Schedule 1 to By-law No. 158/2005

Winnipeg

South St. Boniface Area Structure Plan

Planning, Property and Development Department
Planning and Land Use Division

August 2005

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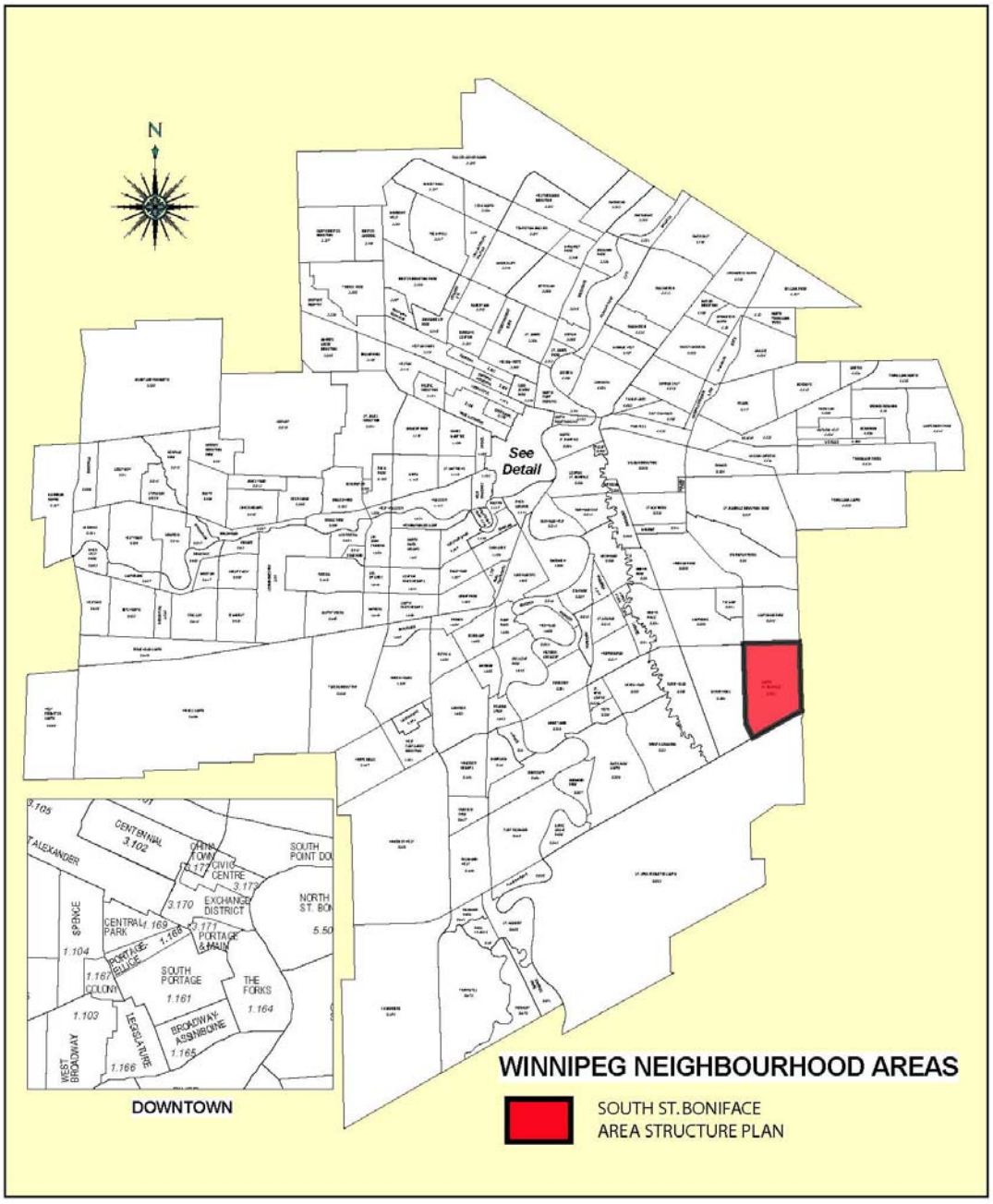
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PREFACE

South St. Boniface is a community located in the southeast portion of the City of Winnipeg, comprising approximately 364 hectares (900 acres) of land. It is bounded by; Bishop Grandin Boulevard Extension to the north, Perimeter Highway to the south, Plessis Road (City of Winnipeg boundary) to the east and Lagimodiere Boulevard to the west.

All development applications submitted with respect to any lands within the plan area are to be reviewed pursuant to compliance with the policies of this plan identified as such and numbers in accordance with the relevant sections of the plan.



1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents. The starting point for this process is an area structure plan. An area structure plan meets the intent of *Plan Winnipeg 2020 Vision* through the following:

> "3B-02 Guide the Development of New and Existing Residential Areas
>
> The City shall guide the development of new and existing residential areas designated as Neighbourhood on Policy Plate A by: . . .
>
> ii) preparing detailed secondary plans for future neighbourhoods in consultation with residents and business interests to ensure the coordination of local and regional services and the compatibility of land uses and other objectives; . . ."

The purpose of the area structure plan is twofold. Firstly, it refines and implements the City's broader planning objectives as contained in its strategic planning documents, e.g. *Plan Winnipeg 2020 Vision* by promoting community development that is logical, compatible and sustainable. Secondly, an area structure plan guides and directs specific land use, road and servicing infrastructures, subdivision, and development decisions that collectively determine the form a community will take.

To accomplish this purpose, an area structure plan must establish a broad framework for future development of a community. This framework consists of a future vision, a land use concept and a series of policy statements that work together to ensure that the plan is achieved. The framework should be concise yet flexible. It should provide clear direction on a variety of land use planning issues for both the public and private sector. At the same time, the framework should promote creativity and innovation and be responsive to the ever-changing demands on the marketplace. In summary, an area structure plan must be formulated with the understanding that planning requires a visionary, balanced and dynamic approach if it is to be successful.

1.2 Public Input Process

A public open house was held on August 9th, 2005, between 5 pm and 8 pm at the Southdale Community Centre. Approximately 40 members of the public attended. In general, the majority of the attendees, through conversation and the exit survey, indicated a positive response to the plan. Concerns were reflected in: downstream traffic impacts, size of commercial buildings, and how the small holdings within

the plan area would be integrated into the plan. Substantive interest was displayed in the wetlands/ecological approach to stormwater management component of the plan.

1.3 Plan Goals

This Plan provides a "blueprint" for the future development of South St. Boniface, a community with a projected population of approximately 14,500 residents[1]. The foundation of the Plan consists of a series of goals that have been formulated through the planning process and form the basis of the policies in the document. These goals include:

- creating a viable and cohesive community,
- developing a vital core commercial centre,
- providing some local employment opportunities,
- fostering a sense of neighbourhood,
- accommodating a diversity of housing types,
- meeting active and passive recreational needs of residents,
- providing suitable sites for educational facilities,
- accommodating essential community services,
- creating an interconnected and efficient road network while facilitating alternative mode choices,
- promoting the use of public transit,
- encouraging walking and cycling, and
- supplying necessary utility infrastructure.

1.4 Authority of the Plan

The South St. Boniface Area Structure Plan (the "Plan") is a secondary plan legislated through the City of Winnipeg Charter Act:

Adoption of Secondary Plans

234(1) Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter

[1] Based on 2.3 persons per unit projected for 2011, and a maximum of 7 units per acre for 900 acres. *Source: City of Winnipeg Residential Land Supply Study (Draft), October 2004.*

within a sphere of authority of the city, including, without limitation, any matter

(a) dealt with in Plan Winnipeg; or

(b) pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

1.5 Timeframe of the Plan

The plan is future oriented and depicts how South St. Boniface is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 15 to 25 year horizon.

1.6 Interpretation of the Plan

1.6.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility right-of-way.

1.6.2 Policy Interpretation

Where a purpose statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the purpose statement and a policy, the policy will take precedence.

Where “may” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

Where “shall” is used 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.

Where “should” is used in a policy, the intent is that the policy is to be complied with. 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.

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.

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

1.7 Amendments to the Plan By-Law

To make any change to the text or maps within the Plan, an amendment to the Plan that includes a public hearing of the Riel Community Committee shall be required in accordance with the City of Winnipeg Charter and the Development Procedures By-Law.

Where an amendment to the Plan is requested, the applicant shall submit supporting information necessary to evaluate and justify the amendment.

1.8 Monitoring of the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

2.0 PLANNING AREA

2.1 Application of the Plan

The Area Structure Plan applies to those lands comprising South St. Boniface as shown on the Planning Area map. It comprises approximately 364 hectares (900 acres) of land and is bounded by Bishop Grandin Boulevard Extension (Navin Road) to the north, Lagimodiere Boulevard and the Island Lakes residential community to the west, Perimeter Highway to the south and Plessis Road to the east.



3.0 VISION and GOALS

3.1 Vision

FAST FORWARD TWENTY-FIVE YEARS – A VISION

The Village Centre has become the central focus of the community. The retail shops and services are bustling with local residents preparing for the festival scheduled every year during the summer in order to celebrate the continuing success of the community. Banners are in place, kiosks are opening and the market square is filling up. Adjacent residences are meticulously maintained illustrating a sense of community pride. Other uses within the Village Centre – offices, civic facilities - have intensified over the years, thus emphasizing the diversity of the community's "heart".

Through the years, the City of Winnipeg has evolved into a diverse yet compact, cosmopolitan centre. In this part of the City, however, there remains a bit of "old town" - a place where neighbours have the opportunity to meet other residents; at the local stores, while walking along the many pathways and trails which are located along the naturalized wetponds, or simply converging at the many public places including schools, recreational and civic facilities.

The type of housing is varied throughout the community, ranging from apartments and townhouses, to distinctively fashioned single residences, thus providing the opportunity for residents to remain within the community as their lifestyle choices change. Walking has become a favourite pastime for many residents. Many residents are able to work, shop and recreate close by, thus reducing travel trips outside the area. Transit routes are at hand and they are well used.

It has been a quarter-century since the community's beginnings and it has matured into a vibrant place where people from many lifestyles are represented.

3.2 Goals for the Community

In no order of significance, the following goals are expected to be achieved through the development of this community:

Strong Identity

To create a viable and cohesive community with a distinct identity.

Commercial Vitality

To provide for a vital and attractive commercial presence to meet the daily shopping needs of local residents.

Local Employment

To offer some local employment opportunities for people to work in close proximity to where they live and to foster a community focus.

Neighbourhood Focus

To encourage a sense of neighbourhood and provide a focal point for transit access and social interaction.

Housing Diversity

To accommodate a diversity of housing types to meet the needs of varying income groups and lifestyles.

Recreational Amenities

To satisfy the active and passive recreational needs of residents.

Educational Needs

To meet the community's educational needs through the provision of school sites.

Public Facilities

To accommodate public facilities to serve the recreational and spiritual needs of residents to enhance their quality of life.

Balanced Transportation

To create an interconnected and efficient road network that balances the needs of motorists, transit service, pedestrians and cyclists, and facilitates alternative routes and mode choices.

Pedestrian and Cyclist Circulation

To encourage walking and cycling as an alternative mode of travel within and between adjacent communities through the provision of convenient trail connections.

Transit Service

To promote the use of public transit through effective urban design, pedestrian facilities and efficient transit routing.

Utility Infrastructure

To supply waterworks, sanitary sewer, and stormwater sewer services, and other infrastructure to meet the demands of suburban growth.

4.0 LAND USE CONCEPT

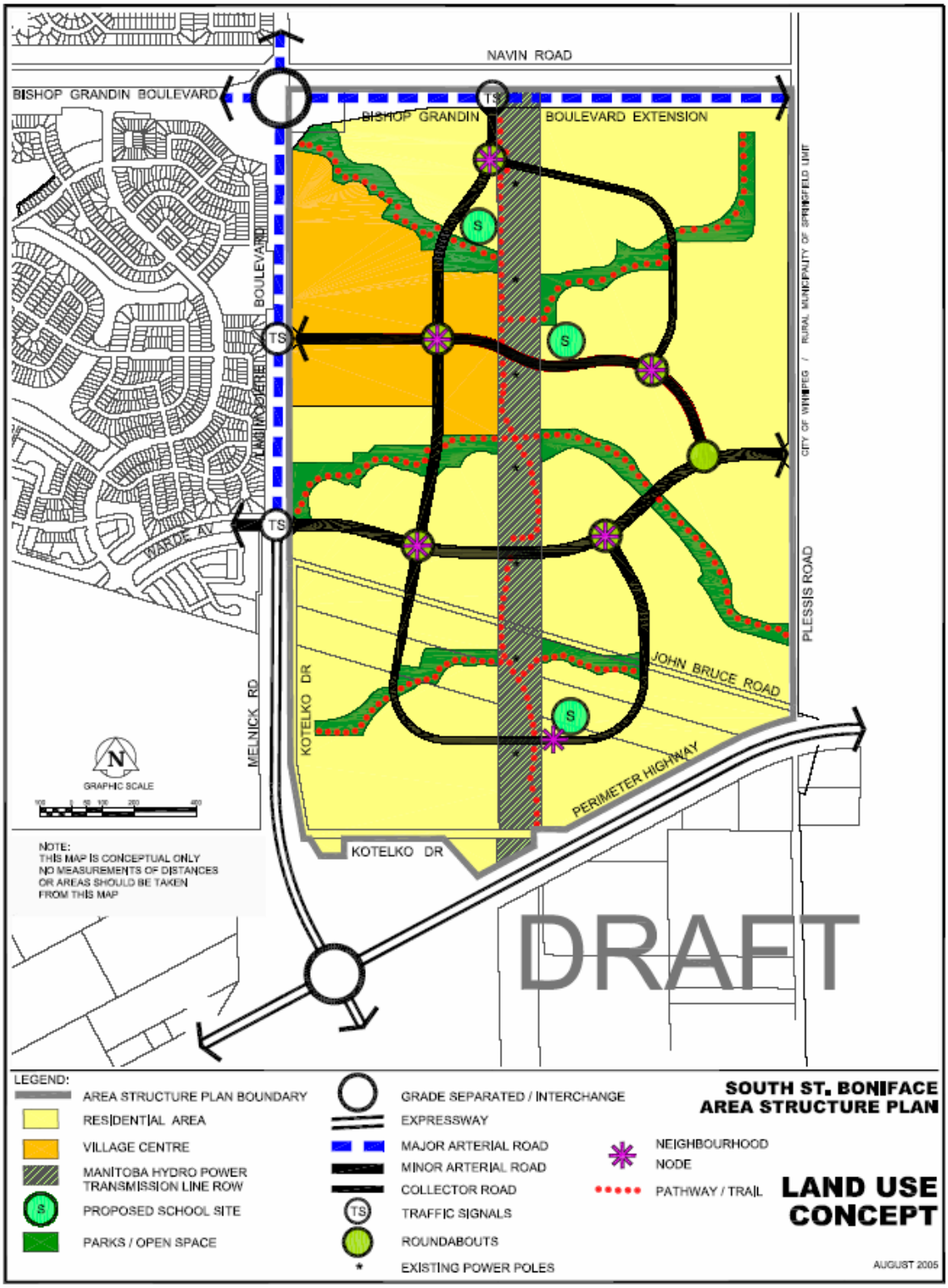
4.1 Land Use Concept Map

The land use concept for South St. Boniface is shown on the Land Use Concept map. This concept consists of a series of areas and symbols that define a future land use pattern for the community.

4.2 Policy Direction

Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Concept map.

The remaining sections of the Plan provide for density, community development, parks / open space, transportation, and servicing, that will be applied to the South St. Boniface planning area as determined appropriate.


NAVIN ROAD
BISHOP GRANDIN BOULEVARD
BISHOP GRANDIN BOULEVARD EXTENSION
TS
S
BOULEVARD
WARDE AV
MELNICK RD
KOTELKO DR
JOHN BRUCE ROAD
PLESSIS ROAD
CITY OF WINNIPEG / RURAL MUNICIPALITY OF SPRINGFIELD LIMIT
PERIMETER HIGHWAY
KOTELKO DR
N
GRAPHIC SCALE
NOTE:
THIS MAP IS CONCEPTUAL ONLY
NO MEASUREMENTS OF DISTANCES
OR AREAS SHOULD BE TAKEN
FROM THIS MAP
DRAFT
LEGEND:
AREA STRUCTURE PLAN BOUNDARY
RESIDENTIAL AREA
VILLAGE CENTRE
MANITOBA HYDRO POWER TRANSMISSION LINE ROW
PROPOSED SCHOOL SITE
PARKS / OPEN SPACE
GRADE SEPARATED / INTERCHANGE
EXPRESSWAY
MAJOR ARTERIAL ROAD
MINOR ARTERIAL ROAD
COLLECTOR ROAD
TRAFFIC SIGNALS
ROUNDABOUTS
EXISTING POWER POLES
NEIGHBOURHOOD NODE
PATHWAY / TRAIL
SOUTH ST. BONIFACE AREA STRUCTURE PLAN
LAND USE CONCEPT
AUGUST 2005

5.0 LAND USE POLICY AREAS AND SYMBOLS

5.1 Residential Area

5.1.1 Purpose

The purpose of the Residential Area is to provide for a range of low to medium density residential development. In addition, compatible and complementary high-density residential, institutional, recreational, and local commercial uses will be allowed within this area. Public parks will be interspersed throughout the Residential Area as a complement to the linear open space system to serve the recreational needs of residents. The residential area comprises the majority of lands within the community. To encourage transit ridership, stops are provided throughout the community within a five-minute (400-metre) walking distance from most homes. The design of the residential area should present opportunities for all residents to identify with one or more distinct neighbourhoods within the community. The residential design will be determined through the Development Application process.

5.1.2 Policies

(1) Composition of Residential Area

(a) Subject to the policies of this Plan,

(i) single family and two family residential uses shall be the predominant use of land within the Residential Area

(ii) alternative housing forms, including multi-unit and special needs housing, institutional uses, recreational uses, public uses, and local commercial sites, and other similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate, and

(iii) open space shall be provided throughout the Residential Area to meet the active and passive recreational needs of residents.

(b) The general categories of uses identified under subsection 5.1.2(1) shall be refined through the zoning process as part of the Development Application.

(2) Transit Service to the Residential Area

(a) The Residential Area shall

(i) be served by public transit, and

(ii) contain transit bus stops within a five-minute (400-metre) walking distance from most homes.

(3) Design of Residential Area

(a) The design of the Residential Area shall

(i) be determined through the Development Application process,

(ii) emphasize opportunities for distinct neighbourhoods that comprise unifying elements to create a cohesive community, and

(iii) provide for residents to access adjacent communities and the Village Centre area through roadway, walkway, pathway, and bikeway connections.

5.2 Neighbourhood Node

5.2.1 Purpose

The purpose of Neighbourhood Nodes is to provide a transit focus and meeting place for the surrounding Residential Area. These nodes will contain a concentration of higher density housing as well as other suitable transit-supportive uses (such as Schools and Daycares).

Connectivity of the Neighbourhood Node to the surrounding neighbourhood will be achieved through the convergence of roads and pathways on the node. The design of the Neighbourhood Node will ensure a strong pedestrian orientation and emphasize the street as the focus to the neighbourhood activity.

5.2.2 Policies

(1) Composition of Neighbourhood Nodes

(a) Subject to the policies of this plan, a Neighbourhood Node

(i) shall contain

(A) one or more transit stops, and

(B) a concentration of housing which may include multi-unit residential,

and

(ii) where determined appropriate may contain,

(A) a park,

(B) a school, and/or

(C) institutional, recreational, community, local commercial, or other uses determined to be transit-supportive.

(b) The composition of the Neighbourhood Node shall be refined and addressed through the zoning applied to the site, as determined appropriate at the Development Application stage.

(2) Transit Service to Neighbourhood Nodes

(a) A Neighbourhood Node shall be served by public transit and contain

(i) transit bus stop(s).

(3) Density of Neighbourhood Nodes

(a) A Neighbourhood Node shall contain a minimum of 1.6 net developable hectares (4.0 net developable acres) of residential land developed at a minimum density of 24.7 units per hectare (10 units per acre) located immediately adjacent to the transit stop(s).

(b) At the Development Application stage, detailed information shall be submitted addressing the boundaries and zoning of the residential development within the Neighbourhood Node.

(4) Design of Neighbourhood Nodes

A Neighbourhood Node should be complementary to the surrounding neighbourhood while maintaining a distinct and identifiable character.

(5) Connections to Neighbourhood Nodes

(a) The road pattern and pedestrian routes from the surrounding residential area should converge at the Neighbourhood Node providing multiple and convenient connections to the node from the surrounding residential area.

(b) A Neighbourhood Node should be located

(i) along a collector road system in the general vicinity of the area shown on the Land Use Concept map, and

(ii) in an appropriate location relative to the surrounding neighbourhood.

5.3 Village Centre

5.3.1 Purpose

The purpose of this area is to create a community oriented mixed use development that is strategically located within the community. The core is considered integral to community development and should contain a cohesive grouping of retail and service commercial uses integrated with complementary uses such as a public open space, and predominantly multi-unit residential development. In addition the design should include strong and convenient vehicle and pedestrian connections within the site and to the surrounding area. The commercial component is required to contain a minimum gross floor area, however, the site design, size and composition of the commercial component will be determined through the Development Application process.

5.3.2 Policies

(1) Composition of the Village Centre

(a) Subject to the policies of this Plan,

(i) a significant use of land within the Village Centre shall be retail and service commercial uses located within a comprehensively planned Village Centre,

(ii) in order to create a cohesive shopping, living and leisure environment within the Village Centre

(A) institutional, office, recreational or public uses that complement and support the Village Centre may be allowed, and

(B) multi-unit residential shall be required and, subject to adequate demand, it is the intent to be the predominant residential housing form,

(iii) a site for a retail food store of no greater than 5,110 square metres (55,000 square feet) shall be allowed within the Village Centre.

(2) Transit Service in the Village Centre

(a) The Village Centre shall be served by public transit.

(b) Public transit service shall be centrally located adjacent to the arterial road.

(c) The Village Centre shall contain convenient and well-defined pedestrian connections to public transit service.

(3) Size of the Village Centre

(a) The Village Centre as shown generally on the Land Use Concept map shall comprise a minimum of 20.2 net developable hectares (50 net developable acres) and a maximum of 36.4 net developable hectares (90 net developable acres).

(b) Subject to subsection (3)(a), the size of the commercial component shall be compatible with community-scale commercial.

(4) Design of the Village Centre

(a) The Village Centre shall contain as part of its design a well-defined pedestrian-oriented component. The Village Centre shall emphasize such elements as

(i) A highly visible and accessible location,

(ii) Internal pedestrian routes to buildings and amenities,

(iii) A pedestrian precinct that integrates mixed use buildings (commercial and residential) with adjacent related uses and includes walking, entertainment, and meeting areas,

(v) Strong and convenient pedestrian connections to other uses on the site

(b) In conjunction with the initial Development Application in the Village Centre, a design concept for the entire site shall be submitted showing the overall design in relation to subsection 4(a).

(5) Suggested Criteria for a Design Concept of the Village Centre

(a) The Village Centre Design Concept should

(i) Provide for the compatible interface treatment with adjacent development,

(ii) Minimize the intermixing of commercial and residential traffic on internal roads within an adjacent residential area,

(iii) Contain a visually appealing site design and landscape treatment particularly when visible from roads with higher volumes of traffic,

(iv) Be suitably integrated with any residential, institutional, recreational, and public uses within or adjacent to the site,

(v) Connect to local pedestrian trails, and be conveniently and directly accessible to pedestrians both within and adjacent to the site, and

(vi) Ensure convenient and efficient road, pedestrian, and pathway connections that converge on the Village Centre from the surrounding residential areas are provided.

(vii) Contain parking areas that are designed to maximize direct access to adjacent uses while not to visually overwhelm the landscape. Methods by which this can be implemented include, but are not limited to the following:

(A) Appropriate landscaping through earth berms, tree/shrub planting, and/or fencing,
(B) On-street parking,
(C) Parking areas between buildings

(viii) Minimize building setbacks along major roadways in order to create an "urban setting" to encourage a strong pedestrian environment. The facades of these buildings should be made attractive through various methods including appropriate articulation, glazing, and use of a variety of building materials.

(ix) Illustrate and locate the various categories of uses within the Village Centre.

5.4 School Sites

5.4.1 Purpose

The purpose of the School Sites is to provide locations for schools adjacent to dedicated sports fields and recreational areas. School Sites will be located throughout the community to maximize their school catchment area and the design of the sites will be determined at the Development Application stage. Joint use agreements between the City and the School Board on dedicated Public Reserve land adjacent to school sites should be encouraged.

5.4.2 Policies

(1) Size of School Sites

The size of School Sites should be determined pursuant to discussions with Riel School Division.

(2) Location of School Sites

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

(b) In order to comply with subsection 5.4.2(2)(a), a School Site shown on the Land Use Concept map may be relocated to the opposite side of an adjacent collector road or minor arterial road within a Development Application without requiring an amendment to the map.

(c) School sites are proposed sites only and may not be developed for school purposes. School Sites shall initially be zoned residential in the event that the School Board does not require the site for school purposes.

5.5 Parks and Open Space

5.5.1 Purpose

The purpose of the Parks and Open Space is to provide for the dedication of park land in order to meet the active and passive recreational needs of the community. Linear parkways are intended to complement the stormwater management system as well as to provide linkages between the community's varied recreational facilities. They are to be constructed using naturalized landscaping practices such as upland native grasses. The recreational use of land within the Manitoba Hydro Transmission Corridor should be encouraged as a way to create efficient utilization of space. The location, size and configuration of the parks and open space will be determined at the Development Application stage.

5.5.2 Policies

(1) Linear Parkway

(a) The linear parkway system shall contain a pathway alignment along at least one side of the stormwater management facilities.

(b) The linear parkway system shall consist of, but not be limited to, wetland vegetation and appropriate upland native grasses.

(c) Pathways shall be pervious within naturalized areas.

(2) Active Areas

(a) Active areas, which may include, but are not limited to, playfields / playground facilities, should be located adjacent to school sites, and / or within the Manitoba Hydro Transmission Corridor.

(b) A neighbourhood community centre and related recreational uses may be located within the plan area adjacent to or as part of a compatible use such as a school, neighbourhood node, or within the Village Centre.

(3) Passive Areas

(a) Passive areas, which may include, but are not limited to, linear parks, should be interspersed throughout the plan area and provide linkages within the community.

(4) Manitoba Hydro Transmission Corridor

(a) The Manitoba Hydro Power Area shall be retained in its current alignment.

(b) Notwithstanding subsection 5.5.2(4)(a) the relocation of the power line(s) may be considered if and when it is economically feasible.

(c) It is understood that Manitoba Hydro consent will be required for the installation or establishment of facilities located within its right-of-way including, but not limited to; signs, fences, light standards, playing fields, grading, landscaping and roadways.

(d) Any recreational uses proposed within the Manitoba Hydro Transmission Corridor as a portion of the City's required parks and open space dedication shall be subject to long-term agreements with the City to be negotiated by the developer on behalf of the City.

(5) Dedication

Dedication of lands for parks and recreation purposes shall be in accordance with the Development Agreement Parameters or similar agreements adopted by Council.

6.0 DENSITY POLICIES

6.1 Residential Density

6.1.1 Purpose

The purpose of these policies is to ensure that residential development in the community occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies establish a target density range for South St. Boniface. Compliance with this target density range will be evaluated at the Development Application stage.

6.1.2 Policies

(1) Density Range

The required residential density to be achieved within the community shall be a minimum of 12.8 units per gross developable hectare (5.2 units per gross developable acre) and a maximum of 17.3 units per gross developable hectare (7.0 units per gross developable acre).

(2) Application of Density Range

(a) At the Development Application stage, the density requirements of subsection 6.1.2(1) shall apply to:

(i) Each ownership area in the community comprising no less than 35 acres, unless two or more land owners enter into a satisfactory arrangement that ensures the density requirements will be met through a transfer of units among the ownership areas; and

(ii) Each Development Application submission in the community unless a developer can demonstrate that any inconsistency with the density requirements can be addressed through a future Development Application submission in the community.

6.2 Density Flexibility

6.2.1 Purpose

The purpose of these policies is to allow for exceptions to the density range identified in section 6.1.2. The exceptions would be allowed in two circumstances: where the City grants a variance to the density range in accordance with established criteria, or where the City identifies lands as a "Special Density

Area" and accordingly applies specific density requirements to those lands through policy statements within this Plan. Both exceptions are introduced in recognition that unique circumstances may arise that support a lower or high density on a site.

6.2.2 Policies

(1) Variance to Density Range

(a) The density range required in section 6.1.2(1) may be varied on a site specific basis in accordance with this Plan

(i) provided that the proposed density will not compromise the ability of other sites to achieve the density range required in section 6.1.2(1), and

(ii) provided that in the case of a density above 17.3 units per hectare (7.0 units per acre) the higher density

(A) can be accommodated by the transportation network and utility servicing system, and

(B) can be effectively served by schools and other essential services and amenities.

(2) Application of a "Special Density Area"

(a) Where determined appropriate, Council or an appropriately appointed committee thereof, may identify an area as a "Special Density Area" in the Plan.

(b) Where an area is identified as a "Special Density Area"

(i) the density requirements of section 6.1.2(1) shall not apply, and

(ii) new density policies shall be introduced that are determined appropriate and consistent with the planning objectives for the area through amendment to this Plan.

7.0 TRANSPORTATION POLICIES

7.1. External Road Network

7.1.1 Purpose

The purpose of these policies is to provide for an external road network that is functional, safe and efficient. The road network bordering South St. Boniface consists of expressways, or major arterial roads and a rural road that carries traffic through the area and provides access to the community. It is the intention of the Province to remove the intersection of Plessis Road at the Perimeter. The general location of the regional roads is shown on the Land Use Concept map.

7.1.2 Policies

(1) External Road Network Alignment

(a) The external road rights-of-way, and the related interchange areas, shall be generally located as shown on the Land Use Concept map.

(b) Plessis Road, a boundary road between municipalities shall be upgraded to an urban standard in the future from Warde Avenue north to Bishop Grandin Boulevard. No access shall be granted to Plessis Road south of Warde Avenue.

(c) Residential development adjacent to major arterial roads shall incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters.

(2) Dedication of Right-of-Way

The City shall have the opportunity to acquire additional right-of-way for Lagimodiere Boulevard, Bishop Grandin Boulevard and their intersection and interchange as land dedicated for boundary roads.

(3) No Direct Access to Expressways

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

(4) Emergency Access

As required, emergency access to the developing portion of the community shall be identified at the Development Application stage, and maintained in a satisfactory manner.

(5) Cost Sharing

Equitable sharing of boundary road costs, including land costs, shall be accomplished through the development of a transportation area charge for South St. Boniface.

7.2 Internal Road Network

7.2.1 Purpose

The purpose of these policies is to provide for an internal road network within the community that accommodates vehicular and pedestrian traffic in a safe, efficient and balanced manner. In this regard, the internal road network will need to meet design criteria that emphasize and accommodate transit use, pedestrian circulation and connectivity within the community. The detailed alignment of the road network within the community will be determined through the Development Application process.

7.2.2 Policies

(1) Preliminary Road Network

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

(b) As determined appropriate, the Land Use Concept map shall be amended to ensure conformity between the map and Development Application.

(2) Road Network Design

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

(i) sensitivity to future stormwater management facilities;

(ii) convenient connections and multiple route choices to origin/destination points within the community;

(iii) walkway connections between streets, to meet transit coverage requirements;

(iv) residential streets shall be for the use of motorized vehicles, cyclists and pedestrians and shall not require sidewalks

(v) collector streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require sidewalks on both sides

(vi) minor arterial streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require either a sidewalk, pathway, or trail on each side

(vii) interconnected pedestrian systems within the residential neighbourhood;

(viii) road connections that converge toward the neighbourhood nodes and the Village Centre; and

(ix) transit routes that are efficient.

(3) **Cost Sharing**

Equitable sharing of major internal road costs for roadways having pavements of over a total of 10 metres in width shall be accomplished through the development of a transportation area charge for South St. Boniface.

7.3 Pedestrian and Bicycle Circulation

7.3.1 Purpose

The purpose of these policies is to provide for direct and convenient pedestrian and bicycle circulation within the community by means of pathways, trails, pedestrian crossings, and other elements, including residential streets and walkway connections. Pathways, the predominant form in built-up areas, are intended to create connections through and between communities. Trails are comprised of crushed rock and located generally in natural areas. The network of pathways and trails is intended to create an interconnected system within communities that is pedestrian and transit-supportive.

7.3.2 Policies

(1) Pathways & Trails

(a) Pathways or trails should

(i) include those routes shown on the Land Use Concept map. Other trails or pathways should be determined at the Development Application stage.

(ii) wherever possible, be located within or integrated with a park or natural feature (including the linear parkway and stormwater management areas), and

(iii) promote walking and cycling throughout residential areas.

(iv) link origin/destination points within the community, and

(v) connect to pathway systems beyond the community

(vi) support transit use,

(b) Where a pathway or trail cannot be located within or integrated with a park or natural feature, it may locate within a right-of-way in the form of a pathway constructed in place of a sidewalk.

(c) Safe and convenient regional pathway crossings should be provided across

(i) Lagimodiere Boulevard at Warde Avenue to the west; and

(ii) Bishop Grandin Boulevard extension at the north-south internal arterial located central to the plan area .

(iii) the Bishop Grandin Boulevard / Lagimodiere Boulevard intersection

7.4 Bus Transit Service

7.4.1 Purpose

The purpose of these policies is to provide for convenient and efficient access to bus transit service within the community. The community will be served by feeder bus transit routes that will extend throughout the area

7.4.2 Policies

(1) Transit Service Areas

(a) Transit service requirements should be achieved through the provision of

(i) convenient roadway connections between residential development and transit stops, or

(ii) walkways or transit stops that are situated to improve transit coverage.

(2) Transit Stops

(a) Transit stops should be located to:

(i) serve higher density residential development, activity nodes and commercial centres,

(ii) provide convenient transit service, and

(iii) achieve walking distance requirements.

(3) Transit Routes

(a) The design of the road network should provide for efficient transit routes within the community.

8.0 SERVICING POLICIES

8.1 Utility Infrastructure

8.1.1 Purpose

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 paved streets, piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). 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.

8.1.2 Policies

(1) Municipal Utilities

(a) Urban development within the planning area shall be serviced with paved streets, piped municipal water, sanitary sewer and stormwater utilities.

(b) The alignment and capacity of streets, water distribution mains, sanitary sewer trunks and stormwater sewers should be to the satisfaction of The City of Winnipeg, based upon utility servicing studies and analysis.

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

(d) 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.

(2) Shallow Utilities

(a) Urban development within the planning area shall be serviced with shallow utilities (i.e., gas, electricity, and telecommunications).

(b) 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.

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

(3) Utility Alignments

(a) 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.

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

(c) 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 adjacent to a site in advance of development in order to allow for the servicing of a site.

(d) 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 adjacent to a site in advance of development in order to allow for the servicing of a site.

8.2 Water Distribution

8.2.1 Purpose

The purpose of these policies is to provide for a suitable water distribution system designed to serve the urban development needs throughout the development. The area will be serviced by two main water distribution feeds as follows: one feed will originate from the existing 600mm feeder main on Lagimodiere Boulevard; and the second feed will comprise of a connection along Warde Avenue to the existing 300mm water main on Boulevard De La Seigneurie. Both connections will be made as part of the initial servicing phase and water distribution lines servicing the area and will connect to these mains in response to the rate of development.

8.2.2 Policies

(1) Design of Water Distribution System

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

(2) Analysis of Water Distribution System

As part of the initial Development Application, the developer will submit a water distribution analysis along with current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system for the area.

8.3 Sanitary Sewer

8.3.1 Purpose

The purpose of these policies is to provide for a suitably designed sanitary sewer system to service the proposed development and the ultimate area. This area will ultimately be gravity serviced through sanitary sewers tied to the existing 1350mm sanitary sewer interceptor on Bishop Grandin Boulevard at Lagimodiere Boulevard and to a future sanitary sewer interceptor extension on Warde at Lagimodiere.

8.3.2 Policies

(1) Design of Sanitary Sewage System

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

(2) Analysis of Sanitary Sewer System

As part of the initial Development Application, the developer will submit sanitary sewer servicing criteria to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area.

8.4 Stormwater Management

8.4.1 Purpose

The purpose of these policies is to provide for the design and development of a suitable and efficient stormwater management system to serve urban development within the planned subdivision. A Master Drainage Plan will be prepared for the area that provides for a network of stormwater facilities to manage drainage and direct it into the Seine River via piped connections across Lagimodiere Boulevard to the existing stormwater drainage system in the Island Lakes subdivision. Detailed studies will show that the receiving system has adequate capacity for this purpose. The concept will allow a complete gravity system to service the ultimate area as opposed to a pumped system originally proposed for this area.

Within the planned subdivision, the stormwater management system will be comprised of collection pipes discharging into retention basins interconnected to constructed wetlands and detention basins. These stormwater management systems will combine linear retention/detention naturalized and interconnected pond systems with parkway/wetland. Runoff collected by the stormwater management systems will discharge through control structures via a piped system to the Seine River via the existing Island Lakes subdivision lake system.

The developer will be required to construct the stormwater facilities in accordance with established policies, guidelines and standards in effect as well as the policies of this section. The location, size and configuration of the facilities will be determined at the Development Application stage.

8.4.2 Policies

(1) Design of Stormwater Management System

(a) The stormwater management system for the proposed subdivision shall be designed to adequately and efficiently serve the ultimate development of the area.

(b) As part of the initial Development Application, the developer shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by The City to demonstrate that the site can be serviced in accordance with the overall design of the stormwater management system for the area.

(c) Principles behind the design will be to manage stormwater peak flows within established norms and to minimize delivery of nutrients from this system into receiving waters. Emphasis will be to use suitable surface drainage methods where possible for reducing nutrient transportation.

(2) Best Management Practices for Stormwater Management

(a) As part of the preparation of a Stormwater Management Plan, "Best Management Practices" and alternatives for stormwater quality and quantity enhancement shall be assessed with regard to the following:

i) developing stormwater facilities with a preference for source controls as opposed to end-of-pipe solutions; and

ii) introducing detention in basins employing naturalized methods, such as natural wetlands, to mitigate the effects of stormwater run-off into watercourses as opposed to basic pond and pipe system;

iii) detention areas will be vegetated with a mix of grasses appropriate to the flood frequency.

(b) The development of the system will be based on established drainage criteria, considering proposed land use, regional plans and hydraulic and environmental impact on surrounding lands and downstream reaches. Conveyance by gravity will be a prominent objective.

(c) The stormwater management system shall introduce mitigation measures where determined appropriate to reduce transference of nutrients, pesticides and other deleterious substances to receiving waters.

(d) Where appropriate, the stormwater management system shall be designed to:

i) operate on a gravity basis and utilize the existing systems in an environmentally compatible manner, and

ii) introduce mitigation measures to address the potential impact of water quality on existing systems and waterways including the Seine River.

(e) Land included for dedication as public reserve shall include public shoreline at normal water level adjacent to wetlands.

9.0 PHASING POLICIES

9.1 Purpose

The purpose of these policies is to provide for certainty by the City that major infrastructure is appropriately budgeted as development within the plan area proceeds.

9.2 Policies

(1) A general phasing plan and traffic study shall be submitted at the time of the first Development Application.

(2) The traffic study and phasing plan shall be updated at every major phase of development.

(3) South St. Boniface transportation area charges shall be reviewed at every major phase of development.

10.0 INTERPRETATION

10.1 General Definitions

The following general definitions shall apply:

(1) **Approving Authority** means the City of Winnipeg or the Municipal Board, as the case may be.

(2) **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.

(3) **Community Committee** means the Riel Community Committee, a committee comprised of the City Councillors from the Riel Community.

(4) **Council** means the Council of the City of Winnipeg.

(5) **Community-Scale Commercial** means commercial which provides a wide variety of goods and services to an area beyond the immediate neighbourhoods and may include office and other non-commercial uses.

(6) **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.

(7) **Gross Area** means the total area of land contained within the property lines of a site.

(8) **Gross Developable Area** (GDA) for the purpose of calculating density means the gross area of a site, excluding; expressways, interchange lands, commercial and private recreational sites greater than 2.4 hectares in size and any land purchased by the City of Winnipeg.

(9) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, education, health, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, cemeteries, and daycare centres in accordance with the Land Use By-Law.

(10) **Local Commercial Use** means the use of land, buildings or structures for the purpose of providing retail goods and service on a limited scale to primarily employees or residents in the area and may include, but is not limited to, day cares, restaurants, convenience stores, and financial institutions in accordance with the Land Use By-Law.

(11) **Major Arterials** carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Generally, major arterials are full time truck routes. Direct access to adjacent properties is normally controlled or limited. At a minimum, all major arterials feature a four-lane divided cross-section. Traffic signals are used to control intersections. Typical traffic volumes are greater than 20,000 vehicles per day.

(12) **Minor Arterials** carry slightly lower traffic volumes than major arterials and augment the major arterial system by connecting residential, employment, shopping and recreational areas. Minor arterials may be designated as full time or part time truck routes. Typically, minor arterials have a four-lane cross-section. Typical traffic volumes are up to 20,000 vehicles per day.

(13) **Multi-Unit Residential Use** means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment in accordance with the Land Use By-Law.

(14) **Neighbourhood** means a portion of a community and is generally defined by a 400-metre radius or five-minute walk from a central bus stop located within a neighbourhood node.

(15) **Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.

(16) **Office Use** means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices in accordance with the Land Use By-Law.

(17) **Public Reserve** means land used for public parks and open space.

(18) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities in accordance with the Land Use By-Law.

(19) **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, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Land Use By-Law.

(20) **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.

(21) **Retail Commercial Use** means the use of land, buildings or structures for the purpose of selling retail goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions in accordance with the Land Use By-Law.

(22) **Service Commercial Use** means the use of land, buildings or structures for the purpose of providing goods and services to the traveling public on sites dependent upon exposure and efficient access from roads carrying higher volumes of traffic and may include, but is not limited to, hotels, motels, restaurants, service stations, and convenience grocery stores in accordance with the Land Use By-Law.