Waverley West
Southwest Neighbourhood
Area Structure Plan

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PREFACE

Waverley West is an area comprised of approximately 2,900 acres in southwest Winnipeg and is bounded by the Manitoba Hydro Corridor to the north, Waverley Street to the east, the Perimeter Highway to the south and Brady Road to the west.

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

The Southwest Neighbourhood Area Structure Plan (The Plan) will guide and direct the development of the Southwest Neighbourhood, which is located at the south west corner of Waverley West. It is built upon the following guiding principles:

- Creating a vibrant and sustainable suburban community
- Providing opportunities for a range of housing
- Creating a primary commercial area
- Developing an efficient and safe transportation network
- Establishing a community wide Greenway System
- Meeting the active and passive recreational and educational needs of residents
- Achieving compatibility and connectivity with other Waverley West neighbourhoods
- Creating live-work-play opportunities for community residents
- Developing the necessary utility infrastructure
- Creating opportunities for pedestrians and cyclists
- Promoting the use of public transit
- Developing a complete community including residential, business and recreational land uses

As part of the preparation of the South Pointe (West) Neighbourhood plan, a public and stakeholder engagement process was undertaken. Process components included stakeholder engagement meetings and a public open house event.[1] The study team arranged and attended approximately x stakeholder group meetings with the following groups:

- Manitoba Infrastructure and Transportation
- Rural Municipality of MacDonald
- Public Schools Finance Board (PSFB)
- Pembina Trails School Division (PTSD)
- Manitoba Housing and Renewal Corporation

[1] A full summary of the public and stakeholder engagement process is available under separate cover and entitled *Waverley West Southwest Neighbourhood Area Structure Plan Public and Stakeholder Engagement Summary*

- City of Winnipeg – Planning, Property and Development Department
- City of Winnipeg – Parks Division
- City of Winnipeg – Water and Waste Division
- City of Winnipeg – Brady Landfill Managers
- City of Winnipeg – Streets and Transportation
- City of Winnipeg – Land Drainage
- City of Winnipeg – Transit Department

No substantive issues were raised during this process; however a number of discussion points resulted in the modification of certain designs and policies associated with the neighbourhood plan.

These included:

- Revisions to preliminary location of the potential school site
- Modifications to preliminary inter-neighbourhood connections, both in terms of number and location
- Modifications to the preliminary collector road system
- Modifications to the preliminary greenway network and trails system
- Modifications to the preliminary land drainage system
- Modifications to potential DASZ zoning identification

A public open house was held in December 2012. The open house was attended by approximately 15 people. Participants were invited to review a range of concept boards, and to speak with representatives from Landmark Planning and Design, Ladco, Stantec and the City of Winnipeg. Four attendees completed comment sheets. Respondents were generally supportive of the plan.

1.0 INTRODUCTION

1.1 Purpose

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

1.2 Process

The Plan was developed through an extensive consultation process including participation by and direction from various City departments, public utility companies, other property owners in the immediate vicinity, the Pembina Trails School Division, the Public Schools Finance Board, Manitoba Infrastructure and Transportation, and members of the general public.

1.3 Authority

The City of Winnipeg Charter authorizes the adoption of secondary plans (234(1)) and *OurWinnipeg* provides the framework for the development of new residential areas through *Complete Communities*, which is one of four directional strategies of *OurWinnipeg*. *Complete Communities* identifies Waverley West as an *Emerging Community*.

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

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

1.4 Interpretation

1.4.1 Map

The boundaries and locations of any symbols or areas shown on the maps attached to and forming part of this Plan are approximate only and are not intended to define exact locations and shall be interpreted as such, except where such symbol or area coincides with a known physical feature or a fixed boundary such as existing property lines or existing rights-of-way.

1.4.2 Policy

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

Where "may" is used in a policy it is intended that the policy be used as a guideline or suggestion toward implementing the original intent of the policy.

Where "should" is used in a policy it is intended that the policy should be complied with, however, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances or to allow an alternate means of satisfying the original intent of the policy.

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

Where words are capitalized they are either proper nouns or are defined in Section 9.0 of this document.

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

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

1.5 Amendments

Except as otherwise provided in this Plan, to make any change to the text or maps in this Plan, an amendment that includes a public hearing shall be required in accordance with the City of Winnipeg Charter and the Development Procedures By-law.

Where an amendment to this Plan is requested, the applicant shall be required to submit supporting information that is necessary to evaluate and justify the amendment.

1.6 Monitoring

The Plan is intended to be a flexible document that will change as circumstances change and as development proceeds in the Southwest Neighbourhood. As such, the policies

within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary, these policies shall be updated through the plan amendment process generally or in response to a specific issue.

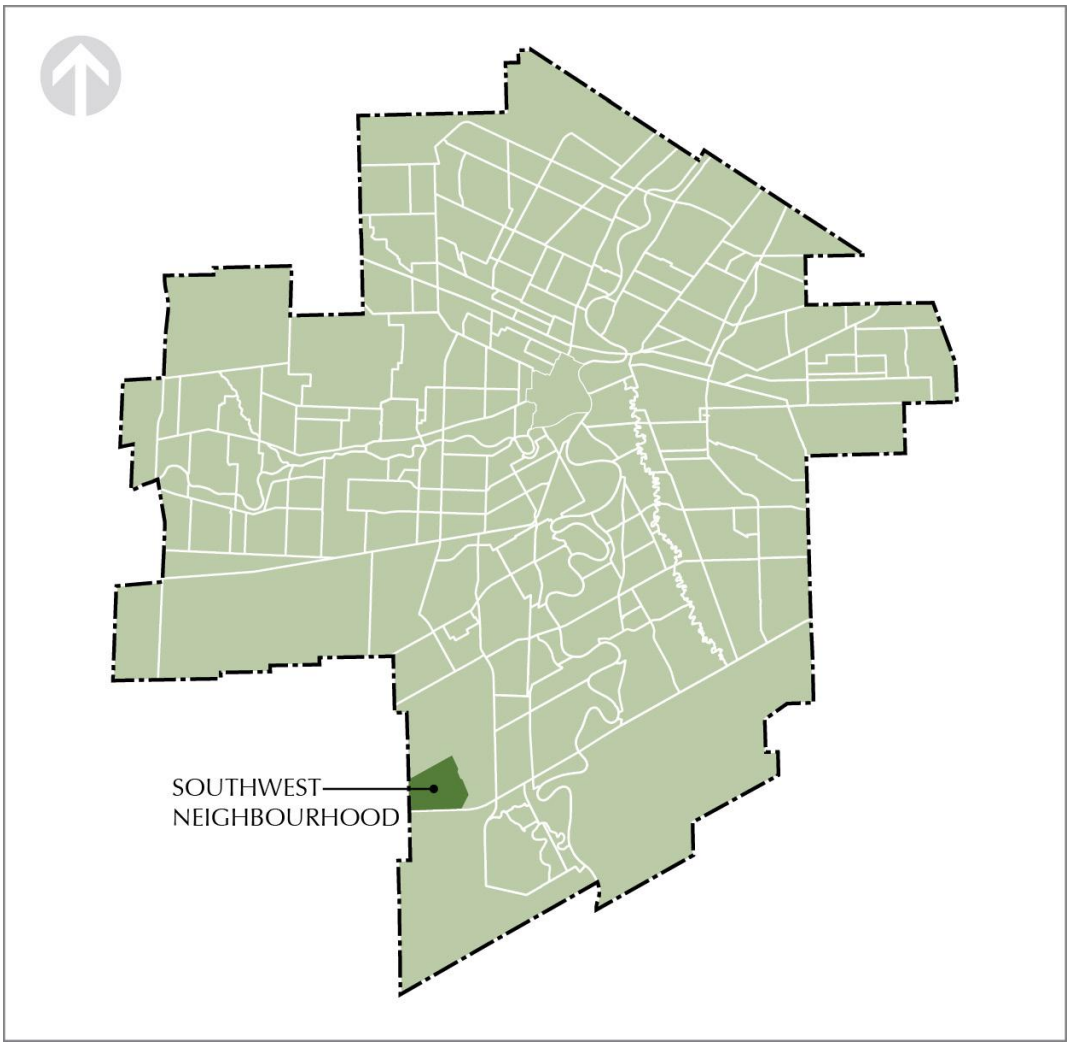
1.7 Timeframe

The Plan is future-oriented and intended to guide development over the next 15 years. The timing of development will be influenced by market changes, supply and demand of housing and business, macroeconomic factors, and the general health of Winnipeg's economy.

2.0 PLAN AREA

The Plan applies to the Southwest Neighbourhood as shown in Map 1. The Plan comprises approximately 257 hectares (636 acres) of land bounded by Brady Road to the west, the Perimeter Highway to the south, the future Kenaston Boulevard to the east and the northern limit of RL 121, Parish of St. Norbert OTM to the north. The plan area represents Neighbourhood Plan Area "D" as identified in the ASP (By-law No. 10/2006).

MAP 1 Southwest Neighbourhood



3.0 VISION AND GOALS

3.1 Vision

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

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

Neighbourhood Nodes provide opportunities for multiple-family housing, secondary commercial activity and other important community features. The Neighbourhood Nodes will also act as key reference points along the Greenway System.

A key feature of the Plan is the Greenway System; an innovative approach to land drainage and recreation that promotes environmental awareness and encourages passive recreation. The Greenway System supports an environmentally conscious and clean approach to development by establishing an extensive land drainage system complete with wetlands, native vegetation and open spaces. The combined park and land drainage system provides wildlife habitat, clean water, and abundant recreational opportunities.

The linear nature of the Greenway System provides residents and employees with convenient access to active park sites, passive recreation trails and neighbourhood services. Approximately 20 kilometres of recreation trails and sidewalks will be located in the neighbourhood.

A carefully planned transportation system provides a safe and efficient street network for area residents and business. Convenient transit service will be available with most residences and businesses located within a short walk of transit routes. The neighbourhood is walkable, with pedestrian and cycling linkages throughout the entire length of the Greenway System and sidewalks along collector streets and Waverley Street.

3.2 Goals

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

- Creating a vibrant and sustainable suburban community
- Providing opportunities for a range of housing

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

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

Housing

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

Commercial

To provide commercial areas offering a range of retail and commercial services including a primary commercial area and potential for secondary commercial sites.

Employment

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

Mixed Use

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

Recreation

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

Greenway System

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

Education

To provide a suitable site for a K-8 school.

Public Facilities

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

Transportation

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

Compatibility

To promote compatibility and connectivity with existing and future adjacent neighbourhoods.

Utility Infrastructure

To supply water, wastewater sewer, land drainage and other required infrastructure.

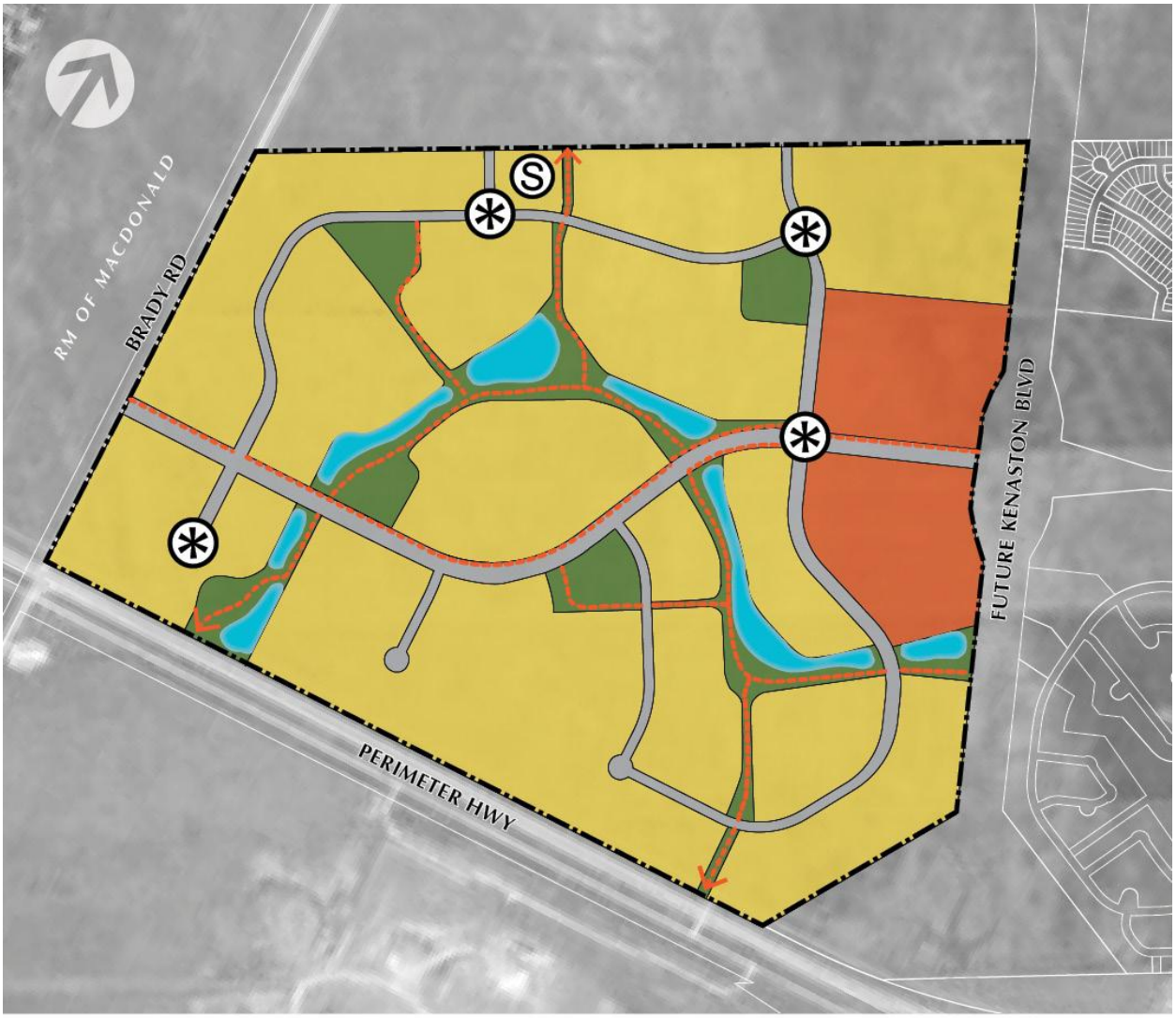
4.0 LAND USE CONCEPT

4.1 Land Use Concept

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

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

MAP 2: Land Use Concept



TOTAL AREA
±636 ac

- **Residential** (±471 ac) (±74%)
- **Primary Commercial Area** (±60 ac) (±9%)
- **Parks and Open Space** (±56 ac) (±9%)
- **Naturalized Linear Drainage / Wetlands** (±26 ac) (±4%)
- **Waverley ROW** (±23ac) (± 4%)
- **Potential School Reserve**
- **Neighbourhood Node**
- **Potential Pathway Network**
- **Future Connection**

5.0 LAND USE POLICIES

5.1 Residential

Intent

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

To promote and encourage the use of transit, most homes (approximately 80%) will be located within a five-minute walk (approximately 400 metres) of a collector street or Waverley Street, and related transit routes. The Greenway System will link residential areas and other uses in the Southwest Neighbourhood. The specific design of the residential areas will be determined through the Development Application process.

Policies

5.1.1 Composition

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

(2) Multiple-family Residential, including higher density Multiple-family Residential, Community Scale Commercial, Local Commercial, Non-Retail Commercial, Institutional, Recreational and other compatible uses shall be permitted in the vicinity of Neighbourhood Nodes and the primary commercial area (see also section 5.3).

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

(4) Where single-family and two family Residential is located adjacent to the perimeter highway, other buffering tools such as berming, landscaping and fencing shall be implemented.

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

5.1.2 Transit

Most homes and businesses shall be within a five-minute walk (approximately 400 metres) of a collector or higher classification street and related transit route (see also section 6.5).

5.1.3 Design

The design shall:

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

5.2 Residential Density

Intent

The Plan establishes a target density range to ensure that residential development occurs within an acceptable range that is compatible with the adjacent neighbourhoods; meets the needs of the housing market; and reduces the spatial consumption of land and servicing costs. It is estimated that the neighbourhood will include approximately 3300 – 4300 multi-family dwelling units and approximately 1900 – 2200 single-family dwelling units depending on future market conditions. Compliance will be evaluated at the Development Application stage.

Policies

5.2.1 Range

(1) The Residential density shall be a minimum of 14.8 units per Gross Developable Hectare (6.0 units per Gross Developable Acre) and a maximum of 22.2 units per Gross Developable Hectare (9.0 units per Gross Developable Acre).

(2) Multiple-family Residential shall be overall, a minimum of 37.1 units per Gross Developable Hectare (15.0 units per Gross Developable Acre).

5.2.2 Application

The density requirements of subsection 5.2.1 shall apply to:

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

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

5.3 Neighbourhood Nodes

Intent

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

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

Node 1 is located adjacent to the primary commercial area and serves as the main entrance to the neighbourhood. This node also marks the beginning of the Greenway System within the neighbourhood and will include an entrance feature.

Node 2 is located at the northeast corner of the community at the intersection of two collector streets. Adjacent uses include Residential and a local park area. The northern leg of the roundabout at this node will extend to serve as one of two roadway linkages to the Bridgwater Trails neighbourhood, which lies directly north of the neighbourhood.

Node 3 is located at the northwest corner of the neighbourhood and brings together a number of components including Residential land uses, a potential K-8 School site, the Greenway System, a roundabout and two collector roads, one of which provides a second roadway linkage to the Bridgwater Trails neighbourhood.

Node 4 is located at the southwest corner of the neighbourhood. The node connects a series of features including Residential, a Park, Multiple-Family Residential site, and the Greenway System.

5.3.1 Composition

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

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

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

5.3.2 Design

(1) The Neighbourhood Nodes should be complementary to the surrounding area while maintaining a distinct and identifiable character. The unique character of each node arising from the mix of uses at each node as outlined in 5.3.1(1) can be supplemented by distinct landscaping, signage or design features at each node.

5.3.3 Connections

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

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

5.4 Primary Commercial

Intent

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

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

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

Policies

5.4.1 Composition

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

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

5.4.2 Transit

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

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

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

5.4.3 Size

The primary commercial area west of Kenaston Boulevard shall comprise a minimum of 8.1 hectares (20 acres) and a maximum of 24.3 hectares (60 acres), as shown on Map 2.

5.4.4 Design

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

i) Minimizing the intermixing of commercial and residential traffic on internal roads within the adjacent residential areas;
ii) A visually appealing site layout and landscape treatment particularly where visible from roads with higher traffic volumes;
iii) Incorporate appropriate buffering measures where commercial uses abut residential areas through the use of landscaping, screening and building setbacks;
iv) Suitable integration with any Residential, Institutional or Recreational uses within or adjacent to the area with measures such as buffering and setbacks;

v) Convenient access with connections to pedestrian trails where they exist in the vicinity;
vi) An efficient road, pedestrian and trail network; and
vii) Parking areas designed to maximize direct access to adjacent uses while not visually overwhelming the landscape. Methods by which this may be implemented include:
   a. landscaping utilizing earth berms, tree/shrub planting, and/or fencing;
   b. on-street parking along an adjacent Collector Street ; and
   c. parking areas between buildings.

5.4.5 Landscaping and Buffering Plan

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

5.5 School Reserve

Intent

The purpose of the school reserve is to provide locations for required schools within the neighbourhood and with convenient connections to Recreational areas. Through consultation with the Pembina Trails School Division (PTSD) a proposed location for an K-8 school has been identified (Map 2), however the PTSD has indicated that no high school will be required within this neighbourhood. The final location and size of the K-8 school site will be determined at the Development Application stage.

Policies

5.5.1 Criteria

(1) An elementary middle years school reserve shall be included in a development application for subdivision in the southwest neighbourhood.

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

(3) The site shall be 5 acres and located directly adjacent to the 5 acre site in the Bridgewater Trails neighbourhood to the north.

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

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

(6) The school reserve identified on Map 2 shall be privately held by the developer if or until such time as the PTSD acquires it for school purposes.

(7) In the event that the school reserve identified on Map 2 is not acquired by the PTSD, the parcel shall be developed for residential purposes.

5.6 Parks and Open Spaces

Intent

To provide a balance between active and passive recreation areas that will meet the needs of the residents of the Southwest Neighbourhood, a variety of parks and open spaces will be provided. A key feature of the Southwest Neighbourhood as identified in the ASP, will be the Greenway System, which is centrally located and provides a number of recreational opportunities. Recreation trails that provide opportunities for passive use, along with a series of play fields will form an integral component of the Greenway System.

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

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

Policies

5.6.1 Greenway System

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

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

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

5.6.2 Trails

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

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

(3) Trails in naturalized areas shall consist of pervious granular material or asphalt (see also subsection 6.4.3).

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

5.6.3 Active Parks

There are five active park sites conceptually located within the Southwest Neighbourhood (Map 2). The active park sites shall range from 2 – 6 acres in size and be distributed evenly throughout the neighbourhood. The active park sites should be generally accessible via the Greenway System network of trails, or accessible by sidewalks along a Collector street. The dedication of parklands should be designed to include approximately 50% passive park space and 50% active park space.

5.6.4 Passive Parks

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

5.6.5 Dedication

(1) Dedication of lands for parks and open spaces shall be in accordance with the City of Winnipeg Development Agreement Parameters or similar agreements adopted by the City of Winnipeg Council.

6.0 TRANSPORTATION

6.1 External Roads

Intent

To provide external roads that are functional, safe and efficient. The external roads within or adjacent to the Southwest Neighbourhood include an Expressway (future Kenaston Boulevard), an Arterial Street (Waverley Street) and a provincial highway (the perimeter highway). Brady Road, which is largely undeveloped, is located on the western boundary of the community. The general location of the existing and proposed internal and external roads is shown on Map 3.

Policies

6.1.1 Alignment

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

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

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

6.1.2 Additional Rights-of-Way

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

6.1.3 Expressway

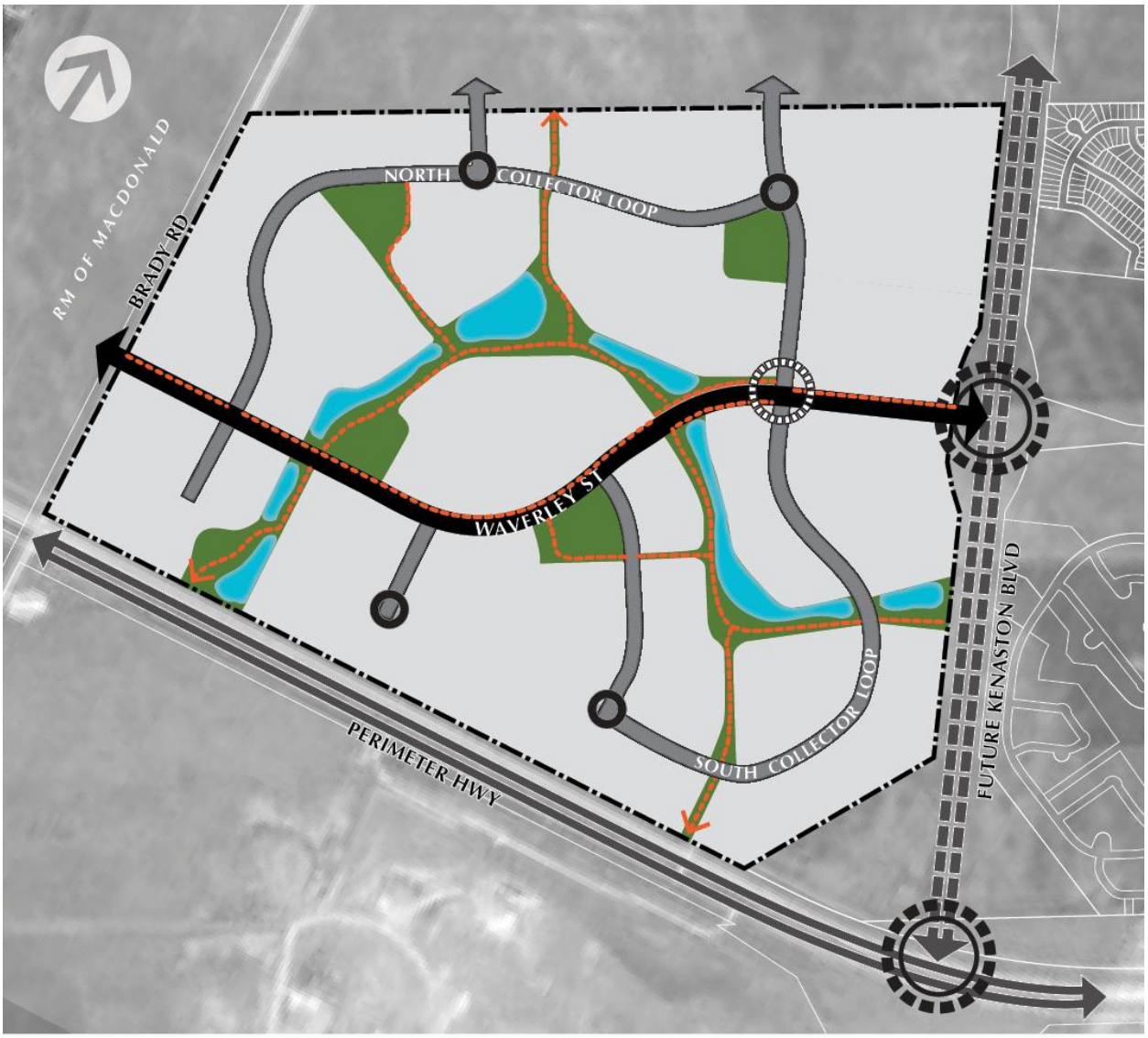
(1) The Expressway (Kenaston Boulevard) is for use by motorized vehicles (including buses) with a trail constructed by the City of Winnipeg for pedestrians and bicycles on one side where feasible and appropriate.

(2) There shall be no direct private vehicular access to the Expressway.

6.1.4 Signalization

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

MAP 3: Transportation



6.1.5 Cost Sharing

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

6.2 Waverley Street

Intent

Waverley Street will serve as the main east-west arterial route through the Southwest Neighbourhood connecting Kenaston Boulevard with lands lying to the west of the Southwest Neighbourhood within the RM of Macdonald.

Policies

6.2.1 Concept and Timing

As development progresses, Waverley Street shall be extended westward to Brady Road.

6.2.2 Cost Sharing

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

6.3 Internal Roads

Intent

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

Policies

6.3.1 Internal Roads

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

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

6.3.2 Design

The design of internal roads should provide:

i) convenient connections and multiple routes to different destinations within the Southwest Neighbourhood;
ii) local streets for use by motorized vehicles, bicycles and pedestrians ;
iii) collector streets for use by motorized vehicles (including buses) and bicycles and having a sidewalk or trail on both sides for pedestrians;
iv) arterial streets and major collector streets for use by motorized vehicles (including buses) and bicycles and having a sidewalk or trail on both sides;
v) walkway connections between streets to meet transit coverage requirements;
vi) an interconnected pedestrian system; and
vii) efficient transit routes.

6.3.3 Emergency/Temporary Access

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

6.3.4 Cost Sharing

The City of Winnipeg shall establish a transportation area charge for the Southwest Neighbourhood to effect an equitable sharing of all developer costs among all landowners for internal roads with pavements over 10 meters in width including, but not necessarily

limited to, land for right-of-way, roadway construction, intersection works, signing and traffic control signals.

6.4 Pedestrian and Bicycle Circulation

Intent

To provide convenient pedestrian and bicycle circulation by means of a network of trails, sidewalks, pedestrian crossings, and other elements, including residential streets and walkway connections. An extensive network of trails and sidewalks will link different uses within the Southwest Neighbourhood and will create connections through the Southwest Neighbourhood and to other neighbourhoods. The network will create an interconnected system within the Southwest Neighbourhood (see also section 5.8) and will help complete the pedestrian and bicycle network for the greater ASP community.

Policies

6.4.1 Trails

(1) Trails should:

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

6.4.2 Crossings

(1) At-grade pedestrian crossings should be provided at the intersection of Waverley Street and:

i) Kenaston Boulevard;
ii) collector street intersections;
iii) the Greenway System, as warranted.

6.4.3 Surfacing

Trail surfacing shall be determined at the development application stage in accordance with the standards applicable to the specific context.

6.5 Transit

Intent

To promote, encourage and provide for convenient and efficient access to transit service within the neighbourhood. The Southwest Neighbourhood will be serviced by transit services that operate throughout the area.

Policies

6.5.1 Transit Service

(1) Transit use shall be promoted and encouraged through convenient roadway connections and pedestrian access within the residential areas through:

i) the provision of a network of streets, sidewalks and trails that provide pedestrian access to transit stops that are:

a. within 400 metres of most homes;
b. within 200 metres of most Higher Density Multiple-Family Residential sites; and
c. within 200 metres of most development in commercial areas.

ii) fronting school sites onto a Collector or greater standard street, providing direct and cost-effective transit service from residential areas in the Southwest Neighbourhood.

6.5.2 Infrastructure

(1) Infrastructure to support transit service shall be achieved through:

i) a comprehensive network of Collector and Arterial Streets that:

a. accommodate the operating needs of transit vehicles, and
b. permit the operation of an efficient transit network providing direct travel for passengers and excellent coverage of the area.

ii) a network of transit stops that are within 400 metres of most homes, within 200 metres of most Higher Density Multiple-Family Residential sites, within 200 metres of most development in commercial areas and in close proximity to a school reserve.

iii) transit terminals in commercial areas where feasible, that provide comfortable waiting amenities for passengers and efficient transit vehicular access/egress to adjacent Collector or greater standard streets.

6.5.3 Service

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

6.5.4 Stops

Transit stops should be located to:

i) serve single-family and Multiple-family Residential, business/industrial areas, and the primary commercial area;
ii) provide convenient transit service; and
iii) achieve walking distance requirements with most homes located within approximately 400 metres of a transit stop.

6.5.5 Routes

The Collector Streets should provide efficient transit routes and provide direct connections to Waverley Street.

7.0 SERVICING

7.1 Infrastructure

Intent

To ensure that adequate infrastructure including paved streets, piped municipal utilities (water and wastewater), land drainage and shallow utilities (gas, electrical and telecommunications) are provided to serve the Southwest Neighbourhood. Infrastructure will be constructed in a phased manner as development progresses. Rights-of-way and easements will be provided to accommodate the extension of services. Infrastructure alignments are generally illustrated on Map 4 and will be identified at the Development Application stage and confirmed prior to or during approval of construction drawings.

Policies

7.1.1 Municipal Infrastructure

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

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

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

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

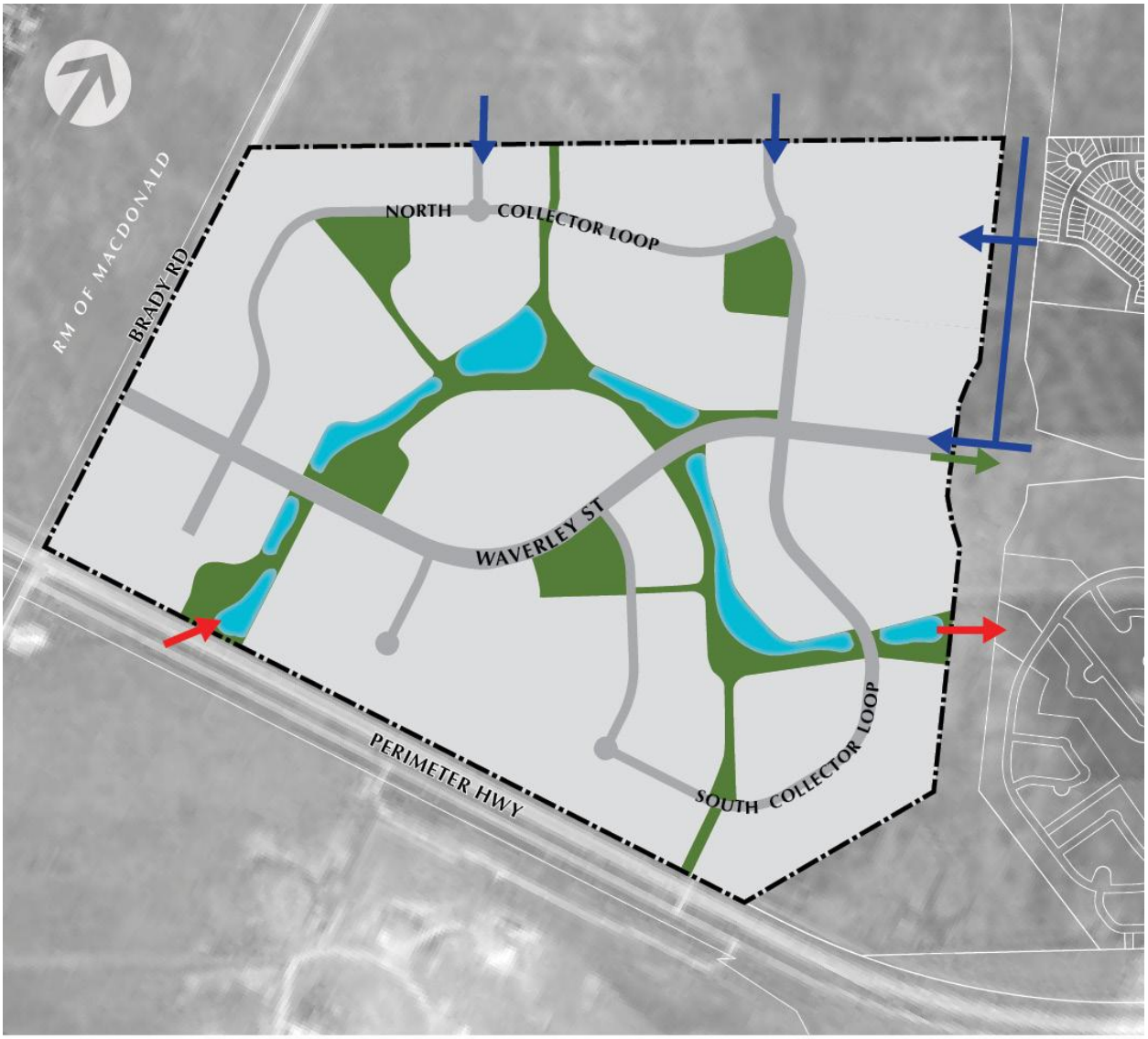
7.1.2 Shallow Utilities

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

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

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

Map 4 – Infrastructure



7.1.3 Alignments

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

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

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

7.2 Water Distribution

Intent

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

Policies

7.2.1 Design

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

7.2.2 Analysis

As part of the initial Development Application, the developer shall submit water servicing criteria including a water distribution analysis along with current development phasing plans to demonstrate that any future development sites can be serviced in accordance with the overall design of the water distribution system.

7.3 Wastewater Collection

Intent

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

7.3.1. Design

The wastewater collection system shall be designed to adequately and efficiently serve the ultimate development of the south western portion of Waverley West.

7.3.2 Analysis

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

7.4 Land Drainage System

Intent

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

Stormwater will be detained in a linear retention system consisting of a series of small basins connected by an open channel for conveyance. Water will ultimately be released into the Southeast Neighbourhood land drainage system in accordance with predetermined discharge rates.

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

Some of the advantages of naturalized channel and basin systems include:

- The reintroduction of native grasses, aquatic plants, trees and other vegetation;
- The creation of wildlife habitat;
- The creation of a system that will reduce the nuisance associated with geese;
- Better water quality by filtering and cleaning surface runoff;
- Lower long term maintenance costs;

- Better opportunities for recreation by incorporating and linking the land drainage system with parks and trails; and
- Opportunities for education regarding the importance of natural systems and habitats.

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

Policies

7.4.1 Design

(1) The land drainage system shall be designed to adequately and efficiently provide land drainage protection for the Southwest Neighbourhood and an existing Provincial drain.

(2) Water from the Provincial drain shall be redirected into the land drainage system. The City shall transfer the existing drain to the developer as part of the initial Development Application in accordance to the process previously established and undertaken to transfer a portion of the Provincial drain in the Southeast Neighbourhood of Waverley West.

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

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

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

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

(7) In order to create the Greenway System (see also section 5.7.1), some of the land used to create the wetlands shall be included in the parkland/public reserve dedication calculation.

(8) Land included for dedication as Public Reserve shall include shoreline at normal water level adjacent to only the public portion of the Greenway System (see also subsection 5.7.5).

(9) Pathways may be adjacent to the land drainage system for recreational purposes and may be located within lands dedicated for parkland/public reserve (see also subsections 5.7.2 and 5.7.5).

7.4.2 Cost Sharing

The City of Winnipeg shall establish an area charge for the Southwest Neighbourhood to effect an equitable sharing of all developer costs among all landowners for the land drainage system.

8.0 IMPLEMENTATION

8.1 Phasing

Intent

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

Policy

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

8.1.2 The proposed phasing plan illustrated in Map 5 is conceptual and for information purposes only. Extension of services shall occur in a logical and contiguous fashion as determined through the Development Application process. Changes in the phasing plan should be mutually agreed to by both the City of Winnipeg and the developer and do not require formal amendment to the Plan.

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

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

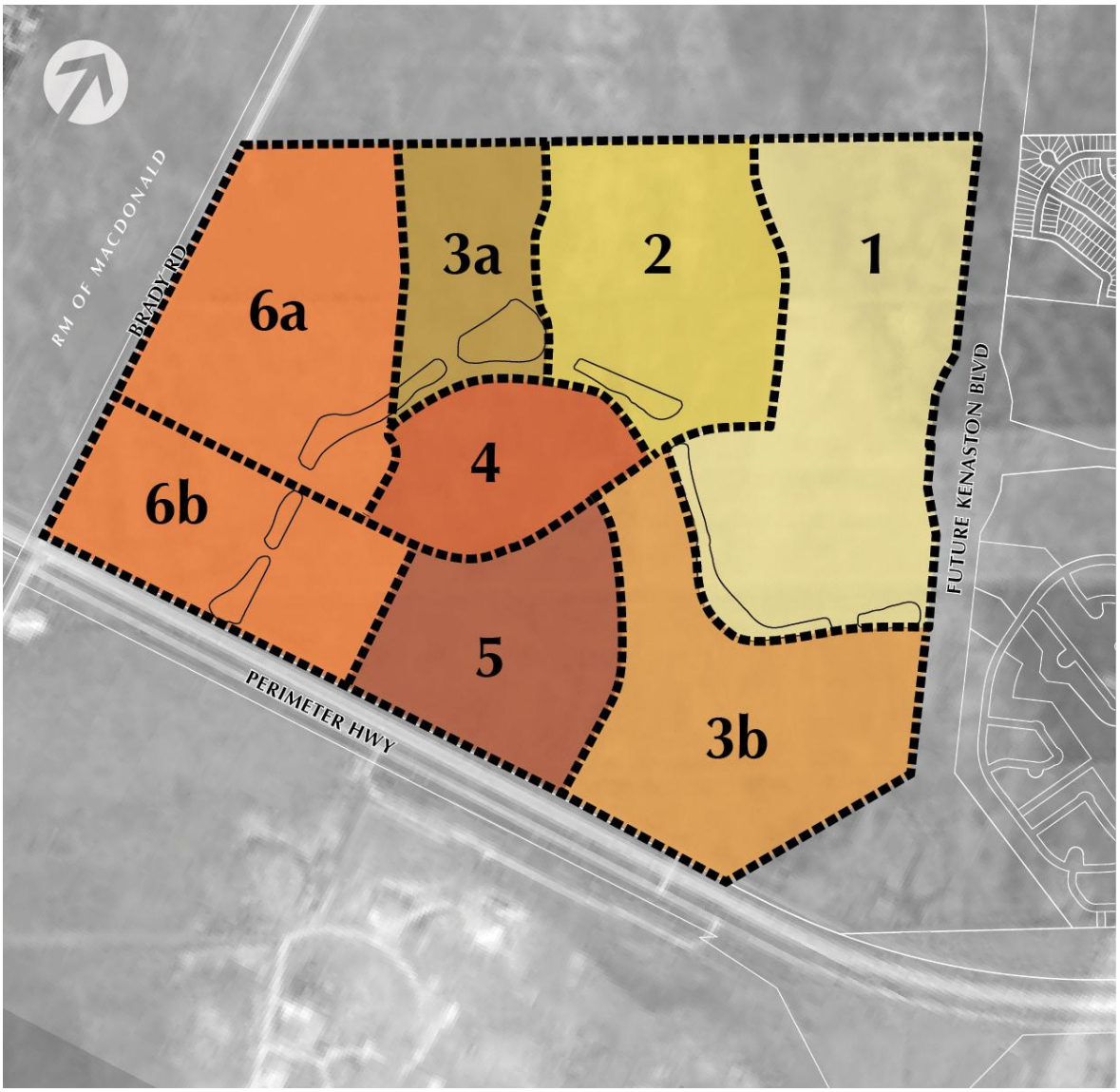
8.1.5 Transportation area charges shall be reviewed and updated with each Development Application.

8.1.6 The registration of plans of subdivision and zoning may be carried out as development progresses. The initial plan of subdivision and zoning shall include registration of the following:

(1) all collector and greater standard roadway alignments;
(2) all public lands including land dedicated for parks and open space and the land drainage system;
(3) any potential school reserve; and
(4) all local roads and land zoned for residential use within the first stage.

All other landswill be opened and registered during subsequent phases as generally illustrated in Map 5.

MAP 5: Phasing



9.0 DEFINITIONS

Arterial Street: Means a roadway that carries a large volume of traffic and connects residential, employment, shopping and recreational areas. Arterials may be designated as full time or part time truck routes. Typically have a four-lane cross-section, and traffic volumes are approximately 20,000 or more vehicles per day.

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

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

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

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

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

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

Expressway: Means a roadway that can accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centres of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Generally, only arterial and higher classification roadways intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (generally a minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day. Kenaston Boulevard within Waverley West is defined as an expressway.

Greenway System: Means the network of trails, parks, land drainage system and other open spaces as generally shown on Map 3.

Gross Developable Hectare/Acre: For the purpose of calculating residential density, means the gross area expressed in hectares/acres excluding undevelopable lands including Expressways, arterials, interchanges, commercial sites, school sites, private recreational sites and any land acquired by the City of Winnipeg including public reserves and land drainage areas.

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

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

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

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

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

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

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

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

Ownership Area: Means a contiguous area of land under ownership by one entity.

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

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

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

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

Southwest Neighbourhood: The area consisting of approximately 257 hectares (636 acres) of land bounded by Brady Road to the west, the perimeter highway to the south, the future Kenaston Boulevard to the east and the northern limit of RL 121, Parish of St. Norbert OTM to the north.

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

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