

Appendix I – Open house feedback

I.1 Open house feedback

Location: Manitoba Hydro Place
Attendees: 402

Date: May 25, 2023
Time: 11 a.m. - 7 p.m.

Over four hundred people attended the CentrePlan 2050 open house, many of whom were residents that live Downtown and people that work Downtown.

Participants at the open house were encouraged to provide input on topics that interest them by using sticky notes and placing dots on boards/maps where input was requested. Feedback is categorized by theme of CentrePlan 2050.

- [Living & visiting Downtown](#)
- [Greening Downtown](#)
- [Getting around Downtown](#)
- [Building Downtown](#)
- [Re-imagining Graham Avenue](#)

Living & visiting Downtown

What do you like about Downtown?

Place a dot on all that apply. Leave us a sticky note with a comment.



The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Affordable to live Downtown	21
The atmosphere/vibe	23
Parks	17
Art, culture, and entertainment options	67
Restaurants and bars	39
Easy to get around Downtown (walk, bike, or bus)	43
Retail stores (shopping)	18
Architecture/heritage buildings	62
Everything I need is close by	33

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Housing	- Fewer condos to allow more affordable housing - We need a comprehensive, affordable housing, greening, grocery plan
Parks, trees, greenery	- Parks and commercial and retail = people and activity = safety and <u>fun</u> - We need a comprehensive, affordable housing, greening, grocery plan
Getting around Downtown	- All the below are great about downtown. That said even if they <u>exist</u> they may not be any good. For example 'able to get around' sure, distances aren't far but the actual configuration connectivity for AT when you take into consideration: - Intersection design/ light cycles - One ways (that impact bikes) - Blocked pedestrian intersections (portage and main) - Where is the skywalk
Amenities and services (general)	- Medical clinic - Junior community centre
Retail and grocery stores	- Supermarket - There are enough "major grocery stores" with their monster parking lots in the downtown area. How about local specialized grocery stores – butcher, baker, dry goods retailers – as are found in European centres? (An incidental advantage of such shops is that they become meeting places for neighbours). They needn't be high-end (such as Mottola so-called market). I like sun wah, Hildegard bakery, Dinos, Halal Meat Centre, and the like)

Note: Some sticky notes are duplicated if they represent multiple themes.

Select your top three choices. Leave us a sticky note with a comment.



The top three answer choices are highlighted in green below.

Answer choices	Number of dots
More types of housing/rent	28
More affordable housing/rent	41
Better/more parks	33
More recreation facilities	9
More restaurants and bars	16
More retail and grocery stores	72
More arts, culture, and entertainment options	16
Better/easier to get around Downtown (walk, bike, or bus)	52
Improved community safety and well-being	84

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Housing	- Affordable housing, grocery, basic amenities, schools?? - More residents in the area - Who will be able to afford these? What measures will be taken to make rent more affordable (downtown and city wide?) - Who builds? Where are \$\$ coming from? Where do people park and drive? - Need to make an effort to incentivise/require surface lot repurposing and maintenance/ restoration / repurposing of heritage buildings. Can't all be "luxury" high rises. - Increase in housing mix (range of cost) and human scale design and incentive to spend time. + houses does not equal more crime likely would be reverse
Getting around Downtown	- Put QR codes on wayfinding signage for info on getting to main downtown attractions - Open p + m to pedestrians - Yes! - Pedestrian development lost south corridor to Bay @ portage pl. Extend to graham for new residential and winter access - Supports for winter walking/biking <u>Groceries</u>. Small scale, independent retail. More pedestrian friendly spaces. More <u>people</u> - Secure bike parking - Connect the bike lanes - Supports for winter walking/biking - What about the cars? - Who builds? Where are \$\$ coming from? Where do people park and drive?

Theme	Sticky notes
	- Assiniboine st bike cement divider damage cars in winter. I talked to *removed*. - Safety on busses
Streets and public spaces	- More pedestrian public spaces = more opportunities for recreations, arts/culture/entertainment = improved safety and well being - More sidewalk or on-street cafes. Toronto does this with success! - Make downtown more human-friendly. People can take the perimeter to get home. Downtown is currently designed as a place to pass through, not a place to be.
Amenities and services	
Restaurants and bars	- More sidewalk or on-street cafes. Toronto does this with success! - More opp. For bar/ restaurant hopping
Arts, culture, and entertainment	More pedestrian public spaces = more opportunities for recreations, arts/culture/entertainment = improved safety and well being
Retail and grocery stores	- Groceries safe walking/ biking - Affordable housing, grocery, basic amenities, schools?? - Places open till late night - o Yes! - Central grocery store hardware store - Affordable grocery store - Grocery store within walkable distance - Local markets - Affordable groceries - Access to grocery stores via skywalk - Groceries and address food desert 1 supermarket (<u>not</u> simply “expensive” (speciality) grocery store in new portage pl - A full service affordable grocery store accessible within the existing walkway system!!! We has this available when the Hudson bay has the groceries in the lower level <u>Groceries</u>. Small scale, independent retail. More pedestrian friendly spaces. More <u>people</u> - Also need amenities - grocery!!
Schools and daycare	Affordable housing, grocery, basic amenities, schools??
Cleanliness & maintenance	Clean the sidewalks as well as you clean the roads. Very difficult for pedestrians in winter

Note: Some sticky notes are duplicated if they represent multiple themes.

What are your big ideas to get more people Downtown, for more hours every day. Leave us a sticky note with a comment.



Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Housing	• Discounted rent dt to entice people to live here and policy and zbl change to allow for affordable housing • Affordable housing for low income people and students. Downtown neighbourhoods are working class/low income • Need – 1. Daycare 2. Attached affordable housing 3. Gardeners (permanent) only for downtown • Build more housing
Community	• Build neighbourhood community. Have events and spaces for people to meet their neighbours (residents, workers, students) • Not as “senior” friendly as I would like to see
Community safety & well-being	• Panhandling, addictions-alcohol drugs mainly, homelessness. Fix these – anything will work. Don’t fix these – nothing will work - o Yes! - o !! • Foot patrols in the evening! • Create safer & cleaner spaces for the homeless • Foot patrols by staff who can arrest violators • Safe needle sites and needle containers • Create safer/ cleaner spaces for addicts • More security so residents and visitors feel safe all times of the day • Total skywalk open with security until late evening (midnight?) - o Agree! • A better sense of safety • Make it safer cleaner • Need aggressive investment in social infrastructure and welfare and social services to address root causes/systemic poverty otherwise this will be for nothing. No one should be left behind. • Public education • Washrooms - *dignity for all
Parks, trees, greenery	• More dog parks • Enhanced green spaces • Improved river access and parks • More parks. Places to sit and hang out • Need – 1. Daycare 2. Attached affordable housing 3. Gardeners (permanent) only for downtown • A greener experience: bring some life, color and shape to our sidewalks

Theme	Sticky notes
	Rooftop green spaces
Getting around Downtown	
Walk	- Pedestrian only corridor - Total skywalk open with security until late evening (midnight?) - o Agree! - Walk/bike connections, esp. North - More trails for walking - Skywalk open longer - A pedestrian mall - Active transportation network between tourist attractions
Bike	- Complete bike network - More protected bike lanes everywhere - Protected bike lanes and LRT - Walk/bike connections, esp. North - Actually safe bike lanes. Cars don't care about cyclists. Also, pedestrians are walking in bike lanes ☹️ - Active transportation network between tourist attractions
Bus	- Debit/credit tap on bus!! - o Yes! - I miss the downtown shuttle bus - Park and ride on edge of downtown (pay) and east/west exchange and then Downtown Spirit or other free bus to move people from them to festivals, events and shopping and restaurants - Frequent transit - LRT to downtown - Protected bike lanes and LRT - A light rail train – dedicated and funded public transit! - An efficient transit system! Like downtown Toronto or van - o Yes! - Downtown spirit bus - Monorail - Spirit bus for downtown - Build out Transit Master Plan (w. frequent service) ASAP - Non-polluting efficient public transit
Cars and Parking	- Reverse the ridiculous parking policies - Street cars
Streets and public spaces	Keep the sidewalk open longer. Add shade, seating, sidewalk clearing so outdoor is actually an option

Theme	Sticky notes
	• Transform 1-way streets into 2-ways • A place to sit! ◦ Yes! • Better lighting!
Amenities and services	
Amenities and services (general)	• Clocks • Fountains. Fountains. Fountains.
Recreation amenities	• Pickleball courts on ground or roofs
Restaurants and bars	• More eatery, restaurants where people can hangout safely • Microbreweries and taprooms on every corner
Arts, culture, and entertainment	• Enhance nightlife as this is the downtown of the province!! • Need more night life! • More night time/evening activities other than bars/pubs. How can the elderly and maybe children or under aged folks engage downtown? Parks, sports, etc. • More indoor and outdoor activities to suite all seasons!
Retail and grocery stores	• Grocery store big one • A major grocery store. • Grocery stores, home improvement stores, etc. • More grocery stores • Less dollar stores • Huge grocery store in portage place • Improve hours of business in the exchange district, everything is always closed 😞
Schools and daycare	• Daycare and at least K-6 school • Need – 1. Daycare 2. Attached affordable housing 3. Gardeners (permanent) only for downtown
Cleanliness & maintenance	• Clean up bus shelters • Clean it. It smell bad and it very dirty • Better snow removal on sidewalks and bike lanes ◦ Yes! • Make it safer cleaner
Other	• Portage place the original concept totally rocked!! (I live there) • ... 25,000 people within 3 km radius of P & M... • Redevelop Alexander Dock Area and the dock itself

We want more people downtown, for more hours every day.



Sticky notes:

- Places should be open till late night especially over the weekend to make it LIVELY!!!
- Need to actually implement the human scale design principles outlined in complete communities 2.0 AND a total revamp of WPG ZBL (esp parking min.) to make adding small bus routes and housing less challenging

Downtown is emerging as an important residential community with both mature and growing neighbourhoods.

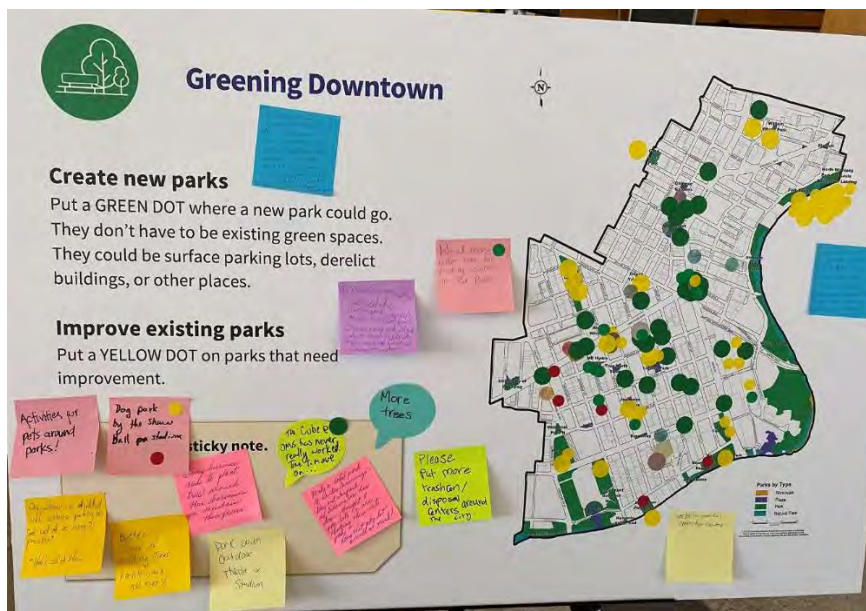


Note: Sticky notes captured on this board have been categorized under the topic “What would make Downtown better?”

Greening Downtown

Create new parks/Improve existing parks

Put a green dot where a new park could go. Put a yellow dot on parks that need improvement. Leave us a sticky note.



Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Amenities	• Need more water taps for drinking water in the parks! • Park with outdoor theatre or stadium
Dog park	• Dog park by the shaw ball stadium • Activities for pets around parks!
Trees/greenery	• Better care of existing trees maintain and add trees! • Every business needs to plant trees around their businesses and maintain them forever • Any new park shall have native plants. • More trees • Rooftop agriculture should be encouraged as well as on the street level.
New parks	• Downtown is riddled with surface parking lots. Get rid of as many as possible. * that's all of them • Make a total park at Burton Cummings – Buyout Impark as Edmonton has done – bought 8 parking lots – and are making them into parks – buy that parking lot and make a park! • ** (see green dot) convention centre • Pick a surface parking lot and go to town. They make downtown hostile and ugly there are far better ways than indulging storage of private vehicles • Do we need such natural spaces downtown
Cleanliness & maintenance	• Please put more trash can/disposal centers around the city
Other	• If all streets were made less hostile to AT – bike lanes, clean, shaded, treed, not noisy/polluted (car exhaust) if streets are made enjoyable then the desperate need for parks/places to relax changes • The cube has never really worked. Time to move on.

Downtown park amenities

Which amenities do you think Downtown parks need most? Put a dot beside your top three choices. Leave us a sticky note.



The top three answer choices are highlighted in green below.

Amenity	Number of dots
Bicycle racks	44
Fitness equipment	7
Off leash dog areas	19
Picnic area/benches	45
Playground equipment	20
Splash pad/wading pool	17
Sport courts (e.g. Basketball, soccer, tennis, pickleball)	28
Washrooms/drinking fountains	85
Winter amenities (e.g. skating or curling rinks)	34

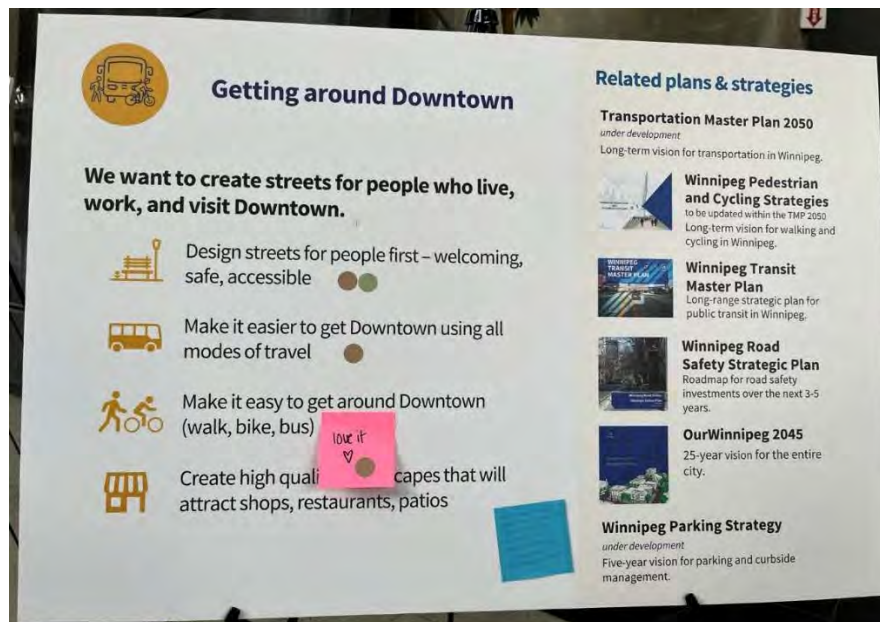
Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Amenities	
Bicycle racks and infrastructure	• Safe bike racks • Bike lanes • Bike racks • Bike lanes on every downtown street • More bike lanes • Simple staple racks, please! • Get the bike riders off the sidewalk. There should be told there is a by law in place. The bike riders should be charged with a fine “bike police” • Someone is going to get injured with the bike rider on the sidewalk
Off leash dog areas	• Off leash areas for dogs
Sport courts	• Pickleball courts
Washrooms/drinking fountains	• Need public washrooms • Public washrooms open into evening • Washrooms • Public washrooms that are clean and in good repair
Winter amenities (e.g. skating or curling rinks)	• Winter is well served by walkway – need to keep in mind
Community gardens	• Community gardens and bee hives • Community gardens
Trees/greenery	• More trees more gardens more flowers • Lots of rooftops could be used to green up city! Imagine! • If trees are not possible in a spot could some sort of man-made shade be put in its place • Green spaces. Trees/flowers • Yes- greening
BBQ	• Enclosed fire pits (like Assiniboine park)
New parks	• Turn parking lots into greenspaces. Too many cars and surface parking lots. Its sickening
Cleanliness & maintenance	• Compost! • Trash cans • Cleanliness • Spaces be more maintained and tended to

Theme	Sticky notes
	• More garbage and recycling (not only beverage containers) containers there are none on either side of waterfront drive between Lombard and Higgins • Garbage, recycling and compost receptacles • In other cities the downtown is cleaned every morning! No trash anywhere • Sidewalks cleared of ice!
Other	• River access • More heated bus stops • We shouldn't have to pick these all are important and from a synergistic relationship. Cater to people not cars • Separate dog waste bins that can be used as fertilizer
Community safety & well-being	• Encourage and fund sport programs at parks to keep youth away from addiction

Getting around Downtown

We want to create streets for people who live, work, and visit Downtown.



Sticky notes:

- Actually need all these plans to be implemented City of Winnipeg zbl is archaic and does not align at all with human scale design and development
- Love it

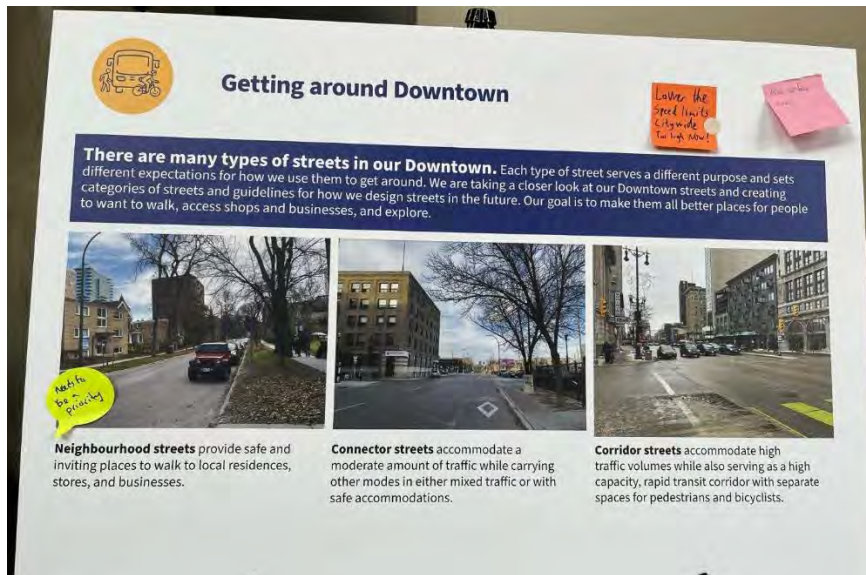
The look, feel, and function of our streets shape how we experience Downtown as pedestrians, cyclists, transit riders, and motorists.



Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Create policies that make it feasible for storefronts to exist downtown	- These small store fronts can't exist or be affordable to small business owners due to setbacks, parking minimums, sq ft minimums etc, and restrictive zoning that limits mixed use gentle density - Encourage curbside patios: faster, easier permits, lower cost
Align policies with approvals and implementation	Read Jan Gehl, read your policy – zbl, rethink how all of this currently doesn't align, we spout human scale ideas, we put out a climate strategy and then do <u>nothing</u>
Implement traffic-calming measures	- Transit-only lanes, lower city speed limits, separated year-round bike lanes - Tighter lanes to slow traffic makes cycling feel much safer. Give pedestrians and bike more room
General support	Yes please!

There are many types of streets in our Downtown.



Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Lower speeds	Lower the speed limits city wide, too high now!
Car-free streets	More car free zones!
Other	Needs to be a priority* <i>*In response to neighbourhood streets</i>

Ideal Neighbourhood Street



The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Residential buildings with frequent door entries and positive relationship to the street	25
Street trees and pedestrian lighting	43
Safe intersections where pedestrians cross the street	26
Narrow lanes and street design that encourages safe travel speeds	26
On-street parking	4

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Parking	- Don't let parking dominate streets - Agreed! Why should public land be used to (cheaply) store private property (cars) - Consider no parking (perhaps delivery vehicle only spots) pedestrian streets emphasis! - Prefer on-street to surface lots
Human-scale design	Block-long single building facades with no street level access makes for a boring walk. Frequent entrances to shops and residences make for an interesting walk
Support Active Transportation	If you're using NACTO images (uncited) I hope you'll look at the guide and make sure we actually get good AT improvements
Responses to #4 (on the board): <i>Narrow lanes and street design that encourages safe travel speeds</i>	#4 is a great idea because people drive too fast #4 Just lower the speeds - Narrow roads, reduced speed = less accidents #4 terrible idea enough accidents without smaller streets
General support	Much needed! Creates a much needed density!

Ideal Connector Street



The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Businesses and storefronts at street-level, with commercial or residential activities on upper floors	34
On-street parking lanes to buffer traffic from sidewalk activity	3
Protected bicycle lanes for safe bicycle movement	15
Wide sidewalks, when possible, to allow for greater pedestrian activity, outdoor dining, and streetscape furniture	38
Safe intersections where pedestrians cross the street	12
Bus priority measures such as bus lanes, advance signals, or in-lane stops	18

Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Parking	- Open parking lots instead of on-street on main roads - Open parking lots are a waste of space in the big picture need less parking overall
Support Active Transportation	#4 wide sidewalks “when possible..” make it a priority. Walking is our default way of moving - Curb bump puts are great!

	No to cars omg. Decrease speeds reference “woonerf” style design, cars are the problem, allowing parking of cars to protect from cars is ironic in a bad way
Prioritize safety	No to cars omg. Decrease speeds reference “woonerf” style design, cars are the problem, allowing parking of cars to protect from cars is ironic in a bad way
Accessible storefronts	Imp. To have access to some store fronts via on street-parking
Climate resilient solutions	Take note of the water retention near #3, downtown is a stormwater nightmare, need climate resilience and Nature Based solutions

Ideal Corridor Street



The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Businesses and storefronts at street-level, with commercial or residential activities on upper floors	24
Wide sidewalks to allow for greater pedestrian activity, outdoor dining, and streetscape furniture	28
Safe intersections where pedestrians cross the street	20
Bus priority lanes for rapid bus movement	28

Dedicated bicycle facilities, accommodated on-street or on adjacent parallel streets	26
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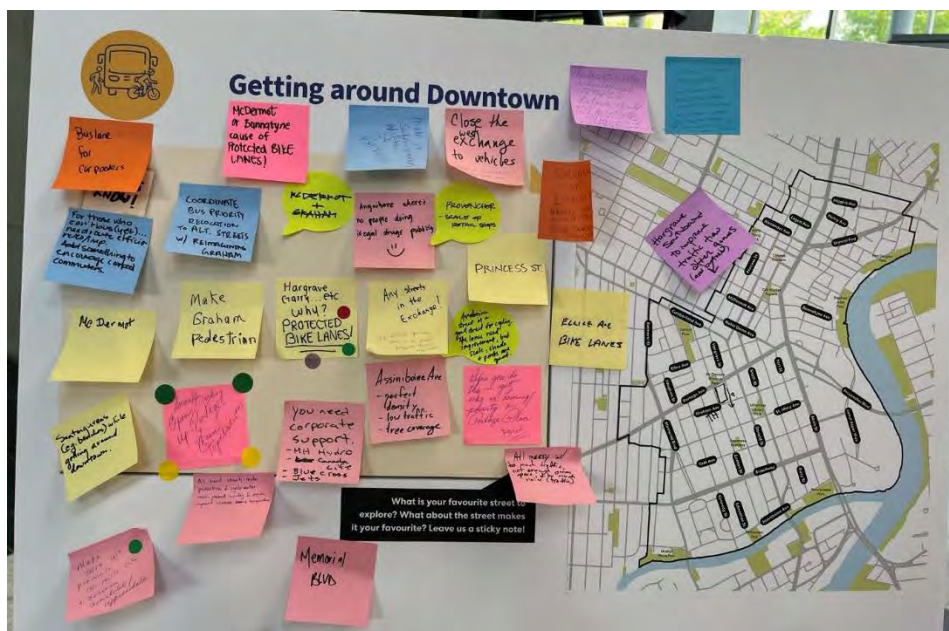
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Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Active Transportation	• Pedestrians and transit first! • Don't let downtown revolve around cars. We need to focus on pedestrians. - o This needs to be a liveable environment, not a highway - o Agreed! • If we want people to walk and bike downtown, it needs to be safe to walk. We need to eliminate "right hand turn on red" for cars. Too often intersections are blocks by people in cars • Bike lanes serve a small % of people but carry a large fiscal price tag and maintenance budget annually. Reduce!! - o False. Cars are an expensive, dangerous overall poor investment for city and individual, AT infrastructure when comprehensive carries far more people one way at a much lower cost
Improve transit	• Improve transit so people from the suburbs can access downtown without cars! • The way we develop residential spaces inherently affects how well transit can serve an area. Increase population density = increase in ability for transit to work well. Increase suburbs = decrease ability for transit to work well. If a form of suburban development is needed. Consider building around transit nodes that are built first. • Free and safe public transit (less cars downtown!) • Not a fan of bus in middle – doesn't feel good usage. #3 spreads people out too much and increase more crossings/pedestrian vehicle conflict • Introduce double cabin buses for all bus routes!
Prioritize safety	• Doesn't feel safe/good stuck in the middle 😞 - o In a situation like portage or main having pedestrian inlands is an improvement provided light cycles • If we want people to walk and bike downtown, it needs to be safe to walk. We need to eliminate "right hand turn on red" for cars. Too often intersections are blocks by people in cars

Reduce sprawl	Need an urban growth boundary, reduce sprawl. Stop allowing developers to build single detached nightmare neighbourhoods that promote flight from downtown while increasing strain on transit downtown/dense areas suffer because of sprawl
Reduce bike lanes	Bike lanes serve a small % of people but carry a large fiscal price tag and maintenance budget annually. Reduce!!

What is your favourite street to explore? What about the street makes it your favourite?



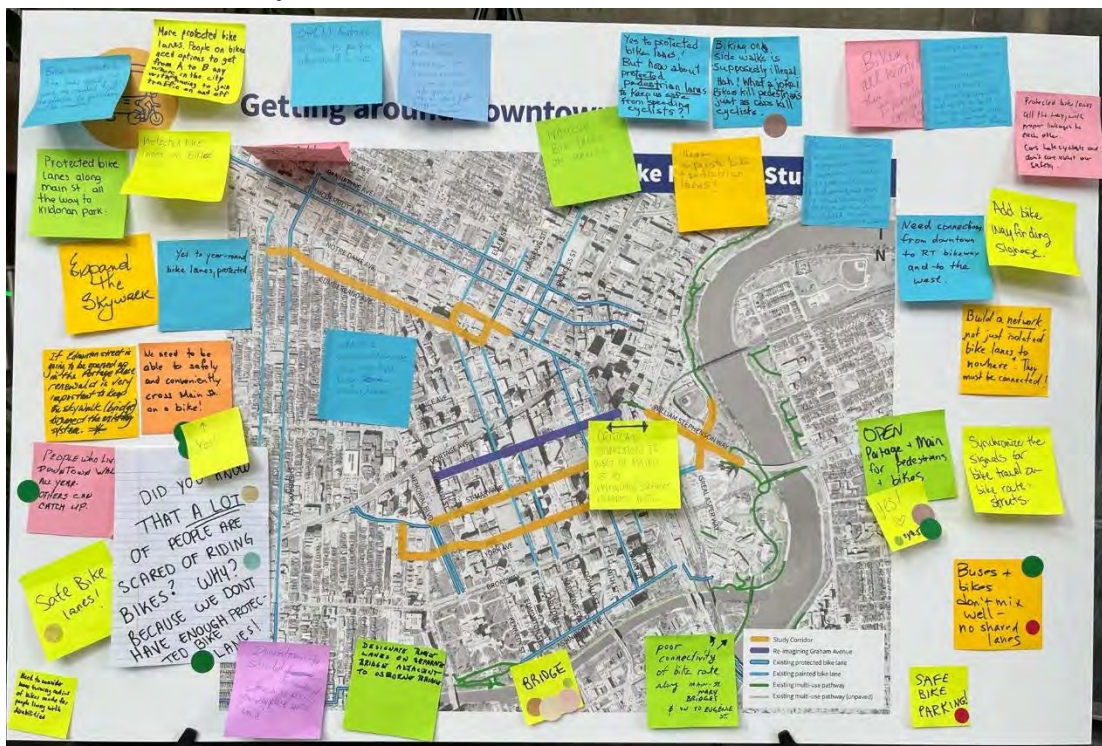
Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Active Transportation	- Hargrave, Garvey, etc. why? PROTECTED BIKE LANES! - Mcdermot or bannatyne cause of protected BIKE LANES! - Assiniboine street is a good street for cycling. The lanes need improvement, but scale, shade and parks are great - All treed streets make pedestrian and cycle routes more pleasant visually and provide improved climate and temperature - The forks is the only truly nice place. That design AT network should be a model for downtown. There's a reason people flock to the forks it's the only taste we have of human scale design

	- Any streets in the exchange! - Our historic pre-car area is a great template to apply elsewhere
Human scale design	- The forks is the only truly nice place. That design AT network should be a model for downtown. There's a reason people flock to the forks it's the only taste we have of human scale design - Our historic pre-car area is a great template to apply elsewhere - Provencher – scale of retail shops
Trees, shade and greening	- Assiniboine street is a good street for cycling. The lanes need improvement, but scale, shade and parks are great - All treed streets make pedestrian and cycle routes more pleasant visually and provide improved climate and temperature - Broadway at lunch time – people watching, leafy trees, food trucks, seating
Seating	- Broadway at lunch time – people watching, leafy trees, food trucks, seating - Seating areas (e.g. benches) while getting around downtown
Broadway Ave	Broadway at lunch time – people watching, leafy trees, food trucks, seating
Hargrave St	Hargrave, garry, etc. why? PROTECTED BIKE LANES!
Garry St	Hargrave, garry, etc. why? PROTECTED BIKE LANES!
McDermot Ave	- Mcdermot - Mcdermot or bannatyne cause of protected BIKE LANES! - Mcdermot and graham
Bannatyne Ave	Mcdermot or bannatyne cause of protected BIKE LANES!
Assiniboine Ave	- Assiniboine street is a good street for cycling. The lanes need improvement, but scale, shade and parks are great - Assiniboine ave – perfect density, low traffic, tree coverage
Provencher Blvd	Provencher – scale of retail shops
Memorial Blvd	Memorial blvd
Princess St	Princess st
Other comments/suggestions	- Make graham pedestrian - Scramble parking open up portage and main to pedestrians - For those who cant bus (yet)... need route efficiencies/imp. Add something to encourage carpool commuters. - Coordinate bus priority relocation to alt. streets with reimagine graham - Bus lane for carpoolers

- ## Bike Routes – Study Area



Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Protected bike lanes	• Yes to year round bike lanes, protected • Protected bike lanes along main st all the way to kildonan park • Protected bike lanes on ellice! • More protected bike lanes. People on bikes need options to get from A to B anywhere in the city without having to join traffic on and off • Protected bike lanes are key for safety! Cycling/walking shouldn't be secondary to driving! • Protected bike lanes on main st • Yes to protected bike lanes! But how about protected pedestrian lanes to us safe from speeding cyclists? • Protected bike lanes all the way, with proper linkages to each other. Cars hate cyclists and don't care about our safety. • Did you know that a lot of people are scared of riding bikes? Why? Because we don't have enough protected bike lanes!
Connectivity	• Bike lane connectivity. Bike lanes aren't nearly as useful if its dangerous to get from one to another • Add ellice. Why should we have to go multiple blocks in another direction? • Need connections from downtown to RT bikeway and to the west • Poor connectivity of bike route along main, st marys bridges, and on eugenie st • Critical connection to west of main/st b. wayfinding strategy celebrate WODL • Build a network not just isolated "bike lanes to nowhere". They must be connected! • Protected bike lanes all the way, with proper linkages to each other. Cars hate cyclists and don't care about our safety. • We need to be able to safely and conveniently cross main st on a bike!
Separate the modes (pedestrians, transit)	• Biking on sidewalks is supposedly illegal. Hah! What a joke! Bikes kill pedestrians just as cars kill cyclists • Bikes ride on sidewalks because the risks for everyone are reduced compared to streets. If streets could kill us and pedestrians hate us, where do we go? Every road should either be reduced for cars, or have a protected bike lane. Bikes, pedestrians and cars aren't compatible with each other

	• Please separate bike and pedestrian lanes! • Buses and bikes don't mix well – no shared lanes • Designate bike lanes on separate bridge adjacent to Osborne bridge
Safe	• Safe bike lanes! • We need to be able to safely and conveniently cross main st on a bike! - o Yes! • Safe bike parking!
Accessible width	• Need to consider turning radius of bikes made for people living with disabilities
Bike parking	• Safe bike parking!
Wayfinding	• Add bike wayfinding signage
Synchronize traffic signals	• Synchronize the signals for bike travel on bike routes and streets
Maintenance of bike lanes	• Cycling in winter is absolutely feasible and its proven in many cold countries (eg. Finland) we have the knowledge and ability to build bike lanes and clear them to pavement it just needs to be done!
Other comments	• Expand the skywalk • If Edmonton street is going to be opened up in the portage place renewal it is very important to keep the skywalk (bridge) to connect the existing system* • People who live downtown walk all year. Others can catch up • We live downtown because of connectivity- seems most of the plans relate to car/bus traffic not human • OPEN portage and main to people who aren't in cars • Open portage and main for pedestrians and bikes - o Yes! - o Yes! • Downtown wpg should be transformed into a more people friendly place rather than a • Bikes all winter? This is not florida. Older people live here too • Designate bike lanes on separate bridge adjacent to Osborne bridge • Bridge



Getting around Downtown

Strong preference for bike lanes

Do both! There are plans on both streets to bike to.

Don't forget to bike to the bus stop!

St. Mary Avenue & York Avenue

Existing



Option 1



Option 2



	Existing	Option 1	Option 2
Bike Infrastructure	Painted bike lanes on St. Mary Avenue and York Avenue	One-way protected bike lanes on St. Mary Avenue and York Avenue	Two-way protected bike lane on York Avenue
Parking & Loading	On-street parking and loading on both streets A Accessible parking	Impacts to on-street parking and loading on both streets	Impacts to on-street parking and loading on York Avenue only
Traffic	One-way streets with typical Downtown traffic volumes. Moderate amount of congestion during rush hour	One-way bike lane follows direction of traffic. The City prefers to build one-way bike lanes whenever feasible and practical	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers
Intersections & Connections	High volume vehicle turning movements at most intersections B Limited connection options due to underpass C Complex intersection conflicts	D One-way bike lane crossings are less impactful to traffic operations at major intersections and are more intuitive to all users as well as convenient for cyclists E Widened the sidewalk on Main Street to accommodate cyclists F One-way bike crossings of Main Street require less impacts to traffic operations and are more intuitive to all users as well as convenient for cyclists	G Direct crossing for cyclists at Main Street however, signal timing may impact convenience of bike crossing H Cyclists must cross two legs of intersection to connect from northbound Memorial to westbound St. Mary
Access to Destinations	Bike access provided to destinations on St. Mary only	Bike access provided to destinations on both streets	Bike access to destiny Avenue only

A Accessible parking

D One-way bike lane crossings are less impactful to traffic operations at major intersections and are more intuitive to all users as well as convenient for cyclists

E Widened the sidewalk on Main Street to accommodate cyclists

F One-way bike crossings of Main Street require less impacts to traffic operations and are more intuitive to all users as well as convenient for cyclists

G Direct crossing for cyclists at Main Street however, signal timing may impact convenience of bike crossing

H Cyclists must cross two legs of intersection to connect from northbound Memorial to westbound St. Mary

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

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A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

B Limited connection options due to underpass

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A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

B Limited connection options due to underpass

C Complex intersection conflicts

A Accessible parking

Getting around Downtown

St. Mary Avenue & York Avenue

St. Mary Avenue - Existing Conditions

Sidewalk	On-street parking and loading lane	Painted bike lane	Two full-time travel lanes	Restricted on-street parking and loading during rush hours	Sidewalk
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York Avenue - Existing Conditions

Sidewalk	Restricted on-street parking and loading during rush hours	Two full-time travel lanes	Restricted on-street parking and loading during rush hours	Sidewalk
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Examples: Two-way protected bike lanes

Examples: One-way protected bike lanes

What is a protected bike lane?

A physically separated, on-street lane designated exclusively for bike travel. Vehicles may be separated from bikes using raised concrete curbs, parking, or by raising the bike lane. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

People don't use bike lanes

More people use bike lanes when there are more bike lanes

Protected bike lanes are a great way to get more people to use bikes and make streets safer

Can't turn right into traffic - design for safety!

New! Shared parking for bikes and cars

Efficient Bus Routes

Protected lanes calm traffic & make it safer for everyone, with less

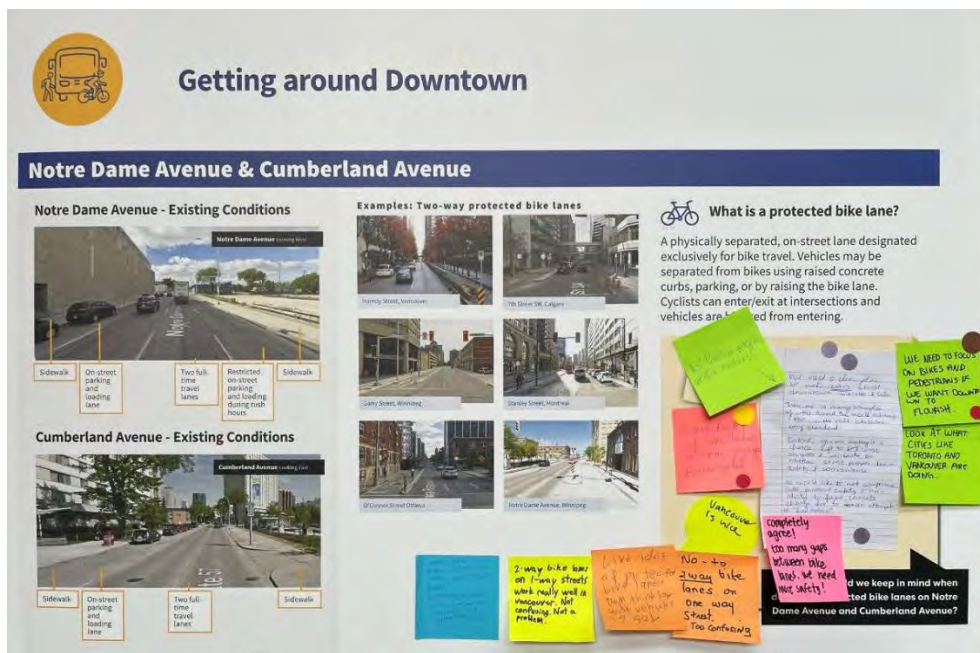
More people use bike lanes when there are more bike lanes

Shared space for bikes and cars

CentrePlan 2050

Theme	Sticky notes
Option 1	Option 1, point 5 like idea but consider other ones fast traffic
Option 2	- Option 2 – more streamlined - Prefer option 2, easier to use/navigate. 2 way lane on Graham too
Both options	Do both! There are places on both streets to bike to!
Separate the modes	- Keep sidewalks away from speeding cyclists! - Keep bike lanes away from traffic - Painted bike lanes don't work, cars don't look, don't respect. Protected plan is good, but need careful intersection design. Attention to sound and speed of cars and measures to discourage pedestrians from wandering in
Protected bike lanes	- Painted bike lanes don't work, cars don't look, don't respect. Protected plan is good, but need careful intersection design. Attention to sound and speed of cars and measures to discourage pedestrians from wandering in - Protected bike lanes! Create safe conditions for two-way lanes on one-way streets - Make cycling lanes a lovely, safe, accessible, and enjoyable spaces = increase users - Need physical barriers for bike lanes and dedicated lights - Protected lanes calm traffic and make it safer for everyone win win!
Connectivity	- One-way only good if it doesn't 1) end abruptly and dump you at a four lane wide road to portage ave. 2) have loads of gaps where cars cross and no raised curb - Why not 2-way bike lanes on both streets?? - Agreed improve interconnectivity
Improve transit	Efficient bus routes
Trees, shade and greening	This is a sunburn alley (no shade notice Vancouver, trees?) sun, heat, concrete, car exhaust. Its extremely unpleasant and dangerous for many
More signs and	- Signage instructing cars to look both ways - People don't use the existing bike lanes - Because theyre super dangerous - Cars right turning into cyclists – design for safety! - And to pedestrians, right on red shouldn't be allowed - Road signs for motorists of bicycle crossings - Signs = signal failed infrastructure design - Make right turning cars have to turn a little wider, so they see cyclists “road diets”

Notre Dame Avenue & Cumberland Avenue



Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Both options	Both, we shouldn't have to compromise as cyclists when cars go wherever they want. Wont achieve modal shift without making AT better than driving
Human scale design	- Yes! Prioritize people, not their machines! - We need to focus on bikes and pedestrians if we want downtown to flourish
Protected bike lanes	Like ideas of protected bike lanes. Don't think lanes with vehicles is safe
Connectivity	- Connectivity of bike lanes and clear signage to navigate - We need a clean plan to make every street downtown bikeable and safe. There are so many examples of cities around the world achieving this, with wide bike lanes being standard. Instead, you are making it a choice, left to some businesses and residents on whether some people deserve safety and convenience. We would like to not compromise both personal safety or our ability to fight climate change due to an attempt to 'find balance' - Completely agree! Too many gaps between bike lanes. We need more safety!
Trees, shade and greening	Raised grade, design measures to slow cars, improved intersections shade. Safe turning for bikes so they don't have to jump into the road or pedestrian crossing
Safe	- Raised grade, design measures to slow cars, improved intersections shade. Safe turning for bikes so they don't have to jump into the road or pedestrian crossing - We need a clean plan to make every street downtown bikeable and safe. There are so many examples of cities around the world achieving this, with wide bike lanes being standard. Instead, you are making it a choice, left to some businesses and residents on whether some people deserve safety and convenience. We would like to not compromise both personal safety or our ability to fight climate change due to an attempt to 'find balance' - Completely agree! Too many gaps between bike lanes. We need more safety!
Other	2-way bike lanes on 1-way streets work really well in Vancouver. Not confusing. Not a problem. - Look at what cities like Toronto and Vancouver are doing - No to 2-way bike lanes on one way street. Too confusing - Vancouver is nice - Why is this split at carlton and notre dame?



Getting around Downtown

William Stephenson Way



Legend:

- Existing sidewalk
- Proposed multi-use pathway
- On-street parking
- Waterfront Drive
- Asper Way
- The Forks Exchange District
- Explanade Reel Pedestrian Bridge
- Povungvuk Bridge
- Waterfront Drive

	Existing	Proposed
Bike Infrastructure	Multi-use pathways, sidewalks and unpaved paths	Multi-use pathways
Design Considerations	- Existing shared sidewalk - Multi-use pathway (construction planned for 2023)	Opportunities to widen existing sidewalks to accommodate multi-use pathways Opportunities for additional trees and landscaping Opportunities to relocate streetlights and signal poles and remove abandoned tree wells
Parking & Loading	On-street parking on William Stephenson Way and Waterfront Drive, no on-street parking on Israel Asper Way	Potential impacts to on-street parking on William Stephenson Way and Waterfront Drive
Intersections & Connections	- Limited connection options due to underpass - Pedestrian half-signal	Opportunities for enhanced bike and pedestrian crossings
Access to Destinations	Pathway access to The Forks, Exchange District and Explanade Reel Pedestrian Bridge	Bike access provided to Downtown, access to The Forks, Exchange District, Explanade Reel Pedestrian Bridge, Povungvuk Bridge and Waterfront Drive

What is a multi-use pathway?

Footpaths are physically separated from vehicles and run alongside nearby roadways. Multi-use paths allow for recreational travel used by cyclists, pedestrians, and other non-motorized users.

It's a path designed for people walking, pushing a stroller or using a wheelchair.

We can't design multi-use paths until we know what we're designing multi-use paths for.

Multi-use paths are designed to be safe for all users.

Multi-use paths are designed to be safe for all users.

Multi-use paths are designed to be safe for all users.

Multi-use paths are designed to be safe for all users.




William Stephenson Way (looking west)
Israel Asper Way at William Stephenson Way

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Support Active Transportation	- Narrow the road, add bike lanes, don't just add more concrete to prioritize "traffic flow" the speed and noise of the road is not conducive to the quality of the park or AT use - This will make things much more inviting! less car centered spaces
Traffic calming	Narrow the road, add bike lanes, don't just add more concrete to prioritize "traffic flow" the speed and noise of the road is not conducive to the quality of the park or AT use
Separate the modes	- Wide enough please. Make it clear! (that bikes share the path) - Peds and bikes need separated lanes – peds move differently than bikes. See grand round in Minn. - Add separated lanes on multi-use, pedestrian like to walk right in the middle. Specify pedestrian and bike area on multi-use path
Improve lighting	This is a dark/dim place at night. Better lighting please!
Fireworks	- Bring back fireworks! - The fireworks disrupt the path too often.
Other	At least please require cyclists to have and use bells (even Calgary and Winnipeg do)

[illegible]

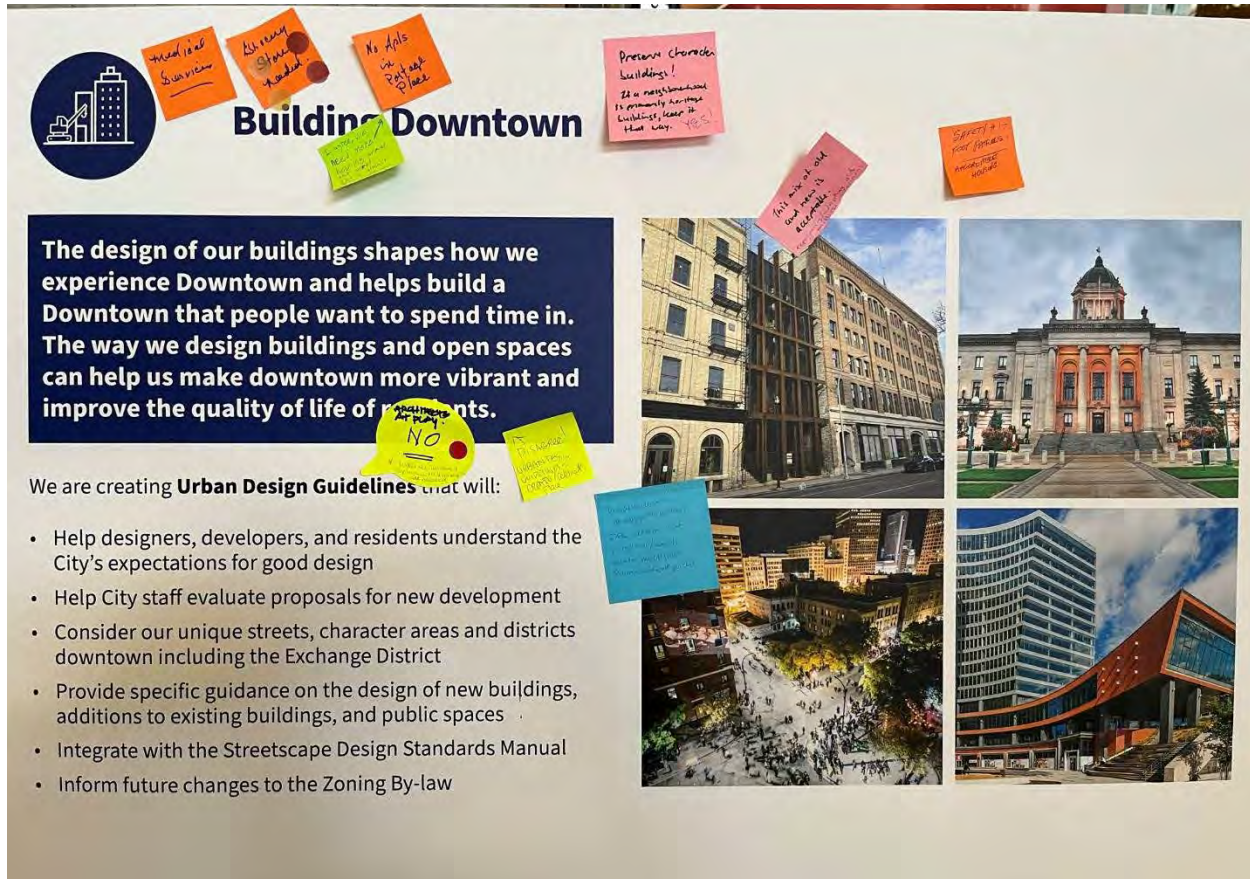
Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Dedicated lanes	• If the rapid transit doesn't operate on dedicated lanes with reduced car lanes on portage and main and with synchronized lights...then it won't work or be very 'rapid'
Climate-conscious bus service	• Electric and hydrogen powered buses are required. • Make sure bus system fits into environmental plan – electric
Frequent and reliable bus service	• Build asap we need fast and frequent bus service • Need better more frequent buses to Transcona • I agree! Need better buses to Transcona • Longer time for express buses Transcona • Spirit bus early AM (730-830) to evening. Plus also theatre concert nights • If a transport mode is reliable it will be used. Frequency. Safety will attract users • Encourage active and public transport. Discourage cars • Need to stop sprawl, promote zbl/policy change to incentivize infill (eg. Secondary suites, no parking minimums)

	so transit can be operating efficiently without slow/infrequent service to burbs
High density neighbourhoods	• Need to stop sprawl, promote zbl/policy change to incentivize infill (eg. Secondary suites, no parking minimums) so transit can be operating efficiently without slow/infrequent service to burbs
People-friendly design	• If graham is a “people place” a destination, could there not be a street light transit line on graham for those with mobility challenges?
Buses to Transcona	• Need better more frequent buses to transcona • I agree! Need better buses to Transcona • Longer time for express buses Transcona
Other	• Parking structures? - o Need modal shift not just displacement • Good job • Did you figure the noise issue especially when people live on Portage its bad as it is

Building Downtown

Building Downtown



Building Downtown

The design of our buildings shapes how we experience Downtown and helps build a Downtown that people want to spend time in. The way we design buildings and open spaces can help us make downtown more vibrant and improve the quality of life of residents.

We are creating **Urban Design Guidelines** that will:

- Help designers, developers, and residents understand the City's expectations for good design
- Help City staff evaluate proposals for new development
- Consider our unique streets, character areas and districts downtown including the Exchange District
- Provide specific guidance on the design of new buildings, additions to existing buildings, and public spaces
- Integrate with the Streetscape Design Standards Manual
- Inform future changes to the Zoning By-law

Sticky Notes:

- Hand icon: Sun view
- Hand icon: Street view
- Hand icon: No Arts in Public Place
- Hand icon: Preserve character buildings! It is neighbourhood is primarily historic buildings, keep it that way. YES!
- Hand icon: All new old buildings
- Hand icon: Street view
- Hand icon: NO
- Hand icon: NO
- Hand icon: NO

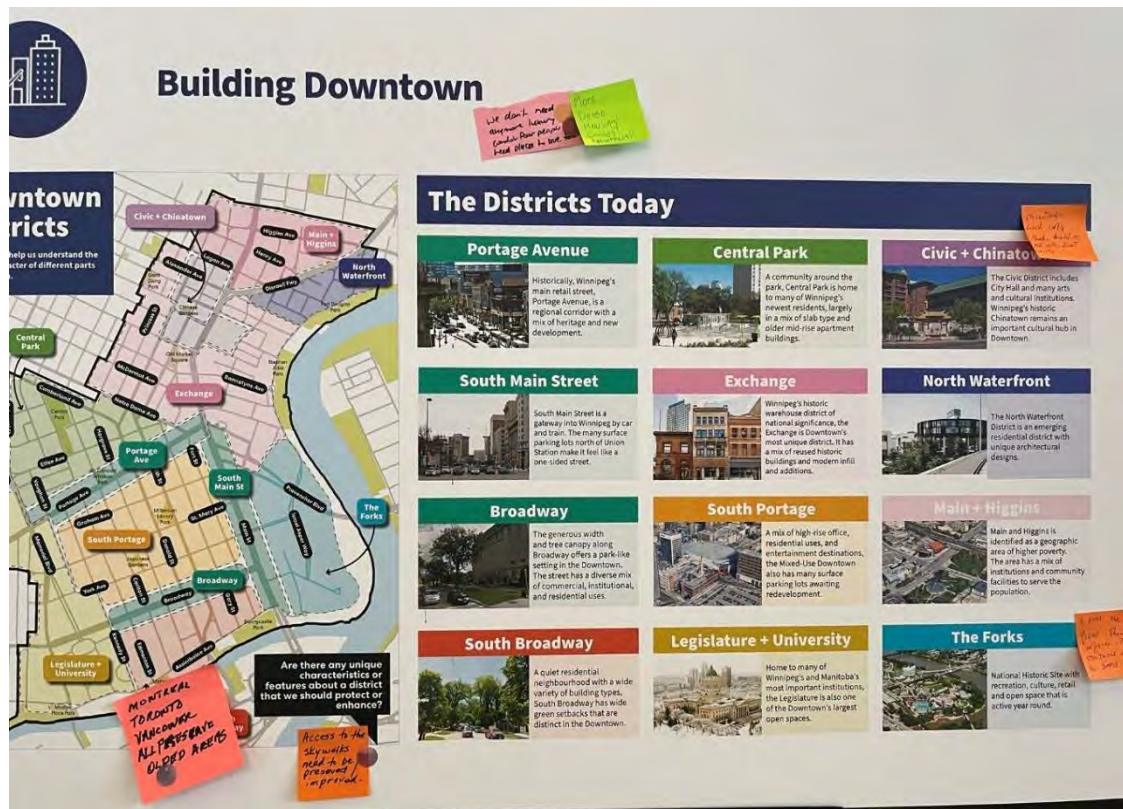
Images:

- A photograph of a historic building with a clock tower.
- A photograph of the Manitoba Legislative Building.
- A photograph of a modern building with a glass facade.
- A photograph of a modern building with a red facade.

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Amenities/Services	- Medical services - Grocery store needed
Housing	- No apts in portage place - I agree, we need more housing around the core! The is almost none right now - Safety #1 – foot patrols. Affordable housing
Maintain Character/ Heritage buildings	- Preserve character buildings! If a neighbourhood is primarily heritage buildings, keep it that way. - Yes! - This mix of old and new is acceptable. - Repurposing/adapting old buildings is critical
Other comments	- Guidelines wont be any good without ZBL reform that is radical/ to achieve modal shift, human-oriented spaces - No. Architects at play. *Guidelines informed by human scale principles are needed. - Disagree! Urban design guidelines = create/ celebrate place

Downtown Districts



Building Downtown

Help us understand the character of different parts of the city.

The Districts Today

- Portage Avenue**: Historically, Winnipeg's main retail street, Portage Avenue is a regional corridor with a mix of heritage and new development.
- Central Park**: A community around the park, Central Park is home to many of Winnipeg's newest residents, largely in a mix of slab-type and older mid-rise apartment buildings.
- Civic + Chinatown**: The Civic District includes City Hall and many arts and cultural institutions. Winnipeg's historic Chinatown remains an important cultural hub in Downtown.
- South Main Street**: South Main Street is a gateway into Winnipeg by car and train. The many surface parking lots south of Union Station make it feel like a new city street.
- Exchange**: Winnipeg's historic warehouse district of national significance, the Exchange is Downtown's most unique district. It has a mix of reused historic buildings and modern infill and additions.
- North Waterfront**: The North Waterfront District is an emerging residential district with unique architectural designs.
- Broadway**: The generous width and tree canopy along Broadway offers a park-like setting in the Downtown. The street has a diverse mix of commercial, institutional, and residential uses.
- South Portage**: A mix of high-rise office, residential uses, and entertainment destinations, the Mixed-Use Downtown also has many surface parking lots awaiting redevelopment.
- Main + Higgins**: Main and Higgins is identified as a geographic area of higher poverty. The area has a mix of institutions and community facilities to serve the population.
- South Broadway**: A quiet residential neighbourhood with a wide variety of building types, South Broadway has wide green setbacks that are distinct in the Downtown.
- Legislature + University**: Home to many of Winnipeg's and Manitoba's most important institutions, the Legislature is also one of the Downtown's largest open spaces.
- The Forks**: National Historic Site with recreation, culture, retail and open space that is active year-round.

Are there any unique characteristics or features about a district that we should protect or enhance?

MONTECAL TORONTO YACONAW ALPASTAVE OLVED AREAS

Access to no streets need to be preserved/improved

Let them build more housing around the core! The is almost none right now

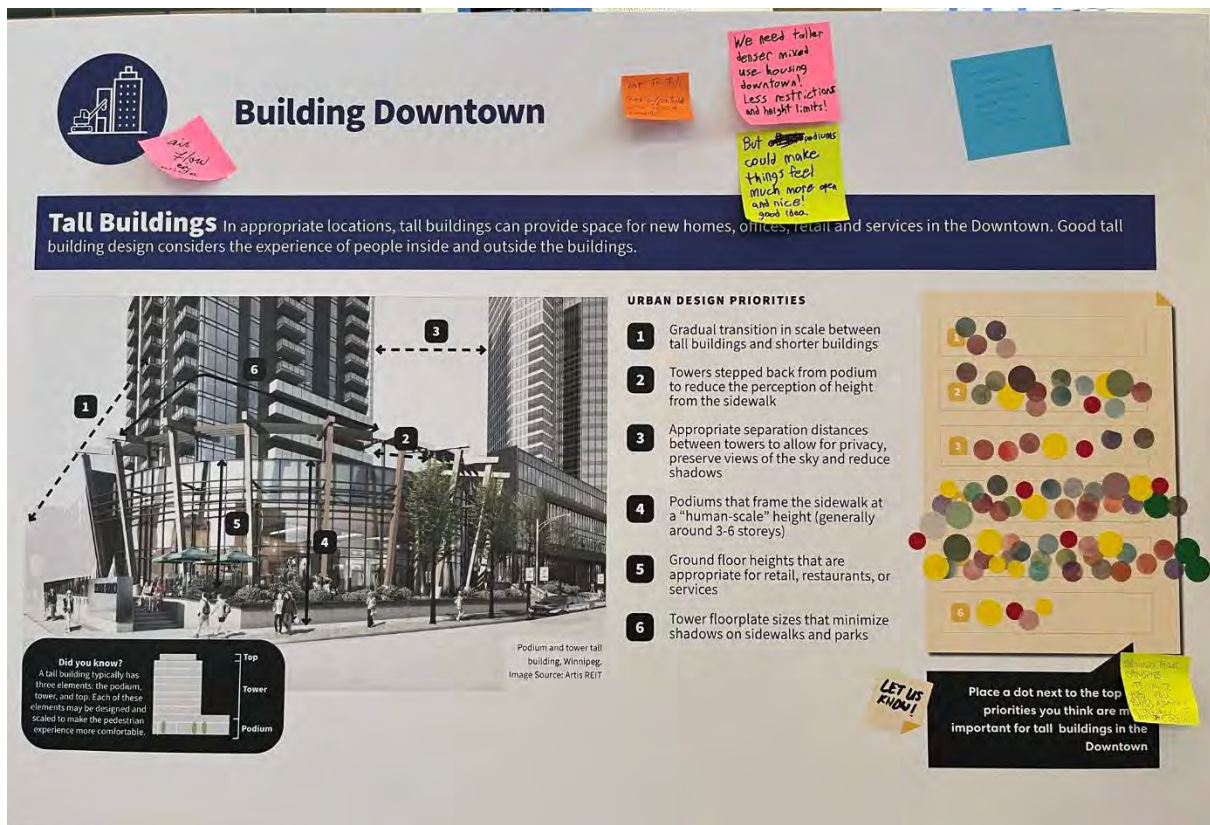
*Guidelines informed by human scale principles are needed.

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Amenities/Services	- Access to the skywalks need to be preserved/improved - I love the forks. Should improve it. Spectacle will be good
Housing	- We don't need anymore luxury condos poor people need places to live too - More dense housing! Condos! Apartments!
Heritage Conservation	Montreal Toronto Vancouver all preserve older areas
Other comments	Chinatown look very bad. Building not well. Street dirty

Tall Buildings

Place a dot next to the top two priorities you think are most important for tall buildings in the Downtown.



Building Downtown

Tall Buildings In appropriate locations, tall buildings can provide space for new homes, offices, retail and services in the Downtown. Good tall building design considers the experience of people inside and outside the buildings.

URBAN DESIGN PRIORITIES

- 1 Gradual transition in scale between tall buildings and shorter buildings
- 2 Towers stepped back from podium to reduce the perception of height from the sidewalk
- 3 Appropriate separation distances between towers to allow for privacy, preserve views of the sky and reduce shadows
- 4 Podiums that frame the sidewalk at a "human-scale" height (generally around 3-6 storeys)
- 5 Ground floor heights that are appropriate for retail, restaurants, or services
- 6 Tower floorplate sizes that minimize shadows on sidewalks and parks

Did you know?
A tall building typically has three elements: the podium, tower, and top. Each of these elements may be designed and scaled to make the pedestrian experience more comfortable.

Podium and tower tall building, Winnipeg. Image Source: ARTIS REIT

LET US KNOW!
Place a dot next to the top priorities you think are most important for tall buildings in the Downtown.

Sticky notes on poster:
- Pink: We need taller denser mixed use housing downtown! Less restrictions and height limits!
- Yellow: But... podiums could make things feel much more open and nice! Good idea.
- Blue: [illegible]
- Orange: [illegible]

The top two answer choices are highlighted in green below.

Answer choices	Number of dots
Gradual transition in scale between tall buildings and shorter buildings	4
Towers stepped back from podium to reduce the perception of height from the sidewalk	15
Appropriate separation distances between towers to allow for privacy, preserve views of the sky and reduce shadows	7
Podiums that frame the sidewalk at a “human-scale” height (generally around 3-6 storeys)	25
Ground floor heights that are appropriate for retail, restaurants, or services	28
Tower floorplate sizes that minimize shadows on sidewalks and parks	4

Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Human scale design	• Make use of Vancouver tall building approach that prioritize at grade experience • But podiums could make things feel much more open and nice! Good idea. • Ground floor canopies. Its ok to have tall buildings against sidewalks if pedestrian scale design
Housing	• We need taller denser mixed use housing Downtown! Less restrictions and height limits! • Not to tall and affordable with in suite laundry
Other comments	• Air flow in winter

All Season Design

Place a dot next to the top two priorities you think are most important for creating comfortable environments year-round.

Building Downtown

All Season Design New development should minimize wind tunnels and shadowing and maximize sunlight on sidewalks, parks, and other public spaces. Together, these elements create comfortable spaces for people year-round.

URBAN DESIGN PRIORITIES

- 1 Buildings located and designed to minimize shadows on parks. Significant community greenspaces like Central Park should be protected from extensive shadowing
- 2 Buildings shaped to minimize harsh wind conditions at the ground level
- 3 Canopies and awnings provide shelter from sun and rain for pedestrians
- 4 Trees and landscaping provide shade, break the wind, and absorb water from melting snow and extreme weather events
- 5 Providing space for snow storage without impacting pedestrians or cyclists

Place a dot next to the top two priorities you think are most important for creating comfortable environments year-round.

The top two answer choices are highlighted in green below.

Answer choices	Number of dots
Buildings located and designed to minimize shadows on parks. Significant community greenspaces like Central Park should be protected from extensive shadowing	11
Buildings shaped to minimize harsh wind conditions at the ground level	17
Canopies and awnings provide shelter from sun and rain for pedestrians	14
Trees and landscaping provide shade, break the wind, and absorb water from melting snow and extreme weather events	41
Providing space for snow storage without impacting pedestrians or cyclists	31

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Amenities/services	- Make Winnipeg Downtown 15 min city - Enclosed walkway and covered public space
Housing	All the housing in and around Central Park needs upgrades and restoration – the Public Housing needs public investment. And the nursing home with all the senior COVID deaths – Park Manor – can be repurposed into more beautiful public housing. We do not want another fire at a heritage building – run by MB Housing being neglected. Qu'appelle Apts – poor people need beautiful housing!
Accessibility	- Keep sidewalks and bike lanes clear from snow - Also, prioritize accessibility all season
Greening and public space	- Canopies etc. create pedestrian scale enviro adjacent to tall buildings – improves comfort and experience - Trees - Enclosed walkway and covered public space

Street Level Design

What should we keep in mind when designing residential units or other uses at street level?



Building Downtown

Street Level Design The way buildings are designed at street level can create a positive or negative experience for people walking by. Street level design should relate to the type and function of the street, the character of the district, and the use that is at ground level.

Ground floor residential uses. Image Source: City of Kelowna

Ground floor retail shops. Image Source: Cone & Steiner

URBAN DESIGN PRIORITIES: residential at street level

- 1 A landscaped setback creates separation between the public street and the private residence
- 2 Create activity on the street with frequent entrances or windows into lobbies or common rooms

URBAN DESIGN PRIORITIES: non-residential at street level

- 1 Frequent entrances and large windows create visual and physical connections between inside and outside
- 2 Setbacks can be used as "spill out" space that brings activity inside the building to the outside (retail displays, patios)

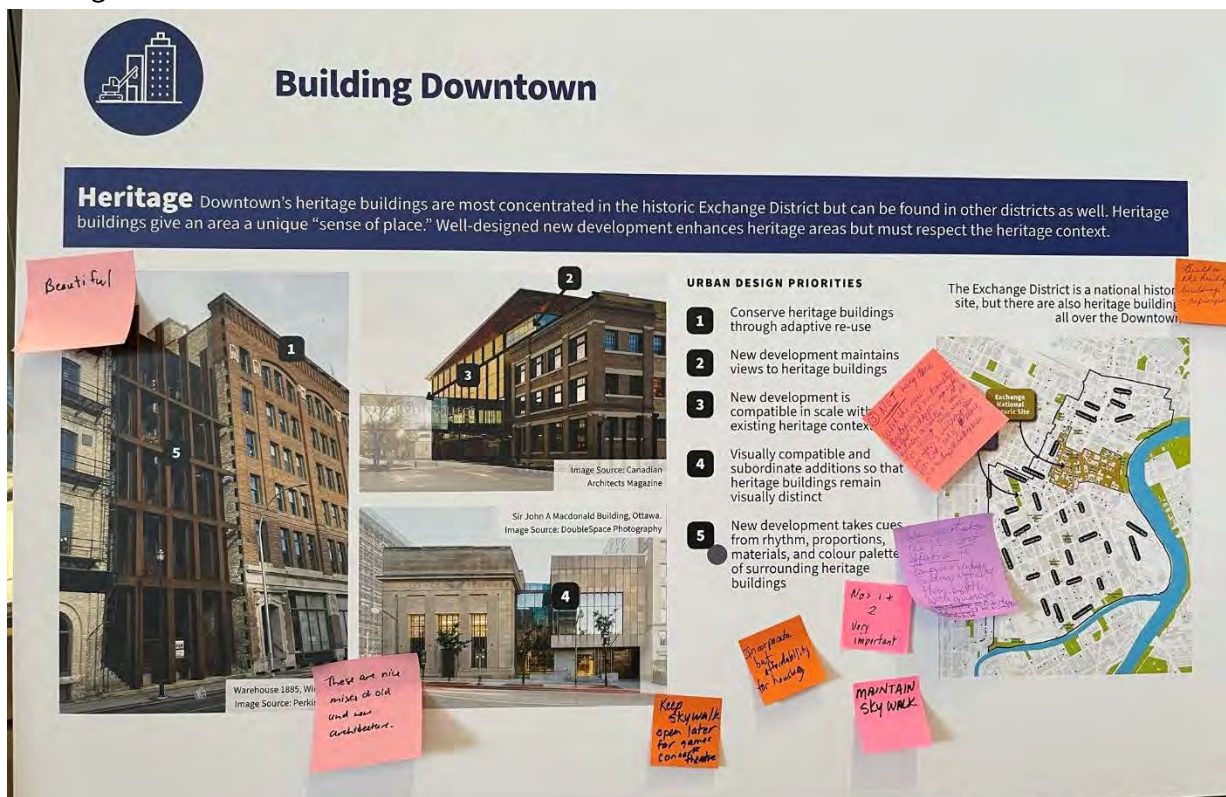
Sticky notes:

- More use of front yards for greenery and water
- How do we protect setbacks from being built over?
- ++ Lighting
- LET US KNOW!
- Safety/Social issues need to be addressed
- Character of neighborhood should be considered
- Space for seating & patios or other pop up animation
- Should be usable in winter
- Blank frontage, blank doors & windows make streets all too bland
- Wanted: a better street scene
- Clear up drug culture, weed and homelessness, etc.
- Safe Needle sites
- Public Watchpoints
- Look @ NLC street scene
- What should we keep in mind when designing residential units or other uses at street level? Leave us a sticky note!

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Human scale design	- Look @ NYC nice designs - Mixed-use. Retail at ground floor - Blank facades, blocked doors and window adds, should all be banned
Social supports	- Safety/ social issues need to be addressed - Safe needle sites - Public washrooms - Clear up drug and other uses and homelessness, too.
All year use of space	- Should be usable in winter - Character/ winter and summer use and access
Streetscaping and greening	++ Lighting - More use of the flat roofs for greening the city - Space for seating and patios or other “pop up” animation
Other	How do we protect birds from flying into windows

Heritage



Building Downtown

Heritage Downtown's heritage buildings are most concentrated in the historic Exchange District but can be found in other districts as well. Heritage buildings give an area a unique “sense of place.” Well-designed new development enhances heritage areas but must respect the heritage context.

URBAN DESIGN PRIORITIES

- 1 Conserve heritage buildings through adaptive re-use
- 2 New development maintains views to heritage buildings
- 3 New development is compatible in scale with existing heritage context
- 4 Visually compatible and subordinate additions so that heritage buildings remain visually distinct
- 5 New development takes cues from rhythm, proportions, materials, and colour palette of surrounding heritage buildings

The Exchange District is a national historic site, but there are also heritage buildings all over the Downtown.

Sticky Notes:

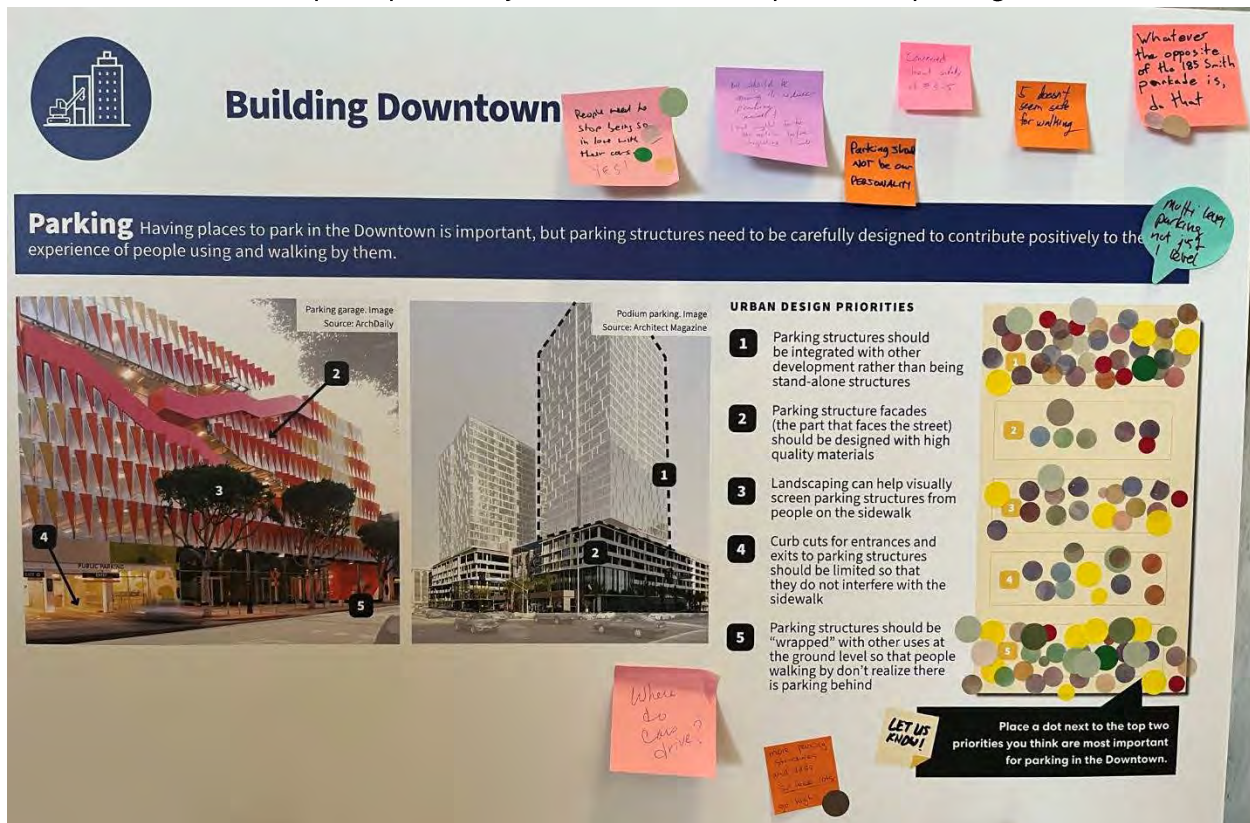
- Beautiful
- These are nice mixes of old and new architecture.
- Keep skywalk open later for game concessions
- Integrate bike accessibility to building
- Max 1 + 2 Very important
- Maintain sky walk
- Build on the building footprint

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Housing	Incorporate but affordability for housing
Conserve and maintain scale and heritage	#3 NOT being done with the new development on Bannatyne in East Exchange in empty between Corrientes and ? other building TOO HIGH – piece above the other 2 buildings doesn't fit. Looks out of place in a heritage building area! - Nos 1 and 2 very important - Build on the heritage building – repurpose
Must be cost effective	We must show that it is cost effective to conserve a heritage building. Not all of them might be worth conserving. A modern building might be a viable alternative.
Other	- Beautiful - There are nice mixes of old and new architecture - Keep skywalk open later for games concerts theatre - Maintain skywalk

Parking

Place a dot next to the top two priorities you think are most important for parking in the Downtown.



Building Downtown

Parking Having places to park in the Downtown is important, but parking structures need to be carefully designed to contribute positively to the experience of people using and walking by them.

URBAN DESIGN PRIORITIES

- Parking structures should be integrated with other development rather than being stand-alone structures
- Parking structure facades (the part that faces the street) should be designed with high quality materials
- Landscaping can help visually screen parking structures from people on the sidewalk
- Curb cuts for entrances and exits to parking structures should be limited so that they do not interfere with the sidewalk
- Parking structures should be "wrapped" with other uses at the ground level so that people walking by don't realize there is parking behind

Place a dot next to the top two priorities you think are most important for parking in the Downtown.

LET US KNOW!

Where do cars drive?

Multi-level parking not just level

People need to stop being so in love with their cars. YES!

Whatever the opposite of the 185 Smith parkade is, do that

5 don't seem to be walking

Screened from walking

Parking should NOT be our personality

Parking garage: Image Source: ArchDaily

Podium parking: Image Source: Architect Magazine

The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Parking structures should be integrated with other development rather than being stand-alone structures	38
Parking structure facades (the part that faces the street) should be designed with high quality materials	7
Landscaping can help visually screen parking structures from people on the sidewalk	18
Curb cuts for entrances and exits to parking structures should be limited so that they do not interfere with the sidewalk	12
Parking structures should be “wrapped” with other	36

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Less parking and private vehicles	• People need to stop being so in love with their cars - o Yes! • We should be aiming to reduce parking overall! That ought to be the metric before integrating it well • Parking should not be our personality
Prioritize safety	• Concerned about safety of #3-5 • #5 doesn't seem safe for walking
Multi-level parking	• Multi level parking not just 1 level • More parking structures and less surface lots go high!
Other	• Whatever the opposite of 185 smith parkade is, do that • Where do cars drive?

Re-imagining Graham Avenue

Mapping Exercise: Take a look at the zone types described on the boards and place a sticker for each zone where you think they would fit best on a re-imagined Graham Avenue



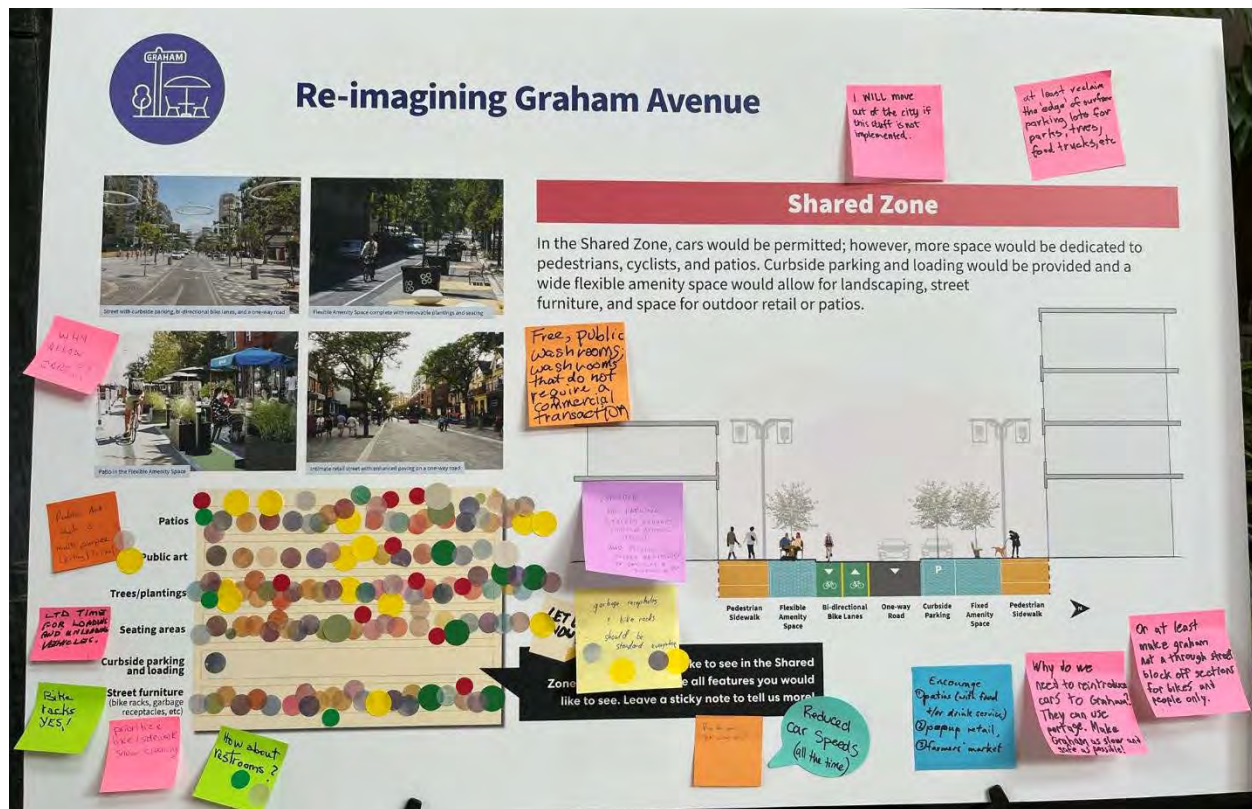
Note: Where location is important for context, it is provided in brackets and italics. Some comments are duplicated if they represent multiple themes.

Theme	Sticky Notes
Shared Zone (Pink Sticky Notes)	
Skywalk	- The Skywalk is crucial! YES!!! (<i>skywalk between the former HBC building and Portage Place</i>) - Connection Hub (Sky Walk!!) (<i>Graham and Hargrave/City Place</i>)
Portage Place	- Needs Complete Redevelopment (<i>Portage Place</i>) - Lets re-imagine the promenade behind Portage Place (<i>Portage Place</i>)
Vehicles	'Shared Zone' (for all) shouldn't = cars. Unless w/ woonerf concept it should all be at grade. - Graham Ave should be 1 lane traffic each way for a Shared Zone
Pedestrian Prioritization	- Areas like RBC/Arena have awful at level human design – one whole block of nothing and exhaust - Open Portage and Main to pedestrians. Survey flawed. Should have concentrated on people who use the area regularly.
Retail	Heart of updated Retail Development – Central Point! (<i>City Place</i>)
General	Blank Pink sticky notes placed at:

Theme	Sticky Notes
	- o <i>Vaughn and Graham</i> - o <i>Southwest side of Graham at Kennedy</i> - o <i>Northwest side of Graham and Edmonton</i> - o <i>Southeast side of Graham at Edmonton (RWB)</i> - o <i>Southwest side of Graham at Hargrave</i> - o <i>Southwest side of Graham at Donald (City Place)</i> - o <i>South side of Graham at Main Street</i>
Green Zone (Green Sticky Notes)	
Green Spaces	• Green Space. Trees!!! (<i>Carlton and Graham</i>) • Need greenery everywhere to make sure there is “thermal comfort” also, incorporate water retention and nature based solutions. • Streets need more green life • Opportunity to reclaim surface lots for pedestrian programming/event/green space! • Add trees and bike lanes to help cool Main St.
Vehicles	• No personal vehicles on graham • Make Graham car free entirely • No parking lots on Graham • Opportunity to reclaim surface lots for pedestrian programming/event/green space!
Cycling	• Separation of bike and pedestrian areas please! • Add trees and bike lanes to help cool Main St.
Recreation	• Winter use? Skating. (<i>Former HBC Parking lot</i>) • Opportunity to reclaim surface lots for pedestrian programming/event/green space!
General	• Green zone here! (<i>Fort and Graham</i>) • Here too! (<i>Garry and Graham</i>) • Green Zones on ends • Combination of green and celebration throughout! :) • Opportunity to reclaim surface lots for pedestrian programming/event/green space! • Blank Green sticky notes placed at: - o <i>South side of graham between Kennedy and Edmonton</i> - o <i>In front of Hydro Building at Graham and Edmonton</i> - o <i>In front of RWB at Graham and Edmonton</i> - o <i>Portage Place and Edmonton</i> - o <i>South side of Graham at Hargrave</i> - o <i>East part of Donald and Graham intersection</i> - o <i>Graham and Smith</i>

Theme	Sticky Notes
	o North side of Graham from Garry to Fort
Celebration Zone (Orange Sticky Notes)	
Safety	• Better lighting for safety at Vaughn Street (<i>Graham and Vaughn</i>)
Vehicles	• Avoid vehicles here if possible. Ped/Cycling (<i>arrow directing west from Main street entrance at Graham</i>)
Venues, Retail, Commercial	• Reimagine 1st level of tower buildings to accessible commercial (<i>Garry/Smith and Graham, on Winnipeg Police Building</i>) • Market Venue (like St Laurence Market in Toronto) (<i>Parking lot between Garry and Smith</i>) • These 2 surface lots have much potential. Make at least one a park! (<i>North side of Garry and Graham intersection</i>)
General	• Combination of green and celebration throughout! :) (<i>Graham and Hargrave</i>) • Celebration Zone near the arena (<i>Graham and Donald/Canada Life Centre</i>) • Need something here!! (<i>Hargrave, south of St. Mary</i>) • Celebrate!! Most visible gateway into space (<i>arrows pointing west into entrance at Graham and Main</i>) • Open Intersection to pedestrians or nothing. And no ridiculous expensive after raised crossings that do nothing to improve conditions! (<i>Graham/Main St/William Stephenson intersection</i>) • Blank orange sticky notes placed at: - o Southwest side of Graham at Fort - o South side of Graham between Donald and Smith (<i>Millenium Library</i>) - o South side of Graham at Donald (<i>City Place</i>) - o Edmonton and St Mary - o South side of Portage at Vaughn

Shared Zone



The top three answer choices are highlighted in green below.

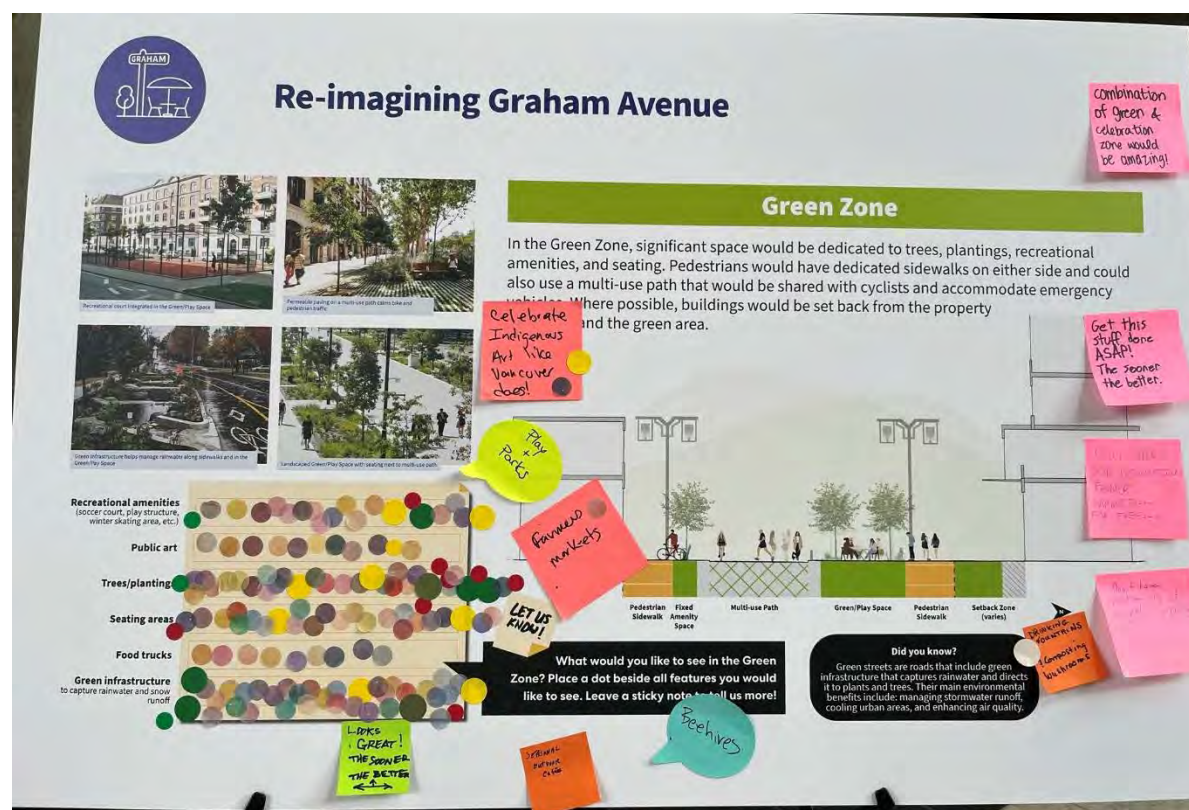
Answer choices	Number of dots
Patios	38
Public art	18
Trees/plantings	37
Seating areas	26
Curbside parking and loading	1
Street furniture (bike racks, garbage, receptacles, etc.)	25

Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Limit cars or no cars on Graham	• Fine for buses, but why cars? • Why allow cars?! • Why do we need to reintroduce cars to graham? They can use portage. Make Graham as slow and safe as possible! Or at least make graham not a through street block off sections for bikes and people only • Ltd time for loading and unloading vehicles • Consider no parking (except perhaps limited access stalls) and vehicle access restricted to delivery and accessible
Public washrooms	• How about restrooms? • Free, public washrooms; washrooms that do not require a commercial transaction
Cleanliness and maintenance	• Prioritize bike/sidewalk snow clearing • Garbage receptacles and bike racks should be standard everywhere
Arts, culture, entertainment	• Public art that is multi purpose (seating) is cool • Encourage patios (with food and/or drink service), popup retail, farmers market • At least reclaim the 'edge' of surface parking lots for parks, trees, food trucks, etc
Safety	• Reduced car speeds (all the time)
Support cyclists	• Bike racks YES! • Garbage receptacles and bike racks should be standard everywhere
Other	• I will move out of the city if this stuff is not implemented

Green Zone



The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Recreational amenities (soccer court, play structure, winter skating area, etc.)	19
Public art	11
Trees/plantings	34
Seating areas	26
Food trucks	9
Green infrastructure to capture rainwater and snow runoff	37

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Arts, culture, entertainment	- Close streets for downtown farmers markets...for free... - Farmers markets - Beehives - Celebrate indigenous art like Vancouver does - Play and parks - Seasonal outdoor cafes
Amenities	Drinking fountains and composting washrooms

Limit cars or no cars on Graham	Don't have parking – its not a right, it's a privilege
Other	- Combination of green and celebration zone would be amazing! - Get this stuff done ASAP! The sooner the better. - Looks great! The sooner the better

Celebration Zone



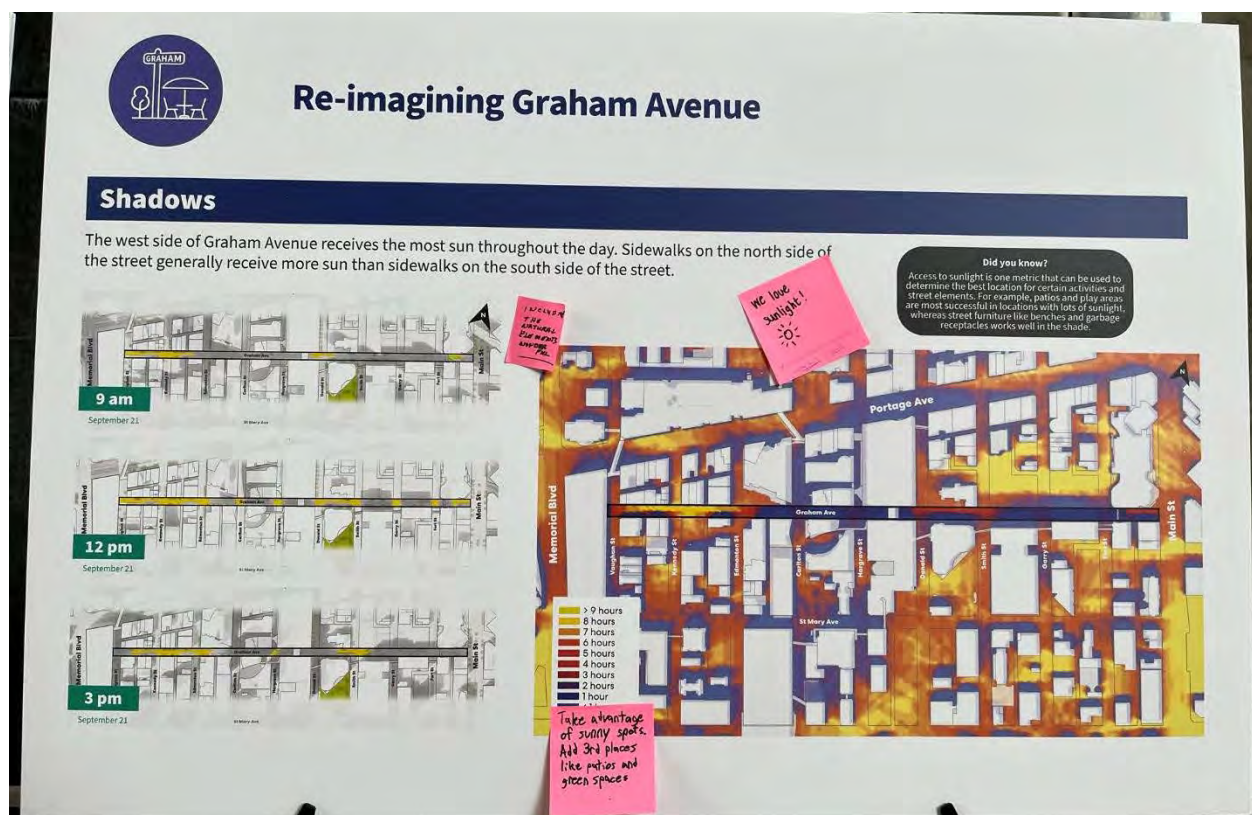
The top three answer choices are highlighted in green below.

Answer choices	Number of dots
Event space and support infrastructure (e.g. electrical connections)	32
Public art	23
Trees/plantings	40
Moveable street furniture (e.g. chairs, tables)	17
Food trucks	27
Pavement markings for sports and games	8

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Arts, culture, entertainment	- Does the celebration zone have food and entertainment options? For low income people - Easier/cheaper to close street for special events
Public washrooms	Public washrooms 24 hour
Support cyclists	Safe bike parking
All ages design	Focus on all ages
Other	- You cannot reimagine Graham – without reimagining Portage Place and the promenade and skywalk and gardens etc! - Why do people think downtown Winnipeg is a dump? Take the first few things that come to mind. THAT'S WHAT NEEDS FIX

Shadows



Sticky notes:

- Take advantage of sunny spots. Add 3rd places like patios and greenspaces
- Include the natural elements wonderful
- We love sunlight!
 - *high sunlight + concrete = very hot = bad

The time to re-imagine Graham Avenue is now.



Re-imagining Graham Avenue

The time to re-imagine Graham Avenue is now.

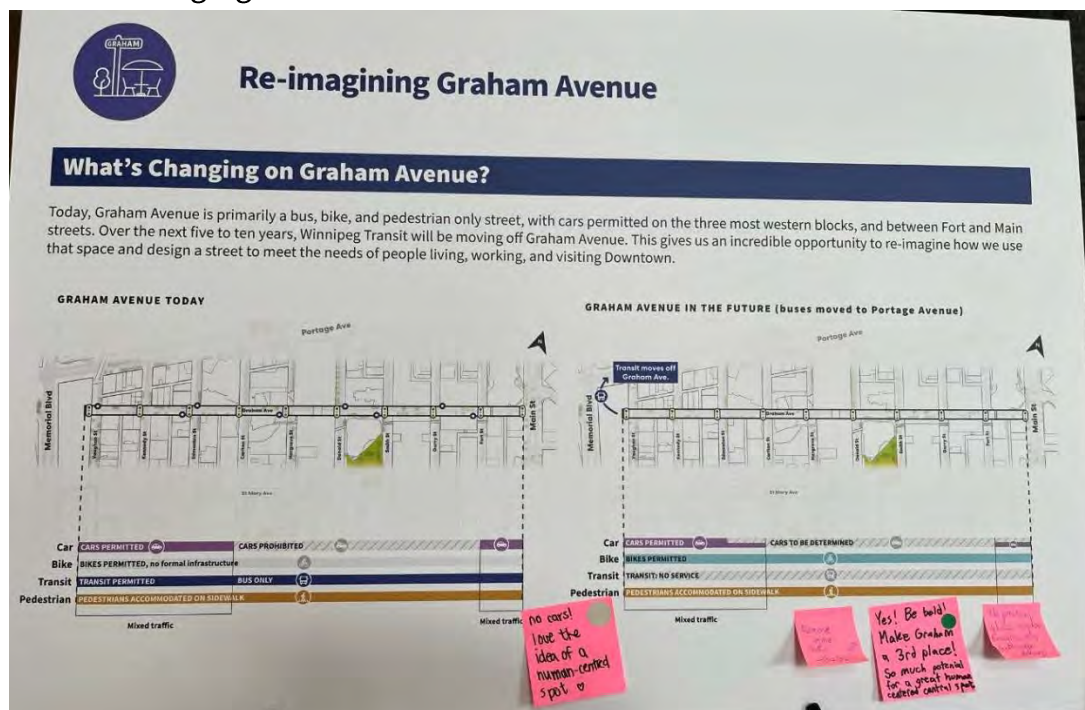
-  Buses will no longer use Graham Avenue in the next 5 to 10 years
-  Central location in Downtown's sports, hospitality, and entertainment district (SHED)
-  Lots of great destinations on Graham Avenue and within a short walk
-  New development to come at Wehwehneh Bahgahkinahgoon (former HBC building)
-  Many future development opportunities
-  Key bike linkage Downtown

Not great for the people who work downtown

Sticky notes:

- Not great for the people who work downtown (buses no longer in graham in next 5 years)

What's Changing on Graham Avenue?



Re-imagining Graham Avenue

What's Changing on Graham Avenue?

Today, Graham Avenue is primarily a bus, bike, and pedestrian only street, with cars permitted on the three most western blocks, and between Fort and Main streets. Over the next five to ten years, Winnipeg Transit will be moving off Graham Avenue. This gives us an incredible opportunity to re-imagine how we use that space and design a street to meet the needs of people living, working, and visiting Downtown.

GRAHAM AVENUE TODAY

	CARS PERMITTED	CARS PROHIBITED
Car	PERMITTED	PROHIBITED
Bike	PERMITTED, no formal infrastructure	PROHIBITED
Transit	PERMITTED	BUS ONLY
Pedestrian	PERMITTED	PEDESTRIANS ACCOMMODATED ON SIDEWALK

GRAHAM AVENUE IN THE FUTURE (buses moved to Portage Avenue)

	CARS PERMITTED	CARS TO BE DETERMINED
Car	PERMITTED	TO BE DETERMINED
Bike	PERMITTED	TO BE DETERMINED
Transit	NO SERVICE	TO BE DETERMINED
Pedestrian	PERMITTED	PEDESTRIANS ACCOMMODATED ON SIDEWALK

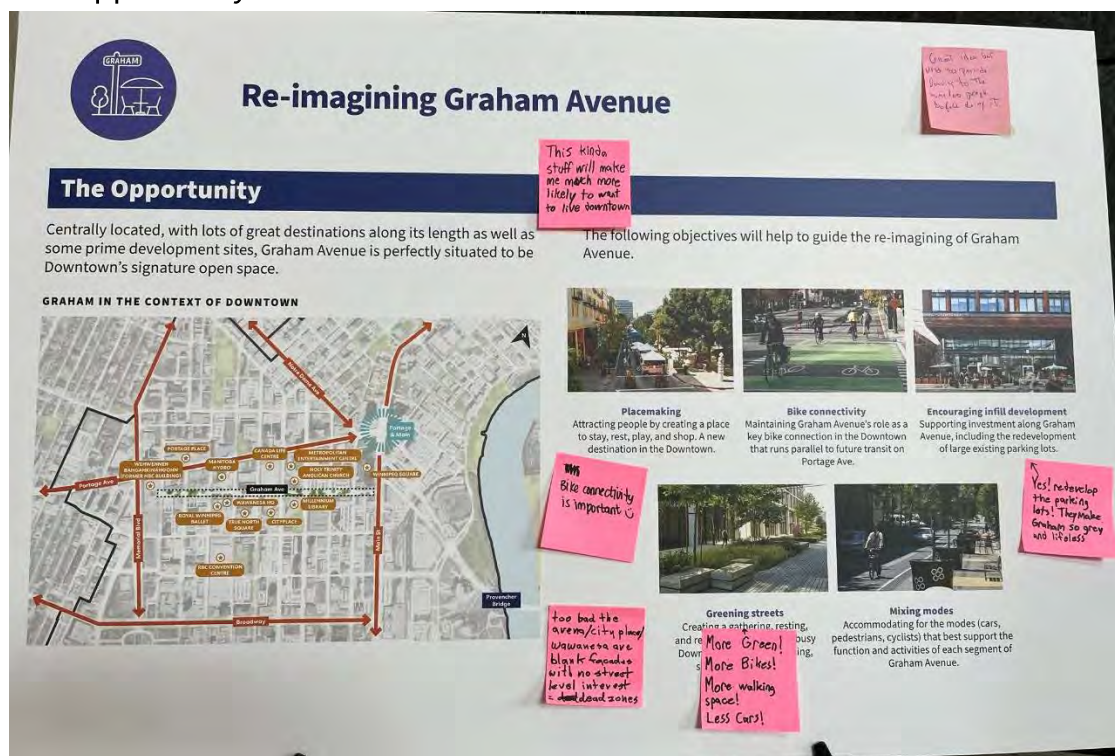
no cars! lose the idea of a human-centred spot

Yes! Be bold! Make Graham a 3rd place! So much potential for a great human-centered central spot

Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Limit cars or no cars on Graham	- Remove more traffic – be bold - No cars! Love the idea of a human-centred spot - No personal vehicles anywhere. Emergency only (and maybe delivery)
Human-centred design	Yes! Be bold! Make graham a 3rd place! So much potential for a great human centered central spot

The Opportunity



Re-imagining Graham Avenue

The Opportunity

Centrally located, with lots of great destinations along its length as well as some prime development sites, Graham Avenue is perfectly situated to be Downtown's signature open space.

GRAHAM IN THE CONTEXT OF DOWNTOWN

The following objectives will help to guide the re-imagining of Graham Avenue.

- Placemaking**
Attracting people by creating a place to stay, rest, play, and shop. A new destination in the Downtown.
- Bike connectivity**
Maintaining Graham Avenue's role as a key bike connection in the Downtown that runs parallel to future transit on Portage Ave.
- Encouraging infill development**
Supporting investment along Graham Avenue, including the redevelopment of large existing parking lots.
- Greening streets**
Creation a experine, resting, and re...
Down...
More Green!
More Bikes!
More walking space!
Less Cars!
- Mixing modes**
Accommodating for the modes (cars, pedestrians, cyclists) that best support the function and activities of each segment of Graham Avenue.

Sticky notes:

- This kinda stuff will make me much more likely to want to live downtown
- Green - then but with this green... (pink note)
- Yes! Be bold! Make graham a 3rd place! So much potential for a great human centered central spot
- Yes! redevelop the parking lots! They make Graham so grey and lifeless
- Too bad the arena/city place/Wawanesa are blank facades with no street level interest = dead zones
- Bike connectivity is important

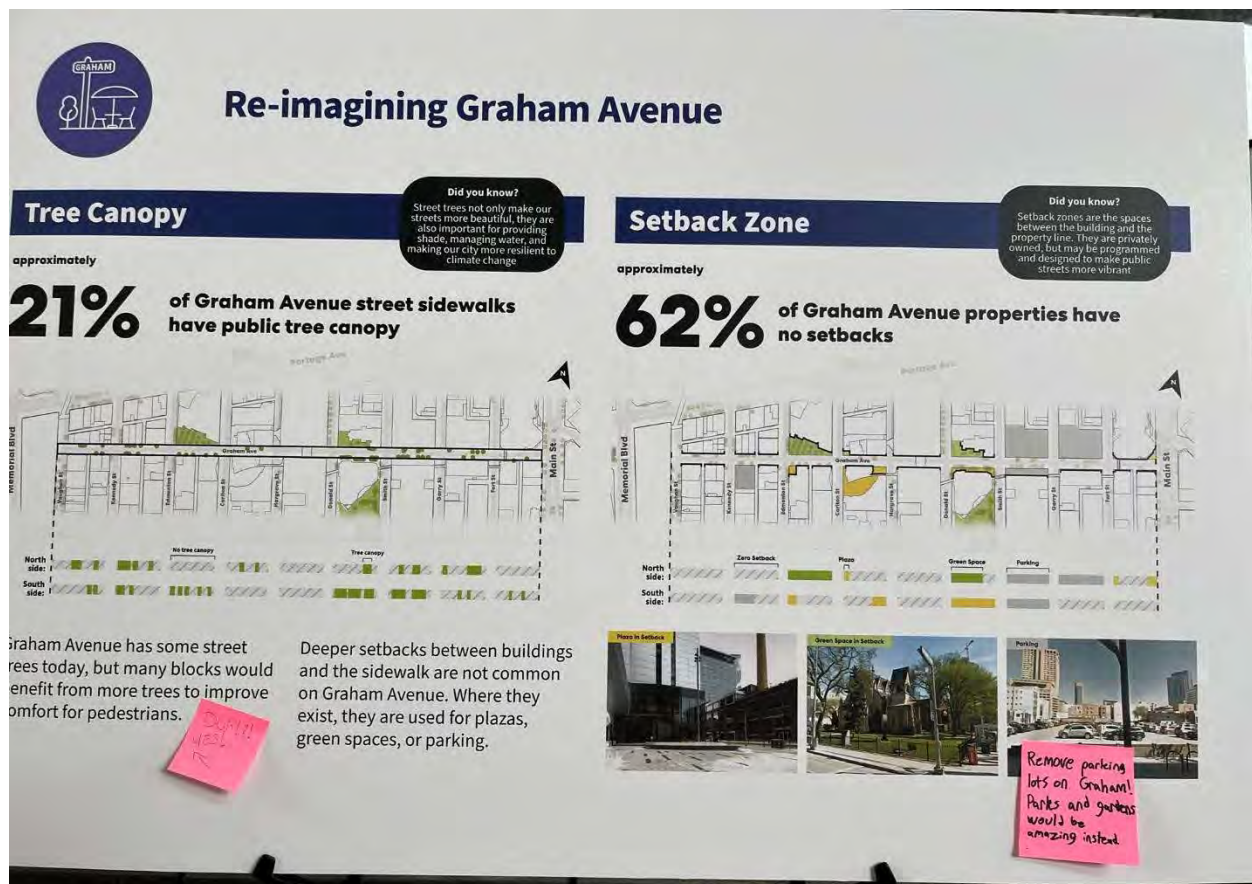
Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Human-centred design	- More green! More bikes! More walking space! Less cars! - Bike connectivity is important - Too bad the arena/city place/Wawanesa are blank facades with no street level interest = dead zones
Less cars or no cars on Graham	- Yes! Redevelop the parking lots! They make Graham so grey and lifeless - More green! More bikes! More walking space! Less cars!

Greening	• More green! More bikes! More walking space! Less cars!
Other	• Great idea but need to provide leaving to the homeless people before doing it • This kinda stuff will make me much more likely to want to live downtown

Note: Some sticky notes are duplicated if they represent multiple themes.

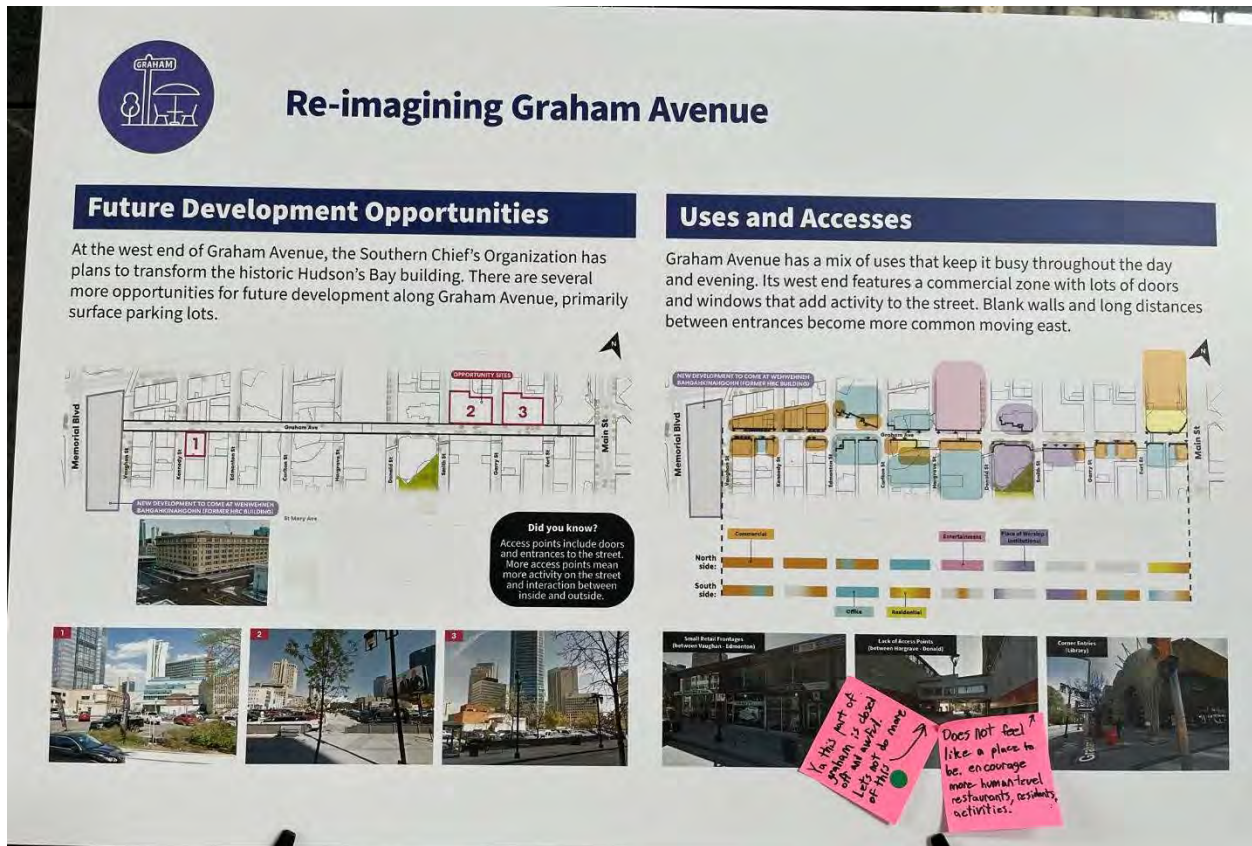
Tree Canopy and Setback Zone



Sticky notes:

- Remove parking lots on graham! Parks and gardens would be amazing instead
- Duh!?! Yes!

Future Development Opportunities and Uses and Accesses



Re-imagining Graham Avenue

Future Development Opportunities

At the west end of Graham Avenue, the Southern Chief's Organization has plans to transform the historic Hudson's Bay building. There are several more opportunities for future development along Graham Avenue, primarily surface parking lots.

Uses and Accesses

Graham Avenue has a mix of uses that keep it busy throughout the day and evening. Its west end features a commercial zone with lots of doors and windows that add activity to the street. Blank walls and long distances between entrances become more common moving east.

Did you know?
Access points include doors and entrances to the street. More access points mean more activity on the street and interaction between inside and outside.

Sticky notes:

- Is this part of Graham awful? Let's not do more of this
- Does not feel like a place to be. encourage more human-level restaurants, residents, activities.

Sticky notes:

- Ya this part of graham is closed off and awful. Lets not do more of this (lack of access points between Hargrave and Donald)
- Does not feel like a place to be. Encourage more human-level restaurants, residents, activities