PRECINCT“E”

THE COURT AVENUE PRECINCT

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Landmark
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1 Introduction

1.1 Purpose of the Plan

In 2011, the Province of Manitoba and Council adopted *OurWinnipeg* as the City's new long-range development plan in accordance with the City of Winnipeg Charter. In concurrence, Council also approved the *Complete Communities Direction Strategy* By-law as one of four supporting direction strategies. The primary focus of *Complete Communities* is to describe Winnipeg's physical characteristics and provide a strategy for accommodating growth and development in the City for the next 20 years. *Complete Communities* envisions the creation of communities that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another.

"New Communities" are large, undeveloped land areas identified for future urban development, which are not currently serviced by a full range of municipal services. *Complete Communities* provides Supporting Directions and Enabling Strategies for the development of "New Communities" including:

- Support new development that is adjacent to, and compatible with, existing development and which is designed to minimize the spatial use of land.
- Require planning to guide development of "New Communities" in collaboration with local residents and stakeholders.
- Encourage higher residential density in areas adjacent to commercial and employment lands, especially where the area is served by transit, services, and other community amenities.
- Encourage a mixture of residential, commercial, employment, and institutional uses that are supported by multiple transportation options for residents.
- Encourage greater choices in housing type, density, style, and tenure.
- Provide parks at the neighbourhood and community level that address both active and passive requirements for recreation, sport, and leisure and that promote connectivity and walkability between park sites and neighbourhood features.

"New Communities" are divided into large building blocks called "Precincts". *Complete Communities* requires that future land uses within a precinct be planned together, ensuring new infrastructure and community services optimize existing facilities and connections while identifying any necessary upgrades from the outset. Thus, prior to development occurring in a "New Community", a plan covering the entire precinct must first be completed and approved by Council. *Complete Communities* identifies the precinct to which this plan applies as "Precinct E" (Figure 1.0).

Landmark Planning & Design Inc. and Stantec Consulting Ltd. were retained to prepare a land use and infrastructure assessment for Precinct E. The name "Court Avenue Precinct" has been

applied to Precinct E for the purposes of preparing this precinct plan. Different community names for this area may be proposed, subject to City Council approval.

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

1.2 Planning Process

The Complete Communities Direction Strategy requires that the development of precincts, or New Communities, be established through a comprehensive planning process. Generally these planning studies should include:

- The definition of the study area;
- Public engagement to identify local character and community needs;
- Assessment of parks, community facilities and service capacities;
- Assessment of infrastructure conditions and capacities;
- Vision and sustainability principles;
- Locations for intensification, transition and conservation;
- Land use diversity and development densities;
- Multi-modal transportation infrastructure, locations and connectivity;
- Development phasing, staging and public investment;
- Cultural heritage, including buildings, sites, archaeological, or other issues or features, as applicable;
- Implementation; and
- Other policies or context-specific guidelines as deemed appropriate.

Precinct Plans are adopted by City Council to provide a framework for more detailed subdivision plans for new communities.

Preparation of the Court Avenue Precinct Plan was carried out using an effective public consultation process. Public and stakeholder input was integrated into plan preparation through-out the plan development process. A summary of public consultation results is available as a supplementary document.

2 Site Information

2.1 Precinct Context

As shown in Figure 2.0, the Precinct E lies immediately south of the planned extension of Chief Peguis Trail and represents an important opportunity to reinforce the contiguous development pattern established in the northwest quadrant of Winnipeg. The newly developed Amber Trails neighbourhood lies to the west of the Precinct, and a substantial multi-family node lies directly adjacent to the south. Directly adjacent to the east is the regional commercial node focused on the intersection of McPhillips Avenue and Leila Avenue.

2.2 Precinct Boundaries and Structure

Figure 3.0 shows the boundaries for Precinct E. The area is bounded by Pipeline Road and the planned extension of Chief Peguis Trail. A major hydro corridor bounds the Precinct on the east and existing multi-family residential development bounds the Precinct to the south. The Precinct includes approximately 70 hectares (172 acres) of land.

Figure 4.0 provides a physical framework for both describing and planning the Precinct. The Precinct has been divided into four sub-areas as follows:

- Area A – North of Templeton Avenue.
- Area B – South of Templeton Avenue to the rear property lines of the properties fronting on Templeton Avenue.
- Area C – North of Court Avenue to the rear property lines of the properties fronting on Templeton Avenue.
- Area D – South of Court Avenue.

These areas are used in the Precinct Plan for descriptive purposes and in some cases for policy development.

2.3 Existing Zoning and Land Use

The Court Avenue Precinct primarily consists of agricultural or vacant land that is zoned RR5. There are a number of large lot homes located on the south side of Templeton Avenue and a number of smaller lot homes located on the north side of Court Avenue at the west end of the Precinct, which are zoned R-1E. There is an agricultural-commercial operation that fronts on Templeton Avenue. An existing Hydro corridor flanks the Precinct along its eastern boundary.

2.4 Pre-Development Landownership Characteristics

The land ownership pattern is varied within the Precinct. Area A is entirely owned by one landowner. Area B consists of a series of 1.5, 2.0, and 5 acre parcels fronting on Templeton Avenue, which are generally occupied with single-family homes, though some parcels are

vacant and there is one commercial operation near the west end of the area. The majority of Area C land has recently been assembled by one landowner, though there are about a dozen existing homes on small parcels fronting on the north side of Court Avenue at the west end. In Area D, there are three existing homes fronting on the south side of Court Avenue nearer the east end of the Precinct, and the balance of the vacant lands area owned by a single owner.

2.5 Historic Features

No significant historic features have been identified during the Precinct planning process.

2.6 Natural Lands

The City has, over the years, compiled and mapped the natural areas that exist within City limits. There are no Natural Areas identified within the Precinct. There is however, an opportunity to create natural lands through the naturalization of the required lake systems within the Precinct.

2.7 Existing Infrastructure

The Precinct is served by two existing roads, Templeton Avenue and Court Avenue. Both roads have a rural cross section (gravel surfaces with ditch drainage). Court Avenue is varied in width but at no point is it wider than 33feet. Templeton Avenue is also narrower than standard collector street width. Both streets are planned as collector roads and will need to be improved to city standards..

There is very little existing underground infrastructure located directly within the Precinct, since the area is generally undeveloped. Figure 5.0 includes existing infrastructure in the vicinity of the Precinct.

The nearest existing wastewater sewers exist in Pipeline Road at the southwest corner of the Precinct (525mm), and in Court Avenue at the southeast corner of the Precinct (300mm). There is also a large wastewater sewer (1500mm) located in the McPhillips Street right-of-way.

The nearest existing watermains are located along the entire western boundary of the Precinct in Pipeline Road (300mm) and at the southeast corner of the Precinct in Court Avenue (200mm). There is also a large feedermain (600mm) located within the transmission line right-of-way along the east boundary of the Precinct.

There is an existing land drainage retention pond located just east of the Precinct at the northeast corner. Existing land drainage sewers are located in various places surrounding the Precinct as illustrated in Figure 5.0. Land drainage retention ponds will be required within some or all of the precinct sub-areas, each of which will tie in to the existing retention pond in accordance with the City of Winnipeg overall plan for this catchment area.

2.8 Economic, Environmental, Social and Infrastructure Opportunities and Constraints

The Court Avenue Precinct is effectively surrounded on three sides by existing development and represents an opportunity to complete the contiguous development pattern. It is also relatively small in size when compared to other Precinct areas outlined in Complete Communities (see Figure 1.0). In this context, the Precinct needs to be planned with strong consideration to adjacent uses and the overall community-level context.

The existing commercial node directly to the east of the precinct area represents a substantial opportunity for new residents of the Precinct to have access to goods and services. Ensuring good vehicular and pedestrian connections between the Precinct and the commercial areas is an important step in creating a 'seamless' transition between these two nodes.

Both Templeton Avenue and Court Avenue currently cross the Precinct east-west and provide the most obvious alignments for collector roads. A third collector road is required to provide north-south access in the Precinct. Aligning this third collector road in proximity to existing commercial development on the east side of the Precinct would provide an opportunity for the establishment of higher density residential uses with good access to amenities and transit. The collector roads will help ensure vehicular movement that accommodates medium density development, while also providing the opportunity for pedestrian use in terms of sidewalks on the collector roads and pathways within the parks areas and along the lakes.

The existing medium density residential development that currently exists directly south of the Precinct presents an opportunity to provide a similar scale of residential housing adjacent within the Precinct, while being sensitive to the expectations of the existing single family homes located along Court Avenue. In this sense housing forms that create a natural transition from medium density to low density may be appropriate in this location.

The land dedication requirements placed on anticipated development will provide an opportunity to create a linear park system that can be tied in to planned pedestrian and cycle pathway infrastructure to encourage active transportation and create recreational opportunities for both existing and future residents.

Given the existing (low) capacities of schools within the Seven Oaks school division, there may be a need for a school site to be identified within the Precinct. The Precinct Plan identifies policies to accommodate a school appropriately within the Precinct.

3 Precinct Plan Vision and Goals

3.1 Overall Vision

It is envisioned that the Court Avenue Precinct will develop as a vibrant and sustainable community that will develop strong ties within the existing community by integrating within the existing developed fabric of the larger community. The focus will be on creating new community features such as lakes, parks and trails, while enhancing existing community connections, to various areas within the Precinct as well as the existing commercial node to the east of the Precinct.

The proposed lakes and greenway system will enhance opportunities for both new and existing residents both within and beyond the Precinct boundaries. Access for both motorized and non-motorized means of transportation will be enhanced through the provision of improved roads, sidewalks and trails. A variety of housing types will contribute to a more vibrant community and social setting, providing an opportunity for a wide variety of people to live in the area.

3.2 Planning Goals

Planning goals for the proposed the Court Avenue Precinct are:

<u>General</u>

- To provide a sustainable and efficient planning framework to accommodate city growth and function.
- To allow landowners who wish to maintain their existing conditions to do so while providing an appropriate interface between existing residences and future new development.

<u>Community Development</u>

- To create a viable and cohesive community by integrating new development into the existing surrounding community fabric.
- To foster a sense of neighbourhood.
- To promote compatibility and connectivity with existing and future neighbourhoods.

<u>Residential</u>

- To accommodate existing and anticipated demand for urban housing.
- To provide a framework for the creation of a planned neighbourhood that fulfills market demands and needs.
- To accommodate a diversity of housing types.
- To ensure that residential development occurs within an acceptable density range in order to reduce land consumption and servicing costs, and promote transit use.

Recreation

- To meet active and passive recreational needs of residents.
- To provide a connected system of parks and public spaces, that link focal points and take advantage of opportunities for shared corridors with land drainage systems, in an effort to promote pedestrian and cycling activities.

Infrastructure

- To accommodate and enhance essential community services.
- To encourage the use of energy efficient design and alternative energy technologies.
- To supply the necessary utility infrastructure.

Transportation and Transit

- To create an interconnected and efficient road network that promotes alternative modes of choice.
- To promote the use of public transit.
- To encourage all forms of active transportation (but particularly walking and cycling) through the provision of safe and well-connected networks of pedestrian and cycling infrastructure

4 Development Concept

4.1 Land Use Concept

The land use concept for the Court Avenue Precinct is shown on Figure 6.0[1]. This concept consists of a series of areas and symbols that define a land use pattern for the community. The general land use concept takes advantage of the existing commercial node radiating from the intersection of McPhillips Street and Leila Avenue. Medium density residential uses (including other compatible mixed uses) have been located directly adjacent to this commercial node, with residential densities generally decreasing with distance from this node. Similarly, with consideration to the existing residential densities located along Leila Avenue south of the Precinct as well as future higher density residential planned along Pipeline Road, the land use concept provides for densities that are in keeping with these existing and planned uses.

The drainage retention ponds are arranged with the intention to allow for a linear park system to be incorporated into the Precinct which takes advantage of the vistas provided by the retention ponds. Pedestrian and cycle pathway connections allow for active transportation and recreational uses and are planned to be connected to a pedestrian and cycle pathway system that is anticipated to make use of the Hydro corridor located along the eastern boundary of the Precinct. Active or programmed parks may be added to the pedestrian and cycle pathway

[1] The land use boundaries are considered conceptual and are not intended to be precisely interpreted. Rather the conceptual plan illustrates where land uses should generally occur relative to other land uses within the Precinct.

system through the subdivision and rezoning stages of development based on discussions with the City of Winnipeg at that time.

Generally speaking, land uses have been laid out so as to minimize impact to existing land uses while promoting densities and policies that are in keeping with *OurWinnipeg* principles.

4.2 Special Planning Areas

Two Special Planning Areas have been identified within Precinct E that require a slightly greater level of planning detail. The two areas are defined as:

- the area between Templeton Avenue and Court Avenue (Areas B and C on Figure 4.0); and
- the area south of Court Avenue (Area D on Figure 4.0).

The purpose of these Special Planning Areas is to ensure that:

- development remains appropriate and sensitive to existing and future surrounding uses;
- future development occurs in an orderly manner supported by an appropriate level of infrastructure; and/or
- the development of any property within the Special Planning Area does not preclude the future subdivision and/or development of other properties.

Policies:

a. Applications to rezone and/or subdivide land in the area between Templeton Avenue and Court Avenue will not be considered until a concept plan covering Areas B and C (Figure 4.0) has been approved by the Community Committee. The concept plan must demonstrate:
    i. compatibility with the policies and land use designations of this plan;
    ii. appropriate transitions between different uses and residential densities to mitigate potential land use conflicts;
    iii. alignment of a north-south collector road connecting with both Templeton and Court Avenue;
    iv. an acceptable provision and alignment of local roads;
    v. general arrangement of potential lots;
    vi. compatibility of intended and existing uses;
    vii. accommodation of public facilities, pathways and parkspaces as appropriate; and
    viii. appropriate location and size of storm retention pond(s).

b. Development applications for properties south of Court Avenue must demonstrate the following:
    i. frontage onto Court Avenue;
    ii. buildings and entranceways facing toward the public street;

iii. pedestrian and vehicular access onto Court Avenue; and

iv. appropriate transitions between varying intensities of residential use suitable for mitigating potential land use conflicts are applied. This may be achieved through consistent and compatible zoning districts and/or the provision of building setbacks and heights that are sensitive to existing and future developments.

5 Land Use Policies

5.1 Lower Density Residential Development Policies

a. Single family and two family homes shall be the predominant use of land within the low density residential areas.

b. It is expected that these areas will develop to approximately 7.4 units per gross developable hectare (3.0 units per gross developable acre) or greater.

c. Residential densities may vary throughout the Lower Density Residential area provided that the density range noted above is not compromised.

d. Alternative housing forms including special needs housing, institutional uses, recreational uses, public uses, local commercial uses, and other similar and accessory uses may be allowed subject to zoning regulations.

e. A school site may be located within this policy area subject to the policies of Section 5.5.

5.2 Medium Density Residential Development Policies

a. Two family housing and townhouses (three storeys or less) shall be the predominant use of land within the medium density residential areas.

b. Single family housing may be allowed subject to any required City of Winnipeg zoning by-laws and policies.

c. It is expected that these areas will develop to approximately 10.0 units per gross developable hectare (4.0 units per gross developable acre) or greater.

d. Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation and landscaping.

e. Multi-family housing units should be located to allow for transit servicing to be provided at a walking distance of no more than 200 meters.

f. A school site may be located within this policy area subject to the policies of Section 5.5.

5.3 Higher Density Residential Development Policies

a. Two family housing, townhouses and low rise apartments shall be the predominant use of land within this policy area.

b. It is expected that these areas will develop to approximately 24.7 units per gross developable hectare (10.0 units per gross developable acre) or greater.

c. Local scale commercial uses should be permitted on the main of floor buildings within this policy area.

d. Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation and landscaping.

e. On-site amenity features such as benches, walking paths, and treed areas should be provided to meet active and passive recreation/leisure needs of residents.

f. Convenient pedestrian connections to all land uses on the site as well as off-site connections shall be provided.

g. Multi-family housing units should be located to allow for transit servicing to be provided at a walking distance of no more than 200 meters.

h. A school site may be located within this policy area subject to the policies of Section 5.5.

5.4 Park Policies

The following policies provide direction for the strategic siting of parcels of land intended to provide for the leisure and recreational needs of the community. The following elements are especially important contextual considerations around which park provisions should consider:

- Proximity to the future Chief Peguis corridor and anticipated active transportation path;
- Extensive linear park network through Amber Trails to the west;
- The Manitoba Hydro corridor to the east; and
- Lack of existing active space within in close proximity to the subject lands.

The park system in new development is typically comprised of neighbourhood and community scale parks which may ideally be linked by linear parks and other pedestrian and cycling networks, to provide for maximum access and community connectivity. Location, size and distribution and intended end use are all considerations that factor into the allocation of the park space.

The specific location, size and configuration of parks will be determined at the development application stage, evaluated on both qualitative and quantitative criteria, the basis of which form the policies stated herein. However, given the lack of active park space in the vicinity, an active park space of at least 4 acres in size capable of accommodating sports fields will be encouraged in the Precinct.

5.4.1 General

a. Parks shall provide residents and visitors to the area and of adjacent and nearby neighbourhoods with:

i) active recreation opportunities - sports fields.

ii) 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.

b. Parks shall enable a variety of experiences and year-round activities for people of all ages and abilities, in accordance with the City of Winnipeg Accessibility Design Standards.

c. Parks should be located such that most dwellings are within walking distance of a park (considered to be approximately 400 metres) and should be easily accessible by a variety of modes of travel.

d. Size and location of parks should be appropriate for their intended uses, and determined in consideration of establishing an equitable distribution of parks throughout the neighbourhood. Orientation, configuration and quality of the parks shall also be appropriate for the intended use.

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

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

i) Naturalized landscaping will be encouraged where appropriate to support environmental sustainability and reduce maintenance costs.

ii) Naturalization along retention ponds shall be an anticipated requirement.

5.4.2 Active Parks

Active parks are generally larger sites characterized as supporting formal and/or informal sport fields as well as other structured recreations or programming areas (tennis, basketball courts etc.).

Policies:

a. Active park sites should be generally associated with the linear park/greenway network, easily accessible by paths or sidewalk and transit.

b. Active parks shall be located along a collector street that permits on-street parking, or shall be sized to accommodate a parking lot.

c. Active parks may be co-located with larger public facilities such as schools.

d. To balance the provision of active and passive parks, and given the lack of active space in the adjacent developments a minimum of 30% of the parks shall be established as active park space.

5.4.3 Passive Parks

Passive parks are generally smaller sites and are characterized as supporting quieter unstructured recreational activities such as walking, cycling and relaxing outdoors, Linear parks are considered a specific form of passive park whereby their configuration is long and narrow and their primary function is to provide pedestrian off-street connectivity, between key areas of a community. They are therefore characterized by the inclusion of a path.

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, this space may be 0.5 acres.

b. Linear parks:

i) Should have a purpose: either to connect key neighbourhood features, link to other pathway networks or provide a recreation circuit through the neighbourhood.

ii) For safety, shall strive to minimize the number of street crossing points.

iii) Where street crossings are necessary, shall directly align from one side of the street to the other to facilitate safe and intuitive way-finding.

iv) Shall anticipate and include pathways – the surfacing of which shall be appropriate to the context and determined in consideration of the City Guidelines and standards at the plan approval stage.

v) If associated with a retention pond, shall include public access points and pathway along one side of the pond with sufficient space to accommodate appropriate land drainage.

iv) Shall be aligned to ensure pathway connections are provided to the Future Chief Peguis pedestrian and cycling trail and, if agreements can be secured, to the potential north-south regional pedestrian and cycling path within the Manitoba Hydro corridor.

c To balance the provision of active and passive parks, a minimum of 30% of the parks shall be established as passive park space.

5.5 School Site

A specific location for a school site has not been identified on the Land Use Policy Map (Figure 6.0)[2], however the policies within this section will provide guidance for the potential selection of a school sites within the Precinct.

Policies:

a. A school up to grade 8 and a day care may be located within Precinct.

b. A school site shall have frontage on a collector street with direct transit access in addition to at least one boundary of the property fronting on an adjacent or parallel street to facilitate adequate frontage for safe pick up and drop off zones, school bus loop, and staff and visitor parking.

c. Sites selected for Early Learning through Grade 8 schools (that may include day care facilities) shall be of a size consistent with any required legislation or city policy.

d. The school site location and its site plan design should be compatible with adjacent and near-by land uses.

e. The School Division is encouraged to share the use of its facilities, such as the school building and the sports fields, with local groups and organizations.

[2] A school site has not been identified on the Land Use Plan (Figure 6.0) as the Seven Oaks School Division and the Public Schools Finance Board had not identified or acquired a school site within The Plan area at the time of writing.

6 Transportation

6.1 Road Network

Policies:

a. Transportation routes in the Court Avenue Precinct lands will consist of:
   - Templeton Avenue and Court Avenue upgraded to collector road standards;
   - a new north-south collector road connecting Templeton Avenue and Court Avenue between McPhillips Avenue and Pipeline Road; and
   - local roads associated with subsequent subdivisions.

b. Local streets may remain the standard 7.5 meter cross section, with standard intersection treatments except for the possibility of some strategic intersections at collectors which could be roundabouts.

c. The Developer shall construct, in all street rights-of-way within the subdivision, pavements in accordance with the City's Standard Construction Specifications.

d. The Developer may also, in certain cases, be required to construct designated access roads and/or modifications to existing streets outside the subdivision boundaries.

e. Where a development borders on an arterial road the Developer may pay the cost of constructing one lane of concrete pavement and a share of the land drainage, sidewalks, landscaping, street lighting, and intersection improvements and modifications as determined by the City (this provision is not applicable to subdivisions where area charges are in effect).

f. Where regional street improvements constructed by an initial Developer benefit other lands or the City, an appropriate cost sharing formula may be determined in the development agreement.

g. Area charges may be applied in lieu of frontage charges where more than one Developer shares the improvement costs.

h. The Developer may be required to pay a share of the cost of previously constructed access roads that serve the subdivision.

6.2 Transit Network

Winnipeg Transit will determine transit routing requirements that are consistent with relevant City of Winnipeg policies. The collector roads will be designed to support the provision of Transit services within the Court Avenue Precinct.

Refer to section 6.4 (Transportation Policies) for transit policies

6.3 Active Transportation and Pedestrian Network

Figure 7.0 illustrates the planned active transportation and pedestrian network consisting of a combination of sidewalks and pathways that offer opportunity for pedestrian access to adjacent communities and facilities in all directions.

Refer to section 6.4 (Transportation Policies) and section 5.4.3(b) (Passive Parks: Linear Park Policies) for active transportation and pedestrian network policies.

6.4 Transportation Policies

a. Specific right-of-way requirements for arterials and collectors shall be further refined at the development application stage.

b. New development on Templeton Avenue and Court Avenue will not be approved without a full range of municipal services, including an urban standard roadway.

c. Private approaches serving single or two-family residential developments onto Pipeline Road will not be permitted.

d. Residential development adjacent to major arterial roads and expressways shall incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters.

e. Emergency access to any developing portion of the community acceptable to the City of Winnipeg shall be maintained at all times.

f. Development shall accommodate the ability of Transit to provide bus stops within a 400 meter walking distance of most homes.

g. Roadways, walkways, pathways and bikeway connections shall be designed for easy and direct access to community amenities, such as lakes, parks, bus stops, schools and other amenities beyond the precinct area.

h. The design of the internal road and pedestrian network should generally be in keeping with Figures 6.0 and 7.0 of this plan and in accordance with the following:

   i) Walkway connections will be established between streets to accommodate transit coverage requirements as necessary.

   ii) Local streets shall be for the use of motorized vehicles, cyclists and pedestrians and may not require sidewalks.

   iii) Collector streets shall be for the use of motorized vehicles including buses and cyclists and may have sidewalks on both sides.

   iv) Inter-connected pedestrian systems will be established within the low density and medium density residential areas.

   v) The road network will support the ability to provide efficient transit routes.

i. Networks of pathways, walkways and sidewalks should be designed to achieve the following:

i) Short, convenient, and direct connections to desired destinations such as parks, recreation facilities, schools and commercial areas.

ii) Linkages for local destination points such as parks, recreation facilities, schools and commercial areas.

7 Infrastructure

7.1 Water

The proposed watermain system is illustrated in Figure 5.0.

There are external watermains at the east and west boundaries of the Precinct E. In the Hydro right-of-way at Templeton Avenue there is an existing feedpoint on the Old Kildonan 600 mm feedermain. There is a 300 mm watermain in Pipeline Road extending north from the Leila Avenue to Templeton Avenue. There is a 200 mm watermain in Court Avenue extending west from the McPhillips Street to the Hydro right-of-way.

The proposed Precinct E primary watermain system consists of a new watermain from the feedpoint in Templeton Avenue (conceptually sized at 300 mm) and in Court Avenue (conceptually sized at 250 mm) both extending from the Hydro right-of-way to Pipeline Road. A north-south interconnecting watermain (conceptually sized at 200 mm) is to be installed between Court Avenue and Templeton Avenue in a new street right-of-way just west of the Hydro right-of-way. Local watermains providing frontage service are to be installed in future subdivision street rights-of-way.

7.2 Wastewater Sewers

The proposed wastewater sewers are illustrated in Figure 5.0.

Capacity for wastewater sewer service for Precinct E is included in the 1500 mm North West Interceptor which drains north in McPhillips Street, ultimately discharging to the North End Pollution Control Centre. An existing 300 mm wastewater sewer extending west from the McPhillips Street interceptor in Court Avenue to the Hydro right-of-way has capacity for the south portion of the Precinct E and this sewer is to be extended west to Pipeline Road (conceptually sized 300 mm/250 mm). To service the north sector of the precinct a new wastewater sewer (conceptually sized 300 mm) will extend along Templeton Avenue west from the interceptor at McPhillips Street to Pipeline Road. A local sewer is to be installed in the street right-of-way just west of the Hydro right-of-way splitting its flows between the Templeton Avenue and Court Avenue sewers. Other local sewers providing frontage service are to be installed in future subdivision street rights-of-way.

7.3 Land Drainage System

The proposed land drainage system is illustrated in Figure 5.0 and the land drainage catchment areas are illustrated in Figure 8.0.

The Precinct E is included in the Leila North Drainage Area which drains to the Red River in the 2740 mm Leila Trunk Sewer. There is an existing land drainage sub trunk sewer in McPhillips Street which drains south connecting to the Leila Trunk Sewer as a 1200 mm sewer. There are existing land drainage sewers in Templeton Avenue (900 mm) and in Court Avenue (750 mm) draining east to the McPhillips sub trunk sewer from the Hydro right-of-way. A north-south interconnection between these two sewers and a storm retention basin (SRB/lake 3-6) north of Templeton Avenue comprises a land drainage retention system for the area east of the Hydro right-of-way.

The conceptual land drainage system depicted in Figure 5.0 is comprised of three (3) interconnected storm retention basins which connect to the existing 900 mm LDS along Templeton Avenue and drain east toward the Hydro right-of-way. The catchment of the proposed Precinct primary land drainage SRB and interconnecting sewer system will include capacity for the future section of the Chief Peguis Trail right-of-way adjacent the north boundary of the precinct. Land drainage sewers will extend from this system to service Court Avenue and the balance of Templeton Avenue. Local land drainage sewers providing frontage benefit will be installed in future subdivision street rights-of-way.

7.4 Other Utilities (Cellular Towers, Hydro, Natural Gas, Telephone and Cable)

The existing development in the precinct is serviced with electrical, street lighting, natural gas, land line telephone, TV and internet utility service. For future development these utilities will be extended to service new subdivisions in the precinct in accordance with “Manitoba Hydro Guideline for Residential Developers and Homebuilders for Electrical, Natural Gas and Communication Services in New Subdivisions”.

7.5 Infrastructure Policies

a. All new development shall be serviced with a full range of municipal services as well as shallow utilities as required by the City of Winnipeg.

b. The alignment and capacity of streets, water distribution mains, sanitary sewer trunks, stormwater sewers, and shallow utilities shall be based on utility servicing studies and analysis to the satisfaction of the City of Winnipeg and the utility companies.

c. The proposed lake system illustrated in Figure 5.0 may be revised based on engineering analysis, and such lakes may be combined or re-oriented accordingly.

d. The land drainage areas illustrated in Figure 8.0 may be revised based on engineering analysis.

e. The watermain system will be designed to City of Winnipeg to domestic and firefighting standards and installed on a phased schedule to meet individual development application needs.

f. The design and phasing of the primary sewers will be as required for individual development applications.

g. The design and phasing of the primary system elements will be determined for individual subdivision applications, and may be revised subject to supporting engineering studies. Engineered wetland treatment of the storm retention basins will be utilized.

h. Where required, utility rights-of-way and easements shall be provided to accommodate the utility agency/company.

i. Developers may be responsible for negotiating and/or obtaining utility and/or road right-of-ways on undeveloped land to facilitate orderly and sequential development portions of the precinct.

8 Implementation and Monitoring

8.1 Implementation

This Precinct Plan is future oriented and depicts how the Court Avenue Precinct is to be developed over time through a series of private and public sector initiatives. The boundaries or locations of any symbols or areas shown on the maps are approximate only and shall be interpreted as such. They are not intended to define exact locations. This will be accomplished through the development application process which will include more detailed and site specific studies dealing with matters such as servicing, parkland dedication, land ownership, zoning, and development timing.

8.2 Monitoring

The vision, goals, principles, policies and guidelines of this Precinct Plan should be monitored by the City to ensure that they remain current and relevant. Where determined necessary by the City of Winnipeg, in consultation with local landowners, the vision, goals, principles, policies and guidelines should be amended to ensure that they are market aligned and meet community expectations.

8.3 Plan Amendments

To make major changes to the text or maps within the Precinct Plan By-law, a formal plan amendment including a public hearing will be required. This shall be done in accordance with the City of Winnipeg Charter and the Development Procedures By-law.

Where an amendment is requested by a development proponent such as a local landowner, the applicant will be required to submit supporting information and studies necessary to evaluate and justify the proposed amendment.

8.4 Cost Sharing Policies

a. Cost sharing agreements related to provision of services within the Precinct area may be implemented in accordance with the Development Agreement Parameters.

b. Cost sharing agreements should be reviewed at every major phase of development.

c. The major land drainage system including land impoundment areas is a developer/landowner responsibility with the total cost of the system charged to the total benefitting area at a uniform Trunk Service Rate (TSR) charge on a per hectare/acre basis.

d. Development within Precinct E requires land dedication for road rights-of-way, linear creeks/retention ponds, parks, open space and natural areas which may be funded through an area charge.

e. Cost-sharing for any oversized infrastructure will be calculated in accordance with the Development Agreement Parameters.

f. The installation and costs of the internal services of each subdivision area will be the responsibility of the developer including local streets, local wastewater sewers, watermains and land drainage sewers.

g. 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.

8.5 Development Application Policies

a. Development applications for subdivision, rezoning, or development permits for individual properties will be processed by the City of Winnipeg and evaluated in terms of both this Precinct Plan and impacts on neighbouring properties.

b. Consultation with adjacent landowners is encouraged prior to the submission of any development applications.

8.6 Phasing

The staging and phasing of development will be largely driven by market conditions, landowner ambitions, and by the extension of municipal services. Since the entire Precinct is effectively surrounding by existing development phasing may occur in a logical fashion as determined through the development application process.

The City of Winnipeg Development Agreement Parameters serve as guidelines for the City administration and the development industry in setting conditions for development. The Parameters set out administrative and financial requirements pertaining to over-sizing, cost sharing, cost recovery and reimbursements to Developers.