PRECINCT K – PRECINCT PLAN
BACKGROUND REPORT

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1.0 Introduction

The following is an overview of existing conditions in and around Precinct K, which informs the Precinct Plan. This report includes a assessment of land use issues including Development Plan policy, a summary of community consultation methods, a review of underground servicing and discussion of other supporting studies.

1.1 City of Winnipeg Policy Hierarchy

1.1.1 OurWinnipeg

OurWinnipeg was adopted as the City of Winnipeg's development plan by City Council in 2011. It presents a twenty-five year vision for the City that will guide and inform growth and change. It is the highest level planning document adopted by the City of Winnipeg and sets the stage for environmental, social, and economic health for the City as a whole. It emphasizes the importance of city building, by creating Complete Communities, providing options to accommodate growth, and connecting existing transportation and infrastructure networks.

1.1.2 Complete Communities Direction Strategy

Complete Communities, one of the four direction strategies supporting OurWinnipeg guides land use and development throughout the City of Winnipeg. It has been adopted as a City of Winnipeg By-law and is the City's land use plan. It focuses on two key concepts, complete communities and an urban structure.

Precinct K is identified in Complete Communities as one of 18 'New Communities'. Complete Communities characterizes 'New Communities' as new neighbourhoods that have: a variety of housing types; located within walking distance of mixed use districts (shopping, employment, entertainment); interconnected open spaces, walking and cycling paths; community facilities; employment opportunities; and multi-modal transportation connections.

1.2 Community Consultation

The Precinct K Precinct Plan was developed in consultation with a range of stakeholders including land owners, organizations, City departments, and interested citizens. In addition to several meetings with City staff and land owners, members of the public were

also invited to share their vision and interests for the future of the Precinct and to receive information about the precinct planning process.

1.2.1 Stakeholder Meetings

Stakeholders included representatives from various City departments, utilities, and citizens groups identified with assistance from the City. These meetings helped elicit important background information necessary to inform the planning process. The intent was to understand the various stakeholder interests in the Precinct and outline what should be considered during the planning process.

1.2.2 Land Owner/ Stakeholder Meeting

A landowners meeting was held on Wednesday, November 27, 2013 from 6:00 p.m. to 7:30 p.m. at Le Centre Scolaire Leo-Remillard, 1095 St. Anne's Road, in Winnipeg Manitoba. Landowners and stakeholders were invited to attend the meeting and 34 people participated. The purpose of the meeting was to engage the landowners, provide background information on the Precinct, introduce the precinct plan concept and process, and gather any initial thoughts or comments from the attendees.

1.2.3 Land Owner/ Stakeholder Workshop

A workshop for landowners and stakeholders was held on Wednesday, January 8, 2014 from 6:00 p.m. to 8:30 p.m. at Le Centre Scolaire Leo-Remillard, 1095 St. Anne's Road, in Winnipeg Manitoba. Landowners and stakeholder organizations were invited (via a letter and email) to attend the meeting, which included 23 participants. The purpose of the workshop was to better understand the landowners' visions for future development in the Precinct, identify whether or not landowners have future plans for their properties, and discuss land use organization within the Precinct.

1.2.4 Public Open House

A public open house was held on Wednesday, March 5th, 2014 at Le Centre Scolaire Leo-Remillard, 1095 St. Anne's Road, in Winnipeg Manitoba. The open house was advertised in The Lance community newspaper and attended by approximately 95 people. The event presented the draft Precinct Plan, with presentation boards outlining the planning process, proposed policies and land use map. It was a drop-in event, providing attendees with an opportunity to review the presentation boards, complete a comment sheet, and pose questions to the consultants. Of the 95 individuals who registered at the meeting, 27 completed comment sheets provided at the session.

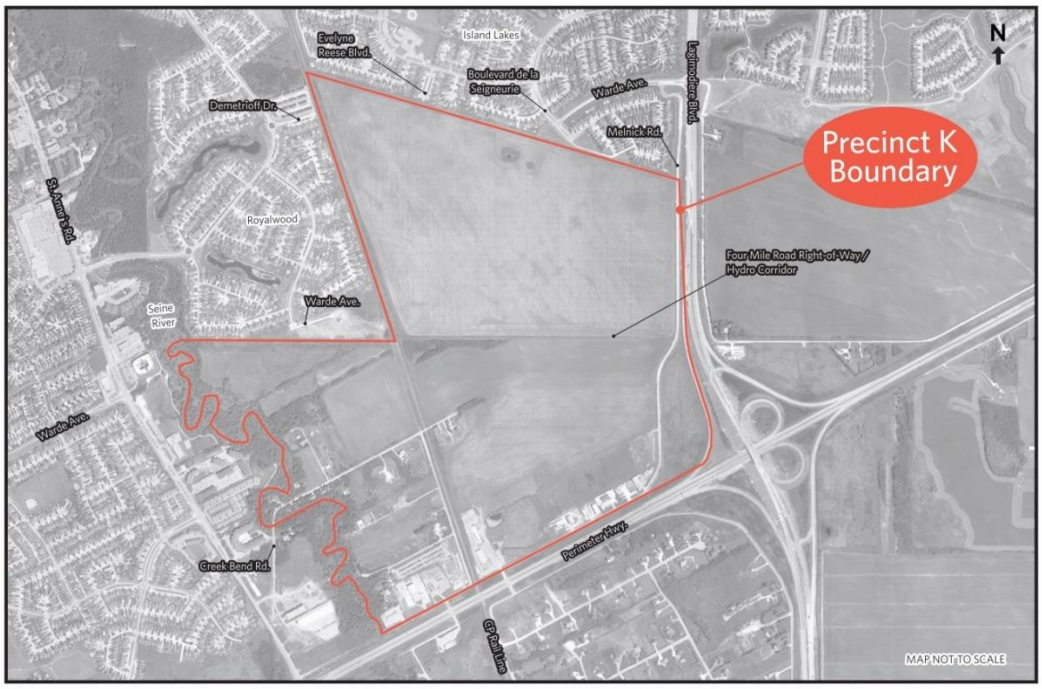
1.2.5 Online Survey

The public open house presentation boards and comment sheet were posted online as an additional avenue for the public to provide comments on the draft plan. The online survey was posted between March 5th and March 19th, receiving 14 responses.

2.0 Precinct Context

Precinct K, as shown in Figure 1, is approximately 547 acres (221 Hectares) of land located in southeast Winnipeg. The Precinct is bound to the north by the Island Lakes and Royalwood neighbourhoods, to the east by Lagimodiere Boulevard, to the south by the Perimeter Highway, and to the west by the Seine River.

Figure 1 – Precinct K Context Map



2.1 Existing Zoning

Precinct K is almost entirely zoned ‘RR5’ Rural Residential 5, which is intended to provide areas for large-lot rural residential development, along with limited agricultural uses. Approximately 65 acres in the south of the Precinct, along the Perimeter Highway, are zoned ‘M2’ Manufacturing General, which is intended to provide for light manufacturing, processing, service, storage, wholesale and distribution operations. One lot on Creek Bend Road, backing onto the Seine River, is zoned ‘R1-E’ Residential Single-family Estate, which is intended for large scale urban lots.

2.2 Existing Land Use

Existing land use within Precinct K is shown in Figure 2.

2.2.1 Rural Residential Homes

The Precinct includes 19 rural residential homes located on Creek Bend Road, Sioux Road West and Milne Drive.

2.2.2 Employment

The Precinct includes 13 businesses facing the Perimeter Highway, fronting on Aimes Road and Melnick Road. These include: mobile home sales, machinery sales, automobile wrecking and salvage, and a golf driving range.

2.2.3 Agricultural Lands

The majority of land available for development within the Precinct is currently under cultivation and will continue to be used for agricultural purposes until it is developed in accordance with this plan.

2.2.4 Natural Lands

There are significant natural lands along the Seine River, some of which are flood prone. There are also pockets and corridors of treed areas, extending eastward into the Precinct. As the majority of the Precinct consists of cultivated agricultural fields, it may be valuable to preserve these treed areas.

2.2.5 CP Rail Line

The Precinct is bisected by the CP Rail Emerson line that runs generally north-south. There are currently two legal road crossings: one located at the Four Mile Road right-of-way (undeveloped) and the other at Creek Bend Road. Development adjacent to the rail line will reflect the general standards established in the City of Winnipeg for development in similar situations.

2.2.6 Manitoba Hydro

Manitoba Hydro has significant infrastructure in the Precinct. A 66kV sub transmission line follows the Four Mile Road right-of-way and east side of the CP Rail line. The Hydro infrastructure will need to be considered when planning for the area.

Figure 2 Existing Land Use Map



Legend	
	Residential
	Agricultural and Open Space
	Commercial
	Institutional
	Industrial
	Treed Areas

2.3 Adjacent Land Use

2.3.1 Island Lakes and Royalwood Neighbourhoods

The neighbourhoods of Island Lakes and Royalwood represent the northern and a portion of the western boundary of the Precinct. Both neighbourhoods are generally lower density single-family development with a few multi-family apartments and townhomes. Island Lakes has a small commercial component adjacent to Bishop Grandin Boulevard.

The Island Lakes and Royalwood neighbourhoods provide road network connections into the Precinct. There is the extension of Warde Avenue, Boulevard de la Seigneurie and the Evelyne Reese Boulevard road connection to Island Lakes. Southside Drive connects to Royalwood. Demetrioff Drive in Royalwood ends at the CP Rail line because there is no legal crossing of the CP Rail line at this location.

2.3.2 Sage Creek

Sage Creek, east of Precinct K across Lagimodiere Boulevard, is a new neighbourhood currently under construction. Once completely built out, this neighbourhood will accommodate approximately 3,600 dwelling units, multiple schools, and a neighbourhood commercial centre offering retail and employment opportunities.

The neighbourhood is organized around a series of naturalized land drainage lakes and includes a significant linear park and trail system that utilizes the existing Manitoba Hydro transmission corridor.

2.3.3 Vermette

The Vermette rural residential cluster is located directly south of the Precinct, across the Perimeter Highway.

2.3.4 St. Anne's Road

Multi-family development on St. Anne's Road south of Warde Avenue, overlooks the Seine River, which is the western Precinct boundary. There is a commercial shopping centre located on the west side of St. Anne's Road north of the Precinct.

3.0 Existing Services

3.1 Water

The primary water supply for Precinct K will be the Lagimodiere feedermain, which extends south of Bishop Grandin Boulevard to a feedpoint in Lagimodiere Boulevard at its intersection with Warde Avenue. From this feedpoint, a 300mm watermain is extended southwesterly along Warde Avenue to Boulevard de la Seigneurie. The 300mm watermain is to be extended west in the Warde Avenue alignment and ultimately connect to the existing watermain along St. Anne's Road. Other proposed external watermain connections are located to the north at Evelyne Reese Boulevard and on the west at Demetrioff Drive.

3.2 Wastewater

Precinct K will be serviced by the Warde Avenue interceptor sewer, which currently extends from St. Anne's Road east across the Seine River, on an alignment roughly 150 meters north of Warde Avenue to Royalwood Phase II. The interceptor sewer will be extended easterly in the Warde Avenue right-of-way to the first major intersection east of the CP Rail line. The southwest portion of Precinct K will connect to the interceptor at the

Warde Avenue/Southside Drive intersection. From the intersection of Warde Avenue and Evelyn Reese Boulevard, over-sized sewers will be installed within the northern (Fraipont) portion of Precinct K (to accommodate the future 60.8 ha. southeast quadrant of Precinct K as well as the 50 ha of south Sage Creek, as requested by the City of Winnipeg).

3.3 Land Drainage

Lands north of Four Mile Road can be drained utilizing new stormwater retention basins discharging to the existing Demetrioff Drive interconnecting sewer, which presently extends to the CPR tracks. The Demetrioff Drive sewer discharges west to Royalwood Phase II naturalized lake, which in turn has a piped discharge to the Seine River. The existing ponds and interconnecting pipes will be modelled with the new ponds for this north section. We have completed a preliminary combined SWMM model to confirm that this north portion of the Precinct will discharge a flow to the existing Demetrioff interconnecting pipe that matches the original planned inflow in the Royalwood model. The area south of Four Mile Road will have a separate retention pond system with a new outfall to the Seine River.

4.0 Supporting Studies

In addition to this background report, the following studies were prepared in support of and to inform the Precinct Plan. They have contributed to the conceptual land use plan and policies of the Precinct K Precinct Plan. 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 analyses may be required at the time of subsequent rezoning and subdivision. Studies supporting the precinct plan are as follows:

- New Communities and the Seine River, Precinct K – New Royalwood/Island Lakes
- Transportation Impact Study
- Servicing Study
- Natural Habitat Assessment – Seine River Corridor
- Phase 1 Environmental Site Assessment
- Phase 2 Environmental Site Assessment
- Consultation Summary

4.1 New Communities and the Seine River, Precinct K New Royalwood/Island Lakes

This reference document was prepared by Save Our Seine River Environment Inc. and includes relevant background and contextual information regarding Precinct K. It lists the considerations that this organization feels should be made when planning for new communities adjacent to the Seine River.

These considerations include: recognizing the importance of the history of the river; importance of involving local residents; protecting the riverbank natural areas; allowing for recreational opportunities; ensuring water quality protection; considering design of future bridges (to complement the local trail system and allow paddlers to navigate below them); and connecting the Seine River by trails to other areas of interest and future community gathering places, adding to the linear trail system along the Seine River. There are partial trails developed on the west side; however, there is an interest in having trails on both sides of the Seine River.

4.2 Transportation Impact Study

MMM Group Limited (MMM), with the direction of the City of Winnipeg Public Works department, prepared a transportation impact study to assess the impact and identify the required transportation infrastructure to support the proposed development concept.

4.3 Servicing Study

Stantec Consulting, with the direction of the City of Winnipeg Water and Waste department, prepared a servicing study investigating the capacity of the existing water, wastewater, and land drainage infrastructure in and adjacent to the Precinct. This study also analysed the development concept and identified areas where new or upgraded services would be required.

4.4 Natural Habitat Assessment – Seine River Corridor

The City of Winnipeg Naturalist Services produced reports for natural habitats along the east bank of the Seine River and Four Mile Road right-of-way as part of the assessment completed for the Bois Des Esprit. Habitat was identified with grades ranging from A to C, including terrace and flood plain river bottom forest. The majority (80 to 90 percent) of these lands appear to fall within the Waterway Acquisition Zone and will be acquired by the City as part of a subdivision or rezoning application.

4.5 Environmental Assessments

The Provincial list of impacted and contaminated sites available on the Manitoba Conservation website was reviewed and no street addresses within the Precinct were identified.

Phase 1 Environmental Site Assessment

A Phase 1 environmental site assessment was completed for the part of the Precinct generally located north of Four Mile Road (entitled the "Fraipont" parcel in the southeast quadrant of Winnipeg). During the site visit, the following observations were made:

> "Current and historical activities on the property west of the site include the use of rail lines. Localized impact due to track ballasts/ties and rail car operations may be present. Track ballasts may be a source of heavy metals to underlying soils, depending on the origin of the ballast. Localized impacts may also be present as a result of track lubricants (greases) and incidental leaching of creosote and/or other wood preservatives from the rail ties. Due to their close proximity to the site, these rail lines represent a potential environmental concern to the site. During the site visit, it was noted that no debris, staining or stressed vegetation was present along the rail line and that the site is separated from the track by a swale. This assessment called for a subsurface investigation of soil and groundwater to ensure there are no residual impacts associated with the current and historical use of rail lines west of the site."

Phase 2 Environmental Site Assessment

Based on the conclusions of the Phase 1 environmental site assessment of the Fraipont parcel of land in the southeast quadrant in Winnipeg, a Phase 2 assessment was completed which concluded that:

> "The potential environmental concerns associated with the rail line and past agricultural use do not appear to have impacted the site and remediation does not appear to be warranted."