

Appendix A – Stakeholder drop-in event notes

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Location: Holy Trinity Anglican Church
256 Smith Street

Date: November 30, 2023

Attendees: 17 in-person, 4 online commenting tool

Time: 9:30 a.m. – 12:00 p.m.

Downtown stakeholders and property owners along Graham Avenue were invited to participate in a stakeholder drop-in event. The following organizations were represented:

- Architecture 49
- Bike Winnipeg
- Colliers Project Leaders
- Downtown Winnipeg BIZ
- Green Corridor Advisory Circle
- Holy Trinity Anglican Church
- Little Mountain Park Conservancy Group
- Manitoba Association of Landscape Architects
- Manitoba Hydro
- Monteyne Architecture Works Inc.
- UWCRC 2.0 (University of Winnipeg Community Renewal Corporation 2.0)
- Wawanesa Mutual Insurance Company
- Winnipeg Public Library
- Winnipeg Regional Health Authority

Participants were invited to attend a drop-in event to view presentation boards with preliminary designs for three zones: Celebration Zone, Green Zone and Shared Zone. Each zone included specific questions to better understand the needs and ideas from stakeholders.

Feedback was provided through sticky notes and conversations with the project team.

For those who were unable to attend, or who wanted to provide additional feedback, materials from the event were also available to be viewed online on a stakeholder engagement website. Stakeholders were invited to provide feedback through an online commenting tool. The following summary includes the feedback from both the in-person drop-in event and online commenting tool.



Participants share input at a Re-imagining Graham Avenue stakeholder event

Celebration Zone

Do you think we should have dedicated, two-way cycling infrastructure in the Celebration Zone? Why or why not?

- Dedicated cycling infrastructure would alleviate concerns about conflicts.
- Infrastructure should be designed to slow users down to ensure safety of all users (e.g. chicanes).
- Dedicated cycling infrastructure would dedicate too much space to one user group.
- Connections to other cycling infrastructure in the downtown is important.
- Make use of permanent structures and benches, trees, and art works to help reinforce areas not meant for bicycle travel.
- Procedures would need to be in place to manage bicycle traffic along Carlton and Hargrave when the Celebration Zone is active.
- Ensure that there are proper detours available whenever the celebration zone is activated in a way that would hinder bicycle travel.

What sort of activities and events do you envision in the Celebration Zone?

- Sports activities.
- Space for arts groups to perform and hold public events.

Should we have permanent recreation infrastructure or art installations? If yes, what would you like to see?

- A mix of permanent and temporary infrastructure and installation to allow for flexibility and seasonal needs.
- Work with Manitoba and Winnipeg Arts Councils to program art.
- Incorporate lighting for safety into infrastructure and installations.

Is there anything else you would like to see or do in the Celebration Zone?

- Raised pavement to reinforce pedestrian environment.
- Window art galleries or small satellite gallery spaces.
- Space for theatre performances.
- Adding vitality to the area may help with safety concerns.
- Protected pedestrian crossing between City Place and Millennium Library.
- Need to address vulnerable and unhoused populations.
- Short term bike parking should be sheltered.

Green Zone

Do you think we should have dedicated, two-way cycling infrastructure in the Green Zone? Why or why not?

- Dedicated cycling infrastructure would alleviate concerns about conflicts.
- Infrastructure should be designed to slow users down to ensure safety of all users (e.g. chicanes).
- Dedicated cycling infrastructure would dedicate too much space to one user group.
- Connections to other cycling infrastructure in the downtown is important.

What sort of activities and events do you envision in the Green Zone?

- Library programming such as author readings, children's activities.
- Free programming such as meditation activities.

Should the City-owned drive aisle in front of the former post office building be incorporated into the Green Zone design?

- Support for incorporating the drive aisle, if feasible.
- Permeable green surface could allow limited vehicle access as necessary.

Is there anything else you would like to see or do in the Green Zone?

- Green corridor connections to other green spaces including Air Canada Window Park and Central Park.
- Educational programming on Indigenous gardening and planting, other cultural learning.
- Opportunity to incorporate green space or green infrastructure on surface parking lots.
- No curbs in design – more space for pedestrians and cyclists.
- Outdoor children's play spaces.
- More street-level lighting.
- Pop-up spaces for recreation and small businesses.
- Maintenance of infrastructure is essential.
- Security patrol.

Shared Zone

Is there anything else you would like to see or do in the Shared Zone from Vaughan Street to Carlton Street?

- Flexible commercial spaces for local businesses.
- Permeable surfaces, green infrastructure, soil cells, raised planters.
- Less hard / impermeable surfaces that create additional heat.
- Picnic tables and benches should be shaded by trees and other plantings.
- Eliminate street parking to accommodate more pedestrian and cycling space.

- Active transportation connections to Edmonton Street (Portage Place redevelopment) to Central Park and the Exchange District.
- Design clear gateways onto the shared street, with narrow vehicle path entries to slow vehicular traffic to appropriate speeds. Use grade changes, paving textures and colors, and tactile strips to alert pedestrians when they are crossing out of the shared street into general traffic space.

Residential and commercial infill development

How important is residential and commercial infill development in and around Graham Avenue to achieving this vision?

- All participants who provided feedback noted that infill development was “Very Important”
- Ensure housing is inclusive, affordable and/or subsidized

Appendix B – Stakeholder workshop notes

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Location: True North Sports + Entertainment
Conference Centre
242 Hargrave Street

Date: February 8, 2024

Attendees: 20

Time: 1:30 p.m. – 3 p.m.

Key stakeholders and property owners along Graham Avenue were invited to participate in a workshop to discuss the future of the street. The following organizations were represented:

- Artis REIT
- Cargill
- Cityplace
- Colliers Project Leaders
- Downtown Community Safety Partnership
- Downtown Winnipeg BIZ
- Manitoba Hydro
- Southern Chiefs' Organization
- True North Sports + Entertainment
- Wawanesa Mutual Insurance Company
- Winnipeg Public Library
- Winnipeg Police Service

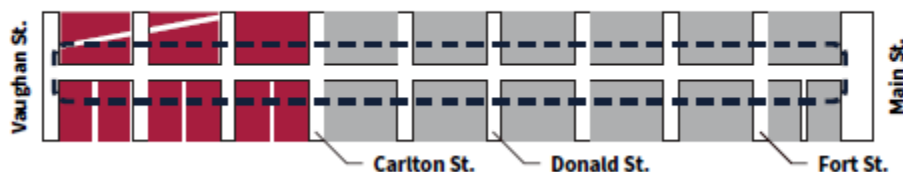
Graham Avenue could be made up of three proposed street zone types – shared, celebration, and green zones. We asked stakeholders to provide input related to:

- Activities and amenities that should be included the vision for Graham Avenue
- How the business/organization might contribute to the success of Graham Avenue
- The business/organization's operational needs (e.g. loading and access)

A summary of the key themes for each zone is below.

Shared Zone – Vaughan Street to Carlton Street

KEY MAP



Preserve vibrancy and character:

- Emphasize the uniqueness of the area, particularly the small-scale commercial retail at the west end of Graham Avenue.
- Westbound traffic is preferred direction for one-way. This provides the best functionality for the future SCO development (Wehwehneh Bahgahkinahgoohn) and preserves the visual appeal of driving towards west down Graham Avenue.

- Consideration of future developments and policy to maintain the unique character of the area.

Amenities/design considerations:

- Ensure there is ample outdoor seating and recreational areas. Graham Avenue will serve as a shared space for 800+ residents in the new SCO building (Wehwehneh Bahgahkinahgohn).
- Consider permanent public washrooms, especially for hosting future large-scale events on the street (washrooms could be in the celebration zone)
- Great opportunity for Indigenous art to spill out from SCO development (Wehwehneh Bahgahkinahgohn) onto the street. Can tie in connections to MMF on Main Street through art and programming.
- Opportunities for art and cultural elements to reflect the traditional names and identities of the area's stakeholders
- Incorporate native plants from Treaty areas in the landscaping, emphasizing education and reconciliation
- There will be lots of kids coming to the area with new daycare facilities catering to 100+ children.

Programming/activities:

- Continued support for existing programming, such as the Farmer's Market and community events
- Graham Avenue presents opportunities for hosting celebrations, ceremonies, and community events

Connectivity:

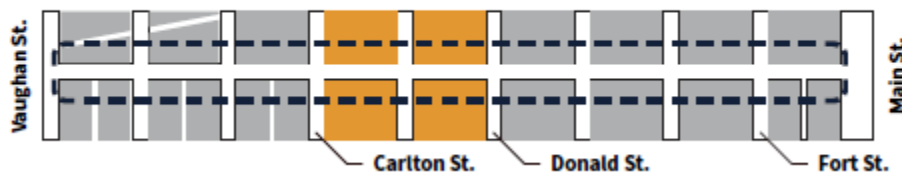
- Graham Avenue should provide a visual and functional connection between Hydro Plaza and True North Square. It should also include integration of RWB Plaza.

Walking/biking:

- Encourage pedestrian activity while balancing vehicular traffic
- Concerns about maintaining momentum for pedestrian activity without overwhelming car traffic
- Need for ample bike parking, both short-term and secure long-term options
- Consider existing cyclist activity and future demand

Celebration Zone – Carlton Street to Donald Street

KEY MAP



Programming / activities:

- Develop a comprehensive program plan with input from major partners.
- Programming is crucial to deter crime and address issues related to homelessness, addiction, and mental health. Winter activities are essential for maintaining vibrancy.
- Need to leverage events taking place at Canada Life Centre.
- Create self-directed activities during lulls in programming to attract people to Graham Avenue such as dog-walking, skating, sitting, taking pictures (Instagram appeal).
- Concern about the impact of food trucks in the area (except for special events)

Cycling infrastructure:

- Lack of consensus on dedicated cycling infrastructure.
- Consideration of safety for pedestrians and cyclists.
- Dedicated bikes lanes may impede deliveries and affect street vibe.
- Secure bike storage is necessary to encourage people to stop and visit and attend arena events by bike.
- One comment that consistency in cycling infrastructure along Graham Avenue is important.
- Bike lanes might make it less inviting to spill out into the streets and hang out

Design elements:

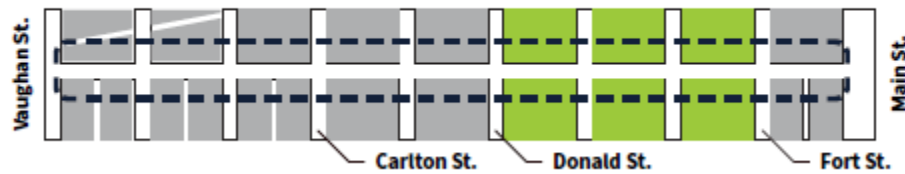
- Space must be designed to be flexible, without fixed infrastructure that could impact flexibility for use of the space.
- Plan for snow storage and winter functionality of the street.
- Consider removing grade separation between the street and the sidewalk for improved functionality.
- Design should encourage street spill-out activities and queuing for events.
- Maintain consistency in the look and feel of the street. It shouldn't feel like you are going from one zone to the other.

Safety:

- Design with safety in mind, including adequate lighting.
- Consider diverse perspectives on safety.
- Vibrant street features like storefronts and patios contribute to perceived safety and vibrancy.

Green Zone – Donald Street to Fort Street

KEY MAP



Amenities:

- Outside electrical infrastructure for purposes like outdoor workstations, library programming, etc.
- Implement temporary pilot projects for to see what works before full implementation
- Lighting and revitalization efforts to improve street safety and accessibility, to promote pedestrian movement and access to bus routes
- Include play structures and public washrooms (with sharps containers)
- Emphasis on public art and cultural activations
- Winter activities like skating and curling, explore partnership with the Forks to have warming huts on Graham Avenue

Maintenance:

- Emphasis on the importance of ongoing maintenance for sustainability
- Use of prairie/indigenous plants and mature trees
- Consideration of encampment prevention through design and sightlines

Walking/biking:

- Ensure pedestrian routes are cleared on the same priority schedule as major roads
- Flexible design for pedestrian and cycling spaces; don't necessarily need dedicated cycling infrastructure
- Use different textures on the ground. This might also help make it safer for people walking by reducing slipperiness.
- Strategic placement of secure bike parking with consideration for visibility and accessibility.
- Creative solutions for bike parking, potentially integrating with public art
- Consideration of motorcycle parking for community needs
- Measures to reduce conflicts between cars, bikes, and pedestrians

Programming/activities:

- Need for business contribution to area vibrancy
- Involvement of economic development organizations for programming support

Safety Concerns:

- Addressing safety concerns in back lanes, potentially through gating with controlled access

- Importance of well-lit and populated areas for enhancing pedestrian safety during walks

Connectivity:

- Explore skywalk connections through existing parking lots to improve pedestrian connectivity (long-term)