Schedule 1

Waverley West Northwest Neighbourhood Area Structure Plan

Submitted By
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PREFACE

Waverley West is an area of land approximately 3000 acres in size located in southwest Winnipeg. Within the Waverley West area, Bridgwater Lakes consists of approximately 300 acres and will be the third residential neighbourhood in Waverley West. (see Figure 1 – Waverley West Location Plan).

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

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

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

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

- Creation of a diverse and inclusive neighbourhood
- Development of an efficient and multi-modal transportation system
- Compatibility and connectivity with existing and future neighbourhoods
- Creation of an innovative and unique neighbourhood design

Schedule 1 - Waverley West NW Neighbourhood Area Structure Plan

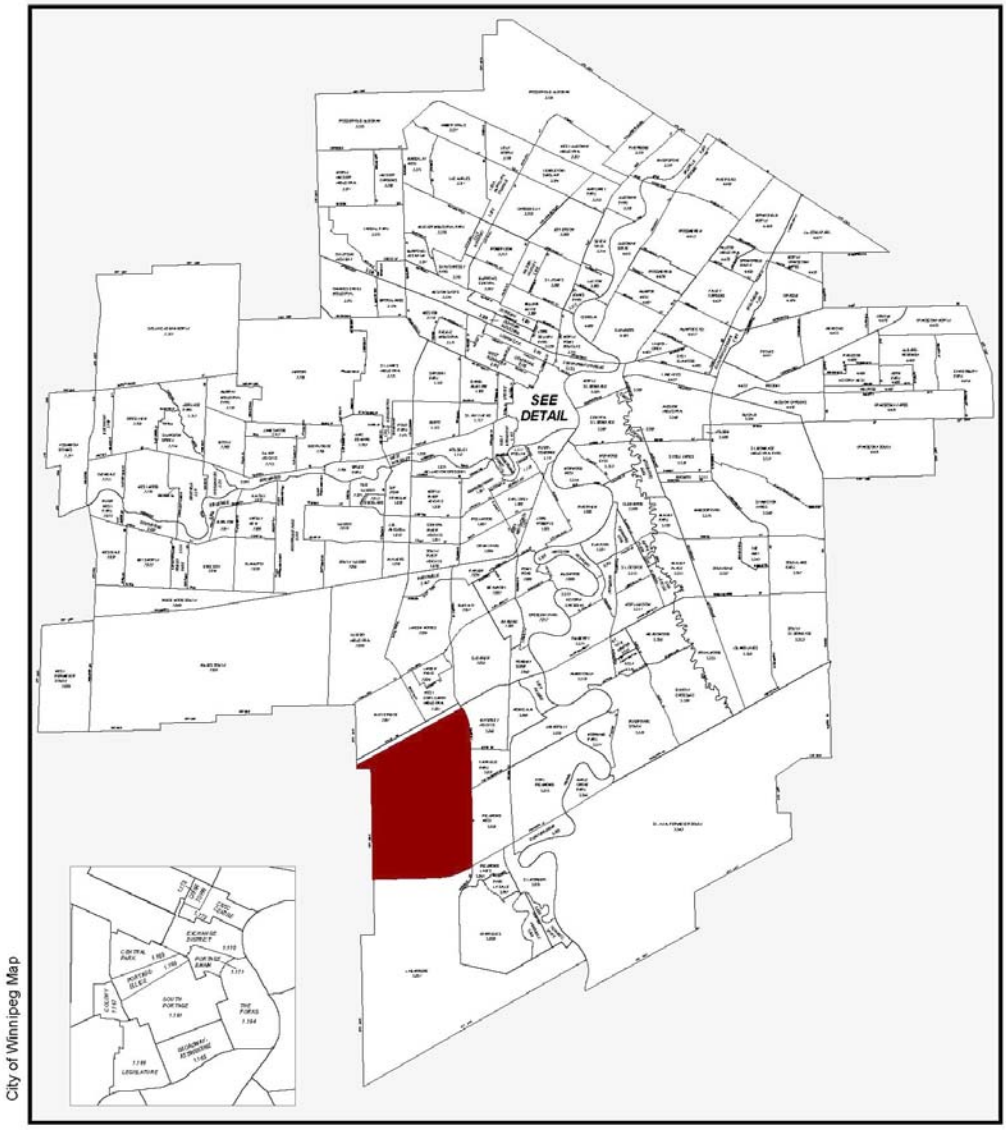


Figure 1 : Waverley West Location Plan

Waverley West Planning Area

1.0 INTRODUCTION

1.1 Purpose of the Plan

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

1.2 Authority – Waverley West Area Structure Plan

The Bridgwater Lakes Neighbourhood 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 Lakes 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.

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

1.2.1 Policy

All policies within this Bridgwater Lakes Neighbourhood 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 10 years. The timing of development will be influenced over the long-term by market changes, supply and demand in housing and consequently in commercial land demand, and the general health of Winnipeg's economy. It is expected that other neighbourhoods, within and outside of Waverley West will be developing concurrently.

1.4 Plan Preparation Process

The Bridgwater Lakes Neighbourhood Area Structure Plan was developed in consultation with a range of stakeholders including various City Departments and interested citizens from throughout Winnipeg. In addition to several meetings with City staff, an Open House was held to inform the general public of the process. A series of public workshops were held in 2006 in conjunction with the development of the Area Structure Plan, which sets out the high-level planning direction for Waverley West.

1.5 Interpretation

1.5.1 Maps

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

1.5.2 Policies Application and Interpretations

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

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

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

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

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

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

1.6 Amendment to the Plan

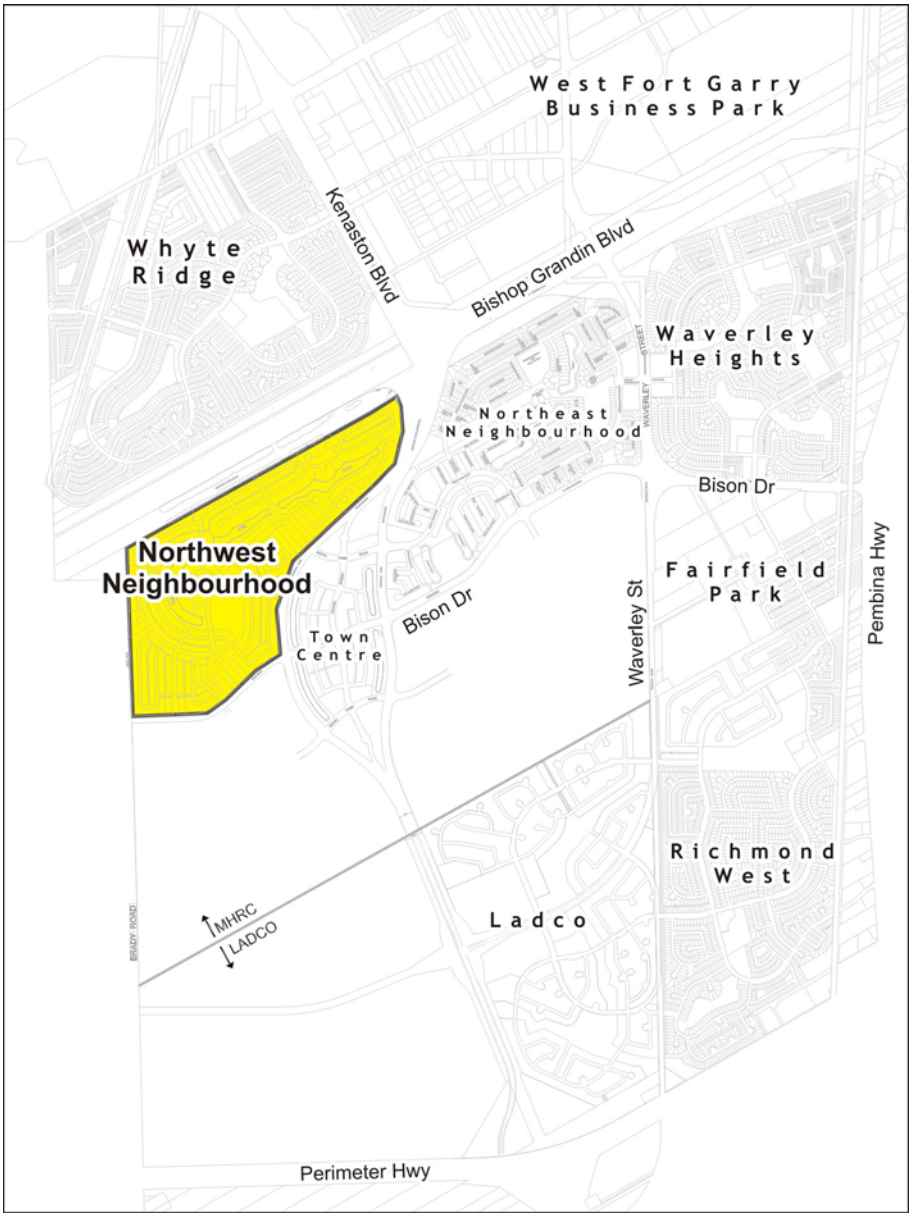
Application to amend this Plan can be submitted to the Planning, Property and Development Department, and are subject to the process of amending a City of Winnipeg Secondary Plan By-law in accordance with the City of Winnipeg Charter. Supporting information required to evaluate and justify the amendment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

This Bridgwater Lakes Neighbourhood Area Structure Plan applies to approximately 300 acres in the Northwest corner of Waverley West. The area is bounded on the north by the Manitoba Hydro right-of-way; the eastern boundary is the west leg of the Kenaston Expressway split-pair; the western boundary is Brady Road; and the southern boundary is the future extension of Bison Drive (Figure 2 –Location Plan).



3.0 PLANNING VISION AND GOALS

3.1 Planning Vision

The vision for the Bridgwater Lakes neighbourhood is a community that will be highly visitable. Visitability refers to housing that is designed in such a way that everyone regardless of mobility will be able to at least visit someone else's home, use the washroom and exit the home. A house that is visitable includes a zero-step entrance and doors with 32 inches of clear passage space.

Adoption of these guidelines at the construction phase of a home suggests better integration of design elements, reduction in costs as fewer renovations would be required, fewer stair induced injuries and more access to the built environment for all.

- Visitability increases opportunities for social interaction and inclusive, liveable communities.
- Visitability responds to the increasing seniors population and the desire to age in place.
- Visitability promotes sustainable design in regards to housing needs over ones lifetime (lifecycle costs) and reduction in environmental and monetary costs due to home renovations when mobility changes.
- Visitability reduces stair related injuries and can reduce length of hospital visits as patients can go home because of accessibility features.
- Visitability allows more flexibility in moving furniture, carrying groceries into the home, transporting a stroller or wagon among other items.
- Visitability provides value added and can be incorporated with other building innovation such as affordable design, energy efficient housing and green design.

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

- Creation of a diverse and inclusive neighbourhood
- Development of an efficient and multi-modal transportation system
- Compatibility and connectivity with existing and future neighbourhoods
- Creation of an innovative and unique neighbourhood design

3.2 Planning Goals

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

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

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

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

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

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

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

4.0 LAND USE CONCEPT

The land use concept for Bridgwater Lakes is illustrated on Figure 3- Land Use Concept Plan. Section 4.0 and 5.0 of the Plan contain policies that apply to specific land use areas and symbols on 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 the Bridgwater Lakes area as determined appropriate.

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

4.1 Land Use Concept Plan Policies

4.1.1 Flexibility

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

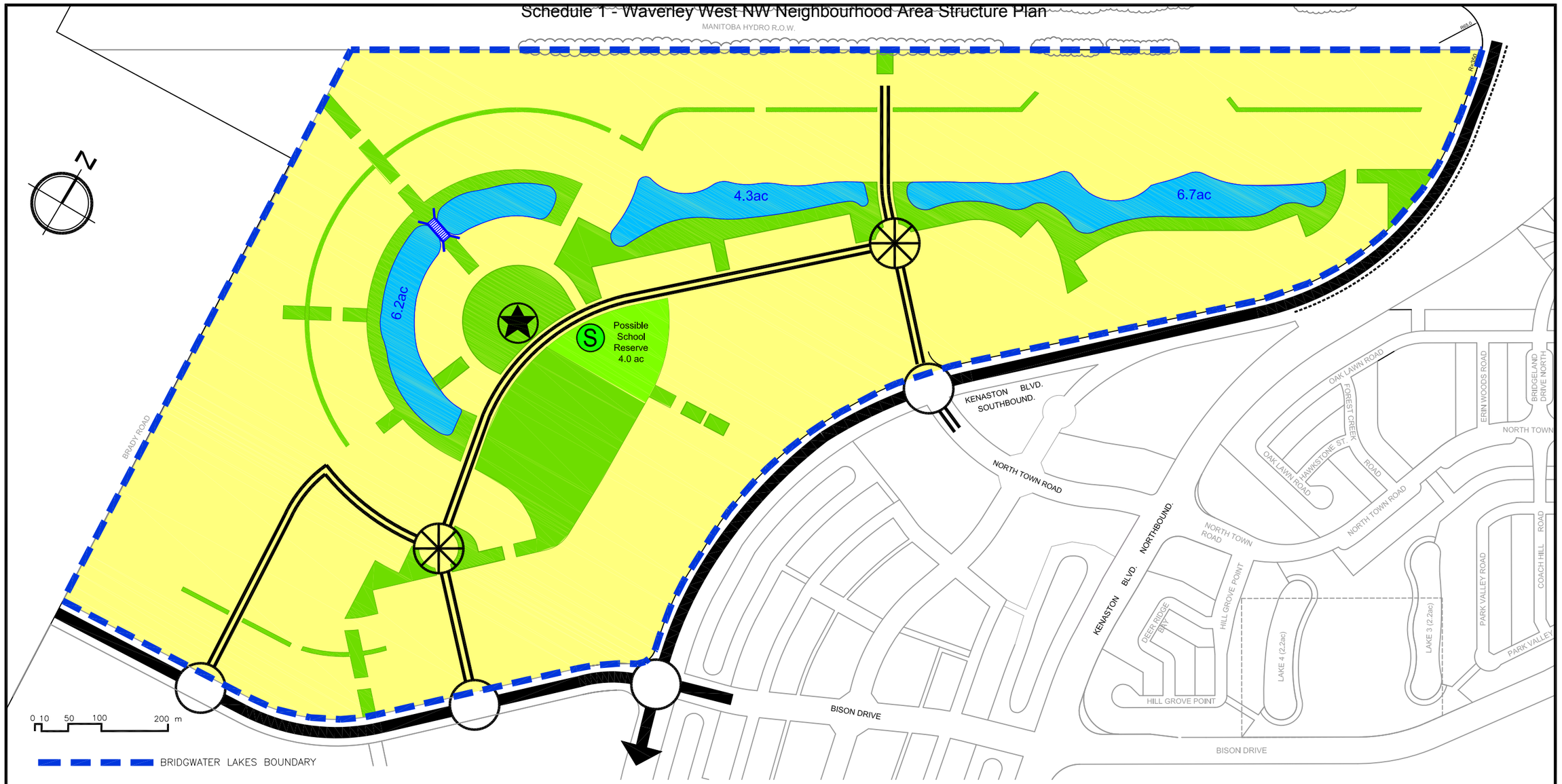
4.1.2 Precision

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

4.1.3 Conformity

- Development applications that propose changes in zoning shall be in conformity with the Bridgwater Lakes land use concept plan. Development applications that are not in conformity with the plan shall not be accepted without an appropriate amendment to the plan.

Schedule 1 - Waverley West NW Neighbourhood Area Structure Plan



KEY NEIGHBOURHOOD FOCAL POINT

ROUNDABOUT

AT-GRADE INTERSECTION

POSSIBLE SCHOOL RESERVE – ±4.0 ac

LOWER DENSITY SINGLE FAMILY – ±243 ac

EXPRESSWAY

ARTERIAL

COLLECTOR

POND – ±17 ac

PARKWAY – ±43 ac

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MANITOBA HOUSING

BRIDGWATER LAKES

NEIGHBOURHOOD AREA STRUCTURE PLAN

SCALE:	DATE:	DWG. No.
NTS	Feb.22.2010	41970-ASP-1

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5.0 LAND USE DISTRICTS AND LAND USE SYMBOLS

The following sections outline the intent of each land use as illustrated on Figure 3 – Land Use Concept Plan. Bridgwater Lakes includes low density residential uses, parks, stormwater retention facilities, roadways, and a school reserve. These land areas do not include regional streets adjacent to the land but do include all internal public roads.

LAND USE	ACRES (approx.)	%
Lower Density Residential	243	80%
Parkway (incl. 4 acre school site)	43	14%
Naturalized Linear Drainage	17	6%
TOTAL	303	100%

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

5.1 Lower Density Residential Area

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

Policies

5.1.1 Composition of Residential Areas

(1) Single family uses shall be the predominant land use;

(2) Alternative *housing* forms, institutional uses, recreational uses, public uses, and local commercial sites, and other similar and accessory uses to the above, may be allowed within the Residential Area where determined to be compatible and appropriate, and

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

5.1.2 Design of Residential Areas

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

(2) The design of the Residential Areas shall:

i. emphasize opportunities for distinct neighbourhoods that incorporate a significant amount of visitable housing.

ii. provide for a unique neighbourhood character through the implementation of tools such as architectural and neighbourhood design standards, the inclusion of both laned and non-laned lots, the inclusion of neighbourhood scale roundabouts, and the inclusion of nodal development in keeping with the policies of this plan (see Section 5.3).

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

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

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

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

5.2 School Reserves

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

Policies

5.2.1 School Reserve Criteria

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

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

(3) Any elementary/middle years school reserve shall be a minimum of 4 acres (or other subject to agreement by the Pembina Trails School Division) depending on specific site characteristics, particularly adjacency to park sites.

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

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

5.3 Parks

Greenspaces will be designed to meet several functions including on-site drainage, passive and active recreation, and active transportation networks. Bridgwater Lakes includes a strong focal point in the neighbourhood that connects to several walkways. There is also a unique rear-yard walkway system that provides pedestrian connections at the back of each lot in conjunction with the stormwater drainage system.

Policies

5.3.1 Public Access to Parks

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

5.3.2 Public Recreation

Bridgwater Lakes includes a large park space adjacent to the school reserve that may be developed for active recreation uses.

5.3.3 Greenspace Variety

A variety of greenspaces will be provided to meet different functions including linear parks, naturalized areas, neighbourhood parks, and active and passive recreation areas.

5.3.4 Greenspace Connectivity

(1) Greenspaces shall be connected to one another through a neighbourhood greenway system that facilitates a generally uninterrupted network of habitats and/or pathways.

(2) Efficient pathway or sidewalk connections shall be provided from residential areas to access the neighbourhood greenway system.

(3) The neighbourhood greenway system shall be connected with the community greenway system for Waverley West as outlined in the Area Structure Plan for Waverley West.

5.3.5 Parkland Dedication

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

(2) Parkland dedication improvement requirements (funds) may be transferred to other areas of the plan area as agreed to by the City at the Development Application stage.

6.0 DENSITY POLICIES

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 Lakes. Compliance with this target density range will be evaluated at the Development Application stage.

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

Policies in this section create an opportunity for transferring density between Neighbourhood Areas in order to achieve overall density targets.

Policies

6.1.1 Density Range

The required residential density to be achieved within Bridgwater Lakes is a minimum of 5 units per gross developable acre.

6.1.2 Density Flexibility

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

7.0 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.

Policies

7.1 Hierarchy

7.1.1 Street Hierarchy

Bridgwater Lakes includes 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.

7.2 External Road Network Alignment

7.2.1 Alignment

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

7.2.2 Sound Attenuation

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

7.2.3 City Acquisition of Right of Way

The City may acquire additional right-of-way for arterial roads and expressways at the Development Application stage.

7.2.4 Access to Expressways

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

7.2.5 Signalization

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

7.2.6 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.

7.3 Internal Road Network

7.3.1 Alignment

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

7.3.2 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.

7.3.3 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) collector streets shall be for the use of motorized vehicles (including buses) and cyclists and shall require either frontage roads or lanes;

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

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

(8) transit routes that are efficient.

7.4 Alternative Transportation

Alternative Transportation modes shall be promoted and accommodated in keeping with Plan Winnipeg Policies of Section 3C.

Policies

7.4.1 Walkable Neighbourhoods

Pathways, walkways and sidewalks should include the following:

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

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

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

(4) Linkages to destination points within Bridgwater Lakes and Waverley West such as schools, recreation facilities, etc.; and

(5) Access to transit routes.

7.4.2 Multi-Use Active Transportation Pathways

Major pathways shall be constructed to accommodate the shared use of a variety of active transportation modes including walking, cycling, and in-line skating.

7.4.3 Walkway Access

Most housing units shall be located within 400m of a recreational path access. Sidewalks will be provided on both sides of collector streets.

7.4.4 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.

7.4.5 Public Transit

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

(1) Transit stops should be located in close proximity to neighbourhood facilities including schools, libraries, community centres etc.;

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

7.4.6 Rapid Transit

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

8.0 UTILITIES AND SERVICING POLICIES

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

Policies

8.1 Servicing

8.1.1 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.

8.1.2 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.

8.1.3 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.

8.1.4 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).

8.2 Utilities

8.2.1 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.

8.2.2 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.

8.2.3 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.

9.0 IMPLEMENTATION

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

Policies

9.1 Development Timing

9.1.1 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.

9.1.2 Approval Process

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

9.1.3 Subdivision and Processing

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

9.1.4 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.

9.1.5 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

10.0 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).

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

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

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