MMM Group Limited







PRECINCT K

PRECINCT PLAN

COMMUNITIES

TRANSPORTATION

BUILDINGS

INFRASTRUCTURE

SUBMITTED BY:

MMM GROUP

April 2014 | 5512170.330

PRECINCT K – PRECINCT PLAN

Submitted by:
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1.0 Introduction

1.1 Purpose of the Plan

The purpose of the Precinct K - Precinct Plan ("the Plan") is to ensure that the development of Precinct K occurs in a logical, integrated manner, which will result in high quality new neighbourhoods. The Plan is consistent with *OurWinnipeg*, the City's development plan, and *Complete Communities*, the City's land use and development Direction Strategy.

In 2011, *OurWinnipeg* – the City's development plan – was approved by the Province of Manitoba 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*.

Precinct K is designated as a "New Community" policy area of *OurWinnipeg* and *Complete Communities* where future urban growth in Winnipeg is to be accommodated. The land in Precinct K cannot be developed to an urban standard or rezoned to allow urban development until a planning process of the subject lands has been completed and approved by City Council or it's designate.

OurWinnipeg requires that detailed planning studies for New Communities through the local area planning process are completed, where warranted, to ensure the provision and coordination of municipal infrastructure with proposed land-uses. *OurWinnipeg* and *Complete Communities* state that New Communities:

- Will ensure orderly development that will provide opportunities for a mix of uses.
- Will be planned with a street network that connects residents, jobs and commercial services through direct and efficient active transportation, transit and automobile routes.
- Will protect relevant natural areas and provide open space and sustainable infrastructure systems.

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." *Complete Communities* identifies the precinct to which this plan applies as Precinct K.

1.2 Timeframe of the Plan

The Plan is future-oriented and is intended to guide development over the next twenty 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 status of Winnipeg's economy.

1.3 Consultation

The Plan was developed in consultation with a range of stakeholders including various land owners, organizations, City departments, and interested citizens. In addition to several meetings with City staff, land owners and members of the public were engaged to share their vision and interests for the future of the precinct and to receive information to better understand the precinct planning process.

The consultation began in the fall of 2013 and included:

- Stakeholder meetings
- Land owner/stakeholder meeting
- Land owner/stakeholder workshop
- Public open house

1.4 Interpretation

1.4.1 Maps

The boundaries and networks shown on the maps, 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, roadway or extent of existing development.

1.4.2 Policies Applications and Interpretations

- Where an objective statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between an objective and a policy, the policy shall take precedence.
- Where the word “may” or “encourage” 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.

- Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analyses or information, shall be determined at the Development Application stage.

1.5 Amendment to the Plan

As a (secondary plan) by-law, application to amend the Plan must be submitted to the Planning, Property and Development Department for review and approval by Council or it's designate. Where appropriate, the amendment process should include public consultation.

1.6 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.

1.7 Supporting Studies

The following studies were prepared in support of and to inform this Plan. They have contributed to the conceptual land use plan and policies of the Precinct K. The supporting studies have been completed at a high level and may not be sufficiently detailed to form the basis for individual subdivision or rezoning applications. More detailed studies and/or analysis may be required at time of subsequent rezoning and subdivision.

The completed supporting studies include:

- Precinct K Precinct Plan – Background Report
- New Communities and the Seine River, Precinct K – New Royalwood/Island Lakes
- Transportation Impact Study
- Servicing Study
- Natural Habitat Assessment – Seine River Corridor
- Environmental Assessments

2.0 Planning Vision and Guiding Principles

2.1 Vision

Precinct K will be a community that complements and builds on the established and emerging neighbourhoods, which surround it. Connections to these neighbourhoods by paths, sidewalks, and roads will allow residents to move between the neighbourhoods, accessing services, schools, and recreation. It will provide a wide range of housing and transportation options for people of all ages and abilities, in a community that encourages a healthy lifestyle and high quality of life.

2.2 Guiding Principles

The following guiding principles were identified through consultation with landowners within the Precinct and various stakeholder organizations. These have been used to inform the land use and transportation concept and the policies that will guide the development of Precinct K.

Housing Choice

- A variety of housing types that meet the needs of various segments of the housing market should be provided. Potential conflicts with existing residential neighbourhoods should be mitigated.

Variety of Land Uses

- Promote a complete community by providing for a variety of land uses, organized around higher density nodes, located strategically in parts of the Precinct.

Natural Areas

- Maximize greenspace along the Seine River and retain existing treed areas along the river and elsewhere in the Precinct.

Sustainability

- Minimize environmental impacts of new development by encouraging energy efficiency, water conservation, reduction of stormwater runoff, beneficial solar orientation and sustainable landscaping in the design of new neighbourhoods, sites and buildings.
- Design runoff retention and detention systems, that will not only store water to maintain the water levels of the natural waterway, but improve the water quality before it reaches them.

Walkable and Connected

- Encourage new neighbourhoods that are walkable, interconnected and accessible, to promote active lifestyles for residents of all ages and promote connectivity along and to the Seine River Corridor, as well as within the rest of the Precinct through a trail network where practical and warranted.
- Maximize connectivity across the CP Rail Line by ensuring the crossings reflect various modes of travel in a safe and efficient manner.

Transportation Choice

- Create a transportation network that considers the needs of all users – pedestrians, cyclists, public transportation, and private motor vehicles.
- Locate higher density development along primary roadways or in nodes accessible by transit.

Inclusive and Accessible

- Ensure a potential school site and/or potential community centre site are located in different parts of the precinct, to ensure convenient access to these facilities and associated active parks for the entire precinct. Ensure the school site and community centre site are connected by an active transportation path network.
- Universal accessibility principles and guidelines should be considered in the design of all public, commercial, and multi-family buildings and any publically accessible outdoor spaces.
- Visitable and accessible dwellings may be considered throughout the Precinct.

Respect Existing Development

- Retain rural character of the existing area located generally along the Seine River on Creek Bend Road and Sioux Road.
- Create a unique character and sense of place when designing the new neighbourhoods.
- Retain existing business oriented area at the south of the Precinct as long as there is safe access for the employees and customers.

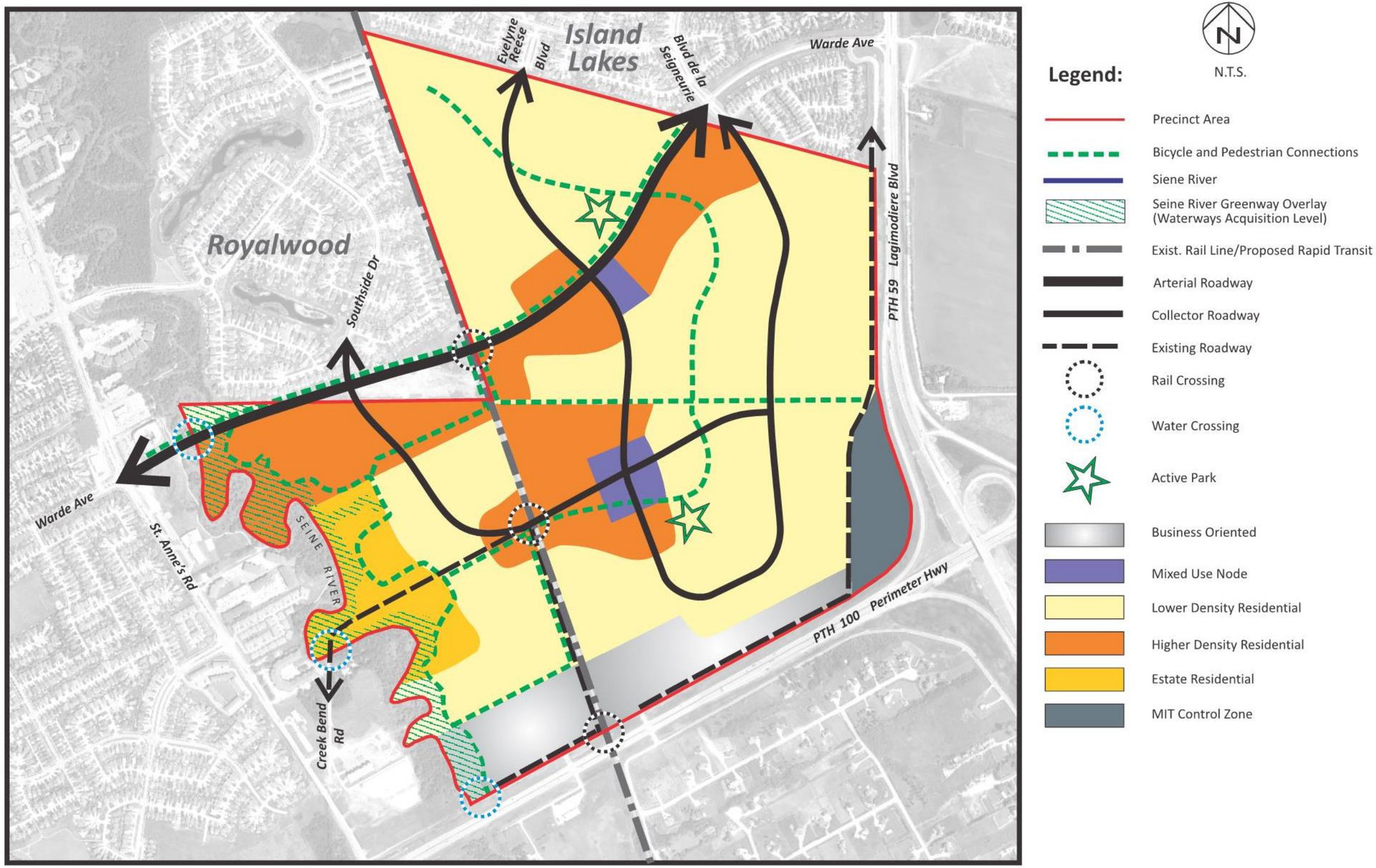


Figure 1 Land Use and Transportation Concept

3.0 Land Use Policies

3.1 Residential Areas

3.1.1 General Objective

The residential policy areas are intended to provide a mix of housing types, reflecting *Complete Communities* policy which encourages "…greater choices in housing type, density, style and tenure." A combination of sidewalks adjacent to collector roadways, active transportation routes, public walkways and pathways within linear parks will be provided in the residential areas to provide opportunities for recreational activity and connectivity. The following polices apply to both low-density residential areas and medium/high-density policy areas, which also include individual policy directions.

3.1.2 General Policies

a. Open space shall be provided throughout the residential areas to contribute to the active and passive recreational needs of residents. Open space shall be provided pursuant to the development agreement parameters. The layout, size and location of open space will be determined during subdivision design, based on policy direction provided in the Plan.

b. Residential developments will be encouraged to include universal accessibility guidelines within new neighbourhoods.

c. The use of energy efficient building design principles and maximizing passive solar orientation of buildings and streets are encouraged.

d. Where reasonable and appropriate, alternative energy sources, such as geothermal heating and cooling or solar collection systems, may be considered and may provide further opportunities to reduce energy consumption.

e. Incorporate Crime Prevention Through Environmental Design (CPTED) principles into subdivision design. Ensure a safe community through adequate lighting, visible public spaces, opportunities for passive surveillance of public space from buildings, ensure doors to buildings are clearly visible from the street, and ensure boundaries between public and private space are well defined through visual cues.

3.1.3 Lower Density Residential Areas

3.1.3.1 Objective

The objective of the Lower Density Residential Area is to provide for lower density residential style of development including single-family homes, duplexes and townhomes. The specific residential subdivision design will be determined through the development application process based on the application of the following policies.

3.1.3.2 Policies

a. Single-family uses shall be the predominant land use, allowing for single-family detached housing, townhomes and duplexes.

b. Institutional, recreational, open space, and other similar and accessory uses to the above, may be allowed within the Lower Density Residential Area, where determined to be compatible and appropriate.

3.1.4 Higher Density Residential Areas

3.1.4.1 Objective

The Higher Density Residential Areas will provide primarily for multi-family development that increases the density of the Precinct while offering a range of housing options for residents in various sizes, forms and tenures. These uses should be strategically located to allow the increase population density to locate adjacent to higher order roads and small scale commercial development. The Higher Density Residential Areas may include townhomes, row-homes, and multi-story apartment buildings to accommodate a wide variety of housing needs and demographics.

3.1.4.2 Policies

a. Multi-family uses such as villas, townhomes, row houses and multi-story apartment buildings shall be the predominant style of development in higher density residential areas.

b. Along with multiple-family residential, other land uses encouraged in this policy area include institutional, small scale commercial, and lower density residential uses where appropriate.

c. Generally, higher density multiple-family residential development should be located adjacent to arterial and collector streets or adjacent to Mixed Use policy areas.

d. Where multiple-family zoning is located adjacent to single-family zoning, the design and siting of multiple-family development will reflect a transition in building massing and setbacks to represent a transition between densities.

e. Multi-family buildings should be oriented to the public street where possible with minimal setbacks from the street.

f. Large expanses of blank walls are discouraged. Balconies, windows, architectural details and façade treatments should be used to ensure visual interest.

g. Surface parking lots should include landscaping and trees around the perimeter of the lot to provide visual interest, and shade trees and landscaping should be provided between rows of parking stalls.

3.2 Mixed Use Areas

3.2.1 Objective

The objective of the Mixed Use policy area is to promote the concept of walkable, complete communities by allowing for a mix of land uses, which are clustered and have access to arterial streets, collector streets, transit, greenways, or other features which provide a high degree of connectivity within the Precinct.

3.2.2 Policies

a. Small scale commercial, institutional uses and multiple-family development should be the predominant uses within the Mixed Use areas.

b. Buildings shall be encouraged to incorporate minimal setbacks from the street to create a “street wall,” which contribute to a comfortable pedestrian environment.

c. Mixed Use areas should be located with access to collector and/or arterial streets, at intersections of higher order roads and/or generally adjacent to Higher Density Residential Areas.

d. If appropriate, open space may be provided within Mixed Use areas in the form of outdoor plazas, squares or other such spaces. These spaces may be smaller than typical park spaces but would be developed to a higher standard. The layout and location of open space will be determined during subdivision design.

e. Surface parking lots should include landscaping and trees around the perimeter of the lot to provide visual interest, and shade trees and landscaping should be provided between rows of parking stalls.

3.3 Business Oriented

3.3.1 Objectives

The objective of the Business Oriented policy area is to maintain the continued operation of local businesses and accommodate a transition to residential uses if the businesses become less viable as direct access to the Perimeter Highway is closed.

3.3.2 Policies

a. Existing light industrial and commercial operations are allowed to remain.

b. The transition of this area may eventually be suited to Higher Density Residential uses, especially as access is changed over time. The existing sites may require an environmental assessment prior to considering future residential development.

3.4 Estate Residential

3.4.1 Objectives

The Estate Residential area is intended to maintain the rural character of residential uses clustered in the western portion of the Precinct. Homes that are on lots larger than contemporary suburban lots should be generally maintained and help preserve the established stands of trees.

3.4.2 Policies

a. The layout of existing development will limit the number of possible subdivision within this policy area. Subdivision and new development within this policy area shall be limited to single-family homes and permitted accessory uses.

b. New residential subdivisions should create single-family lots no smaller than approximately a quarter acre and minimize impacts on established tree cover.

3.5 Residential Density

Residential densities in Precinct K will vary between the various policy areas, individual subdivisions and projects. Generally, the overall density of the precinct should be supportive of public transit (approximately 7 dwelling units per net acre). Higher density areas should be focused around larger and more active streets that may be part of the public transit network.

3.6 Seine River

3.6.1.1 Objective

The Seine River is a valuable resource within the City of Winnipeg. Precinct K borders the Seine River, which represents a unique opportunity to take advantage of this natural amenity and preserve additional park space along the top of the banks to allow for a transition area of vegetation, including a recreational trail. The Seine River trail and greenspace established in Royalwood should extend southward into Precinct K.

3.6.1.2 Policies

a. Subdivisions and/or rezoning of parcels along the Seine River, will only be approved subject to the sale of land located below the City of Winnipeg's Waterways Acquisition Level (CWWAL) to the City of Winnipeg for an established price.

b. Manitoba Historic Resources Branch will be consulted for all development occurring within the area defined by the CWWAL to determine if an Archaeological Survey is required.

3.7 Parks

3.7.1.1 Objective

A variety of recreational opportunities should be available in residential and mixed use policy areas throughout the Precinct. Efforts should be made to establish Parks of a significant size, during the subdivision stage, within a reasonable walking distance of all residential lots.

Active recreation, passive recreation, and leisure opportunities will be provided in the park spaces of Precinct K. These will be provided through active and passive park spaces which may include sports fields, small park spaces, linear parks, naturalized areas and the Seine River Greenway.

North of the Four Mile Road Right-of-Way – park spaces in this area should be concentrated in a central active park space and stretch into the area as linear parks, providing connections to this central park space and adjacent areas.

South of the Four Mile Road Right-of-Way and east of the CP Rail Line – a second large, central active park space should be the focus for park dedication in this area. Similar to the area to the north, linear park spaces should contribute to connectivity by providing opportunities to access the active park space and connect to adjacent areas and neighbourhoods.

West of the CP Rail Line – the lands adjacent to the Seine River and mature tree stands should be the focus for park dedication. The unique natural areas and land immediately abutting these lands should be the first focus for dedication to protect the natural areas and provide space for paths. Additional lands should provide for linear park connections to the west, following established tree lines where possible.

3.7.1.2 Polices

a. Parks shall provide residents and visitors of the neighbourhood with:
    - Active recreation opportunities - sports fields.
    - Passive recreation and leisure opportunities such as small park spaces; to establish playgrounds, sit, picnic, enjoy nature, garden or learn; or linear parks to facilitate walking and cycling and cross-country skiing.

b. Parkland dedication requirements shall be determined at the development application stage and shall be in accordance with the City of Winnipeg Development Agreement Parameters.

c. Parks should be planned to maximize passive surveillance through site configuration, placement of access points, amount of frontage and sightlines.

d. Parks may incorporate principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation. Naturalized landscaping may be encouraged, where appropriate, to support environmental sustainability and reduce maintenance costs.

e. Parks shall enable a variety of experiences and year-round activities for people of all ages and abilities and shall meet the *City of Winnipeg Accessibility Design Standards* where possible.

f. Parks shall be connected to the surrounding neighbourhood by streets, sidewalks, trails and/or pathways.

g. Parks should be sized and sited according to their intended use and to provide public park space within 400 metres of most dwellings.

h. Final configuration of parks and pathways will be determined at development application stage, the evaluation of which shall be on both qualitative and quantitative considerations.

i. Park dedication in the precinct should, where possible and practical, preserve existing trees and other natural areas. The existing treed areas are generally identified on Figure 2.

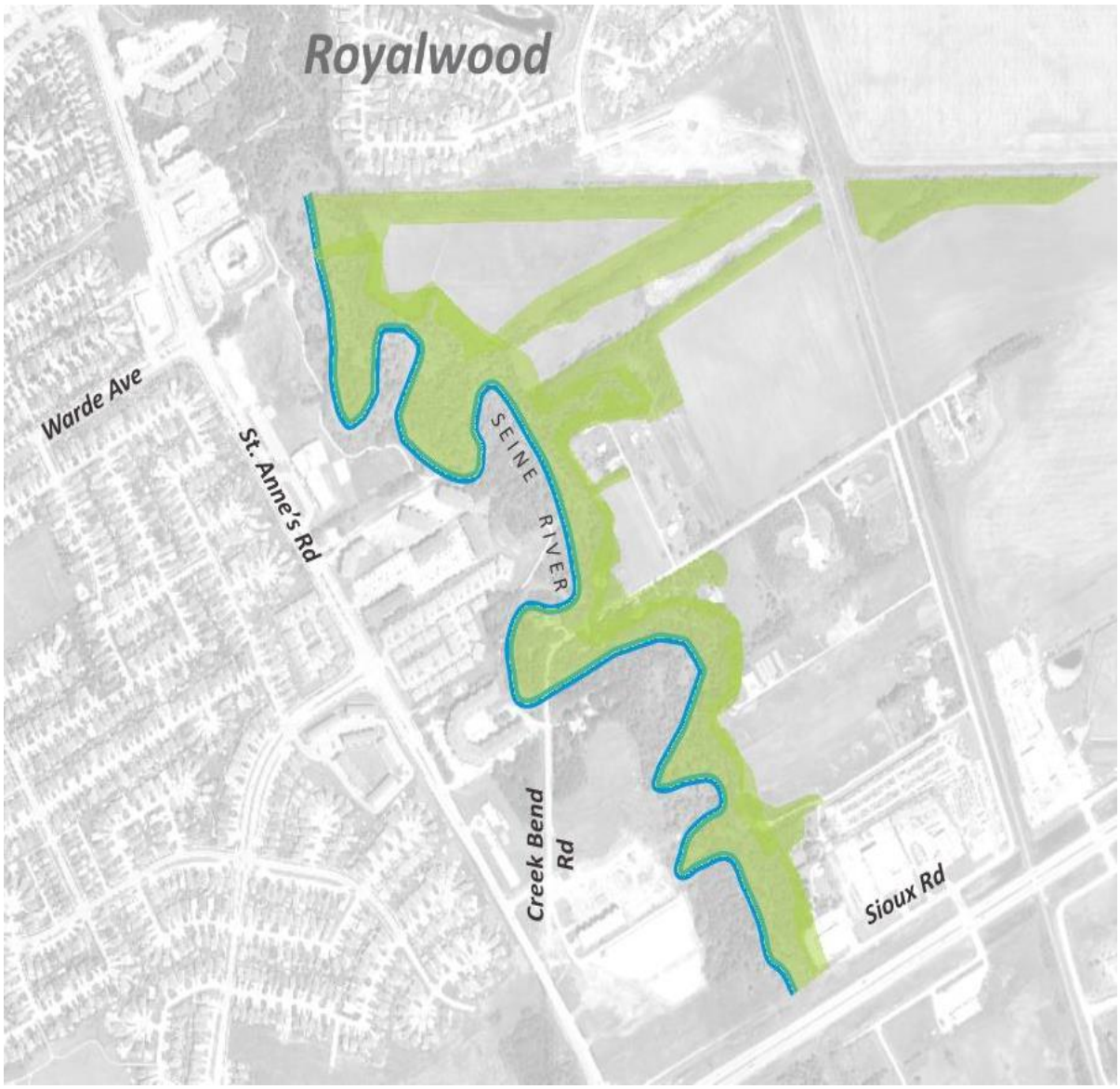


Figure 2 Treed Areas

3.7.2 Active Parks

3.7.2.1 Objective

Active Parks are those that accommodate structured play areas and sports fields, which are intended to accommodate organized recreational and sport activities.

3.7.2.2 Policies

a. Larger Active Parks, should be sized and configured to properly accommodate at least one full size sport field, complete with appropriate grading and land drainage, buffering from adjacent land uses and space for other park amenities (playgrounds, parking etc). These will be provided in locations that are easily accessible by a variety of modes of transportation.

b. Smaller Active Parks may be provided throughout the residential neighbourhood.

c. Larger Active Parks may be co-located with larger public facilities, such as schools and/or community centres, to maximize the use of the facilities.

d. Active Parks should be located along a collector street, which permits on-street parking, or shall be sized to accommodate a parking lot.

e. To balance the provision of active and passive parks, generally a minimum of 30% of the parks within the Precinct should be established as active park. When assessing park allocation adjacent to the Seine River or contributing to the Greenway, it is acknowledged that this percent may be adjusted in recognition of the more passive nature of these lands.

3.7.3 Passive Parks

3.7.3.1 Objective

Passive Parks provide opportunities for unstructured recreational activities that may include walking, cycling and relaxing outdoors. Larger grassed areas will also provide places for outdoor games and activities that do not require additional infrastructure, but should include resting areas. Linear parks are considered a specific form of passive park, whereby their configuration is long and narrow and their purpose is to provide for non-structured, recreational opportunity (cycling, walking, running etc.), non-consumptive recreational activity (relaxing, environmental observation etc.) and pedestrian connectivity.

3.7.3.2 Policies

a. As a stand-alone park, passive areas should be a minimum of 1 Acre. If integrated into a linear park system, as a window or node along a linear park, this space may be 0.5 Acres.

b. Parks and pathways will provide opportunities for non-programmed sports, walking and cycling, public access to the local retention ponds and the Seine River and connections to the adjacent neighbourhoods.

c. Pathway surfacing shall be appropriate to the context and determined, in consideration of City guidelines and standards, at the development approval stage.

d. To balance the provision of active and passive parks, generally a minimum of 30% of the parks within the Precinct should be established as passive park space. When assessing park allocation adjacent to the Seine River or contributing to the Seine River Greenway, it is acknowledged that this percent may be adjusted in recognition of the more passive nature of these lands.

e. Parcels adjacent to the Seine River (see 3.9) shall provide their required park dedication as linear park, to expand the park corridor along the Seine River in order to establish a greenway and allow for a connection to the Bois-des-Esprit trail system and natural forest area in Royalwood, in accordance with the following:

- Parcels adjacent to the Seine River shall provide their required park dedication along and abutting the green space acquired by the City (CWWAL – policy 3.9.1.2. (a)), unless existing development precludes the continuance of the path adjacent to the Seine River.
- In areas where development precludes the continuance of the linear park along the Seine River, required park dedication should be located to allow for the continuance of the greenway and trail network elsewhere on the parcel. This alternative location should take advantage of natural areas and mature tree stands along the Seine River.
- The dedicated park adjacent to the Seine River shall be reserved for the trail, tree planting and naturalization, benches and other community amenities.
- Additional dedication, not required to accommodate the continuance of the greenway and trail, should be directed to areas with mature tree stands.
- Larger Parks connecting to the greenway may be provided to create nodes along the river trail for paddle craft docking, parking, or interpretive facilities.

3.8 School Site

3.8.1 Objective

The Louis Riel School Division and the Division scolaire franco-manitobaine have indicated that they will likely require a school site within Precinct K. Should a school site be identified, it should be carefully selected to ensure convenient connections to the neighbourhood and recreation areas in accordance with the policies of the Plan.

3.8.2 Policies

a. A school site should have at least one boundary of the property fronting on a Collector street to provide safe, convenient access.

b. School sites should be accessible by a variety of transportation modes including walking, cycling, transit and automobiles.

c. The site shall be large enough to provide adequate space for safe pick up and drop off zones, school bus loop, and staff and visitor parking.

d. School sites shall be of a size consistent with any required legislation or standards and should be co-located with larger active parks.

3.9 Community Centre

3.9.1 Objective

The General Council of Winnipeg Community Centres and Winnipeg Community Services both indicated that the demand exists for a new neighbourhood community centre in Precinct K.

3.9.2 Policies

a. Community centres shall have frontage on an arterial street or collector street which shall have transit service to ensure convenient access via multiple modes of transportation.

b. A site selected for a community centre shall be of a size to accommodate a community centre intended to serve approximately 30,000 people. The site will also require a large active park adjacent to the facility.

c. Community centres should be accessible by a variety of transportation modes including walking, cycling, transit and automobiles.

4.0 TRANSPORTATION

The objective of the transportation policies is to provide an efficient transportation system that includes a variety of transportation modes to effectively move pedestrians, cyclists, and automobiles to destinations within and outside Precinct K. The policies focus on ensuring the compatibility and safety of these systems, while making a concerted effort to create an environment that facilitates and encourages pedestrian activity.

4.1 Transportation Master Plan

The Transportation Master Plan, approved by City Council in November 2011, includes two key improvements to the regional transportation network within Precinct K:

- The CP Rail Line is identified as the alignment for the Southeast Rapid Transit Corridor, which is prioritized beyond 2031.
- The CP Rail Line right-of-way is generally identified for a Conceptual Bicycle Spine/Super Corridor.

The Perimeter Highway and Lagimodiere Boulevard are identified as Truck Routes and part of the Strategic Goods Movement Network in the City.

The TMP also identifies that Lagimodiere Boulevard, between Warde Avenue and Bishop Grandin Boulevard, should experience higher levels of congestion by 2013.

4.2 Road Network and Connections

Precinct K is bound by Lagimodiere Boulevard on the east and the Perimeter Highway to the south. Connections into the Precinct include:

- Creek Bend Road across the Seine River to St. Anne's Road.
- Southside Drive from Royalwood.
- Warde Avenue extension from the west across St. Anne's Road and the Seine River.
- Warde Avenue from the east, connecting to Island Lakes, Lagimodiere Boulevard and Sage Creek.
- Boulevard de la Seigneurie and Evelyne Reese Boulevard to Island Lakes.
- Melnick Road provides secondary access to the business oriented land uses at the south end of the Precinct.
- The business oriented at the south of the Precinct has two accesses to the Perimeter Highway, which may be reconfigured in the future by the Province. The Province is monitoring these access points and if they are deemed to be unsafe, they may be closed.
- A diamond interchange is planned for the intersection of the Perimeter Highway and St. Anne's Road. The province has a functional design plan for grade separation of the Perimeter Highway at the CP Rail tracks.
- In conjunction with the grade separated highway, the service road would travel westward along the Perimeter Highway, cross the tracks, cross the Seine River and connect to St. Anne`s Road.

4.3 Transit

4.3.1 Objective

Ensure new neighbourhoods are designed to accommodate the efficient provision of transit services by establishing an interconnected collector street pattern for convenient bus routing and interconnected neighbourhood street pattern for convenient pedestrian connections.

To provide for the development of the Southeast Rapid Transit Corridor as identified in the Transportation Master Plan.

4.3.2 Policies

a. Public transit routes and stops shall be identified in cooperation with Winnipeg Transit. The following features should be taken into consideration:

   - Transit stops should be located in close proximity to neighbourhood facilities such as schools, community centres, parks or near higher density and/or mixed-use areas.
   - Most housing should be within 400 meters of a public transit stop.

b. Ensure multi-family residential development is designed to include connectivity to rail crossings, where potential rapid transit stations may be developed.

4.4 Street Hierarchy

The Precinct K road network will include a hierarchy of streets that includes a four-lane regional arterial road (Warde Avenue) providing an east-west link through southeast Winnipeg, collectors, and local streets. Detailed alignments will be identified in the development application phase.

4.5 External Transportation Network Policies

4.5.1 Alignment

a. Intersections with the external road network shall be generally located as illustrated on Figure 1 - Land Use and Transportation Concept.

4.5.2 Sound Attenuation

a. Lower density residential development abutting major arterial roads and rail lines shall incorporate appropriate sound attenuation measures when warranted.

4.5.3 Major Arterials

a. Direct access to the extension of Warde Avenue (regional road) will be by collectors and local streets or private access form commercial or multiple-family developments.

b. The extension of the regional road (Warde Avenue) to St. Anne's Road will require the construction of a bridge across the Seine River. The timing of the bridge will depend on

the development of the precinct and will be evaluated as part of future development applications.

4.6 Internal Transportation Network Policies

4.6.1 Alignment

The internal road network shown on the Land Use Map (Figure 1) shall be refined at the development application stage.

4.6.2 Network Design

The design of the internal road network should provide for the following:

a. Be designed to direct automobile traffic from residential streets to collector streets when moving through new neighbourhoods and in and out of the precinct.

b. Sensitivity to future stormwater management facilities.

c. Convenient and safe connections and multiple route choices to origin/destination points within the neighbourhood. To ensure an interconnected street pattern, new neighbourhoods are encouraged to include interconnected streets, which incorporates slight bends and numerous intersections, while minimizing the use of cul-de-sacs.

d. Encourage the use of pedestrian scaled blocks to minimize distances between intersections and pedestrian connections.

e. Walkway connections between or along streets to meet transit coverage requirements and reduce pedestrian trip length.

f. Local streets shall be for the use of motorized vehicles, cyclists and pedestrians.

g. Collector streets shall be for the use of motorized vehicles and cyclists. Vehicle access to single-family lots shall be provided from either frontage roads or lanes.

h. Collector streets should be designed to provide convenient and efficient access for local trips and public transit, while discouraging regional cut through traffic and excessive speed.

i. Individual development projects are required to anticipate future road connections at strategic locations to provide seamless connections to future development. Where a road stub has been left, new developments shall create street connections to the stub.

j. Roads and sidewalks shall include wheelchair accessible curb cuts, visually accessible ground treatments and signage.

k. The extension of Warde Avenue through the Precinct may incorporate a multi-use path, in-lieu of a sidewalk, located on one side of the street to continue the existing path on Warde Avenue, west of Lagimodiere Boulevard.

4.6.3 Connectivity

a. Higher density residential and mixed use areas should be directly connected to a sidewalk, walkway or pathway and most single family residential areas should be within 400 m of a sidewalk, walkway or pathway.

b. Direct connections and multiple route choices should be provided for all modes of transportation to allow for safe and efficient movements within the neighbourhood, and to destination points outside of Precinct K.

c. Connections to existing and future adjacent neighbourhoods should be provided and connected to ensure efficient and direct transportation routes for all forms of transportation.

d. Active Transportation should be accommodated at all rail crossings in the precinct.

4.6.4 Sidewalks

a. Sidewalks shall be provided on both sides of collector streets unless frontage roads are provided.

b. Sidewalks on local streets may provide connections to active transportation trails, parks, community centre, school, mixed-use policy areas and other community focal points. Sidewalks on residential streets may be provided in accordance with the *Transportation Standards Manual* and development agreement parameters.

c. All sidewalks will be designed in accordance with City of Winnipeg Accessibility Design Standards.

4.6.5 Pedestrian Walkways

a. Pedestrian walkways (mid-block cut-thru) should be provided as necessary to facilitate convenient and direct connections to destinations, open spaces, and transit routes.

4.6.6 Pathways

a. Pathways shall accommodate recreational uses and form part of the pedestrian and cycling networks that facilitates linkages within and between neighbourhoods, and connects to the regional network.

5.0 MUNICIPAL SERVICES AND UTILITIES

The purpose of these policies is to ensure that adequate municipal service and shallow utility infrastructure is provided to serve urban development throughout the Precinct. Any development within the area will need to be fully serviced with piped municipal services (water, wastewater, and land drainage) as well as shallow utilities (hydro, cable, telephone).

Land drainage has a significant impact on the form and shape of a neighbourhood. Development of parks and housing often benefit from the amenities created as part of a land drainage system. The Precinct K land drainage detention and retention system will consist primarily of naturalized retention basins (lakes). Figure 3 shows the conceptual locations for the lakes and their general catchment areas. The precise locations and number of lakes will depend on the types of development proposed. The portion of the precinct north of Four Mile Road will generally drain to the north and west, connecting to the Royalwood lake system; the area south of Four Mile Road will drain towards the Seine River.

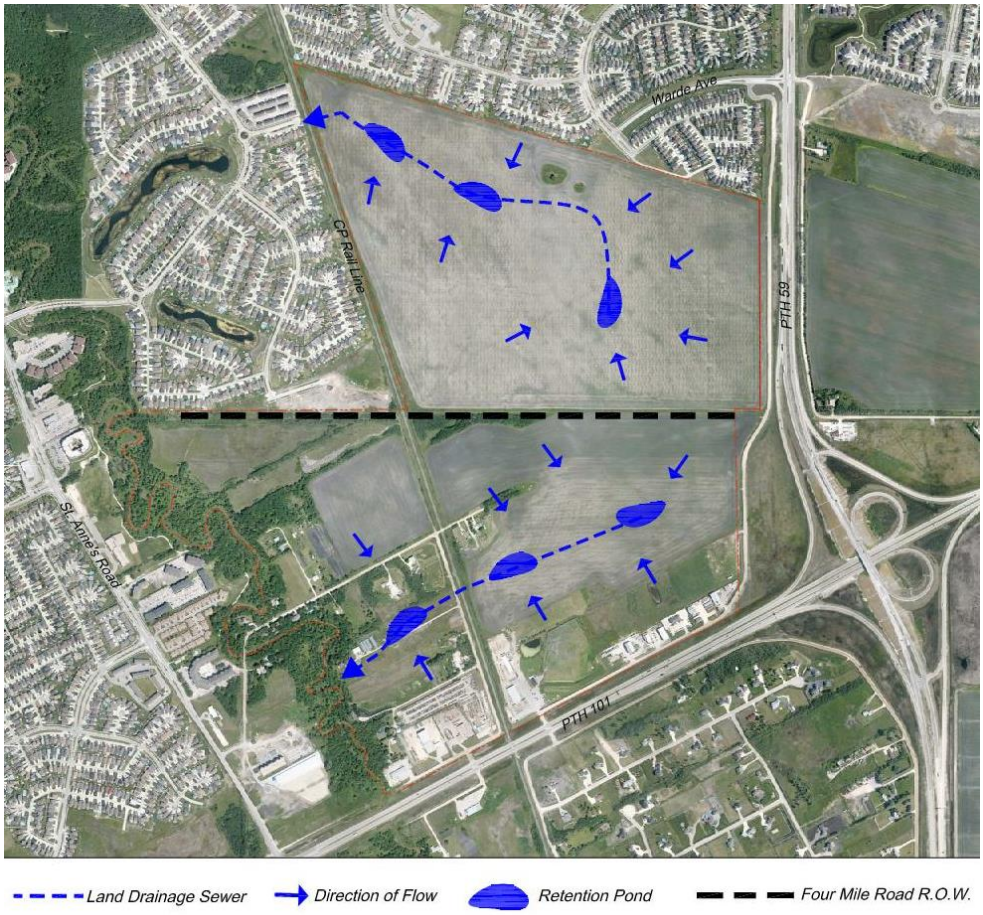


Figure 3 Land Drainage

5.1 Municipal Services

5.1.1 General Provision of Services

a. Development within the planning area shall be serviced with piped municipal water, wastewater and land drainage facilities.

b. The alignment and capacity of water mains, wastewater sewers, land drainage sewers and stormwater management facilities shall be to the satisfaction of the City of Winnipeg, based upon engineering studies and analysis.

c. Where required by the City of Winnipeg to provide orderly and sequential urban development, easements and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate the extension of services.

d. A developer may be required to provide, or enter into an agreement to provide when required, rights-of-way or easements necessary to accommodate the extension of municipal services through or abutting a site in advance of development, in order to allow for orderly servicing.

e. Municipal services and shallow utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of these works throughout the development. Municipal service and shallow utility alignments will be identified at the development agreement stage and confirmed prior to or during construction drawing approval.

5.1.2 Water Distribution System Policy

a. The water distribution system for the planning area shall be designed to adequately and efficiently serve potable water and fire suppression needs of the precinct.

5.1.3 Wastewater Collection System Policy

a. The wastewater collection system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

5.1.4 Land Drainage System Policy

a. Land drainage and naturalized stormwater management facilities may be developed generally in conjunction with a park and path system.

b. Stormwater shall be managed through the use of naturalized retention, while the use of bio-swales for stormwater management is encouraged as they improve water quality. These can be incorporated into linear green space as linkage opportunities, as long as culverts and bridges are used to maintain connectivity.

c. Future drainage patterns should aim to minimize the impact on natural areas to be protected in parks or on private land. A significant change in the amount of water entering these areas (more or less) could negatively impact the existing plant communities.

5.2 Utilities

5.2.1 Shallow Utilities

a. Urban development within the planning area shall be serviced with shallow utilities.

b. The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of the City, the landowner and the utility companies.

5.2.2 Utility Alignments and Easement

a. Utility rights-of-way and easements shall be provided to accommodate utilities as determined necessary. Where possible, utilities will be located within the same easement area.

b. Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land, as determined necessary to facilitate orderly and sequential urban development.

c. Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

d. Utility rights-of-way and easements, and public utility lots, shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

e. Utility alignments will generally comply with the standard locations for placement of utilities adopted by the Underground Structures Committee.

f. The developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities, through or abutting to a site, in advance of development, in order to allow for the servicing of a site.

g. Utility rights-of-way and easements may be provided to accommodate geothermal utilities as determined necessary.

6.0 IMPLEMENTATION

The following policies outline the details of the implementation of this plan, including phasing and development approval procedures.

6.1 Staging and Phasing Policy

a. 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 as determined through the development application process.

6.2 Subdivision Applications and Processing

a. Subdivision applications shall clearly identify all pedestrian and cycling facilities to demonstrate pedestrian and cycling connectivity within and beyond the subdivision area, including the relationship to the greenway network and recreational pathways.

b. Individual applications shall include a concept plan for adjacent properties that demonstrates how the design can be integrated within the overall Precinct Plan layout, including the integration of pedestrian and cycling facilities to other facilities beyond the application area.In support of a subdivision application, it may be necessary to provide revised and/or more detailed transportation impact studies and municipal servicing reports.

6.3 Cost Sharing

6.3.1 Objective

The objective of these policies is to ensure that infrastructure and professional fees required to develop land within the precinct are shared equitably by all developing landowners in Precinct K.

6.3.2 Cost Sharing Policies

The cost of shared and/or benefitting infrastructure within the precinct shall be shared equitably among the developing land owners within the Precinct.

a. The cost of acquiring land associated with roadway facilities greater than a regional scale (i.e. expressway, grade separated rail crossing) is the responsibility of the City of Winnipeg. Should land be acquired for such purposes, the landowners shall be compensated accordingly.

b. Cost sharing arrangements will be required between developers/landowners for internal services if there are mutual benefits.

c. Cost sharing arrangements for collectors, arterial roads, rail crossings, bridges and related infrastructure may be accomplished through the development of a transportation area charge which shall be administered by the City of Winnipeg.

d. The transportation area charge should be reviewed at every major phase of development within Precinct K and the area charge shall be updated annually.

e. Cost sharing arrangements for professional fees related to the preparation of this Precinct Plan will be accomplished through the development of an area charge which shall be administered by the City of Winnipeg.

f. The land drainage systems, including impoundment areas, are a developer/landowner responsibility, with the total cost of the systems charged to the benefitting area at a uniform Trunk Service Rate (TSR) charge on a per hectare/acre basis. Land required for impoundment and retention ponds is included as a cost of the TSR.

g. Unless there is external benefit, the installation and costs of the internal services of each subdivision area shall be the responsibility of the developer/landowner, including local streets, local wastewater sewers, watermains and land drainage sewers.

7.0 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.

Arterial Roads - carry large volumes of traffic (including passenger vehicles, trucks and buses) and connect residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas within the urbanized area. They provide a high degree of mobility, serve longer trips, and have higher operating speeds than collector and local streets. They also provide continuity with the intercity highway network, serving trips entering and leaving urban areas as well as pass-through trips. Access management is important to preserve capacity and enhance safety. Arterial roads may intersect with other arterials and collector streets but should not connect directly to residential local streets.

Collector Roads - collect and distribute traffic between residential local streets and arterial streets. They also provide land access in residential areas. Passenger vehicles, delivery trucks and buses are accommodated. Direct access to adjacent properties is allowed for commercial and multi-family developments subject to traffic and design considerations. Front drives are not allowed for low density residential developments fronting residential collectors; in these cases a back lane or frontage road is required for direct property access. Residential collector streets may intersect with arterials, other collectors and residential local streets.

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.

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, townhomes, apartments, and secondary dwellings in accordance with the Land Use By-Law.

Greenway – means the corridor along the Seine River which includes lands below City Waterway Acquisition Level and adjacent lands dedicated as greenspace. These two areas of land maximize the swath of greenspace along the east side of the Seine River which will include natural, passive lands along the riverbank and active lands including path adjacent to the natural lands. The Seine River Greenway acts a buffer between the river and development which provides access for the public and natural areas for wildlife habitat.

Natural Area - means areas which represent some natural significance.