



**City of Winnipeg  
Planning, Property and Development Department**

**Invitation for Expressions of Interest  
and Development Proposals For  
The Polo Park Stadium Site  
Winnipeg, Manitoba**

**(EOI #257-2011)**

April / 2011

## **1.0 INTRODUCTION**

The City of Winnipeg is the capital and largest city in the Province of Manitoba with a population of 684,000. The immediate trading area includes an additional 80,000 persons.

Winnipeg is well situated near the longitudinal centre of North America with respect to being a major transportation hub: home to James Armstrong Richardson International Airport (YWG) operating 24 hours a day, 7 days a week and three Class 1 railways (CN Rail, CP Rail city and BNSF Railway) provide rail and air connections for freight and passengers to markets across North America. The Trans-Canada Highway bi-sects Winnipeg and Provincial Trunk Highway 75 provide direct surface transportation route to U.S. Route 75 and Interstate 29 (I-29), enabling ground transportation connections throughout North America.

Winnipeg is home to a diverse economy, including farm implement and furniture manufacturing, building material and bus manufacturing, aerospace, trucking and logistics, bio-medical and nutritional research, four universities and a full range of financial, insurance and real estate services. Winnipeg also has a rich ethnic and cultural history, and a wealth of cultural institutions and recreational facilities.

Winnipeg is currently one of the fastest growing economies amongst major Canadian cities and is experiencing an active market expansion in the commercial, industrial and residential sectors of the economy. The City is pursuing an aggressive policy of releasing lands within its inventory for private sector development.

## **2.0 INTENT**

The City of Winnipeg invites Expressions of Interest (EOI) from private sector proponents for a 26.2 acre  $\pm$  (10.60 hectare  $\pm$ ) site, commonly referred to as the Polo Park Stadium Site (See Figures 2 & 4).

The City is interested in securing a purchaser(s) for this entire site. As a preeminent transformative area within our City, there is an expectation that a high density mixed-use development will be proposed which will generate significant property tax dollars. This information package is intended to provide a brief overview of the property and proponents should not consider the information contained within to be exhaustive.

### 3.0 THE SITE

The Polo Park Stadium Site is bounded by St. Matthews Avenue, Empress Street, Maroons Road and St. James Street in the Polo Park Neighbourhood of the St. James – Brooklands Ward (Lat/Lon (Decimal): using Google Maps enter (49.889498°N, 97.198504°W). Additional maps can be located at

<http://map2.winnipeg.ca/iMaps/Main.aspx?>

and enter the address: **1465 Maroons**. The total area of City owned land offered in this EOI is 26.2 acres ± (10.60 hectares ±). (See Figures 1, 2& 4)

### 4.0 BACKGROUND

A plan for the construction of a new 15,700 seat home for the Blue Bombers in the Polo Park district was approved by the City of Winnipeg in 1952 at a cost of approximately \$483,000. The Stadium was officially opened on August 14, 1953. The Stadium became known as "the house that Jack built" in recognition of the contributions of Jack Jacobs.

The success of the Blue Bombers led to numerous expansions of the facility, beginning in 1954, when capacity was raised to 17,995. Further additions included the construction of new north end-zone seating in 1966, expansion to the west side grandstands (including a new upper deck) in 1972, and expansion to the east side grandstands (including a new upper deck) in 1978, which raised capacity to 32,946. It remained at that level until 1999, when lower deck benches were replaced by theatre-style seats, lowering capacity to 29,533, at which it stands today.

### 5.0 CURRENT STATUS

#### 5.1 Development Plan

Pending approval from the Province of Manitoba, the new City development plan, OurWinnipeg – **Complete Communities** Direction Strategy identifies that mixed use development in the Polo Park area is of strategic importance to the overall economic well-being of the City. The document is located on-line at

<http://speakupwinnipeg.com/ourwinnipeg/>

The Polo Park Area is designated a Transformative Area in the new plan, identifying it as an area that will accommodate significant growth and change in a sustainable way.

The area is one of seven Regional Mixed Use Centres which are targeted to accommodate the highest density and broadest range of land uses, including residential development, outside of the downtown

## 5.2 Zoning and Land Use

The site is currently zoned “C3” Commercial District. (See Figure 5)

**C3 Commercial Corridor District** is intended primarily for uses that provide commercial goods and services to residents of the community in areas that are dependent on automobile access and exposed to heavy automobile traffic.

- These commercial uses are subject to frequent view by the public and visitors to Winnipeg, and they should provide an attractive appearance with landscaping, sufficient parking, and controlled traffic movement.
- C3 districts are generally located along portions of arterial streets where lot depths are 200 feet or greater, or at arterial/arterial intersections.
- There is a minimum rear yard setback of 25 feet and the maximum building height is 49 feet.

The surrounding lands are zoned C3 and C4, and developed with commercial / retail uses including Polo Park Shopping Centre. Further to the west of the site is land zoned M1 Manufacturing Light District with a mixture of industrial and commercial uses.

## 5.3 Servicing

As this is an urban area, municipal services such as combined sewer, water, electrical and gas are generally available along the periphery of the site. However, we would recommend that you retain the services of a qualified municipal engineer to review your servicing requirements and satisfy yourself that the existing municipal services are adequate for your needs. Any upgrading costs would be at the sole expense of the proponent.

A minimum 15 metre wide easement will be required for an existing 1950 mm concrete combined sewer main located within the property (See Figure 3). This easement is required to allow access for maintenance and operation of the sewer. No structures other than pavement, fencing and sodding will be permitted over the easement area. Strategic and creative development proposals are desired which incorporate the easement area. If so desired, the combined sewer may be relocated at the sole expense of the proponent. However, note that this would be a very costly undertaking.

## **5.4 Access**

Primary access can be off St. James Street, St. Matthews Avenue, or Maroons Road. St. James Street, St. Matthews Ave. Maroons Rd., and Empress St. are all four lane undivided roads and are designated full-time truck routes. Just west of the site (Century St.) is a major north-south traffic corridor.

## **5.5 Airport Vicinity**

The Polo Park Stadium Site is located within the limits of the Airport Vicinity Development Plan (AVDP). (See Figure 6) Development is restricted to a maximum height of 150 feet for all buildings, antennas, architectural features or any other appurtenances to structures. NOTE: under the current AVDP and area 1 residential development is not permitted. However, residential development may be considered subject to approval of City Council and the strictest provisions of the noise control provision of the Neighbourhood Liveability By-law.

For specific criteria related to Federal Zoning Provisions and height restrictions within the AVDP, you may wish to contact the Winnipeg Airports Authority operator of Winnipeg James Armstrong Richardson International Airport.

## **6.0 INSTRUCTIONS TO PROPONENTS**

### **6.1 Process**

The City invites Expressions of Interest for the purchase of all the land component of the Polo Park Stadium Site shown outlined on Misc. Plan No. 13960 attached (see Figure 2).

The proposals must include proposed arrangements for the acquisition of the land (outright purchase), financial terms and conditions, the demolition of the existing stadium structure at no cost to the city, the proposed development and proposed land uses, development timing, and any other relevant terms or assumptions.

An overall timeline of approvals being in place can be shortened if the following mutual objectives are realized and a collaborative approach is agreed to that includes a proactive exchange of information between the developer(s) and the City.

The successful proponent will be required to have a Transportation Impact Study carried out for their development proposal by a qualified

Transportation Engineering Consultant in accordance with Terms of Reference defined in conjunction with the City's Public Works Department. Generally, the Transportation Impact Study is to assess the potential impact of the development proposal on the surrounding transportation system (including roads, transit, and active transportation), identify improvements necessary to ensure the surrounding transportation system will operate safely and at an acceptable level of service, identify right-of-way requirements for the proposed improvements and provide cost estimates for the proposed improvements; all to the satisfaction of the Director of Public Works.

#### **6.1.1 Regional Mixed Use Centre Redevelopment Plan**

The successful proponent will also be expected to create a Regional Mixed Use Centre Redevelopment Plan, which is intended to serve as a guide for the public, elected officials and the developer during the approval process and through the various stages of project implementation. The Plan is intended to be highly illustrative – providing a visual representation of the look and feel of the development. The Regional Mixed Use Centre Redevelopment Plan will include but will not be limited to the following:

- Illustrate the “vision” for the whole site
- General Development Concept
- Land Use Strategy
- Open Space
- Urban Design
- Transportation Strategy
- Infrastructure Strategy
- Environmental Strategy
- Phasing and Implementation
- Monitoring and Performance

## **6.2 Material and Information to be Supplied by Proponents**

### **6.2.1 Background Information**

- i) the names of all Principals associated with the Proponent in the proposed development;
- ii) a list of the successful developments carried out by the Proponent, if any;
- iii) financial information about the Proponent;
- iv) any other information which the Proponent considers pertinent to the development proposal.

### **6.2.2 Details of the Proposed Development of the Site**

- i) submission of a detailed proposal;
- ii) character of development;
- iii) any other amenities.

### **6.2.3 Financing**

Each Proponent shall demonstrate the means by which the project is to be financed. A full explanation of funding is to be provided.

Proponents will not be reimbursed for any costs associated with preparing their proposals.

### **6.2.4 Economic Benefits**

Each Proponent should identify and demonstrate the economic benefits to the City, which will be derived from the Proponent's development proposal. This should include items such as: estimated property taxes generated by the development, job creation, taxation and any other benefits that will occur not only during the construction phase but also within the operational phase.

## **6.3 General Conditions of Proposal**

### **6.3.1 Sealed Proposals**

Sealed Proposals marked “POLO PARK STADIUM SITE EOI #257-2011 addressed and delivered to:

Materials Management  
City of Winnipeg  
Main Floor, 185 King Street  
Winnipeg, MB R3B 1J1

Sealed Proposals will be received up to but no later than:

**4:00 p.m. Winnipeg time, Friday June 3, 2011**

EOI Submissions determined by the Manager of Materials to have been received later than the Submission Deadline may not be accepted and returned upon request.

The Contract Administrator or the Manager of Materials may extend the Submission Deadline by issuing an addendum at any time prior to the Submission Deadline.

**Proposal submissions will not be opened publicly.**

The City may, at any time prior to the Submission deadline, issue addenda correcting errors, discrepancies or omissions in the Invitation for Expressions of Interest, or clarifying the meaning or intent of any provision therein.

Addenda will be available on the Bid Opportunities page at The City of Winnipeg, Corporate Finance, Materials Management Branch internet site at:

<<http://www.winnipeg.ca/matmgt/bidopp.asp>>.

### **6.3.2 Proposals on all or Part of the Lands**

The City will consider proposals on all or part of the subject lands.

### **6.3.3 Evaluation**

The City shall evaluate proposals on their own merits and price alone may not be the sole determining factor that the City considers in the evaluation of each and every proposal. Purchase



price, tax revenue, compatibility with surrounding uses and overall project design and quality will also be considered.

#### **6.3.4 Right to Reject**

The City reserves the right to reject all or any proposals.

#### **6.3.5 Caveat Emptor**

The City makes no representations or warranty with respect to the quality, condition or sufficiency of the Property. The Polo Park Stadium site will be sold on an “as is, where is” basis.

#### **6.3.6 Phase I – EOI Evaluation**

The Proponents are advised to present their best offer, not a starting point for negotiations in their Proposal. The City will only negotiate with a short list of the Proponents submitting, in the City’s opinion, the most advantageous proposals.

**6.3.7** The City will review and clarify all EOIs submitted. All proposals submitted under this EOI will be reviewed by the Planning, Property and Development Department on the basis of broad financial, operational and strategic merit to the City.

If the City deems that none of the proposals submitted are acceptable, proponents will be so notified and no further discussions will be held.

After completion of the Phase I evaluation of all submissions, the City will short list the submissions that are of the most interest to the City within 3 weeks from closing of the EOI and will proceed to Phase II.

#### **6.3.8 Phase II – Detailed Proposal Solicitation and Evaluation**

The City may request the Proponents to submit additional detailed information to clarify the proposals. The City anticipates approximately 3 to 5 weeks to solicit, review and clarify the detailed proposals submitted.

If the City deems that none of the short listed proposals submitted are acceptable, proponents will be so notified and no further discussions will be held.

The evaluation of the detailed proposals may proceed to Phase III with the City contacting those Proponents and the City entering

into negotiations with Proponents having projects/proposals that are considered to have the most merit and benefits for the City.

### **6.3.9 Phase III – Negotiation**

The City reserves the right to further negotiate other details of the proposals from the Proponents of the Phase II negotiations.

If the parties cannot agree to a final resolution, the City shall have no obligation to come to a final agreement with a Proponent.

### **6.3.10 No Contract**

The EOI is deemed to be an inquiry only. By submitting an EOI and participating in the process as outlined in this document, proponents expressly acknowledge and agree that no contract of any kind is implied or formed hereunder, or arises from this EOI and that no legal obligations will arise between the parties. The City has no obligation to enter into negotiations or a contract with any proponent as a result of this Expression of Interest.

### **6.3.11 Confidentiality**

Information during negotiations provided to a Proponent by the City or by a Proponent to the City or acquired by a Proponent by way of further enquiries or through investigation is deemed to be confidential. Such information shall not be used or disclosed in any way without the prior written authorization of the City or the Proponent. Neither the Proponent nor the City shall make any statement of fact or opinion regarding any aspect of the EOI to the media or any member of the public without the prior written authorization of the Director of the Planning, Property and Development Department or the Proponent.

### **6.3.12 Contact Person**

Mr. David Houle, Economic Development Coordinator  
City of Winnipeg  
Planning, Property and Development Department  
2<sup>nd</sup> Floor – 65 Garry Street  
Winnipeg, MB R3C 4K4

Phone (204) 918-1447

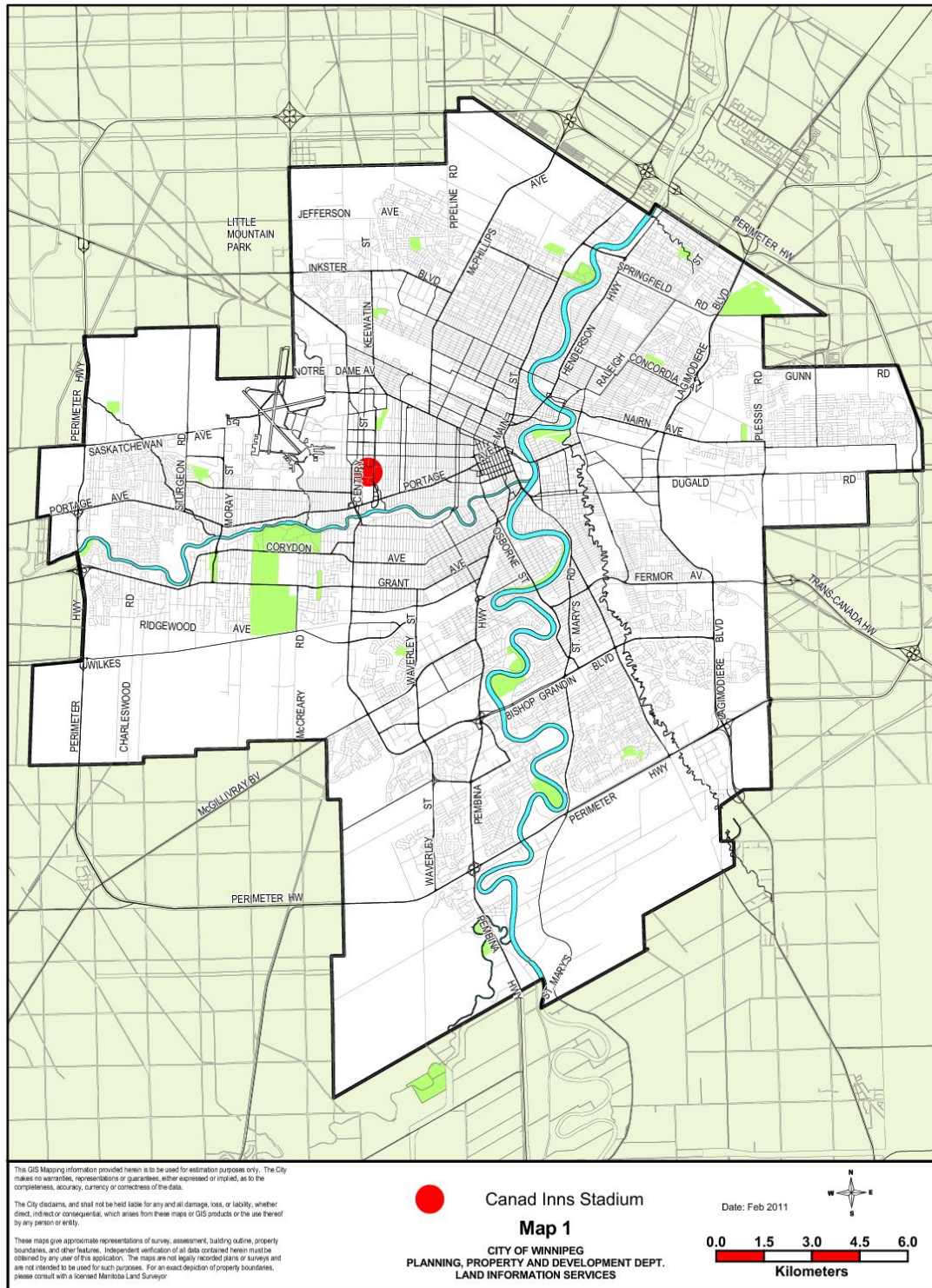
Fax: (204) 944-8476

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2. Subject site (Misc. Plan No. 13960)
3. Subject site with sewer main easement (Misc. Plan No. 13960/1)
4. Subject site Surrounding area
5. Subject site – Zoning
6. Subject site – Airport Vicinity 1 & 2

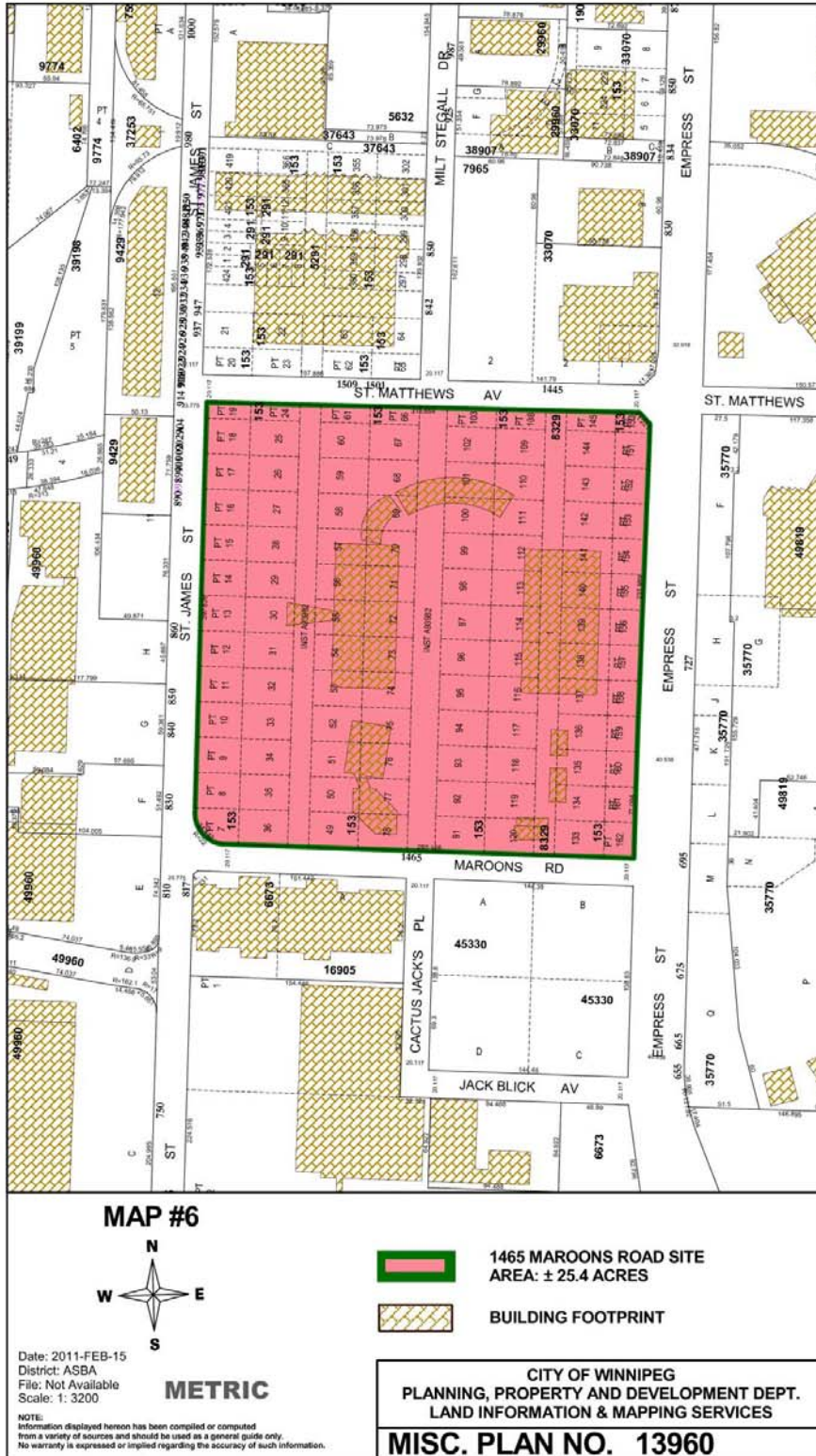
Invitation for Expressions of Interest and Development Proposals  
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7.0 Figure 1



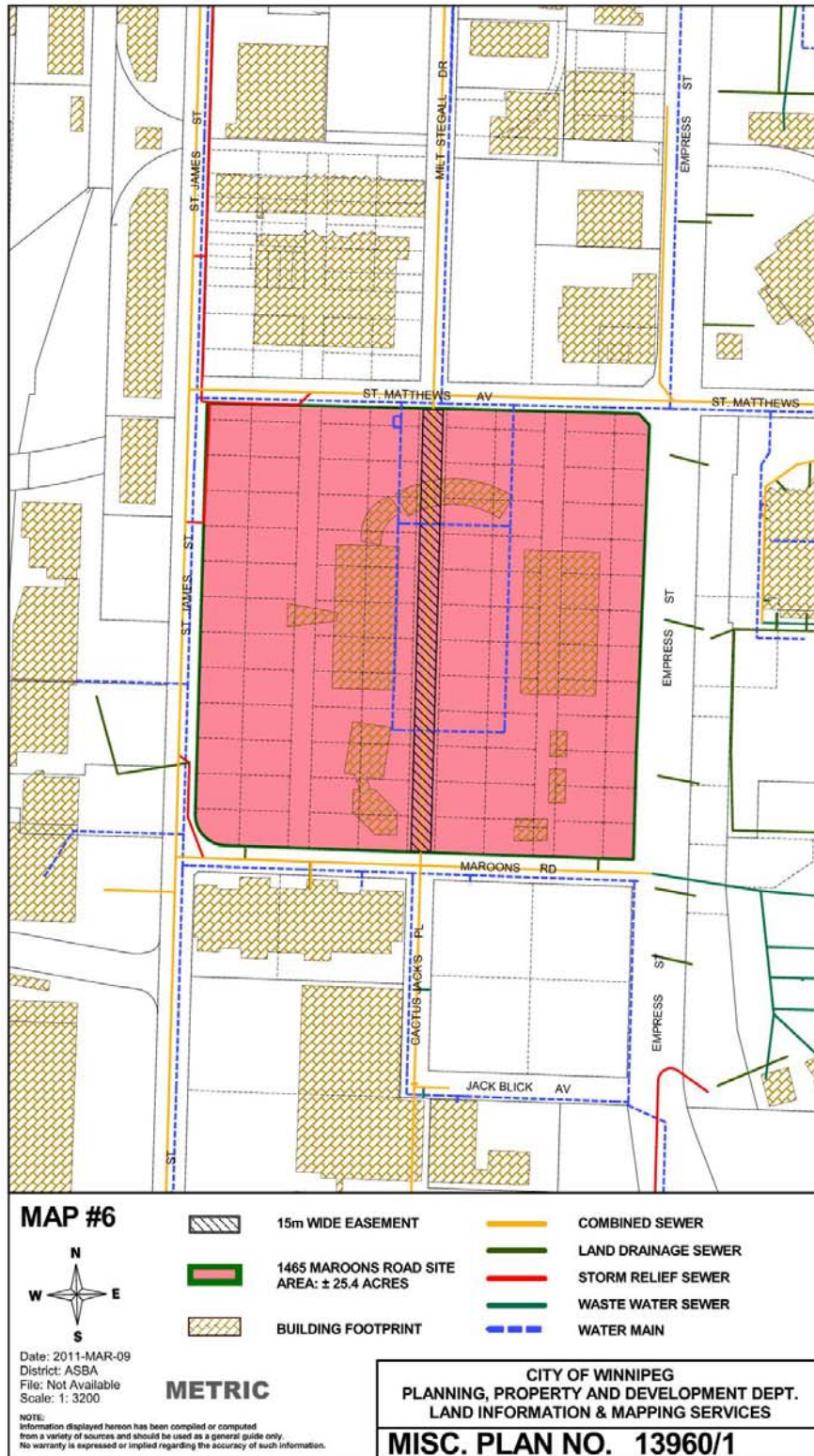
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8.0 Figure 2





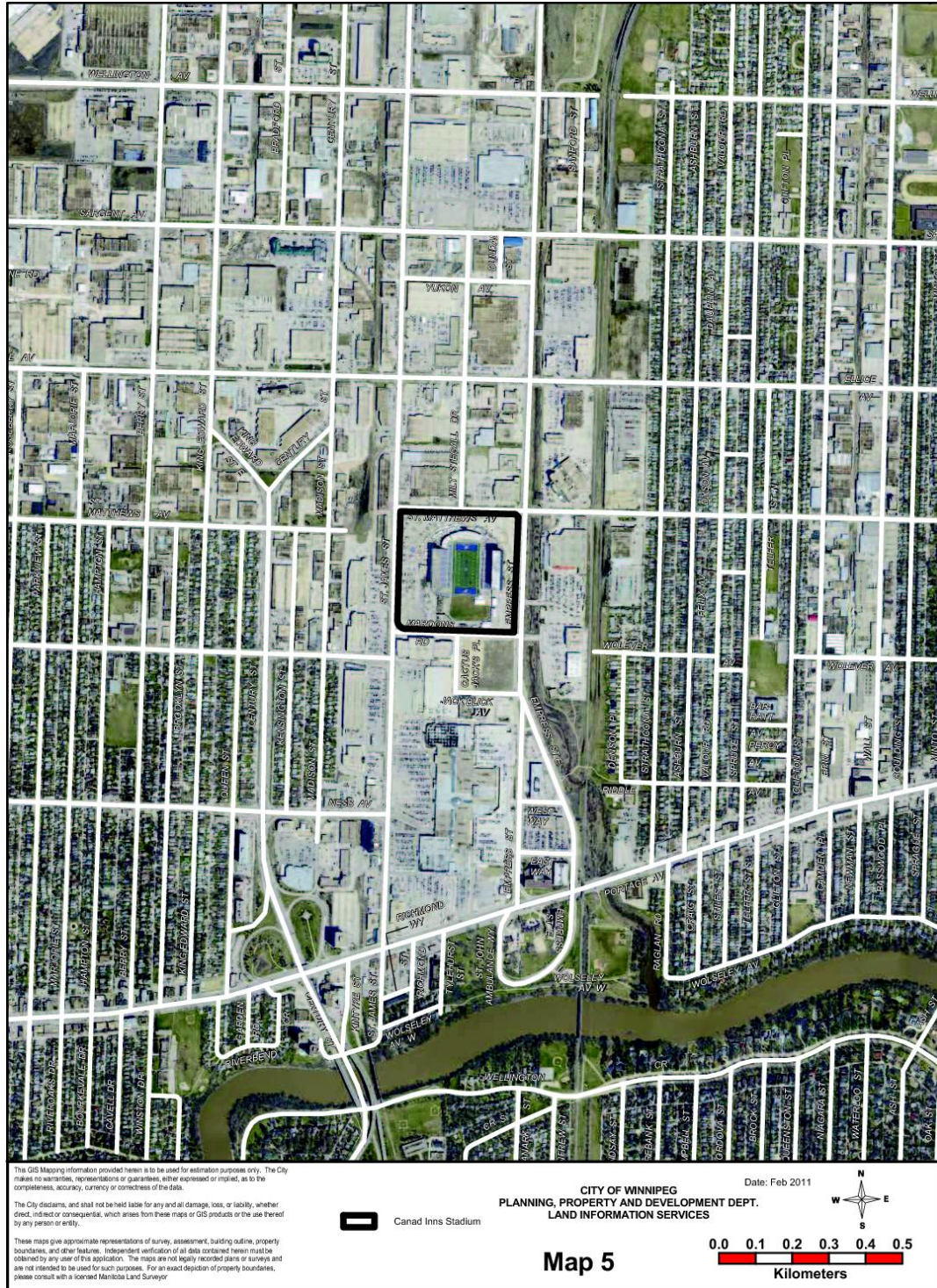
9.0 Figure 3





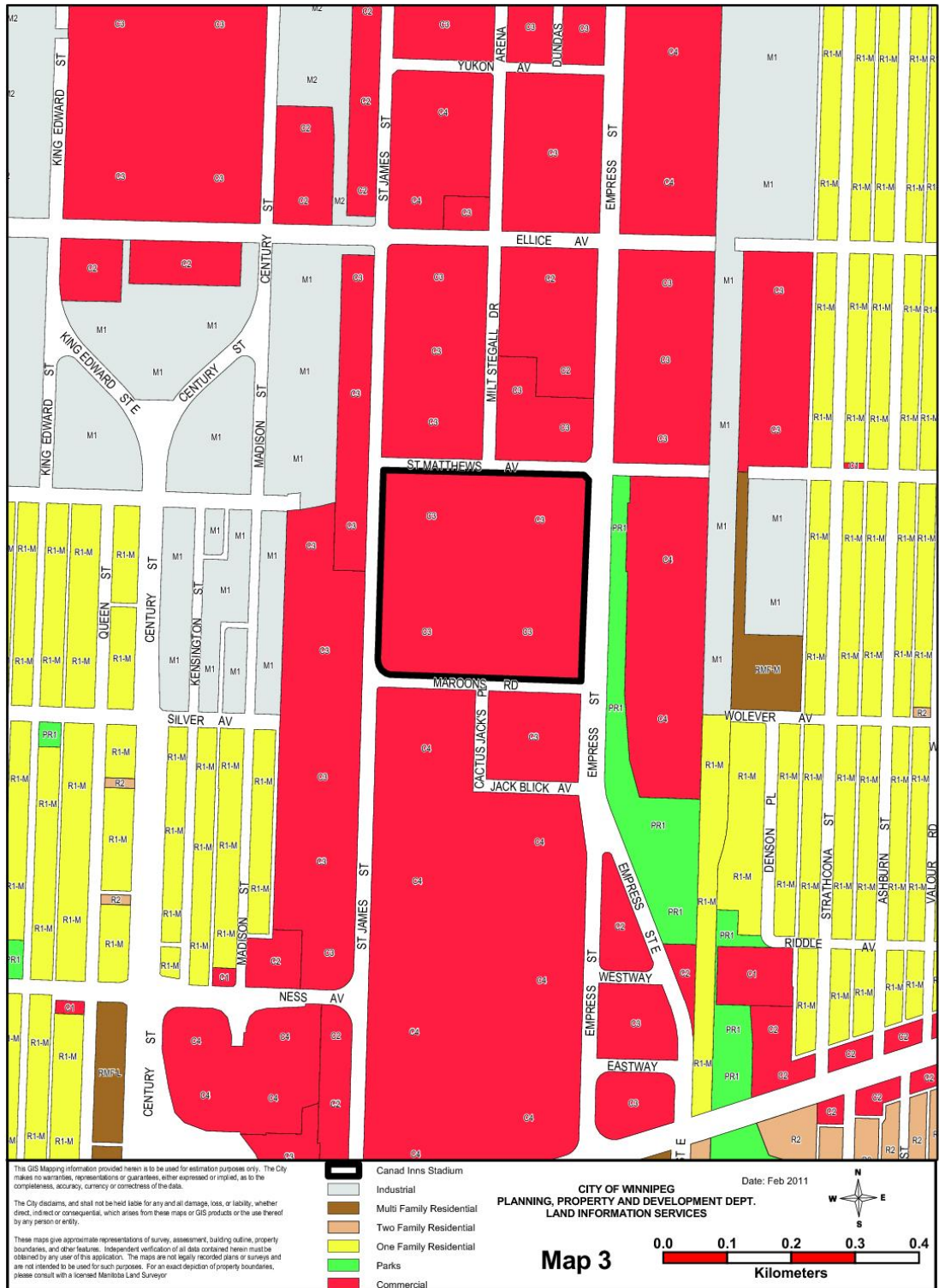
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10.0 Figure 4





11.0 Figure 5





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12.0 Figure 6

