Winnipeg

CITY OF WINNIPEG POLICY NO. PD-022

POLICY TITLE	ADOPTED BY	EFFECTIVE DATE
Plan for Red River Exhibition Lands (A Portion of Precinct R of Complete Communities)	City Council	November 16, 2016
ORIGIN / AUTHORITY	**CITY POLICY NO**	**MOST RECENT CONSOLIDATION**
Assiniboia Community Committee	PD-022	

1. Introduction

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents, business owners and employees.

The purpose of this Plan is twofold. Firstly, it refines and implements the City's broader planning objectives, as contained in its strategic planning documents, e.g. *OurWinnipeg*, by promoting development that is logical, compatible and sustainable. Secondly, this Plan guides and directs specific land use, road and servicing infrastructure, parks, subdivision, and development decisions that collectively determine the form development within the planning area will take.

Precinct Plans are the primary tool used to implement New Communities under *OurWinnipeg* and the *Complete Communities Direction Strategy.* The following sections outline how this plan fits within the context of *OurWinnipeg* and the *Complete Communities Direction Strategy*.

1.2 Complete Communities Direction Strategy

Complete Communities is one of the four Direction Strategies among a series of detailed studies, strategies and guides supporting Winnipeg's Development Plan; *OurWinnipeg*. Its primary focus is to describe Winnipeg's physical characteristics and lay out a framework for the city's future physical growth and development by introducing an urban structure. The Overall Vision of Complete Communities is:

The City of Winnipeg is planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to enhance a socially, environmentally and economically sustainable future

through the integration of transportation planning, land uses, built form and urban design.

Precinct R, as shown in "Figure 2 – Precincts", has been identified as a *New Community* in *Complete Communities*. New Communities, such as Precinct R, are large land areas identified for future urban development that are not currently serviced by a full range of municipal services.

Complete Communities recognizes that the lands within Precinct R are not suitable for development as a residential neighbourhood. Instead, Precinct R, including the Planning Area, is to be planned in accordance with the directions and enabling strategies of the Commercial Areas section of *Complete Communities. Complete Communities* contains four supporting and enabling strategies dealing with Commercial Areas that relate to Precinct R, including:

Direction 1 – Maintain an adequate supply of commercial lands at all scales.

Direction 2 – Manage commercial growth in a sustainable orderly fashion.

Direction 3 – Ensure communities have a range of commercial services to meet their local needs in order to complete the communities and to minimize the need for travel.

Direction 4 – Encourage the creation of vibrant and high-quality commercial developments.

As outlined in *Complete Communities*, commercial development, made up of retail and service uses, serves numerous purposes. It provides local and regional goods and services, provides employment for many Winnipeggers and contributes to the health, diversity and vitality of the local economy. It also plays a key role in both shaping the form of the city and defining public spaces. These combined factors suggest that commercial development is integral to the creation of complete communities.

Figure 03d of *Complete Communities* identifies Precinct 'R' as a 'Regional Mixed-Use Centre'. The supporting and enabling strategies related to the development of new and existing Regional Mixed-Use Centres require that a collaborative planning process be undertaken to establish local goals and objectives which are compatible with *OurWinnipeg*. These supporting and enabling strategies include:

Direction 1 – Promote and guide the transformation of existing regional mixed use centres through a proactive and collaborative process.

Direction 2 (Strategy) – The development of new Regional Mixed Use Centres will require a comprehensive and collaborative planning process.

1.3 Planning Area

This Plan applies to the Red River Exhibition Park lands within Precinct R as represented in Figure 3. This 158-hectare (390 acre) area of land is generally bounded by PR 425/CPR Glenboro line to the north, Racetrack Road and the Assiniboia Downs Racetrack lands on the east, the Westport Festival lands to the south, and the Rural Municipality of Headingley municipal boundary to the west.

1.4 Overall Plan Goals

This Plan provides a "blueprint" for the future development of the Planning Area, a community with a mix of commercial, agricultural, entertainment, business, manufacturing, recreational, and tourism developments. The foundation of the Plan consists of a series of goals that directly relate to the key directions as noted in *OurWinnipeg* and outlined in the *Complete Communities Direction Strategies*.

1.5 Timeframe of the Plan

The Plan is future-oriented and depicts how the Planning Area is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 10 to 30-year horizon.

1.6 Interpretation of the Plan

1.6.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility right-of-way.

1.6.2 Policy Interpretation

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

Where “shall” is used 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.

Where “should” is used in a policy, the intent is that the policy is to be complied with. 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.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the Development Application stage.

1.7 Amendments to the Plan

Any changes to the text or maps within the Plan shall be made by, and within the sole discretion of Council of, The City of Winnipeg.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary for Council to evaluate and justify the amendment.

1.8 Monitoring of the Plan

The Plan shall be monitored to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

Detailed servicing and transportation engineering analysis may be required to support development within the planning area.

2. Public Input Process

2.1 Participation Approach

As of May 2016, the land in the Planning Area was owned by the Red River Exhibition Association (“Association”), a non-profit corporation

incorporated under The Red River Exhibition Association Incorporation Act, R.S.M. 1990, c. 146.

Council intends this Plan to have effect even if the Association disposes of ownership of the land in the Planning Area or any portion of that land.

Landmark Planning & Design Inc. and KGS were retained by the Association to undertake a land use and infrastructure assessment of the Planning Area for the purposes of preparing this Plan. Public engagement formed a significant role in the preparation of the Plan. The input provided by participants significantly influenced the policies included in the Plan.

Preparation of this Plan was carried out with stakeholder meetings beginning in March 2012 and continuing through and beyond the submission of the draft Plan to the City of Winnipeg. A number of consultation mechanisms were employed including an extensive set of stakeholder group meetings, landowner meetings, and a public open house. The notification method was through public advertisements in local and area newspapers.

2.2 Stakeholder Meetings

The Study Team has had discussions with the following stakeholder groups:

Government and Government Related Agencies

- Manitoba Infrastructure and Transportation
- R.M. of Headingley
- Various City of Winnipeg Departments including Water and Waste, Planning, Property and Development, Winnipeg Transit, and Public Works
- Area Councillor (Grant Nordman), Area MLA (Jim Rondeau), and Area MP (Steven Fletcher)
- Manitoba Hydro
- Travel Manitoba
- Economic Development Winnipeg

Landowners

- Pointe West Autopark
- Assiniboia Downs Racetrack/Manitoba Jockey Club
- Chapel Lawn Memorial Gardens
- Assumption Cemetery and Mausoleum
- Shindico
- Ladco

2.3 Community Open House

A Community Open House was held in December 2012 to present, discuss and assist in the development of this Plan. The Open House focused on what precinct plans are and how they may affect the community, the overall land use plan, infrastructure options, and related background information such as a traffic analysis. More details on the community open house are presented in a background report.

3. Planning Vision and Goals

3.1 Planning Vision

It is envisioned that the Planning Area will develop within the context of a greater overall vision for the City of Winnipeg. *OurWinnipeg* envisions a City that is:

"Planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to ensure a socially, environmentally and economically sustainable future through the integration of transportation planning, land use, built forms and urban design"

The Red River Exhibition Park portion of Precinct R, referred to as 'the Planning Area', will create a sustainable mixed-use development that provides services, goods, jobs, and recreation and leisure opportunities to the local and regional economies. It will expand upon its agricultural and entertainment roots to become a destination district. Included in the expansion and development of the Park will be a rebranding of the area to be known as the Red River District. This rebranded District provides a destination event and entertainment area where the agricultural industry is promoted, business thrives, guests are entertained, and the environment is celebrated.

The Red River Exhibition Association is a not-for-profit community organization that operates the Red River Park on a year-round basis. The Park hosts fairs, exhibitions and events sponsored by the Association and other third-party organizations to promote industry, commerce, agriculture (e.g. world class equestrian facility), urban agriculture (e.g. educational programs/scholarships) and tourism. The mission statement of the Association is:

"To encourage and showcase Manitobans and their achievements through the promotion of agriculture, tourism, industry and commerce."

A major objective of the Association is to promote and hold fairs, exhibitions, competitions, and games involving horses, cattle, agriculture, horticulture, creative arts, athletics, sport and recreation.

3.2 Planning Goals

The Planning Goals for the Plan are as follows:

1. To create a sustainable mixed-use development that provides services, goods, jobs as well as recreation and leisure opportunities that contribute to local, regional and provincial economies.

2. To strengthen the area as a regional attraction in Manitoba's Capital Region by increasing the exposure of the area, attracting new business and encouraging a variety of entertainment and agricultural uses to the area to ultimately become a destination district.

3. To provide development opportunities that meet projected demand from agricultural, entertainment, tourism, retail and related development by building upon the area's benefits, its central geographic location, and proximity to the Winnipeg International Airport as well as CentrePort.
4. To ensure that land development occurs within a sustainable manner in order to reduce land consumption and servicing costs through sound planning methods and efficient construction practices.

5. To promote the safe and effective movement of people and traffic by encouraging transit use, efficient ingress and egress of vehicles as well as promoting active transportation.

6. To promote sustainable design features with priority given to green roofs, solar technology, native plant materials, bio-swales, green building design(s) and other supporting elements.

7. To ensure development is compatible with surrounding uses and the character of the area is maintained through quality design and landscaping.

4. Land Use Concept

4.1 Land Use Concept Plan

The land use concept for the Planning Area is shown in Figure 4 - Land Use Concept Plan. This concept consists of a series of areas and symbols

that define a future land use pattern of the Red River Exhibition area of the precinct. This section provides general policy direction for each of the defined land uses represented on the concept plan.

The boundary of each concept area shown on the Land Use Concept Plan is meant to serve as guideline only. Situations may arise that will necessitate a degree of flexibility in the precise determination of these boundaries provided the locational intent of these boundaries is not compromised.

4.2 General Policies

4.2.1 Flexibility

The Land Use Concept Plan shall be considered flexible with respect to the precise location of land use areas and symbols.

4.2.2 Precision

The Land Use Concept Plan shall be considered precise with respect to the spatial relationship among land use areas and symbols.

4.2.3 Conformity

Development applications that propose changes in zoning shall be in conformity with the Land Use Concept Plan. Development applications that are not in conformity with the Plan shall not be accepted without an appropriate amendment to the Plan.

4.3 Land Use Concept Areas

The following sections outline the intent of each land use illustrated in Figure 4 – Land Use Concept Plan.

4.3.1 Commodity Campus Concept Area

4.3.1.1 Purpose

The purpose of the Commodity Campus Concept Area is to provide opportunities for a mix of agriculture-related offices as well as other businesses and uses that are complementary and compatible in terms of scale, size and function.

4.3.1.2 Policies

1. Office and service uses that promote or relate to the agriculture industry shall directed to this area

2. Other business and/or research institution uses that are complementary to or compatible with agricultural related businesses will also be permitted.

3. New buildings should locate offices, reception and other public use areas at the front of buildings to face the abutting street.

4. Each building on site should comprise an office or other employment related use that is considered to be compatible and appropriate within the context of a high-quality business/office complex.

4.3.2 Exhibition and Showcase Concept Area

4.3.2.1 Purpose

The purpose of the Exhibition and Showcase Concept Area is to provide a meeting place where local residents and tourist can be entertained, businesses can showcase their local and national products, and recreational activities are offered.

4.3.2.2 Policies

1 The predominant land use will be the Red River Exhibition Park which includes midway attractions, exhibition halls, multi-purpose buildings, recreation and leisure facilities, agricultural/farm buildings, surface parking lots, maintenance/utility areas, public spaces, and related developments/activities.

2. Office uses, institutional uses and similar and accessory uses may be allowed where such uses are determined to be consistent with the purpose of the area and compatible and appropriate within the context of the area.

3. This concept plan area should be developed with strong and direct connections to adjacent areas.

4. Within this concept plan area, an outdoor plaza or similar feature should be created that serves as a focal point within the Red River Exhibition Area for social gatherings and special events.

4.3.3 Commercial and Retail Concept Area

4.3.3.1 Purpose

The purpose of the Commercial and Retail Concept Area is to allow for general retail commercial development and related uses. The site design for this area should include strong and convenient vehicle and pedestrian connections within the site and to the surrounding commercial area. The site design, size and composition of the commercial and retail area will be determined through the Development Application process and the developer regulated design guidelines.

4.3.3.2 Policies

1. This area will allow for a mix of general commercial and retail operations that benefit from being in close proximity to the TransCanada Highway as well as other commercial uses found in the adjacent Westport Festival site.

2. Primary land uses include retail commercial uses, service commercial use including hotels and motels, and office and employment-related uses.

3. Local commercial uses, institutional uses, and recreational uses may be allowed where such uses complement and support the function of the area.

4. This commercial area should be comprehensively designed with an interconnected hierarchy of coordinated streets (drive aisles), pedestrian routes and amenity areas.

5. Traffic calming measures and dedicated service lanes for loading/service areas should be part of the overall site design.

4.3.4 Exhibition Annex Concept Area

4.3.4.1 Purpose

The purpose of the Exhibition Annex Concept Area is to cater to uses and establishments which benefit from being located close to regional attractions such as the Red River Exhibition Park, the Winnipeg International Airport, and CentrePort. Some complimentary uses such as limited recreational facilities may also be allowed.

4.3.4.2 Policies

1. The primary land use will be light industrial, employment related uses, high technology operations and/or research institutions that predominately operate within an enclosed building.

2. Other primary uses may include manufacturing, distribution, studios, and general offices.

3. Limited local commercial uses, institutional uses, recreation uses and similar and uses may be considered within this concept area where the uses are determined to be compatible and appropriate and consistent with the purpose of this area.

4. Sites fronting onto the internal collector road shall be extensively landscaped.

5. Any new development should be designed so that the uses and activities do not cause an annoyance or nuisance to surrounding uses.

4.3.5 Private Parks and Open Space Concept Area

4.3.5.1 Purpose

The purpose of the Private Parks and Open Space Concept Area is to provide park land, community spaces and related amenities in order to meet the active and passive recreational needs of area businesses, employees, visitors, and shoppers. Linear parkways are intended to complement the stormwater management system as well as to provide linkages between the district's varied features. The proposed private parkland and open space areas are generally

illustrated in Figure 5 – Parkland, Trails and Transit (this figure also includes existing and proposed transit routes).

4.3.5.2 Policies

1. Stormwater retention facilities should provide a pathway along one side of the water area.

2. The dedication of lands for parks, open space and recreation purposes shall be in accordance with the Development Agreement Parameters of the City of Winnipeg.

3. Wherever possible, greenspaces should be designed to meet several functions including on-site drainage, passive and active recreation, and active transportation networks.

4. Linear pathways should be constructed using naturalized landscaping practices such as upland native grasses and low maintenance vegetation.

4.4 Design Approval

4.4.1 Purpose

The purpose of site plan control is to ensure development of a high quality and architecturally pleasing site containing a compatible mix of uses within the Plan area as defined in section 1.3.

4.4.2 Policies

1. The Association will prepare, maintain and make available to the public written Design Guidelines, entitled “Precinct R Developer Regulated Design Guidelines (Red River Exhibition Park Lands)”, which will serve to guide the design of new and/or expanding developments within the Planning Area with respect to:

    - Building Design
    - Site Design
    - Landscape Design
    - Pedestrian and Active Transportation Design
    - Sign Design
    - Off-Street Parking Design

2. In addition to review by The City of Winnipeg for conformity with any applicable City of Winnipeg design standards for commercial, institutional, industrial and mixed-use development as provided in the Winnipeg Zoning By-law, all applications for new and/or expanding developments within the Planning Area will be:

   - evaluated and assessed against the Design Guidelines prepared and maintained by the Association; and

   - subject to the written approval of the Association.

5. Infrastructure

5.1 Roadways

5.1.1 Purpose

The purpose of these policies is to provide for an internal private road network that is functional, safe and efficient. The road network bordering Precinct R consists of expressways, arterial roads, collector roads and local roads, which provide access to both the existing and future development, to the greater St. James/Assiniboia area, and to the City at large. The road network is illustrated in Figure 6 – Roadway Network.

5.1.2 Policies

1. All roads within the Plan shall be privately controlled with access agreements. Where warranted, to ensure legal access for all properties within the Plan area.

2. Direct private access to major roads should be closely assessed to ensure vehicle and pedestrian safety and the proper functioning of the roadway generally to City of Winnipeg standards.

3. The design of the internal private road network as shown in Figure 6 is intended to provide:

   i. convenient connections and multiple choices to origin/destination points;

ii. walkway connections between streets, to assist in meeting transit coverage requirements where warranted;

iii. collector streets for the use of motorized vehicles including buses with the collector streets providing sidewalks on both sides of the street;

iv. transit routes that are efficient; and

v. active transportation opportunities.

4. Public transit routes and stops shall be identified in cooperation with Winnipeg Transit.

5. Development should accommodate the ability for Transit to locate bus stops which:

i. serve higher density development (e.g. retail areas) and activity nodes (e.g. Red River Exhibition Park);

ii. provide convenient transit service; and

iii. achieve a minimum walking distance requirement of 400 meters to most destinations within the planning area.

6. Private pathways, walkways and sidewalks should include the following:

i. short, convenient, and direct connections to activity nodes such as community spaces and transit connections;

ii. connections to the regional pathway systems;

iii. linkages for local destination points such as commercial areas or recreation facilities; and

iv. access to transit routes.

7. Private roadway, walkway, pathway and bikeway connections should be designed for easy and direct access to area focal points including the transit station, commercial/retail area, and the greenway network.

8. Private trails should be built in such a manner that they are accessible and usable for the majority of the year.

9. All new multi-use trails and pedestrian walkways shall meet the Accessibility Design Standards for the City of Winnipeg.

10. Naming of new private roads and trails within the Planning Area should give consideration to local heritage in consultation with any relevant community groups.

11. The roadway layout illustrated in Figures 6 and 7 is considered as approximate and will be more precisely determined at the Development Application stage.

12. The proposed transit routing in Figure 5 is only conceptual. Transit routing may take this form or another configuration; for example, service potentially might include service to/from this area from the north (using Saskatchewan Avenue) as well as from the south via Portage Avenue. Further analysis by Winnipeg Transit is required before actual routing can be determined.

13. All new permanent development shall be serviced with paved streets.

14. The provision of transit infrastructure does not guarantee a level of service provision. The level of transit service provided will be at the discretion of Winnipeg Transit.

15. The Developer shall construct all internal roadways to be used by transit buses and emergency vehicles to widths and thicknesses, and with geometry satisfactory to the Directors of Winnipeg Transit and Winnipeg Fire Paramedic Service, and with sidewalks and pedestrian-scale ornamental street lighting satisfactory to the Director of Winnipeg Transit.

5.2 Land Drainage, Wastewater and Water Services

5.2.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the district. The servicing concept for the Planning Area is illustrated in Figure 8 (Water Servicing Concept), Figure 9 (Wastewater Servicing Concept), and Figures 10 and 11 (Existing & Proposed Land Drainage Conditions). Any development within the

Planning Area will need to be fully serviced with piped utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utility alignments will be identified at the Development Agreement Stage and confirmed prior to or during construction drawing approval.

5.2.2 Policies

1. All new permanent developments shall be serviced with piped water, wastewater sewer and stormwater facilities, including drainage lakes as required.

2. The alignment and capacity of streets, water distribution mains, wastewater sewer trunks and stormwater sewers shall be based on servicing studies and analysis to the satisfaction of the City of Winnipeg.

3. Where required, utility rights-of-way and easements shall be negotiated to accommodate the agency/company and property owners.

4. Where required by the City of Winnipeg, utility rights-of-way and easements, public utility lots and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate orderly and sequential land development.

5. Linear creeks and retention ponds should be designed to acceptable City of Winnipeg criteria and retention ponds shall be designed as naturalized wetlands.

6. Development within the Planning Area may require extension of piped services to existing piped infrastructure beyond the boundaries of the Planning Area or upgrading of existing private serving infrastructure. Extension or upgrading of such services will be the responsibility of the developer/applicant including arrangement of joint servicing agreements with neighbouring property owners.

7. Development proposals which increase or alter drainage discharge into the Provincial Drainage System or into the RM of Headingley will require permission from the Province of Manitoba or RM of Headingly respectively. If necessary, the Province or RM of Headingley may request the applicant submit a detained drainage plan prepared by a qualified engineer. The cost of this study and any revisions to the highway drainage system directly associated with the

proposed development will be the responsibility of the developer.

8. Development requiring water, wastewater and/or land drainage servicing beyond current capacity of City services in the area will require the undertaking of infrastructure studies prepared by a qualified engineer to the satisfaction of the City of Winnipeg. Infrastructure upgrades may be required at the expense of the developer to adequately service the Planning Area, to the satisfaction of the City of Winnipeg.

9. The City of Winnipeg may require developers to pay their share of infrastructure upgrades which benefit the Planning Area.

6. Definitions

The following general definitions shall apply:

1. **Active Transportation** means any human-powered mode of transportation such as cycling, walking and skiing.

2. **Approving Authority** means the City of Winnipeg or the Municipal Board, as the case may be.

3. **(The) Association** means the Red River Exhibition Association which is a not-for-profit community organization that operates the Red River Exhibition Park on a year-round basis.

4. **Collector Roads** collect and distribute traffic between residential local streets and arterial streets. They also provide land access in residential areas. Passenger vehicles, delivery trucks and buses are accommodated. Direct access to adjacent properties is allowed for commercial and multi-family developments subject to traffic and design considerations. Front drives are not allowed for low density residential developments fronting residential collectors; in these cases a back lane or frontage road is required for direct property access. Residential collector streets may intersect with arterials, other collectors and residential local streets.

5. **Commercial Use** means the use of land, buildings or structures for the purpose of selling goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres,

entertainment facilities, and financial institutions in accordance with the Zoning By-Law.

6. **Community Committee** means the Assiniboia Community Committee, a committee comprised of the City Councillors from the Assiniboia Community.

7. **Council** means the Council of the City of Winnipeg.

8. **Expressways** accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only four-lane streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day.

9. **Gross Area** means the total area of land contained within the property lines of a site.

10. **Gross Developable Area (GDA)** for the purpose of calculating density means the gross area of the Planning Area, excluding; expressways, arterials, commercial lands, lakes and lake impoundment areas, and any lands owned by the City of Winnipeg.

11. **Linear Greenway Network** means a series of connected parks and open space areas generally as illustrated in Figure 5 of this Plan.

12. **Local Roads** provide direct access to properties in residential areas. Passenger vehicles and delivery trucks are accommodated.

13. **Major Arterial Roads** carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Generally, major arterials are full time truck routes. Direct access to adjacent properties is normally controlled or limited. At a minimum, all major arterials feature a four-lane divided cross-section. Traffic signals are used to control intersections. Typical traffic volumes are greater than 20,000 vehicles per day.

14. **Minor Arterial Roads** carry slightly lower traffic volumes than major arterials and augment the major arterial system by connecting residential, employment, shopping and recreational areas. Minor arterials may be designated as full time or part time truck routes. Typically, minor arterials

have a four-lane cross-section. Typical traffic volumes are up to 20,000 vehicles per day.

15. **Naturalized Wetlands** means a retention pond that is designed to mimic a natural wetland by using planting and landscape forms that are native to the region

16. **Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.
17. **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices in accordance with the Zoning By-Law.

18. **Parkland** means land used for public parks and open space.

19. **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Zoning By-Law.

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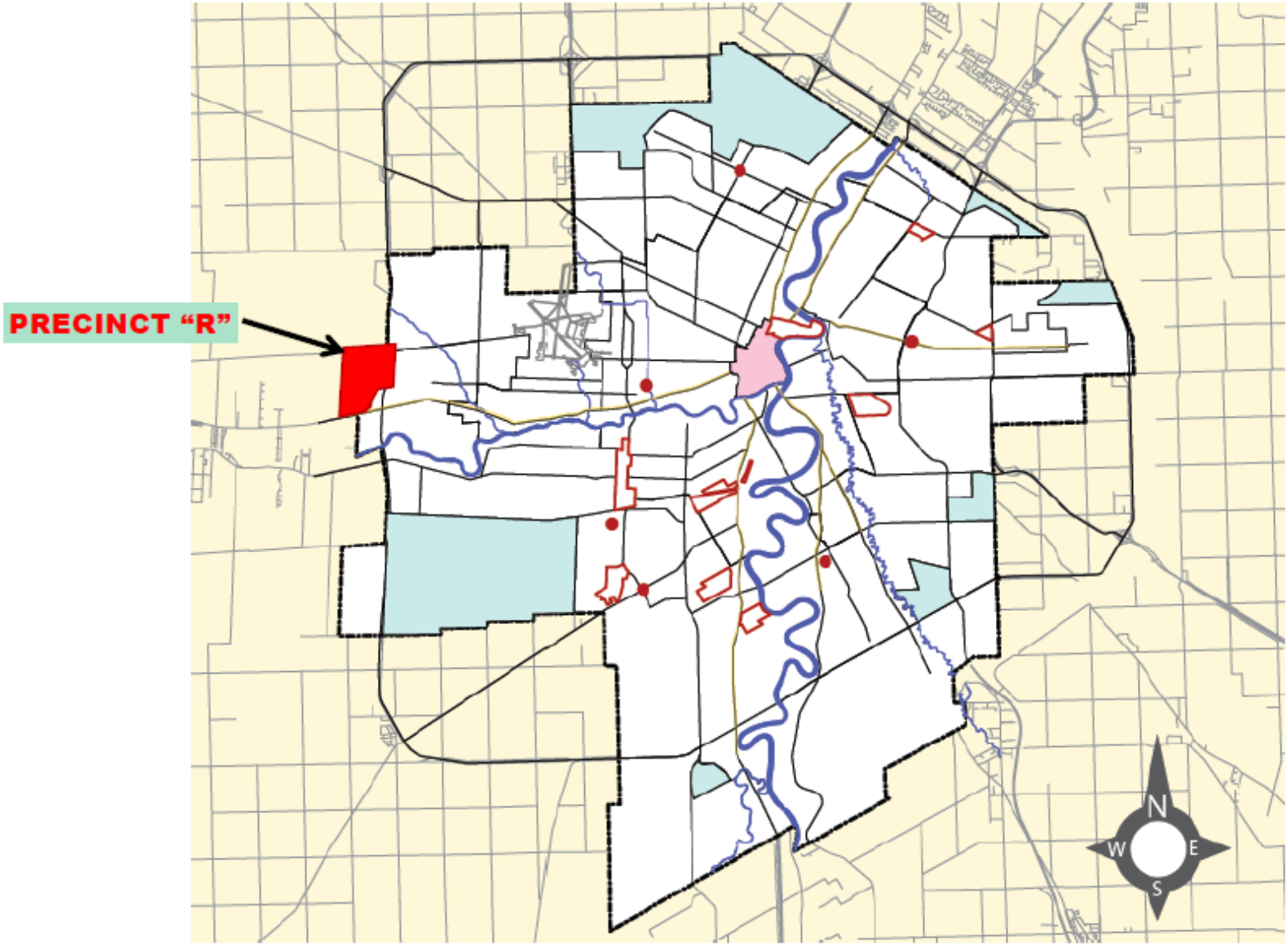
8. Supporting Background Reports

Precinct R Public Consultation Report (Red River Exhibition Park Lands)
Precinct R Developer Regulated Design Guidelines (Red River Exhibition Park Lands)
Precinct R Traffic Impact Assessment Report (Red River Exhibition Park Lands)
Precinct R Sanitary Sewer Assessment Report (Red River Exhibition Park Lands)
Precinct R Water Assessment Report (Red River Exhibition Park Lands)
Precinct R Land Drainage Assessment Report (Red River Exhibition Park Lands

PRECINCT R - LOCATION



KGS GROUP CONSULTING ENGINEERS

Landmark Planning & Design Inc.

FIGURE 1

COMPLETE COMMUNITIES – PRECINCTS

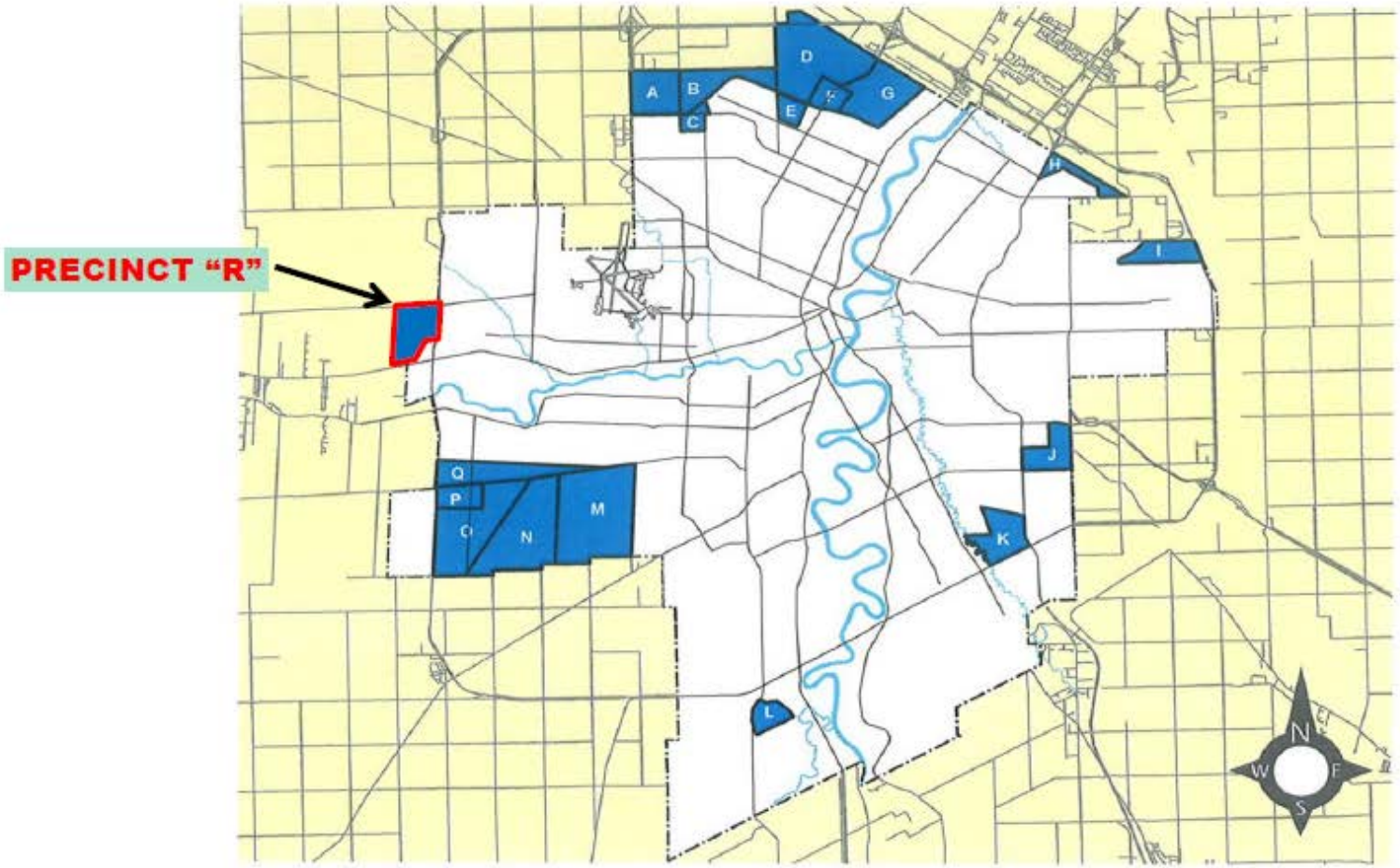


figure 03h

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FIGURE 2

PLANNING AREA

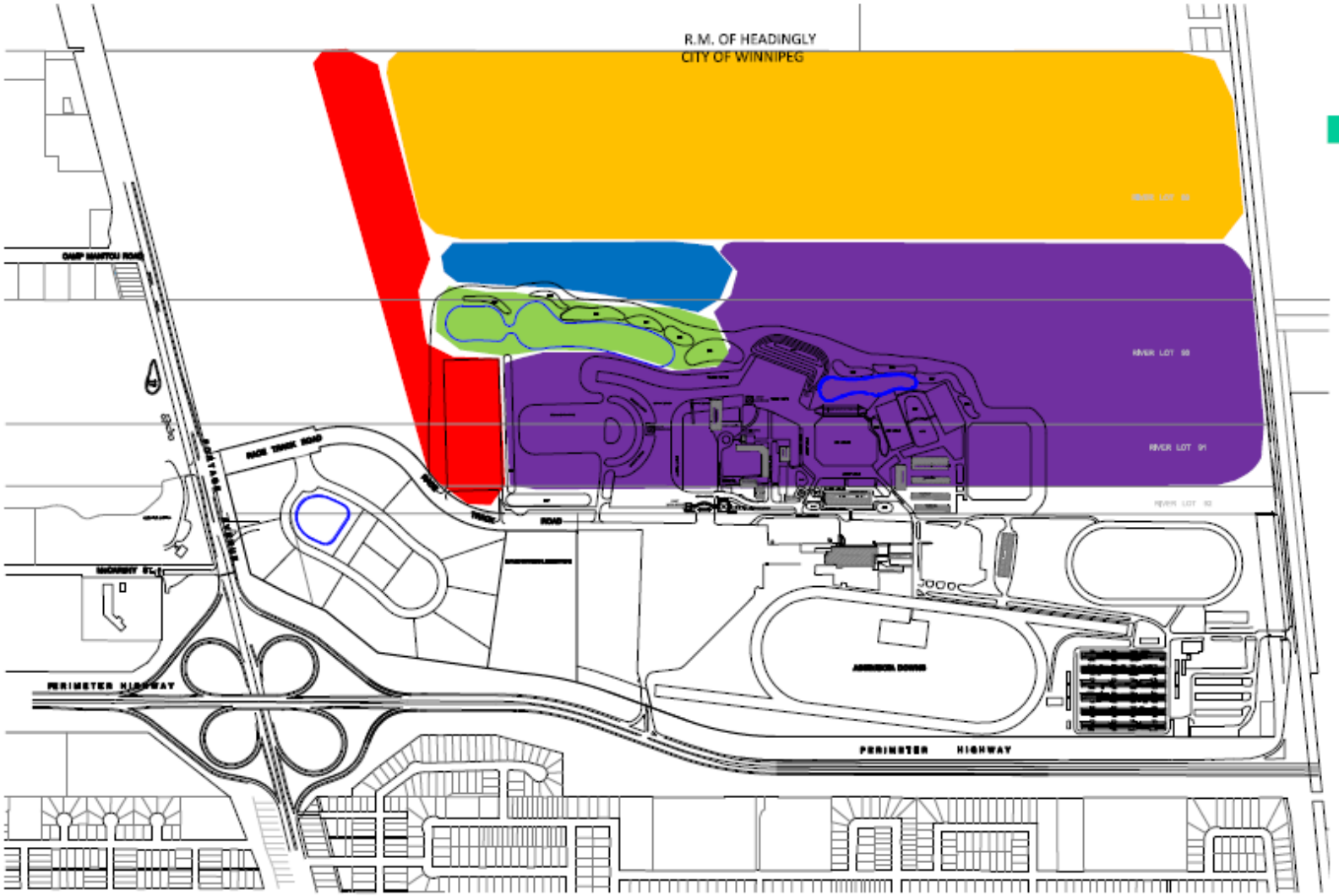


KGS GROUP CONSULTING ENGINEERS

Landmark Planning & Design Inc.

FIGURE 3

LAND USE CONCEPT PLAN



COMMERCIAL AND RETAIL

COMMODITY CAMPUS

EXHIBITION ANNEX

PRIVATE PARK AND OPEN SPACE

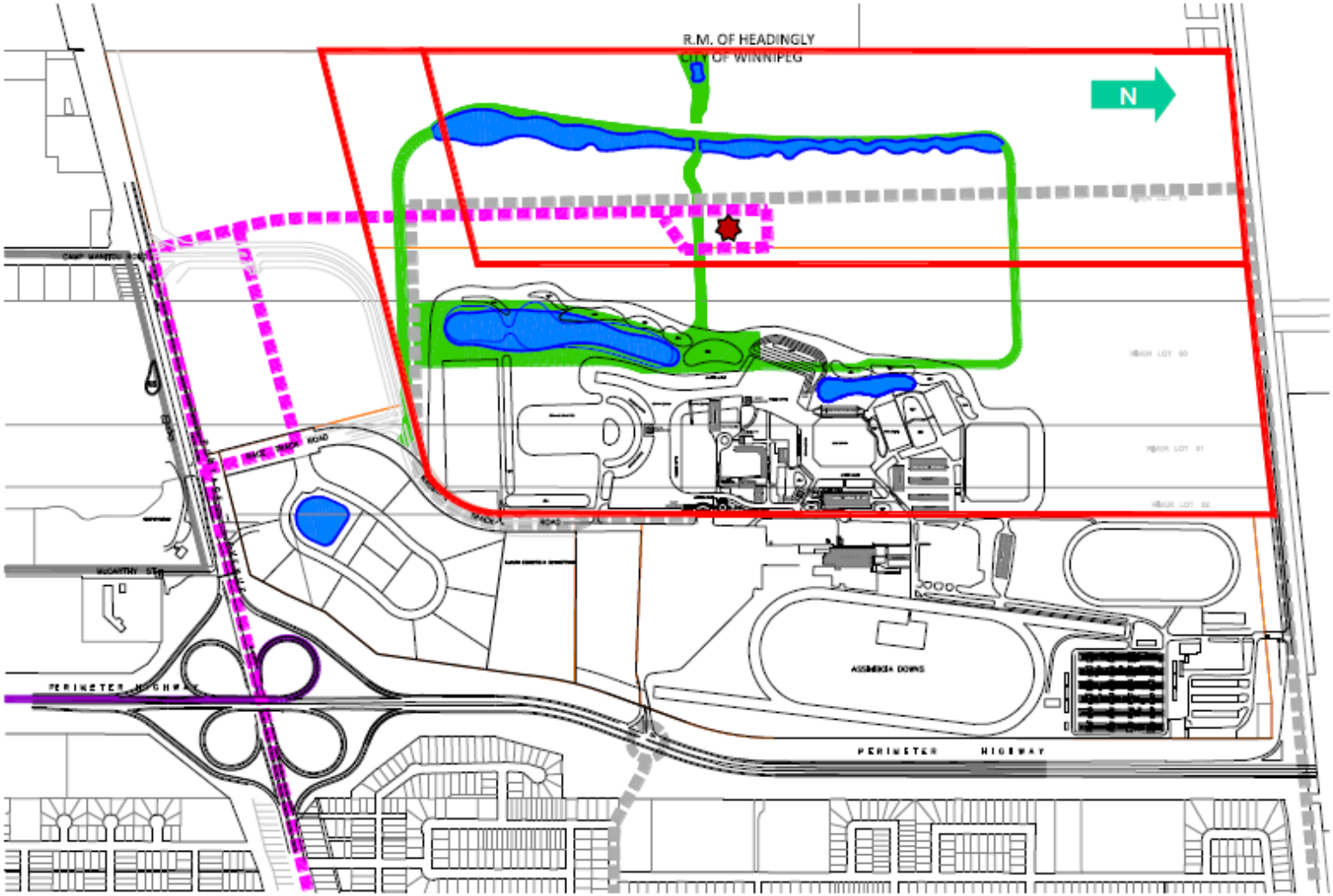
EXHIBITION AND SHOWCASE

KGS GROUP CONSULTING ENGINEERS

Landmark Planning & Design Inc.

FIGURE 4

PRECINCT R - PARKLAND, TRAILS AND TRANSIT



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EXISTING / PROPOSED STORMWATER LAKES

PARKLAND / PATHWAYS

EXISTING TRANSIT

POTENTIAL TRANSIT ROUTING

EXISTING AT NETWORK

PROPOSED AT NETWORK

POTENTIAL TRANSIT STATION

FIGURE 5

ROADWAY NETWORK

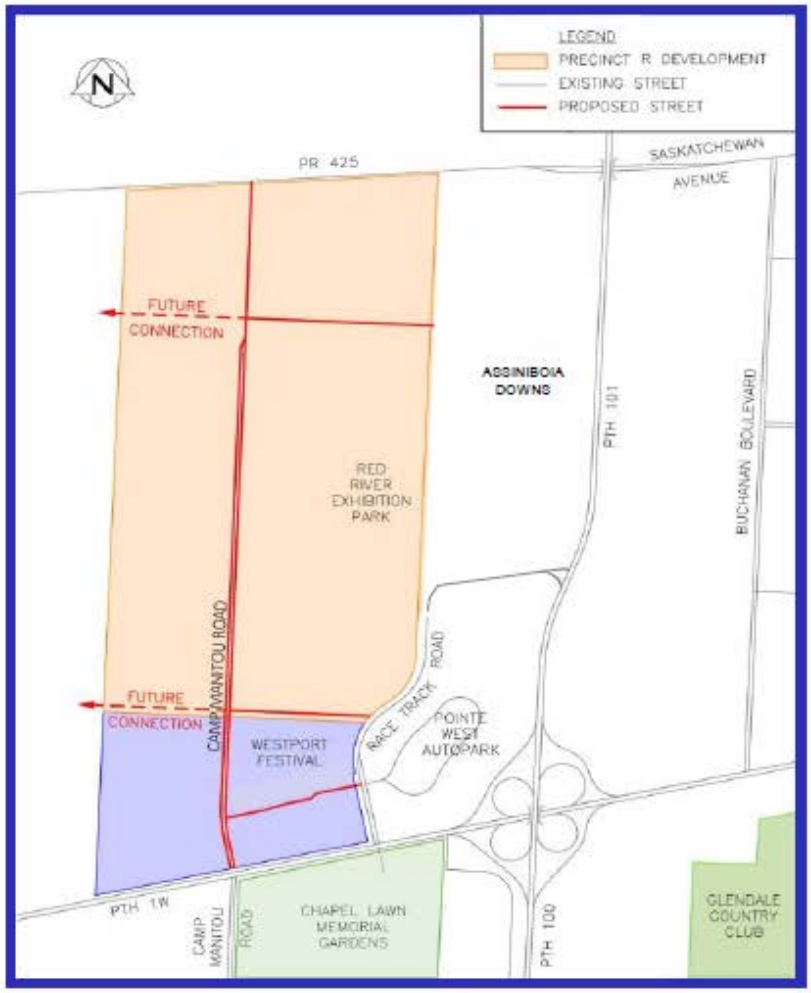

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FIGURE 6

WATER SERVICING CONCEPT

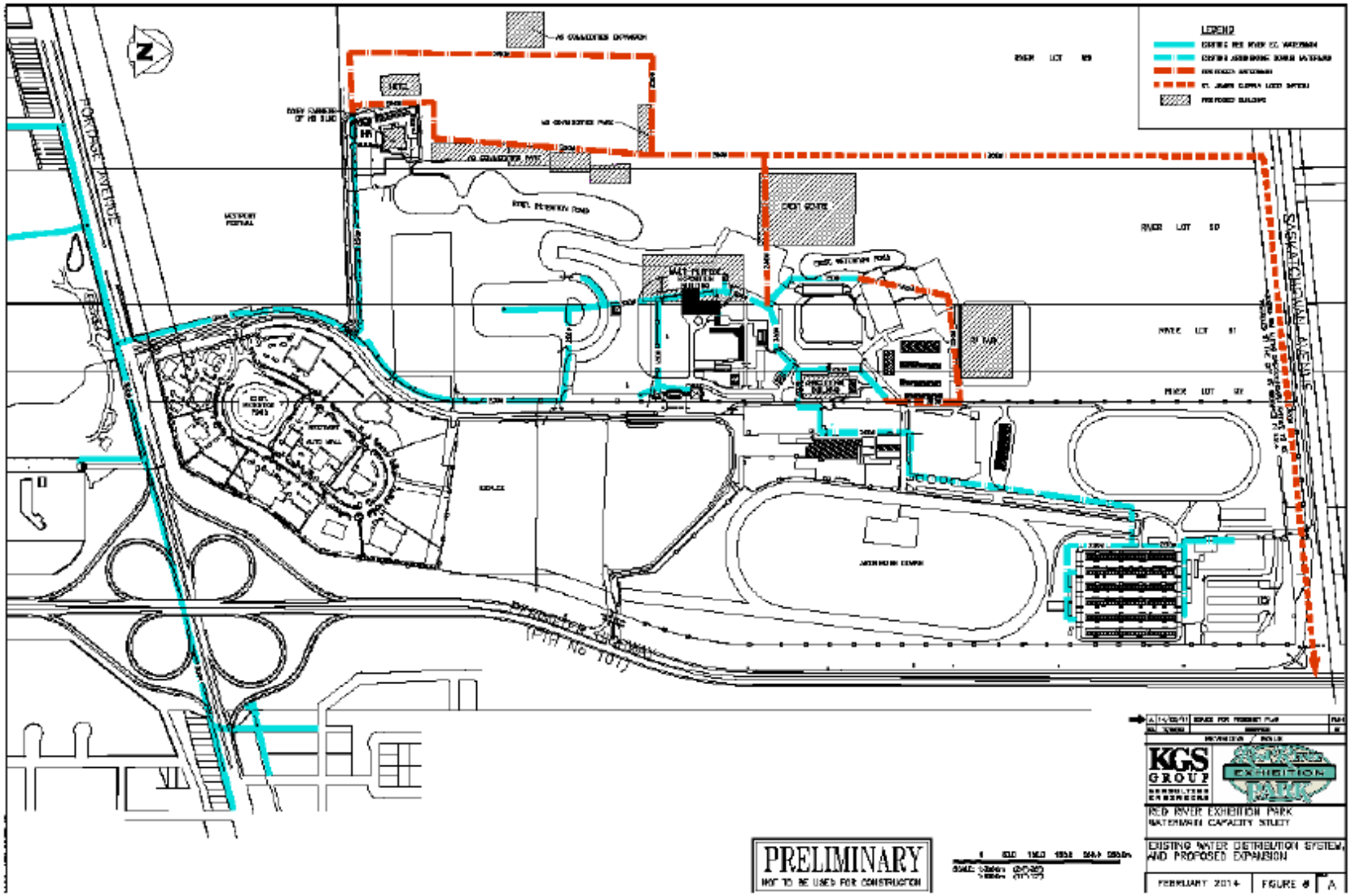

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FIGURE 7

WASTEWATER SERVICING CONCEPT

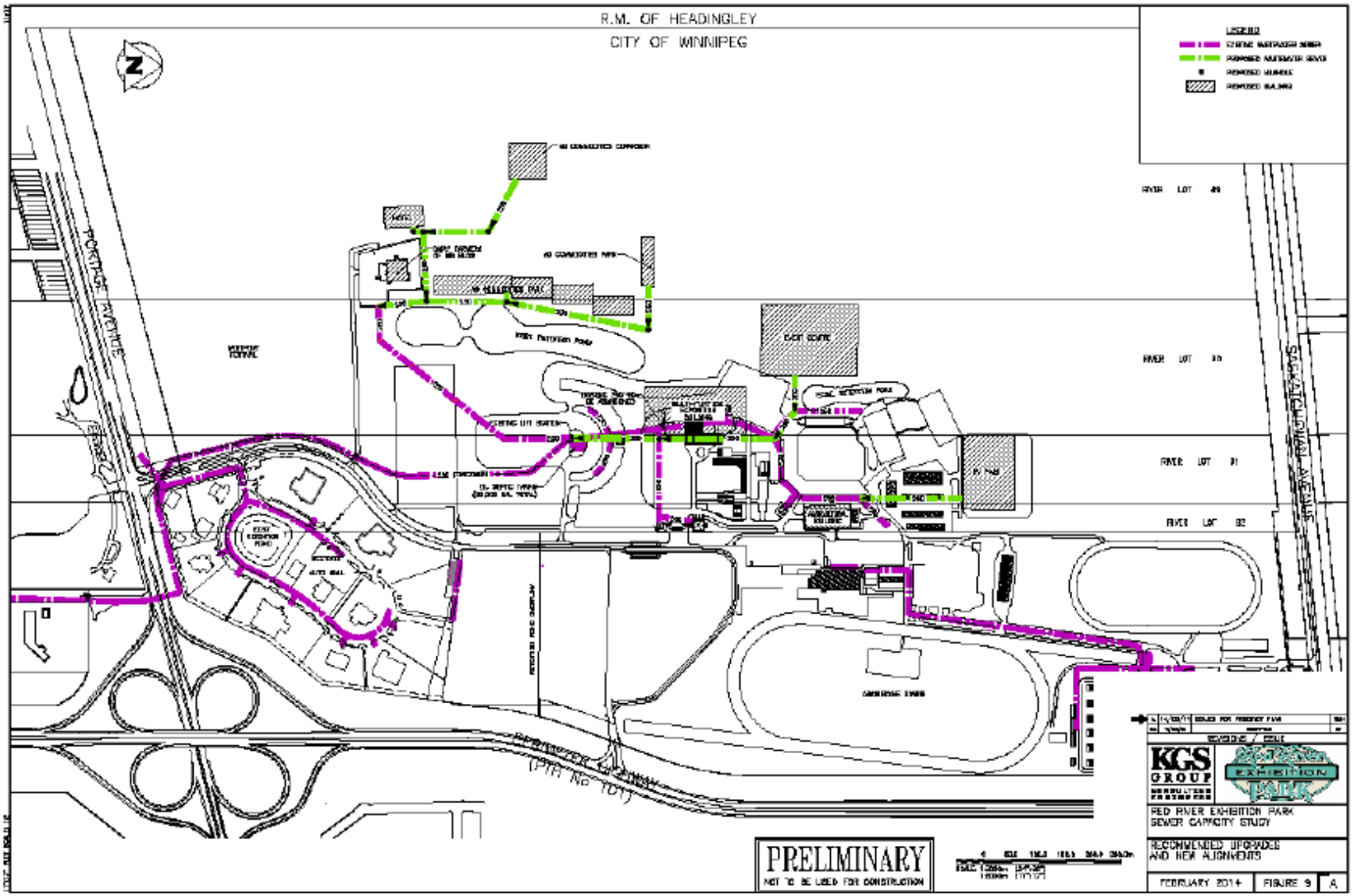

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FIGURE 8

EXISTING LAND DRAINAGE CONDITIONS

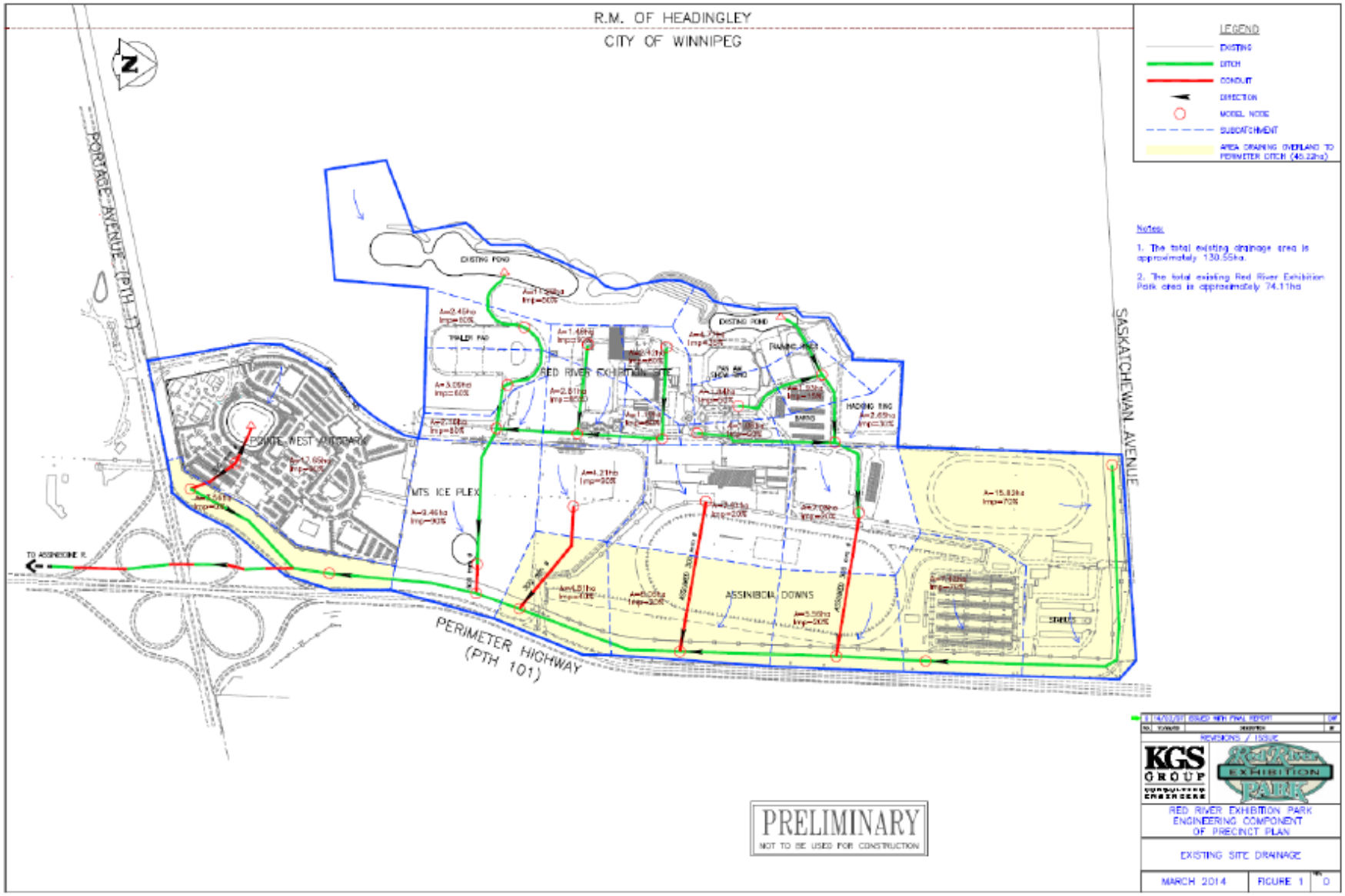

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FIGURE 9

PROPOSED LAND DRAINAGE CONDITIONS

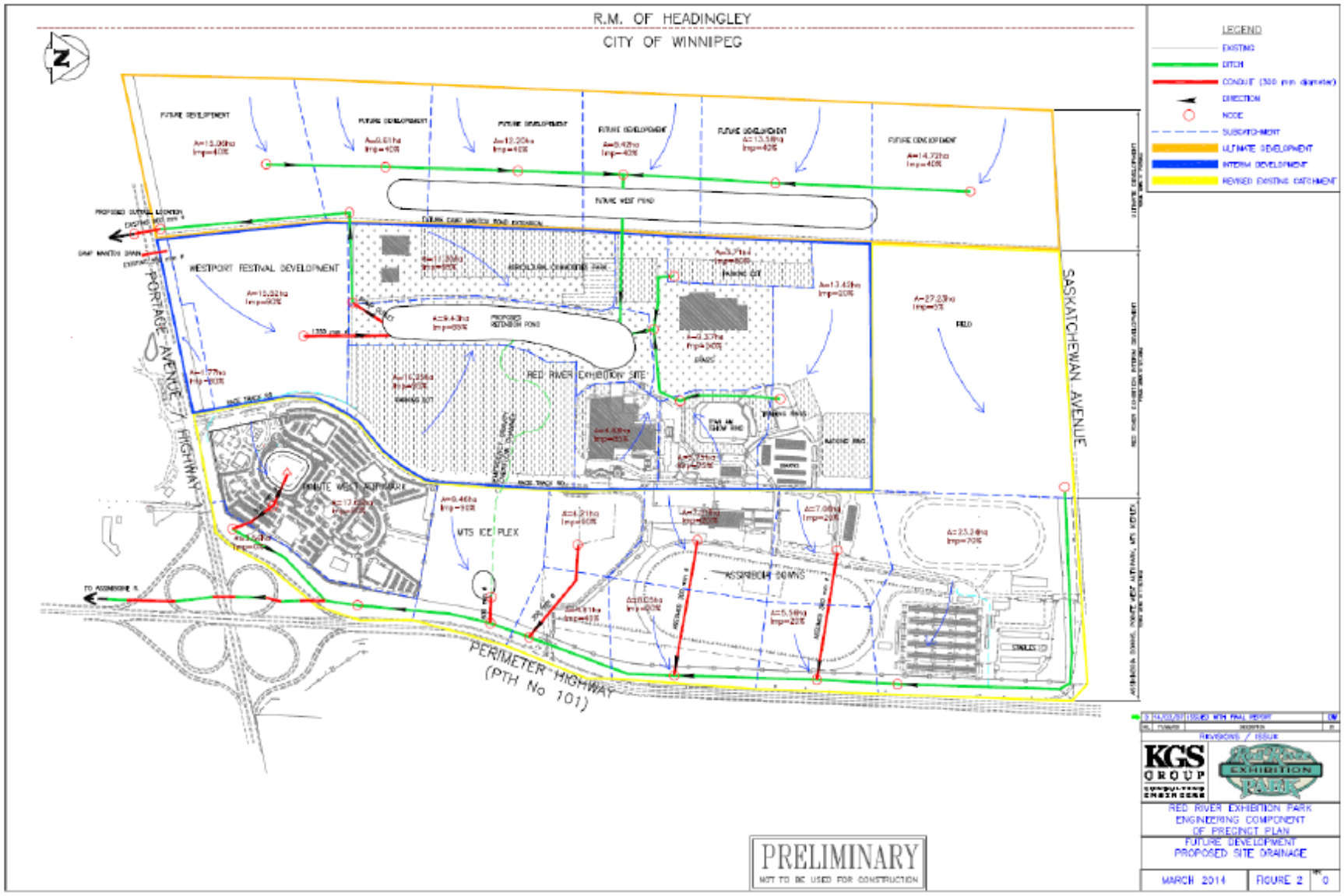

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FIGURE 10