Minute No. 296
Report - Standing Policy Committee on Property and Development - February 26, 2008

Item No. 5 **Transcona West Area Structure Plan**
(Transcona Ward)
File SP 1/2006

COUNCIL DECISION:

On March 19, 2008, Council referred the item back to the Standing Policy Committee on Property and Development.

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DECISION MAKING HISTORY:

Moved by Councillor Swandel,

That the item be referred back the Standing Policy Committee on Property and Development.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On March 12, 2008, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and the East Kildonan-Transcona Community Committee, as amended, and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On February 26, 2008, the Standing Policy Committee on Property and Development concurred in the recommendation of the East Kildonan-Transcona Community Committee, with the following amendments, namely:

Amend Recommendation L. as follows:

- subsection ii - replace the word "shall" with the word "may"
- subsection iii - replace the word "shall" with the word "may"

Amend Recommendation M. as follows:

- delete the word "and" in the preamble
- subsection v - delete the word "capital"

Amend Recommendation N. by deleting subsection v. in its entirety, and renumbering the remaining subsections accordingly

Amend Recommendation O. as follows:

- subsection 5.4.2(1)(a)(i) - add the word "Residential" before the words "Mixed Use Areas"
- subsection 5.4.4 - add the word "Residential" before the words "Mixed Use Areas"
- subsection 5.4.4(a) - replace the word "mixed" with the word "Mixed" in

Amend Recommendation Q. as follows:

- subsection (d) - add the words "as opportunities may arise" after the words Grassie Blvd
- delete subsection (j) in it is entirety, and replacing it with the following:

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

"j. Add grade separations at the following intersections: Regent and Lagimodiere; Edward Schreyer Parkway and Lagimodiere".

Amend Recommendation R. as follows:

- subsection ii - add the words "whenever possible" before the words "the City", and replace the word "shall" with the word "may".
- subsection v - replace the words "east of Lagimodiere" with the words "east to Lagimodiere", and replace the words "east of that location" with the words "as opportunities may arise",

and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On October 15, 2007, the East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended and as outlined in the East Kildonan-Transcona Community Committee zoning report dated November 15, 2007, and submitted its recommendation to the Standing Policy Committee on Property and Development.

RE: **Transcona West Structure Plan**
File SP 1/2006

For submission to: **The Standing Policy Committee on Property and Development**

Prepared by: **Carol R. Freeman, Senior Committee Clerk**
East Kildonan-Transcona Community Committee

Report date: **November 15, 2007**

COMMUNITY COMMITTEE RECOMMENDATION:

On October 15, 2007, the East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommends to the Standing Policy Committee on Property and Development:

1. That By-law No. 215/2006 the Transcona West Area Structure Plan be forwarded to Council for Second and Third Reading, with the following amendments:

   A. Delete the words "Chief Peguis Trail Extension" in the third line of the Preface on Page 4, and throughout the document, and replace with the words "Cordite Road" in reference to the North Boundary of the Transcona West Planning Area.

   B. That all Map and Policy references to the "North-South Corridor" (Lagimodiere to Regent Avenue) be changed to "Edward Schreyer Parkway".

   C. Delete the words "15 year time horizon" in the fourth line of Recommendation 1.5 and replace with the words "15 - 25 year horizon".

   D. That Section 1.7 Amendments to the Plan By-Law be amended by adding the words "at the East Kildonan - Transcona Community Committee shall be required" after the words "a public hearing" and before the words "in accordance with".

   E. Delete the word "is" in the second line of Recommendation 5.1.2(2)(a)(i) and replace with the words "may be".

   F. Delete the word "is" in the second line of Recommendation 5.1.2(4) (a) (vi) and replace with the words "may be".

   G. Delete the word "is" in the third line of Recommendation 5.4.2(2)(b) and replace with the words "may be".

H. Delete the word "all" in the first line of Recommendation 7.6.2(1)(a)(i)(B) and replace with the word "most".

I. Delete the word "all" in the first line of Recommendation 7.6.2(1)(a)(i)(C) and replace with the word "most".

J. Delete the word "all" in the second and third lines of Recommendation 7.6.2(2)(a)(ii) and replace with the word "most".

K. Delete Recommendation 5.1.2(5)(c) in its entirety.

L. That Sections 5.2.1 be amended by:

i. deleting 5.2.2(1)(d) in its entirety and replacing with "Natural Areas are to be identified in the Special Planning area between Almey and Ravelston Streets".

ii. by adding 5.2.2 (1) (e) "Natural Areas identified on Map 4, within the Special Planning Area, shall be acquired through Conservation Easements, Charitable Donations (ecological gift), Outright Purchase, Land Exchange, and/or Land Dedication".

iii. by adding 5.2.2 (1) (f) "The outright purchase of Natural Areas identified in the Secondary Plan shall be accomplished through a cost sharing area charge applied to all developable lands in the Transcona West Area"

iv. by adding 5.2.2 (1) (g) "The calculation of the cost sharing area charge for acquiring Natural Areas in the Transcona West area shall be developed by the Winnipeg Public Service and forwarded to the East Kildonan - Transcona Community Committee for adoption"

M. That Sections 5.2.2 and be amended by:

i. Delete Recommendation 5.2.2(2) (a) (iii) in its entirety.

ii. Delete in 5.2.2. (4) (a) the words " and local streets" after "collectors" and before "as illustrated in Map 4."; add the word "and" after "major collectors" and before the word "collectors".

iii. Add the following new Recommendations as 5.2.2(4)(e):

"5.2.2(4)(e) The traffic control signals located at the present Almey-Lagimodiere intersection be retained following the closing of Almey Avenue,

west of Ravelston Avenue to continue providing adequate northbound and southbound vehicular access to the commercial lands located on the east side of Lagimodiere Boulevard, west of Ravelston Avenue."

iv. Add the following new Recommendations as 5.2.2(4)(f):

"5.2.2 (4) (f) That pedestrian access to Lagimodiere Blvd via Almey Avenue be maintained after the Almey Avenue right-of-way has been closed to vehicle traffic west of Ravelston Avenue West and east of Lagimodiere Boulevard, which would be triggered by the extension of Reenders Drive (as stipulated in Recommendation 5.2.2(4)(d))."

v. Add the following new Recommendation as 5.2.2(4)(g):

"5.2.2(4)(g) That the Reenders Drive extension and permanent closure of Almey Avenue west of Ravelston Avenue be done concurrently as one capital project."

N. That Map 4 (Transcona West Almey-Ravelston Special Planning Area) be amended by:

i. deleting all interior roadways other than those that currently exist as these will be established as part of the development application process.

ii. changing the designation of lands on the north side of Reenders Drive to the northern boundary line of Plan 45753 from "proposed mixed use-residential/commercial" to "proposed commercial".

iii. identifying the boundaries of "Natural Areas" between Almey and Ravelston Avenues and labelling this land-use as "Natural Areas";

iv. by designating all the lands to the west of Peguis Street, south of Ravelston Avenue West, east of Ravelston Avenue West and north of the northern boundary line of Plan 45753 to "Residential Mixed Use Area" to allow for low, medium or high density residential development and limited local commercial development.

v. by moving the proposed storm water lake north of Ravelston Avenue, west of Peguis Street from the proposed location south of Ravelston Avenue.

vi. by moving Peguis Street from its existing alignment further to the east to follow a more north-east route that connects to Devonshire Drive instead of Concordia Avenue.

vii. by incorporating a pedestrian walkway along the Almey Avenue closed right-of-way west of Ravelston Avenue, that goes south along Lagimodiere Blvd to Reenders Drive.

O. Delete Section 5.4 in its entirety and substitute therefore the following:

"5.4 Residential Mixed Use Area

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, single 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 during the Development Application process.

5.4.2 Policies

(1) Composition of Residential Mixed Use Areas

(a) Subject to the policies of this Plan,

(i) a significant use of land within Mixed Use Areas will incorporate low, medium and higher density 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 or office and services are not considered complementary to Residential Mixed Use Area neighbourhoods outside the area identified in Plan Winnipeg as Areas of Regional Commercial and Mixed-Use Concentration.

(2) Transit Service to Residential Mixed Use Areas

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

(b) Residential Mixed Use Areas shall be served by a network of streets, sidewalks and paths that provide 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 Residential 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) Residential 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 Residential 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 Residential 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 Residential 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) Suitably incorporate appropriate sound attenuation measures of landscaping and fencing to screen against any low density residential uses adjacent to high density, commercial, institutional, office sites

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

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

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

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

(ix) 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 included, 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

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

(xi) Illustrate and locate the various categories of uses within the Residential Mixed Use Area

(P) Amend all maps to designate all the lands to the east of Peguis Street, south of Ravelston Avenue West and north of the CEMR Pine Falls Rail line to "Residential Mixed Use Area" except those lands designated "Park or Storm Water".

(Q) Delete Map 5 (Transcona West Transportation Plan) and create a new Map 5 in accordance with Option B as follows:

(a) Align Devonshire Drive more northerly to connect directly to Concordia Avenue.

(b) Re-align Peguis Street further east to extend northeast into Devonshire instead of north along its current right-of-way.
(c) Kildare Avenue be extended west from Plessis and intersect Peguis Street approximately halfway between Almey and Ravelston Avenue.
(d) Delete Ham Street north of Grassie Blvd.
(e) Delete Ravelston Avenue between Chrislind and Bienvenue Streets and between Bienvenue and Peguis Streets
(f) Delete the extension of Reenders Avenue east of Peguis Street.
(g) Add traffic roundabouts to the Peguis / Kildare Intersection; the Peguis / Devonshire Intersection and the Peguis / Reenders Intersections.
(h) Add traffic signals at the Almey / Lagimodiere intersection and all other locations as described under 11.0 Appendix "A".
(i) Extend Bienvenue Street to Kildare Avenue West extension.
(j) Add grade separations at intersection between Expressways and Expressways, Expressways and Major Collectors and Regent and Lagimodiere.

(R) That Section 7.0 Transportation Policies be amended by:

i. Deleting the words "as proposed" in the last line of Recommendation 7.2

ii. Deleting Recommendation 7.3.2(6) in its entirety and replace with "The City shall consider constructing all right-of-way improvements for Major Collectors (Kildare Avenue to Peguis Street, Devonshire Drive to Peguis Street, Peguis to Devonshire Drive and Devonshire Drive to Concordia Avenue) to ensure adequate road network connections until such times as the adjacent lands develop and the benefiting properties contribute their costs towards the right-of-way improvements".

iii. Deleting the words "and collectors" in the first line of Recommendation 7.4.2(1) (a)

iv. Deleting Recommendation 7.4.2(1) (b) in its entirety

v. Add the following new Recommendation
"7.4.2 (4) Expressway Buffering
(a) That upon the extension of Chief Peguis Trail east of Lagimodiere Boulevard, Ham Street, north of Grassie Boulevard, be converted to provide a green belt space to allow for a multi-use path and sound attenuation buffer for area residents east of that location."

(S) Delete Recommendation 9.2(5) in its entirety and renumber accordingly.

(T) That Section 11.0 Appendix "A" - Transportation Improvements be amended by:

i. Renumber Recommendation 11.2(1) as Recommendation 11.1(4) and add the following words at the end thereof "and reviewed as part of the planning study for the extension of Chief Peguis Trail" and renumber Section 11.2 appropriately.

ii. Delete in 11.2(6) the words "Peguis Street and Ravelston Avenue West" after the words "Concordia Avenue and Peguis Street".

iii. Delete Section 11.2(8) in it entirety and replace with the following:

"Bienvenue Street and Regent Avenue West intersection will require signalization when Kildare Avenue West is extended west of Plessis Street and Bienvenue Street extended north to Kildare Avenue. The Bienvenue Street and Regent Avenue West traffic signals shall be removed when Edward Schreyer Parkway intersects with Regent Avenue West with a full set of traffic signals".

iv. Add the following new Recommendation under 11.2:
"Future Study at the intersection of Kildare Avenue West, Edward Schreyer Parkway and the Rapid Corridor to examine grade separations"

(U) That Map 3 (Transcona West Land-use) be amended by:

i. "That land to the north of the Kildare Avenue West extension from Plessis Road to the CEMR Pine Falls Line be designated "Residential Mixed Use". The land south of the Kildare Avenue West extension, west of the Bienvenue Street and east of the CEMR Pine Falls Line be designated "Residential Mixed Use". The lands south of the Kildare Avenue West extension and east of Bienvenue Street be designated 'Commercial'.

ii. That the land to the south of the Kildare Avenue West extension and the east of the Bienvenue extension be designated "Commercial".

iii. That all proposed parks be better identified on the map.

iv. That proposed roads and names be added to the Land-Use Map.

v. That all policy, land-use and street transportation changes be reflected in a revised Land-Use Map.

(V) That Map 6 (Transcona West Active Transportation) be amended to reflect all the policy, land-use and street transportation changes being recommended.

The East Kildonan-Transcona Community Committee provided the following supporting reasons for its recommendation:

1. Approval of the Transcona West Area Structure Plan will allow for orderly development in the area.

2. The development that will occur as a result of approval will increase the tax base for the City.

3. The development will fill existing gaps between Transcona and Winnipeg.

PUBLIC HEARING SUMMARY

File: SP 1/2006

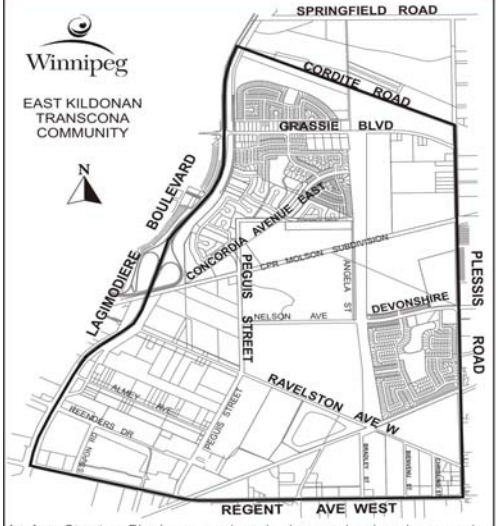
Before: East Kildonan-Transcona Community Committee
Councillor Browaty, Chairperson
Councillor Wyatt

Public Hearing: October 15, 2007
September 17, 2007
Community Committee Chamber
755 Henderson Highway

Applicant: The City of Winnipeg

Subject:

TRANSCONA WEST AREA STRUCTURE PLAN



An *Area Structure Plan* is a secondary plan in an undeveloped or emerging neighbourhood. An Area Structure Plan guides and directs specific land uses, roads and servicing infrastructures, subdivision, and development decisions that collectively determine the form a community will take.

An *Area Structure Plan* for the Transcona West area recommends the following:

- New land use plans that provide guidance for the overall direction of the Transcona West Area and facilitate long term land developments.
- New transportation plans that provide guidance on the creation of an interconnected and efficient road network while facilitating alternative mode choices.
- Polices that provide direction with respect to how development applications are processed and evaluated by requiring the submission of detailed supporting information at each phase of development.

Council has given first reading to the Plan as By-Law No. 215/2006 and authorized a Public Hearing (pursuant to Section 234(3)of the City of Winnipeg Charter) at the East Kildonan-Transcona Community Committee.

For more information, phone John Wintrup, Planner, 986-5102.
The Area Structure Plan can be found on-line at http://www.winnipeg.ca/ppd/planning.stm

Premises Affected: Transcona West

Exhibits Filed:

1. Council Decision of July 18, 2007; contains report from the Director of Planning, Property and Development dated June 28, 2007
2. First Reading of By-law 215/2006 by Council on July 18, 2007
3. Advertising Notice
4. Report from the Director of Planning, Property and Development dated September 10, 2007
5. Presentation submitted by the Senior Planner, Planning, Property and Development Department, at the Public Hearing on September 17, 2007, in support of the application
6. Presentation submitted by Jerry Klein, Genstar Development Company, at the Public Hearing on September 17, 2007 in support of the application
7. Presentation submitted by Mike Malyk at the Public Hearing on September 17, 2007 in opposition to the application
8. Presentation submitted by Paul McNeil, MMM Group, at the Public Hearing on September 17, 2007 with respect to the application
9. Maps submitted by Councillor Wyatt at the Public Hearing on September 17, 2007
10. Letter of adjournment dated October 2, 2007
11. Supplementary Report from the Director of Planning, Property and Development dated October 8, 2007

REPRESENTATIONS:

In Support:

John S. Wintrup, Senior Planner, Planning, Property and Development Department
Greg Jasper, Genstar Development
Jerry Klein, Genstar Development
Kim Raban, Land Development Administrator, Planning, Property and Development Department
Robert A. Wiebe

In Opposition

Mike Malyk
Glenn Friesen, Steinbach Credit Union
Abe Anhang

For Information:

A. Bernshine
Bhavana Bonde
Robert Downs
Lloyd Dueck, Steinbach Credit Union
Clarence and Anne Holigroski
Kathleen MacIver
Paul McNeil, MMM Group
Joan and Joseph Nestor
Michael Stronger

SUMMARIZATION OF REPRESENTATIONS AND SUBMISSIONS
MADE AT THE PUBLIC HEARING

September 17, 2007

The applicant, John Wintrup, Senior Planner, Planning, Property and Development accompanied by Kim Raban, Land Development Administrator, Planning, Property and Development and Roy Hartman, Traffic Assessment Engineer, Public Works Department appeared in support of the application. Mr. Wintrup read into the record a PowerPoint presentation, filed as Exhibit 5.

Jerry Klein, Genstar Development Company, appeared in support of the application and read into the record a presentation, filed as Exhibit 6.

Mike Malyk appeared in opposition to the application and read into the record a presentation, filed as Exhibit 7.

Paul McNeil, MMM Group, accompanied by Lloyd Dueck, Steinbach Credit Union (SCU), appeared for informational purposes. Mr. McNeil read into the record a presentation and submitted supporting documentation which have been filed as Exhibit 8.

In response to questions from Committee, Mr. McNeil and Mr. Dueck provided the following responses:

- The potential removal of the traffic signals/centre median cut at the intersection of Lagimodiere Boulevard and Almey Avenue would jeopardize the construction of a forty thousand (40,000) square foot SCU branch which would employ 80-100 staff
- The applicant would be willing to provide pedestrian access to the SCU branch should Almey Avenue be closed at Ravelston Avenue

John Wintrup and Roy Hartman returned in rebuttal. Mr. Wintrup provided the following the following responses with respect to the presentations heard by Committee:

- The applicant did not see any issue with Mr. Klein's request to designate the lands on the south side of Ravelston Avenue West, east of Peguis Street and north of the proposed Transit Corridor to Mixed Use Residential/Commercial.
- In terms of the North South Transportation Corridor, its inclusion reflects what is provided in the transportation network identified in Plan Winnipeg… 2020 Vision
- The elimination of the traffic signals at the intersection of Almey Avenue and Lagimodiere Boulevard would provide a significant benefit to the approximately thirty-five thousand (35,000) plus vehicles that use Lagimodiere Boulevard daily and the closure of Almey Avenue would further reduce the traffic that accesses Lagimodiere Boulevard via the subject intersection. Should Almey Avenue be closed in the future, a separate public hearing would be required. The inclusion of the amendment proposed by Mr. McNeil should not be included in the Area Structure Plan.

Councillor Wyatt requested that the applicant make the following changes to the Transcona West Area Structure Plan:

- In the third line of the Preface on page 4, delete the words "Chief Peguis Trail Extension" and replace with "Cordite Road"; this change will need to be made throughout the document
- In the last line of Recommendation 1.5 on page 8, delete the words "15 year time horizon" and replace with the words "15-25 year time horizon"
- In the second line of Recommendation 5.1.2(2)(a)(i) on page 17, delete the word "is" and replace with the words "may be"
- In the second line of Recommendation 5.1.2(4)(a)(vi) on page 17, delete the word "is" and replace with the words "may be"
- Delete Recommendation 5.1.2(5)(c) on page 18 in its entirety
- Include reference(s) to natural areas / open space in section 5.2.1 on page 18
- Recommendation 5.2.2(1)(d) on page 19 should include a clearer definition of the location of natural lands and options for the preservation of said lands including, but not limited to, federal ecological gift programs and an area charge to finance land assembly; Map 4 on Page 21 and Map 6 on page 34 should also be amended to reflect the aforementioned
- Delete Recommendation 5.2.2(2)(iii) on page 19 in its entirety
- Amend Map 4 on page 21 as follows:

- delete all interior roadways other than those that currently exist as these will be established as part of the development application process
- lands identified as "proposed mixed use - residential/commercial" on the north side of Reenders Drive should be changed to "proposed commercial"
- lands located along the east side of Peguis Street, south of Ravelston Avenue West to the proposed hydro substation should be identified by a new category, "mixed use residential" to allow for low, medium or high density residential development and limited local commercial development

- Add the following Recommendation 5.2.2(4)(e) as proposed by Paul McNeil, MMM Group (see Exhibit 8)on page 20 as follows:
  "(e) The traffic control signals located at the present Almey-Lagimodiere intersection be retained following the closing of Almey, west of Ravelston to continue to provide adequate northbound and southbound vehicular access to the commercial lands located on the east side of Lagimodiere, west of Ravelston"
  - The above Recommendation should be amended to include a reference to allowing pedestrian access via Almey Avenue once the closing has occurred; this would be triggered by the extension of Reenders Drive as stipulated in Recommendation 5.2.2(4)(d)
  - At the end of the public hearing, Councillor Browaty stated that he was not supportive of including the amendment as proposed by Mr. McNeil as the intersection in question impacts approximately 35,000 vehicle daily and, once Almey has been closed, will only serve two (2) commercial lots
  - Councillor Wyatt indicated that he like to see the motion amended to provide for vehicle actuated lights which would only be activated when someone is leaving the property or wanting to enter property when travelling southbound on Lagimodiere Boulevard
- Add the following Recommendation 5.2.2(4)(f) on page 20 as follows:
  "(f) That the Reenders Drive Extension and permanent closure of Almey Avenue at Ravelston Avenue be done concurrently as one capital project
- In the third line of Recommendation 5.4.2(2)(b) on page 25, delete the word "is" and replace with the words "may be"
- Amend Recommendation 6.0 Residential Density on page 28 to reflect the amendments
- In the last line of Recommendation 7.2 on page 29, delete the words "as <u>proposed</u>'.
- Make the following changes to Map 5 on page 30:
  - The current map should be labelled "Map 5 - Option A"
  - A new "Map 5 - Option B" should be developed as per Councillor Wyatt's submissions (See Exhibit 9), incorporating a public works yard on Plessis Road as part of a special planning area and a provision for a rapid transit corridor/station
- That the following be incorporated into the document, namely, that upon the extension of the Chief Peguis Trail to Lagimodiere Boulevard the administration investigate:
  - The elimination of Ham Street, north of Grassie Boulevard, as a roadway to provide a green-belt space to allow for a multi-use path and sound attenuation buffer for area residents.

- The provision of an option for Cordite Road to connect to Lagimodiere Boulevard

- Delete Recommendation 7.3.2(6) on page 32 in its entirety
- Delete the words "and collectors" in the first line of Recommendation 7.4.2(1)(a) on page 32
- Delete Recommendation 7.4.2(1)(b) on page 32 in its entirety
- Delete Recommendation 7.4.2(3) on page 33 in its entirety
- Amend Map 6 on page 34 to include the provision of the Almey-Ravelston Special Planning Area and the preservation of natural areas
- In the first line of Recommendation 7.6.2(1)(a)(i)(B) on page 36, delete the word "all" and replace with the word "most"
- In the first line of Recommendation 7.6.2(1)(a)(i)(C) on page 36, delete the word "all" and replace with the word "most"
- In Recommendation 7.6.2(2)(a)(ii) on page 37, delete the word "all" in the second and third lines thereof and replace with the word 'most" in both instances
- Recommendation 9.2(5) on page 42 should be amended to reflect what is currently taking place
- Recommendation 11.2(1) on page 46 should be moved to Section 11.1 and it should be reviewed as part of the planning study for the extension of the Chief Peguis Trail which is happening quicker than anticipated when The Transcona West Area Structure Plan Traffic Study was prepared

Councillor Wyatt further recommended that the applicant incorporate the following in the Transcona West Area Structure Plan:

- Options for the provision of roundabouts/traffic circles
- The inclusion of wording in the document that would stipulate that all future subdivisions in the Almey-Ravelston Special Planning Area will be encouraged to restrict access to Almey Avenue and Ravelston Avenue to mitigate collector traffic from using the existing roadways

Councillor Wyatt stated that he would be adjourning the public hearing to provide the applicant with the opportunity to revise the Transcona West Area Structure Plan as per his amendments.

<u>October 15, 2007</u>

John Wintrup, Senior Planner, Planning, Property and Development, appearing in support of the application, advised that he had spoken with Genstar Development with respect to designating the lands along the east side of Peguis Street south of Ravelston Avenue West a Residential Mixed Use Area and had indicated what the area would look like. He noted that the proposed "Residential Mixed Use Area would be new designation which was more closely tied with the proposed new zoning by-law.

Mr. Wintrup also noted that the Kildonan Extension Map in Figure 2 appeared to be contrary to Plan Winnipeg Policy Plate C and would require comment from Legal Services as to whether it could be done conceptually or whether a regulatory change would be required.

Glenn Friesen, Steinbach Credit Union, appearing in opposition to the application, advised that removing the traffic control signals at Almey Avenue and Lagimodiere Boulevard would provide difficulty for their members, 15,000 of which reside north of the intersection, who if they cannot turn in will be required to exit at Reenders Drive or do a U-turn. He indicated that Reenders Drive was already busy which might require their clientele to proceed north to Grassie Boulevard and then do a U-turn. He further noted that over 100 staff persons were expected at the location. Mr. Friesen also advised that over $1 million had been expended to redevelop property, several hundred thousand of which had been to re-do the intersection. He suggested that without traffic control signals the building could not be completed.

Abe Anhang, appearing in opposition to the application, advised the traffic control signals at Almey Avenue and Lagimodiere Boulevard had been installed in response to a request from a neighbour to the east. He noted that there had been several serious accidents at the intersection and someone had been killed. He suggested that removal of the traffic control signals would result in their property becoming undevelopable.

Greg Jasper, Genstar Development, appearing for information, suggested that in Option "B" on Map 5 the best option for the realignment of Devonshire Drive would be to keep it straight to intersect with Peguis Drive. He suggested that the extension of Reenders Drive east to Kildare Avenue would dead end across from Costco and could not be extended beyond there. He also suggested that the other option would be to align Reenders Drive to the north and expropriate property.

Mr. Jasper advised that the land drainage work was three-quarters installed, re-alignment would not work out properly and it would be better if Devonshire Drive did not wind up as a 4-way intersection but aligned further to the north to align with Peguis Drive.

Mr. Jasper requested that consideration be given to designating the North/South Transportation Corridor a Major 4-lane Divided Collector Street with restricted access as opposed to an Expressway.

Jerry Klein, Genstar Development, appearing for information, indicated that while he was unsure of the regulations that would apply to the proposed Mixed Use Residential classification there was an opportunity not to limit the prospects of creating certain uses, as an example high quality office space, which might not be related to residential in the area. He suggested that there was an opportunity to have a high quality business park containing high quality office space, institutional uses, perhaps a bank or credit union to complement a residential development. He requested that careful consideration be given to wording for a Mixed Use Residential

classification in order that uses complementary to a high residential development were not limited.

Mr. Wintrup advised that a Mixed Use Residential category would allow for low, medium and high density residential development along with commercial and institutional uses but not big box development. He further advised that a Commercial designation would allow for high-density residential development as well.

With respect to the proposed road network, he indicated that transportation counts recommended approval of the original alignment of Peguis Street with Devonshire Drive which made sense give the existing services.

With respect to the traffic control signals Almey Avenue and Lagimodiere Boulevard, he advised that the City has a Caveat registered against the property dealing with the future closing of the intersection. He noted that between 35-40,000 vehicles use Lagimodiere Boulevard on a daily basis and that the purpose of an expressway is to limit access and eliminate congestion. He further noted that at the present time traffic backs up at the intersection of Almey Avenue and Reenders Drive.

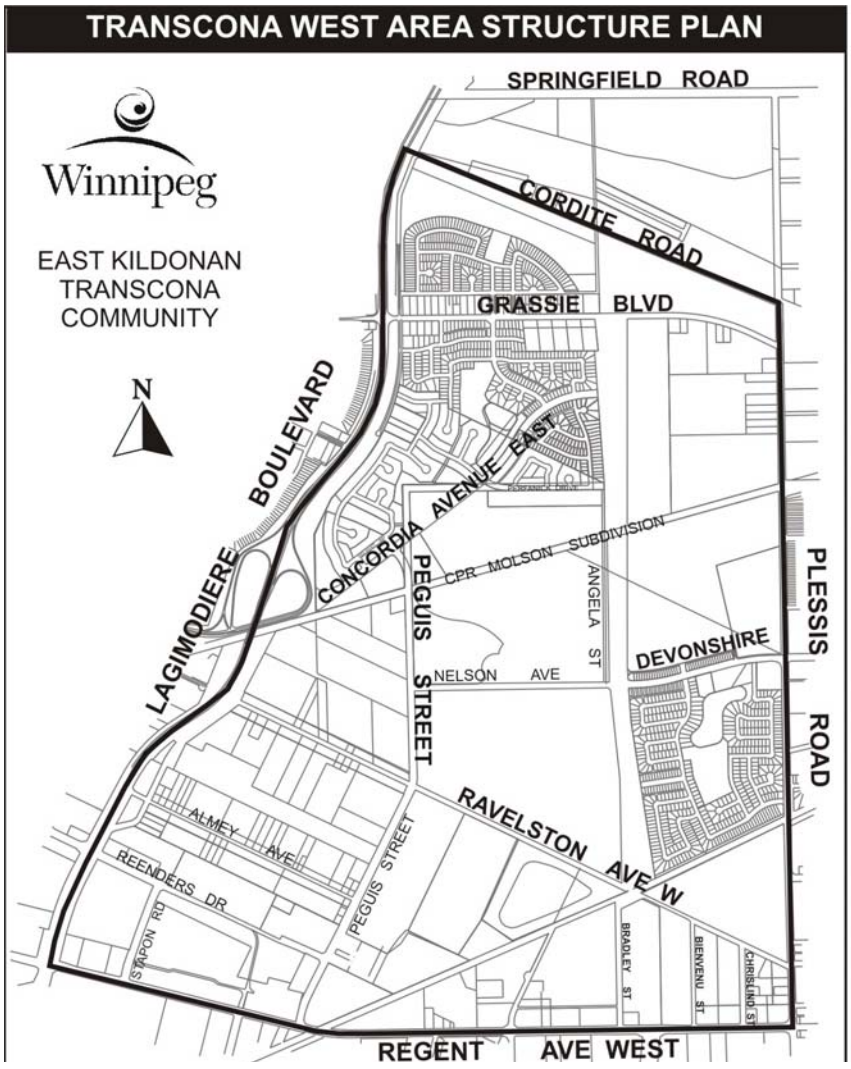
Mr. Wintrup advised that a Public Hearing would be required for closing Almey Avenue and the traffic control signals would not be removed until after the required Public Hearing. He suggested that leaving the traffic control signals in place would be precedent setting as there was no other site like that except the Linden Ridge Shopping Centre. He also suggested that the Public Works Department would talk to the applicant and there was a possibility of allowing "pressure triggered lights" which would be activated only when someone wanted to access the Credit Union. He emphasized that the traffic control signals would not be eliminated until the Reenders Drive extension was complete and at that time the City would work with the Credit Union to ensure they had access. He noted that at the public consultation meeting more than fifty percent of the residents were in favour of severing Almey Avenue while only 3 or 4 were opposed to removal of the traffic control signals.

Exhibit "11" referred to in File SP 1/2006

Planning, Property and Development Department Report

To the East Kildonan - Transcona Community Committee

Date: **October 8, 2007**
File: **SP 01/2006 SUPPLEMENTARY REPORT**
Subject: **Transcona West Area Structure Plan**
Location: **South of Cordite Road, east of Plessis Road, north of Regent Avenue and west of Lagimodiere.**



Applicant: Acting Director of Planning, Property and Development

Recommendation: That By-law **No. 215/2006**, the **Transcona West Area Structure Plan,** be forwarded to Council for Second and Third Reading.

Report Summary:

- A collaborative and consultative planning process to create an Area Structure (Secondary) Plan for the Transcona West Area has been completed.
- The Area Structure Plan (ASP) will guide and direct specific land uses, residential densities, road and servicing infrastructures, subdivision and development decisions that collectively will determine the form of the future community.
- Civic departments have reviewed the Area Structure Plan to ensure the appropriate conditions and requirements to accommodate growth have been included in the plan's policies.
- By-law **No. 215/2006**, the **Transcona West Area Structure Plan,** has been given First Reading at Council on July 13, 2007.
- The Transcona West Area Structure Plan was presented at a Public Hearing at the East Kildonan – Transcona Community Committee on September 17, 2007.
- The Ward Councillor of Transcona requested a substantial number of changes to the Transcona West Area Structure Plan.
- The East Kildonan – Transcona Community Committee closed Public Representation and Adjourned the Public Hearing until October 15, 2007.
- The EKTCC can, by way of motion, propose amendments to the Transcona West Area Structure Plan that will be forwarded by SPCPD to EPC and eventually for adoption by Council.

Site Description

The **Transcona West Area** is approximately 607 hectares (1500 acres) of land bounded by Cordite Road to the north, Regent Avenue to the south, Plessis Road to the east and Lagimodiere Boulevard to the west.

The Transcona West Area's *Neighbourhood Characterization Areas* include *Grassie (4.424)*, *Regent (4.433)* and *Peguis (4.417)*, and the western half of *Meadows (4.415)* in the ward of Transcona.

A majority of the lands are designated 'Neighbourhood' under Plan Winnipeg with the exception of 'Industrial' designated lands at the northwest corner of Regent and Plessis. The northeast

corner of Lagimodiere and Regent is part of Plan Winnipeg's 'Areas of Commercial and Mixed Use Concentration' outlined on *Policy Plate A – Land Use*.

Background

In April 2005, the Standing Policy Committee on Property and Development identified the Transcona West Area Structure Plan as a priority project within the Planning, Property and Development Department's 2005 Secondary Plan Work Program.

Proposed Amendments to the Secondary Plan

Following is a summary of the requested changes to the Transcona West Area Structure Plan by the Ward Councillor at the East Kildonan – Transcona Community Committee Meeting held on September 17, 2005 with professional comments from the Public Service:

1. In the third line of the Preface on page 4, delete the words "Chief Peguis Trail Extension" and replace with "Cordite Road"; this change will need to be made throughout the document.

Comment:

No issue with the above suggested change – the boundary of the planned area will be Cordite Road, Plessis Road, Regent Avenue, Lagimodiere Blvd.

2. In the last line of Recommendation 1.5 on page 8, delete the words "15 year time horizon" and replace with the words "15-25 year time horizon"

Comment:

No issue with the above suggested change. The anticipated demand for housing in the North East Quadrant including Transcona West is market driven. The development of lots and consumption of land will depend on the strength of housing demand over the next decade.

3. In the second line of Recommendation 5.1.2(2)(a)(i) on page 17, delete the word "is" and replace with the words "may be"
4. In the second line of Recommendation 5.1.2(4)(a)(vi) on page 17, delete the word "is" and replace with the words "may be"
5. In the third line of Recommendation 5.4.2(2)(b) on page 25, delete the word "is" and replace with the words "may be"
6. In the first line of Recommendation 7.6.2(1)(a)(i)(B) on page 36, delete the word "all" and replace with the word "most"
7. In the first line of Recommendation 7.6.2(1)(a)(i)(C) on page 36, delete the word "all" and replace with the word "most"
8. In Recommendation 7.6.2(2)(a)(ii) on page 37, delete the word "all" in the second and third lines thereof and replace with the word 'most" in both instances

Comment:

The Public Service would not support the suggested changes. The changes water down the spirit of the policy statements from a requirement to a guideline. The spirit of the policy is to encourage the design of transit friendly developments that are 'walkable': that enhance the movement of people from building locations to transit stops through urban design based on standardized distances that are considered easy to walk. The suggested change will result in the original goal of the policy not being met as pedestrian friendly, transit supportive designs are not required in a community that was being planned around rapid transit.

9. Delete Recommendation 5.1.2(5)(c) on page 18 in its entirety
10. Delete Recommendation 5.2.2(2)(iii) on page 19 in its entirety

Comment:

No issue with the above suggested changes: the deleted policy statement is deemed repetitious as current City practices require engineering studies to be submitted and the costs for shared infrastructure to be determined as part of the Development Application phase.

11. Include reference(s) to natural areas / open space in section 5.2.1 on page 18
12. Recommendation 5.2.2(1)(d) on page 19 should include a clearer definition of the location of natural lands and options for the preservation of said lands including, but not limited to, federal ecological gift programs and an area charge to finance land assembly; Map 4 on Page 21 and Map 6 on page 34 should also be amended to reflect the aforementioned
13. Amend Map 6 on page 34 to include the provision of the Almey-Ravelston Special Planning Area and the preservation of natural areas

Comment:

The Public Service would not support the additional amendments and would support only the identification of Natural Areas on a concept map. The above amendments would represent a policy shift: Council has adopted the Ecologically Significant Natural Lands Strategy. It outlines how the City identifies, classifies, selects, protects and maintains ESNL. The process of selecting Ecologically Significant Natural Lands is done through the Development Application process. The lands are vetted through the ESNL multi-criteria decision making process of pulling together various experts to formulate the recommendation in the Planner's Report that advises the decision makers on how much and where the Ecologically Significant Natural Lands should be protected.

The Natural Area lands between Almey and Ravelston have a 'habitat grading' of B/C but that doesn't necessarily make them Ecologically Significant Natural Lands and desirable for the City to work with private land interests to protect them - several other criteria such as connectivity have to be taken into consideration at the time of evaluation.

It is important to recognize that the City works with private land owners to protect Ecologically Significant Natural Lands – according to the ESNL strategy, lands can be identified in Secondary Plans as 'Natural Areas', which can be done by outlining on Map 6 the boundaries of the Natural Area. This will allow the City a more in-depth discussion with the private land owner in the future during the Development Review process when the lands may be classified as ESNL and become available through land dedication, conservation easements, or as an ecological gift from a willing donor.

14. Amend Map 4 on page 21 as follows:

a) delete all interior roadways other than those that currently exist as these will be established as part of the development application process

Comment:

The Public Service would not support the deletion of the interior roadways as suggested. A conceptual plan for possible future development in the Almey area, should include the level of detail as shown in Map 4 of the TWASP. Given the fragmentation and multiple ownership in the area and given the likelihood that individual property owners will want to maximize the potential for their land, any plan for this area should certainly give guidance to property owners and decision makers about how development of these lands should evolve. A conceptual map of local street patterns does provide this guidance.

b) lands identified as "proposed mixed use - residential/commercial" on the north side of Reenders Drive should be changed to "proposed commercial"

Comment:

No issue with the above suggested change. The lands can be identified as 'Commercial' and will still require a rezoning to a commercial zone from the existing Agricultural District for future commercial developments.

c) lands located along the east side of Peguis Street, south of Ravelston Avenue West to the proposed hydro substation should be identified by a new category, "mixed use residential" to allow for low, medium or high density residential development and limited local commercial development

Comment:

No issue though at this time a definition, policies, design and criteria of this new category has not been formulated and we are not certain what a 'Mixed Use – Residential' area is.

We also do not see any issue with Genstar's request to designate these same lands to the existing 'Mixed Use Area' category, which would allow medium to high density; institutional, office; and local/community commercial services. This later category is closely aligned with the proposed

new zoning by-law's 'Residential Mixed Use' area whereas the proposed Mixed Use Residential category has no alignment with any zoning category in the proposed new zoning by-law.

15. Add the following Recommendation 5.2.2(4)(e) as proposed by Paul McNeil, MMM Group on page 20 as follows:

"(e) The traffic control signals located at the present Almey-Lagimodiere intersection be retained following the closing of Almey, west of Ravelston to continue to provide adequate northbound and southbound vehicular access to the commercial lands located on the east side of Lagimodiere, west of Ravelston"

Comment:

The Public Service would not support the inclusion of the clause as suggested.

If, and when Almey Avenue is closed at Ravelston Avenue West the level of traffic activity at the intersection of Lagimodiere Boulevard and Almey Avenue as a result of the development of the two parcels, on either side of Almey Avenue, may not be sufficient to warrant maintaining the traffic control signal at the intersection of Almey Avenue and Lagimodiere Boulevard.

This traffic control signal is poorly located with respect to adjacent traffic control signals along Lagimodiere Boulevard and it would be desirable to remove it in the future if there is no warrant for it to remain. Including the proposed clause would restrict the City's ability to remove this traffic control signal for the benefit of a relative small number of vehicles as compared to the +35,000 vehicles that travel this section of Lagimodiere Boulevard.

This would be precedent setting as there are no other single use set of lights along Lagimodiere or Bishop Grandin servicing private property: there is one set along Kenaston servicing 40.22 acres of commercial land zoned C4 – Regional Commercial (Linden Ridge Shopping Centre) in an Area of Commercial Concentration (Plan Winnipeg) on a private roadway that connects as a through street to McGillivray. The policy proposing a permanent set of lights at Lagimodiere Boulevard and Almey Avenue will service 3.9 acres of commercial land zoned C2 - Community Commercial on a street that will dead end within a commercial development.

- Allowing pedestrian access via Almey Avenue once the Almey Avenue closing has occurred at Lagimodiere; this would be triggered by the extension of Reenders Drive as stipulated in Recommendation 5.2.2(4)(d)

Comment:

No issue with the above suggested change – this will allow pedestrian access to the commercial sites that are zoned C2 – community commercial intended to service the surrounding neighbourhood.

16. Add the following Recommendation 5.2.2(4)(f) on page 20 as follows:

"(f) That the Reenders Drive Extension and permanent closure of Almey Avenue at Ravelston Avenue be done concurrently as one capital project

Comment:

The Public Service would not support this amendment. The closure of Almey Avenue would be done as a capital project. The extension of Reenders Drive is a requirement of the developers as per the Development Agreement Parameters and City practice. Coordination of the closure of Almey Avenue with the Reenders Drive extension is desirable

17. Amend Recommendation 6.0 Residential Density on page 28 to reflect the amendments
Comment:

Not clear what the Councillor would like amended in this policy. An amendment to another policy suggests locating 'high density residential' into the Plan Area. The existing Residential Density Policies have no maximum limit on the 'Medium Density' category, thus high density can be accommodated in the existing classification.

18. In the last line of Recommendation 7.2 on page 29, delete the words "as **proposed**'.
Comment:

No issue with this amendment. The wording is repetitious and the intention of the policy is stated elsewhere.

19. Make the following changes to Map 5 on page 30:

a) The current map should be labelled "Map 5 - Option A"

b) A new "Map 5 - Option B" should be developed as per Councillor Wyatt's submissions (*See* Figures 1 and 2*)*, incorporating a public works yard on Plessis Road as part of a special planning area and a provision for a rapid transit corridor/station

Comment:

The Public Service would not support these amendments. The suggested amendments to Map 5 suggests three (3) radically different routes for Peguis Street and its connection to Devonshire Drive (Figure 1). This is contrary to the conceptual nature of the Area Structure Plan since it does not provide clarity or guidance to future developments, land-owners, planners or decision makers. Confusion over the Peguis Street route will be formally adopted and the exact route will need to be settled through the DASZ stage. The secondary plan will not be a tool of development since it does not provide guidance and becomes redundant.

The abrupt kink shown near the north intersection of Option A is not acceptable on a collector street. Large radii appropriate for a major collector are required to allow for safe and efficient operation, channelization and potential roundabouts or signalization. To locate an intersection in this area would require that Peguis Street be curved west starting immediately north of

Ravelston and then curved east so that the curve is completed before reaching the intersection. It is undesirable to have an intersection this close to the railway, as queuing over the tracks may result during peak times. This alignment would cut the existing parcels into odd shapes that would likely be more difficult to develop.

Option A may lead to neighbourhood shortcutting to avoid traveling north unnecessarily. It may also lead to increased travel within the new neighbourhoods east of Peguis Street, as residents may choose to travel the internal local and collector streets in a southerly or westerly direction to avoid the additional travel to the Peguis/Devonshire intersection.

Option B is not significantly different from the original for travel times or travel patterns, but it creates an awkward triangle north of Ravelston. The current alignments of Peguis Street and Nelson Avenue contains several utilities including an interceptor sewer, gas line and Hydro lines which would be very costly to relocate, or would require that either most of the existing two R-O-Ws remain, or that a very wide easement remain. The abrupt kinks in the Devonshire extension would require proper radii similar to the older section of Concordia Avenue East. This would result in an intersection on the curve which is not appropriate for streets of this classification.

If option B were constructed, the existing alignment of Peguis north of Ravelston may have to remain open for access to properties west of Peguis such as Sumka Greenhouses and for access to utilities within the R-O-W.

The original alignment proposed provides for the most efficient travel patterns would be the most cost effective alternative given the existing infrastructure.

The Eastern Transit Corridor is proposed to be the 4th leg of the North-South Route/Kildare intersection. The Reenders drive extension to Kildare as a 5th leg would be very difficult to manage and a 5-leg intersection isn't appropriate for an expressway intersection. This extension also requires significantly more major collector pavement to be constructed and maintained.

Reenders is not intended to serve as a direct access to the Kildare area. A direct alignment with Kildare would likely result in substantially increased delays for westbound traffic on Reenders at Lagimodiere, which routinely queues back through and beyond the Stapon Road intersection. This alignment would also likely result in increased short-cutting traffic on Talbot Street, a residential collector street. The Reenders extension is shown with abrupt curves that would only be suitable on local streets. To extend Reenders east of Peguis Street with curves appropriate for a major collector street, either the lake would have to be relocated or the Reenders/Peguis intersection would have to be relocated farther north.

The Kildare Extension Map in Figure 2 appears contrary to Plan Winnipeg Policy Plate C. The current Plan Winnipeg Policy clearly illustrates the N/S route using Ravelston Avenue West whereas the proposed amendment indicates the N/S Route along Bradley Street, and Ravelston Avenue being eliminated. However, this Policy Plate has been treated as both 'conceptual'

and 'regulatory' thus the Kildare Extension as illustrated will require comment from Legal Services as to the ability for it to occur and be included in the Secondary Plan since conformity with Plan Winnipeg is a legal requirement.

20. That the following be incorporated into the document, namely, that upon the extension of the Chief Peguis Trail to Lagimodiere Boulevard the administration investigate:

a) The elimination of Ham Street, north of Grassie Boulevard, as a roadway to provide a green-belt space to allow for a multi-use path and sound attenuation buffer for area residents.

b) The provision of an option for Cordite Road to connect to Lagimodiere Boulevard

Comment:

Ham Street north of Grassie Blvd is not compatible with the extension of Chief Peguis Trail east of Lagimodiere Blvd and would be eliminated at that time (or earlier), possibly by redirecting it to the Springfield Road/Norris Road intersection. Cordite Road is a minor local street and it is not appropriate to connect directly to Lagimodiere Blvd. Options for realigning Cordite Road/ Ham Street are being developed by the consultant retained for the current Chief Peguis Trail Project. The residential area east of Ham Street is set back far enough from Lagimodiere Boulevard that it meets the City's Transportation Noise Policy and no additional sound attenuation is necessary.

21. Delete Recommendation 7.3.2(6) on page 32 in its entirety

Comment:

No issues with this amendment.

22. Delete the words "and collectors" in the first line of Recommendation 7.4.2(1)(a) on page 32

Comment:

The Public Service would not support this amendment. Collector streets should be considered conceptual in the Area Structure Plan. Actual alignment and details such as intersection locations would be considered during the Development Application stage.

23. Delete Recommendation 7.4.2(1)(b) on page 32 in its entirety

Comment:

The intention of this policy is to build in flexibility in the Secondary Plan: minor changes to road alignments would not need a public hearing though the Transportation Concept plan would be updated to maintain clarity and ease of reference for the development of the area. Elimination of this policy reduces this flexibility and the role of Secondary Plan as a tool to guide development.

24. Delete Recommendation 7.4.2(3) on page 33 in its entirety
Comment:

The Public Service would not support the deletion of this clause. It is standard in Area Structure Plans.

25. Recommendation 9.2(5) on page 42 should be amended to reflect what is currently taking place.
Comment:

No issues with this amendment – the condition can be deleted since it has all ready occurred (the policy statement refers to the requirement of a transportation study for the up-grading of Plessis Road as a condition of any subdivision approved north of Devonshire Drive)

26. Recommendation 11.2(1) on page 46 should be moved to Section 11.1 and it should be reviewed as part of the planning study for the extension of the Chief Peguis Trail which is happening quicker than anticipated when the Transcona West Area Structure Plan Traffic Study was prepared
Comment:

Operations at the intersection of Lagimodiere Boulevard and Grassie Boulevard are being reviewed as part of the Chief Peguis Trail study.

27. Councillor Wyatt further recommended that the applicant incorporate the following in the Transcona West Area Structure Plan:

a) Options for the provision of roundabouts/traffic circles
Comment:

Roundabouts are to be considered first as alternatives to traffic signals. However, this is more detailed than an Area Structure Plan gets and would be more appropriate at the Development Application stage.

b) The inclusion of wording in the document that would stipulate that all future subdivisions in the Almey-Ravelston Special Planning Area will be encouraged to restrict access to Almey Avenue and Ravelston Avenue to mitigate collector traffic from using the existing roadways

Comment:

The Public Service would not support the inclusion of the clause as suggested for reasons of public safety, neighbourhood interconnectivity and convenience:

Firstly, these connections to Almey Avenue and Ravelston Avenue are necessary because both streets are too long from Peguis. Streets are considered too long when traveling to the next street requires an inconveniently long trip for vehicles or pedestrians and when people traveling through the neighbourhood don't have options for the route they choose to travel. Winnipeg has not adopted standards for what the appropriate length of a street might be but a look at urban serviced neighbourhoods throughout the City indicates clearly that the 3000' length of Almey is well beyond the City's urban norm. Other Cities have adopted standards that permit a maximum distance between intersection of between 1200' to 1400'. This would support a mid-block connection somewhere along Almay and Ravelston.

Secondly, the Planning and Land-use Division in consultation with Public Works and the WFPS does not support residential subdivisions with only one ingress / egress; and/or with secondary accesses via public lanes. The length of a cul-de-sacs are generally limited to 10 – 15 houses, approximately 75 metres. In new subdivisions, temporary roads are often constructed to allow secondary access to existing streets from a new road/avenue under construction. Permanent secondary road connections are also required if the development is proceeding in an orderly pace. These secondary access points allow emergency vehicles, public works vehicles, and residents a second entrance option for a neighbourhood. The lands between Almey and Ravelston will likely require secondary access points since more than a cul-de-sac of 10-15 houses can be accommodated. Discouraging secondary access points to Almey and Ravelston will not encourage a good subdivision planning or design that promotes public safety, neighbourhood interconnectivity and convenience.

Figure 1

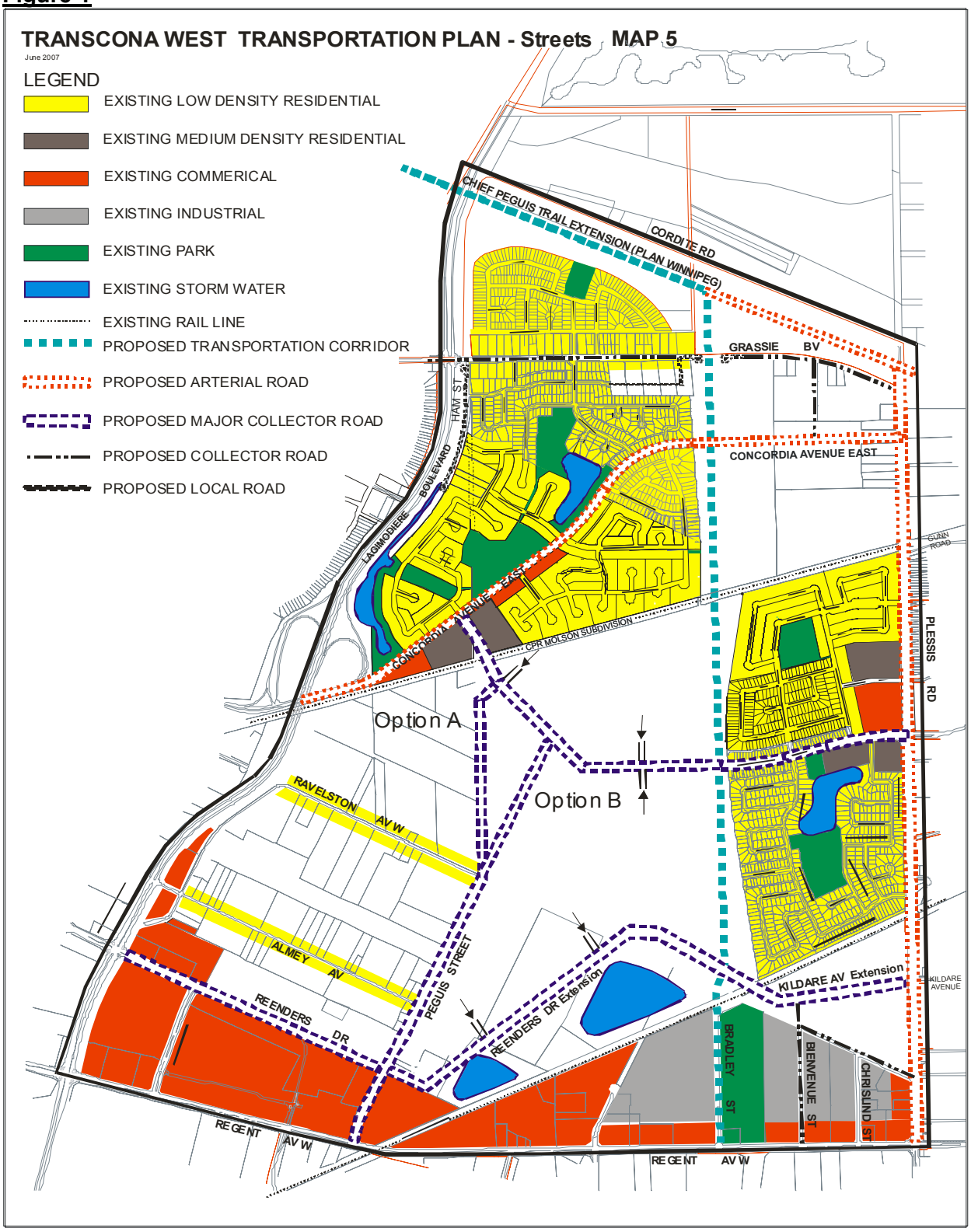
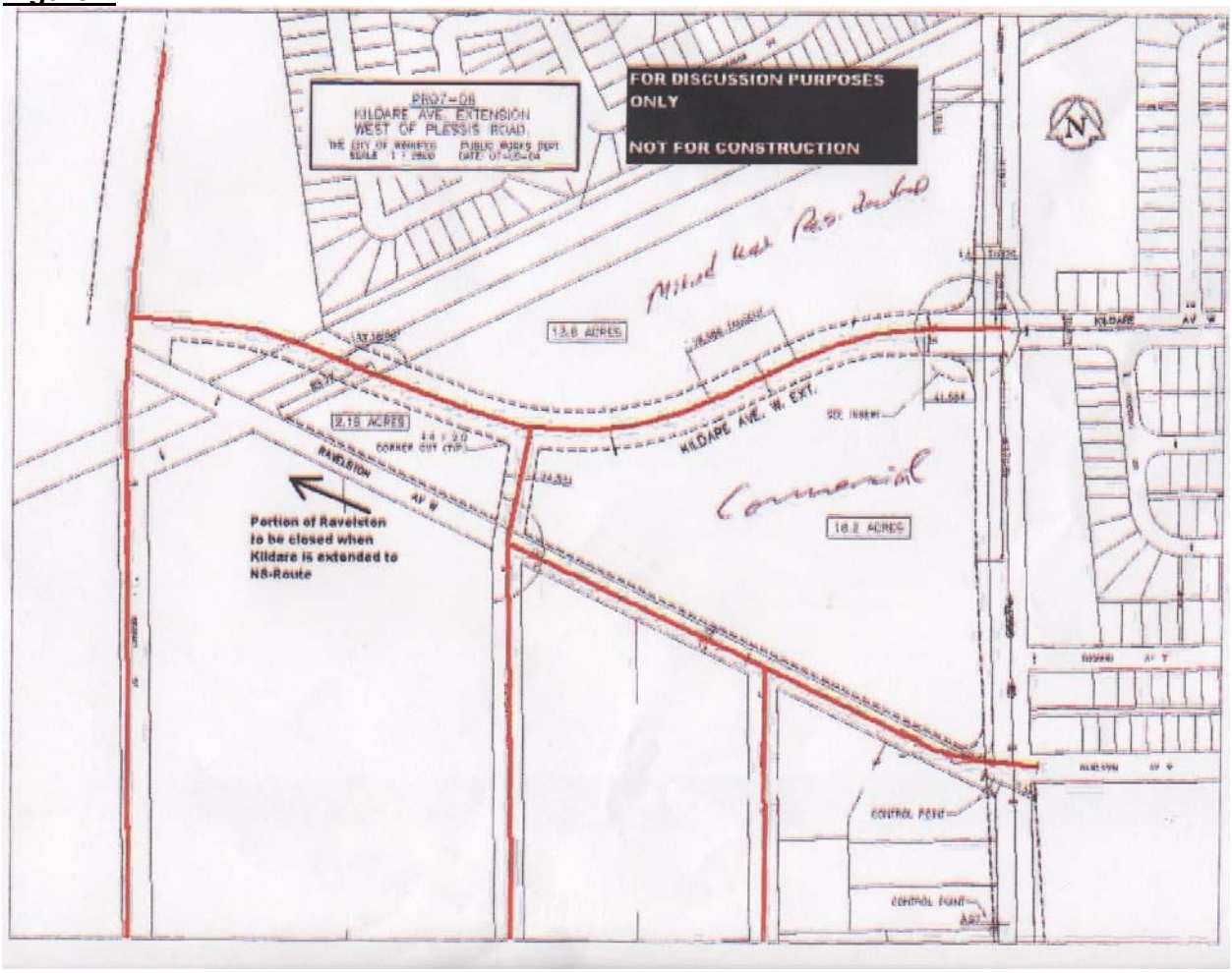

TRANSCONA WEST TRANSPORTATION PLAN - Streets MAP 5
June 2007
LEGEND
EXISTING LOW DENSITY RESIDENTIAL
EXISTING MEDIUM DENSITY RESIDENTIAL
EXISTING COMMERICAL
EXISTING INDUSTRIAL
EXISTING PARK
EXISTING STORM WATER
EXISTING RAIL LINE
PROPOSED TRANSPORTATION CORRIDOR
PROPOSED ARTERIAL ROAD
PROPOSED MAJOR COLLECTOR ROAD
PROPOSED COLLECTOR ROAD
PROPOSED LOCAL ROAD
CHIEF PEGUIS TRAIL EXTENSION (PLAN WINNIPEG)
CORDITE RD
GRASSIE BV
CONCORDIA AVENUE EAST
HAM ST
LAGIMODIERE BOULEVARD
CONCORDIA AVENUE EAST
CPR MOLSON SUBDIVISION
SUNN ROAD
PLESSIS RD
Option A
Option B
RAVELSTON AV W
ALMEY AV
REENDERS DR
PEGUIS STREET
REENDERS DR Extension
KILDARE AV Extension
KILDARE AVENUE
BRADLEY ST
BIENVENUE ST
CHRISLIND ST
REGENT AV W
REGENT AV W

Figure 2



Recommendation

That By-law **No. 215/2006**, the **Transcona West Area Structure Plan,** be forwarded to Council for Second and Third Reading.

This Report Submitted by:
Planning, Property and Development Department
Planning and Land Use Division

Report Prepared by: John S. Wintrup
PPD File # SP 01/2006

ATTACHMENT A

REFERENCE: FILE NO: SP 01/06

THE CITY OF WINNIPEG

BY-LAW NO. 215/2006

A By-law of **THE CITY OF WINNIPEG** to adopt a Secondary Plan for the Transcona West Neighbourhood.

THE CITY OF WINNIPEG, in Council assembled, hereby enacts as follows:

1. The City of Winnipeg adopts the attached document, entitled "Transcona West Area Structure Plan" as a secondary plan.

2. This By-Law shall be referred to as the **"Transcona West Area Structure Plan".**

RECEIVED FIRST READING on this _____ day of _____ A.D., 2007.

RECEIVED SECOND READING on this _____day of _____ A.D., 2007.

RECEIVED THIRD READING on this _____day of _____ A.D., 2007.

DONE AND PASSED in Council assembled this _____ day of _____ A.D., 2007.

_____
Mayor

_____
City Clerk

Certified as to Planning Details:

_____
for Planning, Property & Development

Certified as to Form:

_____
for City Solicitor/Manager of
Legal Services
File No. SP 01/2006

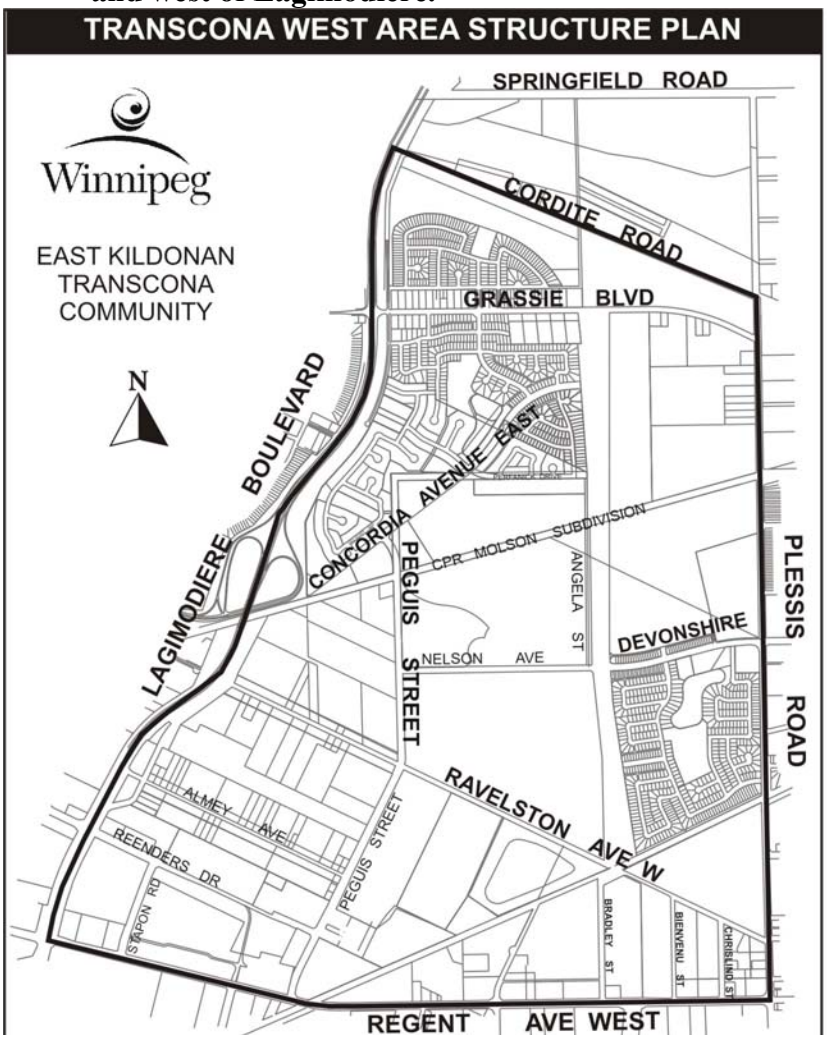
Exhibit "4" referred to in File SP 1/2006

Winnipeg

Planning, Property and Development Department Report

To the East Kildonan - Transcona Community Committee

Date: **September 10, 2007**
File: **SP 01/2006**
Subject: **Transcona West Area Structure Plan**
Location: **South of Cordite Road, east of Plessis Road, north of Regent Avenue and west of Lagimodiere.**



Applicant: Acting Director of Planning, Property and Development

Recommendation: That By-law **No. 215/2006**, the **Transcona West Area Structure Plan,** be forwarded to Council for Second and Third Reading.

Report Summary:

- A collaborative and consultative planning process to create an Area Structure (Secondary) Plan for the Transcona West Area has been completed.
- The Area Structure Plan (ASP) will guide and direct specific land uses, residential densities, road and servicing infrastructures, subdivision and development decisions that collectively will determine the form of the future community.
- The ASP provides a framework that includes a future vision of the community with land use and transportation concepts and a series of policies designed to collectively achieve the plan.
- The impacted land owners, including Genstar Developments the major landowner and developer within the plan area, and the residents have had the opportunity to provide input to concepts and policies that directly impacts their neighbourhoods.
- Civic departments have reviewed the Area Structure Plan to ensure the appropriate conditions and requirements to accommodate growth have been included in the plan's policies.
- By-law **No. 215/2006**, the **Transcona West Area Structure Plan,** has been given First Reading at Council on July 13, 2007.
- The East Kildonan – Transcona Community Committee should recommend approval of the **Transcona West Area Structure Plan** and forward the by-law to Council for Second and Third Reading**.**

Site Description

The **Transcona West Area** is approximately 607 hectares (1500 acres) of land bounded by Cordite Road to the north, Regent Avenue to the south, Plessis Road to the east and Lagimodiere Boulevard to the west.

The Transcona West Area's *Neighbourhood Characterization Areas* include *Grassie (4.424)*, *Regent (4.433)* and *Peguis (4.417)*, and the western half of *Meadows (4.415)* in the ward of Transcona.

A majority of the lands are designated 'Neighbourhood' under Plan Winnipeg with the exception of 'Industrial' designated lands at the northwest corner of Regent and Plessis. The northeast

corner of Lagimodiere and Regent is part of Plan Winnipeg's 'Areas of Commercial and Mixed Use Concentration' outlined on *Policy Plate A – Land Use*.

Background

In April 2005, the Standing Policy Committee on Property and Development identified the Transcona West Area Structure Plan as a priority project within the Planning, Property and Development Department's 2005 Secondary Plan Work Program.

Description of the Proposed Secondary Plan

- The Secondary Plan provides policies to guide land development within the Transcona West area over a 15 to 20 year time frame.
- The Plan outlines the future transportation infrastructure works for a 5 to 20 year timeline for the creation of an interconnected and efficient road network while facilitating alternative mode choices.
- A land use plan is provided to guide the overall direction for the Transcona West Area and facilitate residential and commercial developments.
- Policies in the Transcona West ASP specify the location, type and form of future development within the planning area.
- The Secondary Plan encourages the orderly development of the planned area in consideration of the municipal infrastructure requirements and needs.
- Policies provide direction with respect to how development applications are processed and evaluated by requiring the submission of detailed supporting information at each phase of development.

Analysis

Plan Winnipeg

Section 3B-02 of Plan Winnipeg 2020 Vision requires that the development of new residential areas designated as Neighbourhood Policy *area must be guided by the preparation of Secondary Plans.*

The Transcona West Area Structure Plan was prepared in order to comply with this requirement and as a means to implement the broader strategic policy directions expressed through the policies of Plan Winnipeg 2020 Vision.

The Transcona West Area Structure Plan is a Secondary Plan pertaining to new development prepared pursuant to the direction provided by Plan Winnipeg 2020 Vision and represents the initial steps toward building an integrated hierarchy of plans within the City of Winnipeg.

Secondary Plans

A Secondary Plan *is the most effective tool to balance development objectives with the interests of immediate neighbourhoods and the long-term infrastructure requirements for Transcona. This plan identifies and assists in managing future growth in the area, recognizing the needs and desires of all parties, including: business needs for growth, development, certainty and security; surrounding neighbourhood needs for quality of life, safety and enjoyment of private property; and the City of Winnipeg's needs, which include the efficient provision of infrastructure and services. The planning process for developing the secondary plan has been collaborative with local residents and business interests providing insight into their issues and interests within the area.*

The Transcona West Area Structure Plan

The Area Structure Plan (ASP) will guide and direct specific land uses, residential densities, road and servicing infrastructures, subdivision and development decisions that collectively will determine the form of the future community. (See The Transcona West Area Structure Plan*)*

To accomplish this, the ASP provides a framework that includes a future vision of the community, land use and transportation concepts, and a series of policies designed to collectively achieve the plan.

The goals of the ASP are:

- 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.

The policies of the ASP provide the necessary mechanisms to achieve the plan's goals and will result in the development of a viable new neighbourhood for the northeast area of Winnipeg.

Public Input

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. However, it should be noted the exact location of the local roads (crescents, bays, etc.) will be determined at the time of the a development application for subdivision / rezoning, thus the proposed local roads are not 'solid' as per the policies of the secondary plan.

Recommendation

That By-law **No. 215/2006**, the **Transcona West Area Structure Plan,** be forwarded to Council for Second and Third Reading.

This Report Submitted by:
Planning, Property and Development Department
Planning and Land Use Division

Report Prepared by: John S. Wintrup
PPD File # SP 01/2006

ATTACHMENT A

REFERENCE: FILE NO: SP 01/06

THE CITY OF WINNIPEG

BY-LAW NO. 215/2006

A By-law of **THE CITY OF WINNIPEG** to adopt a Secondary Plan for the Transcona West Neighbourhood.

THE CITY OF WINNIPEG, in Council assembled, hereby enacts as follows:

3. The City of Winnipeg adopts the attached document, entitled "Transcona West Area Structure Plan" as a secondary plan.

4. This By-Law shall be referred to as the **"Transcona West Area Structure Plan".**

RECEIVED FIRST READING on this _____ day of _____ A.D., 2007.

RECEIVED SECOND READING on this _____day of _____ A.D., 2007.

RECEIVED THIRD READING on this _____day of _____ A.D., 2007.

DONE AND PASSED in Council assembled this _____ day of _____ A.D., 2007.

_____
Mayor

_____
City Clerk

Certified as to Planning Details:

_____
for Planning, Property & Development

Certified as to Form:

_____
for City Solicitor/Manager of
Legal Services
File No. SP 01/2006