

Winnipeg

Transcona West Area Structure Plan

Planning, Property and Development Department
Planning and Land Use Division

June 2007

Bylaw Page

TABLE OF CONTENTS

PREFACE 4

1.0 INTRODUCTION 6

1.1 Purpose of the Plan 6
1.2 Public Input Process 6
1.3 Plan Goals 7
1.4 Authority of the Plan 8
1.5 Timeframe of the Plan 8
1.6 Interpretation of the Plan 8
1.7 Amendments to the Plan By-Law 9
1.8 Monitoring of the Plan 9

2.0 PLANNING AREA 10

2.1 Application of the Plan 10

3.0 VISION AND GOALS 12

3.1 Vision 12
3.2 Goals for the Community 13

4.0 LAND USE CONCEPT 14

4.1 Land Use Concept *Map* 14
4.2 Application of Plan Policy 14

5.0 LAND USE POLICY AREAS 16

5.1 Proposed Residential Areas 16
5.2 Almey- Ravelston Special Planning Area 18
5.3 Commercial Areas 22
5.4 Mixed Use Areas 24
5.5 School Sites 26
5.6 Parks and Open Space 27

6.0 DENSITY POLICIES 28

6.1 Residential Density 28

7.0 TRANSPORTATION POLICIES 29

7.1 Transportation Concept Maps 29
7.2 Application of Plan Policy 29
7.3 External Road Network 31
7.4 Internal Road Network 32
7.5 Pedestrian and Bicycle Circulation 35
7.6 Transit Service 36

8.0 SERVICING POLICIES 38

8.1 Utility Infrastructure 38
8.2 Water Distribution System 39
8.3 Wastewater Collection System 40
8.4 Land Drainage System 40

9.0 PHASING POLICIES 41

9.1 Purpose 41

10.0 INTERPRETATION 43

10.1 Glossary 43

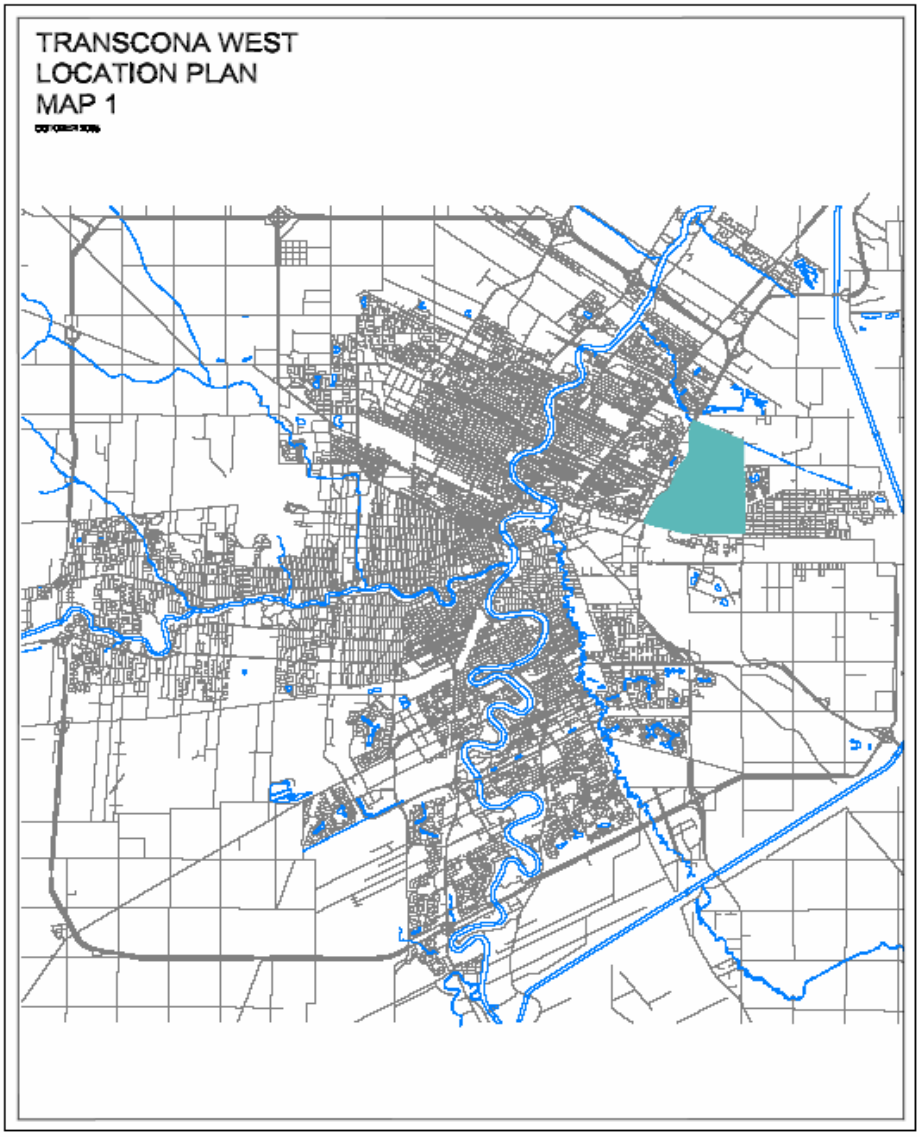
11.0 APPENDIX "A" – TRANSPORTATION IMPROVEMENTS 46

11.1 FIVE (5) YEAR DEVELOPMENT FORECAST 46
11.2 FIFTEEN (15) YEAR DEVELOPMENT FORECAST 46

PREFACE

The Transcona West planning area is located in the northeast portion of the City of Winnipeg, comprising approximately 607 hectares (1500 acres) of land. It is bounded by; Chief Peguis Trail Extension to the north, Regent Avenue to the south, Plessis Road to the east and Lagimodiere Boulevard to the west.

All development applications submitted with respect to any lands within the plan area are to be reviewed pursuant to compliance with the policies of this plan identified as such and numbered in accordance with the relevant sections of the plan.


TRANSCONA WEST
LOCATION PLAN
MAP 1

1.0 INTRODUCTION

1.1 Purpose of the Plan

Plan Winnipeg 2020 Vision requires that secondary plans be prepared in order to guide and manage the development of new residential areas as follows:

> "Section 3B-02 Guide the Development of New and Existing Residential Areas
>
> The City shall guide the development of new and existing residential areas designated as Neighbourhood on Policy Plate A by: . . .
>
> ii) preparing detailed secondary plans for future neighbourhoods in consultation with residents and business interests to ensure the coordination of local and regional services and the compatibility of land uses and other objectives; . . ."

An Area Structure Plan is a type of secondary plan that is primarily applied to previously undeveloped areas of the City. The purpose of the area structure plan is to refine and implement the City's broader planning objectives as contained in *Plan Winnipeg 2020 Vision* by promoting community development that is logical, compatible and sustainable. An area structure plan also guides and directs specific land uses, roads and servicing infrastructures, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, an area structure plan must establish a broad framework for the future development of a community. This framework consists of a future vision, a land use concept and a series of policy statements that work together to ensure that the plan is achieved. The framework should be concise yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should promote creativity and innovation and be responsive to the changing demands of the marketplace.

1.2 Public Input Process

A public open house was held on June 23, 2005, in the community to gather preliminary comments on two alternative land use and road network configurations for the plan area. Approximately 50 members of the public attended. In general, the majority of the attendees, through conversation and the exit survey, indicated a positive response to a development concept for the area identified as "Option B". Specific public concerns were related to downstream traffic impacts and the need for the extension of major roads through the area, and how large lot fragmented land holdings within the plan area would be integrated into the plan.

A public open house was held on May 24, 2006, in the community to gather input on the proposed land use and road network configuration for the Transcona West Area and the Almey - Ravelston Special Planning Area. The event was attended by approximately 40 people including: representation from the River East Transcona School Division, Transcona Trails Association and the local MP who also lives near the Plan Area.

Twenty-three (23) people filled out the survey with the majority being residents of the Almey - Ravelston Special Planning Area (11 people). At least 4 people asked for copies of the survey to send in at a later date.

The results of the survey indicate a clear majority support developing the Transcona West Area (78 %); and for the Transcona West Area Structure Plan (78 %). The most mentioned reason for positive support: that the neighbourhood needs the changes/improvements.

The only element of the plan that received a slight majority of support (56 %) was the proposed Transportation Plan for the Almey - Ravelston Special Planning Area. The residents of the Almey - Ravelston Special Planning Area who filled out the survey indicated a support level of 54 %. The comments most mentioned for the Almey - Ravelston Transportation Plan was that it would make the traffic situation better (local road network and elimination of through traffic). Only three (3) people indicated on the survey that the Lag/Almey/Ravelston intersection should remain open. The biggest concern was in relation to the proposed new local roads: individual property owners felt they would be negatively impacted by a new road on their land [the exact location of the local roads (collector, crescents, bays, etc.) will be determined at the subdivision/rezoning level and are not 'solid' as per the policies of the secondary plan].

3 *Plan Goals*

This Plan provides a "blueprint" for the future development of Transcona West, a community with a projected population of up to 10,000 residents. The foundation of the Plan consists of a series of goals that have been formulated through the planning process and form the basis of the policies in the document. These goals include:

- creating a viable and cohesive residential community,
- integrating new development into the existing surrounding community,
- fostering a sense of neighbourhood,
- accommodating a diversity of housing types,

- meeting active and passive recreational needs of residents,
- providing suitable sites for educational facilities,
- accommodating essential community services,
- creating an interconnected and efficient road network while facilitating alternative mode choices,
- promoting the use of public transit,
- encouraging walking and cycling, and
- supplying necessary utility infrastructure.

1.4 Authority of the Plan

The Transcona West Area Structure Plan (the "Plan") is a secondary plan legislated through the City of Winnipeg Charter:

> Adoption of Secondary Plans
>
> 234(1) Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the city, including, without limitation, any matter
>
> (a) dealt with in Plan Winnipeg; or
>
> (b) pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

1.5 Timeframe of the Plan

The plan is future oriented and depicts how Transcona West 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 to occur within a 15 year time 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 a purpose statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

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 compliance at the Development Application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage without requiring an amendment to the Plan.

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 By-Law

To make any change to the text or maps within the Plan, an amendment to the Plan that includes a public hearing in accordance with the City of Winnipeg Charter and the Development Procedures By-Law.

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

1.8 Monitoring of the Plan

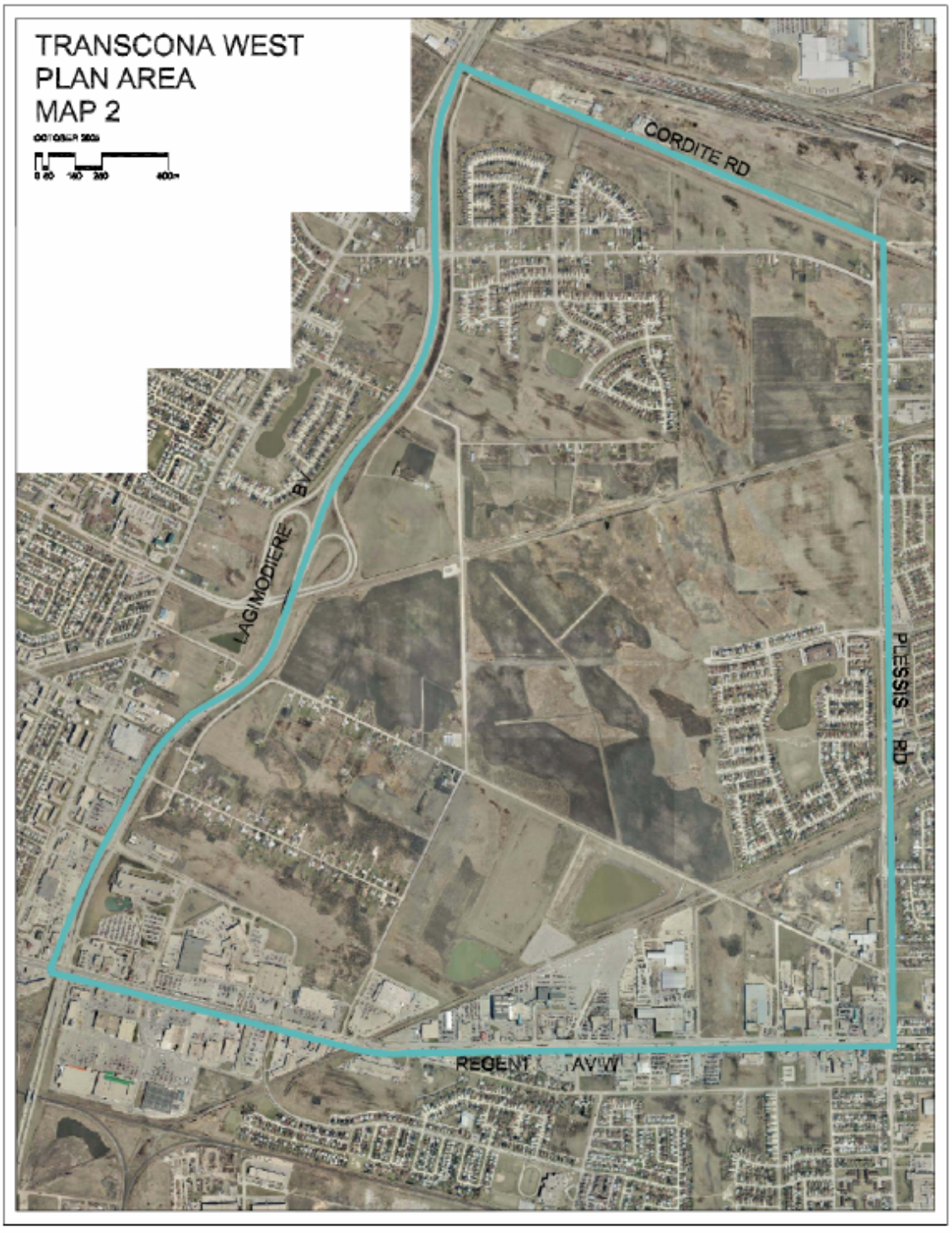
The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

2.0 PLANNING AREA

2.1 Application of the Plan

The Area Structure Plan applies to those lands comprising Transcona West as shown on Map 2, the Planning Area map. The Plan Area comprises approximately 607 hectares (1500 acres) of land and is bounded by Chief Peguis Trail Extension to the north, Regent Avenue to the south, Plessis Road to the east and Lagimodiere Boulevard to the west. All development applications submitted with respect to any lands within the Plan Area as identified on Map 2, the Planning Area map must be in compliance with the relevant policies of this plan.

TRANSCONA WEST AREA STRUCTURE PLAN



3.0 VISION and GOALS

3.1 Vision

The Transcona West community will provide a diverse and unique series of neighbourhoods that offer a wide choice of lifestyle opportunities.

Housing types throughout the community range from apartments, town homes, single-family residences and condominium complexes as well as providing seniors accommodation and special needs housing.

An integrated open space, parks and pathway network provide alternative choices for getting to schools, shops and recreational facilities. Streets and transit routes have been designed for optimal access and the eventual connection to the proposed rapid transit corridor to the south. The City's major road network has been extended into and through the community to allow for multiple access points and allow for the efficient movement of vehicles to and from the area.

The development of mixed-use areas will provide a series of focal points for the community that offer a range of higher density residential uses combined with compatible commercial and retail service businesses. These mixed-use areas will be linked to the surrounding neighbourhoods by well defined street connections, pathways, sidewalks and transit stops.

The plan also strives to integrate new development into the existing community that is comprised of both large-lot low density residential areas and previously developed suburban neighbourhoods. The result will be a large, infill community that will minimize the spatial use of land and integrate the Kildonans with Transcona.

3.2 Goals for the Community

The following goals are expected to be achieved through the development of the Transcona West area:

Integration

To create a viable and cohesive community by integrating new development within the existing neighbourhoods.

Neighbourhood Focus

To encourage a sense of neighbourhood within distinct areas of the community and provide focal points for transit access and recreation.

Housing Diversity

To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

Recreational Amenities

To satisfy the active and passive recreational needs of residents.

Educational Needs

To meet the community's educational needs through the provision of school sites.

Public Facilities

To accommodate public facilities to serve the recreational and spiritual needs of residents to enhance their quality of life.

Transportation

To create an interconnected and efficient road network that balances the needs of motorists, transit service, pedestrians and cyclists, and facilitates alternative routes and mode choices.

Pedestrian and Cyclist Circulation

To encourage walking and cycling as an alternative mode of travel within and between adjacent communities and land-uses through the provision of pathway connections.

Transit Service

To promote the use of public transit through effective urban design, pedestrian facilities and efficient transit routing.

Utility Infrastructure

To supply waterworks, sanitary sewer, and stormwater sewer services, and other infrastructure to meet the demands of suburban growth.

4.0 LAND USE CONCEPT

4.1 Land Use Concept Map

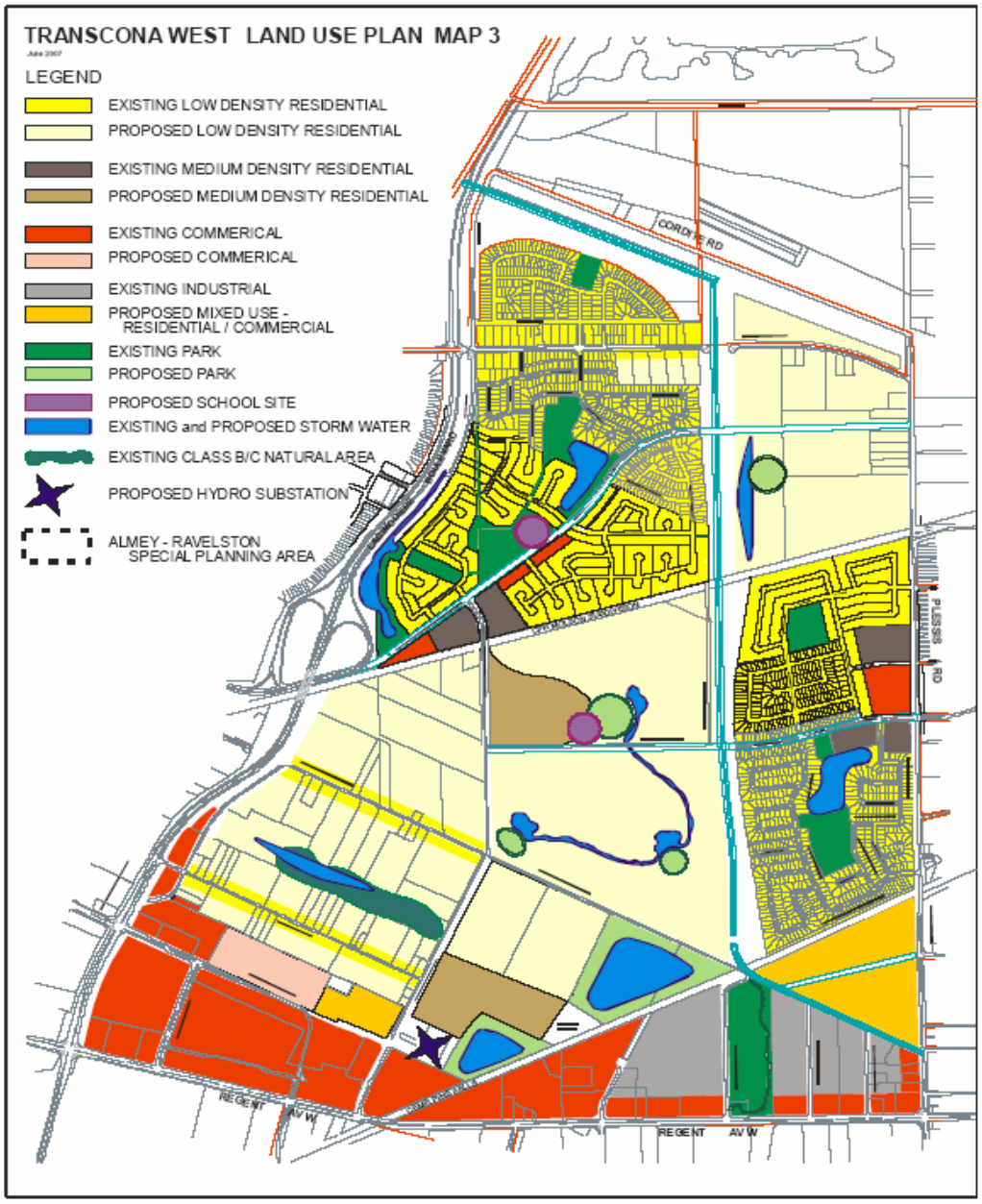
The land use concept for Transcona West is shown on the Land Use Concept Map – Map 3, and on Map 4 for the Almey – Ravelston Special Planning Area. These concepts consist of a series of areas and symbols that define a future land use pattern for the community. Map 3 also identifies existing land uses that are already zoned and in most instances developed for their intended purpose.

4.2 Application of Plan Policy

Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols shown on Maps 3 and 4. Except where stated, policies contained within this plan apply primarily to those uses and plan elements identified on the Land Use Concept Map and the Almey – Ravelston Special Planning Area Map as "**proposed**".

The Land Use Concept contained within this plan recognizes and maintains the existing use of land or buildings as they are currently zoned and developed in accordance with the Zoning Bylaw.

Nothing in this Plan precludes the opportunity for the rezoning of uses shown on the Land Use Concept Map as "existing" to another category of land use.



Winnipeg

6103

5.0 LAND USE POLICY AREAS

5.1 Proposed Residential Areas

5.1.1 Purpose

The purpose of the Residential Area is to provide for low density residential development. In addition, compatible and complementary higher-density residential uses are allowed within this area at locations shown on the Land Use Map. Institutional, recreational, and local commercial uses may also be located within residential areas. Public parks will be interspersed throughout the Residential Area as a complement to a linear open space or pathway system to serve the recreational needs of residents. The residential area comprises the majority of lands within the community. To encourage transit ridership, stops are provided throughout the community within a five-minute (400-metre) walking distance from most homes. The specific design of residential areas and local streets will be determined through the Development Application process.

5.1.2 Policies

(1) Composition of Proposed Residential Areas

(a) Subject to the policies of this Plan,

(i) single family and two family residential uses shall be the predominant use of land within the Residential Area.

(ii) institutional uses, recreational uses, public uses, and local commercial sites, and other similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate.

(iii) higher density multi-family residential uses shall be located as shown on the Land Use Map.

(iv) open spaces shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.

(b) The general categories of uses identified under subsection 5.1.2(1) shall be refined through the zoning process as part of the Development Application.

(2) Transit Service to the Residential Area

(a) The Residential Area shall:

(i) be served by a network of streets, sidewalks, and paths that provides pedestrian access to transit stops that is within 400 metres of most homes.

(3) Design of Residential Area

(a) The design of the Residential Area shall:

(i) be determined through the Development Application process,

(ii) emphasize opportunities for distinct neighbourhoods that comprise unifying elements to create a cohesive community, and

(iii) provide for linkages for residents to access adjacent communities through roadway, walkway, pathway, and bikeway connections.

(4) Design of Multiple Family Residential Area

(a) The design of the Multiple Family Residential Area shall:

(i) be determined through the Development Application process,

(ii) emphasize opportunities for providing buffering and landscaping to integrate the parking area into the surrounding neighbourhood,

(iii) mitigate the impact of the building's mass and density; and address the issue of privacy for the immediate neighbours,

(iv) strive for distinct design elements to differentiate each building,

(v) provide for linkages for residents to access adjacent communities through roadway, walkway, pathway, and bikeway connections; and

(vi) be served by a network of streets, sidewalks, and paths that provides pedestrian access to transit stops that is within 200 metres of all Multiple Family Residential dwellings.

(5) Subdivision and Development of Un-Serviced Residential Areas

(a) Any application for subdivision shall be accompanied by a Concept Plan that demonstrates how the subdivision may be integrated into the re-subdivision of adjacent and surrounding parcels in order to ensure that the future potential for adjacent subdivision is not compromised,

(b) all proposed parcels must be serviceable by a full range of municipal services including access to a fully developed public roadway,

(c) any application for subdivision shall be accompanied by an engineering study demonstrating the adequacy of the municipal infrastructure to support the proposed development with supporting documentation indicating the cost sharing for the municipal services among the benefiting lands.

(6) Sound Attenuation

Residential development adjacent to major arterial roads and expressways shall incorporate appropriate sound attenuation measures as outlined in the Development Application process.

5.2 Almey- Ravelston Special Planning Area

5.2.1 Purpose

The purpose of the Almey – Ravelston Special Planning Area is to provide policies that are specific to the area shown on Map 4. This map consists of a series of areas and symbols that define a future land use pattern and transportation network for the community.

The policies of this Special Planning Area allow for both the preservation of the existing large lot single family residential development while permitting some re-subdivision and development of existing larger parcels where appropriate.

With the recent extension of municipal services through a local improvement along Almey Avenue, there is now an opportunity to re-subdivide larger parcels within this area. The fragmented nature of the ownership poses challenges for the development of a comprehensive plan that would allow for a phased and logical extension of roads and services into the area. The following policies are intended to provide a framework toward the development of such a comprehensive plan.

5.2.2 Policies

(1) Land Uses

(a) Land use within the Special Planning Area shall be as shown on Map 4.

(b) Proposed commercial uses within the Special Planning Area shall be of a local commercial or community commercial type as defined by this plan.

(c) Commercial uses proposed adjacent to existing or future residential land uses shall provide extensive and effective buffering mechanisms sufficient to mitigate potential negative impacts on adjacent lands to be determined through the submission and consideration by the Community Committee and the Director of Planning, Property and Development of detailed site and landscaping plans at the Development Application stage.

(d) Protection of those portions of the Special Planning Area containing significant natural areas is encouraged.

(2) Subdivision

(a) The rezoning and subdivision of land within the Special Planning Area will be considered by the Community Committee through the Development Application process in accordance with the following additional requirements:

(i) any application for subdivision shall be accompanied by a Concept Plan that demonstrates how the subdivision may be integrated into the re-subdivision of adjacent and surrounding parcels in order to ensure that the future potential for adjacent subdivision is not compromised,

(ii) all proposed parcels must be serviceable by a full range of municipal services including access to a fully developed public roadway; and

(iii) any application for subdivision shall be accompanied by an engineering study demonstrating the adequacy of the municipal infrastructure to support the proposed development with supporting documentation indicating the cost sharing for the municipal services among the benefiting lands.

(3) Residential Development

(a) The construction of new residences along Almey and Ravelston shall be within the area zoned for residential uses under the zoning bylaw unless a Concept Plan has been approved in accordance with the previous policies in Section 5.2.2(2).

(4) Street Hierarchy

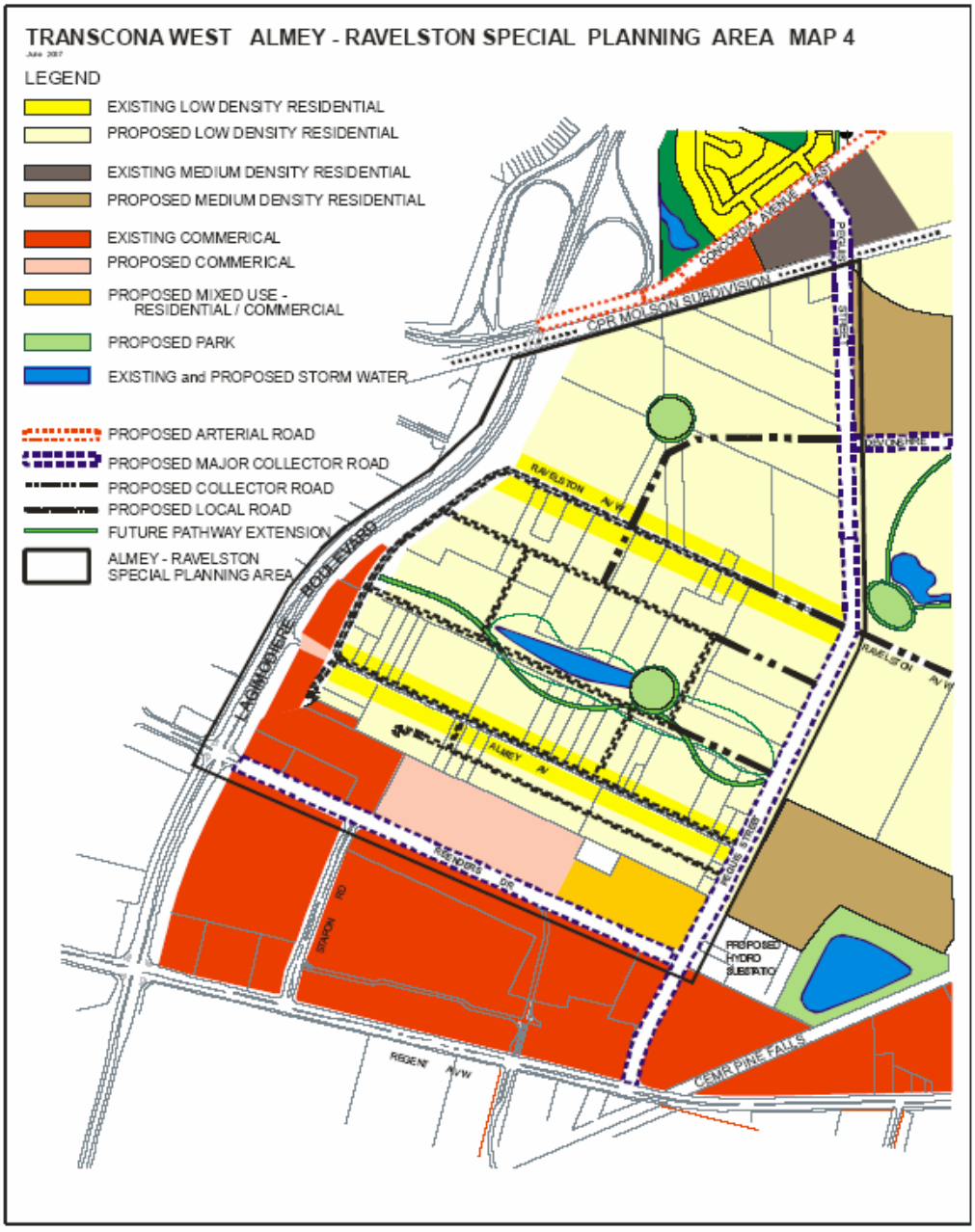
(a) The Almey – Ravelston Special Planning Area includes a hierarchy of streets that include arterial streets, major collectors, collectors and local streets as illustrated in Map 4. Detailed alignment of collector and local streets will be identified in the Development Application phase.

(b) The City shall consider future transportation linkages within the Special Plan Area (Map 4) when reviewing any plans of development, and shall protect the future rights-of-ways through site plan reviews, development controls, easement agreements, and/or acquiring land.

(c) The City of Winnipeg shall have the ability to acquire additional right-of-way through standard dedication practices to accommodate the roadway network.

(d) The Almey – Lagimodiere connection will only be severed upon completion of the Reenders Avenue extension connecting at a minimum two lanes of the ultimate four lane roadway with Peguis Street.

TRANSCONA WEST AREA STRUCTURE PLAN



Winnipeg

6109

5.3 Commercial Areas

5.3.1 Purpose

The purpose of the primary commercial areas identified as existing and proposed commercial uses on the Land Use Map are to permit and include a variety of retail, commercial, office, and institutional uses including regional commercial uses. The primary commercial areas may be integrated with the existing industrial areas identified as on the Land Use Map, and should include convenient vehicular and pedestrian connections to the surrounding community.

5.3.2 Policies

(1) Composition of Commercial Areas

(a) Subject to the policies of this Plan,

(i) a significant use of land within Commercial Use Areas will be regional commercial, retail commercial, service commercial, and community scale commercial uses.

(ii) in order to create a cohesive commercial and services environment,

(A) institutional, office, recreational or public uses that complement and support the area may be allowed,

(B) industrial uses that are compatible with regional commercial and service commercial uses may also be allowed, and

(C) regional commercial uses that are permitted only in the area identified in Plan Winnipeg as Areas of Regional Commercial and Mixed-Use Concentration.

(2) Transit Service to Commercial Use Areas

(a) Regional Commercial Uses shall be served by public transit.

(b) Transit terminals that segregate transit vehicles from other vehicular traffic, that provide comfortable waiting amenities for passengers, that provide close pedestrian access to the entrance of the commercial centre, and that provide for direct transit vehicular access to an adjacent arterial road may be located within the property of regional commercial centres. Equivalent parking credits for the parking spaces used for such transit terminals may be granted to developers that provide such terminals.

(c) Commercial Areas shall contain convenient and well-defined pedestrian connections to public transit service.

(3) Design of Commercial Use Areas

(a) These areas shall contain as part of their design, a well-defined pedestrian-oriented component that emphasizes the following components:

(i) A highly visible and accessible location,

(ii) Internal pedestrian routes to buildings and amenities, and

(iii) Safe and accessible pedestrian connections to other uses on the site.

(b) In conjunction with the Development Application in the Commercial Use Areas, a design concept for the entire site shall be submitted showing the overall design in relation to subsection 4(a).

(4) Suggested Criteria for Commercial Use Areas Design Concepts

(a) The Commercial Use Area should:

(i) Minimize the intermixing of commercial traffic with local residential traffic on the internal roads within an adjacent residential area,

(ii) Contain a visually appealing site design and landscape treatment particularly when visible from roads with higher volumes of traffic,

(iii) Establish a thematic identity distinct to each regional commercial use, through building, site and identification signage designs,

(iv) Suitably incorporate appropriate sound attenuation measures of landscaping and fencing to screen against any residential uses adjacent to the site,

(v) Connect to local pedestrian trails, and be conveniently and directly accessible to alternative modes of transportations both within and adjacent to the site,

(vi) Ensure convenient and efficient transportation connections with the surrounding residential areas,

(vii) Contain parking areas that are designed to maximize direct access to adjacent uses while not visually overwhelming the landscape. Methods by which this can be implemented include, but are not limited to the following:

(A) Appropriate landscaping through earth berms, tree/shrub planting, and/or fencing, and

(B) Parking areas between or behind buildings.

(viii) Locate identification signage that reduces the impact on the adjacent residential areas.

5.4 Mixed Use Areas

5.4.1 Purpose

The purpose of these areas is to create community focal points with mixed-use development that is strategically located within the plan area adjacent to major roadways and transit services. They should contain a grouping of retail and/or service commercial uses integrated with complementary uses such as public open space, and multi-unit residential development. In addition the design should include convenient vehicle and pedestrian connections within the site and to the surrounding area. The site design, size and composition of the local and community-scale commercial components within these areas will be determined through the Development Application process.

5.4.2 Policies

(1) Composition of Mixed Use Areas

(a) Subject to the policies of this Plan,

(i) a significant use of land within Mixed Use Areas will be medium to higher density multi-family residential uses,

(ii) in order to create a cohesive shopping, living and leisure environment,

(A) institutional, office, recreational or public uses that complement and support the area may be allowed,

(B) local, retail or community-scale commercial uses and services that are compatible with higher residential densities may also be allowed, and

(C) regional scale commercial uses and services are not considered complementary to neighbourhoods outside the area identified in Plan Winnipeg as Areas of Regional Commercial and Mixed-Use Concentration.

(2) Transit Service to Mixed Use Areas

(a) Mixed Use Areas shall be served by public transit.

(b) Mixed Use Areas shall be served by a network of streets, sidewalks, and paths that provides pedestrian access to transit stops that is within 200 metres of all development in the Area.

(c) A transit terminal that provides comfortable waiting amenities for passengers, that provides efficient transit vehicular access/egress to adjacent arterial roads shall be centrally located within each Mixed Use Area. The transit terminal may be situated on public or private lands. If a terminal is located on private land, equivalent parking credits for the parking spaces used for such transit terminals may be granted to the developer of the land.

(d) Mixed Use Areas located in the vicinity of Rapid Transit Stations planned for the Eastern Transit Corridor shall provide convenient and direct pedestrian access to the stations, shall provide efficient roadway access to the Transit Corridor by transit vehicles, and shall provide convenient access to Park and Ride lots by vehicles.

(3) Design of Mixed Use Areas

(a) These areas shall contain as part of their design, a well-defined pedestrian-oriented component that emphasizes the following components:

(i) A highly visible and accessible location,

(ii) Internal pedestrian routes to buildings and amenities,

(iii) Safe and accessible pedestrian connections to other uses on the site.

(b) In conjunction with the initial Development Application in the Mixed Use Areas, a design concept for the entire site shall be submitted showing the overall design in relation to subsection 4(a).

(4) Suggested Criteria for Mixed Use Areas Design Concepts

(a) The Mixed Use Area Concept should:

(i) Provide for the compatible interface treatment with adjacent developments,

(ii) Minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,

(iii) Contain a visually appealing site design and landscape treatment particularly when visible from roads with higher volumes of traffic,

(iv) Establish an identity distinct to each specific mixed use area, through building, site and identification signage designs.

(v) Be suitably integrated with any residential, institutional, recreational, and public uses within or adjacent to the site,

(vi) Connect to local pedestrian trails, and be conveniently and directly accessible to pedestrians both within and adjacent to the site,

(vii) Ensure convenient and efficient road, pedestrian, and pathway connections that converge on the area from the surrounding residential areas are provided,

(viii) Contain parking areas that are designed to maximize direct access to adjacent uses while not to visually overwhelm the landscape. Methods by which this can be implemented include, but are not limited to the following:

(A) appropriate landscaping through earth berms, tree/shrub planting, and/or fencing,

(B) on-street parking, and

(C) parking areas between or behind buildings.

(ix) Illustrate and locate the various categories of uses within the Mixed Use Area.

5.5 School Sites

5.5.1 Purpose

The purpose of the School Sites is to provide locations for schools adjacent to dedicated sports fields and recreational areas. School Sites will be located throughout the community to maximize their school catchment area and the design of the sites will be determined at the Development Application stage. Joint use agreements between the City and the School Board on dedicated park lands adjacent to school sites should be encouraged.

5.5.2 Policies

(1) Size of School Sites

The size of School Sites should be determined pursuant to discussions with the School Division.

(2) Location of School Sites

(a) A School Site shall be suitably located in relation to its student catchment area and have frontage on a collector road or higher classification.

(b) In order to comply with subsection 5.5.2(2)(a), a School Site shown on the Land Use Concept map may be relocated to the opposite side of an adjacent collector road or major collector road within a Development Application without requiring an amendment to the map.

(c) School sites are proposed sites only and may not be developed for school purposes. School Sites may initially be zoned residential in the event that the School Board does not require the site for school purposes.

(d) Sites for Senior and Middle Schools shall be located at places to which direct and cost-effective transit service can be provided from residential areas in the Transcona West area.

5.6 Parks and Open Space

5.6.1 Purpose

The purpose of the Parks and Open Space system is to provide for the dedication of park land in order to meet the active and passive recreational needs of the community. The location, size and configuration of the parks and open space will be determined at the Development Application stage.

5.6.2 Policies

(1) Linear Parkway

(a) The linear parkway systems should incorporate pathways and trails which will provide connections to existing and future park spaces, schools and major neighbourhood destinations both within and outside the plan area.

(b) The linear parkway system may consist of, but not be limited to, wetlands, natural vegetation and stormwater retention facilities.

(2) Active Areas

(a) Active areas, which may include, but are not limited to, playfields / playground facilities, should be located adjacent to school sites, and / or within each neighbourhood.

(b) A neighbourhood community centre and related recreational uses may be located within the plan area adjacent to or as part of a compatible use such as a school, neighbourhood park, or within the Mixed Use.

(3) Passive Areas

(a) Passive areas, which may include, but are not limited to, linear parks, may be interspersed throughout the plan area and provide linkages within the community.

(4) Dedication

(a) Dedication of lands for parks and recreation purposes shall be in accordance with the City of Winnipeg's current Development Agreement Parameters or similar agreements adopted by Council and will balance both the active and passive recreational needs of the community.

6.0 DENSITY POLICIES

6.1 Residential Density

6.1.1 Purpose

The purpose of these policies is to ensure that residential development in the community occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a target density range for Transcona West. Compliance with this target density range will be evaluated at the Development Application stage.

6.1.2 Policies

(1) Low Density Residential Areas

The required residential density to be achieved within the low density residential areas shall be a minimum of 10.0 units per gross developable hectare (4 units per gross developable acre) and a maximum of 17.3 units per gross developable hectare (7.0 units per gross developable acre).

(2) Medium Density Residential Areas

The required residential density to be achieved within the medium density residential areas shall be a minimum of 24.7 units per gross developable hectare (10 units per gross developable acre).

(3) Application of Density Range

(a) At the Development Application stage, the density requirements of subsection 6.1.2(1) shall apply to:

(i) Each ownership area in the community comprising no less than 35 acres, unless two or more land owners enter into a satisfactory arrangement that ensures the density requirements will be met through a transfer of units among the ownership areas; and

(ii) Each Development Application submission in the community unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Development Application submission in the community.

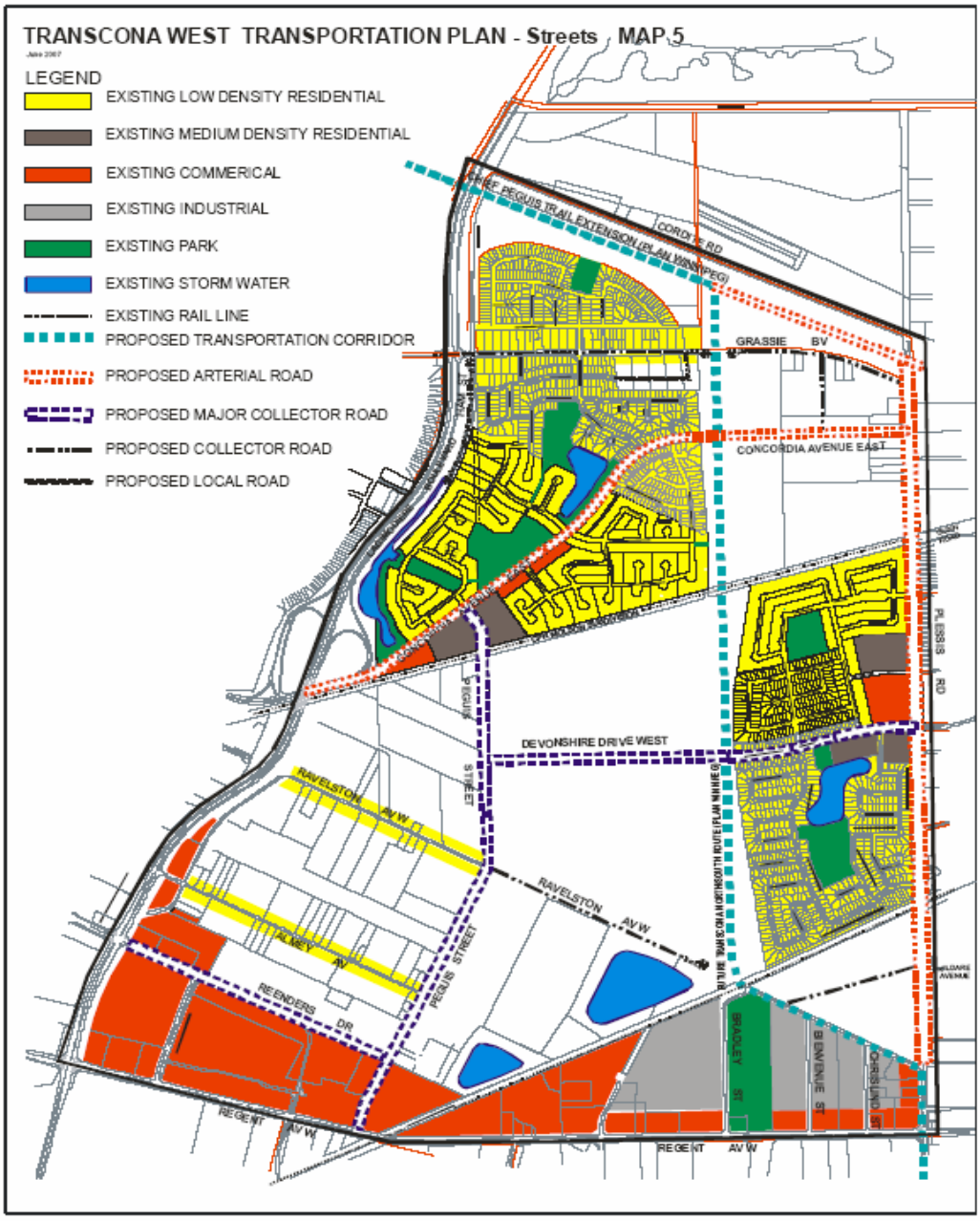
7.0 TRANSPORTATION POLICIES

7.1. Transportation Concept Maps

The transportation concepts for Transcona West are shown on the Transportation Concept Map – Map 5, and on Map 4 for the Almey – Ravelston Special Planning Area. These concepts consist of a series of areas and symbols that define a future transportation network for the community. Map 6 also shows the active transportation network of pathways and walkways that interconnect the community.

7.2 Application of Plan Policy

Section 7.0 of the Plan contains policies that apply to specific transportation routes and symbols shown on Maps 4, 5 and 6. Except where stated, policies contained within this plan apply primarily to those routes and plan elements identified on the Transportation Concept Map, the Almey – Ravelston Special Planning Area Map and the Active Transportation Concept Map as "**proposed**".



Winnipeg

6118

7.3 External Road Network

7.3.1 Purpose

The purpose of these policies is to provide for an external road network that is functional, safe and efficient. The road network bordering Transcona West consists of major arterial roads and local roads that carry traffic through the area and provides access to the community. The general location of existing and proposed major roads are shown on Map 5, the Transportation Concept Map.

7.3.2 Policies

(1) External Road Network Alignment

(a) The external road rights-of-way, shall be generally located as shown on the Transportation Concept Map.

(b) The conceptual arterial and major collector network as illustrated on Map 5 shall not be amended without a Secondary Plan amendment.

(c) Specific right-of-way requirements for the Transportation Corridors (expressways), arterials, major collectors, and collectors street network shall be further defined at the development application processes.

(d) Residential development adjacent to expressways, arterial roads and major collectors shall incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters.

(2) Dedication of Right-of-Way

The City shall have the opportunity to acquire additional right-of-way that may be required for the upgrading and/or construction of any street within the Plan Area.

(3) Access to Expressways

Direct private access to roads classified as expressways and/or Transit Corridors and including Lagimodiere Blvd, shall not be permitted.

(4) Signalization

At grade intersections shall be signalized as warranted.

(5) Emergency/Temporary Access

As required, emergency or temporary access to the developing portion of the community shall be identified at the Development Application stage, and maintained in a satisfactory manner until such time as the permanent road network is developed.

(6) Cost Sharing

Equitable sharing of boundary road costs shall be accomplished through the development of a transportation area charge for Transcona West.

7.4 Internal Road Network

7.4.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Development Application process.

7.4.2 Policies

(1) Preliminary Road Network

(a) The internal road network of local roads and collectors shown on the Transportation Concept map is preliminary only and shall be refined at the Development Application stage.

(b) As determined appropriate, the Transportation Concept map shall be amended to ensure conformity between the map and Development Application.

(2) Road Network Design

(a) The design of the internal road network should provide for the following:

(i) sensitivity to future stormwater management facilities;

(ii) convenient connections and multiple route choices to origin/destination points within the community;

(iii) walkway connections between streets, to meet transit coverage requirements;

(iv) residential, local streets shall be for the use of motorized vehicles, cyclists and pedestrians and shall not require sidewalks;

(v) collector streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require sidewalks on both sides for pedestrians;

(vi) arterial streets and major collectors shall be for the use of motorized vehicles (including buses) and cyclists and shall require either a sidewalk, pathway, or trail on each side for pedestrians;

(vii) expressways shall be for the use of motorized vehicles (including buses) and shall require a pathway, or trail for pedestrians and cyclists;

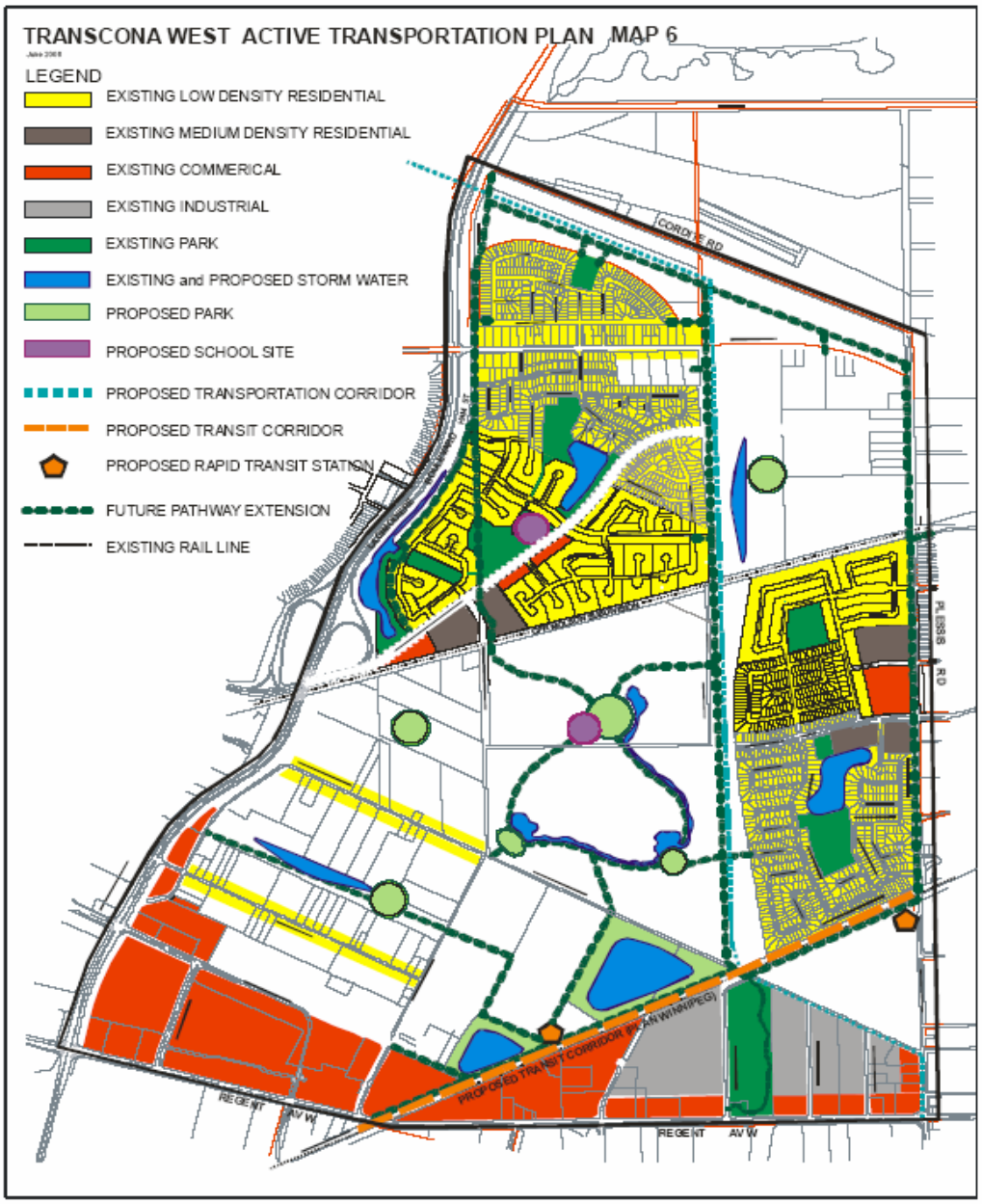
(viii) direct private access to roads classified as expressways shall not be permitted

(ix) interconnected pedestrian systems within the residential neighbourhood;

(x) transit routes that are efficient.

(3) Cost Sharing

Equitable sharing of major internal road costs for roadways having pavements of over a total of 10 metres in width shall be accomplished through the development of a transportation area charge for Transcona West.


TRANSCONA WEST ACTIVE TRANSPORTATION PLAN MAP 6
LEGEND
EXISTING LOW DENSITY RESIDENTIAL
EXISTING MEDIUM DENSITY RESIDENTIAL
EXISTING COMMERICAL
EXISTING INDUSTRIAL
EXISTING PARK
EXISTING and PROPOSED STORM WATER
PROPOSED PARK
PROPOSED SCHOOL SITE
PROPOSED TRANSPORTATION CORRIDOR
PROPOSED TRANSIT CORRIDOR
PROPOSED RAPID TRANSIT STATION
FUTURE PATHWAY EXTENSION
EXISTING RAIL LINE
CORDEL RD
PLESSIS RD
PROPOSED TRANSIT CORRIDOR (RAPID TRANSIT)
REGENT AV W
REGENT AV W

Winnipeg

7.5 Pedestrian and Bicycle Circulation

7.5.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the community by means of pathways, trails, sidewalks, pedestrian crossings, and other elements, including residential streets and walkway connections. Pathways, the predominant form in built-up areas, are intended to create connections through and between communities to link the different land uses such as commercial with residential. The design of the pathways and sidewalks will seek to create and promote a comfortable, safe, and accessible corridor usable by the widest range of people to the greatest extent of their abilities. The network of pathways is intended to create an interconnected system within communities that is pedestrian and transit-supportive. The general location of existing and proposed major roads are shown on Map 6, the Active Transportation Concept Map.

7.5.2 Policies

(1) Multi-Use Active Transportation

(a) Major pathways shall be constructed especially along expressways to accommodate the shared use of a variety of active transportation modes including walking, cycling, and in-line skating.

(b) Pathways or trails should:

(i) include those routes shown on the Transportation Concept map. Other trails or pathways should be determined at the Development Application stage,

(ii) connect commercial lands uses with local pedestrian trails, and be conveniently and directly accessible to pedestrians both within and adjacent to the commercial site,

(iii) wherever possible, be located within or integrated with a park or natural feature (including the linear parkway and stormwater management areas),

(iv) promote walking and cycling throughout residential and commercial areas,

(v) link origin/destination points within the community,

(vi) connect to regional pathway systems beyond the community,

(vii) support access to transit routes, and

(viii) where possible incorporate universal design principles with safe physical mobility and sensory navigation design features.

(c) Where a pathway or trail cannot be located within or integrated with a park or natural feature, it may locate within a right-of-way in the form of a pathway constructed in place of a sidewalk.

7.6 Transit Service

7.6.1 Purpose

The purpose of these policies is to provide for convenient and efficient access to transit service within the community. The community will be served by transit services that operate throughout the area.

7.6.2 Policies

(1) Pedestrian Access to Transit Service

(a) Pedestrian Access to transit service shall be achieved through:

(i) the provision of a network of streets, sidewalks, and paths that provides pedestrian access to transit stops that is:

(A) within 400 metres of most homes,

(B) within 200 metres of all Multiple Family Residential dwellings, and

(C) within 200 metres of all development in the Mixed Use Areas.

(ii) the siting of Senior and Middle Schools at locations to which direct and cost-effective transit service can be provided from residential areas in the Transcona West area.

(2) Infrastructure to Support Transit Service

(a) Infrastructure to support transit service shall be achieved through the provision of:

(i) a comprehensive network of collector and arterial roadways that:

(A) accommodates the operating needs of transit vehicles,

(B) permits the operation of an efficient transit network providing direct travel for passengers and excellent coverage of the area.

(ii) network of transit stops that are within 400 metres of most homes, within 200 metres of all Multiple Family Residential dwellings, within 200 metres of all development in the Mixed Use Areas, and in very close proximity to Senior and Middle Schools.

(iii) transit terminals in Mixed Use Areas that provide comfortable waiting amenities for passengers and efficient transit vehicular access/egress to adjacent arterial roads.

(iv) transit terminals at Regional Commercial Uses that segregate transit vehicles from other vehicular traffic, that provide comfortable waiting amenities for passengers, that provide close pedestrian access to the entrances of commercial centres, and that provide for direct transit vehicular access to adjacent arterial roads.

(3) Proposed Eastern Transit Corridor

(a) Mixed Use Areas located in the vicinity of Rapid Transit Stations planned for the Eastern Transit Corridor shall provide convenient and direct pedestrian access to the stations, shall provide efficient roadway access to the Transit Corridor by transit vehicles, and shall provide convenient access to Park and Ride lots by vehicles.

(b) The proposed North-South Corridor right-of-way shall be designed to accommodate a grade-separated crossing of the Eastern Transit Corridor at Ravelston Avenue.

(c) The proposed mixed use area north of Ravelston, west of Plessis, and south of the CEMR Pine Falls ROW shall be designed to accommodate a future Rapid Transit Station in the vicinity of Plessis & Kildare.

(d) Other Rapid Transit Stations may be planned for the Eastern Transit Corridor as part of the Development Application Process The general location of proposed Transit Stations are shown on Map 6, the Active Transportation Concept Map.

8.0 SERVICING POLICIES

8.1 Utility Infrastructure

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. Any development within the area will need to be fully serviced with paved streets, piped municipal underground services (water, wastewater, and land drainage) as well as shallow bury utilities (gas, electrical, telecommunications). Underground services and shallow bury utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of these services throughout the development. Alignments will be identified at the Development Agreement Stage and confirmed prior to or during construction drawing approval.

8.1.2 Policies

(1) Municipal Services

(a) Urban development within the planning area shall be serviced with paved streets, piped municipal water, wastewater and land drainage facilities.

(b) The alignment and capacity of streets, water distribution mains, wastewater sewers and land drainage sewers shall be to the satisfaction of The City of Winnipeg, based upon utility servicing studies and analysis.

(c) Rights-of-way and easements shall be provided to accommodate municipal services as determined necessary.

(d) Rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land as determined necessary to facilitate orderly and sequential urban development.

(2) Shallow Bury Utilities

(a) Urban development within the planning area shall be serviced with shallow bury utilities (i.e., gas, electricity, and telecommunications).

(b) The location of all shallow bury utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the utility companies.

(c) Rights-of-way and easements shall be provided to accommodate shallow bury utilities as determined necessary.

(3) Alignments

(a) Rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal underground services and shallow bury utilities necessary for development.

(b) Alignments will generally comply with the standard locations for placement of underground services and shallow bury utilities adopted by the Underground Structures Committee.

(c) A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of underground services and shallow bury utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

(d) A developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of underground services and shallow bury utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

8.2 Water Distribution System

8.2.1 Purpose

The purpose of these policies is to provide for a suitable water distribution system designed to serve the urban development needs throughout the development. This area is served by feedermains located in Plessis Road from Ravelston Avenue to Devonshire Drive, and in Ravelston Avenue from Plessis Road to Lagimodiere Boulevard. No additions or extensions to the feedermain system will be required to service the planning area. Connections to the feedermain and to the existing local watermains will be made in response to the rate of development.

8.2.2 Policies

(1) Design of the Water Distribution System

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

(2) Analysis of the Water Distribution System

As part of the initial Development Application, the developer will submit water servicing criteria including a water distribution analysis along with current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the area.

8.3 Wastewater Collection System

8.3.1 Purpose

The purpose of these policies is to provide for a suitably designed wastewater collection system to service the proposed development and the ultimate area. This area is served by interceptor sewers located in Devonshire Drive from Peguis Street to Plessis Road, and in Peguis Street from Regent Avenue to the north boundary of the area structure plan. No additions or extensions to the interceptor system will be required to service the planning area. Connections to the interceptor and to the existing local wastewater sewers will be made in response to the rate of development.

8.3.2 Policies

(1) Design of the Wastewater Collection System

The wastewater collection system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(2) Analysis of the Wastewater Collection System

As part of the initial Development Application, the developer will submit wastewater servicing criteria to demonstrate that the subject site can be serviced in accordance with the overall design of the wastewater collection system for the area.

8.4 Land Drainage System

8.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient land drainage system to manage stormwater runoff within the plan area. Stormwater management plans will be prepared in accordance with the Regional Land Drainage Plan in place for the area that provides for an

integrated network of land drainage facilities. Drainage from the proposed residential development areas south of the CPR Molson-Keewatin mainline will be detained in a series of retention facilities and released into the Kildare Avenue Trunk in accordance with the City's predetermined rates for discharge by gravity into the floodway. Lands north of the CPR mainline drain into the Bunn's Creek/ Cordite drainage area.

The developer will be required to construct the land drainage facilities in accordance with established policies, guidelines and standards in effect as well as the policies of this section. The intent is for the land drainage system to serve engineering, environmental and aesthetic objectives. The location, size and configuration of the facilities will be determined at the Development Application stage.

8.4.2 Policies

(1) Design of the Land Drainage System

(a) The land drainage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

(b) As part of the initial Development Application, the developer shall submit land drainage servicing criteria including a stormwater management plan consistent with the Regional Land Drainage Plan to demonstrate that the site can be serviced in accordance with the overall design of the land drainage system for the area.

(c) Principles behind the design will be to manage stormwater runoff based on established hydraulic drainage requirements and in an environmentally sound manner in order to minimize the impact on surrounding lands and downstream reaches.

9.0 PHASING POLICIES

9.1 Purpose

The purpose of these policies is to provide certainty for the City that major infrastructure is appropriately budgeted for as development within the plan area proceeds.

9.2 Policies

(1) A general phasing plan and updated traffic study shall be submitted at the time of the first Development Application.

(2) The traffic study and phasing plan shall be updated at every major phase of development in order to determine the timing, design and upgrading of the major road network as it is extended into the plan area to service development.

(3) Transcona West transportation area charges shall be developed at the time of the first Development Application and shall be reviewed at every major phase of development.

(4) It is generally anticipated that the first phase of proposed new development will occur north of Devonshire Drive and west of Plessis Road with subsequent development phases proceeding west along the extension of Devonshire Drive to Peguis Street.

(5) Subject to the recommendations of the traffic study described in Policy 9.2 (1), the upgrading of Plessis Road to a four lane divided arterial roadway should be a condition of any subdivision approved north of Devonshire Drive.

(6) Notwithstanding policy 9.2 (4), development may proceed within the Mixed Use areas at any time provided the full range of municipal services including public road access, can be provided in accordance with the policies of this plan and the City of Winnipeg's *Development Agreement Parameters*.

(7) The *Transcona West Area Structure Plan Traffic Study* (UMA Report), a companion document to the area structure plan, has identified a number of specific traffic improvements that may be required to be implemented as development within the area proceeds. These improvements are outlined in Appendix "A" based on 5 year and 15 year development forecasts - the anticipated build out for the Transcona West area. The traffic improvements in Appendix "A" will be reviewed as part of the traffic study and phasing plan updates carried out at every major phase of development as per policy 9.2 (2).

10.0 INTERPRETATION

10.1 Glossary

The purpose of the glossary is to provide a general understanding of the terms used within this plan and do not constitute definitions for the purpose of legal interpretation. The following general definitions shall apply:

(1) **Adjacent Lands**: Lands that either share a property line with the subject property, or are located across a public right-of-way.

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

(3) **Building**: Any physical structure constructed or placed on, in, over or under subject land as defined by the City of Winnipeg Charter.

(4) **Building Permit**: means a permit issued by the City of Winnipeg authorizing construction of a specific building or structure.

(5) **City of Winnipeg Charter**: Provincial enabling legislation for the City of Winnipeg.

(6) **Community** means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

(7) **Community Committee** means the East Kildonan - Transcona Community Committee.

(8) **Concept Plan** is a non-statutory plan that demonstrates how the re-subdivision of an existing parcel or parcels can occur in a manner that allows for the re-subdivision of other surrounding existing parcels. Concept Plans must also demonstrate how a full range of municipal infrastructure can be extended to service any proposed parcels within the Concept Plan area and may also be accompanied by an engineering analysis to demonstrate adequate capacity of municipal services.

(9) **Commercial, Community-Scale** means commercial which provides a wide variety of goods and services to an area beyond the immediate neighbourhoods and may include office and other non-commercial uses.

(10) **Commercial Use, Local** means the use of land, buildings or structures for the purpose of providing retail goods and service on a limited scale to primarily employees or residents in the area and may include, but is not limited to, day cares, restaurants, convenience stores, and financial institutions in accordance with the Land Use By-Law.

(11) **Commercial Use, Regional** means the use of land, buildings or structures for large scale, distinctive, attractive regional centres containing a mix of concentrated lands uses, including stores with more than 100,000 square feet of gross floor area.

(12) **Commercial Use, Retail** means the use of land, buildings or structures for the purpose of selling retail 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 Land Use By-Law.

(13) **Commercial Use, Service** means the use of land, buildings or structures for the purpose of providing goods and services to the traveling public on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants, service stations, and convenience grocery stores in accordance with the Land Use By-Law.

(14) **Council** means the Council of the City of Winnipeg.

(15) **Development Permit**: Authorization required and issued by the City of Winnipeg to undertake any physical site development or improvements of a property, as defined by the City of Winnipeg Zoning By-law.

(16) **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 centres of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only arterial 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 10,000 vehicles per day.

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

(18) **Gross Developable Area** (GDA) for the purpose of calculating density means the gross area of a site, excluding; expressways, interchange lands, commercial and private recreational sites greater than 2.4 hectares in size and any land purchased by the City of Winnipeg.

(19) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, education, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and daycare centres in accordance with the Land Use By-Law.

(20) **Major Arterials** 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.

(21) **Major Collectors** carry slightly lower traffic volumes than major arterials and augment the major arterial system by connecting residential, employment, shopping and recreational areas. Major collectors may be designated as full time or part time truck routes. Typically, major collectors have a four-lane cross-section. Typical traffic volumes are up to 20,000 vehicles per day.

(22) **Multi-Unit Residential Use** means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment in accordance with the Land Use By-Law.

(23) **Neighbourhood** means a portion of a community and is generally defined by a 400-metre radius or five-minute walk from a central point.

(24) **Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.

(25) **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 Land Use By-Law.

(26) **Parking Area**: An open area of land other than a street or lane, or an area within a structure, used for the parking of vehicles.

(27) **Plan Winnipeg**: Winnipeg City Council's long-range policy plan.

(28) **Public Reserve** means land used for public parks and open space.

(29) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities in accordance with the Land Use By-Law.

(30) **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 Land Use By-Law.

(31) **Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings in accordance with the Land Use By-Law.

11.0 Appendix "A" – Transportation Improvements

The following recommendations are taken from *The Transcona West Area Structure Plan Traffic Study* (February 2006), prepared by UMA Engineering Ltd.: a companion document to the Transcona West Area Structure Plan. The purpose of this Appendix is to reiterate that these specific transportation improvements will be reviewed as part of the traffic study and phasing plan updates carried out at every major phase of development as per policy 9.2 (2). These recommendations are based on 5 and 15 year development forecasts, the anticipated growth for the Transcona West area, and should be considered for implementation as development occurs.

11.1 Five (5) Year Development Forecast

(1) Provide a four (4) lane cross section on Plessis Road between Devonshire Drive and Regent Avenue.

(2) Traffic signals are recommended at the intersection of Plessis Road and Devonshire Drive

(3) Lagimodiere Boulevard and Concordia Avenue interchange should be modified to provide all movements. A two lane westbound approach is recommended.

11.2 Fifteen (15) Year Development Forecast

(1) Construction of dual westbound, northbound and southbound left turns at the intersection of Lagimodiere Boulevard and Grassie Boulevard.

(2) Traffic signals are recommended at the intersection of the North-South Route Transportation Corridor and Plessis Road.

(3) Construction of a dual southbound left turn at the intersection of Plessis Road and Regent Avenue West.

(4) Construction of dual southbound and westbound left turns at the intersection of Lagimodiere Boulevard and Reenders Drive.

(5) Future study at the intersection of Regent Avenue West and Lagimodiere Boulevard to examine the potential for improving capacity.

(6) Traffic signals are recommended at the intersections of Concordia Avenue and Lagimodiere Boulevard interchange east ramps, Concordia Avenue and Peguis Street, Peguis Street and Ravelston Avenue West, North-South Route Transportation Corridor and Concordia Avenue and North-South Route and Devonshire Drive.

(7) It is recommended that the Peguis Street and Concordia Avenue East intersection be signalized. The recommended lane configuration is separate through and right-turn lanes for the eastbound approach, two through lanes and a single left turn lane for the westbound approach, and dual northbound left turn lanes and a right turn lane for the northbound approach.

(8) Peguis Street and Ravelston Avenue West intersection will require signalization to provide acceptable operations and to prevent failure of the westbound left turn.

(9) Peguis Street and Reenders Drive intersection can operate as an un-signalized intersection. The recommended lane configuration is separate left and right turn lanes for the east bound approach, shared through/left and through lane for the northbound approach and shared through/right and through lane for the southbound approach.

(10) Most new roadways within the plan area will require a 4-lane cross section, including Concordia Avenue East, Peguis Street, the North- South Route, Devonshire Drive and Ravelston Avenue West.

(11) Two new rail crossings are assumed for the North-South Transportation Route. A review of these grade crossings will be required to determine the appropriate grade crossing control for the locations.

(12) Future study of interchange modifications at the Concordia Avenue and Lagimodiere Boulevard interchange is recommended to examine feasibility of interchange modifications.