# Transcona North Precinct Plan – Precinct I of Complete Communities

**December 2013**

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**PREFACE**

Transcona North is identified as a New Community and designated as Precinct (letter) "I" under the *Complete Communities* Direction Strategy of *OurWinnipeg*. Transcona North is located in the northeast part of the City of Winnipeg and comprises approximately 174 hectares (430 acres) of land. The precinct is bounded by Gunn Road on the north, the Transcona Trail on the south, the Perimeter Highway on the east, and the Central Manitoba Railway (CEMR) Pine Falls rail line on the west.

Approximately 116.5 hectares (287.8 acres) of Transcona North are developable. The balance of the land is occupied by Manitoba Hydro Transmission Corridors (34.9 hectares; 86.1 acres), the Cordite Drain (10.1 hectares; 25.0 acres), Manitoba Infrastructure & Transportation (MIT) lands (5.8 hectares; 14.3 acres) and the Transcona Trail (6.8 hectares; 16.8 acres).

The Rural Municipality of Springfield adjoins Transcona North on the north side of Gunn Road. Adjacent City of Winnipeg neighbourhoods include Canterbury Park and Kildare-Redonda residential neighbourhoods to the south and the Griffin industrial area to the west.

All development applications submitted with respect to any lands within the plan area are to be reviewed for compliance with the policies of this precinct plan.

# 1.0 INTRODUCTION

## 1.1 PURPOSE OF THE PLAN

The purpose of a precinct plan is twofold. First, it refines and implements at the community level the City's broad planning objectives contained in the City of Winnipeg's Development Plan, *OurWinnipeg*, and its companion document, *Complete Communities* Direction Strategy. It does so by promoting community development that is logical, compatible and sustainable. Second, a precinct plan guides decision-making at the development approval stage around matters such as housing and land use, community services and facilities, and roads and municipal infrastructure; components that collectively shape the way a community grows and develops.

To accomplish this purpose, a precinct plan establishes a broad framework for the future development of a community. This framework is based on a community vision and includes a land use concept and a series of policy statements that work together as a guide to implementing the vision. The framework should not be overly prescriptive, but should provide clarity and direction on a variety of land use planning and development issues for both the public and private sectors. The framework should also promote creativity and innovation and be responsive to changing consumer preferences and market conditions.

Precinct plan formulation is a collaborative effort between the City, land owners and developers and the general public. It provides a high-level community vision with the understanding that the vision along with the plan itself will evolve as circumstances change over time. Accordingly, a precinct plan is both a starting point and a compass for community development. Implementation of a precinct plan should be viewed as a partnership between the City, the public, community residents, property owners and land developers.

Completion of a Precinct Plan is a prerequisite under *Complete Communities* for the development of a New Community. A Precinct Plan is adopted by Council as a by-law with the statutory authority of a Secondary Plan under The City of Winnipeg Charter Act.

## 1.2 POLICY CONTEXT

### 1.2.1 OurWinnipeg and Complete Communities Direction Strategy

*OurWinnipeg* is the City of Winnipeg's Development Plan. *OurWinnipeg* sets out the goals, policies, and guidelines for physical, social, environmental, and economic development in the City now and in the future. *OurWinnipeg* is a broad, overarching document based on four supporting Direction Strategies:

*Complete Communities*, *Sustainable Winnipeg*, *Sustainable Transportation*, and *Sustainable Water and Waste*.

*Complete Communities* is the City's land use plan and has been adopted as a City By-law. As such, all precinct plans must be consistent with *Complete Communities. Complete Communities* describes the physical characteristics of the City and its many neighbourhoods and establishes a framework for future growth and development. It is based on the promotion of "complete communities" as inclusive, vibrant places in which to live, work and play.

The *Complete Communities* Direction Strategy focuses on Winnipeg's urban structure and the spatial articulation that distinguishes different areas of Winnipeg based on their period and stage of development and unique characteristics. It identifies areas that are expected to accommodate significant growth and change as well as areas where more moderate intensification is expected to occur. Implementing plans such as area structure plans and precinct plans are adopted as by-laws and must conform to *OurWinnipeg*.

**What is a "Complete Community?"**

- Complete communities are places that support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn, and play in close proximity.

**Characteristics of Complete Communities**

- Complete communities provide options for accessing services, amenities, and community resources.
- Complete communities provide options for mobility by facilitating all transportation modes.
- Complete communities celebrate diversity and provide housing options that accommodate a range of incomes, household types and age groups.
- Complete communities provide opportunities for local employment by allowing for a mix of compatible industrial, retail and office uses at appropriate and supportable scales and densities of development.
- Complete communities are living, dynamic, unique places that evolve and change over time.

**New Communities**

*Complete Communities* designates North Transcona as a "New Community." New Communities are large, un-developed or under-developed land areas identified for future urban development. *Complete Communities* envisions these new areas as:

> *…inclusive neighbourhoods with a variety of housing types within walking distance of mixed use districts that offer opportunities for shopping, employment, and entertainment. These neighbourhoods are a part of a larger community with interconnected open spaces, walking and cycling paths, community facilities, employment opportunities, and multi-modal transportation connections to the rest of the city.* (*Complete Communities,* Page 70.)

**Precinct Plans**

*Complete Communities* identifies greenfield areas within the City that are slated for new development but are not currently provided with a full range of municipal services. *Complete Communities* identifies these areas as Precincts and assigns a letter designation to each area. The Transcona North New Community is identified as Precinct "I." *Complete Communities* requires that New Communities undergo a planning process in order to ensure that their development aligns with the document's objectives. The planning process will lead to the formulation of Precinct Plans for each of the New Communities. Until a precinct plan is complete, lands designated as New Communities must conform with policies that apply to Rural and Agricultural lands.

## 1.3 AUTHORITY OF THE PLAN

The Transcona North Precinct Plan (the Plan) is a statutory "secondary" plan enabled through *The City of Winnipeg Charter Act*:

Adoption of Secondary Plans

234(1) Council may by by-law adopt a secondary plan to provide such objectives as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the city, including, without limitation, any matter

(a) Dealt with in Plan Winnipeg, or;

(b) Pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

Compliance with plan by-laws

235 The passing of a Plan Winnipeg by-law or secondary plan by-law does not require council, any person, or any department or agency of the government, to undertake a proposal contained in the by-law, but public works, undertakings and development in the city must be consistent with Plan Winnipeg or any secondary plan.

## 1.4 TIME FRAME OF THE PLAN

The plan is future oriented and depicts how the Transcona North community may develop over an extended time period through a series of public and private sector initiatives. No specific time frame is applied to the Plan although most of the proposed development is expected to occur within a 15 year horizon.

## 1.5 PUBLIC INPUT PROCESS

The Transcona North Precinct Plan was developed in consultation with a wide range of stakeholders including various City Departments, the principal land owner and developer and interested citizens. Two Public Open Houses were held as summarized below.

Public Open House #1: The first public open house was held on January 18th and 19th, 2012, at the Oxford Heights Community Club. As the first step in the planning process, the purpose of the first open house was to inform the general public on the planning process and obtain feedback on development issues and concerns. The open house was advertised over two consecutive weeks in the Herald and 5,000 flyers were delivered to all residents and businesses north of Kildare Avenue and west of Day Street. Approximately 50 people attended the two-evening event and 41 exit surveys were collected. From the survey, a majority of respondents were residents of Transcona (39 responses) and 83% of respondents either supported or were neutral on the development of the Transcona North Area. Single family housing was the most supported land use with 72.5% in strong agreement. Industrial land use was least agreeable land use according to 79.5% of respondents. Respondents were evenly split concerning support for commercial land use and multiple-family housing. The results of the open house survey are included in **Appendix A**.

Public Open House #2: The second open house was held on Wednesday November 28, 2013 at the Oxford Heights Community Club to provide the public with information on the proposed Secondary Plan and to gain feedback on the proposed Plan through an exit survey. More than 40 participants attended the Open House with 34 respondents to the exit survey. Of the respondents; 7 respondents live within the Precinct Area, 18 live in Transcona south of Precinct Area, 5 live in Transcona west of Precinct Area, and 4 lived in another area identified as East St. Paul by three respondents and one in the RM (unspecified which RM). 58.89% of respondents either supported or were neutral on Single family housing. Commercial (multi-family) land-uses were supported by 38.24% of respondents with 8.82% neutral. Support for Light industrial land use had the largest change from Open House #1 with 35.3% in support, 26.46% neutral and 38.24% in opposition. This may be due to the number of industrial land owners responding to the exit survey. The results of the open house survey are included in **Appendix B**.

## 1.6 INTERPRETATION OF THE PLAN

### 1.6.1 Map Interpretation

The perimeter of the Transcona North Precinct was drawn to comply with the following definition as contained in the *Complete Communities* Direction Strategy.

> *The boundaries of the precincts are generally based on centre lines of streets, public lanes, footpaths, public walks, rivers, public right of ways, lot or holding lines, railway or public utility right of way, but should not be interpreted to precisely follow them. They do, however, follow City of Winnipeg municipal boundaries.* (*Complete Communities*, page 75)

### 1.6.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information only and to enhance the understanding of the policy.

Where "may" is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and provided that the intent of the policy is still achievable.

Where "should" is used in a policy, the intent is that the policy be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, or to allow the introduction of an acceptable, alternate means of achieving the general intent of the policy.

Where the policy requires compliance at the development approval stage, that requirement may be deferred to the subdivision approval (plan registration) or building/development permit stage without requiring an amendment to the Plan.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information shall be determined at the development approval stage.

## 1.7 AMENDMENTS TO THE PLAN BY-LAW

To make any changes to the text or maps within the Plan, an amendment to the Plan that includes a public hearing shall be required in accordance with *The City*

*of Winnipeg Charter Act* and the Development Procedures By-law.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to justify and allow for an evaluation of the amendment. The type and scope of the supporting information will depend on the nature of the amendment and will be determined in consultation with the City administration, but may include market feasibility assessments, transportation and infrastructure analyses, site and land use compatibility studies, and cost-benefit analyses.

### 1.8 MONITORING THE PLAN

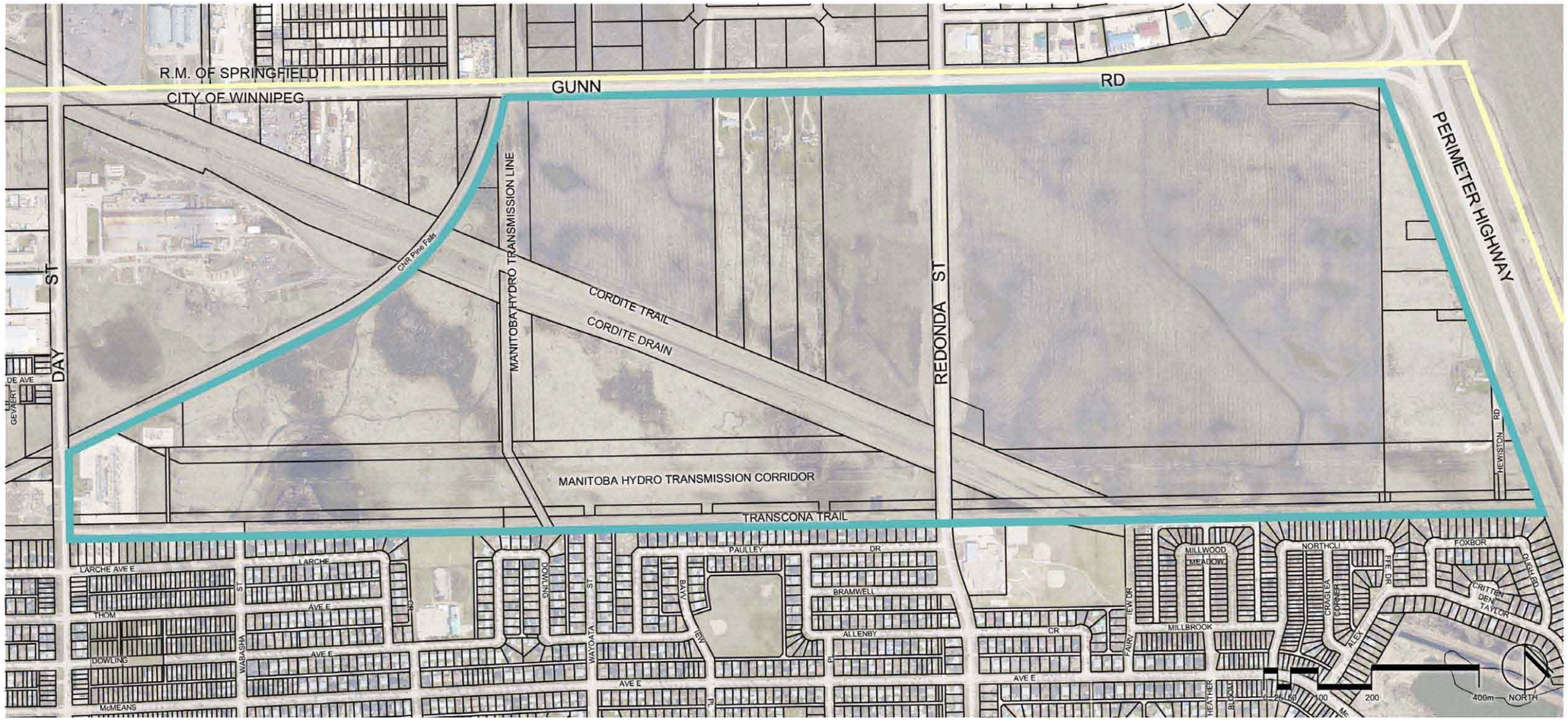
The Plan is intended to be a flexible document that will be monitored over time and amended as circumstances change within and adjacent to the plan area.

## 2.0 PLANNING AREA

### 2.1 APPLICATION OF THE PLAN

The Precinct Plan applies to those lands comprising Transcona North as shown on Figure 1. The gross area is approximately 174 hectares (430 acres) and is bounded by Gunn Road on the north, the Perimeter Highway on the east, the Transcona Trail on the south, and the CEMR Pine Falls rail line on the west. The gross area includes lands taken up by the Cordite Drain, the Transcona Trail and Manitoba Hydro transmission line corridors. Together, these undevelopable lands account for approximately 57.6 hectares (142.2 acres) or 33% of the precinct, leaving a net developable area in Transcona North of approximately 116.5 hectares (287.8 acres).

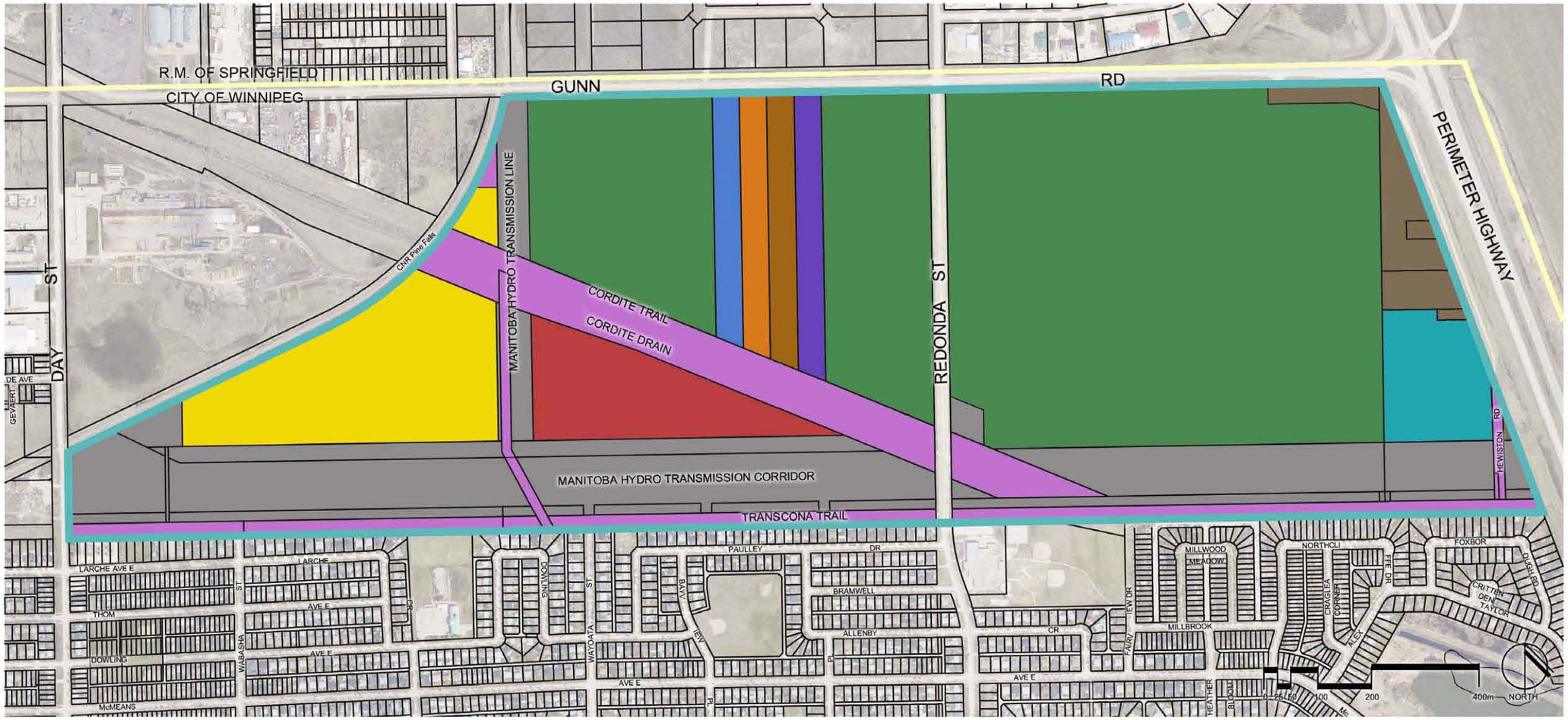
Most of the land in Transcona North is privately owned, with the largest land owner controlling approximately 77.7 hectares (192 acres) or 66.7% of the net developable area. Figure 2 shows the individual land holdings. Each colour represents a different land owner.




LEGEND

PRECINCT BOUNDARY

**Figure 1: Precinct Plan Area**




LEGEND

- CITY OF WINNIPEG LANDS
- MIT LANDS
- MANITOBA HYDRO LANDS
- NORTH GRASSIE PROPERTIES LANDS
- PRIVATE LAND OWNER 1
- PRIVATE LAND OWNER 2
- PRECINCT BOUNDARY
- PRIVATE LAND OWNER 3
- PRIVATE LAND OWNER 4
- PRIVATE LAND OWNER 5
- PRIVATE LAND OWNER 6
- PRIVATE LAND OWNER 7

**Figure 2: Property Ownership**

## 3.0 PLANNING VISION, CONTEXT AND GOALS

### 3.1 PLANNING VISION

The planning vision for Transcona North is for a community that:

- provides housing opportunities for both first time home buyers and residents of Transcona wishing to upgrade to a new home without having to leave the community;
- incorporates a system of interconnected parks and open spaces that encourages outdoor activities, walking and cycling;
- is adequately connected to the larger city via roads, transit and pedestrian and cycling facilities;
- provides lands for neighbourhood-scale retail and service commercial development;
- provides employment lands for local job creation, and;
- contributes to the life and vitality of the greater Transcona Community.

### 3.2 PLANNING CONTEXT

Transcona North presents some unique challenges for the city planners and future land developers. Development constraints and boundary conditions include the Cordite Drain, Manitoba Hydro corridors, adjacent industrial areas, the Central Manitoba Railway (CEMR) and the Perimeter Highway. In particular, the adjacent industrial areas contain two long-established businesses in Border Chemical and Griffin Steel that must be appropriately buffered in order to mitigate potential negative impacts on the residential environment. Also, compared to emerging Winnipeg communities like Sage Creek and Waverley West, the ability of the precinct to support commercial development and multi-family residential development of any kind is constrained by several factors. In particular, the precinct is not currently served by a major street that would expose potential commercial sites to the high traffic volumes necessary for attracting community-scale commercial development. Nor will the net developable area generate, at full build-out, the population base necessary for supporting community-scale commercial. Finally, hydraulic modeling has determined that the water system serving the area, while more than adequate for domestic supply, does not achieve the ideal design flows for fire suppression in conventionally designed apartment buildings and commercial developments.

In responding to this challenge, the principal land owner and developer in the precinct is proposing a vision for the Transcona North New Community that can be characterized as an “Active Lifestyle” community; a community offering relatively affordable detached housing within walking distance of public parks and

recreational facilities, employment areas and convenience shopping.

The Transcona North community design will encourage walking and cycling through the placement of sidewalks on arterial and collector streets and the provision of a comprehensive network of pathways. The land drainage system will feature lake impoundments for water storage designed to incorporate, where feasible, the pedestrian and cycling network. In addition to providing for internal circulation, the network will connect Transcona North to the Kildare/Redonda and Canterbury Park residential neighbourhoods to the south and adjoining industrial area to the west. And the collector street system in Transcona North will be designed to accommodate future transit service with bus stops located within walking distance of housing areas.

## 3.3 PLANNING GOALS

The following overarching goals are intended to advance the community vision. They are integral to the plan and should be reflected in development proposals for the precinct. These high level goals are supported by policies provided in Section 5.0 of this precinct plan.

**Sense of Place**

Transcona North will develop a community identity defined by a predominance of detached housing with ready access to the services necessary for daily life and a variety of facilities designed to encourage outdoor activities and community socializing.

**Diversity**

Transcona North will provide detached housing opportunities for a broad sector of the market in terms of both affordability and lifestyle. This includes entry-level housing as well as housing for the Transcona move-up market on lots bordering the lakes and parks. The smaller, affordable housing will appeal to one-person households, single parent families and retirees and seniors wanting to down-size while remaining in Transcona. In this way, and despite its detached housing focus, it is believed that Transcona North will allow for the kind of socio-economic and lifestyle diversity that underpins *Complete Communities*. And in the event that circumstances change with respect to infrastructure servicing or building technologies, multiple-family housing is allowed for within the mixed-use commercial activity node and could be made available on other sites in future through a plan amendment.

**Commercial Opportunity**

Transcona North will provide an opportunity for the establishment of local commerce scaled to meet the convenience shopping needs of local residents.

**Green, Walkable and Connected**

Transcona North will develop with parks and green open spaces accessible from all housing areas and linked wherever possible by sidewalks and pathways. The design of the planned area will accommodate the movement of people with street and pathway connections internally between neighhourhoods and externally between Transcona North and the surrounding area.

**Balanced Transportation**

The design of the planned area will provide for an efficient transportation network that minimizes conflict between different modes of transport by providing route and mode choices that balance the needs of pedestrians, cyclists, transit users and motorists.

**Municipal Infrastructure**

Transcona North will be provided with the full range of municipal infrastructure and utilities necessary for an urban standard of development.

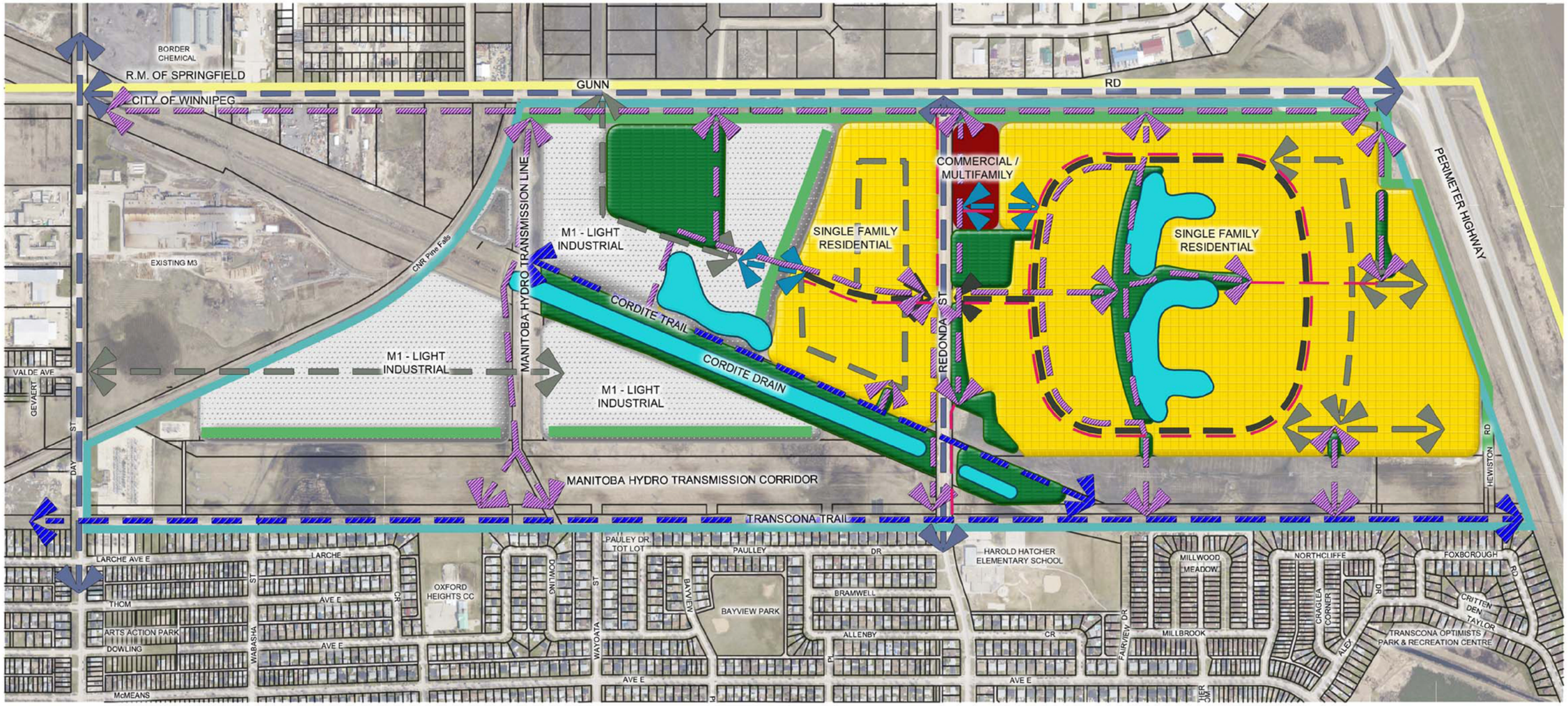
**Development Compatibility**

The design of the planned area will use complimentary land use designations, development setbacks and landscaped berms/buffers where necessary to achieve compatibility between Transcona North residential community and the adjacent industrial areas to the west and north as well as transportation facilities that bound the west, north and east limits of the precinct, namely the CEMR rail line and Gunn Road (future Chief Peguis Trail extension), and the Perimeter Highway.

## 4.0 LAND USE CONCEPT

### 4.1 LAND USE CONCEPT MAP

Figure 3 illustrates the land use concept for Transcona North. This map conceptually identifies the future land uses and transportation network for the precinct. Policies that apply to specific land use areas and symbols shown on Figure 3 are contained in the following Section 5.0 of the Plan.




LEGEND

- PRECINCT BOUNDARY
- PROPOSED LOW DENSITY RESIDENTIAL
- PROPOSED COMMERCIAL / MULTI-FAMILY
- PROPOSED LIGHT INDUSTRIAL
- PROPOSED PARK
- PROPOSED STORM WATER MANAGEMENT FACILITY
- EXISTING ROAD
- PROPOSED MAJOR VEHICULAR ROUTE
- PROPOSED LOCAL VEHICULAR ROUTE
- PROPOSED EMERGENCY / BUS ONLY ACCESS
- EXISTING RECREATION PATH
- PROPOSED RECREATION PATH
- PROPOSED SIDEWALK
- PROPOSED LANDSCAPE BUFFER

0 10 25 50 100 200 400 NORTH

Figure 3 Land Use Concept

# 5.0 LAND USE POLICIES

## 5.1 RESIDENTIAL AREA

### 5.1.1 Purpose

To designate lands in Transcona North for new residential development.

### 5.1.2 Background

Transcona North housing will be primarily detached single-family. Secondary suites will be allowed within the residential area subject to the necessary zoning approvals. Multi-family housing is permitted within the plan area. Figure 3 designates a mixed-use activity node at the southeast corner of Redonda Avenue and Gunn Road as a potential, initial location for multi-family housing.

### 5.1.3 Policies

**1. Composition of the Residential Area**

a. Single-family housing will be the predominant use of land within the Residential Area.

b. Secondary suites will be allowed within the Residential Area subject to the necessary zoning and building plan approvals.

c. Multi-family housing is allowed within the Residential Area as determined through the development application process.

**2. Staging of Residential Development**

a. Subject to the logical extension of trunk services, and unless otherwise determined through future engineering assessments, Transcona North will develop in multiple phases. The first phase will involve lake construction and lot development on the east side of Redonda Street. From here, development will spread outward towards the east and west limits of the precinct at a scale and pace commensurate with servicing efficiencies and lot absorption.

**3. Transit Service to the Residential Area**

a. The Residential Area will be designed with streets that can accommodate future public transit.

**4. Residential Accessibility**

a. The planning of successive subdivisions and developments within the

Residential Area will be coordinated at the development approval stage to provide for future street connections and the provision of pedestrian and cycling facilities necessary for the staged completion of the community-wide transportation network.

## 5.2 INDUSTRIAL AREA

### 5.2.1 Purpose

To provide Transcona North with employment lands for local job creation while acting as a buffer or zone of transition between the residential area and heavy industrial land use in the Griffin Industrial Area and the RM of Springfield.

### 5.2.2 Background

The lands in the southwest corner of the precinct are separated from the balance of the Transcona North community by the Cordite Drain and from the established Kildare/Redonda neighbourhood to the south by the east-west Manitoba Hydro Transmission Corridor. 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.

Given their proposed industrial land use classification and the preference for separating residential and industrial traffic, the options for providing vehicular access to these lands include extending streets into the area from Day Street and Gunn Road. This traffic segregation would enable the lands to be developed with light industrial or business park uses which would be compatible with the adjacent residential development in Transcona North and the Kildare/Redonda Neighbourhood to the south. This type of development would be in keeping with the intent of *OurWinnipeg* as it would create opportunities for local employment within walking or cycling distance of the residential community.

In addition to the following policies, other policies related to the use and development of lands within the Industrial Area in Transcona North are included in Section 5.6 Residential Buffers.

### 5.2.3 Polices

**1. Composition of the Industrial Area**

a. Lands within Transcona North Industrial Area shall be developed with uses that are deemed at the development approval stage to be compatible with the adjacent residential, but shall include agricultural, light industrial/manufacturing, parks and open space, public utilities, land

drainage facilities and office and commercial uses.

b. Lands within the Transcona North Industrial Area shall be developed to a business park standard in terms of building design and appearance, site and building signage and lighting and site fencing and landscaping.

**2. Access to the Industrial Area**

a. Vehicular access to the Industrial Area shall be restricted to Day Street and Gunn Road.

b. Developments within the Industrial Area shall make accommodations for possible future transit service as well as pedestrian and cycling connections to the Transcona and Cordite trails and adjacent residential areas.

## 5.3 COMMERCIAL AREA

### 5.3.1 Purpose

To provide lands for neighbourhood-scale commercial development.

### 5.3.2 Background

The Transcona North Land Use Concept designates approximately 1.8 hectares (4.5 acres) of land for commercial and potential multi-family development at the southeast corner of Redonda Street and Gunn Road. As envisioned, the site will be developed with neighbourhood-scale retail and service commercial and office uses. The commercial area is centrally located in order to maximize local accessibility for cars, cyclists and pedestrians.

### 5.3.3 Polices

**1. Composition of the Commercial Area**

a. Neighbourhood-scale retail and service commercial uses compatible with residential land use in close proximity will be permitted to locate within the Commercial Area.

b. Institutional, office, and public uses that contribute to community livability shall be allowed in the Commercial Area.

c. Multi-family development shall be allowed in the Commercial Area.

**2. Access to the Commercial Area**

a. The design and layout of the Commercial Area and individual

developments will enable safe and convenient site circulation by pedestrians and cyclists and connections to sidewalks on adjacent streets providing access to the larger Transcona North pedestrian and cycling network.

b. Joint-use parking may be a component of the Commercial Area subject to the acceptance by the City of a Parking Management Plan.

**3. Design of the Commercial Area**

a. The design and layout of Commercial Area will:

i. contain surface parking areas on commercial site that are screened from view by fencing and landscaping or located behind or beside buildings;

ii. use shared parking where feasible to reduce the amount of land dedicated to surface parking;

iii. minimize building setbacks along streets except where setbacks are used to provide pedestrian amenity space such as landscaping and seating areas;

iv. employ variety in building design and construction involving such elements as façade articulation, glazing and exterior cladding, and;

v. include, where appropriate and feasible, private facilities, features and amenities such as outdoor seating areas and public plazas that enhance the role of the Commercial Area as a community meeting place.

## 5.4 PARKS AND OPEN SPACE

### 5.4.1 Purpose

To provide future residents of Transcona North with a safe and inviting system of public parks and open spaces to enable a variety of year round outdoor experiences and activities for people of all ages and abilities.

### 5.4.2 Background

Figure 4 conceptually locates the Transcona North parks and open spaces system. The purpose of the parks and open space policies is to provide direction to developers for the provision of lands for the active and passive recreation and leisure needs of the community. The City of Winnipeg parks policies recognize different types of parks and open spaces. Passive parks are intended to provide space for passive recreation, play and unstructured activities such as walking,

cycling, hiking, contemplation and outdoor enjoyment. This includes nature parks, community gardens, neighbourhood parks and linear parks. Linear parks (sometimes referred to as “greenways”) constitute a more specific configuration of passive park with the primary purpose of connecting community activity areas. As an “off street” path linear parks serve to supplement the pedestrian and cycling network. Linear parks are often associated with stormwater management systems. Finally, active parks are generally larger area of open space intended primarily for sport fields.

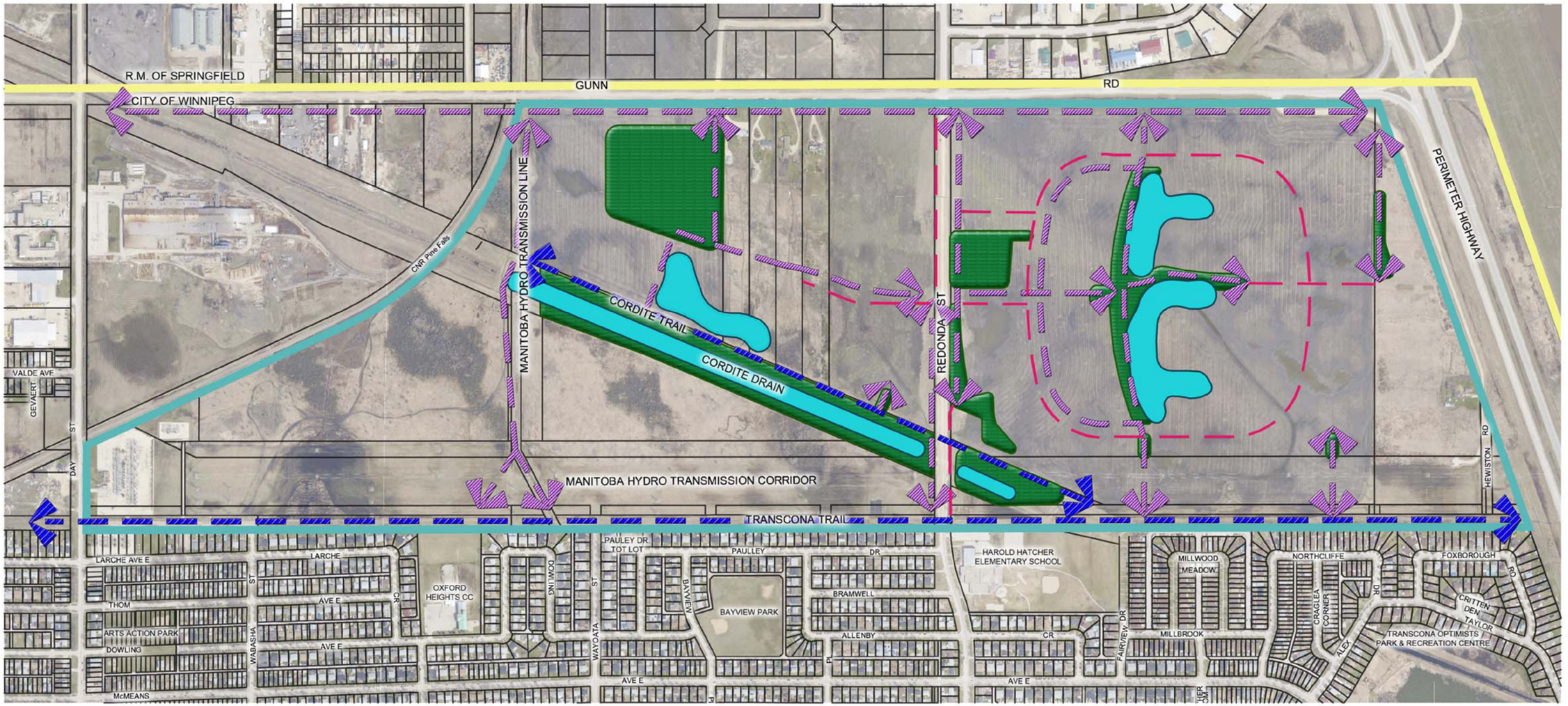



Figure 4: Parks and Open Space System

In addition to the facilities provided in the Transcona North precinct, Figure 4 also highlights some of the existing parks and recreation facilities within neighbourhoods in the Transcona Community to the south, including:

- Arts Action Park, Dowling Avenue East at Day Street, with facilities including a playground, ball diamond and small, former community club building used by the Girl Guides;
- Oxford Heights Community Club, Dowling Avenue East at Argus Road, with facilities including a soccer fields, outdoor rinks, playground and a large community club building;
- Pauley Drive Tot Lot;
- Bayview Park, Bayview Place and McMeans Avenue East, playground and informal play field;
- Harold Hatcher Elementary School at Redonda north of McMeans, with outdoor facilities including ball diamonds and playground;
- Transcona Optimists Park and Recreation Centre, McMeans Avenue East between Alex Taylor Drive and Corliss Crescent, with outdoor facilities including 2 football fields in addition to a large recreation building, and;
- Transcona Centennial Pool, Kildare Avenue East and Wabasha Street.

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.

In Transcona North, all housing areas will be accessible to public parks and the interconnecting network of sidewalks and pathways. Where feasible and useful, linear parkways will be integrated into the design of the stormwater management system and provide linkages between the community's parks and open spaces. Beyond the park dedication requirements triggered by individual development applications, the recreational use of lands within the Manitoba Hydro Transmission Corridors should be considered subject to Manitoba Hydro approval.

Overall, both existing and proposed recreation facilities will provide future residents of Transcona North with a wide range of indoor and outdoor activities for active and passive recreation.

### 5.4.3 Policies

#### 1. General Park Provisions

a. Development applications in Transcona North will be evaluated at the development approval stage in terms of the need for park and public open spaces and related facilities within the application area(s) and in consideration of the overall development needs.

b. Park space allocation for residents of this community and adjacent areas will be guided by the following:

i. provide residents with active recreation facilities like playgrounds and sports fields;

ii. provide residents with spaces for passive recreation and leisure activities like quiet contemplation, nature enjoyment, gardening and picnicking;

iii. provide linear park space for walking, running, cycling and cross country skiing;

iv. provide parks and recreation facilities for year-round activities and enjoyment by people of all ages and abilities;

v. should be located such that at least 95% of dwellings are within approximately 400 metres (1,312 feet) from a park or open space;

vi. co-locate active parks with a future community school or other major community facility or key neighbourhood destination;

vii. create a park network by linking parks and open spaces with pedestrian and cycling facilities provided with wayfinding signage;

viii. design parks so that the location, size, orientation, configuration and quality of the space is appropriate for the intended use(s) and equitably distributed throughout the neighbourhood;

ix. plan parks to maximize passive surveillance through site configuration, placement of access points, street visibility and sight lines;

**x.** incorporate principles of sustainable landscapes which may include naturalized plantings, low maintenance vegetation and protecting natural features like tree stands by incorporating natural features into the park purpose and design where feasible and appropriate.

**2. Active Parks**

The planning of active parks shall be guided by the following:

a. sized to accommodate sport fields and related amenities and space for proper site drainage facilities;

b. associated with the linear park network, and/or accessible by pedestrian and cycling path, public transit and sidewalks;

c. located on, or having direct access to, a collector street;

d. active parks shall amount to a minimum of 30% of the gross area taken for park dedication, and;

e. be co-located with a school (if one is required) or other major community facility providing a combined overall area of no less than 4 hectares (10 acres) with the park space comprising at least 1.6 hectares (4 acres).

**3. Passive Parks**

The planning of passive parks shall be guided by the following:

a. comprise a minimum of 30% of the gross area taken for park dedication which amount shall include linear parks, and;

b. contain a minimum of 0.4 hectares (1.0 acre) in area as a stand-alone facility or a minimum of 0.2 hectares (0.5 acre) if integrated into a linear park system or used as a window or node.

**4. Linear Park Network**

The planning of the linear park network shall be guided by the following:

a. connect key community features or destinations where feasible;

b. create or form part of a looped pedestrian network through the neighbourhood;

c. routed to minimize the number of street crossings;

d. connect to or integrate with existing pedestrian and cycling networks, where the park space becomes either an entry point to a system, a node or activity area along the system, or part of the system itself;

e. where associated with a retention pond, include public access and pathways along one side while maintaining the operational integrity of the land drainage facility, and;

f. constructed with surface material appropriate to the context as determined, in consideration of City guidelines and standards, at the development approval stage.

### 5.4.4 Other Open Space

**1. Manitoba Hydro Transmission Corridor**

a. Any recreational facilities proposed to be located within the Manitoba Hydro transmission line corridors will require the consent of Manitoba Hydro including, but not limited to, pedestrian and cycling facilities, way-finding signage, playing fields, landscaping, public streets and parking areas.

b. Any lands proposed to contain recreational uses within the Manitoba Hydro Transmission Corridor will, if allowed, be considered over and above the City's required parks and open space dedication and shall be subject to long-term agreements with the City to be negotiated by the developer on behalf of and in consultation with the City.

### 5.4.5 Recreation Area Charge

The City of Winnipeg shall establish an Area Charge in accordance with the following parameters:

a. The Area Charge shall be levied against private land developments within the Transcona North Precinct for the express purpose of funding capital improvements in connection with the Oxford Heights Community Club.

b. The Area Charge shall be levied according to the following schedule:

- $1,000 per unit for single-family dwellings or two-family dwellings, payable at the time of WLTO lot registration;
- $4,500 per acre for all non-residential land uses, payable at the time of WLTO lot or parcel registration.

c. Funds from the Area Charge shall be distributed to the Oxford Heights Community Club for capital projects as recommended by the City administration to the East Kildonan-Transcona Community Committee.

## 5.5 SCHOOL SITES

### 5.5.1 Purpose

To allow for the possible future location of a school in Transcona North.

### 5.5.2 Background

Given the proximity of the Harold Hatcher Elementary School, the River East-Transcona School Division has not identified the need for an elementary school in the Transcona North Community. However, while a proposed school site is not identified in Figure 3, the following policies are provided in the event that a school site is required in future.

### 5.5.3 Policies

#### 1. School Need

a. Schools are permitted in the planned area.

b. Determination of a need for a school site in Transcona North and related matters such as site selection and acquisition will be the responsibility of the School Division.

#### 2. Size of School Site

a. School sites should be a minimum of 4.0 hectares (10.0 acres) if they contain sports fields or recreational areas or 2.4 hectares (6.0 acres) if located adjacent to a public park of a minimum size of 1.6 hectares (4.0 acres).

#### 3. Location of School Site

a. A School Site should have frontage on a collector street with regular transit service and be provided access via sidewalks and the precinct pedestrian and cycling network.

b. Where co-location occurs, joint use agreements between the City and the School Division will be encouraged for the shared use and responsibility of the respective lands.

## 5.6 RESIDENTIAL BUFFERS

### 5.6.1 Purpose

To provide a zone of transition for buffering residential areas in Transcona North and the Kildare/Redonda neighbourhood from activities and operations associated with existing and proposed industrial land uses and transportation facilities; activities and operations that could potentially impact the residential environment.

### 5.6.2 Background

Transcona North is bounded by the CEMR rail line and the Griffin industrial area on the west, by Gunn Road and industrial land uses in the RM of Springfield on the north, and by the Perimeter Highway on the east. The Transcona North Land Use Concept illustrates different methods for addressing potential issues relating to land use compatibility with adjacent industrial areas and transportation infrastructure, as outlined below.

Heavy Industrial Uses: The industrial area to the northwest of the Transcona North precinct includes Griffin Steel and Border Chemical, two long-standing businesses engaged in heavy industrial activities. The following policies are intended to address potential land use compatibility issues between Griffin Steel and Border Chemical and future development in Transcona North. 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. The purpose of the Restricted Development Zone is to prevent the encroachment of land uses and developments from the Transcona North precinct that might be incompatible with the nearby industrial operations. Implicit in the policies is the objective of providing Griffin Steel and Border Chemical and other industrial users in the area with a degree of certainty that they can continue operating as they have over the years even as development takes place in Transcona North. This includes the possibility of business expansion in compliance with applicable land use, development and environmental laws, regulations, and procedures.

Transportation Facilities: A combination of development setbacks and landscaped berms/buffers will mitigate potential impacts from the major transportation facilities bounding the precinct including the CEMR rail line, Gunn Road and the Perimeter Highway. The Gunn Road Buffer is conceptually illustrated in Figure 5. A similar type of treatment is expected along the west limit of the Perimeter Highway, the details of which will be determined at the development approval stage.

The Gunn Road buffer is based on existing street buffers established elsewhere in Winnipeg involving similar circumstances and similar types of development. The development setback along the south limit of Gunn Road, as illustrated in Figure 5, has been sized to accommodate a widening for the future extension of Chief Peguis Trail. The development setback, in combination with the landscaped berm, will also buffer the residential area from the RM of Springfield industrial area to the north.

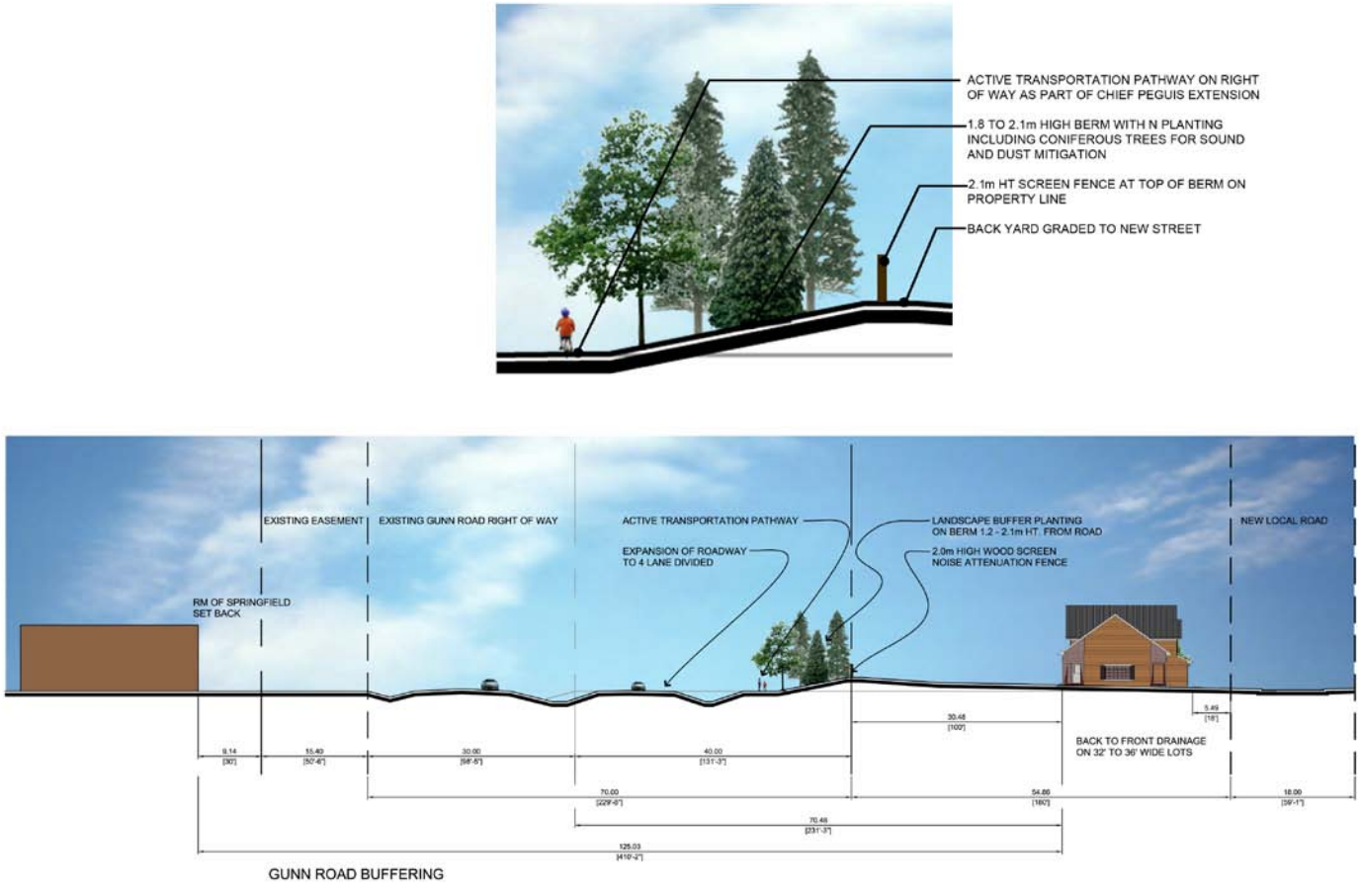



**Figure 5: Gunn Road Buffer**

### 5.6.3 Policies

1. **Industrial Area Restricted Development Zone**

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

b. Permitted uses within the Restricted Development Zone shall be compatible with the adjacent residential areas as determined at the development approval stage but shall include agricultural, light industrial/manufacturing, parks and open space, public utilities, land drainage facilities, and office and commercial uses.

c. 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.

**2. Transportation Facility Buffers**

a. Residential developments abutting Gunn Road and the Perimeter Highway shall be provided with a minimum 2.0 metre (6.5 foot) landscaped berm topped by a 2.0 metre (6.5 foot) solid fence, or some combination of continuous fencing and berming that provides for a total height of 3.96 metres (13 feet) of screening.

b. Residential developments abutting Gunn Road shall be provided with rear yard setbacks to bedrooms or habitable space as follows:

i. a minimum setback of 30.48 metres (100 feet) when measured from the south limit of the future Chief Peguis Trail ROW, as illustrated in Figure 5, or;

ii. a minimum setback of 70.5 metres (230 feet) when measured from the south limit of the existing Gunn Road ROW.

c. The Gunn Road berm plantings shall include a combination of shrubs and trees to aid in sound attenuation and dust suppression.

d. Development of non-industrial uses on lands abutting the CEMR rail right-of-way shall be provided with a 2.0 metre (6.5 foot) solid wood or masonry fence at the rear property line.

# 6.0 TRANSPORTATION POLICES

## 6.1 EXTERNAL ROAD NETWORK

### 6.1.1 Purpose

To integrate Transcona North into the major external road network.

### 6.1.2 Background

Major roads connecting the Transcona North Precinct to the larger city are shown in Figure 6 and include the Perimeter Highway (expressway), Redonda Street (collector street) and Gunn Road (arterial street).

Gunn Road is identified as a "Strategic Good Movement" route in the City of Winnipeg's long range planning documents. Gunn Road is also a full-time truck route, a distinction that recognizes its importance for accessing employment areas in the City and the RM of Springfield. In addition to its current role, the City of Winnipeg long range transportation plans call for the extension of Chief Peguis Trail easterly along the Gunn Road alignment with a future interchange at the Perimeter Highway. To accommodate this, Figure 5 illustrates a future Chief Peguis Trail ROW width of 70 metres (230 feet) including the existing Gunn Road ROW of approximately 30 metres (100 feet) and a widening to the south of 40 metres (131 feet).

The following policies apply to the major roads serving the Transcona North precinct.

### 6.1.3 Policies

**1. External Road Network**

a. Primary vehicular access to residential areas within the Transcona North development will be from Redonda Street.

b. Gunn Road, a boundary road between the City of Winnipeg and the RM of Springfield, is identified in the Winnipeg Transportation Master Plan as a segment of the future Chief Peguis Trail extension to the Perimeter Highway which means that the City of Winnipeg may restrict or deny direct connections by public streets or private and commercial approaches onto Gunn Road.

c. No new direct access to Gunn Road will be provided to abutting lands zoned for residential purposes in the Transcona North Precinct.

d. No new lots zoned for residential purposes will be permitted to front onto

Gunn Road in the Transcona North Precinct.

e. Development in Transcona North along the south limit of Gunn Road shall provide lands for a 40 metre (131 foot) widening of Gunn Road to accommodate a future Chief Peguis Trail extension.

f. Access to the Industrial Area at the west end of the precinct will be permitted from Day Street and may be permitted from Gunn Road, subject to the approval of the Public Works Department and the cooperation of effected land owners.

## 6.2 INTERNAL ROAD NETWORK

### 6.2.1 Purpose

To provide Transcona North with an internal road network that accommodates the safe and efficient movement of vehicles, pedestrians, cyclists and buses.

### 6.2.2 Background

Figure 6 illustrates major, internal roads serving the precinct. The streets are shown conceptually and their classification for design purposes will be made at the time of development approval, in consultation with the Public Works Department, depending upon traffic volumes and transit routing. Local residential streets will connect to the road network illustrated in Figure 6.

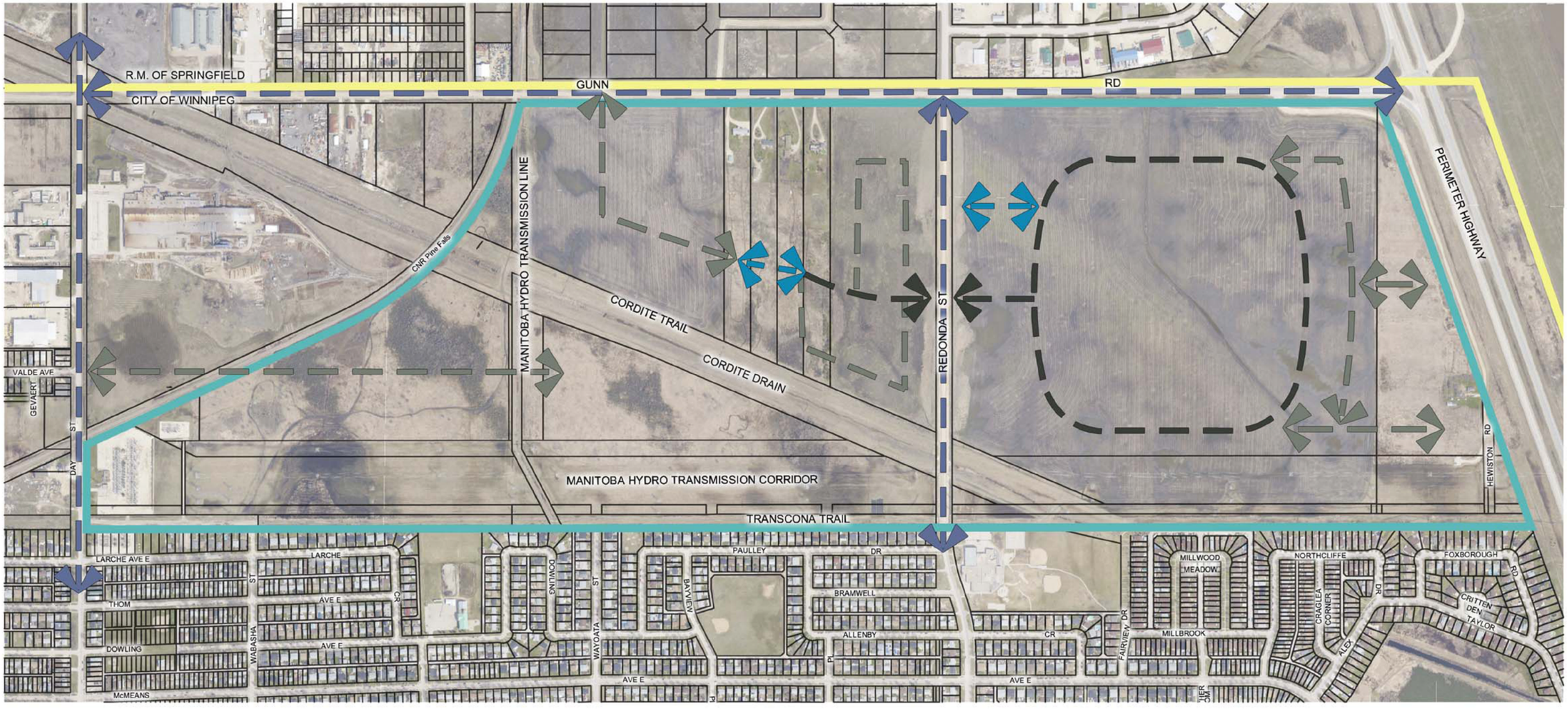



Figure 6: Road Network

Figure 6 uses arrows to conceptually indicate possible future local street connection points to private lands at east and west ends of the precinct. For the Industrial Area, two (2) access points are conceptually illustrated as follows:

- From Gunn Road, for the Industrial Area north of the Cordite Drain, and;
- From Day Street, for the Industrial Area south of the Cordite Drain.

A final determination of the local street pattern necessary for servicing both the Industrial Area and the private lands adjacent to the Perimeter Highway will be made during the development approval stage for applications involving those areas.

### 6.2.3 Policies

#### 1. Conceptual Road Network

a. The internal collector street network shown in Figure 6 is conceptual and will be subject to refinement over the course of the development approval process.

b. Individual development applications shall maintain the integrity of the collector street network as conceptually illustrated in Figure 6.

c. The classification of a street, or segments thereof, shall be determined at the development approval stage based on traffic volumes and transit requirements.

d. The final determination of the local street pattern necessary for servicing the area south of the Cordite Drain and abutting the Perimeter Highway shall be made during the development approval process for applications on the effected lands.

e. The equitable cost sharing between the City and property owners of major external roadways 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 area charges.

**2. Road Network Design**

a. The design of the internal road network shall take into account the following:

i. convenient connections and multiple route choices by pedestrians, cyclists and drivers to origin/destination points and residential areas within the community;

ii. walkway connections between streets to meet transit coverage requirements;

iii. efficient transit routes, and;

iv. safe and convenient circulation for pedestrians and cyclists.

**3. Pedestrian and Cycling Facilities**

a. Local residential streets shall be for shared use of motorized vehicles, cyclists and pedestrians. Sidewalks may be required where local streets access community facilities, as determined at the development approval stage.

b. Collector streets shall include sidewalks on both sides and shall be for the shared use of motorized vehicles, buses and cyclists, with bike facilities provided as necessary and in accordance with the latest standards for cycling facilities.

c. Arterial streets shall include a sidewalk on both sides and shall be for the shared use of motorized vehicles, buses and cyclists with bike facilities providing adequate separation from vehicular traffic to address cyclist safety. Pathways may be provided on arterial streets on one or both sides.

## 6.3 INTERNAL WALKING AND CYCLING NETWORK

### 6.3.1 Purpose

To provide Transcona North with direct and convenient pedestrian and bicycle circulation by means of sidewalks, pathways, trails, pedestrian and cycling crossings, and other elements including residential streets and walkway connections.

### 6.3.2 Background

Figure 7 illustrates the pedestrian and cycling network. Transcona North is currently served by two major pedestrian and cycling routes located within the Cordite Drain lands and the east-west Hydro transmission line corridor (Transcona Trail). The internal walking and cycling network will interconnect the community with the regional network.

### 6.3.3 Policies

#### 1. Pathways

a. Pathways shall include those routes conceptually shown on Figure 7. Refinements to the pathway network will be made at the development approval stage.

b. Wherever possible, and not to preclude on-street pedestrian and cycling facilities, pathways should be routed through parks, natural areas and stormwater impoundments.

c. Pathways and pedestrian and cycling facilities should promote walking and cycling throughout residential areas by providing links to transit services and to origin/destination points within the community with connections to trail system beyond the community.

d. Where pedestrian and cycling facilities cannot be integrated with a park or natural area, they may be located within road right-of-ways in the form of a pathway constructed in addition to a sidewalk as determined through the development review process.

e. Safe and convenient pedestrian and cycling facility road crossings should be provided at key intersection such as:

- on Redonda Street at collector street intersections;
- at the intersection of Redonda and the Transcona Trail (Manitoba Hydro Transmission Corridor), and;
- at the Redonda Street and Gunn Road intersection.

f. The pedestrian and cycling network shall connect to the Oxford Heights Community Centre in the Kildare-Redonda neighbourhood and the Harold Hatcher Elementary School in the Canterbury Park neighbourhood.

6.3.4

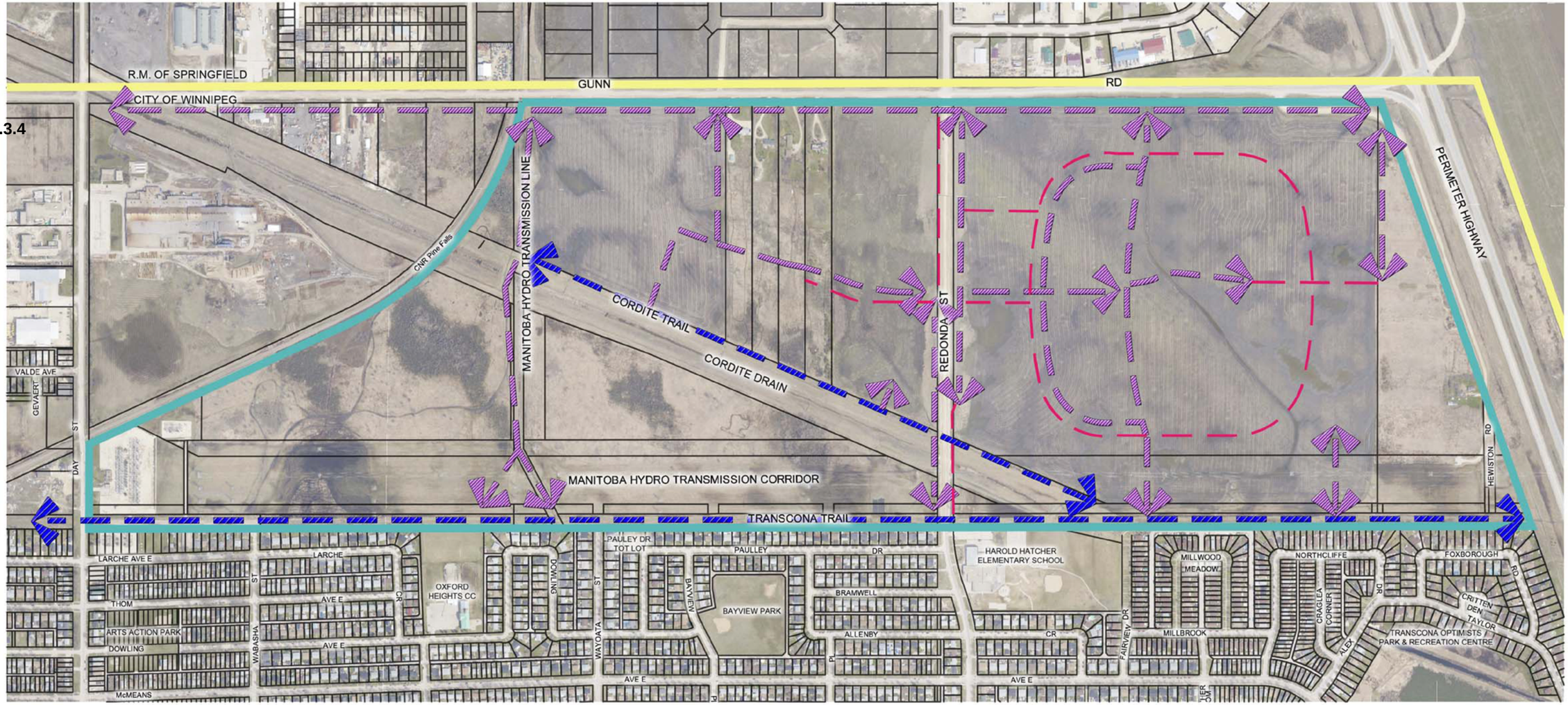



Figure 7: Active Transportation Network

## 6.4 TRANSIT SERVICE

### 6.4.1 Purpose

To provide Transcona North with convenient access to bus transit service within the community.

### 6.4.2 Background

Transcona North will be served by feeder bus transit routes that will be phased-in as the precinct is built out. To accommodate transit service, collector streets will penetrate the east and west portions of the precinct providing for efficient routing while minimizing walking distances to transit stops for area residents.

### 6.4.3 Policies

#### 1. Transit Service

a. Transit service requirements should be achieved through the provision of:

i. convenient roadway and pedestrian connections between residential development and transit stops;

ii. walkways and transit stops that are located so as to improve accessibility and transit coverage, and;

iii. a road network that provides for efficient transit routing within the community.

# 7.0 SERVICING POLICIES

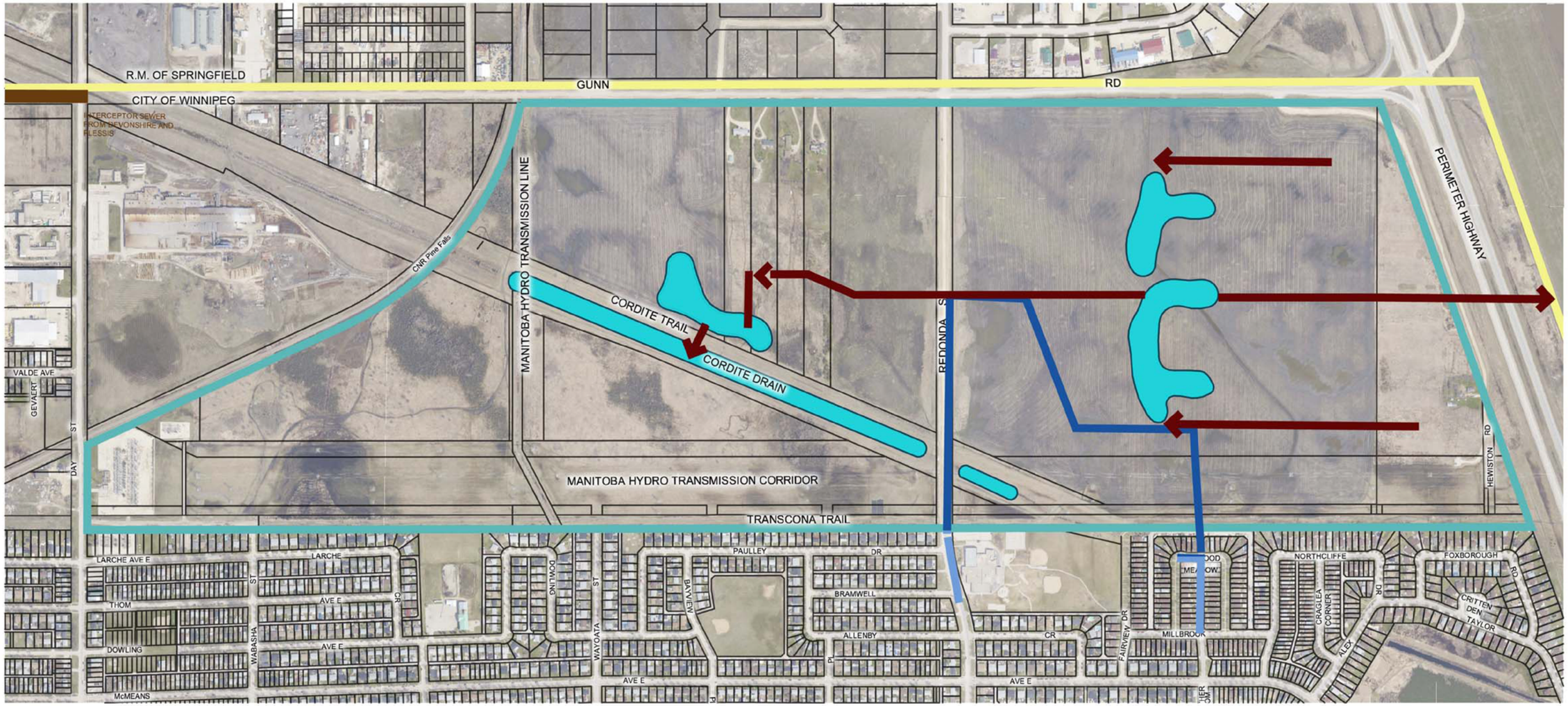
## 7.1 UTILITY INFRASTRUCTURE

### 7.1.1 Purpose

To ensure that adequate sewer, water and land drainage infrastructure is provided for the staged servicing of urban development within Transcona North.

### 7.1.2 Background

Figure 8 conceptually locates the major trunk services providing sewer, water and land drainage to Transcona North. Development will be to an urban standard with paved roads, piped sewer and water and piped or surface land drainage. Certain infrastructure and utilities may need to be constructed prior to, or in conjunction with, the first phase of development on the east side of Redonda Street, requiring the establishments of right-of-ways and easements. Utility alignments will be identified at the development approval stage and confirmed prior to construction drawing approval. The apportionment of costs for front-end service installations and improvements shall be determined at the development approval stage.




LEGEND

- PRECINCT BOUNDARY
- PROPOSED WATERMAIN
- EXISTING WATERMAIN
- PROPOSED WASTE WATER INTERCEPTOR SEWER
- PROPOSED LAND DRAINAGE SEWER
- PROPOSED STORM WATER MANAGEMENT FACILITY

Figure 8: Municipal Trunk Services

### 7.1.3 Policies

#### 1. Municipal Utilities

a. Urban development within the planning area shall be serviced with paved streets, piped municipal water and waste water and piped or surface stormwater facilities.

b. The alignment and capacity of streets, water distribution mains, sanitary sewer trunks and stormwater sewers shall be to the satisfaction of The City of Winnipeg and based upon utility servicing studies and analysis.

c. Utility rights-of-way and easements shall be provided to accommodate municipal utilities as determined to be necessary.

d. Utility right-of-ways and easements, public utility lots and road right-of-ways may be required to be pre-dedicated or registered across undeveloped land as determined to be necessary for orderly and sequential urban development.

e. The equitable cost sharing between the City and property owners and among property owners for the oversizing of municipal sewer, water and land drainage services shall be accomplished in accordance with The City of Winnipeg Development Agreement Parameters as applied to individual subdivision and rezoning applications during the development approval process, which agreements may include area charges.

#### 2. Shallow Utilities

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

b. The location of all shallow utilities and the provision of right-of-ways and easements and related line assignments shall be to the mutual satisfaction of the City, developers and the utility companies.

#### 3. Utility Alignments

a. Utility right-of-ways and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

b. Utility alignments should comply with the standard locations for placement of utilities adopted by the Underground Structures Committee.

c. A developer may be required to provide, or enter into an agreement to provide when required, the utility right-of-ways or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

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

## 7.2 WATER DISTRIBUTION

### 7.2.1 Purpose

To provide Transcona North with a suitable water distribution system within the design and operational parameters and constraints established by the existing regional system.

### 7.2.2 Background

The Transcona North Precinct will be serviced by two main water distribution feedpoints located at: 1) Redonda Street and Paulley Drive off an existing 250 watermain and, 2) Fairview Drive and Millbrook Road off an existing 150 watermain. Both connections will be made as part of the initial servicing phase and water distribution lines servicing the area will connect to these mains in response to the rate of development.

Required City of Winnipeg design fire flows with maximum day demand on the system are to be 100 l/s or greater for single-family, 200 l/s or greater for multi-family and 250 l/s or greater for commercial and industrial based on the Fire Underwriters Survey (FUS) method. By connecting to the two feedpoints mentioned above the single-family fire flow requirements can be achieved. However, 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. This provides a constraint to development within Transcona North as discussed elsewhere in this precinct plan.

City Engineers were consulted to determine if a feeder main extension into the area would improve the hydraulics. They determined that it would only marginally improve the fire flow capacity due to the long distance between the development area and the existing feeder main network/pumping station. Accordingly, it was concluded that the high cost of the feeder main extension could not be justified by the minor benefit.

It is possible to reduce the required fire flow to commercial development and possible future multi-family housing at the intersection of Redonda Street and Gunn Road through building/site design adjustments. Items for consideration include building separation, building size, construction materials, sprinkler systems, building code equivalencies, fire walls, etc. Should these alternative methods be used in building design, the calculations will conform to the FUS method and will be reviewed and approved by City Engineers and the Fire Department.

### 7.2.3 Policies

#### 1. Design of Water Distribution System

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

#### 2. Analysis of Water Distribution System

a. As part of the initial development application, the developer(s) shall be required to submit a site- or development-specific water distribution analysis along with development phasing plans in order to demonstrate that any future development can be serviced in accordance with the overall design of the water distribution system for the area.

#### 3. Fire Flows for Commercial and Multi-Family Development

a. The need for alternate building and/or site designs to achieve the appropriate level of fire protection given available fire flows for commercial or multi-family developments will be determined through the Plan Examination Process.

## 7.3 SANITARY SEWER

### 7.3.1 Purpose

To provide Transcona North with a suitable and adequate sanitary sewer system.

### 7.3.2 Background

The Transcona North plan area will comprise a proposed new Sewer District north of the existing Transcona Sewer District that will discharge to a new 750 mm Interceptor sewer extending north on Plessis Road from the intersection of Plessis and Devonshire Drive. The proposed Interceptor would turn east on Gunn Road and terminate at Day Street. The developer(s) of Transcona North will be responsible for extending a wastewater sewer from the development to tie into the Interceptor at Day Street and Gunn Road. This sewer district will connect

to the North End Pollution Control Centre via existing Interceptor Sewers. The developer(s) may be required to front-end the cost of constructing the interceptor sewer with reimbursement upon approval of capital funding by City Council in accordance with the Development Agreement Parameters.

### 7.3.3 Policies

#### 1. Design of Sanitary Sewer System

a. The sanitary sewage system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

#### 2. Analysis of Sanitary Sewer System

a. As part of the initial Development Application, the developer(s) shall be required to submit sanitary sewer servicing analysis to demonstrate that the subject sites and developments can be serviced in accordance with the overall design of the sanitary sewer system for the area.

## 7.4 STORMWATER MANAGEMENT

### 7.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve urban development within the planned area.

### 7.4.2 Background

A Master Drainage Plan will be required for the Transcona North Precinct that provides for a network of stormwater facilities to manage drainage and direct runoff into the Cordite Drain or the Red River Floodway subject to city and provincial approval. Detailed studies will be needed to demonstrate that the receiving systems have adequate capacity for this purpose. From a preliminary review, it appears that a complete gravity system to service the plan area can be engineered. However, because of the elevation of the Cordite Drain, a pumped outfall may be required. This will be determined at the time of detailed design.

Within the plan area, the stormwater management system will be comprised of collection pipes discharging to interconnected, natural or constructed wetlands and detention basins. Runoff collected by the stormwater management systems will discharge through control structures via a piped system to the appropriate receiving bodies.

Developers will be required to construct the stormwater facilities in accordance with established policies, guidelines and standards as well as the policies of this section. The location, size and configuration of the facilities will be determined at

the development approval stage but will generally conform to Figure 8.

### 7.4.3 Policies

1. **Design of Stormwater Management System**

   a. The stormwater management system for the plan area shall be designed to adequately and efficiently serve the ultimate development of the entire area.

   b. As part of the development approval process, developers shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by the City to demonstrate that the site(s) can be serviced in accordance with the overall design of the stormwater management system for the area.

   c. Principles behind the design will be to manage storm water peak flows within established norms and to minimize delivery of nutrients from this system into receiving waters. Suitable surface drainage methods will be used where feasible for reducing nutrient transportation.

**2. Best Management Practices for Stormwater Management**

   a. As part of the preparation of a Stormwater Management Plan, “Best Management Practices” and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:

      i. developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions, and;

      ii. introducing detention in basins employing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off on downstream watercourses.

   b. The development of the system will be based on established drainage criteria in consideration of proposed land use, regional plans and hydraulic and environmental impact on surrounding lands and downstream reaches. Conveyance by gravity will be a prominent objective.

   c. The stormwater management system shall introduce mitigation measures where determined appropriate to reduce transference of nutrients, pesticides and other deleterious substances to receiving waters.

   d. Where appropriate, the stormwater management system shall be designed to:

i. operate on a gravity basis and utilize the existing systems in an environmentally compatible manner, and;

ii. introduce mitigation measures to address the potential impact of water quality on existing systems and receiving waterways.

e. Land included for dedication as public reserve on or beside land drainage facilities may include provisions for publicly accessible shoreline at normal water level adjacent to wetlands.

## 8.0 INTERPRETATION

### 8.1 GENERAL DEFINITIONS

The following general definitions shall apply:

**Approving Authority** means the City of Winnipeg.

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

**Council** means the Council of the City of Winnipeg.

**Expressways** accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only arterial streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 meters between intersections). Traffic volumes are greater than 20,000 vehicles per day.

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

**Gross Developable Area** (GDA) for the purpose of calculating density means the gross area of a site, excluding; expressways, interchange lands, commercial and private recreational sites greater than 2.4 hectares (5.9 acres) in size and any land purchased by the City of Winnipeg.

**Institutional Use** means the use of land buildings or structures for the purpose of religious, charitable, education, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities

medical clinics, cemeteries and daycare centres in accordance with the Winnipeg Zoning By-Law No. 200/2006.

**Local Commercial Use** means the use of land, buildings or structures for the purpose of providing retail goods and service on a limited scale to primarily employees or residents in the area and may include, but is not limited to, day cares, restaurants, convenience stores, and financial institutions in accordance with the Winnipeg Zoning By-Law No. 200/2006.

**Major Arterials** carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Generally, major arterials are full time truck routes. Direct access to adjacent properties is normally controlled or limited. At a minimum, all major arterials feature a four-lane divided cross-section. Traffic signals are used to control intersections. Typical traffic volumes are greater than 20,000 vehicles per day.

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

**Multi-Family Residential Use** means a residential building containing three or more dwelling units in accordance with City of Winnipeg Zoning By-Law 200/2006.

**Neighbourhood** means a portion of a community and is generally defined by a 400 metre (1,312 foot) radius or five-minute walk from a central bus stop located within a residential area.

**Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, public reserve land, land used for surface drainage and public utility lots.

**Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices in accordance with Winnipeg Zoning By-Law No. 200/2006.

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

**Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and

public facilities in accordance with the Winnipeg Zoning By-Law No. 200/2006.

**Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Winnipeg Zoning By-Law No. 200/2006.

**Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings in accordance with the Winnipeg Zoning By-Law No. 200/2006.

**Retail Commercial Use** means the use of land, buildings, or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions in accordance with the Winnipeg Zoning By-Law No. 200/2006.

**Street – Local** means a residential street carrying in the order of 1,000 vehicles per day with the primary function of connecting housing areas to collector streets. Local streets provide access to all fronting properties and have a typical right-of-way width of 18 metres, a pavement width of 7.5 metres, parking on one side, and unrestricted pedestrian access.

**Street – Minor Collector** means a 2-lane residential street carrying up to 5,000 vehicles per day with the primary function of connecting local streets to arterial streets. Collector streets with a 2 opposing lanes have a typical right-of-way width of 22 metres and a pavement width of 10 metres. Parking may be permitted on both sides in off-peak hours. Pedestrian access is restricted to sidewalks on one or both sides. Collector streets can carry traffic from commercial and multi-family developments and can function as bus routes. Front approaches to collector streets are not permitted in low density residential areas.

**Street – Major Collector** means a 4-lane roadway carrying up to 10,000 vehicles per day.

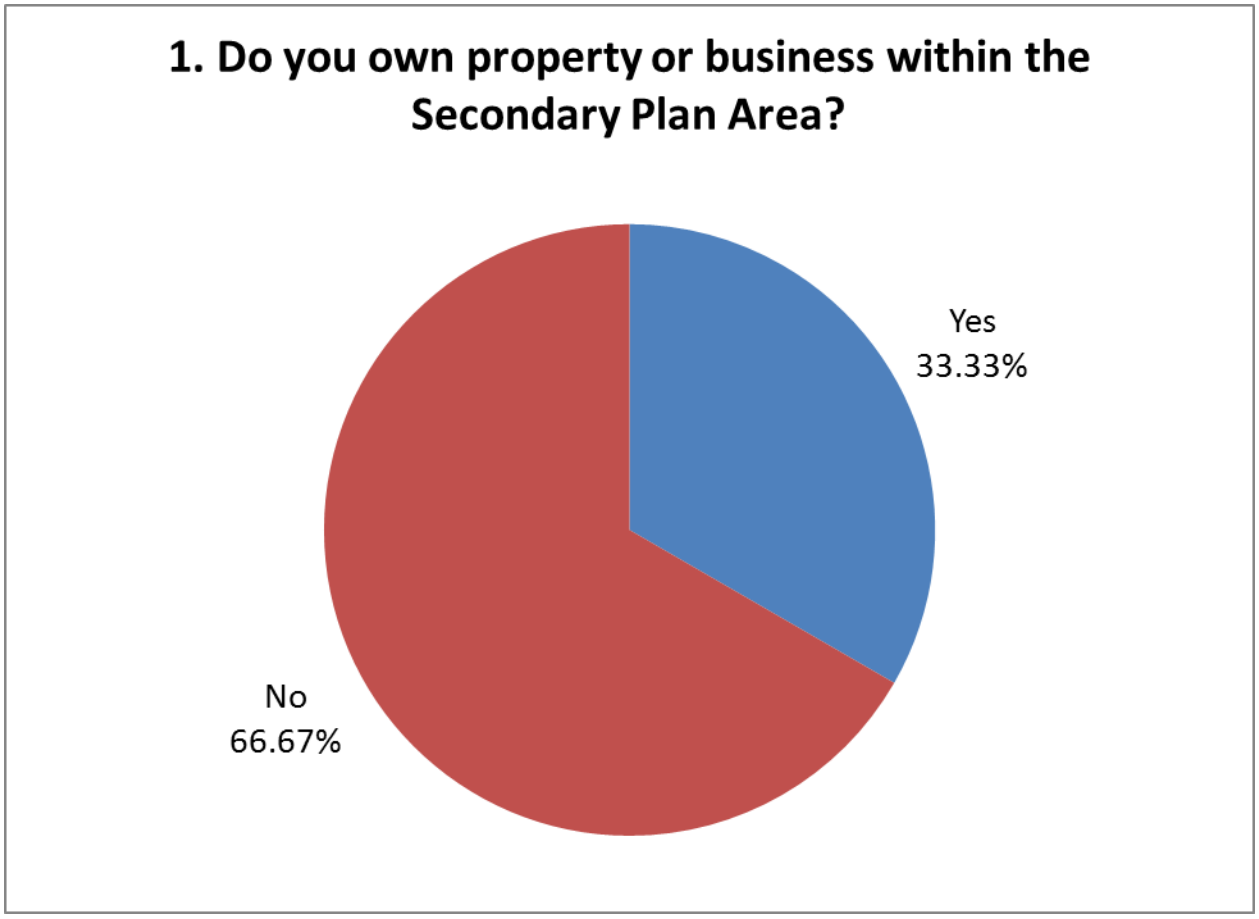
# Appendix A

**Transcona North Secondary Plan**
**First Public Open House**

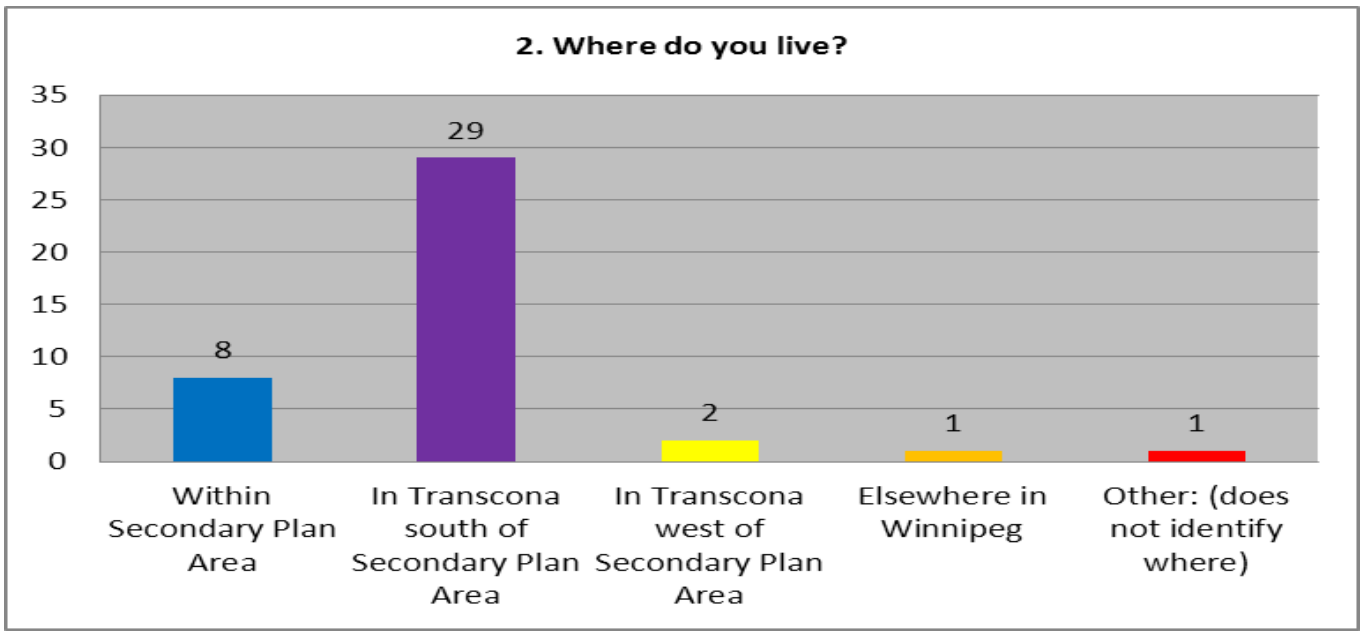
## 1.0 Public Open House Introduction

The purpose of these Public Open Houses was to provide information on the Transcona North Secondary Plan and obtain public input on how the area may be developed. An Exit Survey was provided to obtain the public's opinion on the most important issues to be considered in the planning of the area and gauge the public's support for development of the area.

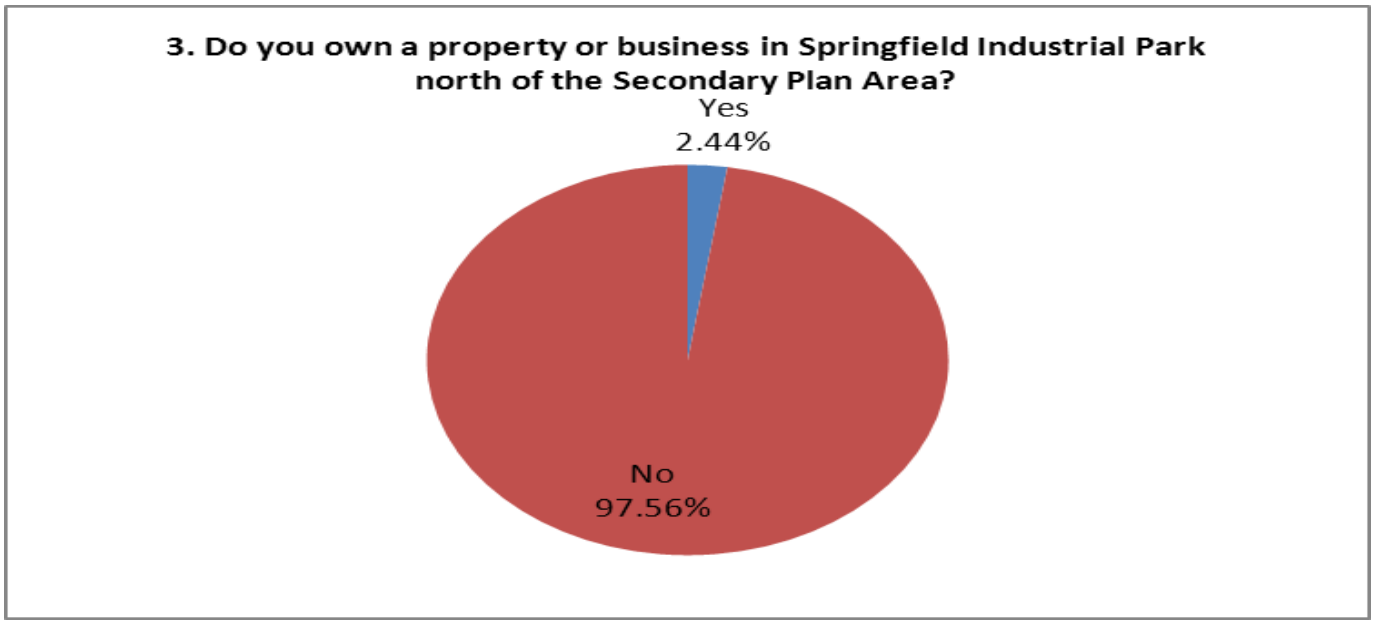
33.33% of participants own property or a business within the Secondary Plan Area while 66.67% do not own property or a business within the Secondary Plan Area.




There were more than 50 participants at the Public Open Houses which were held at the Oxford Heights Community Club on Wednesday, January 18th and Thursday, January 19th. Of these 50 plus participants, 41 responded to the exit survey. 8 respondents live within the Secondary Plan Area, 29 live in Transcona south of Secondary Plan Area, 2 live in Transcona west of Secondary Plan Area, 1 identified as elsewhere in Winnipeg and 1 lived in another area which was not identified.




Of these participants, 2.44% of respondents own a property or business in Springfield Industrial Park north of the Secondary Plan Area. 97.56% of respondents do not own a property or business in Springfield Industrial Park north of the Secondary Plan Area.




The Public Open Houses were advertised over two consecutive weeks in the Herald and 5,000 Flyers were delivered to all residents and businesses north of Kildare Avenue and west of Day Street. In addition, personal invitations were dropped off and verbal contact was made with residents within the Transcona North Secondary Plan Area.

The following summarizes the results of the Public Open House. These results represent only the views of those who chose to attend the public open houses and submitted a survey and cannot be generalized to represent the view of all property or business owners within the Secondary Plan Area, in Transcona south of Secondary Plan Area, in Transcona west of Secondary Plan Area or elsewhere in Winnipeg.

## 2.0 Summary of Open House Findings

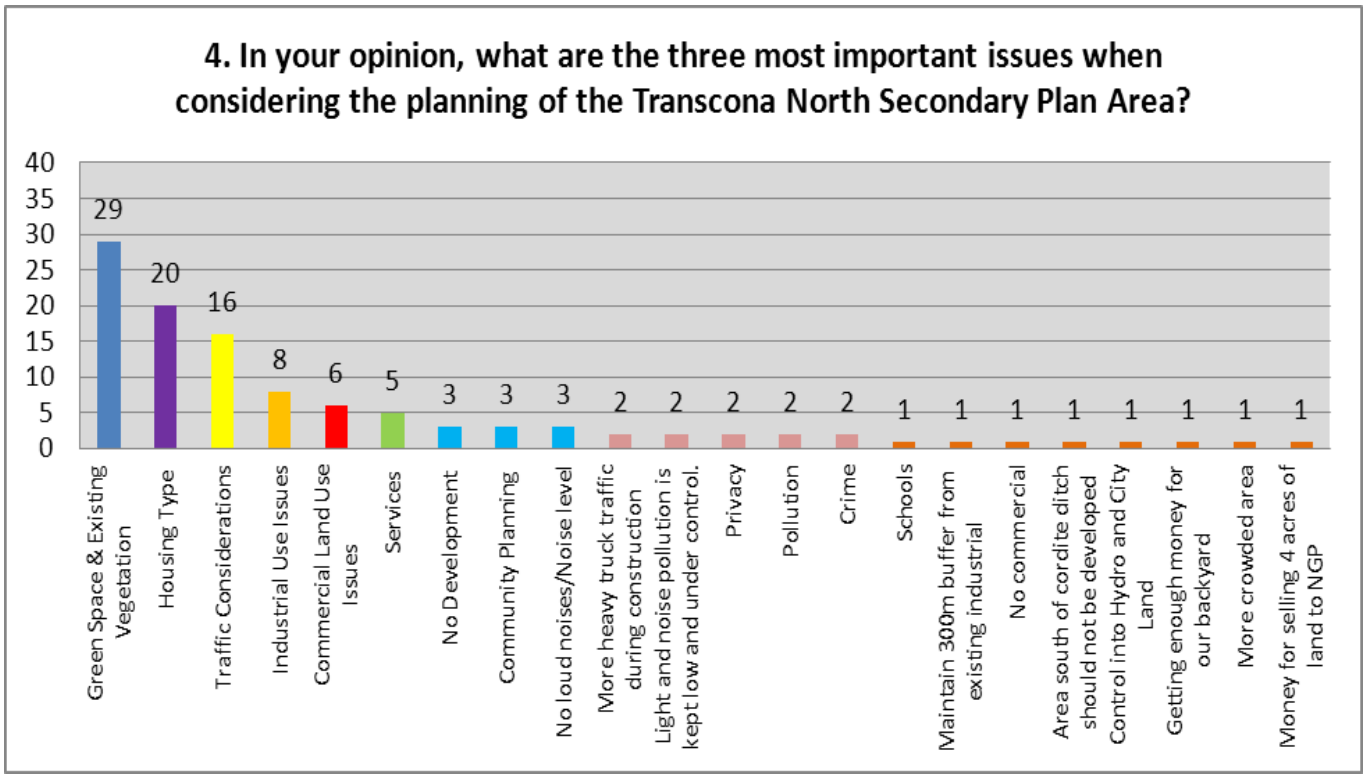
The highlights of the Exit Survey findings are:

**4. In your opinion, what are the three most important issues when considering the planning of the Transcona North Secondary Plan Area?**

The three most important issues identified were as follows:

- Green Space and Existing Vegetation (29)
- Housing Type (20)
- Traffic Considerations (16)

For a complete listing of all issues contained within the headings, please see the attached comment sheet at the end of this summary.




**5. Do you support the development of the Transcona North Area?**

41.47% of respondents indicated they either Strongly Agree or Agree, 41.46% were Neutral and 17.07% of respondents indicated they either Disagree or Strongly Disagree.

**6. Do you support the single family dwellings as a future development in the Transcona North Area?**

72.50% of respondents indicated they either Strongly Agree or Agree, 17.50% were Neutral and 10.00% of respondents indicated they either Disagree or Strongly Disagree.

**7. Do you support the multiple family dwellings as a future development in the Transcona North Area?**

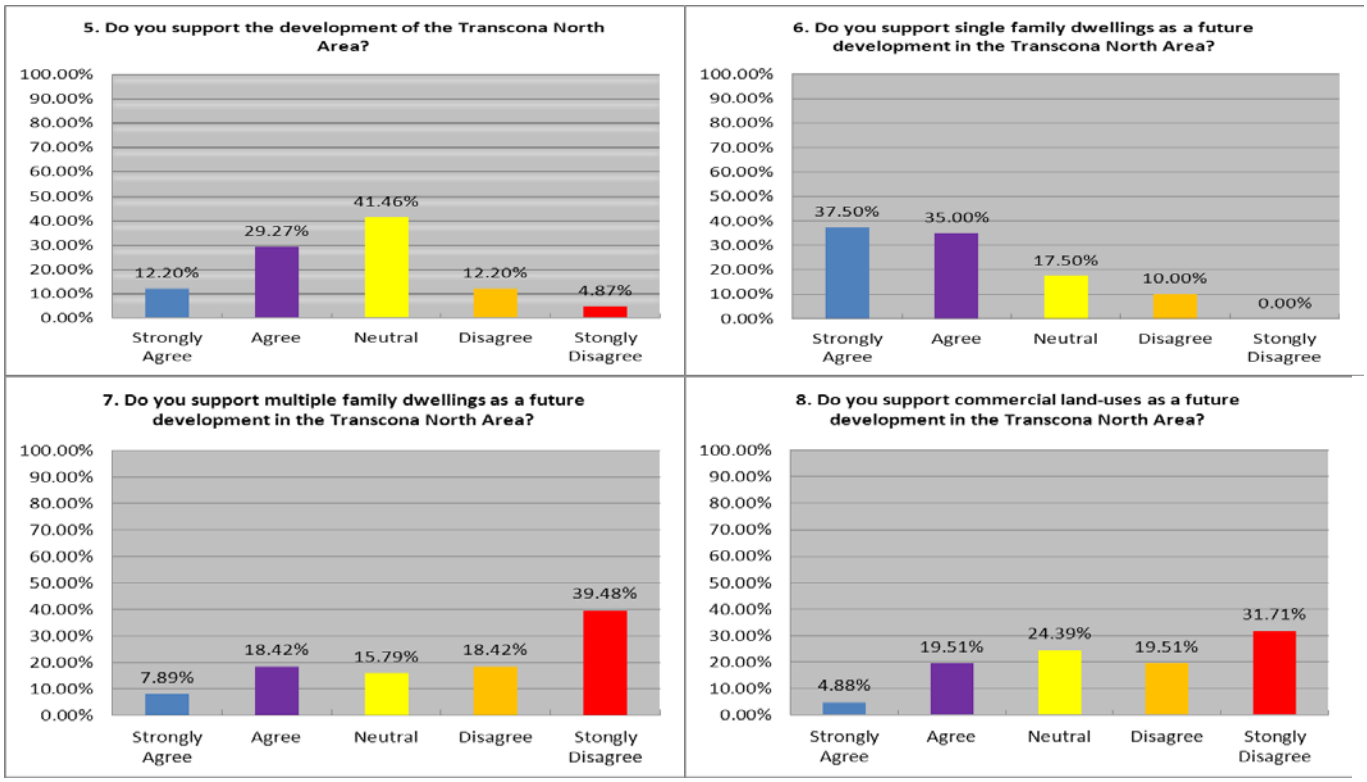
26.31% of respondents indicated they either Strongly Agree or Agree, 15.79% were Neutral and 57.90% of respondents indicated they either Disagree or Strongly Disagree.

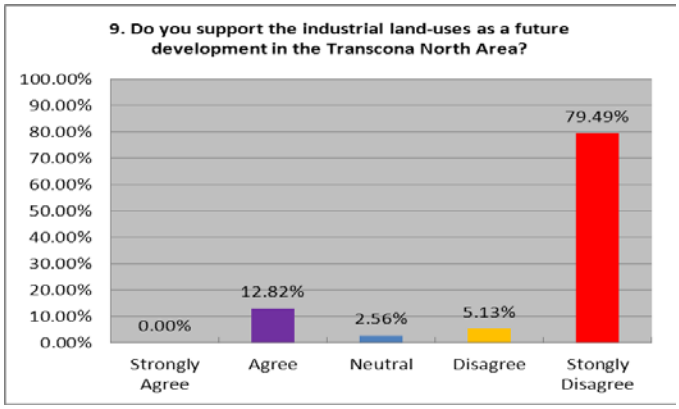
**8. Do you support the commercial land-uses as a future development in the Transcona North Area?**

24.39% of respondents indicated they either Strongly Agree or Agree, 24.39% were Neutral and 51.22% of respondents indicated they either Disagree or Strongly Disagree.

**9. Do you support industrial land-uses as a future development in the Transcona North Area?**

12.82% of respondents indicated they either Strongly Agree or Agree, 2.56% were Neutral and 84.62% of respondents indicated they either Disagree or Strongly Disagree.






**10. Please give reason why you AGREE or DISAGREE with the development of the Transcona North Area.**

The most common reasons as to why respondents agreed or disagreed with the development of the Transcona North Area were as follows:

Three (3) respondents agree with development. It will provide more opportunity for the community. Housing is at a premium otherwise land will sit empty. Development will also keep away snowmobiles and ATV's. This will also help revitalize Transcona.

Five (5) respondents agree with the development if it is single family residential.

Two (2) respondents identified as neutral. The area is within the perimeter and would eventually be developed. One (1) of the two respondents that were neutral is aware of and supports the extension of the Cordite Ditch. One respondent would like to leave existing path and area under power line as green space and use trails as they exist now.

Two (2) respondents support commercial, one would prefer commercial business over industrial and one agrees with development if it brings in commercial interest eg. stores, restaurants, etc.

Three (3) respondents do not want industrial (reasons listed as more traffic, more noise, more lights for security),

Three (3) respondents stated that they originally purchased their houses as they enjoy having the open space behind their property. They do not want to lose the country feeling of open fields behind their houses.

Two (2) respondents do not want commercial.

Two (2) respondents feel that the area should be left as agriculture.

Two (2) respondents stated they feel that development of North Transcona will help revitalize Transcona. There is a need for housing and complete communities to be sought after in Transcona.

**11. What do you think could help address your concerns, if you have any, with the development of Transcona North?**

The most common concerns voiced by respondents are as follows:

Nine (9) respondents identified the process citing web forums and meetings (1), if the residents are taken seriously (1), and the openness of the process, being provided with adequate and more information, very careful planning in consultation with the community (1), entrust City of Winnipeg to make good decisions (1), and knowing what is being built (5)

Four (4) respondents identified traffic/roadways. One (1) respondent would like better roadways in/out of Transcona especially since the plan of the Plessis wide pass. One (1) respondent stated limited access Gunn Road and Redonda only. One (1) respondent suggested a widening of Day Street while another suggested changing Day Street into a 6 wheel traffic only with no semi's or tandem trucks "except" for business and contractors only. One (1) respondent stated the need for long term plans for traffic that respects current residential areas, not just new developers.

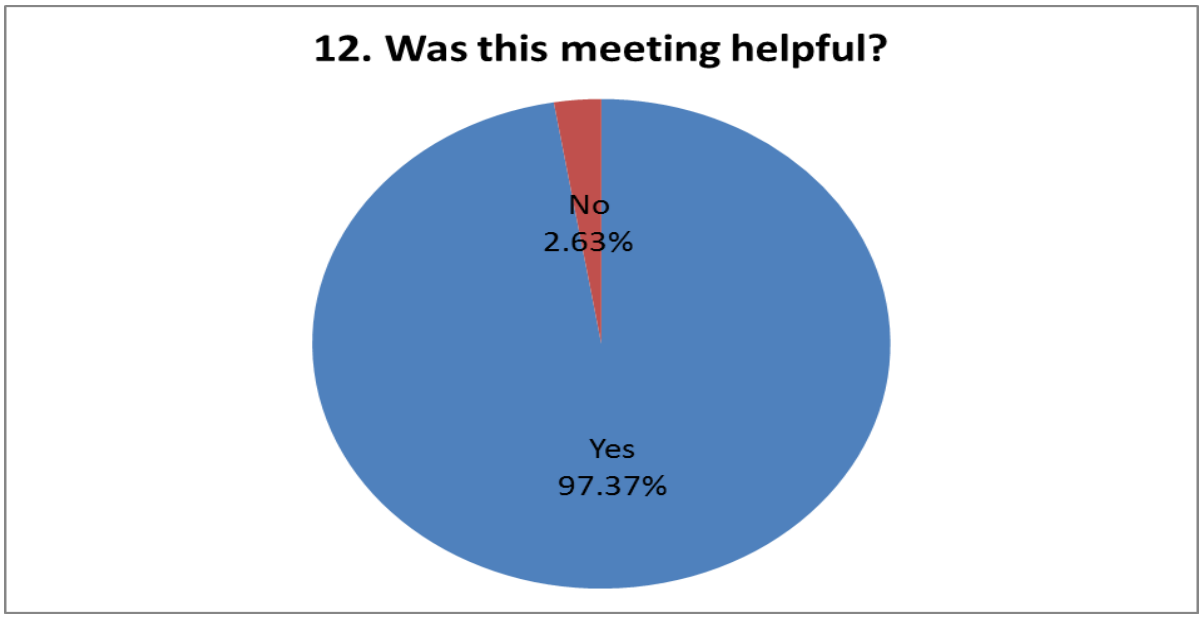
Three (3) respondents identified green space. One (1) respondent would like green areas and non-vehicle corridors. One (1) respondent would like green areas. One (1) respondent would like to create a park or open space.

Two (2) respondents identified leave as is.

Two (2) respondents identified noise and congestion. One (1) respondent feels that there will be loss of country setting, noise and congestion, noise, dust and trash blowing in the wind from construction. One (1) respondent would like to have a by-law in place for development that will keep the are noise-free and keep the night sky free of lights for open star gazing.

**12. Was this meeting helpful?**

97.37% of respondents felt this meeting was helpful while 2.63% did not.



Additional Comments

One (1) respondent felt that traffic flow would need to be a consideration.

One (1) respondent would like more barriers created to prevent vehicles and off road vehicles from access near walking trails and cordite ditch.

One (1) respondent stated they have problems with people dumping garbage and building materials behind their fence along the walking trails.

Respondents had the following comments regarding Greenspace and Parks:

- Two (2) respondents were concerned with the amount of greenspace and parks within the development.
- One (1) respondent would like to plant trees along the existing bike path and power line to add beauty/green space to area now to be developed.
- One (1) respondent would like to add parks to the development.
- One (1) respondent wants to keep the area residential and green. They want trees and grass to keep the air fresh.
- One (1) respondent feels that people in the area enjoy the green space. They do not want to see the forests in the area cut down only to be replaced with one tree planted in front of a house with asphalt and driveway.

Respondents had the following comments regarding the Open House:
- One (1) respondent feels a timetable of development would help.
- One (1) respondent felt that the website was more helpful.
- One (1) respondent commented that the information for this open house was not distributed broadly enough.
- One (1) respondent was concerned that not enough details were provided.
- One (1) respondent would like to see the proposed streets and lots in the area.
- One (1) respondent stated that they will see what the developer does and how it affects them.
- One (1) respondent wishes that the original maps from the website were not removed.

Respondents had the following comments regarding Privacy and Noise:
- One (1) respondent would like barriers made on Gunn Road side of development to block future noise from future Chief Peguis Trail.
- One (1) respondent would like to see a tree line along Transcona trail, or on the land owned by Hydro to help keep noise down and restore the view of nature.
- Two (2) respondents voiced complaints about people walk their dogs off leash and not picking up after them. They feel that now there is a walkway they no longer have any privacy.
- One (1) respondent commented that their privacy would be gone.

Respondents had the following comments regarding Service to Area:
- One (1) respondent commented that they must make sure transit is available to the area unlike the new areas of Canterbury Park.
- One (1) respondent fees that the City of Winnipeg has too much infrastructure needing repair and renewal before they extend services further out.

Respondents had the following comments regarding Types of Development in Area:

- Two (2) respondent stated that they want no industry.
- One (1) respondent would like something small, a few homes, single family and a dark park (something quiet).
- One (1) respondent feels that family dwellings would be most welcome.
- One (1) respondent stated they do not want asphalt plants.
- One (1) respondent would like to keep it residential.

Respondents posed the following additional questions:

- One (1) respondent was questioning if there would be path/foot access from old section (Northcliffe) into new Northwood and trail link ups.
- One (1) respondent would like to know if there is a timeline for purchasing of existing residential properties?
- One (1) respondent would like to know if the cordite ditch walking path will be maintained?

# Appendix B

**Transcona North Precinct Plan (Secondary Plan)**
**Second Public Open House**

## 1.0 Public Open House Introduction

The purpose of these Public Open Houses was to provide information on the Transcona North Precinct Plan (Secondary Plan) and obtain public input on how the area may be developed. An Exit Survey was provided to obtain the public's opinion on the most important issues to be considered in the planning of the area and gauge the public's support for development of the area.

The Public Open House was advertised in the Herald and the Winnipeg Sun and 5,000+ Flyers were delivered to all residents and businesses north of Kildare Avenue and west of Day Street. In addition, personal invitations were dropped off and verbal contact was made with residents within the Transcona North Precinct Plan (Secondary Plan) and calls to industrial neighbours by City of Winnipeg Planning Departments. All attendees of the First Public Open House (who provided an e-mail address or address) were sent an invitation to the Second Public Open House.

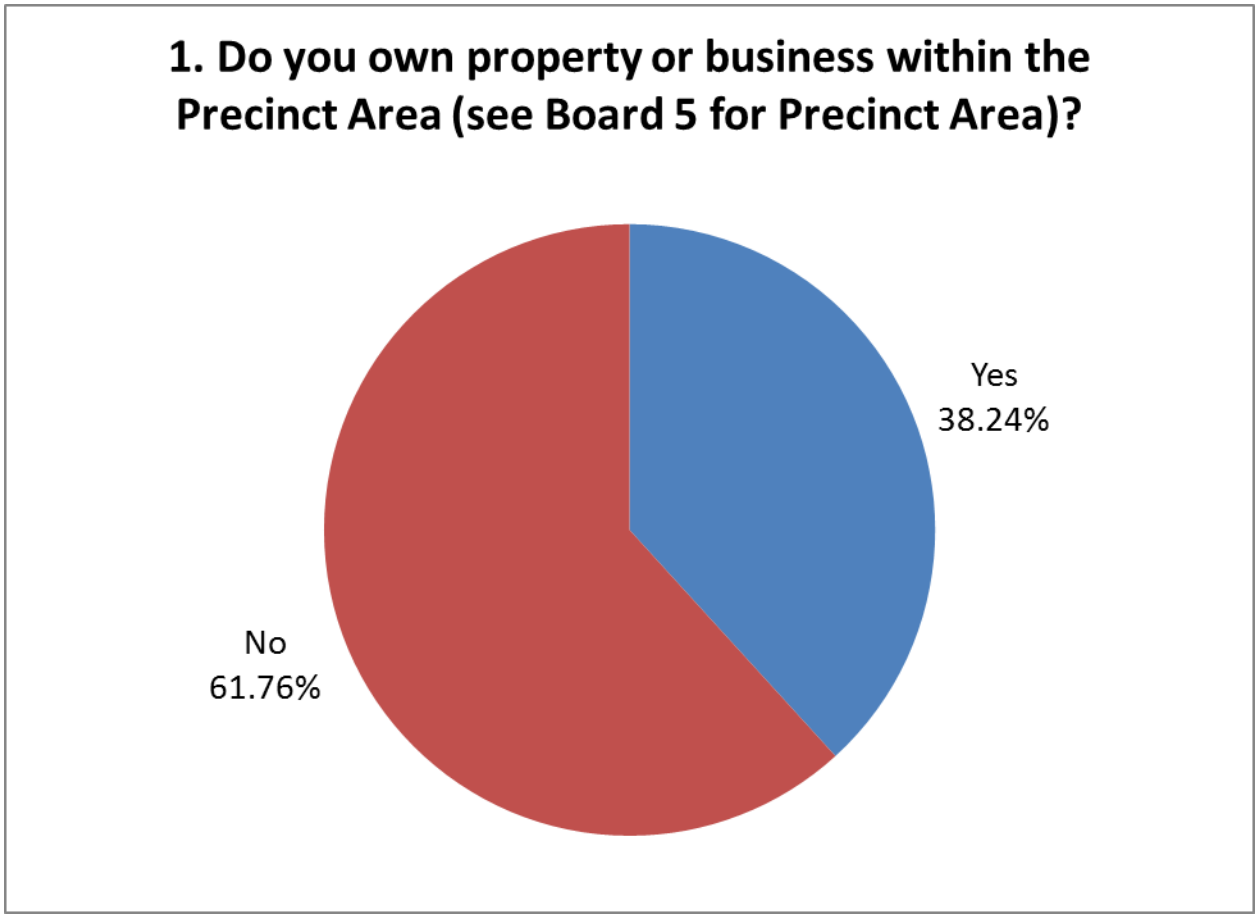
The following summarizes the results of the Public Open House. These results represent only the views of those who chose to attend the public open house and submit a survey and cannot be generalized to represent the view of all property or business owners within the Precinct Area, in Transcona south of Precinct Area, in Transcona west of Precinct Area or in other areas.

There were more than 40 participants at the Public Open House which was held at the Oxford Heights Community Club on Wednesday, November 28, 2013. Of these 40 plus participants, 34 responded to the exit survey. 7 respondents live within the Precinct Area, 18 live in Transcona south of Precinct Area, 5 live in Transcona west of Precinct Area, and 4 lived in another area identified as East St. Paul by three respondents and one in the RM.

## 2.0 Summary of Open House Findings

### 1. Do you own a property or business within the Precinct Area (see Board 5 for Precinct Area)?

38.24% of participants own property or a business within the Precinct Area, while 61.76% do not own property or a business within the Precinct Area.



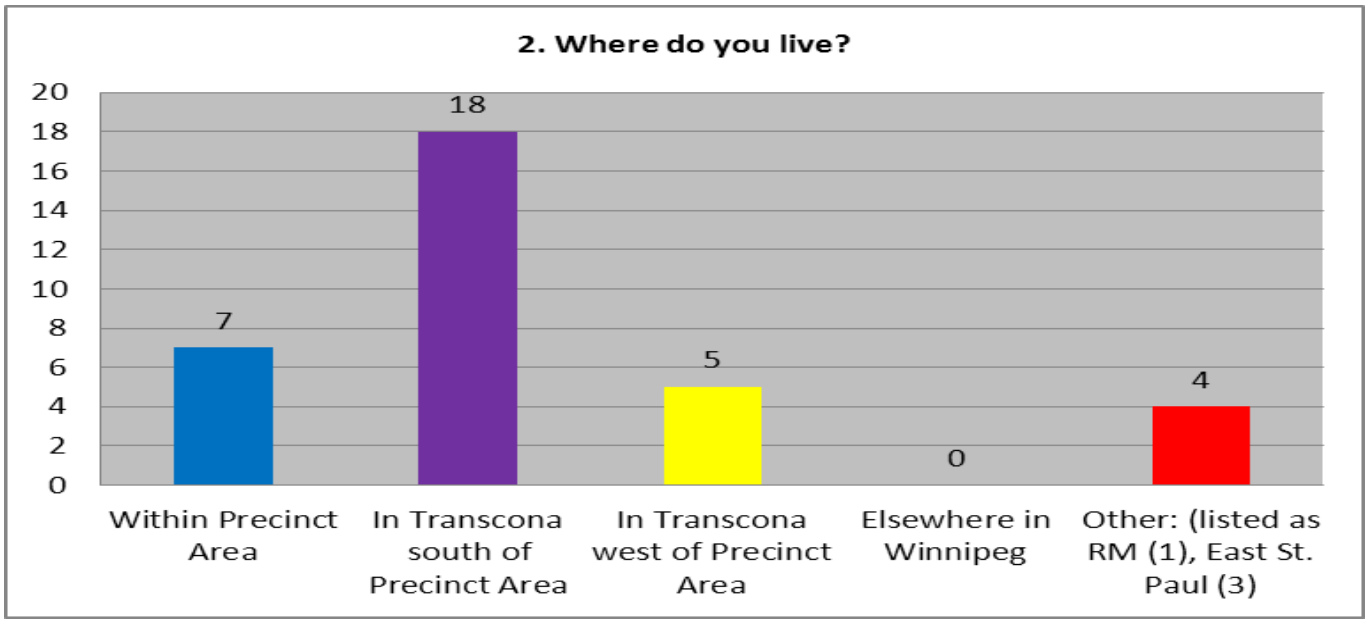

### 2. Where do you live?

Of these participants, 15.15% of respondents own a property or business in Springfield Industrial Park north of the Precinct Area. 84.85% of respondents do not own a property or business in Springfield Industrial Park north of the Precinct Area.

Of the 14 participants that own a property or a business within the Precinct Area, 7 live within the Precinct, 4 live in Transcona south of the Precinct Area, and 3 live outside of the City (identified as East St. Paul by three respondents and one in the RM).

Of the 14 participants that own a property or a business within the Precinct Area, 3 participants stated that they own a property or business in the Springfield Industrial Park and 1 owns a property or a business in the Griffin Industrial Areas west of the Precinct Area.

Two (2) participants that live outside the Precinct Area (identified as East St. Paul and south of Precinct Area) own a property or business in the Springfield Industrial Park.




**3. Do you own a property or business in the Springfield Industrial Park north of the Precinct Area?**

Of these participants, 15.15% of respondents own a property or business in Springfield Industrial Park north of the Precinct Area. 84.85% of respondents do not own a property or business in Springfield Industrial Park north of the Precinct Area.

**4. Do you own a property or business in the Griffin Industrial Area west of the Precinct Area?**

Of these participants, 3.03% of respondents own a property or business in the Griffin Industrial Area west of the Precinct Area. 96.97% of respondents do not own a property or business in the Griffin Industrial Area west of the Precinct Area.

The highlights of the Exit Survey findings are:

**5. Do you support single family housing as the predominant land use in the Transcona North Area as shown on Board 12 and described on Board 13?**

47.06% of respondents indicated they either Strongly Agree or Agree, 8.83% were Neutral and 44.11% of respondents indicated they either Disagree or Strongly Disagree.

**6. Do you support commercial (multi-family) land-uses, restricted to the one location shown on Board 12 and restricted to neighbourhood scale uses as noted on Board 13, as a future development in the Transcona North Area?**

38.24% of respondents indicated they either Strongly Agree or Agree, 8.82% were Neutral and 52.94% of respondents indicated they either Disagree or Strongly Disagree.

**7a. Do you support restricted light industrial manufacturing and business park land-uses, as a buffer to the existing Heavy Industrial Land Uses in the Griffin Industrial Area as shown on Board 12 and as described on Board 14?**

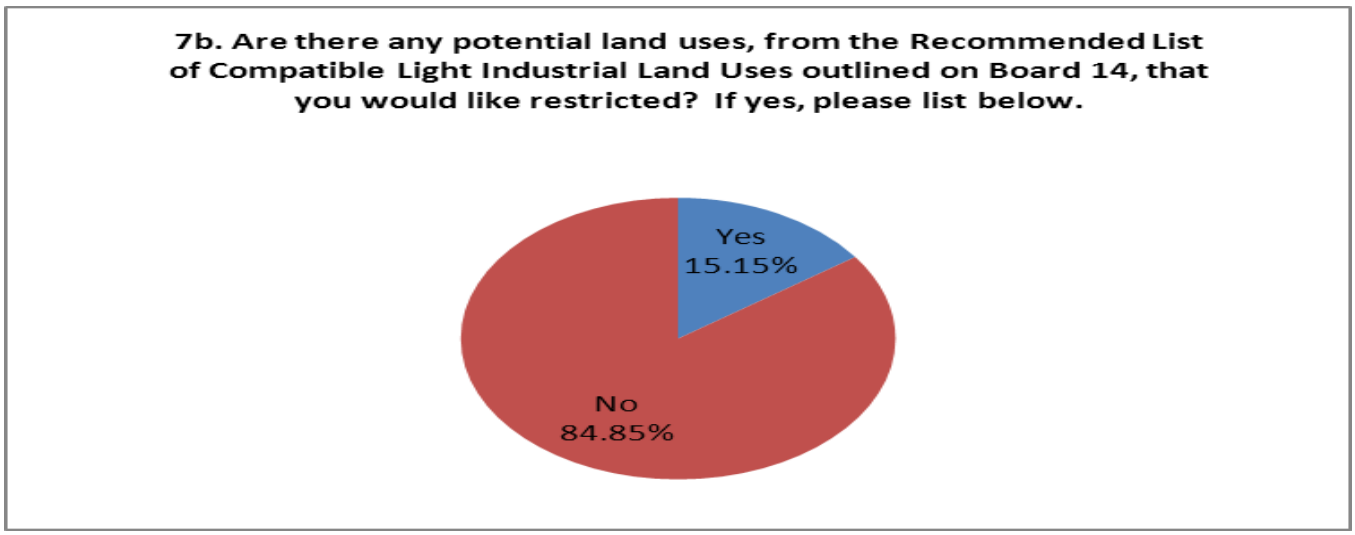
35.30% of respondents indicated they either Strongly Agree or Agree, 26.46% were Neutral and 38.24% of respondents indicated they either Disagree or Strongly Disagree.

**7b. Are there any potential land uses, from the Recommended List of Compatible Light Industrial Land Uses outlined on Board 14, that you would like restricted? If yes, please list below.**

15.15% of participants would like potential land uses, from the Recommended List of Compatible Light Industrial Land Uses restricted. Potential land uses identified as follows:

- Three (3) respondents, funeral chapel/mortuary
- Three (3) respondents, place of worship
- Three (3) respondents, manufacturing/warehouse/no more manufacturing plants, emulsion plants, cement plants. Would prefer it to be left open park as it is now. There is enough development industry now. Have concerns about how long it will be until there is another cement plant wanting in.
- One (1) respondent, no industrial/commercial use
- One (1) respondent, group homes
- One (1) respondent, social service facility
- One (1) respondent, minor utility facility
- One (1) respondent, large office complexes and clubs
- One (1) respondent, a natural play area located south of the Cordite drain area
- One (1) respondent, daycare/playground cannot be located near Gunn Road.
- One (1) respondent, heavy industrial on Perimeter Highway.
- One (1) respondent, listed how many more strip malls, 7-11, need to be built when there are always vacant stalls available at Kildare/Wayota, Brewster and Regent and downtown Transcona as well as Kildare/McMeans – on any given day of the week.
- One (1) respondent, no light industries – you say they will not have odors or smoke and the traffic will be only on Day and Gunn – but you know that is never the case for city taxes – they'll let anyone build and try to sneak it through ie. – the cement plant.

84.85% of participants do not want potential land uses, from the Recommended List of Compatible Light Industrial Land Uses restricted (one respondent would rather not have manufacturing or warehousing but not a major concern and one respondent listed noted that multi-family should be encouraged to a greater percentage even outside the site on the map.

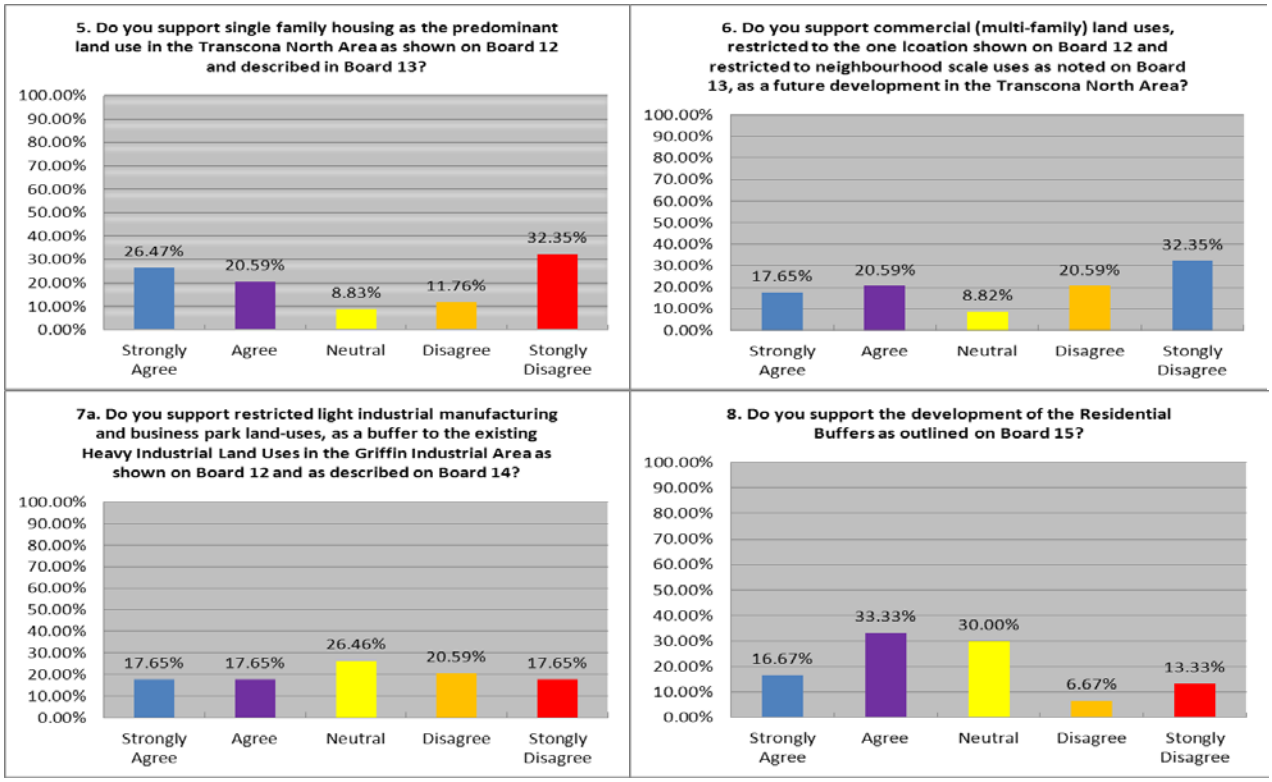


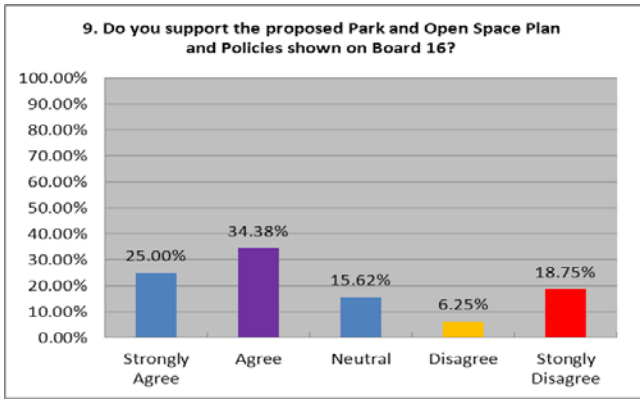

**8. Do you support the development of the Residential Buffers as outlined on Board 15?**

50.00% of respondents indicated they either Strongly Agree or Agree, 30.00% were Neutral and 20.00% of respondents indicated they either Disagree or Strongly Disagree.

**9. Do you support the proposed Park and Open Space Plan and Policies shown on Board 16?**

59.38% of respondents indicated they either Strongly Agree or Agree, 15.62% were Neutral and 25.00% of respondents indicated they either Disagree or Strongly Disagree.






**10. Please give reason why you AGREE or DISAGREE with Items 5 through 9 above.**

The most common reasons as to why respondents agreed or disagreed with the development of the Transcona North Area were as follows:

Five (5) respondents noted that green space is necessary for family recreation. Would like to see as much green space/parks/berms as possible. Concerned for wildlife, specifically deer. Losing the outdoor enjoyment of the trails and solitude in a "country" environment. We moved into the area because of the green space to the north. Development has resulted in the loss of natural birds and wildlife in the area. I would like to see more park space especially in the area closest to the perimeter highway

Five (5) respondents listed traffic. There comments were as follows:

- I don't mind the light industrial development as long as these kinds of businesses don't start to bring heavy traffic of trucks to the area.
- Traffic.
- The traffic increases from people will already be more than enough with the limited entrances/exits to this area.
- Truck route. People need to be aware.
- Traffic on Gunn Road is a very heavy major truck route. Inadequate access roads to the area (see south industrial area) traffic will funnel to an already busy truck route on Day. Gunn Road will ball up at Plessis as does Kildare at Plessis.

Two (2) respondents want new houses to develop in the neighbourhood and majority of people looking for a new home would like to see single family dwelling - already lots of condo and multi-family projects being built in this area (related to question #5)

Two (2) respondents do not want industrial - main objection is the light industrial areas as they will be close to where I live. We are already encompassed by enough industrial area, don't need anymore.

For listing of all comment please see the attached.

**11. What do you think could help address your concerns, if you have any, with the development of Transcona North?**

The most common concerns voiced by respondents are as follows:

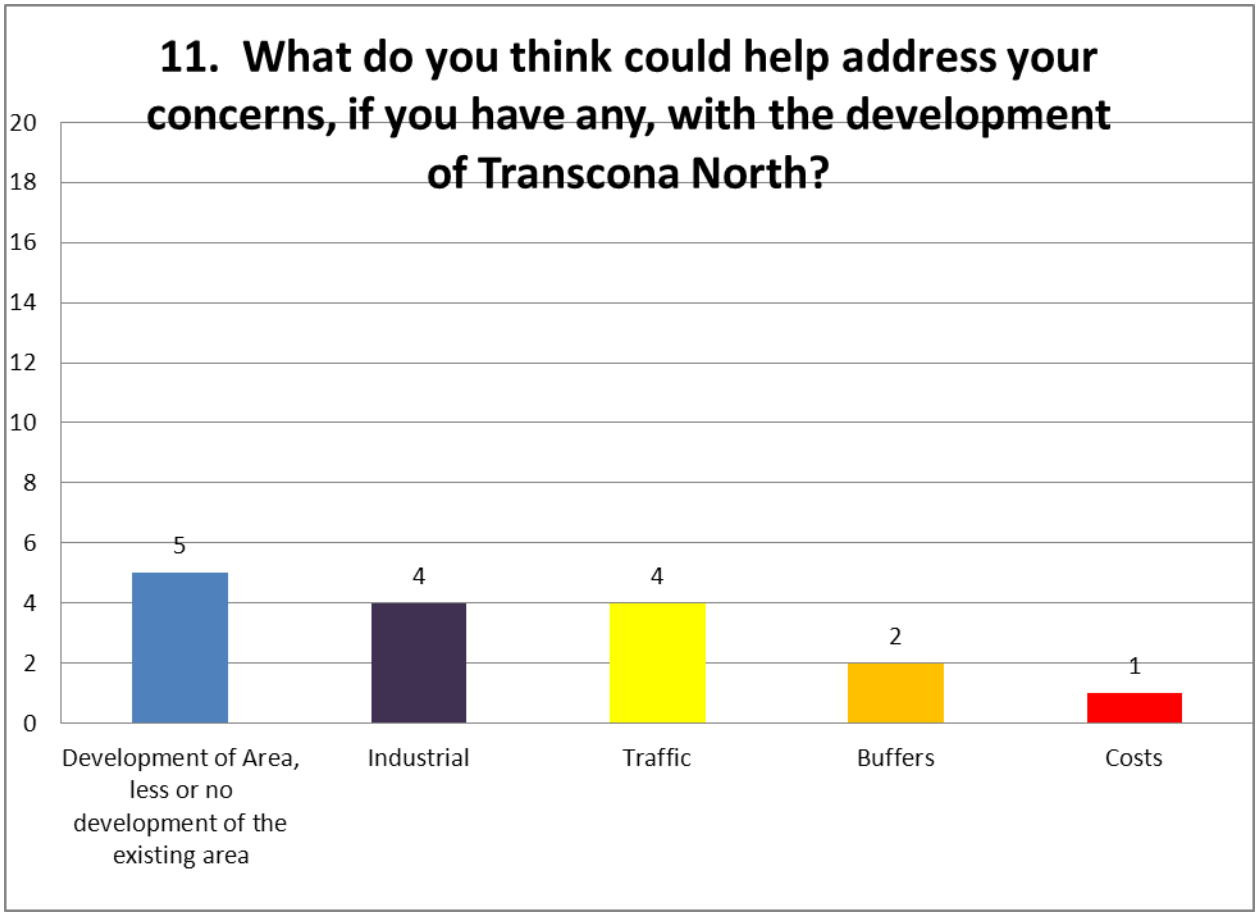
Five (5) respondents identified the development of the area, less or no development of the existing area and measures to maintain it as a haven and area for local development. Leave the development in the Eastern part of Gunn to Redonda as is (2), Northcliffe the existing area of Canterbury Park fairly quiet and don't want to see it getting noisier and overly conjesting the existing roadways. Don't really want to bring more into the area as it may entice an increase in crime (1), leave it alone. We have enough noise from the railway and Griffin - enough traffic - now that Redonda is paved and enough smoke and pollution from people and their fire pits and burning garage! (summer and winter) (1) and I think that extending Wayota North would allow access to schools with less problems than the existing plan. Traffic in alternate routes will be a big problem. Walking trails are not the answer for small children (1).

Four (4) respondents identified industrial. Two (2) respondents stated just make it industrial (light). Light industrial park is more compatible with area and Hydro right of way provides buffer with existing residential (2). One (1) respondent noted extension of light industrial buffer to Redonda (1) and one (1) respondent would like to develop more industrial land and do not allow residential development in a heavy industrial area

Four (4) respondent identified traffic. One (1) respondent stated that it is a truck route and needs to stay that way for this industrial area. One (1) respondent suggested road upgrade to Gunn Road (4 lane) and traffic controls at Day Street and Redonda Street. One (1) respondent had concerns, regarding increased traffic in existing residential areas as a result of this development. Would like plans to address this and make attempts to minimize increased traffic flow in existing residential areas. Also have concerns about the existing wildlife in the North Precinct Plan area. One (1) respondent suggested more exits or access of the perimeter.

Two (2) respondents identified buffers. One (1) respondent felt that buffer should be moved so there will be more houses behind our area and so we don't have to leave our current houses. One (1) respondent would like new buffer along Perimeter Highway to meet up with current buffer.

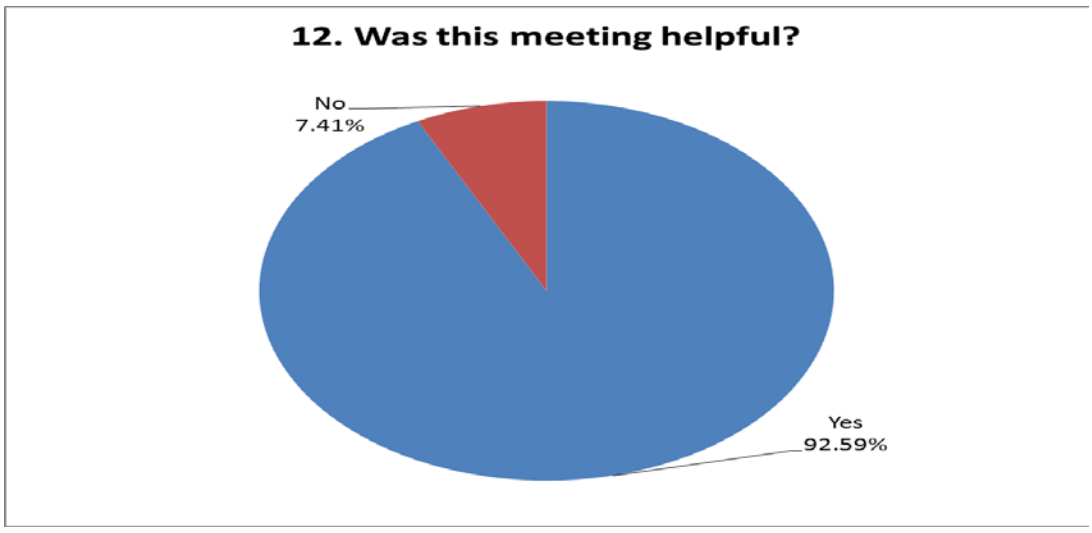
Two (2) respondents identified costs. One (1) respondent listed breakdown of infrastructure costs including future costs, address vehicular traffic concerns at Harold Hatcher, Redonda and Gunn, Day and Gunn and Plessis and Gunn. One (1) respondent would like to know the cost to provide services especially the new interceptor line to Plessis and beyond. Building a small town (700) without including full services that are required in the area to the south. Inadequate access roads to the area (see south industrial area) traffic will funnel to an already busy truck route on Day. Gunn Road will ball up at Plessis as does Kildare at Plessis. Have these needs addressed and the work completed prior to building houses. Assurances that this proposed development will not be a financial burden on the City.




For list of all concerns please see the attached listing.

**12. Was this meeting helpful?**

92.59% of respondents felt this meeting was helpful while 7.41% did not.



## 13. Additional Comments

Respondents had the following comments regarding Traffic:

- One (1) respondent was questioning where is all the traffic going to go? I didn't see any streets or roads - roundabouts are not the answer.
- One (1) respondent was concerned about traffic on Redonda and Gunn Road. I live south of proposed area and work north of area. Will I have a longer commute?
- One (1) respondent I felt that the plan has a long way to go to providing satisfaction of vehicular traffic, infrastructure cost to taxpayers, addressing the surrounding industrial areas and how it will affect them with traffic.
- One (1) respondent stated that looking at this proposal, I find it totally unbelievable that you have only Redonda and Gunn Road as the only access and exit points. So to say Wayota or Wabasha will not go than is just wrong (I guess just to appease us). Semi's with flat beds are already using McMeans East as a travel road and traffic on this residential road has increase 3 fold.

Respondents had the following comments regarding Types of Development in Area:

- One (1) respondent maintained that residential development is not the proper use. North of Cordite should be light/medium industrial development - across from the medium/heavy development in Springfield. South of Cordite Ditch - left as a natural park area.
- One (1) respondent suggested that a fountain in the lakes would be nice. For the two or more lakes, have a charity rising contest, for the change to name them.

Respondents had the following comments regarding Greenspace and Parks:

- One (1) respondent was hoping for more greenspace/parks throughout the residential area.
- One (1) respondent was concerned regarding developing in habitat areas instead of developing existing properties and derelict industrial sites only further degrades Transcona's and Winnipeg's unique mixture of urban environment and wildlife, such as deer, rabbits, foxes and birds that inhabit this area. There are many unused buildings within Transcona and properties that could meet this demand.

Respondents had the following comments regarding the Open House:

- One (1) respondent feels there are a lot of unknowns yet and another meeting will be necessary as we get closer to City approvals.
- One (1) respondent felt that a presentation would be preferred.

Respondents had the following comments regarding Noise:

- Two (2) respondents stated that on the north side of Gunn Road and Matheson Park is all heavy industrial. The business owners have there business here for a reason. Inviting residential into this area would create all kinds of traffic noise and miscellaneous concerns.

Respondents had the following comments regarding Services to the Area:

- One (1) respondent had a concern regarding development of sewer line along residential area - between trail and houses
- One (1) respondent stated that If the sewer lift station is to be built, have it built in the same style as the light industry. So it would blend in yet it would be completely accessible for service.

Respondents posed the following additional questions:

- One (1) respondent - Are industrial going to get limited or loose access?
- One (1) respondent how disruptive will storm water facility be to residences along existing trail? Will it replace existing swale?
- One (1) respondent questioned would the precinct area be better suited to light industrial as a buffer?'

One (1) respondent was concerned about theft and/or damage to my property if we have people across the road.

One (1) respondent would like to be contacted if there is any interest in purchasing part/all of my property