Agenda – Council – July 16, 2014

Report – Standing Policy Committee on Property and Development – July 8, 2014

Item No. 5 **Secondary Plan – Area Bounded by Gunn Road, Perimeter Highway, Transcona Trail and Central MB Railway (to establish Transcona North Precinct Plan – Precinct "I")**
File SP 6/2013

STANDING COMMITTEE RECOMMENDATION:

On July 9, 2014, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the following to Council:

1. That By-law No. 1/2014, the Transcona North Precinct Plan, be forwarded to Council for second and third reading with the following alterations:

    A. That all references to "Community-Scale" and "Neighbourhood-Scale" commercial be replaced with the wording "small-scale" commercial.

    B. That Subsection 5.4.4 (Other Open Spaces) be re-numbered to 5.4.3.5.

    C. That Subsection 5.4.5 (Recreation Area Charge) be deleted.

    D. That the words "and Griffin Steel" be added to the third sentence of paragraph 2 of section 5.6.2 (Residential Area – Background) so that the sentence reads: "The policies provide for the establishment of a Restricted Development Zone, with a radius of 1,219 metres (4,000 feet) centred on Border Chemical and Griffin Steel".

    E. That the words "Industrial Area" be changed to "Proposed Light Industrial Area" in section 5.6.3.1(a) (Industrial Area Restricted Development Zone – Policies).

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F. That the word "Other" is added to the beginning of section 5.6.3.1(c) (Industrial Area Restricted Development Zone – Policies) so that the sentence reads "Other uses not permitted within the Industrial Area Restricted Development Zone include indoor community facilities, educational facilities or institutional uses as defined by the City of Winnipeg Zoning By-law".

G. That the words "through a plan amendment" in section 3.3 (Planning Goals – Diversity) be changed to "as per section 5.1.3.1(c)".

H. That the following policy be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies) as item "b": "Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street", including traffic signal lights.

I. That the following policy be added to section 6.4.3.1 (Transit Service - Policies) as item "b": "Sufficient space should be provided for transit amenities as appropriate, including shelters, stops and signage".

J. That adequate access for fire protection and emergency services requires the following alterations to the Plan as follows:

   i. That the 'Emergency/Bus Only' access servicing the residential area east of Redonda Street be altered to allow for private vehicle access as 'right-in-right-out' from Redonda Street;

K. That Figure 8: 'Municipal Trunk Services' be replaced with the map included as 'Item 7' of Appendix 'B' and renumbered to 'Figure 9' and that all references to Figure 8 be altered to Figure 9 accordingly.

L. That Figure 7: 'Active Transportation Network' be replaced with the map included as 'Item 6' of Appendix 'B' and be renumbered and renamed to 'Figure 8: Pedestrian and Cycling Network' and that all text references to Figure 7 be altered to Figure 8 accordingly and that Figure 8 be renamed 'Pedestrian and Cycling Network' in the Table of Contents.

M. That Figure 6: 'Road Network' be replaced with the map included as 'Item 5' in Appendix 'B' and renumbered to Figure 7 and that all text references to Figure 6 be altered to Figure 7 accordingly.

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N. That Figure 4: 'Parks and Open Space System' be replaced with the map included as 'Item 4' in Appendix 'B'.

O. That Figure 3: 'Land Use Concept' be replaced with the map included as 'Item 3' in Appendix 'B'.

P. That the image included as 'Item 1' of Appendix 'B' be added under section 5.6.3.3(a) and labelled 'Figure 6a: Chief Peguis Trail Expressway Sign'.

Q. That the image included as 'Item 2' of Appendix 'B' be added under section 5.6.3.3(b) and labelled 'Figure 6b: North Woods Development Sign'.

R. That the following items be added to the Table of Figures:

i. Figure 6a): 'Chief Peguis Trail Expressway Sign'
ii. Figure 6b): 'North Woods Development Sign'

S. That the following policy be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies):

"b. Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street, including traffic signal lights"

T. That the following be deleted from section 5.4.2:

"At this point in time Transcona North is considered within the Oxford Heights catchment area and a new community club to serve the precinct is not being considered. To help the Oxford Heights Community Club accommodate residents moving into Transcona North, it is proposed that an Area Charge be levied against future development within the precinct for the purpose of undertaking capital improvements involving facilities operated or managed by the Oxford Heights Community Club"

And replaced with the following:

"Transcona North is considered within the Oxford Heights catchment area and a new community club to serve the precinct is not being considered"

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U. That section 5.4.3.2 d) (Active Parks) be amended by deleting "30% of the gross area taken" and replacing it with "25% of the gross area required".

V. That section 5.4.3.3 a) (Passive Parks) be amended by deleting "30% of the gross area taken" and replacing with "30% of the gross area required".

W. That the following be added as section 5.4.3.6 Nature Reserve Open Space:

"The Nature Reserve Open Space land designation as presented on Figures 3 and 4 shall be provided in accordance with the following:

a. A Nature Reserve Open Space area, of no less than 25 acres, shall be established in perpetuity, in the NW portion of the precinct area.

b. Lands designated 'Nature Reserve Open Space' shall be zoned Public Reserve (PR) prior to development occurring in the precinct area, or release of mylars – whichever occurs first.

c. The 25 acre 'Nature Reserve Open Space' area, being provided as a buffer to mitigate proximity concerns for the adjacent industrial uses, shall not be counted toward park land dedication as per the City of Winnipeg's Development Agreement Parameters, nor will the City be required to compensate for the provision of this land. The land shall be considered a contribution over and above the City's land dedication requirements.

d. At the Development Approval Stage, the developer shall provide park area in addition to the Nature Reserve Open Space as conceptually shown on Figures 3 and 4.

e. The 25 acres included in the 'Nature Reserve Open Space' area shall not be included in the calculations of minimum Active Park and Passive Park areas under sections 5.4.3.2.d and 5.4.3.3.a.

f. The Nature Reserve Open Space area shall be improved, at no expense to the City, to a manner that would constitute this area being considered 'Naturalized' to the satisfaction of the Director of Public Works, prior to the City assuming any responsibility for the land."

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X. That the words "and Nature Reserve Open Space" be added to section 5.6.3.1(a) so that the policy reads as follows:

"Transcona North will be provided with a 1,219 metre (4,000 foot) Restricted Development Zone, indicated on Figure 3 as Proposed Light Industrial Area and Nature Reserve Open Space, within which no new residential development is permitted."

Y. That the following policy be added to section 5.6.3.1:

"(d) Prior to the development of the Light Industrial Area and the Nature Reserve Open Space, fencing, to further restrict access to the Griffin Wheel property, shall be installed by the Developer to the satisfaction of Griffin Wheel and the Director of Public Works. The City will endeavor to obtain payback to the Developer for the cost of the fence based on proportionate frontage of all benefiting property owners when these benefitting property owners initiate development of their respective properties."

Z. That the following policy be added to section 5.6.3.1:

"(e) Prior to the development of the Residential Area, the Developer shall install no less than a 4.1m (14 foot) high permanent noise attenuation berm along the west edge of the Developer's lands within the Nature Reserve Open Space area."

AA. That section 5.6.3.2(a) be deleted in its entirety and replaced with the following:

"(a) Residential developments abutting Gunn Road shall be provided with no less than a 4 m (13 foot) height noise attenuation feature consisting of no less than a 1.52 metre (5 foot height) landscaped berm topped by no less than a 1.8 metre (6 foot height) solid noise attenuation fence, or some combination of continuous fencing and berming that provides for a total height of 3.96 metres (13 feet) of screening. Buffering on the Perimeter Highway is to match the existing buffer for the development south of Precinct I if that buffer exceeds the above minimum design standards."

BB. That a new section 5.6.3.3, titled 'Industrial Area and Chief Peguis Trail Expressway Signage', be added.

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CC. That the following be added as section 5.6.3.3(a):

"(a) The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 8 foot x 8 foot signs at the far east and far west ends of the proposed development area within the Gunn Road ROW identifying Gunn Road as the Future Extension of the Chief Peguis Trail Expressway as stipulated in the City of Winnipeg Transportation Master Plan. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development. Figure 6a illustrates the draft Chief Peguis Trail Expressway Sign."

DD. That the following be added as section 5.6.3.3(b):

"(b) The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 4 foot x 6 foot signs, one at each entrance to the Residential Areas on the east and west sides of Redonda, illustrating the plan of the development and the existing adjacent Heavy Industrial Areas to the north and west of the planned development, labelling all existing and proposed land uses with equal prominence. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development. Figure 6b illustrates the draft North Woods Development Sign."

EE. That the following be added as section 5.6.3.3(c):

"(c) The principal land developer in Precinct I, North Grassie Properties Inc., shall install two Truck Entrance signs, meeting the Manual of Uniform Traffic Control Devices for Canada, A-3.7.4 Truck Entrance Sign (WC-8) standards, identifying the Border Chemical Entrance on Gunn Road (Future Extension of the Chief Peguis Trail Expressway). These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction."

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FF. That the following be added as section 5.6.3.3(d):

"(d) Development Agreements for the Residential Areas shall include the requirement for the Developer to insert a Buyer Awareness clause in all offers to purchase, agreements of sale and purchase or lease or lease for each dwelling, informing prospective purchasers or tenants of the existence of the Griffin Industrial park and the RM of Springfield Industrial Park which include heavy industrial uses (subject to the approval of the Winnipeg land Titles Office)."

GG. That a new section 5.7, titled 'Preparation of a Precinct Plan', be added.

HH. That the following be added as section 5.7.1:

"Purpose
To provide for the equitable apportionment of costs associated with the preparation of the Transcona North Secondary Plan and supporting studies including the Traffic Impact Analysis and the Preliminary Engineering Design."

II. That the following be added as section 5.7.2

"Background
The Transcona North Secondary Plan has been financed by the principal land owner while the benefits of the plan and related Traffic Impact Assessment and Preliminary Engineering Analyses and associated development approvals accrue to all property owners within Precinct I."

JJ. That the following be added as section 5.7.3:

"Policies
1. Industrial Area Restricted Development Zone

a. As part of the development approval process involving benefiting lands, the City will endeavor collect an equitable share of the plan preparation costs-- for reimbursement to North Grassie Properties or its successors and assigns-- based on a per-acre apportionment of costs across developable lands within the Plan Area."

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KK. That the following be added to section 6.1.3.1(g):

"(g) The future interchange at Gunn Road and the Perimeter Highway is 100% the responsibility of the Provincial Government."

LL. That the following be added to section 6.1.3.1:

"(h) Subdivision and/or rezoning proposals in the Precinct area may be required to include a Traffic Study to determine the level of developer responsibility for traffic control measures at the intersections of:

- Gunn Road and Redonda Street;
- Day Street and Gunn Road; and
- Plessis Road and Gunn Road."

MM. That the following policy be added to Section 6.3.3.1 'Pathways':

"(g) At each phase of development, as a condition of subdivision and rezoning approval, the Developer will be required to construct, with approval from the East Kildonan-Transcona Community Committee, the proposed walkways shown on Figure 8 Pedestrian and Cycling Network, including pathways connecting to the Transcona Trail, along Redonda through the Plan Area, and across the hydro transmission line corridors pending Manitoba Hydro approval."

NN. That a new section 6.5, titled 'Equitable Distribution of Intersection Improvements', be added.

OO. That the following be added as section 6.5.1:

"Purpose
To provide for the equitable apportionment of costs associated with Precinct I intersection improvements and pedestrian crossings."

PP. That the following be added as section 6.5.2

"Background
The principal land developer within Precinct I, North Grassie Properties, will be required to install intersection improvement to the potential benefit of all property owners within the Plan Area.

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a. The equitable cost sharing between the City and property owners of the following intersection improvements shall be accomplished in accordance with the City of Winnipeg Development Agreement Parameters as applied to individual subdivision and rezoning applications during the development agreement process, which agreements may include traffic contribution charges based on a Traffic Impact Assessment.

b. The principal land developer in Precinct I, North Grassie Properties Inc., will be responsible for the following intersections at the stipulated percentages:

   i. Signalization of the intersection at Redonda and the East-West Collectors, 100%;

   ii. Redonda pedestrian crossing of the Transcona Trail, 50%."

QQ. That the following be added to section 7.4.3:

"(d) The stormwater management system for the precinct area may include additional storm retention ponds not depicted in Figure 9 (Municipal Trunk Services). The location and size of such facilities will be determined at the development application stage."

RR. That the words "Attached to and forming part of By-Law 1-2014 as Schedule 1" be included on the title page for purposes of legal clarification.

SS. That the words "Transcona North Precinct Plan, Schedule 1 of By-law 1-2014" be included in the header portion of every page of the Plan for the purposes of legal clarification.

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, 2014, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and the East Kildonan-Transcona Community Committee, and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On July 8, 2014, the Standing Policy Committee on Property and Development concurred in the recommendation of the East Kildonan-Transcona Community Committee, with the following amendments:

- That in order to properly capture the intent of the recommended amendments made by the East Kildonan-Transcona Community Committee, recommendations 1.K. - 1.BB. be deleted in their entirety and replaced with the following:

    K. That Figure 8: 'Municipal Trunk Services' be replaced with the map included as 'Item 7' of Appendix 'B' and renumbered to 'Figure 9' and that all references to Figure 8 be altered to Figure 9 accordingly.

    L. That Figure 7: 'Active Transportation Network' be replaced with the map included as 'Item 6' of Appendix 'B' and be renumbered and renamed to 'Figure 8: Pedestrian and Cycling Network' and that all text references to Figure 7 be altered to Figure 8 accordingly and that Figure 8 be renamed 'Pedestrian and Cycling Network' in the Table of Contents.

    M. That Figure 6: 'Road Network' be replaced with the map included as 'Item 5' in Appendix 'B' and renumbered to Figure 7 and that all text references to Figure 6 be altered to Figure 7 accordingly.

    N. That Figure 4: 'Parks and Open Space System' be replaced with the map included as 'Item 4' in Appendix 'B'.

    O. That Figure 3: 'Land Use Concept' be replaced with the map included as 'Item 3' in Appendix 'B'.

    P. That the image included as 'Item 1' of Appendix 'B' be added under section 5.6.3.3(a) and labelled 'Figure 6a: Chief Peguis Trail Expressway Sign'.

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

Q. That the image included as 'Item 2' of Appendix 'B' be added under section 5.6.3.3(b) and labelled 'Figure 6b: North Woods Development Sign'.

R. That the following items be added to the Table of Figures:

iii. Figure 6a): 'Chief Peguis Trail Expressway Sign'
iv. Figure 6b): 'North Woods Development Sign'

S. That the following policy be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies):

"b. Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street, including traffic signal lights"

T. That the following be deleted from section 5.4.2:

"At this point in time Transcona North is considered within the Oxford Heights catchment area and a new community club to serve the precinct is not being considered. To help the Oxford Heights Community Club accommodate residents moving into Transcona North, it is proposed that an Area Charge be levied against future development within the precinct for the purpose of undertaking capital improvements involving facilities operated or managed by the Oxford Heights Community Club"

And replaced with the following:

"Transcona North is considered within the Oxford Heights catchment area and a new community club to serve the precinct is not being considered"

U. That section 5.4.3.2 d) (Active Parks) be amended by deleting "30% of the gross area taken" and replacing it with "25% of the gross area required".

V. That section 5.4.3.3 a) (Passive Parks) be amended by deleting "30% of the gross area taken" and replacing with "30% of the gross area required".

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

W. That the following be added as section 5.4.3.6 Nature Reserve Open Space:

"The Nature Reserve Open Space land designation as presented on Figures 3 and 4 shall be provided in accordance with the following:

a. A Nature Reserve Open Space area, of no less than 25 acres, shall be established in perpetuity, in the NW portion of the precinct area.
b. Lands designated 'Nature Reserve Open Space' shall be zoned Public Reserve (PR) prior to development occurring in the precinct area, or release of mylars – whichever occurs first.
c. The 25 acre 'Nature Reserve Open Space' area, being provided as a buffer to mitigate proximity concerns for the adjacent industrial uses, shall not be counted toward park land dedication as per the City of Winnipeg's Development Agreement Parameters, nor will the City be required to compensate for the provision of this land. The land shall be considered a contribution over and above the City's land dedication requirements.
d. At the Development Approval Stage, the developer shall provide park area in addition to the Nature Reserve Open Space as conceptually shown on Figures 3 and 4.
e. The 25 acres included in the 'Nature Reserve Open Space' area shall not be included in the calculations of minimum Active Park and Passive Park areas under sections 5.4.3.2.d and 5.4.3.3.a.
f. The Nature Reserve Open Space area shall be improved, at no expense to the City, to a manner that would constitute this area being considered 'Naturalized' to the satisfaction of the Director of Public Works, prior to the City assuming any responsibility for the land."

X. That the words "and Nature Reserve Open Space" be added to section 5.6.3.1(a) so that the policy reads as follows:

"Transcona North will be provided with a 1,219 metre (4,000 foot) Restricted Development Zone, indicated on Figure 3 as Proposed Light Industrial Area and Nature Reserve Open Space, within which no new residential development is permitted."

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

Y. That the following policy be added to section 5.6.3.1:

"(d) Prior to the development of the Light Industrial Area and the Nature Reserve Open Space, fencing, to further restrict access to the Griffin Wheel property, shall be installed by the Developer to the satisfaction of Griffin Wheel and the Director of Public Works. The City will endeavor to obtain payback to the Developer for the cost of the fence based on proportionate frontage of all benefiting property owners when these benefitting property owners initiate development of their respective properties."

Z. That the following policy be added to section 5.6.3.1:

"(e) Prior to the development of the Residential Area, the Developer shall install no less than a 4.1m (14 foot) high permanent noise attenuation berm along the west edge of the Developer's lands within the Nature Reserve Open Space area."

AA. That section 5.6.3.2(a) be deleted in its entirety and replaced with the following:

"(a) Residential developments abutting Gunn Road shall be provided with no less than a 4 m (13 foot) height noise attenuation feature consisting of no less than a 1.52 metre (5 foot height) landscaped berm topped by no less than a 1.8 metre (6 foot height) solid noise attenuation fence, or some combination of continuous fencing and berming that provides for a total height of 3.96 metres (13 feet) of screening. Buffering on the Perimeter Highway is to match the existing buffer for the development south of Precinct I if that buffer exceeds the above minimum design standards."

BB. That a new section 5.6.3.3, titled 'Industrial Area and Chief Peguis Trail Expressway Signage', be added.

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

CC. That the following be added as section 5.6.3.3(a):

"(a) The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 8 foot x 8 foot signs at the far east and far west ends of the proposed development area within the Gunn Road ROW identifying Gunn Road as the Future Extension of the Chief Peguis Trail Expressway as stipulated in the City of Winnipeg Transportation Master Plan. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development. Figure 6a illustrates the draft Chief Peguis Trail Expressway Sign."

DD. That the following be added as section 5.6.3.3(b):

"(b) The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 4 foot x 6 foot signs, one at each entrance to the Residential Areas on the east and west sides of Redonda, illustrating the plan of the development and the existing adjacent Heavy Industrial Areas to the north and west of the planned development, labelling all existing and proposed land uses with equal prominence. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development. Figure 6b illustrates the draft North Woods Development Sign."

EE. That the following be added as section 5.6.3.3(c):

"(c) The principal land developer in Precinct I, North Grassie Properties Inc., shall install two Truck Entrance signs, meeting the Manual of Uniform Traffic Control Devices for Canada, A-3.7.4 Truck Entrance Sign (WC-8) standards, identifying the Border Chemical Entrance on Gunn Road (Future Extension of the Chief Peguis Trail Expressway). These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction."

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

FF. That the following be added as section 5.6.3.3(d):

"(d) Development Agreements for the Residential Areas shall include the requirement for the Developer to insert a Buyer Awareness clause in all offers to purchase, agreements of sale and purchase or lease or lease for each dwelling, informing prospective purchasers or tenants of the existence of the Griffin Industrial park and the RM of Springfield Industrial Park which include heavy industrial uses (subject to the approval of the Winnipeg land Titles Office)."

GG. That a new section 5.7, titled 'Preparation of a Precinct Plan', be added.

HH. That the following be added as section 5.7.1:

"Purpose
To provide for the equitable apportionment of costs associated with the preparation of the Transcona North Secondary Plan and supporting studies including the Traffic Impact Analysis and the Preliminary Engineering Design."

II. That the following be added as section 5.7.2

"Background
The Transcona North Secondary Plan has been financed by the principal land owner while the benefits of the plan and related Traffic Impact Assessment and Preliminary Engineering Analyses and associated development approvals accrue to all property owners within Precinct I."

JJ. That the following be added as section 5.7.3:

"Policies
1. Industrial Area Restricted Development Zone

a. As part of the development approval process involving benefiting lands, the City will endeavor collect an equitable share of the plan preparation costs-- for reimbursement to North Grassie Properties or its successors and assigns-- based on a per-acre apportionment of costs across developable lands within the Plan Area."

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

KK. That the following be added to section 6.1.3.1(g):

"(g) The future interchange at Gunn Road and the Perimeter Highway is 100% the responsibility of the Provincial Government."

LL. That the following be added to section 6.1.3.1:

(h) Subdivision and/or rezoning proposals in the Precinct area may be required to include a Traffic Study to determine the level of developer responsibility for traffic control measures at the intersections of:

- Gunn Road and Redonda Street;
- Day Street and Gunn Road; and
- Plessis Road and Gunn Road."

MM. That the following policy be added to Section 6.3.3.1 'Pathways':

"(g) At each phase of development, as a condition of subdivision and rezoning approval, the Developer will be required to construct, with approval from the East Kildonan-Transcona Community Committee, the proposed walkways shown on Figure 8 Pedestrian and Cycling Network, including pathways connecting to the Transcona Trail, along Redonda through the Plan Area, and across the hydro transmission line corridors pending Manitoba Hydro approval."

NN. That a new section 6.5, titled 'Equitable Distribution of Intersection Improvements', be added.

OO. That the following be added as section 6.5.1:

"Purpose
To provide for the equitable apportionment of costs associated with Precinct I intersection improvements and pedestrian crossings."

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

PP. That the following be added as section 6.5.2

"Background
The principal land developer within Precinct I, North Grassie Properties, will be required to install intersection improvement to the potential benefit of all property owners within the Plan Area.

a. The equitable cost sharing between the City and property owners of the following intersection improvements shall be accomplished in accordance with the City of Winnipeg Development Agreement Parameters as applied to individual subdivision and rezoning applications during the development agreement process, which agreements may include traffic contribution charges based on a Traffic Impact Assessment.
b. The principal land developer in Precinct I, North Grassie Properties Inc., will be responsible for the following intersections at the stipulated percentages:
    i. Signalization of the intersection at Redonda and the East-West Collectors, 100%;
    ii. Redonda pedestrian crossing of the Transcona Trail, 50%."

QQ. That the following be added to section 7.4.3:

"(d) The stormwater management system for the precinct area may include additional storm retention ponds not depicted in Figure 9 (Municipal Trunk Services). The location and size of such facilities will be determined at the development application stage."

RR. That the words "Attached to and forming part of By-Law 1-2014 as Schedule 1" be included on the title page for purposes of legal clarification.

SS. That the words "Transcona North Precinct Plan, Schedule 1 of By-law 1-2014" be included in the header portion of every page of the Plan for the purposes of legal clarification.

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

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DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION: (continued)

On June 10, 2014, the Standing Policy Committee on Property and Development laid over the matter to its meeting on July 8, 2014.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 20, 2014, the East Kildonan-Transcona Community Committee concurred in the recommendation of the Winnipeg Public Service be concurred in, with the following amendments:

- Delete Recommendation 1. C. in its entirety and replace it with the following:

  "1. C. That Subsection 5.4.5 (Recreation Area Charge) be deleted;"

- Recommendation H, add the following words:

  "including traffic signal lights"

- Recommendation Ji, add the following words:

  "as 'right-in-right-out' from Redonda Street"

- Delete Recommendations J ii and J iii in their entirety.

- Add the following new recommendations:

  "K. That the proposed zoning of the two eastern parcels of linear land be changed from "Future Single Family" to "Future M1 – Light Industrial", as outlined in "Schedule B".

  L. That no less than 25 acres of land, above and beyond dedication, be set aside for a nature reserve.

  M. That the mini soccer recreational programing be moved to the park on the east side of Redonda Street.

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

N. That future drainage for the industrial lands south of Cordite Road be accommodated in the existing Cordite Ditch right of way.

O. That the existing collector alignment be amended by extending the secondary road on the east side, north of the Commercial/Multi Family site, to allow a right in, right out only, and that the east-west 4 lane collector system, as identified in "Schedule B", be maintained. The applicant of future applications shall be responsible for 100% of the cost of traffic light upgrades at this intersection and 50% of the cost of a half signal on the Transcona Trail.

P. That the berm and fence buffering on Gunn Road be a height of no less than 13 feet.

Q. That the buffering along the Perimeter Highway match that of the lands to the south developed by Qualico known as Canterbury Park.

R. That a new section titled "Industrial Area and Chief Peguis Trail Expressway Signage" be added with the following policies:

i. The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 8 foot x 8 foot signs at the far east and far west ends of the proposed development area within the Gunn Road ROW identifying Gunn Road as the Future Extension of the Chief Peguis Trail Expressway as identified in the City of Winnipeg Transportation Master Plan. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development.

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DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

ii. The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 4 foot x 6 foot signs, one at each entrance to the Residential Areas on the east and west sides of Redonda, illustrating the plan of the development and the existing adjacent Heavy Industrial Areas to the north and west of the planned development, labelling all existing and proposed land uses with equal prominence. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development.

iii. The principal land developer in Precinct I, North Grassie Properties Inc., shall install two Truck Entrance signs, meeting the Manual of Uniform Traffic Control Devices for Canada, A-3.7.4 Truck Entrance Sign (WC-8) standards, identifying the Border Chemical Entrance on Gunn Road (Future Extension of the Chief Peguis Trail Expressway) and shall be installed upon commencement of construction.

iv. Development Agreements for the Residential Areas shall include the requirement for the Developer to insert a Buyer Awareness clause in all offers to purchase, agreements of sale and purchase or lease or lease for each dwelling, informing prospective purchasers or tenants of the existence of the Griffin Industrial park and the RM of Springfield Industrial Park which include heavy industrial uses (subject to the approval of the Winnipeg land Titles Office).

S. That a new section titled “Preparation of Precinct Plan” be added with the following policies:

i. <u>Purpose</u>

To provide for the equitable apportionment of costs associated with the preparation of the Transcona North Secondary Plan and supporting studies including the Traffic Impact Analysis and the Preliminary Engineering Design.

Report - Standing Policy Committee on Property and Development – July 8, 2014

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

ii. Background

The Transcona North Secondary Plan has been financed by the principal land owner while the benefits of the plan and related Traffic Impact Assessment and Preliminary Engineering Analyses and associated development approvals accrue to all property owners within Precinct I.

iii. Policies

Industrial Area Restricted Development Zone

As part of the development approval process involving benefiting lands, the City will endeavor collect an equitable share of the plan preparation costs-- for reimbursement to North Grassie Properties or its successors and assigns-- based on a per-acre apportionment of costs across developable lands within the Plan Area.

T. That the following policy be added to Section 6.3.3.1 'Pathways':

i. At each phase of development, as a condition of subdivision and rezoning approval, the Developer will be required to construct, with approval from the East Kildonan-Transcona Community Committee, the proposed walkways shown on Figure 8 Pedestrian and Cycling Network, including pathways connecting to the Transcona Trail, along Redonda through the Plan Area, and across the hydro transmission line corridors pending Manitoba Hydro approval.

U. That the following policy titled 'Equitable Payment of Intersection Improvements' be added:

i. Purpose

To provide for the equitable apportionment of costs associated with Precinct I intersection improvements and pedestrian crossings.

Report - Standing Policy Committee on Property and Development – July 8, 2014

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

ii. Background

The principal land developer within Precinct I, North Grassie Properties, will be required to install intersection improvement to the potential benefit of all property owners within the Plan Area.

a. The equitable cost sharing between the City and property owners of the following intersection improvements shall be accomplished in accordance with the City of Winnipeg Development Agreement Parameters as applied to individual subdivision and rezoning applications during the development agreement process, which agreements may include traffic contribution charges based on a Traffic Impact Assessment:

b. The principal land developer in Precinct I, North Grassie Properties Inc., will be responsible for the following intersections at the stipulated percentages:

i. Signalization of the intersection at Redonda and the East-West Collectors, 100%;

ii. Redonda pedestrian crossing of the Transcona Trail, 50%.

V. That a fence be installed along the Griffin Steel property by North Grassie Properties Inc. in cooperation with Griffen Steel and that the cost of the fence be reflected in future development agreements as a developer payback.

W. That the housing setback requirements along Gunn Road be in conformance with "Schedule C".

X. That future active transportation connections for the area be in conformance with "Schedule D", with the exception of using the nature reserve more predominantly.

Y. That land drainage be done in accordance with "Schedule E".

Report - Standing Policy Committee on Property and Development – July 8, 2014

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

Z. That the 14 foot berm on the western side of the nature reserve be made permanent, as presented in "Schedule B".

AA. That it be placed on record that the future interchange at Perimeter Highway and Gunn Road is 100% the responsibility of the Provincial Government, as it is their highway.

BB. That subdivision and/or rezoning proposals in the Precinct area may be required to include a Traffic Study to determine the level of developer responsibility for traffic control measures at the intersections of:

1. Gunn Road and Redonda Street;
2. Day Street and Gunn Road; and
3. Plessis Road and Gunn Road,

and forwarded to the Standing Policy Committee on Property and Development.

On April 22, 2014, the East Kildonan-Transcona Community Committee adjourned the public hearing to its meeting on May 20, 2014, at 6:00 p.m. in the Council Building, 510 Main Street.

RE: Secondary Plan – Area Bounded by Gunn Road, Perimeter Highway, Transcona Trail and Central MB Railway (to establish Transcona North Precinct Plan – Precinct "I")
File SP 6/2013

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

Prepared by: Josie Marques, Senior Committee Clerk
East Kildonan-Transcona Community Committee

Report date: June 2, 2014

COMMUNITY COMMITTEE RECOMMENDATION:

On May 20, 2014, 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. 1/2014, the Transcona North Precinct Plan, be forwarded to Council for second and third reading with the following alterations:

    A. That all references to "Community-Scale" and "Neighbourhood-Scale" commercial be replaced with the wording "small-scale" commercial.

    B. That Subsection 5.4.4 (Other Open Spaces) be re-numbered to 5.4.3.5.

    C. ~~***That Subsection 5.4.5 (Recreation Area Charge) be re-numbered to 5.4.3.6;***~~ ***That Subsection 5.4.5 (Recreation Area Charge) be deleted.***

    D. That the words "and Griffin Steel" be added to the third sentence of paragraph 2 of section 5.6.2 (Residential Area – Background) so that the sentence reads: "The policies provide for the establishment of a Restricted Development Zone, with a radius of 1,219 metres (4,000 feet) centred on Border Chemical and Griffin Steel".

    E. That the words "Industrial Area" be changed to "Proposed Light Industrial Area" in section 5.6.3.1(a) (Industrial Area Restricted Development Zone – Policies).

    F. That the word "Other" is added to the beginning of section 5.6.3.1(c) (Industrial Area Restricted Development Zone – Policies) so that the sentence reads "Other uses not permitted within the Industrial Area Restricted Development Zone include indoor community facilities, educational facilities or institutional uses as defined by the City of Winnipeg Zoning By-law".

    G. That the words "through a plan amendment" in section 3.3 (Planning Goals – Diversity) be changed to "as per section 5.1.3.1(c)".

H. That the following policy be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies) as item "b": "Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street"***, including traffic signal lights***.

I. That the following policy be added to section 6.4.3.1 (Transit Service - Policies) as item "b": "Sufficient space should be provided for transit amenities as appropriate, including shelters, stops and signage".

J. That adequate access for fire protection and emergency services requires the following alterations to the Plan as follows:

i. That the 'Emergency/Bus Only' access servicing the residential area east of Redonda Street be altered to allow for private vehicle access ***as 'right-in-right-out' from Redonda Street***;

~~***ii. That private vehicle access to the area east of Redonda Street be relocated south by approximately 150 metres (~490') to allow sufficient separation from the northern access; and***~~

~~***iii. That private vehicle access to the residential area west of Redonda Street be replaced by two separate access points, each forming a four-way intersection with the access points servicing the eastern residential area on the following figures:***~~

~~***A. Figure 3: Land Use Concept***~~
~~***B. Figure 4: Parks and Open Space System***~~
~~***C. Figure 6: Road Network***~~
~~***D. Figure 7: Active Transportation Network;***~~
~~***E. Figure 8: Municipal Trunk Services.***~~

K. That the proposed zoning of the two eastern parcels of linear land be changed from "Future Single Family" to "Future M1 – Light Industrial", as outlined in "Schedule B".

L. That no less than 25 acres of land, above and beyond dedication, be set aside for a nature reserve.

M. That the mini soccer recreational programing be moved to the park on the east side of Redonda Street.

N. That future drainage for the industrial lands south of Cordite Road be accommodated in the existing Cordite Ditch right of way.

O. ***That the existing collector alignment be amended by extending the secondary road on the east side, north of the Commercial/Multi Family site, to allow a right in, right out only, and that the east-west 4 lane collector system, as identified in "Schedule B", be maintained. The applicant of future applications shall be responsible for 100% of the cost of traffic light upgrades at this intersection and 50% of the cost of a half signal on the Transcona Trail.***

P. ***That the berm and fence buffering on Gunn Road be a height of no less than 13 feet.***

Q. ***That the buffering along the Perimeter Highway match that of the lands to the south developed by Qualico known as Canterbury Park.***

R. ***That a new section titled "Industrial Area and Chief Peguis Trail Expressway Signage" be added with the following policies:***

i. ***The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 8 foot x 8 foot signs at the far east and far west ends of the proposed development area within the Gunn Road ROW identifying Gunn Road as the Future Extension of the Chief Peguis Trail Expressway as identified in the City of Winnipeg Transportation Master Plan. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development.***

ii. ***The principal land developer in Precinct I, North Grassie Properties Inc., shall install two 4 foot x 6 foot signs, one at each entrance to the Residential Areas on the east and west sides of Redonda, illustrating the plan of the development and the existing adjacent Heavy Industrial Areas to the north and west of the planned development, labelling all existing and proposed land uses with equal prominence. These signs are subject to the approval of the East Kildonan-Transcona Community Committee and shall be installed upon commencement of construction and maintained by the Developer until full build out of the residential development.***

iii. ***The principal land developer in Precinct I, North Grassie Properties Inc., shall install two Truck Entrance signs, meeting the Manual of Uniform Traffic Control Devices for Canada, A-3.7.4 Truck Entrance Sign (WC-8) standards, identifying the Border Chemical Entrance on Gunn Road (Future Extension of the Chief Peguis Trail Expressway) and shall be installed upon commencement of construction.***

iv. Development Agreements for the Residential Areas shall include the requirement for the Developer to insert a Buyer Awareness clause in all offers to purchase, agreements of sale and purchase or lease or lease for each dwelling, informing prospective purchasers or tenants of the existence of the Griffin Industrial park and the RM of Springfield Industrial Park which include heavy industrial uses (subject to the approval of the Winnipeg land Titles Office).

S. That a new section titled "Preparation of Precinct Plan" be added with the following policies:

iv. <u>Purpose</u>

To provide for the equitable apportionment of costs associated with the preparation of the Transcona North Secondary Plan and supporting studies including the Traffic Impact Analysis and the Preliminary Engineering Design.

v. <u>Background</u>

The Transcona North Secondary Plan has been financed by the principal land owner while the benefits of the plan and related Traffic Impact Assessment and Preliminary Engineering Analyses and associated development approvals accrue to all property owners within Precinct I.

vi. <u>Policies</u>

Industrial Area Restricted Development Zone

As part of the development approval process involving benefiting lands, the City will endeavor collect an equitable share of the plan preparation costs-- for reimbursement to North Grassie Properties or its successors and assigns-- based on a per-acre apportionment of costs across developable lands within the Plan Area.

T. That the following policy be added to Section 6.3.3.1 'Pathways':

ii. At each phase of development, as a condition of subdivision and rezoning approval, the Developer will be required to construct, with approval from the East Kildonan-Transcona Community Committee, the proposed walkways shown on Figure 8 Pedestrian and Cycling Network, including pathways connecting to the Transcona Trail, along Redonda through the Plan Area, and across the hydro transmission line corridors pending Manitoba Hydro approval.

U. ***That the following policy titled 'Equitable Payment of Intersection Improvements' be added:***

iii. ***<u>Purpose</u>***

To provide for the equitable apportionment of costs associated with Precinct I intersection improvements and pedestrian crossings.

iv. ***<u>Background</u>***

The principal land developer within Precinct I, North Grassie Properties, will be required to install intersection improvement to the potential benefit of all property owners within the Plan Area.

a. ***The equitable cost sharing between the City and property owners of the following intersection improvements shall be accomplished in accordance with the City of Winnipeg Development Agreement Parameters as applied to individual subdivision and rezoning applications during the development agreement process, which agreements may include traffic contribution charges based on a Traffic Impact Assessment:***

b. ***The principal land developer in Precinct I, North Grassie Properties Inc., will be responsible for the following intersections at the stipulated percentages:***

ii. ***Signalization of the intersection at Redonda and the East-West Collectors, 100%;***
ii. ***Redonda pedestrian crossing of the Transcona Trail, 50%.***

V. ***That a fence be installed along the Griffin Steel property by North Grassie Properties Inc. in cooperation with Griffen Steel and that the cost of the fence be reflected in future development agreements as a developer payback.***

W. ***That the housing setback requirements along Gunn Road be in conformance with "Schedule C".***

X. ***That future active transportation connections for the area be in conformance with "Schedule D", with the exception of using the nature reserve more predominantly.***

Y. ***That land drainage be done in accordance with "Schedule E".***

Z. That the 14 foot berm on the western side of the nature reserve be made permanent, as presented in "Schedule B".

AA. That it be placed on record that the future interchange at Perimeter Highway and Gunn Road is 100% the responsibility of the Provincial Government, as it is their highway.

BB. That subdivision and/or rezoning proposals in the Precinct area may be required to include a Traffic Study to determine the level of developer responsibility for traffic control measures at the intersections of:

1. Gunn Road and Redonda Street;
2. Day Street and Gunn Road; and
3. Plessis Road and Gunn Road.

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

Note: The wording in bold and italics denotes amendments made by the Community Committee.

The East Kildonan-Transcona Community Committee provided the following supporting reason(s) for its recommendation:

1. It is important to hear from industry.
2. By pushing the residential farther to the east, the need to have fencing is important to community.
3. This is an area where there is going to be disagreement, because of the proximity of industrial to residential, but there is a need for both, and this secondary plan strikes a balance.
4. The proponent brought forward a 25 acre nature reserve and made a temporary berm permanent.
5. The concerns that Border Chemical is precarious to the area; I do not think they are, they take great strikes in terms of safety.
6. We have a growing community with a need for employment lands.
7. We have gone beyond the requirements for setbacks and have created a nature reserve, with minimal maintenance costs.
8. Majority of traffic will be on Gunn Road which has had an upgrade to highway standards.
9. This sets a new standard with 4,000 feet from the most heavy industrial uses in the area.

PUBLIC HEARING SUMMARY

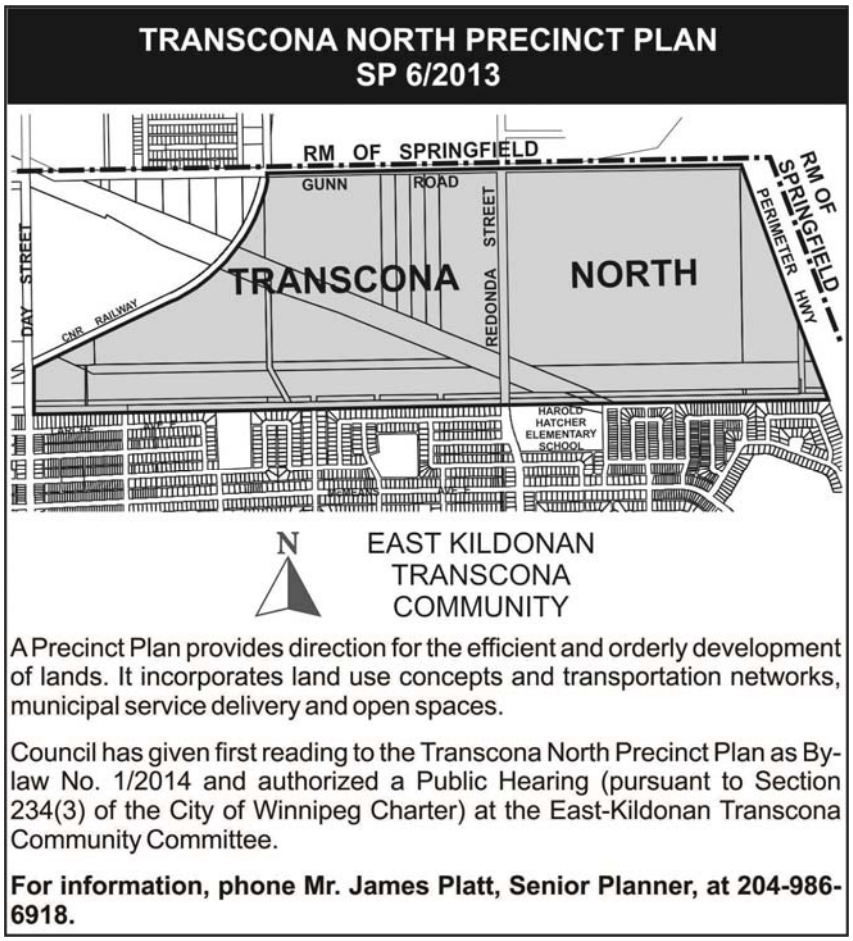
File: SP 6/2013

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

Public Hearing: May 20, 2014
April 22, 2014
Council Building, 510 Main Street

Applicant: Genivar (Ross Mitchell)

Subject:



Premises Affected: Area Bounded by Gunn Road, Perimeter Highway, Transcona Trail and Central MB Railway (to establish Transcona North Precinct Plan – Precinct "I")

Exhibits Filed:

1. Application dated December 18, 2013
2. Notification of Public Hearing
3. Council Decision of February 26, 2014; contains report from the Director of Planning, Property and Development dated January 17, 2014
4. First Reading of By-law No. 1/2014 by Council on February 26, 2014
5. Manitoba Status of Titles 2243983/1, 2324654/1 and 2324657/1
6. Report from the Urban Planning Division dated April 14, 2014
7. Communication dated April 21, 2014, from Charles Chappell, Aikins, MacAulay & Thorvaldson LLP, in opposition to the application
8. Presentation, submitted by Ross Mitchell at the public hearing, in support of the application
9. Presentation dated April 22, 2014 from Dennis Smerchanski in opposition to the application
10. Audio Recording of representations
11. Notice of Adjournment dated April 29, 2014
12. Letter of authorization dated May 5, 2014 from Ross Mitchell to Norm Boyle and Jackie Wilkie
13. Communication dated May 20, 2014, Paul Bonito, Paul Karnafel, Joe Maula and Majit Shergill with respect to the application
14. Communication dated May 20, 2014, from James Ian Marcil, Colliers International, with respect to the application
15. Communication titled “Applicant’s response to the Winnipeg Public Service Recommendation”, in support of the application submitted by Susan Russell at the Public Hearing
16. Presentation, in opposition to the application, submitted by Dennis Smerchanski at the Public Hearing
17. Schedule B
18. Schedule C
19. Schedule D
20. Schedule E
21. Audio Recording of representations of public hearing held on May 20, 2014

REPRESENTATIONS:

In Support:

Norm Boyle
Lilita Klavins
Ian Marcil
Susan Russell
Jackie Wilkie

In Opposition:

Egan Godfredsen
Glen Godfredsen
Barry MacBride
Shaun Morrison
Ed Pries
Dennis Smerchanski
P.B. Smerchanski

For Information:

Paul Bonito
Joe Matula
Dave Schade
Heather Zebinski-Bonito
Rob Zornik

For the City:

Mr. G. Jasper, Land Development Engineer, Planning, Property and Development Department
Mr. J. Platt, Senior Planner, Planning Property and Development Department
Mr. M. Pyl, Planner, Planning, Property and Development Department

Exhibit "7" referred to in File SP 6/2013

ADMINISTRATIVE REPORT

Title: SP 06/13 – Transcona North Precinct Plan, Precinct 'I' of Complete Communities – Public Hearing

Issue: For consideration at the public hearing for a precinct plan for the Ridgewood South Neighbourhood (SP 06/13)

Critical Path: East Kildonan-Transcona Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	B. Thorgrimson		

RECOMMENDATIONS

1. That By-law No. 1/2014, the Transcona North Precinct Plan, be forwarded to Council for second and third reading with the following alterations:
   a) All references to "Community-Scale" and "Neighbourhood-Scale" commercial be replaced with the wording "small-scale" commercial;
   b) Subsection 5.4.4 (Other Open Spaces) be re-numbered to 5.4.3.5;
   c) Subsection 5.4.5 (Recreation Area Charge) be re-numbered to 5.4.3.6;
   d) The words "and Griffin Steel" be added to the third sentence of paragraph 2 of section 5.6.2 (Residential Area – Background) so that the sentence reads: "The policies provide for the establishment of a Restricted Development Zone, with a radius of 1,219 metres (4,000 feet) centred on Border Chemical and Griffin Steel";
   e) The words "Industrial Area" be changed to "Proposed Light Industrial Area" in section 5.6.3.1(a) (Industrial Area Restricted Development Zone – Policies);
   f) The word "Other" is added to the beginning of section 5.6.3.1(c) (Industrial Area Restricted Development Zone – Policies) so that the sentence reads "Other uses not permitted within the Industrial Area Restricted Development Zone include indoor community facilities, educational facilities or institutional uses as defined by the City of Winnipeg Zoning By-law";
   g) The words "through a plan amendment" in section 3.3 (Planning Goals – Diversity) be changed to "as per section 5.1.3.1(c)";
   h) The following policy be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies) as item "b": "Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street";

i) The following policy be added to section 6.4.3.1 (Transit Service - Policies) as item "b": "Sufficient space should be provided for transit amenities as appropriate, including shelters, stops and signage"; and

j) Adequate access for fire protection and emergency services requires the following alterations to the Plan as follows:

i) the 'Emergency/Bus Only' access servicing the residential area east of Redonda Street be altered to allow for private vehicle access;
ii) private vehicle access to the area east of Redonda Street be relocated south by approximately 150 metres (~490') to allow sufficient separation from the northern access; and
iii) private vehicle access to the residential area west of Redonda Street be replaced by two separate access points, each forming a four-way intersection with the access points servicing the eastern residential area on the following figures:

- Figure 3: Land Use Concept
- Figure 4: Parks and Open Space System
- Figure 6: Road Network
- Figure 7: Active Transportation Network;
- Figure 8: Municipal Trunk Services

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

REASON FOR THE REPORT

- An application has been received for the adoption of a statutory Precinct Plan for the Transcona North Neighbourhood, Precinct 'I'. Any development application within Transcona North is considered premature and cannot be accepted until approval of a Precinct Plan for the neighbourhood.
- If the recommendation is concurred in, the East Kildonan - Transcona Community Committee will conduct a Public Hearing on the proposed Precinct Plan.
- The Transcona North Neighbourhood, which is Precinct "I" in the Complete Communities Direction Strategy, is located north of the existing residential neigbhourhoods of Kildare-Redonda and Cantebury Park and east of the Griffin industrial neighbourhood. The neighbourhood is bounded by Gunn Road to the north, the Transcona Trail to the south, the Perimeter Highway to the east and the Central Manitoba Railway (CEMR) Pine Falls rail line to the west.
- The purpose of the precinct plan is twofold. Firstly, it refines and implements the City's broader planning objectives, as contained in its strategic planning documents, e.g. *OurWinnipeg*, by promoting community development that is logical, compatible and sustainable. Secondly, precinct plan guides and directs specific land use, road and servicing infrastructure, parks and recreation infrastructure, subdivision, and development decisions that collectively determine the form a community will take.
- Precinct Plans are the primary tool used to implement new communities under *OurWinnipeg* and the *Complete Communities Direction Strategy*.
- 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 numbers in accordance with the relevant sections of the plan.
- The Development Procedures By-Law (160/2011) specifies that the required public hearing shall be heard by the designated committee; which is the East Kildonan-Transcona Community Committee.

IMPLICATIONS OF THE RECOMMENDATIONS

The Transcona North Neighbourhood is identified as Precinct "I" in the *Complete Communities Direction Strategy. OurWinnipeg / Complete Communities* require a comprehensive planning process be undertaken for a given precinct prior to the acceptance of development applications within its boundaries.

Subdivision and/or rezoning applications pertaining to land within the boundaries of the Transcona North Neighbourhood (Precinct "I") cannot be approved until the Plan has been adopted by Council.

The reasons for the recommended alterations to the Plan are provided in Appendix 'A' (Administrative Report) attached to this report.

HISTORY

- In **December 2011** a DASZ application for the North Transcona Neighbourhood was submitted and then withdrawn by the Developer Team (consisting of North Grassie Properties, McGowan-Russell Group Inc. and Genivar) after being advised that a statutory Precinct Plan was required. The Developer Team submitted presentation boards for Technical Advisory Committee (TAC) review and comment in advance of an Open House event.
- Two Open House events were held in **January 2012** to present preliminary plans for the North Transcona neighbourhood.
- In **July 2012** concerns were raised over potential land use conflict between existing industrial facilities and proposed residential development.
- **August 2012** - a draft Precinct Plan was submitted for TAC review and comment. Comments submitted by TAC were provided back to the Developer Team.
- **September 2012 -** it was determined that a revised approach was needed to properly address the potential for land use conflict between the proposed residential and existing industrial uses.
- **October 2012** - the Development Team submitted a second draft of the Precinct Plan to the Planning Department. TAC comments on the second draft of the Precinct Plan included issues related to land drainage and fire flows.
- **November 2012** - Standing Policy Committee of Property and Development directed the Public Service to engage an outside consultant to conduct a stakeholder and public consultation process to resolve the potential land use conflict between the proposed residential and existing industrial uses, and allow for community input into the development and refinement of the Precinct Plan. A consultant was hired in April, 2013, to produce the above mentioned report (*North Transcona Consultation Report*).
- **June 2013** - a third draft of the Precinct Plan was submitted which addressed fire flow issues by excluding multi-family residential uses. The application was withdrawn to allow time for the *North Transcona Stakeholder Consultation Report* to be submitted and endorsed by the appointed Steering Committee.
- **November 2013** - the fourth draft of the Precinct Plan was submitted to the Planning Department for TAC review and comment. Comments were provided back to the Developer Team and alterations were made to the fourth draft of the Precinct Plan.
- An Open House event was held on **November 27th, 2013**, to obtain public feedback on the altered fourth version of the Precinct Plan. The land use concept presented at the Open House incorporated the pending recommendations of the *North Transcona Stakeholder Consultation Report*.

- **December 2nd, 2013** - the *North Transcona Stakeholder Consultation Repor*t was submitted and endorsed by the Steering Committee.
- **December 18th, 2013** - the Developer Team made application to have the fifth version of the *Transcona North Precinct Plan* adopted by the City of Winnipeg Council as By-law No. 1-2014.
- **February 26th, 2014** Council gave First Reading to By-Law No. 1-2014 to allow the East Kildonan-Transcona Community Committee to conduct a public hearing.

CONSULTATION

In preparing this report there was consultation with:

Public Works Department
Winnipeg Fire & Paramedic Services
Water & Waste Department
Winnipeg Transit
Parks

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning
Prepared by:	James Platt
Date:	April 15, 2014
File No.	V:\1URBAN & NEIGHBOURHOOD BRANCH\Secondary Plans\Precinct I (Northwoods)\Public Hearing\SP 06-13 (Precinct I) 2nd Reading Rpt.DOC

List of Schedules and Attachments

Appendix 'A' – Administrative Report
Schedule 1 – *Transcona North Precinct Plan – Precinct 'I' of Complete Communities*
Schedule 2 – *North Transcona Consultation Report*, December 10, 2013

APPENDIX 'A'

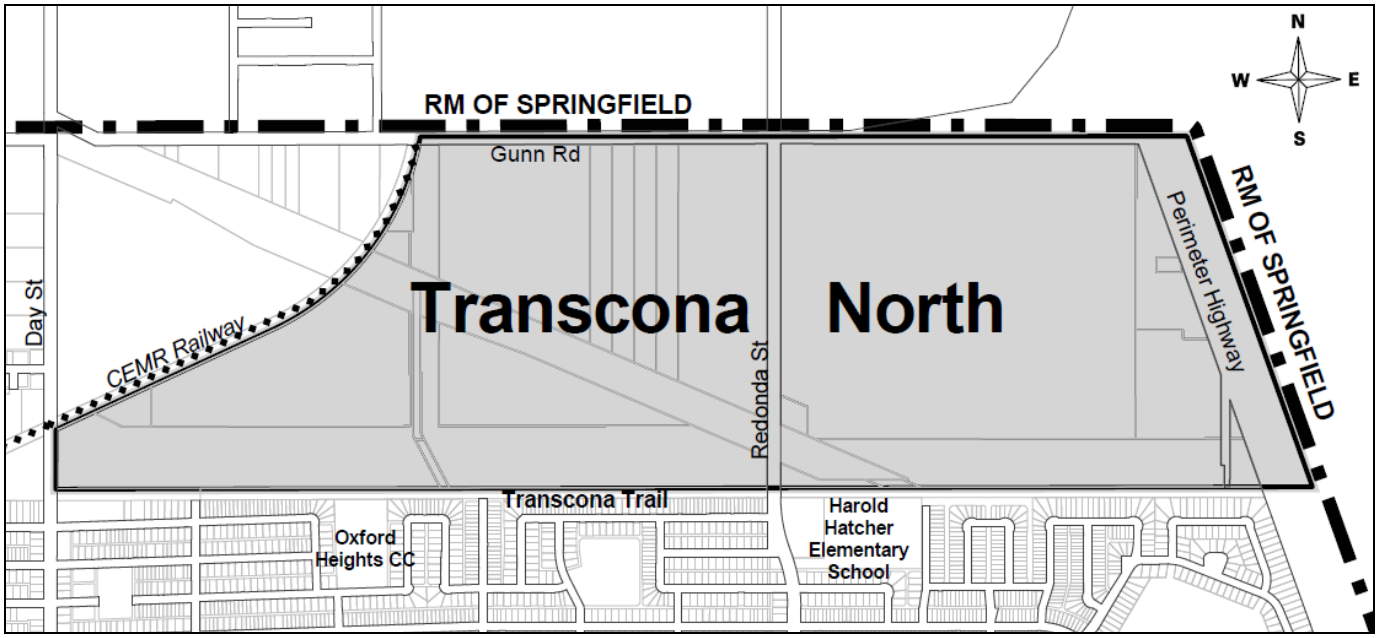
DATE: April 15, 2014

FILE: SP 6/2013
RELATED FILES: None

COMMUNITY: Transcona
NEIGHBOURHOOD #: 4.435 (Transcona North)

SUBJECT: Transcona North Precinct Plan

LOCATION: Transcona North Neighbourhood; the area bounded by Gunn Road to the north, the Transcona Trail to the south, the Perimeter Highway to the east and the Central Manitoba Railway (CEMR) Pine Falls rail line to the west.



APPLICANT: Ross Mitchell
Genivar
10 Prairie Way
Winnipeg MB R2J 3J8

OWNER(S): North Grassie Properties Inc.
Manitoba Hydro
Province of Manitoba (MIT)
Several Private Landowners

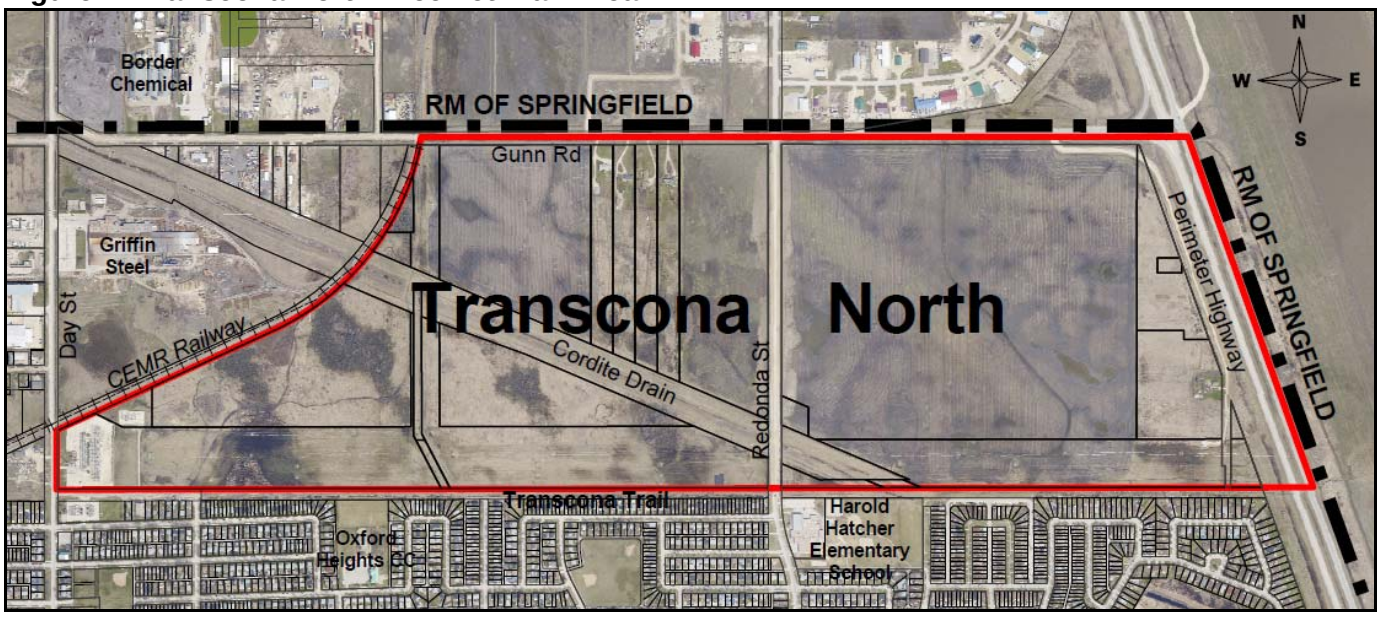
REPORT SUMMARY

- The applicant has submitted a proposal for a Precinct Plan (the Plan) for the Transcona North Neighbourhood which will serve to guide future land development through Council adopted policy.
- The Plan conforms with and promotes the policy direction provided by *OurWinnipeg* and *Complete Communities*.
- An outside consultant was engaged to conduct a stakeholder and public consultation process to resolve the potential land use conflict between the proposed residential and existing industrial uses. Separation distances and berm requirements included in the plan are consistent with the recommendations of this consultation process (*North Transcona Stakeholder Consultation Report*).
- The Plan recognizes that *the required 200 l/s fire flow required for multi-family and the 250 l/s required for commercial cannot be achieved using the existing feedpoints* (section 7.2.2). In light of this, the plan permits multi-family development only when the appropriate level of fire protection can be achieved through building and/or site design.
- The Plan recognizes the importance of recreation and education facilities of adjacent residential neighbourhoods and contains policies to support the continued use and sustainability of these facilities.
- The Plan contains a less than adequate number of access points to the residential areas for emergency and fire protection. Emergency access is particularly important to this area given the fire flow limitations. This report recommends including at least two private vehicle access points for each residential area as per the fire protection infrastructure standards adopted by the *National Fire Protection Association* (NFPA).

SITE DESCRIPTION

- The subject site, known as 'Transcona North', is bounded by Gunn Road to the north, the Transcona Trail to the south, the Perimeter Highway to the east and the Central Manitoba Railway (CEMR) Pine Falls rail line to the west.
- Transcona North is approximately 430 acres in size; of which, approximately 288 acres are developable. The balance of the land is occupied by Manitoba Hydro Transmission Corridors (~86 acres), the Cordite Drain (25 acres), Manitoba Infrastructure and Transportation lands (14.3 acres) and the Transcona Trail (16.8 acres).
- Transcona North is located in the New Communities Policy Area of the *Complete Communities Direction Strategy.*
- Transcona North, also identified as Precinct 'I' under the *Complete Communities Direction Strategy*, is zoned 'A' Agricultural.
- Development of the site will be influenced by nearby industrial uses, including existing facilities owned by Griffin Steel and Border Chemical.

Figure 1: Transcona North Precinct Plan Area



DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant has submitted a Precinct Plan (the Plan) for the Transcona North Neighbourhood with the intent of providing a guide for future land development through Council adopted policy.
- The Plan organizes future land uses with future residential development appropriately separated from existing long-established industrial facilities and transportation routes.
- The Plan introduces a 'Restricted Development Zone', which is defined by a 4,000' buffer from existing industrial facilities. New development within the 'Restricted Development Zone' is limited to those uses compatible with both residential and industrial uses; including agricultural uses, parks, commercial sales and services, and light to medium industrial uses. New residential or heavy industrial uses are not permitted in this 'Restricted Development Zone'.
- The Plan allows for approximately 150 new dwelling units in the area west of Redonda Street, north of the Cordite Drain and outside of the 'Restricted Development Zone'.
- The area east of Redonda Street is planned for residential use; predominantly single family detached. Although not specifically stated, the Plan accommodates approximately 630 new single family units east of Redonda Street and west of the Perimeter Highway.
- Opportunities for small-scale commercial and multi-family development are included in the Plan. Proposals for multi-family development will require building and site design elements to overcome water pressure limitations for fire suppression.
- The Plan illustrates collector roadways, park space, pathways and storm retention ponds. Bicycle and pedestrian paths are planned throughout the planning area and provide decent access to the Transcona Trail to the south.

ANALYSIS AND ISSUES

CONFORMITY WITH COMPLETE COMMUNITIES DIRECTION STRATEGY

- The Transcona North Neighbourhood is designated as 'New Community' in *OurWinnipeg* and the *Complete Communities Direction Strategy* By-law. 'New Communities' are large areas of undeveloped land identified for future urban development that are not currently served by the full range of municipal services. *Complete Communities* states that *New Communities will be established through a planning process* (p 74 *Complete Communities*).

- The *Complete Communities Direction Strategy* divides *New Communities* into Precincts and requires that a Precinct Plan be prepared in advance of development. Each precinct will have its own plan. Precinct Plans provide a policy framework with which to evaluate development applications involving land within a precinct. They are context sensitive, acknowledging and enhancing the attributes of the adjacent established neighbourhoods.
- The Plan conforms with the relevant directions and strategies of *Complete Communities* as follows:

  Direction 1 – New Communities will be developed in a sustainable manner.

  New Communities should contribute to the City's balance of residential, commercial, industrial, natural and recreational land uses to ensure economic, social and environmental sustainability.

  The Plan provides opportunities for residential, commercial and light industrial uses as well as park and open space. Other complimentary uses in proximity to the Transcona North Neighbourhood include employment lands to the west and north (RM of Springfield), and residential uses to the south, opposite the Transcona Trail.

  The Plan accommodates as many as 780 new single family dwelling units in proximity to the existing Kildare-Redonda, Canterbury Park and Radisson residential neighbourhoods. This new housing includes entry-level housing as well as opportunities for those wishing to upgrade their current housing without leaving Transcona.

  New development occurring within the plan area will contribute to capital improvements of the nearby Oxford Heights Community Club through an area charge (Section 5.4.5 – Recreation Area Charge).

  Direction 2 – New Communities will be established through a planning process.

  Require planning to guide development of New Communities in collaboration with local residents and stakeholders.

  The Plan was developed in consultation with a wide range of stakeholders. Details of the Public Open House events (January 2012 and November 2013) are included in Appendices 'A' and 'B' of the Plan. In addition to the Public Open House events, a consultant was engaged to conduct a stakeholder and public consultation process. The purpose of the consultation was to identify a strategy to resolve the potential land use conflict between existing industrial uses and potential residential uses. Recommendations from this consultation can be found in the *North Transcona Consultation Report* and have been fully accommodated in the Plan.

  Direction 3 – New Communities will increase opportunities to live, work, learn and play in the same neighbourhood.

  In addition to the ~780 new housing units accommodated by the Plan, a significant portion of the precinct area is reserved for non-residential uses. Uses permitted in the 'Light Industrial' area of the Plan are limited to those compatible with residential uses and includes commercial and office uses.

  Direction 4 – New Communities will be developed with complete streets (see Sustainable Transportation), enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.

  The Transcona Trail, which runs along the south edge of the Plan area, provides active transportation access to areas beyond the neighbourhood boundaries. Within the neighbourhood, bicycle and pedestrian pathways connect the residential areas with employment lands, parks and recreation areas both within and adjacent to the Transcona North Neighbourhood.

  The lake in east of Redonda St has been separated into two which allows for east-west pedestrian/cycle access through the middle of the development. Pathway connections throughout the neighbourhood allow for access to the existing trail along the Cordite Drain as well as the Transcona Trail.

- Precinct 'I' is adjacent to the following facilities and transportation routes which have the potential to conflict with residential development:
    - Existing industrial facilities (Griffin Steel and Border Chemical);
    - Gunn Road (future Chief Peguis Trail);
    - CEMR rail line; and
    - Perimeter Highway.
- In November 2012 the Standing Policy Committee of Property and Development directed the Public Service to engage an outside consultant to conduct a stakeholder and public consultation process to resolve the potential land use conflict between the proposed residential and existing industrial uses, and allow for community input into the development and refinement of the Precinct Plan. A consultant was hired in April, 2013, to produce the above mentioned report (*North Transcona Stakeholder Consultation Report*). The *North Transcona Stakeholder Consultation Report* was submitted and endorsed by the Steering Committee in December 2013.
- The proposed Plan respects and fully implements the recommendations of the *North Transcona Stakeholder Consultation Report.* A description of how the Plan addresses each recommendation from the report can be found in Table 1.

Table 1: Implementation of the Stakeholder Report Recommendations

North Transcona Stakeholder Consultation Report	**Proposed Precinct Plan Implementation**
The following uses will **NOT** be allowed to establish within **4,000'** of Border Chemical and Griffin Steel: • Heavy Industrial • Residential or Residential Related • Community Facilities (Except Outdoor Parks and Play Fields) • Education Facilities or other Public and Institutional land uses	Section 5.6.3.1 (Industrial Area Restricted Development Zone) contains specific policies restricting new land uses from establishing within a *Restricted Development Zone* (RDZ), which is defined as a 4,000' buffer around Border Chemical and Griffin Steel (section 5.6.2). The following uses are not allowed to establish within the RDZ: • Residential (section 5.6.3.1(a)) • Indoor community facilities (section 5.6.3.1(c)) • Educational facilities and institutional uses (section 5.6.3.1(c))
The following compatible uses **WILL** be allowed to establish within **4,000'** of Border Chemical and Griffin Steel: • Agricultural uses • Park and Park Related • Commercial Sales & Services • Drainage Pond • M1/M2 Light to Medium Industrial Uses.	Section 5.6.3.1(b) (Industrial Area Restricted Development Zone) permits the following uses within the RDZ: • Agricultural • Light industrial/manufacturing • Parks and Open space • Public utilities • Land drainage facilities • Office • Commercial The above mentioned permitted uses are required to be compatible with adjacent residential areas (5.6.3.1(b))

Continued on next page…

(**Table 1: *Continued***)

North Transcona Stakeholder Consultation Report	**Proposed Precinct Plan Implementation**
New residential development shall observe the following setback distances: • 231.3' to existing Gunn Road ROW (2 lane roadway) • 100' to future Gunn Road ROW (4 lane roadway with AT path) • 410.2' to existing rear of buildings in the Matheson Industrial Area	Section 5.6.3.2 (Transportation Facility Buffers) and Figure 5 require the following setback distances to residential rear yard setbacks to bedrooms or habitable space: • Section 5.6.3.2(b) requires 230' setback from the existing Gunn Road ROW • Section 5.6.3.2(b) requires 100' setback from the future Chief Peguis Trail ROW • Figure 5 (Gunn Road Buffer) requires a 410.2' setback from the rear of buildings north of Gunn Road.
A 6.5' tall landscaped berm with 6.5' sound attenuation fence shall be required between residential uses and Gunn Road (future Chief Peguis Trail).	Section 5.6.3.2 (Transportation Facility Buffers) and Figure 5 requires a minimum 6.5' berm topped with a 6.5' solid fence between residential uses and Gunn Road and the Perimeter Highway.

- In addition to the setbacks and berm recommendations of the *North Transcona Stakeholder Consultation Report,* the Plan includes berms along the south edge of the 'Light Industrial' area to further limit the potential for land use conflict between existing Industrial operations and existing residential neighbourhoods south of the Plan area.
- While the Plan adequately addresses the potential for land use conflict between existing industrial uses and proposed residential uses, the following text alterations are recommended for clarity and continuity:
    - In section 5.6.2 (Residential Area – Background), the words 'and Griffin Steel' are to be added to the third sentence of paragraph 2, and will be read as follows:

      The policies provide for the establishment of a Restricted Development Zone, with a radius of 1,219 metres (4,000 feet) centred on Border Chemical <u>and Griffin Steel.</u>

    - In section 5.6.3.1(a) (Industrial Area Restricted Development Zone – Policies) reference to the 'Industrial Area' indicated on Figure 3 is to be changed to 'Proposed Light Industrial area', as depicted on Figure 3.
    - In section 5.6.3.1(c) (Industrial Area Restricted Development Zone – Policies) the word 'Other' is to be added to the beginning of the policy so that it is read as follows:

      <u>Other</u> uses not permitted within the Industrial Area Restricted Development Zone include indoor community facilities, educational facilities or institutional uses as defined by the City of Winnipeg Zoning By-law.

MULTI-FAMILY RESIDENTIAL USES

- The Plan provides for multi-family housing in the plan area. Section 5.3.3.1.(c) (Composition of the Commercial Area) allows multi-family uses to establish in the 4.5 acre 'Commercial/Multi-Family' area at the intersection of Redonda Street and Gunn Road.
- As mentioned in section 7.2.2 (Water Distribution – Background), *…the required 200 l/s fire flow required for multi-family and the 250 l/s required for commercial cannot be achieved using the existing feedpoints.* These fire flow requirements may be reduced through building and site design elements such as building separation, building size, construction materials, sprinkler systems, fire walls, etc.

- Section 7.2.3.3 (Fire Flows for Commercial and Multi-Family Development) provides that multi-family residential development is permitted in the commercial / multi-family area (4.5 acres) as long as the proposed building and/or site design can achieve the appropriate level of fire protection. Section 5.1.3.1(c) (Composition of the Residential Area) also permits Multi-Family housing in the Residential Area.
- Section 3.3 (Planning Goals – Diversity) indicates that multi-family development in locations other than the mixed-use commercial activity node would require a plan amendment. This contradicts policy in section 5.1.3.1(c) (Composition of the Residential Area) which indicates that the *Multi-family housing is allowed in the Residential Area.*
- It is recommended that the wording of section 3.3 be changed from *through a plan amendment* to *as per section 5.1.3.1(c).*

COMMERCIAL AREA

- The Plan provides a 4.5 acre site at the corner of Gunn Road and Redonda Street for commercial uses. The appropriate types of commercial uses permitted in this area are unclear due to the terms 'Neighbourhood scale' and 'Community scale' being used interchangeably throughout the document. The Zoning By-law (200/2006) identifies 'Neigbourhood Commercial' as being 'C1' and 'Community Commercial' as being 'C2'. The differences being that 'C1' does not permit such uses as 'car wash', 'drive in/drive through', or 'fuel sales', which are permitted in 'C2'.
- In light of this inconsistency, it is recommended that all references to 'Community-Scale' and 'Neighbourhood-Scale' be changed to 'small-scale commercial' to allow for C2 uses to be considered by future development proposals

PARKS

- The Plan provides a variety of both active and passive park space within 400m (1,312') of 95% of new residential development.
- The Plan includes significant pedestrian and cycling access throughout the area. Pedestrian and cycling access is facilitated through four North/South and three East/West recreation path connections.
- The East/West connection through the middle of the planning area is facilitated by splitting the eastern retention into two separate ponds. Without this connection pathway access to the easternmost portion of the community would be inadequate. This connection is likely to become one of the more unique and attractive features of the neighbourhood.
- While the Plan does not specifically provide for a community centre or school, it recognizes the proximity to existing recreation facilities such as the Oxford Height Community Centre and Harold Hatcher Elementary School. Policy 6.3.3.1(f) requires the pedestrian and cycling network to connect to these facilities.
- To accommodate the increase in residents using the existing Community Centre the Plan proposes an area charge be levied against future development within the precinct for capital improvements to the facilities operated and managed by the Oxford Heights Community Centre (section 5.4.5).
- The Plan suggests that the Manitoba Hydro Transmission Corridors should be considered for additional open space for recreational use, subject to approval by Manitoba Hydro (section 5.4.4)
- Subsections 5.4.4 (Other Open Space) and 5.4.5 (Recreation Area Charge) contain policies related to Parks and Open Space and should be renumbered to fall under Policies subsection of the Parks and Open Space section (5.4) as follows:
    - Renumber subsection 5.4.4 (Other Open Spaces) to 5.4.3.5; and
    - Renumber subsection 5.4.5 (Recreation Area Charge) to 5.4.3.6.

TRAFFIC AND VEHICAL ACCESS

- Vehicular access to the residential areas is gained exclusively from Redonda Street. The Plan specifically states that new residential access points onto Gunn Road are not permitted (sections 6.1.3.1(c) & (d)).
- The Plan requires vehicular access to the Industrial Areas be restricted to Day Street and Gunn Road (section 5.2.3.2(a)). Access to the Industrial Area north of the Cordite Drain is to be provided from Gunn Road, while access to the area south of the Cordite Drain is gained from Day Street (section 6.2.2).
- Although not represented on the maps representing the Land Use Concept (Figure 3), or Road Network (Figure 6), the Plan suggests accessing the area south of the Cordite Drain may be considered from Gunn Road (section 6.1.3.1(f)).
- Although, not represented on the Land Use Concept (Figure 3), or Road Network (Figure 6), access to the area south of the Cordite Drain may be obtained from Gunn Road *subject to the approval of the Public Works Department and the cooperation of effected landowners* (section 6.1.3.1(f)). This is also supported by section 6.2.3.1(d) which defers the access alignment decision for the area south of the Cordite Drain until *the development approval process for applications on the effected lands.*
- Access to the area south of the Cordite Drain will not be obtained by extending Wabasha and Wayoata Streets from the existing residential neigbourhoods to the south. The rationale for this decision is contained in section 5.2.2 which states:

  > *While street-stubs have been reserved for the future extension of Wabasha and Wayoata streets across the hydro corridor, residents' concerns about traffic, as well as safety issues around vehicles crossing the Transcona Trail, have sparked opposition to vehicular access to these lands from the south*.

- The access to both residential areas is gained from a single 4-way intersection on Redonda Street. The rationale for this decision is to limit the number new intersections required along Redonda Street.
- The National Fire Protection Association (NFPA) is an internationally recognized trade association established in 1896 that creates and maintains standards and codes for usage and adoption by local governments to reduce the worldwide burden of fire and other hazards. This includes standards and guidelines to which many fire departments utilize to carry on day-today operations.
- NFPA document 1141, *Standard for Fire Protection Infrastructure for Land Development in Wildland, Rural and Suburban Areas,* provides emergency services infrastructure requirements for ensuring proper strategies are in place to protect people and property from fire dangers. Provisions in this document include standards for means of access including roadways, fire lanes and parking lots; building access and separation; fire protection and fire warning systems; water supply, fire protection during construction; capacity of fire protection services; and community safety and emergency preparedness.
- NFPA 1141 provides the following standards related to the number of access point required for a given number of households:

# of Households	**# of Access Routes**
1-100	1
101-600	2
601+	3

- Where more than two access routes are required, one of the routes shall be permitted to be restricted for emergency use only.
- The Plan allows for approximately 630 new households to be established in the residential area east of Redonda Street at full build-out. It is estimated that an additional 150 new households can be accommodated in the residential area west of Redonda Street. Each of the two residential areas described above contains a single private vehicle access route.

- The Plan contains two 'Emergency / Bus Only Access' routes. One providing an additional access to the residential area east of Redonda Street, and the other providing access to the residential area west of Redonda Street via the Light Industrial area to the west.

- Based on the potential number of households east of Redonda Street, three (3) access points are required; one of which could be emergency only access.

- Based on the potential number of households west of Redonda Street, two (2) access points are required; neither of which could be emergency only access.

- The 'Emergency / Bus Only Access' routes provide the ability for Transit routes to be established throughout the neighbourhood. However, the single 'high volume' intersection servicing the both residential areas will result in delays for motorists, which will in turn impact transit service.

- The single 'high volume' intersection is not sufficient to provide the neighbourhood with adequate access for fire protection and emergency services.

- Adequate access for fire protection and emergency services requires the following alterations to the Plan as follows:
    - the 'Emergency/Bus Only' access servicing the residential area east of Redonda Street be altered to allow for private vehicle access;
    - private vehicle access to the area east of Redonda Street be relocated south by approximately 150 metres (~490') to allow sufficient separation from the northern access; and
    - private vehicle access to the residential area west of Redonda Street be replaced by two separate access points, each forming a four-way intersection with the access points servicing the eastern residential area on the following figures:
        - Figure 3: Land Use Concept
        - Figure 4: Parks and Open Space System
        - Figure 6: Road Network
        - Figure 7: Active Transportation Network;
        - Figure 8: Municipal Trunk Services

- Traffic control measures may need to be implemented at connections to Redonda Street and will need to be determined through a Traffic Impact Assessment study. As such, a Traffic Impact Assessment study will be required as part of any subsequent subdivision and/or rezoning applications. To provide guidance to developer, the following policy should be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies) as item "b":

  Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street.

TRANSIT

- The Plan adequately accommodates the ability to provide transit routes through the neighbourhood. However, a policy related to the provision adequate space for transit-related amenities is required. It is recommended that the following policy be added to section 6.4.3.1 (Transit Service - Policies): *Sufficient space should be provided for transit amenities as appropriate, including shelters, stops and signage*

RECOMMENDATION

The Transcona North Precinct Plan provides a comprehensive set of guidelines for managing the development of land within the Transcona North Neighbourhood, consistent with *OurWinnipeg* and the *Complete Communities Direction Strategy*.

The Urban Planning Division recommends that By-law No. 1/2014, the Transcona North Precinct Plan, be forwarded to Council for second and third reading with the following alterations:

a) All references to “Community-Scale” and “Neighbourhood-Scale” commercial be replaced with the wording “small-scale” commercial;

b) Subsection 5.4.4 (Other Open Spaces) be re-numbered to 5.4.3.5;

c) Subsection 5.4.5 (Recreation Area Charge) be re-numbered to 5.4.3.6;

d) The words “and Griffin Steel” be added to the third sentence of paragraph 2 of section 5.6.2 (Residential Area – Background) so that the sentence reads: “The policies provide for the establishment of a Restricted Development Zone, with a radius of 1,219 metres (4,000 feet) centred on Border Chemical and Griffin Steel”;

e) The words “Industrial Area” be changed to “Proposed Light Industrial Area” in section 5.6.3.1(a) (Industrial Area Restricted Development Zone – Policies);

f) The word “Other” is added to the beginning of section 5.6.3.1(c) (Industrial Area Restricted Development Zone – Policies) so that the sentence reads “Other uses not permitted within the Industrial Area Restricted Development Zone include indoor community facilities, educational facilities or institutional uses as defined by the City of Winnipeg Zoning By-law”;

g) The words “through a plan amendment” in section 3.3 (Planning Goals – Diversity) be changed to “as per section 5.1.3.1(c)”;

h) The following policy be added to section 6.2.3.2 (Road Network Design – Internal Road Network Policies) as item “b”: “Subdivision and/or rezoning proposals in the Residential Area may be required to include a Traffic Impact Assessment to determine appropriate traffic control measures to be applied along Redonda Street”;

i) The following policy be added to section 6.4.3.1 (Transit Service - Policies) as item ‘b.’: “Sufficient space should be provided for transit amenities as appropriate, including shelters, stops and signage”; and

j) Adequate access for fire protection and emergency services requires the following alterations to the Plan as follows:

    i) the ‘Emergency/Bus Only’ access servicing the residential area east of Redonda Street be altered to allow for private vehicle access;
    ii) private vehicle access to the area east of Redonda Street be relocated south by approximately 150 metres (~490’) to allow sufficient separation from the northern access; and
    iii) private vehicle access to the residential area west of Redonda Street be replaced by two separate access points, each forming a four-way intersection with the access points servicing the eastern residential area on the following figures:
        - Figure 3: Land Use Concept
        - Figure 4: Parks and Open Space System
        - Figure 6: Road Network
        - Figure 7: Active Transportation Network;
        - Figure 8: Municipal Trunk Services

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

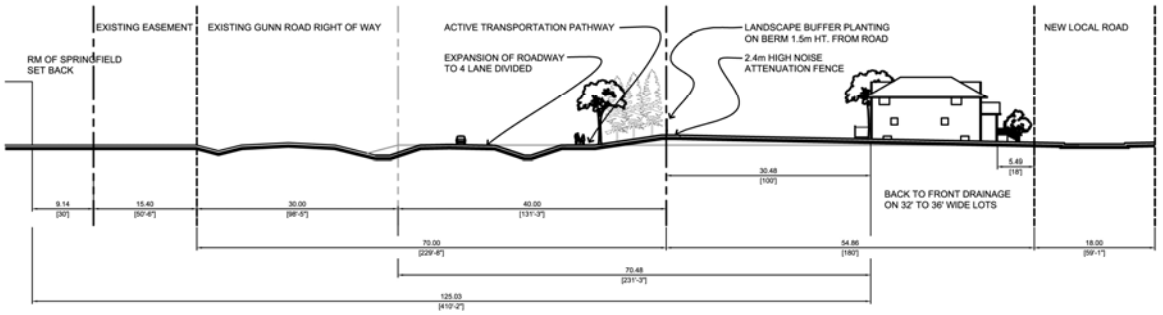
Report Prepared By: James Platt
PPD File # SP 1/2014

Schedule 1: *Transcona North Precinct Plan – Precinct 'I' of Complete Communities*

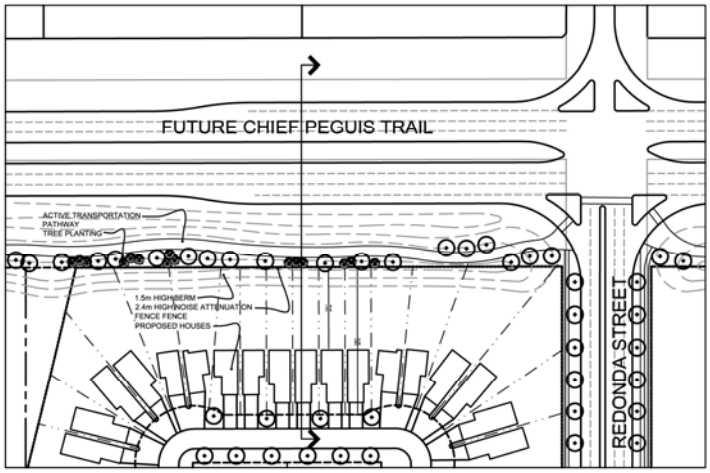
Schedule 2: *North Transcona Consultation Report*, December 10, 2013

Appendix 'B' – Item 1

FUTURE CHIEF PEGUIS TRAIL EXPRESSWAY

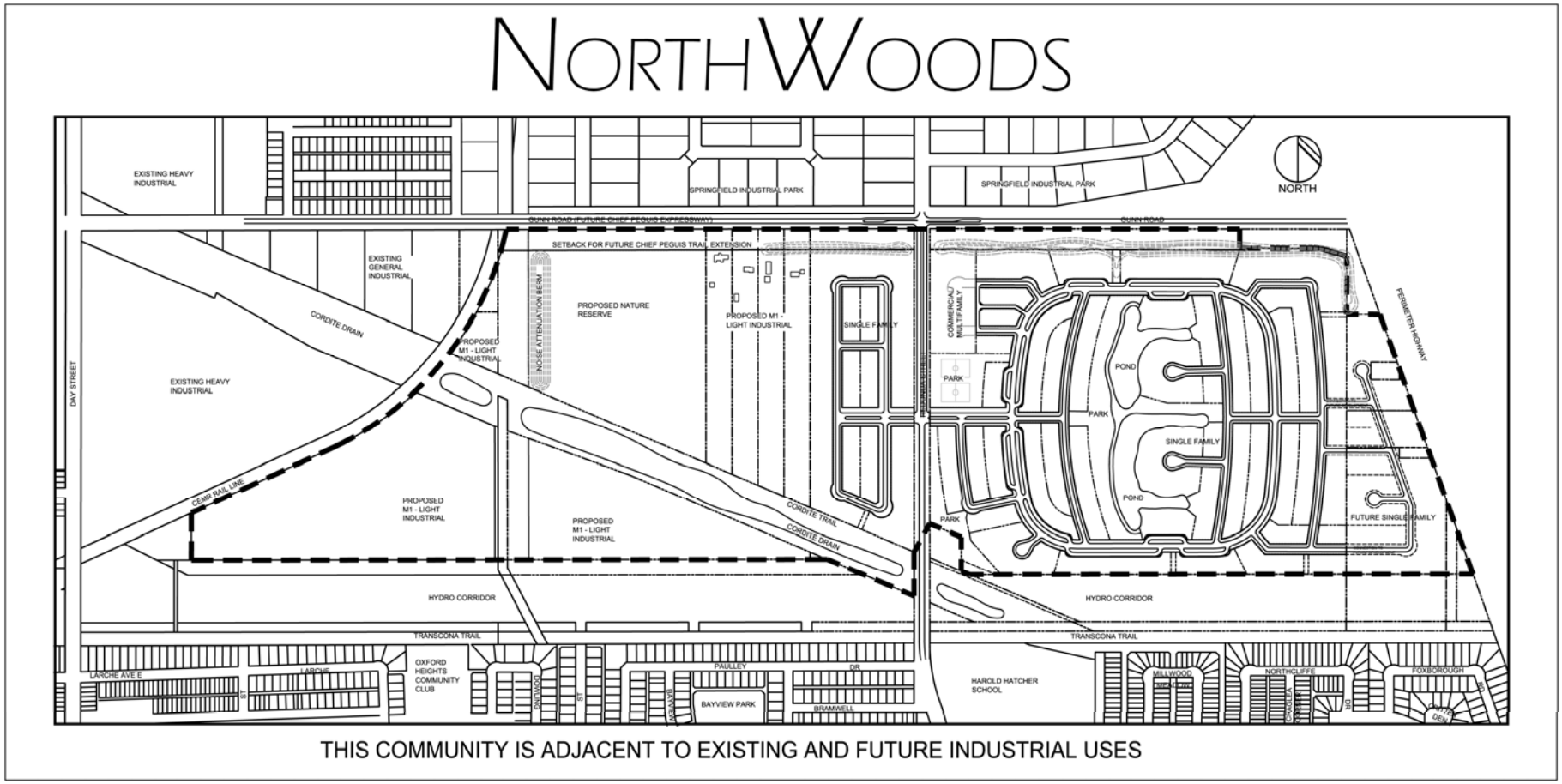


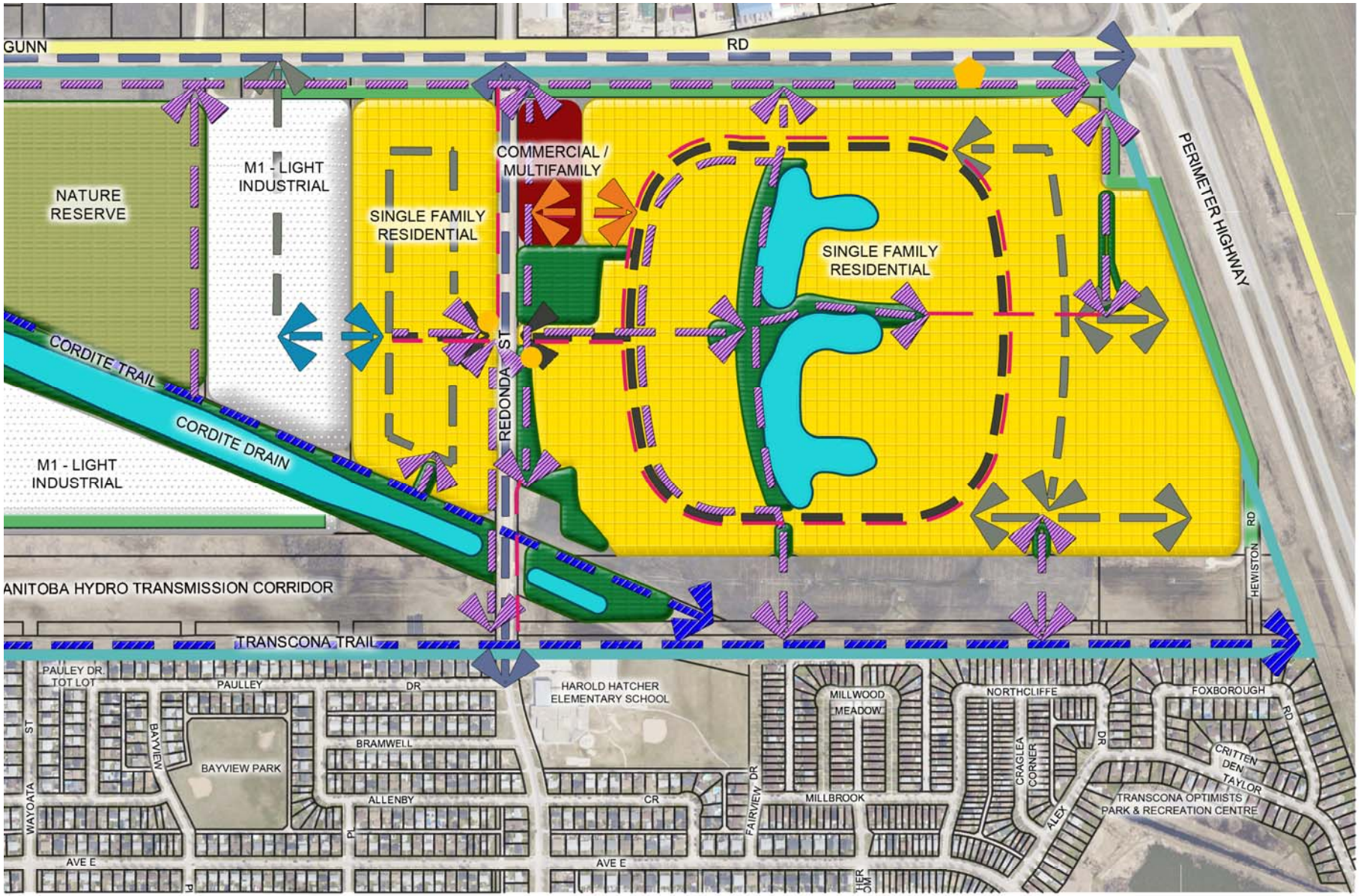
TYPICAL CROSS SECTION



CONCEPTUAL PLAN

Appendix 'B' – Item 2





SED LANDSCAPE BUFFER

SED PARK

SED NATURE RESERVE

SED STORM WATER EMENT FACILITY

EXISTING ROAD

PROPOSED MAJOR VEHICULAR ROUTE

PROPOSED LOCAL VEHICULAR ROUTE

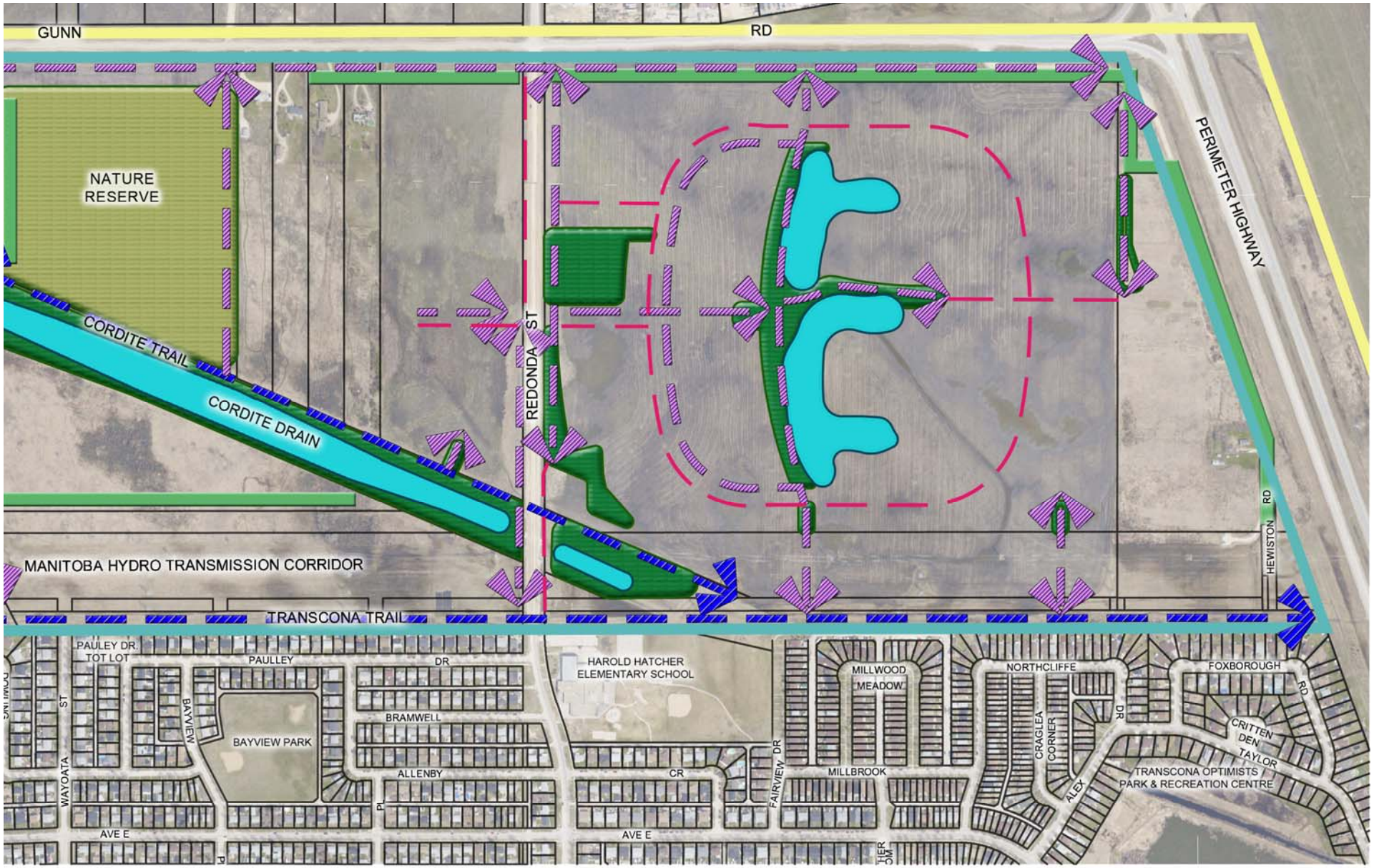
PROPOSED EMERGENCY / BUS ONLY ACCESS

RIGHT-IN-RIGHT-OUT PRIVATE ROADWAY ACCESSIBLE TO THE PUBLIC

EXISTING RECREATION PATH

0 10 25 50 100 200 400

NORTH



STING RECREATION PATH

POSED RECREATION PATH

POSED SIDEWALK

0 10 25 50 100 200 400

NORTH

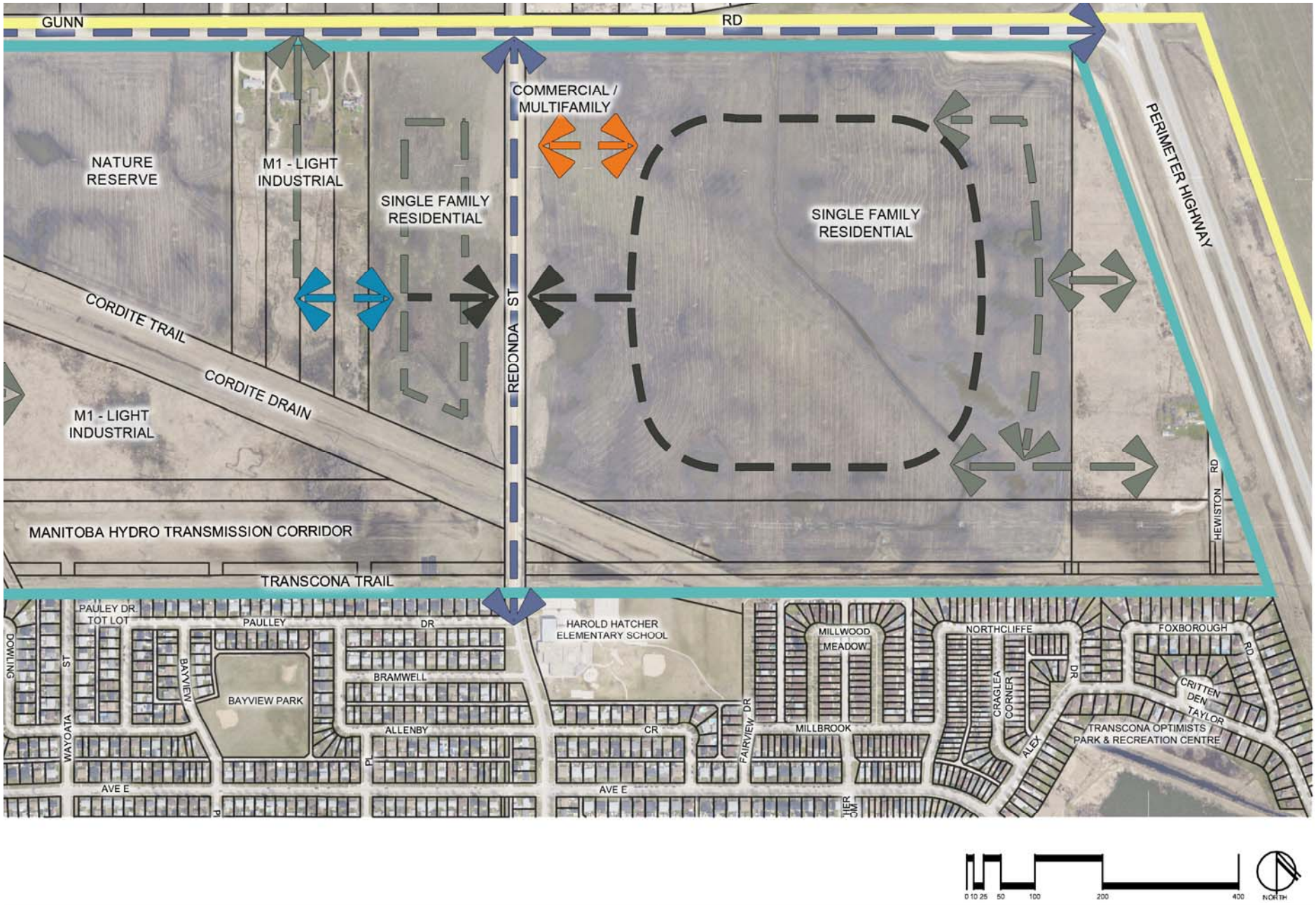


Figure 7: Road Network

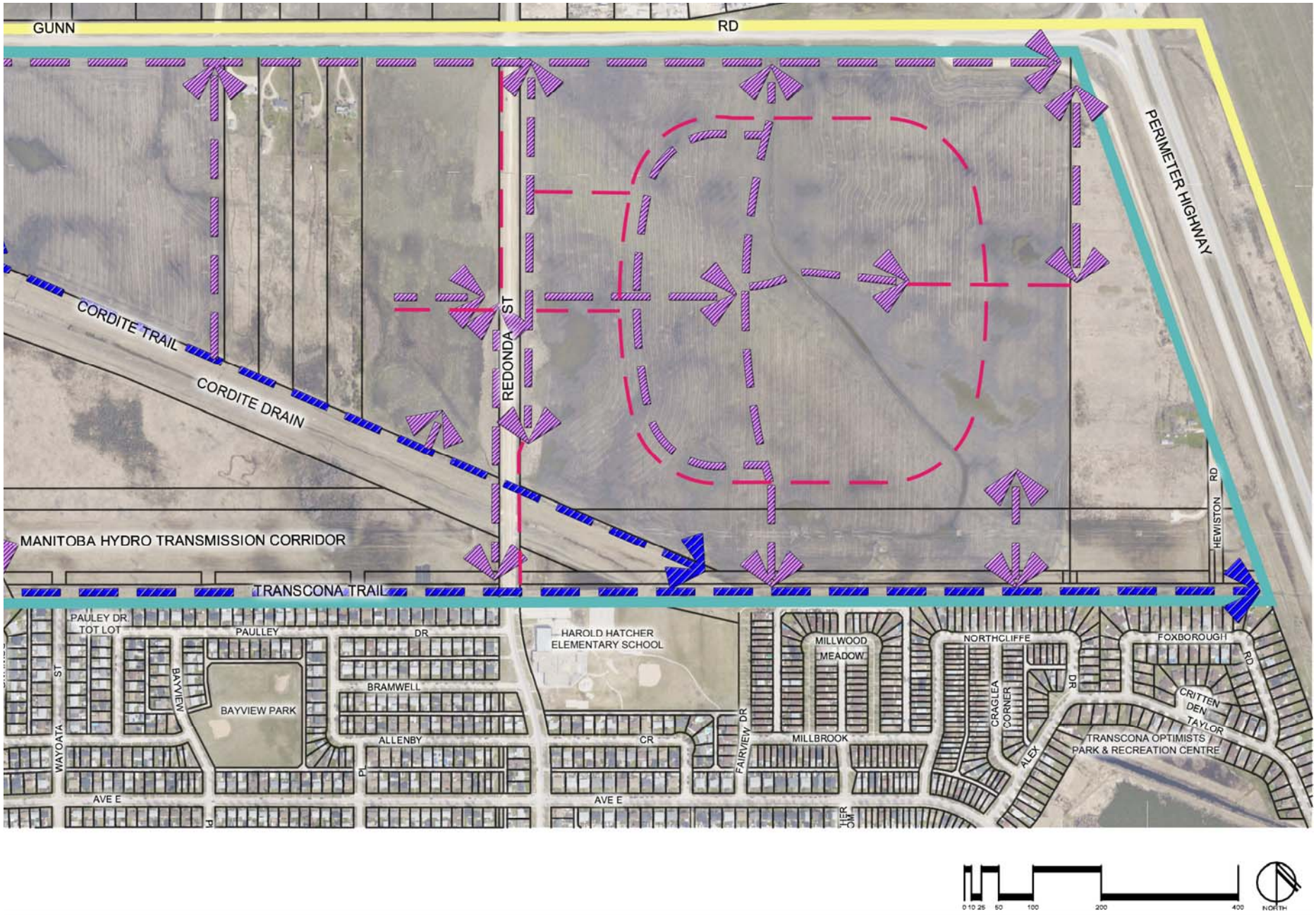


Figure 8: Pedestrian and Cycling Network

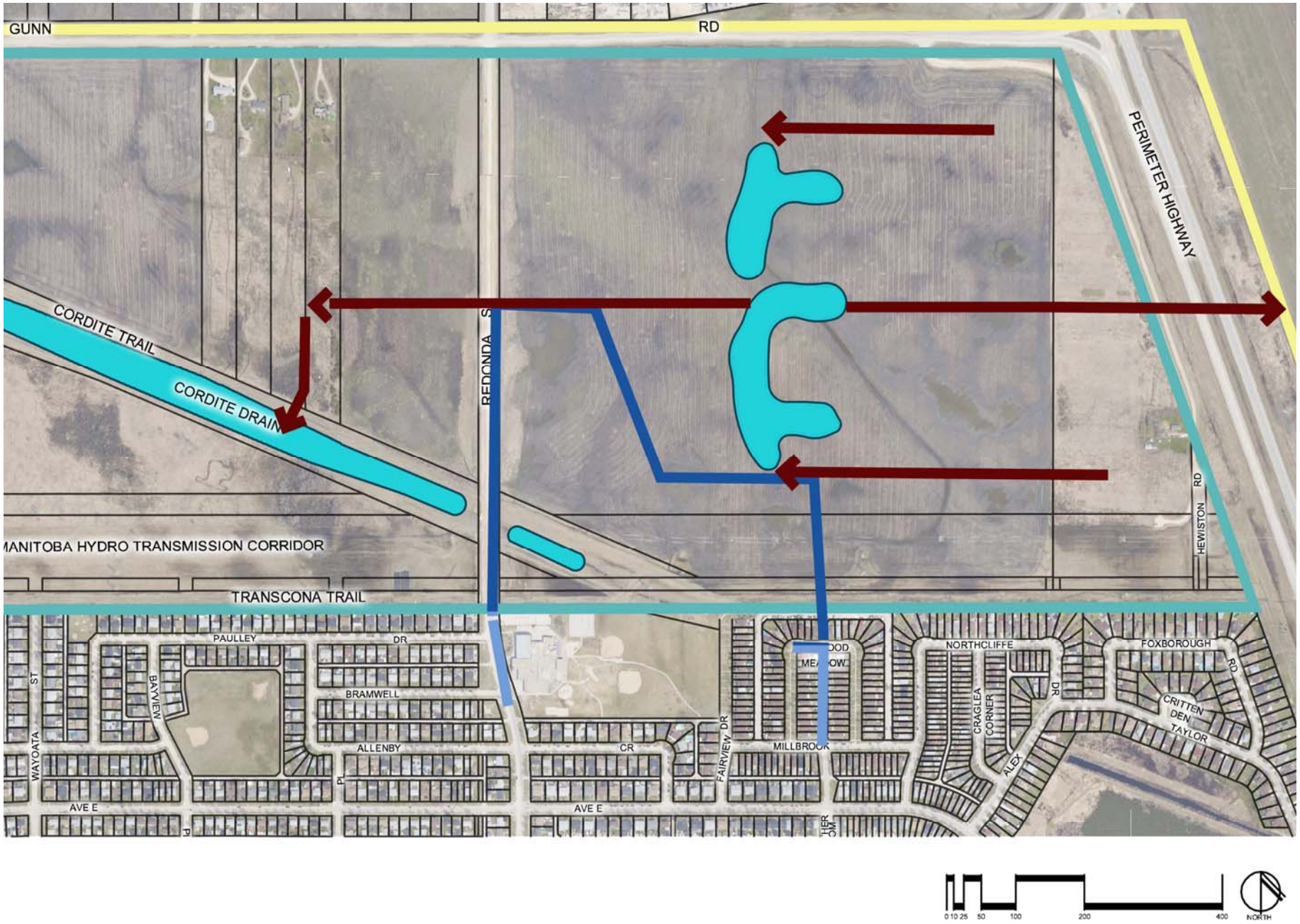


Figure 9: Municipal Trunk Services