Palliser Major Redevelopment Site Area Master Plan

Draft

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McGOWAN·RUSSELL

PALLISER MAJOR REDEVELOPMENT SITE AREA MASTER PLAN

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PART A – INTRODUCTION, POLICY FRAMEWORK AND PLANNING PROCESS

A-1 INTRODUCTION

A-1.1 MAJOR REDEVELOPMENT SITES AND THE PALLISER MAJOR REDEVELOPMENT SITE AREA MASTER PLAN

Certain areas of the city are designated Major Redevelopment Sites in the *Complete Communities Direction Strategy*, which is one of four Direction Strategies of the City's development plan - *OurWinnipeg*[1]. Major Redevelopment Sites are either located within or adjacent to existing communities[2] and present large scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments[3].

Complete Communities identifies the lands that are the subject of this Plan as the Palliser Major Redevelopment Site (Palliser MRS). The Palliser MRS is located in the North Kildonan Ward and comprises approximately 61 acres of land. The Palliser MRS is bounded by Gateway Road, Springfield Road, the Chief Peguis Trail, and small portions of Brunswick Street and Burnett Avenue, a Manitoba Hydro transmission line ROW, the eastern and northern limits of the property immediately north-west of Brunswick Street and Burnett Avenue, and the northern limit of the other properties immediately north of Burnett Avenue. The Palliser MRS is shown on Figure 1.

A Major Redevelopment Site Area Master Plan establishes a broad framework for the future development of a community. This framework is based on a community vision and includes a land use concept and a series of policy statements that work together as a guide to implementing the vision. The framework should not be overly prescriptive, but should provide clarity and direction on a variety of land use planning and development issues for both the public and private sectors. The framework should also promote creativity and innovation and be responsive to changing consumer preferences and market conditions.

The formulation of an Area Master Plan is a collaborative effort between the City, land developers and the general public. It provides a high-level community vision with the understanding that the vision, along with the plan itself, will evolve as circumstances change over time. Accordingly, an Area Master Plan is both a starting point and a guide for community development.

[1] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 02.
[2] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 64.
[3] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 64.



Figure 1 - Context Map

The Palliser MRS Area Master Plan is organized under the following three parts:

Part A: Introduction, Policy Framework and Planning Process;

Part B: Palliser MRS Characteristics and Context; and

Part C: Palliser MRS Land Use and Development Policies

At the conclusion of the document is the Land Use and Transportation Policy Map (Figure 14) which, along with the policies of Part C, will guide land use and development decisions within the Palliser Major Redevelopment Site.

A-1.2 TIME FRAME OF THE PLAN

The Plan is future oriented and depicts how the Palliser MRS will develop over an extended time period through a series of public and private sector initiatives. No specific time frame is applied to the Plan although most of the proposed development is expected to occur within a 15-20 year horizon.

A-1.3 INTERPRETING THE PLAN

A-1.3.1 Interpreting Policy Statements

Where a purpose statement accompanies a policy, it is provided for information only and to enhance the understanding of the policy.

Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

In cases where the word “shall” is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

In cases where the word “should” is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

A-1.3.2 Interpreting the Land Use and Transportation Policy Map

The boundaries and locations of symbols and areas on the Land Use and Transportation Policy Map (such as certain land use types and infrastructure) are not absolute but conceptual and shall be interpreted as such. It is not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or public road and utility ROWs. Development applications that are consistent with the Plan’s intentions as shown on the Land Use and Transportation Policy Map will not require amending the Plan.

A-1.3.3 Illustrations and other Maps

The purpose of the illustrations and other maps is to provide clarification regarding the Palliser MRS characteristics and context and the land use and development policies. The land use and development policy illustrations and maps are conceptual and shall be interpreted as such.

A-1.4 MONITORING, REVIEWING AND EVALUATING

Periodic assessments of the Plan may be required in response to changing conditions within the MRS or in adjacent neighbourhoods. The Plan is intended to be a flexible document that will be monitored and assessed over time.

A-1.5 AMENDING THE PLAN

The Plan may require amendments as circumstances within or adjacent to the plan area warrant. The process of amending the Palliser MRS Area Master Plan is described in Appendix E – Operationalizing the Palliser MRS Area Master Plan.

A-2 POLICY FRAMEWORK

A-2.1 OURWINNIPEG AND THE COMPLETE COMMUNITIES DIRECTION STRATEGY

OurWinnipeg, the City of Winnipeg's development plan, sets out the goals, policies, and guidelines for physical, social, environmental, and economic development in the City now and in the future. *OurWinnipeg* is a broad, overarching document supported by four Direction Strategies: *Complete Communities, Sustainable Winnipeg, Sustainable Transportation*, and *Sustainable Water and Waste*.

Complete Communities is the City's land use and development plan and has been adopted as a By-law. As such, all Area Master Plans must be consistent with *Complete Communities*. *Complete Communities* describes the physical characteristics of the City and its many neighbourhoods and establishes a framework for future growth and development[4]. It is based on the promotion of "complete communities" as inclusive, vibrant places in which to live, work and play.

The *Complete Communities* Direction Strategy focuses on Winnipeg's urban structure and the spatial articulation[5] that distinguishes different areas of Winnipeg based on their period of development and unique characteristics. It identifies areas that are expected to accommodate significant growth and change as well as areas where more moderate intensification is expected to occur.

A-2.2 OTHER DIRECTION STRATEGIES

Area Master Plans must also be consistent with the other Direction Strategies, which are: *A Sustainable Winnipeg; Sustainable Water & Waste; and Sustainable Transportation.*

A *Sustainable Winnipeg* contains key directions to creating a sustainable city[6]. It identifies tools in supporting the implementation of sustainable complete communities.

[4] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 02.
[5] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 10
[6] The City of Winnipeg, A Sustainable Winnipeg (as part of OurWinnipeg). (Winnipeg, 2011) 02.

Sustainable Water & Waste promotes actions required to: protect health and safety; ensure the purity and reliability of water supply; and maintain or enhance the quality of the built and natural environments.

Sustainable Transportation encourages the integration of transportation with land use[7] and the promotion of active and healthy lifestyles. These plans provide a framework that guides how the MRS will be developed to efficiently and effectively accommodate all transportation modes to improve access, movement and mobility.

A-3 PLANNING PROCESS

A-3.1 CONSULTATIVE PLANNING

The Palliser MRS Area Master Plan was developed in consultation with a wide range of stakeholders including various City Departments, elected officials, the principal land owner and developer, owners of other land in the MRS and adjacent community residents and land owners. Two public open houses were held as part of the public input component of the planning process to obtain input on the type of community area residents would prefer on this site. Technical Advisory Committee (TAC) meetings were held with City of Winnipeg and Manitoba Hydro staff to assess infrastructure and community services capacities and potential future requirements. The River East Transcona School Division and the Greater Council of Winnipeg Community Centres were also consulted.

The public input component of the planning process (described in A-3.2 below) was important as a means of opening dialogue and is intended to provide a basis of support for the general planning direction of the Area Master Plan.

A-3.2 PUBLIC ENGAGEMENT

The first open house was on August 30, 2012 at Palliser Furniture, 90 Lexington Park Road, and was attended by more than 65 participants. The Open House began with a presentation of: 1) design and development principles, 2) the visioning process to date, 3) development issues, opportunities and constraints and 4) the Conceptual Plan drafted by Palliser. Following the presentation participants broke into four groups to discuss local planning issues and neighbourhood design preferences and to refine the Conceptual Plan drafted by Palliser. Using building blocks provided, each group created a three dimensional model of their vision for the site. A summary of the results of this Open House are included in Appendix A.

The second open house was on October 3, 2012 at Palliser Furniture, 90 Lexington Park Road, and was attended by over 100 residents. The critical

[7] The City of Winnipeg, Sustainable Transportation (as part of OurWinnipeg). (Winnipeg, 2011) 04.

planning issues discussed were 1) keep tall buildings away from single family residential, 2) traffic, 3) density, 4) green space and 5) transit. In response to concerns expressed by residents at the first open house, Palliser undertook a 'Study on the Effect of Rezoning from Industrial Use to Multi-Family Use on Surrounding Residential Property Value' (Appendix B) and presented the findings at the second open house. This open house provided the community an opportunity to review and comment on the refined Palliser Draft Conceptual Plan prepared in response to comments received at the first open house. The Palliser Draft Conceptual Plan illustrated the allocation of land use, density, approximate building heights, street and green space linkages and the proposed repurposing of the existing industrial building. An exit survey was used to document community support for the Palliser Draft Conceptual Plan. Generally, there was strong support (less than 15% opposed) for most of the items presented in the Palliser Draft Conceptual Plan. The Palliser Draft Conceptual Plan presented at this open house and a summary of the results of this open house are included in Appendix A.

Residents and land owners were encouraged to participate in the public open houses through advertisements in the local newspaper. A targeted mail drop was also done for community residents and land owners identified as being directly impacted by the proposed development. These residents and land owners included the neighbourhoods of Rossmere, Springfield North, Springfield South and McLeod Industrial Park. Additional participation was encouraged through prominent signage displayed at the Lexington Park and Gateway Road Intersection. In addition, Palliser created a website, posting all Open House presentation materials and the summaries of the results of the open houses.

A-3.3 OTHER KEY STAKEHOLDERS

In addition to being on the Technical Advisory Committee, Manitoba Hydro was consulted regarding the transmission line corridor that is adjacent to the MRS. Manitoba Hydro's Land and Property Secondary Use Application process should be undertaken in the future to determine the potential of landscaping and establishing an active transportation path in the corridor.

A-3.4 TECHNICAL ADVISORY COMMITTEE (TAC)

The TAC consists of representatives of the City's Public Works, Winnipeg Transit, Water and Waste, Community Services, and Planning, Property and Development departments as well as Manitoba Hydro. These City departments' comments informed the preparation of the Project Proposal, which describes the roles and responsibilities of the developer and the City in creating the Palliser MRS Area Master Plan. The comments also informed the preparation of public open house presentation materials.

PART B – PALLISER MRS CHARACTERISTICS AND CONTEXT

B-1 EXISTING AND APPROVED LAND USES AND ZONING AND PLANNING POLICIES

B-1.1 EXISTING AND APPROVED LAND USES

The lands in the Palliser Major Redevelopment Site have a variety of land uses. The North Kildonan Mennonite Brethren Church is on an 8.5 acre parcel at the northwest corner of the Palliser MRS. An 11 storey multiple-family dwelling, marketed to the 55-plus age cohort, is to be constructed in the eastern portion of this parcel. Manitoba Public Insurance has a claim centre on a 6 acre parcel in the south central portion of the site. Palliser operates a 250,000 sq.ft. office/industrial building in the south east portion of the site. The balance of the land within the Palliser MRS is undeveloped.

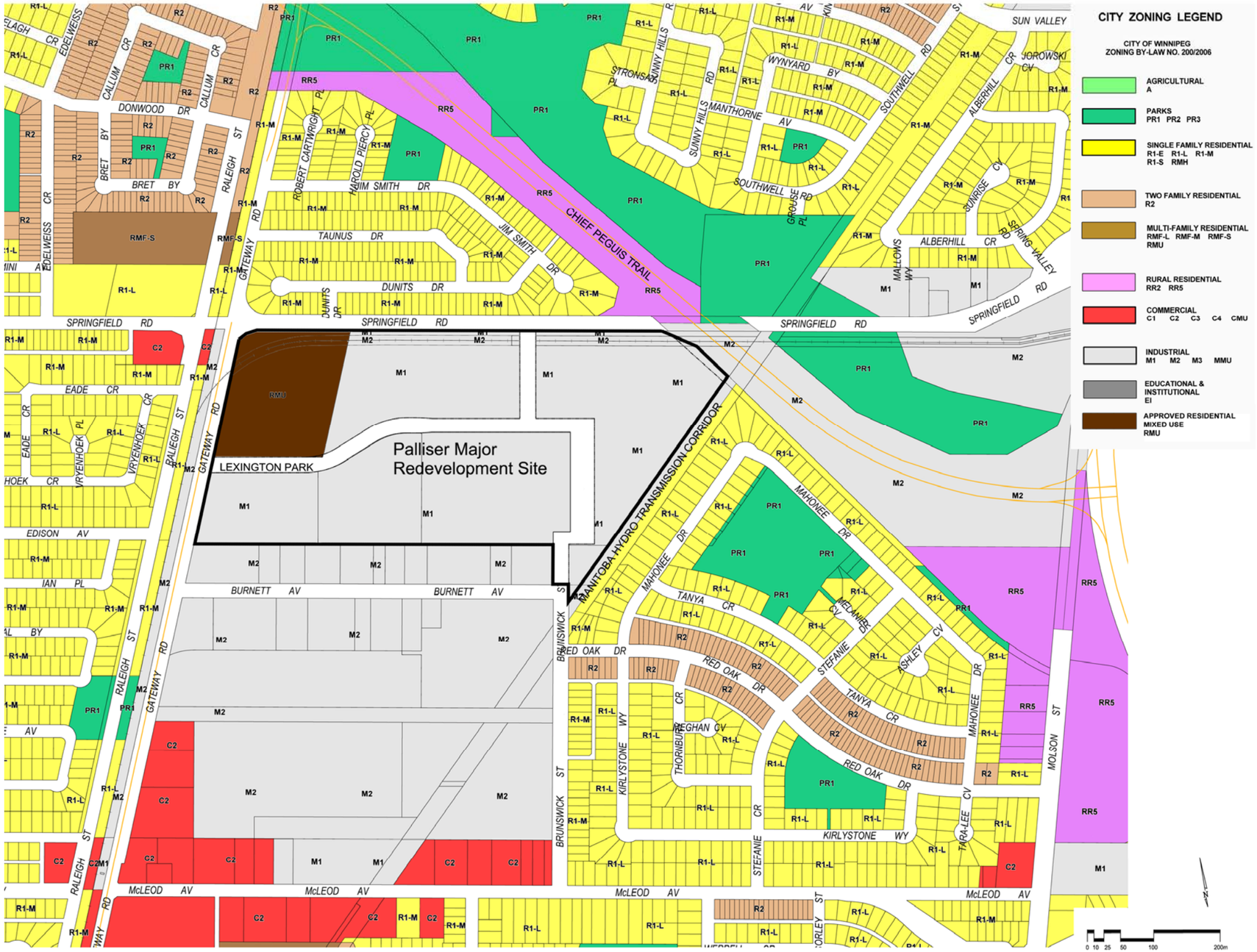
The Palliser MRS is adjacent to the neighbourhoods of Rossmere to the west, Springfield North to the North, Springfield South to the east and the McLeod Industrial Park to the south. The primary land use within the neighbourhoods to the west, north and east is low density single family housing. Some commercial and low to medium density multi-family residential are also present. The primary land use within the McLeod Industrial Park is general manufacturing. Some commercial uses are also present. Figure 2 illustrates existing and approved land uses in and near the Palliser MRS.

PALLISER MAJOR REDEVELOPMENT SITE AREA MASTER PLAN



Figure 2- Existing and Approved Land Uses

PALLISER MAJOR REDEVELOPMENT SITE AREA MASTER PLAN



CITY ZONING LEGEND

CITY OF WINNIPEG
ZONING BY-LAW NO. 200/2006

- AGRICULTURAL A
- PARKS PR1 PR2 PR3
- SINGLE FAMILY RESIDENTIAL R1-E R1-L R1-M R1-S RMH
- TWO FAMILY RESIDENTIAL R2
- MULTI-FAMILY RESIDENTIAL RMF-L RMF-M RMF-S RMU
- RURAL RESIDENTIAL RR2 RR5
- COMMERCIAL C1 C2 C3 C4 CMU
- INDUSTRIAL M1 M2 M3 MMU
- EDUCATIONAL & INSTITUTIONAL EI
- APPROVED RESIDENTIAL MIXED USE RMU

Figure 3 - Zoning Map

B-1.2 EXISTING AND APPROVED ZONING

Figure 3 shows that the Palliser MRS is partly in an M1 Manufacturing Light Districts and an M2 Manufacturing General District of Zoning By-law 200/2006. It also shows that the North Kildonan Mennonite Brethren Church site has been approved for rezoning to RMU Residential Mixed Use District.

Figure 3 also shows that the primary zoning of neighbourhoods to the west, north and east is R1 Residential Single-Family District, which is intended to accommodate primarily single family residential development in lower-density neighbourhoods. Other zoning districts in these communities are: R2 Residential Two-Family, in which two-family dwelling units are permitted; RMF-S Residential Multiple-Family, permitting residential multi-family; C2 Commercial Community; and PR1 Neighbourhood Parks and Recreation. Lands south of the Palliser MRS are zoned M2 General Manufacturing permitting light manufacturing, processing, service, storage, wholesale and distribution operations with some outside operational and storage and C2 Commercial Community intended to accommodate more intensive commercial sites that support the broader community.

B-1.3 EXISTING LAND USE AND DEVELOPMENT POLICIES

Several policies that are specific to Major Redevelopment Sites (including the Palliser MRS) are in Section 03-3 – Major Redevelopment Sites – of the *Complete Communities Direction Strategy*. Directions 1 to 4 of this Section are shown below.

Direction 1[8]
Promote Development of Major Redevelopment Sites with Proactive and Collaborative Planning Process

- Support rapid transit and high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed-uses within the centre of the development. These will be focused on major transit stops.
- Create strong, multi-modal and active transportation linkages from each Major Redevelopment Site to the Downtown, other Major Redevelopment Sites, Centres, Corridors, Parks and major attractions and employment areas.
- Work with landowners and other stakeholders to establish local goals and objectives for each Major Redevelopment Site while taking into account its relationship to: *OurWinnipeg, Sustainable Transportation* Direction Strategy, Downtown, Redevelopment Areas, Corridors, and other Centres. This could include minimum and maximum density and employment targets.

[8] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 68.

Direction 2[9]
Capitalize on the Proximity of Major Redevelopment Sites to Rapid Transit and High Frequency Transit

- Promote development in accordance with Transit Oriented Development principles.

Direction 3[10]
Facilitate Redevelopment through Incentives, Partnerships and the Removal of Barriers

- Facilitate the redevelopment of major redevelopment sites by prioritizing infrastructure renewal.
- Working with other levels of government, investigate strategies to promote the redevelopment of brownfields.

Direction 4[11]
Major Redevelopment Sites will provide for *Complete Communities* with Significant Levels of Mixed-use, High-density Development, with Strong Urban Design and Attractive Parks, Places and Open Spaces

- Provide a mix of employment, high-density housing, retail and service uses within Major Redevelopment Sites in a way that compliments the needs of adjacent communities.
- Support active uses (such as retail and services) on the ground floor and offices and housing on the upper floors of multi-storey developments.
- Promote the use of minimum density standards for new development.
- Promote high-quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community.
- Incorporate pedestrian elements like street trees, street furniture, wide sidewalks, bicycle parking and public art in new development.
- Encourage the transition of development towards the outer edges of major development sites that is sensitive to the scale, massing, height, form and character of the surrounding area.
- Mitigate any negative impacts new development may have on neighbouring streets, parks and properties.
- Development should be sensitive to conserving historically significant features and resources.
- Support a range of different types, tenures and unit sizes in housing opportunities.
- Promote development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies.
- Encourage green design and construction by incorporating environmentally friendly design and construction principles.
- Encourage the development of recreation and community service facilities in these areas in a manner that respects the desired form and character of Major Redevelopment Sites.

[9] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 68.
[10] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 68.
[11] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 68.

Complete Communities' Figure 02a[12] Winnipeg's urban structure, designates the lands west of the Palliser MRS as Mature Communities and the lands north, east and south of the Palliser MRS as Recent Communities. *Complete Communities* defines *Mature Communities* as areas that were mostly developed before the 1950's, with a full range of municipal services[13]. *Recent Communities* are defined as typically stable residential communities, that were planned between the 1950's and the late 1990's, with limited redevelopment potential over the next 30 years[14].

In addition, *Complete Communities'* Figure 05b – Employment Lands – shows that the lands south of the Palliser MRS are in a General Manufacturing policy area[15].

B-2 SOCIO-ECONOMIC CONTEXT

Based on 2006 Census data, recent demographic trends, from 2002 to 2006, in the North Kildonan Ward show that the largest population increase has occurred in the 55+ age group. In addition to the increase in the 55+ group, 2006 census data indicates that young families with children represent a significant portion of the North Kildonan Ward population. Both the 55+ age group and young families with children are higher than the City of Winnipeg average.

B-3 RECENT HISTORY

Furniture manufacturing was a major land use in the Palliser MRS. The North Kildonan Mennonite Brethren Church was constructed in 1999 and the Manitoba Public Insurance claim centre was constructed in 2009. In addition, the site includes a former rail line ROW from which the tracks were removed.

B-4 EXISTING FEATURES

B-4.1 LANDSCAPE

There are no significant natural features in the Palliser MRS. The majority of the undeveloped land is disturbed grassland with the exception of a small portion of "C" Quality Habitat identified by the City Naturalist adjacent to the Chief Peguis Trail. "C" Quality Habitat has a significant number of weed species that have replaced native species, with few native plant species present and is therefore generally not worth preserving.

[12] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 11.
[13] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 82.
[14] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 86.
[15] The City of Winnipeg, Complete Communities (as part of OurWinnipeg). (Winnipeg, 2011) 95.

The most significant built features are the Chief Peguis Trail, north and east of the Palliser MRS, and the Manitoba Hydro Transmission Lines, east of the Palliser MRS.

B-4.2 TOPOGRAPHY

The lands contained within the Palliser MRS are generally flat and do not contain any significant changes in elevation. An engineering review of aerial photographs indicates that there are localized areas of poor drainage and ponding within the "C" Quality Habitat area adjacent to the Chief Peguis Trail.

B-4.3 CONTAMINATED OR IMPACTED SITES

The Manitoba Conservation, Manitoba Contaminated/Impacted Sites List website was examined. The lands within the Palliser MRS were not listed as Contaminated Sites. No soil contamination issues have been identified.

B-5 EXISTING AND POTENTIAL INFRASTRUCTURE AND SERVICES

B-5.1 WATER INFRASTRUCTURE

The primary water supply sources would be three feedpoints located at:

- Gateway Road and Lexington Park off a 250 watermain;
- Springfield Road and the north-south roadway proposed in this Plan off a 300 watermain; and
- Burnett Avenue and Brunswick Street off a 200/250 watermain.

There is a 300mm municipal watermain extending east-west through the site south of Springfield Road. There is also a 250mm private watermain extending north-south through the site from Burnett and Brunswick to Springfield and a 250mm private watermain extending east-west alongside Lexington Park[16].

B-5.2 LAND DRAINAGE INFRASTRUCTURE

The Palliser MRS is located within Area B of the Bunn's Creek Drainage Area. The Development has a private trunk land drainage sewer extending east-west through the site, primarily alongside Lexington Park, that was designed to pick up runoff from the entire catchment area. The trunk sewer drains through Lake 4-2 and is then conveyed to the Red River via Bunn's Creek. Future Internal development will be required to control runoff to a c-value equal to 0.50[17].

[16] Stantec, Municipal Servicing Report Lexington Village (Winnipeg, 2012) 2.
[17] Stantec, Municipal Servicing Report Lexington Village (Winnipeg, 2012) 5.

B-5.3 WASTE WATER INFRASTRUCTURE

The Palliser Major Redevelopment Site is in the Area 4 and Area 4.1 Sewer Districts. These sewer districts flow to the North End Pollution Control Centre.

An 1825 mm Interceptor Sewer extends east-west in the Springfield Road Public ROW. There are existing 750 mm waste water sewers that extend north-south in the Gateway Road Public ROW and east-west along Burnett Avenue. There is also a 250mm private waste water sewer that extends north-south through the site from the existing Palliser Industrial Building. The North Kildonan Mennonite Brethren Church and the Manitoba Public Insurance claim centre sites each have their own service connected to the 750mm waste water sewers in Gateway Road and Burnett Road respectively[18].

B-5.4 TRANSPORTATION INFRASTRUCTURE

B-5.4.1 Road Network[19]

General information on the primary roads adjacent and internal to the Palliser MRS is provided below and locations are shown on Figure 4.

1. **Springfield Road** (north of the Palliser MRS) is a two-lane collector street that starts at Henderson and terminates west of the newly constructed Chief Peguis Trail. The posted speed is 50km/h.

2. **Burnett Avenue** (south of the Palliser MRS) is a two lane industrial collector that provides access to existing businesses adjacent to the proposed subdivision. The posted speed limit is 50 km/h: On-street parking is permitted.

3. **Gateway Road** (west of the proposed subdivision) is a two-lane arterial roadway and a Regional Street with a posted speed limit of 60 km/h. Gateway Road extends from Talbot Avenue to the south and terminates approximately 200m north of Knowles Avenue to the north. Gateway Road adjacent to the study area has experienced an increase in traffic volumes since the closure of Raleigh Street associated with the Chief Peguis Trail construction and opening to the general public.

4. **Brunswick Street** (east and south of the proposed subdivision) is a two-lane industrial collector that services the south side of the Palliser land. The posted speed limit is 50km/h.

[18] Stantec, Municipal Servicing Report Lexington Village (Winnipeg, 2012) 4.
[19] Stantec, Lexington Village Mixed-Use Development on Springfield Road and Gateway Road Traffic Impact Assessment (Winnipeg, January 2013) 2-3 (all information in this section B-5.4.1).

5. **Chief Peguis Trail** (north of the proposed subdivision) is a four-lane divided expressway that was opened to traffic in December 2011. Chief Peguis Trail now extends from Main Street, crosses the Red River and extends to Lagimodière Boulevard with a posted speed of 80 km/h. Chief Peguis is a Regional Street. The Transportation Master Plan identifies the planned extension of the Chief Peguis Trail from Lagimodière to Edward Schreyer Parkway as 'Medium Term' in Map 7 'Road Network Implementation'.

6. **Lexington Park** (within the Palliser MRS) is a two lane private roadway that services existing development within the Palliser MRS lands.

B-5.4.2 Active Transportation Network

Active Transportation includes a variety of self-propelled modes of transportation which use on and off road facilities (e.g. sidewalks, multi- use paths, bicycle lanes, etc.). Walking, which includes persons using mobility devices, and bicycling are typically considered the principal modes of Active Transportation, but other modes such as jogging, in-line skating, skateboarding, cross-country skiing and snowshoeing are also considered as Active Transportation.

The City of Winnipeg Cycling Map identifies two current, one proposed and one future multi-use paths or cycling routes near the Palliser MRS as follows:

1. Existing active transportation paths in the Chief Peguis Trail Public ROW

2. Existing North East Pioneers Greenway Active Transportation Path in the Raleigh Gateway corridor

3. Proposed low traffic cycling route on Burnett, Brunswick and Red Oak south of the MRS.

4. Future active transportation path in the Hydro Corridor.

A sidewalk in the Gateway Road Public ROW extends alongside the eastern limit of the ROW, where it forms the western limit of the Palliser MRS, to points north and south of the Palliser MRS. A sidewalk in the Springfield Road Public ROW extends alongside the northern limit of the ROW from Dunits Drive to a point west of the Palliser MRS. A sidewalk just south of the Lexington Park roadway extends from the Palliser building's main entrance to the aforementioned sidewalk in the Gateway Road Public ROW.

The Transportation Master Plan (TMP) identifies the North East Pioneers Greenway Active Transportation Path as a 'Conceptual Bicycle Spine/Super Corridor' and the Hydro Corridor east of the site as a 'Proposed addition to AT Network'.

PALLISER MAJOR REDEVELOPMENT SITE AREA MASTER PLAN

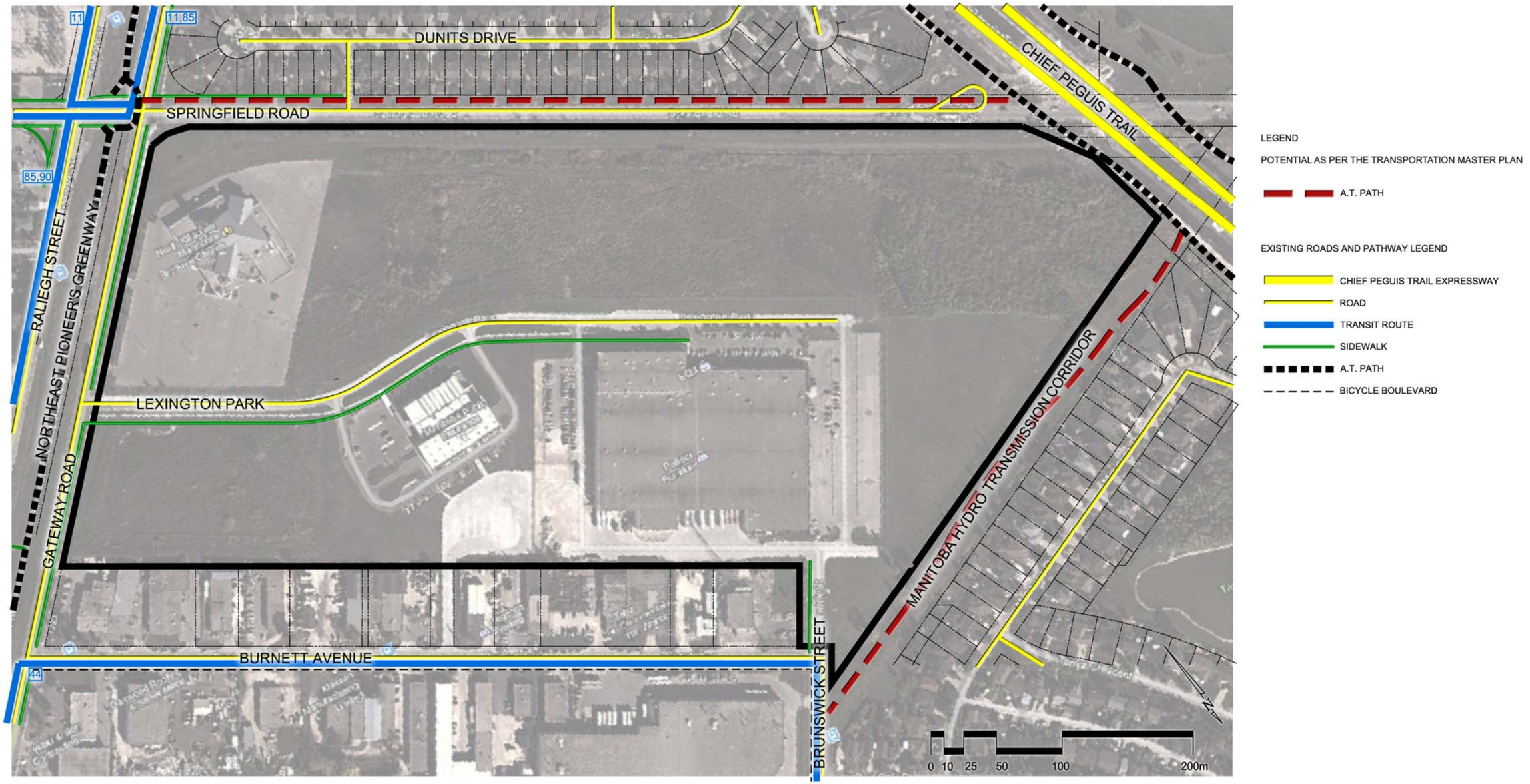


Figure 4 - Existing and Potential Transportation Infrastructure Map (as per the Transportation Master Plan)

B-5.4.3 PUBLIC TRANSIT

Transit currently operates four bus routes in the vicinity of the Palliser MRS as follows:

11: Connects North Kildonan with Downtown, Polo Park, St. James, Silver Heights, Westwood and St. Charles.
44: Connects Kildonan Place Shopping Centre with Downtown via Harbour View South, East Kildonan, Elmwood and Point Douglas.
85: Connects Kildonan Place with Whellams via East Kildonan and North Kildonan.
90: Connects North Transcona with Whellams via Kildonan Place, Elmwood, East Kildonan and North Kildonan.

The Transportation Master Plan identifies the Raleigh/Gateway Corridor as part of the future North East Rapid Transit Corridor, recommended to be constructed as part of Phase 5, beyond 2031.

B-5.5 LIBRARIES

The nearest library to the Palliser MRS is Henderson Library (approximately 3.0 km away). Henderson Library is located at 1-1050 Henderson Highway. The library has a large off-street parking lot and is universally accessible. It is anticipated that the build out of the Palliser MRS can be accommodated by the current library facility.

B-5.6 PROTECTION AND EMERGENCY SERVICES

The Palliser MRS is intended to be principally serviced by the No. 8 fire services station located at 640 Kimberly Avenue and the No. 24 fire paramedic services station located at 1665 Rothesay Street.

The Palliser MRS is in the East District of the Winnipeg Police Service. It is anticipated that additional resources will not be required as a result of the development of the Palliser MRS.

B-5.7 PARKS AND RECREATION FACILITIES

There are many parks and open spaces throughout the surrounding neighbourhoods. There are four parks in proximity to the Palliser MRS, 1) Peppertree Park, 2) Sun Valley Park South, 3) Kilcona Park (via connection to the Chief Peguis Trail active transportation path, and 4) Tanya Park (via the future Hydro Corridor active transportation path) as indicated on Figure 2. There are two community recreation facilities in proximity to the Palliser MRS: Gateway Community Centre (approximately 1.7 km away) and Valley Gardens Community Centre (approximately 2.4 km away).

B-5.8 SCHOOLS

The Palliser MRS is located within the River East Transcona School Division. The River East Transcona School Division maintains three K-6 schools: 1) Sun Valley Elementary (located at the intersection of Sunny Hills Road and Sun Valley Drive), 2) Springfield Heights Elementary (located along Sharron Bay), and 3) Donwood Elementary (fronting Donwood Drive). The River East Transcona School Division confirmed that these schools are currently not at full capacity.

In discussions with the River East Transcona School Division, they have indicated that the existing schools in the Division could accommodate the expected minor increase (approximately 120 children upon full build out) in school enrolment and that an additional school in the Palliser MRS would not be required.

B-5.9 MANITOBA HYDRO INFRASTRUCTURE

A preliminary review by Manitoba indicated that the Palliser MRS could be adequately serviced by existing Manitoba Hydro electrical infrastructure, based on 2012 system data. However, Manitoba Hydro will need to conduct a formal capacity review when the timeframe of the proposed development is confirmed.

B-6 OPPORTUNITIES AND CONSTRAINTS

B-6.1 SOCIO-ECONOMIC

Demographic trends within the North Kildonan Ward, showing an aging population and a significant portion of young families with children, will create a need for a range of housing types to meet the current and future housing needs of community residents.

B-6.2 INFRASTRUCTURE

A review of water, wastewater, land drainage and transportation infrastructure associated with the Palliser MRS shows that the MRS area does not have any identifiable infrastructure constraints that would limit or preclude high-density residential and mixed-use development.

The Transportation Master Plan shows that Rapid Transit may be developed in the Raleigh/Gateway Corridor after 2031. Rapid Transit would support high-density residential development in proximity to rapid transit stations.

B-6.3 ENVIRONMENTAL

The lands within the Palliser MRS do not pose any identifiable environmental constraints for high-density residential and commercial mixed-use development as noted in Section B-4.3.

PART C – PALLISER MRS LAND USE AND DEVELOPMENT POLICIES

C-1 VISION

The Vision for the Palliser Major Redevelopment Site is:

1. to create a pedestrian-oriented medium to high-density residential community; and

2. to become a Town Centre providing goods and services to the neighbourhoods in northeast Winnipeg at a scale that is supportive of a pedestrian-oriented environment.

The following sections present the objectives and policies that will guide development of the Palliser Major Redevelopment Site in a manner that will achieve the vision.

C-2 OBJECTIVES

The following eight objectives will guide the development of the Palliser Major Redevelopment Site:

1. **Create a central gathering place**
   Create a commercial hub Town Centre, with a year round Market Square providing a place for seasonal activities, that will service both the Palliser MRS and surrounding communities. The existing office and manufacturing building will be repurposed to become a key component of the Town Centre.

2. **Create a mixed-use community that will be at a human scale that is pedestrian-oriented, and supported by public-transit.**
   - Create a pedestrian oriented live, work, play community with medium and high-density residential development, retail services, offices and community service amenities (such as post office, social services, multi-purpose community use space, etc.), active transportation linkages and high quality open spaces and streetscapes. Promote high-quality plazas, parks and streetscapes incorporating pedestrian elements like boulevard trees, street furniture, wide sidewalks and public art
   - Design for transit by providing sidewalks and paths connecting pedestrians to public transit stops and destinations in the Palliser MRS.
   - Locate parking away from sidewalks, paths and outdoor places

3. **Provide a wide range of housing choices**
Provide medium and high-density residential developments, with a range of choices, including tenure, cost and building types. Building types could include townhouses (where each dwelling unit is directly accessible from outside) and multi-storey buildings (where each dwelling unit is directly accessible from an interior corridor). Some multi-storey buildings could have ground floor commercial or institutional uses and residential above.

4. **Establish a community identity**
A strong community identity will be expressed in a mixed-use town centre and at the Lexington Park and Gateway Road entrance through architectural elements and signage.

5. **Provide an efficient internal transportation network**
Design an efficient internal transportation network that connects to Springfield Road, Brunswick Street and Gateway Road and minimizes conflict between different modes of transportation by providing route and mode choice while balancing the needs of pedestrians, cyclists, transit users and motorists.

6. **Passive and Active Recreation**
Provide a variety of parks and other outdoor places and recreational paths to create opportunities for **Passive and Active Recreation**

7. **Compatibility with Surrounding Area**
Ensure development, and associated infrastructure, are sensitive to the existing neighbourhoods.

8. **Be State-of-the-Art in design, construction and operation**
Encourage energy efficiency, low carbon energy management, and life cycle costing. Incorporate, where practical, the use of sustainable materials and methods and LEED design principles.

C-3 GENERAL URBAN DESIGN POLICIES

It is the intent for the General Urban Design Policies to provide tools with which to realize the vision (Section C-1) and the objectives (Section C-2) for the Palliser MRS.

Ultimately, these policies will guide decisions made during the development application process. Consequently, the policies are interrelated and intended to be read as a whole.

This section applies to all land use designations as shown on the Land Use and Transportation Policy Map (Figure 14).

C-3.1 PEDESTRIAN-ORIENTED COMMUNITY

The purpose of these policies is to promote a human-scale pedestrian-oriented community designed to enhance the pedestrian environment and encourage walking, cycling and other forms of active transportation and recreation.

Streetscape

1. Street trees and other streetscape elements (e.g. lighting, street furniture, public art, and plantings) should be used to enhance public sidewalks, provide a unified community character and provide environmental benefits thereby creating a more intimate and comfortable pedestrian environment.

2. All development should be in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) principles.

3. The number and width of driveways should be kept to a minimum to reduce pedestrian/vehicular conflicts.

Buildings

4. Buildings should have minimal setbacks from the sidewalks on the internal streets and/or the market square (see Figure 5).



Figure 5 - Buildings shall have minimal setbacks from the internal streets

5. Buildings should be sited to align with streets, parks and the internal pedestrian pathway, framing these areas with building mass and where feasible forming useable landscape courtyards/squares

6. By providing for “active” or residential uses on the ground floor of all buildings where feasible, with main entrances that are visible from sidewalks, paths and outdoor places near those buildings and having visual connectivity to those sidewalks, paths and outdoor places.

7. Uses that are not people-oriented, such as motor-vehicle parking and garbage and recycling areas, should be located behind buildings or within buildings away from nearby sidewalks, paths and outdoor places.

8. Buildings should enliven and contribute positively to the pedestrian environments.



Figure 6 - Building mass framing accessible open space

By having ‘front’ facades (facades adjacent to the street or the internal pedestrian path) with attractive architectural details that are pedestrian in scale and have prominent entrances

Parking and Service Areas

9. Reduce the amount of land needed for parking by:

    a. Providing shared parking spaces;
    b. Providing parking above or in ground within buildings where feasible rather than surface parking.

10. On-street parking should be provided as a buffer for pedestrians from traffic, where practical and feasible;

Landscaping

11. Landscaping and ornamental fencing should be used to define walkways, and entry points, portals, and to screen the development's vehicular paved areas without compromising vehicle-pedestrian safety (see Figure 7);

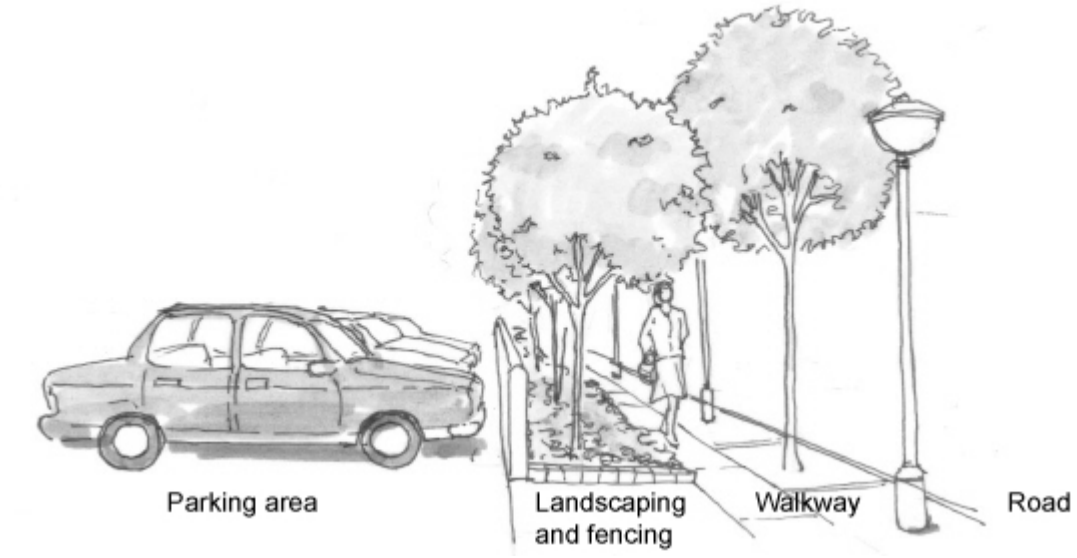


Figure 7 - Landscaping and ornamental fencing can define walkways, and screen parking areas.

12. Outdoor patio spaces for multiple-unit residential projects that face the street or square, shall be landscaped in a manner that provides privacy and clear definition between public and private spaces (see Figure 8).



Figure 8 - Landscape in a manner that provides privacy and clear definition between public and private spaces.

Priority Pedestrian Oriented Areas

13. The following areas of the Palliser MRS should be pedestrian oriented, in order of priority:

    a. the Mixed-Use Town Centre;
    b. Lexington Park east of the North Kildonan Mennonite Brethren Church site;
    c. the northerly extension of Brunswick Street.

Free Standing Signage

14. Commercial signage (with the exception of freestanding signs along Gateway Road) is to be designed to be pedestrian in scale and not oriented towards vehicles. Signs are to :

    a. be at a pedestrian scale with lighting levels suitable for pedestrians (relatively small and low and illuminated only in a glare free manner);
    b. be situated so they do not block out window space; and
    c. not obscure the building's primary architectural features.

C-3.2 COMPATIBILITY

Compatibility can be considered in several ways, including massing, privacy, shadow casting, buffering and the provision of enough accessory parking to meet on-site demand.

Development in the Palliser MRS should comply with the following:

C-3.2.1 Massing

On average, no portion of any building in the Palliser MRS should be intersected by any line commencing six feet above the limit of any residential neighbourhood and extending upwards by 45 degrees toward said building.

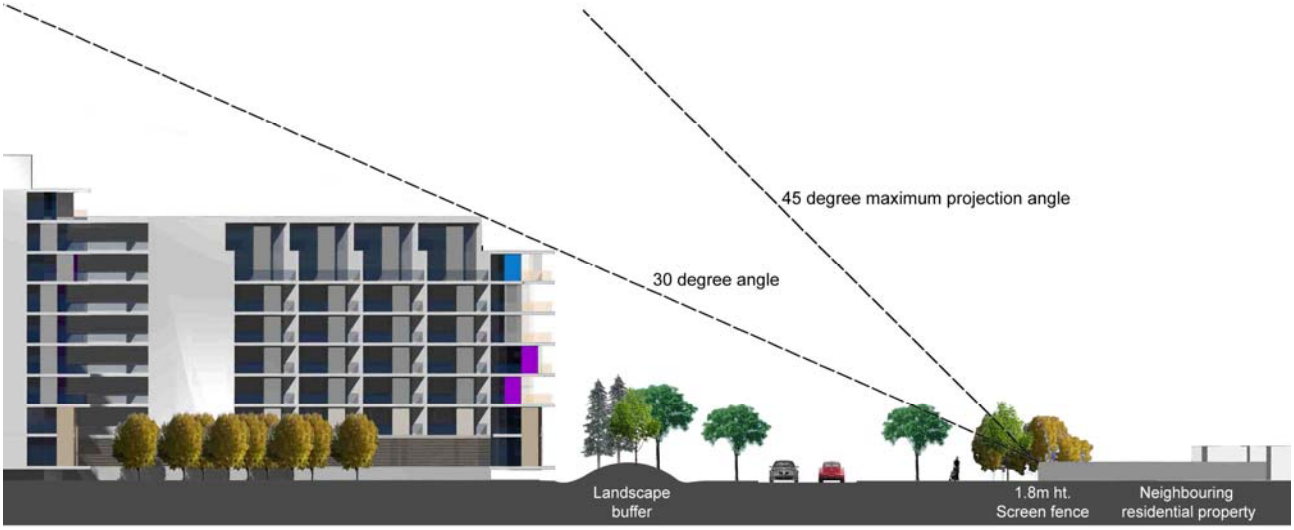


Figure 9a - Setbacks of upper floors being more than those of lower floors to diminish height impact on neighbouring residential properties

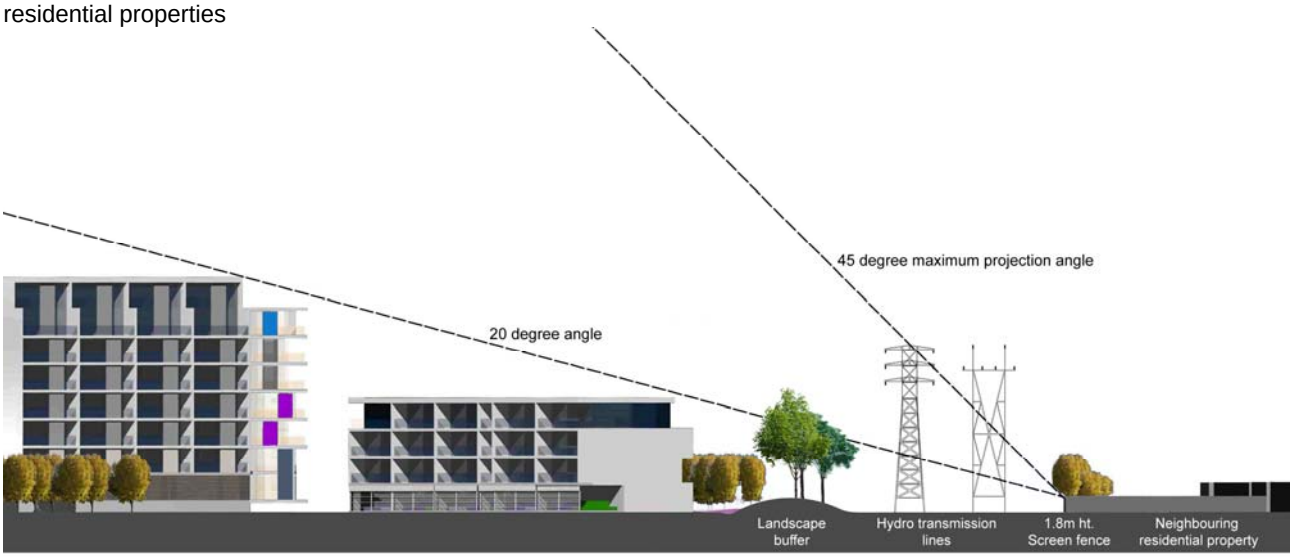


Figure 9b - Section through hydro corridor

C-3.2.2 Privacy

Balconies on all buildings in the Palliser MRS should be set back, oriented away, or screened, from residential neighbourhoods outside the Palliser MRS.

C-3.2.3 Shadows

Prior to the approval of the construction of any building in the Palliser MRS, a shadow-study, that shows that said building would not create a substantial adverse effect on the residential uses adjacent to, or near, the Palliser MRS, must be submitted to, and approved by, the Director of Planning, Property and Development.

C-3.2.4 Buffering

The compatibility of buildings in the Palliser MRS with residential neighbourhoods to the north and to the south-east should be enhanced by retaining the existing berm alongside the Manitoba Hydro corridor, building a berm alongside Springfield Road and by landscaping each of these areas.

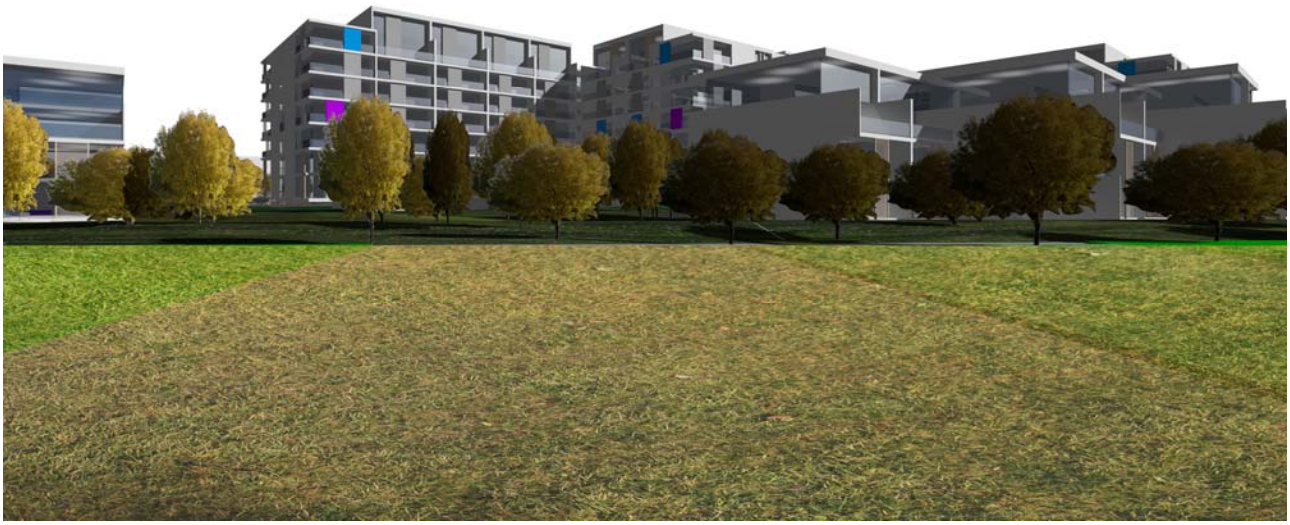


Figure 10 – Buffer consisting of a berm and tree planting enhances the compatibility of buildings in the Palliser MRS

C-3.2.5 Parking Supply

Without compromising the needs of residents of the Palliser MRS, parking areas shall be sized and located to meet the peak parking demands of uses in the Mixed-use Town Centre, and of the guests of the aforementioned residents, except on special occasions occurring no more than a few times of the year.

This can be achieved in several ways, including:

1. the provision of shared parking that serves the Mixed-use Town Centre policy area and the Residential policy areas; and

2. the provision of on-street parking.

C-3.3 GATEWAYS AND VIEW CORRIDORS

The purpose of these policies is to establish a distinct, recognizable and memorable image of the Palliser MRS and help wayfinding within the neighbourhood.

1. The primary entrance to the Palliser MRS shall be Lexington Park from Gateway Road.

2. Gateways and view corridors should be incorporated where possible to help wayfinding within the neighbourhood, and create a sense of place.

3. The Lexington Park and Gateway Road primary gateway shall be identified and enhanced by a high rise development (that will act as a focal point and recognizable icon for the Palliser MRS) and/or a gateway feature at pedestrian level;



Figure 11 – Proposed High Rise Development that will act as a gateway focal point and recognizable icon for the Palliser MRS

4. The view corridor to the Town Centre from Gateway Road, north of the Lexington Park intersection, should be preserved to ensure visibility of the Town Centre from Gateway Road for both pedestrians and motorists.

C-4 HIGH-DENSITY RESIDENTIAL POLICIES

This section applies to the *High-density Residential Areas* as shown on the Land Use and Transportation Policy Map (Figure 14).

The purposes of these policies are to maximize density and scale of development along Gateway Road in proximity to the future proposed rapid transit corridor and away from existing single family residential neighbourhoods.

C4.1 LAND USE

The main focus of these policies is to encourage the provision of a variety of housing types and tenure in the High-Density Residential policy area that would meet the life cycle and socio-economic needs of residents of the northeast area of Winnipeg. The general location of the *High-density Residential* land use area is shown on the Land Use and Transportation Policy Map (Figure 14).

1. The High-density Residential area may be comprised of the following land uses:

    a. High-rise multi-family buildings;
    b. Other compatible land uses such as parks and open space; and
    c. Small scale, low intensity ground floor commercial, or institutional,uses limited to the corner of Lexington Park and Gateway Road.

2. The density target is 80 units per gross acre. At this target density, the total residential units ,excluding the Manitoba Public Insurance claim centre, would be approximately 400 and the projected population would be 800, assuming an average family size of 2 persons per household.

C4.2 BUILDING HEIGHT

1. Typical building height should is expected to range from 15 to 20 storeys,

C-5 MEDIUM DENSITY RESIDENTIAL POLICIES

This section applies to the *Medium Density Residential Areas* shown on the Land Use and Transportation Policy Map (Figure 14).

C5.1 LAND USE

The main focus of these policies are to encourage the provision of a variety of housing types and tenure in the Medium-Density Residential policy areas, and would meet the life cycle and socio-economic needs of residents of any of the neighbourhoods in the northeast area of Winnipeg. FlexHousing[20],housing that can be expanded and adapted to meet the changing lifestyle needs of singles, families, older adults and different owners, is encouraged. The general locations of the *Medium Density Residential* land use areas are shown on the Land Use and Transportation Policy Map (Figure 14).

1. The Medium Density Residential areas may be comprised of the following land uses:

    a. Townhouses and mid-rise multi-family buildings;
    b. Land uses that are compatible with residential uses, such as parks, open spaces and daycares;
    c. active uses, typically small scale, pedestrian oriented, low intensity ground floor commercial and institutional uses, adjacent to the market square.
    d. The ground floor units facing the market square should be constructed to commercial requirements (to allow flexibility of use as either commercial, institutional or residential) to respond to potential changes in market demand.

2. The density target is 50 units per gross acre, At this target density, the total residential units, excluding the North Kildonan Mennonite Brethren Church Site, would be approximately 1,500 and the projected population would be 3,000 assuming an average family size of 2 persons per household.

C5.2 BUILDING HEIGHT

1. Typical building height is expected to range from two to eleven storeys,to allow flexibility to transition between areas of different development densities and scale.

[20] Flex Housing. CMHC (Canadian Mortgage and Housing Corporation) Website: http://www.cmhc-schl.gc.ca/odpub/pdf/62482.pdf

C-6 MIXED-USE TOWN CENTRE POLICIES

This section applies to the *Mixed-use Town Centre* as shown on the Land Use and Transportation Policy Map (Figure 14). The goal for the Mixed-use Town Centre is to provide a pedestrian focused central gathering place and commercial hub where people from this development and the surrounding neighbourhoods can gather and access services to meet their daily needs.

1. The Mixed-use Town Centre shall consist of the repurposed industrial building and its accessory parking and an outdoor market square, visually and physically connected to the repurposed building so that they can function as a whole.

C6.1 LAND USE

1. The Mixed Use Town Centre may be comprised of the following land uses:

    a. Neighbourhood commercial and institutional uses (e.g. restaurants, personal services, health services, grocery stores, retail shops and offices) in the existing industrial building.
    b. Active uses, such as retail sales, personal services and restaurants as well as offices, that are directed towards pedestrians in the outdoor market square.
    c. Multi-family residential uses that are allowed in the medium density residential areas as long as they are above ground floor commercial or institutional uses in the repurposed industrial buildings.

C6.2 PARKING

1. The parking area should be redeveloped to include sidewalks and landscaping to strengthen the relationship between the street and building and provide a direct pedestrian link between the street and major building entrances. Refer to Figure 12.



Figure 12 – Parking redeveloped with sidewalks and landscaping

2. The potential for shared parking among uses that have different peak time characteristics are to be promoted to minimize the quantity of parking stalls required for the Mixed-use Town Centre and improve the pedestrian environment.

C-7 PARKS AND OPEN SPACES

This section applies to the public park space and private lands intended for public access and use. The purpose of this section is to facilitate the dedication of land for public park space and to show the relationship to the complementary publicly accessible private open spaces that the developer intends to provide. The primary purpose of parks is to provide areas for active and passive recreational and leisure activities in a safe and inviting way. Proximity to paths

and the broader AT network (see Section B-5.4.2) is beneficial as it enhances access to the park space(s) while promoting connectivity within the Palliser MRS and to significant areas in the adjacent communities.

Although not specifically indicated on Figure 14, Land Use and Transportation Policy Map, the intent is to provide public park(s) which complement existing neighbourhood parks, located so that they are easily accessible to the majority of residents.

In addition to the dedicated park space, the developer intends to create a unique open space network within the development consisting of a hierarchy of internal publically accessible interconnected courtyards, squares, and gardens, linked by an internal pedestrian path. This is intended to complement and link to the proposed public park space and periphery trail systems. A central outdoor market square within the mixed-use town centre will factor prominently in this network.

C-7.1 PUBLIC PARK POLICIES

The public park space within the Palliser MRS shall:

1. Provide residents of the Palliser MRS and of adjacent and nearby neighbourhoods with park land that shall:

    a. Enable active recreation opportunities such as an informal multi-use playing field;
    b. Provide passive recreation and leisure opportunities with places to play, sit, enjoy nature, walk, cycle; and
    c. Support the active transportation network as a destination, a node along the network, or point of access to the network.

2. Provide a variety of experiences and year-round activities for people of all ages and abilities;

3. Be of a size and configuration appropriate for the intended use:
    - comprised of 1 or 2 sites, the combined area of which shall be no less than 2 acres, with under dedication compensated for as cash-in-lieu to be applied to public park improvements within the Palliser MRS;
    - with the smallest site no less than 0.5 acres;
    - at least one park sized to accommodate an informal, small, active sport field.

4. Be placed in a central or visible location, and as necessary to provide equitable distribution of park space in the context of neighbouring park sites and in consideration of the City's goal to establish neighbourhoods having a majority of dwellings within approximately 400 metres of a park.

5. Apply principles of Universal Design;

6. Be designed so that it facilitates passive surveillance through site configuration, placement of access points, amount of frontage and sightlines, in accordance with CPTED (Crime Prevention Through Environmental Design) Principles;

7. Be developed in accordance with principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation.

8. Be located abutting a street, to ensure ease of access by maintenance equipment, staff and all users. If the adjacent street is privately owned, then access easements shall be granted for public access;

Location(s), size(s) and configuration(s) of the public park site(s) shall be finalized before development plans for the Palliser MRS will be accepted for consideration for any areas extending beyond 25% build out (based on lot coverage) or for Phase 2 submission, which ever happens first.

C-7.2 PUBLICLY ACCESSIBLE PRIVATE OPEN SPACE AREAS

These semi-private spaces are considered an additional benefit to the development, representing good urban design with respect to quality and relationship of space within the development. They are acknowledged as support open space to offset the increased density and anticipated open space demand. However, as private lands these are not be eligible for park land dedication credits. These are anticipated to provide opportunities for enhanced connectivity within the development, to the mixed use centre and through the development to other nearby park spaces.

1. Private open space and amenity areas may take the form of features including courtyards, plazas, forecourts, walkways, urban gardens, patios.

2. Private outdoor amenity space should be physically and/or visually linked to adjacent streets or other open spaces, which may include co-ordination with adjacent streetscape design.

3. Integration with the public park space and Active Transportation corridors is strongly encouraged to create a cohesive pedestrian system .

4. Private open space areas shall be designed to minimize the number of street crossings. (See AT network section C8.5.1).



Figure 13 – Publicly Accessible Private Open Space Areas

C-8 INFRASTRUCTURE

C-8.1 WATER POLICIES

The purpose of these policies is to provide for a suitable water distribution system designed to service the plan area.

1. The internal private watermain system will provide an integrated looped water system. Water will be provided to the Palliser MRS via three feed points located at 1) Gateway Road and Lexington Park off a 250 watermain, 2) Springfield Road and the Development's proposed north-south roadway off a 300 watermain, and 3) Burnett Avenue and Brunswick Street off a 200/250 watermain.

2. The water system will be designed to provide target fire flow rates based on FUS guidelines during maximum daily demands.

3. The water distribution system for the proposed development will be designed to adequately and efficiently serve the ultimate development of the area.

4. As part of the initial Development Application, the developer(s) shall be required to submit a site-or development-specific water distribution analysis along with development phasing plans to demonstrate that any future development can be serviced in accordance with the overall design of the water distribution system for the area.

5. Encourage water conservation initiatives by promoting use of WaterSense labeled products and considering rain and grey water technologies for household purposes.

6. The existing 300mm watermain extending east-west located south of Springfield Road will have to be abandoned and a new 300mm watermain, complete with hydrants and valves, will be installed on the south side of Springfield Road within the existing right-of-way from Dunits Drive to Chief Peguis Trail where it will reconnect with the existing 300mm watermain.

C-8.2 WASTEWATER POLICIES

The proposed development is located within the Area 4 and Area 4.1 Sewer Districts. These sewer districts flow to the North End Water Pollution Control Centre[21].

The purpose of these policies is to provide for a suitably designed sanitary sewer system to service the proposed development.

1. The private wastewater sewer system will connect with the existing 1825mm Interceptor Sewer in the Springfield Road right-of-way and the 750mm WWS in the Gateway Road right-of-way.

2. The wastewater sewer system for the Palliser MRS shall be designed to adequately and efficiently serve the proposed development.

3. As part of the Development Application, the developer(s) shall be required to submit a wastewater sewer servicing analysis to demonstrate that the subject sites and developments can be serviced in accordance with the overall design of the wastewater sewer system for the area.

C-8.3 LAND DRAINAGE POLICIES

The Palliser MRS is located within Area B of the Bunn's Creek Drainage Area. The Palliser MRS has a private land drainage sewer extending through the site (along Lexington Park Road) that was designed to pick up runoff from the entire catchment area. The trunk sewer drains through Lake 4-2 and is then conveyed to the Red River via Bunn's Creek.

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve the urban development within the Palliser MRS.

1. The Palliser MRS will be serviced by catch basins and an underground storm drainage system conveying storm water to the existing private land drainage sewer under or alongside Lexington Park Road. Retention basins will not be required;

[21] Stantec, Municipal Servicing Report Lexington Village (Winnipeg, 2012) 4.

2. The stormwater management system for the Palliser MRS shall be designed to adequately and efficiently serve the proposed development;

3. As part of the development approval process, the developer(s) shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City to demonstrate that the site(s) can be serviced in accordance with the overall design of the stormwater management system for the area.

4. The land drainage system for the Palliser MRS will incorporate water sensitive urban design techniques such as rain gardens, permeable pavements , etc. where feasible and practical.

5. Manitoba Hydro shall be consulted on any drainage plan that involves the existing transmission line ROW.

C-8.4 TRANSPORTATION POLICIES

The purpose of the Transportation Policies is to provide for an efficient transportation system that will accommodate a wide range of transportation modes, including, but not limited to, pedestrians, cyclists and other forms of active transportation, the private motor-vehicle, service and emergency vehicles and public transit.

In addition to the efficient functional performance of the transportation system, the design of proposed publicly accessible private streets will promote a high quality pedestrian environment as stated in Section C-2 Urban Design Policies.

The Palliser MRS Land Use and Transportation Policy Map (Figure 14) shows the general locations of existing and proposed local- and collector-roads, multi-use AT paths and a pedestrian recreation path.

C-8.4.1 Active Transportation Policies

Figure 11 illustrates the sidewalk, paths and roads that may form the Active Transportation (AT) infrastructure in the Palliser MRS. The purpose of the following policies is to provide for universally accessible, direct and convenient paths, sidewalks, and pedestrian crossings, bike parking and on-road cycling facilities.

1. The Active Transportation facilities in and flanking the Palliser MRS should:

    a. consist of the AT paths and sidewalks that are shown on Figure 14 as flanking or internal to the Palliser MRS, the roads that are shown in Figure 14 as internal to the Palliser MRS;
    b. be conveniently located to promote walking (including the use of mobility assistance devices), cycling and other forms of AT

throughout the Palliser MRS by providing links to public transit stops and origin/destination points within the development and beyond and by connecting to the existing and planned AT network;

c. Provide safe and convenient pedestrian crosswalks;
   i. On Lexington Park at all street intersections;
   ii. On Springfield Road at all street intersections;
   iii. At the intersection of Lexington Park and Gateway Road to access the Northeast Pioneers Greenway Trail;
   iv. At the intersection of Springfield Road and Gateway Road.
d. be in accordance with the Accessibility Design Standards of the City of Winnipeg.
e. include a sidewalk or path on each side of the roads in the Palliser MRS

2. An AT path may be developed in the Springfield Road ROW, or a portion thereof, north of the road in said ROW and extending east to the AT path in the Chief Peguis Trail Public ROW.

3. Subject to MB Hydro's approval, an AT path may be developed in the transmission line ROW that forms the southeast boundary of the Palliser MRS.

4. The Mixed-use Town Centre should be pedestrian-oriented and linked into the surrounding residential land uses through a well designed system of sidewalks and AT paths and an internal open space corridor.

C-8.4.2 Public Transit Policies

The purpose of these policies is to provide for convenient and efficient access to transit service within the Palliser MRS. The Palliser MRS will be served by transit routes extending through it via Gateway Road and Brunswick Street.

1. Transit Service

   a. Transit service requirements should be achieved through the provision of:
      i. Convenient Active Transportation path and sidewalk links to transit stops from origin/destination points within the development.
      ii. A road network that provides for efficient transit routing within the Palliser MRS.

2. The Town Centre Major Transit Stop

   a. The major transit stop serving the Palliser MRS, located next to the Town Centre, should provide enhanced service amenities including, but not limited to, a bus lay-by lane, bicycle lockers, and a passenger shelter with electrical service.

C-8.4.3 Motor-Vehicle Policies

Major external roads serving the Palliser MRS are shown on Figure 14 and include Gateway Road (arterial street), Springfield Road (collector street), and Brunswick Street. The proposed internal road network is also shown on Figure 14. The purpose of the following policies is to provide an efficient road network that accommodates the safe and efficient movement of motor-vehicles without encouraging through traffic other than public transit vehicles.

1. External Road Network

    a. Primary vehicular access to the Palliser MRS will be from Gateway Road via the existing Lexington Park internal collector road;
    b. Secondary vehicular access to the Palliser MRS will be from Springfield Road and Brunswick Street via new internal roads.

2. Conceptual Road Network

    a. The internal road network shown in Figure 14 is conceptual and shall be refined through the development approval process.
    b. Individual development applications shall maintain the integrity of the internal road network as conceptually illustrated in Figure 14.
    c. The classification of a street, or segments thereof, shall be confirmed at the development approval stage based on traffic volumes and transit requirements.

3. Parking

    a. The Palliser Major Redevelopment Site should incorporate a district approach to parking to help distribute the required number of stalls across the Palliser MRS. Parking should be considered on the whole site rather than lot by lot.

C-9 PHASING

The Palliser MRS, will be developed over a period of 15 to 20 years. Phasing will be contingent upon market demand.

PALLISER MAJOR REDEVELOPMENT SITE AREA MASTER PLAN

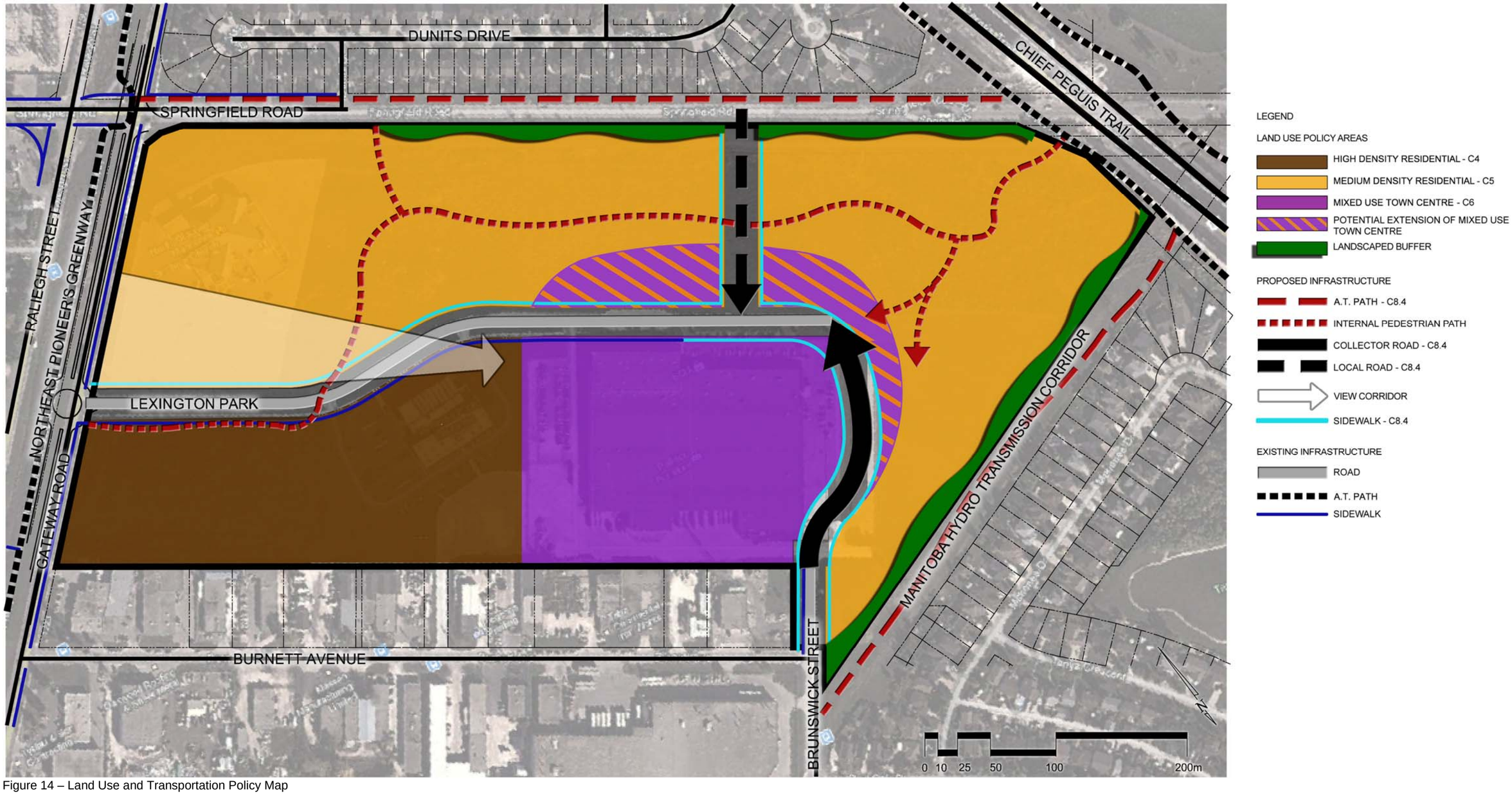


Figure 14 – Land Use and Transportation Policy Map