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LETTER OF INTENT

Secondary Plan Application: South Transcona Secondary Plan

Submitted by: MRA Planning + Development
June 30, 2026

1. INTRODUCTION

This Letter of Intent accompanies the application to adopt the South Transcona Secondary Plan (the "Plan") as a by-law of the City of Winnipeg pursuant to Section 234 of *The City of Winnipeg Charter*.

The application package includes the proposed Secondary Plan document, supporting technical studies, engagement materials, and related background information prepared in support of the Plan's adoption in alignment with the Terms of Reference agreed to with the City of Winnipeg.

South Transcona is designated as Precinct 'S' within the New Communities policy area of the City of Winnipeg's *Complete Communities Direction Strategy 2.0* ("Complete Communities"). Under this policy framework, large greenfield precincts must be guided by an approved secondary plan prior to the consideration of subdivision, rezoning, or development applications. The South Transcona Secondary Plan has been prepared to satisfy this requirement by establishing a comprehensive vision, policy framework, and infrastructure strategy to guide future growth and change within the Plan Area.

The purpose of the Plan is to ensure that development occurs in a logical, orderly, and sustainable manner, coordinating land use planning with the delivery of transportation infrastructure, municipal servicing, parks and natural systems, and community amenities.

2. PLANNING CONTEXT

Plan Area and Existing Conditions

The South Transcona Secondary Plan Area is located in the southeast quadrant of Winnipeg and encompasses approximately 1,313 acres of land 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 greenfield lands known as the East and West Town Areas,
- established residential areas known as the Hamlet and the Acreages,
- agricultural lands and open space,
- and several significant recreational amenities including Buhler Recreation Park, the Transcona Golf Club, and Lake Shirley Memorial Park.

The area is historically characterized by low-intensity land use and fragmented development patterns, including estate-style residential lots within **The Acreages** and a small historic grid-based neighbourhood known as **The Hamlet**. These areas reflect South Transcona's long-standing rural character and strong community identity.

Surrounding lands reflect a mix of urban and rural uses. Industrial corridors and the Transcona Rail Yards are located north of Dugald Road, while residential, commercial, and industrial development exists west of Plessis Road. Agricultural lands within the Rural Municipality of Springfield are located to the south and east of the Plan Area.

Planning Process and Project Team

The South Transcona Secondary Plan has been prepared through a comprehensive multi-year planning process led by the Applicant on behalf of major landowners within the Plan Area. The work has been supported by a multidisciplinary consultant team including MRA Planning and Development [Planning], McGowan Russell Group [Landscape Architecture], and Stantec [Servicing and Transportation Engineers], Dillon Consulting [Noise Study], and Promax [Emergency Services Study].

The planning process was undertaken in ongoing collaboration with City of Winnipeg departments and in consultation with the Transcona Ward Councillor Russ Wyatt. The process also included extensive engagement with residents, landowners, community stakeholders, and businesses within the Plan Area.

The methodology for the preparation of the Plan included:

- background research and policy review;
- technical analysis related to servicing, transportation, noise, and emergency services;
- environmental and natural systems review;
- multiple phases and methods of public and stakeholder engagement; and
- iterative refinement of the land use framework and infrastructure plans.

Further details regarding the planning process and engagement methodology are provided in the South Transcona Secondary Plan document and accompanying Engagement Report.

3. NEIGHBOURHOOD VISION

The South Transcona Secondary Plan establishes a long-term vision for the creation of a sustainable community that balances environmental stewardship, housing diversity, economic activity, and community well-being.

The vision articulated in the Plan is as follows:

South Transcona will evolve into a sustainable community that preserves its peaceful atmosphere, natural ecology, and small-town character while accommodating long-term growth of approximately **7,500 new residential units** and an estimated **20,000 residents**. A system of greenway corridors and natural parks will anchor the community, protecting ecological systems while supporting recreation, connectivity, and long-term environmental resilience.

The vision is supported by a set of guiding goals that shape the policies throughout the Plan, including:

- providing a broad range of housing options to support diverse household types;
- supporting a vibrant local economy with neighbourhood-scale commercial services;
- promoting active lifestyles and healthy communities;
- protecting and enhancing natural systems and ecological connectivity;
- developing a multi-modal transportation network prioritizing walking, cycling, and transit; and
- ensuring development is supported by urban-standard municipal servicing.

These goals collectively establish the foundation for the long-term development of South Transcona as a complete community aligned with the City's broader planning objectives.

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4. NEIGHBOURHOOD PLANNING

The South Transcona Secondary Plan establishes a comprehensive land use and infrastructure framework that coordinates the long-term development of the Plan Area.

Future development will primarily occur within two major greenfield areas identified as the **West Town Area** and **East Town Area**, which together form the primary growth areas within South Transcona. These areas will be connected by a new east–west "High Street" corridor that functions as a central organizing element for the community, linking neighbourhoods, parks, and mixed-use destinations.

The land use framework organizes development into three primary land use designations:

- **Town Gateway –** mixed-use centres accommodating higher-density residential development, commercial uses, and community amenities;
- **Town Neighbourhood –** predominantly residential areas providing a range of ground-oriented and medium-density housing forms; and
- **Town Neighbourhood – Small,** including The Acreages and The Hamlet, where development will occur gradually and primarily through voluntary redevelopment over time.

Land use compatibility is ensured by concentrating the highest densities and mixed-use development within the East and West Town Areas while providing appropriate transitions to the existing, low-density neighbourhoods of The Acreages and The Hamlet. The Plan also includes building design policies to mitigate rail noise in affected areas, and a 150-metre restricted area adjacent to heavy industrial uses north of the Plan Area that limits future development to compatible non-residential uses, as shown on the Land Use Compatibility map (Map 2).

The Plan also introduces an integrated **Green Corridor System** that connects parks, natural areas, drainage infrastructure, and pathways throughout the community. This network supports ecological connectivity, recreational opportunities, and stormwater management while creating a defining landscape structure for South Transcona.

Further detail regarding the land use structure and planning framework is provided in *Section 4: Land Use Policies* of the South Transcona Secondary Plan.

5. DEVELOPMENT SUMMARY

The South Transcona Secondary Plan establishes a development framework accommodating approximately **7,500 new residential units** and an estimated **20,000 residents** within the Plan Area.

Land use designations are distributed across the sub-areas of South Transcona. Higher-density residential and commercial uses are primarily directed to Town Gateway areas, while Town Neighbourhood areas provide a range of housing forms intended to accommodate diverse household types. The Town Gateways are organized around Centres which will serve as the primary mixed-use and high-density node the area. Densities are planned to scale down from the Town Gateways to the Town Neighbourhood – Small areas through the Town Neighbourhood designation.

Table 1: Land Use Designations

Land Use Designations	**Target Density (per net developable acre)**	**Building Height**	**Dwelling Types**
Town Gateway	50–80 units	Up to 8 storeys	Mid- to -high-density housing
Town Neighbourhood	10-60 units	Up to 6 storeys	Low- to mid-density housing
Town Neighbourhood - Small	**Hamlet & Acreages:** 4 units **East and West Town Areas:** 6-8 units	Up to 35 feet	Low-density housing, townhomes only along major roadways

Table 2: Development Sub-Areas

Development Area	**Area (ac)**
West Town Area	165
East Town Area	178
The Acreages	404
The Hamlet	180
Total	**927**

Remaining lands within the Plan Area include the Transcona Golf Club, Buhler Recreation Park, and Lake Shirley Memorial Park, which together comprise approximately 386 acres for a total of 1,313 acres.

6. PLANNING RATIONALE

Conformity with Our Winnipeg 2045 / Complete Communities 2.0

Complete Communities 2.0 identifies New Communities or 'Precincts' as large undeveloped areas intended to accommodate a significant share of Winnipeg's projected growth. The policy framework requires that precinct plans provide a vision, anticipated population, infrastructure alignment, land use structure, parks and open space framework, and phasing strategy prior to development.

The South Transcona Secondary Plan fulfills these requirements in full. It establishes a clear land use structure, identifies a future road network, confirms servicing and land drainage concepts, integrates parks and natural systems, and provides a coordinated phasing strategy tied to the delivery of a full range of municipal services and upgrades to current systems.

The Plan directly advances the *Complete Communities* objective of developing New Communities that integrate a mix of uses, a range of housing types, parks and open space, employment opportunities, and transit access within walkable neighbourhood structures.

Response to Growth and Housing Demand

According to Complete Communities, Winnipeg is projected to grow by more than 160,000 residents by 2040, translating into the need for approximately 82,000 new housing units. South Transcona is positioned to accommodate a meaningful share of this demand (roughly 9%).

The Plan provides for approximately 7,500 dwelling units distributed across a range of housing typologies from single-family, townhomes, and apartments. This distribution of density through the land use plans and proposed transportation network promotes efficient land use, supports transit-readiness, and ensures compatibility with surrounding uses.

Compatibility with Surrounding Context

The South Transcona Secondary Plan has been designed to ensure that future growth is compatible with existing communities and the broader area. Development is intended to complement the housing forms and scale of the existing neighbourhoods by providing buffering and gradual transitions from higher to lower densities. The Plan also incorporates land use compatibility measures, including policies to mitigate rail noise and a 150-metre industrial transition area that limits sensitive uses adjacent to heavy industrial lands.

The Plan anticipates coordinated upgrades to regional infrastructure, including improvements to the Dugald Ditch drainage system and transportation corridors such as Dugald Road and Plessis Road, subject to phasing triggers. These upgrades will strengthen connections between South Transcona, and the wider City of Winnipeg. The transportation framework also introduces improved transit readiness and active transportation pathways that link neighbourhoods with parks, community facilities, and surrounding destinations.

This approach aligns with planned development patterns in the land surrounding the Plan Area and the Rural Municipality of Springfield, supporting coordinated regional growth and connectivity.

7. PARKS AND THE PUBLIC REALM

Parks, natural systems, and public spaces form a central organizing element of the South Transcona Secondary Plan.

The Plan establishes an interconnected Green Corridor System consisting of parks, natural areas, pathways, and stormwater infrastructure that collectively support recreation, ecological connectivity, and environmental resilience.

This system is designed to preserve and integrate the area's natural features, including prairie grasslands, wetlands, and mature tree stands that contribute to local biodiversity and landscape character.

The Plan also identifies opportunities for future community assets, including schools, recreation facilities, and community gathering spaces. Existing recreational amenities such as Buhler Recreation Park, the Transcona Golf Club, and Lake Shirley Memorial Park will continue to serve as important community destinations.

8. SERVICING AND LAND DRAINAGE

The South Transcona Secondary Plan establishes a servicing framework to ensure that development is supported by urban-standard municipal infrastructure, including water, wastewater, and stormwater management systems. The framework has been developed in consultation with the City of Winnipeg Water and Waste Department and informed by preliminary engineering analysis.

Water and Wastewater Servicing

Municipal water and sanitary sewer infrastructure will be extended into the Plan Area as development progresses. Servicing design will ensure adequate domestic water supply, fire protection capacity, and sanitary sewer conveyance to downstream infrastructure.

Detailed engineering analysis will be completed as part of future subdivision and development approvals to confirm system capacity, infrastructure alignments, and any required upgrades.

Land Drainage Strategy

Stormwater management will be addressed through a coordinated land drainage system consisting of stormwater retention facilities, conveyance infrastructure, and naturalized drainage corridors.

Stormwater retention ponds are proposed within the Plan Area to manage runoff generated by future development while maintaining compatibility with the regional Dugald Drainage Basin system.

Integration with the Green Corridor System

Stormwater infrastructure will be integrated within the Plan's Green Corridor System, which combines parks, natural areas, and pathways with land drainage infrastructure. This approach supports stormwater management while providing recreational amenities, ecological connectivity, and active transportation routes throughout the community.

Utilities

Other utility services, including electricity, natural gas, and telecommunications, will be coordinated with development phasing and the proposed road network. Opportunities to explore sustainable energy systems, such as district geothermal energy or renewable energy infrastructure, may also be pursued as development progresses.

9. TRANSPORTATION

The South Transcona Secondary Plan establishes a coordinated transportation framework designed to support long-term growth while improving connectivity within the Plan Area and to surrounding parts of the city.

Existing transportation infrastructure in the area largely reflects its historic semi-rural development pattern, with Dugald Road and Plessis Road serving as key regional arterials and local road networks remaining limited and fragmented.

Road Network Hierarchy

Arterial Connections

Arterial roadways surrounding the Plan Area will continue to function as the primary regional transportation routes providing access to the broader city network. Development within the Plan Area will connect to these corridors through strategically located collector intersections designed to maintain efficient traffic operations.

Collector Road Network

A network of collector roadways will distribute traffic within the community and provide connections between neighbourhoods, mixed-use centres, and regional arterial corridors. Collectors will be designed to accommodate moderate traffic volumes and provide space for sidewalks, cycling infrastructure, and on-street parking where appropriate.

High Street Corridor

A key component of the transportation framework is the creation of a new east-west “High Street” corridor utilizing the exisitng right-of-ways of Esselmont Ave and Rennie Ave. At the outset upgraded to a minor collector, and later a major collector, the corridor will serve as a key organizing element linking the East and West Town Areas and connecting major community destinations.

Local Street Network

Local streets will provide direct access to residential properties and are intended to prioritize low travel speeds and neighbourhood livability. Local street design will incorporate sidewalks and connections to the broader active transportation network.

Active Transportation Network

The transportation framework also incorporates a planned active transportation network consisting of sidewalks, multi-use pathways, and greenway connections integrated with the Green Corridor System. This network will connect neighbourhoods with parks, community amenities, and surrounding trail systems, including the broader Transcona Trail network.

Transit

Transit readiness is also embedded within the Plan through policies supporting transit stop placement within walking distance of the majority of dwelling units and monitoring of transit service needs as development progresses.

10. ENGAGEMENT OVERVIEW

The South Transcona Secondary Plan has been shaped through a comprehensive and multi-year engagement process involving residents, landowners, community stakeholders, and City representatives.

The engagement process included:

- eight in-person public engagement events;
- ongoing meetings with local stakeholders and landowners;
- targeted discussions with community organizations and businesses;
- 25 meetings with a Resident Advisory Group (RAG); and
- ongoing consultation with City departments and the Transcona Ward Councillor.

This iterative engagement process allowed community input to inform key aspects of the Plan including the land use framework, parks system, transportation network, and transition policies for existing neighbourhoods.

A detailed summary of the engagement process and findings is provided in the South Transcona Secondary Plan Engagement Report.

NOTES

MRA Planning + Development is the 'Applicant' on behalf of Taggart Properties Inc. and Plessis Pointe Development Corporation. Therefore, please do not hesitate to contact us directly if there is any information or materials missing from this application.

See enclosed application material.

Kind Regards,



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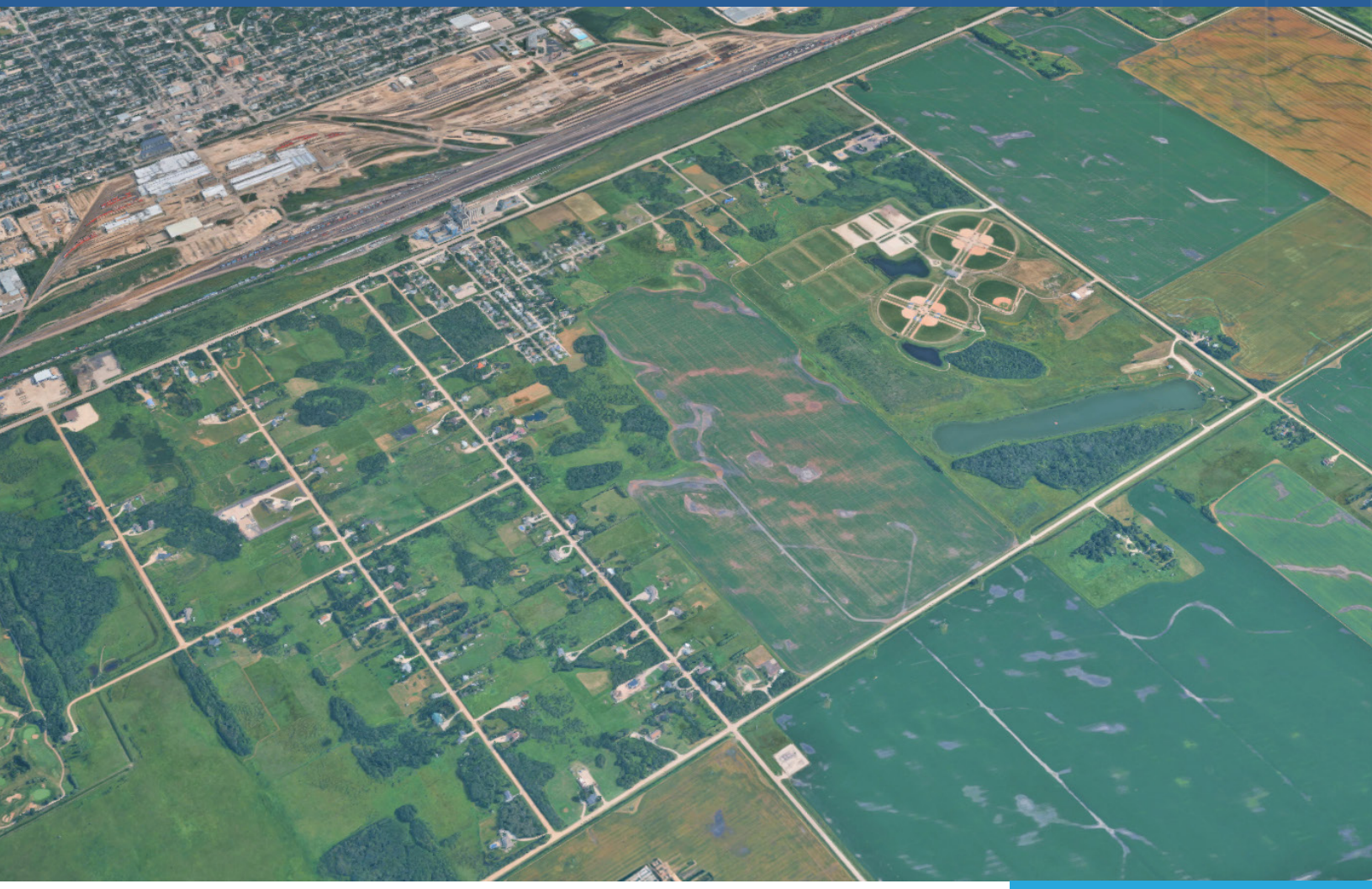
SOUTH TRANSCONA SECONDARY PLAN

Engagement Report



MARCH
2026

MRA planning + development

McGOWAN·RUSSELL

Acknowledgements

We would like to acknowledge that we are in Treaty One Territory, the home and traditional lands of the Anishinaabe (Ojibwe), Inane (Cree), and Dakota peoples, and in the National Homeland of the Red River Métis.

The consultant team of MRA Planning and Development and McGowan Russell Group would like to recognize the time and dedication of Councillor Russ Wyatt, the Resident Advisory Group members, the residents and business owners within the Plan Area, the Development Team, as well as the various City of Winnipeg departments who contributed their time, knowledge, and perspectives to advance the South Transcona Secondary Plan.

Engagement at a Glance

5 Year
Engagement Process

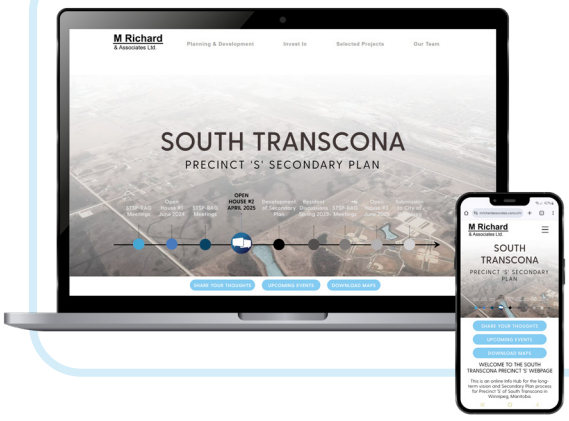
8
Open Houses

6+
Stakeholder Meetings

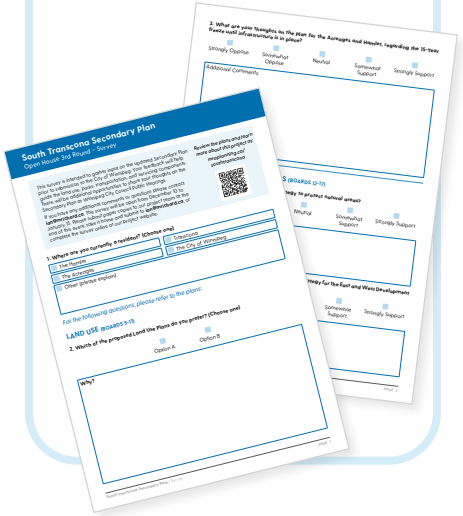
25
RAG Meetings

646
Open House Attendees

562
Survey Responses



7,500+
Website Views



Executive Summary

The South Transcona Secondary Plan (the Plan) engagement process has set a new standard for public consultation. The Plan has been shaped through a five-year multi-phase engagement process including eight in-person events, multiple direct stakeholder discussions, one-on-one dialogue, and an innovative engagement process through a Resident's Advisory Group (RAG). The voices of residents, landowners, business owners, and area stakeholders have been central to the engagement process, supported by the Transcona Ward City Councillor, and continual dialogue with City departments. The public has been involved in shaping the Plan through a structured, iterative engagement process that meaningfully incorporated public input at each stage of its development.

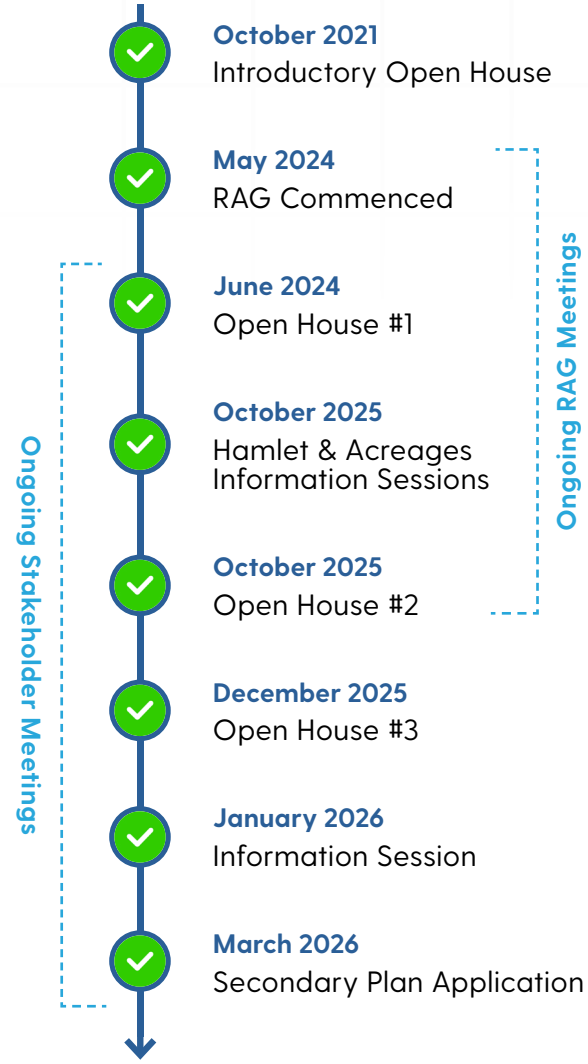
Generally, the consultants have heard from residents and landowners falling into three camps:

1. Residents opposed to any change
2. Landowners in support of future development
3. Landowners conditionally open to development

Initial engagement included strong participation from residents expressing concerns about development. As additional information was shared and the planning framework for the East and West Town Areas became clearer, feedback broadened to include growing recognition of the potential community benefits and amenities associated with these projects.

See attached reports where applicable for each component of engagement.

Engagement Timeline



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Summary of Engagement Activities to Date



INTRODUCTORY OPEN HOUSE,

October 2021

The Introductory Open House marked the first round of engagement for the South Transcona Secondary Plan. Residents were invited through direct letters and community flyers to attend either a virtual session (October 19, 2021) or an in-person session (October 23, 2021).

The presentation introduced the development vision, planning rationale for South Transcona as a "new community", proposed planning areas, and the Secondary Plan process. A total of 66 people registered for the virtual session and 83 attended the in-person event, with additional participation through the project webpage.

Feedback received during the Introductory Open House established several recurring themes, including a focus on appropriate density, traffic and road capacity (particularly Dugald and Plessis), infrastructure servicing and costs, protection of greenspace and wildlife habitat, construction timelines, and preservation of community identity. The engagement informed subsequent refinement of planning concepts and policy direction for later rounds of engagement and Secondary Plan development.

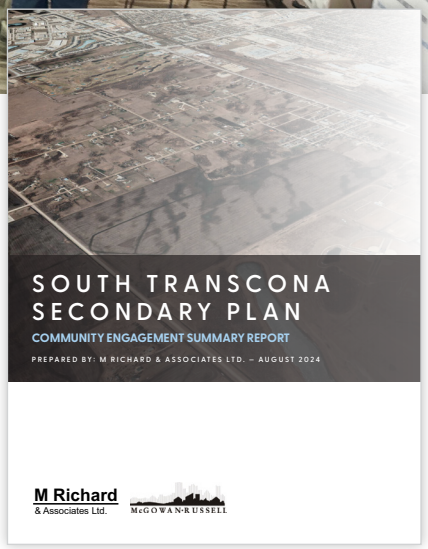
Please refer to Appendix A to review the full report.



ROUND 1

OPEN HOUSE, *June 2024*

The first Open House introduced the Secondary Plan project and requirements from Complete Communities Direction Strategy 2.0, and gathered early visions for land use, transportation, parks, and servicing from the community prior to the development of formal plans to ensure integration of community feedback. No formal plans were prepared at this stage. Feedback from this round emphasized protecting existing neighbourhoods and natural areas, improving multimodal transportation connectivity, transitions between new and existing development, and desire for clarity around servicing upgrades and implications for current residents. 64 survey responses were submitted and this input guided significant direction to the Draft Secondary Plan.



Please refer to Appendix B to review the full report.



ROUND 2

LANDOWNER INFORMATION SESSIONS AND OPEN HOUSE,

October 2025

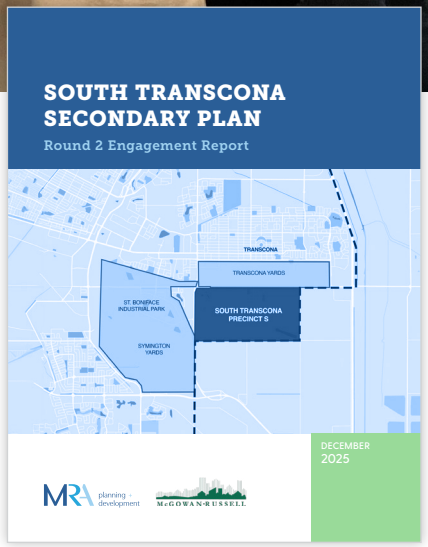
At the second Open House, draft plans were presented for land use, parks and natural areas, servicing, and transportation based on the collaborative work on the Secondary Plan to date.

- 2 landowner information sessions for the Hamlet area and the Acreages area.
- 1 general open house

Key concepts included:

- a 200+ acre Nature Park
- Town Gateway and Town Neighbourhood land use designations
- Proposed engineering plans for water, wastewater, and land drainage
- Potential transportation network designs

A survey collected over 200 responses. Feedback produced a number of responses, ranging from those opposed to any new development, those in support of development, and those who are open to development but prefer greater measures to protect the existing character.



Please refer to Appendix C to review the full report.

An informal, follow-up meeting with the community was arranged by the Councillor in November 2025 to address outstanding questions and to confirm priorities before preparing the next plan iteration.



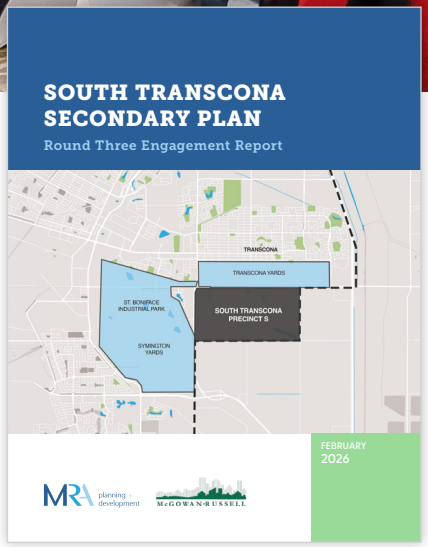
ROUND 3

OPEN HOUSE, *December 2025*

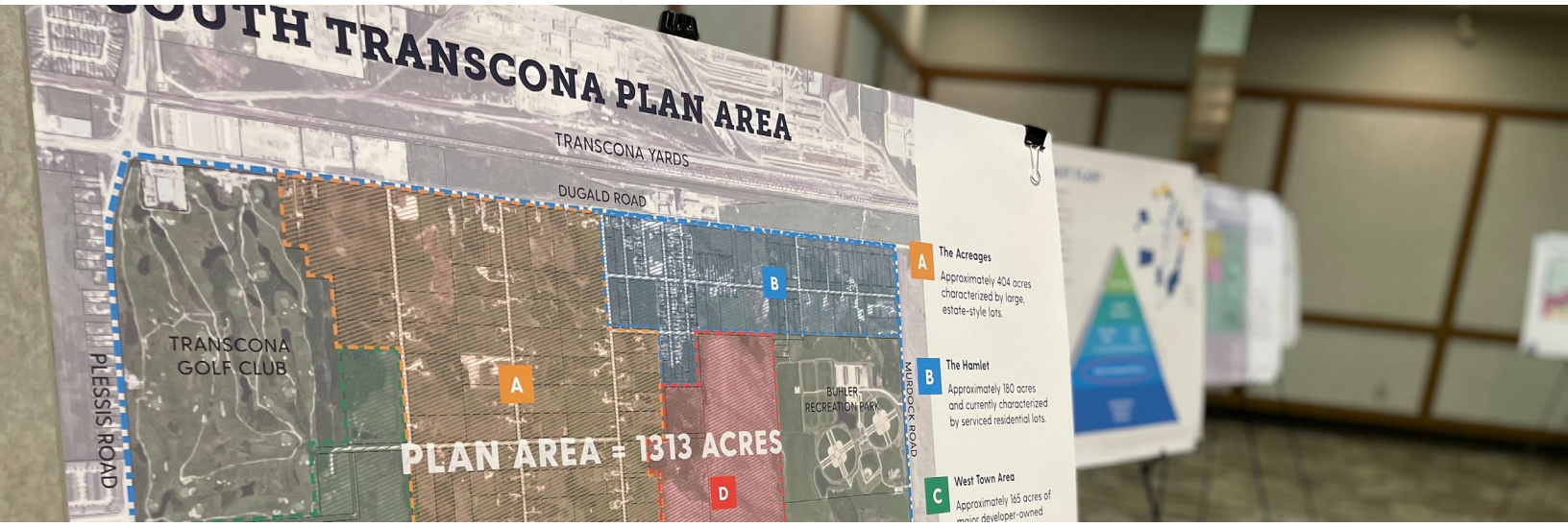
Based on resident feedback and further engineering analysis, the third Open House presented the updated Plan, reflecting refinements to land use, parks, transportation, and servicing. The Draft Plan introduced:

- The concept of a “freeze” on development in the Acreages and Hamlet for 15 years or until major servicing thresholds are met (e.g. twinning of Dugald and Plessis Rds)
- A scaled back version of the Nature Park concept
- Two options for land use and road plan configurations for the Precinct, namely with either Esselmont or St. Boniface Rd as the new major collector
- Clearer costs estimate and timelines for residents to connect to services
- An FAQ based on previous feedback to provide greater clarity to residents

103 survey responses were submitted, largely from the Acreages. Respondents generally preferred St. Boniface as the major east-west collector, opposed the “freeze” concept, and desired clearer cost obligations for existing residents.



Please refer to Appendix D to review the full report.



INFORMATION SESSION,

January 2026

As an outcome of the third Open House, the development team agreed to an additional engagement opportunity before the Plan was submitted to the City. This engagement session was structured as a come-and-go review and opportunity for discussion with the project team. The Information Session presented the updates to the draft Plan based on the feedback from the December open house and further engineering and planning analysis, including:

- Removal of the "freeze" and an outline plan framework for the Acreages and Hamlet through "Town Neighbourhood – Small" designation.
- Transportation Option B with Esselmont Ave as the area's major east-west collector
- Refined Parks plans for Plan Area
- Final engineering plans
- Greater detail of development costs and service connection procedures

The plans presented to the public at this event are largely what was submitted as part of the Secondary Plan application, with minor changes to land use plans and policies based on feedback and review from the public service.

A comment sheet was provided which received 71 responses. Overall, many of the same voices of opposition shared their concern with the draft plans. However, the in-person session generally received the most positive feedback and productive discussion to date with stakeholders on their potential development options. Several attendees expressed appreciation for the increased clarity and depth of detail around development costs.

Please refer to Appendix D to review the full report.

RESIDENT ADVISORY GROUP (RAG),

Spring 2024 to Summer 2025

As part of the South Transcona Secondary Plan (STSP) process, a Resident Advisory Group (RAG) was established to provide ongoing, structured input and advice to the Project Team throughout plan development. The RAG Terms of Reference were agreed to by the City of Winnipeg.

Chaired by the Area Councillor with voluntary members consisting of the two major developers and nine residents, a total of 25 RAG meetings were held over a 14-month period. Several guests were invited to attend RAG meetings including engineers from Stantec and City staff from various departments and divisions such as Transportation, Planning, and Parks.

Invitations were posted on mailboxes and the Community Centre bulletin board inviting residents to apply to be a member. Invitation emails were also circulated to a list of residents provided by the Councillor. Ultimately nine community members were selected. The RAG's role was advisory in nature and did not include formal decision-making authority. Instead, the RAG functioned as a working forum to review draft engagement materials, provide local context, and develop a vision for the area to help ensure the Plan was responsive to community interests. The RAG met regularly to workshop plan concepts such as land use frameworks, transportation plans, servicing plans, and parks and natural area strategies in advance of public display. The RAG was formally concluded in the Fall of 2025.

Adopted and approved RAG materials, including meeting minutes and agendas, supporting documents, proposed motions, and an adopted Transportation Policy recommendation, are organized by meeting number in Appendix F.

RAG Invitation is attached in Appendix E.

Approved RAG Materials are attached in Appendix F.

Transportation Policy is attached in Appendix G.

1-ON-1 DISCUSSIONS

Throughout the process, the consultant team kept an open line of communication, connecting directly with numerous residents, landowners, and stakeholders by phone, email, or in person. These conversations included but were not limited to:

- What the Secondary Plan could mean for individual property owners
- Specific concerns about access, servicing, or future development potential
- Suggestions to improve engagement materials, meeting formats, and communication.

These stakeholders were encouraged to formalize their comments via Open House surveys which are captured in the corresponding engagement reports. Stakeholders were directed to provide additional comments through the public hearing process.

STAKEHOLDER MEETINGS

AREA STAKEHOLDERS

As the Plan was developed, several area stakeholders were engaged to provide targeted input, including:

- River East-Transcona School Division
- RM of Springfield
- Transcona Golf Club
- Lake Shirley Water Ski Park (Waterski Wakeboard Manitoba)
- Buhler Recreation Park

Area business owners and local institutions were invited to participate through the Open House processes.

Summary memos for applicable stakeholder discussions are provided in Appendix H.

Please refer to Appendix H to review the memos.

Appendices

Engagement Reports

Appendix A - Introductory Open House

Appendix B - Round One

Appendix C - Round Two

Appendix D - Round Three & Information Session

Residents Advisory Group (RAG)

Appendix E - Invitation

Appendix F - RAG Materials

Appendix G - Transportation Policy

Appendix H - Area Stakeholder Memos

- Transcona Golf Club
- River East-Transcona School Division
- RM of Springfield
- Buhler Recreation Park
- Waterski Manitoba (Lake Shirley)

Appendix A

Introductory Open House

South Transcona

Community Engagement Report

Prepared by: Richard + Wintrup Planning and Development

November 2021

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www.richardwintrup.com

Introduction

Richard+Wintrup Planning and Development was hired to help conduct community engagement on the future development for South Transcona. The feedback from the community will help inform the direction and creation of a Secondary Plan. Due to the scale of the project multiple rounds of engagement will be required.

South Transcona, located on the northeast border of Winnipeg, was once thought to become a densely populated urban centre in the early twentieth century. Many circumstances thereafter led to the cancellation of the subdivision plans and the Town of Transcona uniting with Winnipeg, development in South Transcona come to a halt and for over 108 years has been a thriving small community. As such, the approach to the community engagement sessions would take consideration the many voices in this area of those both for and against the redevelopment of South Transcona.

Open House sessions were organized for the first round, one virtual and one in-person, to allow the community an opportunity to learn more about the process of creating a Secondary Plan and ask the development team direct questions and provide comments to improve the development or mitigate potential impacts. These activities are summarized in the following sections.

Public Engagement

To ensure residents had sufficient opportunity to attend an Open House event, and to accommodate the current and ongoing COVID-19 public health restrictions, virtual and in-person open house sessions were held. The use of online community engagement a current, widely accepted professional planning standards method to safely reach the public to deliver information about the future development, solicit feedback, and respond to questions. The event ran approximately one hour and forty-five minutes, beginning with a 25-minute presentation followed by the Q&A portion of the event. *see - Attachment A*

The Virtual Open House session was recorded and made available on the project webpage for those who could not attend the engagement sessions offered.

The In-Person Open House session was held at the South Transcona Community Centre for 2 hours and was set up to allowed attendees to look over informational boards, ask questions, give feedback directly to the development team, and to fill out a questionnaire. *see - Attachment B*

Advertisement

Announcement of the Open House events was done via the delivery of flyers and direct letters to nearby households and businesses.

- Advertising flyers were delivered via Canada Post to 245 post boxes in proximity to the subject site. *see - Attachment C & D*
- Direct letters were mailed and delivered by Canada Post or emailed were available on November 5, 2021. The recipiants of the direct engagement letter were to property owners directly adjacent to the clients' lands and community stakeholders. *see - Attachment E*

Participation

One-on-one stakeholder engagement took place with those who received a direct letter on various days by telephone, in-person where possible and via Zoom meetings.

Round One Open House events saw a total of 66 people register for the virtual session and a total of 83 people attended the in-person session with many registrants attended both Open House events. Registration was offered through a website landing page (www.richardwintrup.com/southtranscona), by calling the Richard + Wintrup office or by email.

The webpage for the event was created on September 19, 2021. There were 664 unique visitors to the engagement page for the time frame September 19 to November, 2021. *see - Attachment F*

Virtual Open House

Members of the public could submit questions via the website's RSVP form and throughout the presentation. 27 Questions and Comments were received from registrants prior to the engagement sessions. All questions were addressed during the presentation and the Question and Answer period. All questions and comments were gathered and complied for this report. *see - Attachment G*

In-Person Open House

To attend the in-person session all registrants were required to adhere to the COVID-19 public health restrictions in place at the time of the event. Attendees were able to come and go throughout the two-hour session. Development boards were on display for the public to review and discuss any concerns and give comments with the development team. The event space was held at the area community centre and is an accessible space for the South Transcona community. An informational sheet was available for attendees to take with them and a questionnaire was made available for the development team to gather additional feedback.

Summary

Both Open House sessions received great feedback from the South Transcona community. Comment and concerns were gathered and sorted into the following key themes:

- **Density** - One area of concern raised during the online engagement and online surveys were focused on density. This is related to both lot sizes and potential building types. A number of responses indicated a desire to maintain larger lots to limit the amount of new traffic, noise and light pollution in the hamlet. As it relates to building form, there were comments about limiting the number of apartment blocks or condominiums in close proximity to the Hamlet.

- **Safety** - Given the projected increase in population, multiple related safety concerns were raised. These concerns were mainly focused on three themes and include increased crime due to the increase in population, the decrease in or lack of community safety due to the increase in population, and concerns about increased traffic and pedestrian safety. Concerns related to increasing crime (namely violent in nature) caused by increasing population in other developments in Transcona were raised. Respondants also stated that crime is happening in more urban areas, not in more rural areas like the Hamlet. The open hourse participants stated that there is currently very little crime that occurs in South Transcona and that any development will bring more crime to the area. Residents were concerned that the sense of community safety in South Transcona would decrease with new residents to the area. The current residents feel that the new residents would make the Hamlet less safe and would negatively impact the tight knit community.

- **Traffic** - While traffic concerns related to pedestrian safety were raised, so were traffic concerns related to the increased vehicle traffic within South Transcona. Major concerns raised were related to Dugald Road and its inability to handle the current level of traffic, specifically during peak rush hours of the day. These include long wait times to exit South Transcona during these peak times, and traffic backing up on Dugald Road from the traffic leaving the city at the Perimeter Highway to the east. While Dugald Road is the main concern of the participants, similar traffic concerns were also raised for Plessis Road . Another concern raised by multiple participants was related to traffic flow in new areas of development and how they will connect and impact existing roads in the hamlet area of South Transcona. The need for a traffic study including Dugald and Plessis Road was also raised in the engagement sessions.

- **Roads** - Current road conditions, construction, and expansion were significant areas of concern raised in the engagement sessions. The current state of the roads in South Transcona was mentioned by several participants. These comments were mainly concerned with the ability of the roads to handle any increased traffic (both physically and in capacity) and if there would be any planned improvements to the existing roads in South Transcona. The location of new roads and connections to existing roads were also commented on. There were questions around roads that would connect the West Area to the East Area and how new developments would be connected to Dugald and Plessis Road.

- **Infrastructure** - As South Transcona develops, infrastructure will need to be constructed to meet the needs of the growing population. New roads, water and wastewater infrastructure and other utilities will need to be either improved or added. The question of where improvements would occur and who would be paying for the improvements were the most raised concerns. Current South Transcona residents wanted to know if the existing lots (namely on Bates Ave) would also be included in the infrastructure improvements, or if they would only service the new development areas.

- **Green Space, Recreation, and Area Ecology** - Forested areas are important to residents and they are concerned for the loss of these areas. Specifically mentioned were forested areas within the Hamlet and areas between existing properties. Concerns about loss of habitat for wildlife and loss of recreation space were voiced. Residents of South Transcona voiced that the rural feel of the area is a significant factor that contributed to their choice to live in the area. This rural feel was also noted as a reason the area remains quiet, and development would impact their current quality of life. To increase the quality of life for residents of South Transcona, participants voiced a need for additional recreational opportunities. Along with the proposed trails, comments were made about the inclusion of bike lanes within the development.

- **Construction** - Construction timelines and plans of the development raised a few comments and questions. Residents were interested in the phasing of the development and how long it was planned to take to reach completion. Residents of the Hamlet were specifically concerned with how long it would take for development to occur adjacent to the hamlet versus other areas within South Transcona. People were also interested in seeing the development plans for the area.

- **Community Identity** - There is a strong sense of community identity within South Transcona. The current identity was described by residents of the area as peaceful, rural, safe, nature filled, and an area that has a small-town feel. The engagement sessions revealed that many residents are concerned about any development within South Transcona as they feel that it would alter the current identity. This identity was noted as a major aspect of why people chose to live there.

- **Design Considerations** - The physical design of the area and buildings also plays a role in community identity. There is an interest in maintaining similarly sized lots within the new development areas to be consistent with the current lot sizes in the Hamlet and adjacent area. Building design was also an area of concern for the residents and there was desire for a high quality of design and character for any new development. Other concerns included the location and amount of parking that would be available for new developments and a desire to see the design of the developments including number of units being proposed.

- **Other** - There were other general concerns or comments that came out of the engagement sessions. One of these concerns was related to transit and how the new developments might improve service to the area. Concerns related to property taxes and values were also raised, specifically how existing properties' values were going to rise if services were not improved.

Overall, there is concern for how new developments will affect the livlihood of existing residents and change the landscape of the neighbourhood. Community identity, increased traffic, increased noise and light pollution, and a need for significant infrastructure improvements were major themes to arise from the engagement sessions. Any new development would also need to be considerate of the wildlife and natural components of the community as they are an important factor in the community identity of South Transcona.

The first round of public engagement was used to gather feedback on the future development of South Transcona by introducing high level planning areas. The development team heard from many stakeholders and understand that additional rounds of engagement will be required throughout the entire process to address the aforementioned topics leading to the best possible Secondary Plan for the community.

List of Attachments

Attachment A - Virtual Open House Presentation

Attachment B - In-Person Open House Boards

Attachment C - Open House Flyer

Attachment D - Flyer Distribution Area

Attachment E - Direct Letter

Attachment F - Website Traffic Stats

Attachment G - Engagement Question

Attachment A - Virtual Open House Presentation



IMAGINE SOUTH TRANSCONA

R+W RICHARD WINTRUP

McGOWAN·RUSSELL

Open House

Tuesday October 19, 2021
Zoom Webinar

Overview

About this Open House

- We will be recording the entire event and collecting all written comments
- Presentation followed by a Question and Answer Period
- Please submit Questions and Comments through the Q&A button; all previously submitted questions will be answered during the Q&A period.

Who we are

Richard + Wintrup Planning and Development Engagement and Planning

McGowan Russell Group Landscape Architects

WSP Municipal/Traffic Engineers

Agenda

- Development Vision
- Area Context
- Planning Rationale
- The Process
- Preliminary Planning Areas
- Key Considerations
- Next Steps

Development Vision

1. **A master planned community featuring a mix of housing types**
2. Providing a sustainable tax base to support and enhance community assets and amenities
3. Enabling retail services and multi-family residential along an east-west collector road
4. Road access improvements to Dugald and Plessis Road
5. Strategic placement of stormwater retention ponds to facilitate greenspace connections







Development Vision

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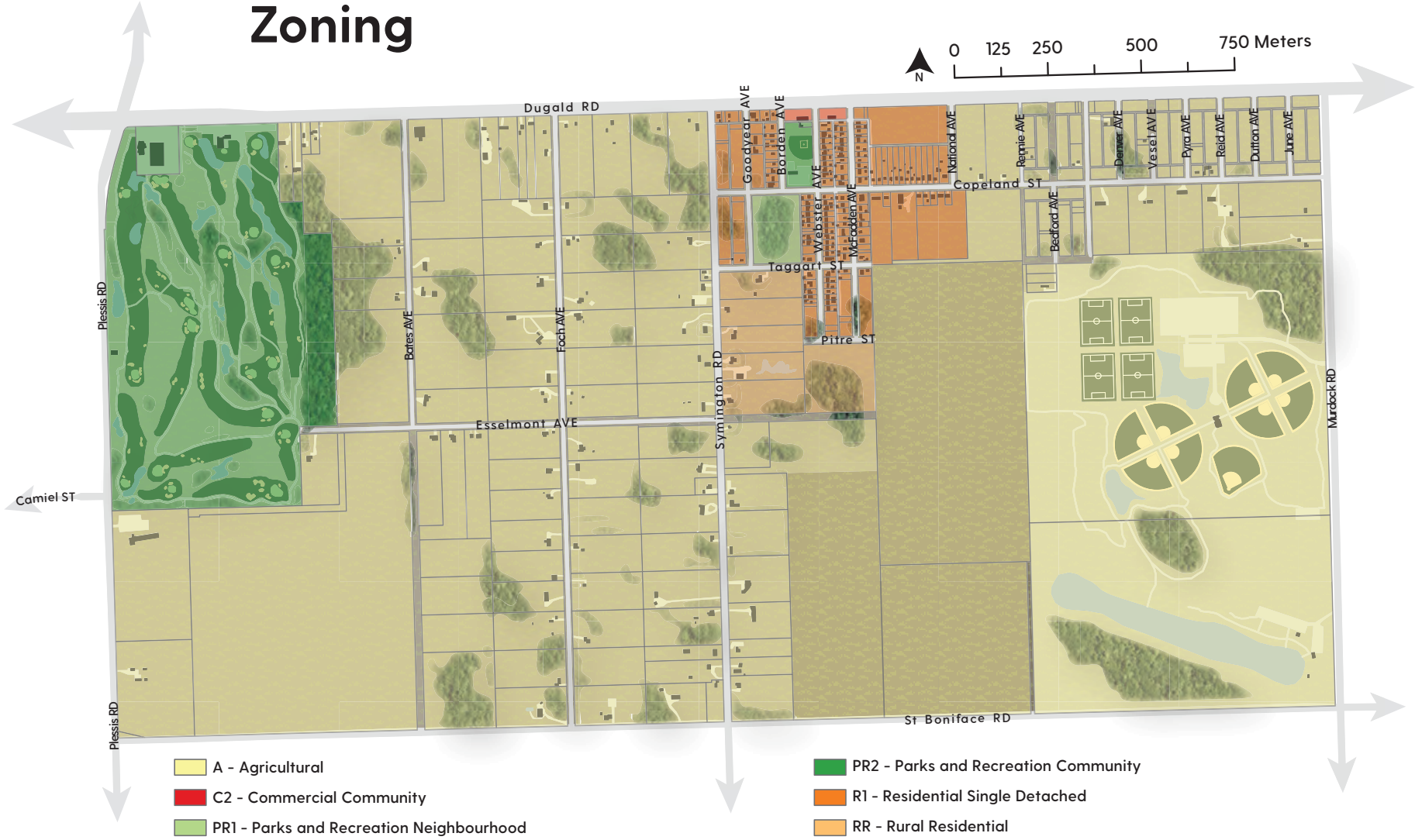
Area Context

- Total area is ~**1315 acres**, comprised of **311 lots** and **222** single detached homes
- A third (32%) of the land supply is currently vacant
- Bounded by Dugald Road to the North & St. Boniface Road to the South
- Bounded by Murdock Road to the East & Plessis Road to the West



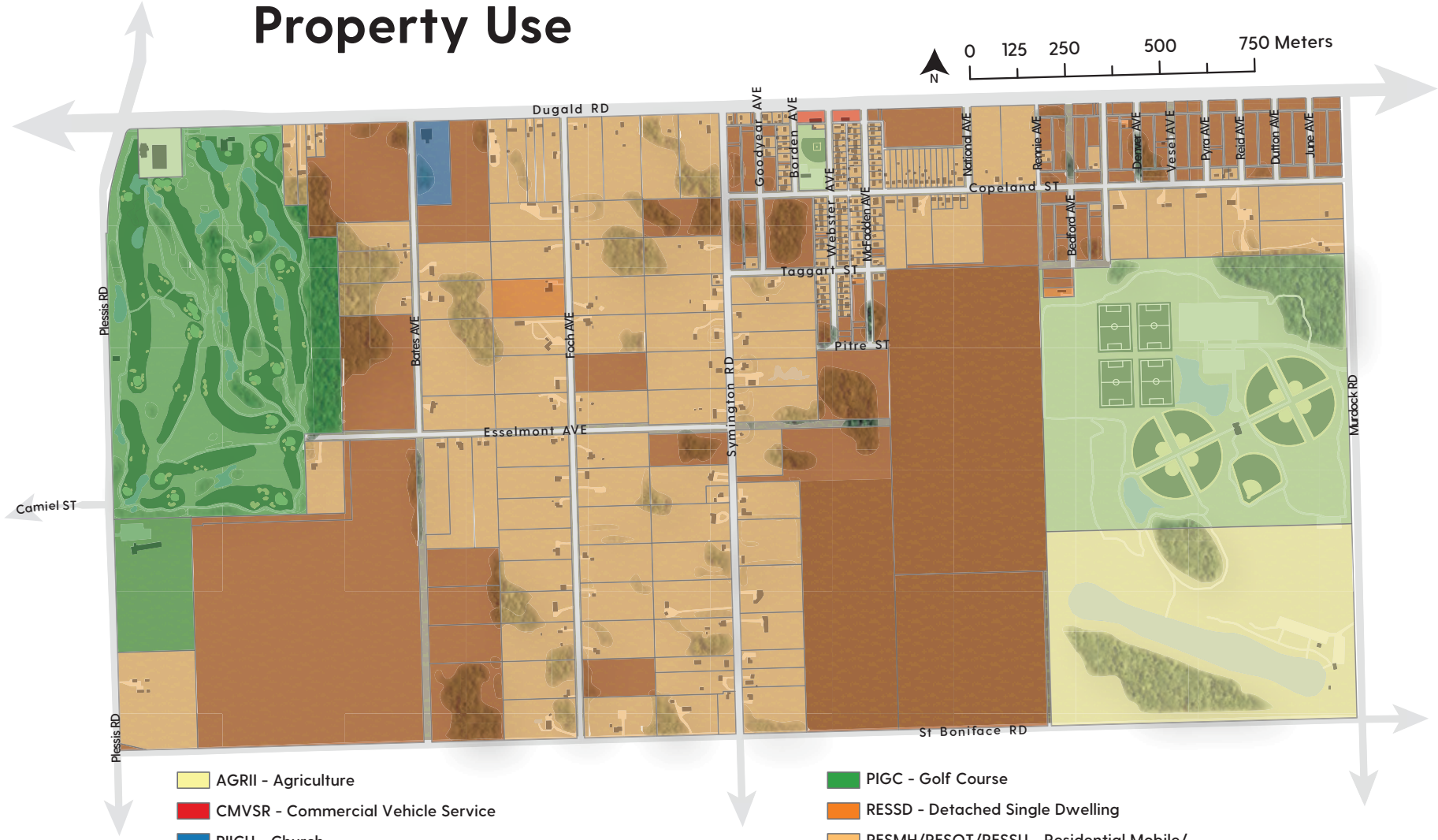
Area Context

Zoning



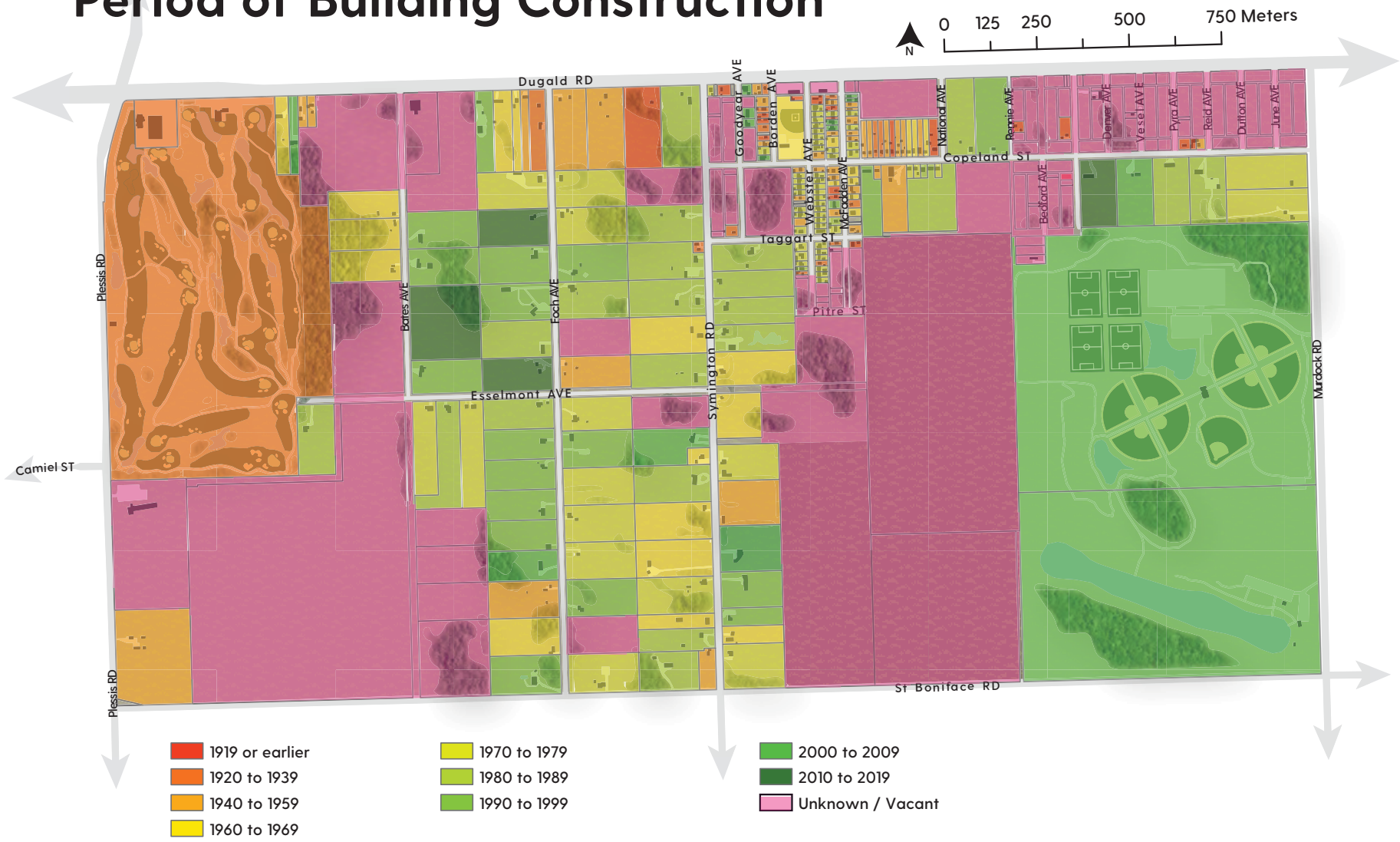
Area Context

Property Use



Area Context

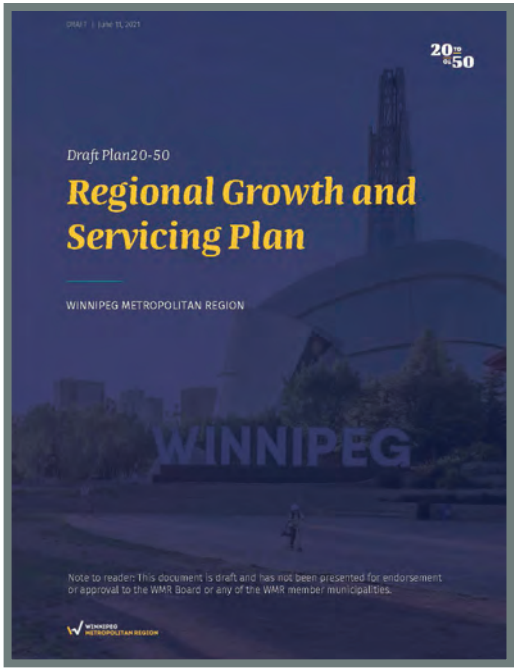
Period of Building Construction

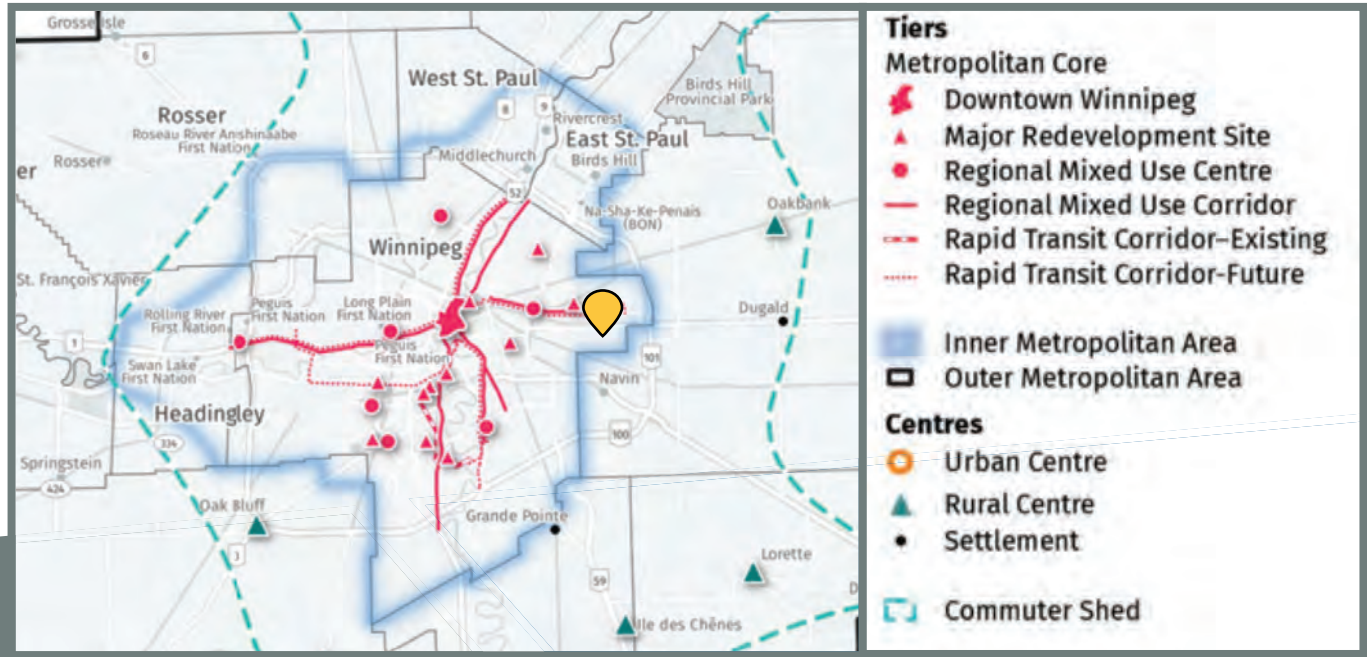


Planning Rationale

New planning documents governing development in the region:
Plan 20-50 Regional Growth and Servicing Plan

- Located in the Inner Metropolitan Region as a Transformative Community
- Represents the best opportunities for growth and change
- As the region grows, changing household sizes and an aging population require that communities adapt to provide diverse housing options to support evolving lifestyles and existing services
- Transformative communities consist of:
  - Affordable and accessible housing options
  - Regional road access
  - Education institutions
  - Active transportation
  - Retail services
  - Employment opportunities
  - Arts, cultural, sport and leisure amenities



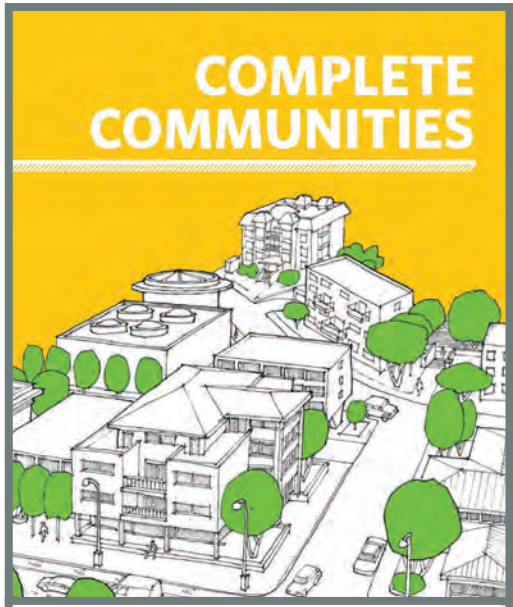


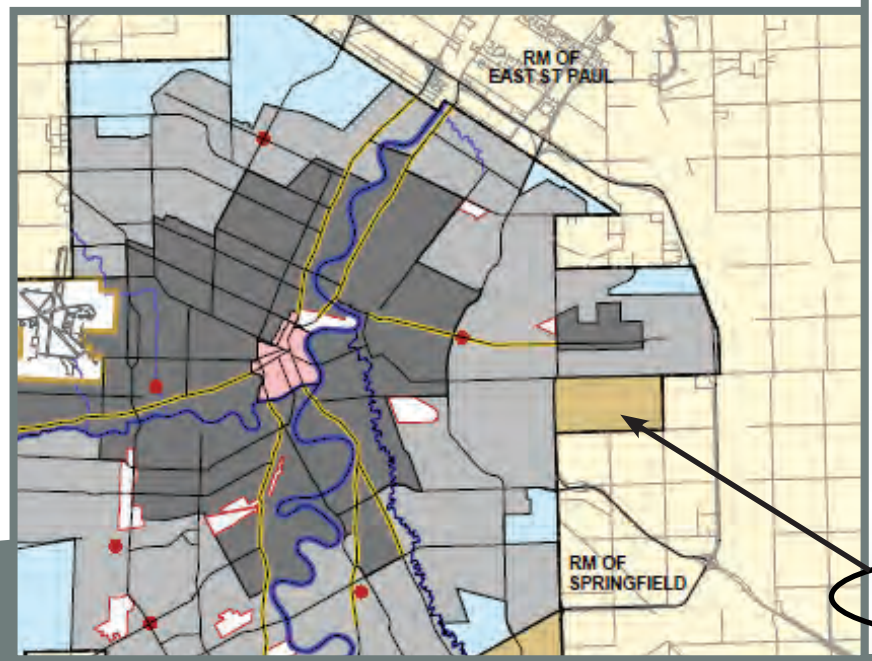
Planning Rationale

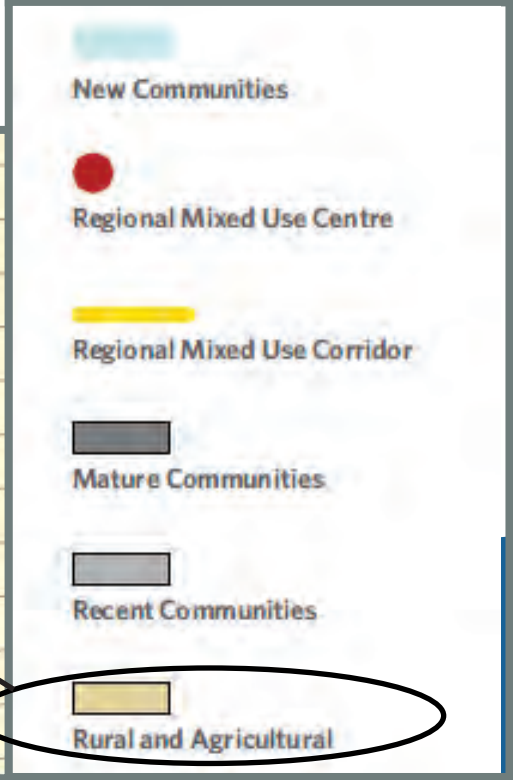
Updated planning documents governing development in the City:

OurWinnipeg & Complete Communities 1.0

- Designated as **'Rural and Agricultural'**
- Lands characterized as having:
  - Land drainage issues
  - Fragmented land holdings
  - Lack of infrastructure services
- Restriction on rural subdivisions (i.e. large lot subdivisions) in order to protect the future development potential and serviceability of the area.





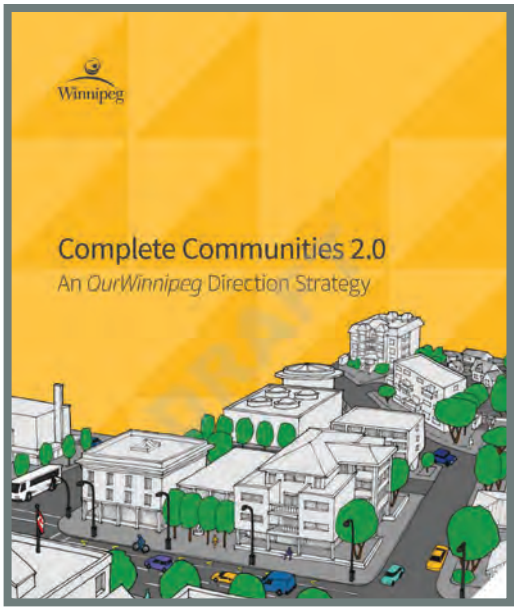


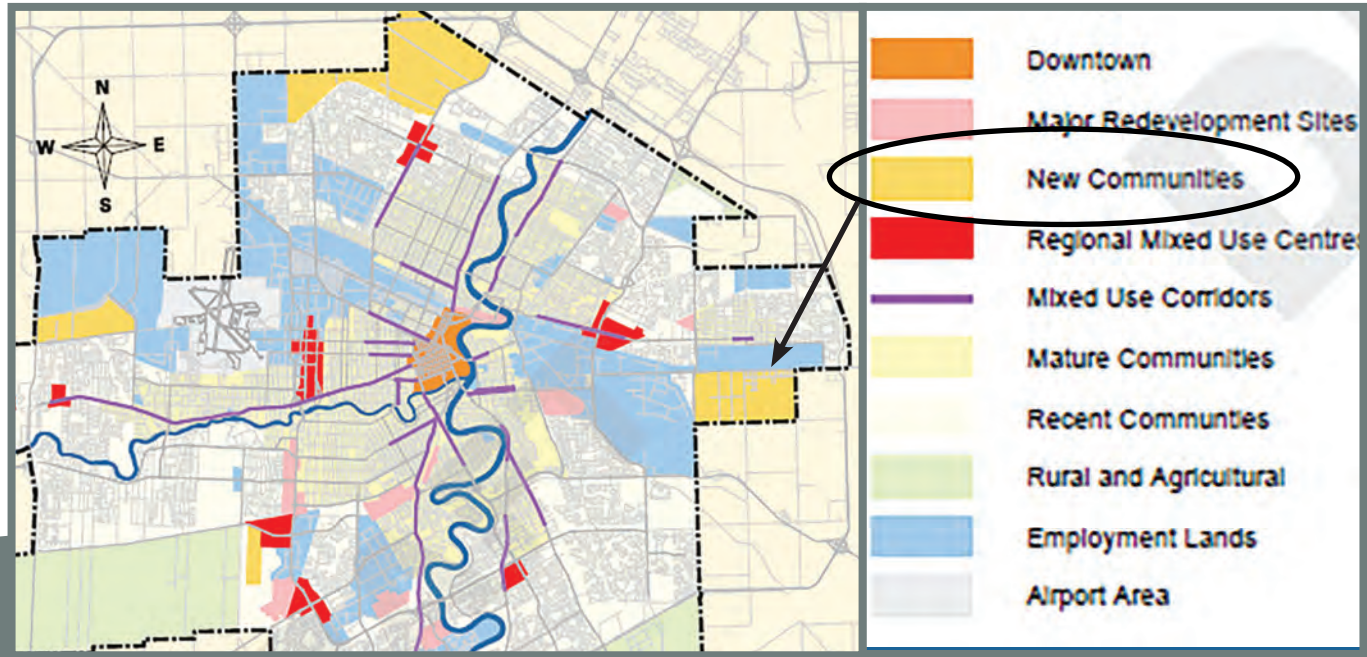
Planning Rationale

Updated planning documents governing development in the City:

OurWinnipeg & Complete Communities 2.0

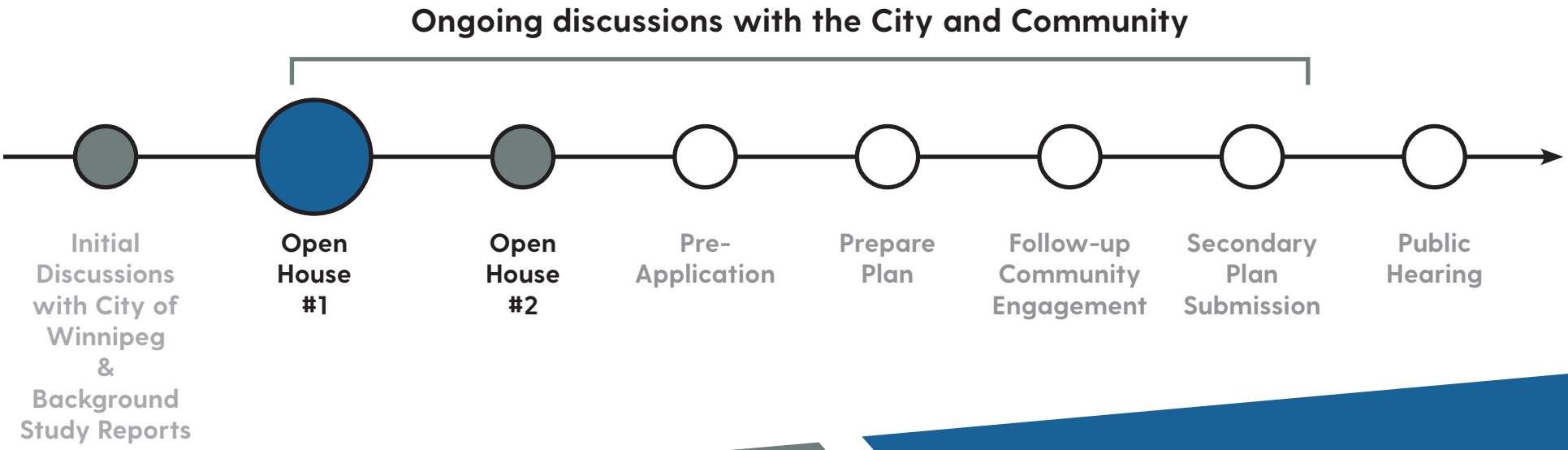
- Designated as a **'New Community'**
- Encourages a variety of housing types, sizes and tenures to meet changing demographic needs and to promote housing affordability
- Maximize land supply through efficient design and narrow lots
- To be serviced with a full range of municipal services once a Secondary Plan is adopted
- Provide direct vehicular and active transportation connections internally with local streets and externally with surrounding neighbourhoods



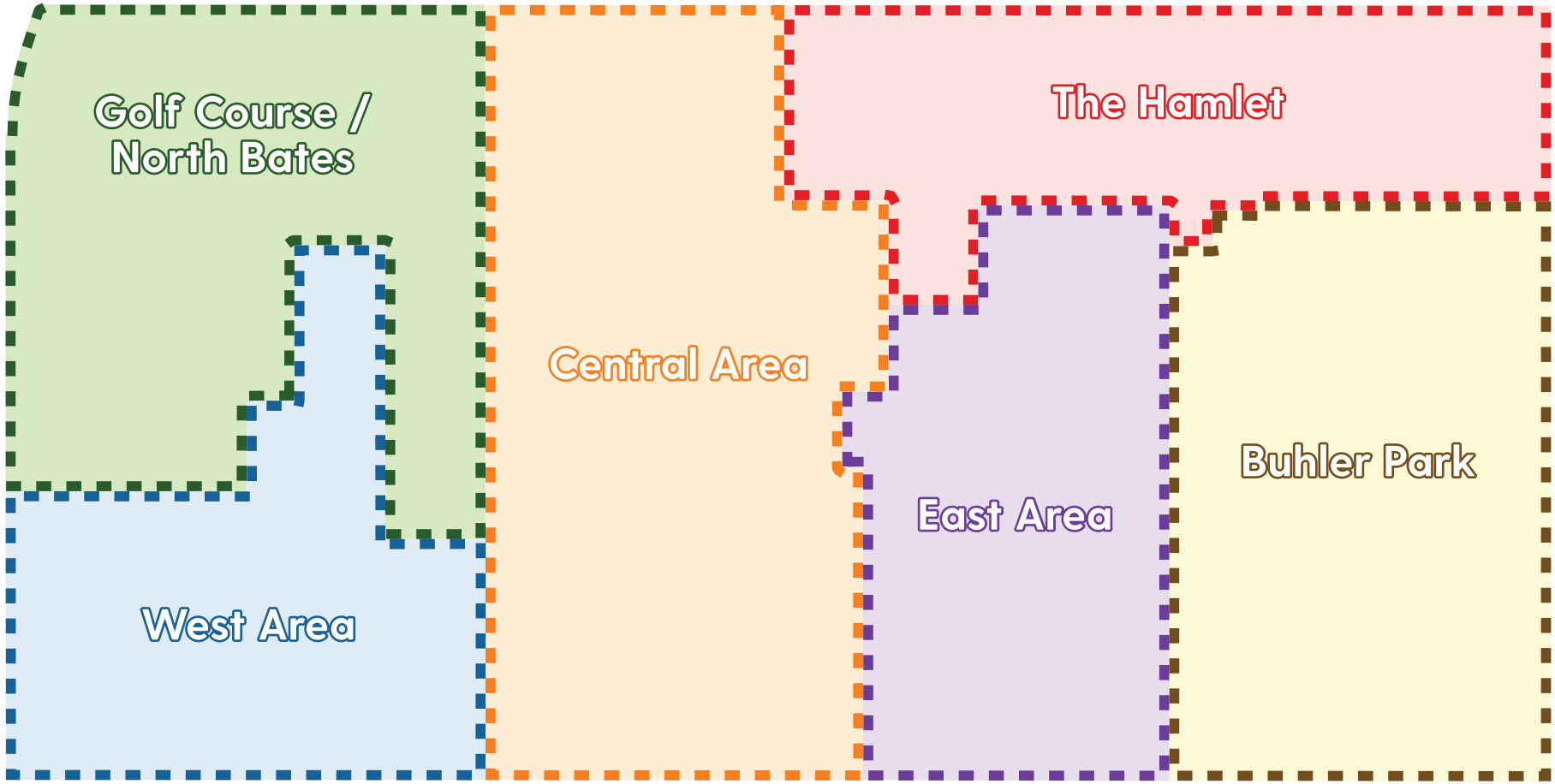


The Process

- The planning process has begun by engaging City staff, consultants, and the surrounding community to recieve feedback on the creation of a South Transcona Secondary Plan
- Through community engagement, refine the preliminary planning areas to reflect resident concerns or desires
- Submit a pre-application package to recieve comments from all City Departments on the Secondary Plan application
- Refine proposed plan and policy areas based on City feedback
- Submit Secondary Plan for a decision at Council
- Public Hearing meeting



Proposed Planning Areas



Proposed Planning Areas



Key Considerations

Golf Course / North Bates

- High Traffic Intersection
- Potential Golf Course Redevelopment
- Road Improvements (Dugald/Plessis Intersection, Bates Avenue)
- Proposed Private High School (Church Site)



Key Considerations

West Area

- Greater Winnipeg Water District (GWWP) Railway
- Planned Development Opportunity
- Vehicle Access (2)
- Residential Development with small amount of Commercial/Retail along Plessis



Key Considerations

West Area

- Planned Residential Development Opportunity
- Greenspace & Active Transportation Connections
- East-West and North-South Access to Dugald / Plessis Road



Next Steps

- Review comments and feedback from these engagement events
- Refine preliminary planning areas in preparation for a Pre-Application
- Develop high-level road network, land use framework and area-specific policies as part of the Secondary Plan process
- Submit Secondary Plan application for a Council decision



Question and Answer Period

Thank you for attending today's Virtual Open House.
Your input is important to our planning process.



If you have any further questions,
please contact Brody Osadick
brody@richardwintrup.com or 204.202.7672

Attachment B - In-Person Open House Boards

WELCOME

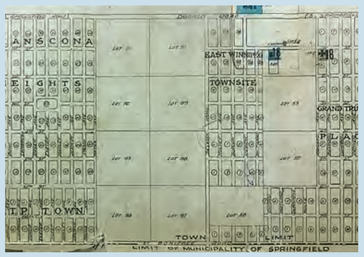
www.richardwintrup.com/southtranscona

What is the purpose of today's Open House?

The goal for today is to discuss the future development of South Transcona and to hear your ideas and concerns.

Your feedback will help inform the direction and creation of a Secondary Plan that will guide growth and land use development in the community.

HISTORY OF SOUTH TRANSCONA



South Transcona was once thought to become a densely populated urban centre as a result of the grain, warehousing and transportation industry that had emerged along the Railway in the early twentieth century. The community was well-positioned for growth and development in the years leading up to being included with the Town of Transcona in 1912 as the construction and ensuing activity from the railway station gave hope for opportunity, both in terms of commercial trade and residential settlement for the area. Soon thereafter, a hotel was built and industrial warehouses started to pop-up. It was this type of early development in the area that South Transcona was thought and planned to become a populous and prosperous community on the edge of Winnipeg.

The level of growth and potential development for the area was never fully realized. By 1915, most of the subdivided lots were sold but remained undeveloped. The opening of the Panama Canal in the summer of 1914 is thought to have directly driven the economic activity in Winnipeg to the ground and contributed to the City's overall economic stagnation. Between 1930 and 1936, many of the planned subdivisions were cancelled by the Town of Transcona. Landowners within the Transcona Heights and Grand Trunk Place were given lands in Transcona, north of the rail yards and within the former Parish of Kildonan area. Landowners within the Springfield Place were given lots in the East Winnipeg Townsite. Closure of the Fire Hall, churches and the school followed leaving the community with lands that currently sit underutilized and vacant. Since the cancellation of the subdivision plans and the Town of Transcona uniting with Winnipeg, development in South Transcona has come to a halt. For over 108 years South Transcona has been a thriving small community with immense potential to accommodate the growing demand for housing and a strong desire to live within a complete and welcoming community.

IMAGINE SOUTH TRANSCONA

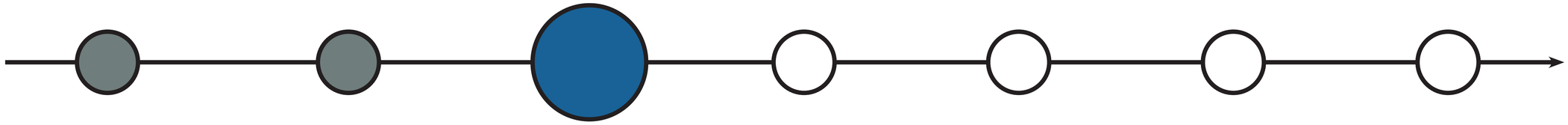
McGOWAN·RUSSELL wsp R+W RICHARD WINTRUP

THE PROCESS

www.richardwintrup.com/southtranscona

Why create and adopt a Secondary Plan?

Due to Winnipeg's growing population, there is a need to create a Plan specifically for South Transcona. A plan for the area is a prerequisite to urban development. The Plan will (1) manage and evaluate an increasing number of development proposals, and (2) account for timely upgrades to infrastructure and facilities in a sustainable and coordinated manner.



Information and analysis compiled through this process will serve to inform the City's planning process.

IMAGINE SOUTH TRANSCONA

McGOWAN·RUSSELL wsp R+W RICHARD WINTRUP

AREA CONTEXT

www.richardwintrup.com/southtranscona

Bounded by
- ↑ Dugald Road to the North
- ↓ St. Boniface Road to the South
- → Murdock Road to the East
- ← Plessis Road to the West



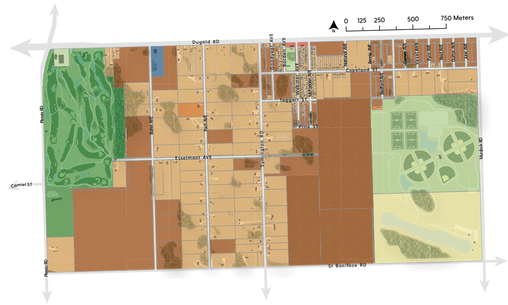
Surrounded by
- ↑ Food Processing Plant / Car Dealer
- ↓ Railway and future Industrial Subdivision
- → Agricultural land
- ← Plessis Residents / Camille Townhomes

Current Zoning



- A - Agricultural
- C2 - Commercial Community
- PR1 - Parks and Recreation Neighbourhood
- PR2 - Parks and Recreation Community
- R1 - Residential Single Detached
- RR - Rural Residential

Property Use



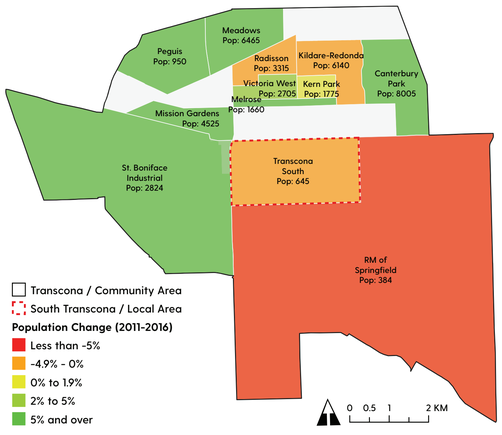
- AGRII - Agriculture
- CMVSR - Commercial Vehicle Service
- PIICH - Church
- PIGC - Golf Course
- RESMH/RESOT/RESSU - Residential Mobile/ Outbuilding/Secondary Suite
- RESSD - Detached Single Dwelling
- VAGRI/VRES1/VAPRK - Vacant

Period of Building Construction



- 1919 or earlier
- 1920 to 1939
- 1940 to 1959
- 1960 to 1969
- 1970 to 1979
- 1980 to 1989
- 1990 to 1999
- 2000 to 2009
- 2010 to 2019
- Unknown / Vacant

Community Growth (2011-2016)



- Transcona / Community Area
- South Transcona / Local Area

Population Change (2011-2016)
- Less than -5%
- -4.9% - 0%
- 0% to 1.9%
- 2% to 5%
- 5% and over

IMAGINE SOUTH TRANSCONA

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wsp

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DEVELOPMENT VISION

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A master planned community featuring a mix of housing types



Providing a sustainable tax base to support and enhance community assets and amenities



Enabling retail services and multi-family residential along an east-west collector road



Road access improvements to Dugald and Plessis Road



Strategic placement of stormwater retention ponds to facilitate greenspace connections



IMAGINE SOUTH TRANSCONA

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COMPLETE COMMUNITIES

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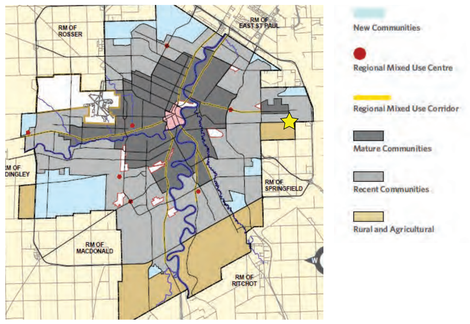
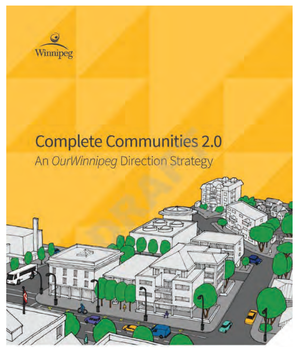
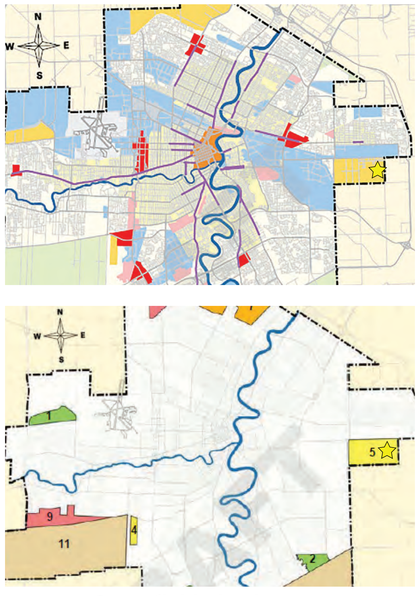
Complete Communities 1.0



- Designated as **'Rural and Agricultural'**
- Restriction on subdivisions (i.e. urban and large lot subdivisions) in order to protect future development potential and serviceability of the area.



Complete Communities 2.0



Greenfield phasing map

- Designated as a **'New Community'**
- Encourages a variety of housing types, sizes to meet changing demographic needs and to promote housing affordability
- To be serviced with a full range of municipal services once a Secondary Plan is adopted
- South Transcona is identified as a short-to-medium tier 2 greenfield site and is among the next sites to be planned and developed
- OurWinnipeg/Complete Communities 2.0 is in DRAFT form and is subject to Provincial approval

WHAT DOES A COMPLETE COMMUNITY LOOK LIKE?

A mix of housing options





Aging in Place Opportunities



Access to Diverse Amenities



Connected Trails, Pathways and Greenspace

IMAGINE SOUTH TRANSCONA

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IMPORTANCE OF HOUSING MIX

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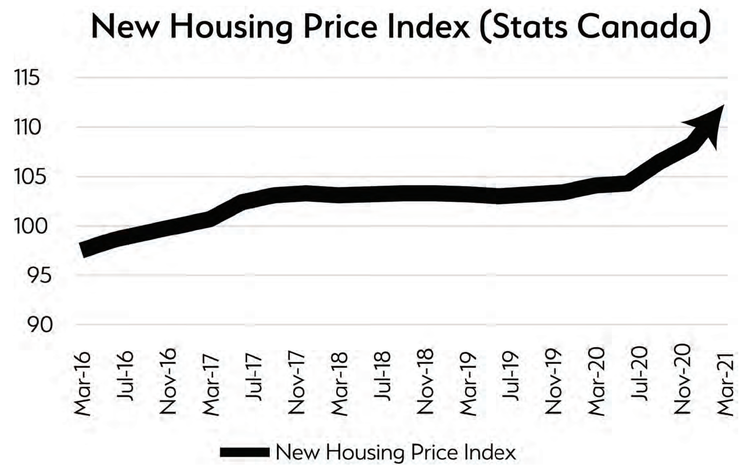
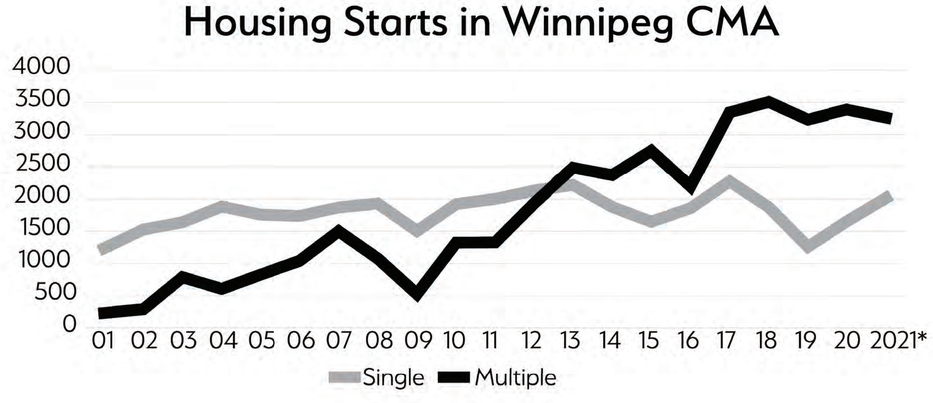
Did You Know?

- The average cost per dwelling in South Transcona is **$341,796,** $60,000 more compared to the average cost of a home in Transcona and $35,000 more than Winnipeg.
- 100% of the housing stock is single-detached homes.
- South Transcona has a larger proportion of older adults than the greater Transcona community.
- The Transcona community area is among the fastest growing communities in Winnipeg, having increased by an average of 3,000 people per year from 2011 to 2016.





What this tells us...

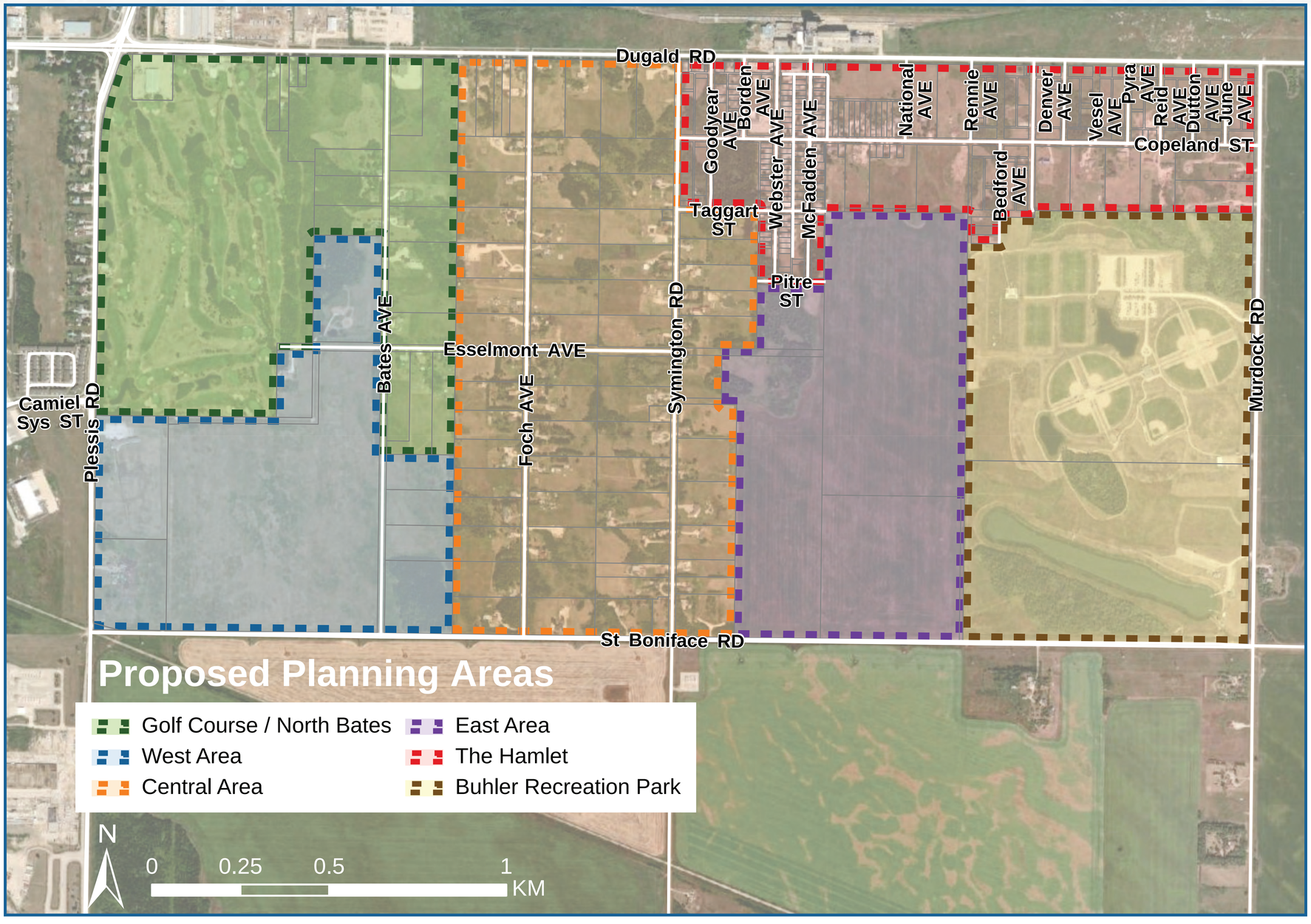
- Younger familes cannot enter the South Transcona housing market.
- Older residents no longer wanting their single detached home must leave the area for other options elsewhere.

IMAGINE SOUTH TRANSCONA

McGOWAN·RUSSELL wsp R+W RICHARD WINTRUP

PRELIMINARY PLANNING AREAS

www.richardwintrup.com/southtranscona



IMAGINE SOUTH TRANSCONA

McGOWAN·RUSSELL

wsp

R+W RICHARD WINTRUP

PRELIMINARY PLANNING AREAS

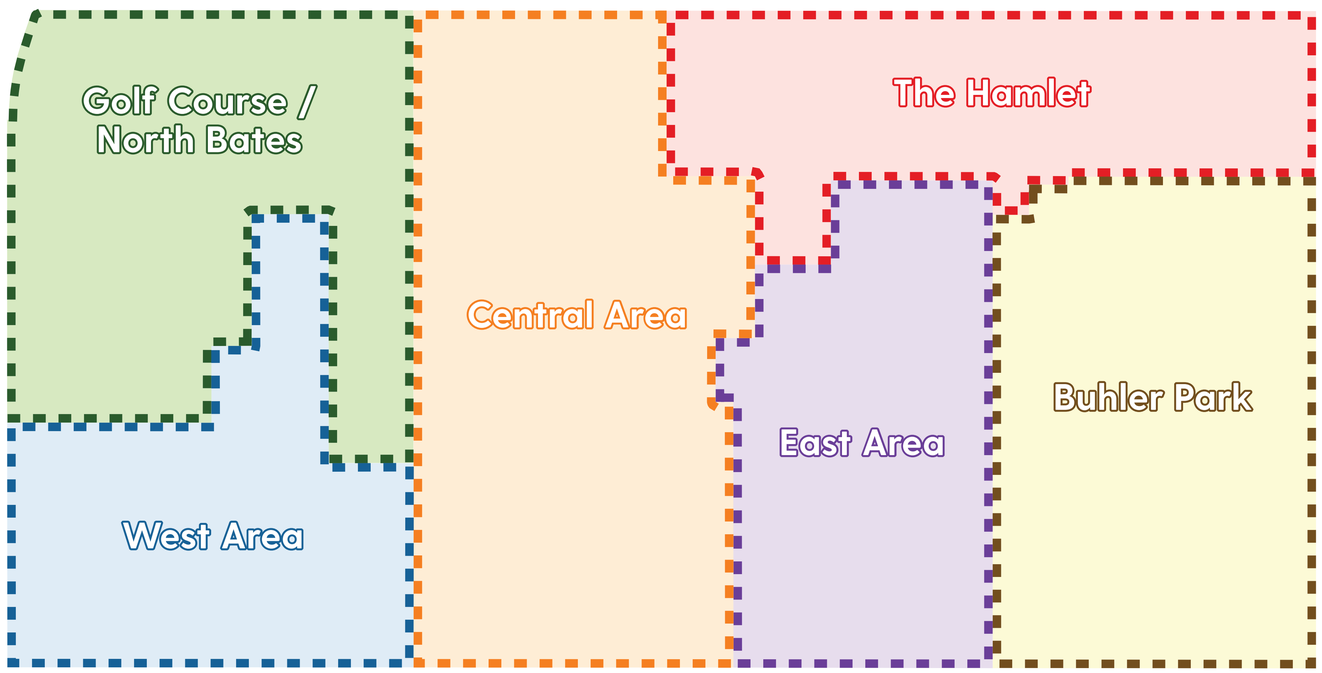
www.richardwintrup.com/southtranscona

Key Considerations

- High Traffic Intersection(s)
- Road Improvements (Dugald/Plessis Intersection, Bates Avenue, Camiel Sys St)
- Potential Golf Course Redevelopment
- Proposed Independent K-12 School (Church Site)

- Modest Infill Opportunities
- Dugald Road Frontage

- Future Transit Improvements
- North-South Access for the East Area



- Bike, Park and Ride
- Valuable Amenity
- Shared Use Opportunities

- Planned Residential Development
- East-West and Noth-South road access
- Greenspace and Active Transportation connections
- Commercial/Retail towards Plessis

IMAGINE SOUTH TRANSCONA

McGOWAN·RUSSELL wsp R+W RICHARD WINTRUP

NEXT STEPS

www.richardwintrup.com/southtranscona

Thank you for taking part in our open house! You've seen what our vision is for South Transcona, but we want to hear what you think. Use one or both of the following options to share your input about the future for South Transcona:

1 Idea Sheets

1. Vision Board Exercise
2. Concept Mapping Exercise

2 Survey

- Paper copies available
- Electronic survey at www.richardwintrup.com/southtranscona-survey or scan the QR code with your phone

THANK YOU!

IMAGINE SOUTH TRANSCONA

McGOWAN·RUSSELL wsp R+W RICHARD WINTRUP

IDEA SHEET #1

www.richardwintrup.com/southtranscona

What Do You Want To See?

Housing

Roads

Retail

Amenities

Parks & Greenspace

Trails

Community Spaces

Other

IMAGINE SOUTH TRANSCONA

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IDEA SHEET #2

www.richardwintrup.com/southtranscona

Concept Mapping Exercise



IMAGINE
SOUTH TRANSCONA

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Attachment C - Open House Flyer



We Want To Hear From You About the Future Development of South Transcona

As a community member, our team would like to get your initial feedback on proposed development areas within South Transcona. We are hosting two engagement sessions, one virtual and one in-person, to garner feedback from the community. It is an opportunity to talk directly with our team, learn more about the proposed development areas, ask questions, and share any comments you may have. Sessions will be conducted on:

Tuesday, October 19, 2021	Virtual Open House	7:00 to 8:00 PM
Saturday, October 23, 2021	South Transcona Community Centre	3:00 to 5:00PM

Please visit our website where you can find additional information and to RSVP for one of the engagement sessions.

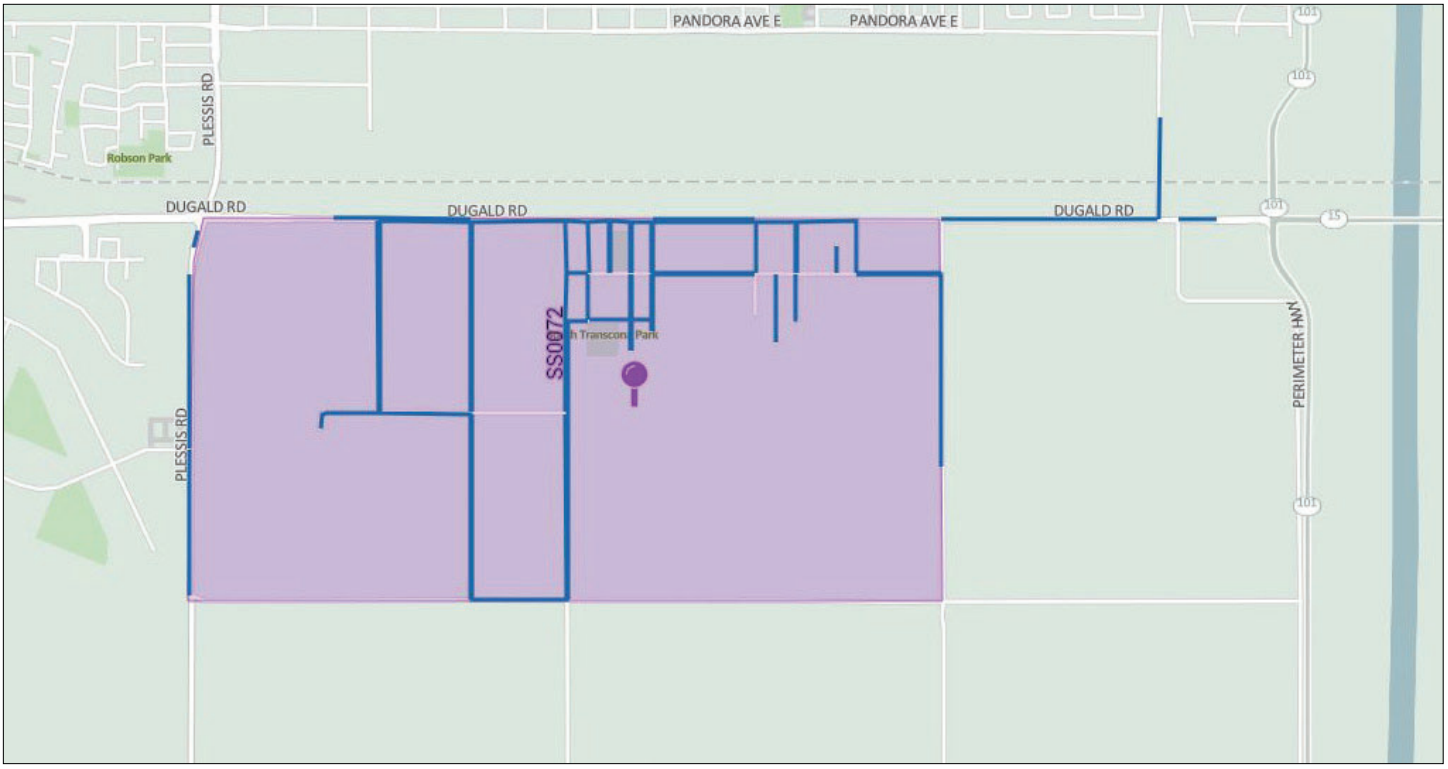
www.richardwintrup.com/southtranscona

R+W
RICHARD WINTRUP

For more information please contact us at:
brody@richardwintrup.com
204-202-7672

Attachment D - Flyer Distribution Map

Canada Post route SS0072 delivery area. 245 flyers were distributed to houses and businesses in the targeted area.



Attachment E - Direct Letter

Richard + Wintrup
Planning and Development

September XX, 2021

Dear Resident

RE: Future Development of South Transcona

Hi, we are reaching out to you for your input on the future development of South Transcona. The City of Winnipeg has identified the lands south of Dugald Road and East of Plessis Road as a new community within OurWinnipeg 2045 Development Plan and Complete Communities 2.0. A secondary plan will be prepared to guide this future growth ensuring these areas are developed as a complete and connected community from the outset. The Draft OurWinnipeg 2045 Development Plan and Complete Communities 2.0 can be found on the City of Winnipeg's website at:

- *https://winnipeg.ca/Interhom/CityHall/OurWinnipeg/Documents/OurWinnipeg.pdf*
- *https://www.winnipeg.ca/Interhom/CityHall/OurWinnipeg/Documents/Complete-Communities.pdf*

Development and infrastructure improvements are anticipated in the near future for South Transcona. Our team of experienced developers, landscape architects, planners, and engineers have initiated the process of identifying potential development areas as outlined on the attached map. We want to hear your initial feedback on the proposed development areas within South Transcona as it is a priority to us that we understand the issues that are important to you before we prepare any detailed design or development concepts.

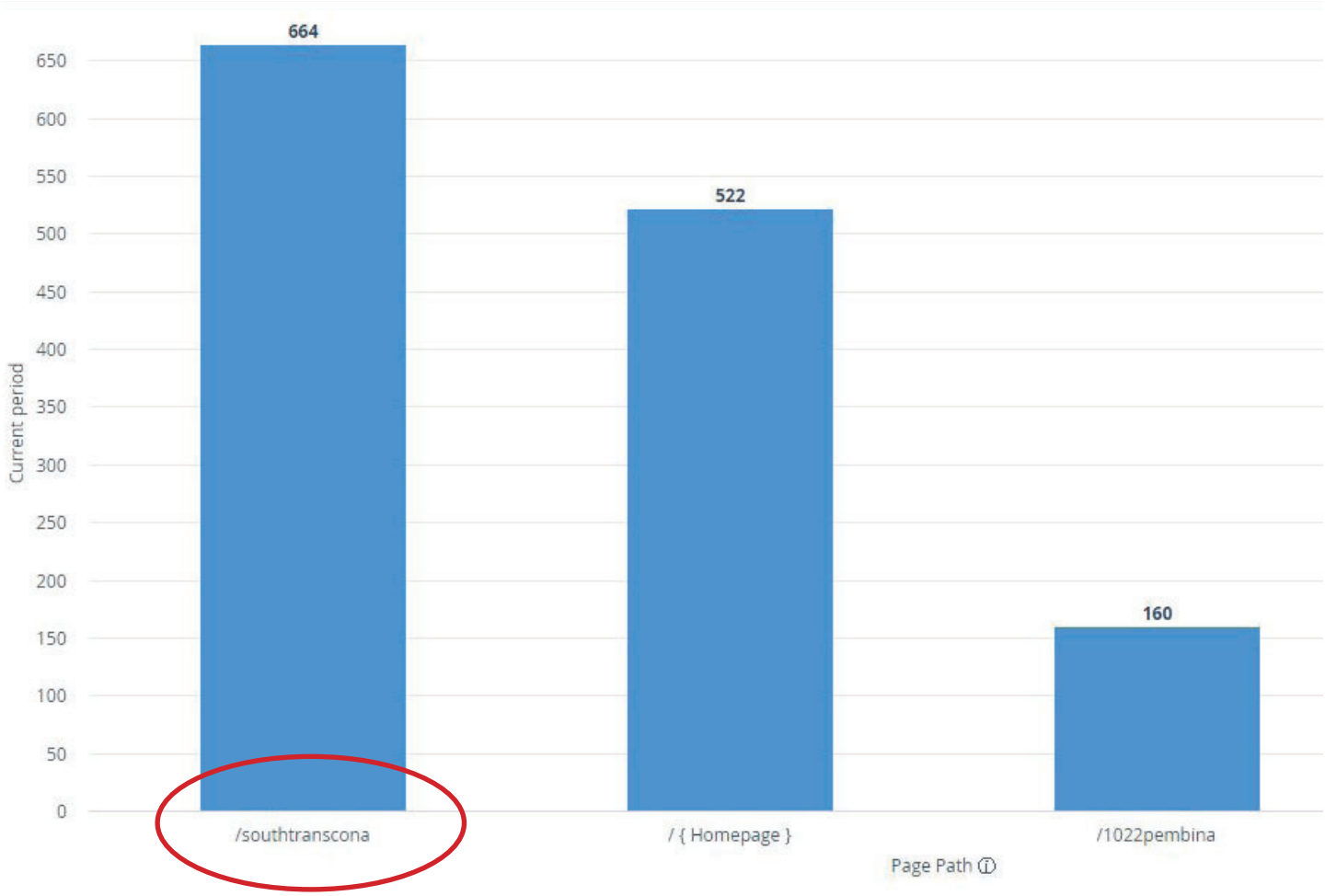
We are taking this opportunity to reach out directly to listen to the community on this and other important aspects of the South Transcona development. We invite you to visit our website *www.richardwintrup.com/southtranscona* for more information or to contact us at the email or phone number provided below.

Regards,

Brody Osadick, MCP
R+W | Richard Wintrup
brody@richardwintrup.com
204.202.7672

Attachment F - Website Traffic Stats

Website traffic summary for the period of September 19, 2021 to November 23, 2021. Website landing page was published on September 19, 2021 as a project information portal and for engagement registration purposes.



Attachment G - Engagement Questions

Pre-Virtual Open House Questions and Comments

1. What is the proposed development and where is it?
2. I like to see more development and sub-division in our community that may lead to increase in our property value.
3. Would like to know what is being proposed and what has been submitted to the property development as intent?
4. Are they going to repair Dugald Road soon?
5. What step is this development at?
6. Has it gone to the city for approval?
7. I'm interested in getting city sewer options for my area to replace my septic field.
8. Could you send preliminary plans prior to meeting?
9. Is sub-division of 4 acre lots going to be discussed?
10. As a long-time resident, I do not want this area to change. I do not want to see more traffic, and possibly my street being the main street in. We will lose all our wildlife; we will see huge increases in crime. This is a great family area, to bring up kids, as I did mine. Find another way to access any new development and leave this area alone.
11. Concerns about Copeland Street If expansion continues.
12. Why did the city change their vision from their 2020 plan entitled Complete Communities from 2011 (page 112-117)? In it they talked about protecting the agricultural lands within the city limits which included South Transcona. Many people are enjoying agricultural activities on their 5 acres and want to continue doing so in the future.
13. Are there subdivision plans for the 5 acre properties?
14. Will Bates Ave and surrounding streets end up being connected to city water and sewer like residences on Ravelston who incurred thousands of dollars to hook up regardless if they wanted to or not. I don't think they had a choice. It should be the development company paying for this not the residences. These residences may not want to be hooked to city water and sewer.
15. Who is paying for the upgrades of the existing water and sewer system being done due to the planned development along with the new system. Are the current residents going to get stuck with a bill?
16. How will increase in traffic and noise be addressed? Dugald rd is already extremely busy and noisy for homes nearby due to the new communities around.
17. How is water drainage addressed?
18. Main concerns: Access points into community limited to St Boniface Rd. No access into existing hamlet to create traffic/construction traffic issues. How will you maintain our country in the city tranquility in Southside?
19. Can you provide information in advance of what this is about or will it be a surprise.
20. Please leave our neighbourhood alone. I don't want my street to end up a main thoroughfare. We have enough issues with traffic on Dugald Rd. and cars speeding down our streets when entering the neighbourhood. I have lived in this community for 35 years and was hoping to raise a family here. I stayed because it feels like we live in a small community where everyone knows you.
21. We do not want this to happen. This is our community. Leave it be.
22. Hi, Thanks for the invitation! I explored your website with interest and I'm glad to see you're looking for input from the South Transcona residents re this major area development.
23. I am a co-owner of land in South Transcona and am very interested in how it will be developed and in what order and what is the timeline if any.
24. Curious if anything will change on Dugald to accommodate all the extra traffic.
25. When will they start selling the land and how much and will there be allocation of land for commercial use.

26. Interested to hear about the development.
27. I'm curious to know where I can get more information on the plans for development.

Tuesday, November 19th Questions and Comments
Questions are group by participant and are not in chronological order.
* personal information has been removed to respect the privacy of the community member

Participant 1

1. Re the roadway connecting to Plessis that connects Esselmont. How wide is the roadway and what land will be used. Also, Is Bates going to be the main connector route to Dugald?
2. For Michelle: I do not see how a positive impact on the community will result from large population growth. This will destroy the community identity
3. Has a survey been taken to see what proportion of the S. Transcona residents actually want this development?
4. I hope that you are not deluding yourselves. You are entirely changing the character of the area if this development goes through.
5. With such population growth adjacent to the CN Terminus, will you address the hazards/noise/light pollution associated with spillage, accidents etc.

Participant 2

1. Is all sewer and water upgrades paid for by the developer.
2. Promisses are made at the start of these projects, but what happened on Ravelstone. People got suck with the bill.

Participant 3

1. For some of us that have empty spaces beyond our lots, will we be considered so we don't have new houses directly imposing on this sense of space we've become accustomed to?
2. I'm going to log out now as the questions seem to be repeating themselves. I appreciate everyone's time and consideration. I will stay in contact with my concerns. Thank you

Participant 4

1. Would you consider only having 1-2 acre lots instead of multi units? This would keep the noise and traffic to a minimum

Participant 5

1. Sitting in the backyard watching the stars and enjoying the rural setting will be changed no matter what. This change will change the community.

Participant 6

1. Can you share a City of winnipeg plan that has been submitted to the City of W as of Today?

Participant 7

1. Road access improvements to Plessis Road needs to be considered in tandem with an actual upgrade to Plessis Road. It would be unfortunate if Plessis were to be left as is.
2. Has a direct transit link to downtown Winnipeg been considered in the planning process?

Participant 8

1. will the driving range still be there?

Participant 9

1. Why didn't you have this meeting before you started breaking ground?
2. So you want to turn us into yet another soulless subdivision of McMansions?
3. Can you leave the hamlet alone? We really don't want increased traffic. If we wanted to live in a crowded area, we would have moved to a crowded area.
4. When you say independent school, do you mean a public school or some religious-affiliated private school?
5. Will street lights be kept to a minimum? Light pollution is a problem
6. How can we trust that you've done your background work when you don't know about twinning Dugald?
7. Will you be keeping traffic off of Copeland?
8. There is no under-developed land.
9. Can we tell the planning department that we don't want this?
10. How come the developers are allowed to be anonymous?
11. We didn't want Buhler park when they rammed that down our throats either. Maybe you should stop using that travesty as an example.
12. So what's with all the hydro and sewer upgrades happening in the hamlet?
13. Those who hide in the shadows can't be trusted.
14. Will Nasson be there on Saturday?
15. Take a survey. You won't like the answer, but take one anyway.
16. So more people more light pollution.

Participant 10

1. which streets will be affected in the hamlet and what upgrades will be made to said streets?
2. Why would St. Boniface Road be used for asccess instead of trying to push Esselont through and around golf course, etc.?
3. This is not a question but just a comment on your answer to the question someone had on safety. North Transcona is experiencing more crime since the build up on the West side of Plessis Rd. and definitely more traffic issues
4. can we get some kind of transcript for the questions and answers to go over later?
5. I don't believe lighting is a deterrent, we have never seen gun crimes in transcona previously, however there have been a huge increase in violent crimes in north transcona due to population increase. I don't see how these plans are going to avoid this
6. how will we be notified of these collaborative events to voice ideas and opinions?
7. I disagree with Jackie. More eyes see more of people's belongings in yards, garages, etc. as of right now, there are no crimes happening in fields. it's urban areas that see crimes, so the rates will only go up regardless of eyes and houses
8. can you be more specific how you're going to preserve green space? is it going to be a patch of land like a park, or will we still have our thick bushes standing between some properties?
9. I'm sorry but I'm not familiar with your names and I have no idea of your titles or who you are with? The city? etc.
10. If it keeps growing at the rate it is people aren't going to want to live in our community any longer.
11. is there a set amount of housing that has to be put in place, or can the number be lowered? is there an expected population that has to be met?
12. what consideration is being taken towards bush areas and wildlife
13. Will the meeting on Saturday be the same information as tonight
14. how much weight does the inputs of the residents have? if we don't like or agree with something, is there an actual chance of changing it?
15. This is not a question but just a comment on your answer to the question someone had on safety. North Transcona is experiencing more crime since the build up on the West side of Plessis Rd. and definitely more traffic issues..

Participant 11

1. For the trails mention in the presentation, are they envisioned to be paved or gravel? Or too early to say?

Participant 12

1. Is this presentation available to residents?

Participant 13

1. Will the transcript of Saturday's questions be made available and how can those not attending access the transcript?
2. What are the plans for bike lanes? Dugald road currently has bike paths that end at Dugald & Plessis and are not expanded down Dugald east

Participant 14

1. Who are the owners or developers of the land
2. Is the home developer Terracon developments? Or a current development / developer in Winnipeg?
3. Well considering Transportation and roads are the last thing considered, a prime example is the development by Costco the streets have been hodge podged over time with no long term planning
4. Will there be a better plan for public transportation in this area and surrounding areas ie Winnipeg Transit
5. Appreciate the developer wants to remain anonymous but what is there experience in building a development proposed
6. Is the home developer project Qualico or someone else?

Participant 15

1. How long before we see further developments in the Hamlet, particularly between Symington, Goodyear and Webster between Copeland and Taggart ?. We love our Greenspan and would like to maintain it.

Participant 16

1. Will paving all the roads be part of the plan? What about traffic on Symington connecting to Hwy 1?
2. Comment: Symington Rd is already used as a throughfare road as it connects Dugald to Hwy 1. With increased population density, traffic will certainly increase. If the road remains gravel the already fatigued road surface will deteriorate too much.
3. What is Richard Wintrup? Are you consulting on behalf of the city/a developer?

Participant 17

1. water lines will be necessary does that mena the acre lots will get city water
2. I am worried that the type of homes might effect my property. I heard that condominiums are a possibility on the streets that are connecting to Copeland. I know you have said this is not one of the areas that you are hoping to develop next but I think it will be something that will be problematic for some areas or existing homes.
3. Time lines are not clear. Stage 1 and stage 2 does not explain the time. Sure would like to know if this is a year, 2 years, a decade, ... plan?

Participant 18

1. Brody mentioned the potenital of a new East-West collector road. Can you expand on where this is being proposed?
2. Please provide us with a list of the city councillor's that will be engaged and required to provide approval over future stages of this proposal.
3. Is Shawn Nason currently attending this meeting?

4. The East Transcona development around Ravenhurst has little to no amenities. How will the development strategy look to match new amenities with the population growth of the plan
5. Michelle, are you able to provide the names of the developers or cite the proposal that they submited to initiate this process?

Participant 19

1. Where will be the access to the east area development? St. Boniface road only?

Participant 20

1. Will the exsisting lots have the opportunity for water servives or is that only for new development? mainly thinking of bates ave.

Participant 21

1. How will "the hamlet" areas be connected to the proposed East lands? Will there be increased traffic to existing areas?
2. Will the existing "hamlet area" infastructure (ie: WWS, WM's, new LDS, etc) be upgraded?
3. Comment: it will be important for our community to understand how we will be directly effected by the EAST/WEST developments otherwise there will be LOTS of opposition.
4. Has the rezoning process commenced for the Agg zoned lands re: development areas in questions?
5. Is there a present developer that owns the East/West lands, that is pushing these developments forward? Or is your team presently working for the City?

Participant 22

1. I think that having the smaller lots in and around the Hamlet is going to take away from the appeal of the area. Also incorporating side by sides and multifamily dwelling will also remove some of the appeal.

Participant 23

1. What steps will be taken to maintain the country atmosphere of the central division? If traffic is on an east-west corridor via Esselmont and/or St. Boniface road, that would have a significant impact on current residents, wildlife,, etc

Participant 24

1. What about the increase in crime that will be seen with additional people in the area. We currently have low amounts of traffic and limited bus access which deters a lots of crime. Your previous answer of additional people resulting in lower crime is not supported by studies. Studies actually show the opposite more population more crime.

Participant 25

1. So, you would like us to believe that there is no plan in place for development as far numbers of residences or designation for retail, but all of this money has already been thrown into it...
2. Is there an actual plan of development you can present? How many additional residents and where is the retail space being proposed?
3. Has a traffic study been done for Plessis and Dugald?

Participant 26

1. How will property values be affected with new infrastruce - ie. transit, storm sewers, water, etc....
2. Has exxon mobil been involved in the process?

Participant 27

1. Thanks for the presentation. The meeting was recorded. Is it accessible online so I can review again?

Participant 28

1. How will community safety be addressed. With more housing and commercial space, it will likely attract increase in crime.
2. Is there a possibility of having seeing some larger lots like we already see here (for example 2-5 acre lots). This would help keep our country feel and wildlife.

Anonymous Attendee(s)

1. You speak about the need to twin Dugald Road, but make no mention of the need to twin Plessis Road. At the same time, you speak of adding additional access/egress points to Plessis, which will only exacerbate the traffic issue which is already dangerous for those residents whose homes, and only access/egress points to their property are onto Plessis Road.
2. is Dugald rd going to be developed into a double lane? From Plessis to the perimeter?
3. Will lands be expropriated like they were on plessis road for the building of the underpass?
4. Will Symington rd be paved?
5. Where's the most logical placement of access roads to the East area development? How would you get into the East area development?
6. The proposed school will increase traffic on all roads in South Transcona. How will this be addressed?
7. Surely there must be some preconceived ideas and discussions on what this development might look like. Given the newer development South of Dugald and West of Plessis, is it not reasonable to expect that this would be the lot sizes for the new development?
8. Who is driving this planning process -- is there a developer behind it? If so, who is the developer?
9. So basically you are going to add more lights, that does not deter crime. That is a common misconception. You are bringing in hundreds of new people that don't know each other so they are not look after each other.
10. would you consider subdividing smaller acre lots in the central division if home owners wanted to sell
11. The influx in crime is one our households main concerns. As there is relatively none in the area. This even includes vandilism in the area. Also our vertebrate and invertebrate populations are a huge concern, as well as our green spaces.
12. Truth and disclosure already doesn't seem to be forefront.
13. Our property values will only go up if we are connected to new services. If properties in the hamlet are not upgraded how do we expect to have increased values just because you are building a new development?
14. I agree with the comments about crime. Lights and increased numbers does not equate to a safer community. Some of us have large yards and it is hard to keep an eye on everything. Animal poisoning for example is something I see lots of lately in other areas of the city. It will be hard to go through our yard multiple times a day to ensure everything is safe for our animals and kids. We already have a tight knit community where we watch out for eachother. More people usually means less of that small community feel and safety that comes with it.
15. Are you considering low income housing in the area?
16. Is this development inevitable? If enough people are opposed to it, will it not proceed?
17. Who can we contact/arrange to meet and find out how our individual properties could be directly affected by this planning?
18. I have seen this many, many times before. Lot's of "fluffy" statements about consultation and collaboration by developers, then they just go and do what they want anyway. The only way to gain the trust of the area residents is to make a hard committment to force the requirement of a CONCENSUS between the developer and area residents in order for any development to proceed. Otherwise it will be yet another posturing exercise.
19. Does the developer already own the land?

20. Are we able to get a copy of this recorded meeting? If so, how/where to we access this?
21. The character of the neighbour hood is small town you are wanting the definitely change the character, you are wanting to build a new development. That is not small town
22. Will the church be paying for their own school and will we be responsible for the school taxes?
23. What is the positive impact for the existing residents? Increased traffic, increased crime and increased taxes with no benefits?
24. You didn't respond to the question about whether the developer already owns some or all of the affected land
25. The character of this community is a small town atmosphere. By adding any new development you are inturn altering the character of the area
26. Have any of you spent any evenings in Southside? It's quiet except for the odd coyote yelping. If this project goes through the only coyote yelping will be those 2 legged ones with their 12 packs sitting around a fire pit.
27. Developers are often asked to contribute to the cost of infrastructure as part of the development agreement with the developer. Will the developer be asked to contribute to the twinning of Dugald AND Plessis Road
28. They don't have vacant lands. They house familiesof deer, herds of coyotes, plants and floral, trees, insects, other vegetation and small animals. They are homes for people, wildlife and nature that live together.
29. so will the new housing have character, or are they going to be the standard houses that you see in all the new developments? also parking, in new developments there's no parking space. are the new houses going to be like what we see on transcona trail where you can't tell them apart?
30. Will property taxes increase for current residents?
31. The South Plessis Road and South Transcona Residents Association are vehemently opposed to ANY FURTHER DEVELOPMENT that will increase traffic flow on to Plessis Road until after the twinning of Plessis Road is completed.
32. On a scale of 1 to 10, how involved has our City Councillor been on this to-date?

Email Questions and Comments

* personal information has been removed to respect the privacy of the community member

Email Participant 1

I own Property in South Transcona. I see you are developing South Transcona over the next few years in phases and would like to know if you have information about when development may happen around my property. Specifically I would like to know how the development might affect the buildability of my lot. Currently my lot fronts Second Street which does not yet exist except on a map and the C.O.W. does not allow lots with no frontage to be developed, there is also an issue with the quality of Bedford Ave that provides access to my lot and there is no water or sewer currently available. ###. our lots are 82.5 feet by 330 feet but have easements at the back and road access at the front allowing for 270 feet (approx.) of usable land. I had originally wanted to build on my lot but now would be more inclined to combine my lot with my neighbor and subdivide the lots into smaller portions all fronting Second street. We could have 7- 8 lots fronting second street with a lot depth of 160 feet. any information you could offer or advice you may be able to give or if you can provide services to make this happen I would be extremely happy to hear from you

Appendix B

Round One Open House



SOUTH TRANSCONA SECONDARY PLAN

COMMUNITY ENGAGEMENT SUMMARY REPORT

PREPARED BY: M RICHARD & ASSOCIATES LTD. – AUGUST 2024

M Richard
& Associates Ltd.

McGOWAN·RUSSELL



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EXECUTIVE SUMMARY

The South Transcona Secondary Plan Precinct 'S' is a comprehensive plan for urban development in line with the City of Winnipeg's Complete Communities Development Strategy 2.0. The project intends to establish policies that will guide urban development with municipal services in the area. M Richard & Associates Ltd. and McGowan Russel Group were hired to facilitate engagements with the South Transcona community regarding this plan for development. This document provides an overview of the initial public engagement with South Transcona stakeholders and a summary of the valuable feedback we received from the community.

The intent of the engagement was to introduce the project to local area residents, gather their feedback, and address their questions through face-to-face discussions and a comprehensive survey. Attendees of the June 26 open house were given the opportunity to fill out a 15-question survey, which was also available online. The survey results revealed the range of community opinions on housing types, commercial spaces, industrial employment lands, and infrastructure needs of the development. Despite differing views, there was a clear emphasis on preserving the area's character and natural lands, prioritizing sustainable development, incorporating comprehensive transportation options, and addressing water and wastewater management issues. These issues will be further addressed in future engagements with local area stakeholders.

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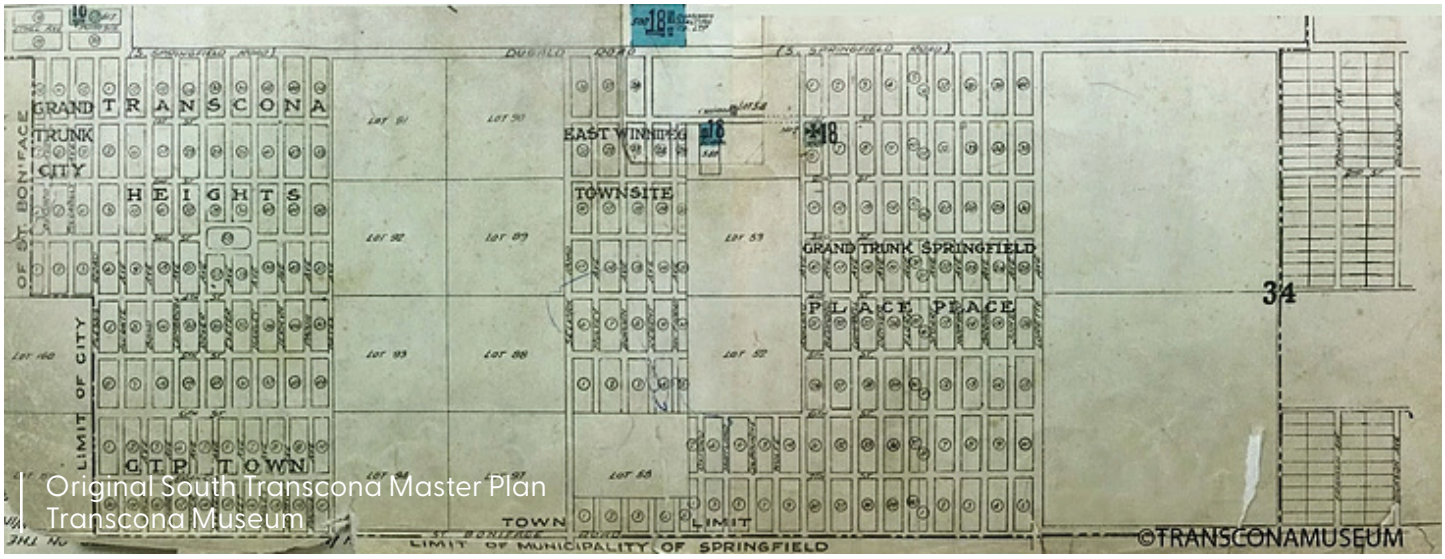
1.0 INTRODUCTION

1.1 Background

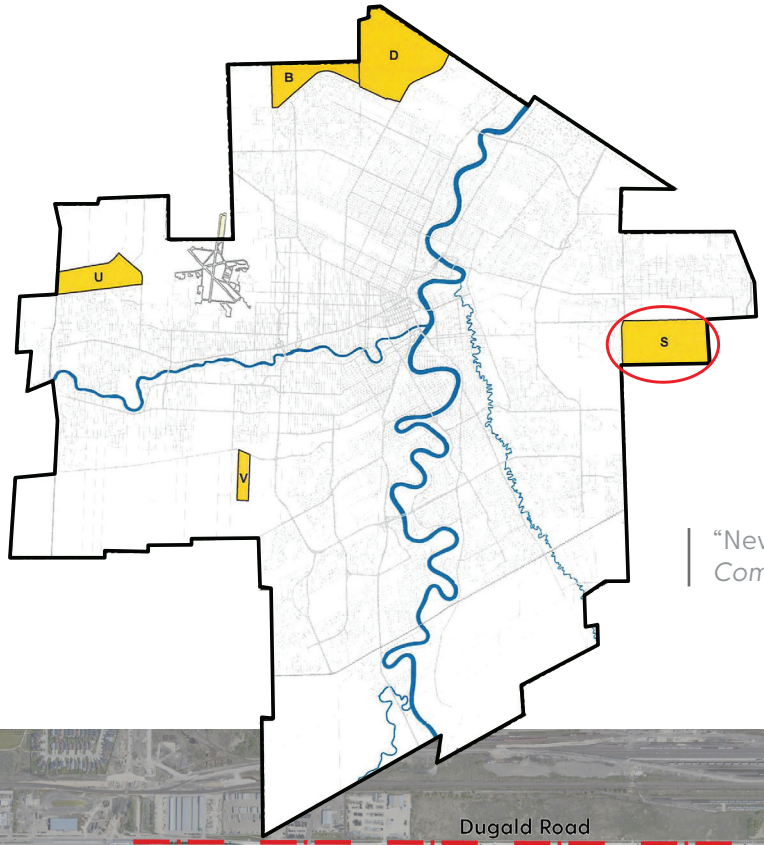
South Transcona, located on the northeast border of Winnipeg, was once scheduled to become a densely populated urban centre in the early twentieth century. Circumstances led to the cancellation of the subdivision plans and the Town of Transcona uniting with Winnipeg. Development in South Transcona come to a halt and for over 110 years has been a thriving small community.



Original South Transcona Master Plan
Transcona Museum

However, Winnipeg now has several areas that are known as 'new communities' in *Complete Communities 2.0*. These areas are where growth is expected to occur as the city develops. Officially, these communities are known as 'Precincts', where South Transcona is known as Precinct 'S'. The City has a 'New Communities Plan' that requires Precincts to create a Precinct Plan to be presented to, and adopted by, Council as a Secondary Plan prior to any planning activities and major development in the Precinct.

Today, two private developers are funding the engagement process to create a Secondary Plan in South Transcona. This plan is being guided by a volunteer Residents Advisory Group (RAG) that will help shape the form of development for the area. This report is a summary of the findings from the first round of engagements with the local South Transcona community.



"New Communities" in *Complete Communities 2.0*



Precinct 'S' site area

1.2 Engagement Strategy

The primary goal of this engagement was to introduce the South Transcona Secondary Plan project to area residents and tenants, obtain initial feedback on their vision for the area, and to have face-to-face discussions with those in attendance to answer any questions. Our approach to the community engagement sessions takes into consideration the many voices in this area that are both for and against the redevelopment of South Transcona.

The engagement strategy included a variety of methods to ensure broad participation and meaningful input. We launched a comprehensive website at www.mrichardassociates.ca/southtranscona, featuring a survey, project information, Open House details and presentation materials, timeline updates, and a subscription option for the project newsletter. Invitations to attend and participate in the Open House were distributed through three main channels: emails to existing contacts from prior engagements, personalized mail to every property within the subject area, and outreach via word of mouth and social media platforms.



June 26 Open House
@ Canad Inns



The Open House event was held on June 26 at Canad Inns on Regent Road from 6-8 pm. The event was well-attended with residents from South Transcona and the surrounding area. Attendees had the opportunity to learn about the project, share their thoughts, and engage directly with the project team. A survey was distributed in-person and made available online, which aimed to help identify the main aspects of the community considered important to preserve, or features of development they want to see included or avoided. Members of the South Transcona Secondary Plan Residents' Advisory Group (STSP-RAG) were in attendance and actively involved, meeting with residents and providing support throughout the process.

2.0 SURVEY RESULTS

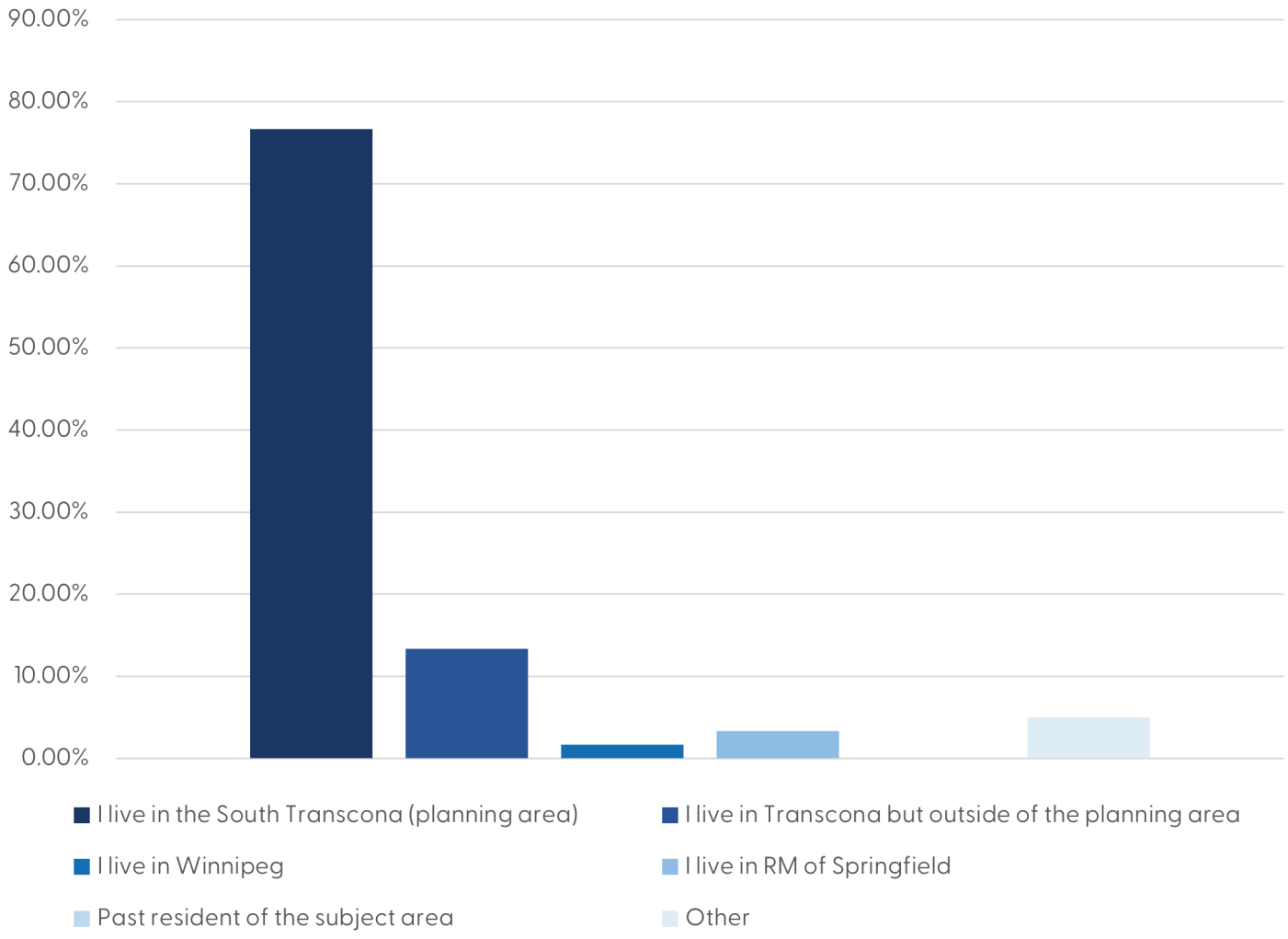
2.1 Demographics of Respondents

The initial portion of the survey focused on the residency of the survey respondents to give a clearer picture of where people were coming from.

In total, the survey is highly representative of the South Transcona area, with the vast majority of the 60 survey respondents living in or just outside the Precinct. There was a high response rate of local Transcona residents with about 90% of respondents from the area. The most common postal codes were: R2C5H8 (9), R2C3C2 (7), R2C3E3 (5), and R2C3H8 (4). The remaining few were from Winnipeg and surrounding municipalities.

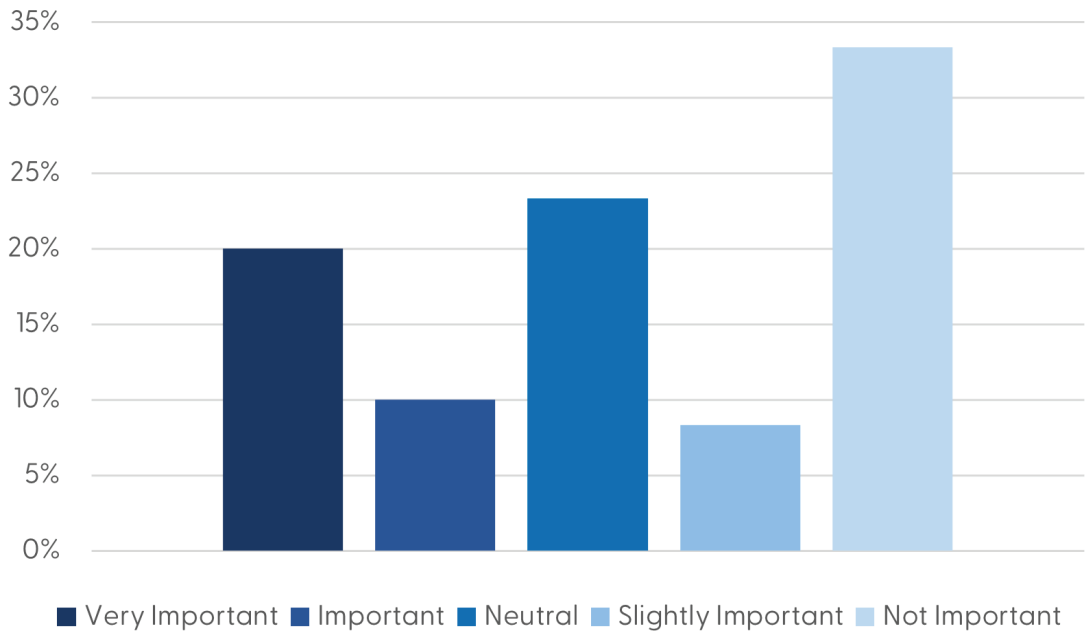
1) What is your current address?

2) What is your postal code?



2.2 *Complete Community*

3) How important to you is the inclusion of a variety of housing types (single family, two family, townhouses, apartments)?

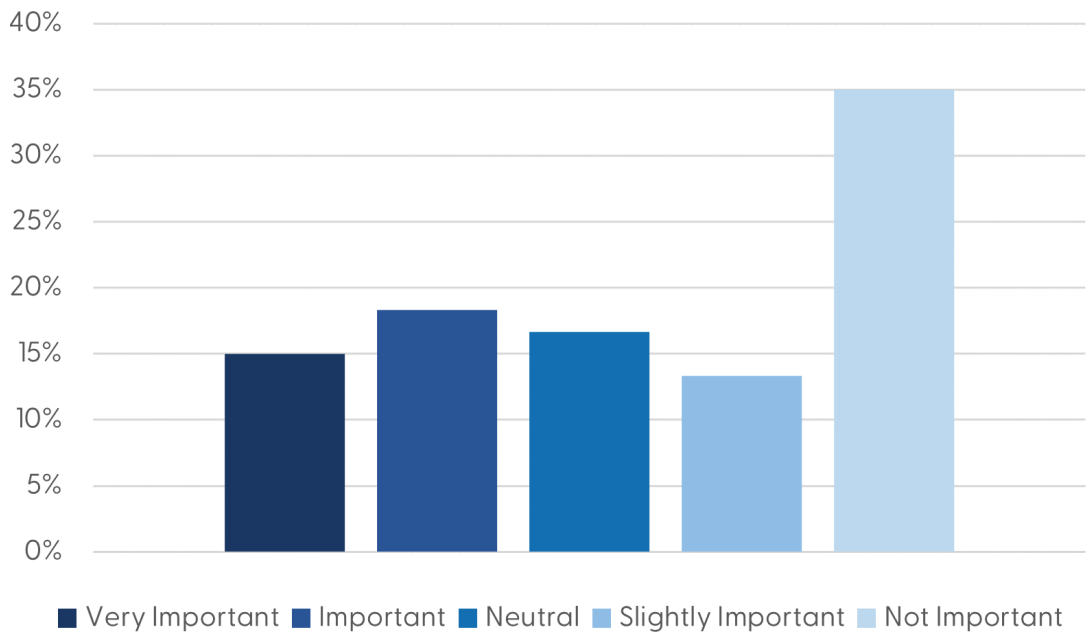


Responses regarding the inclusion of a variety of housing types were mixed, with the most popular response (33%) being that a variety of housing types is not important to the community. However, 20% stated that a mix of housing types is very important to the community. Additional comments suggested a strong preference for single-family housing to maintain the feel of the area, while also avoiding "cookie cutter" development. One comment voiced desire for the inclusion of 55+ housing, while others showed concerns about the impact of higher-density housing on traffic.

The full set of written comments are available in Appendix B.



4) How important to you is the inclusion of neighbourhood commercial (small scale)?



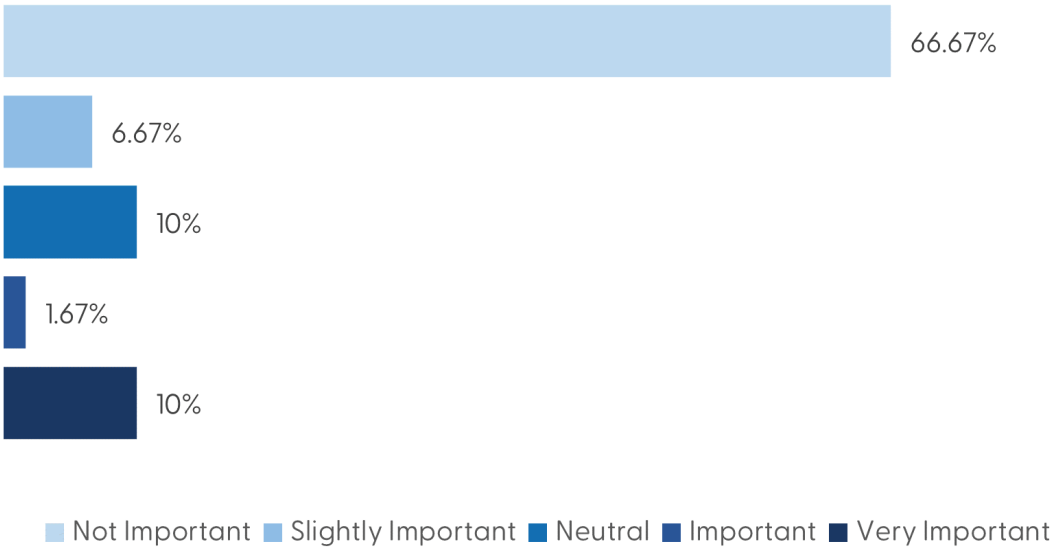
Community responses regarding the inclusion of small-scale commercial establishments were divided with 35% of respondents agreeing that small scale commercial is "not important" to the development. These respondents indicated that access to shopping in greater Transcona and Winnipeg is already sufficient, but there could be a need for a gas station or corner store retail within the development.

However, 47% combined (slightly important, important, and very important) would like to see neighbourhood-scale commercial opportunities emerge as part of the development. One respondent "would love to see small scale retail with focus on local retailers. Preference is for the retail to be easily accessible by bike or foot – not just cars."



Small scale gas station commercial
Google

5) How important to you is the inclusion of employment lands (industrial)?

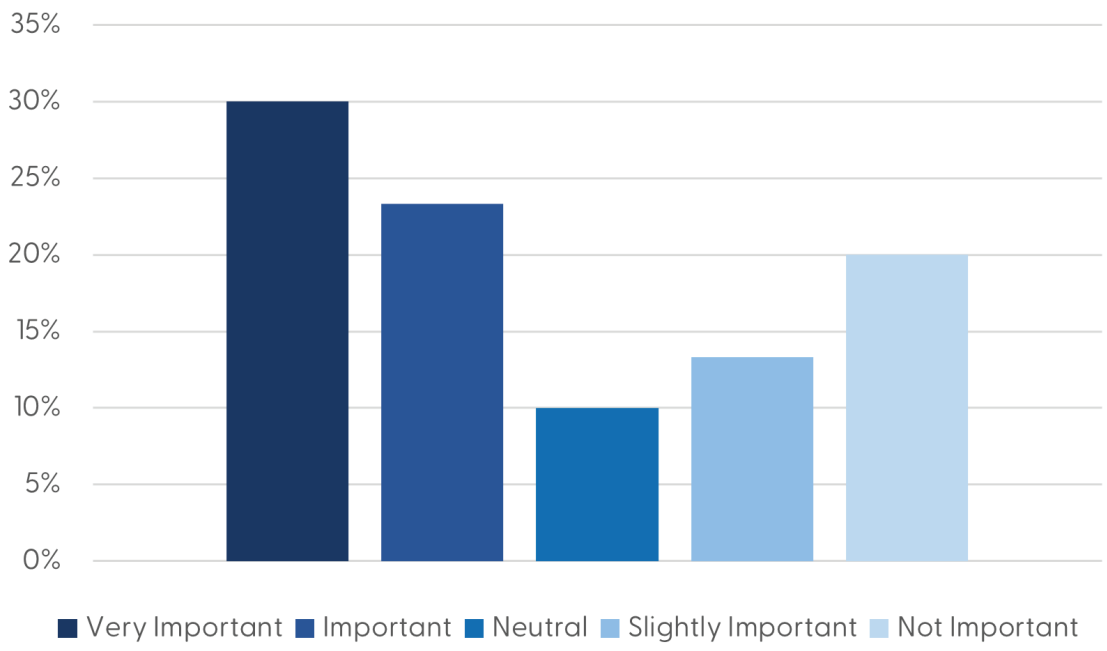


Responses show that incorporating industrial employments is not a priority for residents, as 2/3rds (66.67%) chose “not important” and a further 10% were “neutral”. The area’s employment lands are already characterized by industrial uses. As one resident wrote: “There is enough commercial/ industrial lots going up on Plessis South and Dugald North that further industrial in this area is not needed.” Though 10% would still like to see further industrial development to attract new families to the area with employment opportunities.

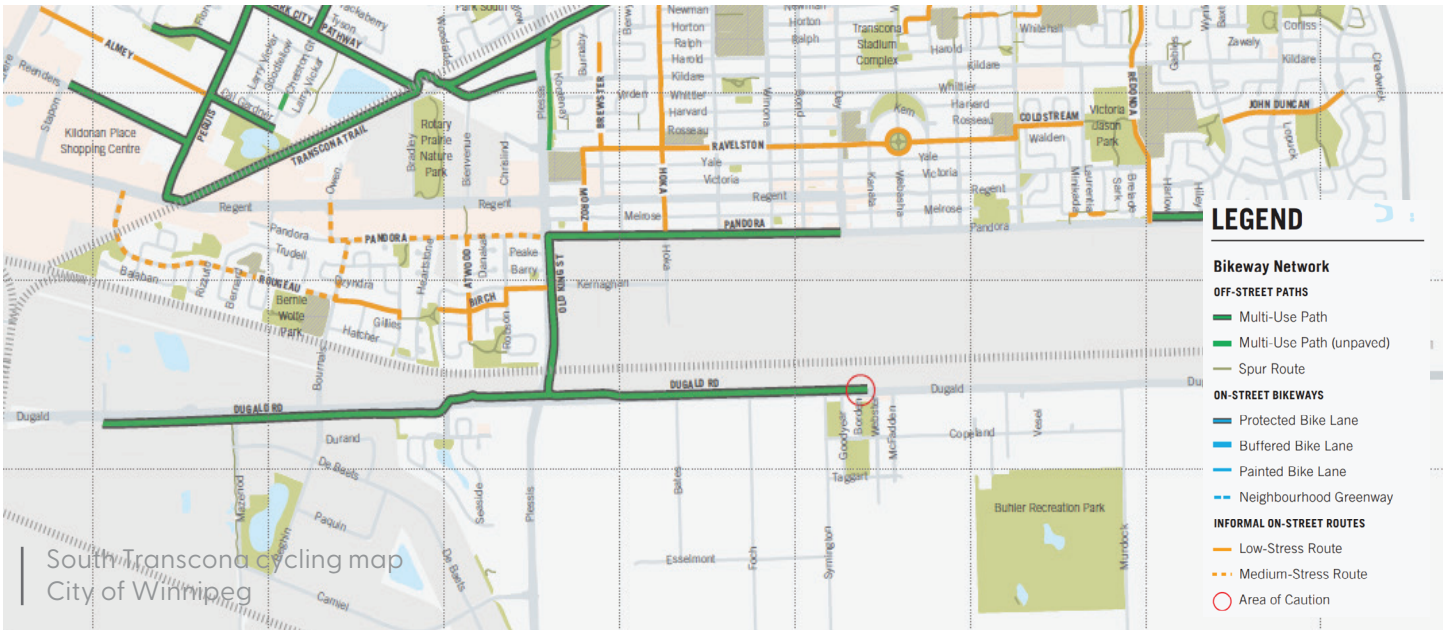


Commercial/Industrial north of Dugald Rd
Google

6) How important to you is the inclusion of active transportation?

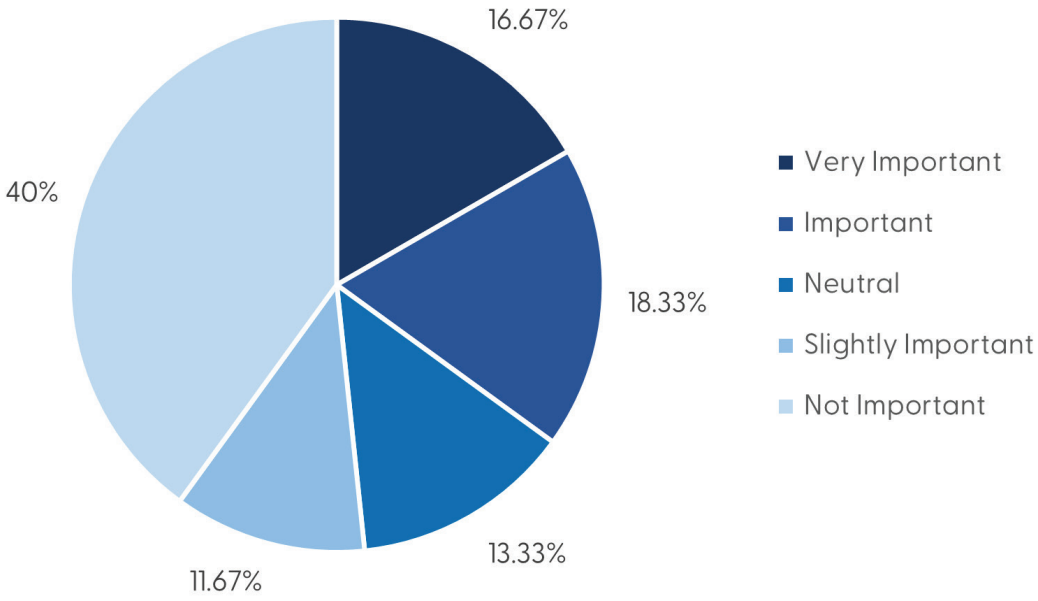


Responses were again mixed regarding the inclusion of active transportation. However, over 50% combined were in favour of incorporating pedestrian and cycling trails into the development in some capacity. Several commenters would like to see current trails expanded and better connected to cycling infrastructure in the city. As one respondent put it: "walking and biking trails are crucial to the success of the development. Enhancing the life of current residents should be essential."

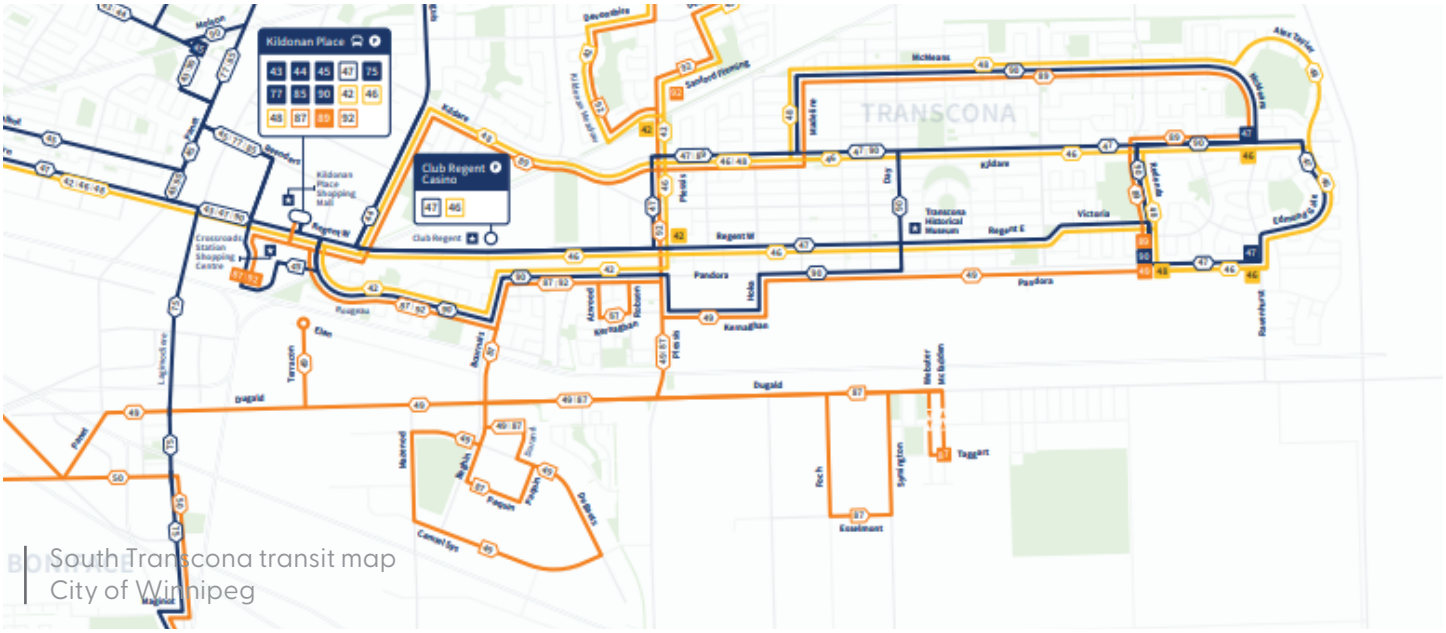


South Transcona cycling map
City of Winnipeg

7) How important to you is the inclusion of roads connecting through the area for truck routes,

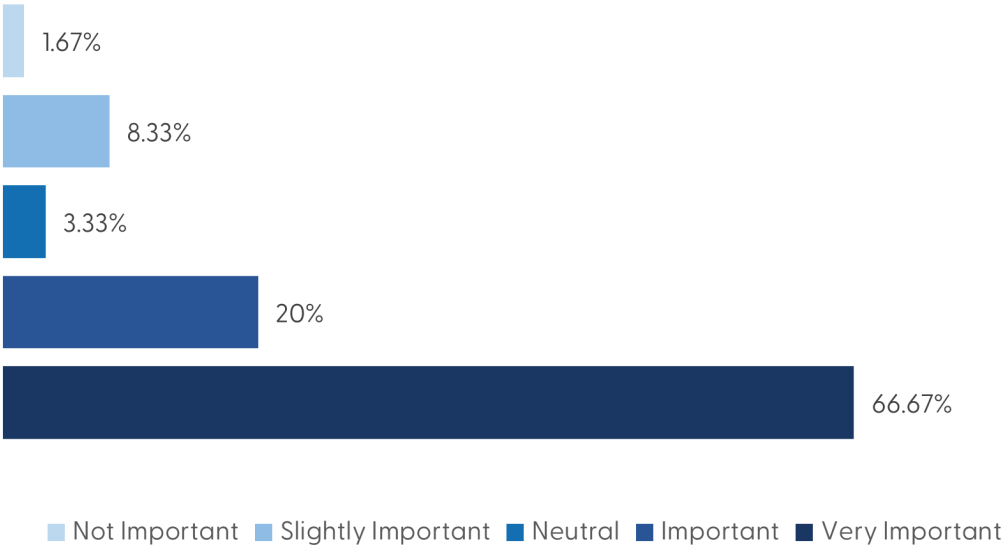


While responses were varied, the most common sentiment (40%) indicated that expanding street routes is not necessary or desired by the community. Writn responses showed concern for excess traffic and the potential impact to trees, but a desire for greater access to and along Plessis Road. Other commenters see a need for bus and passenger vehicle routes, while truck routes near residences should be avoided.



South Transcona transit map
City of Winnipeg

8) How important to you is the inclusion of parks and recreation?

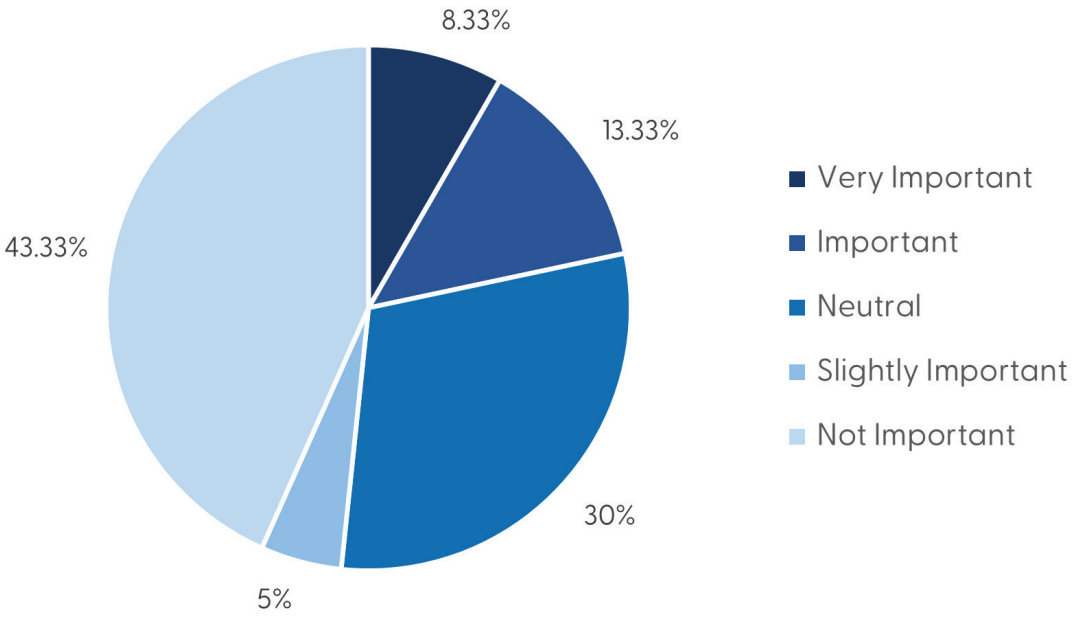


Parks and recreation were considered highly important to the development by the community with two thirds (66.67%) selecting very important and only one (1.67%) respondent stating they are not important. As much of the current site is characterized by natural lands and open space, preserving and integrating natural areas into the development appears to be critical. As one respondent stated: "With the development between Waterside and Plessis, and the industrial park, animal habitat in this area is dwindling quickly. I would like to see spaces for recreation, but also open space left for wildlife." Other commenters expressed concern for the treed areas as well as needing to conserve land to protect the feel and heritage of the area.

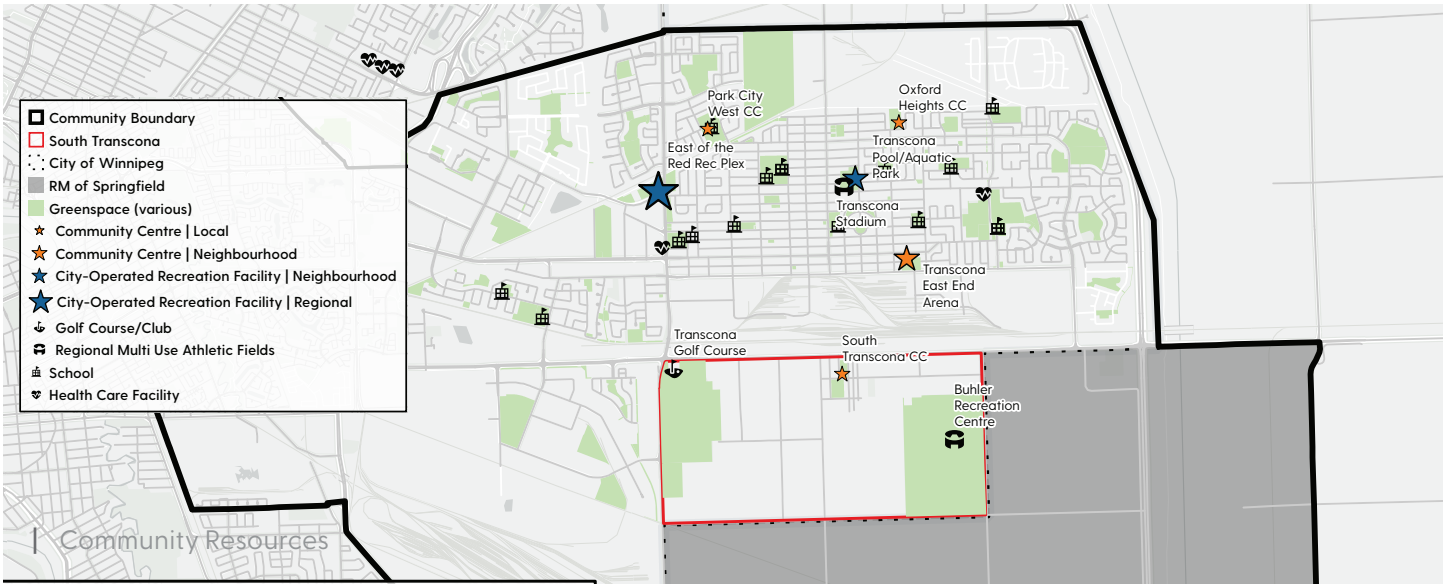


| Buhler Recreation Centre

9) How important to you is the inclusion of cultural spaces such as churches, mosques, and public squares?

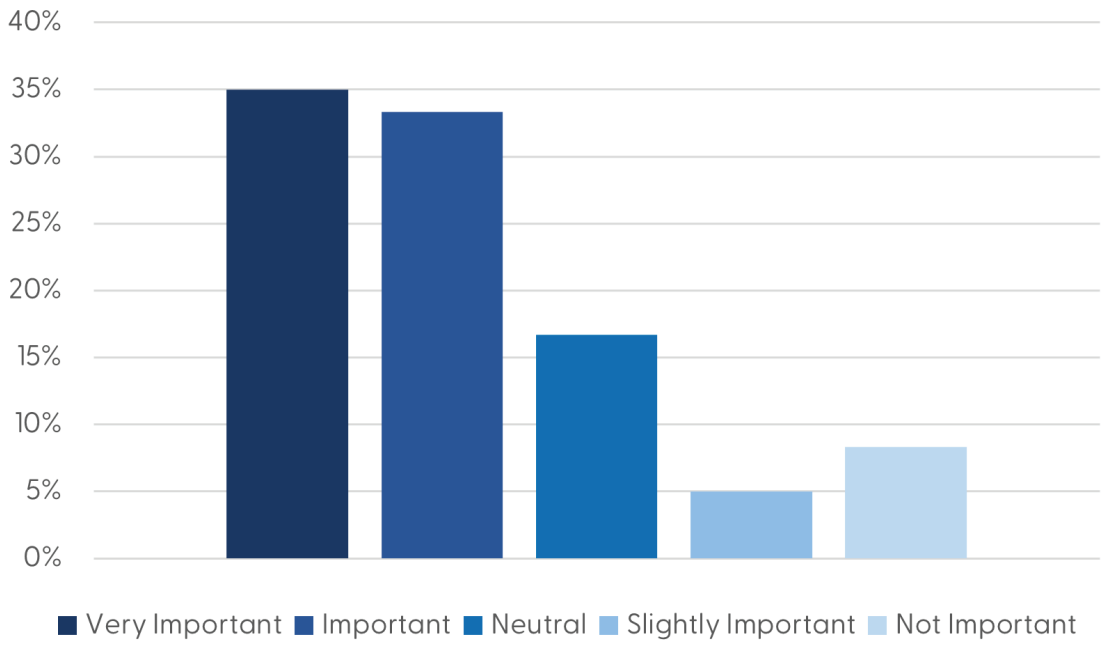


The two most common responses were “not important” or “neutral” (73% combined) regarding the inclusion of cultural, public spaces. As respondents wrote in, many residents already attend churches in the area so they don’t see the current need for additional religious centres per se, but other community areas would be welcome. A few additional comments suggested religious institutions could be important for the future residents, stating they’re “beneficial to build community” and “key components of a complete community.”



2.3 Development Principles

10) How important to you is the inclusion of sustainability as a guiding principle for construction of public and private spaces?

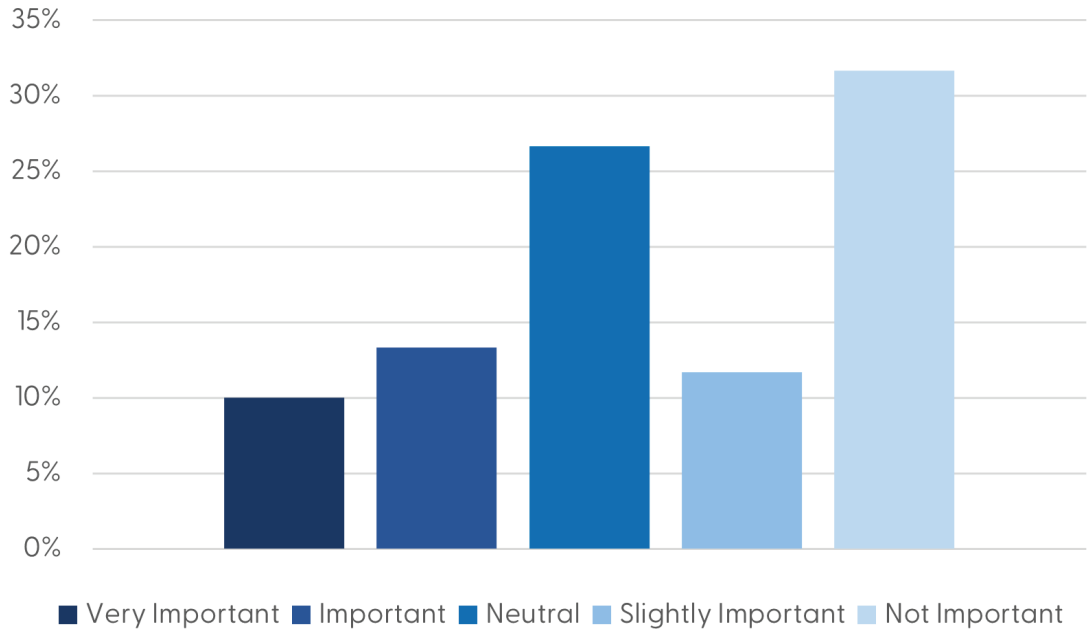


Almost three quarters of respondents (73% combined) suggested that incorporating sustainability principles into the development is important, with comments suggesting renewable energy sources, like solar and geothermal, be incorporated into building design and construction. Others would like to see land and wildlife protected in order to make the development more sustainable. While one respondent voiced concern about balancing sustainability measures with affordability for residents.

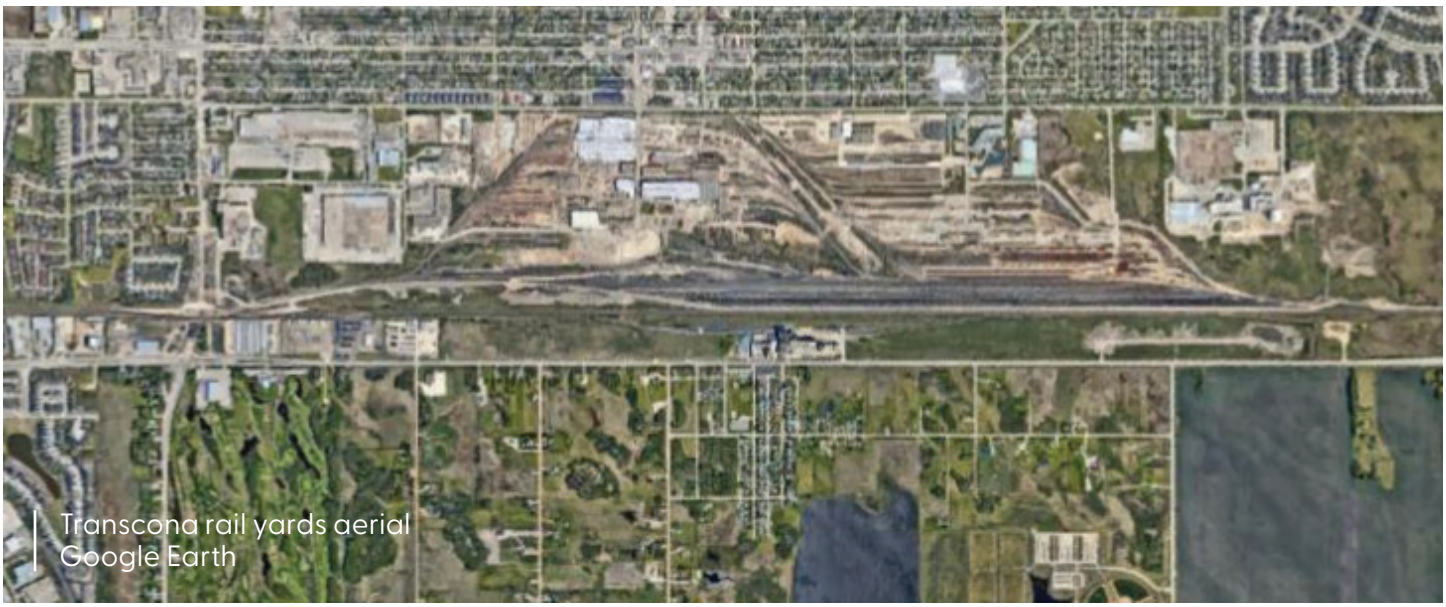


Conventional versus Conservation subdivision
Government of Manitoba

11) How important to you is the inclusion of economic development?

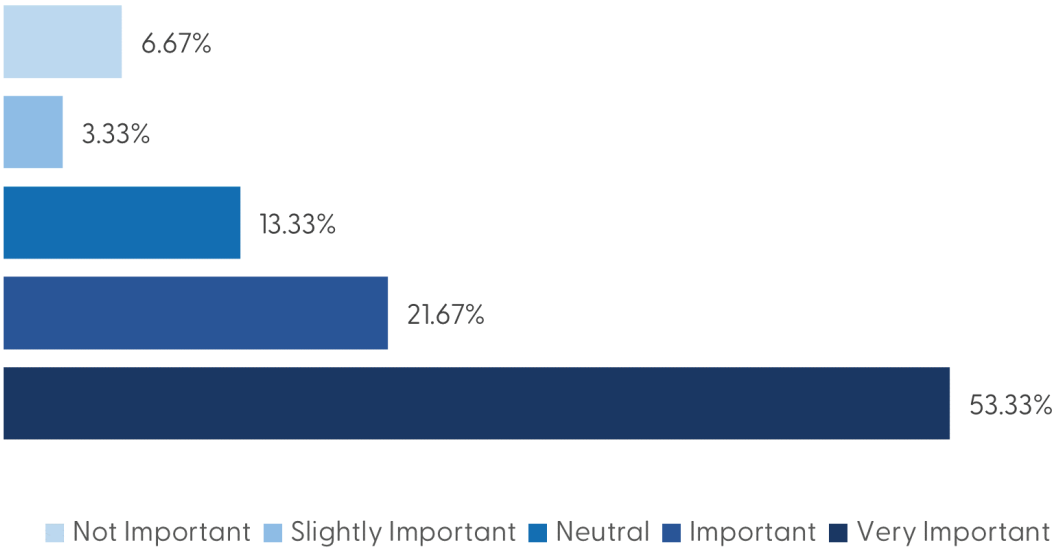


The most common responses regarding economic development were either neutral (26.67%) or not important (31.67%). Some commenters indicated that the question was not clear enough to answer. As this stage of the engagement revolved around higher level concepts, we understand that this topic will need further discussion and context moving forward.



Transcona rail yards aerial
Google Earth

12) How important to you is the inclusion of policies for managing water and wastewater services?



The land of South Transcona is a low-lying area with drainage issues and responses reflected this with 78% of combined responses suggesting policies for water and wastewater is important. As one write-in put it: "South Transcona is low. We've had consistent issues with drainage. The more houses and roads are put up, the less land is available to absorb the rain." Thus, measures to mitigate stormwater runoff will be critical to ensure the ecological performance of the development. This could include stormwater retention ponds as well as naturalized areas.

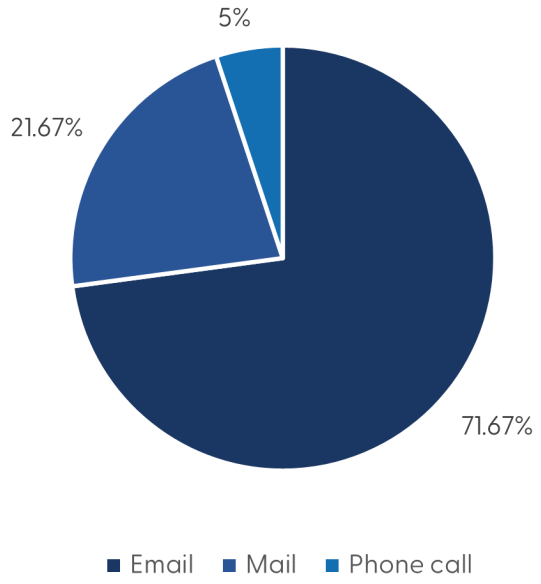
Additionally, many existing residences rely on well and septic tank systems. There is notable resistance among these residents to any new servicing that would force them off their current systems. Consequently, a comprehensive water and wastewater servicing plan along with mindful policies should be given great consideration in the South Transcona Secondary Plan.



Naturali\ed retention pond
City of Winnipeg

2.4 *Keeping In Touch*

13) How do you want us to communicate in the future?



14) If you want us to add you to our mailing list, please add your first and last name

15) If you live within the area, please add your address in case we need more input on your area

An overwhelming majority of survey respondents, 59 out of 60, provided contact information to stay informed about future communications and events regarding the South Transcona Secondary Plan. This demonstrates a high degree of community investment and engagement in the project. We acknowledge it will be important to maintain transparent and ongoing communication with residents as the plan progresses.



A South Transcona street

3.0 SUMMARY

Overall, the process of developing policies for the South Transcona Secondary Plan will need to consider the differing views of residents regarding the direction of development. Primarily between those that are satisfied with the current, low level of municipal servicing in the area and with those that have a desire for higher level servicing and new development. Moreover, there is a strong sense of community identity in South Transcona. While some are highly protective of their neighbourhood identity and oppose development, others are more open to change and inviting newcomers in. Striking a balance between these differing views while preserving the unique sense of place within the community will be critical.

As shown in the Survey Results, clear themes emerged as priority areas for the community that should be considered in future Precinct 'S' engagements. These include but are not limited to:

Density – Determining the variety and character of housing types and their impact on the sense of community

Traffic – Understanding the impact of development on traffic levels in the area

Transportation – Finding the right balance between modes of transportation and connectivity to the city's existing bus, bike, pedestrian, and car transportation networks

Green space – Preserving the natural areas of South Transcona and integrating green space into development

Infrastructure – Given the area's low topography, determining infrastructure requirements and the location and impact of servicing such as sewer and water lines as well as stormwater retention ponds

Business – Identifying suitable types and scales of industrial or commercial development in the new development

Community identity – Preserving the distinct character and sense of community in the area while also accommodating new development and demographics to the neighbourhood

Given the complexity of issues at play, this process will require further engagements with residents which are currently planned for the Fall of 2024. These conversations will need to look into how the Plan can incorporate the needs of all residents while allowing for urban scale development.

As the project moves forward, we remain committed to maintaining transparent and ongoing communication with all stakeholders and will regularly update our project website at www.mrichardassociates.ca/southtranscona. We look forward to continuing this conversation and working together to create a vibrant, sustainable future for South Transcona.

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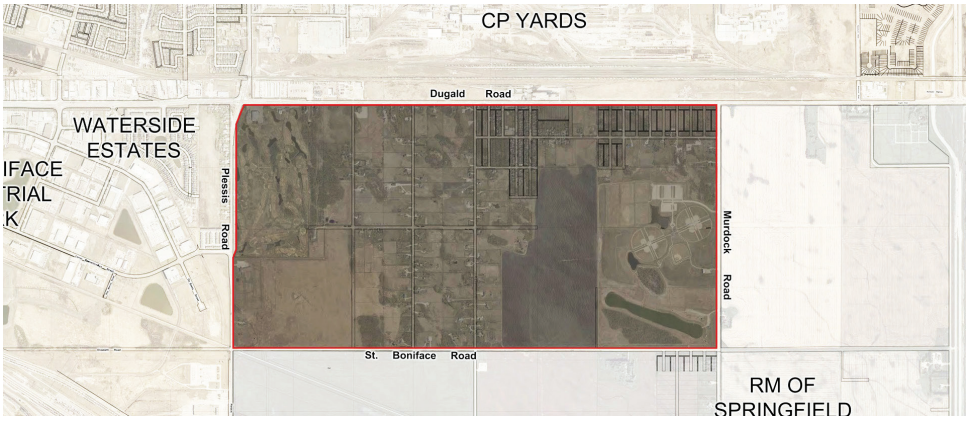
5.0 APPENDICES

Appendix A: Paper Survey

South Transcona Secondary Plan

Two private developers are funding the creation of a Secondary Plan with the support of The South Transcona Secondary Plan Resident Advisory Group. A Secondary Plan is a visionary and policy document that shapes the development of a specific area. In Winnipeg it is a by-law and requires Council approval. Adoption of the Secondary Plan By-law does not require any person to alter the existing use of their property; however, any future development must comply with the Secondary Plan.
This survey should take less than 10 minutes to complete, and your input will be used to guide the creation of plan. Results will be shared at an Open House in November/ December of 2024.

Planning Area



1) What is your current address?

- ☐ I live in the South Transcona (planning area)
- ☐ I live in Transcona but outside of the planning area
- ☐ I live in Winnipeg
- ☐ I live in RM of Springfield
- ☐ Past resident of the subject area
- ☐ Other (Please explain)

2) Your current postal code

1

Appendix A: Paper Survey

For the following questions we would like you to think of how important to you the issues are to be addressed by the Secondary Plan.

3) How important to you is the inclusion of a variety of housing types (single family, two family, townhouses, apartments)?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

4) How important to you is the inclusion of neighbourhood commercial (small scale)?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

5) How important to you is the inclusion of employment lands (industrial)?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

6) How important to you is the inclusion of active transportation?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

2

Appendix A: Paper Survey

7) How important to you is the inclusion of roads connecting through the area for truck routes, buses, and passenger vehicles.

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

8) How important to you is the inclusion of parks and recreation?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

9) How important to you is the inclusion of cultural spaces such as a churches, mosques, and public squares?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

10) How important to you is the inclusion of sustainability as a guiding principle for construction of public and private spaces?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

11) How important to you is the inclusion of economic development?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

3

Appendix A: Paper Survey

12) How important to you is the inclusion of policies for managing water and wastewater services?

☐ Very Important ☐ Important ☐ Neutral ☐ Slightly Important ☐ Not Important

additional comments:

To assist us to ensure we keep you informed through the process, please fill out the following. This information is optional.

13) How do you want us to communicate in the future

☐ Email

☐ Mail

☐ Phone call

14) If you want us to add you to our mailing list, please add your first and last name

15) If you live within the area, please add your address in case we need more input on your area specifically outside of the regular process.

M Richard & Associates Ltd. McGOWAN·RUSSELL Stantec

4

Appendix B: Survey Results

3) How important to you is the inclusion of a variety of housing types (single family, two family, townhouses, apartments)?

Answered: 27 Skipped: 37

- *assisted living or 55+*
- *Can't wait*
- *I actually want the land to remain vacant unless I see a proper infrastructure plan for Dugald and surrounding area prior to any discussion around housing variety types.*
- *I'm not interested in condensed multiple unit homes in our neighborhood.*
- *If designed in the right areas it could work but it does increase the traffic once apartments and condos are added in.*
- *Important to keep small density housing in this area*
- *It should be all single family homes. Other areas have the mixed variety and it doesn't work for infrastructure or privacy.*
- *more multi-dwellings more cars*
- *Moved here for country quiet living*
- *Multi res is welcomed with adequate parking. Preference for si nf le family homes to have lots sizes consistent to current homes.*
- *no apartments*
- *no apartments*
- *No townhouses and apartments*
- *Not a cookie cutter community*
- *Not interested in rental condominiums as those type of properties increase crime in communities*
- *Our neighborhood is made up of single family homes, we are unique and one of the few left. Our streets are filled with famillies and not crime. Our area is considered one of the safer areas. Adding lower income housingsuch as multiunithousing bring crime*
- *Prefer single family dwellings only.*
- *Prefer zero development in south Transcona*
- *Single family houses would be preferred to keep the feel of the existing neighbourhood.*
- *Single family residential only*
- *the development needs to respect current larger lots and not change the feel of the area for current residents*
- *This is too general a question. What percentage? Low income?*
- *we are planning of downsizing and like to cash out.*
- *We moved here to avoid this city nonsense*
- *would like to know if I can subdivide*
- *would online like to see single family dwellings, no two-family and no townhouses or apartments.*
- *You are ruining our quiet country in the city with this*

Appendix B: Survey Results

4) How important to you is the inclusion of neighbourhood commercial (small scale)?

Answered: 16 Skipped: 48

- *Would love to see small scale retail with focus on local retailers. Preference is for the retail to be easily accessible by bike or foot - not just cars.*
- *Would like to see convience store or small grocery, coffee shops, ice cream, restaurants etc*
- *We live here because we DON'T have this!*
- *We are very close to everything already*
- *This neighborhood does not need nor want commercial.*
- *This is too general a question. I do not want any commercial enterprise in our residential area.*
- *small shops*
- *similar to sage creek entrance, but on a smaller scale*
- *Not opposed to a minimal amount of commercial for convenience*
- *no no no*
- *no commercial properties*
- *Don't want any.*
- *dont need a lot of commercial, perhaps small corner store / gas station*
- *Don't think a lot of commercial is required considering proximity to rest of Transcona commercial areas but perhaps gas station, corner stores, small strip mall could be attractive.*
- *commercial not necessary. Southside is close enough to all amenities.*
- *Commercial in the neighbourhood would be nice to serve people in the area and may attract more people to the area.*

Appendix B: Survey Results

5) How important to you is the inclusion of employment lands (industrial)?

Answered: 22 Skipped: 42

- *wouldn't want the extra traffic, noise, etc.*
- *We do not need any more industrial land.*
- *to attract young families to the area.*
- *There is plenty industrial in the area already no more is required.*
- *There is enough commercial/industrial lots going up on Plessis South and Dugald North that further industrial in this area is not needed.*
- *There is already an industrial park down Plessis and the one behind Waterside still has room for development.*
- *There are many areas already used near by. Businesses going out of business here don't need more large corporations stealing business from our people*
- *stupid question, no one is going to put industrial in a residential area.*
- *Seriously?*
- *not interested in more industrial*
- *no industrial - we have too much already.*
- *no employment lands*
- *More industrial means more traffic in our quiet area NO!*
- *Industrial is already here so doesn't affect much to have more.*
- *I do not want any industrial in our neighborhood, close to the homes*
- *Farm land yes- further development near our properties- hard no*
- *EMOUGH ALL AROUND*
- *dont want business development*
- *Don't want any.*
- *Do not want industrial. Already surrounded by this.*
- *Already have enough industrial around this area*
- *already a lot of industry in the area.*

Appendix B: Survey Results

6) How important to you is the inclusion of active transportation?

Answered: 17 Skipped: 47

- *Wrecking a serene untouched area for greed? No*
- *We have a bus and most people can afford a car here.*
- *want to continue low traffic area.*
- *walking and biking trails.*
- *Walking and biking trails are crucial to the success of the development. Enhancing the life of current residents should be essential.*
- *Too general a question. What is the bus route? Where are the bus stops? What is the schedule?*
- *There is a considerable amount of investment required to deal with dugald road and the traffic's coming from outside the city down that road as well as creating proper cloverleafs on the bypass to manage the traffic.*
- *The new transit plan is already messing up our 86/87 bus route*
- *South Transcona has always been pretty disconnected so this would help.*
- *Need safe bike/walking routes to outside of community*
- *More transportation is necessary*
- *I use the cycling path regularly and would like to see it connect more effectively with other paths*
- *I bike so I would like a nice bike trail from south side to Transcona.*
- *expanding bus services important*
- *Dedicated bike lanes is important. Would like to see bus routes connecting to rapid transit corridors.*
- *BIKE Riding and walking trails*
- *bike and walking paths*

Appendix B: Survey Results

7) How important to you is the inclusion of roads connecting through the area for truck routes, buses, and passenger vehicles.

Answered: 21 Skipped: 43

- *Who would want a trucking route near their home?*
- *we want to keep traffic to a minimum*
- *We don't need any more truck traffic in our area!*
- *We are minutes away from connecting roads there is no need to demolish land and get rid of trees to create another road when we are minutes away from all amenities*
- *the current roads are unacceptable. new roads and proper drainage a must. high flood zone.*
- *south side isn't a truck route.*
- *some busing and passenger vehicle inclusion. Truck routes not important.*
- *Roads with bike lanes is important.*
- *pleases roadbeds to be twinned and moved on to golf*
- *pleases road needs to be twinned and moved on to the golf course asap.*
- *passenger vehicles only*
- *no truck routes or heavy vehicles*
- *no added traffic to current roads*
- *leave the existing area separate*
- *Keep traffic out of the existing neighbourhoods. Dugald is very busy already.*
- *It is only important for passenger vehicles and busses. There is no need for a truck route.*
- *I would not like truck routs through the area.*
- *Don't want more traffic on our residential roads in Waterside Estates, but another exit onto Plessis would be good.*
- *Don't think truck routes are needed in a residential area for the most part. Buses and vehicles would need roads. Please don't bring more traffic through the 5 acre lot areas though. It can be planned for if subdivision comes for Bates Foch Symington*
- *As long as the roads are still accessible and safe to pedestrians*
- *Are people too lazy to drive a few minutes out. We are already so close to all major roads . Fix the roads we have don't add more*

Appendix B: Survey Results

8) How important to you is the inclusion of parks and recreation?

Answered: 18 Skipped: 46

- *With the development between Waterside and Plessis, and the industrial park, animal habitat in this area is dwindling quickly. I would like to see spaces for recreation, but also open space left for wildlife.*
- *We have a large deer population in our little country in the city paradise so do not ruin it!!*
- *Proposed development will be removing the vast majority of the green space in the area, which is home to a plethora of wildlife. Including green space with native plans (not manuicured parks like buhler) is of the utmost importance.*
- *Parks and added green space would be nice*
- *Our entire neighborhood is park like! So disrupt our wildlife with this? NO*
- *no more ball / soccer fields*
- *Natural park space like we have is ideal*
- *keep greenspace and trees for wildlife*
- *keep green space*
- *important to younger families in the area with the understanding we want to keep noise and traffic to a minimum*
- *I have a small farm. Cows, chickens and pigs. I farm in a sustainable and regenerative way to capture carbon in the soil and make the grasses, trees and animals grow more vibrantly. Let this be an attraction for people in the area. People love it!*
- *green spaces, retention ponds and recreation are vital.*
- *Green space should remain as it is*
- *green space is very important - what happens to wildlife that currently inhabit the area?*
- *green space is important do not get rid of existing trees.*
- *Green space for kids is nice as long as it's done to protect the environment*
- *Finally a question I can respond to positively.*
- *As long as we are respecting the existing green space and wildlife in the neighborhood*

Appendix B: Survey Results

9) How important to you is the inclusion of cultural spaces such as a churches, mosques, and public squares?

Answered: 14 Skipped: 50

- *What is an example of a public square in Winnipeg? There is already a church at the end of my street.*
- *These things are part of people's lives. As long as people are respectful it works.*
- *these are key components of a complete community.*
- *Space for public gathering would be beneficial to build community.*
- *Public squares not affiliated with any religious sect are welcomed.*
- *Public shares or gathering spaces bring community together. Don't feel the need for church or religious spaces*
- *Parks yes*
- *no mega churches*
- *no churches or community buildings needed*
- *many churches close in proximity already.*
- *I dont think the area is big enough to have all these buildings.*
- *dont need anymore in the area*
- *churches and schools are important*
- *Already go to a church close by*

Appendix B: Survey Results

10) How important to you is the inclusion of sustainability as a guiding principle for construction of public and private spaces?

Answered: 13 Skipped: 51

- *we need more greenspace.*
- *to upkeep roads, sidewalks, trees, grass, street lighting, etc.*
- *This is THE only way I can accept these changes in our neighborhood.*
- *Sustainability is so subjective. All kinds of claims are made by people which hide the real costs. Spending ridiculous amounts of money to be "sustainable" versus reasonable is not sustainable for the city's pocketbook nor for residents who pay taxes.*
- *sustainability is an umbrella term and the question is too general. What do you intend?*
- *Removing or destroying natural habitats to build more apartments is not acceptable anymore. You must do better.*
- *Protect the land*
- *obviously sustainability and concern for the environment is important.*
- *Not sure what sustainability is being referred to. Environmental sustainability is important with options like geothermal and solar*
- *Maintain natural spaces as there is variety of wildlife in the area who rely on these spaces for survival*
- *Leave our space be.*
- *I would hope that a sustainability report for the development will be made available.*
- *any new residential should be geothermal*

Appendix B: Survey Results

11) How important to you is the inclusion of economic development?

Answered: 10 Skipped: 54

- *would like to see the area remain low key.*
- *not sure what kind of economic you are talking about be more specific pleas.*
- *no economic development in the area.*
- *It would depend on what kind of economic development.*
- *I'm not sure what this implies. Too vague.*
- *economic opportunities on an appropriate scale would be welcome*
- *Economic development is good except when one party suffers and another party gains. How do we achieve this in a win-win-win scenario?*
- *drainage should be appropriate - no more flooding of any neighbourhoods.*
- *Again not sure what type of economic development you're referring to beyond small businesses and industrial?*
- *Absolutely against.*

Appendix B: Survey Results

12) How important to you is the inclusion of policies for managing water and wastewater services?

Answered: 19 Skipped: 45

- *would prefer if you never develop area*
- *where is the waste water going? What is the plan?*
- *what would we need a policy for?*
- *water funnels into Dugald ditch but goes nowhere and sits in yard*
- *to add value to our land/lot*
- *The survey responses from very important to not important are manipulative and thus do not accurately describe the opinions of the residents.*
- *the area is a swamp so dealing with water in any development is of prime importance.*
- *South Transcona is low. We've had consistent issues with drainage. The more houses and roads are put up, the less land is available to absorb the rain.*
- *Since our area is considered wetlands, effective drainage plans will be important. I would like to have connection to city sewer but I still want to use my well.*
- *must include ways for existing homeowners to retain wells and septic fields.*
- *Like many of my neighbors I am not opposed to development, it is inevitable inside city limits. I am opposed to my situation being made more expensive for a developers profit.*
- *it will come with time.*
- *Including if there are water features.*
- *I need more information to answer this*
- *existing septic fields and wells must be continued.*
- *drainage should be appropriate - no more flooding of any neighbourhoods.*
- *don't force me to go off my well and septic*
- *ditches need to be maintained*
- *Appreciate including the community in the process.*

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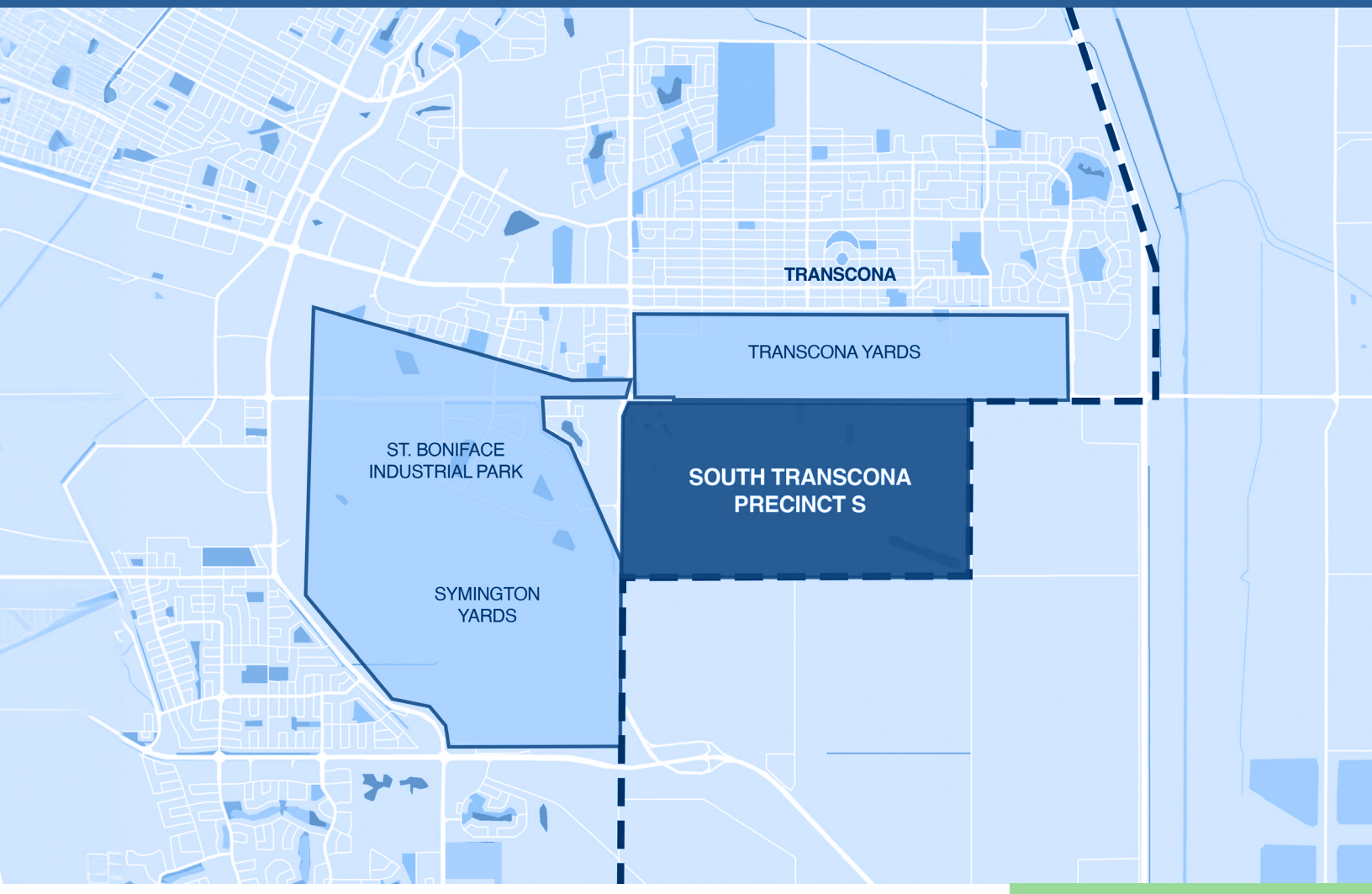
Appendix C

Round Two Open House

SOUTH TRANSCONA SECONDARY PLAN

Round 2 Engagement Report



DECEMBER 2025

MRA planning + development

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1.0 INTRODUCTION

This report summarizes the second round of public engagement for the South Transcona Secondary Plan (STSP). The purpose of this round was to present the draft land use, parks and natural areas, servicing, and transportation concepts developed to date, and to collect feedback from residents, landowners, and key stakeholders to help refine the Plan prior to submission to the City of Winnipeg.

1.1 Engagement Strategy

The engagement strategy was designed to ensure South Transcona residents could meaningfully contribute their perspectives while also aligning with the broader Secondary Plan engagement process. To achieve this, three in-person events were held at the Transcona Country Club (2070 Dugald Road) from 6:00 p.m. to 8:00 p.m., located within the Plan Area. Separate Landowner Information Sessions were hosted for the Hamlet and Acreages on October 21 and 22, followed by a General Open House on October 23, 2025.

A total of approximately 115 different residents attended across the three sessions, with many attending multiple events.

EVENT 1 (Hamlet Landowners)	EVENT 2 (Acreages Landowners)	EVENT 3 (General Open House)
~40 attendees	**~100 attendees**	**~55 attendees**

Residents were invited through multiple channels, including hand-delivered letters to households within the Plan Area, email updates to project subscribers, posts on the project webpage, and a Winnipeg Sun advertisement provided by Councillor Russ Wyatt.



Open House #2 | Transcona Country Club ▲

1.2 Event Format

Two members of M. Richard & Associates (MRA) and McGowan Russell Group (MRG) attended each event, supported by staff from the City of Winnipeg Planning, Property & Development Department. Both major developers were also present at some meetings where available. The events each began with a brief presentation by the project team followed by discussion around the boards and tables centred around the four main areas of the Plan – Land Use, Parks, Transportation, and Servicing.

Seventeen display boards provided background information, an overview of the draft Plan, its guiding vision, and next steps in the planning process. The boards were stationed around the hall to encourage discussion and help attendees navigate the Plan's key components and aligned with the survey questions. Additional maps were printed for residents to draw on, provide comments, and discuss directly with members of the project team. These display boards are attached as Appendix A. Many residents also took copies of the engagement materials to share with friends and family unable to attend the events.

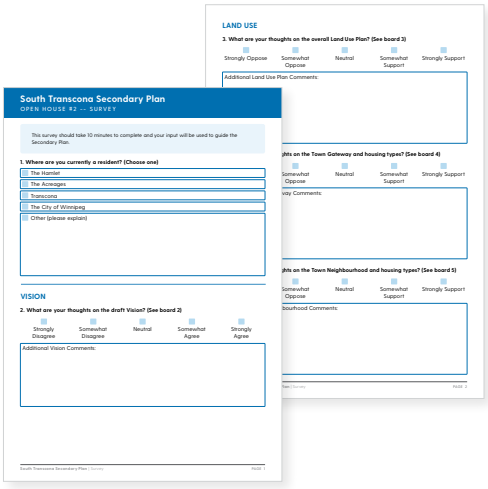
1.3 Survey

An accompanying survey was distributed in both paper and digital formats (ArcGIS Survey123) to gather additional feedback between October 21 and December 1, 2025. A total of 224 responses were received, with approximately one-third submitted on paper and the remainder completed online. The survey is attached as Appendix B. All written comments are attached in Appendix C.

The project landing page (mrichardassociates.ca/southtranscona) was updated with the presentation materials and survey, and will continue to serve as the main platform for project updates as the Secondary Plan advances.

1.4 Councillor & Community Meeting

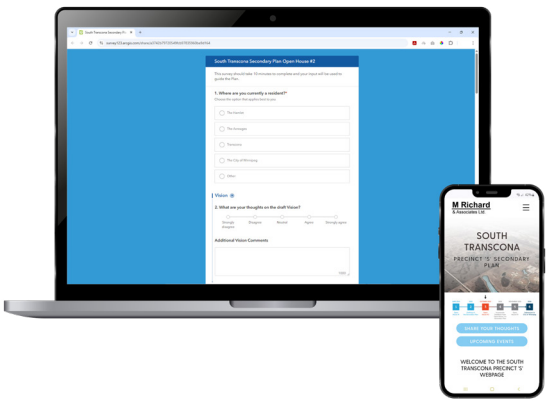
Further to the Open House, the area Councillor organized and led a follow-up meeting with concerned residents on November 24, 2025. There was no new information presented. Instead, residents were able to ask additional questions, engage directly with the Ward Councillor and provide feedback on the draft plans. Residents were encouraged to leave additional survey comments to provide further input. Two members of the MRG consultant team were in attendance to help answer any questions.



Open House #2 | Paper Survey ▲



Open House #2 | Transcona Country Club ▲



Open House #2 | Online Survey ▲

2.0
SUMMARY OF RESULTS

The following section summarizes the survey results collected following the three events. The survey was separated into questions across the four main plan sections of Land Use, Transportation, Servicing, and Parks, with additional questions around the overall Vision and space for additional comments for each of the Acreages and Hamlet areas. Each section provided optional space for additional comments which are analyzed below.

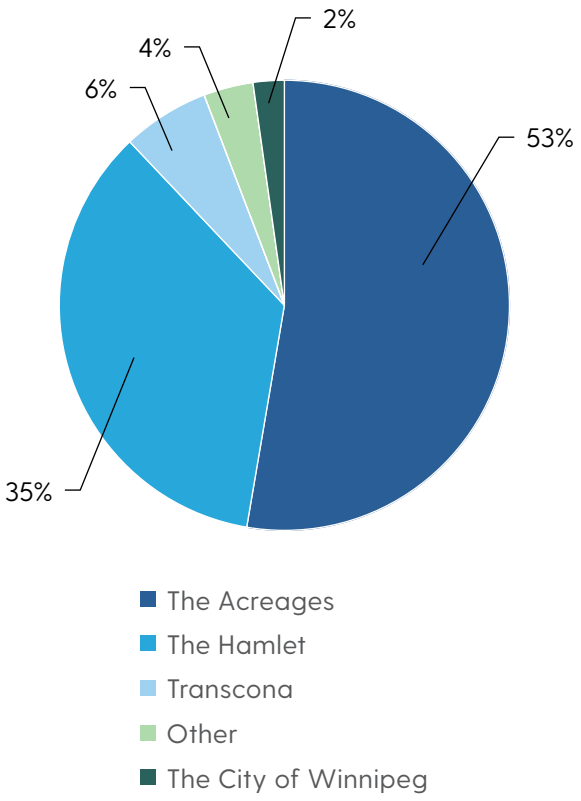
2.1 Residency

The survey had a very high turnout rate of 224 respondents from a total population of 645 in the South Transcona neighbourhood. Turnout was especially strong from the Acreage area residents with 118 respondents, despite the Acreages having the lower population across only ~80 homes. 79 respondents came from the Hamlet, while a further 13 came from the outside Transcona area, the City of Winnipeg broadly, neighbouring RM's, or property owners who live out of province.

Where relevant, the analysis distinguishes between these resident areas to provide additional context.

(Answered: 224, Skipped: 0)

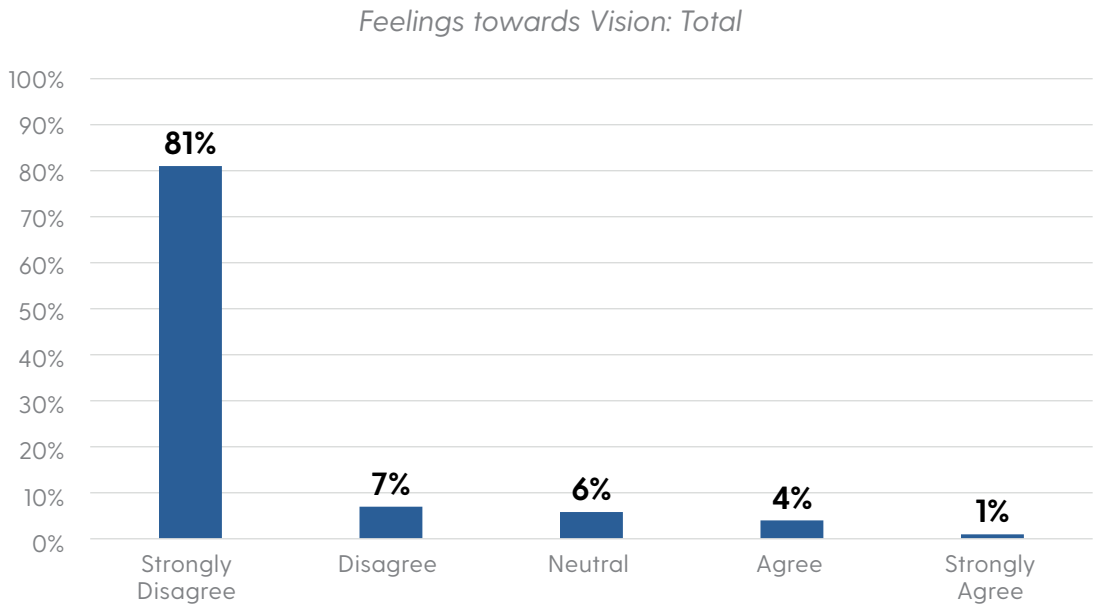
Area of Residence



2.2 Vision

What are your thoughts on the draft Vision?

Respondents were overwhelmingly opposed to the proposed community vision, with the majority selecting "Strongly Oppose" (81%). Supportive or neutral views were limited, indicating strong resistance to the development direction. Both Hamlet and Acreage residents expressed high levels of opposition to the project overall with 83% of Acreage and 82% Hamlet residents selecting "Strongly Oppose".



Additional Vision and Goals Comments

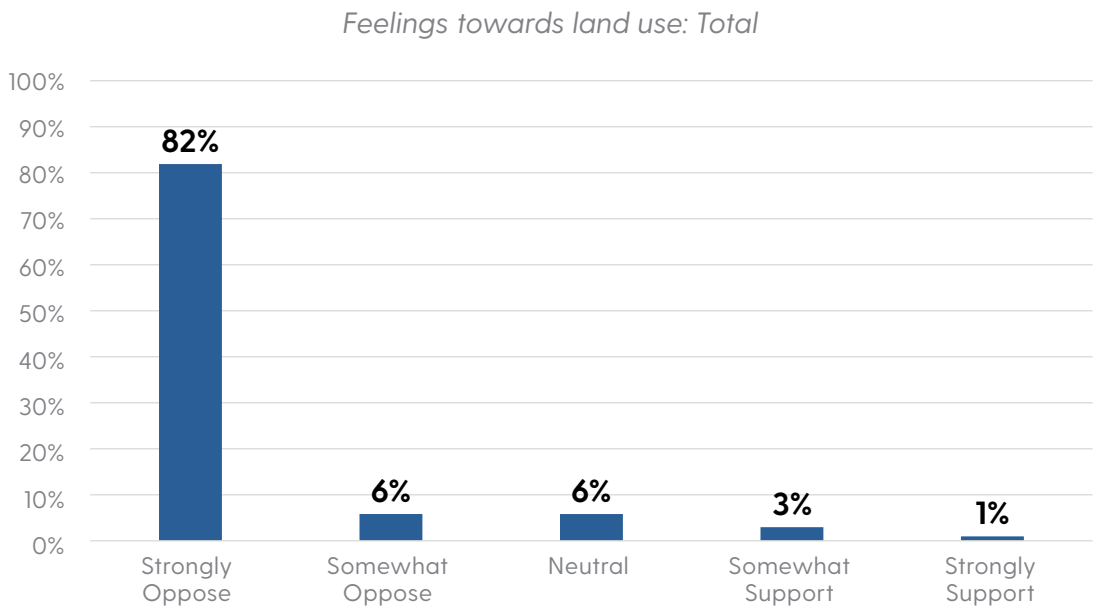
The additional Vision comments gathered 105 responses. Most respondents did not engage with the Vision and Goals as presented on the boards, but instead provided general thoughts on the project overall:

- *"This vision does not coincide with current area residents' views."*
- *"The Vision contemplates a number of extreme changes to South Transcona that do not respect the will of the residents of that area, the history of the community, the larger impact on eastern Winnipeg, the environment, and the greater toll on infrastructure, services, land use, and community safety."*

2.3 Land Use

What are your thoughts on the overall Land Use Plan?

Across total responses, opposition to the land use concept was dominant; 82% of respondents are “Strongly Opposed”.



Additional Land Use Plan Comments

The 83 additional comments expressed a range of concern over the land use plan, with the main issues surrounding the impact to the value of their properties, desire to keep the character of the existing Hamlet and Acreages, and questions about impacts and costs:

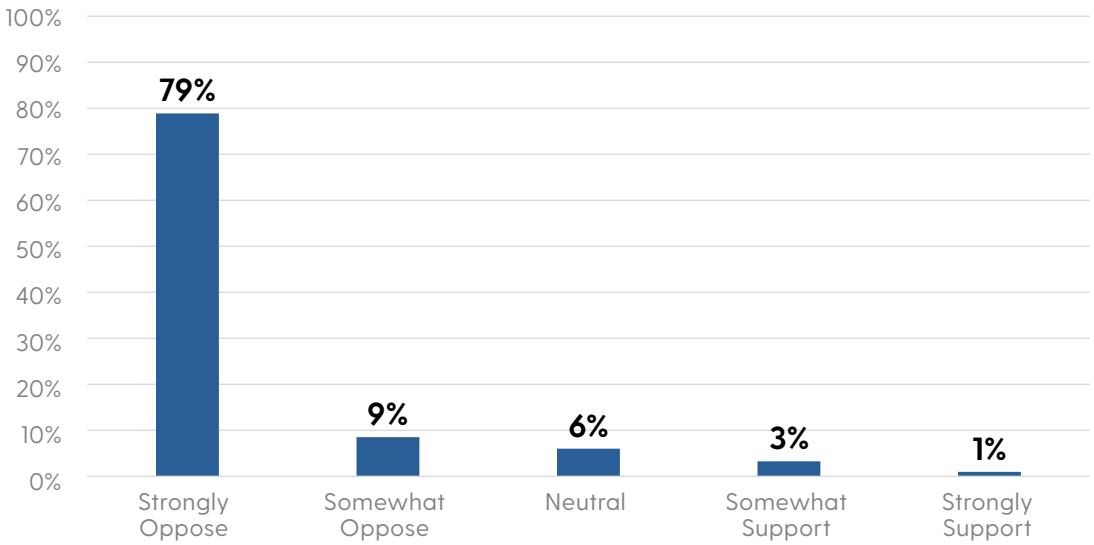
- *“The proposed plan would result in nearly 50% of the area be dedicated to park or water retention. The two major land owners are only contributing the minimum amount required based on current land development policies by the city of Winnipeg (around 10-15%). The owners within the central acreages (many of which have owned their properties for decades) are required to commit the majority of their property in the future towards parkland thus significantly reducing the value of their properties.”*
- *“Lack of details provided for proposed use of land. Not interested in giving any property to a developer or the city. How much of my back property will be needed to develop new green space? What compensation will be paid? How much of my frontage will be needed to widen the road? How much will my taxes increase?”*
- *“People move into the neighborhood to have country living while still close to city services. Why would we want our lovely quiet out of country lifestyle to be replaced?”*
- *“Go ahead with the 2 developments on each side but leave The Acreages alone.”*

2.3.1 TOWN GATEWAY

What are your thoughts on the Town Gateway and housing types?

The Town Gateway proposal was opposed by most participants overall (79% respondents). Hamlet (81%) and Acreage (79%) residents both showed strong opposition, indicating little interest in the Town Gateway concept.

Feelings towards Town Gateway and housing types: Total



Additional Town Gateway Comments

Open-ended responses (total of 86) showed that residents have negative feelings towards the Town Gateway vision as well. Residents generally understand that the Town Gateway is proposed only on the East and West Developer-owned lands and will not directly impact existing properties in the Acreages or Hamlet. However, many expressed concern regarding the scale of the Town Gateway development, proximity to single-family areas, or confusion how transportation and amenities will be integrated into the area.

> *"Would prefer the taller housing be on the outskirts and get shorter as they come towards South Transcona,"*

> *"I'm concerned about the proposed mixed-use "gateway" area. While I understand the intent to provide amenities and higher-density housing along major roads, this could significantly increase traffic and congestion on streets that are already busy. Even with stepped-down densities, the impact on safety, parking, and daily life for nearby residents could be substantial. Taller buildings and commercial spaces may also change the character of the neighbourhood, affecting privacy and increasing noise."*

> *"This area is currently 'country within the city' adding high rise apartments, multiplexes etc will change the feel. Prefer the character of the community remain with large single family lots."*

> *"Moderate commercial services would be good for the area. Don't believe a full-scale grocer is needed as these exist in abundance within a 10-minute drive (Safeway, Sobeys x2, No Frills, Giant Tiger, Costco, Save on Foods). A drug store with small food store would be more appropriate in my opinion."*

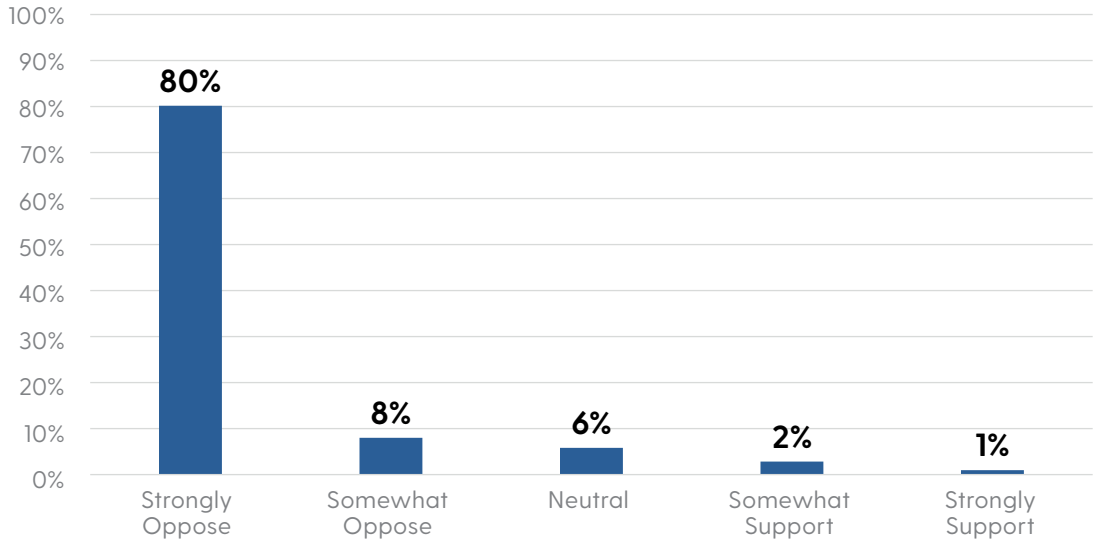
More detail was requested to provide to residents on how the Town Gateway will transition down towards single-family scale and how existing residents will be buffered from incompatible development.

2.3.2 TOWN NEIGHBOURHOOD

What are your thoughts on the Town Neighbourhood and housing types?

Strong opposition was consistent across all groups to the proposed Town Neighbourhood and new housing types (80%). Acreage residents (82%) were most opposed, but Hamlet respondents (78%) also largely disagreed showing broad opposition to higher density being proposed in their existing residential areas.

Feelings towards Town Neighbourhood and housing types: Total



Additional Town Neighbourhood Comments

A total of 83 written responses were collected regarding the Town Gateway development. Many respondents provided additional concerns about the Town Neighbourhood proposal. While some expressed that if development is inevitable, they would prefer it at the scale of single-family, duplex, or townhomes exclusively in the existing residential areas.

Respondents also raised concerns regarding how proposed development would affect infrastructure and services in the area, and what their impacts to existing landowners would be:

> *"The meeting materials vaguely reference policies meant to protect current homeowners–yet fail to specify what those policies are. Furthermore, the materials provided insufficient information about how existing residents will be affected by changes to essential services such as municipal sewer, stormwater systems, roads, and transit infrastructure."*

> *"Should there be increased residents as a result, would be concerned regarding the plans of public transportation (bus, bike, walkways), or would it become more congested as this area is car-reliant currently."*

At the events, the project team discussed residents' development options upon subdivision, indicating that residents would need to work with their neighbours to create development cells, but more concrete information was requested to inform landowners on their options and impacts.



Open House #2 | Transcona Country Club ▲

2.4 Parks and Open Space

What are your thoughts on the proposed Park Areas Concept Plan regarding the following features:

		Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
1. Linear Regional Park	Total	71%	7%	12%	6%	3%
	Hamlet	56%	10%	18%	10%	4%
	Acreage	85%	4%	4%	3%	2%
2. Location of major public open spaces	Total	69%	4%	15%	8%	2%
	Hamlet	59%	4%	16%	15%	3%
	Acreage	77%	5%	11%	3%	2%
3. Potential Community Centre Location	Total	46%	6%	26%	12%	7%
	Hamlet	38%	10%	29%	11%	8%
	Acreage	53%	5%	25%	13%	3%
4. Protection of Natural Areas	Total	40%	6%	11%	8%	33%
	Hamlet	27%	4%	11%	13%	43%
	Acreage	51%	8%	11%	3%	25%

Questions around Parks and Natural Areas generated the greatest engagement with both survey responses and Open House attendees. For the Park Areas Concept Plan, more than half of all respondents, particularly those from the Acreages, “Strongly oppose” the Linear Regional Park and major public open space proposals. 85% Acreage respondents voiced opposition to the Linear Regional Park concept compared to 56% of Hamlet residents – given the direct impact of the proposed Linear Park area on the Acreage owners’ lands.

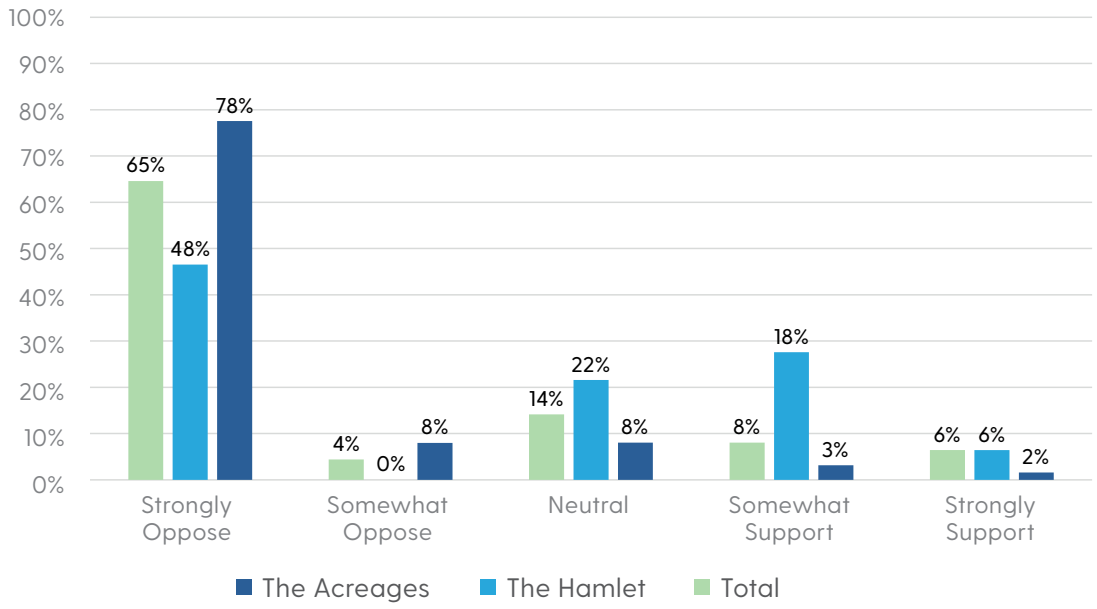
This is present in potential location of major public open spaces where Acreage residents (77%) showed more opposition towards it than Hamlet residents (59%).

The Potential Community Centre Location and Protection of Natural Areas received more support, with 45% of all respondents still in support or neutral. Protection of Natural Areas received the most support with 43% of Hamlet respondents and 25% of Acreage respondents in “strong support” of this initiative.

What are your thoughts on the proposed Nature Park?

When specifically asked about the Nature Park, over half of respondents (64% overall) opposed the Nature Park proposal, with Acreage residents (78%) showing particularly strong opposition given that the majority of the proposed Nature Park is designated throughout private land in the Acreages, with some landowners required to designate up to 60% of their land for the Nature Park. Hamlet respondents were in greater support of the concept, with a notable amount of respondents in the "Neutral" (22%) and "Somewhat Support" (28%) or "Strongly Support" (6%) range.

Feelings towards proposed Nature Park



Additional Parks Comments

102 open-ended responses were collected regarding the parks section of the survey. From the written responses and conversation with Open House attendees, several themes emerged around parks and natural areas:

Unequal designation of park space between developers and residents' lands

- *"It would be unfair when anyone in the acreages develops their land to dedicate that much to greenspace. It's way beyond what is being required of the other development in the area."*
- *"Park plan takes up too much of the resident lands. The residents should have the same opportunities to develop THEIR land just like the developers."*

The Nature Park seen as too large and unrealistic:

- *"While I am ok with the proposed nature park I believe its much to large. I would propose 1/2 acre as opposed to the nearly 2.5 acres per lot on the proposed plan."*

Distrust toward City and developers (that the City will develop on parkland):

> *"How will these parks be supported, donated and ensured that they won't be used for future development? It is critical to maintain and replace the ecosystems that will be destroyed through the new development."*

> *"There was no clear information on how the city would acquire this park land. Does the city have money to acquire this land?? What prevents the city from acquiring the land and then selling it to developers later?"*

Concerns around acquisition and compensation of land for existing landowners, and preference for 8-10% policy adherence, or fair compensation for parkland above required PR:

> *"Do not expropriate land. If land is required for the park then do what is outlined in the City of Winnipeg policies which I believe is 8% or roughly 1/2 an acre and pay appropriately to the land owner for it. In the case of our house, we are the only property in South Transcona that has their house on the back of our property so our house would be in the Nature Park. Creates a big issue for us. Unless you want to use our house as a warming shack for those using the Nature Park."*

> *"Requesting 2.5 acres from The Acreages is ridiculous. If they want to do a Nature Park, request the minimum amount of 8% or roughly 1/2 an acre but pay appropriately to each land owner."*

That the Golf Club, Community Centre, Buhler Recreation Park and green spaces are already sufficient recreation areas for the neighbourhood:

> *"In this whole area there is already Buhler Recreation Park, Lake Shirley and the Golf Course. That's already a lot of greenspace in a relatively small area."*

> *"The existing parks in South Transcona (Buhler Recreation Park, Lake Shirley Memorial Park, Transcona Golf Course, other smaller parks, and the bike path) are currently under utilized and poorly maintained. The city should invest resources in these existing parks rather than purchasing new ones from landowners."*

Further comments and conversation with attendees indicate there remains support for the Nature Park concept, especially in how it connects with preserving natural areas, providing land drainage, and active transportation potential, but reject the scale of the park and how it either limits development potential or threatens existing residents' homesteads. Residents are also interested to learn more about how the Nature Park could be implemented:

> *"I support the idea of protecting flora and fauna through a linear Nature Park system, but I have concerns about how it will be implemented. Creating these corridors through land dedications and development agreements could take a long time, leaving areas vulnerable to construction impacts in the meantime."*

> *"I support natural areas, green space and proportionate park space. Acreage owners should not be asked or forced to provide park areas that encroaches on their living, agricultural or animal grazing spaces. These acreages are already green spaces."*

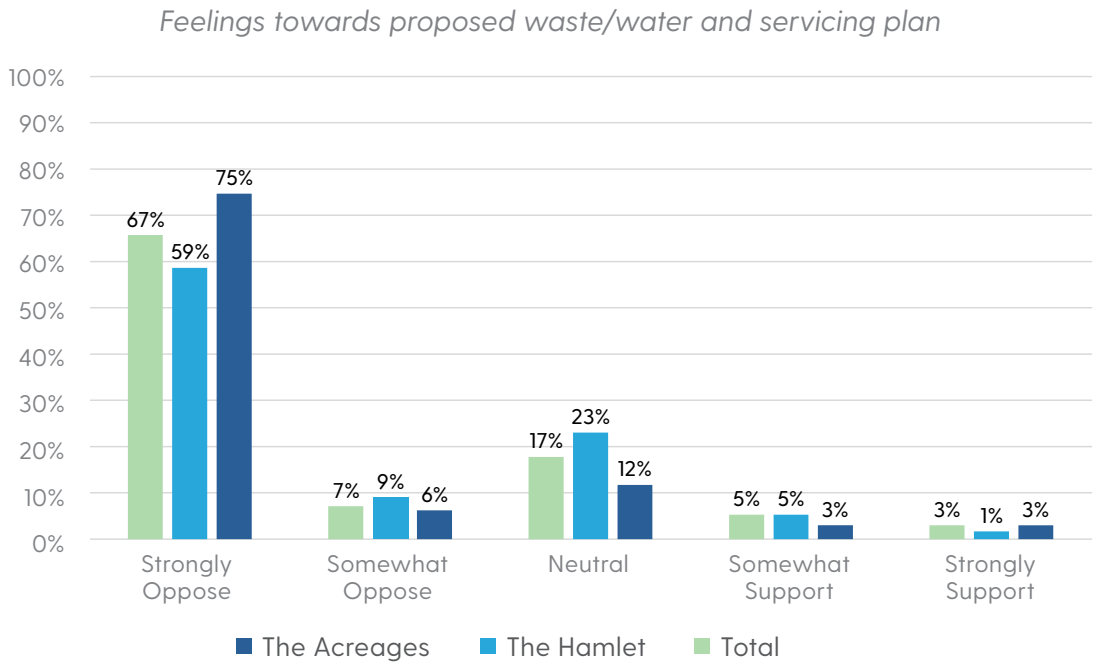
> *"I'm also concerned about the 'trade-off' of land for park in exchange for increased density. Without careful planning, this could lead to higher-density development in places that feel rural now, adding traffic and changing the character of the neighbourhood before the Nature Park is fully established."*

A scaled-back design of the Nature Park that respects the PR and Pond requirements of developers may be the path forwards. More information was requested to provide residents with a clear picture of how land for the park will be assembled and is the subject of a Natural Areas and Park Feasibility Study underway.

2.5 Infrastructure and Servicing

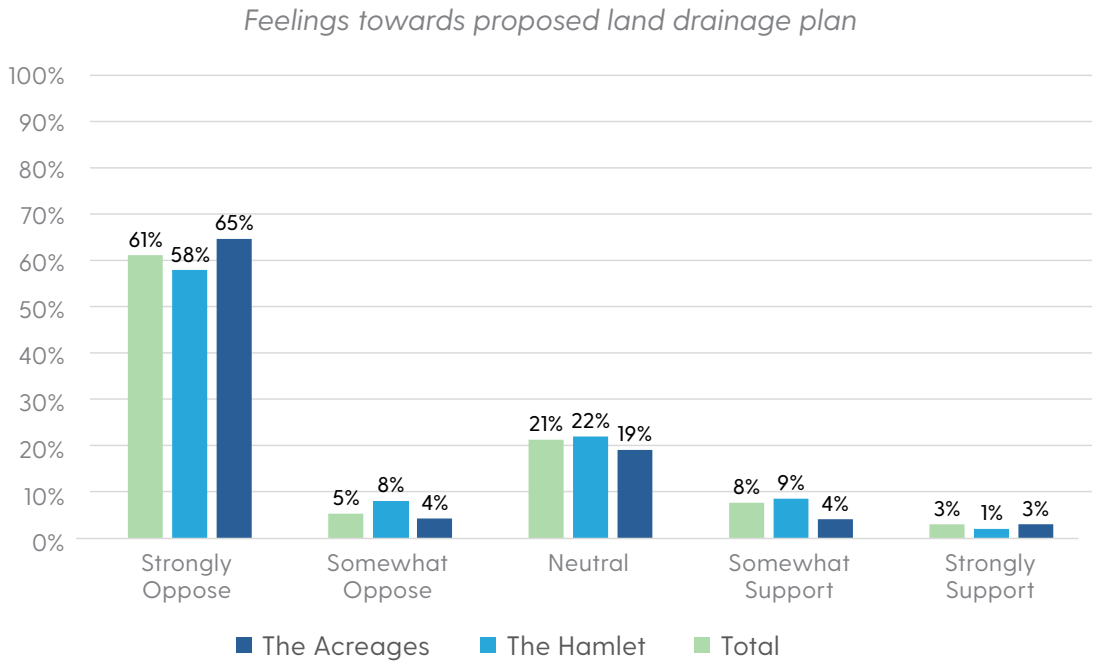
What are your thoughts on the proposed water/wastewater servicing plan?

The overall results indicate that the servicing plan was widely opposed, with 67% of respondents expressing opposition. Both Hamlet and Acreage residents voiced strong concerns and are "Strongly opposed" to the plan. A large number of Acreage residents (75%) and Hamlet residents (59%) reported being strongly against it. However, a somewhat significant portion of respondents (17%) remained "Neutral" about the plan with a notable amount of Hamlet respondents selecting this category (23%).



What are your thoughts on the proposed land drainage plan?

Opposition outweighed support across total responses (61%), though a notable share of Hamlet (22%) and Acreage (19%) residents expressed neutrality. Acreage residents (65%) were more firmly opposed, indicating stronger concerns about how drainage changes could affect their properties while half of Hamlet respondents also remain "Strongly Opposed".



Additional Infrastructure and Servicing Comments

A total of 79 comments were collected following the infrastructure and servicing questions. Comments expressed concerns of being forced to connect to city water and sewer services due to high costs, satisfaction with existing wells and septic systems, and lack of transparency about timelines, costs, and drainage impacts:

> *"Regarding wastewater, I strongly oppose making the residents on Bates and Esselmont hook up to sewer services. They didn't ask for this project, there is no way they should have to link in if their septic services are working well. Maybe the existing provincial legislation needs to be amended to allow exceptions. At the very least, the cost should be paid by the developers and not be passed onto the residents in any way. It's bad enough they will have to put up with the construction of the lines and then pay the city service costs and increased taxes going forward."*

> *"We have clean well water and private septic, both work well. No one should be forced to hook up to city services, whether or not they have 10 years to find the money to do so."*

> *"I'm concerned about the plan to move the Hamlet Area from wells and septic systems to full municipal water and sewer. While I understand the goal of urban-standard services, this transition could be disruptive and expensive for current property owners. The South Transcona area is already prone to flooding, and adding higher-density development could make it worse. Without proper upgrades, residents risk basements flooding and property damage. It's crucial that water and sewer infrastructure is fully in place and tested before any major development occurs to protect current homes."*

> *"We have two wells and a septic field that work perfectly–why should I have to pay $60–100k to connect to city services?"*

The project team discussed with Open House attendees that development would need to follow servicing, meaning that development would occur contiguously, and that residents would not need to connect to wastewater until such a time as development occurs, and the Provincial Regulation grants a 10-year grace period to connect. But more information was requested to provide a full picture of costs, obligations, and timing of servicing upgrades to existing landowners.



Open House #2 | Transcona Country Club

2.6 Transportation and Road Networks

What do you think about the proposal to eventually close or limit left turns onto Arterials from local roads for the following:

		Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
1. The Hamlet roads onto Dugald Rd	Total	70%	8%	8%	7%	6%
	Hamlet	76%	6%	4%	6%	6%
	Acreage	67%	9%	13%	5%	5%
2. Foch onto Dugald Rd	Total	75%	7%	10%	4%	2%
	Hamlet	75%	8%	10%	4%	1%
	Acreage	75%	8%	9%	3%	3%
3. St. Boniface Rd onto Plessis Rd	Total	73%	6%	10%	4%	5%
	Hamlet	72%	8%	9%	3%	6%
	Acreage	76%	5%	9%	3%	4%
4. Symington Rd onto St. Boniface Rd	Total	77%	5%	10%	3%	4%
	Hamlet	76%	8%	9%	1%	4%
	Acreage	79%	5%	9%	3%	3%

The majority of respondents strongly opposed all four proposed road connections. For The Hamlet roads onto Dugald Rd, 76% of Hamlet and 67% of Acreage respondents strongly opposed the connection. Similarly, for Foch onto Dugald Rd, strong opposition was reported by 75% of Hamlet and 75% of Acreage respondents. The proposal to connect St. Boniface Rd onto Plessis Rd saw 72% of Hamlet and 76% of Acreage respondents strongly opposed, while for Symington Rd onto St. Boniface Rd, 76% of Hamlet and 79% of Acreage respondents strongly opposed. Support for any of the connections remained minimal (0–6%), and neutral responses were low, generally between 8–13%.

What are your thoughts on the proposed Major Collector roads along Bates, Esselmont, and Rennie?

What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.?

The majority of total (78%), Hamlet (77%), and Acreage (81%) respondents strongly opposed the proposed Major Collector Roads along Bates, Esselmont, and Rennie. Similarly, the majority of all respondents strongly oppose the minor collector routes proposed through the existing residential streets of Symington and Copeland though a bit less than the major routes. The total of opposed respondents is 71% with 75% of Hamlet and 70% Acreage respondents opposed. A notable amount of total and Acreage respondents opted for "Neutral" (12% and 13%) when considering the minor collector roads.

		Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
What are your thoughts on the proposed Major Collector Roads along Symington, Copeland, etc.?	Total	78%	5%	7%	4%	4%
	Hamlet	77%	5%	8%	5%	1%
	Acreage	81%	6%	3%	2%	6%
What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.?	Total	71%	8%	12%	4%	3%
	Hamlet	75%	8%	8%	4%	1%
	Acreage	70%	9%	13%	3%	4%

Additional Transportation Comments

79 additional comments were collected regarding the Transportation and Roads plan that can be categorized across the following themes:

Opposition to Esselmont; Preference for St. Boniface as a Major Collector

> *"We are totally opposed to Esselmont being used as a 4-lane divided collector road. That's our front yard! Use St. Boniface Road."*

Access to Dugald Road

> *"I would want McFadden, Webster, Borden, etc. to be blocked off completely from Dugald. Do not have a right-in, right-out system. The less traffic going through the Hamlet other than the locals, the better."*

> *"Roadway plans seriously constrain access in/out and around the community. This will create serious obstacles for existing and future residents and add yet another set of lights along Dugald Road which already cannot handle its current traffic volume."*

Prioritize arterial upgrades before new local roads

> *"Plessis twinning isn't scheduled until 2033 and Dugald upgrades until 2034/35... prioritize solutions before development."*

Traffic, noise, and safety impacts

> *"Routing increased traffic through these residential roads would result in intolerable noise, heightened safety risks, and a significant disruption to the community."*

> *"We do not want more traffic in the neighborhood. We like the calm, non-busy roads."*

> *"The major roads will result in significant traffic from outside communities using it as a through route due to the quality of Dugald and Plessis being poor."*

Property and cost implications

> *"Converting these streets into major collectors would require widening, which in turn demands the expropriation or forced sale of private property – an action I strongly reject and will not support."*

> *"The roads plans are unacceptable. The cost to residents on Bates and Esselmont will be over $400,000."*

Renaming Esselmont to "Golden Way"

> *"My whole family strongly opposes changing the name Esselmont to Golden Way."*

The project team discussed a number of these issues with residents at the open house and how the plan has been developed with consideration from traffic engineers and how issues have been identified and addressed. A Traffic Impact Study (TIS) is currently underway based on the modelling for the proposed plan. Once this study is complete there will be clearer answers to share with the community.

2.7 Additional Information

Residents from each of the Hamlet and Acreages areas were asked specifically for additional comments, questions, or request for more information. The following summarizes the main themes from each area with samples of quotes from the community:

2.7.1 THE HAMLET – 49 RESPONSES

Preserve the Hamlet's rural and community character

- *"We like the Hamlet as it is – a quiet and peaceful neighbourhood where neighbours know each other and walk their dogs safely."*
- *"We have a unique, quiet area in the city. It has a country feel and we love it. We would not want to lose or ruin this place, full of nature and peaceful life."*
- *"This is a beautiful and quiet area that should be preserved."*
- *"I also fear high-density housing being close to the Hamlet."*
- *"I've lived in the Hamlet all my life... I'm deeply concerned that the proposed developments – including higher-density housing, multi-family units, and commercial spaces – could completely change the character of the neighbourhood."*
- *"I am strongly against any development in my community – it is a beautiful place to live and I want it to remain the same."*

Concerns about traffic, road closures, and safety

- *"I don't want any of the roads closed. If there's an emergency at the malting plant, we need ways to get out of our area quickly. That's a major safety concern."*
- *"Opposed to closing our road to Dugald Road. We enjoy the country atmosphere – don't want more traffic, crime, etc."*
- *"Cutting off access to Dugald from McFadden or Webster or restricting turns will limit access to my back lane... The Hamlet is happy how they are and do not want Copeland to become a secondary feeder route."*

Protect against expropriation and property impacts

- *"Do you have the required space on Rennie Avenue to accommodate the four-lane divided street? Or will you be expropriating property?"*
- *"I fear I may be priced out if property values rise"*

Flooding and servicing issues

- *"Just wanted to add the water table is high in this area and prone to flooding with a large spring melt or excessive rainfall. Most everyone has a sump pump that runs every day."*

2.7.2 ACREAGES – 95 RESPONSES

Preserve the Acreages' rural and community character

- *"I'm not against growth... we moved into South Transcona for peace and quiet. We would like to keep it that way or buy our property and do what you like with it."*
- *"This is country living in the city. The very reason we bought this property 32 years ago. Don't ruin it!"*
- *"The plan is totally destroying the natural beauty and peacefulness of the area... We moved here to have the country in the city."*

Protection of existing homes from incompatible development

- *"The meeting materials vaguely reference policies meant to protect current homeowners–yet fail to specify what those policies are. Furthermore, the materials provided insufficient information about how existing residents will be affected by changes to essential services such as municipal sewer, stormwater systems, roads, and transit infrastructure."*
- *"I am comfortable with the idea of increased density in the acerages but this should be limited to single-family detached housing. This should not allow multi-family, there is significant opportunity for that in the new communities."*
- *"I'm not completely opposed to development but maintain a large greenspace buffer between what exists now and the new development."*

Opposition to the Nature Park

- *"Even if this land for the nature park only becomes green space upon development of that property, it denies acreage owners the ability to realize much of the investment in our properties that we own.*
- *"The plans for parkland restriction of my property is unfair... I should not have to contribute any more than the major landowners (10–15%)."*
- *"Take your park land out of the developers' land, not from existing landowners. You are proposing to take more than 60% of my land."*

Concern around Esselmont upgrades

- *"When we purchased our home, we knew that development was inevitable. I am not opposed to development but I am opposed to inserting a high-traffic 4 lane road through what is currently a quiet residential area. This road will not just be used for local traffic, it is wider than Dugald and Plessis and will become the preferred route for those travelling to areas such as Cantebury park, the perimeter, Fermor, etc."*
- *"Why is St Boniface Road not made into the Major collector road?... Put a whole new road to the north... This could also be used to bring in the services."*
- *"Develop the West Town Gateway with an exit on Plessis, and East Town with an exit on Dugald. Leave the middle alone."*
- *"Plessis should be twinned instead... a road along Esselmont makes no sense."*

Clarity around servicing costs and implications for homeowners

- *"The lack of transparency around the financial impact of municipal upgrades on existing property owners is troubling"*
- *"I'm concerned that land owners will have to pay for sewer/water... no benefit for owners that will not develop their lots."*
- *"If my property is safe from expropriation and I'm not forced to hook up to city services most of my concerns go away."*

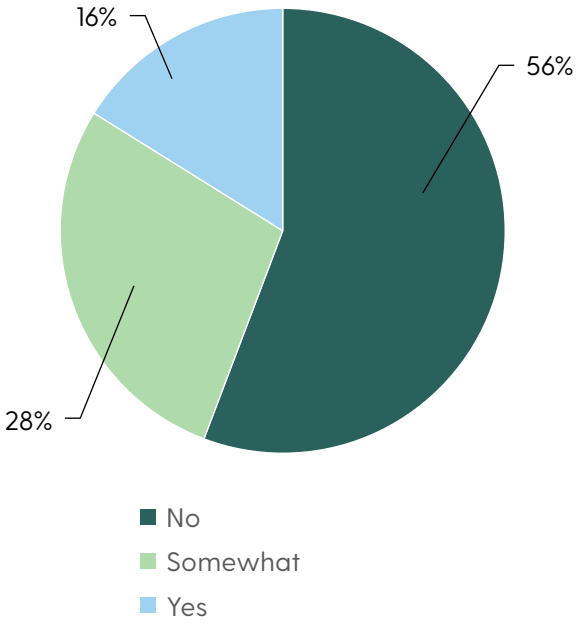
2.8 Open House Feedback

When asked about their thoughts on how helpful the meeting was, nearly half (56%) of total respondents said "No," about one-third said "Somewhat," and a small minority said "Yes." This aligns with conversations had between the consultant team and attendees who suggested alternative engagement structures for future engagement. Several practical suggestions were received that will be considered to strengthen future engagement, including:

- Providing more advance notice for meetings, allowing residents adequate time to plan to attend.
- Sharing updates through broader community channels, such as the South Transcona Facebook group or other public forums, to reach more residents.
- Returning to a presentation-based format that allows attendees to hear a concise overview before moving into discussion.
- Ensuring developers, City representatives, and technical consultants are available at any future events for direct questions and answers.

(Answered: 217, Skipped: 7)

Did you find this meeting helpful?: Total



3.0
SUMMARY AND NEXT STEPS

3.1 Summary

Round 2 of the engagement process for the South Transcona Secondary Plan generated strong and consistent feedback across all topic areas presented at the October Open House events. The community remains highly engaged in this plan, reflected in the strong attendance across three nights and the high survey participation rate of 224 responses from a neighbourhood of approximately 645 residents.

The feedback demonstrates that the vast majority of residents are opposed to the development as it is currently presented, primarily due to concerns around loss of community character, uncertainty about costs, and distrust in the planning process. However, the responses also reveal a range of perspectives among residents and landowners that can be broadly grouped into three camps.

1. RESIDENTS OPPOSED TO ANY CHANGE

This group represents the majority of survey respondents, many of whom are long-term residents of South Transcona. They strongly oppose any form of development that could alter the community's rural and quiet character.

- Prefer to see no development occur, emphasizing the value of existing open space, large lots, and privacy.
- Distrust the process and motivations behind the plan, perceiving it as favouring developers and the City over existing residents.
- Unwilling to sell, subdivide, or dedicate any portion of their land for roads, parks, or future development.
- See the proposal as incompatible with "country living in the city," and believe it would permanently change the area's identity.

2. LANDOWNERS INTERESTED IN FUTURE DEVELOPMENT

A smaller but notable share of participants expressed interest in developing or selling their properties in the future, particularly if doing so could maximize their land value in alignment with the Secondary Plan.

- These residents require greater clarity around connection fees, servicing timelines, and how land use designations may impact their property value and development potential.
- Emphasize the need for fair and transparent policies to ensure individual landowners are treated equitably alongside larger developers, particularly in regards to the Nature Park designation.

3. RESIDENTS CONDITIONALLY OPEN TO DEVELOPMENT

A third group between these camps expressed conditional openness to the Plan, particularly on developer-owned lands, provided that changes are logical, well-planned, and respectful of existing neighbourhood character.

- Acknowledge that some growth is inevitable and that the two major developer lands will proceed regardless.
- Support moderate-scale growth with clear policies around buffers, transitions, and compatible land uses between existing homes and new development.
- Want to see scaled-back park area designations that protect natural areas while preserving private land and respecting property rights.
- Calls for clarity on how the City will acquire land for parks and roads, and what policies will ensure fair compensation and phased implementation.

4. SHARED PRIORITIES ACROSS ALL GROUPS

Regardless of their stance on development, residents across all groups consistently identified the need for:

- Clear and transparent information on the timing, phasing, and financial implications of development.
- Stronger communication around how the Plan will impact landowners directly, including potential servicing obligations, road improvements, and land acquisition processes, and “development cells”.
- More evidence-based detail to build trust in how transportation, servicing, and environmental studies are informing decisions.
- Meaningful and ongoing engagement with opportunities for residents to review draft revisions and see how their input has shaped the plan.

3.2 Next Steps

The next stage of the South Transcona Secondary Plan will focus on refining the draft concept plans based on what was heard through this second round of engagement, together with the results of several ongoing technical studies. The goal is to produce a development vision that better reflects community priorities while ensuring the plan remains viable from a development, environmental, servicing, and transportation perspective. An updated version of the plans will be presented at the next Open House, scheduled for December 2025.

Anticipated revisions to the draft plan will focus on several key areas:

Land Use



Land use policies will be updated to provide greater clarity around how future development transitions between higher- and lower-density areas. Land use maps and policies will be revisited to address community concerns around the vision for the area and impacts to existing residents.

Parks and Natural Areas



The Nature Park remains one of the most complex and contentious pieces of the Plan. Reducing its overall footprint on existing properties could provide a more balanced approach that protects key natural areas – which is a top community priority – while preserving development potential on private lands. The Natural Areas and Park Feasibility Study will guide which lands are most ecologically significant and how park space can be assembled and managed as development proceeds.

Transportation



Transportation planning will be informed by the Traffic Impact Study, which is modelling proposed roadway configurations under full build-out conditions. The intent is to create a transportation framework that supports long-term growth, maintains access and safety, and minimizes disruption to existing residents.

Servicing and Phasing



The Servicing Capacity Review will determine whether existing systems along Dugald, Plessis, and St. Boniface Roads can accommodate new development and what upgrades may be required. The refined plan will illustrate how growth would occur in phases, expanding outward from serviced areas as infrastructure becomes available. Particular focus will be placed on clearly communicating connection requirements, obligations under provincial regulation, and how costs will be allocated between developers, new lots, and existing residents.

Technical Work in Progress



Several technical and partnership studies are currently underway or planned to guide the long-term development of South Transcona. These studies will provide the technical foundation for revisions to the draft plan and ensure that future growth aligns with infrastructure capacity, community priorities, and City policy requirements. Together, they will establish the detailed basis for the final draft of the Secondary Plan to be presented to the public in early 2026.

Key studies and initiatives include:

1. **Community Facilities –** A feasibility study for a new community centre and the potential establishment of a Homeowners Association (HOA) to support long-term maintenance and recreation programming.
2. **Parks and Recreation –** A detailed Natural Areas and Parks Feasibility Study to identify future park amenities, policy recommendations, and potential funding mechanisms, including the use of an area charge.
3. **Sustainable Energy –** Ongoing exploration of geothermal energy potential in collaboration with the Province of Manitoba, with Efficiency Manitoba funding applied for to support feasibility testing.
4. **Partnership Opportunities –** Evaluation of joint-venture opportunities with Buhler Recreation Park, the Waterski Park, and the Transcona Golf Course to coordinate land use, recreation access, and potential shared infrastructure.
5. **Servicing Capacity –** A comprehensive servicing study to confirm water, wastewater, and land drainage infrastructure requirements for full build-out of the plan area.
6. **Traffic Impact Study –** A detailed transportation study to confirm long-term road network requirements, access points, and phasing of arterial and collector improvements.
7. **Emergency Services Study –** Assessment of potential emergency services infrastructure needed to serve the area at full build-out, including fire, police, and ambulance response times.
8. **Noise Study –** Identification of potential development constraints related to rail noise and recommendations for appropriate attenuation measures and building design standards.

4.0 APPENDICES

APPENDIX A - OPEN HOUSE DISPLAY BOARDS

SOUTH TRANSCONA SECONDARY PLAN

October 2025

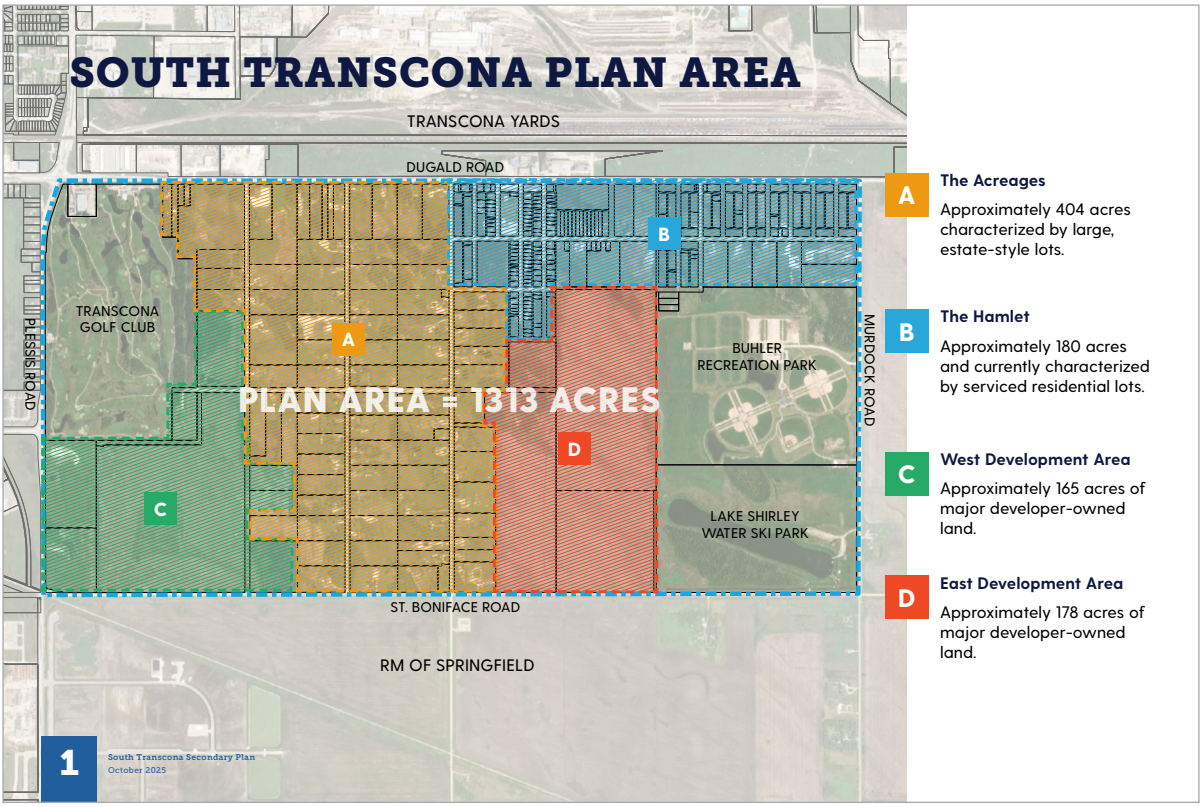
Two private developers are front-ending the costs for the process to develop a Secondary Plan for the South Transcona area.

Funding has also been provided by the East Kildonan-Transcona Community Committee and Councillor Russ Wyatt via the Land Dedication Reserve Fund, which can be used for park improvements and Parks & Recreation Planning.

The final round of consultation will be held in November, taking into account feedback received at this event, the outcomes of ongoing studies, and the City of Winnipeg review. The plan will go to City Council for consideration and approval.



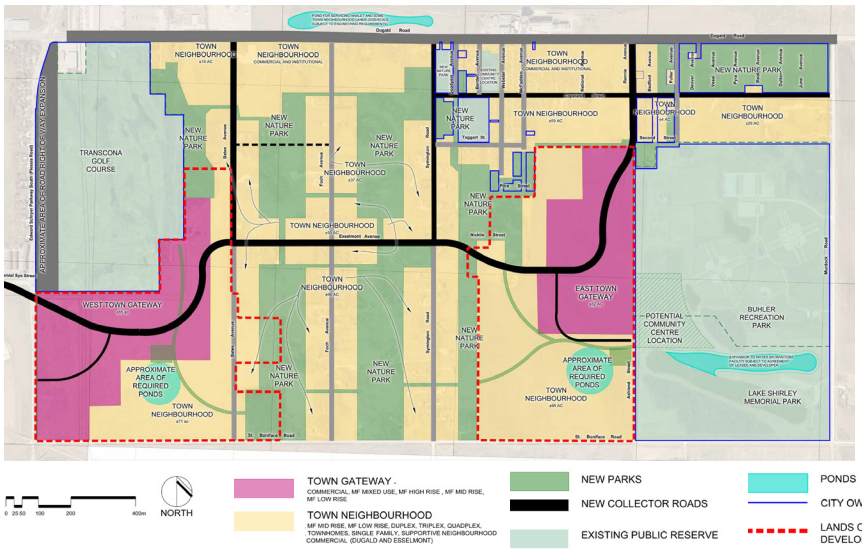
APPENDIX A - OPEN HOUSE DISPLAY BOARDS





APPENDIX A - OPEN HOUSE DISPLAY BOARDS

SOUTH TRANSCONA CONCEPTUAL LAND USE PLAN

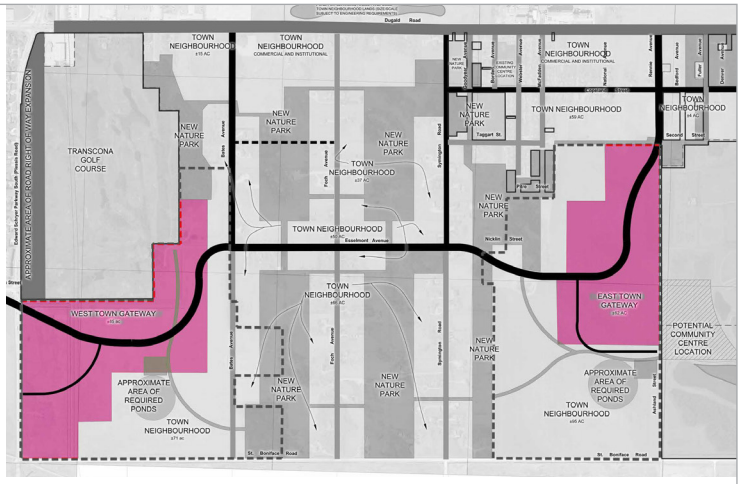


- Densities have been increased in both the Acreages and the Hamlet to allow homeowners to maximize land value, while ensuring that no property owner is required to subdivide or develop their land.
- By allowing low to high densities across the Town Neighbourhood, small property owners avoid the need for an expensive Secondary Plan amendment. while allowing options ***if they choose*** to develop their land.

LAND USE PLAN

TOWN GATEWAY

A mixed-use area that acts as a "gateway" to the neighbourhood, complete with a mix of commercial, multi-family, high- medium- and low-density dwelling types. Densities will be focused along major collectors and arterials and transition down towards the Town Neighbourhood, with policies put into place to protect existing homeowners.




Mixed-Use

Built-form will step down predictably: taller forms and mixed use within Gateways along major frontages to mid-scale apartments and stacked townhouses along collectors; and ground-oriented housing transitioning to existing single-detached fabric.


Up to +10 Storeys


Grocery Store


Neighbourhood Commercial


Duplex


Triplex


Fourplex

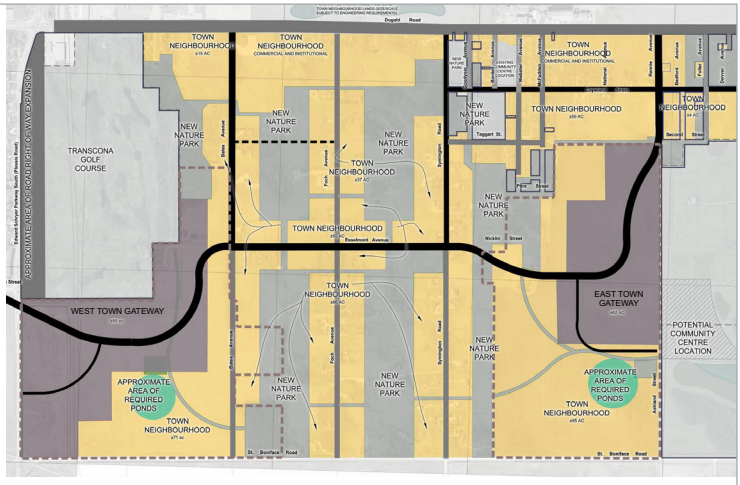
APPENDIX A - OPEN HOUSE DISPLAY BOARDS

LAND USE PLAN

TOWN NEIGHBOURHOOD

A primarily residential area with a mix of housing types and sizes from large-lot single-family to multi-family complexes, with policies in place to protect existing homeowners.

Some commercial will be focused along major roads (Dugald and Esselmont) with places of worship, education, and other institutions to support the community.



Any transition in existing areas, is expected to occur over time, and will be contingent upon the provision of appropriate services, such as municipal sewer, water, and stormwater systems as well as adequate roadway and transit connections subject to Council approval.


Single Family


Townhouses

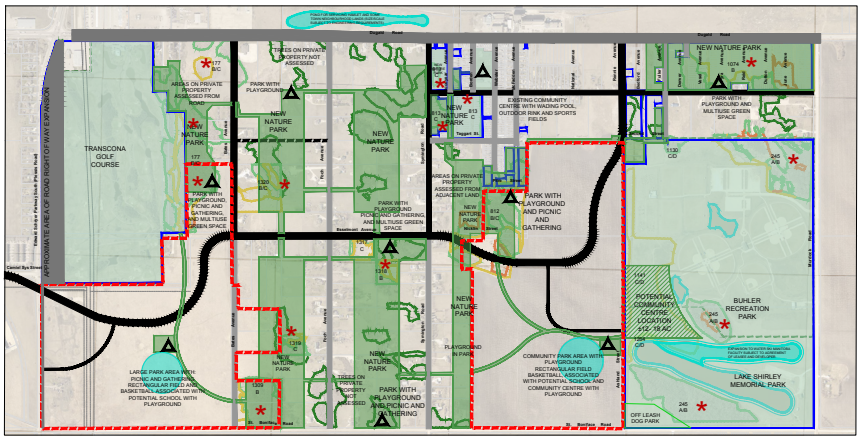

Mid-Rise


Duplex & Triplex


Fourplex

PARKS

PARKS AND NATURAL AREAS PLAN



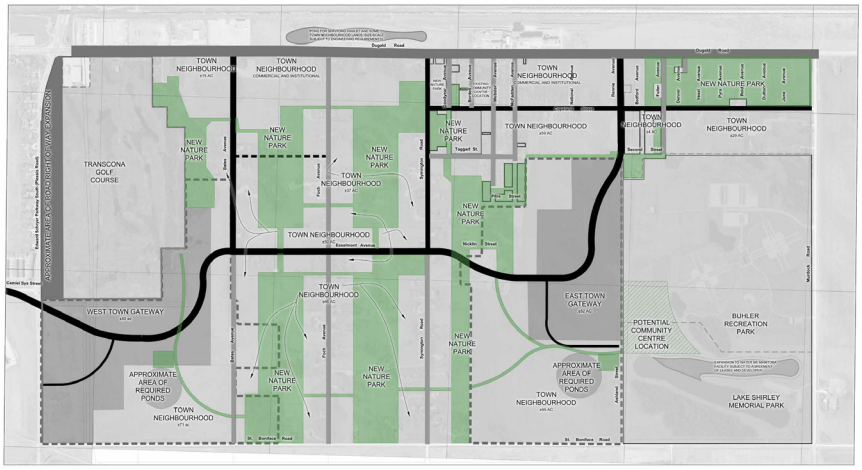
- A new Community Centre site would be co-located with indoor and outdoor recreation amenities.
- Naturalized corridors are long corridors that focus on preserving and celebrating local flora and fauna in low impact ways (ie. trails, signage, places to sit and reflect).

Note: The approximately 200-acre Nature Park will help Winnipeg meet its commitments in the Montreal Pledge for Cities United in Action for Biodiversity which it signed in 2023. The City has set a target of adding 1,000 acres of new greenspace by 2045.

APPENDIX A - OPEN HOUSE DISPLAY BOARDS

PARKS

NATURE PARK



- Over time, a linear Nature Park system will emerge to protect flora and fauna and form continuous natural corridors.
- It can be incrementally created through land dedications, development agreement obligations via subdivisions, targeted City capital, and third-party grants.
- This vision will be achieved through trading off land for park in lieu of increasing density.

Note: *The approximately 200-acre Nature Park will help Winnipeg meet its commitments in the Montreal Pledge for Cities United in Action for Biodiversity which it signed in 2023. The City has set a target of adding 1,000 acres of new greenspace by 2045.*

PARKS

PARKS AREAS CONCEPT PLAN

SOUTH TRANSCONA SECONDARY PLAN DRAFT PARK AND POND AREAS

	AREA	REQUIRED		EXISTING PR	PROPOSED PR	TOTAL PR	PERCENT
		POND	8% PR				
West Development Area	±165.0 ac	±8.25 ac	±12.54 ac	0 ac	±21.6 ac	±21.6 ac	13.8%
Acreages Area	±411.4 ac	±20.4 ac	±31.0 ac	0 ac	±156.5 ac	±156.5 ac	40.1%
East Development Area	±178.5 ac	±8.9 ac	±13.6 ac	0 ac	± 15.0 ac	± 15.0 ac	8.8%
Hamlet	±78.1 ac	±3.9 ac	±5.9 ac	±11.9 ac	±12.0 ac	± 23.9 ac	32.2%
East Hamlet	±102.3 ac	±5.1 ac	±7.8 ac	0 ac	± 37.3 ac	± 37.3 ac	38.4%
Transcona Golf Course	±138.7 ac			±138.7 ac		±138.7 ac	100%
Buhler Recreation Park	±157.9 ac			±157.9 ac		±157.9 ac	100%
Lake Shirley Memorial Park	±81.1 ac			±81.1 ac		±81.1 ac	100%
TOTALS FOR SOUTH TRANSCONA	**±1313.0 ac**	**±46.9 ac**	**±71.3 ac**	**±389.6 ac**	**±242.4 ac**	**±632.0 ac**	**49.9%**

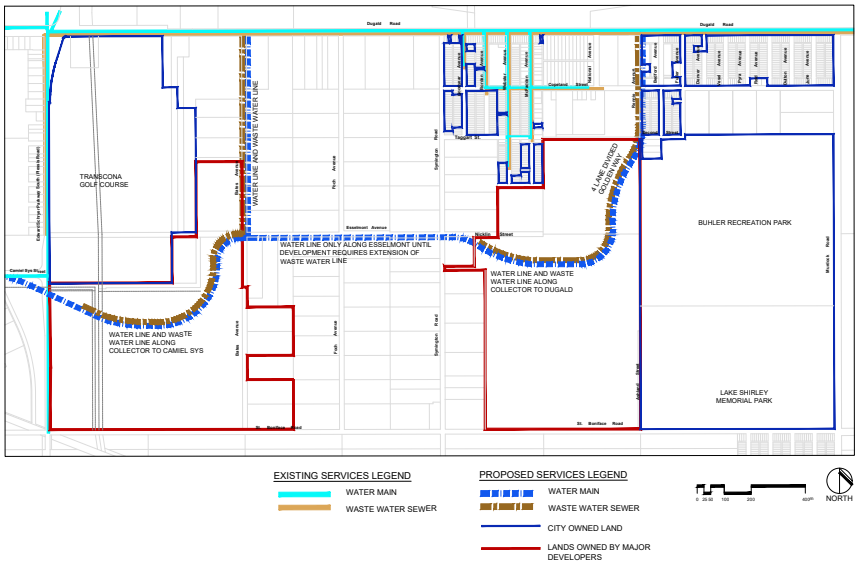
Note: *These numbers are estimates based on the concept plan and subject to change. Park planning derives from the priority of protecting natural areas. The City of Winnipeg would have to acquire lands for anything above required PR, subject to City policy.*

Note: *Pond areas are as required for development and do not include existing ponds in parks and golf course. PR - Public Reserve land for parks.*

APPENDIX A - OPEN HOUSE DISPLAY BOARDS

LAND DRAINAGE & SERVICING

WATER & WASTEWATER SERVICING

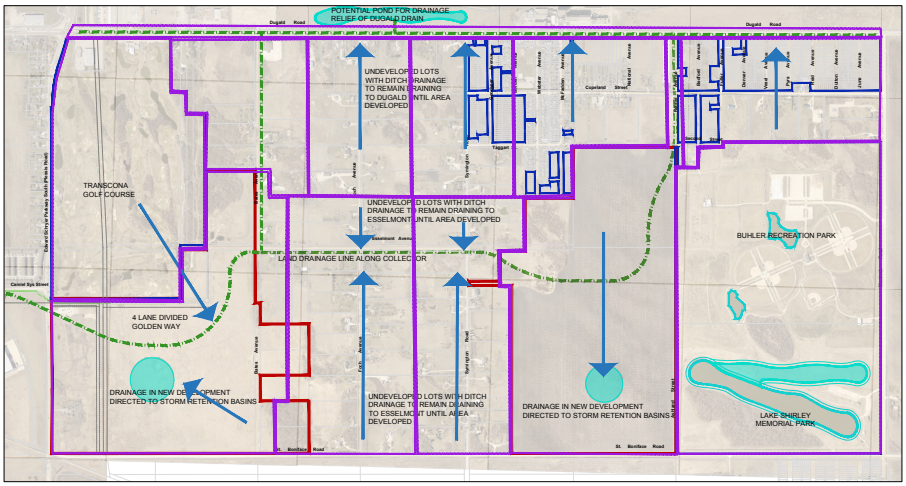


- While the Hamlet Area has traditionally been serviced by municipal sewer and water, the overall area has relied on wells, septic fields and holding tanks.
- The City of Winnipeg expects the area will develop to urban standards over time, which includes municipal water and sewer.
- As services become available, property owners are obligated to connect as per City of Winnipeg policy and Provincial Legislation.

LAND DRAINAGE & SERVICING

LAND DRAINAGE

Note: The Acreages area may require ponds subject to City of Winnipeg land drainage review, if redevelopment occurs.



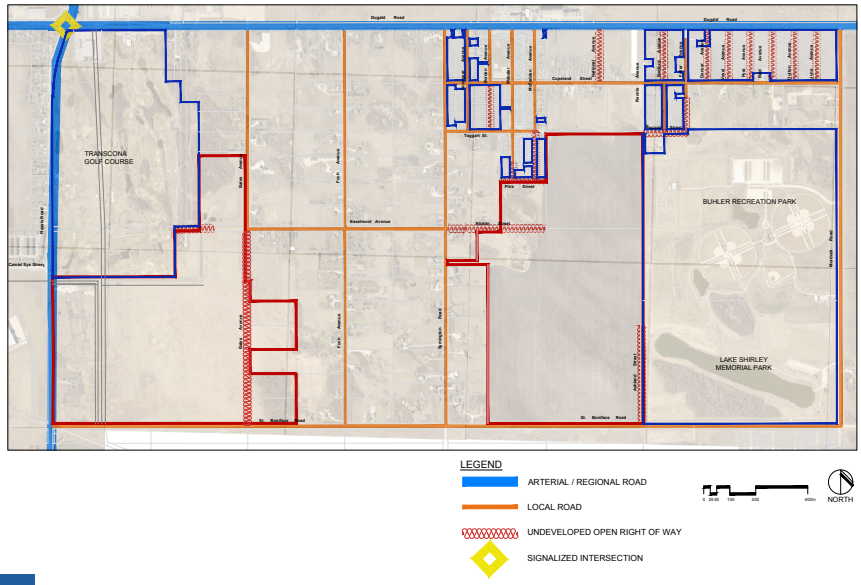
SOUTH TRANSCONA SECONDARY PLAN
LAND DRAINAGE CONCEPT PLAN

SEPTEMBER 2025
SCALE 1:4000

APPENDIX A - OPEN HOUSE DISPLAY BOARDS

TRANSPORTATION

EXISTING ROAD PLAN



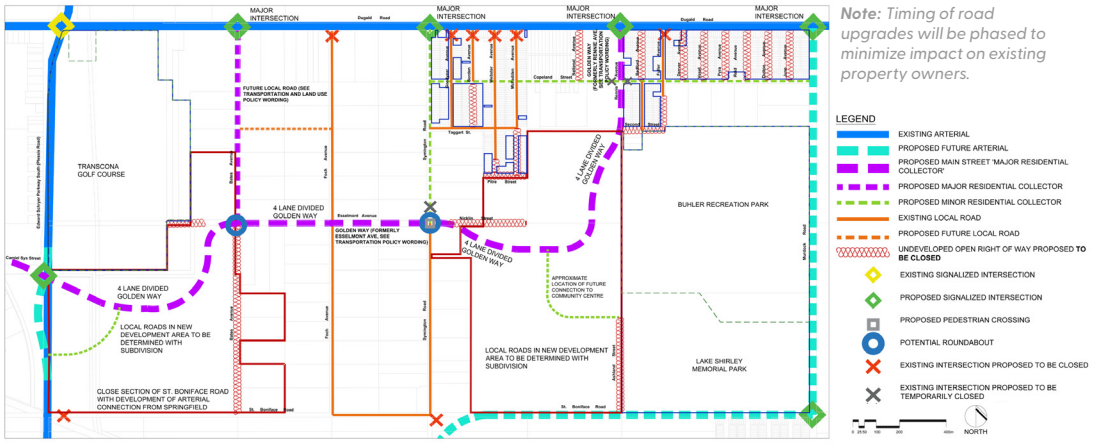
- Improvements to an urban standard regional road with design, land assembly, and preparation for tender are targeted to occur in 2033 for the twinning of Plessis Road, followed by a target date of the construction of Dugald Road improvements in 2034/2035.
- Development will require some front-ending of construction costs by developers through the City approval process as per the Transportation Policy.

11 South Transcona Secondary Plan
October 2025

TRANSPORTATION

PROPOSED ROAD PLAN

- The existing arterial roads are Dugald Road and Plessis Road. Future arterials for consideration are St Boniface Road and Murdock Road.
- The proposed major collector roads include: Esslemont, Bates, and Rennie.
- The minor collector roads include: Symington Road and Copeland Street and future connections to Golden Way.
- Eventual closure of local road access to Dugald Road or right-in/right-out only to facilitate more efficient flow along Dugald Road.



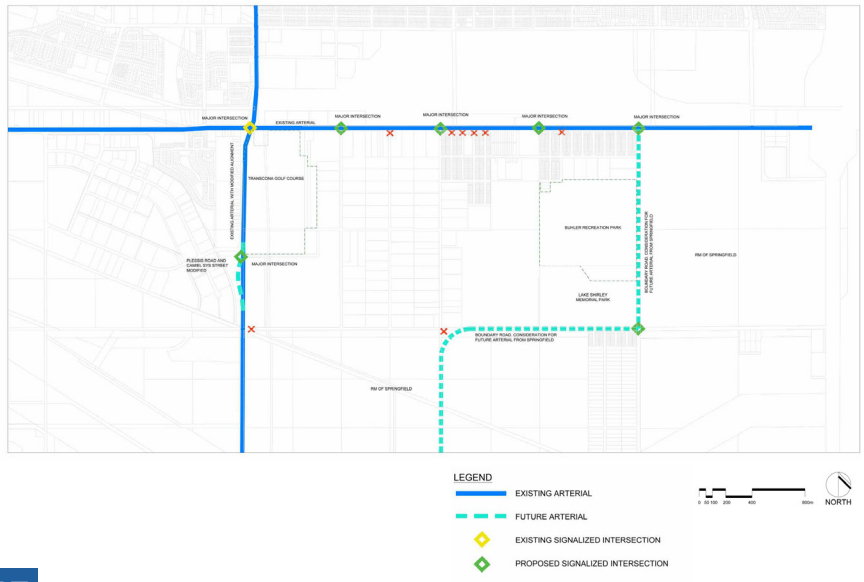
Note: *Timing of road upgrades will be phased to minimize impact on existing property owners.*

12 South Transcona Secondary Plan
October 2025

APPENDIX A - OPEN HOUSE DISPLAY BOARDS

TRANSPORTATION

ARTERIAL ROAD PLAN



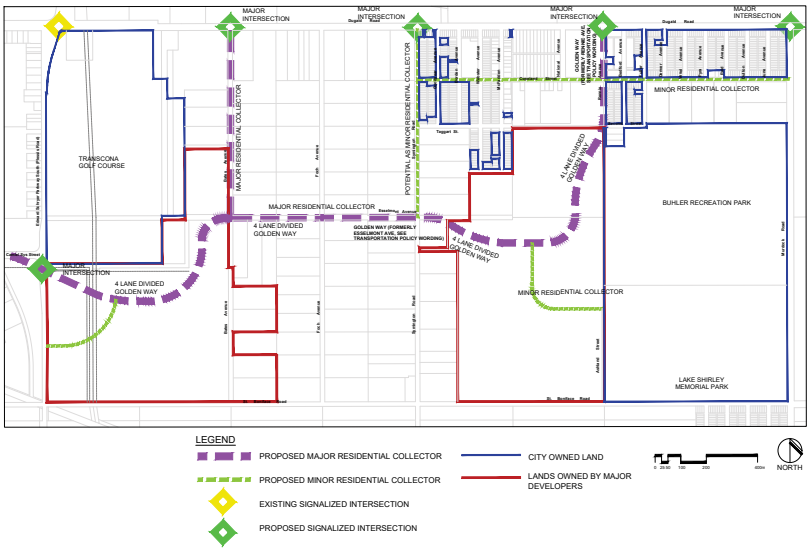
- Arterial routes were designed so that trucks circumvent the neighbourhood and the RM of Springfield shares in the cost.
- St. Boniface Road and Symington Road to be disconnected and rerouted, ensuring truck traffic is directed to Murdock Road.

Note: Pending discussion and review between the City of Winnipeg, RM of Springfield, and the Province of Manitoba.

13 South Transcona Secondary Plan
October 2025

TRANSPORTATION

COLLECTOR ROAD PLAN



- As new neighbourhoods are built out and reach agreed-upon growth milestones, paving of key gravel roads will be required. The first priorities are Esselmont Avenue and Bates Avenue.
- Exact timing is tied to building progress and will be confirmed through City-approved development agreements.
- Secondary roads will be protected from impacts by temporary strategic closures.
- Development will require some front-ending of construction costs by developers through the City approval process as per the Transportation Policy.

14 South Transcona Secondary Plan
October 2025

APPENDIX A - OPEN HOUSE DISPLAY BOARDS

TRANSPORTATION

ROAD TYPES

Summary of the City of Winnipeg Streets Classification System Categories:

	Locals	Collectors	Arterials - Minor	Arterials - Major
Average Running Speeds (km/h)	20-50	30-60	40-70	50-80
Typical Right-of-way Width (metres)	18.0	22-35	35	≥ 40.0
Typical Pavement Width (metres)	7.5	10-16	16	≥ 16.0



Note: *Inclusion of AT results in slightly wider ROW (~2m).*

15 South Transcona Secondary Plan
October 2025

NEXT STEPS

Approval of the Secondary Plan:

The following is subject to ongoing work by engineers to review Plan recommendations as well as future and ongoing studies. The results of which will be made available at the final community consultation (where available).

1. **Final community engagement in November or December, 2025, depending on engineering results.**
2. **Application Submission to City of Winnipeg**
   - Project materials (plan, maps, policies) submitted for review.
3. **Public Hearing & Community Committee**
   - Public notice, opportunities for comment, hearing on proposed plan
   - Community Committee makes recommendation to SPC.
4. **Standing Policy Committee (SPC) & Executive Policy Committee (EPC)**
   - SPC reviews and recommends to EPC/Council.
   - EPC reviews and makes recommendation to Council.
5. **City Council Decision**
   - Council will consider amendments by the upper committees and any recommendations to amend, reject, or approve.
   - Council gives readings, may make amendments before final adoption.
6. **Opportunity to Appeal Council Decision to Municipal Board**
   - If the application is approved or denied, objections may trigger referral to Municipal Board under provincial law.
7. **By-Law Comes into Effect**
   - Secondary plan is binding as a by-law after final reading.

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October 2025

DEVELOPMENT STEPS

PENDING SECONDARY PLAN APPROVAL FROM COUNCIL

1. Subdivision and Rezoning Neighborhood Consultation and Public Open Houses prior to submission of applications.
2. Subdivision & Rezoning Applications and Approval Process including Public Hearing at Community Committee, SPC, EPC and 3 readings at Council
3. Land parcels must be subdivided and rezoned per approved secondary plan policies
4. Preparation of development agreements and registration of subdivision, rezoning and development agreements at Land Titles
5. Development Plan Approvals, Permits & Agreements
6. Construction Start (Earliest: 2028+)
7. Infrastructure and built form phasing begins after approvals

Ongoing Public Involvement: *Public can comment or appeal on rezoning, subdivision, and conditional uses under the plan framework.*

APPENDIX A - OPEN HOUSE DISPLAY BOARDS



FUTURE /ONGOING STUDIES

Several technical and partnership studies are underway or planned to guide the long-term development of South Transcona and will be integrated into the Secondary Plan:

1. **Community Facilities –** Feasibility study for a new Community Centre and potential Homeowners Association (HOA).
2. **Parks & Recreation –** Detailed Parks Plan and Business Case to identify future park amenities and funding (including an Area Charge).
3. **Sustainable Energy –** Exploring geo-thermal potential in collaboration with the Province of Manitoba (Efficiency MB study applied).
4. **Partnership Opportunities –** Evaluation of joint venture scenarios with Buhler Recreation Park, Waterski Park, and Transcona Golf Course.
5. **Servicing Capacity –** Comprehensive servicing study to confirm infrastructure requirements for full build-out.
6. **Traffic Study –** Comprehensive traffic study to confirm road requirements for full build out.
7. **Emergency Services Study –** To determine potential emergency services infrastructure that may be needed for full build out.
8. **Noise Study –** To determine potential development constraints and attenuation requirements related to rail noise.

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October 2025

SHARE YOUR FEEDBACK

Your feedback is a crucial step in this process. Please take 10 minutes to fill out a survey (paper or digital) and share your thoughts.

APPENDIX B - SURVEY

South Transcona Secondary Plan

OPEN HOUSE #2 -- SURVEY

This survey should take 10 minutes to complete and your input will be used to guide the Secondary Plan.

1. Where are you currently a resident? (Choose one)

- ☐ The Hamlet
- ☐ The Acreages
- ☐ Transcona
- ☐ The City of Winnipeg
- ☐ Other (please explain)

VISION

2. What are your thoughts on the draft Vision? (See board 2)

☐	☐	☐	☐	☐
Strongly Disagree	Somewhat Disagree	Neutral	Somewhat Agree	Strongly Agree

Additional Vision Comments:

APPENDIX B - SURVEY

LAND USE

3. What are your thoughts on the overall Land Use Plan? (See board 3)

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Land Use Plan Comments:

4. What are your thoughts on the Town Gateway and housing types? (See board 4)

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Town Gateway Comments:

5. What are your thoughts on the Town Neighbourhood and housing types? (See board 5)

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Town Neighbourhood Comments:

APPENDIX B - SURVEY

PARKS

6. What are your thoughts on the proposed Park Areas Concept Plan regarding the following features: (See board 6)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
A linear Regional Park	☐	☐	☐	☐	☐
Location of major public open spaces	☐	☐	☐	☐	☐
Potential Community Centre location	☐	☐	☐	☐	☐
Protection of natural areas	☐	☐	☐	☐	☐

7. What are your thoughts on the proposed Nature Park? (See board 7)

☐ Strongly Oppose ☐ Somewhat Oppose ☐ Neutral ☐ Somewhat Support ☐ Strongly Support

Additional Parks Comments:

SERVICING

8. What are your thoughts on the proposed water/wastewater servicing plan? (See board 9)

☐ Strongly Oppose ☐ Somewhat Oppose ☐ Neutral ☐ Somewhat Support ☐ Strongly Support

9. What are your thoughts on the proposed land drainage plan? (See board 10)

☐ Strongly Oppose ☐ Somewhat Oppose ☐ Neutral ☐ Somewhat Support ☐ Strongly Support

Additional Servicing Comments:

APPENDIX B - SURVEY

TRANSPORTATION

10. What do you think about the proposal to eventually close or limit left turns onto Arterials from local roads for the following: (See red X's on board 13)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
The Hamlet roads onto Duglad Rd	☐	☐	☐	☐	☐
Foch onto Dugald Rd	☐	☐	☐	☐	☐
St. Boniface Rd onto Plessis Dd	☐	☐	☐	☐	☐
Symington Rd onto St. Boniface Rd	☐	☐	☐	☐	☐

11. What are your thoughts on the proposed Major Collector roads along Bates, Esselmont, and Rennie? (See board 14)

☐ Strongly Oppose ☐ Somewhat Oppose ☐ Neutral ☐ Somewhat Support ☐ Strongly Support

12. What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.? (See board 14)

☐ Strongly Oppose ☐ Somewhat Oppose ☐ Neutral ☐ Somewhat Support ☐ Strongly Support

Additional Transportation Comments:

APPENDIX B - SURVEY

13. If you live in the Hamlet, do you have any additional comments or feedback before we proceed further with the planning process?

14. If you live in the Acreages, do you have any additional comments or feedback before we proceed further with the planning process?

ADDITIONAL INFORMATION

15. Did you find this meeting helpful? ☐ Yes ☐ Somewhat ☐ No

16. Do you have any other concerns, questions, or comments for our project team?

To make sure we keep you informed through the process, please fill out the following. This information is optional.

Email:

First and Last Name:

Address:

APPENDIX C - SURVEY RESULTS

2. What are your thoughts on the draft Vision? (See board 2)

Answered: 105 Skipped: 119

- *- Why does the existing community have to change and "suffer" because 2 opportunist land buyers/ owners want to develop close to our community? As far as our community of South Side is concerned, fix our current issues of crumbling roads, flooding and general neglect and leave us out of the rest of the plan! This is completely unfair and inconsiderate. These 2 new developments/developers will ruin the quiet, country-like community we have created and lived in for years. - The two land owners should not be allowed to develop on perfectly good agricultural land (which we are losing greatly in this province) AND contributing to urban sprawl.*
- */*
- *· I strongly oppose the draft vision as it will destroy everything about South Transcona that makes it a great place to live. · The proposed plan penalizes existing homeowners while benefiting the developers and the city which is not right. · The Acreages and Hamlet should not be connected to the East and West developments whatsoever. · The estimated population of 20,000 is unacceptable. · The current infrastructure can't handle the proposed increased population. Dugald Road and Plessis Road need to be twinned before any development occurs in South Transcona.*
- *A very sneaky way to take over an existing community and change the entire dynamics A smarter direction would be to relocate the cn shops and connect Transcona and South Side. South Side built on a flood plain with poor drainage.*
- *Adding more housing in the hamlet is only going to crowed the area its completely unnecessary*
- *adding new homes with low budget housing will increase crime rates and vandalism*
- *any buildings higher thant 3 stories will destroy the farmland character. To much parkland is being designated on the backs of residents who would leave it as greenland anyways. I you want parks: Use your own land!*
- *As far as our community of South Side is concerned, fix our current issues of crumbling roads, flooding and general neglect and leave us out of the rest of the plan! This is completely unfair and inconsiderate. These 2 new developments/developers will ruin the quiet, country-like community we have created and lived in for years.*
- *As with most things it always sounds nice up front. The devil is in the details when the issues arise and who ends up shouldering the costs/headaches. The new drainage sounds nice but has it been tested in our climate etc.*
- *At the very first open house we were told that our way of life on the acreages would not change. Forward to 2025 and upon review of the secondary plan it seems to be a massive change. We have little to no density plans of the developers. We can only assume that they have fairly large chunks of high density dwellings. The existing homes on the acerages become oddities if multi use development is encouraged. We wish the acreages to be left alone in its present state.*
- *Based on the information so far and what has happened to other residents that have had the same style of living with encroaching developments, and the additional costs associated with it, we live in a residencies, and we have no interest in adding additional cost to them.*
- *Can you provide and update information where is the best use for high rise / family condo in the area? Kindly send me the exact information of the property?*
- *City does not have the resources to accommodate this.*
- *Connecting these two proposed developments through the middle of our quiet neighbourhood is horrific. There is no path to integrate rural lots with residential city infrastructure without annihilating the rural area (acreages and hamlet) in the process. My husband and I have been South Transcona residents for 36 years and plan on remaining on our large quiet lot for another 30 years.*
- *Copeland St. is like a walking path in the "Hamlet" Extra 10,000 neighbours is not appealing More traffic is not appealing*
- *Dead line's for an answer to these questions to short of time.*
- *develop the golf course and land around it leave acreages alone*
- *Development should NOT come at the expense of people who currently live, work and pay exorbitant property taxes. And then the City wonders why we're moving outside its boundaries.*
- *Disagree with all of it. And the total lack of thought for the people of our community*
- *Does not leave enough green space. Too many multi unit dwellings.*

APPENDIX C - SURVEY RESULTS

2. What are your thoughts on the draft Vision? (See board 2)

Answered: 105 Skipped: 119

- *Doesn't respect the current make up of the community. No new acreages or large single family homes. Just a lot of apartments and multiplexes to our people in like sardines. Green space is more outside of the development in existing spaces.*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone.*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone.*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone.*
- *Good compromise between development & keeping the feel of the neighbourhood & old growth / natural forest areas.*
- #####
- *I agree that residential development is a good idea for this area. I'm not sure high-density housing is the best choice. I am strongly opposed to any notion of a Home Owners' Association for the area. We're an independent bunch out here, and I don't think many will take kindly to being told how many cars they can have in their driveway, or what colour they can paint their house.*
- *I believe you should leave all the private lots alone, stuck to the property you own, leave the rest alone.*
- *I can't understand the reasoning on the placements of some proposed parks and roadway changes. I see no consideration for schools or churches. I understand doctor offices etc can go into the commercial zones.*
- *I disagree with the plan as it is using natural space for more development and the animals again will have nowhere to reside.*
- *I do not see how you can make a profit and have so many parks. So, I would like to be shown the real plans that you intend to develop . I also believe the area should only have single house dwellings. Land should not be sold to make a park.*
- *I don't want any changes to my neighborhood.*
- *I don't understand why they would use esselmont as the main route and not just come directly off St Boniface into each development*
- *I firmly reject the draft vision for South Transcona, as it threatens to dismantle the very qualities that make the area a desirable and livable community. The plan unfairly disadvantages current homeowners while favoring developers and municipal interests, creating an imbalance that is deeply unjust. There should be no linkage between the Acreages and Hamlet and the proposed East and West developments, as such integration is inappropriate and unwelcome. Moreover, the projected population increase to 20,000 is excessive and unsustainable, representing a nearly 30x increase over the existing population base. Additionally, the existing infrastructure is already strained; critical upgrades—such as twinning Dugald Road and Plessis Road—must be completed before any new development is even conceived. The additional population will also lead to increased traffic, noise, crime and put additional strain on critical city resources that are already inadequate (police, fire, paramedic).*
- *I found the community discourse very disappointing. Separating people into small groups does not allow the whole community to hear everyone's concerns. It seems done on purpose to separate people. Questions + answers should all be shared.*
- *I have lived on this acreage for a very, very, long time and now I am going to encounter a change that will be hard to digest. I only hope it doesnt back fire for you.*
- *I just moved away from these new urban division. I like privacy and wildlife. We have enough undeveloped land for them to develop without touching most of our private land. They sure spent a lot of money engineering this without asking resident's approval. I know of VERY few if favor of this. I will never sell my land and will fight this tooth and nail.*
- *I moved in this area for the peace and quiet and the solitude of the area. This new development will increase traffic, lots more traffic, more crime and high density of people. This is not what I moved here for.*
- *I object to the idea of bringing 20 thousand plus people into this area. I understand that the infrastructure would be upgraded to support the population as it grows, but that is a huge amount of people for an area that has always been calm, quiet, country like. I don't feel that this is the right place for it as it would change the surroundings for everyone who has called this area home for years. If we wanted to live with noise, traffic and construction, we would have bought a home in a more urban setting. Over the past few years there has been a large turnover in the neighborhood with many young*

APPENDIX C - SURVEY RESULTS

2. What are your thoughts on the draft Vision? (See board 2)

Answered: 105 Skipped: 119

families buying houses and moving in to raise their families. I can't imagine spending the kind of money housing demands these days only to realize you are not getting what you expected.

- *I strongly disagree with the vision from the developers which is being promoted to residents of the area. The vision has been poorly communicated.*
- *I think that the developers should work separately and make sure they are meeting the city specifications for their secondary plans separately and not relying on the acreages for the mandatory park spaces. Also major highways through the neighborhoods are not acceptable. This plan won't work as the twinning of dugald road isn't even in the plans for discussion for the city until after 2050z*
- *I think the proposed density of people is too high for the area.*
- *I think this development is going to significantly change the community that we all know and love. We enjoy the quiet, country environment so the increase in noise, traffic and population as well as the change to our views and skyline will take away from what's so special about our neighborhood.*
- *If the vision is to celebrate "nature" apartments, townhomes, fourplexes, triplex and duplexes don't make too much sense. Large lots with single family homes to blend in with the existing single family homes and large lots would make more sense to me. A perfect blend of housing and nature. As for the phasing & implementation section section I'm not understanding the clear cost sharing? I'm sure this Vision and plan is primary based to include all the requirements to meet all the City, Provincial and Federal reserve funding and housing incentives over any planning to work together with current residents to build housing that works with the neighborhood.*
- *Its obvious the consultants are doing what they are told because this is not the vision of of the residents. Residents don't want a development . The appointed neighborhood community group (RAG) stated that plans and discussions that were suppose to be presented at the two meetings and the open house were not the agreed upon presentations. This only adds to the distrust of any future discussions ever moving forward. This draft is so rudimentary that I would be embarrassed to have presented this at public meeting. These meetings were a text book definition of Gas Lighting. Please feel to contact me.*
- *Keep acreage style homes and country style living*
- *Layout of the park space is impractical.*
- *Leave it be*
- *Leave the acridge alone. Don't need a major road going through on esselmont when u have st boniface and dugald road*
- *Lived on property fo 40 years & would like to continue to there. Did a lot of work developing property*
- *Needs improvements*
- *No need to change anything in this small little part of town. It's quiet for a reason then that's why people like it.*
- *No roads/Hiway 4 lane # 15 Hiway*
- *Park spaces concern me because they take large chunks of individual privately owned properties. There are generalities of what is planned to be built over a very long time frame. I know how easily the city and the developers can be influenced to change their minds and very quickly and quietly get zoning changes so that nothing looks like the plans anymore. Granted, I could be long dead by the time they finish, just like everybody else. Just how many residences are planned, how many people could be living there? Are there any spaces identified fir future schools, both elementary and senior? Are public transportation routes being considered in planning roads because with all our new current bus routes, many houses and buildings are being damaged because roads were not built to hold such heavy bus traffic. Does this general plan include leaving existing homes or buying them all up eventually and destroying some or all?*
- *People are always walking (exercising) on Copeland Street, and its quiet and rural like. That is why I moved here. Extra traffic, 10,000 more people destroys the quiet area. Crime will start to happen. Overburdened infrastructure and loss of wildlife. Also worried about "expropriation" and being "pushed our" for all thiere new homes which is cruel and appalling to make current residents homeless for new developement I got that feeling at the meeting, current residents are not wanted. They want to jam as many people/ houses in as they can.*
- *People paid top dollar for these properties in order to have the "country in the city" atmosphere, some as recently as three months ago. This Draft Vision completely changes the character and feeling of our home. If new housing is needed, it should be in the east and west development lots with access to Pleases, Dugald & St. Boniface and Murdock Road.*

APPENDIX C - SURVEY RESULTS

2. What are your thoughts on the draft Vision? (See board 2)

Answered: 105 Skipped: 119

There is on need to join the two new developments through South Transcona.

- *Poorly designed Hamlet will be affected in negative way.*
- *Respect for current residents and their properties, privacy, safety. We do NOT need a grocery store! We do not need a 4 lane of traffic through our small farm like community. We do not need parks! Our whole neighborhood is a park!*
- *Showing a map with four plexes next to single family dwelling in the acreages is wrong in many ways The developments and plans should focus on impacting existing residents as little as possible*
- *Strongly disagree with the developments.*
- *Strongly disagree with unilateral re-designation of my personal property to be over 50% park.*
- *Strongly oppose.*
- *Strongly opposed*
- *Taking a little piece of quiet community with charm and turning into an hideous atrocity.*
- *The acreages directly adjacent to the west of the plan, most of which are 4 or 5 acres, have an acre or two each of currently unused land which could be incorporated into the plan, making those lots more manageable, and perhaps creating a favorable buffer zone. I am located in the first of these lots on Taggart and Symington and am willing to either sell a portion of my lot, or enter into a joint venture or partnership agreement with the developer.*
- *The addition of 20,000 additional residents in south side is not appealing at all especially given the inadequate road access from Plessis and Dugald Rd. The proposed road plan is inadequate. We live in Esselmont so having 4 lanes of traffic is unacceptable to us. We need to see a proper plan on service and road upgrades, whose paying and timelines is critical to share with us.*
- *The amount of park land is excessive. The drainage on the other side of Dugald road does not make sense on commercial land. Closing of roads or access in and out of the community in favour of a large road project cutting through the acreage area is ridiculous. To connect the areas of new development building, use St. Boniface Road. It is less disruptive to the acreage area and using and area that could more easily accommodate a large road project.*
- *The developers and city are using the investment we've made many years ago in land to come up with this park vision. We're not going to be paid fair value. Most if not all don't want to develop our land. It's beautiful and peaceful the way it is. The developers should develop their own areas without impacting our way of life.*
- *The hamlet should be left as is, leave roads and area as is. The acreages should also be left alone. These are owned by people who have worked all their life for these lots. All construction should be on city owned land only*
- *The over congestion of neighbourhoods does not promote sustainability living. It breeds crime and congestion*
- *The park plan is awful*
- *The plan sounds good in theory, but without a fully funded plan to upgrade Dugald Road—not just repaving—traffic will only get worse. The road is already congested during rush hour, and adding thousands more cars will make it unsafe and frustrating for everyone. It's also unclear how construction will affect existing neighbourhoods or whether temporary detours and disruptions have been planned. The Hamlet area simply cannot handle extra traffic while construction is ongoing. Before adding 7,000–10,000 new homes, there needs to be proof that roads, schools, healthcare, and emergency services can handle that growth. The idea of affordable housing and green space is great, but it doesn't mean much if people are stuck in traffic every day. Road upgrades should happen first, not later. It's also unclear who's paying for all this — the city, developers, or taxpayers? Without real timelines and accountability, this project could easily grow faster than the infrastructure needed to support it.*
- *The point of living in South Transcona was to enjoy country living inside the City. Not to have a large number of residents in the area.*
- *The project will push local landowners to sell because they will not be able to afford the local improved fees for roads / water / sewer or frontage fees. What a horrible way to treat people who have cared for this land for decades. Shame.*
- *The proposed plan adds a number of amenities to the area but isn't clear on the nature of the density that is being suggested nor where the commercial development would be placed. The desire to connect the neighbourhoods together as well as creating a patch road that is superior to Dugald and Plessis*

APPENDIX C - SURVEY RESULTS

2. What are your thoughts on the draft Vision? (See board 2)

Answered: 105 Skipped: 119

will result in significant out of neighbourhood traffic uncharacteristic of the areas it is traversing. This road is unnecessary.

- *The residents in the hamlet along with the acreages, are here for the quiet small town country living feel, that brings comfort and security. With this development, all of that goes away. With high density housing, comes rising crime rates.*
- *The vision completely disregards the existing community that lives in the area, it is a piece of rural tranquility while still having the convenience of city living Building all those dwellings and commercial properties will just make it another suburb of winnipeg*
- *The Vision contemplates a number of extreme changes to South Transcona that do not respect the will of the residents of that area, the history of the community, the larger impact on eastern Winnipeg, the environment, and the greater toll on infrastructure, services, land use, and community safety. There has been a lack of transparency and public input to guide this Vision, and as I am now learning, a large amount of personal interest and gain by, which present, at a minimum, ethical issues in how this project has unfolded, and at worst, allegations that I will not make until substantiated. However, all of these relationships should be explored and be brought to light to ensure transparency. I learned that the proposal includes Town Centres that far exceed anything ever contemplated before adding up to 10,000 homes.Why is this the guinea pig and not in a part of the city that already supports the infrastructure? I also don't believe what is on the website is the plan so feels deceitful*
- *The vision is merely a compilation of buzz words - hard to have any particular thoughts on a checklist of corporate jargon.*
- *The vision is myopic, to be extremely generous. What you really mean is that you wish to create a nightmare sub-division full of McMansions so the inhabitants can commute to their jobs downtown, and you'll throw in as little affordable housing as needed to get public buy-in and some government grants. Try saying what you mean once in a while.*
- *The vision is near sighted with lack of thought and planning for infrastructure to support development at an appropriate pace*
- *The vision proposes "a full spectrum of housing types including existing single-family, new single-family, duplexes, townhomes, and apartments. Affordable and market options that let people age in place." This vision does not allow for my father, who is a senior resident of The Acreages, to age in place. This forced development and subdivision will break up his RR5 rural acreage that he has been farming for nearly 40 years and make it impossible to maintain his property because of increased property assessments and property taxes, including EXTRA costs for water and wastewater servicing. What in the proposed secondary plan will ensure his right to continue to live and work his property?*
- *there is no need for more green space we have bulher park golf course and the park and rec Centre in Southside witch is more than any other part of the city and the road along esselmont makes no sense at all*
- *This draft vision totally disrupts our neighbourhood. If the east and west subdivisions need to be connected, they do not need to go through our neighborhood. Everything can be serviced by Saint Boniface Road and very limited disruption for the rest of the neighborhood.*
- *This is a revision of the survey I sent. I suggested that the 4 lane highway be built on Symington instead of Esselmont. That was a typo. I meant to say build it on St. Boniface Road instead of Esselmont and leave the acreages alone. We want country living in the city as it has always been and we do not want this busy highway through Esselmont!*
- *This vision does not coincide with current area residents views or visions and totally lacks appreciation of current lands*
- *This vision, especially to portion envisions between Bates and Foch, destroys the character of a community that is belong by its residents. It is unconsiderable to use some tactics such as drawing parks over homes and yards to make residents feel like they will be forest to go along with this plan. I will be fighting this via every legal channel and means possible. Work with us or your job will be much more annoying*
- *Too much emphasis on green space. It appears to be satisfying some metrics to please the city commitments. I don't think it will lead to a connected community unless some major upgrading is done to build parks with nicer flora and fauna than what is there.*
- *Too much for me, not used to living in a*

APPENDIX C - SURVEY RESULTS

2. What are your thoughts on the draft Vision? (See board 2)

Answered: 105 Skipped: 119

neighbourhood with that many people and homes. All I see is crime and traffic.

- *Too much park area in the acreages and hamlet to satisfy some city mandate. Put them in Charleswood. Improvements too costly for property owners along the major proposed roads. Cost/benefit does not make any sense.*
- *Too much park land that will allow city to develop more homes in future*
- *Unrealistic*
- *very poorly arranged housing.*
- *we are strongly opposed of the plans of 4 plex being built in the hamlet and that we have to pay for the water and sewer upgrades for something we don't want here in the hamlet plus the crime will go up by a 100% and traffic up by 80 % in hamlet and the property values will go down please don't let the beautiful area of the hamlet go to the dog or crime*
- *We have enough green space and parks with the golf course, Bueler park, the community club, and the park in Southside.*
- *We live here for the country feel . This is far too dense.*
- *We moved to this neighborhood to have country living in the city and your "vision" would destroy that lifestyle.*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways.*
- *While the proposed development to the east and west of the acreages have very little greenspace it seems those who own property in the acreages are being used in a way to allow developers to maximize there own land value at the expense of acreages landowners. Make this proposed park much smaller so at such a time as acreages owners develop their own land there is some value left for us.*
- *who is funding the purchase of the land for the nature parks?*
- *Why does the city want to destroy all the nature.*
- *You can't just take 60% of our land for public green space and not expect pushback from residents. It'd already green space with fresh gardens and livestock. Keep it private greenspace.*
- *You should not be able to create a vision unless you own all parcels require to create this vision. Agricultural land is sparse and you will not create more.*
- *You want to expand the number of residents from less than 1000 to 20,000?? That is unacceptable. We bought this property so that we could enjoy country living inside the city. It is quiet, peaceful and private. Your plans will destroy all of that. We enjoy our well water and septic and only a few cars going down Esselmont. You want to change all of that.*

APPENDIX C - SURVEY RESULTS

3. What are your thoughts on the overall Land Use Plan? (See board 3)

Answered: 83 Skipped: 141

- *- No for taking up 60% of the acreage lots to create new greenspace. We realize that in order for the acreages to sub-develop, you need to add green space but this is too much land.*
- *"By allowing low to high densities across the Town Neighbourhood, small property owners avoid the need for an expensive Secondary Plan amendment. while allowing options if they choose to develop their land." By allowing high density in the Acreages you are forcibly driving up the land values of the acreage plots, which are intended as rural, farm-land plots. The Acreage land owners never asked for an increase in density, and can still request amendments, if needed. The more important point is not the cost of an expensive amendment, but rather the expensive cost that the secondary plan will inflict on current property owners in increased taxes.*
- *?*
- *· I strongly oppose the land use plan. · The land use plan designates my property as 60% as park and 40% as Town Neighbourhood which is unacceptable. · Increased density in the Acreages and Hamlet area is unacceptable. · It is facetious to say that no property owner will be required to subdivide or develop their land. The proposed land use plan will strip South Transcona of its greatest qualities so I will be forced to sell or develop my property.*
- *4 plex's are an eyesore and this plan is terrible.*
- *Absolutely disagree 100 percent. Leave the small quiet community/yards alone. My 5acre manicured yard- with an entire glass house does not need habitat for humanity or high rise condos directly looking thru my Private property! No I have zero desire to sell, subdivide. 15 minute city has no place in our tight knit area*
- *Again, leave the private property alone.*
- *Again, too much high traffic and an increase in crime. This is not what I want for my community that I moved into 42 years ago. I moved here for the peace, quiet and solitude.*
- *All of the necessary considerations for land use including education, transportation, environmental considerations, emergency services, traffic flows, crime, water and sewer requirements, land grading and retention ponds/drainage, costs have not been disclosed, nor do I believe these full studies have been undertaken. These feel like pretty pictures that have been created with the rest of the work to be done at a later date after City Council has approved this privately funded submission. The highway was just upgraded this summer with significant impacts on the community including increased crime, property destruction, safety and traffic flow issues. None of these real issues have been addressed by the developers. We are abut the RM of Springfield which has the largest RM population in MB and the impact of that reality also hasn't been considered in the planning. Further, there are a number of natural wetlands and forests that the developer wants to destroy which cannot be replace*
- *As said above*
- *Can we build high rise or mixed use development for the property at Bates St corner Dugald Road just adjacent to the Gold Course area*
- *Can't go from 600 residents to 20,000 without destroying what is there. It's easy to say we're not required to develop or subdivide but we know from the globalist visions of 15 minute cities and last year's Winnipeg Metropolitan Region that some private corporation was trying to ram through that they want densities and don't want to allow private landowners to not develop. Stripping land out from under us when we sell is not freedom. Russ and the city are not going to give us appropriate value and going to disconnect us. We don't want 20,000 people roaming in between our properties. The acreages represents .03% of the city's land (1.3M acres) and yet we have to provide 20% of the Montreal agreement? Ridiculous. Plus the developers are not giving up half their land. I wonder why.*
- *Developers can develop on the east and West side but there seems to be no need to change the character of the Hamlet or acreages where single family dwellings are the norm Changing Esselmont to a four lane street is unnecessary and ridiculous. The West development should connect to Plessis and/or St Boniface Road. The east development should connect to Dugald Road, Murdock Road and St Boniface Rd. Redonda St comes off of Dugald Road into the developed part of Transcona and it is only 2LANES. How can any of this discussion occur without an engineering report? Isn't that step one? There was no clear presentation of details even at the meetings- this was handled very poorly. -Consultants going from table to table giving vague, varying and contradictory info is a way to avoid any accountability or record of info presented There also was no timeline presented- No map showing the development stages over the next five 10 15 and twenty years*

APPENDIX C - SURVEY RESULTS

3. What are your thoughts on the overall Land Use Plan? (See board 3)

Answered: 83 Skipped: 141

- *Developers get everything they want and residents are taking the hit. Parks diminish the value of our property and take 60% of our land while developers get their land to make as much money as they can.*
- *Developers should ensure they have proper water drainage in their development areas. People in acreages or commercial land should not be used unless they are purchasing the land themselves. Does the city have the money to expand Lake Shirley??? That is city land.*
- *Do not agree with it*
- *Do not want the new nature parks taking away from our properties!*
- *Don't like proposed flow of additional streets and access roads. Don't want to see any connections between hamlet and new areas.*
- *Don't need apartments/ multiplex housing, large single family homes. Commercial is only minutes away no need to build more.*
- *Existing landowners are expected to sacrifice the property and character of the neighbourhood they bought into and have been responsible for creating.*
- *Focus on easy and west developments and leave hamlet and acreages out of the overall plan.*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone*
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- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone.*
- #####
- *Horrible Ruining an existing neighbourhood. This is not a new neighbourhood.*
- *I am very glad the city at least owns Lake Shirley and Buhler so the entire neighbourhood isn't over developed.*
- *I do not want any changes to the current neighborhood.*
- *I don't want to give up my back property. not interested in having more pedestrian traffic in my area.*
- *I hate it. Nobody wants a huge condo building behind their homes when we've enjoyed the nature and quiet of our neighborhood.*
- *I strongly and unequivocally oppose the proposed land use plan, which unjustly designates my property as 60% park and 40% Town Neighbourhood—an arrangement that is entirely unacceptable and a blatant violation of my rights as a landowner. The push for increased density in the Acreages and Hamlet area is equally intolerable, posing a direct threat to the character, stability, and long-standing values of our community. Assertions that no property owner will be forced to subdivide or develop are misleading and disingenuous. In truth, this plan creates conditions that leave residents with no viable option but to sell or develop under mounting pressure. It undermines the very foundation of South Transcona and disregards the voices of those who have invested in this area for generations. I reject this plan in its entirety and will not support any initiative that prioritizes external interests over the well-being, autonomy, and integrity of our community.*
- *I strongly object to the connection of the two developments through South Transcona. I believe the developers can control their own properties, and I get that we need more affordable housing, but fail to see the need to connect through a quiet existing neighbour. We should also get to continue to enjoy our bought and paid for properties. Linking the two new areas would drastically change our currently calm home area with many years of construction and upgrades, increased noise, pollution, vehicular and foot traffic. I would suggest Dugald and Plessis roads (that are already scheduled for upgrades) could service these two new areas. If additional exits are needed, St. Boniface and Murdock road are both large and mostly unpopulated and could be utilized.*
- *I would like to see more bungalow type houses to continue the traditional use of the area.*
- *I'm glad to see that there is some consideration for the preservation of land that has never been cleared or broken. Gunn's Bush has been there for thousands of years and is home to many rare plant species.*
- *I'm not understanding how the densities have been increased in both the Acreages and the Hamlet to allow homeowners to maximize land value? Also again the high density housing just doesn't fit in the neighborhood and I'm not sure how that would have (large not small) property owners avoid expensive secondary plan amendments?*
- *Incomplete information*

APPENDIX C - SURVEY RESULTS

3. What are your thoughts on the overall Land Use Plan? (See board 3)

Answered: 83 Skipped: 141

- *It looks lik the city plans to take away our backyards to be used as public parks?? Most yards are treed at the back already or big unused lawns. Why can't this remain privately owned and as is? And walking trails, bike paths through our backyards? We like our peaceful existence, not thousands of people milling about.*
- *It sounds nice but a bit hesitant. The Hamlet is such a hidden treasure and would hate it to be ruined. Also maximixing land values will mean higher property taxes.*
- *Ithey should have kept with the current higher value acre lots to maintain the area development*
- *Lack of details provided for proposed use of land. Not interested in giving any property to a developer or the city. How much of my back property will be needed to develop new green space? What compensation will be paid ? How much of my frontage will be needed to widen the road? How much will my taxes increase? No information about this. Residents are concerned about these issues, but no one has addressed these concerns. Very poor, unprofessional approach to a major project.*
- *Leave the acreages alone. We are self-sufficient and should not have to pay for services we do not need.*
- *Let the greedy developers develop the land they own without interfering with our way of life. Fix the terrible roads before you put in a sewer system that the neighborhood doesn't even want.*
- *Love development to the fields by Plessis and north of St. Boniface. Leave the "Acreages" (our homes!!!) alone.*
- *No development Housing/ Recreations*
- *no need for more green space we have more already than any part of the city and a road along esselmont makes no sense*
- *No need let's try to keep south transcona as small as possible. There's a reason why people love it.*
- *People move into the neighborhood to have country living while still close to city services. Why would we want our lovely quiet out of country lifestyle to be replaced with overpopulation, dramatically cookie cluttered neighborhood ideals and a huge reduction in land size.*
- *Plans should include creating agricultural plots acres instead of dense development. Roadway design should include Springfield. There are options to include neighboring communities to make it more efficient for water management and traffic management without affecting existin areas. Invest of an additional 10k vehicles on a couple roadways not equipped to handle density . Adding another cut through will cause issues and congestion.*
- *Residential lots should be single family, and kept to a minimum size of 4 acres each.*
- *Same as above*
- *Same reason as above. We should not have to pay for others profit aspirations*
- *Strongly oppose*
- *Strongly oppose this.*
- *Strongly opposed*
- *Taking peoples lands for parks is totally unacceptable. The lack of explicit step down development to the town neighborhood areas is terrible and will pit historical residents against new residents at the fringes of the large developers lands.*
- *The city plan for high density, multi family housing is not always compatible with every existing community. Much of our community was planned with 5 acre lots and many of the residents want this to continue as such.*
- *The land in the acreage should be single house dwellings only.*
- *The land use plan provides sparse detail. Specifically regarding the zoning and proposed density of each area*
- *The main thoroughfare that you are planning on building down Esselmont is intrusive to our community. Build it down Symington so it does not disrupt our peace and quiet. We are not interested in having our side yard divided by a busy street. We are not interested in giving up our property for this development. Build it on Symington where it does not disrupt landowners property and peace. Also, we are not interested in having a park in our back field. We are not giving up our land so that random people can walk through our private and quiet extended yards*
- *the nature parks are coming entirely from existing property owners, why are the developers not required to set land aside*
- *The open land around south transcona is what makes it unique. It is small town living in the city*
- *The proposed plan would result in nearly 50% of the area be dedicated to park or water retention. The*

APPENDIX C - SURVEY RESULTS

3. What are your thoughts on the overall Land Use Plan? (See board 3)

Answered: 83 Skipped: 141

two major land owners are only contributing the minimum amount required based on current land development policies by the city of Winnipeg (around 10-15%). The owners within the central acreages (many of which have owned their properties for decades) are required to commit the majority of their property in the future towards parkland thus significantly reducing the value of their properties.

- *There is a lack of clear and complete information on what is planned. Information was presented on boards at the information sessions without sufficient explanation. There was no presentation at the acerages session, so the same information was not provided to all attendees. The consultants who were attending the session stayed with certain tables; therefore they were not available to adequately address questions from all those who attended. South Transcona is a low lying area so very prone to flooding. New development at the scale and density being proposed will only made the situation worse for all residents. Transportation for residents has been negatively impacted with proposed 4-lane divided highway cutting through the community and reducing access to the TransCanada Hwy. Other roads are not designed to handle the proposed population increase. Dugald Road will be the main exit point and it cannot handle the volume of current traffic.*
- *there is no need to tear up our land*
- *This is a revision of the survey I sent. I had suggested that the 4 lane highway be built on Symington instead of Esselmont. That was a typo. I meant to say build it on St. Boniface Road instead of Esselmont and leave the acreages alone. We want country living in the city as it has always been and we do not want this busy highway through Esselmont!*
- *Too large. Did not consult the citizens who live in the area. You have shown no respect for the people who live here. You have been evasive and dishonest.*
- *Too many multi unit dwellings, which means a huge influx of families and already not enough schools..*
- *Too much green space*
- *Too much green space relative to the amount of residential space. In some cases, about 50% of the land is being assigned for green space and I know this exceeds the maximum limit. The green space that is there is not of good quality. Too much green space opens the door for homeless encampments. Major artery on Esselmont is too big. It will actually divide the northern from the southern portions. I think it would be better to extend Bates Road and keep it small. I can see the requirement to preserve some of the areas which are already purposed for commercial or industrial and a residential area along Dugald since it is in the midst of a heavy industrial area. Having new development further inside, closer to Esselmont makes sense in that case. I also see you took the natural gradient of the land into account for drainage and I agree with those plans. It's a nice park area on the East side. I'm don't see much of an attraction to the nature spaces elsewhere.*
- *Too much park land on the existing properties.*
- *Too much parkland*
- *Too much parks city is purchasing and city could develop in future*
- *very poorly arranged unless all the parkland is really intended for some type of housing as soon as the paperwork is signed, LOTS of error by Omission???*
- *Waiting to see final plan*
- *Way too many parks and if we are signed up to the Montreal, whatever it's called there is a lot more areas of Winnipeg that can contribute to it also. I feel that they are going to buy up the acreage land funded by a developer sit on it for a while and then say no parks are going in and sell it back to the developer who really already paid for it, but it was under the table. And the developer will develop that property.*
- *We have zero interest in developing the acreages per the proposed plan and the developments are not welcome.*
- *We moved to this neighborhood to have country living in the city and your "vision" would destroy that lifestyle.*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways.*
- *When the developers say they don't want to change the overall feel of the area that would be impossible with the current plan in place.*
- *While I understand the intent to give property owners flexibility, adding more homes will put extra pressure on already busy roads and local infrastructure. Traffic, safety, and daily life for current residents could be seriously affected. Higher densities also risk changing the character of the neighbourhood, bringing more noise, construction disruptions, and potential loss of green space. Even if no one is required to*

APPENDIX C - SURVEY RESULTS

3. What are your thoughts on the overall Land Use Plan? (See board 3)

Answered: 83 Skipped: 141

develop, this may pressure some to sell, creating a patchwork of densities that's hard to manage. I urge the developers to address traffic, infrastructure, and community impacts before moving forward.

> *Why take away green space, ruining natural habitat and wildlife, to put in green space to pay to maintain? Adding pedestrian traffic to scare away natural wildlife and bring litter and noise pollution, if the bulldozers haven't taken care of that. Not to mention your plans propose a park in my owned back yard. Very poor judgement to include any Land Use Plans on private property not owned by either developer.*

> *You want to know what my thoughts are on the land uses, well first off we are in a low area which means we flood easily come rain and in the winter we get lots of snow. When the graters go by some people don't want snow on their property so they put it all on the road. so in the spring we have no ditch on our side to take the run off. Now what will happen?*

APPENDIX C - SURVEY RESULTS

4. What are your thoughts on the Town Gateway and housing types? (See board 4)

Answered: 86 Skipped: 138

- *· I strongly oppose the Town Gateway concept and housing types. · The Town Gateway should be single family homes only. · I strongly oppose the East and West Town Gateways being connected by roads through the existing Acreages and Hamlet areas. · The details provided about the Town Gateway land use plan were insufficient as it contained no information about how much of the land will be designated for commercial, multi-family homes, etc.*
- *10 Storey buildings? To block our country views? No thanks. If I wanted to look at the back of a building, I wouldn't have moved here. These developments should be built as infill in existing city lots downtown, or in a brand new vacant area with no current houses.*
- *10+ story complexes ar too often large for the area. Where is all the parking?*
- *Any development will ruin our quiet country in the city community with lighting and buildings*
- *As I said before too much traffic and an increase in crime rate way too commercialized and too many houses in a congested area and low rentals*
- *As mentioned above the Gateway road will be used significantly by people attempting to bypass the Plessis/Dugald intersection. This will include users coming from Canterbury crossing as well as those that commute from our of town in areas such as oakbank, anola. Etc. There has been no explanation as to why connecting the two new communities to eachother and to major roadways is of value.*
- *As the hosing types weren't explained thouroughly during these meetings and as what these may look like very briefly and high level more discussion on what the housing transitions will be should be discussed separately for each of the developments.*
- *At this time we strongly oppose due to the developers lack of a detailed plan. How can we make any hard decisions based only on word of mouth.*
- *Build what ever you what but it should not be a cost to the residents that live in this community. If there are are expenses the y belong to the developer and not the residents that live here*
- *develop by the golf Couse leave acreages and access alone*
- *Disgusting*
- *Do not agree with this type of housing*
- *Do not like the high density housing types*
- *Do not want 4-plexes in the area or large apartment buildings. This is 'country living' and should all be built with that in mind*
- *Don't want low rental in South Transcona*
- *east town gateway will create hell for traffic on dugald rd*
- *Esslemont name should not be replaced with golden way. Mr Esslemont fought in the First World War for our freedom and died doing it and you are going to replace his name with a two-time convicted criminal. How disrespectful is that? I cannot believe you didn't do any background checks. If Golden developer wants to name it after his father do it in his own subdivision and leave it as Esslemont.*
- *Go ahead and build and I hope Im around to see it. I am not sure what "Town Gateway" means as I can't comment.*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone.*
- *#####*
- *Housing types and their locations concerns me. To have multifamily mid rise housing next to some of those with small farms and animals seems totally unfair for both groups. Put the higher density homes closer to the heavier traffic areas.*
- *I agree with the housing types. I think the town gateway is okay but the road is too wide. I guess that was to avoid more traffic along Dugald? Why not have one or two more smaller roads. This works well where I live.*
- *I do not agree with any mid rise housing units.*
- *I do not see how Plessis & Dugald can support the traffic that will come with the addition of commercial & multi res buildings.*
- *I do not want large apartments or stacked townhouses*
- *I don't want to see low income or multi family development in our area*
- *I feel like this is only going to create an even greater traffic problem as you can pretty much expected Springfield residents to start using all our amities crating an even greater issue with traffic. Also what is the plans for schooling as the kids are already leaning in school library's and pods.*
- *I firmly reject the Town Gateway concept and the*

APPENDIX C - SURVEY RESULTS

4. What are your thoughts on the Town Gateway and housing types? (See board 4)

Answered: 86 Skipped: 138

proposed housing types, which are incompatible with the character of our community. The Gateway area must be reserved exclusively for single-family homes—anything else is unacceptable. I also strongly oppose any plan to connect the East and West Town Gateways with roads that cut through the existing Acreages and Hamlet areas; such intrusion is disruptive, inappropriate, and must not proceed.

- *I'm concerned about the proposed mixed-use "gateway" area. While I understand the intent to provide amenities and higher-density housing along major roads, this could significantly increase traffic and congestion on streets that are already busy. Even with stepped-down densities, the impact on safety, parking, and daily life for nearby residents could be substantial. Taller buildings and commercial spaces may also change the character of the neighbourhood, affecting privacy and increasing noise.*
- *I'm not a big fan on having 10+ storey buildings going up in the area. Having said that, I think it's a good idea to have them on the far east side of area D and far west side of area C. Don't have them backing onto the acreages.*
- *I'm not interested in having apartment buildings & multiplex housing coming into my natural reserve.*
- *Interesting concept. It will be nice to have certain amenities located closer to home.*
- *It does not fit in with the surrounding area.*
- *It looks like Sage Creek. So conjested.*
- *It will overcrowd the area. Increase the safety of the current residents My area is being congested and it has completely degraded the sense of community and safety*
- *Keep acreage style homes, country living within the city*
- *Keep it large acres lots. No one who has a agricultural land wants to live across from townhouses or apartments.*
- *Large multi family housing, condos doesn't fit within the acreages. Total disrespect. Not to mention the crime that comes with some of the types of housing.*
- *Maximum stories should be 4*
- *Moderate commercial services would be good for area. Don't believe a full scale grocer is needed as these exist in abundance within a 10 minute drive (Safeway, Sobeys x2, No Frills, Giant Tiger, Costco, Save on Foods). A drug store with small food store would be more appropriate in my opinion.*
- *Needs more single family homes*
- *No 4 Plexes*
- *No added housing*
- *No input from owners.*
- *No reason for Gateway, for the two separate developments, neither of which are appropriate for this area. Development is not supported especially through already privately owned property. Again development through any privately owned property is very offensive and poor judgement on the developers and consultants.*
- *Not in agreement with turning our community into a suburb with poor transportation and congested roads*
- *On the very first page of this plan it talks about using a reserve fund for Park and Recreation improvements and planning. How does +10 story apartments, grocery stores, commercial buildings, fourplex, triplex and duplexes have anything to do with parks and recreation improvements? The City of Winnipeg still has lots of vacant land larger than the 343 acres owned by the developers to build this type of high density housing. This area should be considered the step down area of the city and stay with the large lot single family dwellings.*
- *Oppose the*
- *People choose to live in South Transcona for the quiet nature and safety the community affords. There is no reason to build a town centre in South Transcona except for the fact 2 developers have amassed a large amount of land and stand to make a huge profit - will while current residents are being stymied from getting the permits to develop their own lands. The population in WPG isn't growing fast enough to support this, and re- purposing other parts of the city with current infrastructure makes more sense and will enable gentrification and a healthier, safer and more robust sense of community in Winnipeg rather than plunking a huge development on the outskirts. I experienced an uptick in crime this past summer and nothing was done to address it. I do not feel that my safety is being considered in this project. it is certainly not in the best interest of the private property owners of South Transcona - their rights and wishes are not being respected.*
- *People in the acreages invested in their properties Because they like their quiet space and privacy.*

APPENDIX C - SURVEY RESULTS

4. What are your thoughts on the Town Gateway and housing types? (See board 4)

Answered: 86 Skipped: 138

Running a four lane thoroughfare through the acreages is wrong At most, the city could expect some land owners in the acreages to divide property in half and Increase the amount of houses along each street.

- *Please keep apartment buildings and multi family housing to the land parcels nearest to Plessis road and Dugald. Owners of existing homes will not want tall buildings ruining their view and the enjoyment of their property.*
- *Roads should to be closed to limit access for current residents.*
- *same as above*
- *Should be kept furthest away from the hamlet. Next to st Boniface road instead*
- *Some "town gateway" should be put with backing on Dugald Rd using the undeveloped existing properties and also facing the arterial roads and proposed arterial roads. Don't put any ki d of housing next to busy traffic routes.*
- *Strongly oppose*
- *Strongly opposed*
- *The character and integrity of this neighborhood is being sacrificed by high-density housing and commercial development, like so many others. The city has done a terrible job of managing traffic and this will be no different. While I'm not opposed to development, I AM opposed to fundamentally chaning EXISTING properties to accommodate it. Leave my land alone.*
- *The higher 10+ story complexes will add so much extra traffic, light pollution, noise pollution etc. The higher traffic will also make the roads more dangerous for our kids.*
- *The housing types in the Town Gateway does not ensure and protect the character of The Acreages from highe sensity development (duplex, triplex, fourplex).*
- *The increased density is not welcome. The increased traffic (when Dugald and Plessis are already inadequate for the current traffic volume) is alarming, the anticipated increased crime rates and road congestion within southside is very troubling.*
- *There is bo reason to build all those mylti dwelling units encroaching on the existing residents, there is enough land to build single family homes with yards*
- *There is no public transportation in South Transcona, so it is unreasonable to place multi-family and medium and high-density dwellings in the community. We live within 5-8 minutes of plentiful commercial development in Transcona and St. Boniface, including grocery stores. More grocery stores and commercial development are not needed in South Transcona. Interestingly, there is no mention of schools, library, fire station or other public infrastructure to service the proposed population growth. This is not a well thought-out plan. Community input has not been well integrated into the plans from what I am seeing and has been disregarded, despite the fact that I expect that residents will be forced to pay a share of service improvements.*
- *There should not be housing built on agricultural land. Nobody in this neighbourhood wants to look out into their backyards to see large appartement blocks, "carbon-copy" houses side by side, big box stores, parking lots and increased traffic. Sure, paths and green space are wonderful. We would love that... just develop Buhler Park and Lake Shirley's a bit more and make our current roads more "walkable" and accessible. But, we realize it is all about making money.*
- *This area is currently "country within the city" adding high rise apartments, multiplexes etc will change the feel. Prefer the character of the community remain with large single family lots.*
- *This is a 15 min city pipe dream. The acting community members would have to sacrifice the quiet country living known all our lives. Not to mention the damage to property.*
- *This is a farm like community with many residents growing up here. We do not want the high population, high crime , and certainly not to become a "sage creek". Most of us are here on the acreages because we want away from the city atmosphere*
- *This is a revision of the survey I sent. I suggested that the 4 lane highway be built on Symington instead of Esselmont. That was a typo. I meant to say build it on St. Boniface Road instead of Esselmont and leave the acreages alone. We want country living in the city as it has always been and we do not want this busy highway through Esselmont! We do not need a sobeys in this area. Or other stores. We can access all of that on Plessis etc.*
- *this is town houses.*
- *This location cannot support multi-family housing. Commercial areas need to be kept to Plessis Road.*

APPENDIX C - SURVEY RESULTS

4. What are your thoughts on the Town Gateway and housing types? (See board 4)

Answered: 86 Skipped: 138

- *To tall of buildings throughout. Single family Focus!*
- *Too high density for this area*
- *Too many people. Lose the charm of the community.*
- *Use St Boniface Road. No housing over two levels in any areas particularly the hamlet*
- *Very concerned about the increased population projected at 20,000 and the high density housing.*
- *Very poor existing road infrastructure and proposal won't address that deficiency. For example, dugald road needs to be 4 lanes from Plessis road to perimeter. Leaving it at two lanes and tripling traffic volumes will only have negative future outcomes. Accessing dugald road now during rush hour traffic periods is challenging. As well, the recent development on Plessis road by symington yards was poorly conceived and deployed. 4 lanes needed where semi's and cars interact. Plessis road by golf course needs to be redesigned so residents have access road and drivers have 4 lane road to drive.*
- *We are looking a right spot to build for a high rise building.*
- *We have a beautiful quiet neighborhood. Why would any of us want to cram a bunch of high rise, crowded multi family units into our neighborhood.*
- *We have enough shopping and MF housing in the Transcona area. We don't need a Sobeys down the street and we don't want it. Acreages on Bates are going to have all kinds of CITY like activity right in front of their houses. If the developers and city want this keep it on Plessis, South Murdoch road or St. Boniface Road and let our community be quiet and peaceful.*
- *We have the "country living in the city" atmosphere that EVERYBODY loves. All the developments in the area should reflect what is already there next door to the development, 1-5 acres single family homes. Keep the esthetics the same. Make South Transcona be a desired neighborhood. You can develop these multi family homes elsewhere. Leave our little town alone*
- *We moved to this neighborhood to have country living in the city and your "vision" would destroy that lifestyle.*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways. We don't want shopping centres and other commercial buildings in our area. We're happy to drive whatever time is necessary to get to those places that already exist in other areas.*
- *What housing. It will all be apartments and retail. Aren't there enough areas with apartments and retail? This should be single family large lot to preserve the character of the community.*
- *What in the world is a Town Gateway? Got the answer after digging around for half hour. Why don't you make this Survey more confusing? No, I'm not impressed with all the Commercial Activity. Shopping is only 7 minutes away at Kildonan Place. We don't need all the duplication.*
- *Would prefer the taller housing be on the outskirts and get shorter as they come towards South Transcona, as has been stated by developers would be done at the meetings.*
- *You can build what you want in the east town gateway, however the connecting highway should NOT disrupt our acreage living by running down Esselmont!! Connect them by Symington. We also oppose the name "Golden Way". Esselmont was a war hero. LEAVE it ALONE The west town gateway should not be developed all the way up to Bates. That invites too much noise and disruption of peace to the Bates land owners.*

APPENDIX C - SURVEY RESULTS

5. What are your thoughts on the Town Neighbourhood and housing types? (See board 5)

Answered: 83 Skipped: 141

- *· I strongly oppose the Town Neighbourhood concept and housing types. · I do not support development of any type in the Town Neighbourhood. · Increased density in the Town Neighbourhood is unacceptable. · I do not support subdivision and rezoning of existing properties in the Acreages and Hamlet area. · The meeting materials state there will be policies in place to protect existing homeowners – what policies are these? · The meeting materials contained inadequate details on the impact to existing homeowners regarding the provision of services including municipal sewer, stormwater systems, roadway and transit connections. · The meeting materials also contained inadequate details about the proposed housing types – how much of the land would be designated for townhomes? Mid-rise? Duplex & triplex? Will they be adjacent to single family homes?*
- *7 storey condos, duplexes, multi family housing apartments should not be put up on bates st at all. Keep them at the outer edge on st boniface and plessis roads.*
- *Adding multi-family housing and commercial spaces along Dugald and Esselmont will bring significantly more traffic to a neighbourhood that currently has a quiet, rural feel. Even with policies to protect existing homeowners, higher density and construction will affect privacy, noise levels, and the character of the area. Any changes should be carefully planned and coordinated to preserve the rural character and livability for current residents.*
- *Again I believe sticking with the large lots and single family homes in this area works. I would remove the townhouses, mid-rise, duplex, triplex and fourplex.*
- *Again not in character with the area. Any development should be single houses on one or two acre lots so. as to blend in wiht the neighbourhood. And we don't need any retail here. KP area is 10 minutes away, St Vital is 15. Most people get their errands / groceries done on the way home from work.*
- *Again, don't put single family housing next to busiest roads. I see no proposals for schools or churches. With an expected population of 20,000 residents, I expect at least an elementary school will be needed or even 2, the other being for French Immersion.*
- *Again, I'm not sure high-density housing is appropriate for this area.*
- *Again, like I said before it's gonna be a big increase in traffic volume and big increase in crime. And you can't tell me otherwise cause there will be we can hardly get onto Doug Road out of our driveway now. Never mind more traffic coming east and west.*
- *Apparently my house on Copeland is to be future commercial property? Screw you.*
- *As proposed, this will be a costly development for the City to service and not a wise use of taxpayer dollars. We were not given any information on what "policies will be in place to protect existing homeowners." We were not given sufficient information on what sewer, water and stormwater system improvements will be needed to accommodate the proposed population increase, and importantly, who will pay for these. High density housing types require adequate parking, which gravel roads do not provide. Existing residents will possibly be forced to subsidize the other proposed roadway improvements, which I strongly oppose.*
- *congestion, doesnt maintain the integrity of the area*
- *Disagree with multi-story building next to single family homes*
- *Disagree with the multi family development*
- *Do not agree*
- *Don't like it.*
- *Go ahead and put all the homes you want in the bog, and say no one warned you. The only thing its good for is animals and they will be without a home after you get there with their planning.*
- *Go ahead with the 2 developments on each side of The Acreages but leave The Acreages alone.*
- *High density housing does not belong in outlying neighborhoods. It ruins the character and integrity of the area, the very reason people move to these neighborhoods. Focus on infill housing and stop trying to fill up every available piece of land.*
- #####
- *Houses only. No apartments*
- *I do not agree with any high rise housing units.*
- *I do not support this at all. Leave the acreages as is.*
- *I enjoy living in a small neighbourhood, that is why I moved here.*
- *I feel the lots in the Acreages area should be kept*

APPENDIX C - SURVEY RESULTS

5. What are your thoughts on the Town Neighbourhood and housing types? (See board 5)

Answered: 83 Skipped: 141

at a minimum one acre so as to fit into the style and character of the neighborhood. Existing residents who wish to could subdivide and make some money, or split up lots for their family if they want to continue in the area. This would also keep traffic to a minimum and negate the need for massive infrastructure upgrades. Multifamily, dense housing would be available in the new developments on the east and west sides, larger lots in the middle. Win-win situation to suit current and future homeowners. Alternatively, limit the subdivision size to one acre, single family homes for now and revisit the plan in 25 years. By then a lot of us will be dead, senile, moved to nursing homes, or done raising our families and the area can be rezoned to allow for smaller lots and multifamily housing going forward. Anyone buying in at that time should be advised of the direction of the area and be able to make an informed decision.

- *I firmly reject the Town Neighbourhood concept and the associated housing types, as they are entirely incompatible with the character of our community. I oppose any form of development within this area and will not accept increased density under any circumstances. Subdivision and rezoning of existing properties in the Acreages and Hamlet are unacceptable and must not proceed. The meeting materials vaguely reference policies meant to protect current homeowners–yet fail to specify what those policies are. Furthermore, the materials provided insufficient information about how existing residents will be affected by changes to essential services such as municipal sewer, stormwater systems, roads, and transit infrastructure.*
- *I have concerns on multi-family complexes being built in an area that is currently all single family detached homes. What does this mean for future development? If neighbours in the acreages were to sell their land, multi-family complexes could be built on that land due to precedence in the neighbourhood.*
- *I prefer these builds as opposed to 10+ story complexes.*
- *I'd rather see more single-family homes and duplex townhouses, no triplex or fourplex*
- *If you develop this land and open it to 20,000 residents what does this mean for Crime? In the meeting you said crime only happens where there is poverty. Do you realize the "middle class" live just above the poverty line? How do you plan on combating the rise in crime in this area? Are you going to open another police station? Fire hall? Emergency services? The city is lacking in these departments as is. What is the plan going forward for this? Also education for children who already reside in this area? Schools in Transcona are busting at capacity as is because of the developments that have already been created. Are we going to get additional schools, daycare centers for the 20,000 people you intend to add to this area? This housing is intended for single families. What happens when multiple families reside in one house? Will they pay multiple family property taxes and education tax? If they have 2 families with 8 kids. Why should they pay 1 tax?*
- *Keep acreage style homes, country living within the city, no condos/tall buildings*
- *Keep housing low level style. Limit apartment buildings and row housing to Plessis Road area. Not near hamlet*
- *Leave as single family large lots only.*
- *Like living in my area. Do not want major roads being built around me. Have an acreage to have my own space. Not interested in having more people living in the same square footage.*
- *Minimal apartment buildings and mulit famliy housing.*
- *Multi level buildings will impact sight lines*
- *Needs more single family homes*
- *No Housing*
- *No!*
- *Nobody in this neighbourhood wants to look out into their backyards to see large appartement blocks, "carbon-copy" houses side by side, big box stores, parking lots and increased traffic. Sure, paths and green space are wonderful. We would love that... just develop Buhler Park and Lake Shirley's a bit more and make our current roads more "walkable" and accessible. But, we realize it is all about making money.*
- *Not at all interested!*
- *Oppose the Developments.*
- *Poor - Poor - Poor. You guys need help.*
- *Prefer apartment blocks be max 4 floors. They*

APPENDIX C - SURVEY RESULTS

5. What are your thoughts on the Town Neighbourhood and housing types? (See board 5)

Answered: 83 Skipped: 141

should not be next to single family homes.

- *Prefer to maintain the current feeling of the neighborhood with acre lots and large single family lots.*
- *Residential lots should be single family, and kept to a minimum size of 4 acres each.*
- *Right now when I look out my windows to the south all I see is darkness and stars. I vehemently object to any buildings that will ruin this peaceful place*
- *Roads will not support this much development.*
- *Ruining the community integrity + feeling.*
- *Same answer as above*
- *Same as above*
- *Same as above*
- *Same as above. People don't need to be crammed into multi dwelling boxes and overcharged for the priviledge of ending up with no equity or backyard to call their own*
- *See above.*
- *See above.*
- *Should only have single family dwellings along neighbouring existing homes*
- *Should there be increased residents as a result, would be concerned regarding the plans of public transportation (bus, bike, walkways), or would it become more congested as this area is car-reliant currently.*
- *single family homes would be better. where ar all the vechicles from the Town Housed and four plexes parking*
- *Single family large lot*
- *Single family large lot only for this area*
- *Strongly oppose*
- *Strongly opposed*
- *The 'town neighborhood' plan has no explicit requirements for predictable step down forms of development which could result in multi level development adjacent to existing single family. The 'Town Gateway' by comparison states this step down approach to development requirement explicitly. The restriction placed on central acreage land use by owners (via reserving over 50% of most owners land for park) is unfair and inequitable compared to the contributions to parkland being made by the two major land developers. Long time property owners are being treated unfairly.*
- *The community is based on single dwelling agricultural lots, multi-family developments don't fit this model. Any development is these areas is not supported.*
- *The housing types in the Town Neighbourhood does not ensure and protect the character of The Acreages from highe sensity development (duplex, triplex, fourplex). If there is a difference in the housing types in the Town Gateway and Town Neighbourhood, then differentiate that difference.*
- *The property at Bates St Corner Dugald Road is approx about 17Acres. Is that possible to build a high rise for family dwelling units? If not which property is available to build the said high rise family dwelling units?*
- *There is too much green space planned relative to the amount of residential area. Some land is also landlocked and that has to be corrected. Extending Bates Road is necessary to develop those properties. Too much green space is being taken from the landowners there too. The housing types are good. (Currently our property is zoned residential though it is landlocked. A neighbouring lot is zoned farming and it is landlocked. They pay less taxes. This can be corrected by extending Bates road so we can develop the residential area.)*
- *There was very little clarity in how these would be laid out. Significant development would not be supported by the roadways used to enter and exit the communities.*
- *There's no need to force anything on the acreages at this time Keep the multi family dwellings and low income housing on the East and West ends of the area.*
- *They do not fit in with the existing houses.*
- *This is a revision of the survey I sent. I suggested that the 4 lane highway be built on Symington instead of Esselmont. That was a typo. I meant to say build it on St. Boniface Road instead of Esselmont and leave the acreages alone. We want country living in the city as it has always been and we do not want this busy highway through Esselmont!*
- *Try to keep it more of a rural feel especially because it borders on a rural municipality outside of the city.*

APPENDIX C - SURVEY RESULTS

5. What are your thoughts on the Town Neighbourhood and housing types? (See board 5)

Answered: 83 Skipped: 141

- *We are not in agreement with low rental housing and apartment blocks in this area*
- *We are worried about the changes to the streets, increased traffic and land usage and loss.*
- *We can only comment on the acreages we live on. We are single family dwellings on acreage lots. This is the way we wish our neighborhood to stay.*
- *we don't want 4plex*
- *We have one house on our property and that is how we want it to stay. We are not interested in apartments and duplexes etc surrounding us, disrupting the peaceful neighbourhood that we collectively bought and paid for. We do not need a sobeys in our back or side yards. We enjoy where we live as it is and only drive 5 minutes to get our groceries*
- *We have the "country living in the city" atmosphere that EVERYBODY loves. All the developments in the area should reflect what is already there next door to the development, 1-5 acres single family homes. Keep the esthetics the same. Make South Transcona be a desired neighborhood. You can develop these multi family homes elsewhere. Leave our little town alone*
- *We moved to this neighborhood to have country living in the city and your "vision" would destroy that lifestyle.*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways. Part of that country living is the scarcity of people. Putting in more houses, especially high-density buildings, will destroy that way of life.*
- *Whoever came up with the range of land uses from single family up to 5+ story multi resident zoning for the long term land owners is an idiot. How on earth can you have such a wide range of developments in the same area! All it will do is result in neighbors fighting neighbors when development occurs! And to use this as a bribe to make the acreage owners give up their property rights to over half their land so a massive (and unnecesssry) park be assembled is delusional.*
- *Why not have mostly single family homes? That's the character of the neighbourhood. Why all the low rise, mid rise, duplex, triplex, quadplex, townhomes. Is there going to low-income rentals? We know there are incentives out there for developers to include this.*
- *With 10000+ units, I don't believe the developers have done their due diligence in meeting with River East-Transcona School Division to determine how they would support this influx of students and bussing.*
- *would like single family, townhouses & duplexes only.*

APPENDIX C - SURVEY RESULTS

7. What are your thoughts on the proposed Nature Park? (See board 7)

Answered: 102 Skipped: 122

- *· I strongly oppose the proposed nature park · The nature park concept requires acreages owners to designate 60% of their property as park which is unacceptable · The existing parks in South Transcona (Buhler Recreation Park, Lake Shirley Memorial Park, Transcona Golf Course, other smaller parks, and the bike path) are currently under utilized and poorly maintained. The city should invest resources in these existing parks rather than purchasing new ones from landowners. · The proposed public reserve land for the West Development of 13.8% and the East Development of 8.8% is disproportionately low as compared to the Acreages of 40.1%, Hamlet of 32.2%, and East Hamlet of 38.4%. · The nature park concept in this situation is a misnomer because there won't be any nature in South Transcona if the population increases to 20,000. · The existing community centre in South Transcona is neglected - how will the proposed one be any different?*
- *90% of proposed park lands are currently private property and should remain so. New parks should be part of new developments, as a buffer between current homeowners and new homes and roads.*
- *A few parks that will stay parks. Not green areas to be converted to buildings*
- *Again, leave private property alone. Hoe can you plan something you don't have and don't have, and never will, have the support of*
- *Already trees/grass in private backyards Should be only in the new development areas Suitable location as not in S.T. area but outside Agree with natural areas, but already existing privately*
- *Consultation & real condiseration of acreage Lots of opinions & wants. They matter.*
- *Developers must contribute 10% or more for parks on their properties. Do not want funds going to land dedication instead.*
- *Disproportionate amount of land from the acreages and hamlet compared to the developers land.*
- *Do not expropriate land. If land is required for the park then do what is outlined in the City of Winnipeg policies which I believe is 8% or roughly 1/2 an acre and pay appropriately to the land owner for it. In the case of our house, we are the only property in South Transcona that has their house on the back of our property so our house would be in the Nature Park. Creates a big issue for us. Unless you want to use our house as a warming shack for those using the Nature Park. Don't use The Acreages to create Park Space so that you can maximize the amount of houses and money you can make in your developments.*
- *Do not expropriate land. If land is required for the park then do what is outlined in the City of Winnipeg policies which I believe is 8% or roughly 1/2 an acre and pay appropriately to the land owner for it. In the case of our house, we are the only property in South Transcona that has their house on the back of our property so our house would be in the Nature Park. Creates a big issue for us. Unless you want to use our house as a warming shack for those using the Nature Park. Don't use The Acreages to create Park Space so that you can maximize the amount of houses and money you can make in your developments*
- *Do not expropriate land. If land is required for the park then do what is outlined in the City of Winnipeg policies which I believe is 8% or roughly 1/2 an acre and pay appropriately to the land owner for it. In the case of our house, we are the only property in South Transcona that has their house on the back of our property so our house would be in the Nature Park. Creates a big issue for us. Unless you want to use our house as a warming shack for those using the Nature Park.*
- *Don't like the idea of pedestrians invading our privacy.*
- *From what I recall there were several Nature Parks displayed, so I'm not sure which one this is referring to. I am in favour of lots of green space so we can continue to enjoy nature as we have for the last few years, but why does this need to be handled by the city? S. T. has lots of green space that is privately owned. I have heard concerns that the city will buy our backyards as green space and then eventually flip it to a developer for more multi-family housing.*
- *#####*
- *How will these parks be supported, donated and ensured that they won't be used for future development? It is critical to maintain and replace the ecosystems that will be destroyed through the new development.*
- *how will we be compensated for our land?*
- *I adamantly oppose the proposed nature park–it is an unacceptable overreach that infringes on private property rights. Forcing acreage owners to designate 60% of their land as parkland is outrageous and must not be allowed. Existing parks*

APPENDIX C - SURVEY RESULTS

7. What are your thoughts on the proposed Nature Park? (See board 7)

Answered: 102 Skipped: 122

in South Transcona–including Buhler Recreation Park, Lake Shirley Memorial Park, Transcona Golf Course, smaller green spaces, and the bike path– are already underused and poorly maintained. The city should prioritize improving these areas instead of acquiring new land from residents. The allocation of public reserve land in the West Development (13.8%) and East Development (8.8%) is grossly disproportionate compared to the burdens placed on the Acreages (40.1%), Hamlet (32.2%), and East Hamlet (38.4%). Calling this a "nature park" is misleading–if the population surges to 20,000, there will be no nature left to preserve in South Transcona.

- *I am not giving up any of my land, willingly. We already have nature with visiting animals etc in our back field. I oppose any changes to what it is*
- *I do like the idea of nature parks, but we already have paths for walking through the wooded areas.*
- *I do not want a nature park in my back field or surrounding us. We do not want random strangers wandering behind our house. We are not interested in giving up our land for that. We like it how it is. Leave our properties alone.*
- *I do not want to lose the existing community centre in my area*
- *I don't understand the question because there are so many nature parks showing on the colourful page. It doesn't really explain any plan.*
- *I like the idea of maintaining as much green space for the community members*
- *I like the nature park but not on the existing properties. The developers can protect the natural areas and have all the nature parks.*
- *I refuse to give up any of my property for parkland just so a developer can make millions. Make them provide the property*
- *I see no mention of the linear park on the Parks and Natural Areas Plan handout. There are a lot of green spaces shown on the handout, but these are on private land. I do note that the community centre is proposed to move to the new eastern development in the community, away from the core neighbourhood, which I oppose,*
- *I see very many proposed nature parks and wonder why so many. Who will police the overnight activities of older youth and young adults deciding to take a drinking and drug to a park or vandals and or homeless camps forming in some or all of these park spaces. Safety seems a huge concern these days due to all the available street drugs and gangs. Who will be responsible for maintaining grass and litter and snow.*
- *I support natural areas, green space and proportionate park space. Acreage owners should not be asked or forced to provide park areas that encroaches on their living, agricultural or animal grazing spaces. These acreages are already green spaces.*
- *I think that it is important to protect the natural areas and preserve the community.*
- *I think there needs to be clarity offered to current residents on the proposed nature parks and how it works with development agreement obligations. There is confusion for residents to see their property partially allocated to a park in the proposal.*
- *I would prefer things to stay as they are, and if so we have plenty of green space, nature, and wildlife to enjoy. If things were to change, the proposed locations of the public areas seem fine. The linear park concept is effectively in place just based on how our backyards currently are. I oppose the idea of the City owning so much of our green space and using that as a bargaining chip for us to subdivide our properties going forward. It appears that the two developers don't have to include even a fraction as much green space in their plans as the current residents. Why is this? I also object to the general public having access to my backyard. I don't want people biking and walking behind my property constantly. Again, we moved here specifically to avoid that.*
- *I'm not sure how the many homeowners whose property is being impacted will be compensated*
- *I'm all for nature parks but strongly oppose to trading off land that I have paid taxes and loans for all my life.*
- *It is already a natural park with private protection and care.*
- *It's my land. You better be paying us large sums of money to take it. We have infustructure and building on this land.*
- *Land should not be taken or sold to the city or developer to make a park. Owners have paid taxes on the land for years.*
- *Lots of park space already. The litter around walking trail.*

APPENDIX C - SURVEY RESULTS

7. What are your thoughts on the proposed Nature Park? (See board 7)

Answered: 102 Skipped: 122

- *Maximizing park area is good. Fewer houses.*
- *Mind your own land*
- *More natural land protected, more forested area separating new development already started of plessis*
- *More truthful information needed. All conceptual*
- *Nearly 50% of the entire 1300 acres would be parkland (including the existing hundreds of acres of golf course, buhler park and lake Shirley areas). If there is indeed a need for more parks and for it to occupy 50% of the total area in the precinct, the major land developers should have to contribute the same % of land that the acreage property owners are being required to contribute. Property owners who wish to develop their lands in the future will be required to fund the front-ended costs of infrastructure paid by the major land owners that will service the entire region - so the major land owners should also need to contribute land to the overall level of park development in the region. The plans are also very superficial and unrealistic. For example parks of this nature need to be serviced directly by roadways on 2 sides. There are no provisions for this in any way.*
- *Not interested in developing walking areas around my home. More garbage, more traffice potential increase in thieft as people move into the Nature Parks.*
- *Not opposed to designating current parkland owned by the city of winnipeg as parks within the hamlet area as there are several of them already. Also need to make sure the developers contribute their 10% to parks and not land dedication.*
- *Only putting minimal nature/park space in the development and relying on existing acreages and hamlet to meet parks requirement for the development. If you are going to build apartments and multiplexes build parks beside them. They need green space close to them as well. But there is no profit in parks that's why there is very little in the development lands*
- *Open to all the public with no entrance fee charged for a person vehicle or animal*
- *Oppose the Developments.*
- *Our entire area is a park! We have coyotes, deer, geese, ducks, protected grasses.. we do NOT need the fake parks to disrupt their habitat that has been in place for years merely for greed*
- *Over 40% of The Acreages is proposed as nature park while only 10% of the east and west developer land is to be allocated? Grossly unfair. "Over time, a linear Nature Park system will emerge to protect flora and fauna and form continuous natural corridors" Hypocritical and ironic statement since slide 6 shows the natural environment in the Acreages to be classified as B/C and C, whereas only environments in the City of Winnipeg property is classified as A/B.*
- *Park plan takes up too much of the resident lands. The residents should have the same opportunities to develop THEIR land just like the developers.*
- *Parking and garbage*
- *Parks are lovely but we do not feal that we should concede our property for public use to accommodate an influx of up to 20000 new residents. To the detriment of existing wildlife habitat in the area the entire high density plan will not work. Imagine a number or nature parks without nature.*
- *Parks are too large.*
- *Parks lands are shown on privately owned land where local people presently live and call home.*
- *Requesting 2.5 acres from The Acreages is ridiculous. If they want to do a Nature Park, request the minimum amount of 8% or roughly 1/2 an acre but pay appropriately to each land owner.*
- *same as above*
- *See my comments on earlier questions. I think they are too big relative to the amount of residential space.*
- *Strongly oppose.*
- *Strongly opposed*
- *Taking private lands is criminal*
- *The acre land owners already preserve the natural wildlife and forest areas. Anyone that thinks putting in walkways and biking paths will help preserve this better obviously doesn't understand the meaning of preservation. New proposed Nature Parks are not supported they already exist. Where are the results of the wildlife study that was done? Why weren't the results presented at the three community meetings? Who did the study? Was it an independent organization or someone from within the MRA organization? New development is not supported. Feel free to contact me anytime.*
- *The area as it is already preserves barure and has*

APPENDIX C - SURVEY RESULTS

7. What are your thoughts on the proposed Nature Park? (See board 7)

Answered: 102 Skipped: 122

natural spaces This plan will destroy more than it gives Where will the wildlife that currently pass through and live in those fields move to You can paint things with pretty words about sustainable but the name precinct says everything

- *The community already has all of that, your plans decrease the nature to overcrowd the area and then is offering small plots of nature reserves and parks.*
- *The developers are not giving up half their land for a park because it ruins their investment. Similarly we are not giving up half our land for a nature park. I invested almost 25 years ago in my land and struggled to make ends meet. Now I'm going to lose the attractiveness of my land because the city could take it from me if I go to sell? The city is attempting a sneaky theft of our investment and it's sickening. People have moved into this area to enjoy this way of life - country in the city. We are already protecting the natural areas and maintaining it. The city can't even keep up maintaining what they have and now their going to take this on? In this whole area there is already Buhler Recreation Park, Lake Shirley and the Golf Course. That's already a lot of greenspace in a relatively small area. We'll preserve the rest especially in the acreages.*
- *The naturalized corridors sound positive, but I'm concerned about overcrowding, littering, and potential damage to sensitive areas. Trails should be safe and accessible for all ages, and there should be clear plans for maintenance and long-term care to ensure these areas are preserved. I support the idea of protecting flora and fauna through a linear Nature Park system, but I have concerns about how it will be implemented. Creating these corridors through land dedications and development agreements could take a long time, leaving areas vulnerable to construction impacts in the meantime. I'm also concerned about the "trade-off" of land for park in exchange for increased density. Without careful planning, this could lead to higher-density development in places that feel rural now, adding traffic and changing the character of the neighbourhood before the Nature Park is fully established.*
- *The parks plan is delusional. Why would anyone give up their property rights to the city? And be paid as vacant unserviced land to boot. What a deal! Hopefully you realize that comment is sarcasm.*
- *The requirements for green spaces should be coming from the developers owned land and not reliant on land owner properties.*
- *There are many deer living in the area. Also all kinds of birds including hawks and owls.*
- *There are many natural areas in and around south side. They should be preserved as much as possible.*
- *There was no clear information on how the city would acquire this park land. Does the city have money to acquire this land?? What prevents the city from acquiring the land and then selling it to developers later? What incentive is there for acreages to sell half their land? Why is S Transcona providing such a large amount of the parks slash green space compared to other developments? The developers should be required to provide more greenspace to satisfy Counselor Wyatt's /City of Winnipeg green space targets, not existing residents. Buhler Park Has become a popular place - All the more reason the city and the RM Springfield should invest in Making Murdoch Road, St Boniface Rd and plessis road into proper arteries. Owners in the Acreages are already contributing to Green Space by paying taxes on their green space.*
- *There's already enough parks in the area. The new nature park concept is ridiculous.*
- *This cuts into our properties. How will we be compensated? Do you plan on taking our properties then purposing more "changes to our area"*
- *This requires people to give up their land and use areas along Dugald that you can not build houses in. Build parks in the development and not out the burden on existing landowners to support this vision.*
- *Too much green space- you are inviting homeless into area*
- *Unfair to allow developers to make a premium on their land while proposing that upon development acreage owners lose half their land to green space. If the acreage area becomes open for development why do those who have invested in land in the area need to give up this much room for green space?*
- *Unsure on how this will affect the existing green spaces/ forests where many deer live*
- *Use city owned parkland only*
- *Way too many parks, which would eventually be turned into housing.dont believe a word u say.*
- *We already have "nature area" "park space" at the back of our property. Don't need a city maintained area for this.*

APPENDIX C - SURVEY RESULTS

7. What are your thoughts on the proposed Nature Park? (See board 7)

Answered: 102 Skipped: 122

- *We already have natural park areas and since we oppose the secondary plan we oppose the park plan as well*
- *we are taking to much away from the wildlife they were here first and it really nice to wake up to this in the morning*
- *We have a ton of Nature right now with an abundance of Wildlife which I Guarantee will ALL be GONE when this comes around.*
- *We have a whole community of parks! We have an amazing community centre already.*
- *We have buler park a golf course and a community club witch is more than enough*
- *we have more parks and green space already than any other part of the city with buler park golf course and rec Centre and park*
- *we have natural made paths for dog walking and just roaming around there is zero reason to ruin our nature*
- *We have plenty of green space now. We do not need multiple areas that no one will use that will become an unsightly mess , as City of Winnipeg already can't keep grass cut in the parks and playgrounds that we do have. We do not want to offer areas for homeless campsites in our neighborhood.*
- *We have tons of nature and the fact the developers wish to wipe it out and create fake green spaces means thousands of animals will be displaced or killed. and the wetland and forests lost forever.*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways. The neighbourhood is ALREADY a nature park (which we, as current residents, MAINTAIN at NO EXPENSE to taxpayers), and is MORE of a nature park than what would exist with your draft "Vision" since you would take the majority of that land and build roads, housing, etc. You tout it like you're going to make it so great and so beautiful, but it won't be better than it is already now.*
- *We won't need to protect the natural areas if the acreages are left alone.*
- *What is the estimated area covered by parks on the property at Bates St corner Dugald Road near the Golf Course are?*
- *While I am ok with the proposed nature park I believe its much to large. I would propose 1/2 acre as opposed to the nearly 2.5 acres per lot on the proposed plan. It would be unfair when when anyone in the acreages develops their land to dedicate that much to greenspace. It's way beyond what is being required of the other development in the area.*
- *Who's going to maintain it as the city already refuses to maintain the little field we have a the community club. or the broken and sunken sidewalks and the joke of a bike path. Currently one of the only ways out of the area for kids to get to school.*
- *Why are you using our land for naure area but the devepors are giving very little?*
- *Why are you using our land for park area but the developers are giving very little.*
- *Why are you using our land for park area but the developers are giving very little.*
- *Why no details on developers housing and road plans. I suspect no green spaces on their property. So they need to use existing residents land for green space. I would find it hard to believe that the developers haven't sliced and diced land for most effective financial return. Have developers share development plans with existing residents*
- *Will become a campsite for the homeless .*
- *You cannot expect support for natural spaces by taking it away from existing landowners and calling it preservation. The reason we moved to this area is for OUR natural space - why should I be expected to sacrifice what I bought and paid for? Take these spaces out of existing undeveloped land if you must, leave mine alone.*
- *You can't have a double standard on park requirements of small land owners vs big developers*
- *Your attempts to green-wash this are laughable. You want to destroy a lot of natural area and have decided that the areas you don't own can left in their present state. We don't need your intervention to do that, so maybe toddle off to whatever suburban hell you crawled out of.*
- *Your thoughts on a nature park? Well we already have one. I have deer all year round ait doesn't cost me anything.*

APPENDIX C - SURVEY RESULTS

9. What are your thoughts on the proposed land drainage plan? (See board 10)

Answered: 79 Skipped: 145

- *· I strongly oppose the water/wastewater servicing plan. · Municipal water/wastewater should not be incorporated into any street in the Acreages area. There is no benefit to existing homeowners as they already have wells and septic fields. · Municipal water/wastewater should be run to the new developments in a way that would minimize impact to existing homeowners, such as utilizing St. Boniface Road and sharing the cost with the Rural Municipality of Springfield. · Any financial impact to existing homeowners of municipal water/wastewater, or any upgrades to the community, should be paid for by the developers. · I strongly oppose the proposed land drainage plan as no details were provided to prove it's efficacy - where is the engineering report? · How will existing homeowners be protected in the event the the land drainage plan is not sufficient?*
- *A main water pipe should not be coming down Bates but instead should be hooked up on Pleisses.*
- *Again - how does any of this discussion happen without having the engineering plan? Where is the WasteWater and Drainage going to go? St Boniface road and Ditch Need major repairs so why not use St Boniface Road for the land drainage, water And wastewater artery If the wastewater needs to go from East to West and Esselmont is the only route then that is one issue. The need to build a 4 lane connector from East to West is wrong. Residents have invested in septic fields and wells and should receive some assurance they will not be forced into anything.*
- *Again, waiting for the time lines.*
- *Any plans of a developer should also be the cost to the developer and not not to residents who are not asking for the change to the neighbourhood. .*
- *come up with a new plan that doesn't affect the people who oppose this*
- *Ditto, leave it alone*
- *Do not force development for existing landowner to have to pay for to support a new develop.*
- *Do not force residents to connect to services and if they require us to be hooked up, pay to have it hooked up to our houses because its too expensive to get it hooked up on our own dime but also make sure that if years down the road if we have the ability or want to sub-divide the services can facilitate sub-division of our land.*
- *Do not force residents to connect to services and if they require us to be hooked up, pay to have it hooked up to our houses because its too expensive to get it hooked up on our own dime but also make sure that if years down the road if we have the ability or want to sub-divide the services can facilitate sub-division of our land.*
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- *Do not force residents to connect to services and if they require us to be hooked up, pay to have it hooked up to our houses because its too expensive to get it hooked up on our own dime but also make sure that if years down the road if we have the ability or want to sub-divide the services can facilitate sub-division of our land.*
- *Drainage should be kept in the development areas and have retention ponds to self contain the water in development areas.*
- *Existing water drainage plan poorly designed. Inconsistent culvert sizes prevent water flow in spring and during wet years. Do not expect a plan designed by same people who support current situation to be successful. Farmers field where new houses are going is low land. If developers build up that land, then existing residents will be flooded.*
- *Find a way to go around the acreages and hamlet. Use plessis road to bring in services. Dugald road as well. Do not connect developments. Do not use bates avenue.*
- *Forcing homeowners to buy into city water sewer at their own cost while developers make millions is unconscionable. These are unnesessary and unwanted services that homeowners already paid for.*
- *Grossly unfair that The Acreages require over 40% PR and only 10% is expected of the high density proposed development of the east and west development areas. There is not enough information in the proposed land drainage plan that would provide me with any confidence that would guarantee that the properties of the The Acreages would be protected from flooding.*
- #####
- *How do you plan to handle the flooding of south*

APPENDIX C - SURVEY RESULTS

9. What are your thoughts on the proposed land drainage plan? (See board 10)

Answered: 79 Skipped: 145

side? Flooding in this area has been a on going issue for decades. How do you plan on dealing with the already current flooding when adding more properties in a swampy area?

- *I do not have sufficient information to make an informed decision on these two items. Yet, these are very important for this area as South Transcona is a low lying area and prone to flooding.*
- *I do not want city water or sewer. I spent over $10000 40 years ago and it is still working well,*
- *I firmly oppose the proposed water and wastewater servicing plan—it is unnecessary, intrusive, and offers no benefit to existing homeowners in the Acreages, who already rely on functioning wells and septic systems. Municipal servicing must not be extended into any street within the Acreages area. If water and wastewater infrastructure is required for new developments, it must be routed in a way that avoids disruption to current residents—St. Boniface Road is a viable alternative. Under no circumstances should existing homeowners bear any financial burden for these services or related community upgrades; all costs must be fully covered by the developers.*
- *I have concerns on the costs associated with the obligation to connect to city services*
- *I opposed forced joining of sewer + water.*
- *I question if it will be adequate for all the future development plans.*
- *I refuse to be forced to hook up to city services when my well and septic field provide me with everything I need. Aside from cost to hook up, ongoing utility bills my property taxes would also increase. All so developers can profit*
- *I support great drainage, just don't make it too good like you did on St Boniface Rd where it caves in the road for removing all the support.*
- *I'm concerned about the plan to move the Hamlet Area from wells and septic systems to full municipal water and sewer. While I understand the goal of urban-standard services, this transition could be disruptive and expensive for current property owners. The South Transcona area is already prone to flooding, and adding higher-density development could make it worse. Without proper upgrades, residents risk basements flooding and property damage. It's crucial that water and sewer infrastructure is fully in place and tested before any major development occurs to protect current homes.*
- *I'd like to know the details of the current condition of waste water and sewer pipes that are available to service these two new developments. Are they suitable? Can they handle another 20,000 residents. Seems unlikely to me. You should share this with everyone. Be transparent. We already maintain our properties for land drainage. Landowners always care more than a government because the bureaucrats have no skin in the game. We're fine the way it is.*
- *I'm not sure why the water & wastewater lines don't run down each existing street in this plan? I've seen the brown dirty city water at my friends, families and work but would hope that new lines and treatment plans would correct this if the area were to develop to this over time. I strongly oppose this land drainage plan as the catchment areas seem to run right trough the center of current residents land and homes. If the catchments were drawn along current roadways it would make a lot more sense to me.*
- *information is very sketchy meaning there is hardly any solid info available.*
- *Is that all they really require for what seems like a very large proposed population?*
- *Land drainage from a massive watershed is directed between houses in low lying areas which will result in significant problems and costs for those homeowners.*
- *More truthful accurate information needed*
- *One reason for moving to this neighbourhood was to get off city water. Also, if we are forced to hook up and our taxes increase my a lot we can't afford to live here.*
- *Oppose the Developments.*
- *Oppose! Our neighborhood opposes city services. (We do realize that this is how some owners will be squeezed out though!)*
- *Our area already doesn't drain properly. To tie in another system is just going to add to the problem*
- *Per #9, I do not recall seeing anything about a land drainage plan.*
- *Poor planning. No timelines or cost estimates to residents provided. No details. Wastewater issues already a problem that will only worsen with development, unless major upgrades are made before building starts.*

APPENDIX C - SURVEY RESULTS

9. What are your thoughts on the proposed land drainage plan? (See board 10)

Answered: 79 Skipped: 145

- *Regarding wastewater, I strongly oppose making the residents on Bates and Esselmont hook up to sewer services. They didn't ask for this project, there is NO WAY they should have to link in if their septic services are working well. Maybe the existing provincial legislation needs to be amended to allow exceptions. At the very least, the cost should be paid by the developers and not be passed onto the residents in any way. It's bad enough they will have to put up with the construction of the lines and then pay the city service costs and increased taxes going forward. Can the sewage pipes be hooked up from Plessis and stop at the northeast edge of Golden's property?*
- *Residents along bates should not have to be burdened with the costs for bringing municipal services and roadway upgrades such that the major land owners can be able to begin development of their lands. Services should be run into the major developers areas from Dugald road through the city owned area near the malting plant on Dugald as well as from Plessis (which would run directly into one of the developers areas. The two services could then connect along Esselmont where there are fewer impacted land owners.*
- *Run water/wastewater along existing Plessis and St Boniface Roads. Dugald Rd. improvements this year showed the amount of traffic that would be racing through our neighborhoods*
- *Services Should not go down Bates and Esslemont. Plessis and st boniface road should be used instead. there are only 3 houses on that road. Why didn't Russ want to go down that road. He said because of the dangerous train tracks. But yet plessis and gunn Road has 2 major train tracks, which has a traffic light and it's not considered dangerous there are approx 18 trains a day frequent that intersection which I have been stopped at numerous times. However, the plessis train track, which is a one engine two car water train that in 35 years that I've lived here I have never seen the train nor have been stopped by it so how can you say that it is a dangerous intersection put a light up then and traffic from the west subdivision and East subdivision can be filtered through that way rather than Esslemont and Bates*
- *Sewer and water would need to be massively upgraded BEFORE attempting any development.*
- *Strongly oppose*
- *Strongly opposed*
- *Such a large development will tax existing infrastructure and when it needs to be replaced because of your development, you will be nowhere to be found.*
- *That neighbourhood's infrastructure has been ignored by the city for years this smoke and mirrors show should be the only reason they finally get the services upgraded their taxes pay for*
- *The area does not have the sewer capacity if it hooks up to current systems. There will be sewer issues. People of Esselmont or others should not have to lose land or have to hook up to utilities in order to accommodate a large paved road to connect areas of development. This shows too much favour to developers who own less land and not enough respect to majority land owners in the acreages! Use St. Boniface Road!*
- *The cost to residents on Bates and Esselmont will be measured in the 100's of thousands of dollars to upgrade the roads and install sewer and water. Not once was this disclosed in the presentation. How could this be kept a secret from the residents! Shameful. The Councillor's name is on page one of the proposal materials yet he seems to only be working for the developers and keeping the financial impact to long time land owners under wraps. Using city funds from the incredibly valuable land dedication reserves to help them manage their investment in the process is also showing favoritism to the large developers! I'd like to know how much he's giving to this process rather than actually investing this in helping the local community club to hire staff and run programs.*
- *The drainage plan looks reasonable. The water/ wastewater servicing must be extended down Bates Road up to the little aspen forest, assuming it will be preserved and not removed for housing.*
- *The only way I would ever support is if there is capacity to allow acreage owners to subdivide and tie into nearby systems easily*
- *The path that has been chosen is unnecessary and causes far too much disruption to existing homes and families who have lived in the area long before any new development plans. Please consider using Plessis instead. Leave people's land alone and allow property owners to decide for themselves if and when they want to sell.*
- *The servicing proposed, is hard to comment on as the engineers reports on this were not available at*

APPENDIX C - SURVEY RESULTS

9. What are your thoughts on the proposed land drainage plan? (See board 10)

Answered: 79 Skipped: 145

the time of the open houses.

- *The west development should be bringing water and waste off of plessis road not on bates.*
- *There must be guarantees that the infrastructure going in, is able to in the future allow for subdividing in the acreages for the density of housing that is proposed in the plan.*
- *This doesn't affect me as I am connected to city water.*
- *Unfortunately, it looks as though the City of Winnipeg is the problem when it comes to create proper drainage for our community. If you look to the east, we have a huge ditch (the floodway) that cost us millions of dollars to build that could solve all of South Side's drainage problems. The Kildare storm sewer works perfectly.*
- *Use plessis and st boniface rd instead of bates and Esslemont*
- *Very concerned about the costs and timelines on this. No clear answers in this regard.*
- *Very expensive for people who will be forced to hook up. If its done properly then fine. We have had flooding and poor drainage and if done wrong the headaches would be horrible. If this drainage idea is new what happens if the climate is too extreme.*
- *Very unfair that residents of our community who have lived here 40+ years have to worry about paying for a sewer/water hookup or have to fight to keep their existing wells and septics.*
- *Waiting for Engineering reports to see how water / sewer / drainage fits in. Not sure why Open House #2 held before this info was available. As long as the land drains properly (and preferably better than it does now) there are no issues.*
- *Water drainage maybe*
- *We already pay exorbitant taxes for essentially zero services. Now you want us to pay even more property taxes? And then the city wonders why people are moving out to rural areas in droves.*
- *We do not require a formal new nature park system to guarantee land use for drainage. We have no overland flooding at this time due to the upgrades done on esselmont; years ago. Most responsible land owners have tied their lands into the drainage system as it stands. Maintaining the system should be encouraged and clean fill should be restricted as to not block natural water flows from adjoining properties.*
- *We do not want city water or sewer.*
- *We do not want city water or sewer.*
- *We have 2 wells and a septic feild that work perfectly why should I have to pay 60-100k to connect to city services. Save yourself the money and don't bring city services there. Saves you the labour to do so and saves us money.*
- *We have been paying taxes for years and these services should already be in the area without having to aacrifice our current community*
- *We have clean well water and private septic, both work well No one should be forced to hook up to city services, whether or not they have 10 years to find the money to do so.*
- *We like our well water and do not want to be tapped into city water. Your plan to have land drainage line along the new Esselmont highway was not explained to us and from the diagrams, it makes me wonder how much of our property you are going to want for that???? It all works as it is..... leave it alone*
- *We like our well water very much and that is one of the perks of living here. We do not want to hook up to chlorinated city water!*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways. First of all, we don't want city sewer and water. Secondly, we don't want/can't afford to pay what the city would charge for sewer and water given our frontage.*
- *what are the costs nd timelines to homeowners*
- *What drainage plan? for who? When I would call for help in the spring when the water was backing up, coming across the road over to my side, no one cared. They would tell me "is it affecting your house?" No, but its flooding my proposrty. Its no problem thats what they would tell me.*
- *Who would be paying for additional sewage and water lines*
- *Why are we not using the floodway for drainage??*

APPENDIX C - SURVEY RESULTS

12. What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.? (See board 14)

Answered: 79 Skipped: 145

- *· I strongly oppose Bates, Esselmont, and Rennie being major collector roads. · There should be no major collector roads through the existing Acreages and Hamlet area. · The increased traffic on Bates, Esselmont, and Rennie will create unacceptable levels of noise and safety concerns. · Bates, Esselmont, and Rennie would need to be widened to become major collectors which would require in expropriation or sale of private land which I strongly oppose. · I strongly oppose Symington and Copeland being minor collector roads. · There should be no minor collector roads through the existing Acreages and Hamlet area. · The increased traffic on Symington and Copeland will create unacceptable levels of noise and safety concerns. · Symington and Copeland would need to be widened to become minor collector which would require expropriation or sale of private land which I strongly oppose.*
- *4 lane #15 close some access points*
- *a road along esselmont makes no sense when you have st b dugald and plessis*
- *access should be off st b road and Plessis only no thru roads*
- *As if we don't have enough traffic on dugald as it is. Your going to add 4 more lights and 20 thousand people?! That's actually insane, whoever thought that was a good idea needs to be fired. With no overpass at the perimeter and dugald. Your going to have traffic baked up all the way to Plessis from the perimeter.*
- *Bates residents moved there for peace and quiet.*
- *Bates, Copeland and Esselmont have enough residences as to make this disruptive (not sure about Rennie). Expanding and paving the road would likely require some expropriation, so those saying "no one has to sell their land" are wrong. Someone will be forced to. We have had a lot of traffic this past summer due to the repaving of Dugald and the necessary detours, and it was extremely disruptive to the enjoyment of our yard all summer. Those along the suggested Major Collector Roads will definitely be constantly in chaos, first with the construction and then with the ensuing influx in traffic. Even though no one "has" to sell their land, this would likely be the result for some, which plays perfectly into the City's plans to develop the area.*
- *Closing access to existing streets is not needed and limits the access we have to our properties. Use St Boniface rd as an access point to the developments rather than cutting through existing residences and community areas to make new for development. Don't care that Russ Wyatt says he's not paying to pave it, you want to development why change the flow I need to drive to and from my existing residence that is not getting upgrades. Areas that you are upgrading will be paid for my existing residence who didn't ask for it.*
- *Closing off the roads to dugald is going to cause major issues for everyone in the whole community to leave the area. Dugald road and plessis road both need to be twinned before any of these smaller roads are even looked at. Traffic is simply going to be pushed onto another roadway if you close these off.*
- *Copeland st. Is of asphalt and very narrow. It is not mean't for heavy traffic.*
- *Developer/City should show alternate proposal for major collector roads that utilizes existing major collector infrastructure including, St, Boniface Road and Symington Road. Where will access from the south (ie. St. Boniface Road) be maintained into the development? The proposed future aerterial of St. Boniface leads south into what? where?*
- *Do not use Copeland as main Road as people are "speeding" there are children playing and people dogwalking. We saw that with Dugald Road construction. Use Symington road and pave it.*
- *Don't agree with right turning onto Dugald Rd as work in opposite direction.*
- *Don't see proposed road infrastructure being effective for existing and future residents.*
- *Dugald road is already very busy with commity traffic. It doesn't make sense to add more firmtage traffic. Why close off St. Boniface for access. May your major intersetions from St. Boniface & Plessis. The back side of this new development should not interfere with our acreages.*
- *Dugald Road should be 4 lanes before any of this is considered. The population denisity if these area is too much for surrounding infrastructure.*
- *Explore at boniface road as a major collector between developments. Leave Esselmont, bates, Symington and Copeland alone.*
- *fix the gravel roads once and for-all, instead of grading them every week and hoping one day the potholes won't re-appear. Unless this is a make-work project for the city. Especially Symington and St. Boniface. The definition of insanity is doing the same*

APPENDIX C - SURVEY RESULTS

12. What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.? (See board 14)

Answered: 79 Skipped: 145

thing over and over and hoping for a different result. The solution is so simple. After they grade the roads, pack them and apply an asphalt-based chip-coat and they'll be fixed for good. They do this in Ontario all the time. And it works great! FYI

- *Forcing traffic off Dugald will just congest things... I have experienced that this year with Dugald construction. I own commercial property on Dugald and am concerned about land value and use if transportation is limited My neighbours were upset with my business traffic cutting through the neighbourhood this summer.*
- #####
- *Huge inconvenience as we all discovered based on Dugald detours this summer! If climate chand and emissions are behind the drive for high density housing, having everyone drive extra miles. The inceased traffic this past summer was very disruptive! Noise, dust, traffic made it very unenjoyable. We are an existing community, not an open parcel of land to be designed as the city wants.*
- *I do not agree with closing Foch to Dugald. Making me drive to Bates or Symington only increases the traffic on these roads. You should make Dugald and Plessis 4 lanes first before develping anything in our area.*
- *I do not want more traffic going up and down Dougal Road and the side roads. It's already enough the semis that roar down here are out of hand already*
- *I don't live there and i can't speak for them but it is handy during construction. What have you planned for collector roads for Symington? you want to close St. Boniface Rd. which is used heavily. Even the school busses use it. Where will they go? to the #1 highway? We are a cut off to #1 highway and it is used stedy like during the construction.*
- *I don't want to see added traffic on Copeland especially if they close the side roads onto Dugald. This will just make more traffic on Copeland*
- *I firmly oppose the designation of Bates, Esselmont, and Rennie as major collector roads. No major collector routes should cut through the existing Acreages and Hamlet area under any circumstances. Furthermore, converting these streets into major collectors would require widening, which in turn demands the expropriation or forced sale of private property – an action I strongly reject and will not support. I also firmly oppose the designation of Symington and Copeland as minor collector roads. No minor collector routes should pass through the existing Acreages and Hamlet area under any circumstances. Routing increased traffic through these residential roads would result in intolerable noise, heightened safety risks, and a significant disruption to the community. Moreover, upgrading Symington and Copeland to meet collector standards would require widening, which in turn demands the expropriation or forced sale of private property—an outcome I categorically reject.*
- *I live o. Esselmont so am not in favour of a four lane road outside my door. I can't believe the city is allowing this development given the poor conditions of both Dugald and Plessis. The need to be twinned.*
- *I live on Symington so that poses to bring more traffic down our road.*
- *I live on Symington so that poses to bring more traffic down our road.*
- *I still cannot understand why plessis cannot be twinned in order to alleviate the congestion that the west and east developments would create. Dugald is one of the major roads in from surrounding areas Oak bank dugald divisions. in order to have dugald road twinned why can't a toll road for all of these commuters who work in Winnipeg be charged to pay for the road that they use constantly. they pay no taxes to the city but yet use our roads and congest our streets.*
- *I strongly oppose closing and limiting roadways. The more options the better, for example look at the work being done on Dugald rd currently. If we didn't have other road options in the neighborhood how would we access our area? It sure opens your eyes when you limit one roadway how much it bottlenecks all other roadways in the area.*
- *I strongly oppose the proposed road plan. A 4 lane road through what is currently a quiet residential area is blasphemous. There needs to be road improvements to Dugald and Plessis, not rerouting traffic through a residential area. The idea that the arterial routes will prevent truck traffic is highly optimistic. This will become the major artery for people going to new developments in Oakbank, Cantebury Park, etc. Were there any traffic studies conducted?*
- *I would want McFadden, Webster, Borden, etc. to be blocked off completely from Dugald. Do not have a right in, right out system. The less traffic going through the Hamlet other than the locals, the better.*

APPENDIX C - SURVEY RESULTS

12. What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.? (See board 14)

Answered: 79 Skipped: 145

- *I'm very concerned about the proposed timelines and planning for road improvements. Plessis Road twinning isn't scheduled until 2033, and Dugald Road upgrades aren't expected until 2034/2035. That's a long time to wait, and in the meantime, traffic from the new development will be forced onto roads that are already busy and unsafe. Requiring developers to front-end some construction costs doesn't address the immediate congestion or safety issues residents face today. Closing local road access or limiting turns on Dugald Road could also impact daily travel and access for existing homeowners. I urge the City and developers to prioritize traffic solutions and road improvements before or alongside a new development, not decades later.*
- *Increased traffic through the acreage areas on paved roads to accommodate development on opposite ends of the area is unacceptable. It disrupts the natural area and flow of the neighborhood. You are taking away green space in the middle of the area for pavement. You are giving too much accommodation to developers and not respecting the majority land owners in the acreages! Use St. Boniface road!*
- *it was bad enough when dugald road was closed we had so much traffic on copeland with semi truck coming down ripping cable lines 3 times and it took a long time to get it back to normal so we don't need more traffic*
- *Leave this community alone.*
- *Main roads should be coming from plessis / Murdoch to st Boniface road. This would be the least disruption to the current residents of south transcona and the road is already there! Also there are far too many established residents on Copeland for it to become a minor collector road. No need for this road to become a collector road and ruin so many properties / residents life.*
- *Make Plessis and Dugald collector roads, not Esselmont and Symington. I moved here to get away from road noise and now you want to redirect traffic into my community and increase speed limits.*
- *My area has gone through the closing of roads and re routing it has not improved traffic flow, it is congested and has not encouraged more walking, cycling or public transpirtation It has just made traffic a mess and confusing for all, pedestrians, cyclists, public transport users and mitorists*
- *My whole family strongly opposes the changing of the name Esselmont to Golden Way. Is the proposal to honor the golden family- Namely Al Golden(Who was investigated for criminal offenses/ Convicted?) Esselmont was a Canadian war hero who risked his life for his country Service as a city Councilor does not measure up to this. The developer can call his development Golden __whatever ___ , But don't change our street name! Why are Bates and Symington listed differently? What is your definition of major versus minor? Redonda North from Dugald is only two lanes and is servicing a busy part of Transcona, There is no reason to make a freeway joining the East development to the West development in South Transcona. If there is a way to make access or eggress onto Dugald safer for existing residents, then I support it . The new developments should be directing their traffic to the main arteries, Dugald ,Plessis, and St Boniface Rd.*
- *New development lots on the East & West sides (Golden & Jas) can do as they wish. They own the land. Those new multifamily areas should lead out to Plessis & St Boniface, and Dugald and Murdock or St. Boniface. Already large, paved roads in existence. No need to go through our quite community with four lane roads. (The cily can't even maintain the existing gravel roads and bike path along Dugald, and the excavator recently damage St. Boniface road badly!) Leave us out of this.*
- *No closures should be permitted. Should be 'right in' and 'right out' / pork chop access.*
- *No routing of new area traffic through hamlet. Improve bus service*
- *Nobody is looking for more traffic and action in this neighborhood. Most people who live here do because it's quiet and peaceful.*
- *Oppose the developments.*
- *Pave Symington Road and use that as the Golden Way.*
- *Putting major roads through the quietest part of the neighborhoods is unacceptable. Also suggesting closing off roads and installing many sets of light down dugald road isn't also a problem. As the twinning of dugald road isn't planned to happen before 2050 this plan won't work.*
- *Regular make left turns from the hamlet area onto dugald as this is our residence, limiting left turns or restricting them would be extremely inconvenient to*

APPENDIX C - SURVEY RESULTS

12. What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.? (See board 14)

Answered: 79 Skipped: 145

those living here, experienced this summer during the 4 months of construction, so not want this inconvenience everyday going forward.

- *Roadway plans seriously constrain access in/out and around the community. This will create serious obstacles for existing and future residents and add yet another set of lights along Dugald Road which already cannot handle its current traffic volume. Without adequate transportation routes, residents and visitors will clog other interior streets, like what happened this summer with Dugald Road construction.*
- *Someone with better knowledge or expertise should look into transportation for the City of Winnipeg never mind South Transcona.*
- *Somewhat oppose proposal as it relates to not being able to turn right from Symington Rd to St. Boniface, drive on Symington Rd over St. Boniface, and turn right from St. Boniface Rd to Plessis, as the proposed plans show that current intersection (Symington & St. Boniface) would be closed off entirely.*
- *St Boniface Road should be the main road from East to West not Essemont*
- *Strongly oppose*
- *Strongly opposed*
- *The idea of turning the two quietest streets in the area into part of what is essentially a four lane highway is completely asinine. You will destroy the lives of the people who live there. The idea of using Copeland as even a minor collector street shows that whoever came up with this plan has no idea of the character of the neighbourhood. You've given us no present traffic counts, you've given no future estimates. You didn't do your homework.*
- *The major roads will result in significant traffic from outside communities using it as a through route due to the quality of Dugald and Plessis being poor.*
- *The proposed Golden Way 4 lane road would completely destroy our neighbourhood. By dividing it in half. By adding massive amounts of traffic to already overburdened Dugald and Plessis roads, with no expansions of those roads planned for the next 10 years. The proposed Golden Way also provides a shortcut for commercial and commuter traffic to and from Symington Yards, St Boniface and Plessis industrial parks. Any access to new developments should be from St Boniface Road. Any access to Dugald should be from Murdock only. Current small narrow roads should not be converted to major roadways to solely benefit the two new developments. Major roads are a danger to kids, pets, and wildlife in the area. Golden Way brings dangerous levels of traffic through the middle of the neighbourhood. Blocking current roads access to Dugald Road endangers the area more, by restricting emergency services.*
- *The proposed transportation plan will not support a population of 20,000, without gridlock and slow commutes. Will commuter roads be paved? Present management of secondary roads are substandard- potholes and washboard year round. What about Transit? Any thoughts?*
- *The roads plans are unacceptable. The cost to residents on bates and esslemont will be over $400,000. Where do they think people will be able to come up with this amount of money? St boniface road is the obvious choice for connecting the two development areas and keeps traffic out of the valuable acreage area and the hamlet.*
- *There are residents on Esselmont, a quiet country road. It is not fair for them to be forced to live on a busy city street. Similarly, I live on property that has been in our family over 100 years. We're rural. It's quiet. I strongly oppose being forced to live on an "arterial" road. I'm sure the residents on St Boniface Road and Murdoch Road feel the same way. I will oppose this change by every means at my disposal.*
- *There is no reason to have a major collector on Rennie. Murdock would be logical. For heavens sake, Dugald Rd just got completed. Rennie is just a little road. Smaller than a back lane. There is a house on each side of Rennie. What happens to them? Oh and ram sewer and water down there to. No common sense here for sure. Maybe give some thought about all of us taxpayers that have to pay for all this. And our inconveniences throughout all the years that this proposal will take.*
- *There is no room for any of the proposed Major collector roads. Roads are too narrow. 80 Kph traffic is a detriment to a safe, noise free neighborhood. Move them to Plessis and St Boniface Roads.*
- *There is too much traffic already and adding more will be a determent to the community. We already struggle with traffic from oakbank, dugal, and other communities surrounding us. Dugal road is only a one lane road and it is a bugger to get on already.*
- *They must keep the construction equipment off of*

APPENDIX C - SURVEY RESULTS

12. What are your thoughts on the proposed Minor Collector roads along Symington, Copeland, etc.? (See board 14)

Answered: 79 Skipped: 145

our streets for the duration of the project that nobody wants.

- *This creates unneccessary traffic cloga and will make it more difficult for emergency services to get to residents*
- *This is a revision of the survey I sent. I suggested that the 4 lane highway be built on Symington instead of Esselmont. That was a typo. I meant to say build it on St. Boniface Road instead of Esselmont and leave the acreages alone. We want country living in the city as it has always been and we do not want this busy highway through Esselmont!*
- *This transportation plan completely ignores the character of our community. It's easy to put words on paper but the plan shows the truth. Connecting two developments by running a 4 lane road right in front of acreages is crazy. DUGALD ROAD IS NOT EVEN A $ LANE ROAD!!!! How about we work on that first instead of running one through the middle of a quiet, peaceful neighbourhood. Let the west developer connect to Plessis and St. Boniface. Let East developer connect to St. Boniface and Murdoch. This talk that the city doesn't want to deal with Springfield municipality is a joke. Sit down with them and make a plan. We enjoy access to Fermor via Symington. Saves us a lot of time from driving around. Now you're going to add 20,000 residents and cut off access to these routes? Makes no sense.*
- *This will be major hassle all roads should remain as is*
- *This will bring more traffic to areas that are not part of the development*
- *Use St Boniface road as major collector with sewer and water and land drainage connecting the 2 developments. This roadway is owned by the city of winnipeg. Contrary to what we've been told. The developers can come in from dugald road and Plessis road and exit onto st boniface road leaving existing areas untouched.*
- *We are totally opposed to esselmont being used as a 4 lane divided collector road. There is no need to connect the two separate developments. We suggest St. Boniface road be used as a major collector if found to be required. It would seem more viable to work with the RM of Springfield and upgrade St. Boniface road.*
- *WE do not want all traffic routed onto Esselmont right past our house!!!! And then there is only one road out??? That makes zero sense. Right now we have freedom to access other roads any way we choose. We can drive to Fermor or Plessis or Dugald any numbers of ways. You cannot shut that all down and have everyone drive down Esselmont (Golden Way) right through the quiet area of the acreage land owners! That is unacceptable Use Symington as your connecting road and leave Esselmont alone!*
- *We do not want more traffic in the neighborhood. We like the calm, non busy roads. Another reason for moving here.*
- *We moved to this neighbourhood to enjoy country living in the city. Your draft "Vision" will destroy that lifestyle in various ways. Part of that country is the ability to move freely. Cutting off access at various points in our neighbourhood would destroy that freedom and make it much more cumbersome to move efficiently (costing us more money in vehicle expenses, time (personal time and time in cases of emergencies), etc.). Furthermore, you're proposing to make the road from Plessis to Esselmont to Rennie a four-lane road while Dugald Rd, an actual highway, is only a two-lane road. That makes zero sense. Again, we don't want more people driving through our neighbourhood.*
- *Why are you using a 2 lane road Esselmont to put in a 4 lane major collector road? Our front lawn will be gone and we will have all kinds of traffic noise in our house. Is there no consideration for people who have lived here for many years?*
- *Why are you using a 2 lane road Esselmont to put in a 4 lane major collector road? Our front lawn will be gone and we will have all kinds of traffic noise in our house. Is there no consideration for people who have lived here for many years?*
- *Why do you want to close these roads to Dugald Road? What is the logic behind it? During this construction we have all learned having Dugald rd cut off to local traffic is a night mare. Re routing everyone behind South side to Plessis adds an additional 15-20 minutes to everyone's commute. How will this be any better with "feeder roads"? Why is Duglad road purposed as a 4 lane divided highway in the Hamlet and not the Acreages? How do you plan on developing Dugald rd into 4 lanes? What does this mean for people who own properties along Dugald rd?*
- *You should not be adding more traffic lights and closing off access roads. Plessis Dugald and st Boniface roads should be expanded to accommodate traffic flow.*

APPENDIX C - SURVEY RESULTS

13. If you live in the Hamlet, do you have any additional comments or feedback before we proceed further with the planning process?

Answered: 49 Skipped: 175

- *$ should go into exist community centre From increased tax. IE. Equip, Ice equip + winter open events, baseball, park, wadding pool & splash pad + more. tennis, pickle ball.*
- *Bring back transit to Kildonan Place Leave exit from Hamlet as is Need access from Dugald down Webster as the only way to get boat to property.*
- *Current residents of South Transcona live in the area to experience "country living", namely very quiet traffic, family friendly walkable streets, and undisturbed wildlife. I don't know of any landowners, other than the 2 developers, that have any desire to subdivide their properties now or in the foreseeable future.*
- *Cutting off access to Dugald from McFadden or Webster or restricting which direction to turn off/on Dugald will limit access to my back lane. They are undersized back lanes and if you have a trailer, boat or camper you need to access from certain angles to make the turns. The hamlet is happy how they are and do not want Copeland to become a secondary feeder route will bring more traffic then people turning off Dugald. St Boniface road already exists to access both areas there is no need to develop another major road to access them. Develop the existing road and limit your impact to existing residents. I don't need a Sobeys in south transcona there is one 5 mins away, same as other commercial it's 5 mins don't need it in my back yard*
- *Do not change anything in the Hamlet go build on the land you already own and leave our community alone*
- *Do not limit access from dugald road to the area*
- *Do you have the required space on Rennie Avenue to accommodate the 4 lane divided street? Or will you be expropriating property?*
- *For addressing: flooding, ditches, Highway 15, sewer lines (10" vs 24") crime vis-a-vis police, addition of amenities (grocery, gas stations, schools, transit, etc.) limiting building size (houses, business, etc.)*
- *Hold meetings when people can attend after working hours. Or on weekends*
- *How will this development affect property taxes and service fees for hamlet residents? Will there be compensation or support for residents affected by increased noise, traffic, or reduced property value? Has the plan considered how displacement or cultural loss could occur if the hamlet's identity is eroded by surrounding urbanization? How does the plan address the relationships, traditions, and ways of living that define small-community life?How does this plan align with the City of Winnipeg's Reconciliation commitments and Indigenous planning principles? Have Elders or Knowledge Keepers been invited to review the plan's potential cultural and environmental impacts? How does the plan account for intergenerational impact? How is it ensuring that children in the hamlet can still experience the same sense of community and connection to land? Who will monitor whether promises about sustainability and community protection are actually fulfilled once construction begins?*
- *I am strongly against any development in my community it is a beautiful place to live and want it to remain the same.*
- *I dislike it. Slapping new houses in between and behind older houses is an eyesore. I don't support anything about it*
- *I distrust that secondary plans are being formulated and not being presented to the residents leading to a very shady approach.*
- *I don't want any of the roads closed. A good example is the construction currently on Dugald road. If we don't have these roads. We have no way in/out of the area. Also, if there's an emergency at the malting plant, we need ways to get out of our area quickly. That's a major safety concern. This area is meant to be "country living in the city". Having 4 plexes and apartments will completely ruin that. Our area is quiet and safe, with mainly retirees and families. Adding these properties will bring more people, and in those people could be some that would jeopardize the safety of our quiet neighborhoods. Also, a major roadway in our area will cause safety issues. We have children in our area who are used to quiet country roads. I don't even want to imagine what could happen with increased traffic in our area. It became dangerous enough with people speeding around our roads with Dugald road closed.*
- *I fear I may be priced out if property values rise, to where I can no longer afford the property tax. Strongly oppose to the possible implementation of an HOA. And lastly but most importantly, I fear high density housing being close to the hamlet. I believe*

APPENDIX C - SURVEY RESULTS

13. If you live in the Hamlet, do you have any additional comments or feedback before we proceed further with the planning process?

Answered: 49 Skipped: 175

single family housing should be placed between the hamlet and east town gateway.

- *I moved here 20 years ago for how peacefull it is here. Now that I'm retired I even enjoy it more.Shame on you for trying to shove higher taxes and water and sewer down our throats. The so called collector routes would be more noise and trouble than doing any good. We cannot handle anymore increases on fixed income.*
- *I think you should just leave the hamlet alone and just develop the 2 developer owned properties separately*
- *I would like to see no uptick in traffic along Copeland as irregular traffic already seems to treat the limit without care*
- *I've lived in the Hamlet all my life, and one of the things I've always loved about this area is its quiet, rural feel. I'm deeply concerned that the proposed developments — including higher-density housing, multi-family units, and commercial spaces — could completely change the character of the neighbourhood I've called home for decades. Adding thousands of new residents without proper road and infrastructure upgrades will increase traffic on Dugald and surrounding streets, creating safety risks and longer commutes. The area is also prone to flooding, and without completed stormwater and municipal services, existing homes could face serious basement flooding and other impacts. I urge the City and developers to prioritize protecting the character of the Hamlet and ensure that traffic, infrastructure, and flood mitigation are fully addressed before any new development moves forward.*
- *It's stupid*
- *Its all in #2. They are trying to jam as many houses and people as they can and add to get rid of current residents so they can make mulitplexes and their condos on their properties.*
- *Just wanted to add the water table is high in this area and prone to flooding with a a large spring melt or excessive rainfall . Most Everyone has a sump pump that runs every day this isn't good for new infrastructure and construction of basements*
- *Leave it as is, please*
- *Leave our area alone.*
- *Leave the hamlet alone, along with the acreage. Just focus on your own land the developers own and don't do anything that will cost the current residents money (now or down the road).*
- *Leave the hamlet alone, don't change access, cut off access to Dugald st boniface to access new development*
- *Leave this area alone including community club. No access to new areas to be allowed. Access through improved St Boniface Rd can be made to be more than adequate.*
- *No planning*
- *Oppose to closing our road to dugald road. Also enjoy the country atmosphere. Don't want more traffic crime etc*
- *Please don't disturb our quiet community or disrupt the beautiful nature we have*
- *Property tax increases, due to value increases, traffic increases due to increasing population. The frustration having to go around to go to Regent. I am experiencing that now and it's horrible.*
- *Putting that much density into the area will stress the roadways. single family homes would be best to manage the traffic. dugald and plessis are busy enough and wont be able to accommodate that many more people in the area*
- *See #2 Box*
- *See above.*
- *South Transcona needs to be left alone. All of it. I oppose everything you are planning*
- *South Transcona needs to left alone*
- *Strongly do NOT want new development, the area is beautiful as is, adding this development would only increase cost of living, make the area more busy and take away what beauty and peacefulness this area already has.*
- *The planning is poor overall. You didn't consult enough with the people who live here and have done nothing to address our many, many concerns. Your lead woman was evasive, extremely unhelpful, and condescending. She refused to answer questions. She missed the land acknowledgement the first time, then stumbled through it clumsily when she had to restart the meeting because she started well before the posted time. Very unprofessional.*
- *There is no school here and our lots are single family dwellings, with most holding larger lots. Which will*

APPENDIX C - SURVEY RESULTS

13. If you live in the Hamlet, do you have any additional comments or feedback before we proceed further with the planning process?

Answered: 49 Skipped: 175

change the community a lot

- *This area should be left as is, along with any developed areas. Stick to the city owned property to develop and keep in mind the aesthetics of the existing area. It should all reflect what is already here*
- *This is a beautiful and quiet area, that should be preserved.*
- *we all want to be a part of the b s plans as the rich people don't live here WE DO*
- *We chose this area for peace and quiet within the city limits. No traffic for our kids to run around and play. Bringing all this development would kill the area. Beautiful wildlife runs through the streets. That would all be gone be greedy developers who care nothing more than making another buck.*
- *We don't like this plan. There is a lot of holes in this plan. You should at least think about the people that live here.*
- *We have a unique, quiet area in the city. It has a country feel and we love it. We would not want to loose or ruin this place, full of nature and peaceful life.*
- *We like the hamlet as it is, as a quiet and peaceful neighbourhood. Where neighbours know each other and walk their dogs safefully.*
- *We must be able to keep the construction vehicles out of the hamlet and away from our homes and children for the duration of the construction.*
- *What are you doing to the Hamlet. Stuffing apartments and townhomes in between the houses you don't. Expropriate. Destroying the quiet rural feeling and driving wildlife out into the highways Keep the new development separate from the established residents. I hope I am dead by the time this development happens I spent a ton of money fixing up my place and now I hear you want to expropriate homes and stuff as many apartments and townhomes in and leave the community residents homeless*
- *Yah, STOP! Nobody wants their areas to be touched*

APPENDIX C - SURVEY RESULTS

14. If you live in the Acreages, do you have any additional comments or feedback before we proceed further with the planning process?

Answered: 95 Skipped: 129

- *· The financial impact to existing residents of water, sewer, and road improvements was not disclosed. This is a critical piece of information that residents need to know so that they can make an informed decision on the proposed secondary plan. Consultants were asked at the open house about the financial impact and no answer was given. Since the fee schedule for local improvements is publicly available on the City of Winnipeg website, the consultants should know this information. · I do not support municipal water or sewer in the acreages area as it has no benefit to existing homeowners. · I do not support major or minor collector roads in the acreages. The increased volume of traffic will create privacy, noise, and safety concerns. It will also require expropriate or sale of private land which I do not agree with. · I do not support the development or subdivision of the acreages at all. I will not accept increased density on my land or my neighbour's land.*
- *1. More notice for the meetings would be appreciated. One week was not enough as many people have plans already. 2. Perhaps post the meeting date/time on the South Transcona Facebook page or a more public forum. 3. I found the presentation style at the first meeting to be more helpful, although I appreciate why the format changed the second and third nights. 4. Having the developers and city councillor/planners/engineers available for all meetings would be ideal. Perhaps if the meeting dates were set earlier they could accommodate this. 5. Is the third Open House really going to take place in November, 2025? The original timeline had almost a year in between the second and third Open House, but the new date is only a month away. If all of the necessary reports are not available (eg. engineer) then it seems futile.*
- *As we live close to the proposed arterial road curve at Symington & St. Boniface, we would be concerned with noise pollution and property value relating to traffic on a major highway (paved and cars driving 80 km/h). We have had issues living in other areas within Winnipeg in the past because of this and chose to live here as it is further away from the traffic noise pollution.*
- *Born here Life time family No changes needed as family property*
- *Come with a reasonable parks plan*
- *concern land owners will have to pay for sewer/ water and provide no benefit for owners that will not develop their lots. Concern on closing St Boniface Rd.*
- *develop the golf course and land around it leave acreages alone*
- *Ditch the parks idea. Leave the area alone.*
- *Don't need a major road going through esselmont between golf course, ball park and rec centre. We don't need anymore green space. We have plenty.*
- *Don't need anymore free space. We have more than any other area already. Don't need a major road going across Esslemont when you have just paved Dugald road and access on St. Boniface road.*
- *Don't give people ultimatums to concede their land.*
- *Even if this land for the nature park only becomes green space upon development of that property, it denies acreage owners the ability to realize much of the investment in our properties that we own. This much green space is completely unrealistic especially when compared to other developments. I will also lose a large piece of property to a proposed road expropriation. I'm left with very little value in my land. Hardly fair when it's mine to begin with. Unless there are major changes to these 2 issues, I vehemently oppose.*
- *Fine develop the left west town Gateway, with an exit on Plessis. And east town with an exit on Dugald. Leave the middle alone.*
- *First off, why wasn't somthign done about our road before the construction started? Instead we had dust so much you couldn't see my neighbours. Our road wasn't built to carry heavy traffic it was subjected to.*
- *From what has been talked about I find it very hard to get one version of what is being proposed. When asked about a proposed subject. The answer changed from one proposal rep to the next one. Find it very hard to get a honest answer.*
- #####
- #####
- *hy not make St Boniface into the major collector?*
- *I am comfortable with the idea of increased density in the averages but this should be limited to single-family detached housing. This should not allow multi-res, there is significant opportunity for that in the new communities.*
- *I am not interested in this plan at all*
- *I am not supportive of developing parks in the*

APPENDIX C - SURVEY RESULTS

14. If you live in the Acreages, do you have any additional comments or feedback before we proceed further with the planning process?

Answered: 95 Skipped: 129

acreages area.

- *I am raising my own food for my family, extended family and even neighbours. We have worked hard to make this our forever home but now politicians and developers are moving in to cash in on our investment. It's repulsive. Leave our community alone. Winnipeg's 2020 vision was to allow this and to preserve the agricultural zones in the city. Now you're trying to strip this away and ruin our neighbourhood. I'm not completely opposed to development but maintain a large greenspace buffer between what exists now and the new development. No new traffic down our roads. I don't want city sewer and water. I and many residents have already invested in septic and well for the long term.*
- *I bought my property because it wan an acreage. I did not ask for the developer to buy land around my acreage. I am not interested in the subdivision of my property. The developers can work within the area they bought and leave our acreages alone*
- *I do not think you ask for my property for these developers they should use their own property*
- *I had initially filled in an online survey after the Open House with more tempered responses, but after learning more about the plan since I now am completely opposed to everything. The cost passed onto the current residents who have to connect with city services would be more than most could bear. Despite being told otherwise at the meetings, people would indeed have to sell their land either due to expropriation, or because they can't afford the increased costs. I don't feel we should have to sacrifice our quiet neighborhood in order to produce more homes for people who could potentially live here. Our city cannot currently support its existing residents in terms of healthcare, fire and police services, rec services, social services, etc. Creating more housing won't fix this problem, but exacerbate it. There are vacant homes within the city that could be utilized as well as plenty of room just outside of Winnipeg for those wanting move.*
- *I live in acreages and bought this for a shop and yard and it better not be affected*
- *I strongly oppose all this*
- *I strongly oppose any development.*
- *I will be opposing any development of " the Acreages" (my home) via all means possible. Leave large buffer strips between existing homes and new single family housing. There are multiple farms that prospective homeowners will most likely not want to share a property line directly with.*
- *I would like to see how and what you are incorporating from the comments into the plans.*
- *I WOULD NOT be willing to sell 60% of our property for parks. I do not think that is even a legal possibility. Our area of Transcona does not need to provide a disproportionately large amount of park land to satisfy an environmental agreement. Parks can be spread out more proportionately across the city. The area is zoned agricultural and many homes use the land for animal grazing or large gardens. We also have forested areas. If the area is left as is, it is environmentally friendly green space.*
- *I'm very opposed to the unequal allocation of land. Requiring the individual landowners to dedicate 40% of their land while the major developers are only dedicating 8% is ridiculous. The park space should be aligned with the existing parks to the East, Lake Shirely and Buhler Park and on the West with the golf course. This is only logical but would affect the developers bottom line so it is not being proposed.*
- *id prefer to retain my property and the integrity of my area*
- *Is there no other place where you can have this type of development? Why not develop areas that don't already have houses like the farmer fields south of St Boniface road instead? We like the neighborhood how it is...*
- *It is concerning that existing residents in South Transcona—who collectively own more land than the developers—are being sidelined in a planning process that clearly favors developer and City interests. This imbalance reflects a disregard for democratic land stewardship and community input. The fact that the consulting engagement is funded by those who stand to gain most constitutes a clear conflict of interest, casting doubt on the integrity of the process and eroding public trust. Equally troubling is the lack of transparency around the financial impact of municipal upgrades on existing property owners. Despite direct questions at the open house, consultants failed to provide answers—even though the fee schedule is publicly available on the City's website and should be well within their knowledge. Residents deserve direct, transparent communication and fair treatment—not a process seemingly crafted*

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14. If you live in the Acreages, do you have any additional comments or feedback before we proceed further with the planning process?

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to advance private interests while masquerading as genuine public consultation.

- *Just don't like all the new nature park + trails. I already have that nature park and trails. The developers should be responsible for the nature parks and trails but I didn't see very much of that on their developement area maps.*
- *Leave area alone please*
- *Leave our neighbourhood alone.*
- *Leave the existing acreages as is. Developers pay for everything as we do not want this development so why should we pay $500K+*
- *Leave this community and the area as is. It it little traffic with strong community mindset.*
- *leave us alone. Develop a plan where you don't force people out of their dream locations.*
- *Leave us alone. If my property is safe from expropriation and I'm not forced to hook up to city services most of my concerns go away*
- *Make a real plan that is favorable to the people that want to remain living here, not just the developer that wants nothing but $$$$$$$$$$$$.*
- *### While I support some of this proposal I do have some concerns. The proposed road between Foch and Bates would require me to give up 9 meters of my property. This means I would lose my detached garage and my house would be no more than 3 meters from this road. It would also be on the edge of my septic field, which in turn would make it obsolete/ illegal. Also if the proposed nature park and road both go through I loose much of the value of my land to greenspace and expropriation. Hardly fair when this was supposed to be an investment for my family. While I realize I will be paid for expropriation it is nowhere near the value of what I would see otherwise.*
- *No 4 lane highways in our community!! And No sewer and water. 426k+ to pay for something we don't want is unfathomable. Stay out of our neighbourhood!*
- *no need for more green space we have more already than any part of the city and a road along esselmont makes no sense*
- *No need to put a 4 lane highway down any street in South Transcona except plessis dugald st boniface road and murdoch. STAY OUT OF OUR NEIGHBOURHOOD!*
- *No one in this area was allowed to subdivide anything for years, not even a five acre lot into two 2.5 acre lots. People with less than 2 acres were not allowed to build because of the septic requirements. And no, the city is proposing multi family housing interspersed with the five acre lots? Absurd! Over 20K people in this area?!? Our interests clearly aren't being served here. Anything in the Centre area should be a minimum of 2 acres to meet septic requirements, and single family dwellings only.*
- *No walking trails through my yard*
- *Not in favour of the development of the acreages*
- *Oppose these development plans in its entirety.*
- *Pay attention to the suggestions and requests for information of the local committee.*
- *Plan out the developers areas the same as the Acreages area and remove the new Nature parks from the current residents land. I think that would go over a lot better with the residents of the area.*
- *Quit dreaming and leave us alone.*
- *Residents should have the right to develop their own land, and it should not be the only land limited by parks. The developers should be required to provide land for parks and bear some of the costs.*
- *Respect of our community would be nice! Have an actual walk through the properties that would be affected by the monstrosity that's being proposed.*
- *Same as above. I'm not against growth in our city but we moved into South Transcona for a reason and that was country inside the city with peace and quiet. We would like to keep it that way or buy our property and do what you like with it.*
- *Same as above. I'm not against growth in our city but we moved into South Transcona for a reason and that was country inside the city with peace and quiet. We would like to keep it that way or buy our property and do what you like with it.*
- *Same as above. I'm not against growth in our city but we moved into South Transcona for a reason and that was country inside the city with peace and quiet. We would like to keep it that way or buy our property and do what you like with it.*
- *Same as above. I'm not against growth in our city but we moved into South Transcona for a reason and that was country inside the city with peace and quiet. We would like to keep it that way or buy our*

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14. If you live in the Acreages, do you have any additional comments or feedback before we proceed further with the planning process?

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property and do what you like with it.

- *See Additional Vision Comments*
- *South side is not a new community. We would just like to have the City of Winnipeg pay attention to our current problems instead of getting developers to entirely change our community. We realize that it is all about money and making money. Well, the city keeps waisting tons of money scraping the gravel roads every few months and digging the ditches instead of properly fixing the roads. It's always a band-aid solution. We are very worried about the financial impact this will have on our community.*
- *South side is not a new community. We would just like to have the City of Winnipeg pay attention to our current problems instead of getting developers to entirely change our community. We realize that it is all about money and making money. Well, the city keeps waisting tons of money scraping the gravel roads every few months and digging the ditches instead of properly fixing the roads. It's always a band-aid solution.*
- *Stop coming down Bates and Esslemont and disrupting our neighbourhood. Still can't understand why you would put a 4 Lane highway down Bates . Plessis should be twinned instead. bates is only 800 m away from plessis. Doesn't make any sense unless you want to get services to a private school that may never be built as it is being funded solely by the church members.*
- *Strongly oppose. We will not concede our land.*
- *Take your park land out of the developers land, not from existing landowners land. You are proposing to take more than 60% of my land. I will never allow that.*
- *The area, including my land, is a nature park as it is. Increasing the density of this area by 3000%+ is certainly not going to preserve flora or fauna.*
- *The Developers do not own the land we owners live on in the acreages or the Hamlet, the consultants should inform the developers that they should focus on the land they own and not the established community. Again development of these areas is not supported.*
- *The majority of our properties are zoned as agricultural. Are we going to lose this status? What does that mean for the people who have live stock?*
- *The people that presently live on the acreages are content with the way things are. We should not have to make any concessions for private land developers.*
- *The plan is totally destroying the natural beauty and peacefulness of the area. We moved here over 20 years ago to have the country in the city. This plan will take this feeling away from all of us.*
- *The plans for parkland restriction of my property is unfair and will have an overall negative net impact on the value of my property in both tge short and long term. I should not have to contribute any more than the major landowners are contributing (ie between 10-15%). Many of us have made significant investments into our properties and this plan diminishes our value due to restrictions on land use. The 'compromise' proposed to allow greater development density in our remaining lands is no more than what would likely be permitted given the direction from the City of Winnipeg recently to rezone areas for higher density / greater affordability. To say we are getting anything in exchange for our lands to be dedicated to parks is misleading (particularly since this same 'compromise' is available to any landowner with subdivision capability within the hamlet area without any similar restriction on their lands).*
- *The prolonged dugald road construction project increased traffic on symington road causing road to become pot holed making it hard to navigate. Symington road, foch, Copeland, etc , should have been preped prior to this construction project. The dugald road upgrade is flawed in its design. Too high roadway and too deep ditches. One only needs to travel down st boniface road now, to view the future condition of dugald road, erosion will impact the changes in a few springs*
- *There will be progress and changes in the community as time goes on, but as the existing residents own more land than the developers, I had hoped that the community would be given a more meaningful voice in this process. We are tax payers and voters.*
- *This is a low density region with cows + horse mixed with large lots. These giant apartments will ruin the character of the area*
- *This is an atrocious proposal that will ruin many lives, destroy the natural habitat, and push out the wildlife. Disgusting.*
- *This is country living in the city. The very reason we bought this property 32 years ago. Don't ruin it!!*

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14. If you live in the Acreages, do you have any additional comments or feedback before we proceed further with the planning process?

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Leave us alone!

- *Use plessis and st boniface rd instead of bates and Esslemont*
- *We are not interested in this plan in any way. Successful development requires engaging all stakeholders in the process from the beginning. Not trying to sell it after the fact. How much of our land is needed for proposed park land? What about street upgrades? Please reconsider the plan.*
- *We are not opposed to development. Just forcing expenses on to residents when it's the city and the developer who are the beneficiaries of the development. And residents should not be for e out of their homes because of the added expenses forced. On residents*
- *WE bought this property over 30 years ago, because of the privacy, and quiet neighbourhood. We have animals wandering through and we love it. I can work in my garden and enjoy a quiet street. I bike through the quiet country like streets such as Esselmont and it is very peaceful. Your plans will destroy all of that. You do not have to destroy the acreages peace and quiet. Build your connecting road down Symington and leave the acreages alone. We want to continue to enjoy our well water. You have no reason or right to disrupt our country living inside the city*
- *We do not want any new roadways especially not a 4 way road way. Esselmont should keep its name. No nature parks in the acreages. Single family homes with large lots ONLY.*
- *We want nothing to do with the high density development of our existing family neighborhood.*
- *We want the acreages left alone.*
- *We will not concede our land. We are currently part of an existing community called South Transcona. It has been here for more than 50 years. The terms 'The Acreages' and 'The Hamlet" are fictitious terms that do not reflect our current and united community called South Transcona. You should understand and acknowledge that. The residence of South Transcona bought our properties and land, paid tax on our property and land and chose this community based on exactly how it is and has been for over 50 years. You need to acknowledge that and respect that. We are not like any other community in Winnipeg - not like Sage Creek, not like Waverly West not like whatever other community you think we are like. We are a community called South Transcona(check out the sign as you cross the underpass on Plessis heading south at Dugald). We will not concede our land.*
- *We would like to keep the acreage intact for as long as possible. We do see the development as necessary for Winnipeg. We are hoping to be undeveloped for the next ten years.*
- *When we purchased our home, we knew that development was inevitable. I am not opposed to development but I am opposed to inserting a high-traffic 4 lane road through what is currently a quiet residential area. This road will not just be used for local traffic, it is wider than Dugald and Plessis and will become the preferred route for those travelling to areas such as Cantebury park, the perimeter, Fermor, etc. I am not opposed to multi-res along major roadways (ie. Dugald and Plessis) but I am opposed to multi-res in the Acreages area where precedence could be set for neighbours to sell their property and for it to be redeveloped into townhouses, 10 storey highrises, quadplexes, etc. We also have concerns on the impact of cost on us as residents if we need to connect to city services, pave our road, etc.*
- *Why do the survey questions go from 12 to 14? Why are Bates and Symington listed differently? What is your definition of major versus minor? Redondo N from Dugald is only two lanes and is servicing a busy part of Transcona, there is no reason to make a freeway joining the East development to the West development in South Transcona. This will cause motorists to race thru residential areas to avoid Dugald and Plessis and horrid conditions of St.Boniface Rd*
- *Why is Bates being used to bring services down to the west development when plessis golf Central is already serviced. Why can't you tap into that instead?*
- *Why is St Boniface not made into the Major collector road? Just because you do not want to deal with Springfield Township is a lame excuse. Put a whole new road to the north of the existing road where you can and make a proper ditch that will not cave in and can be mowed regularly. This could also be used to bring in the services since the Dugald sewer is already filled to capacity.*
- *Why is St Boniface Road not made into the Major*

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collector road? Just because you do not want to deal with Springfield Township is a lame excuse. Put a whole new road to the north of the existing road where you can and make a proper ditch that will not cave in and can be mowed regularly. This could also be used to bring in the services since the Dugald sewer is already filled to capacity.

> *why the hook up of the 2 developments need to be joined by Ellesmont? Why close St Boniface RD.*

> *would have lived in the city if i wanted Duplexes. Buses don't even work in town.*

> *Yes. There should be no fronting cost for development plans. Or plan to pro rate charge backs if we were to develop our own section, especially when there is federal funding being used potentially to get this started.*

> *Your going to pass off ever single resident with this nonsense.*

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16. Do you have any other concerns, questions, or comments for our project team?

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- *· There was no presentation at the Acreages meeting which is unacceptable. Without a presentation, many residents didn't understand the implications of the proposed secondary plan. · The Acreages meeting did not have an open community discussion which prevented residents from hearing questions and concerns from others in the community. · The meeting material contained a lot of development jargon such as 'major residential collector' which the average resident doesn't understand. These terms need to be defined and explained sufficiently. · The meeting material wasn't shared soon enough to allow residents time to review the presentation, understand its implications, and formulate questions and concerns. · Given the open house meeting took place on October 23rd, the original deadline to complete the survey of November 3rd was unacceptable. Residents should have at least one month to complete the survey from the beginning.*
- *1. What governance or oversight mechanisms exist once the plan is adopted to ensure compliance and accountability through all stages of implementation? Eg. reporting schedules, independent audits, etc 2. What recourse/option will the community have if the development deviates from what is promised in the plan? 3. Will there be an independent peer-review of the Secondary Plan before Council approval, given that it is developer-funded and not City-led? 4. How will the plan ensure alignment with the City's ethical procurement, planning, and public-interest standards when the consultant was retained privately? 5. Does Council intend to establish a policy framework for future developer-funded planning studies to prevent similar conflict-of-interest concerns? 6. Are there formal conflict-of-interest or disclosure policies in place for both the consulting firm and the developer-funders? 7. What is the contract arrangement between the developers and M Richard & Associates Ltd.?*
- *Advise you to make drastic changes.*
- *Are the developers actually going to answer questions ? They give different answers to everyone . #####*
- *Are you taking peoples property away to put these roads in? Why was Dugald not twinned first?*
- *As above. Terrible idea. And to associate this akin to Sage Creek is an absolute joke.*
- *As I do not "reside" in the proposed development site I own property there. I strongly oppose this development entirely.*
- *Ask the people if there's interest in this. If there's little interest, come up with another plan. There's a lot of undeveloped land for them to start with. Don't be so greedy.*
- *Bates Avenue turned into a Speedway is totally NUTS. We saw what happened for a month when the city worked on Dugald Rd in the summer of 2025. Speeding traffic was dangerous. VERY few obeyed the Speed Limit. Note We We have a nice quiet neighborhood and we really like it that way.*
- *Cost and change to area, enjoy the country feel of living but still close to city, partner wants country living, I am a nurse that needs to get down town and enjoy that I do not have to highway drive especially in the winter, development to the area will change the country living aspect of our home*
- *Depends on if these meetings produce results. It would be helpful to know what changes if any are made from these meetings or is this just a way to push an agenda regardless of a resident's concerns. South Transcona is so special and a shame to just turn it into what every else is.*
- *Developers can develop what they want on the East and West side but there seems to be no need to change the character of the Hamlet or acreages where single family dwellings are the norm Changing Esselmont to a four lane street is unnecessary and ridiculous. The West development should connect to Plessis and/or St Boniface Road. The east development should connect to Dugald Road, Murdock Road and St Boniface Rd. Redonda St comes off of Dugald Road into the developed part of Transcona and it is only 2LANES. How can any of this discussion occur without an engineering report? Isn't that step one? There was no clear presentation of details even at the meetings- this was handled very poorly. -Consultants going from table to table giving vague, varying and contradictory info is a way to avoid any accountability or record of info presented There also was no timeline presented- No map showing the development stages over the next five 10 15 and twenty years*
- *Do not change the nature of our area concerning privacy road systems natural habitat and wildlife . Use drainage lakes ponds and ditches to provide buffer zone between hamlet and new areas.*
- *Doing these meetings in a dimly lit room is pretty*

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sad. Put a buffer between the old neighbourhood and the new one. You can divide teh new traffic to Plessis and St. Boniface Rd.

- *Go back to the drawing board. Start over with just the properties that you own. Drop that huge roadway coming from Dugald to Esselmont then to Plessis. Use St. Boniface Road. I'm sure the RM would be in if you paid for the development of it instead. Stop being greedy and listen to the people you are affecting.*
- *Go develope a swamp somewhere and leave these people alone.*
- *Have an actual open house that isn't segregated into groups (we also see the tactic to this) so that the community as a whole gets the real answers.*
- #####
- *Hope it takes 50 years to finalize*
- *I am concerned about the already busy streets and adding these additional housing units is going to tax the infrastructure surrounding the development as well as the local infrastructure. What is the plan to address the surrounding infrastructure?*
- *I am very concerned about our land being landlocked, classified as residential and with green space in it, but with the green space being almost 50% of the land size. This has to be wrong. We are taxed as if it is not landlocked too.*
- *I attended the meeting fo the Acreages on Wednesday night. I could barely hear the lady running the meeting as there was no microphone. There was no presentation, just tables of people looking at papers. I was told I didn't need to take pictures of the boards as they were online, but they aren't. Neither of the developers were there to talk to. Russ Wyatt was busy talking to lots of residents. Consultant finally spoke to a group of us, but I found her answers generic and designed to go through the motions instead of actually giving us real information.*
- *I did arrive later, and I don't think there was a very organized presentation. Feel like limited information was explained so it's very difficult to make a decision about future development. Seems sneaky*
- *I did not know this meeting was occuring until after the fact. Given that your plan could have a major impact on my property, I should have been advised of the meeting. Unless, of course, you were hoping I wouldn't give my opinion.*
- *I didn't attend meeting*
- *I do not find the engagement of residents to be a fulsome process and not well-intentioned. If the goal is to truly engage residents and build a forward-looking plan for the community, then I question the decision to shut down the residents advisory group at this stage. Information and communication has been poor at the presentations held to date from the project team, including the City of Winnipeg.*
- *I don't want multistory apartment buildings and low income housing here.*
- *I don't want any of the roads closed. A good example is the construction currently on Dugald road. If we don't have these roads. We have no way in/out of the area. Also, if there's an emergency at the malting plant, we need ways to get out of our area quickly. That's a major safety concern. This area is meant to be "country living in the city". Having 4 plexes and apartments will completely ruin that. Our area is quiet and safe, with mainly retirees and families. Adding these properties will bring more people, and in those people could be some that would jeopardize the safety of our quiet neighborhoods. Also, a major roadway in our area will cause safety issues. We have children in our area who are used to quiet country roads. I don't even want to imagine what could happen with increased traffic in our area. It became dangerous enough with people speeding around our roads with Dugald road closed*
- *I had only attended one open house, I did not know about any other meetings. I need more information to make informed decisions about my community and personal property.*
- *I have lots of concerns. The meeting I attended on Oct 22 was the most poorly ran public meeting I have ever attended, and my understanding the Oct 21 meeting was even worse. The Oct 23 open house was also a complete disaster trying to create separate discussions and groups. The proposals put forward that the South Transcona committee was a part of was changed out for something last minute that they never saw. If the City councilor involved is giving direction to your group he is not representing the residents as he has done nothing the group has asked. The proposals shown I hope were that of a group not familiar or have training in development planning . For a development firm that is suppose to be professional I would be embarrassed. All*

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you achieved at these meetings was bringing the community closer together to reach or goal of stopping these developments. Looking forward to the meeting on Dec 10. hopefully you are more prepared.

- *I hope these concerns are truly heard and taken seriously, rather than ignored as often happens with developments like this. This isn't just about numbers or plans on paper – it's about the homes, safety, and character of a community where people live and raise their families. The decisions made here will affect residents for decades, and it's important that our voices are not overlooked.*
- *I think the answers above make our position very clear.*
- *I think your project team was very effective in doing their job. They separated the residents, didn't answer the questions put forth to them, and didn't provide the information that the residents needed and requested. They used the word transparency often, making it seem like they were there to be open, honest, and easy to understand. In my opinion, that was their only error, because I have a dictionary, and that is what the word transparency means. So maybe find a different word to use, if your tactics are to blindside, hide, and divide to conquer when you meet with a group of residents.*
- *I would like to attend a public presentation. Please contact me and let me know when the next one is.*
  ###
  ###
- *If the developer is interested in purchasing land I would possibly interested in hear options. I am at 1100 Copeland st.*
- *I'm not totally against development but I think the best plan for this 1313 acre area South Transcona precinct s would be to just expand the current neighborhood we have with larger lot single family dwellings in the acreage area and smaller serviced residential lots and dwellings in the Hamlet area.*
- *It and the info session was a mess. Hard to hear people ask questions at the info session, expecting people to digest info in such a short period of time and then be able to realistically ask good questions. Materials should have been available a week in advance so everyone could read it and come prepared to ask questions. The number of people directly impacted by this plan (taking away property rights from acreages, huge financial costs to those fronting new roads and municipal services, rezoning of larger properties) is measured in the 100's yet the presentation of the plans and face time with the developers, councilor and consultants was so poorly managed. If you think this plan will come to pass as is, I think you're in for a surprise as the majority of people I've spoken with are not supporting this vision.*
- *It seems that your team is not being as transparent as they should. The RAG has reported constant changes, non-answers, changing answerrs, and a lack of clear reporting on the questions they've raised. You're being paid by the developers and we are just getting shafted. The residents of South Transcona are not happy with outsiders ruining our neighbourhoods. Provide direct answers to direct questions. Come to the meetings that we will organize with these answers. Stop rushing these meetings, providing the information the day of, to prevent people from having time to prepare. Starting meetings early before people are there. It all reeks of a process designed to rush a project through. Separate tables, separate conversations where nothing is written down. Makes it seem like we're being heard, but it's a way to keep us separated.*
- *It's barely informative when you separate everyone. Michelle is knowledgeable, but it's like the developers are hiding information. Why was there no presentation??? Crazy. And what is Russ Wyatt getting from this? Why is he even involved?*
- *Lack of transparency, multiple answers to the same question and the way in which the meetings last week were conducted was appalling.*
- *Leave us alone*
- *Light pollution from the new development will change our community. The community will change and not for the better. Good bye country living if this development goes through.*
- *Lots but there isn't enough space. My daughter also did this for us in hers*
- *Many questions remain unanswered. What is the current population of area? With proposed development, what will the population grow to? How much of the infrastructure improvements needed for these developments eventually fall onto current residents? Aside from a new community club at Buhler Park, is there any land designated for public schools for the proposed increase in population? Transcona School Division is currently*

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overburdened with only one new school planned for North West Transcona. Problems identified at first open house, such as traffic, light pollution, and increased crime, were not properly addressed with current plans.

- *Many. Happy to speak but was given not enough time to respond fully and meaningfully.*
- *Meetings were unorganized, NO FACTS, everyone said something different.*
- *My family and I will be opposing development of the "Acreages" by all means possible. What to you looks like an investment is my home. What you want to bulldoze is the land on which I spent my childhood and which forms me as a person. I am incredibly grateful for my upbringing and morn all the children who come after me who will grow up in pressboard apartments plugging on iPads. This is a special area and you are choosing to try to destroy it to line your own pockets. My only question is, how dare you?*
- *my understanding is the presentation materials were drastically different than what was discussed at the council mtg. this act of bad faith has made me wary of the accountability of the city and developers*
- *Nature park should be condo area. Parkland behind S acre lots is a defect land confiscation by limiting the use in the future!!*
- *Never met the needs of the residence. Answers were different each person you asked a question too. Didn't present information that was requested by the RAG, one person from the consultant group said the open house are requirements on a check list to get this approved in city hall. I would like to think my interest and opinion is being listened to not ignored just to say you had an open house to check off a box on a list.*
- *Next time have a microphone and give more of a presentation.*
- *Next time you have something like this, have it so we really could get somthign out of it not go home wondering whats really in the future for us. Put someone who knows what they are up against. Remember you can haul all the fill you can get but it will sink and again you have to keep doing it as we are on our own acreage. Another thing, you don't understand is, we are planted the trees we have on our yards. There was nothing when we first moved on our properties.*
- *No*
- *No*
- *no need for more green space we have more already than any part of the city and a road along esselmont makes no sense*
- *Open houses were done poorly if you are consultants and have be doing this for numerous years, I'm surprised that you wouldn't come up with the idea of getting a better venue that was not dark so you couldn't see anything and I can't believe you did not have a microphone so that we could ask questions so everybody could hear the answers for you to go to each table. I could not hear what each person question was or what your answer was you were just trying to keep us divided and not knowing what questions were asked or answers or given how ill prepared you were.*
- *Please keep the people living here in mind during your process.*
- *Poor presentation and organization at ALL the open houses.*
- *Room was dimly lit, hard to see (not good at all for meeting). Separate old and new neighbourhood and divert traffic to Plessis and St. Boniface Road to keep the old neighbouhood intact and the crime can stay over there then come across to the old neighbourhood. also the traffic stays over there. Overburdened infrastructure in the small area??*
- *See above*
- *So around 20,000 residents. Where are these children going to school? Emergency services are stressed also. My property value will take a deep dive also because of all this nonsense. R*
- *South Transcona is a unique area, when many generations of families live and enjoy. To enjoy the quiet rural country lifestyle within an urban environment. With open spaces and abundant nature and a safe area for future generations. Thankyou!*
- *Strongly do NOT want this development to happen*
- *Thank you for taking the time to present the secondary plan to us. Perhaps for the next meeting, you could have a Powerpoint presentation on a large screen with one person presenting the information to the crowd instead of multiple tables and various people moving around. It was confusing and disorganized. But, we appreciate your openness and patience with us.*
- *The Acreages meeting was wholly inadequate*

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16. Do you have any other concerns, questions, or comments for our project team?

Answered: 108 Skipped: 116

and failed to meet basic expectations for public engagement. There was no presentation, leaving residents confused about the implications of the proposed secondary plan. The absence of an open community discussion silenced collective concerns and prevented meaningful dialogue. Meeting materials were shared far too late for proper review, and the lack of a microphone made it difficult to hear the consultants—compounding the communication failures. This level of planning outreach is unacceptable and must be addressed immediately. The developers, consultants, and Russ Wyatt should be ashamed of putting forward a plan that would inevitably destroy the South Transcona community—a place many have called home for decades and generations, where residents have invested significant time and resources into building and maintaining properties they are proud of. We will not tolerate or support the proposed development under any circumstances.

- *The community is perfect - country living. Very concerned about further light pollution of new community development and influx of more people. More people = more traffic = more noise = more crime. This community will never be the same after this development happens.*
- *the consultants were badly organized, had a plan to keep everyone separate in small groups and had no real information about many of the concerns of the residents. This appears to be a deliberate strategy. It was clearly set up to give the appearance of a consultation but was really just to confuse and dishearten the concerned residents. the plans did not appear to have addressed the concerns raised by the local consulting committee OVER 20 OR MORE MEETINGS and no concrete information was forthcoming. It was a sham on behalf of the developer with no real interest in the residents who the developers realize obviously don't want a major development in their area. A waste of everyone's time.*
- *The costs of this secondary plan development have not been made transparent to property owners in the area despite this cost needing to be shared among all potential development in the area. Nor has the estimated costs of municipal services and street upgrades been shared with property owners who front these improvements. Without this information we are not able to make informed commentary other than 'how we feel'. Many of us will be feeling this directly in our wallets in the medium term, particularly those fronting the municipal services and roadway improvements.*
- *The meeting was very poorly run. Did not have an agenda, got many different answers to the same questions and it seemed like nobody knew what they were doing (or maybe that was how it was planned). No introductions were made. The presentation was never presented to the group. It was a terribly run meeting. Open house number 2 needs a redo.*
- *The meetings on October 21, 22, 23 were the worst organized and run meetings I have been to in my life. Having separate discussions with residents, and having them make comments on print outs on tables, splitting up the residents was clearly a planned and strategic attempt to divide the community, under the guise of transparency. As an organization that makes a living off of planning and development, one would hope the professionalism and execution of these meetings was directed by someone outside the company. How much say in this planning did our city councilor play? How much direct communication between MRA and Russ Wyatt have? If private developers hired MRA why is a city councilor so involved in the very, very preliminary design. I will strongly oppose any part of these developments moving forward, there has been no consideration of the residents. Are these questionnaires going to be addressed or disregarded like the RAG committee? Feel free to contact me any time.*
- *The open house last Wednesday was disappointing at best. The lack of a presentation on the information led to community members making assumption about the plans and spreading rumours. This could have been easily mitigated by a presentation outlining the plans and the impact on residents.*
- *The Open House Number 2 meeting was disorganized and confusing and provided no baseline for consistent and trustworthy information. It seemed as if that was the way it was planned to be - if I am wrong then the fair way to reconcile this situation, would be to have a redo on Open House Number 2 so that all the citizens of South Transcona can come together and give you all another opportunity to review the material. That would be the fair and responsible thing to do, given the importance of this to you, I assume, as well as South Transcona.*
- *The people of south transcona are very concerned.*

APPENDIX C - SURVEY RESULTS

16. Do you have any other concerns, questions, or comments for our project team?

Answered: 108 Skipped: 116

You need transparency, no hidden agenda. Please find ways to do your development without impacting the residents. You have all that land plus st Boniface road to use. Make a deal with the RM of Springfield if you need to in order to get that done. No need to go through the hamlet and acreages.

The plan started very vaguely. Only at the end of the 3rd meeting the proposal became more informative and thus better understood. The printing of maps with finer multi use, high density details on the acreages , whether unintentional ; sets a tone of distrust for the entire process. This can not be explained away after the fact. We want no part of the proposed plan.

The presentation for open house 1 and 2 are exactly the same. Only makes this whole thing look dishonest in its true intention To move to big data surveillance, 15 cities restrict and control movement Where is the talk about health services infrastructure??

The work of the neighbourhood committee has been completely disregarded. This plan is not in keeping with the integrity of South Transcona. I'm looking forward to the next municipal election.

There are two separate development areas there is no need to negatively impact the existing residence to join them together. This development will increase crime in an area that currently has low crime rates. Increase poverty does not increase crime, increase of population will. Multiple consultants gave different answers to the same question and one even express the open house is a check in the box for them to move forward and nothing more.

There seems to be alot of confusion amongst community members. Another open house would be helpful. I felt there has been a lack of information and it seems that there is inconsistency across what is being told to different community members.

There was no full presentation of information on the acreage night. Looking at the available information was not adequate to fully understand the plan and its impacts for the area and residents. The other issue was that there was no open mic and full group interaction for those in attendance to publicly ask questions or give concerns so that we could all understand and give feedback collectively. There were only a few people circulating with clip boards getting feedback. I am not sure if that was by design or just poor planning on the part of the consultants and builders. It was a terrible format.

There was No Presentation at this event. I wouldn't even call it a meeting. It was a gathering. Putting various drawings on tables and wandering around asking if anyone has questions is not a meeting and certainly not a presentation. We asked 2 "consultants/reps" the same question and got 2 different answers. Very poorly organized. Vague explanations, very concerning for disingenuous intentions. Not at all comfortable with the consultants. Very concerned that plans are not well thought out, but being pushed through without proper community input, engagement and honest consideration. Very disappointed in the entire process and how ill prepared the consultants were to provide concrete, reliable responses to questions.

There was no presentation, and no broad discussion. It is a shame the proprietors of the projects were not interested in being present. This presentation resulted in more questions than answers.

There was no presentation. No question/answer time. What??? It was a waste of our time. We spoke to a few different planners or representatives and got different answers to the same questions. That is an unfair and dishonest representation of what you are planning. We have a right to an honest and clear presentation of the truth!!

This whole thing has been extremely unprofessional. Questions about schools, businesses, the placement of 10 storey apartments, traffic routing, light pollution, noise pollution, what types of housing are going to be close to existing homes, and so need to be answered, not waved off as somebody else's responsibility. It's your project, it's your responsibility.

This will get screwed up by the city like every other development

To many residents in a country setting We like the quietness and nature of the country life This will cause to much traffic

To summarize 1) nature park much to large 2) I will lose much of the value of my land to road expropriation and greenspace. 3) I would like to see some written guarantees For those in the acreages. Assurance there will be capacity in all of the infrastructure to guarantee potential development of our land in the future.

Transparency would be appreciated. Continually receiving mix messages. The meetings we woefully inadequate as a means to communicate. Very poorly executed.

APPENDIX C - SURVEY RESULTS

16. Do you have any other concerns, questions, or comments for our project team?

Answered: 108 Skipped: 116

- *Water well fine Have transit bus service Michelle was friendly /nice. answered questions Both reps were good*
- *We don't want multistoreys buildings and low income housing in the area. We don't like the idea of bringing 20 thousand people here as well. The plan should be revised and reflect the uniqueness of the area we have.*
- *We have been living in South Transcona for over 40 years! South Transcona is a very quiet and peaceful rural type area with lots of wildlife to enjoy! Many generations of families have grown up in South Transcona because of its unique qualities! We prefer to leave it as it is! Thankyou!*
- *Wednesday event wasn't coordinated effectively. A short intro talk wasn't enough. It forced Residents to self direct the event themselves instead of it being facilitated It was nice to talk in small groups but more effective to have a presentation for all to hear answers and gain collective clarification.*
- *When can you provide of the new revision after this survey?*
- *While I am not opposed to development in the area I am vehemently opposed to loosing so much of my land to green space and a proposed road on my property. Whatever I would be paid for road expropriation would never be what I could reasonably expect for my property if sold. Between park and road I lose nearly %60 of my land with no return for it. If major changes are not made I will oppose*
- *While I understand the need to develop land inside the city of Winnipeg limits there are lots of challenges with expansion. The CoW can't afford to maintain and replace the city infrastructure that already exists. When work comes due in Bridgewater, we are screwed, the taxes collected there will never cover the future costs. This will be the same and frankly, it destroys the character fo the neighbourhood. One of the best things about living here is that there is more space. This feeling should be preserved as part of the development, add doors but keep the space. Also, the idea of an HOA in this area is ridiculous.*
- *Who picked the area spokes people? What was the platform which was used? Why wasn't there more notice given to the area owners about this Proposal Development by the Developer ?*
- *Why can't you connect west golden sd services to existing services that are on plessis at the old golf central? Why does it have to come down bates ave. Why can't services go down st boniface rd. I don't know why west + east subdivision have to be connected. If they do then services should go down st boniface rd + future development along Foch symington can be hooked up to st boniface road. Bates may have fewer houses (why does that matter) it's the same land amount regardless of which road you go down. symington is a better choice as it continues on to Fermor which is another option to alleviate traffic congestion on dugald + plessis rds. You say you don't want to change our neighborhood but thats exactly what u r doing. If you do not want to disrupt our neighborhood, then go down plessis to StBoniface Road + the west + east subdivision could be serviced, and you would not disrupt our neighbourhood. If you want our feedback then why are you limiting it to 1000 words?*
- *Why does every little bit of land have to be developed into houses on top of eachother. Leave it be. It's nature and the reason many people moved there.*
- *Why is Esselmont Avenue proposed to be changed to Golden Way? A new road in the west development could be named whatever the developer wishes, but why rename an existing road? Mr. Esselmont was a soldier and deserves the honour. Also, this would obviously impact the residents on that street that would need to change their address.*
- *Why was a proper microphone not set up?*
- *Why was a proper microphone not set up?*
- *Why was a proper microphone set up? I am 82 years old and did not hear a word!!! I just had my hearing checked and I am nOT DEAF.*
- *Why was Jas the only developer to show up for the community meeting? Why was Michael & Russ Wyatt not present? The Hamlet & Acreage meeting were recorded. Where can we find video or audio from these meetings? Some people missed the meetings for the Hamlet & Acreage for important life circumstances where can we find documentation of what happened during these meetings so we can educate ourselves? I asked this question prior to to missing the meeting and was emailed back with "You'll be able to access the survey after the meetings" How can I fill out a survey with limited*

APPENDIX C - SURVEY RESULTS

16. Do you have any other concerns, questions, or comments for our project team?

Answered: 108 Skipped: 116

knowledge of what took place?

- *Will my taxes go up and up and up and up????????*
- *Will remain anonymous out of concern for possible unfair treatment by the city*
- *With this major development, how are you going to support the extra traffic on Dugald and Plessis. A d will you support any damage to existing homes with the development in their area?*
- *Yes, be more transparent from the start as it creates an impression of collusion happening between councilor, consultants and developers. Meeting minutes should have been shared with all residents after each meeting to keep along with the progress instead of 2x sessions that dump information.*
- *You are using Orwellian doublespeak to make the unpalatable appear palatable. I suggest that you get a conscience. "extremely unique?" Seriously?*
- *You did not present anything and your representatives that I spoke to all gave different answers to the same questions I asked. You have made this a very stressful and confusing situation.*

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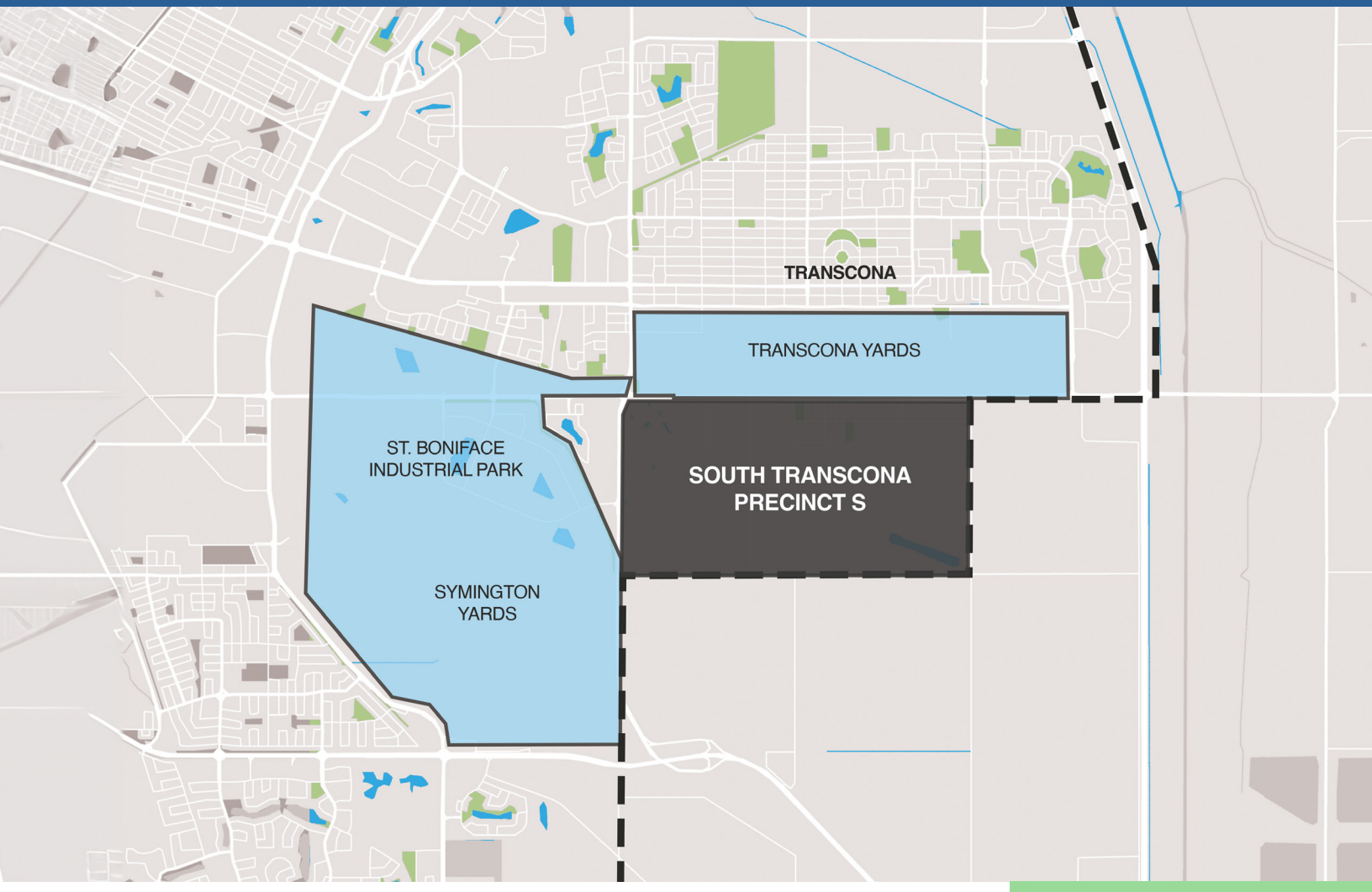
DECEMBER 2025

Appendix D

Round Three & Information Session

SOUTH TRANSCONA SECONDARY PLAN

Round Three Engagement Report



FEBRUARY
2026

MRA planning + development

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1.0 INTRODUCTION

This Engagement Summary Report documents Round Three of the public engagement for the South Transcona Secondary Plan (STSP). Round Three represents the third public open house and an additional information session in the public engagement process of the Secondary Plan to the City of Winnipeg.

The purpose of this round of engagement was to present the updated Draft Secondary Plan including options for future development, clarify and test key plan directions, and provide an opportunity for residents and stakeholders to ask questions and share feedback directly with the project team and City representatives.

1.1 Open House #3 Overview

The third public Open House for the South Transcona Secondary Plan was held on December 10, 2025 at the Transcona Canad Inns Destination Centre from 4:30pm to 9:30pm. The event was attended by approximately 182 members of the public, in addition to 20 consultants representing the development team (Stantec, MRA, and MRG) and four representatives from the City of Winnipeg, including the local Transcona Ward Councillor. Display boards were printed for attendees to review and were used as the basis of a presentation given by the consultant team (see Appendix A).

The Open House presented the public with two options for proposed land uses and propose road plans, information on proposed new water, wastewater and land drainage services, and updated information on proposed parks. When presented with the two options for future development, there was general preference for St. Boniface Road as the major collector instead of Esselmont as it affects fewer people directly. Many residents expressed opposition to any development outside of the two proposed new neighbourhood areas, while others sought clarity on the meaning of a “freeze” and what the Secondary Plan would mean for their ability to sell, use, or develop their property in the future. Further context is provided in Section 2.0 Survey Results and Section 4.0 Summary.



Open House #3 | Transcona Canad Inns Destination Centre ▲

1.2 Notice

Stakeholders were notified through a variety of streams and mediums to ensure event advertising was accessible and provided sufficient notice, including:

- letters to residents,
- Email notice to stakeholders who signed up to receive email update
- Ads in the Winnipeg sun
- Notices posted on community mailboxes
- Facebook community group
- Residents organized advertisement on the Transcona BIZ Billboard (and were reimbursed for the cost), and helped spread the word through the community

Unfortunately, the delivery with Canada Post was not delivered as scheduled. The invitation went to Canada Post on November 26th and the consultants confirmed delivery would be ahead of the Open House. However, Canada Post misplaced the package and missed their own deadline and many letters were not delivered on time to provide at least one week notice of the event.

All these notice materials, including proof of drop-off to Canada Post, are attached in Appendix B.

Despite some issue with notice delivery, attendance was strong from local stakeholders.

1.3 Format and Agenda

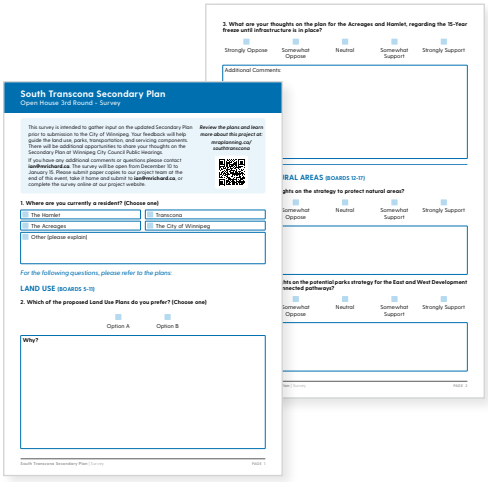
The Open House was structured as a public open house with opportunities for informal review of materials, a formal presentation, and an extended question-and-answer period. The agenda for the evening was as follows:

- **4:15–5:30 p.m.**
  Sign-in and review of display boards
- **5:30–5:40 p.m.**
  Adoption and clarification of agenda
- **5:45–6:45 p.m.**
  Presentation by the consultant team
- **6:45–9:25 p.m.**
  Question-and-answer period
- **9:25 p.m.**
  Closing remarks by the Councillor and project team

At the outset of the meeting, attendees requested clarification regarding the nature of the meeting. Residents requested that the meeting proceed with a presentation followed by a traditional question-and-answer period rather than facilitated table discussions. By consensus, the agenda was amended and adopted as a public open house, and not a stakeholder or roundtable session.

1.4 Survey

An accompanying survey was distributed in both paper and digital formats (ArcGIS Survey123) to gather additional feedback between December 9, 2025 and January 15, 2026. The project landing page (mraplanning.ca/southtranscona) was updated with the presentation materials and survey one day prior to the event. A total of 103 responses were received, with almost all submitted online and the remainder completed on paper at the event. Survey results and summaries follow in *Section 2.0*. The survey and all written results are found in Appendix C.



Open House #3 | Paper Survey





Open House #3 | Transcona Canad Inns Destination Centre

1.5 Information Session

As an outcome of the third Open House, residents strongly requested a further engagement opportunity before the Plan was submitted to the City. As a result, the consultant team organized a final direct stakeholder information session on January 28, 2026, also held at the Regent Avenue Canad Inns Transcona Destination Centre.

OVERVIEW

This engagement session was considered an "Information Session" rather than an Open House with a drop-in board review and one-on-discussions with the project team. The information session presented the updates to the draft Plan based on the feedback from the December open house and further engineering and planning analysis (see Appendix D). There was no formal presentation nor question and answer period provided by the consultants.

The event was attended by approximately 76 members of the public, in addition to 12 consultants from the Stantec, MRA, and MRG, the two major developers, and four representatives from the City of Winnipeg, including the local Transcona Ward Councillor. The Mayor of the RM of Springfield also attended. Display boards were printed for attendees to review and have conversations with the consultant team, developers, and City representatives (see Appendix D).

NOTICE

Participants were notified via:

- Letter via Canada Post
- Community mailbox and bulletin board flyers
- Direct email to the project's stakeholder email list
- The project website (mraplanning.ca/southtranscona)
- South Transcona Facebook Group
- Winnipeg Sun ads (running daily in the week leading up to the event)

These notice materials are attached in Appendix E.

In lieu of an additional survey, participants were encouraged to provide comments on a paper comment sheet provided at the event, which was also available online from January 27 to February 2 (see Appendix F). These comments are summarized in *Section 3.0* and the full set of written comments are available in Appendix F.

2.0
SURVEY RESULTS

The following section summarizes the survey results collected following the December open house. The survey included 10 questions and was separated across the four main plan sections of Land Use, Parks, Servicing, and Transportation. Each section provided optional space for additional comments which are analyzed below.

The survey had a much lower turnout in comparison to the previous engagement conducted in the Fall of 2025, with 103 survey responses in Round Three compared to 224 in Round 2.

The full set of written responses are available in Appendix C.

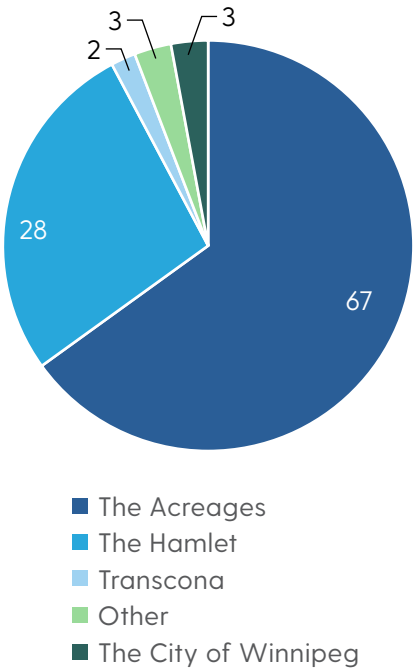
2.1 Residency

1. Where are you currently a resident?

Consistent with previous engagements, the majority of respondents are from the Acreages area with 67 responses, while the Hamlet area had 28 respondents. There were eight survey responses from outside South Transcona, including one resident of the RM of Springfield. Given the population distribution between the Acreages and Hamlet is roughly 40/60, the Acreages area is highly overrepresented in the survey data.

Where relevant, the analysis distinguishes between these resident areas to provide additional context.

Area of Residence



2.2 Land Use

2. Which of the proposed Land Use Plans do you prefer?

Participants were presented with two options for further land use configurations in the Plan Area with the major difference of St. Boniface Road (Option A) or Esselmont Avenue (Option B) as the Plan's major east-west collector road.

While 23% (24) chose Option A, and 6% (6) chose Option B, the majority of survey respondents declined to select an option 71% (73) but instead provided comments to explain their position, with many writing in to say "neither". There was no major distinction between residential areas.

Preferred Land Use Option

When asked why they chose this option comments provide a range of opinion on the two land use options presented. While those who responded generally prefer the St. Boniface option as it impacts fewer residents directly, many residents understand Option B may be the most realistic and best option to achieve City policy goals.

Preferred Land Use Option

Option A	Option B
24	6

Skipped but provided comment: 67
Total comments: 94

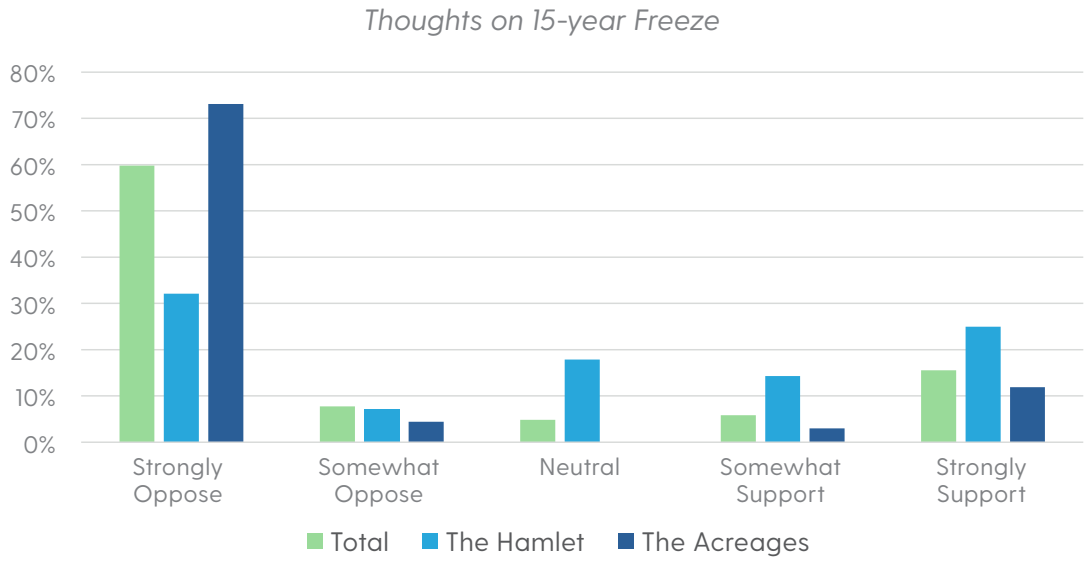
Additional Comments

- *"Although the road goes through the Acreages, and that some are affected, it's a much smoother, clean and easier accessible route for buses, emergency vehicles etc. Going around St. Boniface Road is long and drawn out."*
- *"Option A because it makes the most sense to make the 4-lane road where it will affect the least number of people during and after construction."*
- *"Neither, the residents should not be forced to have services put down their streets, forced to have paved roads or forced to hook up to the services now or ever."*
- *"The original plan with the road in the center seems like the best one other than the fact that it does affect residents on that street."*

3. What are your thoughts on the plan for the Acreages and Hamlet, following the 15-year freeze?

The vast majority of all respondents (60%) are 'strongly opposed' to the 'freeze' with a small minority in favour of the freeze concept (22% combined). The strongest voice of opposition came from the Acreages (73%) while only 32% came from Hamlet. The Hamlet showed a greater level of support for the 'freeze' at 25% while the Acreages' support was just 12%. No respondent from the Acreages was 'Neutral' towards the freeze.

The approach to the freeze did not fully satisfy any camp, with some residents calling for an indefinite freeze on development, while others (particularly those interested in selling or developing) requested clearer options and cost breakdowns should infrastructure become available to redevelop their lands.



Additional Comments

- *"I don't like the idea of setting an artificial time of 15 years. It might be practical to subdivide some properties before that time."*
- *"We would like to have the opportunity to develop our property. Services are coming down Esselmont and we will be required to tie in. We are not opposed to that, our water is very hard and we would be in favour of connecting."*
- *"It seems to me the best scenario would be when the property next to us, [Goldstone Developments], is being planned and developed would also be a good time for ours to be planned and developed."*
- *"The idea of the Acreages area is to leave us alone, not freeze us from progress. If a resident wants to develop their property they should be allowed, through the right channels. I recognize the need for the City to expand and grow, but don't force our hand. Give it time and the Acreage areas will develop into a neighbourhood."*

2.3 Parks and Natural Areas

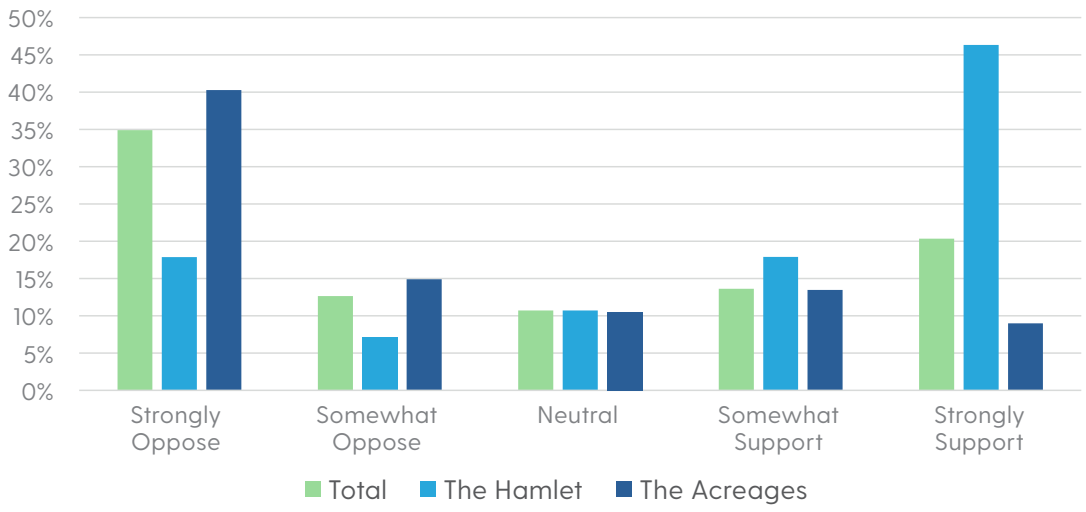
4. What are your thoughts on the strategy to protect natural areas?

Answered: 69 Skipped: 34

Feedback on the parks and natural areas components was mixed, though residents have consistently been generally more supportive of this section than other parts of the plan. While nearly half of respondents opposed the protection of natural areas (48% combined), a substantial proportion (34% combined) expressed support. Support was strongest among Hamlet residents (64% combined), whereas Acreage residents showed the highest level of opposition (55%).

Generally, residents are supportive of the updated plan to protect natural areas. Many appreciated the scaled-down Nature Park concept; however, some expressed concern and distrust regarding long-term management and plans once lands are acquired. The distinction between the Acreages and Hamlet's levels of support comes down to the Acreages' property owners concern it will come at their expense (e.g. expropriation, unfair distribution, etc.) while the Hamlet property owners would be less impacted.

Thoughts on Natural Areas Protection



Additional Comments

- *"Strongly support if the developers are protecting the natural areas in their areas that they own."*
- *"Our entire area is a nature park. We do not want anything to be disrupted to lose our connection with nature."*
- *"I am not opposed to natural areas but have been made aware of other developments in the city where parks were promised only to be rezoned to accommodate housing units."*

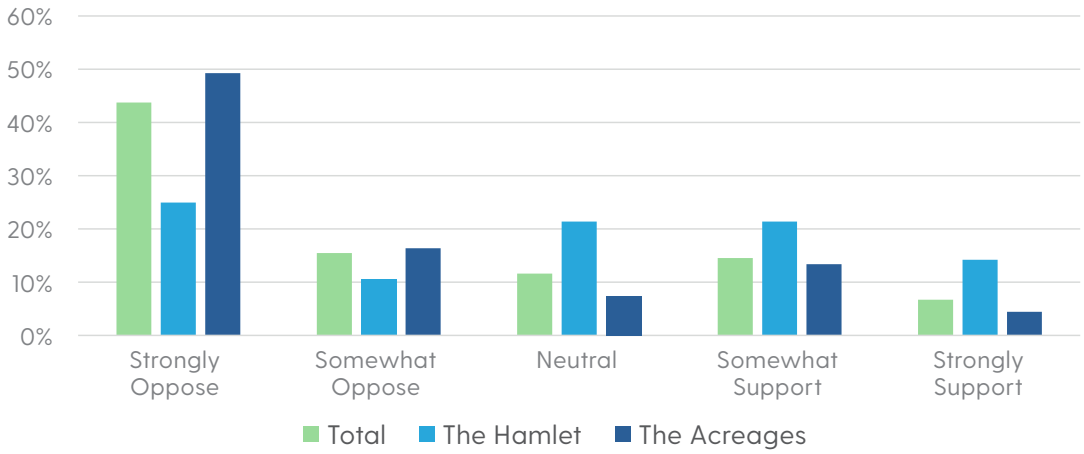
5. What are your thoughts on the potential parks strategy for the East and West Development Areas?

Answered: 95 Skipped: 8

Compared to the previous parks question, the proposed parks strategy for the East and West areas received higher levels of opposition overall (60%). Opposition was strongest among Acreage residents (65%), while Hamlet residents showed lower opposition (36%) and comparatively higher levels of neutrality (21%) and support (35%).

This general opposition appeared to be driven in part by a lack of interest in park proposals from the East and West Town Area developers, as well as concerns about the implications of developing pathways on private lands. Additionally, some respondents indicated they did not fully understand the concept well enough to provide an informed opinion. Comments also highlighted the need for improved messaging around developers' responsibility to provide parkland and amenities.

Thoughts on Potential Parks Strategy for the East + West Areas



Additional Comments

- *"It's a good start, however, [...] the acreages should not be the offset for the density of either development."*
- *"I must "strongly oppose" the plans simply because I do not understand them sufficiently to provide an educated opinion."*
- *"I am opposed to having pathways created on private property."*

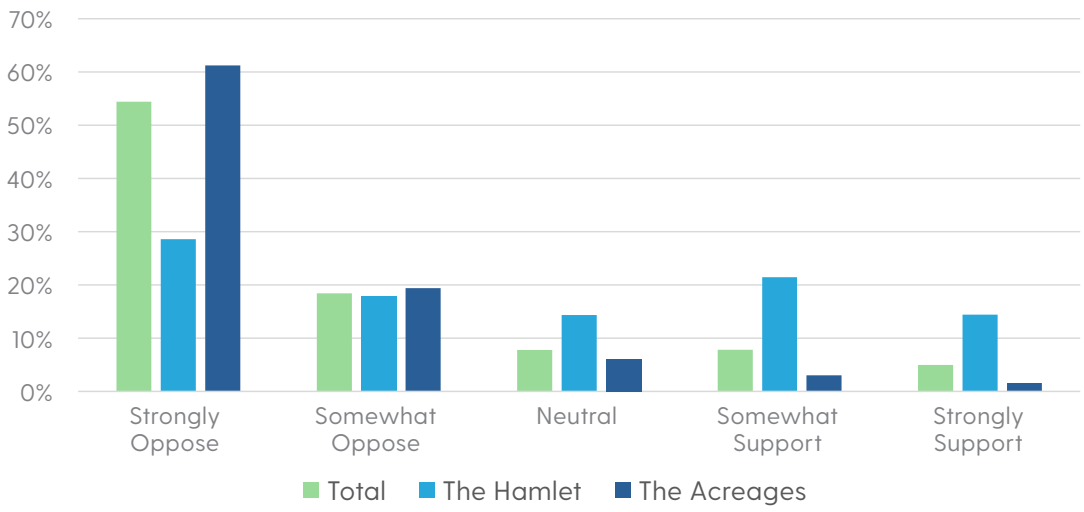
6. What are your thoughts on the potential parks strategy for the Acreages and the Hamlet?

Answered: 96 Skipped: 7

This Parks question showed the greatest opposition with 72% combined strongly or somewhat opposing overall. The Acreages showed the greatest opposition with 80% and the Hamlet with 47%, combined. Meanwhile, 35% of the Hamlet's respondents support the strategy.

While the updated conceptual parks strategy for the Acreages and Hamlet helped to some extent in calming fears about the previous Nature Park concept, respondents emphasized the need for clearer communication about how a Natural Greenway System would be implemented. Many stressed the importance of protecting residents' property rights while preserving existing wildlife, open spaces, and wooded areas for future residents and generations. More communication regarding parks requirements under the Parks Strategy and the DAPs could strengthen future engagements.

Thoughts on Potential Parks Strategy for Hamlet + Acreages



Additional Comments

- *"Local property owners should decide."*
- *"Need more detail, clarification & consultation on this."*
- *"I have loved living with the wildlife and the open and wooded spaces around me. I hope new residents will be able to enjoy something similar."*
- *"Leave the acreages out of the connected pathways until future development of the acreages happens. We would like our community to remain a quiet and peaceful area."*

Note: Attendees noted several inaccuracies on the Open House materials, which were subsequently corrected by the consultants (see amended /R boards in Appendix A).

2.4 Servicing

7. What are your thoughts on the updated servicing plans?

Answered: 96 Skipped: 7

Consistent with the previous Round 2 engagement survey, residents showed strong opposition to the proposed water and wastewater servicing plans (77% total for both plans). The Acreages showed the greatest opposition at 77% with the Hamlet closely behind at 68%.

There was stronger support for the refined land drainage plans, which are intended to benefit Acreage residents regardless of whether they choose to develop (57% in support, combined). However, as the additional comments show, the primary concerns relate to the potential financial burden on existing property owners, including those with no intention to develop. Many respondents and Open House attendees also questioned why services were planned as routed along Esslemont rather than St. Boniface.

		Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
Water	Total	70%	7%	11%	4%	2%
	The Hamlet	64%	4%	21%	4%	4%
	The Acreage	70%	7%	7%	4%	1%
Wastewater	Total	70%	7%	11%	5%	2%
	The Hamlet	64%	4%	21%	7%	4%
	The Acreage	70%	7%	7%	4%	1%
Land drainage	Total	52%	6%	20%	10%	2%
	The Hamlet	46%	4%	25%	18%	4%
	The Acreage	51%	6%	21%	7%	1%

Additional Comments

- *"I am neutral on these issues. We are currently serviced by our own well and septic field. I do not want to carry any costs for adding services that I will not use."*
- *"The imposition of the costs for these services against existing residents along Bates/Esselmont/Rennie via Local Improvement Fees is so inequitable as residents do not want the services / upgraded roads & cannot afford it."*
- *"I will support the updated servicing plans under a couple conditions. One, that we indeed do not have any obligation to pay for the services until/if our property is developed. Second, that there is no freeze on our property for the 15 years. Otherwise, I do not support the servicing plans. We should have the opportunity to sell our property to a developer, or develop our property ourselves if services are coming down our road."*

2.5 Transportation

8. Which plan for transportation do you prefer?

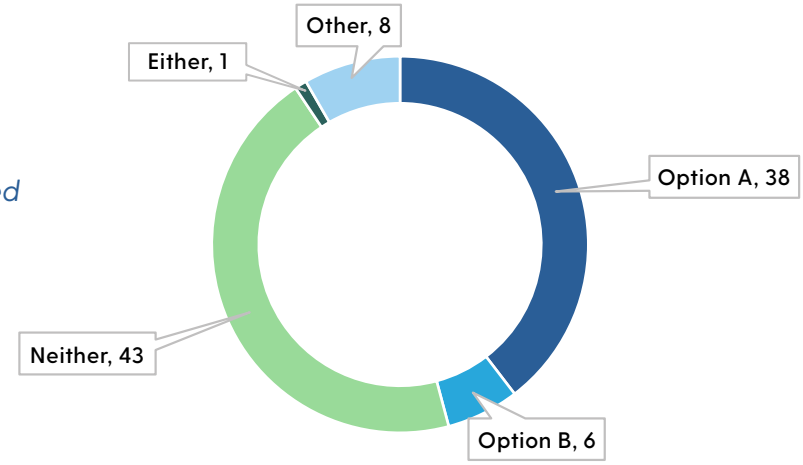
Answered: 36 Skipped: 67

Consistent with question 2 on land use options, residents generally prefer Option A (31, 30%) to Option B (5, 5%). The majority did not provide a preferred option (67, 65%). Of the 67 who did not provide an option, 60 respondents shared their thoughts in the additional comments, in addition to 21 respondents who both selected an option and provided comment.

When combining the preferences shared in the additional comments, 38 indicated preference for St. Boniface Road as the major east-west collector (Option A), 6 chose Esselmont (Option B), 43 preferred 'Neither', one preferred 'Either', and 8 had other comments.

These respondents expressed strong concern about potential impacts to existing landowners, with many favouring options that minimize disruption, land acquisition, and costs. Several noted that Option A was preferred because it would affect fewer residents, rely more on open land, and require expropriation of fewer landowners. Many emphasized the importance of preserving the quiet, low-density character of their streets. Others would be in support of the plan if higher-density zoning and redevelopment is introduced to justify increased traffic. Some respondents viewed Option B as a more logical route for traffic flow and transit connectivity, particularly for servicing the central areas of the community.

Transportation Plan Preference



Skipped but provided comment: 60
Total comments: 88

Additional Comments

- *"Option A makes the most sense because it causes the least disruption for the most people and would also be the cheapest because you are working on a lot of open land. It would also require the least amount of expropriation of land."*
- *"Unless we have higher density zoning on our property to take advantage of a main collector coming down our street, we would prefer a two-lane street as we currently have it to preserve the quiet nature of our street."*
- *"[Option B] is the more logical route for traffic and connection to Camiel Sys, for cars and transit / school buses to service the community down the center."*

2.6 Additional Information

9. What remaining questions or concerns do you have about the Secondary Plan?

Answered: 74 Skipped: 29

The open-ended section of the survey received a total of 74 responses. Generally, respondents accept that development is inevitable and do not take major issue with the plans for the East and West Town Areas, but emphasized the need for greater understanding and transparency about how development would proceed.

Many expressed a strong desire to preserve the quiet, low-density character of their neighbourhoods and asked that any new development be buffered or kept as separate as possible. Concerns were also raised about the timing, personal financial impacts, and long-term obligations associated with growth, with several respondents calling for additional opportunities to be consulted before plans are finalized. The proposed 15-year freeze, in particular, generated strong reactions, with some viewing it as unjustified, potentially longer than anticipated, and harmful to property values.

Additional Comments

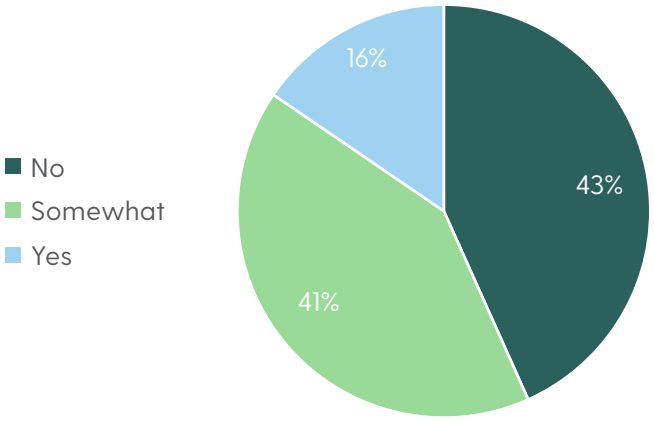
- *"Knowing that it is impossible to satisfy everyone & also knowing that development is inevitable; we must move forward with consideration of the people that will be most affected. Holding the thought of such high-density community overtaking us is a great motivation for us to push back. Empathy & transparency would go a long way to move ahead."*
- *"Keeping our area as is as much as possible, we love our quiet neighbourhood and don't want this development, if there is development keeping it as separate as possible."*
- *"Residents need to be engaged at least one more time before the final plans are submitted to the community committee."*
- *"I understand that developments are inevitable, my concerns are timing, my obligations and costs."*

10. Did you find this meeting helpful?

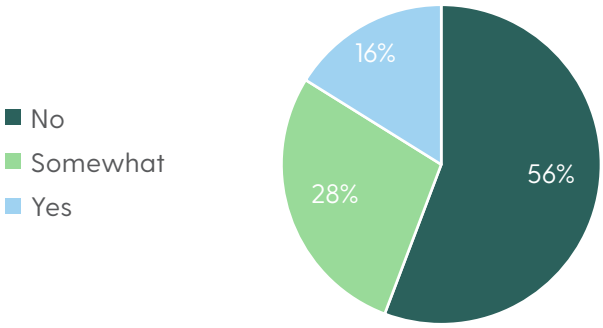
Answered: 97 Skipped: 6

When compared with the previous engagement event in October, a greater proportion (57% combined) found the December meeting at least somewhat helpful, compared to a majority (52%) in October, who did not find it helpful. This shows progress has been made to inform residents and address their concerns as the project has developed.

Did you find this meeting helpful?



Did you find this meeting helpful? (October)



3.0
INFORMATION SESSION

3.1 Event Overview

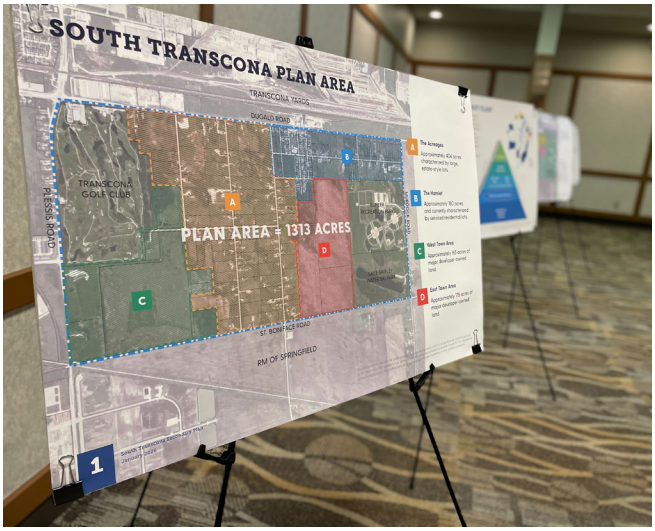
76 residents attended the Information Session on January 28, 2026, which was advertised as a "a final opportunity to review the updated Draft Secondary Plan prior to its submission to the City of Winnipeg."

Attendance at the event was lower than at previous engagement sessions, which also saw fewer expressions of anger or opposition and generally more constructive conversations. Participants demonstrated increased engagement with the materials and greater curiosity regarding redevelopment opportunities and cost implications.

There was broader support for elements of the Plan than at any prior engagement, particularly for the proposed "Unserviced Subdivision" notwithstanding clause, which would allow landowners adjacent to serviced Town Neighbourhood Small areas to coordinate redevelopment alongside the East and West Town Area developers.

Several attendees expressed appreciation for the increased clarity and depth of detail around development costs (Boards 18-22). Some participants also requested consideration of higher-density housing options on Acreages lands, including townhouses. .

Note: Attendees noted several inaccuracies on the Information Session materials, which were subsequently corrected by the consultants (see amended /R boards in Appendix D).



Information Session | Transcona Canad Inns

3.2 Comment Themes

Attendees were provided with a simple open-ended comment sheet to submit remaining comments, questions, and concerns. The consultant team received 70 responses on the comment sheet, which are summarized below. A significant portion of the written submissions reflected a coordinated response, with approximately 25 respondents submitting near-identical or closely aligned comments. See Appendix F for the full set of comments.

LAND USE AND DEVELOPMENT

Many respondents, particularly those with the coordinated submission, expressed concern that the Secondary Plan prioritizes large developer interests over existing landowners. Key issues included opposition to the 50-acre minimum land assembly requirements. Some respondents would prefer to see the freeze concept be reintroduced, while others were concerned that the 'restrictions' put on the existing areas function as a de facto freeze.

PARKS AND NATURAL AREAS

While there was broad agreement on the importance of preserving natural areas, respondents raised concerns about the Natural Greenway System and park designations potentially constraining private land or leading to future land acquisition. Several comments questioned the distinction between formal parks and naturalized landscapes.

SERVICING AND INFRASTRUCTURE

Respondents asked for the status of the technical studies being conducted and raised concerns about long-term servicing obligations for existing landowners, including centralized servicing requirements, mandatory connections, frontage charges, and potential local improvements. Many expressed opposition to cost-sharing requirements for residents who would not prefer to develop.

TRANSPORTATION AND ROAD ALIGNMENT

The updated Transportation plan was one of the most prominent issues. Many respondents outright oppose upgrades to Esselmont and Rennie as part of a major east–west collector and expressed a preference for routing traffic along St. Boniface Road or Murdock Road. Residents are concerned about the potential impacts of road widening, expropriation, traffic safety, noise, on their neighbourhoods.

ENGAGEMENT

A recurring theme, particularly within the coordinated submissions, was dissatisfaction with the engagement process, including perceptions that consultation was reactive rather than collaborative, that information was shared late or incompletely, and that survey results were misinterpreted. This minority of respondents would have preferred clearer, property-specific explanations of costs, triggers, and rights, and earlier involvement of City departments and additional education-focused engagement.

A smaller number of comments noted that the engagement sessions were sufficient and acknowledged that some level of development is necessary to support future community amenities and services.

4.0
SUMMARY & ANALYSIS

Written comments submitted to the survey and comment sheet in addition to correspondence with the consultant team demonstrate consistent patterns in how residents understand the Secondary Plan and the primary concerns or questions they have about its potential impacts.

Key takeaways from Round Three are outlined below:



PROTECTION OF RURAL CHARACTER AND NATURE

Residents value South Transcona's quiet, low-density, and nature-oriented character and have expressed concern that development could erode these qualities. While some growth is accepted, particularly the East and West Area developers' rights to develop, there is a strong desire to protect green space, wildlife, and ensure new housing remains compatible in scale with existing homes.



TRAFFIC AND ROAD ALIGNMENT

Transportation impacts were a key concern, with residents preferring to limit traffic and road upgrades within the existing neighbourhoods. Many raised concerns about noise, safety, and congestion. Uncertainty around potential expropriation impacts remain a primary concern regarding Esselmont as the major east-west collector.



COSTS AND PROPERTY IMPACTS

Residents requested clearer information on the potential cost implications of development, including servicing and long-term impacts on property owners. Concerns were also raised about potential property impacts associated with the Green Corridor System and park dedication.

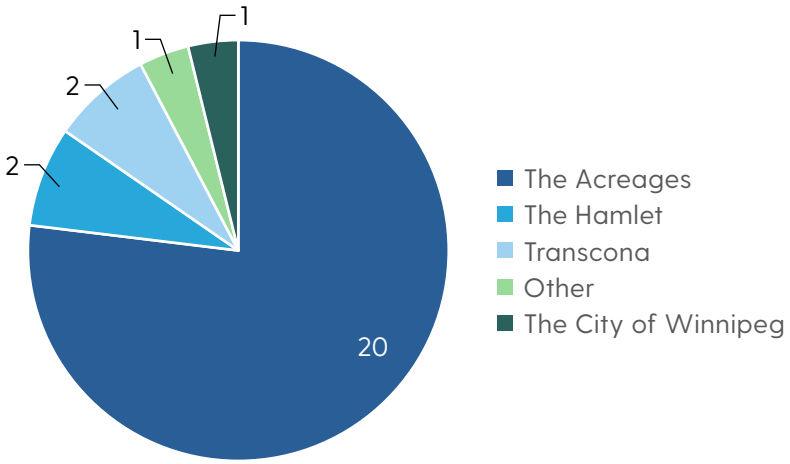
SURVEY PARTICIPATION

Public engagement processes tend to attract and amplify those with the strongest views, especially those in opposition to a project. This pattern has been true of the South Transcona Secondary Planning process. For instance:

- 26 of 103 residents elected to choose “strongly opposed” to all applicable questions, with the vast majority coming from the Acreages.
- Nearly half (47%) of all respondents declared their Transportation Plan preference as “Neither” when that was not presented as an option.
- With a population of 645 (as of 2021), South Transcona residents with strong opposition to the project and preference for alternative Land Use or Transportation Options represents a small fraction of the overall community.
- Moreover, given the population distribution between the Acreages and Hamlet is skewed towards the Hamlet, the Acreages area is highly overrepresented (65%) in the survey data compared to the Hamlet, who are underrepresented (27%).
- 25 residents submitted a coordinated template response to the Information Session comment sheet.
- A significant number of existing area residents have privately expressed support for the Secondary Plan and opportunities to redevelop in the future, but have been overshadowed in the survey results by their neighbours who engage the strongest with the project.

As a result, the survey results should be interpreted as one input among several, and considered alongside in-person engagement, written submissions, and technical analysis.

Number of respondents who selected “strongly opposed” to all: 26



5.0 CONCLUSION

In the second round of public engagement for this project, three resident camps emerged:

1. Residents opposed to any change
2. Landowners in support of future development
3. Landowners conditionally open to development

These perspectives have been consistent across the two-year engagement process, with the latter camp growing in prominence, particularly as the Plan has moved closer to submission.

INTEGRATION OF PUBLIC INPUT

The third and final round of public engagement was critical in refining the draft Secondary Plan that will be submitted to the City of Winnipeg for review. Resident feedback from the two events in Round Three has been foundational to many aspects of the Secondary Plan, including:

Development Framework and Land Use

Policies for the Hamlet and the Acreages were refined by removing the previously proposed "freeze" concept and replacing it with clearer guidance for appropriate, incremental redevelopment in the Town Neighbourhood Small designation.

Parks and Natural Areas Strategy

The approach to parks and natural areas evolved from a large Nature Park concept to a more flexible Green Corridor System to be assembled as the area develops, intended to preserve, enhance, and connect natural areas over time as development occurs.

Transportation and Servicing

Alternative transportation and servicing plans were tested to determine feasibility. Final plans were adjusted to balance impacts on existing neighbourhoods while remaining feasible from an engineering and planning perspective and alignment with Complete Communities policy direction.

Costs, Phasing, and Implementation

As the engagement process evolved, the engagement material was refined to provide greater clarity on the range of potential cost implications for existing landowners under different scenarios of development, including frontage charges, potential local improvements, area charges, and development agreements. The Plan now provides clearer direction on phasing and cost-sharing mechanisms.

Overall, Round Three of South Transcona Secondary Plan engagement process significantly improved residents' understanding of next steps and provided clearer direction on how the Secondary Plan would be implemented over time. The level of detail shared, the duration of discussion, and the opportunities for direct dialogue extended well beyond what is typically required for a Secondary Plan process. Notably, the developers' willingness to enter into voluntary servicing agreements with affected landowners, addressing the installation of water and wastewater infrastructure needed to service the East and West Town Areas through the existing areas, is a meaningful step toward mitigating impacts on existing residents.

Compared to earlier engagement rounds, the tone of the discussion continued to shift from broad opposition, anger, and uncertainty toward more informed, constructive dialogue focused on understanding costs, redevelopment options, and how benefits to the community could be realized.

6.0
APPENDICES

Appendix A - Open House #3: Display Boards

Appendix B - Open House #3: Public Engagement Notice Documentation

Appendix C - Open House #3: Paper Survey & Results

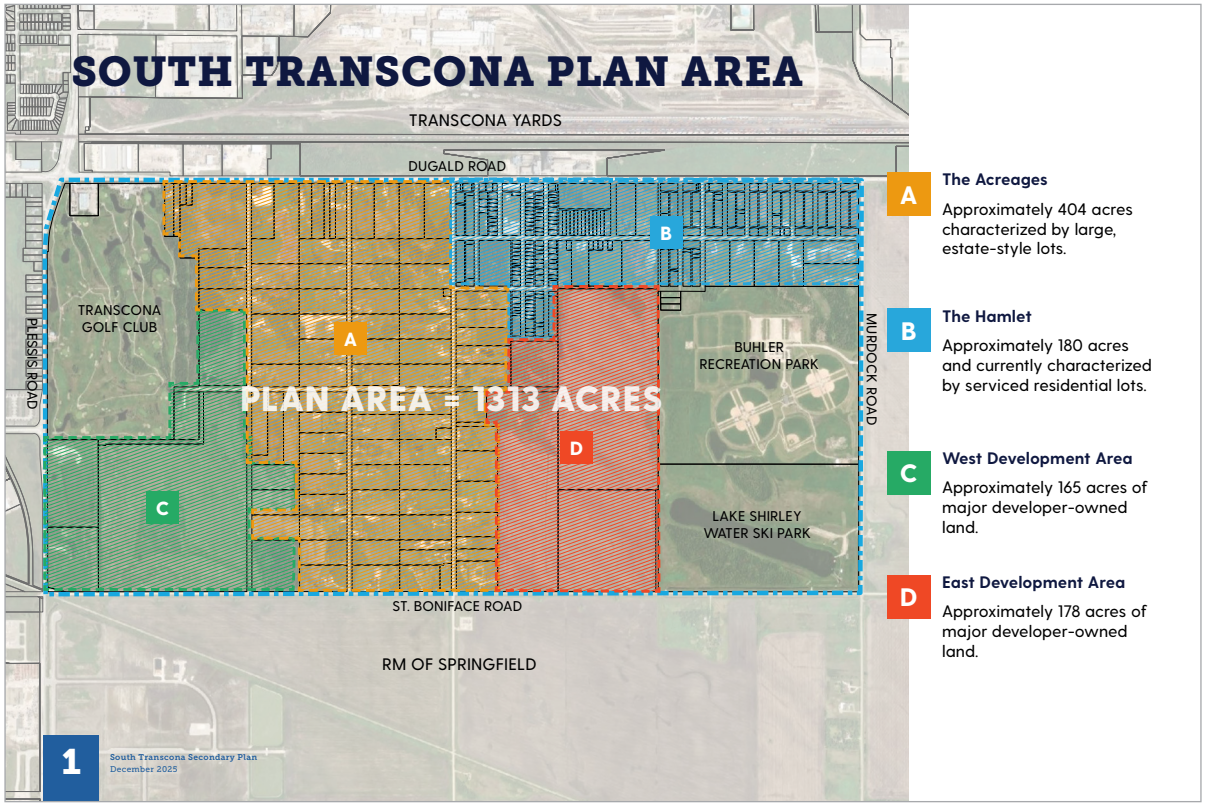
Appendix D - Information Session: Display Boards

Appendix E - Information Session: Public Engagement Notice Documentation

Appendix F - Information Session: Paper Comment Sheet & Results

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

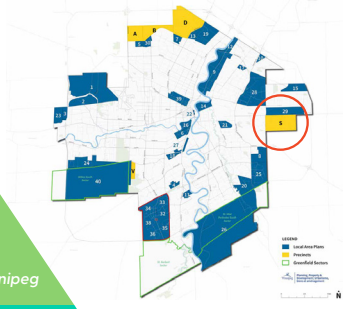


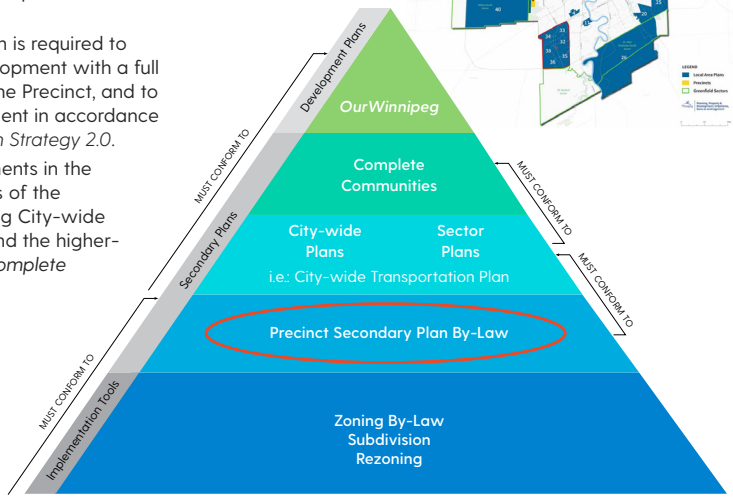


APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

WHAT IS A SECONDARY PLAN?

- South Transcona is designated as a New Community known as 'Precinct S'. The City requires Precincts to create a Secondary Plan to be adopted by Council as a By-Law prior to any major development in the Precinct.
- The South Transcona Secondary Plan is required to introduce a plan for urbanized development with a full range of municipal services within the Precinct, and to establish policies to guide development in accordance with *Complete Communities Direction Strategy 2.0*.
- Once adopted, any future developments in the Precinct must conform to the polices of the Secondary Plan in addition to existing City-wide subdivision and zoning provisions, and the higher-level policies of *OurWinnipeg* and *Complete Communities*.





2 South Transcona Secondary Plan
December 2025

WHAT WE HEARD

Feedback from Last Open House (October 2025) & Meeting at Community Centre

Concerns



Nature Park & Green Space
Nature Park seen as too large, need for clarity on land assembly, purpose, and scale, with desire to preserve the area's nature.

Land Use & Density
Strong desire for development to respect existing character.

Landowner Impacts & Costs
Need clear info on costs, levies, servicing, and timing.

Transportation
Questions about traffic impacts and timing of upgrades to Dugald Road and Plessis Road; debate over Esselmont vs. St. Boniface as the primary collector.

Land Drainage
Requests for clarity on how drainage changes may affect existing properties.

Existing Residents
Uncertainty around how the plan would impact current residents.

3 South Transcona Secondary Plan
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

FREQUENTLY ASKED QUESTIONS

1 Where does this Secondary Plan come from?

A requirement of the *City of Winnipeg's Complete Communities Direction Strategy 2.0*.

2 Has a housing needs assessment been completed?

The City of Winnipeg conducts an annual housing market study and also conducts a 5-year needs assessment, last issued November 2025.

3 How can residents stay involved?

Through public hearings and the Municipal Board.

4 What can change the pace of development?

Development timing depends primarily on market absorption rates, and supportive infrastructure (such as road and utility upgrades). Demand for housing, availability of municipal servicing, and developer readiness will determine how quickly different phases proceed.

5 What is the plan for schools in the area?

Two new schools may be required to serve the full build-out population. Final site selection and timing are determined by the Province of Manitoba, which is responsible for school funding.

6 How long will it take for the plan to be built?

Exact timing is uncertain and depends on economic factors. Development will follow servicing upgrades, road improvements, and phased approvals. The East and West development areas could take ~15 years to develop, while the Acreages and Hamlet could take up to 25 years. Potential Full build-out after the 15-year freeze could take 20–30 years due to infrastructure timing.

7 Will there be any expropriation?

Yes, if necessary. Typically for roads, but may be for parks.

8 What is the anticipated population at full build-out after the 15-year freeze?

Approximately 25,000+ residents, based on assumed densities and future growth.

9 Will developers receive money from the Housing Accelerator Fund (HAF) or other government programs?

So far, no funding has been applied for.

4 South Transcona Secondary Plan
December 2025

LAND USE PLAN

The following Land Use Plans present two scenarios for future development of the **EAST** and **WEST** Development Areas over the next ~15 years showing land use and major road connections.

Buffering & Transitions: Land use areas will transition logically in height step downs and buffer existing residents from new development.

Town Gateway

- Heights up to 10 storeys (100 ft).
- Acts as a mixed-use entrance to the community.
- Supports commercial uses, multi-family housing, and a range of residential densities (high, medium, low).
- Higher densities concentrated along major collectors and arterials.
- Density transitions down toward Town Neighbourhood to protect existing homeowners.

Town Neighbourhood

- Heights up to 6 storeys (70 ft).
- Primarily residential, with housing types ranging from single-family to multi-family.
- Limited commercial allowed along major roads.
- Supports community-serving institutions (schools, places of worship).

Town Neighbourhood Small

- Supports low-rise single-family and duplex housing.
- Maximum building height 35 ft.
- Maintains established neighbourhood character.
- Allows gradual, service-based redevelopment as landowners choose to redevelop.

NEW

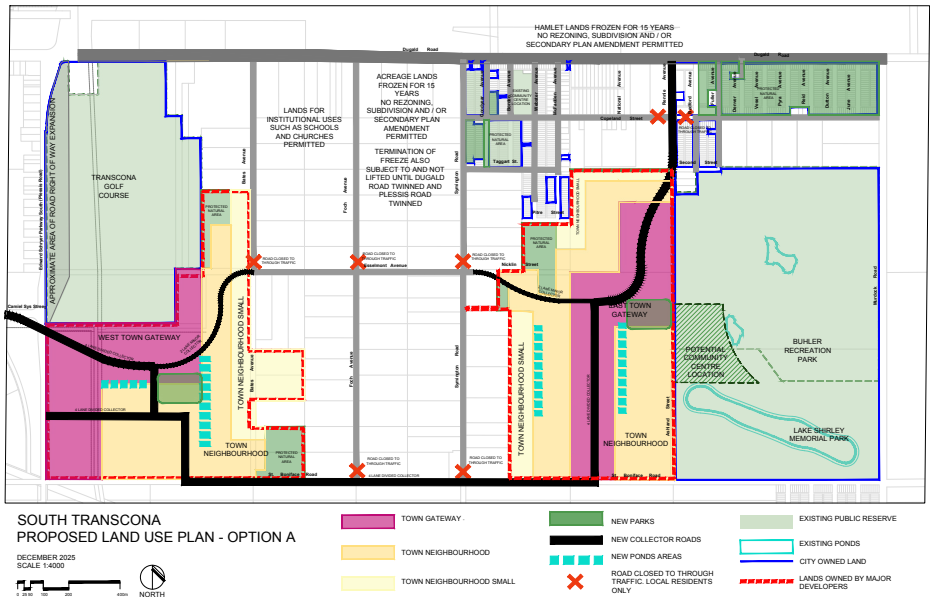
The Acreages & Hamlet

Lands in the existing Acreages and Hamlet areas are **proposed to be frozen from rezoning and subdivision for 15 years** to protect existing neighbourhood character and ensure infrastructure is in place before significant change occurs, such as the twinning of Dugald Road and Plessis Road. Both Dugald and Plessis Roads may not be fully twinned until after the freeze. Planned institutional uses such as schools and churches will be permitted. (See Boards 8 & 9)

5 South Transcona Secondary Plan
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

LAND USE PLAN
OPTION A



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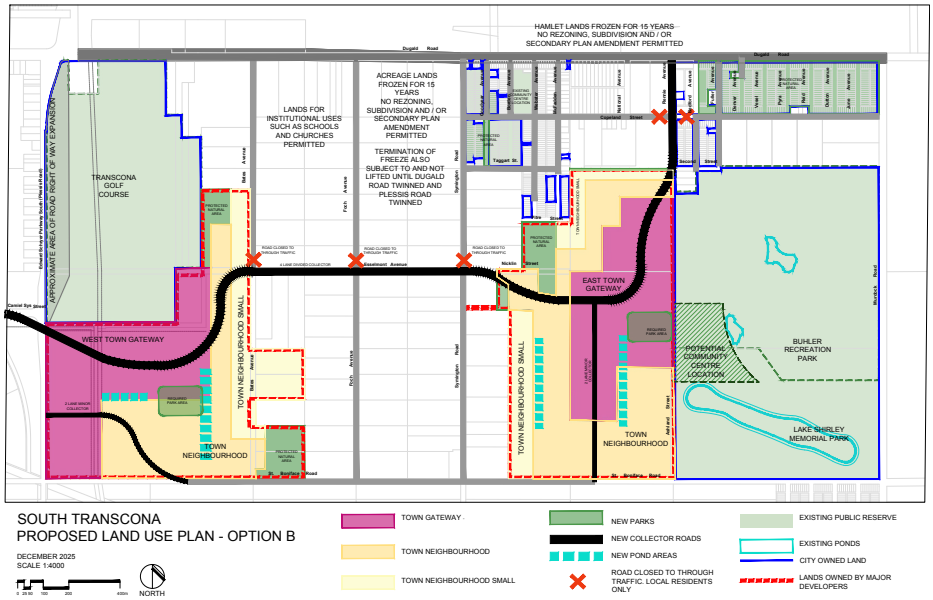
South Transcona Secondary Plan
December 2025

LAND USE PLAN
OPTION B



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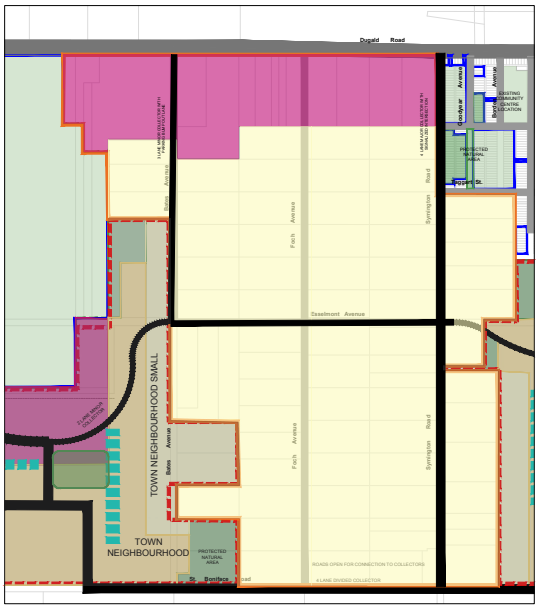
South Transcona Secondary Plan
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

LAND USE PLAN - ACREAGES

Post 15-Year Freeze

- The 15-year freeze on the Acreages and Hamlet remains in effect until both Dugald Road and Plessis Road are fully twinned. Freeze is extended until this work is complete.
- After the freeze, single-family, duplex, and townhouse development is permitted, up to a maximum height of 35 ft (standard two-storey home).
- Neighbourhood-supportive commercial may be introduced at key nodes along Esselmont Avenue or St. Boniface Road, with exact locations determined after the freeze.
- Along Dugald Road, buildings up to 10 storeys are permitted only once Dugald Road is twinned or partially twinned on that frontage.
- If twinning occurs in phased segments over 2–3 consecutive years, rezonings along Dugald Road may proceed during the phasing period.
- Symington may be a 4-lane major collector with an signalized intersection at Dugald.
- Bates may be a 3-lane minor collector with parking.

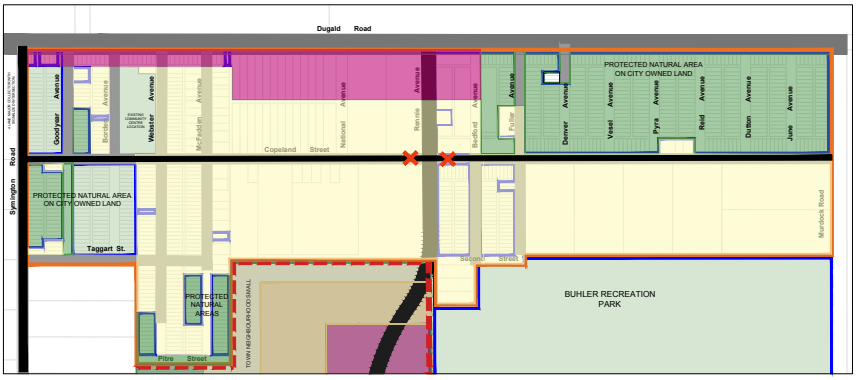


SOUTH TRANSCONA
ACREAGE LANDS POST 15 YEAR FREEZE
DECEMBER 2025

NORTH

8 South Transcona Secondary Plan
December 2025

LAND USE PLAN - HAMLET



SOUTH TRANSCONA
HAMLET LANDS
POST 15 YEAR FREEZE
DECEMBER 2025

NORTH

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- Symington may be a 4-lane major collector with an signalized intersection at Dugald.

9 South Transcona Secondary Plan
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

LAND USE PLAN

FREQUENTLY ASKED QUESTIONS

1 What are the costs for property owners that *DO NOT* wish to develop?

There should be no potential costs for property owners that do not wish to develop their lands on streets that will not be upgraded with services by the two major developers.

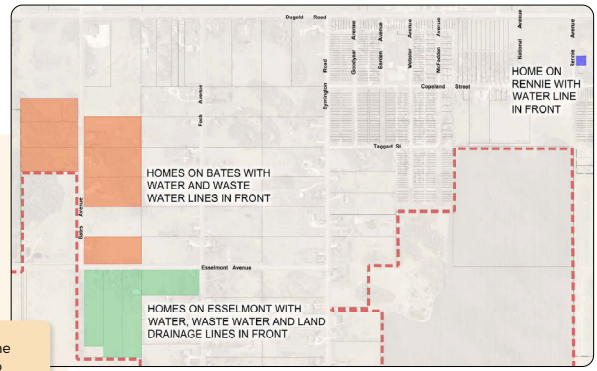
Property owners that do not wish to develop on streets upgraded with services by the two major developers, have two choices:

OPTION A

Connect to the new water and wastewater services and only pay the cost of the new pipes from their property line to their home. The two major developers will offer to enter into an agreement with the property owner to waive collection of the standard frontage charge for water and wastewater services until/if the landowner proceeds with a subdivision and/or rezoning to add more homes; or

OPTION B

Do not connect to water and keep existing well. Existing septic field and tanks can be kept for up to 10 years, however, connection to the wastewater pipes is required by the Provincial Government within 10 years of the wastewater pipe installation and decommissioning of the septic field and tanks is required at that point. The two major developers will offer to enter into an agreement to waive collection of the standard frontage charge for the wastewater service until/if the landowner proceeds with a subdivision and/or rezoning to add more homes. The property owner must pay for a new pipe from the property line to home.



2 What are the costs for property owners that *DO* wish to develop?

If property owners decide to develop their land (i.e. add more homes), whomever develops the land will have to pay the frontage charge for all services and the road upgrades to the City, and/or to reimburse the two major developers.

3 Are there other potential costs?

In addition to servicing connections, there may be neighbourhood initiated local improvement levies, area charges, or participation in a Homeowners Association (HOA) for shared amenities. Some landowners may also see changes in frontage charges, property assessments or taxation if their lands are rezoned, subdivided, or have frontage along city services.

LAND USE PLAN

FREQUENTLY ASKED QUESTIONS

4 What are the developers' plans for their land?

The East and West Development Areas are still conceptual and will be refined through future subdivision and rezoning applications. Higher-density housing and commercial uses will front Plessis and major collectors, transitioning to lower-density housing near existing neighbourhoods, with required park and pond space and a connected park network.

5 Where will single-family dwellings be located?

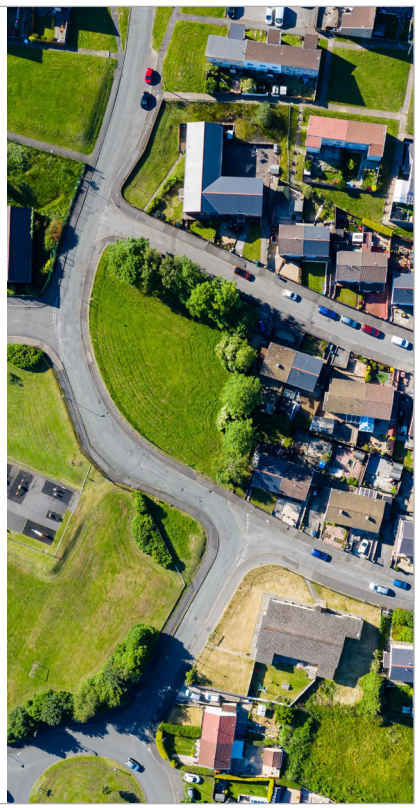
Single-family and lower-density housing will be focused in Town Neighbourhood areas and lands adjacent to existing residential areas. It will also be permitted in the Town Gateway where appropriate.

6 Who pays for the development costs?

Each landowner that is developing is responsible for their own development costs. Developers typically front-end major infrastructure such as roads, drainage ponds, and underground services. There may be a cost to connect to sanitary sewer for existing homes where the pipe is installed along a lot's frontage, regardless of re-development.

7 How will light and noise pollution be mitigated?

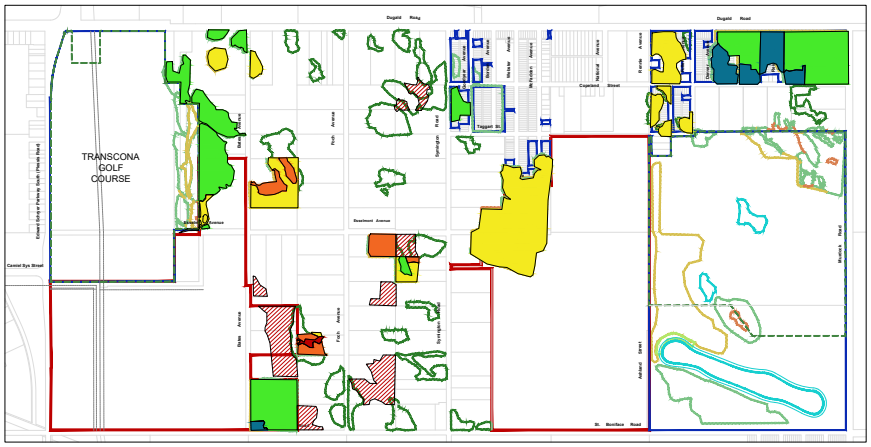
The plan maintains compatible housing types near existing homes, and all development must follow Winnipeg's lighting, noise, and nuisance by-laws. While some increase in ambient noise and light is expected as the area develops, landscaping, berms, and setbacks can help reduce impacts.



APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

PARKS AND NATURAL AREAS

NATURAL AREAS PRIORITIES



- This map highlights Natural Areas as assessed by the City as priority areas for protection.
- Should landowners sell or develop on land with priority lands, these are areas the City may be interested in protecting.
- Any areas above required PR dedication the City would consider to purchase from landowners at fair market value.

SOUTH TRANSCONA
NATURAL AREAS PRIORITY PLAN

DECEMBER 2025
SCALE 1:4000

NORTH

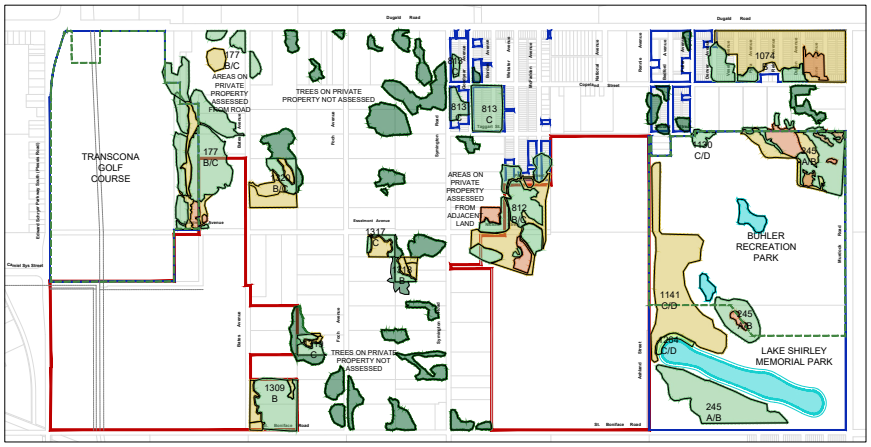
PRIORITIES IDENTIFIED BY CITY OF WINNIPEG NATURALIST

- PRIORITY 1 (HIGHEST)
- PRIORITY 2
- PRIORITY 3
- PRIORITY 4
- PRIORITY 5
- AREAS OF INTEREST NOT ASSESSED

12 South Transcona Secondary Plan
December 2025

PARKS AND NATURAL AREAS

NATURAL AREAS



SOUTH TRANSCONA
NATURAL AREAS ASSESSMENT PLAN

DECEMBER 2025
SCALE 1:4000

NORTH

HABITAT CATEGORIES

- ASPEN FOREST
- PRAIRIE GRASSLAND
- WETLAND
- RIPARIAN FOREST
- POND
- TREED AREAS TO BE CLASSIFIED

Habitat Class Legend

117 - 1264	Numbers refer to assessment locations by city of winnipeg
CLASS [A/B]	A plant community reflecting the natural heritage with little to no disturbance, few weed species, and should be preserved
CLASS [B/C]	Good characteristics with little to moderate disturbance and should be considered for preservation and possibly naturalization
CLASS [C] & [D]	To only be considered for preservation based on other factors than the natural heritage assessment

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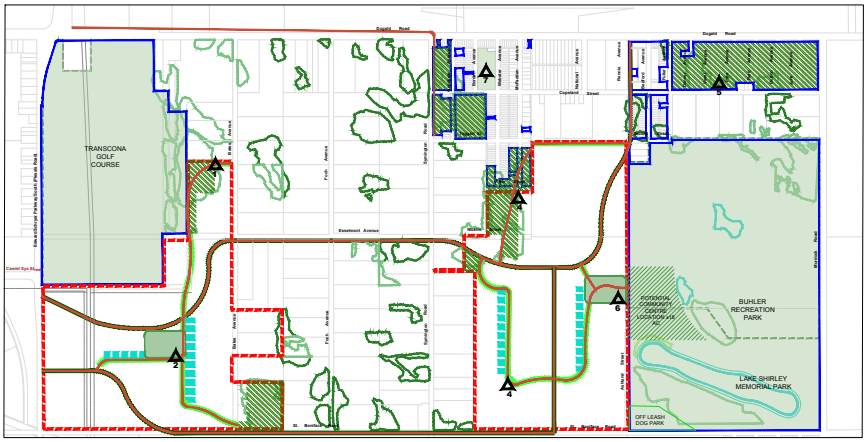
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

PARKS AND NATURAL AREAS

POTENTIAL PARKS



- Park amenities are directed by the City of Winnipeg Parks Strategy to meet catchment-based level of service across the Plan Area.

LEGEND
- PATHWAY
- CITY OWNED LAND
- EXISTING PARKS AND CITY OWNED LAND
- POTENTIAL STORM WATER RETENTION POND
- PARK AREA IN DEVELOPMENTS TO FULFILL PARK STRATEGY AMENITIES AND DEVELOPMENT AGREEMENT PARAMETERS
- NATURE PARK
- LINEAR PARK
- GREEN CORRIDOR ON STREET

SOUTH TRANSCONA
POTENTIAL PARKS
FOR 15 YEAR FREEZE

DECEMBER 2025
SCALE 1:4000

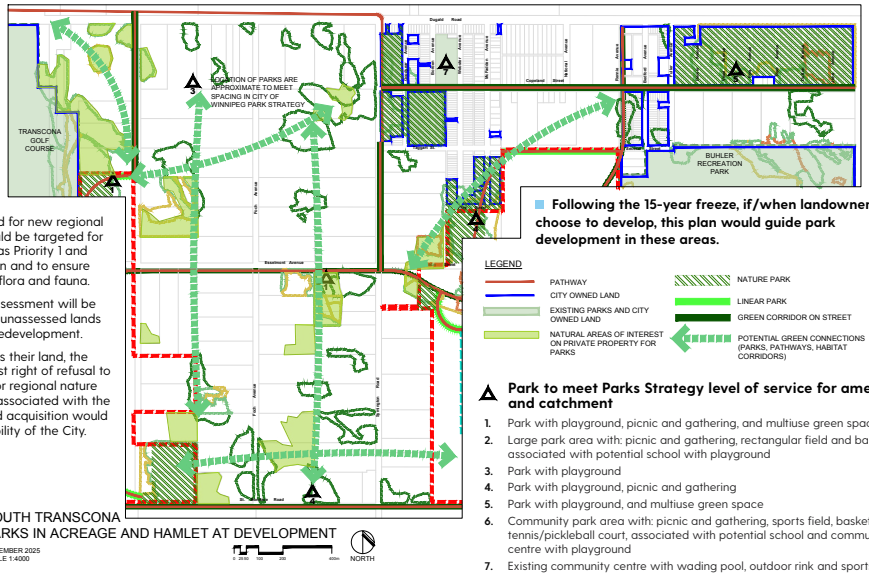
NORTH

Park to meet Parks Strategy level of service for amenities and catchment

1. Park with playground, picnic and gathering, and multiuse green space
2. Large park area with: picnic and gathering, rectangular field and basketball associated with potential school with playground
3. Park with playground
4. Park with playground, picnic and gathering
5. Park with playground, and multiuse green space
6. Community park area with: picnic and gathering, sports field, basketball, tennis/pickleball court, associated with potential school and community centre with playground
7. Existing community centre with wading pool, outdoor rink and sports fields

PARKS AND NATURAL AREAS

POTENTIAL PARKS - ACREAGES & HAMLET



- Assembly of land for new regional nature park would be targeted for lands identified as Priority 1 and 2 for preservation and to ensure connectivity for flora and fauna.
- An ecological assessment will be required for any unassessed lands prior to sale or redevelopment.
- If landowner sells their land, the City will have first right of refusal to purchase land for regional nature park. Any costs associated with the cooperative land acquisition would be the responsibility of the City.

- **Following the 15-year freeze, if/when landowners choose to develop, this plan would guide park development in these areas.**

LEGEND
- PATHWAY
- CITY OWNED LAND
- EXISTING PARKS AND CITY OWNED LAND
- NATURAL AREAS OF INTEREST ON PRIVATE PROPERTY FOR PARKS
- NATURE PARK
- LINEAR PARK
- GREEN CORRIDOR ON STREET
- POTENTIAL GREEN CONNECTIONS (PARKS, PATHWAYS, HABITAT CORRIDORS)

SOUTH TRANSCONA
PARKS IN ACREAGE AND HAMLET AT DEVELOPMENT

DECEMBER 2025
SCALE 1:4000

NORTH

Park to meet Parks Strategy level of service for amenities and catchment

1. Park with playground, picnic and gathering, and multiuse green space
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APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

PARKS AND NATURAL AREAS

FREQUENTLY ASKED QUESTIONS

1 **Will there still be a Nature Park?**

Assembly of land for new regional nature park would be targeted for lands identified as Priority 1 and 2 for preservation and to ensure connectivity for flora and fauna.

An ecological assessment will be required for any unassessed lands prior to sale or redevelopment.

If landowner sells their land, the City will have first right of refusal to purchase land for regional nature park. Any costs associated with the cooperative land acquisition would be the responsibility of the City.

2 **How will natural areas be protected?**

Natural areas within the Plan have been evaluated through natural area assessments to identify the highest-quality sites for preservation. The Parks Plan designates these areas for long-term protection as development occurs, forming a connected Nature Park network.

3 **Who will maintain the new parks and trails?**

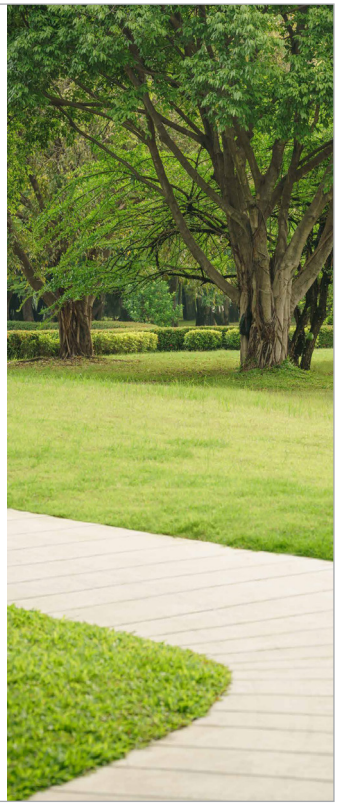
Once dedicated as public reserve, all parks and trails will be owned and maintained by the City of Winnipeg. The City may also consider partnerships or an HOA for enhanced local maintenance or amenities.

4 **Aren't there already enough parks and greenspaces in South Transcona?**

Existing greenspaces like Buhler Park, Lake Shirley, and the Golf Course are privately leased and do not count as public parkland. As the area grows, additional public parks will be required to meet City service standards and protect remaining natural areas.

5 **Will land be expropriated for the Nature Park?**

Yes, if necessary. Typically for roads, but may be for parks.



PARKS AND NATURAL AREAS

FREQUENTLY ASKED QUESTIONS

6 **How much property will homeowners need to dedicate for parkland or greenspace?**

Developers must dedicate 8–10% of land for parks and an additional 5% for stormwater ponds if needed. Any further natural area preservation would require the City to purchase the land, and homeowners only dedicate land if they choose to develop.

The design, location and park requirements are part of the subdivision and rezoning process for each land owner that is developing.

7 **What is planned for the Transcona Golf Course?**

The golf course will continue to operate, though partial land acquisition may be required along Plessis Road to accommodate future road improvements. No redevelopment is currently planned but the Golf Club is a stakeholder as the Plan moves forwarded.

8 **How will park development and maintenance be funded?**

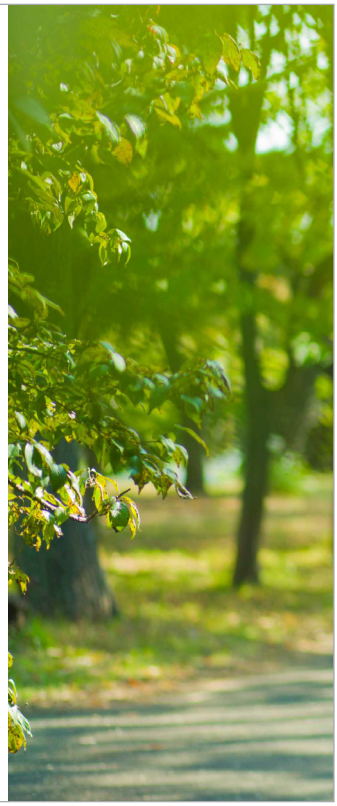
Funding for parkland acquisition and development may come from a combination of developer contributions (Public Reserve dedication), area charges, and City capital funding. The ongoing Parks Plan and Feasibility study will identify potential phasing and funding mechanisms to ensure long-term sustainability.

9 **Will private landowners be compensated if their land is used for parks or natural areas?**

If land beyond standard dedication is required for the park network, the City would purchase it at fair market value or establish a mutual agreement such as a conservation easement. No land beyond standard PR dedication would be acquired without compensation.

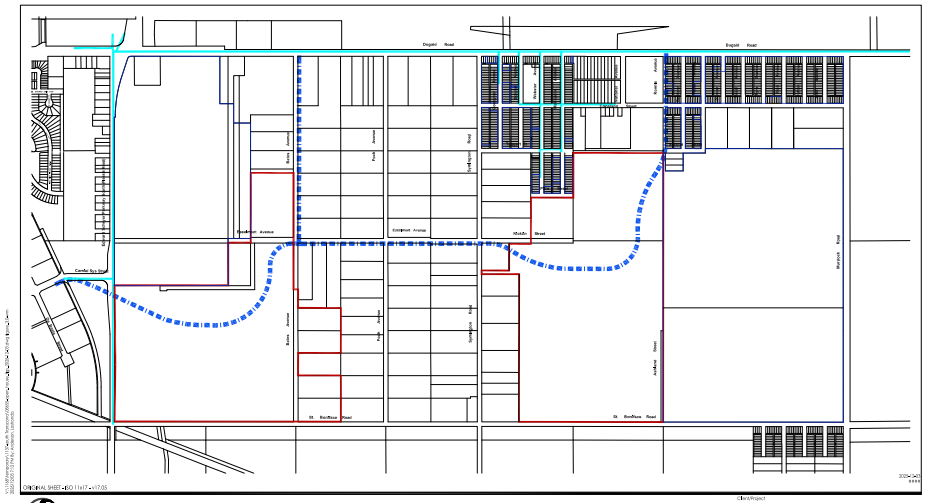
10 **What types of recreation amenities could be included?**

Parks and natural areas may include multi-use trails, playgrounds, seating areas, sports fields, naturalized spaces, and a potential new community centre. These will be developed based on the City Parks Strategy and Recreation Strategy.



APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

SERVICING
WATER



Stantec

Stantec Consulting Ltd.
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Winnipeg MB Canada R3B 2B9
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www.stantec.com

EXISTING SERVICES LEGEND
WATER MAIN

PROPOSED SERVICES LEGEND
WATER MAIN

CITY OWNED LAND
LANDS OWNED BY MAJOR DEVELOPERS

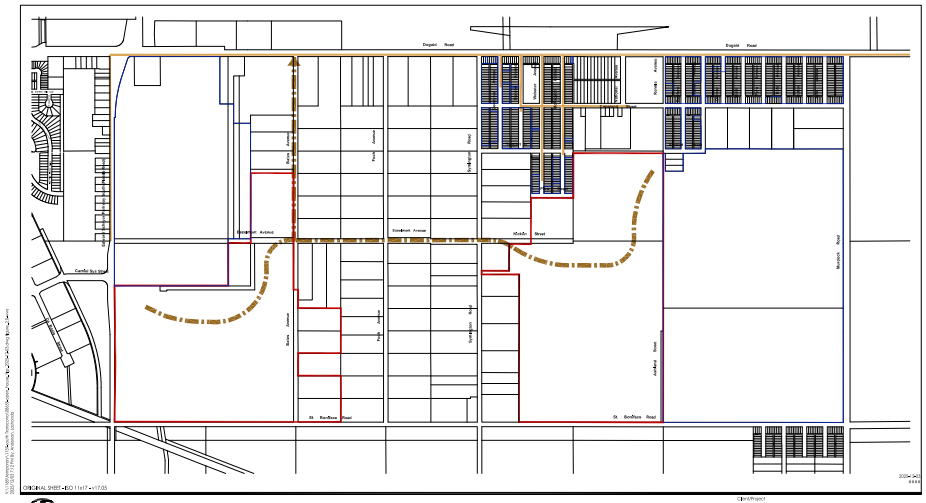
EXEMPLAR AND GOLDEN TRANSCONA SOUTH

Num No. 3.0

WATER MAIN

18 South Transcona Secondary Plan
December 2025

SERVICING
WASTEWATER



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EXISTING SERVICES LEGEND
WASTE WATER SEWER

PROPOSED SERVICES LEGEND
WASTE WATER SEWER

CITY OWNED LAND
LANDS OWNED BY MAJOR DEVELOPERS

EXEMPLAR AND GOLDEN TRANSCONA SOUTH

Num No. 2.0

WASTE WATER SEWER

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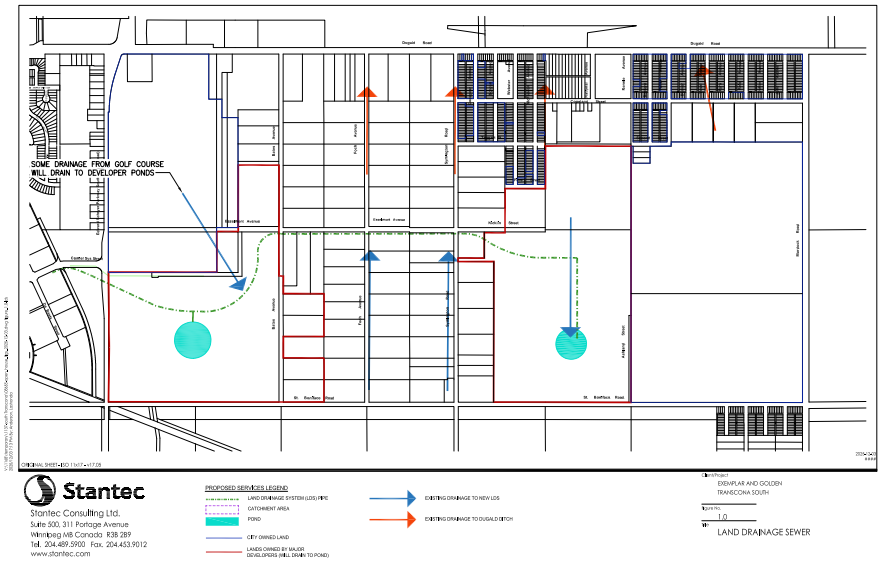
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

SERVICING

LAND DRAINAGE



Community Benefits

- Storm water in roadside ditches that currently drain to the Esslemont roadside ditches and stormwater from Esslemont will now drain into the land drainage pipe along Esslemont to be installed by the two major developers.
- Developer ponds will be sized to hold stormwater from the existing Acreages south of Esslemont.

SERVICING

FREQUENTLY ASKED QUESTIONS

1 Has a study been done to confirm if Dugald Road can handle the new water and sewer connections?

A Servicing Capacity Study is underway, with preliminary results showing adequate water capacity but needed upgrades to wastewater and land drainage systems. These improvements will be planned and phased with development.

2 Why can't we stay on our existing wells and septic systems?

Existing wells and septic systems can remain in use until municipal services reach your area, but Provincial Regulation 83/2003 requires wastewater connection within 10 years of service availability. Water connection is optional, though frontage and service costs still apply.

3 Will I be forced to connect to City water and sewer?

Wastewater connection becomes mandatory only after services are installed and the 10-year provincial grace period ends. Water connections are optional, but City frontage and service fees still apply even if the line is not used.

4 Who pays for new water and wastewater infrastructure?

In most cases, developers are responsible for front-ending the costs of new sewer and water mains (as shown on boards 18-20) as part of subdivision and development approvals. Existing residents are not expected to pay for new services unless they choose to develop. If any landowner develops their property they will be responsible for their share of infrastructure costs.

5 What happens if I don't connect once services are available?

Once the grace period expires, the property owner must connect under provincial legislation. Continuing to operate a septic system after the grace period without approval may result in enforcement action under the *Environment Act*.

6 Where will stormwater and wastewater be directed?

Drainage will continue to flow west into the St. Boniface Industrial Park ponds and then to the Dugald Drain system. Developers must manage onsite stormwater through detention or retention systems as required. Wastewater will flow west In the Dugald Wastewater system, ultimately reaching the North End Sewage Plant.

7 Will connecting to City services increase my property taxes?

Connecting to services does not automatically raise taxes, but property assessments may increase due to service availability, and a frontage levy will be added. Utility costs for water and sewer also apply once connected.

8 When will services be available in my area?

The current plan anticipates that water and sewer mains will first reach the developer-owned lands and then extend outward over time as new subdivisions are approved after the 15-year freeze lifts.

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

SERVICING

FREQUENTLY ASKED QUESTIONS

9

Will the major developers implement a Local Improvement Levy to recapture costs of service upgrades?

There will be no Local Improvement Levies planned by the East and West developers for this plan.

For more information from the City of Winnipeg, please visit the following link:

Local Improvement Fee Schedule:
https://legacy.winnipeg.ca/publicworks/permitsApprovals/localImprovements/feeSchedule.stm.

10

What costs are required if I do not wish to develop and a water and/or wastewater pipe is in front of my house? (e.g. Rennie, Bates, Esselmont)?

For the first 10 years after the City wastewater service is installed, homeowners can continue using their septic system with no costs. After the 10-year provincial grace period, they must connect. Connection to City water service is optional.

The two major developers will offer to enter into an agreement with landowners to waive collection of the standard frontage charge for the wastewater and/or water service until the landowner proceeds with a subdivision and/or rezoning application. Agreements to be registered on title.

The landowner will only pay for the water and/or wastewater service line from the home to the property line, decommissioning the septic system and/or well, and paying the standard frontage levy.

Example of a 5-acre lot with 275 ft frontage based on 2025 estimates:

Cost Type	Rate per Term Year	Term Years	Annual Cost	Cost to Landowner
Watermain (Local Improvement Levy)	$22.42/ft**	10 years**	$6,165	$0*
Sewer (Local Improvement Levy)	$16.10/ft**	20 years**	$4,427	$0*
Frontage Levy – Sewer Main	$5.15/ft	Annual	$1,416.25	$1,416.25/ year
Frontage Levy – Water Main	$1.80/ft	Annual	$495	$495/year

**If entering into an agreement with major developers on impacted streets (e.g. Rennie, Bates, Esselmont)*

***Source: City of Winnipeg 2025 Fee Schedule for a Local Improvement*

For more information from the City of Winnipeg, please visit the following link:

Sewer and water frontage levies:
https://assessment.winnipeg.ca/AsmtTax/English/Property/FrontLevies.stm.

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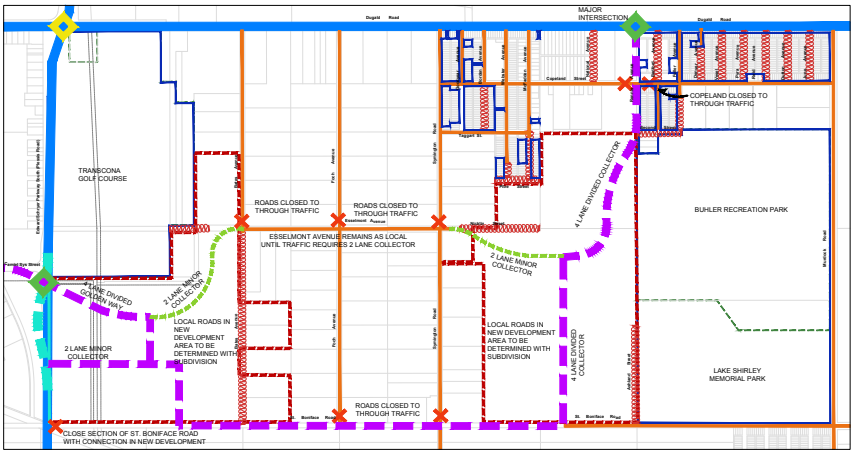
December 2025

TRANSPORTATION PLAN - East and West Developments

OPTION A



SOUTH TRANSCONA SECONDARY PLAN
PROPOSED ROAD PLAN DURING 15 YEAR FREEZE- OPTION A
DECEMBER 2025
SCALE 1:4000

- St. Boniface Road proposed as the major east/west collector (four lane / 50kms / bus route / non truck route) at St Boniface Road.
- Esselmont would become a minor collector (two-lanes) following the freeze on the Acreages and Hamlet.
- Foch Rd and Symington Rd would be closed to thru-traffic on the north side of St. Boniface Road.
- St. Boniface road would connect through the West Development to Plessis Road in final stage of development.

Disclaimer: Applies to East/West development areas during the 15-year freeze.

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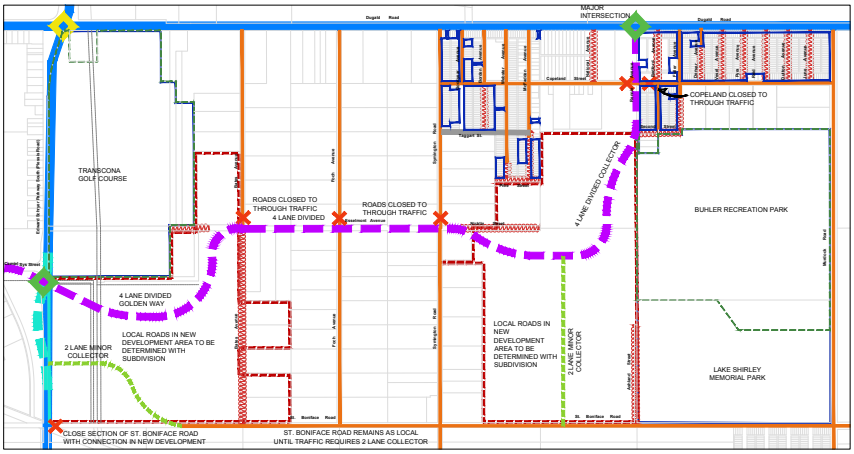
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

TRANSPORTATION PLAN - East and West Developments

OPTION B



SOUTH TRANSCONA SECONDARY PLAN
PROPOSED ROAD PLAN DURING 15 YEAR FREEZE- OPTION B
DECEMBER 2025
SCALE 1:4000

- Esselmont proposed as an internal east/ west major collector (four-lane / 50kms / bus route / non truck route).
- Developers must front-end the cost to pave Esselmont (initially two lanes).
- St. Boniface Road would become a minor collector (two-lanes) following the freeze on the Acreages and Hamlet.
- Bates, Foch, Symington would be closed to thru-traffic north of Esselmont.

Disclaimer: Applies to East/West development areas during the 15-year freeze.

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December 2025

TRANSPORTATION PLAN

FREQUENTLY ASKED QUESTIONS

1 Why have Esselmont, St. Boniface, and Rennie been proposed as major collector roads (during 15-year freeze)?

These routes were identified as options through the engineering assessment as the most practical locations for major collectors within the plan area.

2 How much land will the City need to acquire to widen the roads?

The amount of land required will depend on detailed engineering, as major collectors typically require 33–35 m of right-of-way, compared with existing widths of 20–30 m.

3 What about traffic noise, safety, and speed?

The Plan will incorporate measures to manage traffic impacts including buffers, and limited through-connections to reduce traffic impacts. All development must follow City noise and lighting regulations.

4 Why do the two development areas need to be connected?

A continuous internal road connection is required to support future transit service along Esselmont Avenue and is consistent with Complete Communities Policy. Internal connectivity also improves safety by keeping local trips within the community and reducing congestion on arterial roads.

5 Can the road costs be shared between the City of Winnipeg and the RM of Springfield?

Future development within Springfield could result in cost-sharing agreements, but only if new intermunicipal arrangements are established.

6 Will existing gravel roads be paved?

Existing roads that remain outside early phases of development will continue to be maintained as gravel until future servicing and paving are warranted.

7 When will road upgrades occur?

Road improvements will occur in phases alongside development.

8 How will emergency access be maintained during construction?

Emergency access routes will be maintained at all times. Detailed construction management plans will be developed before any major work begins to ensure that fire, ambulance, and police services can reach all properties safely.

9 Will trucks be allowed to use these new roads?

Truck routing will be managed through City bylaws and the Traffic Impact Study, with the intent to keep trucks on Dugald and Plessis Roads rather than within residential areas.

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December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

NEXT STEPS

Approval of the Secondary Plan:

The following is subject to ongoing work by engineers to review Plan recommendations as well as future and ongoing studies.

1. **Final draft of plan development based on public feedback, engineering results.**
2. **Application Submission to City of Winnipeg**
   - Project materials (plan, maps, policies) submitted for review.
3. **Public Hearing & Community Committee**
   - Public notice, opportunities for comment, hearing on proposed plan.
   - Community Committee makes recommendation to SPC.
4. **Standing Policy Committee (SPC) & Executive Policy Committee (EPC)**
   - SPC reviews and recommends to EPC/Council.
   - EPC reviews and makes recommendation to Council.
5. **City Council Decision**
   - Council will consider amendments by the upper committees and any recommendations to amend, reject, or approve.
   - Council gives readings, may make amendments before final adoption.
6. **Opportunity to Appeal Council Decision to Municipal Board**
   - If the application is approved or denied, objections may trigger referral to Municipal Board under provincial law.
7. **By-Law Comes into Effect**
   - Secondary plan is binding as a by-law after final reading.

DEVELOPMENT STEPS

PENDING SECONDARY PLAN APPROVAL FROM COUNCIL

1. Subdivision and Rezoning Neighborhood Consultation and Public Open Houses prior to submission of applications
2. Subdivision & Rezoning Applications and Approval Process including Public Hearing at Community Committee, SPC, EPC and 3 readings at Council
3. Land parcels must be subdivided and rezoned per approved secondary plan policies
4. Preparation of development agreements and registration of subdivision, rezoning and development agreements at Land Titles
5. Development Plan Approvals, Permits & Agreements
6. Construction Start (Earliest: 2028+)
7. Infrastructure and built form phasing begins after approvals

Ongoing Public Involvement: *Public can comment or appeal on rezoning, subdivision, and conditional uses under the plan framework.*

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December 2025

PROJECT TIMELINE



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December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS

FUTURE /ONGOING STUDIES

Several technical and partnership studies are underway or planned to guide the long-term development of South Transcona and will be integrated into the Secondary Plan:

1. **Community Facilities –** Feasibility study for a new Community Centre and potential Homeowners Association (HOA).
2. **Parks & Recreation –** Detailed Parks Plan and Business Case to identify future park amenities and funding (including an Area Charge).
3. **Sustainable Energy –** Exploring geo-thermal potential in collaboration with the Province of Manitoba (Efficiency MB study applied).
4. **Partnership Opportunities –** Evaluation of joint venture scenarios with Buhler Recreation Park, Waterski Park, and Transcona Golf Course.
5. **Servicing Capacity –** Comprehensive servicing study to confirm infrastructure requirements for full build-out.
6. **Traffic Study –** Comprehensive traffic study to confirm road requirements for full build out.
7. **Emergency Services Study –** To determine potential emergency services infrastructure that may be needed for full build out.
8. **Noise Study –** To determine potential development constraints and attenuation requirements related to rail noise.

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December 2025

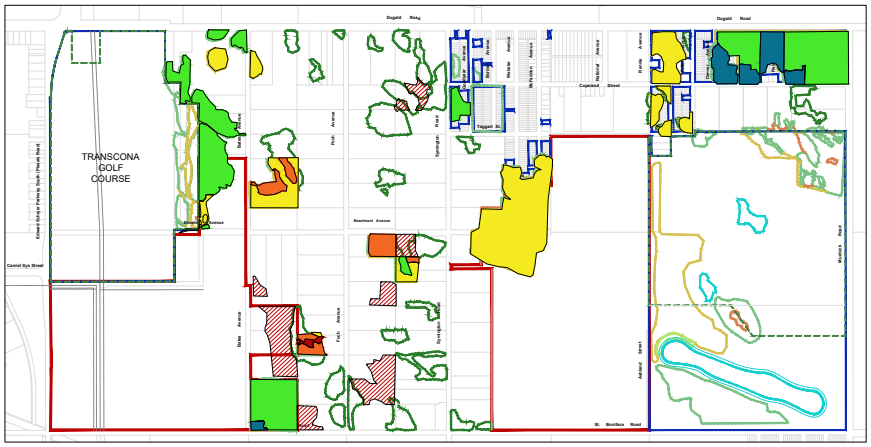
SHARE YOUR FEEDBACK

Your feedback is a crucial step in this process. Review the plans and share your thoughts at:

mraplanning.ca/southtranscona

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS
REVISED BOARDS – /R

PARKS AND NATURAL AREAS
NATURAL AREAS PRIORITIES



SOUTH TRANSCONA
NATURAL AREAS PRIORITY PLAN

DECEMBER 2025
SCALE 1:4000

NORTH

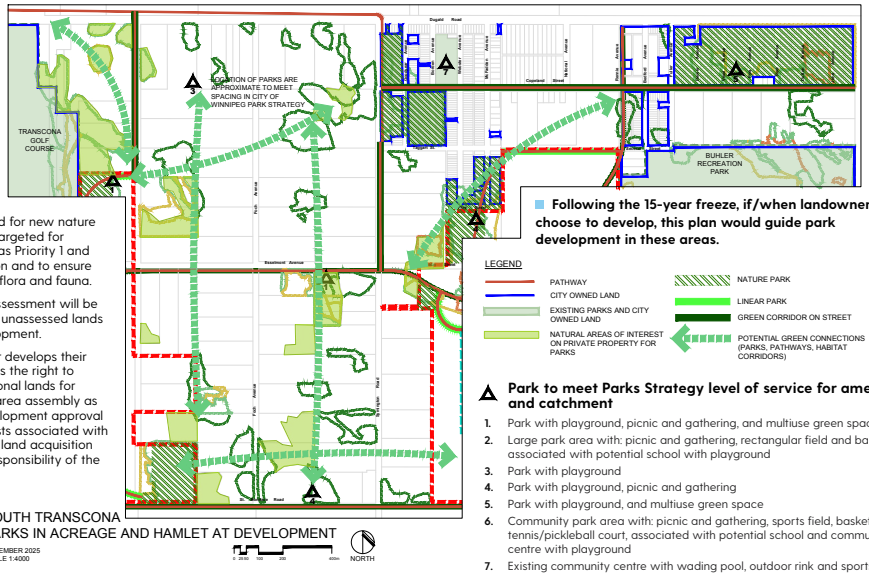
PRIORITIES IDENTIFIED BY CITY OF WINNIPEG NATURALIST

- PRIORITY 1 (HIGHEST)
- PRIORITY 2
- PRIORITY 3
- PRIORITY 4
- PRIORITY 5
- AREAS OF INTEREST NOT ASSESSED

- This map highlights Natural Areas as assessed by the City as priority areas for protection.
- Should landowners develop on land with priority areas the City may be interested in protecting those areas.
- Any areas above required PR dedication the City would consider to purchase from landowners at fair market value if they develop their land.

12 /R South Transcona Secondary Plan
December 2025

PARKS AND NATURAL AREAS
POTENTIAL PARKS - ACREAGES & HAMLET



- Assembly of land for new nature park would be targeted for lands identified as Priority 1 and 2 for preservation and to ensure connectivity for flora and fauna.
- An ecological assessment will be required for any unassessed lands prior to redevelopment.
- If the landowner develops their land, the City has the right to purchase additional lands for priority natural area assembly as part of the development approval process. Any costs associated with the cooperative land acquisition would be the responsibility of the City.

- **Following the 15-year freeze, if/when landowners choose to develop, this plan would guide park development in these areas.**

LEGEND

- PATHWAY
- CITY OWNED LAND
- EXISTING PARKS AND CITY OWNED LAND
- NATURAL AREAS OF INTEREST ON PRIVATE PROPERTY FOR PARKS
- NATURE PARK
- LINEAR PARK
- GREEN CORRIDOR ON STREET
- POTENTIAL GREEN CONNECTIONS (PARKS, PATHWAYS, HABITAT CORRIDORS)

SOUTH TRANSCONA
PARKS IN ACREAGE AND HAMLET AT DEVELOPMENT

DECEMBER 2025
SCALE 1:4000

NORTH

Park to meet Parks Strategy level of service for amenities and catchment

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15 /R South Transcona Secondary Plan
December 2025

APPENDIX A - OPEN HOUSE #3: DISPLAY BOARDS
REVISED BOARDS – /R

PARKS AND NATURAL AREAS

FREQUENTLY ASKED QUESTIONS

1 **Will there still be a Nature Park?**

Assembly of land for new nature park would be targeted for lands identified as Priority 1 and 2 for preservation and to ensure connectivity for flora and fauna.

An ecological assessment will be required for any unassessed lands prior to sale or redevelopment.

If the landowner develops their land, the City has the right to purchase additional lands for priority natural area assembly as part of the development approval process. Any costs associated with the cooperative land acquisition would be the responsibility of the City.

2 **How will natural areas be protected?**

Natural areas within the Plan have been evaluated through natural area assessments to identify the highest-quality sites for preservation. The Parks Plan designates these areas for long-term protection as development occurs, forming a connected Nature Park network.

3 **Who will maintain the new parks and trails?**

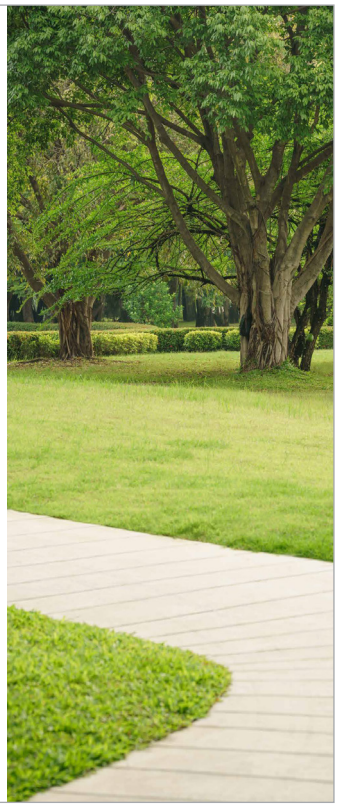
Once dedicated as public reserve, all parks and trails will be owned and maintained by the City of Winnipeg. The City may also consider partnerships or an HOA for enhanced local maintenance or amenities.

4 **Aren't there already enough parks and greenspaces in South Transcona?**

Existing greenspaces like Buhler Park, Lake Shirley, and the Golf Course are privately leased and do not count as public parkland. As the area grows, additional public parks will be required to meet City service standards and protect remaining natural areas.

5 **Will land be expropriated for the Nature Park?**

Yes, if necessary. Typically for roads, but may be for parks.



16 /R South Transcona Secondary Plan
December 2025

APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
INVITATION LETTER

MRA planning + development
236 Osborne St. Unit A
Winnipeg, MB R3L 2W2
204.202.7672
admin@mrichard.ca

McGOWAN·RUSSELL
825 St. Joseph Street
Winnipeg, MB R2H 3A8
204.956.0396
info@mcgowanrussell.com

Stantec
500 - 311 Portage Avenue
Winnipeg, MB R3B 2B9
204.489.5900
mackenzie.swope@stantec.com

You're Invited to an Open House!
On the South Transcona Secondary Plan

A 21st Century Model Community

You are invited to attend the next Open House for the South Transcona Secondary Plan on December 10, 2025. This session will share updated information about the Draft Plan and highlight changes made thanks to resident input at the last open house meetings. Your further feedback at this coming meeting will be greatly appreciated.

Highlights for the Meeting:

- Review of what we heard from residents at previous meetings.
- See how your comments have been incorporated into two new draft plans.
- Speak directly with consultants in an open Q&A AND in a 1 on 1 format.
- An opportunity for you to provide further input.

Date:	**Time**:	**Location**:
December 10, 2025	4:30 – 9:30 PM	Canad Inns – Ambassador Banquet Rooms A & B 826 Regent Ave W

Proposed Agenda:

4:30-5:30 pm: Sign in and Review Boards.
5:30-5:35 pm: Adoption of Proposed Agenda.
5:35-6:15 pm: Presentation.
6:15-6:30 pm: Break.
6:30-7:15 pm: Q&A.
7:15-9:00 pm: 1 on 1 Discussions with Project Consultants at the Sector Tables (Transportation, Land Use, Servicing, Community Amenities).
9:00-9:15 pm: Councillor Wyatt to Give Final Thanks and Thoughts.
9:15-9:30 pm: Time Provided to Complete Exit Surveys.

For More Information:

T: 204-202-7672
E: admin@mrichard.ca
www.mrichardassociates.ca/southtranscona

APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
CANADA POST PROOF OF DROP-OFF

CANADA POST / POSTES CANADA

Neighbourhood Mail - Fully Featured
Courrier de quartier - Haut de gamme

C179377220 1
Accepting Location Lieu de dépôt

Paid By Customer No. Nº du client/compte
9021604
Method of Payment Mode de paiement
Credit Card / Carte de crédit
Contract No. Nº de la convention

Transmitted/Transmis: 2025/11/26 16:22 EST

Mailed By Customer Number Expédié par Nº du client: **9021604**
M RICHARD & ASSOCIATES
200-55 DONALD STREET
WINNIPEG MB R3C 1L8 **(204) 804-2162**
Mailed on behalf of Expédié au nom de: **9021604 M Richard & Associates**
CIF ACMA: **No / Non**
Customer Reference Référence du client:
Pieces Size Format des articles: **Up to/Jusqu'à 30.5x15.24x1.9 cm (12x6x0.75 in)**

Deposit Summary / Sommaire du dépôt

Location / Bureau: SILVER HEIGHTS PO A953
2533 PORTAGE AVENUE
WINNIPEG MB R3J 0P0

Deposit Date / Date du dépôt: **2025/11/26**
(The Induction Date may be different. / La date de dépôt pourrait être différente.)

ZRJP 30003 17937 72200 00000 0000

Acceptance and RTO Scans Required (CPC use only)
Balayage d'acceptation et RTO requis (À l'usage de SCP seulement)

Service Description / Description du service	Pieces Articles	Weight / Piece Poids / article
Neighb Ml Std / C. de quartier st	242	30.00 g
	242	**7.260 kg**

Containers / Conteneurs (Customer estimate / Evaluation du client)	
Customer Supplied Containers / Conteneurs fournis par le client	1

Entire Mailing / Envoi complet

Product / Produit	Cost Centre Reference / Référence centre de coûts	Deposit Date / Date du dépôt	Pieces Articles	Weight/Piece Poids/article	$ / Piece $ / article	$ / kg	Start Date de livr. $ / Piece $ / article	Transportation / Transport Pieces Articles	$ / Piece $ / article	Total Cost ($) Total des frais ($)
00005		2025/11/26	242	30.00 g	$0.18400			242	$0.0130	$47.68
TOTAL			**242**	**7.26 kg**						**$47.68**

Deposit Type / Type de dépôt
Full Mailing - One Deposit / Dépôt entier - Un seul dépôt

Base Charges frais de base	**$44.53**
SMB Savings Épargnes PME	**-$2.23**
Option: Transport Fees Frais de transport	**$3.15**
Sub-total Before Taxes Total partiel avant les taxes	**$45.45**
GST/TPS $2.27 HST/TVH $0.00 PST/TVP $0.00	**$2.27**
Total Amount Due to CPC Montant total dû à la SCP	**$47.72**

The Customer warrants that the order details listed above are prepared in accordance with the terms and conditions specified in the Customer's Agreement and has been validated for accuracy of information contained within.

Le Client garantit que les détails de la commande ci-dessus ont été préparés en conformité avec les termes et conditions spécifiés dans l'accord du client et a été validé pour l'exactitude des renseignements qu'il contient.

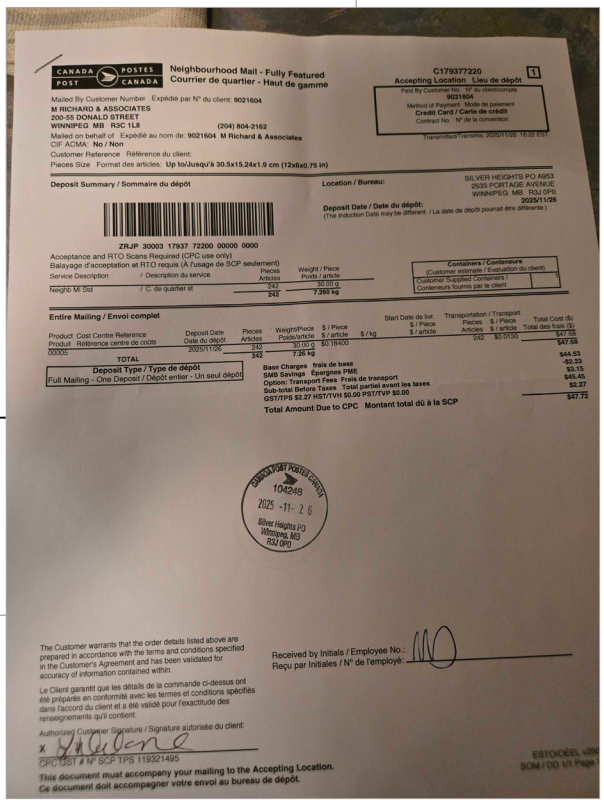
Authorized Customer Signature / Signature autorisée du client:

X _____

CPC GST # Nº SCP TPS 119321495

Received by Initials / Employee No.: _____
Reçu par Initiales / Nº de l'employé: _____

This document must accompany your mailing to the Accepting Location.
Ce document doit accompagner votre envoi au bureau de dépôt.



APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
WINNIPEG SUN AD

December 3, 2025

OPINION WEDNESDAY, DECEMBER 3, 2025 THE WINNIPEG SUN A3

CANADA'S WAR ON SUCCESS: HOW WOKE IDEOLOGY IS CRUSHING OPPORTUNITY



KEVIN KLEIN



Far from holding extremists accountable, many media outlets have become their megaphones. Look at the CBC or many other newspapers. AARON LYNETT/POSTMEDIA NETWORK

Success should be celebrated, not condemned. Yet across Canada, an alarming cultural shift has taken root: those who work hard, take risks and achieve something meaningful are attacked not for wrongdoing, but simply for excelling. A warped narrative, fuelled by ideological extremism and the ever-evolving woke movement, now treats success as a character flaw. The higher you climb, the bigger the target on your back. And it's no longer about wealth — it's about refusing to conform to a narrow, self-righteous worldview.

Social media supercharged this trend. Platforms once meant to connect people became megaphones for division, encouraging online mobs to swarm anyone who dares to think independently or succeed outside the approved ideological mould. What we're witnessing is a war on reason, orchestrated by jealous activists and spineless politicians who would rather tear down achievers than confront their own failures.

At its core, this movement is powered by envy — a corrosive force rooted in stagnation, resentment and a lack of personal drive. It is easier to demonize success than to acknowledge that effort, discipline and determination are what create opportunity. Instead, activists construct imaginary worlds of oppression where effort doesn't matter and achievement is suspicious. They attack what they cannot replicate.

The woke movement declared its hostility toward successful people long ago. Disagreement isn't enough; they demand obedience. Those who refuse to bend are smeared, cancelled or publicly shamed. Politicians who won't bow to their demands are painted as villains. Entrepreneurs who succeed outside their ideological script are branded as threats. This is not progress — this is cultural intimidation dressed up as "inclusion." And while some pretend the movement has faded, it hasn't. It's simply waiting for its next moment to re-emerge.

Manitoba's NDP government offers a clear example of this mindset. Their philosophy suggests that the more you accomplish, the more you should be punished for it. They frame success as inherently unfair and treat achievement as a resource to be seized and redistributed. This doesn't uplift anyone — it drags everyone down. When success is penalized, people stop striving. Fewer innovators means fewer jobs, fewer businesses and fewer opportunities for families across our province.

The slide began with our obsession with political correctness. The pendulum swung too far, and now even authority figures — police officers, teachers and parents — are treated as automatic villains. Activists target our youth with ideas that undermine respect, responsibility and ambition. This is weakness masquerading as virtue. True strength lies in building, in creating, in lifting others up — not in tearing achievers apart.

Politicians deserve much of the blame. Too many have abandoned leadership in favour of bowing to online bullies. They enable rhetoric that pits Canadians against one another instead of restoring common-sense values like hard work, integrity and mutual respect.

And the media? Far from holding extremists accountable, many outlets have become their megaphones. Look at the CBC or many other newspapers. Too often, what they call journalism is little more than activism. During my time in public life, I wasn't attacked for my ideas — which would be fair — I was attacked through gossip, inference and character assassination. In recent elections, these outlets brazenly pushed narratives against the Progressive Conservative Party and targeted Glen Murray in the municipal race. That isn't reporting — it's campaigning under the guise of news.

These organizations act as gatekeepers of morality, deciding who deserves praise and who should be torn down. They don't highlight successful local businesspeople unless they conveniently fit into a DEI template. Their priority is not strengthening communities — it's promoting division and ideological conformity.

We cannot allow this rhetoric to go unchallenged. Silence only allows it to grow. We must push back confidently, unapologetically. There is nothing shameful about success. It fuels innovation, creates jobs, strengthens communities and improves lives. Bullies only stop when confronted. The woke movement is a bully, and it's time Canadians stood up to it.

Canada needs a return to balance. We don't need extremes — we need a centre that respects differing views, rewards hard work and encourages achievement. A healthy society celebrates success and inspires others to pursue it.

So here is my challenge to you: Don't shrink back. Don't let the fear of backlash silence your voice. Speak out when you see unfairness. Defend the value of ambition. Stand strong against rhetoric designed to divide and diminish. Together, we can rebuild a Canada that values excellence, rewards innovation and embraces opportunity for all.

Follow Klein on Facebook, X and visit his website kevinklein.ca

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On the South Transcona Secondary Plan

a 21st Century Model Community

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DATE:
December 10, 2025

LOCATION:
Canad Inns – Ambassador Banquet Rooms A & B
826 Regent Ave W

TIME:
4:30 – 9:30 PM

The Park City of Winnipeg

Russ Wyatt
City Councillor, Transcona Ward
The City of Winnipeg

December 5, 2025

NEWS FRIDAY, DECEMBER 5, 2025 THE WINNIPEG SUN A3



Manitoba's municipal leaders and the Manitoba Wildlife Federation are jointly urging the province to fully consult rural communities before advancing the federal 30×30 conservation plan. MWF

Municipal leaders, MWF sound the alarm on 30×30

STEVEN SUKKAU

Manitoba's municipal leaders have sent a clear message to the province: before any part of Canada's sweeping 30×30 conservation plan moves forward, rural communities want a seat at the table.

The province signed a memorandum of understanding with Ottawa, committing $2.1 million to the 30×30 goal, without consulting local governments or the AMM.

For rural officials, that's a red flag.

They worry the creation of new protected areas or ecological corridors could affect:

- Municipal planning authority
- Landowners and agricultural operations
- Outfitters and rural businesses
- Local economies tied to tourism and recreation
- Public access for hunting, fishing, and camping

At the Association of Manitoba Municipalities (AMM) Fall Convention, delegates voted to demand full consultation with municipalities, property owners, and local stakeholders before the province adopts federal commitments tied to the United Nations pledge to protect 30% of land and water by 2030.

Their warning was blunt: elements of the initiative, including new protected areas, ecological corridors, and potential changes to Crown land, could reshape rural economies and limit how Manitobans use the land they've relied on for generations.

And they're not alone.

The Manitoba Wildlife Federation (MWF) has been voicing similar concerns since launching its Access Matters education campaign, which highlights how the 30×30 rollout could affect hunting, fishing, camping, and public access across Crown land.

The Federation has repeatedly stressed that conservation efforts must be paired with transparency, accountability, and ongoing engagement with rural Manitobans, especially those who rely on Crown land for outdoor recreation and livelihood.

Last week, the MWF also welcomed a new development involving hunter access in the Bloodvein region, underscoring how land-use decisions can have immediate, real-world consequences for rural residents. Following proceedings at the Court of King's Bench, the Government of Manitoba announced that provincial Conservation Officers will be stationed at the Bloodvein Drug and Alcohol Check Stop from December 1–14. The move is designed to support Bloodvein First Nation's efforts to keep drugs and alcohol out of the community while also ensuring that licensed hunters can continue to pass through to open areas of Game Hunting Areas 17, 17A, and 17B. Additional officers will be on-site to educate hunters about new exclusion zones and enforce compliance.

The MWF called the arrangement a "balanced and collaborative solution" and thanked the Premier and Minister for their prompt leadership.

While Canada's 2022 commitment to 30×30 has positioned the country as a global leader in biodiversity protection, it has sparked deep questions at home, especially in Manitoba, where Crown land is central to everyday life

Sukkau is a Local Journalism Initiative reporter who works out of The Winnipeg Sun. The Local Journalism Initiative is funded by the Government of Canada

PC caucus director steps down after 5 months

Lisa Dyck has resigned as director of the Progressive Conservative caucus after five months in the position, announcing her departure in a LinkedIn post on Wednesday.

"After much reflection, I have made the decision to resign from my role as Director of the PC Caucus, effective January 6, 2026," Dyck wrote. "It has been an honour to support this team and contribute to meaningful work that I am truly proud of. I am grateful for the colleagues, partners, and community members I have had the privilege of working with."

The resignation comes as the party manages several organizational changes.

The PC Party's long-time offices at 23 Kennedy Street were recently listed for sale with an asking price of $800,000. Sources tell the Winnipeg Sun the party is considering leasing new office space at 5 Donald Street.

Business matters involving PC leader and MLA Oby Khan have also drawn attention. An eviction notice was posted on a Green Carrot location on Corydon Avenue, and a Booster Juice has replaced the Green Carrot outlet at Richardson International Airport.

Khan is also the subject of ongoing civil litigation. In a statement of claim filed in the Manitoba Court of King's Bench in September 2022, Jones and Company Wine Merchants Inc. alleges Khan and Green Carrot Juice Company Inc. have not repaid more than $560,000 in financial support. The claim states Khan "orally committed" in emails to company principal Tina Jones to repay the funds. The allegations have not been tested in court.

At the party's annual general meeting held in November of this year, members elected Navy veteran Peter Smith as the new president, replacing Brent Pooles. The membership also selected a new board, including James Teitsma as first vice-president, Sean Kopytko as second vice-president, Katya Labelle as secretary, and Kai Jassal as youth representative.

In November, long-serving MLA Doyle Piwniuk announced he will not seek re-election. Piwniuk was first elected in a 2014 by-election in Arthur–Virden, re-elected in 2016, and again in 2019 in the new Turtle Mountain riding.

Sun staff



Former PC caucus director Lisa Dyck.

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4:30 – 9:30 PM

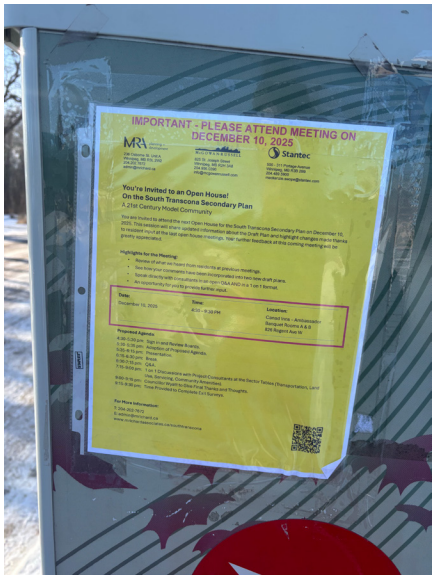
The Park City of Winnipeg

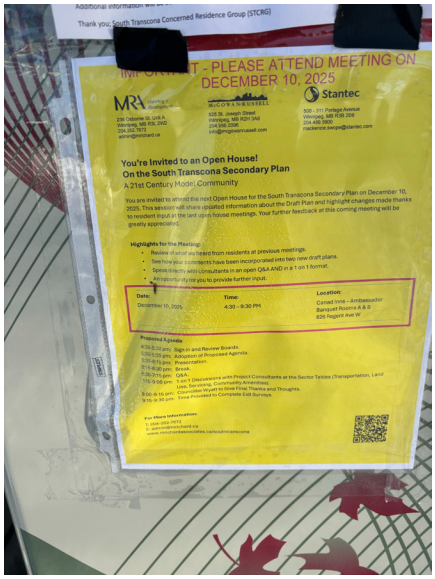
Russ Wyatt
City Councillor, Transcona Ward
The City of Winnipeg

APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
COMMUNITY MAILBOX PHOTOS

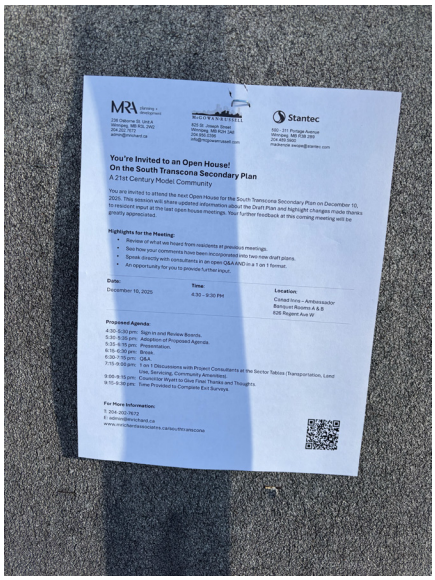


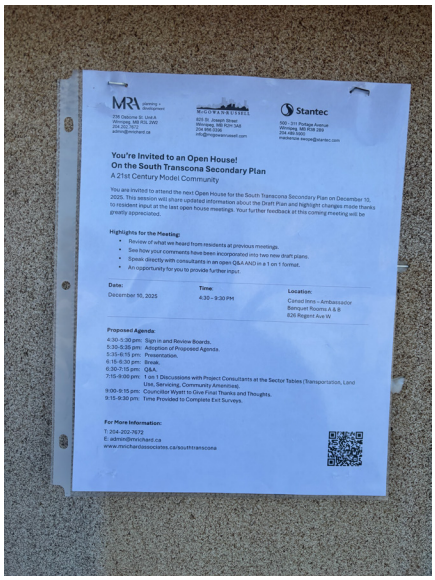












APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION EMAILS

Email sent December 2 - 5, 2025

Subject – South Transcona Open House

Wording:

Hello,

You are receiving this email as you previously signed up to receive email updates on the South Transcona Secondary Plan. We invite you to attend the upcoming Open House;

December 10, 2025
4:30 pm - 9:30 pm
Canad Inns - Ambassador Banquet Rooms A & B
826 Regent Ave W

Please see the attached pdf to read the formal invitation letter, which includes details on the event location, time, and agenda.

Presentation material will be available to review online prior to the Open House. Following the Open House, a short survey will be posted on the project website to collect comments. You'll be able to find that survey, and all project materials, at: **mrichardassociates.ca/southtranscona**

Thank you for your continued interest and participation. Your input has played an important role in shaping the future of South Transcona, and we hope to see you at the Open House.

Sincerely,

The MRA and MRG team

APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION EMAILS

Email sent on December 9, 2025

Subject – South Transcona Open House Materials

Wording:

Hello neighbours,

We are pleased to advise that the materials for the upcoming South Transcona Secondary Plan Open House have now been posted to the website for you to review. You can find them by clicking on the presentation button located on the website using the webpage link provided below.

mrichardassociates.ca/southtranscona

We thank you very much for your patience while the team prepared all the presentation boards. Following the Open House, a short survey will be posted on the project website to collect comments. You'll be able to find that survey using the same web address as above. The survey will remain open until January 15th, 2026.

Thank you for your continued interest and participation. Your input has played an important role in shaping the future of South Transcona, and we look forward to seeing you at the Open House tomorrow.

Sincerely,

The MRA and MRG team

APPENDIX B - OPEN HOUSE #3: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION EMAILS

Email sent on December 18, 2025

Subject – Revised Presentation Material

Wording:

Dear residents,

Thank you to all who attended our Open House on December 10. Following feedback from those in attendance we've corrected the text on a few boards.

Please see the revised presentation material at mraplanning.ca/southtranscona marked "/R".

Please submit your feedback through the survey linked above by the end of day, January 15, 2026.

Sincerely,

The MRA and MRG team

APPENDIX C - OPEN HOUSE #3: PAPER SURVEY

South Transcona Secondary Plan

Open House 3rd Round - Survey

This survey is intended to gather input on the updated Secondary Plan prior to submission to the City of Winnipeg. Your feedback will help guide the land use, parks, transportation, and servicing components. There will be additional opportunities to share your thoughts on the Secondary Plan at Winnipeg City Council Public Hearings.

If you have any additional comments or questions please contact **ian@mrichard.ca**. The survey will be open from December 10 to January 15. Please submit paper copies to our project team at the end of this event, take it home and submit to **ian@mrichard.ca**, or complete the survey online at our project website.

Review the plans and learn more about this project at:

mraplanning.ca/southtranscona

1. Where are you currently a resident? (Choose one)

- ☐ The Hamlet
- ☐ Transcona
- ☐ The Acreages
- ☐ The City of Winnipeg
- ☐ Other (please explain)

For the following questions, please refer to the plans:

LAND USE (BOARDS 5-11)

2. Which of the proposed Land Use Plans do you prefer? (Choose one)

☐ Option A ☐ Option B

Why?

APPENDIX C - OPEN HOUSE #3: PAPER SURVEY

3. What are your thoughts on the plan for the Acreages and Hamlet, regarding the 15-Year freeze until infrastructure is in place?

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Comments:

PARKS AND NATURAL AREAS (BOARDS 12-17)

4. What are your thoughts on the strategy to protect natural areas?

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Comments:

5. What are your thoughts on the potential parks strategy for the East and West Development Areas including the connected pathways?

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Comments:

APPENDIX C - OPEN HOUSE #3: PAPER SURVEY

6. What are your thoughts on the potential parks strategy for the Acreages and the Hamlet?

Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support

Additional Comments:

SERVICING (BOARDS 18-22)

7. What are your thoughts on the updated servicing plans?

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support
Water					
Wastewater					
Land Drainage					

Additional Comments:

APPENDIX C - OPEN HOUSE #3: PAPER SURVEY

TRANSPORTATION (BOARDS 23-25)

8. Which plan for transportation do you prefer? (Choose one)

☐ Option A ☐ Option B

Why?

9. What remaining questions or concerns do you have about the Secondary Plan?

10. Did you find this Open House helpful?

- ☐ Yes
- ☐ Somewhat
- ☐ No

OPTIONAL CONTACT INFORMATION

Name:

Email:

Address:

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

2. Which of the proposed Land Use Plans do you prefer? and Why?

Answered: 97 Skipped: 6

- *Although the road goes through the acreage, and that some are affected, it's a much smoother, clean and easier accessible route for buses, emergency vehicles etc. Going around St Boniface road is long and drawn out.*
- *AS a landowner in the Acreages and stakeholder: Neither. But: Option A has only a 2 lane road going thru my property. However both plans cut off my access to driving straight to Dugald road. Or Fermor.*
- *As a stakeholder (resident within Acreage) and given the location of my residence, I prefer Option B more, based on the collector roads and avoiding an increase in noise pollution.*
- *As a stakeholder I do not support any of the plans*
- *As a stakeholder I don't agree with any of the plans proposed*
- *As a stakeholder, neither. Not quite sure why you can't just build the 2 developments and leave the acreages the way they are. As a stakeholder, this is my preference. They are basically the same plan with some minor differences. There is one option here not two.*
- *As a stakeholder, neither. Not quite sure why you can't just build the 2 developments and leave the Acreages the way they are. As a stakeholder, this is my preference. They are basically the same plan with some minor differences. There is one option here not two.*
- *At least they use St. Boniface as the major routes*
- *Because the major collector should be outside of the neighbourhood. Also, this Option requires negotiation with Springfield, something that has been sorely lacking in this whole process.*
- *Because this just another way the city & developers see as an opportunity to increase their revenues. Greed!! I have lived here for over 40 years certainly am not in a hurry to move or sell to accommodate some younger brainwashed generation to uproot the older generation-not even morally right.*
- *Both plans are too similar to differentiate one being better than the other. Too many unanswered questions as yet & confusion in the details. Needs more discussion between the shareholders & planners to come to a plan that is equitable to all concerned.*
- *Bring services in through each separate development area.*
- *Don't agree with both*
- *Don't love both but A is better because of use of St. Boniface road, having tall buildings as far away as possible*
- *Either option does not work for me. I require more clarity on the Esselmont 2 lane collector. Will it stay gravel or will it be upgraded. If so what will be the cost to me. I would also like to see the town neighborhood small be extended further east of symington and west of bates for a smoother step down to buffer existing residents.*
- *I don't like either of them. They both cut Copeland in half and place a useless highway into a neighbourhood where it doesn't belong.*
- *I don't really see a difference in these 2 options they both run roads through the exiting community connecting the two developer developments. Noting this we can see what is actual the most important in this plan and that is for everything to be connected to develop the whole area in the future. Me being a City of Winnipeg resident my whole life I would like to see the new roads around this area focused on Plessis and Dugald. The City should prioritize adding a lane or twinning Plessis and Dugald with all the industrial build up currently going on before adding new roads and housing to an area that's already congested.*
- *I find it to be less intrusive to our existing neighborhood*
- *I have declined to select an option because I fundamentally oppose the development of South Transcona. Furthermore, I believe the current proposals lack the necessary detail required for residents to provide informed or meaningful feedback*
- *I have not selected an option as I don't support the development of South Transcona. In addition, the plans presented do not contain enough information for residents to make an informed decision on this matter.*
- *I prefer the major collector to be on the outside of the community and restricting through traffic to the Acreages.*
- *I really don't like THE FREEZE to subdivide and sell a portion to help pay the outrageous taxes. Nobody would buy land with all the restrictions and proposals to expropriate some and declare most of the rest necessary for parkland. It only contains scrub trees if any.*
- *I would like more information on the impact to my property specifically*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

2. Which of the proposed Land Use Plans do you prefer? and Why?

Answered: 97 Skipped: 6

- *I would prefer traffic further from my residence. That said, I dislike both options, as Option B also routes water and sewer down Esselmont--which, as mentioned before, puts a financial burden on residents on that street.*
- *It makes more sense to have the majority of traffic go along St Boniface rather than the residential area. St Boniface is an existing road that should be upgraded to handle this traffic flow.*
- *It makes sense to have things go through Esselmont we need the proper roads and infrastructure to allow for proper development in the Acreage in the future*
- *Less change to existing neighbourhood.*
- *Let it be known that I'm opposed to this entire development, options A and B. as it will no doubt have a negative effect on the entire neighborhood.. For example crime in the area. At present there is zero to little crime in our hamlet. Infrastructure: The infrastructure is the bare minimum as the City of Winnipeg has pretty much ignored our area completely. If this plan is allowed to go forward our infrastructure will will suffer tremendously. Traffic will be unbearable, noise, crime will become unbearable. The City won't live up to their promises as has been the case for decades. Nobody cared about Southside until now that these developers are going to bring big money to the city coffers. Wildlife will suffer. After the development is completed the City will turn a blind eye to any problems which will occur in the future and it will become a broken down slum.*
- *Minimizes the impact to the Acreages*
- *Neither*
- *Neither – 15 year freeze is ridiculous – you can build 10 stories and we can only build two stories right next to it. Would need at least 3 to 6 stories so we're not towered over. – your collector roads can't collect if you block off seven roads running into it.*
- *Neither as it 'dullifies' why we moved to the country atmosphere in the first place*
- *Neither because I dont want to have to pay for anything. The developments want their developments then pay for everything themselves and sewer and water can go down Plessis and up St. Boniface Road.*
- *Neither because they are still showing the main road going through the Hamlet, which is unacceptable*
- *Neither but, if FORCED to pick i would select option A.*
- *Neither interest me. I do not agree with the 15-year freeze on development of the Acreages.*
- *Neither land option is materially different than the other. There are no employment lands accessible directly from this area other than St. Boniface Industrial Park. Every other employment land access would require someone to be transported down either Dugald Road or Plessis Road - neither of which are able to support the transportation needs for the level of density that is proposed. Nor is there adequate public transit services in this region, which will require extension / expansion of public transit. Higher density / multi-story development needs Public Transit or should be located near employment lands. There will need to be extensive investment (which the city does not have funds for) by the City in roads and public transit. The existing resident's lands should be allowed to transition to R1 zoning when the owner decides they want to change. Large developers should respect the special boundary conditions under current zoning bylaws (200 feet or match lot dimensions).*
- *neither option*
- *Neither option - I am a stakeholder and I do not want the developments to be accessible to the Hamlet or through the Acerages. I do not want to lose access to going west on Copeland (crossing Rennie) as I own property both east and west of Rennie.*
- *Neither option I would like to see the area stay all small single family. Install the 10 to 6 storey buildings in areas of the City that they already exist. All I currently see on the news is the trouble our water treatment plant is currently facing. Why doesn't our City prioritize that before straining the system more with massive developments?*
- *Neither option is significantly different from a land use perspective (minor realignments of town center developments on both "large developers" lands as well as some minor realignment of water retention ponds - the roadway changes are not land use). So there is really only one option being proposed, which I am not able to support as I've not been provided enough detail within the proposed plans. As a result, I must reject both of the proposed options and ask that further Stakeholder Engagement be undertaken with property owners within the bounds of Precinct "S".*
- *Neither option will affect me, so I really don't have a preference. The original plan with the road in the center seems like the best one other than the fact that it does affect residents on that street.*
- *Neither option. I am a stakeholder. Do not want*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

2. Which of the proposed Land Use Plans do you prefer? and Why?

Answered: 97 Skipped: 6

the new development it's road systems sewer and water and any utilities connected to the acreages and hamlet. Want all utilities to be accessed and looped via Plessis rd and st Boniface road Don't want Copeland closed at Rene or any hamlet access streets closed at Dugald road

- *Neither plan is acceptable.*
- *Neither! As stakeholders we would have liked another option to be presented (one that is less intrusive on our Hamlet area) Making Rennie ave as a major collector road and Copeland St. As minor collector road is not in our favour! We do not like the idea of having Copeland Street being blocked eastbound by a proposed 4 lane highway and not having direct access to Buhler Park!*
- *Neither! As stakeholders we would have liked another option, to be presented, one that is less intrusive on our hamlet. Using Rennie Avenue as a major collector road and making Copeland st. a minor collector road is not in our favour. South Transcona is a unique community that provides a rural lifestyle in an urban setting. Many generations of families have lived here. We all enjoy the peace and quiet and the abundant nature and for years to come.*
- *Neither, I would prefer to see the area left in its current condition. Nobody asked for this development to be forced on us. We are lucky to live in a gem of an area and nobody in this area has anybody come in and DESTROY what we have here.*
- *Neither, not sure why the developers and City of Winnipeg are looking to build roads when they can't seem to maintain current ones.*
- *Neither, sewer and water should be going down Plessis from Dugald or St. Boniface industrial park and up St. Boniface Rd.*
- *Neither, the residents should not be forced to have services put down their streets, forced to have paved roads or forced to hook up to the services now or ever. These services are being forced upon the area for the benefit of the new developments. Those are the people who should be fully funding the upgrades. I understand they are front ending the costs but why should the residents have to pay ever for those costs. They will be forced to pay increased property taxes, frontage levies, etc. which is also unfair. The city needs to revisit how new development's operate and should not put financial or emotional harm on the residents of any area all because they want to make money.*
- *Neither, to be fair, I believe there are other alternatives not explored when it comes to water and sewer.*
- *Neither. Both plans lack thorough consultative processes and impacts on the community and associated huge costs to current land owners*
- *Neither. I feel St. Boniface Road and Murdock Road to be the main roads and don't make new roads. Keep the character of the old community alive and separate from new community. Why do the new developments have to be connected?*
- *Neither. I prefer using the land and surrounding area the way I have been using it until now. That is why I chose to build my life in this location.*
- *Neither. I would like to see no new collectors run through the existing neighbourhoods - divert traffic from proposed town centres. Plan A shows partial development of St. Boniface - extend east to Perimeter (like Gunn Road) - moves heavy traffic from Springfield in and out of town centres and away from already too highly used Dugald. Reduces traffic congestion, increases safety, and no expropriation. Do-able on the north side of St. B which is City lands;doesn't need RM of Springfield approval. Also expand west to Plessis to allow access out of South Side form West town centre around golf course reducing noise, increasing safety and minimizing disruption to current residents. No collector from ETC to Rennie. Run along Esselmont to affect fewer properties. (6) And you get the "loop". However any support of Plan A does not support any "freeze" that affects any personal property rights or liens on title. North Pink part of ETC can be swapped with yellow on south near St. B.*
- *Neither. Sewer and water should be installed down Plessis to west development then down St. Boniface road to east development utilizing St. Boniface industrial park*
- *Neither. The transportation routes make no sense. It will negatively affect any development and population living in the South Transcona area. We are concerned about the water capacity needed for this development and that the City does not have this capacity.*
- *Neither. There is no requirement for the two new developments to be linked. Those wanting to travel between the two can use Dugald or Plessis. We paid top dollar for our quiet, scenic community and it should remain as such. The desired amount of new houses can be reached without disrupting*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

2. Which of the proposed Land Use Plans do you prefer? and Why?

Answered: 97 Skipped: 6

existing homes to the extent proposed. Why do new residents' rights supersede existing homeowners' rights?

- *Neither. This has been a circus from the start. Neither developer cares about the residents of South Transcona or the future of the existing properties and community. The proposed Land Plans are not the plans going to be presented to COW so stop with all the smoke and mirrors. M.Richards and Associates has displayed and proven their incompetence.*
- *Neither. Too much pressure on area residents who are retired and don't have the funds to pay for services.*
- *Neither. While the updated Land Use Proposals (especially Option A) are much better than the previous proposal(s), I, as a stakeholder, would still like to see the acreage neighbourhood kept as it is and allow traffic within the acreages to connect to all roads and directions within the acreages. Don't connect Esselmont to the two new development areas. Why do they need to connect anyway? By connecting them, you'd just be encouraging more thru-traffic. Further, keep all acreage roads (ie. Bates, Esselmont, Foch, Symington) as local traffic roads, and not developed into larger roadways (eg. the proposed plan for Symington to be a four lane major collector) until there is development in the acreages. Make Murdock, Plessis, and St. Boniface roads the major collector roads.*
- *Neither. While the updated Land Use Proposals (especially Option A) are much better than the previous proposal, I'd like to see the acreage neighbourhood kept as it is and allow traffic within the acreages to connect to all roads and directions within the acreages. Don't connect Esselmont to the two new development areas. Why do they need to connected anyway? By connecting them, it just means more through traffic. I chose to live in this area for many reasons, one of them being it's quieter, less traffic, not loud, less stressful for my kids playing outside. Could plan to connect the east and west developments in the future when the acreages are developed, but leave it be until then. Keep all acreage roads (eg Bates, Esselmont, Foch, Symington) as local traffic roads and not development into larger roadways. Make Murdock, Plessis and St Boniface roads the major collector roads.*
- *Neither. You want to jam the two new communities together but your splitting ours up with these proposed roads. Use St. Boniface Rd and Murdock, the roads are already established. Cheaper than building new ones.*
- *neither... The Hamlet is a quiet spot for community; adding apartments along Dugald Road takes the community feel and neighbourly tightness of helping and supporting one another.*
- *Neither....I am not in favour of any kind of development. If I am forced to ....I would choose A*
- *None*
- *None Build somewhere else!*
- *None I didn't get to attend the short notice meeting at 4:30pm when I have small children. Zero consideration for the time crunch and holidays mattered.*
- *None of the above is working for me. This is just wrong to enforce this on the residents without asking if they are willing to let the development goes ahead.*
- *None. Still not satisfied about the location of water services through Esselmont rather than servicing from St. Boniface.*
- *None. This project doesn't need to be done*
- *Option A because it makes the most sense to make the 4 lane road where it will affect the least number of people during and after construction. It will also ease the traffic flow on Dugald road so it could remain 2 lanes since it has just been nicely upgraded. But this also means that Plessis road must be upgraded to 4 lanes sooner then later to handle the traffic from the new developments. Plessis is already overcrowded because of all the traffic from the rail yard and the new industrial area being developed across the road from the CN yard which was not properly addressed when it was built. They put some turning lanes in but the road is still only 2 lanes.*
- *Option A because it makes the most sense to make the 4-lane road where it will affect the least number of people during and after construction. It will also ease the traffic flow on Dugald Road so it could remain two lanes since it has just been nicely upgraded. But this also means that Plessis Road must be upgraded to four lanes sooner then later to handle the traffic from the new developments. Plessis is already overcrowded because of all the traffic from the rail yard and the new industrial area being developed across the road from the CN yard which was not properly addressed.*
- *Option A moves the major traffic arteries to the outside of the area instead of through the center.*
- *Option A reduces the impact to the Acreages.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

2. Which of the proposed Land Use Plans do you prefer? and Why?

Answered: 97 Skipped: 6

- *Option A seems to channel much of the traffic to the outer edges of the Hamlet. I appreciate the local traffic only areas. This plan seems to keep traffic along the roads that are already more major routes. Thank you for showing us some options and trying to keep this as palatable on the Hamlet residents as possible.*
- *Please leave Esselmont disconnected from the two new developments. By connecting the two you are encouraging traffic to use Esselmont and the other roads to get around. Plan for a connection in the future when the rest of the acreages get developed but for now leave our community separate. There is no reason to connect the two communities when they have St. Boniface Road, Plessis and Rennie. The introduction of town neighbourhood small is good but it should be applied consistently by all acreages (i.e. by Nicklin St.). Symington Road as a major collector should not happen unless there is major development in the acreages and Dugald Road is twinned.*
- *Prefer A, but the sewer and water should be along the same route.*
- *Prefer use of St. Boniface Road*
- *Road not coming into current community*
- *The main road running in the middle of the developments makes the most sense*
- *The new connecting road would be built on St. Boniface instead of Esselmont*
- *We do NOT AGREE with either option.*
- *We live at the corner of Bates and Esselmont (2444 Esselmont). A 4-lane divided road in front of our house as the main collector will bring a lot of traffic past us, and would likely mean expropriating part of our front yard, and we are already close to the road. The only way we would be in any way in favour of option B, is if the zoning were changed to reflect a higher density zoning for our property so we could take advantage of the main collector when developing our property in the future.*
- *We live on Esselmont.*
- *We need more information. This should not be Stage 5 already.*
- *We prefer the road configuration as it routes traffic between the two proposed developments outside of the existing neighbourhood. This will minimize both traffic and impact on the existing residents. However, both plans insist on using Rennie as a major collector. We feel that development traffic access should instead use Murdock and Plessis as the north/south route. This is more sensible as traffic connection to the rest of the city is negated by the Transcona railyards north of Dugald, and there is little likelihood that this will change. The only ingress/egress routes are Dugald (west of Plessis), Plessis northbound, Ravenhurst northbound, and the Perimeter Hwy. Traffic on the proposed Rennie will have to pass through these intesections regardless. There is no benefit to utilize the portion of Dugald between Plessis and Murdock as it will only exacerbate the traffic congestion that currently exists from bedroom community commuters and current South Transcona residents.*
- *What about the beautiful wildlife that we have in our area, taking our area away, and it's all treaty land*
- *With a strong caveat. I selected Plan A because it more closely aligns with Plan Winnipeg by maintaining the existing character of the Acreages through local road classifications on Bates and Esselmont, rather than introducing collector roads that would fundamentally change the neighbourhood. My support for Plan A is conditional on key issues being addressed before the plan proceeds to council and in writing with a lawyer present: remove 15-year freeze; remove off-loading of sewer/water/road cost onto residents; meaningful single-family residential buffers across from my property; no commercial uses adjacent to existing acreages; remove first right of refusal to the city for any of my property; Bates to remain blocked from both developments' traffic until a plebiscite of stakeholders agrees to open it; Bates to remain a local road, not a major/minor collector (not 3- or 4-lane); Esselmont to remain a local road (not 3- or 4-lane); and further meaningful stakeholders engagement.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

3. What are your thoughts on the plan for the Acreages and Hamlet, regarding the 15-Year Freeze?

Answered: 69 Skipped: 34

- *Agree with nothing happening to our area but all the development in the surrounding area is going to cause increased traffic even without development to our section.*
- *Although our acreage in the Hamlet is a prime candidate for development, we are willing to sacrifice this for the proposed period to maintain the land use as status quo. This is also important as some properties in the Hamlet are older and are valued low enough that they could be priced attractively for developers wishing to build multi-family dwellings on the lot.*
- *AS a landowner in the Acreages and stakeholder: What is the impact on just selling the property as is at any time?*
- *As a resident of the Acreages, I believe that there needs to be more explicit details when it comes to restrictions on rezoning and subdividing. Would this restrict residents from being able to build on their existing land (eg., sheds, etc)?*
- *As stakeholders (residents') we don't want to be prevented from developing our properties and anything else. We want to be in a position to take advantage of opportunities that might arise over the next 15 years.*
- *Build somewhere else!*
- *Completely punishes current residents to give more profits and less cost sharing to developers*
- *Construction will be across my house and down my street so the development will greatly inconvenience me but I am not allowed to do anything with my land for 15 years? That's ridiculous and I strongly oppose this. Events can happen in tandem, such as developing a double lane for Dugald and Plessis while developing the area.*
- *Does this include a 15-year freeze on the developers in the Acreages and Hamlet too? The open house held didn't even address if it was a freeze on just the current residents of these two areas or not. If I was a resident I would strongly oppose as the plan is unclear what this entails.*
- *Don't really understand how this affects us need more info*
- *Freeze does not make sense for the Hamlet and Acreage and should not be used.*
- *I am a stakeholder. I don't want to see the Acreage areas ever changed to high density land use*
- *I am entirely against land assemblies to create town houses in existing neighbourhoods. However, I don't oppose single family home development with same set back and square footage allowances. Private property rights cannot be affected nor decrease in property values due to inability to sell or develop, (or which attracts financial liability post sale is undue hardship for residents). The heritage and 'rural' nature should be preserved always as a last non-overdeveloped part of Winnipeg. No additional permission for the church or schools along Dugald should be allowed until fully twinned as that is not equitable to current residents and will cause major traffic disruption. Any development along Dugald should apply to all of Dugald until the entire highway is fully twinned, and even then, at town neighbourhood small with sufficient buffer of current residents. However, this should be planned in addition to diverting traffic southbound out of SS to Perimeter, Plessis and Murdoch*
- *I believe a 15-year freeze will have a negative effect on my property value. Infrastructure would have to be in place before development. If a freeze is what is necessary till Dugald and Plessis are twinned then the entire precinct should be included in such a freeze. Since the two developers will over time add the major traffic volumes with 25000 new residents, not the Acerages.*
- *I can't answer this question as there is not enough information about the freeze details.*
- *I do not feel I have a strong enough understanding or the effects of the freeze*
- *I do NOT give my land to city to have a green space so the developer can maximize on their profits on their land.*
- *I don't feel there has been enough information on how the freeze will affect how we can use our property, and how it will affect the decisions we can make during the freeze.*
- *I don't like the idea of setting an artificial time of 15 years. It might be practical to subdivide some properties before that time. The city, of course, would have the final say of any subdivision. It seems to me that they could make that decision at any time without a 15-year freeze.*
- *I'm not really happy about any of it but I suppose this is a better option*
- *If the plan goes through with development of Esselmont Ave. to a 4 lane road & sewer /water*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

3. What are your thoughts on the plan for the Acreages and Hamlet, regarding the 15-Year Freeze?

Answered: 69 Skipped: 34

infrastructure even though I strongly oppose it ; there would be no way I could pay for the frontage costs . As well as no way to sell off any of my back property to pay for it if my property is frozen. My property as such would be unsaleable. This unfortunately appears to be a reality for me as I have little trust in the planners & their proposals to date.

- *In my world when a freeze is placed on a proposal or contract,That means "Nothing can move forward".*
- *It doesn't make sense that we have to pay more, but I restricted the opportunity to develop and gain from it.*
- *it technically wont be a freeze for us if sewer and water comes down Bates.*
- *Leave us alone for as long as possible!!*
- *Make it permanent no building no nothing keep it natural*
- *No freeze I don't how a stranger can come along and dictate to the community what they want them to do I am a stakeholder and I have rights and lawyers and media contacts to look into this*
- *No one asked for a 15-year freeze. As a stakeholder, we don't want to be prevented from developing our properties if it makes sense. We want to be free to do with our properties as we wish, not as someone else tells us is allowed. As a stakeholder who owns a house and land in this area, we want to be free to pursue any opportunities that may arise at anytime.*
- *Not needed, nobody wants this, the developers are unwanted in this area and should move on.*
- *Not sure why this 15-year freeze was added to just Acreages and Hamlet. Add it to the entire South Transcona Precinct S plan please!*
- *Not thrilled with having the City dictate whether we can develop or not. Some residents may need to subdivide to offset the crazy costs associated with sewer and water hookup.*
- *People from this country have fought and died for what is being presented to the residents. Everyone involved in this proposal should be ashamed. If anyone doing the presentation could give an educated answer to what this 15-year freeze meant I might be able to give an answer.*
- *Shouldn't need to classify the areas in a freeze context. Leave these areas out of the secondary plan. There will be a secondary plan for the area if and when development is ready to proceed.*
- *Status quo seems appropriate if someone wants to subdivide they can follow existing protocol*
- *Still don't agree with designation of Acreages as "town neighbourhood small" after a 15-year freeze. Please designate the acreages AS IT IS currently zoned. AG/RR1/RR2*
- *Strongly support and limits impact to the characteristics of the existing housing*
- *That feels punitive and will negatively affect property values*
- *That is an unreasonable restriction on residents. There is also no guarantee that it would be only 15 years.*
- *The 15-year freeze on development on all lands (excluding the two large developers and private school site on Bates and Dugald Road) is undemocratic. If the consultants and councillor thought that is what the residents meant when they heard "no changes" I think you need to re-engage with stakeholders to ask "what do you want?" rather than "how do you like what we've proposed for your lands". That is why people are saying "don't change" - because the plans provided in October 2025 were so far from being anywhere close to acceptable, people said "no change". You need to engage with stakeholders to ask them what they want for their lands and then you will know. The STSP-RAG recommended that STAKEHOLDER meetings take place prior to any plans being presented for the 2nd open house. Instead you had two stakeholder meetings to PRESENT the ideas in the October 2025 proposal. That's not stakeholder engagement - that is asking for feedback on a plan that has already been proposed.*
- *The 15-year plan will handcuff your property and devalue your property.*
- *The developers should be building on their land and not worrying about building inside the Acreages or Hamlet. At least these poor people won't have to worry about the corrupt City and developers building in their area for 15 years if the freeze is put into place. That will show how corrupt things are to if all of a sudden the City and Developers are working in this area before 15 years are up.*
- *The entire secondary plan process should be delayed until the twinning of Plessis and Dugald Road is complete. The current infrastructure can't support the proposed east and west development areas, so all of South Transcona should be frozen until the upgrades are complete.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

3. What are your thoughts on the plan for the Acreages and Hamlet, regarding the 15-Year Freeze?

Answered: 69 Skipped: 34

- *The freeze is not a total freeze because of the proposed sewer and water going down Bates and a 10-year mandatory hook-up. Plus the yearly tax and levy increases.*
- *The freeze should not place any burden on current residents.*
- *The Hamlet and the Acreages differ in this regard, The Hamlet wants it and the Acreage does not, from what I can tell*
- *The idea of the Acreage area is to leave us alone, not freeze us from progress. If a resident wants to develop their property they should be allowed, through the right channels. I recognize the need for the City to expand and grow, but don't force our hand. Give it time and the Acreage areas will develop into a neighborhood.*
- *The landowners should be able to make their own decisions in their own time*
- *The South Transcona Secondary Plan should be put on hold immediately as our existing infrastructure cannot handle the demands of the proposed developments. Development of the entire area must be frozen until the twinning of Plessis and Dugald is complete to ensure the area can safely support any growth.*
- *There is no good reason to freeze our land use again because if the SOUTH TRANSCONA PRECINCT S is approved then that is what will be followed. Pg. 8 refers to Dugald Road being twinned before certain things happen but this may never happen because on pg. 5 it states that" Both Dugald and Plessis may not be fully twinned until after the freeze." Also as is stated above in point 2 Dugald may not even have to be twinned if the traffic mainly goes in and out on Plessis. We have not been given a good reason why the land should be frozen so unfreeze it and let us do with our land what we want and are entitled to because we do own the land.*
- *This freeze does include the development of the housing development. And not just the acreage and hamlet. And what does this mean for the land owner and hamlet owner? And if services are available is the freeze still 15 years before subdivision?*
- *This is another new element that was introduced without warning and without proper explanation. Once again, I need to defend my right as a LANDOWNER to do with my property as I wish. We all know that Dugald will not be twinned in the next 15 years so you are proposing to freeze my ability to do things with my land for an unknown length of time. This is unacceptable. I purchased my land with the full intent of sub-dividing it and giving one half to my child. You have completely taken that right from me and I STRONGLY OPPOSE this blanket freeze. For some reason, there is not section to comment on the road proposal post-15 year freeze. So my comments are registered under Remaining concerns (#9).*
- *This is one of the few remaining green belts in the city limits which will be forever lost to greedy developers!*
- *This is regulatory lockdown. If you expect me to agree to a 15-year freeze, then you must also freeze the land of both developers for 15 years. Otherwise, developers can build thousands of units around me, but I am frozen in place with no recourse; my property becomes less attractive to single buyers; my acreage becomes functionally sterilized as an asset..*
- *This most likely won't have an effect on me but I can't see this being a good thing for the Acreages. It's my experience things are not usually what they are promised to be. Sounds like all peaches and cream but the only winners in this proposal are the developers and the City.*
- *We cant subdivide or rezone and yet the church and developments can. I dont think that the developers can put a freeze on the properties legally. Plessis and Dugald will be put on hold by the city and thus the freeze would last longer than 15 years.*
- *We don't feel that 15 years is sufficient to adequately plan for this level of development for the area and to get the required infrastructure in place. This is not unoccupied farmland. There are many residents here in both acreages and the hamlet. After 15 years , it does not seem likely that Dugald Road will be twinned either.*
- *We need clarity. We are on land with Church beside us and it says that Church and Schools can build. What does that mean for us?*
- *We plan to age in place and this hopefully reduces the impact. The infrastructure on Dugald and Plessis cannot accommodate the new development and additional development in the Acreages. We are not in favour of a 4-lane road down Symington as we will lose our house and so will others.*
- *We plan to age in place so this allows us to do that with hopefully minimal impact. We also believe that the infrastructure on Dugald and Plessis is severely*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

3. What are your thoughts on the plan for the Acreages and Hamlet, regarding the 15-Year Freeze?

Answered: 69 Skipped: 34

underserving now and will be impossible to support any development in the area unless it is addressed. We are, however, not in favour of a 4-lane down Symington and will fight to oppose this as it will basically remove our home as there is no room for a 4-lane on Symington without demolishing houses.

- *We would like to have the opportunity to develop our property. Services are coming down Esselmont and we will be required to tie in. We are not opposed to that; our water is very hard and we would be in favour of connecting. We also appreciate that we won't have to pay for the services until our property is developed. However, we likely would have a higher tax burden because of the increased services; we should also then have the opportunity to develop. Further, what if we wanted to sell to a developer to develop our property? It seems to me the best scenario would be when the property next to us, Michael Golden's, is being planned and developed would also be a good time for ours to be planned and developed.*
- *We, as stakeholders, want to be free to do with our properties as we wish, not as someone else tells us is allowed. We want to be free to pursue any opportunities that may arise at any time.*
- *Whomever interpreted the sentiment of existing residents / property owners within Precinct "S" who generally stated "we do not want you to change our properties or force us into municipal services / road upgrades" and interpreted this as us "requesting" a minimum 15-year moratorium on any development of our properties has not understood the wants and needs of the Stakeholders within the community. This area has been subject to substantial restrictions on development for decades - and you think it would be a good idea to allow the two large developers to be allowed to develop their lands but the rest of us (other than the existing Church property and their plans for a future school, which we understand is not subject to the 'freeze') are "frozen" indefinitely?.*
- *Why do we need to put a label on this? Just leave it the way it is and all stakeholders in the acreages will be happy.*
- *Why do we need to put a label on this? Just leave it the way it is and all stakeholders in the acreages will be happy.*
- *Why should the developer be able to develop & build AND I am forced to have my hands tied?*
- *Why would I want my hands tied behind my back for 15 years and then eventually forced to sell my property at a loss?*
- *You've held us Hostage for more than 50 YEARS by not letting us sub-divide into smaller parcels than our present 4- and -5 acre parcels and now you propose THIS? ###*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

4. What are your thoughts on the strategy to protect natural areas?

Answered: 64 Skipped: 39

- *Appreciate that the ridiculous idea of the "Regional Nature Park" proposed in October 2025 has been removed. How incredibly daft the councillor and consultants must have been to have proposed such an awful idea without consulting with stakeholders. The STSP-RAG warned you... I can understand the city's desire to protect natural areas - and they have all of the tools they need to do so. They can negotiate with property owners and expropriate. Needing to have "first right of refusal" is downright ridiculous - seems there is always a ridiculous idea when it comes to the parks proposals. This is like negotiating to buy a used car from someone and then being told "wait, I need to check with someone else to see if they want to buy it first". How would something like this be communicated when you put your property up for sale? You are legally required to make disclosures when you sell property. How do you think this will impact the sales process? It would not be positive for the seller.*
- *As a land owner I believe the acreages should remain personal estate style properties and any new parks should be developed on the lands owned by the developers.*
- *AS a landowner in the Acreages and stakeholder: There doesn't seem to be actual protection - especially for Areas designated C. Parks are all very well but are not natural areas,*
- *As a stakeholder I don't agree with any of the plans proposed*
- *As an Acreage land owner, I feel we and other landowners have done a great job of maintaining the natural areas. We have been planting more trees on our property each year, and have encouraged tree shoots to grow naturally as well. Wildlife are already free to roam through our year, and don't need "habitat corridors". We have deer on our property daily, as well as rabbits, the occasional fox, many birds, and more. We have also made a conscious effort to plant flowers/vegetables to encourage bees.*
- *Best way to look after a natural area is to not have a development.*
- *Build somewhere else!*
- *Current residents are already serving as effective stewards of the local natural areas. If the City requires additional public parkland, it should prioritize terminating private leases at Buhler Park, Lake Shirley, and the local golf course rather than acquiring land from private citizens. I contest the City's right to purchase additional residential land for 'priority natural areas' and I strongly oppose the implementation of any HOA fees for South Transcona residents.*
- *Don't develop would be a good start. The only strategy here is take land from the current owners. Any development is going to push wildlife out of the area and destroy the natural areas and wildlife.*
- *Don't want interference on private property. The deer and animals roam freely already. Citizens will almost always do a better job of maintaining natural areas than a government can or will.*
- *East and west developments can protect natural areas on their property as we will protect our own natural areas on our property*
- *Having natural areas is good for our community as long as it does not negatively impact existing land owners.*
- *How does this affect current property owners?*
- *How in a free and democratic society can the city have "first right of refusal" on the sale of my lands? If they want them, they have the mechanisms to get it through direct negotiation or expropriation. I should not and WILL NOT submit my confidential offers to purchase my property to the city for their "first right of refusal" consideration. This idea is asinine.*
- *I already have a park (green zone) on my property which I fear will one day be lost! All my hard work in vain!!*
- *I am a stakeholder I don't want the existing rural setting changed from its natural setting to some outsiders vision.*
- *I am all about preserving green space, but the plan for bits and pieces here and there doesn't work. City of Winnipeg can't cut the grass regularly in the parks we have now. We look at dandelions 2 feet high most of the summer. What a disaster it would be if they had more areas to caretake.*
- *I am doing a really good job of protecting the natural areas surrounding my land, and I feel my neighbours are doing the same. I don't believe that having developers surrounding us and coming in with bulldozers, cramming in buildings, concrete, pathways, large, feeder streets, and everything else that has been spoken of, will do anything to protect the natural areas.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

4. What are your thoughts on the strategy to protect natural areas?

Answered: 64 Skipped: 39

- *I am not opposed to natural areas but have been made aware of other developments in the city where parks were promised only to be rezoned to accommodate housing units. Again not trusting in the system. The city buys my property at a reduced rate for parks & then rezones it.*
- *I appreciate this priority but you're already taking away so much of our quiet, natural environment. I don't doubt the wildlife will still be disrupted.*
- *I believe that preservation is important in this area and this strategy is much more realistic for the amount of natural areas compared to the previous plan.*
- *I don't have enough info to make a decision*
- *I like the plan that does not try to take people's property from them*
- *I own a vacant lot and am not sure if this strategy will limit my options for sale or further development*
- *I somewhat support the strategy to protect natural areas but I don't own an Acreage so it won't affect me in the same way.*
- *I strongly support protecting nature areas in developments. Problem is in these secondary plans nature areas are shown until the original developers sell to smaller developers. Then the new developers create their plans ending up with massive developments with minimal nature park areas that were originally presented. The proof is already out there with all the new development areas that are currently being built in the City.*
- *I think I understand the concept of the City having the first right of refusal. I'm somewhat sceptical of how that would transpire based on how it was described last night. The previous plan to take half the land for natural areas was a terrible and ill advised plan. I'm glad that has been removed but without anything to take it's place, I'm nervous about what could happen.*
- *I think you have to get a different naturalist. – the top right of page 12 with priority one and two is grass and brush. Basically brush, weeds and tall grass that I wish somebody would start taking care of to get rid of the insects, coyotes, and people that routinely dump their household garbage.*
- *If they are part of the Acreage properties, leave it as part of the Acreage properties.*
- *Including Buhler Park that should be left as is as it is a major sanctuary for many migratory birds and waterfowl. Also there are many deer that use our community as a safe haven.*
- *Keep green space but no playground right beside my house as they will come into yard sit in my patio and go into my house to pee and dump garbage in my yard*
- *Leave the area as it is.*
- *Local property owners need to decide what is a natural area.*
- *Not enough for the animals that resides here*
- *On city-owned property and developers' property. As for the Hamlet and Acreage owners it their property and their right to do whatever they want to do.*
- *Our entire area is a nature park. We do not want anything to be disrupted to lose our connection with nature.*
- *Overdone*
- *So many of our natural areas are being lost. We appreciate keeping as much as possible of the natural areas.*
- *Some natural areas are low and flood every spring which causes the trees to die. I am in favor of extensive parkland. I rather liked the original plan which showed strip parks. I enjoy the deer in our area. It would be nice to provide corridors for them.*
- *South Transcona is a unique community that provides a rural lifestyle. We have lived here for over 40 years and have enjoyed the peace & quiet as well as seeing all the wildlife come and go freely! Many generations of families have raised their children in our Hamlet area! Also our community is a safe haven for deer and many other animals! We also feel that Buhler Park should be left "as is" for it is a major sanctuary for migratory birds and water fowl!*
- *Strongly support if the developers are protecting the natural areas in their areas that they own.*
- *Support but most of the land is owned by private landowners and obtaining consensus will be difficult.*
- *Taking people's private land to build a park is ridiculous. If the developers need more parkland to meet their minimums, then the parkland should come out of their property.*
- *The Acreage landowners have done an excellent job to date at maintaining the natural areas. We, as stakeholders, for example, are planting more trees on our Acreage, and allowing other tree shoots to grow naturally as well. Wildlife are free to roam throughout*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

4. What are your thoughts on the strategy to protect natural areas?

Answered: 64 Skipped: 39

the acreages already, and they don't need "habitat corridors" to do so (as if they'd follow those like humans typically would).

- *The Acreage should not have their property taken.*
- *The city has established guidelines for % of parks required. When an actual plan of subdivision is submitted, the parks plan will be addressed. Lands should not be tagged or assembled as nature areas ahead of this only for the city to rezone at a later date. Any restriction ahead of this would have a negative effect on property values.*
- *The city should not have first right of refusal. That is overreach.*
- *The natural areas are already being protected by current residents. If the city needs more public parkland, they should prioritize ending the private leases with Buhler Park, Lake Shirley, and the Golf Course as opposed to purchasing land from residents. The city should not have the right to purchase additional lands for priority natural areas from residents. I strongly oppose any HOA fees being proposed for residents of South Transcona.*
- *The nature is already there and flourishing. All of this will only be driving the deer, rabbits, frogs, and occasional foxes away from the area. Turning it into "parks" only brings humans in and humans leave trash and destruction*
- *The neighbourhood contains many natural areas which not only support wildlife, but are used by residents as walking paths. Over the years our city and others have initially developed these areas, and now are requiring them to be allocated in developments. This is a good indication that they are beneficial to those residing in the areas.*
- *The revised version of the plans seems more reasonable however I would be directly impacted by the nature pathways that you are proposing as one of them is going right through my property. I would need more details before supporting this plan.*
- *There are not enough protected natural areas on your plan. Once construction starts on the developers land I'm sure the couple small acres of protected areas will accidentally be unprotected like other developments that have taken place in the City.*
- *There is a much reduced emphasis on preserving natural areas in South Transcona. It does not appear to be a priority at all. It is very disjointed.*
- *There is no point to answer this question because the city is taking all the natural areas and turning them to profit through housing.*
- *This has not been properly thought through, and seems to favour one particular resident affording him excess privacy. The treed areas along Rennie enhance wellbeing, and provide buffer to Buhler noise and traffic and should be preserved. I don't see the marshlands protected. This requires further study. Additional new parks should be included in the ETC for residents there.*
- *Too ambiguous a question. Whose natural areas? What strategy?*
- *Very confused as to what will actually happen. Why are the planners so concerned about the parks and natural areas in the Hamlet and Acreages but there is no mention of how these areas are going to be dealt with in the developers areas?*
-
- *We believe having natural areas is good for a community - as long as it does not negatively impact the land value of existing land owners.*
- *We support protecting existing natural areas as long as the developers are under the same obligation*
-
- *We're from one of the houses in the Hamlet that sits directly in front of a "nature park" and of course, we want to preserve and protect it. We just hope that it will stay as "natural" as possible and 0 to less crowd within the park. We worry that the park will be crowded and not safe anymore.*
- *Why isn't there a natural area included on the developers land? I do not see the prairie grasslands on their property.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

5. What are your thoughts on the potential parks strategy for the East and West Areas?

Answered: 55 Skipped: 48

- *AS a landowner in the Acreages and stakeholder: Like the concept but Natural areas are not parks or playgrounds. I think you need to designate at least 25% more natural areas.*
- *As a stakeholder I don't agree with any of the plans proposed*
- *Best way to have a park area is to have no development.*
- *Build somewhere else!*
- *Develop "urban" parks within the town centres for all the residents there to enjoy, playgrounds, doggie parks, etc. One is not enough to sustain thousands of residents.*
- *Don't expropriate peoples land. It is theirs which they bought with their hard earned money*
- *East and west developments can do whatever they want or connect within themselves dont need to connect within the Acreages*
- *East and west developments can have their own parks within their development*
- *Ensure at least 10% of land is dedicated to parks in those areas. Do not allow developers to contribute to land dedication fund in lieu of*
- *Having walking and biking paths is always a good thing, and should be incorporated in all development plans.*
- *How does this affect current property owners?*
- *I am a stakeholder. Don't want any connection to the new deveiopment via pathways or roads. Limit access to St Boniface Road. Only*
- *I believe that parks are important in this area and this strategy is much more realistic for the amount of parks / pathways compared to the previous plan.*
- *I don't agree with the parks strategy.*
- *I don't like the proposed pathways cutting across existing private lands as per the diagrams. Even if the City acquires some of this land it will reduce the security and privacy for adjacent privately owned lands to have people wandering around all the time.*
- *I don't see any point to connect these areas because there are distances between the two areas.*
- *I don't want people cutting across my property to get to the park and I don't want a hangout for homeless people*
- *I feel that the east and west development areas, are doing as little as possible to add to the parks strategy. Then, using the concrete pathways to join east and west to take away areas from the hamlets and the acres, is just another way of taking more away from the green space that we already have, where the plants and animals are safe and protected.*
- *I have declined to select an option because I fundamentally oppose the development of South Transcona*
- *I strongly feel to keep the community club where it is. Many people use it and others that don't live in the community stop by to use it. It definitely needs to be updated (which I have spoken to Russ Wayatt many times about.*
- *I strongly oppose the park strategy as I don't support the development of South Transcona*
- *I would not be opposed to connected pathways. However the city should keep the right of way south of esselmont at bates as a connector path. Any other lands the city owns should have the same consideration. This road allowance also facilitates the water drainage of our property to the esselmont drain. This assures our drainage without being part of developers retention pond. My other concern is will both developers ponds be large enough so not to overwhelm the esselmont drain.*
- *I would not like pathways through people's yards. Maybe along St Boniface road.*
- *If I were a property owner in the area I would strongly oppose any path connection through my owned property. If the developers want to but pathways in their owned property I strongly support that. That said, I would only make connected pathways if all parties owning the land where the paths are to be installed agree with the plan.*
- *If this development is allowed to become a reality, which there's no doubt it will, I believe that a park area would be beneficial so long as it's not going come at the cost of the stakeholders (acreages). My concern is that the city won't keep up the maintenance of said parks. Can't speak about the connected pathways.*
- *It is difficult to comment on their plans as the maps provided on slide labelled "14" are hard to identify areas that are "connected pathways" as the colour red is used for both identifying the "large developers" land boundaries as well as the connected pathways. The similarities in the colour*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

5. What are your thoughts on the potential parks strategy for the East and West Areas?

Answered: 55 Skipped: 48

range are also difficult to distinguish one area from another, at least to my eye. As a result, I must "strongly oppose" the plans simply because I do not understand them sufficiently to provide an educated opinion. It is also confusing as many of the slides refer to a "regional nature park" but yet we were told at the Public Meeting on December 10, 2025 that there is no plan for a regional nature park (eg. slide labelled "15"). There is also so many slides on parks and natural areas (slides labelled 12-17) and many of them seem to indicate different areas / alignments / colour schemes / green directional arrows / etc. It is extremely confusing as to what is actually being proposed.

- *It's a good start, however, significantly larger natural areas should be set aside by Exemplar Developments and Goldstone Group within their developments to satisfy the Montreal Protocol and requirements of holding ponds etc.. The acreages should not be the offset for the density of either development.*
- *Let those neighbourhoods have their pathways, but don't encroach on the acreages. Again, as a stakeholder, I'd like to see the acreage neighbourhood kept as it is, a quiet, low traffic neighbourhood that provides country living to those who made the investments into those properties. Don't connect Esselmont to the two new development areas. Why do they need to connect anyway? By connecting them, you'd just be encouraging more through-traffic.*
- *Need more details , clarification & consultation on this.*
- *No development.*
- *No need to connect the developed areas - add paths to Dugald and St Boniface. Take a ride down Dugald path, it's never been 100% since installed. Frost heaves, pot holes and large cut out chunks. I just feel if you can maintain what we already have what is the reason to add more?*
- *Not enough information on this program!*
- *Not satified that natural green areas though developers A or B to allow for wild life migration. (eg. deer, birds, etc.)*
- *Not sure why they want to go through private property to connect their developments so bad. Once their area is developed how would they feel if a private homeowner in the area were to put pathways through their development to connect to areas on the other side of their owned land.*
- *Oppose based on the fact the plan does not provide enough information on the actual plan and impact on existing landowners.*
- *Our area is already a beautiful park area, developers would only destroy what we have for their bottom lines.*
- *Puts the parks in the 2 developments and don't connect them*
- *Same as above about natural areas.*
- *Same as before*
- *Similar to comments on question 2. I'd like to see the acreage neighbourhood kept as it is, a quiet, low traffic neighbourhood that provides country living to those who made the investments into those properties. Don't connect Esselmont to the two new development areas. Why do they need to connect anyway? By connecting them, you'd just be encouraging more through traffic.*
- *Somewhat opposed; as the plan does not provide enough information on the plan and impact on existing landowners.*
- *Support connected pathways only on the developers areas. Private land should remain private.*
- *The Moorpark space the better!*
- *The pathways are all located on private property. I oppose and I am sure that most owners would not want a public path running through their backyard.*
- *The plan is unclear. How were natural areas selected?*
- *They are the new development in the area, we already have greenery in the Hamlet and average, so the developers should produce their own parks and greenspaces*
- *Those are over populated areas that will be congested and having walk ways will create dangerous crossings for people as the transportation increases.*
- *Those development areas can have paths but protect the people on the Acreages from encroachment or interference on their private properties either with a fence or hill or something. Leave the Acreages out of the connected pathways until future development of the acreages happens. We would like our community to remain a quiet and peaceful area.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

5. What are your thoughts on the potential parks strategy for the East and West Areas?

Answered: 55 Skipped: 48

- *We do not want to be connected to the development areas at all. Access should only be made through St Boniface Rd, Murdoch Rd and Plessis Rd.*
- *What about the potential Park Strategy on pg. 15 for the two developers areas? Why are the planners so determined to link the two development areas but do not show what is being done in their areas? We do not need connecting pathways or green connectors since we have always enjoyed walking all year round on our roads. Who is going to make and take care of these potential green connectors? The city has enough trouble cutting the grass in our ditches. Also check out the new ditches along Bates which were dug out by the city and are like canyons that are collapsing.*
- *Why aren't the developers providing more than the minimum amount of land for parks while the city is "volunteering" its owned lands to park use when they already have Buhler Park, Lake Shirley and the golf course. Has the city agreed to this? Why aren't the developers making their land drainage ponds big enough to accommodate development in the acreages? They are asking residents along Bates & Esselmont to make major contributions to enable their developments to occur - but don't seem to be making any efforts to enable development for anyone but themselves. A secondary plan is for the ENTIRE area - but the consultants really only seem to be interested in enabling development in the large developers lands, restricting development for everyone else and imposing massive financial burdens on some existing property owners. I think we would all like to see a really wonderful, connected and well designed community. But what we are being shown is so one-sided it's hard not to be negative.*
- *-your "Parks" will be grassed playgrounds. – Isn't Buhler Park big enough? Put one path to there and everybody can experience "nature"*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

6. What are your thoughts on the potential parks strategy for the Acreages and the Hamlet?

Answered: 62 Skipped: 41

- *Again, as a stakeholder, I'd like to see the acreage neighbourhood kept as it is, a quiet, low traffic neighbourhood that provides country living to those who made the investments into those properties. Don't connect Esselmont to the two new development areas. Why do they need to connect anyway? By connecting them, you'd just be encouraging more through-traffic.*
- *Agricultural zoning in the acreages is the best guarantor to preserving natureal park area.*
- *Already have the waterski park and the baseball park and the south side skating rink.*
- *As a landowner in the Acreages and stakeholder: Like the concept but Natural areas are not parks or playgrounds. I think you need to designate at least 25% more natural untouched areas. Who would pay for maintenance and conservation?*
- *As a resident of Acreages, would be concerned with the stakeholder impact of creating connected pathways between the various parks given that it would require the purchase of many more residents' portions of land.*
- *As a stakeholder I don't agree with any of the plans proposed.*
- *Best way to have a park area is to not have a development.*
- *Build somewhere else!*
- *Develop that designated "park" area like they're planning to do further west with commercial buildings up to 10 stories if the area south will be permitted six stories so that they're not towered over*
- *Don't expropriate peoples land*
- *Don't want or need any new parks other than maintaining current forested areas and wildlife habitats*
- *Don't need any more parks in the hamlet or acreages. east and west can have their own parks*
- *East and west developments can have their own parks within their development. we do not need any parks on our land as we have our own park; flora and fawna that our family can enjoy ourselves*
- *How does this affect current property owners?*
- *I am opposed to any new potential parks in either area.*
- *I am opposed to having pathways created on private property.*
- *I do not understand how a developer can decide what my land should look like.*
- *I don't agree with any of the proposed options*
- *I don't want to give my land so they can turn it into a park.*
- *I have declined to select an option because I fundamentally oppose the development of South Transcona*
- *I have loved living with the wildlife and the open and wooded spaces around me. I hope new residents will be able to enjoy something similar.*
- *I have my own park. It called my property.*
- *I strongly oppose the park strategy as I don't support the development of South Transcona*
- *I've been to these areas and it already is a park. If the developers or City were to own it I'm sure it will be housing.*
- *If I was a property owner I would strongly oppose any on the privately owned properties unless the owner of the land wants to have the potential park.*
- *If individual stakeholders want, on their own, to give up portions of their land for park usage, that would be up to them. But I, as a stakeholder, have absolutely zero interest in doing so.*
- *If they leave the Acreage alone, this isn't a valid concern.*
- *It's too much. We don't want a walkway through our back field*
- *Keep the natural forest parks in the area as is*
- *Leave everything as it is for these areas*
- *Leave the Acreages out of the connected pathways until future development of the Acreages happens. We would like our community to remain a quiet and peaceful area.*
- *Leave the properties in the acreages the way they are and allow us stakeholders to live our peaceful lives so we can raise our kids and animals.*
- *Leave the properties in the acreages the way they are and allow us stakeholders to live our peaceful lives.*
- *Local property owners should decide.*
- *Need more detail, clarification & consultation on this.*
- *No development. The acreages are already nature parks. Supposedly studies were conducted but that*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

6. What are your thoughts on the potential parks strategy for the Acreages and the Hamlet?

Answered: 62 Skipped: 41

information hasn't been made public. The Hamlet has access to the South Transcona CC park and outdoor rink. Residents are content with the current parks.

- *Nobody has asked us what we want to see on our own lands - it's just consultants telling us what they think we should do. More stakeholder engagement is required before I would support any plans. The idea that the city should have "first right of refusal" on any private property sales is absolutely ridiculous. If they want it, they have the powers to negotiate directly with property owners or expropriate. How many tools do they need? Has the city already agreed to commit the lands they already own to be parklands? How could this be possible when the plans have not even reached the Community Committee to be considered? What does the $65,000 publicly funded study into the South Transcona potential parklands area say? Shouldn't this study be made public so that we can all understand what the lands that should be protected are before commenting on what the proposed ideas are? How does one spend $65,000 studying parkland - or is this funding for something else as well? HOA study?*
- *Oppose based on the fact the plan does not provide enough information on the actual plan and impact on existing landowners.*
- *Parks will be added when developed no need to add them if there is no development plan.*
- *Same comment from question 4*
- *Same reason as last question!*
- *Same thoughts as no. 5*
- *See above.*
- *Seems like too much , city of Wpg can't even maintain the path along Dugald Rd*
- *Should be up to the landowner if they want to participate. No expropriation should be used for this connectivity*
- *Similar comments as above. Leave Acreages and Hamlet alone until this area actually needs to be developed. Don't connect Esselmont to the two new development areas. They don't need to connect or at least I don't understand why...*
- *Similar to my comments in question 5, there is just far too much information to really understand what is proposed so I am confused. I'm still unsure if a Regional Nature Park is still proposed as the slides show that reference numerous times but we were told in the Public Meeting on December 10, 2025 that there are no plans for a Regional Nature Park. I STRONGLY OPPOSE the idea of the city having "first right of refusal" on any lands owned by private citizens who enter into a confidential sale agreement for their lands. I cannot believe that this would even be proposed. The city has rights to acquire properties under individual negotiation and expropriation. They should not have another "tool" in their toolbox to acquire our lands. I therefore the only opinion I can provide is "strongly opposed" due to confusing, inconsistently communicated and the proposed "first right of refusal" on lands owned by private citizens in violation of their legal rights.*
- *So many questions on parks to us and not enough for services and things "we" have to pay for.*
- *Somewhat opposed; as the plan does not provide enough information on the plan and impact on existing landowners.*
- *The Acreage and Hamlet should not be included. It's up to the developer to make sure that they have park space on their site. And with the ballpark and waterski park.*
- *The plan places negative restrictions on the acreages land values upon resale. Parks land can be dealt with by the city in each development submission.*
- *Too many natural areas have not been preserved or been categorized as priority 3, 4 or 5. Not sure if those along Borden/Goodyear thereby restrict private property rights unfairly, but a protected natural area between the north and south sides of the Copeland properties is needed to provide noise reduction, buffer, safety and quiet enjoyment for the Hamlet. Class A-C should be preserved at a minimum and as much of priority 3 as possible. Plan should have been updated to remove Town Centre in Pink along Dugald (slide 9). Please add protected natural areas and then small development to provide adequate buffer.*
- *We currently are the stewards of our park areas and have been for 35 years.*
- *We do not need the existing natural areas of South Transcona disturbed or modified in any way. We live here because of the country in the city nature of the area - do not destroy this beautiful paradise*
- *We don't support disconnected walking trails. There should be a connected trail through the entire area.*
- *We live close to Lake Shirley and Buhler Park so there is plenty of parkland/soccer fields/ball diamonds/*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

6. What are your thoughts on the potential parks strategy for the Acreages and the Hamlet?

Answered: 62 Skipped: 41

activities in the area already.

- *With the abundance of natural areas, it should be simple to create the areas both required by zoning and utilizing protected areas with no impact on residents or their properties.*
- *Why are the planners so concerned about a potential park strategy for the Acreages and Hamlet which we are not asking for? Why are the planners not showing what is in the areas the developers are proposing?*
- *You are proposing to run through my land for a connecting pathway. I would like a more fulsome picture of what will be done in terms of maintenance, additional trees or fencing, etc., to keep people out of my yard and littering on my property. The City of Winnipeg is unable to keep up with its current maintenance as evidenced by the overgrown boulevards, unkept soccer fields and parks and overflowing garbage bins.*
- *You want me to concede my land? No. You want to expropriate my land? Not without a fight and cost burden to the city including injurious affection. You want me to give the city first right of refusal? Not without a fight and cost burden to the city. I did not protect my land and its flourishing wildlife for 26 years to subsidize future greed or to offset high density developments or for Councillor Wyatt's ego and Uncle Russ's Family Farm, or for a dog park.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

7. What are your thoughts on the updated servicing plans?

Answered: 67 Skipped: 36

- *AS a landowner in the Acreages and stakeholder: I actually oppose all development in this area, so water and wastewater are a result of development which I don't want.*
- *As a stakeholder I am not comfortable with any of them*
- *As a stakeholder I don't agree with any of the plans proposed*
- *As a stakeholder, who chose to build my life in this area, I have no interest in choosing from box A or B. If I would like to make changes to my own property, I will look into doing so.*
- *Build somewhere else!*
- *Developers should bear all costs, in full, with no "front-ending"*
- *Follow the major routes - Plessis, St. Boniface and Murdoch. Don't disturb Esselmont and Bates. Create your loops for water with these roads. Prepare for future expansion into Springfield where they will need city water eventually too. Provide real-life examples of this move from well/septic to city services and how frontage fees and property taxes affected homeowners/stakeholders. I see it on pg 22 but it seems like it's a little unfair for people with 1 house on 330 ft of frontage. That's $2300 per year added to the tax bill! That's crazy. Plus the usage which means it could be $4000-$5000 per year. Perhaps there should be a reduced rate for these acreages with massive frontage.*
- *I already have a well & septic field which serves my purpose fine & is legally approved by the province.*
- *I am firmly opposed to the proposed servicing plans, as I do not support the overall development of South Transcona. These plans would impose a significant and unnecessary financial burden on existing homeowners. As our acreages are already self-sufficient with private wells and septic systems, these 'upgrades' provide no tangible value to current residents and serve only to facilitate unwanted expansion.*
- *I am neutral on these issues. We are currently serviced by our own well and septic field. I do not want to carry any costs for adding services that I will not use.*
- *I am not an engineer so I can't have much input in this area. I'm sure the engineers will provide the services that are required in a proper manner*
- *I do not believe that these areas need to be brought in on existing roadways. There is sewer and water service on Plessis Road and I believe this should be used and more people would be on board with it*
- *I do not find that the potential costs have been properly explained to the stakeholders with regards to connecting to water and wastewater services. I am not confident in the capacity levels of the City of Winnipeg, particularly with wastewater services. I believe that there needs to be more explicit details when it comes to restrictions on rezoning and subdividing and what would result in a requirement to pay for the new services. Given the location of our residence in the Acreages, it does not appear that we would have service availability for either right away. Therefore would not agree that our 10-year grace period would start with the initial service installation.*
- *I don't understand why they are doing this because everything is working in the area right now. Why do we have to change the natural areas that works already??*
- *I don't want waste water flowing down Esselmont past my house. I should be able to use my well water without paying fees if I don't want to use chlorinated water at a high cost to me and my health.*
- *I live on Esselmont and do not want or require city sewer and water nor do I want the burden of paying for the services passing per foot of my home. Water and wastewater do not have to connect the two separate developments . Plan to service the west from plessis road and the east from dugald road. Land drainage should stay as it exists on esselmont at present. My only concern is if the developers retention ponds are not large enough it may overwhelm the current system.*
- *I strongly oppose the servicing plans as I don't support the development of South Transcona. The proposed servicing plan will create a significant financial burden to existing homeowners which I do not support. The acreages already have wells and septic tanks so these "upgrades" have no value for residents.*
- *I think there are a lot of other options for waste/ water that can be done so the Acreages do not have to connect as mentioned in the last meeting.*
- *I wasnt provided the information to make an informed decision*
- *I will support the updated servicing plans under a couple conditions. One, that we indeed do not have any obligation to pay for the services until/if our property is developed. Second, that there is no*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

7. What are your thoughts on the updated servicing plans?

Answered: 67 Skipped: 36

freeze on our property for the 15 years. Otherwise, I do not support the servicing plans. We should have the opportunity to sell our property to a developer, or develop our property ourselves if services are coming down our road.

- *I would be totally against the updated services if the services are going through the Acreages to get to the developers' properties and the acreages are forced to pay exorbitant costs for services they could do without as they have for decades. I feel these developers need to find a way to implement services to their planned developments without causing hardships for the resident stakeholders. My opinion.*
- *I would support the water & wastewater plans if OUR ONLY COSTS WOULD BE TO PAY FOR HOOKING UP from the street to our residence. As far as land drainage goes, only if ditches would be repaired to actually make the water flow in the direction that it is intended to flow.*
- *Ideally no one should be forced to connect if the they do not want to. I know this requires a change to provincial law but that should be pursued strongly. Perhaps on an exemption basis for a line that connects two developments that ends up running across your frontage. In other words the line is not being installed with the intent of servicing the homes that front it but is only placed there to service the 2 new developments*
- *If services are required it should follow the city of Winnipeg and Springfield boundaries and not through the Hamlet and Acreage.*
- *if water wells and septic pits have been fine for decades for the residents, then why should THEY have to PAY (via taxes, hook up, etc) for upgraded servicing in the area that's needed BY THE NEW DEVELOPMENT*
- *I'm strongly opposed to this question as there is no change to the updated service plans from the last open house.*
- *It doesn't affect me but i don't understand why there isn't an option to with Option A roads to have the water and wastewater systems coincide with the major road systems. This would put the system coming in at Plessis going through the West development then out to St. Boniface into the East developments and then north along the main road to Dugald. As for water drainage all of South Transcona has horrible drainage in its current state. Adding any additional drainage will only make it worse.*
- *It seems that the written survey & the electronic survey differ in choices. I would somewhat support the land drainage options. I have no need for water or wastewater options until a viable plan is in place. Timelines & costs are a great concern to me. Promises of a 10 - 15 year hook-up time to join need more assurances. I would need more time to calculate my costs or a reasonable speculation.*
- *Just wrong*
- *Land drainage doesnt affect us as our land drains to Esselmont already and not to Dugald as its supposed to*
- *Land drainage is a big concern for us. In spring half of Borden street floods with water half way down the block to dugald Road. with land development We have concerns that it will get worse*
- *Land drainage nothing has changed. Bates Ave never did drain into Dugald Rd it always drained into Esselmont. We dont want sewer and water down bates. This is for the benefit of the two developments only. Why should be have to pay for something that benefits the developments. The cost of sewer and water and taxes would be an extra $5,000 per year.*
- *LAND DRAINAGE The South Transcona are have been historically considered as flood prone areas. Lake Shirley was constructed to alleviate the majority of these concerns, however the Hamlet area between Symington and McFadden from Dugald to Taggart still suffer from poor land drainage as exemplified in April 2022 when a sizeable portion was completely submerged for approximately a week. We are not confident that this has, or will be addressed correctly. Photos and video available on request. g.ruffeski@hotmail.ca WATER/WASTE WATER Although at the last open house the response from Stantech indicated that the water/sewer was a requirement along one of the Acreage streets to have a "loop" to Dugald, it would not in reality be any different from having the "loop" to Plessis, as it connects to Dugald regardless.*
- *Leave us alone. Build your two developments and leave Acreages and Hamlet alone. Have the two water areas for new areas in and you don't need a third.*
- *Need to make sure we plan for capacity and future development*
- *Not exactly sure how the water, waste water and land drainage affects me monetarily or otherwise, I'm assuming I'll still have good drainage once they're done. Definitely would not want to be paying for it either directly or indirectly for 15 years without having*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

7. What are your thoughts on the updated servicing plans?

Answered: 67 Skipped: 36

the opportunity to "develop" my own land.

- *Only servicing I'm seeing is connecting the east and west developments instead of connecting to existing services. Why does our City waste so much of our tax dollars.*
- *Our area is fine as it is, developers will only place a unrecoverable encumberance on the people in the area.*
- *Plan should show the existing services. This plan is draw up like no service exist along Dugald, Plessis and areas of the Hamlet.*
- *Plans propose running through quiet residential neighbourhoods. I strongly oppose any development that will increase local improvement fees. Engineers indicated this is most "efficient" but couldn't explain what that means - financially efficient for the city and developers. Infrastructure needed to support the ETC and WTC should be looped though those properties and the developers to bear those costs - and not be borne now nor in the future by current single family home residents. No interest in a HOA to share costs. Push servicing to Murdoch, not Rennie splitting Copeland. New residents in town centres can pay for those services. NO front ending, but rather, developers will bear total costs of services and improvements should remain outside hamlet fewer properties in the drawing. Roadways and services can be combined in a loop along St. B, Plessis, Murdoch and further south near town centres. No green connectors through private property affecting title. Lake Shirley used for drai*
- *Poorly thought out. Poorly presented. "Practical" does not equal sensible. The supposed experts tasked with explaining and answering questions lacked expertise and were so obviously catering to the developers wants. Who wants a $400,000 bill added to their taxes to cover the cost of 2 developers projects.*
- *Private homeowners should not be forced to hook up to City services. If the City and private developers want this done, they should foot the hookup costs and possibly the monthly costs going forward for the homeowners on Esselmont and Bates. They are the ones that benefit.*
- *Sewer and water infrastructure can proceed along Bates only if costs are covered by Exemplar and Goldstone, rather than imposed on existing homeowners through frontage-based charges. In perpetuity. In addition, ongoing utility fees should not apply until services are actually connected and used. I currently rely on a functioning well and septic system and do not require municipal servicing. It is unreasonable to impose significant upfront or future financial liabilities on existing residents to subsidize infrastructure primarily needed to support large-scale development. Any servicing strategy must clearly distinguish between costs required to enable new development and costs that provide a direct benefit to current homeowners, and allocate financial responsibility accordingly.*
- *Sewer and water should be looped via St Boniface Rd and Plessis Rd. Certainly would be more cost effective than running services through acerages and having to pave roadways to accommodate.*
- *Stakeholder. Don't want water and sewer provided to unserviced areas or paving of roadways either Loop sewer and water via St Boniface Rd and Plessis Rd. This is a more cost effective plan vs providing these services and paving roads through Acreage areas.*
- *Still don't want water and sewer. Both of us are retired and on a fixed income. This was absolutely not in our budget. Forcing something on somebody is pure evil. Really don't need the city's brown water contaminating my hot water tank. Oh just run your water until it clears up. Sure now have to drain my hot water tank and fill it again whenever the water clears up. Doing that exact thing would put my water usage up and have a nice big water bill from the city. No thanks. No need for the infamous sewer backups either. And to boot my taxes go up when we are on a budget. Shame on you.*
- *Support water & waste water ONLY IF our only costs will be the hookup from the street to our house. Support land drainage only if ditches are made to actually FLOW in the direction that they are intended to flow.*
- *The Acrages do not want to bear the cost of (high density) development in east and west developments.*
- *The developers should ensure proper drainage for their lands, on their own lands.*
- *The imposition of the costs for these services against existing residents along Bates/Esselmont/Rennie via Local Improvement Fees is so inequitable as residents do not want the services / upgraded roads & cannot afford it. "FRONT ENDING" the costs just makes the current or future property owners indebted to the developers while simultaneously adding even more costs to the owner to eventually hook up to sewer /abandon septic fields at their own cost. While*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

7. What are your thoughts on the updated servicing plans?

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I recognize the need for the major developer's lands to be serviced, it should not come from the pockets of local residents fronting those lots on a per-frontage-foot basis. If the major developers were to offer to INCUR (rather than FRONT END) their proportionate share of the total costs of these improvements to the edge of their lot lines and pay on a proportionate per acre basis of all developable lands (ie inclusive of private property owners AND major developers) that would be far more fair and equitable.

- *The info provided by the Consultants keeps referring to 10-year rule for septic switchover but was vague or intentionally missing info on water. Now there is a statement about landowners paying for water service WHETHER THEY HOOK UP TO CITY WATER OR NOT. This seems communist, if a landowner wants to use well water they should be allowed to without penalty. If and when the landowner hooks up to the City Water they will have to pay the price. If natural gas runs down my street I don't get charged until I decide to hook up!*
- *The large developers & consultants have been reluctant to share any info on existing water & wastewater lines in the area & rather have been insisting that these services "must" be brought down Bates - but have provided no evidence to support this. They have ignored the existence of a forcemain wastewater sewer running along Murdoch Road from St. Boniface Road to Dugald Road. From my understanding of the sewer line elevations along Dugald road, the installation of the wastewater sewer in the eastern large developers lands would need to be so shallow in the ground it may need to be insulated - or a lift station would be required. Water service could come from connections along Plessis or from St. Boniface Business Park & looping along Esselmont to the eastern developers lands & looping to Dugald without needing to come down Bates Avenue. I can't support any plans until I know what the existing infrastructure can support. Or developers pay 100% of the cost of their planned route.*
- *The options proposed impact too many residents negatively whether it be immediately or 10 years down the road. I have to agree with the residents.*
- *The plans are not clear.*
- *The water and wastewater design will have a large impact on existing land owners. It would be much better if the services were run outside of the existing areas. Land drainage is not detailed enough.*
- *Updated service for the existing area is not needed. Residents that are on wells and septic systems are well aware of what the situation is when they purchased the property. Residents of the acreages have made it very clear in the meetings previously that sewer and water is not something they are interested in pursuing. Land drainage has been addressed with the building of Shirley Park years ago.*
- *Water and wastewater are no benefit to the residents on Bates and Esselmont as we are on wells and septic fields. Additional levies and taxes would be a burden with no benefits to the homeowners. Land drainage is the same as our overland water currently already flows to Esselmont.*
- *Water and wastewater should follow the major collector roads (i.e. Dugald, Murdock, Plessis and St Boniface). Leave the Acreages alone.*
- *Water and wastewater should follow the major collector roads (ie. Dugald, Murdock, Plessis, and St. Boniface). Leave the Acreages alone.*
- *Water coming down Bates was never voted on - it was just picked because it has the least amount of houses on the street. This sort of decision making is mind blowing. I was hoping for a better reason of why Bates was picked over any other street but no one could give me one.*
- *We don't need this in the Acreages. We already have wells and septic fields*
- *We would like to see the sewer and water not come through the acreages. Land drainage is not detailed enough to understand impacts - this is a significant issue as South Transcona is already prone to flooding. Any mistakes or poor planning on drainage could be catastrophic.*
- *Why are all the services going along Esselmont and Bates when it would be easier, less disruptive and cheaper to put these under St Boniface Road? The loop that the engineers want would also be there. Land drainage is already okay in our area with the storm sewer and ditches running north of Esselmont to the ponds in the St Boniface Industrial Park. Why on pg. 20 do the planners make it sound like they are giving us a Community Benefit by installing something which is already there?*
- *Wouldn't need any of the above if there wasn't a development.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

8. Which plan for transportation do you prefer? Why?

Answered: 88 Skipped: 15

- *A modified "A" with sewer and water following the same routes*
- *Again, feels less disruptive.*
- *Again, Option A puts the major arteries outside of the area*
- *AS a landowner in the Acreages and stakeholder: If development happens, a 2-lane road with esselmont remaining as gravel will have less of an impact as it goes thru my property. Concerned about the plan to block off symington. on both plans. This will impact my ability to access my property directly from dugald as I do now.*
- *As a stakeholder (resident within Acreage) and given the location of my residence, I prefer Option B more, based on the collector roads and avoiding an increase in noise pollution.*
- *As a stakeholder I don't agree with any of the plans proposed*
- *As a stakeholder who lives in the Acreages, I don't like either of the options presented. Leave the Acreages alone and allow us to use all the roads without cutting them off. I'd like to see the acreage neighbourhood kept as it is and allow traffic within the acreages to connect to all roads and directions within the acreages. Don't connect Esselmont to the two new development areas. Why do they need to connected anyway? By connecting them, it just means more through traffic. I chose to live in this area for many reasons, one of them being it's quieter, less traffic, not loud, less stressful for my kids playing outside. Could plan to connect the east and west developments in the future when the acreages are developed, but leave it be until then. Keep all acreage roads (eg Bates, Esselmont, Foch, Symington) as local traffic roads and not development into larger roadways. Make Murdock, Plessis and St Boniface roads the major collector roads.*
- *As a stakeholder, I see no need for a change in transportation.*
- *As already mentioned above, unless we have higher density zoning on our property to take advantage of a main collector coming down our street, we would prefer a 2 lane street as we currently have it to preserve the quiet nature of our street. We also have concerns about stopping through traffic. We understand why, but does that mean we can't go up and down Bates from our house? We attend the church at the end of Bates, do we need to drive around the block and up Plessis?*
- *As stated previously we are opposed to the connection of the two developments via Esselmont. This would only serve to increase traffic in the neighbourhood for no reason. Traffic development to both Symington, Plessis and Murdock should account for the traffic entering and exiting the new developments. Utilizing any of the existing North/ South routes or creating a new access via Rennie to access Dugald is unnecessary as all traffic must pass both Murdock and Plessis when entering or leaving the developments.*
- *Both options are a major disruption for properties on Esselmont Ave. There are other options that have been suggested by our community support group that would appear to be much more viable. Using St. Boniface Rd. should be looked @. Joining the 2 developments via Essemont should be redirected to possibly finding open properties where a new road could be developed to meet the needs. There does seem to be other options that could work for a major collector.. Telling us that there are no other options is an excuse not to look @ other options. Planning takes time , energy & forethought.*
- *Build somewhere else!*
- *Do not use Esselmont. Use St. Bonfiace Rd. to join areas west and east, but leave us alone.*
- *First fix the existing problem roads*
- *Flows better for one community*
- *Here again this would be more to do with the acreages most likely. Any additional traffic in the Hamlet I would be totally against for reasons mentioned earlier: poor infrastructure, noise, crime and lack of maintenance by the city. However, I would choose St. Boniface Rd. opposed to Esselmont as the feeder to Plessis with a sound barrier between St. Boniface Rd. and the community.*
- *However, We do not agree with the collectors coming into the acreages. We would like to see no additional traffic coming thru the acreages until after the 15 year freeze.*
- *I choose neither option but if forced to pick I would choose option A.*
- *I do not like either plan*
- *I feel either plan does suit the area needs.*
- *I have declined to select a development option as I am fundamentally opposed to the development of South Transcona. Specifically, I object to any plan that connects the east and west development areas through our established neighborhood, particularly via Esselmont. Such a connection would result in unacceptable levels of noise and significant safety*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

8. Which plan for transportation do you prefer? Why?

Answered: 88 Skipped: 15

risks due to increased traffic volumes.

- *I have not selected an option as I don't support the development of South Transcona. The east and west development areas should not be connected through the existing neighbourhood, especially not via Esselmont. The increased traffic will bring noise and safety concerns, both of which are unacceptable.*
- *I live on Symington between Esslemont and St. Boniface Rd. It appears that both options prohibit me from getting to Plessis or Dugald without going through significantly condensed housing. The traffic in the Ravelston area, a similar development, is absolutely horrendous and I don't wish to be forced through dense traffic to leave/return home*
- *I oppose both of them as they will damage the character of South Transcona. Your transportation plan should stay the hell off of existing roads and properties.*
- *I prefer option a but either option would be suitable*
- *I prefer the major collector to be on the outside of the community and restricting through traffic to the acreages.*
- *I really don't agree with either of them and feel the developer should have feeder and collector roads in their development instead of through the existing area.*
- *It is the more logical route for traffic and connection to Camiel Sys, for cars and transit / school buses to service the community down the center*
- *It seems logical to have the main artery on the outer edge of the entire area. Why have the artery in the center where people are walking and cycling.??*
- *Leave Esselmont alone!!! It is a quiet private street that runs alongside my house. I clearly do not want it as a busy street. People like to walk and cycle down Esselmont because it is quiet and country like. Leave it alone!!*
- *More smooth and consistent with a nice neighborhood, A is convoluted.*
- *Neither*
- *Neither – why are you closing roads going onto your collector road? Thought the aim was to aid traffic flow, not hinder it.*
- *Neither as it ruins our bus service and routes*
- *Neither but St Boniface Road should have all the transportation to connect east and west developments and leave Acreages and Hamlet alone*
- *Neither everything can go down St Boniface Road to each developments*
- *Neither option but Esselmont major road. Twin Dugald and Plessis before these two developments are approved*
- *Neither option but if FORCED TO PICK ONE - I would choose option A*
- *Neither plan adequately addresses the needs of the Hamlet. Currently, transit runs right through the hamlet. This plan is terrible for people in the hamlet as it requires an impossible distance to walk to take the bus.*
- *Neither plan. The City and developers need to focus on Plessis and Dugald. Once those are widened to help traffic flow then I would represent a new transportation plan for this area. I don't build a parking lot on my property before I install a driveway.*
- *Neither! As mentioned earlier making Rennie Ave. a major collector and cutting off Copeland St eastbound at Rennie Ave, is not in our favour. For ingress and egress and safety reasons alone. Also by making Copeland St. a collector road will result in increased traffic, thus making it a safety concern for children riding their bikes and the many dog walkers, us included who like to use Copeland St. to access Buhler Park. Copeland St. is a narrow road, approx. 20 feet wide. Making Copeland a collector road will decrease the frontages of our homes, resulting in lower property values.*
- *Neither! Could you consider making Murdock Road instead of Rennie Avenue as a major collector road as well as St. Boniface Road instead of cutting off Copeland Street from having direct access to Buhler Park!*
- *neither, it was unclear in last nights meeting whether impact studies for the current residents have been complete.*
- *Neither. But A is better because it already proposes using St. B. South Side is boxed by CN and the Malting plant. No major intersections should flow from 20000 homes in the south through the current residential area to Dugald. See suggestions ABOVE. Move traffic south and east out of area. Do not put a divided collector by Buehler - move that onto Murdoch where rec traffic and town centre traffic can use it and get out of City quickly. Roadways and servicing should not be done impacting residents, causing their taxes to go up and improvement fees to be assessed. This is undue hardship. (Michael seems nice enough, but Golden Way is an inappropriate name, by the way, given the unceremonious history of the individual this is named after.) If loop is needed, is there a way*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

8. Which plan for transportation do you prefer? Why?

Answered: 88 Skipped: 15

further south than on Esselmont to accommodate loop and not impact those residents? pls consider

- *Neither. I believe that all of St. Boniface Road should be used as it is there already, without disrupting other property. The development on the East can have a major Road into it, but make a roundabout at the end, it does not have to hook up to Dugald at all.*
- *Neither. Leave the Acreages the way they are*
- *Neither. Leave the Acreages the way they are.*
- *Neither. No need to have additional buses run through here. Keep the two developments separate.*
- *Neither. Opposed of any transportation changes to the area.*
- *Neither. Option A still proposes closure of Foch, Bates, Symington Ave. at Esselmont and St. Boniface Road which is isolating for the acreages and a safety issue for emergency vehicles in/out of the neighbourhood.*
- *Neither. Plan should be drawn up with Plessis and Dugald twinned and roads from those main collectors looping through each development. Plessis feeding in and out of the West development not intruding on the Acreages area. Dugald feeding in and out of the East development.*
- *Neither. Residents of Symington Road are negatively impacted by both options. The major redevelopment of Esselmont cuts up the neighbourhood.*
- *Neither. While the updated Land Use Proposals (especially Option A) are much better than the previous proposal(s), I, as a stakeholder, would still like to see the acreage neighbourhood kept as it is and allow traffic within the acreages to connect to all roads and directions within the acreages. Don't connect Esselmont to the two new development areas. Why do they need to connect anyway? By connecting them, you'd just be encouraging more thru-traffic. Further, keep all acreage roads (ie. Bates, Esselmont, Foch, Symington) as local traffic roads, and not developed into larger roadways (eg. the proposed plan for Symington to be a four lane major collector) until there is development in the acreages. Make Murdock, Plessis, and St. Boniface roads the major collector roads.*
- *Nether, St Boniface road and other closers are inconvenient. And if Symington yard (CNR) has a chemical derailment or fire that there is an evacuation what are the best ways to get out?*
- *No comments.*
- *None*
- *None , more traffic will destroy the serenity & peace of community–paved roads on existing roads should have been done years ago without increased development but I guess we don't count.*
- *Not needed in our area.*
- *Option a and b are not options. I live on Esselmont at Bates Road. A minor collector is not an option as it comes with the same problems as a major collector. Such as not being able to back out onto it for access. The major costs to the homeowner for concrete roads is massive. Just for the benefit of the developer's I can not move my home and do not wish expropriation. Other options need to be explored such as a new more direct path that does not have homes in its way. If developments must be connected, St. Boniface road has 4 properties versus 11 on esselmont that would be effected and disrupted.*
- *Option A but only if bates remains as is and major collector is St Boniface Road not Esselmont*
- *Option A looks like it has the least impact on the existing community. It is unclear how the proposed closures will work in the plan. Do not support the minor collectors going through the existing community.*
- *Option A makes the most sense because it causes the least disruption for the most people and would also be the cheapest because you are working on a lot of open land. It would also require the least amount of expropriation of land.*
- *Option A seems to channel much of the traffic to the outer edges of the Hamlet. I appreciate the local traffic only areas. This plan seems to keep traffic along the roads that are already more major routes.*
- *Option B is better but still has flaws IMO - the city will never allow 2 access points along Plessis so close together. Why are there two access points to west developer's area on Plessis? Distance b/w Camiel Sys to St. Boniface Road is approximately 600 meters - so the distance between them would be +/-300m. Does not make any sense. The major collector along St. Boniface Road should be a regional road and extend all the way to Murdoch Road or ideally all the way to the perimeter highway similar to how Kenaston does in Waverley West. This easy access to the Perimeter hwy to get to employment lands across the city & also truck access to St. B. Industrial Park via Camiel Sys. Think outside the box folks! Dugald & Plessis cannot handle the level of traffic proposed. The public transit system cannot support this level of density without expanding / extending services. Traffic studies on Dugald show the impact*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

8. Which plan for transportation do you prefer? Why?

Answered: 88 Skipped: 15

of growth in Dugald/Oakbank. It can't also support this development.

- *Option B routes traffic further away from my home.*
- *Prefer use of St Boniface Road but do not like that symington road will no long be able to access Hwy 1*
- *See first page*
- *Seems like it would make for less traffic on Bates, Esselmont, and Foch*
- *St Boniface road used instead of esselmont*
- *St. Boniface Road is the major collector.*
- *Stakeholder. Want road systems to use st Boniface Rd and Plessis Rd access points only and not connect to current Hamlet or Acreage roads This plan will result in poor transit service to Samlet residents by creating extreme east and west boarding stops*
- *Stay to the main roads and axe the plan to cut through our community*
- *Still doesn't take away from the fact that there are two houses on Rennie. 4 lanes really? Traffic will be at their bedroom window. What about all the traffic noise constantly? We moved here to get away from all that. Murdock would be a logical option for heavens sake. Dugald already has a turning lane just put there. Let alone trying to get 4 lanes of traffic onto a 2 lane highway. Local traffic only on Copeland? Ya right. That will never happen. All those traffic lights on Dugald are going to cost a pretty penny also. This is undue hardship put on people that have worked all their lives for a little bit of peacefullness. I really hope you revisit this idea of putting that road on Rennie. Makes no sense what so ever.*
- *The city will decide to do whatever they want in the end all with the vision of future development. They should not however expect any current resident to fund anything in this regard, ever. We all pay very large amounts of taxes every year, we get minimal services for that money. We have already been paying to fund this area and should not pay any more.*
- *The major collector road should not run through the middle of the area; this will change the nature of the neighbourhood. It is safer and makes more sense to run the major route on the outside of the development and not right through it. Also, closing access to Dugald Road on Bates, Foch, Symington is majorly inconvenient to the residents who live along those roads.*
- *There really is only one new option as option B is basically the same as what was proposed in October 2025. Option A is better and leaves the access to the new areas of development south of the existing residents. I do not really understand the alignment of the roads in that option as there are right hand corners in 5 places which does not promote the free flowing of traffic within that part of the community. It also speaks to plans for specific development concepts for that area that have not been shared in any of the presentation materials. Locations for the various zoning districts within these lands should be laid out and subject to our review as Stakeholders as it will impact the community in which I live. The future connection to Esselmont Avenue once the existing residential areas re-develop is a much better plan and shows respect to the current residents in that area. Don't connect to our established community - there's no need for it as we have no stores/ employment lands.*
- *These plans need transportation in the development areas Im sure there will be more roads in the developers areas than one simple road connecting the east and west through the privately owned properties.*
- *We live on Esselmont*
- *Why is Symington cut off at St. Boniface? We use this connection all the time to get to Fermor. Leave the acreages alone! Why are you going to force the stakeholders north of Esselmont to use the minor collector connecting to Plessis instead of using Symington for example to get to Dugald. On Option A you have Symington, Foch and Bates cut off on the north side of Esselmont so a homeowner south of Esselmont could not drive to a homeowner north of Esselmont. This absolutely ruins the nature and human connections that we have together in this area. We have family and friends on both sides of Esselmont. We don't need a Berlin Wall dividing us. Leave the acreages alone. The two developments can be separate and only connect to the acreages when development actually happens in the acreages in 15-20 years and when Dugald and Plessis are twinned.*
- *Would just like better transportation options for current residents*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

9. What remaining questions or concerns do you have about the Secondary Plan?

Answered: 74 Skipped: 29

- *Access to Symington Road to Fermor*
- *Are the developers, land use plan, park / nature areas, servicing and transportation plan included in the 15 year acreage / hamlet area freeze? Since this plan is including all the current home / property owners in this area where are all there plans? Why does the City force residents to pay for services that aren't needed? Where are the costs for the Transportation plan? Where are the costs for the parks and natural areas plan? How will the new industrial park south of this area affect this plan? Where does all the land drainage go? Who is behind the HOA idea?*
- *AS a land-owner and stakeholder from the Acreages: What would the effect of geo-thermal have on the access to well-water in the area? What effect will development have on my property value and taxes if i do not sub-develop and sell as is? How would an HOA affect me and my property as a landowner?*
- *As a stakeholder of the region (resident in the Acreages), I believe that there has not been enough consultation with the residents of the area to refine the new plans. The changes to the proposals between Open House #2 and Open House #3 were drastic and given the timing between #3 and the survey deadline (over the holidays), I believe that more time / sessions should be provided to the stakeholder to have a better understanding of the new proposals, including the potential costs. I found the Open House helpful considering that the new proposals were provided less than 24 hours before the meeting. I was only able to scan the new options so was grateful for other residents who were able to provide well-thought questions to the Open House.*
- *As someone who lives on Symington Rd but whose property abuts St. Boniface Rd, if sewer and water are routed down St. Boniface Rd, will I be exempt from forcibly hooking up to it? I enjoy having well water and septic field; the cost of decommissioning the septic field could be quite significant. I understand also that the viability of St. Boniface Rd, as a route for sewer and water, is still not confirmed due to impracticality. Is this still the case? Regardless, from my point of view, all options presented have pros and cons. I'm not sure how you'll satisfy everyone, but I appreciate that this is somewhat of an open conversation. Given the choice, I'd rather see no development in the acreages area at all, but I understand that is also impractical.*
- *Before any final decisions are made, when will be the next meeting between the developers and the stakeholders (neighbourhood residents)?*
- *Before final decisions are made will there be another meeting between developers and other stakeholders (including people who live in the area and are having their homes/lifestyle/lives affected by these plans)? I also don't fully understand the costs associated with sewer/water hookup. As a stakeholder owning property on Symington, why do we have to pay such high prices (based on frontage) when it'd just be one singular house that's hooking up? Could there be a reduced rate?*
- *Build somewhere else!*
- *Can you honestly say that the plan you presented to the residents is going to be the plan presented to the city? ###. Can MRA list any secondary plans they have presented in the past? Seems like this a new process to them. Information presented has been unclear, questions unanswered or ignored. False information, last minute changes to undermine the RAG committee. The last Canad Inns Open House was just another representation of how unprofessional MRA is having employees that clearly had no knowledge of the plans representing the company. Clearly WSP and Stantec were given direction not to answer any questions. Goldstone Group and Exemplar Development clearly don't care about the residents of the community. Clearly the water and waste plan has not been fully reviewed.*
- *Developers should help pay for regional upgrades before they can develop all of their land. Ie plessis and dugald should have to be thinned upon 50 percent development threshold being reached*
- *Did anyone ever consider the residents desires or is this only about enriching developers bottom lines.*
- *Do you guarantee a 15 year freeze? Who is endorsing this 15 year plan? The city? Or who?*
- *Have meetings with enough notice and timing people can attend*
- *I am highly concerned that the opinions of existing South Transcona residents are not being given the same consideration as the two major developers and the city. The Acreages are larger than the east and west developments combined so our voice should matter more. It's also fundamentally wrong that existing residents bare any financial obligations as a result of the proposed plan. The developers*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

9. What remaining questions or concerns do you have about the Secondary Plan?

Answered: 74 Skipped: 29

should pay for everything because they are "for profit" and residents are just trying to get by. I am also highly concerned about the speed at which this plan is being pushed through. How is the survey due on January 15th and the next open house is on January 28th? That is a fast turnaround. In addition, communication regarding the past open houses was poor, and the material wasn't made available sufficiently in advance. This makes it impossible to come fully prepared to these open houses.

- *I don't understand the terminology of small neighbourhood etc. It is legal talk for sure I don't understand how you come in like a dictator to tell us what to do and tell us we have to pay for your development It is wrong to destroy people's lives and to try and push us all out.*
- *I find the transparency and communication of this development to be lacking. You will find that there are way more concerned people then at other developments you might have done because the development is infringing on an already content community who doesn't want local improvements. These people don't have the additional funds to pay for servicing or local improvements even if it's 10 years down the road. Putting a lien on their house until they develop isn't the solution. Paying for the local improvements and servicing would be.*
- *I have sent my questions to info@mrichard.ca and am awaiting responses. I will continue to send my questions there and will await responses. A few additional comments on the 15 year freeze - This idea is completely offensive and unjustified and reflects the lack of understanding of the needs of the Stakeholders. The fact that the lifting of the freeze is attached to the twinning of Dugald/Plessis makes this potentially much longer than 15 years. This will have a negative impact on the value of my property - if imposed by the city, I will appeal my property assessment to seek reductions in my assessed value and therefor my property taxes as I cannot imagine a very broad market for my property if potential buyers are not allowed to develop the lands for an indefinite period. It will continue to attract only interest from residential buyers in it's current acreage form, that will not advance the goals of densification by the City of Winnipeg. The entire idea is "Dense" IMO.*
- *I just believe that the City and developers should leave the existing properties alone. Leave well enough alone. Nothing is wrong with how things are in the existing areas n South Transcona. The people are happy. Most people have worked all their lives to get their little sanctuary and you want to destroy it. The existing areas do not need to be touched to accommodate the developments, there are other ways to do things to keep everyone happy. Utilize what is there, come off Plessis Road for all utilities for the new developments, and stay away from existing private property, AND DO NOT PLACE THE MAIN 4 LANE DIVIDED ROAD, it is NOT required....really*
- *I just don't think there's much consideration for the lives you're affecting that already live in this neighborhood. I'm not sure why you need to change everything.*
- *I noted your heading. The Secondary Plan presented at Open House #3 is substantially different in scope and impact from earlier versions, yet it was released with less than 24 hours notice and without renewed meaningful engagement with the stakeholders most directly affected. Treating this survey as the final pre-submission input risks setting a serious precedent: that materially revised plans with significant, individualized financial and legal consequences can advance to City committee without adequate notice or opportunity for informed review. Relying on City Council hearings to remedy this gap is not an adequate substitute for proper engagement earlier in the process and will undoubtably result in sustained opposition, procedural complaints, and major delays that could have been avoided. A reset, treating this as a new starting point to allow sufficient time and stakeholder input, would protect public trust and reduce risk to the City and the project.*
- *I think the plans and the presentation of the plans are exceptionally well done. Despite all the bitching, I think you have provided excellent information and answered the concerns. We all hate change but we have to learn to accept it.*
- *I would appreciate specific information rather than generalized feedback as I am not in the land development industry. For me to understand entirely what the impact will be isn't realistic. I understand that developments are inevitable, my concerns are timing, my obligations and costs. I'm a wheelchair user and it took me several years to find and renovate this home. The way this plan was presented, I am unsure of my future and my rights*
- *I would like to be provided with approximate costs to hooking up to sewer and water. I would like to be provided with approximate costs of street work that is planned. Would also like to hear the ACTUAL PLAN for Bates Avenue (Concrete/Pavement/Gravel)*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

9. What remaining questions or concerns do you have about the Secondary Plan?

Answered: 74 Skipped: 29

I would like to see the 15 year FREEZE COMPLETELY explained.

- *In general too many questions with no answers to make an informed rational decision that will effect the rest of our lives. We are not against progress and may even welcome our 25000 new residents. We just do not trust the city planning process as such. Ps the last open house #3 should be the #1.*
- *It now shows 10 story building along Dugald once the road is twined but that will place a 10 story building beside a bungalow with no progression. When asked about this during last open house stated that was an error it should be commercial and would be corrected but it was not. Regardless commercial or residential there is no progressing in height of buildings from 10 story on Dugald to bungalows in the Hamlet. Also 10 story residential would be too close to the industrial already existing on Dugald*
- *Just don't understand why the 2 developments can go ahead and leave the Acreages the way they are. We moved into the acreages for a reason. Peace and quiet and room for animals. The plans so far have been heavily favouring the 2 developers and less about what the community wants. STAKEHOLDER consultation is needed.*
- *Just don't understand why the 2 developments can go ahead and leave the Acreages the way they are. We moved into the acreages for a reason. Peace and quiet and room for our animals. The plans so far have been heavily favouring the 2 developers and less about what the community wants. STAKEHOLDER consultation is needed*
- *Just don't understand why the two developments can go ahead and leave the Acreages the way they are. We moved into the acreages for a reason. Peace and quiet and room for us kids and our animals. The plans so far have been heavily favouring the two developers and less about what the community wants. STAKEHOLDER consultation is needed.*
- *landowners paying for water service WHETHER THEY HOOK UP TO CITY WATER OR NOT is BS. This seems Communist, if a landowner wants to use well water they should be allowed to do so without penalty. If and when the landowner hooks up to the City Water they will have to pay the price. If natural gas runs down my street I don't get charged until I decide to hook up!*
- *Like many of our neighbours have expressed, we enjoy the quiet peaceful country-like atmosphere of our neighbourhood. Both of us grew up in the neighbourhood and our children have enjoyed the same upbringing. It's been a wonderful place to live and raise a family, and we're thankful to God for that blessing. We understand that our neighbors Michael and Jazz want the opportunity to develop their land, and we understand that. We also would like the same opportunity without restrictions. Please do not put the freeze in place. With developments next to our property and behind us, and a busier street in front, our quiet existence will change. We likely will want to sell and move at some point, especially as our children move on from the home. We want all options open to us.*
- *My main concern is the residents are not being considered at all. There are long term residents such as myself, since 1983. As well as families who use the school bus - how will they access if the Hamlet is cut off on Copeland ?? Neither the developers or the councillor listen to our needs.*
- *My main concern would be about the freeze, what does that entail? It was dropped on us, and one questions were posed about what it would mean, we were given non-answers.*
- *My main question is how it can be considered a secondary plan when so many property owners object so strongly to it. It feels a lot like a couple of shady developers and their crooked consultants are trying to railroad us to satisfy their personal greed. You should be ashamed of yourselves.*
- *My question is why the City didn't make no. 15 Hwy into 4 lanes when they repaired same last summer and fall if they were planning on putting through this development? This is just what I mean about the city. They don't and won't care about the residents of Southside as to traffic flow, congestion, etc.. It will be a disaster no matter what's agreed. If the flow of traffic is to go to no. 15 Highway, there's enough traffic on that stretch of road already for a two-lane highway. if they go to Plessis Rd., same issue. There's more than enough traffic on that road already without upgrading it to 4 lanes.*
- *Need more explanation on many topics. Need more open houses*
- *Need stakeholder meetings with residents of the Acreages.*
- *No notice to us soon enough to review and have an opinion as a stakeholder. No clarity.*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

9. What remaining questions or concerns do you have about the Secondary Plan?

Answered: 74 Skipped: 29

- *No secondary plan or the first plan.*
- *Not much difference between the two plans. The city hasn't fixed the sewer problem and with the development is putting pressure on the water system.*
- *Nothing more that 1 story buildings*
- *Our major concern is the inevitably the introduction of crime to an area that is considered crime free by its residents. We are also concerned about the increase in traffic and noise which will be substantial given the huge population increase in a relatively small area. This also includes the large scale construction projects that will be ongoing beyond the next decade. We also have concerns over the type of residential development, where high density is becoming the norm, and single family dwellings are being discouraged and deincentivised. We are also concerned that overland water drainage may not be correctly addressed and implemented, further complicating the existing issues. The main question is how the city can guarantee the moratorium on development in the existing areas for 15 years. Another question would be what guarantee would be in place to ensure existing residents do not have to bear any of the infrastructure costs associated with the developments.*
- *Please listen to what we have to say about our land. For #10 the open house was somewhat useful because for the first time we actually saw what the planners were proposing. In a democratic society we do have a say but the planners took this away. Please correct this now.*
- *Residents need to be engages at least one more time before the final plans are submitted to the community committee.*
- *Seems to be a lot of bad information.*
- *Shouldn't be a development in the first place.*
- *Stakeholder. Extreme increase in improvement costs to property owners with drastic increases to property taxes with no real improvements to personal property's being realized. This whole project will result in a large decline in quality of life to all residents of acreage properties and hamlet residents alike*
- *TBD. Will send to Michelle to answer too many to fit on this page.*
- *The current planning process appears to prioritize developer and city interests over those of the people who already live here. We represent the majority of the land area in South Transcona, yet our concerns are being treated as secondary. I strongly believe that existing residents should have zero financial obligation for this development; the developers are the ones profiting and should therefore shoulder the entire cost. I also object to the rushed schedule. The narrow window between the survey deadline and the next open house suggests that our feedback is not being properly analyzed. This, combined with late access to meeting materials, makes it nearly impossible for residents to engage in a fair and informed manner.*
- *The fact that it is just a plan and will not hold up concerns me. – Doesn't list all the costs and only gives projected costs. If they tag on other costs later on they'll just give it a different name and say that they upheld the secondary plan. – The wording is terrible, too many terms, like expected, may, estimated, would, could, anticipates, potential, planned. No concrete terms at all.*
- *The idea that there should be stakeholders in the planning group is important to realize. Had there been involvement from the beginning, we would be further ahead today. From the beginning the acreage area was to be left alone. In fairness, when you came with the acreages all town neighborhoods at the last open house, that was a hugh mistake. If the two areas are developed or close to being completed, there may be a different opinion of the acreage property owners.*
- *The plan for up to 10 story's along Dugald (revised in meeting as retail) not sure how those buildings will fit along dugald with twining dugald road, also keeping those buildings one story tall if buildings do go along dugald. If they plan for this many people to come to the area will need a school in the area. Keeping our area as is as much as possible, we love our quiet neighbourhood and don't want this development, if there is development keeping it as separate as possible. Less road connections to our area could reduce traffic through our area.*
- *The post-15 year freeze is a new element to the secondary plan and is not fully explained. For example, Symington is proposed as a major 4-lane collector with a signalized intersection at Dugald... since when?? and why Symington?? This was slipped in quietly with no rationale or discussion. WHY are we proposing to run traffic through the established neighbourhood in this way? Put the road BEHIND the lots on Symington and take the land out of the developers portion. Make them account for the land needed for a major four-lane collector and leave the*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

9. What remaining questions or concerns do you have about the Secondary Plan?

Answered: 74 Skipped: 29

Acreages alone.

- *The residents' concerns do not seem to be reflected in the plans. The options are very similar so there is no choice.*
- *The thinking of building the development and now hearing about the water treatment plant needing walls replaced and the sewage plant is behind the construction. HOW MUCH*
- *Timeframe for each stage of development? Where will the initial access roads be for the proposed east and west developments? At what point will the new roads (from the west development to Bates and the East development to Esselmont) be built or operational? Is the implementation of these roads triggered by the numbers of new houses built, the traffic, the timeline, or the twinning of Plessis or Dugald? If they can begin as stand alone developments until some point in the future, why can't they remain as such? Why can't only single story houses be built in the newly proposed Town Neighbourhood Small in order to maintain existing resident's privacy? No one wants a neighbour looking down in their backyard or windows. Why don't we have any protection from the City? We are the existing taxpayers! Are our property values going to go down as no one will want to buy a home in what will effectively be a construction zone for the next 20 years? Who will buy if the land could be subject expropri*
- *Too many houses on small lots. Too much density. Not enough supportive infrastructure for roads. Dugald road and Plessis Road. They need to be twinned. Not enough school capacity in the area. The sewer will not have enough capacity to support all these homes. The current residents are disproportionately financially affected by road, sewer and water installations that are of benefit to the developers and their areas. The open house information was not provided within a reasonable amount of time for proper consideration and understanding. It made the stakeholders more upset about this plan. It makes the developers and consultants look underhanded, incompetent and deceptive. The meeting room was booked months in advance yet information was not ready in time? It gives the appearance of incompetence. Information was incomplete. The consultant at the meeting was unfamiliar with the water and sewer information. Stakeholders do not have enough supportive information to make informed decisions*
- *Too many many unanswered questions about traffic sewer water land drainage and many other concerns.*
- *Too many questions to list on this survey. Will forward questions to Michelle and have her attach them to this survey.*
- *Very concerning that "professionals" with "expertise" could be so poorly prepared and present plans with blatant errors and omissions. Was it a plan just thrown together, or did you think errors wouldn't be noticed, or was it just sneaky, or have you never heard of proof reading? You are not trustworthy and your information creates more questions than answers. Remarkable that you have no ability to understand the landowners concerns or formulate reasonable solutions. So disingenuous and disrespectful.*
- *Way too many to address. We should have seen these plans way before not less than 24 hours before the presentation as you completely changed them for the second open house*
- *Way too many to list will send email to consultants to answer remaining questions*
- *We are very concerned that this plan will have a huge impact on us and the rest of the existing community. We are concerned about higher density housing occurring in the acreages in the short term. The development plan for the 2 new developments is too high level and is not clear to us. We are worried about the impact to the us and the current community during construction. I hope we can continue to work with the developers and the city to come up with a plan that minimizes the impact to the existing community.*
- *We are very concerned this plan will severely impact our current way of life - during construction and after. We encourage the developers and the City to be open, honest and interactive with the landowners of South Transcona as this plan goes forward and we work as a team to come to a future that the developers, the city and wed, the landowners can benefit from and be proud of.*
- *We do not support the Secondary Plan until there is upgrading to both Dugald and Plessis. We live on Esselmont and will be deeply affected. Still no real answer on why Bates and not Foch or Symington for the water and wastewater.*
- *We need more time at this planning stage to do the best that we can . Knowing that it is impossible to*

APPENDIX C - OPEN HOUSE #3: SURVEY RESULTS

9. What remaining questions or concerns do you have about the Secondary Plan?

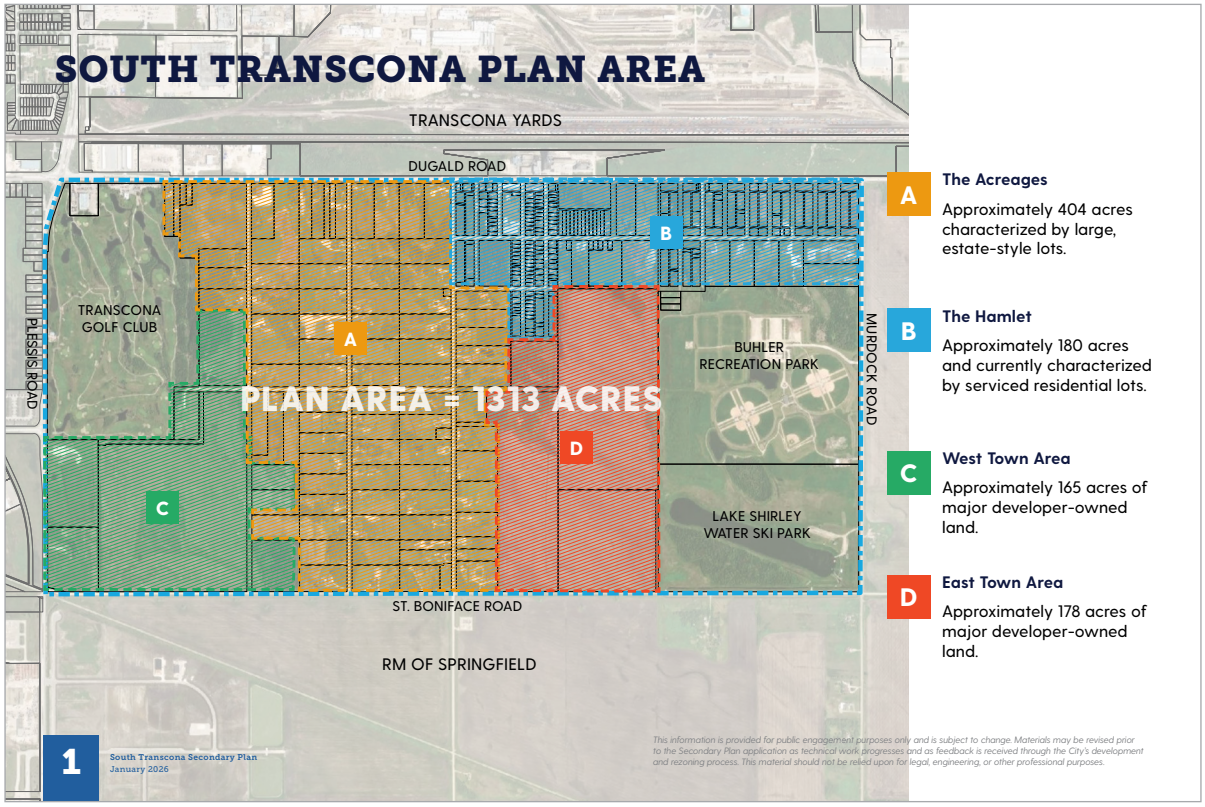
Answered: 74 Skipped: 29

satisfy everyone & also knowing that development is inevitable; we must move forward with consideration of the people that will be most affected. Holding the thought of such high density community overtaking us is a great motivation for us to push back. Empathy & transparency would go a long way to move ahead.

- *What will the actual cost be for water and waste!*
- *When will we have another open house to hear how you're responding to our feedback considering this was a pretty new plan compared to the first one. Would be nice to have another meeting with you and the developers again now that people have had time to digest the material which was presented with very short notice just prior to the Christmas season. As discussed with Michelle, please present the Templeton experience that homeowners there dealt with going through some development similar to this. Costs, timeframes, various outcomes, etc.*
- *Where are the developers allowed to build during the 15 year freeze? Where are the existing services on the secondary plan they are connecting to? Where are all the roads in the developers areas or are they only building along the one road in their area? Where are all the land drains in the developers areas? Where are the plans for the twinning of Dugald and Plessis since that is now apart of the plan? Where is the Regional park located on the plan drawings that keeps getting mentioned? Where are the costs to property owners for the roads? Where are the costs to the property owners for the parks? Where are the costs to the property owner for lighting, pathways and sidewalks?*
- *Why are the Acreages and Hamlet areas even apart of this secondary plan if they have no say. This plan should be made into 2 for the ones who want it done. The South Transcona West development precinct and the South Transcona East development precinct.*
- *Why can't you leave South Transcona current land alone and build on the land you own?*
- *Why is it so rushed? Why has communication been so poor with stakeholders, we are property owners and did not receive any package in the mail, was a package sent to us, if no, why not? What is the impact on my property, who can we call/ email to figure that out? Will studies be completed to determine if it is possible to run the water and sewer up St. Boniface Road, to Murdoch, and then to Dugald? Persons at the meeting last night made valid points that there are alternatives, why were those not explored? Or were they explored, if so, can the documents for this be shared?*
- *Why not consider using Murdock and St. Boniface Roads as collector roads. Surely there must be a better option for the community, there is too much at stake. Thankyou!*
- *You need more STAKEHOLDER input. Asking us to provide our thoughts on YOUR plans is not stakeholder engagement. Coming out with another proposed set of plans on December 10, 2025 when the survey deadline for the prior plans only closed on December 1, 2025 shows that feedback was "assumed" and integrated into new plans without really understanding the feedback provided. The "Regional Nature Park" was a dumb idea in the October 2025 plans (which the STSP-RAG told the consultants/developers/councillor) and it turns out the community thought it was too - so you had to take it out. So you rebounded with a minimum 15 year development freeze on everyone except the large developers and private school site - which is an equally dumb idea if I may be so blunt. What both of these ideas tell me is that you really do not know what this community wants for their properties - because you think the STSP-RAG was adequate stakeholder engagement-a committee that had a member employed by a developer!*

APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS





APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

WHAT IS A SECONDARY PLAN?

- South Transcona is designated as a New Community known as 'Precinct S'. The City requires Precincts to create a Secondary Plan to be adopted by Council as a By-Law prior to any major development in the Precinct.
- The South Transcona Secondary Plan is required to introduce a plan for urbanized development with a full range of municipal services within the Precinct, and to establish policies to guide development in accordance with *Complete Communities Direction Strategy 2.0*.
- Once adopted, any future developments in the Precinct must conform to the polices of the Secondary Plan in addition to existing City-wide subdivision and zoning provisions, and the higher-level policies of *OurWinnipeg* and *Complete Communities*.



2 South Transcona Secondary Plan January 2026

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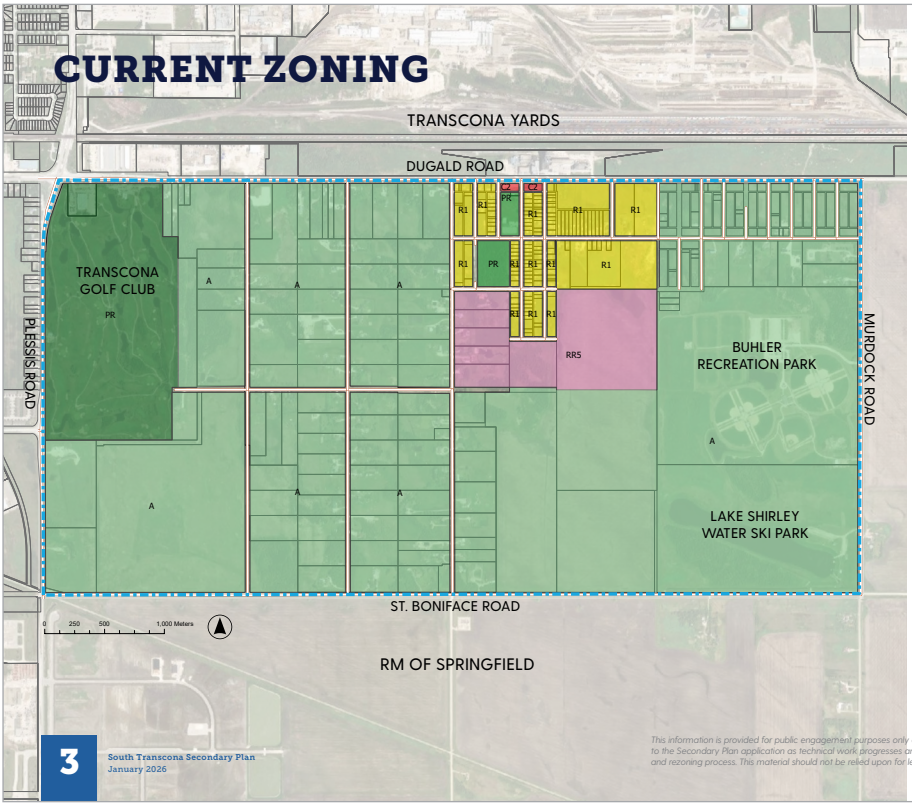
CURRENT ZONING



- Zoning will not change until land is voluntarily developed under the DASZ (Subdivision and Rezoning) process.

Legend - Zoning

- C2 - Commercial Community District
- R1 - Residential Single Family
- RR5 - Rural Residential 5
- A - Agricultural
- PR - Parks and Recreation
- South Transcona Boundary

3 South Transcona Secondary Plan January 2026

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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

WHAT WE HEARD

Rounds 2 & 3 – Public Open Houses and Survey Feedback

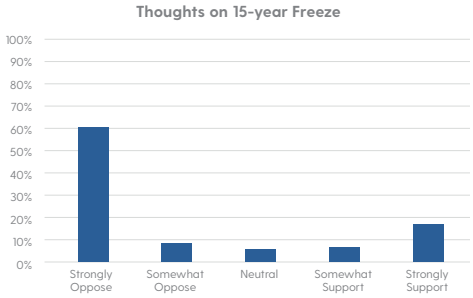
Open House #3 survey received 103 responses, 67 from the Acreages, and 28 from the Hamlet, in addition to numerous in-person and stakeholder conversations.

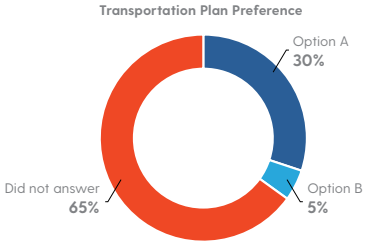
Land Use
- Strong opposition to the proposed "freeze" concept as it applies to The Hamlet and The Acreages
- Desire to preserve the character of existing areas, while allowing limited and thoughtful development over time

Parks and Natural Areas
- General support for plans to preserve natural areas and create new parks
- Emphasis on the need for fair and balanced obligations

Servicing
- Desire for expanded information on the timing, scope, and potential costs of servicing, especially for property owners who choose to develop versus those who do not

Transportation
- 30% of survey respondents indicated preference for St. Boniface Road (Option A) as the major east–west collector. 5% chose Option B
- Approximately 65% of respondents did not indicate a preference





4 South Transcona Secondary Plan
January 2026

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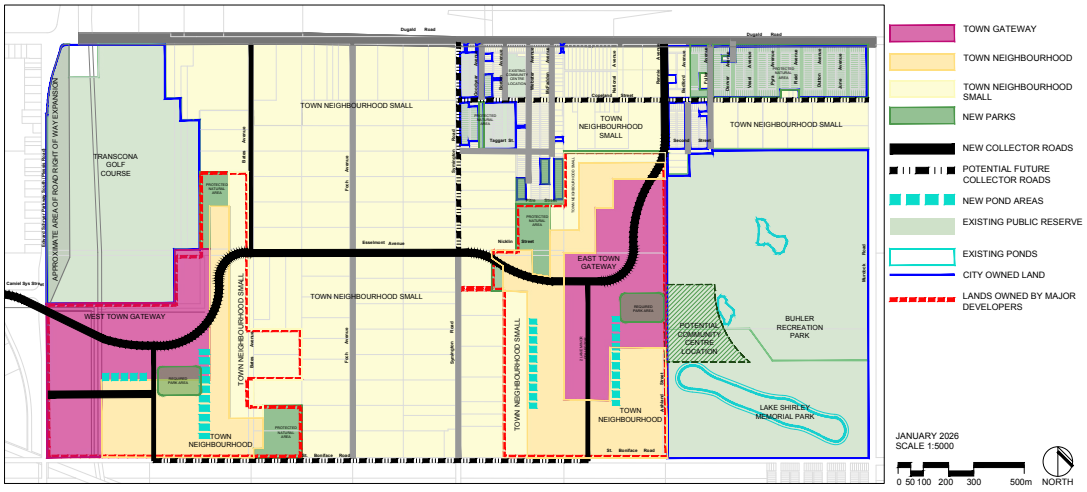
LAND USE PLAN



5 South Transcona Secondary Plan
January 2026

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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

LAND USE PLAN
LAND USE DESIGNATIONS

Town Gateway

- Higher-density, mixed-use centres located along major roads and transit routes
- Serve as primary entry points into South Transcona and hubs of activity
- Concentrate residents, jobs, and services to support walkability and transit
- Designed as street-oriented, active environments
- Target density of 50–80 dwelling units per net developable acre
- Heights up to 10 storeys (100 ft)

Town Neighbourhood

- Predominantly residential area with a wide range of housing types, with limited commercial on major corridors
- Includes townhouses, duplexes, low- and mid-rise apartments, and single-family homes
- Limited, appropriately scaled commercial uses along major roads
- Fully serviced with municipal infrastructure and a multi-modal transportation network
- Integrated with The Acreages and The Hamlet through connected streets, pathways, and amenities
- Building heights up to 6 storeys (70 ft)
- Supports community-serving uses (schools, places of worship)

Town Neighbourhood Small

- Reflects the existing semi-rural character of The Acreages and The Hamlet
- Provides a framework for their gradual, service-based redevelopment should landowners choose to redevelop
- Supports low-rise single-family and duplex housing
- Maximum building heights of 35 ft
- Supports community-serving uses (schools, places of worship)
- Limited, appropriately scaled commercial uses along major roads

6 South Transcona Secondary Plan
January 2026

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LAND USE PLAN
THE ACREAGES

As a result of resident feedback, we are proposing the Acreages will be designated Town Neighbourhood Small. Development will be subject to the following policies:

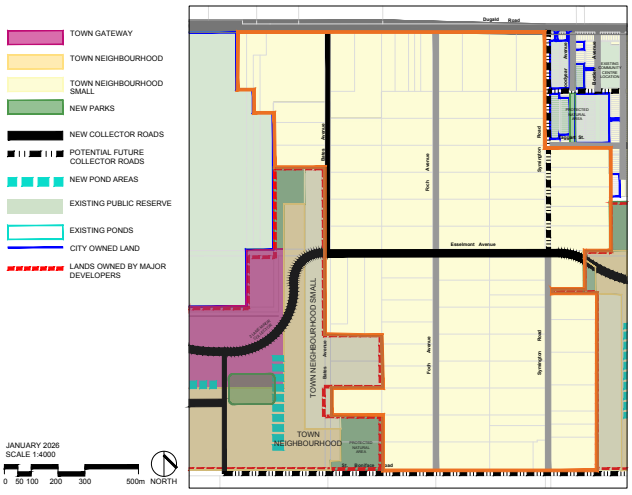
5.4. Planning for Change and Growth In The Acreages: Typically require a minimum planning area of approximately 50 contiguous acres, involving multiple property owners, to work collaboratively to prepare an Outline Plan.

5.4.1. Outline Plan Requirement: No subdivision or rezoning shall be approved within the Acreages without an Outline Plan, drafted by Professional Urban Planners and Engineers, that informs a subdivision and rezoning process, endorsed through the City's approval process.

5.4.2. Outline Plan Content:
Outline Plans shall address:

- Housing form and density;
- Urban-standard transportation infrastructure, including active transportation and transit where feasible;
- Municipal servicing, including potable water, sanitary wastewater, and urban-standard land drainage ; and
- Parkland dedication and community amenity provision.

5.4.3. Urban Standard Land Drainage: Development within the Acreages must be supported by a regional land drainage study that excludes stormwater ponds less than 2.5 acres in size and ensures individual land owners are not responsible for ponds occupying more than 30% of their overall land holding.



5.4.4. Unserviced Subdivision: An existing lot contiguous to land designated Town Neighbourhood Small, where a full range of municipal services is available, may be subdivided without triggering the requirement for an Outline Plan, provided that the subdivision supports development within the Town Neighbourhood Small area and does not result in the creation of a new lot requiring access from a major roadway or existing local roads.

7 South Transcona Secondary Plan
January 2026

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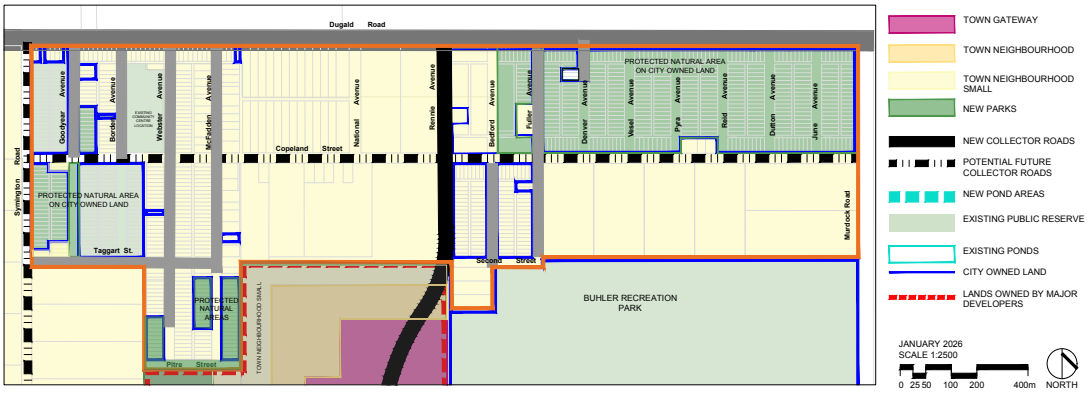
APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

LAND USE PLAN
THE HAMLET



- Upgrades to full urban standard servicing and right of way would enable redevelopment in the Hamlet.

As a result of resident feedback, we are proposing the Hamlet will be designated Town Neighbourhood Small. Development will be subject to the following policies:

5.5. Community Building: Identify and provide locations for public and private community facilities, including schools, educational institutions, and places of worship.

5.6. Appropriate Non-Residential: Permit small-scale commercial uses along Dugald Road and at key nodes, subject to regulatory setbacks, buffering, and interface treatments to address adjacency to heavy industrial uses.

8 South Transcona Secondary Plan
January 2026

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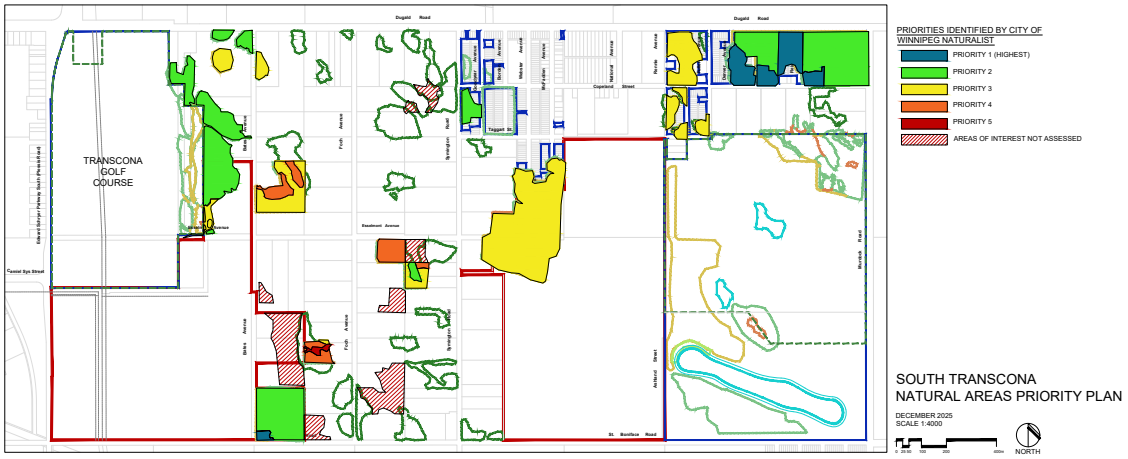
PARKS AND NATURAL AREAS
NATURAL AREAS PRIORITIES



- This map highlights Natural Areas as assessed by the City as priority areas for protection.
- Should landowners develop on land with priority areas, the City may be interested in protecting those areas.
- Any priority Natural Areas in excess of the required PR dedication may be considered by the City for purchase from the landowner at fair market value at the time development approvals are granted.

9 South Transcona Secondary Plan
January 2026

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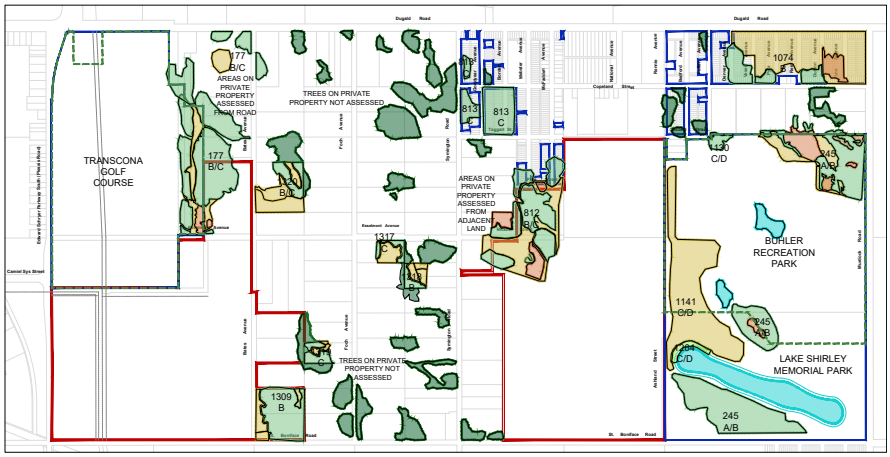
APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

PARKS AND NATURAL AREAS

NATURAL AREAS



SOUTH TRANSCONA
NATURAL AREAS ASSESSMENT PLAN

DECEMBER 2025
SCALE 1:4000

NORTH

Habitat Class Legend

117 - 1264	Numbers refer to assessment locations by City of Winnipeg
CLASS [A/B]	A plant community reflecting the natural heritage with little to no disturbance, few weed species, and should be preserved
CLASS [B/C]	Good characteristics with little to moderate disturbance and should be considered for preservation and possibly naturalization
CLASS [C] & [D]	To only be considered for preservation based on other factors than the natural heritage assessment

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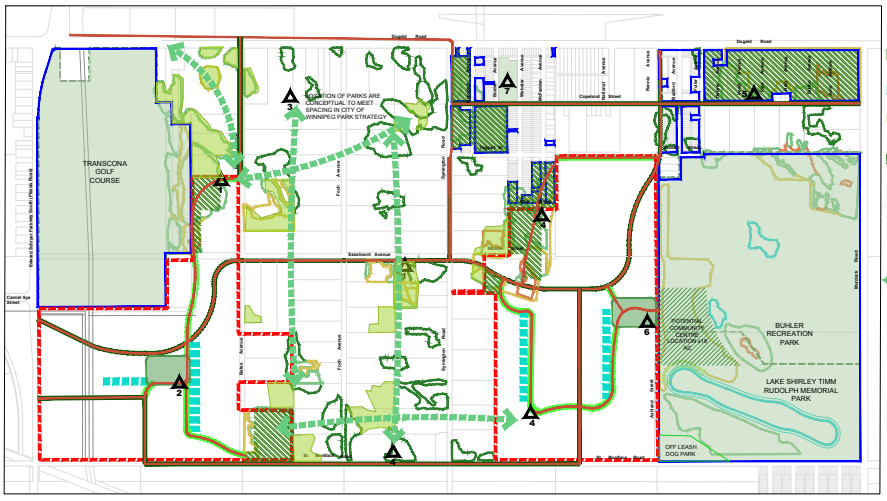
PARKS AND NATURAL AREAS

CONCEPTUAL PARKS PLAN



JANUARY 2026
SCALE 1:5000 0 50 100 200 300 500m NORTH

- Park amenities are directed by the City of Winnipeg Parks Strategy to meet catchment-based level of service across the Plan Area.

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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

PARKS AND NATURAL AREAS

PARKS POLICIES

Protection of Natural Areas

- **Planning for Natural Areas:** When lands are proposed for development, efforts shall be made to preserve areas of highest ecological value.
- **Ecological Assessments:** An ecological assessment will be required for any unassessed lands prior to subdivision or rezoning, to determine existence of, and priority of natural habitats.

Urban Forest and Trees

- **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.
- **Street Trees:** Provide street trees within boulevards on residential and collector streets wherever possible.

Natural Green Corridor System

- **Overview:** As the area develops, a Natural Green Corridor System will be established as a defining feature of the plan to protect and connect priority flora and fauna habitats.
- **Land Assembly:** The Natural Green Corridor System shall be assembled using tools including public reserve dedication, land exchanges, conservation easements, and City acquisition.

Park Amenities

- **Overview:** New development areas, along with redevelopment of existing areas, will be planned to include a hierarchy of parks and open spaces that support opportunities for congregation, playing, recreation and sports for all ages.
- **Parks Distribution:** Park amenities shall be planned and phased to meet distance-based catchments consistent with the City of Winnipeg's Parks Strategy, to distribute park and greenspace access across the Plan Area as development occurs.

Green Streets

- **Designated Streets:** Where feasible, minor and major collector streets should be designated Green Streets and shall be designed and constructed to Green Street standards at the time of their development.
- **Green Streets may include:**
  - Active transportation
  - Street trees
  - rain gardens, bioswales, naturalized boulevards
  - pedestrian infrastructure

Community Assets

- **Community Campus:** Identify and plan for an enhanced community campus that can include such features as a community centre sized for the new population, parking, playgrounds, and outdoor amenities such as skating rinks and sports courts.
- **Local Food Production:** Support community gardens and local food production, with preferred locations in neighbourhood and community parks to ensure equitable access.
- **Existing Agriculture:** Support continued agricultural and hobby farm activities in The Acreages.
- **Public Art:** Integrate public art into parks, public spaces, and civic buildings to strengthen sense of place and support partnerships with local artists.

School Sites

- **Site Selection:** School sites shall be selected and sized in accordance with applicable Provincial legislation and City policies and may include daycare facilities.

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January 2026

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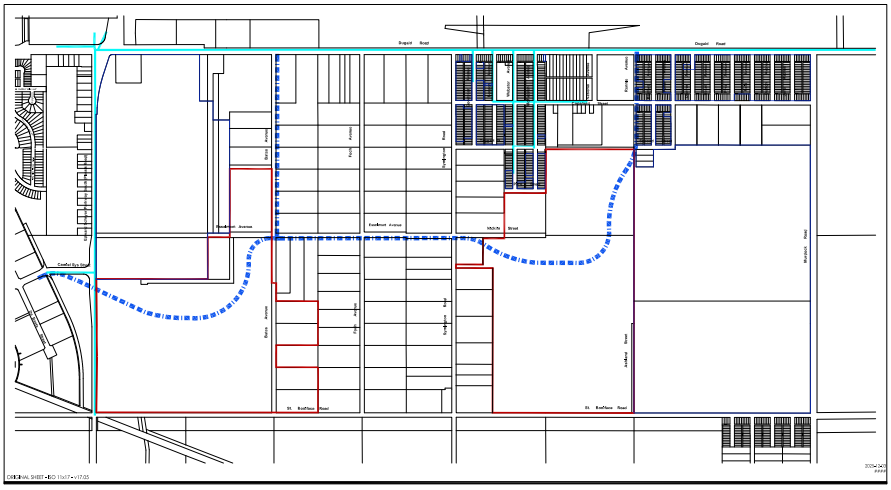
SERVICING

WATER



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www.stantec.com

EXISTING SERVICES LEGEND
WATER MAIN

PROPOSED SERVICES LEGEND
WATER MAIN
CITY OWNED LAND
LANDS OWNED BY MAJOR DEVELOPERS

Figure No. 3.0
Title: WATER MAIN

- Municipal water services will generally follow the conceptual Water and Wastewater Plan and be refined through detailed engineering at the subdivision and rezoning stage.
- *Complete Communities* requires centralized servicing for efficient long-range planning.
- The City of Winnipeg defines a full range of municipal services as including piped water, piped wastewater, piped land drainage, and an urban standard roadway.

13 South Transcona Secondary Plan
January 2026

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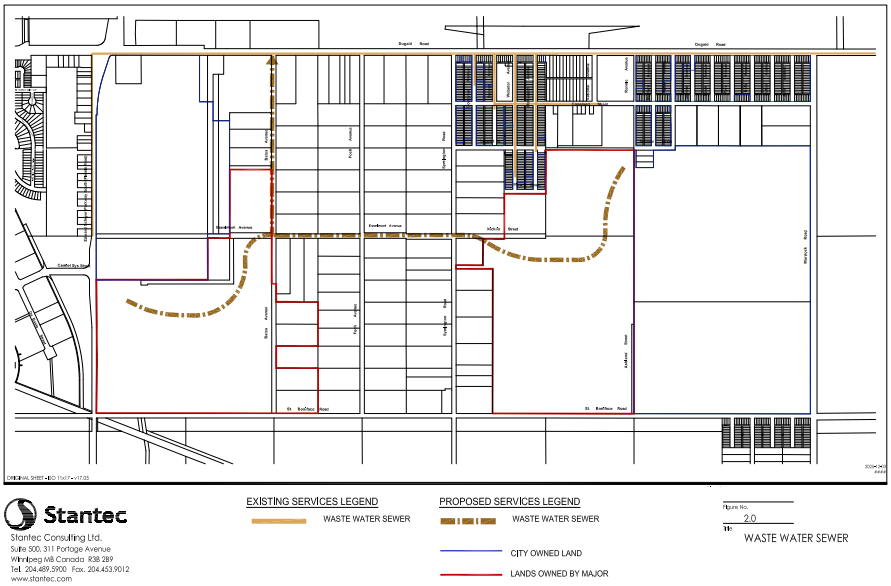
APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

SERVICING
WASTEWATER



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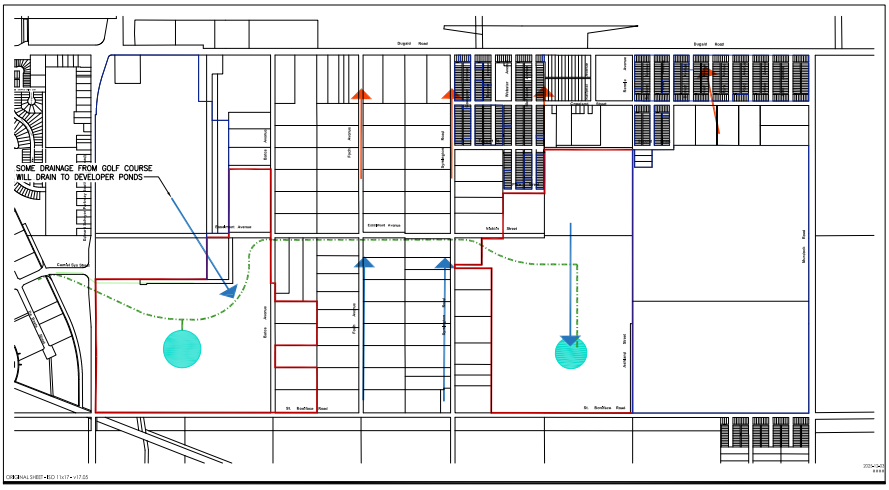
SERVICING
LAND DRAINAGE



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Community Benefits

- Stormwater currently draining through roadside ditches that drain to the Esslemont roadside ditches, as well as stormwater from the Esslemont ditches, will be draining to the new land drainage pipe along Esslemont to be installed by the two major developers.
- Developer ponds will be sized to hold stormwater from the existing land drainage conditions in the Acreages south of Esslemont.

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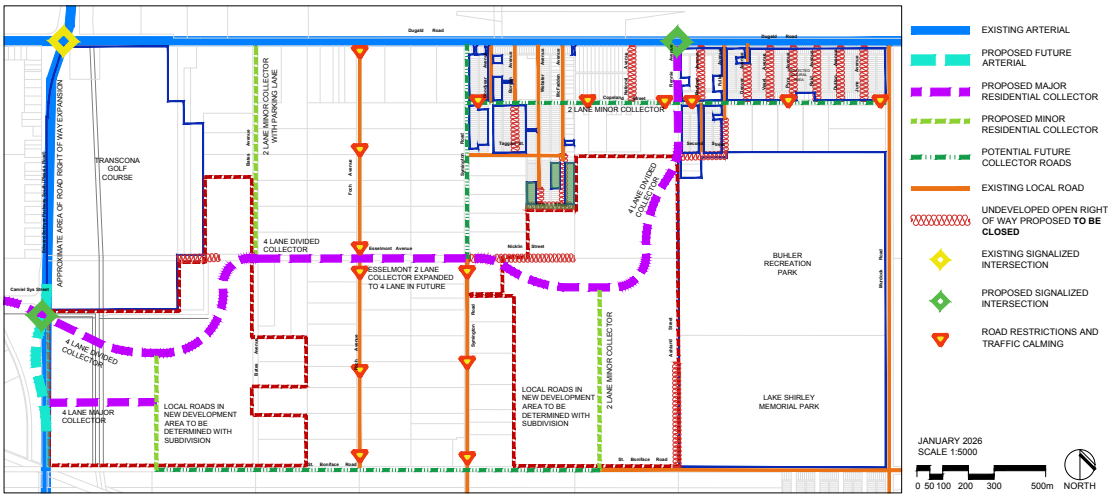
APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

TRANSPORTATION PLAN

AT FULL BUILD-OUT



- Esselmont as the major east-west collector best aligns with *Complete Communities*' requirement for centralized servicing for efficient long-range planning.
- The precise alignment, configuration, and design of roadways will be refined at the subdivision and rezoning stage.
- Transportation and infrastructure upgrades within The Acreages and The Hamlet shall be planned through an Outline Plan process. Road designs in these areas may include alternative urban standards, subject to City approval.
- Symington, Copeland, and St. Boniface could be upgraded to Minor Collectors pending development in the Acreages.

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IMPLEMENTATION & PHASING

- Phasing will be driven by servicing capacity, market demand, and landowner readiness, and must proceed in a contiguous, orderly manner.
- In the Acreages, development may occur once trunk servicing is available and where lands are assembled in a coordinated manner, supported by an Outline Plan:
  - Minimum of 50 contiguous acres
  - Demonstrating coordinated land use
  - A full range of urban standard municipal services, subdivision and rezoning.
- The East and West Town Area developers are introducing a full range of municipal services for the entire Plan Area. Connections to these improvements will enable future redevelopment.
- Development will initially be focused on:
  - East and West Town Areas
  - Improved road and active transportation connections
- Contiguous expansion beyond the East and West Town Areas could occur once:
  - Water and wastewater pipes and capacity are available
  - New roads and road improvements to meet traffic and transit requirements



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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

DEVELOPMENT COSTS
WATER AND WASTEWATER

Provincial/City Requirements:

Wastewater:
- For the first 10 years after City wastewater services are installed, homeowners may continue using their existing septic system at no cost.
- After the 10-year provincial grace period, homeowners must connect to wastewater services and decommission their septic system under *Provincial Regulation 83/2003*.
- Frontage taxes for maintenance still apply.

Water:
- Connection to City water service is optional.
- Frontage taxes for maintenance still apply.

Frontage Taxes:
- Frontage taxes apply when services are available on your street under City and Provincial regulations.
- Frontage taxes are calculated per frontage foot and applied to your tax bill.

	Cost Type	Estimated rate/ levy per frontage foot per term year	Term Years
Construction	**Watermain Construction****	**$22.42/ft***	10
	Sewer Construction**	**$16.10/ft***	20
Maintenance	**Frontage Tax – Sewer Main**	$5.15/ft	Annual
	Frontage Tax – Water Main	$1.80/ft	Annual

** Cost to landowner is **$0.00** IF entering into an agreement with major developers on impacted streets (e.g. Rennie, Bates, Esselmont), up until they choose to develop. Then costs would have to be reimbursed. See board 19.*

*** Estimate costs are from City of Winnipeg 2025 Local Improvement Fee Schedule. Actual costs TBD at time of construction.*

For more information on frontage taxes from the City of Winnipeg, please visit the following link:
https://assessment.winnipeg.ca/Asmttax/English/SelfService/answerguide.stm#frontLevy

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January 2026

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DEVELOPMENT COSTS
WATER AND WASTEWATER

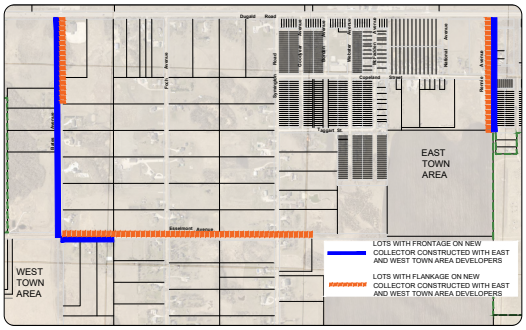
Major Developer Servicing Agreement

The two major developers will offer to enter into an agreement with landowners on streets upgraded with services for the East and West Town Areas to waive collection of standard frontage charge for service installation. This will only apply to property owners on **Bates**, **Rennie**, and **Esselmont**.

THERE ARE TWO OPTIONS FOR THESE RESIDENTS:

If a landowner enters into an agreement
- Construction-related frontage charges for water and/or wastewater services are deferred until the property proceeds with subdivision/rezoning.
- The developers construct the service stub to the property line.
- These costs must be reimbursed to the developers if/when the property owner develops.
- The agreement is registered on title.

If a landowner does NOT enter into an agreement
- The landowner will be required to pay the standard frontage charge (construction) upon connection to the wastewater and/or water service. Connection to the wastewater service is required at 10 years.
- The property owner is responsible for constructing the service stub to the property line if/when connecting.



IN ALL CASES
- Frontage tax levies (maintenance) apply once City water and/or wastewater services are available
- Property owners are responsible for:
  - The water and/or wastewater service line from the home to the property line
  - Decommissioning of existing septic systems and/or wells, where required

For more Information please see board 18.

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January 2026

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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

DEVELOPMENT COSTS

LOCAL IMPROVEMENTS

Local Improvements (LI's) are projects that upgrade infrastructure directly in front of existing properties, such as: street paving, sidewalks, street lighting, and watermains and wastewater sewers on an existing street.

Note: If installed, these costs apply whether the owner intends to develop or not.

How this affects property owners:

- All properties that ***directly benefit*** from new infrastructure must pay their share, based on frontage.
- For this Plan, the East and West Town Area developers ***are not proposing to apply for a Local Improvement*** to recover the costs of constructing major water, wastewater, or road infrastructure required to connect the East and West Town Areas.
- However, ***future developers (i.e. your neighbours) may apply to initiate a LI*** under City of Winnipeg development procedures *(Local Improvement Regulation By-Law No. 98/72)*.
- If initiated by your neighbours, 60% of affected landowners must AGREE to an LI.
- If City-initiated, 60% of affected landowners must OBJECT to cancel the LI.

Local Improvement	Estimated cost per frontage foot (Lump Sum)	Term Years	Estimated rate/levy per frontage foot per term year
Concrete street pavement (incl. boulevards)	$690/ft	10	$93.75 ft/yr
Land drainage (laterals)	$144/ft	20	$12.81 ft/yr
Wastewater sewer	$181/ft	20	$16.10 ft/yr
Watermain	$165/ft	10	$22.42 ft/yr
Concrete sidewalk (one side)	$70/ft	5	$16.50 ft/yr
Ornamental street lighting	$40/ft	3	$14.90 ft/yr

Source: 2025 City of Winnipeg Local Improvement fee schedule for major infrastructure associated with development.

Note: Costs must be determined on a case-by-case basis and are subject to a range of variables.

Please visit the City link for up-to-date fee schedules of all Local Improvement costs:
https://legacy.winnipeg.ca/publicworks/permitsApprovals/localImprovements/default.stm

20 South Transcona Secondary Plan
January 2026

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DEVELOPMENT COSTS

DEVELOPMENT AGREEMENTS

The City of Winnipeg's Development Agreement Parameters (DAPs) with developing landowners may include cost-sharing mechanisms to ensure the costs of providing infrastructure within the Plan Area are equitably shared among benefitting landowners. These mechanisms may apply to:

Note: Development agreements apply only when development (subdivision/rezoning) occurs. Existing property owners who do not redevelop do not enter into development agreements.

1 Infrastructure & Servicing
- Construction, extension, or upgrading of:
  - water and wastewater services
  - land drainage and stormwater management systems
  - roads, lanes, sidewalks, and street lighting
- Oversizing of infrastructure to accommodate future development, where required

2 Cost Sharing & Financial Contributions
- Cost-sharing of area charges or Trunk Service Rates (TSRs) among benefitting landowners
- Reimbursement mechanisms where infrastructure is front-ended by a developer

3 Land Dedication & Public Amenities
- Dedication of land for: parks, open space, pathways, or drainage facilities
- Cash-in-lieu of land dedication, where permitted
- Provision of public amenities or community infrastructure related to the development

4 Design, Phasing & Construction
- Phasing of development and infrastructure delivery
- Timing and sequencing of servicing works
- Requirements for site design, grading, access, and construction standards

5 Legal & Administrative Matters
- Registration of agreements on title
- Security, warranties, and performance guarantees
- Compliance with approved plans, policies, and standards
- Conditions related to amendments or termination of the agreement

6 Any other development charges that are required by the City

21 South Transcona Secondary Plan
January 2026

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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS

DEVELOPMENT COSTS

AREA CHARGES

Note: Area charges apply only when development (subdivision/ rezoning) occurs. Existing property owners who do not redevelop do not pay area charges.

- Area charges may be used to recover growth-related infrastructure costs benefiting the entire Plan Area when land is **subdivided or rezoned** for development.
- These charges ensure that new development contributes fairly to the cost of infrastructure required to support growth within the Plan Area. Developers typically front-end infrastructure costs, with area charges used to equitably recover costs from future development that benefits from that infrastructure.
- Exact fees are determined by the cost of the infrastructure being installed, subject to the conditions of the development agreement between the developer and the City of Winnipeg, and the proportionate share of costs attributable to benefitting lands within the Plan Area.

Infrastructure that may be subject to an area charge includes:

- Collector roads and related transportation infrastructure
- Parks, open space, and community assets
- Land drainage systems, including retention ponds, Trunk Service Rates (TSR) for regional drainage infrastructure
- Off-site infrastructure improvements required to support growth, such as downstream sewer upgrades or regional intersection improvements

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January 2026

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NEXT STEPS

Approval of the Secondary Plan:

The following is subject to ongoing work by engineers to review Plan recommendations as well as future and ongoing studies.

1. **Application Submission to City of Winnipeg**
   - Project materials (plan, maps, policies) submitted for review.
2. **Public Hearing & Community Committee**
   - Public notice, opportunities for comment, hearing on proposed plan.
   - Community Committee makes recommendation to SPC.
3. **Standing Policy Committee (SPC) & Executive Policy Committee (EPC)**
   - SPC reviews and recommends to EPC/Council.
   - EPC reviews and makes recommendation to Council.
4. **City Council Decision**
   - Council will consider amendments by the upper committees and any recommendations to amend, reject, or approve.
   - Council gives readings, may make amendments before final adoption.
5. **Opportunity to Appeal Council Decision to Municipal Board**
   - If the application is approved or denied, objections may trigger referral to Municipal Board under provincial law.
6. **By-Law Comes into Effect**
   - Secondary plan is binding as a by-law after final reading.

DEVELOPMENT STEPS

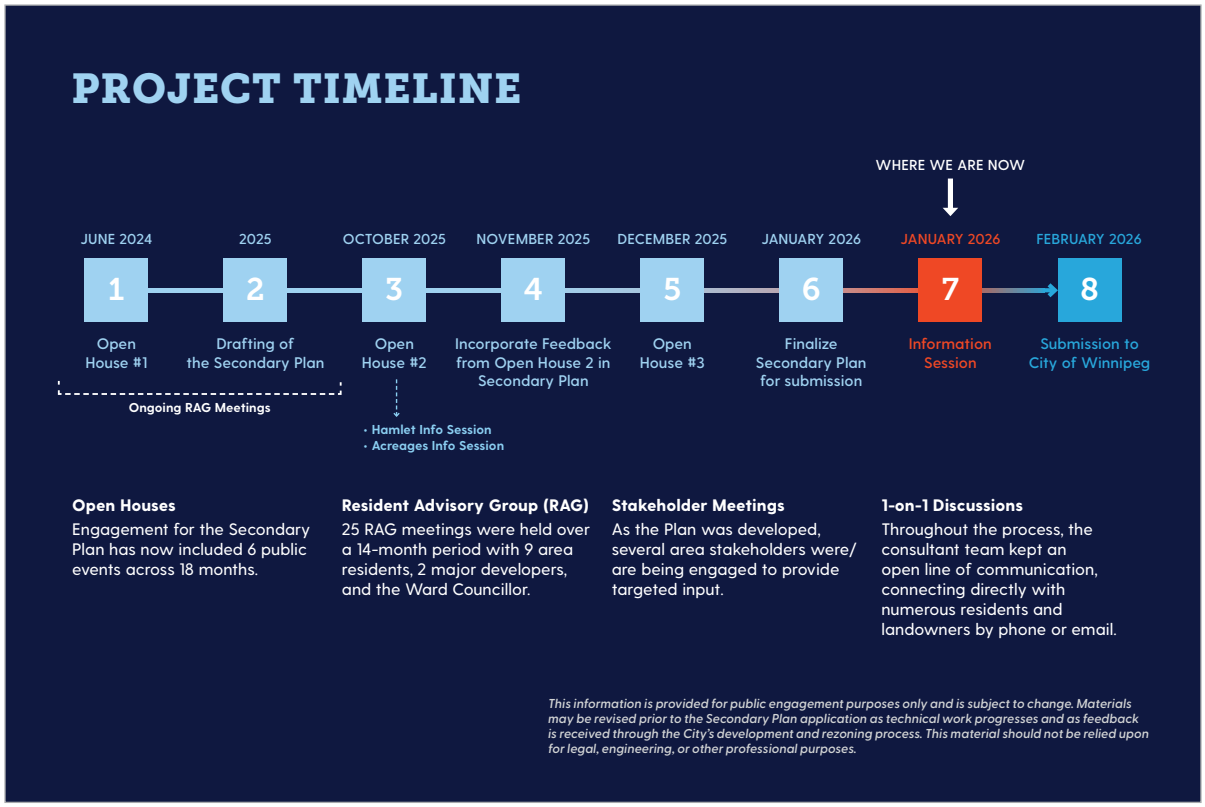
PENDING SECONDARY PLAN APPROVAL FROM COUNCIL

1. Subdivision and Rezoning Neighborhood Consultation and Public Open Houses prior to submission of applications
2. Subdivision & Rezoning Applications and Approval Process including Public Hearing at Community Committee, SPC, EPC and 3 readings at Council
3. Land parcels must be subdivided and rezoned per approved secondary plan policies
4. Preparation of development agreements and registration of subdivision, rezoning and development agreements at Land Titles
5. Development Plan Approvals, Permits & Agreements
6. Construction Start (Earliest: 2028+)
7. Infrastructure and built form phasing begins after approvals

23 South Transcona Secondary Plan
January 2026

This information is provided for public engagement purposes only and is subject to change. Materials may be revised prior to the Secondary Plan application as technical work progresses and as feedback is received through the City's development and rezoning process. This material should not be relied upon for legal, engineering, or other professional purposes.

APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS





APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS
REVISED BOARDS – /R

WHAT WE HEARD

Rounds 2 & 3 – Public Open Houses and Survey Feedback

Open House #3 survey received 103 responses, including 67 from the Acreages, and 28 from the Hamlet, in addition to numerous in-person and stakeholder conversations.

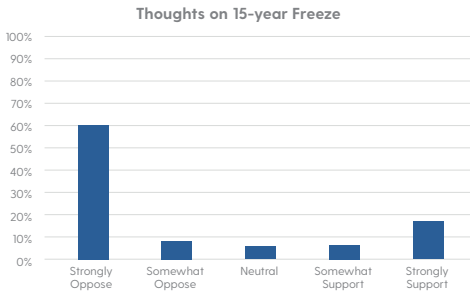
Note: All written comments received through our surveys will be submitted to the City of Winnipeg as part of the Secondary Plan Application.

Land Use
- Strong opposition to the proposed "freeze" concept as it applies to The Hamlet and The Acreages
- Desire to preserve the character of existing areas, while allowing limited and thoughtful development over time

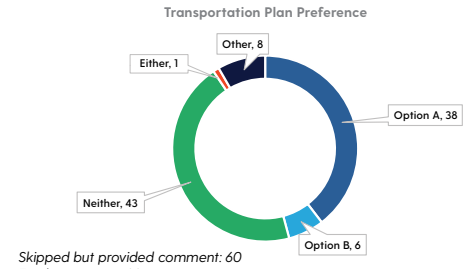
Parks and Natural Areas
- General support for plans to preserve natural areas and create new parks
- Emphasis on the need for fair and balanced obligations

Servicing
- Desire for expanded information on the timing, scope, and potential costs of servicing, especially for property owners who choose to develop versus those who do not

Transportation
- Including written comments, 38 respondents indicated preference for St. Boniface Road as the major east-west collector (Option A), 6 chose Esselmont (Option B), 43 preferred 'Neither', one preferred 'Either', and 8 had other comments.



Skipped but provided comment: 6
Total comments: 69



Skipped but provided comment: 60
Total comments: 88

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DEVELOPMENT COSTS
WATER AND WASTEWATER

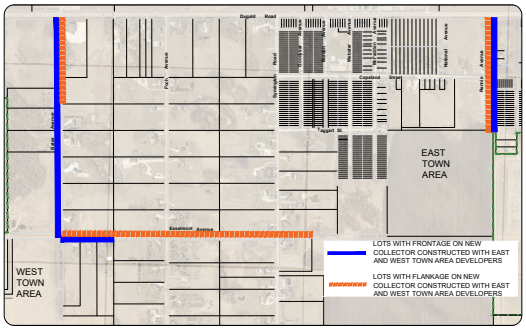
Major Developer Servicing Agreement

The two major developers will offer to enter into an agreement with landowners on streets upgraded with services for the East and West Town Areas to waive collection of standard frontage charge for service installation. This will only apply to property owners on **Bates**, **Rennie**, and **Esselmont**.

THERE ARE TWO OPTIONS FOR THESE RESIDENTS:

If a landowner enters into an agreement
- Construction-related frontage and/or flankage charges for water and/or wastewater services are deferred until the property proceeds with subdivision/rezoning.
- The developers construct the service stub to the property line.
- These costs must be reimbursed to the developers if/when the property owner develops.
- The agreement is registered on title.

If a landowner does NOT enter into an agreement
- The landowner will be required to pay the standard frontage and/or flankage charge (construction) upon connection to the wastewater and/or water service. Connection to the wastewater service is required at 10 years.
- The property owner is responsible for constructing the service stub to the property line if/when connecting.



IN ALL CASES
- Frontage tax levies (maintenance) apply once City water and/or wastewater services are available
- Property owners are responsible for:
  - The water and/or wastewater service line from the home to the property line
  - Decommissioning of existing septic systems and/or wells, where required

For more Information please see board 18.

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APPENDIX D - INFORMATION SESSION: DISPLAY BOARDS
REVISED BOARDS – /R

DEVELOPMENT COSTS

LOCAL IMPROVEMENTS

Local Improvements (LI's) are projects that upgrade infrastructure directly in front of existing properties, such as: street paving, sidewalks, street lighting, and watermains and wastewater sewers on an existing street.

Note: If installed, these costs apply whether the landowner intends to develop or not.

How this affects property owners:

- All properties that ***directly benefit*** from new infrastructure must pay their share, based on frontage.
- For this Plan, the East and West Town Area developers ***are not proposing to apply for a Local Improvement*** to recover the costs of constructing major water, wastewater, or road infrastructure required to connect the East and West Town Areas.
- However, ***future developers (i.e. your neighbours) may apply to initiate a LI*** under City of Winnipeg development procedures *(Local Improvement Regulation By-Law No. 98/72)*.
- If initiated by your neighbours, at least 60% of the frontage of benefiting property must AGREE to an LI.
- If City-initiated, at least 60% of the frontage of benefiting property must OBJECT to cancel the LI.

Local Improvement	Estimated cost per frontage foot (Lump Sum)	Term Years	Estimated rate/levy per frontage foot per term year
Concrete street pavement (incl. boulevards)	$690/ft	10	$93.75 ft/yr
Land drainage (laterals)	$144/ft	20	$12.81 ft/yr
Wastewater sewer	$181/ft	20	$16.10 ft/yr
Watermain	$165/ft	10	$22.42 ft/yr
Concrete sidewalk (one side)	$70/ft	5	$16.50 ft/yr
Ornamental street lighting	$40/ft	3	$14.90 ft/yr

Source: 2025 City of Winnipeg Local Improvement fee schedule for major infrastructure associated with development.

Note: Costs must be determined on a case-by-case basis and are subject to a range of variables.

Please visit the City link for up-to-date fee schedules of all Local Improvement costs:
https://legacy.winnipeg.ca/publicworks/permitsApprovals/localImprovements/default.stm



20 /R South Transcona Secondary Plan
January 2026

This information is provided for public engagement purposes only and is subject to change. Materials may be revised prior to the Secondary Plan application as technical work progresses and as feedback is received through the City's development and rezoning process. This material should not be relied upon for legal, engineering, or other professional purposes.

APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
PROOF OF NOTICE

CANADA POST / POSTES CANADA

Neighbourhood Mail - Fully Featured
Courrier de quartier - Haut de gamme

C179543626 1
Accepting Location Lieu de dépôt

Paid By Customer No. Nº du client/compte
9021604
Method of Payment Mode de paiement
Credit Card / Carte de crédit
Contract No. Nº de la convention

Transmitted/Transmis: 2026/01/09 15:42 EST

Mailed By Customer Number Expédié par Nº du client: **9021604**
M RICHARD & ASSOCIATES
200-55 DONALD STREET
WINNIPEG MB R3C 1L8 **(204) 804-2162**
Mailed on behalf of Expédié au nom de: **9021604 M Richard & Associates**
CIF ACMA: **No / Non**
Customer Reference Référence du client:
Pieces Size Format des articles: **Up to/Jusqu'à 30.5x15.24x1.9 cm (12x6x0.75 in)**

Deposit Summary / Sommaire du dépôt

Location / Bureau: (Direct to DI / Directement aux IL)
Deposit Date / Date du dépôt:

YRCA 30003 17954 36260 00000 0112

Acceptance and RTO Scans Required (CPC use only)
Balayage d'acceptation et RTO requis (À l'usage de SCP seulement)

Service Description / Description du service	Pieces Articles	Weight / Piece Poids / article
Neighb Ml Std / C. de quartier st		

Entire Mailing / Envoi complet

Product Produit	Cost Centre Reference Référence centre de coûts	Deposit Date Date du dépôt	Pieces Articles	Weight/Piece Poids/article	$ / Piece $ / article	$ / kg	Start Date de livr. $ / Piece $ / article	Transportation / Transport Pieces Articles	$ / Piece $ / article	Total Cost ($) Total des frais ($)
00005		2026/01/12	254	30.00 g	$0.18400					$46.74
TOTAL			**254**	**7.62 kg**						**$46.74**

Deposit Type / Type de dépôt
Direct to DI / Directement aux IL

Base Charges frais de base	**$46.74**
SMB Savings Épargnes PME	**-$2.34**
Sub-total Before Taxes Total partiel avant les taxes	**$44.40**
GST/TPS $2.22 HST/TVH $0.00 PST/TVP $0.00	**$2.22**
Total Amount Due to CPC Montant total dû à la SCP	**$46.62**

The Customer warrants that the order details listed above are prepared in accordance with the terms and conditions specified in the Customer's Agreement and has been validated for accuracy of information contained within.

Le Client garantit que les détails de la commande ci-dessus ont été préparés en conformité avec les termes et conditions spécifiés dans l'accord du client et a été validé pour l'exactitude des renseignements qu'il contient.

Authorized Customer Signature / Signature autorisée du client:

X _____

CPC GST # Nº SCP TPS 119321495

This document must accompany your mailing to the Accepting Location.
Ce document doit accompagner votre envoi au bureau de dépôt.

Received by Initials / Employee No.:
Reçu par Initiales / Nº de l'employé: _____



APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
WINNIPEG SUN AD

January 18, 2026



PINSKY: Welcome to not so friendly Manitoba

JAN 29

MANITOBANS STAND IN SOLIDARITY ON THIS NATIONAL DAY OF REMEMBRANCE

ISLAMOPHOBIA

TO REMEMBER THE LIVES LOST TO HATE IN CANADA, GAZA, AND ON SEPTEMBER 29TH

THE MANITOBA LEGISLATIVE BUILDING

450 BROADWAY AVE

THURSDAY, JANUARY 29, 2026

6:00PM - 7:00PM

DRESS WELL. KEEP WARM.

TO REGISTER

SCAN/CLICK BELOW OR VISIT EVENTBRITE.CA

Appropriating Jewish Tragedy

Islamophobia refers to aversion or hostility toward Muslims. It also leads to the hatred of all Muslims as a scourge that has no place in society. It is the signalling hate that led to the massacre at a Mosque in Quebec City, the murder of a family in London, Ont., and the Sogaluk shambles.

Islamophobia cannot be taken to refer to defensive measures taken by Israel to protect itself from supporting retributive political Islamists. If it is to have any meaning, it must be understood as used to refer to Islamist atrocities that caused the war in Gaza, or the murder of Jewish people or others into Muslims. Appallingly, the NDP government has done this.

A promotional poster for a January 29 event at Manitoba's Legislature that is supposed to recognize Islamophobia, references the Hamas attack on Israel on October 7, 2023. Reach research is being conducted, or related to, hate targeting innocent Muslims. There is no concrete documentation of the effective downside of that odious antisemitic narrative.

As can be seen on the poster, the NDP logo is featured as the first of the sponsors of the event, and although the NDP may not be trying to evade responsibility for this travesty, their fingerprints are all over this event.

Despite demanding their legacy be as the party, according to the government's Braking Application Guide, that opposed the war and supported of Manitoba, all three of the Minister of Consumer Protection and Government Services, to hold the event within the Legislature Building. Each of them would have further distanced themselves from the event via its promotional material, let alone apologized. On the contrary, they sanctioned the event and have remained publicly silent about the offensive poster.

Also conspicuously missing from the event is Manitoba's Legislature that is supposed to recognize Islamophobia, references Ms Hamas attack on Israel on October 7, 2023. Reach research is being conducted, or related to, hate targeting innocent Muslims. There is no concrete documentation of the effective downside of that odious antisemitic narrative.

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A promotional poster for a January 29 event at Manitoba's Legislature that is supposed to recognize Islamophobia, references the

APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
WINNIPEG SUN AD

January 25, 2026



Conrad Black: Carney's middle powers plan a complete fantasy

The prime minister wags his finger at the Americans

BY CONRAD BLACK

WMR

South Transcona Secondary Plan

Information Session Invite

You are invited to a final opportunity to review the updated Draft Secondary Plan prior to its submission to the City of Winnipeg. The purpose of the Information Session is to provide an opportunity to review the final updated materials, respond to clarifying questions, and outline next steps in the City's formal review process. There will not be a formal presentation.

DATE: January 28, 2026 TIME: 5:30 – 7:30 PM FORMAT: Come-and-go

For More Information www.mraplannina.ca/southtranscona Contact: info@mrichard.ca

LOCATION: Canad Inns Destination Centre Transcona Ambassador Rooms A & B, 826 Regent Avenue, Winnipeg

January 26, 2026



Calls to protect Inuit amidst Trump's Greenland plans

STEPHANIE TAYLOR – NATIONAL POST

FEDERAL JOB CUTS HIT AGRICULTURE AND AGRI-FOOD CANADA

PATRICK BELL THE CANADIAN PRESS

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LOCATION: Canad Inns Destination Centre Transcona Ambassador Rooms A & B, 826 Regent Avenue, Winnipeg

January 27, 2026



Airline policy change could cost plus-size fliers"

"Customers who encroach upon the neighbouring seat(s) should proactively purchase the needed number of seats prior to travel to ensure the additional seat is available"

Election

South Transcona Secondary Plan

Information Session Invite

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LOCATION: Canad Inns Destination Centre Transcona Ambassador Rooms A & B, 826 Regent Avenue, Winnipeg

January 28, 2026



FACTS MATTER: When medical mistakes carry real consequences

Rotary Club of Winnipeg West marks 74 years with community giving

South Transcona Secondary Plan

Information Session Invite

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APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
SOCIAL MEDIA POST



APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION
COMMUNITY MAILBOX PHOTOS











APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION EMAILS

Email sent on Jan 14, 2026

Subject: Information Session Invite – South Transcona Secondary Plan

Wording:

Hello,

As a stakeholder in the South Transcona Secondary Plan process, we are writing to notify you of a final opportunity to review the updated Draft Secondary Plan prior to its submission to the City of Winnipeg.

The purpose of the Information Session is to provide an opportunity to review the final updated materials, respond to questions, and outline next steps in the City's development review process. There will not be a formal presentation to allow for one-on-one engagement.

Updated plan materials will be posted online in advance of the session at: www.mraplanning.ca/southtranscona with an opportunity to provide feedback. Following the plan's submission, there will also be additional opportunities to provide comments through the City of Winnipeg's statutory public hearing process, which will be organized separately by the City.

Date: January 28, 2026

Time: 5:30pm – 7:30pm

Location: Canad Inns Destination Centre Transcona

Ambassador Rooms A & B

826 Regent Avenue, Winnipeg

Format: Come-and-go

We hope to see you there!

Sincerely,

The MRA and MRG team

APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION EMAILS

Email sent on January 27, 2026

Subject – STSP Information Session

Wording:

Hello neighbours,

This is a reminder that the Information Session for the South Transcona Secondary Plan is scheduled for 5:30PM – 7:30PM tomorrow evening, January 28th, at the Canad Inns Destination Centre Transcona, Rooms A & B, 826 Regent Ave.

The materials for the upcoming Information Session have now been posted to the project website for you to review. You can find them by clicking on the **Presentation** button located on the website using the webpage link provided below:

mraplanning.ca/southtranscona

At the event, a comment sheet will be available to collect comments and feedback. This form will be available online as well. Comments will be accepted until February 2, 2026.

Thank you for your continued participation in this project. Your input has played an important role in shaping the future of South Transcona, and we look forward to seeing you at the Information Session tomorrow evening.

Sincerely,

The MRA and MRG team

APPENDIX E - INFORMATION SESSION: PUBLIC ENGAGEMENT NOTICE DOCUMENTATION EMAILS

Email sent on February 2, 2026

Subject – Revised Information Session Material

Wordings:

Dear neighbours,

Thank you to all who attended our Information Session last week.

We heard from a number of residents who felt their opinions were misinterpreted on the #4 "What We Heard" board. As promised, please see the revised presentation material at mraplanning.ca/southtranscona marked "/R".

Reminder, the comment form found on the website linked above will close tonight.

All written comments received through our surveys will be submitted to the City of Winnipeg as part of the Secondary Plan Application.

Sincerely,

The MRA and MRG team

APPENDIX F - INFORMATION SESSION: PAPER COMMENT SHEET

South Transcona Secondary Plan

Information Session January 28, 2026

Contact Information (Optional)

Name:

Email:

Address:

OR complete online

Please submit the completed form to the project team, or scan and send it to info@mrichard.ca, or drop it off at 825 Rue St. Joseph, Winnipeg, MB.

The comment form will be available until **February 2, 2026**.

Based on the information reviewed today, please provide your comments:

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
1) Why was the 15 year freeze on the hamlet removed? Would like the proposed freeze back with dugald needing to be twinned as originally proposed in the other meeting. 2) only 5% of people voted for esselmont (option B) as the main route 30% voted for st Boniface (option A) but you're going with option B which only 5% voted for over the one 30% voted for? Why? 3) at the second open house it was said the proposed housing along dugald road was actually meant to be labeled as commercial/not housing, but now labeled as housing again, would like one story max as there's no buffer/transition zone to the hamelet zone. 4) why was the transition zone between the new development and existing development reduced, town small is now the hamelet , meaning tall buildings and condos will be closer to existing development, where as in the second meeting town small was its own section, creating a bigger buffer zone -Feels like we are not being heard and steps forward have now moved backwards	1
#2. Now back to the city telling the consultants to go through the centre of a new development. The city is being very short sighted. If you look at the map of Winnipeg you will notice that our area is not just Precinct S. It should be the whole area from Dugald Road to Highway 1 and Plessis Road to the Perimeter. Eventually when Winnipeg takes over all the land within the Perimeter this will be the case. Stop using the argument that Springfield Municipality will not cooperate. They will have to give over any land in the Perimeter if the city asks for it.The 4 lane centre road then would be St Boniface Road. Since extra traffic from the overflowing Dugald Road would be taking this road would it not be better to have this go down St. Boniface Road and Murdoch Road rather then through a existing neighbourhood on Esselmont Road? The north to south roads for this whole area are already taken care of with Symington and Murdoch Roads.	1

Response	Count
#3. Another aspect which should be considered is the number of properties and people that would be affected by expropriation. Expropriation not only affects the size and value of the property but also the emotional stress of negotiations and construction. If you go along Esselmont and eventually up to Rennie there will be about 15 properties but if you go along St. Boniface there could only be 4 properties. This means that you are putting many more people under the stress of negotiating or selling their property when they never asked to be involved in this whole process. As you say in the 3rd round paper pg 4 WHAT WE HEARD from the residents was the " Desire to preserve the character of existing areas, while allowing limited and thoughtful development over time." Please listen to what we as stake holders have to say about our land.	1
###, stakeholder. There has not been sufficient stakeholder consultation regarding the future plans for the properties owned by myself/neighbours. We have been surveyed by the consults to provide our thoughts on the plans they drafted but they have not surveyed me on what I want for my property or type of development for the acreage area. They have not clearly explained what development means for me/my neighbours or what the process is. The plans presented in Oct 2025, Dec 2025 and Jan 2026 overwhelmingly represent the interests of the large developers. I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. The information provided is incomplete so it is impossible to make informed decisions. Respectfully, more direct stakeholder education and information sessions (including city depts) should be provided before any plans are submitted, as these plans do not reflect the needs or preferences of my community.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
Also to add. are you re zoning properties do we lose our agricultural status? What happens to live stock of you own any?	1
Another aspect which should be considered is the number of properties and people that would be affected by expropriation. Expropriation not only affects the size and value of the property but also the emotional stress of negotiations and construction. If you go along Esselmont and eventually up to Rennie there will be about 15 properties affected but if you go along St. Boniface there could only be 4 properties. This means that you are putting many more people under the stress of negotiating or selling their property when they never asked to be involved in this whole process. As you say in the 3rd round paper pg 4 WHAT WE HEARD from the residents was the " Desire to preserve the character of existing areas, while allowing limited and thoughtful development over time." Please listen to what we as stake holders have to say about our land.	1
As a landowner and resident in South Transcona "Precinct S", I have found our concerns and imput regarding the proposed developments largely ignored and entirely dismissed in favour of the interests of the large developers. I do not feel that any property owners currently residing in the area should have to contribute to the cost of the secondary plan process given this bias. Of the two options presented in December 2025, St Boniface Road as the major residential collector roadway was preferred, with the majority of respondents favouring neither of the proposed transportation plans. However the plan that was least wanted, and most damaging to already established properties, is being presented as the final plan. This proposal is an infill development in an already well established community yet it fails to respect the needs or wants of our community.	1
As a resident and stakeholder within South Transcona Precinct S, I feel there has been insufficient stakeholder consultation regarding future plans for our properties. At a very late point into the process, we were half heartedly asked to provide thoughts on the plans. The meetings seemed to be thrown together with inaccurate and misinformation, and finger pointing at Canada Post as an excuse. Really? Can you not do better than that?	1
As a resident and stakeholder within the Precinct "S" plan area, I'm disappointed with the current engagement process. To date, consultations have felt reactive rather than collaborative. While we have been asked to comment on pre-drafted plans, there has been no meaningful effort to incorporate what we, the residents, envision for our community. The proposals presented between October 2025 and January 2026 appear to prioritize large-scale developer interests over the existing community. Furthermore, there is a significant gap in our understanding of the development process and its direct impact on our land. Given this evident bias, I believe it is unjust to expect local property owners to contribute to the cost of a secondary plan that doesn't reflect our needs. I respectfully request dedicated information sessions–including representatives from relevant City departments–to provide transparent education and genuine consultation before any plans move forward.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
As a stakeholder & resident within the South Transcona Precinct "S" plan area, I feel there has not been sufficient stakeholder consultation regarding future plans for the properties owned by myself and my neighbours. We have been continually asked by the consulting team to provide our thoughts on the plans they drafted - but they have not asked me what I want for my property. They have not helped me to understand what development means for me and my neighbours or what the process is. The proposals presented in October 2025, December 2025 and January 2026 overwhelmingly represent the interests of the large developers and I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. Respectfully, more direct stakeholder education and information sessions (including relevant city departments) should be provided before any plans are submitted, as these proposals do not reflect the needs or wants of my community. Respectfully	1
As a stakeholder and resident within the South Transcona Precinct "S" plan area, I feel there has not been sufficient stakeholder consultation regarding future plans for the properties owned by myself and my neighbours. They have not helped me to understand what development means for me and my neighbours or what the process is. The proposals presented in October 2025, December 2025 and January 2026 overwhelmingly represent the interests of the large developers and I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. Individual owners own more total property than the two developers so why are they able to push their plans through despite so many objections? The two new areas do not need to me connected. More direct stakeholder education and information sessions (including relevant city departments) should be provided before any plans are submitted. These proposals do not reflect the needs or wants of my community.	1

Response	Count
As a stakeholder and resident within the South Transcona Precinct "S" plan area, I feel there has not been sufficient stakeholder consultation regarding future plans for the properties owned by myself and my neighbours. We have been continually asked by the consulting team to provide our thoughts on the plans they drafted - but they have not asked me what I want for my property. They have not helped me to understand what development means for me and my neighbours or what the process is. The proposals presented in October 2025, December 2025 and January 2026 overwhelmingly represent the interests of the large developers and I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. Respectfully, more direct stakeholder education and information sessions (including relevant city departments) should be provided before any plans are submitted, as these proposals do not reflect the needs or wants of my community.	13
As a stakeholder and resident within the South Transcona Precinct "S" plan area, I feel there has not been sufficient stakeholder consultation regarding future plans for the properties owned by myself and my neighbours. We have been continually asked by the consulting team to provide our thoughts on the plans they drafted - but they have not asked me what I want for my property. They have not helped me to understand what development means for me and my neighbours or what the process is. The proposals presented in October 2025, December 2025 and January 2026 overwhelmingly represent the interests of the large developers and I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. Respectfully, more direct stakeholder education and information sessions (including relevant city departments) should be provided before any plans are submitted, as these proposals do not reflect the needs or wants of my community.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
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Response	Count
As a stakeholder and resident within the South Transcona Precinct "S" plan area, I feel there has not been sufficient stakeholder consultation regarding future plans for the properties owned by myself and my neighbours. We have been continually asked by the consulting team to provide our thoughts on the plans they drafted - but they have not asked me what I want for my property. They have not helped me to understand what development means for me and my neighbours or what the process is. The proposals presented in October 2025, December 2025 and January 2026 overwhelmingly represent the interests of the large developers and I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. Respectfully, more direct stakeholder education and information sessions (including relevant city departments) should be provided before any plans are submitted, as these proposals do not reflect the needs or wants myself or my community.	1
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APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

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Response	Count
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As a stakeholder resident in the South Transcona Precinct "S" plan area, I feel there has not been sufficient stakeholder consultation regarding future plans for the properties owned by my neighbours and me. A 1000 character limit for feedback is evidence of that. We have been continually asked by the consultants to provide our thoughts on their draft plans, but they have not asked me what I want for my property. They have not helped me to understand what development means for me and my neighbours or the process. The proposals presented in October 2025, December 2025 and January 2026 overwhelmingly represent the interests of the large developers. I do not feel that any property owners should have to contribute to the cost of the secondary plan process given this bias. More direct stakeholder education and information sessions (including relevant city departments) should be provided before any plans are submitted, as these proposals do not reflect the needs or wants of my community.	1

Response	Count
At the December 2025 open house, two transportation options were presented for the major road connecting the East and West developments. Option A was St. Boniface Road and Option B was Esselmont. At the January 2026 information session, a few stakeholders were told that Option A (St. Boniface Road) was only feasible if the 15 year freeze was implemented. Since the 15 year freeze was removed, St. Boniface Road was off the table. This critical piece of information wasn't shared with all stakeholders at the December 2025 open house. Therefore, stakeholders didn't have all the relevant information required to respond appropriately to the survey. In addition, no rationale has been shared to support this decision. Using St. Boniface Road as the main roadway and the 15 year freeze are two different concepts. One should not rely on the other.	1
Contrary to some of the loudest locals opposing this plan, I feel there has been ample information and public consultation, including the local advisory group which represented (partially) the voices of the community. The area can't both remain exactly as is while also gaining additional public spaces, parks, improvements etc. without development.	1
Esselmont access makes no sense and this has been very confusing bc the consultation company has made so many errors. St Boniface Road is a far better solution for access to both parcels. I have lots of questions but never get the right answers, left feeling railroaded. We feel like everything has been deflected and there has been no stakeholder meetings.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
I am a stakeholder and feel not sufficient consultation with stakeholders we are a large community What does this development mean for me and my neighbors and the process City departments need to be involved and more information for us. I have never heard of someone coming in to build and making someone else pay for their build to point of bankruptcy for an existing homeowner and retirees are going to get commit suicide as they are ruined . Do your development and pay for all your own costs and keep separate from the established community and preserve the character of this years old community Putting a playground right beside my house invites people to come into my property and trespass into my house to use bathrooms. Unacceptable. I would sue if that happened	1
I am very dissapointed with the way the survey was handled. 30% people leaned to the Option A using St. Boniface and only 6% chose Option B. The approx. 65% that did not indicate either was because they did not approve of either. I was one of them and strongly believe all of St. Boniface should be used including Murdock Road. These roads are already in place and should be utilized, instead of intruding on people's property, that they've worked all their lives for. Utilizing these roads, there are possibly only 3 houses that would be involved, and then it would promote the use of the waterpark and Buhler Park. Dugald is already divided at Murdock, which could be utilized for a set of lights. We are people with feelings, not just a block with a number. This can be very deteimental to alot of people. With mental health being such a big issue, you are turning a blind eye to it. I hope this can be altered to accomodate the existing properties and make everyone a bit happier.	1
I feel this is considerably more detail and I thank you for that BUT I still don't like the 15 year freeze. Why did it take right to the last minute to finally share some better information? I still don't feel things were done in a responsible and open way and feel a lot of distrust with the developers, Mr. Wyatt, and maybe even with City of Winnipeg. I would have needed more time to fully read and digest this information and also feel stakeholders were not listened to or really considered. I am an acreage owner and the property is landlocked with no hope of it opening up in my lifetime.	1
I feel very strongly that the residents of South Transcona, stakeholder who collectively hold more property than the developers, have not been properly consulted with. Our thoughts and ideas have been ignored, with the same basic plan being shoved down our throats. You have a duty to consult and you have failed to meet that duty. You have also failed to address, in any meaningful way, your insistence on forcing residents of South Transcona, who want nothing to do with your development, to help you carry the costs through your crooked as hell front-ending scheme. You have also misrepresented our responses. When we didn't choose a road plan because neither of your plans was acceptable, you pretended that we didn't care. If you'd read the comments you would know that wasn't true. Are you ignorant, or are you lying? You then chose the least popular option anyway. Crooked as hell. I suspect you'll bury this response too, since that's your usual crooked method.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
I have not see material deviation from the planner's original plan to now - like this was always the intended plan. Only slight modifications were proposed to ease resistance in very cosmetic and non-substantive measures. No materially different options have been presented such as directing traffic flow to Murdoch and to the perimeter - despite the bottleneck that Dugald is, or creating different corridors to ensure the safety of residents. The many conflicts of interest involved in this project continue to drive the planning of these proposals. As a Hamlet owner, I see major costs for local improvements impacting me. Disappointed no substantive studies have been provided to explain reasoning. As a stakeholder, this process feels like a sham, and one merely to check boxes. There has not been due process. I don't feel like I am equipped to understand the true impact and cost of the project to make meaningful decisions for my future and to keep with this area's history/heritage.	1
I oppose the South Transcona secondary plan as presented. As a resident and stakeholder within the South Transcona Precinct 'S' plan area, I am concerned by the lack of meaningful consultation regarding the future of my property. To date, the engagement process has been one-sided; we are repeatedly asked to comment on pre-drafted plans rather than being asked to share our own vision for our land. Proposals presented between Oct 2025 and Jan 2026 appear to prioritize the interests of developers over the existing community. Furthermore, there is a significant gap in our understanding of the development process and its direct impact on our properties. Given this evident bias, I do not believe local property owners should be expected to contribute to the cost of a plan that does not reflect our needs. I request dedicated stakeholder education sessions–including representatives from relevant City departments–to ensure transparent and genuine consultation before any plans are submitted	1

Response	Count
I strongly oppose the current secondary plan as presented, especially the use of Esselmont as the main roadway connecting the East and West Developments. It will create significant noise and safety concerns which remain unaddressed in the proposed secondary plan. In addition, it will create undue financial hardship for landowners along Bates, Esselmont, Rennie, and those with flankages. Financial obligations for landowners who flank onto Bates, Esselmont, and Rennie weren't raised until the January 2026 information session. Again, this is a critical piece of information which was not widely circulated amongst stakeholders. Given the developers are for profit, they should incur the cost of any of the "improvements" required to move forward with their development.	1
if people live on the corner of dugald and a side street who have a dugald address. You are closing access to dugald rd off how will we access dugald road? If we have a drive way off dugald onto our property os that still going to be use able to access dugald rd?	1
If the developers need services for their developments, they should have to pay the entire cost. Nobody should have to pay a penny towards them unless they want them. Just because it "should add value to my property" does not mean "I want it". Increasing my property value only helps if I'm going to sell - but if I want to stay, increasing my property value by making me pay for the upgrades ends up costing me three times - 1st to pay for the install; 2nd when my property value increases as do my taxes; and 3rd by me having to pay frontage levies every year forever - like a cancer on our financial health as it will eventually take away all of your financial strength that allows you to remain on the property and in the community that you love until you have to give in & "go to a better place". How developers & the city can force someone into financial ruin unless you sell is so incredibly sad. Shame on all of the profit motivated developers for forcing people from their community.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
I'm still fully disturbed that there will be a major collector on Renne Ave. Makes no sense what so ever when Murdock road is available. You have no respect at ALL for the people living adjacent to Renne Ave. There is other options to use. Seems like you are just wanting it put there no matter the undo hardship that this will cause. Totally disregarding our livelyhood. This is pure ignorant on your part.	1
Its still an unfair development plan for the acreage. These are massive lots and at least medium density should be allowed. Especially along esselmont if its going to be a major road	1
Nothing really changed except St. Boniface Road. We still stand by my opinion on all of this. Expanding the city is inevitable but we moved into South Transcona for the peace and quiet and country living. This is going to disrupt what we move out there for and spent our hard earned money making a home. Develop the 2 developments and don't connect them. Leave the acreages alone or make us an offer we can't refuse.	2
Now back to the city telling the consultants to go through the centre of a new development. The city is being very short sighted. If you look at the map of Winnipeg you will notice that our area is not just Precinct S. It should be the whole area from Dugald Road to Highway 1 and Plessis Road to the Perimeter. Eventually when Winnipeg takes over all the land within the Perimeter this will be the case. Stop using the argument that Springfield Municipality will not cooperate. They will have to give over any land in the Perimeter if the city asks for it.The 4 lane centre road then would be St Boniface Road. Since extra traffic from the overflowing Dugald Road would be taking this road would it not be better to have this go down St. Boniface Road and Murdoch Road rather then through a existing neighbourhood on Esselmont Road? The north to south roads for this whole area are already taken care of with Symington and Murdoch Roads.	1
More direct stakeholder engagement should be undertaken and guided by the Area Planner from the city of Winnipeg so that bias / conflict can be effectively managed to the benefit of the entire area.	1
Other than presentation and timeline, the Jan 2026 Secondary Plan has not meaningfully changed from the first plan. I will not support this. Impacts raised earlier remain in place for The Acreages. Redevelopment requiring an Outline Plan involving a minimum of 50 contiguous acres prevents realistic redevelopment by owners. Policies for green corridors constrain private land for future public use. Together, these function as a development freeze and constructive expropriation. Costs are "$0" if no rezoning occurs is misleading. The plan establishes ongoing obligations triggered by infrastructure availability: increased frontage taxes, mandatory wastewater connection, septic decommissioning, exposure to LIs, and financially coerced (under duress) title-registered agreements. These are long-term costs even if no redevelopment occurs. Your approach appears vulnerable to judicial scrutiny. This is private land, not public land. Email to follow.	1
The information given to us at all of the meetings (plane and simple) very much inconclusive. Nobody at these meetings will give straight honest answers. So simply I don't want this to go through	1
The plan seems to involve using privately owned land for pathways and nature areas but no indication of how those lands will be acquired is mentioned.	1
Very concerned with Esselmont going thru my property and placement of my existing house very close to road. Also very concerned with preservation of the many natural nature areas throughout the proposed development. Parks are not nature. They are welcome but are not wild.	1
Very satisfied with the plan as it has developed.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
PART 1 - The January 2026 materials are very poor and I do not support it as it is not a fulsome plan for the entire precinct - it's just about the two large developers & enabling their developments. It is really quite disrespectful how this process has been carried out. The fear and misinformation that has been put out by the developers and consultants throughout this process (as well as by the city Councillor who has been deeply involved in the process - "Uncle Russell's farm" as he called it in the ST-RAG meeting) as a way to coerce the community to continually react to developer plans / concepts / restrictions on existing property owners. The ST-RAG resident members (excluding the employee who is an executive for Goldstone) asked that the consultants have workshops for residents to help them to understand what development looks like on local property owners lands, what the costs / obligations are, process for applying for approvals for subdivision/ rezoning, etc).	1
Part 2 - Instead it's all been broken promises - none of that happen. The stakeholders need to be engaged or the city will be stuck with an albatross of financial burden with an insufficient tax base. Twinning Dugald and Plessis are not in the city plans for decades - yet every single resident in this future development will need to leave the community to work via the road network (which cannot support this level of population growth) or via public transit (which is nearly non-existent for the community and will need extensive investment to support the density being proposed). Supporting urban sprawl like this will just add strain to city finances that are at the brink of collapse without double-digit property tax increases. The city needs to focus on getting the density into the areas that already have services that are under utilized and can support population growth without extensive additional investment. Let the city grow from the inside out. Once that is done, then expand.	1

Response	Count
Some Thoughts. After the survey of Open House 3rd Round it is interesting to note that the 15 year freeze was dropped because of strong opposition. But changing from Option B to Option A was not changed even though it was 30 to 5 which also is a overwhelming majority. When we went to the next open house we were told by the consultants that the city told them that they had to go through the centre of the new development for things such as public transport. Some interesting history here in the acreages and public transport. We had school buses here when we moved here 30 years ago. About 20 years ago we were told that the school buses were to going to stop and the city bus would pick up the children instead. Guess what 10 years later they took the city bus away as well. We have not asked for the city bus to come back and are doing quite well without it. So therefore why not have the city bus go down St. Boniface where most of the new people will be close to.#2 and #3 to follow	1
Some Thoughts. After the survey of Open House 3rd Round it is interesting to note that the 15 year freeze was dropped because of strong opposition. But changing from Option B to Option A was not changed even though it was 30 to 5 which also is a overwhelming majority. When we went to the next open house we were told by the consultants that the city told them that they had to go through the centre of the new development for things such as public transport. Some interesting history here in the acreages and public transport. We had school buses here when we moved here 30 years ago. About 20 years ago we were told that the school buses were to going to stop and the city bus would pick up the children instead. Guess what 10 years later they took the city bus away as well. We have not asked for the city bus to come back and are doing quite well without it. So therefore why not have the city bus go down St. Boniface where most of the new people will be close to.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
Stakeholders should not be forced to pay for any improvements or levies as a result of a development they don't want.	1
the Jan 2026 Secondary Plan has not meaningfully changed from the first plan. Impacts raised earlier remain in place for The Acreages. Redevelopment requiring an Outline Plan involving a minimum of 50 contiguous acres prevents realistic redevelopment by owners. Policies for green corridors constrain private land for future public use. Together, these function as a development freeze and constructive expropriation. Costs are "$0" if no rezoning occurs is misleading. The plan establishes ongoing obligations triggered by infrastructure availability: increased frontage taxes, mandatory wastewater connection, septic decommissioning, exposure to LIs, and financially coerced under duress title-registered agreements. These are long-term costs even if no redevelopment occurs. Your approach appears vulnerable to judicial scrutiny. This is private land, not public land.	1
The proposal is quite incomplete and is missing many components required under complete communities direction strategy 2.0. No mention of the status of studies being worked on or underway. So many of the goals required for "New Communities" are completely missing. References to "requirements" like "centralized servicing" does not exist anywhere in CCDS2.0. Inaccurate mapping of existing services. Over-emphasis on developers lands and imposition of unreasonable restrictions on existing property owners. It looks a lot more like prep for a development application than a secondary plan application. I can't imagine what the peer review process is going to look like for you on this. Looking forward to reading the full text and reviewing exhibits once it's submitted to the city. Doesn't look like anyone from the City of Winnipeg beyond the city councillor has even looked at it. Wishing you luck with your application.	1

Response	Count
The survey deadline for the January 2026 information session was only 5 days after the materials were presented. In addition, some of the boards were revised on the day of the deadline. These are two examples of stakeholders not being given enough time to review and respond to materials presented. This same issue occurred at previous open houses despite concerns being raised multiple times. The "freeze" concept presented at the December 2025 open house was removed and replaced with the requirement to have 50 contiguous acres and an outline plan. Although the word "freeze" has been removed, this new requirement is basically a "freeze" by another name. Therefore, I strongly oppose the requirement to have 50 contiguous acres and an outline plan to develop. The terms "contiguous" and "outline plan" were not defined in the boards which left stakeholders left guessing about their implications.	1
The survey responses presented at the January 2026 information session were misleading. The board indicated that approximately 60% of the survey responses noted strong opposition to the "freeze concept" as it applies to the Hamlet and the Acreages. Despite having access to the detailed comments, nothing additional was shared to provide context for the response. In addition, the board also indicated that 65% of respondents did not indicate a preference for the transportation plan. Although respondents may not have chosen Option A or Option B, that doesn't mean they don't have a preference. Again, despite having access to the detailed comments, nothing additional was shared to provide context for the response. The boards were subsequently revised; however, the updated version did not clear up any confusion about the survey responses.	1

APPENDIX F - INFORMATION SESSION: COMMENT SHEET RESULTS

Based on the information reviewed today, please provide your comments:

Answered: 69 Skipped: 0

Response	Count
The transportation plan presented on board 16 does not have any road restrictions or traffic calming measures identified for the intersection of Symington and Esselmont to the North. If this proposed secondary plan moves forward, there needs to be road restrictions and traffic calming measures at this intersection, or no traffic should be permitted to turn onto Symington North of Esselmont. I fundamentally disagree with South Transcona being designated as a new community. We are an established, mature neighbourhood. Therefore, every effort possible should be made to develop this secondary plan in a manner that respects existing stakeholders. If the East and West developments need to be connected, then it should be around South Transcona via St Boniface Road, not through the middle of it.	1
This development plan is going to screw all The landowners in the area and will only benefit the developers and the city of winnipeg. A beautiful community will be destroyed for greed.	1
Why are the developers not looking at the entire precinct when sizing infrastructure such as land drainage ponds. They only are looking at what their needs are to service their areas and a very small portion of the acreage areas south of Esselmont - but they completely ignore the needs for the acreage areas north of Esselmont. They are required within the secondary plan to provide for planning for the full range of municipal services for the entire precinct - but they have not adequately engaged with stakeholders to even understand what the property owners within the area want. It has always been the cycle of -> present proposal w/o adequate stakeholder engagement and put several antagonizing ideas (regional nature park/15 year freeze/50 acres to develop) which generally anger existing property owners. It should go back to the drawing board to finish the work of completing proposed plans for the rest of the area. The selfishness and bias are clear-MORE STAKEHOLDER ENGAGEMENT REQ'D	1

Response	Count
You folks just continue to be tone deaf when it comes to anything outside of the large developers lands. The secondary plan, as described in the zoning bylaw in the very first page should "promote orderly and thoughtful development of real property and development in the city". Your only interest as demonstrated in the plans is the developers lands, parks within the non-developer lands and pretty much nothing else. You provide false or incomplete information regarding existing services (sewer lines mysteriously missing from "existing services" for example). You don't include critical enabling studies for development in the acreages (land drainage and retention) and want to put restrictions that continue to stunt any development (min 50 acres? So 10 property owners have to get together?). Nobody other than the developers should have to pay the cost of the secondary plan costs incurred to date as it only represents their views. And less than a week for feedback - brutal.	1

MRA planning + development

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FEBRUARY 2026

Appendix E

RAG Invitation

M Richard
& Associates Ltd.

200 – 55 Donald St
Winnipeg, MB R3C 1L8
Ph: 204-202-7672 | info@mrichard.ca
www.mrichardassociates.ca

Dear South Transcona Resident,

We are taking this opportunity to write to you, on behalf of Councillor Wyatt Transcona Ward, to invite you to participate on a Residents Advisory Group that is being organized for the purpose of writing the Plan for South Transcona.**

This initiative will involve the future planning of South Transcona and will consider such matters as the location of future collector streets, commercial areas, residential areas, parks and natural areas, school sites, to name a few examples of the work and planning involved.

Your involvement in South Transcona and Transcona in general, including your long history of being a resident of South Transcona, is why Councillor Wyatt has asked us to reach out to you for your assistance in this important project.

It is important for you to know that you will be playing a direct role in the formulation of this plan. Therefore, the time commitment is expected to require approximately twelve to twenty four (12-24) meetings in two phases:
First Phase Spring 2024: 6- 12 meetings (approx.) coordinated with the group
Second Phase Fall 2024: 6- 12 meetings (approx.) coordinated with the group

In between these two sets of meetings Councillor Wyatt has asked that we hold a Public Open House to get feedback from the general Public on what the Committee is doing so that we know we are on the right track and can make any changes that we hear from the Public that should be included. At this point we anticipate two Public Open Houses, one after the First Phase meetings and one after the Second Phase meetings.

Your Group will be supported by the City of Winnipeg in terms of a representative from each City Department, including Planning, Public Works, Water and Waste, Transit, Community Services (regarding the Community Club), Parks and City Naturalists, providing input for Advisory Group meetings. This is the request we have made of the City. This Planning Exercise will be paid by Developers in the area. These Developers will also be in attendance along with us, the consultants.

However, Councillor Wyatt has insisted that it is the Resident Advisory Group that will shape the Plan with the cooperation, input, and support of all the parties involved.

Please confirm your interest in being a member of this committee by contacting the undersigned at the email address or phone number below.

Thank you and we look forward to hearing from you.

Kate Moir, MEM Director of Planning, M Richard & Associates Ltd.
Email: kate@mrichard.ca Phone: (431)-362-1731

**The City of Winnipeg Council has final authority regarding all planning document approvals.

IMPORTANT NOTICE TO RESIDENTS OF SOUTH TRANSCONA

YOUR PARTICIPATION IS REQUESTED

On behalf of Councillor Wyatt, Transcona Ward, you are invited to participate on a Residents Advisory Group that is being organized for the purpose of writing the future Plan for South Transcona.

This plan will involve future development of the urban cross section (similar to Transcona proper) and will consider such matters as location of future collector streets, commercial areas, and parks and natural areas to name a few.

If interested please submit a copy of your resume and a cover letter describing why you would like to be on the Residents Advisory Group to McGowan Russell Group at info@mcgowanrussell.com by April 10, 2024.

The first meeting of this committee will be April 22, 2024.

Appendix F

RAG Materials

South Transcona Precinct S Secondary Plan – Meeting #1 Agenda

1. Introductions
2. Vote on Agenda
3. Words from Councillor Wyatt
4. Members personal expectations of the process
5. High level principles
6. Member Binders
7. STSP-RAG Member Role and Responsibilities

South Transcona Precinct S Secondary Plan

Resident Advisory Group (RAG) Meeting #1 May 2, 2024

1. Introductions

- MRA – Michelle Richard and Kate Moir
- MRG – Jackie Wilkie and Susan Russell
- STSP-RAG members – Jared Clarke, Fred Horbaty, Frankie De Marchi, William Andrushko, Jonathan Allard, Louise Hedman, Ian Laker
- Councillor - Russ Wyatt.
- Developers - Jas Kalar & Michael Golden
- Regrets – Johnanne Drabchuk and Candy Cherewayko

2. Vote on Agenda

Councillor Wyatt will chair the meetings. Please advise his office in advance if you have anything to add or change in the future.

3. Words from Councillor Wyatt

- The goal is to have a plan that this group can support collectively that will reflect the values, views and history of the area. The green city movement looked at how people should live more in touch with environment and each other.
- The plan should preserve natural areas, greenspace, making it possible to adapt challenges facing them with new sources of energy, etc.
- This is a joint cooperative with the City and two area developers that are funding the process. Result will be a By-law that will be enshrined by Council of what this area will look like. This advisory group will guide the By-law. Planner to be here so they can support the By-law.
- Province will also be involved.
- Councillor Rollings will also be invited to the process to witness grassroot planning.
- The larger community will be engaged at least 2x. This residents group will work on key principals that will be presented to the larger community for feedback in a Charette/Workshop format.
- Want the residents to feel empowered in this process.

4. Members personal expectations of the process

- It is important to have conversations with people here that have history.
- Hopefully developers open to suggestions and not disregard what people suggest. Not just highest profit design.
- Collaborative and listen to the area and to build a legacy.
- Work together to establish something we can all be proud of.

- Understanding how Secondary Plans implement existing homeowners for servicing/etc. Acreages are enjoyed and need to find a middle ground.
- Look back 25 years from now and be proud of this process.
- Golf course – if the new development affects them, it might be ideal to have a representative from the golfers.
- A balanced community with recreation and complete community. Spaces for faith, family, friends, etc. Seeking a balance. If high level objective is a positive community, then our discussions outside this room is discussed in a positive light. An open process working together by discussing challenges in the room face to face vs. outside the room.

5. High level principles

To be sent prior to next meeting for review and discussion at the meeting.

6. Member Binders

- All documents will be printed, hole punched, and distributed at each meeting.
- Information will be emailed in advance of each meeting for review.
- Decided on an operating agreement instead of an NDA.

7. STSP-RAG Member Role and Responsibilities

Review and bring back thoughts next meeting. At the end of the day everyone is here with different histories, demographics, etc. Not an elected or appointed body and not representing anyone else but yourself.

8. Upcoming Meetings

- Democratic process where everyone will sign off on the schedule at the next meeting with any changes to the schedule agreed upon at subsequent meetings.
- Looking at about a one-year process with no summer meetings or over Christmas.
- In person is preferred. Zoom isn't the same but if needed will accommodate.
- Would like a photo of the group next time.

STSP-RAG MEETING 2 AGENDA

Acknowledgement:

We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda.

2) Review of Minutes of May 2nd, 2024, meeting.

3) RAG Rules

4) Review and adopt schedule of future STSP-RAG meeting dates.

5) Review and adopt date for Proposed Open House

6) Review Guiding 'Key Principles'

7) Charette Exercise (Kate)

South Transcona Precinct S Secondary Plan – Meeting #2

June 6, 2024

Regrets – Louise, Candy, and Fred

1. Vote on Agenda

1.5 Will – Wanted to ensure transparency as he works with Mr. Golden and lives on property owned by Mr. Golden. However, his role her is to represent himself as a resident of the area, not Mr. Golden.

2. Review minutes of May 2nd meeting
    a. Small changes -Rollins and Golf course to be consulted.
    b. No representative from Buhler, still looking for one
    c. Have Minutes with a) b) c) etc. not bullets moving forward
3. RAG Rules (draft)
    a. Action – to take back and review before next meeting for voting.
4. Review and adopt schedule for future meetings – would like it to be bi-weekly.
    a. Action - Consulting team to revise.
    b. June 19 – Review story boards for Open House, Consulting team to make edits for the June 26th Open House
    c. June 26 – Open house on process, plan, who, what.
5. Review and adopt date for proposed open house
    a. June 26 – Confirmed by group, Canad Inns would work.
    b. Action – Consulting team to book. Russ to provide comments on invite by Monday June 10 so Consulting team can mail out so residents have at least one week notice. Two weeks was decided as too much notice and people would forget. Use South Transcona Group social media group to notify their neighbours.
6. Review guiding principles
    a. Letter them and have them on a story board for future meeting to discuss.
    b. Discussion – to consider the balance between home ownership and rent.
7. Background material
    a. Presentation by Frankie on history of living in the area. Appendices to minutes.
8. Charette Exercise
    a. Poster and map given out
    b. Action – Group to bring back their vision / ideas to June 19th, 2024 meeting to present.
9. Next Agenda
    a. Approve schedule of meetings
    b. Presentation of RAG individual vision for the area
    c. Review and provide comments of the story boards for Open House

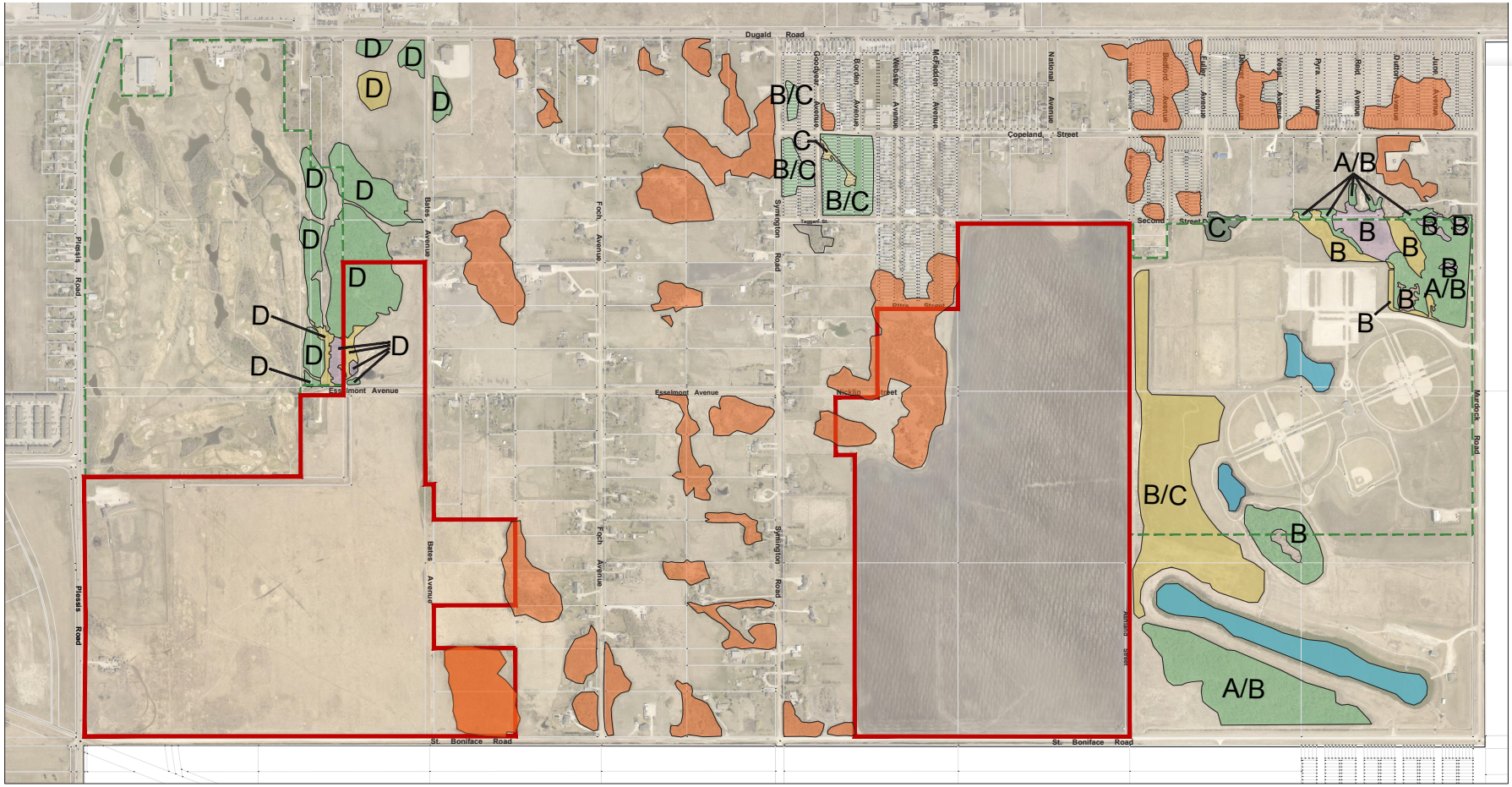
WHAT DO YOU WANT TO SEE?

HOUSING

PARKS & GREENSPACES

RETAIL

COMMUNITY SPACES



SOUTH TRANSCONA NATURAL AREAS PLAN

APRIL 30, 2024
SCALE 1:4000

0 25 50 100 200 400m

NORTH

HABITAT CATEGORIES

- ASPEN FOREST
- PRAIRIE GRASSLAND
- WETLAND
- RIVER BOTTOM FOREST
- POND
- AREAS TO BE CLASSIFIED WITH DEVELOPMENT

HABITAT CLASS LEGEND

CLASS [A/B]	A PLANT COMMUNITY REFLECTING THE NATURAL HERITAGE WITH LITTLE TO NO DISTURBANCE, FEW WEED SPECIES, AND SHOULD BE PRESERVED
CLASS [B/C]	GOOD CHARACTERISTICS WITH LITTLE TO MODERATE DISTURBANCE AND SHOULD BE CONSIDERED FOR PRESERVATION AND POSSIBLY NATURALIZATION
CLASS [C] & [D]	TO ONLY BE CONSIDERED FOR PRESERVATION BASED ON OTHER FACTORS THAN THE NATURAL HERITAGE ASSESSMENT

OPEN SPACE LEGEND

MAJOR PUBLIC OPEN SPACE

SEE "COMPLETE COMMUNITIES 2.0: AN OURWINNIPEG DIRECTION STRATEGY", PAGE 120

South Transcona Precinct S Secondary Plan –
Draft Role and Responsibility of STSP-RAG.

Role:
The South Transcona Secondary Plan – Resident Advisory Group's (STSP-RAG) role is to provide input and advice to the Project Team to guide the South Transcona Secondary Plan process. Although this group does not have formal authority to make decisions, they can make recommendations and provide feedback on materials to the Project Team to ensure the events and published documents are as informative and effective as possible.

You have been selected based on you being representative of the neighbourhood. All communication to the broader neighbourhood will be via the STSP-RAG chair, Councillor Wyatt.

Responsibility:

The STSP-RAG is expected to:

- attend group meetings.
- come to each meeting prepared, having reviewed minutes of last meeting and at home reading materials.
- provide input in a transparent and respectful manner, with an open mind to hear the views of other group members.
- review and assess draft engagement materials.
- provide recommendations and additional information as needed.
- monitor and evaluate with the project team throughout the project.
- shaping the plan in collaboration with the RPP Planning Consultant, Area Councillor, and the City.
- maintain group confidentiality.
- NDA

It is anticipated that STSP-RAG members will attend the public sessions, workshops, and open houses. The tentative engagement schedule will be reviewed at the first STSP-RAG Meeting. If you are unable to attend a meeting, please provide 5 business days notice. Attendance will be recorded at all meetings.

The Project Team is expected to provide about 1 week notice prior to any meeting, an agenda prior to the meetings, and work with the STSP-RAG to schedule meetings that work for the majority. As the consultants, we will also provide light refreshments at the meetings, minutes within 5 business days to the Group, and provide meeting accommodations.

STSP-RAG MEETING 3 AGENDA

Acknowledgement:

We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda

2) Review of Minutes of June 6, 2024, meeting

3) RAG Rules review, amend and adopt

4) Review, amend and adopt schedule of future STSP-RAG meeting dates

5) Review Guiding 'Key Principles'

6) Review, amend and adopt story boards for Open House

7) Presentations of Charette by RAG members

DRAFT STSP-RAG MEETING 3 MINUTES
June 19, 2024

Attendance:
RAG Members - Ron and Johanne, Louise, William, Fred, Michael, Councillor Wyatt
MRA - Michelle, Ian, Kate
MRG- Susan, Jackie
Regrets: Jas, Candy, Jonathan, Jared, Frankie

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda

Moved by Louise, Seconded by Michael. Carried.

2) Review of Minutes of June 6, 2024, meeting

Moved by Johanne, Seconded by William. Carried.

3) RAG Rules review, amend and adopt

Amendments –

a. Committee members required to disclosure of any conflict (direct or perceived conflict) with the developers, consultants, or for personal gain, etc.
b. Quorum of members
c. Must live in the planning area

To be discussed at next meeting in the fall.

4) Review, amend and adopt schedule of future STSP-RAG meeting dates

Reduced scale based on discussion last meeting.
Moved by Louise, Seconded William. Carried.

5) Review Guiding 'Key Principles'

Not an exhaustive list. These are preliminary to start the conversation. Subject to updates based on public input and as the process unfolds.
Moved by Johanne, Seconded by Louise. Carried.

6) Review, amend and adopt story boards for Open House
    a. Add treaty acknowledgement.
    b. Clearly state this process is being funded by two identified developers, but the volunteer RAG is helping shape the form of development for this area. Council makes the overall decision.
    c. Alphabetize the RAG members.
    d. Add Slide on purpose / mandate of RAG. Volunteers…

e. Add board on Thank You from City to RAG for the commitment being made and time dedicated to this project.
f. Principles Slides 2-3 boards (categorize it environmental, land use, community development, etc.)
g. Clarify with precinct plan on secondary plan slide.
h. Additional studies may be recommended by RAG.
i. City will do Cost Benefit Study (make note of it).
j. Make lists easier to read.
k. Add target dates for upcoming meetings on next steps so people can anticipate the length of the process.
l. ADD slide of connectivity to other parts of Winnipeg (context map) with existing services 10 minute drive.
m. Replace landowners to residents on the slides.
n. Add website link with QR code on final slide.
o. Survey –
    i. How important is _____ (working off principles / concepts) with not important to very important. Add space for "additional comments".
    ii. How do you want us to communicate in the future (email)
    iii. Optional – Address, Name, etc. Useful because if we have questions or need additional input we can reach out.

7) Presentations by RAG members on their vision

FOR PRIVATE DEVELOPERS LAND

a. Central gathering space with a "stage", trees, market tents (permanent or temporary).
b. Farmers market like Pine Ridge Hallow.
c. Condos or retail gathering the central space
d. Daycare in both spaces
e. Single family, or buffer bordering any neighbouring properties that are already single family
f. Calming / Traffic Circles that are big enough for trucks/semis/transit
g. Cul-de-sacs
h. Townhouses mixed in to neighbourhoods
i. Line up road with southern edge of Golf Course with Esselmont
j. Fire Hall
k. Parks and pathways connecting
l. Continue existing land use trend where possible (e.g. larger lots along lots where existing)
m. Greenspace adjacent to existing greenspace

BUHLER PARK

a. Dog Park
b. Market
c. Skating pond

d. Swimming Hole / Splash Pad
e. Walking trails connecting to rest of community
f. Connect to Dugald somehow
g. Better bike path

EXISTING

a. Ditches behind existing 5-acre parcels
b. Concrete/main through for Symington Road
c. Convenience services along main hub (gas station with milk etc, not necessarily Sage Creek)

8) Additional thoughts
    a. Should RM of Springfield be at the table earlier with a potential of a municipal cost benefit agreement opportunity. They are currently number 17 on the schedule.
    b. Call RM Springfield Mayor and Councilor and invite to Open House.
    c. Website – to be updated with presentation and ensure complimentary to the slides.
    d. Open house invite is on South Transcona Group facebook group and South Transcona Community Centre (not on facebook yet).
    e. Transcona Yards Plan
    f. Comment that encourage land uses border.

South Transcona Secondary Plan - Resident Advisory Group (STSP-RAG) AND the 'Key Principles' to facilitate Winnipeg's 21st Century Model Community!

The Goal to make South Transcona a '21st Century Model Community' for Winnipeg, Manitoba, and hopefully Canada.

Rein-visioning the Green Community Model that was first envisioned with the Green City Movement of the 19th Century (Back to the Future)

The Key Principle Points Points, in no particular order:

Zero Emissions—Zero Carbon Footprint

Neighbourhood Residents Association By-Law, a first for Winnipeg to empower and assist community with providing both services and needs (foreseen and unforeseen ex. Pickelball Court development demands, Cricket courts, etc). Option could include outdoor aquatics owned and operated by the community, tied to community club that offers greater amenities, such as small gym, indoor track etc).

Greenspace Corridors and Spaces that PRESERVE and ENHANCE Existing Green Spaces and Natural Areas.

A Zero Waste Management Goal

Provide room/spaces/places and vehicles for Community Gardens and Agricultural Production and connectivity to Food and Locally Grown or Raised Food and Food Sources

Celebrating and Promoting Indigenous Community Ideals - parks, street names, would be the minimum, but to include space and places for cross-cultural learning, education, and events. This would include Spiritual Places.

Make room for Religious and Spiritual Institutions, along with the Health and Mental Health and

Wellness Services and Information. Public Toilets - European model. We Don't need to reinvent the wheel. Just copy.

Live Work and Play - Community that has supportive commercial, office land uses, with a strong mix of residential housing builds.

NGO's (Non-Governmental Organizations), making room for future services to support and promote a healthy community (Ex. Acccessible Health and Mental Health Services

Public Transportation- not just Buses! Provide the Vision for future Rail Link to South Transcona, that would service, in the future, Industrial Park and residential developments in the south and east in the RM of Springfield.

Establish a new Joint City of Winnipeg and Rural Municipality of Springfield Revenue Sharing/Cost Sharing Agreement to facilitate and urban standard for development on surrounding RM lands (RM of Portage/City of Portage model)

Clean Water and Water Management Policy - through design, limiting water run off into sewers, water retention (for both recreation, beauty, and wildlife), Retaining and limiting Water consumption (ex. Requiring Cisterns to hold and reuse runoff water productively).

Land Lease — making homes AFFORDABLE again for Working People and Families.

Not-For-Profit Housing Sector Land and Co-Housing Builds - Providing reasonable land options for this need, as well as other options to encourage said builds.

Maximizing all Government Funds (at Every level) to obtain supports for new Energy Production (solar/wind/geothermal-sell into grid opportunities), Affordable Housing, Green Spaces/Natural Areas, Community Recreation (outdoors and indoor ex Future Community Club, Electric Charging Stations, Accessible Housing and Facilities for all stages of Life and Physical Disabilities (and Others I'm sure I haven't thot of)

A Town Centre Planned Development, modelling the Town Centre Concept created in 'North Transcona' re Ol Downtown Transcona, that will be the 'Hub' of the Development

The Local Economy - Discouraging Non-Winnipeg Based Corporate Business Ownership BY Encouraging and requiring a Percentage Target of all Commercial and Office Land Use to be in and remain in Locally Owned Small Businesses that have the Corporate HQ in Manitoba.

Lobby Government, Provincial, Federal, and Municipal, to create legislation/by-laws to assist with the Model Community creation, along with the need for government funding from existing programs or to lobby for the creation of new programs.

An End to the Second Feudal Society - that Home Ownership is required in 80% of all Housing Types, with a limit of 20% Rental.

Create a Policy Creation Vehicle/Office, with the propose of Implementing the Goals of the South Transcona 21st Century Model Community, that would be mandated to implement the Key Principles. This would be a small staffed office, lean, for promoting, lobbying, securing, attracting, implementing and maintaining the Objectives stated in the Key Principles.

School and School sites should include at least one Elementary School and one Middle School.

Lobby and Attract University and College Institutions to locate in South Transcona. At the minimum to attract a 'Portal' for said Institutions of Higher Learning, on the ground, to be accessible to residents of both Transcona and South Transcona (located in the Town Centre)

Area Charges that offset Losses/Costs to incorporate said plans, for the Private Sector and Local Government.

A new Community Club site, at the heart of the town centre, that would combine with the Neighbourhood Association, to offer a higher level of facilities and services. This must include/should include options for previously mentioned Religious/Spiritual spaces, places and facilities ex. Sweatlodge(s)

A New Strategic Partnership with the Buhler Recreation Park, to align, include and help facilitate and promote some space for many of these Key Principles and Initiatives.

Active Transportation, Green Transportation, and Co-owned Transportation Options, that not only provides for complete physical connectivity, but includes the facilities for such entities located in the community, along with space and ways and means to provide said vehicles.

Do a Review of all new urban initiatives and policies in Scandinavia and Germany, who lead the world still in Urban development, to find the 'Best Practices' (Don't need to reinvent the wheel, just copy)

Pedestrian and Vehicle Safety via Symington/Dugald Intersection Upgrade (with access closed via Dugald for Goodyear, Borden, Webster and McFadden)

South Transcona Precinct S Secondary Plan –
DRAFT RAG RULES

Role:

The South Transcona Secondary Plan – Resident Advisory Group's (STSP-RAG) role is to provide input and advice to the Project Team to guide the South Transcona Secondary Plan process. Although this group does not have formal authority to make decisions, they can make recommendations and provide feedback on materials to the Project Team to ensure the events and published documents are as informative and effective as possible.

You have been selected based on you being representative of the neighbourhood. All communication to the broader neighbourhood will be via the STSP-RAG chair, Councillor Wyatt.

Rules:

- Meetings will be held in person, in the evening, with at least a week's notice. The tentative meeting schedule will be confirmed as a group.
- Agendas will be voted on collectively at the beginning of each meeting.
- Councillor Wyatt will Chair the meetings.
- Minutes – Any recommendation will be voted on as a group. The goal is to reach consensus on decisions. Minutes will be circulated 5 business days before next meeting.
- Discussions outside the STSP-RAG meetings should be framed in a positive light. This is an open process working together with the ability to discuss challenges in the room face to face vs. outside the room.

Responsibility:

The STSP-RAG members are expected to:

- attend group meetings (ideally in person)
- come to each meeting prepared, having reviewed minutes of last meeting and at home reading materials.
- provide input in a transparent and respectful manner, with an open mind to hear the views of other group members.
- review and assess draft engagement materials.
- provide recommendations and additional information as needed.
- monitor and evaluate with the project team throughout the project.
- shaping the plan in collaboration with the RPP Planning Consultant, Area Councillor, and the City.
- maintain group confidentiality.

draft

- speak and be recognized in advance via the Chair. The Chair will keep a speakers list of those wishing to speak.
- RAG members are encouraged to speak with their neighbours in South Transcona to obtain their general thoughts, opinions and desires for the community.
- all RAG members are individuals and do not speak for the collective group
- detailed information should be shared through our Open House process.

The Project Team is expected to:

- provide about 1 week notice prior to any meeting
- provide an agenda at the meetings
- provide minutes 5 days prior to a meeting
- work with the STSP-RAG to schedule meetings that work for the majority
- provide light refreshments at the meetings
- provide accommodations to meet the participants needs throughout the process
- supply printed copies of any documents at the meeting
- respond to inquiries from individual RAG members in a timely manner.

draft

DRAFT STSP-RAG MEETING 4 AGENDA
September 11, 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda

2) Review of Minutes of June 19, 2024, meeting

3) RAG Rules review, amend and adopt (continue from June meeting)

4) Review engagement results from June event

5) Discussion of additional ideas from Workshop Concept Session in June

6) Roads, Sewer and Water preliminary high-level information from Engineers

7) Next steps

DRAFT STSP-RAG MEETING 4 MINUTES
September 11, 2024

Attendance:
RAG Members - Ron and Johanne, Louise, William, Michael, Councillor Wyatt, Brad, Frankie, Jas, Jared
MRA - Kate
MRG- Susan, Jackie
Stantec - Bob
Regrets- Jonathan, Fred

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda - CARRIED

2) Review of Minutes of June 19, 2024, meeting – CARRIED

3) RAG Rules review, amend and adopt (continue from June meeting) - CARRIED

4) Review engagement results from June event - MRA

    a. Well attended open house.
    b. Active transportation, sustainability, parks and recreation, waste and water were all important.
    c. Fear about being forced to hook up to sewer and water, tax credit removed without notice this year. Local Improvements and development implications.
    d. Scale up and away from development.
    e. Safety and security were common discussions in person.

    Next Open house tentatively Nov. 13. The following items were identified for clarification for this upcoming Open House:

    a. Need to discuss what does cultural and economic development mean in future event
    b. Need to break down road infrastructure – existing Dugald and Plessis, as well as proposed into the area. Symington as a through road? Future and Connections, future internal? Esslemont to Plessis?
    c. Next time ask about land drainage specifically
    d. Next time ask how long they have been a resident of the area South Transcona

5) Discussion of additional ideas from Workshop Concept Session in June (will be ongoing for each meeting)

6) Roads preliminary high-level information from Engineers – STANTEC

   a. Two Regional (Arterial) streets – Plessis and Dugald Road – those should be protected but must also provide access to South Transcona and carefully think of access points.
   b. City of Winnipeg is planning/considering twinning Dugald, and what to do with Plessis Road.
   c. Part of that includes where do we suggest access points City standard is usually 800 m between collector road access. For Plessis Road, access across from Camel Sys is being considered for Dugald. Bates is about 800 metres from Plessis, Symington another 800 m.
   d. Collector streets and connection to them. Must consider transit, active transportation, and community connectivity. People want to get from where they are living to where they work, the local store, services, and main roads. Collector Road locations are typically ½ mile (800 metres) from arterial.
   e. Distribution for new residents – majority will want to go west or north (Dugald / Plessis) and small portion south Plessis and East to Perimeter Highway. Distribution is primarily based on access to work and regional shopping.
   f. Need critical mass to support transit, unless transit services is a policy direction by the City. Council approved Transit Master Plan – identifies on demand service for South Transcona until housing density warrants greater service.
      i. Standard vehicle trips per day for a single family home is 9.5 trips per unit.
      ii. Multi-family varies from 5-7 trips per day per unit.
      iii. Transit – will be on demand.
   g. Secondary Plan needs to be mindful of key arterial roads, connection to Dugald, Plessis, Murdoch, etc
   h. What do you want to see collector streets like? Sage Creek narrow at intersections with parking lanes and bus stops outside of travel lane? Standard City streets?
   i. 3.5 metre for active transportation paths (bicycle, walking, etc.) better than sidewalk. Line for wheels versus walking.

7) Next Meeting date – September 25, 2024 at 6 pm here for golf course and water ski park.

DRAFT STSP-RAG MEETING 5 AGENDA
September 25, 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda

2) Review of Minutes of Sept 11, 2024, meeting

3) Discussion of additional ideas from Workshop Concept Session (ongoing)

4) Water and waste discussion with engineer

5) Open House November 13 save the date

6) Next meeting October 9, 2024 at 6pm at South Transcona Community Center. Light dinner provided.

DRAFT STSP-RAG MEETING 5 MINUTES
September 25, 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

Present – Jared, Louise, Johnanne and Ron, Ian, William, Councillor Wyatt, Kate (MRA), Jackie (MRG), Susan (MRG), and Dan (Stantec). Michael and Jas on Zoom.
Regrets – Frankie, Fred, and Johnathan.

1) Adoption of Meeting Agenda
    a. Moved by Johnanne, CARRIED

2) Review of Minutes of Sept 11, 2024, meeting

    a. Moved by Jared, CARRIED

3) STSP-RAG Policy Decisions from previous meeting

    a. PRESENTED by Councillor Wyatt (see draft attached)

4) Discussion of additional ideas from Charette (ongoing)
    a. Jared went to Europe this summer and noticed a hub like feel. Hamlet could be a hub, with a proposed greenspace in both Michael and Jas' properties as a heart of the new neighbourhoods. A mix of high, medium, estate and low density. Estate neighbourhoods to transition from current acreages to new development. Condo corps closer to golf course. Neighbourhood commercial for milk and gas.
    b. ACTION - Invite Manitoba Waterski, Buhler Park and Golf Course for October 23, 2024 meeting

5) Water and waste discussion with engineer (Stantec)
    a. Private consultant that has been hired by developers and will have to submit plan to be approved by the City
    b. Trunk wastewater sewer (sanitary)
        i. up Foch to Dugald Road to pick up two new developments up. Pipe would be sized to pick up the entire area along Esslemont to connect the new development up. Would be developed in the ditches. Bates would be left alone until owners wanted to develop unless that is chosen instead of Esslemont. Discussion on which street minimizes or impacts the least number of residents.

ii. Another proposal is St. Boniface for East West. Question is depth and logistics.
iii. City prefers it to be along a right-of-way to access and maintain.
iv. Connection for current landowners would have to connect within 10 years (Provincial requirement). Look at which road would have least impact on residents. Could ask property owners who would prefer to connect and choose that way.
v. Plessis does not have capacity to connect into but can be investigated.
vi. Hamlet currently has sewer.
vii. Group recommendation is - Michael's direct to Plessis, Jas to Dugald so least impact to Residents. In future Local Improvement.

c. Water – pipe must loop. Ravenhurst with fire hydrants. There is water along Plessis already to Camille Sys. Through Michaels and Jas' with two roads through Hamlet and new right-of-way to minimize forced connection. Must connect to Dugald, and from Engineering perspective Esslemont would make most sense. Also need to look at what makes the most sense for everyone to be most logical and affordable.
d. Cost implications - Water is less expensive to install versus sanitary sewer. You can drill it 150 metres but will have to open to connect house. Coring dig and trench with auger for sanitary only 15 metres which is ideal for roads, driveways, significant trees, etc.
e. Land Drainage – Has reviewed information from City online everything Symington is running Esslemont (same as Foch).
    i. There is a highpoint north Esslemont. Blue line is buried pipe. Ultimate plan when development happens is pond on Jas, with connecting pipe along Esslemont. Michael's land has a pond that also connected. Pipe would be sized to handle the flow from all the land from north and south at current development. Future development will require a pond.
    ii. St Boniface drainage park is to be pumped to Dugald Ditch which causes problems. Need to plan two back-to-back 25-year storms (within 24 hours between storms). Like 2011 storms. City wants to avoid pump system at all costs as issues, want more gravity system.
    iii. Question - could you connect/flow into floodway system? Would have to be up and over. It is outside City system so a lot of permissions would be required (RM of Springfield, Province, Train, etc.)
    iv. Lake Shirley is still the plan and not being touched. Look into if Lake Shirley could be expanded as an option but one issue would be 2100 diameter from Michael's land to Lake Shirley. Could investigate a split system with Jas into Lake Shirley, and Michael's into the other system. Most likely have to pump regardless. 1989 Land Drainage study. 1 lake inside Hamlet, redirecting all land to hamlet with overland drainage can't go into Hamlet. Rest of system would be

accommodated by the other 4 lakes (Lake Shirley and the other three). Pan Am games being the inspiration for this.

v. Won't know size of ponds/lakes for new development until run numbers. The bigger the pond the less land for development. Also, need houses around the lake potentially higher so require more fill. Could make multiple retention ponds so instead of two large ponds could make smaller ones. Massive pond isn't ideal as can cause waves. 28 metres wide is the minimum based on 2.5 metres deep. 6 metre flat bottom and then slopes.
vi. Dry ponds – trouble is pipe is below surface and if not deep enough because of conflicts with sewer and water. Wet ponds the lines are deep enough so no conflict at connections. Usually try to put ponds central.
vii. IDEA - Parklike system in middle of the new developments – with "canal system" through development east west between two developments.
viii. 1-acre for tank, 2-acre for field typically. But no more fields in the area permitted. Question – When was the last time the City looked at Local Improvement (LI) for amortization that is more reasonable (35 years) to make it easier for people to afford it. City can get a better rate than resident. Put it on the taxes so if property is sold.
ix. Water table is high – issues with spruce trees, wet grass, frost boils, etc.
x. Rough cost per linear foot (landowner cost) https://legacy.winnipeg.ca/publicworks/permitsApprovals/localImprovements/feeSchedule.stm

f. ACTION – MRG/MRA a simple table for costs for standards water, sewer, road paving, etc.
g. **ACTION – MRG/MRA to confirm or if through a new right-of-way at the rear of properties if required and timeline for water and sewer.**
h. **ACTION – MRG to send an email to Land Development Branch about Local Improvement amortization process. Can it be amended**
i. **RESEARCH- What mechanisms are out there like Lake Shirley to accommodate future development not just Jas and Michaels? Typically, 4% of water level of the total land for development as starting point plus side slopes. So about 5% for pond and impoundment. Cost to develop a pond?**
j. **RESEARCH- Is there ability to tie into parks and recreation? Usually, 8% land and 2% cost.**
k. **RESEARCH- Is there funding mechanisms to make servicing more practical for landowners?**
l. **RESEARCH – Chip sealing from before? Copeland? Hamlet?**

6) Next meeting is on Parks. Dylan from Planning is coming next week. Rob and Evan from long range planning. Open House November 13 save the date.

7) Next meeting October 9, 2024, at 6pm at South Transcona Community Center. Light dinner provided.

The Major Streets Policy Resolution for South Transcona

Whereas the South Transcona Secondary Plan Resident Advisory Group (STSP-RAG) heard from a streets engineer at our last meeting on September 11th, 2024, whereas advise was given in terms of the regional roads, collector roads and transit including rapid transit, therefore be it resolved that the STSP-RAG made the following decisions:

a) That Plessis Road and Dugald Road will be the regional roads primarily serving the community and designated as such, that:
    i. and that a major east west collector will be identified in the plan and for working purposes will be Esselmont Ave.
    ii. and that the main north south collector for the collector will be designated in the plan as Symington Road.
    iii. and that the next major collection road if a south and east of the planned shall be Murdock Road existing Right of way
b) To limit through traffic in the existing hamlet of South Transcona collector roads will not dissect the hamlet other that for Symington Road that will be there for access to the regional road of Dugald, and to all the side streets Goodyear, Webster, Bedford, McFadden and Fuller will be disconnected at Dugald road and Taggart will be disconnected at Symington road, with the main access being out to Copeland road as the main connector.
c) And that it will be recognized that existing landscaping steps will be taken to save all trees along these areas.
d) St. Boniface road will be decommissioned wherever possible however will be set aside as a primary right of way to active transit and in the future for rapid transit. With key nodes connected in the area as needed.

DRAFT STSP-RAG MEETING 6 AGENDA
October 23, 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda

2) Review of Minutes of September 25, 2024, meeting

3) STSP-RAG Policy Decisions from previous meeting

4) Discussion of additional ideas from Design Charette (June) (ongoing)

5) Presentation by City on Long Term Park and Recreation Needs and Active Transportation, Natural Corridors and Biodiversity, and City's Master Greenspace Plan

6) Discuss Open House November 13 Draft material

7) Next meeting October 23, 2024 at 6pm at South Transcona Community Center. Light dinner provided.

South Transcona Precinct 'S' Secondary Plan
Residents Advisor Group – Meeting #6
Minutes

October 23, 2024

Regrets: None

In attendance: R. Wyatt (Chair), J. Drabchuk, R. Drabchuk, l. Hedman, F. De Marchi, F. Horbaty, J. Allard, J. Clarke, W. Andushko, I. Laker, M. Golden, J. Kalar, M. Richard, I. Dyck, J. Wilkie

Presenters:
Stephanie Whitehouse – Senior Urban Designer – Park Planning, City of Winnipeg
Dylan Chyz-Lund – Area Planner, City of Winnipeg

1. Vote on Agenda
    - Prior to acceptance of the agenda F. De Marchi noted that he wanted a change to the land acknowledgment and to have this as a motion. This was reviewed and is to be on the agenda for the next meeting. The proposed change for review by all is to add "and the Roman Catholic Mission Properties" after Metis Nation.
    - Agenda approved. Fr. De Marchi abstained from the vote.
    - Next Meeting Date: Meeting #7 Confirmed for November 6.

2. Meeting #5 Minutes Review
    - The information on the existing drainage and proposed drainage lines from meeting #4 were discussed for those not present. The information on the direction for drainage strategies is provided in the presentation notes from that meeting.
    - Further discussion on the cost of connection to infrastructure were discussed following adoption of the minutes.
    - No other discussion on previous minutes.
    - Minutes adopted.

3. Major Streets Policy Resolution discussion
    - The proposed policy resolution was presented by the Councillor for discussion with the committee.
    - Concerns with the clause on decommissioning St. Boniface Road was expressed by J. Clarke and L. Hedman as this would impede connection to the south.
    - The Councillor asked if a traffic study was being undertaken and if a separate one would be desirable for the RAG to fund. The traffic consultants are working on a

traffic study for the Secondary Plan, but they require input on housing densities and land uses to fully develop the study.

- Action Item: Land use scenarios and/or high-level land use policies to be prepared by consultants (MRA/MRG) and sent to engineers for review

- Generally the committee requested additional time to review and this will be discussed further at the next meeting.
- Action Item: Bring the Major Street Policy Resolution to the next meeting for further discussion.

4. Discussion On Costs Of Infrastructure / Servicing
    - From the two previous presentations concerns were brought up on the cost to the individual landowner for connection of their existing property to City services.
    - The idea that infrastructure costs should not burden residents was discussed with the potential of increasing density in the two areas to offset the cost of the pipes and connection so individuals would not have to pay. J Kalar noted that this would mean that high rise construction (over 15 storeys) would be required with high density to allow for this. As this was not desired by the community it would not be likely that increased density would accommodate the cost of the pipe.

    Councillor suggested a motion to explore:

    a. Review of infrastructure servicing in development agreements.
    b. Provincial legislation amendment on requirement to connect to services where a lot has a developed road and utilities.
    c. Land drainage issues and where the drainage goes (e.g., Seine River, who maintains? The City? Pumping vs gravity).
    d. Financial impacts for sewer and water lines for large-lot properties outside of main developers' land (i.e. acreages forced to hookup to new lines and foot the bill for frontage).

5. Parks and Green Space Presentation by Stephanie Whitehouse
    - The presentation explained all the policy documents that direct the development of parks and what is required in new developments for park areas.
    - A copy of the presentation was provided to all members of the committee
        - Councillor will fund printing hard copies of OurWinnipeg, Complete Communities 2.0n the Parks Strategy, Ecologically Significant Natural Lands

Strategy and Policy, and the Pedestrian Greenway Strategy for each RAG member.

6. RAG Questions on Parks and Green Space

- What is included on the Natural Areas Map?
    - Represents city-owned land and land owned by Michael and Jas.
    - Other private holdings not included yet and would require owner approval for the City to enter and evaluate natural areas.
- Discussion over 600m walking distance to parks
    - The existing large lots are not within 600m of any park. The new developments will need to address this with the location of parks in the development.
    - The new developments will be required to provide green space in addition to the community centre that exists in the Hamlet.
- Question on a regional park for the East Side of the City
    - Councillor: is there an opportunity to amend consultant's contract for the Parks Master Plan to pursue a regional park in the southeast?
    - Stephanie: The green space strategy can recommend distribution of green space to enhance region's biodiversity connectivity necessarily amending strategy
    - For the Secondary Plan, where does South Transcona already meet current Green Space Plan objectives? And can we fix any current problems with Secondary Plan?
        - Jackie: STSP can address City policies and goals while satisfying residents desire for parks.
    - Buhler Recreation Park is considered a regional recreation park not just a regional park. Assiniboine Park is a City Park, Kildonan Park is a regional park, and Kilcona Park is a regional park. However Kilcona does not serve the community in the same way that Kildonan Park does.
    - In the past regional parks were developed outside the City before the Unicity.
- Discussion on what constitutes "equitable" and "quality" green spaces and the significance of 1,000 acres.
    - Stephanie explained that the green space plan emerged from historical lobbying efforts and amalgamation of the City which had the goal to add 1,000 acres of parkland.

- Question about requirement for 10% of land in South Transcona to be dedicated to parks when whole area is considered a sensitive ecological area.
    - Councillor: Expropriation and land swaps can be considered to provide parks while limiting deforestation by landowners. However, this can be problematic and spur landowners to remove natural areas.
    - Councillor: Density and development can help – land swaps to provide new parks, tax receipt, etc
        - Existing City policies do not limit private property owners from cutting trees. This would need to be examined at Council.
    - Councillor: climate change and global extinction event will have impact on South Transcona's future generations, maintaining biodiverse land needed now.
    - Who determined "at-risk species"?
        - Stephanie: federal government
        - Parks and green space plan may give the City more protection authority when complete and adopted.
    - Councillor: Is there need for Ecologically Significant Natural Land Assessment?
        - This has already been done on City land and the developers lands. It can be done in other lands with the landowners written approval.
- Question about the status of Buhler Park and Golf Course
    - What is Buhler Recreation Park designated? regional park-sport, owned by the City and managed by a private group. This allows for the maintenance to occur at the frequency required for play fields which the City cannot do.
    - Discussion about redesignating it as a regional park and reviewing the terms of its lease.
    - The two large park-like lands, should be inventoried and potential future uses explored? What happens to golf course members if golf course is redeveloped? Can the land have multiple uses?
    - Concern about committing resources to a regional park when the local area has unresolved issues. These need to be reviewed and addressed in the STSP.

7. Next Meeting

    - No new presenters next meeting to focus on policy areas for discussion.
    - Three policy areas for discussion:
        1. Major Streets Policy Resolution.
        2. Drainage and Infrastructure.
        3. Parks and Green Space.

8. Open House Discussion

    - The open house material is not ready.
    - It would be better to wait until policies are finalized for presentation.

9. Meeting Dates

    - Next meeting confirmed for November 6.
    - Agenda from 13th moved to 20th
    - Rescheduled Open House from November 27th to a later date.
    - Proposal to offer remote meeting access, with a preference for Teams or Zoom over phone calls.

DRAFT STSP-RAG MEETING 7 AGENDA
November 6, 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation.

1) Adoption of Meeting Agenda

2) Review of Minutes of October 23, meeting

3) Discussion of land acknowledgement

4) STSP-RAG Policy Discussion Points from previous meeting

    a. Servicing
    b. Major Streets
    c. Parks

5) Discussion of additional ideas from Design Charette (June) (ongoing)

6) Updated Schedule

7) Next meeting November 20th at South Transcona Community Center. Light dinner provided.

South Transcona Precinct 'S' Secondary Plan
Residents Advisor Group – Meeting #7
Minutes

November 6, 2024

Regrets: I. Laker, F. Horbaty, J. Clarke, K. Moir, J. Wilkie, S. Russell

In attendance: R. Wyatt (Chair), J. Drabchuk, R. Drabchuk, L. Hedman, F. De Marchi, J. Allard, W. Andrushko, M. Golden, J. Kalar, M. Richard, I. Dyck, B. Salyn.

Presenters: None

1. **Vote on Agenda**

- Amendment to Meeting 7 Agenda:
  - Order of policy area discussion as follows:
    1. Major Streets Policy Resolution.
    2. Drainage and Infrastructure.
    3. Parks and Green Space.

2. **Meeting #6 Minutes Review**

- W. Andrushko's name corrected.

3. **Land Acknowledgment Discussion**

- Voted to include "and the Roman Catholic Mission Properties" after Metis Nation.
- All in favour, none opposed.
- Passed

4. **Policy Discussion Review (Major Streets)**

- Consent given to share information from tonight's meeting with project engineers.
  - Engineers will provide a table of analysis on opportunities and constraints for different scenarios.
  - Instructions to engineers: focus on the path of least resistance (fewest impacted residents).

4a. Discussion on identifying Major Roads

- Plessis and Dugald identified as major regional streets servicing the area.
- F. De Marchi raised concerns about the need for upgrades to Dugald Rd. and whether engineers have assessed this. He mentioned that in Minnesota, public works evaluates access and capacity before building permits.
- Councillor raised the question of how to fund major infrastructure/roads, and when?
  - J. Allard questioned if the City would conduct a traffic study.
  - M. Richard noted that RAG discussions would push the City to consider upgrades.
  - Councillor explained that regional streets not funded by the Province, but require City funding.
- Consultants to liaise with engineers on:

  i. Identifying needed upgrades
  ii. Funding mechanisms for upgrades
  iii. Timing/phasing of upgrades
  iv. Plessis Rd: Confirm expressway standard vs regional streets standard
  v. Dugald Rd: Confirm expressway standard vs regional streets standard
  vi. Request studies on regional context (i.e. Plessis and Dugald are boundary roads and directly impacted by growth and development in the surrounding municipalities)
  vii. Request in writing from the Province (MTI) consideration of implications of land use decisions outside the City (i.e. the implications it has on City regional infrastructure, the approvals of those land use decisions and the relation to the funding of regional road upgrades in the city, and expressways in the City)

4b. Discussion on identifying major collectors

- Proposed major collectors: Esslemont, Bates, Foch, St. Boniface.
  - Councillor noted Buhler Park's location complicates Murdoch as a connection.
    - Copeland should be considered. Should Murdoch be considered as regional street?
    - F. De Marchi: traffic flow too large on Copeland after initial Buhler Park creation. Voiced concern as a resident, traffic problems and resident's access on Copeland could become worse than when Buhler was created.
  - F. De Marchi questioned homeowner responsibility for road upgrades.
    - Councillor stated collectors are typically funded by developers.

- Councillor proposed collectors be four-lane and funded by area charges.

    - J. Kalar mentioned connection points and traffic volume are key factors in identifying upgrades to collectors. As road infrastructure upgrades won't be necessary at the start, upgrades to 4-lane standard should be considered at the time of building permits that necessitate improvements.
        - M. Richard suggested engineers analyze based on density.
    - J. Kalar: Also need to consider current road width may not be wide enough to accommodate new collector width standard. Discussion with engineers should identify path of least resistance (least impact to current residents), explore options
        - Councillor: must consider City's power of expropriation for expanding rights-of-way.
- Councillor: standard of active transportation (AT) should be applied to road upgrades
    - Identify AT network design and connections to outside network (e.g. St. Boniface, North Kildonan, west to Fermor, Lagimodiere,)
    - L. Herdman: to a high standard as other modern developments
- Councillor: consider Internal traffic circulations vs. traffic lights
    - Engineers will have to determine ideal intersection design and infrastructure

4c. Discussion on regional context with adjacent RM of Springfield Lands

- L. Hedman raised concerns about increased traffic from new housing developments in Springfield impacting South Transcona.
    - Councillor suggested facilitating collaboration with RM of Springfield and Province.
- What is the intent of RM to develop lands adjacent to South Transcona?
    - Councillor: Do we want to consider proposing City annexation of RM of Springfield lands? Model of Hannover and Steinbach.
    - F. De Marchi: Requested consultants review any prior City approaches to Springfield for potential annexation.
- Discussion on regulating through-traffic to prevent impacts on South Transcona.
    - If Springfield develops residential, what are the options to regulate traffic to ensure South Transcona area does not become a cut-through?
        - Decommissioning St. Boniface Rd connections would need to be considered
    - J. Kalar: road networks should buffer trucks from residential traffic, given adjacent industrial areas.
    - Councilor: Secondary Plan should restrict traffic volumes to funnel traffic by either existing roads such as Murdoch and St. Boniface Rd, or new north-south, east-west arteries within the RM

- J. Kalar: better chance of getting Provincial funding when road projects are shared between Municipalities
- Councillor requested the RM of Springfield's Land Use Plan.

4d. Discussion on rapid transit connections

- Currently, no connection to rapid transit line in ST
- Secondary Plan development should explore transit options
- At the very least, City should secure rights-of way for future development

5. Policy Discussion Review (Servicing)

- Servicing defined as drainage, water, and sewer infrastructure.

5a. Discussion on legal requirement for residents to connect to municipal services

- M. Richard: Legal requirement for existing neighbourhoods to connect to services come from Provincial Regulation (not legislation):

> **"*Requirement to connect to new wastewater collection system***
>
> ***8.1(1)*** *If a wastewater collection system is installed in an area not previously serviced by a wastewater collection system, an owner of land in that area must:*
>
> - *connect his or her wastewater sources to the wastewater collection system; and*
> - *take any onsite wastewater management system or privy located on the land out of service and decommission it;*
> - *the passing of a period of 10 years from the day the wastewater collection system was installed; or*
> - *the transfer or subdivision of the land, other than a transfer or subdivision exempted under section 8.2.1*."

- Councillor proposed seeking a legal interpretation for potential exemptions.

5b. Discussion on existing pipe infrastructure and its capacity.

- M. Golden: Size of pipe infrastructure large enough to service new development. Water goes down Plessis, sewer down Dugald, based on capacity.
  - F. De Marchi raised concerns about limited sanitary sewer capacity.
  - Councillor suggested an area charge to developers to support infrastructure development
  - J. Kalar: Existing infrastructure not to capacity. Engineers will have to look at road width capacity to determine ideal location to locate pipes

- Action item: Research history of resident charges for infrastructure improvements (2 charges: regional charge, frontage charge)

- Councillor: Does Provincial Regulation and City levies pertain to frontage or flankage?
    - Pursue option of assemble residents' land on flankage to extend servicing infrastructure.
    - J. Kalar: Intent is to avoid existing residents paying for services they already have, avoiding frontage charges

6. Next Meeting (November 20th) discussion points:

- Combine land drainage with parks discussion
- Charrette design sharing
- Parks and lakes
- Homeowners Association policies

DRAFT STSP-RAG MEETING 8 AGENDA
December 11 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of Minutes of November 6 meeting

3) STSP-RAG Policy Discussion Points from previous meeting

    a. Land drainage with parks discussion
    b. Parks and Environmentally Sensitive Lands policies
    c. Homeowner Association Policies

4) Discussion of additional ideas from Design Charette (June) (ongoing)

5) Update from consultants on action items

6) Next meeting January 8 at South Transcona Community Center at 6 pm. Light dinner provided.

DRAFT STSP-RAG MEETING 8 MINUTES
December 11 2024

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Regrets: J. Allard, I. Laker, J. Drabchuk, R. Drabchuk, M. Richard, R. Wyatt (Chair), B. Salyn

In attendance: L. Hedman, F. DeMarchi, W. Andrushko, F. Horbaty, J. Clarke, M. Golden, J. Kalar, I. Dyck, K. Moir, J. Wilkie, S. Russell

1) Adoption of Meeting Agenda
    a. Did not adopt or conduct as official meeting as Councillor R. Wyatt was not present.

2) Review of Minutes of November 6 meeting
    a. L. Hedman's name corrected.
    b. Correct 5b from road width to road right of ways.

3) STSP-RAG Policy Discussion Points from previous meeting
    a. Land drainage with parks discussion
    b. Parks and Environmentally Sensitive Lands policies
        i. Centralized parks
            1. F. De Marchi concerned about park maintenance.
            2. J. Kalar – smaller parks is a maintenance burden.
            3. J. Clarke – Distance to park depends on what is there. Access to greenspace 600 metre from home is City Standard versus regional park.
            4. F. DeMarchi – Anytime new development dedication for greenspace (land or cash) and school dedication. This is contentious issue already.
        ii. Buhler Park
            1. Potential as a regional park?
                a. Could be used year-round i.e. skating rink
                b. Operate like Assiniboine Park Conservancy
                c. Depends on lease agreement
        iii. Retention Ponds and pathways
            1. F. Horbaty – South Transcona could be like Sage Creek, parks pathways centred around retention ponds/lakes
            2. J. Clarke – Creating community hub feel important for community

3. F. DeMarchi – what is safety standard for paths near ponds? – 12.8m from normal water level.

c. Major Streets Policy Discussion

i. F. Horbaty - Question about ROWs.
ii. F. De Marchi - St Boniface road connectivity should consider access to highway for ease of access.
    a. J. Kalar: Keeping St. Boniface Rd opens it to truck traffic for industrial land nearby. New east-west collector thru centre will balance traffic, ensure efficient residential traffic flow. Better to deal with one municipality than two. Consider keeping portions of St. B Rd open.
    b. F. Demarchi - Drainage needs to consider impact as well for this area, more culvert restrictions impacts the residents and area.
    c. Roads must be closed with permission of the municipality it is within
    d. Ditch is owned by the City of Winnipeg.
    e. Create buffers with St Boniface Rd is important and can be done through this plan.
iii. Land purchase or expropriation will be necessary for road expansion as major thoroughfare.
iv. City owns a swath of land from Camille Sys Road for future improvements.
v. Engineer will determine where lights would go and subject to City approval.
vi. L. Hedman – How much parking will be provided considering transit?
    a. Development will necessitate transit coming in, reducing need for parking. But parking will be provided depending on scale/type of residential development.

TO DO – Have engineer explain roads connections to other major roadways such as Chief Peguis.

4) Discussion of additional ideas or questions from RAG (ongoing)

a. Vice Chair for future in case Chair is away.
b. Can't increase water in the ditches. Would need retention ponds. 50% minimum as parks and rest as houses around the ponds is City wishes.
c. 30 minute walk before in town would be 4 parks in the community (swings, slides, etc)
d. Central area – would be 400 metres from everyone for park

5) Update from consultants on action items
    a. Roads Classification matters – to come with table at next meeting in January.

b. Will continue to invite City Planners and RM Springfield to meetings.

6) Next meeting January 8 at South Transcona Community Center at 6 pm. Light dinner provided.

DRAFT STSP-RAG MEETING 9 AGENDA
January 8, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of unofficial “minutes” from December 11 meeting

3) Review updated schedule of meetings

4) STSP-RAG Policy Discussion Points from previous meeting

    a. Land drainage with parks discussion
    b. Parks and Environmentally Sensitive Lands policies
    c. Homeowner Association Policies

5) Presentation on major streets, servicing, and park policies

6) Discussion of additional ideas from Design Charette (June) (ongoing)

7) Update from consultants on action items

8) Next meeting optional workshop January 15 at South Transcona Community Center at 6 pm. Light dinner provided.

DRAFT STSP-RAG MEETING 9 Minutes
January 8, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
R. Wyatt, R. Drabchuk, F. Horbaty, J. Allard, J. Clarke, W. Andrushko, K. Moir, I. Dyck, J. Kalar, M. Golden

Regrets:
J. Drabchuk, F. De Marchi, I. Laker, L. Hedman, M. Richard, J. Wilkie, S. Russell

1) Adoption of Meeting Agenda – Moved by Jared, Carried.

2) Review of unofficial "minutes" from December 11 meeting – Moved William. Carried.

3) Review updated schedule of meetings – more nights is harder with kids, longer meetings might be ok.

    a. MRA will send email to RAG to gauge interest in Jan 15 open meeting
    b. Potential 30-minute open time before meeting

4) STSP-RAG Policy Discussion Points from previous meeting

    a. Land drainage with parks discussion - payback system and what land will not be developed. Wondering if the City could tackle retention ponds on their land. Question: What is the market value of land in this scenario if the retention ponds and parks are not on the developers' land. R. Wyatt mentioned TIF (25 year) for land not being used/developed – knowing the value of housing would be increased being along a retention pond. Could be an option to tie into a linear park system.

    POLICY – Support land exchange between developers in order to maximize undevelopable land that is not forested or eco-sensitive for drainage purposes in order to maximize land for development.

    ESSLEMONT major roadway active transportation Trail/Pathway as part of acquiring the land necessary for buffers needed for pathway**.**

South Transcona Regional Park Assembly Account. **Connect with Active Transportation with Area Charge within development to build regional park and connect with Terracon land.**

LDR – Land dedication reserve (10%) under dedicated by developers to create cash in lieu for the fund.

City owned land to become available for development and put money towards parks and open space and drainage, etc. **"Land exchange" for those lands owned by city that are not natural/ecological/sensitive.**

Challenge Province for Provincial Park.

F. Horbaty - Typically, regional parks are around something (Assiniboine, etc) – so what is the draw/justification?
R. Wyatt - Eco-park, urban farming aspect (horses, chicken, etc), active park with pickleball, basketball, etc. Assiniboine Forrest is a regional park. Springfield Park part of the City? Annexation or servicing agreement through tax sharing agreement. This would allow the RM of Springfield servicing but then has impacts on drainage, cost sharing, etc. Metropolitan Regional Plan.

POLICY – Encourage the consideration of tax-sharing and service-sharing agreements between the City of Winnipeg and the RM of Springfield for the creation of a regional park.

b. Parks and Environmentally Sensitive Lands policies – 10% and regional park; **TO DO – work with City on what they would like to see saved. Non-linear park method and financial mechanisms to protect areas of focus.**

Regional Park – Buhler Park as a potential site for the community center. Needs another road access (options for this along Murdoch). If they were to be tied into J. Kalar's lands, could be part of a financial trade to help Buhler but allow J. Kalar to meet park dedication. Owned/leased by the City.

Protecting the forested lands through Jas and Michaels land is ideal but maybe not possible.

POLICY – Retain forested areas in developers' land.

Maximize low-hanging fruits of City-owned natural areas to maximize greenspace in the community.

Regional park finance mechanism at line budget item.

Regional Park may not have to be connected but have a linear path between.

TO DO – Look at other municipal lands and policies and how did they maintain 1000 acres of forested areas. Blumberg in the City of Winnipeg, etc.

Policy – Tax receipt for the donation of natural areas in order to protect. Buhler can also issue receipts for donations of land or cash to expand their park network.

c. Homeowner Association Policies
R. Wyatt - City would have to enact a by-law to allow HOA for community pool/clubhouse, more flower beds, amenities, etc. Money controlled by neighbourhood and stays out of City budget. Goal is to empower neighbourhood by providing money they can take action without the City having to take from the general budget. Calgary has a few very successful.

TO DO – Research how HOA operate in other jurisdictions share how it was done. Ex. Mahogany Homeowners Association - Calgary

RAG wouldn't like the requirement of how your house looks like, how many cars in your driveway, etc.

PDO – urban design guidelines (which is different than regulations) Sometimes there can be a development scheme registered on title for new developments. Ex. Wildwood.

Want to avoid cookie cutter development.

Policy – Encourage diversity of style and material of housing to retain character.

5) Presentation on major streets, servicing, and park policies

Request: MAP of Roads (Stantec Table) and label; recommendations of where land acquisition is necessary.

6) Discussion of additional ideas from Design Charette (June) (ongoing)

a. Geothermal – aquifer supports this – best aquifer in the Province. Friesen driller engineer consults and could present on that. Makes sense for multi-family and commercial. Linear vs. deep (Best option here with strategic wells).
b. Urban Farms

c. Off-grid energy – Manitoba Hydro/Gas – any dividend and what is the movement towards this.

POLICY – Encourage the use of alternative sources of energy (and possible revenue generation to feed back into the Plan Area) with new developments.

QUESTION – Tax credit /Incentives for multi-family and commercial development that install solar or geothermal.

TO DO – Reach out to Efficiency Manitoba (Colleen) and Friesen Drillers.

TO DO – Map of roads by engineer on roads and recommendations for path of least resistance.

TO DO – Information from City Parks to do Environmentally Sensitive Areas.

7) Update from consultants on action items

TO DO – Who owns ditch along St Boniface in writing.

TO DO – Follow up with Springfield about their plans south of St Boniface.

8) Next meeting optional workshop on January 15 at South Transcona Community Center at 6 pm. Ron, Fred, Russ will be here.

DRAFT STSP-RAG MEETING 10 AGENDA
January 29, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of minutes January 8 meeting

3) Round table discussion for those that attend option meeting #10 January 15

4) STSP-RAG Policy Discussion Points for Open House

    a. Stantec proposal on servicing and roads
    b. MRG on draft maps of character areas
    c. MRA on draft policies for transportation, parks and open space, natural areas, and servicing.

5) Presentation on major streets, servicing, and park policies

6) Discussion of additional ideas from Design Charette (June) (ongoing)

7) Update from consultants on action items

8) Next meeting February 5th at South Transcona Community Center at 6 pm. Light dinner provided. Agenda is to review materials for Open House February 19

DRAFT STSP-RAG MEETING 11 AGENDA
February 5, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of minutes January 8 meeting

3) Round table discussion for those that attended optional meeting #10 January 15

4) STSP-RAG Policy Discussion Points

    a. Stantec proposal on servicing and roads
    b. MRG on draft maps of character areas
    c. MRA on draft policies for transportation, parks and open space, natural areas, and servicing.

5) Presentation on major streets, servicing, and park policies

6) Discussion of additional ideas from Design Charette (June) (ongoing)

7) Update from consultants on action items

8) Next meeting February 19 th at South Transcona Community Center at 6 pm (doors open at 530 pm for informal discussion). Light dinner provided.

STSP-RAG MEETING 11 MINUTES
February 5, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on treaty one territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Regrets: F. DeMarchi

In attendance: R. Wyatt (Chair), I. Laker, J. Drabchuk, R. Drabchuk, L. Hedman, W. Andrushko, J. Clarke, F. Horbaty, J. Allard, M. Golden, J. Kalar, I. Dyck, J. Wilkie, M. Richard, R. Kurylko, M. Hearson.

1) Adopt amended agenda for tonight's meeting

   Moved. Carried.

2) Review of January 8 Minutes

   Moved. Carried

3) Update on consultants on action items

   a) Tax sharing agreements w/ RM of Springfield: Meeting planned with RM of Springfield planner.

   b) Non-linear park: Parks is aware, conversations underway. Meeting with S. Whitehouse, long-range planners

   c) Retain forested land: Conversations underway with same group as above, as well as urban forestry. Part of environmental assessment areas. **Other examples from other jurisdictions?**

   d) Homeowners Association: Begun drafting potential Goals and Objectives for a HOA. **To do: Draft by-law to attach to plan**

   e) Maintain architectural character: Integrated as part of draft secondary plan

   f) Alternative sources of energy: Integrated into plan. Initial conversations on what geo-thermal could look like. Hydro not on board YET. Plan would entail using public lands to do wells and pipes, pumping stations. Need to provide more detail about densities,

etc before modelling can take place (Ed Lorens, Efficiency Manitoba) – proposal to get funding for study underway.

g) Parks & ESL: Formal letter required from RAG to legally allow study on private property. Check with City on wildlife as part of assessment. Canopy preservation, species identification, health assessment. Could notify public at open house

Draft motion to request ESL assessment from RAG to allow City to enter lands to assess natural areas and trees to identify lands to potentially be saved as per the work of this committee – does not involve any other projects of the City, nor assess improvements (structures) upon the land. Not involving land assembly, simply identify lands that should be preserved.

Motion to approve. Carried.

h) Who owns the ditch along St Boniface Rd? **– in writing**

i) What is intent of RM of Springfield to do with lands south of plan area?

j) Ready to share plan vision, goal, objectives of STSP at next RAG meeting – Michelle

4) Presentation on Road Assessment Plan

a) R. Kurylko presents Road Plan

Existing Arterial Street – Plessis RD and Dugald RD
Future Arterial Street – St. Boniface RD into Murdock RD, Symington RD from Dugald RD to St. Boniface RD
Collector – Bates Avenue, Esselmont Avenue and Rennie Avenue
Minor Collector – Copeland Street to Murdock RD
Future Connection to the proposed Community Centre and Murdock RD

Shapes are representational – not exact. Roads can be realigned, not necessarily straight through forested lands, avoid awkward parcels.

b) Rennie: One house may need to be acquired to widen ROW

c) Request to get overlay of map with residencies, natural lands

d) Impact on estate lots – requirement to hook up to services

TO DO: Look into exemption to existing estates to exceed 10-year requirement

e) Close intersection of St. Boniface Rd and Foch, St. Boniface and Plessis. J. Clarke: Better to keep Foch open to access school buses until area develops? Signal may be needed at Foch @ Esselmont. Diamond needed on map at Symington @ Dugald. Close little roads access onto Dugald. Traffic lights require lowering speed limit to 60.

f) City wants Symington to be used as arterial to connect to RM of Springfield land. Councillor: Why should we pay for arterial road upgrades for RM of Springfield? Arterial upgrades subject to revenue sharing agreement with RM.

g) Request to switch symbology to clarify existing vs proposed road classification. Existing as solid. Future as dashed line. Potential dotted line for future road connections, internal road system (J. Kalar's land). Remove arterial lines from plan into separate plan, subject to re

h) Transportation Motion updates

That streets be designed to reflect a clear hierarchy based upon the following:
Collector Streets – Bates Avenue, Esselmont Avenue, and Rennie Avenue connecting through the new developments.
Minor Collectors – Symington Road from Copeland Street to Dugald Road, Copeland Street to Murdock Road, and a connection to a future Community Centre and Murdock Road through the new development.

That the surrounding streets are boundary roads and regional streets that are to have provision to be designed as arterial roads. This includes:

Dugald Road as an existing arterial. Plessis Road as an existing arterial. Murdock Road as an existing boundary road that is to have provision to be an arterial road. St. Boniface Road from Bates Avenue to Murdock Road as an existing boundary road that is to have provision to be an arterial road connecting to the Collector Street and Plessis Road.

That intersections for local roads be closed at existing arterial roads to improve safety on Dugald Road and Plessis Road. This includes: St. Boniface Road, Foch Avenue, Goodyear Avenue, Borden Avenue, Webster Avenue, McFadden Avenue and Fuller Avenue.

Vote in favour of draft road plan updates. Carried. Moved.

5) Next meeting date

   RAG meeting next Tuesday, February 11

   Maps updated; motion updated.

   Open house on track for March 5.

STSP-RAG MEETING 12 AGENDA
February 11, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of February 5 Meeting Minutes

3) Update on STSP Transportation Motion, Road Plan

4) Presentation and discussion on Draft STSP Vision, Goals, Objectives (MRA)

5) Presentation and discussion on Development Densities and Parks

6) Update from consultants on action items

7) Discussion of additional ideas from Design Charette (June) (ongoing)

8) Next meeting February 19th at South Transcona Community Center at 6 pm (doors open at 5:30 pm for informal discussion). Light dinner provided.

DRAFT STSP-RAG MEETING 12 Notes
February 11, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
R. Drabchuk, F. Horbaty, J. Allard, J. Clarke, W. Andrushko, K. Moir, I. Dyck, J. Wilkie, S. Russell, J. Drabchuk, I. Laker

Regrets:
R. Wyatt, F. De Marchi, L. Hedman, M. Richard, J. Kalar, M. Golden

1) Review agenda for today

2) Review of minutes February 5, 2025

3) Update on STSP Transportation Motion / Road Plan

    a. Localized improvements – new road, sewer, water, etc. would be costly for those with large lot frontage if they decide to develop their property. Development agreement parameters that the City chooses when you make an application.
    b. Collector roads are 800 metres long with access points. Will start with Plessis and Rennie and then work toward the center (Bates or Symington)
    c. To do – Invite Dan Mages to an upcoming meeting to discuss potential collectors with sewer and water and land drainage, and discuss local road to arterial for secondary access.
    d. To do – add land drainage along collector roads on maps
    e. Advocated with the City for 28 metres for those not divided, and 24 metres for those that are divided (from 20 metres that exist right now).
    f. Reviewed motions – spell out any acronyms, add descriptions, and grammar
    g. Motion 6- collector discussion (Foch and Rennie versus Bates, Symington and Rennie). Would impact the school though and move road improvements from Bates to Foch residents.
    h. Edit Motion #12 to be clearer. “Those intersections for local roads to be closed or right in right out to improve safety on Dugald Road and Plessis Road. This includes…”
    i. Add NEW motion #13 and renumber accordingly – Minimize local road connections along collectors to maximize traffic flow to avoid excessive stop signs.

j. Add motion #14 – Local roads designed to accommodate emergency vehicles.
k. Renumber 13 to 15…
l. Bus – On demand to start, then neighbourhood bus, then to express bus on arterial street.

4) Servicing Discussion

   a. The wastewater-required connection doesn't make sense for those that have the capacity and significant life left of their septic field/systems (10 years to connect)
   b. Costing along the road and then connection to house. The developer will typically do curb stop and line.
   c. Cost for servicing can change based on a number of units – but for a 330 ft wide lot (pavement as well) with 10 years to install, but no follow-up unless the homeowner is not complying with it. $16.10/ft per year for 20 years [e.g. $106,000 for 330 feet (City charge)] which includes taxes and amortization. Pipe to hook up to your house from the road is an anticipated $4,000-$5,000. Decommissioning of septic field and tank as well.

5) Presentation and discussion on development densities and parks – moved to next week. Add potential to landscaping / parks – Landscaping of roundabouts and meridians to be native species or natural landscaping to minimize maintenance and maximize aesthetics.

6) Update from consultants on action items

   a. Motion February 11, 2025, for Public Works Naturalists – add clarification about photos and ensure clarity on the permission process.

7) Next meeting February 19th at 6 pm (doors open at 530 pm) to discuss open house

   a. TO DO- Invite to Open House March
   b. TO DO- Draft material for Open House (Survey and Boards) for review
   c. TO DO – Contact schools to discuss land needs (MRG)
   d. TO DO – New tabs for Meetings 11-20 for binders (MRA)

   Potentially add on a February 26th meeting at 6 pm to finalize Open House material

   March 2025, Open House from 6-8 pm come and go; at Canad Inns like last time, no presentation. This meeting will be a hybrid model with an online survey and recording of the boards for those who don't attend in person. The focus will be on the roads, servicing, and parks.

STSP-RAG MEETING 13 AGENDA
February 19, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of February 11 Meeting Discussion Notes and Motions

3) Presentation and discussion on Development Densities and Parks

4) Review material for Open House March

5) Update from consultants on action items

6) Next meeting

STSP-RAG MEETING 13 MINUTES
February 19, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
R. Drabchuk, F. Horbaty, J. Allard, J. Clarke, W. Andrushko, K. Moir, I. Dyck, J. Wilkie, J. Drabchuk, L. Hedman, J. Kalar, M. Golden, R. Wyatt

Regrets:
F. De Marchi, M. Richard,I . Laker, S. Russell

1) Adoption of Meeting Agenda

    a. Moved Jared. Carried.

2) Review Minutes February 5 – Edit. Fred was not in attendance so add to regrets

    a. Moved William. Carried.

3) Review of February 11 Meeting Discussion Notes and Motions

    a. Moved Jared. Carried.
    b. Review map of road – Springfield

4) Presentation and discussion on Development Densities and Parks

    a. For future meeting.

5) Review material for Open House March 12 or 13?
    a. New Board - Existing Plan with road system (internal with arterial) and classification include ROW that are undeveloped.
    b. New Board – Existing Regional System
    c. New Board – Future Regional System (Plessis and Dugald Road)
    d. New Board – New Collectors 28 metres (100 feet)
        - Costs to be shared with RM of Springfield.
    e. New board - Arterial Roads proposed
    f. New Board – New Minor Collectors / local road system
    g. ALL together On Plan –
        - Road closure with new symbol – undeveloped local ROWs to be closed at time of land use changes.
        - Fuller road – does extend south of Copeland.
        - Bulb at end of Webster and McFadden
        - Change colours of minor collector and future so it stands out for minor collectors with new symbol to differentiate existing upgrade

to minor collector vs. future …
    - Symington Road – is so far into the future beyond Jas and Michaels land, etc.
    - Do not show servicing roads – gets muddy for plans.
    - Proposed road between the Bates and Foch move.
h. Servicing follows the road plan for the most part – To have a map for next time.
i. Policy / Motion
    - undeveloped local ROWs to be closed at time of land use changes.
    - Arterial roads to be shared cost with RM of Springfield for improvements.
    - Wyatt requested a letter as part of this Bylaw that City of Winnipeg writes a letter to RM of Springfield and Province that no significant development occur south of South Transcona without proper servicing / fire protection to address.
j. General discussion on maps –
    - Address south of St Boniface impacts onto Symington and Foch – Engineers from City are pushing the collectors up Symington etc. north versus Major Collector through development. Make RM connect to City not vice versa and takes people East so people won't use South Transcona as a through road from RM of Springfield. Perhaps close south of Symington? Just have to be cognizant of emergency access and egress. Or Could show Symington as a one way southbound.
    - Timing of roads key – e.g. When first Esslemont and then St Boniface built close Foch or Symington to restrict development for them if they wanted. Or timing based on bringing in new collector street east-west.
    - X amount of lots created to spur twinning of Dugald and Plessis.
    - Map to show gradient of typology / storeys growing up away from the central estates/current residents.
    - Along major corridors and on developers land have high density and mixed use.
    - Landowner information meetings to discuss their area together of what they want to do or they have to get together to do a secondary plan amendment.
    - R. Wyatt requested map broken up into blocks and have each group meet and make decision as what they want.
    - J. Kalar – another option is leave Central acreages as is.

6) Update from consultants on action items
    a. Question - Who is going to pay for this all and mechanism. Should be added as a future meeting agenda / discussion. Will require timing for parks and roads though before that.
    b. To do – Wyatt recommends consultants to look at what Terracon did that was just being approved / appealed to Municipal Board as idea.
    c. To do – Letter to landowners requesting permission to do assessment.

7) Next meeting – February 26, 2025 at 6 p.m.
    a. Confirm roads and servicing maps
    b. Parks and land use plan discussion together
        - Definitions of the central acreages – what does it look like and acreage

Proposed Revised DRAFT MOTIONS – South Transcona Transportation Network

On [Date], the South Transcona Residents Advisory Group (RAG) concurred in the recommendation from the South Transcona Secondary Plan Consulting Team and confirmed the following:

1. That the City of Winnipeg designated South Transcona as a New Community in the City's Official Development Plan, Our Winnipeg, and directed the development of a Secondary Plan to guide future growth and change of South Transcona.
2. That the Secondary Plan will be adopted as a City of Winnipeg By-Law and will apply to the entire South Transcona area being approximately 1313 acres, as defined in Appendix A.
3. That the Plan will acknowledge that South Transcona is unique in that it includes an existing neighbourhood defined by large lot estates and a small urban node called The Hamlet that includes a broad array of residencies developed along several streets in a grid pattern. The large estate area and the Hamlet are flanked by major undeveloped parcels of land that are to be developed as mixed-use (predominately residential with some neighbourhood commercial) new neighbourhoods that will be developed to an urban standard as defined by the City of Winnipeg (water, wastewater, land drainage and urban rights-of-way [ROW]).
4. That the Plan consider the need to establish a new multi-modal urban transportation system (bus, bike, walk, truck, car) to serve the area by improving roadways that service existing neighbourhood areas and new urban development while minimizing impact on the existing large lot properties and The Hamlet.
5. That the new transportation system provides a compact, well-connected street, Active Transportation, and pedestrian network through new rights of way and the logical extension and improvement of existing rights of way.
6. That streets be designed to reflect a clear hierarchy based upon the following:
   Collector Streets – Bates Avenue (? Foch as an alternative?), Esselmont Avenue, and Rennie Avenue connecting through the new developments.
   Minor Collectors – Symington Road from Copeland Street to Dugald Road, Copeland Street to Murdock Road, and a connection to a future Community Centre and Murdock Road through the new development.
7. Provision for an arterial road connection from St. Boniface Road to Dugald Road is to be considered along Symington Road.
8. That the surrounding streets are boundary roads and regional streets that are to have provision to be designed as arterial roads. This includes:
   Dugald Road as an existing arterial.
   Plessis Road as an existing arterial.

Murdock Road as an existing boundary road that is to have provision to be an arterial road.

St. Boniface Road from Bates Avenue to Murdock Road as an existing boundary road that is to have provision to be an arterial road connecting to the Collector Street and Plessis Road.

9. That sidewalks and linear pathways be used to provide connections to schools, recreation facilities, parks, community centres, the hamlet area, and new development areas.
10. That collector roads be designed to accommodate transit stops.
11. That arterial roads be designed to accommodated rapid transit.
12. That intersections for local roads be closed at existing arterial roads to improve safety on Dugald Road and Plessis Road. This includes: St. Boniface Road, Foch Avenue, Goodyear Avenue, Borden Avenue, Webster Avenue, McFadden Avenue and Fuller Avenue.
13. No future local road connections will be encouraged along Arterial or Collector Roads in order to maximize efficiency and safety of traffic flow. Right in and right out only for those that remain open to ensure safety and efficiency of traffic flow along Arterial Roads
14. Proposed local roads should be designed to support emergency services.
15. Minimize local road connections along collectors to maximize traffic flow to avoid excessive stop signs.
16. That the South Transcona Secondary Plan Consulting Team be directed to engage with the City of Winnipeg to advance the road network design in accordance with the proposed Precinct Road Plan attached as Appendix B and the Arterial Road Plan attached as Appendix C.

STSP-RAG MEETING 14 AGENDA
February 26, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of February 19 Meeting Discussion Notes and Motions

3) Confirm roads based on revisions

4) Presentation and discussion on servicing routes

5) Update from consultants on action items

6) Next meeting March 6 at 6 pm

STSP-RAG MEETING 14 Minutes
February 26, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
R. Drabchuk, J. Drabchuk, , I. Laker, F. De Marchi, L. Hedman, J. Allard, K. Moir, J. Wilkie, S. RussellM. Golden, M. Richard, F. Horbaty,

Regrets:
J. Kalar, W. Andrushko, I. Dyck, J. Clarke, R. Wyatt

1) Adoption of Meeting Agenda 635 pm start.

2) Review of February 19 Meeting Discussion Notes. Motion -Louise and Michael. Carried.

3) Confirm roads based on revisions:

    a. Review revised plan.

        i. Want a green community – not pavement and want to slow traffic down. Keep traffic at 50 km/hr. Pulling AT pathway off the roadway to reduce the width for roads to protect trees.

        ii. E.g. to the back of lots on the East but would require property.

        iii. E.g On the west side there is a pathway through the trees but clips the edge of private property.

        iv. Ensure roadway is able to accommodate buses.

        v. Parking on one side of road only

    b. 4 Lanes down Bates.

    c. Removal of trees.
    d. **Amend #6 to refer to Schedule A Attached and plan as drawn for adoption next meeting.**

4) Presentation and discussion on servicing routes

    a. Review draft plan prepared and presented by MRG with potential options. Engineering will need to review and make an and/or decision to minimize land impacted. Two separate pipes. No new drainage lines into Dugald.

They will go to Plessis.

b. Discussion about ditches on both sides of property – and to maintain natural drainage where possible.

c. If you are subdividing the City can require what they need for the road, servicing easements, etc. If there is not enough width for ROW for the road improvements, then the City can expropriate.

5) Land Density and Designations

a. RAG feels strongly about protecting the larger lots with central acreages where they exist and then scale development away from the central acreages.
b. Flexibility with the borders of colours allow landowners. They still have to go through rezoning of the property to align with the Secondary Plan.
c. Look at the north portion along Bates for mixed use and scale of the area.

6) Update from consultants on action items
   a. To Do – Ian to bring click connect for wireless.
   b. TO DO – MRG to bring drawings for other areas of City for examples for RAG.
   c. TO DO – MRG to make sharepoint with all the files in one space.
   d. To do – MRG to look into venue for April 15 for open house as April 16 is Jets last home game.

7) Next meeting March 5 at 6 pm
   U shape near tv next meeting.
   a. Draft letter of permission for entering property (City of Winnipeg) for Public Works Naturalists
   b. Draft revised transportation motions to adopt with transportation map
   c. Draft servicing concept map with draft motions to review and discuss
   d. Draft densities and land use map with draft motions to review and discuss
   e. Draft parks and draft motions to review and discuss

STSP-RAG MEETING 15 AGENDA
March 4, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of February 26 Meeting Discussion Notes and Motions

3) Draft letter of permission for entering property (City of Winnipeg) for Public Works Naturalists

4) Draft revised transportation motions to adopt with transportation map

5) Draft servicing concept map with draft motions to review and discuss

6) Draft densities and land use map with draft motions to review and discuss

7) Draft parks and draft motions to review and discuss

8) Update from consultants on action items

9) Next meeting March 12 at 6 pm

STSP-RAG MEETING 15 Minutes
March 4, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
R. Drabchuk, J. Drabchuk, , I. Laker, F. De Marchi, F. Horbaty, M. Golden, J. Kalar, K. Moir, J. Wilkie, I. Dyck, S. Russell, R. Wyatt.

Regrets:
L. Hedman, J. Allard, W. Andrushko, J. Clarke, M. Richard,

1) Adoption of Meeting Agenda

   Moved by Michael. Carried.

2) Review of February 26 Meeting Discussion Notes

   Moved by Ron. Carried.

3) Draft letter of permission for entering property (City of Winnipeg) for Public Works Naturalists

   Drop Russ' name

   Not an "assessment" – implies taxes. Say "inventory"

   Add paragraph 2: City of Winnipeg has already conducted such an inventory on the City-owned lands in South Transcona, as well as on lands that are privately owned where permission for conducting said inventory/survey had previously been suggested.

   IN NO WAY DOES THIS IMPACT YOUR TAX ASSESSMENT PRESENTLY MADE ON OR FOR YOUR LAND INCLUDING BUILDINGS

   FURTHERMORE, INDIVIDUALS CONDUCTING SURVEY WILL HAVE PROPER IDENTIFICATION. YOU WILL BE PROVIDED WITH ADVANCED NOTICE PRIOR TO VISITATION BY CITY STAFF

   "public" works

   Add phone number and/or email

Can tenants give consent? Only owner can

What is justification? Will owners be entitled to receive results of information gathered – “you will have a right to receive copy of data gained about you property upon complete of work”. Purpose is to preserve natural lands wherever possible*

*this has been directed by the RAG and more information supplied at future open houses

Sign off to keep record

4) Draft revised transportation motions to adopt with transportation map

Existing roads:

Add hamlet streets, undeveloped future road on (Bedford? Fuller?). Colour change. Remove utility layer. Copeland and fuller layer

Arterial Road Plan:

Existing and Proposed arterial -> future arterial from Springfield jointly funded upgrade. Swap presentation order, begin with all, then collectors, then arterial – easier for residents to understand.

All Roads:

Add “proposed”
F. De Marchi: Will collectors add water? Impact on ditches coming down Copeland? Will there be ditches? R. Wyatt: add asterisk that road will have to accommodate its own drainage. J. Wilkie: no ditches, LDS.

J. Kalar: are we forcing existing residents to pay by upgrading their roads? F. DeMarchi: more properties affected west than east. R. Wyatt: Costs to owners only when land is subdivided (ie. Copeland). Want to avoid area charge and make city pay for sections of roadway (upon completion of…). We can argue tax revenue from development can finance road improvement.

J. Kalar: how to indicate phasing? Don’t want to confuse residents. J. Wilkie: Copeland - Traffic impact assessment is standard to show us traffic levels. Engineers pointed to Copeland as “could be considered” minor collector.

Can we show what closed intersection looks like after being closed? – Traffic bulbs, emergency vehicle turning radius. How to ensure that properties aren’t landlocked? Timing of closures: Assumptions based on density triggers and timing of development.

F. Horbaty: Why right angle on Michael’s land? To keep potential connection depending on development.

Motion to adopt proposed secondary plan (precinct s) collector road plan (as amended)
Moved. Carried.

5) Draft servicing concept map with draft motions to review and discuss

Why does waterline on Plessis not extend all the way? Wastewater? Need to confirm with engineers.

Lines in developers land paid for by developers. Subject to recovery? Area frontage?

Bates – Symington affected by provincial legislation – what did the Province say? – Susan. Residents will want to know if subject to hookup to 10 year hookup rule. Only pay when they develop or "intensify land use". Caveat registered on property. Need confirmation from Minister, Kevin Kowalyk (CoW Land Development). Who front ends? Developer with payback.

Why do lines go up to Dugald? Plessis? Do we need waste on Esslemont if lines going up to Dugald? Questions about phasing of sewer/water between Jas and Michael's lands – need to ask engineers.

Adopt proposed servicing concept plan (as amended).
Moved. Carried.

6) Draft parks and draft motions to review and discuss

Proposed motions drafted by council for RAG review. Can text/call Councillor if any questions.

7) Open House

F. De Marchi suggests more engaging setup for open house. Half-hour presentation slot at beginning with QnA, then one-on-one open house. Councillor wants to avoid "town hall" situation. Use projector with pulldown screens. Should we do 2 open houses? Same material, one on weeknight, one weekend?

Need to emphasize "Work in progress" – Don't want residents to feel confused.

Website will be accessible to residents before open house to review material/take survey. Will show here's what the plan is, Kate records presentation. 1 week prior max.

Need to still have pen and paper option at open house. Exit surveys online and in person.

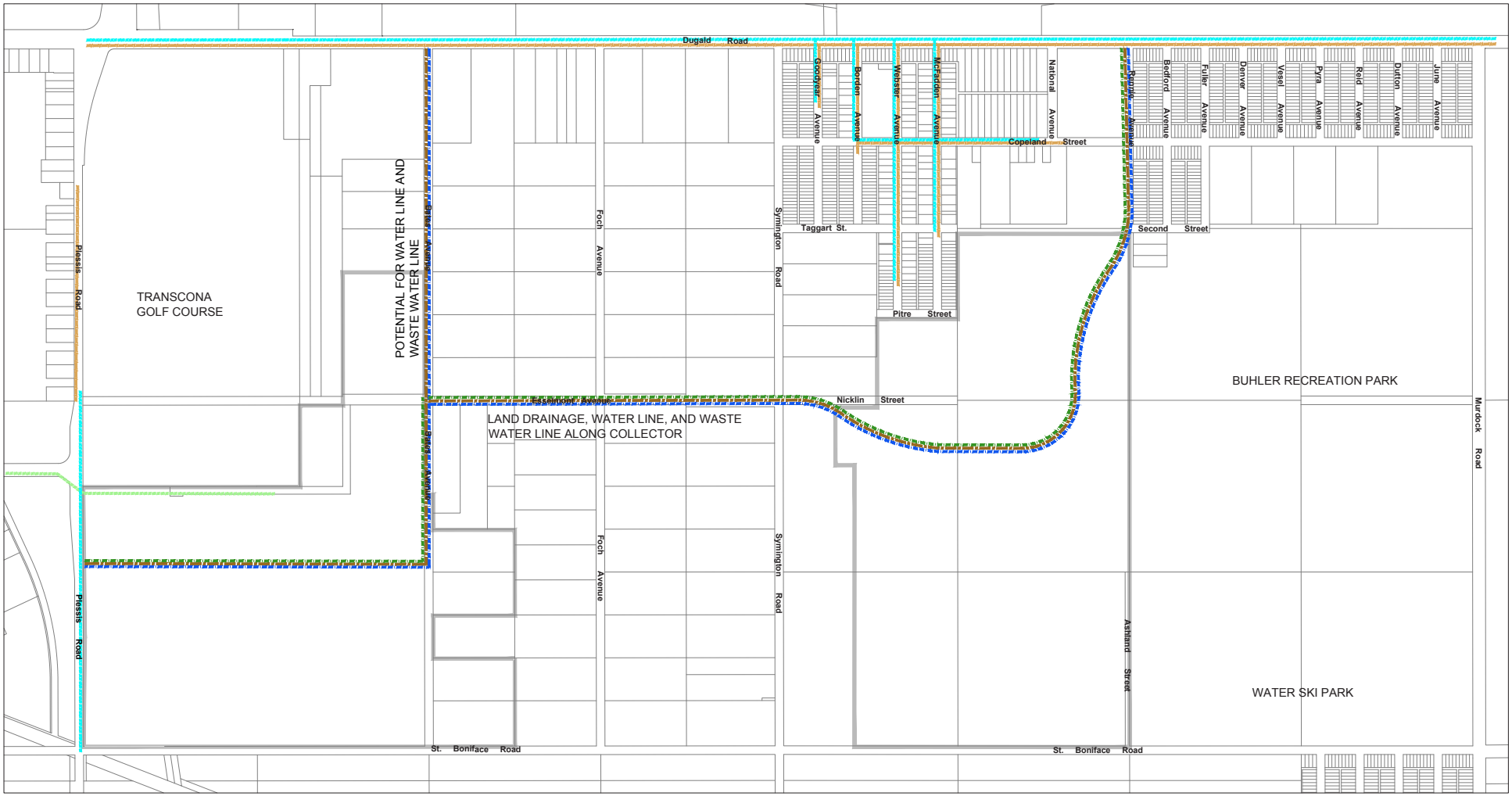
Motion to adopt open house plan.
Moved. Carried.

8) New business – Letter from Frankie

9) Next meeting March 12 at 6 pm

Draft densities and land use map with draft motions to review and discuss

Draft parks and draft motions to review and discuss



SOUTH TRANSCONA
PRECINCT UNDERGROUND SERVICES CONCEPT PLAN

FEBRUARY 2025
SCALE 1:4000

0 25 50 100 200 400m

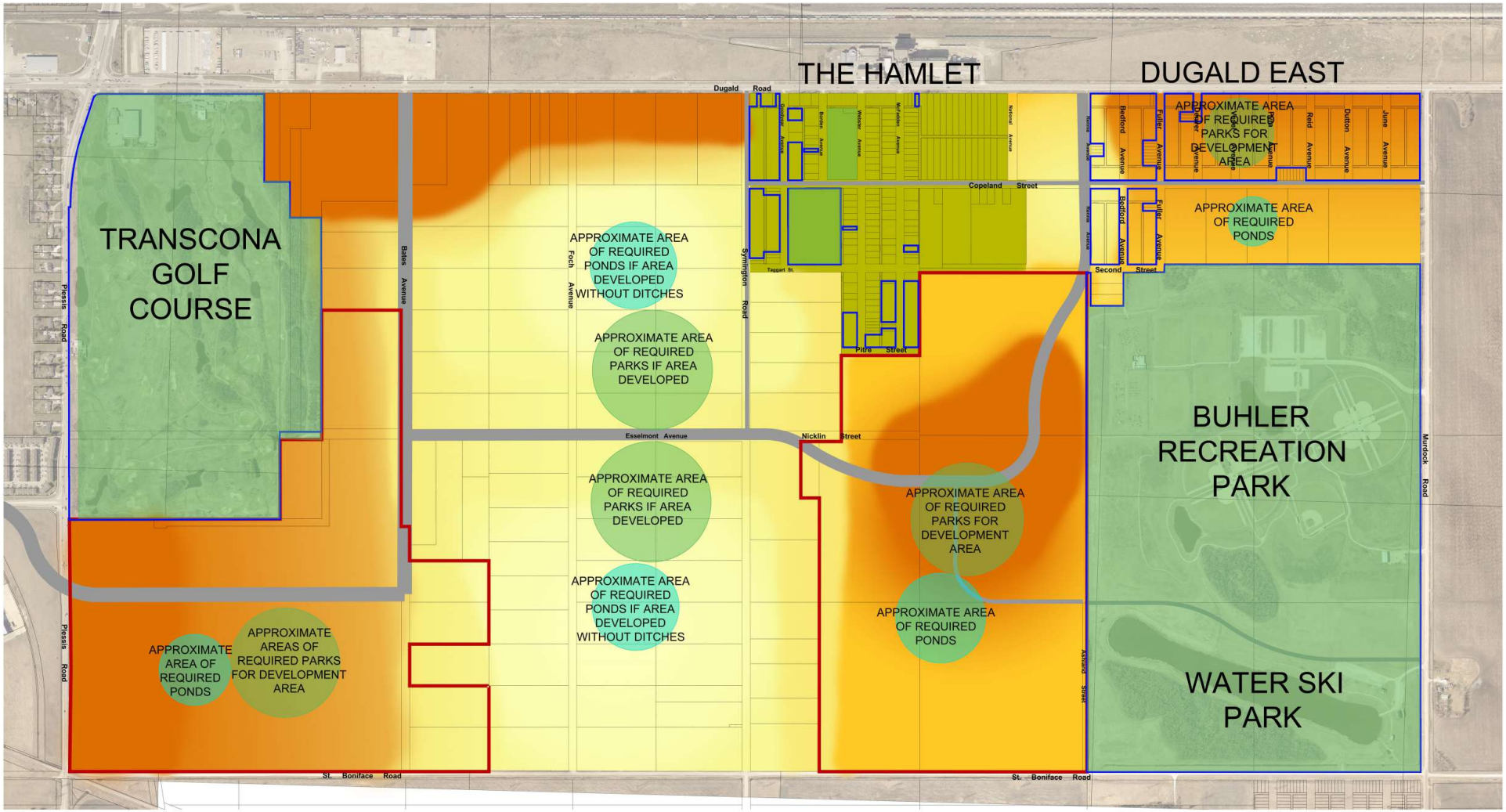
NORTH

EXISTING SERVICES LEGEND

- WATER MAIN
- WASTE WATER SEWER
- LAND DRAINAGE SEWER

PROPOSED SERVICES LEGEND

- WATER MAIN
- WASTE WATER SEWER
- LAND DRAINAGE SEWER



SOUTH TRANSCONA PROPOSED LAND USE PLAN

FEBRUARY 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

- HAMLET
- MIXED USE
- HIGHER DENSITY
- MID DENSITY
- CENTRAL ESTATES
- PR / COMMUNITY CENTRE
- STORM RETENTION PONDS
- NEW COLLECTOR ROADS
- CITY OWNED LAND

STSP-RAG MEETING 16 AGENDA
March 12, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of March 4 Meeting Minutes

3) Draft densities and land use map with draft motions to review and discuss

4) Draft parks and draft motions to review and discuss

5) Update from consultants on action items

6) Next meeting March 26 at 6 pm

STSP-RAG MEETING 16 MINUTES
March 12, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
F. De Marchi, F. Horbaty, M. Golden, J. Kalar, K. Moir, J. Wilkie, I. Dyck, S. Russell, R. Wyatt, L. Hedman, A. Lowen, W. Andrushko, J. Allard

Regrets:
M. Richard, R. Drabchuk, J. Drabchuk, I. Laker, J. Clark

1) Adoption of Meeting Agenda
   MOVED by M. Golden. Carried.

2) Review of March 4 Meeting Minutes
   MOVED by F. DeMarchi. Carried
   TO DO – Drawings with meeting minutes attached moving forward.
   TO DO – Send email to request if any RAG members who needs a paper copy prior to the meetings to be couriered to them and give the invoice to Russ to pay the cost.

3) Roads

   a. Timing – build collector early through his privately owned lands (J. Kalar)
   b. R. Wyatt – Esslemont will be issue from Dugald to Symington will need to be front ended when connect new development. Same with Bates when connecting new development. *Put in writing in the plan about timing of roads*.
   c. R. Wyatt - Closure of Foch punched in early to restrict flow.

4) Servicing Review

   a. At time of development servicing is done by engineers based on site plan.
   b. For number of units for secondary plan the engineer will do recommendation on capacity.
   c. F. DeMarchi – sewer back up caused by foliage back up.
   d. Front-ending down Foch or Symington they would need to develop their area. No servicing being brought down their roads.
   e. Servicing Plan – passed subject to receiving letter from developers

agreeing they will waive the requirement to connect until they connect to or further develop (densify) their parcel they get paid back. Will need a copy of the caveat on property title – can be generic at this time until specifics are known. Caveat runs on title if property sold. Cannot force property owners to accept, but in their benefit. Homeowner would be on the hook with the Province otherwise after 10 years.

f. **TO DO – Developers on their letterhead making that commitment for March 26. No open house until Russ sees that letter.**
g. **TO DO – MRG to forward email from City of Winnipeg on servicing connections to RAG/Councilor. Need confirmation from the Minister as well.**
h. **TO DO – MRG to send note to Engineer on wastewater on Dugald and the route to connect to northeast sewage treatment plant**

5) Draft densities and land use map with draft motions to review and discuss

a. Waterski Park renamed to Shirley Timm Memorial Water Park
b. Boundary around Buhler
c. Along Dugald Road Mixed Use timing and road access concerns.
d. What is the timing of road widening of Dugald Roads – RAG feels should be addressed based on existing conditions not based on phasing. Engineers need to know density in order to do calculations.
e. Mixed Use – Commercial / Residential mixed use along major arteries / intersections.
f. Natural prairie – if you made that park who would use it along major roads and R. Wyatt wants it to be protected but it is disturbed and B-C designation.
g. **TO DO – Outside of developer lands have black and white maps with addresses based on "blocks" for each table for neighbours to look at and make suggestions to their desired density.**
h. **TO DO – MRA to prepare an agenda and materials for open house**
i. **TO DO – MRG and MRA to include more description of densities on the map in legend of what that means / typology of houses.**
j. **TO DO – MRG to move parks / ponds so not prescriptive and bold the word IF or remove if not necessary right now. Keep on Developers land though. Have a policy clear about requirements for 4% and 8%.**
k. **TO DO – Education sheet for what if – if you leave land as is versus subdivide the land.**

6) Draft parks and draft motions to review and discuss

a. Remove all natural assessment areas on any private lands not owned by developers or City. Request for permission for assessment letter.
b. Want to keep the existing community centre / club and new one in the Shirley Memorial Area.
c. Want to respect the LDR 10% for walkable playgrounds from where

people live, and then protecting natural areas where possible.

d. **TO DO – MRG and MRA to obtain the confirmation of parks classification on private lands from Natural Services. Also, show on map which properties Rodney would recommend best to be assessed.**
e. **TO DO – MRG to correspond map with recommendations by Natural Services and correspond the legend to the map to be clearer for orange / wetland.**
f. Legend for map to be sent for next meeting.
g. **TO DO – MRG to send email to Parks about mechanisms to save/trade off to protect natural areas from development.**
h. Management of Buhler Park renewed 10 years contract. **TO DO – Copy of contract.**

7) Engagement / Open House

No separate meetings with individual landowners and consultants to date. Take comments on densities at next open house. Exit survey to get feedback. Separate form for landowners on densities?

Need a plan to show residents, can't leave sections of land blank. 2nd Interactive map: quadrants printed out so residents can colour in with what they want to see.

Need an open house plan – Kate's specialty. Eg. Presentation, Breakout groups, Team member at each table, Survey in print and online, Presentation beforehand online.

8) Update from consultants on action items

a. **TO DO – All correspondence between City staff and this project printed and to R. Wyatt**

9) Next meeting March 26 at 6 pm
a. Servicing update from action items
b. Park update from action items
c. Density update from action items
d. Open House Agenda
e. Open House Materials

MOTION 1:

PROJECT: creation of an area charge(s) that will be levied on developed lands to facilitate the creation of a new Regional Park.

A motion for the consideration of the Resident Advisory Group of the South Transcona Precinct Plan/Secondary Plan.

That Consultants to draft an **Area Charge Plan** on any and all lands in the South Transcona Precinct Plan, that will be subject to development (minus lands identified for new Regional Park and new Community Club site and minus lands designated as park space already), that will facilitate and accommodate the costs associated with the land assembly of Natural Lands/Forested Lands and Meadows for purpose of creating **a New Regional Park in South Transcona** that will serve all the residents of North East and East Winnipeg in-perpetuity."

The Area Charge should vary in amount based on land use, namely that lands designated as Commercial, or CMU or RMU. shall have a higher area charge, at one end of the spectrum of land use classification, to lands designated for low density residential development.

Said Area Charges will be collected into a new reserve fund, set aside via recommendations in the South Transcona Area Precinct Plan/Secondary Plan, and should collect said funds at either the time of rezoning or at the permitting stage of any development. The reserve funds name and a terms of reference of said funds use must be clearly defined regarding rules around how, when, what, and why said reserve fund and its funds can be used, namely for the purpose of securing lands identified as and for the creation of a new Regional Park.

That a sub-committee be struck from the STSP-RAG to oversee the consultants work on this matter.

That for the sake of doing detailed business plans, motion directions, etc, for this said motion, the South Transcona Precinct Plan Residents Advisory Group, via their consultants, will apply for a Land Dedication Reserve Grant, from the Transcona Ward allotment, via EKTCC, to facilitate said work/project, in a comprehensive fashion, that will be done as part and parcel of our 'Plan' and that said will be supplied to the South Transcona Precinct Plan Residents Advisory Group with time for their full consideration and participation, so as to be included in the final report that will be considered by Winnipeg City Council, namely the South Transcona Precinct Plan/Secondary Plan Report and Bylaws.

MOTION 2:

PROJECT: to create a Homeowners Association that will be main vehicle to fund the creation of new South Transcona Community Centre and site.

That the Consultants be directed to formulate now an Homeowners Association (HOA) By-law, to be considered by the South Transcona Precinct Plan Residents Advisory Group, and that said by-law shall calculate the approximate costs to be assigned to the HOA homeowner charge that will, include the ability to:

Facilitate the creation (building construction, outdoor playing fields, outdoor rinks, parking lot and entrance) that will be the site of the "New South Transcona Community Centre", to be located on .....Drive, which shall take advantage of all energy initiatives of said Precinct Plan Report, namely, but not specifically limited to, Geo-Thermal Energy, and shall carry the Principal and Interest capable of ensuring the construction of a new Indoor Community Centre (minus third party fund raising done at time of construction from other levels of government or third party donors, not to be assumed at this time),

The cost of a new Indoor Community Centre will also include: modern entrance way/features, community meeting rooms, manager office, boardroom, washrooms (including non-gender specific washroom), one full sized gymnasium (with indoor walking track) for purpose of basketball/pickleball etc, a full sized workout room, as well as space to accommodate a Daycare (for the purpose of raising revenue cashflow and meeting growing daycare needs)for the facility, as well as a budget for all equipment needed to operate said facility, with said costs for the above secured via a 30, 40, or 50 year debenture guaranteed loan, via the City of Winnipeg, to minimize any rate of borrowing, with said HOA bylaw and annual revenues being source of funding the above. High level estimates must be provided so as to determine HOA fees to be levied on property at the time property taxes are assessed. The HOA shall not exempt commercial or multiple family land uses.

That the Governance of the HOA be a Board of Directors that shall also constitute the Board of Directors (same membership, different Board and Financial Books), of the "New South Transcona Community Centre". That in the event the HOA wishes to constitute a separate Board of Directors for the "New South Transcona Community Centre", it shall be

done at a time and choosing of said HOA Board of Directors. This report must outline the governance structure, namely the board of directors of the HOA.

Assist with extra operating costs that are above and beyond the existing City Policy for funding Heated Indoor Community Centre space annual grant to Winnipeg Community Centres (which must be stated and outlined as such grant for said centre will need to received and required), as the extra operating costs, borne out by the HOA will help ensure the financial sustainability of the "New South Transcona Community Centre". These extra operational budget costs could be adjusted by the HOA, after 5 years of operating the new "New South Transcona Community Centre", when Centre annual "actual" financials are considered by future HOA board of directors.

That the above financials will need to calculate and be considered viable to begin construction of the "New South Transcona Community Centre", based on the 50% construction completion of the lands held by the two major developers in South Transcona, however, the entire area, subject to development as determined by the South Transcona Precinct Plan Residents Advisory Group, will be subject to the same HOA homeowner annual charge, and therefore the HOA will be able to adjust their charge accordingly to all HOA members as new properties join the HOA as new development comes online.

That for the sake of doing detailed business plans, motion directions, etc, for this said motion, the South Transcona Precinct Plan Residents Advisory Group, via their consultants, will apply for a Land Dedication Reserve Grant, from the Transcona Ward allotment, via EKTCC, to facilitate said work/project, in a comprehensive fashion, that will be done as part and parcel of our 'Plan' and that said will be supplied to the South Transcona Precinct Plan Residents Advisory Group with time for their full consideration and participation, so as to be included in the final report that will be considered by Winnipeg City Council, namely the South Transcona Precinct Plan/Secondary Plan Report and Bylaws.

That a subcommittee be struck by the STSP-RAG to oversee the work herein for their project report.

As mentioned, the governance structure of the board of directors must be clearly outlined as what is being requested here with a draft HOA bylaw. The bylaw must also include the board of directors structure namely the size, representation, to allow the majority of members to be residential members but to ensure there is representation from those that rent, those that have commercial establishment and an honorary voting member voting designation to the councillor for the area that is in the ward that has the HOA located herein. As well it should include all reporting requirements namely the requirement for an annual budget as well as deadlines to submit said financial deadlines to the City of Winnipeg for the purpose of levying the HOA levy as is presently required from the Biz bylaw, as well as requirements for AGM, audited financials, etc. In other words, a proposed constitutional board structure bylaw.

An assumption must be made that the HOA bylaw has to be established prior to any new occupant moving into any of the lands that will be assessed by the HOA, also it is assumed that anyone who is an existing homeowner living in South Transcona prior to the bylaws enactment shall be exempt from paying the HOA levy, and thus exempt from participating on any HOA board of directors and/or meetings and elections. A provision may also be granted in the bylaw that would allow an existing homeowner or tenant to join the HOA if they choose to do so, but once they have joined it is a permanent decision.

STSP-RAG MEETING 17 AGENDA
March 26, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) Adoption of Meeting Agenda

2) Review of March 12 Meeting Minutes

3) Servicing update from action items

4) Park update from action items

5) Density update from action items

6) Draft natural areas assessment letter – review and approve

7) Draft Open House flyer – review and approve

8) Draft agenda for open house – review and approve

9) Draft Open House boards – review and approve

10) Draft Open House survey – review and approve

11) Update from consultants on action items

    a. Ongoing – MRA / MRG add drawings with meeting minutes moving forward.
    b. Done – MRG to send email to request if any RAG members who needs a paper copy prior to the meetings to be couriered to them and give the invoice to Russ to pay the cost.
    c. In process – Developers on their letterhead making commitment for letter they will waive the requirement to connect until they connect to or further develop their parcel they get paid back but it must be a caveat on the title. Will need a copy of the caveat.
    d. TO DO – MRG to forward email from City of Winnipeg on servicing connections to RAG/Councilor. Need confirmation from the Minister as well.
    e. Done – MRG to send note to Engineer on wastewater on Dugald and the route to connect to northeast sewage treatment plant
    f. TO DO – Outside of developer lands have black and white maps with addresses based on “blocks” for each table for neighbours to look at and make suggestions to their desired density.

g. In process – MRA to prepare an agenda and materials for open house
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i. TO DO – MRG to move parks / ponds so not prescriptive and bold the word IF or remove if not necessary right now. Keep on Developers land though. Have a policy clear about requirements for 4% and 8%.
j. TO DO – MRA Education sheet for what if – if you leave land as is versus subdivide the land.
k. In process – MRG and MRA to obtain the confirmation of parks classification on private lands from Natural Services. Also, show on map which properties Rodney would recommend best to be assessed.
l. TO DO – MRG to correspond map with recommendations by Natural Services and correspond the legend to the map to be clearer for orange / wetland.
m. TO DO – MRG to send email to Parks about mechanisms to save/trade off to protect natural areas from development.
n. TO DO – MRA Copy of contract for Management of Buhler Park
o. TO DO – All correspondence between City staff and this project printed and to R. Wyatt

12) Next meeting April 9 at 6 pm

STSP-RAG MEETING 17 MINUTES
March 26, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

Attendance:
R. Wyatt, R. Drabchuk, J. Drabchuk, F. Horbaty, L. Hedman, W. Andrushko, J. Allard, I. Laker, J. Clark, J. Kalar, M. Golden, M. Richard, K. Moir, J. Wilkie, I. Dyck, E. Allan, D. Chyz-Lund

Regrets:
F. De Marchi, S. Russell,

1) O Canada

2) Land Acknowledgement

3) Awards Presentation

4) Adoption of Meeting Agenda

   Moved by J. Clarke. Carried.

5) Adoption of March 12 Meeting Minutes

   Moved by J. Drabchuk. Carried.

6) Business arising from minutes

   None.

7) Roads Plan

   a) Review

   b) Policy wording – 5 W's & How

- M. Richard presented the road plan review, showing we've established understanding of schematics of road plan and that the conversation should move to the timing and progression of development

Timing of development along Esslemont

- Both developers indicated a logical progression of their development: M. Golden, West to East; J. Kalar, North to South.
- J. Wilkie shared that road standards (ROW) for major collector are 35m to allow rapid transit, utilities etc. But conversation is ongoing with the City to reduce width of ROW to 24-28m width depending on traffic impact analysis (on Bates).
- New road off of Plessis will have to developed to certain # of units before connection.
- Questions remain around timing of street closures during development and the status of Foch.

Action: M. Richard to develop policy wording for plan that ensures a logical progression of development, road standards, and to not unnecessarily extend roads. Example wording: "Flow from west to east", "up to 4-lane divided", "Dependent upon emergency access and amount of traffic".

Impact of density of timing

- J. Wilkie shared that the timing of road upgrades depends on the number of units serviced by the road. Engineers will specify # of units that trigger road upgrades.
- This is anticipated to take three months after the concept plan is shared with them. A traffic study will be directed by the land use site plan. The consultant team is refining the land use plan to share with engineers soon. Timing of Bates upgrades based on development tipping point.

Rag Questions on road upgrades

- What is happening with Camile Sys/Plessis intersection?

  A conversation is still needed with the engineers on the concept plan to realign Camille Sys and Plessis Intersection. Subject to engineering studies for development of safe and functional. Old Camille Sys/Plessis Intersection to be decommissioned/relocated.

- F. Horbaty: Will there be a traffic signal on Plessis northwest of development?

  No – will have a "porkchop" intersection design.

- L. Hedman: When is the traffic light coming into J. Kalar's land?

  Won't know until engineers have done 3-month study

- J. Clarke: What are the triggers around Esslemont development? What if Michael and Jas are at different stages of development?

  M Richard: Development pressure independent of Jas and Michael could trigger

Esslemont upgrades.

- R. Wyatt: Will there be turning lanes on Dugald?

  J. Wilkie: There will be an "intersection improvements" parameter for intersections. Drawings done based on requirement.

- R. Wyatt: For the open house is there a way to show conceptual intersection designs?

  We can visualize typical upgrades but not exact for the context. Will emphasize "subject to traffic plans". M. Richard: we shouldn't focus too much on transportation, need 3D land use concept for overall feel of the development.

- R. Drabchuk: what is the plan to upgrade Plessis/Dugald?

  R. Wyatt: will get to RAG next week from public works – Plessis/Dugald Rd resurfacing/upgrade plan, Symington.

- R. Wyatt: What about upgrades to Dugald/Plessis?

  Currently scheduled for 2050 and beyond, butc ould change subject to development. The twinning of Plessis/Dugald is not in capital budget. But we should put it in year 7,8,9 of development. On our radar to bring to public. Major upgrades to Dugald will end at Perimeter.

  Action: Wording to be developed by M. Richard for the plan that argues for the necessity of Plessis/Duglad upgrades.

c) Springfield

K. Moir presented the findings from her meeting Springfield with administration.

- They can't connect to water currently. There are no plans to upgrade St. Bonface Rd. Looking at plan for land south of Springfield which is currently ag and employment lands to provide complementary residential. Discussion did not involve Plessis Rd.

Action: Invite a Springfield representative as guest to RAG, as they want to be a part of process moving forward.

E. Allan (city planner) spoke to the City's perspective on considering Springfield.

- There is little in City plans to handle cross-border issues.
- Transportation study would like to take regional view of impacts of STSP development and factors of Springfield development.

RAG Questions

- R. Wyatt: Are there any revenue/cost-sharing ideas? L. Hedman: Can Springfield help pay for road upgrades? As Springfield residents already use roads in plan area they don't pay into.

  E. Allen: No mechanisms currently exist for revenue/cost-sharing.

d) Road closures

Timing of road closures.
J. Wilkie shared that connectivity to Dugald is based on need for traffic control. Roads where no one/few properties access could be closed earlier. These road closures assessed as part of traffic engineers' study.

R. Wyatt: There should be a temporary closure on Copeland to avoid shortcutting that is removed as Symington, Murdock intersections develop. We need to protect the neighbourhood from traffic of new development. Such as future stop signs/traffic calming to mitigate shortcuts. We need Symington upgraded first to prompt closures. If we improve Symington from Copeland to Dugald we can close other intersections onto Dugald.

Action: Ask engineers about closure of local roads, traffic calming.

Remaining questions to resolve: Who pays for upgrades and when? What is the process for land acquisition for ROW widths?

F. Horbaty suggested changing the language of legend of Road Plan to be "restricted/modified access" at Dugald/local road intersections. And to show traffic bulb.

e) Bates

M. Golden brought up moving AT to the west to accommodate ROW width.

f) Foch connection.

R. Wyatt shared concern that once Foch is upgraded and roads closed, traffic spills onto gravel road. But this wouldn't happen until Foch closed at Dugald.

Action: M. Richard to develop plan wording around timing, triggers, mechanisms, and design standard of road upgrades.

g) Community Club and Buhler Park

J. Wilkie shared updated Park Plan and Buhler Park's plans to expand

- Buhler wants to expand into open areas of their land. Currently fundraising for turf for soccer fields. Wants a fence to keep foot traffic out – worried about street parking in neighbourhood and not at pay parking lot.

- There is potential for a second lake in Buhler Park, currently on the linear park concept plan. Various options for lake location, land possibilities. This might provide the option to relocate retention ponds off developers lands.

It is agreed by RAG that there is so much opportunity in Buhler Park to serve the community.

8) Review and edits to natural areas assessment letter to landowners

   Note "species" (flora and fauna).

9) Other business

   Currently not planning on April 15 open house. Move to end of May. 3 meetings – 1 for Hamlet, 1 for Acreages, 1 altogether. Need time for renderings, show fuller picture of the plan.

   Working with Community Centre to setup more TVs for meetings – maps, visuals, video conferencing.

10) Next meeting April 8th at 6 pm

STSP-RAG MEETING 18 AGENDA
April 15, 2025

Acknowledgement:
We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1) O Canada to begin the meeting
2) March 26 Minutes Review
3) Updated budget
4) Finalize roads plan and policy wording
5) Regional park system
6) Underground servicing plan including land drainage discussion
7) Finalize the request for permission letter for land areas assessment to assess both flora and fauna.

Future Items

Land use map

Action Items from STSP RAG meeting agenda – March 26, 2025

a. Ongoing – MRA / MRG add drawings with meeting minutes moving forward.
b. Done – MRG to send email to request if any RAG members who needs a paper copy prior to the meetings to be couriered to them and give the invoice to Russ to pay the cost.
c. In process – Developers on their letterhead making commitment for letter they will waive the requirement to connect until they connect to or further develop their parcel they get paid back but it must be a caveat on the title. Will need a copy of the caveat.
d. In progress – MRG to forward email from City of Winnipeg on servicing connections to RAG/Councilor (done). Need confirmation from the Minister as well.
e. Done – MRG to send note to Engineer on wastewater on Dugald and the route to connect to northeast sewage treatment plant
f. TO DO – Outside of developer lands have black and white maps with addresses based on “blocks” for each table for neighbours to look at and make suggestions to their desired density.
g. Ongoing – MRA to prepare an agenda and materials for open house

h. In process - MRG and MRA to include more description of densities on the map in legend of what that means / typology of houses.
i. In process– MRG to move parks / ponds so not prescriptive and bold the word IF or remove if not necessary right now. Keep on Developers land though. Have a policy clear about requirements for 4% and 8%.
j. In process – MRA Education sheet for what if – if you leave land as is versus subdivide the land.
k. Done – MRG and MRA to obtain the confirmation of parks classification on private lands from Natural Services. Also, show on map which properties Rodney would recommend best to be assessed.
l. In process– MRG to correspond map with recommendations by Natural Services and correspond the legend to the map to be clearer for orange / wetland.
m. Done– MRG to send email to Parks about mechanisms to save/trade off to protect natural areas from development.
n. TO DO – MRA Copy of contract for Management of Buhler Park
o. TO DO – All correspondence between City staff and this project printed and to R. Wyatt

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #18

Date: April 24, 2025 **Time:** 6:00pm

Present:
R. Wyatt, J. Drabchuk, F. Horbaty, W. Andrushko, I. Laker, J. Clark, J. Kalar, M. Golden, M. Richard, I. Dyck, J. Kopp.

Regrets:
F. De Marchi, S. Russell, R. Drabchuk, L. Hedman, J. Allard, K. Moir, J. Wilkie

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	Discussion	Follow Up Action:
1	**Minutes Review** - New format has been created to improve clarity of actions - Replace “rapid” with “AT” (active transportation) - 35m ROW to allow for “transit, utilities, and AT”	MRA (I Dyck) to update Meeting 17 minutes with amended language. Minute drafters to use new template going forward.
2	**Homeowners Association (HOA)** - Discussion around potential HOA for STSP. - Both developers open to exploring HOA possibilities. - Potential funding mechanism to supplement City funding for community club, other amenities; potential daycare to recoup some costs. - STSP could be last chance to get HOA for the entire area.	J. Kopp to research HOA feasibility for South Transcona MRA(M. Richard) and MRG(J. Wilkie) to find images/precedents of communities with HOAs (ex. Calgary - Mahogany Estates)
3	**Drainage** - Councillor shared ST residents may have already paid for LDS. City could have a legal obligation to payback for STSP’s LDS.	J. Kopp to research City minutes on this matter.
4	**Regional Roads Plan** - Current understanding is that regional road improvements (e.g., Dugald and Plessis) should be scheduled for 2034, with funding allocated in 2033. - Plessis Rd to be renamed “Edward Schreyer Parkway South” south of Dugald Rd - Include Terracon plan - Require plan for St. Boniface Rd (east of Symington) and Murdock Rd	MRG (S. Russell) to confirm funding, scope and term of improvements for regional roads with City staff.

5	**Roads Plan & Transportation Policy** - Request to replace “Roads” title with “Streets Network / Transportation Policy” to reflect broader scope. - Discussion of DRAFT Transportation Policy, - Discussion of dwelling unit estimate figures and timeline for build out. - Discussion of timing of closures and upgrades (e.g. Esselmont & Bates) and mobility of streets during development	MRA(M. Richard) to update Transportation Policy based on discussion points raised by RAG. MRG(JWilkie) to provide potential dwelling unit count based on land use plan to determine range of population. MRA(K. Moir and I. Dyck) to coordinate with overall consulting team and RAG on what dwelling unit counts and population figures to share at open house. MRA(K. Moir and M Richard) to add disclaimer to policy memos, plans and public information that provided information must be approved by the City as part of the secondary plan development approval process.
6	**Other business** - Question was asked at what point does ROW return to two lanes on Bates to accommodate existing residents? - This will form part of engineering work and based on pace of development - LDR Fund: working to secure LDR funding to support secondary plan process	Councillor Wyatt to advise on LDR Fund status.
7	**Next Meeting** - Rescheduled from Wednesday April 30th to either April 29th or May 1st to accommodate Jets home game.	Continue conversation where we left off at next RAG meeting. Reschedule RAG 19 mtg

STSP - RAG MEETING 19 AGENDA
May 14th, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada to begin the meeting

2. April 24 - Minutes Review

3. Finalize Roads Plan and Policy Wording

4. Finalize the request for Permission Letter for Land Areas Assessment (Flora and Fauna)

5. Update on LDR Funding / Projects

6. Tour of South Transcona

Future Items:

1. Land Drainage / Sanitary Servicing Plan and Policy Wording
2. Land Use Plan and Policy Wording, to include:
    - Regional Park / Area Charge Business Plan and Study (after open house)
    - Areas of Density / Targets
    - Small Neighbourhood Parks
    - Town Centre / Mixed Use Areas
    - Community Centre Site and Access / HOA Study and Business Plan (after open house)
    - JV Proposal with Buhler Park
    - JV Proposal with Transcona Golf Course
3. Results of Natural Flora and Fauna Study on All Lands and build into Regional Park Plan
4. Community Engagement - Open Houses
    - Open House #1: Hamlet Residents
    - Open House #2: Acreage Residents
    - Open House #3: All of Southside
5. Geothermal and Province of Manitoba
6. Formal Proposal by COW to the RM of Springfield for Joint Revenue / Service Sharing Agreement on lands to the east of Murdock Road, South of Dugald Road / Transcona Cemetery, north of the St. Boniface Road Alignment, and west of the Provincial Perimeter Hwy
7. Renaming of St. Boniface Road to South Transcona Road

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #19

Date: May 15, 2025 **Time:** 6:00pm

Present:
R. Wyatt, J. Drabchuk, L. Hedman, J. Allard, F. Horbaty, W. Andrushko, J. Clarke, M. Golden, M. Richard, I. Dyck, S. Russell, J. Wilkie, J. Kopp.

Regrets:
F. De Marchi, I. Laker, R. Drabchuk, K. Moir, J. Kalar,

	Discussion	Follow Up Action:
1	**Agenda Approval** Approval of the Agenda added. Approved.	
2	**Minutes Review** Minutes Approved.	Correction required for J. Clarke's name in all future minutes.
3	**Grocery Store** Current ST population insufficient for large grocery chains (threshold: 25,000 homes outer ring, 10,000 homes inner ring) Alternative smaller grocery stores (e.g., Co-op, Food Fare) considered for convenience and community amenities.	M. Golden to continue discussion with Co-op
4	**Transportation Policy** Reading and review of Transportation Policy	Consultants to update Transportation Policy as discussed herein.
	Golden Way M. Golden proposed naming entranceway off Plessis "Golden	Discuss with J. Kalar the renaming Esselmont to

	Way" after late father. Motion supported and approved. Consideration for extending name throughout, recognizing address change implications.	Golden Way.
	1.0 Vision Add statement: “Goal is to eliminate element of uncertainty in the timing of road infrastructure.” Clarify meaning and placement of “lower speed limits” (50 km/h), specifying to reduce cut-through traffic. Geo-thermal impacts on ROW width clarification required.	Consultants to amend vision statement and clarify geo-thermal ROW impacts.
	2.1 Dugald Rd Clarify total number of units, road plan should accommodate higher-end projections. Add *current* and future population. Specify number of lanes and incorporate “urban standard major arterial” terminology. *Consideration to maintain 4-lane feasibility, protect natural areas in ST, and jobs at the plant. Recommend lowering speed limit from 70 km/h to 60 km/h until the road becomes a 4-lane divided roadway.	Consultants to update Transportation Policy with these clarifications and recommendations.
	2.2 Edward Schreyer Parkway South (Plessis Rd) Confirm terminology as "urban major arterial road," "parkway" is nominal.	Consultants to update terminology accordingly.
	2.3 St. Boniface Rd / Murdoch Rd Include turning lanes and traffic control measures. Designate as "urban minor arterial." Consider future renaming to "South Transcona Rd." Recommend RM adopts Symington south of St. Boniface Rd as arterial road.	Consultants to update policy, and revisit road renaming at future meeting.
	3.0 Collector Roads **3.1 Golden Way** Consider narrowing from 35m and parking restrictions, Sage Creek style. City will dictate parking. Remove construction dates. **3.2 Golden Way / Camiel Sys** Clarify transition from 2-lane to 4-lane road. Remove specific construction dates. **3.3 Esselmont** Suggest installation of traffic lights and pedestrian crosswalk at Symington/Esselmont, similar to Bates/Esselmont. Roundabouts considered impractical due to ROW constraints. Remove “frontage” OR remove reference to DASZ. Remove specific construction dates and clarify mechanism for timing upgrades. Resolve issue of 11 Esselmont properties influence on development timing.	MRG (S. Russell) to confirm collector road type with Mark Hearson. Consultants to clarify mechanism and update policy accordingly.
5	**Permission Letter** Consultants to finalize and send revised permission letter to residents. Approved as amended.	Consultants to send updated letter.
6	**Next Meeting** Scheduled for Wednesday, May 21. Consultants to provide updated schedule. Pick up Transportation Policy review where we left off at 3.3 P. 6	Consultants to update schedule accordingly. Consultants to update Transportation Policy with Meeting 19 changes for Meeting 20 review.

STSP - RAG MEETING 20 AGENDA
May 21st, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada to begin the meeting

2. Agenda Approval

3. May 14 – Minutes Review

4. Finalize Roads Plan and Policy Wording (continue discussion)

5. Update on LDR Funding / Projects

6. Plan Tour of South Transcona

7. Discussion of schedule

Future Items:

1. Land Drainage / Sanitary Servicing Plan and Policy Wording
2. Land Use Plan and Policy Wording, to include:
    - Regional Park / Area Charge Business Plan and Study (after open house)
    - Areas of Density / Targets
    - Small Neighbourhood Parks
    - Town Centre / Mixed Use Areas
    - Community Centre Site and Access / HOA Study and Business Plan (after open house)
    - JV Proposal with Buhler Park
    - JV Proposal with Transcona Golf Course
3. Results of Natural Flora and Fauna Study on All Lands and build into Regional Park Plan
4. Community Engagement - Open Houses
    - Open House #1: Hamlet Residents
    - Open House #2: Acreage Residents
    - Open House #3: All of Southside
5. Geothermal and Province of Manitoba
6. Formal Proposal by COW to the RM of Springfield for Joint Revenue / Service Sharing Agreement on lands to the east of Murdock Road, South of Dugald Road / Transcona Cemetery, north of the St. Boniface Road Alignment, and west of the Provincial Perimeter Hwy
7. Renaming of St. Boniface Road to South Transcona Road

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #20

Date: May 21, 2025 **Time:** 6:00pm

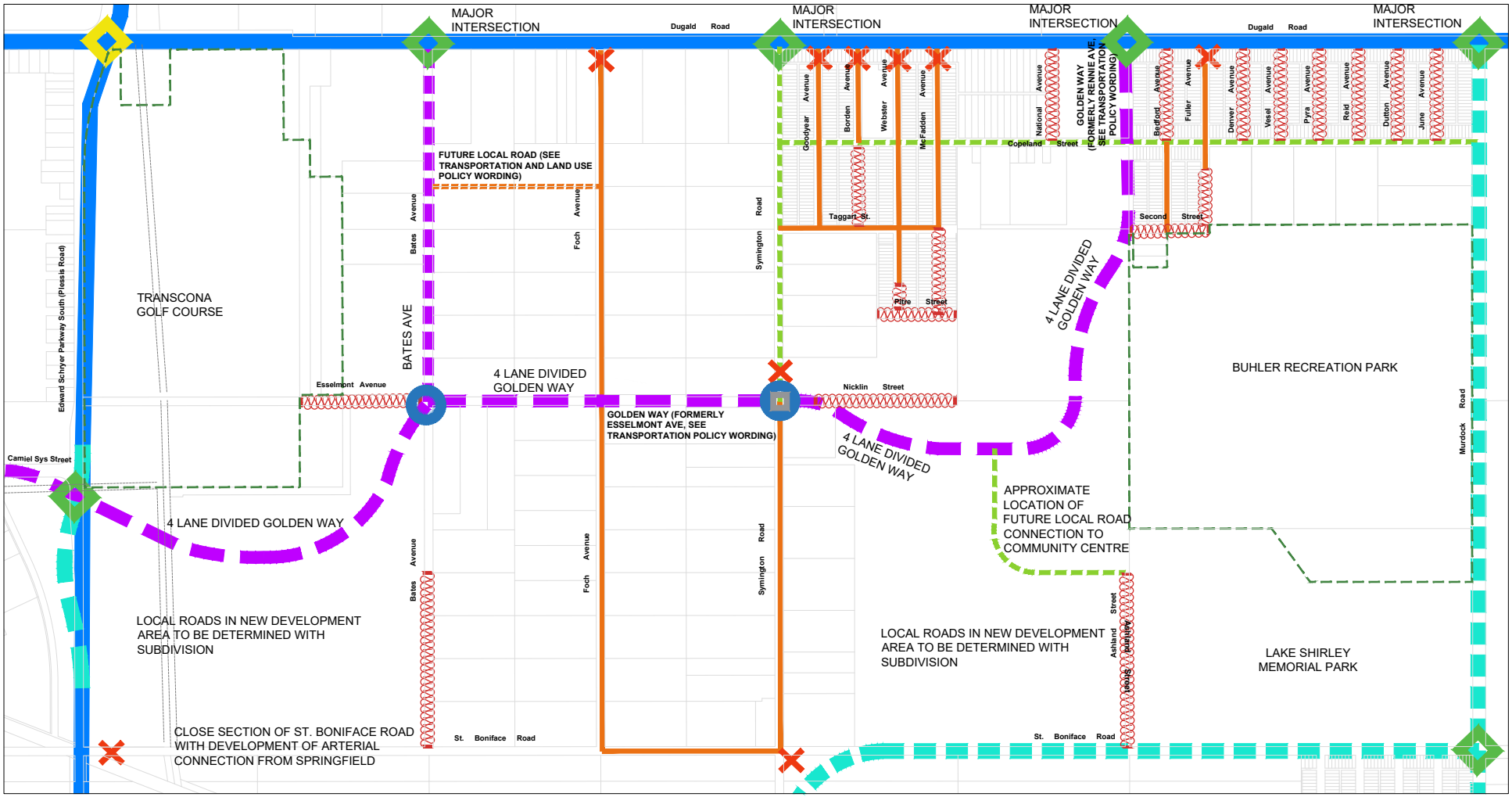
Present:
R. Wyatt, J. Drabchuk, R. Drabchuk, L. Hedman, J. Allard, F. Horbaty, W. Andrushko, J. Clarke, F. De Marchi, M. Golden, M. Richard, I. Dyck, S. Russell, J. Kopp.

Regrets:
I. Laker, K. Moir, J. Kalar, J. Wilkie

	Discussion	Follow Up Action:
1	**Agenda Approval** F. De Marchi added to agenda. Approved.	
2	**Minutes Review** Minutes Approved.	
3	**Public Works** Public Works interested in having representative at RAG meetings. Intention is to identify departmental concerns early. Potential delays in RAG discussions. F. DeMarchi suggests local resident with construction expertise joins RAG. R. Wyatt suggests they participate separately from RAG meetings in open houses	Consultants (MRA) to prepare binder for Public Works rep.
4	**Transportation Policy** Review of updates to Transportation Policy	Consultants to update Transportation Policy as discussed herein.
4.1	**Road Plan** 3.2 East/West Road (2nd community entrance south of Golden Way): Might not be needed but included just in case. Add back onto Road Plan and Vision. Reclassified as Minor Collector. Mark temporary closures with grey X. Concern raised by F. DeMarchi regarding hamlet road closures including St. Boniface Rd; issue to be addressed in future discussions.	Consultants (MRG) to update Road Plan.
4.2	**Transportation Policy** Clarify authorship of Transportation Policy with phrases: “With input and advice from the STSP-RAG” or “developed in consultation with.” Use consistent terminology (e.g., “parking lane”).	Consultants and J. Kopp to update Transportation Policy with discussed changes.

	Golden Way identified as “four lanes” Urban Major Collector. Add policy section (6.0) for renaming streets and closed ROWs; utilize City renaming process. Reorder policy tables to follow: “What, Why, When, Who, How.” .	
4.3	**Impact of Road Upgrades** Balancing impact on residents vs traffic plan (demand). Frontage levies, property values will increase. May price people out of homes. Development is inevitable. Creating a good neighbourhood requires long-term planning now, on residents’ terms Possibility of still opening Bates, Foch, and Symington as Major Collectors? City Planners discouraged it but something to consider. After engineers make plan, there will still be RAG input. Goal is to send Transportation Policy to Engineers asap to be on track.	Consultants to forward updated Transportation Policy asap to engineers. Future RAG discussion.
4.4	**3.0 Collector Roads** 3.4 Bates Add as 4-lane Urban Major Collector. Why: add “current and future” 3.5 Copeland Add temporary closures. Residential collector – 10m ROW. Engineers will apply TSM – Traffic Standards Manual 3.6 Symington Add temporary closures. 3.7 Rennie What: consistent language as Urban Major Collector When: “Intersection improvement”	Consultants and J. Kopp to update Transportation Policy with discussed changes.
	4.0 Local Roads 4.1 Foch Should Foch be Major Collector? Planners discouraged it. Preference is to upgrade Symington. When: Foch should be upgraded subject to land use changes fronting Foch. 4.2 Hamlet Local Road Closures Right in/right out on Dugald unsafe. Closures and upgraded Symington ideal. Land Drainage discussion pending finalized Road Plan. EMS – Emergency Medical Services access maintained, add FPS – Fire and Police Service	Consultants and J. Kopp to update Transportation Policy with discussed changes.

	4.3 Historic ROW Closures Trigger should be on Symington upgrades or twining of Dugald – whatever comes first. Transfer 4.1 Foch wording to 4.3.	
	Update on LDR Funding Scheduled for Community Committee Agenda. LDR application to be circulated to RAG for review.	Consultants to circulate the LDR Application to RAG members.
5	**Next meeting –** Wednesday May 28 Continue discussion and finalize Transportation Policy and Road Plan. Discuss date for tour of South Transcona (L. Hedman). F. DeMarchi will share letter at next meeting.	



SOUTH TRANSCONA SECONDARY PLAN
PROPOSED ROAD PLAN

MAY 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

LEGEND

- EXISTING ARTERIAL
- PROPOSED FUTURE ARTERIAL
- PROPOSED MAIN STREET 'MAJOR RESIDENTIAL COLLECTOR'
- PROPOSED MAJOR RESIDENTIAL COLLECTOR
- PROPOSED MINOR RESIDENTIAL COLLECTOR
- EXISTING LOCAL ROAD
- PROPOSED FUTURE LOCAL ROAD
- UNDEVELOPED OPEN RIGHT OF WAY PROPOSED **TO BE CLOSED**
- EXISTING SIGNALIZED INTERSECTION
- PROPOSED SIGNALIZED INTERSECTION
- PROPOSED PEDESTRIAN CROSSING
- PROPOSED ROUNDABOUT
- EXISTING INTERSECTION PROPOSED TO BE CLOSED

STSP - RAG MEETING 21 AGENDA
May 28th, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada
2. Agenda Approval
3. May 21 – Minutes Review
4. F. DeMarchi's letter
5. Finalize Roads Plan and Policy Wording (continue discussion)
6. Plan Tour of South Transcona
7. Discussion of schedule

Future Items:

1. Land Drainage / Sanitary Servicing Plan and Policy Wording
2. Land Use Plan and Policy Wording, to include:
    - Regional Park / Area Charge Business Plan and Study (after open house)
    - Areas of Density / Targets
    - Small Neighbourhood Parks
    - Town Centre / Mixed Use Areas
    - Community Centre Site and Access / HOA Study and Business Plan (after open house)
    - JV Proposal with Buhler Park
    - JV Proposal with Transcona Golf Course
3. Results of Natural Flora and Fauna Study on All Lands and build into Regional Park Plan
4. Community Engagement - Open Houses
    - Open House #1: Hamlet Residents
    - Open House #2: Acreage Residents
    - Open House #3: All of Southside
5. Geothermal and Province of Manitoba
6. Formal Proposal by COW to the RM of Springfield for Joint Revenue / Service Sharing Agreement on lands to the east of Murdock Road, South of Dugald

Road / Transcona Cemetery, north of the St. Boniface Road Alignment, and west of the Provincial Perimeter Hwy

7. Renaming of St. Boniface Road to South Transcona Road

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #21

Date: May 28, 2025 **Time:** 6:00pm

Present:
R. Wyatt, I. Laker, J. Drabchuk, R. Drabchuk, L. Hedman, J. Allard, J. Kalar, M. Richard, I. Dyck, S. Russell

Regrets:
F. DeMarchi, F. Horbaty, J. Clarke, W. Andrushko, J. Wilkie, J. Kopp

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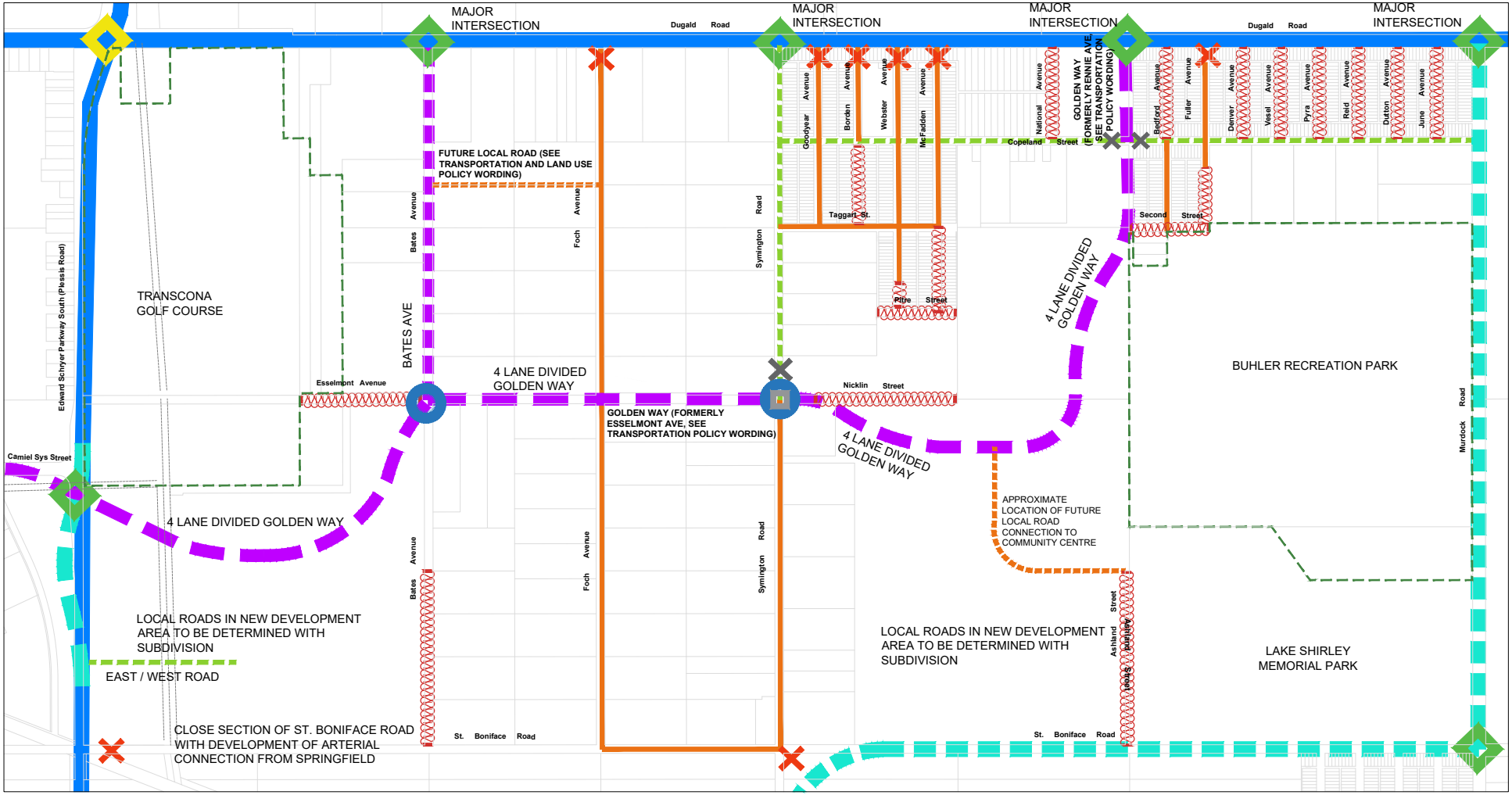
	Discussion	Follow Up Action:
1	**Agenda Approval** F. De Marchi's letter deferred until he is able to attend. Agenda amended to include R. Wyatt's text to Consultants. Approved.	
2	**Minutes Review** Minutes Approved.	
3	**Public Works** Aim to attend next meeting. Prefer consistent representative, not rotation.	Consultants (MRA) to prepare binder for Public Works rep and confirm Public Works attendee (MRG)
4	**R. Wyatt's Message** Shares his vision for future South Transcona community.	Consultants to include message in next package to RAG.
5	**Transportation Policy** Review of updates to Transportation Policy. Include date in footer for future documents (policy and maps). Add disclaimer: Clarify RAG's role in development of transportation policy, not experts. Legal review of disclaimer.	Consultants to update Transportation Policy/Road Plan as discussed herein. J. Kalar to have lawyer review disclaimer verbiage.
5.1	**Vision** Specify RAG's involvement as "in their advisory capacity." Include disclaimer: RAG input is advisory. Add "transit" to transportation modes list.	Consultants (MRG) to update Road Plan.
5.2	**2.0 Regional Roads** Add disclaimer regarding market forces and DASZ applications. 2.1 Dugald Road What: Minimum 4-lane major arterial road (Plessis Rd to Perimeter Highway); restore speed to 70km/h post upgrades.	

	Why: Dugald Road is among busiest two-lane streets in Winnipeg. When: Funding obligations beyond current Council term (2022-26); include under Plessis Road (Edward Schreyer).- Resident consultation required during road upgrades through DASZ process. Designation as “Major arterial,” not regional. 2.2 Edward Schreyer Parkway What: Minimum 4-lane major arterial (Dugald Rd to Fermor). When: Confirm as “Major arterial,” not regional. 2.3 St. Boniface / Murdock Road What: Decommission Symington west of Foch for potential future LRT/BRT/AT corridor. Who**:** Unless City decides to assign oversight to RM.	
5.3	**3.0 Collector Roads** 3.1 Golden Way: Include Bates to Rennie; Right in/right out at Plessis intersection post Camille Sys upgrades. 3.2 East/West: Connect off ESP/Plessis south of Golden Way; classified as minor collector. 3.3 Esselmont (future Golden Way): Rework policy on timing and developer responsibility based on Traffic Impact Study; discourage construction vehicles using local roads 3.4 Bates What: Traffic lights/roundabout; maintain type 2 gravel roads annually until two lanes constructed; collect letters of credit; consider school connectivity (400 students). 3.7 Rennie Rename as future Golden Way; remove last sentence on naming. Intersection upgrades at Rennie and Dugald.	Consultants and J. Kopp to update Transportation Policy with discussed changes.
5.4	**4.0 Local Roads** Remove leveraging tools. 4.2 Local Road Closures What: Close Foch at Dugald Rd; update Road Plan. Include grade separation for AT/Pedestrian pathways (like Chief Peguis Trail); City of Winnipeg capital project. When/Who/How: At time of City of Winnipeg Dugald Road upgrades 4.3 Historic ROW Closures Remove "How"; tied to subdivision process.	Consultants and J. Kopp to update Transportation Policy with discussed changes.

5.5	**5.0 (Re)Naming of Roads** First names in new developments "must/shall" use names from decommissioned roads (post closure). City to apply for renaming post Secondary Plan approval.	Consultants to figure out how to close roads to repurpose road names.
6	**Update on LDR Funding** Scheduled for Community Committee Agenda.	
7	**Tour of South Transcona** Schedule for June.	
8	**Next meeting –** TUESDAY June 3rd Finalize Transportation Policy and Road Plan with red-lined edits. Discuss Land Use. Discuss date for tour of South Transcona (L. Hedman). F. DeMarchi will share letter at next meeting (if attending).	



SOUTH TRANSCONA SECONDARY PLAN
PROPOSED ROAD PLAN

MAY 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

LEGEND

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- PROPOSED PEDESTRIAN CROSSING
- PROPOSED ROUNDABOUT
- EXISTING INTERSECTION PROPOSED TO BE CLOSED
- EXISTING INTERSECTION PROPOSED TO BE TEMPORARILY CLOSED

M Richard
& Associates Ltd.

McGOWAN·RUSSELL

June 18, 2025

Re: Permission to enter property for natural areas assessment

Dear Owner of Property,

On behalf of the **South Transcona Secondary Plan Resident Advisory Group** we are requesting your permission to enter onto your property to conduct an inventory of the natural areas on your property as part of our research to identify significant natural and sensitive areas.

A field biologist will walk through the natural area located on the property and record any flora and fauna noted as present on site. This information will be used to update the natural and sensitive areas map for the City of Winnipeg and by the Resident Advisory Group to help write the South Transcona Secondary Plan.

The City of Winnipeg has already conducted such an inventory on City-owned lands in South Transcona, as well as on privately owned lands where permission had previously been requested. **IN NO WAY DOES THIS IMPACT YOUR TAX ASSESSMENT MADE ON OR FOR YOUR LAND, INCLUDING BUILDINGS.** Individuals conducting the survey will have proper identification and you will be provided with advanced notice prior to visitation by staff. You may request a copy of any information collected regarding natural areas assessed on your property.

I hereby authorize the City of Winnipeg Public Works Naturalists to enter my property for the sole purpose of assessing the natural areas.

Your Name: _____

Your Email: _____

Your Phone Number: _____

Your Address: _____

Your Signature: _____

Date: _____

Please return this signed letter by
taking a photo and e-mailing it to info@mrichard.ca

STSP - RAG MEETING 22 AGENDA
June 10th, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada
2. Agenda Approval
3. May 28 Minutes Review
4. Review Final Roads Plan and Policy Wording
5. F. DeMarchi's letter
6. Land Use Plan and Policy Discussion
7. Plan Tour of South Transcona

Future Items:

1. Land Drainage / Sanitary Servicing Plan and Policy Wording
2. Land Use Plan and Policy Wording, to include:
    - Regional Park / Area Charge Business Plan and Study (after open house)
    - Areas of Density / Targets
    - Small Neighbourhood Parks
    - Town Centre / Mixed Use Areas
    - Community Centre Site and Access / HOA Study and Business Plan (after open house)
    - JV Proposal with Buhler Park
    - JV Proposal with Transcona Golf Course
3. Results of Natural Flora and Fauna Study on All Lands and build into Regional Park Plan
4. Community Engagement - Open Houses
    - Open House #1: Hamlet Residents
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    - Open House #3: All of Southside
5. Geothermal and Province of Manitoba
6. Formal Proposal by COW to the RM of Springfield for Joint Revenue / Service Sharing Agreement on lands to the east of Murdock Road, South of Dugald

Road / Transcona Cemetery, north of the St. Boniface Road Alignment, and west of the Provincial Perimeter Hwy

7. Renaming of St. Boniface Road to South Transcona Road

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #22

Date: June 10, 2025 **Time:** 6:00pm

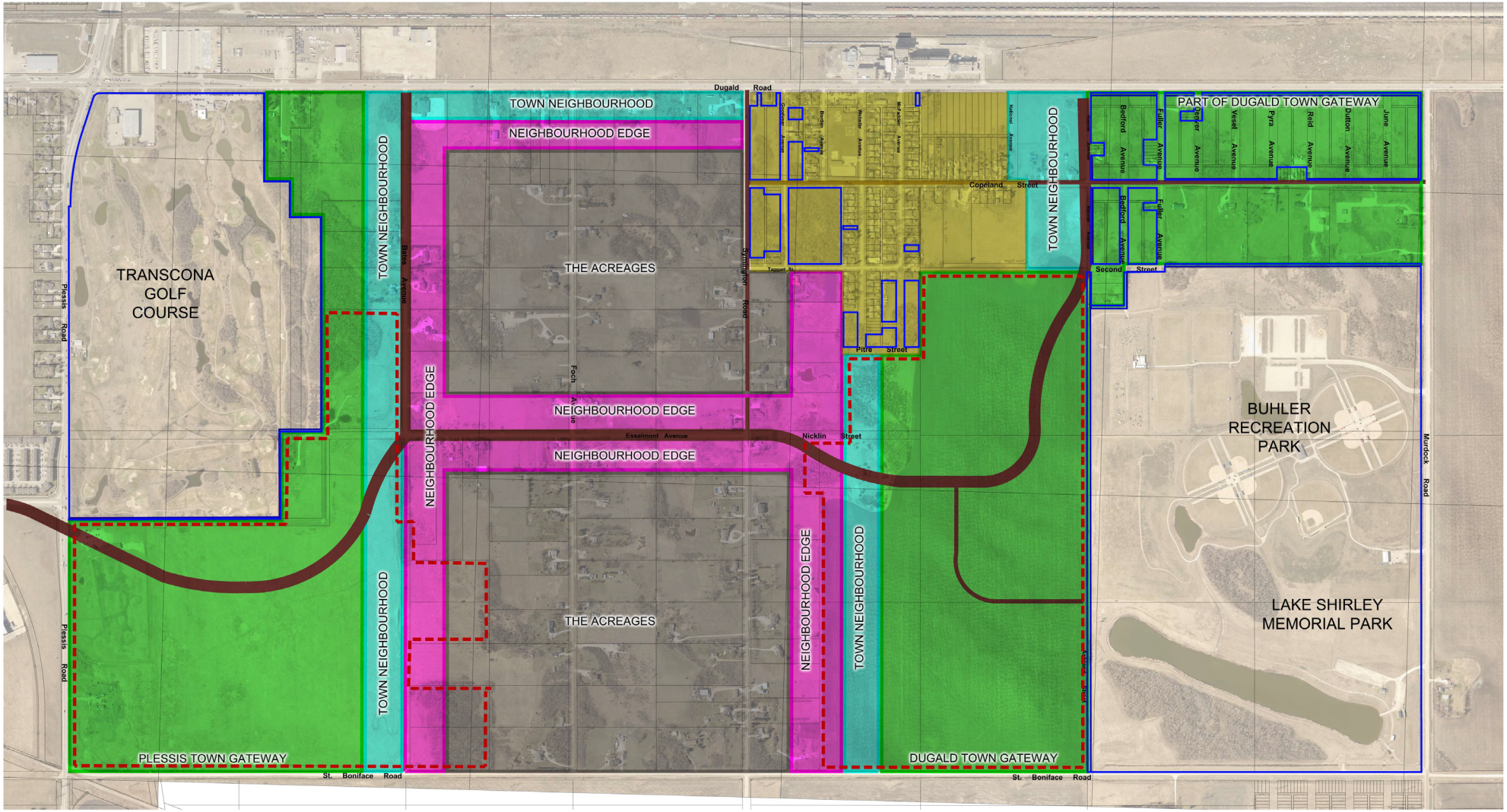
Present:
R. Wyatt, J. Drabchuk, R. Drabchuk, W. Andrushko, F. Horbaty, L. Hedman, J. Kalar, M. Golden, J. Wilkie, M. Richard, I. Dyck, J. Kopp, D. Patman

Regrets:
F. DeMarchi, J. Clarke, I. Laker, J. Allard, S. Russell

	Discussion	Follow Up Action:
1	**Agenda Approval** Removed F. DeMarchi's letter (regrets). New Item added – The Marketplace. Transportation Policy and Plan Approval added. Update on natural areas assessment letter added. Schedule approval added. Carried.	
2	**Minutes Review** Carried.	
3	**The Marketplace** Target demographics for sales of lots and multifamily sites discussed: young families, seniors downsizing, newcomers to Canada, UofM students, regional movers to the City, pull from Transcona, Southdale areas. Mix of housing types. J. Kalar: Branding done with builder groups, timing of marketing tied to development stages, power in a name. Examples like Sage Creek, Bridgwater (Forest, Trails, Lakes) cited. M. Golden: Name suggestions already considered around "Harvest Meadows" or "Harvest Trails." Put on agenda for next meeting.	Discuss area branding at next RAG meeting.
4	**Transportation Policy & Plan Adoption** R. Drabchuk: Why is Bates 4-lanes when it's 750m away from arterials? And Not Symington? D. Patman: Road types depend on neighbourhood layout, fewer corridors makes for busier corridors. Arterials are cost-shared with City, collectors paid by developers. Want to avoid expropriation if at all possible with road plan. Engineers want access to Dugald spaced out 800m, Bates, Rennie identified as path of least resistance, more efficient servicing, ROW width. Final road plan based on engineers' table,	Consultants to send Road Plan and Transportation Policy to engineers for study *with caveat to study Bates vs. Foch/Symington as alternative major collector.*

	TIS. Development along Dugald, Bates, School, multi-family may necessitate Bates upgrades. Confirm with engineers that Bates, Symington and Foch are the correct streets to use for connection to Dugald as per their previous analysis. Motion to approve in principle to take to engineers with additional scope of work. Carried.	
5	**Update on Natural Areas Letter** No signed letters received by MRA. Volunteers (J. Drabchuk, R. Wyatt) for door-to-door follow-up. L. Hedman rases concerns raised about "priority for protection," wildlife impact, and property development constraints. Public reserve dedication would be focused on natural areas. May increase value of land. Law is on side of private property – no tree by-law yet. Wildlife impacts: Fauna study pending LDR funding.	MRA to prepare methodology memo and send list of addresses to volunteers.
6	**Land Use Plan and Policy** High-level land use plan presented. Will be iterative process. - Town Gateway: highest density, mixed residential/commercial up to 10 storeys. - Town Neighbourhood: primarily residential with diverse housing types up to 7 storeys. - Neighbourhood Edge: transition area, no apartment blocks. - Acreages: still in development, potential for intensification post-servicing. - Plan is contingent on full urban services. Timing is based on market. Discussions on affordable/student housing, BRT potential, and impacts on local residents (locals may be pushed out/bought out – matter of perspective). J. Kopp: next steps: - Next step to think about how all the pieces of plan fit together. Idea generation should come from RAG and Consultants. - M. Richard: How granular do we get to inform DASZ applications? The more detail we give engineers the better the information from engineers. What does yield look like? Dwelling units on the ground. Need more information before engaging Fire Department, schools, Community Centre, etc.	Consultants to distribute policy and maps (Parks and Land Use) for review. RAG to review Land Use Plan and Policy for next meeting.
7	**Tour of South Transcona** Weekday evening proposed, regular RAG meeting slot.	L. Hedman and R. Wyatt to

	Mode of transportation options to be explored.	coordinate; J. Wilkie to look into heritage bus availability.
8	**Schedule** Tuesdays scheduled going forward but conflict noted with I. Laker. Proposed one meeting per week, two meetings per major topic (Land Use/Parks/Drainage). Meeting materials requested to be distributed early for adequate review time.	
9	**Disclaimer** Drafted by J. Kopp reflecting recent discussions. Applies to Transportation, Land Use, Parks, etc as a package. Clarify advisory, non-binding role of RAG. R. Wyatt: add that policies are major inputs forming the Secondary Plan "however this policy will be a valuable policy doc that will directly inform the City now and before the submission of this secondary plan".	J. Kopp to revise disclaimer text as discussed.
10	**Next meeting –** Tuesday June 17th Discuss area branding. Review Land Use Plan and Policy. F. DeMarchi will share letter at next meeting (if attending).	



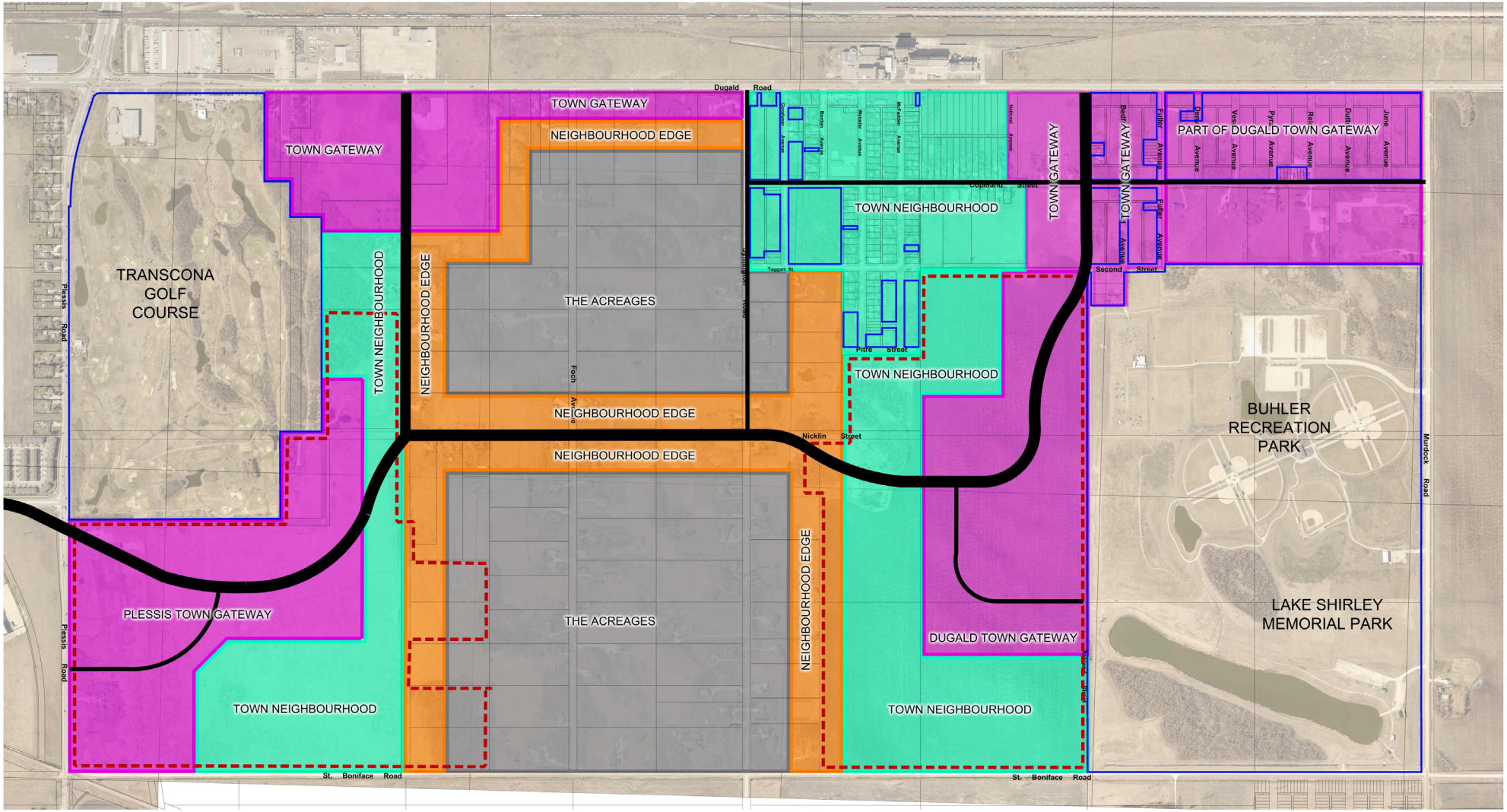
SOUTH TRANSCONA
PROPOSED LAND USE PLAN

MAY 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

- HAMLET
- TOWN GATEWAY
- TOWN NEIGHBOURHOOD
- NEIGHBOURHOOD EDGE
- THE ACREAGES
- NEW COLLECTOR ROADS
- CITY OWNED LAND
- LANDS OWNED BY MAJOR DEVELOPERS



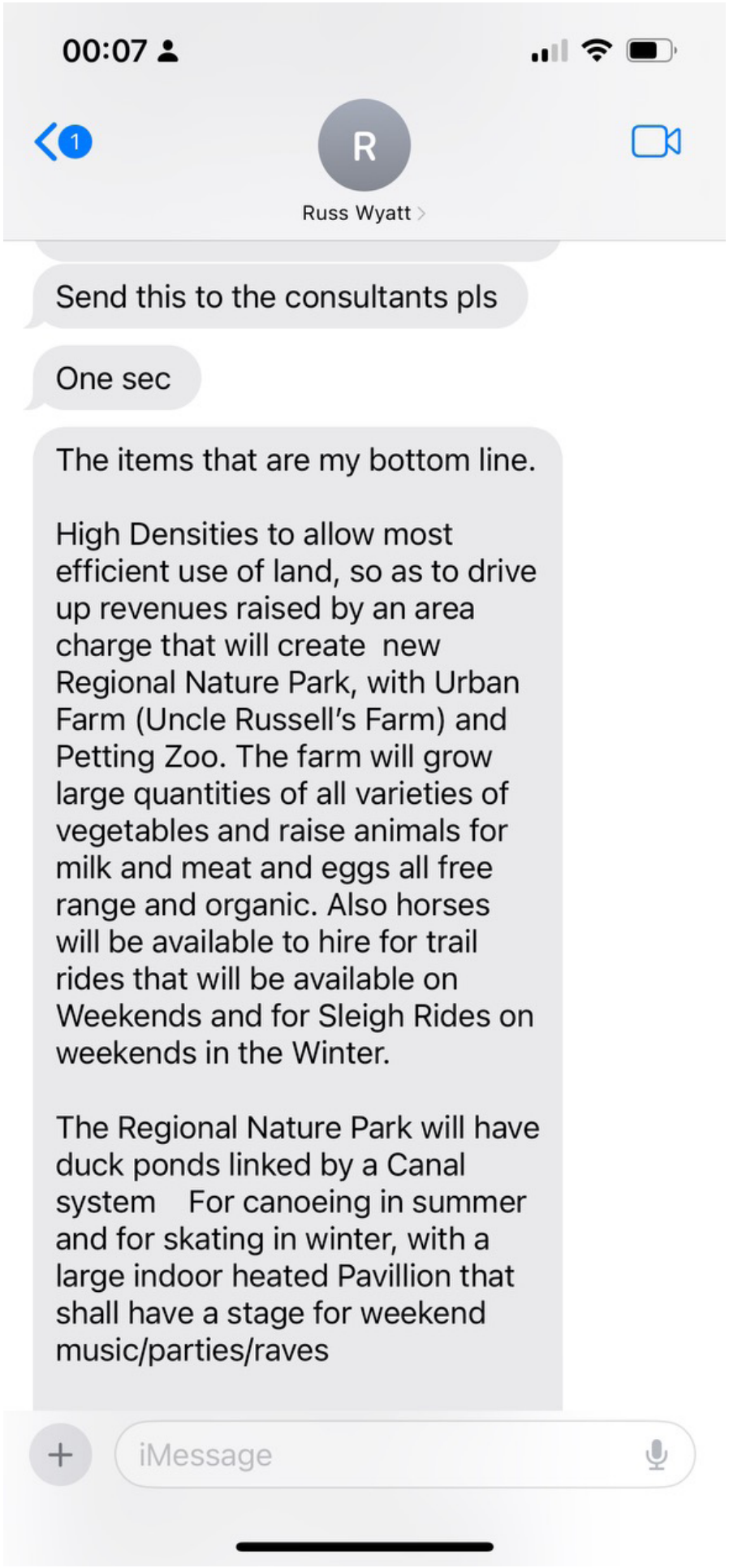
SOUTH TRANSCONA
PROPOSED LAND USE PLAN

JUNE 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

- TOWN GATEWAY
- TOWN NEIGHBOURHOOD
- NEIGHBOURHOOD EDGE
- THE ACREAGES
- NEW COLLECTOR ROADS
- CITY OWNED LAND
- LANDS OWNED BY MAJOR DEVELOPERS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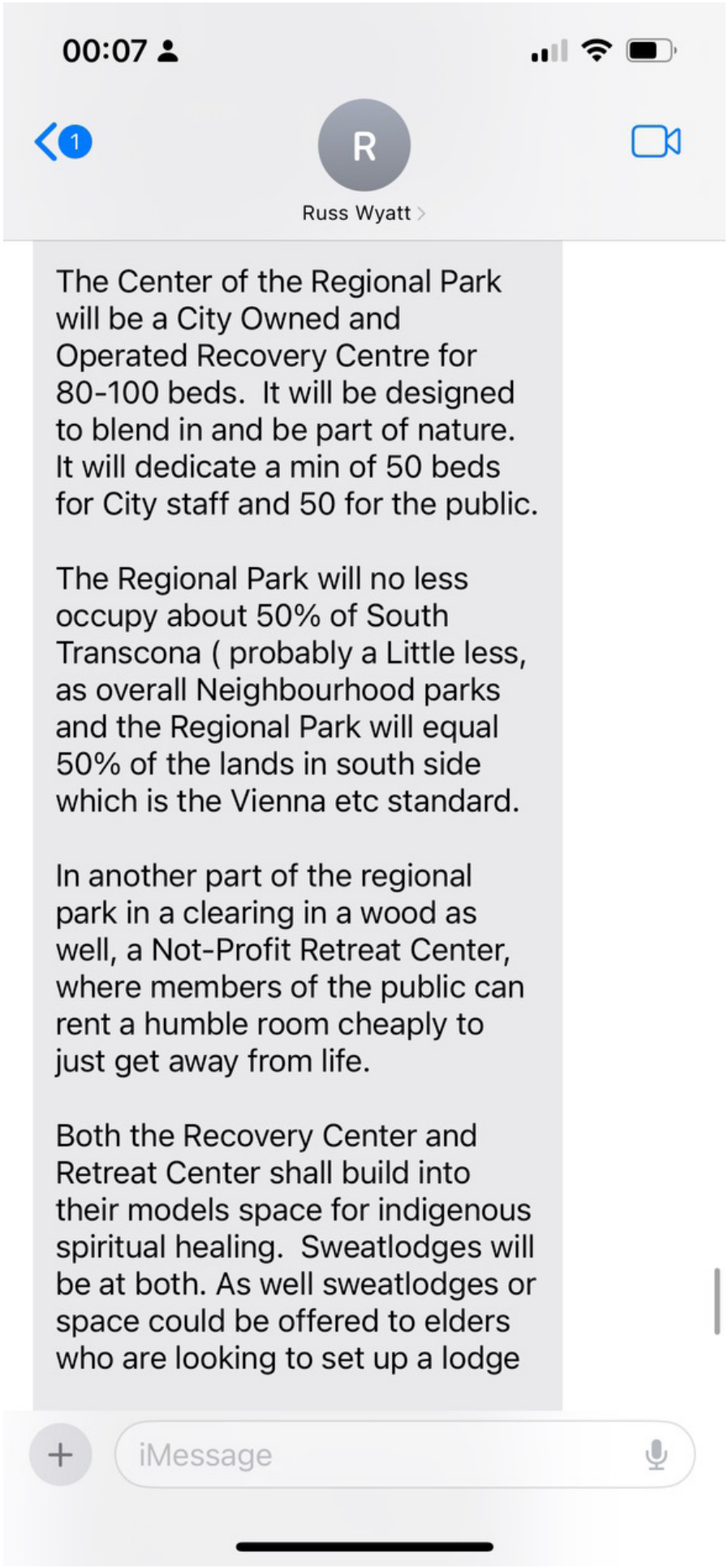
1
R
Russ Wyatt
Send this to the consultants pls
One sec
The items that are my bottom line.
High Densities to allow most efficient use of land, so as to drive up revenues raised by an area charge that will create new Regional Nature Park, with Urban Farm (Uncle Russell's Farm) and Petting Zoo. The farm will grow large quantities of all varieties of vegetables and raise animals for milk and meat and eggs all free range and organic. Also horses will be available to hire for trail rides that will be available on Weekends and for Sleigh Rides on weekends in the Winter.
The Regional Nature Park will have duck ponds linked by a Canal system For canoeing in summer and for skating in winter, with a large indoor heated Pavillion that shall have a stage for weekend music/parties/raves
iMessage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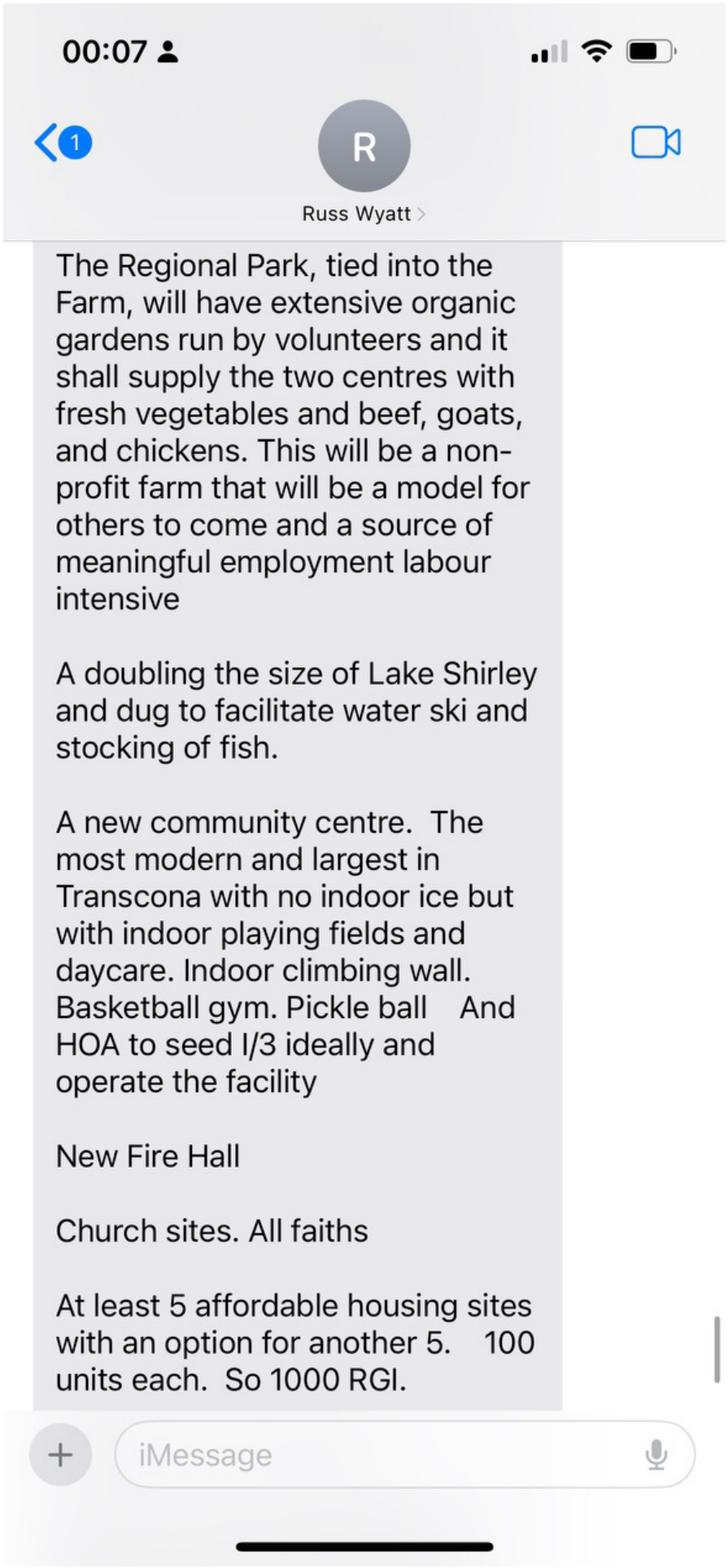
R
Russ Wyatt
The Center of the Regional Park will be a City Owned and Operated Recovery Centre for 80-100 beds. It will be designed to blend in and be part of nature. It will dedicate a min of 50 beds for City staff and 50 for the public.
The Regional Park will no less occupy about 50% of South Transcona (probably a Little less, as overall Neighbourhood parks and the Regional Park will equal 50% of the lands in south side which is the Vienna etc standard.
In another part of the regional park in a clearing in a wood as well, a Not-Profit Retreat Center, where members of the public can rent a humble room cheaply to just get away from life.
Both the Recovery Center and Retreat Center shall build into their models space for indigenous spiritual healing. Sweatlodges will be at both. As well sweatlodges or space could be offered to elders who are looking to set up a lodge
iMessage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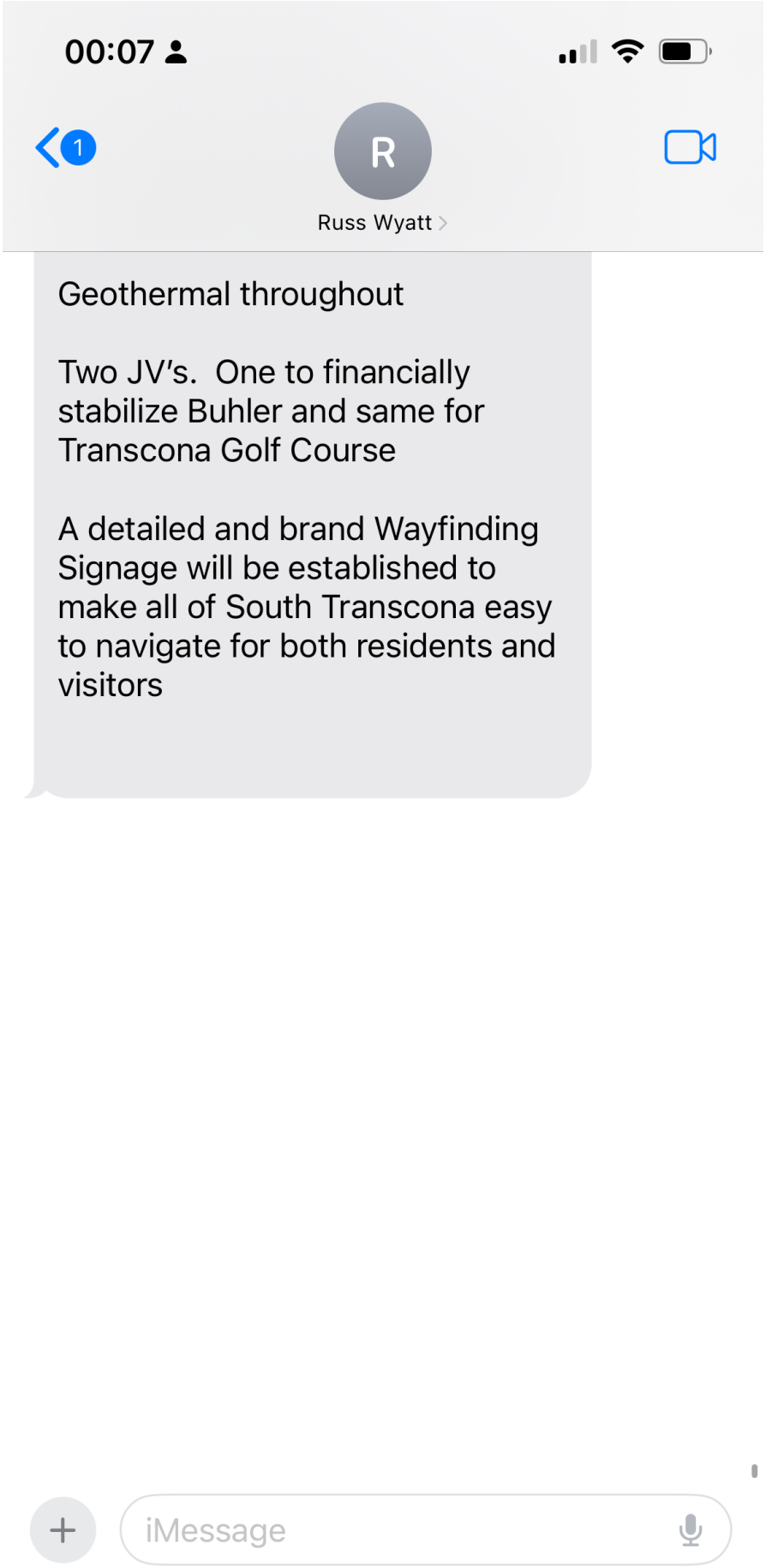
R
Russ Wyatt
The Regional Park, tied into the Farm, will have extensive organic gardens run by volunteers and it shall supply the two centres with fresh vegetables and beef, goats, and chickens. This will be a non-profit farm that will be a model for others to come and a source of meaningful employment labour intensive
A doubling the size of Lake Shirley and dug to facilitate water ski and stocking of fish.
A new community centre. The most modern and largest in Transcona with no indoor ice but with indoor playing fields and daycare. Indoor climbing wall. Basketball gym. Pickle ball And HOA to seed I/3 ideally and operate the facility
New Fire Hall
Church sites. All faiths
At least 5 affordable housing sites with an option for another 5. 100 units each. So 1000 RGI.
iMessage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R
Russ Wyatt
Geothermal throughout
Two JV's. One to financially stabilize Buhler and same for Transcona Golf Course
A detailed and brand Wayfinding Signage will be established to make all of South Transcona easy to navigate for both residents and visitors
iMessage

STSP - RAG MEETING 23 AGENDA
July 8th, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada

2. Introduction of Choi Ho

3. Agenda Approval

4. Previous Minutes Review

5. Update on South Transcona Tour / Trolley Car Company

6. Sign Off on Flora and Fauna on Private Lands (Thank You to Johnanne and Ian)

7. Review Land Use Plan

Future Items:

1. Land Drainage / Sanitary Servicing Plan and Policy Wording
2. Land Use Plan and Policy Wording, to include:
    - Regional Park / Area Charge Business Plan and Study (after open house)
    - Areas of Density / Targets
    - Small Neighbourhood Parks
    - Town Centre / Mixed Use Areas
    - Community Centre Site and Access / HOA Study and Business Plan (after open house)
    - JV Proposal with Buhler Park
    - JV Proposal with Transcona Golf Course
3. Results of Natural Flora and Fauna Study on All Lands and build into Regional Park Plan
4. Community Engagement - Open Houses
    - Open House #1: Hamlet Residents
    - Open House #2: Acreage Residents
    - Open House #3: All of Southside
5. Results of LDR Work on New Nature Park Lands / Area Charge Study Results & Inclusion

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #23

Date: July 8, 2025 **Time:** 6:00pm

Present:
R. Wyatt, I. Laker, J. Drabchuk, R. Drabchuk, W. Andrushko, L. Hedman, F. DeMarchi, J. Clarke, J. Allard, J. Kalar, M. Golden, S. Russell, J. Wilkie, M. Richard, I. Dyck, J. Kopp, D. Patman, E. Allen, C. Ho, S. Prociuk

Regrets:
F. Horbaty

	Discussion	Follow Up Action:
1	**Agenda Approval** Motion to approve. Carried.	
2	**Flora and Fauna (Natural Area Assessment Letter) Update** 13 of 20 letters signed. Sent to City Naturalist, in their hands now.	
	Introduction of City Staff Choi Ho new District Planner E. Allen Long Range Planner David Patman Manager of Transportation – Public Work Shauna Pociuk – Project Manager	
	Minutes Review Change meeting date (July 8) Motion to approve. Carried.	Consultants (MRA) to update Minutes
	South Transcona Tour Trolley Car Quoted $1,000 for September 13th (Saturday, 1:30 on) (tentative) August or early Sept (weekday evening preferred. Not a weekend) Look into Heritage Busses.	Councillor/Consultants (J. Wilkie) to look into alternative transportation/schedule
	Review Land Use Plan M. Richard presents new Land Use Plan - Creation of Nature Park (~40% of area) - Kept Town Gateway (highest density, commercial) - Town Neighbourhood (tier down in density), now in Hamlet, Acreages, preserving natural areas for Nature Park - Density focused along major arterials, collectors - Policy table will continue to be updated. RAG encouraged to share feedback.	Consultants to update plan, policy table as discussed Councillor will liaison with Province to enquire about hookup exemption/extension Questions for K. Kowalyk

J. Clarke: Clarify Town Neighbourhood/Acreages
- DASZ (subdivision and rezoning) to ensure appropriate development scale/location

E. Allen: OurWinnipeg/Complete Communities, neighbourhood designation, street level enables scale of density (ie. Arterial – 8 storeys), context of surrounding land use

L. Hedman: What happens to existing homes along main routes?
- E. Allen: Nothing, unless wanting to sell/redevelop. Est. 40-50 years until full build-out, land slowly changes over time.

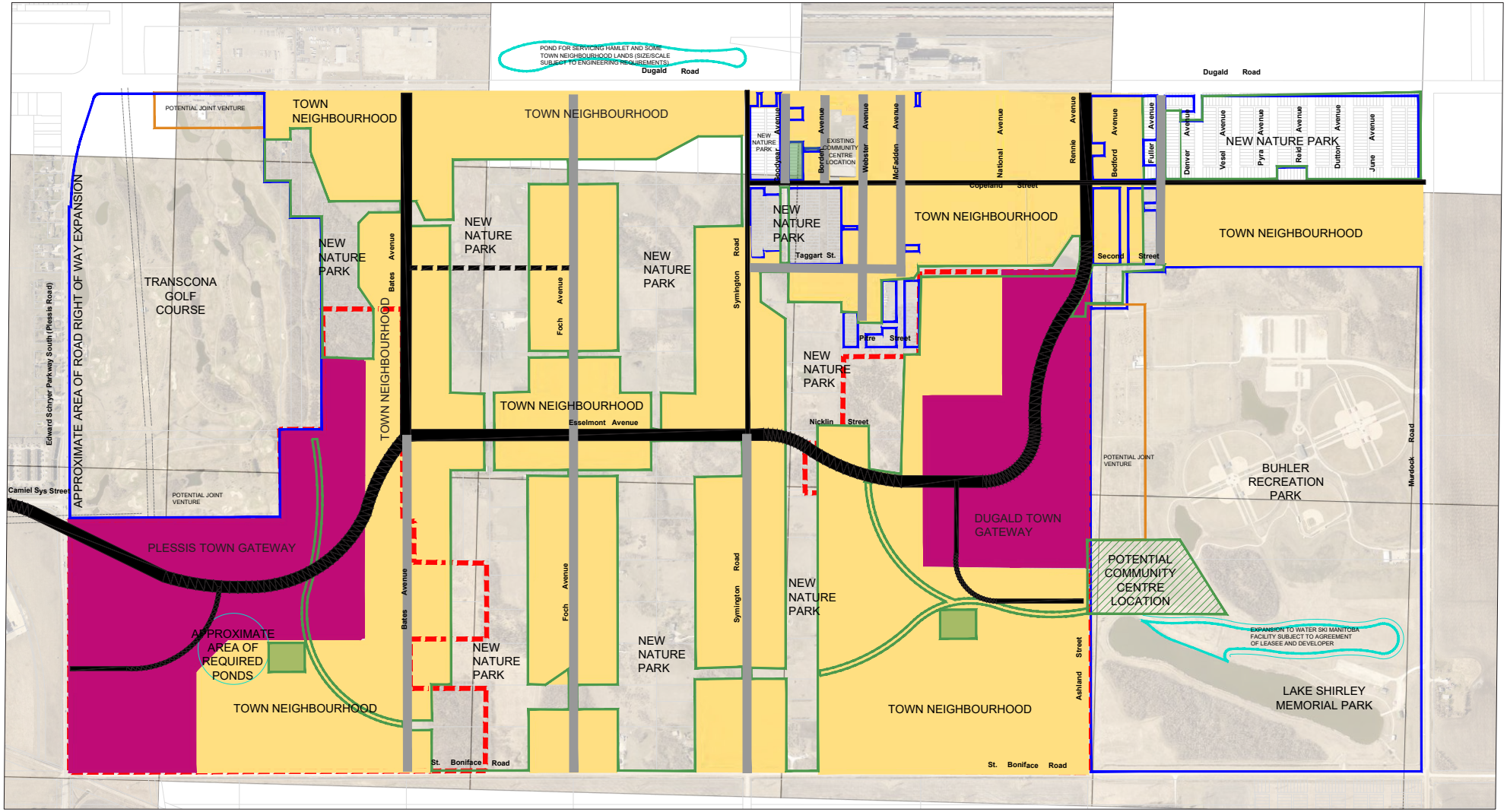
R. Wyatt: Provincial requirement to connect to wastewater (10 years). Huge expense to homeowner, incentivizes development to pay for charges. Councillor will liaison with Province to enquire about exemption.
- E. Allen: Province prefers hookups to avoid septic tank and field (environmental disasters waiting to happen). 10-year grace period.
- J. Carke: would 30 years work? Extension to allow for natural lifespan of septic fields.
- R. Wyatt: Can City amortize payments to hookup to servicing (local improvement)? Question for Land Development. 50%+1 to develop before full municipal servicing? Empower residents.
- J. Drabchuck: Do residents pay for frontage or flankage? Question for Land Development.

J. Clarke: Another buffer designation would make sense, especially for bringing information to the open house?
- Town neighbourhood (big and small? High and low?)
- More context and soften language for open house

Park Discussion
- J. Clarke: Estimated 200-240 acres for PR, how does this affect price of land, # of units?
- R. Wyatt: Climate change context, City greenspace master plan, Montreal Accord for Biodiversity, need to create a livable micro-climate
- Stormwater, greenspace to offset drainage from retention ponds
- S. Pociuk: Provincial Clause 8, green infrastructure, bioswales, strategic land drainage
- Land prices increase along parks

Mechanisms of land acquisition
- J. Clarke: Communicate clear, creative ideas to residents, residents should get advantage
- R. Wyatt: Study on area charges for what's marketable; % of new tax rolls to assemble park land
- HOA? Fund assembly for parks and public space,

	community club - City-owned land, potential opportunity for land assembly - Can City receive land as charity? Estate planning. Calgary, Edmonton examples. Need a foundation. Potentially Winnipeg Foundation. Designation boundaries - Policy will reflect that measurements/boundaries are conceptual, not exact. Phasing of Development - Dependent on market, residents' desire to develop, immigration, regional trends - Developers envision 10 phases of development, arterials inward toward acreages RAG Plan Changes - Add single-family to Town Neighbourhood (will be written in policy) - Separate Town Neighbourhood (big and small) - % range of housing types in principle - # of units needs to be clarified (25,000 vs 50,000 changes planning) o Will be question at open house o May change transportation and roads plan (Bates/Symington revisited) Next Steps - Consultants to continue developing plan, policy table - Preferred concept plan, yield of units, send to engineers to do Traffic Impact Study (TIS) - Looking for additional RAG feedback	
	Next Meeting Next week Tuesday (July 15) Council prorogued, summer break on RAG meetings Branding at future meeting	



SOUTH TRANSCONA
PROPOSED LAND USE PLAN

JULY 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

TOWN GATEWAY -
COMMERCIAL, MF MIXED USE (60 UPA), MF HIGH RISE (80 UPA), MF MID RISE (50-60 UPA), MF LOW RISE (30 UPA)

TOWN NEIGHBOURHOOD -
MF HIGH RISE 7 STOREYS (80 UPA), MF MID RISE (50-60 UPA), MF LOW RISE (30 UPA), SUPPORTIVE NEIGHBOURHOOD COMMERCIAL (DUGALD AND ESSELMONT)

JOINT VENTURE LANDS WITH CITY
(SUBJECT TO LEASEES CONSENT AND SUPPORT)

NEW PARKS

NEW COLLECTOR ROADS

CITY OWNED LAND

LANDS OWNED BY MAJOR DEVELOPERS

EXISTING PUBLIC RESERVE

PONDS

STSP - RAG MEETING 24 AGENDA
July 23rd, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada

2. Agenda Approval

3. Previous Minutes Review

4. Update on South Transcona Tour (Another Option TBA)

5. Update on LDR Funding

6. Review Land Use Plan
   a. Written feedback received from RAG member(s)
   b. Land Use Plan with number of dwelling units
   c. Jas and Michael present bubble diagram maps of each of their respective areas

7. Review Land Use Policies

Future Items:

1. Land Drainage / Sanitary Servicing Plan and Policy Wording
2. Land Use Plan and Policy Wording, to include:
   - Regional Park / Area Charge Business Plan and Study (after open house)
   - Areas of Density / Targets
   - Small Neighbourhood Parks
   - Town Centre / Mixed Use Areas
   - Community Centre Site and Access / HOA Study and Business Plan (after open house)
   - JV Proposal with Buhler Park
   - JV Proposal with Transcona Golf Course
3. Results of Natural Flora and Fauna Study on All Lands and build into Regional Park Plan
4. Community Engagement - Open Houses
   - Open House #1: Hamlet Residents
   - Open House #2: Acreage Residents
   - Open House #3: All of Southside

5. Results of LDR Work on New Nature Park Lands / Area Charge Study Results & Inclusion

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #24

Date: July 23, 2025 **Time:** 6:00pm

Present:
R. Wyatt, J. Drabchuk, R. Drabchuk, W. Andrushko, L. Hedman, J. Allard, F. Horbaty, J. Kalar, M. Golden, J. Wilkie, M. Richard, I. Dyck, J. Kopp, D. Patman, S. Prociuk

Regrets:
J. Clarke, F. DeMarchi, I. Laker, S. Russell, E. Allen, C. Ho,

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	Discussion	Follow Up Action:
1	**Agenda Approval** Motion to approve. Carried.	
2	**Minutes Review** Motion to approve. Carried.	
3	**South Transcona Tour Update** No trolley. Councillor has secured bus option (seats 20). Will plan for August weekday evening. To be catered.	
4	**Update on LDR Funding** Councillor working to have LDR funding approved. - $65,000 for Natural Area Protection Plan approved by Community Committee. - HOA, Historical research on servicing costs, joint venture, business plan for community centre TBD, next CC hearing September.	
5	**Review Land Use Plan** a) Feedback from RAG F. Horbaty: concerns raised about distribution of parkland between developer and resident lands. - J. Kalar: Parkland meets requirements, preserves natural areas where it is located, different vision for Acreages than developers' land - R. Wyatt: climate context to consider, offset land drainage costs with natural lands, reverse LI triggered when 50+1% subdividing. Residents will be paid for parkland, raises value of property around parks. - F. Horbaty disagrees with this approach. Unfair distribution of parkland. Discussion on implication of parkland size on land use plan - J. Allard. Two extremes between higher density and park, initial idea of Acreages was lower density, with high density on perimeter.	Consultants to update plan as discussed. Symbology to reflect

- J. Drabchuk: benefits of neighbouring parkland includes increased land value, no neighbours developing
- S. Pociuk: Implications, if land becomes parkland takes 2/3rds of Council to sell (difficult), amendment of Secondary Plan.
- Likely to have AT paths throughout.
- J. Kalar. Increased density along edges, pays for lower density, parkland in other areas. Strikes balance between those who want and don't want to develop. Infrastructure costs can be shared with neighbours. Each property owner wins.
- R. Wyatt: Developers front-ending servicing to accommodate density. Owners don't have to pay upfront, amortized payment for frontage, neighbours buy-in until 50+1% triggers LI.
- M. Richard: Development Agreement required. Gradual change will happen to land use and density as services come in.

L. Hedman shares feedback on land use plan from July 8 meeting

- Concerns about park size, could lose most of property to park. R. Wyatt: proposes 40% developable, 60% park (undevelopable) standard per lot, meets parkland dedication
- Concerns about height of multi-family in residential areas.
- What happens if residents don't want to develop? How to preserve property value, sense of community? Councillor doesn't believe this will be an issue.
- Concerns about land taken from Buhler Park and Golf Course. R. Wyatt: Land needed for Joint Venture development, remains uncertain and subject to negotiation with lease on City-owned land. Could present opportunities to help financial constraints.
- What are the mechanisms to upgrade Dugald and Plessis? Traffic lights? Tabled for 10 years from now in transportation policy. D. Patman: City talking to Province about twinning Dugald Rd. ST development will force urgency of infrastructure upgrades. Secondary Plan will help inform timing. Not enough current traffic to justify lights. TIS will help inform upgrades.

b) Land Use Plan with number of units

RAG discussion on land use plan presented.

- R. Wyatt: north Dugald retention pond to assist lands fronting Dugald and Hamlet.
- Councillor prefers to see a Main Street concept for entrance to ST, similar scale to Sage Creek commercial amenities.
- J. Drabchuk: Is there need for grocery store? Mixed opinions on scale of grocery store needed in ST, local store vs big box, too many factors to know today – number of residents, daytime population, traffic – as area grows demand for amenities changes.

c) Jas and Michael present bubble diagram of each development area

J. Kalar presents bubble diagram for his lands.

- Currently has 3 retention ponds, could be advantageous to conceptual nature of JV.

Questions to address:

- Balance between highest yield, preserving natural area,
- What if residents don't want to sell?
- What % of land is appropriate for PR?

RAG encouraged to illustrate preferred land use changes

partner with water ski park to reduce to 2 ponds, subject to change, cost analysis. Est. 4000 units.

M. Golden presents bubble diagram for his lands.

- Higher density from Plessis moving toward lower density east. 4000 units.
- RAG: What does “two-family” mean? Range of housing options driven by market.

7 Next Meeting

Council prorogued, summer break on RAG meetings.
Next meeting in September (TBD at Tour)
Review Land Use Policy.
Open House coming up.

Comments & Concerns with revised land use plan presented at July 8 RAG meeting

1. **Joint Venture Lands with City**
    a. Transcona Golf Course
        i. Reduction of golf course lands for potential high-rise buildings is not viable or good for the community.
    b. West side of Buhler Park
        ii. Related to sports, in favor
        iii. Not in favor of high density or any dwellings

2. **The Nature Park Concept**
    a. Not a bad idea but the proposed size of the parks appears too large.
    b. Definitely need pathways interconnected from Plessis Rd. to Buhler Park and north to ensure walking or biking is a daily event for residents.
    c. Suggest either:
        i. Scale down the area of the nature parks behind the existing single-family homes.
        ii. Or random park locations as shown in some previous maps.

3. **Town Neighborhood Areas**
    a. High rise, low rise and supportive commercial are a red flag.
    b. Provide separate color showing possible future high rise and only along Dugald roadway.
    c. Appears the want is for the entire neighborhood to become a high-rise haven. That is something we absolutely do NOT want in this neighborhood.
    d. Vision is that this neighborhood (or a major portion of it) maintains the country living feel, where I know my neighbors, where I can walk down the road without having 50 cars passing

me along the way, where there is an abundance of trees and wildlife, a lack of concrete jungle vibe and somewhere I would want to stay living until I pass.

e. Single family homes should be indicated in a separate color as well as low rise small scale, single or 4 plex only.

4. Community Centre

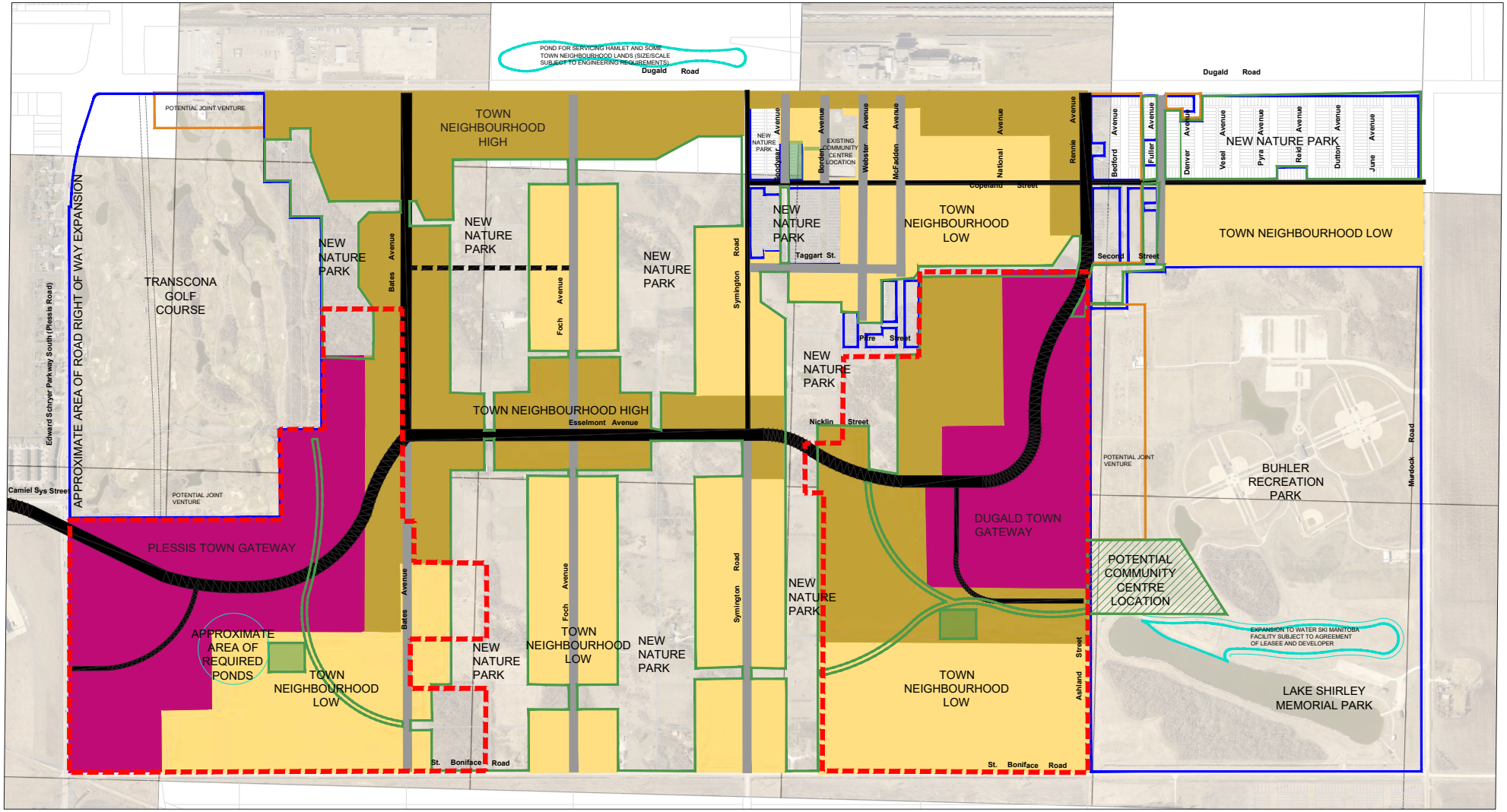
a. This community will need a community centre at some point.
b. Idea of an HOA to fund this concept is a good one.

5. Grocery Store

a. Don't need a large-scale store here.
b. Pharmacy with the basics as you see in Shoppers or Rexall that would suffice.
c. Small scale retail would be great.

6. Traffic

a. Number one priority BEFORE this plan/development is approved or housing starts to be built.
    i. Plessis road twinning needs to occur with signalling.
    ii. Dugald road needs to be put on priority for twinning and signalling within the next 5 years.



SOUTH TRANSCONA
PROPOSED LAND USE PLAN

JULY 2025
SCALE 1:4000

0 25 50 100 200 400m

NORTH

- TOWN GATEWAY - COMMERCIAL, MF MIXED USE (60 UPA), MF HIGH RISE (80 UPA), MF MID RISE (50-60 UPA), MF LOW RISE (30 UPA)
- TOWN NEIGHBOURHOOD - LARGE MF HIGH RISE 7 STOREYS (80 UPA), MF MID RISE (50-60 UPA), MF LOW RISE (30 UPA), SINGLE FAMILY, SUPPORTIVE NEIGHBOURHOOD COMMERCIAL (DUGALD AND ESSELMONT)
- TOWN NEIGHBOURHOOD - SMALL SINGLE FAMILY, DUPLEX, TRIPLEX, QUADPLEX, TOWNHOMES, MF LOW RISE (30 UPA)
- JOINT VENTURE LANDS WITH CITY (SUBJECT TO LEASEES CONSENT AND SUPPORT)
- NEW PARKS
- NEW COLLECTOR ROADS
- EXISTING PUBLIC RESERVE
- PONDS
- CITY OWNED LAND
- LANDS OWNED BY MAJOR DEVELOPERS

STSP - RAG MEETING 25 AGENDA
October 8, 2025

Acknowledgment:

We would like to acknowledge that we are meeting on Treaty One territory the traditional territory of the Anishinaabe, Cree, Oji-Cree, Dakota, and Dene peoples, and the homeland of the Métis nation and the Roman Catholic Mission Properties.

1. O Canada
2. Agenda Approval
3. Previous Minutes Review
4. Review Land Use Policies
5. Open House Dates
6. Review Open House Materials

South Transcona Residents Advisory Group (STSP-RAG)

Meeting Minutes #25

Date: October 8, 2025 **Time:** 6:00pm

Present:
R. Wyatt, J. Drabchuk, R. Drabchuk, W. Andrushko, L. Hedman, J. Allard, F. Horbaty, J. Clarke, J. Kalar, M. Golden, J. Wilkie, S. Russell, I. Dyck, J. Kopp

Regrets:
I. Laker, F. DeMarchi, M. Richard

	Discussion	Follow Up Action:
1	**Agenda Approval** - Amended to bump Land Use Policies at the end, or discuss within boards discussion. Motion to approve. Carried.	
2	**Minutes Review** Motion to approve. Carried.	
3	**Review Open House Dates** October 21st (Hamlet), 22nd (Acreages), 23rd October (Public) Location TBD - Tentatively at Transcona Golf Club (to be confirmed) - No other viable options	Consultants to confirm Open House locations
4	**Review Open House Material** a) Boards Intro. Two private developers "front-ending" STSP. "The RAG has been consulted and has been involved in discussions related to the development of the STSP" Consideration "and" approval. 1. Remove "average lot size…" C. and D. East/West Development Area. Major developer-owned. Keep its factual, not projection. Title: "Precinct 'S' Plan Area Label Golf Course, Buhler, Lake Shirley (official names) 2. Servicing: "Drainage, water, and wastewater servicing" 3. #3 25 meetings with volunteer RAG from May 2024-October 2025 Add rest of process after submission to Winnipeg (Public Hearing and Community Committee, SPC, EPC, Council Decision, becomes By-Law – changes can be made and public can give	Consultants to update Boards as discussed and resend to RAG for review.

feedback up to Council Decision)

Add Next Steps: Subdivision & Rezoning, earliest construction start 2028+

#6. Incorporate Feedback from OH in Secondary Plan where possible

4. Pull out original vision statement. Cut down to 1 board if possible. Bullet points.
   RAG discussed refocused vision statement, de-emphasizing climate change and "refugees", building plan for existing landowners. Councillor prefers to keep climate policy alignment.

5. Dwelling units discussed. Simplify. Challenge and opportunity of existing residents and unique configuration

6. Make all point form. Simplify.

   Housing security: Add current residents. Remove climate refugees. "opportunity for young families, downsizing," remove opportunities…refugees"

   Health & Happiness: Too wordy. Add "inclusive" language

9. Make Legend bigger. Town Neighbourhood (Yellow) is one colour to allow flexibility of density throughout acreages. Density policies focused along Esselmont between East and West development areas.

   Parks: RAG concerned with size of parks on private land. Councillor willing to let residents fight against it, believes residents should be able to "maximize developable area available to them". Councillor: Landowners are "greedy" addressed to F. Horbaty regarding reduced proposed developable land area.
   S. Russell: Expropriation very difficult for parks, need mechanism of acquiring land for parks.
   60% PR in Acreages (over-dedication), not in Developers' lands.
   RAG concerned about fairness. J. Kalar: Intent was always to protect natural areas and have development. Needs to strike balance.

   MRA to update land use policies as discussed.

10. Town Gateway
    "Policies put into place to protect existing homeowners"

11. Town Neighbourhood
    How to protect local residents and homes from encroachment? Land use policies could include language of buffering minimum distance from single-family (require secondary plan amendment).
    "Policies put into place to protect existing homeowners"

Other uses: worship, education, affordable housing, other institutions, etc.

12. Thicker lines. Bigger legend. Servicing Capacity Study tbd.

13. Land Drainage. To be updated.

14. Remove X roads

15, 16, 17 fine.

18. Too much information. Remove Public Lanes, Arterials, Expressways. Show size of Major, Minor, Local roads (with images). Runing speed, ROW, pavement

19. Title Parks and Natural Areas Plan. Red stars on map, not legend (natural areas to preserve), combine with blue stars Reduce info

20. To be updated into 1 board. (resend to RAG)
Reflect Pond options for East Dev Area. Fix PR and ac. On West Dev lands.

21. Remove.

22. “Sample Conceptual Plan”
Need a description: example of how development. For discussion purpose only – not an actual plan for these lands. Only to be presented at respective landowner information session.

Next Steps

- Create another board at the end
- Consideration of HOA and new CC. Under feasibility study.
- Parks Plan and Business Case
- Geo-thermal potential with Provincial Gov (applied for Efficiency MB study)
- Joint Venture scenarios with Buhler, Waterski, Golf Course
- Servicing capacity study

Concept Plans

- Revise to not show RAG members land/neighbours developed with multi-family

b) Survey

RAG to review and provide comments

c) Open House Dates

Transcona Golf Club booked for 21, 22, 23

November open houses TBD

5 Next Meeting
TBD end of October

Appendix G

RAG Transportation Policy

Disclaimer:

This document is a conceptual policy framework created with input from the South Transcona Residents Advisory Group. It is intended for informational purposes only and does not represent an official or approved policy of the City of Winnipeg or any other governing authority.

The contents of this Transportation Policy are non-binding and subject to change. All proposed infrastructure projects, road classifications, timelines, funding models, and development phasing are illustrative and contingent upon further technical studies, public consultation, regulatory approval, the availability of funding, and prevailing market conditions.

Professional advice from qualified engineers, planners, and municipal staff will be sought before any implementation. The use of this document by developers, government bodies, or any other parties is at their own discretion and risk.

No legal, financial, or other liability will be accepted by the authors, contributors, or affiliated organizations for decisions made based on the information contained herein.

SOUTH TRANSCONA SECONDARY PLAN
- TRANSPORTATION POLICY -

PREAMBLE

This document is a concept vision created with advisory input from the South Transcona Resident Advisory Group (RAG).

It is intended to be one of many inputs being used to create a secondary plan that will be submitted to the City of Winnipeg and area developers for their consideration, with the aim of creating an efficient, safe, and accessible multimodal transportation network to support the movement of people and goods within the Secondary Plan Area and beyond.

It is important to note that this policy document requires professional consideration by qualified engineers.

1.0 VISION

The unique historical development of South Transcona, together with new growth, necessitates a thoughtfully planned and well-connected transportation system designed to enhance local connectivity and minimize cut-through traffic.

The transportation network will be designed to support walking, cycling, driving, public transit and goods movement – helping ensure a sustainable and future-ready community. This network is a key part of the broader effort to create and strengthen community in South Transcona. A thoughtful transportation system will be essential to achieving this vision.

A key feature of the transportation network will be the development of new collectors, which will extend eastward from Edward Schreyer Parkway South (Plessis Road) and Golden Way through the development along Esselmont Avenue to Rennie Avenue and Dugald Road.

Collector development will be phased in alignment with growth patterns and guided by anticipated traffic volumes, emergency access requirements, and city-wide transportation planning objectives. The goal is to create a collector for connectivity and key community amenities. By doing so, the collectors will integrate and connect parks, community centres, schools, places of worship, commercial development, institutional uses, and emergency services.

To prioritize people, the network will avoid rights-of-way with high-speed routes. Instead, it will incorporate design elements such as lower speed limits (i.e. 50km/hr), road-narrowing measures and other traffic calming tools such as speed tables and bump outs, to improve safety to create a more welcoming, livable environment. Roads will be well landscaped for shade and have community features such as benches.

The build-out and pace of development in South Transcona will depend on four key factors. The first is continued population growth and housing demand in Winnipeg. The second is the ability to provide a broad spectrum of housing choices to support a range of incomes and levels of affordability. The third is timely infrastructure, transportation, and community improvements. The fourth is ensuring rights-of-way can

accommodate district geothermal energy infrastructure.

The implementation of transportation improvements will be aligned with housing starts, and funding will leverage mechanisms such as cost-sharing agreements and local improvement levies, where appropriate, to support the orderly delivery of infrastructure.

The goal of the Transportation Policy is to eliminate as much uncertainty as possible pertaining to the timing of road and pedestrian infrastructure development.

2.0 REGIONAL ROADS

The Secondary Plan identifies necessary upgrades to the existing regional road network to service 7,000 to 10,000 new dwelling units in South Transcona and accommodate projected growth of approximately 16,500 to 25,000 residents, within 7 to 15 years from the start of housing development. See South Transcona Secondary Plan Proposed Road Plan, subject to market forces and potential changes to future subdivision and rezoning applications (DASZ).

2.1 Dugald Road (from Edward Schreyer Parkway (Plessis Road) to the Perimeter Highway)	
What	Dugald Road will be upgraded to a minimum four lane, urban major arterial road to accommodate present use and future build-out population of South Transcona including: • major signalized intersection developments (Bates Avenue, Symington Road, Rennie Avenue and Murdock Road); • increased and improved rights-of-way, including travel lanes, median, and turning lanes; • multi-use path and sidewalks; • land assembly for a wider right-of-way (as needed). Land assembly should minimize impact on the south side (particularly areas with existing flora and fauna) and on the Malting Plant (identified historic site, 1925). • proper pedestrian and active transportation connections using grade separation (re: Chief Peguis Trail) To ensure the safety of existing and new residents, until the four-lane divided road is constructed, and able to accommodate high volumes and pace of traffic, it is recommended that the speed limit be reduced, from 70 km/h to 60 km/h, between Murdock to Edward Schreyer Parkway South (Plessis Road). Once improvements have been completed, the speed limit will be increased back to 70 km/h.

Why	Dugald Road is the principal east-west arterial roadway that connects South Transcona to Winnipeg's broader regional transportation system. It is essential for commuter traffic, freight movement, and access to industrial, residential, and commercial areas across east Winnipeg. Road improvements will accommodate current and future population and ensure traffic efficiency and safety. Dugald Road is currently one of the busiest two lane arterial road in the City of Winnipeg.
When	The City of Winnipeg is required to undertake Dugald Road improvements to a four lane, urban major arterial road with design, land assembly, and preparation for tender occurring in 2033, followed by the start of the construction of Dugald Road improvements in 2034/2035. This date places funding obligations from the City of Winnipeg beyond existing capital budgets being considered in this Council term (to Fall 2026).
Who	City of Winnipeg led design, tender and construction.
How	City of Winnipeg to provide funding through capital works planning, with the developers contributing their share of the intersection improvements based on an approved Traffic Impact Study and in accordance with the City of Winnipeg Development Agreement Parameters.

2.2 Edward Schreyer Parkway South (Plessis Road)(from Dugald Road to Fermor Avenue)	
What	Edward Schreyer Parkway South (Plessis Road) will be upgraded to a minimum four lane a four lane, urban major arterial road to accommodate the total build-out population of South Transcona including: • major signalized intersection developments (Camiel Sys Street / Golden Way); • improved rights-of-way, including travel lanes, median and turning lanes, sidewalks/multi use path; and • twinning on City of Winnipeg-owned land west of Edward Schreyer Parkway South (Plessis Road), south of Camiel Sys, to not impact privately owned land; • proper pedestrian and active transportation connections using grade separation (re: Chief Peguis Trail)
Why	Edward Schreyer Parkway South serves as the principal north-south arterial route facilitating connections between South Transcona and broader employment, commercial, and residential nodes across Winnipeg. This route is already overused by northeast Winnipeg's large and significant manufacturing and industrial sector. The RM of Springfield recently approved an industrial park with the main access being Edward Schreyer Parkway South, so road improvements will accommodate future

	population and ensure traffic efficiency and safety. Plessis Road is currently one of the busiest two lane arterial road in the City of Winnipeg.
When	The City of Winnipeg is required to undertake Edward Schreyer Parkway South Road improvements to an urban standard regional road with design, land assembly, and preparation for tender occurring in 2033, followed by the start of the construction of Dugald Road improvements in 2034/2035. This date places funding obligations from the City of Winnipeg beyond existing capital budgets being considered in this Council term (to Fall 2026).
Who	City of Winnipeg led design, tender and construction.
How	City of Winnipeg to provide funding through capital works planning, with the developers contributing their share of the intersection improvements based on an approved Traffic Impact study and in accordance with the City of Winnipeg Development Agreement Parameters.

2.3 St. Boniface Road / Murdock Road	
What	St. Boniface Road Improvements: • east of Symington Road to be upgraded to an urban minor arterial road with improved rights-of-way, including travel lanes, median and turning lanes, sidewalks, multi-use paths and boulevard design. • portions closed west of Symington Road and re-routed to collectors in South Transcona. • recommendation to the RM of Springfield to upgrade Symington Road south of St. Boniface Road to a similar minor arterial road standard. • St Boniface west of Foch should be decommissioned and declared surplus to City needs or identified for Rapid Transit and Active Transportation corridor. Murdock Road Improvements: • upgraded to an urban minor arterial road with increased and improved right-of-way including travel lanes, median and turning lanes, sidewalks, multi-use paths, and boulevard design. • Murdock Road and Dugald Road intersection improvements including traffic signals.

Why	St. Boniface Road and Murdock Road, being boundary roads with the Rural Municipality of Springfield, will be redeveloped as regional roads to: • improve internal safety of the South Transcona neighbourhood by directing external traffic to exterior arterial roads. • support future development within the RM of Springfield.
When	Contingent upon RM of Springfield growth and cost sharing agreements between RM of Springfield and City of Winnipeg with recognition that the roads will largely be servicing the development inside the RM of Springfield and therefore RM of Springfield must be considered as the senior and majority partner in these upgrades.
Who	City of Winnipeg led design, tender, and construction in conjunction with the RM of Springfield, unless the City of Winnipeg decides to assign its responsibility and its oversight to the RM.
How	Capital improvements to St. Boniface Road and Murdock Road will be cost-shared between City of Winnipeg and RM of Springfield. City of Winnipeg will fund 1/3 and RM of Springfield will fund 2/3. In the event funding from other levels of government is secured, this funding will potentially offset said static funding be it City of Winnipeg or the RM of Springfield.

3.0 COLLECTOR ROADS

A key feature of the transportation network will be the development of new collectors, which will extend eastward from Edward Schreyer Parkway South (Plessis Road) and Golden Way through the development along Esselmont Avenue to Rennie Avenue and Dugald Road.

The new collectors will be phased in alignment with growth patterns and dependent upon anticipated traffic volumes, emergency access requirements, and city-wide transportation planning objectives. These collectors will connect key community amenities bringing together and connecting parks, community centres, schools, spiritual centres, commercial development, institutional uses, and emergency services. See South Transcona Secondary Plan Proposed Road Plan.

Construction activity must come from Dugald Road or Edward Schreyer Parkway and not go through community. The most direct route in and out of the community to be followed.

3.1 Golden Way(from Plessis through to Dugald including former ROWs of Esselmont and Rennie)	
What	Golden Way will be developed as a four-lane urban major collector road including travel lanes, turning lanes, sidewalks, multi-use path, boulevard design and parking lanes (where appropriate).
Why	Golden Way is the primary entrance to South Transcona from Edward Schreyer Parkway South (Plessis Road) and will be developed as an integral component of the major collector road system connecting all of South Transcona from Edward Schreyer Parkway South (Plessis Road) to Dugald Road(via Rennie ROW). Golden Way intersection is intended to connect to Camiel Sys Street to provide a single controlled intersection on Edward Schreyer Parkway South. The redeveloped portion of Camiel Sys Street should be four lanes to transition safely to Golden Way at the shared intersection with Edward Schreyer Parkway South (Plessis Road). The present Camiel Sys ROW shall be a right in/right only upon completion of the new Camiel Sys that aligns with Golden Way.
When	Access to Golden Way from Edward Schreyer Parkway South (Plessis Road) is intended to be completed prior to housing starts, and Golden Way will then be extended as the development moves east, aligned with the pace of development.
Who	Developer led design, tender, and construction with reimbursement in accordance with City of Winnipeg Development Agreement Parameters.
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development.

3.2 East/West Road(Connect to Edward Schreyer Parkway (Plessis) at a location south of. Golden Way)	
What	The East/West Road will be developed as an urban minor collector road, south and parallel to Golden Way, to connect to Edward Schreyer Parkway South as a right in/right out only. However, it shall act as a temporary 4-way intersection until such time as Golden Way/Camiel Sys intersection is constructed.
Why	East/West Road is a secondary entrance to South Transcona and will be developed as an integral component of the major collector road system connecting all of South Transcona from Edward Schreyer Parkway South (Plessis Road) to Dugald Road.
When	Access from Edward Schreyer Parkway South (Plessis Road) will be completed prior to housing starts, and will then be extended as the development moves east, aligned with the pace of development.
Who	Developer led design, tender, and construction with reimbursement in accordance with City of Winnipeg Development Agreement Parameters.
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development.

3.3 Esselmont Avenue(future Golden Way subject to renaming)	
What	Esselmont Avenue will be developed as a four lane urban major collector road including travel lanes, turning lanes, median, sidewalks, multi-use path, boulevard design and parking lanes (where appropriate). Intersection improvements, including traffic signals or roundabout, at Bates and Symington when traffic warrants support these improvements.
Why	Esselmont Avenue is the primary east/west collector road and will be further improved as an integral component of the transportation system connecting all of South Transcona from Edward Schreyer Parkway South (Plessis Road) to Dugald Road. This staged approach ensures public investment is aligned with land use change and market demand while maintaining reliable access for existing residents. It incentivizes

	logical and contiguous development while ensuring road upgrades are coordinated, not fragmented.
When	Esselmont Avenue will remain as a two-lane gravel roadway in the near term. The City of Winnipeg will be responsible for ongoing maintenance of this roadway and will apply chip seal treatment to ensure adequate surface quality, minimize dust, and maintain accessibility for all users. This interim condition will remain in place until further development activity occurs along the road frontages. Full roadway upgrades to urban major collector standards, including construction of a signalized intersection at the appropriate collector or arterial junction to safely accommodate increased traffic demand and provide turning movement controls, will be initiated once 51% of fronting landowners on Esselmont have subdivided or redeveloped their properties through a DASZ application and will serve as the connection between Golden Way and Rennie Avenue. There will be consultation with South Transcona residents before road is expanded to four lanes.
Who	Developer led design, tender, and construction with reimbursement in accordance with City of Winnipeg Development Agreement Parameters.
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development.

3.4 Bates Avenue (north of Esselmont Avenue)	
What	Bates Avenue (north of Esselmont) will be developed as a four lane urban major collector road north of Esselmont Avenue including travel lanes, turning lanes, sidewalks, multi-use path, boulevard design and parking lanes (where appropriate). Pathway development will be separated from the Bates Avenue right-of-way, minimizing impacts on existing residential properties fronting the street.
Why	Bates Avenue (north of Esselmont Avenue) is the northwest entrance to South Transcona to service new growth and minimize disruption to current and future properties and residents.

When	Bates Avenue will remain as a two-lane gravel roadway in the near term. The City of Winnipeg will be responsible for ongoing maintenance of this roadway and will apply chip seal treatment to ensure adequate surface quality, minimize dust, and maintain accessibility for all users. This interim condition will remain in place until further development activity occurs along the road frontages. Full roadway upgrades to urban major collector standards, including construction of a signalized intersection at the appropriate collector or arterial junction to safely accommodate increased traffic demand and provide turning movement controls, along with either a sidewalk or 3.5 metre multi-use path, will be initiated once 51% of fronting landowners on Bates have subdivided or redeveloped their properties through a DASZ application and will serve as the connection between Golden Way and Rennie Avenue. There will be consultation with South Transcona residents before road is expanded to four lanes.
Who	Developer led design, tender, and construction with reimbursement in accordance with Developer Agreement Parameters.
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development.

3.5 Copeland Street	
What	Copeland Street to be developed as a 10-metre minor residential collector, maintaining existing right-of-way width where practical, with sidewalk and AT path.
Why	To define new development blocks and ensure street connectivity.
When	When Rennie Avenue to Dugald Road improvements are made, local improvement levies are to be used to block off Copeland Street to prevent cut-through traffic on both sides of Rennie Avenue at Copeland Street, with proper bulb design for EMS vehicles.
Who	Developer led design, tender, and construction with reimbursement in accordance with Development Agreement Parameters.
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development charges when density occurs on Copeland Street.

3.6 Symington Road	
What	Symington Road to be developed as a minor residential collector, maintaining existing right-of-way width where practical.
Why	To define new development blocks and ensure street connectivity.
When	Upon Esslemont Avenue's connection to any of Golden Way / Bates Avenue / Rennie Avenue, along with Dugald Road improvements, local improvement levies are to be used to block off, where necessary, certain areas of Symington Road to prevent cut-through traffic.
Who	City of Winnipeg led design, tender, and construction.
How	City of Winnipeg to provide infrastructure funding from the Department of Public Works and by implementing local improvement levy contributions, where appropriate.

3.7 Rennie Avenue (future Golden Way subject to renaming)	
What	Rennie Avenue will be developed as a four-lane urban major collector with a wide right-of-way including travel lanes, median and turning lanes, sidewalks, multi-use paths, boulevard design and parking lanes (where appropriate). Traffic lights and all intersection improvements to be installed at Dugald Avenue and Rennie Avenue, including cutting off Copeland Street (see item 3.5). The name of Rennie Avenue, must be transferred by developers onto a new street to respect the original naming.
Why	Rennie Avenue is the primary northeast entrance to South Transcona from Dugald Road and will be developed as an integral component of the collector road system connecting all of South Transcona from Dugald Road to Edward Schreyer Parkway South (Plessis Road).
When	Access from Dugald Road will be completed when development commences on lands to the south.
Who	Developer led design, tender, and construction with reimbursement in accordance with Development Agreement Parameters.

How	City of Winnipeg to provide infrastructure funding from the Department of Public Works and by implementing local improvement levy contributions, where appropriate.

4.0 LOCAL ROADS

The Secondary Plan identifies new local streets that will be developed in an orderly, phased manner with the pace of development, as well as existing streets to be extended and/upgraded to applicable urban standards. Additionally, road closures will direct vehicles to controlled intersections and help reduce cut-through traffic within the community. Subject to City of Winnipeg approval, developers should explore the use of concrete curbs and gutters, as appropriate, with asphalt paving for the road itself, or acceptable alternative.

4.1 Foch Avenue – Local Road Upgrade and Bates Connector	
What	Foch Avenue to be developed as a residential collector with the addition of a new local road connections, as needed. This includes a new connector with a sidewalk and AT path from Foch Avenue to Bates Avenue. Foch will be disconnected at the south end, but connection will be provided to residents on Saint Boniface Road, with a bulb turnaround for EMS.
Why	To define new blocks to reduce cut through traffic and ensure street connectivity.
When	Foch Avenue will be upgraded subject to land use changes fronting Foch Avenue.
Who	Developer led design, tender, and construction with reimbursement in accordance with Development Agreement Parameters and a densification area charge on Foch Avenue.
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development.

4.2 South Transcona Hamlet Local Road Closures	
What	Targeted road closures to rights-of-way as part of Dugald Road upgrade and intersection improvements at collector roads, with proper bulbs to be installed for EMS. • Goodyear Avenue (north of back lane on Dugald); • Borden Avenue (north of back lane on Dugald); • Webster Avenue (north of back lane on Dugald); • McFadden Avenue (at Dugald intersection); and

	• Fuller Avenue (north of private approach). Targeted road closures to rights-of-way as part of St. Boniface Road upgrade: • Symington Road with paved asphalt from Copeland Street to Dugald Road, with upgrades to Dugald Road and Symington Road for turning and collector turning lanes, traffic lights, and pedestrian crossing to path on the north side. Targeted road closures to rights-of-way as part of the new local road connection to Bates Avenue: • Foch Avenue to be closed at Dugald Road
Why	To reduce through traffic in neighborhoods and direct traffic from new development to collector roads.
When	Closures at the time of Dugald Road and St. Boniface Road (as part of future inter-municipal) redevelopment and after collector roads construction.
Who	The City of Winnipeg will be responsible for all local road closings
How	The initial funding will be advanced by private developers, with any applicable cost recovery facilitated through phased development and densification of all remaining land in the South Transcona Secondary Plan area.

4.3 Historic Rights-of-Way Closures	
What	Close unused historic rights-of-way and integrate into plan. The trigger for closures should be when the first two lanes of Symington Road road works occur or the twinning of Dugald Road – whichever comes first.
Why	Rights-of Way were opened during land planning in the 1950's. These roads have not been developed in the area and have potential for parks and development. We are proposing this to enable modern land use and preserve heritage. Throughout the development area, unused open rights-of-way will be closed to facilitate the establishment of new land uses and to integrate them into the overall design.

When	Commence in 2029 to create land accessibility for development and park lands.
Who	City of Winnipeg led design, tender, and construction.
How	Historic right of way closures will occur as part of subdivision and rezoning development approval process.

5.0 (RE)NAMING OF ROADS

To support the vision for South Transcona while honouring its history, this Plan proposes several road renamings. These changes aim to enhance clarity, support future development, and celebrate the community's character. All proposed renamings will follow the procedures outlined in the *City of Winnipeg Street Name By-law No. 115/2011*, including required notifications and compensation to affected property owners.

5.1 Road Names	
Plessis Road	Plessis Road shall be renamed Edward Schreyer Parkway South.
St. Boniface Road	St. Boniface Road shall be renamed South Transcona Road in accordance with the City of Winnipeg processes for rehabilitating street addresses of affected landowners.
Esselmont Avenue/Rennie Avenue	With the creation of Golden Way as the primary entrance to South Transcona from Edward Schreyer Parkway South, the Plan should consider the renaming of Esselmont Ave and Rennie Ave as "Golden Way" in accordance with the City of Winnipeg processes for rehabilitating street addresses of affected landowners.
Historic Rights-of-Way	Where appropriate, the historic names of former rights-of-way shall be incorporated into new developments in South Transcona subject to confirmation of historic significance. These rights-of-way include: • June Avenue; • Dutton Avenue; • Reid Avenue; • Pyra Avenue; • Vesel Avenue; • Denver Avenue; • Bedford Avenue; • Rennie Avenue (to be incorporated into the new collector);

	• National Avenue; • Portions of McFadden Avenue; • Portion of Webster Avenue; • Portion of Borden Avenue; • Portion of Bates Avenue; • Portion of Esselmont Avenue; • Pitre Street; • Second Street; • Nicklin Street (to be in incorporated into the new collector); and • Ashland Street.

6.0 CONCLUSION

The transportation strategy outlined in the South Transcona Secondary Plan reflects a commitment to building a connected, safe, and future-ready community in South Transcona. With a clear plan for funding, phased development, and coordination between governmental and private stakeholders, the policy ensures that infrastructure growth supports residential expansion, economic activity, and community well-being. The integration of historical context with modern planning principles serves as a foundation for resilient urban development.

Disclaimer:

This document is a conceptual policy framework created with input from the South Transcona Residents Advisory Group. It is intended for informational purposes only and does not represent an official or approved policy of the City of Winnipeg or any other governing authority.

The contents of this Transportation Policy are non-binding and subject to change. All proposed infrastructure projects, road classifications, timelines, funding models, and development phasing are illustrative and contingent upon further technical studies, public consultation, regulatory approval, the availability of funding, and prevailing market conditions.

Professional advice from qualified engineers, planners, and municipal staff will be sought before any implementation. The use of this document by developers, government bodies, or any other parties is at their own discretion and risk.

No legal, financial, or other liability will be accepted by the authors, contributors, or affiliated organizations for decisions made based on the information contained herein.

Appendix H

Area Stakeholder Memos

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MEMO

February 20, 2026

Summary of Engagement - Transcona Golf Club

The existing golf course is a privately run facility on City-owned land that includes 18 holes, an unused driving range area, a maintenance yard, and a clubhouse building on approximately 134.7 ac. In 2025, the Transcona Golf Club had 200 members and over 29,000 rounds of golf were played. Many of these rounds were from non-member, single day greens fees. The clubhouse includes a restaurant that is open year-round with reduced hours in the winter. During winter there is also a darts league and a pool league that generate activity on the site.

The future expansion of Plessis Road will impact the golf course and require redevelopment of at least six holes. This includes the three holes along the roadway that will be lost completely. The impact of the redevelopment will push the golf course into the existing trees on the east side that have been identified as class B/C habitat and are a Priority 2 for protection and retention. The maintenance yard and building will also need to be relocated due to the widening of Plessis Road. It is anticipated that the redevelopment of the course would consume 1.5 to 2 seasons, including the establishment of turf. This will create a significant loss of operating income for the club.

The costs for this redevelopment have been estimated by the Golf Club and are provided in the attached Appendix A. This costing will need to be accounted for in the budgeting of the redevelopment of Plessis Road by the City. The costs assume that the maximum amount of land is being taken from the golf course as shown on the Secondary Plan maps (Map 2). If less land is taken the costs may be reduced for construction but the loss of income to redevelopment would likely remain.

In a meeting with the golf club on February 17, 2026 the club expressed an interest in becoming a community hub for new and existing residents of South Transcona. They would like to be a place where people could meet, have a meal, and potentially use the space for activities beyond golf.

The gold club is also interested in opportunities to work with community stakeholders on new locations for the maintenance yard and the driving range. The group identified that there are no driving ranges for Winnipeg residents east of Lagimodiere Boulevard, and those on the east side of the City are on private courses. They would like to see a driving range established in the area or

connected to the course. Some ideas that were suggested were to have the driving range at either Buhler Recreation Park or Shirley Timm Rudolph Memorial Park. The range is sized at approximately 80yards x 350yards and would require netting, parking, and maintenance equipment. The maintenance yard is currently accessed from Plessis and is approximately 20,000 square feet in a combination of building and yard. The location for this facility, outside of the golf course property, but immediately adjacent was discussed. There may be opportunity to combine this with the maintenance facility required by Parks for the area or as a use for less developable land to the south. The Golf Club will pursue discussions for these options in the future with the redevelopment.

Discussion on development of residential or commercial uses on the golf course was limited as there is no available land to redevelop. The Club does not feel they could operate without the clubhouse. They want to expand the use which would in turn increase parking needs. The development to the south was also discussed with regard to coexisting with the existing golf course. If there is to be residential development facing the course the developer will need to take precautions for balls coming off the hole.

Discussion on changing the course to nine holes was met with concern on difficulty keeping members. The club feels strongly that to remain viable and competitive with the courses in the area they need to remain an 18-hole course. The direction envisioned by the Golf Club is the redevelopment of the golf course to maintain the 18 holes and provide the community with a sustainable year-round facility.

Appendix A – Estimated Redevelopment Costs (1/3)

February 27th, 2026

McGown Russell Group Inc.
825 Rue St. Joseph
Winnipeg, MB
R2H 3A8

Attention: Jackie Wilkie

RE: PROPOSED SOUTH TRANSCONA SECONDARY PLAN – TRANSCONA GOLF COURSE

Dear Jackie,

Per your request made to Director Rick Lemoine of the Transcona Golf Club (TGC) during discussions at the open house on October 23rd, 2025, the TGC is pleased to provide you with this letter and information as to the potential negative effects of proposed development plans, specifically the proposed right of way expansion of Plessis Road adjacent to the TGC golf course lands.

The TGC boasts a rich history, originally established in 1931 by Transcona residents for the local community. It has since evolved into a semi-private golf club, providing an excellent atmosphere for hosting tournaments, socializing with friends, or learning and playing golf for the first time.

The TGC remains committed to supporting our surrounding community and serving as a vital fundraising vehicle for local non-profit organizations. We host numerous tournaments for causes important to both our local area and the city of Winnipeg.

Over the past two seasons, the TGC has partnered with organizations such as St. Amant and the Transcona Food Bank. Additionally, for the last four years, we have provided educational scholarships to three local high school students. Should the TGC's ability to support these initiatives be limited for any reason, it would result in a significant negative impact on the community that extends well beyond our golfing membership.

In reviewing the Conceptual Land Use Plan and others presented to the club, the area referred to as "Approximate Area of Road Right of Way Expansion" shown on the drawings appears to align with the western limit of the parking lot of the TGC property, and continue due south in a relatively straight line, all the way to the southern limit of the golf course lands.

If the Plessis Road right of way expansion was indeed to be constructed to the approximated limit as shown, the expansion would effectively destroy four golf holes, from tee to green (specifically hole numbers 11, 12, 13, and 14), approximately 4,300 feet of cart path, nine sand bunkers, the TGC Maintenance Yard and Building, and four drainage ponds which effectively control land surface drainage in the southern area of the golf course lands.

Appendix A – Estimated Redevelopment Costs (2/3)

Based on discussions with our landscape architect, the reconstruction of four entirely new golf holes—including tees, greens, irrigation, sand bunkers, drainage ponds and networks, and cart paths—**is estimated to cost over $5.2 million.**

As the development project has proposed revised drainage for the southern area, it is currently unclear if new drainage ponds for the golf course will be required. We will seek further clarification on this matter as the project progresses

Any reconstruction of new golf holes and assets would need to be completed in a minimum of two (2) years in advance of the decommissioning of any of the existing golf course assets. This is required to allow for the required growth of new vegetation on tee boxes, fairways and greens to a playable state.

The construction or relocation of a new maintenance yard and building must prioritize efficient access for golf course vehicles, equipment, and delivery semi-trailers. Furthermore, the site must accommodate the bulk storage of petroleum products, fertilizers, and chemicals in full compliance with all applicable codes.

We estimate that the cost of relocating the maintenance yard (approx. 10,000 sq. ft.) within TGC leased lands would **exceed $1.5 million.** However, TGC remains open to discussing the possibility of sharing property with the City of Winnipeg for a joint maintenance yard south of our current leased lands, as previously discussed.

As the development process progresses, the TGC will be engaging in conversations with the owner of the lands directly to the east of the property regarding the construction of a driving range.

Currently, there are no driving ranges in the Transcona area, and we believe this facility would be a significant benefit to both the local residents and the TGC. The estimated cost to build the driving range is approximately $300,000.

The TGC's 18-hole championship layout has become a highly valued asset for Transcona and the surrounding communities, and it continues to be an annual contributor to the City of Winnipeg General Revenue Fund. The TGC is the only public golf course in the Transcona area with the closest public golf course being at least 8 km’s away.

In recent years, our focused marketing and advertising strategy has led to significant growth in the customer base for both the TGC restaurant and the golf course. This growth clearly indicates the local community’s strong interest in TGC and our current service offerings.

TGC management is confident that any negative impacts on the current golf course layout will result in the loss of long-time members and a dramatic decline in public use. Both outcomes would lead to a significant revenue loss for the club for many years to come.

Any negative impact on the quality of the TGC would likely decrease interest in and sales of new residential lots within the proposed development areas. There are numerous examples

Appendix A – Estimated Redevelopment Costs (3/3)

throughout Winnipeg of successful residential developments situated adjacent to golf courses, and as such, the TGC considers the golf course and restaurant to be high-value assets to the proposed development plan.

Mr. Jas Kilar, the owner of land parcel "D," has repeatedly expressed his desire for the TGC to remain an 18-hole championship layout groomed to the highest standards. He believes this will significantly benefit the development. This is particularly important given that the land directly adjacent to the south side of the golf course will be zoned for multi-family residential buildings up to seven stories high.

Having an affordable full-service restaurant, catering services, and banquet hall rental near the residential and commercial areas of the proposed development would provide significant value and opportunity for future occupants.

The TGC currently meets the criteria outlined in the City of Winnipeg's Green Space and Biodiversity Plan. Our grounds provide a healthy habitat for a large and diverse population of plant and animal life.

In summary, the information provided establishes a sound foundation for maintaining the quality of service the TGC offers the community. Management and the Board of Directors believe the proposed development plans present significant mutual benefits and opportunities for future partnerships.

However, these opportunities depend on maintaining the TGC's service offerings for the public, both now and through future developments. Consequently, the proposed expansion of the Plessis Road right-of-way must carefully account for any negative impacts on the TGC, the community, and the overall success of the development plans.

The TGC believes options exist to reconfigure the Plessis Road expansion, adjust existing golf holes, and potentially relocate or reconstruct new golf holes and other course assets.

The TGC is willing and available to continue meeting to discuss options and developments as they occur.

Please feel free to contact Mr. Alan Shane, General Manager of the TGC, at 204-583-3999 or by email at gm@transconagolf.ca.

Sincerely,

Board of Directors and Management, Transcona Golf Club.

cc. Alan Shane, General Manager

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MEMO

Summary of Engagement - RETSD

The planning team met with representatives from the River East Transcona School Division (RETSD) on September 3 and November 25, 2025 to discuss school capacity, land requirements, and coordination considerations related to future development in South Transcona.

RETSD advised that current division schools are at or near capacity. Students from South Transcona currently attend Bernie Wolfe School, which is at/over capacity. Based on anticipated growth within the Secondary Plan area, RETSD identified the need for at least two new schools to accommodate future students generated by development.

General land requirements for school sites were provided as follows:

- **K–5 Elementary School:** approximately 8 acres
- **K–8 Elementary School:** approximately 8 acres
- **Middle School:** approximately 8 acres
- **High School:** approximately 10 acres (inclusive of sports fields)

RETSD indicated that acreage requirements may be reduced where a school site is directly adjacent to parkland and can share outdoor facilities. The smallest feasible parcel for a school building is approximately 4.5 acres, provided sufficient adjacent green space exists. The City will not approve permits if there is insufficient space for the building footprint, parking, a bus loop, and required daycare drop-off and parking areas, which are subject to specific design standards.

RETSD applies a 1.6 km walking buffer when planning school catchment areas. Students residing beyond 1.6 km require bussing. Bussing is also required for children with mobility needs regardless of walking distance. Additional Secondary Plan policies will consider transportation network design standards to ensure universal bussing access can be accommodated.

With respect to location, school sites should ideally front onto collector roads. However, this is not strictly required provided safe bus access and turning movements can be achieved. A Traffic Impact Study (TIS) will be required prior to school development given anticipated parent drop-off volumes. RETSD noted that, in practice, active transportation infrastructure has not significantly

reduced parent drop-off traffic patterns. Proximity to parks and community facilities was identified as a higher priority than direct frontage onto a collector road, particularly where shared use opportunities can enhance community benefit.

Land acquisition and construction timing are controlled by the Province. RETSD may request school sites, however, acquisition and funding approval are outside the Division's control. Historically, property acquisition has taken approximately two years per parcel. As a result, aligning school construction with development phasing presents challenges.

Key takeaways from the discussions include the need to:

- Allocate space within the Secondary Plan for at least two new schools (which may be co-located with parks and open spaces)
- Consider adjacency to parks/community assets to reduce standalone land requirements and enhance shared use
- Undertake analysis of 1.6 km walking buffer coverage for potential school site options

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MEMO

Summary of Engagement - RM of Springfield

As the municipality immediately south and east of South Transcona, sharing boundary roads along St. Boniface Road and Murdock Road, land use, transportation, and infrastructure decisions within the South Transcona Secondary Plan (STSP) have the potential to affect the RM of Springfield, and vice versa. The planning team initiated early discussions with RM of Springfield administration in Spring 2025 and subsequently held a formal meeting on November 4, 2025 to review the STSP framework and discuss transportation, land use, drainage, and long-term growth considerations affecting both municipalities.

Discussion Summary

Transportation

Springfield indicated a preference to keep St. Boniface Road open west of Symington Road to maintain local traffic access. It was acknowledged that the St. Boniface/Plessis intersection will ultimately close due to required rail setbacks.

The Oakbank Corridor, as identified in the Winnipeg Metropolitan Region (WMR) Plan, was discussed as a potential long-term solution to alleviate Springfield traffic currently using Dugald Road.

Springfield requested that the Symington/St. Boniface intersection be revised to a right-angle configuration in future drawings to improve clarity.

Land Use

Springfield's Development Plan review is scheduled for 2027. Lands surrounding Precinct S on the Springfield side are currently designated Agricultural. Springfield noted plans for a new industrial development south of St. Boniface Road ("Waterside"). The rail corridor creates a triangular parcel between Plessis, Symington, and St. Boniface Roads. Springfield suggested this area may be more suitable for estate-style rural residential development compatible with South Transcona, potentially in the range of 0.5 to 2-acre lots.

Drainage

Springfield's primary concern relates to potential southward drainage impacts. The STSP drainage strategy directs flows westward toward the Plessis trunk pipe, then north to the Dugald ditch, with stormwater managed within the plan area through on-site retention ponds. Springfield noted that the St. Boniface Road ditch is already at capacity.

Next Steps

- Maintain ongoing coordination with the RM of Springfield as the Plan advances, with January 2026 identified as the next coordination touchpoint.
- Determine cost implications associated with potential future arterial upgrades along Murdock, St. Boniface, and Symington Roads.
- Initiate discussions with Lyncrest Airport regarding building height considerations within the plan area.

Springfield has indicated interest in continued collaboration as the Secondary Plan progresses toward submission.

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MEMO

February 27, 2026

Summary of Engagement - Buhler Recreation Park

Purpose

This memo summarizes discussions with a representative of Buhler Recreation Park regarding its role within the South Transcona Secondary Plan, and considerations related to its operations and future development in the Plan Area.

Existing Operations

Buhler Recreation Park consists of 140 acres of City-owned land located in the southeast portion of the Plan Area. The lands are leased and privately operated by the East Winnipeg Sports Association (EWSA), a non-profit organization. The Park includes:

- Ball diamonds used for softball and baseball tournaments
- Athletic fields supporting soccer, flag football, ultimate sports, and field lacrosse
- Trails and ponds
- Space available for company picnics, outdoor activities, and community group use

As a venue, Buhler attracts municipal, provincial, and national championships across multiple sports. League programs and tournament activity generate thousands of visitors annually, many of whom travel from beyond the City of Winnipeg.

The Park operates on a fully self-sufficient basis, with an estimated annual operating budget of $700,000–$800,000, and receives no direct financial support from the City of Winnipeg. A $4 entry fee is charged to support operations. The main entrance is located off Murdock Road.

The Park has significant legacy and community value. Steve Mymko was instrumental in building the Park into its current form and, while no longer involved in day-to-day operations, maintains executive oversight through the Board of Directors.

Summary of Discussion

Impact of New Development

Buhler Park expressed concern about the operational impacts of new residential development adjacent to the Park, particularly the iIncreased access from the west side of the park (currently ungated), resulting in potential avoidance of entry fees, increased traffic volumes on Murdock Road, and uncertainty regarding how future residents would access the Park.

It was suggested that a defined boundary (e.g. fencing) may be required to protect operations and ensure controlled access. Buhler Park not opposed to new users but indicated that additional use without appropriate boundaries or fee collection would require compensation or grant support from the City to offset increased operational pressures.

Concerns were also raised regarding traffic on Murdock Road and the potential need for paving improvements in response to increased development-related traffic.

Community Centre Integration

Buhler Park indicated they are not opposed to a future Community Centre, however, they would prefer any facility to be integrated with Buhler Park in a manner that supports shared programming and mutual benefit.

The “Bronx Park” model was referenced, where a community club is integrated within a broader sports complex to allow for shared facilities and coordinated programming.

Key considerations include ensuring park access and entrance control are maintained, exploring cost-sharing arrangements, aligning programming so Buhler Park benefits from new community facilities.

Secondary Plan Mapping

Concerns were raised regarding the Secondary Plan illustrating a “Potential Community Centre” on Buhler Park prior to formal consultation with the Park operators.

It was noted that the proposed Community Centre location, as currently illustrated, appears to fall entirely within Buhler Park lands. A review of mapping is required to confirm and correct boundaries as necessary.

Other Opportunities

Buhler Park indicated openness to the installation of a cell tower on park lands, provided there is fair market compensation.

Action Items

- Draft Secondary Plan policies to better protect and recognize Buhler Recreation Park as a major community asset.
- Explore either mechanisms for increased City grant support to offset additional usage, or physical buffering/boundaries between new development and the Park.
- Review and confirm park boundary mapping in Plan materials.
- Regroup in the coming weeks to review updated policy language and revised mapping related to Buhler Park.

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MEMO

March 3, 2026

Summary of Engagement - Waterski Wakeboard Manitoba

Introduction

The existing waterski facility is a privately-run facility on City-owned land that includes the lake facilities, a boat launch, and an equipment building on Lake Shirely Memorial Park. The facility supports a range of programming and activities, including Learn-to-Ski and Learn-to-Wakeboard clinics, development and high-performance training programs, volunteer ski nights and member programming, dragon boat races and special events. The site has hosted numerous major competitions, including provincial championships, Western Canadian championships, Canadian national championships, and events associated with the 1999 Pan Am Games.

A meeting with Waterski Wakeboard Manitoba was held on March 3, 2026 to review the proposed development plan and note any concerns.

Discussion Summary

Protection of Lake Operations

The protection of the lake and its operational functionality is the highest priority for the association. Key considerations include maintaining appropriate water levels and ensuring the organization retains controlled access to the lake required for safe training and competitions. As the proposed land drainage for new development will not be directed to Lake Shirley any additional water will not affect the lake. The expansion of the lake is not a major concern for the group, but they appreciate that the proposed community center would not restrict development of a future pond.

There are existing concerns regarding the existing condition of the lake with sediment buildup that has not been addressed. To date, the City has not provided financial support for dredging or other major maintenance activities.

If additional activities are to be considered around the pond the control of the timing of use of the pond and allowable activities needs to be addressed with all parties. Pathways and planting of trees around the lake would be encouraged and have been started by the group. Formalized pathways would be a positive for the park area. If funding were available for larger tree planting to improve wind buffers the group could bring volunteers for planting. Past efforts with smaller trees have been an issue with the deer eating the trees.

Community Integration

The proposed community center location and off leash dog park that are noted on the land use and parks plans for the secondary plan were discussed. The access from the west side is preferable as it does not impact ongoing operations, parking or future lake expansion. The do park in the south would have not impact on the waterski operations and would be a benefit if more people are in the area for security. The group is interested in working collaboratively with the broader South Transcona community to enhance the development, bring more people to the waterski area, and potentially increase membership. All of this is contingent upon maintaining the lake for waterski.

With any change in the land a revised lease would need to be negotiated with the City. At present the group is operating with an expired lease and will need to have conditions evaluated with current uses and needs.

Future Planning

The group would like to be involved in any future planning of the land and would like to have further discussions with the City for the lease and maintenance of the pond. Overall, the opportunity to have additional potential members, other users of the lake, and additional recreation facilities is seen as a positive. A willingness to be involved in future development of the community was expressed to both enhance the community and protect the waterski facility.

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South Transcona Secondary Plan

Traffic Engineering Report – Revision 2

Stantec

Prepared for:
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Plessis Pointe Development Corporation

Prepared by:
Stantec Consulting Ltd

Date:
June 29, 2026

Project/File:
113708655

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Disclaimer

The conclusions in the Report titled South Transcona Secondary Plan Traffic Engineering Report are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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1 Background

Precinct S is an area in South Transcona bounded by Dugald Road to the north, St. Boniface Road to the south, Plessis Road to the west, and Murdock Road to the east. Work performed by a broader planning team as part of the Precinct S / South Transcona Secondary Plan project has resulted in the development of a concept plan, showing a mixed-use development to be in alignment with the City of Winnipeg's *Complete Communities 2.0*. The proposed development includes existing and proposed residential, commercial, office, and recreational functions within a unified property.

Mixed-use projects represent a contemporary approach to urban planning, offering opportunities to establish walkable communities, decrease dependence on single-occupancy vehicles, and enhance economic interactions among varied uses. A rigorous analysis of trip generation and distribution is essential to forecast traffic impacts, support the design of appropriate infrastructure, and uphold the long-term integration of the development within its broader context.

This traffic engineering report has been prepared on behalf of Plessis Pointe Development Corporation and Taggart Properties Inc., two major landowners within the South Transcona area of the City of Winnipeg. The report is intended to support preparation of the South Transcona Secondary Plan by providing an assessment of the background transportation context, background traffic volumes, projected traffic volumes for the proposed land uses in the concept plan, infrastructure upgrades based on future transportation demand, and potential phasing requirements for the Precinct.

1.1 Study Site

Precinct S is located at the east limit of the City of Winnipeg, with the boundary roads of Murdock Road and St. Boniface Road forming the border between the City of Winnipeg and the Rural Municipality of Springfield. The Perimeter Highway (PTH 101) is located 1.6 km to the east of the Precinct. The Transcona Yards are located to the north of the Precinct and as a result there is no north-south connectivity through the yards between Plessis Road and Ravenhurst Street. The Regent Avenue West commercial area is located approximately 1 km to the north and northwest. Winnipeg's central business district or "downtown" is located approximately 8 km to the west of Precinct S.

Figure 1 illustrates the location of Precinct S in the wider context of East Winnipeg, and **Figure 2** displays the Precinct S / South Transcona Secondary Plan study site within the local transportation context.

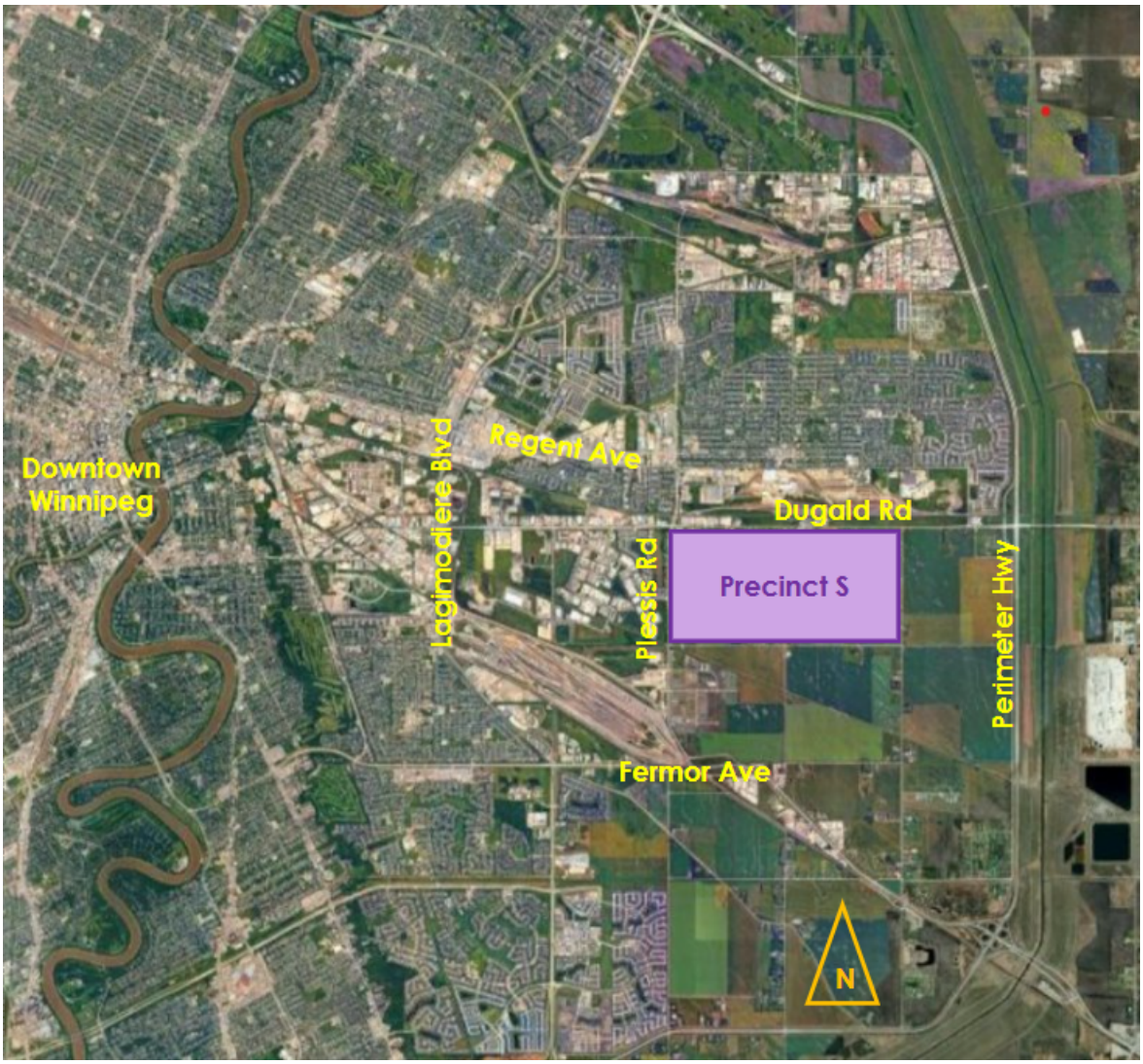


Figure 1: Precinct S location

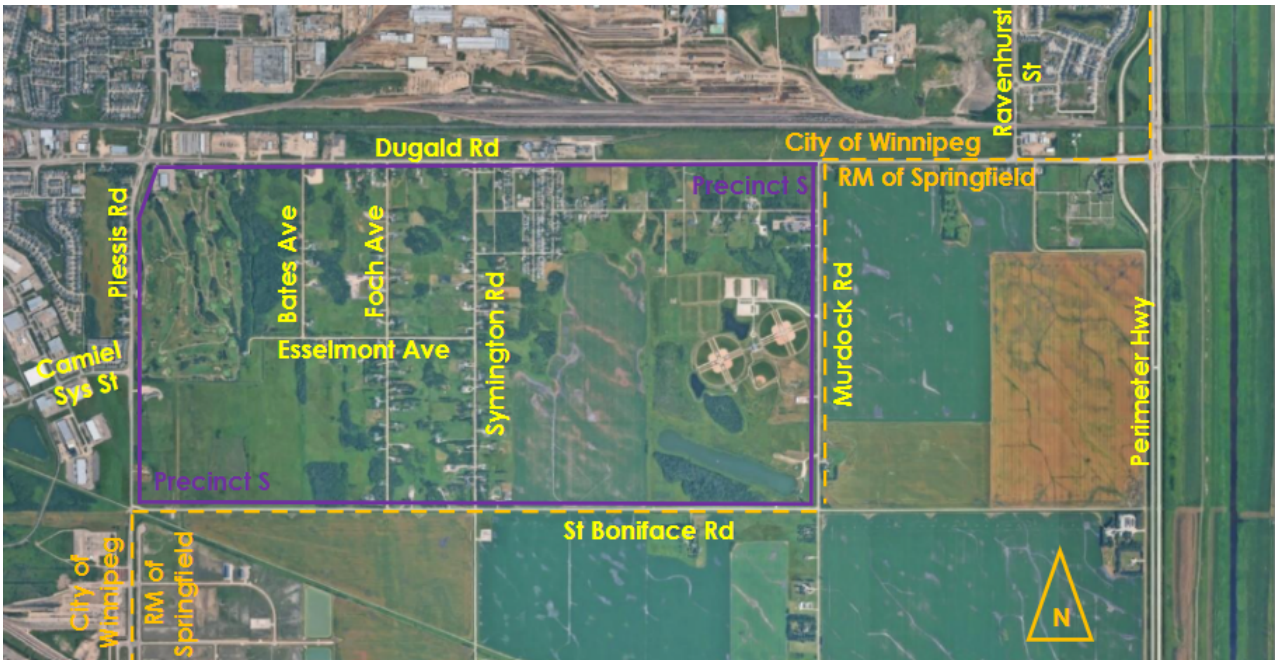


Figure 2: Precinct S study site

1.2 Road Classifications

Figure 3 depicts the current road classification of streets in the study area, as interpreted from the City of Winnipeg's Street Priority Map. The map identifies streets according to three priorities:

1. Priority 1 (P1) includes all regional streets (major routes) and priority active transportation routes
2. Priority 2 (P2) includes non-regional bus routes and collector streets based on traffic counts
3. Priority 3 (P3) includes all residential streets.

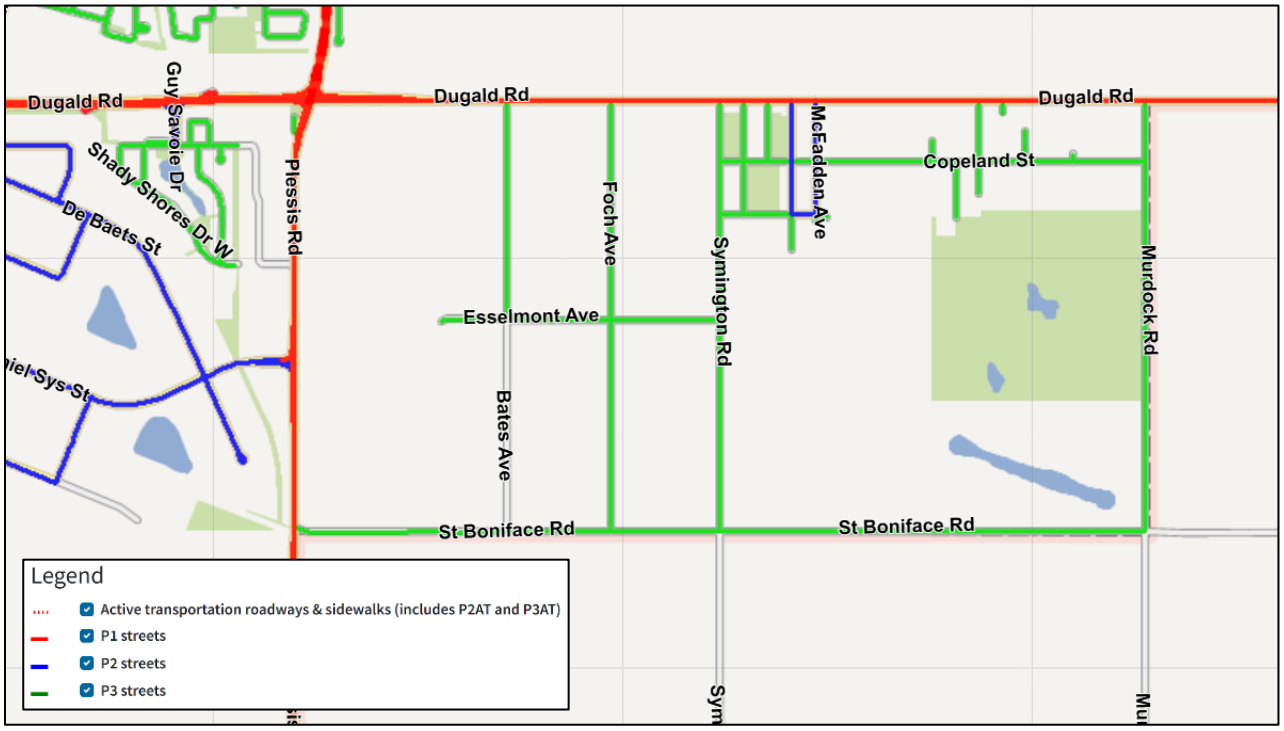


Figure 3: Road classifications within the study area

Two of the Precinct S bounding roads, Dugald Road and Plessis Road serve as arterial roads with high mobility function. The other two Precinct S bounding roads are St. Boniface Road and Murdock Road, which are classified as local roads but also serve as boundary roads with the surrounding RM of Springfield. A small loop is formed with a collector road classification along McFadden Avenue, Taggart Street, and Webster Avenue, based on use by Winnipeg Transit as a loop. All other existing roads within Precinct S are currently classified as local roads. External to the development, Camiel Sys Street is classified as a collector road where it meets Plessis Road. No classifications of surrounding roads in the RM of Springfield were made available, however they are largely noted as rural roads serving agricultural lands, as well as some residential and industrial properties.

1.3 Road Characteristics

Precinct S is currently served by a network of arterial roads and local roads supporting existing development.

Dugald Road forms the north limit of Precinct S. Dugald Road runs east-west, with a two-lane rural cross section east of Plessis Road and four divided lanes west of Plessis Road. It extends from Panet Road in the west to PTH 11 at Elma in the RM of Whitemouth. It serves as a commuter route to Winnipeg serving rural residential areas in the RM of Springfield, access to the St. Boniface Industrial Park, and a southern route for access to and from the other Transcona neighborhoods to the north and northeast of the Precinct.

Plessis Road forms the west limit of Precinct S. Plessis Road runs north-south from Fermor Avenue (PTH 1) to the south to Grassie Boulevard to the north. Along the Precinct boundary, Plessis Road has a two-lane

rural cross section with residential development with direct access along part of the route. Plessis Road provides the easternmost paved route between Dugald Road and Fermor Avenue in the City of Winnipeg and serves industrial development in the RM of Springfield and the CN Symington Road developments.

Murdock Road forms the eastern limit of the South Transcona Precinct. Murdock Road extends from Dugald Road to the north and Fermor Avenue to the south. For the majority of the route, Murdock Road has a gravel-surfaced rural cross section with some direct access to rural residential properties and farmland. Murdock Road provides access to the Buhler Recreation Park and Lake Shirley south of Dugald Road.

St. Boniface Road forms the southern limit of Precinct S. St. Boniface Road runs east-west between Plessis Road at its west limit and James Farm Road at its east limit (along PTH 101). St. Boniface Road has a gravel-surfaced rural cross section. There are some rural residential properties with direct access to St. Boniface Road.

Symington Road bisects Precinct S. Symington Road runs north-south between Dugald Road and Fermor Avenue. Symington Road has a gravel-surfaced rural cross section. There are several rural residential properties with direct access between Dugald Road and St. Boniface Road.

Bates Avenue extends from Dugald Road to Esselmont Avenue through the western portion of Precinct S. It has a gravel-surfaced rural cross section and some rural residential properties with direct access.

Foch Avenue extends from Dugald Road to St. Boniface Road through the western portion of Precinct S. It has a gravel-surfaced rural cross section and some rural residential properties with direct access.

Esslemont Avenue extends from Bates Road to Symington Road. It has a gravel-surfaced rural cross section, with some rural residential properties with direct access**.**

Copeland Street extends from Murdock Road to Symington Road. It has both gravel and pavement surfaces and a rural cross section, with some rural residential properties with direct access.

Taggart Street extends from McFadden Avenue to Symington Road. It has a pavement surface and rural cross section, with some rural residential properties with direct access.

1.4 Existing Transit Service

The existing transit service in South Transcona is provided by Winnipeg Transit fixed routes 886, 887, and D14, as well as on-request zone OR104.

Route 886 Dugald is a Limited route that operates from Monday to Friday. There are 6 inbound trips from 5:30 am to 9:30 am and 7 outbound trips from 1:50 pm to 6:30 pm. The trips run at a frequency of approximately 40 minutes. Route 886 runs from Taggart Street and McFadyen Avenue in South Transcona along Dugald Road, Dawson Road North, and Archibald Street to Levis Street and Nairn Avenue in Elmwood.

Route 887 Dugald follows the same routing as Route 886 with the addition of two loops in the St. Boniface Industrial Park as shown in **Figure 4**. This route operates from Monday to Friday. There are 6 outbound

trips from 5:30 am to 9:40 am and 7 inbound trips from 1:45 pm to 6:40 pm to mirror the Route 886 service. The trips run at a frequency of approximately 40 minutes.

On Request Zone 104 St. Boniface Industrial Park operates from Monday to Friday from 8:50 am to 2:00 pm. It covers largely the same route and area as Route 887, typically using existing transit stops as pick-up and drop-off locations. The service times cover the midday gap between the Route 886 and Route 887 service during the AM and PM peak periods.

Route D14 Dugald-Broadway is a Direct route that operates from Monday to Sunday. Weekday service is from 5:00 am to 11:00 pm; Saturday service is from 5:30 am to 10:40 pm; and Sunday service is from 6:25 am to 10:20 pm. The trips typically run at a frequency of 13 minutes at peak times, and a frequency of 25 minutes at off-peak times. Route D14 runs from Redonda Street and Pandora Avenue along Ravenhurst Street, Kildare Avenue, Plessis Road, Dugald Road, Marion Street, Queen Elizabeth Way, Broadway, and Portage Avenue to Erin Street and Wolever Avenue in the West End. Riders can transfer from routes 886 or 887 to route D14 at any of the transit stops along Dugald Road between Plessis Road and Lagimodière Boulevard. Riders can also transfer from Route D14 to the Frequent Express Route FX3 at Plessis Road and Regent Avenue West.

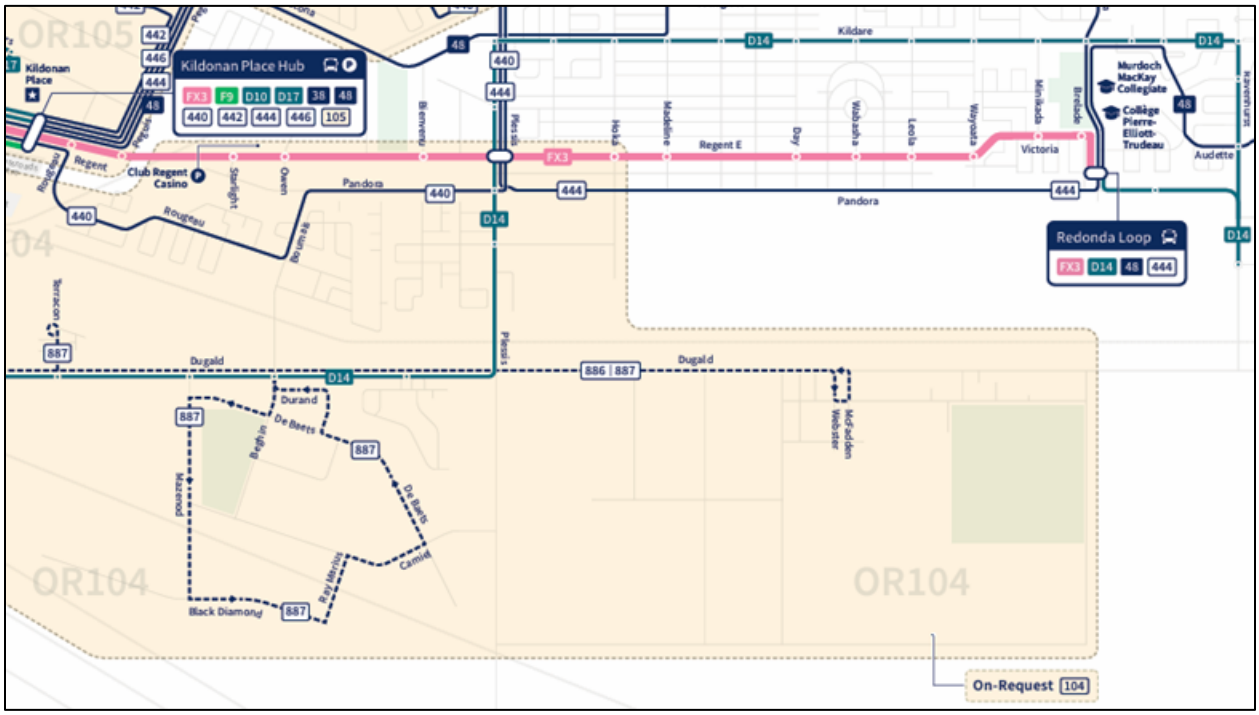


Figure 4: Existing Winnipeg Transit service in South Transcona

1.5 Existing Active Transportation Infrastructure

The City of Winnipeg's 2024 *Pedestrian and Cycling Strategies* (PCS) identifies existing infrastructure across the City and including the Precinct. This includes the identification of non-residential roads with no, one, or two sidewalks, as well as any bicycle infrastructure. **Figure 5** shows the existing AT infrastructure in

the Precinct and along bounding roads. While the 2024 PCS shows two sidewalks along Dugald Road, this is in fact a multi-use path located on the north side of Dugald Road between Plessis Road and approximately Webster Avenue. The path connects to sidewalk infrastructure at the intersection of Dugald Road and Plessis Road, however it terminates at a private approach at its east limit, with no connectivity to surrounding infrastructure. The 2024 PCS also shows sidewalk gaps along McFadden Avenue, Webster Avenue, and Taggart Street, since they are classified as collectors based on transit service and do not feature sidewalks on both sides. Note that although sidewalks and multi-use paths are identified, in some cases these may be substandard in terms of width and surfacing.

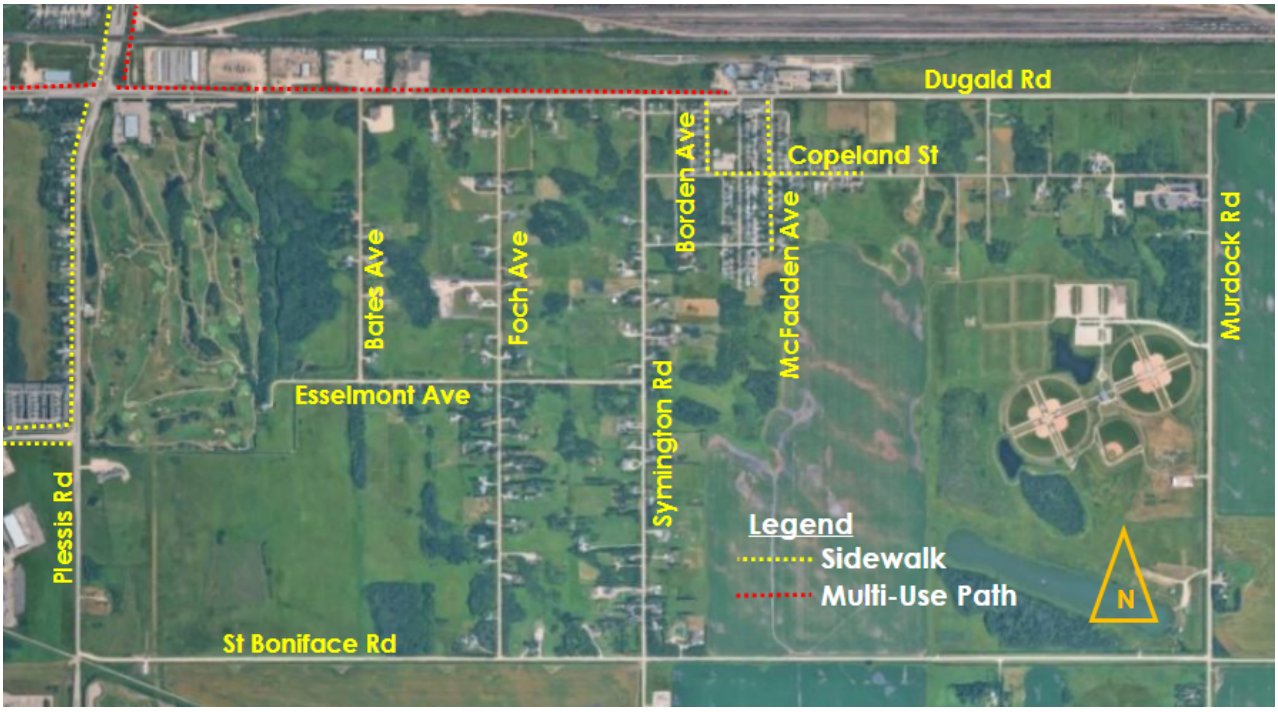


Figure 5: Existing AT infrastructure

2 Traffic Volumes

2.1 Background Traffic

2.1.1 Existing Traffic Counts

The City of Winnipeg provided available turning movement counts for consideration in the traffic analysis. Per subsequent scoping discussions with the City of Winnipeg Public Works Department, additional turning movement counts were required for the intersections of Dugald Road at Plessis Road as well as Plessis Road at Camiel Sys Street. Stantec collected new turning movement counts at these locations during the project using pole-mounted Miovision Scout camera systems.

In total, the available turning movement counts for this study included:

- Dugald Road at Plessis Road from 12:00 AM on January 30, 2025, to 12:00 AM on January 31, 2025 (24-hour count) (performed by Stantec)
- Dugald Road at Plessis Road from 7:00 AM to 9:00 AM, then 3:30 PM to 5:30 PM on November 15, 2022 (4-hour peak period count) (supplied by the City of Winnipeg)
- Dugald Road at Symington Road from 12:00 AM on July 16, 2024, to 12:00 AM on July 17, 2024 (24-hour count) (supplied by the City of Winnipeg)
- Plessis Road at Camiel Sys Street from 12:00 PM on June 13, 2024, to 12:00 PM on June 14, 2024 (24-hour count) (performed by Stantec)
- Plessis Road at Camiel Sys Street from 7:00 AM to 9:00 AM, then 12:00 PM to 1:45 PM, then 3:30 PM to 5:30 PM on November 15, 2022 (5.75-hour peak period count) (supplied by the City of Winnipeg)
- Dugald Road at Ravenhurst Street from 7:00 AM to 9:00 AM, then 3:30 PM to 5:30 PM on November 15, 2022 (4-hour peak period count) (supplied by the City of Winnipeg)

Midblock counts were also made available for:

- Dugald Road between Bates Avenue and Plessis Road from June 2023 (approximately 450 m east of Plessis Road)
- Plessis Road between Camiel Sys Street and St. Boniface Road from November 2022 (approximately 200 m south of Camiel Sys Street)
- Plessis Road between Dugald Road and Camiel Sys Street from June 2023 (approximately 200 m south of Dugald Road)
- Symington Road between Copeland Street and Dugald Road from July 2024

Raw data is supplied for the traffic counts in **Appendix A**.

2.1.2 Background Traffic

Growth rates used for bringing historical turning movement counts to present day are shown in **Table 1**, as supplied by the City of Winnipeg.

Table 1: Compound annual growth rates

Period	Compound Annual Growth Rate
AM peak period	0.6%
PM peak period	0.7%
Daily period	0.5%

Stantec performed seasonality analysis of traffic volumes using permanent count station data from the City of Winnipeg. **Figure 6** shows the proportion of monthly average weekday traffic (MAWDT) extracted using count stations along Dugald Road and Plessis Road.

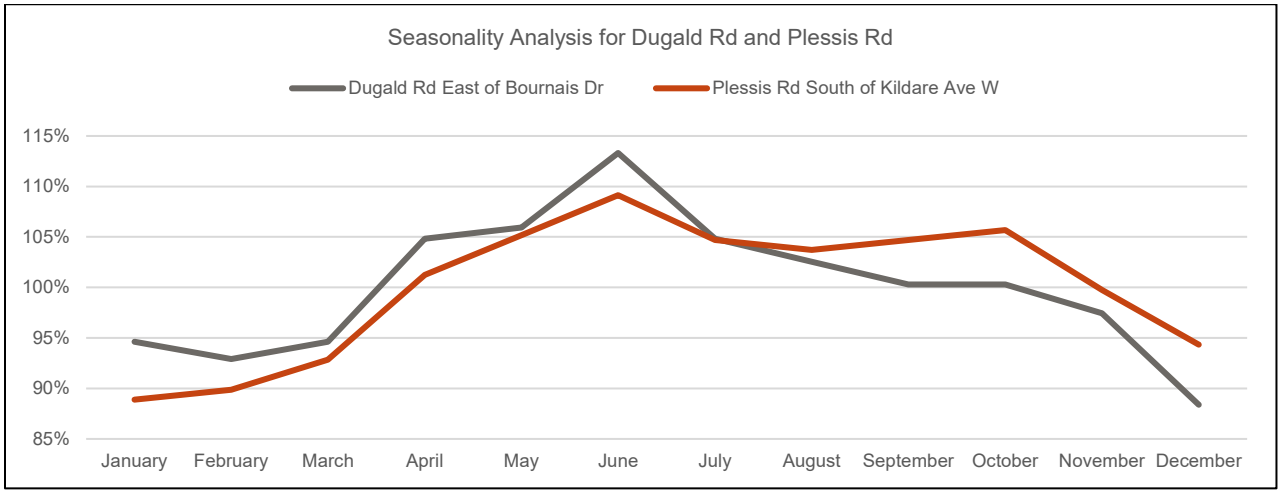


Figure 6: Seasonality analysis for Dugald Road and Plessis Road

Turning movement counts at study intersections were grown to 2026 using the compound annual growth rates from **Table 1**. Further, seasonality factors were applied based on the month of data collection. **Table 2** identifies both these seasonality factors as well as the data sources for each of the intersections included in the background traffic analysis.

Table 2: Basis of turning movement counts for background traffic

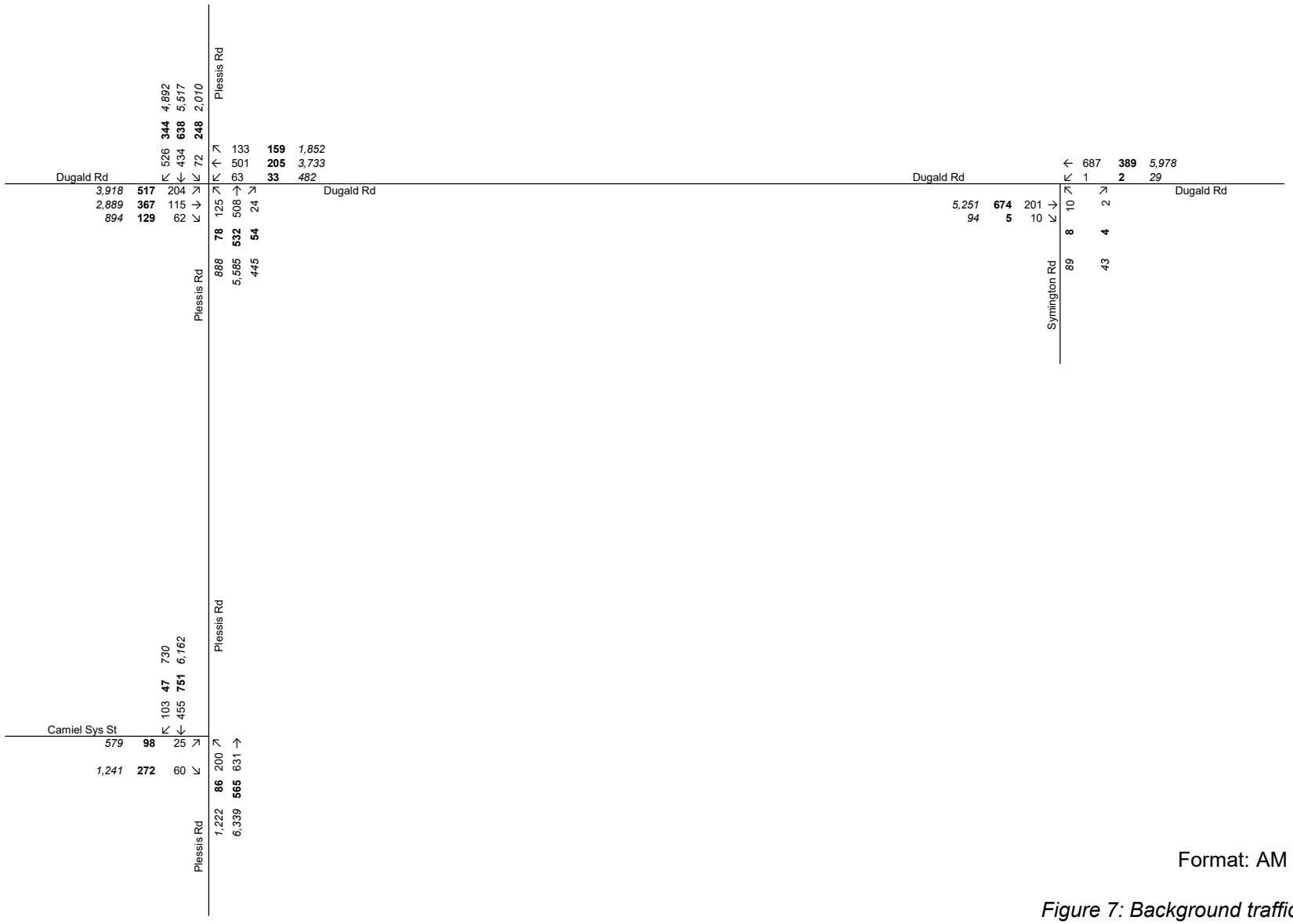
Intersection	Basis of Turning Movement	Seasonality Factor
Plessis Road at Camiel Sys Street	June 2024 count (24-hour)	109% of annual average or 0.92 seasonality factor
Dugald Road at Plessis Road	January 2025 count (24-hour)	95% of annual average or 1.05 seasonality factor
Dugald Road at Bates Avenue	ITE Trip Generation methodology and turning movement proportions from the July 2024 count at Dugald Road and Symington Road (see **Appendix A**)	N/A
Dugald Road at Symington Road	July 2024 count (24-hour)	105% of annual average or 0.95 seasonality factor

Traffic count balancing could then be applied to traffic counts adjusted for year and seasonality. Upon recommendation of the City of Winnipeg, the turning movement count from Dugald Road at Symington Road from 2024 was used as the control intersection for balancing. This was based on the assessment that traffic volumes in July are most representative of average traffic along the Dugald Road and Plessis Road study segments compared to historical traffic counts from other intersections and other data collection periods.

Based on this analysis, Stantec estimated the background traffic for 2026 as follows in **Figure 7**.

Figure 8 shows future traffic for the year of 2040, excluding any development traffic from Precinct S or the other known developments. The period-specific compound annual growth rates from **Table 1** are applied to estimate future volumes.

Additional analysis for determining background traffic volumes is included in **Appendix A.**



Format: AM **PM** *ADT*

Figure 7: Background traffic in 2026

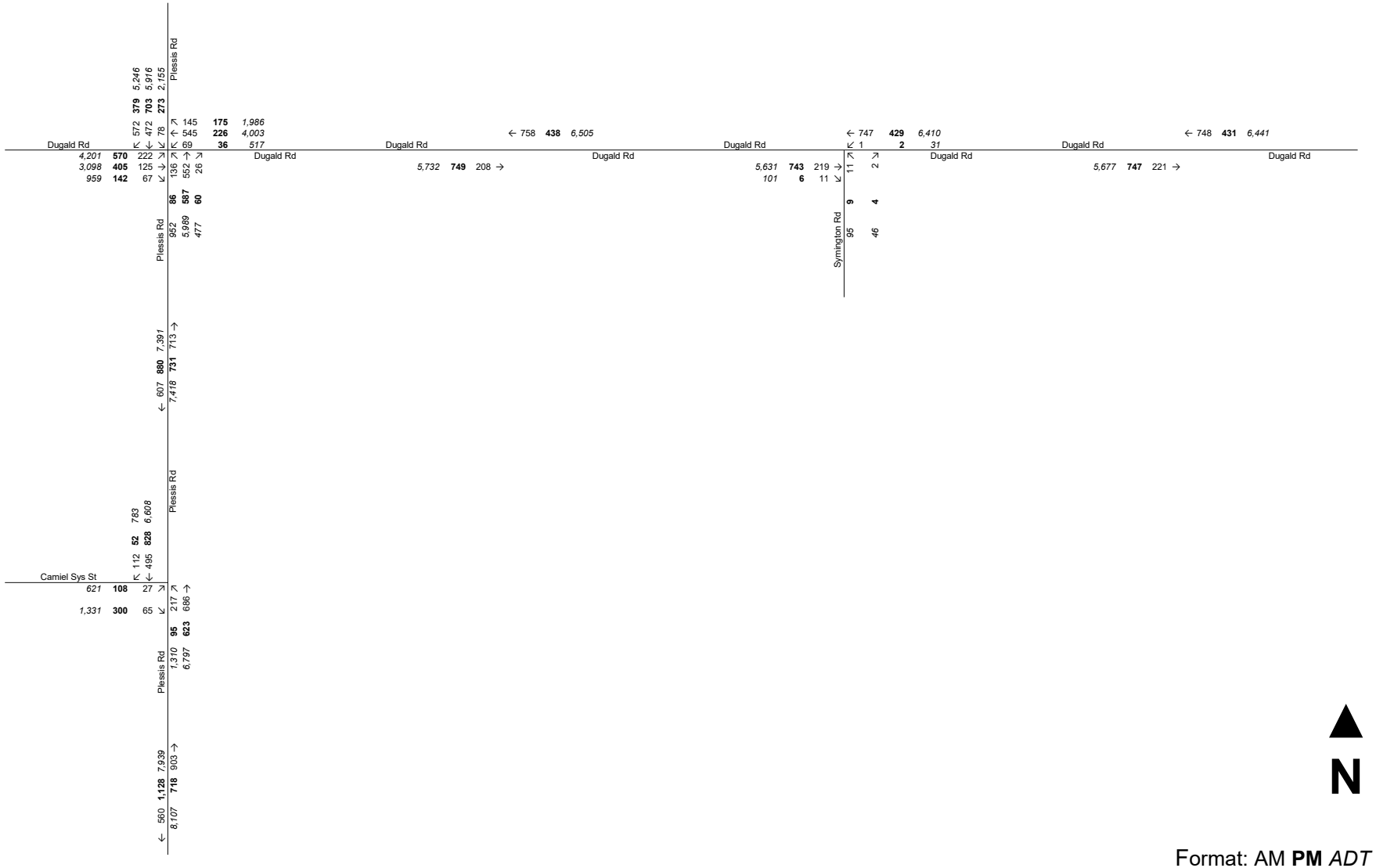


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Figure 8: Future background traffic with no development traffic (2040)

2.1.3 Other Known Developments and Improvements

In review of the Transportation Master Plan 2050 (or TMP50), there were no multi-modal corridor study improvements identified for the study site. As part of the proposed motor vehicle network, Dugald Road from Plessis Road to the Perimeter Highway is listed as a road improvement for 'future consideration' (i.e., beyond 2050). Plessis Road from Dugald Road to Fermor Avenue is listed as a road improvement for the 'medium term' (i.e., 2034 to 2050).

The City of Winnipeg identified other developments in the vicinity of Precinct S for consideration of their impact on future transportation demand. Stantec was supplied excerpts of the previously approved transportation impact studies for the RM of Springfield and Waterside East (Derksen Lands) developments by the City of Winnipeg, including information on the time horizon for full build-out and net new trips to be generated by the developments. These developments are described below:

- **RM of Springfield industrial development**: This development is located along the east side of Plessis Road, between the G.W.W.D. railway crossing and Fermor Avenue (PTH 1). Development is underway, with three existing connections to Plessis Road, including Gold Sun Drive, Autumn Way, and Tillage Way. Land use is understood to be primarily industrial. The time horizon for full build-out for the Plessis Industrial Park was identified as 2030 in the Transportation Impact Study.

- **Waterside East (Derksen Lands):** This development is planned for the area to the east of existing residential development in Waterside Estates and to the west of the residential properties along the west side of Plessis Road, south of Dugald Road. Connectivity to the external road network is to be supplied via a connection to Plessis Road and connection to Shady Shores Drive. Land use is understood to be residential. The time horizon for full build-out for the Waterside Estates development was identified as 2039 in the Transportation Impact Study.

The City of Winnipeg identified a proposed development which has not yet received development approval:

- **The Waters:** This development is being proposed at a location to the west of Precinct S, fronting Dugald Road along its north boundary and Mazenod Road along its east boundary. Land use is proposed as mixed-use, including commercial, residential, employment, and open park space.

Stantec obtained information on projected net new trips to be generated in the AM and PM peak hours for full build-out by the development from the transportation engineering consultant for The Waters development by request of the City of Winnipeg. Inclusion of this proposed development in the future background traffic for study intersections of this report reflects a coordinated planning approach intended to investigate cumulate network performance under foreseeable growth scenarios in the study area.

It is understood that any future Transportation Impact Study in the study area incorporates approved or advancing traffic volumes associated with Precinct S to ensure consistent transportation modeling.

The combined net new trips associated with the two known developments and one proposed development are shown in **Figure 9**. Net new trips for each development are included individually in **Appendix A**

2.1.4 Future Background Traffic

Figure 10 shows future traffic for the year of 2040, including development traffic from the other known developments but excluding any net new traffic from new development in Precinct S. Therefore, these traffic volumes include the future background traffic from **Figure 8**, as well as traffic from the RM of Springfield industrial lands, The Waters development, and the Derksen Lands. Note that the new road connection along Plessis Road is now shown between Camiel Sys Street and Dugald Road from the Derksen Lands TIS.

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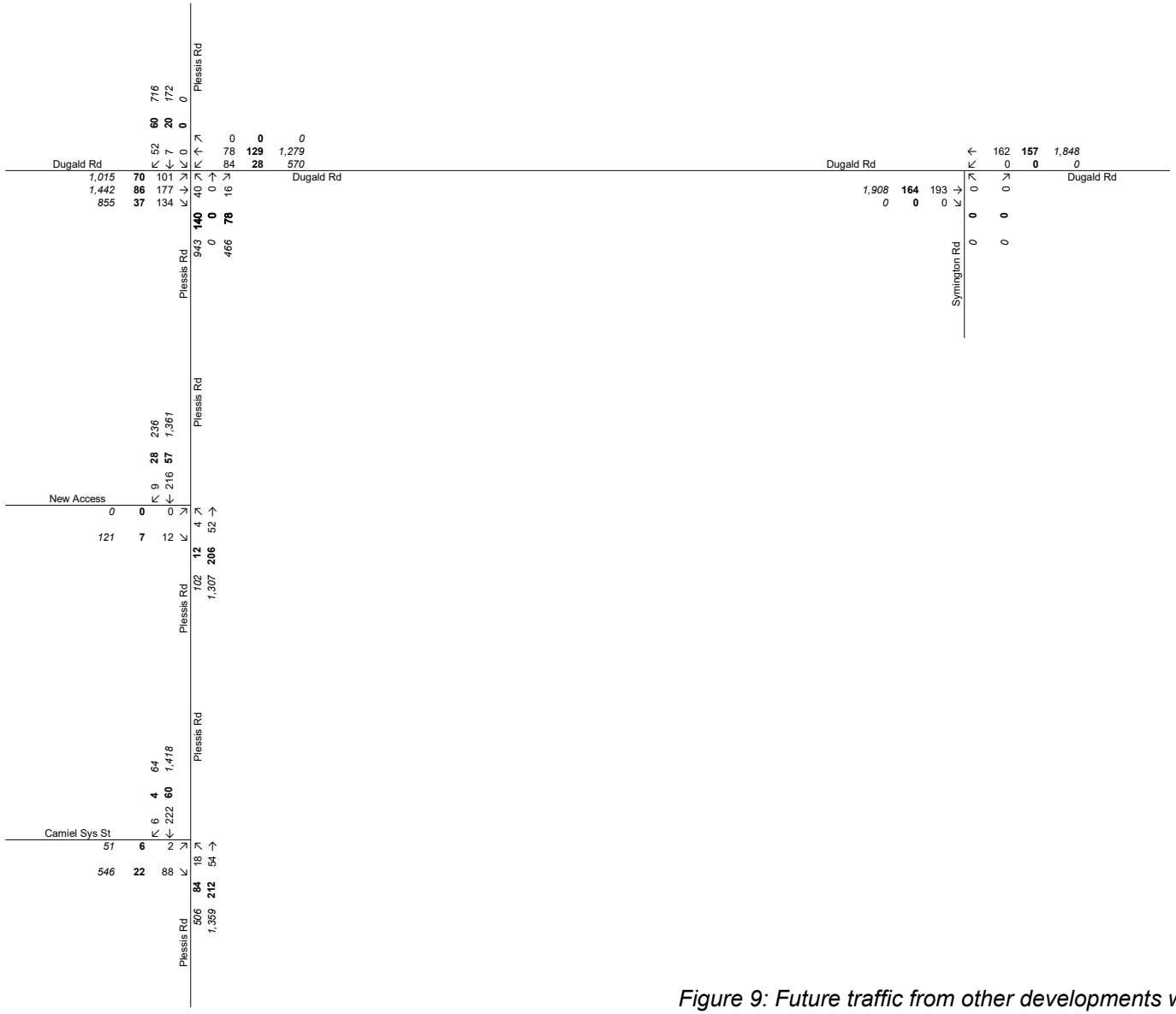

Figure 9: Future traffic from other developments without background traffic (2040)

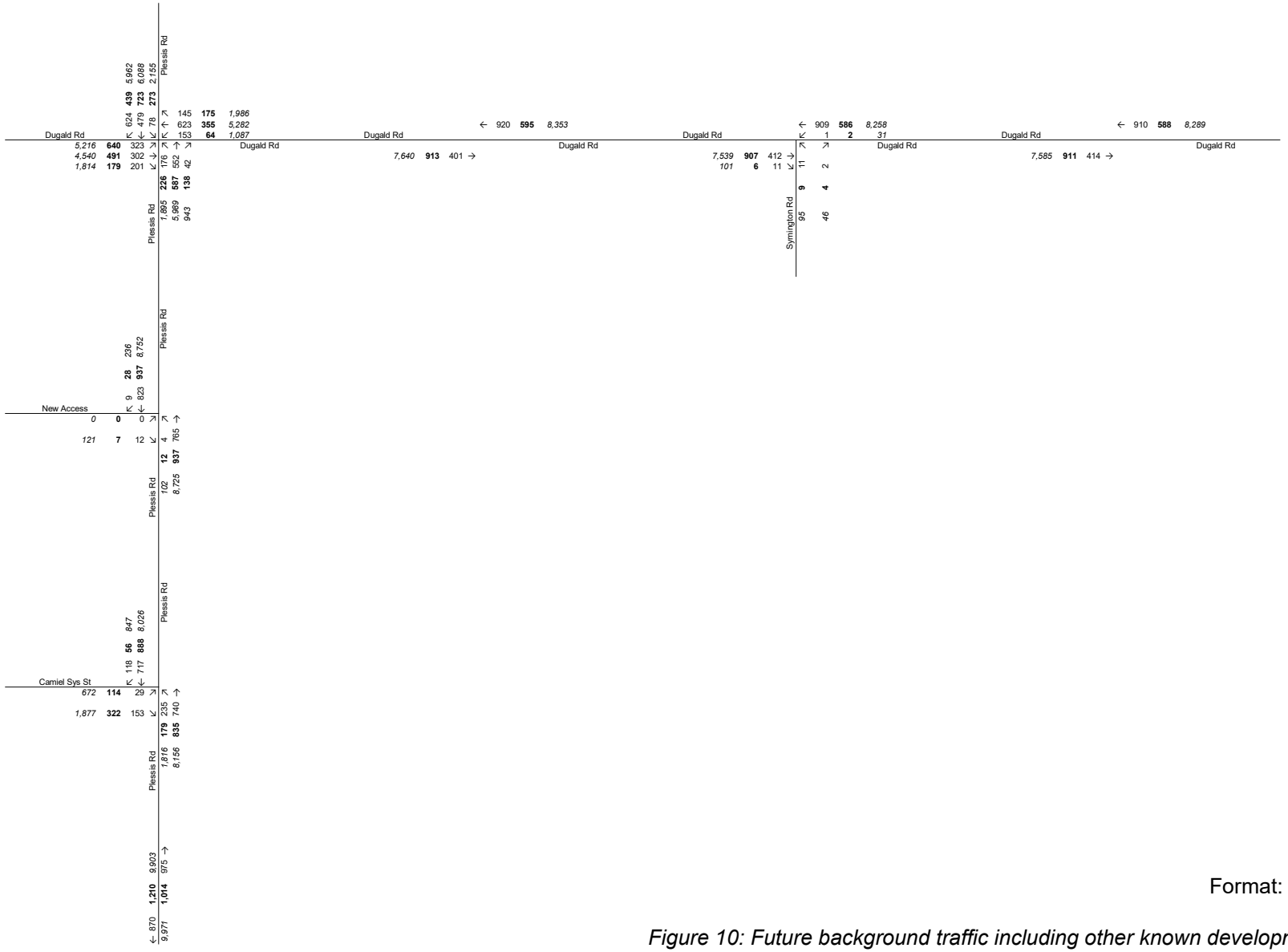

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Figure 10: Future background traffic including other known developments (2040)

2.2 Land Use Plan and Transportation Network Concept

2.2.1 Transportation Network Rationale

Transportation planning is critical for safe and efficient movement of people and or goods. The ideal hierarchy of infrastructure is based on a balance of access and mobility. Routes deemed critical for mobility, which serve the most people and make up the largest proportion of each trip, should exhibit greater access restrictions. In contrast, routes deemed critical for access, which are closest to services and residences, should make up the smallest proportion of each trip. Convenience is a critical metric, as people may choose the shortest route, in time or distance, where possible. Connectivity to high mobility routes is also critical and often presents challenges when balancing various intersections needs relating to capacity, safety, and accessibility.

2.2.2 Transportation Network Needs

Given the above as a baseline, the transportation network for the South Transcona Secondary Plan area, or Precinct S, is assessed as follows.

Current high mobility routes include Dugald Road and Plessis Road. Both facilities are positioned in the network to function at high levels, accommodating long distance trips with limited opportunities for conflict with direct access. Accordingly, they are classified as arterial streets within the City's classification scheme (i.e., P1 streets). Both facilities also exhibit challenges related to access control; this is demonstrated by the presence of direct accesses to single family residences and other small trip generators. Addressing these challenges can require significant design effort.

Potential higher mobility routes include Symington Road, Murdock Road, and St. Boniface Road. These routes are positioned on existing rights-of-way and spaced one mile (i.e., 1600 m) apart from adjacent high mobility routes, which reflects the recommended spacing for arterial routes.

Symington Road extends from Dugald Road to PTH 1, however exhibits challenges in providing a high mobility function on account of the levels of existing direct residential access in the South Transcona Secondary Plan area, between Dugald Road and St. Boniface Road.

Murdock Road extends between Dugald Road and PTH 1. It provides access to the Buhler Recreation Park. The location of the route at the eastern limit of Precinct S decreases its functionality for traffic originating from or destined to Precinct S, since a greater proportion of traffic is believed to connect to the west (e.g., other parts of the City of Winnipeg) compared to the east (e.g., Perimeter Highway and other destinations throughout the province). However, Murdock Road could have a significant role in supporting future development in the RM of Springfield.

St. Boniface Road extends between Murdock Road and Plessis Road. Its location at the south boundary of Precinct S decreases its functional desirability as a major asset for the Precinct, yet it could have a significant role in supporting future development in the RM of Springfield. The intersection of St. Boniface Road and Plessis Road is located in close proximity to a rail crossing and it would be desirable to relocate this connection. Integrating St. Boniface Road into the Precinct S road network may be considered

desirable, but requires careful route planning and integration with Plessis Road in order to not have a negative impacts or restrictions for future development opportunities in the RM of Springfield.

Access to Precinct S is required to support new mixed use and residential land use. The functionality needed for the access routes will require detailed estimation of traffic volumes, which is based on trip generation from the land uses, mode share, and desired origin and destination pairs. With direct access from Plessis Road and Dugald Road undesirable due to functionality of those routes, and intersection spacing on those routes managed by their desired functionality, internal roads should provide the access requirements for new development.

The existing intersection of **Camiel Sys Street at Plessis Road** located as it is (i.e., opposite the Transcona Golf Course lands on the east side of Plessis) presents some design considerations when identifying the potential for an additional access to Precinct S between the rail crossing and existing intersection. However, it is critical that Precinct S be provided access to Plessis Road to reduce travel distances for destinations to the south part of Winnipeg and as a potential route for transit service. It is desirable that this connection, in turn, provides direct access to the mixed land uses identified as desirable adjacent to Plessis Road.

Access to Precinct S from Dugald Road presents its own challenges. The existing major roads identified above, Symington Road and Murdock Road, do not fully address the needs of the proposed and existing developments. Symington Road has existing development with direct accesses to individual residential properties. Converting this road to a major connector for new Precinct S traffic could negatively impact existing residential properties. Murdock Road is at the eastern edge of the Precinct and is therefore less desirable as a route for connecting new Precinct S developments to other destinations in the city, particularly those to the west.

Using the existing **Bates Avenue** right-of-way as a major connector to and from Dugald Road to the Precinct satisfies the criteria of providing a shorter route for the western portion of the Precinct, with a spacing of approximately 800 m from the Dugald Road at Plessis Road intersection. There are also lower levels of existing development on Bates Avenue, decreasing potential negative impacts to existing properties.

A new road near or along the existing undeveloped right-of-way for **Rennie Avenue**, located 800 m to the west of Murdock Road, would encourage traffic from the east development node to travel to Dugald Road for connections to all surrounding areas based on proximity and directness. If traffic was alternatively forced to connect to Murdock Road by some route, such as Copeland Street, trips would often entail backtracking. Therefore, more traffic would choose to travel west using Esselmont Avenue before connecting to their ultimate destinations via alternate routes such as Bates Avenue, Symington Road, or continuing east to Plessis Road. This could change the functionality of Esselmont Avenue from a local community collector towards a higher mobility function with higher volumes. With a shorter length major connector route from the east development lands to Dugald Road via Rennie Avenue, Esselmont Avenue and other existing routes in Precinct S can remain locally focused and serve multiple modes with less conflicting travel demands.

2.2.3 Input into Road Network Configuration

The following recommendations were identified through discussions with the planning team and the City of Winnipeg for the purpose of refining a concept network for further evaluation as part of the Secondary Plan process, including new or improved connections to the external road network.

Plessis Road and **Dugald Road** should function as high mobility routes with limited access. Major connections from Precinct S to the external road network are anticipated to connect somewhere along Plessis Road and/or Dugald Road.

Intersections on Plessis Road should include either a connection at Camiel Sys Street (either at the existing location or using a relocation of the west leg), or at a new intersection between Camiel Sys Street and the rail crossing near St. Boniface Road.

Dugald Road would have major intersections at Bates Avenue and Rennie Avenue, with potential connections at Symington Road to serve the Hamlet area.

Esselmont Avenue is the preferred route to serve as an east-west collector for transit and AT connectivity, and it may take on a Complete Streets configuration with focus on community connections and low speeds.

Connectivity within the Precinct could be facilitated through extensions of the Esslemont Avenue alignment.

Murdock Road and **St. Boniface Road** should be protected for future use as high mobility routes based on development of lands outside of Precinct S with restricted direct access.

Access management is considered in this evaluation through documentation of the number and types of existing accesses along the various rights-of-way in Precinct S. Other elements are not considered in this evaluation such as natural heritage and servicing.

2.2.4 Land Use and Concept Plan

Figure 11 shows the major areas for consideration in traffic analysis.

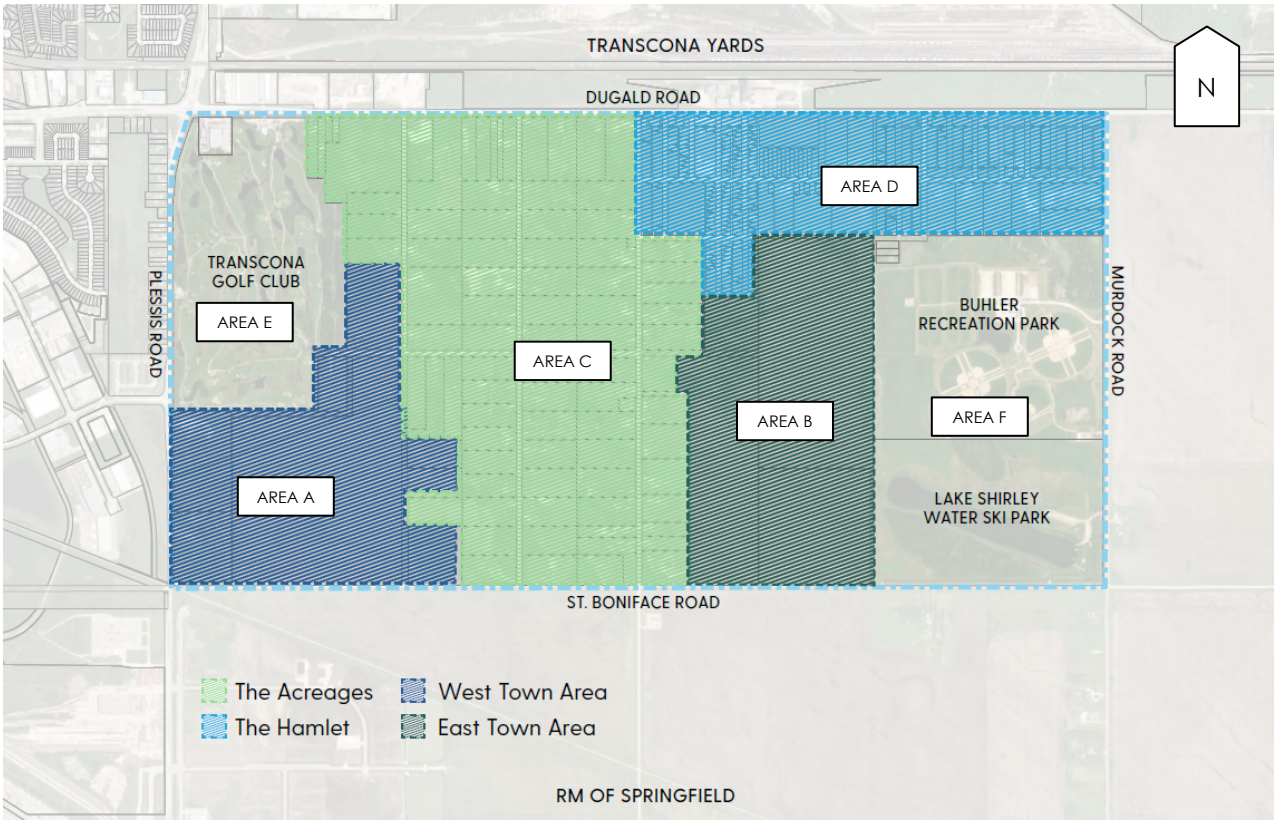


Figure 11: Concept plan areas

Major Development Areas: This category includes the proposed major developments and are anticipated to begin development in the near term. They are anticipated to include a mix of single-family residential, multi-family residential, commercial, and commercial mixed-use land uses:

- Area A or “West Town Area” (Plessis Pointe Development), comprises approximately 69 hectares near the western extent of the Precinct, and
- Area B or “East Town Area” (Taggart Properties Inc.), comprises approximately 72 hectares to the west of the Buhler Recreation Park and Lake Shirley Memorial Park area.

Existing Residential Lots: This category includes existing residential areas, including the following:

- Area C or “The Acreages”, consists of approximately 164 hectares, being the larger estate-style residential lots located along Bates Avenue, Foch Avenue, and Symington Road; and
- Area D or “The Hamlet”, consists of approximately 73 hectares, being the existing serviced residential community located in the northeast portion of the Precinct.

These areas are anticipated to remain in their current land-use and zoning condition in the near term but may be rezoned as part of future development applications by future developers. Future redevelopment in these areas is anticipated to consist primarily of single-family residential, duplex, or townhouse uses.

City-Owned Lands — No Development Expected: This category includes the Transcona Golf Course (Area E) in the northwest portion of the Precinct, as well as Buhler Recreation Park and Lake Shirley Memorial Park (Area F) in the eastern portion of the Precinct. For the purposes of the South Transcona Secondary Plan, these City-owned lands are not anticipated to be developed and are expected to remain in their current use.

Further illustrating the anticipated land uses, Stantec was supplied with the land use plan for consideration in traffic analysis as follows in **Figure 12**. For new roads identified in **Figure 12**, Stantec assigned collector names from A to D.

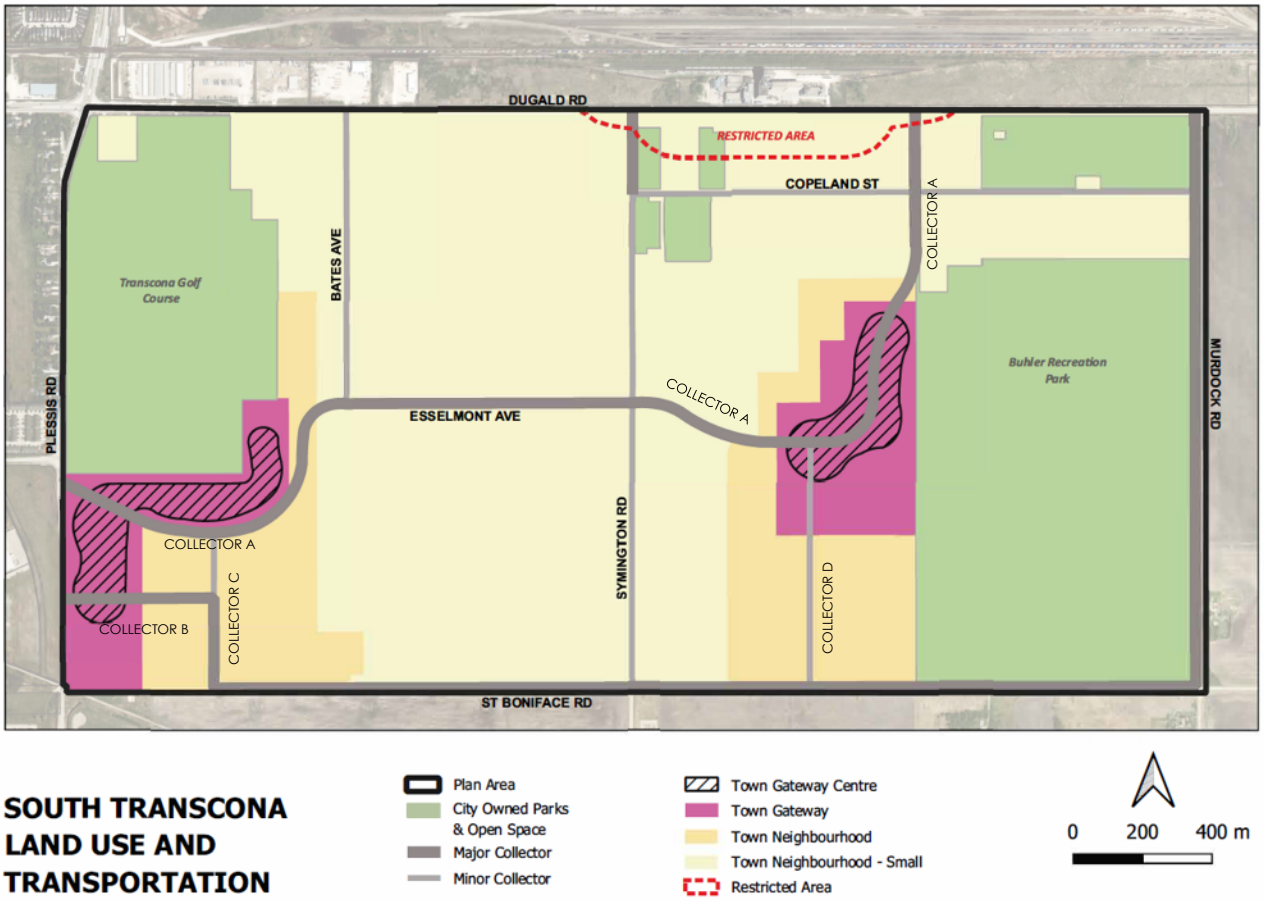


Figure 12: Land use plan for Precinct S and the South Transcona Secondary Plan

2.3 Precinct S Traffic Estimates

The subsequent sections utilize methodologies provided in PTV Vistro and the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* while also referencing the 2007 *Winnipeg Area Travel Survey* to estimate daily trip assignments. The objective is to inform developers, planners, and transportation professionals regarding anticipated travel behaviors and their implications for site access, surrounding roadways, and overall community welfare.

2.3.1 Trip Generation

Trip generation is defined as the estimation of the number of trips entering and exiting a site. The trips considered may be vehicular, transit-oriented, or by active modes, contingent upon the attributes of the development and its environment.

The standard estimation approach is comprised of the following steps:

- Application of ITE rates or locally validated data to determine the gross trip generation for each component land use.
- Adjustment for internal trip capture based on the configuration of the site, diversity and proximity of uses, and connectivity.
- Consideration of multi-modal options, especially in transit-accessible or pedestrian-friendly environments.

The land use and concept plan was interpreted according to the ITE land use codes to show new units as follows, in **Table 3**.

Table 3: Basis of land use for trip generation

ITE Land Use Code - Description	***210 - Single family housing***	***220 - Multifamily housing (low-rise)***	***221 - Multifamily housing (mid-rise)***	***821 - Shopping Plaza (40-150k ft^2)***
Unit	*Dwellings*	*Dwellings*	*Dwellings*	*ft^2 Gross Floor Area*
Area A - West Development Area	660	762	1778	120,000
Area B - East Development Area	720	744	1736	50,000
Area C - The Acreages	209	836		
Area D - The Hamlet	45	181		
Subtotals	*1634*	*2523*	*3514*	*170,000*

Average trip generation rates from the ITE *Trip Generation Manual* were selected. Trip generation rates were automatically calculated using the OTISS Pro software, ITE land use codes, and development units. AM and PM peaks were selected according to the peak hour of adjacent traffic (7:00 to 9:00 AM for the AM peak hour and 3:00 PM to 5:00 PM for the PM peak hour).

2.3.2 Trip Distribution

Trip distribution analysis identifies the origins and destinations of trips generated by the development. Accurate distribution data enables planners to determine which transportation facilities may be affected and supports robust traffic modeling and infrastructure planning.

Principal factors influencing trip distribution include:

- Regional accessibility, including proximity to major roadways, transit stations, and employment centers;
- Local land use context, reflecting the composition of adjacent residential, commercial, or industrial areas;
- Mode split, which is affected by the availability and quality of transit, cycling infrastructure, and pedestrian amenities, and;
- Site design, including access point placement, pathway networks, and parking arrangements.

In terms of analytical techniques, trip distribution estimation methods typically comprise:

- Gravity models, assessing the relative attractiveness and distance of destinations;
- Utilization of regional transportation models and survey data, and;
- Incorporation of local knowledge, traffic counts, and input from community stakeholders.

The Winnipeg Area Travel Survey provides distribution of trips to all areas of the City and surrounding areas. Taking into account available routes the following represents a probable distribution of trips from the South Transcona area

- **West (toward central business district and St. Boniface via Dugald Road):** 30%
  This reflects an assumption that the existing St. Boniface neighborhoods will attract employment and commercial based trips, while the interconnecting transportation infrastructure such as Dugald Road, Marion Street, and Lagimodiere Boulevard will service trips to and from the north, west and south.
- **West (toward St. Boniface Industrial Park via Camiel Sys Street):** 5%
  This reflects the assumption that some trips will be to local employment areas in St. Boniface industrial Park.
- **North (toward Transcona and North Kildonan via Plessis Road north):** 30%
  This reflects an assumption that the existing Transcona neighborhoods will attract employment and commercial based trips, while the interconnecting transportation infrastructure such as Regent Avenue and Plessis Road will service trips to and from the north, west and northwest.

- **North (toward Transcona via Ravenhurst Street):** 5%
  This reflects the assumption that some trips will be to local employment areas in Transcona or Springfield.

- **East (toward Perimeter Highway):** 15%
  This reflects the assumption that some commuters will choose to backtrack to the Perimeter Highway to bypass internal traffic congestion to access destinations further from the south Transcona neighborhoods.

- **South (toward St. Vital and the University of Manitoba via Plessis Road south):** 15%
  This reflects an assumption that some travelers will choose to access Plessis Road to gain access to Fermor Avenue which can provide routes to most areas on the south side of the City.

These proportions are applied to the external trip estimates to forecast the traffic volumes added to specific transportation corridors.

2.3.3 Trip Assignment

Trip assignment was performed using PTV *Vistro*, considering route convenience, distance, and intersection control. The results of trip assignment are shown in **Section 2.4.5**.

There are assumed to be five main points of access to the Precinct and several minor points of access. The main access points are Dugald Road and Bates Avenue, Dugald Road and Symington Road, Dugald Road and a new north-south collector road at Rennie Avenue, Plessis Road and Camiel Sys Street, and Plessis Road at a new intersection north of the Greater Winnipeg Water District (GWWD) railway crossing.

There are some existing development access points to the south and east of the Precinct along St. Boniface Road, Symington Road, and Murdock Road, but the due to the current condition of the roads and low intensity of surrounding land use within the RM of Springfield, the trips currently attracted to these routes are anticipated to be minimal. As the area continues to develop, however, and the roads are improved, there may be an increase in attractiveness for these routes. For the current analysis, it remains the assumption that the majority of development trips pass through the existing intersection of Plessis Road and Dugald Road (i.e., 60%). No indication from Manitoba Transportation and Infrastructure or the RM of Springfield was provided that build-out of a broader arterial road network in the RM of Springfield lands within the Perimeter Highway would occur within the Secondary Plan time horizon.

The primary collector roads within the development include:

- Bates Avenue, connecting to Dugald Road;

- The east-west collector road connecting to Plessis Road at Camiel Sys Street to the west and Dugald Road at Rennie Avenue to the northeast;

- The east-west collector road connecting to Plessis Road between Camiel Sys Street and the existing St. Boniface Road intersection; and

- Symington Road, connecting to Dugald Road.

The majority of net new trips were assigned to these collector roads for the traffic analysis. Other existing streets currently have residential development with direct access and will be modified to reduce the ability to directly connect to Dugald Road.

Detailed trip assignment is available in the form of PTV *Vistro* reports.

2.3.4 Mode Share Reduction, Internal Capture, and Pass-by Trips

Mode Share Reduction

The calculation of trip generation for mixed-use developments requires a nuanced approach beyond that applied to single-use sites. Mixed-use developments typically promote a variety of transportation modes. Pertinent observations of mixed-use developments include:

- Transit usage may be substantial if the development is well-served by public transportation options, particularly for commuting to regional employment destinations;
- Pedestrian and bicycle travel, fostered by high internal trip capture and improved walkability, can significantly reduce vehicular traffic and enhance public health; and
- Shared mobility alternatives, including car sharing, bicycle sharing, and ride-hailing services, contribute to diversified trip patterns and may lessen parking demand.

From these factors, transit usage can be considered specifically for Precinct S for its ability to divert trips from private automobiles, particularly with enhanced transit connectivity based on new routes servicing the Precinct into the future. Cycling and walking can also capture some trips, particularly those that are internal to the Precinct if a high quality and convenient AT network is implemented. Shared mobility alternatives have a lower likelihood of significantly capturing Precinct S trips when compared to mixed use developments that are more central in nature. Based on these factors and through consultation with Winnipeg Transit, a mode share reduction of 11% was selected (5% active transportation reduction and 6% transit reduction), to be applied to average trip generation rates from the ITE *Trip Generation Manual*.

Internal Trip Capture

The presence of multiple land uses—residential, retail, office, and recreation—increases the likelihood of internal trip capture, whereby travel occurs within the site and does not impact the external roadway network. It is imperative to adjust trip generation values to account for such internal movements to avoid inflating external traffic projections.

At this point, there is some consideration of internal trip capture in areas with proposed commercial development, namely the west and east development areas. Current research indicates that 10 to 30% of trips in well-planned, mixed-use developments are internal, thus not contributing to external traffic. This adjustment acknowledges the integrated travel behavior encouraged by mixed-use environments, such as residents walking to offices and retail spaces or employees patronizing on-site retail establishments. The 2007 *Winnipeg Area Travel Survey* indicates that up to 45% of trips in District 5 Transcona are local within the district.

The Unconstrained Internal Person Trip Capture (UIPTC) rates at the origin and destination ends were estimated for the AM and PM peak hours as per guidelines mentioned in ITE *Trip Generation Handbook* (3rd Edition) and applied using the OTISS Pro software. The UIPTC rates at the origin and destination ends were estimated for the weekday period as per the ITE *Trip Generation Handbook* (2nd Edition) and discussed in NCHRP Report 684 *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*, shown in **Table 4**.

Table 4: Weekday period unconstrained internal person trip capture

Daily Period			
Based on Origin End	*UIPTC*	*Based on Destination End*	*UIPTC*
Retail to Residential	11%	Retail to Residential	9%
Residential to Retail	38%	Residential to Retail	33%

For conversion of base vehicle trips to person trips, a vehicle occupancy of 1.2 was assumed based on the 2007 *Winnipeg Area Travel Survey.*

Pass-by Trips

Pass-by trips were calculated individually for Area A and Area B for the AM and PM peak hours. Pass-by trips associated with Area A are anticipated along Plessis Road, whereas pass-by trips for Area B are anticipated along Dugald Road. Pass-by trip percentages were extracted from the ITE *Trip Generation Handbook* (3rd Edition) and applied using the OTISS Pro software. No pass-by trips were calculated for the weekday period as they were understood to minimally impact internal road network decisions, which is a principal consideration when dealing with daily volumes.

2.3.5 Site Generated Traffic

The following tables identify net new trips along with the underlying calculations of vehicle trips, person trips, internal trip capture, pass-by trips, and mode share reductions, as generated by new development within the Precinct. These are in addition to existing land uses. Based on current intensity of land uses, the background traffic associated with existing residential land uses is assessed as being sufficiently low such that no adjustment is required based on redevelopment potential.

Calculation sheets with greater detail on mode share reductions, occupancy applications, internal trip capture, and pass-by trips calculations are included in **Appendix A** for all four Areas.

2.3.5.1 Area A Trip Summary

The following table estimates net new trips along with the underlying calculations of vehicle trips, person trips, internal trip capture, pass-by trips, and mode share reductions, as generated by Area A within Precinct S at full build-out. All land use codes were extracted from the ITE *Trip Generation Manual* (11th Edition) and set to General Urban/Suburban area.

Table 5: Trip generation for the weekday AM peak hour for Area A

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	660	Average	116	346	462
			0.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	762	Average	73	232	305
			0.40	24%	76%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dwelling Units	1778	Average	151	507	658
			0.37	23%	77%	
821 - Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Ft. GLA	120	Average	129	79	208
			1.73	62%	38%	

Table 6: Net new trip calculations for the weekday AM peak hour for Area A

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	469	1165	1634
Vehicle Trips After Multi-modal Adjustment	417	1036	1453
Internal Vehicle Trips	6	5	11
External Vehicle Trips	411	1031	1442
Internal Vehicle Trip Capture	1%	0%	1%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	411	1032	1443
Person Trips by Other Modes	62	154	216

Table 7: Trip generation for the weekday PM peak hour for Area A

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	660	Average	391	230	621
			0.94	63%	37%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	762	Average	245	144	389
			0.51	63%	37%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dwelling Units	1778	Average	423	270	693
			0.39	61%	39%	
821 - Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Ft. GLA	120	Average	305	318	623
			5.19	49%	51%	

Table 8: Net new trip calculations for the weekday PM peak hour for Area A

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1364	962	2326
Vehicle Trips After Multi-modal Adjustment	1214	856	2070
Internal Vehicle Trips	99	100	199
External Vehicle Trips	1115	756	1871
Internal Vehicle Trip Capture	8%	12%	10%
Pass-by Vehicle Trips	83	71	154
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	1032	685	1717
Person Trips by Other Modes	180	127	307

Table 9: Trip generation for the weekday period for Area A

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	660	Average	3112	3112	6224
			9.43	50%	50%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	762	Average	2568	2568	5136
			6.74	50%	50%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dwelling Units	1778	Average	4036	4036	8072
			4.54	50%	50%	
821 - Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Ft. GLA	120	Average	4051	4051	8102
			67.52	50%	50%	

Table 10: Net new trip calculations for the weekday period for Area A

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	13767	13767	27534
Vehicle Trips After Multi-modal Adjustment	12252	12252	24504
Internal Vehicle Trips	1313	1313	2626
External Vehicle Trips	10939	10939	21878
Internal Vehicle Trip Capture	11%	11%	11%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	10939	10939	21878
Person Trips by Other Modes	1818	1818	3636

2.3.5.2 Area B Trip Summary

The following table estimates net new trips along with the underlying calculations of vehicle trips, person trips, internal trip capture, pass-by trips, and mode share reductions, as generated by Area B within Precinct S at full build-out. All land use codes were extracted from the ITE *Trip Generation Manual* (11th Edition) and set to General Urban/Suburban area.

Table 11: Trip generation for the weekday AM peak hour for Area B

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	720	Average	126	378	504
			0.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	744	Average	71	226	297
			0.40	24%	76%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dwelling Units	1736	Average	148	495	643
			0.37	23%	77%	
821 - Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Ft. GLA	50	Average	54	33	87
			1.73	62%	38%	

Table 12: Net new trip calculations for the weekday AM peak hour for Area B

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	399	1132	1531
Vehicle Trips After Multi-modal Adjustment	354	1008	1362
Internal Vehicle Trips	7	5	12
External Vehicle Trips	347	1003	1350
Internal Vehicle Trip Capture	2%	0%	1%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	347	1003	1350
Person Trips by Other Modes	52	149	201

Table 13: Trip generation for the weekday PM peak hour for Area B

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	720	Average	426	250	676
			0.94	63%	37%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	744	Average	239	140	379
			0.51	63%	37%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dwelling Units	1736	Average	413	264	677
			0.39	61%	39%	
821 - Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Ft. GLA	50	Average	127	132	259
			5.19	49%	51%	

Table 14: Net new trip calculations for the weekday PM peak hour for Area B

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	1205	786	1991
Vehicle Trips After Multi-modal Adjustment	1074	700	1774
Internal Vehicle Trips	41	43	84
External Vehicle Trips	1033	657	1690
Internal Vehicle Trip Capture	4%	6%	5%
Pass-by Vehicle Trips	35	30	65
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	998	627	1625
Person Trips by Other Modes	160	103	263

Table 15: Trip generation for the weekday period for Area B

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	720	Average	3395	3395	6790
			9.43	50%	50%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	744	Average	2507	2507	5014
			6.74	50%	50%	
221 - Multifamily Housing (Mid-Rise) - Not Close to Rail Transit	Dwelling Units	1736	Average	3941	3941	7882
			4.54	50%	50%	
821 - Shopping Plaza (40-150k) - Supermarket - No	1000 Sq. Ft. GLA	50	Average	1688	1688	3376
			67.52	50%	50%	

Table 16: Net new trip calculations for the weekday period for Area B

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	11531	11531	23062
Vehicle Trips After Multi-modal Adjustment	10264	10264	20528
Internal Vehicle Trips	676	675	1351
External Vehicle Trips	9588	9589	19177
Internal Vehicle Trip Capture	7%	7%	7%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	9588	9589	19177
Person Trips by Other Modes	1522	1522	3044

2.3.5.3 Area C Trip Summary

The following table estimates net new trips along with the underlying calculations of vehicle trips, person trips, internal trip capture, pass-by trips, and mode share reductions, as generated by Area C within Precinct S at full build-out. All land use codes were extracted from the ITE *Trip Generation Manual* (11th Edition) and set to General Urban/Suburban area.

Table 17: Trip generation for the weekday AM peak hour for Area C

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	209	Average	37	110	147
			0.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	836	Average	80	254	334
			0.40	24%	76%	

Table 18: Net new trip calculations for the weekday AM peak hour for Area C

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	117	364	481
Vehicle Trips After Multi-modal Adjustment	104	324	428
Internal Vehicle Trips	0	0	0
External Vehicle Trips	104	324	428
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	104	324	428
Person Trips by Other Modes	16	49	65

Table 19: Trip generation for the weekday PM peak hour for Area C

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	209	Average	124	73	197
			0.94	63%	37%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	836	Average	269	158	427
			0.51	63%	37%	

Table 20: Net new trip calculations for the weekday PM peak hour for Area C

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	393	231	624
Vehicle Trips After Multi-modal Adjustment	350	205	555
Internal Vehicle Trips	0	0	0
External Vehicle Trips	350	205	555
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	350	204	554
Person Trips by Other Modes	51	31	82

Table 21: Trip generation for the weekday period for Area C

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	209	Average	985	985	1970
			9.43	50%	50%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	836	Average	2817	2817	5634
			6.74	50%	50%	

Table 22: Net new trip calculations for the weekday period for Area C

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	3802	3802	7604
Vehicle Trips After Multi-modal Adjustment	3385	3385	6770
Internal Vehicle Trips	0	0	0
External Vehicle Trips	3385	3385	6770
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	3385	3385	6770
Person Trips by Other Modes	502	502	1004

2.3.5.4 Area D Trip Summary

The following table estimates net new trips along with the underlying calculations of vehicle trips, person trips, internal trip capture, pass-by trips, and mode share reductions, as generated by Area D within Precinct S at full build-out. All land use codes were extracted from the ITE *Trip Generation Manual* (11th Edition) and set to General Urban/Suburban area.

Table 23: Trip generation for the weekday AM peak hour for Area D

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	45	Average	8	24	32
			0.70	25%	75%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	181	Average	17	55	72
			0.40	24%	76%	

Table 24: Net new trip calculations for the weekday AM peak hour for Area D

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	25	79	104
Vehicle Trips After Multi-modal Adjustment	23	70	93
Internal Vehicle Trips	0	0	0
External Vehicle Trips	23	70	93
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	23	70	93
Person Trips by Other Modes	3	10	13

Table 25: Trip generation for the weekday PM peak hour for Area D

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	45	Average	27	16	43
			0.94	63%	37%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	181	Average	58	34	92
			0.51	63%	37%	

Table 26: Net new trip calculations for the weekday PM peak hour for Area D

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	85	50	135
Vehicle Trips After Multi-modal Adjustment	76	44	120
Internal Vehicle Trips	0	0	0
External Vehicle Trips	76	44	120
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	76	44	120
Person Trips by Other Modes	12	7	19

Table 27: Trip generation for the weekday period for Area D

Land Use	Independent Variable	Size	Method	Entry	Exit	Total
			Rate/Equation	Split%	Split%	
210 - Single-Family Detached Housing	Dwelling Units	45	Average	212	212	424
			9.43	50%	50%	
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit	Dwelling Units	181	Average	610	610	1220
			6.74	50%	50%	

Table 28: Net new trip calculations for the weekday period for Area D

Site Totals	Entry	Exit	Total
Vehicle Trips Before Reduction	822	822	1644
Vehicle Trips After Multi-modal Adjustment	732	732	1464
Internal Vehicle Trips	0	0	0
External Vehicle Trips	732	732	1464
Internal Vehicle Trip Capture	0%	0%	0%
Pass-by Vehicle Trips	0	0	0
Diverted Vehicle Trips	0	0	0
New Vehicle Trips	732	732	1464
Person Trips by Other Modes	109	109	218

2.3.6 Transit Trip Summary

Stantec assessed the number of transit trips anticipated to be generated by new development within Precinct S using the 6% transit mode share reduction, shown in **Table 29**. These transit trips were then distributed to the external network using the vehicular trip distribution, as shown in **Table 30**.

Table 29: Transit trip generation summary by area

	AM peak		PM peak	
Precinct S Area	**Entering**	**Exiting**	**Entering**	**Exiting**
A	34	84	98	69
B	28	81	87	56
C	9	27	28	17
D	2	5	7	4
Total	73	197	220	146

Table 30: Transit trip summary by external origin/destination

		AM Peak		PM Peak	
Origin/Destination	**Distribution**	**Entering Precinct S**	**Exiting Precinct S**	**Entering Precinct S**	**Exiting Precinct S**
West via Dugald Road	30%	22	59	66	44
West via Camiel Sys Street	5%	4	10	11	7
North via Plessis Road	30%	22	59	66	44
North via Ravenhurst Street	5%	4	10	11	7
East via Dugald Road	15%	11	30	33	22
South via Plessis Road	15%	11	30	33	22

3 Traffic Analysis

3.1 Model Parameters

The following model parameters and constraints were applied as part of the traffic modeling:

- A consistent heavy truck percentage of 6% was applied for modeling traffic along the external road network, namely Dugald Road and Plessis Road, as extracted from the 2025 count at the Dugald Road and Plessis Road intersection. An assumed 2% heavy truck percentage was applied for all internal traffic within Precinct S.
- For the exercise of determining twinning requirements, the capacity of two-lane undivided cross sections was set at 900 vph/lane (AM peak), 900 vph/lane (PM peak), and 15,000 vpd (daily).
- Signalized intersections were modeled using full actuation (actuated – coordinated) and are reported based on the Synchro intersection methodology, with HCM 2000 methodology results also supplied in **Appendix A**.
- For signalized intersections, yellow time was set as 4.0 seconds and all red time was set at 2.0 seconds. Peak hour factors for turn movements serving primarily new development traffic were set at 1.00, whereas the average of 0.95 was used for other existing intersection movements.
- In absence of pedestrian volumes, crosswalks at signalized intersections were set to 10 calls per hour.
- Posted speed limits were set to match existing posted speeds.
- A minimum number of 5 vehicles per movement were modeled where otherwise identified as zero.

3.1.1 Time Horizon

The land use concept supplied by the planning team assumes that the new west and east development areas, Areas A and B, will likely develop over a period of approximately 15 years and that properties within the remaining areas, C and D, will develop on their own timeframe. As a conservative measure to account for development potential of all areas and to align with the timeframes of other known development in the area, a 15-year time horizon was selected from the original analysis period of 2025. Therefore, future traffic is estimated for the year of 2040.

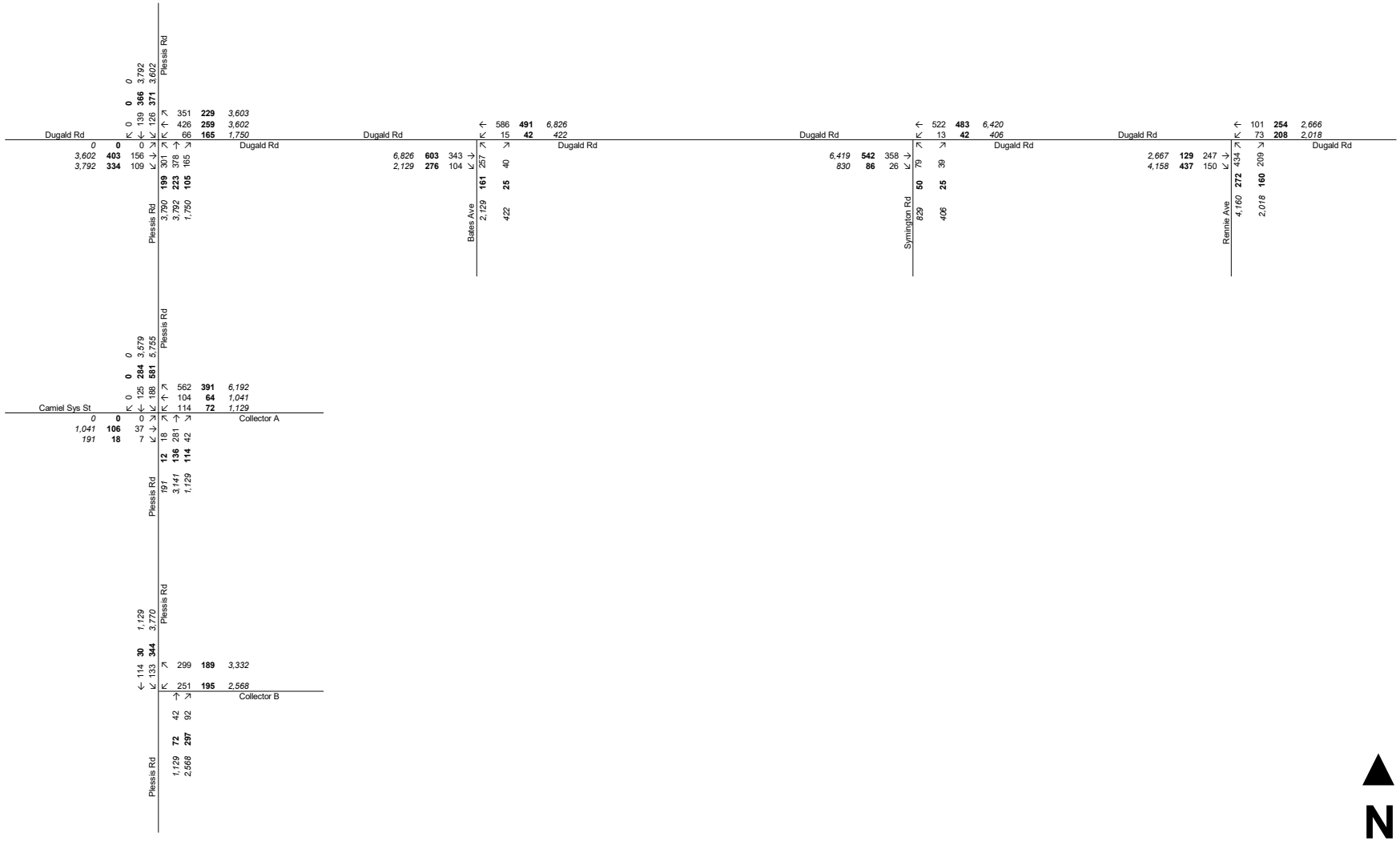
3.1.2 Study Intersections

For operational analysis, the study intersections were selected as follows, including existing major intersections along the Precinct's frontage as well as the new collector road intersections along Dugald Road and Plessis Road:

1. Dugald Road at Plessis Road
2. Dugald Road at Bates Avenue
3. Dugald Road at Symington Road
4. Dugald Road at new east-west internal collector on the Rennie Avenue right-of-way
5. Plessis Road at Camiel Sys Street / new east-west internal collector
6. Plessis Road at relocated St. Boniface Road intersection

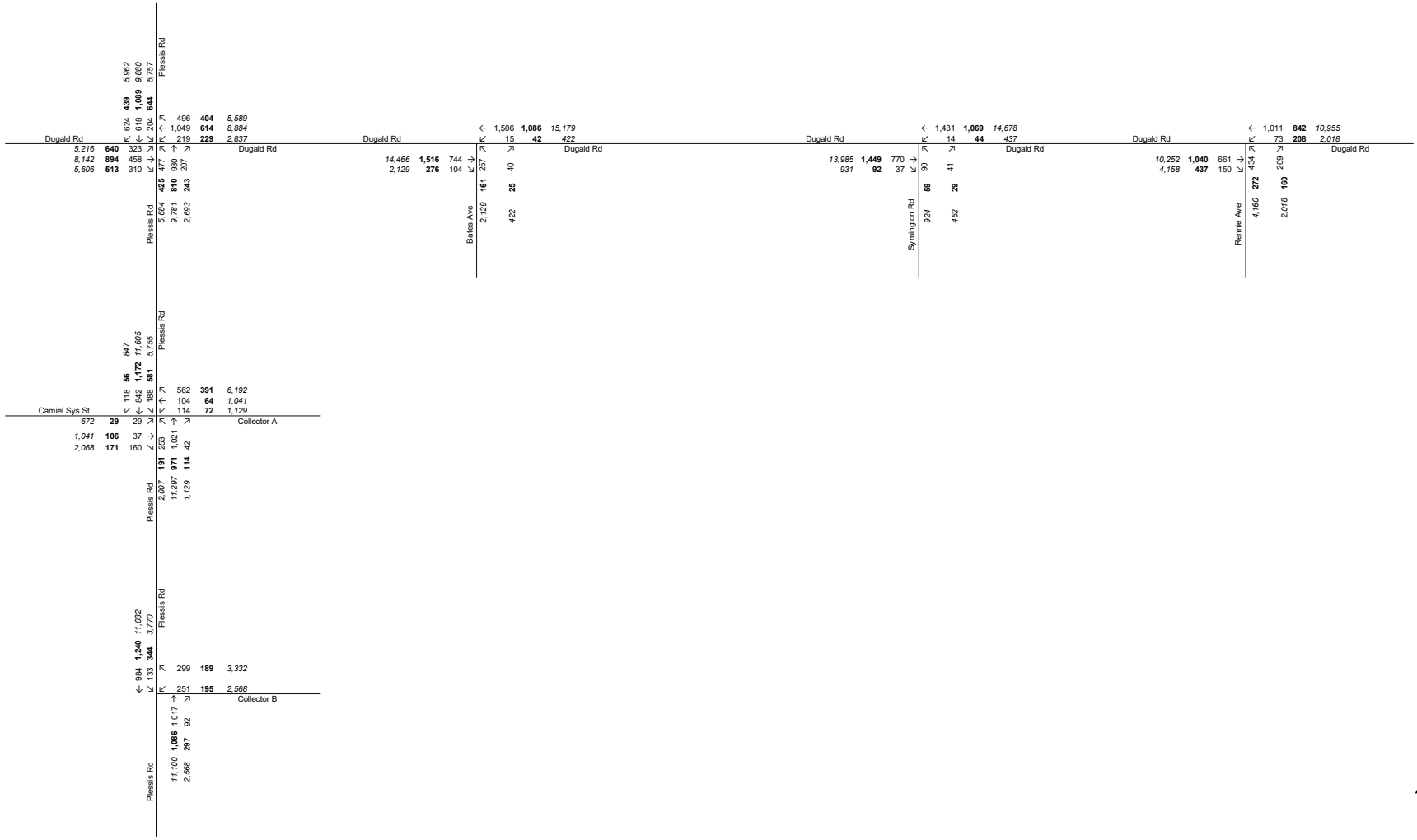
3.1.3 Future Site Generated Traffic

PTV Vistro was used for an extensive transportation demand modeling exercise, incorporating the trip generation, trip distribution, trip assignment, mode share reduction, internal trip capture, and pass-by traffic analyses detailed in **Section 2.3**. Through using PTV Vistro's network development and transportation demand functionality, net new trips were determined for Precinct S development, as shown in **Figure 13**. Combining net new trips for Precinct S development with the future background traffic and other known development traffic produces a total future transportation demand, as shown in **Figure 14**.



Format: AM **PM** *ADT*

Figure 13: Future Precinct S development traffic for full build-out (2040)



Format: AM **PM** *ADT*

Figure 14: Total future transportation demand (2040)

3.2 Future Traffic Demand and Improvements

Through analysis of total future combined traffic volumes shown in **Figure 14**, Stantec modeled traffic operations and assessed the need for improvements to support future development and traffic growth.

The expected operational performance of the study intersections was modeled using *Synchro 12* traffic simulation software. The analysis was performed using Highway Capacity Manual (HCM) 2000 methodology. Volume to capacity (v/c) represents the anticipated volume divided by the predicted capacity. LOS (level of service) is based on movement delay.

Traffic improvements are suggested in line with the City of Winnipeg's guidelines for preparation of Transportation Impact Studies, specifying 0.85 volume-to-capacity (v/c) as the maximum allowable for through lanes and 0.9 v/c as the maximum for turn lanes. Note that in some instances these thresholds are exceeded for the future transportation demand. Critical movements were defined as those with an LOS worse than D.

Based on weekday daily volumes exceeding 15,000 vpd in the future combined scenario for 2040, both Dugald Road and Plessis Road are shown with improvements to a four-lane divided cross section, with further discussion of twinning included in **Section 3.6**.

Infrastructure requirements for non-study intersections, including Dugald Road at Foch Avenue and Dugald Road at Murdock Road were not analyzed as part of this report, however may require analysis at the TIS stage for improvement based on concept plans for Area C and Area D, or other land use changes.

Auxiliary turn lane lengths are to be determined per City of Winnipeg guidance, in consideration of taper, deceleration, and storage requirements. The 95th-percentile queues are identified to support this determination. Right-turn cut-off geometry is also to be developed per City of Winnipeg specification. These right-turn cut-offs are shown for right turns between arterial and collector roads.

3.2.1 Daily Traffic Volumes

The daily traffic volumes on Dugald Road and Plessis Road are forecast to increase substantially from existing 2026 volumes to 2040 total future volumes including a full build-out of Precinct S traffic and that of other known developments. **Table 31** aggregates the volumes shown in **Figure 7, Figure 10, Figure 13,** and **Figure 14** to illustrate this growth in volumes. The volumes for each segment are shown, along with the amount of traffic generated specifically by Precinct S.

Table 31: Summary of daily traffic volumes by road segment

Road Segment	2026 Existing Traffic	2040 Background Traffic (including other known developments)	Precinct S Full Build-out Traffic	2040 Total Future Traffic
Dugald Road				
Beghin Avenue to Plessis Road	17,214	24,709	14,786	39,494
Plessis Road to Bates Avenue	11,411	15,993	17,908	33,902
Bates Avenue to Rennie Avenue	11,411	15,993	14,496	30,489
Rennie Avenue to Murdock Road	11,301	15,874	9,369	25,243
Plessis Road				
Pandora Avenue to Dugald Road	23,774	27,396	14,789	42,185
Dugald Road to Camiel Sys	13,811	17,816	18,666	36,481
Camiel Sys Street to St. Boniface Road	14,964	19,875	9,360	29,235
St. Boniface Road to Tillage Way	14,964	19,875	7,394	27,268

3.2.2 Dugald Road and Plessis Road

The intersection of Dugald Road and Plessis Road is currently a four-legged signalized intersection featuring:

- **West Approach** (signalized with right turn under yield control)
  Two left turn lanes with ~135 m of storage for the leftmost lane
  One through + channelized right turn lane
- **South Approach** (signalized)
  One left turn lane with ~65 m of storage
  One through lane
  One right-turn lane with ~65 m of storage
- **East Approach** (signalized with right turn under yield control)
  One left turn lane with ~125 m of storage
  Two through lanes
  One channelized right turn lane with ~110 m of storage
- **North Approach** (signalized with right turn under yield control)
  One left turn lane with ~160 m of storage
  Two through lanes
  One channelized right turn lane with ~180 m of storage

For the total future traffic demand in 2040, there are several movements exhibiting heavy turn volumes as shown in **Table 33** and **Table 34**. In the AM peak, the eastbound left, westbound through, northbound left, northbound through, and southbound through movements all exhibited a level of service (LOS) E, and the southbound left movement exhibited a LOS F. In the PM peak, the eastbound through, northbound left, and northbound through movements all exhibited a level of service (LOS) E, and the eastbound left, westbound left, westbound through, southbound left, and southbound through movements exhibited a LOS F. These heavy turn volumes result in the entire intersection performing at LOS D in the AM peak and LOS E in the PM peak. In the PM peak, this represents an intersection that is at capacity (97% Intersection Capacity Utilization) and experiencing chronic delays for the affected movements. This is the case after adding a dual westbound left turn lane, an eastbound channelized right turn lane, and a northbound channelized right turn lane to the future geometry modeled for total future traffic demand in 2040.

The improved intersection configuration to accommodate total future traffic demand in 2040 is as follows. The longer of AM and PM peak hour 95th-percentile queues for auxiliary turn lanes are shown in brackets.

Table 32: Conceptual sketch for Dugald Road and Plessis Road

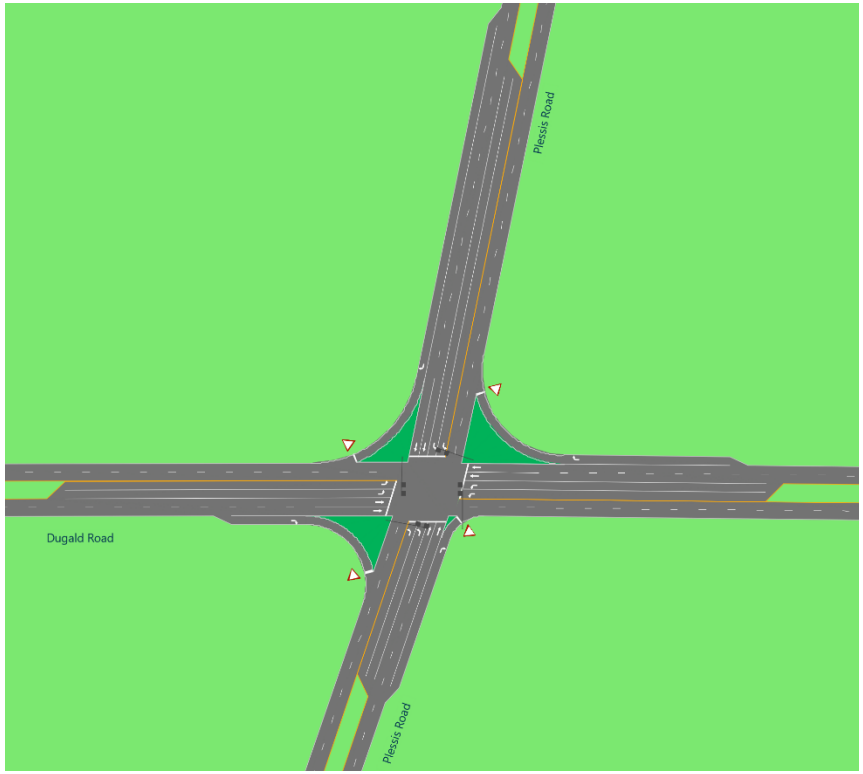
Improvement Description	Concept Image
• **West Approach** (signalized with right turn under yield control) Two left turn lanes (95th percentile queue of 150 m, PM peak) Two through lanes One channelized right turn lane (95th percentile queue of 20 m, PM peak) • **South Approach** (signalized with right turn under yield control) Two left turn lanes (95th percentile queue of 90 m, PM peak) Two through lanes One channelized right-turn lane (no queue reported) • **East Approach** (signalized with right turn under yield control) Two left turn lanes (95th percentile queue of 62 m, PM peak) Two through lanes One channelized right turn lane (no queue reported) • **North Approach** (signalized with right turn under yield control) Two left turn lanes (95th percentile queue of 140 m, PM peak) Two through lanes One channelized right turn lane (95th percentile queue of 33 m, PM peak)	

Table 33: Dugald Road and Plessis Road AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements AM Peak	D	0.90 (LOS E)	1.01	Eastbound	C	34.2	EBL	E / 65.2
				Westbound	D	43.8	WBT	E / 62.9
				Northbound	E	68.1	NBL NBT	E / 79.7 E / 74.1
				Southbound	D	45.1	SBL SBT	F / 92.1 E / 74.2

Table 34: Dugald Road and Plessis Road PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements PM Peak	E	0.97 (LOS F)	1.09	Eastbound	E	68.2	EBL EBT	F / 115.5 E / 73.0
				Westbound	E	78.9	WBL WBT	F / 111.4 F / 118.3
				Northbound	E	58.3	NBL NBT	E / 74.6 E / 67.3
				Southbound	E	70.2	SBL SBT	F / 86.7 F / 88.5

3.2.3 Dugald Road and Bates Avenue

The intersection of Dugald Road and Bates Avenue is currently a four-legged, stop-controlled intersection featuring:

- **West Approach** (free flowing)
  One left + through + right turn lane
- **South Approach** (stop control)
  One left + through + right turn lane
- **East Approach** (free flowing)
  One left + through + right turn lane
- **North Approach / Private Access** (stop control)
  One left + through + right turn lane

Based on anticipated low volumes using the private access on the north approach and potential for intersection reconfiguration in the future, the intersection was modeled as a three-legged intersection as follows:

- **West Approach** (free flowing)
  One through + right turn lane
- **South Approach** (stop control)
  One left + right turn lane
- **East Approach** (free flowing)
  One left turn + through lane

For the total future traffic demand in 2040, the eastbound through movement is heavy in the PM peak. This was addressed by adding a channelized eastbound right turn lane. The westbound through movement is heavy in the AM peak. This was addressed by adding a channelized westbound left turn lane. The addition of these auxiliary lanes also aligns with the City's direction on eliminating shared through and turn lanes along higher mobility routes. Signalization of the intersection was also warranted as discussed in **Section 3.5**.

The improved intersection configuration to accommodate total future traffic demand in 2040 is as follows. The longer of AM and PM peak hour 95th-percentile queues for auxiliary turn lanes are shown in brackets.

Table 35: Conceptual sketch for Dugald Road and Bates Avenue

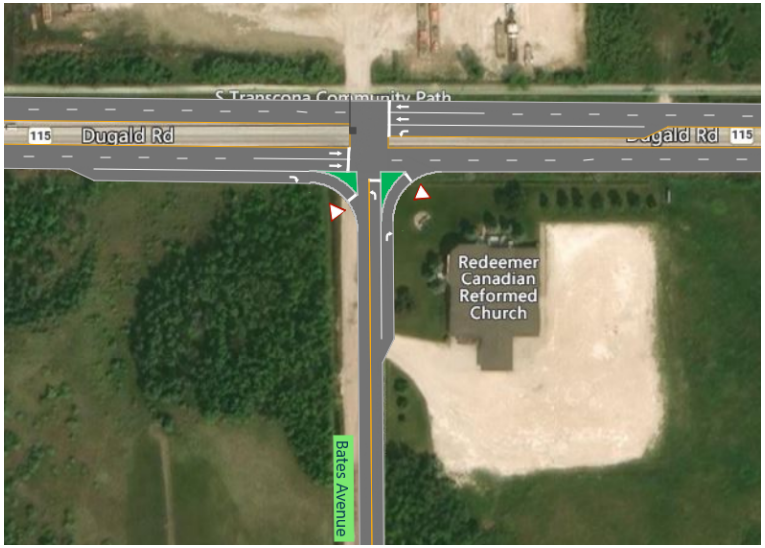
Improvement Description	Concept Image
• **West Approach** (signalized with right turn under yield control) Two through lanes One channelized right turn lane (95th percentile queue of 11 m, PM peak) • **South Approach** (signalized with right turn under yield control) One left turn lane (95th percentile queue of 39 m, AM peak) One channelized right turn lane (95th percentile queue of 6 m, PM peak) • **East Approach** (signalized) One left turn lane with storage (95th percentile queue of 15 m, PM peak) Two through lanes	

Table 36: Dugald Road and Bates Avenue AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements AM Peak	C	0.67 (LOS C)	0.97	Eastbound	B	11.3	none	
				Westbound	C	34.9	none	
				Northbound	B	16.5	none	

Table 37: Dugald Road and Bates Avenue PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements PM Peak	B	0.63 (LOS B)	0.85	Eastbound	C	20.7	none	
				Westbound	B	14.8	none	
				Northbound	B	15.2	none	

3.2.4 Dugald Road and Symington Road

The intersection of Dugald Road and Symington Road is currently a three-legged, stop-controlled intersection featuring:

- **West Approach** (free flowing)
  One through + right turn lane
- **South Approach** (stop control)
  One left + right turn lane
- **East Approach** (free flowing)
  One left + through lane

For the total future traffic demand in 2040, the eastbound through movement is heavy in the PM peak. This was addressed by adding a channelized eastbound right turn lane. The westbound through and westbound left turn movements are heavy in the AM peak. This was addressed by adding a channelized westbound left turn lane. The addition of these auxiliary lanes also aligns with the City's direction on eliminating shared through and turn lanes along higher mobility routes. Signalization of the intersection was also required to achieve acceptable intersection operations.

The improved intersection configuration to accommodate total future traffic demand in 2040 is as follows. The longer of AM and PM peak hour 95th-percentile queues for auxiliary turn lanes are shown in brackets.

Table 38: Conceptual sketch for Dugald Road and Symington Road

Improvement Description	Concept Image
• **West Approach** (signalized with right turn under yield control) Two through lanes One channelized right turn lane (95th percentile queue of 7 m, PM peak) • **South Approach** (signalized with right turn under yield control) One left turn lane (95th percentile queue of 18 m, AM peak) One channelized right turn lane (95th percentile queue of 6 m, PM peak) • **East Approach** (signalized) One left turn lane with storage (95th percentile queue of 39 m, AM peak) Two through lanes	

Table 39: Dugald Road and Symington Road AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements AM Peak	B	0.63 (LOS B)	0.86	Eastbound	A	9.9	none	
				Westbound	B	12.3	none	
				Northbound	B	14.6	none	

Table 40: Dugald Road and Symington Road PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements PM Peak	C	0.63 (LOS B)	0.94	Eastbound	C	30.5	none	
				Westbound	B	12.1	none	
				Northbound	B	17.8	none	

3.2.5 Dugald Road and Collector A (Rennie Avenue ROW)

No intersection exists at the Rennie Avenue right-of-way along Dugald Road. Therefore the following intersection configuration was established as a baseline then improved upon to meet operational demands for future total traffic demand in 2040:

- **West Approach** (free flowing)
  One through lane
  One through + right turn lane
- **South Approach** (stop control)
  One left + right turn lane
- **East Approach** (free flowing)
  One left + through lane
  One through lane

For the total future traffic demand in 2040, the eastbound through movement is heavy in the PM peak. This was addressed by adding a channelized eastbound right turn lane. The westbound through movement is heavy in the AM peak and the westbound left turn movement is heavy in the PM peak. These were addressed by adding a channelized westbound left turn lane. The addition of these auxiliary lanes also aligns with the City's direction on eliminating shared through and turn lanes along higher mobility routes. The northbound left turn movement is heavy in the PM peak. This was addressed by adding a channelized northbound right turn lane and two northbound left turn lanes. Signalization of the intersection was also warranted as discussed in **Section 3.5**.

The improved intersection configuration to accommodate total future traffic demand in 2040 is as follows. The longer of AM and PM peak hour 95th-percentile queues for auxiliary turn lanes are shown in brackets.

Table 41: Conceptual sketch for Dugald Road and Collector A (Rennie Avenue ROW)

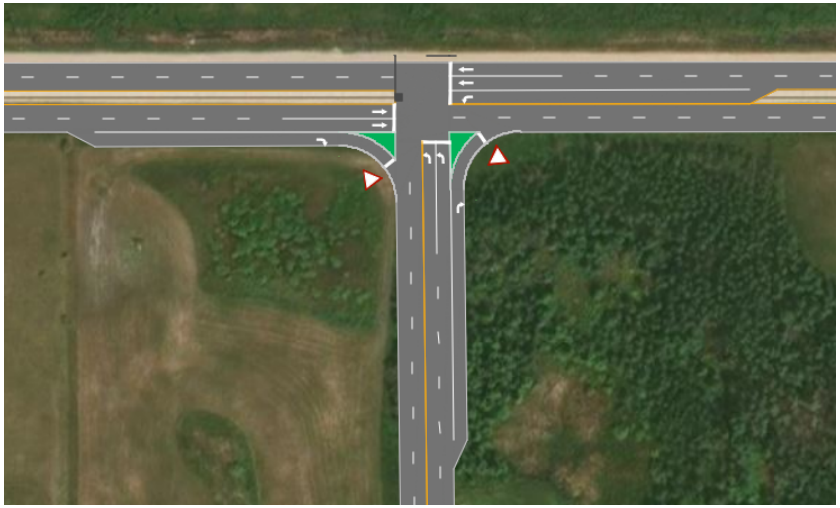
Improvement Description	Concept Image
• **West Approach** (signalized with right turn under yield control) Two through lanes One channelized right turn lane (95th percentile queue of 7 m, PM peak) • **South Approach** (signalized with right turn under yield control) Two left turn lanes (95th percentile queue of 25 m, AM peak) One channelized right turn lane (95th percentile queue of 19 m, PM peak) • **East Approach** (signalized) One left turn lane with storage (95th percentile queue of 51 m, PM peak) Two through lanes	

Table 42: Dugald Road and Collector A (Rennie Avenue ROW) AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements AM Peak	B	0.54 (LOS A)	0.59	Eastbound	A	7.3	none	
				Westbound	B	10.3	none	
				Northbound	B	16.2	none	

Table 43: Dugald Road and Collector A (Rennie Avenue ROW) PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements PM Peak	A	0.63 (LOS C)	0.73	Eastbound	A	5.2	none	
				Westbound	B	10.0	none	
				Northbound	C	22.6	none	

3.2.6 Plessis Road and Camiel Sys Street/Collector A

The intersection of Plessis Road and Camiel Sys Street is currently a three-legged, stop-controlled intersection featuring:

- **West Approach** (stop control with right turn under yield control)
  One left turn lane with ~55 m of storage
  One channelized right turn lane
  Note: This configuration is ambiguous, with the differentiation of the left turn and the right turn being partially indicated through pavement joints.

- **South Approach** (free flowing)
  One left turn lane with ~110 m of storage
  One through lane

- **North Approach** (free flowing with right turn under yield control)
  One through lane
  One channelized right turn lane with ~70 m of storage

Collector A will be added to the intersection as the East approach.

For the total future traffic demand in 2040, the westbound right turn movement is heavy in the AM peak. This was addressed by adding two westbound right turn lanes, one of which is channelized. This dual right turn movement is signal controlled. The southbound left turn movement is heavy in the PM peak. This was addressed by adding two channelized southbound left turn lanes.

The improved intersection configuration to accommodate total future traffic demand in 2040 is as follows. The longer of AM and PM peak hour 95th-percentile queues for auxiliary turn lanes are shown in brackets.

Table 44: Conceptual sketch for Plessis Road and Camiel Sys Street / Collector A

Improvement Description	Concept Image
• **West Approach** (signalized with right turn under yield control) One left turn lane (95th percentile queue of 12 m, AM peak) One through lane One channelized right turn lane (no queue reported) • **South Approach** (signalized with right turn under yield control) One left turn lane (95th percentile queue of 66 m, AM peak) Two through lanes One channelized right turn lane (95th percentile queue of 14 m, AM peak) • **East Approach** (signalized with right turn under signal control) One left turn lane (95th percentile queue of 34 m, AM peak) One through lane Two channelized right turn lanes • **North Approach** (signalized with right turn under yield control) Two left turn lanes (95th percentile queue of 44 m, PM peak) Two through lanes One channelized right turn lane (no queue reported)	

Table 45: Plessis Road and Camiel Sys Street / Collector A AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements AM Peak	C	0.67 (LOS C)	0.70	Eastbound	A	9.8	none	
				Westbound	B	16.6	none	
				Northbound	C	25.2	none	
				Southbound	C	22.9	none	

Table 46: Plessis Road and Camiel Sys Street / Collector A PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements PM Peak	C	0.69 (LOS C)	0.82	Eastbound	B	14.9	none	
				Westbound	B	13.6	none	
				Northbound	C	26.6	none	
				Southbound	B	18.6	none	

3.2.7 Plessis Road and Collector B

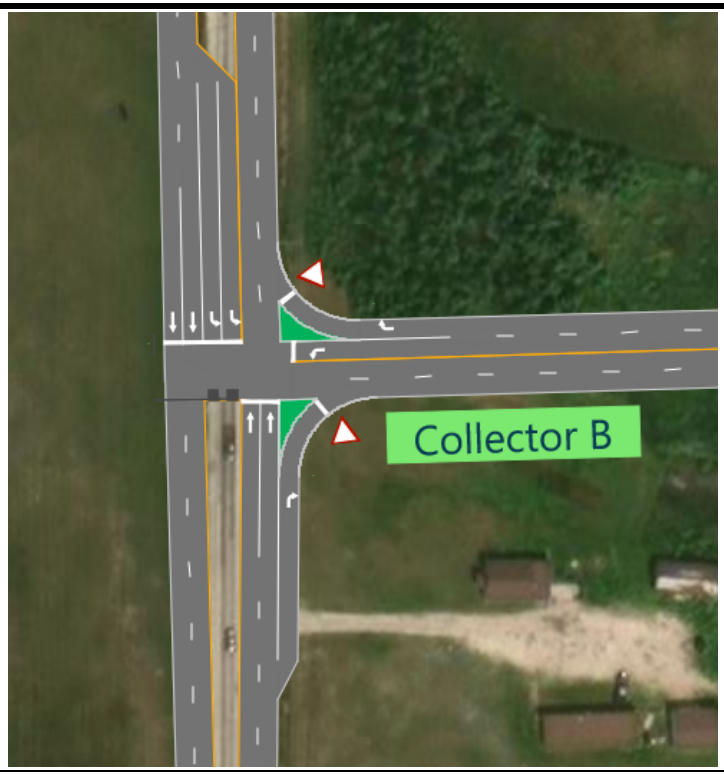
No intersection exists along Plessis Road at the proposed Collector B intersection. Therefore, the following intersection configuration was established as a baseline then improved upon to meet operational demands for future total traffic demand in 2040:

- **South Approach** (free flowing)
  One through lane
  One through + right turn lane
- **East Approach** (stop control)
  One left + right turn lane
- **North Approach** (free flowing)
  One left + through lane
  One through lane

For the total future traffic demand in 2040, the southbound left turn movement is heavy in the PM peak. This was addressed by adding two channelized southbound left turn lanes. The northbound right turn movement is heavy in the PM peak. This was addressed by adding a channelized northbound right turn lane. The addition of these auxiliary lanes also aligns with the City's direction on eliminating shared through and turn lanes along higher mobility routes. Signalization of the intersection was also warranted as discussed in **Section 3.5**.

The improved intersection configuration to accommodate total future traffic demand in 2040 is as follows. The longer of AM and PM peak hour 95th-percentile queues for auxiliary turn lanes are shown in brackets.

Table 47: Conceptual sketch for Plessis Road and Collector B

Improvement Description	Concept Image
• **South Approach** (signalized with right turn under yield control) Two through lanes One channelized right turn lane (95th percentile queue of 8 m, PM peak) • **East Approach** (signalized with right turn under yield control) One left turn lane (95th percentile queue of 51 m, AM peak) One right turn lane (95th percentile queue of 54 m, AM peak) • **North Approach** (signalized) Two left turn lanes (95th percentile queue of 43 m, PM peak) Two through lanes	

The land use plan proposes the closure of the Dugald Road and St. Boniface Road intersection, with the majority of traffic currently using this intersection redistributing to the intersection of Plessis Road and Collector B in the full build-out scenario.

Table 48: Plessis Road and Collector B AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements AM Peak	B	0.65 (LOS C)	0.78	Westbound	C	33.5	none	
				Northbound	A	7.8	none	
				Southbound	A	6.7	none	

Table 49: Plessis Road and Collector B PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) with improvements PM Peak	B	0.66 (LOS C)	0.73	Westbound	C	24.9	none	
				Northbound	A	6.8	none	
				Southbound	B	15.5	none	

3.3 Additional Intersection Analysis

Per request of the City of Winnipeg, additional intersections were reviewed beyond the Precinct S frontage to the external network. These include:

- Dugald Road at Lagimodiere Boulevard
- Dugald Road at Mazenod Road
- Dugald Road at Ravenhurst Street
- Plessis Road at Pandora Avenue West
- Plessis Road at Regent Avenue West
- Plessis Road at Autumn Way / the CN Intermodal Terminal

The trip distribution and assignment exercise identified in **Section 2.3** was further enhanced through use of broader network trip distribution data sourced from the City of Winnipeg's demand model. The proportionality of these distributions was interpreted in relation to traffic at the external network gates of the PTV Vistro model, then applied based on the net new trips for Precinct S at the following locations:

- West approach of Dugald Road at Plessis Road (for application to the intersections to the west at Mazenod Road and Lagimodiere Boulevard)
- East approach of Dugald Road at Murdock Road (for application to the intersection to the east at Ravenhurst Street)
- North approach of Plessis Road at Dugald Road (for application to the intersections to the north at Pandora Avenue West and Regent Avenue West)
- South approach of Plessis Road at Collector B (for application to the intersection to the south at Autumn Way)

The total future transportation demand for 2040 for the six additional study intersections is shown in **Figures 15** through **18**. Additional figures identifying future background traffic in 2040 and Precinct S development traffic for full build-out by 2040 are provided in **Appendix A**. Operational analyses of the additional study intersections for the total future demand scenario in 2040 are included in the following **Sections 3.3.1** to **3.3.6**, for both existing configurations and with improvements per City of Winnipeg guidance. Analysis of the additional intersections was performed with the same modeling approach as the primary study intersections. As all additional intersections are signalized or presumed to be signalized (in the case of the Plessis Road at Autumn Way / CN Intermodal Terminal intersection), no signal warrant analysis was performed. Consideration of any of the potential improvements identified in **Sections 3.3.1** to **3.3.6** would need to be made in consideration of the surrounding land uses, noting potential conflicts with surrounding properties and structures. In some instances, structures in close proximity to the intersection are noted as potential conflicts.

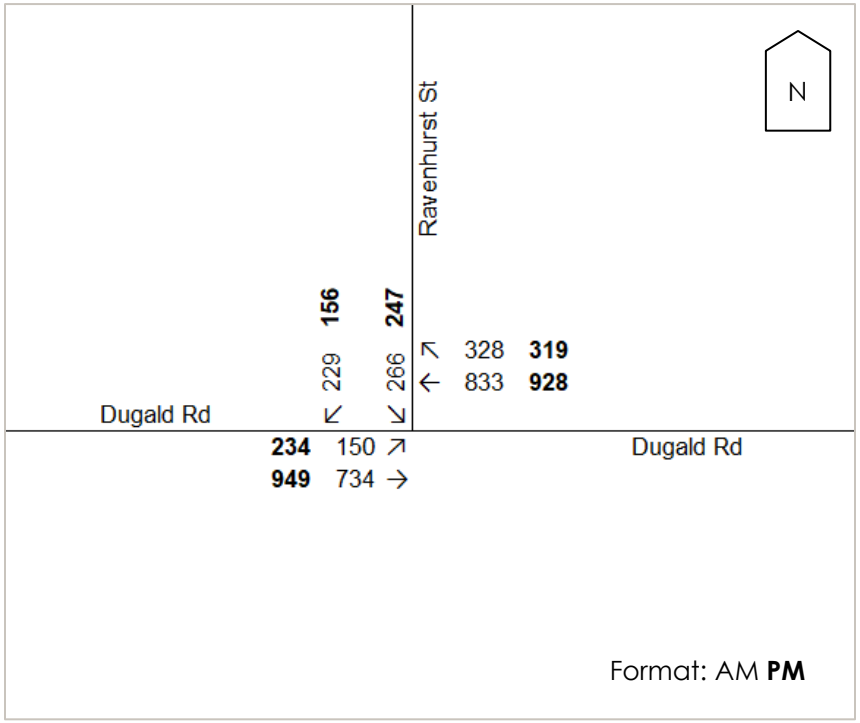


Figure 15: Total future demand in 2040 at the intersections of Dugald Road at Ravenhurst Street

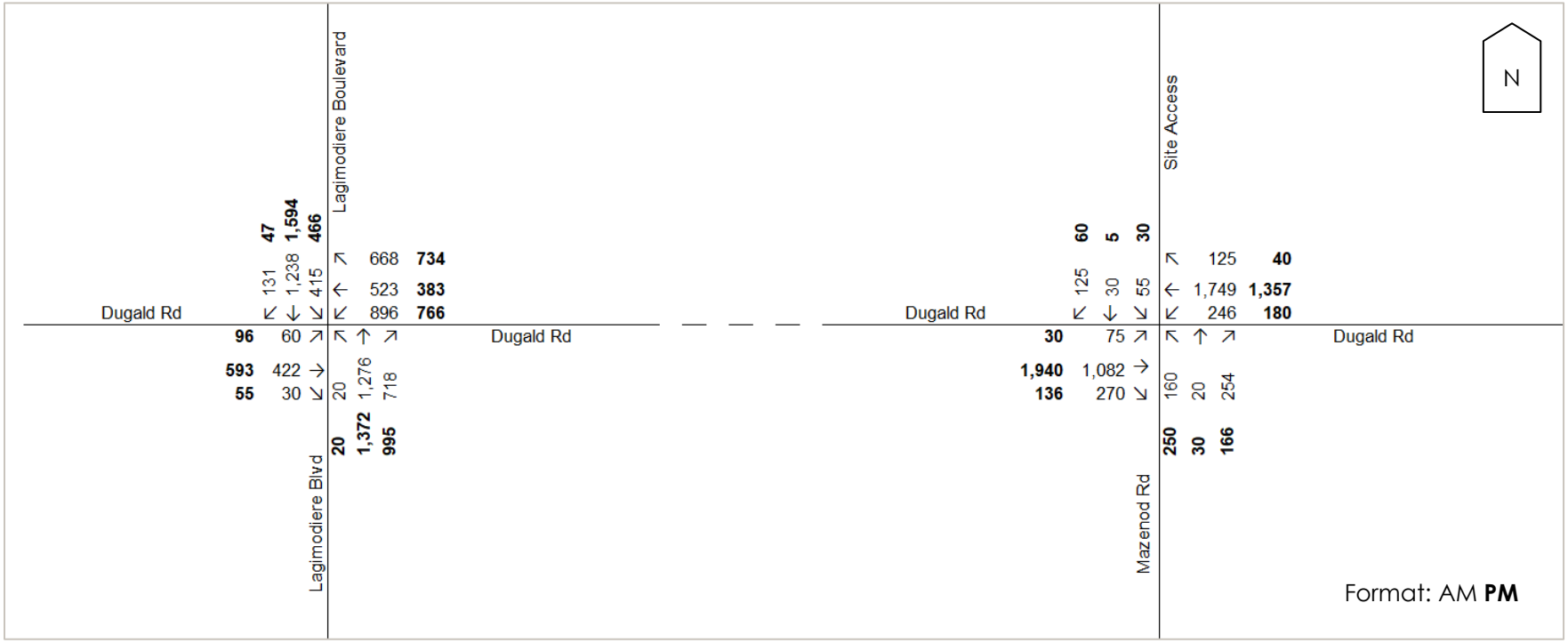


Figure 16: Total future demand in 2040 at the intersections of Dugald Road at Lagimodiere Boulevard and Dugald Road at Mazenod Road

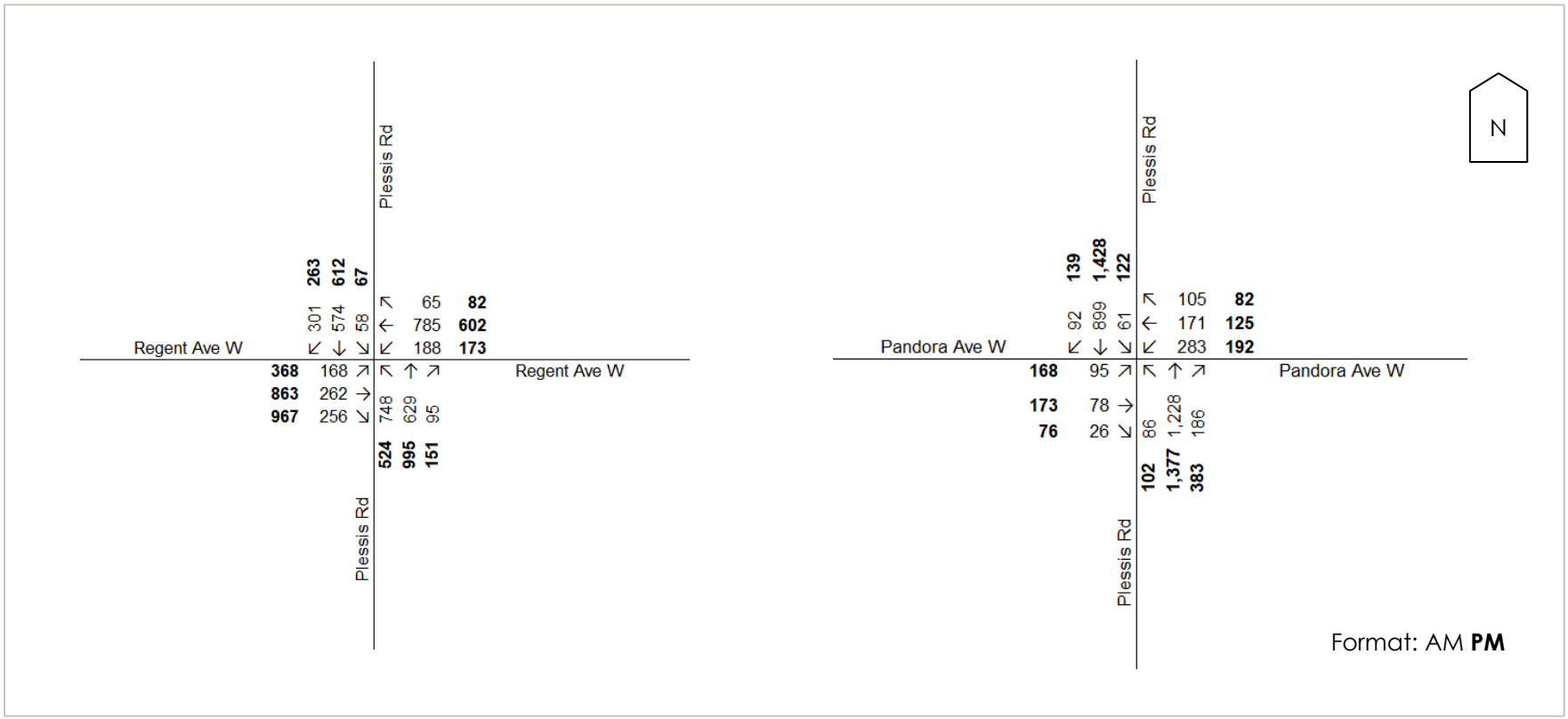


Figure 17: Total future demand in 2040 at the intersections of Plessis Road at Regent Avenue West and Plessis Road at Pandora Avenue West

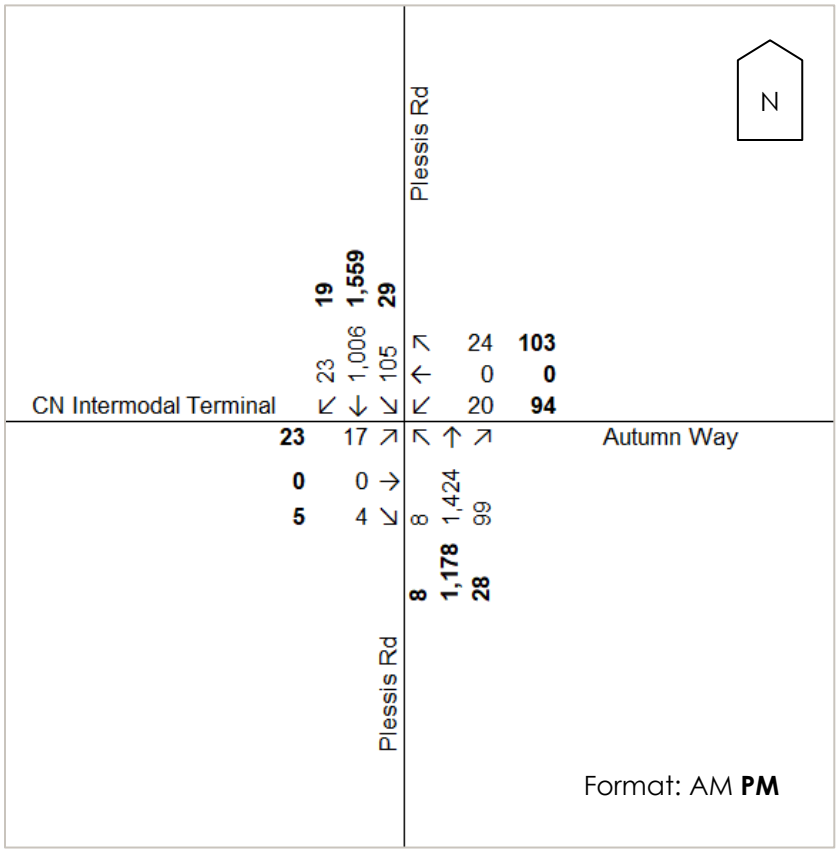


Figure 18: Total future demand in 2040 at the intersections of Plessis Road at Autumn Way / CN Intermodal Terminal

3.3.1 Dugald Road and Ravenhurst Street

The intersection of Dugald Road and Ravenhurst Street is currently a three-legged, signalized intersection featuring:

- **West Approach** (signalized)
  One left turn lane with ~85 m of storage
  One through lane
- **East Approach** (signalized with right turn under yield control)
  One through lane
  One channelized right turn lane with ~110 m of storage
- **North Approach** (signalized with right turn under yield control)
  One left turn lane
  One channelized right turn lane with ~85 m of storage

Performance of the existing configuration is worse in the PM peak hour compared to the AM peak hour under total future transportation demand in 2040, with an overall LOS of D and three critical movements. The addition of a second eastbound left turn lane and second southbound left turn lane do not sufficiently improve capacity of the intersection, with the westbound through still exceeding 0.85 v/c in the PM peak hour. An alternative is the addition of a second westbound through lane and a second eastbound through lane, with no additional turn lanes on any approaches. Another alternative is the addition of a second westbound through lane at the intersection along with a second southbound left turn lane, sufficiently bringing the volume-to-capacity ratios to below 0.85 for through movements and below 0.90 for turning movements. As the traffic volumes warrant the twinning of Dugald Road east of Murdock Road to PTH 1, it is recommended to add the through lanes on Dugald Road rather than the additional turn lane on Ravenhurst Street. The recommended intersection changes are shown in **Table 50**. All other movements are recommended to retain the existing geometry.

Table 50: Recommended intersection geometry changes at Dugald Road and Ravenhurst Street

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
West approach through	One through lane	Two through lanes	Add one through lane
East approach through	One through lane	Two through lanes	Add one through lane

The improved intersection configuration exhibits the following geometry:

- **West Approach** (signalized)
  One left turn lane (95th-percentile queue of 18 m in the AM peak and 42 m in PM peak)
  Two through lanes
- **East Approach** (signalized with right turn under yield control)
  Two through lanes
  One channelized right turn lane
- **North Approach** (signalized with right turn under yield control)
  One left turn lane (95th-percentile queue of 47 m in the AM peak and 52 m in PM peak)
  One channelized right turn lane

Intersection performance of the existing configuration as well as the improved intersection is shown in **Tables 51** and **52**.

Table 51: Dugald Road and Ravenhurst Street AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) AM peak, existing configuration	C	0.82 (LOS D)	0.82	Eastbound	C	24.0	EBL	F / 85.6
				Westbound	C	32.0		
				Southbound	C	28.9		
Total future transportation demand (2040) AM peak, with improvements	B	0.61 (LOS B)	0.80	Eastbound	B	12.9		
				Westbound	B	18.3		
				Southbound	B	11.2		

Table 52: Dugald Road and Ravenhurst Street PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) PM peak, existing configuration	D	0.90 (LOS E)	0.90	Eastbound	C	30.4	EBL	F / 97.6
				Westbound	D	48.2	WBT	E / 64.7
				Southbound	D	47.3	SBL	E / 77.1
Total future transportation demand (2040) PM peak, with improvements	B	0.67 (LOS C)	0.85	Eastbound	B	12.9		
				Westbound	C	22.8		
				Southbound	B	16.7		

3.3.2 Dugald Road and Mazenod Road

The intersection of Dugald Road and Mazenod Road is currently a four-legged signalized intersection featuring:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane with ~55 m of storage
  Two through lanes
  One channelized right-turn lane with ~155 m of storage

- **South Approach** (signalized with right turn under yield control)
  One left turn lane
  One through + channelized right turn lane

- **East Approach** (signalized)
  One left turn lane with ~55 m of storage
  Two through lanes
  One right turn lane with ~80 m of storage

- **North Approach** (signalized)
  One left turn + through lane
  One right turn lane

  Note: This configuration is ambiguous, with the differentiation of the left turn and through lane from the right turn lane being indicated through wide pavement and travel paths. This is a private commercial access.

Performance of the existing configuration is worse in the PM peak hour compared to the AM peak hour under total future transportation demand in 2040, with an overall LOS of D and four critical movements. The eastbound through exhibits a v/c of 1.02 in the PM peak hour. Comparatively, the westbound through movement exhibits a v/c of 0.96 in the AM peak hour. Without adding an additional eastbound through lane, green time is needed from other movements to free up additional capacity for the eastbound through lanes. Along with the modifications to the south approach, the addition of an acceleration lane for the northbound right turn (or a similar operational improvement for the NBR) may aid in operations. The addition of a second left turn lane for the westbound approach, along with an additional northbound left turn lane and auxiliary lane for the northbound right turn lane improve the v/c of the eastbound through movement to near 0.90 in the PM peak hour. However, the LOS of the eastbound left turn, westbound left turn, and northbound left turn degrades to LOS E. This may be manageable through further signal optimization,

however the overall intersection ICU remains high at 0.95 and the westbound through movement exceeds 900 vehicles per hour per lane. Other lane additions, with the exception of adding a third westbound and/or eastbound through lane, do not significantly improve the intersection operations. Therefore, the second alternative of adding third westbound and eastbound through lanes is also presented. In this second alternative, the south approach modifications targeting an additional northbound left turn lane and the additional westbound left turn lane are also warranted to achieve sub-0.85 v/c for the westbound and eastbound through movements and to eliminate critical movements with an LOS worse than D. The recommended intersection changes for Alternative 1 are shown in **Table 53**. All other movements are recommended to retain the existing geometry.

Table 53: Recommended intersection geometry changes at Dugald Road and Mazenod Road (Alternative 1)

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
South approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
South approach right turn	One through + right turn lane	One through lane One channelized right turn lane	Add one channelized right turn lane
East approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane

The improved intersection configuration (Alternative 1) exhibits the following geometry:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane (95th-percentile queue of 40 m in the AM peak and 20 m in the PM peak)
  Two through lanes
  One channelized right-turn lane

- **South Approach** (signalized with right turn under yield control)
  Two left turn lanes (95th-percentile queue of 30 m in the AM peak and 50 m in the PM peak)
  One through lane
  One channelized right turn lane

- **East Approach** (signalized)
  Two left turn lanes (95th-percentile queue of 45 m in the AM peak and 40 m in the PM peak)
  Two through lanes
  One right turn lane

- **North Approach** (signalized)
  One left turn + through lane (95th-percentile queue of 35 m in the AM peak and 20 m in the PM peak)
  One right turn lane

The recommended intersection changes for Alternative 2 are shown in **Table 54**. All other movements are recommended to retain the existing geometry.

Table 54: Recommended intersection geometry changes at Dugald Road and Mazenod Road (Alternative 2)

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
West approach through	Two through lanes	Three through lanes	Add one through lane
South approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
South approach right turn	One through + right turn lane	One through lane One channelized right turn lane	Add one channelized right turn lane
East approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
East approach through	Two through lanes	Three through lanes	Add one through lane

The improved intersection configuration (Alternative 2) exhibits the following geometry:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane (95th-percentile queue of 25 m in the AM peak and 15 m in the PM peak)
  Three through lanes
  One channelized right-turn lane

- **South Approach** (signalized with right turn under yield control)
  Two left turn lanes (95th-percentile queue of 20 m in the AM peak and 30 m in the PM peak)
  One through lane
  One channelized right turn lane

- **East Approach** (signalized)
  Two left turn lanes (95th-percentile queue of 30 m in the AM peak and 30 m in the PM peak)

Three through lanes
One right turn lane

- **North Approach** (signalized)
  One left turn + through lane (95th-percentile queue of 25 m in the AM peak and 10 m in the PM peak)
  One right turn lane

Intersection performance of the existing configuration as well as the improved intersection is shown in **Tables 55** and **56**.

Table 55: Dugald Road and Mazenod Road AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) AM peak, existing configuration	C	1.04 (LOS G)	0.96	Eastbound	C	24.0		
				Westbound	C	35.0	WBL	E / 61.7
				Northbound	C	26.2		
				Southbound	C	31.1	SBT	E / 71.2
Total future transportation demand (2040) AM peak, with improvements, Alt 1	C	0.90 (LOS E)	0.88	Eastbound	B	18.6	EBL	E / 75.3
				Westbound	C	28.3	WBL	E / 61.5
				Northbound	C	31.2		
				Southbound	C	25.5		
Total future transportation demand (2040) AM peak, with improvements, Alt 2	B	0.75 (LOS D)	0.81	Eastbound	B	17.6		
				Westbound	C	21.6		
				Northbound	B	16.6		
				Southbound	B	15.6		

Table 56: Dugald Road and Mazenod Road PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) PM peak, existing configuration	D	1.05 (LOS G)	1.02	Eastbound	D	54.1	EBL EBT	F / 91.2 E / 57.3
				Westbound	C	28.0	WBL	F / 129.4
				Northbound	E	78.3	NBL	F / 118.5
				Southbound	C	21.0		
Total future transportation demand (2040) PM peak, with improvements, Alt 1	C	0.95 (LOS F)	0.92	Eastbound	C	26.4	EBL	E / 67.2
				Westbound	B	17.4	WBL	E / 71.2
				Northbound	D	52.4	NBL	E / 65.5
				Southbound	C	23.4		
Total future transportation demand (2040) PM peak, with improvements, Alt 2	B	0.79 (LOS D)	0.85	Eastbound	C	27.9		
				Westbound	B	17.9		
				Northbound	C	32.5		
				Southbound	B	16.3		

3.3.3 Dugald Road and Lagimodiere Boulevard

The intersection of Dugald Road and Lagimodiere Boulevard is set to be upgraded as part of the Moving on Marion project and by 2040 is anticipated to feature:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane with ~60 m of storage
  Two through lanes
  One channelized right-turn lane with ~65 m of storage

- **North Approach** (signalized with right turn under yield control)
  Two left turn lanes with ~150 m of storage
  Three through lanes
  One channelized right-turn lane with ~150 m of storage

- **East Approach** (signalized with a right turn acceleration lane)
  Two left turn lanes with ~130 m of storage
  One through lane
  One channelized right-turn lane with ~130 m of storage and 215 m acceleration lane

- **South Approach** (signalized with right turn under yield control)
  One left turn lane with ~55 m of storage
  Two through lanes
  One channelized right-turn lane

The AM peak hour exhibits balanced northbound and southbound through flows, along with high volumes on the east approach including a westbound left turn nearing 900 vph. The PM peak hour exhibits slightly lower westbound volumes on the east approach, yet higher northbound and southbound volumes on Lagimodiere Boulevard. An additional westbound left turn lane would assist in reducing capacity issues particularly for the AM peak hour and does not require an additional receiving lane on the south approach given the Moving on Marion improvements. A third northbound through lane is also prescribed, matching the north approach improvement as part of the Moving on Marion project. Northbound right turn volumes reach approximately 1000 vph in the PM peak hour, with the potential upgrade to two signalized and channelized right turn lanes however subsequent and more detailed modeling may need to be performed to identify which solution is preferred between a single right turn lane under yield control versus dual right turn lanes under signal control. The westbound right also exhibits volumes over 700 vph in the PM peak for a

single lane however there is already an acceleration lane planned for this. Beyond these upgrades, a shift to six-lane cross sections on the east and west approaches or grade separation would be the next alternatives for consideration in improving operations beyond what is shown in **Tables 58** and **59**. The recommended intersection changes are shown in **Table 57**. All other movements are recommended to retain the existing geometry.

Table 57: Recommended intersection geometry changes at Dugald Road and Lagimodiere Boulevard

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
East approach left turn	Two left turn lanes	Three left turn lanes	Add one left turn lane
South approach through	Two through lanes	Three through lanes	Add one through lane

The improved intersection configuration exhibits the following geometry:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane (95th percentile queue of 35 m in the AM peak and 52 m in PM peak)
  Two through lanes
  One channelized right-turn lane

- **North Approach** (signalized with right turn under yield control)
  Two left turn lanes (95th percentile queue of 93 m in AM peak and 104 m in the PM peak)
  Three through lanes
  One channelized right-turn lane

- **East Approach** (signalized with a right turn acceleration lane)
  Three left turn lanes (95th percentile queue of 127 m in AM peak and 117 m in the PM peak)
  One through lane
  One channelized right-turn lane with 215 m acceleration lane

- **South Approach** (signalized with right turn under yield control)
  One left turn lane (95th percentile queue of 16 m in AM peak and 16 m in the PM peak)
  Three through lanes
  One channelized right-turn lane

Intersection performance of the existing configuration as well as the improved intersection is shown in **Tables 58** and **59**.

Table 58: Dugald Road and Lagimodiere Boulevard AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) AM peak, existing configuration	F	1.05 (LOS G)	1.14	Eastbound	F	139.0	EBL EBT	F / 159.2 F / 146.2
				Westbound	E	69.1	WBL WBT	F / 117.8 E / 72.5
				Northbound	E	72.4	NBL NBT	F / 82.4 F / 112.3
				Southbound	D	48.3	SBL	F / 114.9
Total future transportation demand (2040) AM peak, with improvements	D	0.88 (LOS E)	0.93	Eastbound	E	64.1	EBL EBT	F / 80.4 E / 66.4
				Westbound	D	49.4	WBL WBT	E / 73.3 E / 70.2
				Northbound	D	41.1	NBL NBT	F / 82.4 E / 62.9
				Southbound	D	40.5	SBL	E / 74.2

Table 59: Dugald Road and Lagimodiere Boulevard PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) PM peak, existing configuration	E	1.09 (LOS H)	1.25	Eastbound	F	135.1	EBL EBT	F / 102.4 F / 153.0
				Westbound	F	86.4	WBL WBT	F / 117.2 E / 68.4
				Northbound	E	79.5	NBL NBT	F / 82.4 F / 135.2
				Southbound	D	50.5	SBL	F / 116.2
Total future transportation demand (2040) PM peak, with improvements	D	0.91 (LOS E)	0.97	Eastbound	E	78.2	EBL EBT	F / 88.9 F / 83.8
				Westbound	D	47.3	WBL WBT	F / 83.4 E / 63.6
				Northbound	D	41.6	NBL NBT	F / 82.4 E / 69.4
				Southbound	D	43.1	SBL	E / 73.6

3.3.4 Plessis Road and Regent Avenue West

The intersection of Plessis Road and Regent Avenue West is currently a four-legged signalized intersection featuring:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane with ~75 m of storage
  Two through lanes
  One channelized right-turn lane

- **North Approach** (signalized with right turn under yield control)
  One left turn lane with ~35 m of storage
  One through lane
  One through + channelized right turn lane

- **East Approach** (signalized)
  One left turn lane with ~70 m of storage
  One through lane
  One through + right-turn lane

- **South Approach** (signalized)
  One left turn lane with ~60 m of storage
  Two through lanes
  One right-turn lane

Future demand in 2040 results in northbound left turning traffic over 500 vph and v/c ratios over 1.0 in the PM peak hour, which currently only features a single lane. Other notable turning movement volumes include the eastbound right-turning volume in the peak hour of nearly 1000 vph. Potential improvements include an additional northbound left turn lane, an additional eastbound left turn lane, an auxiliary northbound right-turn lane, and an additional eastbound right-turn lane (signal control). Consideration of these improvements would need to be made in consideration of the surrounding land uses, noting potential conflicts with surrounding properties and structures such as on the northeast and southeast quadrants. The recommended intersection changes are shown in **Table 60**. All other movements are recommended to retain the existing geometry.

Table 60: Recommended intersection geometry changes at Plessis Road and Regent Avenue West

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
West approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
West approach right turn	One right turn lane	Two right turn lanes	Add one channelized right turn lane
North approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
East approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
South approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane

The improved intersection configuration exhibits the following geometry:

- **West Approach** (signalized with right turn under signal control)
  Two left turn lanes (95th percentile queue of 35 m in the AM peak and 60 m in PM peak)
  Two through lanes
  Two channelized right-turn lanes

- **North Approach** (signalized right turn under yield control)
  One left turn lane (95th percentile queue of 20 m in the AM peak and 35 m in PM peak)
  Two through lanes
  One channelized right turn lane

- **East Approach** (signalized)
  One left turn lane (95th percentile queue of 75 m in the AM peak and 80 m in PM peak)
  Two through lanes
  One channelized right-turn lane

- **South Approach** (signalized)
  Two left turn lanes (95th percentile queue of 100 m in the AM peak and 95 m in PM peak)

Two through lanes
One right-turn lane

Intersection performance of the existing configuration as well as the improved intersection is shown in **Tables 61** and **62**.

Table 61: Plessis Road and Regent Avenue West AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) AM peak, existing configuration	F	1.20 (LOS H)	1.32	Eastbound	E	75.6	EBL EBT	F / 206.6 E / 65.1
				Westbound	F	159.7	WBL WBT	F / 86.4 F / 175.9
				Northbound	F	107.3	NBL	F / 196.0
				Southbound	F	132.7	SBL SBT	E / 58.5 F / 137.6
Total future transportation demand (2040) AM peak, with improvements	D	0.84 (LOS E)	0.97	Eastbound	D	38.2	EBL	F / 91.8
				Westbound	E	56.0	WBL	F / 82.4
				Northbound	C	35.0	NBL	E / 62.2
				Southbound	C	33.8		

Table 62: Plessis Road and Regent Avenue West PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) PM peak, existing configuration	F	1.14 (LOS H)	1.25	Eastbound	E	68.2	EBL EBT	F / 184.9 F / 92.5
				Westbound	F	163.5	WBL WBT	F / 158.2 F / 164.8
				Northbound	E	71.6	NBL	F / 163.3
				Southbound	F	107.1	SBL SBT	F / 81.0 F / 109.1
Total future transportation demand (2040) PM peak, with improvements	D	0.85 (LOS E)	0.94	Eastbound	C	33.7	EBL EBT	E / 60.1 E / 59.9
				Westbound	D	50.0	WBL	F / 83.7
				Northbound	D	39.8	NBL	E / 70.5
				Southbound	D	38.4	SBL	E / 64.2

3.3.5 Plessis Road and Pandora Avenue West

The intersection of Plessis Road and Pandora Avenue West is currently a four-legged signalized intersection featuring:

- **West Approach** (signalized)
  One left turn lane with ~20 m of storage
  One through + right turn lane
- **North Approach** (signalized with right turn under yield control)
  One left turn lane with ~45 m of storage
  One through lane
  One through + channelized right turn lane
- **East Approach** (signalized)
  One left turn lane with ~115 m of storage
  One through + right turn lane
- **South Approach** (signalized with right turn under yield control)
  One left turn lane with ~45 m of storage
  One through lane
  One through + channelized right turn lane

Both northbound and southbound through volumes are higher in the PM peak hour compared to the AM peak hour. Furthermore, the PM peak hour exhibits higher northbound right turn volumes, slightly below 400 vph. Addition of northbound and southbound right turn lanes with channelization helps to improve the overall intersection LOS from E to D in the PM peak hour along with an improvement in ICU from 1.02 to 0.90. Under this configuration, the northbound and southbound through movements continue to operate with LOS of C or better and v/c of lower than 0.75, however many of the lower volume movements exhibit LOS of F, including the EBL, EBT, WBL, WBT, NBL, and SBL. Permissive phasing of left turn movements may be associated with the higher delays particularly under peak conditions where gap availability is poor in opposing traffic. Traffic signal upgrades would enable protected and protected-permissive phasing, such as the shift to protected phasing for the eastbound left turn to address v/c ratios over 1.15. The combined through and right turn lane on the west approach remains over capacity with this shift in signal phasing, as well as northbound and southbound left turn lanes. Potential improvements targeting these v/c ratios over 1.0 include the addition of an eastbound auxiliary right turn lane and changing the permissive phasing for the northbound and southbound left turns to protected phasing. These changes help to reduce the v/c ratios for the northbound and southbound left turns to under 1.0, however increase the v/c for the northbound and

southbound through movements. Consideration of these improvements would need to be made in consideration of the surrounding land uses, noting potential conflicts with surrounding properties and structures such as on the northeast and southwest quadrants. The recommended intersection changes are shown in **Table 63**. All other movements are recommended to retain the existing geometry.

Table 63: Recommended intersection geometry changes at Plessis Road and Pandora Avenue West

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
West approach right turn	One through + right turn lane	One through lane One channelized right turn lane	Add one channelized right turn lane
North approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
East approach	One left turn lane One through + right turn lane	One left turn lane One through + left turn lane One channelized right turn lane	Add one channelized right turn lane
South approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane

The improved intersection configuration exhibits the following geometry:

- **West Approach** (signalized with right turn under yield control)
  One left turn lane (95th percentile queue of 30 m in the AM peak and 90 m in PM peak)
  One through lane
  One channelized right turn lane

- **North Approach** (signalized with right turn under yield control)
  One left turn lane (95th percentile queue of 20 m in the AM peak and 70 m in PM peak)
  Two through lanes
  One channelized right turn lane

- **East Approach** (signalized)
  One left turn lane (95th percentile queue of 95 m in the AM peak and 100 m in PM peak)

One left + through lane
One channelized right turn lane

- **South Approach** (signalized with right turn under yield control)
  One left turn lane (95th percentile queue of 30 m in the AM peak and 60 m in PM peak)
  Two through lanes
  One channelized right turn lane

Intersection performance of the existing configuration as well as the improved intersection is shown in **Tables 64** and **65**.

Table 64: Dugald Road and Pandora Avenue West AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) AM peak, existing configuration	C	0.88 (LOS E)	0.94	Eastbound	D	44.3	EBL	E / 56.1
				Westbound	D	48.2	WBL	E / 75.3
				Northbound	C	32.4		
				Southbound	C	23.5	SBL	F / 80.2
Total future transportation demand (2040) AM peak, with improvements	C	0.81 (LOS D)	0.90	Eastbound	D	41.2	EBL	E / 56.1
				Westbound	D	44.7	WBL	E / 67.6
				Northbound	C	21.3		
				Southbound	B	19.2		

Table 65: Dugald Road and Pandora Avenue West PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) PM peak, existing configuration	E	1.02 (LOS G)	1.73	Eastbound	F	168.8	EBL EBT	F / 199.8 F / 147.8
				Westbound	F	154.0	WBL	F / 268.4
				Northbound	C	25.4	NBL	F / 93.2
				Southbound	D	36.6	SBL	F / 375.7
Total future transportation demand (2040) PM peak, with improvements	D	0.87 (LOS E)	0.88	Eastbound	E	75.8	EBL EBT	F / 95.4 F / 90.0
				Westbound	F	93.2	WBL WBT	F / 95.0 F / 91.6
				Northbound	C	34.4	NBL	F / 100.9
				Southbound	C	26.4	SBL	F / 96.1

3.3.6 Plessis Road and Autumn Way / CN Intermodal Access

The intersection of Plessis Road and Autumn Way / CN Intermodal Access is currently a four-legged, stop-controlled intersection featuring:

- **West Approach** (stop control)
  One left turn + through lane
  One channelized right turn lane with ~ 15 m of storage

  Note: This configuration is ambiguous, with the differentiation of the left turn + through lane from the right turn lane being indicated through wide pavement and travel paths. This is a private access to the CN Intermodal Yard.

- **South Approach** (free flowing)
  One left turn lane with ~ 60 m of storage
  One through lane
  One through + right turn lane

- **East Approach** (stop control)
  One left turn + through + right turn lane

- **North Approach** (free flowing)
  One left turn lane with ~ 105 m of storage
  One through + right turn lane

This intersection was presumed to be signalized based on full build-out of the Plessis Industrial Park and was therefore modeled as signalized for both the existing configuration in 2040 and the improved configuration in 2040. Improvements to address high northbound and southbound through movements at this intersection include an additional southbound through lane. The east intersection leg improvement is also warranted based on v/c thresholds being exceeded for a share all-movements approach, which would include the separation of left turning traffic from through and right-turning traffic. The recommended intersection changes are shown in **Table 66**. All other movements are recommended to retain the existing geometry.

Table 66: Recommended intersection geometry changes at Plessis Road and Autumn Way / CN Intermodal Access

Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
West approach	One left turn + through lane One channelized right turn lane	One left turn lane One through + right turn lane	Reconfiguration of existing lanes
East approach	One left turn + through + right turn lane	One left turn lane One through + right turn lane	Add one left turn lane
North approach through	One through + right turn lane	One through lane One through + right turn lane	Add one through lane

The improved intersection configuration exhibits the following geometry:

- **West Approach** (signalized)
  One left turn lane (95th percentile queue of 10 m in the AM peak and 10 m in PM peak)
  One through + right turn lane

- **South Approach** (signalized)
  One left turn lane (95th percentile queue of 45 m in the AM peak and 10 m in PM peak)
  One through lane
  One through + right turn lane

- **East Approach** (signalized)
  One left turn lane (95th percentile queue of 10 m in the AM peak and 25 m in PM peak)
  One through + right turn lane

- **North Approach** (signalized)
  One left turn lane (95th percentile queue of 10 m in the AM peak and 15 m in PM peak)
  One through lane
  One through + right turn lane

Intersection performance of the existing configuration as well as the improved intersection is shown in **Tables 67** and **68**.

Table 67: Dugald Road and Autumn Way / CN Intermodal Terminal AM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) AM peak, existing configuration	B	0.84 (LOS E)	0.73	Eastbound	C	34.6		
				Westbound	C	25.7		
				Northbound	B	15.7		
				Southbound	B	16.7		
Total future transportation demand (2040) AM peak, with improvements	B	0.73 (LOS C)	0.77	Eastbound	C	31.4		
				Westbound	C	22.2		
				Northbound	B	17.7		
				Southbound	B	11.1		

Table 68: Dugald Road and Autumn Way / CN Intermodal Terminal PM peak performance

Scenario	Overall Intersection			Approach	LOS	Delay [s]	Critical Movements	
	LOS	ICU	Max v/c				Approach	LOS / Delay (s)
Total future transportation demand (2040) PM peak, existing configuration	E	1.20 (LOS H)	1.19	Eastbound	E	64.9	EBT/EBL	E / 77.3
				Westbound	F	176.7	WBL/WBT/WBR	F / 176.7
				Northbound	B	10.6	NBL	F / 82.1
				Southbound	F	108.8	SBL SBT	E / 78.0 F / 109.4
Total future transportation demand (2040) PM peak, with improvements	B	0.67 (LOS C)	0.73	Eastbound	C	29.8		
				Westbound	C	24.6		
				Northbound	B	18.1		
				Southbound	B	18.1		

3.4 Internal Collector Road Classification

The resulting average weekday traffic volumes for the internal road network, as developed through analysis of the distribution and assignment of new site trips, are shown in **Figure 19**.

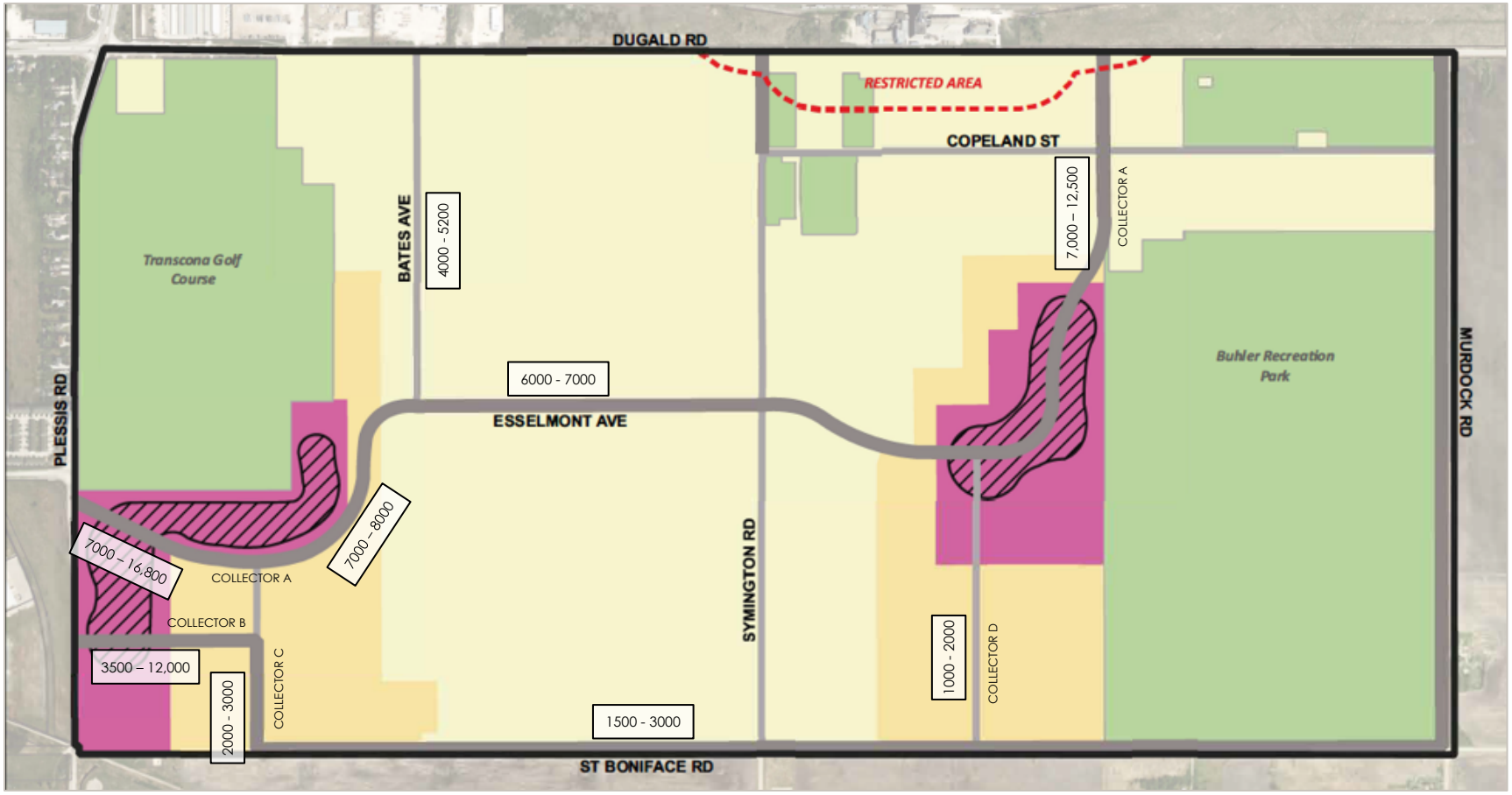


Figure 19: Precinct S development traffic weekday volume ranges on the internal collector road network

Based on the total future transportation traffic volumes, specific in vehicles per day (vpd), the following internal road classifications are suggested:

- **Collector A – Esselmont Avenue – Collector A:** This road is anticipated to be classified as a major collector, with volumes in the 5000 to 12,000 vph range. There is a slight step-up in daily volumes along Collector A immediately east of Plessis Road, however this is anticipated for a short segment nearest to the commercial land uses immediately adjacent to Plessis Road. The volumes are anticipated to drop to within the major collector range shortly to the west of Plessis Road. The existing section of Esselmont Avenue exhibits traffic volumes close to the upper range for a minor collector at full build-out. The City indicated a preference that this section remains as a minor collector until such time that adjacent development occurs and traffic volumes warrant an expansion to a major collector cross section, as demonstrated in subsequent Transportation Impact Studies at the DASZ stage.
- **Collector B:** This road is anticipated to be classified as a major collector, with volumes in the 5000 to 12,000 vpd range.
- **Collector C:** This road is anticipated to be classified as a minor collector with volumes in the 1000 to 5000 vpd range, however additional detail may be needed in the orientation of adjacent land uses within the TIS stage to determine traffic volumes and classification. The City indicated preference that the section between Collector B and St. Boniface Road be a major collector.
- **Collector D:** This road is anticipated to be classified as a minor collector with volumes in the 1000 to 5000 vpd range.
- **St. Boniface Road:** This road is anticipated to be classified as a minor collector between Collector C and D, with volumes in the 1000 to 5,000 vpd range.
- **Bates Avenue:** This road is anticipated to be classified as a minor collector between Dugald Road and Esselmont Avenue, with volumes in the 1000 to 5000 vpd range.
- **Symington Road:** This road is anticipated to be classified as a minor collector between Dugald Road and Esselmont Avenue, with volumes in the 1000 to 5000 vpd range. Net new site trips were determined for this road in this transportation study, however total future demand along the full length of Symington Road was not and should be determined in any subsequent transportation studies based on new concept plans for developments in Area C and D. The City indicated preference that the section from Copeland Street and Dugald Road be a major collector.
- **Copeland Street:** This road is anticipated to be classified as a minor collector on account of network function and access. Net new site trips were determined for this road in this transportation study, however total future demand was not and should be determined in a concept plan and TIS for developments in Area D.

The anticipated impact of existing trips on internal Precinct S roads is sufficiently low that the internal collector road classifications are based on net new trips being developed by new development proposed for Precinct S. There is also the potential for different local road configurations to be proposed at the Development Application for Subdivision and Rezoning (DASZ) stage, which may impact the distribution of existing traffic. Any cut-through traffic originating from the external road network and using the new internal road network is estimated as sufficiently low in comparison to net new trips that this is not taken into account in this analysis either.

3.5 Traffic Signal Warrants

Traffic signal warrants were applied to unsignalized study intersections as well as new accesses to the external network for the 2040 design horizon. These warrants are based on six hours of traffic volumes, including two hours during the AM peak period, two hours during the midday peak period, and two hours during the PM peak period. In order to estimate traffic volumes across such a six-hour period, the analysis required the addition of future background traffic volumes including other known developments and the net new trips from Precinct S. Since net new trip estimates for Precinct S only apply to the AM peak hour and PM peak hour, the proportional level of traffic along the study segments needed to be assessed from an existing count. The 2025 turning movement count from the intersection of Plessis Road and Dugald Road was used since it captures both primary study segments. Proportions were used as shown in **Table 69**.

Table 69: Warrant volume proportions

Hour	Source for warrant analysis
AM peak hour (AM1)	Extracted from Total Future Demand estimates for AM peak hour
Second AM peak hour (AM2)	76% of AM1
First midday peak hour (M1)	65% of AM1
Second midday peak hour (M2)	57% of PM1
Second AM peak hour (PM2)	86% of PM1
PM peak hour (PM1)	Extracted from Total Future Demand estimates for PM peak hour

Results from the warrant analysis are shown in **Table 70**, with the baseline intersection configurations from **Section 3.2**. Specific timing of signal installation is to be determined at the DASZ stage.

Table 70: Signal warrant results

Location	Warrant points	Signal warrant met
Plessis Road at Camiel Sys Street/Collector A	649	Yes
Plessis Road at Collector B	343	Yes
Dugald Road at Bates Avenue	237	Yes
Dugald Road at Symington Road	102*	Yes
Dugald Road at Collector A	397	Yes

** Note: Warrant points lower to 76 upon implementing improvements identified in **Section 3.2.3**, however signals are warranted for achieving acceptable performance for the NBL movement.*

3.6 Twinning of Dugald Road and Plessis Road

Thresholds for the twinning of Dugald Road and Plessis Road were discussed with Public Works Department and established as follows:

- Daily traffic volumes exceeding 15,000 vpd
- Lane hourly volumes exceeding 900 vph/l in the peak periods

This traffic analysis establishes that Plessis Road is near the threshold for twinning in the background scenario for 2026 (i.e., 13,810 vpd north of Camiel Sys Street and 14,964 vpd south of Camiel Sys Street). Plessis Road is also at or near the threshold for twinning in the future background traffic scenario in 2040 without any other known developments (i.e., 14,872 vpd north of Camiel Sys Street and 16,046 vpd south of Camiel Sys Street). When other known development traffic is added to the future background scenario in 2040 (i.e., 17,700 vpd north of Camiel Sys Street and 19,874 vpd south of Camiel Sys Street). Precinct S traffic would further push traffic volumes along Plessis Road beyond the two-lane undivided capacity.

This differs from Dugald Road where some additional capacity exists in the short term (i.e., 11,412 vpd between Plessis Road and Symington Road). These background volumes increase towards the 2040 time horizon, reaching 12,237 vpd in 2040 with no adjacent development and 15,993 in 2040 with the known adjacent developments. Precinct S traffic would further increase the volumes along Dugald Road for full build-out by the 2040 time horizon (i.e., ~30,000 vpd west of Symington Road).

The exact timing of twinning of either facility depends on a number of factors, including the timing of progress of Precinct S and other known developments within the short term, the intensity of those development phases, and the continued growth in background traffic along each road. It is anticipated that specific timing within the 2026 to 2040 timeframe will be determined through detailed phase descriptions at the DASZ stage.

3.7 Goods Movement

In terms of goods movement, both Dugald Road and Plessis Road serve as full time truck routes, as identified in the City of Winnipeg's truck route map shown in **Figure 20**. With the anticipated improvement from two-lane undivided cross sections to four-lane divided cross sections in the future, it is anticipated that the truck route status of Dugald Road and Plessis Road will not change. Future geometric design of those upgrades should consider accommodation of trucks in accordance with their designation. It is not anticipated that internal roads within Precinct S will be designated as truck routes.

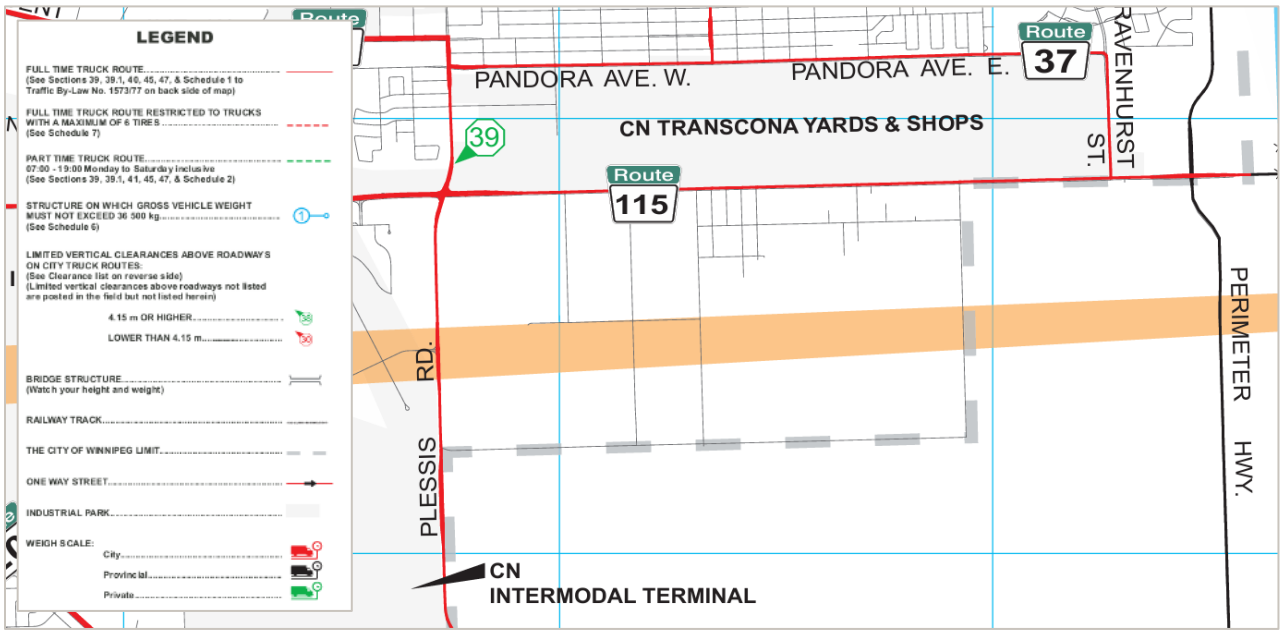


Figure 20: Existing truck route map from the City of Winnipeg

3.8 Future Transit Service

The Winnipeg Transit Master Plan Long Term Network proposes Transit service for South Transcona that is largely the same as the existing service with the addition of the new Frequent Route P as shown in **Figure 21**. Future transit service would also include the addition of local service along Esselmont Avenue and improvements in service through bus rapid transit implementation along the Rose Line. The use of Esselmont Avenue to provide transit service through South Transcona will likely require a turnaround site (either a roundabout or a transit loop) with on-street layover infrastructure including a comfort station for drivers. This turnaround site is most likely to be located in the east or west town centre area, with the exact location and nature of the infrastructure being dependant on future route planning by Winnipeg Transit.

Route P is a new Frequent Route that would operate from Monday to Sunday with service frequencies of 10 to 15 minutes. Route P would travel along Plessis Road through South Transcona extending northwest to Kildonan Place along Transcona Boulevard and Peguis Street. In the other direction, Route P would travel southwest to the University of Manitoba and St. Norbert, forming a circumferential route around the southeast part of Winnipeg.

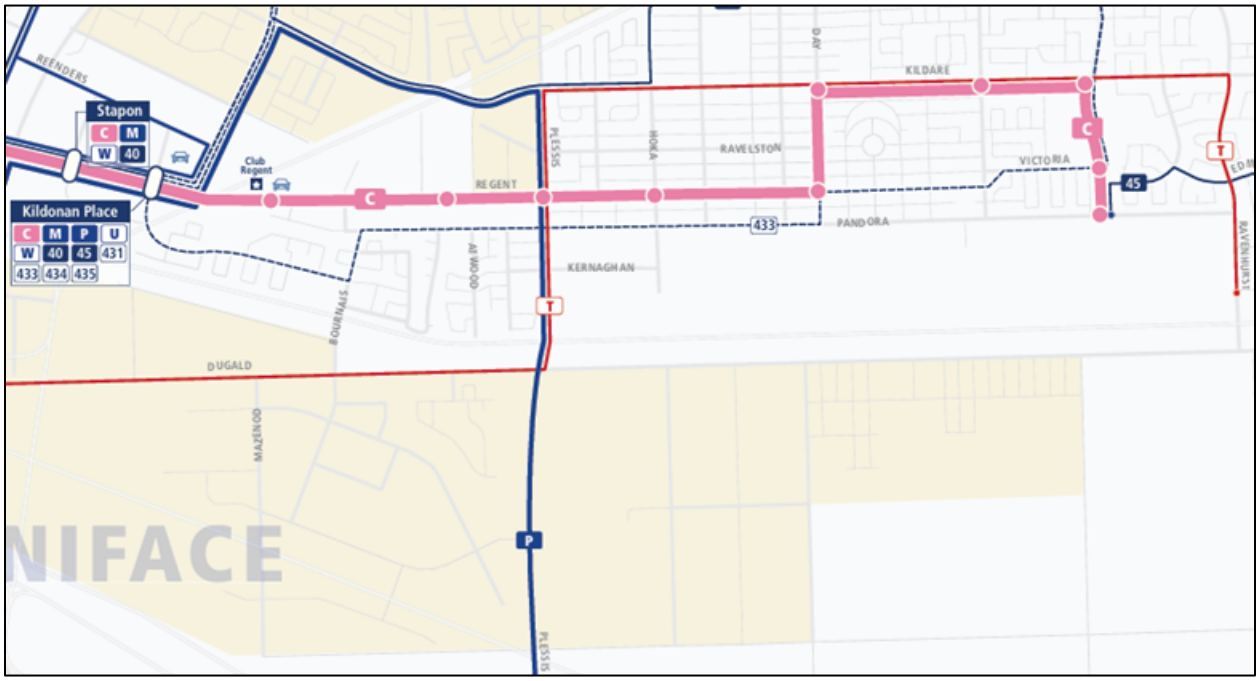


Figure 21: Conceptual future Winnipeg Transit service in South Transcona

Local service would be added to travel through the South Transcona area using Esselmont Avenue as the major east-west spine, using the proposed new collector roads to connect to Plessis Road and Dugald Road. This new route would connect to Kildonan Place as the closest transit hub destination. This is expected to be an all-day route operating from Monday to Sunday and would represent a significant upgrade in transit service for South Transcona over the existing transit service.

The Transit route proposed for South Transcona facilitates connection points throughout the Precinct by providing a continuous route along the proposed collector roadways to ensure a direct route between key destinations. It will also complement the proposed active transportation network.

3.9 Future Active Transportation

The City of Winnipeg's 2024 *Pedestrian and Cycling Strategies* (PCS) identifies the long-term primary and secondary network for cycling, as well as sidewalk gaps needing to be addressed. The PCS states that the combined primary and secondary networks should maintain a minimum 800 m spacing between routes outside of the downtown. **Figure 22** shows the recommended primary and secondary cycling routes in and around Precinct S. Dugald Road along the Precinct's frontage will be on the secondary cycling network, as will Plessis Road from Dugald Road to Camiel Sys Street. Further in the 2024 PCS, these are identified in the lowest priority category.

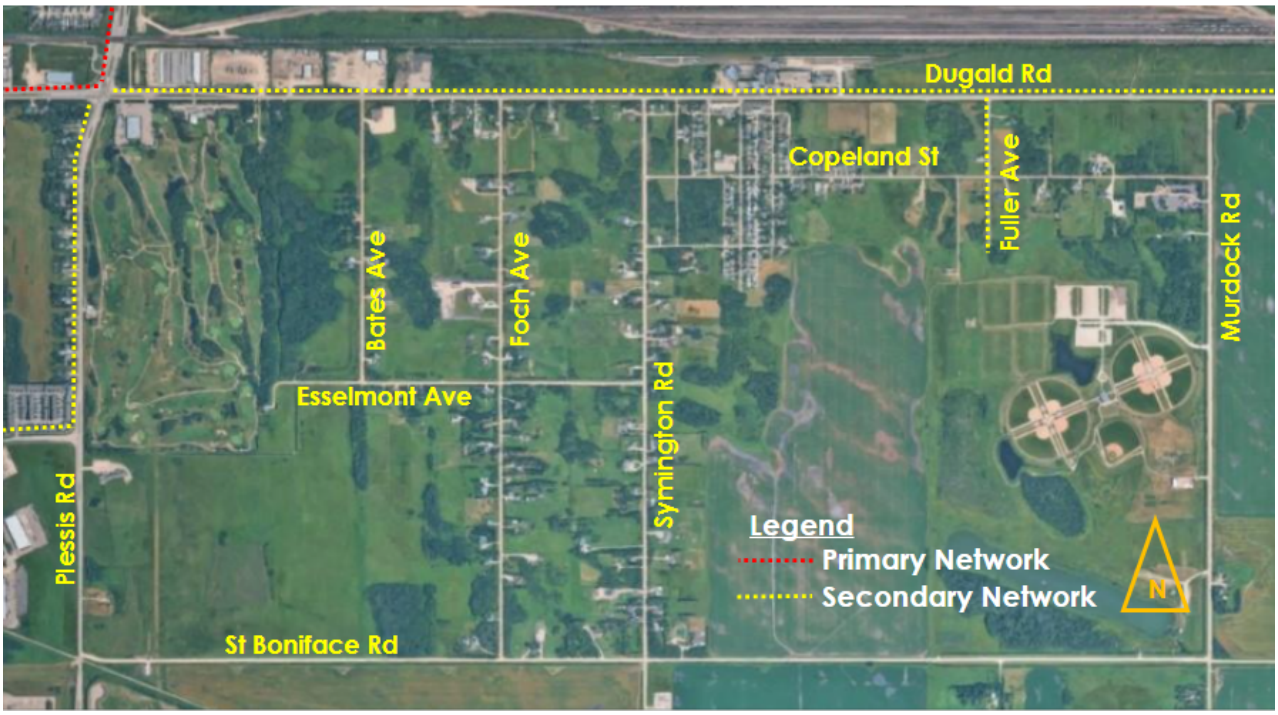


Figure 22: Primary and secondary cycling network plans for Precinct S from 2024 PCS

In addition to identifying the long-term cycling networks, the 2024 PCS also identifies sidewalk gaps. From these, the sidewalk gaps along McFadden Avenue, Webster Avenue, and Taggart Street are included in the lowest priority group.

As an extension to the plans identified in the 2024 PCS, the active transportation network proposed for South Transcona is shown in **Figure 23**.

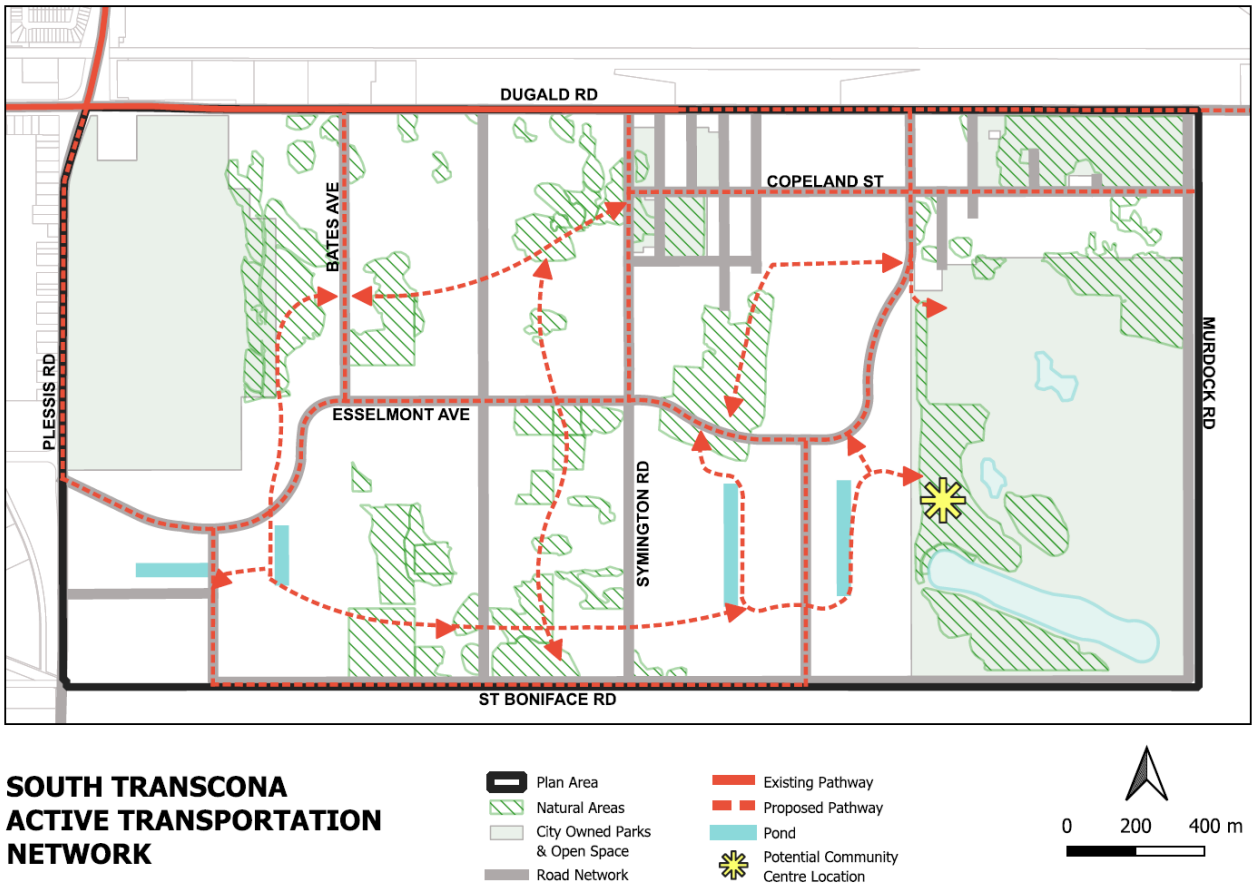


Figure 23: Active transportation network plan proposed for Precinct S

Pathways are proposed to be constructed along the following streets:

- Bates Avenue from Dugald Road to Esselmont Avenue
- Symington Road from Dugald Road to Esselmont Avenue
- Collector A/Esselmont Avenue/Collector/Rennie Avenue ROW from Plessis Road to Dugald Road
- Copeland Street from Symington Road to Murdock Road
- St. Boniface Road from Collector C to Collector D
- Collector C from St. Boniface Road to Collector A
- Collector D from St. Boniface Road to Collector A
- Plessis Road from Dugald Road to Camiel Sys Street/Collector A
- Dugald Road from Borden Avenue to Murdock Road

In addition to this active transportation infrastructure along streets, off-street AT pathways are proposed to be constructed through linear parks connecting street pathways. These off-street AT pathways will also connect to the greenspaces around the four potential stormwater retention ponds, Buhler Recreation Park, and other park spaces and natural areas in South Transcona.

The AT infrastructure proposed for South Transcona facilitates connection points throughout the Precinct by providing continuous routes along the proposed collector roadways to ensure direct routes between key destinations and to transit routes. Additionally, the connections to park space will allow residents throughout South Transcona to access these key recreation destinations by active modes.

It is also important that active transportation infrastructure connect to the regional AT infrastructure along Dugald Road and Plessis Road, preferably at more than one location. This will allow for trips to be made by AT between South Transcona and north Transcona on continuous AT infrastructure through the Plessis Road underpass.

3.10 Speed Management and Traffic Calming

Given the planning context of a mixed-use development and directions set out in *Complete Communities 2.0*, strategies should be considered for facilitating safe speeds within the Precinct and preventing cut-through traffic.

Consideration should be given in the subsequent DASZ stage for safe speeds, in keeping with Public Works Department ongoing investigation into reduced neighbourhood speeds. For example, consideration may be given for a posted speed limit of 40 km/h for the main east-west collector route (A) that bisects most of the Precinct, beginning at the intersection of Camiel Sys Street and Plessis Road and terminating at the intersection of Rennie Avenue and Dugald Road. This may be justified through the projected mix of commercial and residential traffic, transit, and active transportation users along the main east-west corridor through the Precinct.

Traffic calming techniques should also be considered in the DASZ stage as greater detail of each development becomes available. Intersection turn restriction represent one potential traffic calming technique, targeted at preventing cut-through traffic. Other traffic calming techniques may be considered from the Transportation Association of Canada's *Canadian Guide to Traffic Calming* (2018) and other industry guidance, and subject to the acceptance of the City of Winnipeg Public Works Department.

Lower posted speeds may also be considered along the external road network. Currently, a posted speed transition occurs on Plessis Road at Camiel Sys Street from 50 km/h north of the intersection to 80 km/h to the south of the intersection. The 50 km/h zone should be extended south, capturing the south collector access (B) along Plessis Road. The posted speed along Dugald Road transitions from a 50 km/h zone at the Dugald Road intersection to 70 km/h approximately 400 m to the east of Plessis Road. Consideration may be given to extending the lower posted speed limit farther east where greater traffic activity will occur through development. Posted speed limits on St. Boniface Road should also be considered given a minor collector cross section.

3.11 Rail Crossing

There is a Greater Winnipeg Water District (GWWD) railway crossing located along Plessis Road at the southwest extent of Precinct S. Currently, the intersection of Plessis Road at St. Boniface Road is in close proximity to the rail crossing, with an offset of approximately 5 m to the closest rail of the grade crossing.

Per the Transport Canada *Grade Crossing Standards* (Part D) (2019), the location of a grade crossing must be constructed so that no part of the travelled way of an intersecting road or entranceway (other than a railway service road), is closer than 30 m to the nearest rail of the grade crossing, shown in **Figure 24**. The existing offset therefore does not meet Transport Canada's current standards.

Through the internal road network proposed as part of the South Transcona Secondary Plan, St. Boniface Road's connection to Plessis Road is proposed to be relocated via Collector C and Collector B. The intersection of Collector B with Plessis Road would be located to the north of the GWWD crossing such that Transport Canada standards are met. Queue lengths may also be considered in the subsequent DASZ stage to reduce the likelihood of northbound queues extending south towards the rail crossing.

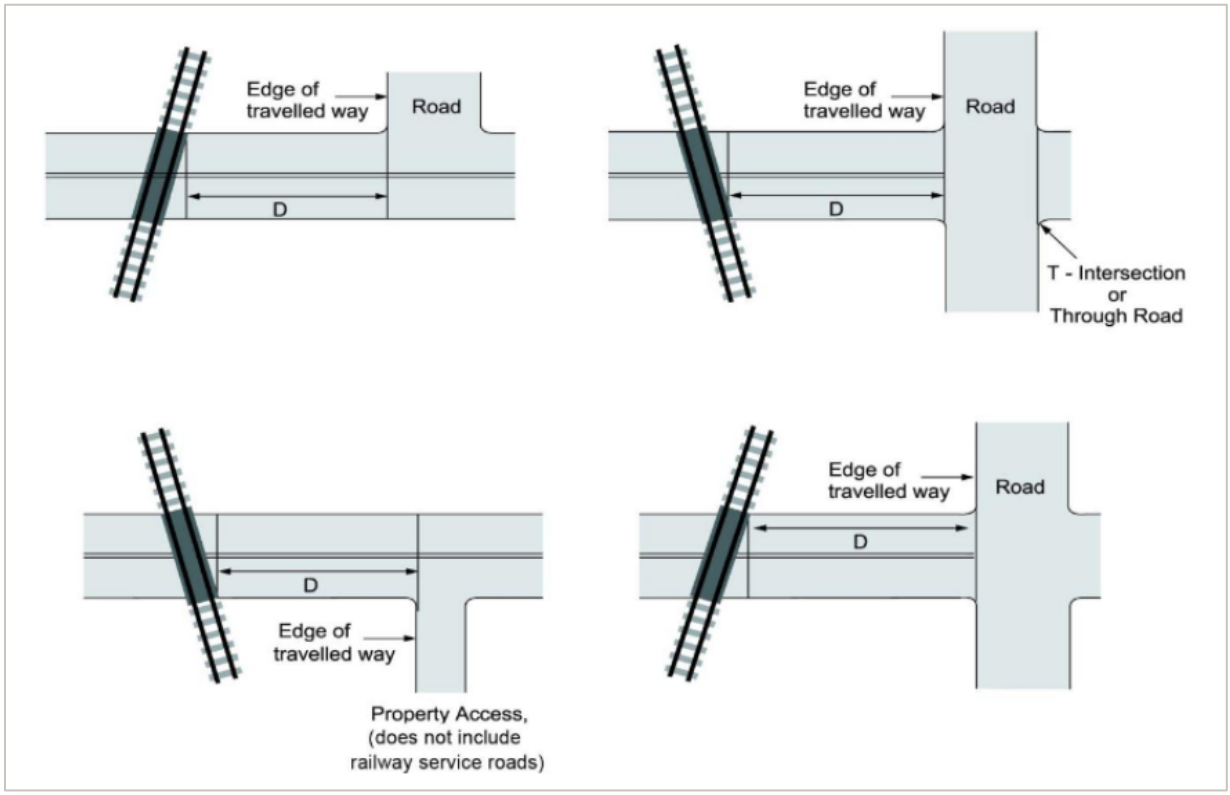


Figure 24: Restrictions on the proximity of intersections and entranceways to public grade crossings Excerpted from Figure 11-1 of the Transport Canada Grade Crossing Standards (2019)

The grade crossing of the GWWD railway and Plessis Road will need to be evaluated at the DASZ level and upon receipt of train traffic volumes from the City of Winnipeg to determine if any upgrades are required based on 2040 forecast traffic volumes. These may include crossarm gates or overhead flashing lights.

4 Subsequent Analysis

The transportation network including the internal collector road framework and the anticipated external road network upgrades are described in **Section 3**. The timing and extents of that infrastructure will be reviewed and further specified through Transportation Impact Studies (TIS) prepared at the Development Application for Subdivision and Rezoning (DASZ) stage.

4.1 Transportation Impact Studies at the DASZ Stage

A TIS will be prepared in support of each Development Application for Subdivision and Rezoning within Precinct S. Each TIS will:

1. Apply the traffic modelling, trip generation, distribution, and network assumptions established in **Section 3** of this report, updated to reflect the concept plan, land uses, and densities proposed in the application;

2. Identify the internal collector road network, intersection improvements, and external road network upgrades required to support the proposed development, including cross section and classification requirements;

3. Determine the timing of required transportation infrastructure including any twinning of Dugald Road or Plessis Road based on the projected traffic volumes and operational performance associated with proposed development;

4. Account for cumulative traffic from approved developments and from other developments advancing in parallel, which are to be mutually reflected for cumulative analysis of traffic impacts; and

5. Identify traffic calming, speed management, transit, active transportation, and access management measures consistent with the directions in **Section 3** of this report.

The transportation infrastructure, mitigation measures, and timing identified through each TIS will be confirmed through the DASZ approval process.

5 Findings

The proposed South Transcona development is anticipated to consist of a diverse mix of travel patterns, with a considerable proportion of internal and non-vehicular trips. This analysis of Precinct-generated trips prepares the City of Winnipeg and its stakeholders to anticipate impacts, implement effective mitigation, and foster a Precinct that enhances mobility, economic prosperity, and community welfare.

5.1 Infrastructure Impacts

Infrastructure impacts are identified through the traffic analysis performed in **Section 3: Traffic Analysis**, identifying general internal road network requirements at the collector level as well as upgrades to the external road network. These transportation infrastructure requirements are summarized in **Figure 25** and the following subsections.

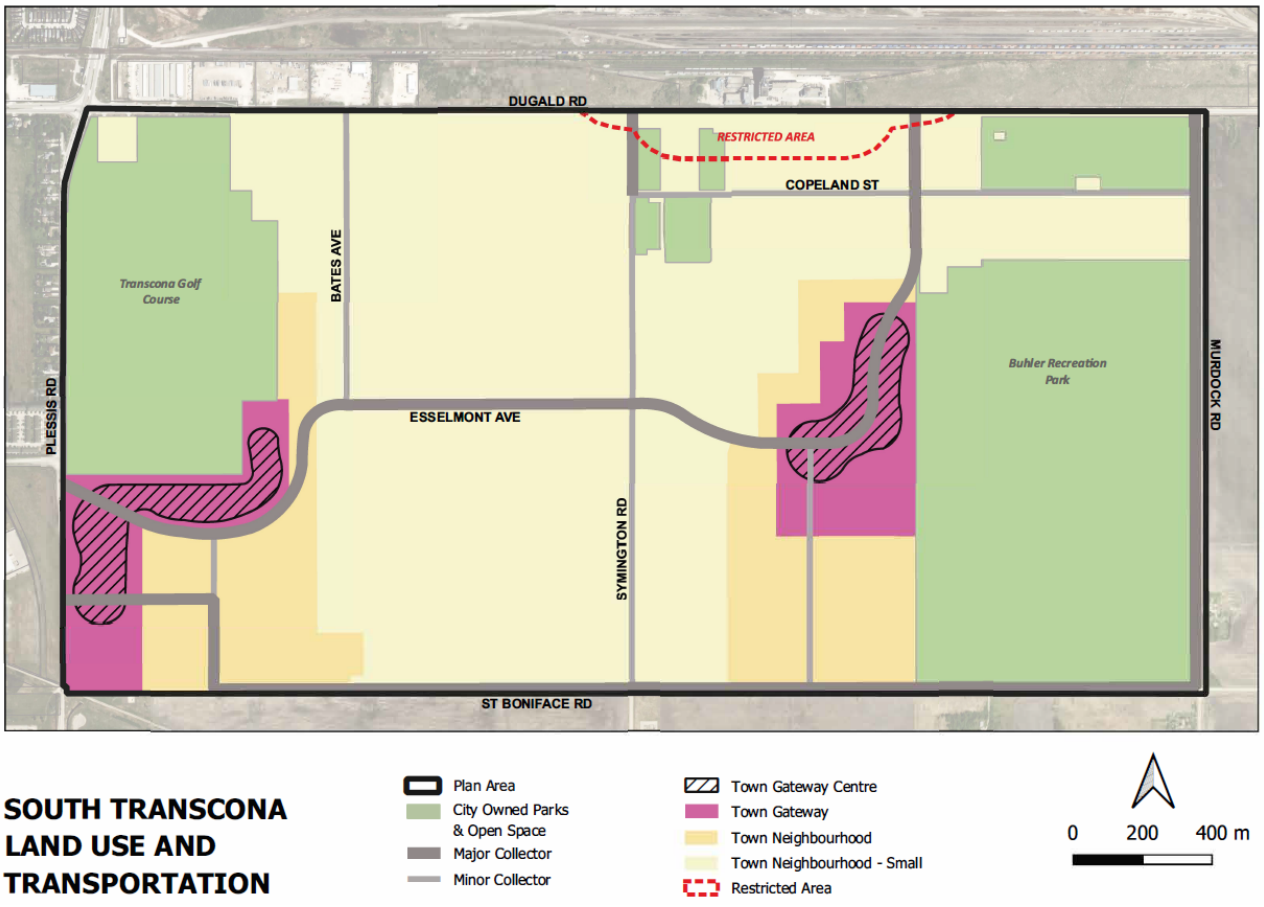


Figure 25: Transportation infrastructure requirements and network

Roadway Impacts

Projected impacts on existing roadway facilities are determined primarily by the adjusted external trip generation and corresponding distribution. Key intersections and corridors, including Plessis Road and Dugald Road, warrant specific analysis of phasing at the DASZ level to determine the timing of offsite improvements by documenting potential changes in level of service (LOS), the emergence of bottlenecks, and requirements for mitigation strategies such as signal optimization or lane modifications. These are to be documented in a formal Transportation Impact Study, for approval by the City of Winnipeg. Trips on internal facilities are also required in this stage to determine cross section requirements and classification by phase.

Signalization

Additional signalized intersections are warranted along with full build-out of Precinct S. New signalized intersections include Dugald Road at Bates Avenue, Dugald Road at Symington Avenue, Dugald Road at Rennie Avenue ROW/Collector A, Plessis Road at Camiel Sys Street/Collector A, and Plessis Road at Collector B.

Additional Study Intersections

Anticipated upgrades to intersections beyond the immediate study site, including the six intersections discussed in **Section 3.3**, are presented for consideration by the City of Winnipeg. This analysis focused on upgrades to accommodate the future transportation demand in 2040 including background traffic growth, Precinct S traffic, and traffic from other approved and proposed developments. Results are presented to inform future regional traffic upgrades.

Transit and Active Transportation

A mixed-use development with robust transit and active transportation amenities may shift mode share, decrease vehicle-miles traveled, and mitigate overall traffic impacts. Collaboration with Winnipeg Transit and the Public Works Department through this process and continued in the development application for subdivision and zoning is recommended to ensure adequate service levels and integration of bicycle and pedestrian networks for optimal connectivity.

Parking and Access

Trip generation and distribution analysis informs parking supply and demand strategies. Mixed-use sites benefit from shared parking arrangements, reflecting complementary peak usage times among the various land uses. Thoughtful access management—including consolidated driveways and dedicated bicycle lanes—promotes safety and operational efficiency.

Traffic Calming

The prevention of cut-through traffic on local roads is an important consideration for Precinct S development. It is understood that the City of Winnipeg continues to develop and refine its traffic calming toolkit through implementations across the City and pilot projects. It is anticipated that traffic calming will be further discussed within individual Transportation Impact Studies in order to identify the potential for cut-

through traffic on local roads and to develop strategies for mitigation. Existing internal roads within Precinct S that are candidates for traffic calming include Foch Avenue between Dugald Road and St. Boniface Road, Symington Road between St. Boniface Road and Esselmont Avenue, and Copeland Street between Symington Road and Murdock Road.

5.2 Mitigation Strategies

To optimize the positive attributes of mixed-use development and minimize adverse effects, the following should be considered:

- Facilitate internal trip capture through integrated site design, including interconnected pathways and shared amenities;
- Enhance transit accessibility via strategic placement of transit stops and clear wayfinding systems;
- Implement traffic calming strategies and turn restrictions as feasible to prevent cut-through traffic on local roads and preserve low speeds, in alignment with the planning objectives of the Precinct;
- Consider alternative road cross sections reflective of Complete Streets for internal roads such as Esselmont Avenue, including consideration of rights-of-way narrower than that of the typical four-lane divided major collector cross section.
- Implement transportation demand management (TDM) programs, such as subsidized transit passes, carpool incentives, and flexible work schedules, and;
- Adopt advanced parking management solutions to maximize efficiency and minimize unnecessary land allocation.

6 Conclusions and Recommendations

The transportation infrastructure upgrades required for developing each of the four areas within Precinct S are summarized in **Section 6.1**. The specific upgrades and their timing are subject to phasing and full build-out requirements to be identified in their Transportation Impact Studies at the DASZ stage.

The transportation infrastructure upgrades recommended for the additional intersections along Dugald Road and Plessis Road beyond the borders of Precinct S are summarized in **Section 6.2**. Other transportation conclusions are summarized in **Section 6.3**.

6.1 Transportation Infrastructure for Precinct S

The transportation infrastructure requirements for Precinct S are summarized in **Figure 26**.

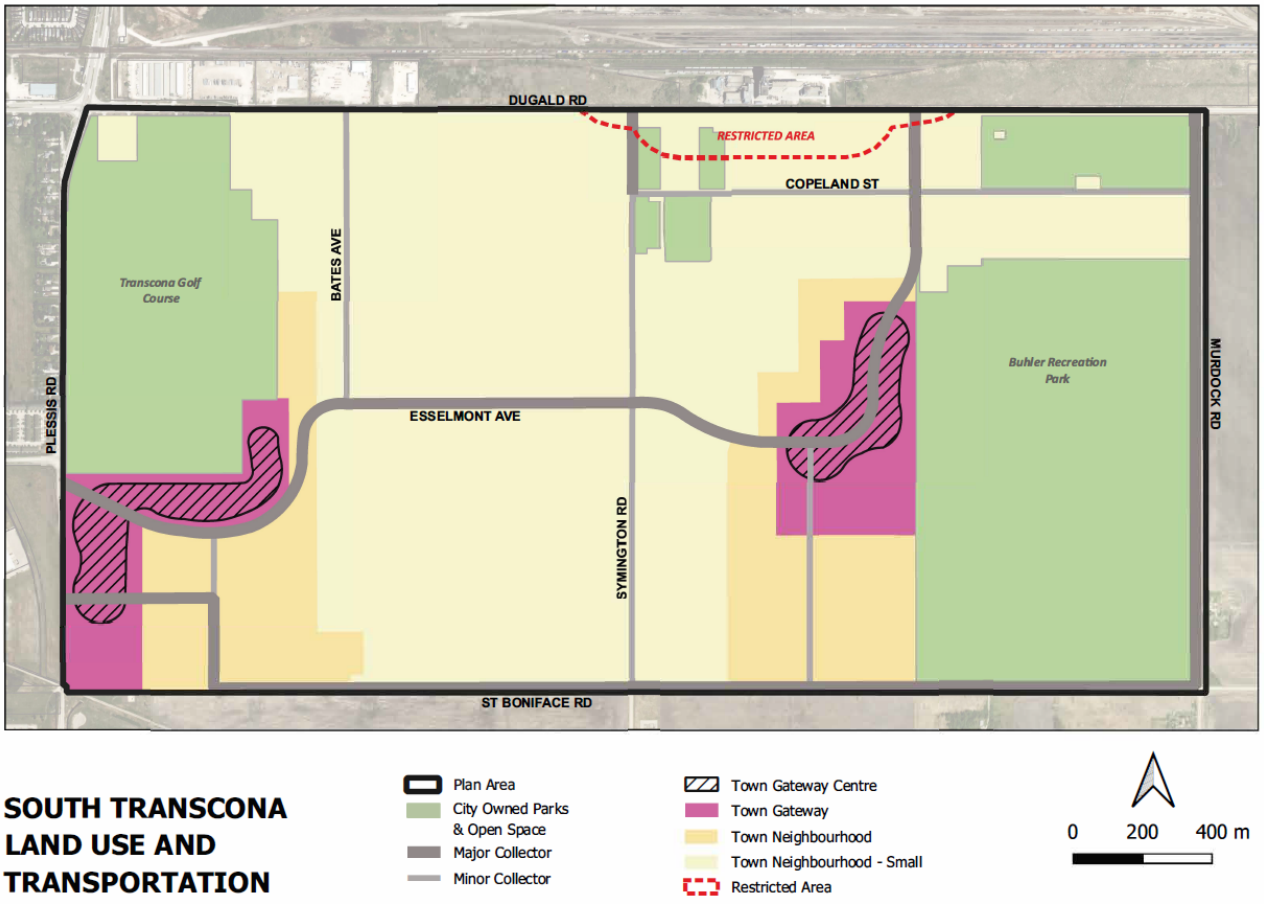


Figure 26: Transportation infrastructure requirements and network

6.2 Transportation Infrastructure for Additional Intersections

Table 71 summarizes transportation infrastructure upgrades recommended for additional intersections along Dugald Road and Plessis Road beyond the borders of Precinct S to accommodate projected 2040 traffic volumes as a result of the development of Precinct S and other developments in the vicinity.

Table 71: Recommended intersection geometry changes for additional intersections

Intersection with Direction and Movement	Existing Configuration	Recommended Configuration	Recommended Change
Dugald Road and Ravenhurst Street			
West approach through	One through lane	Two through lanes	Add one through lane
East approach through	One through lane	Two through lanes	Add one through lane
Dugald Road and Mazenod Road (Alternative 1)			
South approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
South approach right turn	One through + right turn lane	One through lane One channelized right turn lane	Add one channelized right turn lane
East approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
Dugald Road and Mazenod Road (Alternative 2)			
West approach through	Two through lanes	Three through lanes	Add one through lane
South approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
South approach right turn	One through + right turn lane	One through lane One channelized right turn lane	Add one channelized right turn lane
East approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
East approach through	Two through lanes	Three through lanes	Add one through lane
Dugald Road and Lagimodiere Boulevard			
East approach left turn	Two left turn lanes	Three left turn lanes	Add one left turn lane
South approach through	Two through lanes	Three through lanes	Add one through lane
Plessis Road and Regent Avenue West			
West approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
West approach right turn	One right turn lane	Two right turn lanes	Add one channelized right turn lane
North approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
East approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
South approach left turn	One left turn lane	Two left turn lanes	Add one left turn lane
Plessis Road and Pandora Avenue West			
West approach right turn	One through + right turn lane	One through lane One channelized right turn lane	Add one channelized right turn lane

North approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
East approach	One left turn lane One through + right turn lane	One left turn lane One through + left turn lane One channelized right turn lane	Add one channelized right turn lane
South approach right turn	One through lane One through + right turn lane	Two through lanes One channelized right turn lane	Add one channelized right turn lane
Plessis Road and Autumn Way / CN Intermodal Access			
West approach	One left turn + through lane One channelized right turn lane	One left turn lane One through + right turn lane	Reconfiguration of existing lanes
East approach	One left turn + through + right turn lane	One left turn lane One through + right turn lane	Add one left turn lane
North approach through	One through + right turn lane	One through lane One through + right turn lane	Add one through lane

6.3 Transportation Conclusions

6.3.1 Active Transportation

Pathways are proposed to be constructed along the following streets:

- Bates Avenue from Dugald Road to Esselmont Avenue
- Symington Road from Dugald Road to Esselmont Avenue
- Collector A/Esselmont Avenue/Collector/Rennie Avenue ROW from Plessis Road to Dugald Road
- Copeland Street from Symington Road to Murdock Road
- St. Boniface Road from Collector C to Collector D
- Collector C from St. Boniface Road to Collector A
- Collector D from St. Boniface Road to Collector A
- Plessis Road from Dugald Road to Camiel Sys Street/Collector A
- Dugald Road from Borden Avenue to Murdock Road

In addition to this active transportation infrastructure along streets, off-street AT pathways are proposed to be constructed through parks connecting street pathways. These off-street AT pathways will also connect to

the greenspaces around the four potential stormwater retention ponds, Buhler Recreation Park, and other park spaces and natural areas in South Transcona.

The AT infrastructure proposed for South Transcona should connect to the regional AT infrastructure along Dugald Road and Plessis Road, preferably at more than one location. This will allow for trips to be made by AT between South Transcona and north Transcona on continuous AT infrastructure through the Plessis Road underpass.

6.3.2 Transit

Regional transit service is expected to be provided by Route P, a new Frequent Route planned by Winnipeg Transit. It would operate from Monday to Sunday with service frequencies of 10 to 15 minutes. Route P would travel along Plessis Road through South Transcona extending northwest to Kildonan Place along Transcona Boulevard and Peguis Street. In the other direction, Route P would travel southwest to the University of Manitoba and St. Norbert, forming a circumferential route around the southeast part of Winnipeg.

Local service should be added to travel through the South Transcona area using Esselmont Avenue as the major east-west spine, using the proposed new collector roads to connect to Plessis Road and Dugald Road. This new route would connect to Kildonan Place as the closest transit hub destination. This is expected to be an all-day route operating from Monday to Sunday and would represent a significant upgrade in transit service for South Transcona over the existing transit service.

6.3.3 Goods Movement

With the anticipated improvement from two-lane undivided cross sections to four-lane divided cross sections in the future, it is anticipated that the full time truck route status of Dugald Road and Plessis Road will not change. Future geometric design of those upgrades should consider accommodation of trucks in accordance with their designation. No internal roads within Precinct S are anticipated to be designated as truck routes.

6.3.4 Speed Management and Traffic Calming

Traffic calming techniques should be considered in the DASZ stage as greater detail of each development becomes available. Intersection turn restrictions represent one potential traffic calming technique, targeted at preventing cut-through traffic.

A posted speed limit of 40 km/h should be considered for the main east-west collector route (Collector A) that bisects most of the Precinct, beginning at the intersection of Camiel Sys Street and Plessis Road and terminating at the intersection of Rennie Avenue and Dugald Road.

Lower posted speeds may also be considered along the external road network. The posted 50 km/h zone on Plessis Road should be extended south, capturing the south collector access (B) along Plessis Road. The posted 50 km/h zone on Dugald Road should be extended farther east.

6.3.5 Rail Crossing

The existing St. Boniface Road connection to Plessis Road is proposed to be relocated via Collector C and Collector B. The intersection of Collector B with Plessis Road would be located to the north of the GWWD crossing such that Transport Canada standards are met. Queue lengths may also be considered in the subsequent DASZ stage to reduce the likelihood of northbound queues extending south towards the rail crossing.

Appendices

Appendix A Raw Data and Traffic Calculations

A.1 Background Traffic Calculations

Heavy Truck Percentage

Extracted from the 2025 count at Plessis Road and Dugald Road:

$$Truck\ percentage = \frac{Total\ entering\ heavy\ trucks}{Total\ entering\ vehicles} = \frac{1800}{30801} = 6\%$$

Estimating Background Traffic on Bates Avenue at Dugald Road

Church land use: 8600 ft^2 estimated gross floor area (ITE Land Use Code 560)

Residential land use: 7 single family residential units plus 5 in close proximity along Esselmont Avenue (ITE Land Use Code 210)

Church trip generation: 3 trips in AM peak (2 entry, 1 exit), 4 trips in PM peak, (2 entry, 2 exit), 65 daily trips (33 entering, 32 exiting)

Residential trip generation: 8 trips in AM peak (2 entry, 6 exit), 11 trips in PM peak, (7 entry, 4 exit), 113 daily trips (57 entering, 56 exiting)

Combined trip generation along Bates Avenue: 11 trips in AM peak (4 entry, 7 exit), 15 trips in PM peak, (9 entry, 6 exit), 178 daily trips (90 entering, 88 exiting)

Estimating Background Traffic on Foch Avenue at Dugald Road

Residential land use: 31 single family residential units either on or in close proximity (ITE Land Use Code 210)

Residential trip generation: 8 trips in AM peak (2 entry, 6 exit), 11 trips in PM peak, (7 entry, 4 exit), 113 daily trips (57 entering, 56 exiting)

City-supplied data for seasonality analysis

Monthly Average Weekday Traffic (MAWDT) was available for both Dugald Road and Plessis Road using data from permanent count stations. There was construction on Dugald Road from May 2025 to November 2025, so 2024 data was used for seasonality analysis.

Monthly Average Weekday Traffic (MAWDT)				
	Dugald Road East of Bournais Drive		Plessis Road South of Kildare Avenue W	
Month	2024	2025	2024	2025
1	16,700	15,800	18,000	18,400
2	16,400	15,600	18,200	18,900
3	16,700	17,100	18,800	20,000

4	18,500	17,400	20,500	20,600
5	18,700	17,800	21,300	21,400
6	20,000	16,200	22,100	22,200
7	18,500	14,000	21,200	21,000
8	18,100	13,300	21,000	21,000
9	17,700	14,700	21,200	21,000
10	17,700	16,000	21,400	20,900
11	17,200	16,600	20,200	20,400
12	15,600	15,300	19,100	18,200
AVG	**17,650**	**15,817**	**20,250**	**20,333**

City-supplied data for Dugald Road east of Murdock Road

Historical data shows an AWDT of 10,574 from November 2022 and an AWDT of 12,030 from May 2009, however traffic from 2022 is anticipated to be lower due to the impacts of COVID-19.

City-supplied compound annual growth rates

For Dugald Road, the permanent counter was determined to be an unreliable source due to construction in 2025. The next best source was determined to be historical counts on Dugald Road east of Ravenhurst Street.

Dugald - Ravenhurst to PTH 101 (tube counts)			
Year	**AM**	**PM**	**24-Hr**
2017	1,324	1,418	15,192
2018	1,271	1,513	15,143
2019	1,385	1,617	15,824
2023	1,361	1,530	15,712
Forecast 2025 & 2035 using linear interpolation			
2025	1,388	1,589	15,981
2035	1,479	1,710	16,874
Compound annual growth rates			
2025 - 2035 CAGR	0.6%	0.7%	0.5%

For Plessis Road, the annual growth rate was calculated based on 2024 and 2025 data from the Plessis Rod permanent counter south of Kildare Avenue West.

Year	**24-Hr**
2024	20,250
2025	20,333
Forecast 2035 using linear interpolation	
2035	21,163
Compound annual growth rate	
2025 - 2035 CAGR	0.4%

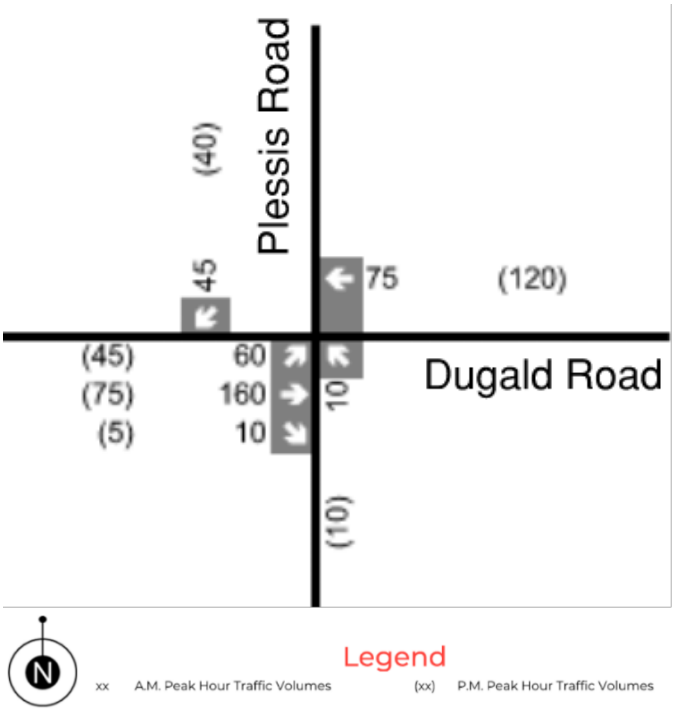
Unadjusted Daily Traffic Volumes from Turning Movement Counts



A.2 Other Development Traffic

WSP-supplied data for the Waters Development

WSP supplied net new trip estimates for the intersection of Dugald Road at Plessis Road, shown in the figure below. These are understood to be net new trips after reductions such as mode share reductions and internal trip capture. Furthermore, clarification was provided by WSP that there are no new trips anticipated along Camiel Sys Street at the Plessis Road intersection, nor at any other locations that connect to Dugald Road or Plessis Road along the segments fronting Precinct S. Therefore, the volumes on the east leg of Dugald Road at Plessis Road could be extended along Dugald Road to the east. Similarly, the volumes on the south leg of Plessis Road at Dugald Road could be extended along Plessis Road to the south.



Daily trip figures were not made available, however WSP supplied expansion factors for the Waters Development for estimating daily trips, as follows:

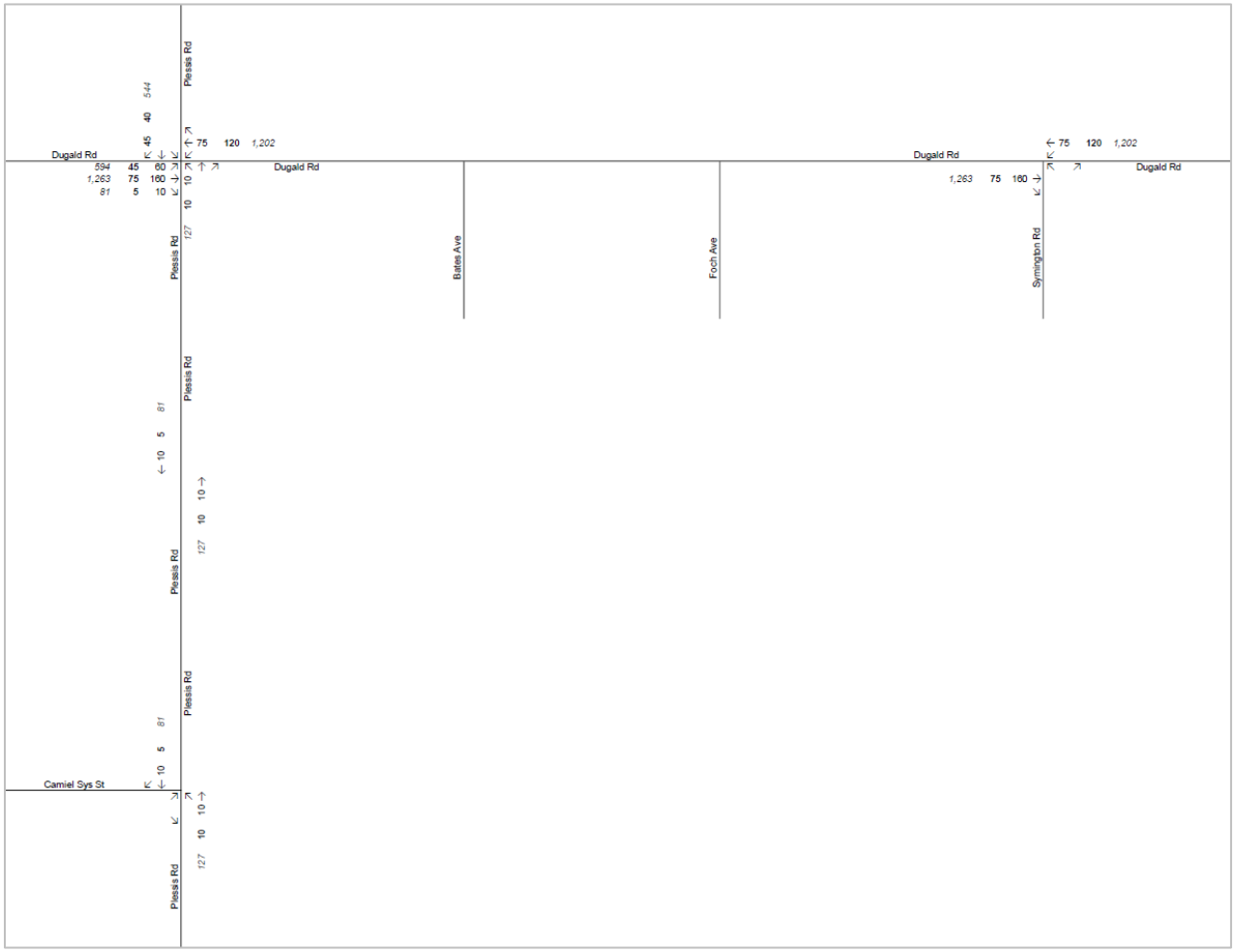
- AM entering trips are 7% of daily entering trips
- AM exiting trips are 11% of daily existing trips
- PM entering trips are 9% of daily entering trips
- PM exiting trips are 7% of daily exiting trips

The time horizon for full build-out of the Waters Development was identified as 2037 by WSP.

City-supplied expansion factors for the Waters Development

ITE Land- use Code	110 Light Industrial	220 MF Low-Rise	221 MF Mid-Rise	520 Elementary School	712 Small Office	821 Shopping Plaza
AM	0.74	0.4	0.37	0.74	1.67	3.53
PM	0.65	0.51	0.39	0.16	2.16	9.03
Weekday	4.87	6.74	4.54	2.27	14.39	94.49
Expansion factor (combined AM/PM total to 24-hr)	3.50	7.41	5.97	2.52	3.76	7.52
Average expansion factor				5.11		

Net new trip calculations from the Waters Development, shown at Precinct S background transportation study intersections



Distribution of The Waters Development Traffic at the Intersection of Dugald Road and Lagimodiere Boulevard



RM of Springfield Net New Trips for Full Build-Out

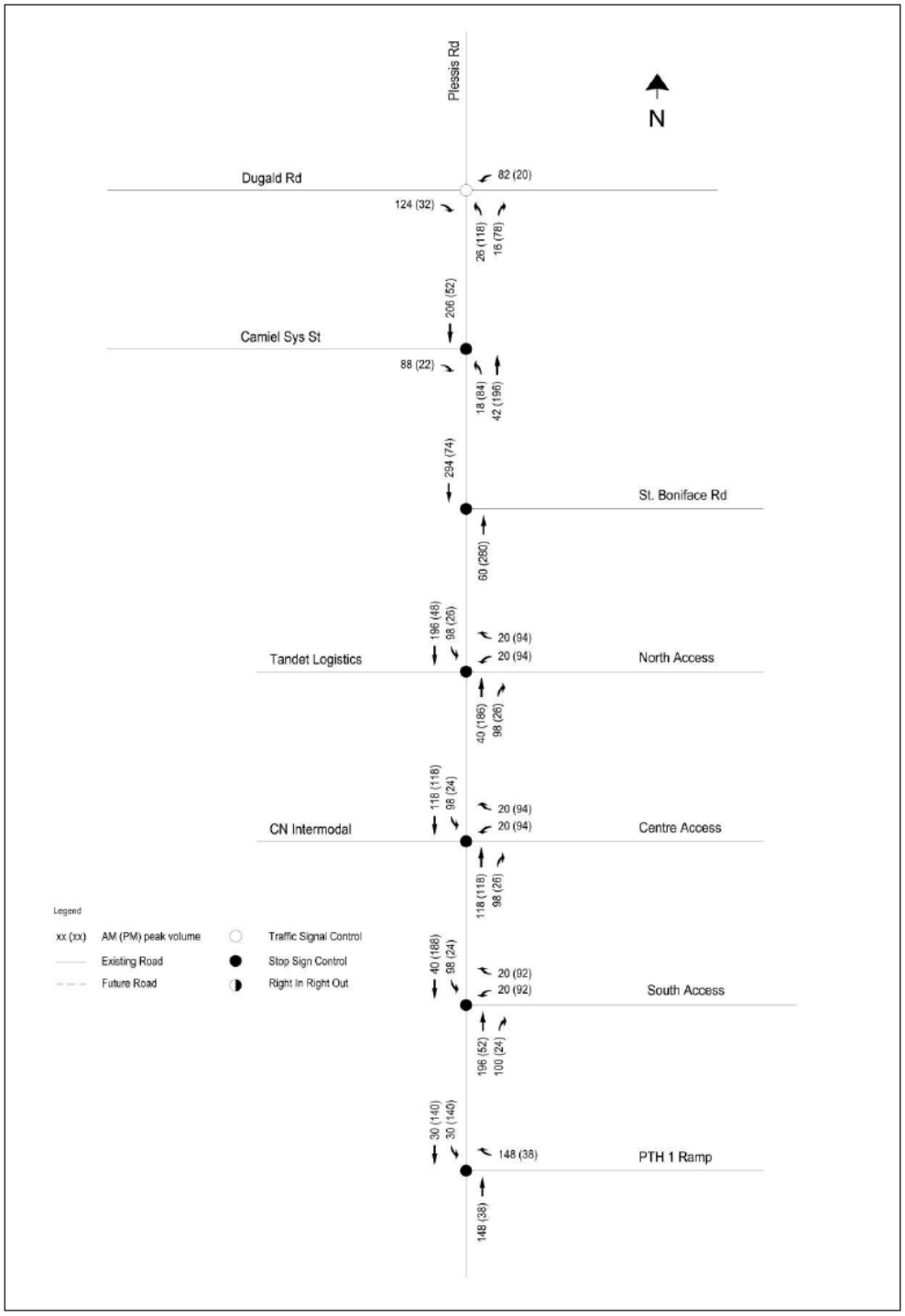


Figure 8: Full Build-Out Trip Assignment

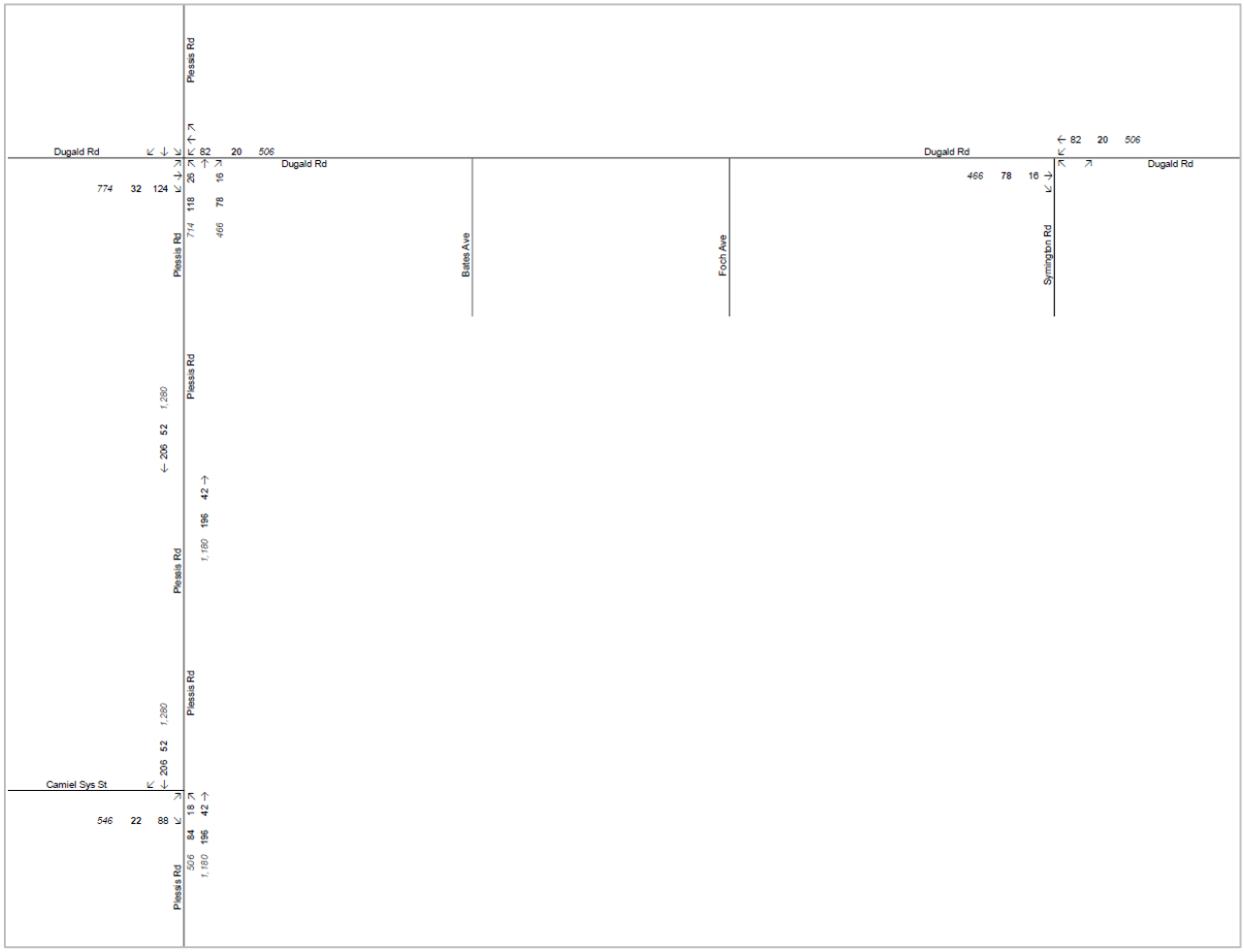
City-supplied data for the RM of Springfield Industrial Development

The City of Winnipeg supplied trip distributions for the Plessis Industrial Park located in the RM of Springfield on the east side of Plessis Road between St. Boniface Road and PTH 1/Fermor Ave.

ITE Land-use Code 130 - Industrial	Average Rate per 1,000 Sq. Ft. GFA
AM	0.34
PM	0.34
Weekday	3.37
Expansion Factor (combined AM/PM total to 24-hr)	4.96

The time horizon for full build-out for the Plessis Industrial Park was identified as 2030 in the Transportation Impact Study.

Net new trip calculations from the Plessis Industrial Park, shown at Precinct S background transportation study intersections



City-supplied data for the Waterside Estates development (Derksen Lands)

The City of Winnipeg supplied trip distributions for the Derksen Lands development (Waterside Estates), located southwest of the Dugald Road and Plessis Road intersection. The City also indicated that access scenario 2 from the Transportation Impact Study was approved by Council. The Derksen Lands Transportation Impact Study incorporated the Plessis Industrial Park traffic in both pre- and post-development.

ITE Land-use Code	210 Single Family	220 MF Low-Rise	221 MF Mid-Rise
AM	0.7	0.4	0.37
PM	0.94	0.51	0.39
Weekday	9.43	6.74	4.54
Expansion Factor (combined AM/PM total to 24-hr)	5.75	7.41	5.97
Average expansion factor		6.38	

The time horizon for full build-out for the Derksen Lands development was identified as 2039 in the Transportation Impact Study.

Derksen Lands (Waterside Estates) Net New Trips for Full Build-Out

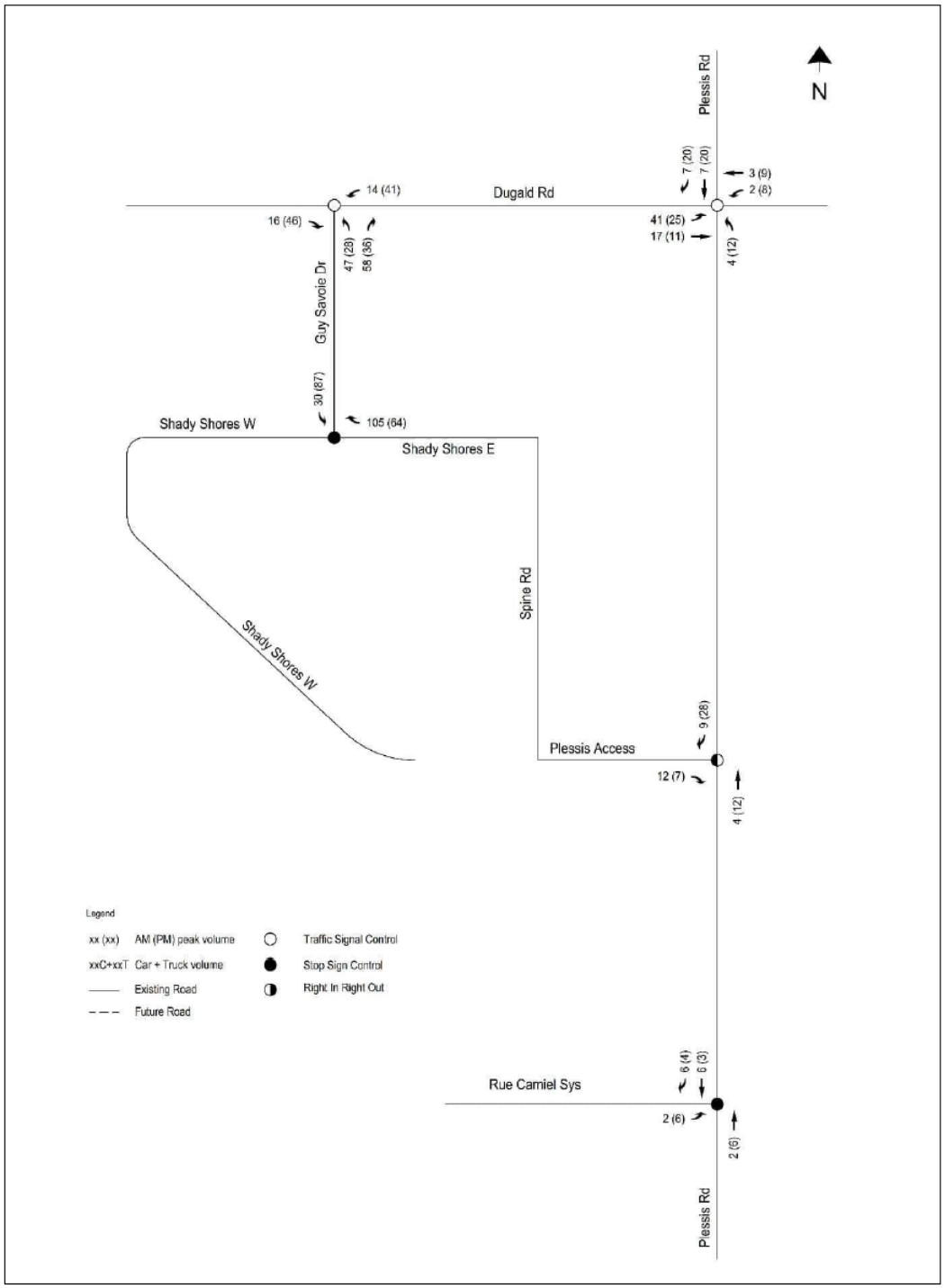
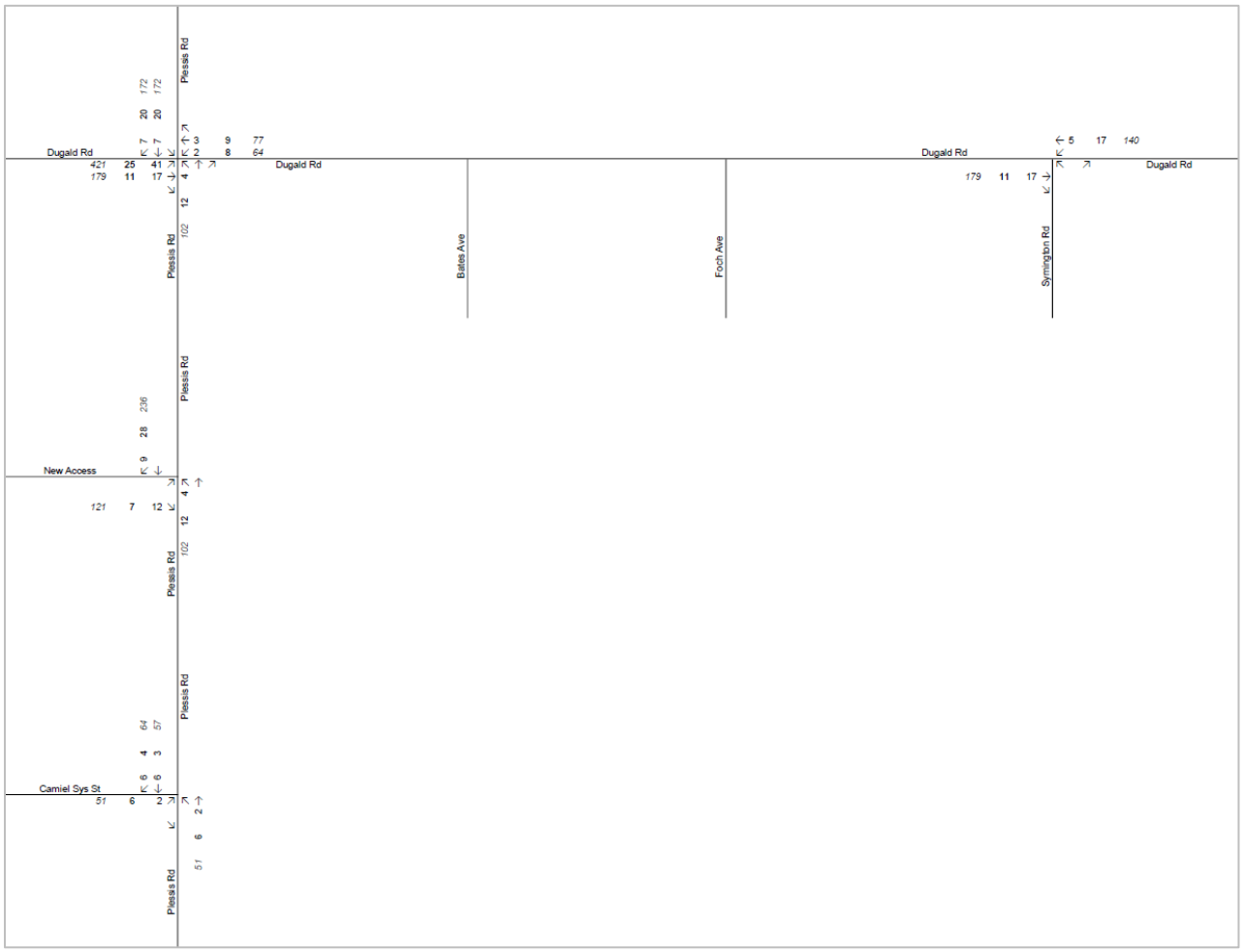


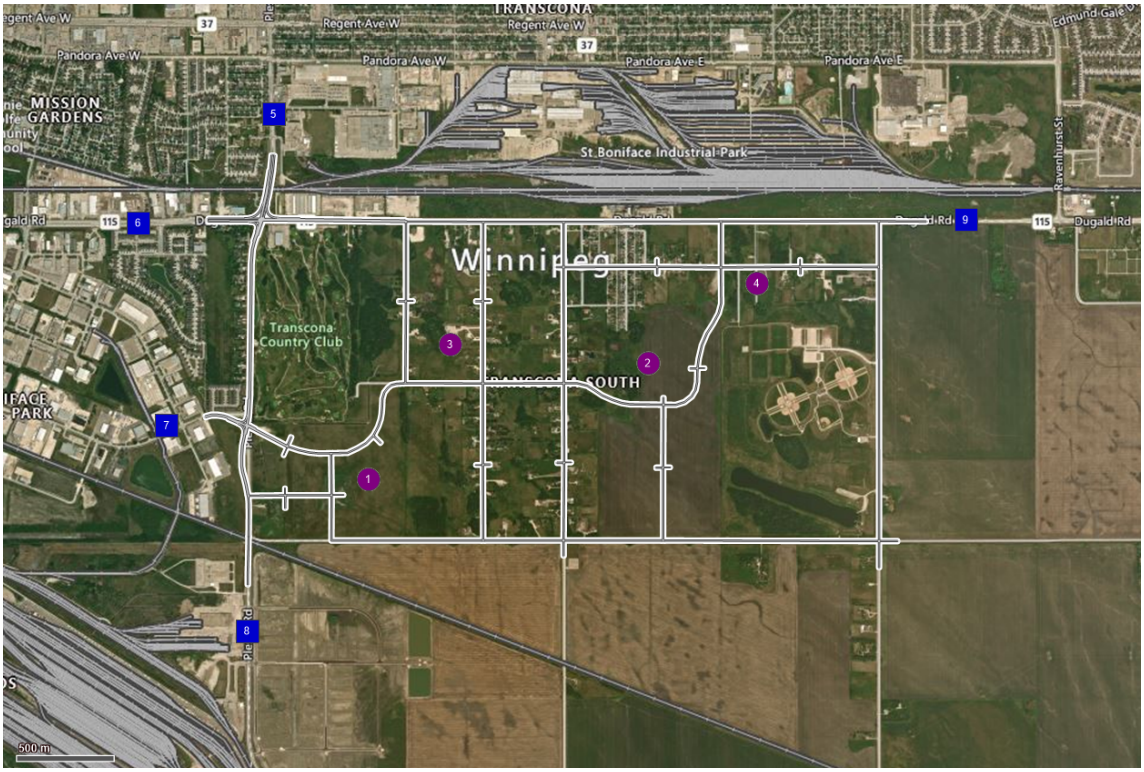
Figure 12: Trip Assignment – Access Scenario 2

Net new trip calculations from the Derksen Lands, shown at Precinct S background transportation study intersections



A.3 PTV Vistro Model Inputs and Outputs

PTV Vistro Network



Internal trip generation zones:

- 1: Area A
- 2: Area B
- 3: Area C
- 4: Area D

External gates:

- 5: Plessis Road to the north
- 6: Dugald Road to the west
- 7: Camiel Sys Street to the west
- 8: Plessis Road to the south
- 9: Dugald Road to the east (including connections to Ravenhurst Street and PTH 101 / North Perimeter Highway

No external gates were developed for the following external roads, with an assumption that traffic distributed to these roads in the 2040 are negligible compared to the five main external gates.

- Symington Road to the south
- Murdock Road to the south
- St. Boniface Road to the east

Similarly, no traffic was distributed to the new access planned along Plessis Road between Dugald Road and Camiel Sys Street for the Derksen Lands development.

The following pages include the exported reports from PTV Vistro identifying study intersections, trip generation, trip distribution, base traffic volumes, net new trips, and future traffic demand for the following analysis periods:

- AM peak
- PM peak
- Weekday

Vistro File: U:\...\20260311_base.vistro
Report File: U:\...\vistro distribution.pdf

Scenario: Base Scenario
3/13/2026

Trip Distribution summary

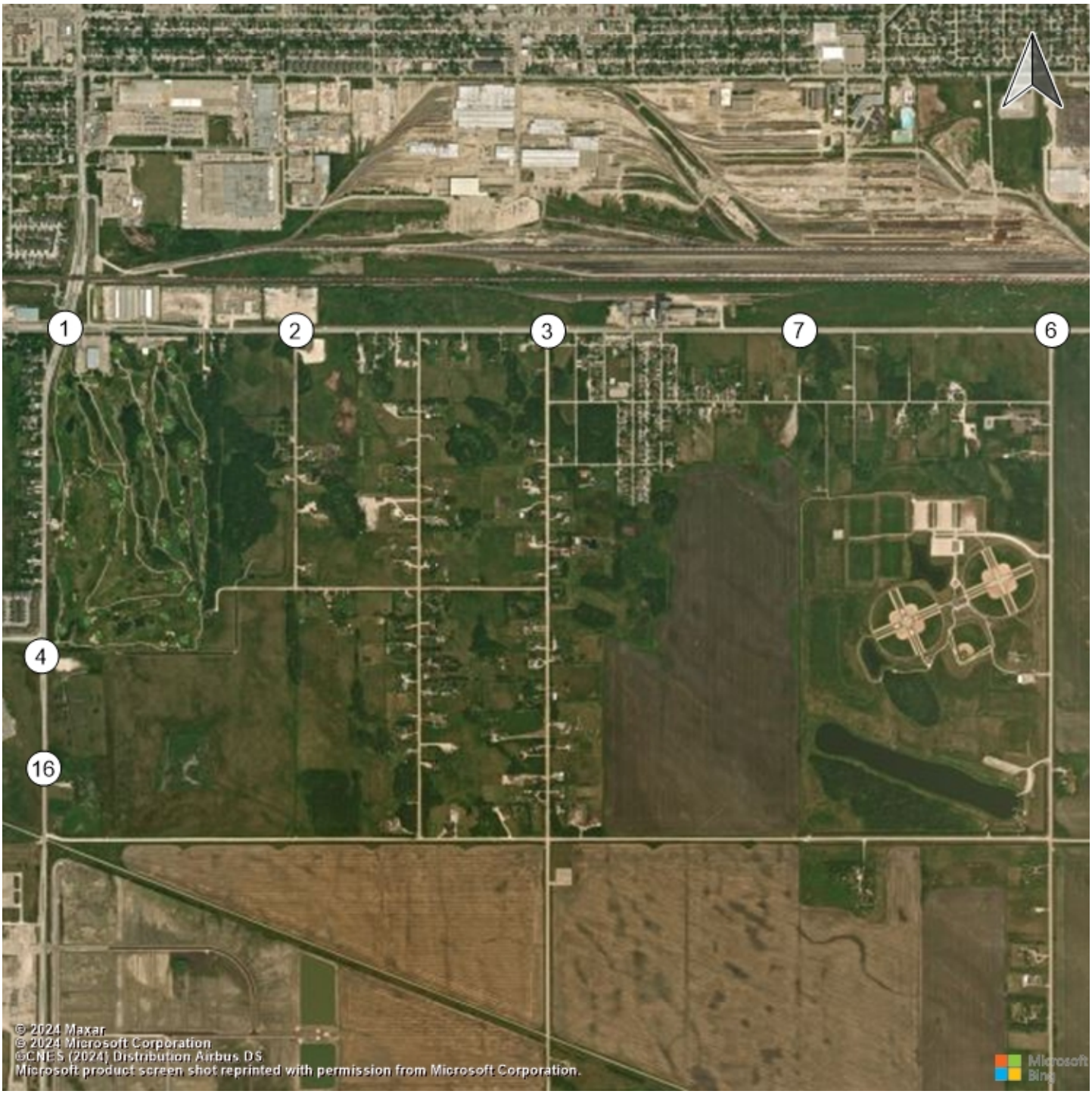
Zone / Gate	Zone 1: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	30.00	0	30.00	0
6: Gate	30.00	0	30.00	0
7: Gate	5.00	0	5.00	0
8: Gate	15.00	0	15.00	0
9: Gate	20.00	0	20.00	0
Total	**100.00**	**0**	**100.00**	**0**

Zone / Gate	Zone 2: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	30.00	0	30.00	0
6: Gate	30.00	0	30.00	0
7: Gate	5.00	0	5.00	0
8: Gate	15.00	0	15.00	0
9: Gate	20.00	0	20.00	0
Total	**100.00**	**0**	**100.00**	**0**

Zone / Gate	Zone 3: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
4: Zone	0.00	0	0.00	0
5: Gate	30.00	0	30.00	0
6: Gate	30.00	0	30.00	0
7: Gate	5.00	0	5.00	0
8: Gate	15.00	0	15.00	0
9: Gate	20.00	0	20.00	0
Total	**100.00**	**0**	**100.00**	**0**

Zone / Gate	Zone 4: Zone			
	To Zone:		From Zone:	
	Share %	Trips	Share %	Trips
1: Zone	0.00	0	0.00	0
2: Zone	0.00	0	0.00	0
3: Zone	0.00	0	0.00	0
5: Gate	30.00	0	30.00	0
6: Gate	30.00	0	30.00	0
7: Gate	5.00	0	5.00	0
8: Gate	15.00	0	15.00	0
9: Gate	20.00	0	20.00	0
Total	**100.00**	**0**	**100.00**	**0**

Study Intersections



Vistro File: U:\...\20260311_base.vistro
Report File: U:\...\vistro am peak.pdf

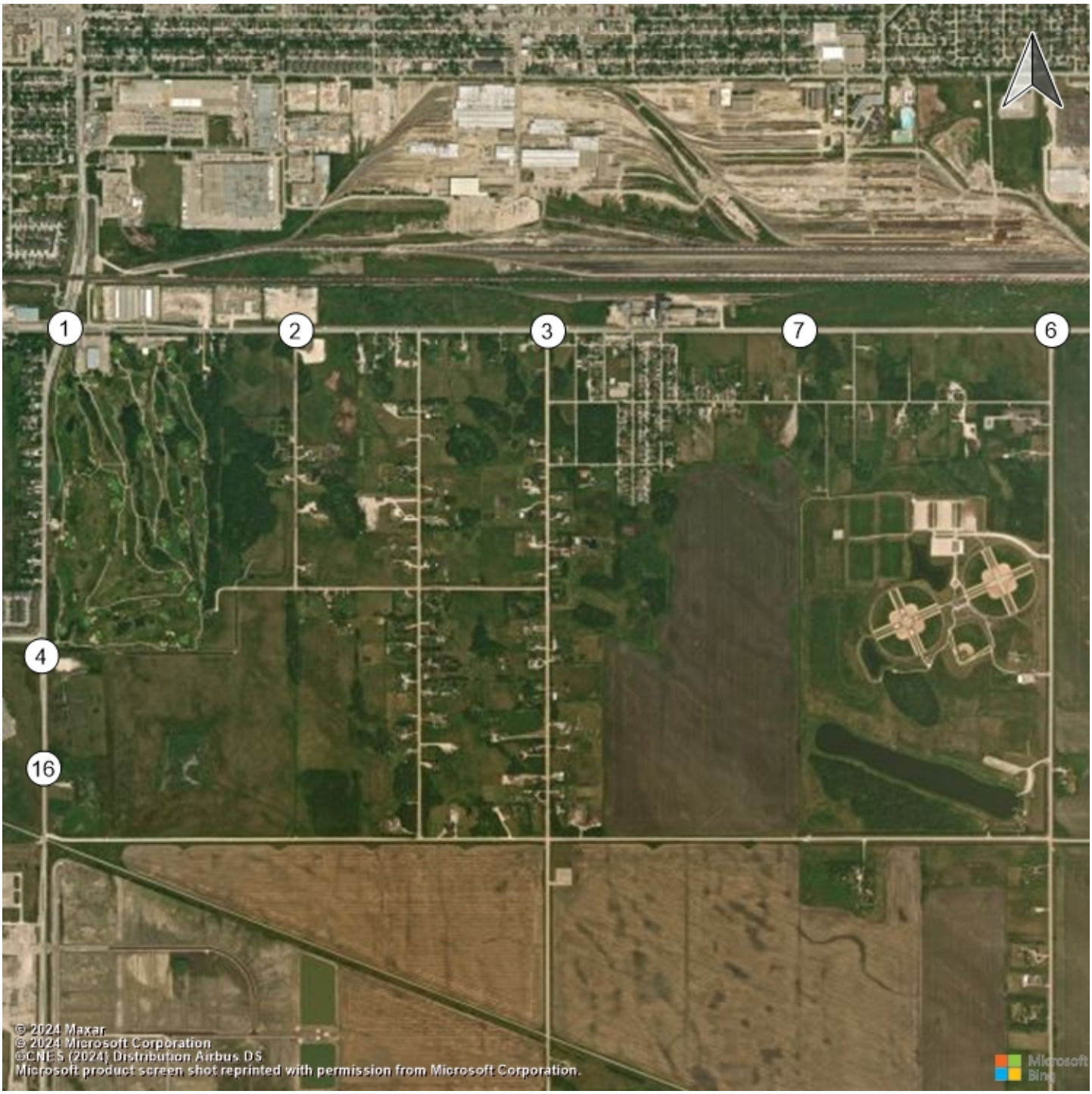
Scenario 1 AM Peak
3/13/2026

Trip Generation summary

Added Trips

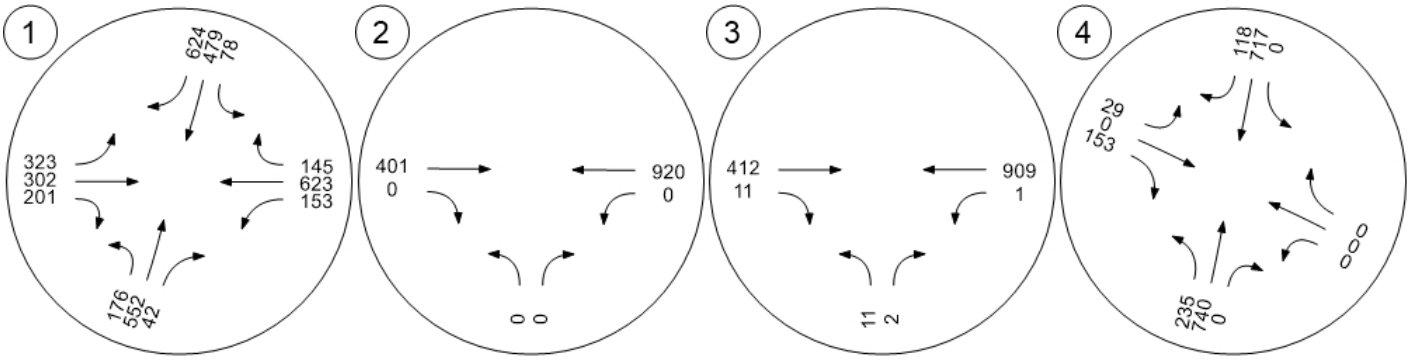
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	411	1032	1443	43.54
2: Zone					0.000	50.00	50.00	0.00	347	1003	1350	40.74
3: Zone					0.000	50.00	50.00	0.00	104	324	428	12.91
4: Zone					0.000	50.00	50.00	0.00	23	70	93	2.81
					Added Trips Total				**885**	**2429**	**3314**	**100.00**

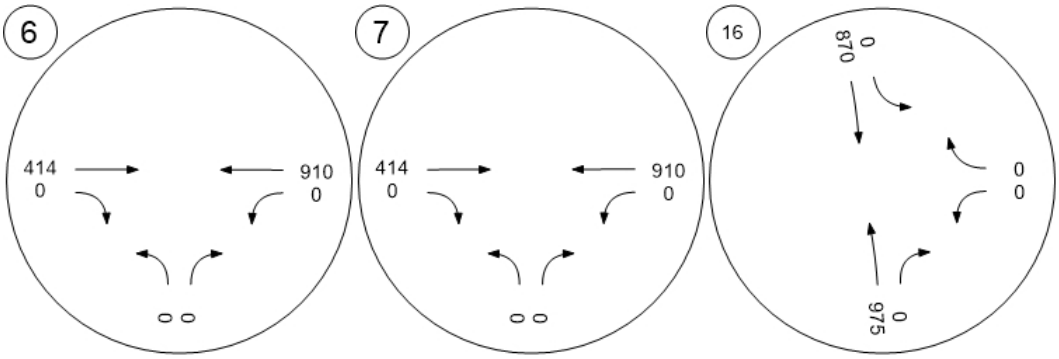
Study Intersections



Traffic Volume - Base Volume

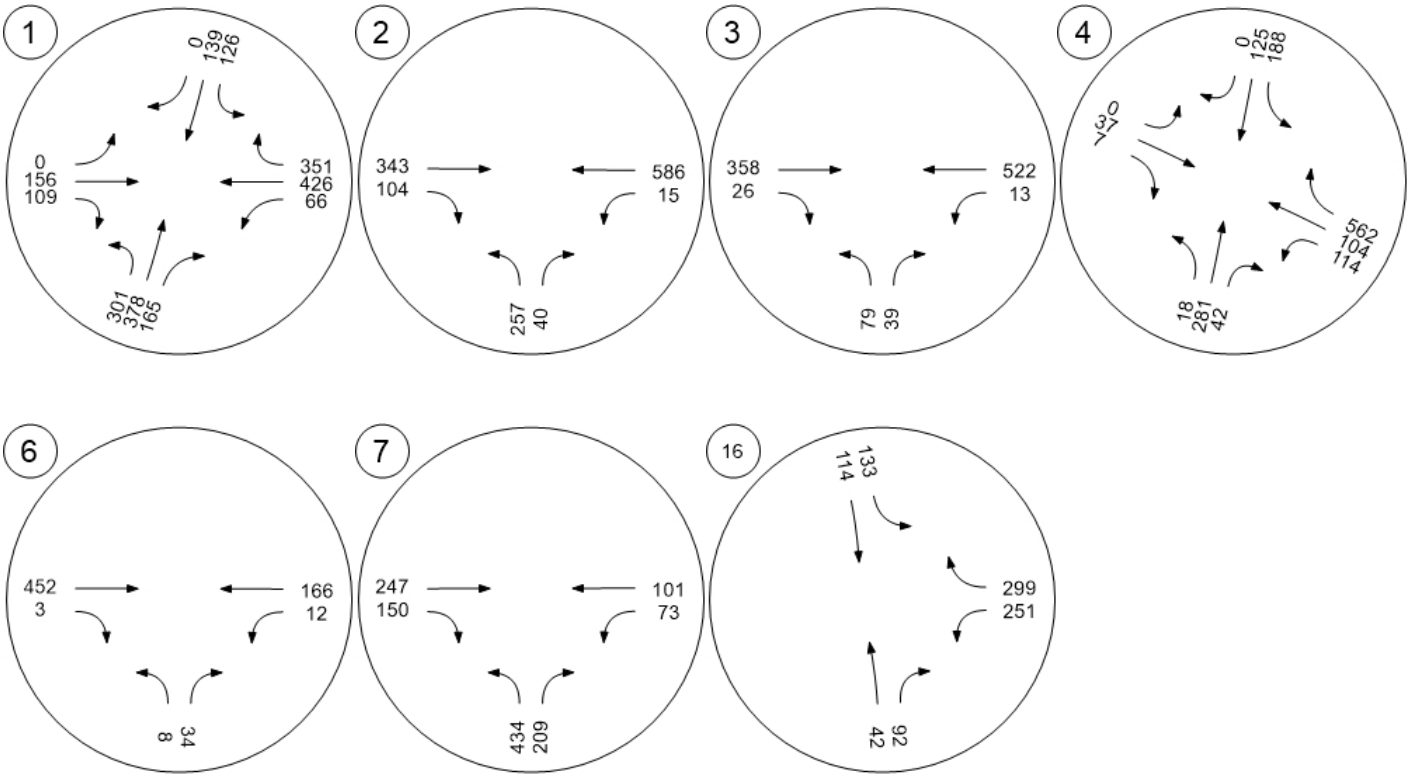






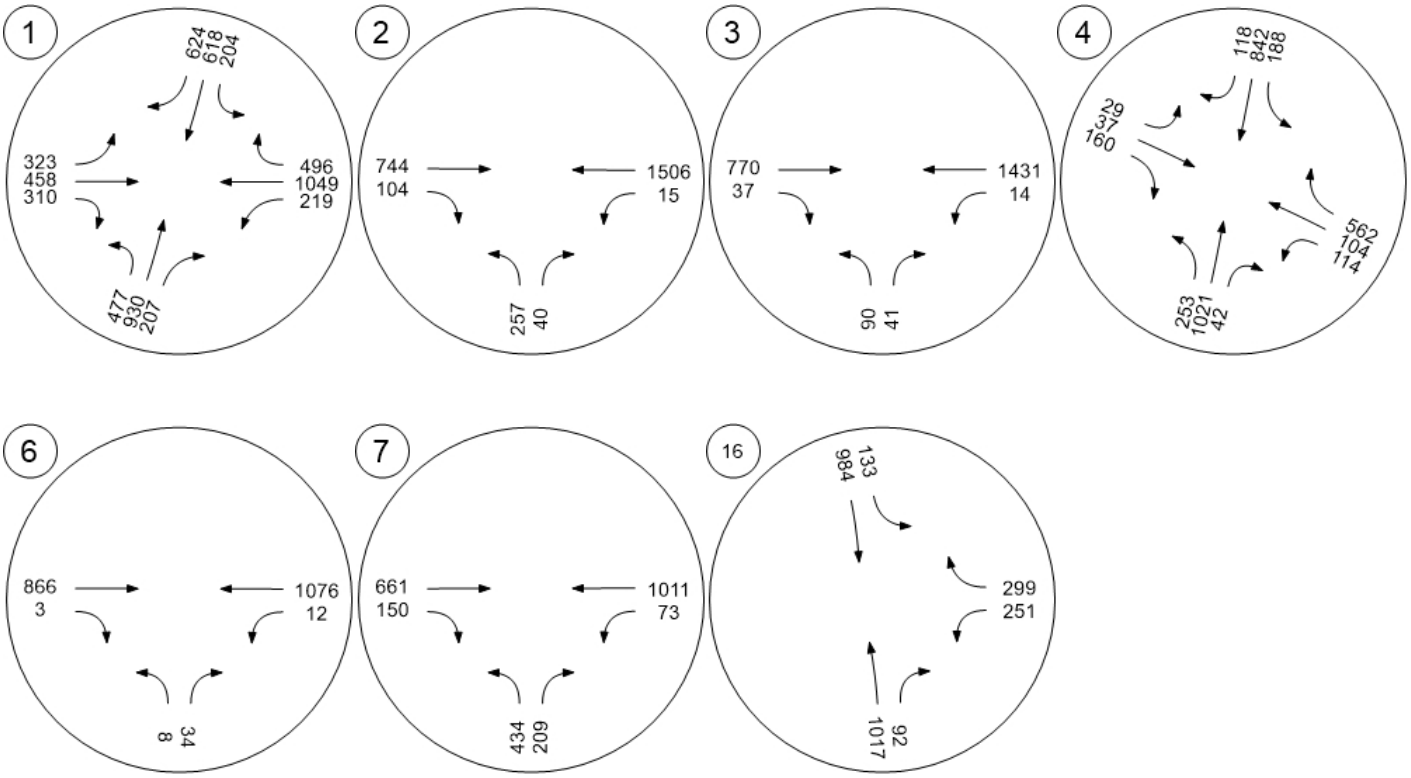
Traffic Volume - Net New Site Trips





Traffic Volume - Future Total Volume





Vistro File: U:\...\20260311_base.vistro
Report File: U:\...\vistro pm peak.pdf

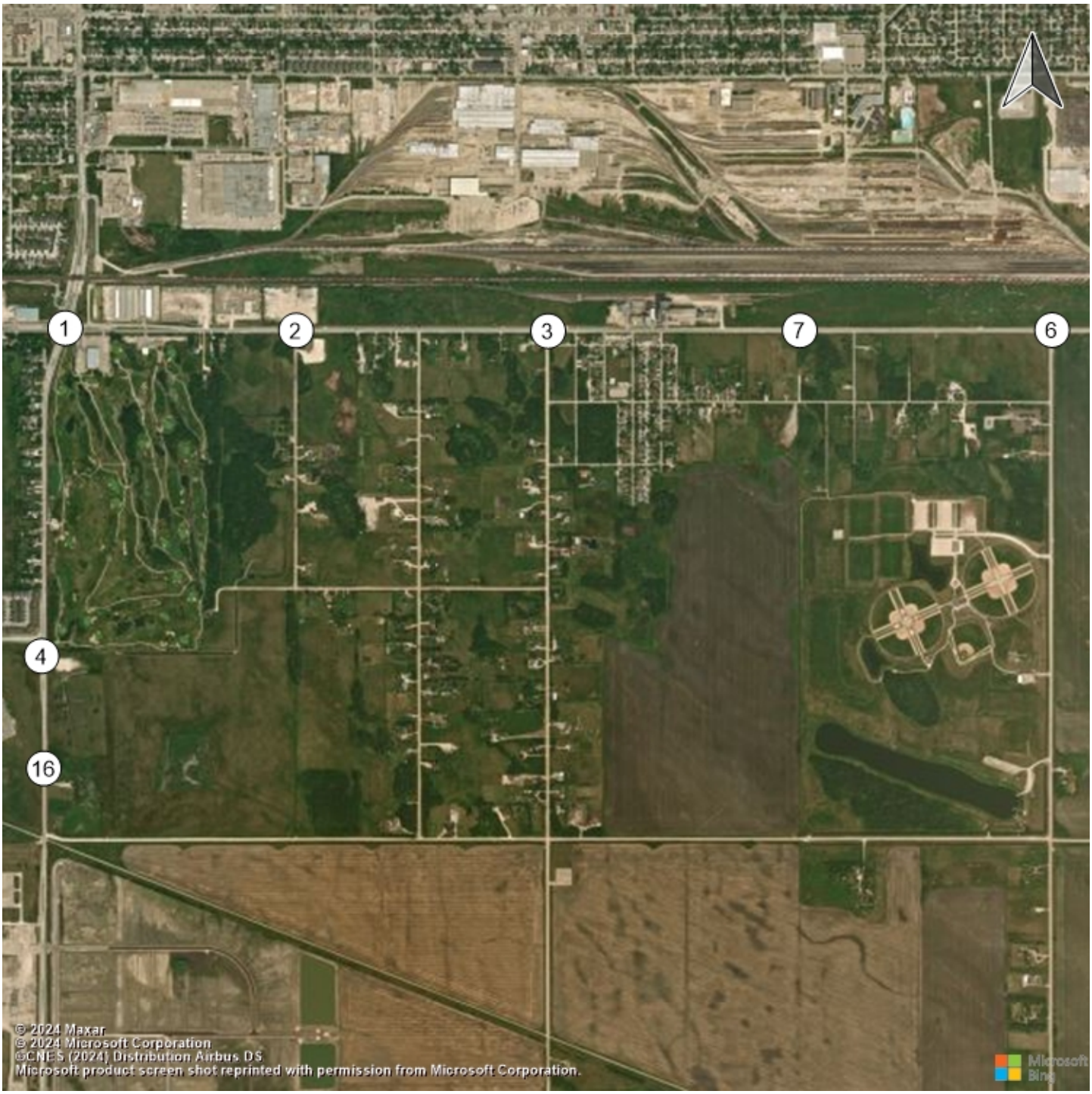
Scenario 2 PM Peak
3/13/2026

Trip Generation summary

Added Trips

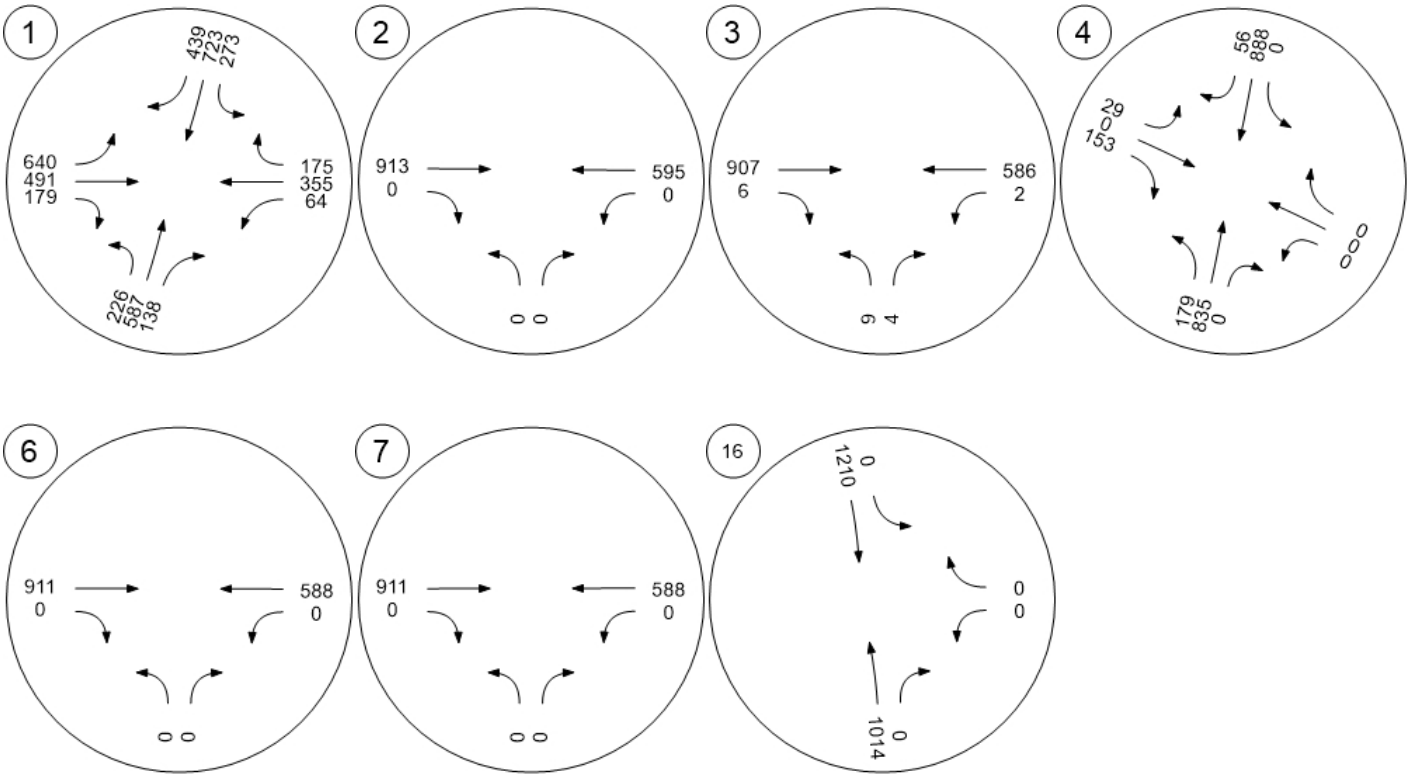
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	1032	653	1685	42.29
2: Zone					0.000	50.00	50.00	0.00	998	627	1625	40.79
3: Zone					0.000	50.00	50.00	0.00	350	204	554	13.91
4: Zone					0.000	50.00	50.00	0.00	76	44	120	3.01
					Added Trips Total				**2456**	**1528**	**3984**	**100.00**

Study Intersections



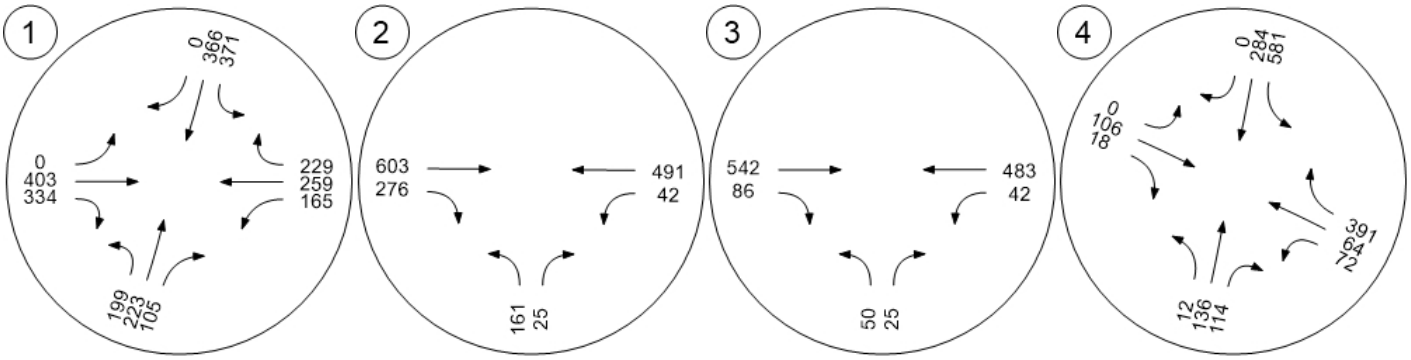
Traffic Volume - Base Volume

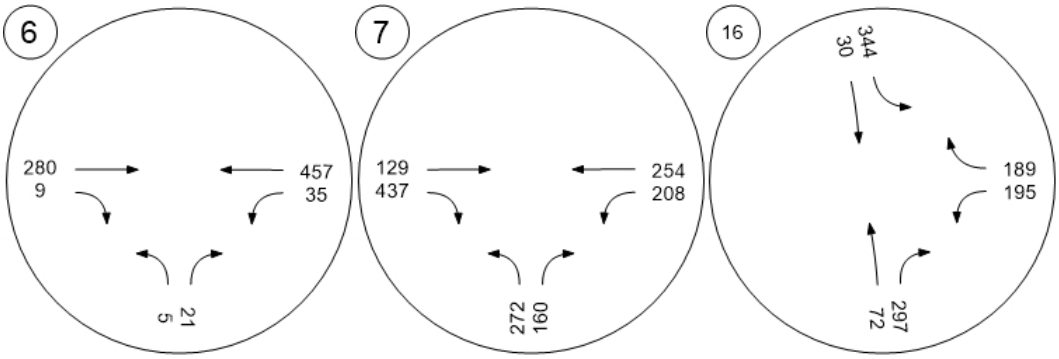




Traffic Volume - Net New Site Trips

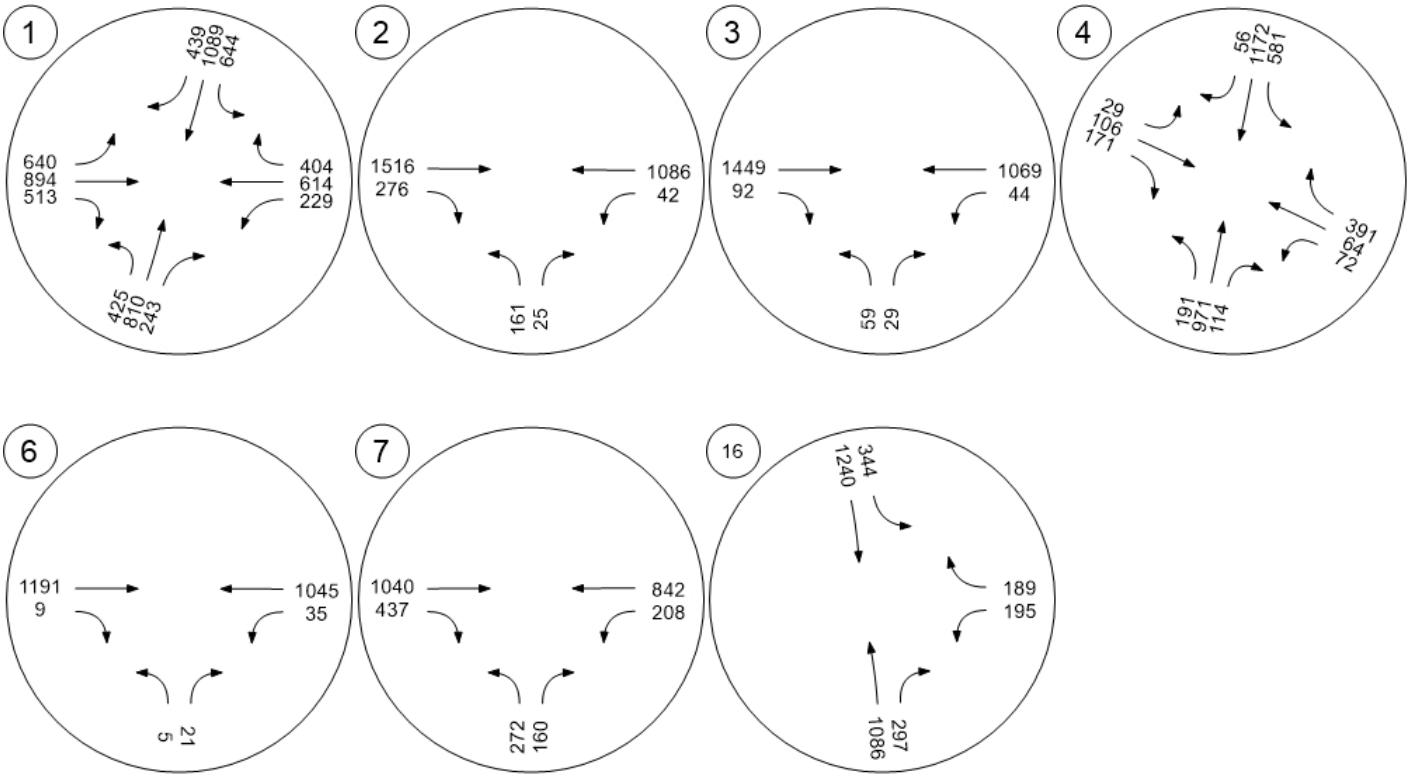






Traffic Volume - Future Total Volume





Vistro File: U:\...\20260311_base.vistro
Report File: U:\...\vistro weekday.pdf

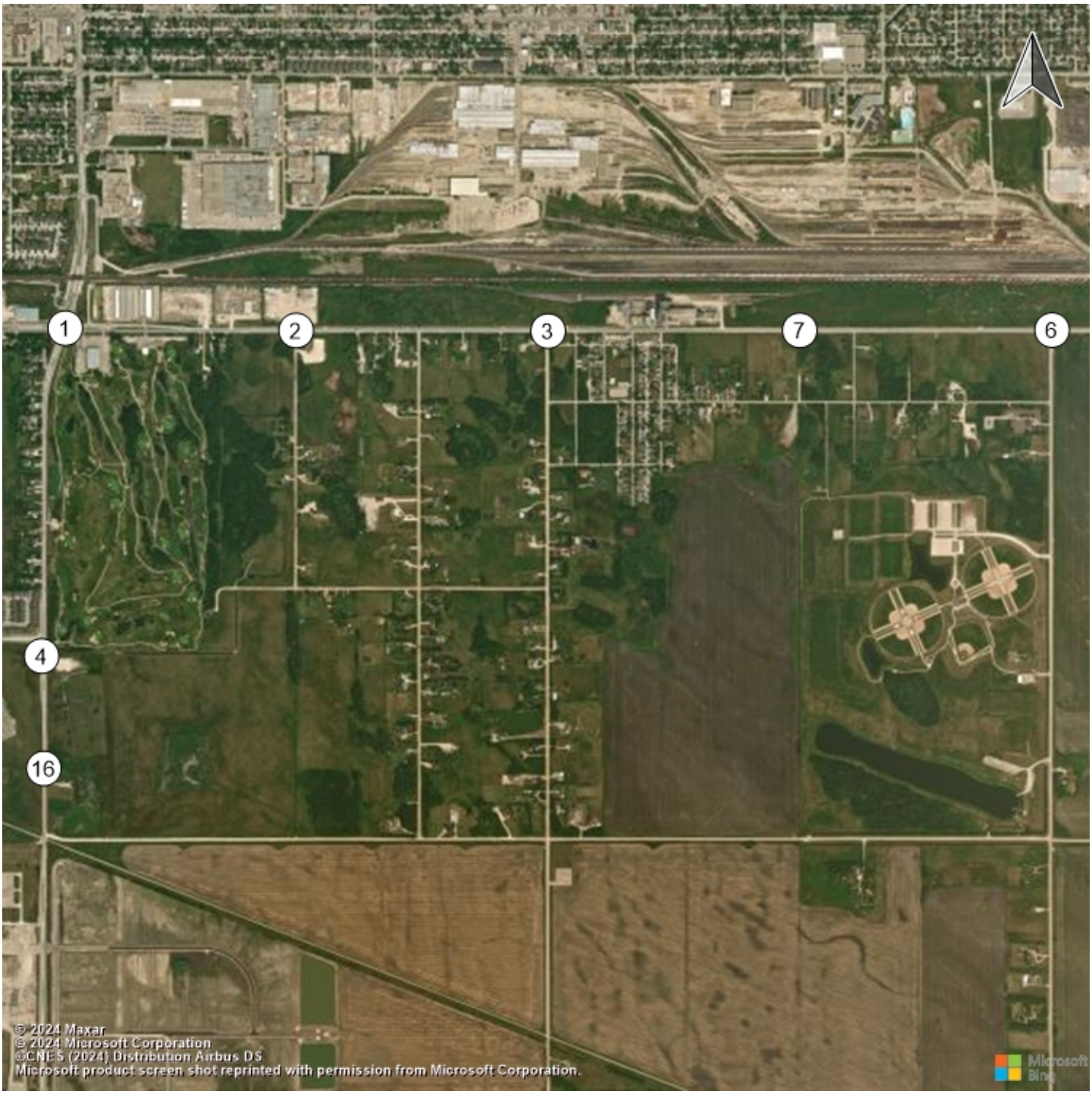
Scenario 3 Weekday
3/13/2026

Trip Generation summary

Added Trips

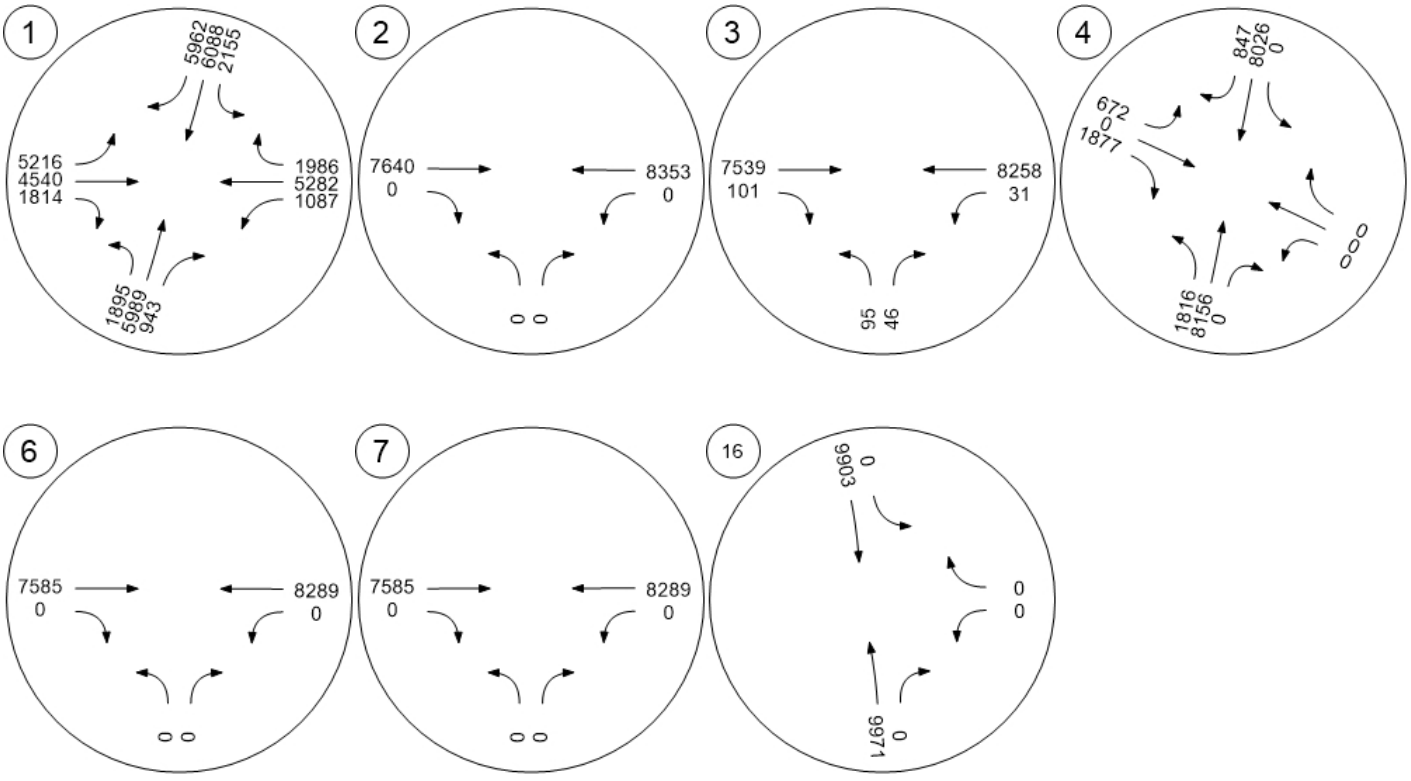
Zone ID: Name	Land Use variables	Code	Ind. Var.	Rate	Quantity	% In	% Out	% Int. Capture	Trips In Adj.	Trips Out Adj.	Total Trips Adj.	% of Total Trips
1: Zone					0.000	50.00	50.00	0.00	10939	10939	21878	44.39
2: Zone					0.000	50.00	50.00	0.00	9588	9589	19177	38.91
3: Zone					0.000	50.00	50.00	0.00	3385	3385	6770	13.74
4: Zone					0.000	50.00	50.00	0.00	732	732	1464	2.97
					Added Trips Total				**24644**	**24645**	**49289**	**100.00**

Study Intersections



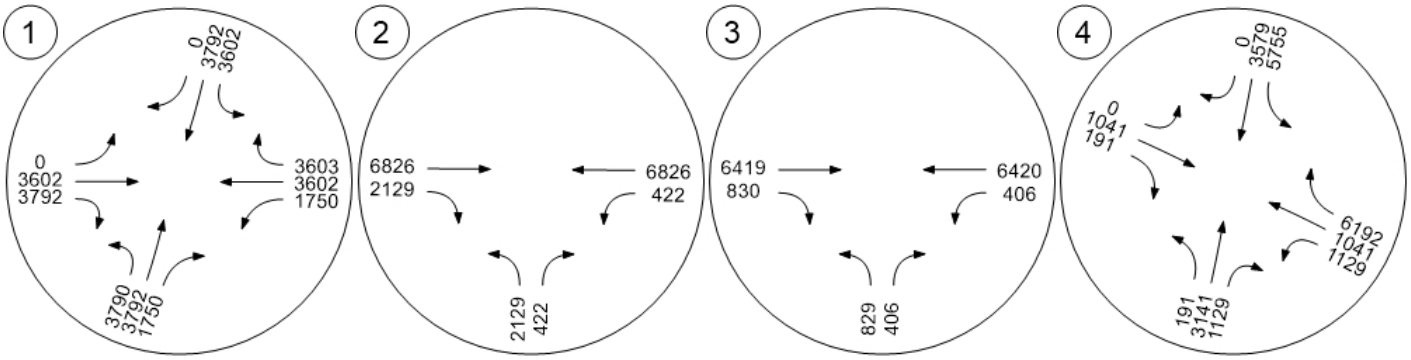
Traffic Volume - Base Volume

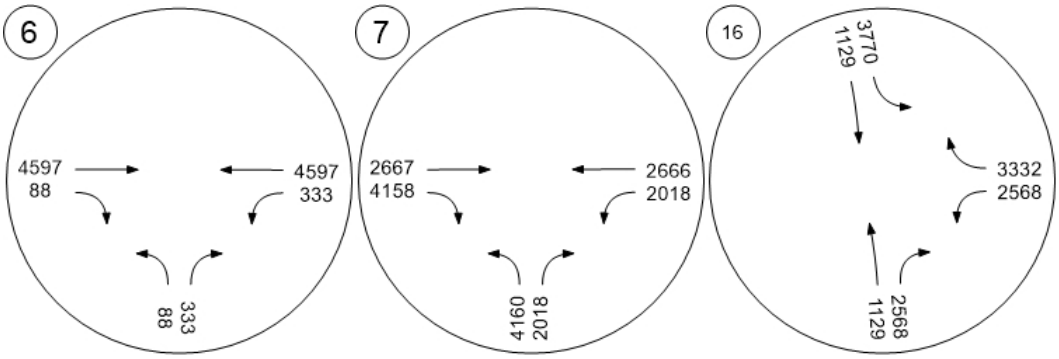




Traffic Volume - Net New Site Trips

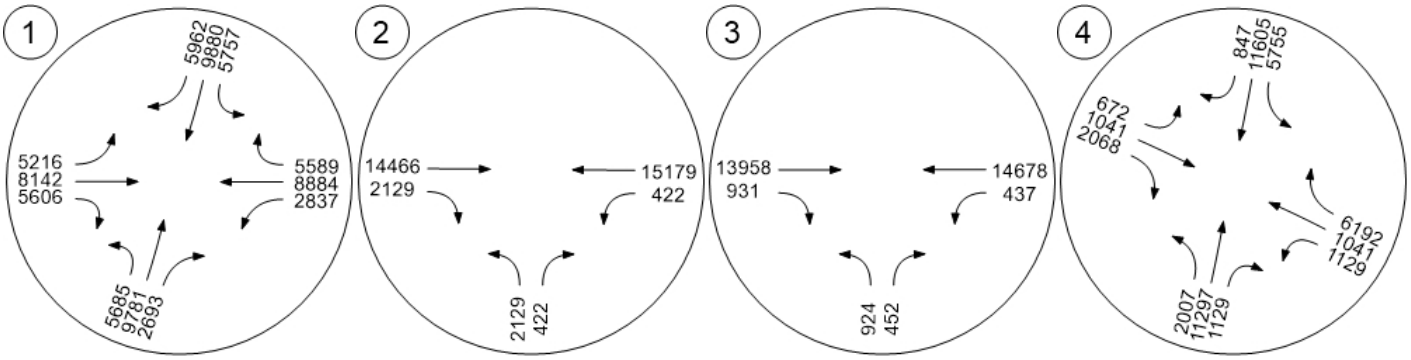


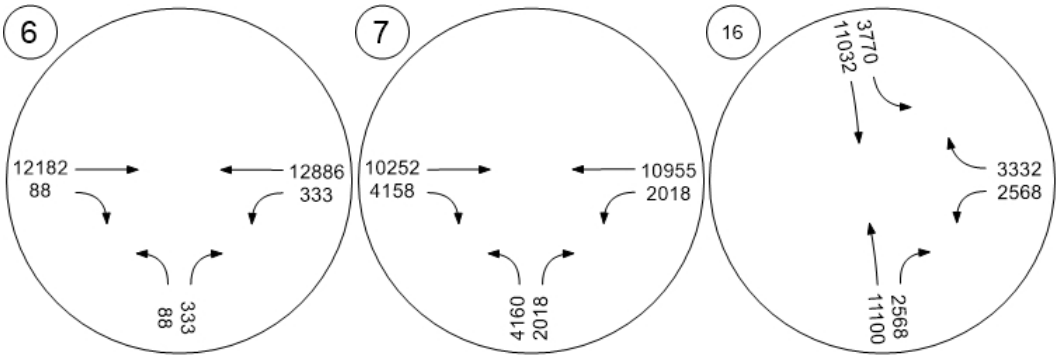




Traffic Volume - Future Total Volume

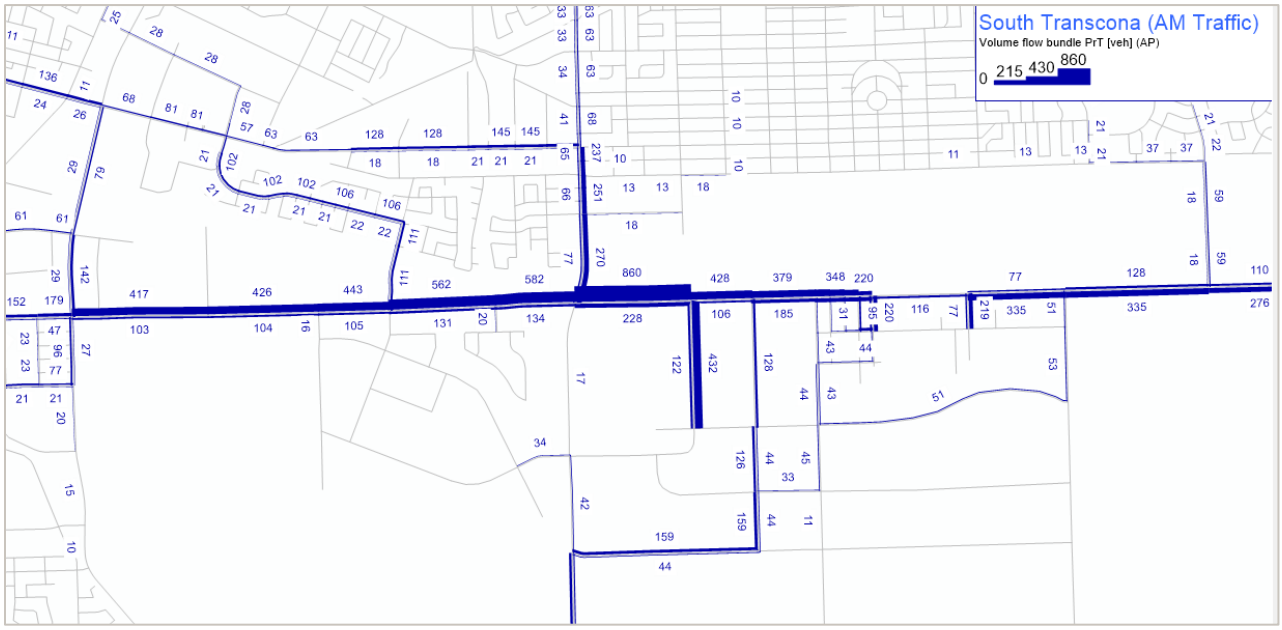




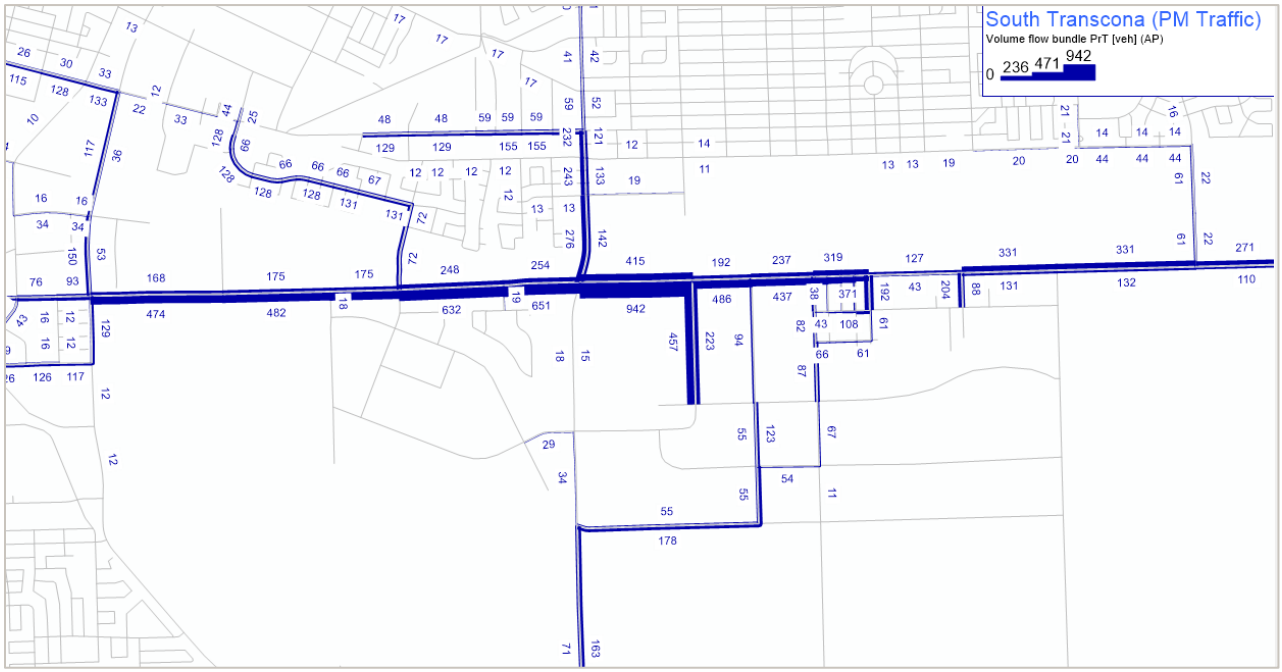


A.4 Additional Study Intersections

City of Winnipeg Transportation Model Results for Assignment of Traffic to Additional Study Intersections (AM Peak Hour)

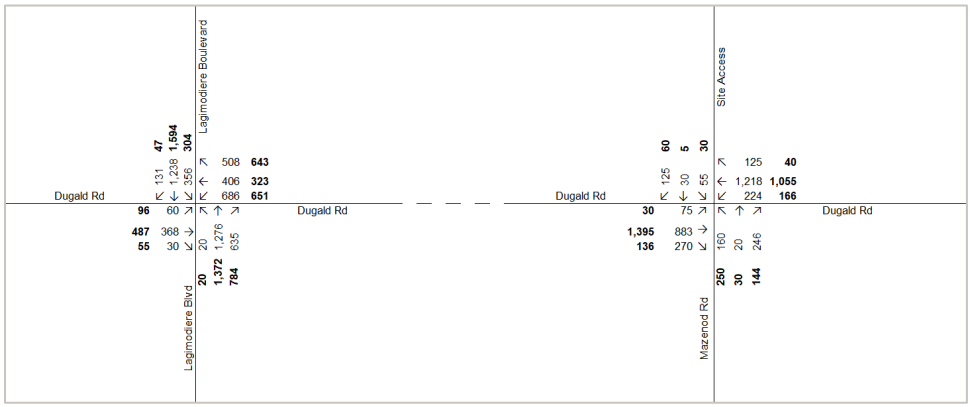


City of Winnipeg Transportation Model Results for Assignment of Traffic to Additional Study Intersections (PM Peak Hour)

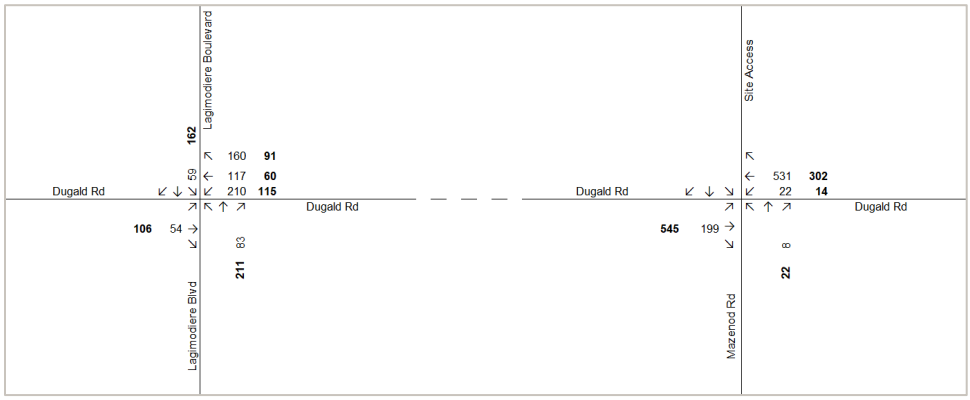


Dugald Road at Lagimodiere Boulevard and Dugald Road at Mazenod Road Traffic Projections

Future Background Traffic in 2040 (including other Approved and Proposed Developments)

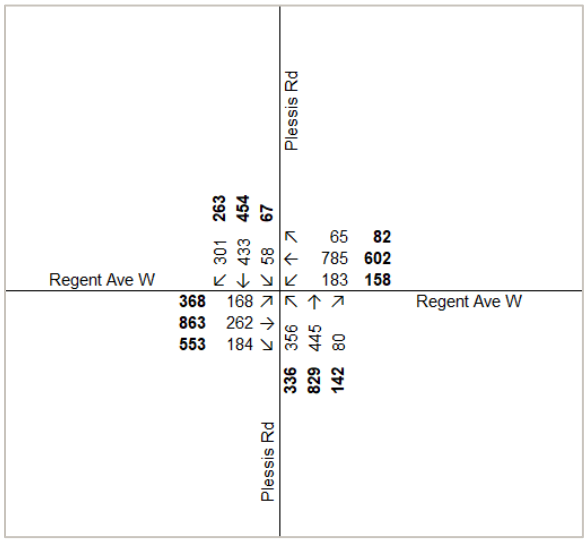


Precinct S Development Traffic in 2040



Plessis Road at Regent Avenue West Traffic Projections

Future Background Traffic in 2040 (including other Approved and Proposed Developments)

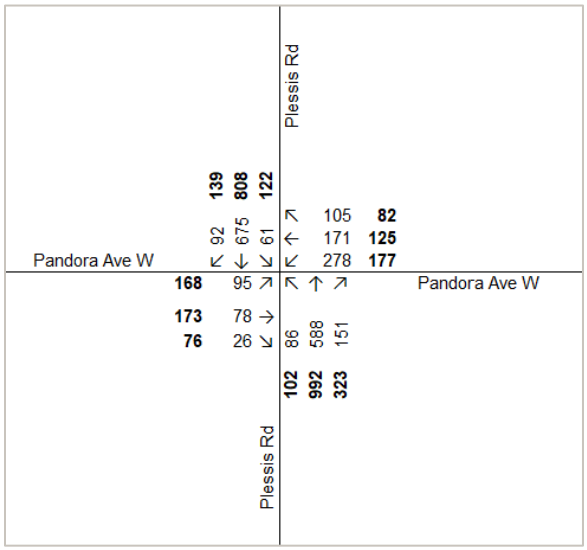


Precinct S Development Traffic in 2040

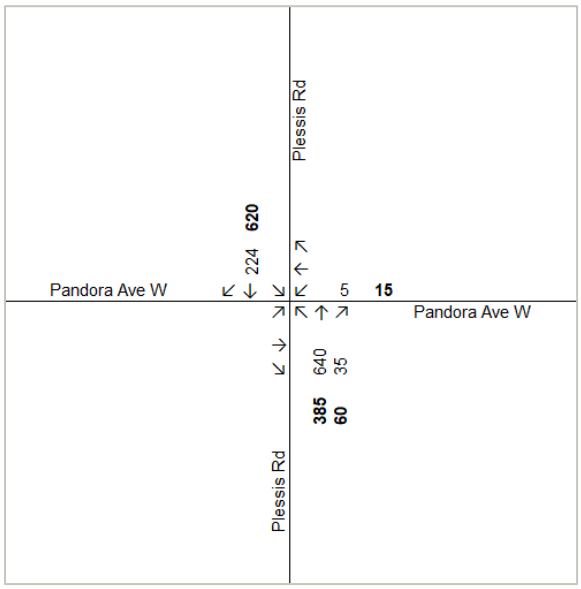


Plessis Road at Pandora Avenue West Traffic Projections

Future Background Traffic in 2040 (including other Approved and Proposed Developments)

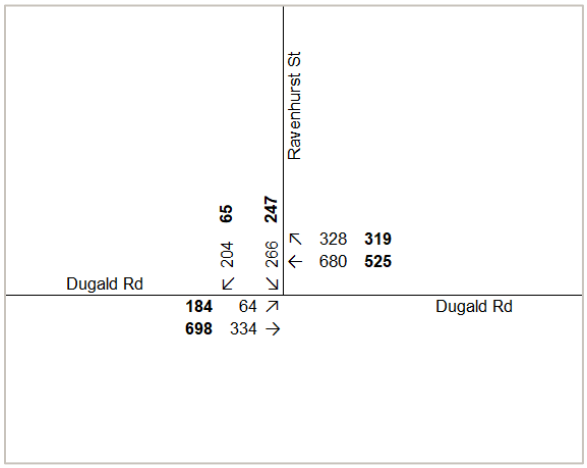


Precinct S Development Traffic in 2040

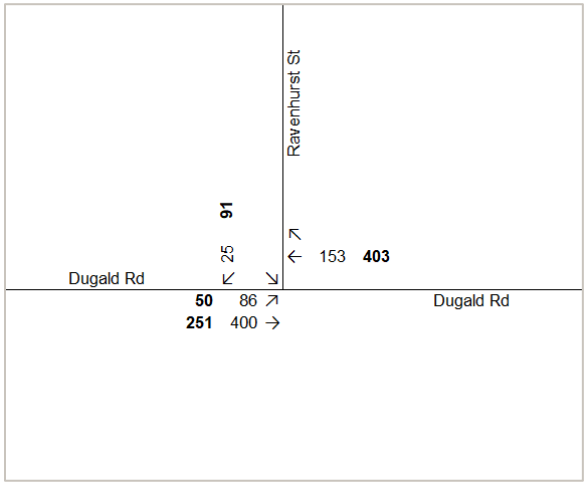


Dugald Road at Ravenhurst Street Traffic Projections

Future Background Traffic in 2040 (including other Approved and Proposed Developments)

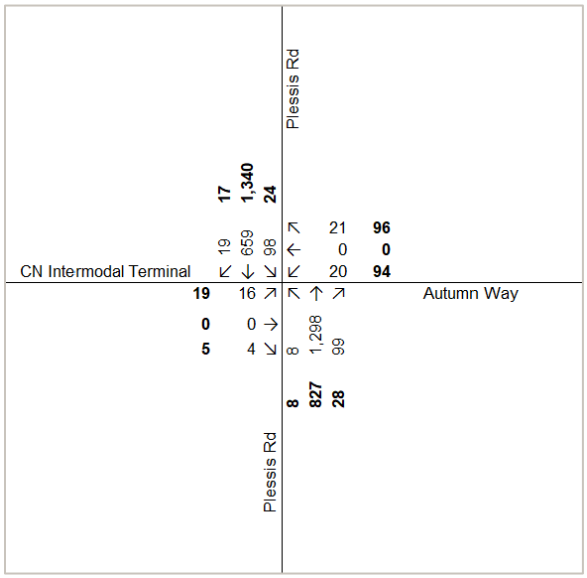


Precinct S Development Traffic in 2040

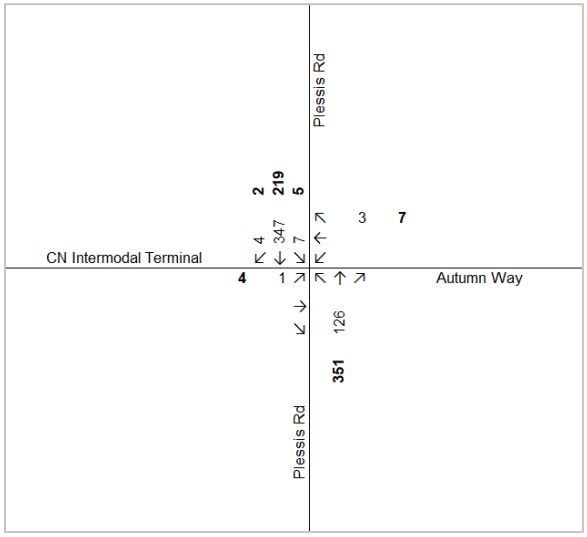


Plessis Road at Autumn Way / CN Intermodal Terminal Traffic Projections

Future Background Traffic in 2040 (including other Approved and Proposed Developments)



Precinct S Development Traffic in 2040



A.5 Traffic Count Data

The following pages include raw traffic data (all classifications) for the four primary turning movement counts used to formulate background traffic:

- 20240613_Plessis_and_Camiel_Sys_Stantec
- 20250130_Dugald_and_Plessis_Stantec
- 20240715_Symington_and_Dugald_City_of_Winnipeg
- 20221114_Dugald_and_Ravenhurst_City_of_Winnipeg

Study Name Plessis and Camiel Sys
Start Date 06-13-2024
Start Time 12:00 PM
Project South Transcona Secondary Plan
Performed By Stantec
Type Road
Classification Totals

	Plessis Road Southbound				Plessis Road Northbound				Camiel Sys Street Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 PM	15	71		0		100	13	0	14		19	0
12:15 PM	21	82		0		84	18	0	3		10	0
12:30 PM	21	91		0		75	13	0	14		17	0
12:45 PM	19	86		1		99	19	0	22		8	0
1:00 PM	20	88		0		94	21	0	22		11	0
1:15 PM	11	67		0		84	18	0	15		12	0
1:30 PM	6	85		0		80	20	0	11		5	0
1:45 PM	11	94		0		88	28	0	12		20	0
2:00 PM	13	76		0		106	18	0	20		5	0
2:15 PM	22	93		0		87	15	0	26		10	0
2:30 PM	20	126		0		115	22	0	25		10	0
2:45 PM	15	111		0		107	14	0	23		17	0
3:00 PM	11	138		0		107	10	0	51		16	0
3:15 PM	22	144		0		103	12	0	38		23	0
3:30 PM	12	168		0		139	25	0	52		22	0
3:45 PM	19	192		0		127	23	0	51		23	0
4:00 PM	18	241		1		158	30	0	78		26	0
4:15 PM	7	220		0		134	23	0	59		18	0
4:30 PM	6	203		0		141	16	0	104		39	0
4:45 PM	8	200		0		148	15	0	51		11	0
5:00 PM	10	195		0		171	17	0	69		10	0
5:15 PM	10	165		0		141	11	0	31		2	0
5:30 PM	0	141		0		114	6	0	30		5	0
5:45 PM	7	108		0		113	8	0	13		7	0
6:00 PM	5	97		0		135	11	0	24		10	0
6:15 PM	4	104		0		74	4	0	9		4	0
6:30 PM	8	103		1		74	8	0	5		6	0
6:45 PM	5	75		0		76	14	0	5		2	0
7:00 PM	2	67		0		78	8	0	13		12	0
7:15 PM	7	52		0		56	4	0	3		4	0
7:30 PM	5	69		0		66	2	0	1		2	0
7:45 PM	7	55		0		74	11	0	6		5	0
8:00 PM	6	72		0		55	8	0	5		10	0
8:15 PM	5	52		0		57	5	0	10		7	0
8:30 PM	6	74		0		55	2	0	2		4	0
8:45 PM	5	70		0		73	4	0	5		3	0
9:00 PM	5	49		0		50	5	0	7		3	0
9:15 PM	0	43		0		56	7	0	6		4	0
9:30 PM	6	43		0		51	3	0	5		4	0
9:45 PM	2	38		0		33	4	0	4		0	1
10:00 PM	7	36		0		24	1	0	7		6	0
10:15 PM	1	33		0		34	4	0	5		1	0
10:30 PM	2	21		0		32	2	0	2		2	0
10:45 PM	5	22		0		28	7	0	1		3	0
11:00 PM	1	27		0		23	3	0	19		3	0
11:15 PM	1	14		0		21	1	0	2		0	0
11:30 PM	1	19		0		22	0	0	4		0	0
11:45 PM	1	21		0		17	0	0	1		0	0
12:00 AM	2	28		0		10	1	0	2		2	0
12:15 AM	1	6		0		6	0	0	1		0	0
12:30 AM	1	3		0		4	0	0	0		0	0
12:45 AM	0	8		0		5	0	0	1		0	0
1:00 AM	0	3		0		4	0	0	2		0	0
1:15 AM	0	3		0		8	0	0	0		1	0
1:30 AM	1	4		0		5	1	0	0		0	0
1:45 AM	0	4		0		5	1	0	1		0	0
2:00 AM	0	9		0		1	0	0	2		0	0
2:15 AM	0	5		0		4	0	0	1		1	0
2:30 AM	0	3		0		0	0	0	0		0	0
2:45 AM	0	1		0		2	2	0	0		2	0
3:00 AM	0	5		0		3	2	0	0		1	0
3:15 AM	0	5		0		0	1	0	1		1	0
3:30 AM	0	7		0		0	2	0	1		0	0
3:45 AM	1	2		0		5	0	0	1		0	0
4:00 AM	0	7		0		0	2	0	0		0	0
4:15 AM	1	8		0		7	2	0	0		0	0
4:30 AM	3	9		0		3	4	0	0		1	0
4:45 AM	1	7		0		14	2	0	1		0	0
5:00 AM	0	23		0		15	4	0	0		0	0
5:15 AM	2	19		0		17	10	0	2		0	0
5:30 AM	3	39		0		30	14	0	2		0	0
5:45 AM	3	31		0		35	13	0	7		6	0
6:00 AM	2	49		0		42	12	0	5		4	0
6:15 AM	8	64		0		61	21	0	3		1	0
6:30 AM	12	77		0		106	42	0	6		4	0
6:45 AM	27	68		0		116	63	0	6		1	0
7:00 AM	23	84		0		91	53	0	19		6	0
7:15 AM	22	84		0		151	46	0	12		1	0
7:30 AM	30	95		1		166	49	0	18		6	0
7:45 AM	46	100		0		186	76	0	17		6	0
8:00 AM	13	90		0		166	57	0	13		6	0
8:15 AM	22	88		0		156	32	0	16		9	0
8:30 AM	11	92		0		150	27	0	21		7	0
8:45 AM	11	75		0		176	46	0	16		9	0
9:00 AM	4	76		0		98	18	0	13		3	0
9:15 AM	5	65		0		113	24	0	12		6	0
9:30 AM	7	72		0		102	15	0	9		6	0
9:45 AM	8	67		1		80	23	0	14		10	0
10:00 AM	9	74		0		96	18	0	10		11	0
10:15 AM	16	76		0		91	16	0	21		7	0
10:30 AM	11	81		0		101	13	0	14		9	0
10:45 AM	10	94		0		116	8	0	18		8	0
11:00 AM	12	86		0		103	12	0	15		14	0
11:15 AM	12	84		0		84	13	0	14		7	0
11:30 AM	11	81		0		109	19	0	12		10	0
11:45 AM	14	89		0		114	18	0	22		16	0

Study Name Dugald at Plessis
Start Date 01-30-2025
Start Time 12:00 AM
Project South Transcona Secondary Plan
Performed By Stantec
Type Road
Classification Totals

	Plessis Road Southbound				Dugald Road Westbound				Plessis Road Northbound				Dugald Road Eastbound			
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn
12:00 AM	19	33	6	0	3	7	1	0	1	8	0	0	4	11	13	0
12:15 AM	5	9	3	0	0	1	0	0	1	4	0	0	1	7	7	0
12:30 AM	7	11	0	0	0	4	1	0	0	6	1	0	5	9	2	0
12:45 AM	6	6	0	0	1	3	0	0	1	3	0	0	1	3	10	0
1:00 AM	2	6	1	0	3	2	0	0	1	4	0	0	0	3	5	0
1:15 AM	4	6	2	0	3	1	0	0	1	5	0	0	0	9	4	0
1:30 AM	0	2	1	0	0	2	1	0	0	3	1	0	1	3	2	1
1:45 AM	2	2	1	0	6	4	0	0	1	1	0	0	0	3	4	1
2:00 AM	3	3	0	0	0	0	0	0	1	0	0	0	0	6	4	0
2:15 AM	1	5	1	0	0	1	0	0	0	2	0	0	1	1	3	0
2:30 AM	3	2	1	0	1	0	0	0	0	0	1	0	1	2	7	0
2:45 AM	3	3	3	0	4	1	0	0	1	2	0	0	0	6	7	0
3:00 AM	3	4	0	0	2	1	1	0	0	0	0	0	1	3	2	0
3:15 AM	4	1	1	0	2	5	0	0	0	3	0	0	2	1	0	1
3:30 AM	4	7	0	0	2	1	0	0	0	2	0	0	1	2	4	0
3:45 AM	9	6	0	0	0	3	0	0	0	2	0	0	1	3	1	1
4:00 AM	4	4	4	0	4	2	0	0	0	3	0	0	0	4	2	0
4:15 AM	10	6	0	0	3	3	1	0	0	4	0	0	2	5	0	0
4:30 AM	6	2	1	1	7	8	1	0	0	8	0	0	3	5	2	0
4:45 AM	7	7	1	0	2	9	1	0	0	3	3	0	4	1	2	0
5:00 AM	9	8	1	0	3	13	1	0	1	12	3	0	3	3	5	0
5:15 AM	25	18	1	0	5	14	4	0	1	7	2	0	4	4	4	0
5:30 AM	37	28	1	0	7	22	2	0	2	19	6	0	4	10	10	0
5:45 AM	49	30	1	0	5	26	3	0	1	24	7	0	4	8	27	0
6:00 AM	53	30	6	0	5	47	4	0	0	29	9	0	3	9	22	0
6:15 AM	63	61	6	0	11	58	8	0	5	46	8	0	7	23	34	1
6:30 AM	90	65	12	0	13	84	15	0	2	68	13	0	4	20	22	0
6:45 AM	136	82	6	0	31	90	15	0	13	80	32	0	9	15	45	0
7:00 AM	128	115	13	0	33	103	13	0	2	59	25	0	12	15	29	0
7:15 AM	103	140	16	0	29	97	16	0	4	99	16	0	15	24	64	0
7:30 AM	126	107	17	0	31	104	14	0	6	125	27	0	17	24	51	0
7:45 AM	166	167	20	0	37	114	17	0	6	154	47	0	12	24	32	0
8:00 AM	103	99	16	0	29	119	13	0	7	107	28	0	15	29	46	1
8:15 AM	92	96	12	0	50	105	11	0	2	107	38	0	19	28	53	0
8:30 AM	95	74	10	0	30	77	13	0	1	95	19	0	11	30	70	0
8:45 AM	71	60	14	0	36	70	4	0	8	112	26	0	13	20	62	1
9:00 AM	67	74	14	0	26	49	8	0	1	72	14	0	3	32	38	0
9:15 AM	67	50	20	0	34	50	10	0	4	50	13	0	14	34	35	0
9:30 AM	65	53	21	0	36	45	6	0	9	63	16	0	7	20	26	0
9:45 AM	58	41	16	0	35	37	4	0	3	63	17	0	12	19	37	1
10:00 AM	44	46	12	0	30	47	8	0	4	58	12	0	11	28	27	1
10:15 AM	51	54	23	0	33	42	6	0	5	59	9	0	11	22	33	0
10:30 AM	65	68	15	0	29	42	9	0	6	60	12	0	10	23	28	0
10:45 AM	48	58	23	0	30	38	3	0	7	78	10	0	12	24	41	0
11:00 AM	69	48	19	0	28	43	6	0	4	69	11	0	16	25	48	0
11:15 AM	60	78	34	0	22	53	4	0	7	67	11	0	15	20	42	1
11:30 AM	61	61	28	0	35	41	11	0	6	90	11	0	17	34	52	0
11:45 AM	69	78	18	0	36	40	8	0	2	68	12	0	16	28	52	0
12:00 PM	62	69	36	0	45	40	3	0	8	64	18	0	14	31	61	0
12:15 PM	81	77	36	0	26	27	7	0	4	72	10	0	6	23	48	0
12:30 PM	62	74	36	0	24	31	6	0	7	70	12	0	10	25	26	1
12:45 PM	79	69	41	0	31	49	10	0	5	71	10	0	6	37	56	0
1:00 PM	65	77	33	0	25	40	8	0	6	62	8	0	8	29	49	0
1:15 PM	63	75	35	0	37	42	5	0	2	75	8	0	18	46	45	0
1:30 PM	58	69	42	1	33	44	7	0	3	57	6	0	7	48	58	1
1:45 PM	60	79	46	0	40	31	4	0	8	56	7	0	12	54	51	0
2:00 PM	62	80	29	0	28	42	11	0	7	66	9	0	14	41	36	0
2:15 PM	56	68	39	0	20	62	8	0	7	72	9	0	10	33	67	2
2:30 PM	92	85	35	0	33	45	9	0	6	98	14	0	13	50	54	0
2:45 PM	72	100	45	0	31	39	14	0	7	92	11	0	13	49	73	0
3:00 PM	78	108	46	0	36	47	3	0	13	85	18	0	17	69	124	0
3:15 PM	87	82	40	0	33	35	6	0	10	87	17	0	17	58	103	1
3:30 PM	94	135	54	0	16	41	8	0	12	107	9	0	23	65	105	0
3:45 PM	86	125	68	0	47	48	7	0	10	116	17	0	33	77	109	0
4:00 PM	96	187	63	0	37	44	6	0	12	125	19	0	23	93	116	0
4:15 PM	80	150	60	0	32	38	9	0	13	151	20	0	33	93	126	0
4:30 PM	64	99	43	0	34	30	9	0	16	151	17	0	33	101	138	0
4:45 PM	91	115	48	0	28	50	6	0	11	134	11	0	20	69	136	0
5:00 PM	55	140	62	0	23	35	2	0	15	160	20	0	46	102	99	0
5:15 PM	62	110	39	0	29	34	4	0	8	129	17	0	23	70	73	0
5:30 PM	63	101	54	0	34	41	12	0	16	93	15	0	19	68	79	0
5:45 PM	50	82	36	0	25	39	8	0	5	90	7	0	6	43	51	0
6:00 PM	49	82	41	0	25	33	5	0	4	66	8	0	10	46	66	0
6:15 PM	61	61	40	0	22	50	4	0	6	70	6	0	10	34	54	0
6:30 PM	55	60	36	0	10	32	1	0	7	70	7	0	6	33	61	0
6:45 PM	46	39	37	0	21	38	2	0	5	71	6	0	8	34	37	0
7:00 PM	41	57	29	1	25	18	4	0	10	68	3	0	3	23	49	0
7:15 PM	40	41	36	0	14	19	2	0	10	41	5	0	6	25	26	0
7:30 PM	41	56	24	0	8	27	1	0	0	43	3	0	4	47	61	0
7:45 PM	41	49	25	0	19	11	4	0	4	49	1	0	6	34	36	0
8:00 PM	35	31	20	0	10	15	5	0	4	51	1	0	7	19	27	0
8:15 PM	40	56	19	0	22	11	0	0	4	32	4	0	1	30	37	0
8:30 PM	32	44	13	0	5	16	3	0	5	42	4	0	2	28	25	0
8:45 PM	26	28	8	0	3	9	2	0	3	40	3	0	5	25	21	0
9:00 PM	24	36	18	0	8	13	1	0	2	38	3	0	5	28	34	0
9:15 PM	31	30	14	0	11	18	3	0	1	27	2	0	3	29	20	0
9:30 PM	17	33	14	0	3	13	0	0	2	20	5	0	5	27	19	0
9:45 PM	26	41	1	0	7	5	2	0	2	18	2	0	1	16	34	0
10:00 PM	26	32	8	1	9	9	0	0	5	27	2	0	4	22	10	0
10:15 PM	11	22	10	0	0	11	2	0	5	16	2	0	2	23	8	1
10:30 PM	27	17	4	0	3	13	0	0	0	20	2	0	2	15	11	0
10:45 PM	14	20	3	0	1	7	0	0	2	22	1	0	0	17	9	0
11:00 PM	16	24	6	0	1	5	0	0	2	18	2	0	2	14	17	0
11:15 PM	14	10	5	0	3	6	1	0	0	20	0	0	0	16	20	0
11:30 PM	20	12	2	0	0	1	0	0	0	15	1	0	6	7	15	0
11:45 PM	13	13	4	0	6	7	0	0	1	21	0	0	1	14	16	0

THE CITY OF WINNIPEG — **24 Hour Manual Vehicle Count** — **Traffic Studies**

PUBLIC WORKS DEPARTMENT — **Intersection Turning Movement** — **Phone: 204-986-5034**

Time	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Count
Start 00:00	SYMINGTON RD				SYMINGTON RD				DUGALD RD				DUGALD RD				None
Time Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	TOTAL
00:15		1									19				2		22
00:30											13				12		25
00:45											4				3		7
01:00											6				4		10
01:15											5				5		10
01:30											4				4		8
01:45											4						4
02:00											4				3		7
02:15											6				3		9
02:30											5				3		8
02:45											2				4		6
03:00											5				1		6
03:15											4				6		10
03:30											2				3		5
03:45											5				4		9
04:00											2				6		8
04:15											1				4		5
04:30											3				10		13
04:45		1									5				16		22
05:00											1				11		12
05:15		1									7				18		26
05:30		1									6				32		39
05:45											18				38		56
06:00											13	1		1	49		64
06:15											39				75		114
06:30		1		1							29	1			96		128
06:45		1		1							45				146		193
07:00		1		2							39				181		223
07:15		1									38				169		208
07:30		3									62	4			196		265
07:45		2		1							49	2			208		262
08:00		1									55	2		1	188		247
08:15		4		1							51	2			166		224
08:30		2		2							60	3		1	157		225
08:45				1							55	1			142		199
09:00		1		2							48	1			121		173
09:15		2		2							69	3			120		196
09:30		3									47				110		160
09:45		1		1							50	2			110		164
10:00		3		1							46	1		2	115		168
10:15		1									65	3			112		181
10:30		3									61	2		1	96		163
10:45		1									71	3			91		166
11:00		3									57	1		1	98		160
11:15		3									69	2			102		176
11:30		2		2							65			2	121		192
11:45		2									64	1			108		175
12:00											62				93		155
12:15											78	1			109		188
12:30		3									70	2			108		183
12:45											81				112		193
13:00				1							66	3			138		208
13:15		3									94	2			116		215
13:30											101	1			120		222
13:45		1									96	1			123		221
14:00		2		1							97	4		1	82		187
14:15				1							94	3		1	114		213
14:30		2									100	1		1	124		228
14:45		2		3							124	2		1	84		216
15:00		1		1							127	2			90		221
15:15											133	2			90		225
15:30		1		1							139	1			110		252
15:45		2		1							154	2			113		272
16:00		3		1							165				111		280
16:15		1		1							185	1			101		289
16:30		2		1							177	2		2	116		300
16:45		3		1							168	4		1	70		247
17:00		1		1							162	2			107		273
17:15				2							173	3			95		273
17:30											141				70		211
17:45				1							167	2			78		248
18:00		1									121	2		1	69		194
18:15		1		2							100	2		2	59		166
18:30		2									94	2		2	60		160
18:45		2		1							75	2			70		150
19:00											90	1		1	75		167
19:15		1		1							71	1		1	46		121
19:30											64				39		103
19:45		2									50				58		110
20:00		2									44	1		1	38		86
20:15		2									50	1			34		87
20:30		1									66	2		1	43		113
20:45											43	1		1	49		94
21:00		1									47	3			59		110
21:15		1		2							42	1		1	86		133
21:30		2		1							34	1			45		83
21:45		2		4							34			3	26		69
22:00											36	1			20		57
22:15		1									36	1			22		60
22:30											24			1	19		44
22:45											16				14		30
23:00											12				15		27
23:15											24				13		37
23:30											22				8		30
23:45											11				10		21
24:00											18				5		23
24 hr		93		45							5,556	98		31	6,725		12,548
TOTAL		138								5,654				6,756			
AM Peak	**AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:**													**7:15 - 8:15**			
Hour		10		2							217	10		1	758		998
AM Peak	**AM Peak Period is from:**													**7:00 - 9:00**			
Period		14		7							418	15		2	1,347		1,803
Off-Peak	**Highest Off-Peak Hour is from:**													**14:30 - 15:30**			
Hour		4		5							523	7		1	374		914
Noon Peak Hour	**Highest Noon-Peak Hour (11:00 to 13:00) is from:**													**12:00 - 13:00**			
		3		1							295	6			467		772
PM Peak	**PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:**													**15:30 - 16:30**			
Hour		8		4							681	5		2	441		1,141
PM Peak	**PM Peak Period is from:**													**15:30 - 17:30**			
Period		12		8							1,325	14		3	783		2,145
Peak 15 Minute Time & PHF	**8:00 - 8:15**				**7:00 - 7:15**				**7:15 - 7:30**				**7:30 - 7:45**				**A.M. Peak**
		0.63		0.75							0.89	0.63		0.50	0.91		**PHF**
	21:30 - 21:45				**0:00 - 0:15**				**17:30 - 17:45**				**6:45 - 7:00**				**Off-Peak**
		0.83		0.44							0.78	0.63		0.42	0.69		**PHF**
	11:15 - 11:30				**11:00 - 11:15**				**12:30 - 12:45**				**12:45 - 13:00**				**Noon-Peak**
		0.58		0.25							0.91	0.50		0.25	0.85		**PHF**
	15:45 - 16:00				**15:30 - 15:45**				**16:00 - 16:15**				**16:15 - 16:30**				**P.M. Peak**
		0.75		0.63							0.94	0.69		0.38	0.95		**PHF**

Ratio: E/W to N/S = 89.93
E/W = 98.9%
N/S = 1.1%

	AM	PM
Shift		
Weather:		
Temperature:		
Filmed/Compiled By:	MioVision/CM	
Count Date:	2024-07-16	2024-07-15
Counting Period:	0000-2400	
Requested By:	MC	

Location:
SYMINGTON RD & DUGALD RD

Notes:

THE CITY OF WINNIPEG — **4 Hour Manual Vehicle Count** — **Traffic Studies**

PUBLIC WORKS DEPARTMENT — **Intersection Turning Movement** — **Phone: 204-986-5034**

Time	NORTHBOUND ON				SOUTHBOUND ON				EASTBOUND ON				WESTBOUND ON				Previous Count
Start 00:00	RAVENHURST ST				RAVENHURST ST				DUGALD RD				DUGALD RD				2011 TOTAL
Time Ending	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
00:15																	
00:30																	
00:45																	
01:00																	
01:15																	
01:30																	
01:45																	
02:00																	
02:15																	
02:30																	
02:45																	
03:00																	
03:15																	
03:30																	
03:45																	
04:00																	
04:15																	
04:30																	
04:45																	
05:00																	
05:15																	
05:30																	
05:45																	
06:00																	
06:15																	
06:30																	
06:45																	
07:00																	
07:15						85		45		8	32				89	34	293
07:30						91		36		2	41				117	41	328
07:45						99		36		10	44				134	56	379
08:00						82		49		6	34				137	58	366
08:15						50		29		6	42				96	66	289
08:30						71		37		10	55				95	55	323
08:45						49		23		9	34				86	51	252
09:00						33		21		7	44				89	33	227
09:15																	
09:30																	
09:45																	
10:00																	
10:15																	
10:30																	
10:45																	
11:00																	
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13:45																	
14:00																	
14:15																	
14:30																	
14:45																	
15:00																	
15:15																	
15:30																	
15:45						60		15		17	100				64	43	299
16:00						57		9		22	128				55	62	333
16:15						62		11		17	110				69	75	344
16:30						68		15		13	117				55	56	324
16:45						50		12		24	121				71	67	345
17:00						69		12		18	103				62	73	337
17:15						50		14		19	141				40	89	353
17:30						47		18		25	84				63	78	315
17:45																	
18:00																	
18:15																	
18:30																	
18:45																	
19:00																	
19:15																	
19:30																	
19:45																	
20:00																	
20:15																	
20:30																	
20:45																	
21:00																	
21:15																	
21:30																	
21:45																	
22:00																	
22:15																	
22:30																	
22:45																	
23:00																	
23:15																	
23:30																	
23:45																	
24:00																	
4 hr						1,023		382		213	1,230				1,322	937	5,107
TOTAL						1,405				1,443					2,259		
AM Peak	**AM Peak Hour (between 7:00 and 9:00), based on total volume, is from:**													**7:00 - 8:00**			
Hour						357		166		26	151				477	189	1,366
AM Peak	**AM Peak Period is from:**													**7:00 - 9:00**			
Period						560		276		58	326				843	394	2,457
Off-Peak	**Highest Off-Peak Hour is from:**													**0:00 - 1:00**			
Hour																	
Noon Peak Hour	**Highest Noon-Peak Hour (11:00 to 13:00) is from:**													**11:00 - 12:00**			
PM Peak	**PM Peak Hour (between 15:30 and 17:30), based on total volume, is from:**													**16:15 - 17:15**			
Hour						237		53		74	482				228	285	1,359
PM Peak	**PM Peak Period is from:**													**15:30 - 17:30**			
Period						463		106		155	904				479	543	2,650
Peak 15 Minute Time & PHF	**7:00 - 7:15**				**7:30 - 7:45**				**8:15 - 8:30**				**7:45 - 8:00**				**A.M. Peak**
					0.90		0.85		0.80	0.80					0.88	0.89	**PHF**
	0:00 - 0:15				**0:00 - 0:15**				**0:00 - 0:15**				**0:00 - 0:15**				**Off-Peak**
					#DIV/0!		#DIV/0!		#DIV/0!	#DIV/0!					#DIV/0!	#DIV/0!	**PHF**
	11:00 - 11:15				**11:00 - 11:15**				**11:00 - 11:15**				**11:00 - 11:15**				**Noon-Peak**
																	PHF
	15:30 - 15:45				**16:15 - 16:30**				**17:00 - 17:15**				**16:00 - 16:15**				**P.M. Peak**
					0.90		0.78		0.86	0.85					0.90	0.86	**PHF**

Ratio: E/W to N/S = 2.63
E/W = 72.5%
N/S = 27.5%

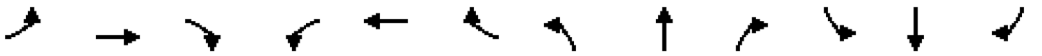
	Shift	AM	PM
Weather:			
Temperature:			
Filmed/Compiled By:		MioVision/CM	
Count Date:		2022-11-15	2022-11-14
Counting Period:		0700-0900 & 1530-1730	
Requested By:		KP	

Location: **RAVENHURST ST & DUGALD RD**

Notes: Train crossing Ravenhurst St N of Dugald @ 08:13:15 to 08:15:20 & 16:43:45 to 16:50:30

A.6 Synchro Reports

The following pages include Synchro reports showing input data and operational performance results for the study intersections across the study scenarios.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	323	458	310	219	1049	496	477	930	207	204	618	624
Future Volume (vph)	323	458	310	219	1049	496	477	930	207	204	618	624
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.99	1.00	1.00	0.97	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3340	3444	1488	3340	3444	1517	3340	3444	1488	3340	3444	1517
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3340	3444	1488	3340	3444	1517	3340	3444	1488	3340	3444	1517
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	340	482	326	231	1104	522	502	979	218	215	651	657
RTOR Reduction (vph)	0	0	215	0	0	0	0	0	137	0	0	0
Lane Group Flow (vph)	340	482	111	231	1104	522	502	979	81	215	651	657
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Turn Type	Prot	NA	custom	Prot	NA	Free	Prot	NA	custom	Prot	NA	Free
Protected Phases	4			7			2			5		
Permitted Phases		8	8		3	Free		6	6		1	Free
Actuated Green, G (s)	15.4	40.7	40.7	12.7	38.0	120.0	19.0	34.0	34.0	8.6	23.6	120.0
Effective Green, g (s)	15.4	40.7	40.7	12.7	38.0	120.0	19.0	34.0	34.0	8.6	23.6	120.0
Actuated g/C Ratio	0.13	0.34	0.34	0.11	0.32	1.00	0.16	0.28	0.28	0.07	0.20	1.00
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	428	1168	504	353	1090	1517	528	975	421	239	677	1517
v/s Ratio Prot	c0.10			0.07			0.15			0.06		
v/s Ratio Perm		0.14	0.07		c0.32	0.34		c0.28	0.05		c0.19	0.43
v/c Ratio	0.79	0.41	0.22	0.65	1.01	0.34	0.95	1.00	0.19	0.90	0.96	0.43
Uniform Delay, d1	50.8	30.5	28.3	51.5	41.0	0.0	50.0	43.0	32.6	55.3	47.8	0.0
Progression Factor	1.00	1.00	1.00	0.90	1.01	1.00	1.08	1.09	1.85	1.00	1.00	1.00
Incremental Delay, d2	9.8	0.2	0.2	2.0	21.8	0.3	26.1	27.7	0.9	32.4	26.4	0.9
Delay (s)	60.5	30.7	28.5	48.2	63.0	0.3	80.1	74.7	61.3	87.7	74.1	0.9
Level of Service	E	C	C	D	E	A	F	E	E	F	E	A
Approach Delay (s/veh)		38.9			43.6			74.6			44.4	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	51.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	744	104	15	1506	257	40
Future Volume (vph)	744	104	15	1506	257	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	0.99	1.00	0.99	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3444	1530	1776	3444	1775	1569
Flt Permitted	1.00	1.00	0.31	1.00	0.95	1.00
Satd. Flow (perm)	3444	1530	587	3444	1775	1569
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	783	109	16	1585	271	42
RTOR Reduction (vph)	0	57	0	0	0	28
Lane Group Flow (vph)	783	52	16	1585	271	14
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	6%	2%	2%	6%	2%	2%
Turn Type	NA	custom	custom	NA	Perm	Perm
Protected Phases						
Permitted Phases	2	2	6	6	3	3
Actuated Green, G (s)	28.6	28.6	28.6	28.6	19.4	19.4
Effective Green, g (s)	28.6	28.6	28.6	28.6	19.4	19.4
Actuated g/C Ratio	0.48	0.48	0.48	0.48	0.32	0.32
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1641	729	279	1641	573	507
v/s Ratio Prot						
v/s Ratio Perm	0.23	0.03	0.03	c0.46	c0.15	0.01
v/c Ratio	0.48	0.07	0.06	0.97	0.47	0.03
Uniform Delay, d1	10.6	8.5	8.4	15.2	16.2	13.9
Progression Factor	0.79	1.17	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.2	0.4	15.5	0.6	0.0
Delay (s)	9.3	10.1	8.8	30.7	16.8	13.9
Level of Service	A	B	A	C	B	B
Approach Delay (s/veh)	9.4			30.5	16.4	
Approach LOS	A			C	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

Description: New Intersection

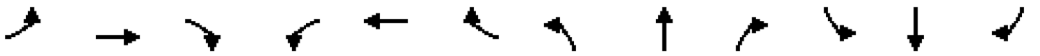
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	770	37	14	1431	90	41
Future Volume (vph)	770	37	14	1431	90	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3444	1539	1779	3444	1789	1564
Flt Permitted	1.00	1.00	0.31	1.00	0.95	1.00
Satd. Flow (perm)	3444	1539	581	3444	1789	1564
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	811	39	15	1506	95	43
RTOR Reduction (vph)	0	19	0	0	0	31
Lane Group Flow (vph)	811	20	15	1506	95	12
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	6%	2%	2%	6%	2%	2%
Turn Type	NA	Perm	Perm	NA	Prot	Perm
Protected Phases	4			8	2	
Permitted Phases		4	8			2
Actuated Green, G (s)	30.6	30.6	30.6	30.6	17.4	17.4
Effective Green, g (s)	30.6	30.6	30.6	30.6	17.4	17.4
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.29	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1756	784	296	1756	518	453
v/s Ratio Prot	0.24			c0.44	c0.05	
v/s Ratio Perm		0.01	0.03			0.01
v/c Ratio	0.46	0.03	0.05	0.86	0.18	0.03
Uniform Delay, d1	9.4	7.3	7.4	12.8	16.0	15.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.0	0.1	4.4	0.8	0.1
Delay (s)	9.6	7.3	7.5	17.2	16.8	15.4
Level of Service	A	A	A	B	B	B
Approach Delay (s/veh)	9.5			17.1	16.3	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	37	160	114	104	562	253	1021	42	188	842	118
Future Volume (vph)	29	37	160	114	104	562	253	1021	42	188	842	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1763	1883	1577	1789	1883	2818	1789	3444	1601	3471	3444	1561
Flt Permitted	0.69	1.00	1.00	0.73	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1280	1883	1577	1381	1883	2818	1789	3444	1601	3471	3444	1561
Peak-hour factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Adj. Flow (vph)	31	37	168	114	104	562	266	1075	42	188	886	124
RTOR Reduction (vph)	0	0	0	0	0	481	0	0	0	0	0	0
Lane Group Flow (vph)	31	37	168	114	104	81	266	1075	42	188	886	124
Confl. Peds. (#/hr)	10		10				10					10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases		4			8		1			5		
Permitted Phases	4		Free	8		8		6	Free		2	Free
Actuated Green, G (s)	13.0	13.0	90.0	13.0	13.0	13.0	22.0	40.0	90.0	19.0	37.0	90.0
Effective Green, g (s)	13.0	13.0	90.0	13.0	13.0	13.0	22.0	40.0	90.0	19.0	37.0	90.0
Actuated g/C Ratio	0.14	0.14	1.00	0.14	0.14	0.14	0.24	0.44	1.00	0.21	0.41	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	184	271	1577	199	271	407	437	1530	1601	732	1415	1561
v/s Ratio Prot		0.02			0.06		0.15			0.05		
v/s Ratio Perm	0.02		0.11	c0.08		0.03		c0.31	0.03		c0.26	0.08
v/c Ratio	0.17	0.14	0.11	0.57	0.38	0.20	0.61	0.70	0.03	0.26	0.63	0.08
Uniform Delay, d1	33.8	33.6	0.0	35.9	34.9	33.9	30.2	20.2	0.0	29.6	21.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.2	0.1	3.9	0.9	0.2	6.2	2.7	0.0	0.8	2.1	0.1
Delay (s)	34.2	33.8	0.1	39.9	35.8	34.2	36.4	22.9	0.0	30.5	23.1	0.1
Level of Service	C	C	A	D	D	C	D	C	A	C	C	A
Approach Delay (s/veh)		9.9			35.2			24.8			21.9	
Approach LOS		A			D			C			C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	661	150	73	1011	434	209
Future Volume (vph)	661	150	73	1011	434	209
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	0.98	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3444	1571	1785	3444	3396	1561
Flt Permitted	1.00	1.00	0.39	1.00	0.95	1.00
Satd. Flow (perm)	3444	1571	726	3444	3396	1561
Peak-hour factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Adj. Flow (vph)	696	150	73	1064	434	209
RTOR Reduction (vph)	0	71	0	0	0	98
Lane Group Flow (vph)	696	79	73	1064	434	111
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	6%	2%	2%	6%	2%	2%
Turn Type	NA	custom	custom	NA	Perm	Perm
Protected Phases						
Permitted Phases	2	2	6	6	3	3
Actuated Green, G (s)	26.4	26.4	26.4	26.4	11.6	11.6
Effective Green, g (s)	26.4	26.4	26.4	26.4	11.6	11.6
Actuated g/C Ratio	0.53	0.53	0.53	0.53	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1818	829	383	1818	787	362
v/s Ratio Prot						
v/s Ratio Perm	0.20	0.05	0.10	c0.31	c0.13	0.07
v/c Ratio	0.38	0.10	0.19	0.59	0.55	0.31
Uniform Delay, d1	7.0	5.9	6.2	8.1	16.9	15.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2	1.1	1.4	0.8	0.5
Delay (s)	7.6	6.1	7.3	9.4	17.7	16.4
Level of Service	A	A	A	A	B	B
Approach Delay (s/veh)	7.3			9.3	17.3	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	54.0%	ICU Level of Service	A
Analysis Period (min)	15		

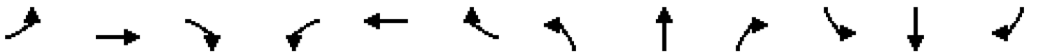
Description: New Intersection

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	251	299	1017	92	133	984
Future Volume (vph)	251	299	1017	92	133	984
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	0.97	1.00	0.98	1.00	1.00
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1762	1558	3444	1569	3462	3444
Flt Permitted	0.95	1.00	1.00	1.00	0.23	1.00
Satd. Flow (perm)	1762	1558	3444	1569	841	3444
Peak-hour factor, PHF	1.00	1.00	0.95	1.00	1.00	0.95
Adj. Flow (vph)	251	299	1071	92	133	1036
RTOR Reduction (vph)	0	73	0	37	0	0
Lane Group Flow (vph)	251	226	1071	55	133	1036
Confl. Peds. (#/hr)	10	10		10	10	
Heavy Vehicles (%)	2%	2%	6%	2%	2%	6%
Turn Type	Perm	Perm	NA	custom	custom	NA
Protected Phases						
Permitted Phases	7	7	6	6	2	2
Actuated Green, G (s)	11.9	11.9	36.1	36.1	36.1	36.1
Effective Green, g (s)	11.9	11.9	36.1	36.1	36.1	36.1
Actuated g/C Ratio	0.20	0.20	0.60	0.60	0.60	0.60
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	349	309	2072	944	506	2072
v/s Ratio Prot						
v/s Ratio Perm	0.14	c0.15	c0.31	0.04	0.16	0.30
v/c Ratio	0.72	0.73	0.52	0.06	0.26	0.50
Uniform Delay, d1	22.5	22.6	6.9	4.9	5.7	6.8
Progression Factor	1.00	1.00	1.00	1.00	1.27	1.13
Incremental Delay, d2	6.9	8.6	0.9	0.1	1.2	0.8
Delay (s)	29.4	31.2	7.8	5.1	8.4	8.5
Level of Service	C	C	A	A	A	A
Approach Delay (s/veh)	30.4		7.6			8.5
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
Description: New Intersection			
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	640	894	513	229	614	404	425	810	243	644	1089	439
Future Volume (vph)	640	894	513	229	614	404	425	810	243	644	1089	439
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0	6.0	6.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3340	3444	1517	3340	3444	1517	3340	3444	1517	3340	3444	1517
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3340	3444	1517	3340	3444	1517	3340	3444	1517	3340	3444	1517
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	674	941	540	241	646	425	447	853	256	678	1146	462
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	674	941	540	241	646	425	447	853	256	678	1146	462
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free	Prot	NA	Free
Protected Phases	4			7			2			5		
Permitted Phases		8	Free		3	Free		6	Free		1	Free
Actuated Green, G (s)	27.0	41.0	145.0	11.0	25.0	145.0	23.0	39.0	145.0	30.0	46.0	145.0
Effective Green, g (s)	27.0	41.0	145.0	11.0	25.0	145.0	23.0	39.0	145.0	30.0	46.0	145.0
Actuated g/C Ratio	0.19	0.28	1.00	0.08	0.17	1.00	0.16	0.27	1.00	0.21	0.32	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	621	973	1517	253	593	1517	529	926	1517	691	1092	1517
v/s Ratio Prot	c0.20			0.07			0.13			0.20		
v/s Ratio Perm		0.27	0.36		c0.19	0.28		c0.25	0.17		c0.33	0.30
v/c Ratio	1.09	0.97	0.36	0.95	1.09	0.28	0.84	0.92	0.17	0.98	1.05	0.30
Uniform Delay, d1	59.0	51.3	0.0	66.7	60.0	0.0	59.3	51.5	0.0	57.2	49.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	61.4	21.0	0.7	43.4	63.6	0.5	11.8	14.2	0.2	29.4	41.2	0.5
Delay (s)	120.4	72.4	0.7	110.1	123.6	0.5	71.1	65.7	0.2	86.6	90.7	0.5
Level of Service	F	E	A	F	F	A	E	E	A	F	F	A
Approach Delay (s/veh)		69.4			81.2			56.5			71.2	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	69.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	145.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	97.5%	ICU Level of Service	F
Analysis Period (min)	15		
Description: New Intersection			
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1516	276	42	1086	161	25
Future Volume (vph)	1516	276	42	1086	161	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	0.99	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3444	1530	1789	3444	1775	1569
Flt Permitted	1.00	1.00	0.13	1.00	0.95	1.00
Satd. Flow (perm)	3444	1530	248	3444	1775	1569
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1596	291	44	1143	169	26
RTOR Reduction (vph)	0	144	0	0	0	1
Lane Group Flow (vph)	1596	147	44	1143	169	25
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	6%	2%	2%	6%	2%	2%
Turn Type	NA	custom	custom	NA	Perm	Perm
Protected Phases						
Permitted Phases	2	2	6	6	3	3
Actuated Green, G (s)	30.4	30.4	30.4	30.4	17.6	17.6
Effective Green, g (s)	30.4	30.4	30.4	30.4	17.6	17.6
Actuated g/C Ratio	0.51	0.51	0.51	0.51	0.29	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1744	775	125	1744	520	460
v/s Ratio Prot						
v/s Ratio Perm	c0.46	0.10	0.18	0.33	c0.10	0.02
v/c Ratio	0.92	0.19	0.35	0.66	0.33	0.05
Uniform Delay, d1	13.6	8.1	8.9	10.9	16.6	15.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.0	0.5	7.6	1.9	0.4	0.1
Delay (s)	22.6	8.6	16.5	12.9	16.9	15.3
Level of Service	C	A	B	B	B	B
Approach Delay (s/veh)	20.5			13.0	16.7	
Approach LOS	C			B	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		

Description: New Intersection

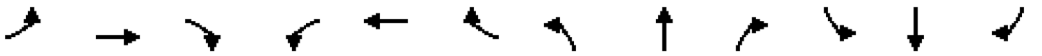
c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1449	92	44	1069	59	29
Future Volume (vph)	1449	92	44	1069	59	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.96	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3444	1535	1789	3444	1789	1561
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3444	1535	1789	3444	1789	1561
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1525	97	46	1125	62	31
RTOR Reduction (vph)	0	51	0	0	0	24
Lane Group Flow (vph)	1525	46	46	1125	62	7
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	6%	2%	2%	6%	2%	2%
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	4		3	8	2	
Permitted Phases		4				2
Actuated Green, G (s)	32.9	32.9	3.0	41.9	16.1	16.1
Effective Green, g (s)	32.9	32.9	3.0	41.9	16.1	16.1
Actuated g/C Ratio	0.47	0.47	0.04	0.60	0.23	0.23
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1618	721	76	2061	411	359
v/s Ratio Prot	c0.44		0.03	c0.33	c0.03	
v/s Ratio Perm		0.03				0.00
v/c Ratio	0.94	0.06	0.61	0.55	0.15	0.02
Uniform Delay, d1	17.7	10.1	32.9	8.4	21.5	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.4	0.0	12.9	0.3	0.8	0.1
Delay (s)	29.1	10.2	45.8	8.7	22.3	20.9
Level of Service	C	B	D	A	C	C
Approach Delay (s/veh)	28.0			10.1	21.8	
Approach LOS	C			B	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	106	171	72	64	391	191	971	114	581	1172	56
Future Volume (vph)	29	106	171	72	64	391	191	971	114	581	1172	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0	6.0	6.0	4.0	6.0	6.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1765	1883	1577	1789	1883	2818	1789	3444	1601	3471	3444	1561
Flt Permitted	0.72	1.00	1.00	0.69	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1329	1883	1577	1297	1883	2818	1789	3444	1601	3471	3444	1561
Peak-hour factor, PHF	0.95	1.00	0.95	1.00	1.00	1.00	0.95	0.95	1.00	1.00	0.95	0.95
Adj. Flow (vph)	31	106	180	72	64	391	201	1022	114	581	1234	59
RTOR Reduction (vph)	0	0	0	0	0	338	0	0	0	0	0	0
Lane Group Flow (vph)	31	106	180	72	64	53	201	1022	114	581	1234	59
Confl. Peds. (#/hr)	10		10				10					10
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%
Turn Type	Perm	NA	Free	Perm	NA	Perm	Prot	NA	Free	Prot	NA	Free
Protected Phases		4			8		1			5		
Permitted Phases	4		Free	8		8		6	Free		2	Free
Actuated Green, G (s)	10.9	10.9	80.0	10.9	10.9	10.9	16.0	30.0	80.0	21.1	35.1	80.0
Effective Green, g (s)	10.9	10.9	80.0	10.9	10.9	10.9	16.0	30.0	80.0	21.1	35.1	80.0
Actuated g/C Ratio	0.14	0.14	1.00	0.14	0.14	0.14	0.20	0.38	1.00	0.26	0.44	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	256	1577	176	256	383	357	1291	1601	915	1511	1561
v/s Ratio Prot		c0.06			0.03		0.11			0.17		
v/s Ratio Perm	0.02		0.11	0.06		0.02		c0.30	0.07		c0.36	0.04
v/c Ratio	0.17	0.41	0.11	0.41	0.25	0.14	0.56	0.79	0.07	0.63	0.82	0.04
Uniform Delay, d1	30.6	31.6	0.0	31.6	30.9	30.4	28.8	22.2	0.0	26.0	19.6	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	0.74	1.00
Incremental Delay, d2	0.5	1.1	0.1	1.5	0.5	0.2	6.3	5.0	0.1	0.3	0.5	0.0
Delay (s)	31.0	32.7	0.1	33.2	31.4	30.6	35.1	27.2	0.1	21.5	15.0	0.0
Level of Service	C	C	A	C	C	C	D	C	A	C	B	A
Approach Delay (s/veh)		14.1			31.0			26.1			16.6	
Approach LOS		B			C			C			B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1040	437	208	842	272	160
Future Volume (vph)	1040	437	208	842	272	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	1.00	1.00	0.95	0.97	1.00
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3444	1569	1786	3444	3358	1551
Flt Permitted	1.00	1.00	0.23	1.00	0.95	1.00
Satd. Flow (perm)	3444	1569	440	3444	3358	1551
Peak-hour factor, PHF	0.95	1.00	1.00	0.95	1.00	1.00
Adj. Flow (vph)	1095	437	208	886	272	160
RTOR Reduction (vph)	0	154	0	0	0	90
Lane Group Flow (vph)	1095	283	208	886	272	70
Confl. Peds. (#/hr)		10	10		10	10
Heavy Vehicles (%)	6%	2%	2%	6%	2%	2%
Turn Type	NA	custom	custom	NA	Perm	Perm
Protected Phases						
Permitted Phases	2	2	6	6	3	3
Actuated Green, G (s)	38.8	38.8	38.8	38.8	9.2	9.2
Effective Green, g (s)	38.8	38.8	38.8	38.8	9.2	9.2
Actuated g/C Ratio	0.65	0.65	0.65	0.65	0.15	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2227	1014	284	2227	514	237
v/s Ratio Prot						
v/s Ratio Perm	0.32	0.18	c0.47	0.26	c0.08	0.05
v/c Ratio	0.49	0.28	0.73	0.40	0.53	0.30
Uniform Delay, d1	5.5	4.6	7.1	5.0	23.4	22.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.7	15.4	0.5	1.0	0.7
Delay (s)	6.3	5.3	22.5	5.6	24.4	23.2
Level of Service	A	A	C	A	C	C
Approach Delay (s/veh)	6.0			8.8	24.0	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

Description: New Intersection

c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	195	189	1086	297	344	1240
Future Volume (vph)	195	189	1086	297	344	1240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	1.00	0.95	1.00	0.97	0.95
Frpb, ped/bikes	1.00	0.97	1.00	0.98	1.00	1.00
Flpb, ped/bikes	0.98	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1760	1556	3444	1569	3463	3444
Flt Permitted	0.95	1.00	1.00	1.00	0.21	1.00
Satd. Flow (perm)	1760	1556	3444	1569	770	3444
Peak-hour factor, PHF	1.00	1.00	0.95	1.00	1.00	0.95
Adj. Flow (vph)	195	189	1143	297	344	1305
RTOR Reduction (vph)	0	63	0	114	0	0
Lane Group Flow (vph)	195	126	1143	183	344	1305
Confl. Peds. (#/hr)	10	10		10	10	
Heavy Vehicles (%)	2%	2%	6%	2%	2%	6%
Turn Type	Perm	Perm	NA	custom	custom	NA
Protected Phases						
Permitted Phases	7	7	6	6	2	2
Actuated Green, G (s)	11.0	11.0	37.0	37.0	37.0	37.0
Effective Green, g (s)	11.0	11.0	37.0	37.0	37.0	37.0
Actuated g/C Ratio	0.18	0.18	0.62	0.62	0.62	0.62
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	322	285	2123	967	474	2123
v/s Ratio Prot						
v/s Ratio Perm	c0.11	0.08	0.33	0.12	c0.45	0.38
v/c Ratio	0.61	0.44	0.54	0.19	0.73	0.61
Uniform Delay, d1	22.5	21.8	6.6	5.0	8.0	7.1
Progression Factor	1.00	1.00	1.00	1.00	1.80	1.54
Incremental Delay, d2	3.2	1.1	1.0	0.4	8.4	1.2
Delay (s)	25.7	22.9	7.6	5.4	22.8	12.2
Level of Service	C	C	A	A	C	B
Approach Delay (s/veh)	24.3		7.1			14.4
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	12.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
Description: New Intersection			
c Critical Lane Group			

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South Transcona Emergency Services Memo

Update 2026-04-21

POMAX
CONSULTING

This updated report should be read in conjunction with the previously submitted emergency services memo for South Transcona development dated March 20th, 2026.

Winnipeg Fire Paramedic Services advised the developers of the South Transcona lands that the following information should be incorporated into the Secondary Plan application:

- Use of the current NFPA 1710 Annex D Response Objectives, with a total effective response time force of 14 (3 pumpers and a ladder)
- Consideration of the internal road network as proposed in the Draft Secondary Plan
- Use of sample data to ensure accurate response modelling
- Phasing plan outlining anticipated stages of development in South Transcona and corresponding population growth, in line with other submitted reports (TIS).

This report addresses the first two bullets. Bullet three is yet to be completed but we anticipate that it will have minimal effect on the conclusions of this report. Bullet four is addressed elsewhere in the Secondary Plan application.

National Fire Protection Association 1710 Background

NFPA 1710 is one of hundreds of standards produced by the National Fire Protection Association which addresses a wide range of safety related issues. 1710 is titled *Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*. This standard deals with many incident types including fire suppression, emergency medical services, special operations rescue, airport rescue and firefighting, marine rescue, and others.

1710 also incorporates 11 other NFPA standards, three United States Government publications, 10 other NFPA standards, one of which is included in the first bullet, all of which are encompassed in the adoption of 1710 if a municipality decides to formally implement 1710 as a municipal criterion.

WFPS is not suggesting the adoption of 1710 but is referencing a specific section of the standard with respect to response time targets and resources in the case of a structure fire; that is, NFPA 1710 Annex D Response Objectives.

The travel time and resource targets of Annex D are indicated in red text in Figure 1, below.

NFPA 1710 Annex D Response Objectives

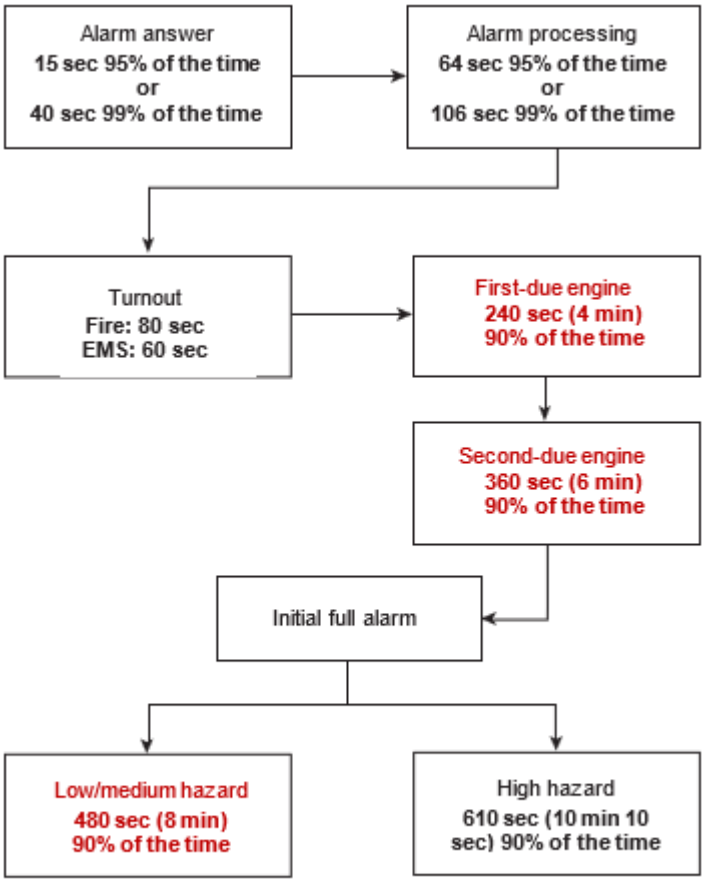

FIGURE D.1 Response Objectives.

This means that the target for the first engine (pumper) is to arrive on scene within four minutes travel time, the second within 6 minutes, and the third within 8 minutes. Normally, municipalities staff pumpers with four people which means that 12 firefighters and three vehicles are targeted to arrive within eight minutes of the first vehicle departing the fire hall.

Winnipeg Fire Paramedic Services' target is 14 firefighters and four vehicles – one of them a ladder truck – within 8 minutes. This is an ambitious objective which may impact both the scope of a fire hall within South Transcona and require some equipment movement; for example, a ladder truck from another station to station 21. The move of a ladder truck from an alternate station to 21 may have ripple effect on similar coverage (3 pumpers and a ladder) in other areas.

Exhibit 1: Four Minute Travel Time Comparison Rennie Ave and Dugald Rd. and Symington Rd and Esselmont Ave[1] indicates that a fire hall located at one of the two suggested locations in South Transcona will accomplish the initial response of four minutes (first due engine).

Exhibit 2: Six Minute Travel Time Response from Stations 9, 21, and 25 to South Transcona Precinct demonstrates that station 21 will access approximately half of the South Transcona area in six minutes (the second arriving vehicle), and hall 25 can access an estimated 30% of the area. This means that the objective of two fire trucks arriving within six minutes can be accomplished in part of the development area.

Again, dataset limitations for future road networks made it difficult to plot the full range of coverage from existing stations but there is strong confidence that coverage shown in Exhibit 2 can be achieved within six minutes and we are working to resolve datasets issues so that maps show the full range that fire trucks can encompass in six minutes.

Exhibit 3: Eight Minute Travel Time Response from Stations 9, 21, and 25 to South Transcona Precinct indicates that stations 21 and 25 will encompass the South Transcona area within eight minutes except for the possibility of a small portion in the central southeast. As noted, dataset limitations for future road networks made it difficult to plot the full range of coverage from existing stations but there is strong confidence that coverage shown in Exhibit 3 can be achieved within eight minutes and we are working to resolve datasets issues so that maps show the full range that fire trucks can encompass in eight minutes.

To assemble 14 firefighters, three pumpers, and a ladder truck within eight minutes as WFPS wishes to achieve, a ladder truck would have to be located in station 21 or 25, preferably hall 21.

Conclusion

Based on the information explained in this update report, a fire station within South Transcona staffed with four firefighters 24 hours a day and secondary coverage from stations 21 and 25 would enable WFPS to meet the structure fire target of 14 firefighters and four vehicles in almost all cases.

[1] Exhibit 1 is an excerpt from the previously submitted emergency services memo for South Transcona development dated March 20th, 2026.

Prepared by:

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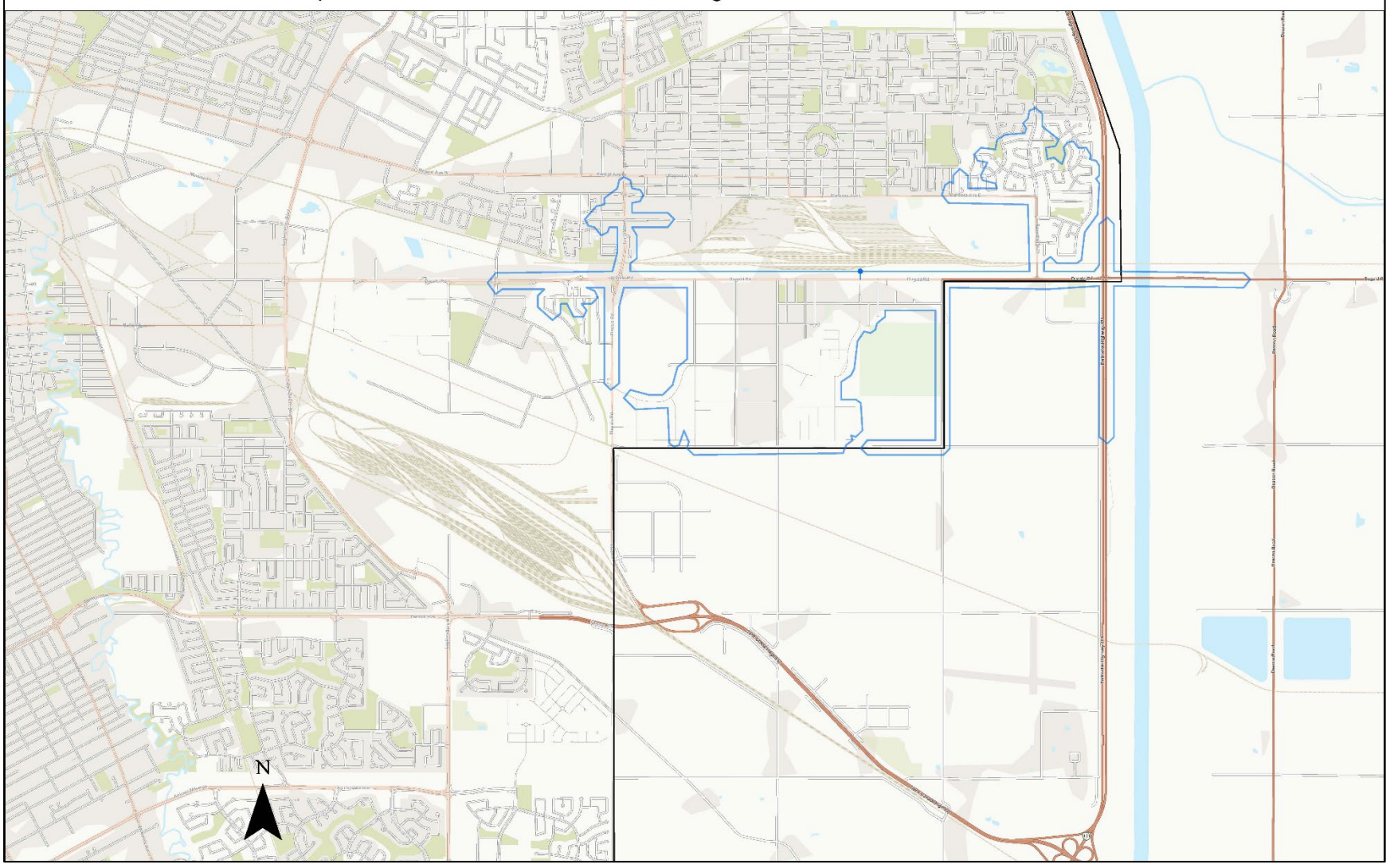
Exhibit 1: Four Minute Travel Time Comparison Rennie Ave and Dugald Rd. and Symington Rd and Esselmont Ave

Both locations provide four minute first vehicle coverage to all of South Transcona. However, the Symington Road and Esselmont Avenue location offers quicker initial vehicle response to more expected occupancies (occupied buildings) which can be important in cases of time required for vertical travel.

South Transcona - 4 minute response contour for Rennie Avenue and Dugald Road



South Transcona - 4 minute response contour for Esselmont Avenue and Symington Road

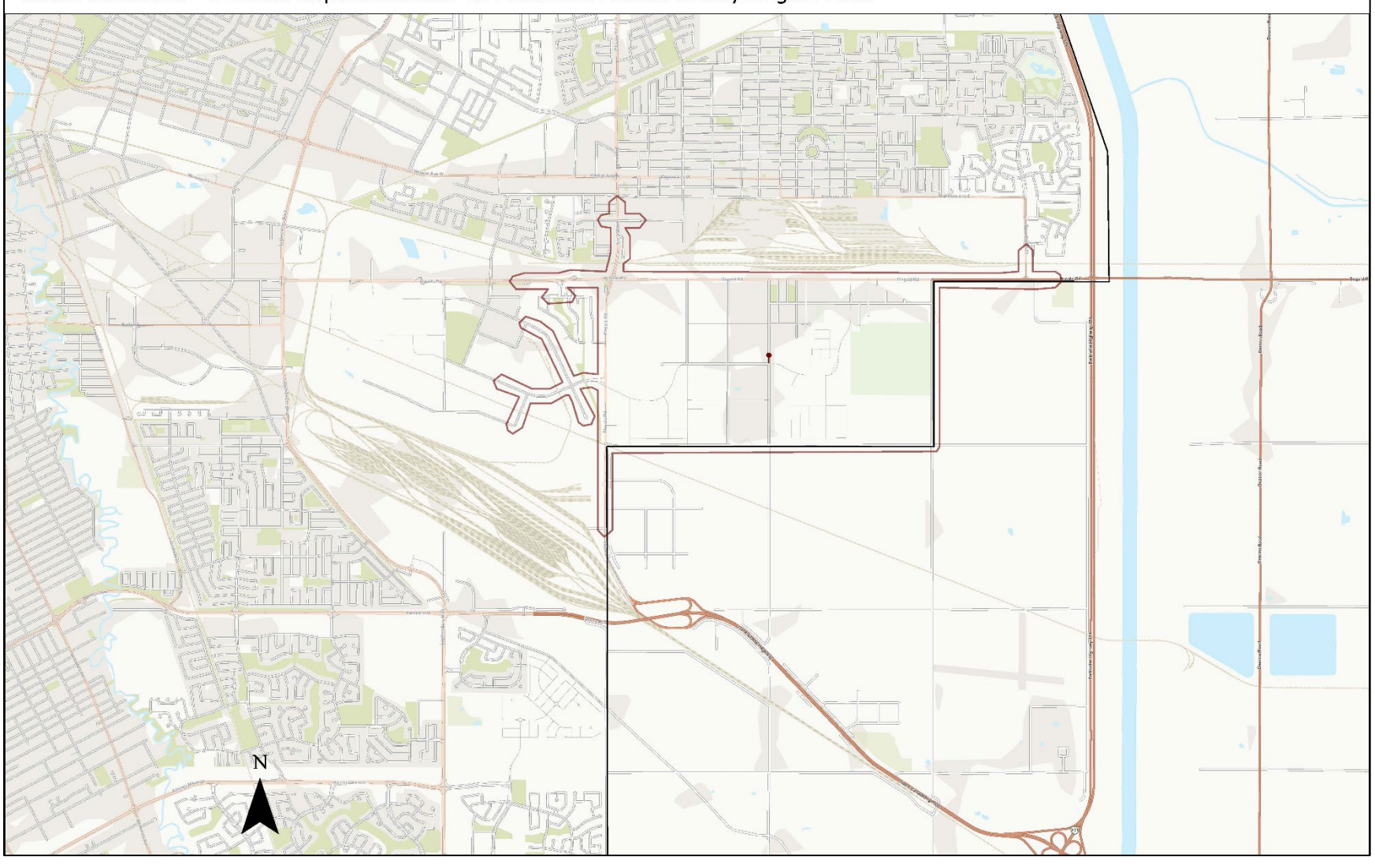


Exhibit 2: Six Minute Travel Time Response from stations 9, 21, and 25 to South Transcona Precinct

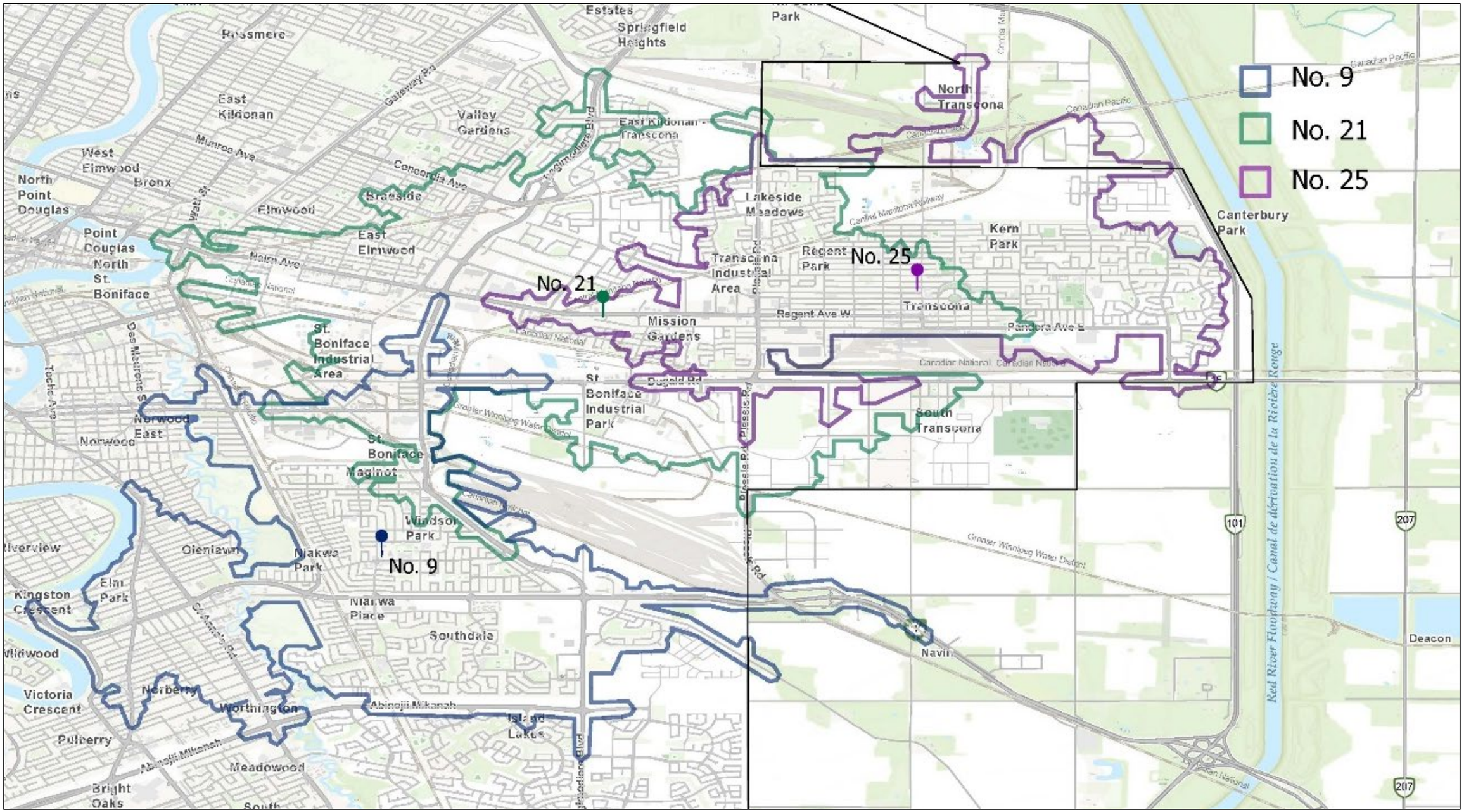
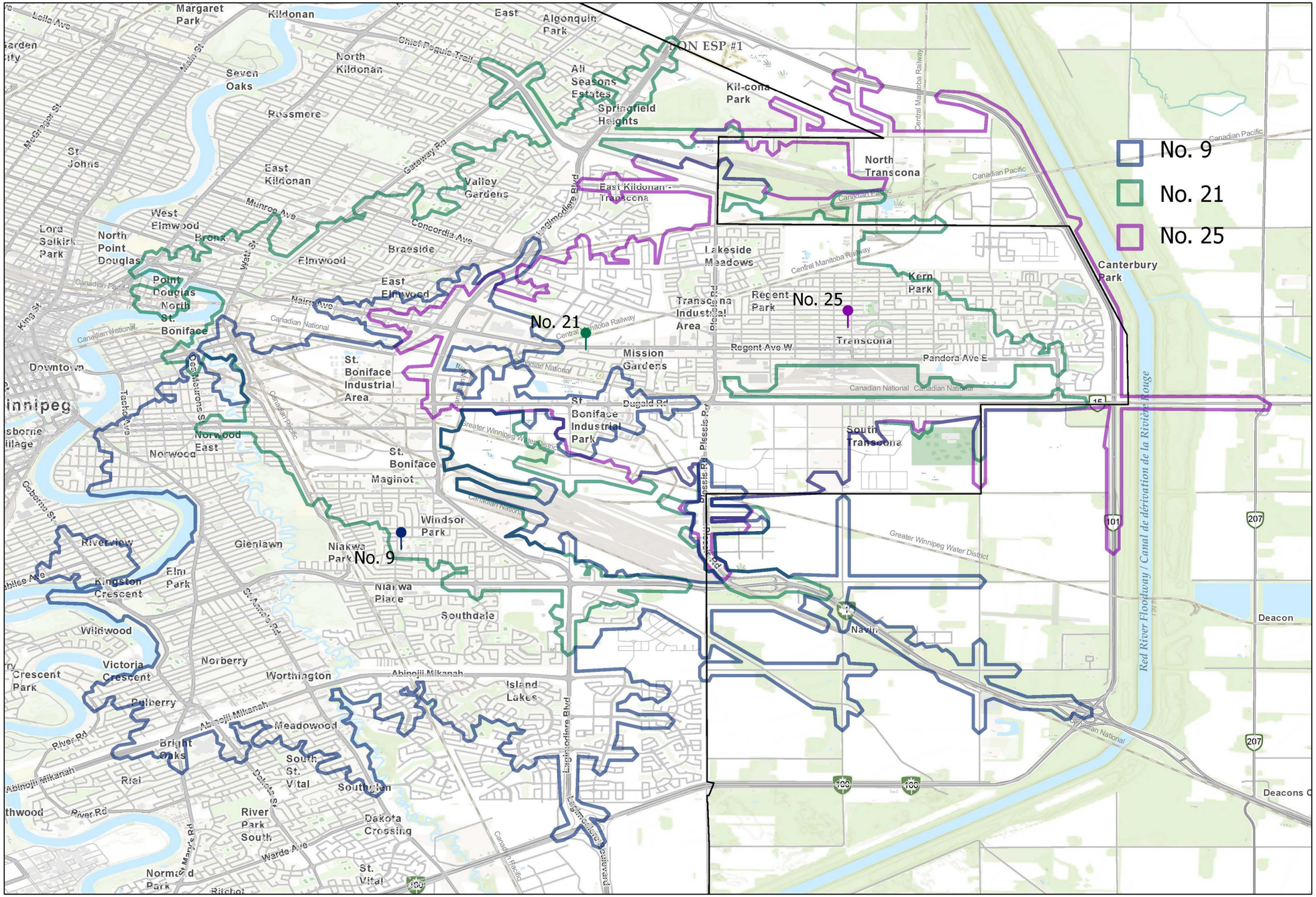


Exhibit 3: Eight Minute Travel Time Response from stations 9, 21, and 25 to South Transcona Precinct



DILLON
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TAGGART PROPERTIES INC.

Rail Noise Study

South Transcona, Winnipeg, Manitoba

March 2026 – 25-1958

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1.0 Introduction

1.1 Purpose and Objectives

Dillon Consulting Limited (Dillon) was retained by Taggart Properties Inc. and Plessis Pointe Development Corporation to complete a rail noise study for the South Transcona Secondary Plan area located in Winnipeg, Manitoba. This study has been completed in support of the South Transcona Secondary Plan.

The rail noise study noise assessment presented herein was prepared in accordance with the *Federation of Canadian Municipalities and the Railway Association of Canada – Guidelines for New Development in Proximity to Railway Operations (2013)* (the Guide). This assessment focuses on noise impacts from nearby rail yards (north and southwest of the subject lands) and railway operations on the South Transcona Secondary Plan Area.

1.2 The Project and Surrounding Areas

The subject lands of this assessment are described as South Transcona and are bordered by the following roadways in Winnipeg, Manitoba:

- Dugald Road to the North;
- Murdock Road to the East;
- St. Boniface Road to the South; and
- Plessis Road to the West.

The location of the subject lands is presented in **Figure B1** in **Appendix B**.

At the time of this assessment, the subject lands have the following existing land uses:

- Residential;
- Agricultural;
- Park; and
- Commercial.

Additionally, the subject lands are composed of the following zoning districts per the City of Winnipeg's Zoning By-Law No. 200/206:

- Parks and Recreation (Community)
- Agricultural
- Residential Single-Family
- Rural Residential

- Commercial Neighborhood.

The South Transcona Secondary Plan is proposing to introduce the following land uses to the subject lands:

- Nature Park;
- Commercial;
- Multi-Family Mixed Use Low, Mid, and High Rise;
- Single Family, Duplex, Triplex, Quadplex Residential; and
- Townhomes.

The proposed land use plan for the subject lands has been included in **Appendix C**.

2.0 Rail Noise Assessment

In assessing potential noise impacts from rail operations on the subject lands, the following rail yards and rail corridors were considered in this assessment:

- Canadian National Railway (CN) Redditt Subdivision freight line located north of the subject lands;
- Greater Winnipeg Water District (GWWD) Railway located southwest of the subject lands;
- CN Transcona Yard located north of the subject lands;
- CN Symington Yard located southwest of the subject lands; and
- Rail operations associated with Malteurop Canada.

The locations of the above noted rail operations are presented in **Figure B1** in **Appendix B**.

As per the Guide, noise impacts associated with the operations of rail corridors and rail yards were assessed separately. The assessment details, including methodology and results, are presented in the following sections.

2.1 Rail Traffic Noise Assessment

Rail traffic noise sources with the potential to impact the noise environment of the subject lands include freight rail traffic on the CN Redditt Subdivision and the Greater Winnipeg Water District Railway.

Noise impacts on the subject lands due to rail traffic operation was predicted and compared against the applicable criteria specified in the Guide. The Guide outlines noise level criteria for sensitive land uses which assist in determining requirements for façade construction, ventilation requirements, warning clauses, and potential noise barriers.

2.1.1 Noise Criteria

The recommended noise criteria for new residential developments in proximity to freight railway corridors, as outlined in the Guide, is summarized below and presented in **Table 1**.

Table 1 summarizes the indoor and outdoor sound level limits based on the type of space and time of day. The indoor noise levels are based on the assumption of closed windows and doors.

Table 1: Recommended Noise Criteria for New Residential or Other Sensitive Land Uses in Proximity to Freight Railway Corridors

Type of Space	Time Period	Indoor Equivalent Sound Level - L_{eq} [dBA]	Outdoor Equivalent Sound Level - L_{eq} [dBA]
Bedrooms	Nighttime (23:00 - 07:00)	35	50
Living/Dining Rooms	Daytime (07:00-23:00)	40	55
Outdoor Living Area	Daytime (07:00-23:00)	Not Applicable	55

Note:
Rail whistle noise is not considered in the assessment of outdoor living areas

2.1.2 Transportation Sources

In assessing potential transportation noise impacts on the subject lands, freight rail traffic on the CN Redditt Subdivision and the GWWD were analyzed as surface transportation noise sources.

An information request was sent by Dillon Consulting to CN to determine rail traffic volume information to be used in this rail traffic noise assessment for the CN Redditt Subdivision. CN responded to the information request by stating that the public works department does not have information related to noise studies for CN tracks in Winnipeg.

The rail traffic data used in this assessment for CN Redditt Subdivision was obtained from the Government of Canada's Grade Crossings Inventory. The Grade Crossings Inventory provides the location and characteristics of the railway crossings in Canada. The CN Redditt Subdivision Plessis Road and Ravenhurst Street at-grade crossings were considered to be representative of the rail traffic characteristic with potential to impact the subject lands. Based on the Grade Crossings Inventory, the CN Reddit Subdivision has a daily rail traffic of 19 trains at a maximum speed of 60 miles per hour.

Based on Dillon's experience in rail traffic noise studies, it was conservatively assumed that each train operating on the CN Redditt Subdivision is a freight with 4 locomotives and 140 cars hour. It was assumed that daily rail traffic is equally distributed across 24 hours of the daytime and nighttime period. Additionally, it was assumed that the CN Redditt Subdivision consists of continuously wielded rail.

An information request was sent by Dillon Consulting to the City of Winnipeg to determine rail traffic volume information to be used for the GWWD railway. The City of Winnipeg identified that 6 trains operate on the GWWD railway per week, at a speed of 15 miles per hour, and warning whistles are used for at-grade crossings. The GWWD railway is only operational during the daytime period and trains typically consist of 1 locomotive and 6 cars

As per the Guide, rail traffic volumes were escalated by 2.5% compounded annually for 11 years into the future (2036).

Anti-whistle by-laws were not identified for the CN Redditt Subdivision. As per the Guide, it was assumed that the trains would activate whistles 400 m prior to all at-grade crossing.

The 2036 forecasted future rail traffic data is presented in **Table 2**. The traffic data used in this analysis is presented in **Appendix E**.

Table 2: Rail Traffic Data (2036)

Railway	Daytime (07:00-23:00) Trains	Nighttime (23:00-07:00) Trains	Number of Locomotives per Train	Number of Cars per Train	Speed (km/h)
CN Redditt Subdivision	19	9	4	140	97
GWWD	2	0	1	6	24

2.1.3 Predicted Sound Level

The noise analysis was completed using CadnaA noise propagation software. The CadnaA software includes the implementation of the U.S. FTA/FRA algorithms. The model is capable of incorporating various site specific features, such as elevation, berms, absorptive grounds, and barriers, to accurately predict noise levels at specific receptors pertaining to noise emissions from a particular noise source. The model accounts for the reduction in sound level due to increased distance and geometrical spreading, air absorption, ground attenuation, and acoustical shielding by intervening structures and topography. The model is considered conservative as it represents atmospheric conditions that promote the propagation of sound from source to receptor.

2.1.3.1 Railway Analysis

The railway noise impact assessment was completed using the U.S. FTA/FRA protocol, implemented through CadnaA noise propagation software. Reference sound levels used in the FTA/FRA algorithm include: diesel and electric locomotives, commuter cars, freights cars, and horns. The inputs used for the FTA/FRA algorithm are outlined in **Section 2.1.2**.

2.1.3.2 Sensitive Receptor Locations

Representative receptor locations were selected based on information received by Taggart Properties Inc. and Plessis Pointe Development Corporation. Each receptor was selected to represent various

façade types and proximities to the rail noise sources. The locations of the assessed receptors are shown in **Figure B2** in **Appendix B**.

In addition to predictive determination of sound levels at the representative receptors, noise level contours were determined for the entirety of the subject lands to demonstrate noise impacts throughout the subject lands on a variety of receptor types (i.e., bedroom, living/dining room, and outdoor living areas). Noise level contours were calculated at the following heights (above grade) to represent various receptor types that are expected within the subject lands:

- 1.5 m to represent outdoor living areas
- 7.5 m to represent façade of 3rd storey bedrooms and living/dining rooms
- 22.5 m to represent façade of 8th storey bedrooms and living/dining rooms

2.1.3.3 Transportation Noise Impacts – Rail Corridor

Table 3 summarizes the transportation noise impacts at the assessed representative receptors.

Table 3: Transportation Noise Impact Summary Table

Point of Reception ID	Receptor Description	Rail Transportation Noise Impacts	
		Daytime (07:00-23:00)	Nighttime (23:00-07:00)
POR_1	Façade of 3rd Storey Townhome	**56**	**56**
POR_1_O	Rear Yard Outdoor Living Area of POR_1	55	NA
POR_2	Façade of 3rd Storey Townhome	51	**51**
POR_2_O	Rear Yard Outdoor Living Area of POR_2	51	NA
POR_3	Façade of 8th Storey Residential Building	**60**	**60**
POR_4	Façade of 8th Storey Residential Building	**58**	**58**
POR_5	Façade of 8th Storey Residential Building	**56**	**56**
POR_6	Façade of 8th Storey Residential Building	**64**	40
POR_7	Façade of 3rd Storey Townhome	**58**	46
POR_7_O	Rear Yard Outdoor Living Area of POR_7	48	NA
POR_8	Façade of 3rd Storey Townhome	52	46
POR_8_O	Rear Yard Outdoor Living Area of POR_8	47	NA

Note:

[1] Rail transportation noise impacts that exceed the criteria noted are presented in **BOLD**.

[2] As per the Guide, whistle noise is not included when assessing transportation noise impacts for outdoor living areas.

As shown in **Table 3**, the assessed representative receptors are in exceedance of the applicable criteria provided in **Table 1**. As such, noise mitigation measures are required to achieve compliance with the criteria.

The transportation noise impacts associated with the rail corridor are presented in **Figures B3** to **B7** in **Appendix B**. It is recommended that mitigation measures be applied for any sensitive receptors located within the areas identified to exceed the applicable criteria (as presented in **Figures B3** to **B7** in **Appendix B**). Potential noise mitigation options for transportation noise sources are provided in the following section.

2.1.4 Transportation Noise Control Measures – Rail Corridors

Potential noise control measures that can mitigate the rail transportation noise impacts at the assessed representative receptors are discussed in the following sub-section.

2.1.4.1 Façade Construction Recommendations

Based on the predicted façade sound levels shown in **Table 3** and the criteria outlined in **Table 1**, a detailed building component design analysis is required throughout the subject lands to ensure the indoor sound level criteria is met.

Indoor sound levels, and the building component analysis, were determined using the National Research Council's (NRC) Building Practice Note 56 (BPN56). BPN56 is a method for selecting appropriate sound transmission class (STC) ratings for the façade and glazing components to mitigated noise and satisfy indoor sound level criterion.

As detailed floor plans, showing room dimensions and expected glazing, were not available at the time of this assessment, generic room dimensions and glazing percentages were assumed for the analysis. Assumptions included:

- Single/Two Residential Living/Dining – 35% glazing and Sleeping Quarters – 25% glazing; and
- Multi-family Residential Living/Dining – 70% glazing and Sleeping Quarters – 50% glazing.

Overall STC requirements for windows and doors (including balcony doors) were determined using the combined transportation noise sources (i.e., locomotive, wheel, and horn). STC calculations were completed for daytime and nighttime periods, with the worst-case requirements selected for recommendation. Based on the STC calculations, the maximum STC values required for the assessed representative receptors is STC 27.

The above mentioned STC ratings are conservatively calculated and represent the recommended minimum STC ratings for the windows. More building specific analysis may be required as the site layout

and building design progresses. Windows should be carefully selected to ensure the entire assembly (frame and glazing) meets the specified minimum STC ratings. It is recommended that manufacturer tests and specifications be reviewed by an Acoustical Consultant upon selection. The BPN56 analysis is presented in **Appendix F**.

Sensitive spaces located on corners of buildings, which have multiple façade exposure and potential contribution from multiple sources may require an STC increase of 3. As the design of the subject lands progresses, the façade and glazing requirements should by reviewed by an Acoustical Consultant, ideally at the Site Plan Approval (SPA) stage, to confirm or update the above recommended STC ratings.

2.1.4.2 Ventilation Requirements and Warning Clauses

Based on the predicted sound levels shown in **Table 3** and the criteria outlined in **Table 1**, the outdoor sound levels for living/dining rooms and bedrooms are exceeded at the assessed representative receptors. It is recommended that the future dwellings at the subject lands be designed with air conditioning, which allow windows to remain closed, thereby ensuring that the indoor sound levels are within the applicable sound level limits.

Additionally, a CN warning clause regarding the potential for noise impacts should be applied to any residential developments located within 300 m of the CN Redditt Subdivision right-of-way.

The warning clause should be included in occupant agreements, as well as any agreements that are registered on Title for all Offers of Purchase and Sale, lease/rental agreements, and condominium declarations. The warning clause has been provided in **Appendix D.**

2.1.4.3 Outdoor Living Areas (OLAs)

As shown in **Figure B3** in **Appendix B**, outdoor living areas within 600 m of the CN Redditt Subdivision are expected to exceed the 55 dBA sound level limit. Acoustic barriers may be utilized to reduce the exposure of outdoor living areas to the rail corridor noise sources.

Acoustic barrier should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained.

The above-mentioned noise mitigation measures are predicted to reduce the noise impact from the rail corridor at the representative receptors such that compliance can be achieved. It is recommended that this assessment be updated as the design of the sensitive land uses progresses.

2.2 Rail Yard Noise Assessment

A rail yard stationary noise impact assessment was completed to assess noise impacts from the following stationary rail noise sources:

- CN Transcona Yard;
- CN Symington Yard; and
- Rail operations associated with Malteurop Canada.

2.2.1 Rail Yard Operations

The rail yard operations in proximity to the subject lands have been summarized in the following subsections. An information request was sent to CN regarding the noise emissions and operations of the CN Transcona Yard and CN Symington Yard. CN was unable to provide noise emissions nor a description of the yards' operations. The descriptions of the rail yard operations below are based on publicly available historic data and assumptions based on Dillon's experience with similar rail yards.

2.2.1.1 CN Transcona Yard

CN's Transcona Yard is a flat switching yard located approximately 170 m north of the subject lands. Primary operations at the yard include rail car movements, coupling, and maintenance operations. The yard operates 24 hours per day, 7 days a week and handles approximately 1,500 train cars per day.

For the purposes of this assessment, the following dominant noise sources were considered to operate simultaneously at the CN Transcona Yard, for the duration of the worst-case 1-hour period:

- Idling locomotives;
- Rail car shunting;
- Rail switcher movements;
- Air tools, including compressors and impact wrenches, associated with maintenance facilities; and
- Front end loader movements.

The number of dominant noise sources assessed for each source type has been provided in **Table 6**.

2.2.1.2 CN Symington Yard

CN's Symington Yard is a gravity classification yard located on the Sprague subdivision and located approximately 750 m southwest of the subject lands. Primary operations at the yard include rail car movements and classification, coupling, and rail car loading. The yard operates 24 hours per day, 7 days a week.

For the purposes of this assessment, the following dominant noise sources were considered to operate simultaneously at the CN Symington Yard during a worst-case 1-hour period:

- Idling locomotives;
- Rail car shunting;
- Loader movements; and
- Rail retarder systems.

The number of dominant noise sources assessed for each source type has been provided in **Table 6**.

2.2.1.3 Malteurop Canada

Malteurop Canada is a malting plant facility located at 3001 Dugald Road and directly north of the subject lands. With regards to rail operations, the facility receives barley materials and ships bulk malt product via rail cars. The facility is expected to operate 24 hours per day, 7 days a week.

For the purpose of this rail noise study, at the request of the City of Winnipeg, this assessment was completed to determine potential noise impacts only due to the rail operations at Malteurop Canada. As such, additional noise sources associated with the primary operations of Malteurop Canada were not considered in this assessment.

The following noise sources associated with Malteurop Canada's rail operations were assumed to operate:

- Idling locomotives; and
- Rail switcher movements.

The number of dominant noise sources assessed for each source type has been provided in **Table 6**.

2.2.2 Rail Yard Noise Criteria

The Guide outlines applicable sound level criteria for residential or other sensitive land uses in proximity to freight rail shunting yards. **Table 4** shows the sound level limits for Class 1 and Class 2 areas, where Class 1 areas have acoustic environments dominated by an urban hum and Class 2 areas have acoustic qualities of a Class 1 during the daytime period but rural acoustic qualities during evening and nighttime periods.

Table 4: Recommended Noise Criteria – Residential or Other Sensitive Land Uses in Proximity to Freight Rail Shunting Yards

Time Period	Exclusionary Sound Level Limit – 1 hour L_{eq} (dBA) or L_{LM} (dBAI)	
	Class 1	Class 2
Daytime (07:00 - 19:00)	50	50
Evening (19:00 - 23:00)	47	45
Nighttime (23:00 - 07:00)	45	45

The subject lands were assumed to be a Class 1 area based on the proximity to the Transcona and Symington rail yards which operate 24/7 and the nearby rail corridors

2.2.3 Stationary Sources

The assumed worst case rail operations with noise emissions that have potential to impact the subject lands are described in **Section 2.2.1**.

The noise sources, source location, and sound characteristics have been presented in **Table 5**. The location of noise sources for CN Transcona and Symington Yards were assumed to be inline with the aerial views of the yards and where applicable (mobile sources) in the closest proximity to the subject lands in order to capture the worst-case noise impacts.

Sound levels for the above-mentioned sources were obtained from Dillon's in-house noise database as well as publicly accessible noise data. Information on the stationary noise sources considered in this assessment are presented in **Table 5**. The stationary noise sources are identified as steady with an equivalent sound power level in decibels A-weighted (dBA), or as impulsive with an impulsive sound level in decibels A-weighted impulsive (dBAI).

Table 5: Source Sound Power Levels

Source ID	Source Description	Source Location	Number of Sources	Equivalent Sound Level or Impulsive Sound Level	Sound Characteristic
TR-IDL	Idling locomotive	CN Transcona Yard	12	101.3 dBA	Steady, Continuous
TR-LD	Front End Loader Movements	CN Transcona Yard	5	106.5 dBA	Steady, Continuous
TR-AT	Maintenance Air Tools	CN Transcona Yard	5	112.0 dBA	Steady, Continuous
TR-CP	Maintenance Air Compressors	CN Transcona Yard	5	101.5 dBA	Steady, Continuous
TR-SW	Switcher Locomotive Movements	CN Transcona Yard	3	114.3 dBA	Steady, Continuous
TR-SH	Rail Car Shunting	CN Transcona Yard	20	119.0 dBAI	Impulsive
SY-IDL	Idling Locomotive	CN Symington Yard	12	101.3 dBA	Steady, Continuous
SY-LD	Front End Loader Movements	CN Symington Yard	5	106.5 dBA	Steady, Continuous
SY-RS	Rail Car Retarder System	CN Symington Yard	11	144.3 dBA	Steady, Operational for 5 minute per hour
SY-SH	Rail Car Shunting	CN Symington Yard	20	119.0 dBAI	Impulsive
MA-IDL	Idling Locomotive	Malteurop Canada	1	101.3 dBA	Steady, Continuous
MA-SW	Switcher Locomotive Movements	Malteurop Canada	1	114.3 dBA	Steady, Continuous

The location of the sources summarized in **Table 5** are provided in **Figure B8** in **Appendix B**.

2.2.4 Noise Sensitive Points of Reception

Noise impacts from the rail yards on the subject lands were assessed at various several receptors, representing different receptor types, heights, and distances from rail yards.

In addition to discrete points of reception, noise level contours were calculated and superimposed on aerial views of the subject lands.

2.2.5 Predicted Sound Levels

The noise analysis was completed using CADNA/A, an outdoor noise propagation model, based on ISO Standard 9613, Part 1: Calculation of the absorption of sound by the atmosphere, 1993 and Part 2: General method of calculation (ISO-9613-2:1996). The model is capable of incorporating various site specific features, such as elevation, berms, absorptive grounds, and barriers, to accurately predict noise levels at specific receptors, pertaining to noise emissions from a particular source/sources. The ISO based model accounts for the reduction in sound level due to increased distance and geometrical spreading, air absorption, ground attenuation, and acoustical shielding by intervening structures and

topography. The model is considered conservative as it represents atmospheric conditions that promote propagation of sound from the source to the receiver.

The following assumptions were incorporated in the noise propagation modelling:

- A global ground absorption coefficient of 0.50, representing a mix of absorptive and reflective grounds between sources and receptors;
- A second order reflection; and
- The ground within the study area is considered to be generally flat.

Impacts from the stationary noise sources were predicted through noise propagation modelling for continuous and impulsive noise emissions from the rail yard. The predicted receptor noise levels were compared against the applicable criteria (see **Table 4**).

2.2.5.1 Rail Yard Noise Impacts – Continuous

Table 6 summarizes the predicted noise levels from rail yard continuous noise sources at the assessed points of reception of the subject lands.

Table 6: Stationary Noise Impact Summary Table – Continuous

Assessment Location	Receptor Description	Predicted Noise Impacts - L_{eq} 1 hr (dBA)			Meets Class 1 Limits? (Yes/No)
		Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	
POR_1	Façade of 3rd Storey Townhome	51	51	51	**No**
POR_2	Façade of 3rd Storey Townhome	48	48	48	**No**
POR_3	Façade of 8th Storey Residential Building	51	51	51	**No**
POR_4	Façade of 8th Storey Residential Building	49	49	49	**No**
POR_5	Façade of 8th Storey Residential Building	47	47	47	**No**
POR_6	Façade of 8th Storey Residential Building	63	63	63	**No**
POR_7	Façade of 3rd Storey Townhome	63	63	63	**No**
POR_8	Façade of 3rd Storey Townhome	62	62	62	**No**

The predicted stationary noise impacts (steady noise sources) on the subject lands is presented in **Figure B9** in **Appendix B**.

2.2.5.2 Rail Yard Noise Impacts – Impulsive

Table 7 summarizes the predicted noise levels from rail yard impulsive noise sources at the assessed representative points of reception. As per the Guide, impulsive noise was determined by calculating the Logarithmic Mean Impulse Sound Level (LLM) of rail shunting events for each rail yard.

Table 7: Stationary Noise Impact Summary Table – Impulsive

Assessment Location	Receptor Description	Predicted Noise Impacts – L_{LM}- 1 hr (dBAI)			Meets Class 1 Limits? (Yes/No)
		Daytime (07:00-19:00)	Evening (19:00-23:00)	Nighttime (23:00-07:00)	
POR_1	Façade of 3rd Storey Townhome	46	46	46	**No**
POR_2	Façade of 3rd Storey Townhome	43	43	43	Yes
POR_3	Façade of 8th Storey Residential Building	47	47	47	**No**
POR_4	Façade of 8th Storey Residential Building	44	44	44	Yes
POR_5	Façade of 8th Storey Residential Building	41	41	41	Yes
POR_6	Façade of 8th Storey Residential Building	42	42	42	Yes
POR_7	Façade of 3rd Storey Townhome	42	42	42	Yes
POR_8	Façade of 3rd Storey Townhome	41	41	41	Yes

The results indicate that the Guide's Class 1 exclusionary limits for continuous and impulsive noise emissions are exceeded at various receptors within the subject lands. As such, noise mitigation measures are recommended.

2.2.6 Rail Yard Noise Mitigation Measures

The modelling results indicate that noise impact from railyard operations at receptors within the subject lands exceed the Guide's Class 1 exclusionary limits for continuous and impulsive noise emissions. Mitigation measures will be required to achieve compliance with the applicable limits at the assessed

receptors. The following noise mitigation measures may be applied to reduce rail yard noise impacts on the Subject Lands.

The layout of noise sensitive receptors can be arranged to reduce noise impacts. This can be completed by optimizing the locations of noise sensitive spaces (such as sleeping and living quarters) on facades that are not exposed to rail operations. The number of doors and windows may also be reduced on facades that are exposed to the rail-related noise sources.

While the proximity guidelines with respect to railyard noise pertains to noise impacts at the exterior façade of sensitive receptors, use of masonry façade and higher STC rated windows and doors can improve indoor noise levels. This coupled with air conditioning systems can potentially provide a viable solution to a more reasonable noise impact amid the predicted high noise impact from railyard operations.

Dillon performed building component analysis to determine STC ratings for façades and windows to mitigate the indoor sound levels using the NRC BPN56. As indoor sound level criteria for rail yard noise is not established in the guide, the indoor sound level criteria was based on the guideline's criteria for freight railway corridors. BPN56 analysis was completed for 3-storey townhomes and 8-storey residential buildings in the Living/Dining spaces and the Sleeping Quarters. As detailed floor plans, showing room dimensions and expected glazing percentages, were not available at the time of this assessment, generic room dimensions and glazing percentages were assumed for the analysis. Assumptions included:

- Single/Two Residential Living/Dining – 35% glazing and Sleeping Quarters – 25% glazing; and
- Multi-family Residential Living/Dining – 70% glazing and Sleeping Quarters – 50% glazing.

STC rating were calculated based on rail yard noise impacts between 63 dBA and 51 dBA (representing predicted impacts at POR6, POR7, and POR8) and rail yard noise impacts of up to 51 dBA (representing the remaining receptors of the subject lands).

The minimum STC ratings for the windows and facades of the subject lands to mitigate indoor rail yard noise impacts are shown in **Table 8** below. It should be noted that the STC ratings were determined based on the continuous rail yard noise impacts. As the impulsive rail yard noise impacts were less than the continuous noise impacts at all assessed receptors, the determined STC ratings will be capable of reducing impulsive rail yard noise impacts.

Table 8: Rail Yard Noise Façade and Window STC Mitigation

Receptor Location	Room Type	Façade STC Rating	Window STC Rating[1]
Single Detached Homes and 3 Storey Townhome with Railyard Noise Impacts between 63 dBA and 51 dBA	Living/Dining Space	STC 45	STC 26
	Sleeping Quarters	STC 45	STC 29
4 Storey Residential Building with Railyard Noise Impacts between 63 dBA and 51 dBA	Living/Dining Space	STC 45	STC 26
	Sleeping Quarters	STC 45	STC 29
5 to 8 Storey Residential Building with Railyard Noise Impacts between 63 dBA and 51 dBA	Living/Dining Space	STC 45	STC 29
	Sleeping Quarters	STC 45	STC 32
Single Detached Homes and 3 Storey Townhome with Railyard Noise Impacts up to 51 dBA	Living/Dining Space	STC 45	STC 14
	Sleeping Quarters	STC 45	STC 17
4 Storey Residential with Railyard Noise Impacts up to 51 dBA	Living/Dining Space	STC 45	STC 14
	Sleeping Quarters	STC 45	STC 17
5 to 8 Storey Residential Building with Railyard Noise Impacts up to 51 dBA	Living/Dining Space	STC 45	STC 17
	Sleeping Quarters	STC 45	STC 20

Note: [1] Sensitive spaces located on corners of buildings, which have multiple façade exposure and potential contribution from multiple sources may require an STC increase of 3.

It should be noted that the use of upgraded façade and window STC ratings should only be used as a noise mitigation measure for rail yard noise with the approval of the land use planning authority. The effectiveness of upgraded façade and window STC ratings requires windows and doors to the noise sensitive spaces to remain closed. It is recommended that air conditioning systems are provided for all residential dwellings of the subject lands such that windows and doors can remain closed.

The areas of the subject lands that require upgraded window glazing have been shown in **Figures A2, A3, and A4** in **Appendix A** for 3rd storey townhomes, 4th storey residential, and 8th storey residential buildings, respectively.

The calculated minimum STC ratings provided in **Table 8** are dependent on the dimensions of the room layout and the portion of the façade that is comprised of glazing. The assumptions used in this assessment have been provided in **Appendix F**. As the design of the subject lands progresses and if the assumed room dimensions or glazing percentages change from the assumptions made, the façade and glazing requirements should by reviewed by an Acoustical Consultant, ideally at the Site Plan Approval (SPA) stage, to confirm or update the above recommended STC ratings.

3.0 Mitigation Measure Summary

As shown in **Section 2**, noise mitigation measures are recommended for the subject lands to reduce noise impacts on the noise sensitive receptors.

The recommended mitigation measures for the subject lands are summarized below:

- The installation of air conditioning is recommended throughout the proposed developments of the subject lands;
- Acoustic barriers for outdoor living areas within approximately 600 m of the CN Redditt Subdivision. The areas recommended for acoustic barriers have been shown in **Figure A1** of **Appendix A**;
- The layout and design of noise sensitive spaces be designed to reduce exposure to the rail yard operations;
- With the land use planning authority's approval, upgraded façade and glazing be used to reduce indoor sound level impacts due to rail yard operations. The locations where upgraded glazing is recommended for each building type has been shown in **Figures A2, A3, and A4** of **Appendix A**; and
- a CN warning clause regarding the potential for noise impacts should be applied to any residential developments located within 300 m of the CN Redditt Subdivision right-of-way.

4.0 Conclusions

Dillon Consulting Limited was retained by Taggart Properties Inc. and Plessis Pointe Development Corporation to complete a rail noise study for the South Transcona Secondary Plan area located in Winnipeg, Manitoba. This study has been completed in support of the South Transcona Secondary Plan.

A rail transportation noise assessment was completed to determine noise impacts from the CN Redditt Subdivision and the Greater Winnipeg Water District Railway on the subject lands. Based on the findings of the assessment, rail transportation noise impacts can be controlled through mitigation measures.

A stationary noise source assessment was completed to determine noise impacts from the nearby CN Transcona and Symington rail yard operations as well as the rail operations of Malteurop Canada on the subject lands. The predictive noise propagation modelling results indicate that with the assumptions and considerations incorporated in this assessment, noise mitigation measures are required to achieve compliance with the applicable noise limits within the subject lands.

5.0 Closure

This noise assessment has been prepared based on the information provided Taggart Properties Inc. and Plessis Pointe Development Corporation. This report is intended to provide a reasonable review of available information within an agreed work scope, schedule, and budget. Dillon prepared this report for the sole benefit of Taggart Properties Inc. and Plessis Pointe Development Corporation. The material in the report reflects Dillon's judgement in light of the information available to Dillon at the time of this report preparation. Any use which a third party makes of this report, or any reliance on or decisions made based on it, are the responsibilities of such third parties. Dillon accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on this report.

We trust that the report is to your satisfaction. Please do not hesitate to contact the undersigned if you have any further questions on this report.

Respectfully Submitted:

DILLON CONSULTING LIMITED

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Associate

Callum Heggart

Appendix A

Noise Mitigation Areas



Figure A1

Project # 25-1958

Feb 2026

Transportation Noise Mitigation
Areas Requiring Acoustic Barriers

South Transcona Rail Noise Study

DILLON CONSULTING

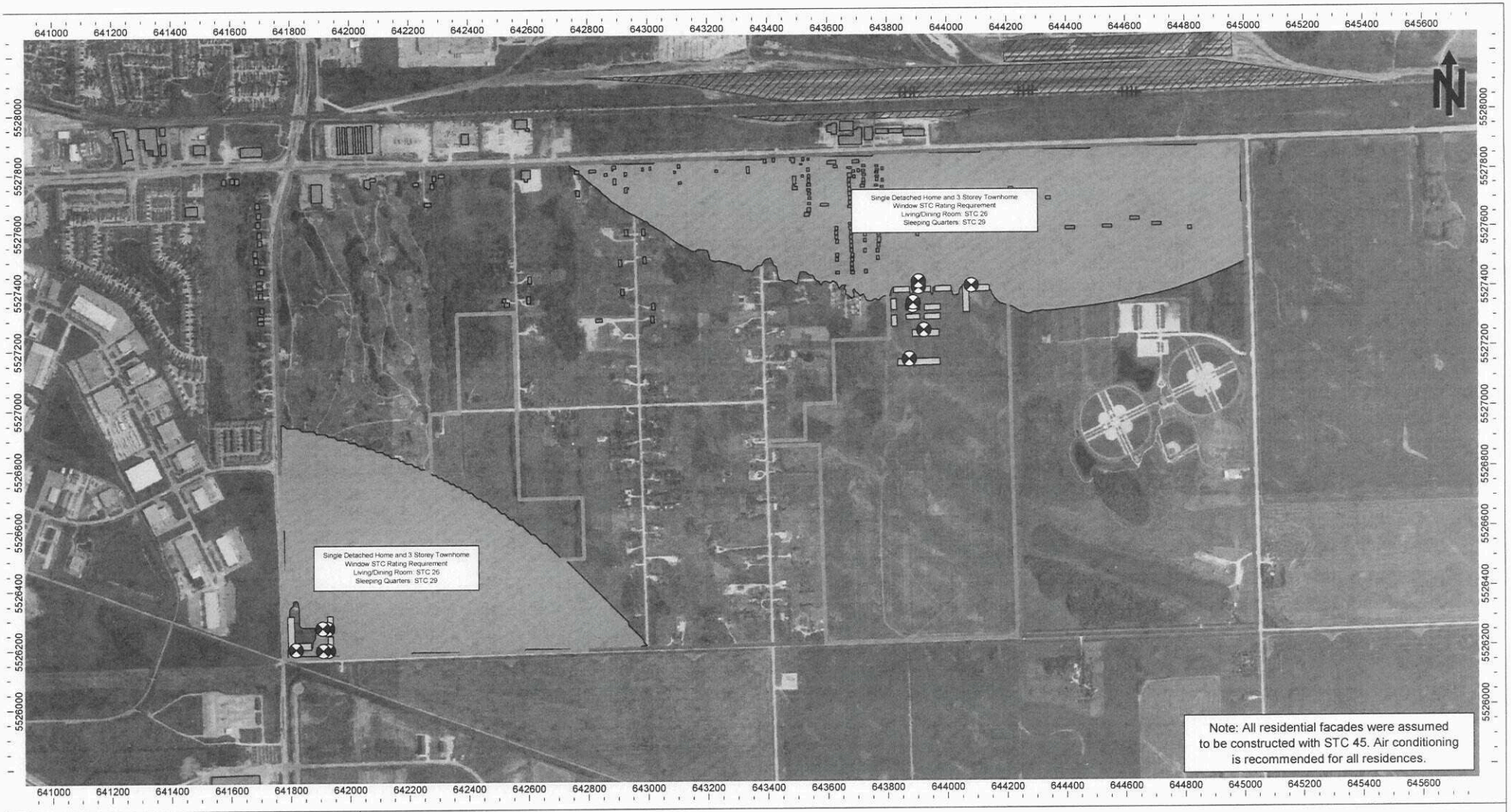

Figure A2

Project # 25-1958

Feb 2026

Rail Yard Noise Mitigation
Single Detached Homes and 3 Storey Townhomes Glazing Requirements

South Transcona Rail Noise Study

DILLON CONSULTING



Figure A3

Project # 25-1958

Feb 2026

Rail Yard Noise Mitigation
4 Storey Residential Glazing Requirements

South Transcona Rail Noise Study

DILLON CONSULTING



Figure A4

Project # 25-1958

Feb 2026

Rail Yard Noise Mitigation
5 to 8 Storey Residential Glazing Requirements

South Transcona Rail Noise Study

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Appendix B

Figures

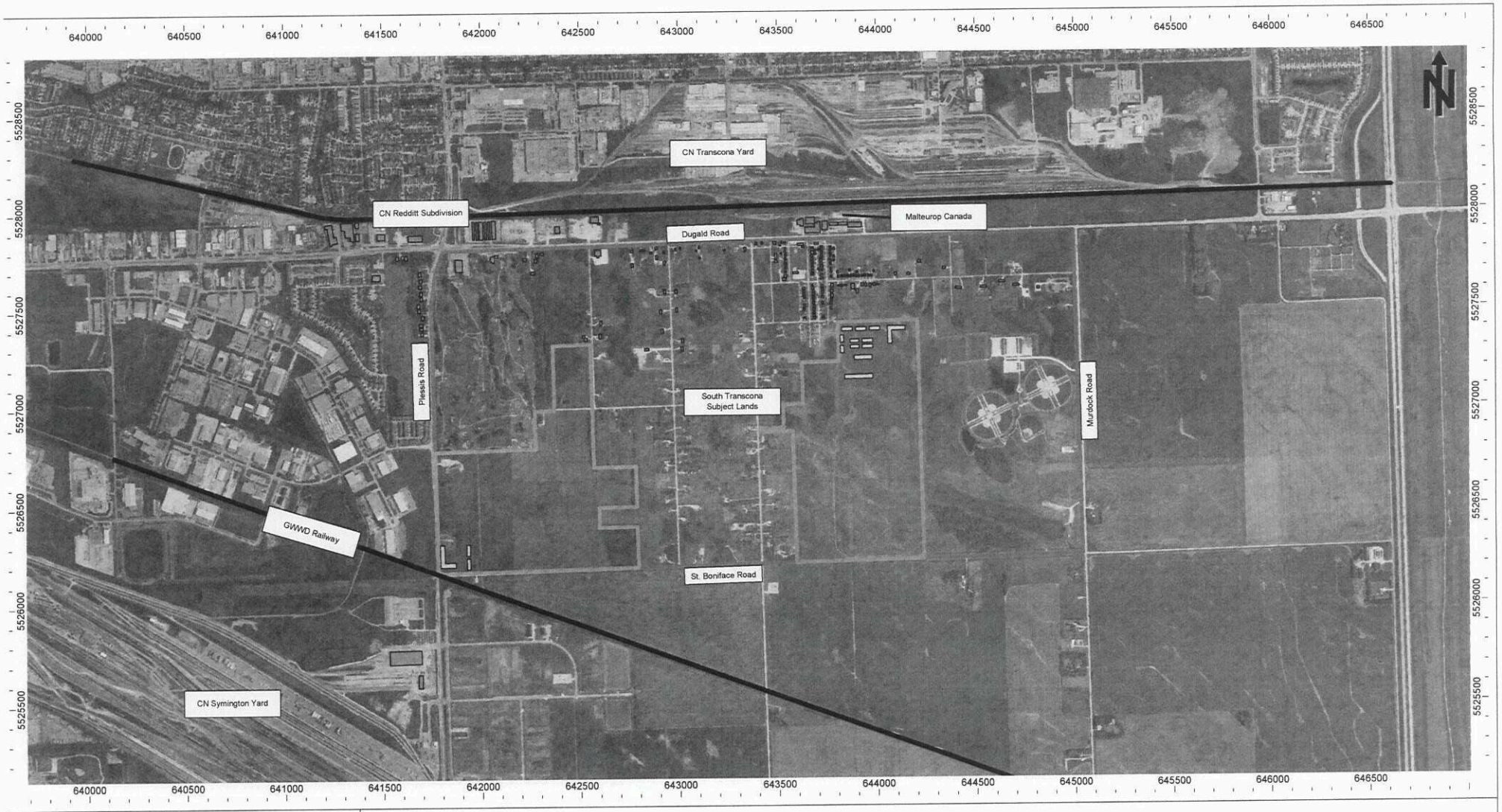


Figure B1

Project # 25-1958

Feb 2026

Subject Site and Surrounding Area

South Transcona Rail Noise Study

DILLON CONSULTING

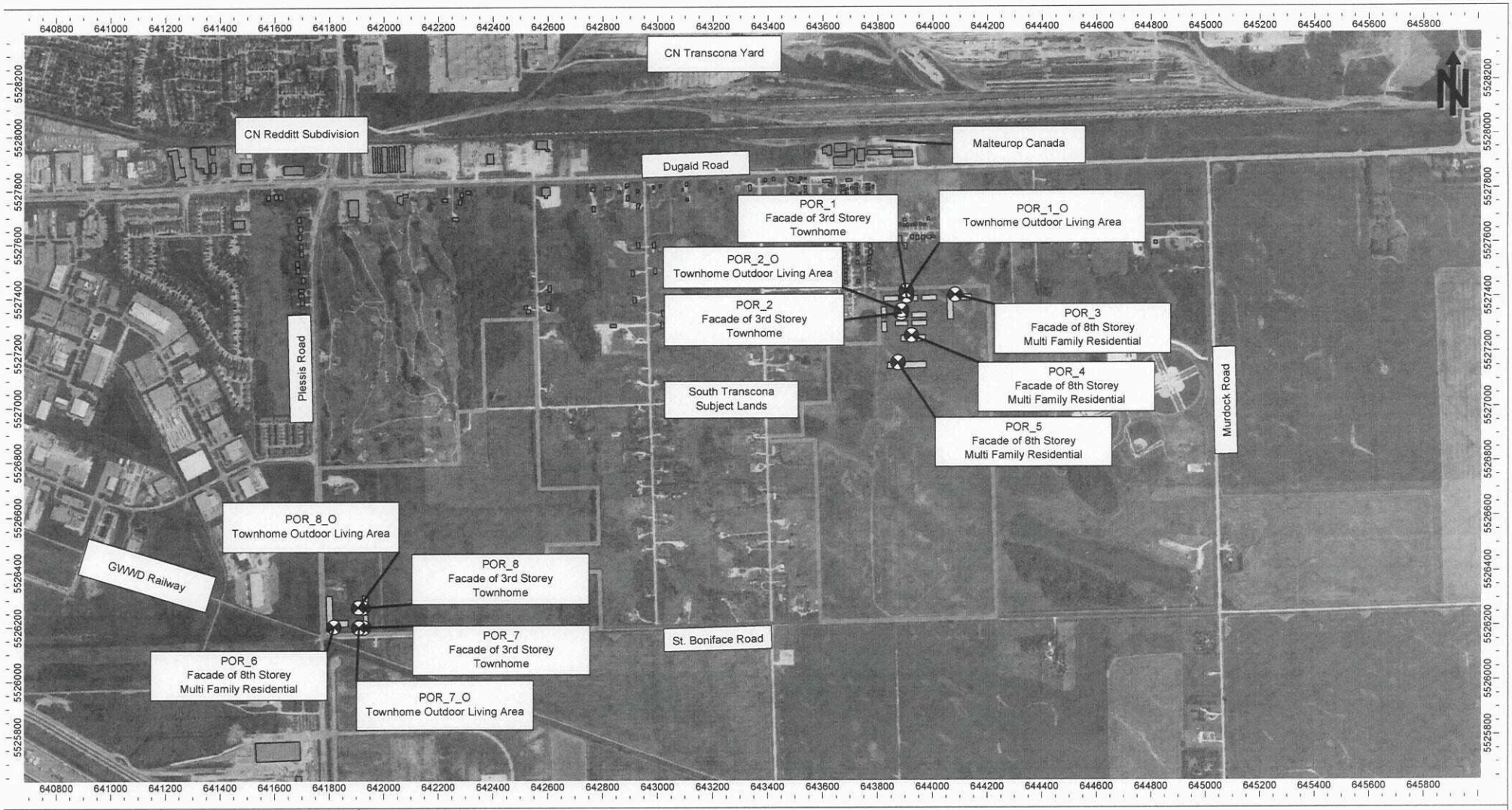


Figure B2

Project # 25-1958

Feb 2026

Representative Receptor Locations

South Transcona Rail Noise Study

DILLON CONSULTING

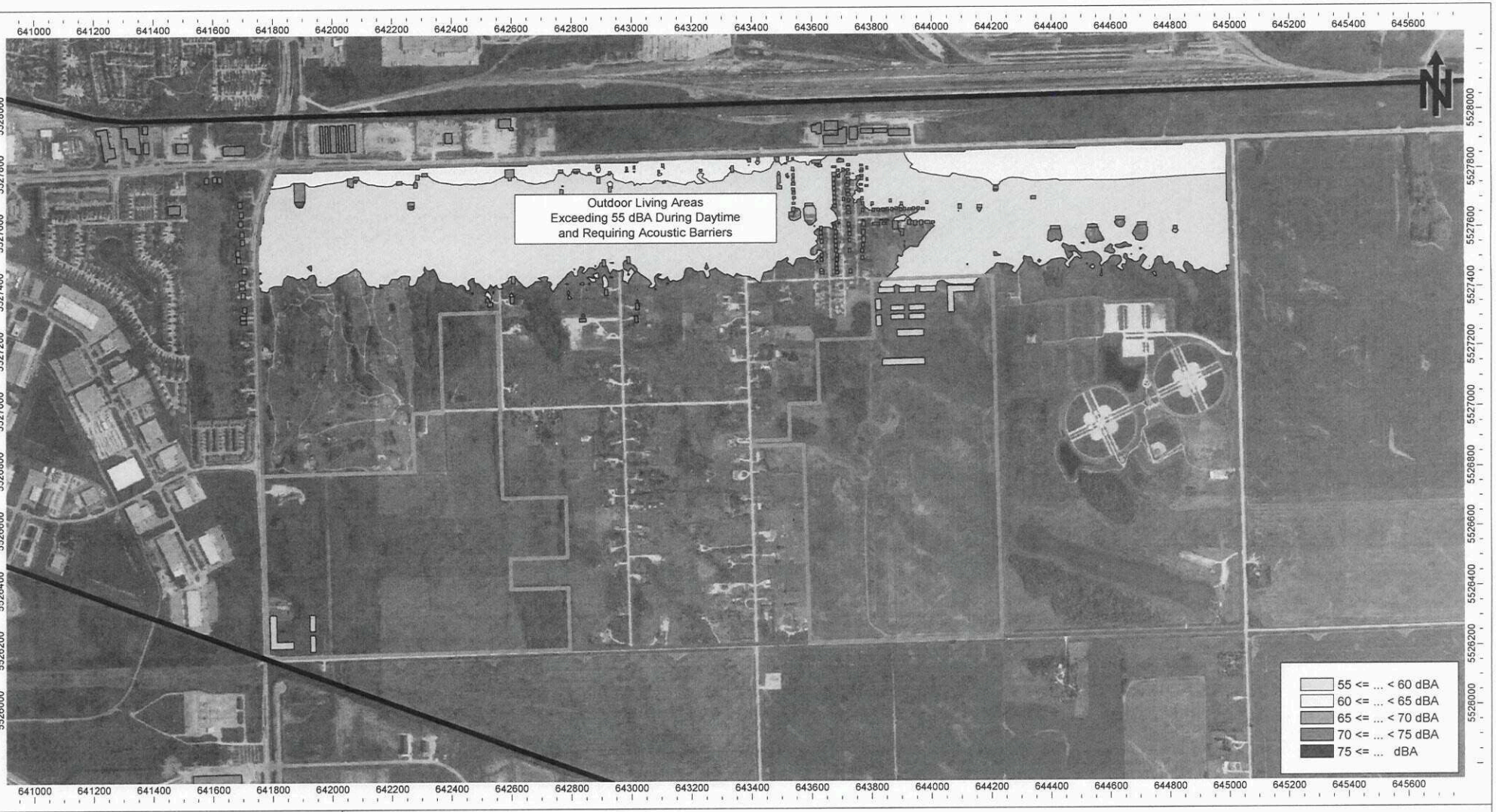


Figure B3

Project # 25-1958

Feb 2026

Transportation Noise Impacts - Daytime - No Whistle
1.5 m Noise Contour Height

South Transcona Rail Noise Study

DILLON CONSULTING

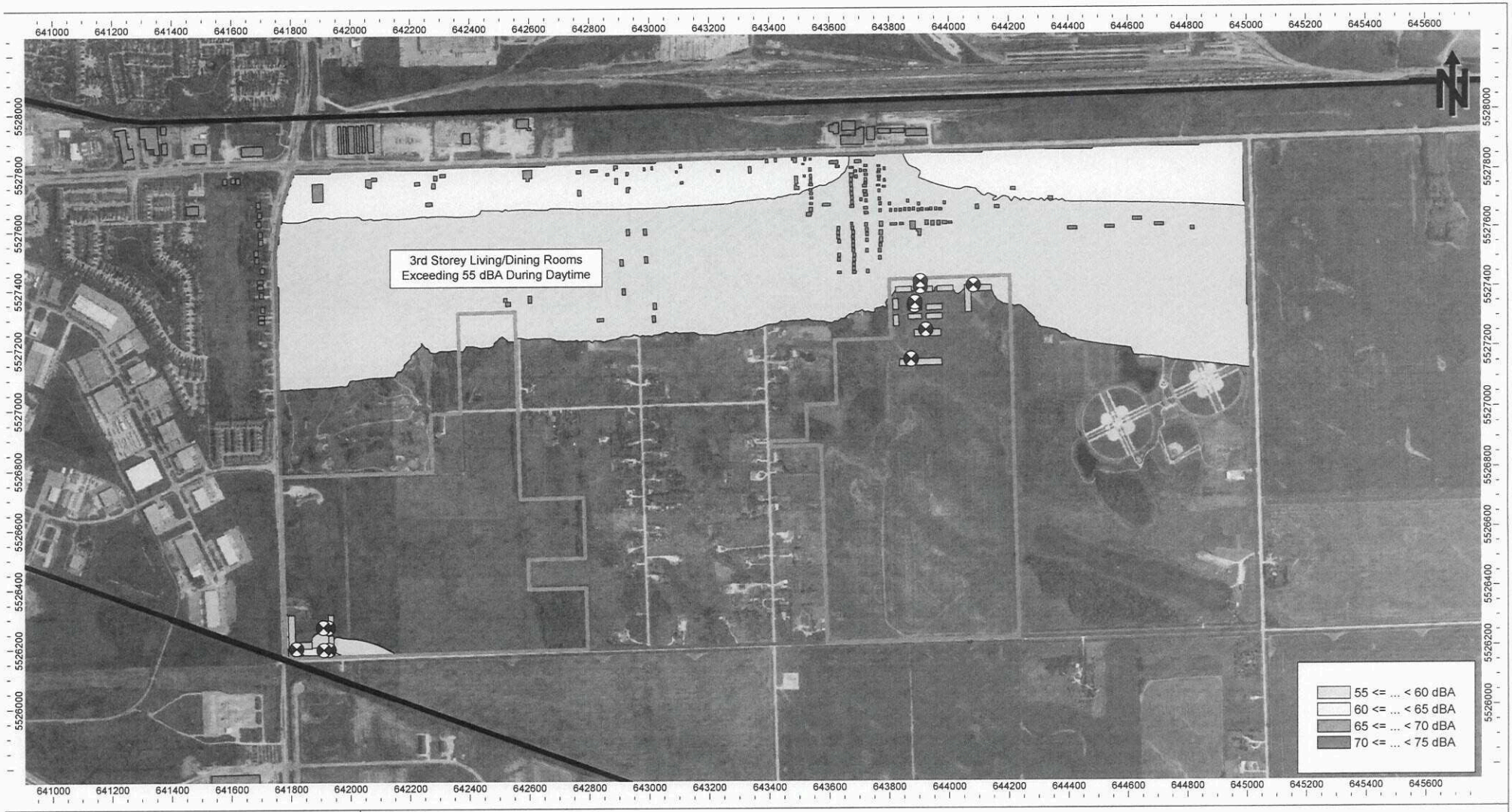


Figure B4

Project # 25-1958

Feb 2026

Transportation Noise Impacts - Daytime - With Whistle
7.5 m Noise Contour Height

South Transcona Rail Noise Study

DILLON CONSULTING

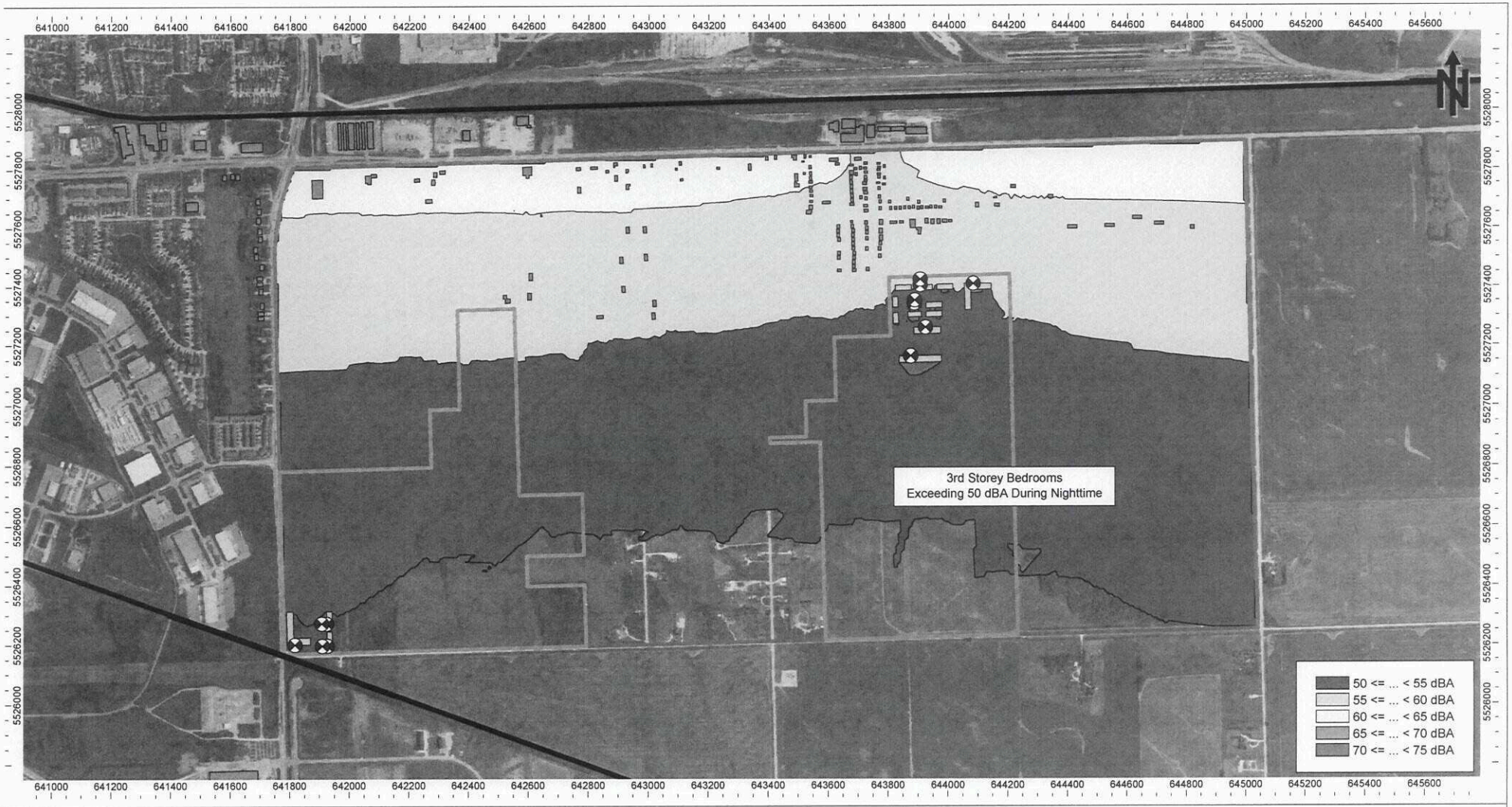


Figure B5

Project # 25-1958

Feb 2026

Transportation Noise Impacts - Nighttime - With Whistle
7.5 m Noise Contour Height

South Transcona Rail Noise Study

DILLON CONSULTING

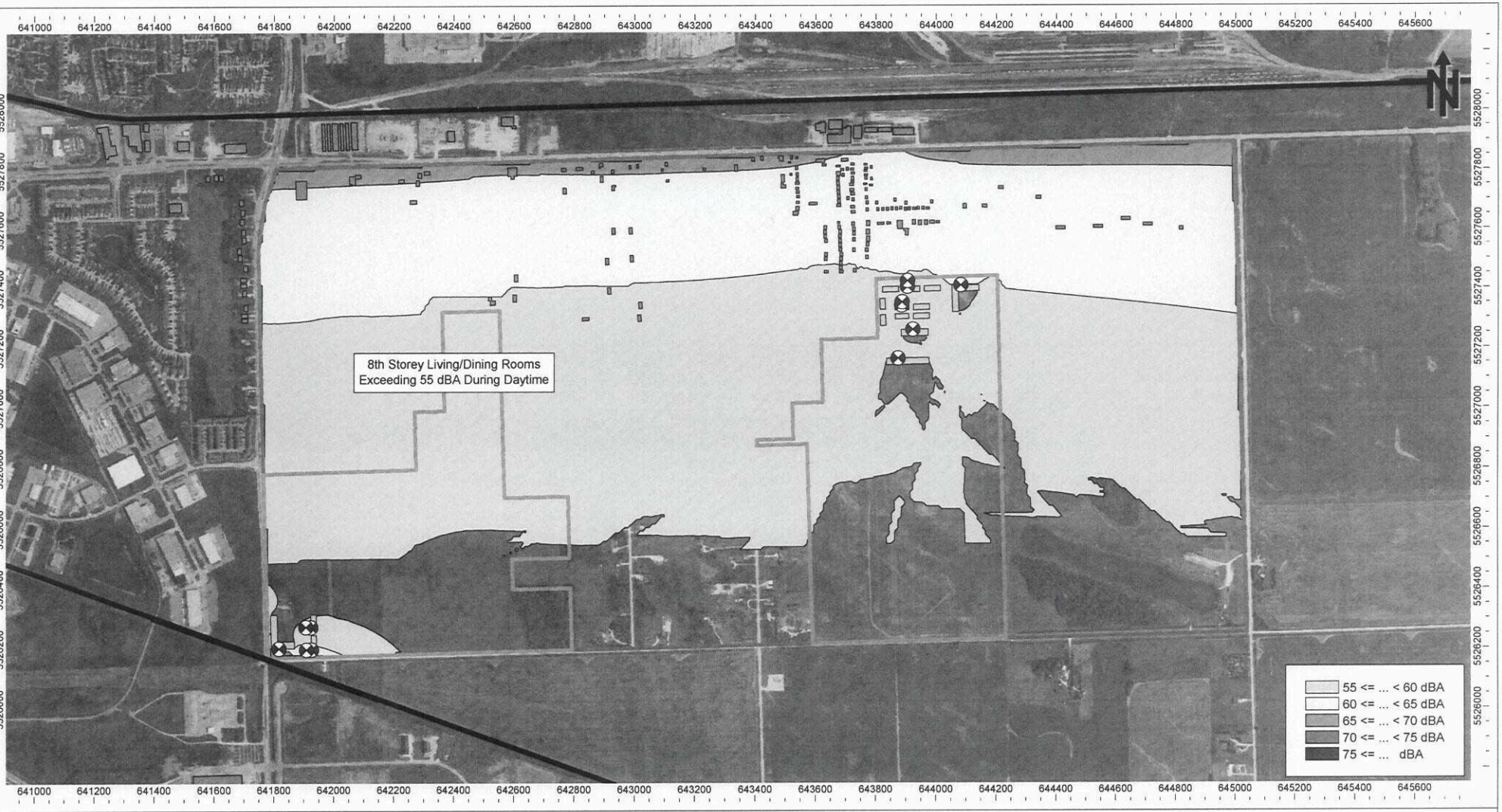


Figure B6

Project # 25-1958

Feb 2026

Transportation Noise Impacts - Daytime - With Whistle
22.5 m Noise Contour Height

South Transcona Rail Noise Study

DILLON CONSULTING

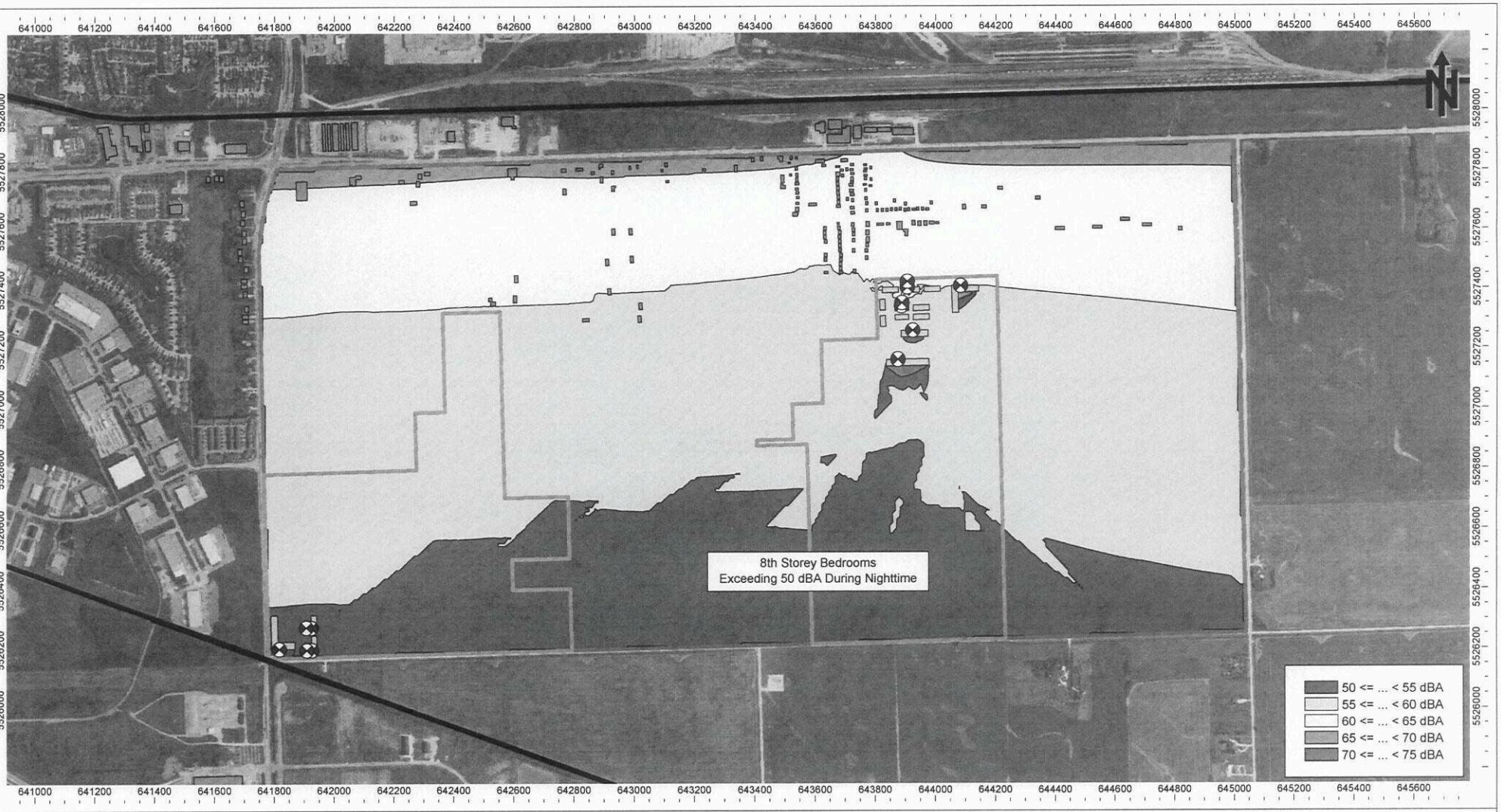


Figure B7

Project # 25-1958

Feb 2026

Transportation Noise Impacts - Nighttime - With Whistle
22.5 m Noise Contour Height

South Transcona Rail Noise Study

DILLON CONSULTING

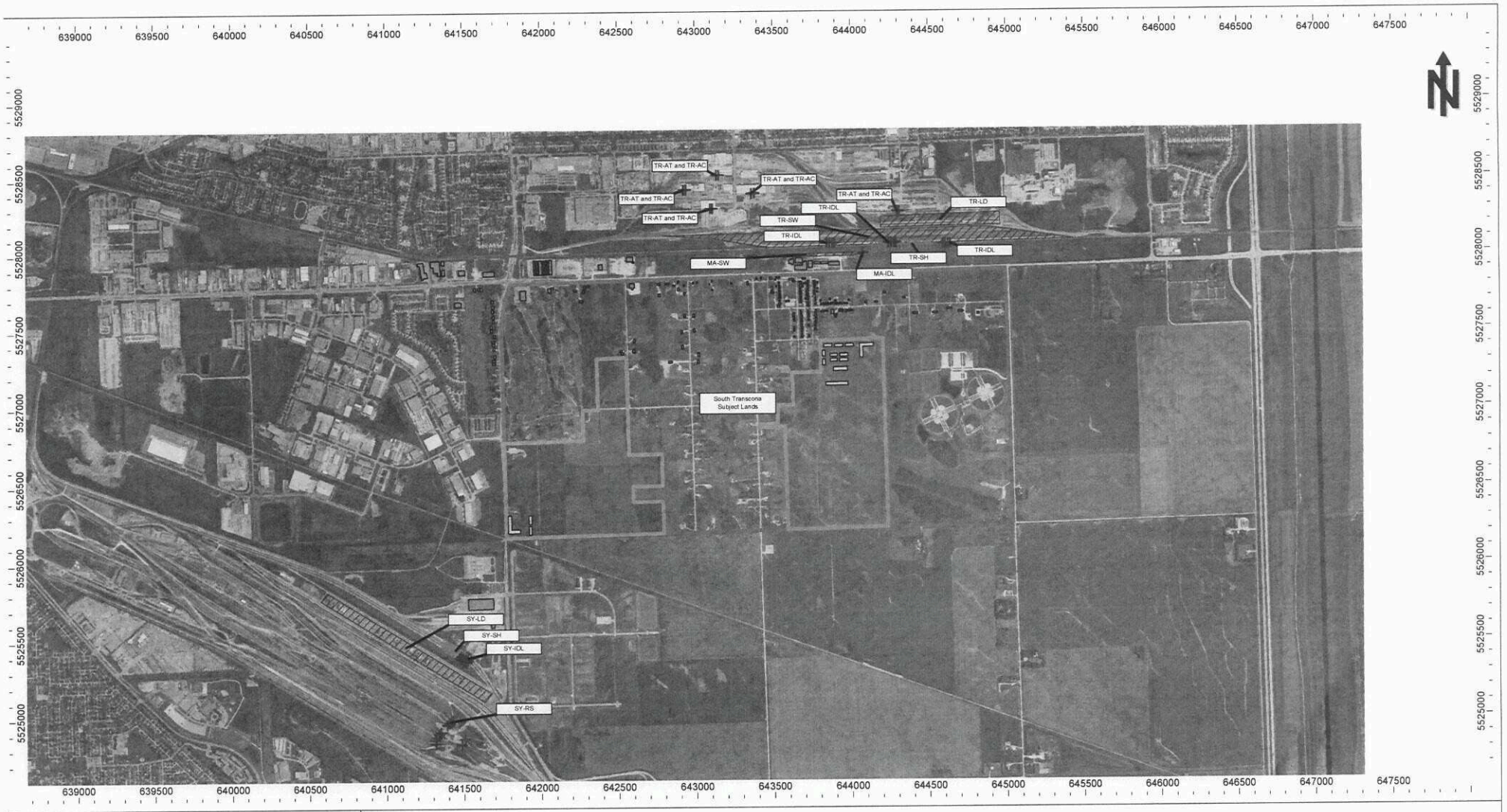


Figure B8

Project # 25-1958

Feb 2026

Rail Yard Noise Source Locations

South Transcona Rail Noise Study

DILLON CONSULTING



Figure B9

Project # 25-1958

Feb 2026

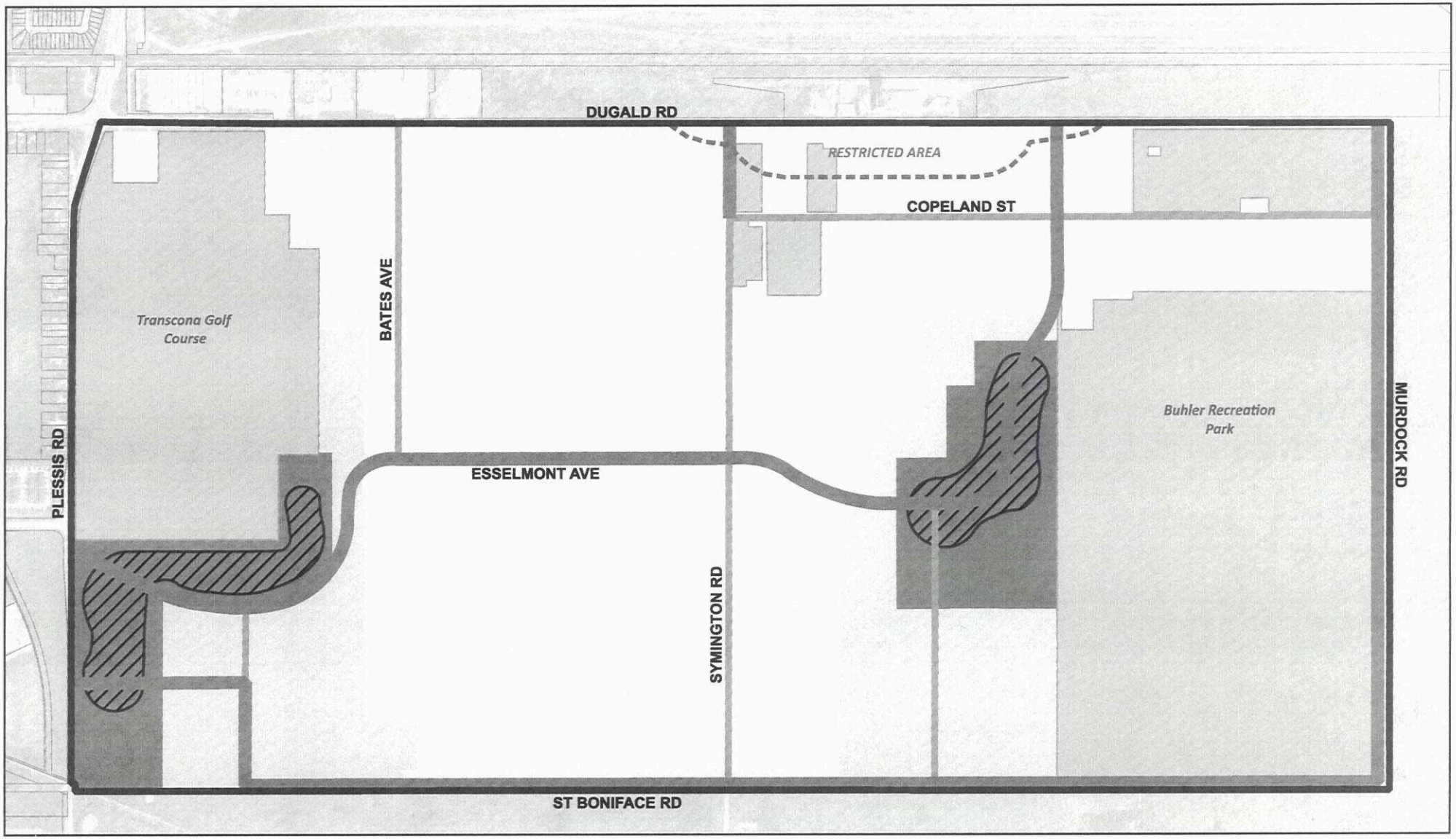
Rail Yard Noise Impacts - Continuous
7.5 m Noise Contour Height

South Transcona Rail Noise Study

DILLON CONSULTING

Appendix C

Development Concept Plans



Map 1:

SOUTH TRANSCONA LAND USE AND TRANSPORTATION

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

0 200 400 m

Appendix D

Warning Clauses

Warning Clauses

All warning clauses should be included in agreements that are registered on title for all Offers of Purchase and Sale, lease/rental agreements, and condominium declarations.

CN: "Warning: Canadian National Railway Company (CN) or its assigns or successors in interest has or have a rights-of-way within 300 meters from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as foresaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CN will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

Appendix E

Traffic Data

Rank	TC Number	Railway	Region	Province	Access	Regulator	Mile	Subdivision	Spur Mile Point	Spur Name	Location	Latitude	Longitude	Road Authority	Protection	Accident	Fatality	Injury	Trains Daily	Vehicles Daily	Train Max Speed (mph)	Road Max Speed (km/h)	Lanes	Tracks	IsUrban
203	12705	CN	PNR	MB	Public	F	244.07	Redditt			Ravenhurst Street	49.8874	-96.9682	Winnipeg (MB)	Active - FLBG	0	0	0	18.86	11200	60	70	2	3	Y
1614	12699	CN	PNR	MB	Public	F	241.53	Redditt			Road 24 East - Pineridge	49.8874	-96.9108	Springfield (MB)	Passive	0	0	0	18.86	10	65	90	2	1	N

DILLON CONSULTING

Heggart, Callum <cheggart@dillon.ca>

Fwd: GWWD Rail Data

Wang, James <jwang@dillon.ca> Tue, Sep 23, 2025 at 9:17 AM
To: Callum Heggart <cheggart@dillon.ca>

---------- Forwarded message ---------
From: **Lesage, Rob** <RLesage@winnipeg.ca>
Date: Thu, Sep 18, 2025 at 4:16 PM
Subject: Re: GWWD Rail Data
To: James Wang <jwang@dillon.ca>

1 locomotive 6 tank cars normal operation is between 8am and 4pm
Thanks
Rob Lesage

On Sep 18, 2025, at 2:18 PM, Wang, James <jwang@dillon.ca> wrote:

EXTERNAL EMAIL : Proceed with Caution!
Think carefully before you click on a link, open an attachment, or scan a QR code. NEVER provide User IDs or Passwords.

Hi Rob,

Thank you for your prompt response and attention to this matter.

Quick follow up, how many locomotives and cars are expected per train? Also we are interested in how many trains operate during the daytime and nighttime periods on a daily basis, any insights?

Best regards,
James

On Thu, Sep 18, 2025 at 2:50 PM Wang, James <jwang@dillon.ca> wrote:

Thank you Rob,

Confirmed the receipt of the GWWD rail info provided.

Best regards,
James

On Thu, Sep 18, 2025 at 2:11 PM Lesage, Rob <RLesage@winnipeg.ca> wrote:

Hi James, on average we have 6 train movements through the area per week 3 easts and 3 west bound.

The speed is 15 miles per hour yard speed Class 2 rail.

Whistle at each crossing is 2 long 1 short 1 long.

I don't see much change in the near future.

From: Wang, James <jwang@dillon.ca>
Sent: Wednesday, September 17, 2025 10:17 AM
To: Lesage, Rob <RLesage@winnipeg.ca>
Cc: Poapst, Rob <RPoapst@winnipeg.ca>
Subject: Re: GWWD Rail Data

EXTERNAL EMAIL : Proceed with Caution!
Think carefully before you click on a link, open an attachment, or scan a QR code. NEVER provide User IDs or Passwords.

Hi Rob P,

Thank you so much for the prompt response and the introduction.

Hi Rob L,

Dillon Consulting has been retained to complete a rail noise study for a proposed secondary plan change that is within 300 m of the GWWD Rail (owned by the City of Winnipeg) that is located in the vicinity of St Boniface Rd near the Transcona South area. The study area is between Plessis Rd and Murdock Rd.

I am just summarizing the typical information we normally look for where a railway line or corridor is in proximity to future development.

- Rail traffic volumes (existing and future volume in 10 years);

- Growth rate for the next 10 years;

- Speed approaching and leaving Windsor Station;

- R.O.W

- Whistle activities, if any; and

- Track conditions.

We understand that not all the information will be available, but any provided will be greatly appreciated.

For any questions or concerns, please do not hesitate to contact me.

Best regards,

James

On Tue, Sep 16, 2025 at 12:08 PM Lesage, Rob <RLesage@winnipeg.ca> wrote:

> Yes, no problem.
>
> ---
>
> **From:** Poapst, Rob <RPoapst@winnipeg.ca>
> **Sent:** Tuesday, September 16, 2025 10:45 AM
> **To:** Lesage, Rob <RLesage@winnipeg.ca>
> **Cc:** JWANG@DILLON.CA
> **Subject:** GWWD Rail Data
>
> Hi Rob,
>
> Jason (CC'd) is working on a rail noise study for Transcona and looking for data (train volume, typical speed, projected growth rates, track conditions) for the GWWD rail line.
>
> Would you be able to help him out?
>
> -Rob
>
> **Rob Poapst M.Sc., P.Eng. (he/him/his)**
>
> Transportation Data Scientist

Transportation Division

Public Works

City of Winnipeg

M. 431-276-1166

E. rpoapst@winnipeg.ca

winnipeg.ca

--





James Wang, B.A.Sc., P.Eng.
Dillon Consulting Limited
235 Yorkland Boulevard Suite 700
Toronto, Ontario, M2J 4Y8
T - 416.229.4646ext. 2009
jwang@dillon.ca
www.dillon.ca

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

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Platinum member

PROUDLY CANADIAN SINCE 1946

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--

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Toronto, Ontario, M2J 4Y8
T - 416.229.4646ext. 2009
jwang@dillon.ca
www.dillon.ca

Rail Data.xlsx
4960K

Appendix F

BPN Calculations

BPR-56

Receptor	Source	Time of Day	Location	Sound Levels				Façade and Room Inputs									Source Inputs			Component 1 - Veneer						Component 2 - Glazing						
				Façade Level (dBA)	Free Field Correction (dBA)	Indoor Requirement (dBA)	Required Reduction (dBA)	Exposed Façade Height (m)	Exposed Façade Length (m)	Room Depth (m)	Floor Area (m^2)	Façade Area (m^2)	Glazing as % of Façade Area (%)	Glazing as % of Floor Area (%)	Veneer as % of Floor Area (%)	Room Absorption	Height of Receptor (m)	Horizontal Distance to Source (m)	Incident Sound Angle (deg)	Angle Correction	Source Spectrum	Assumed Veneer (STC)	Building Component	Spectrum Correction	Room Correction	% Total Transmitted Energy (%)	Energy Correction	Building Component	Spectrum Correction	Room Correction	% Total Transmitted Energy (%)	Energy Correction	Required Glazing (STC)
POR_1 Façade of 3rd Storey Townhome	Locomotive	Daytime	Living/Dining	55	3	40	14	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	F	45	D	10	-4	5%	39	C	6	-7	95%	0	14
	Wheel	Daytime	Living/Dining	54	3	40	17	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	12
	Horn	Daytime	Living/Dining	45	3	40	8	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	1
																																16
	Locomotive	Night-time	Sleeping Quarters	51	3	35	19	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	650	0.66	0	F	45	D	10	-3	5%	38	C	6	-8	95%	0	17
	Wheel	Night-time	Sleeping Quarters	54	3	35	22	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	650	0.66	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	13
	Horn	Night-time	Sleeping Quarters	45	3	35	13	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	650	0.66	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	6
																																19
POR_2 Façade of 3rd Storey Townhome	Locomotive	Daytime	Living/Dining	46	3	40	9	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	F	45	D	10	-4	5%	39	C	6	-7	95%	0	9
	Wheel	Daytime	Living/Dining	50	3	40	13	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	8
	Horn	Daytime	Living/Dining	36	3	40	-1	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	-6
																																11
	Locomotive	Night-time	Sleeping Quarters	46	3	35	14	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	650	0.66	0	F	45	D	10	-3	5%	38	C	6	-8	95%	0	12
	Wheel	Night-time	Sleeping Quarters	50	3	35	18	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	650	0.66	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	11
	Horn	Night-time	Sleeping Quarters	37	3	35	3	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	650	0.66	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	-4
																																15
POR_3 Façade of 8th Storey Residential Building	Locomotive	Daytime	Living/Dining	55	3	40	18	3.00	3.00	6.00	18.00	9.00	70%	35%	13%	Intermediate	22.5	650	1.98	0	F	45	D	10	-7	5%	42	C	6	-4	95%	0	21
	Wheel	Daytime	Living/Dining	58	3	40	21	3.00	3.00	6.00	18.00	9.00	70%	35%	13%	Intermediate	22.5	650	1.98	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	19
	Horn	Daytime	Living/Dining	49	3	40	12	3.00	3.00	6.00	18.00	9.00	70%	35%	13%	Intermediate	22.5	650	1.98	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	10
																																23
	Locomotive	Night-time	Sleeping Quarters	55	3	35	23	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	F	45	D	10	-5	5%	40	C	6	-5	95%	0	24
	Wheel	Night-time	Sleeping Quarters	58	3	35	26	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	22
	Horn	Night-time	Sleeping Quarters	49	3	35	17	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	13
																																27
POR_4 Façade of 8th Storey Residential Building	Locomotive	Daytime	Living/Dining	53	3	40	16	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	650	1.98	0	F	45	D	10	-7	5%	42	C	6	-4	95%	0	19
	Wheel	Daytime	Living/Dining	56	3	40	19	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	650	1.98	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	17
	Horn	Daytime	Living/Dining	36	3	40	-1	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	650	1.98	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	-1
																																21
	Locomotive	Night-time	Sleeping Quarters	55	3	35	21	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	F	45	D	10	-5	5%	40	C	6	-5	95%	0	22
	Wheel	Night-time	Sleeping Quarters	56	3	35	24	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	20
	Horn	Night-time	Sleeping Quarters	35	3	35	3	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	-1
																																24
POR_5 Façade of 8th Storey Residential Building	Locomotive	Daytime	Living/Dining	51	3	40	14	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	650	1.98	0	F	45	D	10	-7	5%	42	C	6	-4	95%	0	17
	Wheel	Daytime	Living/Dining	54	3	40	17	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	650	1.98	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	15
	Horn	Daytime	Living/Dining	48	3	40	11	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	650	1.98	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	9
																																19
	Locomotive	Night-time	Sleeping Quarters	51	3	35	19	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	F	45	D	10	-5	5%	40	C	6	-5	95%	0	20
	Wheel	Night-time	Sleeping Quarters	54	3	35	22	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	18
	Horn	Night-time	Sleeping Quarters	48	3	35	16	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	12
																																23
POR_6 Façade of 8th Storey Residential Building	Locomotive	Daytime	Living/Dining	49	3	40	12	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	70	17.82	0	F	45	D	10	-7	5%	42	C	6	-4	95%	0	15
	Wheel	Daytime	Living/Dining	39	3	40	2	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	70	17.82	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	0
	Horn	Daytime	Living/Dining	63	3	40	26	3.00	3.00	6.00	18.00	9.00	70%	35%	15%	Intermediate	22.5	70	17.82	0	B	45	D	2	-7	5%	50	C	1	-4	95%	0	24
																																24
	Locomotive	Night-time	Sleeping Quarters	49	3	33	17	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	70	17.82	0	F	45	D	10	-5	5%	40	C	6	-5	95%	0	18
	Wheel	Night-time	Sleeping Quarters	39	3	35	7	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	70	17.82	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	8
	Horn	Night-time	Sleeping Quarters	0	3	35	-32	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	70	17.82	0	B	45	D	2	-5	5%	48	C	1	-5	95%	0	-36
																																18
POR_7 Façade of 3rd Storey Townhome	Locomotive	Daytime	Living/Dining	43	3	40	6	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	70	6.12	0	F	45	D	10	-4	5%	39	C	6	-7	95%	0	6
	Wheel	Daytime	Living/Dining	44	3	40	7	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	70	6.12	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	2
	Horn	Daytime	Living/Dining	58	3	40	21	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	70	6.12	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	16
																																16
	Locomotive	Night-time	Sleeping Quarters	41	3	33	9	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	70	6.12	0	F	45	D	10	-3	5%	38	C	6	-8	95%	0	7
	Wheel	Night-time	Sleeping Quarters	44	3	33	12	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	70	6.12	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	5
	Horn	Night-time	Sleeping Quarters	0	3	33	-32	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	70	6.12	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	-29
																																9
POR_8 Façade of 3rd Storey Townhome	Locomotive	Daytime	Living/Dining	42	3	40	5	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	70	6.12	0	F	45	D	10	-4	5%	39	C	6	-7	95%	0	5
	Wheel	Daytime	Living/Dining	44	3	40	7	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	70	6.12	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	2
	Horn	Daytime	Living/Dining	52	3	40	15	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	70	6.12	0	B	45	D	2	-4	5%	47	C	1	-7	95%	0	10
																																11
	Locomotive	Night-time	Sleeping Quarters	42	3	33	10	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	70	6.12	0	F	45	D	10	-3	5%	38	C	6	-8	95%	0	8
	Wheel	Night-time	Sleeping Quarters	44	3	33	12	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	70	6.12	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	5
	Horn	Night-time	Sleeping Quarters	0	3	33	-32	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	7.5	70	6.12	0	B	45	D	2	-3	5%	46	C	1	-8	95%	0	-29
																																10

BPN-56 - Rail Yard Noise Mitigation

Receptor	Source	Time of Day	Location	Sound Levels				Façade and Room Inputs									Source Inputs			Component 1 - Veneer						Component 2 - Glazing						
				Façade Level	Free Field Correction	Indoor Requirement	Required Reduction	Exposed Façade Height	Exposed Façade Length	Room Depth	Floor Area	Façade Area	Glazing as % of Façade Area	Glazing as % of Floor Area	Veneer as % of Floor Area	Room Absorption	Height of Receptor	Horizontal Distance to Source	Incident Sound Angle	Angle Correction	Source Spectrum	Assumed Veneer	Building Component	Spectrum Correction	Room Correction	% Total Transmitted Energy	Energy Correction	Building Component	Spectrum Correction	Room Correction	% Total Transmitted Energy	Energy Correction	Required Glazing
				(dBA)	(dBA)	(dBA)	(dBA)	(m)	(m)	(m)	(m^2)	(m^2)	(%)	(%)	(%)		(m)	(m)	(deg)			(STC)				(%)					(%)	(STC)	
3rd Storey Townhome between 63 dBA and 51 dBA	Rail Yard	Daytime	Living/Dining	63	3	40	26	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	F	45	0	10	-4	5%	59	C	6	-7	95%	0	26	26
	Rail Yard	Night-time	Living/Dining	63	3	15	31	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	7.5	650	0.66	0	F	45	0	10	-3	5%	58	C	6	-8	95%	0	29	29
4th Storey Residential between 63 dBA and 51 dBA	Rail Yard	Daytime	Living/Dining	63	3	40	26	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	10.5	650	0.93	0	F	45	0	10	-4	5%	59	C	6	-8	95%	0	29	29
	Rail Yard	Night-time	Living/Dining	63	3	15	31	3.00	3.00	6.00	18.00	9.00	33%	18%	33%	Intermediate	10.5	650	0.93	0	F	45	0	10	-3	5%	58	C	6	-8	95%	0	29	29
8th Storey Residential between 63 dBA and 51 dBA	Rail Yard	Daytime	Living/Dining	63	3	40	26	3.00	3.00	6.00	18.00	9.00	70%	35%	35%	Intermediate	22.5	650	1.98	0	F	45	0	10	-5	5%	60	C	6	-5	95%	0	32	32
	Rail Yard	Night-time	Living/Dining	63	3	15	31	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	F	45	0	10	-4	5%	59	C	6	-7	95%	0	34	34
3rd Storey Townhome up to 51 dBA	Rail Yard	Daytime	Living/Dining	51	3	40	14	3.00	3.00	6.00	18.00	9.00	35%	18%	35%	Intermediate	7.5	650	0.66	0	F	45	0	10	-3	5%	58	C	6	-8	95%	0	37	37
	Rail Yard	Night-time	Living/Dining	51	3	15	19	3.00	3.00	6.00	18.00	9.00	35%	18%	35%	Intermediate	7.5	650	0.66	0	F	45	0	10	-4	5%	59	C	6	-7	95%	0	34	34
4th Storey Residential up to 51 dBA	Rail Yard	Daytime	Living/Dining	51	3	40	14	3.00	3.00	6.00	18.00	9.00	33%	18%	35%	Intermediate	10.5	650	0.93	0	F	45	0	10	-3	5%	58	C	6	-8	95%	0	37	37
	Rail Yard	Night-time	Living/Dining	51	3	15	19	3.00	3.00	6.00	18.00	9.00	25%	13%	38%	Intermediate	10.5	650	0.93	0	F	45	0	10	-3	5%	58	C	6	-8	95%	0	37	37
8th Storey Residential up to 51 dBA	Rail Yard	Daytime	Living/Dining	51	3	40	14	3.00	3.00	6.00	18.00	9.00	70%	35%	35%	Intermediate	22.5	650	1.98	0	F	45	0	10	-5	5%	60	C	6	-5	95%	0	40	40
	Rail Yard	Night-time	Living/Dining	51	3	15	19	3.00	3.00	6.00	18.00	9.00	50%	25%	25%	Intermediate	22.5	650	1.98	0	F	45	0	10	-4	5%	59	C	6	-7	95%	0	42	42

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South Transcona
- Municipal Servicing Brief

Preliminary servicing brief for wastewater sewer, watermain and land drainage for the proposed development of the South Transcona lands

Stantec

Prepared for:
Plessis Pointe Development Corporation and
Taggart Properties Inc

Prepared by:
Stantec Consulting Ltd.

June 23, 2026

Project/File:
113708655

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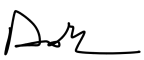

Signature

Dan Mages

Printed Name

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1 Introduction

This Municipal Servicing Brief has been prepared on behalf of Plessis Pointe Development Corporation and Taggart Properties Inc., two major landowners within the South Transcona area of the City of Winnipeg. The brief is intended to support preparation of the South Transcona Secondary Plan by identifying high-level municipal servicing requirements for the study area.

The Servicing Brief outlines the conceptual servicing to accommodate development of the South Transcona area. The objective is to establish an overall high-level framework for future water, wastewater, and land drainage infrastructure that supports immediate major development as well as potential long-term growth in the area.

The South Transcona Plan Area comprises approximately 531 hectares and is shown on Figure 1.0 below. The area is bounded: on the east by Murdock Road; on the south by St. Boniface Road; on the west by Plessis Road; and on the north by Dugald Road.

For municipal servicing considerations, the area can be divided into three development categories: East and West Town Areas (blue); the Acreages and Hamlet (yellow); and undeveloped city-owned lands (grey).

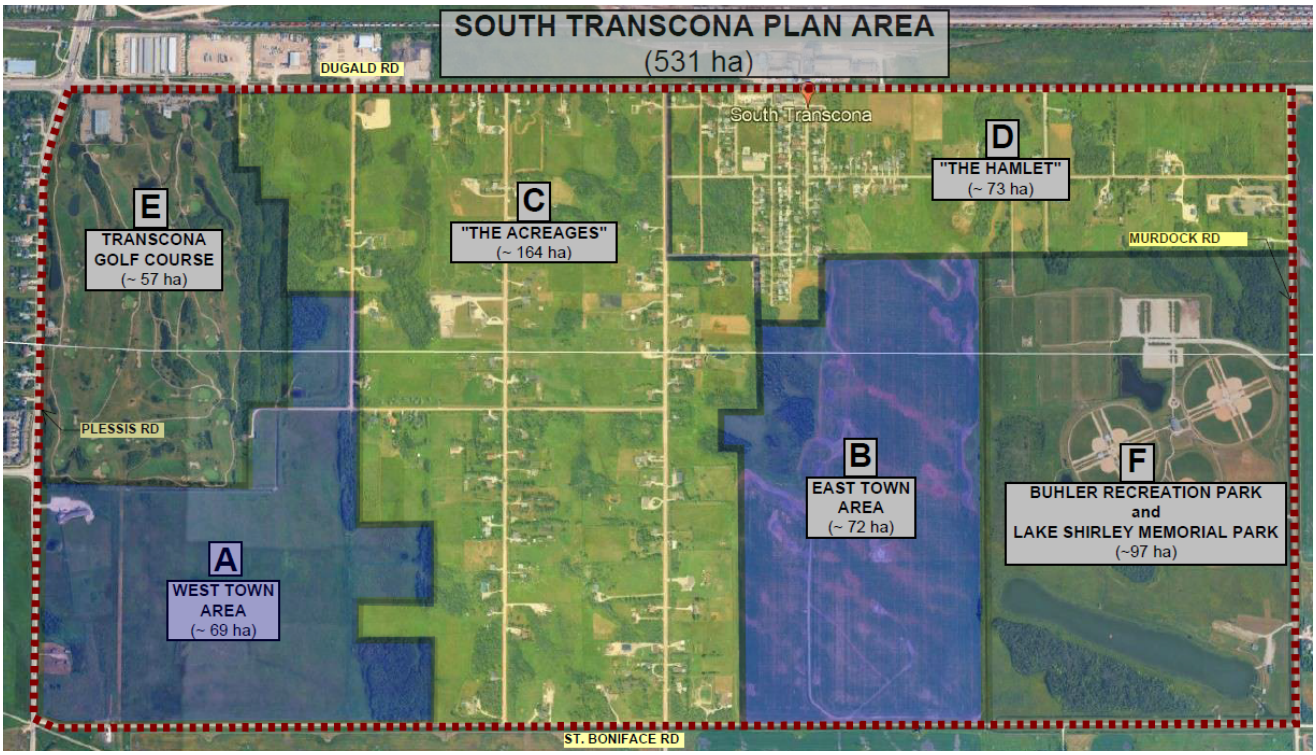


Figure 1.0 - South Transcona Plan Area

1. Major Development Areas

This category includes lands that are anticipated to be developed in the near term and will include a mix of single-family residential, multi-family residential, commercial, and commercial mixed-use land uses. The **West Town Area (A)** comprises approximately 69 hectares while the **East Town Area (B)** comprises approximately 72 hectares. The land uses for the development areas are currently as follows:

West Town Area (A) – Net Developable Area (42.56 Ha)

- Town Gateway multi-family – 14.94 Ha
- Town Gateway commercial – 3.73 Ha
- Town Neighbourhood – 14.48 Ha
- Town Neighbourhood Small – 9.41 Ha

East Town Area (B) – Net Developable Area (40.18 Ha)

- Town Gateway multi-family – 10.62 Ha
- Town Gateway commercial – 2.65 Ha
- Town Neighbourhood – 16.73 Ha
- Town Neighbourhood Small – 10.18 Ha

2. Potential Development of Existing Lots

This category includes existing residential areas that may be subject to redevelopment, and consists of the following:

- **"The Acreages" (C)** (approx. 164 ha), being the larger estate-style residential lots located along Bates Avenue, Foch Avenue, and Symington Road; and
- **"The Hamlet" (D)** (approx. 73 ha), being the existing serviced residential community located in the northeast portion of the Plan Area.

These areas are expected to remain in their current land-use and zoning condition in the near term but may be re-zoned as part of development applications by future developers. Any redevelopment in these areas is anticipated to consist primarily of single-family residential, duplex, or townhouse uses.

3. City-Owned Lands — No Development Expected

This category includes the **Transcona Golf Course (E)** in the northwest portion of the Plan Area, as well as **Buhler Recreation Park** and **Lake Shirley Memorial Park (F)** in the eastern portion of the Plan Area. For the purposes of the South Transcona Secondary Plan, these City-owned lands are not anticipated to be developed and are expected to remain in their current use.

2 Water

The development water service area including pipe sizing and available fire flows are shown in Figure 2.0.

The system is proposed to have external feedpoints located at;

- On Plessis Road, South of Camiel Sys Street, off a 450 mm AC watermain.
- At Dugald Road & Bates Avenue, off a 300 mm AC watermain.
- At Dugald Road & Rennie Avenue off a 300 mm PVC watermain.

Developers will be responsible for installing all internal watermains within their development areas, as well as any external watermains required to provide adequate fire flows within their development area.

The Systems performance was analyzed under various operating conditions using EPA Net 2.0, a computer simulation program produced by the Environmental Protection Agency (EPA).

For our analysis, the City of Winnipeg's Water and Waste Department provided us with simulated conditions at the above noted feedpoints. The simulated feedpoint pressures used were 459.2 kPa (66.6 psi) on Plessis Road, 435.1 kPa (63.1 psi) on Dugald Road & Bates Avenue and 417.8 kPa (60.6 psi) on Dugald Road and Rennie Avenue and are representative of peak hour demand conditions in the distribution system.

The following design criteria and assumptions were used in the analysis of the watermains:

1. Hazen-Williams coefficient of friction ("C" value) will be assumed to be 120 for watermains with diameters of 200 mm or smaller and 130 for diameters larger than 200 mm.

2. Population will be based on the following;
   - 3.05 persons per single family dwelling unit.
   - 2.30 persons per multi-family dwelling unit

3. The number of dwelling units served by each node will be calculated based on:
   - High-level population density data from the current conceptual land use plan for the area

4. The average daily per capita consumption will be 225 L + 10%.

5. The maximum day demand will be 1.4 x average day rate.

6. The peak hour multiplier will be 2.3.

7. Minimum design fire flows to be provided with maximum day demand on the system to be as shown below, or greater based on FUS method:
   - 100 l/s for single family residential,
   - 200 l/s for multi-family residential,
   - 250 l/s for streetside commercial and institutional

8. For analysis purposes, the watermains were assumed to be at a constant elevation considering the subdivision's ground elevations vary slightly. The watermain system was tied into feedpoint nodes where simulated hydrant flow test data was provided by the City of Winnipeg.

9. Hydrant losses will be accounted for by calculating available fire flows using 25 psi as opposed to 20 psi.

Based on the above conditions, the proposed watermain system can meet the required operating criteria of:

- A minimum pressure of 207 kPa (30 psi) under maximum hour consumption.
- The minimum fire flow specified above at 140 kPa (20 psi) with maximum day consumption.

The available fire flows at various locations throughout the development are demonstrated in Figure 2.0.

Current fire flow analysis indicates that the south end of the East Town Area and the Acreages area—designated for Town Neighbourhood and Town Neighbourhood Small land uses—will have available fire flow slightly below 200 L/s. Additional interconnecting watermain or pipe upsizing will be considered during the detailed design stage for these areas.

Below are the ultimate average water demand calculations for the South Transcona area:

Single Family = 2,072 units x 3.05 ppu x 225 L/c/day + 10% = 1,564,101 L/day

Multi Family = 5,420 units x 2.3 ppu x 225 L/c/day + 10% = 3,085,335 L/day

Commercial/Mixed-Use = 10.04 ha x 16,800 L/ha/day = 168,672 L/day

Total = 4,818,108 L/day

3 Wastewater

This section is a summary of the analysis of the sizing and capacity of the proposed wastewater sewer system that will support the South Transcona Secondary Plan development concept. A separate external wastewater sewer study is being completed to analyze the effects on the existing downstream Dugald Road wastewater system. Any upgrades to the Dugald Road wastewater system will be identified within that separate external report.

The wastewater sewer system for the South Transcona area is designed to flow through proposed internal wastewater sewers and discharge into an existing regional 750 mm interceptor sewer located on the north side of Dugald Road at Bates Avenue. There is a separate connection also provided further upstream on Dugald Road into an existing regional 450 mm wastewater sewer located at Dugald Road and Rennie Avenue. The sewage will ultimately be directed to the existing North End Pollution Control Centre.

The contributing wastewater area and proposed pipe sizing are shown on Figure 3.0. The wastewater sewer design spreadsheet is provided in Appendix A and contains all inputs used in this analysis (i.e. unit counts, SF area, MF area, commercial area, population, manhole counts, etc.). The spreadsheet also shows design flows, capacity, flow depth etc. for all major segments.

Figure 3.0 references three types of high-level land use used in the analysis. These can broadly be described as:

- Town Gateway (mix of commercial and multi-family),
- Town Neighbourhood (mostly multi-family), and
- Town Neighbourhood Small (single family with some multi-family)

These land uses are used for this high-level planning stage and will be further explained in the South Transcona Secondary Plan report. For the sake of this wastewater analysis, assumptions were made as to what portion of Town Gateway was considered commercial (20%) and multi-family (80%).

The design-specific details for the major development areas — East Town Area (Area “B”) and West Town Area (Area “E”) — are shown in detail in Appendix A. To summarize:

<u>East Town Area (Area ‘B’)</u>

- Total PWWF – 94.50 L/s
- Proposed Pipe Size, Slope and Capacity – 525 WWS @ 0.09% - 129.02 L/s
- Proposed Unit Count – 720 single family units and 2,480 multi-family units
- Commercial Area = 2.65 Ha (20% of Town Gateway land)

West Town Area (Area 'E')

- Total PWWF – 95.38 L/s
- Proposed Pipe Size, Slope and Capacity – 525 WWS @ 0.09% - 129.02 L/s
- Proposed Unit Count – 660 single family unit and 2,540 multi-family units
- Commercial Area = 3.73 Ha (20% of Town Gateway land)

Existing Hamlet Area – Areas "G" and "A"

Area "G" consists of 118 existing homes and approximately 3.68 ha of developable land. The concept plan currently estimates that up to 36 new units could be accommodated within this area. The existing homes are already serviced by the local sewer network, which ultimately connects to Dugald Road. This local sewer network is expected to remain in place to continue servicing existing development.

To accommodate future development in Area "G", a new 250 mm sewer would likely be required to service the proposed units. While it may be possible for some new units to connect to the existing sewer network, the feasibility of doing so will depend on detailed capacity assessments. The exact configuration and design of any new sewer infrastructure within Area "G" will be determined as part of a future servicing report prepared in support of a development agreement.

For modeling simplicity at this conceptual stage, all flows from Area "G" have been assumed to discharge to a single 250 mm sewer into Node EX.2.

Area "A" consists of 21 existing homes and approximately 19.19 Ha of developable land. The concept plan currently estimates that up to 190 new units could be accommodated within this area. A new local sewer network will be required to service this area, and further analysis will be completed once development plans progress.

Pipe Cover

The City of Winnipeg Water and Waste Department has specified that the minimum permissible depth of cover shall be 2.4 metres – measured from the crown of the sewer to the centreline of finished grade. High-level checks of existing ground elevation and potential invert elevations suggest that the areas around the most upstream sewers within the South Transcona Area will need to be filled to accommodate minimum depth of bury for the sewers. Exact inverts and finished grade elevations will be determined by future engineered servicing report and drawings, in support of a development agreement. The future servicing report will be required to include an analysis of design sewer inverts in relation to the proposed development grading plan and investigate the required amount of fill to achieve sufficient pipe cover.

Further to the topic of pipe cover, the separate external wastewater sewer study will be providing more information on minimum ground elevations and sizing for future local sewers. The finished ground elevations are dependent on any external upgrades and that will not be covered in this report. Pipes will be permitted to be oversized as an alternative to increasing fill.

The design criteria and assumptions for the wastewater sewer system are:

1. Peak Design Flow = domestic sewage x peaking factor plus extraneous flow.
   The extraneous flows include groundwater infiltration and manhole cover inflow.

2. Domestic Sewage (Residential)
   Average Flow: 270 L/capita/day
   Peaking Factor: Harman's = 1 + 14/(4+(p/1000)^0.5))
   Population/dwelling = 3.05 persons (single family)
   = 2.30 persons (multi family)
   Dwelling Density = Actual predicted unit counts provided by the major developers, based on most recent land use plan

3. Commercial Flow: based on 50 persons per hectare – added to domestic sewage prior to applying peaking factor

4. Wet Industrial Flow (Malteurop Site): based on 105 persons per hectare for "Wet Industrial" – added to domestic sewage prior to applying peaking factor

5. Extraneous Flow
   a) Groundwater Infiltration: 2200 L/hectare/day
   b) Manhole Infiltration: 12 L/min/MH
   Manhole Spacing: 1.6 Manholes/hectare

6. Pipe selection was based on full flow pipe with Manning's N = 0.013 and minimum velocity of 0.60 m/sec. Adequate pipe cover and slope will be illustrated on the detailed design drawings.

The wastewater sewer system design spreadsheet for this subdivision is presented in Appendix "A". The table shows that pipe sizes presented are sized to handle the predicted flows within this development.

4 Land Drainage

4.1 Background

The South Transcona Plan Area (approx. 531 Ha) being examined in this brief is located within the larger South Transcona Drainage Area (approx. 1,191 Ha). The plan area is bounded:

- on the north by Dugald Road
- on the east by Murdock Road;
- on the south by St. Boniface Road; and
- on the west by Plessis Road

The drainage from the South Transcona plan area will be stored and attenuated in new naturalized retention lakes that will be built as development progresses. Each of the major developers (West Town Area and East Town Area) will be responsible for constructing at least one (1) retention lake within their development that will store the runoff from their development and additional runoff from existing areas that currently drain to the Esselmont Drain. The runoff will ultimately overflow a weir at the west end of the South Transcona area and flow west across Plessis Road into the existing St. Boniface Industrial Park (SBIP) lake system. There is currently a 1050 mm interconnecting pipe that is installed across Plessis Road that is conveying the Esselmont Drain into the SBIP lake system.

Detailed hydraulic modeling is required to confirm that the existing SBIP lake system is not adversely affected by the additional runoff generated by development in the South Transcona Area. This includes the requirement to accurately model the existing SBIP area as a baseline condition.

The current SBIP system is made up of five (5) retention lakes, all of which are shown in Figure 4.0. These 5 lakes are interconnected via a network of land drainage sewers. The system is drained by pumping out from Lake 5-1 into the Dugald Drain via a lift station located on Mazenod Road. Current operation of the SBIP system involves shutting down the pump station at times of high-water level in the Dugald Drain. Therefore, a “Zero Discharge” outlet condition was assumed for the SBIP system for the first 48 hours after a storm. All lakes in this system must be designed to store runoff for a period of at least 48 hours prior to the beginning of a pumped release to the ditch. There will be more details on the pumping rates later in this report.

Detailed hydraulic modeling of the existing SBIP lake system will be done to establish a baseline condition for the area. The analysis will include lake rises, high-water level, drawdown times and active storage volume. Once the baseline condition is established, three (3) different development scenarios for the South Transcona Area will be analyzed and compared to the baseline condition.

As such, stormwater management for the South Transcona plan area was evaluated under four (4) scenarios. These scenarios were developed to align with the transportation phasing outlined in the Stantec memo dated March 18, 2026, titled *“South Transcona Secondary Plan Traffic Phasing Discussion.”* The corresponding transportation phasing framework is summarized below.

Phase 1 (2026–2029):
This phase includes limited development (up to approximately 400 multi-family units) within each of the two major development areas, with no twinning of Dugald Road. Other than the **Baseline Scenario**, no further stormwater management model was developed for this phase. As a minimum requirement, each major development area will construct at least one 1-hectare retention lake. Given the relatively low level of development and the introduction of additional storage, runoff conditions during this phase are anticipated to improve relative to the baseline condition.

Phase 2 (2029–2031):
This phase includes further partial development (approximately 400 to 800 multi-family units total) within each of the two major development areas, along with twinning of Dugald Road from Plessis Road to Bates Avenue. This condition is represented by **South Transcona Scenario #1**.

Phase 3 (2031 to Ultimate Buildout):
This phase represents full development of the South Transcona Plan Area, including full twinning of Dugald Road from Bates Avenue to Murdock Road. This condition is represented by **South Transcona Scenarios #2 and #3**.

The four (4) stormwater management modeling scenarios that were simulated for this brief are explained further follows:

- **Baseline Scenario (See Figure 4.0):** Existing St. Boniface Industrial Park (SBIP) lake system (as of April 2026)
    - In addition to the five (5) existing SBIP lakes shown in Figure 4.0, the baseline scenario also includes taking in the runoff from the 44.55-hectare land to the west of Mazenod (currently referred to as the Waters Business Park) into the SBIP system. This land has been approved by the City to be incorporated into the SBIP system but is not yet constructed as of April 2026. The Waters Business Park is estimated to have two (2) new retention lakes and they will be included in the results/analysis for all four (4) scenarios. They will be referred to as “Lake WBP (N)” and “Lake WBP (S)”. The Waters Business Park land is shown in Figures 4.0, 5.0, 6.0 and 7.0.
- **South Transcona Scenario #1 (See Figure 5.0)**: Partial development of the two major developer’s lands and twinning of Dugald Road from Plessis Road to Bates Avenue.
    - This scenario matches Phase 2 of the traffic staging memo. Between 400 and 800 multi-family units developed in each of the major development areas.
    - No retention lake is required within the Dugald Road corridor under this scenario.
    - Both major development areas are assumed to construct their full retention lake requirements, with preliminary Normal Water Level (NWL) areas equal to 5% of their

development area. This amounts to 3.49 ha for the West Town Area and 3.60 ha for the East Town Area. These retention lake sizes are preliminary and may be refined through future detailed engineering analysis completed as part of subsequent servicing report submissions.

- These lakes will store and attenuate runoff from their respective developments PLUS additional runoff from Dugald Road and existing lands that currently drain to the Esselmont Drain. Figure 5.0 provides additional details.

- In this partial buildout scenario for the major development areas, a weighted percent of impervious area of 30% was used for the two major development subcatchment areas. This represents a combination of mostly highly pervious undeveloped area with some impervious developed area.

- **South Transcona Scenario #2 (See Figure 6.0)**: Full development of the two major developer's lands ONLY, and twinning of Dugald Road from Bates Avenue to Murdock Road.

  - No development is considered within the Hamlet and Acreages areas for this scenario.

  - There will be an additional retention lake built to provide stormwater management for the required Dugald Road twinning works. The new lake will be sized at Normal Water Level Area = 5% of the contributing Dugald catchment area. The catchment consists of the Dugald Road right-of-way (from Plessis Road to Murdock Road) PLUS the lots on the north side of Dugald along the same length. Figure 6.0 provides additional details.

    - Note that the exact location of this lake is to be determined at a later date. Figures 6.0 and 7.0 show the catchment area for this lake but do not depict the conceptual lake. The lake will be either on the north side or the south side of Dugald Road.

    - a weir manhole may be required to be installed on Bates Avenue if the Normal Water Level of the Dugald Lake is to be designed higher than 229.90 in a future servicing report. At present for this brief, the Dugald Lake is set at 229.90 and no weir will need to be installed.

  - % of impervious area for the two major development areas increases from 30% to 63%.

- **South Transcona Scenario #3 (See Figure 7.0):** Ultimate System

  - This builds on Scenario #2 but incorporates the Acreages and Hamlet areas.

  - Three (3) new theoretical lakes are shown within the Acreages and the Hamlet areas to illustrate that development of these areas will require stormwater retention. The theoretical lakes are shown at NWL = 4% of theoretical future contributing development area.

- The expectation is that some of the Acreages and Hamlet areas will be redeveloped. The actual development pattern of these areas cannot be predicted at this time. To account for this, the large theoretical future subcatchments were applied a weighted percent of impervious area of 45%. This represents a combination of highly pervious undeveloped area and impervious developed area. Any development in these areas is expected to be single family residential and therefore will be less impervious than the major development areas

Further to the scenarios above, the expansion of Lake Shirley was evaluated and determined to be not feasible due to a combination of engineering constraints, land ownership considerations, and broader stormwater servicing considerations. This option does not support a centrally located stormwater strategy, and would introduce prohibitive complexity to system design, phasing, and long-term operation. Accordingly, stormwater management for South Transcona is planned to be accommodated through precinct-based facilities distributed within the Plan Area.

4.2 Model

4.2.1 Design Criteria

The following design criteria and assumptions were followed during the modeling analysis of the proposed drainage system.

4.2.1.1 Rainfall

The drainage system was analyzed using design storm hyetographs discretized into 5 minute time steps. The intensity equations are presented in Table 1.0.

Table 1 - Rainfall Intensity

Storm	Type	Intensity (mm/hr)
5 yr Return Period MacLaren 1974	Chicago Distribution	$i_5 = \frac{1199}{(t+8)^{0.828}}$
25 yr Return Period MacLaren 1974	Chicago Distribution	$i_{25} = \frac{1842}{(t+9)^{0.842}}$
100 yr Return Period Acres 1978	Chicago Distribution	$i_{100} = \frac{2318}{(t+8)^{0.856}}$
Historic Bernie Wolfe 2010	Observed Event	Variable

Back to Back 25 Year Storms	Chicago Distribution	Same as 25 yr Return Period above (2nd storm starts 24 hours after 1st storm)

The modeling software SWMM 5.1 was used to simulate the City of Winnipeg 5, 25 and 100 year design storms, as well as the 2010 Bernie Wolfe historic rainfall event and the back-to-back 25-year storms.

4.2.1.2 Runoff

Runoff for this analysis was generated using the hydrograph method which utilized a Horton infiltration model, and SWMM routing method. The total area of each sub-catchment was divided into a pervious and impervious runoff surface. The runoff parameters for the sub-catchments are shown on Figures 4.0, 5.0, 6.0 and 7.0.

4.2.1.3 Retention Lakes

The specific City of Winnipeg criteria guidelines applicable to the existing and proposed Retention Lakes in the SBIP System are as follows:

- Maximum lake rises for a 25-year storm
    - 1.20m rise for Residential (ex. Lake 5-38 and all proposed internal South Transcona lakes)
    - 1.80m rise for Industrial (ex. Lakes 5-1, 5-2, 5-3, and 5-46, and the Dugald Road lake)
- Able to control runoff from the 100-year design storm
- Freeboard Elevation above High Water Level
    - 0.90 m for all Residential and Industrial and Ponds because this is a pumped system
- For ex. lakes 5-1, 5-2, 5-3 and 5-46, “critical elevations” were identified for each lake to determine the upper limit of storage capacity. More information on this is provided in Section 4.2.2.1
- 7:1 side slopes above normal water level and 4:1 side slopes below normal water level. Ex. Lakes 5-1, 5-2 and 5-3 were surveyed to provide the most accurate determination of storage capacity
- Minimum water depth
    - 1.83 m for existing Lakes 5-1, 5-2 and 5-3 (these lakes were built prior to the 2.5 m minimum requirement for City lakes)
    - 2.5 m for existing Lakes 5-38 and 5-46
    - 2.5 m for all proposed South Transcona lakes and the Dugald Road lake

Some additional conditions imposed on this system are

- All lakes are to be designed to accommodate these additional storms
    - The May 2010 historical event
    - Back-to-back 25-year MacLaren storms (second storm starts 24 hours after the first)
    - Figure 11.0 shows all five (5) design storms in more detail
- All Lakes in this system must be designed to store runoff for a period of at least 48 hours prior to the beginning of a pumped release to the ditch. The rate of pumping to the Dugald Ditch used in the model was provided by the City of Winnipeg and is as follows:
    - **Baseline Scenario and South Transcona Scenario #1 →** 200 L/s out of Lake 5-1 to the Dugald Ditch
    - **South Transcona Scenarios #2 and #3 →** 250 L/s out of Lake 5-1 to the Dugald Ditch
- Standard drawdown time criteria does not apply to this stormwater management area due to the "Zero-Discharge" condition for the first 48 hours combined with pumped release after 48 hours. It is expected that drawdown times will be very long. More discussion to follow on drawdown times in the Results section.

4.2.2 Model Calibration

4.2.2.1 Baseline Scenario: Existing SBIP Lake System

A baseline was established by building a model of the existing St. Boniface Industrial Park (SBIP) lake system as it exists today (March 2026) and adding in the contributions from the 44.55-hectare Waters Business Park land west of Mazenod. This was achieved by examining all information that was available to Stantec. More detail regarding the assumptions made and the information consulted is provided below.

Subcatchments

As shown in Figure 4.0, the existing system is made up of seven (7) large subcatchments – one (1) for each of the five (5) lakes, one (1) for the future Waters Business Park lands west of Mazenod, and one (1) for the large area currently draining to the Esselmont Drain east of Plessis Road.

The subcatchments for Lakes 5-1, 5-2 and 5-3 were determined by using the COW myUtilityInfo GIS site and available COW record drawings to determine land drainage sewer high points.

The subcatchments for Lake 5-38 (Waterside Estates lake) and Lake 5-46 (St. Boniface Industrial Park lake) were determined by consulting previous Stantec servicing report analyses for those subdivisions that

were designed by Stantec. The Waterside Estates lake subcatchment was updated to include information from the Waterside Estates East servicing report (submitted by Stantec May 9, 2025).

The subcatchment for the Waters Business Park lands was taken to be its' entire area of 44.55 hectares.

The existing subcatchment for the Esselmont Drain includes 230.1 hectares of land east of Plessis Road and 4.3 hectares of land from the Plessis Road ditch. The area east of Plessis includes the south portion of the Transcona Golf Course and the entire area south of Esselmont Avenue, west of Buhler Recreation Park, and north of St. Boniface Road. The Esselmont Drain is collected into an existing 1050 mm interconnecting pipe and conveyed west across Plessis into the SBIP system.

Subcatchments were modeled using the following assumptions

- % imperviousness as per section below
- Manning's roughness for runoff:
    - Impervious n=0.015
    - Pervious n=0.20
- Depression Storage – Impervious 3.0 mm, Pervious 6 mm.
- Horton infiltration Parameters for Pervious Surfaces are
    - f_o = 75 mm/hr
    - f_c = 3 mm/hr
    - a = 4.14 hr^{-1}

<u>% Imperviousness</u>

The percent of impervious area (% Imperv) is a crucial parameter for calibrating the existing subcatchments properly. To most accurately estimate this parameter a detailed area take-off was done using the most current Google Earth imaging available (approx. May 2025).

The % imperviousness for Lakes 5-1, 5-2 and 5-3 was determined using the seven (7) area classifications seen in Table 2. Lake 5-38 used some different area classifications as more detailed information was available for that lake (see Table 3). The total area of each subcatchment was broken into the corresponding area classification and a weighted average of % imperviousness was then determined. Figure 4.0 displays the overall area and % imperviousness of each existing subcatchment.

For Lake 5-46, 60% imperviousness was used as an overall number as this was what was used in the servicing report for the St. Boniface Industrial Park Phase 2 subdivision.

For the Waters Business Park lands, a 75% imperviousness was estimated for the whole subcatchment as this area is expected to consist mostly of commercial, high-density residential and mixed-use land.

The existing Esselmont Subcatchment is made up mostly of open grassland, large estate-style residential lots, the Plessis ditch and the Transcona Golf Course.

Table 2 - Areas for Lakes 5-1, 5-2 and 5-3

Area Classification	**% Imperv**
Grass	10%
Gravel	60%
Roof	98%
Pavement	98%
Right-of-Way	55%
Lake (NWL)	100%
Undeveloped Industrial	60%

Table 3 - Areas for Lake 5-38

Area Classification	**% Imperv**
Park	10%
Single Family Residential	44%
Multi-Family (High imperv)	76%
Multi-Family (Low imperv)	63%
Right-of Way	55%
Plessis Back Yards	11%
Lake (NWL)	100%

Interconnecting Pipe Network

All inverts, pipe diameters, pipe lengths, weir details and other important land drainage interconnecting sewer information was determined using the City of Winnipeg GIS site and available record drawings.

Storage Nodes and Critical Elevations

For existing Lakes 5-1, 5-2, and 5-3, detailed topographic survey data was used to define the size and shape of the storage capacity above the NWL. Contours were generated from the survey surface to represent the lake basin above the NWL.

For each lake, the surface area was calculated at Elevation = 231.00 m and at the “critical elevation” which represents the upper limit of the storage node in the SWMM model. The critical elevation was estimated by reviewing potential spillout locations identified from the survey and by examining the rim elevations of nearby land drainage sewer manholes and catch basins within each lake catchment using the City of Winnipeg GIS site. Where available, structures located within City rights-of-way and adjacent private parking lots were reviewed.

This approach was used as a preliminary method to estimate critical elevations for modeling purposes. However, it should be noted that the City of Winnipeg GIS site was used for general reference only and should not be considered a definitive source of as-built elevations. Accordingly, the critical elevations identified through this review should be considered approximate.

The critical elevations identified for each of the three (3) lakes are summarized below:

- **Lake 5-1:** 231.77 m,
    - based on the rim elevation of a roadway catch basin on Mazenod Road.
- **Lake 5-2:** 231.80 m
    - based on the rim elevation of a roadway catch basin on De Baets Street.
- **Lake 5-3:** 231.70 m
    - based on catch basin rim elevations within a parking lot at the southeast corner of De Baets Street.

The storage nodes for Lakes 5-38 and 5-46 were built using the design drawings for those projects that were available to Stantec.

The critical elevation for Lake 5-46 is as follows:

- **Lake 5-46:** 231.30 m, based on the lowest roadway catch basin within the St. Boniface Industrial Park Phase 2 subdivision. This information was taken directly from the Stantec design drawings for the St. Boniface Industrial Park Phase 2 subdivision.

The top-of-lake lines shown for these four (4) lakes on Figures 4.0, 5.0, 6.0 and 7.0 have been set at these critical elevations. The corresponding surface areas at these elevations are also indicated on those figures.

The theoretical Waters Business Park lakes were modeled based on high level assumptions made for that area. Table 4 summarizes the storage properties of the five (5) existing retention lakes and the two (2) conceptual lakes.

Table 4 - Retention Lake Properties – Existing SBIP Lakes

Retention Lake	Level	Elevation (m)	Area (m^2)	Active Storage Volume (m^3)
Lake 5-1	Bottom	225.55	31,202	0
	NWL	227.38	37,544	0
	(231.00)	231.00	63,076	183,816
	Crit. Elev.	231.77	73,586	**236,792**
Lake 5-2	Bottom	226.92	18,846	0
	NWL	228.75	23,500	0
	(231.00)	231.00	33,820	64,485
	Crit. Elev.	231.80	38,177	**93,284**
Lake 5-3	Bottom	226.92	22,660	0
	NWL	228.75	27,345	0
	(231.00)	231.00	40,465	76,286
	Crit. Elev.	231.70	45,206	**106,271**
Lake 5-38	Bottom	227.70	27,808	0
	NWL	230.20	34,897	0
	Top 7:1	232.04	45,207	**31,197**
Lake 5-46	Bottom	225.88	35,058	0
	NWL	227.38	46,259	0
	Crit Elev.	231.30	70,600	**229,044**
Lake WBP (N)	Bottom	226.60	3,000	0
	NWL	229.10	6,110	0
	Top 7:1	231.53	12,885	**23,060**
Lake WBP (S)	Bottom	226.60	2,745	0
	NWL	229.10	6,546	0
	Top 7:1	231.53	14,449	**25,488**

4.2.3 Retention Lake Properties – Scenarios #1, #2 and #3

The three (3) South Transcona modeling scenarios introduce six (6) new theoretical lakes, located within the South Transcona area, into the overall SBIP system. Refer to Figures 5.0, 6.0 and 7.0 for more details.

For Scenario #1 there are two (2) proposed lakes introduced, as follows

- **West Town Area Lake** – This lake will be within the West Town Area and is sized based on NWL = 5% of the West Town Area
- **East Town Area Lake** – This lake will be within the East Town Area and is sized based on NWL = 5% of the East Town Area

For Scenario #2 the Dugald Lake is introduced

- **Dugald Lake** – This lake will be located on either the north or south side of Dugald Road and will be designed to attenuate runoff from the Dugald Twinning works. The lake is sized at NWL = 5% of the contributing Dugald Road catchment area. The Dugald Road catchment area is currently estimated to be 50.4 hectares. It ranges from Plessis Road on the west to Murdock Road on the east and includes the Dugald Road right-of-way PLUS all of the lots fronting on the north side of Dugald.

For Scenario #3 there are three (3) future conceptual stormwater retention lakes introduced into the modeling analysis. These theoretical lakes will be in the Hamlet and Acreages areas and are included for high-level planning purposes only. The size, location, catchments, and operational characteristics of these lakes are entirely theoretical and are intended to help represent an ultimate stormwater retention condition for the South Transcona area. Final design of these retention lakes will be determined by future engineers at the time of development in accordance with City of Winnipeg standards.

These three (3) theoretical lakes are described as:

- **Future Lake (S) –** This lake is shown south of Esselmont Avenue and is sized based on NWL = 4% of the theoretical catchment area shown on Figure 7.0.
- **Future Lake (N) –** This lake is shown north of Esselmont Avenue and is sized based on NWL = 4% of the theoretical catchment area shown on Figure 7.0.
- **Future Lake (NE) –** This lake is shown within the Hamlet area, on the south side of Dugald Road and is sized based on NWL = 4% of the theoretical catchment area shown on Figure 7.0.

Table 5 summarizes the properties of the six (6) retention lakes introduced in Scenarios #1, #2 and #3. These properties are all conceptual at this time and are subject to change based on actual retention lake shapes. They are listed in this report in effort to convey the storage volume required for these lakes.

Table 5 - Retention Lake Properties – South Transcona Lakes (conceptual)

Retention Lake	Level	Elevation (m)	Area (m^2)	Active Storage Volume (m^3)
West Town Area Lake	Bottom	227.40	28,330	0
	NWL	229.90	34,934	0
	Top 7:1	231.74*	44,363	**72,953**
East Town Area Lake	Bottom	228.00	28,850	0
	NWL	230.50	36,025	0
	Top 7:1	232.34*	46,181	**75,630**
Dugald Lake	Bottom	227.40	18,000	0
	NWL	229.90	25,200	0
	Top 7:1	232.18**	38,200	**72,273**
Future Lake (S)	Bottom	227.40	22,990	0
	NWL	229.90	29,570	0
	Top 7:1	231.74*	39,150	**63,222**
Future Lake (N)	Bottom	227.40	27,080	0
	NWL	229.90	33,300	0
	Top 7:1	231.74*	42,220	**69,478**
Future Lake (NE)	Bottom	227.40	15,800	0
	NWL	229.90	20,730	0
	Top 7:1	231.74*	28,010	**44,841**

*These lakes were modeled with a 7:1 slope width of 12.88 metres. When a development application is submitted for the area, pond design will need to be revisited and a wider 7:1 slope width may be required, depending on the adjacent land use that is proposed.

**Dugald Lake 7:1 slope width is modeled at 15.75 metres wide (increased from 12.88-metre typical width) to account for anticipated rises exceeding 1.84 metres during severe storms.

4.3 Results

4.3.1 Baseline Scenario: Existing SBIP Lake System

4.3.1.1 Retention Lake Response – Baseline Scenario

The responses of each lake in the existing SBIP system are shown in Table 6. Figures 7.1 to 7.5 plot the lake levels over time.

Table 6 - Predicted Peak Lake Rises in Existing SBIP system (Baseline Scenario)

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	HWL
Lake 5-1	227.38	1.76	2.27	2.64	3.24	3.46	**230.84**
Lake 5-2	228.75	0.59	0.95	1.30	1.92	2.11	**230.86**
Lake 5-3	228.75	0.69	1.00	1.35	1.96	2.14	**230.89**
Lake 5-38	230.20	0.50	0.81	1.04	0.83	1.00	**231.24**
Lake 5-46	227.38	1.18	1.67	1.99	2.63	2.80	**230.18**
Lake WBP (N)	229.10	0.81	1.20	1.44	1.52	1.52	**230.84**
Lake WBP (S)	229.10	0.80	1.19	1.43	1.52	1.52	**230.84**

4.3.1.2 Drawdown Times – Baseline Scenario

Table 7 below summarizes the drawdown times of each lake during the baseline scenario. The overall drawdown response of each of the seven (7) lakes for the baseline scenario can be seen in Figures 7.1 to 7.5. Note that drawdown time in this case refers to the time from the start of the storm until the lake level lowers to 0.1m above NWL. 200 L/s pumped release to the Dugald Ditch starts at 2 days and that lag is included in the drawdown time.

Table 7 - Drawdown Times (in days) for all Retention Lakes for the Baseline Scenario, using 200 L/s pump

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	Lake Rise @ 2 days (5Y Storm)	Lake Rise @ 5 days (100Y Storm)
Lake 5-1	*227.38*	8.3	12.4	16.1	24.7	26.6	1.66 m	2.02 m
Lake 5-2	*228.75*	3.0	6.2	9.6	18.1	20.0	0.29 m	0.65 m

Lake 5-3	*228.75*	3.0	6.2	9.6	18.1	20.0	0.29 m	0.65 m
Lake 5-38	*230.20*	0.4	0.5	0.6	4.7	5.6	0.00 m	0.00 m
Lake 5-46	*227.38*	13.8	18.9	22.7	30.5	33.1	1.01 m	1.98 m
Lake WBP (N)	*229.10*	0.6	3.9	6.6	14.8	16.6	0.00 m	0.30 m
Lake WBP (S)	*229.10*	0.6	3.9	6.7	14.8	16.6	0.00 m	0.30 m

Due to the "zero-discharge, with pumping at 48 hours" outlet condition that the SBIP system is controlled by, drawdown times for the system far exceed the design criteria of 2 days for a 5-year storm and 5 days for a 100-year storm. The two columns on the right of Table 7 depict how high above NWL each lake is at these typical criteria benchmarks. In this baseline scenario the existing lakes 5-1, 5-2, 5-3 and 5-46 are already well above NWL at the two standard criteria benchmarks.

As Scenario #1, #2 and #3 are introduced into the SBIP system these drawdown times will increase even further. Refer to sections 4.3.2.2, 4.3.3.2 and 4.3.4.2 to compare with the drawdown times associated with Scenarios #1, #2, and #3, respectively.

4.3.1.3 Active Storage Volumes – Baseline Scenario

Table 8 below summarizes the active storage volumes of each lake during the baseline scenario. The available active storage of each lake is also listed in the table for reference. Refer to Table 5 for more details on available active storage (and critical elevations).

Table 8 – Active Storage Volumes for each Lake, in cubic metres (Baseline Scenario)

Name	Available Active Storage	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Lake 5-1	**236,792**	76,832	103,452	123,624	158,469	171,943
Lake 5-2	**93,284**	14,720	24,316	34,490	53,468	59,765
Lake 5-3	**106,271**	20,378	30,333	42,078	64,935	71,975
Lake 5-38	**31,197**	6,916	11,860	15,691	12,125	14,965
Lake 5-46	**229,044**	57,609	84,196	102,332	141,220	151,575
Lake WBP (N)	**23,060**	5,856	9,358	11,736	12,539	14,903
Lake WBP (S)	**25,488**	6,309	10,106	12,679	13,740	16,369

4.3.1.4 Discharge – Baseline Scenario

A large portion of the South Transcona area currently discharges west across Plessis Road via an existing 1050 mm land drainage sewer. This sewer receives flows from the Esselmont Drain and the existing catchment can be seen in Figure 4.0.

The peak flow through this 1050mm LDS for the baseline scenario is shown on Table 9. Figure 7.6 shows the discharge hydrograph for each storm in the baseline scenario.

Table 9 - Peak Flow through 1050mm LDS across Plessis Road, in cms (Baseline Scenario)

Pipe	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Ex 1050mm LDS across Plessis	0.86	0.86	0.86	0.86	0.86

4.3.2 South Transcona Scenario #1: Partial Development of Major Developer's Land and Dugald Twinning from Plessis Road to Bates Avenue

4.3.2.1 Retention Lake Response – Scenario #1

The responses of each lake in the existing SBIP system and the two (2) proposed South Transcona major developer lakes are shown in Table 10. Figures 8.1 to 8.10 plot the lake levels over time.

Table 10 - Predicted Peak Lake Rises (Scenario #1)

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	HWL	∆HWL to Baseline
Lake 5-1	227.38	1.93	2.63	3.02	3.54	3.77	**231.15**	0.31
Lake 5-2	228.75	0.59	1.27	1.66	2.19	2.43	**231.18**	0.32
Lake 5-3	228.75	0.71	1.27	1.67	2.22	2.46	**231.21**	0.32
Lake 5-38	230.20	0.50	0.81	1.04	0.85	1.04	**231.24**	0.00
Lake 5-46	227.38	1.36	1.97	2.39	3.04	3.22	**230.60**	0.42
Lake WBP (N)	229.10	0.81	1.21	1.45	1.82	2.06	**231.16**	0.32

Lake WBP (S)	229.10	0.81	1.20	1.44	1.82	2.06	**231.16**	0.32
West Town Lake	229.90	0.49	0.81	1.07	1.42	1.57	**231.47**	----
East Town Lake	230.50	0.39	0.76	1.07	1.30	1.47	**231.97**	----

The 25-year rises for the two major developer's lakes are less than the 1.20-metre residential requirement. See Table 23 in Section 4.3.5 for the full comparison of how the increased runoff from the South Transcona Area during Scenario #1 affects the rises in the existing SBIP system.

4.3.2.2 Drawdown Times – Scenario #1

Table 11 below summarizes the drawdown times of each lake during Scenario #1. The overall drawdown response of the seven (7) SBIP lakes (west of Plessis) can be seen in Figures 8.1 to 8.5. The response for the two (2) proposed South Transcona major developer lakes can be seen in Figures 8.6 to 8.10. Note that drawdown time in this case refers to the time from the start of the storm until the lake level lowers to 0.1 m above NWL. 200 L/s pumped release to the Dugald Ditch starts at 2 days and that lag is included in the drawdown time.

Table 11 - Drawdown Times (in days) for all Retention Lakes for Scenario #1, using 200 L/s pump

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	Lake Rise @ 2 days (5Y Storm)	Lake Rise @ 5 days (100Y Storm)
Lake 5-1	*227.38*	10.0	17.1	22.9	34.4	37.8	1.92 m	2.72 m
Lake 5-2	*228.75*	4.5	10.6	16.3	27.8	31.1	0.56 m	1.36 m
Lake 5-3	*228.75*	4.5	10.6	16.3	27.8	31.1	0.56 m	1.36 m
Lake 5-38	*230.20*	0.4	0.5	3.4	11.5	14.6	0.00 m	0.01 m
Lake 5-46	*227.38*	16.2	23.7	29.6	38.5	43.0	1.04 m	2.18 m
Lake WBP (N)	*229.10*	2.6	7.6	13.0	24.4	27.7	0.20 m	1.01 m
Lake WBP (S)	*229.10*	2.6	7.6	13.0	24.4	27.7	0.20 m	1.01 m
West Town Lake	*229.90*	1.7	2.9	6.0	15.7	18.9	0.08 m	0.22 m
East Town Lake	*230.50*	1.9	3.3	4.3	8.6	10.6	0.09 m	0.05 m

As mentioned in Section 4.3.1.2, the drawdown times for the existing SBIP lakes in the baseline scenario were already extensive. During Scenario #1 the drawdown times for the ex. lakes are extended further, as expected.

For the two (2) proposed major developer lakes in the South Transcona area the drawdown times slightly exceed the design criteria of 2 days for a 5-year storm and 5 days for a 100-year storm. These extended drawdown times may result in some grass die back if inappropriate species are planted around the pond.

4.3.2.3 Active Storage Volumes – Scenario #1

Table 12 below summarizes the active storage volumes of each lake during Scenario #1. The available active storage of each lake is also listed in the table for reference. Refer to Table 5 for more details on available active storage.

Table 12 – Active Storage Volumes for each Lake, in cubic metres (Scenario #1)

Name	Available Active Storage	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Lake 5-1	**236,792**	86,272	124,211	146,604	178,538	193,831
Lake 5-2	**93,284**	14,728	33,564	45,3644	62,607	70,806
Lake 5-3	**106,271**	20,896	39,580	53,811	75,018	84,833
Lake 5-38	**31,197**	6,917	11,860	15,696	12,397	15,644
Lake 5-46	**229,044**	67,011	101,441	125,942	166,922	178,608
Lake WBP (N)	**23,060**	5,888	9,407	11,790	15,768	18,537
Lake WBP (S)	**25,488**	6,348	10,167	12,751	17,333	20,424
West Town Lake	**72,953**	17,706	30,005	40,274	54,641	61,206
East Town Lake	**75,630**	14,478	29,159	41,534	51,394	58,777

4.3.2.4 Discharge – Scenario #1

For Scenario #1, the new proposed lake system will connect to the existing 1050 mm LDS that is currently stubbed roughly 200 m east of Plessis Road. Refer to Figure 5.0 for more details on the conceptual LDS configuration.

The peak flow through the 1050 mm LDS crossing Plessis Road is shown on Table 13. Figure 8.11 shows the discharge hydrograph for each storm in Scenario #1.

Table 13 - Peak Flow through 1050mm LDS across Plessis Road, in cms (Scenario #1)

Pipe	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Ex 1050mm LDS across Plessis	1.00	1.19	1.24	1.02	1.17

4.3.3 South Transcona Scenario #2: Full Development of Major Developer's Land and Full Dugald Twinning

4.3.3.1 Retention Lake Response – Scenario #2

The responses of each lake in the existing SBIP system, the two (2) proposed South Transcona major developer lakes, and the proposed Dugald Lake are shown in Table 14. Figures 9.1 to 9.10 plot the lake levels over time.

Table 14 - Predicted Peak Lake Rises (Scenario #2)

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	HWL	∆HWL to Baseline
Lake 5-1	227.38	2.06	2.73	3.07	3.59	3.81	**231.19**	0.35
Lake 5-2	228.75	0.70	1.37	1.72	2.25	2.47	**231.22**	0.36
Lake 5-3	228.75	0.76	1.38	1.73	2.29	2.51	**231.26**	0.37
Lake 5-38	230.20	0.50	0.81	1.04	0.86	1.05	**231.25**	0.01
Lake 5-46	227.38	1.42	2.02	2.42	3.07	3.22	**230.60**	0.42
Lake WBP (N)	229.10	0.81	1.21	1.45	1.87	2.09	**231.19**	0.35
Lake WBP (S)	229.10	0.81	1.20	1.44	1.87	2.09	**231.19**	0.35
West Town Lake	229.90	0.55	0.87	1.11	1.48	1.61	**231.51**	----
East Town Lake	230.50	0.61	0.99	1.27	1.59	1.77	**232.27**	----
Dugald Lake	229.90	0.87	1.41	1.78	2.15	2.17	**232.07**	----

The 25-year rises for the two major developer's lakes are less than the 1.20-metre residential requirement and the Dugald Lake is less than the 1.80-metre industrial requirement. See Table 23 in Section 4.3.5 for the full comparison of how the increased runoff from the South Transcona Area during Scenario #2 affects the rises in the existing SBIP system.

4.3.3.2 Drawdown Times – Scenario #2

Table 15 below summarizes the drawdown times of each lake during Scenario #2. The overall drawdown response of the seven (7) SBIP lakes (west of Plessis) can be seen in Figures 9.1 to 9.5. The response for the three (3) proposed South Transcona lakes can be seen in Figures 9.6 to 9.10. Note that drawdown time in this case refers to the time from the start of the storm until the lake level lowers to 0.1 m above NWL. 250 L/s pumped release to the Dugald Ditch starts at 2 days and that lag is included in the drawdown time.

Table 15 - Drawdown Times (in days) for all Retention Lakes for Scenario #2, using 250 L/s pump

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	Lake Rise @ 2 days (5Y Storm)	Lake Rise @ 5 days (100Y Storm)
Lake 5-1	*227.38*	9.1	14.9	19.5	30.0	32.4	2.06 m	2.77 m
Lake 5-2	*228.75*	5.0	10.1	14.6	25.1	27.5	0.69 m	1.42 m
Lake 5-3	*228.75*	5.0	10.1	14.6	25.1	27.5	0.69 m	1.42 m
Lake 5-38	*230.20*	0.4	0.5	3.9	11.9	14.2	0.00 m	0.01 m
Lake 5-46	*227.38*	16.1	22.6	27.5	38.1	40.5	1.05 m	2.20 m
Lake WBP (N)	*229.10*	3.2	7.7	12.0	22.4	24.8	0.33 m	1.05 m
Lake WBP (S)	*229.10*	3.2	7.7	12.0	22.4	24.8	0.33 m	1.05 m
West Town Lake	*229.90*	2.3	3.9	6.6	15.7	18.0	0.12 m	0.29 m
East Town Lake	*230.50*	2.6	3.9	4.9	9.3	11.6	0.18 m	0.09 m
Dugald Lake	*229.90*	2.4	3.9	6.6	15.7	18.0	0.12 m	0.30 m

As mentioned in Section 4.3.1.2, the drawdown times for the existing SBIP lakes in the baseline scenario were already extensive. During Scenario #2 the drawdown times for the ex. lakes are extended further, as expected.

For the three (3) proposed lakes in the South Transcona area the drawdown times slightly exceed the design criteria of 2 days for a 5-year storm and 5 days for a 100-year storm. These extended drawdown times may result in some grass die back if inappropriate species are planted around the pond.

4.3.3.3 Active Storage Volumes – Scenario #2

Table 16 below summarizes the active storage volumes of each lake during Scenario #2. The available active storage of each lake is also listed in the table for reference.

Table 16 – Active Storage Volumes for each Lake, in cubic metres (Scenario #2)

Name	Available Active Storage	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Lake 5-1	**236,792**	92,831	129,769	149,678	181,654	196,030
Lake 5-2	**93,284**	17,452	36,537	47,071	64,601	72,228
Lake 5-3	**106,271**	22,458	43,203	55,921	77,860	86,974
Lake 5-38	**31,197**	6,916	11,861	15,711	12,615	15,859
Lake 5-46	**229,044**	70,315	104,261	127,756	169,050	178,610
Lake WBP (N)	**23,060**	5,888	9,408	11,791	16,315	18,908
Lake WBP (S)	**25,488**	6,347	10,167	12,752	17,943	20,838
West Town Lake	**72,953**	19,994	32,338	41,831	57,250	62,819
East Town Lake	**75,630**	23,065	38,415	50,409	64,314	72,620
Dugald Lake	**72,273**	24,107	41,330	54,009	67,407	68,465

4.3.3.4 Discharge – Scenario #2

For Scenario #2, the peak flow through the 1050mm LDS crossing Plessis Road is shown on Table 17. Figure 9.11 shows the discharge hydrograph for each storm in Scenario #2.

Table 17 - Peak Flow through 1050mm LDS across Plessis Road, in cms (Scenario #2)

Pipe	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Ex 1050mm LDS across Plessis	1.16	1.41	1.54	1.26	1.41

4.3.4 South Transcona Scenario #3: Ultimate Condition – Includes Development of Acreages and Hamlet Areas

4.3.4.1 Retention Lake Response – Scenario #3

The responses of each lake in the existing SBIP system, the two new proposed lakes in the major developer's lands, the proposed Dugald Lake, and three theoretical future lakes in the South Transcona Area are shown in Table 18.

Table 18 - Predicted Peak Lake Rises (Scenario #3)

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	HWL	∆HWL to Baseline
Lake 5-1	227.38	2.13	2.73	3.02	3.49	3.71	**231.09**	0.25
Lake 5-2	228.75	0.78	1.39	1.68	2.16	2.37	**231.12**	0.26
Lake 5-3	228.75	0.79	1.41	1.70	2.18	2.40	**231.15**	0.26
Lake 5-38	230.20	0.50	0.81	1.04	0.86	1.04	**231.24**	0.00
Lake 5-46	227.38	1.53	2.16	2.53	3.11	3.22	**230.60**	0.42
Lake WBP (N)	229.10	0.81	1.21	1.45	1.78	1.99	**231.09**	0.25
Lake WBP (S)	229.10	0.81	1.20	1.44	1.78	1.99	**231.09**	0.25
West Town Lake	229.90	0.49	0.80	1.02	1.26	1.41	**231.31**	----
East Town Lake	230.50	0.56	0.88	1.12	1.34	1.54	**232.04**	----
Dugald Lake	229.90	0.60	0.96	1.23	1.56	1.70	**231.60**	----
**Future Lake (S)*	229.90	0.62	0.99	1.26	1.57	1.74	**231.64**	----
**Future Lake (N)*	229.90	0.60	0.97	1.24	1.57	1.71	**231.61**	----
**Future Lake (NE)*	229.90	0.63	1.01	1.29	1.58	1.75	**231.65**	----

**The three (3) future conceptual stormwater retention lakes shown in the Hamlet and Acreages area are for high-level planning purposes only. The size, location, and operational characteristics of these lakes are entirely theoretical and are intended to help represent an ultimate stormwater retention condition for the South Transcona area. Final design of these retention lakes will be determined by future engineers at the time of development in accordance with City of Winnipeg standards.*



See Table 23 in Section 4.3.5 for the full comparison of how the increased runoff from the South Transcona Area during Scenario #3 affects the rises in the existing SBIP system.

4.3.4.2 Drawdown Times – Scenario #3

Table 19 below summarizes the drawdown times of each lake during Scenario #3. The overall drawdown response of the seven (7) SBIP lakes (west of Plessis) can be seen in Figures 10.1 to 10.5. The response of the six (6) conceptual South Transcona lakes (including the three (3) theoretical future lakes) can be seen in Figures 10.6 to 10.10. Note that drawdown time in this case refers to the time from the start of the storm until the lake level lowers to 0.1m above NWL. 250 L/s pumped release to the Dugald Ditch starts at 2 days and that lag is included in the drawdown time.

Table 19 - Drawdown Times (in days) for all Retention Lakes for Scenario #3, using 250 L/s pump

Name	NWL	5 Year	25 Year	100 Year	May 2010	BTB 25 Year	Lake Rise @ 2 days (5Y Storm)	Lake Rise @ 5 days (100Y Storm)
Lake 5-1	*227.38*	10.8	17.4	22.2	34.1	37.0	2.11 m	2.88 m
Lake 5-2	*228.75*	6.4	12.5	17.6	29.1	32.0	0.76 m	1.53 m
Lake 5-3	*228.75*	6.4	12.5	17.6	29.1	32.0	0.76 m	1.53 m
Lake 5-38	*230.20*	0.4	0.5	4.8	14.3	17.1	0.00 m	0.08 m
Lake 5-46	*227.38*	17.9	25.2	30.5	42.1	45.0	1.05 m	2.20 m
Lake WBP (N)	*229.10*	4.2	10.0	15.0	26.4	29.3	0.39 m	1.06 m
Lake WBP (S)	*229.10*	4.2	10.0	15.0	26.4	29.3	0.39 m	1.06 m
West Town Lake	*229.90*	3.9	5.8	9.1	19.8	22.6	0.21 m	0.43 m
East Town Lake	*230.50*	2.4	3.5	4.6	10.2	12.5	0.15 m	0.07 m
Dugald Lake	*229.90*	4.0	5.9	9.2	19.9	22.7	0.28 m	0.46 m
**Future Lake (S)*	*229.90*	4.0	5.9	9.2	19.9	22.7	0.28 m	0.47 m
**Future Lake (N)*	*229.90*	4.0	5.9	9.2	19.9	22.7	0.30 m	0.46 m
**Future Lake (NE)*	*229.90*	4.0	5.9	9.2	19.9	22.7	0.28 m	0.46 m

4.3.4.3 Active Storage Volumes – Scenario #3

Table 20 below summarizes the active storage volumes of each lake during Scenario #3. The available active storage of each lake is also listed in the table for reference.

Table 20 – Active Storage Volumes for each Lake, in cubic metres (Scenario #3)

Name	Available Active Storage	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Lake 5-1	**236,792**	96,608	129,889	146,606	175,765	189,397
Lake 5-2	**93,284**	19,631	37,109	46,050	61,383	68,710
Lake 5-3	**106,271**	23,338	44,385	55,094	73,542	82,327
Lake 5-38	**31,197**	6,916	11,860	15,711	12,576	15,686
Lake 5-46	**229,044**	76,783	112,692	134,962	171,400	178,614
Lake WBP (N)	**23,060**	5,888	9,407	11,790	15,279	17,720
Lake WBP (S)	**25,488**	6,347	10,167	12,751	16,788	19,511
West Town Lake	**72,953**	17,739	29,452	38,494	48,122	54,470
East Town Lake	**75,630**	20,952	33,941	43,859	53,166	61,967
Dugald Lake	**72,273**	16,142	26,927	35,450	46,274	51,212
**Future Lake (S)*	**63,222**	19,478	31,857	41,565	52,876	59,500
**Future Lake (N)*	**69,478**	21,035	34,570	45,023	58,094	63,907
**Future Lake (NE)*	**44,841**	13,803	22,844	29,957	37,580	42,935

4.3.4.4 Discharge – Scenario #3

The peak flow through the 1050mm LDS crossing Plessis Road is shown on Table 21. Figure 10.11 shows the discharge hydrograph through this pipe for each storm in Scenario #3.

Table 21 - Peak Flow through 1050mm LDS across Plessis Road, in cms (Scenario #3)

Pipe	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Ex 1050mm LDS across Plessis	1.06	1.40	1.54	1.27	1.40

Additionally, discharge hydrographs from the three (3) future theoretical lakes are shown in Figures 10.12 to 10.14, and summarized in Table 22.

Figure 10.12 → Discharge (m^3/s) from "Future Lake (S)" to the future trunk on Esselmont Avenue

Figure 10.13 → Discharge (m^3/s) from "Future Lake (N)" to the future trunk on Dugald Road

Figure 10.14 → Discharge (m^3/s) from "Future Lake (NE)" to the future trunk on Dugald Road

Table 22 - Peak Discharge from Future Theoretical Lakes to adjacent Trunk Sewer, in cms (Scenario #3)

Pipe	5 Year	25 Year	100 Year	May 2010	BTB 25 Year
Future Lake (SE) to Esselmont Av	0.09	0.12	0.12	0.10	0.12
Future Lake (N) to Dugald Rd	0.12	0.17	0.16	0.13	0.17
Future Lake (NE) to Dugald Rd	0.17	0.23	0.27	0.23	0.26

4.3.5 Summary of Results and Conclusions

4.3.5.1 High-Water Levels and Freeboard

The maximum high-water level (HWL) for all lakes in all modeled scenarios was observed during the back-to-back 25-year storm event. Table 23 below summarizes the high-water levels for all lakes during the three (3) South Transcona modeling scenarios under the back-to-back 25-year storm condition, and how they compare to the baseline scenario.

Table 23 - Summary of Lake High Water Levels and Rises during the Back-to-Back 25-Year Storm Event

		BASELINE SCENARIO		SCENARIO #1			SCENARIO #2			SCENARIO #3		
		Existing SBIP Lakes and Proposed WBP Lakes		Partial Development of Major Developer's Lands and Dugald Twinning to Bates			Full Development of Major Developer's Lands and Full Dugald Twinning			Ultimate Condition - Develop Remaining South Transcona Area		
		Ex. SBIP Lakes and Proposed WBP Lakes		Add Major Developer Lakes NWL = 5% of Dev. Area			Add Dugald Lake NWL = 5% of Dev. Area			Add Theoretical Future Lakes NWL = 4% of Dev. Area		
		200 L/s Pump		200 L/s Pump			250 L/s Pump			250 L/s Pump		
Lake Name	**NWL**	**HWL**	**Rise**	**HWL**	**Rise**	**ΔHWL (m)**	**HWL**	**Rise**	**ΔHWL (m)**	**HWL**	**Rise**	**ΔHWL (m)**
Ex. Lake 5-1	227.38	230.84	3.46	231.15	3.77	0.31	231.19	3.81	0.35	231.09	3.71	0.25
Ex. Lake 5-2	228.75	230.86	2.11	231.18	2.43	0.32	231.22	2.47	0.36	231.12	2.37	0.26
Ex. Lake 5-3	228.75	230.89	2.14	231.21	2.46	0.32	231.26	2.51	0.37	231.15	2.40	0.26
Ex. Lake 5-38	230.20	231.24	1.04	231.24	1.04	0.00	231.25	1.05	0.01	231.24	1.04	0.00
Ex. Lake 5-46	227.38	230.18	2.80	230.60	3.22	0.42	230.60	3.22	0.42	230.60	3.22	0.42
Lake WBP (N)	229.10	230.84	1.74	231.16	2.06	0.32	231.19	2.09	0.35	231.09	1.99	0.25
Lake WBP (S)	229.10	230.84	1.74	231.16	2.06	0.32	231.19	2.09	0.35	231.09	1.99	0.25
West Town Lake	229.90	----	----	231.47	1.57	----	231.51	1.61	----	231.31	1.41	----
East Town Lake	230.50	----	----	231.97	1.47	----	232.27	1.77	----	232.04	1.54	----
Dugald Lake	229.90	----	----	----	----	----	232.07	2.17	----	231.60	1.70	----
Future Lake (S)	229.90	----	----	----	----	----	----	----	----	231.64	1.74	----
Future Lake (N)	229.90	----	----	----	----	----	----	----	----	231.61	1.71	----
Future Lake (NE)	229.90	----	----	----	----	----	----	----	----	231.65	1.75	----

Based on the HWL results shown above, Table 24 (below) was created to illustrate the adjusted freeboard for each of the seven (7) SBIP lakes west of Plessis and the six (6) conceptual lakes located in the South Transcona area east of Plessis. The prescribed freeboard for all lakes in the SBIP system is 0.9 metres, due to the pumped-release condition.

Table 24 - Adjusted Freeboard Elevations for all lakes

		SCENARIO #1		SCENARIO #2		SCENARIO #3	
		Partial Development of Major Developer's Lands and Dugald Twinning to Bates		Full Development of Major Developer's Lands and Full Dugald Twinning		Ultimate Condition - Develop Remaining South Transcona Area	
		Add Major Developer Lakes NWL = 5% of Dev. Area		Add Dugald Lake NWL = 5% of Dev. Area		Add Theoretical Future Lakes NWL = 4% of Dev. Area	
		200 L/s Pump		250 L/s Pump		250 L/s Pump	
Lake Name	**NWL**	**HWL (m)**	**0.9m Freeboard Elevation (m)**	**HWL (m)**	**0.9m Freeboard Elevation (m)**	**HWL (m)**	**0.9m Freeboard Elevation (m)**
Ex. Lake 5-1	227.38	231.15	232.05	231.19	232.09	231.09	231.99
Ex. Lake 5-2	228.75	231.18	232.08	231.22	232.12	231.12	232.02
Ex. Lake 5-3	228.75	231.21	232.11	231.26	232.16	231.15	232.05
Ex. Lake 5-38	230.20	231.24	232.14	231.25	232.15	231.24	232.14
Ex. Lake 5-46	227.38	230.60	231.50	230.60	231.50	230.60	231.50
Lake WBP (N)	229.10	231.16	232.06	231.19	232.09	231.09	231.99
Lake WBP (S)	229.10	231.16	232.06	231.19	232.09	231.09	231.99
West Town Lake	229.90	231.47	232.37	231.51	232.41	231.31	232.21
East Town Lake	230.50	231.97	232.87	232.27	233.17	232.04	232.94
Dugald Lake	229.90	----	----	232.07	232.97	231.60	232.50
Future Lake (S)	*229.90*	----	----	----	----	*231.64*	*232.54*
Future Lake (N)	*229.90*	----	----	----	----	*231.61*	*232.51*
Future Lake (NE)	*229.90*	----	----	----	----	*231.65*	*232.55*

4.3.5.2 Discussion

Lake 5-1

The modeled high-water level (HWL) increases from 230.84 m under the baseline condition to 231.15 m, 231.19 m and 231.09 m under Scenarios #1, #2, and #3, respectively. Based on the higher of these values, the corresponding freeboard elevation for Lake 5-1 should be adjusted to be 231.19 m + 0.90 m = **232.09 m**. Accordingly, all new buildings constructed within the Lake 5-1 catchment area should establish minimum floor elevations above 232.09 m.

No detailed field investigation was undertaken as part of this report to confirm existing building floor elevations within the Lake 5-1 catchment area. However, a high-level review of the City of Winnipeg GIS database identified the lowest roadway catch basin rim elevation within the catchment area as 231.77 m. Given that roadway elevations are almost always lower than adjacent building sites, it is reasonable to infer that existing building floor elevations are above 232.09 m.

A detailed field survey was conducted on the slopes of Lake 5-1, it was interpreted that the top of slope for Lake 5-1 is consistently at least 232.00 around the whole lake. However, as mentioned above and in Section 4.2.2.1, the critical elevation of this lake was set at 231.77 based on the lowest existing catch basin rim. The HWL of 231.19 m, seen in Scenario #2, is still 0.58 metres below the critical elevation for the lake.

It should be noted that Stantec is not aware of any pre-existing prescribed freeboard requirements for Lake 5-1. Further discussion with the City of Winnipeg may be required to confirm what the new HWL and freeboard are acceptable for this lake.

Lake 5-2

The modeled high-water level (HWL) increases from 230.86 m under the baseline condition to 231.18 m, 231.22 m and 231.12 m under Scenarios #1, #2 and #3, respectively. Based on the higher of these values, the corresponding freeboard elevation for Lake 5-2 should be adjusted to be 231.22 m + 0.90 m = **232.12 m**. Accordingly, all new buildings constructed within the Lake 5-2 catchment area should establish minimum floor elevations above 232.12 m.

No detailed field investigation was undertaken as part of this report to confirm existing building floor elevations within the Lake 5-2 catchment area. However, a high-level review of the City of Winnipeg GIS database identified the lowest roadway catch basin rim elevation within the catchment area as 231.80 m. Given that roadway elevations are almost always lower than adjacent building sites, it is reasonable to infer that existing building floor elevations are above 232.12 m.

A detailed field survey was conducted on the slopes of Lake 5-2, it was interpreted that the top of slope for Lake 5-2 is consistently at least 232.40 around the whole lake. However, as mentioned above and in Section 4.2.2.1, the critical elevation of this lake was set at 231.80 based on the lowest existing catch basin rim. The modeled HWL of 231.22 m for this lake, seen in Scenario #2, is still 0.58 metres below the critical elevation for the lake.

It should be noted that Stantec is not aware of any pre-existing prescribed freeboard requirements for Lake 5-2. Further discussion with the City of Winnipeg may be required to confirm what the new HWL and freeboard are acceptable for this lake.

Lake 5-3

The modeled high-water level (HWL) increases from 230.89 m under the baseline condition to 231.21 m, 231.26 m and 231.15 m under Scenarios #1, #2 and #3, respectively. Based on the higher of these values, the corresponding freeboard elevation for Lake 5-3 should be adjusted to be 231.26 m + 0.90 m = **232.16 m**. Accordingly, all new buildings constructed within the Lake 5-3 catchment area should establish minimum floor elevations above 232.16 m.

No detailed field investigation was undertaken as part of this report to confirm existing building floor elevations within the Lake 5-3 catchment area. However, a high-level review of the City of Winnipeg GIS database identified the lowest roadway catch basin rim elevation within the catchment area as 231.82 m.

Given that roadway elevations are almost always lower than adjacent building floor elevations, it is reasonable to infer that existing building floor elevations are above 232.16 m.

A detailed field survey was conducted on the slopes of Lake 5-3, it was interpreted that the top of slope for Lake 5-3 is consistently at least 232.40 around the whole lake. However, as mentioned above and in Section 4.2.2.1, the critical elevation of this lake was set at 231.70 based on a private parking lot catch basin rim within the catchment. The modeled HWL of 231.26 m for this lake, seen in Scenario #2, is still 0.44 metres below the critical elevation for the lake.

It should be noted that Stantec is not aware of any pre-existing prescribed freeboard requirements for Lake 5-3. Further discussion with the City of Winnipeg may be required to confirm what the new HWL and freeboard are acceptable for this lake.

Lake 5-38 (Waterside Estates)

The HWL for the Waterside Estates lake (Lake 5-38) is 231.24m, 231.25 m and 231.24 m under Scenarios #1, #2 and #3, respectively. Based on the higher of these values, the corresponding freeboard elevation for Lake 5-38 should be adjusted to be 231.25 m + 0.90 m = **232.15 m**.

This is higher than the freeboard elevation provided in the Waterside Estates servicing report completed by Stantec in June 2012. The previous servicing report indicated a HWL of 231.11 m and associated only *0.6 m* prescribed freeboard, to get a freeboard elevation of 231.71 m. The City of Winnipeg has stated as part of the review process for the South Transcona project, that all lakes in this system need to have a freeboard of 0.9 m as this is a pumped system. This means there is a 0.44 m increase to the original prescribed freeboard elevation for Lake 5-38 set out in the Waterside Estates servicing report. The design drawings for Waterside Estates, however, show that the minimum design basement elevation for the entire subdivision was set at 232.40. Therefore, while there is a reduction in the available freeboard, the actual freeboard for Lake 5-38 is still 1.15 m (232.40 min basement – 231.25 new HWL) with the addition of the South Transcona area into the SBIP system.

Lake 5-46 (St. Boniface Industrial Park Phase 2)

The original St. Boniface Industrial Park Phase 2 servicing report (submitted by Stantec November 5, 2015) determined a HWL of 229.39 m during the back-to-back 25-year storm. The prescribed freeboard elevation was set at 229.39 m + 0.9 m = 230.29 m. The modeling for that subdivision only analyzed the Lake 5-46 catchment as an isolated system and did not include any of the contributions from the existing interconnected SBIP system. The interconnection with the rest of the SBIP system leads to Lake 5-46 slowly filling up over time long after the storm has finished, as it acts as a drain for the rest of the SBIP lake system.

The HWL for the baseline scenario in this brief's analysis is determined to be 230.18 m which is 0.79 m higher than the previous St. Boniface Industrial Park servicing report. Further increases to the baseline scenario HWL are observed during South Transcona Scenarios #1, #2 and #3 (HWL is 230.60 for all three scenarios, see Table 23). This deviation from the 2015 report is expected, as the interconnected contributions from the existing SBIP system are significant.

Based on the new HWL of 230.60 m, the corresponding freeboard elevation for Lake 5-46 should be adjusted to be 230.60 m + 0.90 m = **231.50 m**. Accordingly, all new buildings constructed within the Lake 5-46 catchment area should establish minimum floor elevations above 231.50 m. Through review of the St. Boniface Industrial Park Phase 2 design drawings, it was determined that the lowest roadway catch basin within the catchment is 231.30 m, with most catch basins being 231.70 m or higher. Given that roadway elevations are almost always lower than adjacent building sites, it is reasonable to infer that existing building floor elevations in the catchment are above the freeboard elevation of 231.50 m.

New South Transcona Lakes added for Scenarios #1 and #2 – West Town Lake, East Town Lake and Dugald Lake

Stormwater management modeling presented in this brief indicates that implementation of a new retention lake within each of the West Town Area, the East Town Area, and the Dugald Road catchment area will provide sufficient storage and runoff attenuation to accommodate the proposed developments as well as existing flows from the South Transcona Area currently discharging to the Esselmont Drain and Dugald Ditch. This is under the condition that the normal water level area of each of these three (3) lakes is equal to 5% of the development area. Incorporating these areas into the SBIP system leads to increases in high water levels for the five (5) existing lakes in the SBIP system, however these increased levels are deemed to be acceptable within this brief.

Future Theoretical South Transcona Lakes added for Scenario #2

The stormwater management modeling shows that runoff from additional development in the Acreages and Hamlet areas can be incorporated into the SBIP lake system along with the implementation of retention lakes with a normal water level area equal to 4% of the additional development area.

4.4 Land Drainage Sewers

This section details the design criteria, parameters, and assumptions to be used in the design of the land drainage sewers. The piped system will be designed using the Rational Design method and will be based on the following criteria:

- 5 year storm intensity equation I (mm/hr) = $1199/(t+8)^{0.828}$ ---> (MacLaren 1974).
- Pipe friction factor (Manning's n): 0.013 (Concrete and PVC).
- Minimum full flow velocity: 0.90 m/s.
- Maximum full flow velocity: 3.05 m/s.
- The 1:5 year return frequency will be used for the design of the storm sewer system.
- Tailwater Condition at the Lake = NWL + 0.45 m

Runoff Design Criteria

The rational design method will be used to estimate rainfall runoff to be handled by the piped system:

Q = (1/360) CiA

Where:

Q = runoff (CMS)

C = runoff coefficient

i = rainfall intensity (mm/hr)

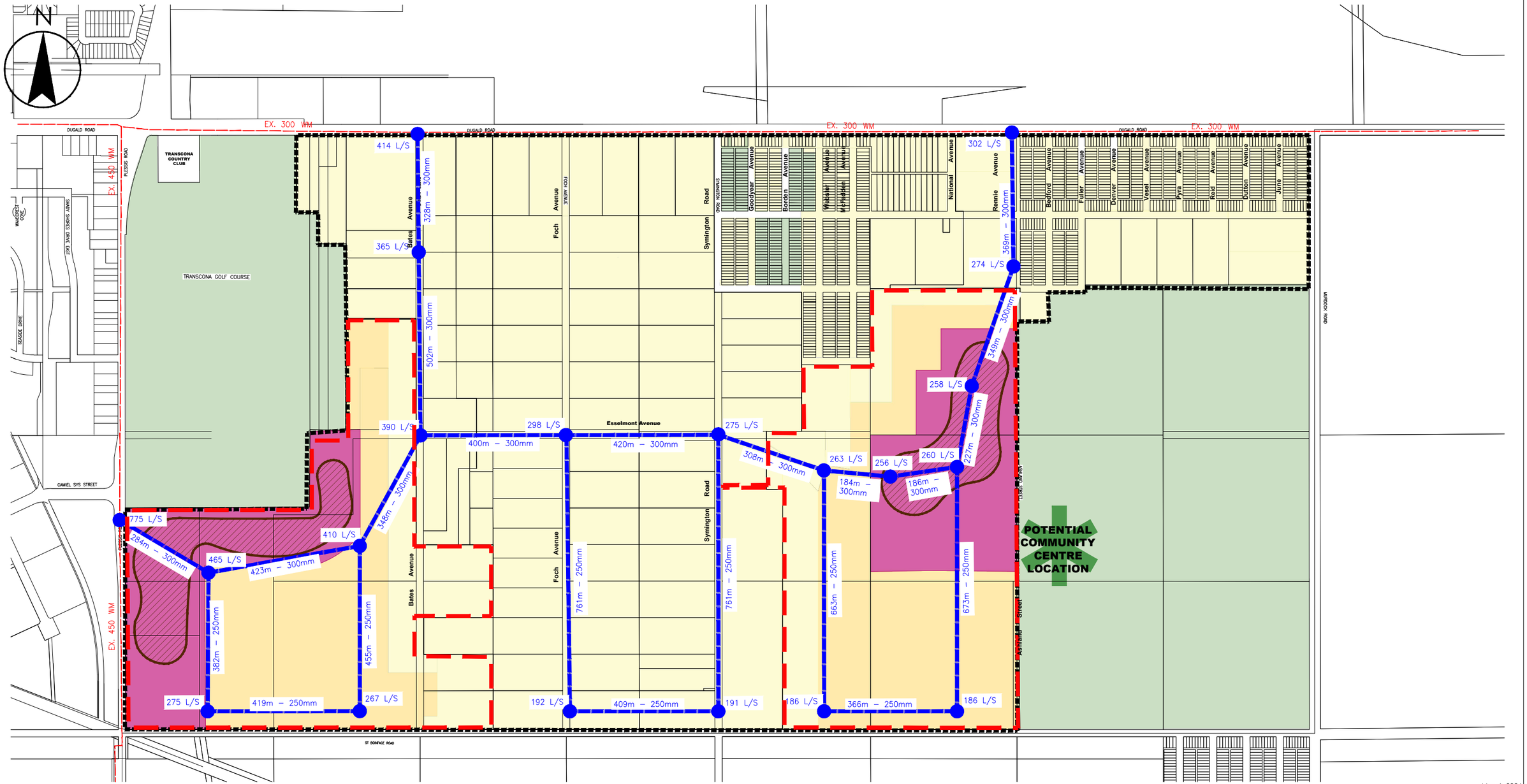
A = area (hectares)

The drainage catchments are expected to include single family residential (C=0.5), duplex/townhomes (C=0.55), multi-family residential (C=0.60), commercial/mixed-use (C=0.60), park (C=0.20) and ex. grassed areas (C=0.15) .

System Design Criteria

The land drainage sewers in the precinct will be designed as surcharged pipe systems to accommodate the calculated runoffs. The surcharge level of the system will be designed to be at a minimum of 0.15m below the proposed gutter elevations. The Manning's Equation with an N = 0.013 for concrete or PVC pipe will be used to determine pipe sizes and hydraulic losses within the system. At the outfalls to the lakes, the hydraulic grade line will be assumed to be 0.45 m above the NWL elevation to ensure that the pipes can discharge the peak flows as the lake rises during the storm event.

FIGURES



U:\113708655\0100_analysis\Servicing Brief\Drawings\08655-catchments_2026-03-16.dwg Figure 2.0 (Concept 2026-03-16)
2026/03/16 8:57 AM By: Jeong, Kyu Hyun

March 2026
113708655

ORIGINAL SHEET - ISO 11x17 - v14.06

Stantec

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Legend

100 L/S

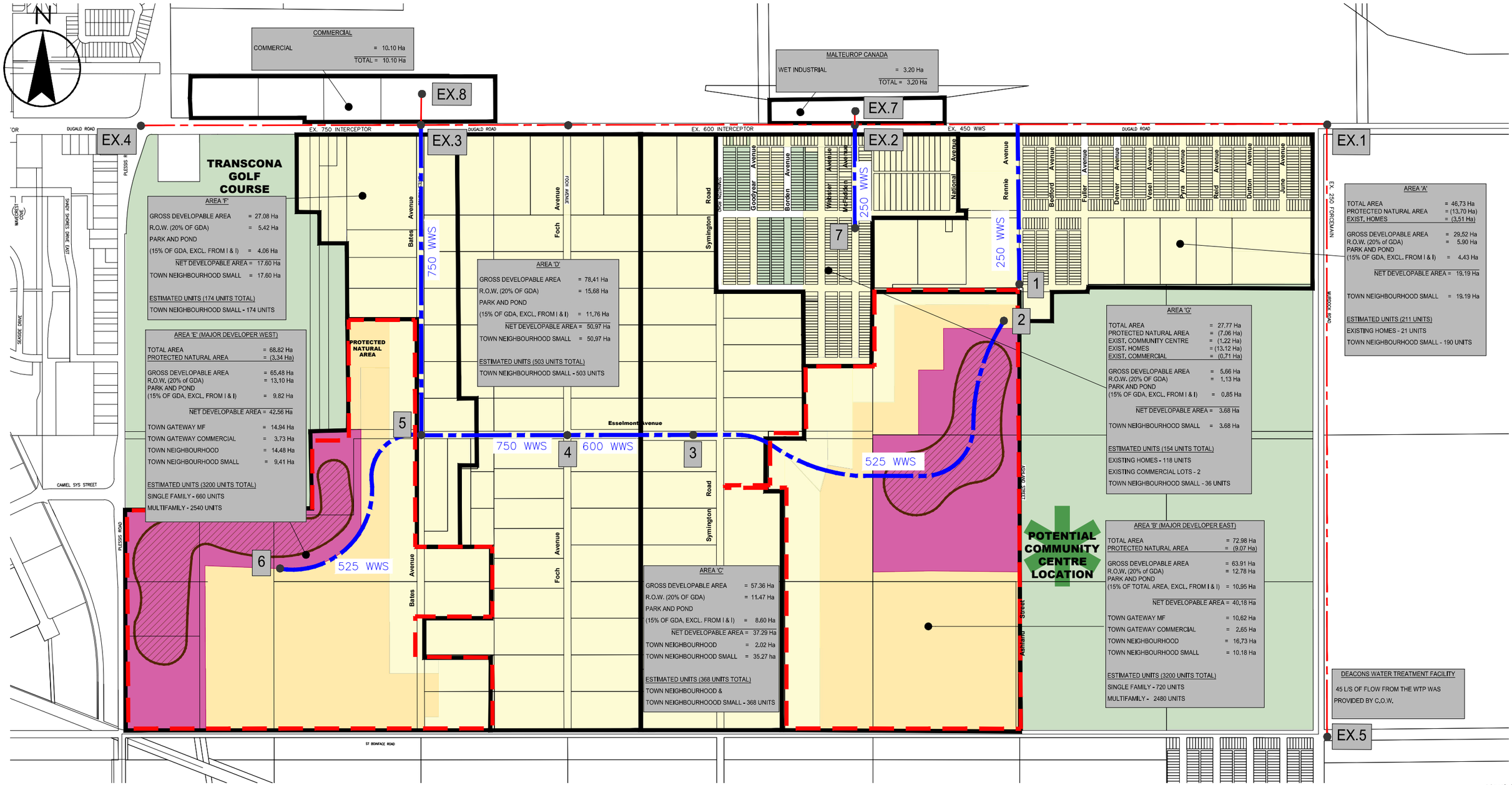
PROPOSED WATERMAIN
EXISTING WATERMAIN
DEVELOPMENT BOUNDARY (379.59 Ha)
MAJOR DEVELOPER LAND BOUNDARY
NODE
AVAILABLE FIRE FLOW

TOWN NEIGHBOURHOOD
TOWN NEIGHBOURHOOD SMALL
TOWN GATEWAY
EXISTING PUBLIC RESERVE & GOLF COURSE
AREA OF HIGH CONCENTRATED MIXED USE AND COMMERCIAL

Client/Project
PLESSIS POINTE DEVELOPMENT CORP. AND TAGGART PROPERTIES INC.
SOUTH TRANSCONA

Figure No.
2.0

Title
Proposed Watermain Sizing and Fireflows
Sizing and Fireflows



U:\113708655\0100_analysis\Servicing Brief\Drawings\08655-catchments_2026-03-16.dwg Figure 3.0 (Concept 2026-03-16)
2026/04/14 4:41 PM By: kellas. jordan

ORIGINAL SHEET - ISO 11x17 - v14.06

March 2026
113708655

Legend

- WWS CATCHMENTS
- PROPOSED WASTEWATER SEWER
- EXISTING WASTEWATER SEWER
- MAJOR DEVELOPER LAND BOUNDARY

TOTAL NEW UNITS = 7671

- TOWN NEIGHBOURHOOD
- TOWN NEIGHBOURHOOD SMALL
- TOWN GATEWAY
- EXISTING PUBLIC RESERVE & GOLF COURSE
- AREA OF HIGH CONCENTRATED MIXED USE AND COMMERCIAL

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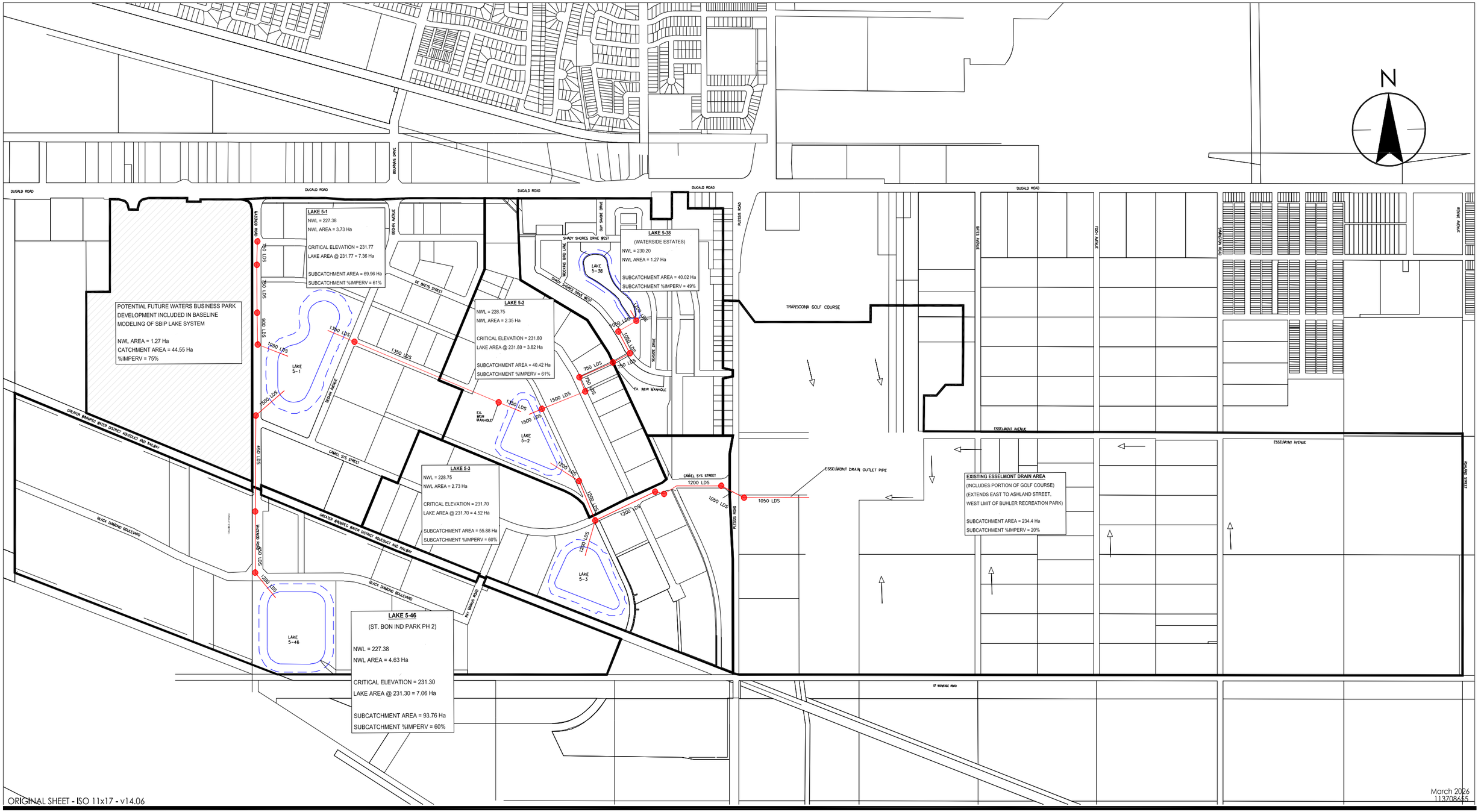
SOUTH TRANSCONA

Figure No.
3.0

Title
Wastewater Sewer Sizing and Catchment Areas



C:\Users\jkellas\OneDrive - Stantec\Desktop\08655-pond-model_2025-12-03.dwg Figure 4.0 (Baseline Transcona
2026/03/13 3:18 PM By: Kellas, Jordan

ORIGINAL SHEET - ISO 11x17 - v14.06

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LAKE SUBCATCHMENTS

EXISTING INTERCONNECTING SEWER

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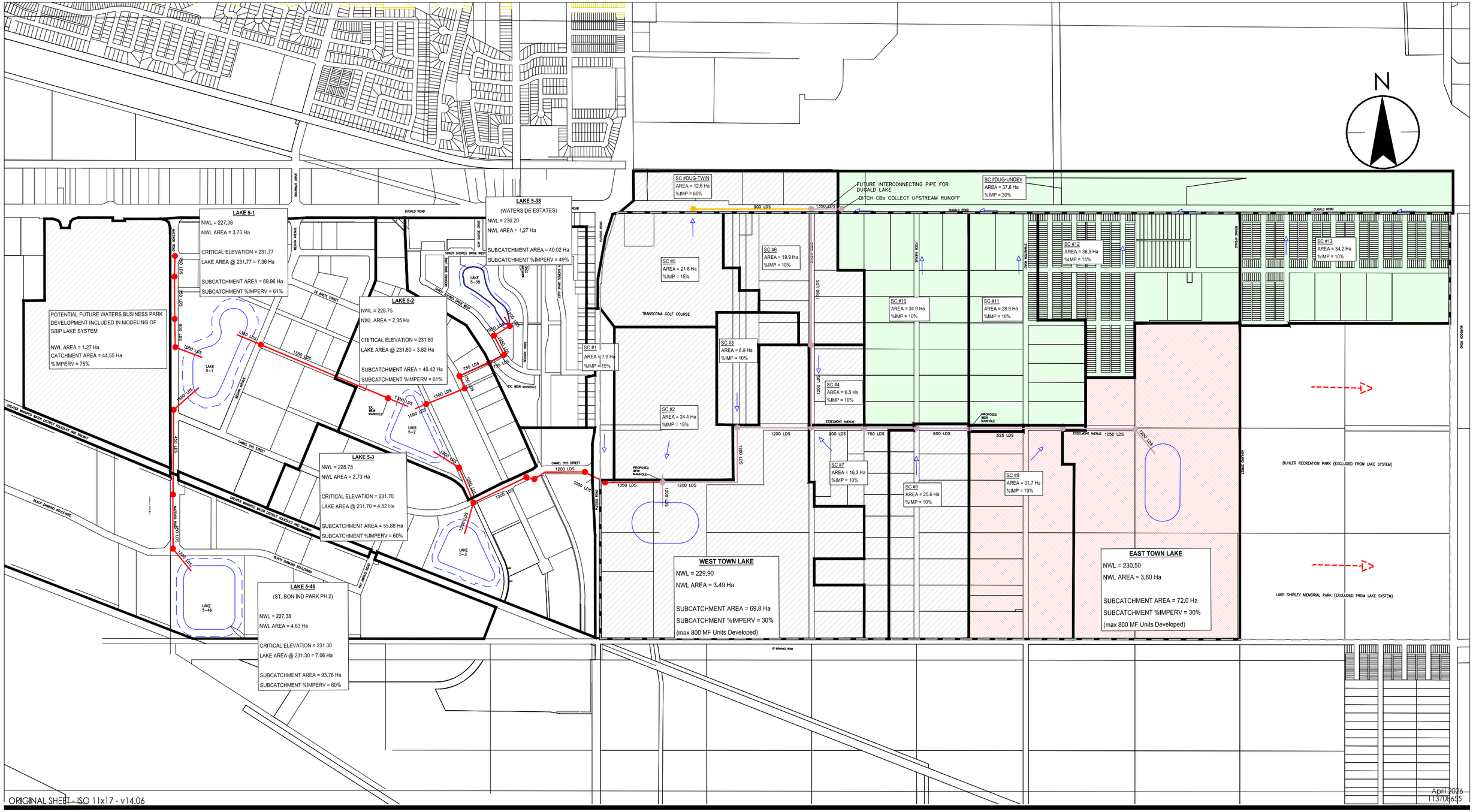
SOUTH TRANSCONA

Figure No.
4.0

Title
Baseline Scenario - Existing SBIP Lake System Catchments and Interconnecting Pipe


N
LAKE 5-1
NWL = 227,38
NWL AREA = 3.73 Ha
CRITICAL ELEVATION = 231.77
LAKE AREA @ 231.77 = 7.36 Ha
SUBCATCHMENT AREA = 69.96 Ha
SUBCATCHMENT %IMPERV = 61%
POTENTIAL FUTURE WATERS BUSINESS PARK DEVELOPMENT INCLUDED IN MODELING OF SBIP LAKE SYSTEM
NWL AREA = 1,27 Ha
CATCHMENT AREA = 44,55 Ha
%IMPERV = 75%
LAKE 5-2
NWL = 228.75
NWL AREA = 2.35 Ha
CRITICAL ELEVATION = 231.80
LAKE AREA @ 231.80 = 3.82 Ha
SUBCATCHMENT AREA = 40.42 Ha
SUBCATCHMENT %IMPERV = 61%
LAKE 5-3
NWL = 228.75
NWL AREA = 2.73 Ha
CRITICAL ELEVATION = 231.70
LAKE AREA @ 231.70 = 4.52 Ha
SUBCATCHMENT AREA = 55,88 Ha
SUBCATCHMENT %IMPERV = 60%
LAKE 5-46
(ST. BON IND PARK PH 2)
NWL = 227,38
NWL AREA = 4.63 Ha
CRITICAL ELEVATION = 231.30
LAKE AREA @ 231.30 = 7.06 Ha
SUBCATCHMENT AREA = 93.76 Ha
SUBCATCHMENT %IMPERV = 60%
LAKE 5-38
(WATERSIDE ESTATES)
NWL = 230.20
NWL AREA = 1,27 Ha
SUBCATCHMENT AREA = 40.02 Ha
SUBCATCHMENT %IMPERV = 49%
SC #DUG-TWIN
AREA = 12.6 Ha
%IMP = 65%
FUTURE INTERCONNECTING PIPE FOR DUGALD LAKE
DITCH CBs COLLECT UPSTREAM RUNOFF
SC #DUG-UNDEV
AREA = 37.8 Ha
%IMP = 30%
SC #1
AREA = 7,6 Ha
%IMP = 15%
SC #2
AREA = 24.4 Ha
%IMP = 15%
SC #3
AREA = 8.9 Ha
%IMP = 10%
SC #4
AREA = 6,5 Ha
%IMP = 10%
SC #5
AREA = 21.8 Ha
%IMP = 15%
SC #6
AREA = 19.9 Ha
%IMP = 10%
SC #7
AREA = 16,3 Ha
%IMP = 10%
SC #8
AREA = 25.6 Ha
%IMP = 10%
SC #9
AREA = 31,7 Ha
%IMP = 10%
SC #10
AREA = 34.9 Ha
%IMP = 10%
SC #11
AREA = 28.9 Ha
%IMP = 10%
SC #12
AREA = 36,5 Ha
%IMP = 15%
SC #13
AREA = 34,2 Ha
%IMP = 10%
WEST TOWN LAKE
NWL = 229.90
NWL AREA = 3.49 Ha
SUBCATCHMENT AREA = 69.8 Ha
SUBCATCHMENT %IMPERV = 30%
(max 800 MF Units Developed)
EAST TOWN LAKE
NWL = 230.50
NWL AREA = 3.60 Ha
SUBCATCHMENT AREA = 72.0 Ha
SUBCATCHMENT %IMPERV = 30%
(max 800 MF Units Developed)
TRANSCONA GOLF COURSE
BUHLER RECREATION PARK (EXCLUDED FROM LAKE SYSTEM)
LAKE SHIRLEY MEMORIAL PARK (EXCLUDED FROM LAKE SYSTEM)
DUGALD ROAD
BOURNE AVENUE
ST. MARYS STREET
SHADY SHORES DRIVE WEST
SHADY SHORES DRIVE EAST
SHADY SHORES DRIVE CRT
BOOKING BIRD LANE
ROBIN ROAD
CAMEL SYS STREET
ESSELMONT AVENUE
PROPOSED MH
EX. MH
EX. WEIR MANHOLE
PROPOSED WEIR MANHOLE
GREATER WINNIPEG WATER DISTRICT AQUEDUCT AND RAILWAY
BLACK DIAMOND BOULEVARD
RAY WHITE ROAD
ST BONIFACE ROAD
ROSE AVENUE
ROSE MEADOW
DUGALD ROAD BOULEVARD
BUHLER STREET
WINDSOR ROAD
1350 LDS
900 LDS
1200 LDS
1050 LDS
750 LDS
600 LDS
525 LDS
1500 LDS
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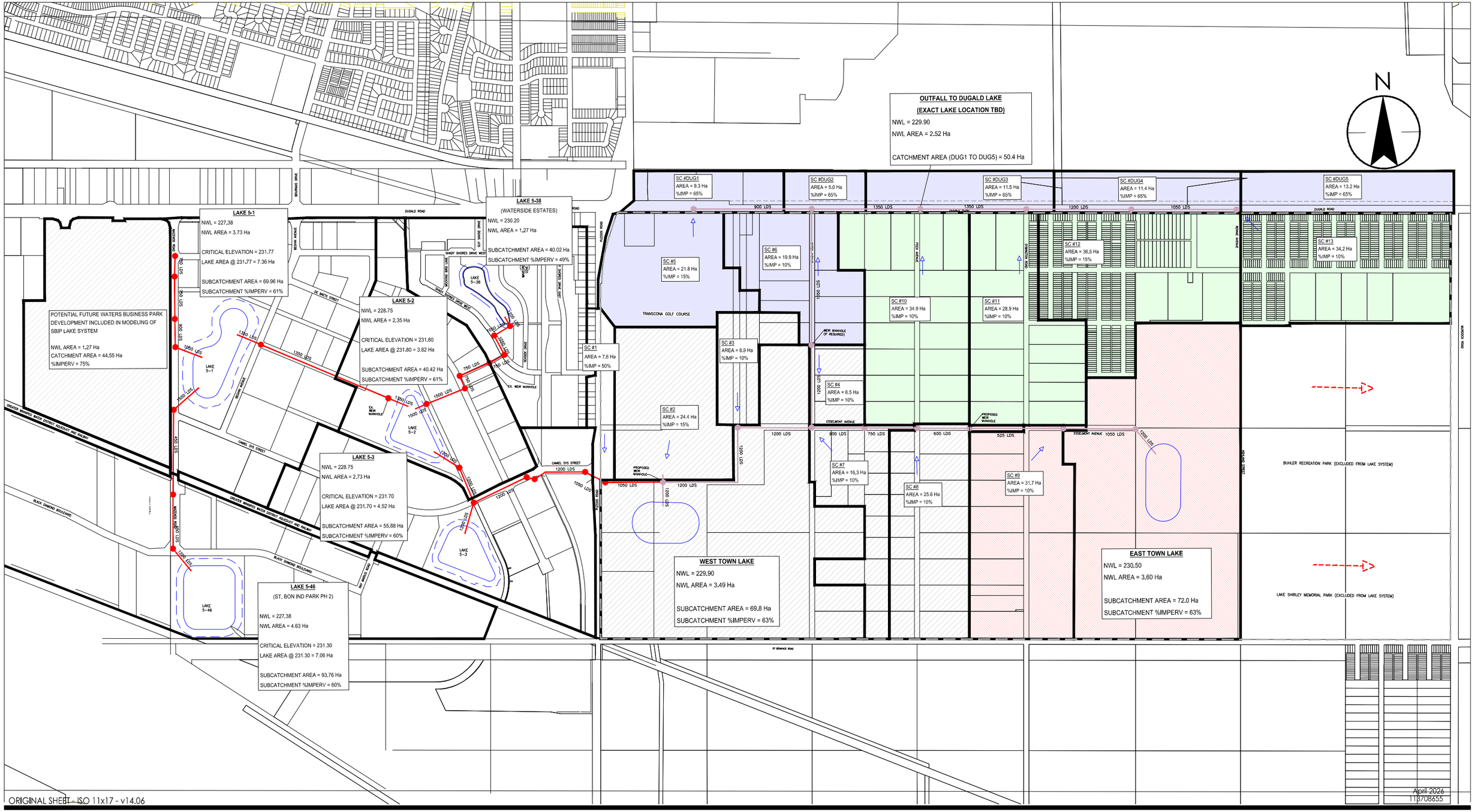

U:\113708655\0100_analysis\Servicing Brief\Drawings\08655-pond-model_2026-04-09.dwg Figure 6.0 (Transcona Report #2)
2026/06/23 9:22 AM By: Kellas, Jordan

Stantec

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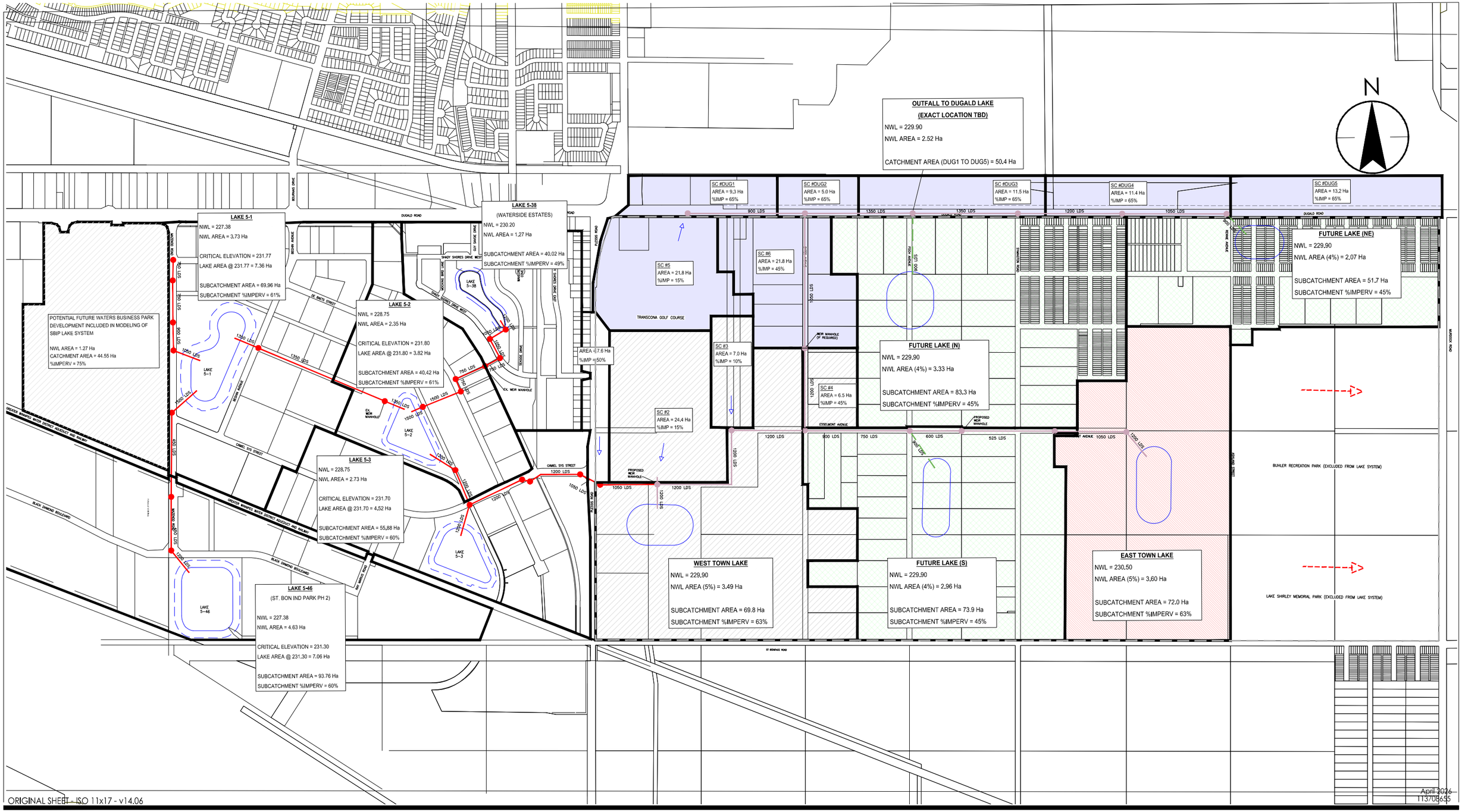
Legend

- LAKE SUBCATCHMENTS
- EXISTING INTERCONNECTING SEWER
- PROPOSED INTERCONNECTING SEWER
- EXISTING DRAINAGE EXCLUDED
- EXISTING DRAINAGE BROUGHT INTO SOUTH TRANSCONA LAKES
- WEST TOWN LAKE CATCHMENT AREA
- EAST TOWN LAKE CATCHMENT AREA
- DUGALD LAKE CATCHMENT AREA
- EX. DUGALD ROAD CATCHMENT COLLECTED
- SOUTH TRANSCONA PLAN AREA (531 Ha)

Client/Project
PLESSIS POINTE DEVELOPMENT CORPORATION AND TAGGART PROPERTIES INC.
SOUTH TRANSCONA

Figure No.
6.0

Title
Scenario #2 - Lake System (Maj. Developers + All Dugald) Catchments and Interconnecting Pipe



U:\113708655\0100_analysis\Servicing Brief\Drawings\08655-pond-model_2026-04-09.dwg Figure 7.0 (Transcona Report #3)
2026/06/23 9:23 AM By: Kellas, Jordan

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

Legend

- LAKE SUBCATCHMENTS
- EXISTING INTERCONNECTING SEWER
- PROPOSED INTERCONNECTING SEWER
- THEORETICAL FUTURE INTERCONNECTING SEWER
- EX. DRAINAGE BROUGHT INTO S TRANSCONA LAKES
- EX. DRAINAGE EXCLUDED
- WEST TOWN LAKE CATCHMENT AREA
- EAST TOWN LAKE CATCHMENT AREA
- DUGALD LAKE CATCHMENT AREA
- FUTURE LAKES CATCHMENT AREAS
- SOUTH TRANSCONA PLAN AREA (531 Ha)

Client/Project
PLESSIS POINTE DEVELOPMENT CORPORATION AND TAGGART PROPERTIES INC.
SOUTH TRANSCONA

Figure No.
7.0

Title
Scenario #3 - Lake System (Ultimate)
Catchments and Interconnecting Pipe

Figure 7.1 - Lake Levels During 5-Year Storm (Baseline Scenario)

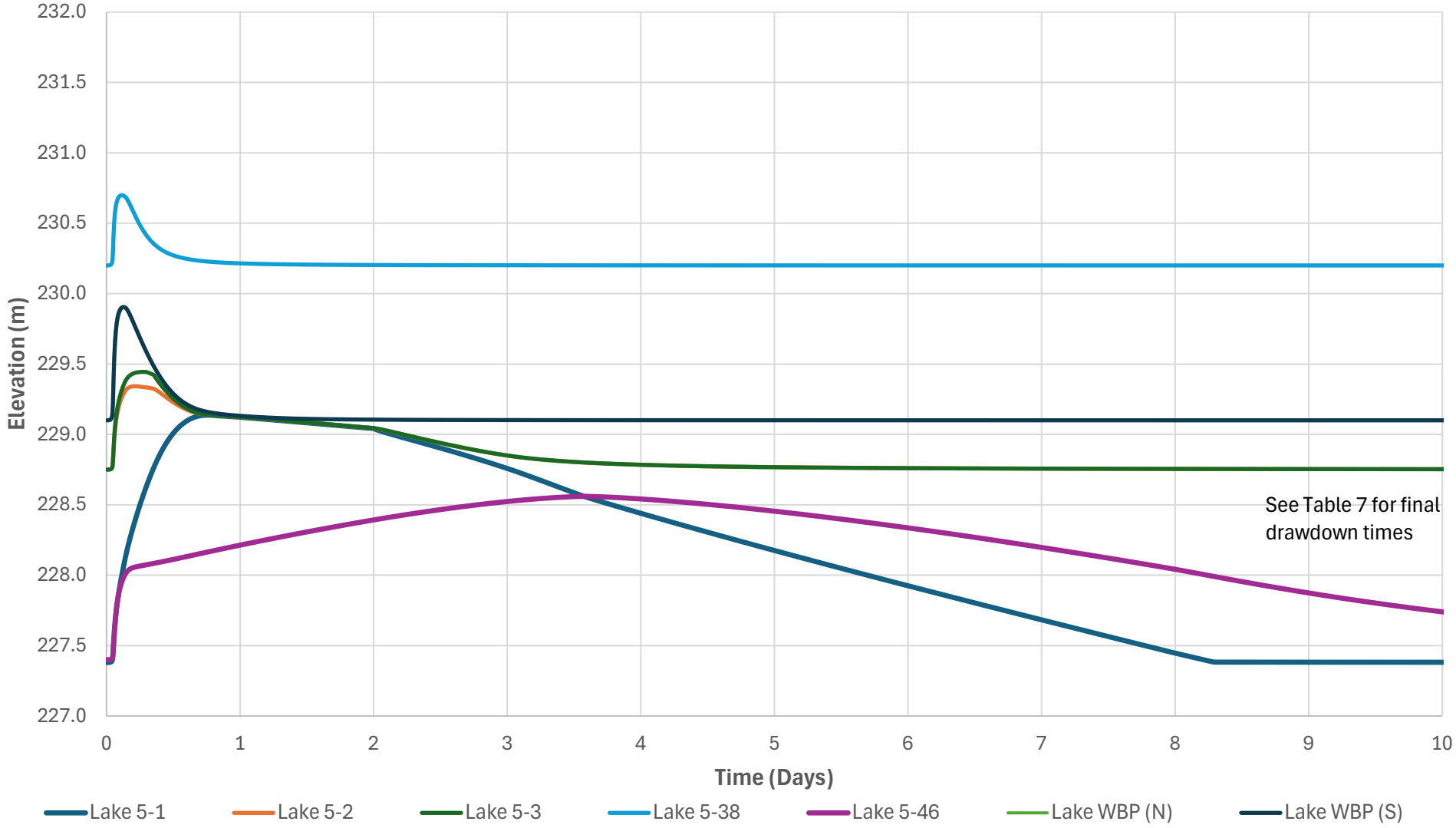


Figure 7.2 - Lake Levels During 25-Year Storm (Baseline Scenario)

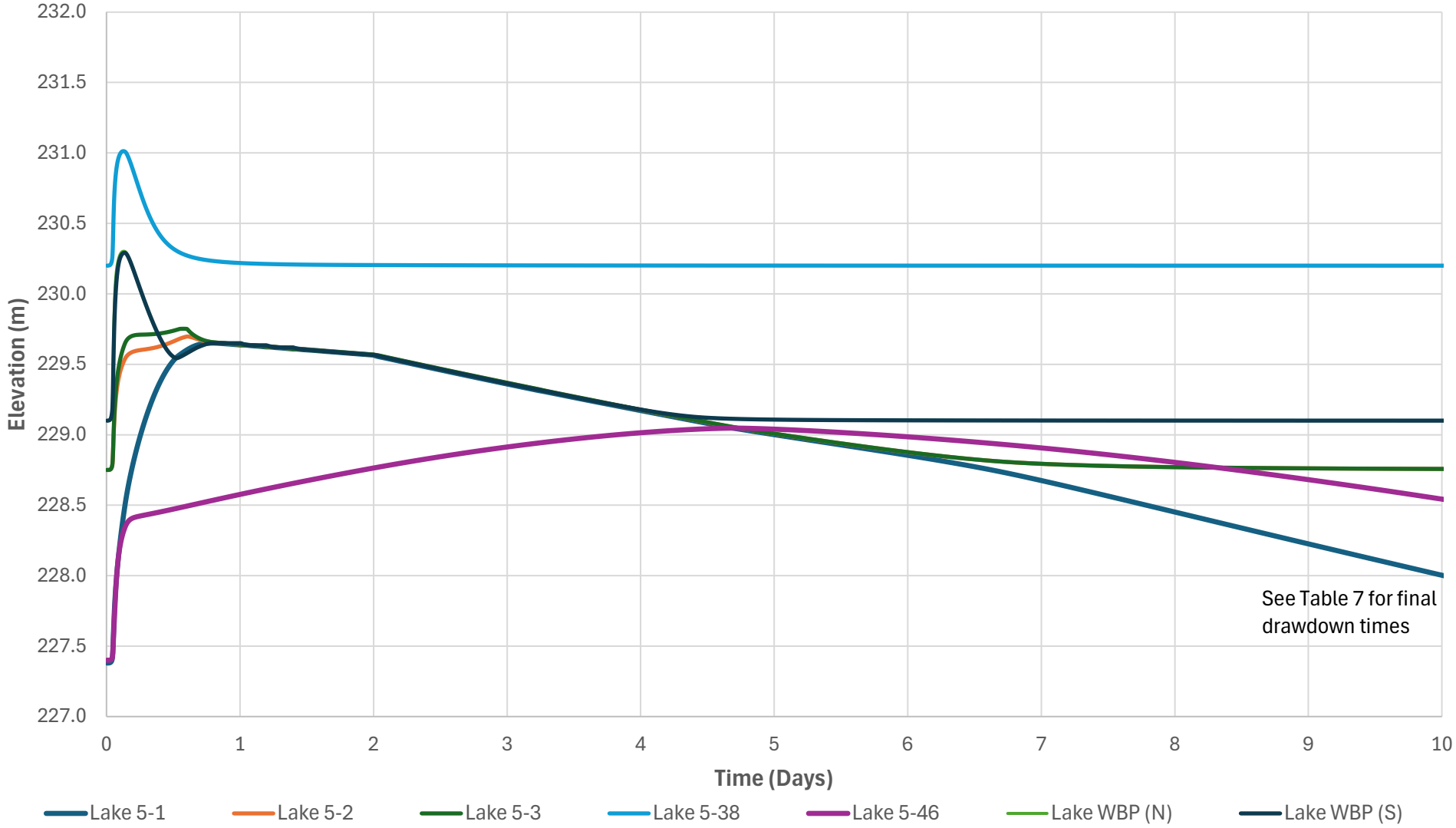


Figure 7.3 - Lake Levels During 100-Year Storm (Baseline Scenario)

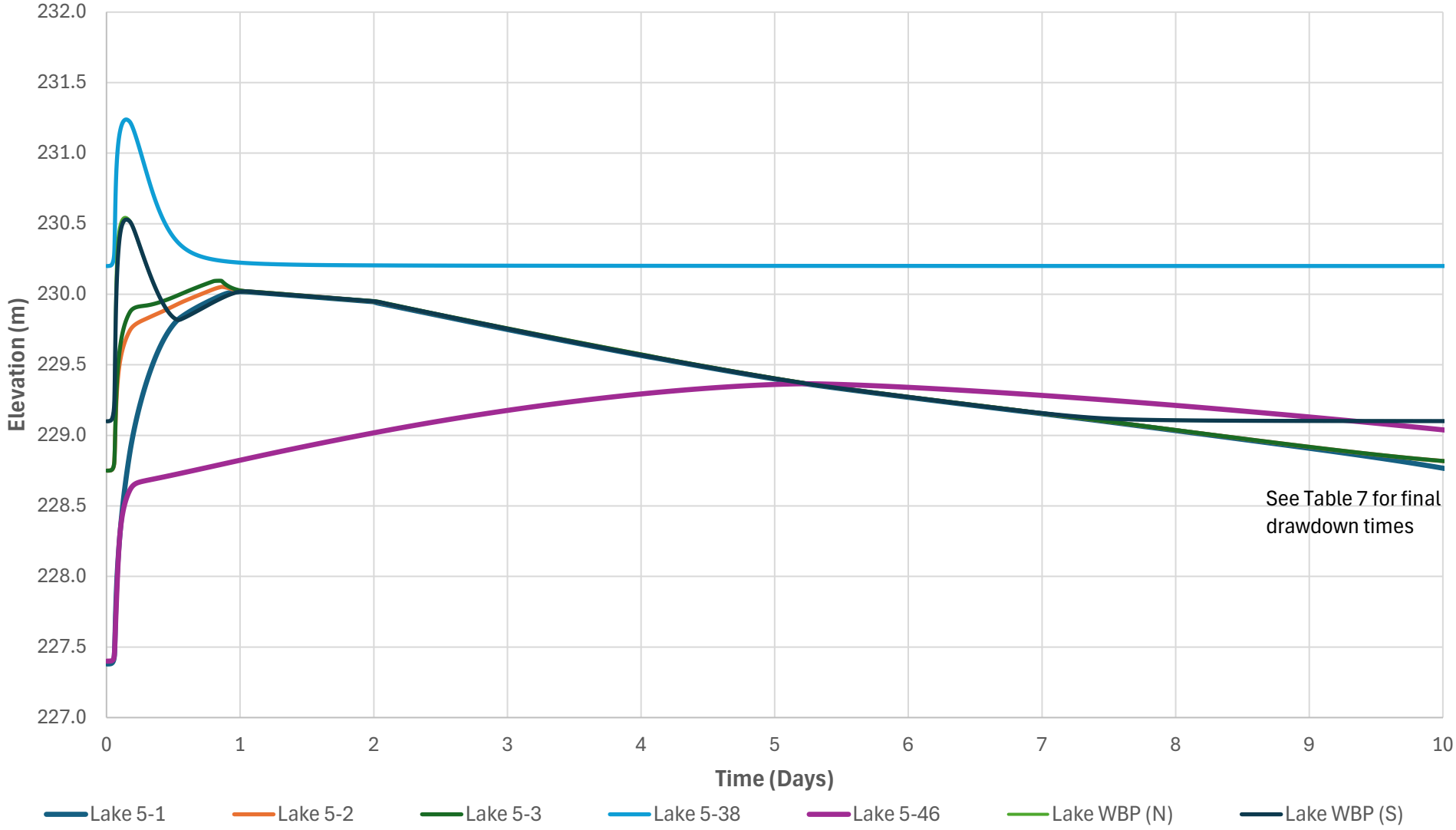


Figure 7.4 - Lake Levels During 2010 Design Storm (Baseline Scenario)

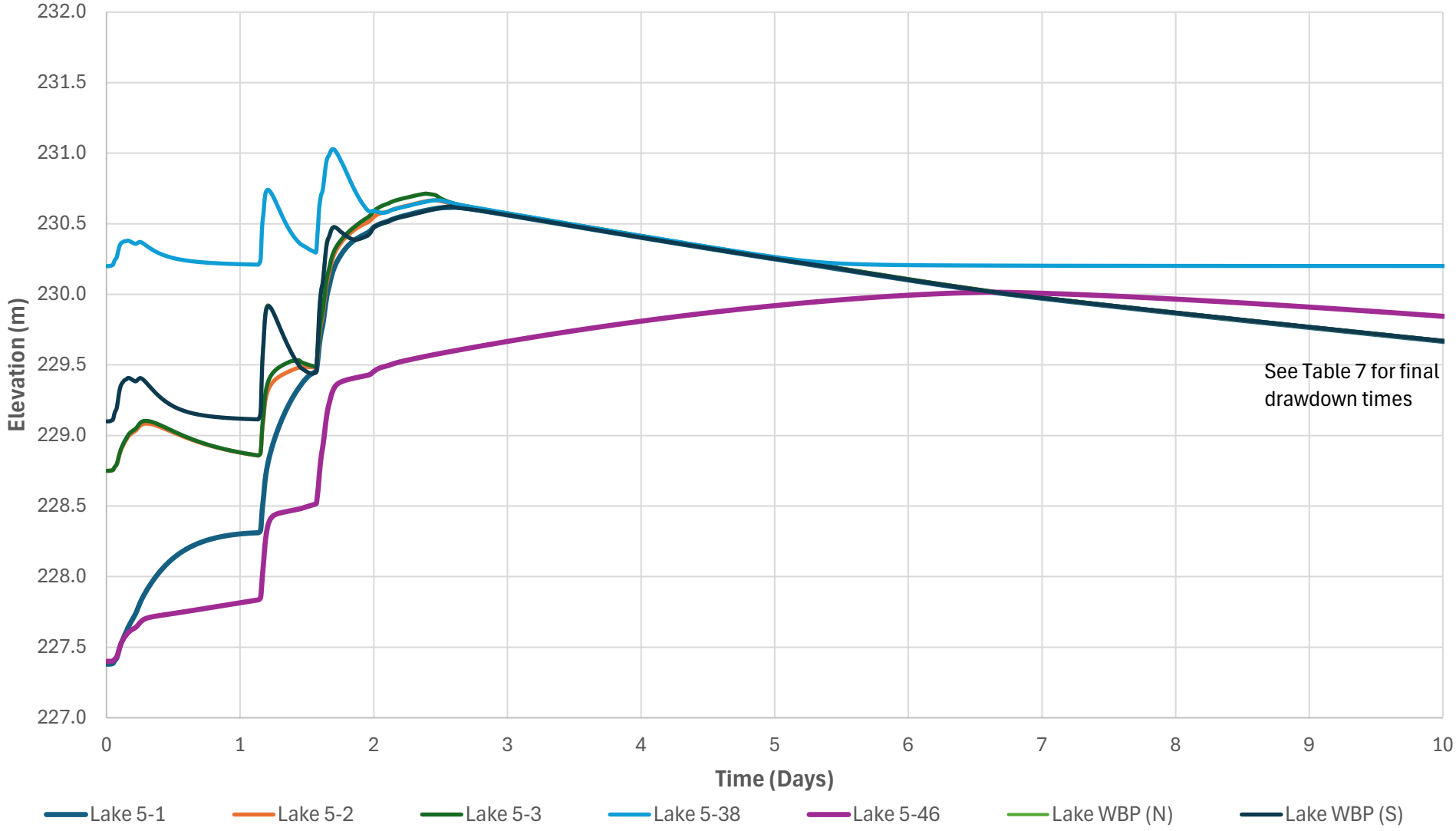


Figure 7.5 - Lake Levels During Back-to-Back 25-Year Storm (Baseline Scenario)

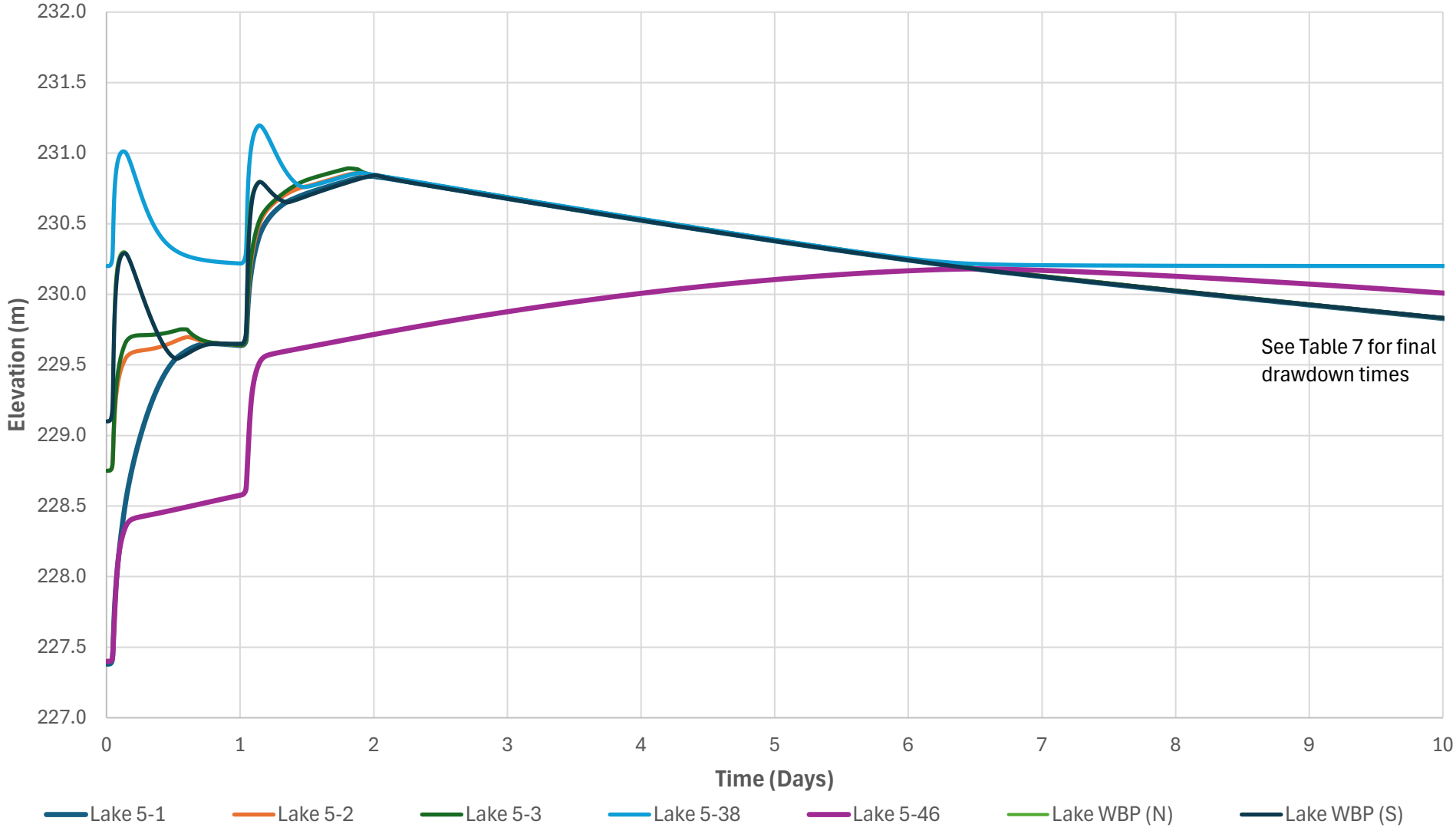


Figure 7.6 - Discharge across Plessis Road (through 1050mm LDS) (Baseline Scenario)

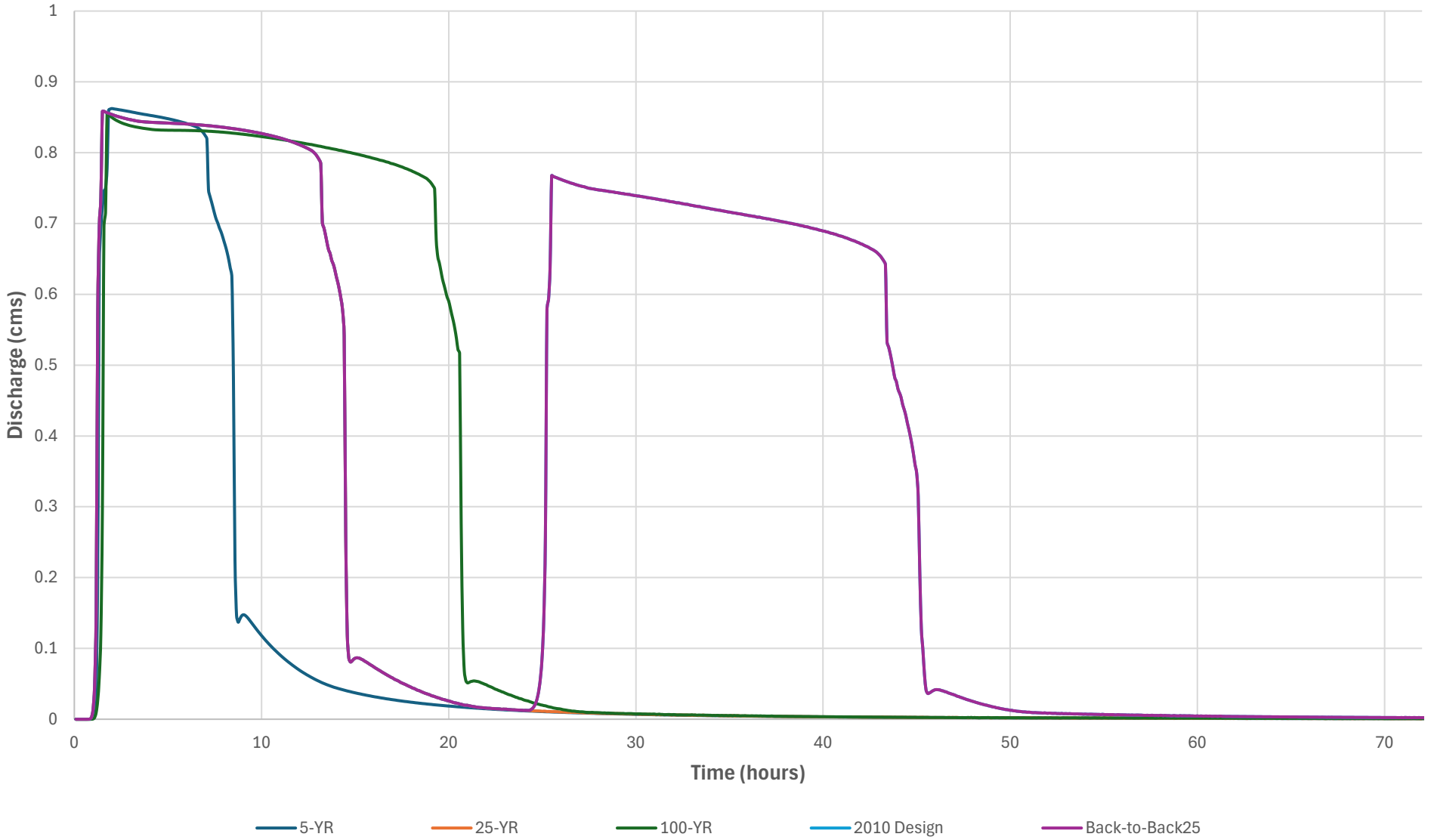


Figure 8.1 - Lake Levels During 5-Year Storm - Existing SBIP Lakes (Scenario #1)

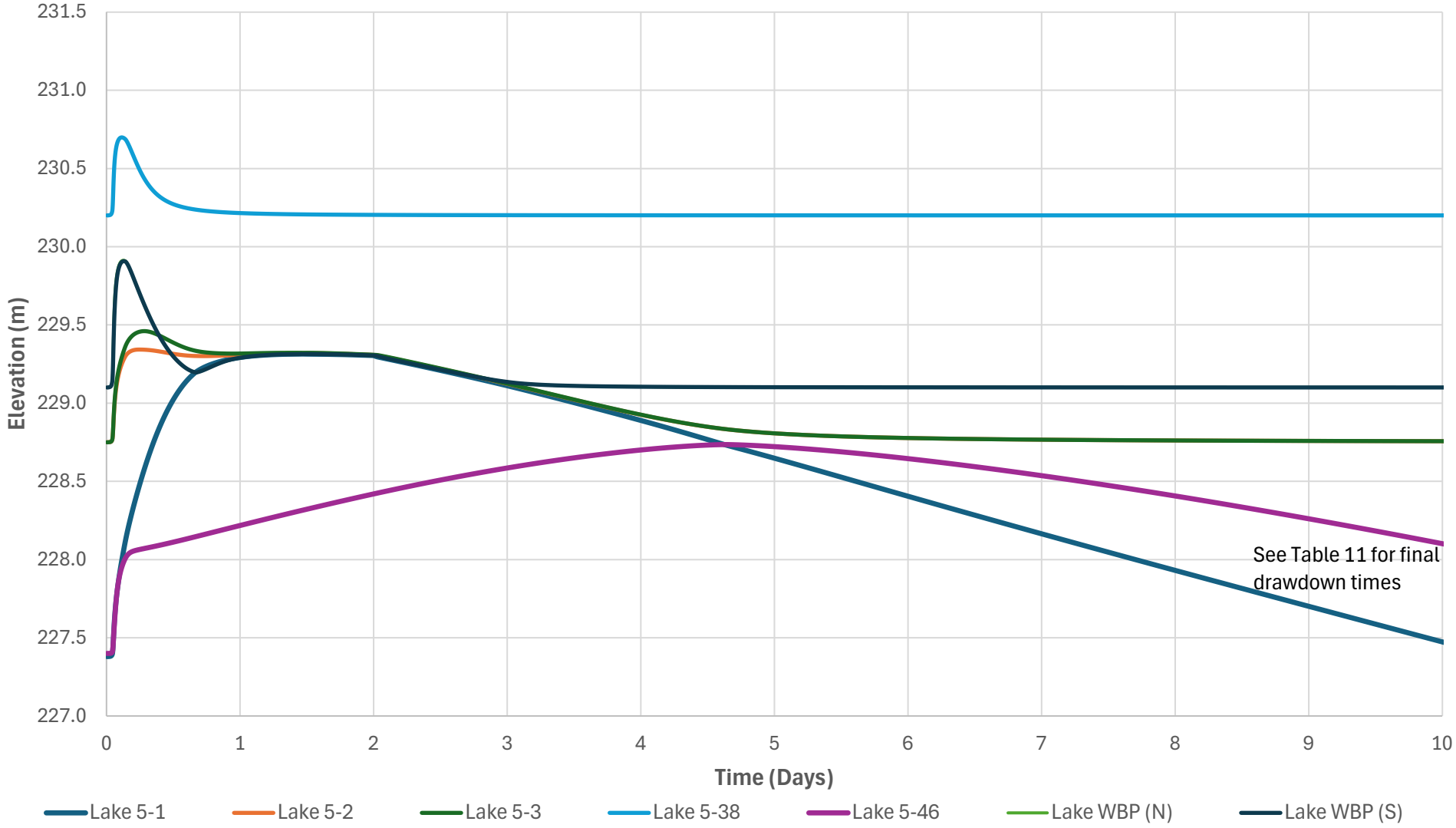


Figure 8.2 - Lake Levels During 25-Year Storm - Existing SBIP Lakes (Scenario #1)

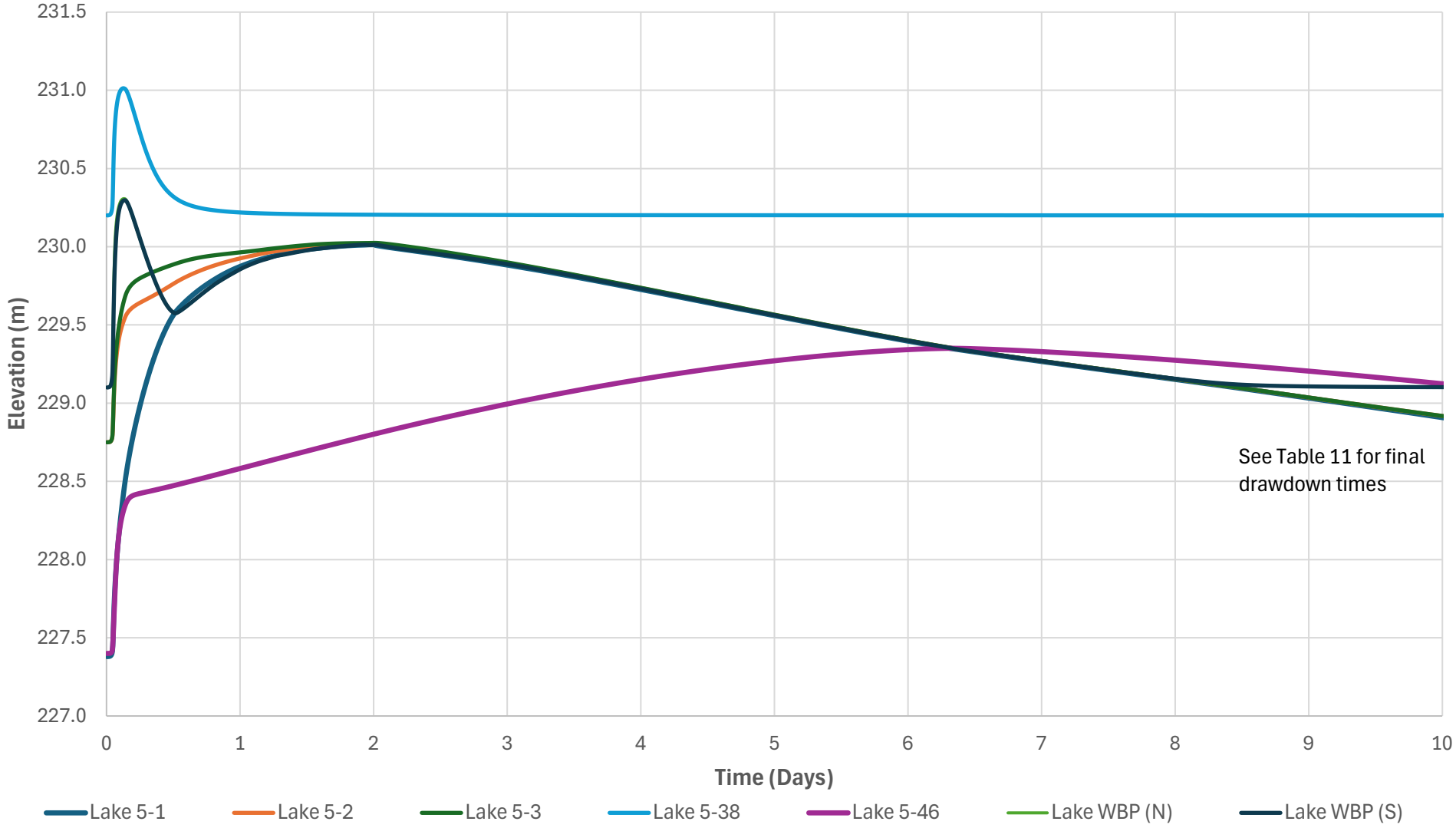


Figure 8.3 - Lake Levels During 100-Year Storm - Existing SBIP Lakes (Scenario #1)

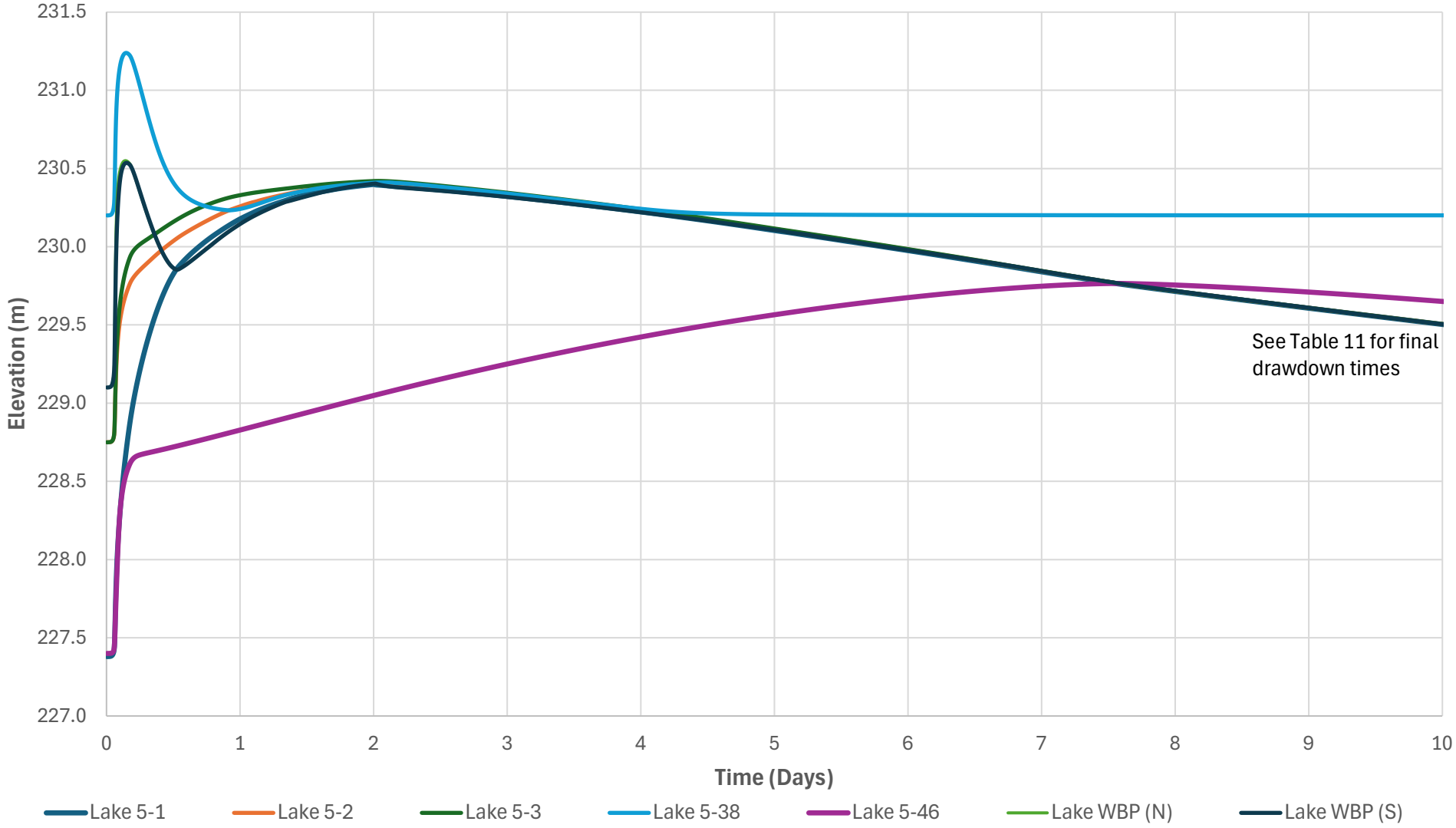


Figure 8.4 - Lake Levels During 2010 Design Storm - Existing SBIP Lakes (Scenario #1)

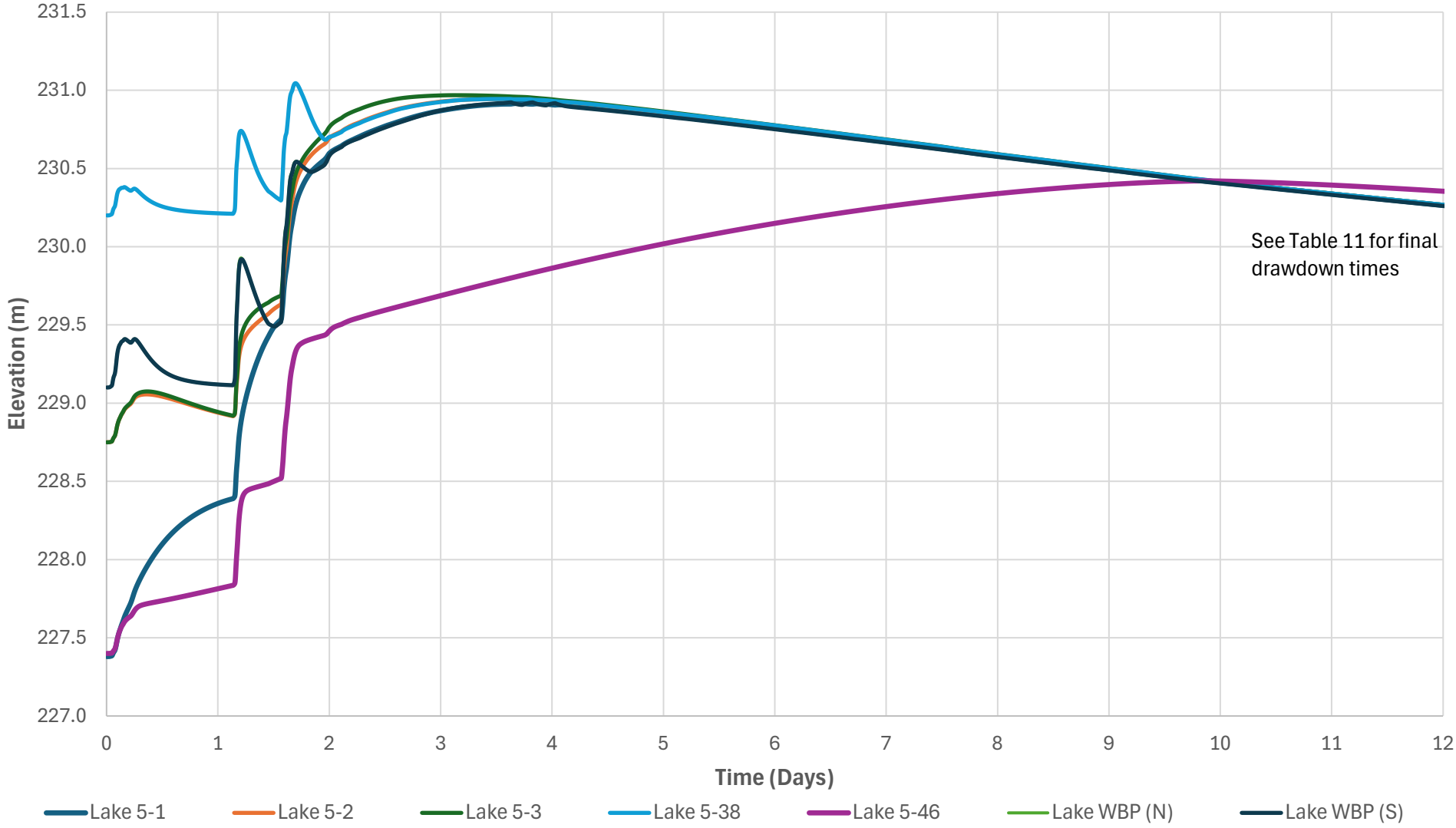


Figure 8.5 - Lake Levels During Back-to-Back 25-Year Storm - Existing SBIP Lakes (Scenario #1)

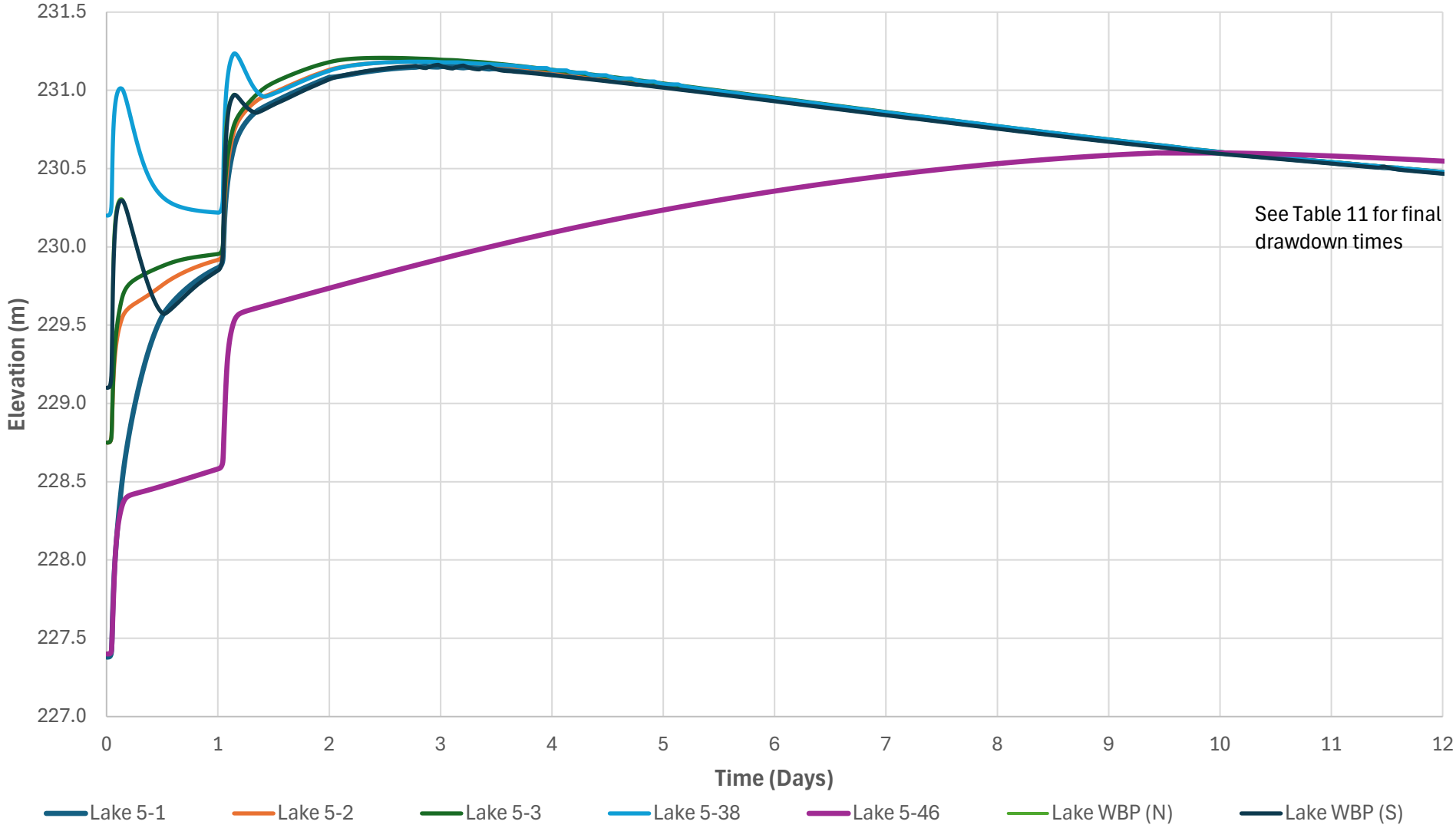


Figure 8.6 - Lake Levels During 5-Year Storm - South Transcona Lakes (Scenario #1)

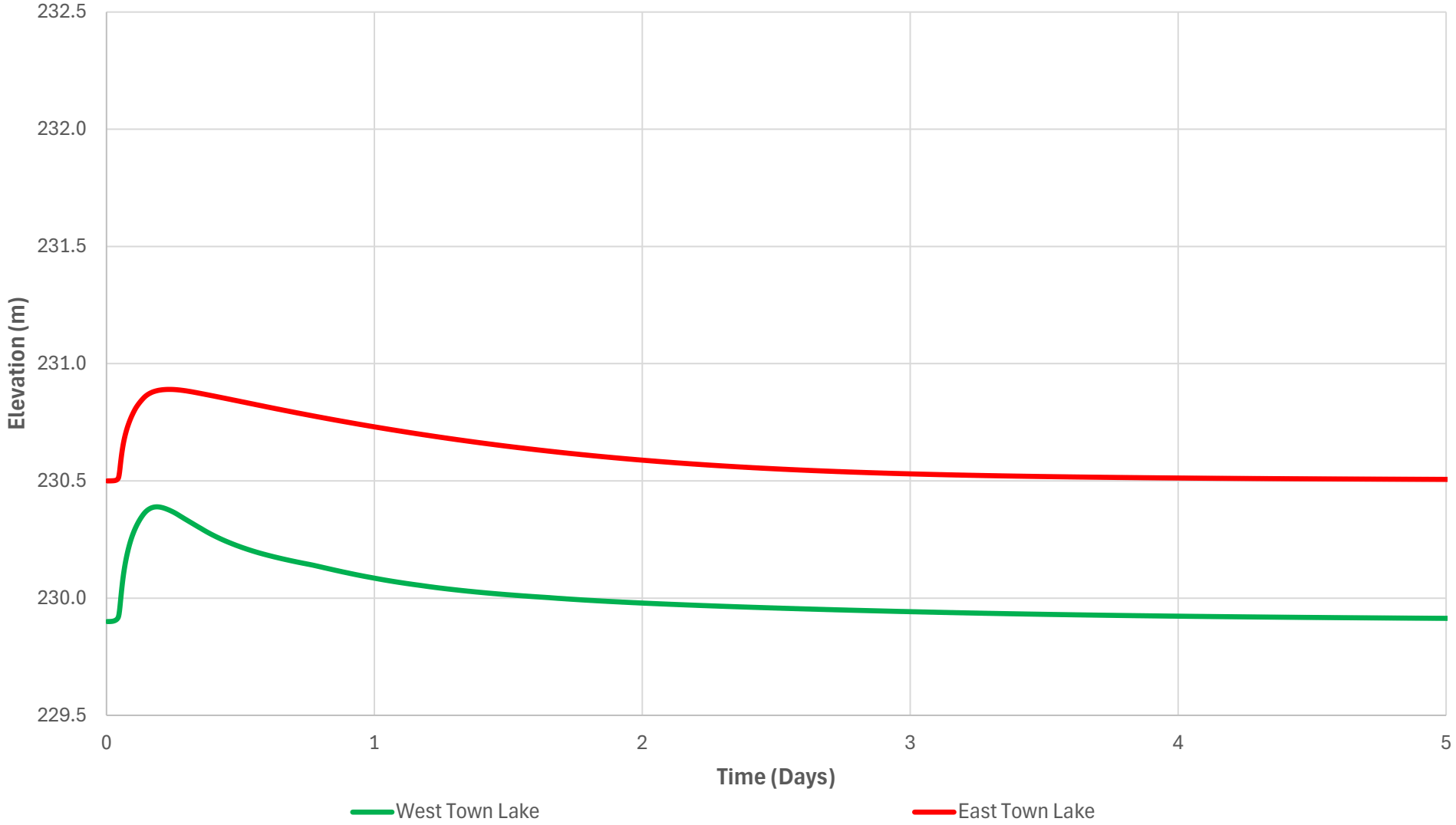


Figure 8.7 - Lake Levels During 25-Year Storm - South Transcona Lakes (Scenario #1)

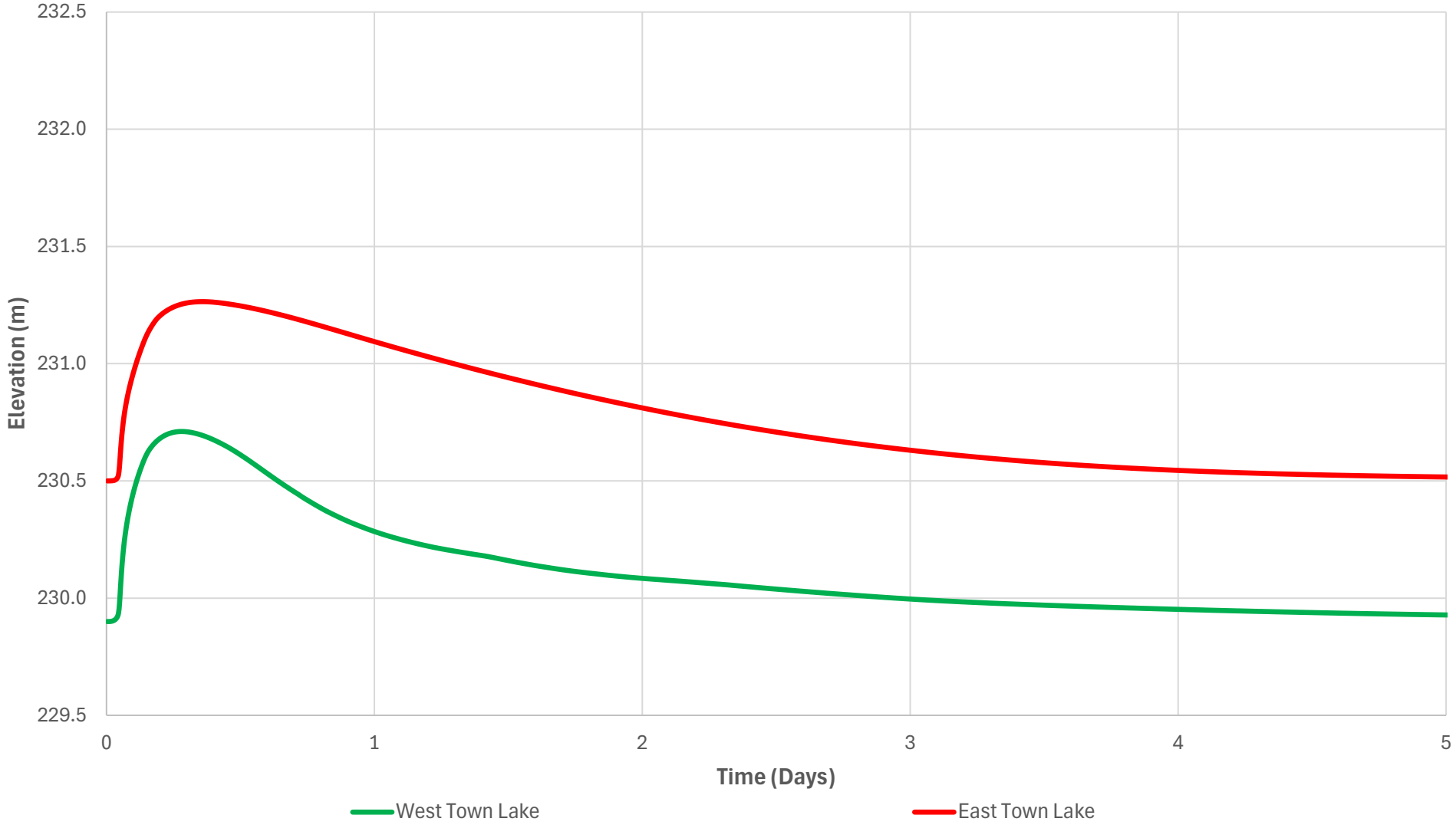


Figure 8.8 - Lake Levels During 100-Year Storm - South Transcona Lakes (Scenario #1)

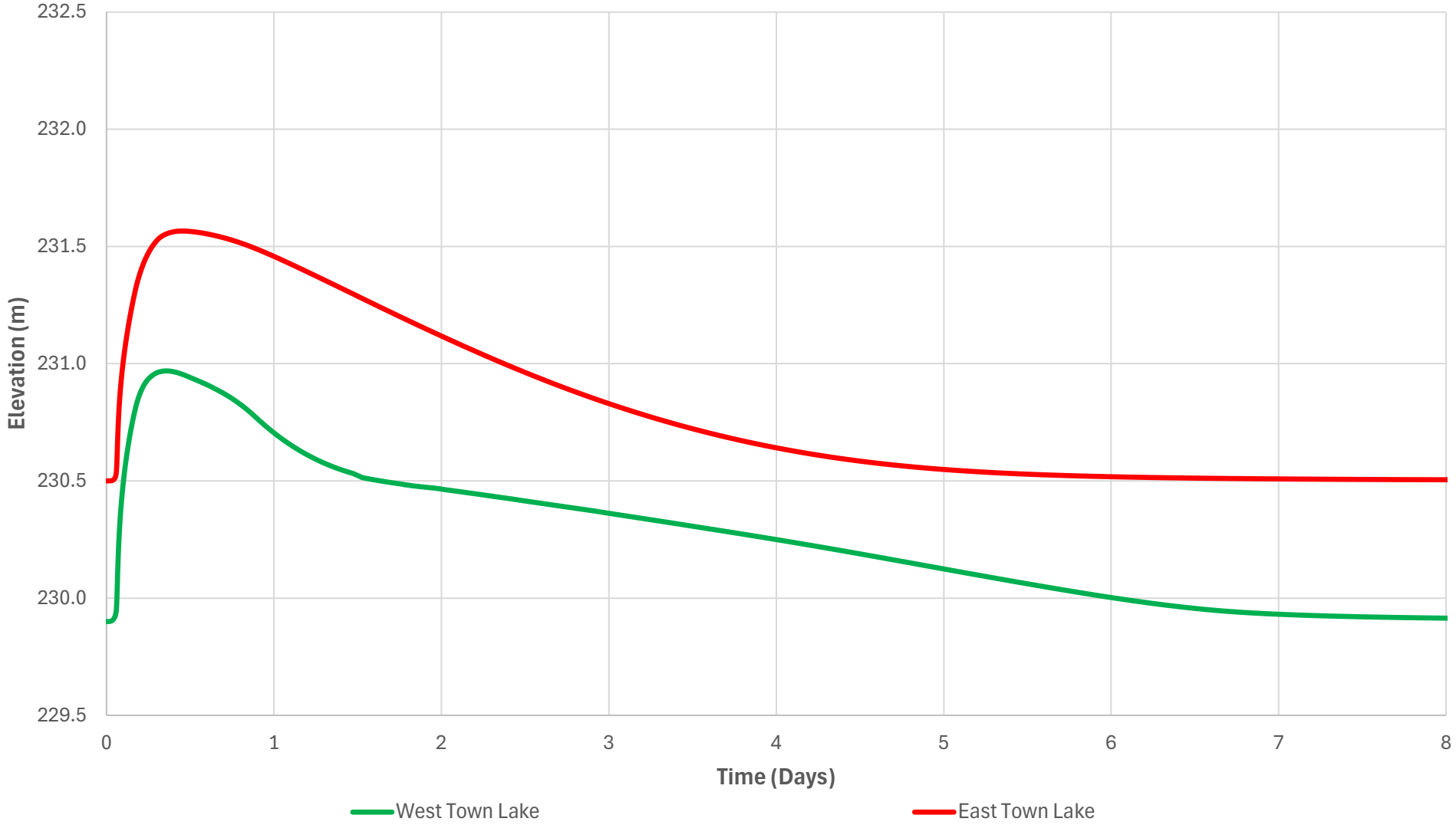


Figure 8.9 - Lake Levels During 2010 Design Storm - South Transcona Lakes (Scenario #1)

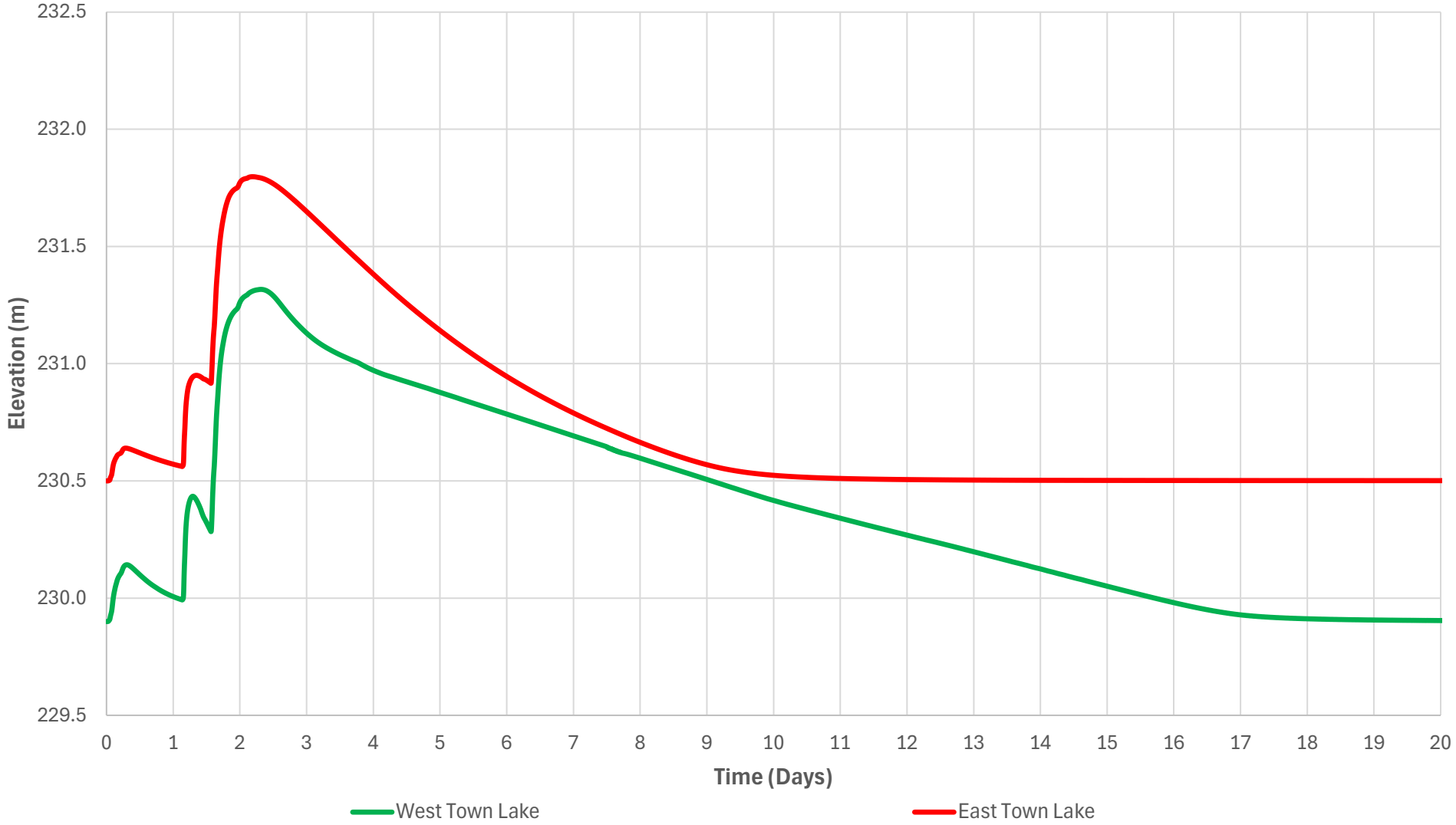


Figure 8.10 - Lake Levels During Back-to-Back 25-Year Storm - South Transcona Lakes (Scenario #1)

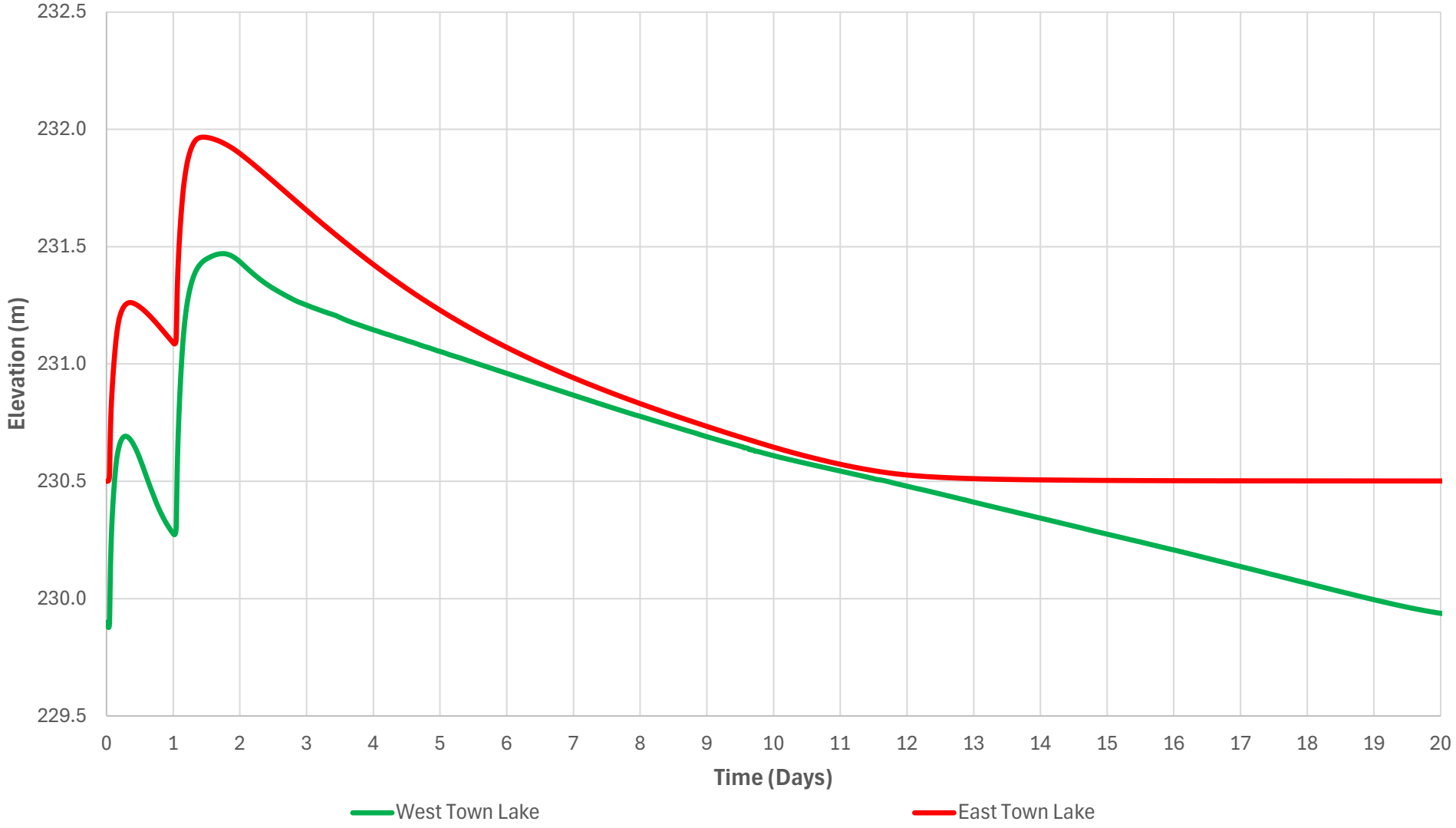


Figure 8.11 - Discharge across Plessis Road (through 1050mm LDS) (Scenario #1)

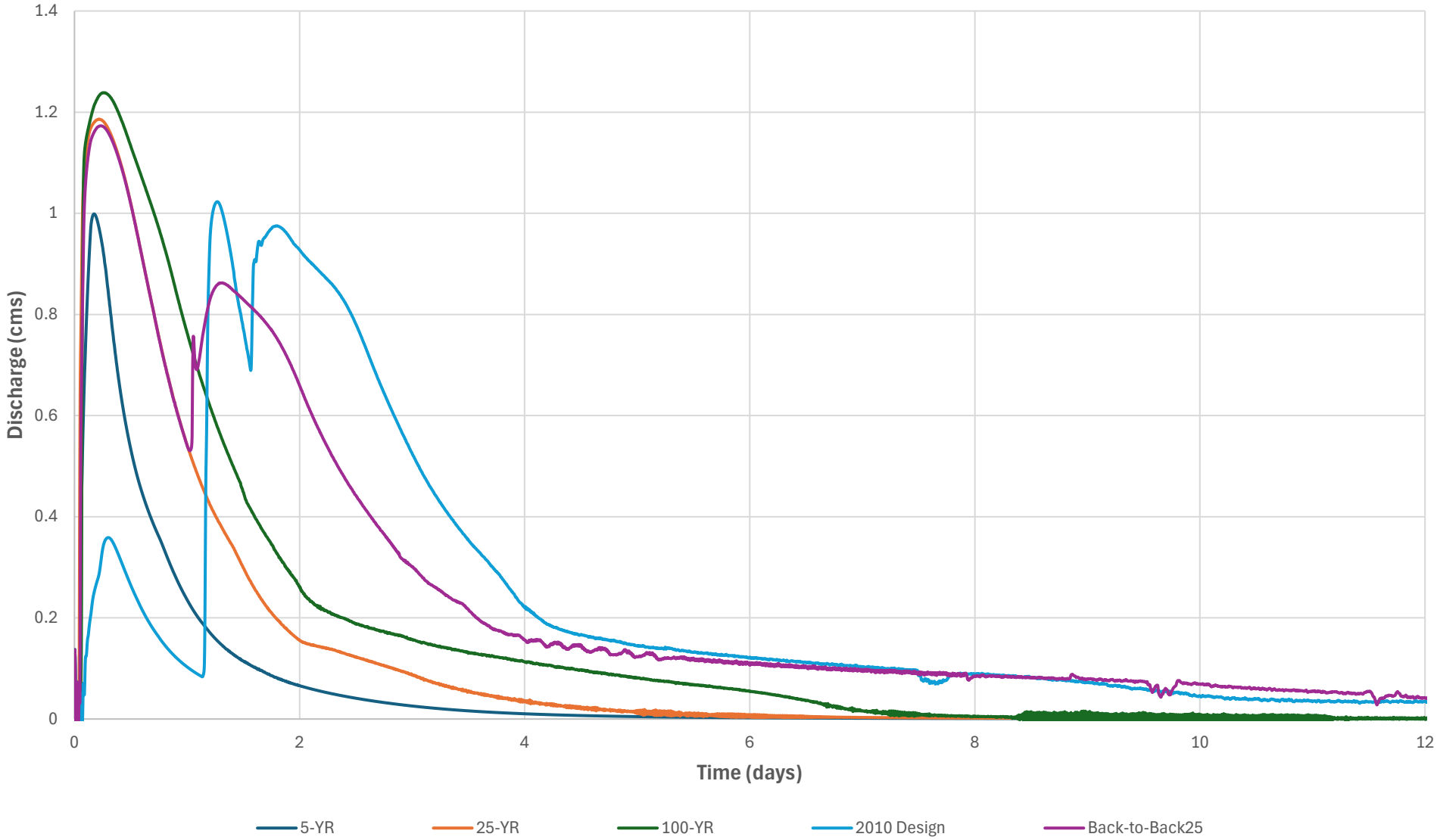


Figure 9.1 - Lake Levels During 5-Year Storm - Existing SBIP Lakes (Scenario #2)

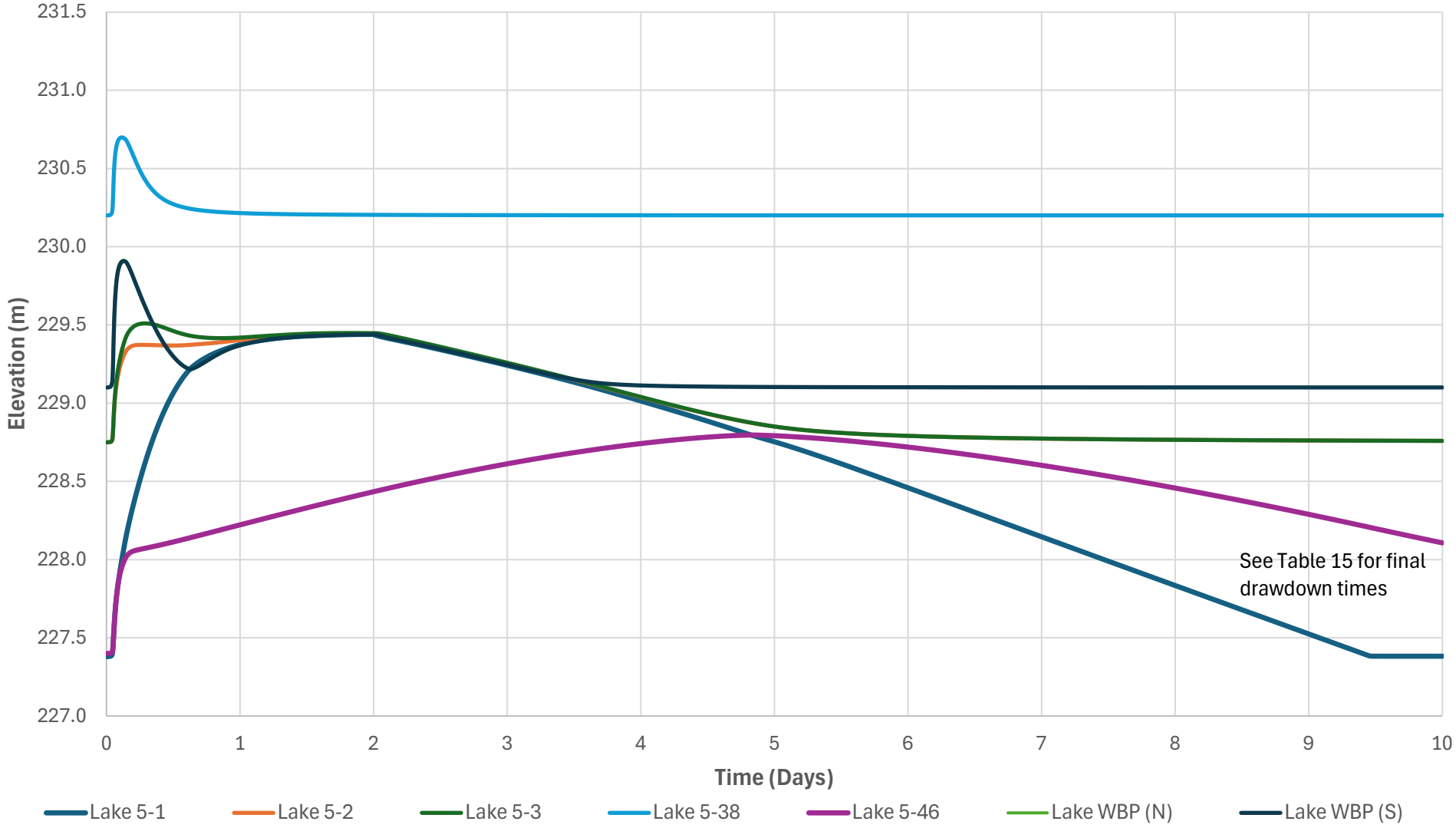


Figure 9.2 - Lake Levels During 25-Year Storm - Existing SBIP Lakes (Scenario #2)

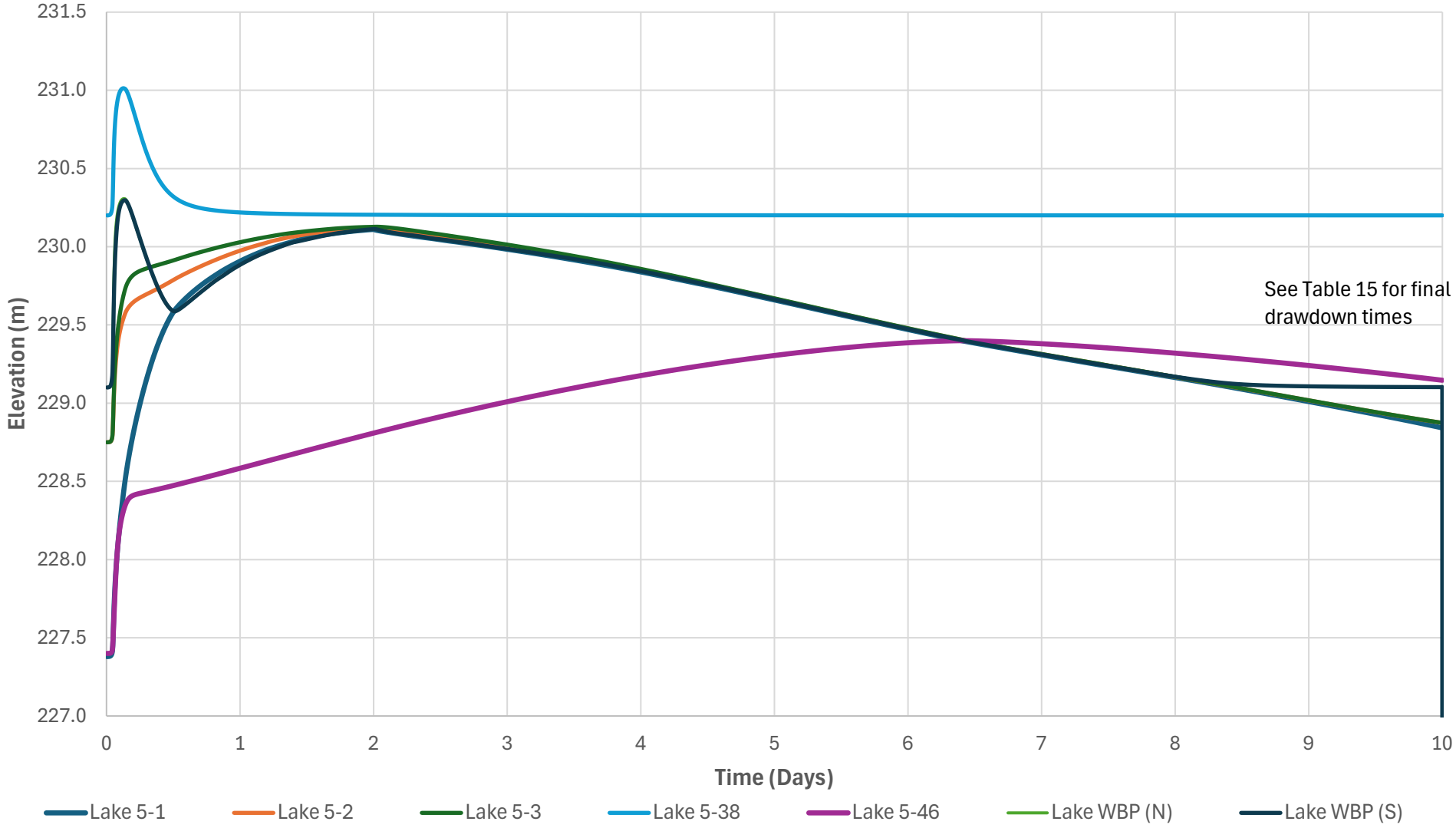


Figure 9.3 - Lake Levels During 100-Year Storm - Existing SBIP Lakes (Scenario #2)

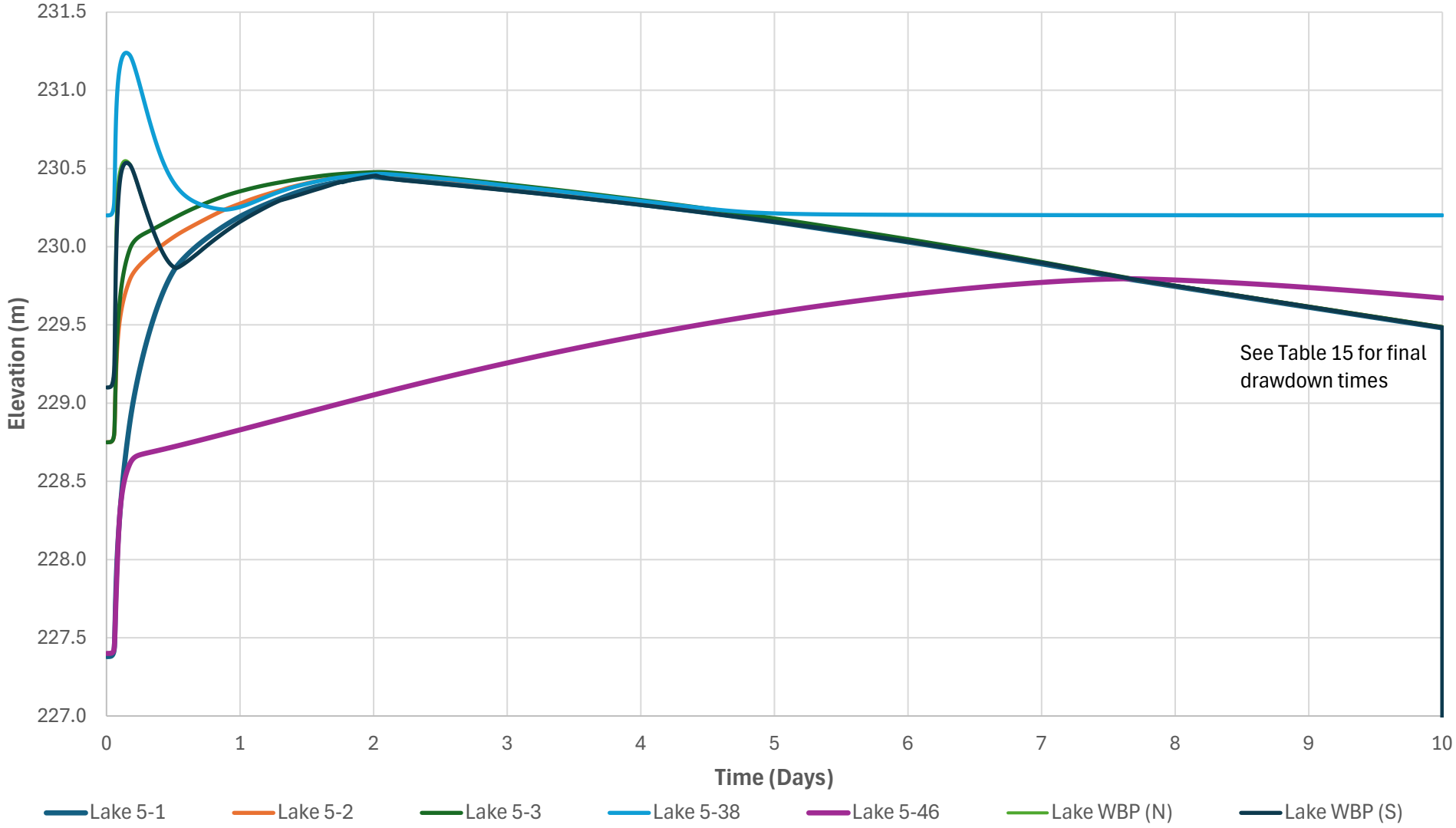


Figure 9.4 - Lake Levels During 2010 Design Storm - Existing SBIP Lakes (Scenario #2)

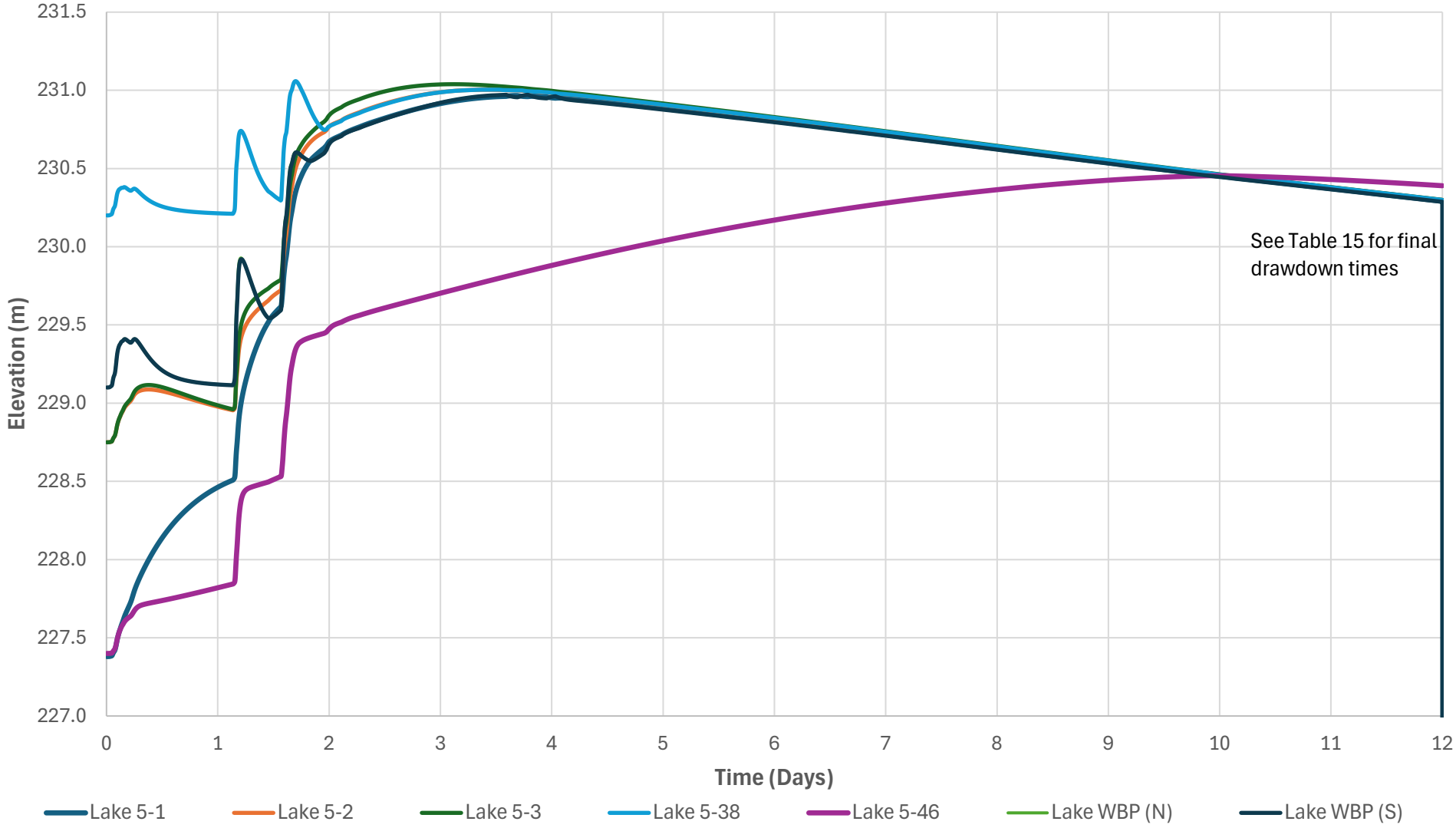


Figure 9.5 - Lake Levels During Back-to-Back 25-Year Storm - Existing SBIP Lakes (Scenario #2)

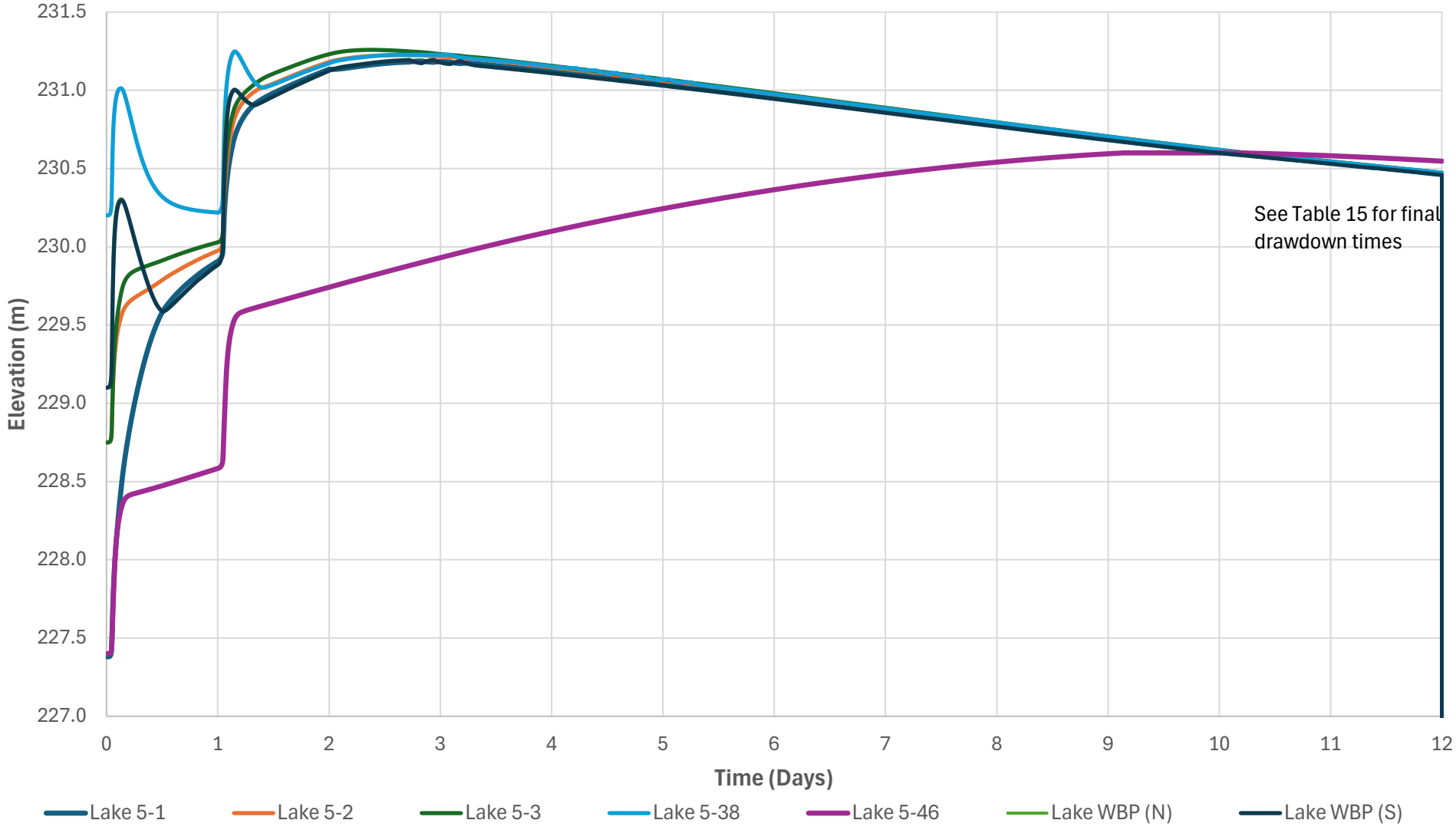


Figure 9.6 - Lake Levels During 5-Year Storm - South Transcona Lakes (Scenario #2)

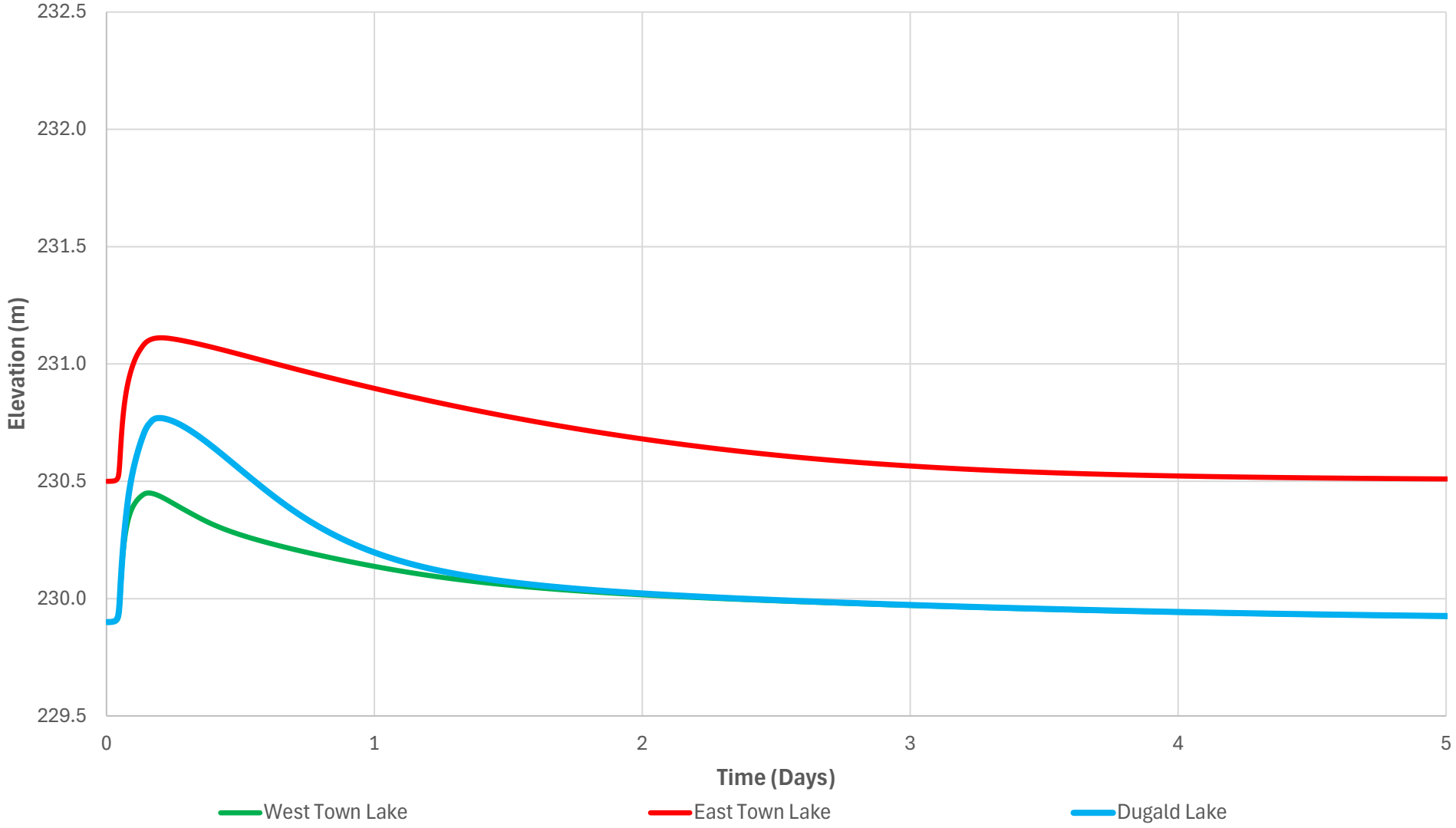


Figure 9.7 - Lake Levels During 25-Year Storm - South Transcona Lakes (Scenario #2)

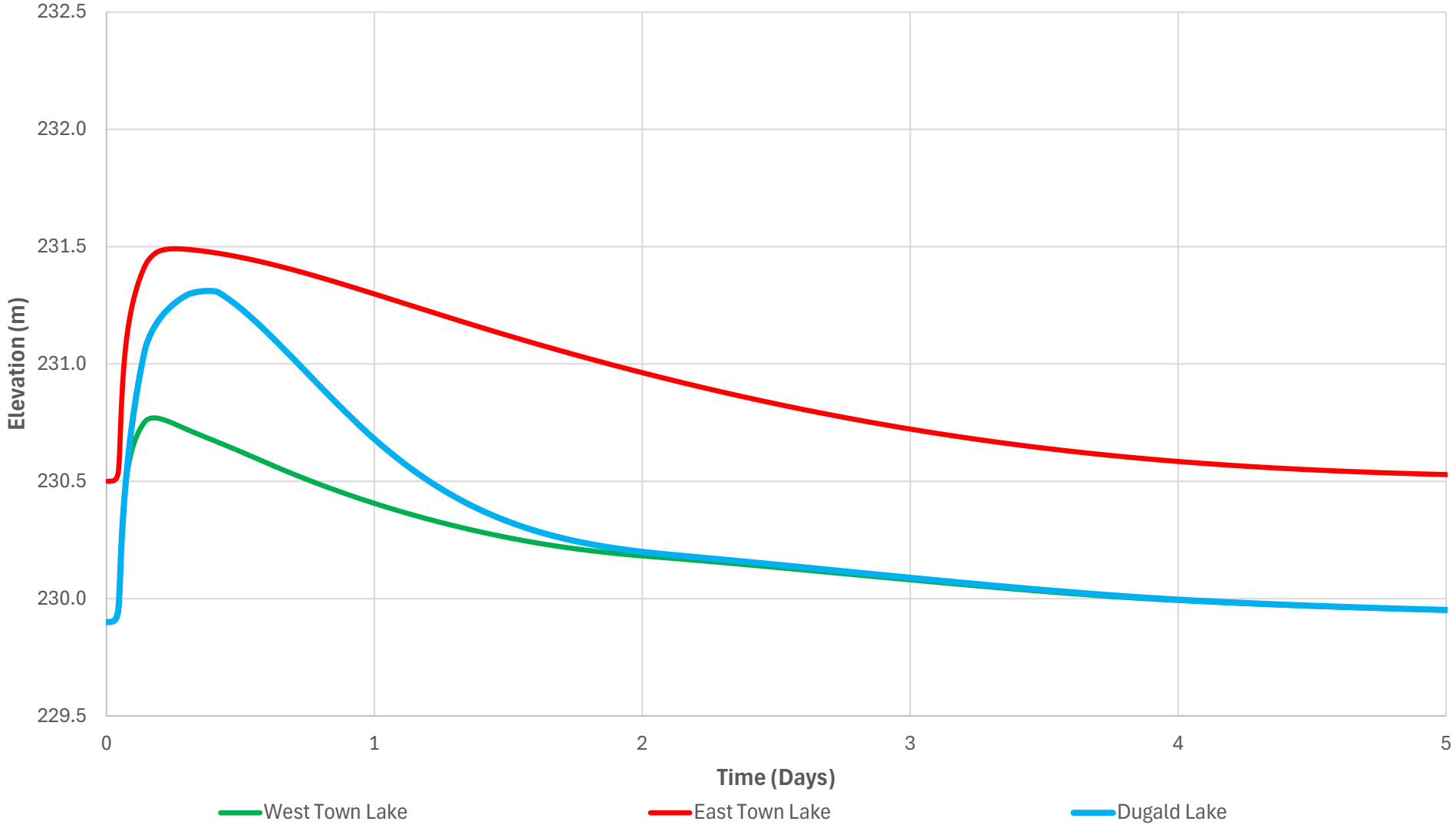


Figure 9.8 - Lake Levels During 100-Year Storm - South Transcona Lakes (Scenario #2)

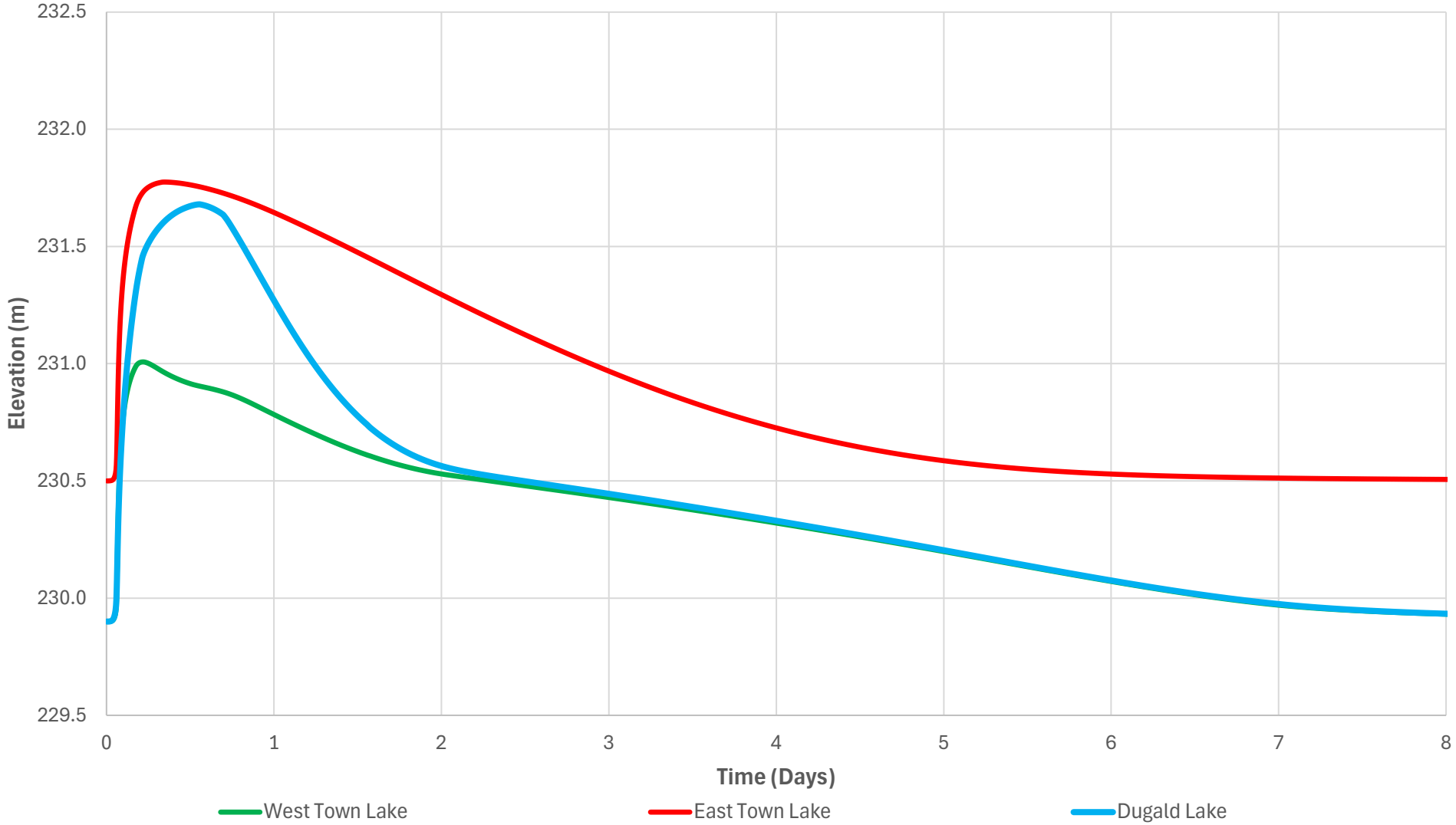


Figure 9.9 - Lake Levels During 2010 Design Storm - South Transcona Lakes (Scenario #2)

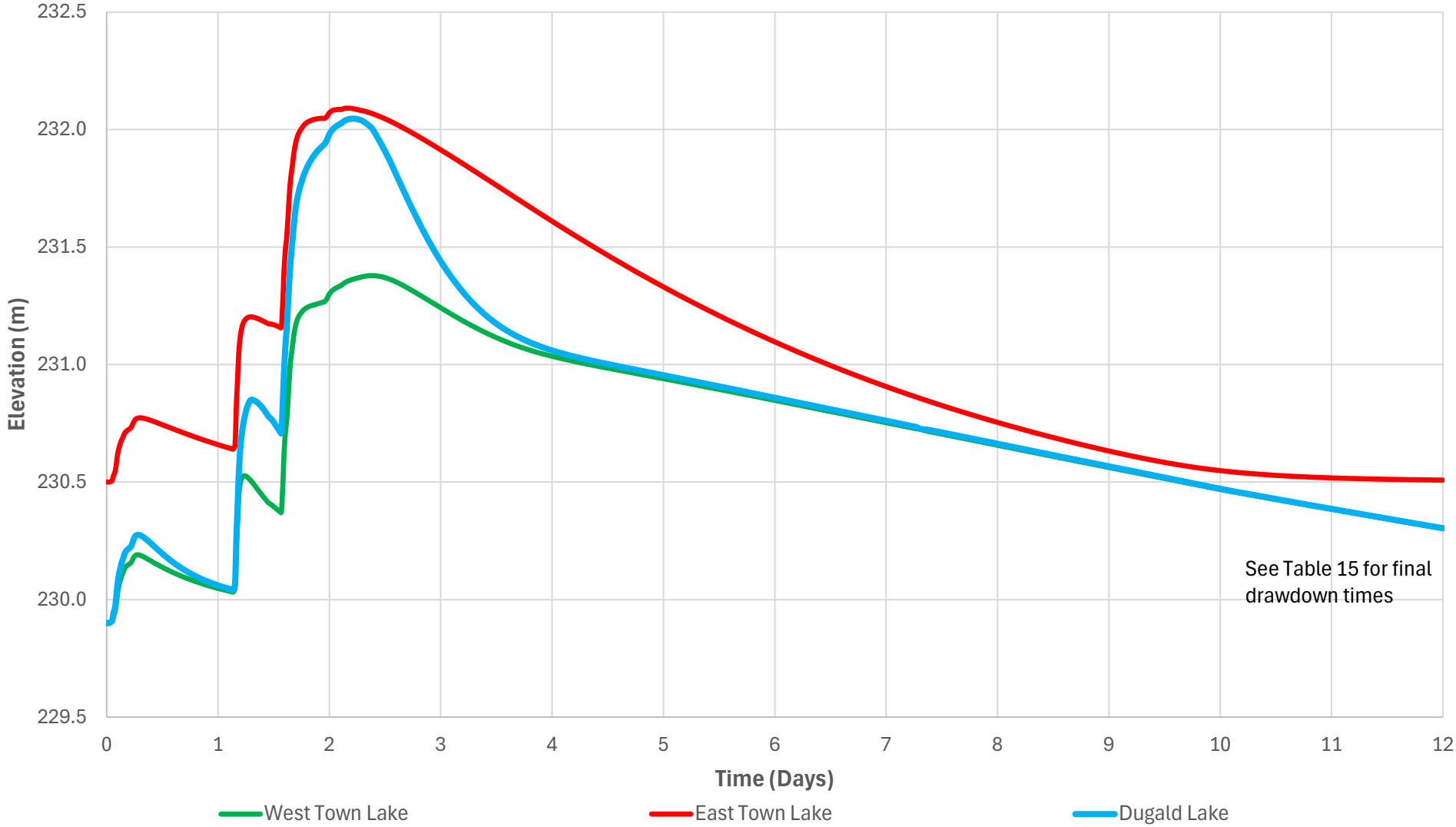


Figure 9.10 - Lake Levels During Back-to-Back 25-Year Storm - South Transcona Lakes (Scenario #2)

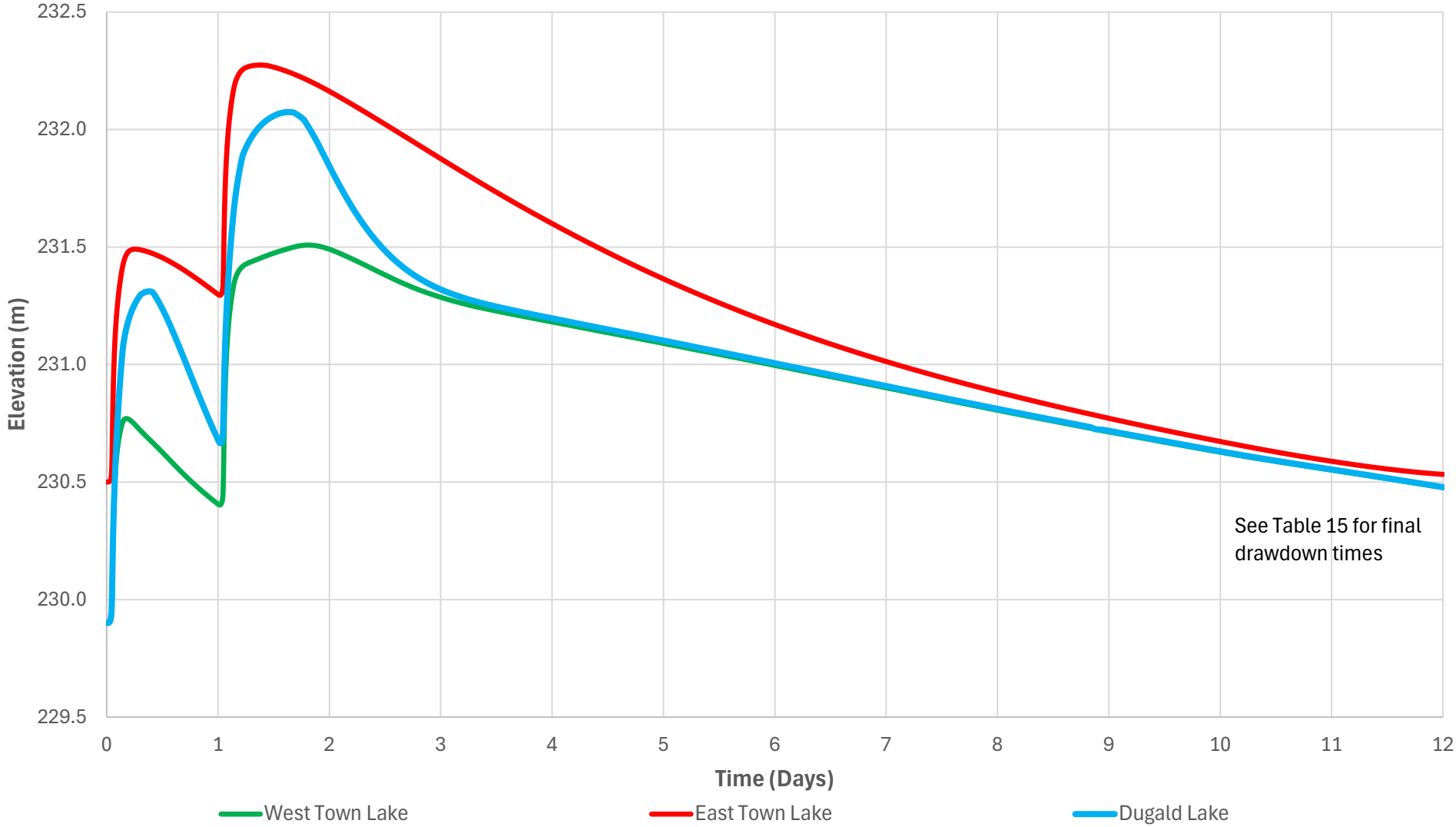


Figure 9.11 - Discharge across Plessis Road (through 1050mm LDS) (Scenario #2)

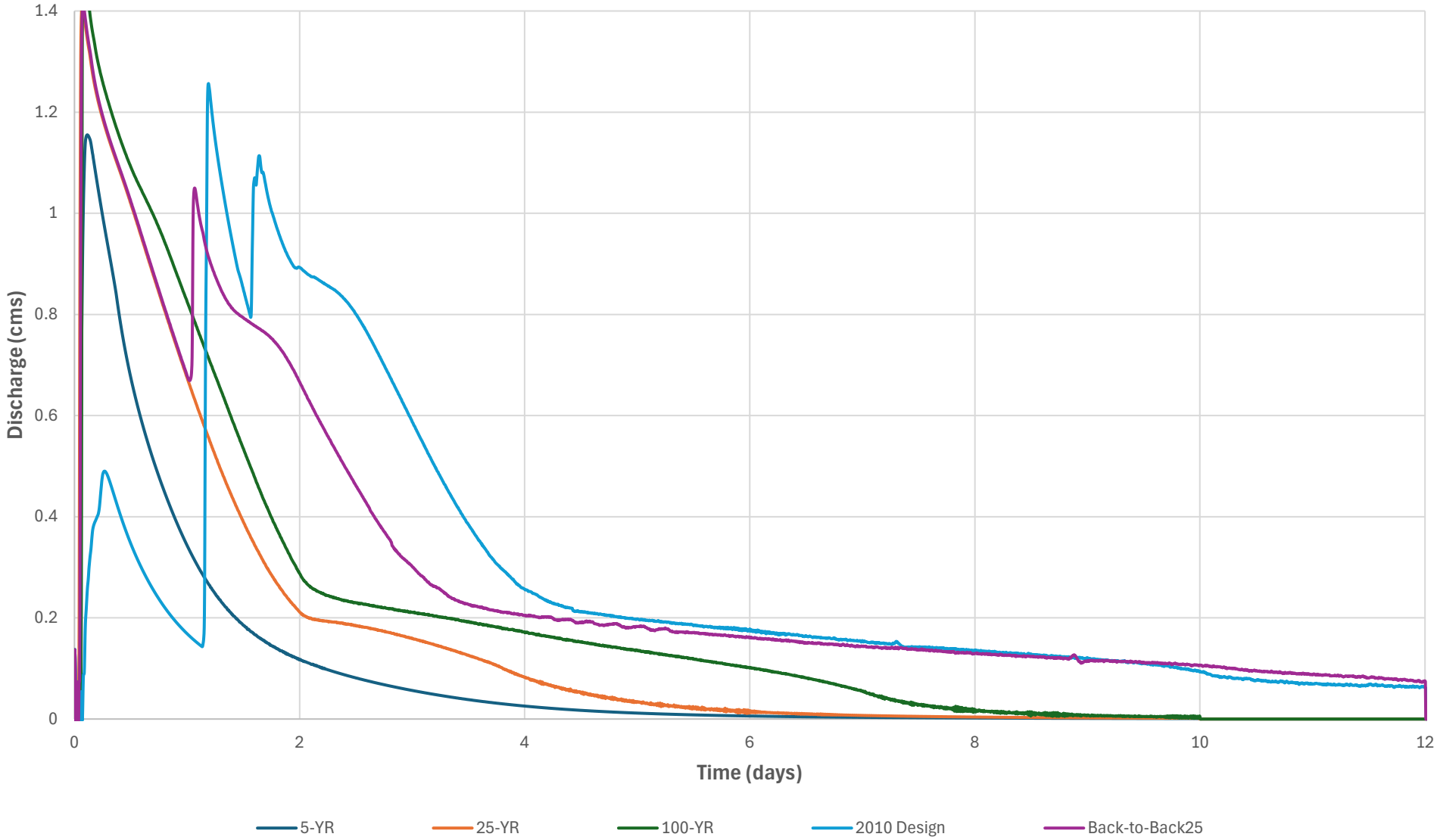


Figure 10.1 - Lake Levels During 5-Year Storm - Existing SBIP Lakes (Scenario #3)

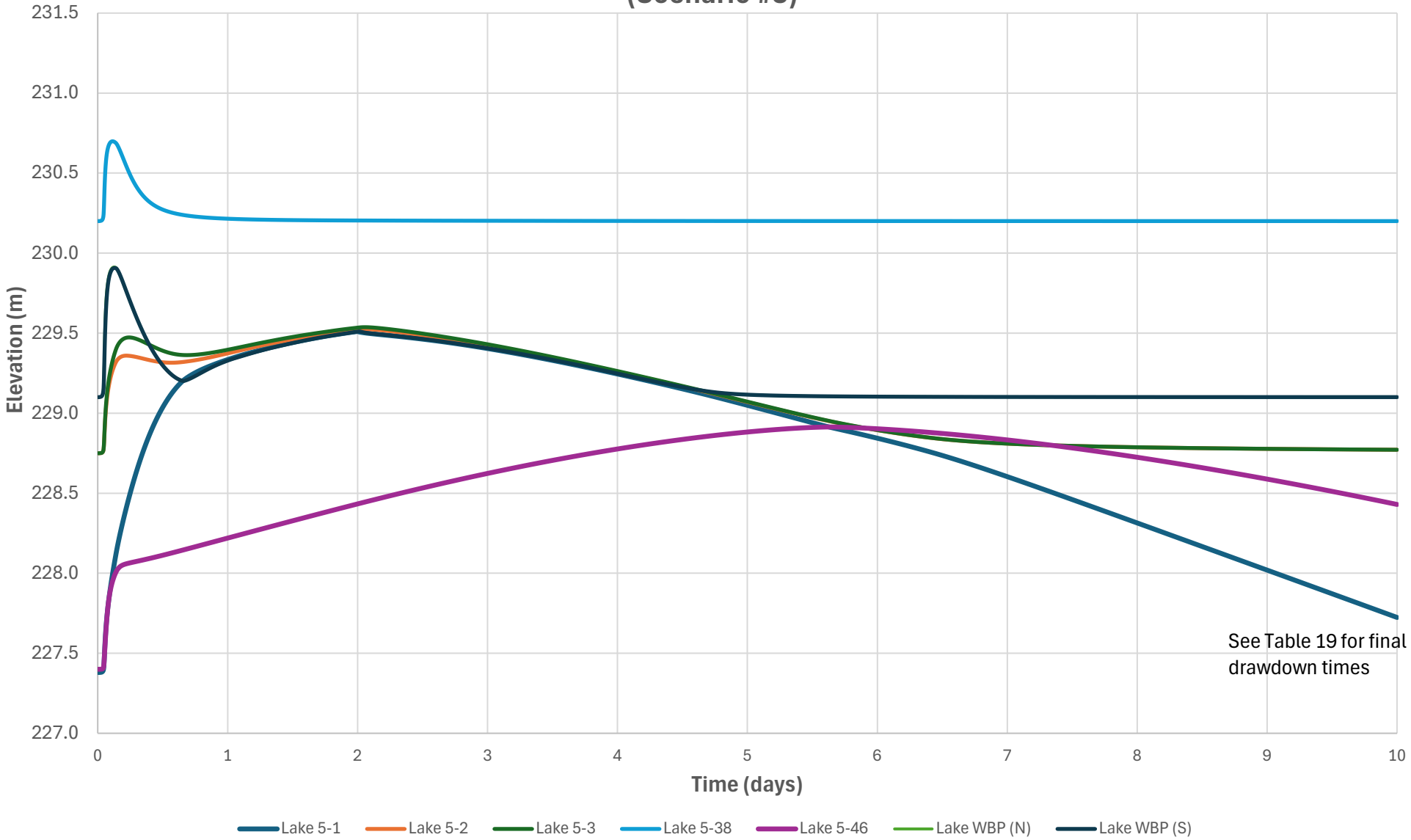


Figure 10.2 - Lake Levels During 25-Year Storm - Existing SBIP Lakes (Scenario #3)

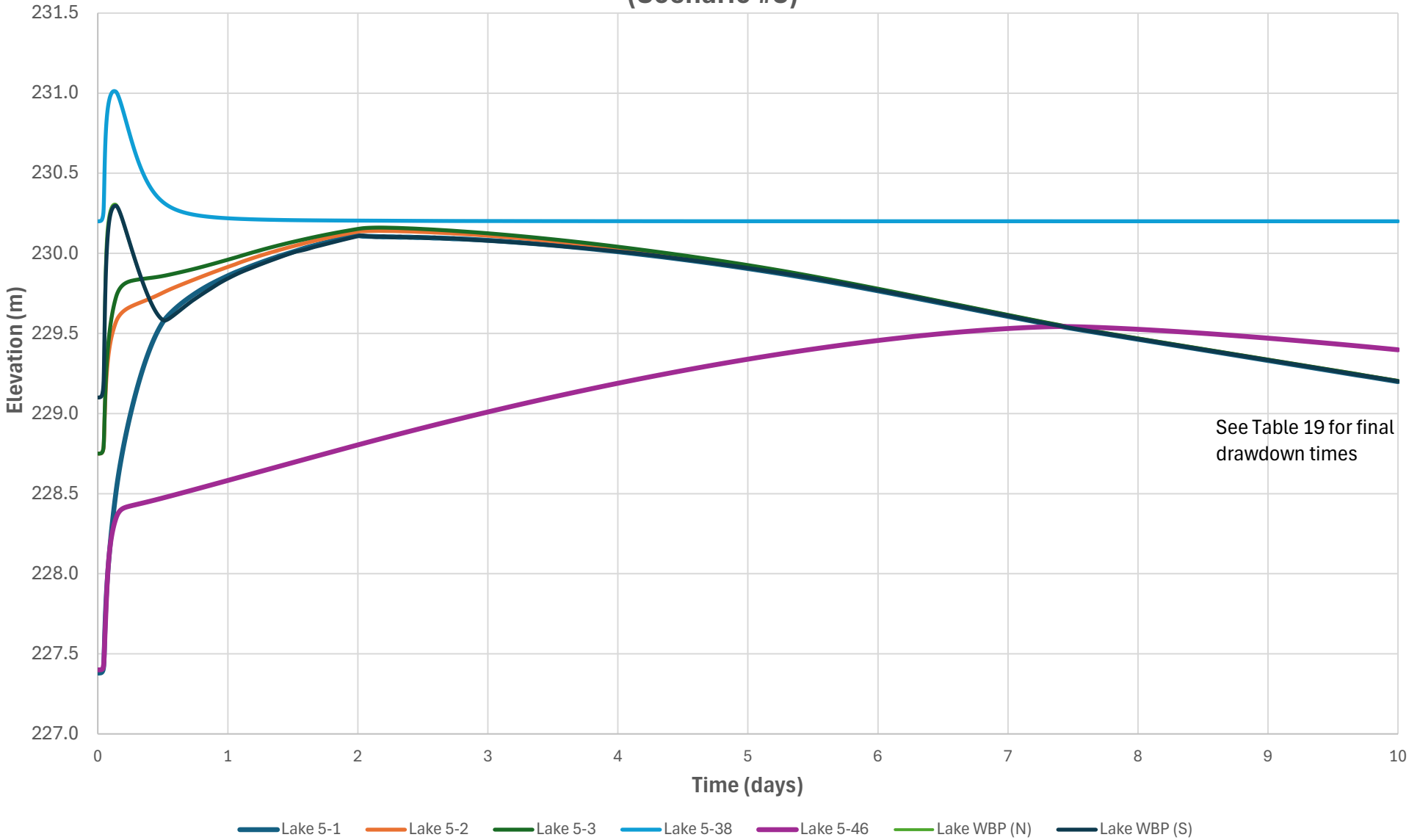


Figure 10.3 - Lake Levels During 100-Year Storm - Existing SBIP Lakes (Scenario #3)

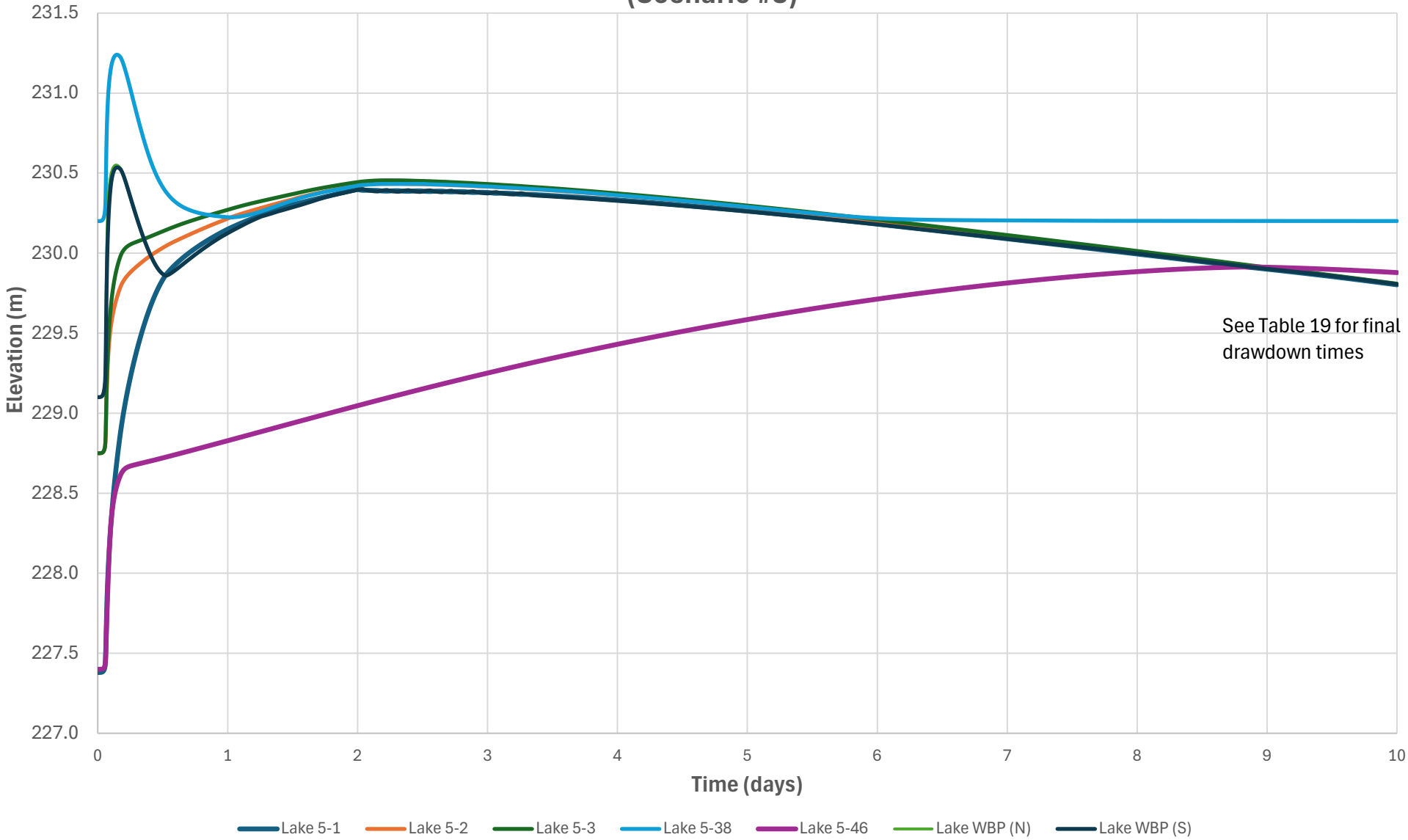


Figure 10.4 - Lake Levels During 2010 Design Storm - Existing SBIP Lakes (Scenario #3)

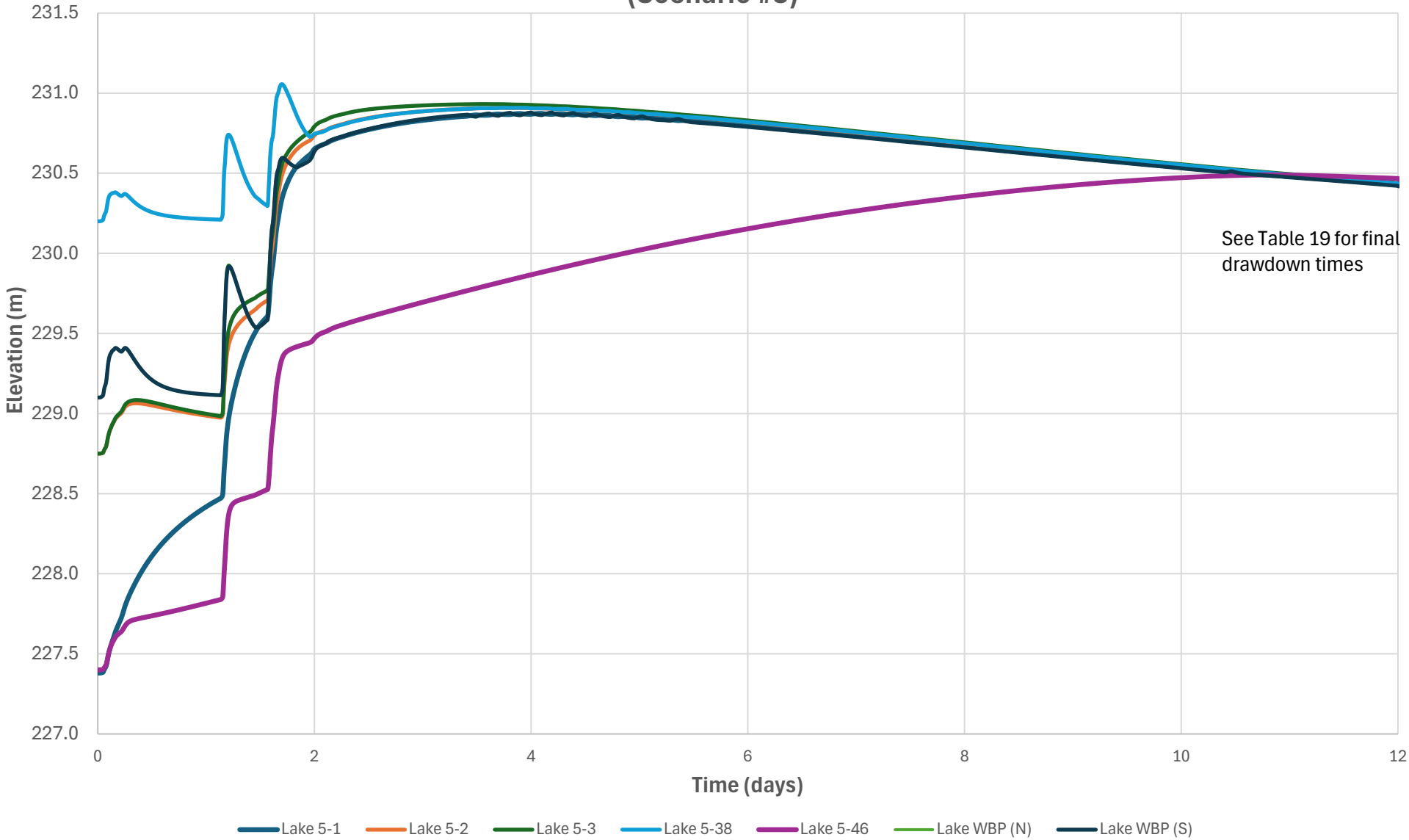


Figure 10.5 - Lake Levels During Back-to-Back 25-Year Storm - Existing SBIP Lakes (Scenario #3)

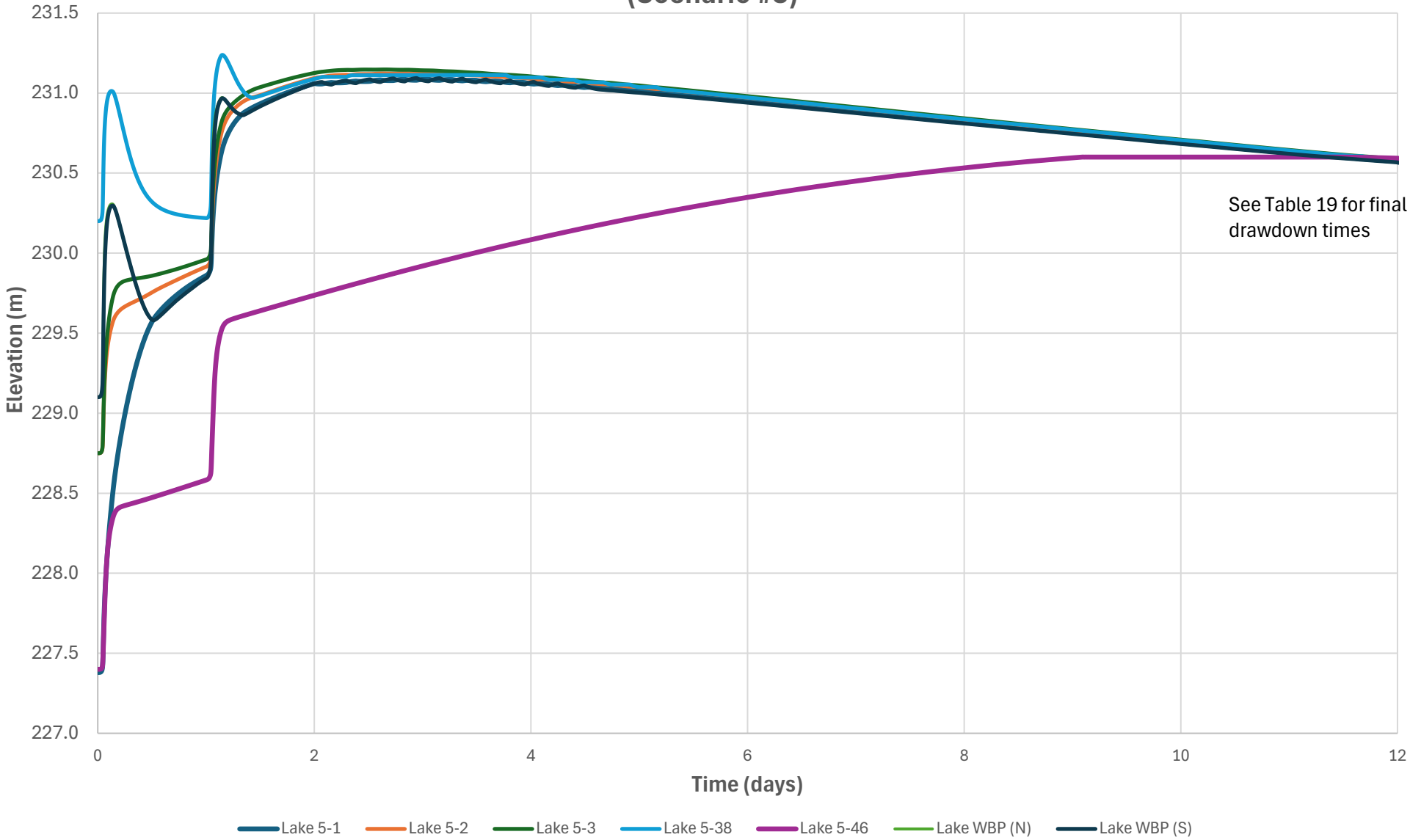


Figure 10.6 - Lake Levels During 5-Year Storm - South Transcona Lakes (Scenario #3)

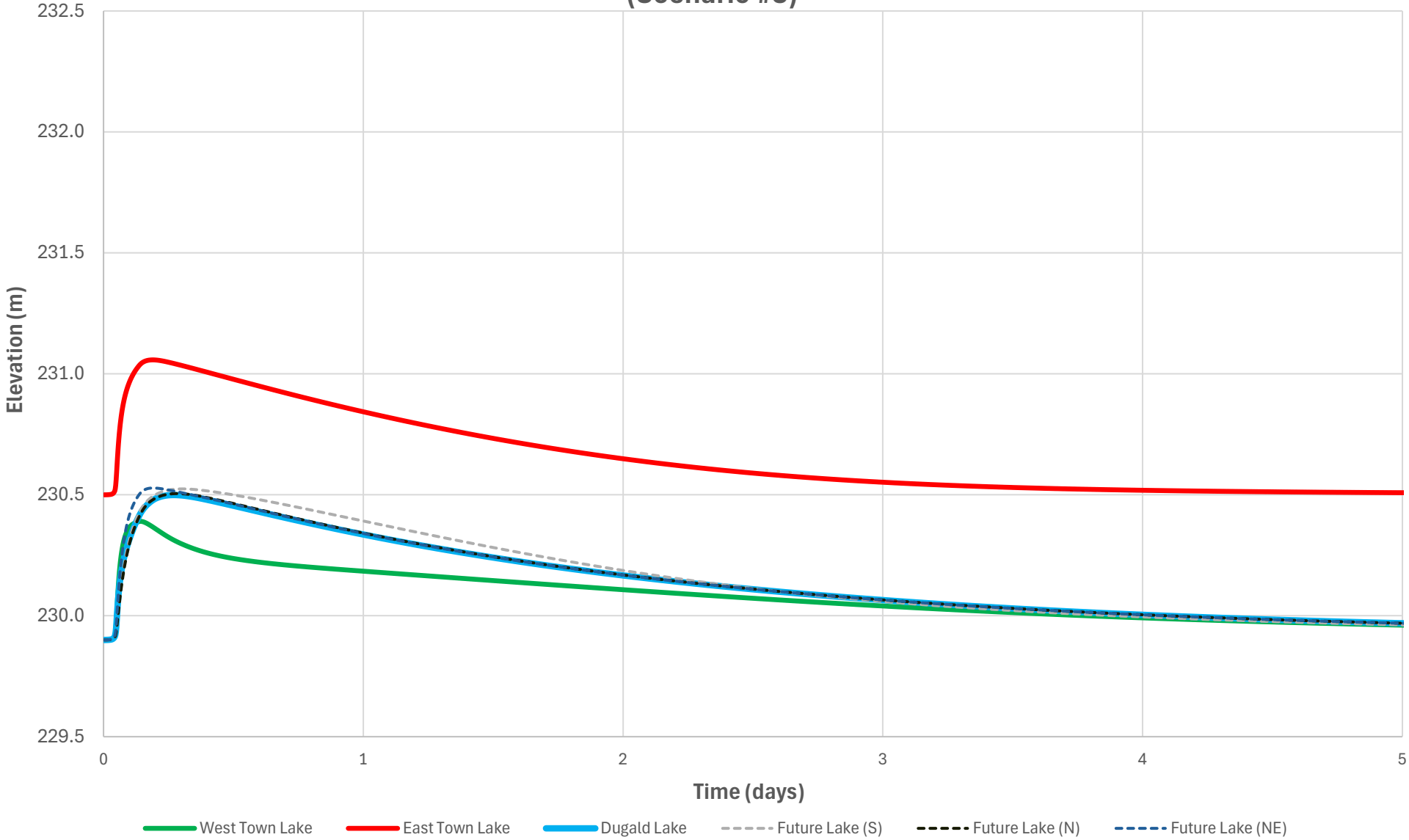


Figure 10.7 - Lake Levels During 25-Year Storm - South Transcona Lakes (Scenario #3)

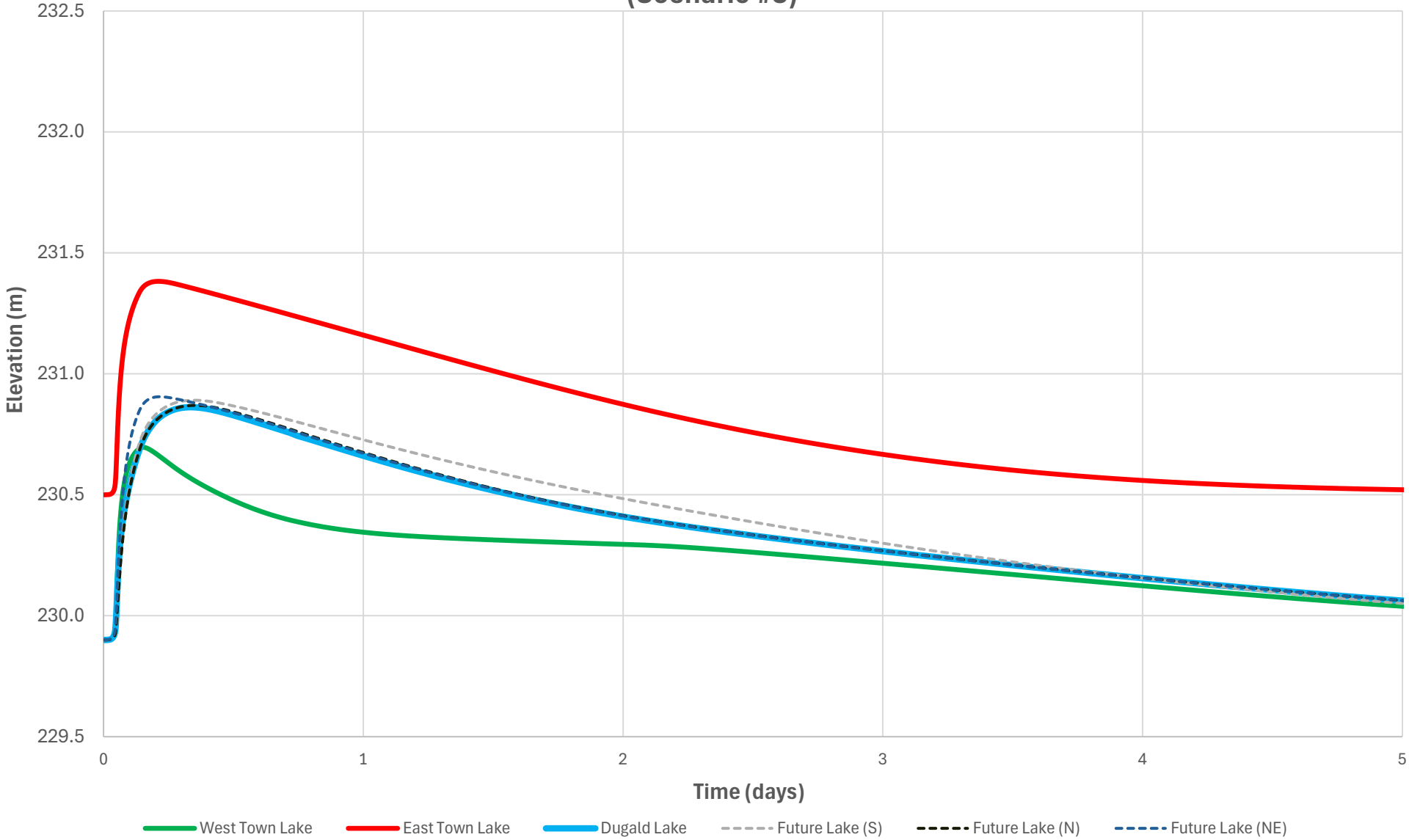


Figure 10.8 - Lake Levels During 100-Year Storm - South Transcona Lakes (Scenario #3)

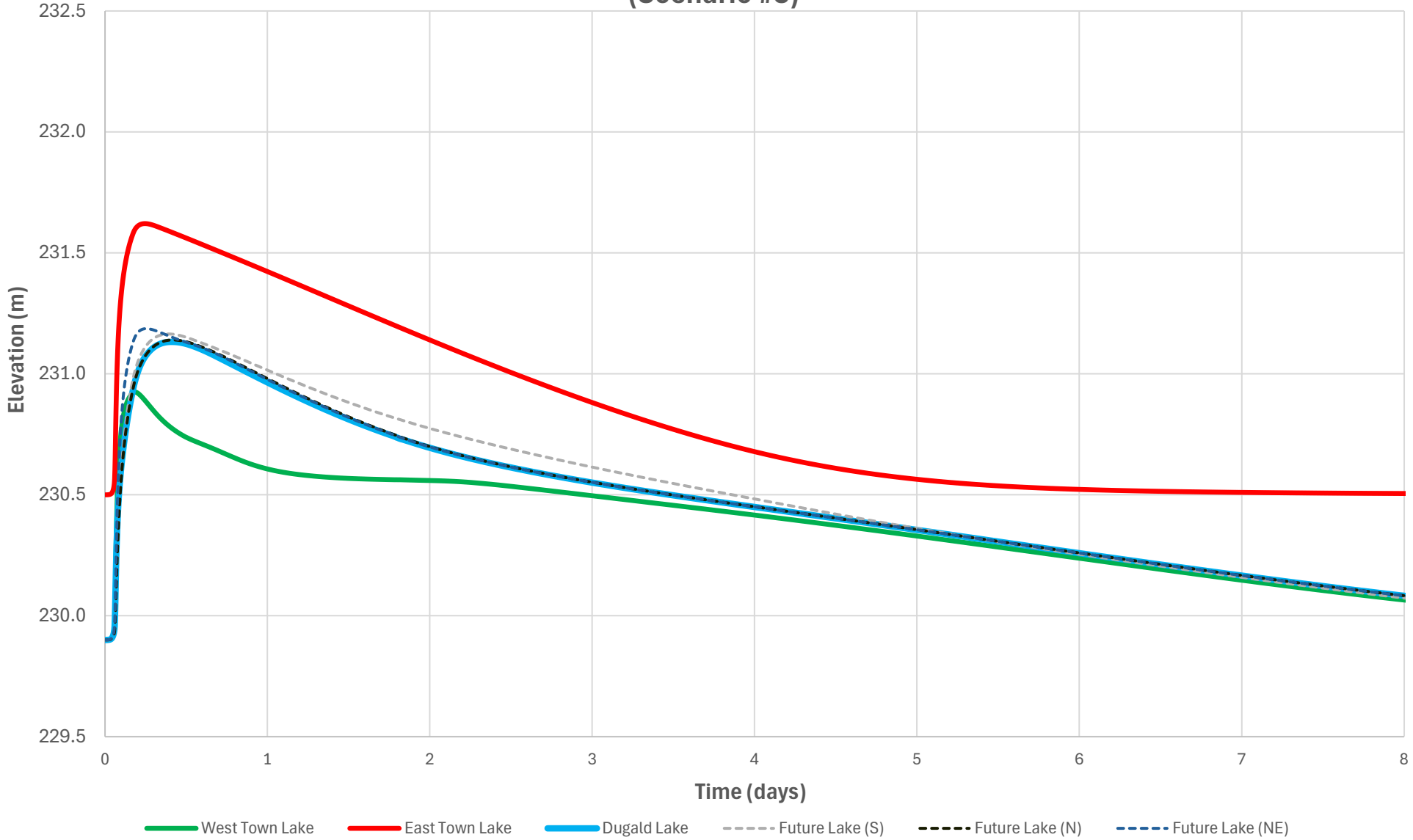


Figure 10.9 - Lake Levels During 2010 Design Storm - South Transcona Lakes (Scenario #3)

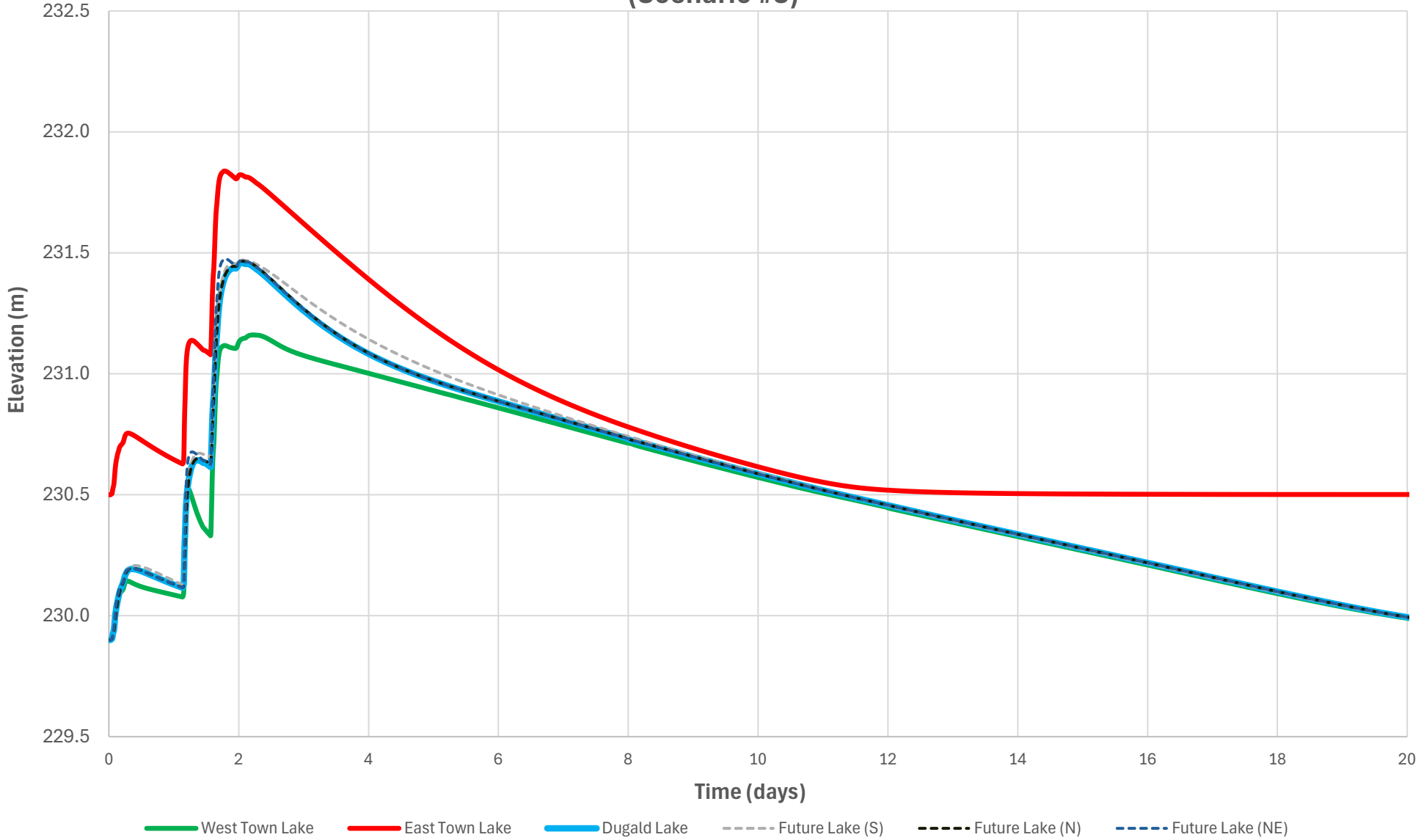


Figure 10.10 - Lake Levels During Back-to-Back 25-Year Storm - South Transcona Lakes (Scenario #3)

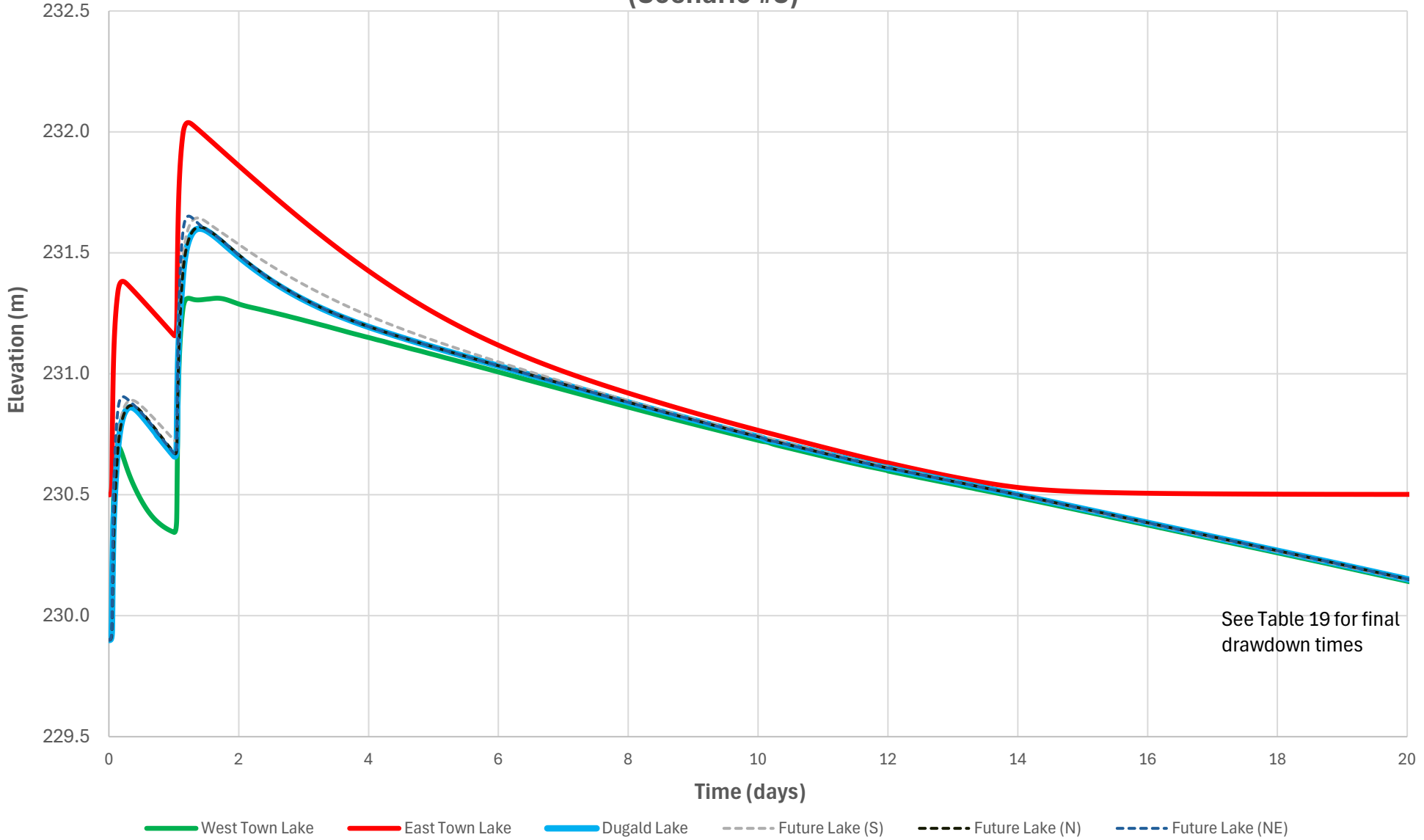


Figure 10.11 - Discharge across Plessis Road (through 1050mm LDS) (Scenario #3)

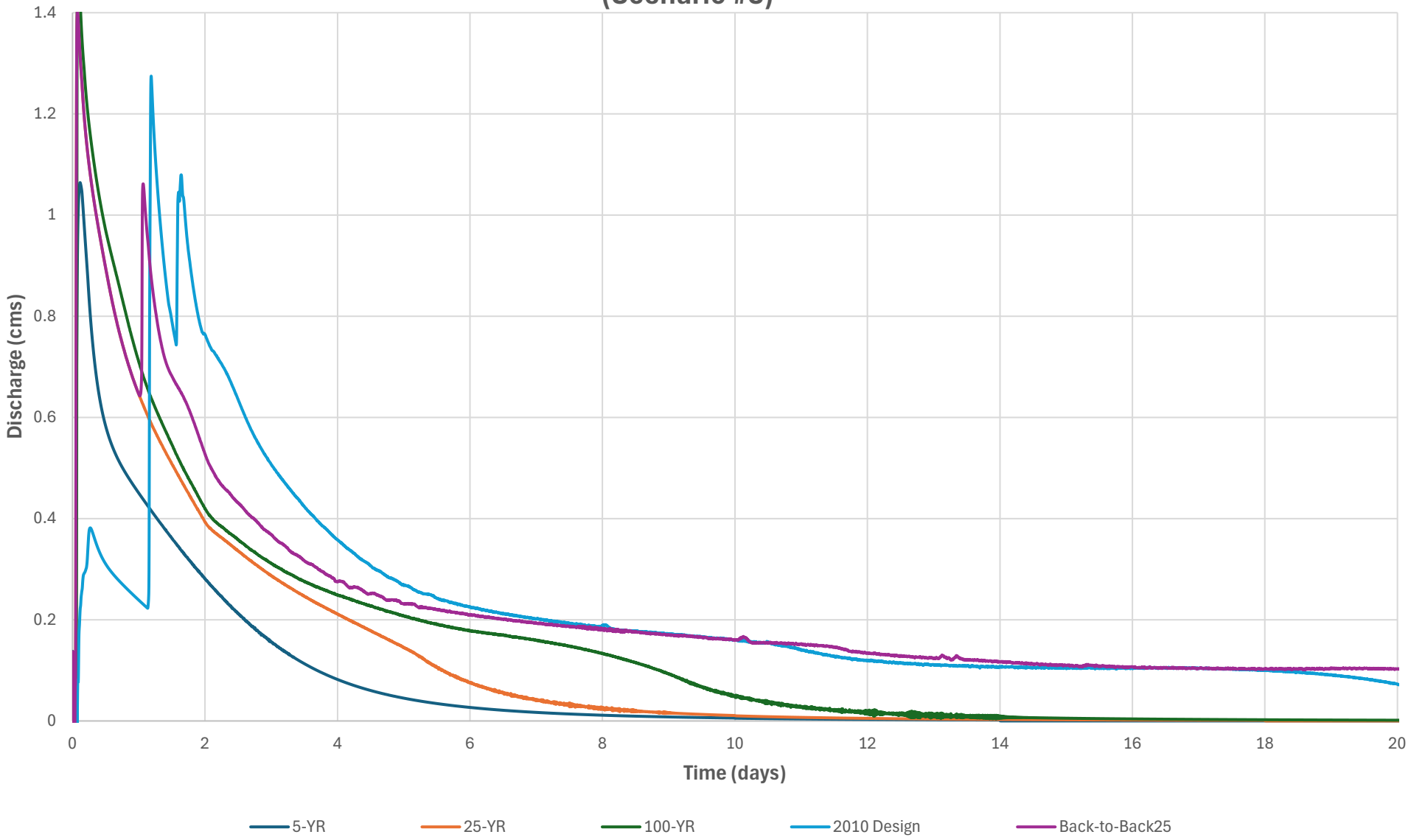


Figure 10.12 - Discharge from Theoretical "Future Lake (S)" to Future Trunk on Esselmont Ave (Scenario #3)

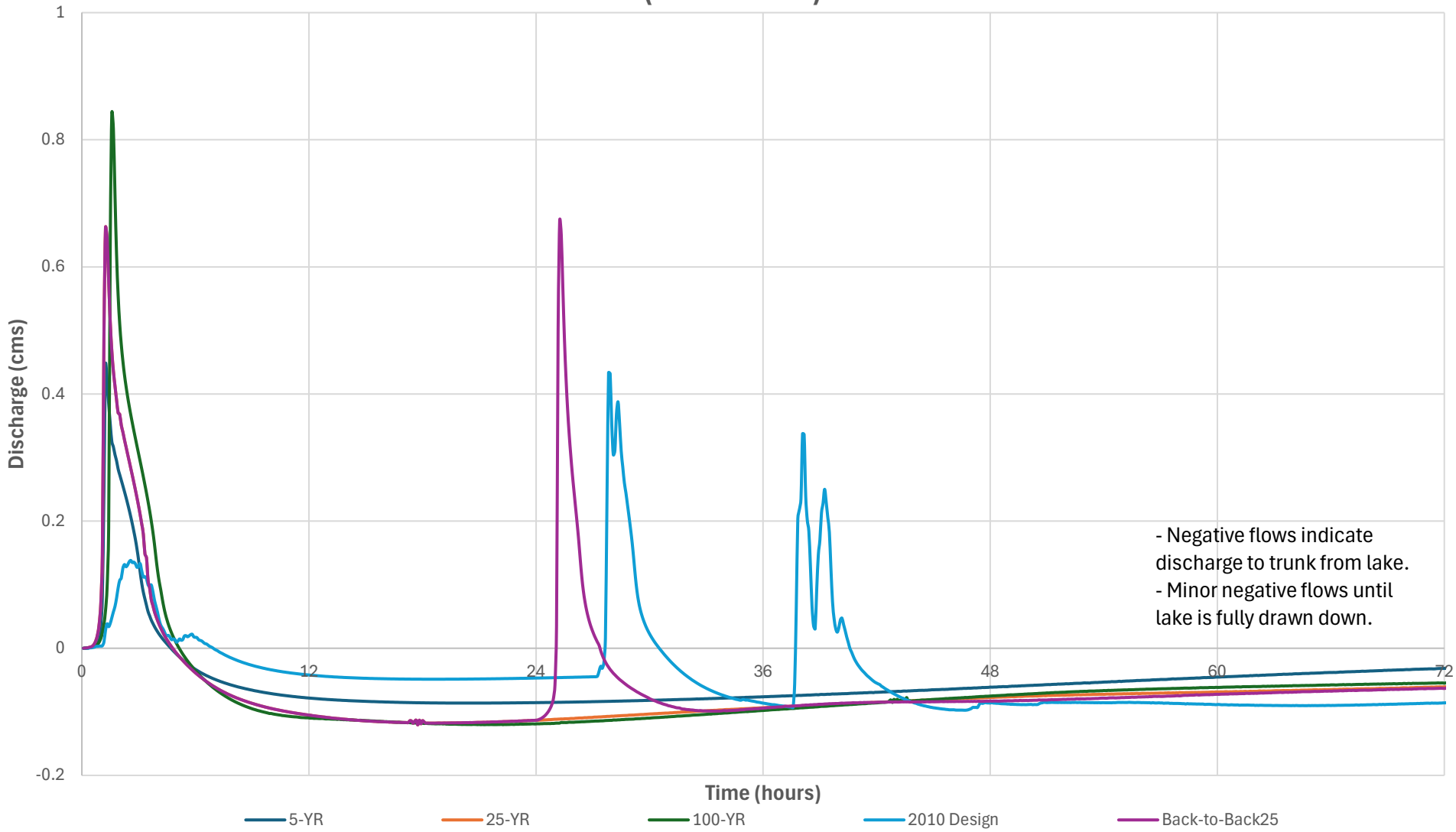


Figure 10.13 - Discharge from Theoretical "Future Lake (N)" to Future Trunk on Dugald Rd (Scenario #3)

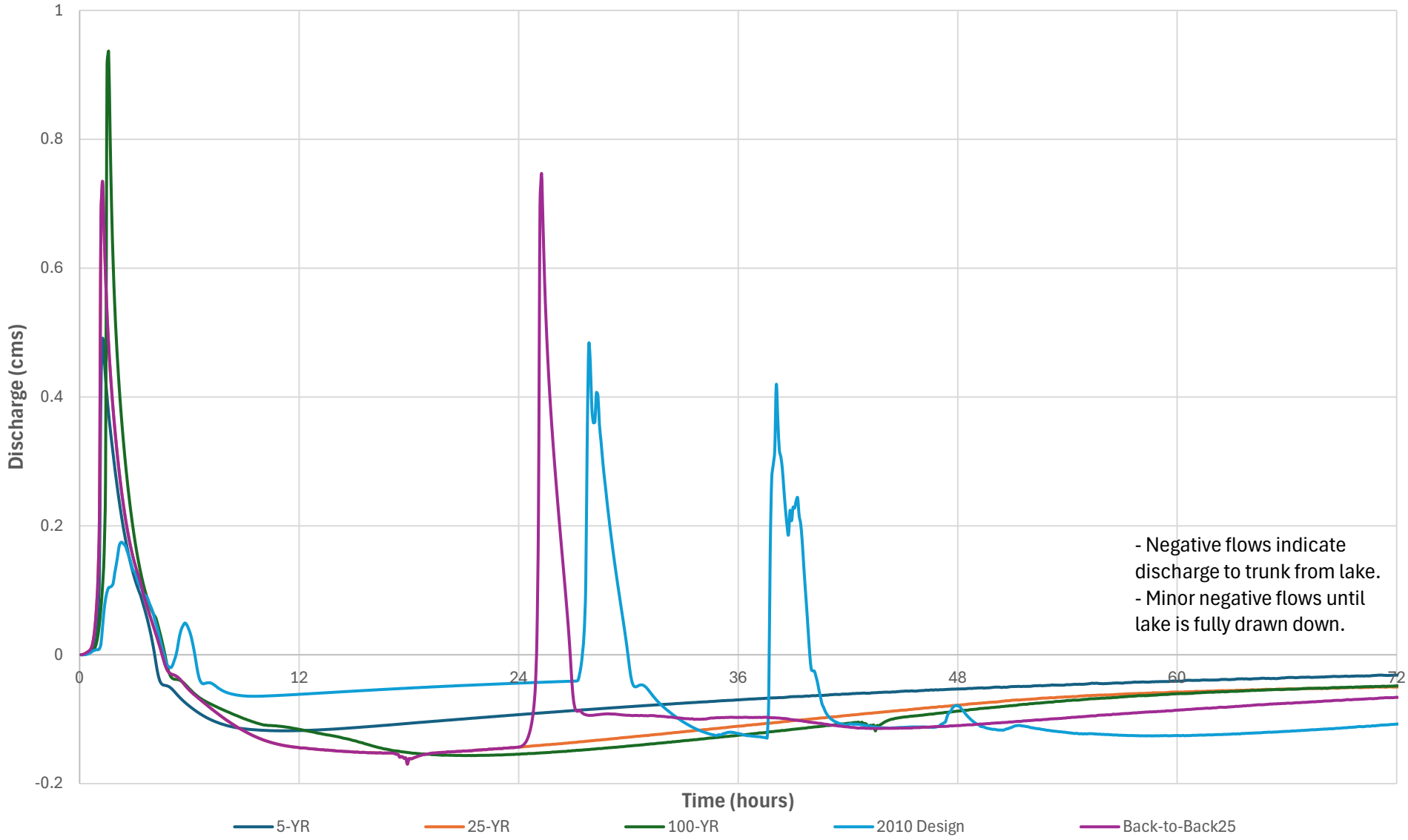


Figure 10.14 - Discharge from Theoretical "Future Lake (NE)" to Dugald Rd (Scenario #3)

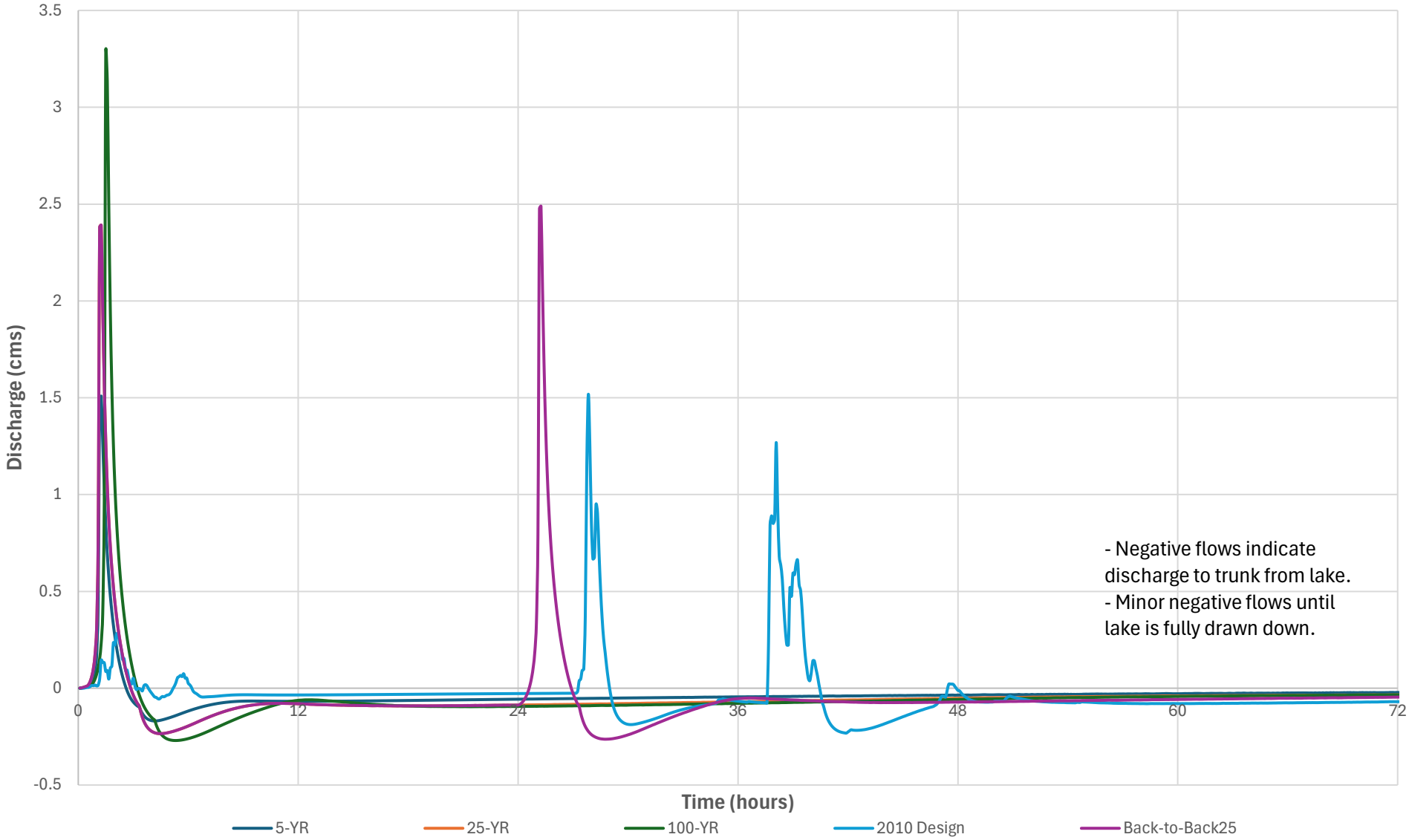
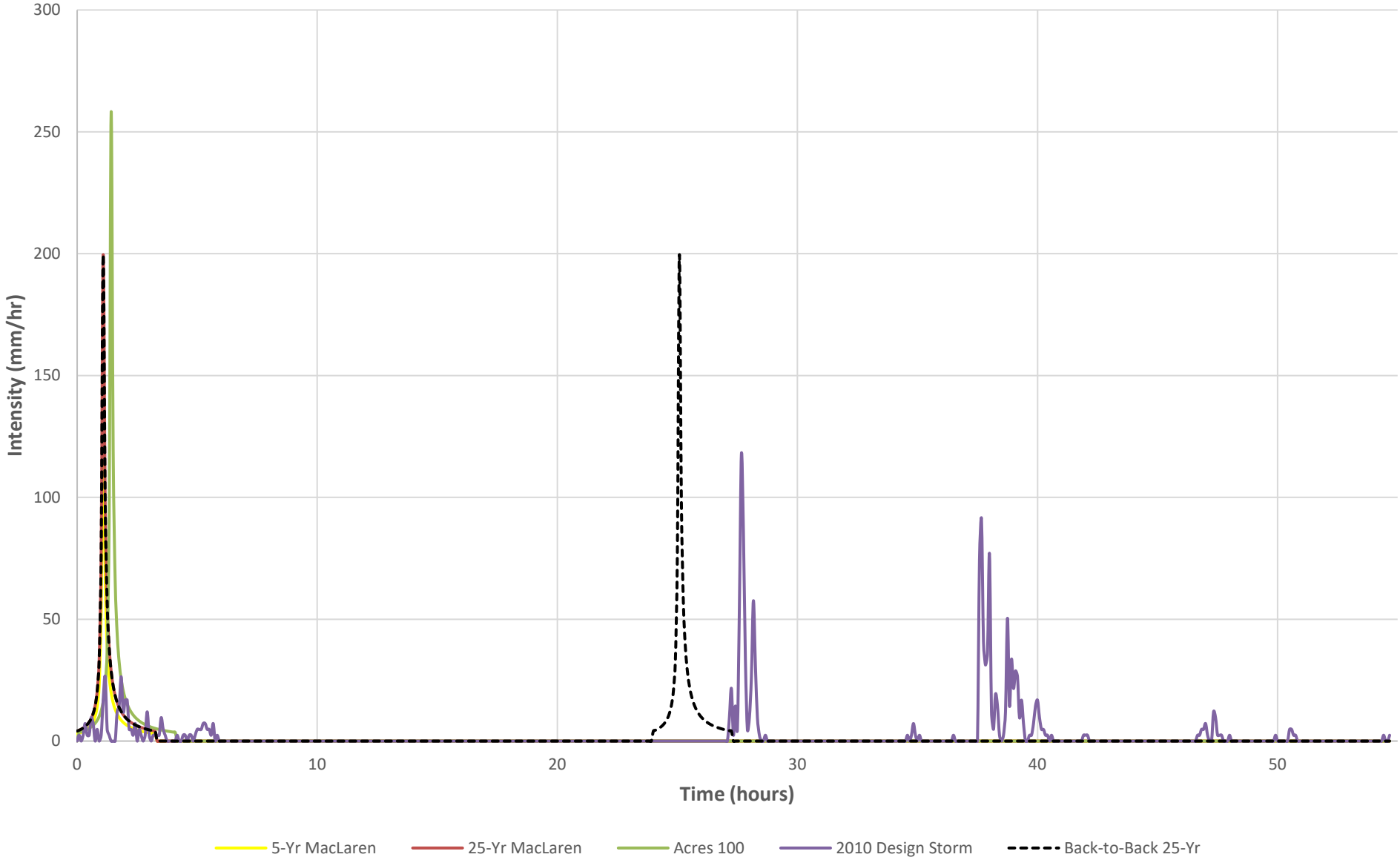


Figure 11.0 - City of Winnipeg Design Storms



Appendix A Sanitary Sewer Design Spreadsheet

WASTEWATER SEWER DESIGN SHEET

DESCRIPTION: **Peak Sanitary Sewer Flow Calculations**

OWNER Plessis Pointe Development Corp. & Taggart Properties Inc.
SUBDIV. NAME TRANSCONA WWS SERVICING BRIEF - ULTIMATE

The design slope is set at the crtical slope (=9x(D^(1/3)/100) when the slope % exceeds it; otherwise, the slope % is used.

Area No.	M.H. From	M.H. To	No. of SF Dwelling Units	No. of MF Dwelling Units	Incremental TOWN S SF Area (ha)	Incremental TOWN MF Area (ha)	Incremental Gateway MF Area (ha)	Incremental Comm Area (ha)	Incremental LI/School Area (ha)	Incremental Wet Ind. (ha)	Cumulative SF Area (ha)	Cumulative MF Area (ha)	Cumulative Comm Area (ha)	Cumulative LI/School Area (ha)	Cumulative Wet Ind. (ha)	Incremental SF Population (Persons)	Incremental MF Population (Persons)	Incremental Comm Pop. Persons Equiv.	Incremental LI/School Pop. Persons Equiv.	Incremental Wet Ind. Persons Equiv.	Incremental Tot. Population (Persons)	Cumulative Population (Persons)	Peaking Factor M	Cumul. Dry Flow (l/s) (No PF)	Peak Cumul. Dry Flow (l/s)	Incremental R.O.W. Area (Ha)	Cumulative R.O.W. Area (Ha)	Cumulative Total Area (Ha)	Ground Wate Infiltration (l/s)	Incremental Manholes (Actual)	Incremental Manholes (Area Based)	Cumulative Manholes	Manhole Inflow (l/s)	Peak Design Flow (l/s)	Proposed and Existing Sewer						
																																			Dia. (mm)	Slope %	Crit. Slope %	Des.Slope %	Capacity Q. (l/s)	Velocity (m/s)	Depth of Flow
SUBCATCHMENT 1 -- Deacon Water Treatment Plant + AREA 'A' to Existing 450 WWS on Dugald																																							
EX. WWS (MURDOCK)	EX.5	EX.1	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0	0	0	0	0	0	0	4.500	0.00	45.00	0.0000	0.0000	0.0000	0.00	0	0.0	0.0	0.00	45.00	FORCE MAIN FROM DEACONS RESERVOIR TO EX.1						
A	1	EX.1	211	0	22.7000	0.0000	0.0000	0.0000	0.0000	0.0000	22.7000	0.0000	0.0000	0.0000	0.0000	644	0	0	0	0	644	644	3.915	2.01	7.87	5.9000	5.9000	28.6000	0.73	0	45.8	45.8	9.15	17.75	250	0.25%	1.43%	0.25%	29.73	0.61	51%
EX. WWS (DUGALD)	EX.1	EX.2	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	22.7000	0.0000	0.0000	0.0000	0.0000	0	0	0	0	0	0	644	3.915	2.01	52.87	1.9403	7.8403	30.5403	0.78	11	0.0	56.8	11.35	65.00	450	0.09%	1.17%	0.09%	86.48	0.54	
																																			Sewer Main ID # 70061783 was used to represent the slope % for the 450 WWS between Rennie Avenue and McFadden Avenue. The other 450 WWS segments ranges from 0.10% to 0.22%						
SUBCATCHMENT 2 -- Malteurop Canada + AREA 'F' to Existing 600 Interceptor on Dugald																																							
MALTEUROP (WET IND.)	EX.7	EX.2	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	3.2045	0.0000	0.0000	0.0000	0.0000	3.2045	0	0	0	0	336	336	336	4.057	1.05	4.27	0.0000	0.0000	3.2045	0.08	0	3.2	3.2	0.64	4.99	SEWER SERVICE CONNECTION FROM MALTEUROP						
G	7	EX.2	154	0	16.8000	0.0000	0.0000	0.7100	1.2200	0.0000	16.8000	0.0000	0.7100	1.2200	0.0000	470	0	36	85	0	591	591	3.936	1.85	7.26	1.1300	1.1300	19.8600	0.51	0	30.6	30.6	6.12	13.89	250	0.25%	1.43%	0.25%	29.73	0.61	42%
EX.WWS (DUGALD)	EX.2	EX.3	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	39.5000	0.0000	0.7100	1.2200	3.2045	0	0	0	0	0	0	1571	3.665	4.91	62.39	1.3349	10.3052	54.9397	1.40	8	0.0	98.6	19.72	84.10	600	0.02%	1.07%	0.02%	75.20	0.27	
																																			Sewer Main ID # 70087023 was used to represent the slope % for the 600 WWS between McFadden Avenue and Foch Avenue. The other 600 WWS segments ranges from 0.08% to 0.13%						
SUBCATCHMENT 3 -- Existing Commercial N of Dugald + B + C + D + E + F to existing 750 interceptor on Dugald																																							
COMM. NORTH OF DUGALD	EX.8	EX.3	0	0	0.0000	0.0000	0.0000	10.0950	0.0000	0.0000	0.0000	0.0000	10.0950	0.0000	0.0000	0	0	505	0	0	505	505	3.972	1.58	6.27	0.0000	0.0000	10.0950	0.26	0	10.1	10.1	2.02	8.54	SEWER SERVICE CONNECTION FROM COMM. NORTH OF DUGALD						
B (MAJOR DEVELOPER E)	2	3	720	2480	10.1800	16.7300	10.6200	2.6500	0.0000	0.0000	10.1800	27.3500	2.6500	0.0000	0.0000	2196	5704	133	0	0	8033	8033	3.049	25.10	76.52	12.7800	12.7800	52.9600	1.35	0	83.1	83.1	16.63	94.50	525	0.09%	1.12%	0.09%	129.02	0.60	64%
C	3	4	368	0	35.2700	2.0200	0.0000	0.0000	0.0000	0.0000	45.4500	29.3700	2.6500	0.0000	0.0000	1122	0	0	0	0	1122	9155	2.993	28.61	85.62	11.4700	24.2500	101.7200	2.59	0	78.0	161.2	32.23	120.44	600	0.08%	1.07%	0.08%	173.67	0.61	61%
D	4	5	503	0	50.9700	0.0000	0.0000	0.0000	0.0000	0.0000	96.4200	29.3700	2.6500	0.0000	0.0000	1534	0	0	0	0	1534	10689	2.926	33.40	97.73	15.6800	39.9300	168.3700	4.29	0	106.6	267.8	53.56	155.58	750	0.06%	0.99%	0.06%	272.70	0.62	54%
E (MAJOR DEVELOPER W)	6	5	660	2540	9.4100	14.4800	14.9400	3.7300	0.0000	0.0000	9.4100	29.4200	3.7300	0.0000	0.0000	2013	5842	187	0	0	8042	8042	3.048	25.13	76.60	13.1000	13.1000	55.6600	1.42	0	86.8	86.8	17.36	95.38	525	0.09%	1.12%	0.09%	129.02	0.60	64%
F	5	EX.3	174	0	17.6000	0.0000	0.0000	0.0000	0.0000	0.0000	123.4300	58.7900	6.3800	0.0000	0.0000	531	0	0	0	0	531	19261	2.669	60.19	160.64	5.4200	58.4500	247.0500	6.29	0	36.8	391.5	78.29	245.23	750	0.06%	0.99%	0.06%	272.70	0.62	74%
EX.WWS (DUGALD)	EX.3	EX.4	0	0	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	162.9300	58.7900	17.1850	1.2200	3.2045	0	0	0	0	0	0	21337	2.624	66.68	219.98	2.7456	71.5008	314.8303	8.02	9	0.0	509.1	101.83	329.82	750	0.06%	0.99%	0.06%	272.70	0.62	
																																			Sewer Main ID # 70087034 was used to represent the slope % for the 750 WWS between Foch Avenue and Plessis Road. The other 750 WWS segments are 0.07%						

Notes:

3.05 Persons per Unit (Single Family)
12.29 Dwellings per Hectare (Single Family)
2.3 Persons per Unit (Multi Family)

Population Equivalent (persons per hectare)	
50	Commercial
70	School and Light Industrial
105	Wet Industrial

Design Flow Factor, F = 0.00313 l/sec/person
60 l. Gal/person/day = 270 l/person/day
Harmon Factor Pf=1+(14/(4+(p)^.5)) P = thousands of persons
2<=Pf<=4.5

Infiltration Factor, Fi =	2200	l/Ha/day
Manhole Inflow	12	l/MH/min
Manhole Quantity (SF and MF)	1.6	MH/Ha
Manhole Quantity (CMU and Wet Ind.)	1.0	MH/Ha

PROPOSED UNIT COUNTS (AS PROVIDED BY DEVELOPERS)
THE EXISTING 750 WWS PIPE ON DUGALD FROM EX.3 TO EX.4 WILL BE OVER CAPACITY WITH THE ADDED FLOWS FROM THE SOUTH TRANSCONA DEVELOPMENT. THIS CONDITION WILL BE FURTHER ANALYZED IN THE EXTERNAL WWS REPORT.
THE EXISTING 450 WWS PIPE ON DUGALD FROM MCFADDEN AVE. TO FOCH AVE. IS ASSESSED TO BE OVER CAPACITY USING THE MINIMUM SLOPE FOUND. THIS CONDITION WILL BE FURTHER ANALYZED IN THE EXTERNAL WWS REPORT.
45 L/S OF STEADY CONTINOUS FLOW FROM DEACONS WATER TREATMENT FACILITY (DATA PROVIDED BY C.O.W.)
FLOW DEPTH < 70% IN THIS PIPE @ 0.06% SLOPE --- WITH 0.07% SLOPE FLOW DEPTH = 69.5% --- EXACT PIPE SLOPE TO BE DETERMINED AT SERVICING REPORT STAGE

Calculated By : K.Jeong
Checked By : J. Kellas
Date: 14-Apr-26
File: 113708655

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