Agenda – Council – June 24, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – June 8, 2021

Item No. 19 Secondary Plan Amendment – Airport Area West Industrial Secondary Plan (By-law 8097/2002)
(St. James Ward)
File SPA 3/2020

STANDING COMMITTEE RECOMMENDATION:

On June 16, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the following to Council:

1. That the Airport Area West Industrial Secondary Plan By-law No. 100/2020 (the "By-law") be amended in accordance with Attachment "D" to this report.

2. That second and third reading be given to the By-law, as amended.

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

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – June 8, 2021

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 16, 2021, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On June 9, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On May 28, 2021, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and forwarded the matter to the Standing Policy Committee on Property and Development, Heritage and Downtown Development.

PUBLIC HEARING SUMMARY

File: **SPA 3/2021**

Before: Assiniboia Community Committee
Councillor Klein, Chairperson
Councillor Gillingham
Councillor Lukes

Public Hearing: May 28, 2021
Council Building, 510 Main Street

Applicant: Jeff Pratte (Landmark Planning and Design Inc.)

Subject:

Airport Area West Industrial Secondary Plan
SPA 3/2020



N

ASSINIBOIA
COMMUNITY

Council has given first reading to By-Law No. 100/2020 which repeals the existing Airport Area West Secondary Plan (By-Law No 8097/2002) and replaces it with the Airport Area West Industrial Secondary Plan. A Public Hearing (pursuant to Section 234(3) of the City of Winnipeg Charter) will be held before the Assiniboia Community Committee on May 28th.

The proposed Secondary Plan provides direction for the orderly development of industrial and airport compatible uses west of the Winnipeg James A. Richardson International Airport. It incorporates land use concepts, transportation networks, and municipal service delivery.

For information, phone Mr. James Platt, Planner, at 204-986-6918.

Premises Affected: Airport Area West Industrial Secondary Plan

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

Prepared by: L. Cowan, Senior Committee Clerk
Assiniboia Community Committee

Report date: May 31, 2021

Community Committee Recommendation:

On May 28, 2021, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and recommended to the Standing Policy Committee on Property and Development, Heritage and Downtown Development:

1. That the Airport Area West Industrial Secondary Plan By-law No. 100/2020 (the "By-law") be amended in accordance with Attachment "D" to this report.

2. That second and third reading be given to the By-law, as amended.

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

The Assiniboia Community Committee provided the following supporting reasons for its recommendation:

1. This is an update to an existing or, an older secondary plan. The update was initiated by the land owners.

2. There has been significant work for the last several years with the Public Service to iron out any concerns or discrepancies.

3. It is a necessary development strategy to determine how and where development will occur.

4. It will help the City avoid indiscriminate development, and rather result in strategic development of industrial lands.

5. It complies with and fits within Complete Communities and the City's employment lands study.

6. It ensures the protection of sturgeon arterial creeks and greenspace and contemplates the need for, to meet all the City's current policies related to development

Exhibits Filed:

1. Application dated November 16, 2020
2. Notification of Public Hearing
3. Council Decision of April 29, 2021; contains report from the Director of Planning, Property and Development dated February 18, 2021
4. First Reading of By-law No. 100/2020 by Council on April 29, 2021
5. Letter of Intent from Landmark Planning and Design Inc. dated July 30, 2020
6. CentrePort Winnipeg AAWSP Industrial Amendment Servicing Infrastructure dated March 4, 2016
7. CentrePort South Industrial Development Manitoba Economic Impact Estimates dated February 2016
8. CentrePort South Industrial Development Economic Overview dated February 23, 2016
9. Airport Area West Secondary Plan Amendment Transportation Analysis by Stantec Consulting Ltd., dated March 6, 2018 and revised May 2020
10. Airport Area West Industrial Secondary Plan submitted by Landmark Planning & Design Inc. and Stantec Consulting Ltd., on behalf of the Winnipeg Airport Lands Corporation (WALC) dated July 30, 2020
11. Report from the Urban Planning Division dated May 17, 2021
12. Communication dated May 26, 2021 from Nicole Chabot and Chris Lorenc, Manitoba Heavy Construction Association (MHCA), in support of the application
13. Presentation in support of the application dated May 28, 2021, submitted by the Applicant, Jeff Pratte, on May 27, 2021
14. Presentation in support of the application submitted by Joel Remis on May 27, 2021

REPRESENTATIONS:

In Support:

Dave Boles
Michael Carruthers
Nicole Chabot
Diane Gray
Chris Lorenc
Tyler MacAfee
Jeff Pratte
Joel Remis
Don Streuber
Bryan Ward

In Opposition:

Nil

For Information:

Nil

For the City:

D. Patman, Manager Transportation Plan, Public Works Department
R. Galston, Urban Planner, Planning, Property and Development Department
J. Platt, Senior Planner, Planning, Property and Development Department
M. Pyl, Planner, Planning, Property and Development Department

Exhibit "11" referred to in File SPA 3/2020

ADMINISTRATIVE REPORT

Title: By-law No. 100/2020 (SPA 3/2020) – Adoption of the Airport Area West Industrial Secondary Plan By-law and repeal of the Airport Area West Secondary Plan By-law No. 8097/2002

Critical Path: Assiniboia Community Committee → Standing Policy Committee on Property and Development, Heritage and Downtown Development → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
J. Veitch	J. Kiernan		

EXECUTIVE SUMMARY

On November 16, 2020, the Urban Planning and Design Division received an application to replace the Airport Area West Secondary Plan By-law No. 8097/2002 with the proposed Airport Area West Industrial Secondary Plan ("**the Proposed Plan**") under file SPA 3/2020. The Proposed Plan applies to approximately 1,026 hectares (2,535 acres) of land in northwest Winnipeg, and if adopted by Council, will:

- Replace the existing Airport Area West Secondary Plan – which has become functionally obsolete due in part to the development of CentrePort Canada Way.
- Expand upon the planning area currently under the jurisdiction of the existing Airport Area West Secondary Plan, to the City of Winnipeg boundary; and
- Update the development strategy for the area west of the Airport.

The Proposed Plan provides policy direction for the orderly and efficient development of the planning area, which is in close proximity to the Winnipeg James Armstrong International Airport ("the Airport"). The Public Service has been working with the applicant, Landmark Planning & Design Inc., and proponent group, the Winnipeg Airport Lands Corporation ("**WALC**"), to ensure that the Proposed Plan establishes opportunities for industrial development in strategic locations, and supports the long-term economic needs of the City of Winnipeg.

On April 29, 2021, Council gave First Reading to the Proposed Plan and directed the Assiniboia Community to conduct a public hearing. The Proposed Plan is consistent with *OurWinnipeg* and the *Complete Communities Direction Strategy*, as well as the recommendations of the City of Winnipeg *Employment and Commercial Lands Study.* The Public Service is recommending approval in accordance with plan alterations described in Attachment "D".

RECOMMENDATIONS

1. That the Airport Area West Industrial Secondary Plan By-law No. 100/2020 (the "By-law") be amended in accordance with Attachment "D" to this report.
2. That Council give second and third reading to the By-law, as amended.
3. That the proper officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

An application has been received for the adoption of a new secondary plan entitled the "Airport Area West Industrial Secondary Plan" (see Attachment "B"). If Council adopts the Proposed Plan, all future development applications within the planning area will need to conform with this secondary plan.

On April 29, 2021, Council gave First Reading to Secondary Plan By-law 100/2020 and directed the Assiniboia Community Committee to conduct a public hearing and provide its recommendations to Council.

Only Council can enact a by-law. A public hearing is required to be held between first and second reading of a secondary plan by-law.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Public Service are concurred in the existing *Airport Area West Secondary Plan By-law* No. 8097/2002 will be repealed and the proposed Airport Area Industrial Secondary Plan By-law No. 100/2020 will be altered in accordance with Attachment "D" of this report, and given second and third reading.

HISTORY/DISCUSSION

The Applicant, Landmark Planning, submitted application on behalf of the Winnipeg Airport Lands Corporation ("**WALC**") to have the Proposed Plan adopted by Council as a secondary plan by-law. Among others, WALC members include Winnipeg Airports Authority (WAA), Bison Transport, Qualico and other landowners.

Airport Area West Secondary Plan (AAWSP)

- In 2002, the City of Winnipeg adopted the *Airport Area West Secondary Plan By-law* No. 8097/2002 ("**AAWSP**") initiated by the WALC for the purpose of providing an expedited and more predictable subdivision approval process for the subject area.
- The general intent of the AAWSP was to provide a framework to accommodate industrial and commercial development on lands west of the airport that is compatible with airport operations and complementary to airport-related industries. This framework defined the internal and external road network, stormwater management, wastewater sewer and water supply systems, and general land use patterns.

- The AAWSP has become obsolete and requires revision or replacement. The policies of the existing AAWSP provide direction for development that would not be possible given how the regional transportation network has been developed to accommodate CentrePort (see Attachment “G” - Airport Area West Secondary Plan Transportation Overlaid onto Image of CentrePort Canada Way).
- The enacting By-law for the Proposed Plan repeals and replaces the AAWSP with the Proposed Plan (see Attachment “E” - Proposed By-law No. 100/2020)
- Soon after the completion of CentrePort Canada Way in 2013, the WALC engaged a planning consultant to begin preparing a new secondary plan for the area north of CentrePort Canada Way and west of the Airport (see Attachment “B” – Proposed Airport Area West Industrial Secondary Plan).

Airport Area West Residential Area Structure Plan (AAWR)

- At approximately the same time, Genstar and other landowners engaged another planning consultant to prepare a secondary plan (*Airport Area West Residential Area Structure Plan*) for the area south of CentrePort Canada Way and north of Saskatchewan Avenue (immediately to the south and west of the Proposed Plan area) to accommodate residential neighbourhood development.
- In December of 2015, an application was submitted to adopt the *Airport Area West Residential Area Structure Plan* (“**AAWR**”). Supporting studies, including the Servicing Study and Traffic Study, were submitted in March and May of 2016.

Airport Area West Industrial Secondary Plan (Proposed Plan)

- In April 2016, the Applicant hosted a public Open House event which presented details of the Proposed Plan including: the overall land use plan, infrastructure concepts and related background information.
- In August 2016, inconsistencies between the Traffic Study supporting the AAWR and the Traffic Study supporting the Proposed Plan were identified. As a result, the advancement of the AAWR and completion of the Proposed Plan were put on hold until the inconsistencies could be addressed.
- In December 2018, the City of Winnipeg completed and released the *Employment and Commercial Lands Study*, which identified the need to protect and manage existing employment lands from non-compatible and encroaching uses.
- Between August 2016 and June 2020, the Public Service and the Applicant worked together to resolve issues identified with both the Traffic Study and the Proposed Plan.
- In July 2019, work began on the preparation of the *Airport Area West Regional Water and Wastewater Servicing Preliminary Engineering* study to estimate the effort required to provide regional servicing infrastructure to support the eventual build out of the area west of the Airport, which includes the planning areas of the AAWR and the Proposed Plan.
- By July 2020, issues with the Traffic Study and the Proposed Plan had been addressed.
- On November 16, 2020, the Applicant finalized an application to adopt the Proposed Plan.
- The Proposed Plan provides a land use concept that ensures the orderly development of the planning area that reflects the recommendations of the *Employment and Commercial*

Lands Study. The Plan designates land within the planning area into the following policy areas:

Service-Oriented Industrial Policy Area – allows for a mix of manufacturing, logistics, distribution, assembly, storage, and associated offices on small to moderate sized sites.

Manufacturing and Logistics Industrial Policy Area – accommodates and protects 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.

Un-Serviced Development Overlay – allows for limited development of lower intensity uses on larger parcels without a full range of municipal services within the Manufacturing and Logistics Policy Area.

Air Serviced Industrial Policy Area – facilitates the development of air-related and air-compatible development in proximity to the Airport, while protecting the safety of adjacent airport operations.

Business Park Industrial Policy Area – facilitates the development of well-designed and attractive buildings that cater to businesses seeking a high-profile location within the Planning Area.

Municipal Works Policy Area – protects the Summit Road landfill site from encroaching incompatible land uses and facilitates development of compatible uses within a defined Summit Road Landfill Vicinity Control Area.

Commercial Nodes – allows for opportunity for service-oriented commercial and retail uses serving the businesses and employees in the area to establish in proximity to major intersections.

- Timing of development within the planning area will depend on the provision of regional sewer and water infrastructure for the wider area as provided in the *Airport Area West Regional Water and Wastewater Servicing Preliminary Engineering* study.
- The Public Service's analysis of the Proposed Plan it attached to this report (see Attachment 'A' – Planning Discussion).

CONSULTATION

This Report has been prepared in consultation with:

- Legal Services, as to legal issues
- Public Works
- Water and Waste
- Transit
- Office of Sustainability

OURWINNIPEG POLICY ALIGNMENT

The planning area is designated as "Airport Area" in the *OurWinnipeg* and the *Complete Communities Direction Strategy* (By-law 67/2010). Airport Area policies require the City of Winnipeg to support the James Armstrong Richardson International Airport as a major transportation hub for passengers and cargo through airport-related industrial/commercial

development, while mitigating the impacts of airport-related noise on potentially-affected neighbourhoods.

Supporting Direction and Enabling Strategies of the Airport Area refer to the Employment Lands section of *Complete Communities* for additional direction. The enabling strategies of the Employment Lands section include direction for the development of new areas to be supported by a comprehensive planning process. Policies are as follows:

Airport Area

Direction 2
Collaborate with the Winnipeg Airports Authority on initiatives that capitalize on the Airport's capacity to generate strategic economic development

- *Collaborate with strategic partners, transportation planning and capital investments to promote multi-modal transportation linkages to and from the airport.*
- *Work with the WAA (Winnipeg Airports Authority) and partners in the realization of the Airport Area as a major centre for goods distribution and manufacturing and airport-related commercial/employment activity, as well as the possible introduction of limited residential development, where appropriate (See Section 05, "Employment Lands").*

Employment Lands – All Employment Lands

Direction 1
Facilitate the timely delivery of new employment lands to the market.

Direction 2
Accommodate new employment land development.

Direction 3
Maximize the economic development potential of existing and future employment lands

- *Consider the quality of lands required to support employment growth and encourage a suitable range and mix of features and uses that will best match the emerging needs of Winnipeg's current and future employers.*
- *Ensure existing industrial operations in the vicinity are protected when evaluating new residential development proposals.*
- *Allow for the development and retention of a broad range of employment lands and a variety of employment parcels sizes.*

Direction 4
Ensure that employment areas are well-planned, sustainable over the long term and fit the community context.

- *Plans for the development of new employment areas will be established through a comprehensive planning process.*

The adoption of a secondary plan which provides for the establishment of employment uses, and facilitates investment in multi-modal operations in the Airport Area is supported by the policies of *OurWinnipeg* and *Complete Communities*.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

The Proposed Plan contains objectives and policies which facilitate the following strategic opportunities and key directions of Winnipeg's Climate Action Plan:

Strategic Opportunity #3 – Advancing Sustainable Transportation – Increasing Mobility Options and Shift to Zero Emission Vehicles.

Key Directions:

3.2 *Increase the Density of Urban Development Along Key Transit Corridors*

3.4 *Increase Active Transportation Rates*

Strategic Opportunity #5 Low Carbon and Energy Efficient Buildings

Key Directions:

5.2 *Improve Energy Performance of New Buildings*

Strategic Opportunity #6 Waste Reduction and Diversion

Key Directions:

6.3 *Utilize Biosolids in Agriculture and Landscaping Industries*

Strategic Opportunity #7 Community Climate Resiliency

Key Directions:

7.2 *Increase and Preserve the Tree Canopy*

7.3 *Preserve and Manage Parks and Natural Areas to Support Climate Change Mitigation*

SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning and Design
Prepared by: James Platt, RPP, MCIP
Date: May 17, 2021
File No: SPA 3-2020

Attachments:

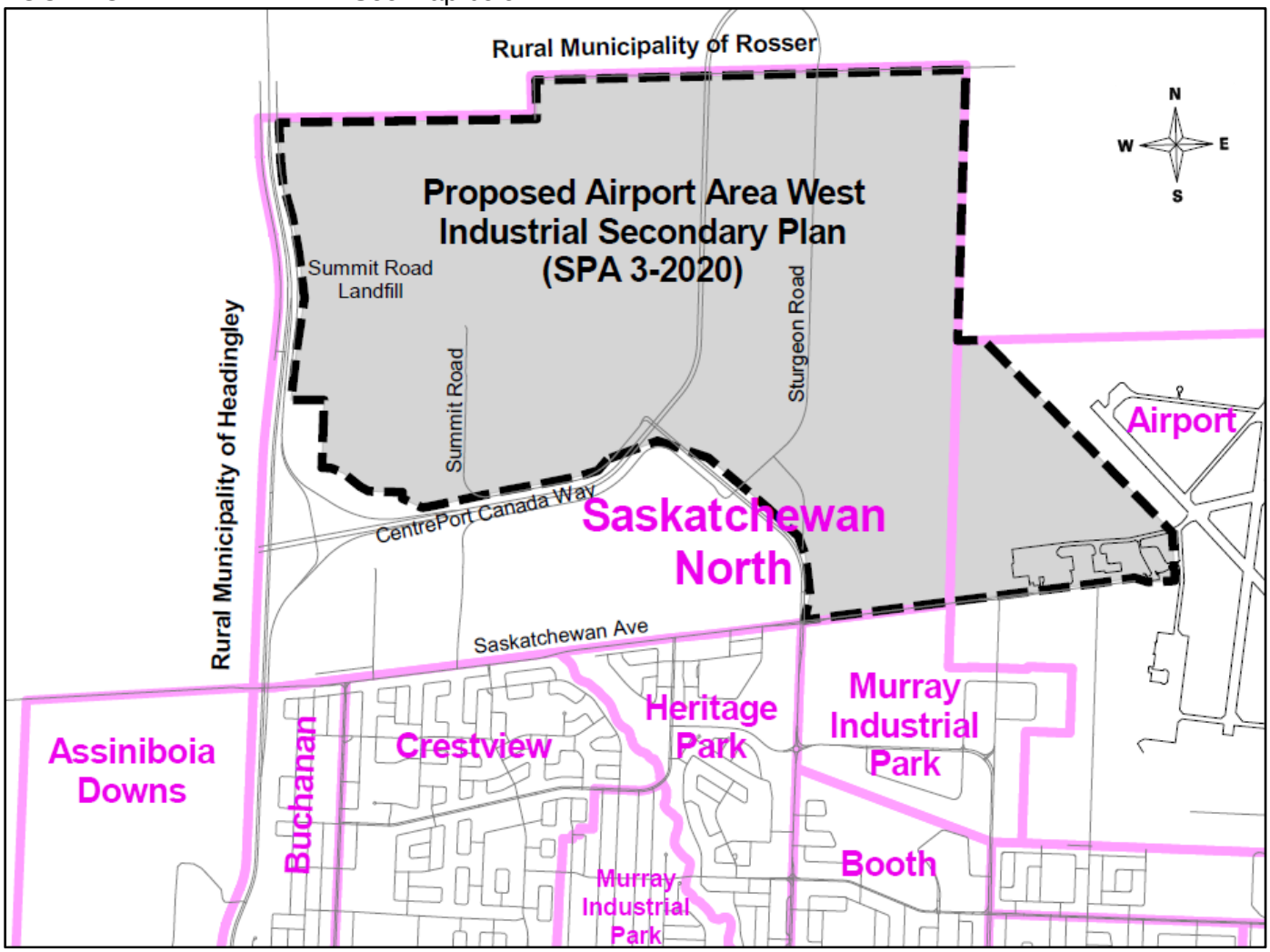
Attachment 'A' – Planning Discussion
Attachment 'B'– Proposed Airport Area West Industrial Secondary Plan
Attachment 'C' – Background Materials

- Letter of Intent
- Transportation Study
- Servicing Analysis
- Economic Analysis
- Economic Overview

Attachment 'D' – Alterations to the Proposed Plan Recommended by the Public Service
Attachment 'E' – Draft By-law No. 100/2020
Attachment 'F' – Map of Existing and Proposed Secondary Plans
Attachment 'G' – Airport Area West Secondary Plan Transportation Overlaid with Image of CentrePort Canada Way

Attachment 'A' – Planning Discussion

DATE:	May 17, 2021
FILE:	SPA 3-2020
COMMUNITIES:	Saskatchewan North; Airport
NEIGHBOURHOOD #:	2.222; 2.219
SUBJECT:	Proposed Airport Area West Industrial Secondary Plan (By-law No. 100/2020)
LOCATION:	See map below



APPLICANT:	Landmark Planning 298 Waterfront Drive Winnipeg, MB R3B 0G5
OWNER(S):	Winnipeg Airport Lands Corp (WALC) Several Private Landowners
RECOMMENDATION:	**Approval with amendments**

PURPOSE OF THE PROPOSED PLAN

- The purpose of the Proposed Plan is to:
    - Update the land use policies and expand the planning area provided by the existing *Airport Area West Secondary Plan By-Law* (8097/2002), which has become obsolete;
    - Provide direction for the orderly and appropriate development of the Planning Area within the context of the Winnipeg James Armstrong International Airport ("the Airport") and the Inland Port Special Planning Area (AKA CentrePort); and
    - Provide policy direction for the establishment of industrial and industrial-compatible uses throughout the planning area in accordance with the recommendations of the City of Winnipeg *Employment and Commercial Lands Study.*

PLANNING AREA

- The Planning Area is approximately 1,026 hectares (2,535 acres) and is bounded by the RM of Rosser to the north, PTH 101 (Perimeter Highway) to the west, the Airport to the east. The southern boundary of the Planning Area is defined by CentrePort Canada Way, Sturgeon Access/Sturgeon Road and Saskatchewan Avenue (See Figure 1 – Planning Area)

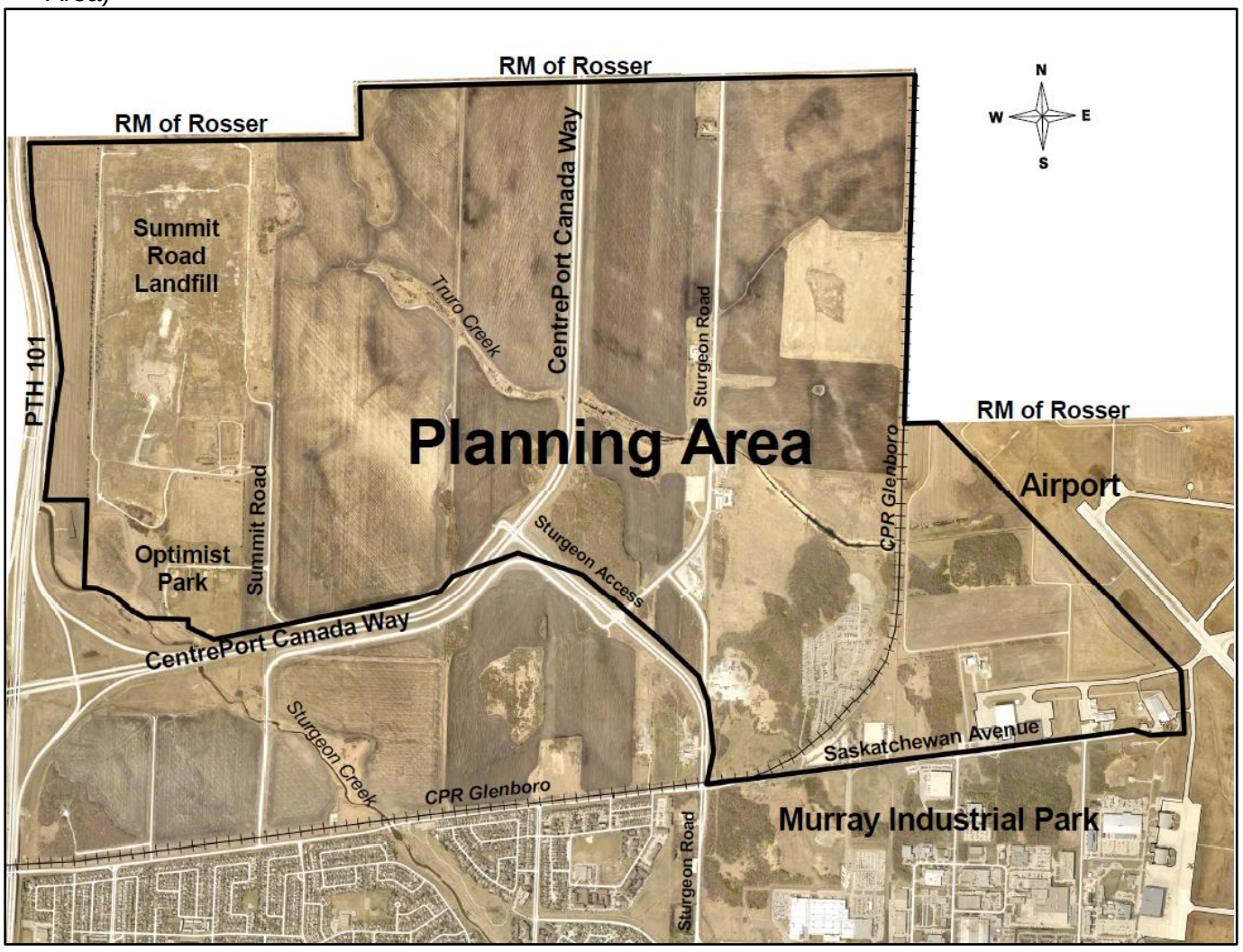


Figure 1 – Planning Area

- CentrePort Canada Way connects to PTH 101 southwest of the Planning Area and extends approximately 2.5 kilometres west to Sturgeon Access, before extending north to the City boundary with the RM of Rosser. Sturgeon Access connects at CentrePort Canada Way with Sturgeon Road, which forms a portion of the Planning Area boundary as it extends south to cross Saskatchewan Avenue. North of the intersection with Sturgeon Access, Sturgeon Road runs parallel to Centreport Canada Way to the RM of Rosser border.
- Saskatchewan Avenue extends between Sturgeon Road and the Airport, providing access to existing industrial development on Airport lands on the eastern portion of the Planning Area.
- A rail line, known as the 'CPR Glenboro Subdivision' enters the Planning Area near the Sturgeon Road and Saskatchewan Avenue intersection and curves north to form a portion of the eastern Planning Area boundary with the RM of Rosser.
- A majority of the Planning Area is undeveloped with a few exceptions as follows:
    - Land east of the CPR Glenboro rail line is mostly owned by the Federal Government and contains some airport-industrial related buildings with access to Saskatchewan Avenue. Four private industrial uses, with outdoor storage, are located between the Federal Government land and the CPR Glenboro rail line.
    - An outdoor storage operation (approximately 35 acres) exists along the western edge of the CPR Glenboro rail line.
    - A number of small aggregate-related uses exist along Sturgeon Road, along with an existing light-manufacturing operation, a yard site (house) and a religious institution.
    - A semi-trailer lot can be found on the east side of Summit Road in proximity to the Summit Road Landfill.
    - The Summit Road Landfill is located west of Summit Road and continues to operate as an organics management facility. An outdoor sports recreation facility, Optimist Park, is located west of Summit Road immediately south of the Summit Road Landfill site and north of CentrePort Canada Way.
    - An 85-acre private agricultural parcel is located west of the Summit Road Landfill and east of PTH 101 (Perimeter Highway).
- The Truro Creek begins east of the Summit Road Landfill and flows south east under CentrePort Canada Way, Sturgeon Road and CPR the Glenboro rail line where it is channeled into an engineered ditch that flows across the Airport lands to the east. The Sturgeon Creek runs just outside of the south western boundary of the Planning Area, south of Optimist Park, and continues under CentrePort Canada Way.
- None of the properties in the Planning Area are serviced with a full range of services (ie piped water, sewer and drainage with an urban standard roadway), with the exception of the existing industrial uses north of Saskatchewan Avenue. The industrial uses north of Saskatchewan Avenue have direct access to the Airport land to the east without having to travel on Saskatchewan Avenue. This access allows vehicle movement onto the airport runways.
- The Murray Industrial Park is located south of Saskatchewan Avenue between Sturgeon Road and the Airport.
- A new residential neighbourhood is proposed for south of CentrePort Canada Way and west of Sturgeon Access/Sturgeon Road as per the proposed Airport Area West Residential Area Secondary Plan.

- The Inland Port Special Planning Area (IPSPA), also known as the CentrePort Canada lands, is located immediately east of the Planning Area in the RM of Rosser. Development in the IPSPA is regulated by the IPSPA Development Plan and Zoning By-law as found in the Inland Port Special Planning Area Regulation.

ZONING

- A majority of the land within the Planning Area is zoned “A” (Agriculture) in the Winnipeg Zoning By-law (see Figure 2 – Zoning). However, approximately 320 acres adjacent to the Airport and east of the CPR Glenboro rail line is zoned “M2” (Manufacturing General).

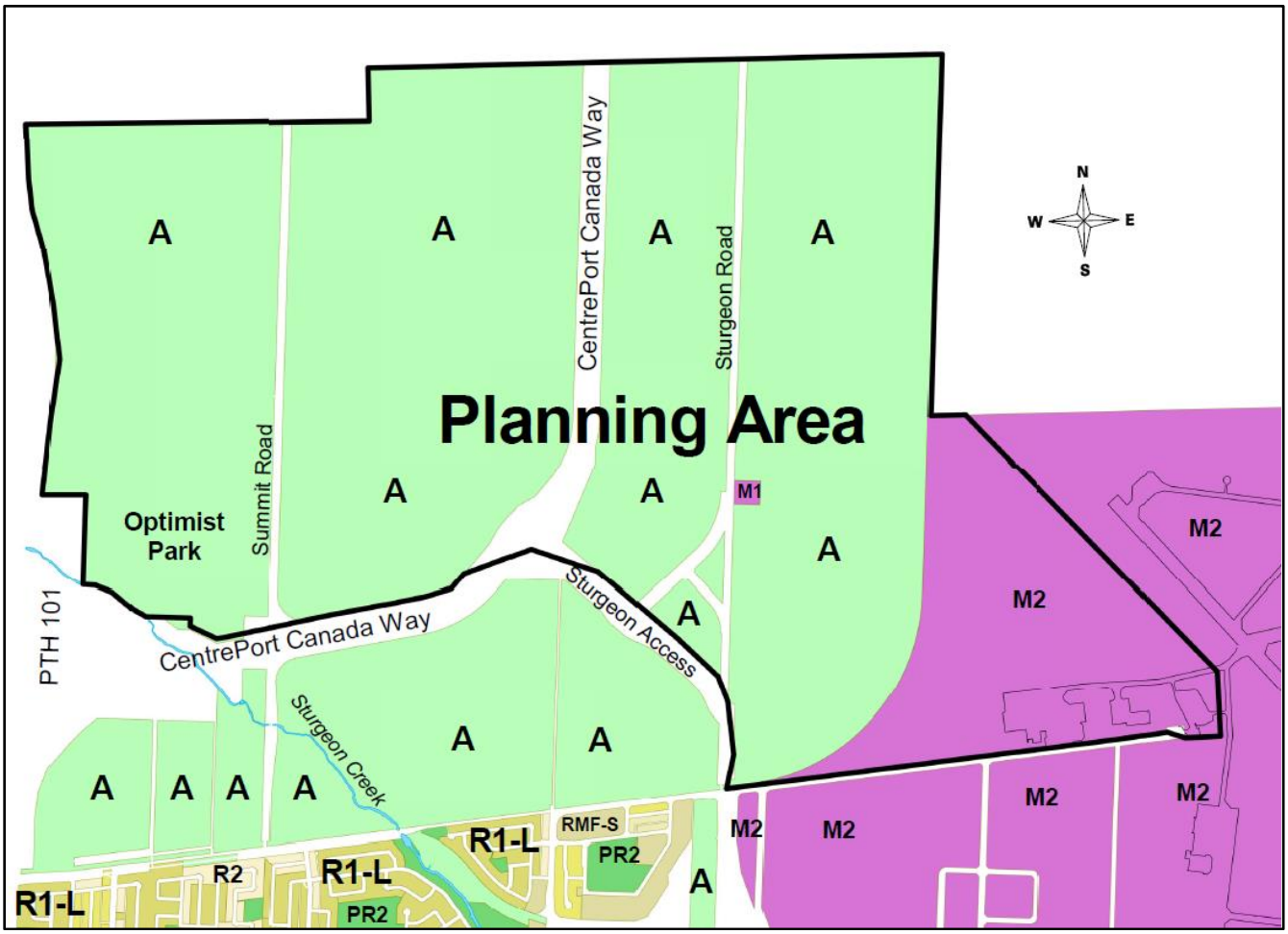


Figure 2 – Zoning

- The Zoning By-law provides that the ‘A’- Agriculture zoning district is intended for general agricultural activities. The purpose of the Agriculture zoning district is to *provide rural an open land for agricultural purposes until such time as it is required for future urban development.*

- The ‘M2’- General Manufacturing zoning district is *intended to provide for light manufacturing, processing, service, storage, wholesale, and distribution operations, with some limited outside operations and storage.*

- A single property on Sturgeon Road is zoned ‘M1’ (Manufacturing Light), which is *intended to provide for light manufacturing, processing, service, storage, wholesale, and distribution operations with all operations contained within an enclosed building with some limited outside storage.*

DISCUSSION

- The Proposed Plan provides a land use concept that ensures the orderly development of compatible residential neighbourhood uses in the plan area along with the general alignment of collector roads and connections to the regional transportation system.
- The Proposed Plan designates land within the planning area into the following policy areas (See Figure 3 – Land Use Map):
    - Service-Oriented Industrial Policy Area
    - Manufacturing and Logistics Industrial Policy Area
    - Un-Serviced Development Overlay
    - Air Serviced Industrial Policy Area
    - Business Park Industrial Policy Area
    - Municipal Works Policy Area
    - Potential Commercial Nodes

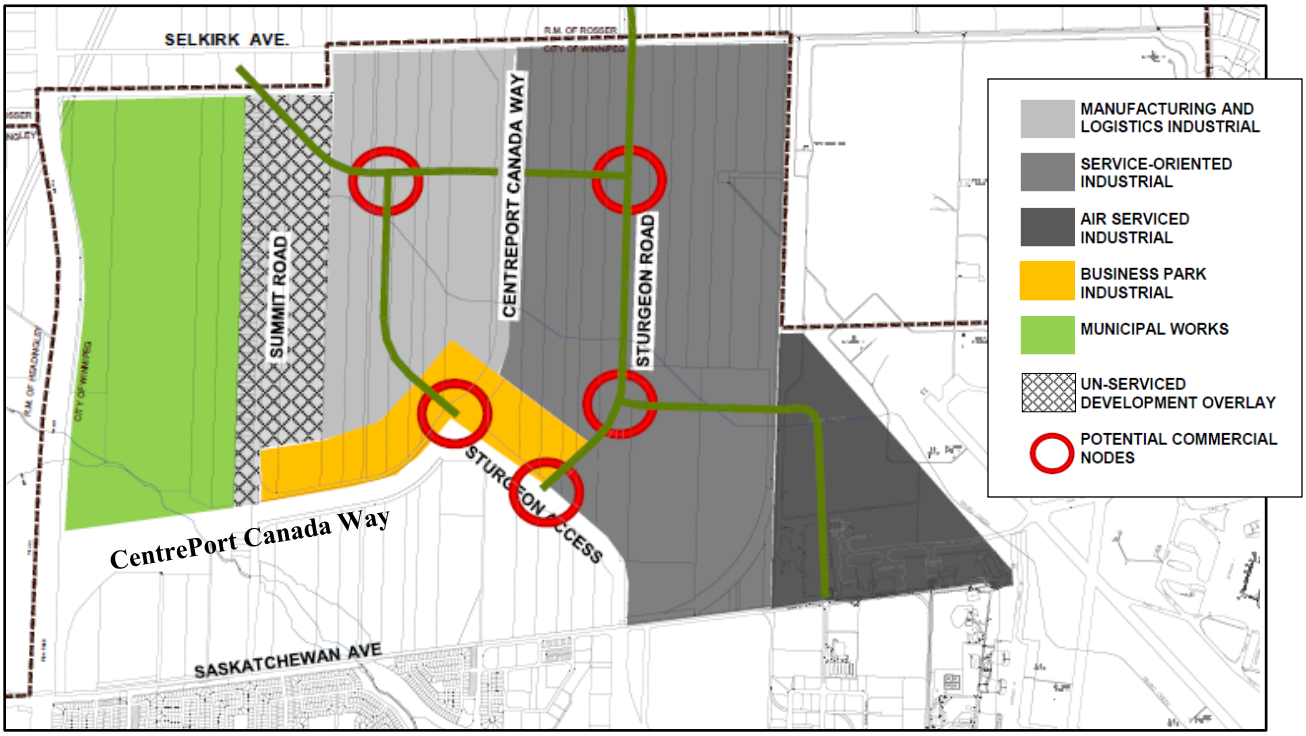


Figure 3: Land Use Map

- The proposed land use concept ensures the orderly development of the planning area and reflects the recommendations of the *Employment and Commercial Lands Study.*

- The Proposed Plan includes policies related to ensuring that development within the Planning Area is compatible with the ongoing 24-hour operation of the Airport (Section 5.4 – Winnipeg James Armstrong Richardson International Airport).

- Policies related to the protection of natural areas, including the Truro and Sturgeon Creeks, and the provision of park space is provided in section (Parks and Natural Areas).
- Timing of development within the plan area will depend on the provision of regional sewer and water infrastructure for the wider area as provided in the on-going *Airport Area West*

Regional Water and Wastewater Servicing Preliminary Engineering study currently underway.

Policy Designations

Air Serviced Industrial Policy Area

- The Air Serviced Industrial Policy Area is located east of the CPR Glenboro rail line and immediately west of and adjacent to the Airport. A majority of the area is owned by the Federal Government which leases sections of land for development.

- Objectives and policies of this area focus on air-related development and production facilities which can capitalize on the ability to directly access the runways. Policy 4.3.4.3(1) specifically provides that *Lands adjacent to the [Airport] shall be preserved and maintained for land uses that will benefit from direct access to the airport.* And policy 4.3.4.3(2) requires that development be limited to businesses and industries related to the Airport and the aeronautics field.

Service-Oriented Industrial Policy Area

- The Service-Oriented Industrial Policy Area is located east of CentrePort Canada Way and generally west of the CPR Glenboro rail line. The policy area allows for light and general manufacturing uses which includes a mix of manufacturing, logistics, distribution, assembly, storage, and associated offices on small to moderate sized sites.

- Heavy industrial uses are not permitted in this policy area (Policy 4.3.1.3(2)), which is meant to accommodate moderate scale industrial facilities as opposed to the large-scale industrial facilities of the Manufacturing and Logistics Industrial Policy Area.

- Policy 4.3.1.3(9) encourages a mixture light and general industrial uses through the provision of small and moderate sized lots. Smaller and moderately sized industrial lots can be consolidated together as to allow for larger operations as appropriate. Development within the Service-Oriented Industrial Policy Area may capitalize on the proximity of the CPR Glenboro rail line (Policy 4.3.1.3(10)).

- Commercial areas are permitted to establish at key intersections within the Service-Oriented Industrial Policy Area (Policy 4.3.1.3(3)). Development in proximity to an established commercial node must be compatible with commercial uses and may be required to include design elements to ensure compatibility (Policy 4.3.1.3(8)).

Manufacturing and Logistics Industrial Policy Area

- The Manufacturing and Logistics Industrial Policy Area accommodates large-scale general and heavy industrial uses and manufacturing and production uses, in addition to logistics, distribution, transportation, warehousing, rail-associated, agri-businesses, specialized agriculture and other related uses.

- Heavy industrial uses involving hazardous or noxious materials are directed to the north portion of the policy area (Policy 4.3.2.3(5)). This ensures that hazards and nuisances associated with heavy industrial uses are located away from residential and other incompatible uses. It also helps ensure that heavy industrial uses are protected from encroachment from other semi- and non-compatible uses.

- Sites in the Manufacturing and Logistics Industrial Policy Area are expected to be larger than those of the Service-Oriented Industrial Policy Area in order to accommodate large-scale industrial facilities. In this way the Planning Area is able to offer a range of development opportunities, while protecting heavy industrial uses.

- Commercial areas are permitted to establish at key intersections within the Manufacturing and Logistics Industrial Policy Area as per the Commercial Nodes policies in section 4.3.7. However, proposals will have to demonstrate that the commercial uses are servicing the local industrial uses and/or employees, and not the residential areas outside of the Planning Area (see Commercial Nodes).

Un-Serviced Development Overlay

- The Un-Serviced Development Overlay district is meant to allow for lower intensity uses to establish on larger parcels of land in proximity to the Summit Road Landfill without a full range of municipal services (ie piped water, sewer, drainage and urban standard roadways). The policies of Un-Serviced Development Overlay Area are meant to enhance those of the underlying Manufacturing and Logistics Industrial Policy Area.

- Policy 4.3.3.3(1) provides direction on the types of uses that may establish without a full range of municipal services. Permitted uses specifically include surface parking, towing and storage facilities, Auction Yard, Landscape/Garden Contractor or Production, Heavy Equipment Sales, Service, and Rental, Freight or Truck Yard, and Outside Storage.

- Un-serviced development will need to demonstrate that the development meets all Provincial standards for on-site wastewater treatment (policy 4.3.3.3(5) and has the support of the Director of Water and Waste, Public Works and the Winnipeg Fire and Paramedics Service.

- It is anticipated development may originally establish without a full range of municipal services and then connect once these services are more immediately available. Policy 4.3.3.3(7) addresses this situation:

  > *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.*

Commercial Nodes

- The Proposed Plan identifies ‘Potential Commercial Nodes’ at major intersections throughout the Planning Area, including within the Service Oriented Industrial Policy Area, Manufacturing and Logistics Industrial Policy Area and the Air Serviced Industrial Policy Area (see Figure 3 – Land Use Map).
- Development at these commercial nodes is meant to be limited to service-oriented commercial and retail uses servicing the businesses and employees within the Planning

Area. The intention is not to generate traffic into the Planning Area. This is supported by policy 4.3.7.3(5) which states: "*Regional commercial uses, which primarily serve residential neighbourhoods outside of the planning area, will not be permitted.*" In addition, developers are required to demonstrate how a proposed development will service the needs of local industrial employees.

- Intended commercial uses intended for the Commercial Nodes are listed in policy 4.3.7.3(6) and include hotels, restaurants, offices, personal services and retail sales, amusement enterprises, commercial schools, daycares and private motor vehicle-related uses.

- The objectives and policies of the Commercial Node serve to ensure that industrial uses are protected from encroaching non-industrial uses.

Business Park Industrial Policy Area

- The Business Park Industrial Policy Area extends from northern side of the intersection of CentrePort Canada Way and Sturgeon Access to approximately Summit Road to the west, and Sturgeon Road to the east. Development will capitalize on the high visibility of the area from CentrePort Canada Way and 'showcase' the area to the travelling public (section 4.3.5.2 (Objectives)). The area also buffers the residential neighbourhood south of CentrePort Canada Way from the heavier industrial uses to the north.

- Policy 4.3.5.3(2) allows for commercial sales and service type uses to establish in the area, including hotels, restaurants and general office space.

- Industrial uses are allowed in the Business Park Industrial Policy Area; however, these uses are limited to light manufacturing and may not include outside storage (Policy 4.3.5.3(4))

- Other policies ensure that the area remains attractive through the use of landscaping and high-quality design elements (Policies 4.3.5.3(6) & (7))

Municipal Works Policy Area

- The Municipal Works Policy Area is located west of Summit Road, and includes the Summit Road Landfill and Optimist Park recreation facility. The purpose of this policy area is to protect the Summit Road landfill site from encroaching incompatible land uses.

- The Summit Road Landfill opened in 1964 and operated as a solid waste landfill until 1998. However, the site continues to be used for soil fabrication.

- The policies of the Municipal Works Policy Area ensure that development within 90 metres (295 feet) of the landfill are compatible with the closed landfill and on-going operations. The 90 metre distance conforms with the City of Winnipeg policy for development in proximity to landfill sites. Policy 4.3.6.3(3) requires all development applications in the Summit Road Landfill Vicinity Control Area be referred to the Director of the Water and Waste Department. A map of the Summit Road Landfill Vicinity Control Area is included in the Proposed Plan (see Figure 4 – Summit Road Landfill Vicinity Control Area).

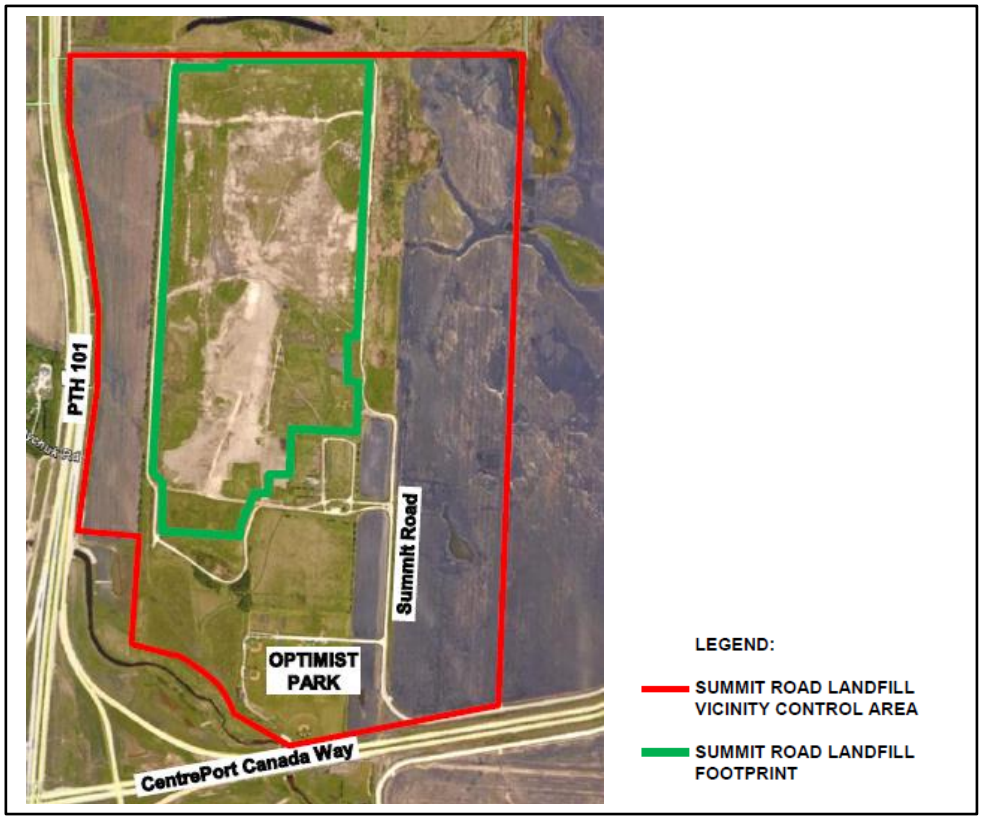


Figure 4: Summit Road Landfill Vicinity Control Area

Transportation

- The transportation network of the Proposed Plan includes an expressway (CentrePort Canada Way), an arterial (Sturgeon Access) and a number of collector streets (see Figure 5 – Transportation Network).

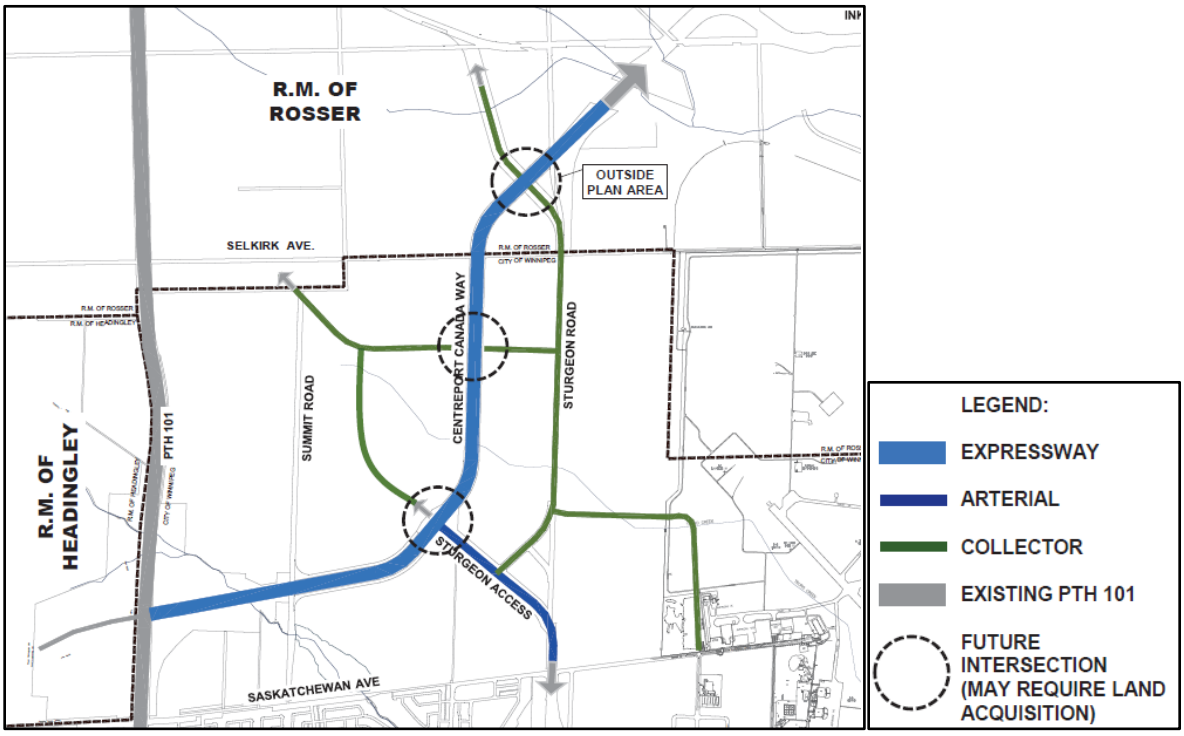


Figure 5: Transportation Network

- The Proposed Plan directs industrial traffic along collector roads to CentrePort Canada Way to allow for connections with regional transportation routes (ie PTH 101, Highway 1, etc). The transportation network integrates with routes in both the City of Winnipeg and the RM of Rosser.

- It is understood that the alignment of the collector streets as presented in the Transportation Network map are meant to represent general alignments and are subject to refinement during the development application phase.

- One of the objectives of the Proposed Plan is to protect the efficiency of industrial-related traffic and freight movement (section 5.2.1(2)). This is in line with the recommendations of the Employment and Commercial Lands Study.

- The Transportation Map provided in the Proposed Plan as 'Figure 6' (and presented in this report as Figure 5 – Transportation Map) includes three intersections identified as 'Future Intersection'. It is understood that these 'future intersections' may be developed as interchanges. Policy 5.2.2(11) provides for limiting development in close proximity to the potential future 'interchanges'. The Public Service recommends that the legend identified as 'Future Intersection' in Figure 6 – Road Network, be reworded to 'Future Interchange'.

- Pathway and sidewalk requirements are provided under policy 5.2.2(3) which includes:
    - Sidewalks on both sides of collector streets
    - Multi-use pathway connections to the Municipal Works Policy Area
    - Walkway connections between streets as appropriate to allow for access to transit.

Park Space and Natural Areas

- Section 6 (Parks and Natural Areas) contains provisions for parks and the protection of natural areas, including Truro and Sturgeon Creeks. The Proposed Plan provides direction as to how the protection of natural areas, including Truro and Sturgeon Creeks, is to occur at the development application stage.

- Existing natural areas are described as wetlands and areas of natural vegetation. Policy 6.2.2(6) requires *the preservation of high-quality forested areas* where appropriate. And policy 6.2.2(9) suggests that *vegetation easement agreements may be used to protect areas deems to have environmental significance.* The Proposed Plan also recognizes that the protecting high-quality natural areas may require applying surplus park dedication from one landowner for use in another location (policy 6.2.2(13)).

- Recreation facilities and active park space may be considered in the Un-Serviced Development Overlay Area or the Business Park Industrial area (policy 6.2.2(15)).

- The Sturgeon Creek channel is outside of the Planning Area. However, the Proposed Plan provides direction to protect Sturgeon Creek from development-related impacts. Policy 6.3.2(1) requires that the natural features of Sturgeon Creek (ie riparian habitat) be complemented by any adjacent development.

- Although, policy 6.3.2(6) allows for Truro Creek to be re-aligned to accommodate development, policy 6.3.2(7) suggests that even the aligned Truro Creek should continue to be naturalized. The Proposed Plan requires developers to demonstrate how the naturalized habitat will be protected or enhanced (policy 6.3.2(8).

Airport Protection

- Section 5.4 (Winnipeg James Armstrong Richardson International Airport) acknowledges Federal Acts and regulations related to development in proximity to the Airport and contains objectives and policies related to protecting the 24-hour operating status of the Airport.

- Policy 5.4.2(3) requires that the Winnipeg Airports Authority *review all development applications for lands within the Planning Area over which it has jurisdictional control…* as per Federal Acts and regulations. It should be noted that review from the Winnipeg Airports Authority is required in such instances regardless of the policies included in the Proposed Plan. However, including such policies provides clarification.

- Content of the Municipal Services and Utilities section (section 7) includes a general policy which requires municipal infrastructure to be designed in accordance with the best management practices for airports. Policy 7.2.2(6) also states *airport and air transportation safety considerations shall govern the design of the facilities.*

- Policy 5.4.2(5) attempts to minimize the potential for airplane collision with birds by placing restrictions on landscaping. The policy states:

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

- This policy is further supported by other policies throughout the document which discourage attracting birds to the Planning Area. These include:
  - Policy 4.3.4(4) - requires waste disposal areas of the Air-Serviced Industrial Policy Area to be enclosed to discourage scavenger birds.
  - Policy 7.3.1(1) – requires that stormwater be managed using linear creeks and dry bottom storm retention basins to discourage waterfowl.

Servicing

- All development in the Planning Area is required to be supported by a full-range of municipal services (Policy 4.2.2(2)), with the exception of specific development in the Un-Serviced Development Overlay area. General Policy 4.2.2(2) states: *All development within the Planning Area must be supported by a full range of municipal services unless otherwise indicated within this plan.* Further detail of this requirement is included in policy 7.2.2(1) which identifies 'a full-range of municipal services' to as *paved streets, piped municipal water, wastewater sewer and stormwater facilities.*

- Objectives and policies related to servicing are included in section 7 (Municipal Services and Utilities). Section 7 includes references to three servicing maps which are reproduced in this report as Figures 6, 7 and 8. It is understood that these maps are conceptual and may not accurately reflect the specific alignments or locations of the facilities depicted. Actual alignment and location of infrastructure facilities will be determined at the development application stage of development.

Land Drainage

- Drainage in the Planning Area is to be managed by a series of facilities which direct flow to Truro and Sturgeon Creeks (See Figure 6 – Land Drainage Servicing). A stated servicing objective of the Proposed Plan is to manage the stormwater peak flows into the Truro and Sturgeon Creeks (7.2.1(2))

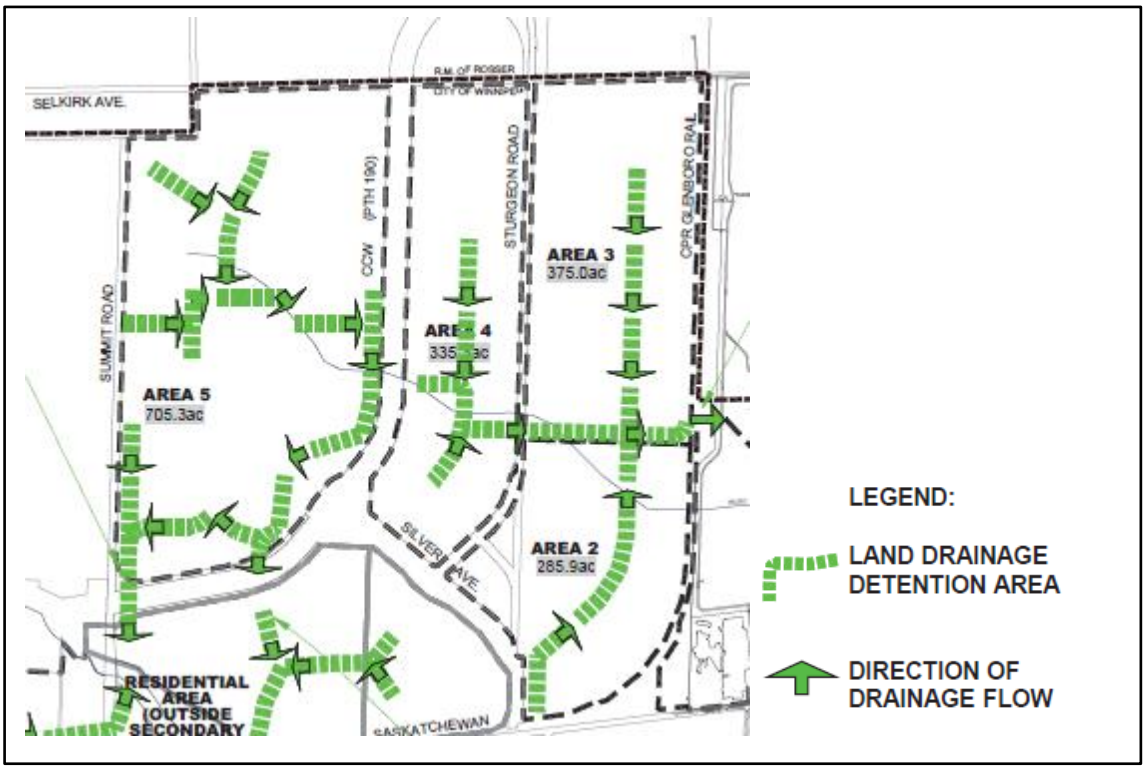


Figure 6: Land Drainage Servicing

- The drainage system restricts ponding of water that would attract waterfowl to the area. Drainage of the Planning Area is accomplished through a series of dry bottom storm retention basins and linear creeks (ie Truro and Sturgeon Creeks) (Policy 7.2.2(1)).

Water Servicing

- The water servicing for the Planning Area as generally provided in Figure 7 – Land Drainage Servicing.

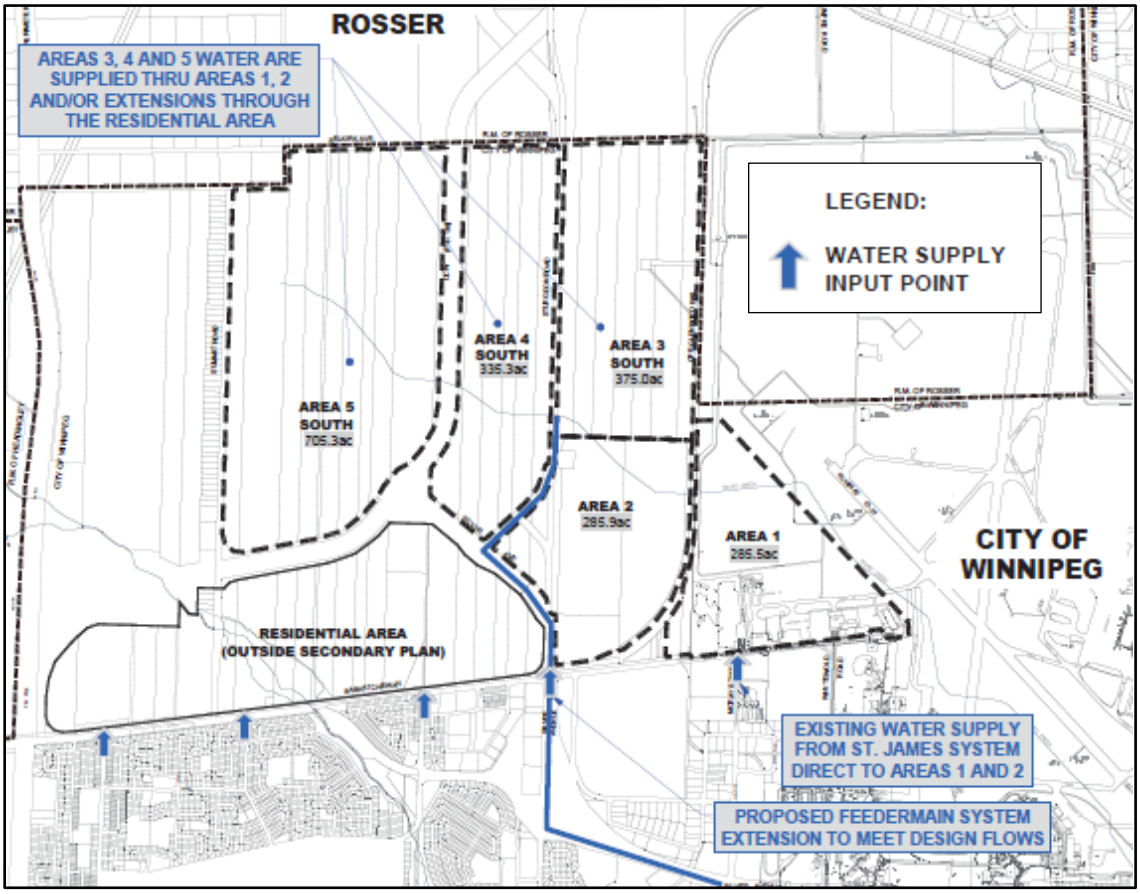


Figure 7: Land Drainage Servicing

- Water servicing is expected to be provided by connections to the existing water distribution network south of the Planning Area.

- Development applications will be required to include a water distribution analysis as necessary to demonstrate how the water servicing within the proposed development connects with adjacent areas within the Planning Area (Policy 7.5.1(2)). This analysis will include fire flows required to support the proposed development (Policy 7.5.1(3)).

Wastewater Servicing

- Wastewater generated within the Planning Area will be directed north along Sturgeon Road to the North End Sewage Treatment Plant (See Figure 8 – Wastewater Servicing).

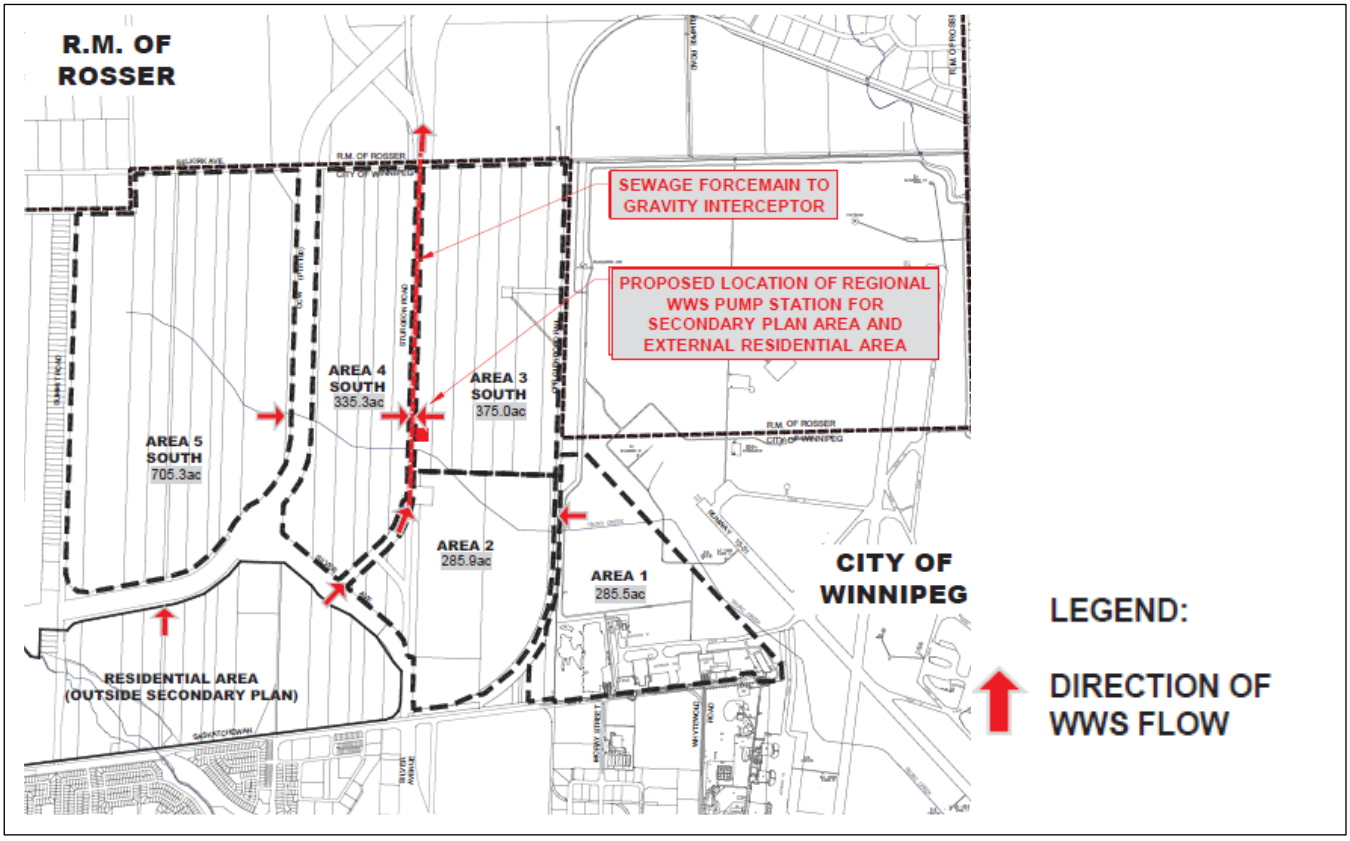


Figure 8: Wastewater Servicing

- The Proposed Plan recognizes that the alignment and location of wastewater servicing infrastructure as depicted in the Wastewater Servicing Map is conceptual (policy 7.4.1(1)) and that the actual location will be subject to recommendations of future engineering studies, including *Airport Area West Regional Water and Wastewater Servicing Preliminary Engineering Study*.

- Development with the Planning Area will not occur until regional water and wastewater infrastructure is available to the area at large. Regional sewer connections are not currently available to the Planning Area. The Proposed Plan acknowledges that development within the Planning Area is subject to the provision of regional sewer services. Policy 7.2.2(7) states:

  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.

Regional Servicing Study

- In July 2019, work began on the preparation of the *Airport Area West Regional Water and Wastewater Servicing Preliminary Engineering Study* (The 'Regional Servicing Study') to estimate the effort required to provide regional servicing infrastructure to support the

eventual build out of the area west of the Airport, which includes the planning areas of both the proposed Airport Area West Residential Area Secondary Plan and the Proposed Plan.

- Proponents of both the Airport Area West Residential Area Secondary Plan and the Proposed Plan provided draft versions of the plans, along with additional materials, to the Consultant preparing the Regional Servicing Study. This material was used to establish design assumptions for the Regional Servicing Study. The estimated servicing demands, proposed infrastructure alignments and phasing strategy of the Regional Servicing Study are based on the land uses and intensity of development as provided in both proposed plans. Adoption of the Proposed Plan will ensure that development occurs in accordance with the assumptions of the Regional Servicing Study

Employment and Commercial Lands Study

- The *Employment and Commercial Lands Study* was undertaken in support of the *OurWinnipeg* review and provided recommendations related to the provision and protection of industrial lands in the City of Winnipeg. The *Employment and Commercial Lands Study* was received by Council on April 25, 2019 and can be obtained from the following link: http://clkapps.winnipeg.ca/DMIS/permalink.asp?id=M20190425(RM)C-46

- The following provides an overview of how the Proposed Plan supports the recommendations of the *Employment and Commercial Lands Study* ("the Study"). The 'recommendations' included in the discussion refer to specific recommendations of the Study.

- Recommendation 10 (Strategically Plan and Protect for Prime Employment Lands) suggests that when selecting employment land, the City *identify areas with proximity to major provincial transportation infrastructure (e.g. airport, rail intermodal, CentrePort Inland Port, access to highways), flat topography and limited natural features, and areas that have the potential to strengthen the regional and provincial profile for industrial development.* The Planning Area meets these criteria and has already been identified for industrial/employment development by both *OurWinnipeg* and the existing *Airport Area West Secondary Plan By-law* (No. 8097/2002), which has become obsolete.

- Recommendation 9 (Provide Broader Marketing Choice of Vacant Serviced Lands in Employment Areas) indicates that City maintain at least a five-year supply of designated and serviced industrial lands including the *availability of large-scale vacant sites that can accommodate large-land extensive uses related to logistics, warehousing and large-scale manufacturing.* The Proposed Plan provides for a range of lot sizes with larger sized lots in the Manufacturing and Logistics Industrial Policy Area.

- Recommendation 3 (Restrict Sensitive Land Uses in Employment Areas) recommends restricting uses *that do not support the primary function of the Employment Area and may potentially create land-use incompatibilities with surrounding employment areas.* The Proposed Plan achieves this in a number of ways. Policy 4.2.1(3) provides that *no new residential uses shall be permitted within the Planning Area.* Other non-industrial uses are directed to the Business Park Industrial Policy Area or Commercial Nodes. Commercial Node Policy 4.3.7.3(5) requires that:

  Developers of commercial properties shall demonstrate how the proposed development will meet the needs of local industrial employees....

- Development within Commercial Nodes is required *to incorporate the use of buffers or other mitigation measures to reduce the potential for future land use conflicts* (Policy 4.3.7.3(3)). This policy supports recommendation 8 (Protect Employment Lands from Conversion to Non-Employment Uses) which suggests using *land use, density, and transition policies to buffer and protect employment lands from encroachment by other land uses.* Recommendation 8 is further supported by directing non-industrial uses to the Business Park Industrial Policy Area, which acts as a buffer to the future residential neighbourhood south of CentrePort Canada Way proposed by the Airport Area West Residential Area Secondary Plan.

- Recommendation 7 (Restrict Large Freestanding Retail Uses in Employment Areas) recommends restricting freestanding retail uses. The rationale being:

  Though large freestanding retail uses generate employment, they may also absorb large shares of land through their configuration or requirements (e.g. parking), draw considerable traffic from outside the immediate area (creating congestion in the industrial area), or affect the character of the Employment Area. (p 10-17)

  - Support for this recommendation is provided in the policies of the Service-Oriented Industrial Policy Area and Manufacturing and Logistics Industrial Policy Area. Both policy areas restrict retail and commercial sales uses to accessory uses of industrial uses, and must not exceed 10% of the floor area to a maximum of 5,000 square feet (policies 4.3.1.3(4) and 4.3.2.3(2).
  - The Manufacturing and Logistics Industrial Policy Area restricts principal land uses *to those industrial uses, either permitted or conditional, in the Zoning By-law* (Policy 4.3.2.3(1)). Although, non-industrial uses may be established subject to the Commercial Node policies.
  - The Service-Oriented Industrial Policy Area allows non-industrial uses to establish *which are complimentary to the industrial character of the Planning Area, and/or service area employees* (Policy 4.3.1.3(4)). The policy lists the following uses: community facilities, commercial schools, TV/motion picture production facilities and daycares.

- Recommendation 5 (Encourage Eco-Industrial Development Approaches to Employment Lands Development) suggests encouraging *innovative and sustainable buildings that incorporate green building design standards such as LEED and include sustainable building features such as green roofs and solar panels.* This is reflected in the overall goals of the Proposed Plan (sections 3.2(7) and 7.2.1(5)) and provided for in Policy 4.2.2(1) which states:

  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.

- Recommendation 11 (Develop a Financial Strategy Related to the Development of the City's Employment Areas) provides a number of sub-recommendations, most of which apply to the City in general. However, the following sub-recommendation applies specifically to development of the Planning Area:

  Consider promoting common infrastructure servicing requirement for the City and surrounding municipalities, with particular emphasis on the CentrePort Canada area, in order to promote a level playing field within the employment lands market place, and ensure the City is not at a competitive disadvantage.

It is beyond the scope of the Proposed Plan to consider the manner in which common infrastructure servicing with other municipalities will be addressed. However, discussions on this topic are likely to occur in participation with Winnipeg Metropolitan Region, and the soon to be created Capital Planning Region.

Inland Port Special Planning Area Regulation

- The *Inland Port Special Planning Area Regulation* 48/2016 ("the Regulation"), established under *the Planning Act*, guides land uses in the CentrePort area of the RM of Rosser immediately north of the Airport Area of the City of Winnipeg. The Inland Port Special Planning Area Development Plan By-law ("the IPSPA Plan") forms schedule 'A' of the Regulation.

- The policy areas of the IPSPA Plan are provided in the land use map (see Figure 9 – IPSPA Land Use Map).

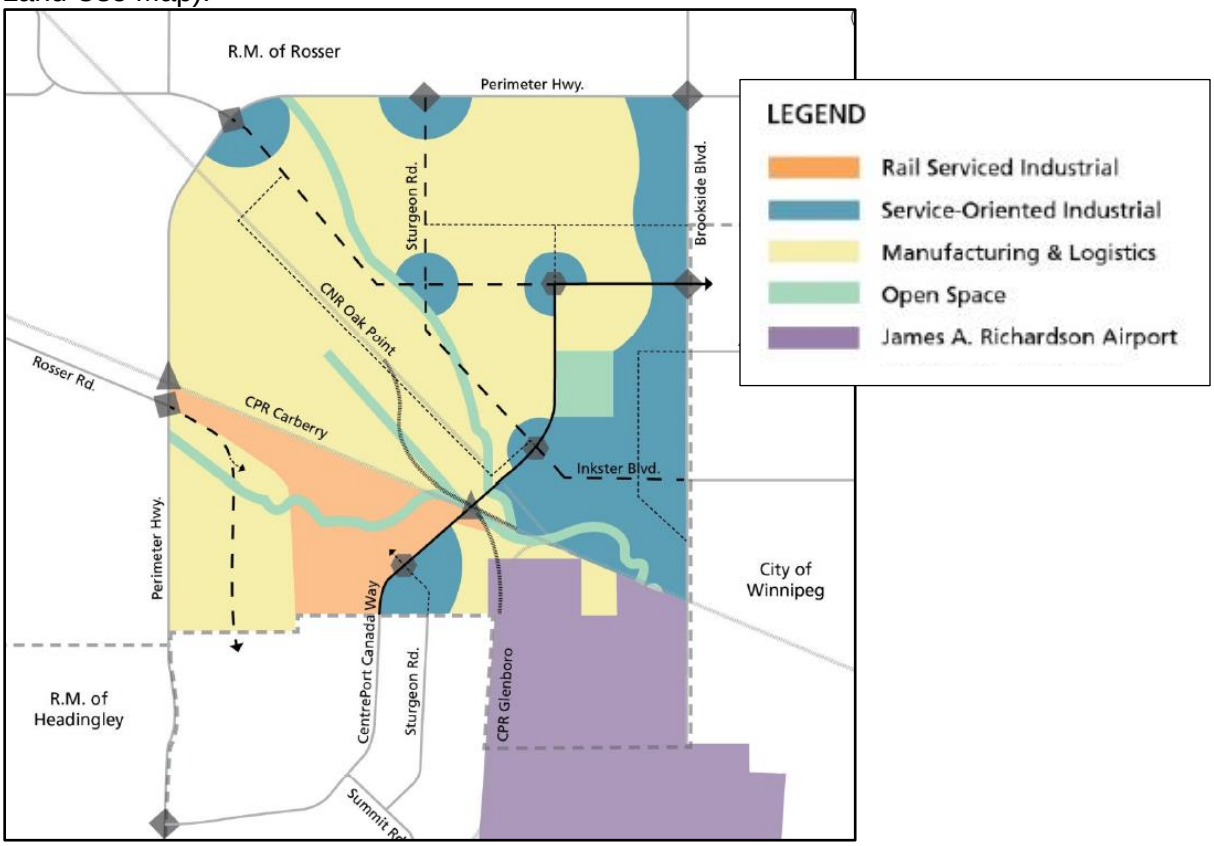


Figure 9– IPSPA Land Use Map

- The policy areas of the Proposed Plan reflect those of the IPSPA Plan, most notably:
    - The Service-Oriented Industrial Policy Area of both plans restrict heavy industrial uses, while providing for light manufacturing uses with potential commercial nodes at key transportation routes.
    - The Manufacturing and Logistics Industrial Policy Area of both plans allow for larger-scale industrial and heavy industrial uses and include policies specifically related to accommodating large-scale vehicles (ie long combination trucks).

- The transportation network of the Proposed Plan includes a collector road which extends north of the Summit Road Landfill. This collector road alignment is also provided in the IPSPA. The alignment of other roads provided in both plans have already been developed (ie CentrePort Canada Way and Sturgeon Road). The transportation network of the Proposed Plan aligns with that of the IPSPA Plan.

- The Proposed Plan ensures uses and transportation network established in the Planning Area are compatible with those of the adjacent IPSPA.

- The proposed policy areas of both plans collectively reflect the vision provided by CentrePort Canada. CentrePort Canada Inc is responsible for attracting investment of the CenterPort area through business development and marketing. Additional information about CentrePort can be found on the CentrePort website. The most recent CentrePort brochure can be viewed at the following web address: https://centreportcanada.ca/wp-content/uploads/2021/04/42076-CP-CentrePort-PitchDoc-Brochure-9x9-FIN-v2-min.pdf

ALIGNMENT WITH OURWINNIPEG AND COMPLETE COMMUNITIES

- *OurWinnipeg* identifies the Planning Area as falling within the Airport Area (see Figure 10: *OurWinnipeg* Area Structure Map).

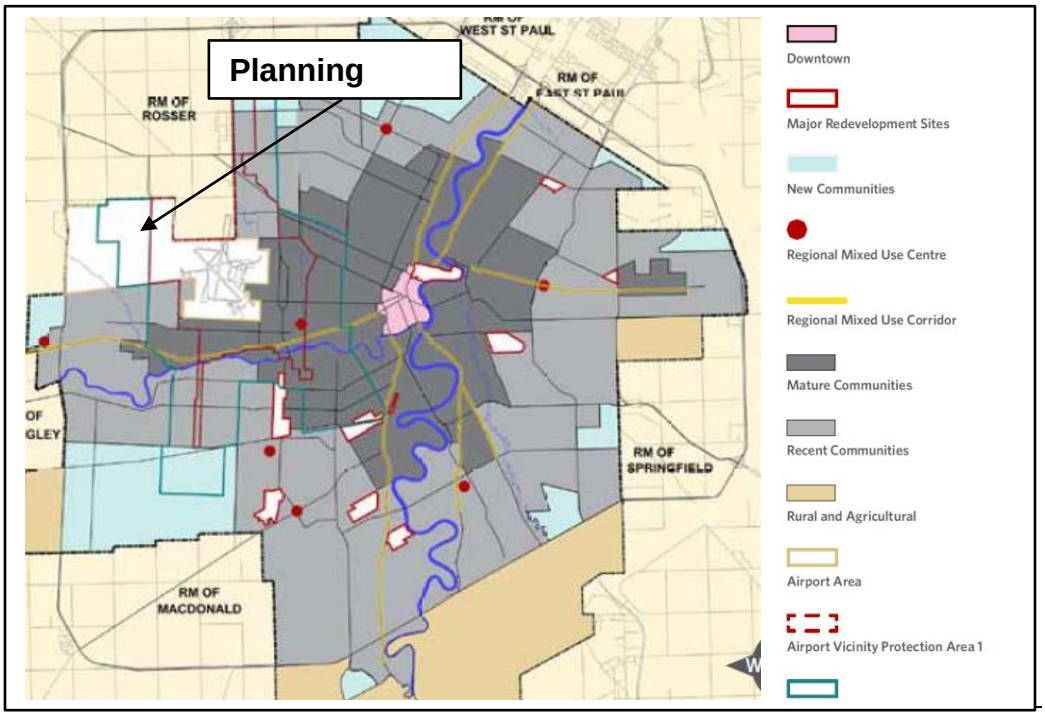


Figure 10: *OurWinnipeg* Area Structure Map

- Figure 09a of *Complete Communities* identifies the Planning Area as *Airport Area* (See Figure 11 – *Complete Communities* Airport Area)

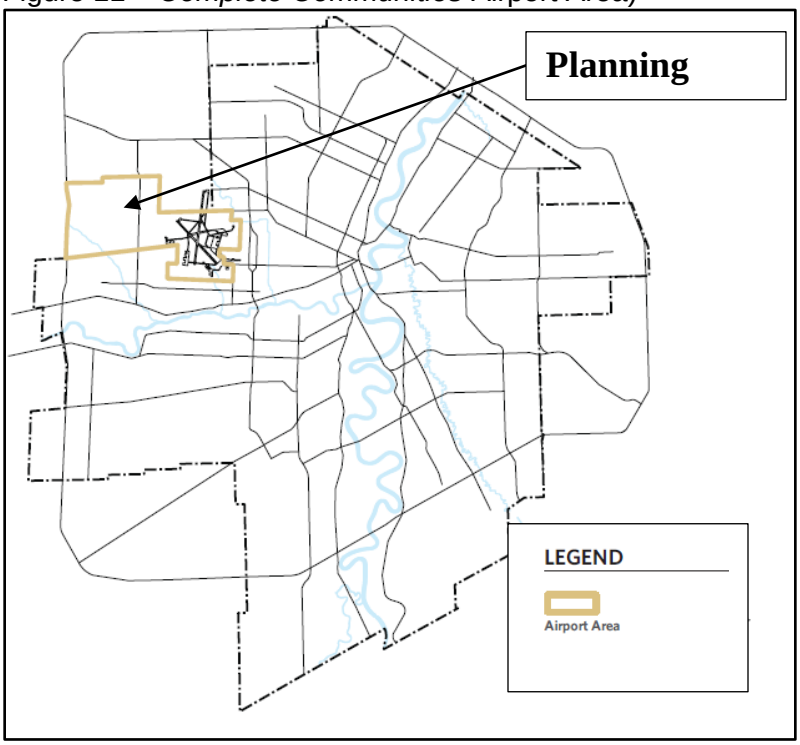


Figure 11: *Complete Communities* Airport Area

- Section 09 (Airport Area) of Complete Communities provides the following direction:

  Direction 2 - *Collaborate with the Winnipeg Airports Authority on initiatives that capitalize on the Airport's capacity to generate strategic economic development*
  - *Collaborate with strategic partners, transportation planning and capital investments to promote multi-modal transportation linkages to and from the airport.*
  - *Work with the WAA (Winnipeg Airports Authority) and partners in the realization of the Airport Area as a major centre for goods distribution and manufacturing and airport-related commercial/employment activity, as well as the possible introduction of limited residential development, where appropriate (See Section 05, "Employment Lands").*

- Section 05 (Employment Lands) of Complete Communities provides the following direction:

  Direction 1 - Facilitate the timely delivery of new employment lands to the market.
  Direction 2 - Accommodate new employment land development.
  Direction 3 - *Maximize the economic development potential of existing and future employment lands*
  - *Consider the quality of lands required to support employment growth and encourage a suitable range and mix of features and uses that will best match the emerging needs of Winnipeg's current and future employers.*
  - *Ensure existing industrial operations in the vicinity are protected when evaluating new residential development proposals.*
  - *Allow for the development and retention of a broad range of employment lands and a variety of employment parcels sizes.*

  Direction 4 - *Ensure that employment areas are well-planned, sustainable over the long term and fit the community context.*
  - *Plans for the development of new employment areas will be established through a comprehensive planning process.*

- The Proposed Plan provides for the establishment of employment uses and facilitates investment in multi-modal operations in the Airport Area and conforms with the policies of *OurWinnipeg* and *Complete Communities*.

ALTERATIONS

- The Public Service has identified a number of typographical errors throughout the Proposed Plan, and recommends that these be corrected.

- All of these corrections are minor in nature and can be found in Attachment 'D' of the Administrative Report.

CONCLUSION:

- The Proposed Plan provides objectives and policies that provide redirection for the orderly and appropriate development of the Planning Area within the context of the Airport and the Inland Port Special Planning Area.

- The policies of the Proposed Plan provide direction for the establishment of industrial and industrial-compatible uses throughout the Planning Area in accordance with the recommendations of the City of Winnipeg *Employment and Commercial Lands Study.*

- The Proposed Plan ensures land uses and transportation network established in the Planning Area are compatible with those of the Inland Port Special Planning Area immediately north of the Planning Area.

- Development of the Planning Area requires a full range of municipal services and may only begin once regional services have been established for the larger area west of the airport. Adoption of the proposed plan ensures that development occurs in accordance with the assumptions of the *Airport Area West Regional Water and Wastewater Servicing Preliminary Engineering Study.*

- The Proposed Plan conforms with *OurWinnipeg* and the *Complete Communities Direction Strategy.*

- Alterations to the Proposed Plan are required to address minor typographical errors.

RECOMMENDATIONS:

1. That the Airport Area West Residential Area Secondary Plan By-law No. 85/2016 (the "By-law") be amended in accordance with Attachment "D" of the Administrative Report.

2. That Council give second and third reading to the By-law, as amended.

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