# APPLICABILITY OF THE PLAN

## Policy Application and Interpretation

All development applications submitted with respect to any lands within the Plan Area as identified in Figure 2 are to be reviewed for compliance with the policies of this plan identified as such and numbered in accordance with the relevant sections of the plan.

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

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

Where the term “should” is used in a policy it is intended that the policy should be complied with, however, the policy may be deviated from in a specific situation where this is necessary to address unique circumstances or to allow an alternate means of satisfying the original intent of the policy.

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

## Interpretation of Maps and Figures

Unless otherwise stated within the policy provisions of this plan, the boundaries or locations of any symbols or areas shown on maps and figures attached to and forming part of this plan, are approximate only and are not intended to define exact locations except where they coincide with physical features or fixed boundaries such as property lines or rights of way.

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# AREA STRUCTURE PLAN - WAVERLEY WEST

# DRAFT PLAN

# DECEMBER 2005


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# 1.0 INTRODUCTION

## 1.1 General Intent

The general intent of the *Area Structure Plan - Waverley West (ASP-WW)* is to establish the land use planning structure and the broad planning objectives for Waverley West in relation to the Plan Winnipeg "*Neighbourhood Policy Area"* designation, by recognizing and accommodating neighbourhood uses including, but not limited to, residential, commercial, office, and other employment related development. This general intent of the Area Structure Plan is reflective of Plan Winnipeg policies, primarily as follows:

**Policy 3A-01 Promote Orderly Development**

> The City shall promote orderly development through land use designations on Policy Plate A by: …(ii) considering the Neighbourhood designation to signify areas of local identity with mutually supportive uses generally including a residential mix together with a variety of educational, recreational, institutional, commercial and possible industrial uses, at a scale and density compatible with each other.

**Policy 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 *Area Structure Plan - Waverley West* identifies and addresses, through the use of development policies, the key land use, transportation, recreation, and servicing components that require coordination and detailed planning.

The *Area Structure Plan - Waverley West* also establishes a process to ensure the logical growth and sequencing of development within the plan area through the policy requirement to establish *Neighbourhood Area Structure Plans (NASP)*, which will further define development within individual Neighbourhood Planning Areas.

*Neighbourhood Area Structure Plans* are required to demonstrate a fulfillment of the requirements of the *Area Structure Plan – Waverley West* and the corresponding policies of Plan Winnipeg that relate to Neighbourhood scale development.

## 1.2 Plan Winnipeg 2020 Vision Amendment Process

In March 2003, a process was initiated to amend Policy Plate A of Plan Winnipeg in order to re-designate the Waverley West lands from a Rural Policy Area to a Neighbourhood Policy Area. As part of the application, the City of Winnipeg was required to demonstrate a fulfilment of a number of Plan Winnipeg policies including:

- Demographic and socio-economic analysis of Winnipeg and the southwest quadrant of the City. (2B-03i)
- Social and economic benefit / cost analysis of development in Waverley West (2B-03viii; 3A-02ii)
- Market analysis (3A-01; 3A-02i; 3B-04; 3B-05; 3B-08iii)
- Development impact analysis (3A-02v; 3A-04; 3B-02iv; 3B-08)
- Transportation impact analysis (3A-04; 3C-03iii)
- Fiscal impact analysis (3A-02)

Plan Winnipeg Vision 2020 (Section 3B-08iii) permits the conversion of land from Rural Policy Area to Neighbourhood Policy Area to facilitate future development "by allowing the redesignation of Rural land to Neighbourhood only where there is a demonstrated need for additional land to satisfy projected demand and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical and timely manner".

Plan Winnipeg (Section 3A-02i) also requires that new residential subdivisions only be approved where "there is a reasonable relationship between the supply of land and the projected demand".

These policies represent critical core Plan Winnipeg principles and are intended to ensure that new development continues to be planned in a manner that promotes an efficient and compact urban form.

The City of Winnipeg Planning, Property and Development Department requested and analysed the following report information before recommending that Council support the Plan Winnipeg Amendment:

- Waverley West Housing and Population Report
- Waverley West Transportation Review
- Waverley West Long Range Market Assessment.
- The Costs And Benefits Of The Proposed Development

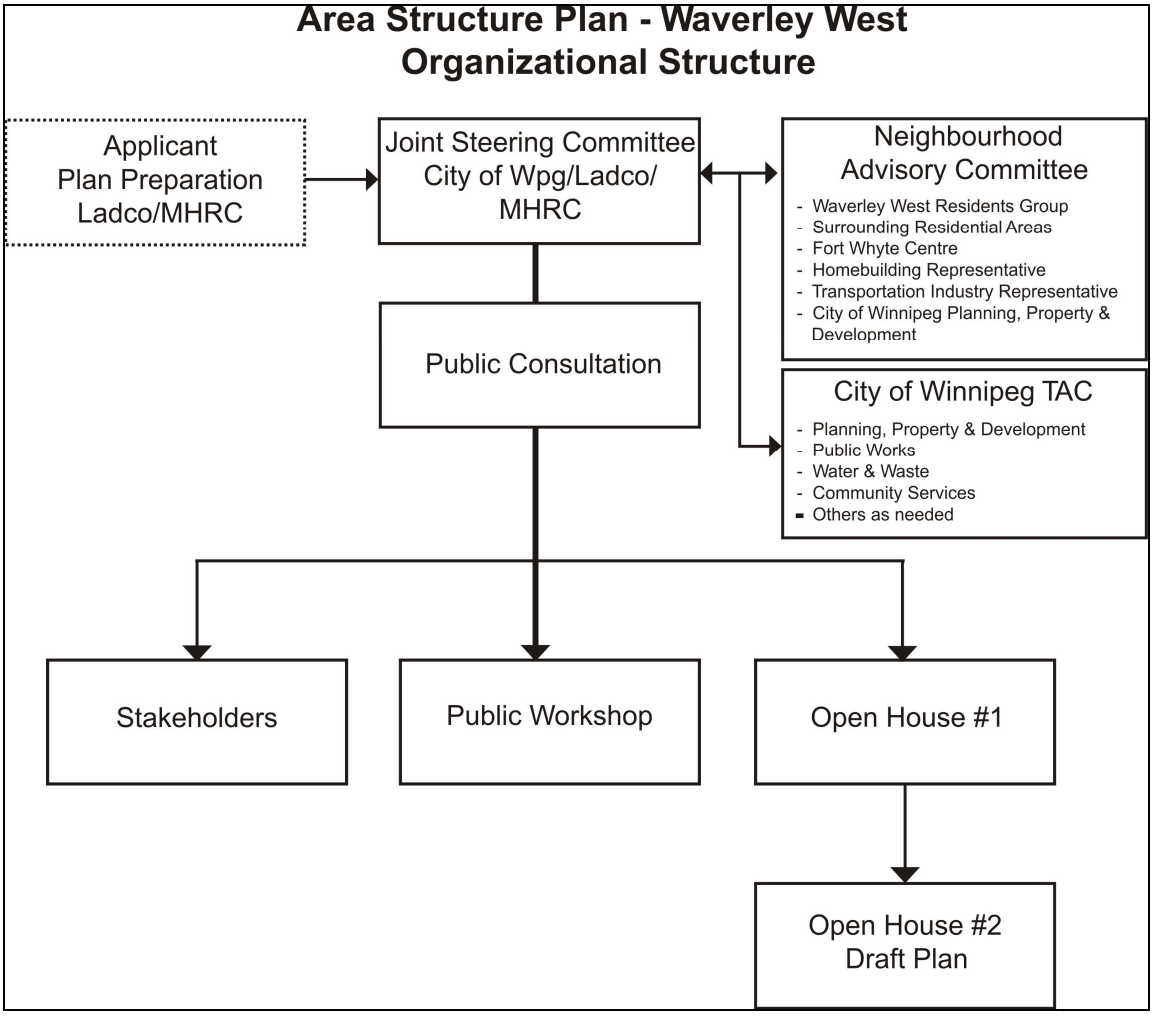
In January 2005 City Council's Executive Policy Committee held a formal public hearing to consider the amendment application. In April 2005 Winnipeg City Council, confirmed that all core Plan Winnipeg principles and policies had been met, approved the Plan Winnipeg amendment.

## 1.3 Secondary Plan Process

The City of Winnipeg and the principal landowners in Waverley West agreed to a two-tiered planning process for Waverley West. This two-tiered approach includes the *Area Structure Plan - Waverley West* – to address broad, high-level community wide issues – to be followed by specific Neighbourhood Area Structure Plans for each neighbourhood in Waverley West. This two-tiered process ensures that the high-level community issues (transportation, servicing, neighbourhood delineation etc.) can be dealt with through one umbrella plan, while providing needed flexibility for each developer to proceed with specific neighbourhood level plans on their own timeline and incorporating their own development priorities.

An extensive consultation program in keeping with Plan Winnipeg principles has been undertaken in the preparation of the *Area Structure Plan - Waverley West.* This process included direction from a Steering Committee, public input and advice through a neighbourhood Advisory Committee, stakeholder discussion sessions, and direct public input through a workshop and open houses. Figure 1 below provides a summary of the process undertaken for preparation of the ASP-WW.

**Figure 1: Organizational Structure**



## 1.4 Plan Contents

The *Area Structure Plan - Waverley West* contains the following components:

- A broad community vision and planning principles section.
- A definition of the community components of Waverley West including:
  - Identifying and defining future neighbourhoods,
  - Defining the community transportation network and municipal servicing capabilities and requirements
  - General development principles and policies, and
  - Defining open space, greenway, pedestrian and other community linkage needs.
- Defining the neighbourhood planning process and application.

## 1.5 Application

The ASP-WW (also referred to as the Plan) applies to the area shown in Map 1 and as more fully described in Section 2.0.

## 1.6 Interpretation

Any mapping within the Area Structure Plan – Waverley West, including the boundaries or locations of any symbols or areas shown on a map in the Plan, are approximate and conceptual only, and are not absolute and therefore should be interpreted as such.

Where a statement of intent accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy that follows. Should there be any inconsistency between the intent statements, and the policies themselves, the policy shall take precedence. The purpose of the Plan is not to replace other city policy documents or by-laws, but to enhance and provide assistance to decision makers.

Where a policy requires compliance or implementation through the subsequent Neighbourhood Area Structure Plan process, that requirement may be deferred by the developer or applicant to the Development Application stage, or Building Permit stage, without amendment to the Area Structure Plan – Waverley West.

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 NASP or the Development Application stages.

## 1.7 Implementation

The policies of the ASP-WW are to be implemented by an integrated network of Neighbourhood Area Structure Plans. Neighbourhood Area Structure Plans are to be prepared in accordance with the policies of the ASP-WW. Development Applications, including subdivisions and rezonings, are to be reviewed for consistency with the relevant Neighbourhood Area Structure Plan.

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## 1.8 Plan Review and Amendment

The ASP-WW is not intended to be a static document, but is to be reviewed and amended as necessary. The regional roadway network, including general alignments and connections as outlined in this Plan, should not be amended in order to maintain the integrity of the long-term plan. No set time frame is identified for formal review, however as further development occurs within the Plan Area and within the surrounding study area, the City of Winnipeg should review and ensure that the policies of the Plan are consistent with the time.

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.

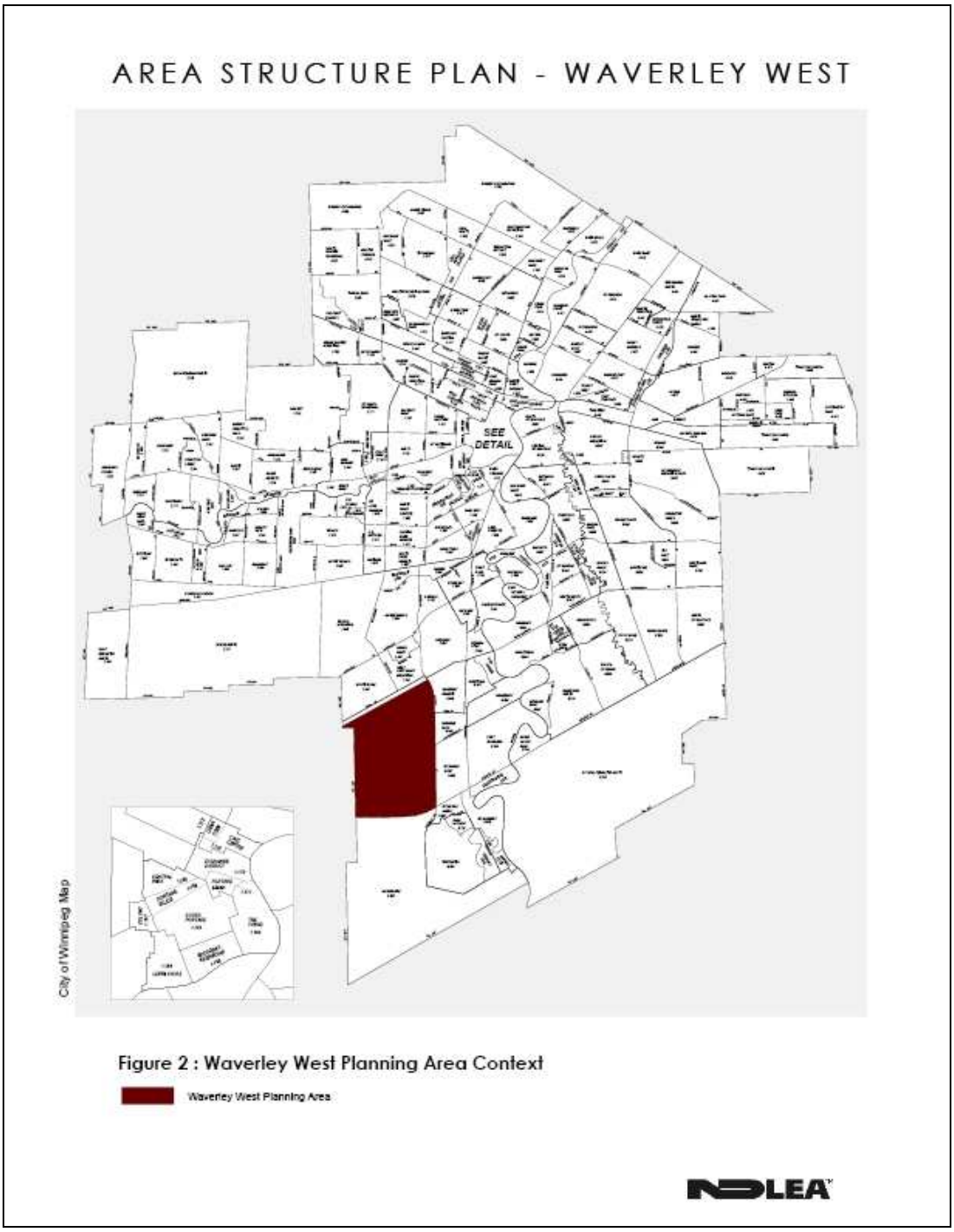
## 1.9 Timeframe

As the Area Structure Plan – Waverley West is future-oriented and depicts a broad based community land use and transportation pattern for the Waverley West plan area, no specific timeframe is applied to the Plan. It is anticipated that under existing development conditions, full build out of Waverley West could take between 20-25 years.

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## 2.0 PLAN AREA

The Area Structure Plan - Waverley West applies to approximately 2,900 acres of land in southwest Winnipeg, as outlined in Figure 2 and Map 1. Waverley West represents future neighbourhood development within the southwest quadrant of Winnipeg. The area is bound by the Manitoba Hydro Corridor to the north, Waverley Street to the east, the Perimeter Highway to the south, and Brady Road to the west.



# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

**Map 1 : Waverley West Planning Area**

Waverley West Planning Area

# 3.0 WAVERLEY WEST VISION AND PLANNING PRINCIPLES

## 3.1 Vision of Waverley West

Waverley West at full development is a collection of residential neighbourhoods. The residential neighbourhoods are inter-connected by a linear greenway park system, with commercial areas providing a variety of services, retail needs and employment opportunities.

Waverley West is well serviced by a regional and local transportation network. Kenaston Boulevard is extended south to the Perimeter Highway (PTH 100), together with Bishop Grandin Boulevard, Waverley Street, and PTH 100 serving regional needs. Bison Drive is extended into the town centre of Waverley West, and Waverley Street curves west through to Brady Road.

Transit routes provide efficient transportation service to Waverley West residents. The routes provide access to the citywide network, including opportunity for a future linkage to the proposed Southwest Transit Corridor. Centralized transit nodes are strategically located in the Town Centre and in commercial areas to provide convenient access to public transit. Transit routes are located within walking distance of residences.

The residential neighbourhoods of Waverley West provide diverse opportunities for a variety of housing choices and options. The internal road network, recreation trail system, and pedestrian network interconnects schools, parks, recreation facilities, commercial areas and other neighbourhood amenities and nodes to one another, contributing to the walkability and community centred focus of Waverley West.

Commercial areas provide a variety of retail, employment and recreation services, are a hub of social activity and are integrated into the community. Multi-family housing is located within close proximity to commercial areas, to transit hubs or other neighbourhood focal points with good pedestrian linkages. Nearby transportation and pedestrian corridors provide easy access and mode choice to residents and shoppers alike.

A town centre serves as a focal point of the northern neighbourhoods of Waverley West. It is a multi-faceted, mixed-use centre, providing a variety of retail shopping and employment opportunities, office space, recreational, education and residential uses – all focused from a main street environment.

Waverley West raises environmental awareness and interest through environmental preservation and enhancement, and by demonstrating the potential for energy conservation. Tree stands and natural areas have been preserved where possible and even enhanced. The development incorporates the natural environment; natural drainage patterns are followed and enhanced, the Beaujolais Coulee is the drainage focus of southern Waverley West, community recreation facilities, including the inter-neighbourhood greenway/parkway, are naturalized areas providing many opportunities for outdoor recreation, both within Waverley West and beyond, connecting the

neighbourhoods of Waverley West to surrounding neighbourhoods, to Fort Whyte Centre, to the Trans Canada Trail, and beyond.

Safe streets provide a great place to raise a family, housing choice provides opportunity to age in place, and the complete community environment of housing, recreation, employment, education, shopping and services, provides a unique choice for citizens of Winnipeg to live, work and play.

## 3.2 Waverley West Planning Principles

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

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

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

iv. **Greenway System:** To create a linear greenway system 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.

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

vi. **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.

vii. **Primary Commercial Areas:** To provide commercial areas to service the surrounding neighbourhoods and beyond.

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

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

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

xi. **Mixed-Use Development:** To promote mixed-use development opportunities within the Town Centre, and primary commercial areas.

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

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xiii. **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.

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

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# 4.0 PLAN CONTEXT AND STRUCTURE

## 4.1 Plan Structure

The planning context for Waverley West has been illustrated on Map 1 Waverley West Planning Area. Planning for Waverley West is structured at two levels – the overall community level plan (i.e. this Area Structure Plan) and individual Neighbourhood level plans (Neighbourhood Area Structure Plans, see Section 1.0). The *Area Structure Plan - Waverley West* identifies the Neighbourhood Plan Areas, the community transportation components, the community greenway system, and community servicing components.

Due to the larger community scale of this level of planning, these items should be considered to be conceptual in nature. The specific nature and detail of these items shall be addressed through the *Neighbourhood Area Structure Plan* and development application processes, which will be prepared in accordance with this Area Structure Plan, the combination of which will establish a Plan for each neighbourhood and the community as a whole

## 4.2 Neighbourhood Plan Areas

Waverley West is to be comprised of seven Neighbourhoods or as referred to here as "Neighbourhood Plan Areas", which are illustrated on Map 2 (Neighbourhood Plan Areas A, B, C, D, E and F and the Town Centre Neighbourhood Plan Area).

The boundaries or divisions between Neighbourhood Plan Areas represent the logical extension of community access networks (primarily roadways), combined with the planning notion of creating a mixed-use town centre in the northern portion of Waverley West and land ownership patterns at the time of the establishment of this Plan. The boundaries between Neighbourhood Plan Areas are not intended to represent impermeable divisions. Where feasible, reasonable efforts should be provided at the Neighbourhood Plan Area level to help ensure that connections between Neighbourhood Plan Areas are created.

Neighbourhood Plan Area "B" has been identified as a "Special Planning Area", requiring specific attention towards the creation of a Neighbourhood Area Structure Plan. This area has multiple land ownership and will require additional consultation and attention to planning details to incorporate a number of existing residences and private land holdings into future development.

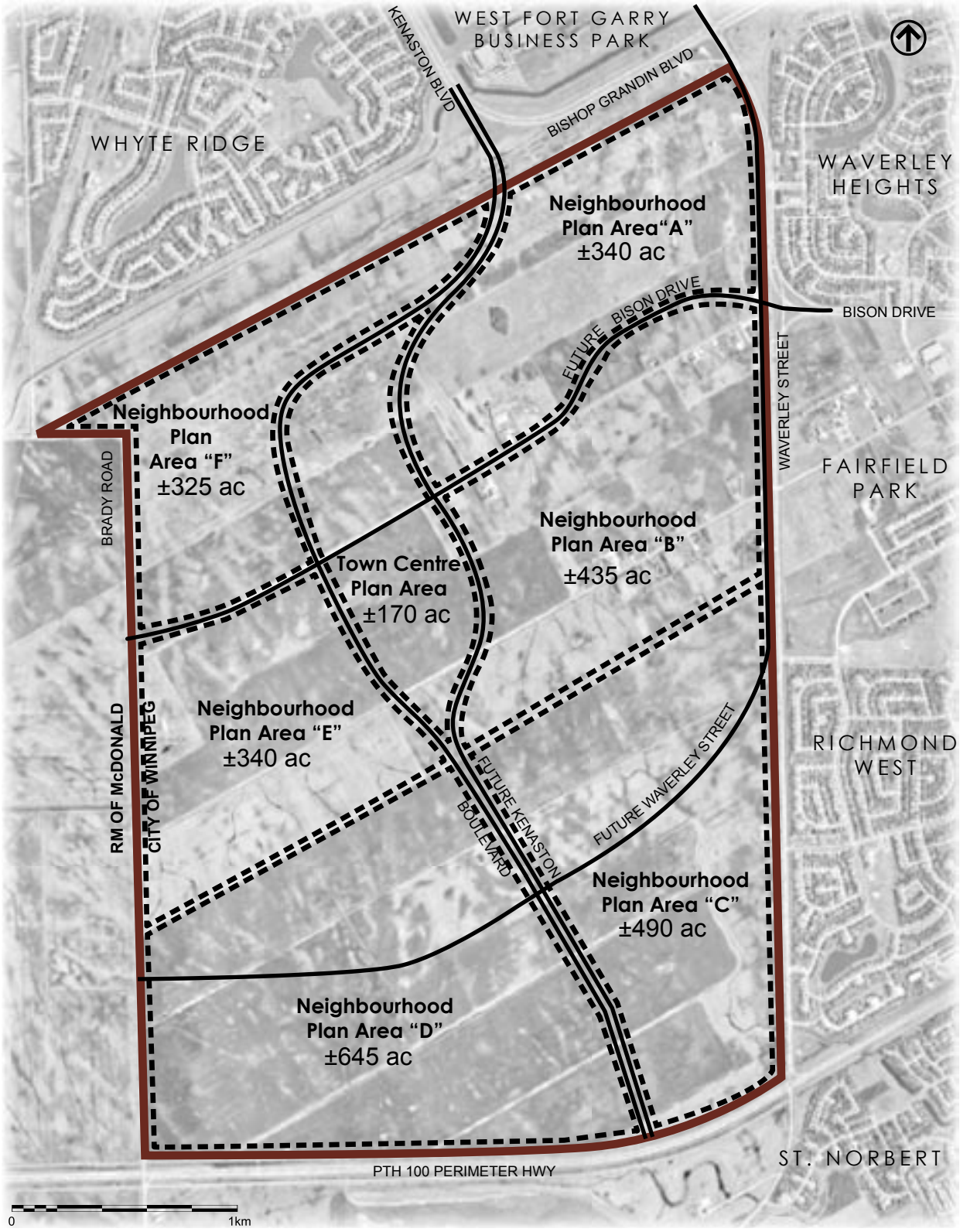
The Town Centre Neighbourhood Plan Area is intended as a mixed-use area (including a residential component) that provides services and amenities to adjacent Neighbourhood Plan Areas and to a wider region (see Section 13.2.3 for relevant policy).

Section 13.0 of this Plan outlines the content required for the establishment of policies for the Neighbourhood Plan Areas.

The following Sections of this Plan provide for broad policy direction governing land uses and the provision of a service infrastructure that is common to all neighbourhood plan processes in Waverley West.

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# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 2: Neighbourhood Plan Areas

Neighbourhood Plan Area Boundaries

# 5.0 RESIDENTIAL USES

## 5.1 Residential Uses – General

### Intent

It is intended that residential uses will be the predominant land use in Waverley West, with other non-residential support uses. Planning at the Neighbourhood Area Structure Plan (NASP) level may accommodate a variety of housing types in order to address a diverse range of housing needs.

### Policies

**5.1.1** With the possible exception of the Town Centre and other commercial areas, residential use shall be the predominant use of land within the Plan Area.

**5.1.2** Each Neighbourhood Plan Area may accommodate a diversity of housing types including but not limited to single family and multi-family.

**5.1.3** Higher density, multiple-family housing should be encouraged to locate along collector or higher roadways and community or neighbourhood focal points, to be defined through the NASP process.

**5.1.4** The Town Centre Neighbourhood Plan shall incorporate higher density residential development.

**5.1.5** The density of residential development shall be addressed through the NASP process in a manner consistent with Plan Winnipeg.

# 6.0 COMMERCIAL AND MIXED USE AREAS

## 6.1 Primary Commercial Areas

### Intent

To create primary commercial areas that permit and may include a variety of retail, commercial, office, institutional, residential and mixed uses. The primary commercial areas may be integrated with higher density housing and community facilities and should include convenient vehicular and pedestrian connections to the surrounding areas.

### Policies

**6.1.1** A significant use of land within the primary commercial areas shall be retail commercial uses.

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**6.1.2** Retail, office, institutional, recreational, residential, higher density multi-family and mixed uses shall be permitted in the primary commercial areas.

**6.1.3** The commercial component in the primary commercial areas should be compatible with Community-Scale Commercial Development.

**6.1.4** The primary commercial areas should include convenient access to the transportation network including public transit and pedestrian walkways.

**6.1.5** Multi-family housing shall be permitted on the periphery of the primary commercial areas.

**6.1.6** Waverley West shall include primary commercial areas in the vicinity of the intersections of Kenaston Boulevard and Bison Drive, and at Kenaston Boulevard and the realigned Waverley Street.

**6.1.7** The primary commercial areas at Kenaston Boulevard and Waverley Street shall be addressed in the Neighbourhood Area Structure Plans for neighbourhood planning areas "C" and "D" and the development application process. Any other proposed primary commercial areas, except the Town Centre shall be addressed in the applicable NASP and the development application process.

## 6.2 Town Centre

### Intent

To create mixed-use areas in the northern half of Waverley West that will accommodate a variety of retail, commercial, office, institutional, and residential uses that will form a full service district where people can live, work and play.

**6.2.1** Waverley West shall include a mixed-use town centre in the vicinity of the intersection of Kenaston Boulevard and Bison Drive.

**6.2.2** A mixture of commercial, retail, office, institutional, multi-family and recreational uses may be permitted in or adjacent to the Town Centre neighbourhood.

**6.2.3** The Town Centre shall be the subject of a Town Centre Area Structure Plan.

**6.2.4** The Town Centre Area Structure Plan should provide broad site planning design guidelines.

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### 6.3 Neighbourhood Commercial Areas

**Intent**

To create neighbourhood commercial areas that provide retail goods and services to the surrounding neighbourhoods.

**6.3.1** Local Commercial uses may be permitted within the neighbourhood commercial areas at neighbourhood focal points.

**6.3.2** The location of any neighbourhood commercial areas uses shall be addressed in the applicable Neighbourhood Area Structure Plan and the development application processes.

### 6.4 Perimeter Highway Commercial Areas

**Intent**

To provide for the establishment of commercial uses instead of or in addition to residential uses in the vicinity of the Brady Road Landfill.

**6.4.1** Office, institutional, recreational, light industrial and business uses may be permitted along the north limit of the Perimeter Highway.

**6.4.2** The location of any commercial uses in the vicinity of the Brady Road Landfill shall be addressed in the applicable Neighbourhood Area Structure Plan and the development application processes.

## 7.0 COMMUNITY SERVICES

### 7.1 Community Services - General

**Intent**

The physical planning of Waverley West will accommodate public service providers in the areas of education, recreation, health, and protection in order to ensure access to these services.

Threshold populations will be necessary for the construction of most community facilities.

**Policy**

**7.1.1** Community services, locations, and sites, shall be identified and addressed within Neighbourhood Area Structure Plan processes, in consultation with specific service providers.

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## 7.2 Schools and Education

### Intent

To provide opportunities for school sites that meet the needs of Waverley West. The policies in this section were prepared through consultation with the Pembina Trails School Division and the Public Schools Finance Board.

### Policies

**7.2.1** School sites (K-6/8) shall be accommodated within each neighbourhood plan area, at a size and location to be defined through consultation with the School Division in the Neighbourhood Area Structure Plan and development application processes.

**7.2.2** Planning for school sites (K-6/8) should take into consideration a central location within a neighbourhood, walkability, a location directly adjacent to a collector level street, and site planning criteria focusing on student safety.

**7.2.3** The Waverley West Plan Area may accommodate two high school sites. The size and location of these potential High School sites shall be further defined through consultation with the School Division in the Neighbourhood Area Structure Plan and development application processes. One site may be provided in the northern part of Waverley West in Neighbourhood "B" and the second site may be provided in the southern part of Waverley West in Neighbourhood "D".

**7.2.4** The location for high school sites should take into consideration a central location to the catchment area adjacent to an arterial level street, proximity to other higher density development, and accommodation of 1,000-1,500 students.

## 7.3 Community Leisure and Recreation

### Intent

To accommodate within Waverley West, community and local level leisure/recreation facilities to serve the major active and passive recreational needs of the residents of Waverley West and southwest Winnipeg.

### Policies

**7.3.1** Decision-making for recreational facilities within the context of this plan or of Neighbourhood Area Structure Plans, should reflect current City of Winnipeg policy.

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**7.3.2** Development within Waverley West should accommodate the possible future construction of a major community leisure/recreation centre to service the Waverley West plan area as well as adjacent residential neighbourhoods.

**7.3.3** The siting of a major community leisure/recreation centre should take into consideration a centralized location within Waverley West to serve the community needs.

**7.3.4** Community public facilities shall be sited to have access to public transit and be located within a reasonable distance of the community greenway or a recreation pathway/corridor.

**7.3.5** Community public facilities shall be located, and sized to meet recreational requirements identified through the NASP process within later Neighbourhood Plan Area phases.

## 7.4 Emergency Services

### Intent

Emergency service facilities for police, fire and paramedic services may be necessary within Waverley West. Specific requirements, demand and locations for any necessary facilities are to be evaluated through the NASP process.

### Policies

**7.4.1** Emergency service facilities (fire, ambulance, police) should be located within the Waverley West Plan Area in accordance with the needs of the emergency service providers.

**7.4.2** The planning for Waverley West shall accommodate potential emergency services facilities, to be further defined at the NASP level in consultation with the Winnipeg Fire and Paramedic Services, and the Winnipeg Police Service.

**7.4.3** Where feasible and warranted, public facilities planning at the NASP level in Waverley West should take into account opportunities for the joint use of sites and buildings.

## 7.5 Health Care Services

### Intent

Health care services may be necessary within Waverley West. Specific locations for any necessary services should be evaluated through the NASP process, in particular in relation to the Town Centre and other commercial areas.

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**Policies**

**7.5.1** Any significant health care facilities within Waverley West should generally be directed to the Town Centre and/or the primary commercial area in the vicinity of Kenaston Boulevard and Waverley Street.

**7.5.2** The planning for the Town Centre and other commercial areas may accommodate possible future health facilities as further defined at the Neighbourhood Area Structure Plan and development application processes, in consultation with healthcare authorities.

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# 8.0 REGIONAL TRANSPORTATION NETWORK

## 8.1 Regional Roadway Network

### Intent

To provide for a regional roadway network to service Waverley West that is functional, safe and efficient. The regional roadway network is a key element in the determination of neighbourhood plan area configurations.

The internal network defined in the ASP-WW includes the arterial and higher roadways within Waverley West, which are Kenaston Boulevard, Waverley Street, and Bison Drive. The general locations of these roadways and related intersections are illustrated in Map 3, and are summarized as follows.

***Kenaston Boulevard:*** Kenaston Boulevard, which currently ties directly into Bishop Grandin Boulevard, will be extended south through Waverley West. Kenaston Boulevard will enter Waverley West at the north end as a four-lane divided roadway, split into a one-way couplet in the northern portion of Waverley West, transition back to a four-lane divided roadway through the southern portion of Waverley West and connect to the Perimeter Highway. The connection to the Perimeter Highway will be an at grade intersection until such time as a grade separated interchange is warranted. Right-of-way is anticipated to be reserved to allow for three travel lanes per direction. A Town Centre is planned for the land located within the Kenaston Boulevard one-way couplet. Kenaston will function as an expressway with an anticipated posted speed limit of 80 kilometres per hour, with a limited number of at-grade intersections and no direct access from adjacent private lands.

***Waverley Street:*** Waverley Street, which currently runs in a north-south direction along the eastern edge of Waverley West and intersects with the Perimeter Highway, will be realigned to pass through the south end of Waverley West. The existing intersection at the Perimeter Highway will be closed, and Waverley Street will curve into Waverley West beginning at approximately Sandusky Drive and extend in the southwest/west direction to intersect with Kenaston Boulevard and eventually terminate at Brady Road. Waverley Street will function as a four-lane divided roadway through Waverley West. Waverley Street from Bishop Grandin Boulevard to Sandusky Drive is anticipated to have a posted speed limit of 70 kilometres per hour, while Waverley Street from Sandusky Drive to Brady Road is anticipated to have a posted speed limit of 60 kilometres per hour.

***Bison Drive:*** Bison Drive, which currently terminates at Waverley Street, will be extended southwest through Waverley West and eventually terminate at or near Brady Road. Bison Drive is expected to overpass the one-way couplet portions of Kenaston Boulevard. Bison Drive will function as a four-lane divided roadway, likely with a posted speed limit of 60 kilometres per hour through Waverley West.

**Policies**

**8.1.1** The Waverley West area shall be provided with a hierarchical network of streets.

**8.1.2** The conceptual arterial street network as illustrated on Map 3 shall not be amended without a Secondary Plan amendment.

**8.1.3** Each Neighbourhood Area Structure Plan shall provide for and plan the relevant portions of the arterial street network as illustrated on Map 3.

**8.1.4** Specific right-of-way requirements for the arterial and higher road network shall be further defined at the Neighbourhood Area Structure plan and development application processes.

**8.1.5** Kenaston Boulevard shall function as an expressway with a limited number of at-grade intersections, and no direct access from adjacent private lands.

**8.1.6** The network of existing and proposed arterial and higher streets shall serve as a means of delineating the Neighbourhood PlanAreas within Waverley West (see also sections 4.2 and 13.1)

**8.1.7** The City of Winnipeg shall have the ability to acquire additional right-of-way through standard dedication practices to accommodate the regional roadway network.

**8.1.8** Phasing and Staging of roadway infrastructure shall be carried out generally in accordance with the Waverley West General Phasing Scheme (see also section 14.2), to be revised and updated at each subsequent Neighbourhood Plan process.

## 8.2 Grade Separated Locations

**Intent**

To identify where future grade-separated intersections and flyovers may be required within the Waverley West Plan Area.

The major arterial intersections within Waverley West have been investigated. Based on forecast future traffic volumes for full build-out scenarios of Waverley West, grade separations are necessary at the following locations within Waverley West to maintain the expressway function of Kenaston Boulevard as per City of Winnipeg policy (illustrated in Map 3):

- ***Northbound Kenaston Boulevard and Bison Drive:*** A flyover shall be necessary at the intersection of northbound Kenaston Boulevard and the future configuration of Bison Drive. Kenaston Boulevard should underpass Bison Drive at this location.

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- ***Southbound Kenaston Boulevard and Bison Drive:*** A flyover shall be necessary at the intersection of southbound Kenaston Boulevard and the future configuration of Bison Drive. Kenaston Boulevard should underpass Bison Drive at this location.

The major arterial intersections directly adjacent to Waverley West have been examined to determine where grade separations may be necessary in the future:

- ***Kenaston Boulevard and the Perimeter Highway:*** A grade-separated interchange is planned at the intersection of Kenaston Boulevard and the Perimeter Highway, to be funded by Manitoba Transportation & Government Services. A previous study completed by the Province of Manitoba (MTGS) has detailed the configuration of an interchange at this location.

**Policies**

**8.2.1** Any future grade separated interchanges within Waverley West should be determined and defined through further study to be undertaken during the Neighbourhood Plan or development application processes.

**8.2.2** Required flyovers shall be cost shared on a 50-50 basis between the City of Winnipeg and the developer, as further defined in the Waverley West Financial Cost Share Model (see also section 14.3).

**8.2.3** Phasing and Staging of roadway infrastructure shall be carried out generally in accordance with the Waverley West General Phasing Scheme (see also section 14.2), to be revised and updated at each subsequent Neighbourhood Planprocess.

## 8.3 Neighbourhood Connections

**Intent**

To establish and define the inter-neighbourhood and external neighbourhood connection points in order to prevent neighbourhoods from becoming isolated from each other and to allow shared access to community facilities and recreational assets.

**Policies**

**8.3.1** The Neighbourhood Plan Areas located within Waverley West shall be directly linked through the internal collector street system and the arterial street system as generally illustrated on Map 3.

**8.3.2** The internal connections between Waverley West Neighbourhood Plan Areas may accommodate transit routing for travel between neighbourhoods within Waverley West (see also Section 9.1.5).

**8.3.3** The location of collector street connections to the arterial street network shall be defined through the Neighbourhood Area Structure Plan and development application processes.

**8.3.4** External connections to neighbourhoods located east of Waverley Street shall be provided through the Waverley West collector street system, and shall be defined through the Neighbourhood Area Structure Plan and development application processes.

**8.3.5** The arterial street intersections of Bison Drive and realigned Waverley Street with Brady Road may provide for future linkages to the adjacent Rural Municipality of Macdonald.

## 8.4 Access to the Town Centre

**Intent**

To provide efficient and convenient access into the Town Centre while preserving the integrity of the expressway role of Kenaston.

**Policy**

**8.4.1** Direct vehicular entry to the Town Centre from Kenaston Boulevard may be accommodated at the south end of the northbound couplet, and at the north end of the southbound couplet.

**8.4.2** Direct vehicular egress shall not be permitted at either of the general locations as noted in Policy 8.4.1.

**8.4.3** Access to the Town Centre may be provided directly from Bison Drive within the Town Centre, and from the two east-west collector streets that are planned to intersect with Kenaston Boulevard within the Town Centre as generally illustrated in Map 3.

**8.4.4** Alternative transportation modes shall be provided with sufficient access to the Town Centre (see also 10.1.1).

**8.4.5** Access to the Town Centre shall be further defined through the Neighbourhood Area Structure Plan and development application processes for the Town Centre.

## 8.5 Movement of Goods and Services

**Intent**

To provide for the efficient and safe movement of goods and services through and to the Waverley West Plan Area, and to recognize the role of Kenaston Boulevard (Route 90) as a vital link in the Province's transportation network for international trade. The presence and requirement for arterial streets allows for the movement of goods to proceed through

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the Plan Area without necessitating vehicles to cut through other lower category roadways. Planning for the arterial streets should consider possible noise mitigation strategies (see also Section 8.6).

**Policy**

**8.5.1** The number of at grade intersections along Kenaston Boulevard within the Plan Area shall be as generally illustrated on Map 3.

**8.5.2** The location of truck routes shall be defined by the City of Winnipeg through the City of Winnipeg Traffic By-law 1573/77.

## 8.6 Noise Attenuation and Buffering

**Intent**

To provide buffering of residential areas which are located adjacent to regional roadways, to the City of Winnipeg standards. The City has established a noise level guideline for outdoor sound level limits for residential areas adjacent to a regional transportation facility. Extended setback distance, berming or fencing (or any combinations thereof) are the most common forms of noise attenuation for residential developments.

**Policies**

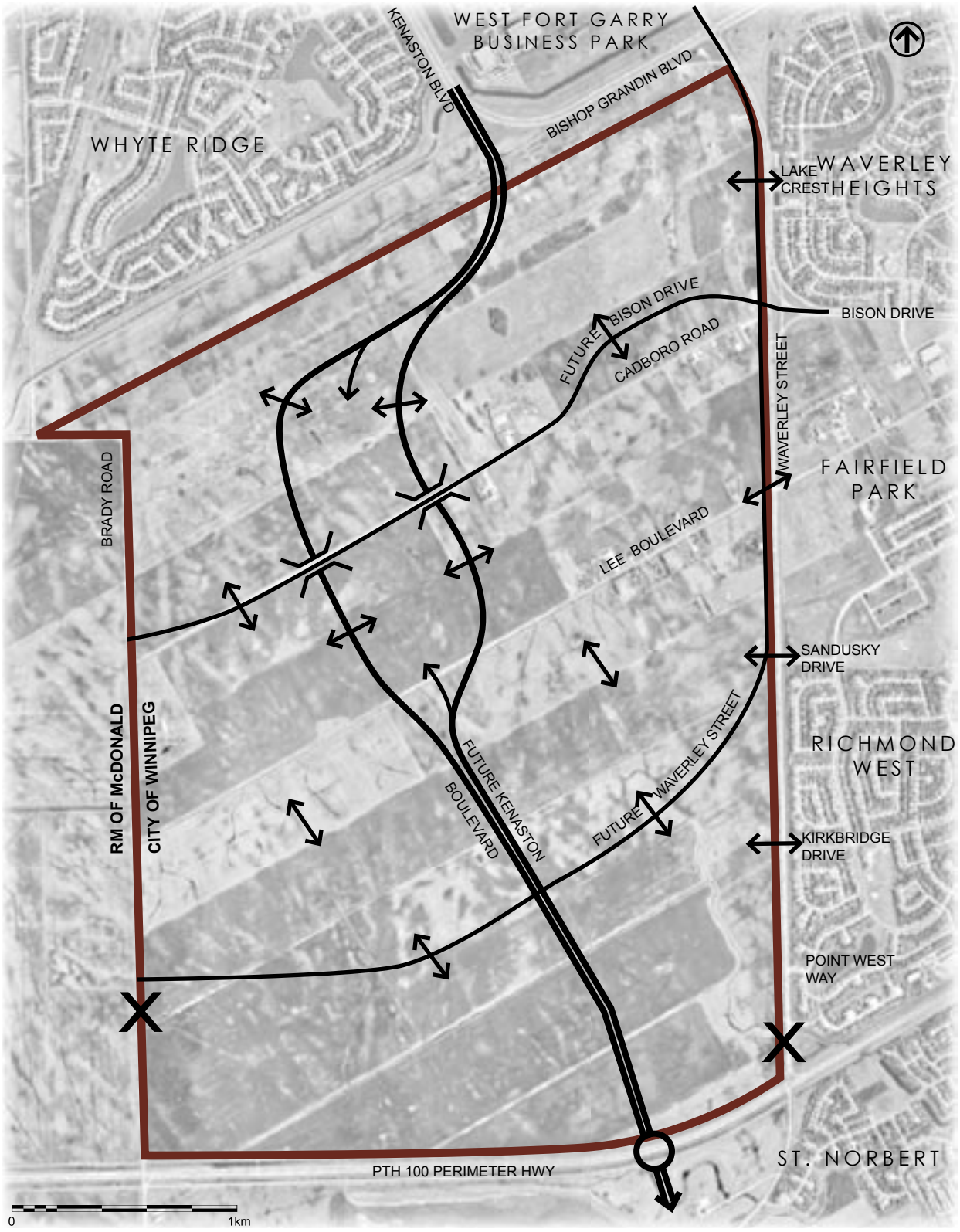
**8.6.1** Any required noise prediction studies should be completed as part of the Neighbourhood Area Structure Plan and/or subdivision rezoning processes for planned residential areas that are adjacent to arterial and higher streets.

**8.6.2** Noise prediction studies for arterial and higher streets, including Kenaston Boulevard, Waverley Street, Bison Drive, and the Perimeter Highway, should be based on estimated traffic volumes and vehicle mix, and should be forecasted and evaluated in relation to the standards noted in the *City of Winnipeg Motor Vehicle Noise Policies and Guidelines*.

**8.6.3** If noise predictions studies indicate that noise levels will exceed the standards noted in the *City of Winnipeg Motor Vehicle Noise Policies and Guidelines* by five decibels or more, appropriate noise attenuation measures shall be implemented.

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# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 3: Waverley West Transportation Network

- Future Kenaston Boulevard
- Arterial Streets
- Neighbourhood Connections
- Potential Future Grade Separated Interchange
- Future Fly-over
- Future Closure

# 9.0 TRANSIT SERVICE

## 9.1 Transit Service

### Intent

Public transit service will be extended into the Waverley West area to coincide with the phased development of the community's residential neighbourhoods and commercial centres. The role of public transit, as emphasized in Plan Winnipeg Policy 3C-01 is seen as important to alleviating otherwise natural increases in vehicular traffic on downstream road networks and the reduction of greenhouse gas emissions. Under full development, bus transit service to and from Waverley West will consist of inter-neighbourhood routes connecting the Neighbourhood Plan Areas to the commercial centres, and express service to regional destinations in Winnipeg.

Kenaston Boulevard, the Bison Drive extension, and Waverley Street will serve as principal transit routes through the community. To provide direct access to the Town Centre for future rapid transit facilities, the Bison Drive right-of-way will be designed to include the ability to accommodate future transit lanes or a Rapid Transit corridor.

### Policies

**9.1.1** The Waverley West community shall be designed and developed in a manner that accommodates transit use.

**9.1.2** The Town Centre shall be designed to accommodate a transit centre, and park-and-ride facilities.

**9.1.3** The right-of-way for the Bison Drive street extension shall be designed to be capable of accommodating future transit lanes or a Rapid Transit corridor.

**9.1.4** Neighbourhood Area Structure Plans shall give consideration to transit access in the design of collector roads such that residences have access to transit stops in accordance with City of Winnipeg transit policies.

**9.1.5** Neighbourhood Area Structure Plans shall give consideration to accommodating interconnections between neighbourhoods that can be accessed by City of Winnipeg Transit.

**9.1.6** Locations of transit routes and facilities, and integration into the physical design of the residential and commercial development areas shall be further defined at the Neighbourhood Area Structure Plan and the development application processes.

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# 10.0 COMMUNITY GREENWAY SYSTEM

## 10.1 Community Greenway System

### Intent

The community greenway system of Waverley West will be designed and built to accommodate walking and cycling as a mode of transportation. As conceptually illustrated on Map 4, a key component of the community greenway system will be a greenway corridor, providing interconnections between the Neighbourhood Plan Areas. The community greenway system will provide connections to commercial centres, to other facilities and features such as schools, parks, woodlots and land drainage systems, through a hierarchy of pathways, trails and sidewalks.

The routing of the community greenway system will allow for future connections to the adjacent residential communities and beyond, to major destination points including the Fort Whyte Centre, the Assiniboine Forest and Park, the future Trans Canada Trail and La Barriere Park (see also Section 12.0 Outdoor Recreation and Environmental Considerations).

### Policies

**10.1.1** Where feasible, Neighbourhood Area Structure Plans shall accommodate a community greenway system.

**10.1.2** Neighbourhood and community land drainage systems may be incorporated into the community greenway system.

**10.1.3**

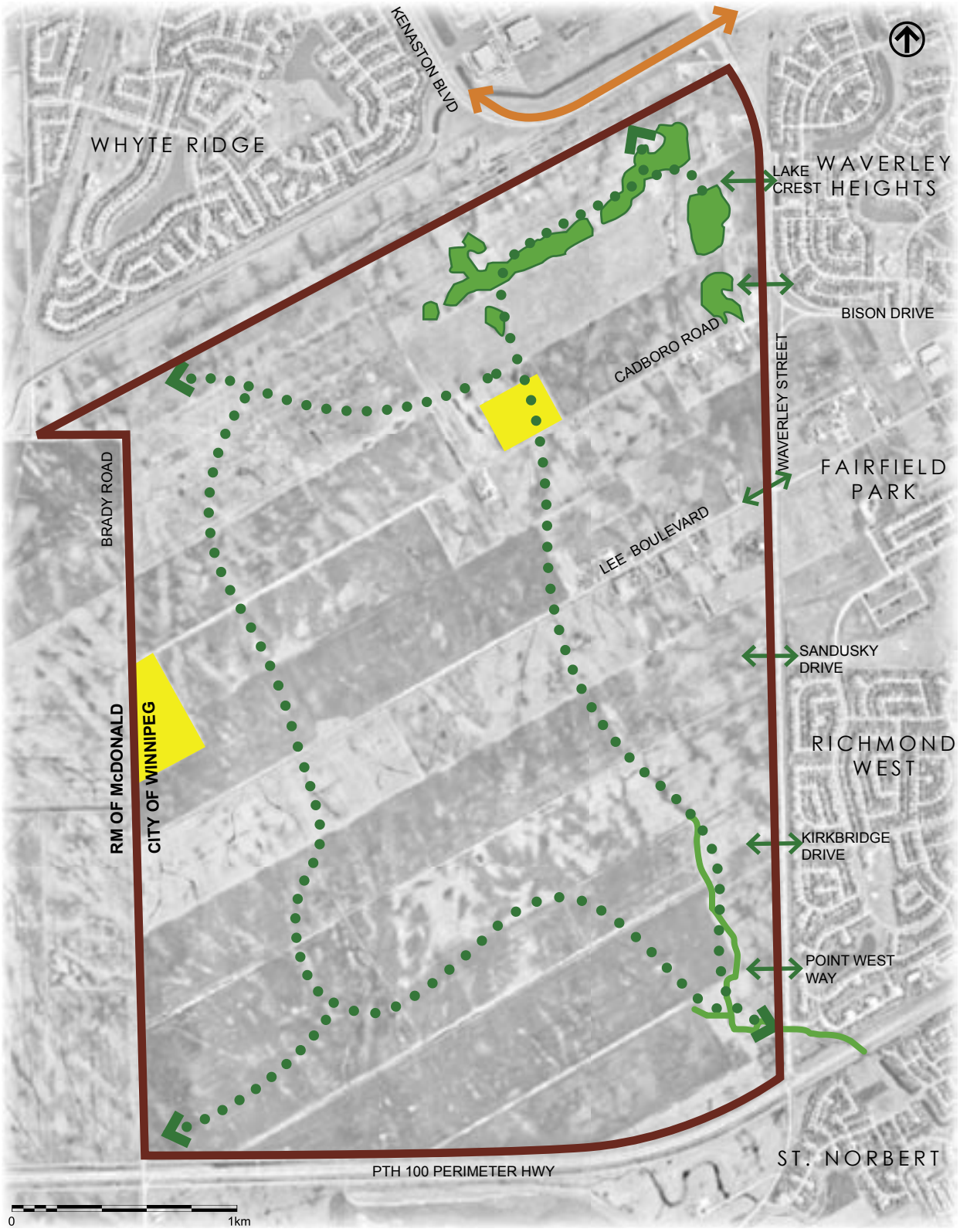
**10.1.4** The community greenway system should be designed to link neighbourhood and community-level facilities including schools, parks and community centres, and may be incorporated into the land drainage system, as well as environmental areas (see also section 12.1.4).

**10.1.5** The community greenway system should accommodate modes of active transportation where feasible.

**10.1.6** The routing, alignment and details of the community greenway system shall be further defined in the Neighbourhood Area Structure Plan and development application processes, but shall generally reflect the greenway corridor concept as illustrated in Map 4.

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# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 4 : Community Greenway & Environmental Considerations

- Environmental Areas
- Former Land Fill Sites
- Conceptual Green Corridor
- Proposed Trans Canada Trail
- Possible Neighbourhood Pedestrian Connection

# 11.0 SERVICING POLICIES

## 11.1 Water Distribution System

### Intent

Waverley West will be provided with water services sized to meet local residential and commercial demand and flow requirements necessary for fire suppression. Feedermains exist within the Waverley Street right-of-way (see Map 5), and will be extended in a phased fashion into Waverley West as development progresses.

### Policies

**11.1.1** Water supply shall be provided as required to service the staged development of Waverley West, according to plans derived in consultation with the Water and Waste Department. Any necessary rights-of-way shall be provided to the City of Winnipeg when requested to ensure the timely extension of the water distribution system.

**11.1.2** Routing and alignment details shall be further defined through the Neighbourhood Area Structure Plan and development application processes. A conceptual alignment of the Water Distribution System is provided in Map 5.

## 11.2 Wastewater Collection System

### Intent

Waverley West will be provided with wastewater interceptor sewers sized to accommodate sewage discharge from the area. Two options for providing wastewater service will be examined. The first option proposes to service the entire Waverley West plan area by extending an interceptor sewer southward from the existing interceptor sewer in Bishop Grandin Boulevard. The second option, as conceptually illustrated on Map 5, proposes two separate interceptors to service the plan area. In the northerly part of Waverley West, Neighbourhood Plan Areas “A”, “B”, “E” and “F”, and the Town Centre Planning Area, would be serviced similarly to the first option, by extending an interceptor sewer to the existing Bishop Grandin Interceptor. Neighbourhood Plan Areas “C” and “D” in the southerly part of Waverley West would be serviced by extending an interceptor sewer eastward from the Plan Area, to the existing interceptor sewer in Killarney Avenue.

The Interceptor sewers would be extended into the plan area in a phased logical manner, as development proceeds, providing connection points for the local system of wastewater sewers. Further, in order to allow full development of Waverley West the upgrading of the D’Arcy Pumping Station or an additional interceptor sewer, which crosses the Red River, parallel to the Perimeter Highway and continues eastward to the South End Water Pollution Control Centre, may be required. Future detailed analysis will determine the proposed route.

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**Policies**

**11.2.1** Wastewater interceptors and local sewers shall be provided as required to service Waverley West.

**11.2.2** Catchment areas, routing and alignment details shall be further defined through the Neighbourhood Area Structure Plan and development application processes. A conceptual alignment of the Wastewater Collection System in Waverley West is provided in Map 5.

## 11.3 Land Drainage System

**Intent**

Waverley West will be provided with land drainage services sufficient for the removal of surface runoff from the plan area, at pre-development rates in accordance with City of Winnipeg policies. Three drainage districts have been identified based upon the capacity limitations of the existing land drainage system and have been illustrated in Map 5.

The land drainage system in Waverley West is expected to consist of a series of linear retention lakes interconnected by a combination of surface streams and underground pipes. The intent is for the land drainage system to serve engineering, environmental and aesthetic objectives. In the interests of the environment, the lakes and streams can be managed as natural systems to filter run-off and provide riparian habitat for indigenous wildlife. As a community environmental and recreational feature, the community greenway system may border the lakes, ponds and streams.

**Policies**

**11.3.1** Waverley West shall be provided with a land drainage system to manage storm water runoff and spring melt in an environmentally sound manner, in accordance with plans prepared in consultation with the Water and Waste Department.

**11.3.2** Routing, alignment and other details of the land drainage system shall be further defined through the Neighbourhood Area Structure Plan and the development application processes. A conceptual alignment of the Land Drainage System in Waverley West is provided in Map 5.

**11.3.3** Detailed planning through the Neighbourhood Area Structure Plan processes should encourage the use of wetland systems for stormwater detention, and incorporate best practices and technologies to mitigate the release of nutrients and improve the quality of runoff.

**11.3.4** Where feasible, the land drainage system may provide an opportunity for connection to the community greenway system, and may provide a linkage between neighbourhoods, to be defined through Neighbourhood Area Structure Plan processes (see also section 10.1).

## 11.4 Utilities

### Intent

Waverley West will be provided with appropriate utilities sufficient to service the plan area. Utility corridors and rights-of-way should follow community street alignments or as mutually agreed to by the City, the landowner and the utility companies.

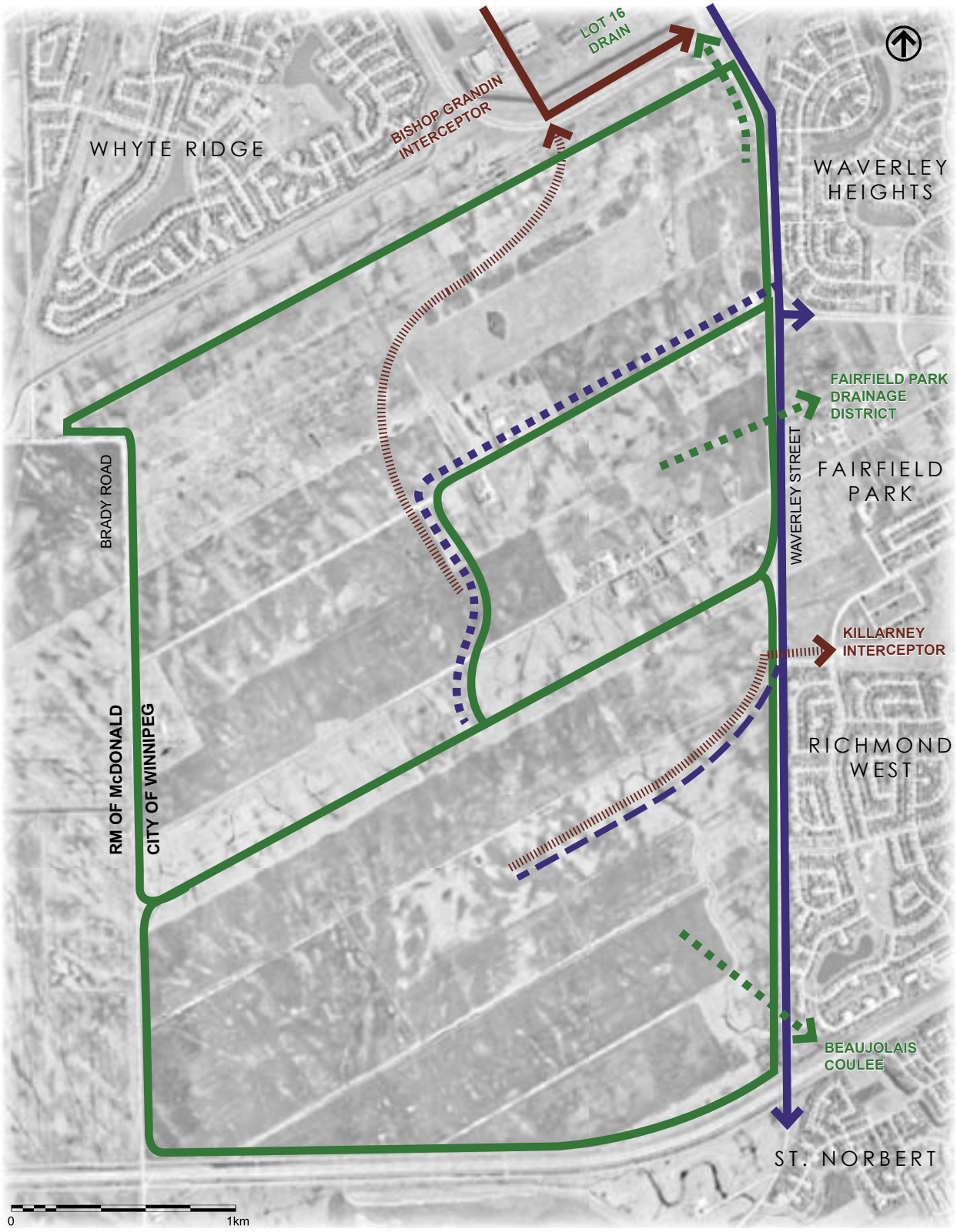
### Policies

**11.4.1** Rights-of-way and easements shall be provided to accommodate utilities as determined necessary.

**11.4.2** Routing, alignment and other details of the utility system shall be further defined through the Neighbourhood Area Structure Plan and the development application processes.

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# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 5: Conceptual Servicing Plan

- Existing Interceptor Sewer
- Proposed Interceptor Sewer
- Existing Water Feedermain
- Proposed Water Feedermain
- Proposed Water Connection
- Land Drainage District Boundary
- Proposed Land Drainage Direction

# 12.0 OUTDOOR RECREATION AND ENVIRONMENTAL CONSIDERATIONS

## 12.1 Parks and Open Spaces

### Intent

The planning of Waverley West should take into account the needs of future residents for active and passive parkland recreation within convenient walking and cycling distances from residential areas. The recreational needs of residents may include active outdoor recreational fields and facilities, and opportunities for experiencing and learning from natural habitat areas, open spaces and features.

### Policies

**12.1.1** All neighbourhood plan areas shall include parks and open space elements.

**12.1.2** Parks and open space elements within neighbourhood plan areas should provide for both active and passive recreation opportunities and should be interspersed throughout the plan area as feasible.

**12.1.3** Where one neighbourhood plan area is over-dedicated in park space due to exceptional circumstances, which may include but not be limited to the location of natural environment areas, or the location of former land fill sites, a land dedication transfer credit enabling the transfer of dedication credits to other neighbourhood plan areas may be provided, subject to policy to be defined through the Neighbourhood Area Structure Plan process.

**12.1.4** Recreation, parks and open space elements should be designed to link to the community greenway system (see also section 10.1).

**12.1.5** Parks may, where possible, be developed in association with school sites through consultation with the School Division (see also section 7.2).

**12.1.6** Where feasible and appropriate, parks and open spaces may be vegetated with a diverse mix of drought tolerant, low maintenance, native grasses, shrubs and trees to maximize the biodiversity and long-term sustainability of the parks an open spaces.

**12.1.7** Parks and open spaces shall be further defined through the Neighbourhood Area Structure Plan and the development application processes.

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## 12.2 Environmental Areas

### Intent

Planning for Waverley West will where opportunities arise and where feasible, incorporate and enhance environmental areas (as identified previously on Map 4).

### Policies

**12.2.1** Environmental areas as illustrated on Map 4 shall – where feasible and appropriate – be preserved, enhanced, and incorporated into the parks, open space, and greenway network of Waverley West.

**12.2.2** Specific planning for environmental areas as illustrated on Map 4 should be further defined at the Neighbourhood Area Structure Plan or the development application processes.

## 12.3 Former Landfill Sites

### Intent

The two decommissioned landfill sites within Waverley West have limited potential for development and need to be appropriately incorporated into the planning for Waverley West.

### Policies

**12.3.1** The two decommissioned landfill sites as illustrated in Map 4, shall be incorporated into the planning and policies of the Neighbourhood Area Structure Plan or the development application process, and designed to be used for parks, open space, recreation or greenway system purposes.

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# 13.0 NEIGHBOURHOOD AREA STRUCTURE PLANS

## 13.1 Neighbourhood Area Structure Plan Areas

### Intent

Each of the Neighbourhood Plan Areas as illustrated on Map 2 will be subject to more detailed planning in the form of a Neighbourhood Area Structure Plan (NASP).

### Policies

**13.1.1** Each Neighbourhood Plan Area as illustrated on Map 2 shall be subject to a Neighbourhood Area Structure Plan, which shall be in conformity with the Area Structure Plan for Waverley West.

**13.1.2** The Special Planning Area (Neighbourhood Plan Area "B") shall be subject to a NASP in consultation with area landowners prior to further development. The staging of development in this area is independent from the other Neighbourhood Plan Areas due to the special nature of the area.

**13.1.3** Until the approval of a Neighbourhood Area Structure Plan for the specific neighbourhood, any development application within such area shall be considered premature and will not be accepted. Exceptions to this may include low-intense uses or temporary uses that will not compromise future urban development.

## 13.2 Composition of Neighbourhood Area Structure Plans

### Intent

The Neighbourhood Area Structure Plans for Neighbourhood Plan Areas "A", "B", "C", "D", "E" and "F" as shown on Map 2 must address a full range of planning considerations to ensure that neighbourhood plan areas are developed in keeping with the policies of Plan Winnipeg and the Area Structure Plan for Waverley West.

### Policies

**13.2.1** The Neighbourhood Area Structure Plans for Neighbourhood Plan Areas "A", "B", "C", "D", "E" and "F" and the Town Centre shall be in accordance with the Area Structure Plan for Waverley West.

**13.2.2** The Neighbourhood Area Structure Plan for Neighbourhood Plan Areas "A", "B", "C", "D", "E" and "F" should provide for and include the following components:

(i) A description, vision and statement of planning principles that outline the expected character of the neighbourhood.

(ii) Residential use policies that reflect and accommodate the predominantly residential nature of Waverley West, with the exception of the Town Centre, and any other primary commercial areas.

(iii) Recreational, commercial, office and institutional use policies that fulfil the requirements of the Area Structure Plan for Waverley West.

(iv) The identification and planning for environmental assets where feasible.

(v) The identification of municipal infrastructure through consultation with the City of Winnipeg.

(vi) The identification of a conceptual phasing schedule (see also section 14.2.4).

(vii) The establishment of a cost-sharing model for developer related infrastructure requirements that benefit the catchment area (as further detailed in section 14.3 and generally defined in the Waverley West Financial Cost-Share Model Framework).

**13.2.3** The Neighbourhood Area Structure Plan for the Town Centre Neighbourhood Plan Area should provide for a mixture of uses and a multi-functional development and should include the following components:

(i) A description, vision and a statement of planning principles that outline the expected character of the neighbourhood.

(ii) Retail commercial use and non-retail commercial employment use policies.

(iii) A commercial main street environment.

(iv) Residential use policies that integrate residential development with the non-residential uses and fulfil the requirement of the Area Structure Plan for Waverley West.

(v) Institutional use policies supported by market conditions and fulfil the requirement of the Area Structure Plan for Waverley West.

(vi) The identification of municipal infrastructure through consultation with the City of Winnipeg.

(vii) The identification of a conceptual phasing schedule (see also section 14.2.4).

(viii) The establishment of a cost-sharing model for developer related infrastructure requirements that benefit the catchment area (as further detailed in section 14.3 and generally defined in the Waverley West Financial Cost-Share Model Framework).

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**13.2.4** The process for preparing Neighbourhood Area Structure Plans shall include:

**a.** On-going consultation and discussions with relevant City of Winnipeg departments.

**b.** A public consultation process to gain feedback on draft plans from local residents and businesses. The public consultation process may also include specific discussions with local stakeholder groups.

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# 14.0 PLAN IMPLEMENTATION AND GROWTH MANAGEMENT

## 14.1 Implementation

### Intent

The implementation of the policies in this Plan can be achieved through a variety of planning initiatives, however the principal means of implementation will occur through the Neighbourhood Area Structure Plan processes.

### Policy

**14.1.1** Waverley West Neighbourhood Area Structure Plans shall be in conformity with the requirements of the Area Structure Plan for Waverley West.

## 14.2 Staging and Timing of Urban Growth

### Intent

To ensure that development within Waverley West proceeds in an efficient and economical manner, through the timely provision of infrastructure guided by the preparation of Neighbourhood Area Structure Plans. The Waverley West General Phasing Scheme report provides conceptual staging, timing and phasing of development of Waverley West, however does not form a component of the ASP-WW or the Secondary Plan By-Law.

### Policies

**14.2.1** Growth in Waverley West shall commence generally in an east to west direction, initiated in Neighbourhood Plan Areas "A" and "C" as further described in Map 6. The letter designation for each neighbourhood is for reference purposes only, and does not imply staging or sequencing of development.

**14.2.2** Situations may exist where this general development sequencing cannot be attained. The development sequencing may be adjusted without amendment of the Area Structure Plan for Waverley West under extenuating circumstances including, but not limited to the following:

- The availability of adequate infrastructure enables a neighbourhood to be developed out of the general sequence.
- A Neighbourhood Plan for the Special Planning Area has been prepared to the satisfaction of the area property owners and the City of Winnipeg.

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**14.2.3** The Waverley West General Phasing Scheme report presents additional information on the intended staging, timing and phasing of development and the extension of infrastructure to service Waverley West. This report does not form a component of the Area Structure Plan - Waverley West By-law, however shall be revised and updated periodically at each subsequent Neighbourhood Plan process.

**14.2.4** Each Neighbourhood Area Structure Plan shall include a conceptual phasing schedule, consisting of estimated development phases, infrastructure staging requirements and traffic analysis.

## 14.3 Financing Urban Growth

### Intent

To establish the foundation for the financing of infrastructure and services needed for the growth and development of Waverley West. Most infrastructure within Waverley West will be financed by the developers/landowners, by the future utility ratepayers within Waverley West and by the City of Winnipeg. It is important to establish a financial model that:

- Defines the developer/landowner costs and the City of Winnipeg costs; and
- Defines a framework for the sharing of developer related expenditures on an area or acreage basis to ensure that all developers/landowners contribute a fair share towards needed infrastructure requirements in Waverley West.

A framework for a Waverley West Cost Share Model has been prepared as a component of this planning process, however does not form a component of the ASP-WW or the Plan By-Law.

### Policies

**14.3.1** Community wide infrastructure shall be financed by the City of Winnipeg and by the developers/landowners in accordance with existing development agreement parameters.

**14.3.2** The principles and foundation of a cost-share model for developer/landowner related expenditures shall be established as part of the ASP-WW process (see the Waverley West Cost Share Model – framework document)

**14.3.3** The cost-share model shall define developer and City of Winnipeg related financial obligations. Financial obligations and funding collected from acreage assessments can be redirected from the intended purpose towards other priority infrastructure improvements within Waverley West, through mutual agreement between the principal developer and the City of Winnipeg.

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**14.3.4** Specific acreage assessments shall be defined and established through the Neighbourhood Area Structure Planning processes, with assessments to be generally determined and applied separately for each of the two catchment areas defined herein as Waverley West North, and Waverley West South (as illustrated in Map 7).

**14.3.5** Implementation of the acreage assessments shall be undertaken through the development application process.

**14.3.6** Where a developer finances the costs of extending infrastructure that would normally be financed by the/an adjacent developer, a cost-recovery process in the form of an acreage assessment shall be applied to the adjacent developer.

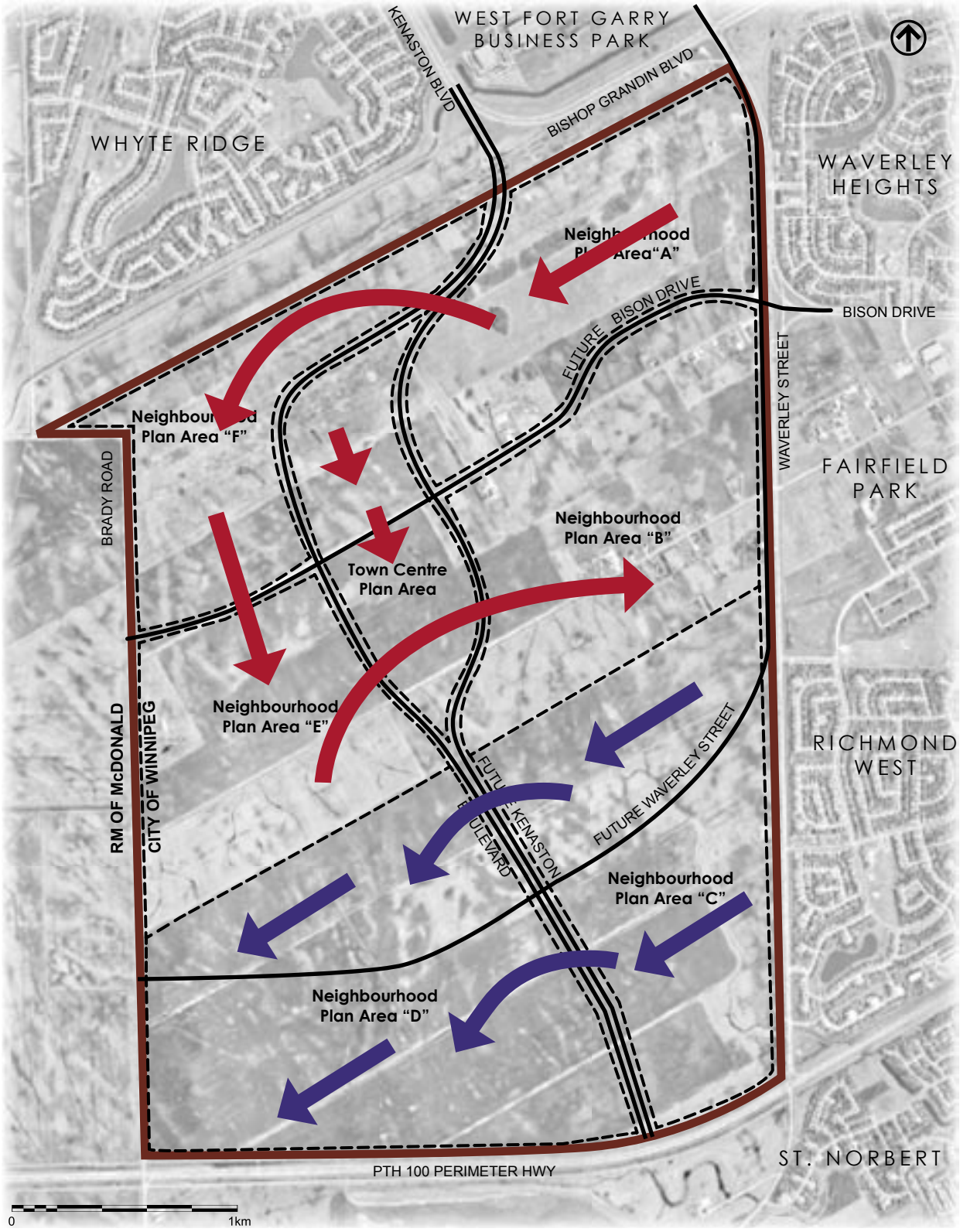
**14.3.7** Where a developer finances developer related infrastructure outside of the catchment area where development is taking place; full recovery from the acreage assessment collected from the benefiting catchment area will be applied. For example, where a developer in the Waverley West South Catchment Area front ends infrastructure that would otherwise be financed by the Waverley West North Catchment Area at a later date, funding collected through the North Catchment acreage assessment shall be appropriated to the developer in the South.

**14.3.8** Infrastructure improvements or facilities financed by the City of Winnipeg shall be subject to the City of Winnipeg budgeting processes.

**14.3.9** Where a developer finances the costs of extending infrastructure that would normally be financed by the City of Winnipeg, the City shall, subject to the City of Winnipeg budgeting processes, enter into a servicing and financing agreement that details the items to be financed and the method and timing of cost recovery to the developer.

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# AREA STRUCTURE PLAN - WAVERLEY WEST



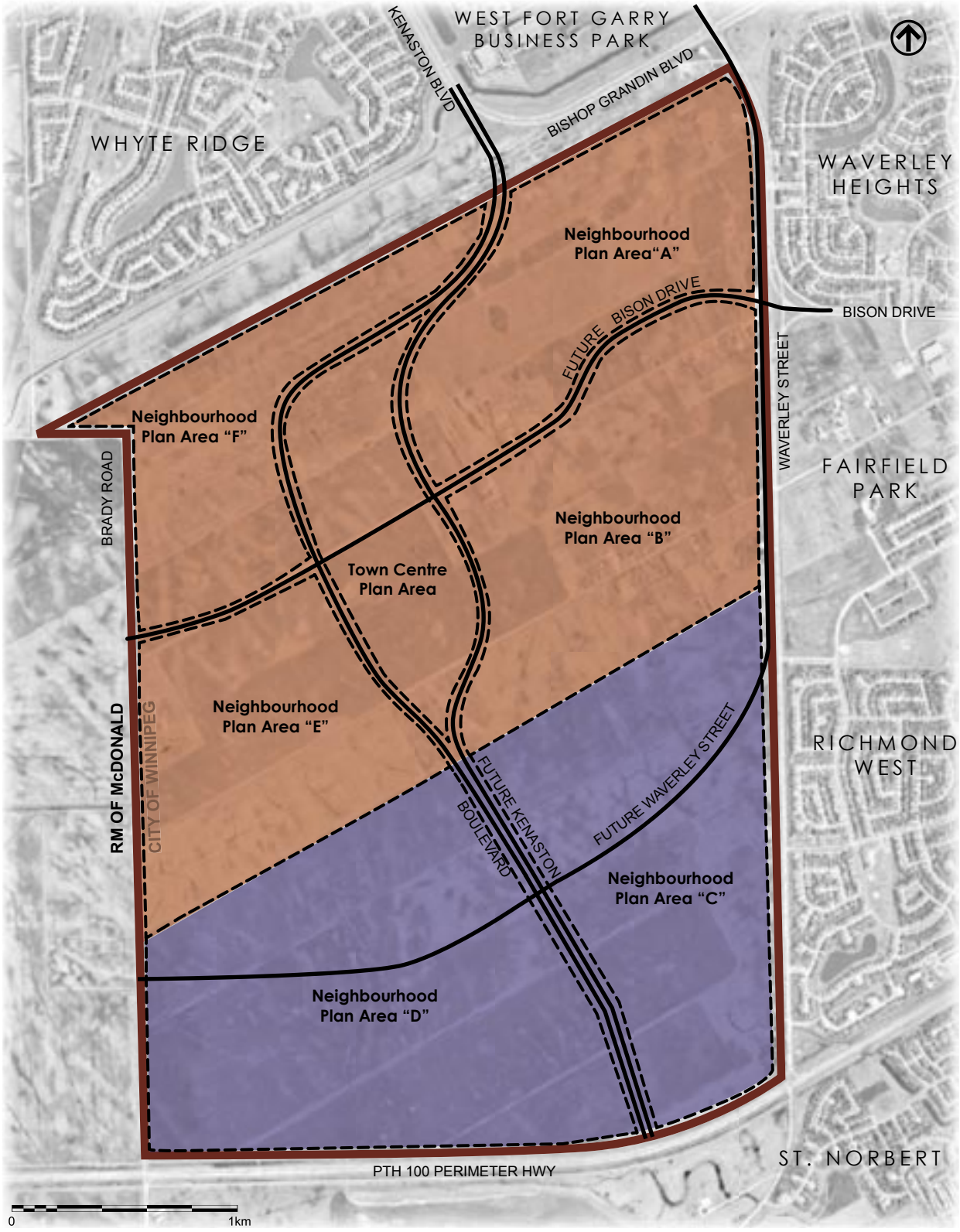

This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 6: Direction of Development

North

South

# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 7: Waverley West Cost Share Catchment Areas

Waverley West North Catchment

Waverley West South

# 15.0 DEFINITIONS

**Alternative Transportation:** Means transportation methods other than the private automobile, and may include public transit, car-pooling, pedestrian or cyclin.

**Active Transportation:** Means any method of travel that is human-powered, but most commonly refers to walking and bicycling.

**Arterial:** Means a roadway that carries a large volume of traffic and connects residential, employment, shopping and recreational areas. Arterials may be designated as full time or part time truck routes. Typically have a four-lane cross-section, and traffic volumes are approximately 20,000 or more vehicles per day.

**Arterial and higher roadway**: Means arterial and expressway roads as classified by the City of Winnipeg.

**Local Commercial uses**: Means the use of land, buildings or structures for the purpose of providing retail goods and services to primarily employees and residents in the surrounding neighbourhood.

**Community Scale Commercial Development**: Means commercial development which provides a wide variety of goods and services to an area beyond the immediate neighbourhoods and which may include office and other non-commercial uses.

**Community Greenway Corridor**: Means the inter-neighbourhood, community scale recreation corridor that serves to link the neighbourhoods of Waverley West, as conceptually illustrated on Map 4 of the ASP-WW.

**Community Greenway System**: Means a network of paths, trails, sidewalks, parks, and open spaces that provide linkages to the greenway corridor

**Consideration**: Where referenced in this plan as “should take into consideration”, means that the idea or concept identified should be given forethought prior to or during the next level of planning.

**Development Application:** Means an application under the City of Winnipeg Charter in connection with a development or an approval, which allows or would allow a development to proceed. In the context of the ASP-WW, development applications primarily refer to subdivision and rezoning applications.

**Development agreement parameters:** Means the development agreement parameters of the City of Winnipeg in effect at the time of development.

**Environmental awareness**: A general understanding of environmental issues.

**Expressway:** Means a roadway that can accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to

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serve longer trips including intra-urban travel and trips destined to major centres of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Generally, only arterial and higher classification roadways intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (generally a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day. Kenaston Boulevard within Waverley West is defined as an expressway.

**Flyover:** Where one road crosses over another, without any direct ingress or egress between the two.

**Focal Points**

- **Community:** A community focal point or node is considered to be an area that is of significance to all of Waverley West and surrounding communities. Two principal examples of "community focal points" are the Town Centre and the Kenaston/Waverley core commercial area.

- **Neighbourhood:** A neighbourhood focal point or node is considered to be an area that is of significance to the surrounding neighbourhood. A focal point may include a transit stop, a meeting place for surrounding residents such as a park or a school. A focal point may include the convergence of roads and pedestrian pathways, and should have strong pedestrian and transportation connectively. The focal point should be a focus of neighbourhood activity.

**Health care services**: Includes institutional public health care facilities. Personal care facilities are also considered to be multiple-family housing and would not be restricted to only commercial areas or the Town Centre.

**Higher density multiple-family housing**: Means multiple-family housing that is greater than three storeys in height.

**Innovative**: Means alternative standards or to introduce new ideas, technologies or methods to what is commonplace at the time of approval of the ASP-WW.

**Mixed Use:** Means the grouping of complementary uses either within a geographic area, on a particular site, or within a specific building.

**Non-retail commercial**: Means commercial, office and other uses that do not directly provide goods and services to an end-user.

**Pedestrian Connectivity:** Means the ability for pedestrians to move between one area and another.

**Promote:** Means to raise awareness to or publicise an idea or concept.

**Town Centre**: Means the mixed-use district within the divided north-south couplet of Kenaston Boulevard in the vicinity of Bison Drive.

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**Transit Centre:** Refers to a facility where bus routes converge to facilitate transfers between routes; may include rider amenities such as shelters, furniture and route information.

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# WAVERLEY WEST

# GENERAL PHASING SCHEME

# December 2005

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# 1.0 INTRODUCTION

Utilizing development projections, historic market take-up, along with existing development conditions, the full build out of Waverley West is anticipated to take between 20 – 25 years. For the purpose of this general phasing scheme, a twenty-five year development timeframe has been used, projecting the progression of neighbourhood development, the transportation requirements, and the servicing requirements.

As these are projections, subject to many factors and influences over time, this overall phasing scheme will change. The general phasing of infrastructure and related planning should be updated from time to time through the Neighbourhood Area Structure Plan and subdivision and rezoning processes.

# 2.0 STAGING AND TIMING

In addition to the twenty five-year full build-out scenario, the arterial and greater road networks and underground servicing needs were determined for the estimated five-year, ten-year, fifteen-year and twenty-year development conditions.

Various road configurations were tested for each development scenario in order to adequately service the anticipated traffic volumes and provide acceptable levels of service at each intersection. Underground service needs will require specific detail and study through the Neighbourhood Area Structure Plan and subdivision and rezoning processes, however for the purposes of this schematic, service extensions are projected to generally follow the roadway network and development conditions. .

Internal collector streets and local services will be required as part of each neighbourhood, and are assumed to be in place. The road networks recommended for the interim development scenarios were based on assumed levels of development and projected traffic growth rates. The timing for roadway additions or upgrades and extensions of underground services should be based on actual development and the associated demands, which are dependent upon a number of factors.

## 2.1 Five-Year Development Scenario

The five-year Waverley West development scenario including neighbourhood growth, road network and servicing requirements is conceptually illustrated in Map 1.

Neighbourhood Growth: It is anticipated that after the first five years of development in Waverley West, Neighbourhood Plan Area “A” will be at or near completion. Neighbourhood Plan Area “C” will be well underway, and approaching three-quarters completion.

Transportation Network: Bison Drive will be extended west of Waverley Street into Neighbourhood Plan Area “A” including a reconfigured at-grade intersection at Waverley Street. Waverley Street will be upgraded to four lanes along the eastern boundary of Waverley West, and will be realigned and commence passing through Neighbourhood

Plan Area "C". The intersection of Waverley Street with the Perimeter Highway will remain until such time as the initial phase of the Kenaston extension reaches the Perimeter Highway where the at-grade intersection will shift from Waverley to Kenaston, which is not expected to occur in the initial five years.

Servicing Systems: The water distribution system will be extended in the northern portion of Waverley West from Waverley Street into the neighbourhood generally following the alignment of Bison Drive. In the southern portion of Waverley West, the water distribution system will extend west, generally following the alignment of Waverley Street, providing service to the initial development of Neighbourhood Plan Area "C". Wastewater sewer systems will be extended south from the Bishop Grandin Interceptor to service Neighbourhood "A", and an extension to the Killarney Interceptor sewer will service Neighbourhood "C". The land drainage systems will drain into the Lot 16 drain in the north from Neighbourhood "A" and to the Beaujolais Coulee in the south from Neighbourhood "C" generally following the natural drainage course of the coulee.

## 2.2 Ten-Year Development Scenario

The ten-year Waverley West development scenario including neighbourhood growth, road network and servicing requirements is conceptually illustrated in Map 2.

Neighbourhood Growth: It is anticipated that within the next five years of growth in Waverley West, development in the north half will be well underway in Neighbourhood "F", and may have commenced in the north east portion of Neighbourhood "E", and potentially portions of the Town Centre. Development in the south half of Waverley West is anticipated to be complete in Neighbourhood "C" and progressed westward into Neighbourhood "D".

Transportation Network: The initial linkage of Kenaston Boulevard to the Perimeter Highway from Waverley Street is expected to be constructed, including an at-grade intersection at the Perimeter (with concurrent decommissioning of the existing Waverley/Perimeter intersection, with Waverley no longer connecting to the Perimeter Highway). Eventually, two lanes of Kenaston Boulevard will be constructed the full length from Bishop Grandin Boulevard to the Perimeter Highway. Only the eastern portion of the one-way couplet (the ultimate northbound link) around the Town Centre will be constructed initially.

Bison Drive will be extended further west through the Town Centre and into Neighbourhood "F". Waverley Street will be extended further west through Neighbourhood "C", past Kenaston Boulevard and into Neighbourhood "D".

Servicing Systems: The water distribution system will continue to be extended in the northern portion of Waverley West along Bison Drive, and will advance south along Kenaston Boulevard to provide service to the southern portion of Waverley West. Wastewater sewer systems will continue to be extended at the pace of development. An interceptor sewer linkage to the South End Water Pollution Control Centre may also be completed during this timeframe. Land drainage systems continue to be extended at the pace of development

## 2.3 Fifteen-Year Development Scenario

The fifteen-year Waverley West development scenario including neighbourhood growth, road network and servicing requirements is conceptually illustrated in Map 3.

Neighbourhood Growth: It is anticipated that within the next five years of growth in Waverley West, development within Neighbourhood "F" will be complete, and Neighbourhood "E" should be half way finished, as will the Town Centre. Development in the south half of Waverley West is anticipated to well established in Neighbourhood "D".

Transportation Network: The full Kenaston linkage could be completed to two travel lanes in each direction. Bison Drive will be extended west through Neighbourhood "F" and connected to Brady Road, and Brady Road will be upgraded north of Bison Drive. Waverley Street would continue to be extended westward at the pace of development.

Servicing Systems: The water distribution, wastewater collection system and land drainage networks continue to be extended at the pace of development.

## 2.4 Twenty-Year Development Scenario

The twenty-year Waverley West development scenario including neighbourhood growth, road network and servicing requirements is conceptually illustrated in Map 4.

Neighbourhood Growth: It is anticipated that within the next five years of growth in Waverley West, development within Neighbourhood "E" will be complete, and Neighbourhood "D" and the Town Centre should be nearing three-quarters completion. During this timeframe, development within Neighbourhood "B" will commence (Special Planning Area). Note that development may commence earlier in Neighbourhood "B" should special initiatives take place including active leadership and participation from property owners, including the preparation of a Neighbourhood Area Structure Plan. For the purposes of this study, it is assumed that market forces would dictate development commencing in this area towards the latter period of development in Waverley West, primarily due to the difficulties associated with the development of land that is under multiple ownership.

Transportation Network: Waverley Street will be extended west to connect with Brady Road, and the remaining portion of Brady Road adjacent to Waverley West will be upgraded.

Servicing Systems: The water distribution, wastewater collection system and land drainage networks will continue to be extended at the pace of development. Extensions of the water distribution and wastewater collection systems into Neighbourhood "B" would occur, and a connection of the land drainage system eastward into the Fairfield Park system would be made.

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## 2.5 Twenty Five-Year Development Scenario

The twenty five-year Waverley West development scenario would see full completion of all development within Waverley West including development of all remaining lands, and full extensions of all services. This is conceptually illustrated in Map 5.

Neighbourhood Growth: Full development of the Town Centre, Neighbourhood "D" and Neighbourhood "B" would be expected to occur during the final five years.

Transportation Network: All internal road extensions will have occurred prior to the final five years of Waverley West growth. Roadway improvements including possible widening of Kenaston to a six-lane roadway may occur during this period.

Servicing Systems: All services would be in place for final build out of Waverley West and extensions beyond the boundaries could be possible for future development.

**Table 1: General Phasing Schedule**

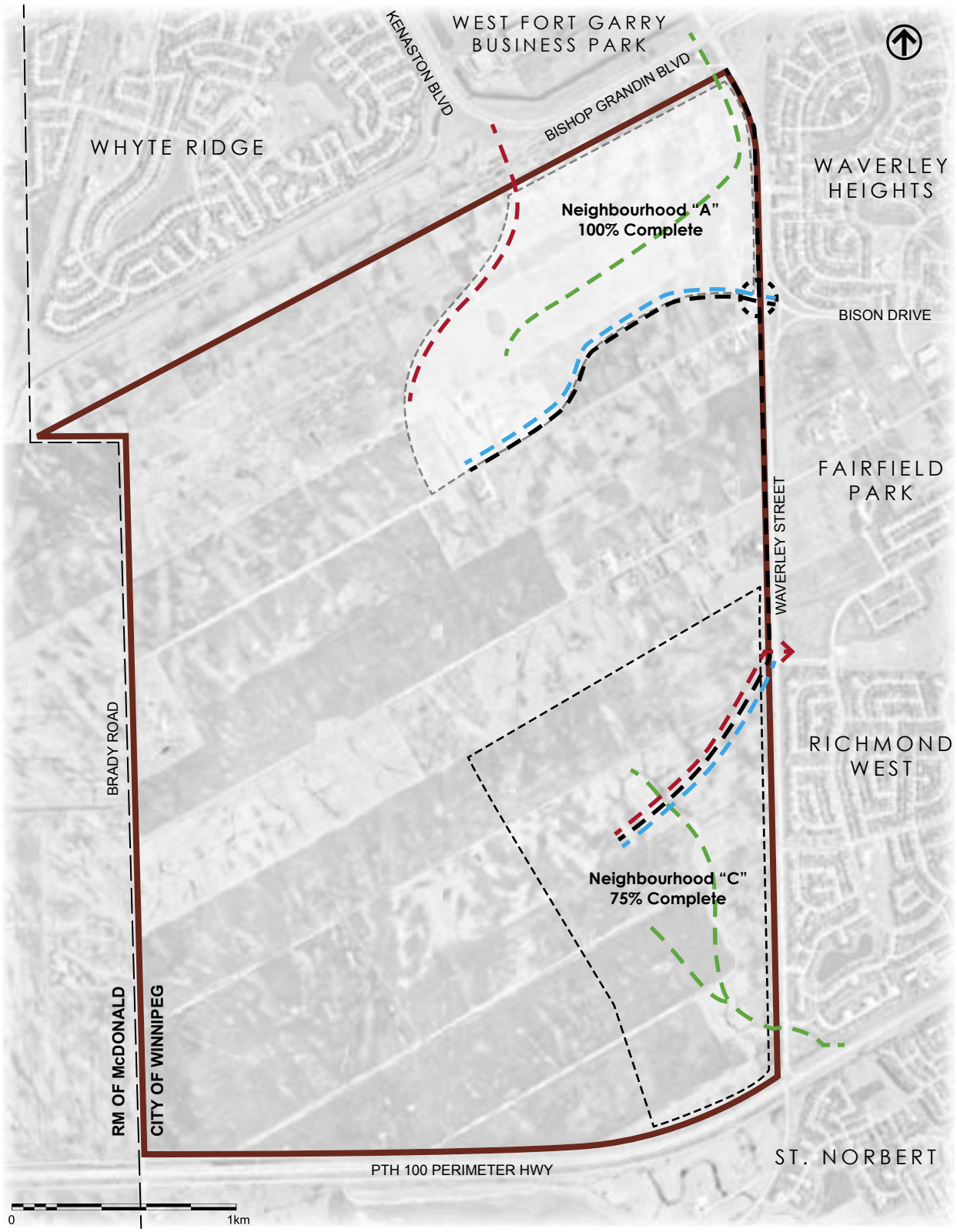
| Time Frame | Neighbourhood Growth | Transportation Network | Services |
|---|---|---|---|
| **TO YEAR 5** | Neighbourhood "A" near completion; Neighbourhood "C" well established. | Bison Drive: extended west of Waverley Street into Neigh. "A" including a reconfigured at-grade intersection at Waverley Street.<br><br>Waverley Street: upgraded to four lanes along the eastern boundary of Waverley West. Will be realigned and commence passing through Neigh. "C" (intersection at Perimeter Highway remains open. | Water distribution systems: extended in the WW North from Waverley Street into the neighbourhood generally following the alignment of Bison Drive.<br><br>In WW South extended west, generally following the alignment of Waverley Street to provide service to the initial phases of Neighbourhood Plan Area "C".<br><br>Wastewater sewer systems: extended south from the Bishop Grandin Interceptor to service Neigh. "A". Extension to the Killarney Interceptor sewer will service Neigh. "C".<br><br>Land drainage systems: WW North will drain into the Lot 16 drain from Neigh. "A" and to the Beaujolais Coulee in WW South from Neigh. "C" generally following the natural drainage course of the coulee. |

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| | | | |
|---|---|---|---|
| **TO YEAR 10** | Neigh. "A" and "C" completed; development commenced in Neigh. "D", "F" and small portion of "E". | Kenaston Boulevard: linkage to the Perimeter Highway expected, initially an at-grade intersection (with concurrent decommissioning of the existing Waverley and Perimeter intersection).<br><br>Eventually, two lanes of Kenaston Boulevard to be constructed the full length from Bishop Grandin Boulevard to the Perimeter Highway. The eastern portion of the one-way couplet (the ultimate northbound link) around the Town Centre would be constructed.<br><br>Waverley Street: connection to Perimeter Highway closed. Waverley extended west to Kenaston and into Neigh. "D".<br><br>Bison Drive: extended further west through the Town Centre and into Neigh. "F". | Water distribution systems: The water distribution system will continue to be extended in WW North along Bison Drive. The water distribution system will advance south along Kenaston Boulevard to provide service to the remaining portions of WW South.<br><br>Wastewater sewer systems: Wastewater sewer systems will continue to be extended at the pace of development. An interceptor sewer linkage to the South End Water Pollution Control Centre may also be completed during this timeframe.<br><br>Land drainage systems: Land drainage systems continue to be extended at the pace of development |
| **TO YEAR 15** | Neigh. "F" completed; development well established in Neigh. "D" and "E", and commenced in the Town Centre. | The full Kenaston linkage could be completed to two travel lanes in each direction. Bison Drive will be extended west through Neighbourhood "F" and connected to Brady Road, and Brady Road will be upgraded north of Bison Drive. Waverley Street would continue to be extended westward at the pace of development | All systems continue to be extended at the pace of development. |
| **TO YEAR 20** | Neigh. "E" complete; Neigh. "C" and the Town Centre approaching build out, and development commencing in Neigh. "B". | Waverley Street will be extended west to connect with Brady Road, and the remaining portion of Brady Road adjacent to Waverley West will be upgraded. | Water distribution systems: continue to be extended at the pace of development. Extension into Neigh. "B".<br><br>Wastewater sewer systems: continue to be extended at the pace of development. Extension into Neigh. "B".<br><br>Land drainage systems: continue to be extended at the pace of development. Extension to the Fairfield Park system. |
| **TO FULL BUILDOUT** | All development complete in Waverley West. | All internal road extensions will have occurred prior to the final five years of Waverley West growth. Roadway improvements including possible widening of Kenaston to a six-lane roadway may occur during this period | All services would be in place for final build out of Waverley West and extensions beyond the boundaries could be possible for future development |

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# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 1: Phasing Plan to Year 5

Completed Neighbourhood

At Grade Intersection Improvement

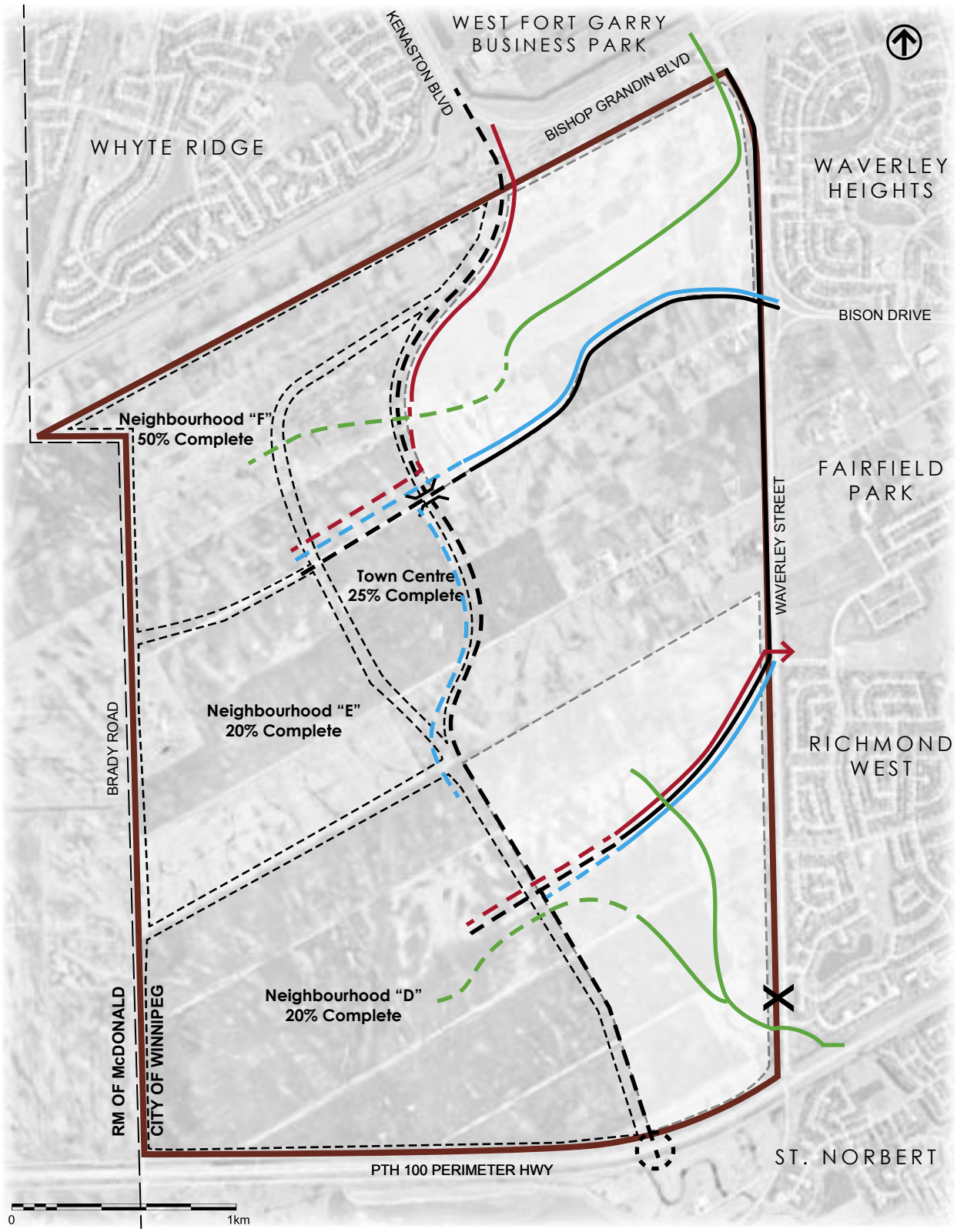
Extended Interceptor Sewer

Extended Land Drainage System

Transportation Extension

Extended Water Connection

# AREA STRUCTURE PLAN - WAVERLEY WEST

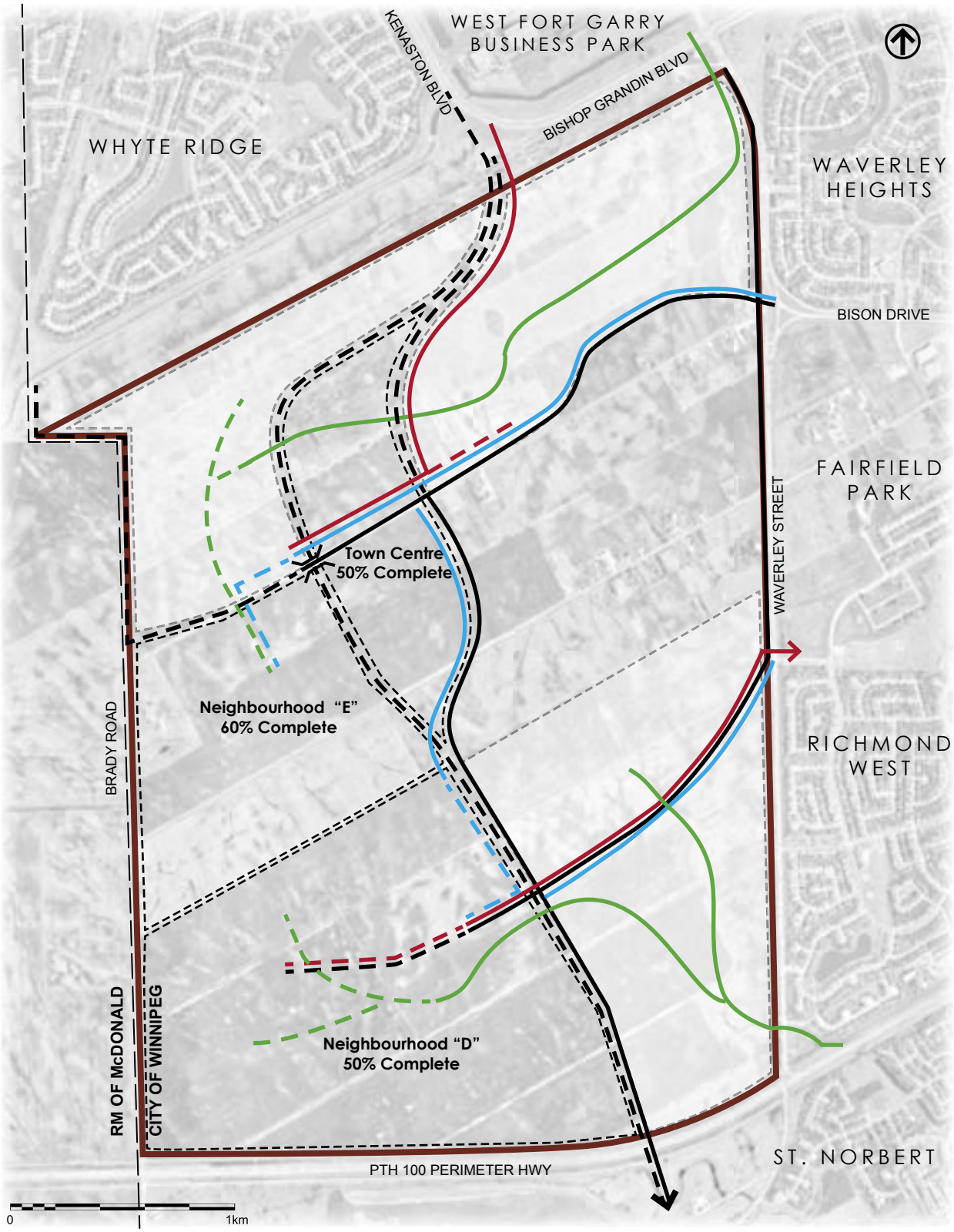



This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 2: Phasing Plan to Year 10

- Completed Neighbourhood
- Transportation Extension
- At Grade Intersection Improvement
- Waverley Closure at Kenaston
- Fly-Over
- Extended Interceptor Sewer
- Extended Land Drainage System
- Extended Water Connection

# AREA STRUCTURE PLAN - WAVERLEY WEST

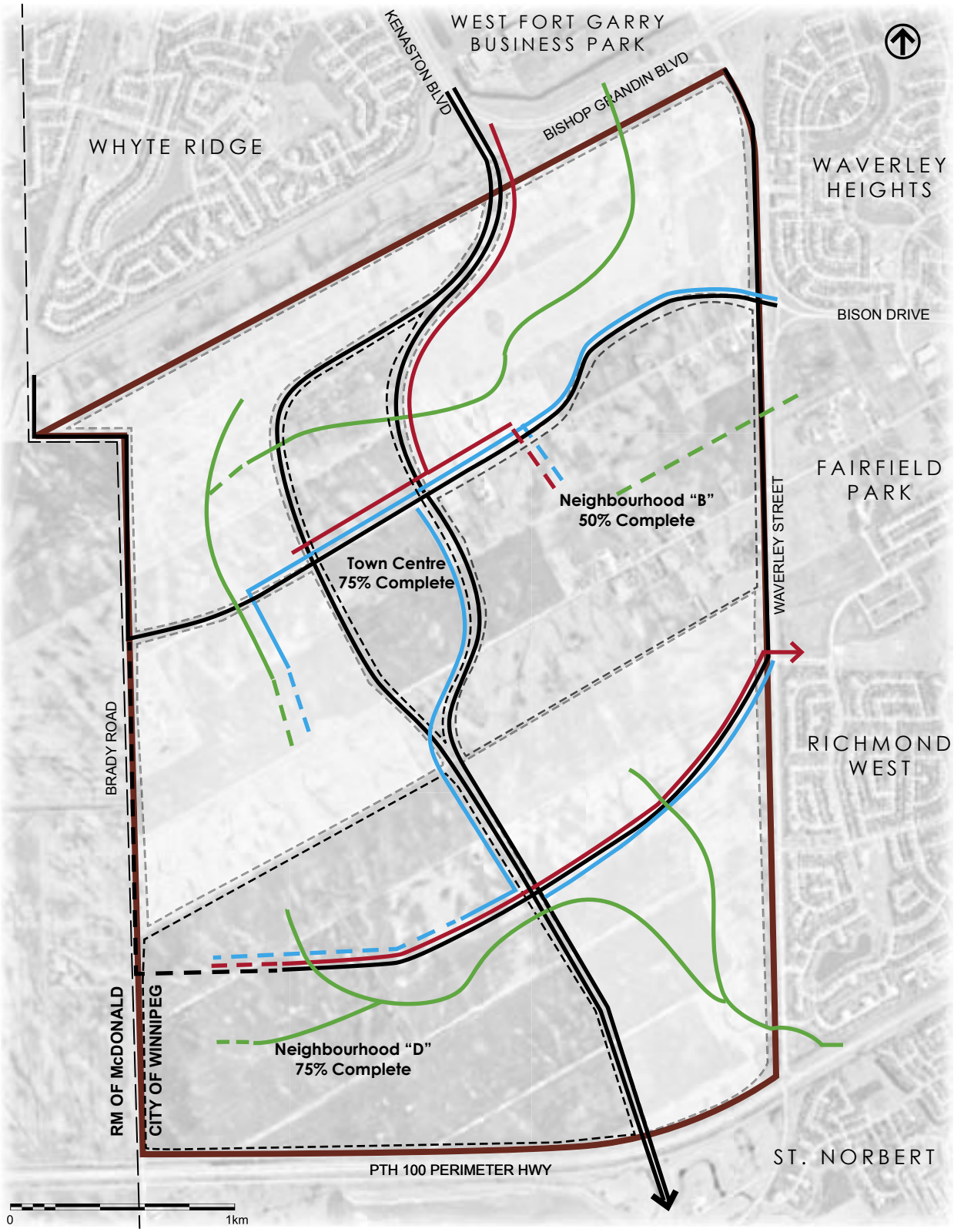



This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 3: Phasing Plan to Year 15

- Completed Neighbourhood
- Transportation Extension
- Fly-Over
- Extended Interceptor Sewer
- Extended Land Drainage System
- Extended Water Connection

# AREA STRUCTURE PLAN - WAVERLEY WEST

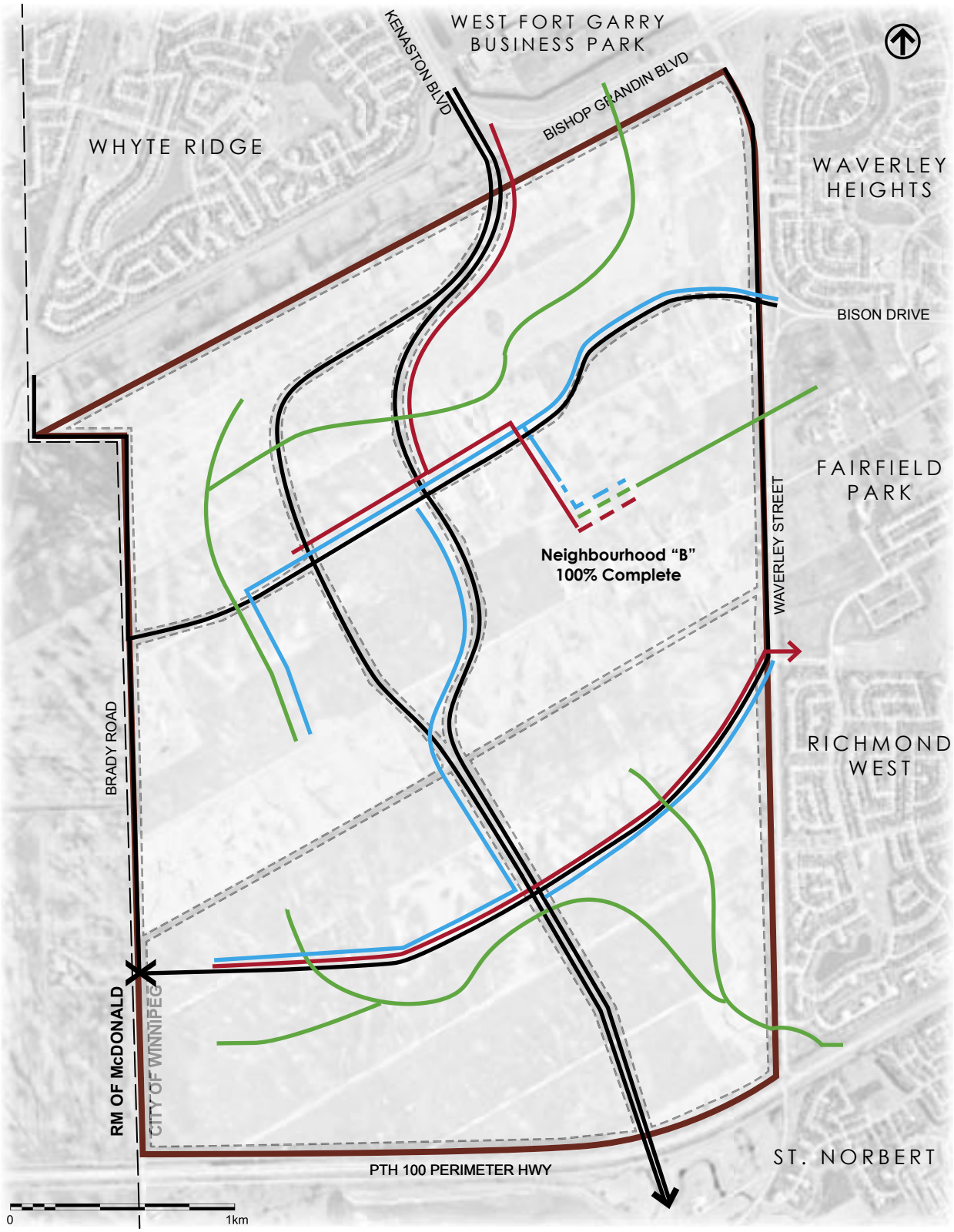



This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 4: Phasing Plan to Year 20

- Completed Neighbourhood
- Transportation Extension
- Extended Interceptor Sewer
- Extended Land Drainage System
- Extended Water Connection

# AREA STRUCTURE PLAN - WAVERLEY WEST




This map is conceptual only. No measurements of distances or areas should be taken from this map.

## Map 5: Phasing Plan to Year 20

- Completed Neighbourhood
- Transportation Extension
- Brady Road Closure
- Extended Interceptor Sewer
- Extended Land Drainage System
- Extended Water Connection

# WAVERLEY WEST
# FINANCIAL COST SHARE MODEL – FRAMEWORK (DRAFT)
## December 2005

The following Waverley West Financial Cost Share Model establishes the initial framework for financing infrastructure related to development in Waverley West. This model is based on existing development agreement parameters and agreements between the City of Winnipeg, and the two primary landowners in Waverley West. This information is intended to establish the principles and foundation towards establishing an acreage assessment for developer/landowner related costs, to ensure equity for all landowners that benefit from infrastructure improvements. This cost share model is to be revised and updated periodically from time to time. Specific acreage assessment charges are to be defined and established through the Neighbourhood Area Structure Planning processes, with assessments to be generally determined and applied separately for each of the two catchment areas defined as Waverley West North, and Waverley West South (See section 14.0 of the ASP-WW). Implementation of the acreage assessments shall be undertaken through development application processes.

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| | Item | Description | Financial Obligation | Acreage Assessment for Developer Costs | Catchment Area (North or South) |
|---|---|---|---|---|---|
| **A** | **Kenaston Boulevard** | | | | |
| | Roadway/Pavements | Expressway road classification | City of Winnipeg 100% | | |
| | Land ROW | Land dedicated to the City by adjacent landowners | Developer 100% | YES – for value of land. | North and/or South (depending on location) |
| | ROW for amenity features | Any additional land for more than a standard roadway requirement | City of Winnipeg 100% | | |
| | At-grade intersection – Town Centre | Town Centre (four at grade intersections) | Developer 100% | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers. | North. |
| | At-grade intersection – Kenaston/Waverley | Kenaston / Waverley | Developer 100% | YES – developer related costs associated with the-at grade intersections to be shared amongst all property owners/developers | South |
| | Flyovers | Bison Drive flyovers of Kenaston. | City of Winnipeg 50% Developer 50% | YES – developer related cost for flyover to be shared amongst all property owners/developers | North |
| | Interim at-grade intersection – Kenaston and Perimeter Highway | Temporary at-grade intersection at Kenaston and Perimeter Highway. Includes simultaneous closure of existing Waverley and Perimeter Highway intersection. | City of Winnipeg 100% (part of Kenaston Expressway) | | |

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| | Item | Description | Financial Obligation | Acreage Assessment for Developer Costs | Catchment Area (North or South) |
|---|---|---|---|---|---|
| | **Kenaston Boulevard cont.** | | | | |
| | Grade separated interchange at Kenaston and Perimeter Highway | Ultimate configuration of a grade separated interchange. Province of Manitoba has plans for such interchange at this location. Timing is indefinite. | Province of Manitoba | | |
| | Land ROW for Kenaston and Perimeter Highway interchange. | Land to the Province for interchange. | Province of Manitoba (MTGS) to acquire for fair market value | | |
| **B** | **Waverley Street** | | | | |
| | Roadway/Pavements: North limit of WW to south limit of North Catchment Area. | Adjacent to Neigh. Plan Area A and B | Developer 1 lane of concrete | YES | North |
| | Roadway/Pavements: Waverley through WW South | Realigned Waverley west through to Brady Road | City 2 lanes; developer 2 lanes. | YES | South |
| | Land ROW | Widening and new ROW, dedication by landowner/developer | Developer 100% | YES – for value of land. | North and/or South (depending on location |
| | At-grade Intersection – Waverley/Bison Drive | Multi direction upgrade and signalization | Developer front ends 100% with future recoveries (City of Winnipeg 25% for Waverley Heights; and 25% from future SE corner) | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers | North |

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| | Item | Description | Financial Obligation | Acreage Assessment for Developer Costs | Catchment Area (North or South) |
|---|---|---|---|---|---|
| | **Waverley Street Cont.** | | | | |
| | At-grade Intersection – Waverley/Lakecrest | Intersection improvements to existing Lakecrest and Waverley intersection | Developer 100% | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers. | North |
| | At-grade Intersection – Waverley/Lee Boulevard | Intersection improvements to the existing Lee Boulevard and Waverley intersection | Developer 100% | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers. | North |
| | At-grade Intersection – Waverley/Sandusky | Intersection improvements to existing Sandusky and Waverley intersection | Developer 100% | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers. | South |
| | At-grade Intersections Waverley Street extension – collector connections. | All future intersections with realigned Waverley Street through WW South. | Developer 100% | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers. | South |
| **C** | **Bison Drive** | | | | |
| | Roadway/Pavements | City/Developer 50/50 | City 2 lanes, developer 2 lanes | YES | North |
| | Land ROW | Land dedicated to the City by adjacent landowners | Developer 100% | YES – for value of land. | North |
| | Transit ROW | Additional land for possible future transit ROW to boundary of WW, dedicated by the adjacent landowners | Developer 100% | YES – for value of land. | North |

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| | Item | Description | Financial Obligation | Acreage Assessment for Developer Costs | Catchment Area (North or South) |
|---|---|---|---|---|---|
| | **Bison Drive Cont.** | | | | |
| | Transit facility capital cost | Possible future transit linkage along Bison Drive within WW. | City 100% | | |
| | At-grade Intersections Bison Drive extension – collector connections. | All future intersections with extension of Bison Drive through WW North | Developer 100% | YES – developer related costs associated with the at-grade intersections to be shared amongst all property owners/developers. | North |
| **D** | **Brady Road** | | | | |
| | Roadway/Pavements | Developer responsible for upgrading Brady through WW to one lane of concrete at an urban cross-section or equivalent. | Developer 1 lane of concrete | YES | North and/or South (depending on location) |
| | Land ROW | Land dedicated for widening to the City by adjacent landowners | Developer 100% | YES – for value of land. | North and/or South (depending on location) |
| **E** | **Transit facilities** | | | | |
| | Land for transit centres | Land for transit centres provided to the City by landowners. | Developer 100% | YES – for value of land. | North and/or South (depending on location) |
| | Capital costs | Capital costs for any transit facility including park and rides, transit centres etc. | City 100% | | |

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| | Item | Description | Financial Obligation | Acreage Assessment for Developer Costs | Catchment Area (North or South) |
|---|---|---|---|---|---|
| **F** | **Water and Sanitary Sewer Mains** | Standard practices through development agreement parameters for local services. Regional/mains funded by City utility. | | | |
| **G** | **Land Drainage** | Standard practices through development agreement parameters; TSR application. | | YES – through TSR process | North and/or South (depending on location) |
| **H** | **Community Greenway** | Pedestrian and active transportation linkages throughout WW. | Developer 100% | YES – for land and construction | North and/or South (depending on location) |
| **I** | **Community Services** | | | | |
| | Recreation/Community Centre | Land provided for facility to service all of Waverley West (location to be determined through NSP process) | Developer 100% | YES – for land, if not included in parks dedication for neighbourhood it is located in. | North or South (depending on location) |
| **J** | **Park Land Dedication** | Establish a process where equal compensation is provided for areas that over dedicate due to preservation of natural areas. | Developer 100% | YES –define an area charge for areas that are over serviced with park dedication, from areas that are under dedicated. | North and/or South (depending on location) |

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