THE CITY OF WINNIPEG

BY-LAW NO. 90/2012, as amended

A By-law of THE CITY OF WINNIPEG to adopt a secondary plan for the Waverley West West Neighbourhood.

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

1 This By-Law may be referred to as the **"Waverley West West Neighbourhood Area Structure Plan By-law"**.

2 The document entitled "Waverley West West Neighbourhood Area Structure Plan", attached hereto and marked as Schedule 1 to this By-law, is hereby adopted as a secondary plan for the Waverley West West Neighbourhood.

3 *Winnipeg Zoning By-law No. 200/2006 is amended by adding the following to the list of adopted secondary plans in Schedule "A", section 1, as the next unused subsection:*

Waverley West West Neighbourhood Area Structure Plan

RECEIVED FIRST READING on this 27th day of June 2012.

RECEIVED SECOND READING on this 14th day of November, 2012.

RECEIVED THIRD READING on this 14th day of November, 2012.

DONE AND PASSED this 14th day of November, 2012.

Waverley West – West Neighbourhood Area Structure Plan

Schedule 1, as amended by Council Nov. 14, 2012

Submitted By:

MMM Group Limited and Manitoba Housing

March 2012

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PREFACE

Waverley West is an area of land approximately 3000 acres in size located in southwest Winnipeg. The West Neighbourhood, within the Waverley West area, consists of approximately 374 acres and will be the fourth residential neighbourhood in Waverley West (Figure 1 – Waverley West Location Plan).

The development of Waverley West began in 2003 with the preparation of several background studies including market analyses, cost-benefit analyses, regional reviews, and preliminary transportation and traffic impact studies. An amendment to Plan Winnipeg was initiated with supporting documents compiled in the background research. The amendment to identify Waverley West as a Neighbourhood Policy Area was approved in early 2005.

Following the approval to amend Plan Winnipeg, an Area Structure Plan was initiated for the entire Waverley West area to address broad planning issues such as transportation, general land use and servicing. Using the Area Structure Plan as a framework, this Neighbourhood Area Structure Plan has been prepared to direct the development of the next phase of Waverley West.

The policies within this plan respond to and expand upon those adopted in the Waverley West Area Structure Plan.

The West Neighbourhood Area Structure Plan is built upon the following guiding principles:

- Creation of a diverse and inclusive neighbourhood.
- Development of an efficient and multi-modal transportation system.
- Compatibility with existing and future neighbourhoods.
- Creation of an innovative and unique neighbourhood design with over 23 kilometres of sidewalks, pathways and trails.

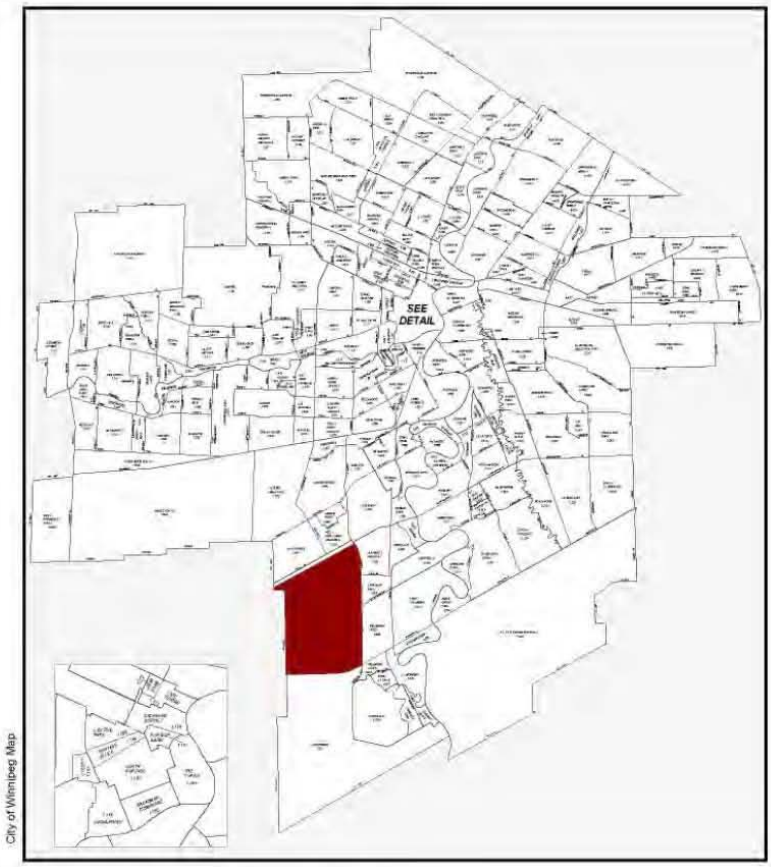


Figure 1 : Waverley West Location Plan

Waverley West Planning Area

1.0 INTRODUCTION

1.1 Purpose of the Plan

The purpose of this plan is to ensure that the growth and development of the Waverley West - West Neighbourhood occurs in a logical and integrated manner. The plan will ensure that the development is set within the context of the adjacent developing and future neighbourhoods, the town centre, as well as in the context of the city as a whole.

1.2 Authority – Waverley West Area Structure Plan

The Waverley West Area Structure Plan is authorized by the City of Winnipeg and is an adopted by-law of City Council. It provides high-level information on the regional road system, transportation network, municipal servicing, transit, and greenspace locations and policies. All neighbourhoods within Waverley West will be developed according to the Area Structure Plan. Therefore, the policies in this document are in conformity with and seek to fulfill the goals as outlined in the Waverley West Area Structure Plan, including:

Neighbourhoods: To provide a framework for the creation of planned neighbourhoods that fulfill market demands and needs.

Pedestrian Connectivity: To provide pedestrian linkages between and within the neighbourhoods of Waverley West, for recreation and alternative transportation purposes.

Town Centre – North: To establish a town centre where mixed-use development can occur, providing opportunities for a combination of land uses.

Greenway Network: To create a linear greenway network linking the neighbourhoods of Waverley West to one another and beyond, where naturalized land drainage systems, pedestrian trails, parks and open spaces can be created in shared corridors.

Community Pathways: To provide a system of pathways that effectively integrate the neighbourhoods and amenities.

Transportation System: To provide a safe, efficient and functional transportation system including a hierarchy of public streets, provision of public transit, and a community pedestrian network.

Commercial Core Areas: To provide commercial areas to service the surrounding communities.

Community Recreational Facility: To provide for a community recreation facility that is centralized and accessible to both vehicular and non-vehicular traffic.

Residential Development: To provide a framework for housing development that is capable of meeting the needs and desires of the housing market.

Commercial Development: To establish a full range of retail and commercial services.

Mixed-Use Development: To provide mixed-use development opportunities within the town centre and commercial core areas.

Emergency Services: To provide for fire, police and ambulance protection to meet the emergency service demands for the area.

Environmental Awareness: To raise an awareness of environmental conservation including the integration of existing sensitive areas into development plans, and through the use of environmental technologies where feasible.

Park Space: To provide outdoor recreation and park space to meet the needs of the local residents.

Not all of these elements will be included in this particular neighbourhood.

1.2.1 Policy

All policies within this West Neighbourhood Area Structure Plan shall be in conformity with OurWinnipeg, the Complete Communities Direction Strategy and the Area Structure Plan for Waverley West.

1.3 Timeframe of the Plan

This plan is future-oriented and is intended to guide development over the next five years. The timing of development will be influenced over the long-term by market changes, supply and demand in housing and consequently in commercial land demand, and the general health of Winnipeg's economy. It is expected that other neighbourhoods, within and outside of Waverley West will be developing concurrently.

1.4 Plan Preparation Process

The West Neighbourhood Area Structure Plan was developed in consultation with a range of stakeholders including various City Departments and interested citizens from throughout Winnipeg. In addition to several meetings with City staff, a public open house was held in May 2012 to inform the general public of the process and to present the draft plans and receive feedback. Approximately forty people attended the event.

A series of public workshops were held in 2006 in conjunction with the development of the Area Structure Plan, which sets out the high-level planning direction for Waverley West.

1.5 Interpretation

1.5.1 Maps

The boundaries and symbols shown on the maps contained herein are intended to be 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 natural or manmade landmark such as a river or roadway.

1.5.2 Policies Application 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.

(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, and 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.

1.6 Amendment to the Plan

Application to amend this Plan must be submitted to the Planning, Property and Development Department, and is subject to the process for passage of a secondary plan by-law under The City of Winnipeg Charter and applicable by-laws including the Development Procedures By-law. Supporting information required to evaluate and justify the amendment may be required.

1.7 Monitoring, Review and Evaluation

This plan is intended to be a flexible document that will change as circumstances change within and adjacent to the Plan Area. Periodic review and amendment of the Plan will occur as development conditions within the Plan Area and adjacent areas change.

2.0 PLANNING AREA

This West Neighbourhood Area Structure Plan applies to approximately 374 acres in the West portion of Waverley West. The area is bounded on the north by Bridgwater Lakes; on the east by Kenaston Boulevard; on the south by Ladco's South Pointe West; and on the west by the Rural Municipality (R.M.) of McDonald (Figure 2 – Neighbourhood Context Plan).

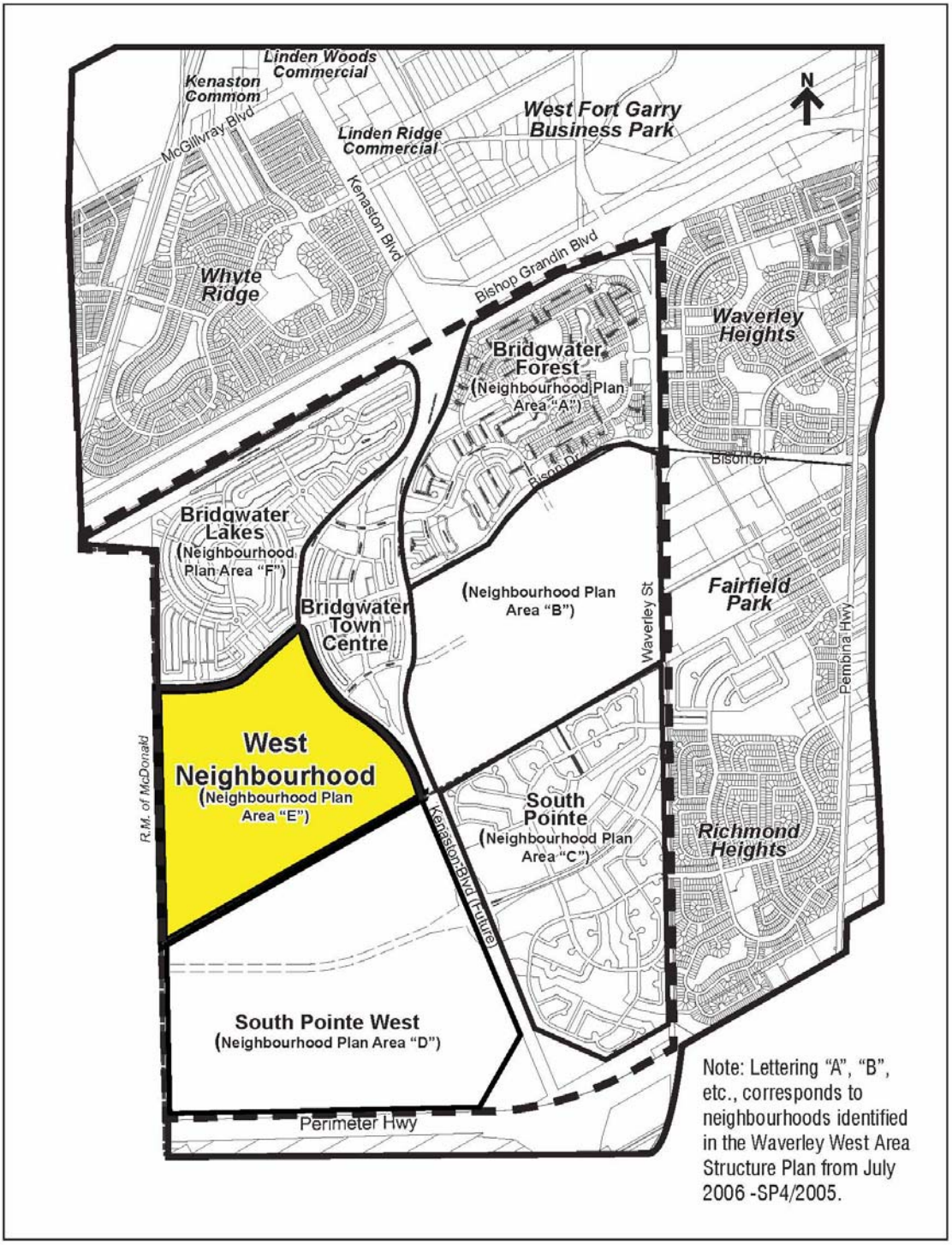


Figure 2 - Neighbourhood Context Plan

3.0 PLANNING VISION, PRINCIPLES AND GOALS

3.1 Planning Vision

The vision for the West Neighbourhood is a community that will be highly visitable, with a minimum of fifty percent visitable housing. Visitability refers to housing that is designed in such a way that everyone, regardless of mobility, will be able to at least visit someone else's home, use a washroom and exit the home. A house that is visitable includes a zero-step entrance and doors with 32 inches of clear passage space on the main floor. The goal is to develop the majority of the neighbourhood using the visitable model.

In addition to visitability, the West Neighbourhood Area Structure Plan is built upon the following guiding principles:

- Creation of a diverse and inclusive neighbourhood.
- Development of an efficient and multi-modal transportation system.
- Compatibility and connectivity with existing and future neighbourhoods.
- Creation of an innovative and unique neighbourhood design with over 23 kilometres of sidewalks, pathways and trails.

3.2 Planning Goals

The West Neighbourhood Area Structure Plan is focused on achieving the following goals:

Social Inclusivity: To establish a socially inclusive community that provides a livable environment that is accessible to people with mobility issues. This includes a wide range of residents and visitors who may be using wheelchairs or walkers, seniors with mobility issues, pregnant women, small children, people in the moving industry and people with temporary physical injuries.

Visitability: To establish a neighbourhood where most of the homes are visitable.

Walkability: To encourage a highly walkable neighbourhood with convenient pedestrian connections and numerous pedestrian opportunities.

Connectivity: To encourage connectivity within the West Neighbourhood and between Bridgwater communities and the Town Centre through the use of conveniently located pedestrian and vehicular connections.

Transit Supportive: To provide easy and convenient access to transit.

Innovative Design: To develop a community that achieves the goal of visitability through innovative engineering solutions.

4.0 LAND USE CONCEPT

The land use concept for the West Neighbourhood is illustrated on Figure 3 - Land Use Concept Plan. Section 4.0 and 5.0 of the Plan contain policies that apply to specific land use areas and symbols on Figure 3 - Land Use Concept Plan. The remaining sections of the Plan provide for broader planning goals including environmental goals, community development, parks and open space planning, transportation and servicing that will be applied to the West Neighbourhood area as determined appropriate.

The symbols and areas on the Plan establish a series of land uses for the Plan Area. The Land Use Concept Plan is conceptual and therefore flexible with respect to the precise location of land use areas and symbols, however, the spatial relationship among the various land use areas and features is intentional; development applications must therefore be generally in accordance with the Land Use Concept Plan as illustrated.

4.1 Land Use Concept Plan Policies

4.1.1 Flexibility

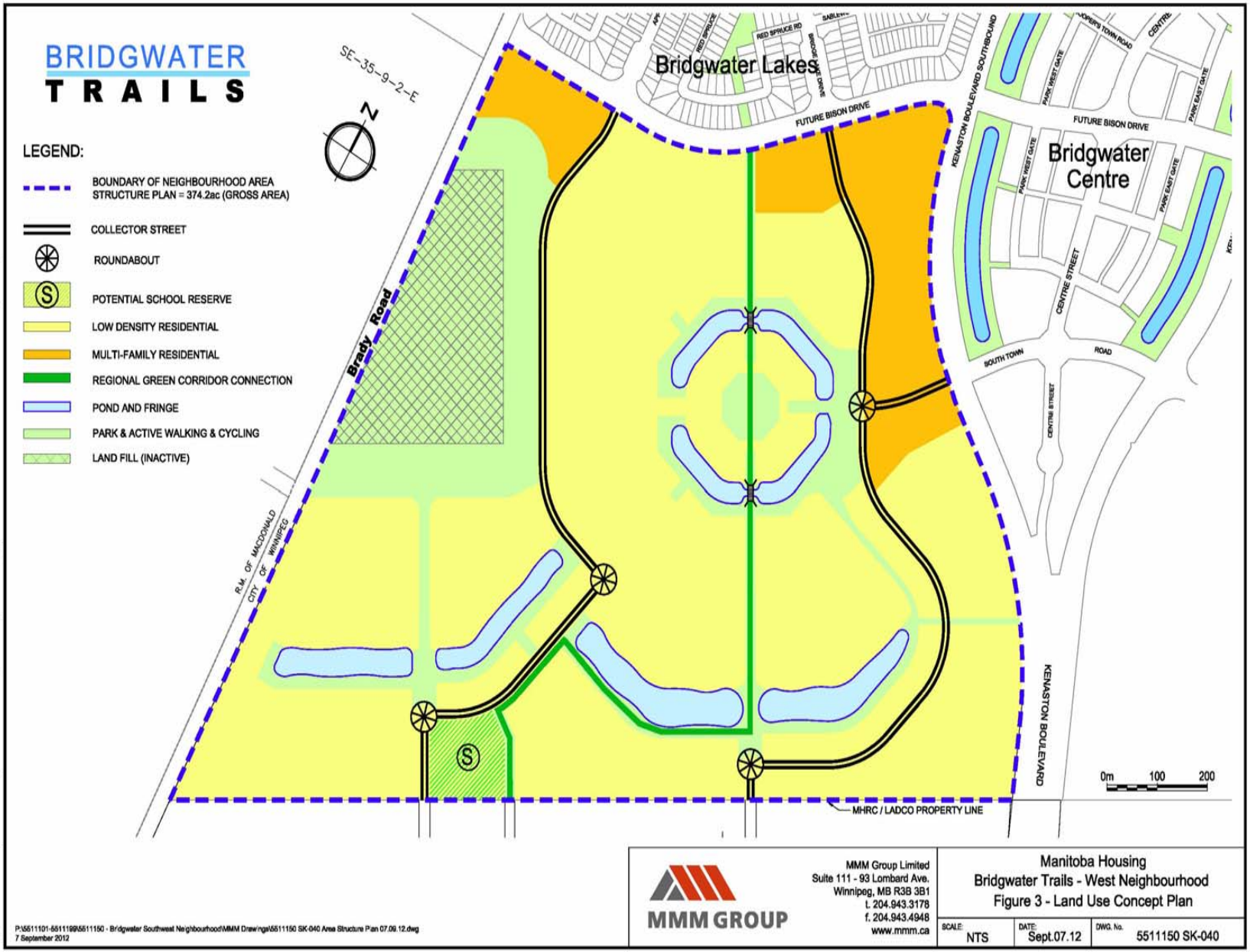
- The West Neighbourhood Land Use Concept Plan shall be considered flexible with respect to the precise location of land use areas and symbols.

4.1.2 Precision

- The West Neighbourhood Land Use Concept Plan shall be considered precise with respect to the spatial relationship among land use areas and symbols.

4.1.3 Conformity

- Development applications that propose changes in zoning shall be in conformity with the West Neighbourhood Land Use Concept Plan. Development applications that are not in conformity with the Plan shall not be accepted without an appropriate amendment to the Plan.



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5.0 LAND USE DISTRICTS AND LAND USE SYMBOLS

The following sections outline the intent of each land use as illustrated on Figure 3 – Land Use Concept Plan. The West Neighbourhood includes lower density residential uses, multi-family residential uses, parks, active walking and cycling paths, stormwater retention facilities, roadways and a school reserve. These land areas do not include regional streets adjacent to the land, but do include all internal public roads.

LAND USE	ACRES (approx.)	%
Lower Density Residential	+/- 231	61%
Multi-Family Residential	+/- 33	9%
Parks & Pathways	+/- 50	13%
Walkways	+/- 3	1%
Potential School Reserve	+/- 5	1%
Ponds + Fringe	+/- 27	8%
Former Land Fill Site	+/- 26	7%
TOTAL	+/- 374	100%

Each of the policies for land uses and symbols in this section aligns with the policies of the Area Structure Plan for Waverley West accordingly.

5.1 Lower Density Residential Area

The purpose of the Lower Density Residential Area is to provide for lower density residential development (generally single-family residential). The density target to be achieved in the Lower Density Residential Area is 4-6 units per gross developable acre. The linear open space system will be interspersed throughout the Lower Density Residential Area to serve the recreational and active transportation needs of residents. The specific residential design will be determined through the Development Application process.

5.1.1 Composition of Lower Density Residential Area Policy

(1) Ground-oriented, single-family uses shall be the predominant land use, allowing for single-family attached and detached housing, townhouses and duplexes.

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

(3) Open space shall be provided throughout the Residential Area to contribute to the active and passive recreational needs of residents.

5.1.2 Design of Lower Density Residential Area Policy

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

(2) The design of the Lower Density Residential Areas shall:

i. Emphasize opportunities for distinct neighbourhoods that incorporate a minimum of fifty percent visitable housing.

ii. 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.

iii. Provide for neighbourhood connections through the incorporation of a neighbourhood pathway system for pedestrians and cyclists.

iv. Maximize exposure and access to the neighbourhood greenway system.

v. Maximize density by minimizing front yard setbacks and lot widths subject to market demand and required City of Winnipeg approvals.

vi. Accommodate policies of this plan with respect to alternative transportation (see: 7.4.1, 7.4.2, 7.4.3).

5.2 Multi-Family Residential Area

The West Neighbourhood will include a multi-family residential component to increase the density of the neighbourhood and offer alternative housing options for residents in a range of sizes, forms and tenures of housing. The multi-family residential areas will include townhouses and multi-storey buildings. The density target to be achieved within the Multi-Family Residential Area is 30 units per gross developable acre.

5.2.1 Composition of Multi-Family Residential Area Policy

(1) Multi-family uses shall be the predominant land use.

(2) Residential uses will include townhouses and residential apartment-style buildings.

(3) Residential uses will be medium to high density, with an average target of 30 units per gross developable acre.

(4) Single-family residential uses will not be permitted directly abutting to high density multi-family residential uses. However, single-family residential uses will be permitted abutting to medium density multi-family residential uses.

(5) Institutional uses, recreational uses, 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.

(6) Open space shall be provided, by the developer, throughout the Multi-Family Residential Area to contribute to the active and passive recreational needs of residents.

5.2.2 Design of Multi-Family Residential Area Policy

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

(2) The design of the Multi-Family Residential Areas shall:

i. Provide for a unique neighbourhood character through the implementation of tools such as architectural and neighbourhood design standards and the inclusion of neighbourhood scale roundabouts.

ii. Provide for neighbourhood connections through the incorporation of a neighbourhood pathway system for pedestrians and cyclists.

iii. Maximize exposure and access to the neighbourhood greenway system.

iv. Accommodate policies of this plan with respect to alternative transportation (see: 7.4.1, 7.4.2, 7.4.3).

5.3 School Reserves

The purpose of the school reserve is to provide locations for required schools within the neighbourhood and with convenient connections to recreational areas. Through consultation with the Pembina Trails School Division, a proposed location for an elementary/middle years school has been identified (see: Figure 3 – Land Use Concept Plan). The final location and size of the sites will be determined at the Development Application stage.

5.3.1 School Reserve Criteria Policy

(1) An elementary/middle years school reserve shall be included in a development application for subdivision in the West Neighbourhood.

(2) A school reserve shall be suitably located in relation to its student catchment area and have frontage on a collector road or greater standard.

(3) Any elementary/middle years school reserve shall be a minimum of 5 acres (or other subject to agreement by the Pembina Trails School Division) depending on specific site characteristics, particularly adjacency to park sites.

(4) Elementary/middle years school reserves shall be considered reserve land and do not ensure that a school will be constructed at that location.

(5) A residential use on a school reserve shall not require amendment to this plan.

(6) The school reserve identified in Figure 3 – Land Use Concept Plan will be privately held by the developer if or until such time as the Pembina Trails School Division acquires the land for school purposes.

(7) In the event that the school reserve identified in Figure 3 – Land Use Concept Plan is not acquired by the Pembina Trails School Division, the parcel may be developed for residential purposes.

5.4 Parks

The West Neighbourhood includes active, passive and linear parks and a regional green corridor connection associated with the Waverley West Greenway System.

5.4.1 Active Parks Policy

The West Neighbourhood includes a park space within close proximity to the school reserve that may be developed for traditional active recreation uses such as soccer or baseball.

5.4.2 Passive Parks Policy

The West Neighbourhood passive parks incorporate a focal point and opportunities for community interaction. The focal point is anticipated to be a classic design element that gives the neighbourhood an identifiable feature and is a central, highly visible landmark. Prior to the issuance of any building or development permit for the creation of this focal point, a cooperative planning process will occur with the City of Winnipeg with the final approval of the Director of Public Works and Director of Planning, Property and Development to determine the type, quality and location of the focal point feature, as well as supporting park infrastructure. It is important to note that the regional green corridor connection runs through the focal point. This will need to be accounted for in the design of the focal point.

5.4.3 Linear Parks Policy

(1) The linear park system shall be identified throughout the neighbourhood in accordance with the community greenway corridor identified in the Waverley West Area Structure Plan.

(2) The linear park system includes pathways for recreational walking and cycling, facilitates public access to the lakes, and also forms part of the active transportation network and greenway system (see: Section 7.0 and Appendix A).

5.4.4 Parkland Dedication Policy

Parkland dedication requirements shall be determined at the Development Application stage.

5.5 Former Land Fill Site

There is a 26-acre former land fill site located within the neighbourhood along Cadboro Road. Cadboro Road West Land Fill No. 24 is owned by the City of Winnipeg and managed by the Water and Waste Department. The land fill has been inactive, with no deposits made, since the mid-1970s. The intent is to place an appropriate cap on the former land fill's surface and maintain a 90-metre buffer around the site in which residential uses will not be permitted. The site lands will remain appropriately maintained for land uses that are consistent with the Parks policies (see: 5.4.1, 5.4.2, 5.4.3 and 5.4.4). The specific future use of the former land fill site will ultimately be determined by the City of Winnipeg.

6.0 DENSITY POLICIES

Density targets are established to ensure that residential development in the neighbourhood occurs within an acceptable density range in order to reduce land consumption and servicing costs and to support on-street transit use. Accordingly, the policies in this section establish a target density range for the West Neighbourhood.

The West Neighbourhood includes mainly lower density residential uses which will result in a seemingly low density when viewed as an independent neighbourhood. However, the overall development of the Bridgwater community will include a mixed-use Town Centre that will generally consist of higher densities than the adjacent neighbourhoods.

6.1.1 Density Target Policy

The density target to be achieved within the West Neighbourhood is 4-6 units per gross developable acre (excluding the former land fill site) for single-family residential and 30 units per gross developable acre for multi-family residential. The density target for the entire area is 6-8 units per gross developable area which is based on a total developable land area of approximately 269 acres, excluding all retention ponds and fringe areas, and park space, walkways and pathways. Using these density targets, approximately 900-1000 multi-family residential units and approximately 1000-1200 single-family homes are anticipated.

7.0 TRANSPORTATION POLICIES

The objective of the following transportation policies is to provide an efficient transportation system that includes a variety of transportation modes to effectively move pedestrians, vehicles and public transit through the neighbourhood 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 connectivity, access to active transportation systems and convenient public transit are reflected in the following policies.

7.1 Hierarchy

7.1.1 Street Hierarchy Policy

The West Neighbourhood includes a hierarchy of streets that include collectors and local streets as illustrated in Figure 3 – Land Use Concept Plan. Detailed alignment of collector and local streets will be identified in the Development Application phase.

7.2 External Road Network Alignment

7.2.1 Alignment Policy

The external road rights-of-way, and the related interchange areas, shall be generally located as illustrated on Figure 3 - Land Use Concept Plan.

7.2.2 Sound Attenuation Policy

Residential development abutting a major arterial roads and expressways shall incorporate appropriate sound attenuation measures when warranted.

7.2.3 Access to Expressways Policy

Direct private access to roads classified as Expressways shall not be permitted.

7.3 Internal Road Network

7.3.1 Alignment Policy

The internal road network shown on the Land Use Concept Plan is preliminary only and shall be refined at the Development Application stage.

7.3.2 Design Policy

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

(1) Sensitivity to future stormwater management facilities.

(2) Convenient connections and multiple route choices to origin/destination points within the neighbourhood.

(3) Walkway connections between streets, to meet transit coverage requirements.

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

(5) Collector streets shall be for the use of motorized vehicles and cyclists and shall require either frontage roads or lanes.

(6) Arterial streets shall be for the use of motorized vehicles and cyclists and shall require either a sidewalk or pathway on each side.

(7) Interconnected pedestrian systems within the residential neighbourhood.

(8) Efficient transit routes that promote increased transit ridership, provide a complement to existing land use patterns and contribute to the overall sustainability of the city (in accordance with the City of Winnipeg Transit Oriented Development Handbook).

7.4 Alternative Transportation

Alternative Transportation modes shall be promoted and accommodated in keeping with OurWinnipeg and the Sustainable Transportation Direction Strategy.

7.4.1 Connectivity Policy

Direct connections and multiple route choices should be provided to allow for efficient movements within the neighbourhood, and to destination points outside of Waverley West.

7.4.2 Walkable Neighbourhood Policy

Most housing units shall be located within 400m of a sidewalk, walkway or pathway.

7.4.3 Sidewalk Policy, as amended by Council on Nov. 14, 2012

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

(2) Sidewalks shall be provided on at least one side of all residential streets.

(3) Sidewalks shall be provided in the boulevards created between a frontege road and collector street aligning with the collector street sidewalks

7.4.4 Walkway Policy

(1) Walkways shall be provided throughout the neighbourhood to facilitate convenient and direct connections to open spaces and transit routes.

(2) Rear-yard walkways shall be incorporated with the stormwater drainage system at the back of the visitable lots (see: Section 8.0).

7.4.5 Pathway Policy

(1) Pathways shall be provided throughout the neighbourhood in accordance with the community greenway system identified in the Waverley West Area Structure Plan.

(2) Pathways shall accommodate both recreational uses and form part of the active transportation network that facilitates linkages within and between neighbourhoods, and connects to regional systems including the TransCanada Trail and Fort Whyte Centre.

7.4.6 Wayfinding Signage Policy

Wayfinding signage identifying pathways and linkages with the Active Transportation Network shall be installed as appropriate and to the satisfaction of the Director of Planning, Property and Development.

7.4.7 Primary Active Transportation Network Policy

Major pathways shall be constructed with the regional transportation system to accommodate the shared use of a variety of active transportation modes including walking, cycling and in-line skating. A conceptual Active Transportation Network and Greenway System Plan is located in Appendix A and is intended to connect into the city-wide active transportation network.

7.4.8 Public Transit Policy

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

(1) Transit stops should be located in close proximity to neighbourhood facilities including schools and parks, etc.

(2) Most housing shall be within 400m of a City Transit route.

A Conceptual Transit Routing Plan is located in Appendix B.

8.0 UTILITIES AND SERVICING POLICIES

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. Any development within the area will need to be fully serviced with piped municipal utilities as well as shallow utilities. Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Development Agreement stage and confirmed prior to or during construction drawing approval.

8.1 Servicing

8.1.1 General Provision of Services Policy

Urban development within the planning area shall be serviced with piped municipal water, wastewater and land drainage facilities. 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.

8.1.2 Water Distribution System Policy

The water distribution system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

8.1.3 Wastewater Collection System Policy

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

8.1.4 Land Drainage System Policy

(1) Land drainage and stormwater management facilities shall be designed to reduce the impact on the regional infrastructure system and shall be developed generally in conjunction with a linear park and path system that serves as a connection through the neighbourhoods.

(2) Rear-yard walkway areas may be incorporated into the stormwater management facilities associated with the visitable lots.

8.2 Utilities

8.2.1 Shallow Utilities Policy

Urban development within the planning area shall be serviced with shallow utilities.

The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the landowner and the utility companies.

8.2.2 Utility Alignments and Easement Policy

(1) Utility rights-of-way and easements shall be provided to accommodate utilities as determined necessary. Where possible, utilities will be located within the same easement area.

(2) Utility rights-of-way and easements, public utility lots and road rights-of-way may be required to be pre-dedicated or registered across undeveloped land, as determined necessary to facilitate orderly and sequential urban development.

(3) Utility rights-of-way and easements shall be provided to accommodate shallow utilities as determined necessary.

(4) Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.

(5) Utility alignments will generally comply with the standard locations for placement of utilities adopted by the Underground Structures Committee.

(6) A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or abutting to a site in advance of development in order to allow for the servicing of a site.

(7) Utility rights-of-way and easements may be provided to accommodate geothermal utilities as determined necessary.

8.2.3 Cost Policy

A developer may be required to finance, or enter into an agreement to finance when required, the costs associated with the extension of municipal utilities through or abutting to a site in advance of development in order to allow for the servicing of a site.

9.0 IMPLEMENTATION

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

9.1 Development Timing

9.1.1 Staging and Phasing Policy

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 C. The phasing boundaries may be altered subject to changes in development conditions.

9.1.2 Approval Process Policy

Prior to issuance of any development permit, approval of landscape and development plans is required by the Director of Planning, Property and Development.

9.1.3 Subdivision and Processing Policy

Development applications for subdivision and re-zoning shall comply with the terms and conditions of the Secondary Plan, including approval of landscape and development plans.

10.0 DEFINITIONS

Abutting means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot or 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, canal or railroad right-of-way.

Community means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents. In this document the planning area related to the use of the word community means Waverley West as defined in the Area Structure Plan for Waverley West.

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.

Expressways accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full-time truck routes. Direct access to adjacent lands is prohibited. Only arterial streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day. In this plan, Kenaston Boulevard is the only directly adjacent Expressway.

Gross Area means the total area of land contained within the property boundaries.

Gross Developable Area for the plan area is calculated excluding undevelopable lands, such as the former land fill site, park space, pathways, walkways, and pond and fringe areas. Gross Developable Area (units per acre) will thus be calculated as follows: Total Housing Units divided by Total Developable Lands (acres).

High Density means lands containing multi-family residential structures with a minimum lot area of 20,000 sq.ft and building height range of 67 -170 feet.

Neighbourhood means a portion of a community. In this document Neighbourhood means the West Neighbourhood that is a portion of the overall Waverley West community.

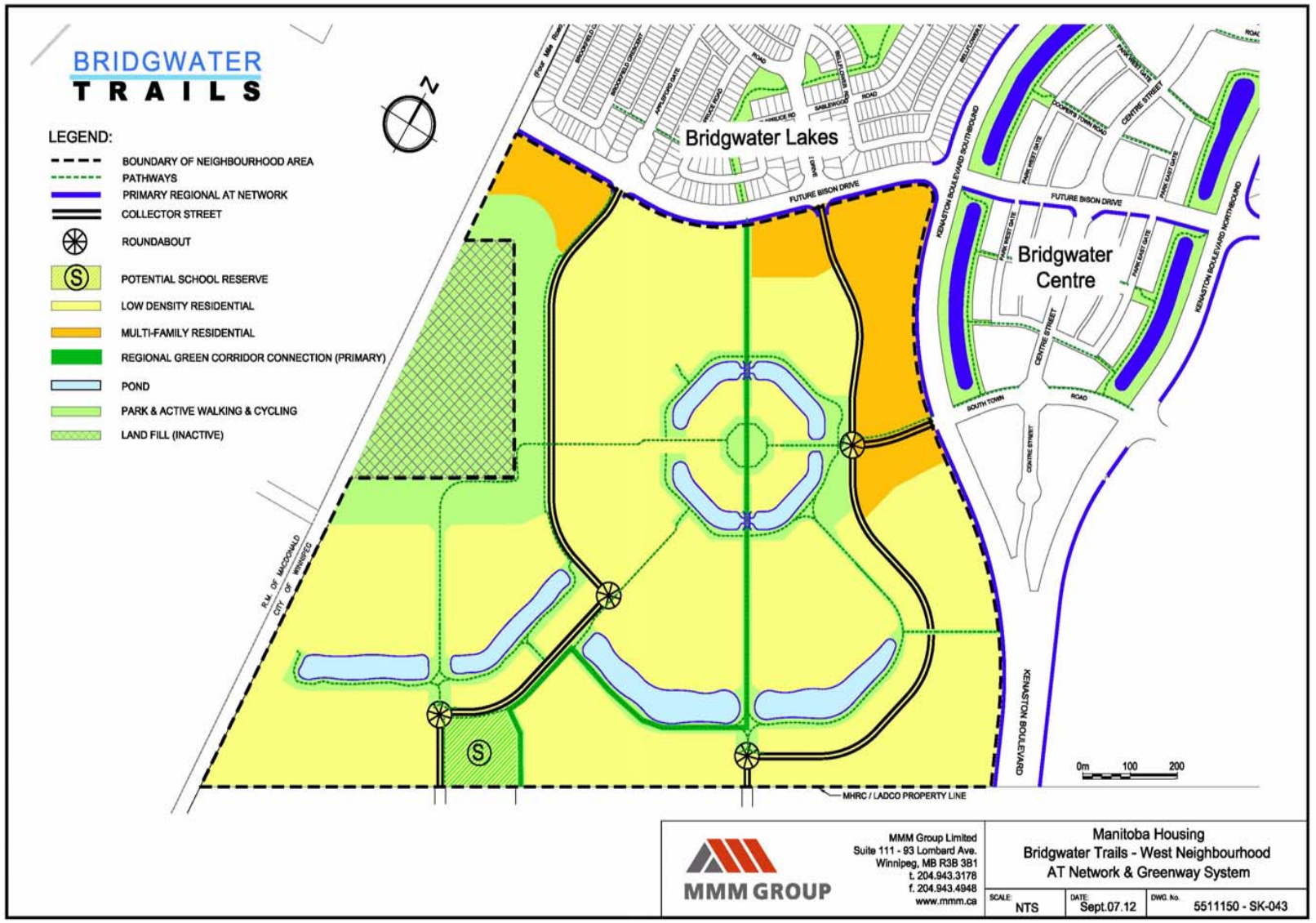
Medium Density means lands containing multi-family residential structures with a minimum lot area of 9,000 sq.ft and a maximum building height of 66 feet.

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.

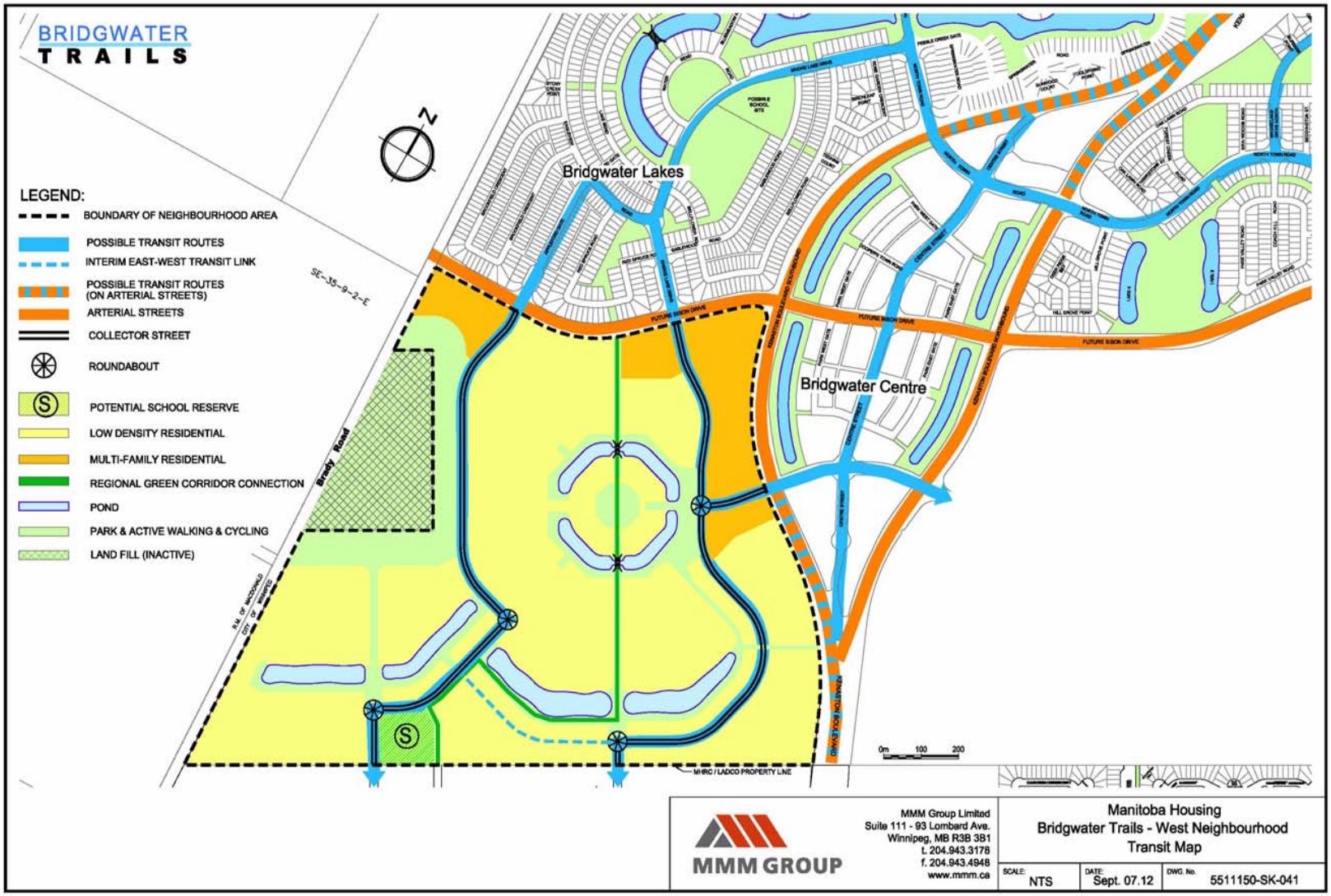
Residential Use means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments, and secondary dwellings in accordance with the Land Use By-Law.

APPENDIX A – Active Transportation Network and Greenway System



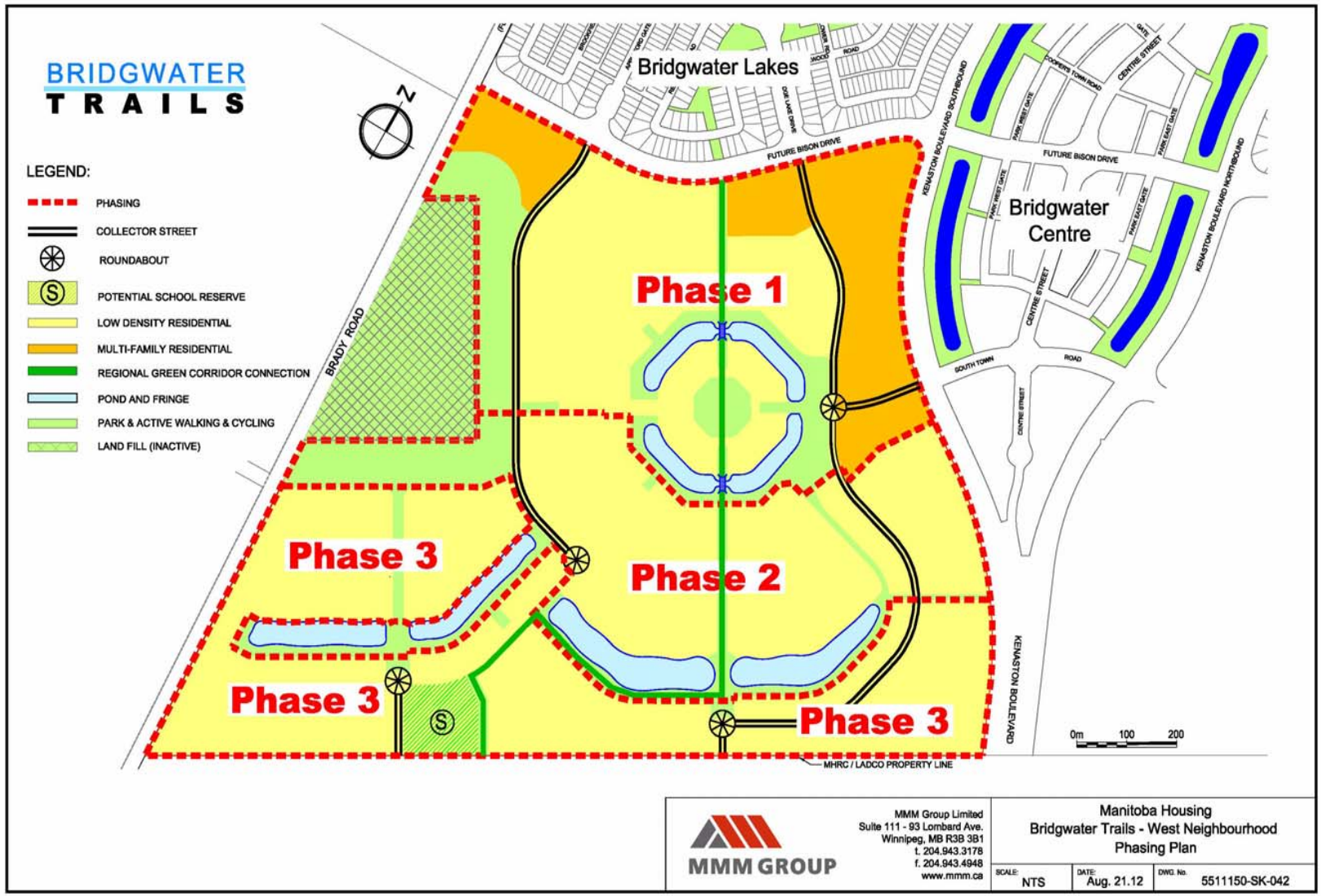
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APPENDIX B – Transit



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APPENDIX C – Conceptual Phasing



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