Waverley West Town Centre Neighbourhood Area Structure Plan

Submitted By

MMM Group Limited and Manitoba Housing

June 8, 2010

5541969.104

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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, a 134 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 the Town 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 Town 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 Town 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 neighbourhoods and other areas of the city

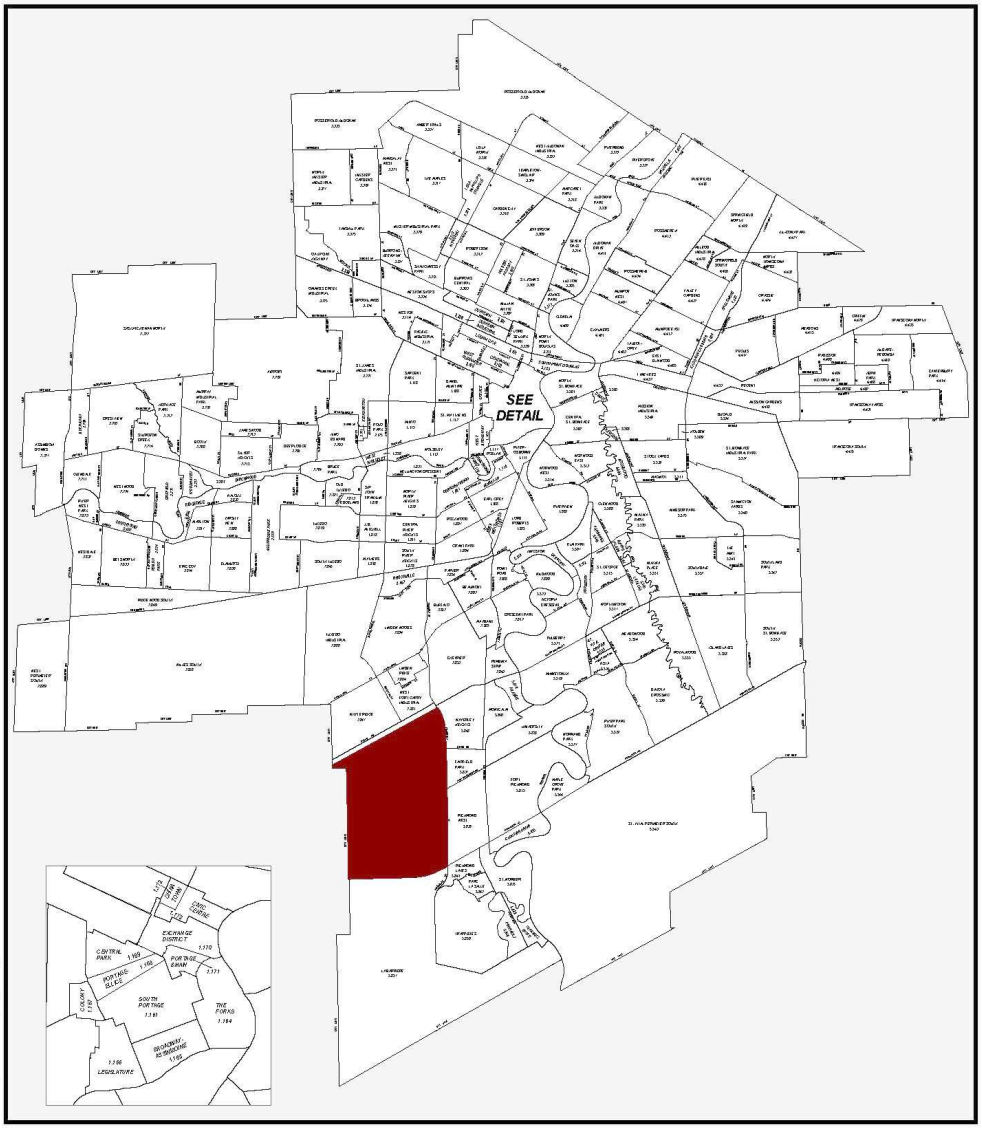


Figure 1 : Waverley West Location Plan

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 the Waverley West Town Centre occurs in a logical and integrated manner. The plan will ensure that the development of the Town 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, municipal servicing, transit, and greenspace locations and policies. Using the Area Structure Plan for Waverley West as a framework, the development of the Town 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 Town 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 Northwest 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, a public open house was held in March 2010 to inform the general public of the process and to present the draft plans and receive feedback. Approximately fifty people attended the event.

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

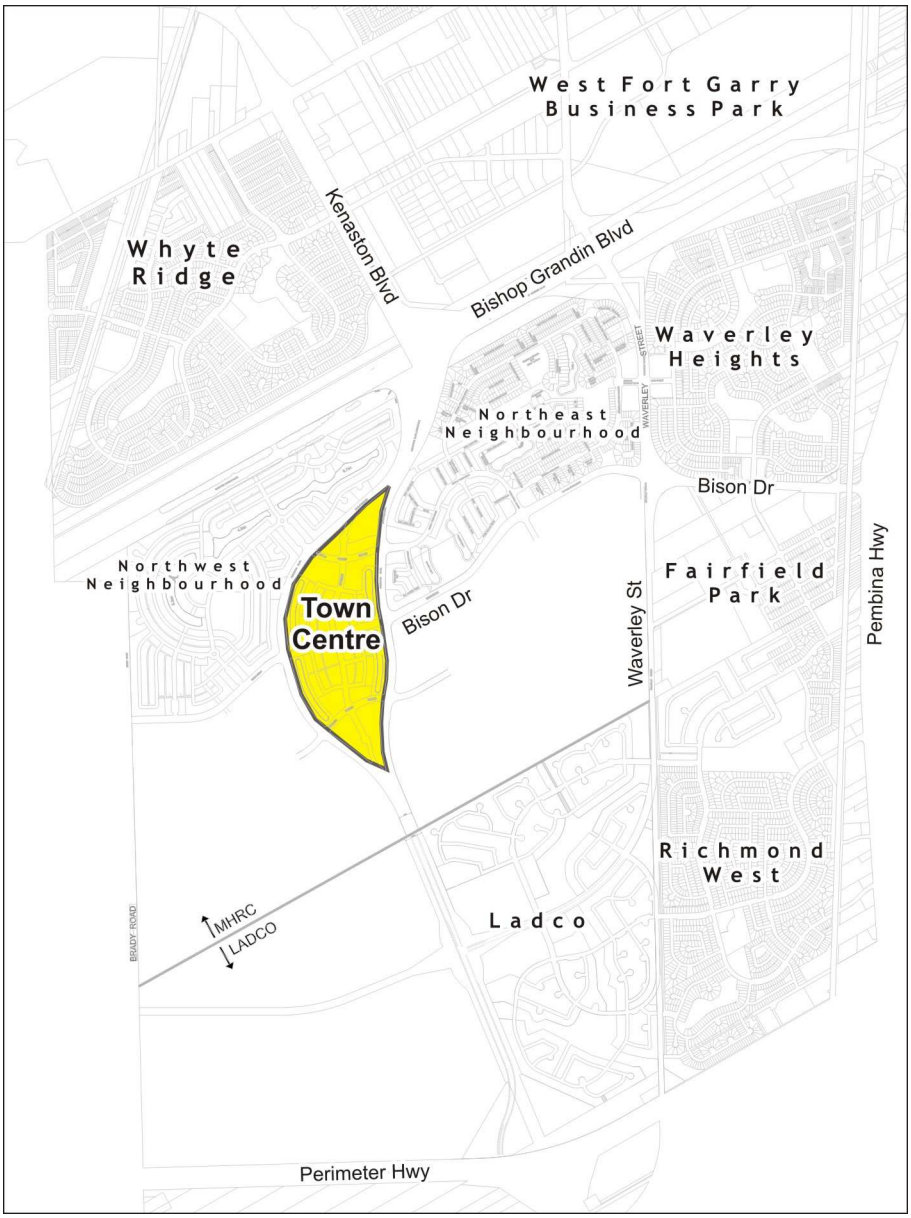
Application to amend this Plan must be submitted to the Planning, Property and Development Department, and is subject to the process for passage of a secondary plan by-law under The City of Winnipeg Charter and applicable by-laws including the Development Procedures By-law. Supporting information required 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 Town Centre Neighbourhood Area Structure Plan applies to approximately 134 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. The Northwest Neighbourhood, the second neighbourhood, is located to the west.



3.0 PLANNING VISION AND GOALS

3.1 Planning Vision

The Town 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 Town Centre, and may also draw users from throughout the entire city.

The Town 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 the Town 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 the Town Centre and into the adjacent neighbourhoods.

The Town 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 neighbourhoods and other areas of the city

3.2 Planning Goals

The Town 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 the Town Centre and between neighbourhoods through the use of conveniently located pedestrian and vehicular connections.

Design

- Sense of Place: To create a unique identity for the Town 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 the Town 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 the Town 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

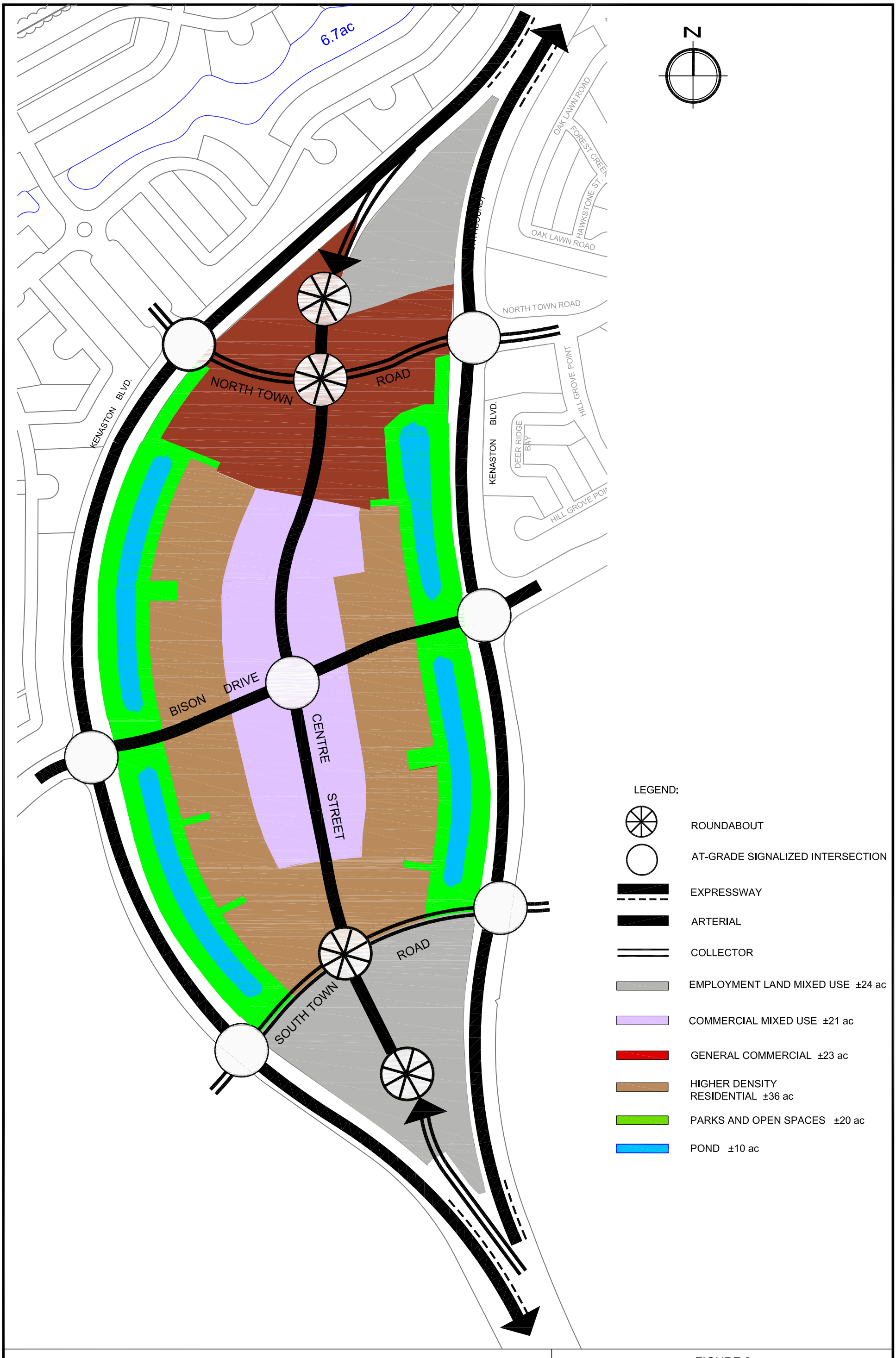
The Town Centre concept plan shall be considered flexible with respect to the precise location of land use areas and symbols.

4.1.2 Precision

The Town 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 Town Centre concept plan. Development applications that are not in conformity with the plan shall not be accepted without an appropriate amendment to the plan.



MMM GROUP

MMM Group Limited
Suite 111 - 93 Lombard Ave.
Winnipeg, MB R3B 3B1
t. 204.943.3178
f. 204.943.4948
www.mmm.ca

FIGURE 3

TOWN CENTRE

LAND USE CONCEPT PLAN

SCALE:	DATE:	DWG. No.
NTS	June 7.2010	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. The Town 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 and lanes.

LAND USE	ACRES (approx.)	%
Higher Density Residential	36	27%
Employment Land Mixed-Use	24	18%
Commercial Mixed-Use	21	16%
General Commercial	23	17%
Parks and Open Space*	20	15%
Ponds	10	7%
TOTAL	134	100.0%
Developable land excluding parks and drainage	104	

*Refer to Section 5.5.3 regarding parkland dedication

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

The Town 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 the Town Centre and residential apartment-style buildings in the southern portion of the Town Centre.

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

5.2 Employment Land Mixed-Use

The employment land mixed-use areas located at the north and south edges of the Town Centre provide employment opportunities for local residents, and others. Providing employment lands in conjunction with residential developments facilitates the establishment of a more complete communities model where residents can live, work and shop within the same neighbourhood. This area will generally be focused more on office and business park style facilities.

5.2.1 Composition of Employment Land Mixed-use Areas

(1) Mixed-use areas may contain a variety of uses including offices, campus-style business parks, and retail uses. Institutional uses may also be provided in this area.

(2) 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.

5.3 Commercial Mixed-Use

The commercial mixed-use areas will provide for a central retail, restaurant and office district in the heart of the Town Centre, along Centre Street. The commercial mixed-use area will provide both local services to the immediate neighbourhood, as well as attracting regional users to this unique area. The character of this area will be reflective of a main street environment and will be focused on the pedestrian experience.

5.3.1 Composition of Mixed-use Areas

(1) Mixed-use areas may contain a variety of uses including general retail, restaurants, offices, clinics and residential uses. Institutional uses may also be provided in this area.

(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.

5.4 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 the Town Centre and is expected to be developed in the early stages of the Town Centre to serve the needs of the growing population in the Bridgwater Forest neighbourhood to the east and the developing Northwest Neighbourhood to the west.

5.4.1 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 the Town 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.

5.5 Parks and Open Space

The character of the Town Centre will be unique in comparison with traditional neighbourhoods. Unlike other neighbourhoods that incorporate single-family residential uses with large centralized parks for active recreation, the more urban character of this neighbourhood will result in a different style of parks facilities.

5.5.1 Public Recreation

The Town 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 Town Centre neighbourhood. The Waverley West Area Structure Plan identifies a community greenway corridor, that the Town Centre will connect to.

5.5.2 Pocket Parks

The Town Centre will incorporate two small pocket parks to provide for recreational activities within an urbanized environment. These parks will be located adjacent to the walkway connections and may include such elements as small scale play equipment, public gardens, seating areas, passive open space, landscaped areas, important natural features, or trees. The size of these parks will generally be less that one-half acre and may be hardscaped.

5.5.3 Parkland Dedication

Parkland dedication requirements shall be determined at the Development Application Stage. Public park spaces may also be supplemented by privately-owned plaza spaces that are incorporated into the layout of buildings along Centre Street.

6.0 SITE PLANNING POLICIES

The Waverley West Area Structure Plan identified the need to provide broad site planning principles within the Town 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.

The Town Centre will have a unique character within its suburban context. The entire neighbourhood will be comprised mainly of mixed-use, commercial and employment lands with medium density residential uses at the periphery. The character of Centre Street will be that of a "main street" environment with on-street parking, ample pedestrian sidewalks and storefronts that are set close to the property line. The larger commercial and employment land sites will also maintain this character. Numerous pedestrian connections will be provided throughout the Town Centre to facilitate east-west connections from residential areas toward Centre Street.

6.1 Higher Density Residential

6.1.1 Connectivity

The design of Higher Density Residential Areas shall incorporate appropriate connections to adjacent land uses and the neighbourhood walkway system.

6.1.2 Building Design

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

6.1.3 Active Street Front

The buildings and site layout will be designed to facilitate an active street front and enhance the pedestrian-building interface by locating buildings at or near the property line.

6.2 Design of Commercial Mixed-use Areas

6.2.1 Pedestrian Environment

The design of Commercial Mixed-use areas along Centre Street shall be designed to provide a pedestrian-scaled environment and shall generally be located at or near the front property line. Buildings that have multiple stories may include articulation to maintain an appropriate massing.

6.2.2 Active Street Front

The sidewalks on both sides of Centre Street shall be wide enough to comfortably accommodate pedestrian traffic and appropriate separation from vehicles. The buildings will be designed to

facilitate an active street front and enhance the pedestrian-building interface by locating buildings at or near the property line.

6.2.3 Use

The buildings in the Commercial Mixed-use area may be designed to accommodate residential or office uses on the main floor on an interim basis while the population base to support commercial development is built.

6.2.4 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. In order to maintain an active street presence on Centre Street, at least one entrance must be provided on Centre Street.

6.2.5 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.

6.3 Design of Employment Mixed-use Areas

6.3.1 Connectivity

The design of the Employment Mixed-use areas shall incorporate appropriate connections to adjacent land uses to facilitate a walkable neighbourhood.

6.3.2 Building Design

High-quality building design will be required through the use of developer regulated architectural standards that reflect the high visibility of these sites for people entering the Town Centre as well as for pass-by traffic on Kenaston.

6.3.3 Active Street Front

The buildings and site layout will be designed to facilitate an active street front and enhance the pedestrian-building interface by locating buildings at or near the property line.

6.4 Design of General Commercial Areas

6.4.1 Connectivity

The design of the Employment Mixed-use areas shall incorporate appropriate connections to adjacent land uses to facilitate a walkable neighbourhood.

6.4.2 Building Design

High-quality building design will be required through the use of developer regulated architectural standards that sets the stage for people entering the Town Centre neighbourhood.

6.4.3 Active Street Front

Provide for site design where buildings and pad sites are focused on the interface with the adjacent streets and sidewalks by locating buildings at or near the property line where possible.

6.5 Design of Park Spaces

6.5.1 Park Accessibility

Pocket Parks will be located adjacent to the walkway system and will be developed with less than 4% slope to ensure accessibility.

6.5.2 Private Plaza Spaces

Opportunities to provide for public gathering space on private land may be incorporated into the design for Centre Street. Examples may include plazas, open courtyards, pedestrian walkways or spaces created by articulation between or in front of buildings.

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 for the Town Centre. Since the Town 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 the Town Centre will be significantly higher than traditional neighbourhoods.

7.1 Density Policies

7.1.1 Density Calculation

The residential density for the Town Centre shall be calculated only for the areas that include residential uses between North Town Road at the north and South Town Road at the south in order to exclude the strictly employment and commercial areas.

7.1.2 Density Target

The residential density target to be achieved within the Town Centre shall be a minimum of 10 units per gross developable acre.

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

The Town 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 both sides;

(6) arterial streets shall be designed with an alternative standard including reduced building setbacks, reduced speed limits, no berming or fencing, and opportunities for direct local street and public lane connections to the satisfaction of the Directors of Planning, Property and Development, and Public Works;

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

(8) 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 the Town Centre; and

(4) Access to transit routes.

8.5.2 Connectivity

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

8.5.3 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. A Conceptual Active Transportation Network and Greenway System Plan is located in Appendix A.

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 consistent with the design of Bison Drive between Waverley Street and Kenaston Boulevard.

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. A conceptual Phasing Plan is located in Appendix B. The phasing boundaries may be altered subject to changes in development conditions.

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.

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 Town 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.

APPENDIX A – Active Transportation Network and Greenway System

N

4.3ac

6.7ac

5.7ac

KENASTON BLVD. (ROUTE 90)

(SOUTHBOUND)

(NORTHBOUND)

KENASTON BLVD.

NORTH TOWN ROAD

KENASTON BLVD.

FUTURE BISON DRIVE

BISON DRIVE

SOUTH TOWN ROAD

LAKE 4 (2.2ac)

LAKE 3 (2.2ac)

LEGEND:

- WALKWAYS
- PATHWAYS
- PRIMARY AT NETWORK
- WAVERLEY WEST COMMUNITY GREENWAY CORRIDOR

MMM GROUP

MMM Group Limited
Suite 111 - 93 Lombard Ave.
Winnipeg, MB R3B 3B1
t. 204.943.3178
f. 204.943.4948
www.mmm.ca

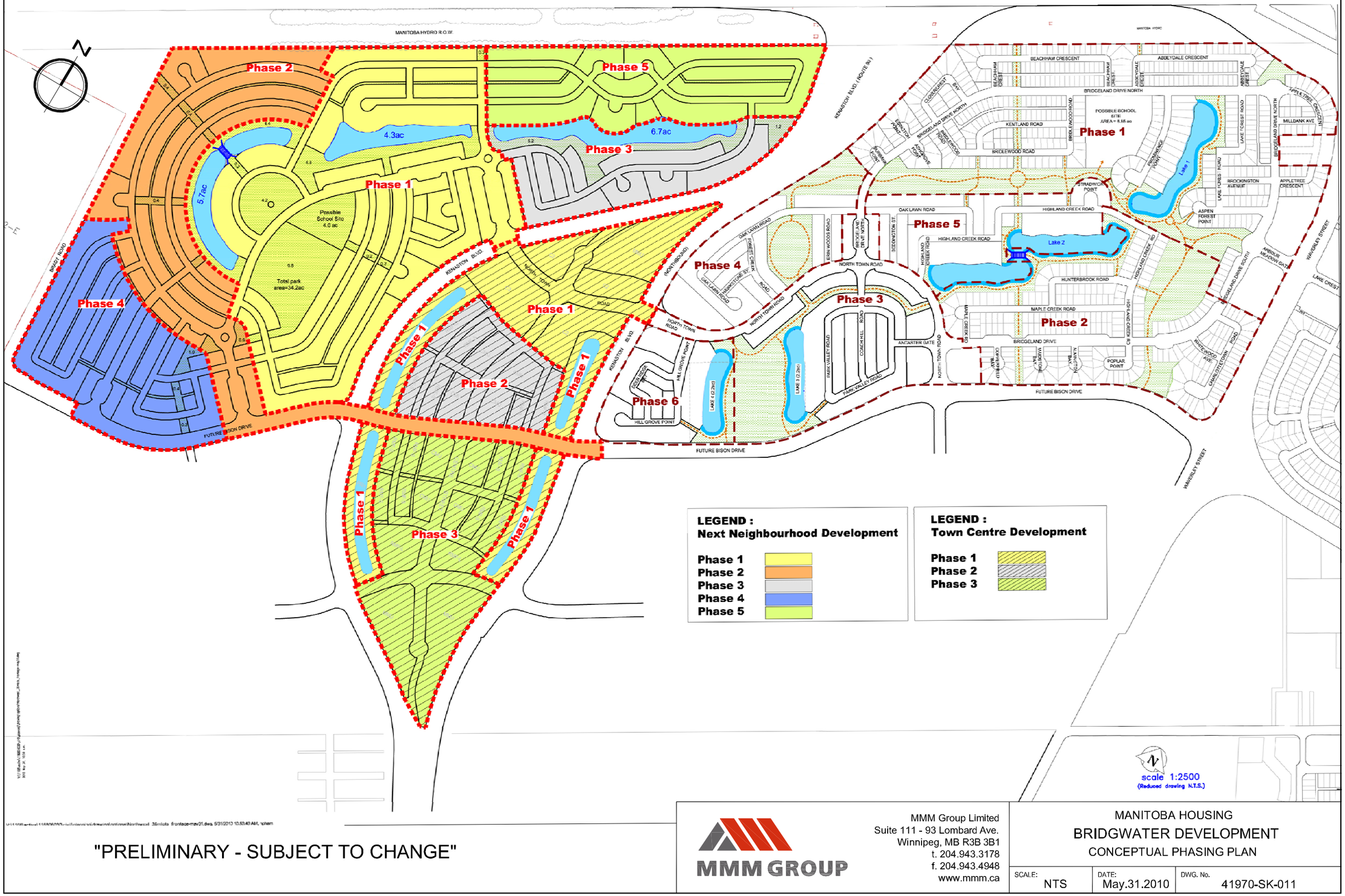
MANITOBA HOUSING
BRIDGWATER DEVELOPMENT
AT NETWORK AND GREENWAY SYSTEM

SCALE:	DATE:	DWG. No.
NTS	June 7, 2010	41970-SK-010

Jun 08, 2010 - 9:42am
P:\41900 - 41999\41970 Waverley West North West Neighbourhood\MMM Group Dwgs\41970-sk-010 AT Network June 6.dwg -tab:Sidewalks

APPENDIX B – Conceptual Phasing

NORTHWEST NEIGHBOURHOOD & TOWN CENTRE
CONCEPTUAL CONSTRUCTION PHASING PLAN



LEGEND :
Next Neighbourhood Development

Phase 1	
Phase 2	
Phase 3	
Phase 4	
Phase 5	

LEGEND :
Town Centre Development

Phase 1	
Phase 2	
Phase 3	

scale 1:2500
(Reduced drawing N.T.S.)

"PRELIMINARY - SUBJECT TO CHANGE"

MMM GROUP

MMM Group Limited
Suite 111 - 93 Lombard Ave.
Winnipeg, MB R3B 3B1
t. 204.943.3178
f. 204.943.4948
www.mmm.ca

MANITOBA HOUSING
BRIDGWATER DEVELOPMENT
CONCEPTUAL PHASING PLAN

SCALE:	DATE:	DWG. No.
NTS	May.31.2010	41970-SK-011