Waverley West
Southeast Neighbourhood
Area Structure Plan

April 27, 2007

TABLE OF CONTENTS

PREFACE **1**

1.0 INTRODUCTION **2**
1.1 Purpose 2
1.2 Process 2
1.3 Authority 2
1.4 Interpretation 2
1.5 Amendments 3
1.6 Monitoring 4
1.7 Timeframe 4

2.0 PLAN AREA **5**

3.0 VISION AND GOALS **6**
3.1 Vision 6
3.2 Goals 6

4.0 LAND USE CONCEPT **9**
4.1 Land Use Map 10

5.0 LAND USE POLICIES **11**
5.1 Residential 11
5.2 Neighbourhood Nodes 12
5.3 Primary Commercial 13
5.4 Secondary Commercial 15
5.5 Schools 17
5.6 Parks and Open Spaces 17

6.0 DENSITY **20**
6.1 Residential Density 20

7.0 TRANSPORTATION **21**
7.1 External Roads 21
7.2 Waverley Street 24
7.3 Internal Roads 25
7.4 Pedestrian and Bicycle Circulation 26
7.5 Transit 27

8.0 SERVICING **28**
8.1 Infrastructure 28
8.2 Water Distribution 29
8.3 Wastewater Collection 30
8.4 Land Drainage System 30

9.0 IMPLEMENTATION **32**
9.1 Phasing 32

10.0 DEFINITIONS **35**

PREFACE

Waverley West is an area comprised of approximately 2,900 acres in southwest Winnipeg 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.

Following the approval to amend Plan Winnipeg, a two tiered planning process for Waverley West was adopted and the Area Structure Plan (ASP) for all of Waverley West was passed by City Council in July 2006 as By-law No. 10/2006. The ASP identified and addressed key land use, transportation, recreation and servicing components that require coordination and detailed planning. The ASP also established a process to ensure the logical growth and sequencing of development within Waverley West occurs through the preparation of Neighbourhood Area Structure Plans, which would further define development within individual neighbourhood planning areas.

This Plan will guide and direct the development of the Southeast Neighbourhood. It is built upon the following guiding principles:

- Creating a vibrant and sustainable suburban community
- Providing opportunities for a range of housing
- Creating a primary commercial area
- Developing an efficient and safe transportation network
- Establishing a community wide Greenway System
- Meeting the active and passive recreational and educational needs of residents
- Achieving compatibility and connectivity with existing and future neighbourhoods
- Creating live-work-play opportunities for community residents
- Developing necessary utility infrastructure
- Creating opportunities for pedestrians and cyclists and promoting the use of public transit.

1.0 INTRODUCTION

1.1 Purpose

To guide the orderly growth and development of the Southeast Neighbourhood based on a vision statement and goals that direct a policy framework for land use, transportation, recreation, servicing and phasing.

1.2 Process

The Plan was developed through an extensive consultation process including participation by and direction from various City departments, other property owners in the Southeast Neighbourhood, discussions with a neighbourhood advisory committee and a public open house.

1.3 Authority

The City of Winnipeg Charter authorizes the adoption of secondary plans (234(1)) and Plan Winnipeg 2020 Vision provides the framework for the development of new residential areas. Plan Winnipeg (3B-02) provides:

> "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 ASP provided guidance on regional issues and required more detailed planning in the form of a neighbourhood area structure plan that will be prepared for each neighbourhood plan area. The policies within this Plan are in conformity with and seek to fulfill the overall planning principles for Waverley West as outlined in Section 3.2 of the ASP.

Every Development Application with respect to any land within the Southeast Neighbourhood shall be reviewed for consistency with this Plan.

1.4 Interpretation

1.4.1 Map

The boundaries and locations of any symbols or areas shown on the maps attached to and forming part of this Plan are approximate only and are not intended to define exact locations and shall be interpreted as such, except where such symbol or area coincides

with a known physical feature or a fixed boundary such as existing property lines or existing rights-of-way.

1.4.2 Policy

Where an intent statement accompanies a policy, it is provided for information purposes only. Should an inconsistency arise between the intent statement and the policy, the policy shall take precedence.

Where "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.

Where "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 the deviation is necessary to address unique circumstances or to allow an alternate means of satisfying the original intent of the policy.

Where "shall" is used in a policy, the policy is considered mandatory. However where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible and the intent of the policy is still achieved.

Where a policy requires compliance at the Development Application stage that requirement may be deferred to the Development Permit or Building Permit stage without an amendment to this Plan.

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

1.5 Amendments

Except as otherwise provided in this Plan, to make any change to the text or maps in this Plan, an amendment that includes a public hearing before 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 this Plan is requested, the applicant shall be required to submit supporting information that is necessary to evaluate and justify the amendment.

1.6 Monitoring

This Plan is intended to be a flexible document that will change as circumstances change and as development proceeds in the Southeast Neighbourhood. As such, the policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

1.7 Timeframe

This Plan is future-oriented and intended to guide development over the next 5 - 10 years. The timing of development will be influenced by market changes, supply and demand of housing, macroeconomic factors and the general health of Winnipeg's economy.

2.0 PLAN AREA

This Plan applies to the Southeast Neighbourhood as shown in Map 1. The Plan Area comprises approximately 194 hectares (480 acres) of land bound by the existing Waverley Street right-of-way to the east, the Perimeter Highway to the south, the future Kenaston Boulevard to the west and the northern limit of RL 121, Parish of St. Norbert OTM to the north.

MAP 1: Southeast Neighbourhood



3.0 VISION AND GOALS

3.1 Vision

The Southeast Neighbourhood is a vibrant suburban community that is focused on a linear greenway of parks and open spaces and a centrally located commercial core area. The neighbourhood provides opportunities for market-based growth and development that is logical, orderly, sequential and sustainable. Residents will form a community supported by a range of housing, shopping, employment, recreation and community services.

Residential areas provide a variety of housing opportunities that will satisfy new home market demand and provide choice for existing and future citizens of Winnipeg. Commercial areas including the centrally located multiple use district located at the key intersection of Kenaston Boulevard and Waverley Street provide shopping, retail, services, entertainment and employment opportunities for area residents.

A carefully planned transportation system provides a safe and efficient street network for area residents and business. Convenient transit service is available with most residences located within a short walk of transit routes. Pedestrian and cycling linkages are provided through the Greenway System and by sidewalks along collector streets and Waverley Street.

Neighbourhood nodes provide opportunities for multiple-family housing, secondary commercial and other important community features and act as key reference points along the expansive park system.

The Greenway System promotes an environmentally conscious and clean approach to development that retains and enhances an existing drainage system with wetlands, native vegetation and open spaces. The combined park and land drainage system provides wildlife habitat, clean water and abundant recreational opportunities. Two active play fields, over 5 kilometres of recreation trails and 10 kilometres of sidewalks provide a variety of active and passive recreation choices for residents.

3.2 Goals

The Plan builds upon the planning principles set out in the ASP, including:

- Creating a vibrant and sustainable suburban community
- Providing opportunities for a range of housing
- Creating a primary commercial area
- Developing an efficient and safe transportation network
- Establishing a community wide Greenway System
- Meeting the active and passive recreational and educational needs of residents
- Achieving compatibility and connectivity with existing and future neighbourhoods

- Creating live-work-play opportunities for community residents
- Developing necessary utility infrastructure
- Creating opportunities for pedestrians and cyclists and promoting the use of public transit.

These principles reflect many of the key interests that were identified through the consultation process and represent an extension of the goals outlined in the ASP. More specifically, the following goals provide a framework for the policies specified in this Plan:

Housing

To provide opportunities for a range of housing that meets and responds to the market based demand for housing.

Commercial

To provide commercial areas offering a range of retail and commercial services including a primary commercial area and possibly a secondary commercial site.

Employment

To offer and encourage some opportunities for employment to people who can work in close proximity to their homes.

Mixed Use

To promote and encourage opportunities for Mixed Use development within and adjacent to the primary commercial area and to the Neighbourhood Nodes.

Recreation

To create passive and active recreational opportunities within a Greenway System for residents and the general public.

Greenway System

To create a Greenway System comprised of trails, parks, open spaces and the land drainage system. The Greenway System will provide opportunities for active and passive recreation and will encourage and promote walking and cycling by linking various uses and different areas within the Southeast Neighbourhood and by linking the Southeast Neighbourhood to the adjacent neighbourhoods.

Education

To provide a suitable site for a school.

Public Facilities

To provide suitable sites for public facilities to serve the recreational and spiritual needs of residents.

Transportation

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

Compatibility

To promote compatibility and connectivity with existing and future neighbourhoods.

Utility Infrastructure

To supply water, sanitary sewer, land drainage and other infrastructure.

4.0 LAND USE CONCEPT

4.1 Land Use Map

The land use concept for the Southeast Neighbourhood is shown on Map 2. It is conceptual and therefore flexible with respect to the precise location of land use areas and symbols; however, the spatial relationship is intentional. Development Applications are to be generally in accordance with the land use concept.

Section 5.0 of the Plan contains policies that apply to specific land use areas and symbols on Map 2. The remaining sections of the Plan provide for density, transportation, servicing and phasing that will be applied to the Southeast Neighbourhood as determined appropriate.


DRAFT
SANDUSKY DRIVE
KIRKRIDGE DRIVE
POINT WEST WAY
WAVERLEY STREET
FUTURE KENASTON BOULEVARD EXTENSION
PERIMETER HIGHWAY
LEGEND
RESIDENTIAL AREA
PRIMARY COMMERCIAL AREA
PARKS AND OPEN SPACE
NATURALIZED LAND DRAINAGE / WETLANDS
SCHOOL RESERVE
NEIGHBOURHOOD NODE
SECONDARY COMMERCIAL SITE
ARTERIAL STREET
COLLECTOR STREET
POTENTIAL FUTURE GRADE SEPARATED INTERSECTION (INITIALLY SIGNALIZED)
POTENTIAL AT-GRADE INTERSECTIONS (SIGNALIZED)
INTERSECTION CLOSURE
POTENTIAL TRAIL NETWORK
PARK SPACE

5.0 LAND USE POLICIES

5.1 Residential

Intent

Residential areas will provide opportunities for a range of housing that meets and responds to the market based demand for housing. Single-family and two family housing will be the predominant land use, however compatible and complementary multiple-family housing and other uses may be developed around the Neighbourhood Nodes and along Waverley Street.

To promote and encourage the use of transit, most homes will be located within a five minute walk (400 metres) of a collector street and related transit routes. The Greenway System will link Residential areas and other uses in the Southeast Neighbourhood. The specific design of the Residential areas will be determined through the Development Application process.

Policies

5.1.1 Composition

(1) Single-family and two family Residential shall be the predominant land use.

(2) Multiple-Family Residential, Community Scale Commercial, Local Commercial, Non-Retail Commercial, Institutional, Recreational and other compatible uses shall be permitted in the vicinity of Neighbourhood Nodes (see also section 5.2).

(3) Multiple-Family Residential (including Higher Density Multiple-Family Residential), Local Commercial, Non-Retail Commercial, Institutional, Recreational and other compatible uses shall be permitted adjacent to Waverley Street.

(4) The general categories of uses identified under section 5.1.1 shall be refined through the Development Application process.

5.1.2 Transit

Most homes will be within a five-minute walk (400 metres) of a collector or higher classification street and related transit route (see also section 7.5).

5.1.3 Design

The design shall:

i) Permit a range of housing that fulfills market demands and needs.
ii) Provide residents with linkages to access adjacent neighbourhoods through roadway and pedestrian connections.
iii) Be determined through the Development Application process.

5.2 Neighbourhood Nodes

Intent

Neighbourhood Nodes provide a focal point where Multiple-Family Residential, Local Commercial, Non-Retail Commercial, Institutional, Recreational, school and other suitable uses can be located. Connectivity of the Neighbourhood Node to the surrounding neighbourhood will be achieved through the convergence of roads, trails and sidewalks.

Each Neighbourhood Node will be strategically located on a collector street, at a key intersection and will have multiple routes to the surrounding neighbourhood. Each node is generally described as follows:

Node 1: located at the intersection of Waverley Street and Sandusky, represents the northern entry point into the neighbourhood. Uses surrounding this node may include a secondary commercial site or Multiple-Family Residential development (northwest corner) and park space (southwest corner). A gateway feature identifying the entry into the community may be incorporated into the design. This node is connected to the surrounding neighbourhood by the Greenway System, sidewalks and the intersection of Collector Street "A" and Waverley Street.

Node 2: located at the northeast corner of the primary commercial area along Collector Street "A", may consist of higher intensity uses including a school reserve or Multiple-Family Residential development (southeast corner) and Multiple-Family Residential development or Community Scale Commercial (southwest corner). This node is connected to the surrounding neighbourhood by the Greenway System, sidewalks and Collector Street "A".

Node 3: located at the intersection of Collector Street "A" and Collector Street "C", may consist of higher intensity uses including Multiple-Family Residential development (northeast corner) and Multiple-Family Residential development or Community Scale Commercial (northwest corner). This node is connected to the surrounding neighbourhood by sidewalks and two collector streets with close proximity and access to the Greenway System.

Policies

5.2.1 Composition

(1) A Neighbourhood Node may contain any combination of the following:

i) Multiple-Family Residential;
ii) a school;
iii) a transit stop;
iv) a park; or
v) Community Scale Commercial, Local Commercial, Non-Retail Commercial, Office, Institutional, Recreational or other compatible use.

(2) The composition of the Neighbourhood Nodes shall be refined and addressed through the Development Application process.

5.2.2 Design

The Neighbourhood Nodes should be complementary to the surrounding area while maintaining a distinct and identifiable character.

5.2.3 Connections

(1) Pedestrian routes from surrounding areas should provide multiple and convenient connections to Neighbourhood Nodes.

(2) A Neighbourhood Node should be located along a collector street in the general vicinity of the areas displayed on Map 2.

5.3 Primary Commercial

Intent

The ASP identified the strategic intersection of Kenaston Boulevard and Waverley Street as the location of one of two primary commercial areas in Waverley West. Kenaston Boulevard is expected to be the primary traffic route connecting Winnipeg to the economic centres of the mid-continental trade corridor. Waverley Street is the first intersection on this important Expressway within Winnipeg.

The primary commercial area permits and may include a variety of Community Scale Commercial, Local Commercial, Office, Institutional, Residential and Mixed Uses. The primary commercial area may be integrated with Higher Density Multiple-family Residential and various community facilities.

This area is integral to the Southeast Neighbourhood and the wider Community, providing retail services, employment opportunities, entertainment and other community services. The design will include convenient vehicle, transit and pedestrian connections to the surrounding area including connections to Waverley Street, the collector street network and the Greenway System. Commercial uses will be integrated with residential areas through appropriate buffering, landscaping and setbacks.

Policies

5.3.1 Composition

(1) Community Scale Commercial shall be the predominant land use.

(2) Local Commercial, Office, Non-Retail Commercial, Residential, Multiple-Family Residential, Higher Density Multiple-family Residential, lodging, Institutional, Recreational and other compatible uses that complement the primary commercial area shall be permitted.

5.3.2 Transit

(1) The primary commercial area shall be serviced by public transit.

(2) Transit routes shall be provided on Waverley and/or the collector street.

(3) The primary commercial area shall contain convenient pedestrian connections to public transit.

5.3.3 Size

The primary commercial area east of Kenaston Boulevard shall comprise a minimum of 12.1 hectares (30 acres) and a maximum of 24.3 hectares (60 acres), as shown on Map 2.

5.3.4 Design

Design of the primary commercial area should take into consideration and provide for the following:

i) Minimizing the intermixing of commercial and residential traffic on internal roads within the adjacent residential areas;
ii) A visually appealing site layout and landscape treatment particularly where visible from roads with higher traffic volumes;
iii) Incorporate appropriate buffering measures where commercial uses abut residential areas through the use of landscaping, screening and building setbacks;

iv) Suitable integration with any Residential, Institutional or Recreational uses within or adjacent to the area;
v) Convenient access with connections to pedestrian trails;
vi) An efficient road, pedestrian and trail network; and
vii) Parking areas designed to maximize direct access to adjacent uses while not visually overwhelming the landscape. Methods by which this may be implemented include:
   a. landscaping through earth berms, tree/shrub planting, and/or fencing;
   b. on-street parking; and
   c. parking areas between buildings.

5.3.5 Landscaping and Buffering Plan

Prior to issuance of Development Permits in the primary commercial area, a landscaping and buffering plan shall be submitted demonstrating how items in 5.3.4 and the requirements of the Zoning By-law have been addressed.

5.4 Secondary Commercial

Intent

The ASP contemplates the creation of neighbourhood commercial areas that provide retail goods and services to the surrounding neighbourhoods (herein referred to as secondary commercial sites). A secondary commercial site may be developed at Node 1 (northwest corner of Waverley Street and Collector Street "A"). This secondary commercial site is intended to provide retail goods and commercial services to the surrounding neighbourhoods. Local Commercial, Multiple-family Residential and Mixed Use development are all permitted. Any secondary commercial site located directly adjacent to a residential area will be appropriately buffered through the use of landscaping, fencing and building setbacks.

Policies

5.4.1 Composition

(1) Local Commercial shall be the predominant land use.

(2) Multiple-family Residential, Non-Retail Commercial, Office, Institutional, Mixed Use and Recreational shall be permitted

5.4.2 Transit

(1) Secondary commercial sites shall be located along a collector or greater standard street and shall be serviced by public transit.

(2) Secondary commercial sites shall contain convenient pedestrian connections to public transit.

5.4.3 Size

A secondary commercial site is shown on Map 2 and shall comprise a minimum of 2.0 hectares (5.0 acres) and a maximum of 2.8 hectares (7.0 acres).

5.4.4 Design

Design of a secondary commercial site should take into consideration and provide for the following:

i) Minimizing the intermixing of commercial and residential traffic on internal roads within the adjacent residential areas;
ii) A visually appealing site layout and landscape treatment particularly where visible from roads with higher traffic volumes;
iii) Incorporate appropriate buffering measures where commercial uses abut residential areas through the use of landscaping, screening and building setbacks;
iv) Convenient access with connections to pedestrian trails;
v) An efficient road, pedestrian and trail network; and
vi) Parking areas designed to maximize direct access to adjacent uses while not visually overwhelming the landscape. Methods by which this may be implemented include:
    a. landscaping through earth berms, tree/shrub planting, and/or fencing;
    b. on-street parking; and
    c. parking areas between buildings.

5.4.5 Landscaping and Buffering Plan

Prior to issuance of Development Permits in a secondary commercial site, a landscaping and buffering plan shall be submitted demonstrating how items in 5.4.4 and the requirements of the Zoning By-law have been addressed.

5.5 Schools

Intent

The Pembina Trails School Division (PTSD) has identified the potential need for a future school in the Southeast Neighbourhood. A site that is centrally located, readily accessible by vehicle, transit and pedestrian traffic and located in the direct vicinity of a park will be reserved. The decision to develop a school ultimately rests with the PTSD and the Public Schools Finance Board. The specific location and size of the school site will be determined at the Development Application stage.

Policies

5.5.1 Criteria

(1) A site that can accommodate an elementary/middle years school shall be identified in the Southeast Neighbourhood.

(2) The site shall be located in relation to its student catchment area and have frontage on a collector street.

(3) The site shall be a minimum of 5 acres if located adjacent to a public park and a maximum of 7 acres if not located next to a public park.

(4) The school site is proposed only and may not necessarily be developed for school purposes.

(5) The school site shall initially be zoned Multiple-Family Residential in the event the site is not developed for school purposes.

(6) The PTSD shall have a five (5) year option from the time the school site is established, to purchase the site from the developer as set out in the Development Agreement Parameters, or alternate option terms as mutually agreed to by the developer and the PTSD.

5.6 Parks and Open Spaces

Intent

To provide a balance between active and passive recreation areas that will meet the needs of the residents of the Southeast Neighbourhood, a variety of parks and open spaces will be provided. A key feature of the Southeast Neighbourhood as identified in the ASP, will be the Greenway System which is centrally located and provides a number of recreational

opportunities, including recreation trails for passive use and two play fields for active use.

Native vegetation will be incorporated into the parks and open spaces which will improve the aesthetics of the urban environment and reduce the cost of maintenance.

The existing alignment of Waverley Street from Sandusky Drive southward will eventually be incorporated into the Greenway System by the City of Winnipeg as a recreation, commuter and utility corridor.

The Greenway System is conceptually identified in Map 2. The exact location, size and configuration of the Greenway System, parks and open spaces will be determined at the Development Application stage.

Policies

5.6.1 Greenway System

(1) The Southeast Neighbourhood shall include a Greenway System consisting of the land drainage system, trails and active parks.

(2) Where feasible, the Greenway System should link different land uses including the primary commercial area, residential areas, the school site and secondary commercial areas.

(3) The Greenway System shall serve as a connection to adjacent neighbourhoods.

5.6.2 Trails

(1) Where feasible, trails should connect land uses throughout the Southeast Neighbourhood and provide passive recreation, walking and cycling opportunities for neighbourhood residents.

(2) Where feasible and appropriate, trails should include an alignment along one side of the land drainage system.

(3) The trails in naturalized areas shall consist of pervious granular material (see also subsection 7.4.3).

(4) Trail locations are conceptually illustrated on Map 2.

5.6.3 Active Parks

(1) An active park which may include playfields, playgrounds and other facilities should be located adjacent to the proposed school site.

(2) A second active park should be developed in the southern portion of the Southeast Neighbourhood and should be connected to and incorporated into the Greenway System.

5.6.4 Passive Parks

Passive park areas within the Greenway System shall be planted with native plants to replicate a natural environment, provide wildlife habitat and reduce the cost of maintenance.

5.6.5 Waverley Street Right-of-way

(1) Once the intersection at the Perimeter Highway and Waverley Street is closed, any remaining right-of-way along Waverley Street may become a recreation and utility corridor (see also section 7.2).

(2) The City of Winnipeg shall be responsible for construction of a recreation corridor within the existing Waverley Street right-of-way (see also subsection 7.2.2).

5.6.6 Dedication

(1) Unless otherwise provided in this Plan, dedication of lands for parks and open spaces shall be in accordance with the Development Agreement Parameters or similar agreements adopted by Council.

6.0 DENSITY

6.1 Residential Density

Intent

This Plan establishes a target density range to ensure that residential development: occurs within an acceptable range that is compatible with the adjacent neighbourhoods; meets the needs of the housing market; and reduces the spatial consumption of land and servicing costs. Compliance will be evaluated at the Development Application stage.

Policies

6.1.1 Range

(1) The residential density shall be a minimum of 11.1 units per Gross Developable Hectare (4.5 units per Gross Developable Acre) and a maximum of 19.7 units per Gross Developable Hectare (8.0 units per Gross Developable Acre).

(2) Multiple-Family Residential shall be a minimum of 19.7 units per Gross Developable Hectare (8.0 units per Gross Developable Acre).

6.1.2 Application

The density requirements of subsection 6.1.1 shall apply to:

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

(2) Each Development Application unless a developer can demonstrate that any inconsistency with these requirements can be addressed through a future Development Application.

7.0 TRANSPORTATION

7.1 External Roads

Intent

To provide external roads that are functional, safe and efficient. The external roads within or adjacent to the Southeast Neighbourhood include an Expressway (future Kenaston Boulevard), an arterial road (Waverley Street) and a provincial highway (the Perimeter Highway-PTH 100). The general location of the existing and proposed external roads is shown on Map 3: Transportation.

Policies

7.1.1 Alignment

(1) The external road rights-of-way and related interchange areas shall be generally located as shown on Map 3.

(2) Specific rights-of-way requirements shall be further defined at the Development Application stage.

(3) Residential development adjacent to arterial and higher level roads shall incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters.

7.1.2 Additional Right-of-Ways

The City of Winnipeg shall have the opportunity to acquire additional road right-of-ways for arterial and higher level streets at the Development Application stage.

7.1.3 Expressway

There shall be no direct private access to the Expressway (i.e. Kenaston Boulevard).

7.1.4 Signalization

The at-grade intersections shown on Map 3 shall be developed and signalized as development proceeds and as warranted.

MAP 3: Transportation


DRAFT
COLLECTOR A
SANDUSKY DRIVE
KIRKRIDGE DRIVE
COLLECTOR C
COLLECTOR B
COLLECTOR A
WAVERLEY STREET
POINT WEST WAY
FUTURE KENASTON BOULEVARD EXTENSION
PERIMETER HIGHWAY
LEGEND
PARKS AND OPEN SPACE
NATURALIZED LAND DRAINAGE / WETLANDS
ARTERIAL STREET
COLLECTOR STREET
POTENTIAL FUTURE GRADE SEPARATED INTERSECTION (INITIALLY SIGNALIZED)
POTENTIAL AT-GRADE INTERSECTIONS (SIGNALIZED)
INTERSECTION CLOSURE
POTENTIAL TRAIL NETWORK

7.1.5 Cost Sharing

The City shall establish a transportation area charge for the Southeast Neighbourhood to effect an equitable sharing of all developer costs among all landowners for external roads including, but not necessarily limited to land right-of-way, road construction, intersection works, signing and traffic control signals.

7.2 Waverley Street

Intent

The intersection at Waverley Street and the Perimeter Highway will be closed by the Province of Manitoba once Kenaston Boulevard is extended to the Perimeter Highway. Waverley Street will be realigned and will bend south and westward through Waverley West to bisect Kenaston Boulevard and will eventually be extended to Brady Road. The realignment and extension of Waverley Street will depend on timing of development.

Portions of the existing Waverley Street right-of-way will be incorporated into the collector street network for the Southeast Neighbourhood. The remaining portions of the right-of-way will become a recreation and utility corridor that will continue to contain an existing water feedermain and a Manitoba Hydro transmission line.

Policies

7.2.1 Concept and Timing

(1) As development progresses, Waverley Street shall be realigned and extended westward toward Kenaston Boulevard.

7.2.2 Existing Right-of-way

(1) Portions of the existing right-of-way for Waverley Street shall be incorporated into the internal collector street network for the Southeast Network as shown on Map 3.

(2) The balance of the existing right-of-way in Waverly Street may become a recreation and utility corridor (see also subsection 5.6.5).

(3) The City of Winnipeg shall be responsible for construction of a recreation corridor within the existing Waverley Street right-of-way (see also subsection 5.6.5 (2).

7.2.3 Cost Sharing

The City shall establish a transportation area charge for the Southeast Neighbourhood to effect an equitable sharing of all developer costs among all landowners for Waverley Street including, but not necessarily limited to land right-of-way, road construction, intersection works, signing and traffic control signals.

7.3 Internal Roads

Intent

To provide internal roads that are functional, safe and efficient. Internal roads are to be designed to meet the appropriate City of Winnipeg design standards. The detailed alignment will be determined through the Development Application process.

Policies

7.3.1 Internal Roads

(1) The internal road network shown on Map 3 is preliminary only and shall be refined at the Development Application stage.

(2) Where a Development Application contemplates a road layout that is not substantially different from the concept shown in Map 3, the map may be changed without an amendment to this Plan.

7.3.2 Design

The design of internal roads should provide:

i) convenient connections and multiple routes to different destinations within the Southeast Neighbourhood;
ii) residential streets for use by motorized vehicles, bicycles and pedestrians. Residential streets do not require sidewalks;
iii) collector streets for use by motorized vehicles (including buses) and bicycles. Collector streets shall have a sidewalk or trail on both sides for pedestrians;
iv) arterial streets and major collector streets for use by motorized vehicles (including buses) and bicycles. These roads shall have a sidewalk or trail on both side.
v) Expressways for use by motorized vehicles (including buses) with a trail constructed by the City of Winnipeg for pedestrians and bicycles on one side where feasible and appropriate;
vi) culvert road crossings over the land drainage system;

vii) walkway connections between streets to meet transit coverage requirements;
viii) an interconnected pedestrian system; and
ix) efficient transit routes.

7.3.3 Emergency/Temporary Access

Any emergency or temporary access that is required shall be identified at the Development Application stage.

7.3.4 Cost Sharing

The City shall establish a transportation area charge for the Southeast Neighbourhood to effect an equitable sharing of all developer costs among all landowners for internal roads with pavements over 10 meters in width including, but not necessarily limited to, land for right-of-way, road construction, intersection works, signing and traffic control signals.

7.4 Pedestrian and Bicycle Circulation

Intent

To provide convenient pedestrian and bicycle circulation by means of a network of trails, sidewalks, pedestrian crossings, and other elements, including residential streets and walkway connections. Trails and sidewalks will link different uses within the Southeast Neighbourhood and will create connections through the Southeast Neighbourhood and to other neighbourhoods. The network creates an interconnected system within the Southeast Neighbourhood (see also section 5.6).

Policies

7.4.1 Trails

Trails should:

i) be developed as conceptually shown on Map 3;
ii) be located or integrated within parks and the land drainage system. Where a trail cannot be located or integrated within a park or the land drainage system, it shall be located within a road right-of-way and may be constructed in place of a sidewalk;
iii) promote and encourage walking and cycling;
iv) link various origin and destination points;
v) provide connections to adjacent neighbourhoods; and
vi) promote and encourage the use of transit by providing linkages from the surrounding area.

7.4.2 Crossings

At-grade pedestrian crossings should be provided in conjunction with traffic signals across:

i) Kenaston Boulevard at Waverley Street;
ii) Waverley Street at Sandusky Drive (Collector "A");
iii) Waverley Street at Collector "A" adjacent to the primary commercial area.
iv) Waverley Street at Collector "B".

7.4.3 Surfacing

Trails should be predominantly surfaced with granular material but may be surfaced with asphalt where located adjacent to roadways. Trails through passive recreation areas shall be constructed with granular materials to complement the natural environment (see also subsection 5.6.2 (3)).

7.5 Transit

Intent

To promote and encourage the use of transit with convenient and efficient access to transit routes. The Southeast Neighbourhood will be serviced by feeder routes that will extend throughout the area.

Policies

7.5.1 Service

The use of transit shall be promoted and encouraged through convenient roadway connections and walkways within the Residential areas and to transit stops.

7.5.2 Stops

Transit stops should be located to:

i) serve Multiple-Family Residential, the Neighbourhood Nodes and the primary commercial area;
ii) provide convenient transit service; and
iii) achieve walking distance requirements with most homes located within 400 metres of a transit stop.

7.5.3 Routes

The collector streets should provide efficient transit routes and provide direct connections to Waverley Street.

8.0 SERVICING

8.1 Infrastructure

Intent

To ensure that adequate infrastructure including paved streets, piped municipal utilities (water and wastewater), land drainage and shallow utilities (gas, electrical and telecommunications) are provided to serve the Southeast Neighbourhood. Infrastructure will be constructed in a phased manner as development progresses. Rights-of-way and easements will be provided to accommodate the extension of services. Infrastructure alignments will be identified at the Development Application stage and confirmed prior to or during approval of the construction drawings.

Policies

8.1.1 Municipal Infrastructure

(1) Development shall be serviced with paved streets, piped municipal water, wastewater and land drainage facilities.

(2) The alignment and capacity of streets, water distribution mains, sanitary sewers and land drainage sewers should be determined to the satisfaction of the City, based upon utility servicing studies and analyses.

(3) Rights-of-way and easements shall be provided to accommodate the necessary municipal utilities.

(4) It may be necessary to dedicate, register or create various rights-of-way, easements or public utility lots to facilitate orderly, sequential development.

8.1.2 Shallow Utilities

(1) Development shall be serviced with shallow utilities (i.e. gas, electricity, and telecommunications).

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

(3) Rights-of-way and easements shall be provided to accommodate the necessary shallow utilities.

8.1.3 Alignments

(1) Utility alignments should generally comply with the standards adopted by the Underground Structures Committee.

(2) A developer may be required to provide, or enter into an agreement to provide rights-of-way or easements that are necessary to accommodate the extension of municipal infrastructure through or adjacent to a site in advance of development in order to allow for the servicing of the site.

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

8.2 Water Distribution

Intent

To provide a water distribution system for the Southeast Neighbourhood and beyond. The Southeast Neighbourhood will be served by the existing feedermain located within the Waverley Street right-of-way which will be extended westerly as development progresses. A future extension of the feedermain from the northern portion of Waverley West, following the Kenaston Boulevard alignment, will provide additional service during later phases of development.

Policies

8.2.1 Design

The water distribution system shall be designed to adequately and efficiently serve the ultimate development of the south half of Waverley West.

8.2.2 Analysis

As part of the initial Development Application, the developer shall submit water servicing criteria including a water distribution analysis along with current development

phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system.

8.3 Wastewater Collection

Intent

To provide a wastewater collection system for the Southeast Neighbourhood and beyond. The Southeast Neighbourhood will be serviced by the extension of the Killarney Interceptor Sewer along the re-aligned Waverley Street as development progresses.

Policies

8.3.1. Design

The wastewater collection system shall be designed to adequately and efficiently serve the development of neighbourhood cells "C" and "D" and the Special Planning Area as required.

8.3.2 Analysis

As part of the initial Development Application, the developer shall submit wastewater servicing criteria to demonstrate that the development can be serviced in accordance with the overall design of the wastewater collection system.

8.4 Land Drainage System

Intent

To guide the design and development of a land drainage system to manage stormwater runoff from the Southeast Neighbourhood, Kenaston Boulevard and the City of Winnipeg drain. Stormwater management plans will be prepared in accordance with the Regional Land Drainage Plan that provides for an integrated network of land drainage facilities.

Stormwater will be detained in a linear retention system consisting of a series of small ponds connected by an open creek for conveyance. Water will be released into the Beaujolais Coulee in accordance with predetermined discharge rates.

The land drainage system will be an aesthetically appealing system that will be constructed to replicate a natural functioning wetland and watercourse, provide a unique environment for wildlife and provide necessary land drainage protection.

Some of the many advantages of the proposed naturalized creek and pond system include:

- The reintroduction of native grasses, aquatic plants, trees and other vegetation;
- The creation of wildlife habitat;
- The creation of a system that will reduce the nuisance associated with geese;
- Better water quality by filtering and cleaning surface runoff;
- Lower long term maintenance costs;
- Better opportunities for recreation by incorporating and linking the land drainage system with parks and trails; and
- Opportunities for education regarding the importance of natural systems and habitats.

The proposed land drainage system will deviate from the conventional lake and pipe system but will achieve the goals and requirements contemplated by the established policies and guidelines. The location, size and configuration of the facilities will be determined at the Development Application stage.

Policies

8.4.1 Design

(1) The land drainage system shall be designed to adequately and efficiently serve the area, Kenaston Boulevard and an existing City of Winnipeg drain.

(2) Water from the City of Winnipeg drain shall be redirected into the land drainage system. The City shall transfer the existing drain to the developer as part of the initial Development Application.

(3) The land drainage system shall be designed to reduce the impact on the regional infrastructure system and as a linear park and trail system that also serves as a connection through the Southeast Neighbourhood.

(4) As part of the initial Development Application, the developer shall submit land drainage servicing criteria including a stormwater management plan consistent with the intent of the Regional Land Drainage Plan to demonstrate that the development can be serviced by the proposed land drainage system.

(5) The land drainage system shall manage stormwater runoff based on established hydraulic requirements in an environmentally sound manner in order to minimize the impact on surrounding lands and downstream reaches.

(6) The land drainage system should be planted with a variety of native plant species including aquatic vegetation, grasses, flowers, shrubs and trees to replicate a natural environment and to provide a variety of different treatments.

(7) In order to create the Greenway System, some of the land used to create the wetlands shall be included in the parkland/Public Reserve dedication calculation.

(8) Land included for dedication as Public Reserve shall include public shoreline at normal water level adjacent to wetlands.

(9) Granular pathways may be adjacent to the land drainage system for recreational purposes and shall be included as a component of the land dedicated for parkland/Public Reserve.

9.0 IMPLEMENTATION

9.1 Phasing

Intent

To provide certainty for the City of Winnipeg that major infrastructure is appropriately budgeted as development proceeds.

Policy

9.1.1 Phasing of development will be largely driven by market conditions and by the extension of municipal services.

9.1.2 The proposed phasing plan is illustrated in Map 4. The phasing plan is for information purposes only. Extension of services shall occur in a logical and contiguous fashion as determined through the Development Application process.

9.1.3 A traffic review shall be submitted with the initial Development Application.

9.1.4 The phasing plan and traffic review shall be reviewed and updated as needed with subsequent Development Applications in order to determine the timing, design and upgrading of any major roads that are required to service development.

9.1.5 Transportation area charges shall be reviewed and updated with each Development Application.

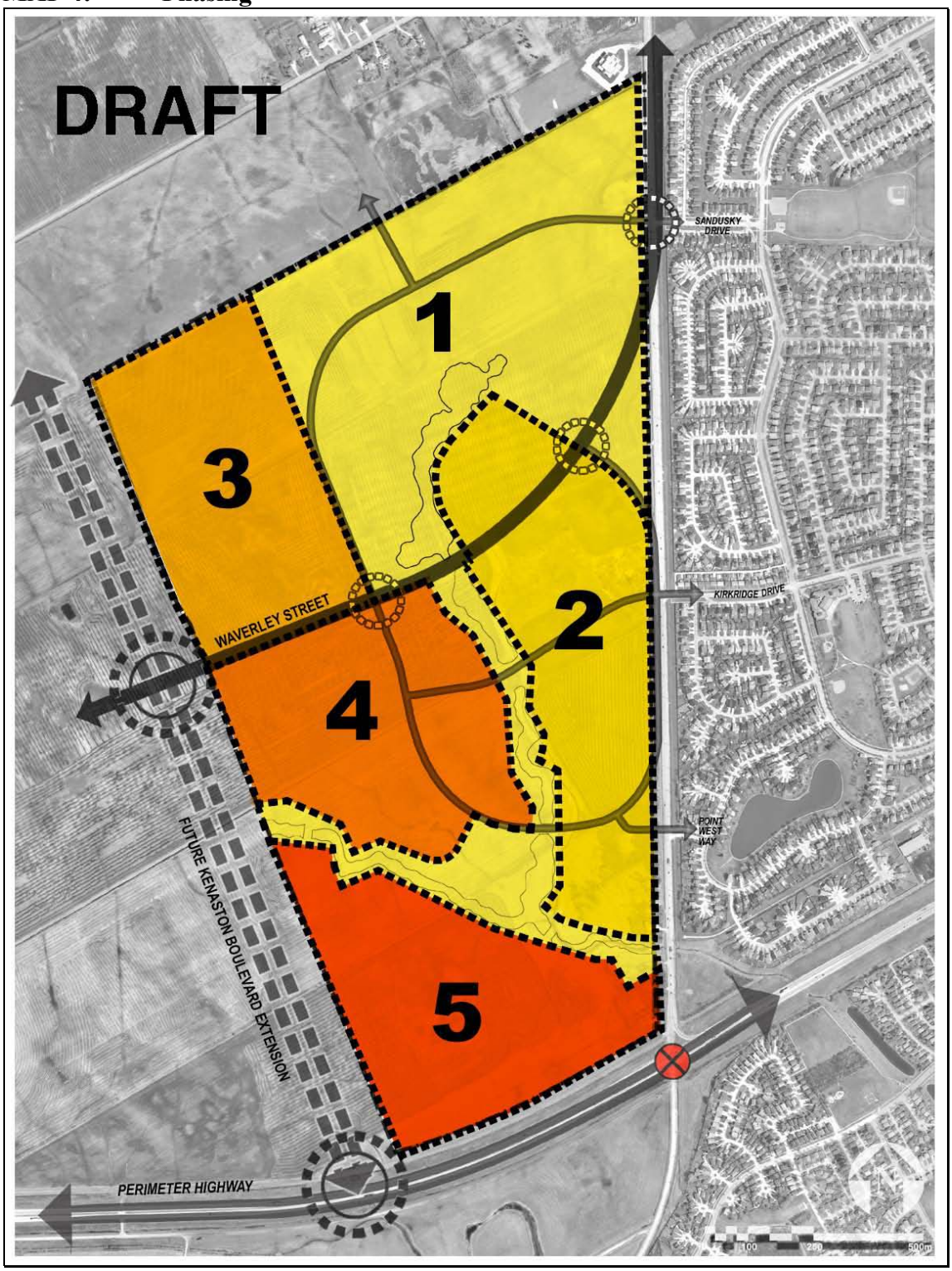
9.1.6 The registration of plans of subdivision and zoning should be phased in as development progresses. The initial plan of subdivision and zoning shall include the registration of the following:

(1) all collector and greater standard roadway alignments;
(2) all public lands including land dedicated for parks and open space and the land drainage system;
(3) the potential school site; and

(4) all local roads and land zoned for residential use within the first stage of Phase 1.

All other lands including local street ROW, will be opened and registered during subsequent phases as generally illustrated in Map 4, through the DASSF process.

MAP 4: Phasing



10.0 DEFINITIONS

Arterial Street: 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.

ASP: Means the Waverley West Area Structure Plan

Building Permit: Means a permit issued by the City of Winnipeg authorizing construction of a specific building or structure.

City Council: Means the Council of the City of Winnipeg.

Community: Means the entire Waverley West plan area (as defined in the ASP) plus adjoining neighbourhoods.

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

Development Agreement Parameters: Means the City of Winnipeg's development agreement parameters.

Development Application: Means development applications for subdivision and rezoning (DASZ).

Development Permit: Means a permit issued by the City of Winnipeg authorizing a development that is subject to the development by-law.

Expressway: Means a roadway that can accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major 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.

Greenway System: Means the network of trails, parks, land drainage system and other open spaces as generally shown on Map 2.

Gross Developable Hectare/Acre: For the purpose of calculating residential density, means the gross area expressed in hectares/acres excluding undevelopable lands including Expressways, arterials, interchanges, commercial sites, school sites, private

recreational sites and any land acquired by the City of Winnipeg including Public Reserves and land drainage areas.

Higher Density Multiple-Family Residential: Means Multiple-Family Residential housing that is greater than three storeys in height.

Institutional: Means the use of land, buildings or structures for the purpose of religious, charitable, education, health, governmental, welfare or correctional activities and may include, but is not limited to, places of worship, public or private schools, post-secondary institutions, hospitals, reformatory or correctional facilities, medical clinics, offices, cemeteries, and daycare centres.

Local Commercial: Means the use of land, buildings or structures for the purpose of providing retail goods and services to primarily employees and residents in the Southeast Neighbourhood, surrounding neighbourhoods and the broader community.

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

Multiple-Family Residential: Means housing that includes more than two housing units on the same lot.

Neighbourhood Node: A neighbourhood node is an area where Multiple-Family Residential, Community Scale Commercial, Local Commercial, Office, Institutional and other suitable uses can be focused. A Neighbourhood Node is considered to be of significance to the surrounding area.

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

Office: Means the use of land, buildings or structures for the purpose of conducting executive, professional, research, administrative or similar affairs of business including ancillary services for office workers, and may include, but is not limited to, administrative offices, consultations offices and research offices.

Plan: The Waverley West Southeast Neighbourhood Area Structure Plan.

Public Reserve: Means land acquired by the City of Winnipeg for parks and open space.

Recreational: Means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds.

Regional Land Drainage Plan: Means the City of Winnipeg Land Drainage Collection and Retention Pond Map (April 4, 2005).

Residential: Means the use of land, buildings or structures for a residential purpose and may include, but is not limited to, single-detached dwellings, mobile homes, semi-detached dwellings, duplex dwellings, townhouses, apartments and secondary dwellings.

Southeast Neighbourhood: The approximately 480 acres of land bound by the existing Waverley Street right-of-way to the east, the Perimeter Highway to the south, the future Kenaston Boulevard to the west and the northern limit of RL 121, Parish of st. Norbert. L

Underground Structures Committee: Means a committee of City of Winnipeg and utility company representatives, whose purpose is to approve utility locations in the street, co-ordinate the use of the streets for utility installations and maintain records of utility installations.

Zoning By-law: Means the City of Winnipeg zoning by-law.