Minute No. 424
Report – Standing Policy Committee on Property and Development – May 7, 2013

Item No. 15 Ridgewood South Precinct Plan – Precinct Q of Complete Communities – First Reading
File SP 4/2012

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Property and Development and adopted the following:

1. That By-law No. 62/2013, the Ridgewood South Precinct Plan, be forwarded to Council for first reading to allow for the Assiniboia Community Committee to conduct a public hearing, with the following amendment:

   A. Amend Page 3 of the Ridgewood South Precinct Plan by deleting the following:

      "LIST OF APPENDICES

      Appendix A - Cost Benefit Analysis: Ridgewood Community
      Appendix B - Precinct Plan Public Consultation Report
      Appendix C - Precinct Plan Traffic Impact Assessment
      Appendix D - Precinct Plan Servicing Infrastructure Report
      Appendix E - Ridgewood South Precinct Biological Inventory"

   and substituting the following:

      "LIST OF BACKGROUND STUDIES

      - Cost Benefit Analysis: Ridgewood Community
      - Precinct Plan Public Consultation Report
      - Precinct Plan Traffic Impact Assessment
      - Precinct Plan Servicing Infrastructure Report
      - Ridgewood South Precinct Biological Inventory"

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

Report – Standing Policy Committee on Property and Development – May 7, 2013

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That the recommendation of the Standing Policy Committee on Property and Development be adopted by consent.

Carried

(See Minute No. 409 for opposition recorded by Councillors Gerbasi, Eadie, Smith)

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 15, 2013, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development with the following amendment:

- Amend Page 3 of the Ridgewood South Precinct Plan by deleting the following:

  "LIST OF APPENDICES

  Appendix A - Cost Benefit Analysis: Ridgewood Community
  Appendix B - Precinct Plan Public Consultation Report
  Appendix C - Precinct Plan Traffic Impact Assessment
  Appendix D - Precinct Plan Servicing Infrastructure Report
  Appendix E - Ridgewood South Precinct Biological Inventory"

  and substituting the following:

  "LIST OF BACKGROUND STUDIES

  - Cost Benefit Analysis: Ridgewood Community
  - Precinct Plan Public Consultation Report
  - Precinct Plan Traffic Impact Assessment
  - Precinct Plan Servicing Infrastructure Report
  - Ridgewood South Precinct Biological Inventory"

and forwarded to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 7, 2013, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: SP 04/12 – Ridgewood South Precinct Plan, Precinct Q of Complete Communities – First Reading

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

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	B. Thorgrimson	N/A	D Joshi COO

RECOMMENDATIONS

1. That By-law No. 62/2013, the Ridgewood South Precinct Plan, be forwarded to Council for first reading to allow for the Assiniboia Community Committee to conduct a public hearing.

REASON FOR THE REPORT

An application has been received for the adoption of a Precinct Plan for the Ridgewood South Neighbourhood, Precinct 'Q'. Any development application within Ridgewood South is considered premature and cannot be accepted until approval of a Precinct Plan for the neighbourhood.

It should be noted that three separate subdivision and rezoning applications have been submitted for a combined hearing at Community Committee.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendation is concurred in, the Assiniboia Community Committee will conduct a Public Hearing on the proposed Precinct Plan, which may also be in combination with associated subdivision and rezoning applications.

A full analysis of Ridgewood South Precinct Plan including a recommendation from the Planning, Property and Development Department will be provided in a subsequent report submitted as part of the agenda for the Public Hearing.

HISTORY

- February 2012 the Ridgewood South Precinct Plan project was launched by several of the major landowners within the Precinct Boundary,

- Introductory meetings were held with the landowners, their consultants and the Urban Planning Division,

- Public Open Houses were held in April 2012, June 2012 and November 2012 to engage the community and solicit feedback to drive the planning and design process,

- Several Technical Advisory Committee (TAC) meetings were held to ensure details regarding, servicing, roadways, transit, parks and open space, emergency services, accessibility and planning were addressed,

- The proposed Ridgewood South Precinct Plan underwent two comprehensive reviews and recommended edits by the various departments that make up the City's Technical Advisory Committee for this project.

    - **July 2012** - 1st Plan TAC Review and Revisions by consultant team,
    - **April 2013** – 2nd Precinct Plan TAC Review and Revisions by consultant team

- Consultant team submitted the Final Ridgewood South Precinct Plan April 26, 2013 requesting first reading be given by the City of Winnipeg Council.

FINANCIAL IMPACT

Financial Impact Statement **Date:** April 29, 2013

Project Name:

SP 04/12 – Ridgewood South Precinct Plan, Precinct Q of Complete Communities – First Reading

COMMENTS:

There are no financial implications associated with this report.

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

CONSULTATION

In preparing this report there was consultation with:

Public Works Department
Winnipeg Fire & Paramedic Services
Water & Waste Department
Winnipeg Transit
Parks
City Naturalist's Office
Zoning and Permits

SUBMITTED BY

Department:	Planning, Property and Development
Division:	Urban Planning
Prepared by:	James Veitch
Date:	*April 29, 2013*
File No.	O:\Reports Directive\Planning and Land Use\Urban Planning Reports\2013 Reports\RIS SP 04 12 Ridgewood South PP Q.DOC

List of Schedules and Attachments

Appendix 'A' Ridgewood South Precinct Plan, Precinct 'Q' of Complete Communities April 2013

THE CITY OF WINNIPEG

BY-LAW NO. 62/2013

A By-law of THE CITY OF WINNIPEG to adopt a secondary plan for the Ridgewood South Neighbourhood.

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

1 This By-Law may be referred to as the **"Ridgewood South Precinct Plan By-law"***.*

2 The document entitled "Ridgewood South Precinct Plan", attached hereto and marked as Schedule 1 to this By-law, is hereby adopted as a secondary plan for the Ridgewood South Neighbourhood.

3 *Winnipeg Zoning By-law No. 200/2006 is amended by adding the following to the list of adopted secondary plans in Schedule "A", section 1, as the next unused subsection:*

Ridgewood South Precinct Plan

RECEIVED FIRST READING on this day of , 2013.

RECEIVED SECOND READING on this day of , 2013.

RECEIVED THIRD READING on this day of , 2013.

DONE AND PASSED this day of . 2013.

_____
Mayor

_____
City Clerk

Approved as to planning details:

_____
for Director of Planning, Property & Development

Approved as to form:

James Carter
for Director of Legal Services and City Solicitor

Appendix "A": The Ridgewood South Precinct Plan & Figures 1 to 9 (Final April 2013)



13-04-23 Ridgewood South Precinct Plan -



Ridgewood Figures 1 - 9 Final April 2013.pc

City of Winnipeg *Schedule 1 to By-law No. X*

RIDGEWOOD SOUTH PRECINCT PLAN (DRAFT rev 2)

Precinct Q of Complete Communities

April 2013

1.

TABLE OF CONTENTS

PREFACE....4

1.0 INTRODUCTION....5
1.1 PURPOSE OF THE PLAN
1.2 *OURWINNIPEG*
1.3 COMPLETE COMMUNITIES
1.4 PLAN GOALS
1.5 AUTHORITY OF THE PLAN
1.6 TIMEFRAME OF THE PLAN
1.7 INTERPRETATION OF THE PLAN
1.8 AMENDMENTS TO THE PLAN BY-LAW
1.9 MONITORING OF THE PLAN

2.0 PLANNING AREA....13
2.1 APPLICATION OF THE PLAN

3.0 PUBLIC INPUT PROCESS....14
3.1 PARTICIPATION APPROACH

4.0 VISION AND GOALS....17
3.1 VISION
3.2 GOALS FOR THE COMMUNITY

5.0 LAND USE CONCEPT 22
4.1 LAND USE CONCEPTMAP
4.2 POLICY DIRECTION

6.0 LAND USE POLICY AREAS AND SYMBOLS....23
6.1 LOW DENSITY RESIDENTIAL AREA POLICIES
6.2 MEDIUM DENSITY RESIDENTIAL AREA POLICIES
6.3 MIXED USE AREA POLICIES
6.4 PARKS, OPEN SPACE POLICIES
6.5 SCHOOL SITE POLICIES

7.0 TRANSPORTATION POLICIES....31
7.1 ROADWAYS
7,2 TRANSIT
7.3 PATHWAYS
7.4 DEVELOPMENT BUFFERING

8.0 LAND DRAINAGE, WASTEWATER AND WATER SERVICING....34

9.0 COST SHARING POLICIES....35

10.0 PHASING POLICIES....36

11.0 DEVELOPMENT APPLICATION POLICIES.... 37

12.0 INTERPRETATION....38
12.1 GENERAL DEFINITIONS

LIST OF FIGURES

Figure 1 – Precinct Q Location
Figure 2 – Precinct Q Boundaries
Figure 3 – OurWinnipeg – Urban Structure
Figure 4 – Precinct Q Sub-Areas
Figure 5 – Land Use Policy Map
Figure 6 – Greenway Network Policy Map
Figure 7 - Roadway Policy Map
Figure 8 – Servicing Policy Map
Figure 9 – Phasing Policy Map

LIST OF BACKGROUND STUDIES

- Cost Benefit Analysis: Ridgewood Community
- Precinct Plan Public Consultation Report
- Precinct Plan Traffic Impact Assessment
- Precinct Plan Servicing Infrastructure Report
- Ridgewood South Precinct Biological Inventory

RIDGEWOOD SOUTH PRECINCT PLAN (DRAFT)
Schedule 1 to By-law No. X

PREFACE

Ridgewood South, which is Precinct "Q" in the *Complete Communities Direction Strategy,* is located in the western portion of the City of Winnipeg, comprising approximately 383 hectares (947 acres) of land (Figure 1 - Location). Generally the area is bounded by the CN Railway line to the south, the Perimeter Highway on the west, the Harte Trail/Rannock Avenue to the north, and the Assiniboine Forest to the east.

All development applications submitted with respect to any lands within the plan area are to be reviewed pursuant to compliance with the policies of this plan identified as such and numbers in accordance with the relevant sections of the plan.

1.0 INTRODUCTION

1.1 Purpose of the Plan

Community planning is the process of shaping the physical environment to achieve an orderly and compatible pattern of growth and to enhance the quality of life of a community's residents.

The purpose of the precinct plan is twofold. Firstly, it refines and implements the City's broader planning objectives, as contained in its strategic planning documents, e.g. *OurWinnipeg*, by promoting community development that is logical, compatible and sustainable. Secondly, precinct plan guides and directs specific land use, road and servicing infrastructure, parks and recreation infrastructure, subdivision, and development decisions that collectively determine the form a community will take.

Precinct Plans are the primary tool used to implement new communities under *OurWinnipeg* and the *Complete Communities Direction Strategy*. The following sections outline how a precinct plan fits within the context of these City of Winnipeg planning documents.

1.2 Our Winnipeg

OurWinnipeg, Winnipeg's municipal development plan was adopted by the City of Winnipeg Council on July 17, 2011 and took effect August 17, 2011. This plan presents a twenty-five year vision for the City. It guides and informs, but does not replace, more detailed planning on specific topics or a specific area such as Ridgewood South Precinct Q.

OurWinnipeg emphasizes the importance of creating "Complete Communities to support various lifestyles, providing a range of options for living working and playing". *OurWinnipeg* acknowledges that various development options are required to accommodate growth, creating "a balance between 'growing out' and 'growing up', offering choices from traditional, single-family neighbourhoods to more dense forms of urban housing...more mixed use areas, combining residential with retail, office and light industry".

OurWinnipeg also presents an Urban Structure for the overall City (Figure 2 - Location). Nine general land use categories have been identified, including:

- Downtown
- Major Development Sites
- New Communities
- Regional Mixed Use Centres
- Regional Mixed Use Corridors

- Mature Communities
- Recent Communities
- Rural and Agricultural
- Airport Area

Ridgewood South has been identified as a "New Community" in *OurWinnipeg*.

The Urban Structure approach recognizes the uniqueness of different neighbourhoods and provides a basis for fitting policies and strategies to the specific development opportunities and limitations in each area of Winnipeg. The City of Winnipeg's approach to city building is to develop and apply "directional strategies". These enabling directional strategies include:

- Adopting Complete Communities Direction Strategy as a Secondary Plan to guide land use and development
- Endorsing Sustainable Transportation Direction Strategy as the primary vision for a transportation master plan
- Endorsing Sustainable Water and Waste Direction Strategy as the primary vision for promoting water and waste directions
- A Sustainable Winnipeg Direction Strategy

These directional strategies have been utilized in the development of this Ridgewood South Precinct Plan.

1.3 Complete Communities Direction Strategy

As noted above, *Complete Communities* is one of the four Direction Strategies among a series of detailed studies, strategies and guides supporting *OurWinnipeg*. Its primary focus is to describe Winnipeg's physical characteristics and lay out a framework for the city's future physical growth and development by introducing an urban structure. The Overall Vision for *Complete Communities* is:

> *"The City of Winnipeg is planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to enhance a socially, environmentally and economically sustainable future through the integration of transportation planning, land uses, built form and urban design."*

Complete communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another. They provide options for accessing

services, amenities and community resources by ensuring that most of the daily necessities of life – services, facilities and amenities – are readily accessible.

As previously outlined, Ridgewood South has been identified as a New Community in *OurWinnipeg*. New Communities, such as Ridgewood South are large land areas identified for future urban development that are not currently serviced by a full range of municipal services.

OurWinnipeg provides the following Key Direction and Vision, respectively, for New Communities:

> *"New Communities will continue to play an important role in accommodating the City's projected population growth. These new communities will be planned as complete from the outset and will continue to achieve a high standard of sustainability in planning, design, construction and management."*
>
> *"New Communities are inclusive neighbourhoods with a variety of housing types within walking distance of mixed use districts that offer opportunities for shopping, employment and entertainment. These neighbourhoods are a part of a larger community with interconnecting open spaces, walking and cycling paths, community facilities, employment opportunities and multi-modal transportation connections to the rest of the City."*

Ridgewood South has been identified as New Community because it is:

- Serviceable;
- Of sufficient size;
- Contiguous with existing developed areas;
- Accessible; and
- Meets the requirements of area supply and demand

Complete Communities Direction Strategy (CCDS) further outlines a series of supporting and enabling strategies for Ridgewood South as a New Community. They are:

> *Direction 1 – New communities will be developed in a sustainable manner.*
>
> *Direction 2 – New communities will be established through a planning process.*
>
> *Direction 3 – New communities will increase opportunities to live, work, learn and play in the same neighbourhood.*

Direction 4 – New communities will be developed with complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.

Direction 5 – Encourage green development and conserve natural areas to develop new communities in a sustainable manner.

Direction 6 – Reflect local heritage in the development of new communities.

Other related Complete Communities Direction Strategies from *OurWinnipeg* include Parks, Places and Open Spaces, Commercial, and Urban Design which are discussed below.

1.3.1 Complete Communities - Parks, Places and Open Spaces

Winnipeg's parks, natural areas and open spaces improve our quality of life. These public spaces are valued as essential to the urban fabric, encouraging and promoting healthy lifestyles, cleaner environments, connectivity, community pride and urban beautification. As such, when designing new communities such as Ridgewood South, parks, natural areas and open spaces should serve as a focal point for a community and a gathering place for friends and family.

CCDS outlines five supporting and enabling strategies dealing with Parks, Places and Open Spaces applicable to Ridgewood South. They are:

Direction 1 – Establish Parks, Places and Open Spaces Management Plans to ensure parks contribute to wellness and active living by focusing on community needs.

Direction 2 – Ensure that parks support economic development and are managed in a financial sustainable, innovative manner.

Direction 3 – Demonstrate the value of our environmental and cultural capital by protecting, enhancing and restoring those natural and cultural park resources that are recognized as having historical, ecological or aesthetic value.

Direction 4 – Promote active mobility and pedestrian connectivity.

Direction 5 – Maintain relevant standards and guidelines for open space development and management.

1.3.2 Complete Communities - Commercial

As outlined in *OurWinnipeg*, commercial development, made up of retail and service uses, serves numerous purposes. It provides local and regional goods and services, provides employment for many Winnipeggers and contributes to the health, diversity and vitality of the local economy. It also plays a key role in both shaping the form of the city and defining public spaces. These combined factors suggest that commercial development is integral to the creation of complete communities. Within Ridgewood South, only a limited amount of land has been identified for future commercial development. This reflects market forces as the Charleswood area is already serviced by significant commercial development along Roblin Boulevard and Kenaston Boulevard.

Within *CCDS* there are four supporting and enabling strategies dealing with Commercial Areas that generally relate to Ridgewood South, including:

> *Direction 1 – Maintain an adequate supply of commercial lands at all scales.*
>
> *Direction 2 – Manage commercial growth in a sustainable orderly fashion.*
>
> *Direction 3 – Ensure communities have a range of commercial services to meet their local needs in order to complete the communities and to minimize the need for travel.*
>
> *Direction 4 – Encourage the creation of vibrant and high quality commercial developments.*

1.3.3 Complete Communities - Urban Design

The City of Winnipeg recognizes that excellent urban design is important to the creation of great communities and neighbourhoods. Good urban design can add economic, social and environmental value. There are a number of supporting direction and enabling strategies in *OurWinnipeg* pertaining to new communities as applicable to Ridgewood South including:

- Recognize, use, conserve and enhance resources including landscapes and cultural heritage.
- Strengthen vibrancy, animation and economic health through the cultivation of compact, human-scale streets, blocks and buildings.
- Consider the comfort, convenience, safety and visual interest of streetscapes, recognizing that streets are places where people gather.

- Promote entranceways and gateways as major entry points to communities by using distinctive urban design features, lighting, enhanced vegetation, landscaping and public art.
- Encourage new buildings that fit compatibly into the surrounding context, improving the quality of the public realm.

1.4 Overall Precinct Plan Goals

This plan provides a "blueprint" for the future development of Ridgewood South, a community with a projected population of approximately 7900 residents. The foundation of the plan consists of a series of goals that directly relate to the key directions as noted in *OurWinnipeg* and outlined in the *Complete Communities Direction Strategies* for New Communities as follows

- New Communities will increase the opportunities to live, work, learn and play in the same neighbourhood.
- New communities will be developed with complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation
- Encourage green development and conserve natural areas to develop new communities in a sustainable manner.
- Reflect local heritage in the development of new communities.

Section 4.2 of this plan further details specific goals to accommodate these key directions.

1.5 Authority of the Plan

The Ridgewood South Precinct Plan – Precinct Q of Complete Communities (the "Plan") is a secondary plan legislated through the City of Winnipeg Charter Act:

> ***Adoption of Secondary Plans***
> 234(1) Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the city, including, without limitation, any matter:
>
> (a) dealt with in *Plan Winnipeg*; or
> (b) pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.

1.6 Timeframe of the Plan

The plan is future-oriented and depicts how Ridgewood South is to be developed over an extended time period through a series of public and private sector initiatives. No specific timeframe is applied to the Plan although most of the proposed development is expected within a 10 to 20 year horizon.

1.7 Interpretation of the Plan

1.7.1 Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or roads and utility right-of-way.

1.7.2 Policy Interpretation

Where "may" is used in a policy, it is provided as a guideline or suggestion toward implementing 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 "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

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

1.8 Amendments to the Plan

To make any change to the text or maps within the Plan, an amendment to the Plan shall be required in accordance with the *City of Winnipeg Charter* and the Development Procedures By-Law.

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

1.9 Monitoring of the Plan

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.

Certain policies within this plan require more detailed servicing and transportation engineering analysis to be undertaken as development is warranted.

2.0 PLANNING AREA

2.1 Application of the Plan

The plan applies to those areas as outlined in Figure 3 – Precinct Boundaries. Which include lands north of the CN Railway line, east of the Perimeter Highway, south of Rannock Avenue, and west of the Assiniboine Forest.

Note that the boundaries for the Precinct Plan were adjusted from those shown in the *Complete Communities Direction Strategy* for Precinct Q in accordance with the authority granted to the Director of Planning, Property and Development under 03-4 New Communities Direction 2 to accommodate lands adjacent to the Precinct that fall within a servicing limit, or dependent on servicing within the Precinct in order to develop.

3.0 PUBLIC INPUT PROCESS

Landmark Planning & Design Inc. and Stantec Consulting Ltd. were retained by Qualico Developments to undertake a land use and infrastructure assessment of the Ridgewood South area for the purposes of preparing this Precinct Plan. Public engagement formed a critical role in the preparation of the plan. The input provided by thousands of participants significantly influenced the policies included in the plan.

3.1 Participation Approach

Preparation of this precinct plan was carried out with an extensive community engagement program beginning in May 2011 and continuing through and beyond the submission of the draft plan to the City of Winnipeg. Consultation efforts were carried out through a series of three phases, each of which were helpful in guiding and informing the planning process. A number of consultation mechanisms were employed including an extensive set of stakeholder group meetings, individual and group landowner meetings, public open houses, one-on-one conversations, emails and commentary provided through the a project website. Notification methods were also extensive and included public advertisements, individual mailed invitations to Charleswood residents, community posters, email distribution through existing email networks, and letters to key stakeholders. Approximately 1,000 individuals participated in the program through one or more of the offered participation mechanisms.

A community engagement program report is provided in a companion document to this plan. The report outlines specific feedback provided at various stages of the project – specifically at the preliminary planning stage, concept development stage and draft plan stage. Interested parties have the opportunity to participate in the formal public hearing processes required for the finalization and adoption of the Precinct Plan.

Results of feedback forms provided at the public forums generally indicate the vast majority of participants, while expressing a range of opinions and ideas concerning development, found the process to be informative and helpful.

3.1.1 Stakeholder Meetings

The Study Team consulted with the following stakeholder groups:

<u>Government and Schools</u>

- Pembina Trails School Division
- Public Schools Finance Board
- Manitoba Infrastructure and Transportation
- R.M. of Headingley
- R.M. of Macdonald

- City of Winnipeg Departments - Technical Advisory Committee (TAC) Meeting (includes City Naturalist, City Forester, Water and Waste, Planning, Parks, Active Transportation, Winnipeg Transit, Public Works, Universal Design Coordinator, Real Estate, Emergency Services)

Community Groups

- Charleswood Historic Society
- Friends of Harte Trail
- Citizens for Charleswood Habitat Preservation
- Varsity View Community Club
- Roblin Community Club
- Charleswood Minor Baseball Association
- Charleswood Rotary Club
- Dog Interests (PAWS)

Other

- Canadian National Railway
- Adrenalin Adventures
- Springers Gymnastics Club
- Manitoba Hydro

3.1.2 Community Open Houses and Community Workshop

Community Open Houses were held to present, discuss and help develop the Ridgewood South Precinct Plan in June 2011, November 2011, and April 2012. The initial Open House in June 2011 focused on what precinct plans are and how they may affect the community. A community workshop was also held in conjunction with the June 2011 Open House. Participants worked in small groups responding to questions concerning transportation, infrastructure and land uses for the precinct area.

A second Open House held in November 2011 provided alternative development scenarios for consideration by the general public, stakeholder groups and landowners.

At the third Open House, held in April 2012, a revised Ridgewood South concept plan based on public input, identified opportunities and constraints, and other related background information such as a traffic analysis was presented.

3.1.3 Landowner Meetings

Throughout the study process, the consultant team invited discussions with a substantial majority of landowners within Ridgewood South. The intent of these

meetings was to discuss the precinct planning process, respond to questions, and provide a range of development options for consideration.

Landowners generally consisted of two types – those with developable land holdings, and those without developable land holdings. Landowners of both types were generally interested in the timing for potential development, potential land uses and around their land holdings, changes to the existing road network and the configuration of a new road network and cost implications for development.

Additional information on the results of the public input process can be found in the companion document Ridgewood South Background Report.

4.0 VISION AND GOALS

4.1 Vision

It is envisioned that Ridgewood South will develop within the context of a greater overall vision for the City of Winnipeg. *OurWinnipeg* envisions a City that is:

> *"Planned and designed based on a logical urban structure that focuses growth and change to enhance existing assets, to create complete communities and complete existing communities, and to ensure a socially, environmentally and economically sustainable future through the integration of transportation planning, land use, built forms and urban design"*

For New Communities such as Ridgewood South, OurWinnipeg envisions:

> *"...inclusive neighbourhoods with a variety of housing types within walking distance of mixed use districts that offer opportunities for shopping, employment and entertainment...part of a larger community with interconnected open spaces, walking and cycling paths, community facilities, employment opportunities and multi-modal transportation connections to the rest of the city"*

The Ridgewood South precinct will include the creation of new neighbourhoods as well as the completion of existing neighbourhoods in Charleswood with respect to roadways, pedestrian connections, land drainage and vacant lands. These neighbourhoods will develop over time to become vibrant and sustainable, creating their own identity while maintaining ties with the overall Charleswood community. The focus will be on enhancing community assets such as the Harte Trail, Varsity View Sportsplex, Marj Edey Park, natural areas and other area community facilities and services, while providing an opportunity people to live, work and play in the area.

The community will be built around a substantial network of trail systems and open spaces that interconnect neighbourhoods and community assets, providing opportunities to experience the outdoors in an urban setting. Residents and visitors to the community will be able to safely and efficiently travel using multiple modes of transportation including car, bus, bicycle, and walking. Urban wildlife will benefit from existing and newly created natural areas.

A variety of land uses and housing types will co-exist, while integrating with existing Charleswood and the rest of Winnipeg to create a complete community.

4.2 Goals for Ridgewood South Precinct Q

The Planning Goals for the proposed Ridgewood South community align with the key directions for New Communities as outlined in *Complete Communities* and noted in Section 1.4 of this document.

4.2.1 New Communities will be established through a planning process

This Precinct Plan has been prepared with careful attention paid to the total scope of work outlined in *OurWinnipeg – Complete Communities* including:

- 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

4.2.2 New Communities will be developed in a sustainable manner

The following goals for Ridgewood South relate to this Key Direction:

- To create viable and cohesive neighbourhoods
- To integrate new development into the existing surrounding community fabric
- To foster a sense of neighbourhood
- To promote compatibility and connectivity with existing and future neighbourhoods
- To minimize the spatial use of land for neighbourhood development
- To provide a full range of municipal services in an environmentally sound, economical and timely manner
- To provide new development opportunities that meet projected demand for neighbourhood development

- To accommodate and enhance essential community services
- To supply the necessary utility infrastructure compatible with existing and planned systems
- To utilize existing capacity of major sewer, water and land drainage systems
- To make use of planned land drainage infrastructure to create new naturalized habitats
- To establish the tools needed for providing required servicing infrastructure in recognition of a fragmented land ownership pattern
- To provide guidance and overall planning principles for landowners who wish to develop their lands
- To provide an equitable cost-sharing mechanism for subdividing and developing land holdings

4.2.3 New Communities will increase the opportunities to live, work, learn and play in the same neighbourhood.

The following goals for Ridgewood South relate to this Key Direction:

- To provide a framework for the creation of a planned neighbourhood that fulfills market demands and needs
- To provide a mixture of residential, commercial and institutional uses that are supported by multiple transportation options for residents
- To accommodate future demand for urban housing
- To accommodate a diversity of housing types, styles, and tenure
- To ensure that residential development occurs within an acceptable density range in order to reduce land consumption and servicing costs, promote transit use and protect natural areas
- To encourage higher residential density in areas adjacent to commercial lands or community facilities
- To provide a neighbourhood/local oriented commercial area to serve the surrounding community with an appropriate range of retail and commercial uses
- To provide areas where mixed-use development can occur by allowing for a combination of compatible land uses
- To provide park areas at the neighbourhood and community level that address both active and passive requirements for recreation, sport and leisure and that promote safety, connectivity, accessibility, and walkability between park sites and neighbourhood features
- To promote and enhance multi-use, multi-season options within parks, places and open spaces

4.2.4 New Communities will be developed with complete streets, enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation

The following goals for Ridgewood South relate to this Key Direction:

- To create an interconnected and efficient road network to maximize connectivity, visual appeal, amenity space and safety in a practical and cost effective manner
- To create a major east-west road network to service Ridgewood South
- To promote the use of public transit
- To encourage active transportation including walking and cycling by promoting suitable amenities accordingly
- To create an integrated pathway network throughout the precinct, including residential streets as pathways and sidewalks on collector streets as appropriate
- To establish the tools needed for providing required transportation in recognition of a fragmented land ownership pattern

4.2.5 Encourage green development and conserve natural areas to develop New Communities in a sustainable manner

The following goals for Ridgewood South relate to this Key Direction:

- To provide a linear greenway network linking focal points where natural areas, land drainage systems, pedestrian trails, parks and open spaces can be created
- To promote public awareness and support for the enhancement of natural areas
- To raise an awareness of environmental conservation including the integration of existing sensitive areas and through the use of environmental technologies such as engineered wetlands
- To incorporate existing natural areas and enhance ecological habitats wherever feasible and based on the Ecologically Sensitive Natural Lands strategy
- To enhance the urban forest in Charleswood by including trees and native plants in the design of new subdivisions
- To collaborate with local environmental and stewardship organizations on shared best practices and implementation strategies
- To demonstrate the benefits of both natural and restored environments as contributors to quality of life by promoting environmental practices and public education

4.2.6 Reflect local heritage in the development of New Communities

The following goals for Ridgewood South relate to this Directional Strategy:

- To incorporate local heritage in the design, planning and programming of community features including streets, trails, pathways, parks, lakes and other community facilities
- To enhance the sense of place and community by identifying heritage and culturally significant landscapes and conserving and celebrating them in meaningful ways

5.0 LAND USE CONCEPT

5.1 Precinct Sub-Areas

The precinct area has been divided into eleven (11) Sub-Areas for ease of reference within this precinct plan document (Figure 4 – Sub-Areas). The sub-areas were defined based on a combination of variables including the existing roadway network, the Harte Trail, the future extension of the William R. Clement Parkway, the existing Varsity View Sportsplex/Marj Edey Park site and the existing legal lot fabric. The sub-areas are also referenced in Section 9.0 (Phasing) of this plan.

5.2 Land Use Policy Map

The land use concept for Ridgewood South is shown on the Land Use Policy Map (Figure 5 – Land Use Policy Map). This concept consists of a series of areas and symbols that define a future land use pattern for the community. Sections 6.1 – 6.5 of this plan include policies that relate to each of the defined land uses within the Policy Map. The parkland, trail and lake development concept is illustrated in Figure 6 – Greenway Network Policy Map. Figure 5 serves to illustrate the intent of the policies included in Section 6.4 of this precinct plan.

The boundaries for the various land designations shown on the Policy Map are meant to serve as guidelines only. Situations may arise that will necessitate a degree of flexibility in the precise determination of these boundaries provided the locational intent of these boundaries is not compromised.

5.3 Policy Direction

Section 6.0 of the Plan contains policies that apply to specific land use areas and symbols shown on the Land Use Policy Map.

The remaining sections of the Plan provide for density, community development, parks / open space, transportation, and servicing that will be applied to the Ridgewood South planning area as determined appropriate.

6.0 LAND USE POLICY AREAS AND SYMBOLS

6.1 Low Density Residential Area Policies

6.1.1 Purpose

The purpose of the Low Density Residential Areas is to provide opportunities for a range of lower density residential development with opportunities for multi-family residential development allowed in select locations. Public parks and trails will be interspersed throughout Low Density Residential Areas to serve the recreational needs of residents and the greater Charleswood community.

6.1.2 Low Density Residential Policies

1) Single family homes shall be the predominant use of land within the low density residential areas, except within approximately 50 meters of a collector road or where a property abuts a public lane, in which case multi-family units are allowed to a maximum of six attached units
1) Multi-family uses in low density residential areas shall be ground-entry only and should be designed in a street-oriented fashion
2) Residential areas should be developed with neighbourhood character features through the implementation of tools such as architectural and neighbourhood design standards where feasible
3) For single family residential units in Sub-Areas 1-5 and 7 the density for the combined total of these areas shall be a minimum of 4.0 units per gross developable acre
4) For single family residential units in Sub-Areas 8-11 the density for the combined total of these areas shall be a minimum of 3.0 and a maximum of 5.0 units per gross developable acre
5) For the undeveloped lands north of the Harte Trail, the density, site area and site width of new residential lots directly adjacent to existing lots should generally reflect the pattern of development in adjacent areas
6) For any new residential lots abutting the existing Harte Trail, vegetation easements, fence restrictions, or other measures to minimize potential adverse impact to the Harte Trail should be incorporated
7) Alternative housing forms including special needs housing, institutional uses, recreational uses, public uses, local commercial uses, secondary suites, and other similar and accessory uses may be allowed
8) Parks, natural areas and open spaces shall be provided in residential areas to meet active and passive recreational needs of residents and visitors
9) The residential area shall be served by public transit and include bus stops within 400m (1312 feet) of most homes

6.2 Medium Density Residential Policies

6.2.1 Purpose

The purpose of the Medium Density Residential Areas is to provide opportunities for a range of medium density residential developments located at neighbourhood nodes, adjacent to collector roads and transit service routes. These areas will be connected to the linear greenway network to serve the recreational needs of residents.

6.2.2 Medium Density Residential Policies

1) Higher density housing (e.g. typically 2-6 storeys) shall be incorporated into the development of these areas
2) Alternative housing forms including special needs housing, institutional uses, recreational uses, public uses, local commercial uses, secondary suites, and other similar and accessory uses may be allowed
3) Parks, natural areas and open spaces should be provided in residential areas to meet active and passive recreational needs of residents and visitors
4) Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation and landscaping
5) Bus stops should be located within a 200 meter (656 feet) walking distance of multi-family housing units
6) Parking lot areas should be extensively landscaped with appropriate screening abutting rights-of-ways

6.3 Mixed Use Area Policies

6.3.1 Purpose

The purpose of this designation is to create community-oriented mixed use areas that are strategically located within the community and provide for a concentration of medium density residential development, local commercial uses, as well as other suitable transit-supportive uses, such as educational and institutional facilities. Connectivity to the surrounding neighbourhood will be achieved through the convergence of both roads and pathways within mixed use areas.

6.3.2 Mixed Use District Policies

1) The design of mixed use areas shall ensure a strong pedestrian orientation and emphasize the street as the focus to the neighbourhood activity
2) Medium density residential uses (e.g. typically 2-6 storeys) within mixed use areas may be allowed
3) Single family and two-family housing may be allowed subject to detailed design review to ensure compatibility

4) Each building design and site plan should address the issue of privacy for immediate neighbours through measures such as building mass, building orientation, fencing, screening and landscaping
5) Local-scale commercial development that is compatible with the surrounding area may be allowed
6) Institutional uses, recreational uses, public uses, special needs housing, local commercial uses, offices, community facilities, libraries and other similar and accessory uses may be allowed
7) Convenient on and off-site pedestrian connections to all land uses shall be provided
8) Multi-modal linkages such as active transportation routes, transit stops and roadways should be provided to mixed-use areas
9) Buildings should provide a visually appealing site design and landscape treatment
10) Off-street parking areas should provide extensive landscaping, fencing and screening to minimize adverse impacts to the public realm.
11) Buildings should be attractively designed through various methods such as appropriate articulation, glazing and the use of a variety of architectural materials
12) Sound attenuation measures such as landscaping, berming and fencing to screen against adjacent residential areas should be considered
13) Bus stops should be located within a 200 meter (656 feet) walking distance of multi-family housing units
14) All commercial lighting shall be designed installed and operated with sensitivity to the surrounding context to avoid adverse impacts
15) Specific site planning review may be accomplished through various tools such as Site Plan Approval, Development Agreements, or Planned Development Overlay zoning.

6.4 Parks and Open Space Policies

6.4.1 Purpose

The purpose of the Parks and Open Space Areas is to provide for the dedication of park land and the preservation of selected natural areas in order to meet the active and passive recreational needs of the community, contributing to wellness and active living of new and existing residents.

In order to provide a balance between active and passive recreation and leisure areas that will meet the needs of the residents of the Ridgewood South Precinct and beyond, a variety of parks and open spaces will be provided. A key feature of the Precinct is intended to be a well integrated system of paths and trails that provide opportunities for passive use and active transportation consistent with and linking into an established major east-west AT spine – the Harte trail. This linear park system is intended to complement the stormwater management system and will run through and may extend out to the edges of the neighbourhood, enhancing connectivity between larger parks, natural areas, and internal and adjacent neighbourhood activity areas and features.

In addition to linear parks, additional small park spaces will be provided to accommodate playgrounds and other unstructured play opportunities. These may be stand alone parcels, or incorporated into the linear park system as 'window' parks.

To accommodate the size and anticipated population of this precinct, additional large tracts will be required for active park space. This plan anticipates at least one active park site to accommodate organized sports, including parking provisions. Given the existence of Marj Edey Park this is ideally located toward the westerly end of the precinct.

Natural areas are typically considered as part of the passive park complement, however given the extent and specific attention paid to this in the Ridgewood South Precinct planning this park type warrants particular consideration.

This plan includes reference to both the ESNL and an extensive biological inventory prepared by Native Plant Solutions, which outlines which land areas within the Precinct Area would be of most value for parkland dedication purposes. The policies in this plan combined with the major findings of these assessments should be used to provide guidance to all parties involved in the development process (e.g. landowners, advocacy groups, decision-makers etc.) in terms of what lands could be targeted for parkland dedication or acquisition purposes when subdivision and rezoning applications are considered.

While the studies do note a diversity of plant and animal species that are present within Ridgewood South, the studies also note that there are no habitats within the Precinct that are unique in the Manitoba context that would otherwise be considered for protection. There were also no federally identified or protected species (i.e. 'Threatened' or 'Endangered' species under the Species at Risk Act) detected within the precinct during these studies. Notwithstanding these notes, the studies identify that some lands are of higher quality than others in terms of their relative ecological quality within the Precinct itself and the surrounding area.

The City of Winnipeg Charter allows for the City of Winnipeg to acquire a minimum of 10% of any lands considered for subdivision or rezoning for the purposes of parkland dedication, or to request cash in lieu of such land dedication.

In the event that additional lands within the Ridgewood South Precinct are pursued for preservation purposes by other means (purchase, donation, land swap, etc.) the policies in this section together with the referenced documents[1] are also meant to provide guidance for such a pursuit.

[1] Other references include *Ridgewood South Precinct Biological Land Inventory and Recommendations* (2012), *Report on Breeding Birds Survey in Ridgewood Precinct* (2012), and other documents as made available to the City of Winnipeg.

6.4.2 General Park Policies

1) The park system within the overall Precinct shall provide residents of the Ridgewood South and beyond with:
   i) Active recreation opportunities – sports fields;
   ii) Passive recreation and leisure opportunities including, small park spaces (e.g. playgrounds, picnic/sitting/nature areas) and linear park corridors (walking, cycling etc);
   iii) Adding greenspace adjacent to the Harte Trail;
   iv) Preservation and enhancement of existing natural areas for passive and interpretive opportunities
2) The park system shall enable a variety of experiences and year-round activities
3) Size, orientation, configuration and location of parks shall be appropriate for the intended use, and determined in consideration of establishing an equitable distribution of park areas throughout the neighbourhood
4) Parks should be planned in consideration of passive surveillance through site configuration, placement of access points, amount of frontage and sitelines as a method of improving safely
5) Parks shall incorporate principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation.
6) New parks shall meet the Accessibility Design Standards of the City of Winnipeg
7) Public access shall be provided to all naturalized lakes/retention ponds and significant existing public forest cover areas, provided that such access is not contrary to the integrity of the natural area
8) The design of parks, pathways and lakes should include consideration to local heritage wherever possible

6.4.3 Greenway Network

1) Subdivision designs within the precinct shall include provision for a continuous and integrated Greenway Network that connects neighbourhoods and other community features within the precinct, such as naturalized lakes, the Harte Trail, existing and new active parks and retained natural areas wherever possible. The Greenway Network shall be designed with consideration to the following principles:
   i. An east-west Greenway Network shall be established connecting sub-areas 1 – 6 generally mid-way through each sub-area from north to south
   ii. The Greenway Network should be designed to discourage people or animal movements across the CNR Subdivision rail line, Wilkes Avenue or PTH100 unless suitable crossing provisions are incorporated into the design
   iii. The Greenway Network should be located such that a majority of dwellings are within a 400 metre radius of the Greenway Network

iv. Where feasible, the Greenway Network should be designed to minimize the number of street crossings and create or form part of a looped pedestrian network through the neighbourhood
v. The Greenway Network shall serve as a connection to adjacent neighbourhoods and the active transportation network
vi. Natural areas that serve as end points (i.e. 'patches') to Greenway Network should be of sufficient size to generally accommodate use by a variety of animal species
vii. Natural areas may be acquired by the City of Winnipeg through vegetation easements, charitable donations (ecological gift), outright purchase, land exchange, land dedication and/or the implementation of development caveats (e.g. building envelope restrictions that retain treed areas) as determined feasible

6.4.4 Recreational Pathways Policies

1) Recreational pathway locations are conceptually illustrated on Figure 6 and Figure 7.
2) Subdivision designs within the precinct shall include provision of pathways generally located within the Greenway Network as outlined in Section 6.4.2(2) of this plan
3) Recreational pathways should connect land uses throughout each neighbourhood and provide passive recreation, walking and cycling opportunities for residents, employees and other visitors to the neighbourhood
4) Recreational pathways should be located within or integrated with the parks, natural areas, stormwater impoundment areas, and the Harte Trail, connect with the pathway system beyond the community and be provided in accordance with Section 6.1.2(7) of this plan
5) The Harte Trail shall be protected and enhanced wherever possible as a naturalized route
6) Stormwater retention facilities should provide a connected pathway along at least one side of the water area
7) Recreational pathway surfacing shall be appropriate to the context as determined, in consideration of City guidelines and standards, at the Development application stage

6.4.5 Active and Passive Parks

1) As part of the parkland dedication requirements for each Sub-Area, Sub-Areas 1, 2, 5, 7 and 9 shall each include at least one small, passive park space between 0.5 and 1 acre in size and in a location satisfactory to the City of Winnipeg
2) Sub-areas 3 and 4 shall each include a 2-3 acre active park
3) The active park area requirement for areas 3 and 4 as outlined in 6.4.2(3) may be combined to create a single 4-5 acre active park in either one of the two areas

4) Active parks should be located such that it is reasonably central within the sub-area and is accessible via the linear park network illustrated in Figure 6.
5) Active park sites should be generally associated with the linear park system or accessible by path or sidewalks.

6.4.6 Natural Areas

1) Efforts shall be made to preserve the those areas of highest ecological values as determined through the ESNL and other supporting documents and shall be of a size and extent that is acceptable to City authorities
2) If additional natural areas are to be preserved these must be done through other methods (e.g. vegetation easement, purchase)
3) Pathway development within natural areas should be constructed in such a manner that minimizes impact to natural features while providing an interesting and scenic route
4) Developers may be required to install interpretive signage along pathways to promote the importance of protecting natural areas or species, or signage related to pathways within the precinct

6.4.3 Parkland Dedication Policies

1) Dedication of lands for parks shall be in accordance with the City of Winnipeg Development Agreement Parameters or similar agreements adopted by the City of Winnipeg Council
2) The selection of existing natural areas for parkland dedication purposes shall give consideration to the types of landscape that are represented within the overall precinct, such that a variety of types of landscape (e.g. forest cover, grassland, wetland) are either preserved or newly created to acceptable standards within the overall precinct area
3) In recognition that some sub-areas within the precinct will have more higher quality natural areas than others, the City of Winnipeg may apply surplus parkland dedication requirements from one sub-area of the precinct for use in other sub-areas within the precinct via the City of Winnipeg parkland dedication fund or other such mechanism
4) The selection of natural areas for parkland dedication purposes shall give consideration to all available scientific reports regarding items of ecological value within the Precinct, including but not necessarily limited to the *Ridgewood South Precinct Biological Inventory Report*, attached as Appendix E.

6.5 School Site Policies

6.5.1 Purpose

During the preparation of this plan the Public Schools Finance Board (PSFB) and the Pembina Trails School Division (PTSD) determined that no school sites would be required within the precinct due to the substantial enrolment capacity of existing schools. Should circumstances change, the policies within this section will provide guidance for the potential selection of school sites within the precinct.

6.5.2 School Site Policies

1) A school site shall have frontage on a collector street with direct transit access in addition to at least one boundary of the property fronting on an adjacent or parallel street to facilitate adequate frontage for safe pick up and drop off zones, school bus loop, and staff and visitor parking
2) Sites selected for Early Learning through Grade 8 schools (that may include day care facilities) shall be of a size consistent with any required legislation or city policy.

7.0 TRANSPORTATION POLICIES

7.1 Roads

7.1.1 Purpose

The purpose of these policies is to provide for a road network that is functional, safe and efficient. The road network bordering Ridgewood South consists of a future expressway, arterial roads, collector roads and local roads, which provide access to both the existing and future community, to the greater Charleswood area, and to the City at large. The collector road network is illustrated in Figure 7 – Roadway Network. This Figure shows arterial roads and collector roads only – local roads and public lanes will be planned at the Development Application stage.

7.1.2 Roads Policies

1) Right-of-way requirements for expressways, arterials, collectors, and local roads should be further refined at the development application stage
2) Direct private access to expressways and arterial roads will not be allowed
3) Residential development adjacent to major arterial roads should incorporate appropriate sound attenuation measures as outlined in the Development Agreement Parameters
4) The design of the internal road network should provide for the following:

    i) convenient connections and multiple choices to origin/destination points within the community;
    ii) walkway connections between streets, to assist in meeting transit coverage requirements;
    iii) local streets shall be for the use of motorized vehicles, cyclists and pedestrians; sidewalks will be provided in accordance with the Transportation Standards Manual, except in the case where front driveways are provided for single-family or two family homes;
    iv) collector streets shall be for the use of motorized vehicles including buses and for cyclists, and shall have sidewalks on both sides of the street; and
    v) transit routes that are efficient

5) Naming of new roads and pathways within the precinct should give consideration to local heritage in consultation with any relevant community groups
6) The roadway layout illustrated in Figure 7 is considered precise with respect to required street connections and closures, however the exact alignment of streets is to be determined at the Development Application stage

7.2 Transit Policies

1) Transit stops shall be located so as to:

   i) serve higher density residential development, activity nodes such as the regional recreation facilities and commercial areas
   ii) provide convenient transit service
   iii) achieve minimum walking distance requirements

2) Transit service shall be provided by the City of Winnipeg when demand warrants it, with bus stops located within a maximum 400 meter (1312 feet) walking distance of most homes

7.3 Pathway, AT and Sidewalk Policies

1) Subdivision applications shall clearly identify all pedestrian and cycling amenities to demonstrate pathway and AT connectivity within and beyond the subdivision area
2) Pathways, walkways and sidewalks shall include the following
   i) short, convenient, and direct connections to activity nodes such as Varsity View Sportsplex
   ii) connections to the regional pathway systems including the Harte Trail
   iii) linkages for local destination points such as schools, commercial areas or recreation facilities
   iv) access to transit routes

3) In no case shall sidewalks be provided along local streets where front driveways are provided for single-family or two family homes;
4) Roadway, walkway, pathway and bikeway connections should be designed for easy and direct access to community focal points
5) New vehicular crossings of the Harte Trail should be minimized to the greatest extent feasible
6) Trails should be built in such a manner that they are accessible and usable for the majority of the year
7) Active transportation (AT) routes shall be provided as follows:

   i) Two lane collector roads shall be of a standard width to accommodate standard on-street AT
   ii) Arterial roads shall include a dedicated off-street AT facility

8) All new multi-use pathways and pedestrian walkways shall meet the Accessibility Design Standards for the City of Winnipeg

7.4 Development Buffering

7.4.1 Purpose

The purpose of these policies is to provide guidance for minimizing the potential impact of the existing CN Mainline, PTH100, and the planned extension of the William R. Clement Parkway on existing and planned development.

7.4.2 Development Buffering Policies

1) Noise attenuation for development adjacent to the CN Rivers Mainline shall be reviewed at the development application stage.

8.0 Land Drainage, Wastewater and Water Services

8.1.1 Purpose

The purpose of these policies is to ensure that adequate utility infrastructure is provided to serve urban development throughout the community. The servicing concept for the precinct area is illustrated in Figure 8. Any development within the precinct will need to be fully serviced with paved streets, piped municipal utilities (water, sanitary sewer, and stormwater) as well as shallow utilities (gas, electrical, telecommunications). Utilities will need to be constructed prior to or in conjunction with the first phase of development, and rights-of-way and easements will need to be provided to accommodate the extension of utility services through the development. Utility alignments will be identified at the Development Agreement Stage and confirmed prior to or during construction drawing approval.

8.1.2 Servicing Infrastructure Policies

1) All new developments shall be serviced with paved streets, piped municipal water, wastewater sewer and stormwater facilities, including drainage lakes as required
2) The alignment and capacity of streets, water distribution mains, wastewater sewer trunks and stormwater sewers shall be based on servicing studies and analysis to the satisfaction of the City of Winnipeg
3) Where required, utility rights-of-way and easements shall be negotiated to accommodate the agency/company and property owners
4) Where required by the City of Winnipeg, utility rights-of-way and easements, public utility lots and road rights-of-way may be pre-dedicated or registered across undeveloped land to facilitate orderly and sequential land development
5) Linear creeks and retention ponds shall be designed to acceptable City of Winnipeg criteria and retention ponds shall be designed as naturalized wetlands

9.0 COST SHARING POLICIES

9.1.1 Purpose

The purpose of these policies is to ensure that the burden of the overall infrastructure requirements within the precinct is shared equitably amongst landowners within the precinct.

9.1.2 Cost Sharing Policies

1) Development applications may require land dedication for road rights-of-way, naturalized linear creeks/retention ponds, parks, open space, and natural areas. The following policies outline the principles for cost sharing of land dedication:

    i. Land required for any arterial roads in Ridgewood South is considered as a cost of the development of these roads
    ii. Land required for impoundment and retention ponds is included as a cost of the Trunk Service Rate (TSR)

2) Cost sharing agreements may be required between developers/landowners for internal services if there are mutual benefits
3) Cost sharing arrangements for major collector and arterial roads, may be accomplished through the development of a transportation area charge which shall be administered by the City of Winnipeg
4) The transportation area charge should be reviewed at every major phase of development within Ridgewood South and the area charge shall be updated annually.
5) Cost sharing arrangements for professional fees related to the preparation of this precinct plan will be accomplished through the development of an area charge which shall be administered by the City of Winnipeg
6) The land drainage systems including impoundment areas are a developer/ landowner responsibility with the total cost of the systems charged to the benefitting area at a uniform TSR charge on a per hectare/acre basis
7) The installation and costs of the internal services of each subdivision area shall be the responsibility of the developer/landowner including local streets, local wastewater sewers, watermains and land drainage sewers

10.0 PHASING POLICIES

10.1 Purpose

Phasing will largely be driven by market conditions and by the extension of municipal services. The purpose of these policies is to provide for certainty that major infrastructure is appropriately established as development proceeds. The phasing plan for Ridgewood South is illustrated in Figure 9 – Phasing. Development phasing within the precinct is primarily based on land drainage requirements and roadway infrastructure requirements on a sub-area basis.

10.2 Phasing Policies

1) Phasing for development of each Sub-Area within the precinct shall be in keeping with the constraints as outlined on Figure 9 – Phasing:

    i. Areas shown as yellow in colour can be serviced independent of other precinct sub-areas with minor extension of external services
    ii. Areas shown as brown in colour can be serviced independent of other precinct sub-areas with major extension of external services
    iii. Areas shown as pink in colour cannot be serviced independent of other precinct sub-areas because of land drainage trunk system routing
    iv. Areas shown as blue in colour cannot be serviced independent of other precinct sub-areas because of both land drainage trunk system requirements and wastewater sewer sub-trunk routing

2) The phasing constraints outlined in Section 9.2(1) and illustrated on Figure 9 of this plan can be revised subject to detailed technical analysis to the satisfaction of the Director of Water and Waste (City of Winnipeg)
3) A detailed phasing plan and traffic study for each Sub-Area shall be submitted at the time of the first Development Application in each Sub-Area, which shall assist in determining the transportation infrastructure required for each stage of development
4) The initial development application for the Ridgewood South Precinct should include a plan for right-of-way acquisition for two purposes:

    i. To accommodate a collector street running between Charleswood Road and Fairmont Road, which will facilitate traffic movement from the Precinct directly to the William R. Clement Parkway
    ii. to accommodate a trunk wastewater sewer to be connected to the Charleswood Road interceptor sewer

5) Ridgewood South transportation and servicing area charges shall be reviewed at every major phase of development

11.0 DEVELOPMENT APPLICATION POLICIES

11.1 Purpose

The purpose of these policies is to guide development applications within the Ridgewood South Precinct Plan.

11.2 Development Application Policies

1) Development applications for subdivision, rezoning, or development permits for individual properties shall be processed by the City of Winnipeg and evaluated in terms of this Precinct Plan
2) Individual applications shall include a concept plan for adjacent properties that demonstrates how the design can be integrated within the overall Precinct Plan layout, including the integration of pedestrian and cycling facilities to other facilities beyond the application area
3) Consultation with adjacent landowners and the general public should be undertaken prior to the submission of any development applications
4) The development application review process for natural areas shall be in accordance with the ESNL Strategy as follows:

    i) The area shall be assessed to determine if a significant natural area exists
    ii) The City shall assess whether the area should be protected
    iii) If the site is deemed worthy of protection by City authorities, all options will be considered in cooperation with the developer/landowner of the land including conservation easements, charitable donation, acquisition through outright purchase, land exchange or land dedication

5) Land acquired by the City shall be zoned as *Parks and Recreation*

12.0 INTERPRETATION

12.1 General Definitions

The following general definitions shall apply:

(1) **Active Transportation** means any human-powered mode of transportation such as cycling, walking and skiing.

(2) **Approving Authority** means the City of Winnipeg or the Municipal Board, as the case may be.

(3) **Collector Roads** collect and distribute traffic between residential local streets and arterial streets. They also provide land access in residential areas. Passenger vehicles, delivery trucks and buses are accommodated. Direct access to adjacent properties is allowed for commercial and multi-family developments subject to traffic and design considerations. Front drives are not allowed for low density residential developments fronting residential collectors; in these cases a back lane or frontage road is required for direct property access. Residential collector streets may intersect with arterials, other collectors and residential local streets.

(4) **Commercial Use** means the use of land, buildings or structures for the purpose of selling goods and services to the final consumer, and includes the storage of merchandise on or about the premises in quantities sufficient to supply the establishment and may include, but is not limited to grocery stores, department stores, restaurants, automotive repair centres, entertainment facilities, and financial institutions in accordance with the Zoning By-Law.

(5) **Community** means a logical, physical and social planning area, which is predominately residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

(6) **Community Committee** means the Assiniboia Community Committee, a committee comprised of the City Councillors from the Assiniboia Community.

(7) **Council** means the Council of the City of Winnipeg.

(8) **Expressways** accommodate large traffic volumes at high speeds and under relatively unimpeded flow conditions. Expressways are intended to serve longer trips including intra-urban travel and trips destined to major centers of activity. Expressways are full time truck routes. Direct access to adjacent lands is prohibited. Only four-lane streets or higher classification intersect this type of facility. At a minimum, expressways feature a four-lane divided cross-section. Signalized intersections are widely spaced (a

minimum of 800 metres between intersections). Traffic volumes are greater than 20,000 vehicles per day.

(9) **Greenway Network** means a connected system of stormwater retention basins, linear park areas, active and passive park areas and pathways that serve to allow for pedestrian connections and connected park spaces throughout the precinct area.

(10) **Gross Area** means the total area of land contained within the property lines of a site.

(11) **Gross Developable Area** (GDA) for the purpose of calculating density means the gross area of the Precinct, excluding; expressways, arterials, commercial lands, lakes and lake impoundment areas, and any lands owned by the City of Winnipeg.

(12) **Institutional Use** means the use of land, buildings or structures for the purpose of religious, charitable, education, health, 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, cemeteries, and daycare centres in accordance with the Zoning By-Law.

(13) **Local Roads** provide direct access to properties in residential areas. Passenger vehicles, delivery trucks, cyclists and pedestrians are accommodated.

(14) **Major Arterial Roads** carry large traffic volumes and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas. Generally, major arterials are full time truck routes. Direct access to adjacent properties is normally controlled or limited. At a minimum, all major arterials feature a four-lane divided cross-section. Traffic signals are used to control intersections. Typical traffic volumes are greater than 20,000 vehicles per day.

(15) **Minor Arterial Roads** carry slightly lower traffic volumes than major arterials and augment the major arterial system by connecting residential, employment, shopping and recreational areas. Minor arterials may be designated as full time or part time truck routes. Typically, minor arterials have a four-lane cross-section. Typical traffic volumes are up to 20,000 vehicles per day.

(16) **Multi-Family Residential Use** means a residential building containing two or more dwelling units and includes a semi-detached dwelling, a duplex, a townhouse and an apartment in accordance with the Zoning By-Law.

(17) **Naturalized Wetlands** means a retention pond that is designed to function as a natural wetland by using planting and landscape forms that are native to the region.

(18) **Net Developable Area** means the gross developable area of a site excluding any public road rights-of-way, reserve land or public utility lots.

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

(20) **Parkland** means land used for public parks and open space.

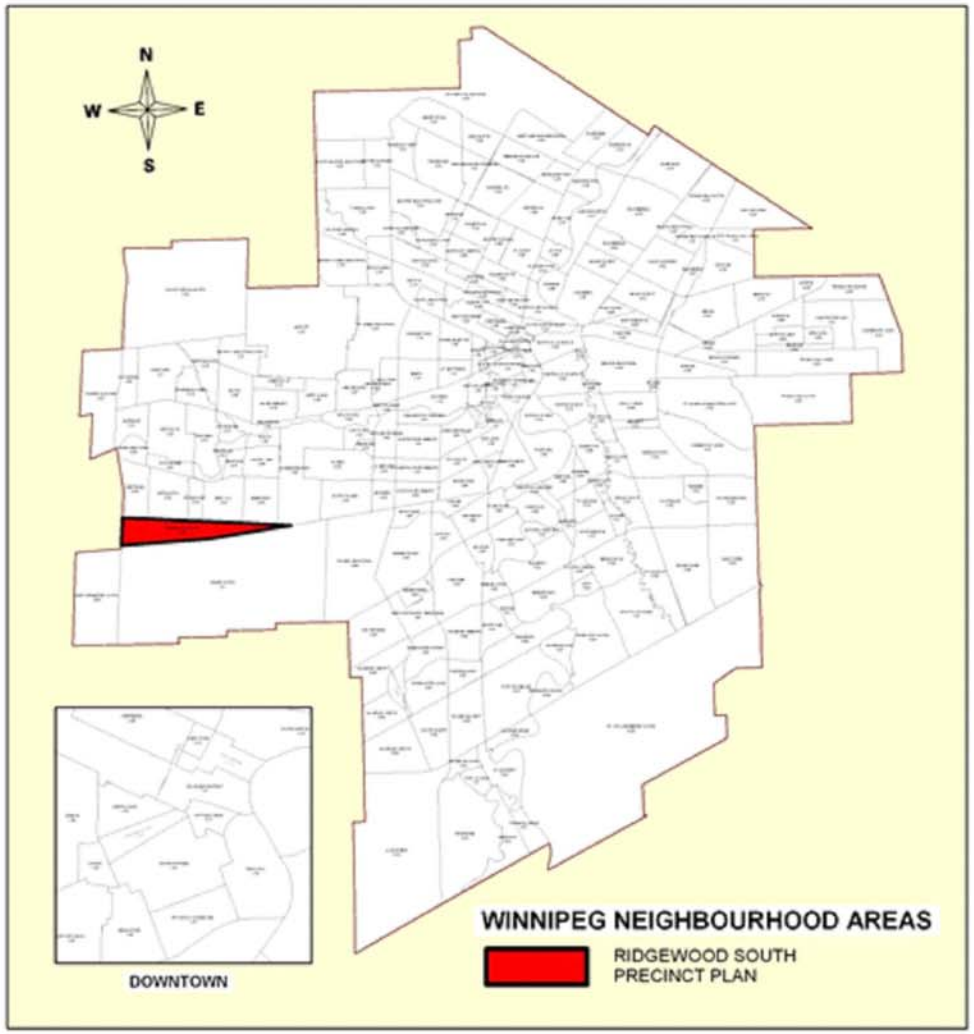
(21) **Public Use** means the use of land, buildings or structures for the purpose of accommodating public or quasi-public services, utilities or facilities and may include, but is not limited to, essential public services, municipal utilities and public facilities in accordance with the Zoning By-Law.

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

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

(24) **Vegetation Easement** means an area of privately owned land within which development is not allowed and the existing vegetation is legally protected.

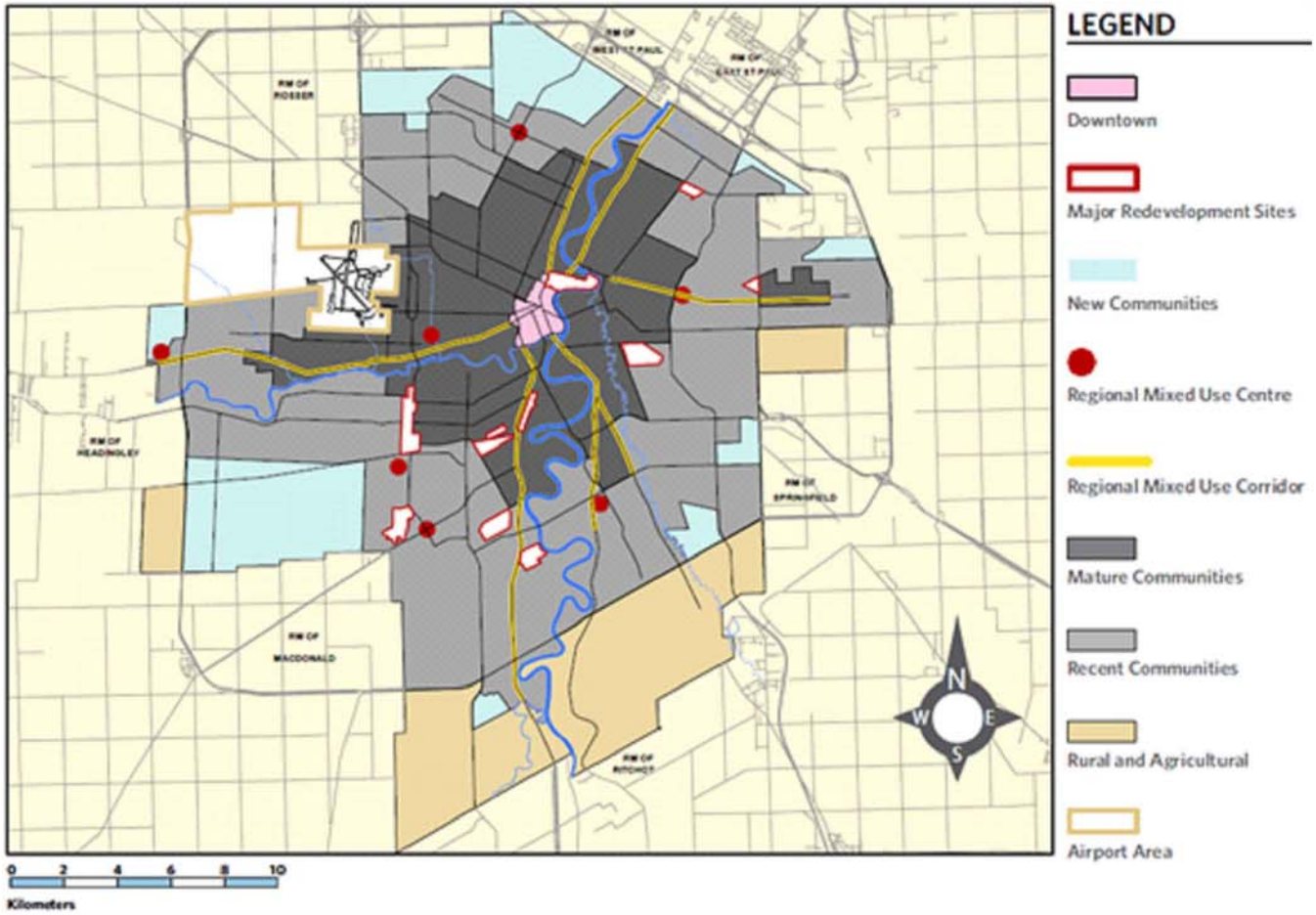
Precinct Q Location



Stantec Landmark Planning & Design Inc.

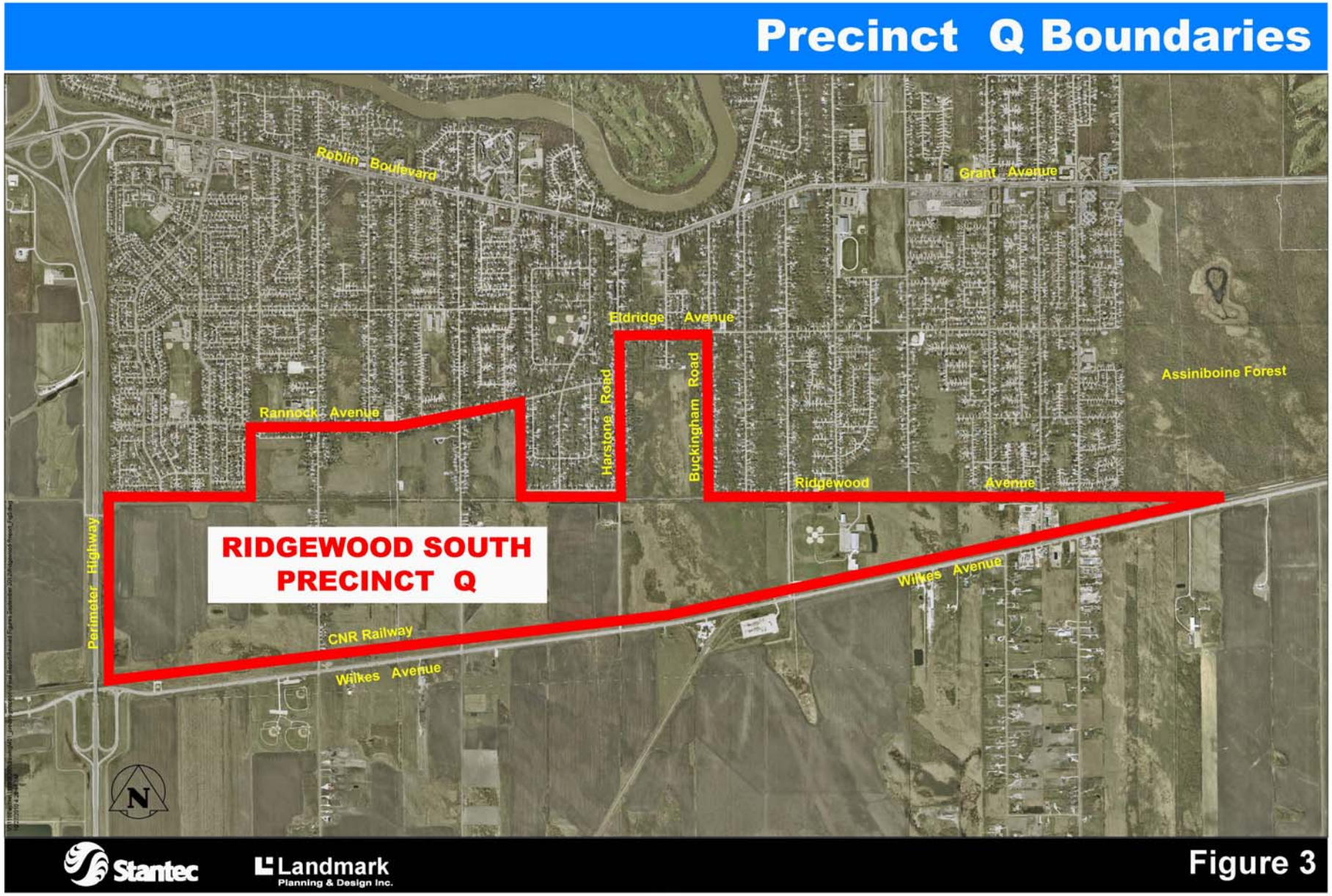
Figure 1

OurWinnipeg - Urban Structure



Stantec Landmark Planning & Design Inc.

Figure 2


Precinct Q Boundaries
Roblin Boulevard
Grant Avenue
Eldridge Avenue
Rannock Avenue
Harstone Road
Buckingham Road
Assiniboine Forest
Ridgewood Avenue
RIDGEWOOD SOUTH
PRECINCT Q
Perimeter Highway
CNR Railway
Wilkes Avenue
Wilkes Avenue
N
Stantec
Landmark
Planning & Design Inc.
Figure 3

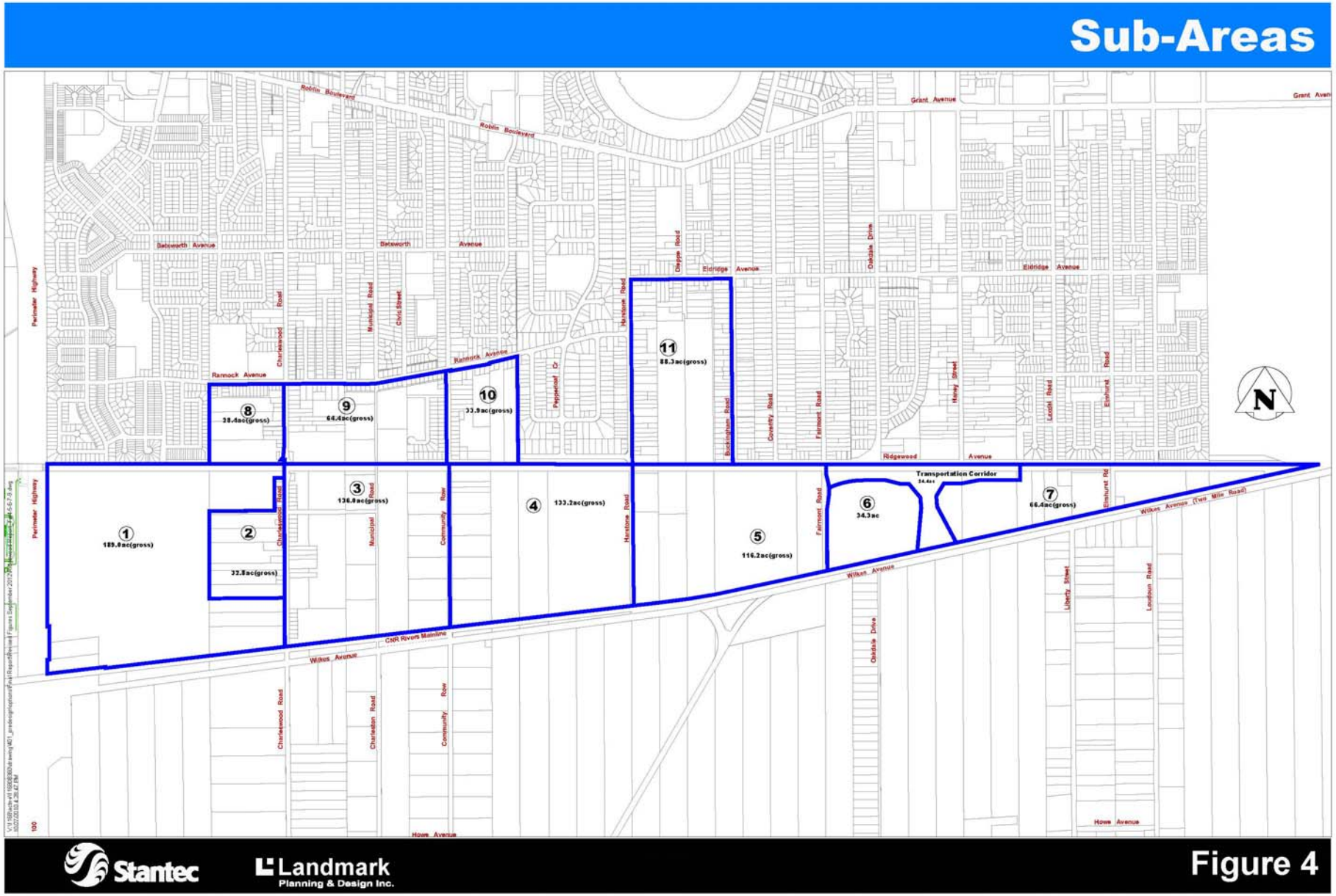
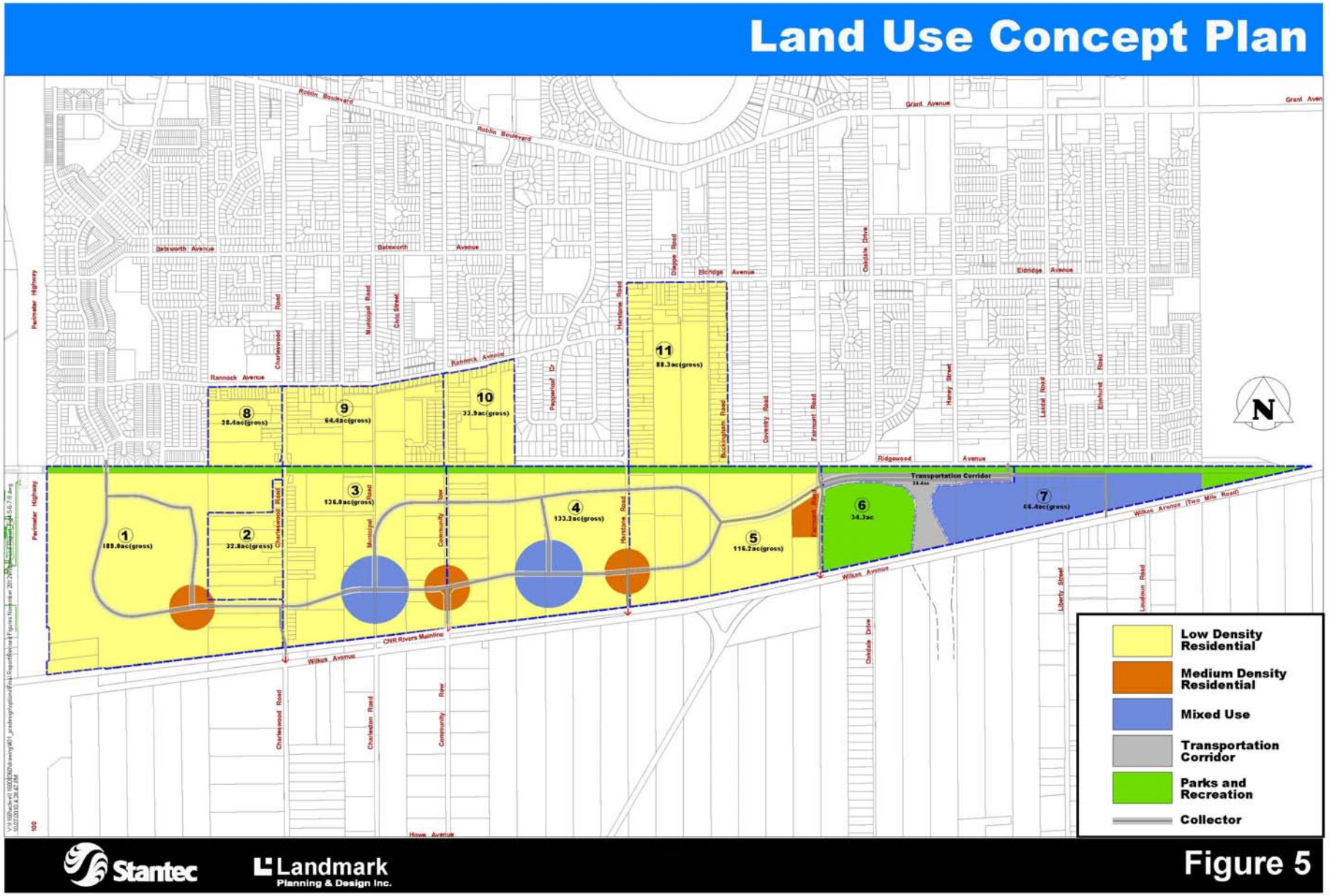
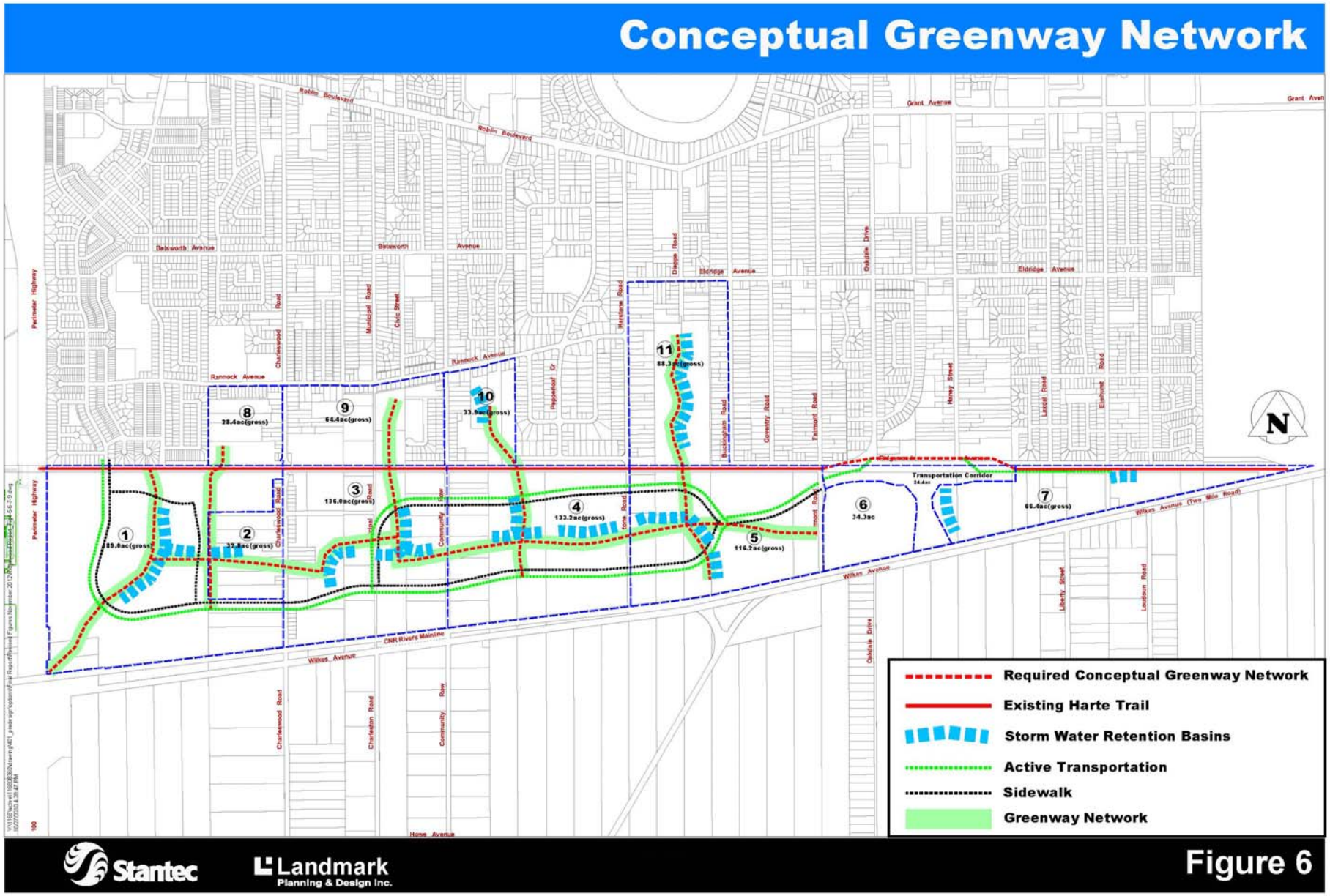
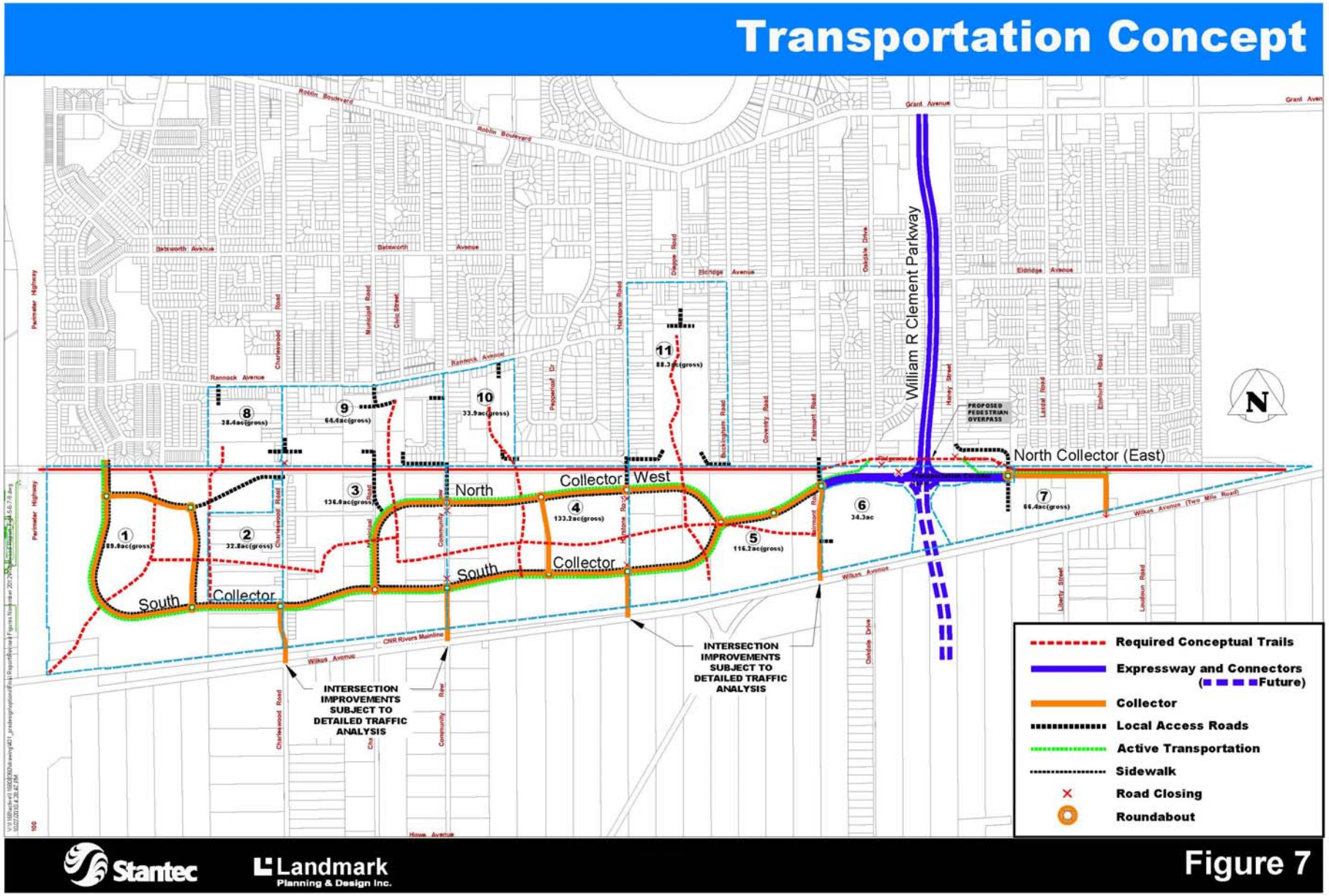
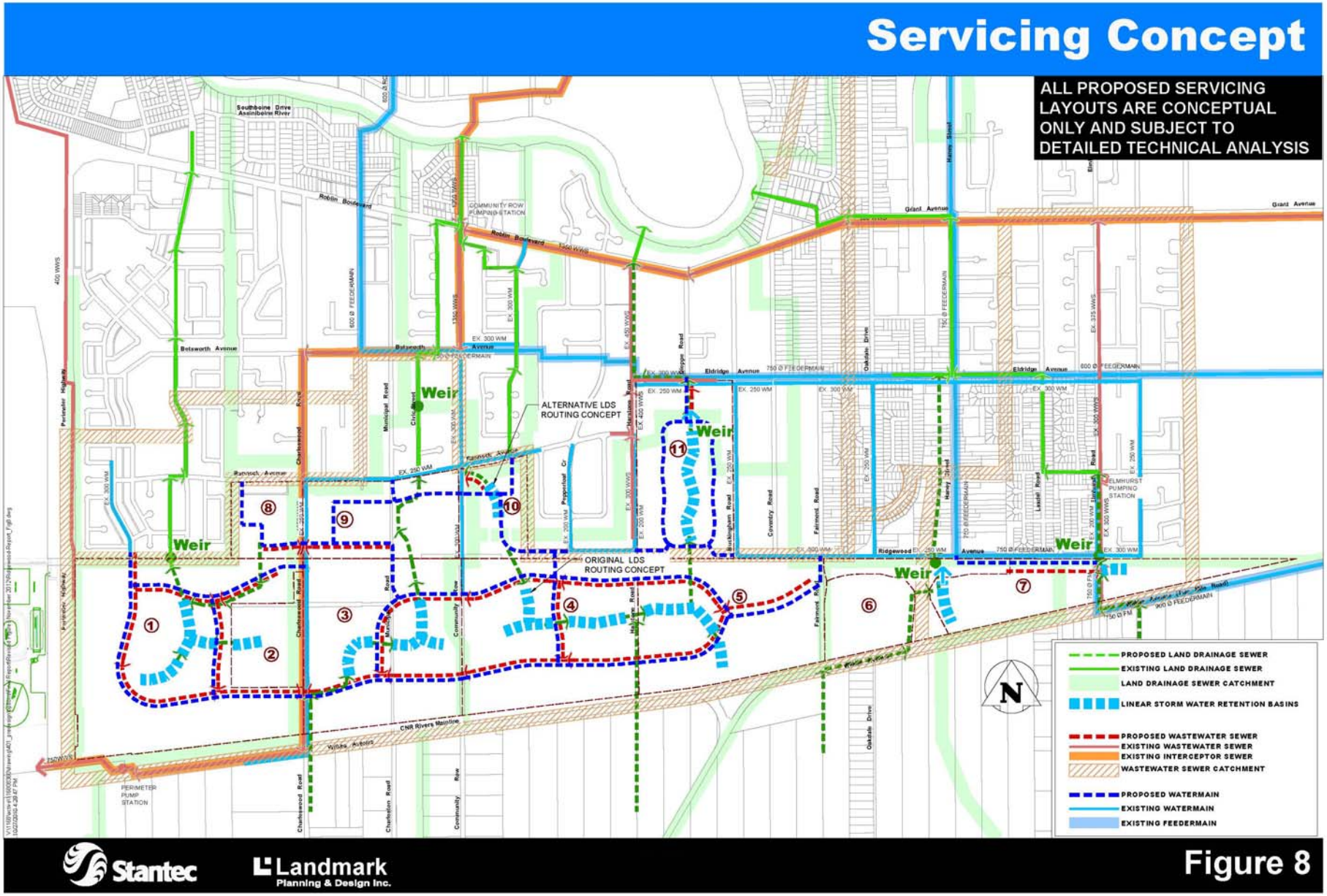

Sub-Areas
Robin Boulevard
Grant Avenue
Betsworth Avenue
Eldridge Avenue
Rannock Avenue
Ridgewood Avenue
Wilkes Avenue
Wilkes Avenue (Two Mile Road)
Howe Avenue
Perimeter Highway
Charlesewood Road
Municipal Road
Civic Street
Community Row
Hanstone Road
Dieppe Road
Buckingham Road
Coventry Road
Fairmont Road
Oakdale Drive
Haney Street
Leodal Road
Elmhurst Road
Liberty Street
Loudoun Road
Charleston Road
Peppertoat Cr
CNR Rivers Mainline
Transportation Corridor
1 189.0ac(gross)
2 32.8ac(gross)
3 136.0ac(gross)
4 133.2ac(gross)
5 116.2ac(gross)
6 34.3ac
7 66.4ac(gross)
8 28.4ac(gross)
9 64.4ac(gross)
10 33.9ac(gross)
11 88.3ac(gross)
N
Stantec
Landmark Planning & Design Inc.

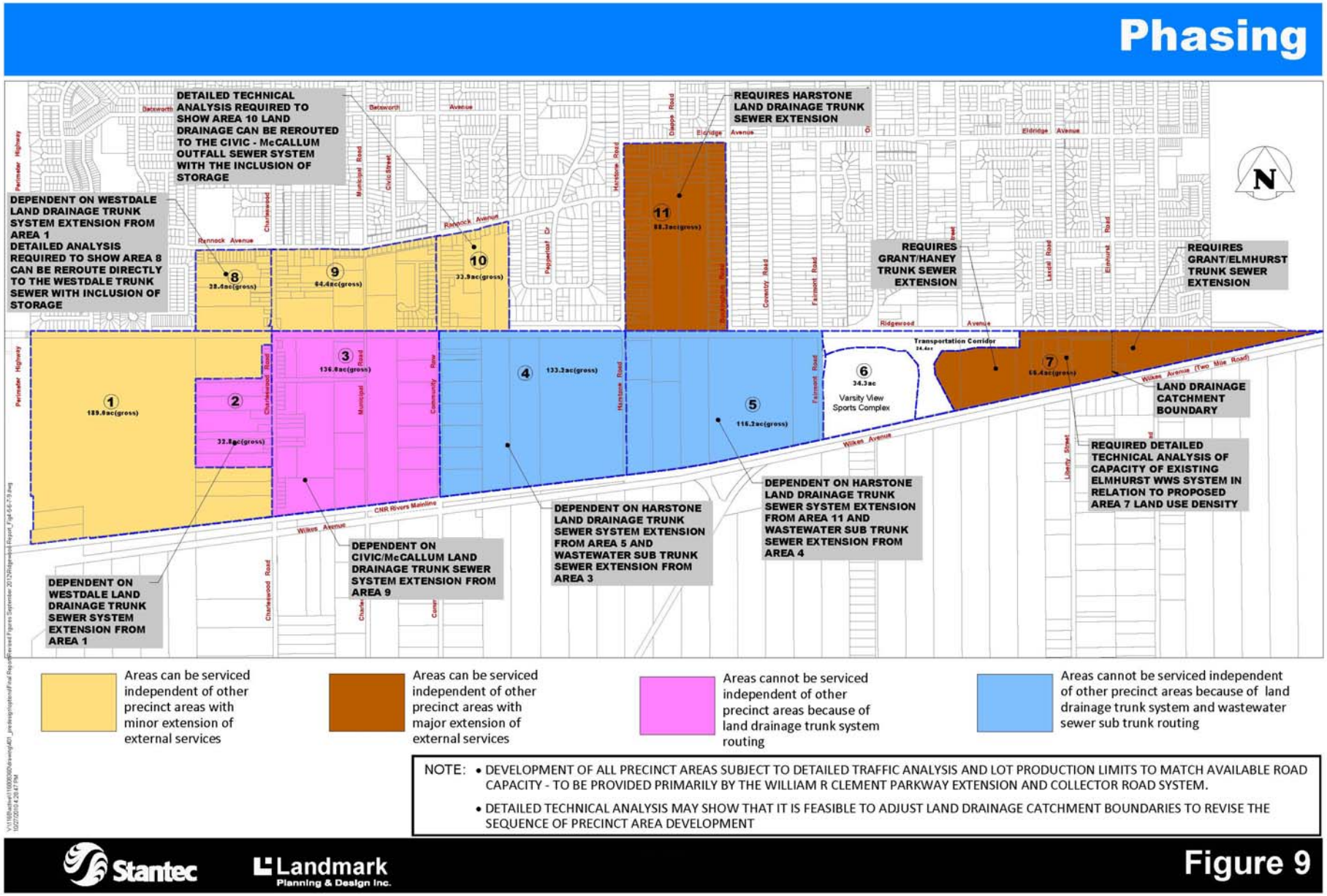
Figure 4


Land Use Concept Plan
Low Density Residential
Medium Density Residential
Mixed Use
Transportation Corridor
Parks and Recreation
Collector
Stantec
Landmark Planning & Design Inc.
Figure 5


Conceptual Greenway Network
Required Conceptual Greenway Network
Existing Harte Trail
Storm Water Retention Basins
Active Transportation
Sidewalk
Greenway Network
Stantec
Landmark Planning & Design Inc.
Figure 6


Transportation Concept
William R Clement Parkway
North Collector (East)
North Collector West
South Collector
South Collector
PROPOSED PEDESTRIAN OVERPASS
INTERSECTION IMPROVEMENTS SUBJECT TO DETAILED TRAFFIC ANALYSIS
INTERSECTION IMPROVEMENTS SUBJECT TO DETAILED TRAFFIC ANALYSIS
Required Conceptual Trails
Expressway and Connectors
(Future)
Collector
Local Access Roads
Active Transportation
Sidewalk
Road Closing
Roundabout
Stantec
Landmark
Planning & Design Inc.
Figure 7


Servicing Concept
ALL PROPOSED SERVICING LAYOUTS ARE CONCEPTUAL ONLY AND SUBJECT TO DETAILED TECHNICAL ANALYSIS
ALTERNATIVE LDS ROUTING CONCEPT
ORIGINAL LDS ROUTING CONCEPT
Weir
PROPOSED LAND DRAINAGE SEWER
EXISTING LAND DRAINAGE SEWER
LAND DRAINAGE SEWER CATCHMENT
LINEAR STORM WATER RETENTION BASINS
PROPOSED WASTEWATER SEWER
EXISTING WASTEWATER SEWER
EXISTING INTERCEPTOR SEWER
WASTEWATER SEWER CATCHMENT
PROPOSED WATERMAIN
EXISTING WATERMAIN
EXISTING FEEDERMAIN
Stantec
Landmark Planning & Design Inc.
Figure 8


Phasing
DETAILED TECHNICAL ANALYSIS REQUIRED TO SHOW AREA 10 LAND DRAINAGE CAN BE REROUTED TO THE CIVIC - McCALLUM OUTFALL SEWER SYSTEM WITH THE INCLUSION OF STORAGE
REQUIRES HARSTONE LAND DRAINAGE TRUNK SEWER EXTENSION
DEPENDENT ON WESTDALE LAND DRAINAGE TRUNK SYSTEM EXTENSION FROM AREA 1
DETAILED ANALYSIS REQUIRED TO SHOW AREA 8 CAN BE REROUTE DIRECTLY TO THE WESTDALE TRUNK SEWER WITH INCLUSION OF STORAGE
REQUIRES GRANT/HANEY TRUNK SEWER EXTENSION
REQUIRES GRANT/ELMHURST TRUNK SEWER EXTENSION
LAND DRAINAGE CATCHMENT BOUNDARY
REQUIRED DETAILED TECHNICAL ANALYSIS OF CAPACITY OF EXISTING ELMHURST WWS SYSTEM IN RELATION TO PROPOSED AREA 7 LAND USE DENSITY
DEPENDENT ON HARSTONE LAND DRAINAGE TRUNK SEWER SYSTEM EXTENSION FROM AREA 11 AND WASTEWATER SUB TRUNK SEWER EXTENSION FROM AREA 4
DEPENDENT ON HARSTONE LAND DRAINAGE TRUNK SEWER SYSTEM EXTENSION FROM AREA 5 AND WASTEWATER SUB TRUNK SEWER EXTENSION FROM AREA 3
DEPENDENT ON CIVIC/McCALLUM LAND DRAINAGE TRUNK SEWER SYSTEM EXTENSION FROM AREA 9
DEPENDENT ON WESTDALE LAND DRAINAGE TRUNK SEWER SYSTEM EXTENSION FROM AREA 1
Varsity View Sports Complex
Transportation Corridor
Areas can be serviced independent of other precinct areas with minor extension of external services
Areas can be serviced independent of other precinct areas with major extension of external services
Areas cannot be serviced independent of other precinct areas because of land drainage trunk system routing
Areas cannot be serviced independent of other precinct areas because of land drainage trunk system and wastewater sewer sub trunk routing
NOTE: • DEVELOPMENT OF ALL PRECINCT AREAS SUBJECT TO DETAILED TRAFFIC ANALYSIS AND LOT PRODUCTION LIMITS TO MATCH AVAILABLE ROAD CAPACITY - TO BE PROVIDED PRIMARILY BY THE WILLIAM R CLEMENT PARKWAY EXTENSION AND COLLECTOR ROAD SYSTEM.
• DETAILED TECHNICAL ANALYSIS MAY SHOW THAT IT IS FEASIBLE TO ADJUST LAND DRAINAGE CATCHMENT BOUNDARIES TO REVISE THE SEQUENCE OF PRECINCT AREA DEVELOPMENT
Stantec
Landmark Planning & Design Inc.
Figure 9