Minute No. 355
Report – Standing Policy Committee on Property and Development – March 11, 2014

Item No. 7 **Precinct Plan "F" - North Point Village**
(Old Kildonan Ward)
File SP 04/2013

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following:

1. That the North Point Village Precinct Plan be endorsed as Council policy with the following amendments:

   A. in 1.5.1, make "location" and "feature" plural and replace "boundaries and networks shown on the figures" with "limits of the policy areas and collector roads shown in Figure 4"

   B. in 2.2.1, after "retail stores" stores insert ". East of this destination is a predominantly single-family neighbourhood."

   C. in 4.1.1, replace Clause 3 with "3. Ensure enough land is allocated for active recreation, passive recreation, leisure and active transportation."

   D. in 4.2.1, delete the second paragraph, in the third paragraph insert "less than" before "approximately", at the end of the last sentence of Clauses 2 and 6 insert "unless warranted otherwise"

   E. in 5.2, make the last word of Clause d plural

   F. in 8.1, replace the first sentence with "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"

   G. Delete Section titled "STANDARD LIMITATIONS", located at the beginning of the Precinct Plan document.

Report – Standing Policy Committee on Property and Development – March 11, 2014

COUNCIL DECISION (continued):

2. That Operationalizing the North Point Village Precinct Plan, which is Attachment B to this report, be endorsed as Council policy.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Property and Development – March 11, 2014

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That the recommendation of the Standing Policy Committee on Property and Development be adopted.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On March 19, 2014, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and the Lord Selkirk-West Kildonan Community Committee, and submitted the matter to Council.

STANDING COMMITTEE RECOMMENDATION:

On March 11, 2014, the Standing Policy Committee on Property and Development concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On February 18, 2014, the Lord Selkirk-West Kildonan Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- Delete Recommendation 1.C. and substitute the following Recommendation:

  "1.C. in 4.1.1, replace Clause 3 with "3. Ensure enough land is allocated for active recreation, passive recreation, leisure and active transportation."

- Delete Recommendations 1.F. and 1.H.

- Add the following Recommendation:

  "Delete Section titled STANDARD LIMITATIONS, located at the beginning of the Precinct Plan document"

Report – Standing Policy Committee on Property and Development – March 11, 2014

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION (continued):

- Renumber Recommendations accordingly,

and forwarded the matter to the Standing Policy Committee on Property and Development.

Bryan Ward, Senior Planner, MMM Group Ltd. submitted a PowerPoint Presentation titled "North Point Village Precinct F – Precinct Plan" dated February 18, 2014.

ADMINISTRATIVE REPORT

Title: Precinct F (North Point Village) Plan, SP 04/2013

Issue: Seeking endorsement of the *Precinct F (North Point Village) Plan* and *Operationalizing the North Point Village Precinct Plan* as Council policy that will apply to the area identified in the plan and generally shown in *Complete Communities*, as amended, as Precinct F

Critical Path: Lord Selkirk - West Kildonan Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
Braden Smith	N/A	N/A	

RECOMMENDATIONS

1. That the *North Point Village Precinct Plan* be endorsed as Council policy with the following amendments:
   1) in 1.5.1, make “location” and “feature” plural and replace “boundaries and networks shown on the figures” with “limits of the policy areas and collector roads shown in Figure 4”;
   2) in 2.2.1, after “retail stores” stores insert “. East of this destination is a predominantly single-family neighbourhood.”;
   3) in 4.1.1, replace Clause 3 with “3. To ensure enough land is allocated for the active recreation and for other uses a 50/50 split of active and passive or linear park spaces is encouraged. A minimum of 30 percent of the park land shall be for active recreation and at least 30 percent shall be for passive recreation, leisure and active transportation.”;
   4) in 4.2.1, delete the second paragraph, in the third paragraph insert “less than” before “approximately”, at the end of the last sentence of Clauses 2 and 6 insert “unless warranted otherwise”;
   5) in 5.2, make the last word of Clause d plural;
   6) in 7.2, change Clause 1 by replacing “two” with “three” and “one” with “two”, and change Clause 4 by replacing “should” with “may”;

7) in 8.1, replace the first sentence with "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"; and

8) change Figure 4 by removing the blurred colours such that only the colours on the legend are shown on the map.

2. That *Operationalizing the North Point Village Precinct Plan*, which is Attachment B to this report, be endorsed as Council policy.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

This report is required because the subdivision or rezoning of land in Precinct F cannot proceed without the *North Point Village Precinct Plan* being approved by Council or its designate, as stated in *OurWinnipeg* and *Complete Communities.*

The *North Point Village Precinct Plan* articulates the future use and development of *Complete Communties'* Precinct F and supplements the policies of *OurWinnipeg* and *Complete Communities.*

IMPLICATIONS OF THE RECOMMENDATIONS

Endorsement of the *North Point Village Precinct Plan* as Council Policy shall provide the City of Winnipeg Public Service with policies to provide direction on the review of development applications of land within Precinct F. Endorsement of the Plan shall make the Plan an expression of Council's will and expectations and shall provide the public with an accurate expectation of how Precinct F shall be developed. If Council endorses the Plan as policy, the Plan will not become legislation and, therefore, will not have the force of legislation as a by-law of the City of Winnipeg.

HISTORY

In the summer of 2013, MMM Group Limited began the planning of Precinct F in collaboration with the Urban Planning and the Urban Design Divisions of the City of Winnipeg, which later included other City departments, the Seven Oaks School Division, Manitoba Hydro and the General Council of Winnipeg Community Centres. This process included several meetings and iterations of the plan and portions thereof.

On June 26th, 2013, the planning area boundary between Precinct F and Precinct D was change by the Director of Planning, Property and Development such that the portion of Precinct F that

was west of the centreline of the McPhillips Street Public Right-of-Way became part of Precinct D. This was done in accordance with Section 03-4, New Communities, of *Complete Communities*, which states: "When a
natural boundary or servicing limit supports the change, planning may deviate from the precinct boundaries with the approval of the Director of Planning, Property, and Development Department."

On October 2nd, 2013, MMM Group held a public open house and received a wide range of feedback, including comments expressing:

- an interest in future residential development in northwest Winnipeg;
- preferences for lower density residential uses, retail sales uses, green spaces, buildings to be less than seven storeys and adequate public transit; and
- concerns over potential traffic congestion and overland flooding.

On October 23rd, 2013, the formal application for approval of the Precinct F Plan (File SP 04/2013) was accepted by the City.

On February 4th, 2014, MMM Group held a second public open house and received a wide range of feedback, including comments expressing:

- preferences for public transit access to the Precinct, preserving wildlife habitat and native plants in general and for development to occur in the Precinct; and
- concerns that the development of Precinct F would be premature, given that the lands north, west and east are largely undeveloped and that the land drainage and wastewater plans were too vague.

Subsequent to these open houses, MMM Group made changes to the Plan, which were then reviewed by the Urban Planning and Urban Design Divisions.

CONSULTATION

In preparing the Plan there was consultation with:

- Public Works;
- Winnipeg Transit;
- Water and Waste;
- Community Services;
- the Fire-Paramedic Service;
- the Winnipeg Police Service;
- the General Council of Winnipeg Community Centres;
- the Seven Oaks School Division; and
- Manitoba Hydro.

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning
Prepared by:	Glen Doney, Senior Planner
Date:	February 11th, 2014
File:	SP 04/2013

Attachments

A – Planning Discussion
B – *Operationalizing the North Point Village Precinct Plan*

Attachment A - Planning Discussion

DATE:	February 11th, 2014
RELATED FILES:	DASZ 54/2014
COMMUNITY:	Lord Selkirk – West Kildonan
SUBJECT:	To endorse the *North Point Village Precinct Plan* and *Operationalizing North Point Village Precinct Plan* as Council Policies.
LOCATION:	Precinct F of *Complete Communities* – bounded on the north by the future route of Chief Peguis Trail, on the east by the CPR Arborg branch line and Dr. Jose Rizal Way, on the south by Old Commonwealth Path and the lands zoned R1 and RMF and on the west by King Edward Street
LEGAL DESCRIPTION:	Part of the NW ¼ of 25-11-2E
APPLICANT:	Lombard North Group 505 – 93 Lombard Avenue Winnipeg, R3B 3B1
OWNERS:	SGS Properties and Terrascape Developments
RECOMMENDATION:	That the '*North Point Village Precinct Plan*' and *'Operationalizing North Point Village Precinct Plan'* be endorsed as Council policy.

SUMMARY

- The applicant has submitted the *North Point Village Precinct Plan* (the Plan) in conjunction with an application for approval of a proposed plan of subdivision and rezoning of all of Precinct F. The Plan is a non-statutory plan that articulates the vision of Precinct F. All development applications of land within the Precinct shall comply with the policies of this plan.
- The Plan is consistent with *OurWinnipeg* and *Complete Communities.*
- The Plan's introduction, portions of which are in the following seven sections, describes its purpose, authority, timeframe, how it was prepared, how it is to be interpreted, how it can be amended and that it will be monitored, reviewed and evaluated.

PURPOSE OF THE PLAN

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

- 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 Policy that will apply to applications to develop land in the plan area, in addition to the policies of *OurWinnipeg* and *Complete Communities.*

AUTHORITY OF THE PLAN

The land that is the subject of the 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 principle 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 the planning area of Precinct F. This area consists of the land bounded on the north, west, and south by the approximate centrelines of Murray Avenue, McPhillips Street and the Chief Peguis Trail Public Right-of-Way (ROW), respectively and, on the east by a property line west of the McGregor Street Public ROW that extends from the Chief Peguis Trail Public ROW to the Murray Avenue Public ROW.

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.

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.

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. Information on the consultation process is in Appendix X to the Plan.

PLAN INTERPRETATION

The boundaries and networks shown on the Figures 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 manmade landmark such as a river or roadway. They do, however, identify the locations of policy areas and some of the future infrastructure, with-respect-to one another and to the limits of the Precinct F planning area.

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.

AMENDING 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 should include public consultation.

MONITORING, REVIEWING AND EVALUATING THE PLAN

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.

CREATING THE PLAN – PUBLIC ENGAGEMENT

On October 2nd, 2013, MMM Group held a public open house and received a wide range of feedback, including comments expressing:

- an interest in future residential development in northwest Winnipeg;
- preferences for lower density residential uses, retail sales uses, green spaces, buildings to be less than seven storeys and adequate public transit; and
- concerns over potential traffic congestion and overland flooding.

On October 23rd, 2013, the formal application for approval of the Precinct F Plan (File SP 04/2013) was accepted by the City.

On February 4th, 2014, MMM Group held a second public open house and received a wide range of feedback, including comments expressing:

- preferences for public transit access to the Precinct, preserving wildlife habitat and native plants in general and for development to occur in the Precinct; and
- concerns that the development of Precinct F would be premature, given that the lands north, west and east are largely undeveloped and that the land drainage and wastewater plans were too vague.

Subsequent to these open houses, MMM Group made changes to the Plan, which were then reviewed by the Urban Planning and Urban Design Divisions.

THE PLAN – HIGHLIGHTS

Section 3 of the Plan articulates the vision of North Point Village. It states:

> 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.

Parks

Sub-subsection 4.1.1 states: "Parks should be designed to provide people of all ages and abilities with opportunities for a range of seasonal and year-round activities."

Design

Sub-subsection 4.1.2 states: "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."

Sub-subsection 4.1.3 states: "Where warranted, dwellings may be buffered from sounds originating from McPhillips Street or the Chief Peguis Trail."

Municipal Transportation Infrastructure

Sub-subsection 4.2.1 states: "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."

The Policy Map

The Land Use and Transportation Policy Map (Figure 4) shows three land use policy areas and two collector roads, a future intersection, a future interchange and the general location of a potential school site (K to 8). The three policy areas are Commercial Mixed-Use, Higher Density Residential and Lower Density Residential. It also blurs the boundaries between the policy areas.

Commercial Mixed Use Area

Section 5 states that, In the Commercial Mixed Use Area, commercial uses, ranging from the community scale to the regional scale, shall be the predominant land uses and higher density residential and office uses may be accommodated. It also states that 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.

Higher Density Residential Areas

Section 6 states that, in the Higher Density Residential Areas, 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, shall be the predominant land uses. It states that residential densities may range from approximately 25 to 65 dwellings per gross acre and that the total number of dwellings in this policy area may range from 750 to 1,950. In addition, it states that 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.

Private Transportation Infrastructure

Sections 5 and 6 also have policies regarding the provision of roads, paths, sidewalks, motor-vehicle and bicycle parking areas and public transit stops and amenities on private lands.

Lower Density Residential Areas

Section 7 states that, in the Lower Density Residential Areas, single-family dwellings shall be the principle land use and that secondary suites, duplexes and ground-oriented multiple-family dwellings, such as townhouses and side-by-sides, may also be allowed. It also states that residential densities may range from approximately six to eight dwellings per gross acre and that the total number of dwellings may range from 300 to 400. In addition, it states that 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.

RECOMMENDATIONS

The Winnipeg Public Service recommends endorsement as Council policy of the *North Point Village Precinct Plan,* as amended below, for the following reasons:

- as amended, the Plan will be consistent with *OurWinnipeg* and *Complete Communities*; and
- as amended, the Plan will clearly and transparently articulate Council's expectations of how the Precinct shall be developed.

The following minor amendments to the content should be made so that the Plan will be consistent with City policy and practices:

1) in 4.1.1, replace Clause 3 with "3. To ensure enough land is allocated for the active recreation and for other uses a 50/50 split of active and passive or linear park spaces is

encouraged. A minimum of 30 percent of the park land shall be for active recreation and at least 30 percent shall be for passive recreation, leisure and active transportation.";

2) in 4.2.1, delete the second paragraph, in the third paragraph insert "less than" before "approximately", at the end of the last sentence of Clauses 2 and 6 insert "unless warranted otherwise";

3) in 7.2, change Clause 1 by replacing "two" with "three" and "one" with "two", and change Clause 4 by replacing "should" with "may"; and

4) in 8.1, replace the first sentence with "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".

The following minor amendments should be made as well:

1) in 1.5.1, make "location" and "feature" plural and replace "boundaries and networks shown on the figures" with "limits of the policy areas and collector roads shown in Figure 4";

2) in 2.2.1, after "retail stores" stores insert ". East of this destination is a predominantly single-family neighbourhood.";

3) in 5.2, make the last word of Clause d plural; and

4) change Figure 4 by removing the blurred colours such that only the colours on the legend are shown on the map.

5) The Winnipeg Public Service recommends endorsement as Council policy the document *Operationalizing North Point Village Precinct Plan* for the following reasons:

- to provide a clear and transparent process for the amendment of the Plan and
- to ensure that owners of land within the Precinct are notified and have an opportunity to comment on any future amendments to the plan.

Attachment B – *Operationalizing the North Point Village Precinct Plan*

Operationalizing The North Point Village Precinct Plan

1. Precinct Plans

Adoption

1(1) The Precinct Plan will be endorsed as Council policy.

1(2) The critical path for endorsement is Lord Selkirk - West Kildonan Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

Amendment

1(3) Application can be made by:

a. The owner.

b. An agent of the owner authorized in writing by the owner.

1(4) Application for the amendment is made to the Director of Planning Property and Development.

1(5) Amendments proposing significant change to any one of the following must be endorsed by council and follow the critical path identified in provision1(2) above:

i. Maps
ii. Density
iii. Text
iv. Plan of Subdivision
v. Height
vi. Land Use/Zoning

Notification

1(6) Notification for the adoption of a Precinct Plan or amendment to a Precinct Plan must follow provisions 2.1. through 2.6.

2. Notification

2(1) Notification of the adoption or an amendment must be sent to all property owners, or condominium corporations where established, within the Precinct Plan Boundaries by registered mail.

2(2) Letters must include a description of the intent of the plan or amendment and a copy of the proposed amendment.

2(3) If the plan or amendment proceeding to the Community Committee, letters must identify the time, date, and location of the meeting and where and when a copy of the administrative report for the proposed amendment will be available.

2(4) All letters will indicate that the recipient has 17 days from the date the letter was sent to express their comments, in writing, concerning the amendment to the Director of Planning Property and Development. For those plans or amendments being scheduled for a public meeting the commenting period must expire at least 14 days prior to the public meeting.

2(5) All letters must include the mailing address for submission of comments and contact information for further inquiries.

2(6) Prior to acceptance of a plan or amendment application proof of notification, in accordance with provisions 2.1. through 2.5., must be provided to the Director of Planning Property and Development.



North Point Village

PRECINCT PLAN

STANDARD LIMITATIONS

This report was prepared by MMM Group Limited (MMM) for the client in accordance with the agreement between MMM and the client. This report is based on information provided to MMM which has not been independently verified.

The disclosure of any information contained in this report is the sole responsibility of the client. The material in this report, accompanying spreadsheets and all information relating to this activity reflect MMM's judgment in light of the information available to us at the time of preparation of this report. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. MMM accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this report.

MMM warrants that it performed services here under with that degree of care, skill, and diligence normally provided in the performance of such services in respect of projects of similar nature at the time and place those services were rendered. MMM disclaims all other warranties, representations, or conditions, either express or implied, including, without limitation, warranties, representations, or conditions of merchantability or profitability, or fitness for a particular purpose.

This Standard Limitations statement is considered part of this report.

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PREFACE

Significant population growth is driving the demand for new residential and commercial development in Winnipeg. In 2011, the City of Winnipeg's population was 691,800. It is projected to grow by 217,800 people by 2035. These Conference Board of Canada projections, completed for *OurWinnipeg*, indicate that Winnipeg will require approximately 103,000 additional dwelling units between 2012 and 2035, with approximately half being multiple-family units. The City has responded to these significant growth projections by designating areas for new development as "New Communities" in its development plan – *OurWinnipeg* – and its land use and development guide – *Complete Communities* – which divides the "New Communities" into precincts.

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. The development of Precinct F, which has been named "North Point Village", will accommodate some of the projected growth in the northwest quadrant of the city.

Complete Communities lays out a high level framework and vision of the city's future physical growth and development. The policies within the North Point Village Precinct Plan respond to and expand upon the general direction and vision articulated in *Complete Communities* while addressing the local context and presenting the vision of Precinct F.

1.0 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".

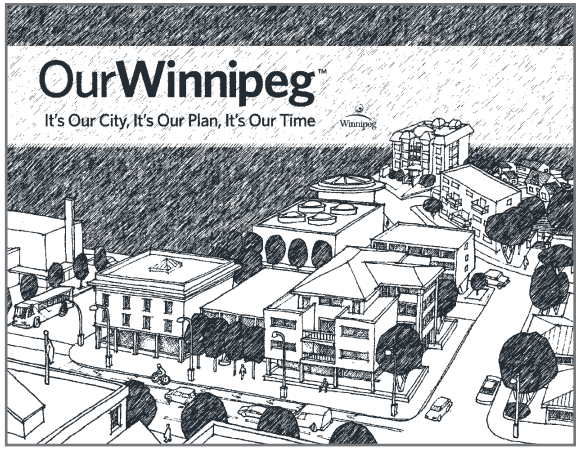
Therefore, the land that is the subject of this plan cannot be rezoned to allow urban development until a process of planning the subject lands has been completed and approved by City Council or its designate.

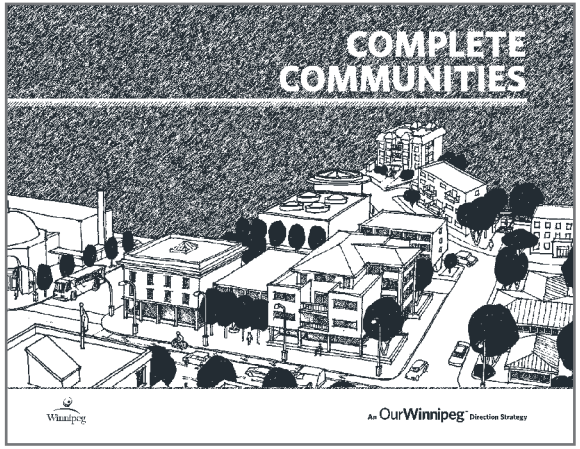
OurWinnipeg states:

"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.

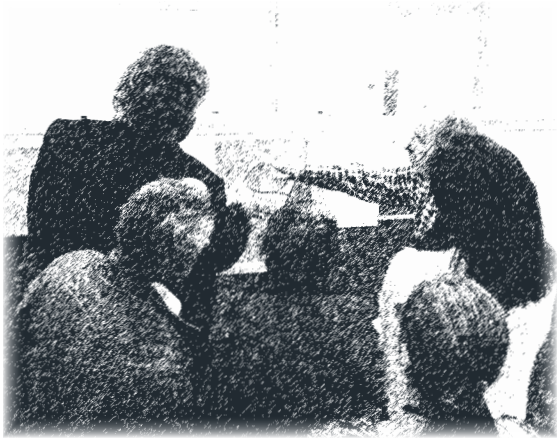
1.5 Interpretation

1.5.1 Figures

The boundaries and networks shown on the Figures 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 location of land use areas and feature, 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.

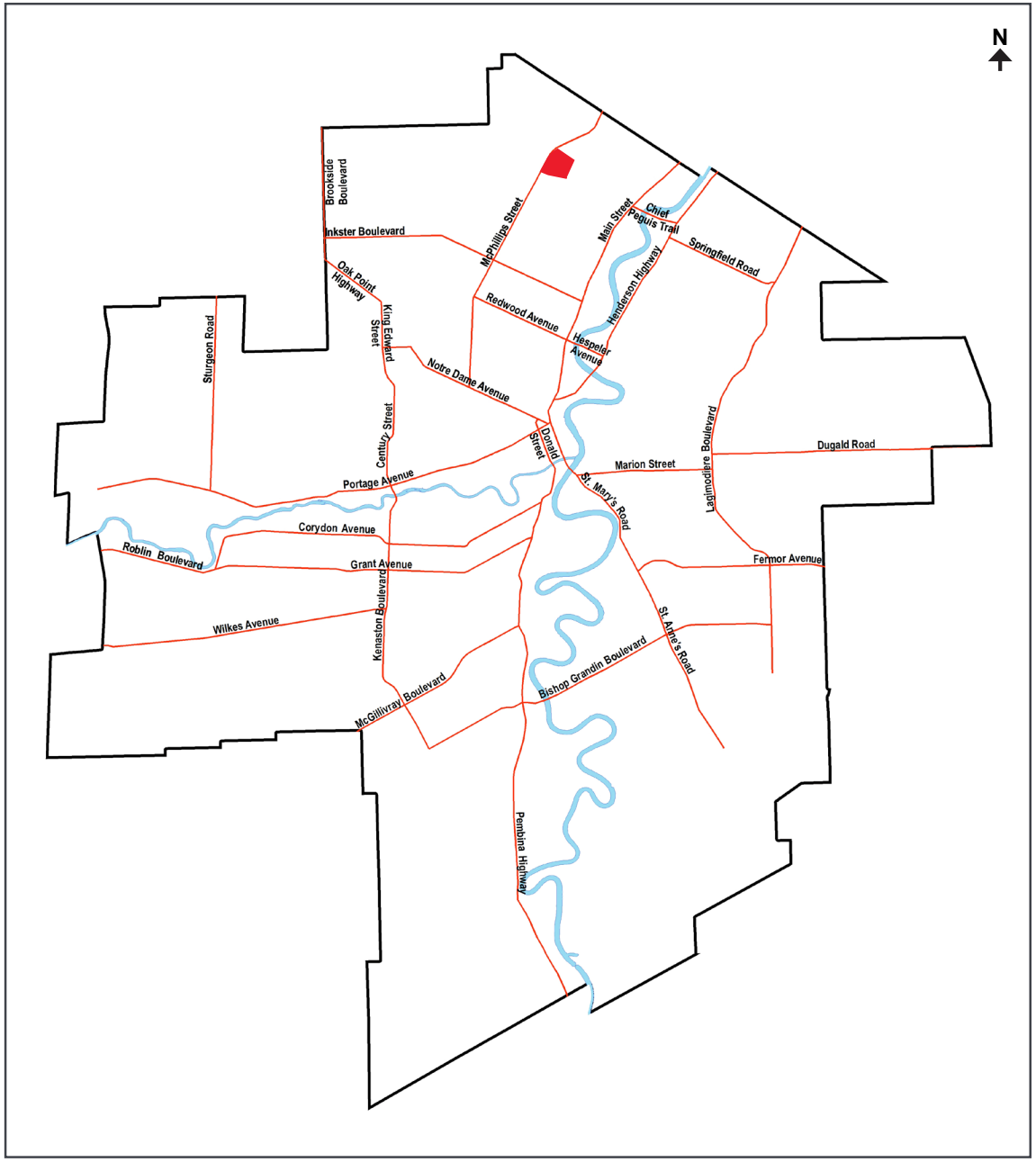


Figure 1: Precinct F -North Point Village Precinct Plan Location

2.0 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: Precinct F - North Point Village 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).

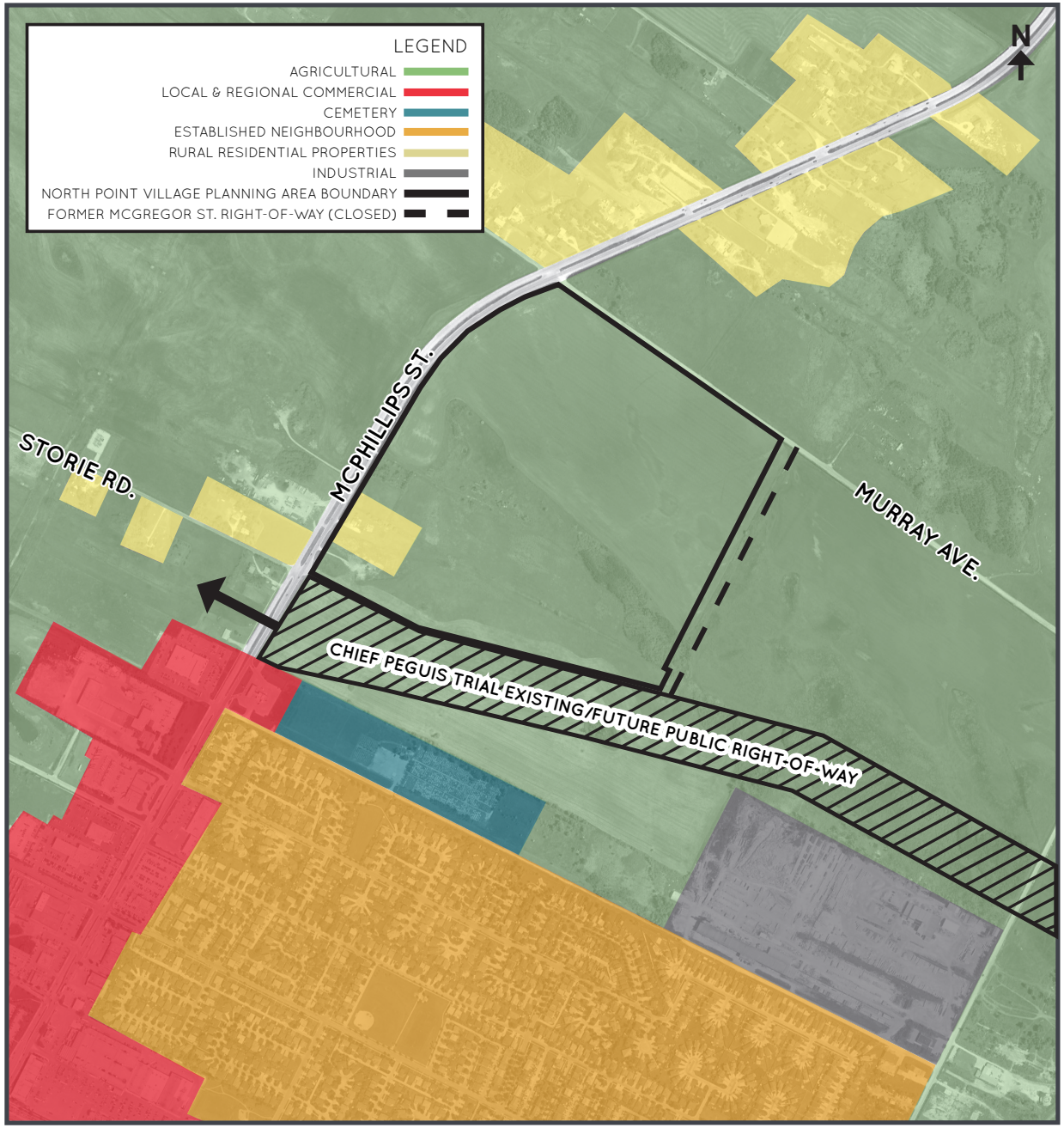


Figure 3: Precinct F - Existing Land Uses

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 and 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.

2.2.2 Zoning

The majority of 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 the 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 I 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 – Phase One Site Assessment

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

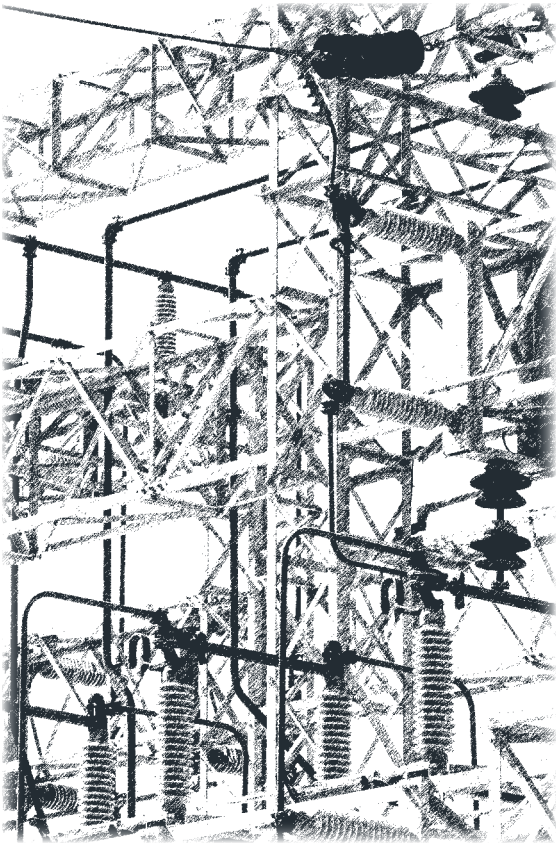
The Winnipeg Police Service, the Fire-paramedic Service, Library Services and the General Council of Winnipeg Community Centres have each determined, based on existing and anticipated circumstances, that they will not need a new facility or a facility expansion due to the development of Precinct F.

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.



3.0 Vision & Goals

3.1 Vision

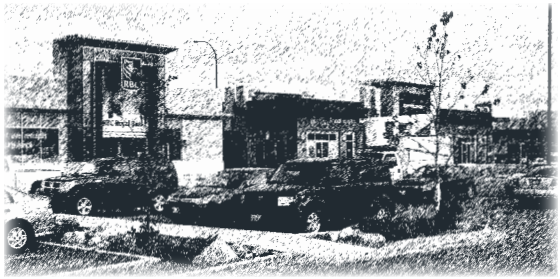
The vision for North Point is for it to become a new mixed use area that takes advantage of its strategic location along McPhillips Street, in proximity to the McPhillips–Leila Regional Mixed Use Centre and the future extension of Chief Peguis Trail to McPhillips Street and further west. North Point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







4.0 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.

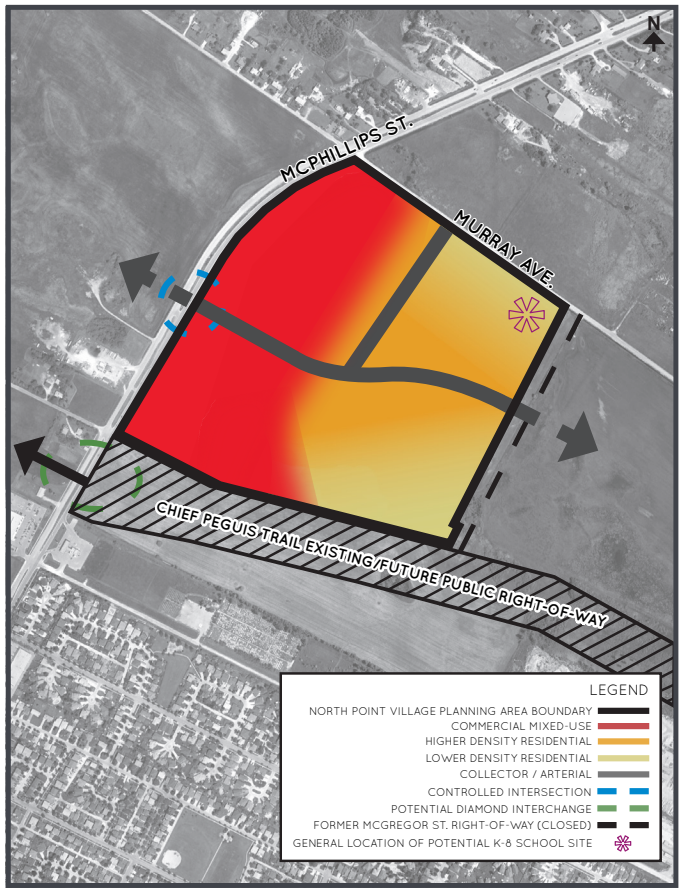


Figure 4: Precinct F – North Point Village Land Use and Transportation Policy Map

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. To ensure enough land is allocated for the active recreation and for other uses, approximately one third of the park land should be for active recreation and approximately one third for passive recreation, leisure and active transportation.

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

5. 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.

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

7. 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:

1. Locating landscaping (such as trees and fencing) between dwellings and McPhillips Street and the Chief Peguis Trail;
2. Orienting dwellings away from McPhillips Street and Chief Peguis Trail;
3. Using sound attenuating materials and techniques in the design and construction of dwellings;
4. By locating non-residential uses, including uses accessory to residential, between residential uses and McPhillips Street and the Chief Peguis Trail; or
5. 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.

Public transit infrastructure (and service) will be provided by Winnipeg Transit subject to factors such as available resources and potential ridership considerations.

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 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.

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.

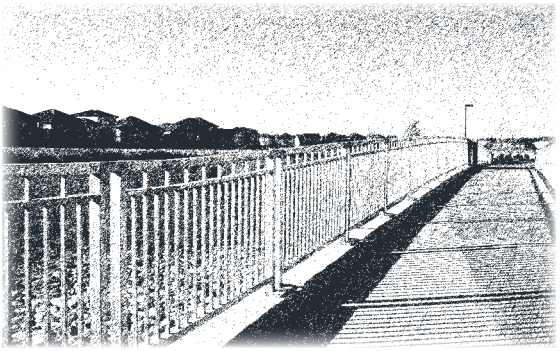
5. Motor-vehicle access to McPhillips Street shall be limited to east-west the collector road shown on Figure 4 – North Point Village Land Use and Transportation Policy Map. Right-in / right-out private approaches may be approved by the appropriate City authority. The design, including location, of these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

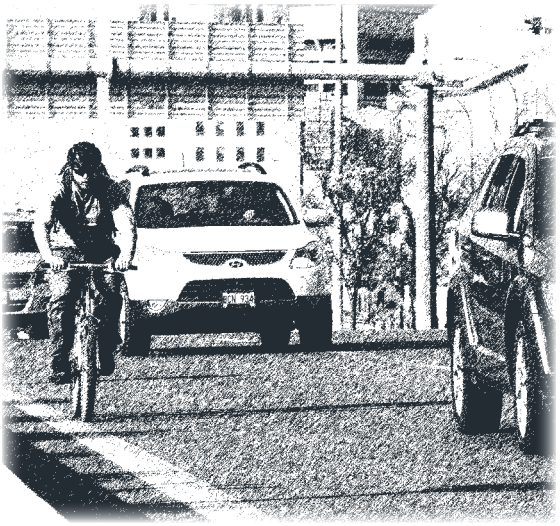
6. Figure 4 – North Point Village Land Use and Transportation Policy Map identifies two Public Streets - one extending (east to west) across North Point Village and another extending south from Murray Avenue. A collector road and two flanking sidewalks or paths shall be built in these Public Street.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

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.





5.0 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 dwelling.

    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.



6.0 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.

7.0 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.



8.0 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 for 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

Public transit service may be provided by the City of Winnipeg as warranted by each phase of development. 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: Precinct F – North Point Phasing

9.0 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.

Appendix A

Precinct F Precinct Plan Public Consultation summary

Open Houses: #1 October 2, 2013 and #2 February 4, 2014

Two public open houses were held for the Precinct F Precinct Plan, both at the Canad Inns, Garden City. The first was held on October 2, 2013 and the second on February 4, 2014. The events were advertised in The Times, a local community newspaper; The Times has a circulation of 37,705 in Winnipeg's northern neighborhoods. Event flyers were mailed directly to property owners adjacent to the study area, approximately 75, for the first open house. Flyers were mailed to these same property owners as well as attendees who provided their mailing address at the first event, for the second open house. Attendees of the first open house had the opportunity to review the presentation boards online as well complete a survey through Survey Monkey, 15 individuals completed this survey. Four attendees of the second open house requested the presentation boards via email. Local School Division representatives were invited to the second open house. Both open houses were drop-in events and provided the opportunity to attendees to review presentation boards, complete comment sheets, and pose questions to the consultants.



Open House #1 Comments:

The most frequent comments and issues regarding the proposed Precinct Plan included:

- An interest in future residential development in the northwest quadrant of Winnipeg.
- Some attendees indicated preference towards lower density residential on larger lots with fewer townhouses and condominiums.
- Some attendees indicated no desire for higher-density residential.
- A need and desire for future commercial development (specifically Costco and other large-scale retail stores).
- Preference towards buildings no higher than six stories.
- A need for access to adequate public transportation throughout the study area.
- Concerns that future development will increase traffic congestion and disrupt traffic flow along McPhillips Street, particularly during peak hours.
- Concerns that neighbouring properties will be negatively impacted by increased overland flooding as a result of development. Drainage issues must be addressed before development commences.
- Opportunity highlighted for future greenspace provision adjacent to the study area (this area is currently used by nearby residents with all-terrain vehicles and dirt bikes).
- A desire to be kept informed on future planning and designs for the area.

Open House #2 Comments:

Comments and issues regarding the proposed Precinct Plan included:

- An interest in bus routes and access as well as a concern regarding the interruption of traffic flow on McPhillips particularly due to heightened commercial development.
- A desire to preserve native wildlife and species as well as the incorporation more trails and greenspace (into this part of Winnipeg).
- One comment expressed that the plan did not express orderly development and that it was too premature. It was stated that the land between McGregor and the CPR Winnipeg Beach Line should be developed first.

» One comment expressed that the drainage and wastewater plan was too vague due to the number of multi-family residential proposed.

» Some attendees wondered whether big box stores would be part of the commercial development, particularly Costco.

» Some attendees wondered if there were current plans to extend development to Precinct G.

» Some attendees want the plan to ensure that future development plans for the area consider businesses that presently use Murray and Ferrier – the plant, Conforce was specifically named. One attendee expressed that residents have had many years of debate with local businesses regarding access to their facilities without damaging homes in the area.

» A number of attendees felt that the plan was good and that it was time that the City of Winnipeg focused on development within this area.

	Purpose	# of Attendees (Signed in)	# of Comment Sheets Received	Attendees Who Found the Event Useful/Informative	Location of Attendee Residence	Attendees Notified of the Meeting By
Open House #1	*Present highlights from the draft Precinct Plan, including proposed policies and land use maps.*	50	25 (10 submitted at event, 15 submitted online through Survey Monkey)	80%	Near Precinct F - 93% Living in West St. Paul – 7% Other – 0%	Direct Mail – 53% Newspaper ad – 40% Word of Mouth – 7%
Open House #2		40	11	100%	Near Precinct F - 73% Living in West St. Paul – 18% Other – 9%	Direct Mail – 73% Newspaper ad – 9% Word of Mouth – 18%

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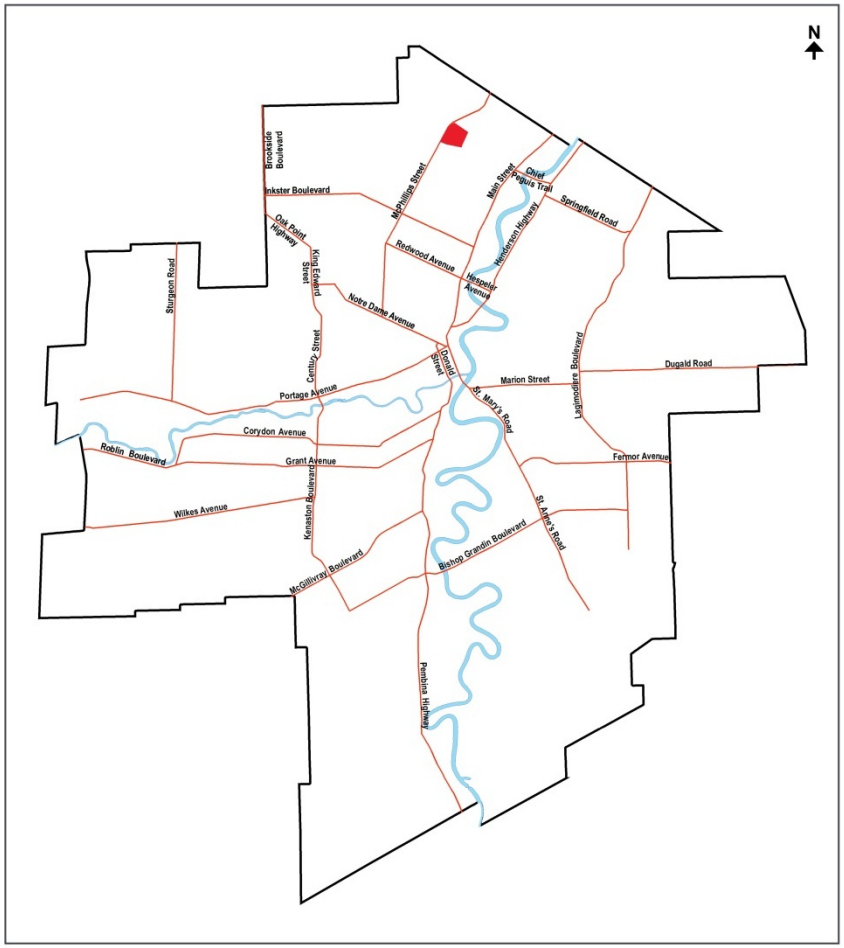
North Point Village

Precinct F – Precinct Plan

February 18, 2014

Precinct Locations





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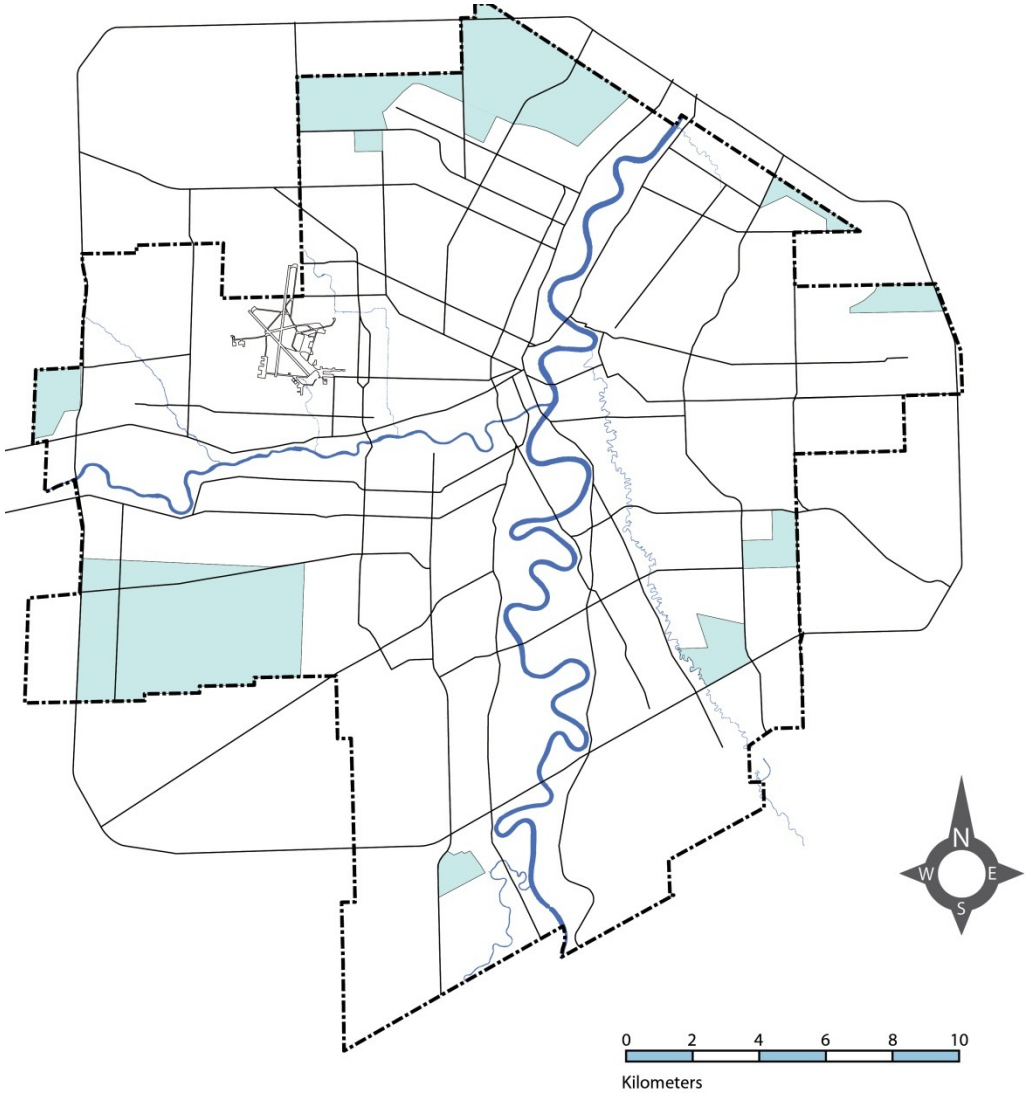
Policy Framework

- *Our Winnipeg*
  - Designated as "New Community"
- *Complete Communities*
  - Identified as Precinct F
  - Identified to Accommodate Commercial Development



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Public Engagement



- Stakeholder meetings
- Open House October 2013
- Open House February 2014
- Collaborative Planning

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Proposed Land Use and Transportation



- Vision
  - Mix of Residential and Commercial Development
  - Opportunities for new regional and local commercial
  - Variety of housing types and tenures
  - Efficient transportation Network
- Possible School Site
- Future Collector Streets

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Development Vision and Principles



Mixed Use Commercial







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Development Vision and Principles



Higher Density Residential





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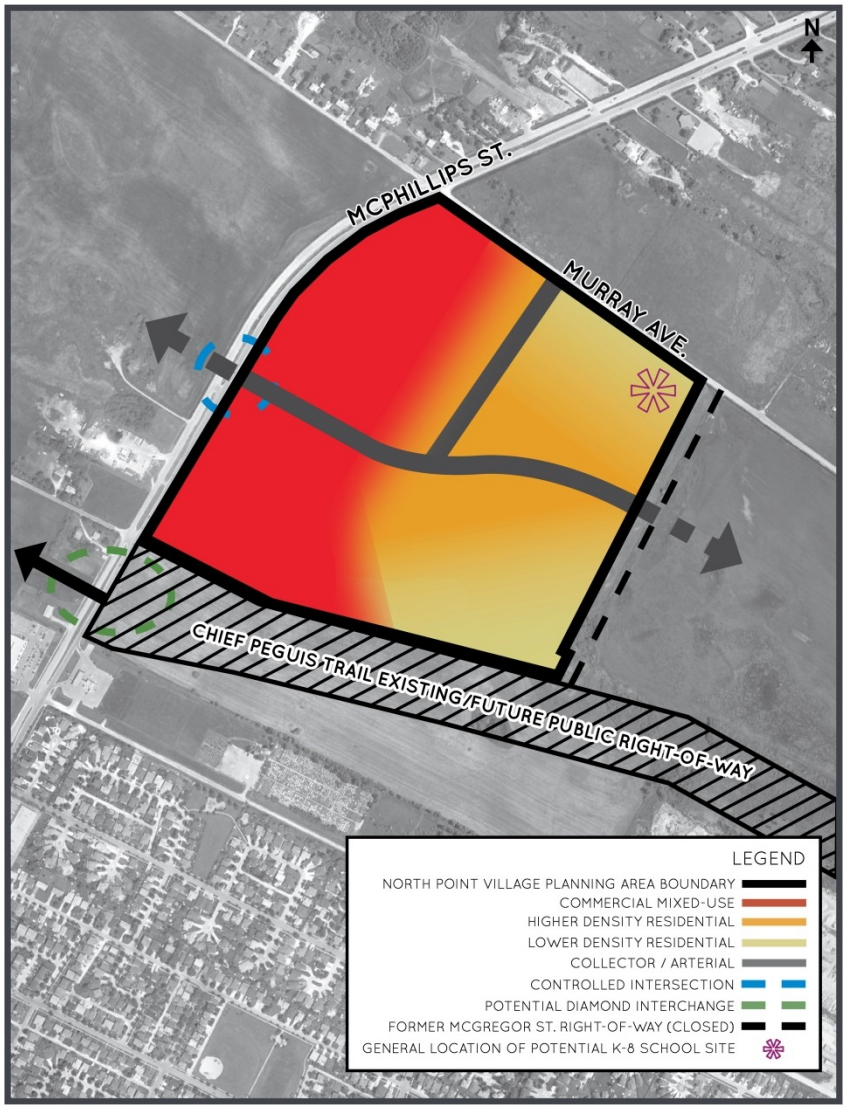
Development Vision and Principles



Lower Density Residential





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Development Vision and Principles



Parks & Pathways





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Development Vision and Principles



Transportation

- New Collector Street Connection to McPhillips
- New Collector Street from Murray
- Extension of collectors to adjacent Preconcts
- Active Transportation
- McPhillips Improvements
- Murray Improvements

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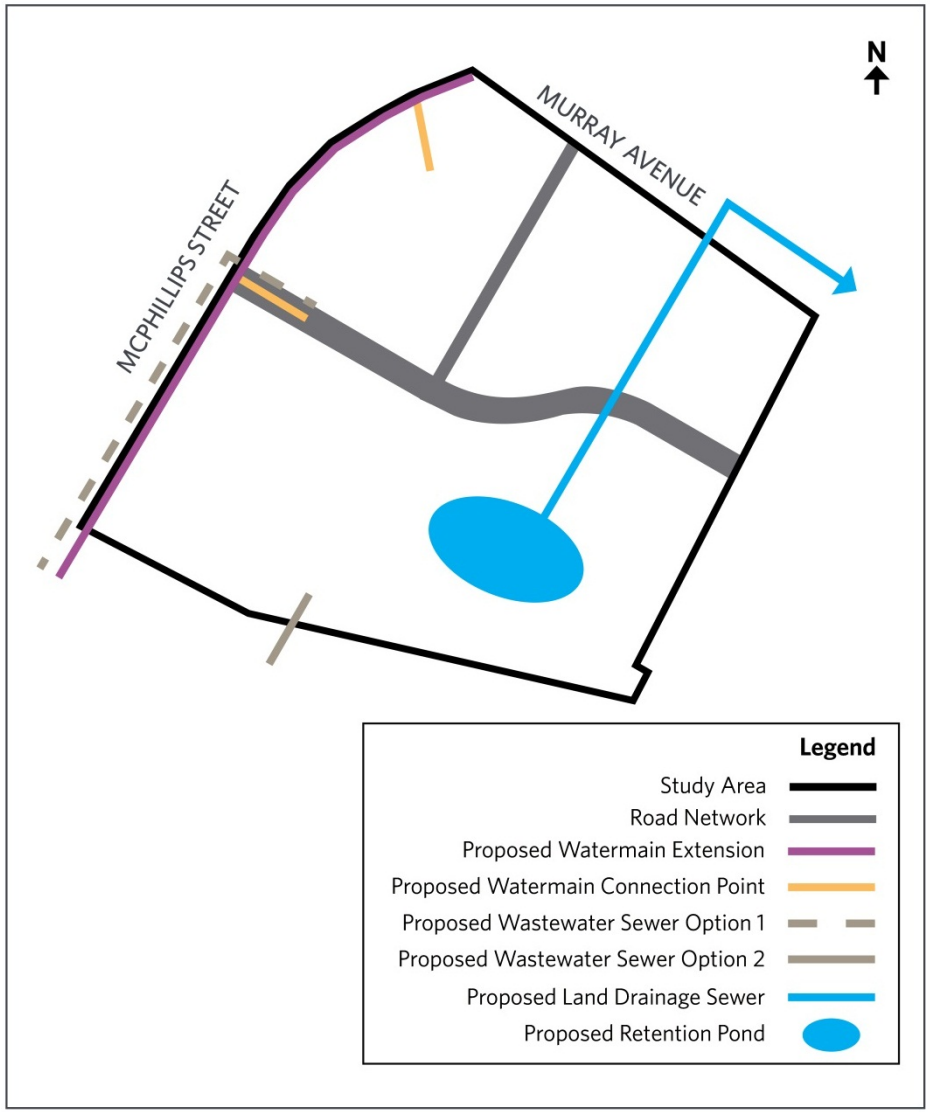
Development Vision and Principles



Servicing

- Water
  - Murray Avenue Feeder Main
  - Water Main South of Precinct in McPhillips
- Wastewater
  - Connect to the Existing Wastewater Interceptor in Chief Peguis ROW
- Land Drainage
  - On-site Retention
  - Connection to Existing LDS at Winnipeg Beach Rail line East of the Precinct along Murray

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Timeline / Phasing



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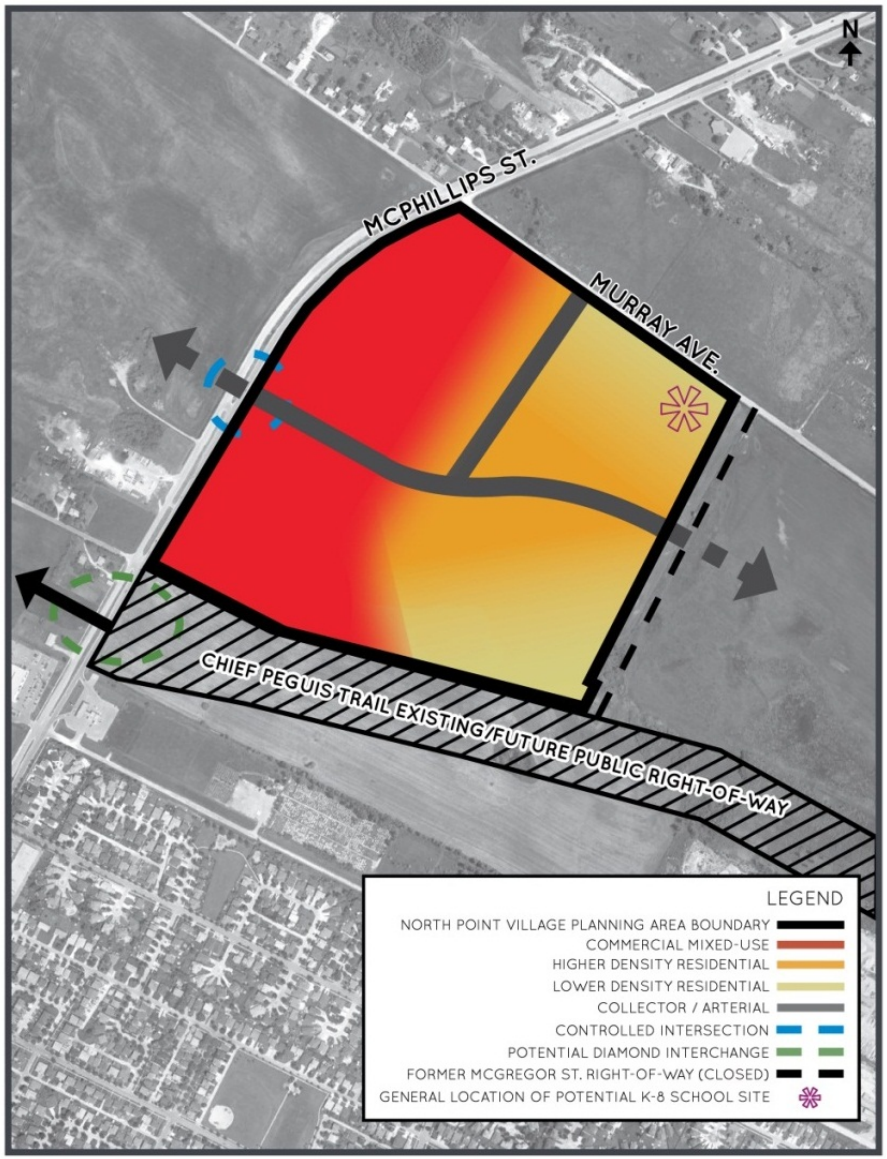
Administration's Report

- Recommendation 1 – Amendments
  - No Concerns with proposed amendments 1, 2, 4, 5, and 7
  - Concerns with proposed amendments
    - 3 – Active vs. Passive Park Space
    - 6 – School Site Characteristics
    - 8 – Figure 4 Gradient Colour

Thank You



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