**Minutes – Executive Policy Committee – November 7, 2012**

**Minute No. 26**
**Report – Standing Policy Committee on Planning, Property and Development – November 6, 2012**

**Item No. 3** **Precinct Plan – Rosser, Old Kildonan bounded by Jefferson and CPR, Inkster Gardens Neighbourhood bounded by Jefferson Avenue, King Edward Street and CNR line – Waterford Green (Old Kildonan and Point Douglas Wards) File SP 2/2012**

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee laid over the matter for thirty (30) days.

**Report – Standing Policy Committee on Planning, Property and Development – November 6, 2012**

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than 96 hours preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Browaty,

That the matter be laid over thirty (30) days.

Carried

STANDING COMMITTEE RECOMMENDATION:

On November 6, 2012, the Standing Policy Committee on Planning, Property and Development concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and submitted the matter to the Executive Policy Committee and Council.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On October 31, 2012, the Executive Policy Committee referred the matter back to the Standing Policy Committee on Property and Development.

STANDING COMMITTEE RECOMMENDATION:

On October 16, 2012, the Standing Policy Committee on Property and Development concurred in the recommendation of the Lord Selkirk-West Kildonan Community Committee and submitted the matter to the Executive Policy Committee and Council.

On October 9, 2012, the Standing Policy Committee on Property and Development laid over the matter to a special meeting to be held on October 16, 2012.

**Report – Standing Policy Committee on Planning, Property and Development – November 6, 2012**

DECISION MAKING HISTORY: (continued)

COMMUNITY COMMITTEE RECOMMENDATION:

On September 11, 2012, the Lord Selkirk-West Kildonan Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- Delete Recommendation 1.E.x. in its entirety and replace with the following:
  "1.E.x. Should a school site not be required or approved, the design of the residential neighbourhood underlying the potential school reserve will include provisions for the dedication of an active recreation area of a size and configuration to accommodate at least one full sized sports field."

- Add new Recommendation 1.L as follows:
  "1.L. Amend Subsection C-2.2 Low Density Residential Urban Design Policies by deleting Subsection "Townhouses" and replacing it with the following new Subsection:

  'Two-Family & Townhouses
  1. Two-family dwellings and townhouses (the latter of which is defined in this Plan a**s** buildings comprised of at least three dwelling units, each of which with direct access to the outdoors), are an important component of meeting the housing lifestyle needs of the community and will:
     a. have reduced front yard setbacks to provide a more pedestrian scale streetscape and create more useable rear yards; and

     b. have articulation in façades, different roof pitches and various materials and colours to highlight architectural uniqueness of each unit and to avoid repetitive design.",

and forwarded the matter to the Standing Policy Committee on Property and Development.

Further on September 11, 2012, David Palubeski, President, Lombard North Group (1984) Ltd, provided a PowerPoint Presentation titled "Waterford Green", as well as a communication dated September 11, 2012 proposing amendments to the recommendation of the Winnipeg Public Service.

# ADMINISTRATIVE REPORT

**Title:** Precinct C (Waterford Green) Plan, SP 02/2012

**Issue:** Seeking endorsement of the *Precinct C (Waterford Green) Plan* and *Operationalizing the Waterford Green Precinct Plan* as Council policy that will apply to the area identified in the plan and generally shown in *Complete Communities* as Precinct C

**Critical Path:** Lord Selkirk - West Kildonan Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| P. Regan | N/A | N/A | |

## RECOMMENDATIONS

1. That the *Waterford Green Precinct Plan*, which is Attachment 2 to this report, be endorsed as Council policy subsequent to being amended as follows:

    1) Replace the word “three” in Section A-3.2 with “four”;

    2) Relocate Policy 3 of the Pedestrian Focused policies of Section C-2.4 to the Design and Access policies of Section C-2.4, below Policy 3 of that section, and renumber it to Policy 4, said policy stating “The detailed design will consider how to creatively integrate public transit and cycling infrastructure into the commercial centre with a focus on convenience and ease of access”;

    3) Replace the words “bike lands” in Policy 1 of Subsection C-7.4.2 with the words “bike lanes”;

    4) Replace the word “trail” in Policy 10 of Subsection C-7.4.2 with the word “path”;

    5) Replace all of Subsection C-6.1 with the following:

        1. The parks of Waterford Green shall provide residents of Waterford Green and of adjacent and nearby neighbourhoods with:

            a. active recreation opportunities - sports fields;

b. passive recreation and leisure opportunities such as places to play, sit, enjoy nature, garden, learn, walk, cycle or ski; and

c. land in which an AT path may be located.

2. The parks shall enable a variety of experiences and year-round activities for people of all ages and abilities.

3. Parks should be located such that most dwellings in Waterford Green are within approximately 400 metres of a park or open space.

4. Parks shall be an appropriate size and configuration for their intended uses but, in order to provide an equitable distribution of parks, shall not be much larger than is necessary for their intended uses and not concentrated in one area.

5. Orientation and quality of the parks should be appropriate for the intended use.

6. Parks should be planned to maximize passive surveillance through site configuration, placement of access points, amount of frontage and sitelines.

7. Parks will incorporate principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation.

8. To balance the provision of active and passive parks, a minimum of 30% of the parks in Waterford Green shall be allocated to each type.

9. The amount of parks allocated for active recreation assumes that the area designated “potential school reserve” will be developed into a school with accessory uses such as sports fields and also takes into account Policy 4 of Section C-5.1, which states: “The School Division is encouraged to share the use of its facilities, such as… the sports fields, with local groups and organizations.”

10. Should a school site not be required or approved, the underlying land use designations shown on the Land Use and Transportation Policy Map (fig.1), which are *parks* and *low density residential areas*, shall apply and the portion shown as *parks*, which is approximately half the area of the *potential school* reserve, shall be developed for active recreation.

11. The parks located along storm water retention basins shall include space in which a path, with appropriate land drainage, can be accommodated.

12. Linear Parks, and those parks having the primary purpose of accommodating a continuous path, should be designed to minimize the number of street crossings.

13. Path surfacing shall be appropriate to the context and determined, in consideration of City guidelines and standards, at the development approval stage.

14. Principles of CPTED (Crime Prevention Through Environmental Design) and Universal Design shall apply.

15. Section C-2 shall apply to all parks.

6) Replace the Waterford Green Land Use and Transportation Policy Map with the map in Attachment E – Amended Waterford Green Land Use and Transportation Policy Map, not including the red arrows which only identify the amendments to the map.

7) Add the words "within which are paths" after the word "spaces" in Policy 1, Clause b of C-2.1;

8) Add the words "in abutting properties" after the word "plantings" in Policy 1, Clause b of the Enhanced Lane policies of Section C-2.2;

9) Add the following "4. Accommodate commercial vehicle requirements to serve the needs of the mixed use centre." after the 3rd policy of the Design and Access policies of Section C-2.4;

10) Delete Policy 5 of Subsection C-7.4.4; and

11) Consider adding images showing what certain places in the Precinct may look like once they are developed, as a way to convey the intent for the urban design policies.

2. That *Operationalizing the Waterford Green Precinct Plan*, which is Attachment 3 to this report, be endorsed as Council policy.

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

## REASON FOR THE REPORT

This report is required because the subdivision or rezoning of land in Precinct C cannot proceed without The *Waterford Green Precinct Plan* being approved by Council or its designate, as stated in *OurWinnipeg* and *Complete Communities.*

The *Waterford Green Precinct Plan* articulates a vision of, and directions on, how Precinct C of the *Complete Communties Direction Strategy* (*Complete Communities*) shall be developed.

The *Waterford Green Precinct Plan* also articulates the general development concept of Precinct C based on *OurWinnipeg* and *Complete Communities.* The Plan has specific policies on land use, urban design and the provision of municipal services.

## IMPLICATIONS OF THE RECOMMENDATIONS

Endorsement of the *Waterford Green Precinct Plan* as Council Policy shall provide the City of Winnipeg Public Service with policies to provide direction on the review of development applications of land within Precinct C. Endorsement of the Plan shall make the Plan an expression of Council's will and expectations and shall provide the public with an accurate expectation of how Precinct C shall be developed. If Council endorses the Plan as policy, the Plan will not become legislation and, therefore, will not have the force of legislation as a by-law of the City of Winnipeg.

## HISTORY

In June of 2012, Lombard North Group submitted applications for approval of a plan of how Precinct C shall be developed and serviced, titled the *Waterford Green Precinct Plan*, under File SP 02/2012 and an application for approval of a proposed subdivision and rezoning of much of Precinct C under File DASZ 15/2012.

The Urban Planning Division worked with Lombard North Group to create a plan of Precinct C that is generally consistent with City policies. The document was finalized by Lombard North Group, and submitted to the Urban Planning Division, on August 31, 2012. That document (the Plan) is the subject of this report and is consistent with the public notice that was given of the public hearing scheduled for September 11, 2012, when the Lord Serlkirk – West Kildonan Community Committee will consider the Plan and make recommendations as to whether the Plan should be approved as submitted, approved with modifications or denied.

## CONSULTATION

In preparing the Plan there was consultation with:

- Public Works;
- Winnipeg Transit;
- Water and Waste;
- Community Services;
- the Fire-Paramedic Service;
- the Winnipeg Police Service;

- the General Council of Winnipeg Community Centres;
- the Winnipeg School Division;
- the Winnipeg Regional Health Authority;
- Manitoba Hydro; and
- the Canadian Pacific Railway.

## SUBMITTED BY

Department: Planning, Property and Development
Division: Urban Planning
Prepared by: Glen Doney, Senior Planner
Date: September 3, 2012
File: SP 02/2012

**Schedules and Attachments**

1. Attachment A – Planning Discussion
2. Attachment B – *Waterford Green Precinct Plan*
3. Attachment C – *Operationalizing the Waterford Green Precinct Plan*
4. Attachment D – Cost-Benefit Analysis
5. Attachment E - Amended Waterford Green Land Use and Transportation Policy Map

## Attachment A - Planning Discussion

| | |
|---|---|
| **DATE:** | September 3, 2012 |
| **RELATED FILES:** | DASZ 15/2012 |
| **COMMUNITY:** | Lord Selkirk – West Kildonan |
| **SUBJECT:** | To endorse *Waterford Green Precinct Plan* and *Operationalizing Waterford Green Precinct Plan* as Council Policies. |
| **LOCATION:** | Precinct C of *Complete Communities* – bounded on the north by the future route of Chief Peguis Trail, on the east by the CPR Arborg branch line and Dr. Jose Rizal Way, on the south by Old Commonwealth Path and the lands zoned R1 and RMF and on the west by King Edward Street |
| **LEGAL DESCRIPTION:** | Part of the NW ¼ of 25-11-2E |
| **APPLICANT:** | Lombard North Group<br>505 – 93 Lombard Avenue<br>Winnipeg, R3B 3B1 |
| **OWNERS:** | SGS Properties and Terrascape Developments |
| **RECOMMENDATION:** | That the '*Waterford Green Precinct Plan*' and *'Operationalizing Waterford Green Precinct Plan'* be endorsed as Council policy. |

### SUMMARY


- The applicant has submitted the *Waterford Green Precinct Plan* (the Plan) in conjunction with an application for approval of a proposed plan of subdivision and rezoning of most of Precinct C. The Plan is a non-statutory plan that articulates the vision for Precinct C. It will be used as the standard for the evaluation of all development applications of land within the Precinct.
- The Plan is generally consistent with *OurWinnipeg* and the *Complete Communities Direction Strategy* (*Complete Communities).*


### PRECINCT PLANS AND NEW COMMUNITIES

Precinct plans provide a policy framework with which to evaluate any proposed development application of land within a precinct. They are context sensitive, acknowledging and enhancing the attributes of the adjacent established neighbourhoods. The *New Communities* areas of *Complete Communities* have been divided into precincts. Each precinct shall have its own plan.

*Complete Communities'* Section *03-4, New Communities,* states:

> *New Communities* are large undeveloped land areas identified for future urban development and are not currently served by a full range of municipal services. Many were previously designated as Rural Policy Areas in Plan Winnipeg 2020. Planning for *New Communities* will ensure orderly, market aligned development that should provide opportunities for a mix of uses, a range of housing types, parks, places and open spaces, employment options and transit access within walking distance of diverse residential neighbourhoods. *New Communities* should be developed with a supporting

street network that connects residents, jobs and commercial services through direct and efficient active transportation, transit and automobile routes. They should integrate protected natural areas with open space and sustainable infrastructure systems.

The development of *New Communities* will be supported by a planning process and organized within planning precincts. All *New Communities* will require some degree of planning, with the scope determined by several factors, including land use, area size, infrastructure constraints and surrounding context. In many cases, given the complexity of issues present in greenfield areas, a statutory plan may be the most appropriate planning tool. However, the final scope of planning will be determined on a case by case basis, generally including at the minimum:

> Definition of the study area.
> Public engagement to identify local character and community needs.
> Assessment of parks, community facilities and service capacities.
> Assessment of infrastructure conditions and capacities.
> Vision and sustainability principles.
> Locations for intensification, transition and conservation.
> Land use diversity and development densities.
> Multi-modal transportation infrastructure, locations and connectivity.
> Development phasing, staging and public investment.
> Cultural Heritage, including buildings, sites, archaeological, or other issues or features, as applicable.
> Implementation.
> Other policies or context-specific guidelines as deemed appropriate.
> A cost/benefit analysis

The Precinct C Plan addresses all of these areas and includes a section on urban design.

## THE WATERFORD GREEN PRECINCT PLAN

### Public Engagement

Residents of North West Winnipeg were encouraged to participate in the public engagement process through advertisements in the local newspaper. A targeted mail drop was also done for community residents identified as being directly impacted by the proposed development. These residents included the neighbourhoods of Foxwarren Lake, Inkster Gardens, and portions of Mandalay West laying to the west of Scarfe Street, and the western portion of Amber Trails. Additional participants were encouraged to participate through social media. A Facebook site was created to post open house materials and results, provide information and to provide a space for community dialogue.

The first open house was held on January 26th, 2012, and was attending by over 100 residents.

The second open house was held on February 1st, 2012, and was also attended by over 100 residents.

The third open house was held on April 4, 2012, and was attended by over 200 residents.

The fourth open house was held on August 31, 2012, and provided the community with an opportunity to view the final neighbourhood plan to be considered at the September 11th, 2012, Community Committee Public Hearing.

**Introduction to the Plan**

The Plan provides a planning framework for the growth and change that will occur in Precinct C.

- It will guide public and private development and infrastructure investment in Precinct C.
- It clearly articulates a vision and establishes phasing, goals, and objectives for Precinct C.
- It provides planning principles and policies that apply to Precinct C.

Once endorsed, the *Waterford Green Precinct Plan* will become Council Policy providing a planning framework for development of lands within the Precinct.

It will:

- express Council's will and expectation;
- provide transparency to the public; and
- be used as the minimum standard for the evaluation of all future development applications of land within Precinct C.

The Waterford Green Precinct Plan is divided into three parts:

- Part A –Introduction, Policy Framework and Planning Process;
- Part B – Precinct C Characteristics and Context; and
- Part C – Waterford Green (Precinct C) Land Use and Development Policies.

**Part A –Introduction, Policy Framework and Planning Process**

Part A consists of:

- A-1 Introduction, which describes basic characteristics of Precinct C and outlines how the Plan is organized and, under the subsections A-1.1 Time Frame of the Plan, A-1.2 Interpreting the Plan and A-1.3 Monitoring, Reviewing and Evaluating, states
  - that the Plan is intended to guide development in Precinct C over the next 5 to 10 years,
  - that the Plan should be read as a whole to understand its comprehensive nature,
  - that the Plan may need to be assessed periodically in response to changes in the Precinct or its context, and
  - that amending the Plan will require public consultation and review and approval by Council or its designate;
- A-2 Policy Framework, which outlines the Plan's policy context in terms of *OurWinnipeg* and identifies the four direction strategies under *OurWinnipeg* (which are *Complete Communities, Sustainable Winnipeg, Sustainable Transportation* and *Sustainable Water and Waste*) and, under

subsections A-2.1 *Complete Communities Direction Strategy* and A-2.2 Other Direction Strategies, states

- that *New Communities* shall be planned to be complete and that the Plan does this with policies that encourage, within the Precinct, a variety of housing, a wide range of transportation modes, and a mix of land uses , including recreational and other amenities and
- that other direction strategies provide directions on creating a sustainable Winnipeg, protecting public health and enhancing the built and natural environments; and

- A-3 Planning Process, which, under the subsections A-3.1 Planning as a Collaboration, A-3.2 Public Engagement and A-3.3 Key Stakeholders & Participants, states
  - that owners of land in the Precinct, residents in or near the Precinct and others were informed of the four open houses that were held, and
  - that a wide range of organizations, including City departments, were consulted.

**Part B – Precinct C Characteristics and Context**

Part B consists of:

- B-1 Existing Land Use, Zoning and Planning Policies, which, under the subsections B-1.1 Existing Land Use and Zoning in the Precinct, B-1.2 Existing Land Use and Zoning near the Precinct, B-1.3 Existing Planning Policies in the Precinct and B-1.4 Existing Planning Policies near the Precinct, states
  - that the Precinct is currently partly in an RR5 District and partly in an A District, is largely in agricultural use and encompasses one single-family dwelling,
  - that R1, R2 and RMF Districts are near the Precinct as well as low density residential uses,
  - that the rural and agricultural policies of *Complete Communities* apply to the Precinct until the Plan is approved by Council or its designate and
  - that the *Complete Communities'* policy areas of *General Manufacturing*, *New Communities*, and *Recent Communities* are next to the Precinct;
- B-2 Socio-economic Context, which states that there is demand for "diverse housing options in northwest Winnipeg's emerging neighbourhood areas";
- B-3 History and Heritage, which states that agriculture is the historical land use in the Precinct and that there are no sensitive land uses, buildings or natural features in the Precinct;
- B-4 Existing Features, which, under subsections B-4.1 Landscape, B-4.2 Topography and B-4.3 Soil Profile, states
  - that a former rail line ROW is in the Precinct and the CPR Arborg rail line is on the eastern edge of the Precinct,
  - that the Precinct land is generally flat without significant changes in elevation and
  - that the soils within the Precinct do not pose any unusual constraints for development;
- B-5 Environmental Assessment, which states that an environmental assessment of the lands east of the former rail line ROW finds that these lands do not pose an environmental risk to mixed use development in the Precinct;

- B-6 Existing and Planned Infrastructure and Services, which, under subsections B-6.1 Existing and Planned Water Infrastructure, B-6.2 Existing and Planned Land Drainage Infrastructure, B-6.4 Existing and Planned Transportation Infrastructure, B-6.5 Existing Libraries, B-6.6 Existing Protective and Emergency Services, B-6.7 Existing Parks and Recreation Facilities and B-6.8 Existing Schools, states
  - that existing and planned municipal infrastructure is in and near the Precinct,
  - that public transit service is near the Precinct,
  - that existing libraries and fire-paramedic stations, can accommodate the anticipated uses in the Precinct,
  - that existing community centres are near the Precinct and
  - that a new school would likely be necessary in the Precinct; and
- B-7 Opportunities and Constraints, which, under subsections B-7.1 Socio-economic, B-7.2 Infrastructure and B-7.3 Environmental, states
  - that Winnipeg's strong economy, housing market and immigration create an opportunity to develop a range of housing and commercial services in the Precinct,
  - that there are no significant infrastructure constraints on development,
  - that the *Transportation Master Plan* identifies future opportunities to connect the Precinct to a range of transportation options and
  - that no environmental constraints were identified in the environmental assessment of the lands in the Precinct that are east of the former CPR rail line ROW.

**Part C – Waterford Green (Precinct C) Land Use and Development Policies**

Part C consists of:

- C-1 Waterford Green Development Concept, which, under subsections C-1.1 Vision and C-1.2 Objectives, states
  - that the Precinct will have a pedestrian focus, provide a range of transportation and housing options and provide recreational and commercial amenities and
  - that the objectives for the Precinct are to provide a high quality living environment, invest in recreational amenities, design with nature, provide choice of travel, focus on public transit, create places for people, design for diversity and make connections;
- C-2 Urban Design, which states that the urban design policies are to realize the vision and objectives for the Precinct and, under subsections C-2.1 Precinct-wide Urban Design Policies, C-2.2 Low Density Residential Urban Design Policies, C-2.3 Medium Density Residential Urban Design Policies and C-2.4 Neighbourhood Mixed Use Centre Urban Design Policies
  - that the public realm should be pedestrian oriented where buildings have active frontages, and consistent and minimal front yards,
  - that sustainable landscapes shall be promoted,
  - that the built form should enhance the compatibility of land uses and various residential densities,
  - that gateways, view corridors and visual and physical connections should be provided,

- that properties abutting public lanes behind, and parallel to, Dr. Jose Rizal Way shall be designed to accommodate visitor parking off the public lane,
- that pedestrian oriented lighting and landscaping should be provided in or alongside the public lanes behind, and parallel to, Dr. Jose Rizal Way,
- that multiple family residential in a Medium Density Residential policy area may be subject to plan approval and that parking shall be screened from public streets and
- that buildings in the Neighbourhood Mixed Use Centre policy area shall be oriented to the public streets;

- C-3 Residential, which states that a variety of housing should be provided and, under subsections C-3.1 Low Density Residential Land Use Policies, C-3.2 Medium Density Residential Land Use Policies, C-3.3 Precinct-Wide Residential Density Target and C-3.4 Projected Population
  - that secondary suites, single- and two-family dwellings, townhouses and parks may be developed in the Low Density Residential policy areas as well as a school, should one be required,
  - that townhouses and apartment-type buildings and parks may be developed in the Medium Density Residential policy areas and
  - that the density target for the Precinct is six dwelling units per gross acre and that, at 3.05 persons per household, approximately 3,000 people may live in the Precinct;
- C-4 Neighbourhood Mixed Use Centre, which states that this area shall function as a pedestrian oriented town centre and, under subsection C-4.1 Neighbourhood Mixed Use Centre Land Use Policies
  - that neighbourhood commercial and institutional uses and multiple-family uses above the ground floor may be developed;
- C-5 Potential School Reserve, which states that an "N" to 8 school site may be required and, under subsection C-5.1 Potential School Reserve Policies
  - that the underlying land use designations of *Parks* and of *Low Density Residential* shall apply to the potential school reserve should a school not be required or approved;
- C-6 Parks, which states that the primary purpose of parks is to provide areas for active and passive recreational and leisure activities and, under subsection C-6.1 Parks Policies,
  - that parks should be located such that most dwellings in Waterford Green are within approximately 400 metres of a park and
  - that paths may be constructed in some parks;
- C-7 Infrastructure, which states that infrastructure shall be provided in a manner that ensures cost fairness and equity and, under subsections C-7.1 Municipal Infrastructure Servicing Design Brief, C-7.2 Water Policies, C-7.4 Transportation Policies, C-7.4.4 Motor-Vehicle Network Policies and C-7.5 Communications, Electricity and Natural Gas
  - that the policy map shows the proposed roads that would function as arterial or collector streets and those that would function as local streets that will include one or two sidewalks,
  - that the policy map shows the proposed paths,
  - that *New Communities* will be developed with complete streets,

- that the transportation system shall consist of an active transportation network, a public transit network and a motor-vehicle network, any of which may overlap with another of these networks and
- that the provision of communications, electricity and natural gas services shall be encouraged to be done in a manner consistent with the Plan;

- C-8 Rail Corridor Policies, which notes that the *Transportation Master Plan* identifies the CPR's Arborg rail line right-of-way as a conceptual "bicycle spine or super corridor";
- C-9 Implementation, which states "land use proposals will be evaluated against the land use policies of the Plan as they are applied to the lands designated in the Land Use and Transportation Policy Map" and, under subsections C-9.1 Actions and C-9.2 Site Plans
  - that the Plan shall be a guide in the City's decision-making and
  - that site plans will be submitted for development applications in the Medium Density Residential, Neighbourhood Mixed Use Centre and Potential School Reserve policy areas; and
- Figure 1 Land Use and Transportation Policy Map, also identified as the Waterford Green Land Use and Transportation Policy Map.

**RECOMMENDATIONS**

The Winnipeg Public Service recommends endorsement as Council policy of the *Waterford Green Precinct Plan,* as amended below, for the following reasons:

- as amended, the Plan will be consistent with *OurWinnipeg* and the *Complete Communities Direction Strategy*; and
- as amended, the Plan will provide guidance in the City's decision-making and will clearly and transparently articulate Council's expectations of how the Precinct will be developed.

The Winnipeg Public Service recommends that the Plan be amended so that it will be clearer and better comply with *OurWinnipeg* and the *Complete Communities Direction Strategy* and that said amendments shall be:

1) to replace the word "three" in Section A-3.2 with "four";
2) to relocate Policy 3 of the Pedestrian Focused policies of Section C-2.4 to the Design and Access policies of Section C-2.4, below Policy 3 of that section, and renumber it to Policy 4, said policy stating "The detailed design will consider how to creatively integrate public transit and cycling infrastructure into the commercial centre with a focus on convenience and ease of access";
3) to replace the words "bike lands" in Policy 1 of Subsection C-7.4.2 with the words "bike lanes";
4) to replace the word "trail" in Policy 10 of Subsection C-7.4.2 with the word "path";
5) to replace all of Subsection C-6.1 with the following:

    1. The parks of Waterford Green shall provide residents of Waterford Green and of adjacent and nearby neighbourhoods with:
        a. active recreation opportunities - sports fields;
        b. passive recreation and leisure opportunities such as places to play, sit, enjoy nature, garden, learn, walk, cycle or ski; and

c. land in which an AT path may be located.

2. The parks shall enable a variety of experiences and year-round activities for people of all ages and abilities.
3. Parks should be located such that most dwellings in Waterford Green are within approximately 400 metres of a park or open space.
4. Parks shall be an appropriate size and configuration for their intended uses but, in order to provide an equitable distribution of parks, shall not be much larger than is necessary for their intended uses and not concentrated in one area.
5. Orientation and quality of the parks should be appropriate for the intended use.
6. Parks should be planned to maximize passive surveillance through site configuration, placement of access points, amount of frontage and sitelines.
7. Parks will incorporate principles of sustainable landscapes, which may include, but are not limited to, naturalized plantings and low maintenance vegetation.
8. To balance the provision of active and passive parks, a minimum of 30% of the parks in Waterford Green shall be allocated to each type.
9. The amount of parks allocated for active recreation assumes that the area designated “potential school reserve” will be developed into a school with accessory uses such as sports fields and also takes into account Policy 4 of Section C-5.1, which states: “The School Division is encouraged to share the use of its facilities, such as… the sports fields, with local groups and organizations.”
10. Should a school site not be required or approved, the underlying land use designations shown on the Land Use and Transportation Policy Map (fig.1), which are *parks* and *low density residential areas*, shall apply and the portion shown as *parks*, which is approximately half the area of the *potential school* reserve, shall be developed for active recreation.
11. The parks located along storm water retention basins shall include space in which a path, with appropriate land drainage, can be accommodated.
12. Linear Parks, and those parks having the primary purpose of accommodating a continuous path, should be designed to minimize the number of street crossings.
13. Path surfacing shall be appropriate to the context and determined, in consideration of City guidelines and standards, at the development approval stage.

14. Principles of CPTED (Crime Prevention Through Environmental Design) and Universal Design shall apply.

15. Section C-2 shall apply to all parks.

6) to replace the Waterford Green Land Use and Transportation Policy Map with the map in Attachment 5 – Amended Waterford Green Land Use and Transportation Policy Map, not including the red arrows which only identify the amendments to the map;

7) to add the words “within which are paths” after the word “spaces” in Policy 1, Clause b of Section C-2.1;

8) to add the words “in abutting properties” after the word “plantings” in Policy 1, Clause b of the Enhanced Lane policies of Section C-2.2;

9) to add the following “4. Accommodate commercial vehicle requirements to serve the needs of the mixed use centre.” after the 3rd policy of the Design and Access policies of Section C-2.4;

10) to delete Policy 5 of Subsection C-7.4.4.; and

11) to consider adding images showing what certain places in the Precinct may look like once they are developed, as a way to convey the intent for the urban design policies.

The Winnipeg Public Service recommends endorsement as Council policy the document *Operationalizing Waterford Green Precinct Plan* for the following reasons:

- to provide a clear and transparent process for the adoption and amendment of the Plan and
- to ensure that owners of land within the Precinct are notified and have an opportunity to comment on any future amendments to the plan.

## Attachment B – *Waterford Green Precinct Plan*



Precinct C
(Waterford Green) Pl

## Attachment C – *Operationalizing the Waterford Green Precinct Plan*

# Operationalizing The Waterford Green Precinct Plan

### *1. Precinct Plans*

Adoption

1(1) The Precinct Plan will be endorsed as Council policy.

1(2) The critical path for endorsement is Lord Selkirk - West Kildonan Community Committee → Standing Policy Committee on Property and Development → Executive Policy Committee → Council

Amendment

1(3) Application can be made by:

a. The owner.

b. An agent of the owner authorized in writing by the owner.

1(4) Application for the amendment is made to the Director of Planning Property and Development.

1(5) Amendments proposing significant change to any one of the following must be endorsed by council and follow the critical path identified in provision1(2) above:

i. Maps
ii. Density
iii. Text
iv. Plan of Subdivision
v. Height
vi. Land Use/Zoning

Notification

1(6) Notification for the adoption of a Precinct Plan or amendment to a Precinct Plan must follow provisions 2.1. through 2.6.

### *2. Notification*

2(1) Notification of the adoption or an amendment must be sent to all property owners, or condominium corporations where established, within the Precinct Plan Boundaries by registered mail.

2(2) Letters must include a description of the intent of the plan or amendment and a copy of the proposed amendment.

2(3) If the plan or amendment proceeding to the Community Committee, letters must identify the time, date, and location of the meeting and where and when a copy of the administrative report for the proposed amendment will be available.

2(4) All letters will indicate that the recipient has 17 days from the date the letter was sent to express their comments, in writing, concerning the amendment to the Director of Planning Property and Development. For those plans or amendments being scheduled for a public meeting the commenting period must expire at least 14 days prior to the public meeting.

2(5) All letters must include the mailing address for submission of comments and contact information for further inquiries.

2(6) Prior to acceptance of a plan or amendment application proof of notification, in accordance with provisions 2.1. through 2.5., must be provided to the Director of Planning Property and Development.

\

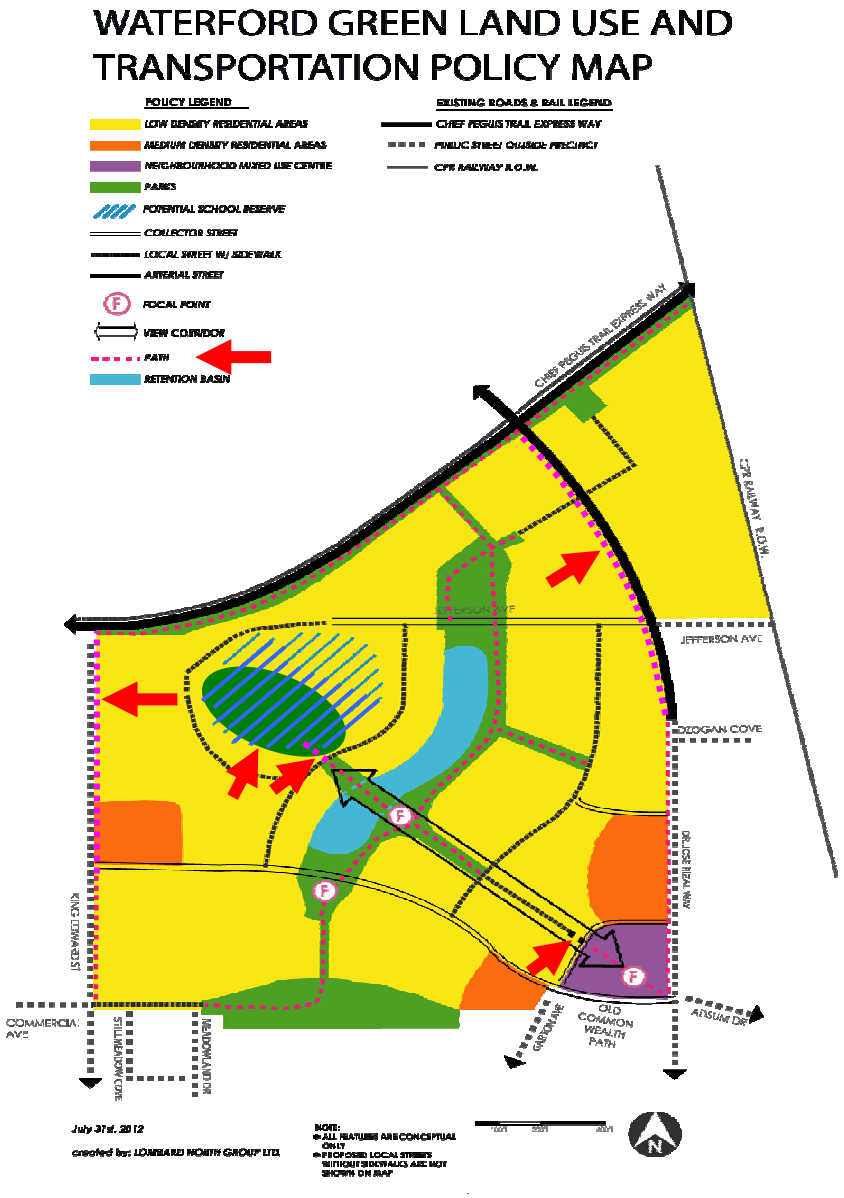
## Attachment D – Cost-Benefit Analysis



Precinct C - Financial Impact Assessment

## Attachment E – Amended Waterford Green Land Use and Transportation Policy Map

Note: Red arrows only identify amendments and should not be included in the approved Plan.



# WATERFORD GREEN

September 11th, 2012 LSWK –
Community Committee Hearing
SP 2/12 AND DASZ 15/12

## WELCOME

**presentation outline**

1. Community Engagement Process
2. Waterford Green Precinct Plan SP 2/12
3. DASZ 15/12 Application

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Winnipeg, MB R3B 3B1

# HOW WE GOT HERE

**Open House #1**

- Community Preference Survey :

**Open House #2**

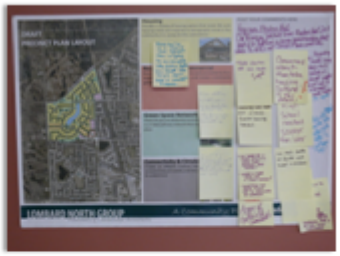
- Land use and design development

**Open House #3**

- Review land use and design options

**Open House #4**

- Presented final draft plan to community residents







# PRECINCT PLAN

## LAND USE & TRANSPORTATION POLICY MAP

LAND USE

1. Low Density Residential
(includes single family, semi-detached, townhouses)

2. Medium Density Residential
(includes RMF-M)

3. Neighbourhood Mixed Use Centre
(small-scale local commercial)

4. Potential School Reserve
(N-8 School)

5. Interconnected **parks**, **paths** and **streets with sidewalks**



# PRECINCT PLAN
## LAND USE & TRANSPORTATION POLICY MAP

ROADWAYS

1. **Dr. Jose Rizal Way (minor arterial)** extends from Dzogan Cove north through the precinct area to connect with future CPT extension
2. **Commonwealth Path (collector street)** extends through Waterford Green to King Edward Street
3. **King Edward (collector street)** is upgraded from rural cross section to urban cross section from Commercial Avenue to the extension of Commonwealth Path
4. **Jefferson Ave (collector to local street)** is directed internal to the neighbourhood as a local street with sidewalk and provides access to the future school site





# PRECINCT PLAN
## LAND USE & TRANSPORTATION POLICY MAP

ACTIVE TRANSPORTATION NETWORK

1. The AT Network is comprised of an internal sidewalk and pathway system connecting the future school site, residential areas, park spaces and the Neighbourhood Mixed Use Centre.
2. Transportation Master Plan identifies Dr. Jose Rizal Way as an addition to the city's AT Network. AT Network on Dr. Jose Rizal Way will separate vehicles and cyclists
3. Boulevard street will link the Neighbourhood Mixed Use Centre and the Pathway System



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Winnipeg, MB R3B 3B1

# PRECINCT PLAN
## URBAN DESIGN GUIDELINES

PARKS AND PATHWAYS

1. Naturalized retention ponds
2. Provide a mix of active play spaces and passive recreational opportunities
3. Incorporate principles of CPTED and Universal Design to ensure that our parks and pathways are safe and inviting for all residents
4. The creation of a view corridor linking the future school site to the Neighbourhood Mixed Use Centre



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# PRECINCT PLAN
## URBAN DESIGN GUIDELINES

NEIGHBOURHOOD MIXED USE CENTRE (NMUC)

1. **Pedestrian focused** (includes street furniture and landscaping)
2. **Parking** will be located internally in the rear and side yards
3. **Design** of buildings will minimize setbacks and promote pedestrian **access** from the street
4. The design of the NMUC will celebrate its important location as a **gateway** into the community and preserve the **view corridor** towards the lake and school site
5. **Signage** will be pedestrian orientated and **public art** will be encouraged





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# DESIGN FEATURES

## A WELCOMING FRONT DOOR

1. Reduced front yard setbacks along Dr. Jose Rizal Way to create a pedestrian friendly environment

2. Improves the visual character of Dr. Jose Rizal Way by creating a "**people street**" where residents are encouraged to **walk**, **bike** and take the **bus** in a comfortable environment.

3. Responds to community concerns regarding visual appearance of the community's "front door"

4. Realizes objectives of the *Complete Communities* and the Transportation Master Plan (TMP)





# DESIGN FEATURES

## FRONT YARDS TO FACE DR. JOSE RIZAL WAY

1. Keewatin Street/Dr. Jose Rizal Way is **not** a City of Winnipeg designated Truck Route and **has not** been designated as such under the City of Winnipeg TMP

2. The nature of the street according to the TMP is to primarily focus on pedestrians & cyclists (**AT Network expansion**), transit (**Transit Quality Corridor**) and to discourage truck traffic

3. A Key Direction of the TMP is the integration of transportation and land use planning that supports the Direction of Complete Communities (p.29) – in terms of **urban form** and **transportation choice**



# DESIGN FEATURES

## FRONT YARDS TO FACE DR. JOSE RIZAL WAY

1. With completion of CPT, traffic analysis predicts 15,000 vehicles per day on Dr. Jose Rizal Way (north of Adsum)

2. Similar to 2009 traffic volumes along other mixed use streets:
   - Academy Rd (19,000)
   - Corydon Ave (14,000-17,000)
   - Ellice Ave (16,000)
   - Sargent Ave (16,900)

3. Less than:
   - St. Mary's Rd between Fermor and Dakota (30,000)
   - Grant Ave (24,000)
   - Taylor Ave (21,000-25,000)
   - Jubilee (26,000-29,000)



New MF Condo on Grant Ave



Existing Single Family on Grant Ave

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# DESIGN FEATURES

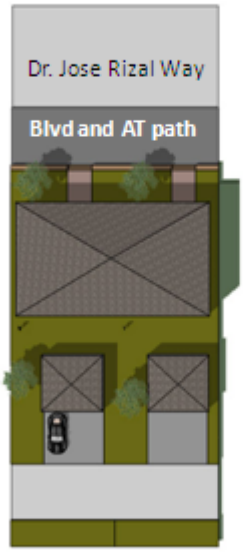
## FRONT YARDS TO FACE DR. JOSE RIZAL WAY

1. Reduced front yards to promote a pedestrian focused environment

2. Front yards will minimize sod and have high quality low-maintenance landscape

3. Benefit of the reduced front yard is the creation of family courtyard space between the residence and the garage

4. Garage will be set back from the lane to provide off-lane parking for visitors. Dr. Jose Rizal Way will in the future restrict on-street parking

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WATERFORD GREEN

# DASZ APPLICATION

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## NEIGHBOURHOOD DESIGN

### guiding vision

1. Implements Precinct Plan vision
2. Choice of housing types to satisfy community lifecycle, cultural and budget needs.
3. High quality green spaces connected to activity areas.
4. Residential clusters and street system designed to connect residents together and create a shared sense of community.
4. Accessible, pedestrian, cycling and transit oriented mixed use residential neighbourhood.



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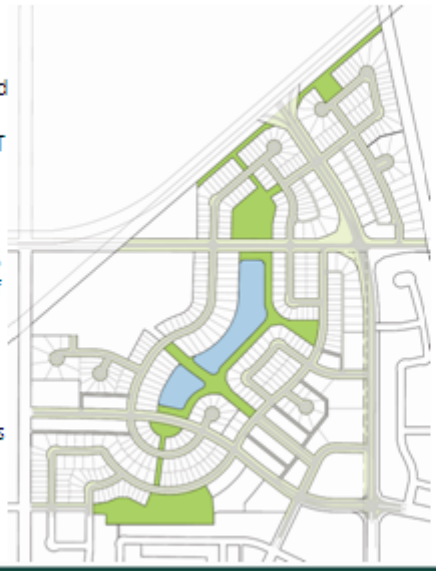
# DESIGN FEATURES

## ACTIVE AND PASSIVE PARK SPACES

1. 14.4 acres of parks (8.8% of 163 acres) and does not include park buffer along future CPT right-of-way
2. City Development Parameters require 8% dedication (13 acres of park space)
3. Intend on going above the development agreement parameters of sod and provide quality programmed park spaces



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# DESIGN FEATURES

## ACTIVE AND PASSIVE PARK SPACES


















# DESIGN FEATURES

## FUTURE SCHOOL SITE AND SINGLE FAMILY HOMES

1. A future 9.25 acre nursery to grade-8 school site
2. School site will be integrated into the sidewalk and pathway system
3. Remaining 6.15 acres will be single family homes



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# DESIGN FEATURES

## SIDEWALKS, PATHS AND PARK SPACES

1. Community pathways and sidewalks connect residents with the community's park spaces, school grounds and the Village Centre



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# WATERFORD GREEN ZONING

## by type

- ❑ Single Family (R1-M)
- ❑ Single Family (R1-S)
- ❑ Semi-detached (R2)
- ❑ Townhouses (RMF-S)
- ❑ Multi-family (RMF-M)



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# TOWNHOUSES

## characteristics



- Townhouses are located along collector streets or at entry gateways
- Townhouse design focuses on the creation of active streetscapes and rear yard courtyards
- Townhouses will have articulation in facades, different roof pitches and various materials to provide uniqueness in design



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# DESIGN FEATURES

## townhouses with lanes

1. Reduced front yards to promote a pedestrian focused environment
2. Front yards will have high quality low-maintenance landscaping
3. Courtyard space between the residence and the garage for patio or deck space
4. Garage will be set back from the lane to provide off-lane parking for visitors







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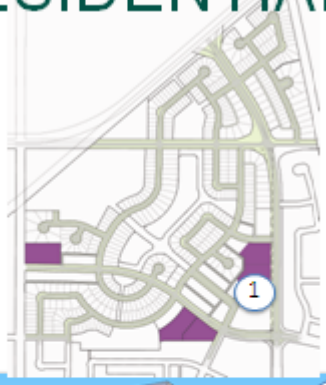
# MULTI-FAMILY RESIDENTIAL

## characteristics

- Approximately 8 acres
- Multi-family lots are located along collector streets or at entry gateways
- Setbacks and a stepping down of heights towards single family residential areas to minimize shadow impacts.
- Encourage architecturally innovative building design that positively contributes to the neighbourhood.
- Multi-family will range between 3 to a maximum of 6 stories.
- MHRC has the option to purchase up to 3 acres of land for multi-family housing. If they do, MHRC propose constructing market and non-market rental, cooperative or life-lease housing targeted to seniors 55+







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# COMMERCIAL TOWN CENTRE DESIGN

## concept plan




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# DESIGN FEATURES

## ACTIVE STREET FRONTAGES



Store front set back along Dr. Jose Rizal Way

Store fronts will be orientated to the street and extended building setbacks will only be permitted where it is to incorporate a seating space, patio, etc.



Store fronts along Dr. Jose Rizal Way

The intent is for commercial signage to be pedestrian in scale and not orientated towards vehicles

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# DESIGN FEATURES

## TRANSIT ORIENTATED AND PUBLIC SPACES



Dr. Jose Rizal Way @ Adsum Drive

The design of the commercial town centre will integrate public transit and cyclists to facilitate access and connectivity along the Dr. Jose Rizal Way Transit Quality and AT Corridor.



Town Centre public space

The design of the town centre will include trees, landscaping, pedestrian scale lighting and places for people to sit and gather.



# DESIGN FEATURES

## VIEW CORRIDOR




Pedestrian boulevard connecting town centre to pathway system




Dr. Jose Rizal Way @ Adsum Drive

Establish a gateway and view corridor from Old Commonwealth and Dr. Jose Rizal Way to the retention pond.



# DESIGN FEATURES

## NEIGHBOURHOOD INTEGRATION & INTERNALIZED PARKING







the intent of the design is to integrate surrounding neighbourhood to the town centre by creating a street that is pedestrian friendly (lighting and landscaping) with store fronts that actively engage the street.



# WATERFORD GREEN

## YOUR COMMUNITY, YOUR LIFESTYLE, YOUR HOME!

1. Mixed Use Neighbourhood with 1,100 new housing units (single family, semi-detached, townhouse and condos)
2. Future Nursery to Gr 8. School
3. 3 acre Village Centre (retail services) with public art space
4. Naturalized two-lake retention system
5. Active play spaces, including multi-purpose sports field and children play grounds
6. Community pathways and sidewalks connecting residents with the community's park spaces, school grounds and the Village Centre
7. Economic Impact of Waterford Green contributes to the City net tax revenues: $49 Million



# LOMBARD NORTH GROUP (1984) LTD

PLANNERS AND LANDSCAPE ARCHITECTS

LANDSCAPE ARCHITECTURE

URBAN AND REGIONAL PLANNING

PROJECT MANAGEMENT

URBAN DESIGN

PUBLIC CONSULTATION

LAND DEVELOPMENT

ECONOMIC FEASIBILITY ASSESSMENT

ENVIRONMENTAL ASSESSMENT

WATERFRONT DEVELOPMENT

TOURISM AND RECREATION STRATEGIES

GIS MANAGEMENT CONSULTING

September 11, 2012

Chair and Members
Lord Selkirk/ West Kildonan Community Committee
Council Building
510 Main Street
Winnipeg, Manitoba

**RE: Precinct Plan SP 2/2012 and DASZ 15/12 Waterford Green**

In regards to Precinct Plan SP 2/ 2012 and DASZ 15/12 we have reviewed the Administration reports and recommendations and attach herewith:

**Developer Schedule 1:** Our rationale and requested street names submitted for Committee approval.

**Developer Schedule 2:** Requested refinements to administration's proposed Planning amendments to the Precinct Plan under Administration Report Item #1.

**Developer Schedule 3:** Explanation of reduced front yard set-backs for townhouses and side-by-side housing units fronting Dr Jose Rizal Way proposed in the Precinct Plan.

**Developer Schedule 4:** Requested refinements to administration's proposed Planning recommendations for subdivision and rezoning approval under File DASZ 15/12 Administration Report Item #2.

**Developer Schedule 5:** Requested refinements to ACG report on Plan considerations and Agreement Considerations under File DASZ 15/12 proposed under Schedule B of the report to the Community Committee.

Following receipt of the Administrative reports Friday Sept 7th we reviewed and communicated with to the administration our concerns and would appreciate the Community Committee's consideration of the refinements requested in the attached schedules.

Sincerely,

David O. Palubeski, F.C.I.P.
President
**LOMBARD NORTH GROUP (1984) LTD**

1

# Developer Schedule 1

**Waterford Green Theme and requested street names submitted for Committee approval:**

## THEME STATEMENT

The central theme of the proposed Waterford Green community centers around three dynamic natural features of the southern Manitoban landscape; sky, prairie and water. These natural features are what drove the massive influx of immigrants to form agrarian settlements here during the 19th century. The combination of these three elements have provided over a century of sustenance, shelter and prosperity for those living on and working the land in southern Manitoba. The past few decades have proven that sky, prairie and water have the continued ability to draw immigrants from around the globe, making the City of Winnipeg so culturally diverse. As such, Waterford Green's theme aims to respect the land's past heritage while addressing the expanding ethnic and cultural groups that have made this area of Winnipeg their own.

The name of the community, Waterford Green, is derived from the design of the community itself. The community's central water body is divided by a land crossing, evocative of the Old English phrase, "ford the water"; a shallow place in a river or stream allowing one to walk across. The crossing helps bond the wide expanse of the development by providing a walkable environment to its key features.

The continued relationship between land, water and sky is further illustrated in the street names we have chosen. Words suggesting 'land' and 'water' have been used to create unique street names. Examples include 'Prairie Springs', 'Water Ridge' and 'Bridgeford'. In order to further this theme as well as pay respect to the ethnic groups predominate in northwest Winnipeg (Filipino and East Indian), selected street names are derived the Punjabi and Tagalog languages. For example, 'Albay' translates to 'by the bay' in Tagalog and 'Malwa' is a prairie region of India with similar agricultural crops as in southern Manitoba. Furthermore, 'Umber' is a Punjabi word meaning 'sky' but in English the same word refers to 'rich, brown earth' , weaving both sky and land together creating the quintessential Manitoban icon, the prairie horizon.

**September 11, 2012 DASZ 15/12 & SP 2/12 LSWK Community Committee**

Albay
Bloomfield
Bridgeford
Brooksmere
Brushgrove
Creekwater
Driftwater
Fresh Water
Greenfield
Highwater
Luzon
Malwa
Millpond
Park Springs
Prairie Spring
Singh
Spring Landing
Swiftwater
Umber
Upper Commons
Water Ridge
Waterford Green
Wellsprings
Wildbrook
Wildwater

# Developer Schedule 2

**Requested refinements to the Administration's proposed amendments to the Precinct Plan under Item No. 1.**

**C-2.2 LOW DENSITY RESIDENTIAL URBAN DESIGN POLICIES – TOWNHOUSES**

Add: **Two –Family** to the **Townhouses** section heading to read as follows:

**Two-Family & Townhouses**

Amend Clause 1 to include two family residences:

1. **Two-family dwellings and townhouses (the latter of which is defined in this Plan as buildings comprised of at least three dwelling units, each of which with direct access to the outdoors) are an important component of meeting the housing lifestyle needs of the community and will:**
    a. **have reduced front yard setbacks to provide a more pedestrian scale streetscape and create more useable rear yards; and**

    b. **have articulation in facades, different roof pitches and various materials and colours to highlight architectural uniqueness of each unit and avoid repetitive design.**

**C-6.1 PARKS POLICIES**

Replace Administration's suggested wording in the for Subsection C-6.1 Parks Policies clause 10 in the following sections:

- Winnipeg Public Service Recommendation (page 2);
- the Administrative Report Recommendations (page 5); and
- Attachment A - Planning Discussions Recommendations (page 8).

that it be modified to state as follows:

**Replace the Wording:** *"Should a School Site not be required or approved, the underlying land use designations shown on the Land Use and Transportation Policy Map (fig.1), which are parks and low density residential areas, shall apply and the portion shown as parks, which is approximately half the area of the potential school reserve, shall be developed for active recreation."*

**With the following Wording: "Should a School Site not be required or approved, the design of the residential neighbourhood underlying the potential school reserve will include provisions for the dedication of an active recreation area taking into consideration the dedication requirements of the City's Development Agreement Parameters."**

## Developer Schedule 3

**Explanation of reduced front yard set-backs for townhouses and side-by-side housing units fronting Dr Jose Rizal Way (DJRW) proposed in the Precinct Plan.**

DJRW is planned as a future 60 k/hr divided four lane arterial street. It will include an active transportation corridor providing pedestrian and cycling lanes and will be one of the designated priority bus routes under the City's Transportation Plan.

Past developments providing residential lands adjoining DJRW have typically backed or sided single-family and RMF-S to RMF- M multi-family onto the street. These developments have included perimeter fencing to create a visual screen between residential rear and side yards and the Dr Jose Rizal Way ROW.

In isolation the idea of screening a four lane minor arterial street using fencing is not unreasonable, but when entire blocks of the street ROW are so treated the visual impact upon the street and relationship between the street and the adjoining neighbourhood is diminished. The concepts of providing active transportation, TOD development and CEPTD "eyes on the street" are not very functional if as part of our neighbourhood design we erect barriers which create a street that becomes a visual and functional canyon.

Our city has a number of examples of these types of streets, in fact we used images of Warde Ave and St Mary's Rd in south St Vital and the east side of DRJW north of Commonwealth as part of the Waterford Green Precinct Plan complete community "Visual Preference Survey" on relationships between transportation and land use. These streets scored a very negative rating by area residents.

Waterford Green neighbourhood design approach follows street design and land use relationships which were most highly valued by residents as follows:

- For commercial development - active street frontages characterized by zero set-backs, storefront openings with direct access and windows facing the sidewalk and street;
- For residential development - street frontages characterized by housing fronting onto the street where the separation between private front yard space and street ROW was defined not by the extent of the front yard setback, but by an increase in the yard elevation of between 0.5 to 0.75 meter above sidewalk grade. Front yards facing main streets where viewed as visual and ornamental spaces which add to the character of the street. They were not viewed as useable space, excepting as providing front door access to active street corridor and bus route.
- People preferred a reduced residential front yard in exchange for a larger more useable rear yard space for family relaxation and recreation. The dwelling becomes an effective buffer screening key indoor and outdoor space both visually and from the sounds of the street.

**September 11, 2012 DASZ 15/12 & SP 2/12 LSWK Community Committee**

In the proposed DASZ 15/12 development application we have chosen to take a neighbourhood design approach that includes active street frontages for both residential and commercial use. We have been guided in this decision by Our Winnipeg 'Complete Communities Strategies' that encourage new approaches to streetscapes including active street frontages, by the Precinct Plan's neighbourhood visual preference survey and by builder advice on lot layout and designs that better meet homeowner wants.

Thus we propose the front yard for R2 (and Multi-family RMF-S and RMF-M lots) fronting DJRW be reduced from 20 feet to 15 feet. In addition, we propose that front yards for RMF-S and RMF-M lots fronting Old Commonwealth Path and all other internal streets within the subject lands be reduced to 10 feet.

In regard to R2 building setbacks and sound attenuation we ask that you consider the following:

1. The average width of DJRW boulevard (excludes intersections with Jefferson and Chief Peguis Trail where boulevard widths increase to accommodate turning lanes) varies south and north of Jefferson Ave between 22.4 to 26.6 ft.

2. A residential R2 front yard of 15 feet (incorporating an elevation change of between 0.5 to 0.75 meters) creates a separation of between 37.4 feet and 41.6 feet between the dwelling and street curb.

3. Reduced front yard provides additional rear yard depth which in turn creates more useable rear yard outdoor family-use space.

4. Residential front yards facing DJRW create a house orientation that place key spaces such as eating areas, kitchens and master bedrooms at the rear of the house protected from the traffic din rather than exposed to it (unlike existing single-family homes on the east side of DJRW where houses back onto street ROW and expose these key interior and exterior spaces directly to traffic).

5. Reduced front yards for R2 also provides the added benefit of setting back garages (and waste/ recycling locations) up to 18 feet from the rear lane which permits off-lane parking and reduces the typical vehicle congestion when front street parking is prohibited (as it will in the future of DJRW).

Thank you for the opportunity to provide our observations on residential building orientation, set-backs and sound attenuation as they relate to R2 housing adjacent to Dr Jose Rizal Way (DJRW).

## Developer Schedule 4

**Requested refinements to administration's proposed Planning recommendations for subdivision and rezoning approval under File DASZ 15/12 Administration Report Item #2, Winnipeg Public Service Recommendations and Appendix A.**

1. **Clause 2 A ii) (Page 2 and page 8)** provision of the special rear yard setback requested by the developer is tied to the reduction of the R2 front yards facing DJRW to 15 feet. This front yard reduction will require a variance which the Administration advised would be processed following public hearing approval of DASZ 15/2012. Without the variance we cannot provide the special 18 foot rear yard setback for accessory structures. **Request Clause 2 A ii) of the Public Service Recommendations be deleted.**

   We propose to make a blanket front yard variance to reduce the R2 front yard from 20 feet to 15 feet and suggest as a condition of variance approval the requirement to provide an 18 foot rear yard setback for accessory buildings.

2. **Clause 2 A iii b) (Page 2 and page 8)** ***"There should be no parking in any required or voluntary yard".*** This is in reference to the CMU site. Our plan is to contain parking in the interior rear and designated side yards of the CMU site(s).**Request that Clause 2 A iii b) be amended by adding the phase: "With the understanding the CMU parking is to be contained in the interior rear and side yards formed by creating an active street frontage where buildings are oriented around the street perimeter of the CMU site."**

3. **Clause 2 A vi) (Page 2 and page 8) proposes a 16.0 m setback to principal dwelling backing onto Dr Jose Rizal Way (DJRW) and is similar clause to Clause 12 Appendix B ACG Report:** This is not possible without significantly revising the plan which is recommended for approval by the Administration in its present form as illustrated in Schedule A. DJRW is not a high speed roadway or designated as truck route north of Inkster. There are no provisions in the City's Development Plan policies under Our Winnipeg Complete Communities or the City's Transportation Plan that requires this set-back on DJRW. 16 m setback for rear (front) yards on DJRW is impractical given side yard set-backs permitted under the zoning by-law for R1 and R2 will continue to be 4 feet and multi-family front yards 10 feet onto DJRW (significantly less than 16 m set back). **Request that Clause 2 A vi) be deleted.**

4. **Item #2 Clause 2A vii) (Page 2 and page 8) Similar to ACG Report Clause 13 of Appendix B: Lots backing onto Chief Peguis Trail Rear Yard to provide a minimum depth to achieve City's Motor Vehicle Noise Policies and Guidelines.** For the interpretation of this clause I request the following minimum design standards be added to Clause 2A vii) as provided by Stantec Engineering:

   **Request Clause 13 be reworded to state: The set-back of a principal dwelling to Chief Peguis Trail ROW to be a minimum of 18.82 m to be composed of a 7.62 m rear yard and an 11.2 m Park buffer. Grading of the rear yard to be sloped up to the south boundary of the Park buffer to create a berm with a minimum elevation of 1.25 m in height above grade at rear of house and the construction on top of the berm of a 2.0 m uniform solid cedar tone fence, to be maintained by the property owner.**

The above provision addresses our concerns for the set-back of 3 lots at the apex of two cul-de-sacs and one street turning bulb (on the west and east side of DJRW at Chief Peguis Trail). The radius of the turnarounds reduces lot depth for the affected lots to 30.6 m (the balance of the regular street lots backing onto CPT have lot depths of 42.8 m).

5. **Appendix A Recommendation (Page 25)** states: *"The size and location of the subject property can accommodate the proposed development. Situated adjacent to **Main Street** it is an ideal location for multi-family development. The expected residential addition will help strengthen the existing commercial properties along **Main Street** as well as those currently being constructed."* **Request that bullet 4 under Appendix A Recommendation be adjusted to change the reference from Main Street to Dr Jose Rizal Way and Commonwealth Ave.**

# Developer Schedule 5

**Requested refinements to ACG report on Plan considerations and Agreement Considerations under File DASZ 15/12 proposed under Schedule B of the report to the Community Committee.**

**Under Part C Agreement Conditions**

1. **Clause 10 (Page 30) and Clause 44 (Page 35) provides for city to recover share of street and underground services constructed in Dr Jose Rizal Way (DJRW) by others:** developer on east side of DJRW constructed two lanes of pavement and a sidewalk on the east side of DJRW from Adsum to Dzogan Cove and installed a 300 mm water line and right in and right out lanes on Adsum St. The balance of DJRW to Jefferson Ave, rail crossing improvements and conversion of Jefferson to an urban cross-section adjoining the previous Developer lands on the east side of DJRW all remain outstanding **Request Clause 10 and 44 be adjusted to confirm works requested of my clients under clauses 33, 37, 38, 39, 40, and 45 inclusive related to works on Jefferson and DJRW which border on the east side development lands including share of RR Crossing improvements will be credited as off-set charges toward the recoveries provided by the City under this clause.**

2. **Clause 12 (Page 30) Requires a 16.0 m setback to principal dwelling backing onto DJRW:** This is not possible without significantly revising the plan which is recommended for approval by the Administration in its present form as illustrated in Schedule A. DJRW is not a high speed roadway or designated as truck route north of Adsum. There are no provisions in the City's Development Plan policies under Our Winnipeg Complete Communities or the City's Transportation Plan that requires this set-back on DJRW. We do not understand the benefit of this clause given side yard set-backs permitted under the zoning by-law for R1 and R2 siding onto DJRW will continue to be 4 feet and multi-family front yards 10 feet (significantly less than 16 m set back). **Request Clause 2 A vi) under Item #2 of the Public Service Recommendations be deleted.**

3. **Clause 13 (Page 30) Lots backing onto Chief Peguis Trail Rear Yard to be stated in Zoning Agreement:** For the interpretation of this clause I would like to have Administration confirmation that for our development the following provisions would be included in the Zoning Agreement: **Request Clause 13 be reworded to state: The set-back of a principal dwelling to Chief Peguis Trail ROW to be a minimum of 18.82 m to be composed of a 7.62 m rear yard and an 11.2 m Park buffer. Grading of the rear yard to be sloped up to the south boundary of the Park buffer to create a berm with a minimum elevation of 1.25 m in height above grade at rear of house and the construction on top of the berm of a 2.0 m uniform solid cedar tone fence, to be maintained by the property owner.**

   The above provision addresses our concerns for the set-back of 3 lots at the apex of the two cul-de-sacs and one bulb (on the west and east side of DJRW at Chief Peguis Trail). The turnaround radius of 17.5 m reduces lot depth for the affected lots (to 30.6 m relative to the balance of the regular street lots which have lot depths of 42.8 m).

4. **Clause 22 (page 31): Chief Peguis Trail (CPT) Works:** Genstar nor any other developer has been required to undertake responsibility for intersection and channelization improvements on CPT. CPT is a limited access major city expressway serving the entire city the intersections approved benefit the city as a whole and as such the improvements and should be funded by the City as a whole. **Request that Clause 22 be deleted.**

5. **Clause 31 (page 33): King Edward Street Improvements:** The Precinct Plan background Transportation Study suggests that King Edward St would not connect to Chief Peguis Trail and the need for this street extension north of the proposed intersection with Commonwealth is questionable. **Request Clause 31 be amend to state the developer's responsibility should be limited to cost contribution to extending King Edward from Commercial Ave to the proposed connection with Commonwealth.**

6. **Clause 33 (page 33): Jefferson Ave pavement:** width of 8 m and 10 m from eastside of tracks to 380 m west of DJRW intersection. Typo change 2000 mm thickness pavement to 200 mm pavement. We point out the developer to the south has not yet contributed his share of Jefferson up-grading to DJRW and the CPR Arborg line crossing improvements as per Clause 10. **Request Clause 33 be amended to insert a portion of the Jefferson Ave paving costs should be allocated and/or credited towards recoveries due to this Developer under Clause 10 in Part C.**

7. **Clause 35 (page 33): Full Cost of Jefferson and DJRW traffic controls: Request Clause 35 be amended to change full cost of traffic signals at Jefferson and DJRW to not more than 75% of the costs of traffic signals at Jefferson and DJRW reflective of the 3 out of 4 corners of the intersection included in the development area.** This is consistent with Clause 34 where 25% of traffic controls are allocated to Developer reflective of 1 out of 4 corners at the Adsum intersection is situated in the development area.

8. **Clause 36 (page 33-34): 25% of the Cost of Traffic Controls etc at Chief Peguis Trail:** CPT is a limited access major city expressway serving the entire city. The intersections and related traffic controls benefit the city as a whole and as such the improvements and should be funded by the City as a whole. This is not a cost allocated to other developers adjoining CPT and is similar to Clause 22. **Request that Clause 36 be deleted.**

9. **Clause 37 (page 34): Full Cost of automatic railway crossing at CPR Arborg Line with Jefferson Ave:** Developer should only be required to pay 75% of the cost with the adjoining developer to the south side of Jefferson responsible for 25% as a reflection of the benefits apportioned between the two development areas south and north of Jefferson Ave west of the CPR Arborg line. **Request that Clause 37 be amended to state: The Developer shall, pay to the City cash, on demand, not more than 75% of the cost of the installation of automatic railway crossing protection at the Jefferson Avenue crossing of the CPR Arborg Subdivision, as determined by the director of Public Works.**

10. **Clause 38 (page 34): South Bound and North Bound left turn lanes etc DJRW and Jefferson:** Responsibility for costs to reflect location of development lands around intersection. Our clients would be responsible for 75% for cost of works the adjoining developer on the south of Jefferson and east side or of DJRW to be responsible for 25%. **Request that Clause 38 be amended to state: The Developer shall, pay to the City cash, on demand, not more than 75%**

**of the cost of constructing in portland cement concrete pavement, a southbound and northbound left turn storage lanes, upstream transitions, and median openings on Dr. Jose Rizal Way at Jefferson Avenue as determined by the Director of Public Works.**

11. **Clause 40 (page 34): Complete Works in DJRW:** Agree in part to works requested excepting there out the responsibility for constructing the east sidewalk, east boulevard street lighting and east Blvd landscaping. **Request that Clause 40 should be amended to remove the responsibility for the east sidewalk, east boulevard street lighting and east boulevard landscaping and that this should be the responsibility of the east side developer and be a recovery from the City under Clause 10.**

12. **Clause 43 (page 35): Right Turn movements:** Responsibility for south-east and north –east right turn channelization has been allocated and already installed at the intersection of Old Commonwealth (Adsum) and DJRW. **Request that Clause 43 remove the condition for the southeast and northeast corners at Old Commonwealth Path.**

    Note under Clause 42 the northwest and southwest intersection right turn channelization has been allocated to DASZ 15/12 Developer. **Request that Clause 43 recognize that the northeast right-turn channelization at the intersection of Jefferson Ave with DJRW should be the responsibility under DASZ 15/12 and to ensure equity the responsibility for the south-east right turn channelization at this intersection allocated to the developer located south Jefferson and east of DJRW.**

13. **Clause 45 and 46 (page 35): Active Transportation 3.0 m Pathway DJRW and 3.5 m in King Edward:** The Development Agreement Parameters adopted by Council do not require contributions toward the city's network of AT pathways, these have been undertaken as a city expense (and qualify for senior government subsidies) and they have not been a requirement made of other developments bordering CPT and should be deleted as a mandatory requirement. We do not believe the development of policy surrounding AT pathways requirement has been fully considered and appears to us as very adhoc as evidenced by clause 46 which allocate 100% of the cost to side of the street only. Typically Wpg Development Agreement Parameters are more equitable. If the Development Agreement Parameters are to be amended to include AT pathways as a local development responsibility there is due process for stakeholder consultation by the Administration and a Council approval process. **Request Clause 45 and 46 be deleted.**

14. **Clause 48 (page 35): Partial Dedication Credit:** partial dedication is given for lineal parks along retention ponds. Developer's total dedication exclusive of the buffer adjoining Chief Peguis Trail exceeds 8% dedication. The calculation of dedicated lands includes lineal parkways on the east side of the retention ponds as well as a land bridge between the east and west side retention pond as requested by Parks and sought by the community to inter-connect the existing and planned neighbourhoods. We object to partial dedication credit be applied to the retention pond dedication which is also require to be improved with the development of asphalt pathways under Clause 49. **Request that Clause 48 be deleted.**

15. **Clause 51 (page 36): Fencing backing onto Parks within 10 feet of path or play equipment: Request that Clause 51 be amended to state: "That, the Developer shall, at no expense to the City, erect or cause to have erected a uniform continous fence within the private property when a pathway or play equipment is within 10 feet of a property line to the satisfaction of**

**the Director or Public Works and Director of Planning Property and Development and authorize the City to file a caveat requiring future property owners to maintain the fence"**

16. **Clause 54 (page 36): Securities for Public Reserves:** We are uncertain of the intent of this wording it appears as if 100% of the landscape securities are to be held until as-built drawings are approved. This is a significant deviation from our past experience. Thus we require clarification, if this is the intent. **Request Clause 54 be amended by stating: Securities for public reserves improvements to be provided and released on the same staged basis as other city infrastructure works with the final release of warranty securities for landscape works provided upon Final Acceptance Certificate and completion and acceptance of as-built drawings.**

Respectively Submitted

David Palubeski, FCIP
Lombard North Group