Minutes – East Kildonan-Transcona Community Committee – September 3, 2026

REPORTS

Item No. 3 Edward Schreyer Strategic Regional Transportation Infrastructure Cost Area Charge

COMMUNITY COMMITTEE RECOMMENDATION:

The East Kildonan-Transcona Community Committee laid consideration of the following amended motion over to its meeting on November 18, 2026:

WHEREAS Winnipeg City Council adopted the Transcona West Area Structure Plan By-law in 2008;

AND WHEREAS the plan identified the need for the construction of what was formally named, the North-South Transcona Corridor, and was renamed by Winnipeg City Council the Edward Schreyer Parkway, after the first NDP Premier in Manitoba History (1969-1977), the Rt. Hon. Edward Scheryer, who, during his tenure as Premier, legislated new progressive programs and legislation to raise the quality of life for the working people of Manitoba, and later he served as Canada's Governor General (1979-1984), and then went on to serve as our Nation's High Commissioner to Australia (1984-1988);

AND WHEREAS the need for the construction of the Edward Schreyer Parkway has never been greater, with an explosion of residential development in Northeast Winnipeg over the last 20 years, combined with an ongoing strong Industrial base for both manufacturing and transportation industries, such as the CNR Intermodal Terminal Yards, New Flyer Industries, Federal Express Shipping Centre, Parmalat Dairy, CNR Transcona Shops, and Premier Printing, just to name a few of the many medium to large industrial businesses that employ tens of thousands of residents and demand a strong regional road network for the movement of truck, goods, people and services;

AND WHEREAS the plan for the Edward Schreyer Parkway envisions a four lane cross section roadway, which represents a key leg in the City's envisioned and planned Regional Road Transportation Network, namely the Inner Ring Road system, that would link directly to and with the completion of Chief Peguis Trail, from Main Street to Route 90, ensuring the northern leg of the Inner Ring Road is real and practical method for the movement of goods, services and people;

AND WHEREAS the City of Winnipeg has employed the use of Area Charges to assist with new Strategic Regional Transportation Infrastructure Costs, with the most recent example being the Ridgewood Transportation Levy, that has been applied in the Charleswood area of Winnipeg for the purpose assisting with the completion of William Clement Parkway;

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the City of Winnipeg had previously approached the Province of Manitoba to request an amendment to the City of Winnipeg Charter Act, to allow for Development Cost Area Charges to be collected at the point of the Issuance of Permits, but that this matter was not pursued further following the legal failure to implement the proposed policy of 'Impact Fees';

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Property and Development be requested to direct the Winnipeg Public Service to undertake a feasibility assessment of implementing a Transportation Area Charge, through development applications, and at the permit stage (subject to the necessary change required in Provincial legislation) to be called the Transcona West Strategic Regional Transportation Infrastructure Cost Area Charge, for the purpose of assisting with the construction of the Edward Schreyer Parkway, in order to assist the City with resources to conduct preliminary and/or detailed designs for the said capital project, and to report back to the Standing Policy Committee in 120 days.

AND BE IT FURTHER RESOLVED that the City of Winnipeg requests an amendment to the City of Winnipeg Charter Act, as was previously contemplated, to allow for Development Cost Area Charges to be collected at the point of the issuance of permits.

DECISION MAKING HISTORY:

The Chairperson called Councillor Browaty to the Chair in order to move the following motion:

Moved by Councillor Wyatt,
That the motion be amended as follows:

- Delete the words "Edward Schreyer" immediately after the words "to be called the" and replace with the words "Transcona West"

and laid over to the November 18, 2026 meeting of the East Kildonan-Transcona Community Committee.

Carried

Councillor Wyatt resumed the Chair.

COMMUNITY COMMITTEE RECOMMENDATION:

On August 13, 2026, the East Kildonan-Transcona Community Committee laid the matter over to its meeting on September 3, 2026.

On June 22, 2026, the East Kildonan-Transcona Community Committee laid over consideration of the following motion for up to 30 days:

WHEREAS Winnipeg City Council adopted the Transcona West Area Structure Plan By-law in 2008;

AND WHEREAS the plan identified the need for the construction of what was formally named, the North-South Transcona Corridor, and was renamed by Winnipeg City Council the Edward Schreyer Parkway, after the first NDP Premier in Manitoba History (1969-1977), the Rt. Hon. Edward Scheryer, who, during his tenure as Premier, legislated new progressive programs and legislation to raise the quality of life for the working people of Manitoba, and later he served as Canada's Governor General (1979-1984), and then went on to serve as our Nation's High Commissioner to Australia (1984-1988);

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the need for the construction of the Edward Schreyer Parkway has never been greater, with an explosion of residential development in Northeast Winnipeg over the last 20 years, combined with an ongoing strong Industrial base for both manufacturing and transportation industries, such as the CNR Intermodal Terminal Yards, New Flyer Industries, Federal Express Shipping Centre, Parmalat Dairy, CNR Transcona Shops, and Premier Printing, just to name a few of the many medium to large industrial businesses that employ tens of thousands of residents and demand a strong regional road network for the movement of truck, goods, people and services;

AND WHEREAS the plan for the Edward Schreyer Parkway envisions a four lane cross section roadway, which represents a key leg in the City's envisioned and planned Regional Road Transportation Network, namely the Inner Ring Road system, that would link directly to and with the completion of Chief Peguis Trail, from Main Street to Route 90, ensuring the northern leg of the Inner Ring Road is real and practical method for the movement of goods, services and people;

AND WHEREAS the City of Winnipeg has employed the use of Area Charges to assist with new Strategic Regional Transportation Infrastructure Costs, with the most recent example being the Ridgewood Transportation Levy, that has been applied in the Charleswood area of Winnipeg for the purpose assisting with the completion of William Clement Parkway;

AND WHEREAS the City of Winnipeg had previously approached the Province of Manitoba to request an amendment to the City of Winnipeg Charter Act, to allow for Development Cost Area Charges to be collected at the point of the Issuance of Permits, but that this matter was not pursued further following the legal failure to implement the proposed policy of 'Impact Fees';

THEREFORE BE IT RESOLVED that the Standing Policy Committee on Property and Development be requested to direct the Winnipeg Public Service to undertake a feasibility assessment of implementing a Transportation Area Charge, through development applications, and at the permit stage (subject to the necessary change required in Provincial legislation) to be called the Edward Schreyer Strategic Regional Transportation Infrastructure Cost Area Charge, for the purpose of assisting with the construction of the Edward Schreyer Parkway, in order to assist the City with resources to conduct preliminary and/or detailed designs for the said capital project, and to report back to the Standing Policy Committee in 120 days.

AND BE IT FURTHER RESOLVED that the City of Winnipeg requests an amendment to the City of Winnipeg Charter Act, as was previously contemplated, to allow for Development Cost Area Charges to be collected at the point of the issuance of permits.