Precinct G

Precinct Plan – Final Draft

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1 INTRODUCTION

1.1 Context

The City of Winnipeg is expected to grow by more than 200,000 people over the next 25 years. To accommodate this growth in an orderly and sustainable manner, new communities must be planned in a way that anticipates long-term needs.

In 2011, the Province of Manitoba and Winnipeg City Council adopted *OurWinnipeg* as the City's development plan, as well as its accompanying direction strategy, *Complete Communities Direction Strategy (Complete Communities)*. *Complete Communities* identifies how and where Winnipeg will accommodate growth and development over the next 20 years. *Complete Communities* envisions the creation of communities that offer and enable a variety of lifestyle choices, while providing opportunities for people of all ages and abilities to live, work, shop, learn, and play in close proximity to one another.

In *Complete Communities,* the large, undeveloped and unserviced land areas on Winnipeg's edges are designated as *New Communities*. These *New Communities* are divided into large areas called *Precincts*. Prior to development proceeding in these *New Communities*, a Precinct Plan must be developed and adopted by Council. A Precinct Plan ensures that new infrastructure and community services optimize existing facilities and infrastructure connections, while identifying any necessary upgrades from the outset. By creating an over-arching framework for developing *New Communities*, the City can mitigate piecemeal development which can be inefficient to service and difficult to maintain. *Complete Communities* identifies the Precinct to which this Plan applies as Precinct G (**Figure 1**).

1.2 Purpose of the Plan

A Precinct Plan is a document created to guide the development of new communities. It includes policies and maps that illustrate and define how the new community will grow in terms of major infrastructure, land-use, and recreation spaces. It acts as the foundation upon which the new community (Precinct G) will eventually grow.

The purpose of the Precinct G 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* and *Complete Communities*.

1.3 Authority of the Plan

The Precinct G Precinct Plan is a Secondary Plan legislated through the *City of Winnipeg Charter Act (the Charter)*. Section 234 of the *Charter* provides the authority for the preparation and adoption of Secondary Plans for neighbourhoods, districts, or areas of the City of Winnipeg on

any matter within the sphere of authority of the City, as Council considers necessary or advisable to address.

As per the *Charter*, all development applications submitted with respect to any lands within the Planning Area identified in **Figure 2** (Precinct G Boundaries) are to be reviewed for compliance with the policies of this Plan. In addition, as per the *Charter*, applications to rezone and/or subdivide properties must not be accepted unless they conform to the policies of this Plan.

1.4 Implementation and Timeframe

Implementation

This Plan is future-oriented and depicts how Precinct G is to be developed over time through a series of private and public-sector initiatives. 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, subdivision, and development timing.

Timeframe

As the development of new communities depends on a variety of factors (including market supply and demand, infrastructure investment, local and national economics, and landowner interest), it is difficult to predict how long a large area like Precinct G might take to develop. However, the Plan is future-oriented, and is written to guide development over a 25-year time horizon. Thus, it is reasonable to assume that the majority of Precinct G (particularly those areas that are not subject to land fragmentation) will develop within that timeframe.

1.5 Interpretation

Mapping

The boundaries and locations of any symbols or areas shown on the maps attached to and forming part of this Plan are approximate only and are not intended to define exact locations and shall be interpreted as such, except where such symbol or area coincides with a known physical feature or a fixed boundary such as existing property lines or existing rights-of-way.

Policy

Where a statement of intent accompanies a policy or policies, it is provided for information purposes only and to enhance the understanding of the policy that follows.

Where the term “shall” is used in a policy, the policy is considered to be mandatory.

Where the term “should” is used in a policy, it is intended that the policy should be complied with. However, the policy may be deviated from in a specific situation where it is necessary to

address unique circumstances or to allow an alternate means of satisfying the original intent of the policy.

Where the term "may" is used in a policy it is intended that the policy be used as a guideline or suggestion toward implementing the original intent of the policy.

Where a policy requires submission of studies, analysis or information, the exact requirements and timing of the studies, analysis or information will be determined at the development application stage.

A 'Single Family' residential use refers to a dwelling designed for residential occupancy by one family, in accordance with the City of Winnipeg Zoning By-law (the Zoning By-law).

A 'Two-Family' residential use refers to a building containing two dwelling units, each designed and used (or intended to be used) exclusively by one family, in accordance with the Zoning By-law.

A 'Multi-Family' residential use refers to a building containing three or more dwelling units. It includes townhouses and apartments, in accordance with the Zoning By-Law.

1.6 Monitoring, Review and Evaluation

The vision, objectives, and policies of this Plan will be subject to periodic review and update to ensure that they remain current and relevant over time.

1.7 Amending 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 its designate. Where appropriate, the applicant shall submit supporting information necessary to justify and/or evaluate the proposed amendment. Figures (apart from the land use policy map) are conceptual and for illustrative purposes only; their modification does not require an amendment. Where minor numerical or quantitative deviations from the standards are sought, these shall be dealt with through a Community Committee process.

1.8 Planning Area

Precinct G is located within the northwest quadrant of Winnipeg (see **Figure 2**). Approximately 800 acres in area, the Precinct is bounded to the north by the City of Winnipeg boundary (with the RM of West St. Paul), to the east by the CP Rail Winnipeg Beach Subdivision, to the south by the future Chief Peguis Trail extension and Murray Avenue, and to the west by McPhillips Street and the McGregor Street right-of-way. For ease of discussion regarding both location and phasing, the Precinct has been divided into sub-areas (**Figure 3**). These sub-areas are based on a variety of factors, including land ownership, rights-of-way, and servicing constraints.

1.9 Background and Supporting Studies

Several background studies were undertaken to support the development of this Precinct Plan. These include:

- A transportation study;
- Infrastructure and servicing studies;
- A biological inventory for Areas 2a and 2b; and,
- A public consultation report.

2 PLANNING VISION and OBJECTIVES

2.1 Vision

Precinct G will be developed to become a vibrant suburban community offering a variety of housing options and amenities accessible to people of various ages and incomes. Residents of the community will have access to both local and regional community services, recreational amenities, services, shopping and employment opportunities. Apartments, townhouses and other forms of multi-family housing will be strategically located to maximize the number of residents in proximity to community and commercial amenities, including transit connections and parks.

An easily navigable transportation network will provide residents with logical, safe and efficient access throughout the neighbourhood. An integrated network of pathways, parks, open spaces and on-street infrastructure will provide pedestrian and bicycle access to amenities located throughout, and adjacent to, the community.

Development within the neighbourhood will occur in a logical, orderly, and sequential manner, and be supported by a full range of municipal infrastructure. Sustainable development will be encouraged through the provision of residential densities in proximity to transit facilities, development phasing and support for naturalized retention where appropriate.

2.2 Objectives

As an extension of the key directions outlined in *OurWinnipeg* and *Complete Communities*, the following objectives provide a framework for the policies specified in this Plan:

Objective 1: Housing
Accommodate residents of various incomes and stages of life by providing a range of housing types, styles and densities that meet and respond to market demand. This will be achieved by:

- Accommodating the ability for developers to provide a variety of lot sizes throughout the neighbourhood; and
- Including low and medium residential density policy areas that include opportunities for single family, two-family, and multi-family housing options, as well as secondary suites where appropriate.

Objective 2: Commercial, Institutional
Provide residents with access to employment and commercial areas, as well as educational and institutional facilities. This will be achieved by:

- Establishing a variety of transportation and route options to existing and future employment centres, including Precinct F (North Point), the Seven Oaks Hospital, commercial centres along

McPhillips Street and Main Street, the James Armstrong Richardson International Airport, and Centreport;
- Allowing for a mixture of commercial, multi-family residential and institutional uses to be developed at collector road intersections along McPhillips Street;
- Allowing for neighbourhood commercial uses to develop along Murray Avenue;
- Allowing for limited office and light industrial uses to serve as a buffer to the City of Winnipeg snow dump; and
- Ensuring the development of suitable school sites can be accommodated with access to multiple transportation modes and co-located with community amenities.

Objective 3: Compatibility
Ensure that development is appropriate and compatible with surrounding uses. This will be achieved by:

- Providing adequate transitions and/or buffers between different housing types or land uses as appropriate;
- Directing uses which regularly generate higher levels of traffic to major routes and/or thoroughfares; and
- Providing opportunities for multi-family housing to develop in proximity to amenities and transit facilities.

Objective 4: Transportation Options
Develop a safe, convenient and functional community-wide multi-modal transportation network for public transit users, pedestrians, cyclists and drivers. This will be achieved by:

- Providing an efficient and accessible hierarchy of roads that facilitates the movement of people and goods throughout the Plan area;
- Connecting residential areas to a safe and efficient multi-modal transportation system and amenities including small-scale commercial or institutional uses, public transit service, active transportation (AT), an integrated pathway network, parks, and recreation within close proximity to homes;
- Providing an integrated walking and cycling pathway network that connects pedestrians and cyclists with recreational and leisure amenities and destinations, as well as neighbourhood and regional active transportation facilities and public transit; and
- Providing access to convenient public transit stops and service along the road network that are convenient and serve most low and medium density residential dwellings within a 400-meter walking distance, with a priority on higher density residential development and activity centres.

Objective 5: Infrastructure and Servicing
Support development with an efficient and full range of municipal infrastructure, including water, wastewater, land drainage and paved streets. This will be achieved by:

- Requiring all new development to be supported by a full range of municipal infrastructure;
- Providing an overall general strategy to efficiently supply water, wastewater sewer, and land drainage to the planning area;
- Providing a general alignment of collector roads throughout the planning area which facilitates the development of local roads throughout each sub area; and
- Requiring development of new areas to be supported by engineering studies and analysis to ensure optimal and efficient design solutions are implemented.

Objective 6: Sustainability

Encourage sustainable development that is designed to minimize the spatial use of land, encourages green development, conserves natural areas and reflects local heritage. This will be achieved by:

- Preserving existing high-quality natural areas where appropriate and feasible;
- Encouraging the development of naturalized facilities (i.e. stormwater retention ponds, pathways) that can increase vegetation and wildlife habitat, increase water quality, reduce long-term maintenance, improve connections to recreation and are aesthetically pleasing;
- Implementing measures to preserve and protect existing water quality, base flows and natural flow patterns in receiving watercourses and high quality natural areas;
- Including interpretive signage, which informs of local heritage and environmental preservation efforts, along pathways as appropriate;
- Optimizing road, transit and pedestrian infrastructure investment;
- Maximizing connectivity to the regional transportation network by locating commercial and higher density residential uses at strategic locations;
- Providing a development pattern that encourages transit ridership by consolidating density into defined areas; and
- Providing policy direction to allow for the closed landfill to be repurposed as open space for passive recreational uses.

Objective 7: Parks

Provide sufficiently sized, configured and distributed passive and active recreational opportunities for residents and visitors by:

- Creating parks and open spaces appropriately sized and configured to provide passive and active recreational opportunities for residents and visitors;
- Providing a large, accessible park to accommodate organized active recreational activities for the community; and
- Distributing smaller parks throughout the Planning Area.

Objective 8: Pathways

Develop an environment that allows residents to safely walk and/or cycle to parks and other amenities throughout the neighbourhood. This will be achieved by:

- Providing safe and accessible parks and open spaces within reasonable walking distance of a majority of dwellings;
- Providing off-street pedestrian and cycling routes which travel through park spaces and alongside naturalized retention ponds; and
- Creating a walking and cycling network that:
    - Connects residential areas to parks, commercial areas and other amenities throughout the neighbourhood;
    - Provides off-street routes which take advantage of naturalized retention ponds, as well as active and passive parks;
    - Accommodates cycling routes along collector roads; and
    - Connects to the regional cycling network.

3 LAND USE POLICIES

The land use concept for the Precinct is shown in **Figure 4**. This concept consists of a series of Land Use Policy Areas that define the future land use pattern of Precinct G. This section provides general policy direction for each of the defined Land Use Policy Areas represented on the Land Use Policy Area Map (**Figure 4**).

The boundaries of each Land Use Policy Area shown on the Land Use Policy Area Map are meant to serve as guidelines. Situations may arise that will necessitate a degree of flexibility in the precise determination of these boundaries, provided that the locational intent of these boundaries is not compromised. The Land Use Policy Area Map provides details on the types of development permitted in each Land Use Policy Area. As per the *Charter,* applications to rezone and/or subdivide properties must not be accepted unless they conform to the policies of this Plan.

Net Density refers to the number of dwelling units per acre located in an area of developable land, excluding:

- Road rights-of-way;
- Utilities;
- Commercial, Industrial or Institutional lands;
- Retention ponds (and impoundment areas); and,
- Any lands owned by the City of Winnipeg (e.g. park land).

The following sections outline the intent and policies that apply to each Land Use Policy Area illustrated in **Figure 4**. These Land Use Policy Areas are categorized as follows:

- Low Density Residential Policy Areas;
- Medium Density Neighbourhood Policy Areas;
- Commercial and Mixed-Use Policy Areas; and,
- Limited Use Policy Areas.

There are also policy sections for Parks and Open Space Areas and School Sites.

3.1 Low Density Residential Policy Areas

Low Density Residential Policy Areas provide opportunities for a range of lower density residential development types. While single-family and two-family housing are the primary land uses, multi-family housing will be permitted where appropriate as outlined in the policies that follow. Parks, pathways, and natural features provide opportunities to connect the neighbourhoods and provide recreational amenities to residents and visitors.

Intent

The intent of Low Density Residential Policy Areas is:

- To provide areas to accommodate primarily single-family dwellings and two-family dwellings;
- To provide areas for ground-oriented townhouse dwellings and other multi-family dwellings to be incorporated in appropriate locations (e.g. on corners, along collectors, or in proximity to neighbourhood amenities);
- To provide active and passive recreational opportunities for residents through an integrated pathway network; and
- To provide a safe and efficient multi-modal transportation system for residents within these areas, so they can work, learn, and play within close proximity to their homes.

Policies

3.1.1 Single-family dwellings, two-family dwellings, and ground-oriented townhouses shall be the predominant use of land.

3.1.2 Higher density multi-family residential developments may be considered on corners, along collectors, or adjacent to Medium Density Policy Areas.

3.1.3 Townhouses shall not exceed 3 storeys in height.

3.1.4 Townhouses may be supported by a public lane for vehicular access.

3.1.5 The Net Density shall be a minimum of 7 units per acre in the Low Density Residential Policy Areas.

3.1.6 Where appropriate, non-regional institutional and recreational uses may be allowed as primary uses.

3.1.7 Secondary suites may be established where appropriate, in accordance with the Zoning By-law.

3.1.8 Parks and open spaces may be provided in Low Density Residential Policy Areas and sized to meet active and passive recreational needs of residents and visitors.

3.1.9 Commercial and industrial uses shall not be permitted.

3.1.10 Residential, and other uses that may be sensitive to nearby rail operations shall incorporate mitigation measures to appropriately buffer these uses from the CP Winnipeg Beach Subdivision (e.g. setbacks, berming, and/or fencing).

3.1.11 Subdivisions shall be designed to allow for public transit to be provided within 400 meters of most dwellings.

3.1.12 Residential development will not be permitted within 100 meters of the existing snow dump as long as the snow dump is operational.

3.2 Medium Density Neighbourhood Policy Areas

Medium Density Neighbourhood Policy Areas are characterized by medium density housing development, including two-family homes, townhouses, and multi-family buildings. These areas are generally located along collector roads and accessible by transit. Medium Density Neighbourhood Policy Areas offer housing types attractive to a wide range of residents. They are well-connected to services and recreational amenities, and offer opportunities for limited, neighbourhood-scale commercial uses.

Intent

The intent of Medium Density Neighbourhood Policy Areas is:

- To provide a range of medium density housing types, which accommodate a wide range of potential residents;
- To establish areas of higher density at strategic locations throughout the Precinct;
- To provide connections to passive recreational opportunities for residents through an integrated pathway network;
- To provide a level of density that supports the provision and use of transit services and active transportation;
- To provide sufficient density to maximize the cost-effectiveness of infrastructure investments;
- To provide opportunities for the establishment of amenities servicing the local community, such as small-scale commercial or institutional uses where appropriate; and
- To provide adequate transitions and/or buffers between different housing types or land uses, in order to ensure compatibility.

Policies

3.2.1 Multi-family and two-family residential developments shall be the predominant uses of land.

3.2.2 Medium Density Neighbourhood Policy Areas shall achieve a minimum net density of 15 units per acre.

3.2.3 Single-family housing is discouraged, but may be accommodated when:

a) It has been demonstrated that a net density of 20 units per acre can be achieved throughout the Medium Density Neighbourhood Policy Area;
b) It is combined with a secondary suite; or
c) It is not fronting onto a collector road.

3.2.4 Secondary suites may be established where appropriate, in accordance with the Zoning By-law.

3.2.5 Institutional uses of a local scale may be allowed as primary uses, where appropriate.

3.2.6 Medium Density Neighbourhood Policy Areas shall be connected to the walking and cycling network.

3.2.7 A variety of multi-family housing types and tenures to enable aging in place and affordable options for residents should be provided.

3.2.8 Suitable transitions between single-family and multi-family housing types shall be encouraged, in order to protect privacy and maintain compatibility. Design considerations may include setbacks, landscaping buffers, building orientation, and building massing.

3.2.9 Larger multi-family developments should be located adjacent to a collector road to allow for effective use of public transit.

3.2.10 Neighbourhood commercial uses may be considered, where appropriate (e.g. along a collector road).

3.2.11 Industrial uses shall not be permitted in the Medium Density Neighbourhood Policy Area.

3.3 Commercial and Mixed-Use Policy Areas

Commercial and Mixed-Use Policy Areas provide opportunities for commercial uses integrated with higher density residential uses, located along arterial roads (i.e. McPhillips Street). These centres are serviced by multi-modal transportation options and pedestrian connections. While the focus is commercial land use, higher density residential and institutional developments are permitted and encouraged. Limited office and light industrial uses may be considered to serve as a buffer to the City of Winnipeg snow dump.

Intent

The intent of Commercial and Mixed-Use Policy Areas is:

- To optimize road, transit and pedestrian infrastructure investment;
- To accommodate higher density housing and higher intensity commercial development;
- To provide commercial destinations serving multiple neighbourhoods;
- To provide a buffer between the City of Winnipeg snow dump and residential uses; and
- To support mixed-use development where it can best be accommodated.

Policies

3.3.1 Commercial, mixed-use, and multi-family developments shall be the predominant uses of land.

3.3.2 Parking should be located behind or beside commercial, mixed-use, and multi-family developments along collector roads.

3.3.3 Institutional uses are permitted in Commercial and Mixed-Use Policy Areas.

3.3.4 Suitable buffers or transitions shall be provided between Commercial and Mixed-Use Policy Areas and Low Density Residential Policy Areas, in accordance with the Zoning By-law. Buffers or transitions may include setbacks, building massing, landscaping, or other mitigative measures.

3.3.5 Multi-modal transportation options, including walking, cycling, and transit shall be integrated in the design of each Commercial and Mixed-Use area.

3.3.6 Industrial uses shall not be permitted in the Commercial and Mixed-Use Policy Area, except for office and light industrial uses which serve as a buffer between the City of Winnipeg snow dump and residential uses.

3.3.7 Single-family housing may be permitted in the Commercial and Mixed-Use Policy Area if it:

- Does not front onto a collector road or arterial road; and,

- Is not within approximately 50 meters of an arterial road and collector road intersection.

3.3.8 Residential development will not be permitted within approximately 100 meters of the existing snow dump.

3.4 Limited Development Policy Area

Land within the Limited Development Policy Areas is not expected to be appropriate for neighbourhood development within the timeframe of the Plan.

Intent

The intent of Limited Development Policy Areas is:

- To allow for existing uses to continue until conditions change that would allow for the land to be developed for neighbourhood-related uses.
- To limit development of new uses to those related to City infrastructure/operations/maintenance and/or park development.

Policies

3.4.1 New development within a Limited Development Policy Area shall be restricted to uses related to public infrastructure, operations and/or maintenance unless otherwise permitted through policies of this section.

3.4.2 Parks may be considered in a Limited Development Policy Area.

3.4.3 New agricultural uses that have the potential to cause nuisance to surrounding residential development may only be considered if it can be demonstrated that the potential nuisance can be adequately mitigated to the satisfaction of the City of Winnipeg.

3.4.4 Residential uses shall not be considered in a Limited Development Policy Area.

3.4.5 The southern boundary of the Limited Development Policy Area in sub-area 4b will be consistent with the Future Chief Peguis Trail right-of-way once the alignment of the Chief Peguis Trail has been approved by Council.

3.4.6 Any new land uses proposed in a Limited Development Policy Area should be complementary, compatible and supportive of the adjacent land uses to minimize land use conflicts.

3.5 Parks and Open Space

Parks and Open Space areas provide for the dedication of parkland and the preservation of high-quality natural areas in order to meet the active and passive recreational needs of the community and contribute to the health and well-being of residents. Pathways are intended to complement the naturalized retention pond system as well as to provide linkages between neighbourhood parks. High quality natural areas, as identified in any current natural area assessments and biological inventories, may be considered for dedication as part of the development approvals process.

Active Recreation refers to outdoor activities requiring physical exertion, such as sports, or playground activity. Active recreation uses include sports fields, courts, and playground equipment.

Passive Recreation refers to outdoor leisure activities (such as nature observation, walking, picnicking) in which the participant interacts minimally with the physical environment and/or facilities. Passive recreation uses typically include forests, natural areas, trails, and linear parks along retention ponds.

Intent

The intent of Parks and Open Space areas is:

- To provide opportunities for active and passive recreation within reasonable walking distance of most residents;
- To preserve natural areas where appropriate and feasible, and with consideration to quality;
- To provide a connected system of parks, integrated with a walking and cycling network;
- To enable the closed landfill site to be considered for passive recreation activities; and,
- To provide safe and accessible parks and open spaces.

Policies

3.5.1 Parks and Open Space areas are appropriate in any land use policy area.

3.5.2 The location, size and configuration of the parks and open spaces will be determined at the Development Application stage.

3.5.3 A minimum of one small park (0.5-acre minimum) should be provided per sub-area, and a minimum of one large park and/or public reserve area (10-acre minimum) should be provided in the overall Precinct.

3.5.4 To balance the provision of parks and open space, a minimum of 30% of the park area shall be allocated to active use and a minimum of 30% of the park area shall be allocated to passive use.

3.5.5 The preservation of high quality existing natural areas (as identified in biological inventories and current natural area assessments) for parkland dedication purposes shall be considered.

3.5.6 Subdivision designs within the Precinct will include provision for a continuous and integrated walking and cycling network that connects neighbourhoods and other community features within the Precinct, such as naturalized lakes, parks and retained natural areas wherever possible, as conceptually illustrated in **Figure 5** of this Plan.

3.5.7 All retention ponds will allow for limited public access.

3.5.8 The closed landfill may be considered by the City of Winnipeg for passive recreational uses.

3.5.9 The provision of public access to the closed landfill site shall be considered.

3.5.10 The control zone between the closed landfill and nearby housing shall be confirmed by the City of Winnipeg at the development application stage.

3.5.11 Reducing the control zone surrounding the closed landfill may be considered.

3.5.12 Recreational and educational sites should be co-located where possible.

3.5.13 The naming of new parks within the Precinct should give consideration to local heritage, in consultation with relevant community groups.

3.6 School Sites

Discussions with the School Division and the Public Schools Finance Board suggest that at least one K to 8 school site may be required within Precinct G to meet future educational needs. The policies in this section will guide the site selection process to ensure that proposed school site(s) are easily and safely accessible by students and other neighbourhood users.

Intent

The intent of school siting policies is:

- To ensure that the School Division's needs are considered in the planning process;
- To ensure that the community's educational needs are met; and,

- To ensure that any school site is located where it is safely accessible by multiple transportation modes.

Policies

3.6.1 Schools are appropriate in all land use policy areas except for the Limited Development Policy Area.

3.6.2 Recreational and educational sites should be co-located where possible.

3.6.3 School site(s) selected for K to 8 schools (that may include daycare facilities) shall be of a size consistent with any required provincial legislation or city policy.

3.6.4 A school site shall have frontage on two streets (with at least one being a collector) in order to facilitate safe pick-up and drop-off zones, a school bus loop, and staff and visitor parking.

3.6.5 A school site location and its site plan design should be compatible with adjacent and nearby land uses.

3.6.6 A school site should be well-connected to the walking and cycling network.

4 TRANSPORTATION

Transportation policies will enable the safe and effective movement of people and goods within Precinct G and northwest Winnipeg. The section includes three subsections:

- Road Network;
- Walking and Cycling Network; and,
- Transit.

The intent of the transportation policies is:

- To enable the safe and effective movement of people and goods within the Precinct;
- To provide a hierarchy of roads that facilitates the movement of people and goods;
- To facilitate efficient and accessible transit throughout the Plan area; and,
- To provide an integrated walking and cycling network that connects pedestrians and cyclists with destinations and amenities.

4.1 Road Network

The purpose of these policies is to provide for a road network that is functional, safe and efficient. At the time of adoption of this By-law, the road network in the vicinity of Precinct G consisted of a future expressway (Chief Peguis Trail extension), an arterial road (McPhillips Street), collector roads (Murray Avenue, Red River Boulevard, Ferrier Street, and Fernbank Avenue) and local roads, which together provide access to both the existing and future community, to the greater northwest Winnipeg area, and to the City at large. The proposed collector road network is illustrated in **Figure 5**. The alignment of local roads, rail crossings, and public lanes will be determined at the Development Application stage.

The road network within and adjacent to the Precinct consists of Expressways, Arterial Roads, Collector Roads, and Local Roads.

Expressways accommodate large traffic volumes at high speeds and serve intra-urban travel and trips destined to major centres of activity.

Arterial Roads carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas, and other major activity areas.

Collector Roads collect and distribute traffic between residential local roads and arterial roads. They also provide land access in residential areas.

Local Roads provide direct access to properties in residential areas.

Policies

4.1.1 The alignment of the collector road network will be generally in accordance with **Figure 5**.

4.1.2 The collector roads shall be constructed to the standards and specifications of the City of Winnipeg.

4.1.3 The roadway layout noted above and illustrated in **Figure 5** is considered precise with respect to required street connections, however, the exact alignment of streets is to be determined at the Development Application stage.

4.1.4 City of Winnipeg right-of-way requirements for arterials, collectors, and local roads should be further defined at the development application stage.

4.1.5 Direct private access to expressways will not be permitted.

4.1.6 A collector road network will be established in order to accommodate efficient transit routing through Precinct G.

4.1.7 Access to McPhillips Street may only be permitted from major uses in the Commercial and Mixed-Use Policy Area (including multi-family residential developments and commercial developments), provided that such access meets City of Winnipeg standards.

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

- Convenient connections and multiple choices to origin/destination points within the community;
- Pathway connections between streets, to assist in meeting transit coverage requirements; and,
- The ability of Transit routes to be provided within 400 metres of most dwellings.

4.1.9 Collector streets shall be shared by motorized vehicles, buses, and cyclists, and shall have off-street sidewalks on both sides unless otherwise determined through the development application stage.

4.1.10 The naming of new roads within the Precinct should give consideration to local heritage, but allow for flexibility.

4.1.11 Intersections where two collector roads meet may feature roundabouts.

4.1.12 The Developer may, in certain cases, be required to construct designated access roads and/or modifications to existing streets outside the Precinct boundaries as determined through the development application stage.

4.1.13 Ferrier Street shall connect to the future Chief Peguis Trail extension.

4.1.14 Back lanes or frontage roads are required for single-family or two-family housing fronting onto a collector road.

4.1.15 At the development application stage, prior to development adjacent to the CP Rail Winnipeg Beach subdivision, the City of Winnipeg and developer will work in collaboration with CP Rail to identify and determine rail crossing requirements for Precinct G – this may include crossings at Red River Boulevard and/or Fernbank Avenue, as well as the potential closure of the Murray Avenue Crossing. Further study and consultation may be required.

4.1.16 Development adjacent to the CP Rail Winnipeg Beach subdivision will consider the *Guidelines for New Development in Proximity to Railway Operations* prepared by the Federation of Canadian Municipalities and Railway Association of Canada and/or City of Winnipeg guidelines.

4.2 Walking and Cycling Network

The walking and cycling network features a well-integrated system of sidewalks and pathways that provide opportunities for passive and recreational use. The network will complement the stormwater management system, enhancing connectivity between larger parks, natural areas, and areas of higher density. The policies in this section will enable the development of Precinct G as a pedestrian and cyclist-friendly neighbourhood. The walking and cycling network will promote connectivity both within the community, and to external community destinations in keeping with the *Winnipeg Pedestrian and Cycling Strategies* study. A conceptual layout of the walking and cycling network is included as **Figure 5**.

The term Active Transportation refers to any human-powered mode of transportation such as cycling, walking and skiing.

Intent

The intent of the walking and cycling network is:

- To provide opportunities for passive recreational and leisure use;
- To provide connectivity between sub-areas and amenities such as parks, recreational facilities, open spaces, and commercial developments;
- To provide convenient access to transit; and,
- To provide connections with regional active transportation facilities.

Policies

4.2.1 Subdivision designs within the Precinct shall include provisions for pathways and sidewalks generally located within the walking and cycling network concept as outlined in **Figure 5** of this Plan.

4.2.2 Pathways and sidewalks should connect and/or provide access to parks, natural areas, and naturalized retention pond areas.

4.2.3 Pathways should connect sub-areas both internally and externally, connecting residents with neighbourhood amenities, and transit.

4.2.4 Internal pathways should be designed to connect with the external pathway system beyond the community (e.g. the pathway along the future Chief Peguis Trail extension and/or other regional pathways), as reflected in the *Winnipeg Pedestrian and Cycling Strategies* study.

4.2.5 Naturalized retention ponds should include a pathway along one side of the water area.

4.2.6 Any trail development within natural areas should be constructed in such a manner that minimizes impact to natural features while providing an interesting and scenic route.

4.2.7 Pathways should accommodate the shared use of a variety of active transportation modes, including walking and cycling.

4.2.8 Developers are encouraged to install interpretive signage along trails to promote the importance of protecting natural areas or species, or signage related to trails within the Precinct.

4.2.9 Local heritage should be considered in the naming of trails, in consultation with relevant community groups.

4.2.10 Pathways and sidewalks should meet *Accessibility Design Standards of the 2015 City of Winnipeg Accessibility Standard (Third Edition)*, or its successor documents.

4.2.11 Pathway connections should be designed for easy and direct access to the Medium Density Neighbourhood Policy Areas and Commercial and Mixed-Use Policy Areas.

4.2.12 Active Transportation infrastructure (AT) shall be provided as follows:

- Collector rights-of-way shall be of an adequate width to accommodate a sidewalk on both sides and/or another form of off-street AT amenity;
- Arterial rights-of-way shall be of an adequate width to accommodate a sidewalk on both sides and/or another form of off-street AT amenity; and,
- Expressways shall include a dedicated off-street AT facility (e.g. along the future Chief Peguis Trail extension).

4.2.13 Local streets shall be shared by motorized vehicles, cyclists, and pedestrians. While sidewalks are not required on these streets, they should be considered in strategic locations, including those:

- That provide direct connections to school sites;
- That provide direct links to pathways or Medium Density Neighbourhood Policy Areas; and/or
- Where flanking lots offer opportunities to provide connections to community destinations, without crossing front driveways.

4.2.14 In the event that the CP Rail Winnipeg Beach Subdivision is no longer used for railway operations, the right-of-way may be considered for use as a walking and cycling pathway.

4.3 Transit

These policies will help create functional, accessible, and efficient transit routing through Precinct G, by providing an interconnected collector road system, and complete walking and cycling system.

Policies

4.3.1 The road network has been designed so that transit stops can be provided to:

- Enable convenient transit service;
- Serve higher-density residential development and activity centres; and,
- Achieve walking distance requirements (within a maximum of 400 metres of most dwellings).

4.3.2 Subdivisions shall be designed to allow for public transit to be provided within 400 metres of most dwellings.

4.3.3 Infrastructure to support transit service shall be achieved through the provision of a comprehensive network of collector roadways that accommodates the operating needs of transit vehicles and permits the operation of an efficient transit network providing direct travel for passengers.

4.3.4 Transit stops should be connected to community amenities with sidewalks or pathways.

4.3.5 Park and ride facilities may be considered in any land use policy area within the Precinct, provided they include a connection to an arterial road or expressway.

5 SERVICING

The purpose of the policies in this section is to ensure that adequate utility and servicing infrastructure is provided to serve development throughout the Precinct. The servicing concept is illustrated in **Figure 6**. The alignment and phasing of servicing can be deviated from, provided that the deviation can be supported through engineering. Such a deviation does not require an amendment to the Plan. All new development within the Precinct will be fully serviced with piped municipal infrastructure (water, wastewater sewer, and land drainage) as well as shallow utilities (gas, electrical, telecommunications). Utility alignments and necessary agreements will be identified at the development application stage. The section includes three policy sections:

- Water distribution;
- Wastewater collection; and,
- Land drainage.

The intent of the servicing policies is:

- To ensure that development in the Precinct is adequately serviced by water, wastewater sewer and land drainage infrastructure that meets City of Winnipeg standards and specifications.

5.1 General Servicing Policies

5.1.1 New Development within the planning area, and outside of Limited Development Policy Areas, shall be serviced by a full range of municipal services as defined in *OurWinnipeg*. Exceptions may include additions or alterations to existing buildings, the development of accessory buildings to established principal uses, and some temporary uses, as long as any of the aforementioned exceptions do not require an application identified under section 275(1) of the *Charter*. Existing buildings and established principle uses will be considered established prior to the adoption of this By-law.

5.1.2 The alignment and capacity of watermains, 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.

5.1.3 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.

5.2 Water Distribution

The proposed watermain system is illustrated in **Figure 6**.

It is expected that development within Precinct G will be serviced via the following potential feedpoints from existing watermains:

- Along Murray Avenue, a watermain between the western boundary of Precinct G and McPhillips Street, as well as along Murray, west of the CPR Winnipeg Beach subdivision right-of-way;
- Along Red River Blvd, a watermain that ends at the CPR rail line; and,
- Along Fernbank Avenue, a watermain that ends at the CPR rail line.

Policies

5.2.1 All new development within the Precinct will be fully serviced with piped water.

5.2.2 The alignment and capacity of watermains will be determined to the satisfaction of the City of Winnipeg, based on engineering studies and analyses.

5.2.3 The water distribution system shall be designed to adequately and efficiently serve the phased and ultimate development of Precinct G as outlined conceptually in **Figure 6** of this document, or as otherwise determined through additional engineering to the satisfaction of the City of Winnipeg.

5.2.4 As part of the Development Application process, developers may be required to submit a water distribution analysis along with the current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the Precinct.

5.3 Wastewater Collection

The proposed wastewater sewers are illustrated conceptually in **Figure 6.**

There are two existing wastewater interceptor sewers in the vicinity of Precinct G. Precinct G will be serviced by the following:

- Connections to the interceptor sewer within the Chief Peguis Trail extension right-of-way, ultimately discharging to the North End Sewage Treatment Plant; and,
- An extension of a wastewater sewer east along Fernbank Avenue to the existing interceptor in the Main Street right-of-way, ultimately discharging to the North End Sewage Treatment Plant.

Policies

5.3.1 All new development within the Precinct will be fully serviced with piped wastewater sewer.

5.3.2 The wastewater sewer system shall be designed to adequately and efficiently serve the phased and ultimate development of Precinct G as outlined conceptually in accordance with **Figure 6** of this document, or as otherwise determined through additional engineering to the satisfaction of the City of Winnipeg.

5.3.3 As part of the development application process, developers may be required to submit wastewater sewer servicing criteria to demonstrate that their lands can be serviced in accordance with the overall design of the wastewater sewer system of the area.

5.4 Land Drainage

This Plan was conceived with a stormwater retention system being accommodated by a naturalized retention system. The Land Drainage System of the Planning Area, as represented generally in **Figure 6**, will drain into the Riverbend Land Drainage System, and ultimately, the Red River. The two existing land drainage sewers that will service Precinct G are:

- A land drainage sewer along Murray Avenue; and,
- A land drainage sewer running east-west roughly equidistant between Fernbank Avenue and Red River Boulevard (along the Spruce Thicket Walk easement).

Naturalized retention systems will provide a unique environment for both residents and wildlife, while providing necessary land drainage protection. A naturalized retention system means a retention system that is designed to mimic natural wetlands by using planting and landscape forms that are native to region.

Policies

5.4.1 All new development within the Precinct will be fully serviced by land drainage.

5.4.2 The location, size and configuration of land drainage facilities will be determined at the Development Application stage and will require an engineering study satisfactory to the City of Winnipeg.

5.4.3 The land drainage system for the Planning Area will generally reflect the network of retention ponds and pipe alignments as presented conceptually in **Figure 6**.

5.4.4 Retention ponds shall be designed as naturalized retention systems, to a standard acceptable to the City of Winnipeg.

5.4.5 Naturalized retention systems will be designed to be aesthetically appealing and should be constructed to replicate a natural functioning wetland and watercourse.

5.4.6 Water quality, base flows and the natural flow pattern in any receiving watercourse shall be maintained to the fullest extent possible to avoid flood damage and protect aquatic vegetation and wildlife habitats of naturalized retention features.

5.4.7 The alignment and capacity of stormwater sewers shall be based on servicing studies and analysis to the satisfaction of the City of Winnipeg.

5.4.8 As part of the development application process, the developer shall submit a Stormwater Management Plan consistent with the Regional Land Drainage Plan as approved by the City of Winnipeg to demonstrate that the proposed development can be serviced in accordance with the overall design on the stormwater management system for the area.

6 Implementation

6.1 Staging and Phasing

Phasing of development in the Precinct area is likely to be influenced by a variety of factors, including:

- Market demand;
- Infrastructure investment;
- Population growth; and
- Landowner interest in development.

The policies of this section serve to ensure that the orderly development of the Precinct can be accommodated by appropriate infrastructure. The phasing plan for Precinct G is illustrated in **Figure 7.** Development phasing within the Precinct is primarily based on infrastructure requirements (including roads, water, wastewater, and land drainage) on a sub-area basis. The Plan assumes that a majority of development will take place over a 25-year time horizon.

Phasing for development of each Sub-Area within the Precinct is subject to the following constraints as outlined in **Figure 7**:

- Sub-area 2a, 4a, and 4b, identified as yellow in **Figure 7**, can be serviced independent of other Precinct sub-areas with minor extension of services.
- Sub-areas 2b, 3a, 3b, and 5 identified as magenta in **Figure 7**, cannot be serviced independent of other Precinct sub-areas because of land drainage, sewer, or water servicing constraints.
- A majority of sub-area 1a, identified as grey in **Figure 7**, is currently used as a City of Winnipeg snow dump. There are no plans to cease operations of the snow dump in the foreseeable future.
- Sub-area 1b, identified as green in **Figure 7**, is a closed landfill and may be considered in the future as a passive park space.
- The narrow strip of land north of sub-areas 1a and 1b cannot be serviced independent of other Precinct sub-areas because of land drainage, sewer, water and road constraints.

Policies

6.1.1 Development of the Planning area will generally be phased in accordance with **Figure 7** and the following:

- Development within sub-areas 2a, 4a, and 4b, identified as yellow in **Figure 7**, may be developed independently of development in other areas.

- Development within sub-areas 2b, 3a, 3b, and 5, identified as magenta in **Figure 7**, cannot be developed until land drainage, sewer, and/or water servicing can be extended from adjacent sub-areas.

6.1.2 The phasing constraints outlined in Section 6.1 and illustrated on **Figure 7** of this Plan can be revised subject to detailed technical analysis to the satisfaction of the Director of Water and Waste (City of Winnipeg).

6.2 Cost Sharing

Cost sharing policies ensure that the burden of the overall planning and infrastructure requirements within the Precinct is shared equitably amongst landowners within the Precinct.

Policies

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

6.2.2 Cost sharing agreements should be reviewed with every development application.

6.2.3 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 benefiting area at a uniform Trunk Service Rate (TSR) charge on a per /acre basis.

6.2.4 Development within Precinct G requires the provision of land for road rights-of-way, parks, open space and natural areas. These items may be considered as part of an area charge.

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

6.2.6 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.

6.2.7 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.

Precinct G Location

Stantec

Landmark Planning & Design Inc.

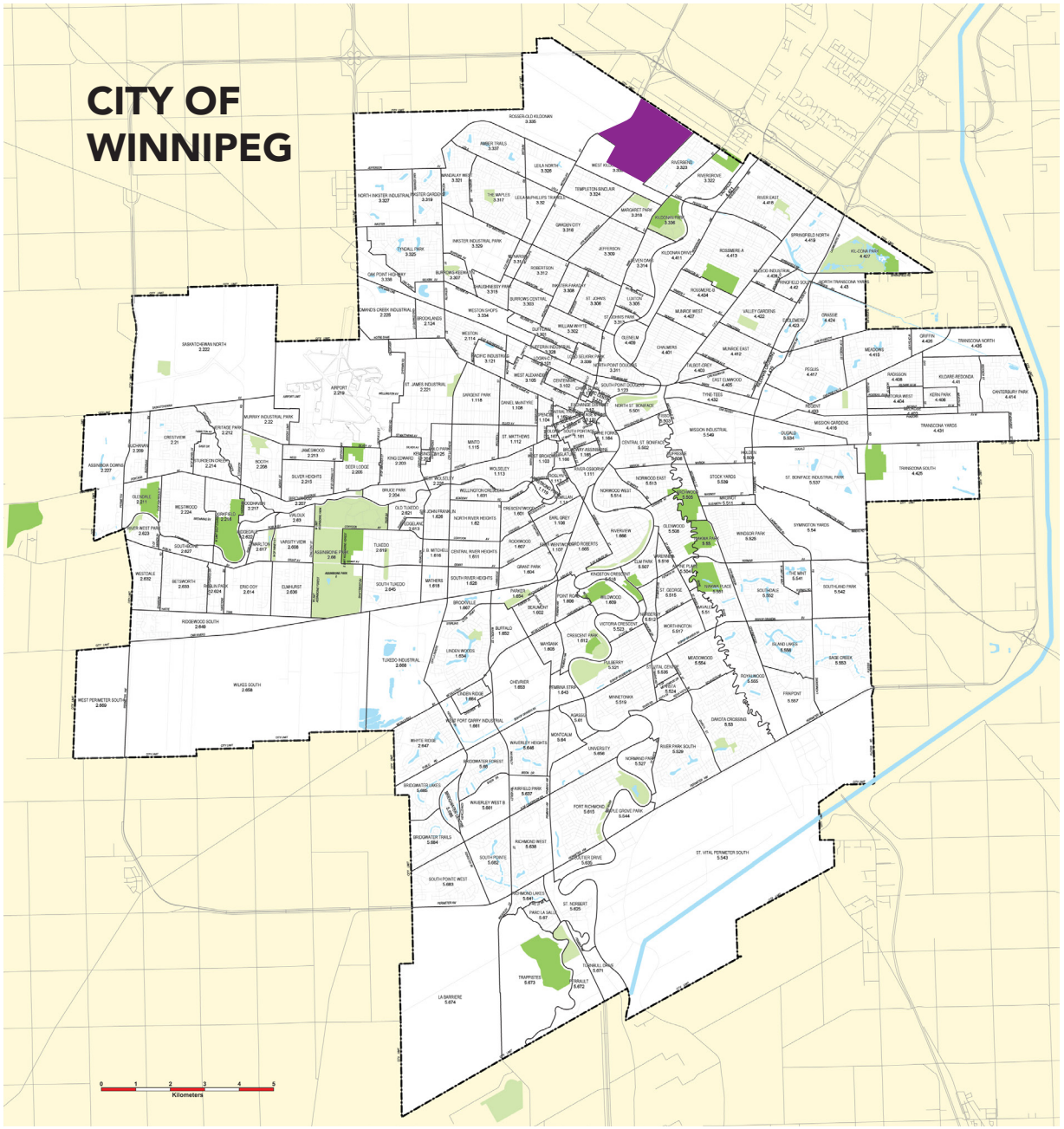
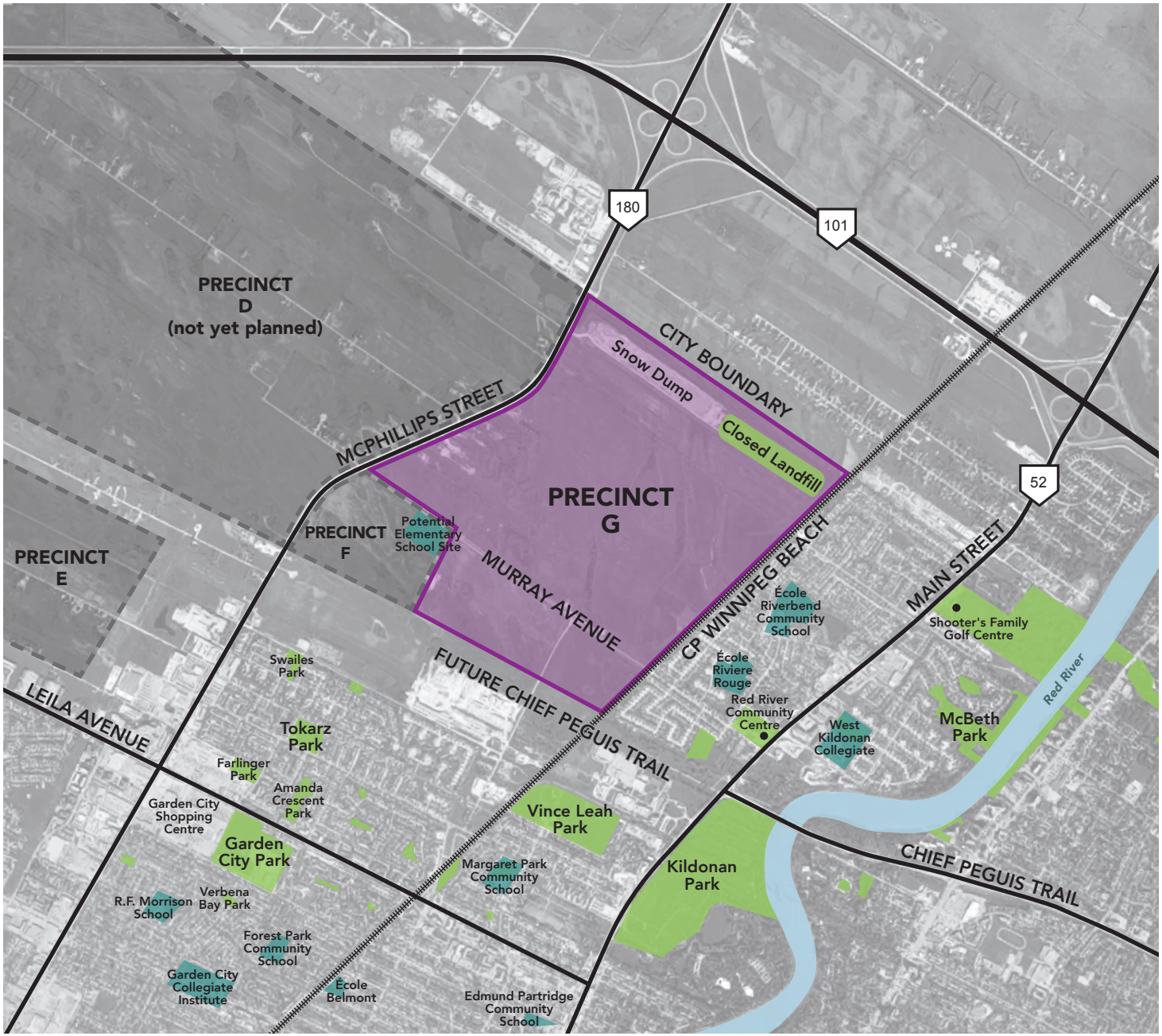


Figure 1

Precinct G Context

Stantec

Landmark Planning & Design Inc.



LEGEND

- Precinct G
- Green spaces and parks
- Schools

Figure 2

Precinct G Sub-Areas

Stantec

Landmark Planning & Design Inc.

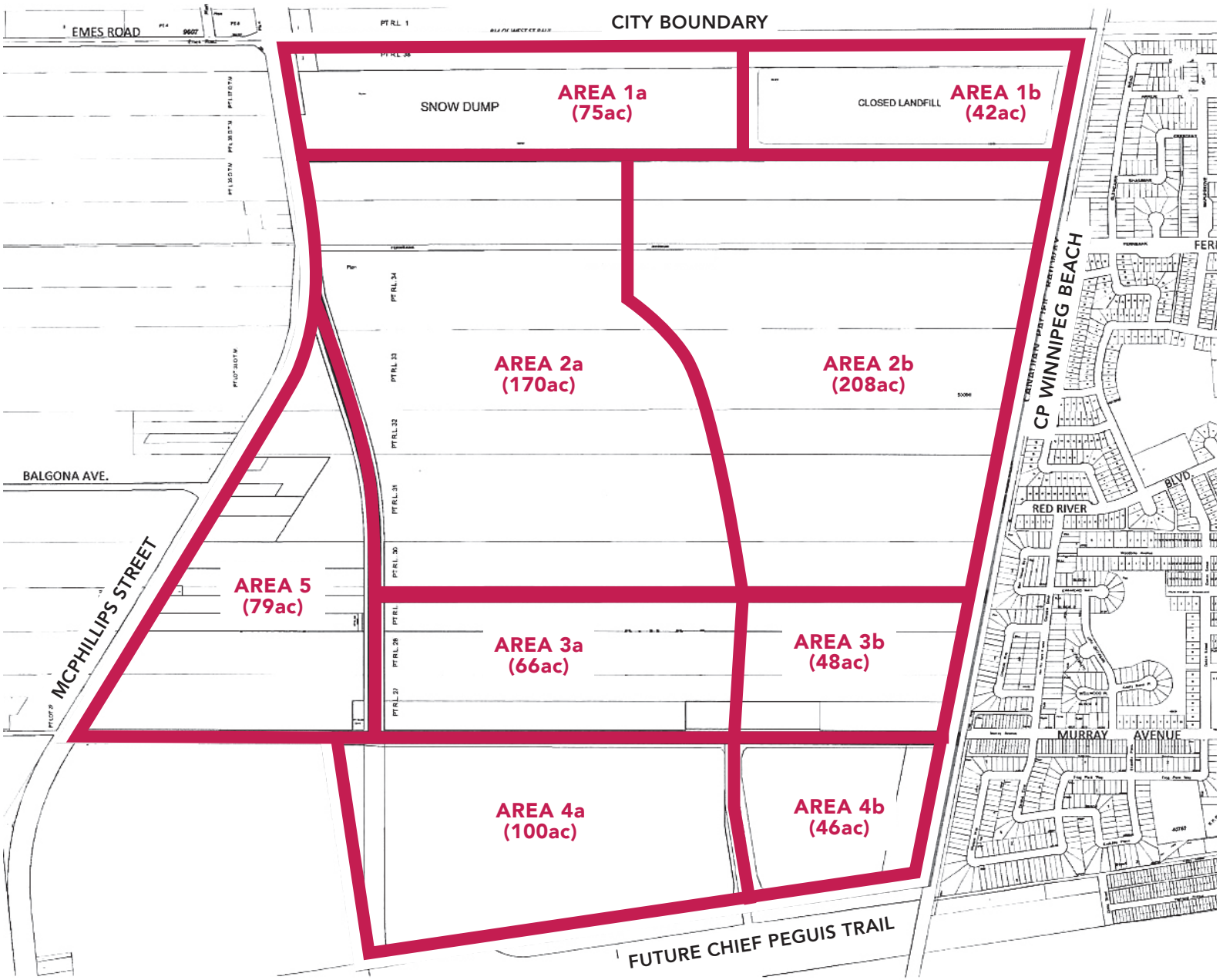


Figure 3

Land Use Policy Area Map

Stantec

Landmark Planning & Design Inc.

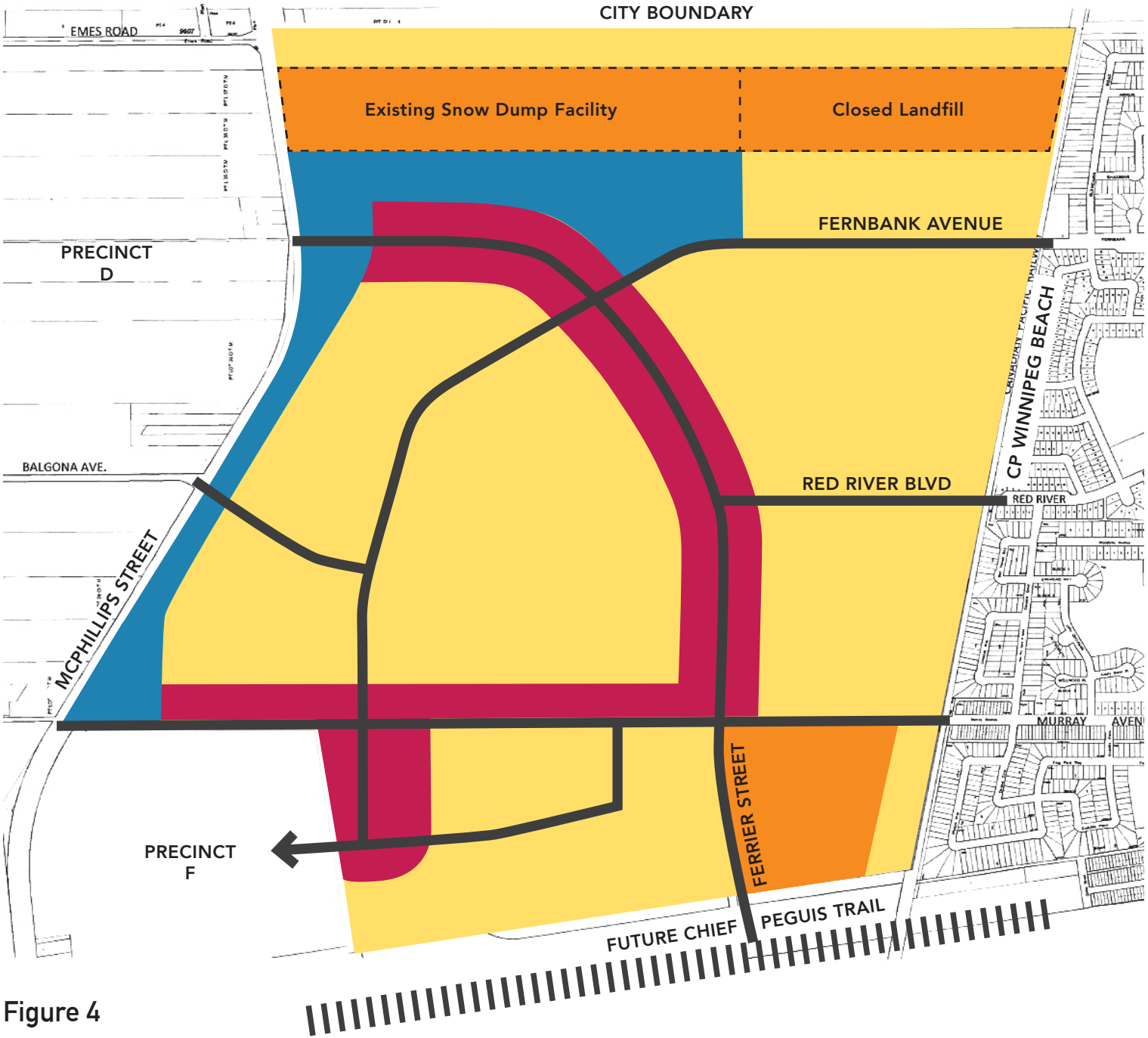
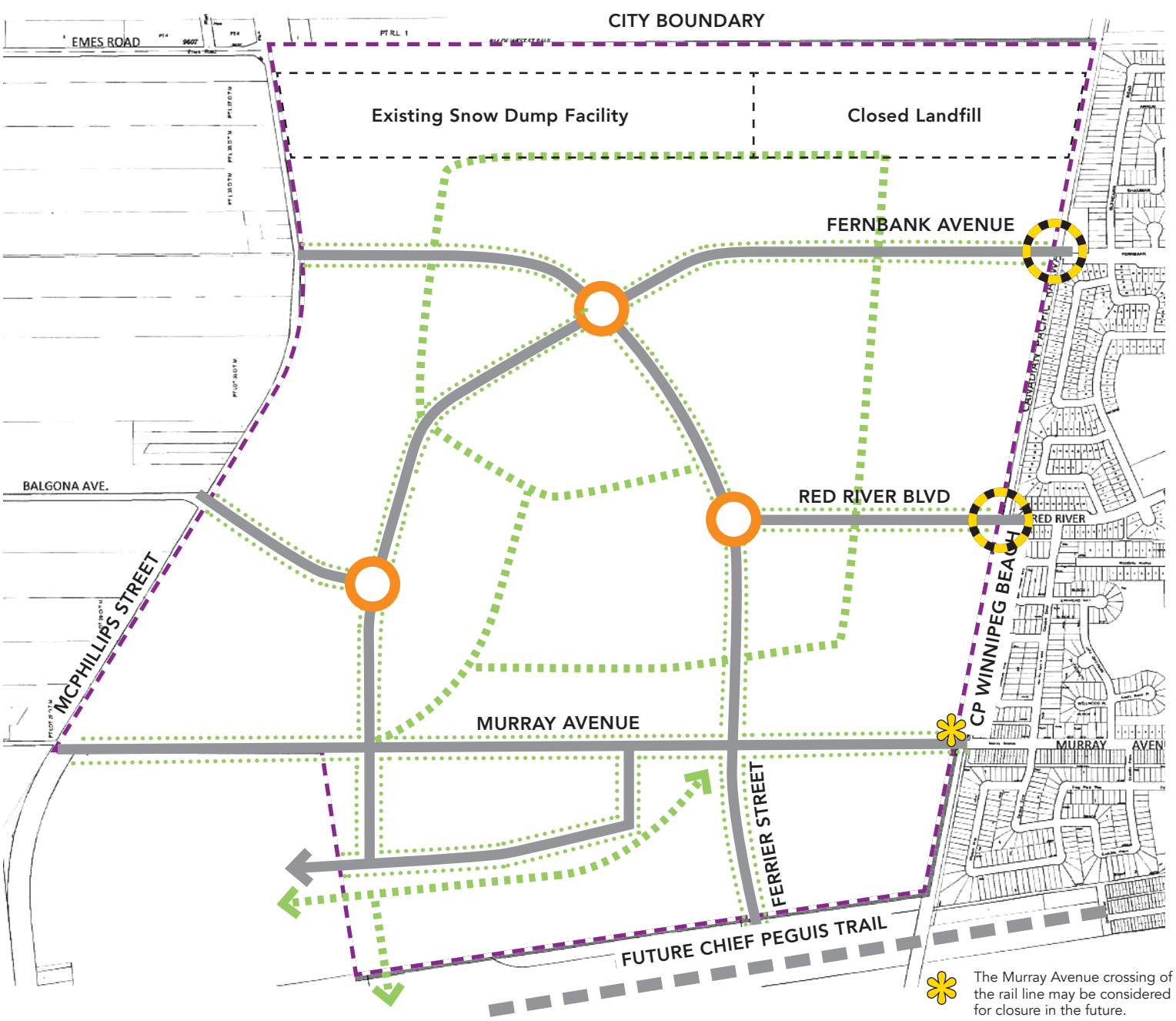


Figure 4

Transportation Map

Stantec

Landmark Planning & Design Inc.



NORTH

LEGEND

- Precinct G Boundary
- Collector Roads
- Future Expressway and Connectors
- Roundabout
- Potential Rail Crossings

Walking & Cycling Network

- Conceptual Pathways
- Collector Road Sidewalks

Figure 5

Servicing Map

Stantec

Landmark Planning & Design Inc.

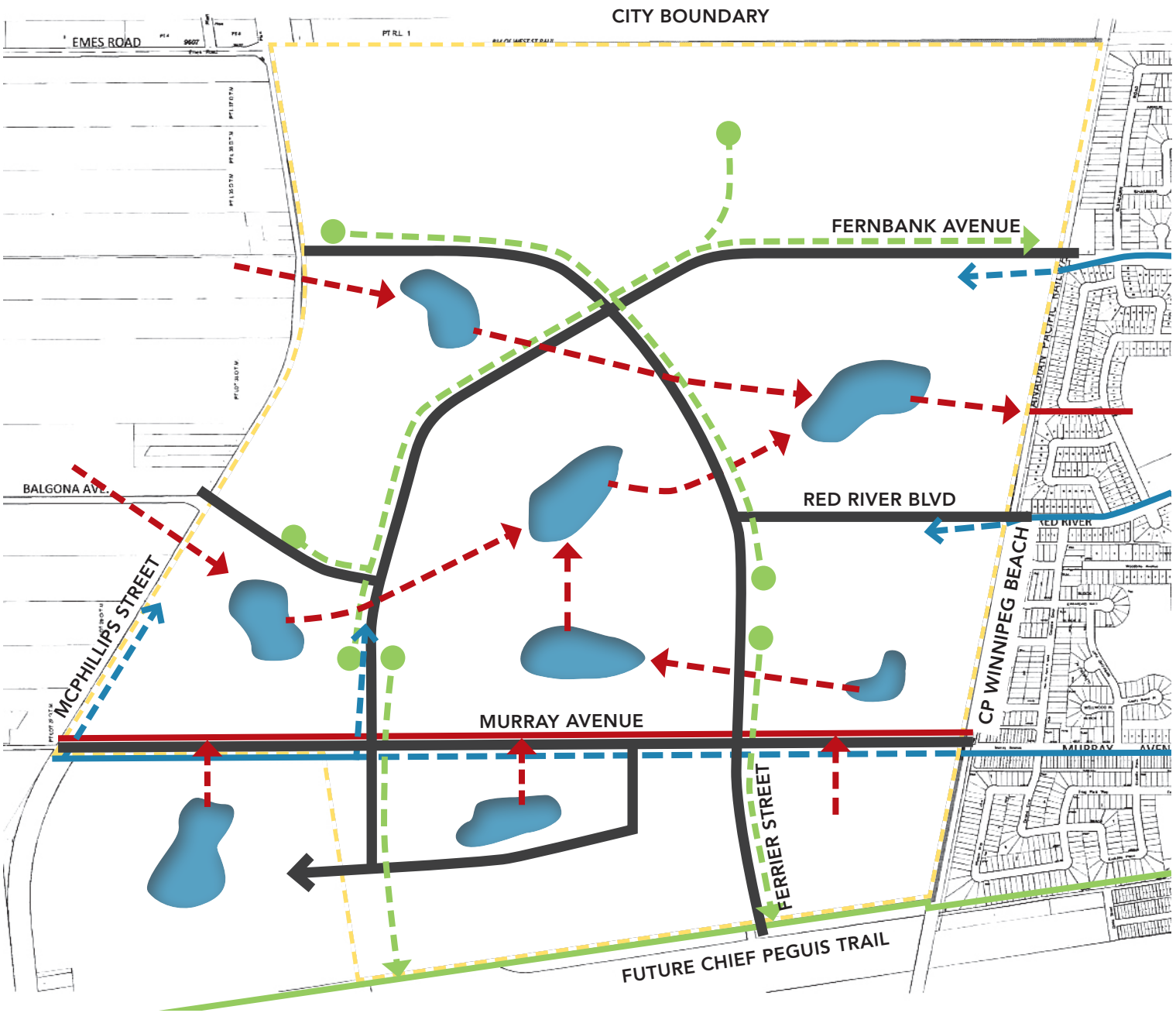
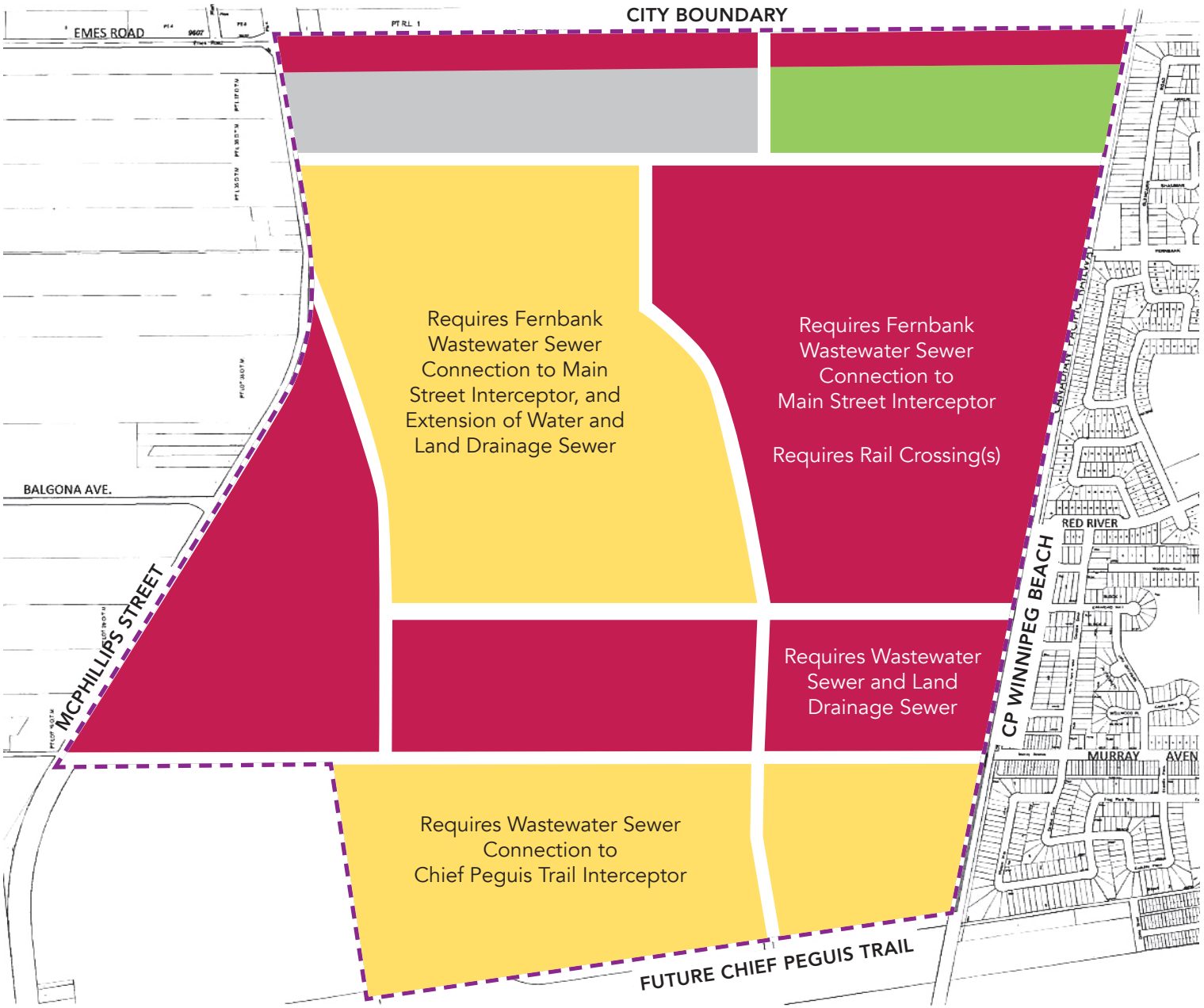


Figure 6 Concepts on this Figure may be modified without amendment to the Plan, subject to alternate engineering design.

Phasing Map

Stantec

Landmark Planning & Design Inc.



PHASING

- Areas can be serviced independent of other precinct sub-areas with extensions of external services, as noted.
- Areas cannot be serviced independent of other precinct sub-areas because of land drainage, sewer, water, or road requirements, as noted.
- Area is currently used as a City of Winnipeg snow dump, and there are no plans to cease operations in the foreseeable future.
- Area is a Closed Landfill.

LEGEND

- Precinct G Boundary

Figure 7