Agenda - Council - July 16, 2008

Report - Standing Policy Committee on Property and Development - June 24, 2008

Item No. 20 Transcona West Area Structure Plan
(Transcona Ward)
File SP 1/2006

STANDING COMMITTEE RECOMMENDATION:

On July 9, 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, reiterated with amendments its recommendation of February 26, 2008, and submits the following to Council:

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".

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STANDING COMMITTEE RECOMMENDATION (continued):

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 Section 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, may 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 may 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 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 Recommendation 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 Recommendation 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 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 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.

vi. 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

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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 Residential 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 Residential 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. as opportunities may arise,
(e) Delete Ravelston Avenue between Chrislind and Bienvenue Streets; and between Bienvenue Streets and Peguis Street.
(f) Delete the extension of Reenders Avenue east of Peguis Street.
(g) Add traffic roundabouts to the Peguis / Kildare Intersection; the Peguis / Devonshire Intersection; 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 the following intersections: Regent and Lagimodiere; Edward Schreyer Parkway 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 "Whenever possible the City may consider constructing all right-of-way improvements for Major Collectors (Kildare Avenue to Peguis Street; Devonshire Drive to Peguis Street; Peguis to Devonshire Drive; 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 to 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, as opportunities may arise."

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

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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 Ave West intersection will require signalization when Kildare Avenue West is extended west of Plessis Street and Bienvenue 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 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.

W. That Maps 3, 4, 5 and 6 of the Transcona West Area Structure Plan be further amended as follows:
   i. Realign Devonshire Drive West, Kildare Avenue West and Peguis Street rights-of-way;

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ii. Retain Plessis Road as an arterial road from Regent Avenue West, north to Grassie Boulevard and to the Edward Schreyer Parkway future east/west extension;
iii. Retain Reenders Drive as a major collector road from Lagimoidere Boulevard to Peguis Street;
iv. Retain Peguis Street as a major collector road from Regent Avenue West to Concordia Avenue East;
v. Retain Concordia Avenue East as an arterial road from Lagimodiere Boulevard to Edward Schreyer Parkway;
vi. Designate Concordia Avenue East as a major collector road from Edward Schreyer Parkway to Plessis Road,

and as illustrated on Appendix "B", submitted to the Standing Policy Committee on Property and Development on June 24, 2008.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

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DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 9, 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 June 24, 2008, the Standing Policy Committee on Property and Development concurred in the recommendation of the East Kildonan-Transcona Community Committee, as amended, and reiterated its recommendation of February 26, 2008 with the following amendments, namely:

1. That Maps 3, 4, 5 and 6 of the Transcona West Area Structure Plan be further amended as follows:
    i. Realign Devonshire Drive West, Kildare Avenue West and Peguis Street rights-of-way;
    ii. Retain Plessis Road as an arterial road from Regent Avenue West, north to Grassie Boulevard and to the Edward Schreyer Parkway future east/west extension;
    iii. Retain Reenders Drive as a major collector road from Lagimodiere Boulevard to Peguis Street;
    iv. Retain Peguis Street as a major collector road from Regent Avenue West to Concordia Avenue East;
    v. Retain Concordia Avenue East as an arterial road from Lagimodiere Boulevard to Edward Schreyer Parkway;
    vi. Designate Concordia Avenue East as a major collector road from Edward Schreyer Parkway to Plessis Road,

    as illustrated on Appendix "B", submitted to the Standing Policy Committee on Property and Development on June 24, 2008,

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

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DECISION MAKING HISTORY (continued):

COUNCIL:

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

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.

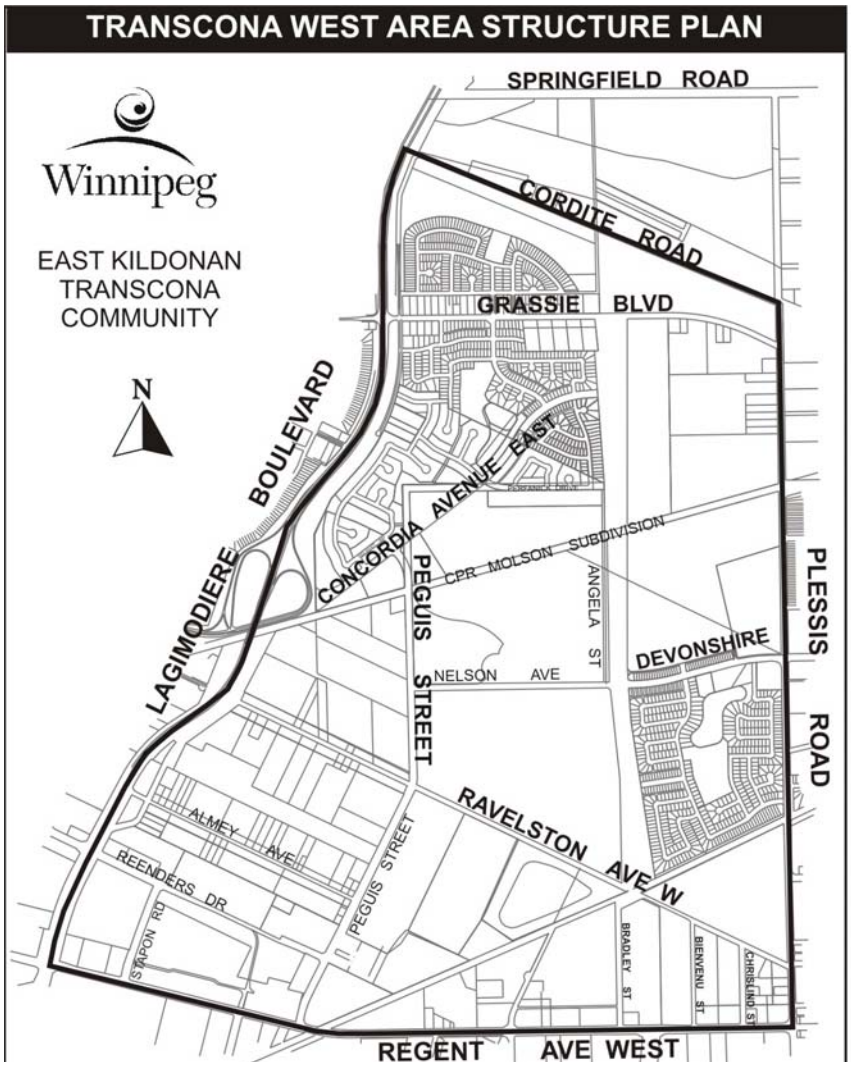
Mr. Wintrup advised that a Public Hearing would be required for closing Almey Avenue and the traffic control signals would not be removed until after the required Public Hearing. He suggested that leaving the traffic control signals in place would be precedent setting as there was no other site like 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

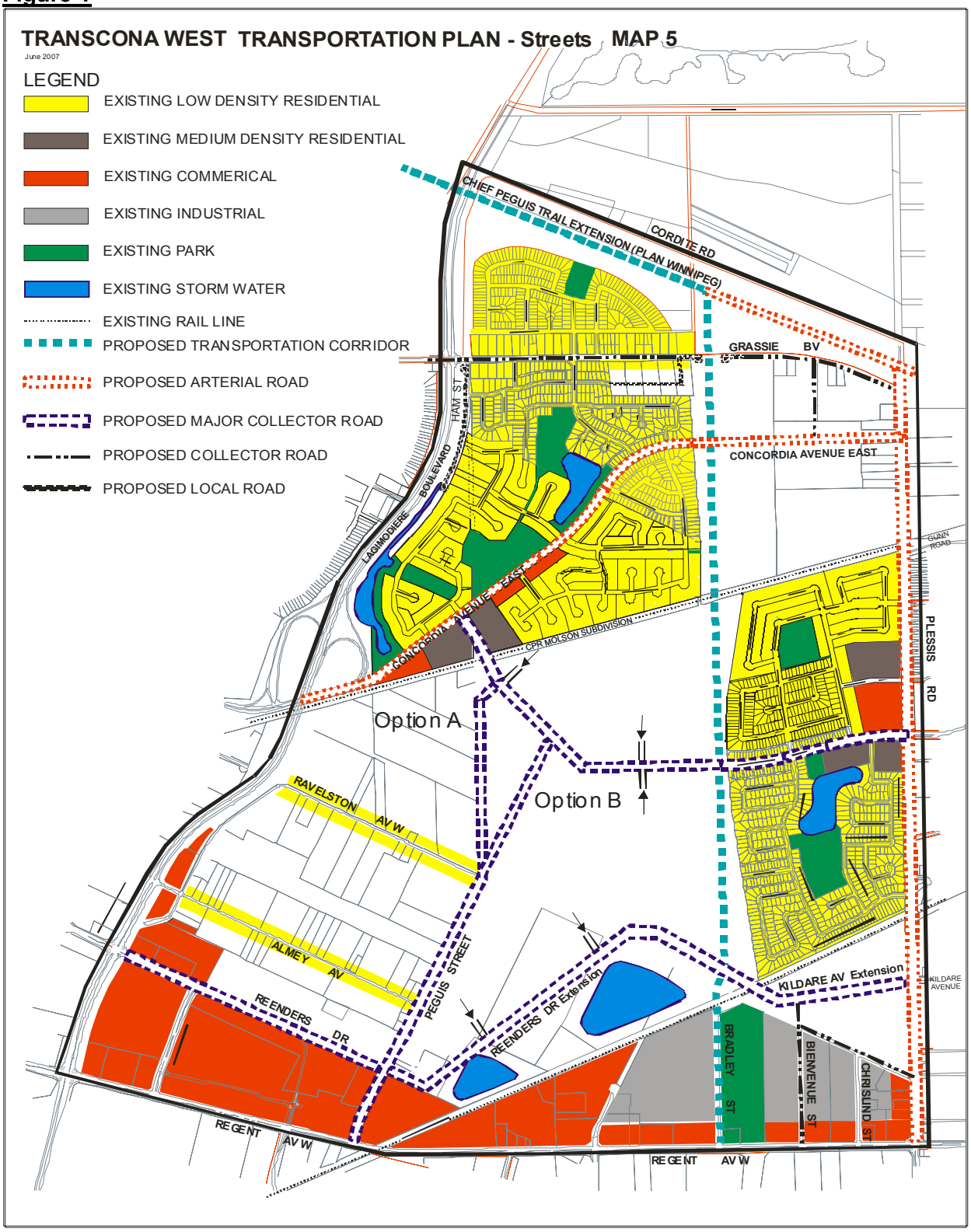
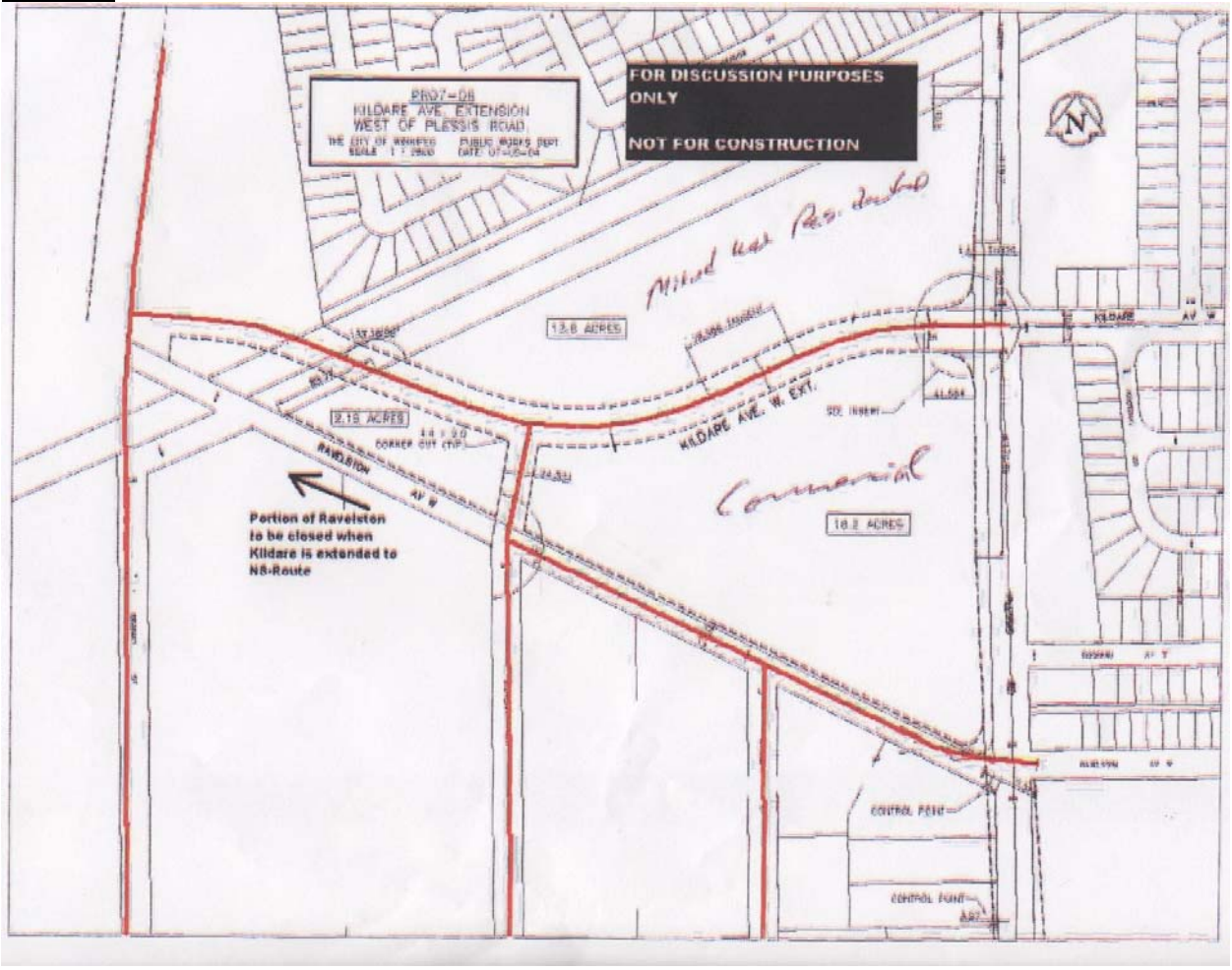

TRANSCONA WEST TRANSPORTATION PLAN - Streets MAP 5
June 2007
LEGEND
EXISTING LOW DENSITY RESIDENTIAL
EXISTING MEDIUM DENSITY RESIDENTIAL
EXISTING COMMERICAL
EXISTING INDUSTRIAL
EXISTING PARK
EXISTING STORM WATER
EXISTING RAIL LINE
PROPOSED TRANSPORTATION CORRIDOR
PROPOSED ARTERIAL ROAD
PROPOSED MAJOR 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
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

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

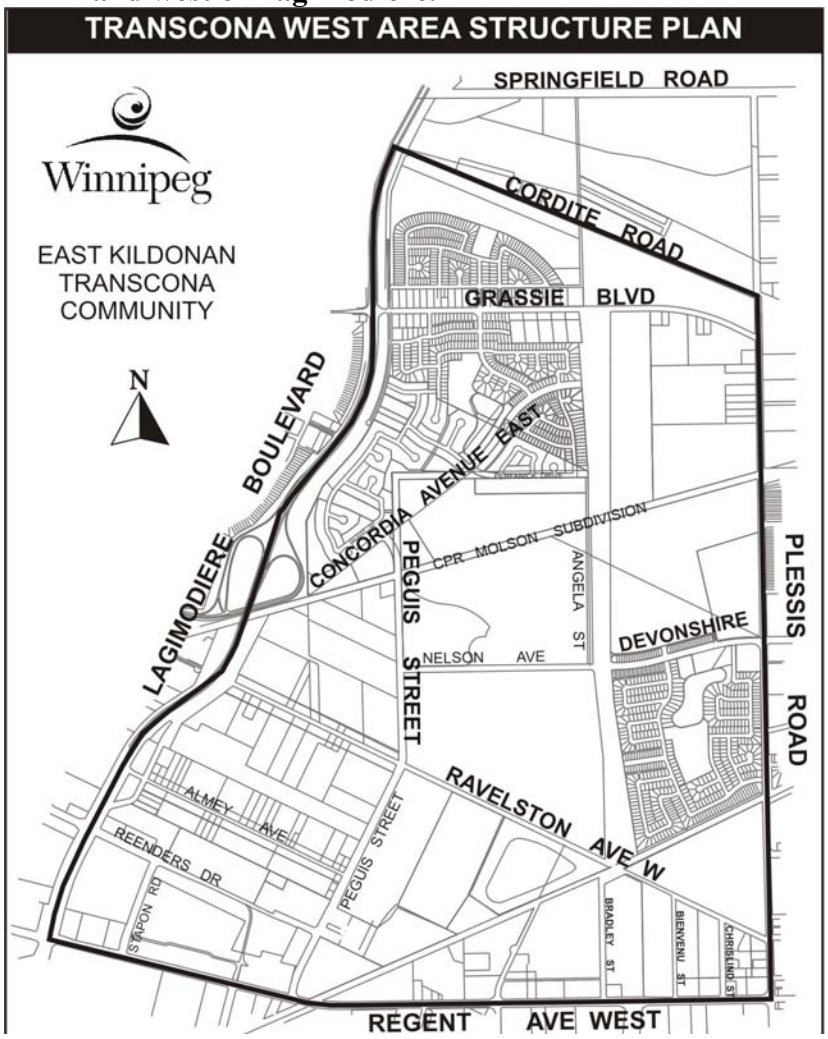
Exhibit "4" referred to in File SP 1/2006

5496

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

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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

Winnipeg

Transcona West Area Structure Plan

Planning, Property and Development Department
Planning and Land Use Division

June 2007

Bylaw Page

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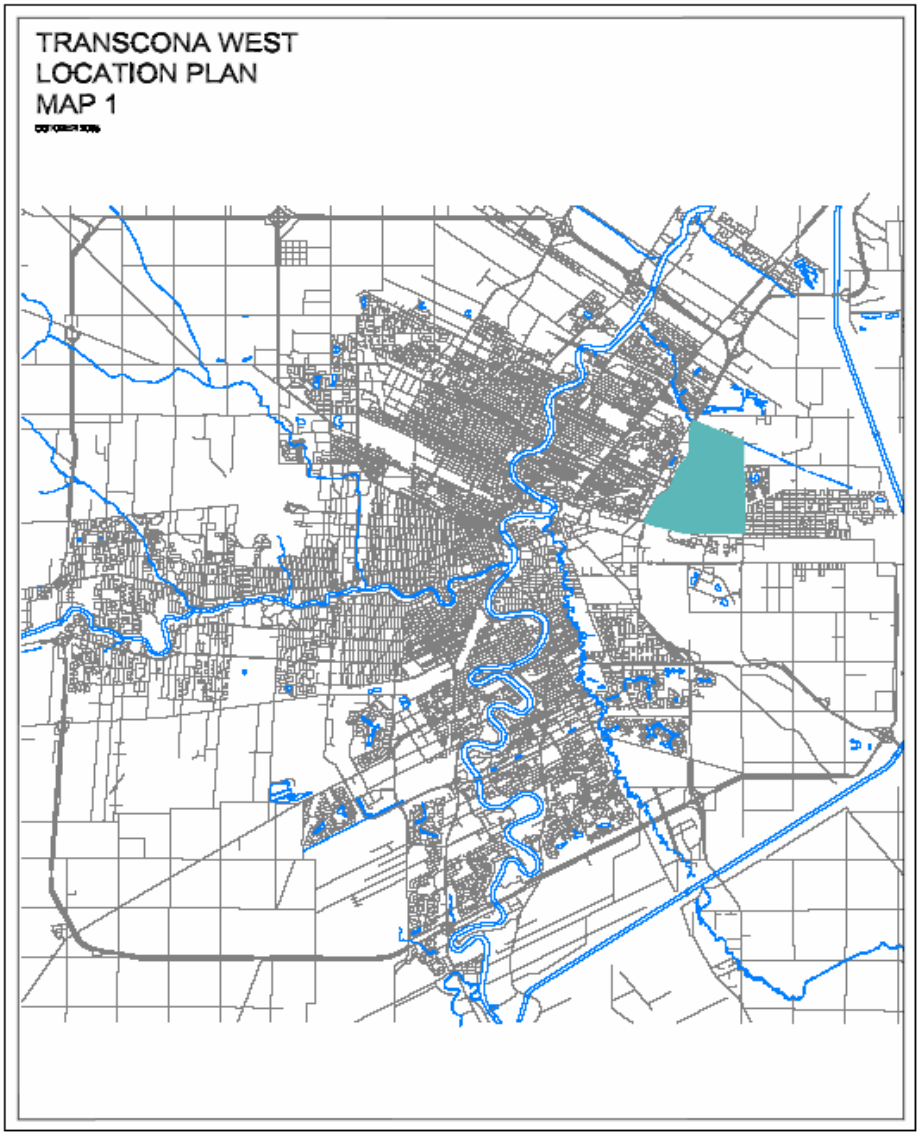
PREFACE

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

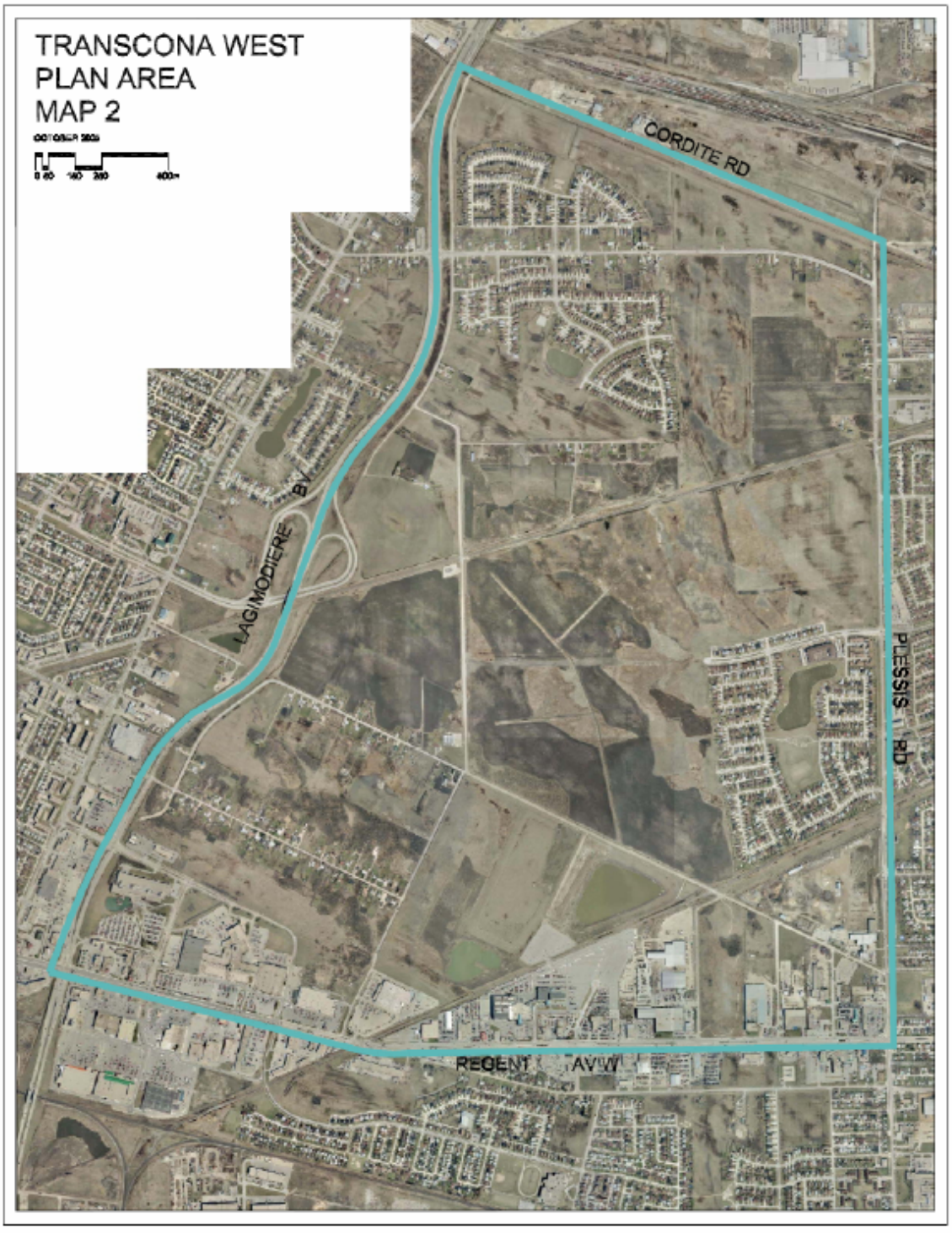
The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

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

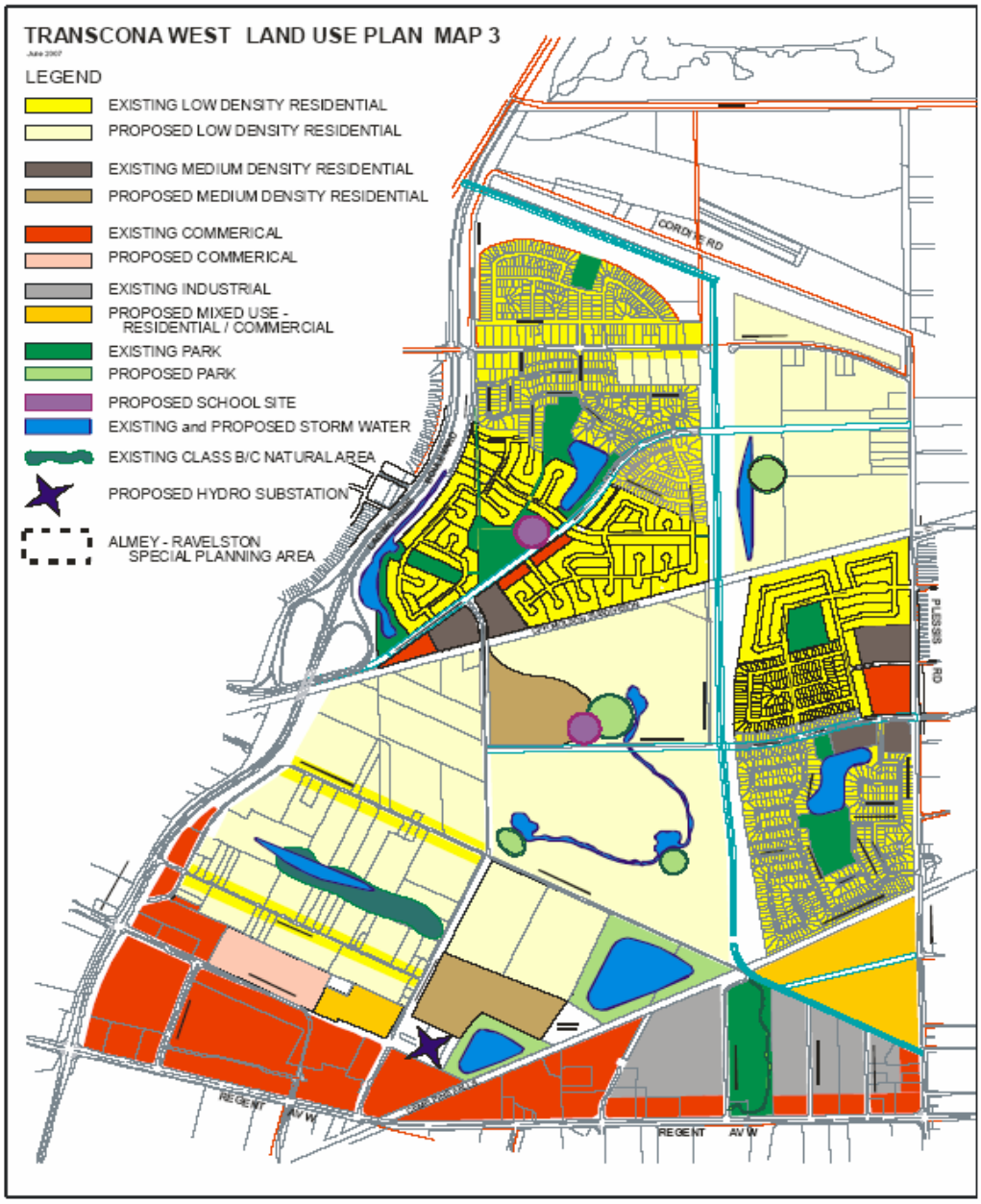
The land use concept for Transcona West is shown on the Land Use Concept Map – Map 3, and on Map 4 for the Almey – Ravelston Special Planning Area. These concepts consist of a series of areas and symbols that define a future land use pattern for the community. Map 3 also identifies existing land uses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


TRANSCONA WEST LAND USE PLAN MAP 3
LEGEND
EXISTING LOW DENSITY RESIDENTIAL
PROPOSED LOW DENSITY RESIDENTIAL
EXISTING MEDIUM DENSITY RESIDENTIAL
PROPOSED MEDIUM DENSITY RESIDENTIAL
EXISTING COMMERICAL
PROPOSED COMMERICAL
EXISTING INDUSTRIAL
PROPOSED MIXED USE - RESIDENTIAL / COMMERCIAL
EXISTING PARK
PROPOSED PARK
PROPOSED SCHOOL SITE
EXISTING and PROPOSED STORM WATER
EXISTING CLASS B/C NATURAL AREA
PROPOSED HYDRO SUBSTATION
ALMEY - RAVELSTON SPECIAL PLANNING AREA
CORDITE RD
PLESSIS RD
REGENT AV W
REGENT AV W

Winnipeg

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

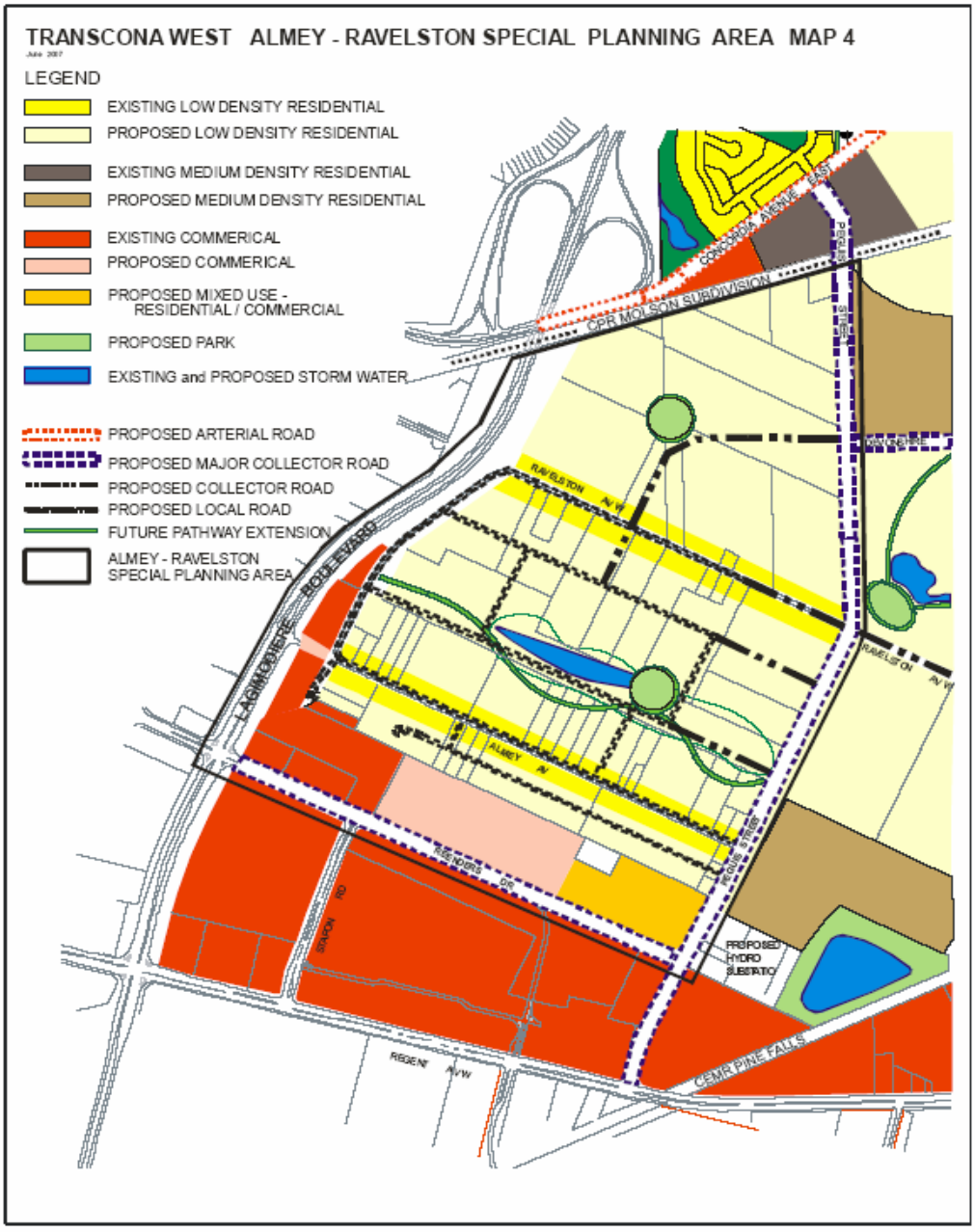
(a) The Almey – Ravelston Special Planning Area includes a hierarchy of streets that include arterial streets, major collectors, collectors and local streets as illustrated in Map 4. Detailed alignment of collector and local streets will be identified in the Development Application phase.

(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

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.

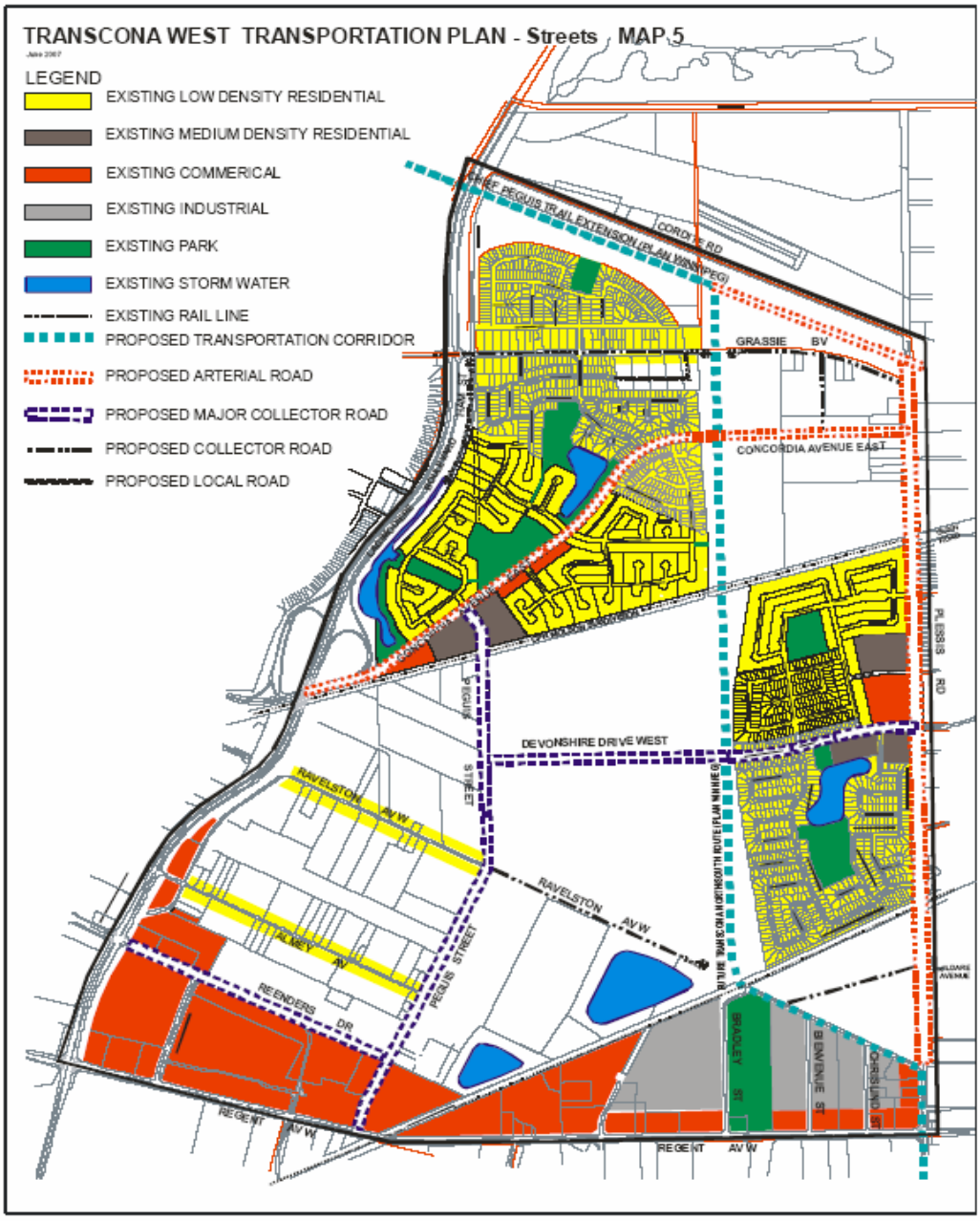
7.0 TRANSPORTATION POLICIES

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**".


TRANSCONA WEST TRANSPORTATION PLAN - Streets , MAP 5
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
PLESSIS RD
DEVONSHIRE DRIVE WEST
RAVELSTON AV W
PEGUIS STREET
ALMEY AV
REENDERS DR
REGENT AV W
BRADLEY ST
BEVINGTON ST

Winnipeg

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;

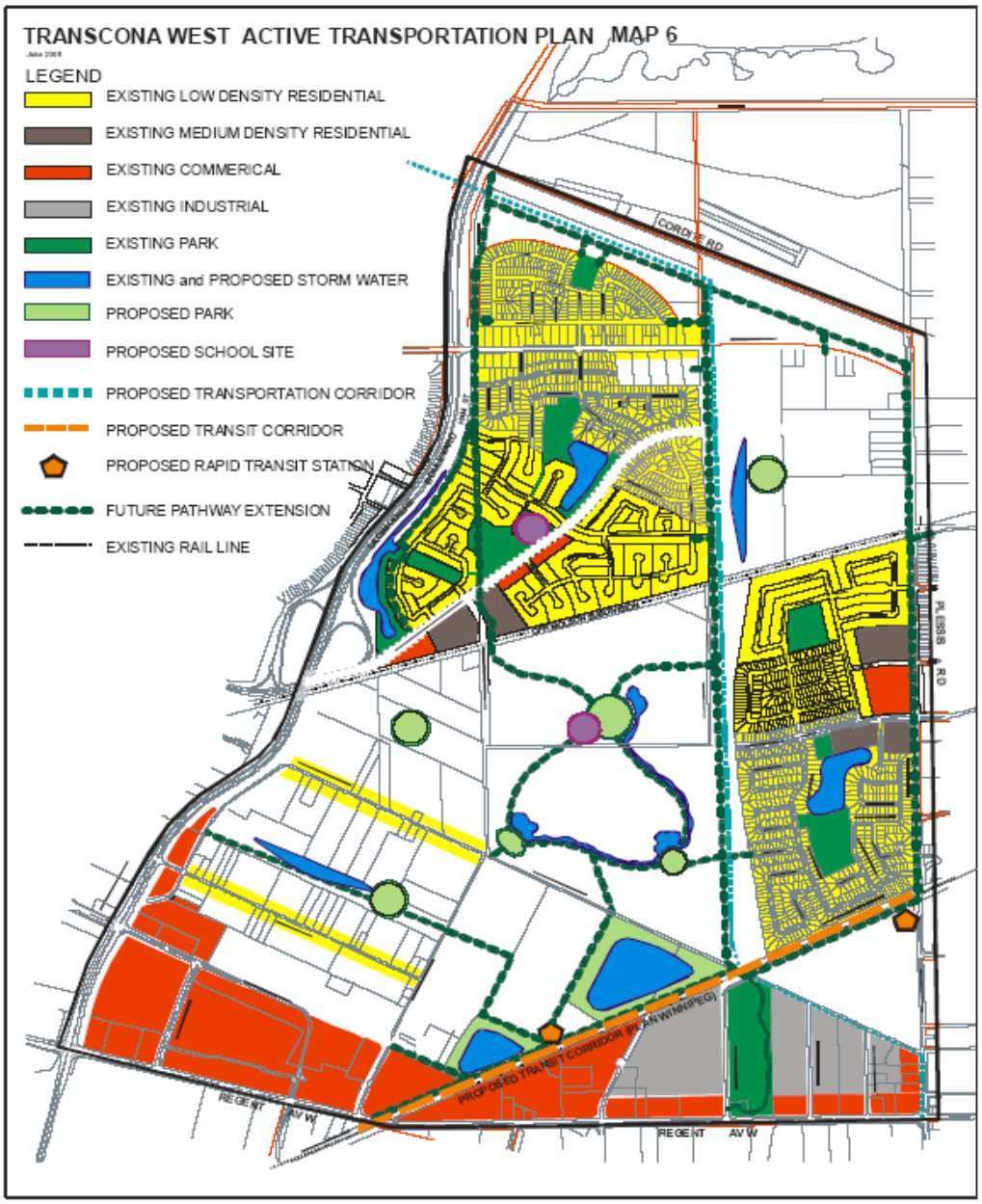
(viii) direct private access to roads classified as expressways shall not be permitted

(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
REGENT AV W
PROPOSED TRANSIT CORRIDOR (RAPID TRANSIT)
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.

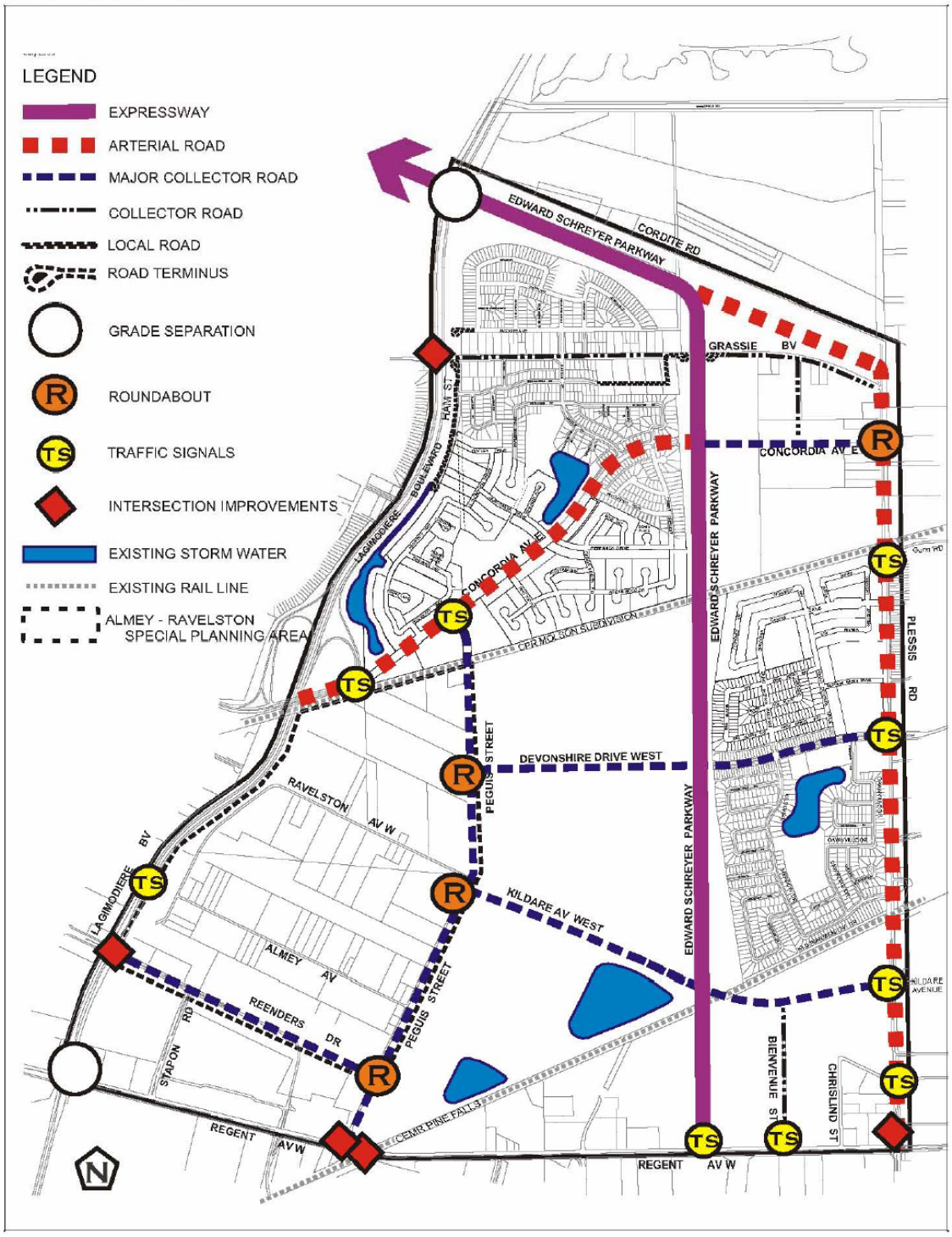
(9) Peguis Street and Reenders Drive intersection can operate as an un-signalized intersection. The recommended lane configuration is separate left and right turn lanes for the east bound approach, shared through/left and through lane for the northbound approach and shared through/right and through lane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

APPENDIX "B"


LEGEND
EXPRESSWAY
ARTERIAL ROAD
MAJOR COLLECTOR ROAD
COLLECTOR ROAD
LOCAL ROAD
ROAD TERMINUS
GRADE SEPARATION
ROUNDABOUT
TRAFFIC SIGNALS
INTERSECTION IMPROVEMENTS
EXISTING STORM WATER
EXISTING RAIL LINE
ALMEY - RAVELSTON SPECIAL PLANNING AREA
EDWARD SCHREYER PARKWAY
CORDITE RD
GRASSIE BV
CONCORDIA AV E
LAGIMODIERE BOULEVARD
HAM ST
CPR MOLSON SUBDIVISION
PLESSIS RD
DEVONSHIRE DRIVE WEST
PEGUIS STREET
RAVELSTON AV W
KILDARE AV WEST
LAGIMODIERE BV
ALMEY AV
REENDERS DR
STAPON RD
REGENT AV W
CEMR PINE FALLS
BIENVENUE ST
CHRISLIND ST
KILDARE AVENUE
N