A public open house was held on Wednesday, October 2, 2013 from 4:30 P.M. to 7:30 P.M. at Canad Inns, Garden City. The purpose of the open house was to present highlights from the draft Precinct Plan, including proposed policies and land use maps. It was a drop-in event, providing attendees with an opportunity to review the presentation boards, complete a comment sheet, and pose questions to the consultants.

- 50 individuals registered at the meeting.
- 10 exit surveys were completed.
- 15 additional surveys were completed and submitted online.
- 93% of the individuals who filled out a survey lived in the area.

Common themes identified in the surveys included:

- An interest in future residential development in the northwest quadrant of Winnipeg. Some attendees indicated preference towards lower density residential development on larger lots, with fewer townhouses and condominiums, while others supported multi-family buildings no higher than six stories.

- A need and desire for future commercial development, specifically larger-scale retail stores.

- A need for access to adequate public transportation throughout the study area.

- Concerns regarding traffic congestion and disrupted traffic flow along McPhillips Street, particularly during peak hours.

- Concerns that neighbouring properties will be negatively effected by increased overland flooding as a result of development. Drainage issues must be addressed before development commences.

- A desire to be kept informed on future planning and designs for the area.
Context & Location

Located east of McPhillips Street and south of Murray Avenue

Precinct F
Approximately 122 acres (50 hectares)

City of Winnipeg
OurWinnipeg is the City of Winnipeg’s development plan (2011). It presents a twenty-five year vision for the City that will guide and inform growth and change.

It identifies New Communities as areas that will need to be developed to accommodate the anticipated growth of Winnipeg over the next 20 years.

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

Complete Communities requires that a planning process be undertaken prior to the development of a New Community, Precinct F is designated a New Community.

To ensure that planning for New Communities is comprehensive, complete, and aligns with citywide goals and objectives, New Communities have been divided into planning precincts.

Precinct F is identified in Complete Communities as one of 18 ‘Precincts’ (Section 03-4 New Communities, Complete Communities).

Development within a planning precinct must be supported by a precinct plan.
The purpose of the Precinct F North Point Village Precinct Plan (“the Plan”) is to ensure that the growth and development of Precinct F 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. The Plan provides a planning and policy framework for the development of the precinct, which will:

- Provide for future compatible residential and commercial development in northwest Winnipeg.
- Implement OurWinnipeg through the creation of a new, complete community.
- Guide public and private development and infrastructure investment.
- Articulate a vision and establish phasing, goals, and objectives for the development.
- Provide planning principles and policies that apply to the entire development area.
- Provide guidance for any aspect of land use, development, or infrastructure investment over the longer term to provide a consistent framework should the development be phased over multiple stages.
- Provide transparency and certainty to the public, landowners, and developers.
- Become City Council Policy, providing a set of guidelines for the City of Winnipeg Public Service to follow with respect to the future review of development applications within the plan area.
Current Land Use & Zoning

Land Use

Zoning

Precinct F

- Agricultural (A)
- Commercial Community (C2) • northwest corner
- Manufacturing Light (M1) • small site
- Rural Residential (RR5) • small dwelling site fronting on McPhillips Street

Surrounding Area

- Agricultural (A) • to the north, east and west
- Rural Residential 5 (RR5) • rural residential along Storie Road, Murray Avenue and McPhillips Street
- Commercial Community (C2), Commercial Corridor (C3) , and Commercial Regional (C4) • south of the Future Chief Peguis Trail along McPhillips Street
- Residential Single-Family (R1) and Residential Two-Family (R2) • lower density residential neighbourhood to the southeast of McPhillips Street
Proposed Land Use & Transportation Concept

### Commercial Mixed-Use
- Commercial uses and employment opportunities supporting local and regional neighbourhoods.
- Medium/high density residential uses may be located here.
- Institutional uses, recreation uses and other public uses may also be included here.
- Directed to areas adjacent to McPhillips Street and the Chief Peguis Trail extension.

### Higher Density Residential
- Townhouses and multi-storey buildings.
- Offering alternative housing options in terms of size, form and tenure.
- Will generally act as a transition area between Commercial Mixed-Use areas and Lower Density Residential areas.

### Lower Density Residential
- Generally single-family residential homes on single lots.
- Linear open space for recreation and active transportation.
A unique and appealing commercial character through the use of building articulation, glazing, a variety of materials and finishes, and landscaping.

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

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

The details and layout of the area should provide internal and external connections for pedestrians to access the commercial area and individual land uses.

Traffic calming methods may be used where important pedestrian or cycling routes cross access roads or drive aisles.

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

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

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

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

Lighting should be minimized as much as possible without negatively impacting the comfort and safety of the site.

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

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

Lower Density

» 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.

» Maximize exposure and access to the neighbourhood greenspace.

» Primary dwellings should be oriented to the street.

Higher Density

» The design should provide for a unique and appealing residential character through the use of building articulation, glazing, a variety of materials and finishes, and landscaping.

» The design should provide exposure and access to the neighbourhood green space.

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

» The details and layout of the higher density area should facilitate access for a variety of transportation modes including walking, cycling, public transit, private motor vehicles and delivery vehicles.

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

» The scale and density should be sensitive to the intensity of the abutting land uses.

» Parking lot and pathway lighting should be contained, as appropriate to the parking area or pathway, and designed to minimize the impact on adjacent residential units.
The park system spaces will include opportunities for:
- Active recreation - sports fields.
- Passive recreation and leisure opportunities such as small park spaces and linear parks.

Where possible, most dwelling units should be within approximately 400 metres of a park.
Parks should be designed to provide year round recreation opportunities for people of all ages and abilities and will meet the City of Winnipeg Accessibility Design Standards.
Parks should be connected to the surrounding neighbourhood by sidewalks and pathways.
Parks should be sized, configured, and sited according to their intended use and to provide public park space within a reasonable distance of all dwellings.
Parks should be planned to maximize passive surveillance through site configuration, placement of access points, amount of frontage and site lines.
Parks shall incorporate principles of sustainable landscapes, which may include, but are not limited to, naturalized plantings and low maintenance vegetation.
Transportation

External Road Network

Alignment
» Intersections with the external road network shall be generally located as illustrated.

Sound Attenuation
» Residential development abutting McPhillips Street and the Chief Peguis right-of-way shall incorporate appropriate sound attenuation measures.

Access to Chief Peguis Trail
» Direct motor vehicle access to the future Chief Peguis Trail shall not be permitted.

Access to McPhillips Street
» Direct access from McPhillips Street should be minimized to ensure that the traffic carrying function of the street is protected.
## Transportation

### Internal Road Network

<table>
<thead>
<tr>
<th>Network Design</th>
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<tbody>
<tr>
<td>» Sensitivity to future stormwater management facilities.</td>
</tr>
<tr>
<td>» Convenient connections and multiple route choices to origin/destination points within the neighbourhood.</td>
</tr>
<tr>
<td>» Walkway connections between streets to meet transit coverage requirements and reduce pedestrian trip length.</td>
</tr>
<tr>
<td>» Local residential streets shall be for the use of motorized vehicles, cyclists and pedestrians.</td>
</tr>
<tr>
<td>» Collector streets shall be for the use of motorized vehicles and cyclists. Single-family vehicle access shall be provided from either frontage roads or lanes. Sidewalks shall be provided on both sides of collector or higher classification streets.</td>
</tr>
<tr>
<td>» Pedestrian infrastructure, such as crosswalks, shall be provided where necessary to support a more continuous pedestrian network within Precinct F.</td>
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<tr>
<th>Public Transit</th>
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<tbody>
<tr>
<td>» Transit stops should be located within close proximity to neighbourhood facilities such as schools and parks.</td>
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<tr>
<td>» Where possible, most housing should be within 400 metres of a public transit stop.</td>
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<tr>
<td>» Transit will be provided with appropriate access to the commercial area.</td>
</tr>
<tr>
<td>» The road network should be designed and phased to ensure that transit service is possible throughout the development of the precinct.</td>
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</tbody>
</table>
These lands will be developed in accordance with the policies of the Precinct F precinct plan, which identifies the subject area for commercial mixed use, higher density residential, and lower density residential development. It is anticipated that this area will accommodate approximately 500,000 square feet of commercial development, up to 2,300 dwelling units, entertainment opportunities, parks and open space.
To accommodate the proposed development of Precinct F, the land will require a subdivision and rezoning (DASZ) and variances (DAV).

The DASZ establish the following zones in accordance with the adjacent zoning map:

- “C4” Commercial Regional
- “RMF” Residential Multi-Family
- “R2” Residential Two-Family
- “R1” Residential Single-Family
- “PR1” Parks and Recreation (Neighbourhood)
- “PR2” Parks and Recreation (Community)

The DAV application allows for:

- Commercial lots without frontage on a public street
- Principal building (commercial) within 125 feet of a residential zone
## Proposed Zones

<table>
<thead>
<tr>
<th>Zone</th>
<th>Description</th>
<th>Example</th>
</tr>
</thead>
<tbody>
<tr>
<td>‘C4’ Commercial Regional</td>
<td>Accommodate large scale commercial and office development, containing a mix of concentrated land uses.</td>
<td><img src="image1.png" alt="Image" /></td>
</tr>
<tr>
<td>‘RMF’ Residential Multi-Family</td>
<td>Accommodate the development of multi-family units in neighbourhoods with medium to high residential densities.</td>
<td><img src="image2.png" alt="Image" /></td>
</tr>
<tr>
<td>‘R2’ Residential Two-Family</td>
<td>Accommodate the development of single- and two-family units and where appropriate limited multi-family units in lower-density neighbourhoods.</td>
<td><img src="image3.png" alt="Image" /></td>
</tr>
<tr>
<td>‘R1’ Residential Single-Family</td>
<td>Accommodate primarily single-family residential development in lower-density neighbourhoods.</td>
<td><img src="image4.png" alt="Image" /></td>
</tr>
<tr>
<td>‘PR1’ Parks and Recreation Neighbourhood</td>
<td>Sites that are generally passive neighbourhood and community parks and facilities with predominantly pedestrian and cyclist access.</td>
<td><img src="image5.png" alt="Image" /></td>
</tr>
<tr>
<td>‘PR2’ Parks and Recreation Community</td>
<td>Sites that include community recreation facilities and parks that are accessed by a mix of pedestrian and vehicular traffic.</td>
<td><img src="image6.png" alt="Image" /></td>
</tr>
</tbody>
</table>
As development occurs in northwest Winnipeg and traffic volumes increase, changes to the existing road network will need to occur to accommodate the additional traffic. The extension of Chief Peguis Trail from Main Street to Route 90 will also result in changes to existing traffic patterns and may trigger the requirement for specific upgrades as existing traffic in the area is attracted to the new arterial roadway. The following recommendations are made:

- McPhillips Street should be widened from four lanes to six lanes between Leila Avenue and north of Chief Peguis Trail.
- Closure of the intersection of Storie Road and McPhillips Street.
- A diamond interchange should be constructed at the intersection of McPhillips Street and Chief Peguis Trail to accommodate future traffic volumes.
- Additional turning lanes should be provided at the intersections of McPhillips Street with Leila Avenue and McPhillips Street with Templeton Avenue.
- Parts of Ferrier Street should be constructed as a four-lane residential collector.
- An at-grade intersection should be constructed at the intersection of Chief Peguis Trail and Ferrier Street to accommodate future traffic volumes.
- The offset T-intersections of Ferrier Street and McGregor Street at Templeton Avenue should be reconstructed into a single four-way signalized or roundabout controlled intersection to accommodate future traffic volumes.

The development of Precinct F will also impact traffic patterns and volumes in the study area. The following recommendations are made based on the results of the study:

- McPhillips Street should be widened from four lanes to six lanes between Chief Peguis Trail and north of the Precinct F Collector.
- The Precinct F Collector will intersect McPhillips Street at a signalized T-intersection in 2016, and will be extended east and west by 2025.
- A traffic signal should be installed at the intersection of McPhillips Street and Murray Avenue to accommodate future traffic volumes. Additional turning lanes should also be installed at the intersection.
- Parts of the Precinct F Collector and Murray Avenue should be constructed as four-lane residential collectors based on future daily traffic volumes.
Two roadways within Precinct F are planned as collectors. A four-lane divided roadway is recommended for the section of Collector A from McPhillips Street to Collector B. All other collector roads in Precinct F are recommended to have two-lane undivided roadway.

A signalized intersection is recommended at the intersection of Collector A and the Main Commercial Access, and a roundabout is recommended at the intersection of Collector A with Collector B.
Transportation Impact Study

Transit

» Transit routes within Precinct F will be determined by Winnipeg Transit in the future based on demand in the area. It is likely that a route will travel through the precinct on Collector A. Other potential routing could include Collector B and Murray Avenue as well as routing into the Precinct F commercial area.

» Walking distance contours were developed for the proposed Collector A transit route and are illustrated here. Winnipeg Transit’s goal is to provide access to transit within 400 metres (approximately a five and a half minute walk) of all residences. Nearly every residence within Precinct F will be within 400 metres of the proposed transit route.

» Transit routes will be located within 200 metres (less than a three minute walk) from the majority of homes in the higher density residential areas.
Active Transportation

- Active transportation facilities are planned for within the Precinct F neighbourhood, as shown on the right.
- Sidewalks will be located on the collector roadways, including a sidewalk connection to Murray Avenue.
- A trail network is planned for the park space south of Collector A.
- Direct trail connections are planned from Precinct F to the future Chief Peguis Trail extension, which will likely have active transportation facilities similar to the existing Chief Peguis Trail between Main Street and Lagimodiere Boulevard.
- A north-south trail has also been assumed along the east edge of Precinct F in the former McGregor Street right-of-way, and a trail connection from Precinct F to this new facility is also planned.
Proposed Road Improvements

McPhillips Street and Precinct F Collector

» 2016 - New Signalized Intersection
  • McPhillips Street Southbound - Left-turn lane into Precinct F
  • McPhillips Street Northbound - Right-turn lane with yield into Precinct F

» 2025 - Intersection Completed
  • McPhillips Street Southbound - Right-turn lane with yield and additional southbound through lane
  • McPhillips Street Northbound - Dual left-turn lanes and additional northbound through lane

Cost

» The Developer is required to pay for the cost for road improvements associated with the traffic generated by the development of Precinct F.

» The improvements identified above are required to support development of Precinct F and surrounding areas. Local land owners maybe required to contribute to the cost of any transportation network improvements when they develop their land.
Servicing

Land Drainage
» There are currently no storm sewers servicing the Precinct. All existing drainage is by overland flow to roadway ditches, eventually discharging to the Red River.
» It is proposed that run-off from this area be transferred through a piped system along Murray Avenue with discharges controlled by a series of retention ponds, eventually discharging to the Red River.

Water
» The existing watermain along McPhillips Street will need to be extended north to connect to the existing feedermain along Murray Avenue.
» A minimum of two connection points from the Precinct area to the main watermain along McPhillips Street are proposed.

Wastewater
» The existing wastewater inceptor along McPhillips Street turns east along the south side of the Chief Peguis Trail Extension.
» In order to provide service to the proposed development, a trunk sewer line will either need to be extended along McPhillips Street or further east within the Precinct.

Costs
» The Developer will be required to front end the cost for the extension of municipal services.
» Local land owners will only contribute to the extension of services upon the development of their lands.
Process & Next Steps

Preparation of Land Use Concept & Draft Plan

City Consultation

Public Open House

Anticipated Public Meeting (Lord Selkirk - West Kildonan Community Committee)

Estimated Start of Servicing (roads & sewers)

Potential for Commercial & Residential Construction to Begin

- Public Meeting & Hearing Scheduled for Tuesday, February 18th, 2014
  - Lord Selkirk - West Kildonan Community Committee Meeting
  - Regular Meeting starts at 4pm
  - Public Meeting and Hearing starts at 5pm
  - Council Building, 510 Main Street
Thank you for attending, please fill out a comment form before you leave.

If you have any questions, please contact:

Bryan Ward at MMM Group
204.943.3178 or wardb@mmm.ca