Airport Area West Industrial Secondary Plan

Submitted by:

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and
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On behalf of the
Winnipeg Airport Lands Corporation (WALC)

Planning Property and Development Department
Urban Planning Division

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PREFACE

The Airport Area West Industrial (AAWI) Secondary Plan is situated in the western portion of the City of Winnipeg, comprising approximately 1,026 hectares (2,535 acres) of land, as shown in Figure 1 – Location. This includes:

- 688 hectares (1,700 acres) for industrial development;
- 219 hectares (541 acres) for the closed Summit Landfill; and
- 119 hectares (294 acres) for the Winnipeg James Armstrong Richardson International Airport (WIA)

The Planning Area is bounded by the Rural Municipality (RM) of Rosser municipal boundary to the north, the Perimeter Highway to the west, CentrePort Canada Way/Sturgeon Access to the south, and the Winnipeg James Armstrong International Airport (WIA) to the east. Figure 2 – Land Use Context, highlights adjacent development.

The AAWI will help create a sustainable mix of business-related development uses that provide jobs, goods, and services to the local and regional economies. It will expand upon its proximity to the WIA and CentrePort to become a significant employment district within the region.

This Secondary Plan is built upon the following guiding principles:

- Building upon and strengthening the WIA as a regional hub in the Manitoba Capital Region.
- Fostering industrial development synergies with CentrePort and the WIA to create a hub of high-quality, leading edge industrial development along CentrePort Canada Way.
- Providing sufficient flexibility in recognition that as a large industrial area such as CentrePort may take a number of years to develop, plans should retain a certain amount of flexibility to accommodate changing market conditions.
- Providing a range of light/general industrial, logistics, e-commerce, advanced manufacturing, and high technology development opportunities within the western portion of the City of Winnipeg in response to local and regional market trends and the long term economic development needs of the City of Winnipeg.
- Creating an area where airport-related and airport compatible industries are promoted, and business can thrive.
- Enabling the development of a strategically important enterprise area around the WIA, including integration of development with the WIA's operational requirements, integration with the Provincial road system, provision for public transport and other alternative

transport modes such as walking and cycling, and provision for a safe and sustainable road network.

- Supporting business enterprises that will benefit from tri-modal services including an international airport, major railway service, and extensive trucking operations.
- Developing a sustainable business enterprise node that provides services, goods, jobs, entertainment, and recreation/leisure opportunities to the local and regional economies.
- Ensuring the mix of land uses, from manufacturing to offices to light industrial, are compatible in terms of vehicular access, site design, signage, and building transition.
- Working with and respecting adjacent development in terms of connectivity, compatibility, and infrastructure servicing.
- Providing for multi-modal transportation opportunities to the industrial business area to support the efficient movement of goods to and from the Planning Area.
- Limiting the establishment of non-industrial uses which have the potential to erode the long-term viability of industrial uses.

1 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and enhance the quality of life of a community's residents, business owners, employees and visitors.

The purpose of this Plan is twofold. Firstly, it refines and implements the City of Winnipeg's broader planning objectives, as outlined in its strategic planning documents, (e.g. *OurWinnipeg*), by promoting development that is logical, compatible and sustainable. Secondly, this Plan guides and directs specific land use, road and servicing infrastructure, open space, subdivision, and development decisions that collectively determine the form of development within the Planning Area.

Secondary Plans are the primary land use planning tool used to implement *OurWinnipeg*.

1.2 Planning Area

The vision, goals and policies of this Plan apply to the AAWI lands as represented in Figure 3 – Planning Area. The AAWI Secondary Plan is situated in the western portion of the City of Winnipeg, comprising approximately 1,020 hectares (2,521 acres) of land. The Planning Area is bounded by the RM of Rosser municipal boundary to the north, the Perimeter Highway to the west, CentrePort Canada Way/Sturgeon Access to the south, and the WIA to the east.

1.3 Overall Plan Goals

This Plan provides a "blueprint" for the future development of the Planning Area, including a mix of airport/aviation-related, airport/aviation compatible, manufacturing, commercial, light/general industrial, logistics, e-commerce, and distribution developments. The foundation of the Plan consists of a series of goals that directly relate to the key directions as noted in *OurWinnipeg*. These goals are outlined in Section 3.2 of this document.

1.4 Timeframe of the Plan

The Plan is future-oriented and depicts how the Planning Area is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 30 to 50-year horizon.

1.5 Interpretation of the Plan

1.5.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and shall be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly

recognizable physical features or fixed boundaries such as property lines or roads and utility rights-of-way.

1.5.2 Policy Interpretation

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

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

Where the term “shall” is used in a policy, development must conform to that policy.

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

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

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

“Active Transportation” means any human-powered mode of transportation (ex. walking, cycling, skiing) with a focus on walking and cycling.

“Arterial Streets (major)” 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.

“Arterial Streets (minor)” 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.

“Buffering” (or “Screening”) means the total or partial concealment of a building, structure or activity by a fence, wall, berm, landscaping or a combination thereof.

“Collector Streets” collect and distribute traffic between local industrial/commercial streets and arterial streets. They also provide land access in industrial and commercial areas. Passenger vehicles, delivery trucks and buses are accommodated. Direct access to adjacent properties is allowed subject to traffic and design considerations. These streets

may intersect with arterials, other industrial/commercial collectors and industrial/commercial local streets.

"Dry Bottom Storm Retention Basin" "is a large depressional area designed to capture and temporarily store stormwater runoff before gradually releasing it into a land drainage sewer or streamover an extended period of time.

"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 other expressways intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day.

"Local Streets" provide direct access to properties in industrial and commercial areas. Passenger vehicles and trucks are accommodated. Direct access is provided to fronting properties. These streets are generally two-lane undivided with transitions to divided cross-sections near intersections with industrial/commercial collector streets or arterials. Sidewalks are featured at least on one side. Typical traffic volumes are up to 5,000 vehicles per day.

"Sensitive Lands" means lands identified by the City of Winnipeg as having ecological value.

"Specialized Agriculture" means indoor horticultural or aquacultural operations using hydroponic or other means to engage in growing plants for consumption or non-food related products.

"Winnipeg Airport Lands Corporation (WALC)" means the group of landowners that has formed a land development company to develop lands within the Planning Area covered by AAWI Secondary Plan in a coordinated fashion.

"Zoning By-law" means the Winnipeg Zoning By-law No. 200/2006, as amended.

1.6 Amendments to the Plan

Any changes to the text or maps within the Plan shall be in accordance with *the City of Winnipeg Charter* and the *Development Procedures By-Law*. Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.7 Monitoring, Reviewing and Evaluating the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue. Certain policies within this Plan require more detailed servicing and transportation engineering analysis to be undertaken as development is warranted.

2 PUBLIC INPUT PROCESS

2.1 Participation Approach

Landmark Planning & Design Inc. and Stantec Consulting Ltd. were retained by the Winnipeg Airport Lands Corporation (WALC) to undertake a land use and infrastructure assessment of the Planning Area for the purposes of preparing this Plan. Public and stakeholder engagement formed an important role in the preparation of the Plan. The input provided by participants significantly influenced the policies included in the Plan.

Preparation of this Plan was carried out with stakeholder meetings beginning in May 2015 and continuing through and beyond the submission of the draft Plan to the City of Winnipeg. A number of consultation mechanisms were employed including an extensive set of stakeholder group meetings, landowner meetings, and a public open house. The notification method was through public advertisements in local and area newspapers, and direct notification as warranted.

2.2 Stakeholder Meetings

The Study Team has had discussions with the following stakeholder groups:

<u>Government and Government Related Agencies</u>

- Manitoba Infrastructure and Transportation
- Manitoba Conservation and Water Stewardship
- R.M. of Headingley
- R.M. of Rosser
- Various City of Winnipeg Departments including Water and Waste, Planning, Property and Development, Winnipeg Transit, and Public Works
- Manitoba Hydro
- Canadian Pacific Railway
- Economic Development Winnipeg
- Inland Port Special Planning Area

<u>Major Landowners and Related Entities</u>

- Winnipeg Airport Lands Corporation
- CentrePort Canada
- Winnipeg Airports Authority
- Ladco Company Limited
- Qualico Communities
- Genstar Development Company
- Sturgeon Business Park
- Other area landowners

2.3 Public Open House

A public open house was held in April 2016 to present, discuss and assist in the development of this Plan. The Open House focused on what secondary/precinct plans are and how they may affect the community, the overall land use plan, infrastructure concepts, and related background information such as roadway and servicing considerations.

3 PLANNING VISION AND GOALS

3.1 Planning Vision

It is envisioned that the Airport Area West Industrial Secondary Planning Area, referred to as 'the Planning Area' will develop within the context of a greater overall vision for the City of Winnipeg. *OurWinnipeg* envisions a City that is:

> *"Planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to ensure a socially, environmentally and economically sustainable future through the integration of transportation planning, land use, built forms, and urban design".*

Development within the Planning Area will help create a sustainable mix of industrial-related uses that provide jobs, goods, and services to the local and regional economies. It will expand upon its proximity to the WIA and CentrePort to become a significant employment district within the region.

3.2 Planning Goals

The Planning Goals for the Plan are to:

1) Create a sustainable mixed-use employment area that provides services, goods, and jobs that contribute to local, regional and provincial economies.

2) Strengthen connections to the WIA by promoting airport/aviation-related and airport/aviation compatible businesses.

3) Provide development opportunities that meet projected demand from manufacturing, light industrial, distribution and business-related development by building upon the area's benefits, its central geographic location, and proximity to the WIA.

4) Ensure that land development occurs in a sustainable manner in order to reduce land consumption and servicing costs

5) Provide the safe and efficient movement of goods, people and traffic, both into and throughout the Planning Area.

6) Promote alternate forms of transportation such as transit and active transportation.

7) Encourage sustainable design features such as green roofs, solar technology, native plant materials, green building design(s), and other supporting elements.

8) Ensure development is compatible with surrounding uses and the character of the area is maintained through quality design and landscaping.

9) Provide a framework to develop a high-quality and comprehensively planned industrial area by defining:
    i. the internal and external road network;
    ii. stormwater management, wastewater sewer, and water supply systems; and
    iii. general land use patterns.

10) Protect sensitive areas and natural features of the area to the greatest extent possible.

11) Provide a full range of municipal services including transportation, wastewater, water, and land drainage systems that can be accommodated by short and long term local and regional infrastructure capacities.

12) Allow for limited development of low-intensity uses to occur without a full range of municipal services, where appropriate as defined through policy.

13) Ensure the quality of building design, site layout, landscaping, vehicle/pedestrian access, and related matters reflects the standards of the adjacent area and industrial/business operations.

14) Protect the industrial character of the Planning Area by restricting residential uses.

4 LAND USE CONCEPT

4.1 Land Use Concept Plan

The land use concept for the Planning Area is shown in Figure 4 - Land Use Policy Areas. This concept consists of a series of areas and symbols that define a future land use pattern for the AAWI Planning Area. This section provides general policy direction for each of the defined land uses represented on the Land Use Policy Areas map.

4.2 General Policies

4.2.1 Conformity

1) Development applications shall be in conformity with the Land Use Policy Areas map. Development applications that are not in conformity with the Plan shall be refused, unless accompanied by an appropriate amendment to the Plan.
2) Agriculturally zoned parcels less than 40 acres may be considered through the appropriate discretionary review process when subdividing a portion of an existing agriculturally zoned parcel for industrial and/or commercial uses.
3) No new residential uses shall be permitted with in the Planning Area.

4.2.2 Sustainability

1) Developments within the Planning Area should consider incorporating visible green technology into facades and signage, such as photovoltaic cells, recycled material, and green roofs. The use of green technologies or other green building standards, for development is encouraged within the Planning Area.
2) All development within the Planning Area must be supported by a full range of municipal services unless otherwise indicated within this plan.

4.3 Land Use Policy Areas

The following sections outline the intent of each land use illustrated in Figure 4 – Land Use Policy Areas. These land uses are categorized as follows:

- Service-Oriented Industrial
- Manufacturing and Logistics Industrial
- Air Serviced Industrial
- Business Park Industrial
- Parks, Open Space and Municipal Works
- Potential Commercial Nodes
- Un-serviced Development Overlay

4.3.1 Service-Oriented Industrial Policy Area

4.3.1.1 Purpose

The purpose of the Service-Oriented Industrial Policy Area is to allow for a mix of manufacturing, logistics, distribution, assembly, storage, and associated offices on small to moderate sized sites.

4.3.1.2 Objectives

The objectives of the Service-Oriented Industrial Policy Area are to:

1) Encourage a mix of light and general industrial/manufacturing-oriented uses.
2) Create a functional and sustainable industrial area in which future development is complementary to, and compatible with, the adjacent airport development, road network, environmentally sensitive lands and other existing site features.
3) Provide industrial land that will be available to meet the diverse needs of prospective industries and businesses.
4) Provide adequate setbacks, design and landscaping of Service Oriented Industrial uses to any adjacent planned residential neighbourhood.

4.3.1.3 Policies

1) Industrial Uses as provided in the Manufacturing Light and Manufacturing General zoning districts, under the City of Winnipeg zoning regulations, shall be directed to the Service-Oriented Industrial Policy Area (identified on figure 4)
2) Industrial Uses exclusive to the Manufacturing Heavy zoning district as provided by the City of Winnipeg zoning regulations, are prohibited within the Service-Oriented Industrial Policy Area.
3) With consideration of potential commercial nodes as identified in Figure 4, Light manufacturing uses should be located adjacent to key transportation routes and

intersections, while general manufacturing uses should be directed to internal, less visible areas.

4) Retail, and Commercial Sales and Service uses shall only be permitted when accessory to an industrial use and shall not exceed approximately 10% of floor area to a maximum of approximately 5,000 square feet.

5) Office uses shall only be permitted when accessory to an industrial use and shall not exceed approximately 10% of floor area to a maximum of approximately 5,000 square feet.

6) 'Public and Institutional' and 'Cultural and Entertainment' uses which are complimentary to the industrial character of the Planning Area, and/or that serve area employees, may be considered. These uses include:

    Compatible Community Facilities;
    Commercial Schools;
    TV/motion picture production facilities; and
    Daycares

7) Light manufacturing lots should be oriented along major roadways to take advantage of the high visibility and convenient access opportunities.

8) Industrial uses located in proximity to commercial nodes will only be considered when compatible with commercial uses. Buffers and other mitigating solutions may be required to be incorporated into the site and building design in order to facilitate compatibility with adjacent uses.

9) Subdivision plans should accommodate small and moderate sized lots; however, where circumstances permit, larger sized lots may be considered.

10) Opportunities for rail side dependent industries shall be considered.

4.3.2 Manufacturing and Logistics Industrial Policy Area

4.3.2.1 Purpose

The purpose of the Manufacturing and Logistics Industrial Policy area is to accommodate and protect opportunities for large-scale general and heavy industrial uses and manufacturing and production uses, as well as logistics, distribution, transportation, warehousing, rail-associated, agri-businesses, specialized agriculture and other related uses.

In addition, development in the Manufacturing and Logistics Industrial Policy area will capitalize on road networks that will allow for high volumes of truck transportation.

4.3.2.2 Objectives

The objectives of the Manufacturing and Logistics Industrial Policy Area are:

1) To accommodate and protect medium intensity and heavy industrial development.

4.3.2.3 Policies

1) Principle land uses are limited to those Industrial Uses, either permitted or conditional, in the Zoning By-law.
2) Retail, and Commercial Sales and Service uses shall only be permitted when accessory to an industrial use and shall not exceed approximately 10% of floor area to a maximum of approximately 5,000 square feet.
3) Office uses shall only be permitted when accessory to an industrial use and shall not exceed approximately 10% of floor area to a maximum of approximately 5,000 square feet.
4) Agriculturally zoned parcels less than 40 acres in size may be considered when used for specialized agricultural.
5) Heavy industrial uses that involve the processing, transport and storage of hazardous or noxious goods should be directed to the northern portion of this policy area.
6) Sites developed for manufacturing and logistics industrial development should be designed to effectively manage the ingress and egress of large-scale vehicles without negatively impacting traffic movement.

4.3.3 Un-Serviced Development Overlay

4.3.3.1 Purpose

The purpose of the Un-Serviced Development Overlay is to allow for development of lower intensity uses on larger parcels without a full range of municipal services within the Manufacturing and Logistics Policy Area.

Un-serviced uses in the overlay area would be characterized as primarily outdoor operations with limited site coverage and a small number of on-site personnel.

4.3.3.2 Objectives

The objectives of the Un-Serviced Development Overlay are:

1) To provide an opportunity for allowable uses to establish without a full range of municipal services when such development can be established:
    - Without risks to public health, life safety, and the environment and property; and
    - Without odour issues associated with private services
2) To provide a suitable transition between the landfill site and serviced lots.

4.3.3.3 Policies

1) Only appropriate Industrial uses and Private Motor Vehicle-Related uses, as identified in the City of Winnipeg Zoning By-law, that can function without a full range of municipal services may establish in the Un-Serviced Development Overlay in accordance with the following:
    a. Private Motor Vehicle Related uses shall not be permitted, with the exception of Surface Parking, and Towing and Storage Facilities.
    b. Industrial uses shall not be permitted, with the exception of Auction Yard, Landscape/Garden Contractor or Production, Heavy Equipment Sales, Service, and Rental, Freight or Truck Yard, and Outside Storage
2) The proponent must demonstrate that the development meets the intent of the Overlay policy area and is supportable by the Director of Water and Waste, the Winnipeg Fire and Paramedics Service and Public Works. Considerations for support may include, but are not limited to, use, operation and intensity, separation distance between structures, storage of hazardous materials, etc.
3) Roadways will be designed and/or improved to support proposed uses to the satisfaction of the Director of Public Works.
4) Proposals for Transportation, Utility and Communications uses shall be evaluated on a case-by-case basis.
5) Any application to establish an acceptable use without municipal water and wastewater sewer must meet all Provincial standards for on-site wastewater treatment and must provide potable water by either well or cistern provision of fresh water to the satisfaction of the City of Winnipeg Director of Water and Waste. Within the Landfill Control Area, as shown on Figure 5, potable water must not be provided by well.
6) Any application for development may be required to provide engineering studies analyses as outlined in Section 7 of this Plan.

7) If municipal services are installed within the frontage of a development that has been established without a full range of municipal services, the site may be required to connect to said services and may be required to pay any associated area charges, local improvement levies, trunk service rates or similar.

8) A concept plan may be required at the discretion of the Director of Planning, Property and Development to demonstrate compatibility and future development potential of the Planning Area. Concept plans may indicate access, phasing and infrastructure, connections, etc.

9) Land uses and development within close proximity of the landfill site shall be compatible with the Summit Road Landfill Site.

10) Parks to support larger sport or outdoor recreation facilities may be considered.

4.3.4 Air Serviced Industrial Policy Area

4.3.4.1 Purpose

The purpose of the Air Serviced Industrial Policy Area is to facilitate the development of air-related and air-compatible development, while protecting the safety of adjacent airport operations. Lands adjacent to the Winnipeg James Armstrong Richardson International Airport (WIA) and within the airside area of WIA should be specifically focussed on air-related development and production, and industries which directly serve, benefit from and/or utilize air transport.

4.3.4.2 Objectives

The objectives of the Air Serviced Industrial Policy Area are:

1) To accommodate development that would benefit from close proximity to the WIA.
2) To establish a cluster of aviation and technology-related industries which may include aviation-related industries, aviation hangars, technology and research industries, fast-cycle logistics, perishables cold chain logistics, e-commerce & retail fulfillment, agri-science, advanced & light manufacturing, livestock & genetic testing facilities, research and production and ancillary offices.
3) To support the economic and social well-being of the WIA by providing for the integrated future development of the airport and its surrounding land as a transport hub and business location, taking advantage of its strategic location and infrastructure while managing any adverse effects on airport operations.
4) To strategically reserve land adjacent to existing and future runways to provide direct access to air transportation facilities.

4.3.4.3 Policies

1) Lands adjacent to the WIA shall be preserved and maintained for land uses that will benefit from direct access to the airport.
    a. Developers shall consult with the WIA at all times to verify the necessary federal safety and security regulations are being met.
2) Development within the Air Serviced Industrial Policy Area shall be limited to industries and businesses that serve, are served by, or are directly related to the WIA and/or the fields of aeronautics and aerospace.
3) The road network and the location of buildings shall be designed so as to not create conflicts with the airport runways and takeoff/landing controls.
4) Developments and amenity spaces shall include covered or enclosed waste disposal areas to reduce any potential bird hazard.
5) Developments shall consider safety hazards in regards to structure, height, lighting, emissions, fog, glare, dust, and radar and electronic interference in their design.

4.3.5 Business Park Industrial Policy Area

4.3.5.1 Purpose

The purpose of the Business Park Industrial Policy Area is to facilitate the development of well-designed and attractive buildings that cater to businesses seeking a high-profile location within the Planning Area, as illustrated on Figure 4.

4.3.5.2 Objectives

The objectives of the Business Park Industrial Policy Area are:

1) To accommodate development that would benefit from high visual exposure to CentrePort Canada Way.

2) To establish a cluster of business park-related land uses that will showcase the area to the traveling public.

3) To create an attractive business environment characterized by quality architecture, site planning and landscaping.

4) To strategically reserve land adjacent to CentrePort Canada Way for businesses that cater to the traveling public.

5) To ensure a high quality transition between industrial land uses and the residential lands planned to the south.

4.3.5.3 Policies

1) A concept plan may be required at the discretion of the Director of Planning, Property and Development to demonstrate compatibility and future development potential of the adjacent lands.

2) Permitted land uses include Commercial Sales and Services that cater to the traveling public and local employees, including Accommodations, Animal Sales and Service, and Office

3) Education uses are not permitted within the Business Park Industrial Area, with the exception of Commercial Schools.

4) Industrial uses shall be limited to Principal uses of Light Manufacturing and shall not include Outside Storage or Accessory uses of Outside Operations or Outside Display and Sales, as defined in the Winnipeg Zoning By-law.

5) Site design shall recognize and relate to adjacent streets and developments.

6) Landscaping should be an integral part of the overall site planning and should define circulation and buffer adjacent uses.

7) Principal facades of buildings visible from a public street shall be constructed of high-quality material that extends along the front face of the building and any portions of buildings fronting onto to CentrePort Canada Way.

8) Multi lot business park sites should be encouraged to adopt developer administered design guidelines to ensure compatible and complementary high aesthetics that may include standards for building design, landscaping requirements and signage.

9) Parks to support larger sport or recreation facilities may be considered.

4.3.6 Municipal Works Policy Area

4.3.6.1 Purpose

The purpose of the Municipal Works Policy Area is to protect the Summit Road landfill site from encroaching incompatible land uses and facilitate development of compatible uses within the Summit Road Landfill Vicinity Control Area.

4.3.6.2 Objectives

The objectives of the Municipal Works Policy Area are:

1) To ensure that land uses and development within close proximity of the landfill site are compatible.

2) To allow limited on-site activities that do not negatively impact surrounding land uses and do not impose any health or environmental impacts on the public.

4.3.6.3 Policies

1) Any development within 90 metres (295 feet) of the landfill footprint is subject to the City of Winnipeg guidelines and standards for development in proximity to a landfill site. Existing guidelines, regulations and policies will apply within the 90 metre control zone regardless of policies contained within this document.

2) The landfill shall be the primary land use on this site. Other uses considered associated or compatible with a landfill site may be permitted subject to meeting zoning and related regulations and guidelines.

3) Development applications within the Summit Road Landfill Vicinity Control Area will not be approved without written consent from the Director of Water and Waste Department.

4.3.7 Commercial Nodes

4.3.7.1 Purpose

Generally, development within the Planning Area should be primarily industrial-oriented. However, in recognition that service-oriented commercial and retail uses will be required to serve area businesses and employees, commercial nodes may be established near major intersections that are connected to the active transportation network, as illustrated on Figure 4.

4.3.7.2 Objectives

The objectives of the Commercial Nodes are:

1) To allow appropriate Commercial Sales and Service Uses as identified in the Zoning By-law.

2) To ensure that commercial uses do not disrupt or limit industrial operations from carrying out normal industrial activities.

3) To direct commercial nodes to easily accessible and visible transportation corridors.

4) To ensure commercial nodes are well designed and that buildings are designed with consideration for pedestrians.

5) Development should provide a built form which facilitates provision of transit service in order to:
   a. serve higher intensity development and activity nodes; and
   b. provide basic access to transit service

4.3.7.3 Policies

1) Commercial nodes may be established within the Service Orientated Industrial Policy Area, Manufacturing and Logistics Industrial Policy Area and Air Serviced Industrial Policy Area as illustrated on Figure 4.

2) Any development application to create a commercial node shall include an overall site plan that shows the proposed road network, access provisions to demonstrate how the efficiency of industrial traffic will be maintained, conceptual building locations, landscaping, proximity to transit and proposed connections, on-site parking, and if warranted, buffering measures from adjacent industrial operations.

3) Commercial land use operations within the vicinity of industrial uses may be required to incorporate the use of buffers or other mitigation measures to reduce the potential for future land use conflicts.

4) Commercial developments shall be characterized by higher building, site and landscaping standards than industrial operations within the Planning Area.

5) Regional commercial uses, which primarily serve residential neighbourhoods outside of the Planning Area, will not be permitted. Developers of commercial properties shall demonstrate how the proposed development will meet the needs of local

industrial employees; identify the amount and type of commercial development both in the immediate and surrounding areas, and address any cumulative effect of the commercial activities on the predominance of the industrial land uses within the Planning Area.

6) Permitted land uses include, in accordance with the Zoning By-law, all uses within Accommodations, Food and Beverage Service, Offices, Personal Services and Retail Sales. Select specific uses include Indoor Amusement Enterprises, Commercial Schools, Daycares that serve area employees and Private Motor Vehicle-Related uses, except for Parking and Towing and Storage Facilities.

5 TRANSPORTATION

5.1 Purpose

The purpose of these transportation policies is to provide for a road network that is functional, safe and efficient. The road network bordering AAWI consists of expressways, arterial streets (major and minor), collector roads and local streets, which provide access to both existing and future development, to the greater St. James/Assiniboia area, and to the City at large. The planned road network is illustrated in Figure 6 – Roadway Network.

5.2 Road and Active Transportation Network

5.2.1 Objectives

The objectives for the Road and Active Transportation Network are:

1) To develop a road network that allows for the safe and efficient movement of people and goods within the Planning Area and throughout the region.
2) To protect the efficiency of industrial-related traffic and freight movement.
3) To design a pathway network that accommodates alternative means of connecting uses within and beyond the Planning Area.
4) To coordinate the roadway and pathway networks between the RM of Rosser and CentrePort Canada to ensure a cohesive and efficient system.
5) To ensure the development is accessible via a variety of transportation modes.
6) To provide a full range of transportation options to accommodate the local and regional workforce by providing basic access to public transit service.
7) To establish an interconnected collector street pattern for convenient bus routing.

5.2.2 Policies

1) Direct access to major roads should be closely assessed to ensure vehicle and pedestrian safety and the proper functioning of the roadway to City of Winnipeg and Province of Manitoba standards.
2) Specific right-of-way requirements shall be further defined at the development application stage.
3) The design of the road network and active transportation network as shown in Figure 6 – Road and Active Transportation Network shall provide:
   a. convenient connections and multiple choices to origin/destination points;
   b. walkway connections between streets as deemed appropriate by Public Works, to assist in meeting transit coverage requirements and create an interconnected, walkable area;

c. collector streets complete with sidewalks on both sides of the street (or a sidewalk on one side of the street and a multi-use pathway on the other side of the street);
d. a collector road network that suits the needs of Transit; and
e. Multi-use path connections from the collector rad network to destinations within the Municipal Works Policy Area.

4) Neighbourhood design should provide a connected active transportation network which accommodates convenient, and direct connections to activity nodes and local destination points (such as commercial areas, recreation facilities, community spaces, and transit services), and other existing or proposed AT networks. Where necessary, additional AT connections, on public property, may be required between properties to access transit and other amenities.

5) Walkways and trails should be built in such a manner that they are accessible and usable throughout the year.

6) All pedestrian infrastructure shall meet the Accessibility Design Standards for the City of Winnipeg.

7) Naming of roads and trails within the Planning Area should consider local heritage.

8) The roadway layout illustrated in Figure 6 – Roadway Network is considered as approximate and will be more precisely determined at the Development Application stage.

9) If required, equitable sharing of major road costs shall be accomplished through the development of a transportation area charge that will be administered by the City of Winnipeg.

10) Land required for future interchanges, widening and realignment of roads shall be protected.

11) Development within close proximity to areas identified for potential future interchanges may be limited to accommodate future roadworks, to be reviewed at the time of development application.

12) A detailed Transportation Impact Study may be required at each stage of Development including infrastructure recommendations as determined by the Director of Public Works.

13) The amount of development may be limited until appropriate infrastructure is in place for traffic operating and safety needs, including but not limited to the future proposed interchanges.

14) Infrastructure to support transit service shall be achieved through the provision of a network of collector and arterial roadways.

5.3 Street Hierarchy

5.3.1 Objectives

The objectives for the Street Hierarchy are:

1) To create a logical, safe and efficient hierarchy of roadways within the Planning Area that addresses local and regional needs.

2) To ensure the classification of roads (local, collector and arterial) meet both short and long term projected traffic volumes.

5.3.2 Policies

1) Roadway cross-sections shall be consistent with the Municipal Servicing Standards, but alternative designs that accommodate airport safety and function and sustainability shall be considered.

2) The street hierarchy will consist of Expressways, Arterial Streets, Collector Roads, and Local Streets.

3) CentrePort Canada Way shall be classified as a limited access Expressway with the provision to allow one additional roadway connection between the Summit Road and Sturgeon Road intersections as highlighted on Figure 6, subject to obtaining all Provincial approvals and meeting the requirements of the Highways Protection Act.

4) Private access onto CentrePort Canada Way is prohibited.

5) Road access to arterial streets should be limited to road connections only.

6) The Collector road network shall be designed to provide convenient and efficient access for local trips and public transit, while discouraging regional cut-through traffic and shortcuts.

7) Collector roads shall include sidewalks on both sides of the street (or a sidewalk on one side of the street and a pathway on the other side of the street).

8) Local roads shall be designed to maintain connectivity and access to individual industrial and commercial lots. Industrial local roads shall have a sidewalk on at least one side as per the standards at the time of development.

5.4 Winnipeg James Armstrong Richardson International Airport (WIA)

5.4.1 Objectives

The objectives for the WIA are:

1) To protect the WIA from incompatible land uses and development.

2) To protect the 24 hour operating status of the WIA.

5.4.2 Policies

1) Development in the vicinity of the WIA shall respect the regulations under “The Aeronautical Act” governing the operational protection of navigation equipment and land use restrictions associated with the safe passage of aircraft.

2) All development shall adhere to Transport Canada’s “Aviation: Land Use in the Vicinity of Airports” which includes regulations regarding obstacle limitation surfaces, building heights, hazards, visibility maintenance, noise, and lighting impacts.

3) The Winnipeg Airports Authority shall review all development applications for lands within the Planning Area over which it has jurisdictional control to determine if any proposed developments will negatively affect the airport’s obstacle limitation surfaces such as building height limitations and lighting impacts.

4) All development shall conform to federal Transport Canada regulation TP312E and any subsequent future regulations.

5) Landscaping shall not include densely branched, foliated trees, or standing water, so as not to attract birds and/or encourage nesting and perching.

6 PARKS AND NATURAL AREAS

6.1 Purpose

The purpose of the Parks and Natural Areas is to provide opportunities to create and/or protect public parks, open space, greenways, waterways and natural areas to meet the recreation and leisure needs of the local workforce and visitors and benefit the city. This includes consideration for two creeks that run through the planned area. The location, size and configuration of these land uses will be determined at the Development Application stage.

6.2 General

6.2.1 Objectives

The objectives for the Parks and Natural Area policies are:

1) To complement and supplement the active transportation networks through siting of parks.
2) To minimize any development-related impacts to waterways and the associated riparian habitat.
3) To promote the conservation and preservation of any sensitive lands identified in the Planning Area for the purpose of supporting environmental sustainability and reducing maintenance costs.
4) To encourage a park network that connects the R.M. of Rosser to the City of Winnipeg and provides for alternative means of transportation for future employees and others in the area.
5) Where appropriate, to protect and preserve ‘forest parks’ to protect healthy and sustainable tree stands.
6) To soften the impacts of industrial operations by providing an aesthetic enhancement to the area.

6.2.2 Policies

1) The dedication of land shall be in accordance with the City of Winnipeg’s Development Agreement Parameters.
2) Parkland dedication requirements shall be determined at the development application stage.
3) Parks and natural areas may include wetlands and natural vegetation.
4) Where appropriate, parks may be established in association with stormwater retention facilities.
5) Pathways and park areas should be established to serve the local industrial workforce.

6) Where appropriate, the preservation of high-quality forested areas – ‘forest parks’ may be encouraged to protect healthy and sustainable tree stands.

7) Parks, excluding forest parks, should be planned to maximize passive surveillance through site configuration, sightlines, amount and placement of street frontage, and the location of pedestrian (and vehicular, where appropriate) access points.

8) Parks and open space shall be located so as to provide ease of access for use and enjoyment by area employees and visitors.

9) Vegetation easement agreements may be used to protect areas deemed to have environmental significance.

10) The City of Winnipeg will consider the opportunity to establish an active transportation network that extends into neighbouring municipalities.

11) Naturalized landscaping should be utilized and all passive area landscaping should be native, non-manicured grasses and trees.

12) Parks shall meet the City of Winnipeg’s Accessibility Design Standards.

13) In recognition that some of the lands within the Planning Area will have more high-quality natural areas than others, the City of Winnipeg may apply surplus parkland dedication requirements from one landowner of the Planning Area for use in other areas within the Planning Area via the City of Winnipeg parkland dedication fund or other such mechanism.

14) Safe access to parks shall be provided by a variety of transportation modes. Development built adjacent to public Open Space designations should consider incorporating fencing, a tree line or earth berm on the industrial site to reduce any potential noise and/or visual impacts.

15) Parks to support larger sport or recreation facilities may be considered in the Un-serviced Development Overlay area or Business Park Area.

6.3 Truro Creek and Sturgeon Creek

6.3.1 Objectives

The objectives for Truro and Sturgeon Creeks are:

1) To minimize any development-related impacts to Sturgeon Creek and the associated riparian habitat.

2) To recognize that the upper reaches of Truro Creek that lie within the Planning Area are regularly in a dry condition, and function mainly as drainage swales in low moisture conditions.

3) To protect existing water courses and critical drainage channels.

4) To sustain the existing creek system ecology for conveying post-development flows and protecting the creeks from erosion.

6.3.2 Policies

1) Any development that takes place next to Sturgeon Creek should complement the natural features of the area.

2) Developments shall be constructed in a way that protects existing wetlands on site and minimizes negative impacts on water quality, quantity, and wetland habitat and vegetation.

3) Setback provisions and ecological protection measures shall be established to ensure subdivisions design and the site layout of buildings minimize any impacts to Sturgeon Creek.

4) Developers shall use construction techniques and installed controls to minimize erosion and silt depositing into existing watercourses and drainage systems.

5) Parkland dedication should be used to preserve areas adjacent to Sturgeon Creek in its natural state.

6) Truro Creek, within the Planning Area, may be realigned to accommodate subdivision design and planned roadway patterns.

7) Parkland that is dedicated adjacent to Truro Creek, either in its current location or realigned location, should be naturalized in accordance with standard City practices.

8) Developers shall identify how the natural habitat and vegetation along creek areas will be protected or enhanced and impacts minimized.

9) At site construction stages (including site clearing, stripping, and grading), developers should use construction practices that preserve the watercourse.

10) Waterways should be preserved where they do not conflict with rail or roadways and where they enhance the parks network, support ecological functions and/or can be integrated into the active transportation pathway network.

7 MUNICIPAL SERVICES AND UTILITIES

7.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the Planning Area. The servicing concept for the Planning Area is illustrated in Figure 7 - Land Drainage Servicing, Figure 8 - Wastewater Servicing, and Figure 9 - Water Servicing. Development within the Planning Area should generally be fully serviced with paved streets, piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utility alignments will be identified at the Development Agreement stage.

7.2 General

7.2.1 Objectives

The objectives for the municipal services and utilities are:

1) To provide infrastructure services to accommodate a mix of industrial/manufacturing and commercial operations.

2) To manage stormwater peak flows to minimize the delivery of nutrients from the system into the receiving waterways including Truro Creek and Sturgeon Creek.

3) To introduce mitigation measures to reduce the transference of nutrients, pesticides and other deleterious substances to receiving waters.

4) To ensure that the servicing systems recognize the unique requirements associated with airports and air transportation.

5) To encourage developers to use green infrastructure when developing their sites. Techniques include, but are not limited to, green (eco-roofs), vegetated curb extensions, landscaped ditches, rainfall harvesting, and bio-retention cells to reduce the amount of surface runoff, sedimentation, and pollution.

6) To allow the servicing of the land to reflect market requirements and cost efficiencies.

7.2.2 Policies

1) New permanent developments in the following policy areas shall be serviced with paved streets, piped municipal water, wastewater sewer and stormwater facilities, including dry bottom storm retention basins (SRB) and as outlined in Figures 7, 8 and 9 of this document or as otherwise demonstrated through engineering study to the satisfaction of the City of Winnipeg:
    - Service Oriented Industrial Policy Area
    - Manufacturing and Logistics Policy Area
    - Air Serviced Industrial Policy Area

- Business Park Industrial Policy Area
- Commercial Nodes

2) The alignment and capacity of streets, water mains, wastewater sewers, and stormwater facilities shall be based on servicing studies and analyses to the satisfaction of the City of Winnipeg.

3) Where required, utility rights-of-way and easements shall be negotiated to accommodate the agency/company and property owners.

4) Where required by the City of Winnipeg, utility rights-of-way and easements, public utility lots and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate orderly and sequential land development.

5) Utility alignments shall generally comply with the standard locations for placement of utilities as adopted by the City of Winnipeg.

6) The design of the municipal infrastructure shall be in accordance with best management practices for airports. Airport and air transportation safety considerations shall govern the design of the facilities.

7) Serviced development in the plan area may not proceed without adequate regional servicing in operation, including but not limited to regional wastewater collection and treatment facilities.

7.3 Land Drainage

7.3.1 Policies

1) Linear creeks and dry bottom storm retention basins shall provide adequate stormwater management for the phased and ultimate development of the Planning Area, as outlined conceptually in Figure 7 of this document, or as otherwise determined through an engineering study to the satisfaction of the City of Winnipeg.

2) Water quality, base flows and the natural flow pattern in any receiving watercourse shall be maintained to the fullest extent possible to avoid flood damage and protect aquatic vegetation and wildlife habitats. Further, stormwater runoff shall be controlled to pre-development rates to the satisfaction of the City of Winnipeg.

3) As part of the Development Application process, the developer shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as conceptually outlined in Figure 7 of this document, as approved by the City of Winnipeg to demonstrate that the proposed development can be serviced in accordance with the overall design on the stormwater management system for the area.

4) Any Master Drainage Plan which may impact Provincial highway infrastructure shall be circulated to the appropriate Provincial authority for review.

5) If warranted, land included for dedication as public reserve on or beside land drainage facilities may include provisions for public access.

6) All developments should consider reducing the stormwater runoff and reuse through permeable surfaces and cisterns for reuse.

7) Erosion control measures shall be implemented as necessary.

7.4 Wastewater

7.4.1 Policies

1) The wastewater collection system shall be designed to adequately and efficiently serve the phased and ultimate development of the Planning Area as conceptually outlined in Figure 8 or as otherwise determined through engineering study and analysis to the satisfaction of the City of Winnipeg.

2) As part of the Development Application process, developers may be required to submit sanitary sewer servicing criteria to demonstrate that their lands can be serviced in accordance with the overall design of the sanitary sewer system of the area.

3) Wastewater flows shall be directed to the North End Sewage Treatment Plant. Further, wastewater connections shall not be made to the existing system to the south of the Planning Area.

7.5 Water Services

7.5.1 Policies

1) The water distribution system shall be designed to adequately and efficiently serve the phased and ultimate development of the Planning Area as conceptually outlined in Figure 9 or as otherwise determined through engineering study and analysis to the satisfaction of the City of Winnipeg.

2) As part of the Development Application process, developers may be required to submit a water distribution analysis along with the current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the Planning Area.

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

8 COST SHARING

8.1 Purpose

The purpose of this section is to provide direction on the nature of agreements that may be pursued by the City of Winnipeg to ensure the costs of providing infrastructure to the Planning Area are equitably shared amongst benefitting land owners.

8.2 Policies

1) Development agreements with landowners may include a cost share for the provision of infrastructure within the Planning Area.

2) Infrastructure related cost sharing arrangements and/or area charges are subject to periodic review and update as appropriate and to the satisfaction of Public works and Water and Waste.

3) Development applications may require land dedication for road rights-of-way, parks, open space, and natural areas.

4) A transportation area charge may be established to share costs associated with the establishment of collector and arterial roads.

5) Professional fees related to the preparation of this plan may be cost recovered through an area charge.

6) Land drainage systems, including impoundment areas, are a development/landowner responsibility, with the total cost of the systems charged to the benefitting area at a uniform Trunk Service Rate (TSR) charge on a per hectare/acre basis. Land required for impoundment and/or retention pond may be included as a cost of the TSR.

7) The installation and costs of the internal services of each subdivision area shall be the responsibility of the developer/landowner including but not limited to local streets, local wastewater sewers, watermains and land drainage sewers.

8) Offsite infrastructure improvements such as water, wastewater and drainage infrastructure, which are of mutual benefit to landowners within the Planning Area, may be cost recovered through an area charge.

9 DEVELOPMENT APPLICATION POLICIES

9.1 Purpose

The purpose of the policies of this Section is to provide additional guidance for development applications related to land within the Planning Area.

9.2 Policies

1) Applications for subdivision, rezoning, or development shall be processed by the City of Winnipeg and evaluated against the policies of this Secondary Plan.

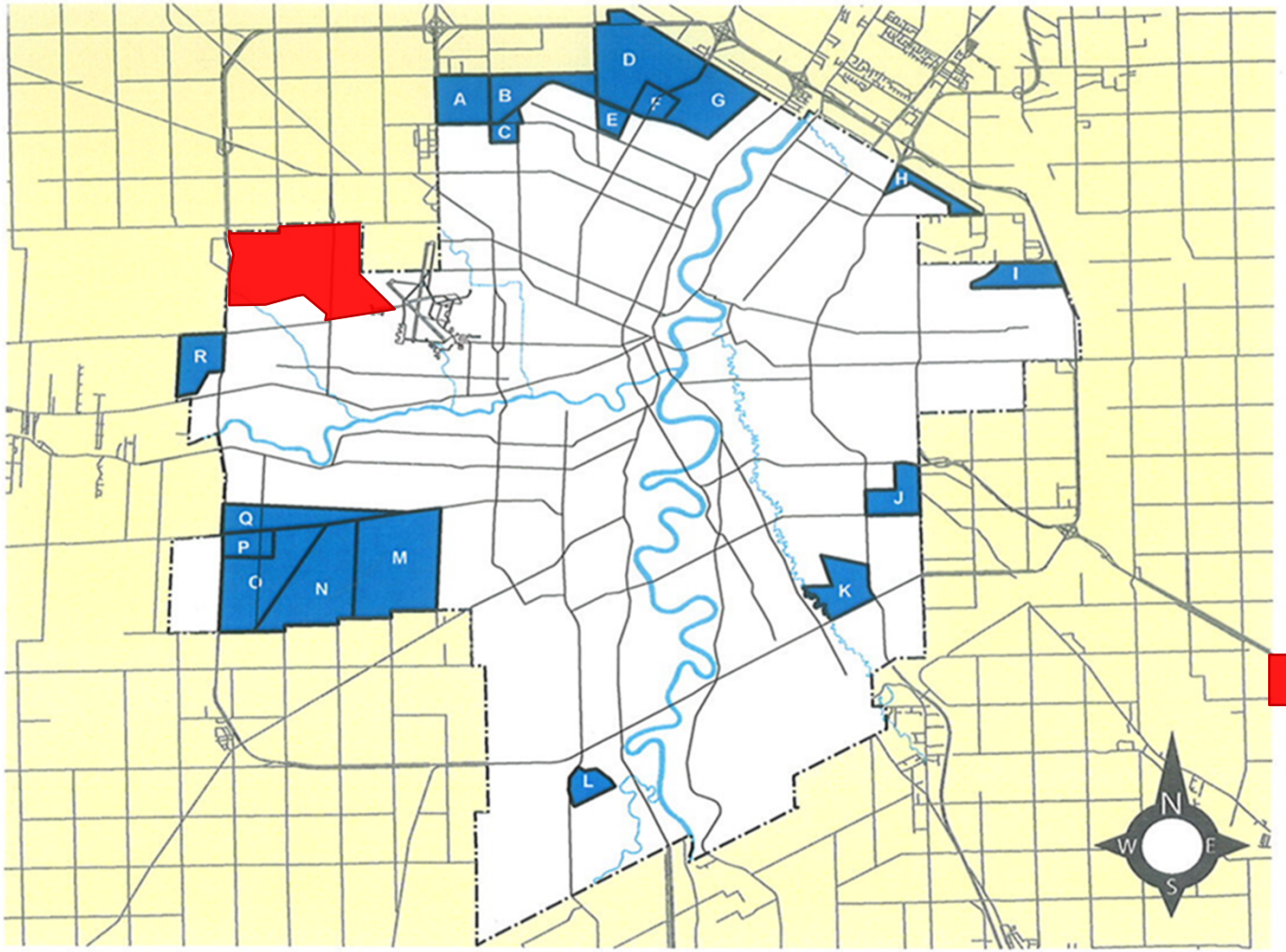
2) Individual applications shall include a concept plan for adjacent properties that demonstrates how the design can be integrated within the overall Secondary Plan layout, including the integration of pedestrian and cycling facilities to other facilities beyond the application area.

3) Consultation with adjacent landowners and the general public should be undertaken prior to the submission of any development applications.

4) The development application review process for natural areas shall be in accordance with the ESNL Strategy as follows:
   a. The area shall be assessed to determine if a significant natural area exists;
   b. The City shall assess whether the area should be protected; and,
   c. If the site is deemed worthy of protection by City authorities, all options will be considered in cooperation with the developer/landowner of the land including conservation easements, charitable donation, acquisition through outright purchase, land exchange or land dedication.

10 FIGURES

AAWI SECONDARY PLAN - LOCATION



LEGEND:

PLANNING AREA

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FIGURE 1

LAND USE CONTEXT

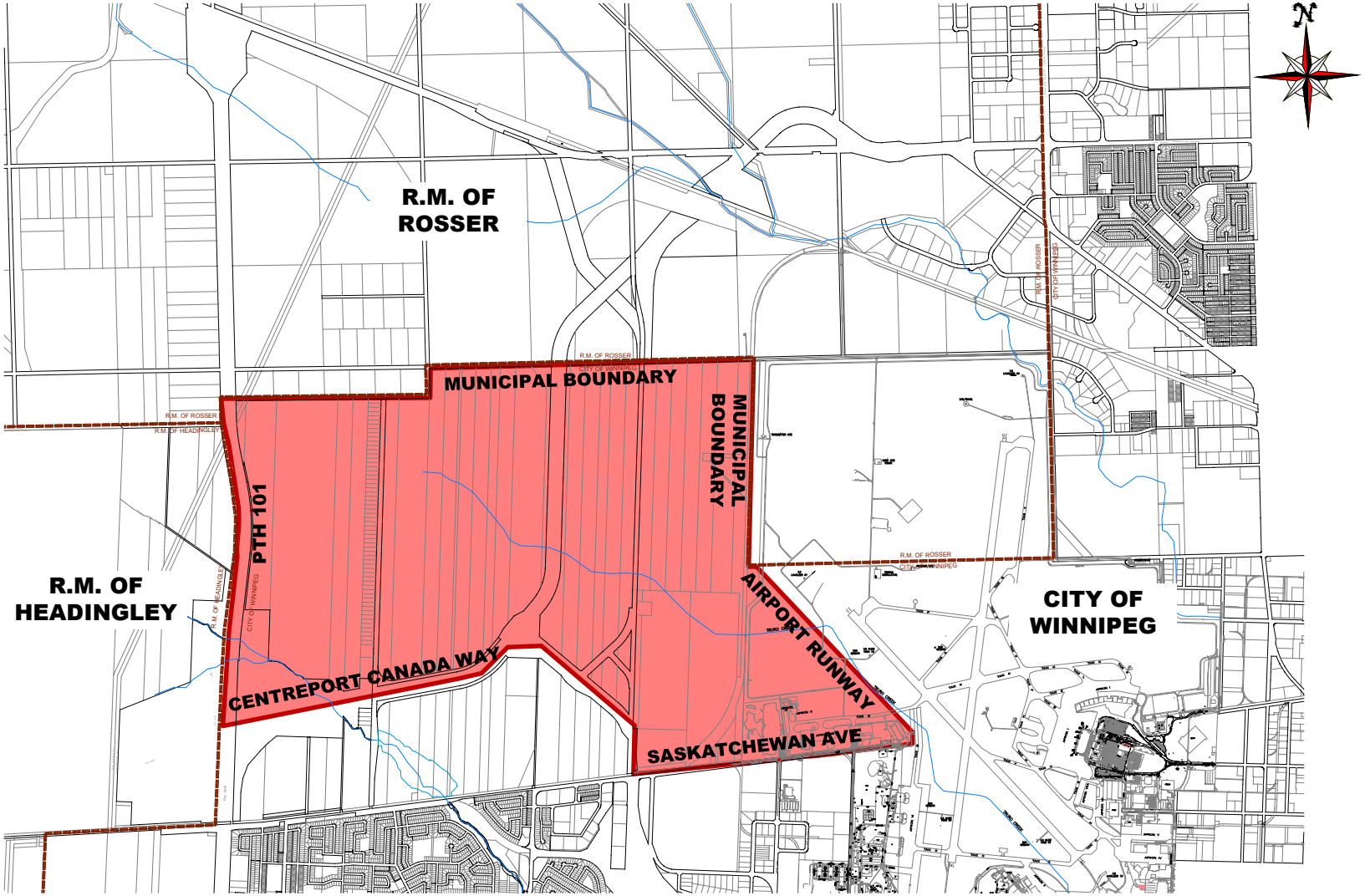


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FIGURE 2

PLANNING AREA BOUNDARIES

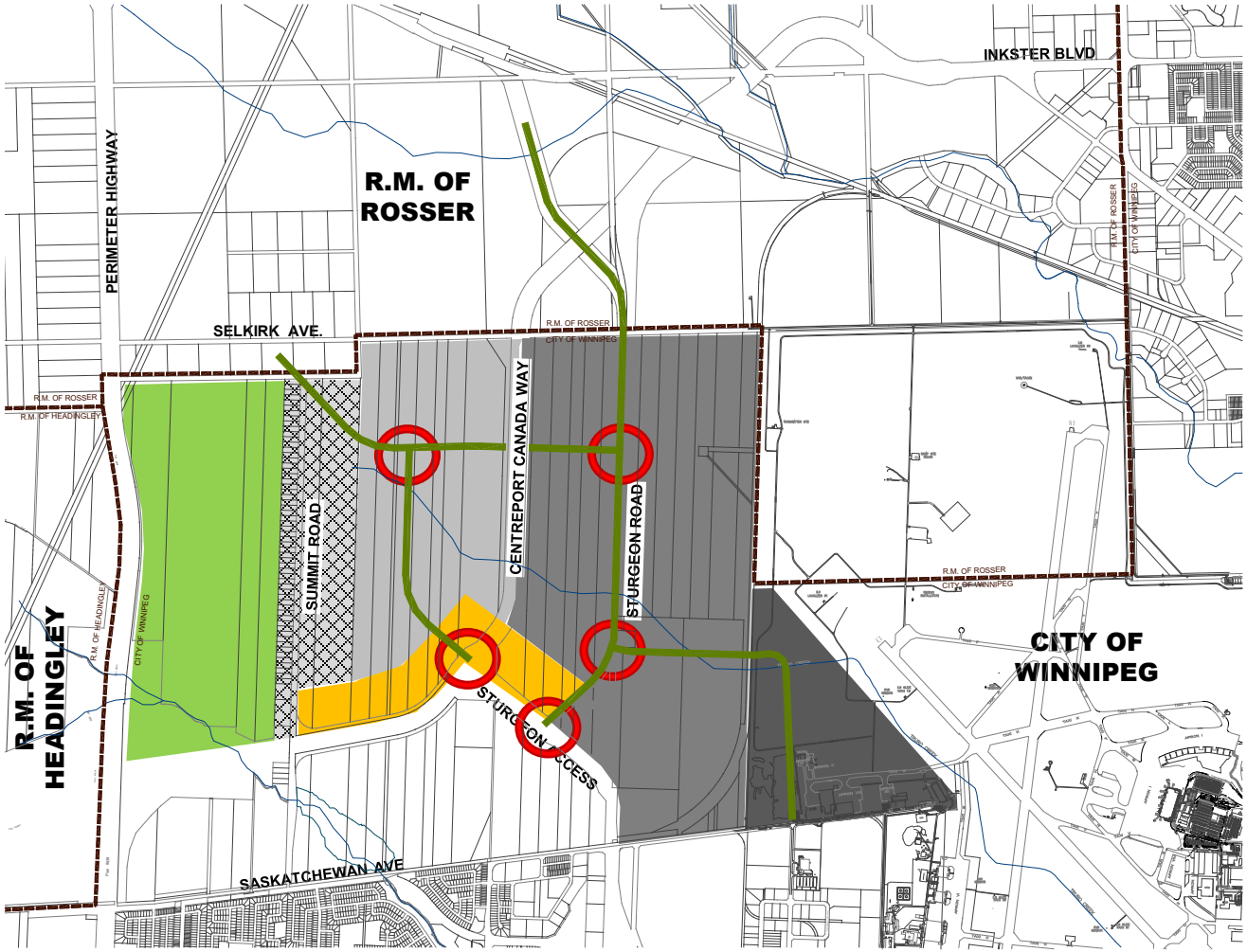


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FIGURE 3

LAND USE POLICY AREAS



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LEGEND:

- MANUFACTURING AND LOGISTICS INDUSTRIAL
- SERVICE-ORIENTED INDUSTRIAL
- AIR SERVICED INDUSTRIAL
- BUSINESS PARK INDUSTRIAL
- MUNICIPAL WORKS
- UN-SERVICED DEVELOPMENT OVERLAY
- POTENTIAL COMMERCIAL NODES

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FIGURE 4

SUMMIT ROAD LANDFILL VICINITY CONTROL AREA





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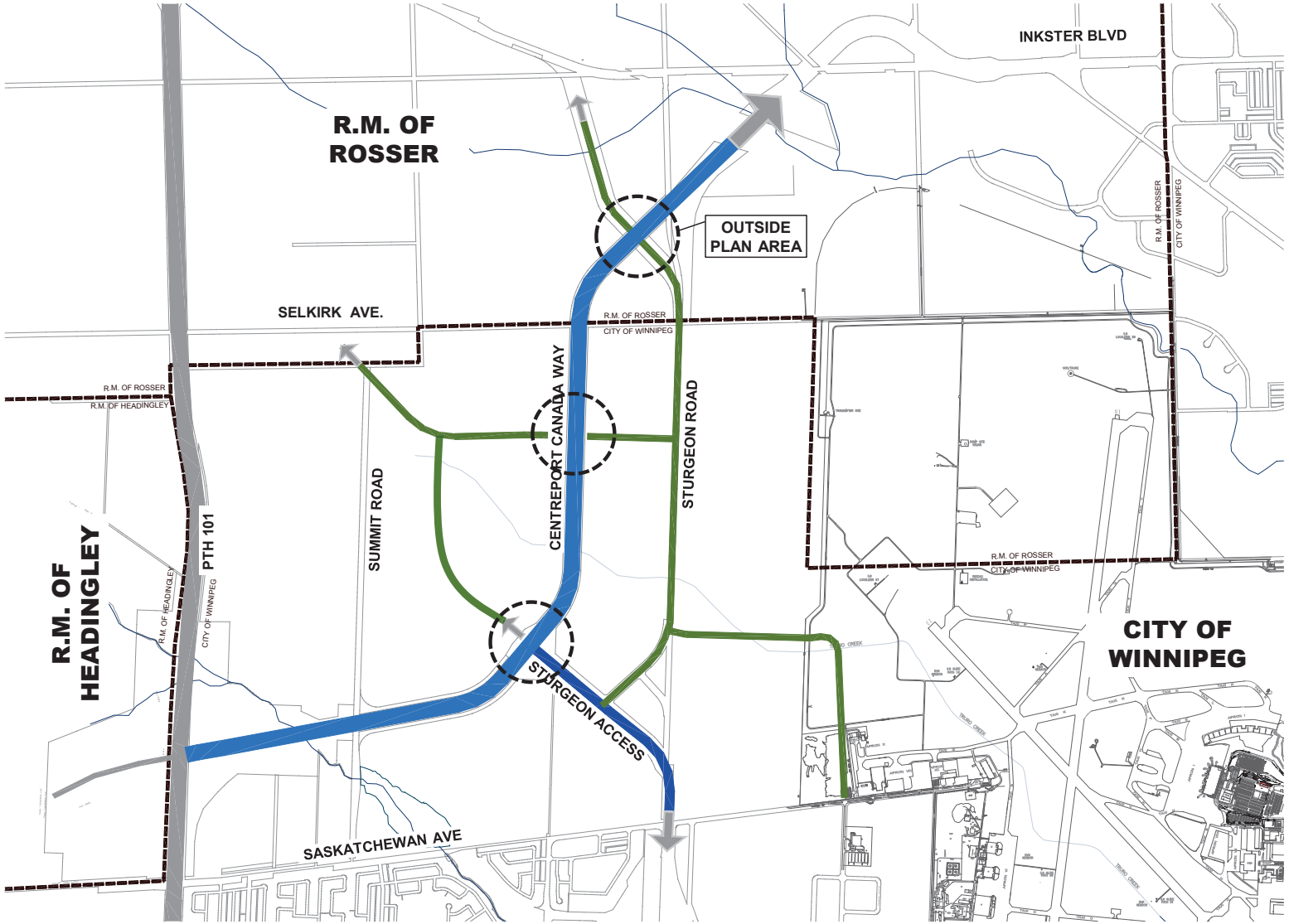
- **SUMMIT ROAD LANDFILL VICINITY CONTROL AREA**
- **SUMMIT ROAD LANDFILL FOOTPRINT**

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FIGURE 5

ROAD NETWORK

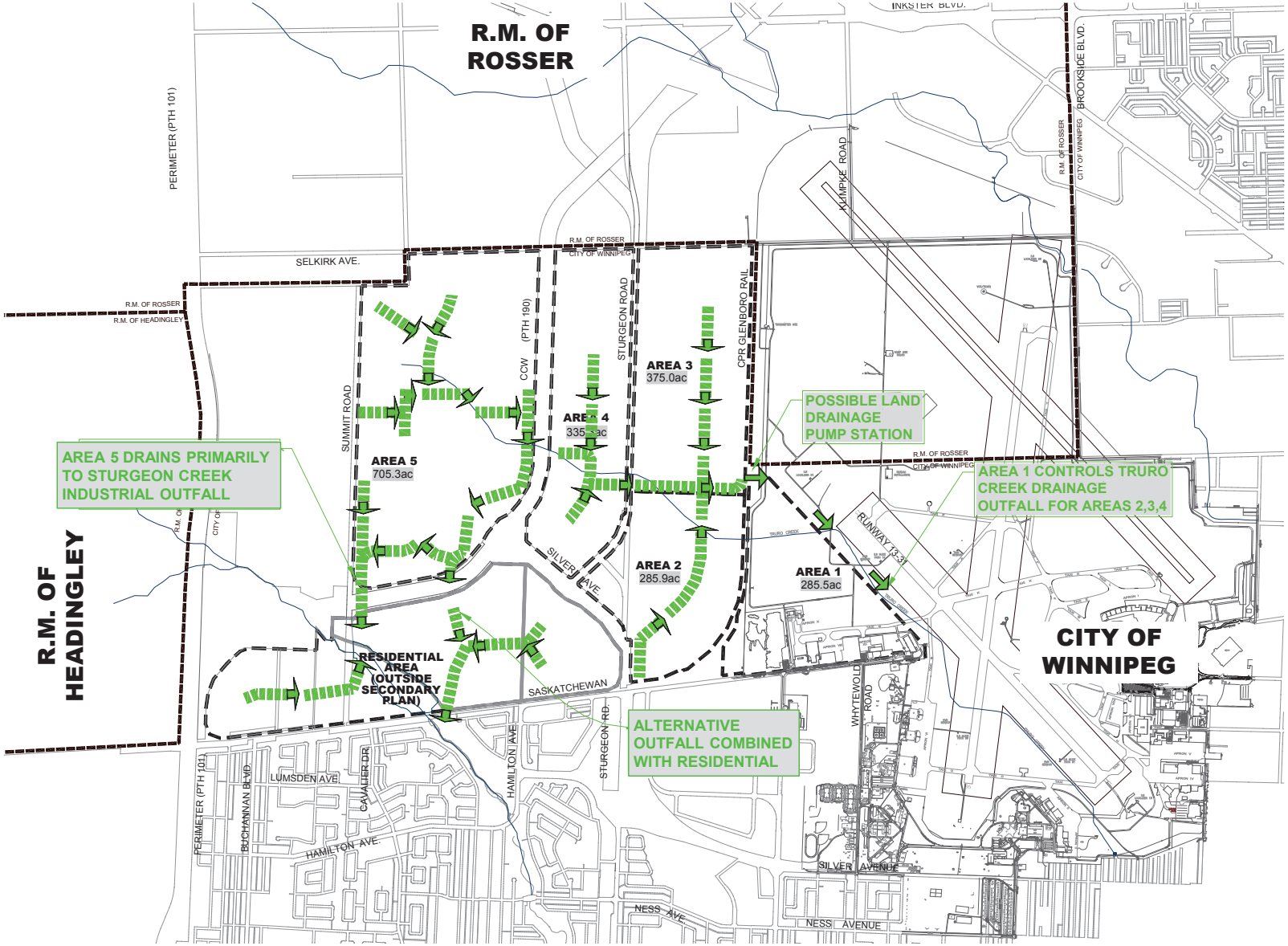


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FIGURE 6

LAND DRAINAGE SERVICING



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LEGEND:

LAND DRAINAGE DETENTION AREA

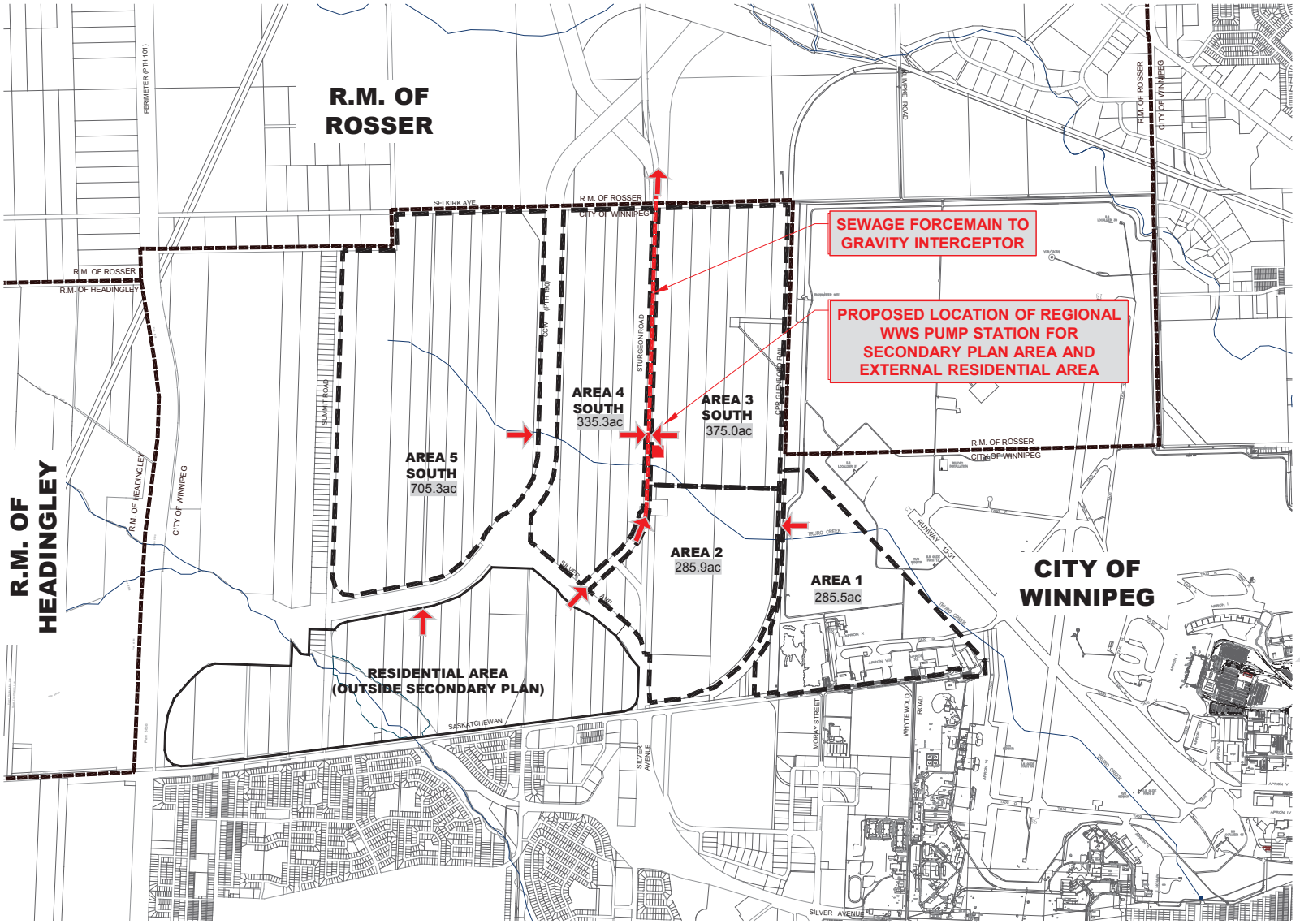
DIRECTION OF DRAINAGE FLOW

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FIGURE 7

WASTEWATER SERVICING (WWS)



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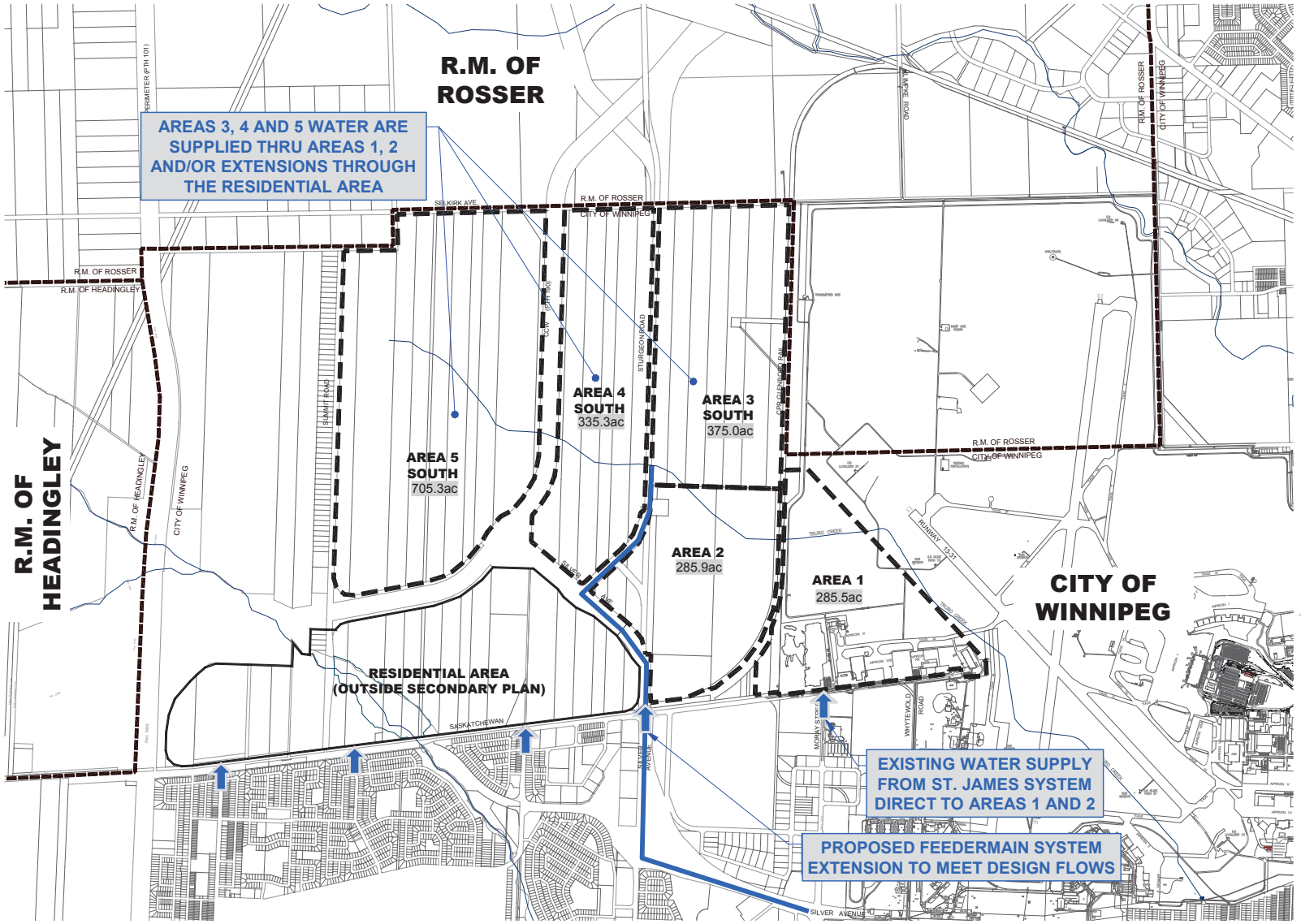
DIRECTION OF WWS FLOW

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FIGURE 8

WATER SERVICING



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LEGEND:

WATER SUPPLY INPUT POINT

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FIGURE 9