant Avenue and Nathaniel Street, and therefore may interrupt the effective management of conflicts at the intersection. In the City of Winnipeg Private Access By-Law, a condition for non-removal of an access is that it is the sole means of access to a property. Since there are three alternative access points to the Petro Canada gas station (i.e., access 5, access directly to Grant Avenue Service Road to the north, and access to Grant Avenue Service Road / Grant Park Mall parking lot to the east), it is recommended that access 6 be considered for removal.

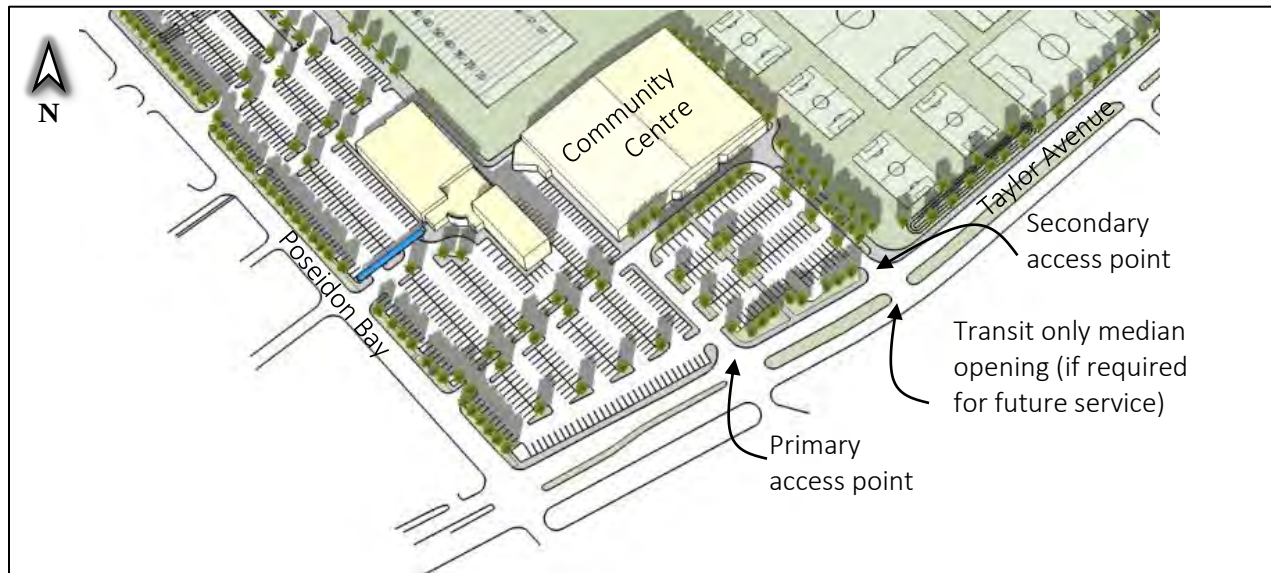
⁸ Williams, K.M., Stover, V.G., Dixon, K.K., and Demosthenes, P. (2014). *Access Management Manual, Second Edition*. Transportation Research Board, Washington, D.C.

5.10 Campus Plan Access Review

5.10.1 Community Centre and Arena

The primary access to the Community Centre is located approximately 100 m east of Poseidon Bay and includes a median opening onto Taylor Avenue. According to the Winnipeg Technical Standards and Practices on Median Openings⁹, mid-block median openings may be considered “to accommodate new facilities such as truck terminals and high-volume traffic generators (shopping centres or similar commercial developments greater than 50,000 square feet, recreational centres, etc.), when traffic operations/safety are not compromised.” The footprint of the proposed community centre (approximately 71,000 ft²) satisfies this requirement.

A secondary, right-in/right-out only access point onto Taylor Avenue is also proposed. Through initial discussions with Winnipeg Transit, it was identified that a transit only median opening for the second access point may be beneficial in the future if new routes are added to provide additional service to the area.



The secondary (east) median opening is not intended for passenger vehicular traffic and is not included in the traffic analysis. As a worst case scenario, all traffic was modelled to use the primary (west) access point. Projected traffic operations at this proposed median opening are shown in Table 15. The egress is expected to have two lanes to accommodate left-turning and right-turning vehicles exiting the facility simultaneously.

⁹ City of Winnipeg Public Works Department. (2006). *City of Winnipeg Technical Standards and Practices: Median Openings*.

Table 15 – Intersection Operations (Taylor Avenue and Community Centre Access)

Peak Period	Scenario	Approach	HCM LOS	ICU	Delay (sec/veh)	v/c	95th Percentile Queue (m)
PM	2025 Total	SB Exiting CC	D	---	32.1	0.17	5
		Overall intersection	A	A	---	---	---

The 95th percentile queue in the eastbound direction is approximately 5 m during the PM peak period. A left turn bay of approximately 20 m and could be accommodated between Poseidon Bay and the community centre access point.

5.10.2 Library

The proposed access serving the new library at the Grant Park Campus is located on the northeast side of Poseidon Bay, approximately 26 m east of the travelled way of the intersection of Poseidon Bay and Cambridge Street (approximately 20 m east of the west edge of the City of Winnipeg property line on which the library will be constructed). This access will serve left and right-turning traffic into and out of the library facility. This access is not in violation of the City of Winnipeg Private Access By-Law⁷.

5.10.3 Grant Park High School

Based on observations at the site and discussions with key stakeholders, student pick-up and drop-off at Grant Park High School was identified as a key concern. Currently on Nathaniel Street, there is a 50 m section of roadway that is signed as LOADING in the southbound direction approximately 60 m south of the Grant Avenue intersection. Otherwise, Nathaniel Street is signed as STOPPING PROHIBITED. The roadway cross-section on Nathaniel Street is approximately 11.5 between Grant Avenue and the McDonalds drive-thru egress. The cross-section then narrows to approximately 10 m south of the McDonalds drive-thru egress. During student pick-up and drop-off, the signage is not adhered to and vehicles stop along the entire segment of Nathaniel Street resulting in slow and unsafe conditions.

The following are key findings from best practices for school drop-off and pickup zones from (1) the ITE School On-Site Design Briefing Sheets, (2) the Manitoba School Area Traffic Safety Guidelines for Manitoba, and (3) School Area Transportation Safety Guidelines:

- **Drop off location:** Drop off locations should be one-way and access the school property from the right-hand side of vehicles. Curb front space should be maximized to prevent excessive queuing which spills back to adjacent streets.
- **Vehicle-pedestrian interaction:** Efforts should be made to minimize vehicle-pedestrian interaction near drop off points to eliminate as many hazardous conflicts as possible. When dropped off, students should have a direct path to the building entrance, without having to cross paths with additional vehicles.
- **Sight distances:** Sight distances for drivers and pedestrians should be maximized to eliminate potentially hazardous conflicts.
- **Access points:** Vehicles should have space provided for queuing when waiting to leave the facility, rather than blocking pedestrians and parking lot traffic.
- **User separation:** General guidance for schools is to have separate parking areas (student, staff, and visitors) from student loading/unloading areas.

- **Treatments:** Common treatments to facilitate effective traffic interaction near school areas include: bulb-outs to reduce crossing distance and improve pedestrian conspicuity, and raised crosswalks to reinforce a crossing location and increase driver awareness.

Several alternatives were evaluated to mitigate safety concerns and improve traffic flow during student drop-off and pick-up times. Based on the review of best practices it is recommended to construct a defined loading area using curb bulbouts and line painting. Construct two curb bulbouts, one near the beginning of the natural drop-off/pick-up (approx. 20 m south of Grant Avenue), and another approximately 30 m north of the pedestrian corridor. This results in an approximately 125 m dedicated lane for drop-off/pick-up immediately in front of the school. Figure 9 illustrates an example of a similar configuration on Harrow Street for Harrow School.



Figure 9 – Example of Curb Bulbouts with Defined Loading Zones at Harrow School

6 TRANSIT IMPACT ANALYSIS

Table 16 describes transit concerns and recommendations.

Table 16 – Transit Considerations

#	Concern	Recommendation / Response
1	<i>Public Consultation Concern</i> North-south transit service to the campus is poorly served. Route 78 provides connectivity between Corydon and the campus but there is no service provided north of Corydon.	The roadway cross-section on Cambridge Street north of Corydon is for a low volume residential roadway and not currently able to accommodate transit service. Conversations with transit staff confirmed that there are no immediate plans to expand north/south transit service.
2	<i>Public Consultation Concern</i> The Pan Am clinic is a key destination and often visited by pedestrians with physical injuries. The Clinic is not currently well served by close transit stops or high service frequency.	<p>The current parking lot configuration and design is not suitable to accommodate transit immediately outside the Clinic without significant reconfiguration. It is recommended that transit stops on Poseidon Bay be moved near Ebby Avenue which is on a direct pedestrian desire line to the Clinic entrance and an enhanced pedestrian connection provided between Poseidon Bay and the clinic entrance.</p> <p>Route 78 currently operates north-south on Cambridge. Due to construction activities at the Waverley Underpass, transit will be modifying this route to operate on Poseidon Bay. Following the temporary detour, consider permanently operating this route on Poseidon Bay. Compared to Cambridge, Poseidon service results in similar walking distance to the nearby high density residential buildings and shorter walking distance to the Grant Park Campus amenities.</p>
3	<i>Winnipeg Transit Concern</i> Transit recently lost their on-site location on the Pan Am site as a result of the reconfigured parking lot. Stops within the site would be beneficial.	Re-establish transit service through the parking lot at the Pan Am pool. Based on discussions with transit staff, the parking lot radii and pavement structure have been designed to accommodate transit vehicles.
4	<i>Winnipeg Transit Concern</i> Consider bike locker facilities at the Grant and Cambridge park-and-ride.	Provide bike locker facilities at the Grant and Cambridge park-and-ride.
5	Currently no transit service provided along Taylor Avenue and new community centre.	Evaluate demand to re-route Route 95 to create a loop around the community centre. A transit only median opening could be provided to allow transit vehicles to complete this maneuver and directly service the community centre.

7 ACTIVE TRANSPORTATION ANALYSIS

Although the campus is easily accessible, there are some circulation issues and opportunities within the site. A perimeter sidewalk allows users to access the site from surrounding neighbourhoods, however, there are few sidewalks from the perimeter to facility entrances or linking the facilities to each other. Along Grant Avenue, for example, one sidewalk connects to a secondary entrance of Grant Park High School, while there is no sidewalk connecting to Pan Am Pool. During warmer months, informal paths can be seen worn into the grass where the public has cut across greenspace to reach the front entrance of a facility.

An informal path also exists through Grant Park High School. Members of the community walk from Grant Park Mall, through the southeast entrance of the high school, exiting near the bus loop or the practice football field. This pathway is in poor repair and poorly lit. This path of travel poses a safety risk to the school and would benefit from a formalized east-west connection through the entire site. An existing formal path connects Grant Park High School to Pan Am Pool; however, the site would also benefit a formalized north-south connection, creating an overall campus network.

To further encourage alternative modes of transportation, the Concept Plan proposes an internal multi-modal trail for pedestrians and cyclists. The trail will create a strong connection to the city's larger cycling network and can offer additional amenities in the forms of different types of bike parking and bike repair stations. The internal multi-modal trail also offers pedestrians a 1.25-kilometer loop, in addition to the existing Grant Park High School track and an almost 2-kilometer perimeter sidewalk loop. The internal loop helps connect the facilities to each other and an east-west pedestrian spine connects Nathaniel Street to Poseidon Bay. The trail will also connect the greenspaces of the site. Benches, pedestrian lighting, and additional tree plantings will help enhance the pedestrian experience along the trail, creating comfortable spaces to rest and relax in the sun or shade. The plan also proposes a redesign of existing parking lots to create a safer pedestrian environment, and a hierarchy of circulation paths. These facilities are illustrated in **Figure 10**.

At the Ebby Avenue and Poseidon Bay intersection curb extensions could be provided to decrease the crossing distance across Poseidon Bay. It is recommended that transit stops on Poseidon Bay be moved near Ebby Avenue which is on a direct pedestrian desire line to the Clinic entrance and an enhanced pedestrian connection provided between Poseidon Bay and the clinic entrance. Evaluation of the need for pedestrian crossing control at this location should be evaluated once the campus has been developed.



Image Source: HTFC Planning and Design Inc.

Grant Park Campus Plan Transportation Impact Study

Figure 10
Active Transportation Overview

8 CONCLUSIONS AND RECOMMENDATIONS

Analysis reveals the following concerning the transportation impacts of undertaking the Grant Park Campus Plan Development:

- The Campus Plan includes the following primary modifications to the existing campus:
 - Construction of a new 14,500 ft² library in the northwest corner of the site.
 - Construction of a new 71,000 ft² community centre and arena at the south end of the site.
 - Decommissioning and removal of the existing Charles A. Barbour Arena.
- At full build out, the development is anticipated to generate the 270 PM peak hour trips (116 in / 154 out) and 2,576 daily trips.
- Trip distribution was based on an analysis of the catchment neighborhoods for the library and community centre and their relative populations.
- Analyses for future conditions were completed using Synchro Traffic modelling software. Most intersections are not expected to be negatively impacted below an acceptable level of service (below LOS C). The Taylor Avenue and Poseidon Bay intersection operations analysis indicates that the southbound approach on Poseidon Bay will operate with excessive delays in the future conditions with two-way stop control. The signal warrant analysis reveals that signals will be warranted at this intersection at the 2025 horizon. With traffic signals in place, the intersection is expected to operate at a good overall level of service (LOS A) during the PM peak hour.
- Nathaniel Street provides access to major trip generators including Grant Park High School, Charles A. Barbour Arena, and Grant Park Mall. Based on a traffic count conducted for this study, the current traffic volumes are near the acceptable capacity for this type of roadway. The Campus Plan concept minimizes new development with direct vehicular access points to Nathaniel Street.
- A review of the existing access points on Nathaniel Street was conducted to assess their compliance with the City of Winnipeg Private Access By-Law. The access to the Petro Canada gas station is well-within the functional area of the intersection of Grant Avenue and Nathaniel Street, and therefore may interrupt the effective management of conflicts at the intersection. Since there are three alternative access points to the Petro Canada gas station, it is recommended that this access be considered for removal.
- Based on observations at the site and discussions with key stakeholders, student pick-up and drop-off at Grant Park High School was identified as a key concern. Several alternatives were evaluated to mitigate safety concerns and improve traffic flow during student drop-off and pick-up times. Based on the review of best practices it is recommended to construct a defined loading area using curb bulbouts and line painting. This results in an approximately 125 m dedicated lane for drop-off/pick-up immediately in front of the school.
- To further encourage alternative modes of transportation, the Concept Plan proposes an internal multi-modal trail for pedestrians and cyclists. The trail will create a strong connection to the city's larger cycling network and can offer additional amenities in the forms of different types of bike parking and bike repair stations.

Attachment A
Concept Plan for Grant Park Campus

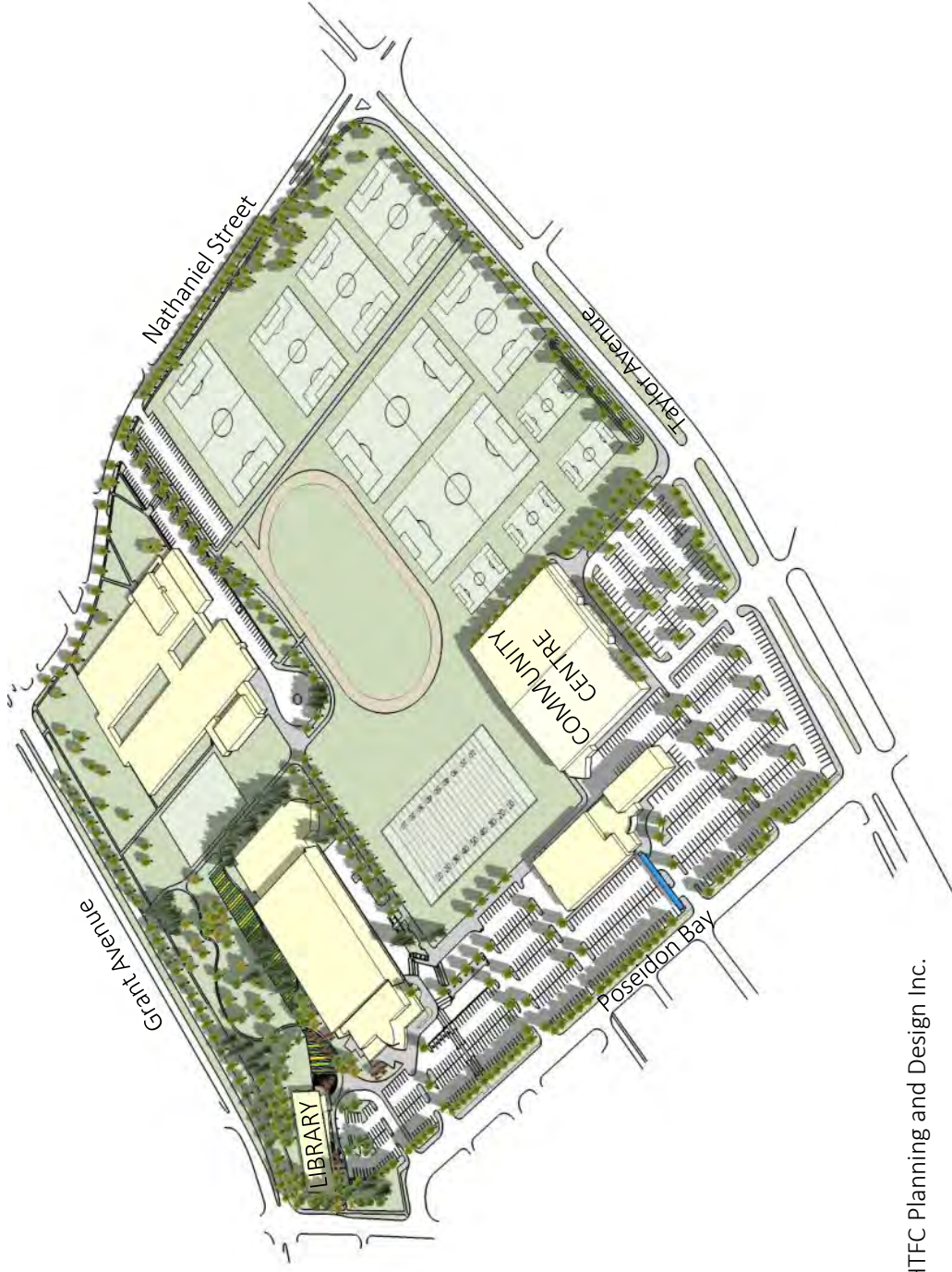


Image Source: HTFC Planning and Design Inc.

Attachment B
Trip Generation, Distribution, and Assignment

Trip Generation Check

As discussed in Section 4.1 of this report, a traffic count was conducted at the Dakota Community Centre and the Louis Riel Library. The traffic count was conducted between Wednesday, November 30 and Thursday, December 1, 2016 using a Miovision camera. The count covered the full operating hours of the facilities (6:00 a.m. to 11:00 p.m.). Traffic entering the complex from the north and south directions was surveyed, but no traffic exiting the complex was surveyed. The traffic count data is representative of the combined trip generation of the Dakota Community Centre and Louis Riel Library.

These community centre and library facilities are of similar size to the planned respective facilities as part of the Grant Park Campus. Therefore, it is expected that trip generation results for these facilities, developed using the traffic count, are similar to those at the planned Grant Park Campus.

The complex is situated on the west-side of Dakota Street in St. Vital, and consists of one entering connection to Dakota Street and one exiting connection to Dakota Street. The Dakota Community Centre consists of an internal floor-space of approximately 68,000 square feet, supplemented by an outdoor basketball court and three outdoor hockey rinks. The Louis Riel library consists of a floor area of approximately 13,800 square feet. These facilities and the entering/exiting connections to Dakota Street are shown in **Figure B.1**.

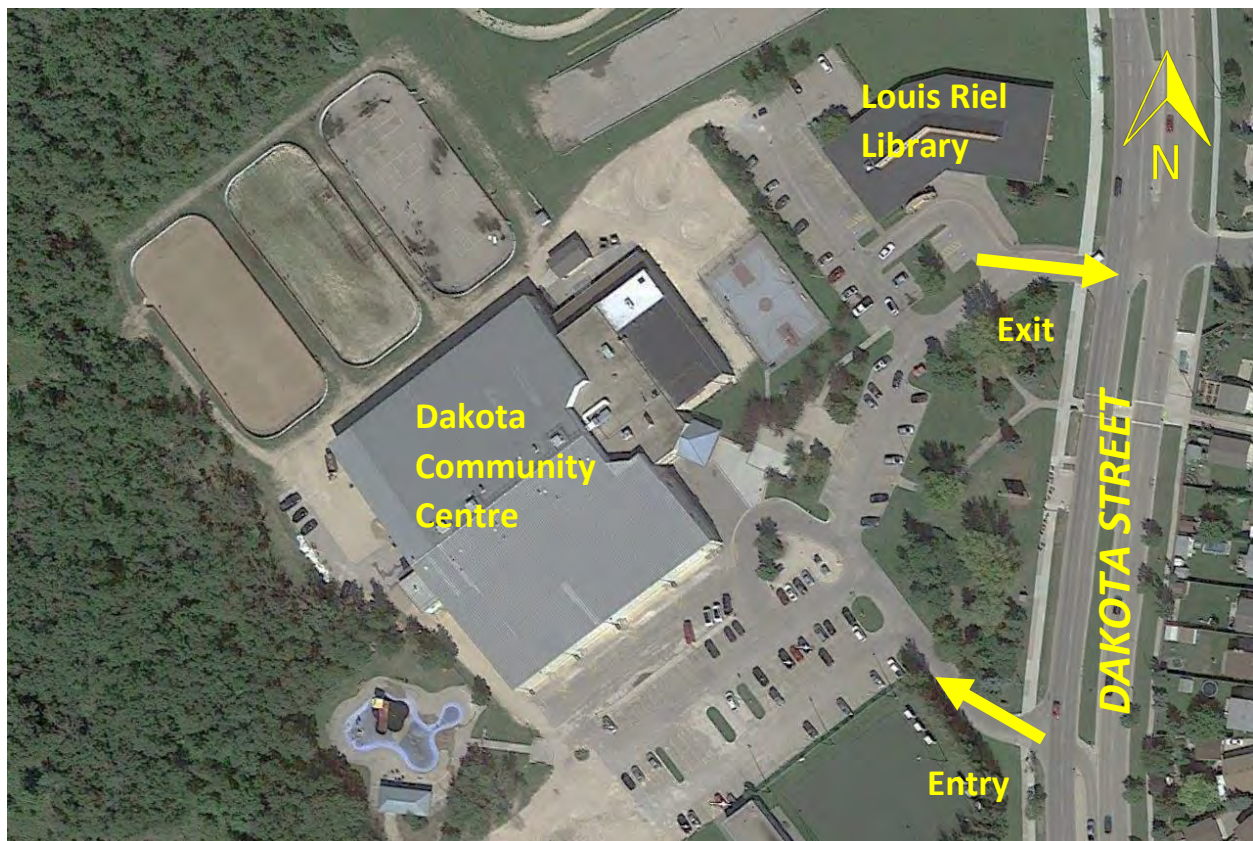


Figure B.1 - Map and characteristics of Dakota Street complex

Trip Distribution

Once catchment areas were established, generated trips were distributed to the applicable neighborhoods based on relative population. Table B.1 and Table B.2 provide the populations of each catchment neighborhood, along with the relative proportion of trips originating in/destined to each neighborhood. Figure B.2 and Figure B.3 illustrate the locations of each catchment area.

Table B.1 – Trip Distribution for Grant Park library

Catchment Area	Population (2011)	Proportion of Population/ Trips
Wellington Crescent	1555	2.89
Sir John Franklin	2265	4.21
J.B. Mitchell	2080	3.87
Mathers	2695	5.01
North River Heights	5620	10.45
Central River Heights	3215	5.98
South River Heights	2690	5.00
Crescentwood	2680	4.98
Rockwood	4185	7.78
Grant Park	2925	5.44
Earl Grey	4385	8.15
Ebby-Wentworth	705	1.31
Roslyn	4210	7.82
Mcmillan	3525	6.55
Brockville	860	1.60
Linden Woods	10210	18.98
Total	53 805	100.00

Table B.2 – Trip Distribution for Grant Park community centre

Catchment Area	Population (2011)	Proportion of Population/ Trips
Wellington Crescent	1555	5.05
Sir John Franklin	2265	7.36
J.B. Mitchell	2080	6.76
Mathers	2695	8.76
North River Heights	5620	18.26
Central River Heights	3215	10.45
South River Heights	2690	8.74
Crescentwood	2680	8.71
Rockwood	4185	13.60
Grant Park	2925	9.51
Brockville	860	2.79
Total	30 770	100.00



Figure B.2 – Catchment Area for Grant Park Library

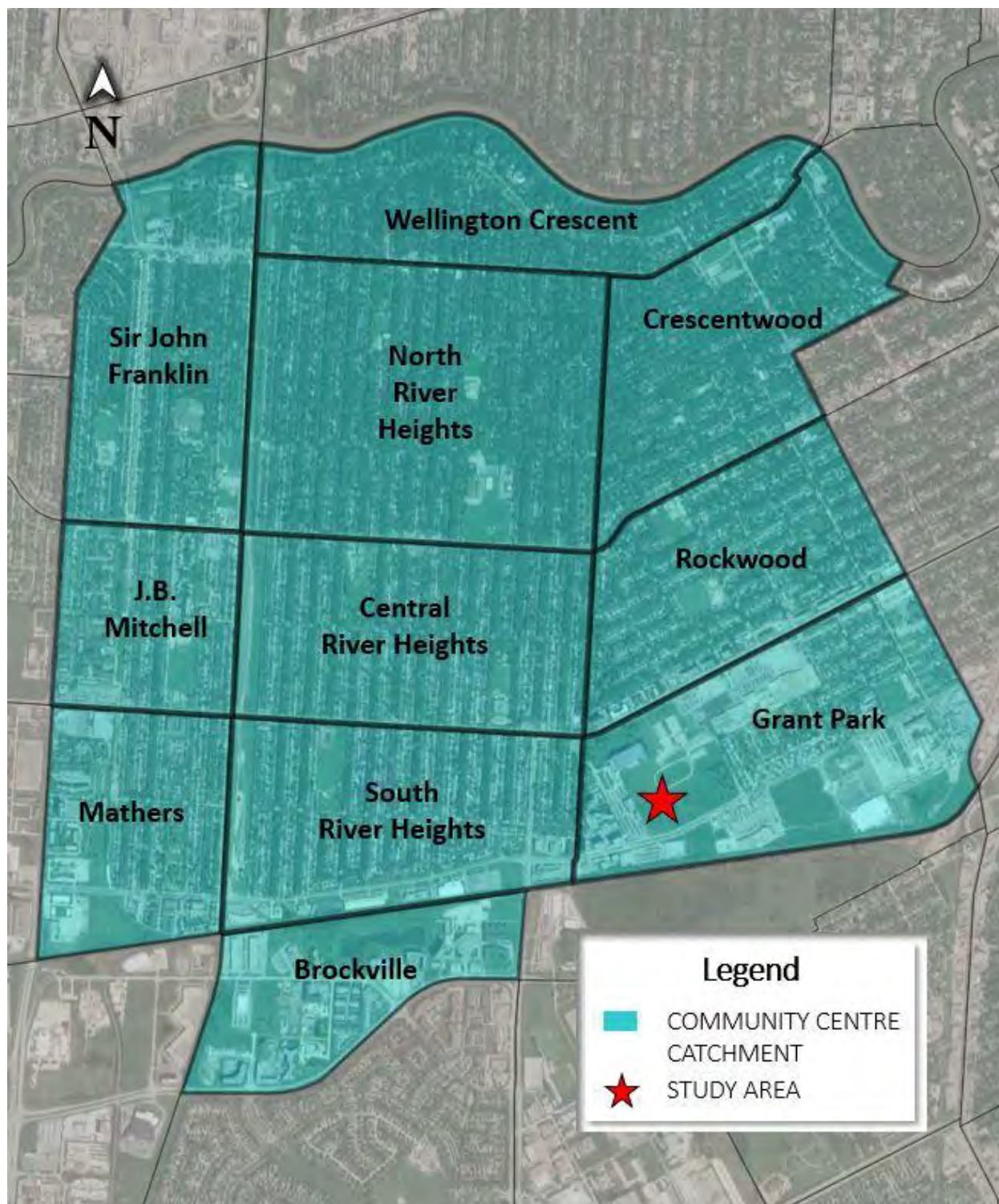


Figure B.3 – Catchment Area for Grant Park Community Centre

Attachment C

Level of Service Definitions

LEVEL OF SERVICE

Level of Service (LOS) is defined as a qualitative measure describing operational conditions within a traffic stream, and their perception by motorists and/or passengers.

Highway Capacity Manual Level of Service (HCM LOS)

The 2010 Highway Capacity Manual (HCM) identifies control delay as the primary service measure with LOS determined from the control delay estimate. Control delay is defined as the component of delay that results when a traffic control device causes a lane group to reduce speed or stop; it is measured against the uncontrolled condition.

Six Levels of Service are defined (briefly described below) with LOS A representing the best operating conditions, and LOS F the worst. It should be noted that there is often significant variability in the amount of delay experienced by individual drivers. The LOS criteria for stop controlled intersections are different than that used for a signalized intersection, this is primarily because of the different driver expectance at these two environments.

- LOS A:** This Level of Service describes the highest quality of traffic flow and is referred to as free flow. The approach appears open, turning movements are easily made and drivers have freedom of operation. Control delay is less than 10 seconds/vehicle.
- LOS B:** This Level of Service is referred to as a stable flow. Drivers feel somewhat restricted and occasionally may have to wait to complete the minor movement. Control delay is 10-15 seconds/vehicle for unsignalized intersections and 10-20 seconds/vehicle for signalized intersections.
- LOS C:** At this level, the operation is stable. Drivers feel more restricted and may have to wait, with queues developing for short periods. Control delay is 15- 25 seconds/vehicle at unsignalized intersections and 20-35 seconds/vehicle at signalized intersections.
- LOS D:** At this level, traffic is approaching unstable flow. The motorist experiences increasing restriction and instability of flow. There are substantial delays to approaching vehicles during short peaks within the peak period, but there are enough gaps to lower demand to permit occasional clearance of developing queues and prevent excessive back-ups. Control delay is 25-35 seconds/vehicle at unsignalized intersections and 35-55 seconds/vehicle at signalized intersections.
- LOS E:** At this level capacity occurs. Long queues of vehicles exist and delays to vehicles may extend. Control delay is 35-50 seconds/vehicle at unsignalized intersections and 55-80 seconds/vehicle at signalized intersections.
- LOS F:** At this Level of Service, the intersection has failed. Capacity of the intersection has been exceeded. Control delay exceeds 50 seconds/vehicle at unsignalized intersections and exceeds 80 seconds/vehicle at signalized intersections.

Intersection Capacity Utilization Level of Service (ICU LOS)

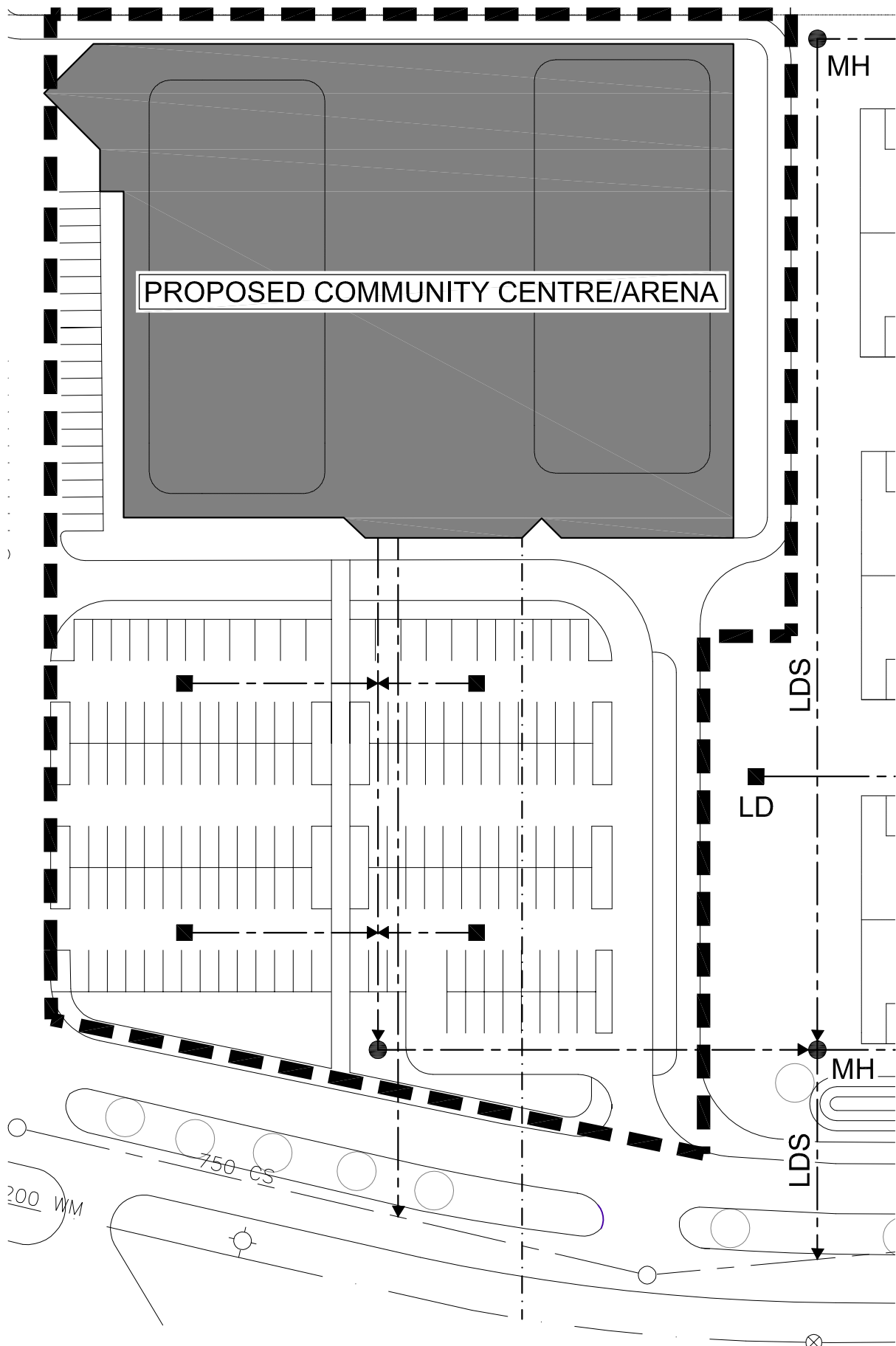
Intersection capacity utilization (ICU) LOS indicates how an intersection is functioning and how much extra capacity is available to handle traffic fluctuations and incidents. The ICU LOS does not predict delay, but it can be used to predict how often an intersection will experience congestion.

Eight Levels of Service are defined (briefly described below) with LOS A representing the best operating conditions, and LOS H the worst. These letter grades are defined as follows:

- LOS A:** ICU less than 55% - the intersection has no congestion and can accommodate 40% more traffic on all movements.
- LOS B:** ICU of 55% to 64% - very little congestion and can accommodate 30% more traffic.
- LOS C:** ICU of 64% to 73% - very little major congestion and can accommodate 20% more traffic.
- LOS D:** ICU of 73% to 82% - has no congestion and can accommodate 10% more traffic on all movements.
- LOS E:** ICU of 82% to 91% is on the verge of congested conditions.
- LOS F:** ICU of 91% to 100% indicates the intersection is over capacity and likely experiences congestion periods of 15-60 consecutive minutes.
- LOS G:** ICU of 100% to 109% indicates the intersection is over-capacity and likely experiences congestion periods of 60-120 consecutive minutes.
- LOS H:** ICU greater than 109% indicates the intersection is over capacity and likely experiences congestion periods of more than 120 consecutive minutes.

APPENDIX E
SITE SERVICING FOR TWINNED RINK
COMMUNITY CENTRE

Item	Description of Work	Approx. Quantity	Unit of Measurement	Engineer's Estimate	
				Unit Price	Amount
	WATERMAINS				
A.1	200mm WM, Class 2 Backfill	120	l.m.	\$350.00	\$42,000.00
A.2	200mm Dia. Gate Valve	1	each	\$3,500.00	\$3,500.00
A.3	Hydrant Assembly	1	each	\$10,000.00	\$10,000.00
A.4	Connect to Existing	1	each	\$3,500.00	\$3,500.00
	LAND DRAINAGE SEWERS				
A.5	450mm LDS, Class 2 Backfill	170	l.m.	\$400.00	\$68,000.00
A.6	300mm LDS, Class 2 Backfill	90	l.m.	\$325.00	\$29,250.00
A.7	Manholes (1200mm diameter)	6	v.m.	\$3,500.00	\$21,000.00
A.8	Catch Basin (900mm diameter)	4	each	\$6,000.00	\$24,000.00
A.9	Connecting to Existing	1	each	\$10,000.00	\$10,000.00
A.10	Sewer Inspection	260	l.m.	\$20.00	\$5,200.00
	WASTEWATER SEWERS				
A.11	200mm WWS, Class 2 Backfill	120	l.m.	\$275.00	\$33,000.00
A.12	Manholes (1200mm diameter)	3	v.m.	\$3,500.00	\$10,500.00
A.13	Connect to Existing	1	each	\$10,000.00	\$10,000.00
A.14	Sewer Inspection	120	l.m.	\$20.00	\$2,400.00
	SUB-TOTAL				\$272,350.00
	Contingencies (30%)				\$81,705.00
	TOTAL ESTIMATED COST (excluding GST)				\$354,055.00



TAYLOR AVENUE