J.Wintrup Consulting Ltd.

Planning | Public Engagement | Development

# North Transcona

## *Consultation Report*

*FINAL*

December 10, 2013

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# The Project

On November, 2012, the Standing Policy Committee on Property and Development passed the following motion: *The Standing Policy Committee on Property and Development requested that the Winnipeg Public Service facilitate a collaborative and inclusive Secondary Plan planning process for North Transcona that would involve stakeholders such as North Grassie Inc., major bordering industries and the community.*

## 1.01 Project Recommendations

### 1.01.1 Land-use Buffering

We recommend that NO new heavy industrial, residential or residential related land-use; community facility (except outdoor parks & playing fields); education facility or other Public and Institutional land-uses as defined by *Winnipeg Zoning By-law 200/2006* be allowed within a buffer area of 4,000 feet away from Border Chemical and Griffin Steel (Attachment A and B).

In this setback, the only compatible uses in this transition zone from Industrial to Residential would be: agricultural uses, park & park related, commercial sales & services, drainage pond, and M1 / M2 Light to Medium Industrial uses as defined by *Winnipeg Zoning By-law 200/2006*.

Policies and regulations would be enacted through the proposed North Transcona Secondary Plan By-law to enforce the restriction of land-uses encroaching into the 'Griffin Steel Buffer' and 'Border Chemical Buffer '.

We have examined similar land-use buffer restriction in nearby Canadian jurisdictions, for example:

- Ontario Municipalities follow the Minister of Environment regulations that require a buffer of 300 m (984.25 feet);
- Regina, SK Hazardous Waste Facilities where material are stored outdoors are to be 500 m (1,640 feet) away from a residence; and
- Fort Saskatchewan, AB residential uses need to be 5,249 feet (1,600 meter) from heavy industrial.

We have also examined land-use buffer setbacks across Canada, selected American and Australian locations and have determined that setbacks, when established [many municipalities do NOT have them], are formulated for what is deemed appropriate for that specific community. In other words, our research found no recognized or uniformly accepted set back distance for a buffer area from industrial land uses such as those in our study area.

The existing buffer setback between Griffin Steel / Border Chemical and the Meadows Neighbourhood is the established distance in this area of Transcona that has proven to be acceptable for several decades to this community and these industries. This is confirmed by both the City of Winnipeg and Province of Manitoba that there are only a couple of recorded complaints on file from several years ago regarding the noise of Griffin Steel: both Griffin Steel and Border Chemical operate successfully today with houses to the west in the existing Meadows Neighbourhood eastern area: east of Plessis, south of Gunn RD, north of CEMR Pine Falls, and west of the former Domtar Site. Thus we are recommending that a similar distance be established for the new houses to the east in Transcona North, as it appears to be workable for both residents and industry.

In order to find the physical proximity of the established distance between Griffin Steel / Border Chemical and the dwelling units, we had the City of Winnipeg produce aerial photos of both Griffin Steel and Border Chemical on presentation/poster size paper showing the following neighbourhoods: Transcona North, Griffin, eastern area of Meadows up to Meadows Lake Drive, Larche / Thom Ave in the south; and the Matheson / Gunn Road Industrial Area up to John Shott Road.

Radius circles marking in feet, 50, 100, 150, 200, 300, 400, 500, 600, 700, 800, 900, 1000, etc [emanating out to the image boundaries] were placed on the aerial photos centering on Border Chemical at 595 Gunn Road [Appendix A] and Griffin Steel at 2500 Day Street [Appendix B].

The aerial photos in Appendices A and B illustrate prodigious information regarding the present physical relationship between Griffin Steel / Border Chemical to the nearby houses, The relationship indicates that residential dwellings physically exist within 3,000 to 3,500 feet of these two industrial land users.

### 1.01.2 **Gunn Road Landscape Buffering**

Gunn Road is identified as a 'Strategic Goods Movement' route in the City of Winnipeg's long-range planning document *Winnipeg's Transportation Master Plan*. Gunn Road is a full time truck route as specified in *The City of Winnipeg Traffic By-law #1573/77,* and as shown in the *2001 City of Winnipeg Truck Route Map*. These two distinctions recognize Gunn Road in the short and long-term as a valued transportation connection for trucks that services the nearby employment areas and North East Winnipeg.

The goal is to ensure that the transportation status of Gunn Road remains unchanged in the long range, even with new residential houses abutting this corridor, because we recognize the importance to the local economy this certainty is for the strategic movement of goods beyond Winnipeg.

We recommend the proposed setback for the new residential dwellings against the existing Gunn Road that exceed the CPR / CNR Guidelines for rail corridors as well as any requirement by MIT or the City of Winnipeg for new houses backing on major roads such as Lagimodiere Blvd, Perimeter Highway, Route 90, Edward Schreyer Parkway, and Chief Peguis Trail.

- 410.2 feet from habitable dwelling to existing rear of the buildings in the Matheson Industrial Area land-uses located on the north side of Gunn Road in the Rural Municipality of Springfield.

- 231.3 feet from habitable dwelling to existing Gunn Road Right-of-way [2 lane roadway].

- 100.0 feet from habitable dwelling to future Gunn Road Right-of-way [4 lane road with Active Transportation Pathway on south side].

- 6 .5 foot tall landscaped berm topped by a 6.5-foot sound attenuation barrier fence [13 feet total].

The future Gunn Road expansion is not expected to take place for several decades as per *Winnipeg's Transportation Master Plan*. Should Gunn Road expand sometime beyond the anticipated year of 2031, the setback for the residential dwellings will still exceed all setbacks for Rail Spur and the CPR Main line in Transcona, Major Gas Pipelines in Winnipeg, and Major Roads approved in Winnipeg [only the dwellings constructed along the CNR Mainline will exceed the Gunn Road Setback].

Appendix C provides a compilation of setbacks for comparison purposes. These setbacks were recommended by organizations and required by Winnipeg City Council for new residential dwellings that have subsequently been developed against the CPR Main line, CPR Spur Lines, CNR Mainline, Major Gas Pipeline, and Major Roads within the City of Winnipeg boundaries.

### 1.01.3 Griffin Neighbourhood Plan Amendment

Amend the Urban Structure map in *Complete Communities Direction Strategy By-law No. 68/2010* to have the land-use policies changed for the **entire *Griffin Neighbourhood*** to reflect the industrial nature of this neighbourhood to eliminate any future residential land-uses in this neighbourhood.

This Secondary Plan amendment to the long-term land-use planning policies will ensure the long-term sustainability of industrial operation and restrict any future residential development occurring in the *Griffin Neighbourhood*.

The proposed change to the *Complete Communities Direction Strategy By-law No. 68/2010* [SPA 2/2013] to re-designate the Griffin Neighbourhood as 'Employment Lands - General Manufacturing' has taken the first few steps in moving towards a Public Hearing in September, 2013.

This amendment, should it be approved by Council Fall 2013, will prevent any residential development in the Griffin Neighbourhood area; as well as provide the long-range planning policies that enables new heavy industrial & ***guarantees*** the continued operation of existing heavy industrial land uses ***unencumbered*** by the Municipality for this specific area of Winnipeg for the foreseeable future.

## 2.0 Task One – Project Initiation

Mitigating the impacts of incompatible land-uses has long been one of the major geneses for land use planning since the Industrial Revolution. The original solution was to place incompatible land-uses apart in separate locations, which gave the birth to the first zoning ordinance and the Euclidean Zoning By-law of the early 20th Century that classified and segregated land-uses. From these early municipal by-laws to separate land-uses, two types of 'buffers' were conceived:

*1) ' Land-Use Buffers' – where the classified land-uses are further arranged in a hierarchical order and then mapped in such as manner as to use different uses interposed between incompatible land-uses;*

*2) 'Landscape Buffer' – where the provision of space, landscaping, screening and other design devices are employed to obstruct undesirable views in order to mitigate the impact of one land-use on another.*

The planning literature, as well as the application of separation distances for land-use and landscape buffering between incompatible uses in various municipal zoning by-laws, suggests there is no set standards or uniform consultation protocol to ensure planning consistency for residential developments near industrial land-uses. Also, there appears to be no guidelines for separation distances provided by *Chemistry Industrial Association of Canada*, *Chemical Institute of Canada*, or *Industry Canada*.

It would appear each community decides on a case-by-case situation what that separation distance shall be. Each community goes through its own self-analysis of risk assessment and considers the probability and severity of an adverse effect due to a hazard, and makes use (or does not) of buffering between incompatible uses. Thus what one community (i.e. RM of Springfield) is comfortable with may be extremely different from another community (i.e. Fort Saskatchewan) because different communities weigh the probabilities of a hazard or nuisance impacts and decide what they are collectively willing to tolerate.

# 3.0 Task Two – Confirm Municipality's Planning and Development Requirements

## 3.01 City of Winnipeg - *Complete Communities Direction Strategy By-law No. 68/2010*

### 3.01.1 Transcona North Neighbourhood

The *Transcona North Neighbourhood* in the northeast part of Winnipeg – the area bounded Gunn Road, East Perimeter Highway (PTH 101), CEMR Pine Falls, and the Transcona Trial – current designation in *Complete Communities Direction Strategy By-law No. 68/2010* is *New Communities – Precinct (letter) I* enables new residential, commercial and/or light industrial development.

*Transcona North* is approximately 430 acres of land with 287.8 acres deemed as 'developable'. A clear majority of the land is under-utilized that have been under utilised since Transcona was incorporated. Other land uses include the Cordite Ditch, Manitoba Hydro Transmission Corridors, Manitoba Infrastructure & Transportation (MIT) lands, and four (4) residential dwellings.

The entire *Transcona North area* was designated *Rural Policy Area* (RPA) under *Plan Winnipeg 2020 Vision By-law No. 7630/2000* (Policy Plate A). New residential, commercial and/or light industrial development was enabled through a *Plan Winnipeg Amendment* or a *statutory Secondary Plan* in-conjunction with the appropriate development application.

Under *OurWinnipeg Plan By-law No. 67/2010*, new development is only enabled in *Transcona North* through a planning process in order to ensure planning for *New Communities* is comprehensive, complete and aligns with the goals & objectives of *Complete Communities Direction Strategy By-law No. 68/2010*. The complexity and surrounding context of *Transcona North* that includes: area size, infrastructure constraints & conflicting nearby land-uses is indicative that a *statutory Secondary Plan* be the appropriate planning tool.

### 3.01.2 Griffin Neighbourhood

The *Griffin Neighbourhood* - the area bounded by Gunn Road, CEMR Pine Falls, former Domtar Site in the northeast part of Winnipeg - current designation in *Complete Communities Direction Strategy By-law No. 68/2010* is *Recent Community* enables residential but does not enable the creation of *M3 Manufacturing Heavy District* as defined by *Winnipeg Zoning By-law 200/2006.*

This means that M3 land-uses such as Griffin Steel, and their long-term operation is not enabled whereas residential lands are enabled under the City's long term blue print for directing the future growth of Winnipeg.

The entire *Griffin Neighbourhood* is approximately 120 gross acres of industrial lands. It includes a mix of existing industries and some vacant lands. These lands have been 'Industrial' for several decades.

The entire Griffin Neighbourhood was designated *Industrial Policy Area* (IPA) under *Plan Winnipeg 2020 Vision By-law No. 7630/2000* (Policy Plate A). The previous versions of *Plan Winnipeg* (1981) and *Plan Winnipeg Towards 2010* (1992) had also designated the area as *Industrial*.

A re-designation process is required for all the lands in the Griffin Neighbourhood to be classified as '*Employment Lands – General Manufacturing* to restrict the creation of residential land-uses and enable the continuation of this valued industrial area.

This action will provide certainty to Griffin Steel and other industries that their long-term activities/investment is supported by the land-use policies & regulation of the City of Winnipeg.

This builds upon the City of Winnipeg initiative in 2006 that changed the land use regulations defined under *Winnipeg Zoning By-law 200/2006* at 2500 Day Street by rezoning the lands from ***M2 Industrial District*** that did not allow 'steel manufacturing', to the current ***M3 Manufacturing Heavy District*** to allow steel manufacturing as a permitted land use.

### 3.01.3 Domtar Site / Transcona Bioreserve

The Domtar Wood Preservative Plant located on the south side of Gunn Road between the *Griffin Neighbourhood* and the *Meadows Neighbourhood* closed in 1976. Since then there has been significant activity to both study the site to determine extent of contamination resulting from former operations and to conduct interim rehabilitation of the site.

The Remediation Plan provided for the excavation and placement of highly impacted soil (approximately 10,000 cubic metres), and soils removed from the western ditch and isolated areas (approximately 20,000 cubic metres), into a Secure Containment Cell located at the northeast corner of the site. Moderately contaminated soils located on the site are covered by an Engineered Cap to prevent exposure to contaminated soils. The proposed end use of the site is the Bio-reserve operated by Fort Whyte Centre.

The Former Domtar Wood Preservation Plant was identified under *Plan Winnipeg 2020 Vision By-law No. 7630/2000 Policy Plate A* requiring "development of this site subject to the management of environmental concerns to the satisfaction of the City of Winnipeg and the Province of Manitoba".

The *Transcona Bioreserve* is currently designated *Major Open Space (Non-City Owned)* in *Complete Communities Direction Strategy By-law No. 68/2010 – a designation* that prevents any residential, commercial or industrial development.

### 3.02 City of Winnipeg - *Transportation Master Plan*

#### 3.02.1 Gunn Road

Gunn Road between the East Perimeter Highway (PTH 101) and Plessis Road is designated as a *Future City Roadway / Long Term – Strategic Road Network;* and *Future Truck Route – Strategic Goods Movement Network.* The long-term plan, likely beyond 2031, is for Gunn Road to become a four lane roadway with urban cross section that extends west past Plessis Road to connect to the future Edward Schreyer Parkway and the Chief Peguis Trail. Gunn Road between Day Street and PTH 101 is currently a *Full Time Truck Route* pursuant to Section 40 of the Traffic By-law.

### 3.03 City of Winnipeg – *Motor Vehicle Noise Policies and Guidelines*

***Motor Vehicle Noise Policies and Guidelines*** policy dates back to 1984. The policy is intended to minimize noise impacts caused by motor vehicles that result in activity interference and annoyance. Activity interference such as speech or sleep interference is related to noise levels. Annoyance is primarily related to the increase in noise level over the existing sound level. The noise policy applies to all regional transportation facilities where the adjacent land use within 100 metres of the existing or proposed nearest travelled lands is residential with an outdoor recreation area.

The policy requires residential outdoor recreational areas, (typically the back yard) to be below 65 dBA Ldn. A typical lot backing onto a major facility must have the first 100.0 feet (30.5 metre) (measured from the front street) below this level. Any additional lot depth does not have to meet this level. (eg. only the first 100' of a 135' lot needs to be below 65 dBA). If a lot fronts or flanks a major facility it is treated differently.

### 3.04 Rural Municipality of Springfield – North Transcona Industrial District

The *North Transcona Industrial District* - the area bounded by Gunn Rd, Springfield Rd, Plessis Rd and PTH 101.

#### 3.04.1 Springfield Development Plan 98-22

*North Transcona Industrial District* is designated *Industrial.* Unless otherwise specified, areas designated "Industrial' may be subsequently zoned as: light or heavy industrial; Agricultural; Commercial; and Residential (for existing residences only).

In order to buffer existing residential areas on Wenzel Street, only light industrial uses will be allowed north of Springfield Road.

Industrial uses that emit high level of noise, dust, vibrations and odours shall be buffered from residential areas, individual homes and institutional uses as specified in the Zoning By-law.

Industrial developments are required to comply with design criteria that includes a landscaped strip of a minimum 10 meters provided along the common property line and along the public right-of-way adjacent to existing or proposed residential, institutional, commercial, or recreation areas.

### 3.04.2 RM of Springfield Zoning By-law No.08-01

The *North Transcona Industrial District* - the area bounded by Gunn Rd, Springfield Rd, Plessis Rd and PTH 101 – is zoned *MG – Industrial General Zoning District.* The purpose of this zoning district is to establish a wide range of general industrial uses.

Where a site abuts the lot line of an existing or future Residential Area as indicated in the *RM of Springfield Development Plan,* a 15.24 m. (50.00 ft.) landscaped yard is required. This yard shall include a berm, fence and extensive landscaping to the satisfaction of the Development Officer or Council. As a minimum, this landscaping screen shall consist of an earthen berm of not less than 1.52 m. (5.00 ft.) in height and a width of not less than 2.50 m. (8.20 ft.). In cases where the landscaping screen is a hedge, it shall be a minimum of 1.52 m. (5.00 ft.) in height.

Dwelling units are prohibited except for occupation by an owner/operator or onsite caretaker.

## 4.0 Task Three - Confirm North Grasse's Current and Future External Site Design Requirements

Four meetings were held with Norm Boyle representing North Grassie Properties (NGP) and Jackie and Susan his project architects from McGowan Russell (MR).

April 12, 2013

- Meeting began with introductions and an explanation of consulting mandate given by city.
- Norm shared a lengthy description of past years of effort on this same development file from his business perspective and expressed some skepticism that something would actually be accomplished.
- Norm shared  a storyof what he perceived as some personal animosity directed to him by one neighboring industrial operator.
- A lengthy discussion took place reviewing various plans that MR had in the past prepared for NGP.
- A land ownership lot map was shared with discussion regarding the lands owned by NGP and those few small lots in the middle/northern area of their lands fronting onto Gunn Road that are owned by other parties.
- Norm shared his view that these other landowners make several aspects of the land development challenging or problematic as infrastructure and stages of land development could be dependent upon these lots.
- Norm indicated that in his opinion heavy truck traffic on Gunn Road is a long standing issue and one that he has investigated mitigating techniques to avoid vibration being a problem for homes near the road.
- Norm suggests a rubber type material dug into the ground below berms can reduce risk of vibration from traffic being a nuisance to homes in the area.
- A detailed discussion about berms followed with MR suggesting the width/height of the berm was limited as the higher/wider it became the more this would then impact drainage on home lots and potentially change drainage direction and at worst require additional infrastructure to protect homes.
- Every detail of each plan was discussed and the consultants asked questions pertaining to potential flexibility on the part of NGP to entertain amendments to their plan.
- In particular, detailed questions were posed to NGP regarding drainage, open/green space and border buffers/berms etc.
- Many questions were posed by the consultants to explore the technical aspects of the proposed drainage in the MR plans.
- Norm indicated that underground infrastructure and the related cost was a major concern to him and that the third party landowners fronting onto Gunn Road with long narrow lots presented challenges to drainage options as it was his view that any attempt to build surface ponds on the northwesterly part of the subject property to act as a buffer to the industrial users would present connectivity problems to the underground drain connectors to other infrastructure on the subject lands.
- Norm also noted the importance of his being able to plan homes fronting or looking onto the "water" near the ponds and stated that Edmonton and Calgary are building such lots with 34' frontage.

- In light of the importance of the location and technical design aspects of the drainage ponds John asked if he could follow-up on this meeting with a meeting directly with NGP engineering consultants to investigate the details.
- Norm agreed to ask Stantec to meet with John and provide all information.
- Norm also was quick to throw numbers on the table in the range of millions of dollars of cost or lost opportunity into the discussion when the issue of buffering lands was raised.
- Discussion ensued about the need for a buffer in the northwesterly end of the NGP lands and that it could possibly be a park as proposed in one of the MR draft plans.
- It was noted that location and size of any green space could impact size and location of the drainage ponds.
- In summary on this point Norm stated that he would be flexible on the surface ponds as long as the underground infrastructure was feasible if this would be a critical part of finding a compromise solution to allow the plan to proceed.
- Meeting concluded with thanks to everyone for their time and a commitment to meet again with an update on progress and to discuss opportunities for a path forward for the plan.
- Norm asked about timing and consultants indicated their work was proceeding on an asap basis over the spring but that they could not speak for the City as to when the results of the consultation would be reviewed and the next phase of the process might be ready to begin.

April 18, 2013

This discussion was held primarily to review some technical aspects of set-backs and berms that had arisen in the first meeting and that all parties agreed to review in more detail- John reported that he had not yet been able to meet with NGP engineering consultants Stantec, but that he was booked to do so on April 23rd.- Discussion of other developments in the City and comparison of set-backs from major roads. Canterbury Park and Sage Creek both used as examples with Sage Creek being described as 28m off the provincial highway that it borders.

- NGP indicated they had found examples of berms built to 6.5' plus a 6' fence .

May 1, 2013

- The third meeting began with a reporting-back indicating very generally that a first meeting had been held at Border Chemicals and that Dennis had been very cordial in explaining his operations to John and Bryan and that he had given the consultants a tour of his operation and of the neighborhood.
- Barry MacBride, formerly of the City also attended the meeting as a consultant to Border.
- The meeting and tour with Dennis from Border was very detailed and informative. Nothing from the tour or the many questions asked by the consultant suggested the plant poses a danger to neighboring land or people.
- Discussions with Dennis from Border clearly indicated a strongly held concern that any further residential development in the vicinity of north Transcona could adversely impact his business by having new residents lodge nuisance complaints against his operations.
- John reported back his discussions with the municipalities and the Selkirk Area Planning District northeast of Winnipeg. Land use issues were explored from both a historical and future plan perspective.
- John reported that he had met with representatives of Stantec and that they indicated it would be possible to look at other options to drain the lands in question in order to stage development and potentially allow a surface pond with green space to the northwesterly part of the NGP lands. Stantec also told John that the underground connectivity between the proposed surface ponds was possible and that the middle surface pond could be moved west and done later in the development.
- Norm from NGP suggests his cost to construct an interceptor sewer from Plessis Road will be $7m and that he expects some cost recovery for that.

- Susan from MR suggests that her research found properties developed in the vicinity of the Pearson International Airport had a caveat attached to the title saying the owner could not later complain of airport related noise.

May 22, 2013

- Bryan started meeting with reporting back of meetings that had recently been held with both Dennis of Border and also Roy Kirkwood and Rob of Griffin Steel.
- Both of those stakeholder meetings had confirmed the process to date and shared an aerial photo of north Transcona where John had plotted distances from both Border and Griffin to existing neighborhood homes located at approximately3,500' away from the businesses.
- Bryan also reported back on the research he had undertaken to conduct regarding environmental licensing and compliance of both Border and Griffin. In summary both operations had been licensed under historical provincial legislation and that provincial officials indicated there had been no complaints registered in the past ten years at all related to their operations.
- John suggested to both business separately that he would recommend to the City that a similar set-back distance be used to ensure no new homes were developed in the City that would encroach within this existing set-back of approximately3,500' from each of Border and Griffin.
- John showed Norm from NGP and Susan and Jackie of MR that same aerial photo and showed them how such an approximate 3,500' set back would appear on the land survey drawings as related to their development proposals.
- Discussion followed and clarified that the set-back distance was intended to measure distance to actual new homes from the industrial plants not distances from property boundaries.
- John shared research he has conducted into rail set-backs across north america and found that many homes are being built with only a 30m set-back from rail lines in Canada.
- John also shared results of his zoning research in the area and suggested that in his opinion the City should consider designating all the lands immediately south and southeast of the Griffin property to allow for compatible transition from the industry at Griffin to the homes being proposed by NGP.
- Norm from NGP examined the aerial photo with measurements of existing homes and their set-backs from Griffin and Border and said that he knew there would always be a requirement for set-backs and that he had no argument against John's proposal.

## 5.0 Task Four - Engage With Industrial Land-Users Regarding Current and Future Land Use Issues

Three meetings were held with Dennis Smerchanski of Border Chemicals.

April 30, 2013

- Dennis invited his consultant Barry MacBride formerly of the City to attend the meetings.
- Meeting began with introductions and an explanation of consulting mandate given by City.
- Dennis was very pleasant in welcoming the consultants and gave a factual briefing of the plant and its history.
- The plant ships product 600 miles in all directions and has 7/24 truck traffic in shipping and receiving.
- The site also has rail access for both CP and Central Manitoba lines.
- The plant primarily handles sulphuric acid in the production of agricultural fertilizers and also industrial chemicals used in processes such as pulp and paper. The processes involving sulphuric acid are exothermic and this off-heat is used for other industrial purposes such as thawing ethanol rail cars in cold weather and also warming asphalt compound for paving etc.
- The plant began operation around 1960 and has been in continuous production since. Adjacent lands are being assembled by the plant owners. No specific plans to expand operations were disclosed when the consultants queried this point.
- Dennis proudly noted the many years of safety awards the plant has received and a site tour conducted by walk-around showed all aspects of the operation to be very clean and very well ordered in appearance.
- Dennis drove the consultants around the vicinity of the plant and commented upon
- In the tour Dennis pointed out the intersection of Redonda at Gunn Road and suggested he had no concern with any developments being proposed east of Redonda.
- In discussing the potential for land development of the NGP lands, Dennis expressed strong concern that anything that brings new residents to the area brings with it serious risk of these new neighbors making nuisance complaints about industry in the area.
- Dennis indicated that the 7/24 nature of his operations and how his clients order time sensitive delivery which required shipping at all hours of the night could in his view easily result in noise and vibration complaints of the large trucks that haul to and from his plant along Gunn Road easterly towards the Perimeter.
- Dennis also voiced concern that more homes in the area could result in more hazards of people and especially youth out on the roads walking and on bicycles which could be a hazard with the heavy truck traffic and railway access to his property.
- Dennis noted that he has on some occasions received phone calls from area residents complaining about the heavy truck traffic and he said he explains to callers that none of the trucks are his but rather are independent haulers.

May 24, 2013

- Dennis was updated on the recent consultation meetings and was presented the aerial map by John showing existing separation distances between both Griffin and Border plants and existing homes in the area.
- John suggests that he will recommend to City that any plan going forward use these same separation distances.

June 13, 2013

- Dennis and Barry were updated on the matter of the Griffin Neighbourhood Secondary Plan Amendment.
- Discussion around the setbacks that will be proposed against Gunn Road.
- Commitment by John to supply Dennis and Barry with the proposed new plan of subdivision that NGP is working on that commits to adhering to the setbacks and buffering.

Two meetings were held with Roy Kirkwood and his plant operations manager Ron of Griffin Steel.

May 9, 2013

- Roy and Ron were cordial in welcoming Bryan to the meeting.
- Meeting began with introductions and an explanation of consulting mandate given by City.
- Roy indicated that Councillor Wyatt has stated something will be developed on the north Transcona lands.
- Roy provided a briefing of the plant and its history.
- the Plant began operations 57 years ago.
- 30 to 40 trucks per day come and go from the site delivering scrap metal and delivering finished product to clients.
- The business is owned by an American parent company who has other plants in the US that manufacture steel wheels for railways.
- Griffin of Transcona is the only such rail wheel manufacturer in Canada.
- They ship 1000 rail wheels per day and support the rail shops in Transcona.
- Griffin operates a steel foundry on the site and it operates at 3000 degrees Fahrenheit. the workshops are not air conditioned and all doors to the plant remain open all summer.
- 250 staff
- $10m invested over past decade in refurbishment of existing steel foundry.
- No plans for any expansion or new processing on the site.
- Roy indicated a very strongly held view that any new development in the area brings arisk of causing nuisance complaints that will force the closure of the Griffin plant.
- Roy also suggested that there has already been youth in the area causing mischief such as trying to gain access to the site and starting fires in the grass that could spread to facility buildings. Roy fears that if more homes are built in the area then more youth will be available to cause more problems at the plant.
- Roy stated that heavy trucks come and go from Griffin 7/24 and that he occasionally receives calls from people concerned about the noise and vibration.
- He says that he tells such callers that all trucks are independent and that he asks drivers to drive slowly and cautiously so as to minimize risks and potential nuisance complaints.
- Roy suggested he is less concerned about any development east of Redonda.

May 21, 2013

- In the second meeting Roy and Ron were briefed on recent meetings of the consultation process.

- John presented his research and aerial map on existing separation distances between local homes and the Griffin and Border industrial plants.
- John suggests that he will recommend to City that any plan going forward use these same separation distances.
- Roy indicated that his head office in the USA would be reviewing this matter and that they remain concerned about any development encroaching upon their operations that could bring rise to nuisance complaints that in turn risk the ongoing operation of their plant.

Research was conducted into the environment licenses and compliance/complaint issues related to both Border and Griffin.

- The two operations fall under provincial jurisdiction.
- Each has operated for decades and were brought under “modern” environmental regulation in the 1970s under the former *Clean Environment Act*.
- Department of Conservation indicates that there has not been a complaint made against either one of the operations in the past ten years and that there was no memory of any such concerns arising in previous history.

    - Griffin
        - 1971 application and 1972 Clean Environment Commission Hearing and license under the former provincial Clean Environment Act.
        - 1981 variance application and hearing where no citizens appeared or made submissions
        - License sets out limits for particulate (dust) emissions and noise.
        - The Department last conducted an inspection of plant emissions in 2005.

    - Border
        - License in June 1977 issued by Clean Environment Commission under the former Clean Environment Act
        - Oct 1977 application to vary order to increase emissions.
        - SO2 air emission restrictions and SO2 mist restrictions.
        - November 2006 a license issued under the current Environment Act for the construction and operation of a biodiesel plant.
        - The Department last conducted an inspection of plant emissions in 1997.

## 6.0 Task Five - Engage With Key Stakeholders (Public service, NGP, Industrial Land-Users) To Review Solutions for Current and Future Land Use Conflicts

North Grassie Properties has indicated agreement to adhere to the recommendations of this report. A proposed design of the new community has been developed and provided to residents at an Open House in November 2013.

Border Chemical and Griffin Steel have both received the recommendations of this report and are generally supportive with the caveat that their final views will depend on the design of the proposed plan of subdivision that incorporates the recommendations of this report.

The Ward Councilor and the other members of the East Kildonan – Transcona Community Committee that comprise the Steering Committee for this process, along with the Winnipeg Public Service, have been presented with this report and agree to the recommendations.

## 7.0 Task Six - Final Report and Open House

Secondary Plan Policies & Statements

The following text is the recommended policy statements that may be considered for inclusion in the North Transcona Secondary Plan.

Please note we are recommending that the radi maps for Border Chemical and Griffin Steel be included in the North Transcona Secondary Plan and numbered accordingly within that document.

**North Transcona Secondary Plan Policies**

***Land-Use Buffering Policies for Griffin Steel and Border Chemical***

*Griffin Steel* and *Border Chemical* are long-standing, major employers with heavy industrial land-use activities that contribute to the economical growth of Manitoba. Potential conflicts can arise between the industrial nature of *Griffin Steel* and *Border Chemical* and the encroaching new residential users.

The goal is to ensure that the present status of *Griffin Steel* and *Border Chemical* remains unchanged in the long range with their existing industrial functions, facilities and activities being maintained, and allowing them the opportunity to grow while new residential houses are developed nearby. This recognizes the importance of providing certainty to *Griffin Steel* and *Border Chemical* to continue their substantial investment in their facilities at their locations as industrial land-users, as well as the need to ensure the future abutting residents can enjoy the peace & privacy of their properties.

The following policies establish a transition zone from Heavy Industrial to Residential where only compatible uses such as agricultural uses, park & park related, commercial sales & services, drainage pond, and M1 / M2 Light to Medium Industrial uses, are permitted.

Non-compatible land-uses in this transition zone of 4,000 feet from Border Chemical and Griffin Steel that shall not be permitted are new heavy industrial, residential or residential related land-use; community facility (except outdoor parks & playing fields); education facility or other Public and Institutional land-uses.

The following policies apply in creating a land use buffer that separates incompatible land-uses with a transition zone of compatible uses between the residential dwellings and *Griffin Steel* and *Border Chemical:*

- No portion of a habitable room or space of a residential or residential related land-use shall be permitted within a buffer area defined as 4,000 feet radii from Griffin Steel and Border Chemical as defined in Map XX.

- No heavy industrial land-use, community facility (except outdoor parks & playing fields); education facility or other Public and Institutional land-uses as defined by the Winnipeg Zoning By-law shall be permitted within a buffer area defined as 4,000 feet radii from Border Chemical and Griffin Steel as defined in Map XX.

***Landscape Buffering Policies for Gunn Road .***

Gunn Road is identified as a 'Strategic Goods Movement' route in the City of Winnipeg's long-range planning documents, and a full time truck route, a distinction that recognizes this valued transportation connection for trucks that services the nearby employment areas.

The goal is to ensure that the status of Gunn Road remains unchanged in the long range when it is expanded to four lanes with residential houses abutting this corridor. This recognizes the importance of this certainty of Gunn Road is for the strategic movement of goods beyond Winnipeg, as well as the need to ensure future abutting residents can enjoy the peace & privacy of their properties.

The following policies apply in creating a landscape buffer between the residential dwellings against the existing and future Gunn Road

- Lands zoned for residential and/or used for residential purposes abutting Gunn Road shall have no direct access to Gunn Road.

- Lands zoned residential and/or used for residential purposes abutting Gunn Road shall back [reverse lot] onto Gunn Road.

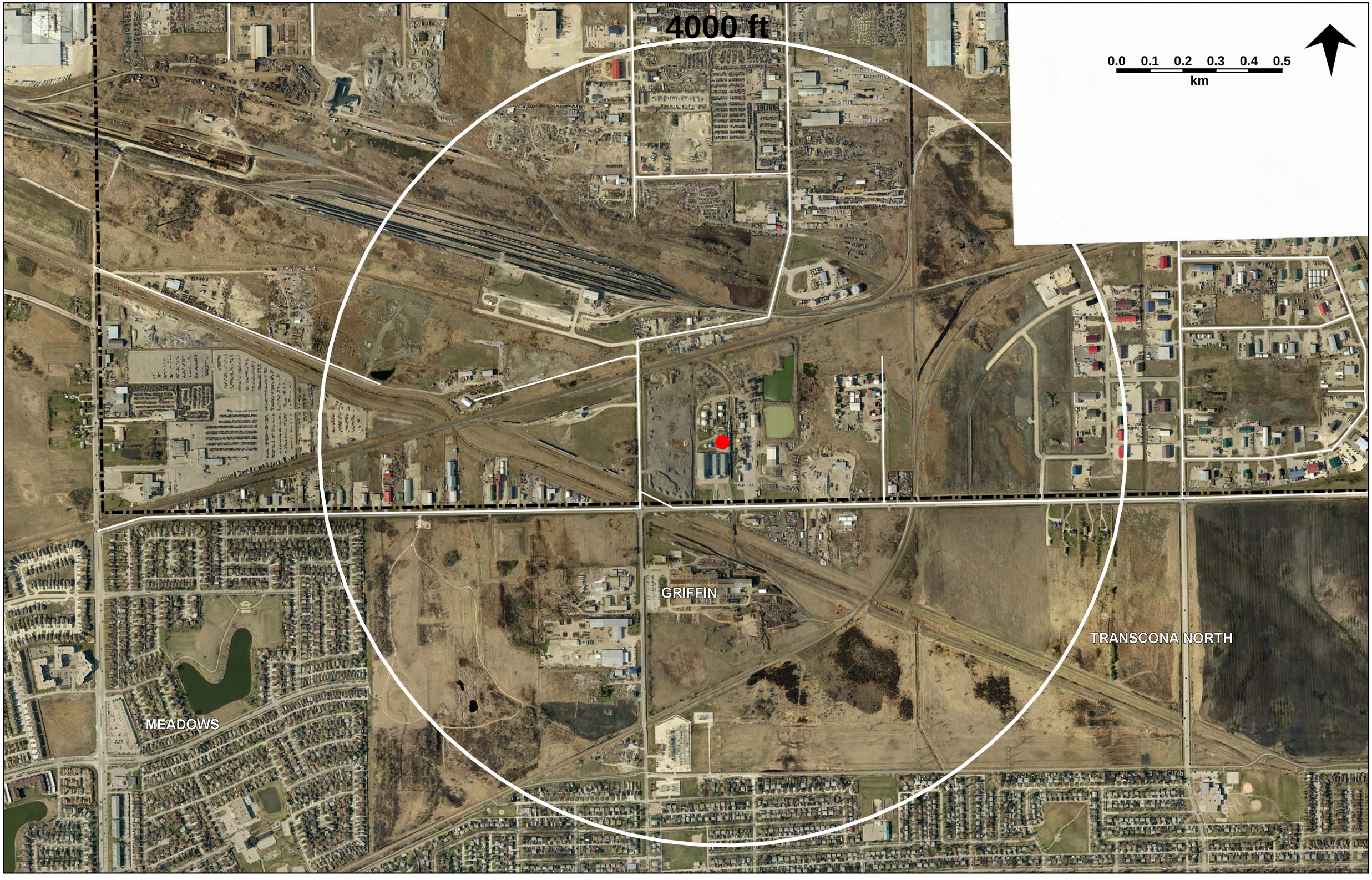
- Lands zoned residential and/or used for residential purposes abutting Gunn Road shall have a minimum rear yard setback of 100.0 feet [30.48 meters] for any habitable room or space as measured from the southern limit of the future Gunn Road right-of-way [4 lane road] to the rear wall of the habitable dwelling.

- Should the future expansion of Gunn Road not occur, and/or the future Gunn Road right-of-way is not discernable, lands zoned residential and/or used for residential purposes abutting Gunn Road shall have a minimum rear yard setback of 231.3 feet [70.5 meters] for any habitable room or space as measured from the southern limit of the existing Gunn Road right-of-way [2 lane roadway] to the rear wall of the habitable dwelling.

- Lands zoned residential and/or used for residential purposes abutting Gunn Road shall provide along the rear property lines along the southern limit of the Gunn Road right-of-way a continuous 6.5 foot [1.98 metre] tall landscaped berm topped by a 6.5-foot [1.98 metre] tall uniform sound attenuation barrier fence, OR some combination of continuous fencing and berming that provides for a total height of 13 feet [3.96 metres] of screening.

- Deciduous and coniferous trees shall be planted on the Gunn Road side of the berm and fence that is parallel to Gunn Road.

# APPENDIX A BORDER CHEMICAL RADII


4000 ft
0.0 0.1 0.2 0.3 0.4 0.5
km
GRIFFIN
TRANSCONA NORTH
MEADOWS

## APPENDIX B GRIFFIN STEEL RADII


4000 ft
0.0 0.1 0.2 0.3 0.4 0.5
km
GRIFFIN
TRANSCONA NORTH
MEADOWS
RADISSON

# APPENDIX C COMPARISON OF SETBACKS

***Approved Landscape Buffering against Rail lines, Pipelines, Major Roads in Winnipeg.***

**Winnipeg Zoning By-Law 6400/94 [1994 – 2008]**

The bulk regulations for all single-family districts in By-Law 6400/ 94 provide rear yards of 25 feet. Fencing is allowed, no higher than 6.5 feet.

**Winnipeg Zoning By-Law 200/2006 [2008 – present]**

The bulk regulations for all single-family districts in By-Law 200/06 provide rear yards of 25 feet. Fencing is allowed, no higher than 6.5 feet.

**RM OF SPRINGFIELD ZONING BY-LAW NO. 08-01**

The bulk regulations for single-family districts in By-Law 08-01 provide rear yards of 25 feet.

50 feet with a landscaped berm of 5.0 to 8.2 feet for separating 'Industrial' and 'Residential'.

69.0 MG: Industrial General Zoning District

69.6 Additional Regulations for Permitted and Conditional Uses

1) Where a site abuts the lot line of an existing or future Residential Area as indicated in the RM of Springfield Development Plan, a 15.24 m. (50.00 ft.) landscaped yard is required. This yard shall include a berm, fence and extensive landscaping to the satisfaction of the Development Officer or Council. As a minimum, this landscaping screen shall consist of an earthen berm of not less than 1.52 m. (5.00 ft.) in height and a width of not less than 2.50 m. (8.20 ft.). In cases where the landscaping screen is a hedge, it shall be a minimum of 1.52 m. (5.00 ft.) in height.

**CPR Rail lines Guidelines, 2013**

30 meters (98.4 feet) with 2.5 m (8.2 feet) berm.

**Railway Association Canada / FCM Proximity Guidelines, 2006**

15 metres (49.2 feet), two metre (6.6 foot) high berm, 1.38-metre (4.5 feet) high chain link

Proximity Guidelines and Best Practices is a 2006 research report prepared for The Railway Association of Canada and The Federation of Canadian Municipalities. This research report recommends “best practices” for: protecting dwellings from train derailments or other rail incidents; and reducing the amount of noise and vibration from trains affecting dwellings.

The report recommends for:

- dwellings to be setback 15 metres (49.2 feet) from a branch line right-of-way;
- a two metre (6.6 foot) high berm, with a side slope no more than a rise of one and a run of 2.5, be built alongside the rail line right-of-way; and
- a 1.38-metre (4.5 feet) high chain link fence be built at the edge of the right-of-way and a three-metre high acoustical fence be built on the top of the berm.

**CPR Rail lines Setbacks**

**DASZ 21/2006 Bridgewater Estates (CPR Molson)**

48 foot setback 6 foot (2.0) fence

That residential lots with rearage on the CPR Molson rail right-of-way shall provide a minimum 48 foot (14.6 metre) setback between the rear property line and any habitable rooms of principal buildings.

That the Developer shall erect a uniform wood fence (2 metre in height) abutting the CPR Molson Subdivision.

**DASZ 12/2013 Devonshire Estates (CPR Molson)**

49.21 feet (15.0 m) setback 3.9 feet (1.2 m) berm, 6 foot (2.0m) fence.

The Developer shall, at no expense to the City, construct within the rear yards of all one and two family lots abutting the CPR rail right-of-way, a 1.2m berm in height with a uniform wooden fence 2.0m in height, to the satisfaction of the Director of Planning, Property, and Development. The Developer is to permit the City to file a caveat against the title of each of these proposed lots abutting the CPR rail right-of-way requiring the owner(s) to maintain and/or repair or replace the fence as originally constructed, to the satisfaction of the Director of Planning, Property, and Development.

That a minimum rear yard of 15m shall be provided within the rear yards of the single family lots and the north side yard of the lot zoned “RMF-S” abutting the CPR rail right-of-way measured from the southern boundary of the existing right-of-way (Plan 1042) to the nearest wall of any principal building.

**DASZ 21/2006 north of Devonshire Drive West, west of Plessis Road (CPR Molson)**

57.4 feet (17.5 metres) 6.5 feet fence (2.0 m)

The Developer shall, at no expense to the City, construct within the rear and/or side yards of all lots abutting the CPR Molson Subdivision, a uniform fence 2.0m in height.

**DASZ 38/2003 (CPR Arborg Setback - North Meadows)**

50 foot (15.24 m) setback, 6.5 foot (2.0 m) fence.

A 50 foot (15.24 metre) setback between the rear property line and any habitable rooms of principal buildings that are adjacent to the rail tracks was applied.  6.5 foot wood fence.

**DASZ 19/1998 (CPR Winnipeg Beach - Riverbend).**

50 foot (15.24 m) setback, 6.5 foot (2.0 m) fence.

A 50 foot (15.24 metre) setback between the rear property line and any habitable rooms of principal buildings that are adjacent to the rail tracks was applied.  6.5 foot wood fence.

**DASZ 15/2011 - 455 Templeton Avenue and 2401 Ferrier Street (CPR Arborg)**

48.5 feet setback a uniform fence, 2.0 m in height.

That no habitable room or space, bathroom, water closet compartment, or recreation room or space shall be less than 48.5 feet from the eastern limit of the planned area.

That a fence, without potential hand- or foot-holds on its west side, be built along the entire eastern limit of the planned area to a height that is the maximum height allowed in the zoning by-law.

**CNR Mainline Setback**

110 feet setback 7 foot berm 6 foot fence

DASZ 46/79 and DASZ 22/81 - South Tuxedo

Rail companies have previously provided some strict guidelines to buffer residents from their operations. The setback applied under DASZ 46/79 and DASZ 22/81 for the single family, detached dwellings adjacent to the rail tracks to the west along Park Blvd require a 110 foot building setback with a 7 foot berm and a 6 foot wood fence.

**ZAA 14/2005 - 901 Shaftesbury**

73 foot (22.5 metre) setback be established between the principal building and the CNR Main line. For detached dwellings units, and accessory dwelling units, the setback of 110 feet.

The Division is willing to provide some flexibility for a multiple family dwelling that is being constructed of concrete/brick by reducing the required setback, however, final site plans indicating the extent of landscaping, berming, and fencing will be needed to ensure the associated activities of the rail line are properly mitigated. The Division is recommending that a 73 foot (22.5 metre) setback be established between the principal building and the CNR Main line. For detached dwellings units, and accessory dwelling units, the setback of 110 feet should be maintained as previously recommended.

**High Pressure Gas Line**

50 feet setback

**DASZ 21/2006 and DASZ 50/04) Harbourview & Bridgewater**

That residential lots abutting the existing high pressure gas pipeline shall provide a minimum 50 foot (15.24 metre) setback between the high pressure gas pipeline and any principal dwellings.

Manitoba Hydro has indicated in a letter dated February 10, 2006 to Qualico for the development of Harbourview Phase II that a 15 metre (50 foot) easement is required on both sides of the gas pipeline, as measured from the pipeline.

**MAJOR ROADS**

**DAZ 220/1985 - Long Point Bay (Gunn Road).**

Development application that created the houses that back onto Gunn Road in the Meadows West Neighbourhood.

25 foot rear yard

**DASZ 21/2006 north of Devonshire Drive West, west of Plessis Road (Plessis Road / North-South Corridor)**

57.4 feet (17.5 metres) 6.5 feet fence (2.0 m)

Where single and two family residential lots back onto Plessis Road the said lots are to be established with a minimum depth to provide a minimum rear yard set back of 17.5m and the Zoning Agreement covering these lots is to stipulate a minimum rear yard of 17.5m. The Developer shall, at no expense to the City, construct within the rear yards of all one and two family lots abutting Plessis Road, a uniform noise attenuation fence 2.0m

Where proposed residential lots back onto the future Transcona North-South Corridor the said lots are to be established with a minimum depth to provide a minimum rear yard set back of 17.5m. The Zoning Agreement covering these lots is to stipulate a minimum rear yard of 17.5m.The Developer shall, at no expense to the City, construct within the rear yards of the proposed lots abutting the future Transcona North-South Corridor a uniform noise attenuation fence 2.0m in height,

**DASZ 12/2013 Devonshire Estates (Transcona North-South Corridor)**

3.9 feet (1.2 m) berm, 6 foot (2.0 m) fence - setback TBD.

That, the Developer shall ensure that single-family and two-family residential lots which back onto the future Edward Schreyer Parkway are of sufficient depth to provide a minimum rear yard to achieve the City's Motor Vehicle Noise Policies and Guidelines sound level limit of 65dBA in the typical outdoor recreation area of those lots
The Developer shall, at no expense to the City, construct within the rear yards of all one and two family lots abutting the future Edward Schreyer Parkway, a 1.2m berm in height with a uniform wooden fence 2.0m in height,

**ZAA 16/2005 Canterbury Park (PTH 101)**

60 feet with 6.5 wood barrier fence

ZAA 16/2005 on July 26, 2006 Council approved an amendment to the Zoning Agreement to allow rear yards along the Perimeter Highway with a minimum rear yard setback of 60 feet instead of 135 feet for Neves Bay, Claeys Crescent & south Chadwick Crescent. The Manitoba Highway Traffic Board has indicated that a 60 foot building setback for principle buildings and a 10 foot setback for accessory buildings is acceptable.

**DASZ 21/2006 Bridgewater Estates (Transcona North-South Corridor)**

48 feet (14.6 metres) setback, 2.0 meter fence.

That residential lots with rearage on the future Transcona North-South Corridor shall provide a minimum rear yard of 48 feet (14.6 metres).

That the Developer shall erect a uniform wood fence (2 metre in height) abutting the Transcona North-South Corridor.

**DASZ 3 /1984 and DASZ 5/1984 – Chief Peguis Trail Extension**

Pepper Tree Corners (Jim Smith Dr, Taunus Dr, Dunits Dr): the housing development between Springfield, Gateway and CPT.

All of the Jim Smith lots that back onto Chief Peguis have a minimum 55 ft. rear yards.

A 2.4m (8') SimTek fence (plastic, ornamental) installed on existing grade

**DASZ 9/2003 - Eaglemere (Lagimodiere)**

65.6 feet (20 metres) 6 foot (2.0 m) wood fence.

That a minimum rear yard of 65.6 feet (20 metres) to principle dwellings be established for all residential lots abutting Lagimodiere Boulevard.

That a minimum six (6) foot high ornamental wood fence and berm be constructed along the rear lot line of all lots abutting Lagimodiere Boulevard

**DASZ 51/04 Sage Creek (Ward Ave / Lagimodiere)**

52.0 feet against Warde Avenue 6 foot fence

57.41 feet against Lagimodiere 6 foot fence

Where single and two family residential lots back onto Warde Avenue, the said lots are to be established with minimum rear yards of 16.0 metres.

Where proposed “R2” Residential lots back onto Lagimodiere Boulevard, the said lots are to be established with minimum rear yards of 17.5 metres.

**DASZ 33/12  SW Neighbourhood Waverly West (PTH 100 / Route 90 / Waverly Street)**

50.0 feet (15.24 m) against Waverly, 6 foot (2.0m) fence

The Developer shall, at no expense to the City, construct within the rear yards of all single and two-family lots abutting Waverley Street, Kenaston Boulevard and the Perimeter Highway, a uniform fence 2.0m in height, to the satisfaction of the Director of Public Works. Future owners of the individual building lots along this fencing shall be responsible for maintaining this fencing to the satisfaction of the Director of Public Works;

That, where single-family or two-family residential lots back onto Waverley Street, the said lots shall be established with minimum rear yards of 15.24 metres;

That, the Developer shall ensure that single-family and two-family residential lots which back onto Kenaston Boulevard or the Perimeter Highway are of sufficient depth to provide a minimum rear yard to achieve the City’s Motor Vehicle Noise Policies and Guidelines sound- level limit of 65dBA in the

typical outdoor recreation area of those lots;

**DASZ 4/2010 - Bison Dr / Route 90 SW Neighbourhood Waverly West**

41 feet against Bison Drive with 6.5 feet wood fence.
57.41 feet against Route 90 with 6.5 feet wood fence.

That where single family residential lots back onto Bison Drive, the said lots are to be established with minimum rear yards of 12.5 metres (41 feet);

That where single residential lots back onto Kenaston Boulevard, the said lots are to be established with minimum rear yards of 17.5 metres (57.41 feet);

That the Developer shall erect a uniform wood fence (2 metres in height) abutting Bison Drive and Kenaston Boulevard to the satisfaction of the Director of Public Works and the Director of Planning, Property and Development. Future owners of the individual building lots along this fencing shall be responsible for maintaining this fencing to the satisfaction of the Director of Public Works and the Director of Planning, Property and Development;

**DASZ 09/2011 River Park South - PTH 100**

The Developer must ensure that every single-family residential lot backing onto St. Mary's Road, St. Anne's Road, Dakota Street or the Perimeter Highway has at all times a minimum rear yard which, together with other sound attenuation measures provided and maintained by the Developer on the lot such as a berm or noise attenuation fence, achieve the City's Motor Vehicle Noise Policies and Guidelines sound-level limit of 65 dBA as measured in the typical outdoor recreation area of the lot. The Developer will be responsible for conducting the noise measurements and providing the written results to the Director of Public Works. The size of the rear yard and the specifics of other sound attenuation measures which the Developer must provide on the lot (such as dimensions and materials) are to be approved by the Director of Public Works and stated in the Zoning Agreement. The owner of each lot will be responsible for maintaining any sound attenuation measures to the satisfaction of the Director of Public Works.

**DASZ 38/2012 Amber Trails future Chief Peguis Trail**

49.21 feet setback 3.9 feet berm, 3.9 feet fence.

Where single family residential lots back onto the future Chief Peguis Trail said lots are to be established with a minimum depth to provide a minimum rear yard setback of 15.0m.
The Developer shall, at no expense to the City, construct within the rear or side yards of all single or two family residential lots abutting the future Chief Peguis Trail (former CPR Bergen Cut-off), a uniform noise attenuation fence 1.2m in height complete with berming 1.2m in height, centered on the property line of the residential lots, as determined by and to the satisfaction of the Director of Public Works. The Developer is to permit the City to file a caveat against the title of each of the proposed lots abutting future Chief Peguis Trail requiring the owner(s) to maintain and/or repair or replace the fence as originally constructed, to the satisfaction of the Director of Public Works

## 8.0 Glossary

***Abut or abutting***

Means immediately contiguous to or touching and, when used with respect to a lot or site, means the lot or site touches upon another lot, site, right-of-way, or piece of land and shares a property line.

***Acceptable level of risk***

The determination by public authorities through a process involving industry and the public of levels of risk which are considered acceptable if all reasonably practical measures have been taken to reduce risks. Acceptability depends on the trade-offs between risks, costs, and benefits and may vary from one community to another.

***Bulk***

Bulk refers to a building's height, density and property line setback. Also known as 'Dimensional Standards' or 'District Dimensional Standards'.

***Buffer or transition zones***

An area of land established around an industrial activity to separate other adjacent land uses, particularly residential areas, from the potential effects of an industrial activites. Buffer or transition zones are established through the determination of minimum separation distances between various land uses and through the determination of "buffer" land uses within these areas.

***City of Winnipeg Charter***

A provincial law that regulates the City's operation. This includes the creation and enforcement of plans and zoning by-laws. It also sets out the technical requirements for approval processes such as neighbourhood notification.

***Community Committee***

A three person committee of elected officials for the wards of a particular area that hear matters such as a subdivision and rezoning or a zoning agreement amendment. There are five (5) Community Committees in Winnipeg: City Centre (CCCC), Lord Selkirk-West Kildonan (LSWK), Assiniboia (ACC), East Kildonan-Transcona (EKTCC), and Riel (RIEL).

***Complete Communities Direction Strategy By-law No. 68/2010***

Is a by-law of the City of Winnipeg adopted July 21, 2010 serving as a long-term plan addressing the physical, social, economic, and environmental conditions in the City. Each development proposal is reviewed for consistency with this by-law. *Winnipeg's Urban Structure Map in Complete Communities* provides a vision for the arrangement of land uses within the City. An urban structure differentiates between different areas of the city based upon their key period of development and other descriptive characteristics, and includes areas such as: *Downtown, New Communities, Recent Communities, Employment Lands*, etc.

***Development***

Refers to any alteration, addition, new construction, renovation, change of use, the removal of soil or vegetation from the land, the deposit or stockpiling of soil or material and the excavation of land

***Employment Lands***

Are the economic engine of the City. They include a broad range of clustered industrial and business land uses.

***Habitable room or space***

Means a room or enclosed space used or intended to be used for living, sleeping, cooking or eating purposes, excluding bathrooms, water closet compartments, laundries, pantries, foyers, communicating corridors, closets, storage rooms, laundry rooms, sunrooms, decks, gazebos, garages, open landings, terraces, balconies, and rooms in basements or cellars used only for recreational purposes.

***M3 Manufacturing Heavy District*** under ***Zoning By-law 200/2006***

Is intended to provide for light or heavy industrial development, including heavy manufacturing, storage, major freight terminals, waste and salvage, resource extraction, processing, transportation, major utilities, and other related uses, particularly those that require very large buildings, frequent heavy truck traffic for supplies or shipments, or that may require substantial mitigation to avoid sound, noise, and odour impacts to neighbouring properties.

***Minimum separation distances***

A distance to be maintained between different land uses or constructions. The separation distance determines the width of a buffer zone.

***OurWinnipeg Plan By-law No. 67/2010***

The City of Winnipeg's new long-range plan addressing the physical, social, economic, and environmental conditions in the City. All other documents, budgets, public works, programs, and developments must be consistent with this plan. It is intended to replace Plan Winnipeg. OurWinnipeg is supported by four direction strategies: Complete Communities, Sustainable Transportation, Sustainable Water and Waste, and Sustainable Winnipeg.

***Plan Winnipeg 2020 Vision By-law No. 7630/2000***

A by-law of the City of Winnipeg serving as a long-term plan addressing the physical, social, economic, and environmental conditions in the City. All other documents, budgets, public works, programs or developments initiated or approved by the City must be consistent with this plan. Each development proposal is reviewed for consistency with Plan Winnipeg.

**Lot, reverse**

Means a through lot, the line of which is substantially a continuation of the rear lot line along one of the public streets.

**Lot, through**

Means a zoning lot that abuts two or more public streets but that does not abut the intersection of those streets.

***Secondary Plan***

Secondary plans take the general policies laid out in a city's development plan and elaborate on them, tailoring them to guide the development or redevelopment of a specific neighbourhood. In existing neighbourhoods, they are also known as neighbourhood or area redevelopment plans or in future neighbourhoods, area structure or neighbourhood area structure plans.

***Setback***

The distance a building or structure must be located from the front, side and rear property lines, otherwise known as the minimum yard [depth] requirement.

***Springfield, RM***

Is Manitoba's oldest and largest rural municipality. Established in 1873, Springfield stretches from urban industrial development on the eastern boundary of the City of Winnipeg, through urban, rural residential, agricultural and natural landscapes, to the Agassiz Provincial Forest on the municipality's eastern boundary. Neighbourhoods include the Matheson Industrial and Gunn Road Industrial located on the north side of Gunn Road.

***Subdivision and Rezoning Application (DASZ)***

Application procedure used when a proposed plan of subdivision creates new lots and requires a zoning change but does not create any new streets or lanes; OR plan of subdivision requires a zoning classification change or rezoning and creates new public streets and/or lanes. Requires public hearing at Community Committee and Council approval.

***Transcona, Ward***

Is a suburb of Winnipeg, Manitoba located about 10 kilometres (6 miles) east of the downtown area. Until 1972 it was a separate municipality, having been incorporated first as the Town of Transcona in 1912 and then as the City of Transcona in 1961. Transcona is a city ward, represented by a member of Winnipeg City Council. Transcona Neighbourhood Characterization Areas include: North Transcona Yards, Grassie, Peguis, Meadows, Regent, Mission Gardens, Transcona Yards, Melrose, Victoria West, Radisson, Griffin, Transcona North, Kildare – Redonda, Canterbury Park, Transcona Yards, and Transcona Yards.

***Transportation Master Plan (TMP***)

Adopted by Winnipeg Council November 16, 2011, it is intended to set out a strategic vision for transportation in Winnipeg over the next two decades. It will ensure that future transportation needs for an integrated network of highways, roads, rapid and conventional transit, cycling and pedestrian facilities can be planned and budgeted for as the City implements its future growth plan outlined in *OurWinnipeg.*

***Use (Land)***

What the building and surrounding property are used for. In some cases, a high degree of specificity is required when indicating the existing or proposed use of a building in order to determine the necessary zoning and building requirements.

***Yard*** See ***setback.***

***Zoning***

Zoning is a physical categorization of land use intended to ensure orderly development, to ensure uniform standards of development, and to separate potentially conflicting land uses such as industrial and residential uses.