

03-2i RAPID TRANSIT CORRIDORS

CENTRES AND CORRIDORS

Rapid Transit Corridors are rights of way designed specifically and exclusively for use by rapid transit. They provide fast, efficient links between centres of development where transit can travel at a higher rate and make fewer stops than on mixed modal roadways.

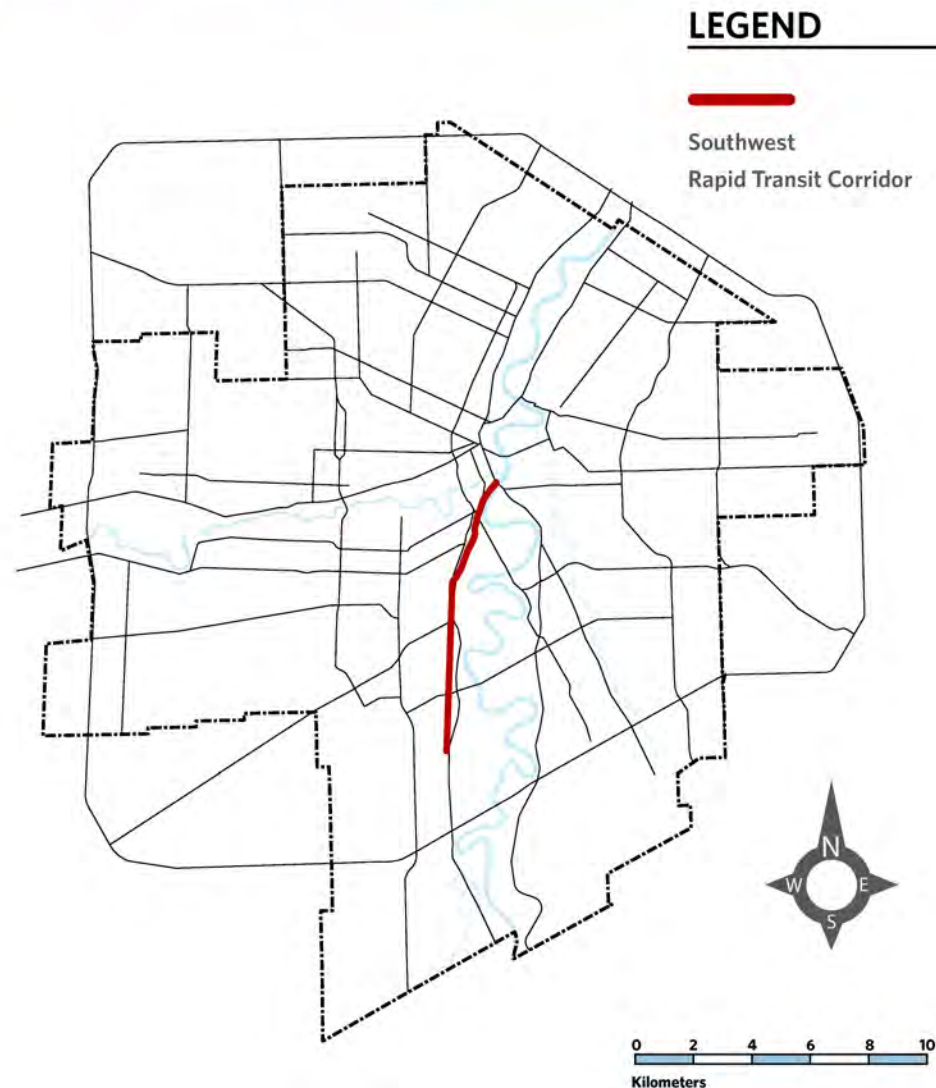
Experience from other cities has shown that the expansion of rapid transit in Winnipeg will change land use and intensification around transit stations along the Corridor.

These stations will be the primary focus for development along the Rapid Transit Corridors and will provide strategic opportunities for growth, intensification, and redevelopment in accordance with Transit Oriented Development (TOD) principles.

CHARACTERISTICS OF RAPID TRANSIT CORRIDORS AND TRANSIT ORIENTED DEVELOPMENT

- > Nodal rather than linear development.
- > Medium to high density development that is greater than the community average.
- > A mix of uses.
- > Compact, high quality pedestrian-oriented environment.
- > An active, defined centre.
- > Innovative parking strategies
- > Rapid Transit Stations.

SOUTHWEST RAPID TRANSIT CORRIDOR



TRANSFORMATIVE AREAS > CENTRES AND CORRIDORS > RAPID TRANSIT CORRIDORS

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE TRANSIT ORIENTED DEVELOPMENT (TOD) TO ACCOMMODATE GROWTH AND CHANGE AT CENTRES ALONG RAPID TRANSIT CORRIDORS THROUGH INTEGRATED LAND USE, TRANSPORTATION AND INFRASTRUCTURE PLANNING.

Successful infill development at centres along rapid transit corridors is dependent on integrated land use, transportation and infrastructure planning. **Economically sustainable and viable rapid transit is dependent on sufficient ridership, which in turn is determined almost exclusively from the land use characteristics of the areas they connect.** Conversely, the dense, mixed-use, pedestrian-oriented urban form that characterizes TOD can not occur without the presence of transit and connections with other transportation modes and networks. **TOD cannot occur without the proper infrastructure and servicing in place to enable higher density development.** Capitalizing on strategic opportunities for **infill development and redevelopment along rapid transit corridors requires an integrated and proactive approach.**

IMPLEMENTATION TOOLS

- P** Planning
- I** Incentive
- C** Capital Budget/
Infrastructure
- L** Leadership/Partnership

- P** As directed through the **Sustainable Transportation** Direction
- C** Strategy, support an integrated land use and transportation planning process along Rapid Transit Corridors.
- L**
- P** Identify and capitalize on development and redevelopment opportunities through corridor level planning & analysis.
- C**

DIRECTION 2

PROMOTE TRANSIT-SUPPORTIVE LAND USE AND URBAN FORM AT CENTRES ALONG RAPID TRANSIT CORRIDORS.

The type and quality of transit service that can be supported in a community is largely determined by the surrounding land use and urban form.

Transit supportive land uses and urban form is required for infill development to support transit ridership. Ultimately, new development adjacent to rapid transit requires creating or reinforcing a high quality urban design within a transit supportive, pedestrian-oriented urban form.

- P** Promote transit supportive development, land use and urban form consistent with TOD principles at centres along Rapid Transit Corridors by creating a Winnipeg TOD Handbook.
- P** Promote minimum density standards for development at centres along Rapid Transit Corridors.
- P** Promote high quality pedestrian-oriented environments,
- C** particularly in public spaces, such as sidewalks and transit stations.

DIRECTION 3

PROMOTE TRANSIT ORIENTED DEVELOPMENT AT CENTRES ALONG RAPID TRANSIT CORRIDORS THROUGH INCENTIVES AND INNOVATIVE APPROACHES WHERE REQUIRED.

Successful implementation of TOD involves both taking advantage of supportive real estate market trends and promoting the market in new directions. Winnipeg should utilize a variety of tools and approaches to support TOD. A combination of these approaches may promote a series of desirable outcomes, such as higher density, more amenities, better use of parking, calming of streets, improvements to the public realm and greater affordability than would be financially feasible otherwise in a traditional market driven project.

P Implement Innovative Parking Strategies and Approaches.

I
L

P Incorporate environmentally friendly, green design and construction principles to help meet the City's sustainability objectives.



IMPLEMENTATION TOOLS

- P** Planning
- I** Incentive
- C** Capital Budget/ Infrastructure
- L** Leadership/Partnership
- O** Other

03-3 MAJOR REDEVELOPMENT SITES

KEY DIRECTION

MAJOR REDEVELOPMENT SITES WILL PROVIDE TRANSFORMATIVE OPPORTUNITIES FOR THE DEVELOPMENT OF COMPLETE COMMUNITIES WITH SIGNIFICANT RESIDENTIAL AND EMPLOYMENT DENSITIES AND ATTRACTIVE URBAN DESIGN, CAPITALIZING ON VACANT OR UNDERUTILIZED SITES WITHIN THE EXISTING URBAN FABRIC.

Areas that once thrived under particular land uses in the past may not be needed for those purposes today. Some of these **underused sites have significant strategic value**, since they can capitalize on existing infrastructure through intensification.

These Major Redevelopment Sites are either located within or adjacent to existing communities, and this proximity makes them highly valuable. While in many cases, there are challenges to their redevelopment, such as the potential requirement for infrastructure upgrades, fractured land ownership and possible contamination, Major Redevelopment Sites present large-scale opportunities to enhance Winnipeg's urban fabric by repurposing obsolete land uses as new developments.

This section will be supported by the following documents:

- > Sustainable Transportation
- > Sustainable Water & Waste

And by the development of additional implementation documents including:

- > Active Transportation Action Plan
- > Ecologically Significant Natural Lands Policy
- > Heritage Conservation Management Plan
- > Infill Development Guidelines for Multiple-Family Developments in Low Density Neighbourhoods
- > Local Area Planning Handbook
- > Parks, Places and Open Spaces Management Plan
- > Transit Oriented Development Handbook

OURWINNIPEG

MAJOR REDEVELOPMENT SITES

- > South Point Douglas
- > Fort Rouge Yards
- > Parker Lands
- > Sugar Beet Lands
- > Old Southwood Golf Course
- > Kapyong Barracks
- > Public Markets
- > Ravelston and Plessis
- > Palliser
- > Tuxedo/Lafarge

Major Redevelopment Sites are advantageous, because they can draw on existing and nearby infrastructure. They can utilize existing roads, underground pipes and sewers. They can connect with nearby schools, community centres, libraries and other city amenities. **They are prime locations for intensification**, given their proximity to public transit and their ability to plug into the existing street network. In some cases, their redevelopment can have the added benefit of cleaning up derelict parcels of land, contributing to both the cleanliness and safety of adjacent neighbourhoods. They also provide a significant boost to the city's tax base by optimizing parcels of land that currently under-perform.

Given their location within existing communities, specifically their ability to capitalize on existing infrastructure and services, **the City must maximize the**

MAJOR REDEVELOPMENT SITES

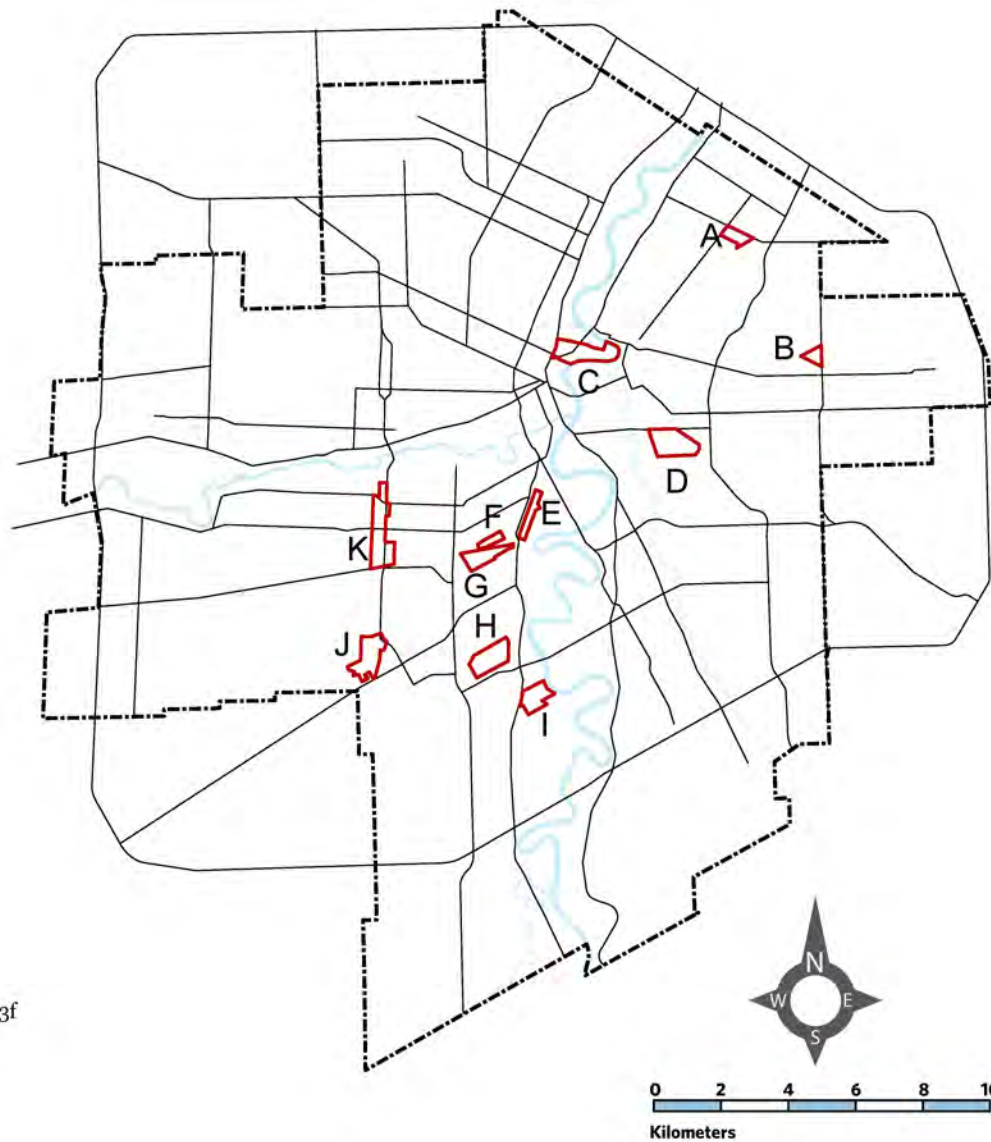


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LEGEND

- A**
Palliser
- B**
Ravelston and Plessis
- C**
South Point Douglas
- D**
Public Markets
- E**
Fort Rouge Yards
- F**
Taylor Lands
- G**
Parker Lands
- H**
Sugar Beet Lands
- I**
Old Southwood Golf Course
- J**
Tuxedo/Lafarge Lands
- K**
Kapyong Barracks

potential of Major Redevelopment Sites. Densities must be high enough to justify investment in infrastructure upgrades, potential remediation initiatives and to establish a critical mass that can support neighbourhood retail and vibrant, people-oriented places. These densities must be designed in a way that creates attractive communities where modes of active transportation and public transit are competitive with the private automobile.

CHARACTERISTICS OF MAJOR REDEVELOPMENT SITES

- > Large, functionally obsolete or under-utilized lands, such as former industrial areas.
- > Located within the existing urban framework, often along rail lines, major corridors or rapid transit corridors and adjacent to existing communities.
- > Often serviced by some level of existing infrastructure.
- > Present opportunities for transformative and strategic mixed use infill and intensification.
- > May present challenges to redevelopment, such as inadequate infrastructure capacity and contamination.
- > Site area typically 15 acres or more.

Given their importance, it is imperative that the City maximize the potential of Major Redevelopment Sites. Their redevelopment will promote complete communities with significant residential densities in a walkable, well-designed environment, embodying the principles of sustainability and, when adjacent to high frequency transit, Transit Oriented Development.

Redevelopment of Major Redevelopment Sites cannot be guided by one single approach. Each is unique, differing in the character of adjacent areas, existing physical and social contexts and market opportunities for redevelopment. The City will collaborate with all stakeholders through a front-end approach to planning developments. Redevelopment should be guided by a set of proactive planning tools (See Section 14, “Implementation”).

Many of the Major Redevelopment Sites identified in the urban structure are adjacent to high order public transit:

- > The Southwest Rapid Transit Corridor (Fort Rouge Rail Yards, Parker Lands, Sugar Beet Lands, Southwood Golf Course)
- > The proposed Eastern Rapid Transit Corridor (South Point Douglas)
- > A priority transit route (Kapyong Barracks). (See **Sustainable Transportation** Direction Strategy)

In order to maximize the development potential of both the Major Redevelopment Sites and the viability of the transit system, these lands should be developed in accordance with the principles of Transit Oriented Development.

Redevelopment should focus around one or more Neighbourhood Centres, including Parks, Places and Open Spaces. These nodes, in turn, should be situated immediately adjacent to, or directly integrated with, public transit stations. **A high quality public realm takes on added importance in a higher density residential development, given a reduction in private open space, such as backyards.**

Major redevelopment sites should provide Winnipeggers with the opportunity to live in unique, vibrant and transit-conducive communities, **providing a variety of housing typologies to help ensure accessibility.**

Despite their location within existing urban communities, the **development of Major Redevelopment Sites may be hampered to varying extents by a number of impediments that reduce or preclude economic viability.** This can include inadequate infrastructure capacity, issues of land assembly and contamination. **Given its interest in the redevelopment of these sites, the City will work to help reduce these barriers.**

SEE THE POSSIBILITIES

POSSIBLE TRANSFORMATION OF A MAJOR REDEVELOPMENT SITE FOLLOWING COMPLETE COMMUNITY PRINCIPLES



1



2



3

TRANSFORMATIVE AREAS > MAJOR REDEVELOPMENT SITES

SUPPORTING DIRECTION AND ENABLING STRATEGIES

DIRECTION 1

PROMOTE DEVELOPMENT OF MAJOR REDEVELOPMENT SITES WITH PROACTIVE AND COLLABORATIVE PLANNING PROCESS.

- P** Support rapid transit and high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed uses within the centre of the development. These will be focused on major transit stops.
- P** Create strong, multi-modal and active transportation linkages from each Major Redevelopment Site to the Downtown, other Major
- C** Redevelopment Sites, Centres, Corridors, Parks, major attractions
- L** and employment areas.
- P** Work with landowners and other stakeholders to establish local goals and objectives for each Major Redevelopment Site while taking into account its relationship to: **OurWinnipeg, Sustainable Transportation** Direction Strategy, Downtown, Redevelopment Areas, Corridors, and other Centres. This could include minimum and maximum density and employment targets.

DIRECTION 2

CAPITALIZE ON THE PROXIMITY OF MAJOR REDEVELOPMENT SITES TO RAPID TRANSIT AND HIGH FREQUENCY TRANSIT

- P** Promote development in accordance with Transit Oriented Development principles.

DIRECTION 3

FACILITATE REDEVELOPMENT THROUGH INCENTIVES, PARTNERSHIPS AND THE REMOVAL OF BARRIERS.

- C** Facilitate the redevelopment of major redevelopment sites by prioritizing infrastructure renewal.
- P** Working with other levels of government, investigate strategies to
- I** promote the redevelopment of brownfields.
- L**

IMPLEMENTATION TOOLS

- P** Planning
- I** Incentive
- C** Capital Budget/
Infrastructure
- L** Leadership/Partnership

DIRECTION 4

MAJOR REDEVELOPMENT SITES WILL PROVIDE FOR COMPLETE COMMUNITIES WITH SIGNIFICANT LEVELS OF MIXED USE, HIGH DENSITY DEVELOPMENT, WITH STRONG URBAN DESIGN AND ATTRACTIVE PARKS, PLACES AND OPEN SPACES.

- P** Provide a mix of employment, high-density housing, retail and service uses within Major Redevelopment Sites in a way that compliments the needs of adjacent communities.
- P** Support active uses (such as retail and services) on the ground floor and offices and housing on the upper floors of multi-storey developments.
- P** Promote the use of minimum density standards for new development.
- P** Promote high-quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community.
- P** Incorporate pedestrian elements like street trees, street furniture, wide sidewalks, bicycle parking and public art in new development.
- C**
- L**
- P** Encourage the transition of development towards the outer edges of major redevelopment sites that is sensitive to the scale, massing, height, form and character of the surrounding area.
- P** Mitigate any negative impacts new development may have on neighbouring streets, parks and properties.
- P** Development should be sensitive to conserving historically significant features and resources.
- P** Support a range of different types, tenures and unit sizes in housing opportunities.
- P** Promote development in accordance with Universal Design and Crime Prevention Through Environmental Design (CPTED) policies.
- L** Encourage green design and construction by incorporating environmentally friendly design and construction principles.
- P** Encourage the development of recreation and community service facilities in these areas in a manner that respects the desired form and character of Major Redevelopment Sites.
- C**