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

## REPORTS

**Item No. 10 The Southern Transcona Ward Lands Regional Transportation Infrastructure Cost Area Charge (Transcona Ward)**

COMMUNITY COMMITTEE RECOMMENDATION:

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

WHEREAS Winnipeg City Council, in 2026, approved a new and large development on the south side of Dugald Road near Mazenod Road; DASZ 4/2026 – The Waters Urban Village

AND WHEREAS the development, approved at the July 2026 Council meeting, is anticipated to add approximately 3,000 to 3,500 new residences and generate approximately 5,000 to 6,000 additional vehicle trips to and from the community;

AND WHEREAS Winnipeg City Council is considering an application with respect to the Transcona West Secondary Plan and may consider further applications related to this area in the future;

AND WHEREAS over the past two years, Winnipeg City Council has approved other new developments south of Dugald Road within the Transcona Ward;

AND WHEREAS all lands within the Transcona Ward south of the CNR Redditt subdivision rail line, north of Fermor Avenue/Highway No. 1, east of the boundary with Lagimodière Boulevard, and west of the boundary with the RM of Springfield and the City of Winnipeg, comprise a significant area of undeveloped land that has been identified and targeted for future development;

AND WHEREAS these lands have significant outstanding regional transportation infrastructure requirements that are presently unfunded;

AND WHEREAS in relation to the application pertaining DASZ 4/2026, the Winnipeg Public Service identified and calculated millions of dollars in off-site servicing costs that were not assigned to the developer in question, despite the development having a direct impact on existing regional transportation networks;

AND WHEREAS outstanding regional transportation issues identified in connection with the development include the need for improvements and upgrades at the Lagimodière Boulevard and Marion Street intersection, the Lagimodière Boulevard and Dugald Road intersection, improvements to Dugald Road between Lagimodière Boulevard and Plessis Road, further improvements to Dugald Road to the east, improvements to the Plessis Road and Dugald Road intersection, and improvements to Plessis Road south of Dugald Road; to the east;

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS the area bounded by the CNR Redditt subdivision rail line to the north, Fermor Avenue/Highway No. 1 to the south, Lagimodière Boulevard to the west, and the City of Winnipeg boundary with the RM of Springfield to the east contains significant employment lands with numerous existing industries that are anticipated to continue to grow, further increasing demands on the existing regional transportation network;

AND WHEREAS the South Transcona Secondary Plan clearly identifies that Plessis Road south of Dugald Road is at full capacity and requires twinning as soon as possible from Dugald Road south to Fermor Avenue and the future Edward Schreyer Parkway South;

AND WHEREAS Dugald Road is approaching full capacity and is expected to reach full capacity within the next five to ten years, requiring twinning as soon as possible, as both Dugald Road and Plessis Road are major connections to the regional transportation network of the City of Winnipeg and the Province of Manitoba;

AND WHEREAS the City of Winnipeg has previously used area charges to assist with the costs of new regional transportation infrastructure, including the Ridgewood Transportation Levy in the Charleswood area, which was established to assist with the completion of William Clement Parkway;

AND WHEREAS the Winnipeg Public Service has recently been working toward establishing a new area charge in the vicinity of Centre Port to assist with regional transportation upgrades associated with development in that area;

AND WHEREAS the City of Winnipeg has previously approached the Province of Manitoba to request an amendment to The City of Winnipeg Charter to permit development cost charges to be collected at the time of the issuance of permits, but this matter was not pursued following the legal challenges associated with the proposed implementation 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 any necessary changes to provincial legislation, to contribute toward regional transportation infrastructure costs towards the following transportation improvements but not limited to:

1. The Lagimodière Boulevard and Marion Street intersection;
2. The Lagimodière Boulevard and Dugald Road intersection;
3. Upgrades and improvements to Dugald Road between Lagimodière Boulevard and Plessis Road;
4. The twinning of Dugald Road from Plessis Road to the Perimeter Highway;
5. The twinning of Plessis Road from Dugald Road to Fermor (to be called the future Edward Schreyer Parkway South).

COMMUNITY COMMITTEE RECOMMENDATION (continued):

AND BE IT FURTHER RESOLVED that the feasibility assessment include consideration of area charges to assist with preliminary and or detailed designs for the identified capital projects, as well as potential funding toward the construction of said capital projects;

BE IT FURTHER RESOLVED that the Winnipeg Public Service report back to the Standing Policy Committee on Property and Development within 120 days;

BE IT FURTHER RESOLVED that the City of Winnipeg request an amendment to The City of Winnipeg Charter to permit development cost area charges to be collected at the time of the issuance of development and/or building permits, as was previously contemplated.

DECISION MAKING HISTORY:

The Chairperson called Councillor Durand-Wood to the Chair in order to move the following motions:

Moved by Councillor Wyatt,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Wyatt,

That the consideration of the following motion be laid over to the November 18, 2026, meeting of the East Kildonan-Transcona Community Committee:

WHEREAS Winnipeg City Council, in 2026, approved a new and large development on the south side of Dugald Road near Mazenod Road; DASZ 4/2026 – The Waters Urban Village

AND WHEREAS the development, approved at the July 2026 Council meeting, is anticipated to add approximately 3,000 to 3,500 new residences and generate approximately 5,000 to 6,000 additional vehicle trips to and from the community;

AND WHEREAS Winnipeg City Council is considering an application with respect to the Transcona West Secondary Plan and may consider further applications related to this area in the future;

AND WHEREAS over the past two years, Winnipeg City Council has approved other new developments south of Dugald Road within the Transcona Ward;

AND WHEREAS all lands within the Transcona Ward south of the CNR Redditt subdivision rail line, north of Fermor Avenue/Highway No. 1, east of the boundary with Lagimodière Boulevard, and west of the boundary with the RM of Springfield and the City of Winnipeg, comprise a significant area of undeveloped land that has been identified and targeted for future development;

AND WHEREAS these lands have significant outstanding regional transportation infrastructure requirements that are presently unfunded;

AND WHEREAS in relation to the application pertaining DASZ 4/2026, the Winnipeg Public Service identified and calculated millions of dollars in off-site servicing costs that were not assigned to the developer in question, despite the development having a direct impact on existing regional transportation networks;

DECISION MAKING HISTORY (continued):

AND WHEREAS outstanding regional transportation issues identified in connection with the development include the need for improvements and upgrades at the Lagimodière Boulevard and Marion Street intersection, the Lagimodière Boulevard and Dugald Road intersection, improvements to Dugald Road between Lagimodière Boulevard and Plessis Road, further improvements to Dugald Road to the east, improvements to the Plessis Road and Dugald Road intersection, and improvements to Plessis Road south of Dugald Road; to the east;

AND WHEREAS the area bounded by the CNR Redditt subdivision rail line to the north, Fermor Avenue/Highway No. 1 to the south, Lagimodière Boulevard to the west, and the City of Winnipeg boundary with the RM of Springfield to the east contains significant employment lands with numerous existing industries that are anticipated to continue to grow, further increasing demands on the existing regional transportation network;

AND WHEREAS the South Transcona Secondary Plan clearly identifies that Plessis Road south of Dugald Road is at full capacity and requires twinning as soon as possible from Dugald Road south to Fermor Avenue and the future Edward Schreyer Parkway South;

AND WHEREAS Dugald Road is approaching full capacity and is expected to reach full capacity within the next five to ten years, requiring twinning as soon as possible, as both Dugald Road and Plessis Road are major connections to the regional transportation network of the City of Winnipeg and the Province of Manitoba;

AND WHEREAS the City of Winnipeg has previously used area charges to assist with the costs of new regional transportation infrastructure, including the Ridgewood Transportation Levy in the Charleswood area, which was established to assist with the completion of William Clement Parkway;

AND WHEREAS the Winnipeg Public Service has recently been working toward establishing a new area charge in the vicinity of Centre Port to assist with regional transportation upgrades associated with development in that area;

AND WHEREAS the City of Winnipeg has previously approached the Province of Manitoba to request an amendment to The City of Winnipeg Charter to permit development cost charges to be collected at the time of the issuance of permits, but this matter was not pursued following the legal challenges associated with the proposed implementation 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 any necessary changes to provincial legislation, to contribute toward regional transportation infrastructure costs towards the following transportation improvements but not limited to:

DECISION MAKING HISTORY (continued):

1. The Lagimodière Boulevard and Marion Street intersection;
2. The Lagimodière Boulevard and Dugald Road intersection;
3. Upgrades and improvements to Dugald Road between Lagimodière Boulevard and Plessis Road;
4. The twinning of Dugald Road from Plessis Road to the Perimeter Highway;
5. The twinning of Plessis Road from Dugald Road to Fermor (to be called the future Edward Schreyer Parkway South).

AND BE IT FURTHER RESOLVED that the feasibility assessment include consideration of area charges to assist with preliminary and or detailed designs for the identified capital projects, as well as potential funding toward the construction of said capital projects;

BE IT FURTHER RESOLVED that the Winnipeg Public Service report back to the Standing Policy Committee on Property and Development within 120 days;

BE IT FURTHER RESOLVED that the City of Winnipeg request an amendment to The City of Winnipeg Charter to permit development cost area charges to be collected at the time of the issuance of development and/or building permits, as was previously contemplated.

Carried

Councillor Wyatt resumed the Chair