**APPENDIX A – DRAFT BY-LAW**

**THE CITY OF WINNIPEG**

**BY-LAW NO. 56/2025**

A By-law of THE CITY OF WINNIPEG to adopt the Precinct J – Dawson Trail Precinct Plan as a secondary plan in accordance with s. 234.7 of The City of Winnipeg Charter.

**THE CITY OF WINNIPEG,** in Council assembled, enacts as follows:

**Short title**

**1** This By-law may be referred to as the "Precinct J – Dawson Trail Secondary Plan By-law".

**Precinct J – Dawson Trail Secondary Plan adopted**

**2** The document entitled "Precinct J – Dawson Trail Precinct Plan", attached hereto and marked as Schedule "A" to this By-law, is hereby adopted as the Precinct J – Dawson Trail Secondary Plan.

**Winnipeg Zoning By-law amended**

**3** Schedule "A" to the Winnipeg Zoning By-law No. 200/2006 is amended in section 1 by adding the following as the next available subsection:

*Precinct J – Dawson Trail Secondary Plan*

RECEIVED FIRST READING this day of , 2025;

RECEIVED SECOND READING this day of , 2025;

RECEIVED THIRD READING this day of , 2025;

**DONE AND PASSED** this day of , 2025.

Mayor

City Clerk

***Approved as to content:***

Director of Planning, Property and Development

***Legally reviewed and certified as to form:***

for Director of Legal Services and City Solicitor

DRAFT

# Schedule "A"

# PRECINCT J – DAWSON TRAIL PRECINCT PLAN

Submitted by:

MMM Group Limited

August 2014

Consolidated version - includes changes concurred in by City Council on May 27, 2014

5513007-000.130

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## Preface

Significant population growth is driving the demand for new residential development in Winnipeg. In 2011, the City of Winnipeg's population was 691,800. It is projected to grow by 217,800 people by 2034. The Conference Board of Canada projects Winnipeg will require approximately 103,000 additional dwelling units between 2012 and 2035, with approximately half being multiple-family units. The City has responded to these significant growth projections by designating areas for new development as New Communities in its development plan – *OurWinnipeg* – and in its land use and development guide – *Complete Communities*. *Complete Communities* divides the New Communities areas into Precincts.

The precinct that is the subject of this plan is Precinct J. Its location is shown in Figure 1. Precinct J, also referred to as Dawson Trail, is approximately 510 acres, and is generally bounded by:

- The approximate centreline of the Fermor Avenue Public Right-of-Way (ROW).
- The eastern City limit.
- The southern limit of the Manitoba Hydro lands south of the Navin Drain.
- The approximate centreline of the Lagimodiere Boulevard Public ROW.
- The southern and eastern limits of the existing residential development (known as Southland Park).
- The westerly limit of the properties at 1501 and 1525 Dawson Road South.

The *Complete Communities* direction strategy lays out a high level framework and vision for the city's future physical growth and development. The policies within the Dawson Trail Precinct Plan respond to and expand upon the general direction and vision articulated in *Complete Communities* while addressing the local context and presenting the vision for Precinct J.

The Dawson Trail Precinct Plan is built on the six directions for "New Communities" (Section 03-4 New Communities, *Complete Communities*):

- Develop sustainably.
- Establish through a planning process.
- Increase opportunities to live, work, learn and play in the same neighbourhood.

- Includes complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership, and motorists to promote physical activity, health and active transportation.
- Encourages green development and conserves natural areas to develop new communities in a sustainable manner.
- Reflects local heritage.

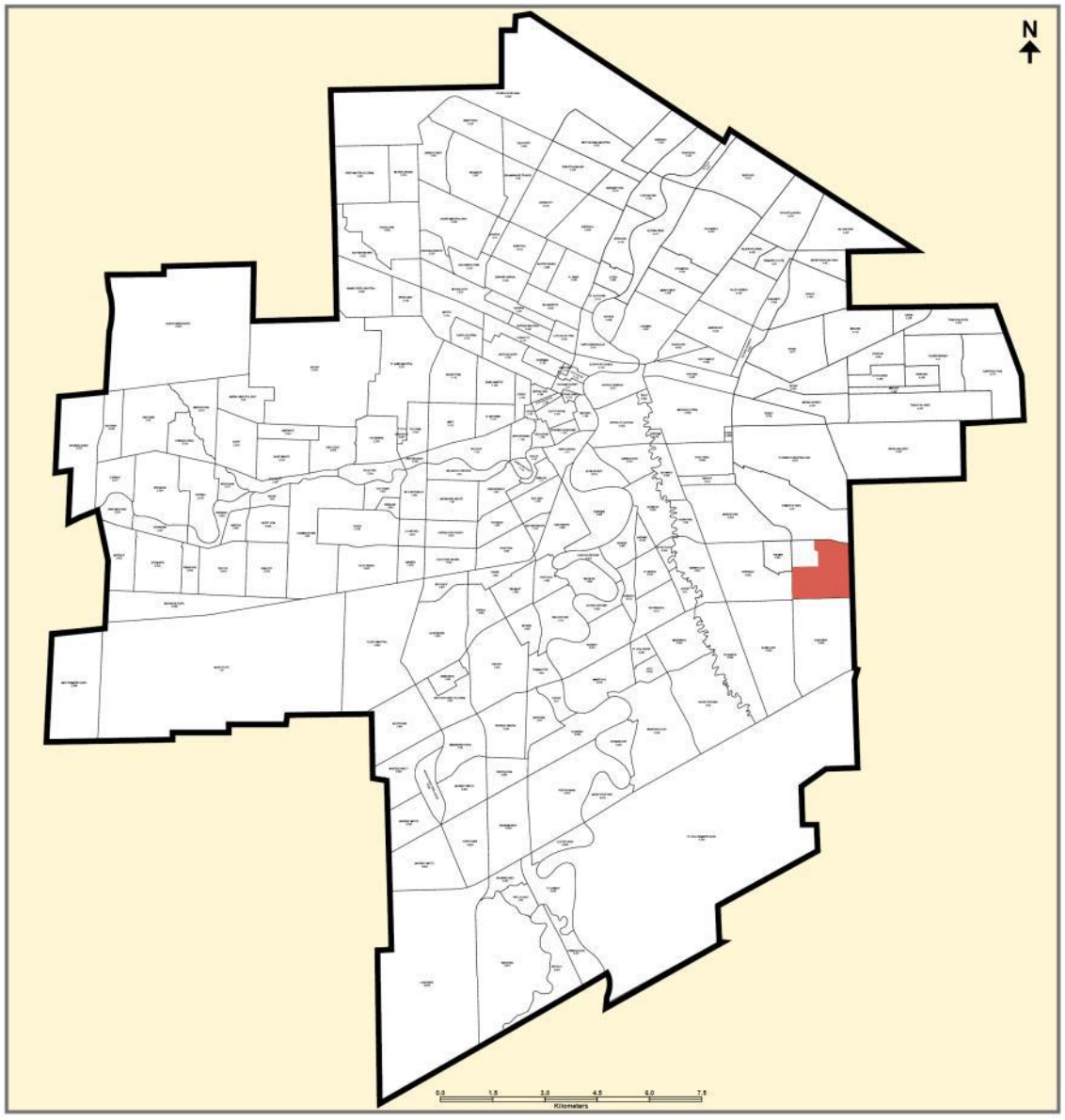



Figure 1:  Dawson Trail Precinct Plan Location

# 1. INTRODUCTION

## 1.1 Purpose of the Plan

The purpose of the Precinct J Precinct Plan ("the Plan") is to ensure that the development of Precinct J lands occurs in a logical, integrated manner that is consistent with *OurWinnipeg*, the City's development plan and *Complete Communities*, the City's land use and development guide.

## 1.2 Authority

In 2011, *OurWinnipeg* – the City's development plan – was approved by the Minister of Local Government and adopted by City Council in accordance with The City of Winnipeg Charter.

*Complete Communities* – the City's land use and development guide – was also adopted that year by City Council, as a secondary plan applying to the entire city, in accordance with The City of Winnipeg Charter.

The land that is the subject of this plan is in a New Communities policy area of *OurWinnipeg* and *Complete Communities*.

These documents state: "Lands designated as New Communities will conform with the policies that apply to the Rural and Agricultural designated lands until an appropriate planning process is complete and approved by City Council and/or a designated committee of Council."

One of the policies of *Complete Communities* that applies to the Rural and Agricultural designated lands states:

> Support agriculture and related support functions as the principal use in the Rural/Agricultural designated areas through the requirement of a minimum site area of 16 ha (40 acres), except where an applicable statutory plan allows a smaller site or to facilitate the consolidation of land.

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

*OurWinnipeg* states:

> Support the preparation of detailed planning studies for New Communities through the local area planning process, where warranted, to ensure the coordination of municipal infrastructure with proposed land-uses; and the future development of adjacent lands with a full range of municipal services.

*Complete Communities* divides the New Communities policy areas into precincts in order "to ensure that planning for New Communities is comprehensive, complete, and aligns with citywide goals and objectives."

## 1.3 Precinct J

This document is a plan of the future use and development of Precinct J. Precinct J is irregular in shape, approximately 510 acres and, as shown in Figure 2, generally bounded by:

- The approximate centreline of the Fermor Avenue Public Right-of-Way (ROW).
- The eastern City limit.
- The southern limit of the Manitoba Hydro lands south of Navin Drain
- The approximate centreline of the Lagimodiere Boulevard Public ROW.
- The southern and eastern limits of the existing residential development (known as Southland Park).
- The westerly limit of the properties at 1501 and 1525 Dawson Road South.

A significant feature of the precinct is Dawson Road South, which bisects the precinct and was part of the historic Dawson Trail and Dawson Route. Dawson Trail was completed in 1871 and was the western end of the 530 mile Dawson Route which connected Winnipeg and Thunder Bay. Dawson Trail extended approximately 115 miles from Winnipeg through St. Anne to the North West Angle Inlet on Lake of the Woods. The Route, and Dawson Trail, were built as a pre-rail settlement trail to western Canada and were part of the only all Canadian route to the prairies from eastern Canada, used by an estimated 3,500 settlers over the ten years after its completion.

The new Dawson Trail neighbourhood will reflect and promote this unique cultural heritage by adopting the name of the trail as the name for the precinct, and maintaining the historic alignment of Dawson Road through the precinct.




Figure 2: Precinct J – Dawson Trail Boundary

## 1.4 Timeframe of the Plan

The Precinct J Plan (the Plan) is future-oriented and is intended to guide development over the next five to ten years. The timing of development will be influenced over the long-term by market changes, supply and demand for housing, commercial land demand, and the general health of Winnipeg's economy.

## 1.5 Plan Preparation Process

The Plan was developed in consultation with a range of stakeholders including various land owners, City Departments, citizens, Manitoba Hydro, and the Louis Riel School Division.

In addition to several meetings with City staff, a public engagement process was held to inform area residents and provide opportunities for feedback from members of the public.

The first public open house was held on Tuesday, September 24th, 2013 from 4:30 p.m. to 7:30 p.m. at Canad Inns, Windsor Park. An online survey allowed the public to review the open house materials and provide feedback for approximately two weeks after the open house.

A second open house, presented a refined plan and conceptual subdivision, rezoning, and variance applications to the public. It was held on Wednesday March 19th, 2014 from 4:30 p.m. to 7:30 p.m. at Canad Inns, Windsor Park.

Additional information on the public events and a summary of the feedback is located in Appendix A.

## 1.6 Interpretation

### 1.6.1 Maps

The boundaries and networks shown on the maps contained herein are intended to be flexible and approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable features, such as a river or road.

**(1)** Flexibility - The Dawson Trail Land Use and Transportation Concept Plan (Figure 5) shall be considered flexible with respect to the precise location of land use areas, transportation networks, parks, retention ponds, and any other features identified within the precinct as illustrated.

**(2)** Precision - The Dawson Trail Land Use and Transportation Concept Plan (Figure 5) shall be considered precise with respect to the spatial relationship among land use areas as illustrated.

### 1.6.2 Policies Applications and Interpretations

**(1)** Where an intent statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the intent statement and the policy, the policy shall take precedence. Each paragraph, sentence or clause that is a policy statement, or portion thereof, within sections 4 through 7 is numbered, whereas the intent paragraphs and sentences are not.

**(2)** Where *may* is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

**(3)** In cases where the word *shall* is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, so that the intent of the policy is still achieved.

**(4)** In cases where the word *should* is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

**(5)** Where a policy requires compliance at the Development Application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage without requiring an amendment to the Plan.

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

## 1.7 Amending the Plan

Application to amend the Plan must be submitted to the Planning, Property and Development Department for review and approval by Council or it's designate. The amendment process is detailed in the document "Operationalizing the Precinct J Plan."

## 1.8 Monitoring the Plan

The Plan is intended to be a flexible document that will change as circumstances change within and adjacent to the planning area. Periodic review and amendment of the Plan will occur as development conditions within and adjacent to the planning area change.

# 2. PLANNING AREA

Precinct J, as shown in Figure 2, is approximately 510 acres (205 hectares) of land located in southeast Winnipeg. It is bound on the north by Fermor Avenue, on the west generally by Lagimodiere Boulevard, on the east by the boundary of the City of Winnipeg and Plessis Road, and on the south by the future extension of Bishop Grandin Boulevard, but excludes the community of Southland Park (Figure 2 Precinct J – Dawson Trail Boundary).

## 2.1 Existing Land Uses in Precinct J

There are a number of different land uses established within the precinct boundaries. Some of these uses will continue while others change as the precinct develops. Figure 3 identifies the general locations of the land uses that exist within the precinct.

### 2.1.1 Manitoba Hydro

Manitoba Hydro's St. Vital Station and the associated high voltage transmission corridor occupy approximately 190 acres along the southern edge of the precinct (on both sides of the Navin Drain/Road) and along the Lagimodiere Boulevard frontage.

Manitoba Hydro has indicated that they may be expanding the sub-station and adding new transmission lines to the corridor.

### 2.1.2 Glen Lawn Memorial Gardens and Funeral Home

The memorial gardens and funeral home occupy approximately 36 acres of land south of Southland Park. Access is provided from Lagimodiere Boulevard across Manitoba Hydro's lands. This area is land locked and there are no connections to the precinct area to the east. The funeral home has indicated that they have plans to develop their entire site to expand their facilities.

### 2.1.3 T & T Soils

T & T Soils stores top soil outside and provides soil and gravel delivery and sales from a six-acre site, with access to Lagimodiere Boulevard across Manitoba Hydro's lands. This parcel is land locked.

### 2.1.4 Undeveloped/Agricultural Land

The majority of land available for development within the precinct is currently under cultivation.

### 2.1.5 Rural Residential

One 10-acre rural residential property is located within Precinct J.

### 2.1.6 Navin Road and Drain

The Navin Road ROW and Navin Drain both cross through the precinct The drain is a regional land drainage drain that serves southeast Winnipeg and flows to the Red River. It is partly in the Navin Road ROW and partly in Manitoba Hydro land.

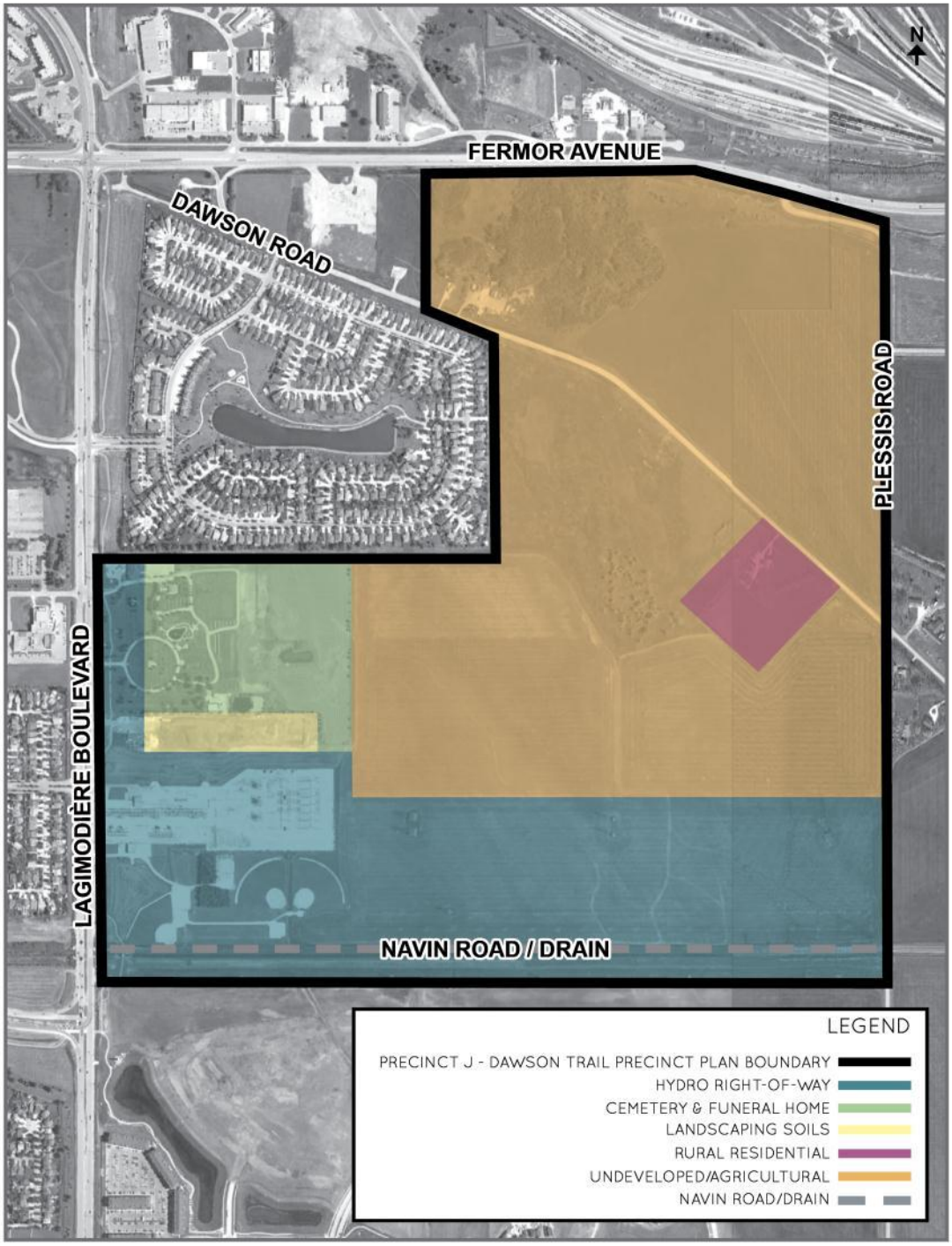



**Figure 3: Existing Land Uses in Precinct J**

## 2.2 Existing Land Uses in Proximity to Precinct J

A variety of land uses are in proximity to the precinct. Figure 4 shows the general locations of these land uses.

### 2.2.1 Residential Neighbourhoods

**Southland Park**

Southland Park, located east of Lagimodiere Boulevard and south of Dawson Road, is a residential neighbourhood that was established in the late 1980's that includes approximately 409 dwelling units; predominantly single-family homes with some lower density bungalow and duplex condominiums (approximately 10% are lower density multi-family units). It is built out and does not have capacity for additional dwellings.

It is organized around a central lake and park and has a limited number of connections to the adjacent lands. There is no athletic field, school, community centre, commercial area, or employment land use within Southland Park.

**Sage Creek**

Sage Creek, south of Precinct J and east of Lagimodiere Boulevard, is a new neighbourhood currently under construction that will accommodate up to 6,300 dwelling units, multiple schools and a neighbourhood centre offering retail and employment opportunities to the neighbourhood.

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

**Southdale, Island Lakes, and Windsor Park**

Southdale, Island Lakes, and Windsor Park are established residential neighbourhoods west, southwest, and northwest of the precinct. All three of these neighbourhoods are predominantly single family neighbourhoods with some lower density multi-family residential development. The established land uses within these neighbourhoods include schools, active and passive parks, churches, and commercial opportunities. All are largely built out with limited opportunity to accommodate new development.

### 2.2.2 Light Industrial/Highway Commercial

A light industrial and commercial area is located north of Fermor Avenue and south of Symington Yards. This area is bound by significant transportation infrastructure on all sides which carries high volumes of high speed vehicular traffic and has limited opportunities for access. It is a relatively low density area made up of land intensive commercial and light industrial uses.

### 2.2.3 Rail Yards

Symington Rail Yard, a Canadian National Railway Company (CN) marshaling yard, is located to the northeast of the precinct.

### 2.2.4 Rural Municipality of Springfield

Plessis Road, which is under the jurisdiction of the City of Winnipeg, forms the eastern boundary of Dawson Trail and is a boundary road between the R.M. of Springfield and the City of Winnipeg.

The land east of the precinct is currently used for agricultural and rural residential uses in accordance with the current designation of ‘AL’ Agricultural Limited in the R.M. of Springfield Development plan and the ‘AG’ Agricultural General and ‘RR’ Rural Residential zones.

The R.M. has recently undertaken a review of their development plan and is proposing a number of changes, including a change in land use designation for the area to ‘RUT’ Rural-Urban Transition.

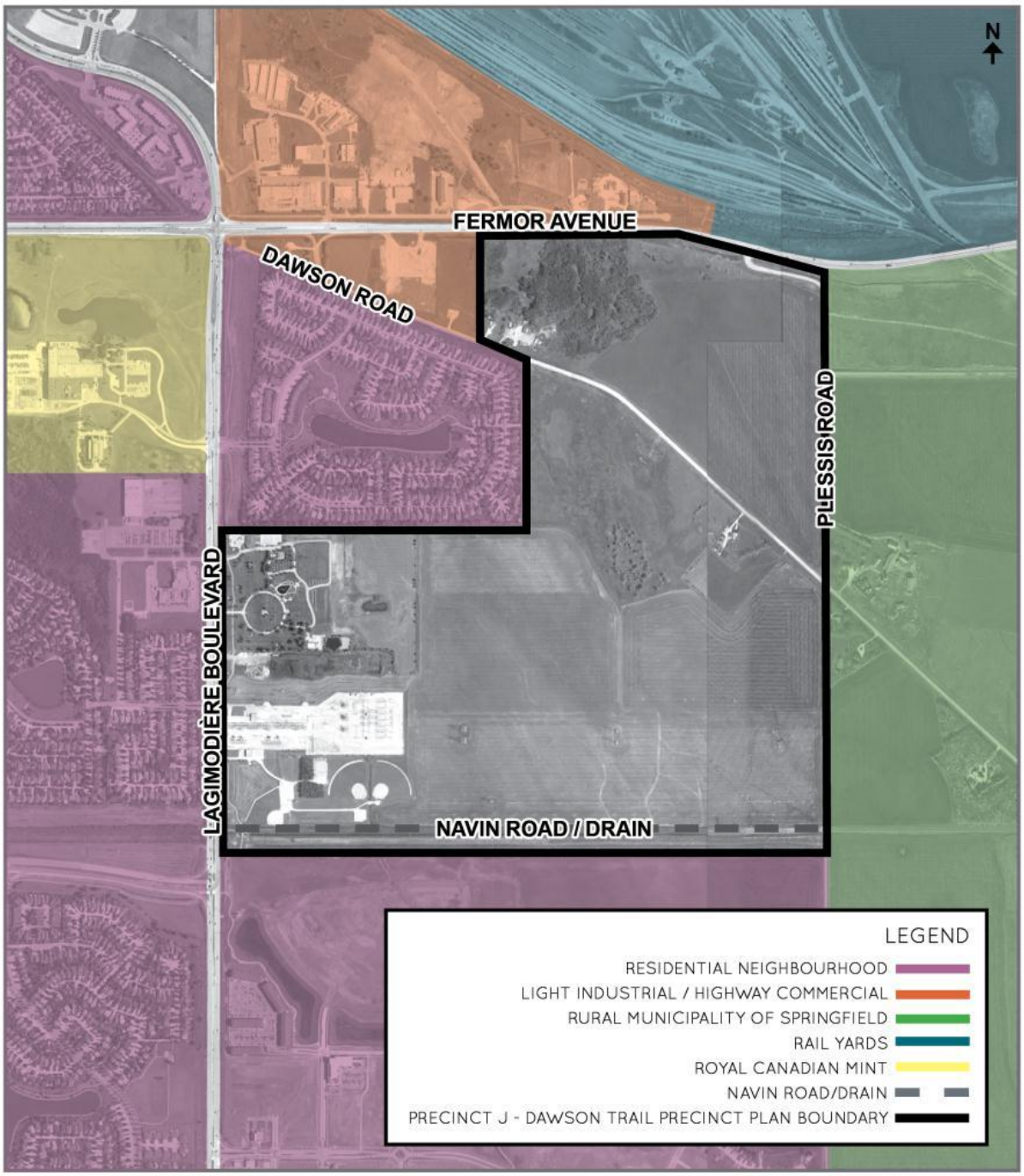



**Figure 4: Existing Land Uses in Proximity to Precinct J**

## 2.3 Existing Zoning in Precinct J

Precinct J is almost entirely zoned 'RR5' Rural Residential 5 which is intended to provide areas for large-lot rural residential development, along with limited agricultural uses. Approximately 50 acres in the southwest corner of the precinct, which are owned by Manitoba Hydro, are zoned 'PR2' Parks and Recreation, Community.

## 2.4 Environmental Assessment

Environmental assessments investigate the history of the development of a site to help identify actual or potential environmental impacts resulting from a previous use of the land. Since much of the precinct was previously undeveloped or under agricultural cultivation, environmental impacts of the previous land uses are likely low.

### 2.4.1 Completed Assessments

**Lands North of Dawson Road – Phase 1 Environmental Site Assessment**

The remaining land within Precinct J, north of Dawson Road, is primarily undeveloped or under agricultural cultivation. Two small rural residential properties are also located within this area.

The majority of this area was assessed in 2005. The Phase 1 assessment concluded that the potential for subsurface contamination on the site is low and that a Phase 2 assessment was not considered necessary at that time. It further identified the possibility, based on the age of the residential building and an exterior visual inspection, that there may be some hazardous building materials that should be considered and addressed as part of the demolition process.

### 2.4.2 Provincial Impacted Sites Registry

The Province of Manitoba maintains a Manitoba Contaminated/Impacted Sites List that can be used as a preliminary screening tool for identification of potentially impacted sites in Manitoba. The list includes impacted or contaminated sites in Manitoba that have been entered in the Department's Environmental Management System database.

A review of this registry did identify 2 properties within Precinct J:

- Manitoba Hydro – Lagimodiere Blvd, 379 Lagimodiere
- Manitoba Hydro – St. Vital Station, 383 Lagimodiere

## 2.5 Transportation

### 2.5.1 Transportation Master Plan

The Transportation Master Plan, approved by City Council in November 2011, includes the following major road network improvements that are in proximity to Precinct J:

- The reconstruction and widening of Fermor Avenue from Lagimodiere Boulevard to Plessis Road – recommended for implementation by 2021.
- The extension of Bishop Grandin Boulevard from Lagimodiere Boulevard to Fermor Avenue – recommended for implementation by 2021.

### 2.5.2 Existing Transportation Network

Precinct J is bound by Lagimodiere Boulevard on the west and Fermor Avenue (Provincial Trunk Highway 1) on the north, as well as Plessis Road on the east and on the south by the future extension of Bishop Grandin Boulevard.

There are also three transit routes that provide service to the general area around Precinct J:

- Route 19 – Marion – Logan – Notre Dame (Windsor Park)
- Route 50 – Archibald (Sage Creek)
- Route 96 – St. Vital Centre (Windsor Park)

Active Transportation infrastructure exists along the east side of Lagimodoere Boulevard and to the north-west of the precinct along Fermor Avenue.

## 2.6 Servicing

### 2.6.1 Water

There are multiple water main connections that will provide connections for Precinct J. An existing 250 mm water main in Fermor Avenue, a 250 mm water main in Royal Mint Drive, an existing 250 mm water main stub located at the east limit of Royal Park Crescent in the Southland Park Community, and an existing 300 mm water main located in Boulevard des Hivernants in the Sage Creek Community, all provide opportunities for connections and system looping.

### 2.6.2 Wastewater

There are four potential existing wastewater sewer connection points in the surrounding Precinct J. A 250 mm sewer extending north from Blue Mountain, a 450 mm sewer located at the east limit of Royal Park Crescent, a 900 mm interceptor sewer in the Bishop Grandin Boulevard extension, and a 300 mm sewer along Fermor Avenue.

Flow monitoring was conducted by the City of Winnipeg in July of 2013 that determined that the existing wastewater sewer along Fermor Avenue was nearing capacity during wet weather and, therefore, cannot currently accommodate wastewater flow from Precinct J.

The three remaining connection points will be utilized to provide waste water connections for the development of Dawson Trail.

### 2.6.3 Land Drainage

Currently, drainage in Precinct J is provided by surface ditches along Plessis Road, Dawson Road and Fermor Avenue. The Navin Drain runs along the south edge of the precinct and will provide the outfall for the precinct's land drainage system.

# 3. PLANNING VISION AND GOALS

## 3.1 Planning Vision

The Vision for the Dawson Trail neighbourhood is for this new community to become a neighbourhood that complements and builds on the established and emerging neighbourhoods that surround it. Connections to these communities by paths, sidewalks, and roads will allow residents to move between the neighbourhoods accessing services, schools, and recreation. Dawson Trail will provide a wide range of transportation options for all, while creating a walkable community that encourages a healthy lifestyle and increased quality of life.

A wide variety of households will be attracted to Dawson Trail by a range of housing options to meet the housing needs of the many segments of the housing market. A mix of lower density single-family housing choices and moderate density multi-family dwellings will be developed to appeal to households looking for their first home, a place for the long-term, or a place to retire.

New commercial development along Fermor Avenue will add commercial and employment opportunities to the neighbourhood. While this destination may include commercial uses at a regional scale and intensity of use, overall, its scale and intensity of use will be that of a community mixed use centre of *Complete Communities*.

The opportunity of living, working, and playing in one neighbourhood will be completed by the network of drainage lakes and green space that will provide year round opportunities for passive and active recreation.

## 3.2 Planning Goals

Neighbourhood Focus: to encourage a sense of community by creating welcoming and inviting public spaces.

Housing Diversity: to accommodate a diversity of housing types and tenures to meet the needs of varying income groups, lifestyles, and families.

Market Demand: to respond to the market demand for a variety of housing types and tenures.

Compact Development: to provide a mix of land uses in an efficient way to achieve a walkable community and a transit supportive population density.

Employment Opportunities: provide a variety of employment opportunities in proximity to residential development.

Transportation: to create an interconnected, safe and, efficient network that balances the needs of pedestrians, cyclists, public transit riders, and motorists.

Parks: to provide outdoor places that create focal points, support active and healthy lifestyles, and to provide opportunities for both active and passive recreational activities.

## 3.3 Land Use and Transportation Concept

The Dawson Trail community will provide a mix of commercial uses and housing opportunities to support the vision for more complete and walkable communities. The frontage along Fermor Avenue provides an ideal opportunity for retail and employment uses which also serves to buffer a new residential neighbourhood to the south. Multi-family development, made up of a mix of lower to mid-rise apartments and ground oriented units, will provide an appropriate transition from the commercial development to the single-family neighbourhood further south. The southern portion of the precinct will provide predominantly single-family housing opportunities.

At the north, one connection to Fermor Avenue and at least one connection south, to the future extension of Bishop Grandin, will provide connections to the existing and planned regional transportation network. The feasibility and precise location of the connection to Bishop Grandin Boulevard will have to consider the location of Manitoba Hydro's facilities along the southern edge of the Precinct when this connection is required; aligning with the future intersection of Des Hivernants Boulevard is desirable. Internally, the transportation network is intended to provide access for local users and not as an alternative to the regional transportation network.

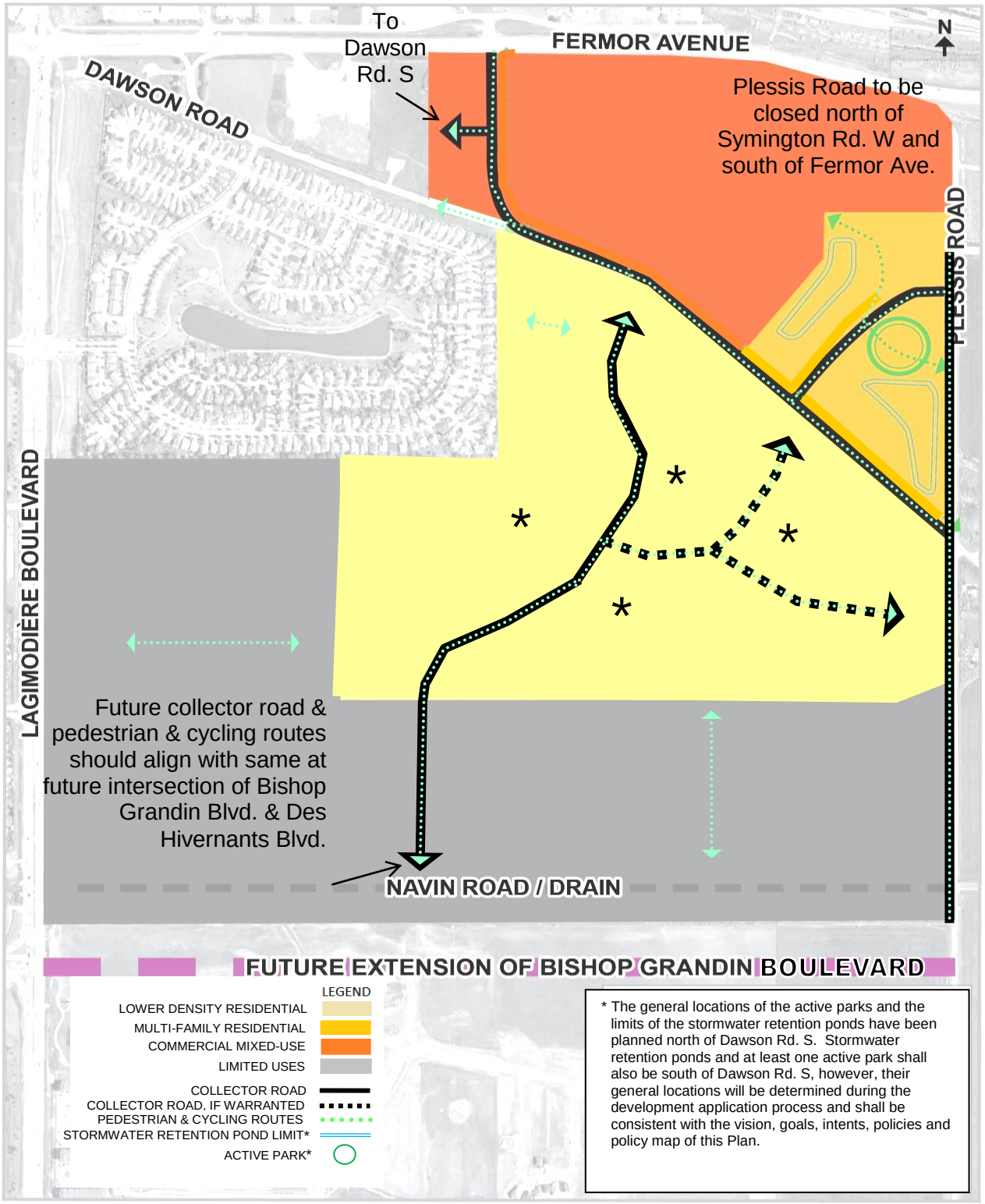



**Figure 5: Land Use and Transportation Concept Plan**

# 4. LAND USE POLICIES

Subsections 4.1, 4.2, 4.3 and 4.4 apply to their corresponding policy area shown on Figure 5. The remaining subsections apply to all of the policy areas except the Limited Uses area.

## 4.1 Commercial Mixed-Use Area

This subsection applies to the Commercial Mixed-use Area shown on Figure 5. Dawson Trail will become a significant retail destination. Its location along Fermor Avenue provides an ideal opportunity to add to the shopping corridor already established to the west. Increasing the retail variety and consumer choice along the Fermor Avenue commercial corridor will improve the commercial experiences of the residents of southeastern Winnipeg.

As a local shopping destination, access to a wide variety of retail options within a short walk, bike ride, bus ride, or car trip will allow residents to easily meet their daily and more specialized shopping needs. The Commercial Mixed-Use Area of Dawson Trail will also provide a significant number of employment opportunities within a very short distance of a large and expanding population.

Housing, mixed with and adjacent to commercial development, will add to the level of activity within the commercial site outside peak shopping periods, creating a more vibrant and desirable destination for residents and retailers. Mixed-use and multi-family residential buildings may provide a transition between commercial and lower density residential areas, while providing opportunities for a variety of housing types.

### 4.1.1 Land Use

**(1)** Commercial useswill be the predominant land use within the Commercial Mixed Use Area.

**(2)** Commercial uses, at a regional scale and intensity of use, may be allowed provided the overall scale and intensity of use of the Commercial Mixed-use Area will be that of a community mixed-use centre of *Complete Communities.*

**(3)** Multi-family residential uses are encouraged within the Commercial Mixed Use Area.

**(4)** Institutional uses, recreational uses, public uses, and other similar and accessory uses to the above, are allowed within the Commercial Mixed Use Area, where determined to be compatible and appropriate.

### 4.1.2 Design

**(1)** The final design of the Commercial Mixed-Use Area shall be determined through the Development Application process.

**(2)** The following guidelines will inform the design of the Commercial Mixed-Use Area:

a. Provide for a unique and appealing commercial character through the use of building articulation, glazing, a variety of materials and finishes, and landscaping.

b. Parking lot landscaping will be designed to provide shade and reduce runoff.

c. Internal parking areas should be appropriately landscaped and provide obvious and safe routes for pedestrians to move from their vehicles to their destinations.

d. The details and layout of the commercial area should facilitate access by a variety of transportation modes including walking, cycling, public transit, private motor vehicles and delivery vehicles.

e. Provide internal and external connections for pedestrians to access the commercial area and individual land uses.

f. Traffic calming methods, such as tabled crosswalks, may be used where important pedestrian or active transportation routes cross access roads or drive aisles.

g. Bicycle parking, for both customers and employees, shall be located in safe, easily accessible locations.

h. Commercial uses, abutting public streets, should acknowledge or relate to the street.

i. Site layout and building design should consider the potential impact on privacy of adjacent buildings or properties.

j. Where appropriate screening and sound attenuation measures, such as fencing and landscaping, should be considered where commercial development is adjacent to a residential area.

k. Minimize lighting as much as practical without negatively impacting the comfort and safety of the site.

l. Commercial and parking lot lighting should be contained within the commercial area and should not spill over and impact adjacent residential areas.

m. Pedestrian-oriented lighting should be considered for all pedestrian connections and routes within the commercial area.

n. Mixed-use and residential buildings should also consider the guidelines for Multi-family development 4.2.2 (2).

## 4.2 Multi-Family Residential

This subsection applies to the Multi-Family Residential Area shown on Figure 5. The significant multi-family residential component of the Dawson Trail neighbourhood will contribute to the density of the Precinct and offer a variety of housing options for residents in a range of sizes, forms and tenures. This area may include townhouses, row-homes, and multi-storey apartment style buildings.

### 4.2.1 Land Use

**(1)** Multi-family uses, such as townhouses and apartment-style buildings, shall be the predominant land use.

**(2)** Higher density multi-family development should be directed to areas adjacent to or abutting commercial land uses and/or collector roads.

**(3)** Institutional uses, recreational uses, day care, public uses and other similar and accessory uses to the above, may be allowed within the Multi-Family Residential Area where determined to be compatible and appropriate.

**(4)** Parks shall be provided by the developer, within the Multi-Family Residential Area, to contribute to the active and passive recreational needs of residents.

**(5)** Where appropriate, access to higher density residential development should be provided by collector streets to minimize the impact on local streets.

### 4.2.2 Design

**(1)** The detailed design of the Multi-Family Residential Area shall be determined through the Development Application process.

**(2)** The following guidelines will inform the design of the Multi-Family Residential Areas:

a. Provide for a unique and appealing residential character through the use of building articulation, glazing, a variety of materials and finishes, and landscaping.

b. Provide exposure and access to the neighbourhood green space.

c. Internal parking areas should be appropriately landscaped and provide obvious and safe routes for pedestrians to move from their vehicles to their destinations.

d. The details and layout of the multi-family area should facilitate access for a variety of transportation modes including walking, cycling, public transit, private motor vehicles and delivery vehicles.

e. Site layout and building design should consider the potential impact on privacy of adjacent buildings or properties.

f. The scale and density should reflect the intensity of the abutting land uses.

g. Parking lot and pathway lighting should be contained, as appropriate to the parking area or pathway, to minimize the impact on adjacent residential units.

## 4.3 Lower Density Residential

This subsection applies to the Lower Density Residential Area shown on Figure 5. The purpose of the Lower Density Residential Area is to provide for lower density residential development (generally single-family residential) at a density between 4 and 8 units per net acre. A combination of local streets, sidewalks adjacent to collectors, public pathways within parks (subject to other dedication priorities), will be provided in the Lower Density Residential Area to serve the recreational and active transportation needs of residents.

### 4.3.1 Land Use

**(1)** Ground-oriented, single-family uses shall be the predominant land use, allowing for single-family attached and detached housing, townhouses and duplexes and, alongside collector roads only, low-rise apartment style residential buildings.

**(2)** Institutional uses, recreational uses, public uses, secondary suites, and other similar and accessory uses to the above, may be allowed within the Lower Density Residential Area where determined to be compatible and appropriate.

**(3)** Parks shall be provided in the Lower Density Residential Area to contribute to the active and passive recreational needs of residents.

**(4)** At least one active park shall be in this area.

### 4.3.2 Design

**(1)** The final design of the Lower Density Residential Area shall be determined through the Development Application process.

**(2)** The following guidelines will inform the design of the Lower Density Residential Areas:

a. Emphasize opportunities for distinct neighbourhoods.

b. Provide for a unique neighbourhood character through the implementation of tools such as architectural and neighbourhood design standards, the inclusion of both laned and non-laned lots and the inclusion of neighbourhood scale roundabouts.

c. Where appropriate, dwellings should be oriented to the street.

d. Lower density residential development abutting major arterial roads shall incorporate appropriate sound attenuation measures when warranted

## 4.4 Limited Uses Areas

This subsection applies to the Limited Uses Areas shown on Figure 5. The purpose of the Limited Uses Area is to accommodate the existing funeral home, its associated interment and memorial uses, the existing electricity transmission and distribution infrastructure, uses that are similar to any of these uses and uses that are compatible with these uses and with residential uses.

### 4.4.1 Land Use

**(1)** Funeral homes, cemeteries and similar uses, utility facilities that are infrequently staffed (such as electricity stations, pumping stations, or transmission or distribution infrastructure) and uses that are generally compatible with these uses, and with all uses allowed in the Lower Density Residential Area, are allowed in the Limited Uses Area.

## 4.5 Residential Density

Expected residential density ranges are established to ensure that residential development in the Precinct occurs within an acceptable density range in order to reduce land consumption and servicing costs and to support on-street transit use.

**(1)** The expected density ranges for the policy areas are:

a. 4 - 8 units per net acre for the Lower Density Residential area.

b. 25 - 35 units per net acre for the Multi-Family Residential Area and the portions of the Commercial Mixed Use area developed for multi-family residential development.

c. 9 - 13 units per net acre is the expected overall density for the residential development.

The total developable land area that could accommodate residential development in Dawson Trail is approximately 215 acres. This excludes the Manitoba Hydro lands, the cemetery, the landscape contractor, and regional commercial development. Using the above density ranges, approximately 1,250 - 1,750 multi-family residential units and approximately 660 - 990 single-family homes are anticipated in the Dawson Trail.

## 4.6 Parks

Dawson Trail will include active and passive parks to meet the recreation and leisure needs of the neighbourhood and broader community. The parks will be located and configured to provide linkages between the community's varied features, facilities and services and to the adjacent neighbourhoods of Southland and Sage Creek. Recognizing the existing and proposed Active

Transportation networks, parks should endeavor to supplement and integrate pedestrian and cycling networks with those existing and planned in the vicinity.

Active recreation, passive recreation, and leisure opportunities will be provided in the parks of Dawson Trail. This may include sports fields, small parks, or linear parks to facilitate walking and cycling and cross-country skiing.

### 4.6.1 General

All parks should be located and designed in accordance with the following general policies:

**(1)** The park system shall provide residents and visitors of Dawson Trail and of adjacent and nearby neighbourhoods with:

a. Active recreation opportunities - sports fields.

b. Passive recreation and leisure opportunities such as small parks; to establish playgrounds, sit, picnic, enjoy nature, garden or learn; or linear parks to facilitate walking and cycling and cross-country skiing.

**(2)** The parks shall enable a variety of experiences and year-round activities for people of all ages and abilities.

**(3)** Parks should be located such that at least 95% of dwellings are within approximately 400 metres of a park and should be easily accessible to all residents of Dawson Trail, by a variety of modes of travel.

**(4)** Orientation, configuration and quality of the parks shall be appropriate for the intended use.

**(5)** 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.

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

**(7)** Parks shall incorporate principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation.

**(8)** To balance the provision of active and passive parks, approximately 30% of the park land should be established as active park land and approximately 30% passive parkland. The remaining park land should provide active and/or passive land based on the final configuration of the park system, to be determined as part of future development applications.

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

### 4.6.2 Active Parks

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

**(1)** Active parks should be generally associated with linear parks or accessible by paths or sidewalks.

**(2)** Active parks Shall be located along a collector street that permits on-street parking, or shall be sized to accommodate a parking lot.

**(3)** Active parks May be co-located with larger public facilities such as schools.

### 4.6.3 Passive Parks

Passive parks provide opportunities for unstructured recreational activities that may include walking and relaxing outdoors. They are generally smaller than Active Parks and include linear parks.

**(1)** As a stand-alone park, passive areas should be a minimum of approximately one acre. If integrated into a linear park system, as a window or node, they may be approximately one-half acre.

**(2)** Parks and pathways may provide opportunities for walking and cycling, public access to the lakes, and connections to adjacent neighbourhoods.

**(3)** Linear parks should be designed to minimize the number of street crossings.

**(4)** Layout should consider opportunities to connect to, and integrate with, existing pedestrian and cycling networks, where the park becomes either an entry point to a system, a node or activity area along the system, or part of the system itself.

**(5)** If associated with a retention pond the linear park should only be provided along one side.

### 4.6.4 Parkland Dedication

**(1)** Parkland dedication requirements shall be determined at the Development Application stage and shall be in accordance with the City of Winnipeg Development Agreement Parameters.

## 4.7 School Site

The Louis Riel School Division has identified a need for a potential school and daycare site. The Division noted that the site should be approximately 10 acres or, if co-located with a park, 10 acres minus the size of the park.

### 4.7.1 Land Use

**(1)** Should a school be developed on the site, the site and buildings shall be designed and developed such that the principal and accessory uses, including the potential use of the school or its site as a community facility, shall be compatible with abutting and nearby uses.

### 4.7.2 Design

**(1)** A school site should be abutting at least two public streets, where at least one is wide enough to become a collector.

**(2)** A school site should be accessible from paths or sidewalks, in addition to road access.

**(3)** A school site may be co-located with one or more parks.

# 5. TRANSPORTATION

The transportation network will provide an efficient transportation system that includes a variety of transportation modes to effectively move pedestrians, cyclists, public transit vehicles and other vehicles to destinations within Dawson Trail and to other destinations in the city. The policies focus on ensuring the compatibility and safety of these systems, while making a concerted effort to create an environment that facilitates and encourages pedestrian activity. Principles such as pedestrian and cyclist connectivity and convenient public transit are reflected in the following policies.

## 5.1 Connections to External Transportation Network

**(1)** Connections to the external transportation network shall provide safe and efficient access to and from the precinct.

**(2)** Direct private access to Fermor Avenue, other than a right-in or right-out, shall not be permitted.

## 5.2 Street Hierarchy

The Dawson Trail road network will include a hierarchy of streets that includes collectors, and local streets. Detailed street alignment will be identified in the Development Application phase.

## 5.3 Network Design

**(1)** The design of the internal transportation network should be sensitive to the design and function of stormwater management facilities.

**(2)** Multiple convenient and safe route choices should be included in the network to provide connections to and from destinations within the neighbourhood.

**(3)** The network may include pedestrian walkways (mid-block cut-thru) as necessary to facilitate convenient and direct connections to destinations such as parks and public transit stops.

**(4)** Local streets shall be for the use of motorized vehicles, cyclists and pedestrians.

**(5)** Collector roads shall be for the use of motor vehicles and cyclists. Vehicle access to Single-family residences shall be provided from either frontage roads or lanes.

**(6)** Collector roads should be designed to provide convenient and efficient access for local trips and public transit, while discouraging regional cut through traffic and excessive speed.

**(7)** Sidewalks and paths should be routed so that they are accessible and within a 400 metre walk of most housing.

## 5.4 Connectivity

**(1)** Multiple connections and route choices should be provided to allow for safe and efficient movements within the neighbourhood, and to destination points outside of Dawson Trail for multiple modes of transportation.

**(2)** Connections to existing and future adjacent neighbourhoods should be provided to ensure effective, efficient and direct transportation routes.

## 5.5 Sidewalks and Paths

**(1)** Sidewalks or paths shall be provided on both sides of collector streets.

**(2)** All sidewalks will be designed in accordance with City of Winnipeg Accessibility Design Standards.

**(3)** Sidewalks will not be provided on streets where front driveways accessing single family residences.

## 5.6 Public Transit

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

a. Transit stops should be located near neighbourhood facilities, such as schools and parks.

b. Public transit stops should be within a 400 m walk of most housing.

# 6. SERVICING

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

## 6.1 General Provision of Services

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

**(2)** Where required by the City of Winnipeg to provide orderly and sequential urban development, easements and road ROW may be pre-dedicated or registered across undeveloped land to facilitate the extension of services.

**(3)** A developer may be required to provide, or enter into an agreement to provide when required, ROW 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.

## 6.2 Water Distribution System

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

## 6.3 Wastewater Collection System

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

## 6.4 Land Drainage System Policy

**(1)** Land drainage and naturalized stormwater management facilities shall be designed to reduce the impact on the regional infrastructure system and may be developed generally in conjunction with a park and path system.

# 7. IMPLEMENTATION

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

## 7.1 Phasing

Staging and phasing of development will be largely driven by market conditions and by the extension of municipal services. Phasing shall occur in a logical and contiguous fashion as determined through the development application. A Conceptual Phasing Plan is located in Appendix B. The phasing boundaries and order may be altered, subject to changes in development conditions.

## 7.2 Development Applications

Development applications shall comply with the policies of this Precinct Plan.

## 7.3 Cost Sharing

Cost sharing arrangements for major collector and arterial roads may be accomplished through the development of a transportation area charge that would be administered by the City of Winnipeg.

# 8. DEFINITIONS

**Abutting** means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares a property line or boundary with it.

**Adjacent** means properties or uses that abut one another or are separated by a street or other publicly-dedicated right-of-way or pathway, canal or railroad right-of-way.

**Community Committee** means the Riel Community Committee, a committee comprised of the City Councilors from the Riel Community.

**Council** means the Council of the City of Winnipeg.

**Net Area** means the area of a site planned for residential development.

**Neighbourhood** means a portion of a community.

**Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, walkways, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Land Use By-Law.

**Residential Use** means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments, and secondary dwellings in accordance with the Land Use By-Law.

## Public Open Houses #1 and #2 – Dawson Trail Precinct Plan

Two public Open Houses were held for the Dawson Trail Precinct Plan, the first on Tuesday, September 24, 2013 and the second on Wednesday, March 19, 2014. Both were held at Canad Inns, Windsor Park from 4:30 P.M. to 7:30 P.M. The events were advertised in The Lance (local community newspaper) and approximately 450 flyers were mailed to homeowners and businesses in the adjacent study area. The purpose of both open houses was to present highlights from the draft precinct plan, including proposed policies, land use maps, and the phase one re-zoning concept. The second open house also presented information regarding the development concept and the proposed zoning districts. Both events were a drop-in format, providing attendees with an opportunity to review the presentation boards, complete a comment sheet, and pose questions to the consultants.

| | Attendees (Signed in) | Comment Sheets Received at Event | Comment Sheets Received Online | Attendees Who Found the Event Useful/Informative | Location of Attendee Residence | Attendees Notified of the Event By |
|---|---|---|---|---|---|---|
| **Open House #1** | 112 | 36 | 33 | 80% | Southland Park – 83%<br>Surrounding Area – 9%<br>Another Winnipeg neighbourhood – 1%<br>R.M. of Springfield – 7% | Direct Mail – 80%<br>Newspaper Ad – 14%<br>Word of Mouth – 6% |
| **Open House #2** | 37 | 9 | 18 | 88% | Southland Park – 94%<br>Surrounding Area – 0%<br>Another Winnipeg neighbourhood – 6%<br>R.M. of Springfield – 0% | Direct Mail – 100%<br>Newspaper Ad – 0%<br>Word of Mouth – 6% |

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

**Open House #1 Comments:**

- Concerns about increased noise, traffic flow and cut-through traffic in Southland Park due to nearby commercial and residential development.
- Concerns about the increased difficulty exiting the study area onto Lagimodiere Boulevard and Fermor Avenue during peak periods due to increased traffic resulting from future development.
- A desire for a sound barrier (buffering) between Southland Park and the proposed commercial development (e.g. trees, fence, etc.).
- Inquiry regarding the future use of Dawson Road in terms of maintenance (paved or maintained to a higher standard) and access onto Fermor Avenue near the northwest corner of the study area.
- Inquiry regarding the future use of Plessis Road in terms of maintenance (paved or maintained to a higher standard) and access from the study area.
- A need and desire for future commercial development in the area.
- No desire for future commercial development in the area. For, several residents moved to the area to live in a 'rural-like' location without leaving city limits. Commercial development will change the character of the area in a negative way.
- The Esso property should be incorporated into the plan.
- A desire for open space, pedestrian/cycling trails and four-season recreational amenities.
- Concern over the loss of nearby farmers' fields (agricultural lands).
- A desire to be kept up-to-date with all future planning and designs for the area.

**Open House #2 Comments:**

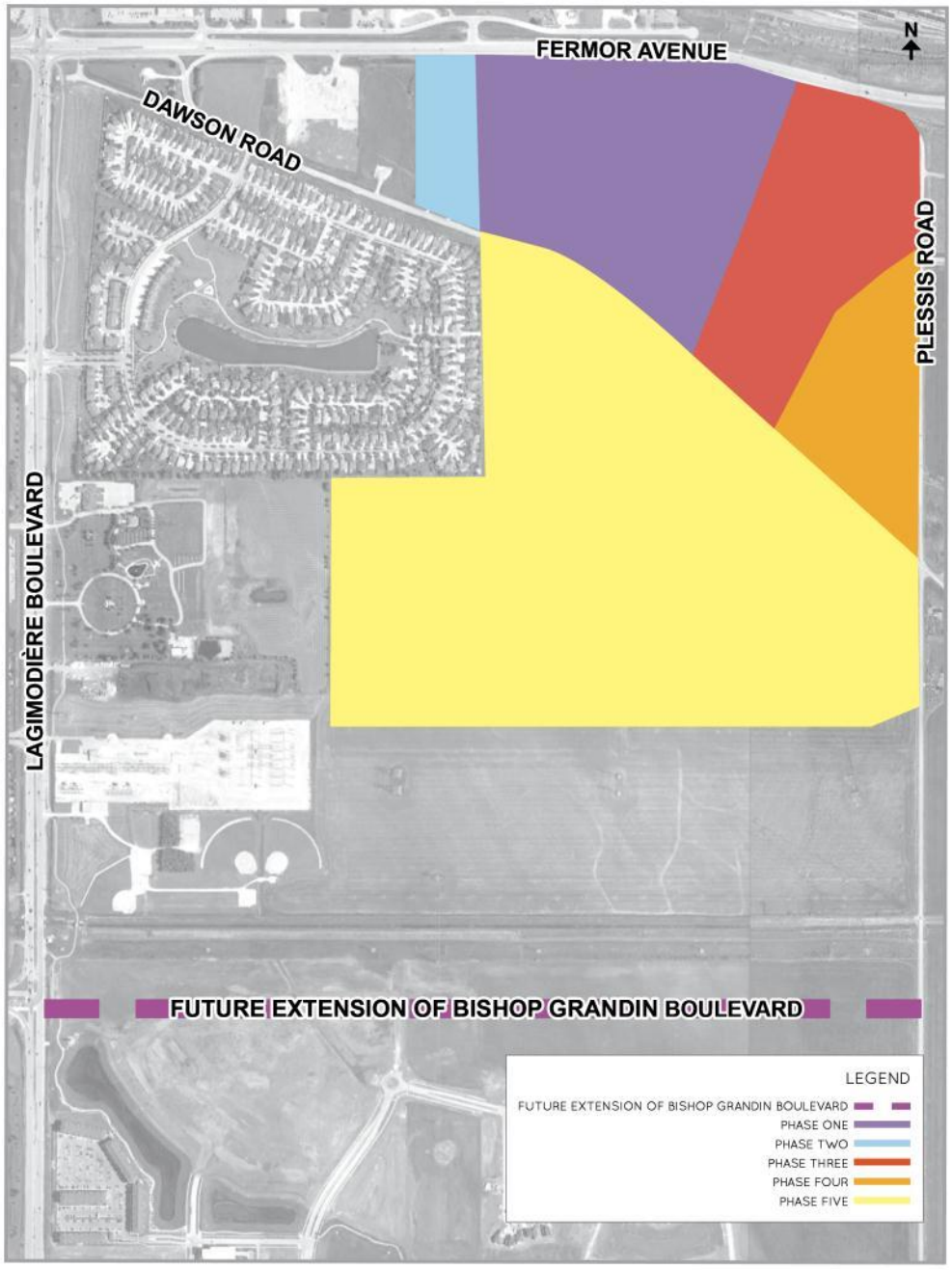
- Concern about the increased traffic to the commercial areas of Fermor and the increased traffic into and out of Southland Park.
- Questions about the timeline of the project, the roadway into Southland Park, the height of the buildings on the subject site, the plans for the old Esso site, and if Dawson Road will be paved.

- Attendees impressed by the information presented - many comments supported the development and even more so, appreciated the fact that an open house was held; a number of residents mentioned that they look forward to the growth in the area.
- Concern about the water drainage onto the adjacent cemetery lands and the privacy screening between development site and the cemetery.
- Six respondents raised questions or concerns about the proposed apartment/condo complex that may be located near to the existing single-family dwellings. One respondent mentioned that six stories in 'completely unacceptable' and two stories is more reasonable. One attendee mentioned that the retail, presented in the first open-house, was now the location of an apartment complex, and didn't believe this was an adequate compromise.
- Concern about the noise pollution the construction will cause for nearby residents.
- A number of respondents appreciated the variety of housing and transportation options proposed (which will attract people of all ages) as well as the potential for economic development in the area, ie: a variety of commercial and office developments. Some attendees appreciated the amount of thought that went into the creation of the plans.
- Concern about cut through traffic in Southland Park, as well as 'summer traffic' moving east on Fermor leading up to Lagimodiere.
- One resident mentioned that the farmland should be developed into a park rather than with residential development so their view continues to be unobstructed.
- Attendees commented on the importance of having bicycle paths and park space that doesn't conflict with vehicular traffic.

The conceptual phasing is provided for illustrative purposes and reflects the current understanding of the market and the high level transportation and servicing investigations.

It is possible that once the detailed design of development, transportation, and services is undertaken, the boundaries of the phases will be adjusted to reflect the engineering and market realities.

Generally, development is likely to begin at the north end of the site and move towards the south.



APPENDIX C – Precinct J Cost Benefit Analysis

# PRECINCT J COST BENEFIT ANALYSIS

**Prepared For:**
**Rivergrove Developments**

**Submitted By:**
**MMM Group Limited**

November 2013

5513007-000.130

## STANDARD LIMITATIONS

This report was prepared by MMM Group Limited (MMM) for the account of **Rivergrove Developments** (the Client). The disclosure of any information contained in this report is the sole responsibility of the client. The material in this report reflects MMM's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. MMM accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this report.

# EXECUTIVE SUMMARY

Precinct J is approximately 475 acres (192 hectares) of land identified as a “New Community” in the City of Winnipeg’s land use plan, Complete Communities. The new community, Dawson Trail, will consist of residential and commercial properties to be established on a land area of approximately 215 acres (87 hectares) within the precinct area.

This cost benefit analysis determines that the new community will provide net revenues totaling $21.4 million to the City of Winnipeg at the completion of the 10-year build out period. This net revenue increases to $184.9 million at the 80-year life cycle period. The two key factors driving the positive revenue for the City in this analysis are the relatively low operating costs to service the proposed residential densities and the existing regional infrastructure.

The results of this analysis have determined that from commencement, the Dawson Trail community will provide a net financial benefit to the City of Winnipeg.

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# 1.0 INTRODUCTION

Precinct J is approximately 475 acres (192 hectares) of land identified as a “New Community” in the City of Winnipeg’s land use plan, Complete Communities. It is bound on the north by Fermor Avenue, on the west generally by Lagimodiere Boulevard, on the east by the boundary of the City of Winnipeg and Plessis Road, and on the south by the future extension of Bishop Grandin Boulevard, but excludes the community of Southland Park (Figure 1 Precinct J – Dawson Trail Boundary). A precinct plan has been prepared as a planning and policy framework for the development of this area. The purpose of the plan is to ensure that the growth and development of Precinct J occurs in a logical, integrated manner that pursues the goals of *Complete Communities,* the City’s development plan.

Proposed development within Precinct J will be a mix of uses including lower density residential, multi-family residential and commercial. Supporting infrastructure will include:

- Collector and local streets
- Sidewalks, pedestrian walkways and pathways
- Public transit stops
- Municipal water distribution, stormwater and wastewater collection
- Active and passive parks

A significant portion of the land within Precinct J is not available for development. Manitoba Hydro’s St. Vital Station, the associated high voltage transmission corridor, and the Glen Lawn Memorial Gardens and Funeral Home both occupy significant portions of the precinct and are not anticipated to change. The new community of Dawson Trail will be established using the remaining land area of approximately 215 acres.




**Figure 1: Precinct J – Dawson Trail Boundary**

# 2.0 METHODOLOGY

This analysis uses known and estimated values and rates to compare the financial costs and benefits associated with the development. Proposed residential and commercial mixes and densities are provided in the precinct plan. Information relating to municipal taxation and servicing costs are obtained from current and historical data at the City of Winnipeg and Statistics Canada.

The analysis considers the development to be completely built out at 10 years and projects the costs and benefits over an 80-year life cycle.

***Note: all values are in 2012 dollars*

**Revenue**

The Dawson Trail development will generate revenue for the City of Winnipeg in the form of property tax, permit fees and development fees. The following values and rates were used to calculate revenue:

- General Municipal Mill Rate (2013) 14.6
- Residential Portioning 45%
- Commercial Portioning 65%
- Average Assessed Value Single-Family Dwelling $350,000
- Average Assessed Value Multi-Family Dwelling $240,000
- Average Assessed Value per Commercial Acre $1,950,000
- Permit Fees per Single-Family Unit $1,231
- Permit Fees per Multi-Family Unit $1,069
- Permit Fees per Commercial Acre $3,660
- Development Administration Fee per Acre $1,200
- Lot Fee $35.60

## Capital Costs

The developers are responsible for all of the capital costs of the infrastructure in Precinct J. This includes local roads, underground services, signage, lighting, sidewalks, parks and trails. The City of Winnipeg funds regional streets, regional sewer and water infrastructure, and community facilities. Costs are shared between the developer and the City when capital improvements are required as a direct result of development.

The primary capital costs to the City in this area of Winnipeg are for regional transportation improvements. The 2012 Transportation Master Plan (TMP) has identified future required upgrades to Fermor Avenue that include a four lane twinned road cross-section and a grade separated intersection at Lagimodiere Boulevard. The TMP estimates that these improvements will cost 40 million dollars (15 million dollars for road improvements and 25 million dollars for grade separation) and has indicated a medium range (by 2021) timeframe for the completion of construction. These improvements are not related to the development of Precinct J, rather they reflect upgrades necessary to the City's Strategic Road Network and Goods Movement Network. The development of Precinct J will in fact help the City, through partnership and cost sharing with the developer, by reducing the cost to the City of these required road works by an estimated 2.5 million dollars.

A capital cost of $560,000 has been included as part of the future four-lane divided extension of Bishop Grandin Boulevard. This figure represents the City's contribution of one-lane of the two westbound lanes adjacent to the south boundary of the development area.

Infrastructure renewal costs relating to roads, major water and wastewater services and local underground services are also included in this analysis. Total future road costs are estimated at **$58.4 million** and are phased in at 10-year increments for renewal and at 50 years for replacement. This cost is based on $85,000 per net acre and a total area of 250 acres.

Total future water and wastewater cost is estimated at **$21.3 million** for replacement at 50 years.

There are no anticipated increased capital costs related to fire, paramedic, police or community services as a result of the development.

The City's Water and Waste Department manages the water and wastewater utility. The operation is cost-neutral and funded through the frontage levy and direct billing of customers. Any extension of the regional trunk systems would be funded by the utility and not the City's tax-supported capital budget, therefore costs relating to water and wastewater are not included in this analysis.

**Table 1 Summary of infrastructure renewal and replacement costs/scheduling for Precinct J.**

| Infrastructure Category | Unit Cost/Acre | Acres | Frequency and % of Cost | Total Cost |
|---|---|---|---|---|
| Wastewater (Main) | $3,800 | 250 | 50 Years, 100% | $950,000 |
| Water (Main) | $2,400 | 250 | 50 Years, 100% | $600,000 |
| Underground Services (Local) | $79,000 | 250 | 50 Years, 100% | $19,750,000 |
| Local Roads (Renewal) | $85,000 | 250 | Every 10 Years, 25% | $37,187,500 |
| Local Roads (Replacement) | $85,000 | 250 | 50 Years, 100% | $21,250,000 |

## Operating Costs

The City provides municipal services through its operating budget. Examples of these services include:

- Fire, Paramedic and Police
- Community Services
- Planning and Property Development
- Public Works
- Corporate and Administration

There will be a cost to the City to provide these services to the 2,325 dwelling units in the Dawson Trail development. An average cost of **$1,439** per lower density residential dwelling

unit and an average cost of **$640** per higher density dwelling unit has been included in this analysis. These figures were derived from the City of Winnipeg's 2012 Operating Budget and household data from the 2011 Census.

When the 2004 Waverley West Cost Benefit Analysis was prepared, the City's operating budget identified a cost for services per single-family household of $1,050 in 2003 and estimated the cost for services to be $1,190 for 2004. That analysis assumed that operating costs per single-family dwelling were 2.25 times greater than a multi-family unit resulting in an average operating cost of $530 per multi-family household. Based on these estimates, the cost of providing services to all of the households in the City of Winnipeg represented 37% of the 2004 operating budget.

The cost of services per single-family household is no longer provided in the City's budget and must be calculated to achieve the average cost per household for this analysis.

The average annual cost per household to the City for the Dawson Trail community is based on the same 37% portion of the total operating budget and the same cost ratio of 2.25:1 (lower density to higher density) using the following values:

- 183,245 single-family dwellings (2012)
- 108,070 all other dwelling types (2012)
- $900 million operating budget (2013)

This development will have almost two times more multi-family dwelling units than single-family resulting in a relatively high residential density and low average operating cost per dwelling for the City.

Operating costs to the City for commercial development are based on the amount of commercial area planned in Precinct J. The 50 acres of planned commercial property represents approximately 25% of the total development acres, therefore operating costs to the City are estimated at 25% of residential operating costs. Since a number of services provided by the City are not provided to or used to a lesser degree by commercial users, this provides a conservative estimate of the operating costs associated with commercial development.

# 3.0 COST BENEFIT SUMMARY

**City of Winnipeg Project Revenue at 80 Years**

| | |
|---|---|
| Single-Family | $141.6 M |
| Multi-Family | $177.7 M |
| Commercial | $72.3 M |
| Permits and Fees | $3.1 M |
| Frontage Levy | $13.1 M |
| **TOTAL** | **$407.9 M** |

**City of Winnipeg Project Costs at 80 Years**

| | |
|---|---|
| Capital Costs | $77.8 M |
| Operating Costs | $145.1 M* |
| **TOTAL** | **$222.9 M** |

**Summary**

| | |
|---|---|
| **Net Financial Benefit** | **$184.9 M** |
| **Net Present Value of Benefit** | **$62.7 M** |

***Note** – *The operating costs assume that the cost to provide services to a new development are lower than the cost to provide services in established and older neighbourhoods. This analysis scales the operating costs up over time to reflect this assumption. If it is assumed that the operating costs are the same for newer neighbourhoods as older the total costs to the City would increase to $280.9 M, the Net Financial Benefit would decrease to $126.9 M, and the Net Present Value to $42.1 M.*