SCHEDULE "1"



AIRPORT AREA WEST RESIDENTIAL
AREA STRUCTURE PLAN

Submitted by:
WSP Canada Group Limited
December 2020

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1.0 Introduction

1.1 Purpose of the Plan

The purpose of the Airport Area West Residential – Area Structure Plan ("the Plan") is to ensure that the development of Airport Area West Residential occurs in a logical, integrated manner, which will result in high-quality new neighbourhoods. The Plan is consistent with *OurWinnipeg*, the City of Winnipeg's (the City) development plan, and *Complete Communities*, the City's land use and development Direction Strategy.

This Plan amends the Airport Area West Secondary Plan By-Law No. 8097/2002 to better reflect the policies of *OurWinnipeg*, *Complete Communities*, and to reflect the transportation network.

In 2011, *OurWinnipeg* was approved by the Province of Manitoba and adopted by City Council in accordance with *The City of Winnipeg Charter (the "Charter")*. *Complete Communities* was also adopted that year by City Council, as a Secondary Plan By-Law applying to the entire City, in accordance with *The City of Winnipeg Charter*.

To ensure that planning for this new community is comprehensive, complete, and aligns with city-wide goals and objectives, the planning effort covers all the undeveloped lands south of CentrePort Canada Way and Sturgeon Road. This will ensure that new infrastructure and community services optimize existing facilities and connections, while identifying any necessary upgrades from the outset.

1.2 Timeframe of the Plan

The Plan is future-oriented and is intended to guide development over the next 20 years. The timing of development will be influenced over the long-term by market changes, supply and demand for housing, commercial land demand, and the general status of Winnipeg's economy.

1.3 Consultation

The Plan was developed in consultation with a range of technical stakeholders, including various service providers and City departments. In addition to several meetings with City staff and landowners, members of the public were invited to a Public Open House to review the Proposed Plan and share their comments.

Consultation began in the summer of 2015 and included:

- Technical stakeholder meetings;
- Landowner engagement; and
- A Public Open House.

1.4 Interpretation

1.4.1 Maps

The boundaries and networks shown on the maps, contained herein, are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or manmade landmark, such as a river or roadway.

1.4.2 Policies Applications and Interpretations

- Where an objective statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between an objective and a policy, the policy shall take precedence.
- Where the word "may" or "encourage" is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.
- In cases where the word "shall" is included in a policy, development must conform to that policy.
- In cases where the word "should" is used in a policy, the policy is intended to apply to a majority of situations. 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 compliance at the Development Application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage, without requiring an amendment to the Plan.
- Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information, shall be determined at the Development Application stage.

1.5 Amendment to the Plan

As a By-Law, application to amend the Plan must be submitted to the Planning, Property and Development department for review and approval by Council. Where appropriate, the amendment process should include public consultation.

1.6 Monitoring, Review and Evaluation

The Plan is intended to be a flexible document that will change as circumstances change within and adjacent to the planning area. Periodic review and amendment of the Plan will occur as development conditions within and adjacent to the planning area change.

1.7 Supporting Studies

The following studies were prepared in support of and to inform this Plan. They have contributed to the conceptual land use plan and policies of the Airport Area West Residential – Area Structure Plan. The supporting studies have been completed at a high-level and may not be sufficiently detailed to form the basis for right-of-way dedication, individual Subdivision or Rezoning Applications. More detailed studies and/or analysis may be required at the time of subsequent rezoning and subdivision.

The completed supporting studies include:

- Airport Area West Residential – Area Structure Plan – Background Report;
- Transportation Study; and
- Servicing Study.

2.0 Planning Vision and Guiding Principles

2.1 Vision

The new neighbourhood will provide new housing options for St. James Assiniboia residents and attract new families to the area. The increased population will provide additional users and support for the existing underutilized services and infrastructure, including the neighbourhood schools. The new neighbourhood is also in close proximity to CentrePort Canada, a significant emerging employment centre, and will provide opportunities to live, work and play in the community.

2.2 Guiding Principles

The following guiding principles were identified through consultation with technical stakeholders and City departments. These have been used to inform the land use and transportation concept, and the policies that will guide the development of the new community.

Housing Choice

- A variety of housing types and tenures to meet the needs of various segments of the housing market should be provided.

Variety of Land Uses

- Promote a complete community by providing for a variety of land uses, organized around higher-density nodes, located strategically within the plan area.
- Plan compatible and complementary land uses to mitigate conflicts with existing residential neighbourhoods.

Natural Areas

- Preserve the natural integrity of Sturgeon Creek and encourage development to be sensitive to the existing treed areas in the plan area.

Sustainability

- Minimize environmental impacts of new development by encouraging energy efficiency, water conservation, reduction of stormwater runoff, beneficial solar orientation and sustainable landscaping in the design of new neighbourhoods, sites and buildings.
- Design runoff detention systems that will store water to maintain the water levels of the natural waterway.

Walkable and Connected

- Encourage new neighbourhoods that are walkable, interconnected and accessible, to promote active lifestyles for residents of all ages.
- Promote connectivity along and to Sturgeon Creek, as well as within the rest of the plan area through a trail network where practical and warranted.

Utilize Existing Services and Infrastructure

- Consideration should be given to utilizing existing community services, such as schools, parks and community centres.

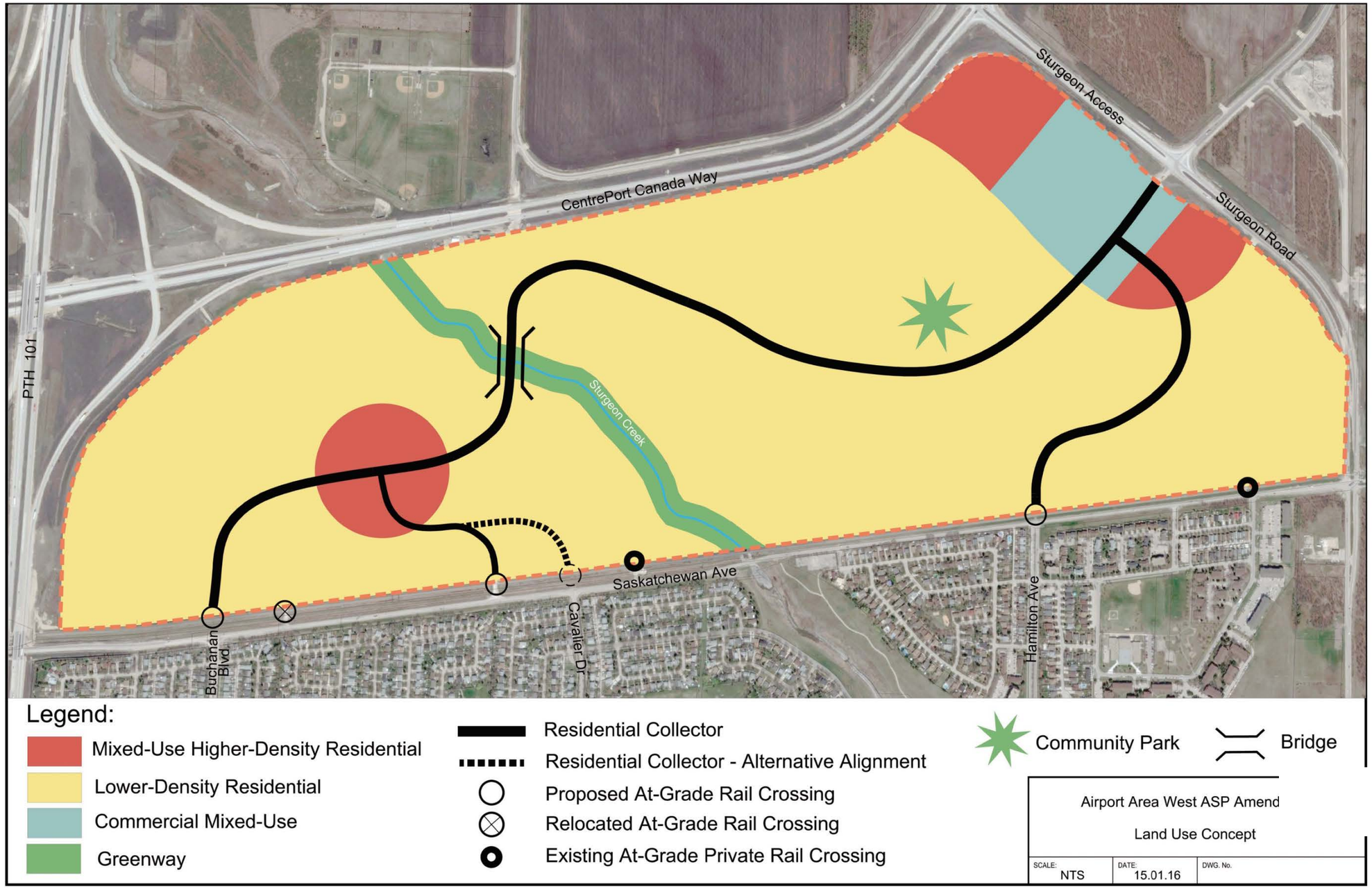
Transportation Choice

- Create a transportation network that considers the needs of all users – pedestrians, cyclists, public transportation and private motor vehicles.
- Locate higher-density development along primary roadways or in nodes accessible by transit.

Inclusive and Accessible

- Universal accessibility principles and guidelines shall be considered in the design of all public, commercial and multi-family buildings, and any publicly accessible outdoor spaces.
- Visitable and accessible dwellings may be considered throughout the plan area.

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Figure 1: Land Use and Transportation Concept

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3.0 Land Use Policies

Policies and objectives in this section are to be applied to the land use designations represented on the 'Land Use and Transportation Concept' map included as **Figure 1** of this Plan.

3.1 Residential Areas

3.1.1 General Objective

The residential policy areas are intended to provide a mix of housing types, reflecting the *Complete Communities'* policy, which encourages *"…greater choices in housing type, density, style and tenure."* A combination of sidewalks adjacent to collector roadways, pedestrian and cycling routes, and public walkways and pathways within linear parks will be provided in the residential areas to create opportunities for recreational activity and connectivity. The following policies apply to both Lower-Density Residential and Mixed-Use Higher-Density Residential policy areas, in addition to designation specific policy directions.

3.1.2 General Policies

a. Open space shall be provided throughout the residential areas to contribute to the active and passive recreational needs of residents. Open space shall be provided pursuant to the development agreement parameters. The layout, size and location of open space will be determined during subdivision design, based on policy direction provided in the Plan.

b. Residential developments will be encouraged to follow universal accessibility guidelines.

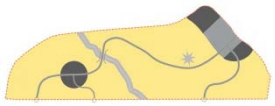
c. The use of energy efficient building design principles and maximizing passive solar orientation of buildings and streets is encouraged.

d. Where reasonable and appropriate, alternative energy sources, such as geothermal heating and cooling or solar collection systems, may be considered and may provide further opportunities to reduce energy consumption.

e. Incorporate Crime Prevention through Environmental Design (CPTED) principles into subdivision design. Ensure a safe community through adequate lighting, visible public spaces, opportunities for passive surveillance of public space from buildings, ensure doors to buildings are clearly visible from the street, and ensure boundaries between public and private space are well defined through visual cues.

3.1.3 Lower-Density Residential

3.1.3.1 Objective



The objective of the Lower-Density Residential area is to provide for a Lower-Density Residential style of development, including single-family homes, duplexes, townhomes and rowhomes. The specific residential subdivision design will be determined through the Development Application process based on the following policies.

3.1.3.2 Policies



a. Single-family uses shall be the predominant land use, allowing for single-family detached housing, duplexes, townhomes and rowhomes throughout the neighbourhood.

b. Duplexes, townhomes and rowhomes along collectors, and in proximity to higher-density areas, may be used to provide

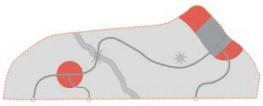
a transition from higher intensity uses to single-family homes.

c. Institutional, recreational, open space and other similar uses, as well as accessory uses to the above, may be allowed within the Lower-Density Residential area, where determined to be compatible and appropriate.

d. Residential, and other uses that may be sensitive to nearby rail operations, shall incorporate mitigation measures to appropriately buffer these uses from the CP Glenboro Subdivision (e.g., setbacks, berming, and/or fencing). These mitigation measures shall be applied at the Development Application stage.

3.1.4 Mixed-Use Higher-Density Residential

3.1.4.1 Objective



The objective of the Mixed-Use Higher-Density Residential areas is to increase the density of the neighbourhood, while providing opportunity for neighbourhood commercial development should market demand be present.

3.1.4.2 Policies

a. Mixed-Use Higher-Density Residential development should be located at intersections of higher order roads or with access to collector streets, and be connected to transit and the cycling and pedestrian network.

b. Mixed-Use Higher-Density Residential uses may include townhomes, rowhomes, duplexes, and multi-story apartment or condominium buildings.

c. Other land uses that may be accommodated in this policy area include neighbourhood commercial, institutional, community services, and Lower-Density Residential uses, where determined to be compatible and appropriate.



d. Where multi-family zoning or commercial zoning is located adjacent to single-family zoning, the design and siting of multi-story apartment buildings and/or commercial development will reflect a transition in building massing and setbacks to provide a transition between densities and intensities of use.

e. Buildings adjacent to a public street shall be encouraged to incorporate minimal setbacks from the street to create a “street wall,” which contribute to a comfortable pedestrian environment and should acknowledge or relate to the street. Larger setbacks may be permitted for facilities, such as patios, to minimize future encroachment.

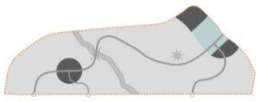
f. Large expanses of blank walls are discouraged; balconies, windows, architectural details and façade treatments should be used to ensure visual interest.

g. If appropriate, open space may be provided within Mixed-Use Higher-Density Residential in the form of outdoor plazas, squares or other such spaces. These spaces may be smaller than typical park spaces, but should be developed to a higher standard. The layout and location of open space will be determined during subdivision design.

h. Surface parking lots should include both perimeter and internal landscaping.

i. The details and layout of the mixed-use areas shall facilitate access by a variety of transportation modes, including walking, cycling, public transit, private motor vehicles and delivery vehicles.

3.2 Commercial Mixed-Use



3.2.1 Objective

The objective of the Commercial Mixed-Use area is to promote the concept of walkable, complete communities by encouraging a mix of land uses.

3.2.2 Policies

a. Commercial Mixed-Use areas should be located at intersections of higher order roads or with access to collector streets, and be connected to transit and the cycling and pedestrian network, as shown in **Figure 1**.

b. Commercial development should be the predominant land use within the Commercial Mixed-Use area.

c. Other land uses encouraged in this policy area include multi-family residential, institutional, community services, and Lower-Density Residential uses, where determined to be compatible and appropriate.



d. Where multi-family zoning or commercial zoning is located adjacent to single-family zoning, the design and siting of multi-story apartment buildings and/or commercial development will reflect a transition in building massing and setbacks to provide a transition between densities and intensities of use.

e. Buildings adjacent to a public street shall be encouraged to incorporate minimal setbacks from the street to create a “street wall,” which contribute to a comfortable pedestrian environment and should acknowledge or relate to the street.

f. Surface parking lots should include both perimeter and internal landscaping.

g. The details and layout of the commercial area should facilitate access by a variety of transportation modes, including walking, cycling, public transit, private motor vehicles and delivery vehicles.

3.3 Residential Density

3.3.1 Objective

Residential densities in the plan area will differ between the various policy areas, individual subdivisions and projects.

3.3.2 Policies

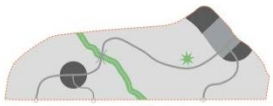
a. The overall density of the plan area should be supportive of public transit (approximately seven dwelling units per net acre).

b. Higher-density areas should be focused around larger and more active streets or nodes that are part of the public transit network.

3.4 Park

3.4.1 General Objective

To establish park spaces throughout the neighbourhood with a focus on a community park space in a central and connected location.



3.4.2 General Policies

a. Parks shall provide residents and visitors of the neighbourhood with:

- Active recreation opportunities – sports fields; and
- Passive recreation and leisure opportunities, such as small park spaces; to establish playgrounds, sit, picnic, enjoy nature, garden or learn; and linear parks to facilitate walking and cycling, and cross-country skiing.

b. Parkland dedication requirements shall be determined at the Development Application stage and shall be in accordance with the *City of Winnipeg Development Agreement Parameters*.

c. Parks should be planned to maximize passive surveillance through site configuration, placement of access points, amount of frontage and sightlines.

d. Parks may incorporate principles of sustainable landscapes, which may include, but are not limited to, naturalized plantings and low maintenance vegetation. Naturalized landscaping may be encouraged, where appropriate, to support environmental sustainability and reduce maintenance costs.



e. Parks shall enable a variety of experiences and year-round activities for people of all ages and abilities, and shall meet the *City of Winnipeg Accessibility Design Standards,* where possible.

f. Parks shall be connected to the surrounding neighbourhood by streets, sidewalks, trails and/or pathways.

g. Public park space should be provided within 400 m of most dwellings.

h. Size and location of parks should be appropriate for their intended uses and determined in consideration of establishing an equitable distribution of parks throughout the neighbourhood. Orientation, configuration and quality of the parks shall also be appropriate for the intended use.

i. Final configuration of parks and pathways will be determined at the Development Application stage, the evaluation of which shall be on both qualitative and quantitative considerations.

j. Approximately two thirds of park dedication should be directed to passive park spaces focusing on the greenway, existing mature tree stands, and linear park spaces. The remaining third should provide opportunities for active park facilities, such as sports fields.

3.4.3 Community, Linear and Neighbourhood Parks Policies

a. A central community scale park space should be provided as a hub for active recreation, passive recreation, community gathering and leisure opportunities.

b. Linear park spaces should be provided adjacent to the land drainage network and create connections for the cycling and pedestrian network.

c. Smaller neighbourhood parks dispersed throughout the community will provide community gathering and play spaces.

d. The community scale park should be on at least one collector, and ideally in close proximity to transit and multi-use pedestrian and cycling networks to ensure ease of access by multiple models of transportation.

e. Parkland and pathway provisions associated with stormwater retention/detention impoundments shall generally run along one side of the impoundment area.

f. Neighbourhood parks shall be located on local streets.

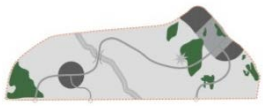
3.4.4 Greenway Policies

a. The greenway should be a minimum of approximately 70 m in width providing public space on both sides of the creek.

b. Additional lands adjacent to the greenway may be provided supporting opportunities to enjoy the natural environment.

c. The greenway is intended to be maintained as a natural space and future development should support the naturalization of the area.

3.5 Mature Tree Stands



3.5.1 Objective

To require development to be sensitive to the existing landscape to help preserve established tree stands. The existing treed areas are generally identified on **Figure 2**.

3.5.2 Policies

a. Development will endeavor to minimize negative impacts on the established tree cover, particularly on higher-quality stands, by maintaining existing trees, where possible. This may be accomplished by undertaking a quality assessment to determine whether mature stands can be incorporated into proposed developments.



b. Land drainage plans should endeavor to maintain the pre-development levels of moisture within existing tree stands that will be maintained.

c. Pervious cycling and pedestrian pathways should be encouraged to pass through treed areas to provide interest and opportunities to experience the diverse ecosystems within the neighbourhood.

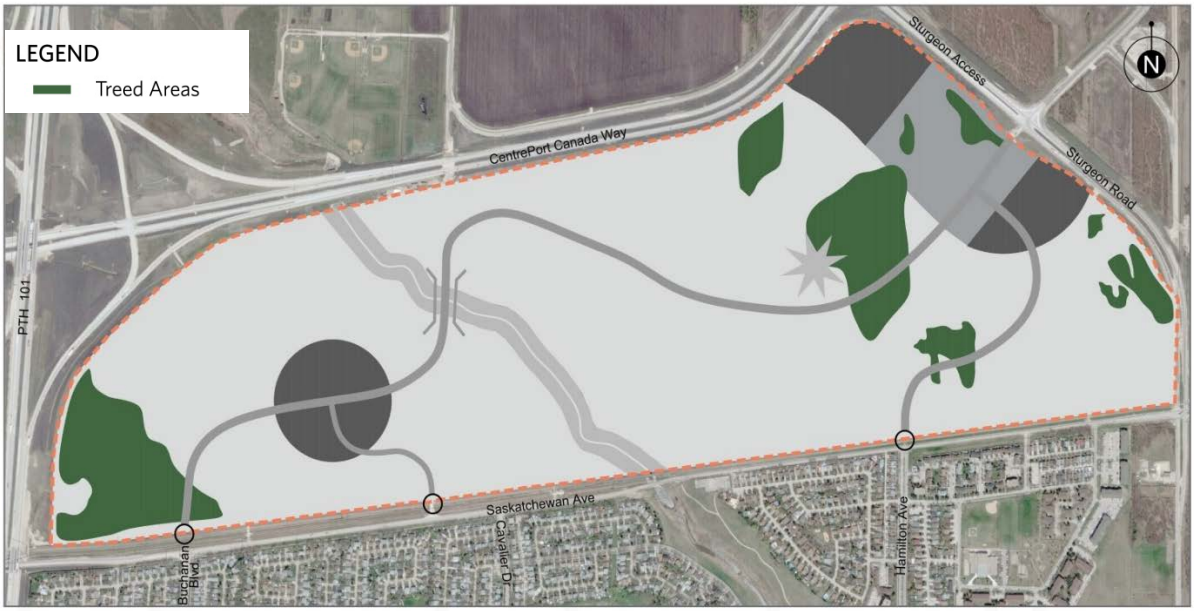


Figure 2: Mature Tree Stands

3.6 Environmental Protection

3.6.1 Objective

Natural areas and archeological significant sites shall be respected as the area is developed for residential and commercial purposes.

3.6.2 Policies

a. Development should occur in a manner that will complement, and not be detrimental to, the natural resources of an area.

b. The future design of subdivisions and layout of development parcels should minimize the impact on areas that have ecological significance or sensitivity.

c. Development must respect waterways located within the plan area.

d. Developers of land or buildings within the plan area shall consult with the appropriate provincial authorities regarding any known archaeological heritage sites within their areas of land ownership.

e. Proposed development that will impact a natural feature or heritage resource must be supported by a natural heritage management plan.

3.7 School Site

3.7.1 Objective

The St. James Assiniboia School Division has indicated that a school site will not be required within the plan area. There is significant school space available at all grade levels within the catchment area to serve the expected student population. The additional residents will in fact help to repopulate schools with low enrollment and better utilize existing infrastructure.

Should the requirement for a school site be identified in the future, it should be carefully selected to ensure convenient connections to the neighbourhood and recreation areas.

3.7.2 Siting Policies

a. A school site should have at least one boundary of the property fronting on a collector street to provide safe, convenient access.

b. School sites should be accessible by a variety of transportation modes, including walking, cycling, transit and automobiles.

c. The school site shall be large enough to provide adequate space for safe pick-up and drop-off zones, a school bus loop, and staff and visitor parking.

d. School sites shall be of a size consistent with any required legislation or standards, and should be co-located with larger active parks.

3.8 Community Centre

3.8.1 Objective

The General Council of Winnipeg Community Centres and Winnipeg Community Services have both indicated that increased population growth would not warrant a new community centre. Rather than build a new facility, restructuring existing square footage may meet increased demands.

Should the requirement for a community centre site be identified in the future, it should be carefully selected to ensure convenient connections to the neighbourhood and recreation areas.

3.8.2 Siting Policies

a. Community centres shall have frontage on an arterial street or collector street to ensure convenient access via multiple modes of transportation, including walking, cycling, transit and automobiles.

b. A site selected for a community centre shall be of a size appropriate for the intended use. The site will also require a large active park adjacent to the facility.

4.0 TRANSPORTATION

The objective of the transportation policies is to provide an efficient transportation system that includes a variety of modes to effectively move pedestrians, cyclists, and automobiles to destinations within and outside the plan area. The policies focus on ensuring the compatibility and safety of these systems, while making a concerted effort to create an environment that facilitates and encourages pedestrian activity.

The Transportation Master Plan (TMP) includes improvements to the regional transportation network within close proximity to the plan area:

- The extension of PTH 6 from CentrePort Canada Way to PTH 101;
- A bicycle spine/super corridor south of the Airport connecting downtown to Saskatchewan Avenue; and
- Pedestrian and cycling paths south of Saskatchewan Avenue throughout the Crestview and Heritage Park neighbourhoods.

The Perimeter Highway, CentrePort Canada Way, Saskatchewan Avenue and Sturgeon Road are existing Truck Routes, and are part of the Strategic Goods Movement Network. The TMP identifies the Perimeter Highway (PTH 101), between Saskatchewan Avenue and CentrePort Canada Way, as a link in the Provincial Highway network, which may experience higher levels of congestion by 2031.

The plan area is bound by Sturgeon Road to the east, CentrePort Canada Way to the north, the Perimeter Highway (PTH 101) to the west and Saskatchewan Avenue to the south. Connections to the plan area include:

- Three connections to Saskatchewan Avenue: Summit Road, a new right-of-way across from Buchanan Boulevard, and an open unimproved right-of-way across from Hamilton Avenue;
- The intersection of Sturgeon Road and Summit Road; and
- Two private accesses crossing the railway to Saskatchewan Avenue.

The Winnipeg Pedestrian and Cycling Strategies identify the Sturgeon Creek Greenway as moderate/high-priority for bicycle facility construction/improvement and Saskatchewan Avenue as moderate priority for bicycle facility construction/improvement.

The expected absence of a school and community centre within the area may increase demand for pedestrian and cycling connections across the railway tracks and Saskatchewan Avenue.

4.1 Connections to External Transportation Network

4.1.1 Objective

By ensuring that connections are made to the external transportation network, safe and efficient access to and from the plan area will be provided.

4.1.2 Policies

4.1.2.1 Alignment

a. Road network connections will, where feasible, align with the existing road network. Detailed alignments will be identified at the Development Application phase.

b. If possible, railway crossings may be moved to allow the alignment of road network connections.

4.1.2.2 Sound Attenuation

a. Lower-Density Residential development abutting major arterial roads, other higher order roadways, or rail lines shall incorporate appropriate sound attenuation measures when warranted.

4.1.2.3 Major Arterials

a. Direct access to the regional road network should only be by collectors.

b. No direct access to CentrePort Canada Way or the Perimeter Highway (PTH 101) shall be permitted.

c. The supporting transportation study may identify required improvements to external roads.

d. Lands may be acquired for grade separation at the corner of Saskatchewan Avenue and Sturgeon Road, and at the corner of Sturgeon Access and CentrePort Canada Way as part of a Development Application process. **Figure 3** illustrates the general area where land may be required.

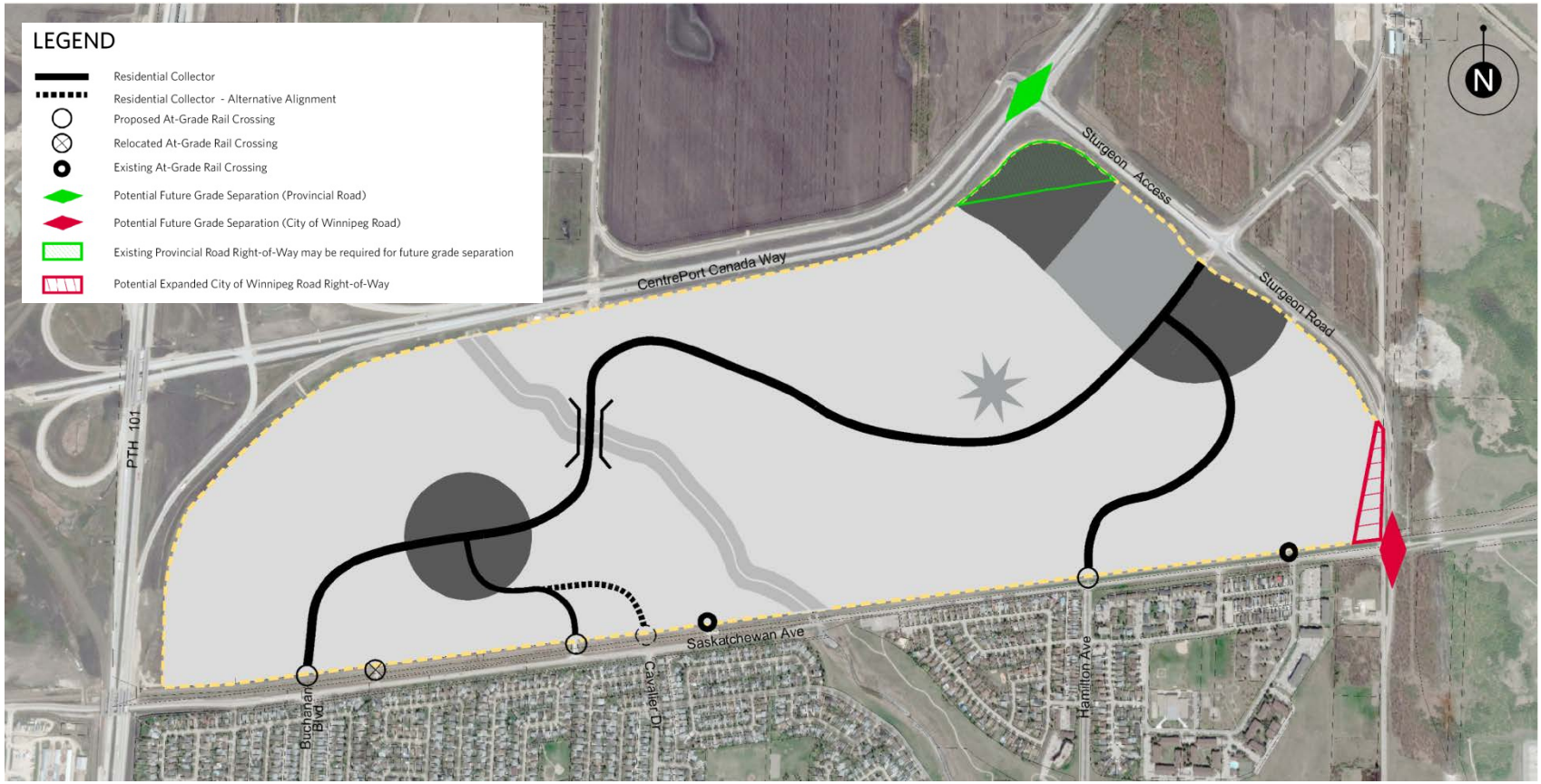


Figure 3: Potential Interchange Property Requirements

The hatched area on the map is based on a hypothetical single point diamond intersection. This structure has not been designed and the land requirements will vary based on final design. The hatched area is intended to show the general area where land may be required only.

4.2 Internal Transportation Network

4.2.1 Objective

To allow people and goods to move efficiently and effectively throughout the plan area by way of a well-connected transportation network that offers multiple safe and convenient route options.



Figure 4: Transportation Network

4.2.2 Policies

4.2.2.1 Alignment

a. The alignment of the internal road network shown on the 'Transportation Network' map (**Figure 4**) shall be refined at the Development Application stage.

4.2.2.2 Network Design

a. The internal road network should direct automobile traffic from residential streets to collector streets when moving through the new neighbourhood, and in and out of the plan area.

b. The design of the internal road network should be sensitive to the design and function of future stormwater management facilities.

c. Pedestrian scaled blocks should be included in the network to minimize distances between intersections and pedestrian connections.

d. Local streets shall be for the use of motorized vehicles, cyclists and pedestrians.

e. Collector streets shall be designed for the use of motorized vehicles and cyclists. Vehicle access to single-family lots, duplexes, townhomes and rowhomes on collector roads shall be provided from either frontage roads or lanes.

f. Cycling facilities shall be provided within collector road rights-of-way, except where sidewalk/bike paths are provided otherwise.



g. Collector streets should be designed to provide convenient and efficient access for local trips and public transit, while discouraging regional cut-through traffic and excessive speed.

h. Individual development projects are required to anticipate future road connections at strategic locations to provide seamless connections to future development. Where a road stub has been left, new developments shall create street connections to the stub.

i. Roads and sidewalks shall include wheelchair accessible curb cuts, and visually accessible ground treatments.

4.2.2.3 Connectivity

a. Mixed-Use Higher-Density Residential and Commercial Mixed-Use development should be directly connected to a sidewalk, walkway or pathway, and most single-family residential areas should be within 400 m of a sidewalk, walkway or pathway.

b. Multiple convenient and safe routes should be included in the network to provide connections to and from origin/destination points within the neighbourhood.

c. Connections to existing and future adjacent neighbourhoods should be provided to ensure efficient and direct routes for all modes of transportation.

d. Pedestrians and cycling should be accommodated at all rail crossings in the plan area.

4.2.2.4 Sidewalks

a. Sidewalks/bike paths shall be built on both sides of collectors unless frontage roads are provided. Where a multi-use path is provided on one side of a street, a sidewalk will be provided only on the opposite side.

b. Sidewalks on local streets may provide connections to pedestrian and cycling trails, parks, community centres, schools, transit, mixed-use policy areas and other community focal points in accordance with the *Transportation Standards Manual* and development agreement parameters.

c. All sidewalks will be designed in accordance with *City of Winnipeg Accessibility Design Standards*.

4.2.2.5 Pedestrian Walkways

a. Pedestrian walkways (mid-block cut-through) should be provided, as necessary, to reduce pedestrian trip lengths to destinations, open spaces and transit routes.

4.2.2.6 Pathways

a. Pathways shall accommodate recreational uses, and form part of the pedestrian and cycling networks that facilitate linkages within and between neighbourhoods, and connect to the regional network.

4.3 Transit

4.3.1 Objective

Ensure new neighbourhoods are designed to accommodate the efficient provision of transit services by establishing an interconnected collector street pattern for convenient bus routing and interconnected neighbourhood street pattern for convenient pedestrian connections.

4.3.2 Transit Routes and Stops Policies

a. Public transit routes and stops shall be identified in cooperation with Winnipeg Transit.

b. Transit stops should be located in close proximity to neighbourhood facilities, such as schools, community centres, parks, or near higher-density and/or mixed-use areas.

c. Most housing should be within 400 m of a public transit stop.

4.4 Air

4.4.1 Objective

To ensure that future development within the plan area, which is in the vicinity of the Winnipeg James Armstrong Richardson International Airport, does not negatively impact the safe and efficient operation of the Airport.

4.4.2 Air Policies

a. Development in the vicinity of the Winnipeg James Armstrong Richardson International Airport will 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.

b. Development in the vicinity of the Winnipeg James Armstrong Richardson International Airport will respect the policies within the *Airport Vicinity Development Plan*.

c. All development must 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.

d. The Winnipeg Airports Authority (WAA) shall be circulated on all Development Applications for lands located within the plan area to ensure the proposed plans do not violate the Airport's obstacle limitation surfaces (including building height limitations, wildlife hazards, lighting impacts, etc.). The WAA's comments will be limited to issues pertaining to their jurisdiction.

e. Development within a Noise Exposure Forecast (NEF) zone of accommodations, office, or other uses where extended exposure to increased noise levels would negatively impact the typical indoor environment shall be designed and built to mitigate the impact of the increased noise (e.g., appropriate insulation and triple-paned windows), thereby improving conditions for those who work, visit and spend time in these areas.

5.0 MUNICIPAL SERVICES AND UTILITIES

5.1 Municipal Services

5.1.1 Objective

The objective of these policies is to ensure that adequate municipal service and shallow utility infrastructure is provided to serve urban development throughout the plan area. The general area geology will influence the routing of services as the area features a relatively shallow depth to till and bedrock. Any development within the area will need to be fully serviced with piped municipal services (water, wastewater and land drainage), as well as shallow utilities (hydro, cable, telephone).

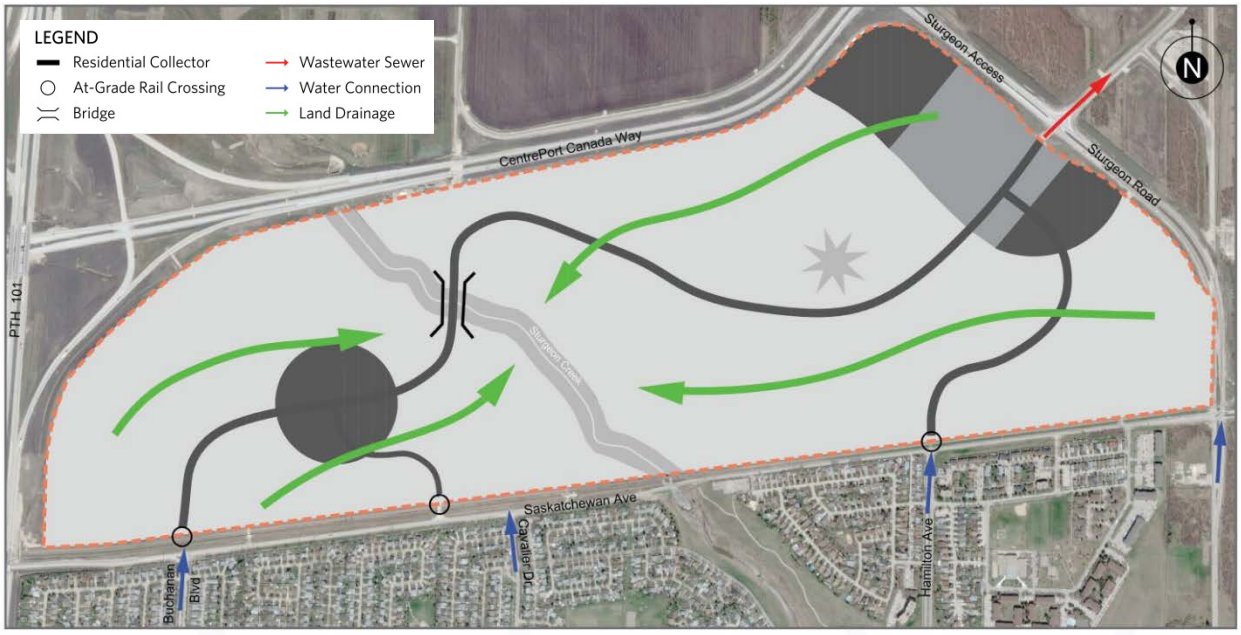


Figure 5: Conceptual Servicing

5.1.2 General Policies

a. New development within the plan area shall be serviced by a full range of municipal services as defined in *OurWinnipeg*. With permission from the City, exceptions may include additions or alterations to existing buildings, the development of accessory buildings to established principal uses, and some temporary uses, as long as any of the aforementioned exceptions do not require an application identified under section 275(1) of the Charter. Existing buildings and established principal uses shall be considered established prior to the adoption of this By-Law.

b. Design of servicing, such as the alignment and capacity of water mains, wastewater sewers, land drainage sewers and stormwater management facilities shall be to the satisfaction of the City of Winnipeg, based upon engineering studies and analysis.

c. Where required by the City of Winnipeg, to allow orderly and sequential urban development, easements and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate the extension of services.

d. A developer may be required to provide, or enter into an agreement to provide when required, rights-of-way or easements necessary to accommodate the extension of municipal services through or abutting a site in advance of development, in order to allow for orderly servicing.

e. Municipal services and shallow utilities will need to be constructed prior to, or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of these works throughout the development. Municipal service and shallow utility alignments will be identified at the development agreement stage and confirmed prior to, or during construction drawing approval.

f. 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.

5.1.3 General Water Distribution System Policies

a. The water distribution system for the planning area shall be designed to adequately and efficiently serve potable water and fire suppression needs of the plan area, and meet City of Winnipeg guidelines and standards.

5.1.4 General Wastewater Collection System Policies

a. The wastewater collection system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area, and meet City of Winnipeg guidelines and standards.

b. Wastewater flows shall be directed to the North End Sewage Treatment Plant.

5.2 Land Drainage System

5.2.1 Objective

Land drainage has a significant impact on the form and shape of a neighbourhood. Development of pedestrian and cycling networks, parks and housing often benefit from the amenities created as part of a land drainage system. The land drainage system will be designed to minimize the attraction of large birds in proximity to the Airport. This may result in a land drainage system that uses detention ponds (or dry ponds), which are designed to be drained and empty except during storm events and for a short period after.

Figure 5 shows the conceptual drainage pattern for the area. The precise locations and number of ponds will be determined by a thorough engineering analysis at the Development Application stage, but the area will generally drain towards Sturgeon Creek.

5.2.2 Policies

a. The land drainage system may be developed generally in conjunction with a park and path system.

b. Future drainage patterns should aim to minimize the impact on natural areas to be protected in parks or on private land. A significant change in the amount of water entering these areas (more or less) could negatively impact the existing plant communities. Erosion control measures shall be implemented as necessary.

c. Future drainage should not adversely affect the provincial highway system.

d. Where possible, and conforming to the criteria set out in the City-UDI Task Group on Criteria for Stormwater Management documents, with specific consideration for the safety of the public and the functionality of proposed uses and amenities, dry detention ponds may be developed to be useable for other recreational uses outside of storm events. This could include both passive and active uses.

e. Dry detention areas that are approved as providing opportunities for recreational use, per 5.2.2(d), may be eligible consideration as park dedication.

f. If wet stormwater ponds are allowed or required, they shall be naturalized.

5.2.3 Shallow Utilities

a. Urban development within the planning area shall be serviced with shallow utilities.

b. The location of all shallow utilities and the provision of rights-of-way and easements, and related line assignments should be addressed to the mutual satisfaction of the City, the landowner and the utility companies.

5.2.4 Utility Alignments and Easement

a. Utility rights-of-way and easements shall be provided to accommodate utilities, as determined necessary. Where possible, utilities will be located within the same easement area.

b. Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land, as determined necessary to facilitate orderly and sequential urban development.

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

d. Utility rights-of-way and easements, and public utility lots, shall be provided, as required, to accommodate the development or the extension of municipal utilities necessary for development.

e. Utility alignments will generally comply with the standard locations for placement of utilities adopted by the Underground Structures Committee.

f. The developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities, through or abutting to a site, in advance of development, in order to allow for the servicing of a site.

g. Utility rights-of-way and easements may be provided to accommodate geothermal utilities, as determined necessary.

6.0 IMPLEMENTATION

6.1 Objective

The following policies outline the details of the implementation of this Plan, including phasing and development approval procedures.

6.1.1 Staging and Phasing Policy

a. Staging and phasing of development will be largely driven by market conditions and by the extension of municipal services. Phasing shall occur in a logical and contiguous fashion, as determined through the Development Application process.

b. A detailed Transportation Impact Study, including all modes of transportation, may be required for each new phase of Development, including infrastructure recommendations as determined by the Director of Public Works.

6.1.2 Subdivision Applications and Processing Policies

a. Subdivision Applications shall clearly identify all pedestrian and cycling facilities to demonstrate pedestrian and cycling connectivity within and beyond the subdivision area, including the relationship to the greenway network and recreational pathways.

b. Individual Applications shall include a concept plan for adjacent properties that demonstrates how the design can be integrated within the overall Area Structure Plan layout, including the integration of pedestrian and cycling facilities to other facilities beyond the application area. In support of a Subdivision Application, it may be necessary to provide revised and/or more detailed transportation impact studies and municipal servicing reports.

6.2 Cost Sharing

6.2.1 Objective

The objective of these policies is to ensure that infrastructure and professional fees required to develop land within the plan area are shared equitably by all developing landowners in Airport Area West Residential.

6.2.2 Cost Sharing Policies

The cost of shared and/or benefitting infrastructure within the plan area shall be shared equitably among the developing landowners and the City of Winnipeg, where appropriate, to ensure timely development of the infrastructure required to support ongoing incremental development.

a. The cost of acquiring land associated with roadway facilities greater than a regional scale is the responsibility of the City of Winnipeg. Should land be acquired for such purposes, the landowners shall be compensated accordingly.

b. Development agreements with landowners may include a cost share for the provision of infrastructure within the planning area.

c. Cost sharing arrangements for collectors, arterial roads, rail crossings, bridges and related infrastructure may be accomplished through the development of a transportation area charge which shall be administered by the City of Winnipeg.

d. The transportation area charge should be reviewed at every major phase of development within the plan area and the area charge shall be updated annually.

e. Cost sharing arrangements for professional fees related to the preparation of the Area Structure Plan will be accomplished through the development of an area charge, which shall be administered by the City of Winnipeg.

f. The land drainage systems, including retention and/or detention areas, are a developer/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 retention ponds is included as a cost of the TSR.

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

h. Developing landowners within the planned area may be responsible for cost sharing for off-site municipal services constructed by others that benefit the planned area.

7.0 Definitions

Abutting – Immediately contiguous to or touching and, when used with respect to a lot or site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares a property line or boundary with it.

Adjacent – Properties or uses that abut one another, or are separated by a street or other publicly-dedicated right-of-way or pathway, canal or railroad right-of-way.

Arterial Roads – Carry large volumes of traffic (including passenger vehicles, trucks and buses) and connect residential areas, the central business district, regional shopping centres, large industrial and commercial areas, and other major activity areas within the urbanized area. They provide a high degree of mobility, serve longer trips, and have higher operating speeds than collector and local streets. They also provide continuity with the intercity highway network, serving trips entering and leaving urban areas, as well as pass-through trips. Access management is important to preserve capacity and enhance safety. Arterial roads may intersect with other arterials and collector streets, but should not connect directly to residential local streets.

Bike Lane – A road space identified for cyclists.

Collector Roads – Collect and distribute traffic between residential local streets and arterial streets. They also provide land access in residential areas. Passenger vehicles, delivery trucks and buses are accommodated. Direct access to adjacent properties is allowed for commercial and multi-family developments subject to traffic and design considerations. Front drives are not allowed for Low-Density Residential developments fronting residential collectors; in these cases, a back lane or frontage road is required for direct property access. Residential collector streets may intersect with arterials, other collectors and residential local streets.

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

Greenway – The corridor along Sturgeon Creek, which includes lands adjacent to the creek dedicated as greenspace. The Sturgeon Creek Greenway acts a buffer between the river and development, which provides access for the public and natural areas for wildlife habitat.

Multi-Use Path – A shared pathway for both pedestrians and cyclists.

Natural Area – Areas which represent some natural significance.

Neighbourhood – A portion of a community.

Recreational Use – The use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits, and may include, but is not limited to, walkways, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Land Use By-Law.

Residential Use – The use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhomes, apartments, and secondary dwellings in accordance with the Land Use By-Law.

Regional Street – A roadway that moves concentrated volumes of traffic between major generators throughout the City, links communities and the downtown, and/or provides a major access link to the provincial highway network.

Sidewalk – A dedicated space for pedestrians within a road right-of-way.