Agenda – Executive Policy Committee – April 21, 2010

Report – Standing Policy Committee on Property and Development – April 6, 2010

Item No. 5 Secondary Plan - Waverley West Town Centre Neighbourhood
eFile SP 02/2010

STANDING COMMITTEE RECOMMENDATION:

On April 6, 2010, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service and submits the following to Council:

1. That By-law No. 38/2010, the Waverley West Town Centre Neighbourhood Area Structure Plan, be forwarded to Council for First Reading to allow for the Riel Community Committee to conduct a Public Hearing.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Agenda – Executive Policy Committee – April 21, 2010

Report – Standing Policy Committee on Property and Development – April 6, 2010

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On April 6, 2010, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

ISSUE: SP 02/10 – Waverley West Town Centre Neighbourhood – First Reading

Critical Path: Standing Policy Committee on Property & Development → Executive Policy Committee → Council

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Himbeault	D. Joshi	N/A	G Laubenstein

RECOMMENDATIONS

1. That By-law No. 38/2010, the Waverley West Town Centre Neighbourhood Area Structure Plan, be forwarded to Council for First Reading to allow for the Riel Community Committee to conduct a Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendation is concurred in, the Riel Community Committee will conduct a Public Hearing on the proposed secondary plan. The public service will implement a team approach led by planners coordinating input from all departments for a comprehensive recommendation for the application on subdivision and rezoning, and the neighbourhood area structure plans. Unresolved infrastructure issues related to land drainage, parks, and transportation will be part of the recommendation from the public service.

HISTORY

On July 26, 2006, Council passed By-Law No.10/2006, *The Waverley West Area Structure Plan By-law*.

Section 1.3 Secondary Plan Process and *Section 1.7 Implementation* indicate that there will be specific Neighbourhood Area Structure Plans to implement the policies of the *Waverley West Area Structure Plan* (WWASP).

Section 13.0 Neighbourhood Area Structure Plan reinforces the implementation of the WWASP through the Neighbourhood Area Structure Plans and outlines the basic composition for the Neighbourhood Area Structure Plans and, in particular, the Town Centre Area Structure Plan.

On February 24, 2010, the applicant submitted the Town Centre Neighbourhood Area Structure Plan in accordance with the basic requirements of the Waverley West Area Structure Plan to establish a new mixed-use neighbourhood.

On February 24, 2010, the applicant also submitted the Northwest Neighbourhood Area Structure Plan in accordance with the basic requirements of the Waverley West Area Structure Plan to establish a new residential neighbourhood.

FINANCIAL IMPACT

Financial Impact Statement Date: March 5, 2010

Project Name:

SP 02/10 – Waverley West Town Centre Neighbourhood – First Reading

COMMENTS:

The recommendation contained in this report is that By-law No. xxxx/2010, the Waverley West Town Centre Neighbourhood Area Structure Plan, be forwarded to Council for First Reading to allow for the Riel Community Committee to conduct a Public Hearing.

There are no financial implications associated with this recommendation.

"Original Signed By"
Mike McGinn, CA
Manager of Finance

CONSULTATION

In preparing this Report there was consultation with:

Legal Services was consulted in the preparation of the by-law.

SUBMITTED BY

Department	Planning, Property and Development
Division	Planning and Land Use
Prepared by	Kurtis Kowalke
Date	March 10, 2010
File	SP 02/10

O:\Reports Directive\Planning and Land Use\Urban Planning Reports\2010 Reports\SP02 10 Waverley West Town Centre FIRST READING.doc

THE CITY OF WINNIPEG

BY-LAW NO. /2010

A By-law of THE CITY OF WINNIPEG to adopt a Secondary Plan for the Waverley West Town Centre Neighbourhood.

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

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

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

RECEIVED FIRST READING on this day of , 2010.

RECEIVED SECOND READING on this day of , 2010.

RECEIVED THIRD READING on this day of , 2010.

DONE AND PASSED this day of . 2010.

_____
Mayor

_____
City Clerk

Approved as to planning details:

_____
for Director of Planning, Property & Development

Approved as to form:

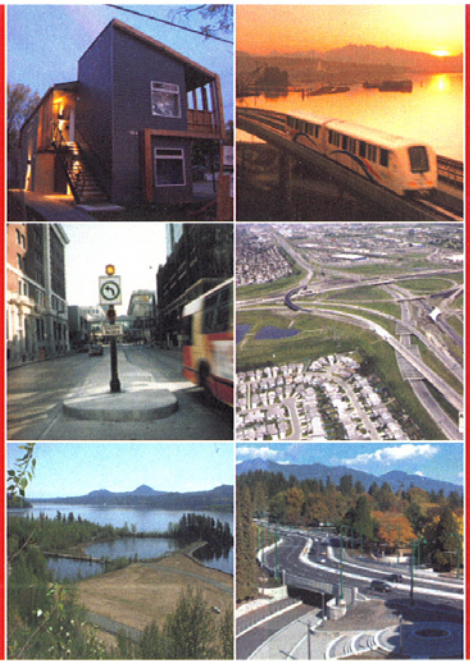
James Carter
for Director of Legal Services and City Solicitor

Attachment “A”: The Waverley West Town Centre Neighbourhood Area Structure Plan



O:\Reports Directive\
Planning and Land Us

MMM Group



Bridgwater Centre Neighbourhood Area Structure Plan

Prepared for:
Manitoba Housing

Submitted by:

MMM GROUP

February 2010 | 5541969.104

COMMUNITIES
TRANSPORTATION
BUILDINGS
INFRASTRUCTURE

Bridgwater Centre Neighbourhood Area Structure Plan

Prepared For
Manitoba Housing

Submitted By
MMM Group Limited

February 2010

5541969.104

STANDARD LIMITATIONS

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TABLE OF CONTENTS

PREFACE 1

1.0 INTRODUCTION 3

1.1 Purpose of the Plan 3

1.2 Authority – Waverley West Area Structure Plan 3

1.3 Timeframe of the Plan 4

1.4 Plan Preparation Process 4

1.5 Interpretation 4

1.6 Amendment to the Plan 5

1.7 Monitoring, Review and Evaluation 5

2.0 PLANNING AREA 6

3.0 PLANNING VISION AND GOALS 7

3.1 Planning Vision 7

3.2 Planning Goals 7

4.0 LAND USE CONCEPT 9

4.1 Land Use Concept Plan Policies 9

5.0 LAND USE POLICY AREAS AND SYMBOLS 11

5.1 Higher Density Residential Area 11

5.2 Mixed-use 12

5.3 General Commercial 13

5.4 Parks 13

6.0 SITE PLANNING POLICIES 15

6.1 Site Planning Policies 15

7.0 DENSITY POLICIES 16

7.1 Density Policies 16

8.0 TRANSPORTATION POLICIES 17

8.1 Transportation Policies 17

8.2 Hierarchy 17

8.3 External Road Network Alignment 17

8.4 Internal Road Network 18

8.5 Alternative Transportation 18

9.0 UTILITIES AND SERVICING POLICIES 20

9.1 Servicing 20

9.2 Utilities 20

10.0 IMPLEMENTATION 22

10.1 Staging and Phasing 22

10.2 Approval Process 22

10.3 Subdivision and Processing 22

10.4 Plan Amendments 22

10.5 Appeal of Decision 22

11.0 DEFINITIONS 23

PREFACE

Waverley West is an area of land approximately 3000 acres in size located in southwest Winnipeg. Within the Waverley West area, a 135 acre town centre forms the central neighbourhood and will provide for a variety of local and regional uses (see Figure 1 – Waverley West Location Plan). This neighbourhood will be known as Bridgwater Centre.

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

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

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

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

- Creation of a unique and innovative neighbourhood form
- Integration of a variety of residential uses that will support the commercial area
- Establishing a pedestrian environment through the application of high-quality building and streetscape design
- Providing connectivity to the adjacent neighbouhoods and other areas of the city

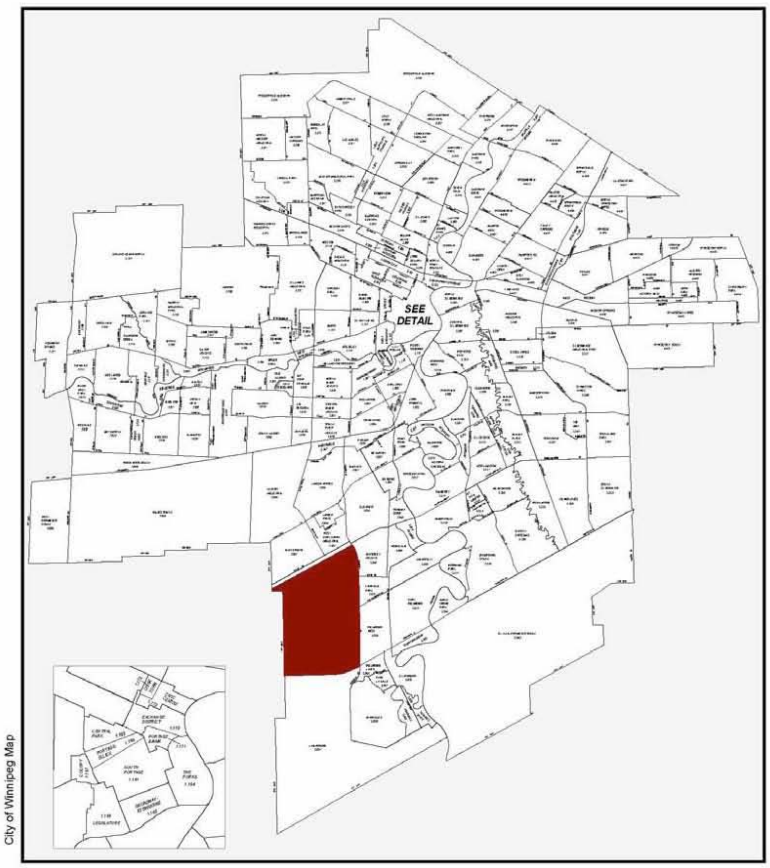


Figure 1 : Waverley West Location Plan

Waverley West Planning Area

1.0 INTRODUCTION

1.1 Purpose of the Plan

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

1.2 Authority – Waverley West Area Structure Plan

The Waverley West Area Structure Plan is authorized by the City of Winnipeg and is an adopted by-law of City Council. Plan Winnipeg provides the policy framework for the development of Neighbourhood Policy areas. The Area Structure Plan for Waverley West provides high-level information on the regional road system, transportation network, servicing, transit, and greenspace locations and policies. Using the Area Structure Plan for Waverley West as a framework, the development of Bridgwater Centre is guided by the Area Structure Plan.

The policies of this document are in conformity with and seek to fulfill the goals as outlined in the Area Structure Plan for Waverley West which include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1.2.1 Policy

All policies within the Bridgwater Centre Area Structure Plan shall be in conformity with the Area Structure Plan for Waverley West.

1.3 Timeframe of the Plan

This plan is future-oriented and is intended to guide development over the next 15-20 years. The timing of development will be influenced over the long term by market changes, supply and demand in housing and commercial land demand, and the general health of Winnipeg's economy. It is expected that other neighbourhoods, within and outside of Waverley West will be developing concurrently.

1.4 Plan Preparation Process

The Bridgwater Centre Area Structure Plan was developed in consultation with several City of Winnipeg departments. A series of public workshops were held in conjunction with the development of the Area Structure Plan, which sets out the high-level planning direction for Waverley West.

1.5 Interpretation

1.5.1 Maps

The boundaries and symbols shown on the maps contained herein are intended to be approximate only and should be considered as such. They are not intended to identify specific locations, except where a boundary is located on an easily identifiable natural or manmade landmark such as a river or roadway.

1.5.2 Policies Application and Interpretations

(1) Where an intent statement accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the intent statement and the policy, the policy shall take precedence.

(2) Where *may* is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

(3) In cases where the word *shall* is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

(4) In cases where the word *should* is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

(5) Where a policy requires compliance at the development application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage without requiring an amendment to the Plan.

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

1.6 Amendment to the Plan

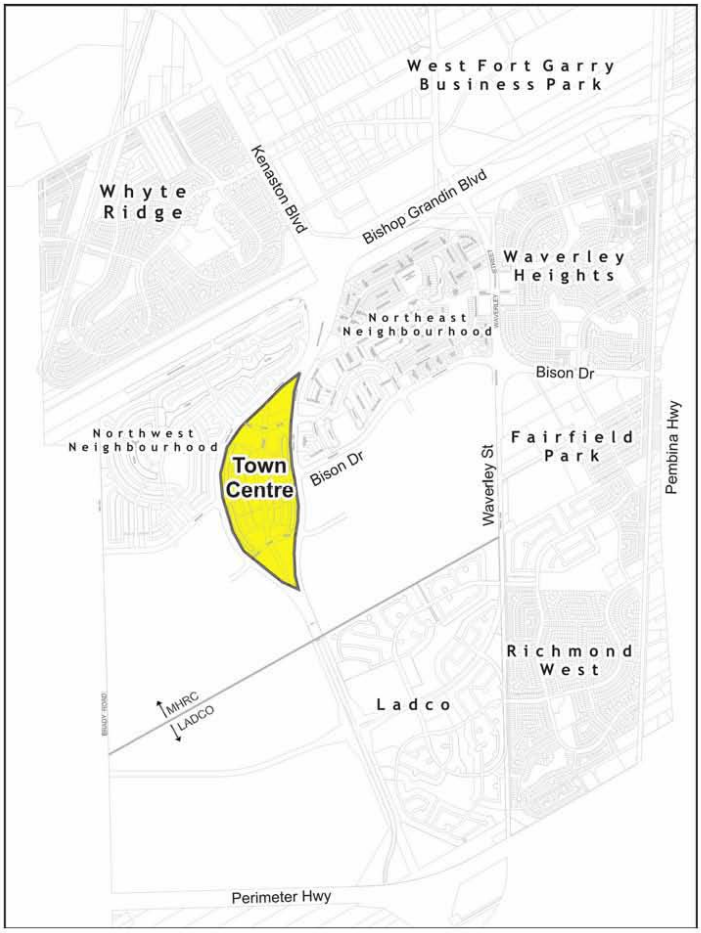
Application to amend this Plan can be submitted to the Planning, Property and Development Department, and is subject to the process of amending a City of Winnipeg Secondary Plan By-law in accordance with the City of Winnipeg Charter. Supporting information required to evaluate and justify the amendment may be required.

1.7 Monitoring, Review and Evaluation

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

2.0 PLANNING AREA

The Bridgwater Centre Neighbourhood Area Structure Plan applies to approximately 135 acres in the centre of Waverley West. The area is bounded by the convergence of the future Kenaston split pairs at both the north and south ends. A third major transportation route, Centre Street, runs from north to south, through the centre of the area (Figure 2 –Location Plan). East-west connections run through the area at Bison Drive and North and South Town Roads. Bridgwater Forest, the first neighbourhood in Waverley West, is located to the east. Bridgwater Lakes, the second neighbourhood, is located to the west.



3.0 PLANNING VISION AND GOALS

3.1 Planning Vision

Bridgwater Centre will form a central core to the Waverley West development. The heart of the community will be Centre Street which will include a mix of uses such as retail, restaurant, office, and residential. These uses will provide services to residents of the adjacent neighbourhoods, residents of the Bridgwater Centre, and may also draw users from throughout the entire city.

Bridgwater Centre will be designed for the pedestrian. Centre Street will include a variety of mixed-use buildings along an urban-scaled street that creates a pleasing pedestrian environment. Small gathering spaces for pedestrians may punctuate the building faces including courtyards, plazas and patios. Buildings may include commercial and office uses with residential units or office units above, establishing a truly mixed-use district.

Multi-family buildings including apartment style units and townhouses will flank the Centre Street area creating a residential realm that will complement the commercial uses on Centre Street. Amenities such as ponds, walking trails and local parks will tie the area together.

The drainage retention ponds included in Bridgwater Centre will provide amenity to residents and act as a gathering place for visitors. Walking trails will be incorporated adjacent to the ponds and connected throughout Bridgwater Centre and into the adjacent neighbourhoods.

Bridgwater Centre is built upon the following guiding principles:

- Creation of a unique and innovative neighbourhood form
- Integration of a variety of residential uses that will support the commercial area
- Establishing a pedestrian environment through the application of high-quality building and streetscape design
- Providing connectivity to the adjacent neighbouhoods and other areas of the city

3.2 Planning Goals

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

Uses

- Mixed-Use: To provide a mixed-use area that includes multiple uses within buildings and on individual sites.
- Compatibility: To ensure that the range of uses are complementary and compatible through the use of well-designed buildings and public spaces.
- Residential Diversity: To provide a variety of medium and higher density housing options within a mixed-use environment.

Transportation

- Transportation Integration: To integrate a variety of transportation modes including pedestrian, cyclist, transit, and private vehicles.
- Transit: To provide easy and convenient access to transit.
- Walkability: To encourage a highly walkable and pedestrian-oriented development through the use of appropriately scaled buildings, efficient and convenient pedestrian connections.
- Connectivity: To encourage connectivity within Bridgwater Centre and between neighbourhoods through the use of conveniently located pedestrian and vehicular connections.

Design

- Sense of Place: To create a unique identity for Bridgwater Centre by providing a pedestrian-oriented development that offers local services and a distinctive shopping experience for city-wide markets.
- Pedestrian Scaled: To create an environment that offers a comfortable pedestrian experience through the use of appropriately scaled streets and buildings.

4.0 LAND USE CONCEPT

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

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

4.1 Land Use Concept Plan Policies

4.1.1 Flexibility

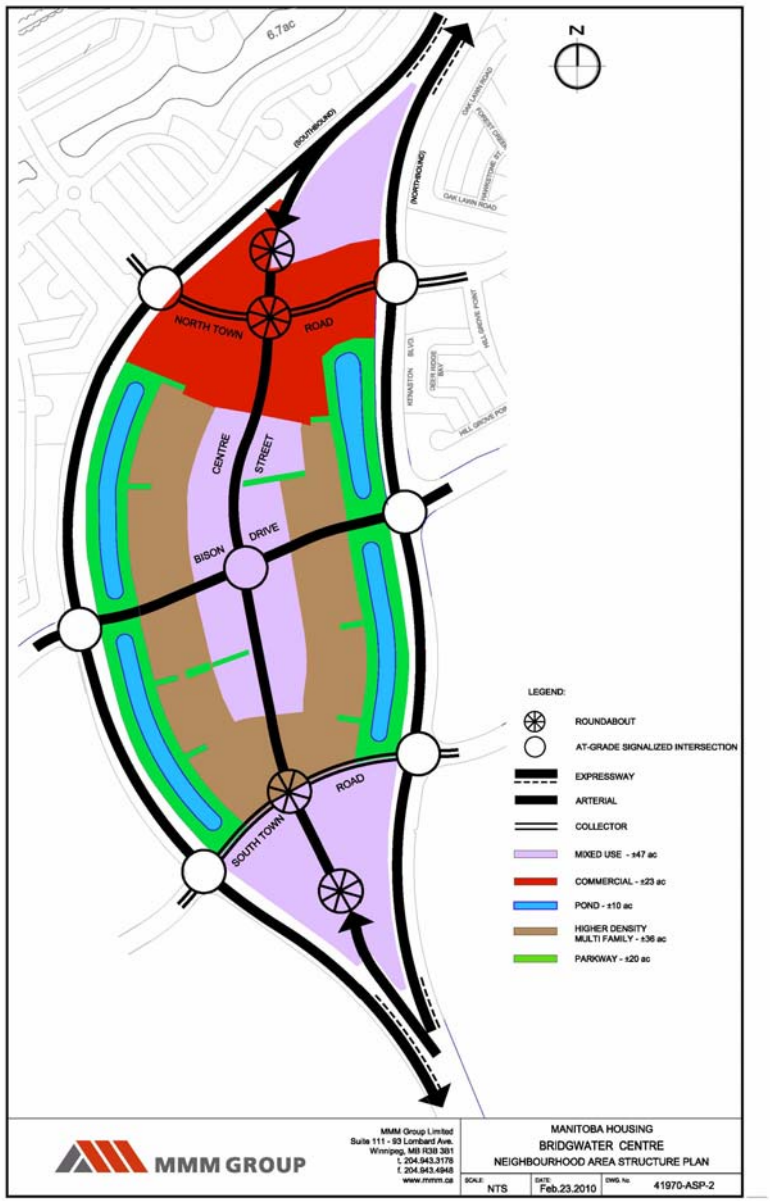
The Bridgwater Centre concept plan shall be considered flexible with respect to the precise location of land use areas and symbols.

4.1.2 Precision

The Bridgwater Centre concept plan shall be considered precise with respect to the spatial relationship among land use areas and symbols.

4.1.3 Conformity

Development applications that propose changes in zoning shall be in conformity with the Bridgwater Centre concept plan. Development applications that are not in conformity with the plan shall not be accepted without an appropriate amendment to the plan.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EXPRESSWAY
ARTERIAL
COLLECTOR
MIXED USE - ±47 ac
COMMERCIAL - ±23 ac
POND - ±10 ac
HIGHER DENSITY MULTI FAMILY - ±36 ac
PARKWAY - ±20 ac
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Suite 111 - 93 Lombard Ave.
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f. 204.943.4948
www.mmm.ca
MANITOBA HOUSING
BRIDGWATER CENTRE
NEIGHBOURHOOD AREA STRUCTURE PLAN
SCALE: NTS
DATE: Feb.23.2010
DWG. No. 41970-ASP-2

5.0 LAND USE POLICY AREAS AND SYMBOLS

The following sections outline the intent of each land use as illustrated on Figure 3 – Land Use Concept Plan. Bridgwater Centre includes a mix of uses, both vertically within buildings and horizontally, across sites. These uses include residential, commercial, general retail, office, flex space, and public space. The following chart illustrates for information purposes only, the approximate land area dedicated to each land use. These land areas do not include regional streets adjacent to the land but do include all internal public roads.

LAND USE	ACRES (approx.)	%
Higher Density Residential	36	26%
Mixed-Use	47	35%
General Commercial	23	17%
Parkway	20	15%
Naturalized Linear Drainage	10	7%
TOTAL	136	100.0%
Developable land excluding parks and drainage	106	

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

5.1 Higher Density Residential Area

Bridgwater Centre will include a significant multi-family residential component to improve the viability of the area as a commercial node. The higher density residential areas will include townhouses and multi-storey buildings. The density of the residential development will be dictated by market demand and availability of suitable developers.

5.1.1 Composition of Higher Density Residential Areas

(1) Residential uses will include townhouses at the periphery of Bridgwater Centre and residential apartment-style buildings in the southern portion of Bridgwater Centre.

(2) Residential uses will be medium to high density.

5.1.2 Design of Higher Density Residential Areas

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

(2) The design of Higher Density Residential Areas shall:

i) incorporate appropriate connections to adjacent land uses and adjacent neighbourhoods including the neighbourhood walkway system;

ii) provide for unique residential design through the use of developer regulated architectural standards.

5.2 Mixed-use

The mixed-use areas will provide for a central retail, restaurant and office district in the heart of Bridgwater Centre, along Centre Street. Mixed-use areas are also located at the north and south edges of Bridgwater Centre providing employment opportunities for local residents, and others.

5.2.1 Composition of Mixed-use Areas

(1) Mixed-use areas may contain a variety of uses including general retail, restaurants, offices, clinics and residential uses.

(2) Residential uses or office uses may be located along Centre Street above the first floor of commercial buildings.

(3) The composition of the mixed-use areas shall be refined and addressed through the zoning applied to the site, as determined appropriate at the Development Application stage.

5.2.2 Design of Mixed-use Areas

(1) The design of Mixed-use areas shall be determined through the Development Application process.

(2) The design of Mixed-use areas along Centre Street shall:

i) locate buildings close to or immediately adjacent to the street right-of way;

ii) incorporate appropriate connections to adjacent land uses and adjacent neighbourhoods including the neighbourhood walkway system;

iii) generally locate surface parking areas behind or beside buildings; and

iv) provide for high-quality building design that is focused on the interface with the adjacent street and sidewalk.

(3) The design of mixed-use areas at the north and south of Bridgwater Centre shall:

i) incorporate appropriate connections to adjacent land uses and adjacent neighbourhoods including the neighbourhood walkway system;

ii) provide for high-quality design through the use of developer regulated architectural standards that sets the stage for people entering the Bridgwater Centre neighbourhood.

5.3 General Commercial

The general commercial areas will provide for the day-to-day commercial needs of the residents such as grocery stores, pharmacies, and fuel stations. The commercial node is located in the northern portion of Bridgwater Centre and is expected to be developed in the early stages of Bridgwater Centre to serve the needs of the growing population in the Bridgwater Forest neighbourhood to the east and the developing Bridgwater Lakes area to the west.

Policies

5.3.1 Composition of General Commercial Areas

(1) The General Commercial areas will include the day-to-day retail services for the surrounding neighbourhood and the future residents of Bridgwater Centre.

(2) The composition of the general commercial areas shall be refined and addressed through the zoning applied to the site, as determined appropriate at the Development Application stage.

5.3.2 Design of General Commercial Areas

(1) The design of General Commercial areas shall be determined through the Development Application process.

(2) The design of the general commercial areas shall:

i) incorporate appropriate connections to adjacent land uses and adjacent neighbourhoods including the neighbourhood greenway system;

ii) provide for high-quality building design that is focused on the interface with the adjacent street and sidewalk.

5.4 Parks

Greenspaces will be designed to meet several functions including drainage, passive recreation, and active transportation networks. Since the park and pond areas will provide drainage areas for the extension of the Kenaston right-of-way adjacent to and south of Bridgwater Centre, the percentage of park and pond area is higher that is usually seen in neighbourhood developments.

5.4.1 Public Access to Parks

Public access shall be provided to all linear lakes and/or retention ponds.

5.4.2 Public Recreation

Bridgwater Centre includes a high percentage of open space due to the need for drainage related to the transportation system and the higher run-off coefficient of the more urban development format. This space will be developed to incorporate public pathways for walking throughout the Bridgwater Centre neighbourhood.

5.4.3 Greenspace Connectivity

Greenspaces shall be connected to one another through a neighbourhood walkway system and shall be connected with the community greenway system for Waverley West as outlined in the Area Structure Plan for Waverley West.

5.4.4 Parkland Dedication

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

6.0 SITE PLANNING POLICIES

The Waverley West Area Structure Plan identified the need to provide broad site planning principles within the Bridgwater Centre plan. These broad site planning principles will ensure that the character of the neighbourhood as a mixed-use, pedestrian-scaled area is clearly established prior to development.

6.1 Site Planning Policies

6.1.1 Pedestrian Environment

Sidewalks shall be provided throughout the Bridgwater Centre neighbourhood and the sidewalks on Centre Street shall be wide enough to comfortably accommodate pedestrian traffic and appropriate separation from vehicles.

6.1.2 Parking

Parking for the mixed-use sites along Centre Street shall generally be provided at the rear of the building or gaps between buildings and shall be accessed from adjacent local streets.

6.1.3 Building Scale

Mixed-use buildings along Centre Street shall be designed to provide a pedestrian-scaled environment and shall generally be located at or near the front property line.

6.1.4 Landscaping

Larger sites with a lower site coverage ratio shall provide appropriate site landscaping and buffering in accordance with the City of Winnipeg Zoning By-law.

6.1.5 Building Design

High-quality building design will be required through developer-regulated architectural standards and shall include standards related to building materials, articulation, glazing and signage.

7.0 DENSITY POLICIES

The density policies are established to ensure that residential development in the neighbourhood occurs within an acceptable density range in order to reduce land consumption and servicing costs and to promote transit use. Accordingly, the policies in this section establish a target density range for Bridgwater Centre. Compliance with this target density range will be evaluated at the Development Application stage.

Since Bridgwater Centre includes higher densities than the adjacent neighbourhoods, it will serve to increase the overall density calculations for Waverley West when calculated as a whole. It is expected that the density of Bridgwater Centre will be significantly higher than traditional neighbourhoods.

7.1 Density Policies

7.1.1 Density Calculation

The residential density for Bridgwater Centre shall be calculated for the area bounded by North Town Road at the north and South Town Road at the south in order to exclude the strictly employment and commercial areas that will not contain residential uses.

7.1.2 Density Range

The required residential density to be achieved within Bridgwater Centre shall be a minimum of 10 units per gross developable acre.

7.1.3 Density Flexibility

The required residential density to be achieved within Bridgwater may be amended subject to the approval of the Director of Planning, Property and Development without requiring amendment to this plan.

8.0 TRANSPORTATION POLICIES

To provide an efficient transportation system that includes a variety of transportation modes to effectively move pedestrians, vehicles and public transit through the neighbourhood and to other destinations in the city. The following policies focus on ensuring the compatibility and safety of these systems, while making a concerted effort to create an environment that facilitates and encourages pedestrian activity. Principles such as connectivity, access to active transportation systems, and convenient public transit are reflected in the following policies.

8.1 Transportation Policies

8.2 Hierarchy

8.2.1 Street Hierarchy

Bridgwater Centre includes a hierarchy of streets that include expressways, arterial streets, collectors and local streets as illustrated in Figure 3 – Land Use Concept Plan. Detailed alignment of collector and local streets will be identified in the Development Application phase.

8.3 External Road Network Alignment

8.3.1 Alignment

The external road rights-of-way shall be generally located as illustrated on Figure 3 - Land Use Concept Plan.

8.3.2 Sound Attenuation

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

8.3.3 Access to Expressways

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

8.3.4 Signalization

At-grade intersections as illustrated on Figure 3 – Land Use Concept Plan shall be signalized as warranted.

8.3.5 Emergency Access

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

8.4 Internal Road Network

8.4.1 Alignment

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

8.4.2 Amendment

Where a Development Application is substantially different from the Land Use Concept Plan, the Land Use Concept Plan shall be amended as determined appropriate.

8.4.3 Design

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

(1) sensitivity to future stormwater management facilities;

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

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

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

(5) arterial streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require either a sidewalk, pathway, or trail on at least one side;

(6) interconnected pedestrian systems within the residential neighbourhood; and

(7) transit routes that are efficient.

8.5 Alternative Transportation

8.5.1 Walkable Neighbourhoods

Pathways, walkways and sidewalks should include the following:

(1) Short, convenient, and direct connections to activity nodes;

(2) Connections to regional pathway systems including the TransCanada Trail, and Fort Whyte Alive;

(3) Linkages to destination points within Bridgwater Centre; and

(4) Access to transit routes.

8.5.2 Multi-Use Active Transportation

Major pathways shall be constructed to accommodate the shared use of a variety of active transportation modes including walking, cycling, and in-line skating. Centre Street between North Town Road and South Town Road will be focused on pedestrian activity.

8.5.3 Transportation Connectivity

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

8.5.4 Public Transit

Public transit routes and stops shall be identified in cooperation with the City of Winnipeg Transit department and shall be located on Centre Street.

8.5.5 Rapid Transit

The proposed right-of-way on Bison Drive shall be designed to accommodate the possibility for a future Rapid Transit corridor.

9.0 UTILITIES AND SERVICING POLICIES

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

9.1 Servicing

9.1.1 General Provision of Services

Urban development within the planning area shall be serviced with piped municipal water, wastewater and land drainage facilities. The alignment and capacity of watermains, wastewater sewers, land drainage sewers and stormwater management facilities shall be to the satisfaction of The City of Winnipeg, based upon engineering studies and analysis.

9.1.2 Water Distribution System

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

9.1.3 Wastewater Collection System

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

9.1.4 Land Drainage System

Land drainage and stormwater management facilities shall be designed to reduce the impact on the regional infrastructure system and shall be developed generally in conjunction with a linear park and path system that serves as a connection through the neighbourhoods (see also 9.2.1).

9.2 Utilities

9.2.1 Shallow Utilities

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

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

9.2.2 Utility Alignments and Easements

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

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

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

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

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

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

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

9.2.3 Cost

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

10.0 IMPLEMENTATION

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

10.1 Staging and Phasing

Staging and phasing of development will be largely driven by market conditions and by the extension of municipal services. Phasing shall occur in a logical and contiguous fashion as determined through the development application.

10.2 Approval Process

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

10.3 Subdivision and Processing

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

10.4 Plan Amendments

In situations where the implementation of development standards are not feasible as deemed by the Director of Planning, Property and Development, alternative standards that meet the general intent of this plan may be approved by order of the Director.

10.5 Appeal of Decision

Appeal by the applicant of the decision of the Director of Planning, Property and Development can be made to the Standing Policy Committee on Property and Development.

11.0 DEFINITIONS

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

Community Committee means the Riel Community Committee, a committee comprised of the City Councillors from the Riel Community.

Council means the Council of the City of Winnipeg.

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

Gross Area means the total area of land contained within the property lines of a site.

Gross Density: Gross Density for the plan area shall be calculated excluding undevelopable lands, which shall include forest preservation and park areas, impoundment areas, school reserves. Gross Density (units per acre) will thus be calculated as follows: Total Housing Units divided by Total Developable Lands (acres).

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

Mixed-Use means the use of land, buildings or structures for the purpose of a range of uses including residential, commercial, public and office in accordance with the Land Use By-Law.

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

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

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

Recreational Use means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, walking paths, golf courses and driving ranges, ice skating rinks, sport fields, recreational centres, and parks and playgrounds in accordance with the Land Use By-Law.

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