THE CITY OF WINNIPEG

BY-LAW NO. 57/2025

A By-law of THE CITY OF WINNIPEG to adopt the North Point Village Precinct Plan as a secondary plan in accordance with s. 234.7 of The City of Winnipeg Charter.

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

Short title

1 This By-law may be referred to as the "Precinct F – North Point Village Secondary Plan By-law".

Precinct F – North Point Village Secondary Plan adopted

2 The document entitled "North Point Village Precinct Plan", attached hereto and marked as Schedule "A" to this By-law, is hereby adopted as the Precinct F – North Point Village Secondary Plan.

Winnipeg Zoning By-law amended

3 Schedule "A" to the Winnipeg Zoning By-law No. 200/2006 is amended in section 1 by adding the following as the next available subsection:

Precinct F – North Point Village Secondary Plan

DONE AND PASSED this 26th day of June, 2025.

Winnipeg

North Point Village Secondary Plan

By-law No. 57/2025

OFFICE CONSOLIDATION

Current as of July 17, 2025

Corporate vision

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

Corporate mission

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



Land and Water Acknowledgement

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

Winnipeg

NORTH POINT VILLAGE SECONDARY PLAN

OFFICE CONSOLIDATION EDITION
July 17, 2025

Record of Amending By-laws			
By-law No.	**Adoption Date**	**Notes**	**File No.**

This is an office consolidation edition of the North Point Village Secondary Plan By-law No. 57/2025, as adopted by Council on June 26, 2025.

All reasonable attempts have been made to accurately reflect the original By-law. All textual amendments or changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original By-law documents, available at the office of the City Clerk.

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1 INTRODUCTION

1.1 Purpose of the Plan

The purpose of the Plan is to provide a planning and policy framework that will:

- Meet the demand for residential and commercial development in northwest Winnipeg.
- Guide public and private development and infrastructure investment.
- Articulate a vision and establish phasing, goals, and objectives for the development.
- Provide planning principles and policies that apply to the entire development area.
- Provide guidance for any aspect of land use, development, or infrastructure investment over the longer term to provide a consistent framework should the development be phased over multiple stages.
- Provide transparency and certainty to the public, landowners, and developers.
- Become City Council Policy that will apply to development applications within the plan area.

1.2 Authority of the Plan

In 2011, OurWinnipeg – the City's development plan – was approved by the Province and adopted by City Council in accordance with The City of Winnipeg Charter.

Complete Communities - the City's land use and development guide – was also adopted that year by City Council, as a secondary plan applying to the entire city, in accordance with The City of Winnipeg Charter.

The land that is the subject of this plan is located in a New Communities policy area of OurWinnipeg and Complete Communities.

These documents state: "Lands designated as New Communities will conform with the policies that apply to the Rural and Agricultural designated lands until an appropriate planning process is complete and approved by City Council and/or a designated committee of Council."

One of the policies of Complete Communities that applies to the Rural and Agricultural designated lands states: "Support agriculture and related support functions as the principal use in the Rural/Agricultural designated areas through the requirement of a minimum site area of 16 ha (40 acres) except where an applicable statutory plan allows a smaller site or to facilitate the consolidation of land".

Therefore, the land that is the subject of this plan cannot be rezoned to allow urban development until a process of planning the subject lands has been completed and approved by City Council or its designate.

OurWinnipeg states:

"Support the preparation of detailed planning studies for New Communities through the local area planning process, where warranted, to ensure the coordination of municipal infrastructure with proposed land-uses; and the future development of adjacent lands with a full range of municipal services."

Complete Communities divides the New Communities policy areas into precincts in order "to ensure that planning for New Communities is comprehensive, complete, and aligns with citywide goals and objectives." It states: "Planning efforts are required to cover an entire precinct, ensuring new infrastructure and community services optimize existing facilities and connections while identifying any necessary upgrades from the outset."

This plan shows the future use and development of Precinct F planning area. The planning area includes the land bounded on the north, west, by the approximate centre lines of Murray Avenue and McPhillips Street, by the northern limit of the Chief Peguis Trail Public Right-of-Way (ROW) on the south, and on the east by the eastern limit of a 94 acre property in Precinct F.

The planning area was modified by the Director of Planning, Property and Development in accordance with the Precinct Boundaries provisions in Section 03-4 of Complete Communities. The modification removed land west of McPhillips Street from the Precinct.

1.3 Timeframe of the Plan

The Plan is future-oriented and is intended to guide development over the next five to ten years. The timing of development will be influenced over the long-term by market changes, supply and demand for housing, commercial land demand, and the general health of Winnipeg's economy.

1.4 Plan Preparation Process

The Plan was developed in consultation with a range of stakeholders including various land owners, City Departments and interested citizens. In addition to several meetings with City staff, a public consultation process was held to engage area residents and provide opportunities for feedback from members of the public. A summary of the public consultation process can be found in appendix A.

1.5 Interpretation

1.5.1 Figures

The limits of the policy areas and collector roads shown in Figure 4 contained herein are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or man-made landmark such as a river or roadway. The figures are conceptual and shall be considered flexible with respect to the precise locations of land use areas and features, however, the spatial relationship among the various land use areas and features is intentional.

- The figures of this Plan are conceptual and shall be considered flexible with respect to the precise location of land use areas as illustrated.

- Development applications shall be consistent with the general relationship among land use areas, as illustrated in the Precinct F – North Point Village Land Use and Transportation Policy Map (Figure 4).

- Development applications that propose changes in zoning shall conform to the intent of the Precinct F – North Point Village Land Use and Transportation Policy Map (Figure 4).

1.5.2 Policies Application and Interpretations

This plan should be read as a whole and understood as a comprehensive vision of and guide for the development of Precinct F that will inform the application of regulatory tools such as zoning.

Where may is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

In cases where the word shall is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, so that the intent of the policy is still achieved.

In cases where the word should is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

Where a policy requires compliance at the Development Application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage without requiring an amendment to the Plan.

1.6 Amendment to the Plan

Application to amend the Plan must be submitted to the Planning, Property and Development Department for review and approval by Council or its designate. Where appropriate, the amendment process may include public consultation.

1.7 Monitoring, Review and Evaluation

The Plan is intended to be a flexible document that will change as circumstances change within and adjacent to the planning area. Periodic review and amendment of the Plan will occur as development conditions within and adjacent to the planning area change.

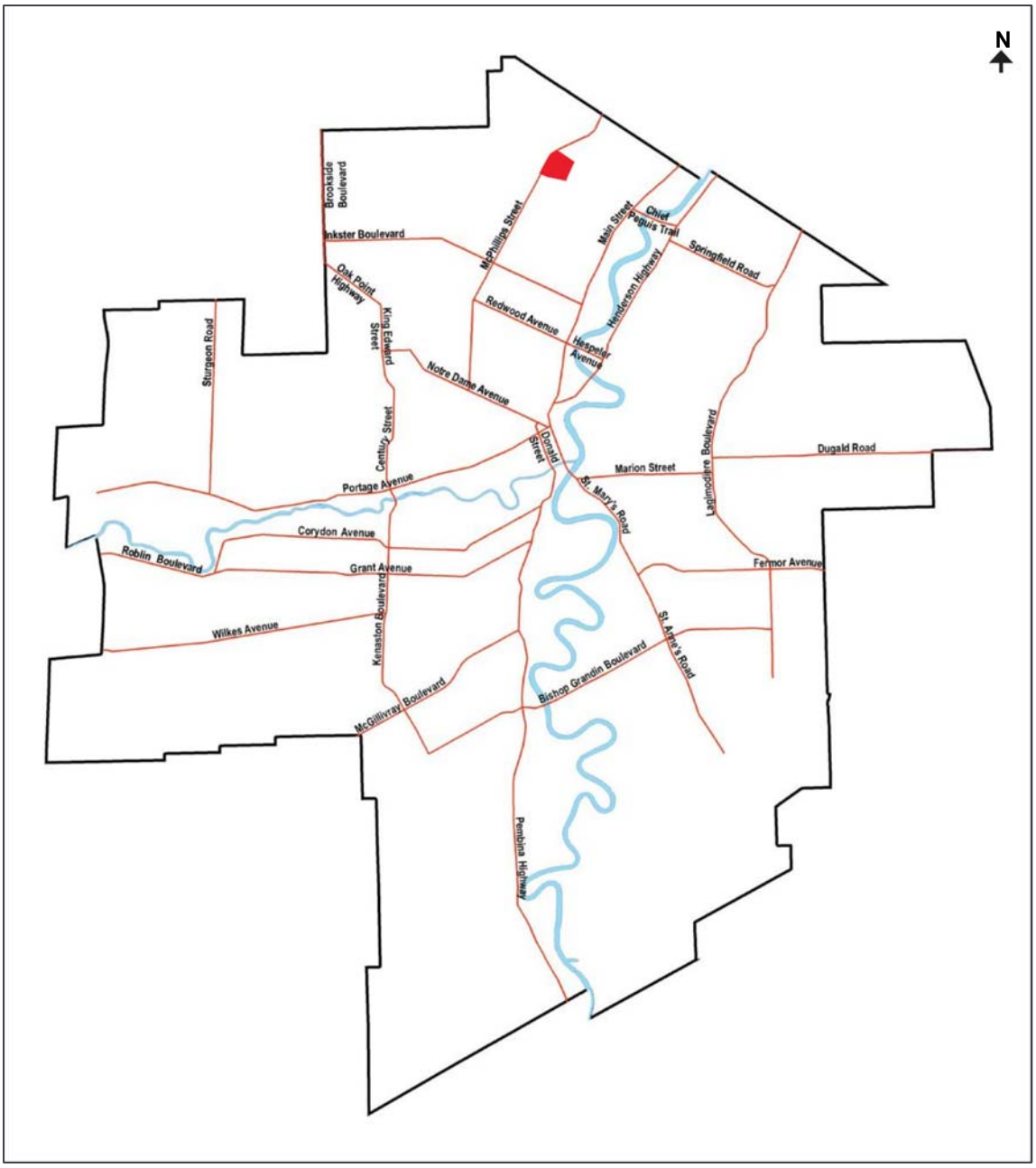

Figure 1: Plan Location

2 Precinct F Characteristics & Context

2.1 Plan Area

As previously stated, North Point Village (Precinct F) is generally bound by the centre-lines of the McPhillips Street ROW and the Murray Avenue ROW, by the northern limit of the undeveloped Chief Peguis Trail Public Right-of-Way (ROW), and the eastern limit of a 94 acre property in Precinct F. Excluding these portions of Public ROWs, Precinct F is approximately 120 acres (50 hectares). Figure 2 shows Precinct F and the general location of its planning area.

In addition, the Chief Peguis Trail Public ROW is to be widened by adding a City-owned parcel of land, at the northeast corner of Chief Peguis and McPhillips, to the Public ROW.



Figure 2: Planning Area

2.2 Existing Land Use

2.2.1 Land Use

Figure 3 shows the existing land uses within the precinct and of adjacent lands.

The majority of land within Precinct F is under cultivation. The only other land use is a rural residential dwelling with direct access to McPhillips Street, occupying approximately 0.6 acres (0.25 hectares) of the precinct.

North of the Precinct: Largely Agricultural land and Rural Residential properties concentrated along McPhillips Street and Murray Road (West of McPhillips).

South of the Precinct: The Chief Peguis Trail Public ROW runs along the entire south edge of the precinct. Immediately south of the Chief Peguis Trail Public ROW is a small commercial site and a cemetery. Further south, along McPhillips Street, is a Regional Commercial destination with a wide variety of retail stores. East of this destination is a predominantly single-family neighbourhood.

East of the Precinct: Agricultural land on the north side of the Chief Peguis Trail Public ROW and Armtec Precast Concrete and Inland Heidelberg Cement Group facilities to the south.

West of the Precinct: Agricultural land and Rural Residential properties concentrated along Storie Road.

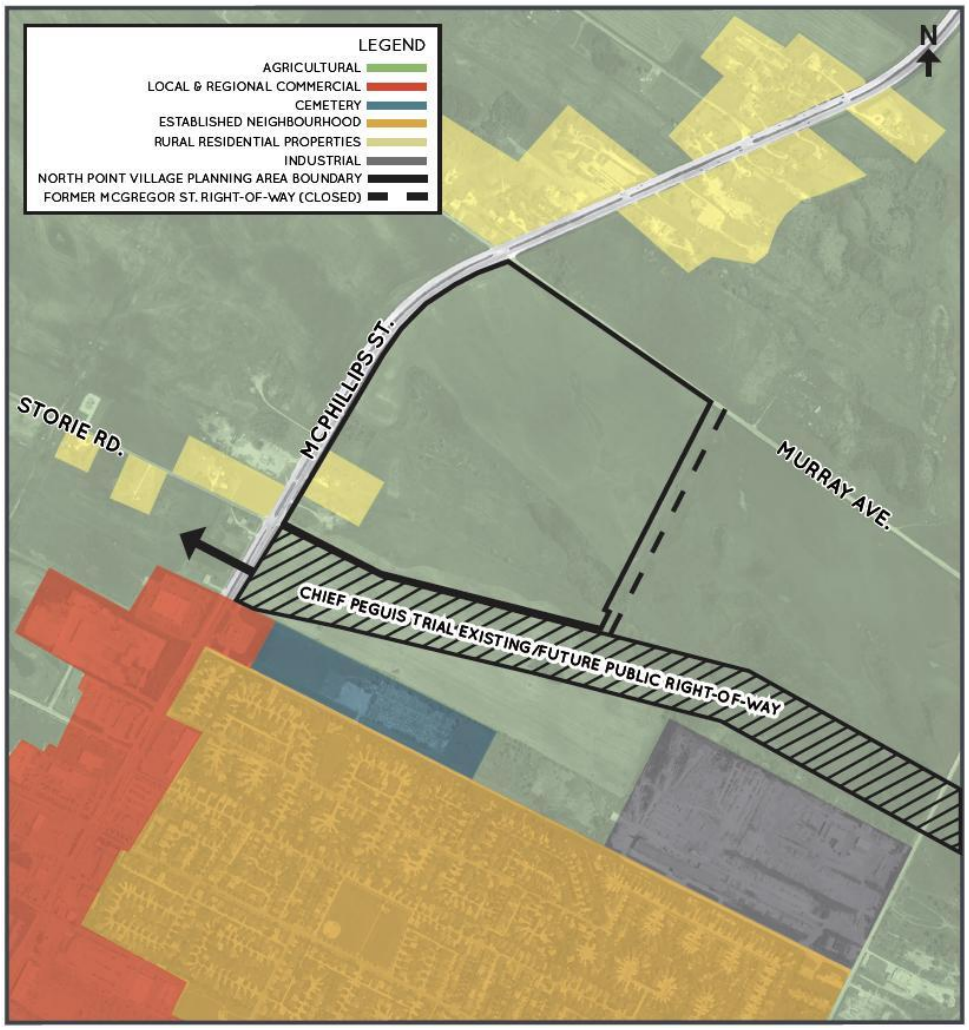

Figure 3: Existing Land Uses

2.2.2 Zoning

The majority oof the Precinct is currently zoned Agricultural. There is a small area zoned Commercial Community in the northwest corner and a small area zoned Manufacturing Light along McPhillips Street frontage.

The majority of the land immediately to the north, east and west is zoned Agricultural with some mixed Rural Residential, Industrial and Commercial zoning.

South of the Chief Peguis Trail Public ROW, a wide variety of l zoning districts contribute to the fabric of an established neighbourhood. The frontage along McPhillips Street consists of a mix of Commercial zones. East of McPhillips Street and south of the Chief Peguis Trail Public ROW are single-family, two-family, Parks, Rural Residential, and Industrial zoning districts.

2.3 Contaminated & Impacted Sites

2.3.1 2731 McPhillips Street

A phase one site assessment was completed for 2731 McPhillips Street in the spring of 2013. The assessment concluded that the property has never been improved. A farm dwelling and buildings, established prior to 1950, were located along the south perimeter of the site. These buildings were removed in the late 1980's. The assessment also found that adjacent sites were similarly used for Agricultural and Residential purposes, and determined that none of the on-site and off-site developments are expected to have resulted in significant environmental impact on the soils of the property.

Based on the findings of the assessment, that no potentially significant environmental issues were identified, no further environmental action was recommended.

2.3.2 Provincial Impacted Sites Registry

The Province of Manitoba maintains a Manitoba Contaminated/Impacted Sites List that can be used as a preliminary screening tool for identification of potentially impacted sites in Manitoba. The list includes impacted or contaminated sites in Manitoba that have been entered in the Department's Environmental Management System database.

A review of this list has not identified any contaminated or impacted sites within Precinct F.

2.4 Existing and Planned Transportation

The Transportation Master Plan (TMP) was adopted by Council, in 2011, as the City's long range transportation policy. It identifies planned transportation infrastructure and public transit service and is referenced below.

2.4.1 Roads

The TMP shows McPhillips Street, north of Inkster Boulevard, as part of the Strategic Road Network, a truck route, and part of the Strategic Goods-Movement Network. It also shows that the undeveloped portion of the Chief Peguis Trail Public ROW will become part of the Strategic Road Network, a truck route, and part of the Strategic Goods-Movement Network. Crossing Chief Peguis Trail will not be allowed except at proposed intersections and proposed interchanges.

In addition, the City's long range plan includes a diamond interchange at Chief Peguis Trail and McPhillips Street. This would include the addition of a City owned parcel at the northeast corner of this intersection to the Chief Peguis Trail Public ROW.

Murray Avenue is developed with a rural cross-section. If it is to be redeveloped into an urban cross-section (with curb and gutter) it may become a collector road.

2.4.2 Sidewalks and Paths

Sidewalks or paths in the McPhillips Street Public ROW, east of its multi-lane divided roadway, extend as far north as 2615 McPhillips Street, which is immediately south of the Chief Peguis Trail ROW.

Kingsbury Avenue and McPhillips Street, from Kingsbury Avenue to St. Matthews Avenue, are identified in the TMP as proposed additions to the active transportation network. In addition, Public

Works intends that a path will be built in the Chief Peguis Trail Public ROW, north of, and generally parallel to the future roadway.

2.4.3 Public Transit

Public Transit bus routes extend along Templeton Avenue and McPhillips Street, south from Templeton Avenue. They are within approximately 800 metres of the northern limit of the future Chief Peguis Trail Public ROW where it will intersect with McPhillips Street.

The TMP shows McPhillips Street, south from Leila Avenue, and Leila Avenue as potential "Quality Corridors." These corridors are public transit routes, other than rapid transit, that provide a high level of service and amenities.

2.5 Existing Water, Wastewater and Land Drainage

2.5.1 Water

There is a 250 mm diameter watermain (WM) located on the east side of McPhillips Street which terminates approximately 208 metres south of the south boundary of the proposed development. There is also a 600mm diameter feedermain located on Murray Avenue. There are no watermains located along the eastern boundary of the precinct or the Chief Peguis Trail Extension.

2.5.2 Wastewater Sewer

There is a 1500 mm wastewater interceptor installed along McPhillips Street running from south to North, and turning to east along the south side of the Chief Peguis Trail Extension.

2.5.3 Land Drainage

According to the preferred option identified in the West Kildonan Land Drainage District Study completed by UMA Engineering Ltd in 1991, the proposed development is at the high end of a drainage basin which drains east to the Red River. The drainage basin is to be serviced by a system of lakes and pipes that ultimately discharge to the Red River at John Black Drive. Currently, the lands between the proposed property and the CP rail line are undeveloped; the infrastructure is only in place to the intersection of Murray Avenue and the CP rail line, approximately 1400 metres east of the proposed property.

2.6 Community Services

The Winnipeg Police Service, the Fire-paramedic Service, Library Services and the General Council of Winnipeg Community Centres have each determined, based on existing and anticipated circumstances, that they will not need a new facility or a facility expansion due to the development of Precinct F.

2.7 Hydro

Manitoba Hydro has identified the need for two "feeders" to supply electricity to Precinct F.

2.8 Schools

The Seven Oaks School Division has identified a need for a school at or near the northeast corner of Precinct F. This location may become the approximate centre of a future catchment area, which would include future residential uses north and east of North Point Village.

3 VISION & GOALS

3.1 Vision

The vision for North Point is for it to become a new mixed use area that takes advantage of its strategic location along McPhillips Street, in proximity to the McPhillips–Leila Regional Mixed Use Centre and the future extension of Chief Peguis Trail to McPhillips Street and further west. North Point Village will include commercial development along McPhillips Street and residential uses to the east.

New commercial development along McPhillips Street will add commercial and employment opportunities to the area. North Point Village will become a commercial destination that serves both local and regional shopping needs of current and future residents of northwest Winnipeg.

A wide range of housing will meet the needs of many segments of Winnipeg's housing market and attract a variety of households to North Point. A mix of lower density single family housing and moderate density multi-family dwellings will be developed to appeal to households looking for their first home, a place for the long term, or a place to retire. Multi- family development will include affordable options, including rental units.

The opportunity to live, work and play in one neighbourhood will be completed by the green space that will provide year round opportunities for passive and active recreation.

3.2 Goals

Neighbourhood Focus: to encourage a sense of community by creating welcoming and inviting outdoor public spaces.

Housing Diversity: to accommodate a diversity of housing types and tenures to provide housing opportunities for a wide variety of households. Residential development includes single and two-family homes, townhouses, and apartment buildings, as well as, affordable housing and rental units.

Market Demand: to respond to the market demand for a variety of housing types and tenures.

Compact Development: to provide a mix of land uses in an efficient way to achieve a walkable development with a transit supportive population density.

Employment Opportunities: to provide employment opportunities in proximity to the residential areas.

Transportation: to create a safe, efficient, and effective transportation networks for pedestrians, cyclists, public transit users, and private motor vehicle users.

Park Space: to provide outdoor gathering places and areas for active and passive recreation.

4 Precinct Wide Policies

4.1 Land Use and Development

Precinct F will include a mix of uses and housing opportunities as shown on Figure 4. The frontage along McPhillips Street provides an ideal opportunity for larger scale retail and employment

opportunities and will buffer future residential uses to the east. Multi-family development, consisting of a mix of higher density apartments and ground oriented units, will provide an appropriate transition from the commercial development to the single-family dwellings further east. The eastern portion of the precinct will provide lower density housing opportunities including single-family, ground oriented multi-family homes and higher density residential uses along the proposed east-west collector road.

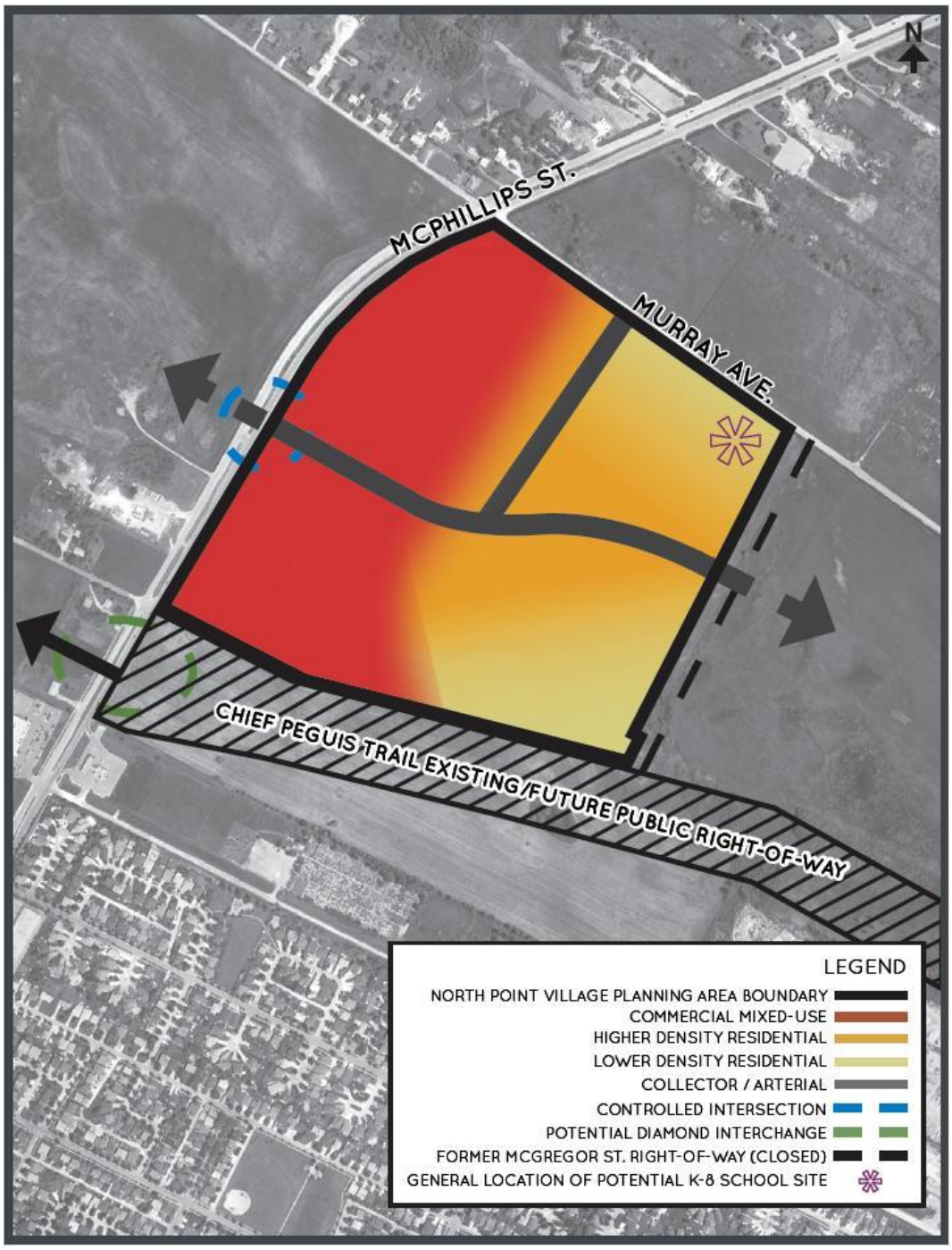

Figure 4: Land Use and Transportation Policy Map

4.1.1 Parks

1. Parks should be designed to provide people of all ages and abilities with opportunities for a range of seasonal and year-round activities.

2. The variety of parks in North Point Village shall provide residents and visitors with:

    a. Active recreation opportunities – sports fields;

    b. Passive recreation and leisure opportunities such as places for unstructured recreation, natural areas, places to sit, paths for walking or cycling and trails for skiing; and

    c. Active transportation (AT) paths.

3. Ensure enough land is allocated for active recreation, passive recreation, leisure and active transportation.

1. A greenspace or park should be within approximately 400 metres of 95 percent of the dwellings in North Point Village.

2. Parks shall be located, sized, configured and developed in accordance with their intended purposes such that the land they encompass is efficiently and effectively used.

3. Parks will incorporate principles of sustainable landscapes, which may include, but are not limited to, naturalized plantings and low maintenance vegetation.

4. Any park abutting a potential school site shall be appropriately sized and designed to accommodate active play, sports fields and potential play structures as approved by the City of Winnipeg – Planning Property and Development Department.

4.1.2 Site and Building Design

1. Site and building design within North Point Village, including its parks, should consider:

    a. Crime Prevention through Environmental Design Principles;

    b. Universal Design Principles; and

    c. Energy efficiency and sustainability, which may include the principles of Leadership in Energy and Environmental Design.

4.1.3 Sound Attenuation

Where warranted, dwellings may be buffered from sounds originating from McPhillips Street or the Chief Peguis Trail by:

5. Locating landscaping (such as trees and fencing) between dwellings and McPhillips Street and the Chief Peguis Trail;

6. Orienting dwellings away from McPhillips Street and Chief Peguis Trail;

7. Using sound attenuating materials and techniques in the design and construction of dwellings;

8. By locating non-residential uses, including uses accessory to residential, between residential uses and McPhillips Street and the Chief Peguis Trail; or

9. Any combination of the above or other means to reduce sounds to acceptable levels.

4.2 Municipal Infrastructure

The City of Winnipeg may require the developer of North Point Village to submit reports that describe how the full range of municipal infrastructure, including transportation infrastructure, associated with each phase of development of North Point Village, including full build-out, will be provided in accordance with:

- OurWinnipeg;
- The applicable Direction Strategies; and
- The City's guidelines, standards and regulations.

4.2.1 Municipal Transportation Infrastructure

The municipal transportation infrastructure in North Point Village shall efficiently and effectively accommodate pedestrians, public transit riders, cyclists and private motor vehicle users to and from land uses in North Point Village and to adjacent transportation infrastructure, existing and anticipated. It will be designed to accommodate trips that may involve more than one mode of travel, such as travelling as a pedestrian then as a public transit rider. The infrastructure may include, but not be limited to sidewalks, paths, benches, on-road cycling facilities, bike racks, public transit stops and amenities, and roads.

Each mode of travel may have more than one route to a destination. The routes of all travel modes shall be designed to balance the preference for a direct route with the preference for the sizes and shapes of the lands between routes to be appropriate for their intended uses. Pedestrian routes to public transit stops and public transit routes should be designed such that the typical walking distance from the main entrance of any principle building to the closest public transit stop is less than approximately a five minute walk.

1. Walking or cycling paths, primarily for transportation, may be located in public streets, public walkways, public parks or City owned parcels of land.

2. Public Rights-of-way may have sidewalks or Active Transportation pathways, however, there shall not be both a sidewalk and an Active Transportation pathway on the same side of a public right-of- way, unless warranted otherwise.

3. Linear parks may be created to accommodate paths that form part of the cycling or pedestrian network.

4. Motor-vehicle access to the Chief Peguis Trail Public ROW from within Precinct F shall only be provided for maintenance of the ROW.

5. Motor-vehicle access to McPhillips Street shall be limited to east-west the collector road shown on Figure 4 – North Point Village Land Use and Transportation Policy Map. Right-in / right-out private approaches may be approved by the appropriate City authority. The design, including location, of these roads and private approaches shall take into account the plan for a future interchange at McPhillips and Chief Peguis and the existing context.

6. Figure 4 – North Point Village Land Use and Transportation Policy Map identifies two Public Streets one extending (east to west) across North Point Village and another extending south from Murray Avenue. A collector road and two flanking sidewalks or paths shall be built in these Public Street. Where a sidewalk is built, a pathway shall not be constructed on the same side as the sidewalk, unless warranted otherwise.

7. Local roads and laneways, and private approaches to multi-family dwellings or to commercial uses may connect to the collector road in the Public Streets shown on Figure 4.

8. These Public Streets may, if warranted, may be extended east, north, and west into Precincts G and D, respectively.

9. A paved vehicular turnaround that accommodates private motor-vehicles, emergency apparatus, and Transit vehicles should be provided at the east end of the proposed collector road until a new vehicle connection renders it obsolete.

5 Commercial Mixed Use Area Policies

North Point Village will provide a significant retail destination for local and regional shoppers alike. Its location along McPhillips Street provides an ideal opportunity to build upon and support the McPhillips/ Leila Regional Mixed Use Centre and the McPhillips Commercial Corridor. Increasing the retail variety and consumer choice in the area will improve convenience for residents of Northwest Winnipeg and better serve regional customers, while taking advantage of the future Chief Peguis Trail extension.

As a local shopping destination, the ease of access to a wide variety of retail options within a short walk, bike, bus, or car trip will allow residents to easily meet their daily and more specialized shopping needs. The commercial mixed use development may also provide opportunities for office and business development that will contribute to the employment opportunities within a very short distance of a large and expanding population.

The policies of this subsection only apply to land in a Commercial Mixed-Use Area as shown on Figure 4 – North Point Village Land Use and Transportation Policy Map.

5.1 Land Use

1. Commercial uses, ranging from the community scale to the regional scale and characteristic of a regional commercial corridor and those supporting the local neighbourhood, shall be the predominant land uses in the Commercial Mixed Use Areas.

2. Higher density residential and office uses may be accommodated in the Commercial Mixed-Use Policy Areas.

3. Community and neighbourhood-scale institutional, or educational uses, that are compatible with the aforementioned commercial, residential, and office uses, and passive parks may also be established in the Commercial Mixed Use Area.

5.2 Site and Building Design

1. The final design of the Commercial Mixed Use Area shall be determined through the Development Application process and may be implemented through the use of a variety of methods including plan approval, development agreement, or a planned development overlay.

2. The following guidelines will inform the design of the Commercial Mixed Use Area:

    a. Building articulation, glazing, a variety of materials and finishes, and landscaping should be used to create a unique and appealing commercial character.

    b. Sites and buildings should be designed such that their use will not significantly compromise the privacy of residential uses in or near the Commercial Mixed Use Area.

    c. Sites and buildings should be designed to minimize any potential adverse effects of lighting or sound on adjacent residential uses, which may include (but not be limited to) establishing landscaping such as plantings and fencing.

    d. Exterior lighting should be shielded to minimize any potential light trespass into adjacent dwellings.

    e. Pedestrian-oriented lighting may be provided on pedestrian routes in the Commercial Mixed Use Areas.

    f. On-site parking area landscaping should include trees and should be designed and maintained such that pedestrian – motorist sight-lines are not compromised.

5.3 Private Transportation Infrastructure

1. Motor-vehicle parking areas, bicycle parking areas, transit stops, sidewalks, paths and local roads, and other sources of pedestrian traffic on private property and on abutting public lands should be connected to destinations in a Commercial Mixed Use Area by at least one route that safely and efficiently accommodates pedestrians.

2. Paths and roads that accommodate cyclists, and other sources of cycling traffic on private property and on abutting public lands should be connected to at least one bicycle parking area on private land in a Commercial Mixed Use Area by at least one route that safely and efficiently accommodates cyclists.

3. Infrastructure on private land, that accommodates public transit buses or public transit users, shall be provided to the satisfaction of Winnipeg Transit.

4. Sidewalks and paths on private property should not be more circuitous than is necessary for safety reasons such as to avoid steep slopes, or to provide a safe crosswalk through a motor-vehicle or bicycle facility.

5. Roads, motor-vehicle parking areas and loading areas on private property shall be compatible with the provision of safe and efficient pedestrian and cyclist facilities.

6. Roads, sidewalks, paths, parking areas, transit stops and destinations shall be clearly identified for those entering the private property in a Commercial Mixed Use Area, including emergency responders.

6 Higher Density Residential Area Policies

The policies of this subsection only apply to land in a Higher Density Residential Area as shown on Figure 4 – North Point Village Land Use and Transportation Policy Map.

6.1 Land Use

1. Higher Density Residential Areas will enable apartment buildings (buildings in which dwelling units share a common entrance and hallway), and ground-oriented multiple-family dwellings, such as townhouses and side-by-sides, as the predominant land uses.

2. Residential densities may range from approximately 25 to 65 dwellings per gross acre. The total number of dwellings may range from 750 to 1,950.

3. Community and neighbourhood-scale institutional or educational uses, single-family dwellings and active recreational parks that are compatible with the aforementioned higher density residential uses and passive recreational parks will also be allowed.

4. The large majority of dwellings should be within a five minute walk of a park land.

6.2 Site and Building Design

1. The detailed design of the Higher Density Residential Policy Area shall be determined through the Development Application process and may be implemented through the use of a variety of methods including design standards, plan approval, development agreement, or a planned development overlay.

2. The following guidelines will inform the design of the Higher Density Area:

    a. Sites and buildings should be designed such that their use will not significantly compromise the privacy of residential uses in or near the Higher Density Residential Area.

b. Sites and buildings should be designed to minimize any potential adverse effects of lighting or shadow casting on residential uses shall be attenuated, which may include (but not be limited to):

   i. Establishing landscaping such as plantings and fencing to reduce artificial light trespass;
   ii. Setting the upper floors of buildings further from site limits than the lower floors, to reduce the extent of shadow casting; and
   iii. Making the bulk of a building's upper floors small, compared to the lower floors, to reduce the duration of shadow casting onto individual sites.

c. Exterior lighting should be shielded where warranted to minimize potential light trespass into adjacent dwellings.

d. Pedestrian-oriented lighting may be provided on pedestrian routes in the Higher Density Residential Area.

e. On-site parking area landscaping shall include trees that shall be located such that pedestrian – motorist sight-lines are not compromised.

6.3 Private Transportation Infrastructure

1. Motor-vehicle parking areas, bicycle parking areas, transit stops, sidewalks, paths and local roads, and other sources of pedestrian traffic on private property should be connected to destinations in a Higher Density Residential Area by at least one route that safely and efficiently accommodates pedestrians.

2. Paths and roads that accommodate cyclists, and other sources of cycling traffic on private property should be connected to at least one bicycle parking area on private land in a Higher Density Residential Area by at least one route that safely and efficiently accommodates cyclists.

3. Infrastructure on private land, that accommodates public transit buses or public transit users, shall be provided to the satisfaction of Winnipeg Transit.

4. Sidewalks and paths on private property should not be more circuitous than is necessary for safety reasons such as to avoid steep slopes, or to provide a safe crosswalk through a motor-vehicle or bicycle facility.

5. Roads, motor-vehicle parking areas and loading areas on private property shall be compatible with the provision of safe and efficient pedestrian and cyclist facilities.

6. Roads, sidewalks, paths, parking areas, transit stops and destinations shall be clearly identified for those entering the private property in a Higher Density Residential Area, including emergency responders.

7 Lower Density Residential Area

The policies of this subsection only apply to land in a Lower Density Residential Area as shown on Figure 4 – North Point Village Land Use and Transportation Policy Map.

7.1 Land Use

1. Single-family dwellings shall be the principle land use. Secondary suites, duplexes and ground- oriented multiple-family dwellings, such as townhouses and side-by-sides, may also be allowed.

2. Residential densities may range from approximately six to eight dwellings per gross acre. The total number of dwellings may range from 300 to 400.

3. Community and neighbourhood-scale institutional or educational uses, active recreational parks that are compatible with the aforementioned lower density residential uses, and passive recreational parks will also be allowed in the Lower Density Residential Policy Areas.

4. A majority of dwellings will be within approximately five minute walk of a park.

7.2 Potential School and Daycare Site

The Seven Oak School Division has identified a potential need for a school and daycare site at, or near, the northeast corner of North Point Village. This location may be approximately at the centre of a future catchment area, which would include North Point Village and land to the east and to the north, which is in Precinct G. Complete Communities identifies residential as the predominant land use in Precinct G.

1. A school site should be abutting at least two public roads, where at least one is a collector.

2. School sites should be accessible by sidewalks or paths, from at least two directions.

3. Should a school, with our without a daycare, be established on the site, the site and its buildings shall be designed and developed such that the principal and accessory uses, including the potential use of the school or its site as a community facility, shall be compatible with abutting and nearby uses, existing and anticipated.

4. In accordance with policy 8 of section 4.1.1, a proposed school site should be co-located with active park space.

5. Any use or development of the potential school site shall be consistent with all of the policies of the Lower Density Residential Area section and the precinct-wide polices goals and vision.

8 Staging & Phasing Policy

Staging and phasing of development will be largely driven by market conditions and by the extension of municipal services. Phasing shall occur in a logical and contiguous fashion with a full range of municipal services as determined through the development application. It is possible that once the detailed design of development, transportation, and services is undertaken, the boundaries of the phases will be adjusted to reflect the engineering and market realities.

Generally, development is likely to begin at the western edge of the site and move towards the east as illustrated in Figure 5.

8.1 Staging and Phasing Policy

With the completion of one or more phases of development, public transit service may be provided by Winnipeg Transit subject to factors such as available resources and potential ridership considerations. A phase of development may require a temporary turn around or road connection to accommodate Winnipeg Transit buses until subsequent phases renders it obsolete.

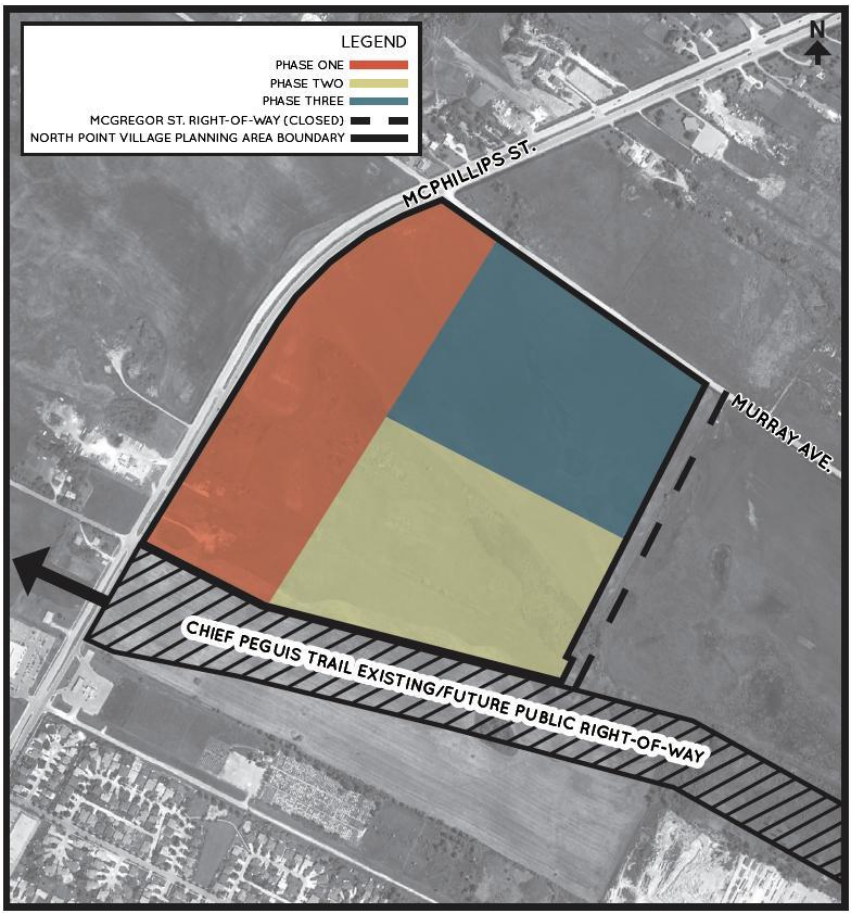

Figure 5: Phasing

9 Definitions

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

Adjacent means properties or uses that abut one another or are separated by a street or other publicly-dedicated right-of-way or pathway, canal or railroad right-of-way.

Community means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

Community Committee means the Lord Selkirk-West Kildonan Community Committee, a committee comprised of the City Councilors from the Lord Selkirk-West Kildonan Community.

Council means the Council of the City of Winnipeg.

Gross Area means the total area of land contained within the property boundaries.

Gross Developable for the plan area is calculated excluding undevelopable lands, such as park space, pathways, walkways, pond and fringe areas, and regional uses. Gross Developable Area (units per acre) will thus be calculated as follows: Total Housing Units divided by Total Developable Lands (acres).

Neighbourhood means a portion of a community.

Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, walkways, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Land Use By-Law.

Residential Use means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments, and secondary dwellings in accordance with the Land Use By-Law.