

THE CITY OF WINNIPEG

BY-LAW NO. 78/2026

A By-law of THE CITY OF WINNIPEG to adopt a secondary plan for South Transcona.

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

- 1** This By-law may be referred to as the “South Transcona Secondary Plan By-law”.
- 2** The document entitled “South Transcona Secondary Plan”, attached as Schedule “A” to this By-law, is hereby adopted as a secondary plan.
- 3** Schedule “A” to the Winnipeg Zoning By-law No. 200/2006 is amended in section 1 by adding the following as the next available subsection:

South Transcona Secondary Plan

RECEIVED FIRST READING this day of , 2026;

RECEIVED SECOND READING this day of , 2026;

RECEIVED THIRD READING this day of , 2026;

DONE AND PASSED this day of , 2026.

Mayor

City Clerk

Approved as to content:

Director of Planning, Property
and Development

Legally reviewed and certified as to form:

for Director of Legal Services
and City Solicitor



South Transcona

Secondary Plan

By-law No. 40/2026

OFFICE CONSOLIDATION

Current As of July 2026

Corporate vision

To be a vibrant and healthy city which places its highest priority in quality of life for all its citizens.

Corporate mission

Working together to achieve affordable, responsive and innovative public service.



Land and Water Acknowledgement

Winnipeg is located in Treaty One Territory, the home and traditional lands of the Anishinaabe (Ojibwe), Inineu (Cree), and Dakota peoples, and in the National Homeland of the Red River Métis. Our drinking water comes from Shoal Lake 40 First Nation, in Treaty Three Territory.

South Transcona Secondary Plan

Submitted by:

MRA Planning and Development Ltd.

and

McGowan Russell Group Inc.

Planning, Property & Development Department

Urban Planning Division

Final Submission – June 30, 2026

Table of Contents

1	INTRODUCTION	1
1.1	Overview	1
1.2	A Sustainable Community	3
1.3	Plan Authority	3
1.4	Planning, Implementation, and Timeframe	3
1.5	Interpretation	5
2	PLAN BACKGROUND	7
2.1	History of South Transcona	7
2.2	Plan Area	7
2.3	Existing Areas	8
2.4	Primary Development Areas	9
2.5	Natural and Environmental Features	9
2.6	Market Analysis	10
3	VISION AND GOALS	11
3.1	Vision	11
3.2	Goals	11
4	LAND USE POLICIES	13
4.1	Overview	13
4.2	Town Gateway	15
4.3	Town Neighbourhood	17
4.4	Town Neighbourhood – Small	18
4.5	General Land Use Policies	21
5	PARKS, RECREATION, AND NATURAL AREAS	23
5.1	Overview	23
5.2	Sustainable Community Objectives:	23
5.3	Natural Areas	26
5.4	The Green Corridor System	26
5.5	Urban Forest and Trees	27
5.6	Parks	28
5.7	School Sites	29
6	SERVICING AND UTILITIES	30
6.1	Overview	30
6.2	Sustainable Community Objectives:	30
6.3	General Servicing	34
6.4	Water and Wastewater	34
6.5	Land Drainage and Stormwater Management	35

6.6	Utilities and Energy	35
7	TRANSPORTATION NETWORK	37
7.1	Overview	37
7.2	Sustainable Community Objectives:	37
7.3	General Transportation Framework	39
7.4	External Road Network	39
7.5	Internal Road Network	40
7.6	Pathway Network	41
7.7	Public Transit.....	42
8	PHASING, COST SHARING AND IMPLEMENTATION	43
8.1	Overview	43
8.2	Sustainable Community Objectives:	43
8.3	Priorities and Phasing	44
8.4	Cost Sharing.....	44
8.5	Implementation.....	45
8.6	Partnerships	46
APPENDIX A: MAP 1 – LAND USE AND TRANSPORTATION		47
APPENDIX B: MAP 2 – LAND USE COMPATIBILITY.....		48

List of Figures

Figure 1: South Transcona in its Urban Context	2
Figure 2: City of Winnipeg Planning At A Glance	4
Figure 3: Original South Transcona Master Plan	7
Figure 4: Plan Area	8
Figure 5: South Transcona Park Concept.....	24
Figure 6: South Transcona Natural Areas	25
Figure 7: Water Servicing Plan	31
Figure 8: Wastewater Servicing Plan	32
Figure 9: Land Drainage Servicing Plan.....	33
Figure 10: Active Transportation Network	38

1 INTRODUCTION

1.1 Overview

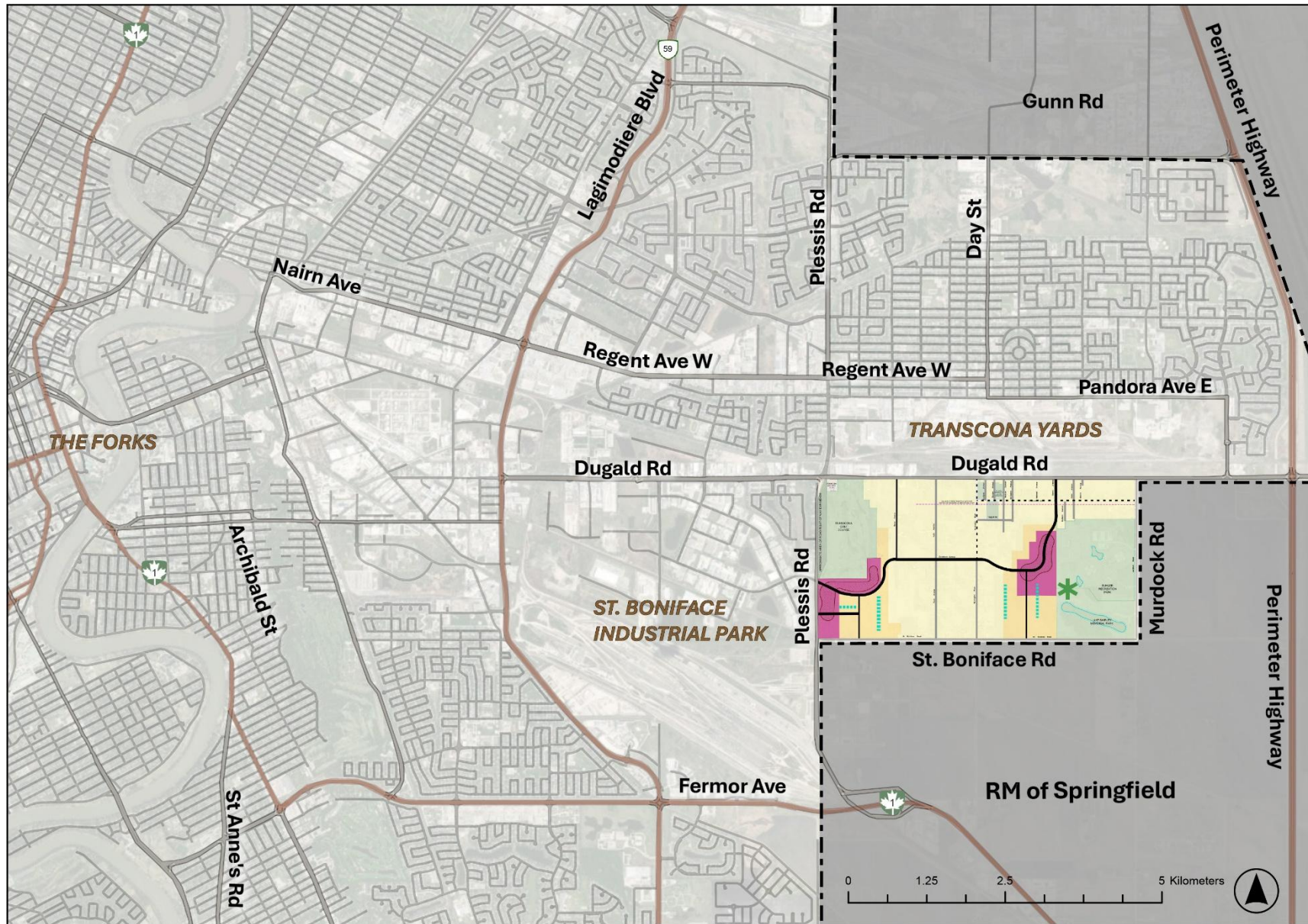
Over the coming decades, South Transcona will evolve into a community accommodating over 20,000 residents in approximately 7,500 dwelling units. The South Transcona Secondary Plan (the “Plan”) establishes the framework to guide this growth by coordinating sustainable approaches to land use, transportation, servicing, parks, natural areas, and community assets into a cohesive and resilient urban structure.

Most new growth will occur within greenfield development areas that are largely vacant and capable of being serviced, making them suitable for new neighbourhood development. Over time, these areas will develop into complete neighbourhoods, offering a full range of housing choices, community amenities, commercial services, urban-standard services, upgraded transportation networks, active transportation routes, and a connected system of parks and recreation amenities.

South Transcona also includes one of Winnipeg’s remaining semi-rural residential areas called The Acreages. It also includes an existing neighbourhood called The Hamlet. These established communities are integral to the Plan Area’s identity. Change within these areas is anticipated to be gradual, service-dependent, and voluntary, with policies designed to respect existing residents while providing options for future redevelopment over time.

Through thoughtful and incremental change in The Acreages and The Hamlet areas, new, appropriately scaled low-density housing and community scaled commercial will be accommodated while maintaining South Transcona’s rural character and natural features. A key commitment of this Plan is the long-term creation of a legacy system of natural corridors that protects ecological value and reinforces local identity

Figure 1: South Transcona in its Urban Context



1.2 A Sustainable Community

To succeed in its vision, the Plan will employ sustainable community approaches to build a resilient community that meets not only today's needs but those of future generations. It will be place where people want to live, work, play, and learn, now and in the future.

1.2.1 Purpose

The purpose of this Plan is to ensure that South Transcona develops in a logical, orderly, and sustainable manner. The Plan will:

- Provide long-term vision and phasing for land use, development, servicing, transportation, parks, and community infrastructure over the short, medium, and long term for the entire Plan Area
- Provide sustainable community expectations
- Provide a full range of municipal servicing over time
- Manage change in a way that respects existing residents and landowners while preparing the area for long-term growth
- Guide public and private investment
- Deliver certainty and transparency for residents, landowners, and developers
- Serve as a statutory by-law adopted by City Council, applicable to all development applications within the Plan Area.

1.3 Plan Authority

The Plan is enabled by Section 234 of the City of Winnipeg Charter Act ("The Charter"), which grants City Council the authority to adopt secondary plan by-laws for neighbourhood, district, or area-specific planning matters. The Plan is a secondary plan by-law adopted by the City pursuant to this section of the Charter. Under the Charter, all development applications submitted with respect to any lands within the Plan Area must conform with the policies of the Plan. In addition, under Section 275 of the Charter, applications to rezone and/or subdivide properties must be refused without a hearing unless they conform to the policies of the Plan.

1.4 Planning, Implementation, and Timeframe

1.4.1 Planning

Complete Communities identifies greenfield areas or "Precincts" within the City that are intended for future urban development but do not currently have a full range of urban standard services. Complete Communities requires designated Precincts to undergo a local area planning process to ensure that new development aligns with the document's overall vision and objectives for achieving complete communities. South Transcona is designated as Precinct 'S'.

1.4.2 Implementation

This Plan is future-oriented and depicts how the Plan Area is to be developed over time through a series of private and public-sector initiatives. This will be accomplished through the development application process which will include more detailed and site specific studies dealing with matters such as, but not limited to, servicing, transportation, park dedication, land ownership, zoning, subdivision, and development timing. Applications shall be based on and evaluated against the policies outlined in the Plan.

1.4.3 Timeframe

Change in South Transcona will occur gradually. This Plan provides direction over a 40-year horizon, with larger greenfield areas anticipated completion within approximately the first 20 years. Several factors will guide the pace and character of change including market demand, availability of services and infrastructure investment.

1.4.4 Monitoring, Review, Evaluation

The vision, objectives, and policies of the Plan will be subject to periodic review and update to ensure they remain current and relevant over time.

1.4.5 Amendments

As a secondary plan bylaw, application to amend the Plan must be submitted to the Planning, Property and Development Department (“the Department”) for review and approval by Council. The applicant shall submit any and all supporting information that a designated employee determines to be necessary to justify and/or evaluate the proposed amendment. Changes to Maps 1 and 2 will require a plan amendment. Figures are conceptual and for illustrative purposes only; their modification does not require an amendment..

Figure 2: City of Winnipeg Planning At A Glance



1.5 Interpretation

1.5.1 Policies

Where a statement of intent accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy or policies that follow.

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

Where the term “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from to address unique circumstances that will otherwise render compliance impractical or to introduce an acceptable alternate means to achieve the general intent of the policy. Any deviation must be supported by appropriate justification.

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

Where a policy requires that studies, analysis or information be submitted, the exact requirements and timing of the studies, analyses or information, shall be determined at the development application stage.

1.5.2 Key Definitions

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

“Abut” or “abutting” means immediately contiguous to or touching and, when used with respect to a lot of a site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares a property line or boundary.

“Adjacent” means properties or uses that would otherwise abut but are separated by a road or other dedicated right-of-way or pathway.

“Contiguous” means lands, infrastructure, or systems that physically abut, connect to, or are directly adjacent to one another, or that are separated only by minor physical features or rights-of-way, in a manner that allows for logical, coordinated, and continuous development, servicing, or network connectivity.

“Full range of urban standard services” includes piped water, piped wastewater, piped land drainage, and an urban standard roadway.

“Major roadways” refer to designated arterials, major collectors, and minor collectors which are planned or existing.

“Multi-family dwelling” means a building with three or more dwelling units.

“Multi-use pathway” means a shared active transportation facility intended for pedestrians, cyclists, and other non-motorized users.

“Net developable acre” means the total area of land contained within the property boundaries but does not include public road rights-of-way, parks, pathways, walkways, ponds, and areas that are not residential in nature such as schools, recreation and commercial areas.

“Network” means a system of connected or related elements, lands, infrastructure, or facilities that collectively form an organized or coordinated pattern, structure, or framework across an area.

“Net density” shall be calculated by establishing the total number of dwelling units and divided by the net developable acres.

“Rail Facilities” means rail corridors, rail sidings, train stations, intermodal facilities, rail yards, and associated uses, including lands designated for future rail facilities.

“Row dwelling” or **“townhome”** means a type of ground oriented multi-family dwelling with a direct entrance to each individual where no dwelling unit is provided

“Semi-detached dwelling” or **“duplex”** means a two-family dwelling where the units are attached by a common wall, which could be partially above, below or beside.

“Single-family dwelling” means a singular dwelling unit that is detached from any other dwelling units.

1.5.3 Figures

The figures included in this plan are illustrative only and meant to assist in the interpretation of the objectives and policies of the Plan. In the event of a conflict between a figure and a policy, the policy prevails.

Plans that are conceptual and not statutory are labeled as **“Figures”**.

1.5.4 Maps

The boundaries and location of any symbols or areas shown on maps in this Plan are approximate and not intended to define an exact location. However, where symbols or policy areas coincide with known physical features such as existing property lines or rights-of-way, the location is precise.

Maps that are statutory are labelled as **“Maps”**.

2 PLAN BACKGROUND

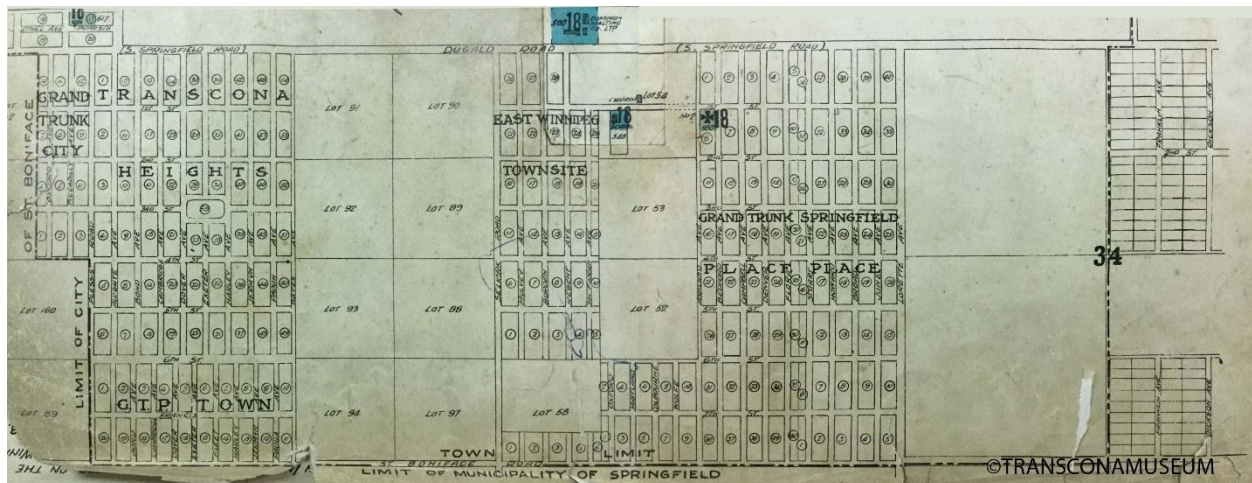
2.1 History of South Transcona

South Transcona, originally planned in the early 20th century, was once envisioned as an urban centre to support the City of Transcona, complete with urban amenities, including a fire hall, school, church, and community club. However, development of the area stalled following the cancellation of early subdivision plans and its eventual incorporation into the City of Winnipeg.

For more than a century, South Transcona has maintained its distinct rural and semi-rural character, supported by a strong sense of community identity. Development has been limited to a small grid-based residential node known as The Hamlet, and a series of estate-style lots on parcels averaging 2.5 acres to 5 acres known as The Acreages.

South Transcona's historic pattern of low-intensity land use, large recreational lands, limited servicing, and fragmented road networks has shaped its physical form and community context today.

Figure 3: Original South Transcona Master Plan | Transcona Museum



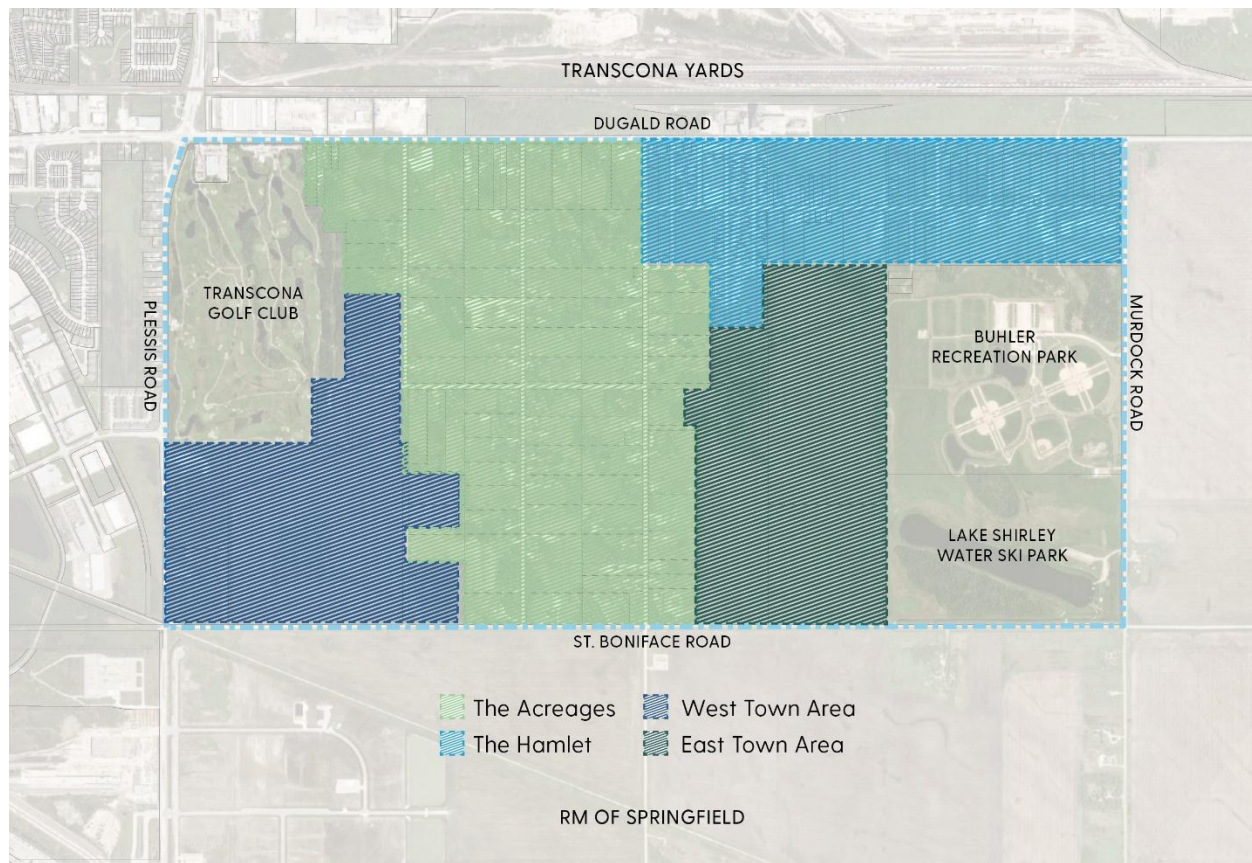
2.2 Plan Area

The South Transcona Secondary Plan Area (the “Plan Area”) is located in the northeast quadrant of Winnipeg directly south of the Transcona Yards which separate the Plan Area from broader Transcona. It is 1,313 acres in size and is bounded by Dugald Road to the north, Plessis Road to the west, St. Boniface Road to the south, and Murdock Road to the east.

The Plan Area includes a combination of undeveloped lands, established semi-rural residential areas, and key regional recreational amenities such as Buhler Recreation Park and the Transcona Golf Club.

The lands surrounding South Transcona reflect a mix of urban and rural development. To the north are the Transcona Rail Yards and industrial corridors along Dugald Road. West of Plessis Road are a range of residential, industrial and commercial developments. To the south and east of the Plan Area is the Rural Municipality of Springfield, which includes mostly agricultural uses and limited rural residential or industrial land uses.

Figure 4: Plan Area



2.3 Existing Areas

Existing areas are characterized by low-density estate-style residential lots, fragmented agricultural holdings, and open fields with recreational or natural functions (see Figure 4). The Area includes a handful of small agricultural holdings, ditches, and fields used for pasture or informal cultivation. Notable existing uses include:

2.3.1 The Acreages

The Acreages comprise approximately 404 acres and are characterized by large, semi-rural residential parcels generally ranging from 2.5 to 5 acres. Development is predominantly single-family in nature and is serviced by wells and onsite wastewater management systems. The area fronts onto Dugald Road and Esselmont Avenue and is centrally located within South Transcona, with proximity to the Transcona Rail Yards to the north.

Land uses within the Acreages also include urban agriculture, hobby farming, and open land associated with residential parcels. Drainage infrastructure is primarily roadside ditch-based, contributing to the area's rural character.

2.3.2 The Hamlet

The Hamlet is a residential area of approximately 180 acres, located in the northeast portion of the Plan Area. It is distinguished by a traditional grid street pattern and smaller urban-style residential lots and a handful of estate-style lots. Existing development consists primarily of single-family dwellings, with an estimated density of approximately 3.6 dwelling units per acre.

The Hamlet already possesses basic servicing including municipal water and wastewater extending from Dugald Road to serve most properties. Stormwater is managed through ditches while roadways are considered to be a rural standard.

A key constraint to future residential development in the Hamlet is proximity to major heavy industrial activity north of Dugald Road. Land use compatibility and mitigation measures will be required to address this condition.

2.3.3 Community Assets

Key community assets include the South Transcona Community Centre, Buhler Recreation Park, Lake Shirley Memorial Park, and the Transcona Golf Club. Together, these facilities support a wide range of recreational, cultural, and social activities, including organized sports, informal recreation, community events, and year-round programming.

2.4 Primary Development Areas

Future development in South Transcona will be largely anchored by two primary greenfield areas known as the West Town Area and East Town Area (see Figure 4). These are two assembled, largely undeveloped landholdings comprising 165 acres and 178 acres, respectively.

These areas will be connected by a new east–west High Street that functions as a key organizing corridor for land use, mobility, and community activity.

Each of the new Town Areas will include Town Gateways, which are higher density, mixed-use areas with taller buildings located along major roadways, and/or adjacent to major community assets, organized around Town Gateway Centres. Town Gateways are intended to accommodate housing, retail, personal services, community amenities such as schools, and commercial amenities such as grocery stores or quick-service restaurants, forming walkable centres of activity.

From the Gateways, development will transition gradually to lower-scale Town Neighbourhoods, which are designed primarily to provide a diverse range of housing options to accommodate population growth. Housing will serve residents of all ages and household types and will be integrated along existing, improved, and newly constructed streets.

2.5 Natural and Environmental Features

South Transcona contains a mix of open spaces, tree stands, wetlands and natural corridors that support ecological function and local wildlife habitat. The area contains a range of habitat, including pockets of prairie grassland, particularly in the northeast near The Hamlet, centrally located wetlands, and mature forests across older residential lots composed of native species such as bur oak, American elm, and aspen. These natural features contribute to local character and biodiversity. Preserving and integrating natural systems is a key principle of this Plan and is supported through policies that emphasize protection, connectivity, and the creation of continuous natural corridors.

2.6 Market Analysis

The City of Winnipeg's 2025 Housing Needs Assessment Report suggests strong demand across the city for a range of housing options including single-family homes, multi-unit apartments, townhouses, duplex, triplexes, quadplexes and secondary units. South Transcona is positioned to accommodate this demand as market analysis suggests potential for approximately 7,500 new units over the Plan's horizon.

3 VISION AND GOALS

3.1 Vision

South Transcona will be a sustainable community from a social, environmental and economic perspective. It will preserve its peaceful atmosphere, natural ecology, and its small town feel while accommodating long-term growth of upwards of 20,000 new residents in approximately 7,500 new dwelling units across the Plan Area. A system of new natural corridors parks will anchor the community, preserving habitat and recognizing the land's ecological significance. This system will emerge over the course of several decades in the Plan area, reflecting a long-term commitment to the environment, land stewardship, natural heritage, and a connected ecological network, while still enabling incremental and voluntary development.

Housing choice is central to the Plan, featuring a range of typologies including single family homes, multi-unit apartments, townhouses, duplex, triplexes and quadplexes and secondary units will allow residents to welcome newcomers, age in place, and create a socially and economically diverse community.

Densities and built form will be carefully distributed, with the highest densities directed to Town Gateway areas, to minimize impacts on existing residential areas. Over time, existing residential areas including The Acreages and The Hamlet will evolve, with any change being voluntary on the part of existing residents.

Connectivity will be strengthened through the introduction of a new east-west High Street, linking neighbourhoods, parks, and community amenities and guiding development phasing. A complete transportation network including roads, pathways, trails, and future transit enhancements will support safe and convenient travel for all ages and abilities.

3.2 Goals

The following goals have been developed to inform the policies that will guide the development of South Transcona and were affirmed through public engagement. The Goals are intended to realize the Vision for South Transcona, with objectives and policies throughout the Plan designed to achieve them. These goals reflect the Plan's commitment to becoming a sustainable community.

1. **Housing Choice:** Provide housing options that meet the needs of residents of different incomes, household types, and life stages.
2. **Local Economy:** Create and support a vibrant and resilient local economy featuring diverse amenities and services, near where residents and visitors, live, visit and work.
3. **Health & Activity:** Promote well-being, making it easy for all residents, workers, or guests to foster social connection, interact with history and nature, and keep healthy and active at all ages.
4. **Land & Nature:** Protect and enhance natural systems, including habitat for flora and fauna, for the benefit of residents, visitors, wildlife, and native plant communities.
5. **Travel & Transport:** Develop a multi-modal transportation network throughout South Transcona that will reduce dependence on cars and prioritize walking and cycling while integrating transit to serve the Plan Area.
6. **Sustainable Servicing & Energy:** Ensure new development is serviced by urban-standard infrastructure and, over time, support the introduction of a full range of services to existing areas as redevelopment occurs. Improve land drainage to safely convey and store water through natural systems connecting to urban standard land drainage. Geo-exchange and alternative district energy systems are encouraged where feasible.

7. **Community & Heritage:** Empower community by celebrating and preserving local identity, history, and culture. South Transcona will integrate new and existing gathering places, both indoor and outdoor, for events.
8. **Local Food & Agriculture:** Support existing residents to wish to continue to practice rural agricultural activities and hobby farming. The Plan will support enhancement of local community gardens and markets. Local food production will be encouraged as part of community assets such as a community centre.

4 LAND USE POLICIES

4.1 Overview

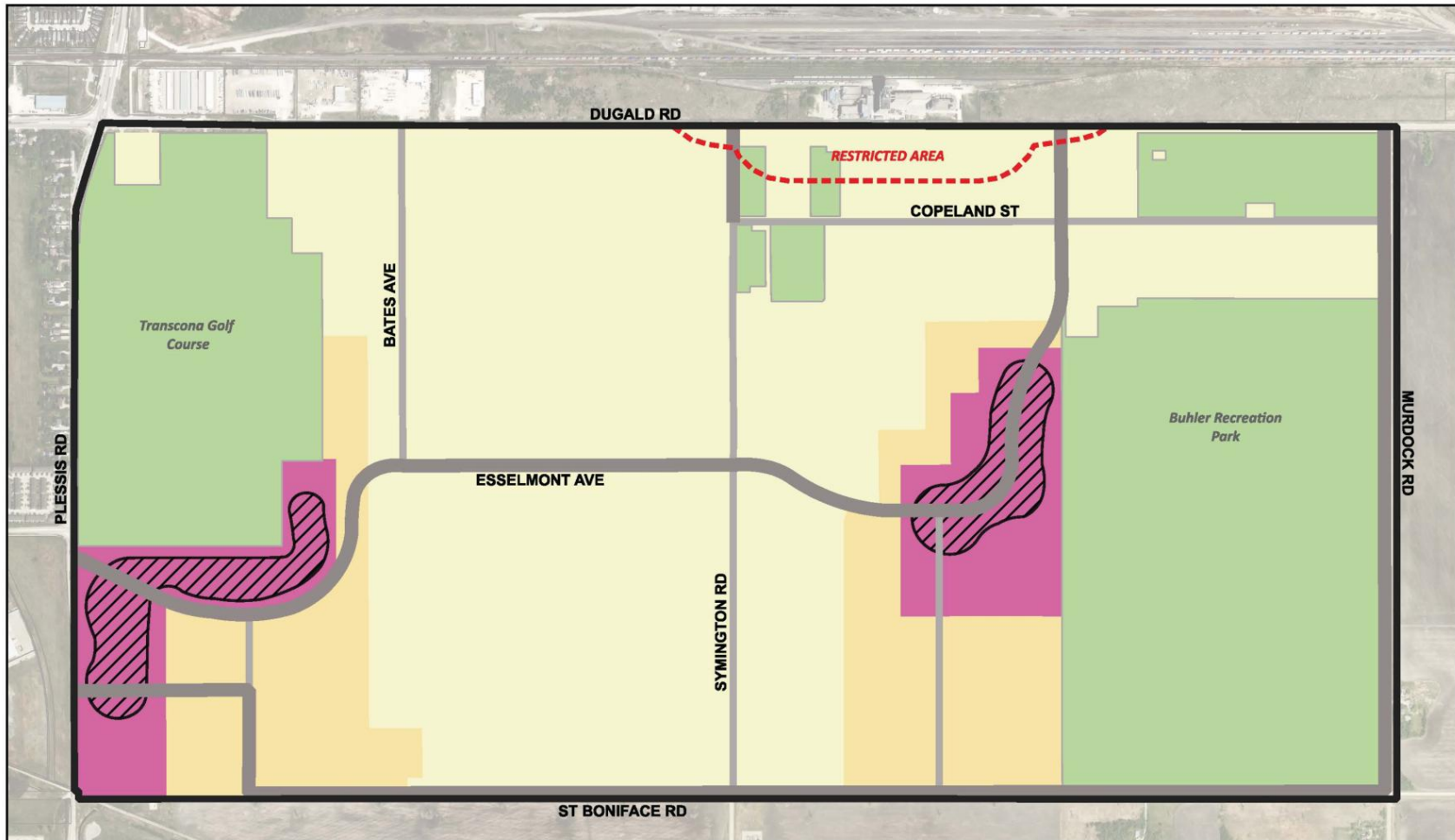
Growth in South Transcona will occur within a clear and coordinated development framework that directs where and how change will take place over time. This Plan provides guidance to residents, landowners, and developers regarding development expectations, infrastructure delivery, and community-building responsibilities, including servicing, transportation, and the provision of parks and community assets.

As shown in the Map 1, land use policies and plan are organized into three distinct land use designations:

- Town Gateways
- Town Neighbourhoods
- Town Neighbourhoods – Small

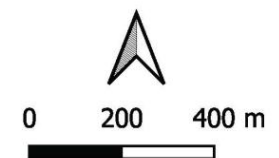
The General Land Use Policies establish overarching direction related to community building, connectivity, land use compatibility, and the coordinated delivery of infrastructure and community services. Together, these areas support a balanced pattern of growth, housing choice, mobility, economic activity, and community life.

Map 1: Land Use and Transportation



SOUTH TRANSCONA LAND USE AND TRANSPORTATION

- | | |
|---|--|
|  Plan Area |  Town Gateway Centre |
|  City Owned Parks & Open Space |  Town Gateway |
|  Major Collector |  Town Neighbourhood |
|  Minor Collector |  Town Neighbourhood - Small |
| |  Restricted Area |



4.2 Town Gateway

The Town Gateways are organized around Centres that are strategically located along major roadways and transit routes and nearby community assets such as the Transcona Golf Club and Buhler Recreation Park, to take advantage of existing amenities, infrastructure and connectivity. The Town Gateways will function as entry points into South Transcona and will accommodate the highest concentration of activity in the Planned area.

The Town Gateway Centres will concentrate street oriented residential, mixed use, commercial and community buildings, characterized by a traditional town centre look and feel, including strong landscaping, public spaces, street-oriented buildings and walkable blocks.

4.2.1 Sustainable Community Objectives:

1. To create vibrant centres, for high density housing, commercial and community activity.
2. To accommodate a full range of community-serving retail, office, institutional and community amenities within walkable blocks and accessible public spaces.
3. Provide a diverse mix of housing forms across a range of price points.
4. To provide areas for active and passive recreational opportunities through the establishment of parks and open spaces connected to the planned Green Corridor System.

4.2.2 Policies:

Urban Design

1. **Animated ground floors:** Active uses at the ground level are encouraged throughout the Town Gateway in accordance with the following:
 - a) Ground floor commercial uses should be prioritized along street frontages. Other active uses may be considered where they are designed to relate to the street;
 - b) If residential units are located at ground level, they should relate to the street and provide direct entry to individual units, where feasible.
2. **Building heights:** Building heights up to six storeys may be considered across the Town Gateway.
3. **Corner emphasis:** Prominent corners and key intersections within Town Gateway should be architecturally emphasized through building massing, height, façade articulation, or public space treatments.
4. **Façade articulation:** Building façades should incorporate variation in materials, massing, and architectural expression to reduce perceived bulk and enhance visual interest.
5. **Porous blocks:** Blocks, including roadway, sidewalks and pathways shall be scaled and designed to support walking and other forms of transportation outside the car in accordance with *Section 7.6 Pathway Network*.
6. **Pedestrian environment:** Along major roadways, buildings should generally be located at or near the front property line, and include at least one entrance on the front street to provide a pedestrian-scaled environment.
7. **Parking:** Where possible, parking areas should be located at the rear of buildings or within gaps between buildings, in order to minimize their visual impact along public streets.

8. **Servicing and loading:** Where possible, loading, servicing, waste collection, and utility functions should be located at the rear of the buildings and designed to minimize conflicts with pedestrian areas and active ground-floor uses.
9. **Streetscapes:** Town Gateway streets should incorporate enhanced streetscape elements, including where feasible, sidewalks, street trees, pedestrian-scale lighting, seating, and wayfinding features that reinforce the Town Gateway identity.
10. **Gateway identity:** Public art, distinctive landscape treatments, historical elements, signage, or architectural features should be incorporated to reinforce the identity of Town Gateway Centres as arrival points into South Transcona.

Land Use

11. **Offer housing choice:** A broad spectrum of housing should primarily consist of multi-family housing, including multi-storey buildings, mid-sized buildings, quad/tri and duplexes and townhomes should be provided.
12. **Daily needs and services:** A full range of community-serving retail, services, and community amenities within walkable blocks and accessible public spaces should be included to serve community needs.
13. **Target density:** Densities should target 50–80 dwelling units per net developable acre.
14. **Minimum density target:** Residential development applications for lands within the Town Gateway area should achieve a minimum density of 30 dwelling units per net developable acre.
15. **Neighbourhood transitions:** Lower density residential uses should generally be located toward the periphery of the Town Gateway designation to provide an appropriate transition to adjacent neighbourhood areas.

Town Gateway Centres

16. **Function:** The Town Gateway Centre shall function as the primary mixed-use and high-density node within the South Transcona Plan Area.
17. **Location:** Gateway Centres shall be located on or adjacent to existing or planned major roadways, including the proposed east-west High Street, and/or near key community assets such as the Transcona Golf Course and Buhler Recreation Park, as confirmed through subdivision and rezoning.
18. **Land use:** The predominant land uses within the Town Gateway Centre shall include:
 - a) high density multi-family residential development;
 - b) commercial uses; and
 - c) mixed-use buildings combining residential, commercial, or institutional uses.
19. **Non-permitted housing:** Low-density residential development including single-family, duplex, triplex, and fourplex, shall not be permitted within the Town Gateway Centre.
20. **Urban form:** Development within the Town Gateway Centre should support compact urban form and walkable neighbourhood design.
21. **Building heights:** Buildings of up to eight storeys may be considered, provided adequate transit and commercial amenities exist to support development.

4.3 Town Neighbourhood

Town Neighbourhood is envisioned as a predominantly residential designation. It will provide a wide spectrum of housing forms. This diversity of built form is intended to accommodate households of different incomes, sizes, and life stages.

4.3.1 Sustainable Community Objectives:

1. Create new, compact neighbourhoods that supports and connects to the Town Gateways.
2. Provide a range of low- to mid-density housing forms, including single family detached housing to support neighbourhood development and fulfilling demand.
3. Support local community-serving commercial uses along major roadways, along with community serving institutions such as places of worship and schools that are easily accessed by walking, cycling or transit.
4. Provide areas for active and passive recreational opportunities through the establishment of parks, open space, connecting to the Green Corridor System.

4.3.2 Policies:

Design

1. **Location:** Town Neighbourhoods shall be located between the Town Gateways and the Town Neighbourhood – Small areas.
2. **Offer housing choice:** Multi-family residential and low density residential (single family, duplex, triplex, fourplex) shall be the predominant land use in Town Neighbourhood areas.
3. **Building heights:** Building heights up to six storeys may be considered along major roadways and/or adjacent to higher density buildings, or otherwise up to four storeys.
4. **Porus blocks:** Blocks shall be scaled and designed to support walking and other forms of transportation outside the car in accordance with *Section 7.6 Pathway Network*.
5. **Neighbourhood transitions:** Clear height, massing, and landscape transitions shall be implemented at Town Neighbourhood perimeters to integrate sensitively with adjacent lower-density areas.
6. **Pedestrian environment:** Along major roadways, where possible, buildings should generally be located at or near the front property line, and include at least one entrance on the front street to provide a pedestrian-scaled environment.
7. **Parking:** Along major roadways, parking areas should be located at the rear of buildings or within gaps between buildings, in order to minimize their visual impact along public streets. Exceptions to this policy may be made where utility lines or other easements impede its implementation.
8. **Neighbourhood streetscapes:** Town Neighbourhood streets shall incorporate neighbourhood streetscape elements, including street trees, pedestrian-scale lighting, sidewalks and pathways.

Land Use

9. **Target density:** Densities should target 10–60 dwelling units per net developable acre.
10. **Minimum density target:** Residential development applications for lands within the Town Neighbourhood area should achieve a minimum density of 10 dwelling units per net developable acre.

11. **Neighbourhood transitions:** Higher-density development should be directed to locations along major roadways. Densities should decrease toward the periphery of the Town Neighbourhood designation, where lower-density uses will provide an appropriate transition to the Town Neighbourhood – Small designation.

4.4 Town Neighbourhood – Small

Town Neighbourhood – Small areas serve as a predominately low density, height restricted residential area with opportunity for non-residential uses along Dugald Road.

A planning framework for gradual, coordinated evolution of the Acreages and The Hamlet is provided to enable sensitive redevelopment.

4.4.1 Sustainable Community Objectives:

1. To assist in the transition to an urban residential neighbourhood with a full range of municipal services.
2. Create a low density, serviced residential area as urban standard services become available and capacity is confirmed.
3. To manage new residential growth through the use of concept plans to ensure development occurs in an orderly manner.
4. Connect the area to active and passive recreational opportunities within the Plan Area through a Green Corridor System.

4.4.2 Policies:

Design

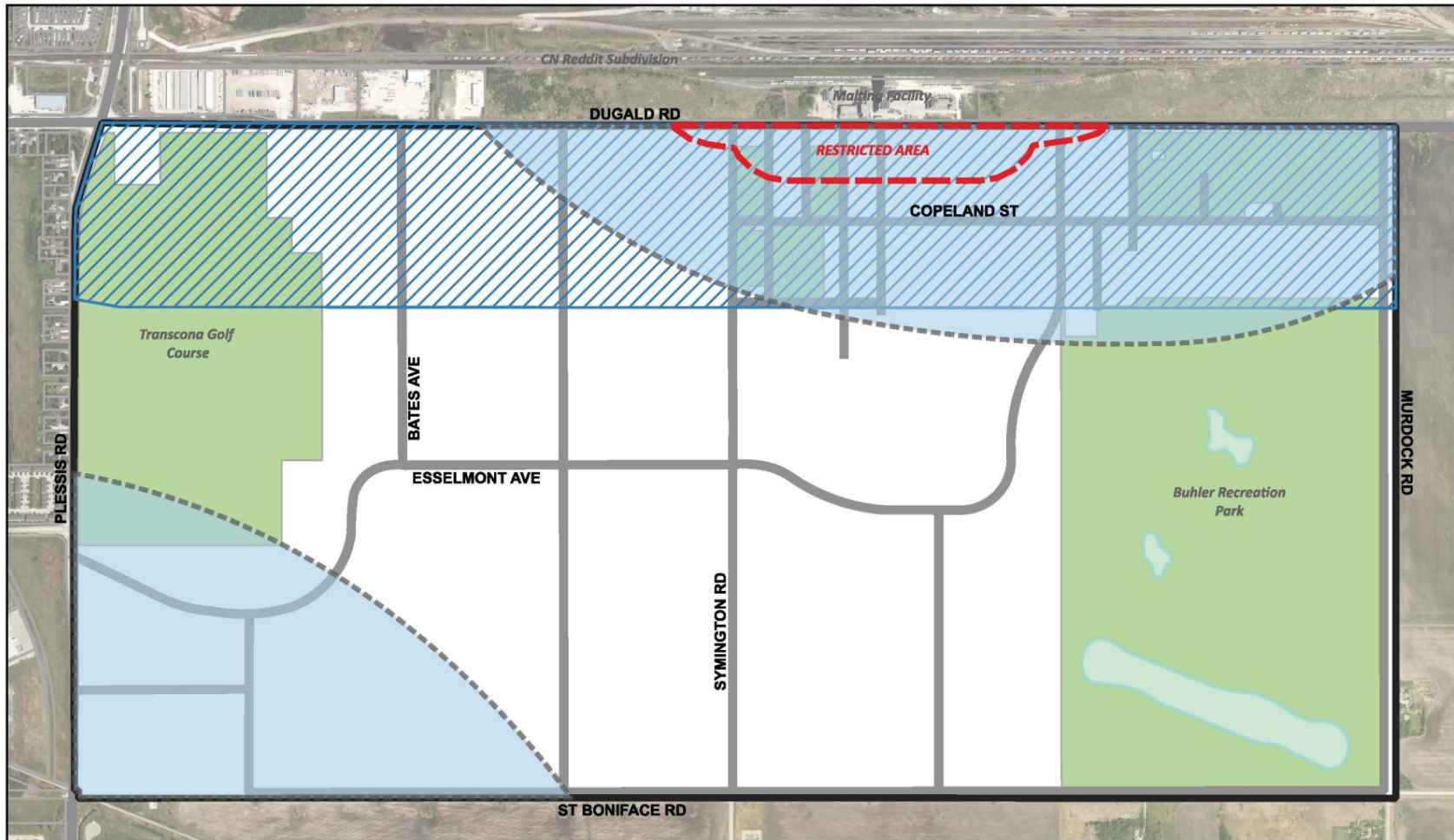
1. **Permitted housing forms:** Single-family, duplexes, triplexes and fourplexes are permitted. Townhouses may be considered along major roadways.
2. **Building heights:** Buildings within the Town Neighbourhood – Small designation are limited to 35 feet.

Land Use

3. **Area-specific density targets:** Residential development applications for lands within the Town Neighbourhood – Small area should achieve the following densities based on area:
 - a) **The Acreages and The Hamlet:** Target a net density of four dwelling units per net developable acre.
 - b) **East and West Town Areas:** Target a net density from six to eight dwelling units per net developable acre.
 - c) **High Street:** Target a net density ranging from six to eight dwelling units per net developable acre, to a depth of approximately 300 ft (+/- 10%) from the High Street ROW.
4. **Concept plans:** Development applications within the Town Neighbourhood - Small designation as identified on Map 1 shall require a concept plan. Concept plan areas should be of sufficient size to accommodate all requirements as set out in Policy 4.4.2.5.
5. **Concept plan requirements:** Concept plans should address the following considerations in order for a development application within the Town Neighbourhood – Small designation to be deemed complete:
 - a) Land uses and proposed building typologies in accordance with the Land Use Policy Map;

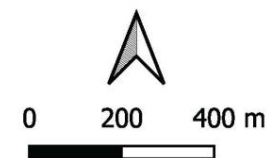
- b) Any applicable setbacks or buffering as required in this Secondary Plan;
 - c) Options for connectivity to adjacent undeveloped areas;
 - d) An internal road network that includes:
 - i. A minimum of two points of access;
 - ii. East-west road connectivity. Where east-west connectivity cannot be provided, stub roads should be used to ensure future connectivity; and
 - iii. The maximum distance between road connections to existing roads should be no more than 300 metres;
 - e) Connections to AT pathways as identified on Figure 10;
 - f) Park dedication and/or natural lands protection in accordance with the Winnipeg Park Strategy and the Parks, Natural Areas, and Community Assets policies of this Plan;
 - g) Provision of a full range of municipal services supported by the appropriate background studies, including a Transportation Impact Study (TIS), servicing study, and regional land drainage study that reflects the following:
 - i. Stormwater ponds must be 2.5 acres in size or greater;
 - ii. Ponds cannot occupy more than 30% of an individual landowner's overall land holding unless otherwise approved by the Director of Water and Waste;
 - h) Concept plans within the Hamlet should reflect the existing grid style road pattern, where possible.
6. **Consultation:** Prior to submitting a concept plan, developers are required to consult with landowners whose properties or future development potential may be affected by the proposed concept plan (e.g. through impacts on infrastructure, costs, servicing capacity, or connectivity). The results of this consultation shall be submitted as part of the application. This requirement does not apply to minor applications within the Hamlet where the proposed development would not have servicing implications for nearby landowners.
 7. **Unserviced subdivision:** Notwithstanding Policies 4.4.2.5, lands within the Town Neighbourhood – Small designation may be subdivided for land assembly purposes without triggering the need for urban standard municipal servicing for an existing lot without a full range of municipal services only where the application can demonstrate the following:
 - a) The subdivision would support development consistent with the Town Neighbourhood – Small designation;
 - b) The intent of the subdivision is to facilitate future serviced urban development;
 - c) No new lot created through the subdivision would front onto, or take access from an existing rural standard roadway. Notwithstanding, corner lots where the subdivided property will front onto a rural standard roadway may be subdivided where the intent of this policy is met; and
 - d) The applicant must enter into a Subdivision Agreement for any new unserviced lot to restrict the issuance of a building permit until the lot is fully serviced.
 8. **Servicing:** Where necessary, services within the Town Neighbourhood – Small designation should be sized appropriately to accommodate future adjacent land development.
 9. **Appropriate non-residential:** Permit commercial and institutional uses along Dugald Road, subject to Section 4.5 and policy 7.4.1.2.

Map 2: Land Use Compatibility



SOUTH TRANSCONA LAND USE COMPATIBILITY

-  Plan Area
-  Road Network
-  City Owned Parks & Open Space
-  Restricted Area
-  Noise Mitigation Required
-  Outdoor Living Area Acoustic Barrier Required



4.5 General Land Use Policies

The following policies support the development of complete neighbourhoods by providing direction for community building, land use compatibility with adjacent rail and industrial operations, and guide the planning of emergency services required to support long-term community growth. General Land Use Policies apply across the South Transcona Plan Area and complement the specific policies for each land use designation.

4.5.1 Policies:

Community Building

1. **Housing diversity:** A range of housing forms should be supported across the Plan Area in accordance with the density and built-form direction of each land use designation.
2. **Open spaces:** Parks, outdoor plazas, or other similar types of amenities should be provided across each land use designation and connected to the Green Corridor System, as guided by *Section 5: Parks, Recreation, and Natural Areas*.
3. **Connectivity:** Each land use designation must be planned to integrate the new east-west High Street, the existing transportation network, and new local roads in addition to providing sidewalks, pathways, transit routes, and the Green Corridor system, as guided by *Section 7: Transportation Network*.
4. **Community-serving uses:** Local community-serving commercial uses and community serving institutions such as places of worship and educational facilities are encouraged and should generally be located along major roadways.
5. **Accommodate growth:** Growth shall be accommodated through phased development determined through subdivision and rezonings including confirmed provision of a full range of municipal services and capacity, as guided by *Section 8: Phasing, Cost Sharing, and Implementation*.

Land Use Compatibility

6. **Air conditioning:** New residential dwellings shall be climate controlled throughout the Plan Area to help mitigate the noise impacts of rail facilities.
7. **Rail mitigation:** New development located within 600m of the CN Reddit Subdivision, as shown on Map 2, should incorporate acoustic mitigation for outdoor living areas (e.g. backyards, balconies, patios, etc). Mitigation may include building orientation, building design elements, fencing, privacy screening, landscaping, or other appropriate noise attenuation measures as determined at the development approval stage. This policy does not apply to front yards.
8. **Noise mitigation:** New residential development located within areas where noise mitigation is required, as shown on map 2, should orient noise sensitive spaces (e.g. bedrooms) away from noise sources (rail facilities), where possible.
9. **Noise mitigation standards:** Façade and window glazing treatments for new residential development located within areas where noise mitigation is required, as shown on map 2, shall meet or exceed the following Sound Transmission Class (STC) Ratings:

	Façade STC Rating	Living/Dining Room Window STC Rating	Sleeping Quarters Window STC Rating
Single detached homes up to 4 storey residential	STC 45	STC 26	STC 29
5 to 8 Storey Residential	STC 45	STC 29	STC 32

10. **Noise study:** The requirements prescribed in policy 4.5.1.7 and 4.5.1.9 may be deviated from where a supporting noise study is provided.
11. **Heavy manufacturing use mitigation:** New development on lands located within 150m of the heavy manufacturing use north of Dugald as shown in Map 2 (Restricted Area) shall be subject to the following requirements:
 - a) No new residential intensification (additional dwelling units), childcare, institutional, hotels, community centres or care facilities are permitted;
 - b) Any necessary setbacks required for Dugald road widening per policy 4.5.1.14.
12. **Pipeline setback:** Development adjacent to the Imperial Oil pipeline shall conform to any Imperial Oil setback restrictions or permission requirements.
13. **Plessis Road setback:** Development abutting the east side of Plessis Road shall incorporate a setback to accommodate potential right-of-way widening requirements for the future Plessis Road twinning, to the satisfaction of the Director of Public Works.
14. **Dugald Road setback:** Notwithstanding lands required for infrastructure improvements (e.g. road widenings), new Development, including subdivision, abutting the south side of Dugald Road between Symington Road and Rennie Avenue shall be restricted until the Preliminary Design Study for Dugald Road twinning is completed and the necessary setback is identified.

Emergency Services

15. **Emergency response facilities:** Emergency service facilities should be located with direct access to major roadways or collector streets to support efficient response times.
16. **Sprinklers:** All new residential buildings in the Plan Area with more than four dwelling units shall include sprinkler systems as an added safety measure.

5 PARKS, RECREATION, AND NATURAL AREAS

5.1 Overview

The Parks, Recreation, and Natural Areas policy section for South Transcona establishes a coordinated approach to protecting significant natural lands and to deliver a complete, connected, and publicly accessible system of parks and open spaces.

Parks, open spaces, and recreation amenities will be provided across the Plan Area as shown conceptually in Figure 5, in accordance with City policies. The type, scale, and function of parks will respond to local context, including housing form, density, and implementation mechanisms. Collectively, the framework establishes a balanced parks hierarchy that meets distance-based level-of-service standards, supports daily recreation, and protects, enhances, and connects priority natural areas and ecological corridors.

5.2 Sustainable Community Objectives:

1. Protect and enhance natural areas, wildlife, and habitats
2. Connect natural areas and ecological corridors for community use
3. Preserve existing treed areas and create new canopies
4. Promote the use of native plant species and nature-based solutions to support climate resilience, land drainage, and passive and active recreation
5. Establish new community assets for existing and new residents
6. Support existing community assets such as the Transcona Golf Course and Buhler Recreation Park
7. Support local food production, where possible.

Figure 5: South Transcona Park Concept

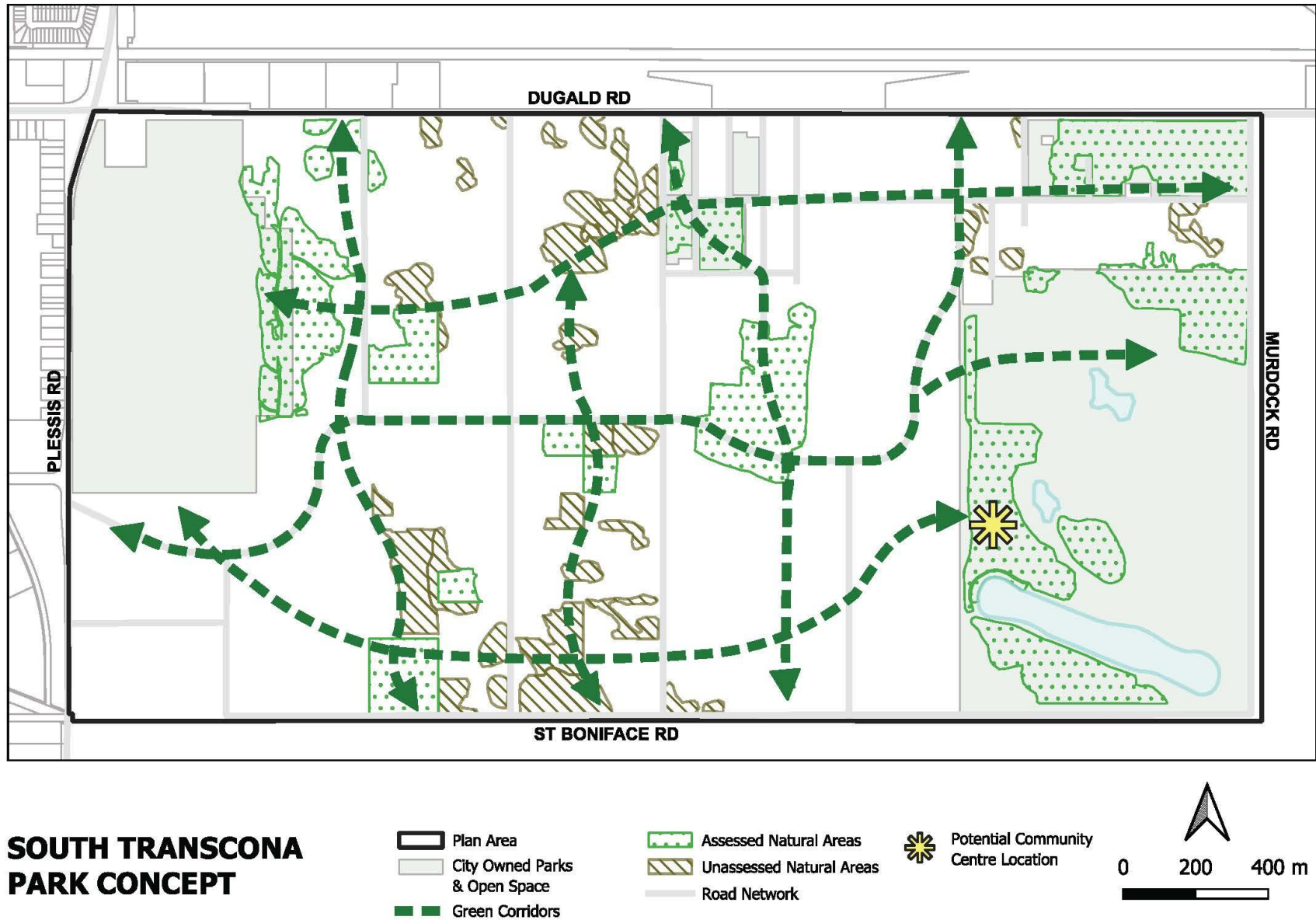
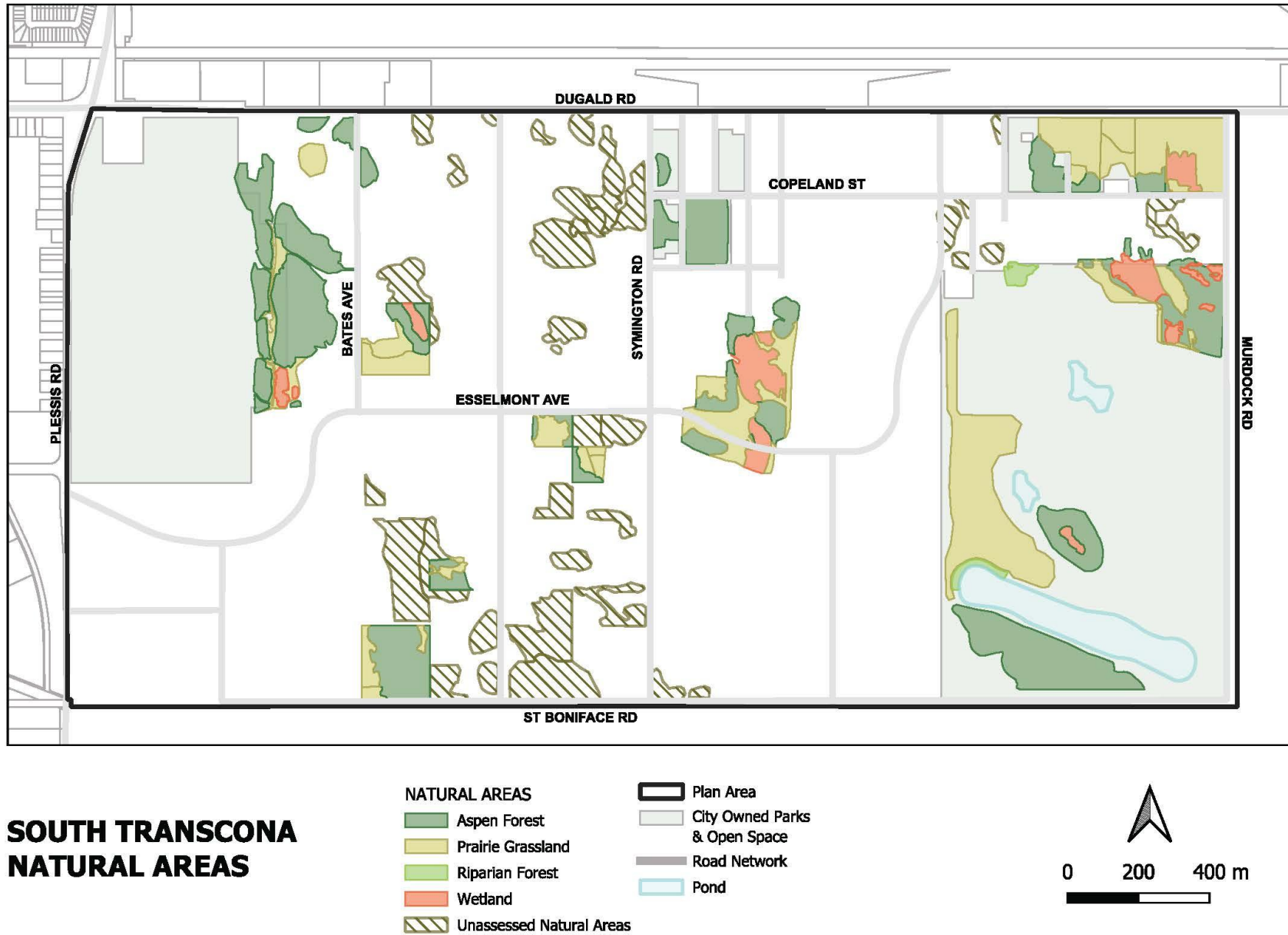


Figure 6: South Transcona Natural Areas



5.3 Natural Areas

South Transcona contains a major repository of natural areas that support important flora, fauna, and ecological functions. Natural features of the surrounding landscape are to be integrated into the design of urban development to maintain biodiversity, landscape quality, and ecological connectivity. Natural areas will serve as the “lungs” of the Plan Area and are shown conceptually in Figure 6.

5.3.1 Policies:

1. **Natural area protection:** When lands are proposed for development, efforts shall be made to preserve areas of highest ecological value as identified through a natural area assessment. Where priority lands are identified these lands may be considered for parkland dedication, as determined through the plan of development.
2. **Over-dedication:** The City may request park land dedication in excess of standard public reserve dedication requirements for the protection of natural areas. Such lands may be secured, where owners are willing, through alternative mechanisms such as conservation easements, land exchanges, or acquisition.
3. **Ecological assessments:** An ecological assessment may be required at the discretion of City Naturalist Services, where lands contain habitat or forest. Assessments should be submitted prior to subdivision or rezoning, to determine existence of, and priority of natural habitats.

5.4 The Green Corridor System

As the area develops, a Green Corridor System will be established as a defining feature of the plan to protect and connect priority natural areas as shown conceptually in Figure 5. Over time, the Green Corridor System will protect and connect priority habitats while forming an integrated north–south and east–west ecological network across the Plan Area.

5.4.1 Policies:

1. **Establishing the Green Corridor System:** South Transcona should be planned to support the establishment of a Green Corridor System through the inter-connection of greenspace and green infrastructure across the Plan Area, in a manner generally consistent with Figure 5.
2. **Green Corridor connectivity:** Green Corridors are achieved by aligning and interconnecting green infrastructure, which may include, but is not limited to:
 - a) Protected natural areas and existing mature trees on public and private lands;
 - b) New parks, pathways and walkways with enhanced natural features, landscaping and tree canopy;
 - c) Stormwater management facilities and other green infrastructure;
 - d) Treed-lined boulevards with adequate soil volumes;
 - e) Adequate setbacks on private lands to support tree planting and enhanced landscaping;
 - f) Privately owned public spaces; and/or
 - g) Other such means that support vegetated landscapes.

3. **Integrated land drainage:** Where feasible, green corridors should integrate with urban land drainage infrastructure, including stormwater retention ponds, as part of a multi-functional landscape system.
4. **Programming:** Green corridors should prioritize nature-based and passive uses, including ecological preservation, restoration, education, and low-impact recreation. Trails and pathways should be planned in consultation with the City Naturalist with alignments and materials selected to minimize habitat impacts. Interpretive and wayfinding signage shall be incorporated where appropriate.
5. **Land assembly:** To establish the Green Corridor System, the City may seek to acquire additional lands beyond public reserve dedication to ensure it can meet the Parks Strategy level of service targets and natural area protection interest. Assembly may be pursued through such tools as conservation easements, purchase, and land exchanges, with willing land owners.
6. **Criteria for protection:** Lands forming part of the Green Corridor System shall be identified at the time of development or land disposition, based on habitat quality, connectivity value, and City-led ecological assessment.
7. **Development approval:** Through the development approval process, the City shall identify lands to be protected as part of the Green Corridor System and establish appropriate protection measures.

5.5 Urban Forest and Trees

Trees provide essential social and environmental functions, such as providing shade, cooling, improve ecosystem quality, and community well-being. As the climate continues to change, South Transcona will promote a healthy, resilient urban forest by protecting existing woodlands and expanding the tree canopy.

5.5.1 Policies:

1. **Tree conservation:** Where feasible, conserve existing trees and woodlands through site-sensitive design, building placement, and construction staging. Tree protection measures shall be identified at the development approval stage.
2. **Street trees:** Provide street trees within boulevards on residential and collector streets wherever possible, in alignment with the Winnipeg Comprehensive Urban Forest Strategy and the following:
 - a) Planting new trees in continuous rows on both sides of streets, where feasible, to provide a long-term tree canopy;
 - b) Promoting species diversity to enhance climate resilience and reduce pest vulnerability;
 - c) Ensuring tree sustainability through best practices in tree planting (e.g. soil volume, drainage, and silva cells); and
 - d) Developing tree planting plans that accommodate shallow utilities and development phasing.
3. **Urban forestry design:** Urban forestry design shall align with the Winnipeg Comprehensive Urban Forest Strategy and will be confirmed through the development approval process. Urban forestry design should aim to support long-term tree canopies by:
 - a) Establishing minimum tree-planting requirements per lot, per street segment, and per park;

- b) Encouraging the planting of trees in yards, courtyards, school sites, parks and public plazas;
- c) Including food forests and edible landscapes where possible in parks and green spaces;
- d) Promoting species diversity to enhance climate resilience and reduce pest vulnerability;
- e) Prioritizing native and climate-adapted species; and
- f) Locating trees to enhance shading, stormwater infiltration, and pedestrian comfort.

5.6 Parks

The Plan Area will be planned to include a range of park types and open spaces that support opportunities for congregation, playing, recreation and sports for all ages as outlined in the Winnipeg Parks Strategy and Winnipeg Recreation Strategy.

5.6.1 Policies:

1. **Balanced system:** Provide for community parks, neighbourhood parks, linkage parks and trails, green corridors, and protected natural areas for the Plan Area. Parks provisioning shall balance the needs of the community, providing opportunity for year round outdoor activity and recreation opportunities, passive recreation and leisure opportunities, and preservation of existing natural areas to provide access to nature and support biodiversity.
2. **Parks planning:** Parks and park amenities shall be provided in accordance with the Winnipeg Parks Strategy, the Winnipeg Recreation Strategy, and the City's Park Development Guidelines & Design Standards.
3. **Level of service:** The park system within the Plan Area shall provide residents of South Transcona and beyond with parks and recreation spaces in alignment with the target levels of service outlined in the Winnipeg Parks Strategy and the Winnipeg Recreation Strategy, including, but not limited to:
 - a) Active park and recreational park space (a community park space of 10-12 acres) in the East Town Area;
 - b) A larger centrally located neighbourhood park (minimum 3-5 acres) in the West Town Area to support active park programming;
 - c) Provision of playgrounds, picnic and gathering spaces, and multi-use open space; and
 - d) Siting of secondary amenities (e.g., basketball, rectangular fields, tennis/pickleball courts), where appropriate;
 - e) Passive recreation and leisure spaces, including neighbourhood parks that support picnic and gathering, playgrounds, and multi-use open spaces;
 - f) Linkage parks that support trail systems, seating and gathering, and that support greenspace connectivity; and
 - g) Preservation and/or enhancement of existing natural areas as parks.
 - h) Parks may be co-located with a school and/or community centre to support programming (eg: sports fields; sport courts; multi-use open spaces);

4. **Community centre:** Identify and plan for an enhanced community centre that aligns with the level of service targets in the Winnipeg Recreation Strategy and Winnipeg Parks Strategy. The site should include a community centre sized for the new population, parking, greenspace, playgrounds, and outdoor amenities such as a spray pad, outdoor rinks, and sports courts and fields.
5. **Community centre location:** In alignment with direction provided by the Winnipeg Recreation Strategy, the Community Centre location should:
 - a) be co-located with existing assets (e.g. community scale park) or schools to strengthen and complement established destinations;
 - b) be physically accessible and integrated with the Active Transportation and pedestrian network, Green Corridor System, and park amenities; and
 - c) be accessible by multiple transportation modes including public transit with two points of access.

5.7 School Sites

School sites will be required within the Plan Area.

5.7.1 Policies:

1. **Site selection:** School sites shall be selected and sized in accordance with applicable Provincial legislation and City policies and may include daycare facilities.
2. **Site location:** School sites shall be planned and designed to support safe access, multimodal travel, and efficient operations. School sites shall meet the following criteria:
 - a) have frontage on, or be located in close proximity to, a collector street to provide safe and convenient access;
 - b) be accessible by a variety of transportation modes, including walking, cycling, public transit, and automobiles;
 - c) have frontage on, or be adjacent or parallel to, a local street to support safe pick-up and drop-off activity and reduce conflicts with through traffic;
 - d) be of sufficient size to accommodate safe pick-up and drop-off zones, a school bus loop, and staff and visitor parking;
 - e) be co-located with larger active park spaces, where feasible; and
 - f) be of a sufficient size to provide outdoor space for school recreation programming.
3. **Community integration:** School sites should be functional for community uses, and the design of both the school and its open spaces should support shared use with adjacent parks, playfields, and trail connections to enhance community accessibility.
4. **Pace and phasing:** School development should align with neighbourhood growth, ensuring that the school site is serviced, graded, and ready when projected enrollment requires construction, with utilities, drainage, and transportation infrastructure delivered in the appropriate phase.
5. **Co-location:** School sites may be co-located with parks and recreation facilities where feasible to efficiently meet the educational and recreational needs of the school.

6 SERVICING AND UTILITIES

6.1 Overview

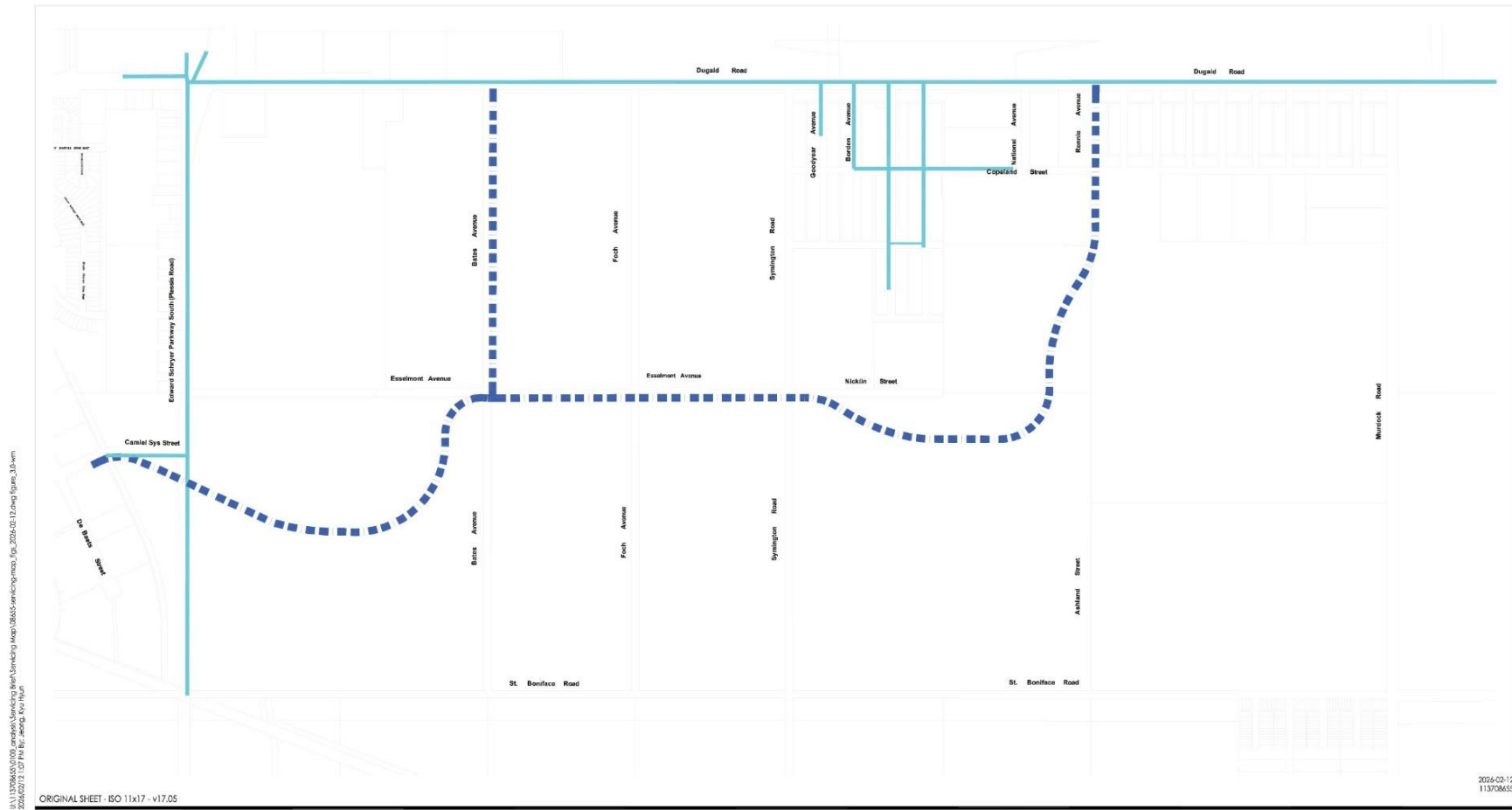
The Municipal Servicing, Utilities, and Energy Framework provides direction for the planning, provision, and phased extension of municipal water, wastewater, land drainage, and utility infrastructure across the Plan Area, ensuring development proceeds in a logical, efficient, and cost-effective manner as servicing capacity is made available.

Municipal servicing within South Transcona is fragmented and largely rural in nature. While The Hamlet has municipal water and sewer service, the remainder of the Plan Area relies on private wells, septic fields, and holding tanks. This area is low-lying and subject to periodic flooding. Drainage throughout the Plan Area is currently managed through surface ditches, which have limited capacity for stormwater management.

6.2 Sustainable Community Objectives:

1. Provide a full range of urban-standard municipal services through a centralized servicing system that supports efficient land use, economical implementation, and the orderly sequencing of development across the Plan Area.
2. Resolve existing servicing constraints and improve land drainage performance across the Plan Area.
3. Ensure the equitable distribution of servicing costs and benefits between existing areas and new development areas.
4. Integrate naturalized land drainage systems to enhance climate resilience and reduce flood risk.
5. Reduce long-term greenhouse gas emissions through the integration of alternative and district energy systems.

Figure 7: Water Servicing Plan



Stantec
 Stantec Consulting Ltd.
 Suite 500, 311 Portage Avenue
 Winnipeg MB Canada R3B 2B9
 Tel. 204.489.5900 Fax. 204.453.9012
 www.stantec.com

Figure 8: Wastewater Servicing Plan

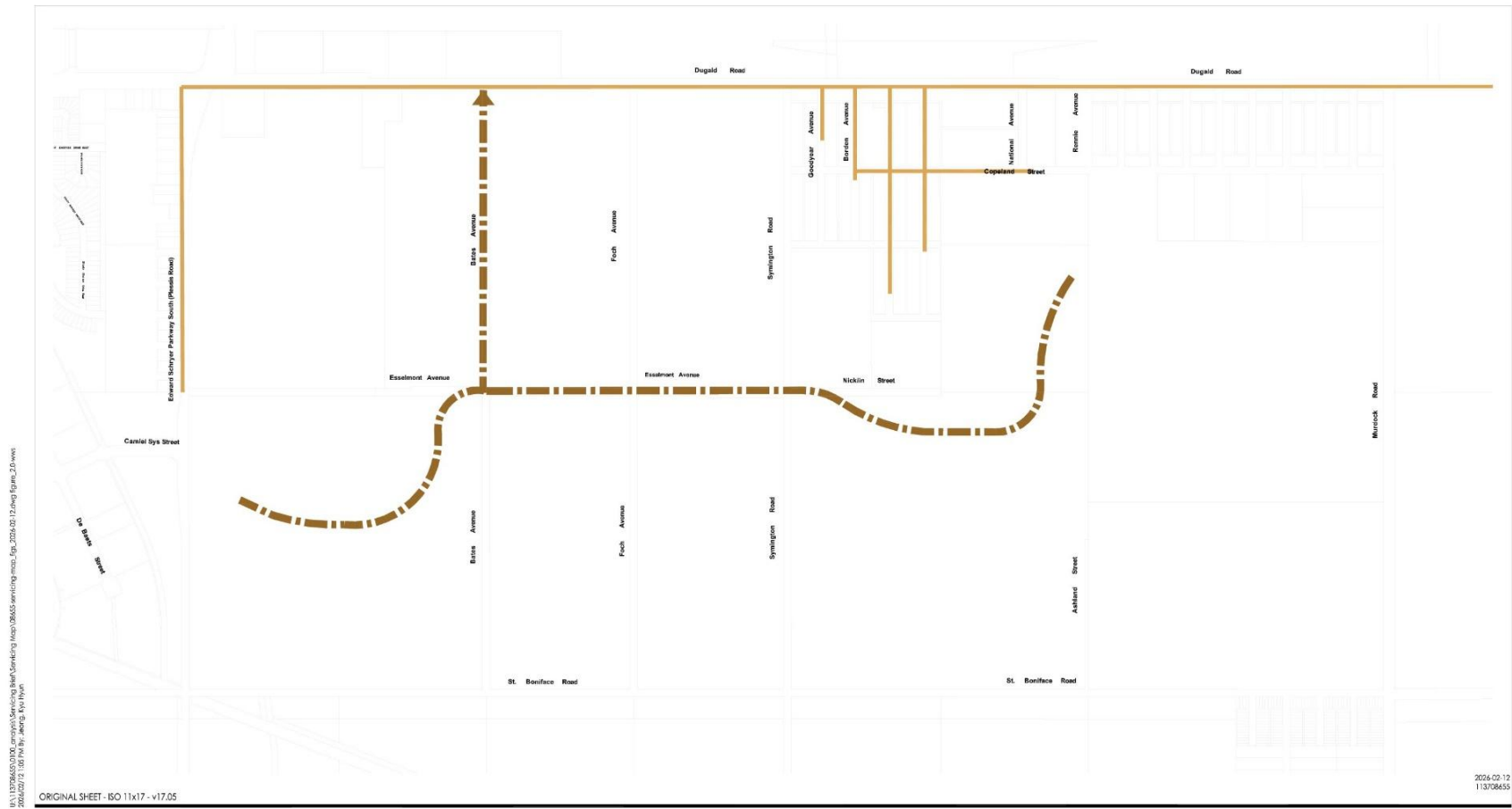
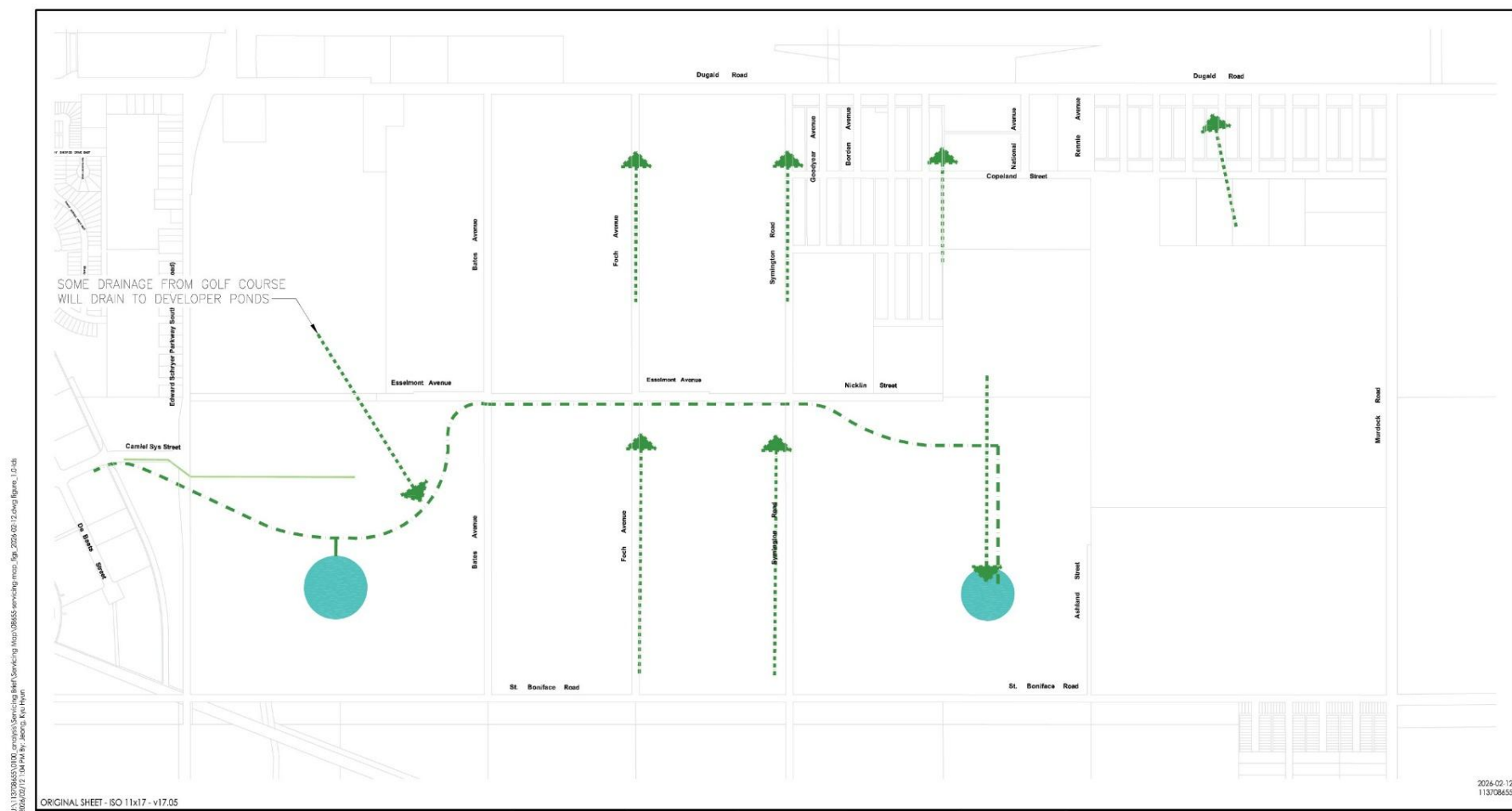


Figure 9: Land Drainage Servicing Plan



PROPOSED SERVICES LEGEND

LAND DRAINAGE SYSTEM (LDS) PIPE

 POND

EXISTING DRAINAGE TO NEW LDS



EXISTING DRAINAGE TO DUGALD DITCH

6.3 General Servicing

6.3.1 Policies:

1. **Urban-standard servicing requirement:** Any new development within the Plan Area must be serviced with a full range of municipal services, including water, wastewater, and land drainage, and urban standard roadways, as well as other utilities.
2. **Exceptions:** Despite policy 6.3.1.2, the requirement for a full range of municipal services does not apply to:
 - a) Additions or alterations to existing buildings;
 - b) Development of accessory buildings to established principal uses;
 - c) Some temporary uses;
 - d) Subdivisions undertaken solely for the purpose of land assembly (see policy 4.4.2.4);
 - e) Except for subdivisions permitted under clause (d), these exceptions must not require an application under section 275(1) of the City of Winnipeg Charter. For the purposes of this policy, existing buildings and established principal uses are those lawfully established prior to the adoption of this By-law.
3. **Rights-of-way and easements:** Public rights-of-way, easements, and public utility lots shall be provided to accommodate municipal servicing, utilities, and energy infrastructure as determined necessary by the City.

6.4 Water and Wastewater

The provision of municipal water and wastewater services shall generally follow the conceptual Water and Wastewater Plan identified in Figure 7 and 8 and be refined through detailed engineering at the development approval stage.

6.4.1 Policies:

1. **Municipal water and wastewater servicing:** All new development within the Plan Area shall be serviced by municipal water and wastewater systems designed and constructed in accordance with City of Winnipeg standards.
2. **Servicing transitions:** The extension of piped servicing may require additional measures to mitigate any short-term infrastructure operation and maintenance impacts, as determined through the development approval process.
3. **Ensure logical infrastructure extensions:** Water and wastewater infrastructure shall be extended in a logical manner supported by the phasing framework of this Plan.
4. **Demonstrate servicing capacity at development approval:** Development applications shall demonstrate that sufficient water supply and wastewater capacity exists or can be provided, where required by the City, through the submission of a servicing analysis prepared by a qualified professional engineer to the satisfaction of the Water and Waste Department. This analysis may require consideration of third-party lands in addition to the proposed development.
5. **Manage servicing transitions in existing development areas:** Servicing infrastructure installation within the Town Neighbourhood – Small designation shall be planned in coordination with the Water and Waste Department in accordance with *Section 4.4 Town Neighbourhood – Small*.

6.5 Land Drainage and Stormwater Management

6.5.1 Policies:

1. **Direct drainage in accordance with the land drainage plan:** The Plan Area shall generally drain in accordance with the Land Drainage Plan shown in Figure 9. Stormwater facilities in the East and West Town Areas shall be designed to accommodate runoff from the existing level of development in The Acreages areas south of Esselmont Avenue at the time of plan adoption.
2. **Drainage system design phasing:** The land drainage system shall be designed to function effectively at each phase of development and at full build-out, consistent with approved engineering studies to the satisfaction of the Water and Waste Department.
3. **Determine drainage facility requirements:** The location, size, and configuration of land drainage facilities shall be determined through engineering analysis at the development application stage, to the satisfaction of the Director of Water and Waste.
4. **Integrate drainage with the Green Corridor system:** Stormwater facilities should be planned and aligned with the Green Corridor system, where feasible, including consideration of linear ponds and low impact development features such as bioswales and bioretention facilities that support ecological connectivity.

6.6 Utilities and Energy

6.6.1 Policies:

1. **Coordinate utility installation:** The timing, alignment, and installation of all utilities, including rights-of-way and easements, shall be coordinated to the mutual satisfaction of the City and applicable utility providers.
2. **Advance servicing agreements:** As a condition of development approval, developers may be required to provide or enter into agreements to secure utility rights-of-way or easements necessary to accommodate the extension of municipal utilities in advance of development in order to allow for orderly servicing of adjacent land.
3. **Shared utility corridors:** Where feasible, multiple utilities should be located within shared easement or corridors to minimize land disruption, improve coordination, and reduce impacts on surrounding development.
4. **Standardize utility alignments:** Utility alignments shall generally conform to standard locations adopted by the City of Winnipeg's Underground Structures Committee or successor bodies.
5. **Logical antennae system siting:** Antenna systems should be located along utility corridors, transportation routes, or on existing structures, and away from residential areas, in accordance with the City of Winnipeg Antenna Systems Policy.
6. **Protection of natural areas:** Utilities and energy infrastructure shall be planned, sited, and designed to avoid disruption to natural areas, including forests, green corridors, and Ecologically Significant Natural Lands. Where utilities must traverse or be located on designated natural areas, parks, or open spaces, they shall be designed to minimize disturbance and integrate with the surrounding landscape to the satisfaction of the City.

7. **Alternative district energy sources:** District geothermal and other alternatives such as solar energy should be encouraged where feasible. Planning for district energy infrastructure may utilize the public realm including rights-of-way, parks, and public lands.

7 TRANSPORTATION NETWORK

7.1 Overview

Transportation infrastructure in the Plan Area is limited and largely reflective of its semi-rural development pattern. Dugald Road and Plessis Road function as key arterial roads, providing regional access to and from the area, while internal roads consist of a mix of grid-based local streets, local residential roads, and several undeveloped or partially developed historic rights-of-way.

South Transcona's historic rural development pattern, combined with planned urban growth, necessitates a thoughtfully planned and well-connected transportation system designed to enhance local connectivity and minimize cut-through traffic. Road network upgrades will be required to support development, including the introduction of major and minor collectors, improved intersections, and the closure or realignment of underutilized connections, where appropriate.

The transportation network, as illustrated in Map 1 and Figure 10, will support walking, cycling, vehicle travels, public transit, and goods movement, and will be coordinated with land use, municipal servicing, and community infrastructure. A defining feature of the network is the development of a new east-west "High Street" and collector road system that connects neighbourhoods to key destinations, including parks, community facilities, schools, commercial areas, and institutional uses.

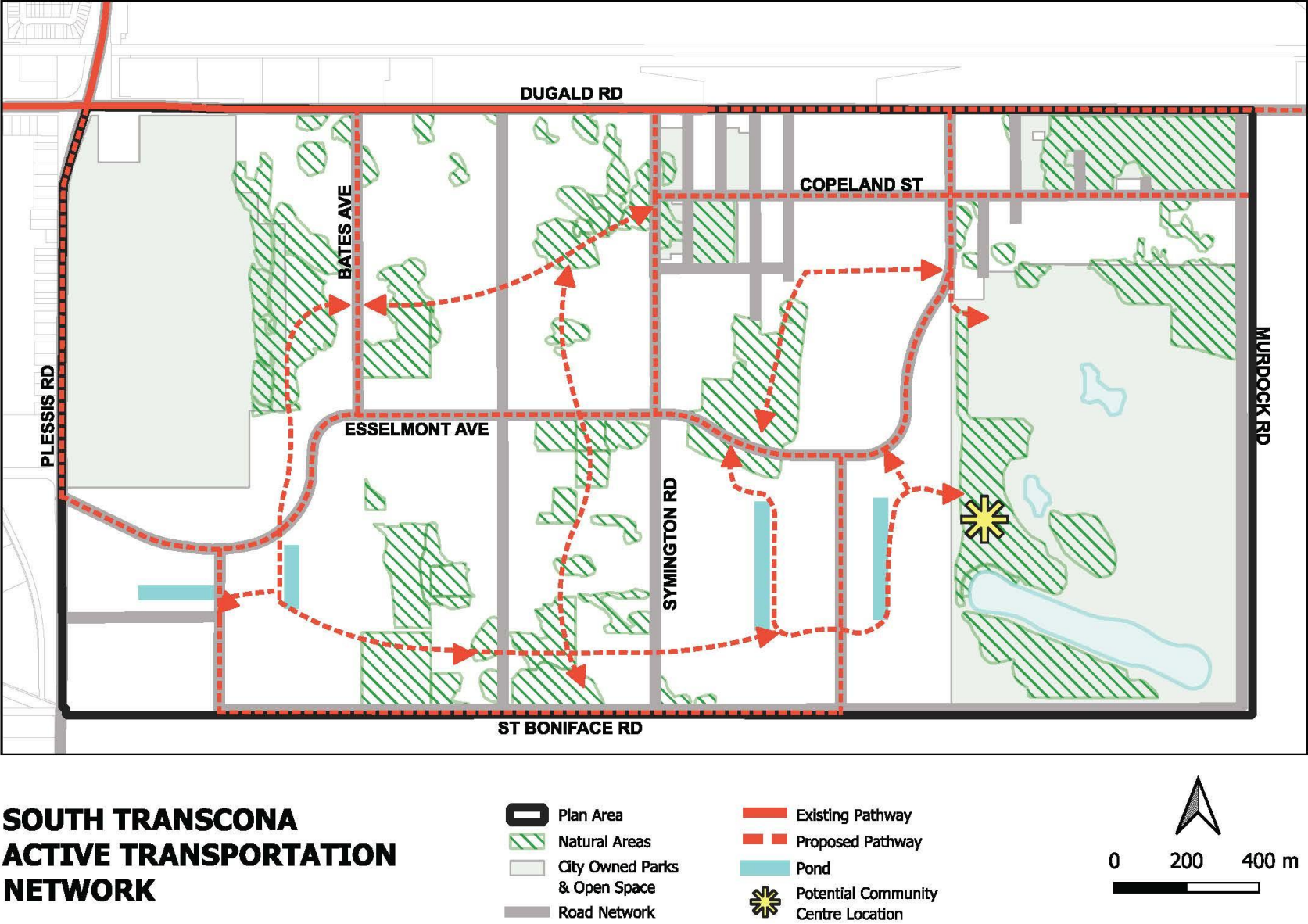
The Transportation Network Framework is structured around:

- General transportation principles;
- External road network;
- Internal road network;
- Pedestrian and active transportation connections; and
- Public transit policies.

7.2 Sustainable Community Objectives:

1. Establish a transportation network that prioritizes walking, cycling, and transit through compact blocks, complete streets, and a connected pathway system.
2. Provide an efficient and centralized road network that minimizes trip lengths and reduces reliance on through-traffic.
3. Establish and enhance connections to the broader city-wide active transportation network.
4. Integrate nature protection, recreation, and traffic calming into street design

Figure 10: Active Transportation Network



7.3 General Transportation Framework

7.3.1 Policies:

1. **Transportation network design:** The ultimate transportation network will generally align with the Land Use and Transportation Plan shown in Map 1. The precise alignment, configuration, and design of roadways may be refined at the development application stage to the satisfaction of the City.
2. **Timing and phasing:** The timing and sequencing of transportation infrastructure shall be coordinated with development activity to support orderly growth and efficient delivery of services, in alignment with *Section 9: Phasing and Implementation*.
3. **Funding mechanisms:** As identified in the Transportation Impact Studies prepared at the development approval stage, the costs of new or upgraded transportation infrastructure may be funded through cost-sharing agreements, area charges, local improvement levies, and other City-approved mechanisms, where applicable, to equitably distribute costs associated with growth, in alignment with *Section 9: Phasing and Implementation*.
4. **Road naming:** New roadways should consider naming opportunities that recognize notable individuals, local history, titles, or themes of historical or cultural significance:
 - a) Where appropriate and subject to confirmation of historic significance, the historic names of former rights-of-way may be incorporated into new developments in the Plan Area; and
 - b) All road renaming shall comply with the *City of Winnipeg Street Name By-law No. 115/2011*.

7.4 External Road Network

The Plan Area's external road network includes Plessis Road to the west and Dugald Road to the north, and is framed by Murdock Road to the east and St. Boniface Road to the south. Future upgrades to the external road network will play a critical role in connecting South Transcona to the broader city and regional transportation system.

7.4.1 Policies:

1. **Protect arterial road function:** Dugald Road and Plessis Road shall continue to function as arterial roadways serving regional traffic and providing primary access to the Plan Area.
2. **Coordinate access with collector roads:** New or expanded access to Dugald Road and Plessis Road shall be limited to collector roads to protect arterial function and minimize conflicts.
3. **Plan upgrades in alignment with growth:** Improvements to Dugald Road and Plessis Road, including intersection upgrades, signalization, lane additions, or widening, shall be planned and implemented in coordination with development phasing, traffic volumes, emergency access needs, and the City's Transportation Master Plan priorities.
4. **Development supportive infrastructure expansion:** External road upgrades, such as the twinning of Dugald Road and Plessis Road, shall be required where growth-related impacts are identified through Transportation Impact Studies and City-approved engineering analysis.
5. **Manage local road connections:** Existing local road connections to arterial roads may be modified, consolidated, or closed as part of arterial upgrades or intersection improvements, where required to improve safety, operations, and access management.
6. **Emergency access:** Emergency access shall be maintained at all times to the satisfaction of the City.

7. **Integrate active transportation and transit considerations:** Where feasible, external road improvements should incorporate pedestrian, cycling, and transit-supportive elements consistent with City standards, without compromising arterial function.
8. **New arterial roads:** Where identified in City-approved transportation plans, new arterial road upgrades or realignments may be required to support the full build-out of the Plan Area and shall be planned and implemented in coordination with development phasing, traffic demand, and City transportation priorities.
9. **Support future primary transit expansion:** Road upgrades to Dugald Road, Plessis Road, or other identified corridors should consider the feasibility of expanding the Primary Transit Network (operations and infrastructure).

7.5 Internal Road Network

The internal road network consists of existing and planned local and collector roads within the Plan Area that provide neighbourhood access, emergency services, active transportation routes, and transit service.

7.5.1 Policies:

1. **Establish collector and local road hierarchy:** The internal road network shall be structured around a clear hierarchy of collector and local roads with final alignments confirmed at the development approval stage.
2. **Design for local access and connectivity:** The internal road network shall be designed to:
 - a) support convenient local travel, transit service, and emergency access;
 - b) discourage regional cut-through traffic and excessive vehicle speeds;
 - c) provide an interconnected network with safe intersections and minimal reliance on cul-de-sacs; and
 - d) promote pedestrian-scaled blocks that support walkability.
3. **Implement a High Street collector:** A primary “High Street” collector road shall be established within the Plan Area to function as a central organizing corridor. This corridor is anticipated to utilize existing rights-of-way, such as Esselmont Avenue and Rennie Avenue, and shall be developed as an urban major collector that may include:
 - a) multiple travel lanes and turning lanes;
 - b) sidewalks and multi-use pathways;
 - c) landscaped boulevards; and
 - d) on-street parking, where appropriate.
4. **Additional collector roads:** Additional collector roads may be required to support development and will be identified at the development application stage.
5. **Major collector infrastructure standards:** Streets identified as major collector streets shall ultimately be constructed to their full cross-section. Interim cross-sections may be permitted where appropriate, with upgrades to the full standard based on the pace of developments. Where existing rights-of-way are insufficient to support the required cross-section, they shall be widened accordingly.
6. **Ensure logical infrastructure extensions:** Transportation infrastructure shall be extended in a logical manner supported by the phasing framework of this Plan.

7. **Future road connectivity:** Development applications shall identify future road connections at strategic locations to facilitate integration with adjacent lands. Where road stubs exist, new development shall connect to them unless otherwise approved by the City.
8. **Traffic calming:** Traffic calming measures, including but not limited to signage, road narrowing, curb extensions, speed tables, and landscaping, may be considered on internal roadways to improve safety and neighbourhood livability.
9. **Manage servicing transitions in existing development areas:** Transportation and infrastructure upgrades within The Acreages and The Hamlet shall be planned through a Concept Plan process as outlined in Policy 4.4.2.5.
10. **Manage local road closures:** Targeted local roads closures may be required as development progresses as guided by Transportation Impact Studies by a qualified professional engineer.
11. **Support universal transit and bussing access:** The internal road network shall be designed to meet City of Winnipeg standards for universal access and accommodate school bussing and transit operations, including appropriate roadway geometry, turning radii, route terminus and stop locations, to the satisfaction of the City.

7.6 Pathway Network

A comprehensive pedestrian and active transportation network will support safe, comfortable, and convenient travel for all ages and abilities, as shown in Figure 10.

7.6.1 Policies:

1. **Provide a connected pathway network:** As the area develops, sidewalks, multi-use pathways, and trails shall form a continuous and well-connected network throughout the Plan Area, linking residential areas with parks, schools, community facilities, commercial areas, and transit routes and stops.
2. **Plan for multi-use pathways on collectors:** All major and minor collector roads shall incorporate multi-use pathways designed in accordance with City standards. Where feasible, pathway development should be separated from the roadway, minimizing impacts on adjacent residential properties fronting the street.
3. **Connectivity:** Sidewalks, pedestrian walkways, pathways, and the local road network should be designed to reduce pedestrian trip length. Distance between access points should range between 150-250 metres (492-820 feet).
4. **Pedestrian safety:** Pedestrian safety shall be considered as part of all development applications. Consideration of pedestrian safety may include, but is not limited to, the following:
 - a) presence of a designated pathway, such as a sidewalk;
 - b) presence of a buffer between the road and pedestrian areas (i.e.: curb and landscaped area);
 - c) pedestrian refuge opportunities; and/or
 - d) design and elements of the transportation network.
5. **Integrate with the Green Corridor System:** Pathways should be aligned with and integrated into the Green Corridor System as outlined in *Section 5.4 The Green Corridor System*, to enhance connectivity, ecological function, and recreational opportunities.
6. **Active transportation network:** The active transportation pathway network should link to and expand the broader City of Winnipeg pedestrian and bicycle networks.

7.7 Public Transit

7.7.1 Policies:

1. **Monitoring & service review:** As development proceeds and service needs evolve, Winnipeg Transit shall annually monitor transit access, ridership, and stop performance within the neighbourhood through the Annual Service Plan process to: (i) evaluate stop locations, service levels, and passenger amenities, and (ii) to identify required capital and operational investments.
2. **Transit stop placement:** Transit stops shall be strategically located to maximize accessibility and ridership, with priority given to:
 - a) Proximity to schools, community centres, major parks and recreational facilities, and mixed-use or higher-density areas, including Town Gateway and Town Neighbourhood areas; and
 - b) Key route intersections and transfer locations that support network connectivity.
3. **Transit service catchment:** The majority of dwelling units should be located within a 200–400 metre (656 – 1,312 feet) walking distance of a transit stop to support convenient, safe, and equitable access.

8 PHASING, COST SHARING AND IMPLEMENTATION

8.1 Overview

Given the scale, scope, complexity, and long-term horizon of the South Transcona Secondary Plan, successful implementation will depend on coordinated action across multiple fronts, including development approvals, servicing-led phasing, cost sharing, cooperation among landowners, and consistent neighbourhood design outcomes.

While the South Transcona Secondary Plan establishes overarching vision and policy direction for South Transcona, implementation will occur through a suite of statutory and non-statutory tools administered by the City of Winnipeg, such as through rezoning and subdivision, and development approvals subject to development agreements that secure on-site and off-site obligations.

8.2 Sustainable Community Objectives:

1. Ensure development occurs in an environmentally safe, orderly and well-planned manner in keeping with the goals, objectives and policies of this Plan.
2. Enable the equitable sharing of infrastructure, park dedication and related costs between benefitting landowners of the Plan Area.
3. Provide clarity to landowners and developers on the range of items that may be subject to cost sharing agreements.
4. Support the orderly and coordinated build-out of the Plan Area in alignment with adopted City policy.

8.3 Priorities and Phasing

8.3.1 Policies:

1. **Phasing:** Phasing within the Plan Area will be driven by the timing and availability of services and market conditions. Phasing shall occur in a logical and efficient manner as determined through the development application process. **Fire station:** The issuance of building permits shall be prohibited until such time as a sufficient level of fire service can be provided in the Plan Area, through permanent or temporary emergency response facilities, as confirmed by the Chief of the Winnipeg Fire and Paramedic Services.
2. **Emergency access:** Phasing of the proposed road network must ensure adequate emergency access can be provided throughout development, to the satisfaction of the Chief of the Winnipeg Fire and Paramedic Services.
3. **Development applications:** The following shall be required for each subdivision and rezoning application within the Plan Area:
 - a. A Transportation Impact Study, including all modes of transportation. The submission shall include recommendations identifying transportation infrastructure required for that phase, to the satisfaction of the Director of Public Works;
 - b. A Servicing Study, identifying all water, wastewater, and land drainage infrastructure required for the development, to the Satisfaction of the Director of Water and Waste.

8.4 Cost Sharing

8.4.1 Policies:

1. **Cost sharing framework:**
 - a) The City may enter into Development Agreements or other cost sharing arrangements with landowners to equitably allocate the cost of infrastructure required to support development within the Plan Area.
 - b) Development Agreements, and related amendments, shall be consistent with the Development Agreement Parameters.
2. **Developer-funded servicing:** Infrastructure required to support development within the Plan Area shall be constructed or funded by developers through Development Agreements and related approvals to the satisfaction of the City of Winnipeg.
3. **Eligible infrastructure:** Development Agreements may include cost sharing mechanisms for infrastructure that provides benefit to multiple landowners, including:
 - a) Collector roads and related infrastructure;
 - b) Traffic control devices;
 - c) Parks and open space infrastructure;
 - d) Water, land drainage, and wastewater systems;
 - e) Regional stormwater management facilities;
 - f) Off-site infrastructure improvements such as water and wastewater upgrades, regional transportation improvements, or other municipal infrastructure; and

- g) Any other infrastructure deemed appropriate by the City of Winnipeg.
- 4. **Equitable allocation of costs:** Infrastructure costs shall be allocated among benefitting landowners in a manner is consistent with the Development Agreement Parameters and relevant By-Laws.
- 5. **Infrastructure oversizing:** Where infrastructure is required to be oversized to accommodate the servicing of benefitting lands beyond the initial development, the costs associated with the additional capacity shall be recovered from benefitting landowners through cost sharing arrangements to the satisfaction of the City.
- 6. **Collector roads:** Collector roads generally identified in *Section 4: Land Use Policies* and *Section 7: Transportation Network* may be constructed by a developer and cost shared among benefitting lands within the Plan Area through Development Agreements.
- 7. **Regional land drainage infrastructure:** For regional land drainage systems, including detention or retention facilities, designed to serve multiple landowners, the costs of constructing such infrastructure, including associated required land area, may be recovered from benefitting lands through a uniform Trunk Service Rate (TSR) or other cost sharing mechanism established by the City.
- 8. **Plan preparation cost recovery:** Professional fees associated with the preparation of this Secondary Plan may be recovered from benefitting lands through an area charge or other cost recovery mechanism established by the City.
- 9. **No city obligation to advance infrastructure:**
 - a) Nothing in this Plan shall obligate the City to construct, finance, or advance infrastructure required to support development.
 - b) Development shall proceed only where the required infrastructure can be provided by the developer or through cost sharing arrangements among benefitting landowners to the satisfaction of the City.

8.5 Implementation

8.5.1 Policies:

- 1. **Urban design guidelines:** Urban design guidelines for the Town Gateway and Town Neighbourhood must be submitted for approval by the Director Planning Property and Development, and Community Committee prior to any Plan Approval application within the Plan Area.
- 2. **Urban design considerations:** Urban design guidelines shall be consistent with Secondary Plan policies and must address, at minimum, the following design considerations:
 - a) Building relationship to the street
 - b) Placement and design of parking areas
 - c) Location and design of building entrances
 - d) Building height, massing and design
 - e) Gateway features
 - f) Pedestrian-oriented design features
 - g) Streetscaping and landscaping requirements
 - h) Incorporation of public art and distinctive architectural and site design features

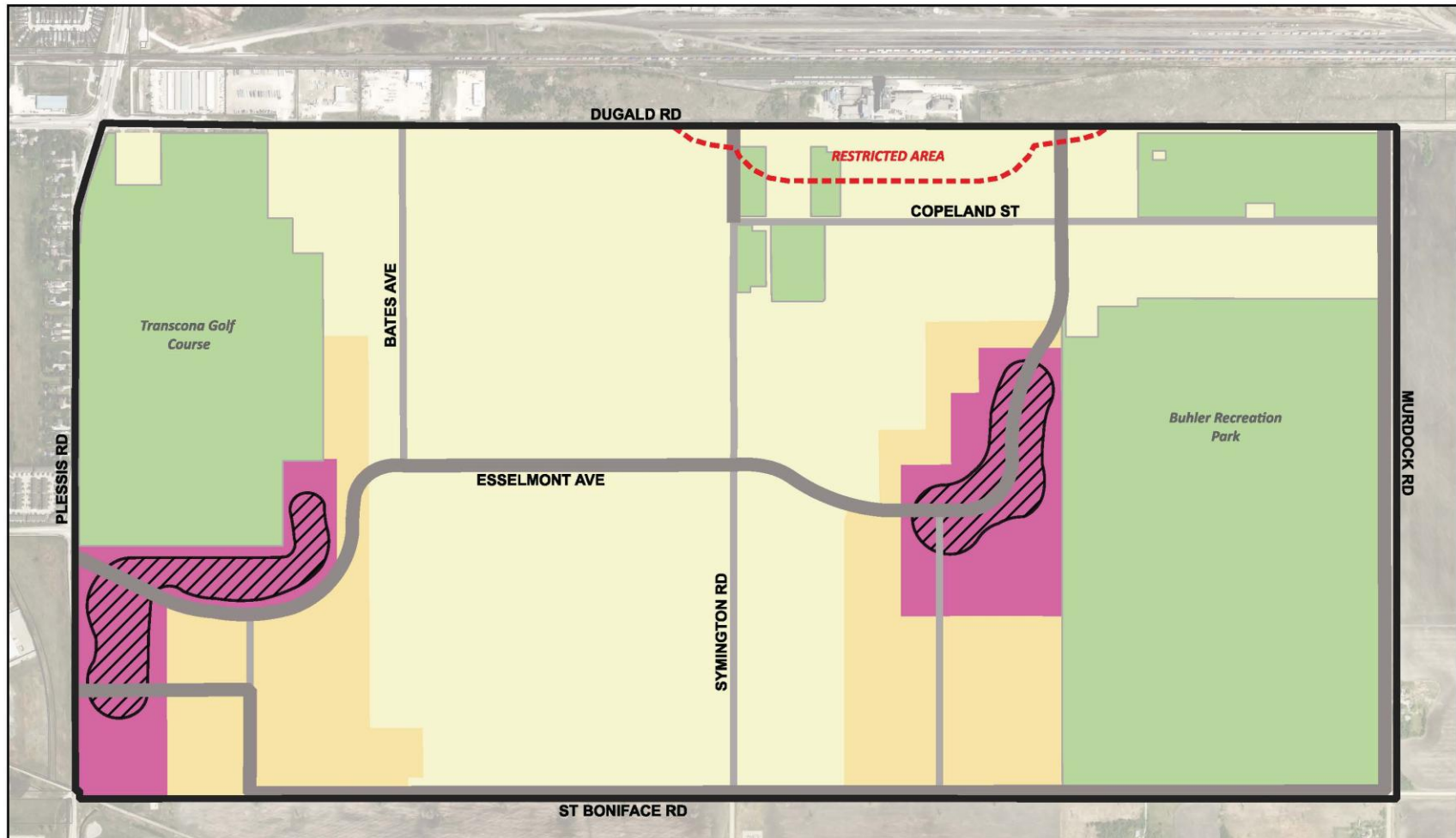
3. **Preliminary network design:** Subdivision and Rezoning applications within the West Town Area are subject to the following requirements:
 - a) Prior to the first application within the West Town Area, a preliminary design for Esselmont Avenue between Bates Road and the West Town Area's North-South Collector must be completed. The preliminary design must show the curve radii and intersections for Esselmont Avenue.
 - b) Prior to the first development application for lands within the West Town Area located west of the North-South Collector, a preliminary design for the Plessis Road/Camiel Sys intersection must be completed. This work cannot proceed in advance of the completion of the preliminary design study for Plessis Road between Dugald Road and St. Boniface.
 - c) Preliminary designs must be approved by the Department of Public Works in order any associated development application to be deemed complete.
4. **Emergency Services Study:** Prior to the first development application within the Plan Area, a completed Emergency Services Study must be approved by Winnipeg Fire and Paramedic Services.

8.6 Partnerships

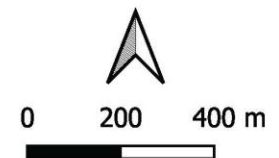
8.6.1 Policies:

1. **Fund community assets:** Community assets, including the proposed new South Transcona Community Centre, Natural Green Corridor System programming, and the active transportation network, should be financed through a layered model that may include:
 - a) statutory dedications;
 - b) development agreement obligations;
 - c) city capital funding; and
 - d) third-party grants and partnerships.
2. **Encourage affordable housing:** The potential dedication or conveyance of land for affordable housing, supportive housing, or non-profit community uses may be explored as part of the implementation of the South Transcona Secondary Plan. Where appropriate, such land contributions may form part of broader development or partnership arrangements intended to support the delivery of housing options that serve a range of incomes and household needs.

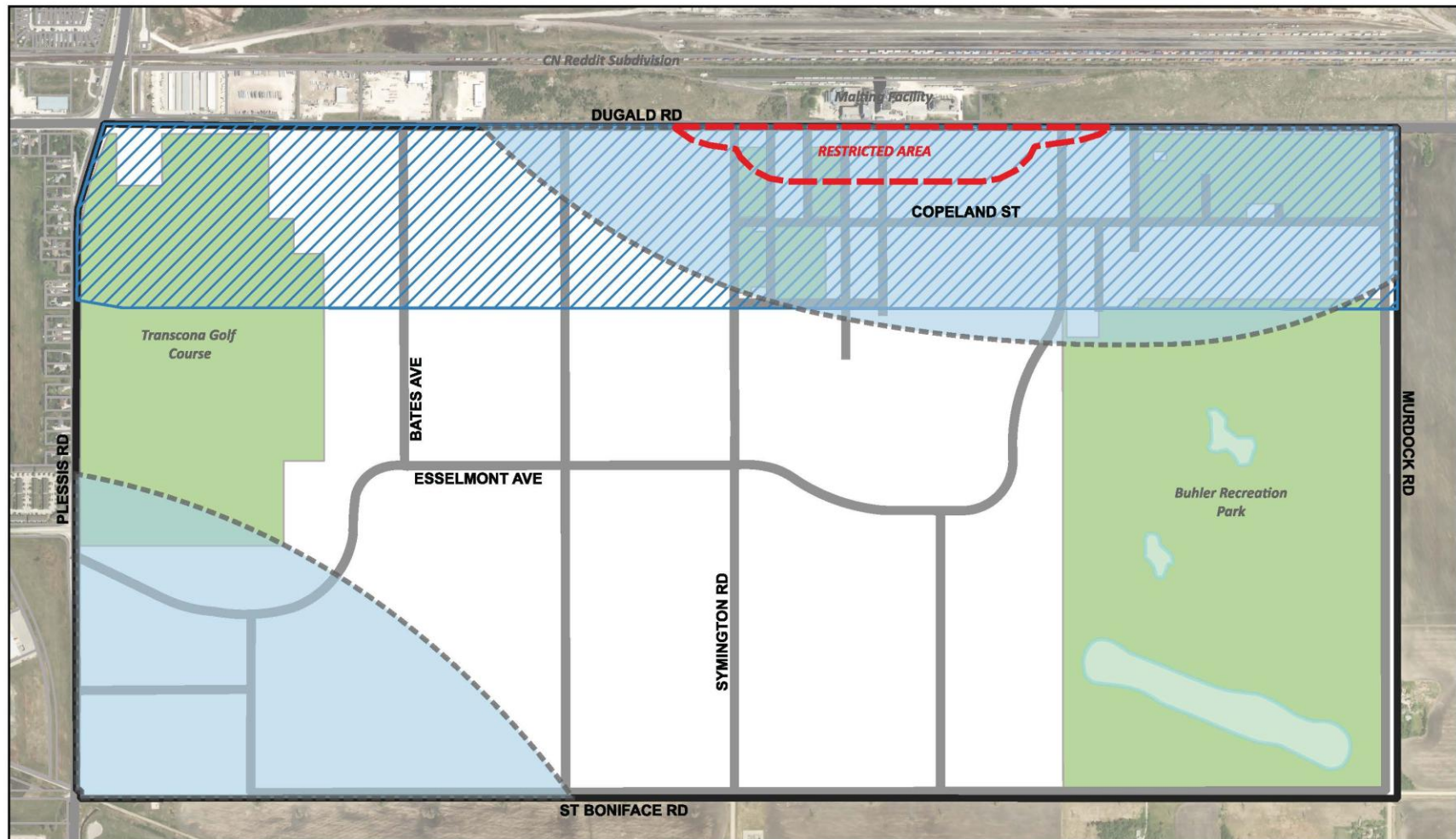
APPENDIX A: Map 1 – Land Use and Transportation



SOUTH TRANSCONA LAND USE AND TRANSPORTATION



APPENDIX B: Map 2 – Land Use Compatibility



SOUTH TRANSCONA LAND USE COMPATIBILITY

