SCHEDULE "A"

Public Markets Major Redevelopment Site "D"
Secondary Plan

PUBLIC MARKETS SECONDARY PLAN

MAY 27, 2019

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1.0 INTRODUCTION

1.1 BACKGROUND

The City of Winnipeg (City) is expected to grow by more than 200,000 people over the next 25 years. To accommodate this growth in an orderly and sustainable manner, new communities must be planned in a way that anticipates long-term needs.

In 2011, the Province of Manitoba and Winnipeg City Council (Council) adopted *Our Winnipeg* as the City's new development plan, as well as its accompanying directions strategy, *Complete Communities*. *Complete Communities* identified how and where Winnipeg will accommodate growth and development over the next 20 years. *Complete Communities* envisions the creation of communities that offer and enable a variety of lifestyle choices, while providing opportunities for people of all ages and abilities to live, work, shop, learn, and play in close proximity to one another.

Complete Communities identifies areas of land that once thrived under particular land uses but which may not be needed for those purposes today - these areas of land are designated as *Major Redevelopment Sites* (MRS). MRS are located either within or adjacent to existing communities and commonly present large-scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments. Development of MRS also commonly includes challenges such as requirements for infrastructure upgrades, fractured land ownership and possible contamination from prior uses.

Prior to development proceeding in a MRS, a Secondary Plan must be developed and adopted by Council. A Secondary Plan ensures that infrastructure and community services optimize existing facilities and infrastructure connections, while identifying any necessary upgrades from the outset. *Complete Communities* identified the MRS to which this plan applies as MRS D, Public Markets (**Figure 1**).

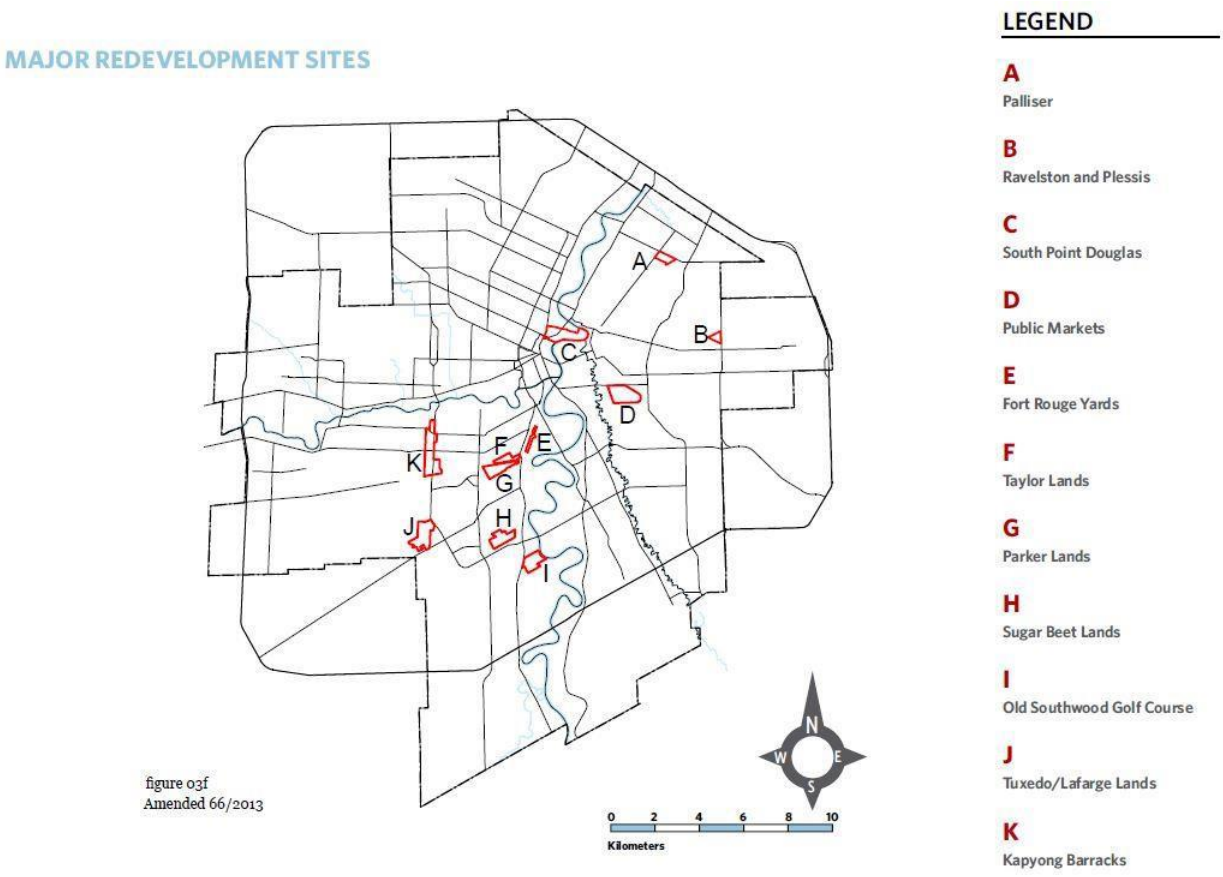

Figure 1 - Major Redevelopment Sites Identified in Complete Communities

1.2 PURPOSE OF THE PLAN

A Secondary Plan is a document created to guide the development of new communities. It includes policies and maps that illustrate and define how the new community will develop in terms of major infrastructure, land-use, and recreation spaces. It acts as the foundation upon which the new community will eventually grow.

The purpose of the Public Markets Secondary Plan (the Plan) is to ensure that development occurs in a logical, integrated manner, which will result in a neighbourhood of high quality. The Plan is consistent with *OurWinnipeg*, the City's development plan, and *Complete Communities*, the City's Direction Strategy for land use and development.

1.3 AUTHORITY OF THE PLAN

The Plan is legislated through *The City of Winnipeg Charter Act*. Section 234 of *The City of Winnipeg Charter Act* provides the authority for the preparation and adoption of Secondary Plans for neighbourhoods, districts, or areas of the City on any matter within the sphere of authority of the City, as Council considers necessary or advisable to address.

As per *The City of Winnipeg Charter Act*, all development applications submitted with respect to any lands within the planning area are to be reviewed for compliance with the policies of the Plan. In addition, as per *The City of Winnipeg Charter Act*, application to rezone and/or subdivide properties must not be accepted unless they conform to the policies of the Plan.

1.4 IMPLEMENTATION AND TIMEFRAME

1.4.1 IMPLEMENTATION

This Plan is future-oriented and depicts how MRS D is to be developed over time through a series of private and public-sector initiatives. This will be accomplished through the development application process which will include more detailed and site-specific studies dealing with matters such as servicing, park dedication, zoning, subdivision, and development timing.

1.4.2 TIMEFRAME

Development depends on a variety of factors, including market supply and demand, infrastructure investment, local and national economics, and landowner interest. It is difficult to predict how long a large area like MRS D might take to develop. However, the Plan is future-oriented, and is written to guide development over a 25-year time horizon. Thus, it is reasonable to assume that the majority of MRS D will develop within that timeframe.

1.5 INTERPRETATION

1.5.1 MAPPING

The boundaries and locations of any symbols or areas shown on the maps attached to, and forming part of the Plan, are approximate only and are not intended to define exact locations and shall be interpreted as such, except where such symbol coincides with a known physical feature or a fixed boundary such as existing property lines or existing rights-of-way.

1.5.2 POLICY

Where a statement of intent accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy or policies that follow.

Where a policy requires compliance at the Development Application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage, without requiring an amendment to the Plan.

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

Where the term "shall" is used in a policy, the policy is mandatory.

Where the term "should" is used in a policy, the policy is intended that the policy should be complied with, however, the policy may be deviated from in a specific situation where this is necessary to address unique circumstance or to allow an alternate means of satisfying the original intent of the policy.

Where the term "may" is used in a policy it is intended that the policy be used as a guideline or suggestion toward implementing the original intent of the policy.

In this Plan, the following words or phrases have the following meanings, unless the context requires otherwise:

Reference to "abut" or "abutting" means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot or touches upon another lot, site, right-of-way, or piece of land and shares a property line or boundary with it.

Reference to "adjacent" means properties or uses that would otherwise abut but are separated by a street or other publicly-dedicated right-of-way or pathway, canal or railroad right-of-way.

1.5.3 FIGURES

Where figures are provided within the Plan, they are for illustrative purposes only and meant to assist in interpretation of the objective and policies of the Plan.

1.6 MONITORING, REVIEW AND EVALUATION

The vision, objectives, and policies of the Plan will be subject to periodic review and update to ensure they remain current and relevant over time.

1.7 AMENDING THE PLAN

As a (secondary plan) by-law, application to amend the Plan must be submitted to the Planning, Property and Development Department for review and approval by Council or its designate. Where appropriate, the applicant shall submit supporting information necessary to justify and/or evaluate the proposed amendment. Figures (apart from the Land Use and Transportation Concept Plan, **Figure 3**) are conceptual and for illustrative purposes only; their modification does not require an amendment.

1.8 PLANNING AREA

The Public Markets MRS (planning area) is located in the St. Boniface neighbourhood and comprises approximately ±222 acres of land. The site was formerly used for industrial purposes associated with the Union Stockyards and Canada Packers plant that occupied the site until it was closed in 1988. Existing land uses within the planning area include a 24-hour inter-modal rail-to-truck transfer facility (CN/CP Autoyards) located in the south-west corner of the planning area, Paddington Yards located along the southern boundary of the planning area, commercial businesses along Marion Street, and a metal fabrication facility on the southeast corner of the planning area.

The planning area is bounded by Marion Street to the north, CN Sprague Rail Line to the east, the Stock Yards single family residential neighbourhood to the south and CP Emerson Rail Line to the west (**Figure 2**). Adjacent to the site along Marion Street and Archibald Street are commercial and industrial businesses and just beyond the planning area are industrial uses (many are heavy industries) to the north and east and residential neighbourhoods (Windsor Park and Archwood) to the south and west.

The proposed South East Rapid Transit Corridor is planned to utilize a portion of the CP Emerson Rail Line right of way. The Rapid Transit Corridor is proposed to include new pedestrian and cycling facilities.



Figure 2 - Public Markets MRS D Secondary Plan Planning Area

1.9 BACKGROUND AND SUPPORTING STUDIES

Several background studies were undertaken to support the development of the Plan, including a cost benefit analysis report, preliminary infrastructure review, traffic impact study, environmental remediation plan and a public consultation report.

2.0 PLANNING VISION AND GUIDING PRINCIPLES

2.1 VISION

The Public Markets will be developed as an employment hub, including industrial and commercial uses, complemented by medium to high density residential and recreational uses. A wide range of employment opportunities will be provided in a business park setting and the Public Markets will offer retail, institutional, active and passive recreation for employees, residents, and visitors.

2.2 GUIDING PRINCIPLES

As an extension of the key directions outlined in *OurWinnipeg* and *Complete Communities*, the following guiding principles provide a framework for the policies specified in the Plan.

AN EMPLOYMENT HUB WITH COMPLEMENTARY LAND USES

Promote a complete community by providing an employment hub, including light and general industrial and commercial uses with complementary residential, and recreational uses.

MINIMIZE LAND USE CONFLICT AND ENSURE PUBLIC HEALTH AND SAFETY BY MITIGATING ADVERSE IMPACTS

Protect existing industrial development from land use conflict and ensure public health and safety of future residential or recreational uses through adequate setback distances, buffers, screening and/or other mitigation measures. Ensure that future industrial uses are appropriate for adjacent land use designations and do not create land use impacts on existing or future residential or recreational uses.

HOUSING OPTIONS

Provide higher density housing options with the goal of providing a range of building types, tenure and affordability.

PASSIVE AND ACTIVE RECREATION

Provide a variety of areas for active and passive recreational and leisure activities which are within a comfortable walking distance for employees, residents, and visitors.

CONNECTED

Provide a transportation network that accommodates all modes of transportation and minimizes conflict between transportation modes by balancing the needs of pedestrians, cyclists, transit users, and motorists. Enhance vehicle, transit, and active transportation connections to the surrounding communities.

HUMAN SCALE DEVELOPMENT

Provide a mixed-use pedestrian-oriented community that encourages employees, residents, and visitors to travel to destination sites, as well as to public transit by sidewalks and pathways.

COMMUNITY IDENTITY

Provide complete streets and active street edges, where practical, in the commercial and residential areas to establish a sense of place. Encourage high quality urban design to promote a livable and attractive community.

SUSTAINABLE DESIGN ELEMENTS

Encourage development which promotes the use of green infrastructure, energy efficiency, water conservation, stormwater runoff reduction and decreased greenhouse gas emissions. Incorporate, where practical, the use of sustainable materials and methods and LEED design principles.

3.0 LAND USE

The Land Use and Transportation Concept Plan for the planning area is shown on **Figure 3**, which is reproduced as **Appendix A** for ease of interpretation. This concept consists of a series of Land Use Policy Areas that define the future land use pattern of the planning area. The following sections outline the objective and policies that apply to each Land Use Policy Area illustrated in **Figure 3**. These Land Use Policy Areas are categorized as follows:

- **Employment**;
- **Commercial**; and
- **Medium** and **Higher Density Residential**.

There is also policy direction for Parks and Open Space, Sustainable Design, Transportation, and Municipal Services and Utilities.

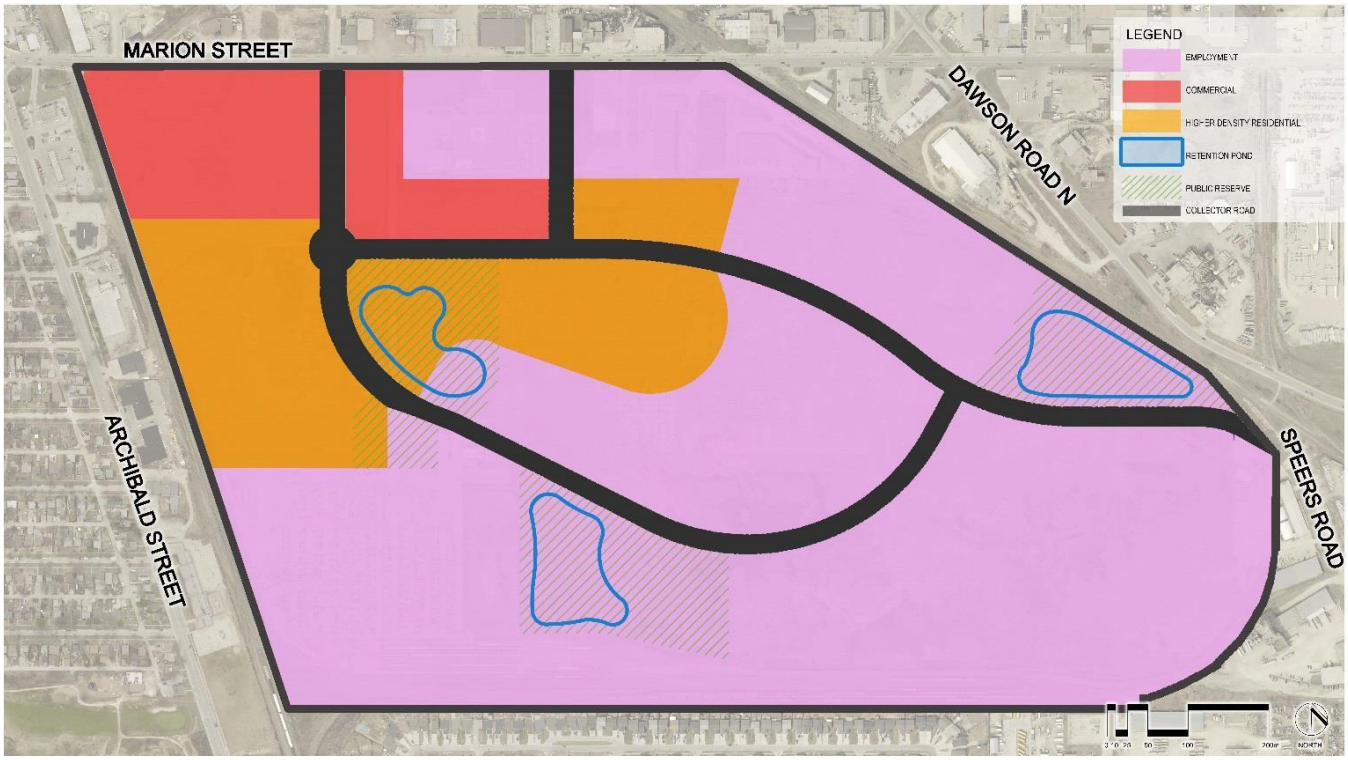

Figure 3 - Land Use and Transportation Concept Plan

3.1 EMPLOYMENT

Employment areas will comprise a generally half of developable land in the planning area and will accommodate the development of lands for a range of local job creation uses, such as office and supportive commercial and industrial uses, as well as permit existing industrial uses to continue, as required. Industrial development within the planning area will be safe and adhere to site and building design standards to mitigate any negative impacts on adjacent residential uses. **Employment** areas will also permit the development of community recreation spaces, such as indoor and outdoor sports facilities.

3.1.1 OBJECTIVES

The objective of the **Employment** designation is:

A. To provide areas to accommodate business park type development and safe industrial uses which are compatible with adjacent residential areas;

B. To accommodate existing industrial development, as required;

C. To create opportunities for local employment within walking and cycling distance for residents;

D. To establish site and building design standards to apply to industrial development, including appropriate setbacks and buffering between industrial and residential uses, in order to mitigate any negative land use impacts; and

E. To provide areas for active and passive recreational opportunities for employees, residents, and visitors through the establishment of community recreation facilities, including parks, open spaces, and an integrated pathway and sidewalk network.

3.1.2 POLICIES

1. Employment uses, such as business park type development and light to general industrial uses shall be the predominant land use within the **Employment** area.
2. Other land uses permitted in this policy area include institutional, recreational facilities, and parks and open space, where determined to be compatible and appropriate.
3. No new heavy industrial uses will be permitted.
4. Industrial uses that create smoke, fumes, odours or health or safety hazards will not be permitted.
5. Only business park type development or light industrial uses shall be allowed to locate abutting or adjacent to a residential use.
6. General industrial uses shall only locate abutting or adjacent to another **Employment** use.
7. The design and siting of new **Employment** uses should include architectural details, glazing and façade treatments to provide visual interest and clear common entrances to buildings, with landscaping, lighting, and connections to the public street.
8. Existing industrial uses are permitted to continue.

9. Where an **Employment** use is located abutting a residential use, the design and siting of the industrial development shall mitigate any negative impacts on the residential use(s). Mitigative solutions that may be applied include, but are not limited to:
    a. Reflecting a transition in building massing;
    b. Increasing the rear or side yard setback so as to decrease any negative impacts;
    c. Siting of off-street parking areas to increase the distance between **Employment** uses and residential use; and
    d. Creating landscape buffers (berms and/or fencing and/or planting) to reduce any negative impacts between the **Employment** use and residential use.
10. A development application for industrial use may be accepted within the area identified for potential **Medium-Density Residential** (**Figure 4**); however, it will preclude consideration of re-designation of any lands within the planning area to **Medium Density Residential**.

3.2 COMMERCIAL

Commercial areas will accommodate a commercial activity node within the neighbourhood by providing areas for day-to-day retail services for employees, residents, and visitors.

3.2.1 OBJECTIVES

The objective of the **Commercial** designation is:

A. To develop a commercial activity node to serve employees, residents, and visitors by providing areas to accommodate retail services, offices, and community amenities such as restaurants, commercial services, and office space;

B. To ensure the commercial activity node is developed in a way that results in a visually appealing and pedestrian-friendly environment;

C. To connect the commercial activity node to other areas of the neighbourhood through the establishment of an integrated pathway and sidewalk network; and

D. To protect abutting residential uses from any potential land use conflict resulting from new commercial development.

3.2.2 POLICIES

1. Commercial development shall be the predominant land use within the **Commercial** area.
2. Other land uses permitted in the **Commercial** area include multi-family residential, institutional, recreational uses, and parks and open space, where determined to be compatible and appropriate.
3. The following design and siting considerations should be made for any commercial development:

a. Large expanses of blank walls are discouraged;
b. Architectural details, windows and façade treatments should be used to provide visual interest;
c. A clear, common entrance to the building with landscaping, lighting and connections to the public street, where applicable, and off-street parking areas should be provided; and
d. Where appropriate and feasible, features and amenities such as outdoor seating areas and plaza spaces should be included to enhance the role of the **Commercial** areas as a community meeting place.

4. The design and siting of **Commercial** areas on either side of the westerly collector road off Marion Street, should acknowledge or relate to the street, contributing to a comfortable pedestrian environment and village feel. Additional design and siting considerations for this area may include entry monumentation, directional signage and street trees to contribute to a sense of place and arrival.
5. The layout of **Commercial** areas should facilitate access by a variety of transportation modes, including walking, cycling, public transit, private motor vehicles, and delivery vehicles. Pedestrian connections to adjacent residential areas should be provided via walkways or pathways.
6. Where a new commercial use is located abutting a residential use, the design and siting of the commercial development should mitigate any negative impacts on the residential use. Mitigative solutions that may be applied include, but are not limited to:
   a. Placement of off-street parking areas and/or internal roadways to buffer and reduce visual impacts of the commercial use on the abutting residential use; and
   b. Placement of landscaping, berming and/or fencing to reduce visual impacts of the commercial use on the residential use.

3.3 MEDIUM AND HIGHER DENSITY RESIDENTIAL

Medium Density Residential areas and **Higher Density Residential** areas will accommodate the development of medium to high density residential uses, respectively. A range of housing options in terms of size, form, and tenure are encouraged within the designations to meet the needs of diverse household sizes and compositions. Sidewalks and pathways will facilitate connections to public transit locations, commercial areas, and parks and recreation areas. The identification of the residential designation has considered safety carefully, with respect to existing off-site industrial uses.

The target for residential dwelling units within the **Higher Density Residential** area is approximately 1200 dwelling units.

Although policy direction for **Medium Density Residential** areas has been provided, the designation on the Land Use and Transportation Concept Plan will only apply if and when the CN Paddington Yard relocates, associated existing industrial uses cease to exist and a re-designation of land is approved as an amendment to the Plan.

3.3.1 OBJECTIVES

The objectives of the **Medium** and **Higher Density Residential** designations are:

A. To provide safe areas to accommodate multi-family dwellings, including multi-storey residential buildings within the planning area;

B. To provide an overall density which is supportive of public transit; and

C. To provide areas for active and passive recreational opportunities for employees, residents, and visitors through the establishment of outdoor public plazas, parks, open space, and an integrated pathway and sidewalk network.

3.3.2 POLICIES

1. Two-family and multi-family dwellings, including side-by-sides, bungalow condos, townhomes and multi-family buildings, up to approximately four storeys, shall be allowed within the **Medium Density Residential** areas.
2. Multi-family uses such as row dwellings, townhomes and multi-storey residential buildings, up to approximately fifteen storeys, shall be allowed within the **Higher Density Residential** areas.
3. Single-family dwellings shall not be allowed.
4. Other land uses that may be accommodated in these policy areas include neighbourhood commercial, institutional, and recreational uses, where determined to be compatible and appropriate. Such uses should be located adjacent to collector streets and shall mitigate any negative impacts of the use on any adjacent residential uses.
5. The minimum density target for the **Higher Density Residential** area is 50 units per net acre.
6. A minimum of 10% accessible and affordable housing should be provided.
7. The design and layout of **Medium** and **Higher Density Residential** areas should facilitate access by a variety of transportation modes, including walking, cycling, public transit, and private motor vehicles. Sidewalks and pathways should facilitate connections to public transit locations, **Commercial** areas and parks and recreations areas.
8. New residential development should be attractive in design and use various methods to ensure neighbourhood character, including appropriate articulation, glazing, and the use of a variety of building materials and colours.
9. The following design and siting considerations should be made for any higher density residential development:
    a. Large expanses of blank walls are discouraged;
    b. Balconies, windows, architectural details, and façade treatments should be used to provide visual interest;
    c. The site plan should illustrate a clear common entrance to the building(s), including landscaping, lighting, and connections to the public street, where applicable, and off-street parking areas; and
    d. Off-street parking areas should include landscaping and trees around the perimeter of the lot and between rows of parking stalls to provide visual interest.
10. Where residential uses abut a collector road, fencing and landscaping should be designed so as to provide an appealing aesthetic, including visual and physical connections.
11. Open space may be provided within **Medium** and **Higher Density Residential** areas in the form of outdoor plazas, squares or other such spaces. These spaces may be smaller than typical park spaces. The layout and location of open space shall be determined during subdivision design.

12. Habitable rooms of new residential development must be setback 30 metres (98.43 feet) from any principal main line and/or secondary main line and 300 metres (984.25 feet) from CN Paddington Yard. Setback distances shall be measured from the CN Paddington Yard or rail line property line to the residential building face at the closest location of habitable rooms.
13. Habitable rooms of new residential development must be setback 200 metres (656.17 feet) from any heavy industrial use outside of the planning area. Setback distances shall be measured from the property line of the heavy industrial use to the residential building face at the closest location of habitable rooms.
14. Where a new **Employment** use is permitted to establish abutting or adjacent to a residential use, the design and siting of the industrial development needs to conform to **Policy 3.1.2.9**.
15. Where a new residential use is permitted to establish abutting or adjacent to an existing industrial use, the design and siting of the residential development shall mitigate any negative impacts on the existing industrial use. Mitigative solutions that may be applied include, but are not limited to:
    a. Siting of off-street parking areas to increase the distance between **Employment** uses and residential use; and
    b. Creating landscape buffers (berms and/or fencing and/or planting) to reduce any negative impacts between the residential use and the industrial use.
16. Residential building requirements, over and above what may be required by code, such as sprinkler systems, should be considered as part of ensuring safety and emergency protocol.
17. The provision of fewer off-street parking spaces than what it required is encouraged, subject to approval under the Zoning By-law.
18. Re-designation of lands for **Medium Density Residential** shall be encouraged if and when the CN Paddington Yard relocates and associated industrial uses cease to exist. These areas are generally identified on the Medium Density Residential Development Map (**Figure 4**) and would have to be re-designated through an amendment to the Land Use and Transportation Concept Plan.

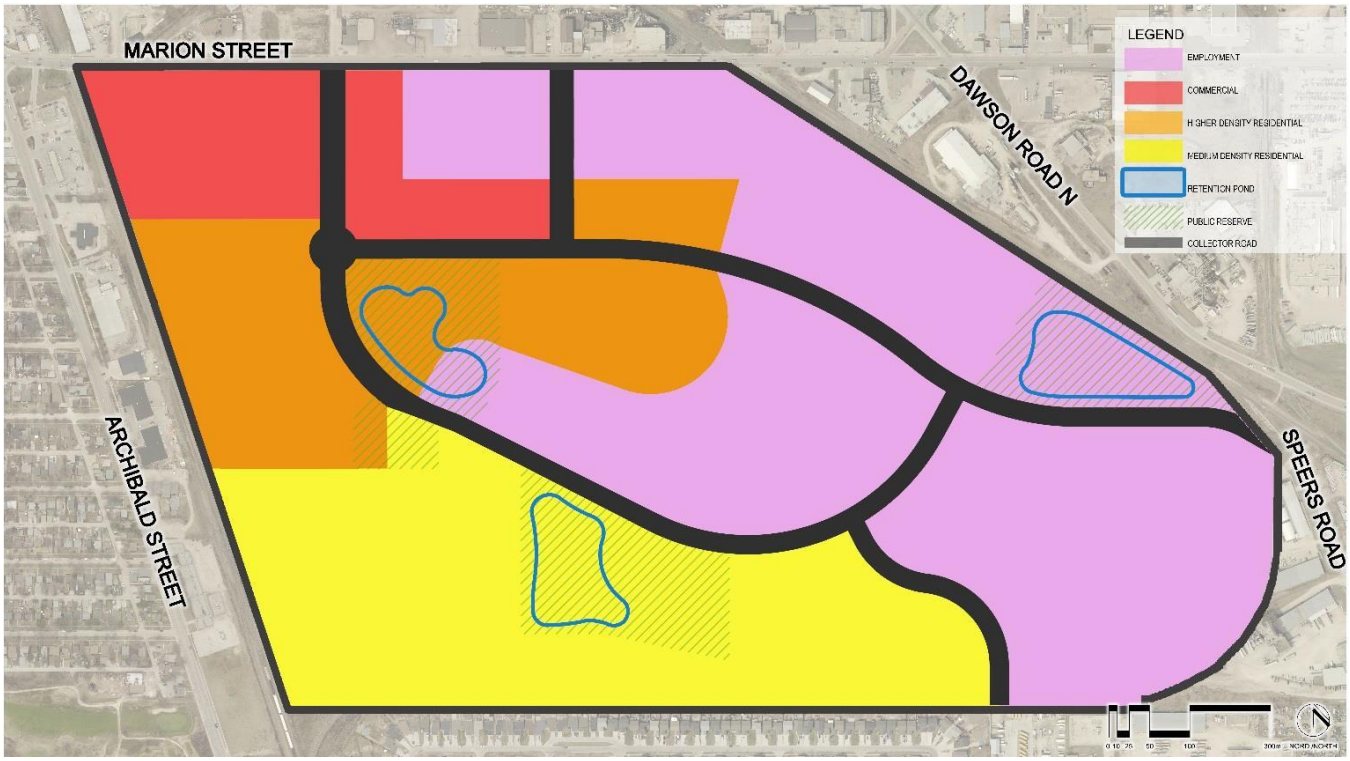

Figure 4 - Medium Density Residential Development Map

4.0 PARKS AND OPEN SPACE

This section provides general policy direction for all parks and open space areas within the planning area. Parks and open space areas will accommodate active and passive recreational and leisure activities for employees, residents, and visitors. Sidewalks and pathways will connect **Medium** and **Higher Density Residential**, **Commercial**, and **Employment** areas to parks and open spaces.

4.1 OBJECTIVES

The objective of parks and open space within the planning area is:

A. To provide parks and open spaces for a variety of recreational opportunities, including active recreation, passive recreation, and leisure opportunities;

B. To provide parks and open spaces within walking distance of residential areas; and

C. To connect parks and open spaces to residential, commercial, and industrial land uses by an integrated sidewalk and pathway network.

4.2 GENERAL POLICIES

1. Parks and open space areas should provide employees, residents, and visitors with:
   a. Active recreation opportunities, such as sports fields;
   a. Passive recreation and leisure opportunities, such as small parks providing spaces for playgrounds, sitting, picnicking areas and spaces to enjoy nature; and
   b. Urban open space, such as outdoor plazas and squares where people can gather and congregate.
2. Parks and open space should be available within approximately 400 metres of any residential building.
3. Parks and open spaces should provide a variety of experiences and year-round activities for people of all ages and abilities and must meet City Accessibility Design Standards.
4. Neighbourhood scale parks are generally identified on the Land Use and Transportation Concept Plan as Public Reserve (**Figure 3**). The exact locations of parks shall be determined at the development application stage.
5. The details and layout of parks and open space should facilitate access by a variety of transportation modes, including walking, cycling, public transit, and private motor vehicles.
6. Principles of sustainable landscapes, which may include but not be limited to naturalized plantings and low maintenance vegetation should be incorporated into parks and open spaces.
7. The size and location of active and passive recreation areas should be appropriate for their intended uses, and determined in consideration of establishing an appropriate distribution of active and passive recreation opportunities throughout the planning area. Orientation, configuration and quality of the parks shall also be appropriate for the intended use.

8. The following design and siting considerations should be made for urban open spaces:
    a. Located adjacent to transit stops or retail and commercial nodes;
    b. Active edges and frontages to maximize their use, encourage the movement of pedestrians through the space, and to create synergies between the public and private realms;
    c. Integrated with the pathway and sidewalk network;
    d. Landscaping and streetscaping, including hardscaping, where appropriate; and
    e. The installation of high quality park furnishing, that may include benches, shelters, public art, and lighting.

5.0 SUSTAINABLE DESIGN

This section provides general policy direction for sustainable design elements. Sustainable design elements are encouraged throughout the planning area to reduce energy consumption and water consumption, as well as to promote sustainable development.

5.1 OBJECTIVES

The objective of sustainable design policies in the planning area is:

A. Encourage sustainable building design and construction practices; and

B. Encourage sustainable landscaping practices.

5.2 GENERAL POLICIES

1. The introduction of individual and district geothermal heating and cooling systems may be considered within the planning area.
2. The design and construction of buildings is encouraged to reduce energy consumption. Solutions that may be incorporated may include, but are not limited to:
   a. Orienting taller buildings on the north side of the street and major windowed facades to the south to increase day-lighting and natural heating;
   b. Reusing and recycling building materials, where possible;
   c. Installing Energy Star appliances, and energy efficient windows, insulation, toilets, furnaces, and lighting; and
   d. Using solar panels to power public lighting and signage.
3. Landscaping is encouraged to reduce water consumption and energy use by:
   a. Planting native plant species;
   b. Maximizing natural shading in the summer through plant landscaping and tree canopies;
   c. Incorporating rain gardens, bioswales, or other similar approaches as alternatives to on-site stormwater retention; and
   d. Using permeable pavement along pathways and alleys as an alternative to traditional concrete or asphalt.

6.0 TRANSPORTATION

This section provides general policy direction for transportation and policy direction specific to:

- The **External Transportation Network**;
- **Internal Transportation Network**;
- **Sidewalks and Pathways**; and
- **Transit**.

The Transportation Master Plan, approved by Council in November 2011, identifies the following relevant to the planning area:

- The Southeast Rapid Transit Corridor, is proposed to utilize the CPR Emerson Subdivision right-of-way. The corridor would serve the growing south-eastern part of the City and provide service to MRS D. MRS D is identified as a transit-supportive growth area;
- Marion Street and Archibald Street to continue operating as truck routes.

The Winnipeg Pedestrians and Cycling Strategies identifies the following active transportation facilities relevant to the planning area:

- Recommended off-street pathway on Lagimodiere Boulevard;
- Recommended painted bicycle lane on Dawson Road North;
- Recommended painted bicycle lane on Archibald Street; and
- Recommended neighbourhood greenway on Speers Road.

6.1 OBJECTIVES

The objective of transportation policies in the planning area is:

A. To provide an efficient transportation system thatenables a variety of transportation modes to effectively move pedestrians, cyclists, and automobiles to destinations within and outside the planning area;
B. To identify a hierarchy of roads, including arterial roads and collector roads, that connect to and are within the planning area;
C. To ensure safe and reliable emergency access;
D. To provide direction for the design of internal roads, including collector roads and any local roads, to ensure connectivity within the planning area, while ensuring safety by recognizing potential land use conflicts between industrial and residential uses;
E. To create an environment that facilitates and encourages pedestrian and cycling activity throughoutand beyond the neighbourhood;
F. To ensure the planning area is designed to accommodate the efficient provision of transit services; and
G. To provide universally accessible transportation options for employees, residents, and visitors.

6.2 EXTERNAL TRANSPORTATION NETWORK POLICIES

1. Marion Street is the main arterial road that will provide access to the planning area.
2. There shall be two collector road connections into the planning area off of Marion Street, including:
   a. A new right-of-way generally located across from Dupuy Avenue; and
   b. A new right-of-way generally located across from 765 Marion Street.
3. A new right-of-way, generally located at the northern terminus of and connected to Speers Road, will provide a third access to the planning area.
4. The existing private road connection generally located on the west side of 750 Marion Street shall be closed.
5. Emergency access to the planning area shall be defined in consultation with the City and is subject to City approval and **Policy 8.2.2**.

6.3 INTERNAL TRANSPORTATION NETWORK POLICIES

1. The general locations of collector roads within the planning area are shown on the Land Use and Transportation Concept Plan (**Appendix A**). The exact locations of the collector road network and any local roads shall be refined at the Development Application stage.
2. The internal road network shall be designed with the following considerations:
   a. To provide for convenient and efficient access for local trips and public transit, while discouraging regional cut through traffic and excessive speed;
   b. To ensure an interconnected road pattern, which incorporates slight bends and numerous intersections;
   c. To direct automobile traffic from any local roads and/or private accesses to collector roads when moving through and in and out of the planning area; and
   d. To direct truck traffic from any local roads and/or private accesses to collector roads to arterial roads while limiting truck traffic as much as possible through residential areas.
3. Applications for new development shall identify future road connections at strategic locations to provide seamless connections to future development. Where a road stub has been left, new development shall create road connections to the stub.
4. Traffic calming strategies on collector roads and any local roads are encouraged, particularly where they intersect with pedestrian and/or cycling pathways.
5. Applications for new development that may create significant truck traffic, may be required to complete a transportation impact study to determine if the truck traffic may create conflict with residential uses. Any recommendations resulting from the transportation impact study may be implemented through a Development Agreement.

6.4 SIDEWALKS AND PATHWAYS POLICIES

1. Sidewalks shall be provided on one side of collector roads and multi-use pathways shall be provided on the opposite side.
2. Sidewalks and pathways should be identified with the goal to reduce pedestrian trip length and in accordance with transit coverage requirements.
3. Multiple convenient and safe pedestrian and cycling routes should be included in the planning area to provide connections to and from origin/destination points within the neighbourhood.
4. Sidewalks and pathways shall form part of and connect to the regional active transportation network.
5. All sidewalks, pathways, and cycling facilities shall be designed in accordance with City standards.
6. Sidewalks and pathways, especially within **Employment** areas, shall be designed to be safe.
7. The following policies should be applied in the **Medium** and **Higher Density Residential** and **Commercial** areas:
    a. **Medium** and **Higher Density Residential** and **Commercial** development should be directly connected to a sidewalk or pathway; and
    b. Pathways should be provided as necessary to reduce pedestrian trip lengths to commercial uses, transit, and other community focal points.

6.5 TRANSIT POLICIES

1. Public transit routes and stops shall be identified in cooperation with the City. The following features should be taken into consideration:
    a. Transit stops should be located in close proximity to **Medium** and **Higher Density Residential** areas, **Commercial** areas, and other community focal points; and
    b. Most dwelling units should be within approximately 400 metres (1,312 feet) of a public transit stop.

7.0 MUNICIPAL SERVICES AND UTILITIES

This section provides general policy direction for municipal services and utilities.

7.1 OBJECTIVES

The objectives of municipal services and utilities policies in the planning area are:

A. To ensure that adequate municipal service and utility infrastructure is provided to serve urban development throughout the planning area; and
B. To provide for an adequate land drainage system.

7.2 GENERAL POLICIES

1. Development within the planning area must be fully serviced with piped municipal services (water, wastewater and land drainage facilities), as well as utilities.
2. Design of servicing such as, the alignment and capacity of water mains, wastewater sewers, land drainage sewers and stormwater management facilities shall be to the satisfaction of the City, based upon engineering studies and analysis.
3. Where required by the City to allow orderly and sequential urban development, easements and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate the extension of services.
4. A developer may be required to provide, or enter into an agreement to provide when required, rights-of-way or easements necessary to accommodate the extension of municipal services through or abutting a site in advance of development, in order to allow for orderly servicing.
5. Municipal services and utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of these works throughout the development. Municipal service and utility alignments will be identified at the development stage and confirmed prior to or during construction drawing approval.
6. Land drainage detention and retention shall consist primarily of naturalized retention ponds.
7. The general location of retention ponds is shown conceptually on the Land Use and Transportation Concept Plan (**Appendix A**). The precise location and number of retention ponds shall depend on the location and types of development proposed and shall be determined at the development application stage.

8.0 PHASING, CONCEPT PLANS AND COST SHARING

The following policies outline the details of the implementation of this plan, including phasing, concept plans, and cost sharing.

8.1 OBJECTIVES

The objectives of phasing policies in the planning area are:

A. To provide guidance on development phasing and timing;
B. To identify the requirement for concept plans; and
C. To provide guidance on cost sharing.

8.2 PHASING POLICIES

1. Development phasing of the planning area should generally follow the phasing progression identified within the Phasing Map (**Figure 6**) to ensure that staging and phasing of development occurs in a sequential fashion that is logical and contiguous.
2. Up to 600 dwelling units may be permitted within Phase 1 with collector road access to Marion Street, generally located across from Dupuy Avenue, and access at the northern terminus of and connected to Speers Road. Additional dwelling units may only be permitted once a third collector road access is established, generally located across from 765 Marion Street.
3. The timing of development will largely be driven by markets conditions and by the extension of municipal services.
4. Existing uses may be redeveloped overtime as development within the planning area, in accordance with the Plan.
5. A **Medium Density Residential** area has been generally identified on the Medium Density Residential Development Map (**Figure 4**), to provide direction should a re-designation be considered if and when the CN Paddington Yard relocate and associated industrial uses cease to exist.
6. A re-designation of lands for **Medium Density Residential** shall only be considered if no new industrial development within the area identified for potential **Medium Density Residential** and designated **Employment** has been approved.
7. Should a re-designation of lands for **Medium Density Residential** occur, an additional collector road connection to the existing residential development to the south should be made.

8. Should a re-designation of lands for **Medium Density Residential** occur, the design and siting of multi-family development abutting an existing employment use, shall ensure public health and safety of any negative impacts on the residential use(s).
9. Should a re-designation of lands for **Medium Density Residential** occur, residential development shall not be permitted adjacent or abutting to existing industrial uses that create land use conflict, such as warehouse and freight movement uses, waste and salvage uses or other industrial uses that create noise, smoke, fumes, odours, glare or health or safety hazards.

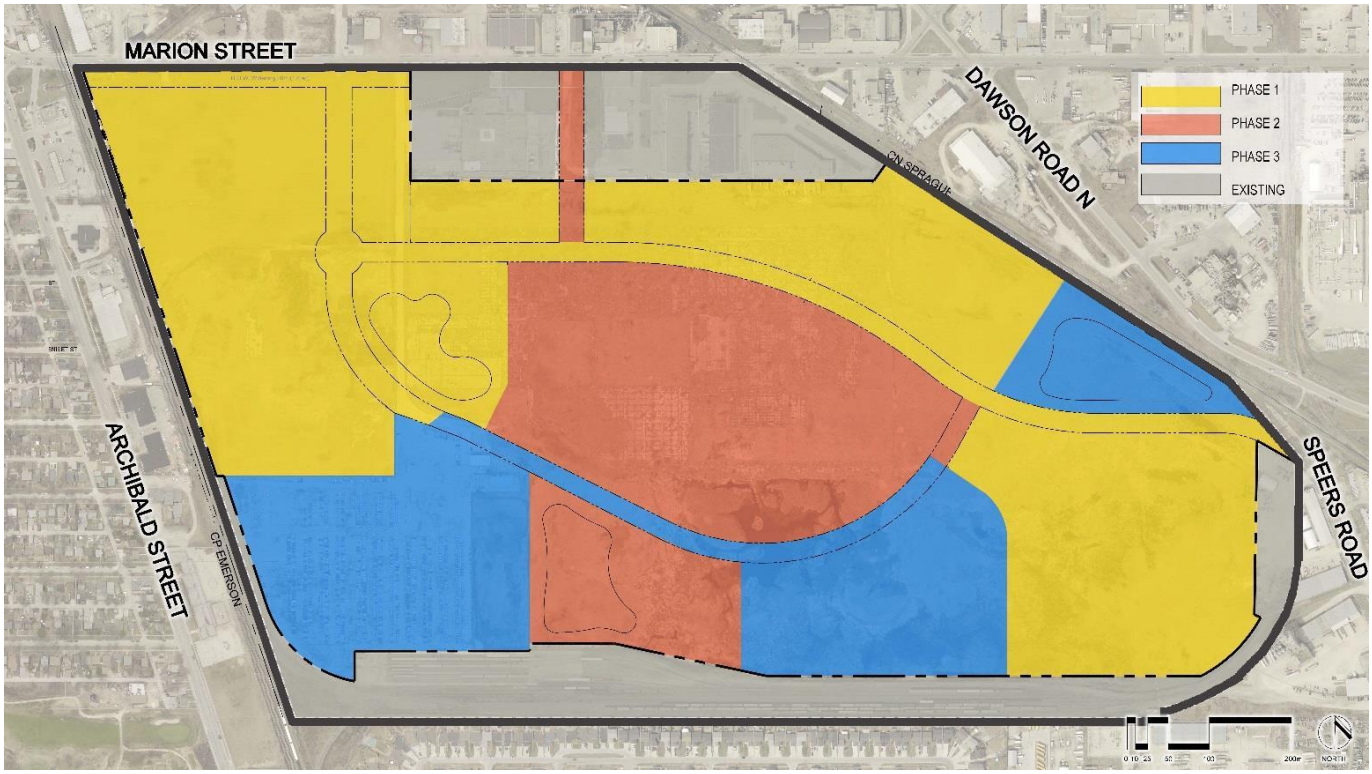

Figure 5 - Phasing Map

8.3 CONCEPT PLAN POLICY

1. Development applications shall include an overall concept plan that demonstrates how the proposed use(s) will be integrated within the overall Plan layout The concept plan should illustrate the following:
   a. Compatibility with the land use designations and policies of this Plan;
   b. Alignment and compatibility with any existing development;
   c. Alignment of the collector road network, as generally shown in the Land Use and Transportation Concept Plan (**Appendix A**);
   d. The location of any public facilities, neighbourhood scale parks and pathways, as required; and
   e. The general location and size of any stormwater retention ponds.

In support of a development application, it may be necessary to provide revised and/or more detailed transportation impact studies and municipal servicing reports.

8.4 COST SHARING POLICIES

1. The installation and costs of the internal services of each subdivision area shall be the responsibility of the developer/landowner, including collector roads, local roads, wastewater services, water services and land drainage systems.
2. Cost sharing arrangements may be required between developers/landowners for internal infrastructure if there are mutual benefits. This includes collector roads, local roads, wastewater services, waterservices and land drainage systems.
3. The land drainage systems, including detention and/or retention areas that serve the planning area, are a developer/landowner responsibility, with the total cost of the systems charged to the benefiting area ata uniform Trunk Service Rate (TSR) charge on a per hectare/acre basis. Land required for detention and retention is included as a cost of the TSR. Regional drainage infrastructure shall not be considered a developer/landowner responsibility.

9.0 APPENDIX

9.1 APPENDIX A – LAND USE AND TRANSPORTATION CONCEPT PLAN

