Agenda - Executive Policy Committee – October 16, 2013

Report - Standing Policy Committee on Property and Development – October 8, 2013

Item No. 7 Ridgewood South Precinct Plan
(Precinct Q of Complete Communities Direction Strategy)
(Charleswood-Tuxedo Ward)
File SP 4/2012

STANDING COMMITTEE RECOMMENDATION:

On October 8, 2013, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the following to Council:

1. That By-law No. 62/2013, the Ridgewood South Precinct Plan, be forwarded to Council for second and third reading with the following amendments:

   A. That the title page be amended by deleting the words “April 2013” and “Draft rev 2”.

   B. That the List of Figures be deleted and replaced with the following list:

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

      And that the titles on each Figure be amended, and all references to the Figures be amended, accordingly, which references include:

      Figure 2, page 5
      Figure 3, page 13
      Figure 4, page 22
      Figure 5, page 22
      Figure 6, page 22 and page 28
      Figure 7, page 28 and page 31
      Figure 8, page 34
      Figure 9, page 36 (three times)

Report - Standing Policy Committee on Property and Development – October 8, 2013

C. That reference to the background study "Ridgewood South Precinct Biological Inventory" be deleted and replaced with the following text:

- Ridgewood South Precinct Biological Inventory – Scientific Findings
- Ridgewood South Precinct Biological Inventory - Habitat and Species Recommendations

D. That Map 6: Greenway Network Policy Map be modified as follows:

i. Remove southerly extent of the north south trail between Area 1 and Area 2,

ii. Connect the natural area Park located in the northwest corner of Area 1 flanking the Harte trail by sidewalk in a westerly direction to the sidewalk on the collector,

iii. Add all existing parks outside of the precinct area,

iv. Add all existing schools outside the precinct area,

v. Add an arrow to red dashed lines (Recreational Pathways) with Sub Areas to show intention to connect into the existing neighbourhood.

E. That in Section 6.4.1 the text "linear park system" be replaced with "Greenway Network".

F. That in Section 6.4.1 the text "which outlines land areas" be replaced with "which describes which land types".

G. That following policy 6.4.2 8) the following policy be added:

"9) If public parks are named in subdivision plans, site signage or other relevant documents or signs, such names shall be chosen from the Charleswood Historical Names List as provided by the Charleswood Historical Society or its successor."

Report - Standing Policy Committee on Property and Development – October 8, 2013

H. That heading "6.4.3 Parkland Dedication Policies" be replaced with "6.4.7 Parkland Dedication Policies".

I. That the text for Section 6.4.3 1) be replaced with:

"Subdivision designs within the Precinct shall include provisions for integrated park spaces linked by continuous pathways and forming a Greenway Network (as conceptually illustrated on Figure 6). This will serve to connect neighbourhoods and other community features such as the Harte Trail, existing and new parks, nearby schools and retained natural areas, wherever possible. The Greenway Network shall be designed with consideration to the following principles:"

J. That Policy 6.4.3 1) i be replaced with:

"An east-west Greenway Network shall be established connecting sub-areas 1 – 6 generally mid-way through each sub-area from north to south, and providing at least one pathway connection from the Greenway Network within each of sub-areas 1-11 to the Harte Trail".

K. That the text for Section 6.4.3 1) vii be moved / renumbered to 6.4.6 5)

L. That a new 6.4.3 1) vii be added which reads:

"Pathway road crossings should be at right angles to the road they are crossing, and/or ensure their placement can ensure clear site lines between driver and pedestrian and shall be directly aligned from each other across the road"

M. That in Policy 6.4.4 2) the reference to "6.4.2 2)" be replaced with "6.4.3"

N. That the text for Section 6.4.4 4) be replaced with:

"Recreation pathways should be located within or integrated with the parks, natural areas, stormwater impoundment areas, and the Harte trail, connect with the pathway system, local sidewalks and bicycle facilities within and beyond the community and be provided in accordance with Section 6.1.2 (8) of this Plan"

Report - Standing Policy Committee on Property and Development – October 8, 2013

O. That the text for Section 6.4.4 5) be replaced with:

"The Harte Trail shall be protected and enhanced wherever possible as a naturalized pedestrian route"

P. That the text for Section 6.4.4 6) be replaced with:

"Stormwater retention facilities should provide a connected pathway along one side of the water area"

Q. That Section 6.4.6 Natural Areas be replaced with:

1) The "Ridgewood South Natural Areas Priority Evaluation - Background Report" shall be recognized as a companion document to the Precinct Plan and shall inform the long term decision making associated with all future development applications within the Ridgewood South Precinct boundaries, in an effort to focus preservation efforts on the highest ranking habitat areas
   i. ESNL assessments shall be undertaken at the time of Development Application and efforts shall be made to preserve those areas of highest preservation ranking identified by the above referenced background report, and reconfirmed through ESNL
   ii. The subject Natural Areas Priory Background Report provides a good basis for long term planning, but as the ESNL process and continued discussions and acquisition efforts proceed, it is conceivable that priorities may need to be revisited. Any significant changes or updates to the Natural Areas Priority Map and/or the associated text, shall be submitted to Assiniboia Community Committee as information.

2) If additional natural areas over and above normal land dedication amounts are to be preserved, these must be done through other methods (e.g. vegetation easement, purchase) as recommended by the above referenced background report

3) Pathway development within natural areas should be planned in consultation with the City Naturalist and 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

R. That the text for Section 6.4.7 2) be amended to replace the two references to "landscapes" with "landscapes / habitats".

S. That in Section 6.4.7 4) the words "Ridgewood South Precinct Biological Inventory Report Attached as Appendix B" be replaced with "Ridgewood South Precinct Biological Inventory –Scientific Report, and Ridgewood South Precinct Biological Inventory – Habitat and Species Recommendations.

T. That a clause 5) be added to Section 6.4.7 which reads:

5) "Should any of the existing park sites within the planned area be decreased in size as a result of the precinct area development, a compensating area of land shall be set aside, to the satisfaction of the Director of Public Works, the provision of which shall be cost shared proportionally by all developers"

U. That following policy 7.1.2 5) the following policy be added:

"6) A minimum of 50% of new streets legally opened within each sub-area, and in no case not less than one street, shall be chosen from the Charleswood Historical Names List as provided by the Charleswood Historical Society or its successor."

and subsequent policies be renumbered accordingly.

V. That heading "7.3 Pathway, AT and Sidewalk" be replaced with "7.3 Pedestrian and Cycling Facility Policies".

W. That Section 7.3 be deleted in its entirety and replaced with:

"1) Subdivision applications shall clearly identify all pedestrian and cycling facilities to demonstrate pedestrian and cycling connectivity within and beyond the subdivision area including the relationship to the greenway network and recreational pathways.

Report - Standing Policy Committee on Property and Development – October 8, 2013

2) Recreational pathways 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) Roadway, pedestrian facility and cycling facility connections should be designed for easy and direct access to community focal points

4) New vehicular crossings of the Harte Trail should be minimized to the greatest extent feasible

5) Pathways should be built in such a manner that they are accessible and usable for the majority of the year

6) Cycling facilities shall be provided as follows:

   i) Two lane collector roads shall be of a standard width to accommodate standard 1.5m wide bike lanes, one in each direction of travel.

   ii) Arterial roads shall include a dedicated off-street bicycle pathway designed to meet the Accessibility Design Standards for the City of Winnipeg.

7) All new recreational pathways and sidewalks shall meet the Accessibility Design Standards for the City of Winnipeg.

Report - Standing Policy Committee on Property and Development – October 8, 2013

X. That a text for Section 12.1 (9) be amended to read:

(9) "Greenway Network means a system of active, passive, and linear parks (often associated with stormwater retention basins) and natural areas, linked by a contiguous pathway that serves not just to connect the various park areas but facilitates and promotes pedestrian access to between neighbourhoods, activity areas and features, within and beyond the precinct area."

and subsequent definitions be renumbered accordingly.

Y. That Figures 6, 7 and 8 be replaced with the revised figures included in Schedule 2 attached.

Z. That the text in Section 9.1.2 3) be amended by replacing the word "may" with the word "shall".

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

Agenda - Executive Policy Committee – October 16, 2013

Report - Standing Policy Committee on Property and Development – October 8, 2013

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On October 8, 2013, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 9, 2013, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- Amend Recommendation 1. Q. by adding the following to Section 6.4.6 1):

    "ii. The subject Natural Areas Priory Background Report provides a good basis for long term planning, but as the ESNL process and continued discussions and acquisition efforts proceed, it is conceivable that priorities may need to be revisited. Any significant changes or updates to the Natural Areas Priority Map and/or the associated text, shall be submitted to Assiniboia Community Committee as information."

- Add Recommendation Z as follows:

    "Z. That the text in Section 9.1.2 3) be amended by replacing the word "may" with the word "shall"."

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

COMMUNITY COMMITTEE RECOMMENDATION:

On June 25, 2013, the Assiniboia Community Committee adjourned the public hearing to its meeting on September 9, 2013 at 5:00 p.m. in the Council Building, 510 Main Street.

RE: **Ridgewood South Precinct Plan**
(Precinct Q of Complete Communities Direction Strategy)
File SP 4/2012

For submission to: **The Standing Policy Committee on Property and Development**

Prepared by: **Visa Hutter, Senior Committee Clerk**
Assiniboia Community Committee

Report date: **September 13, 2013**

COMMUNITY COMMITTEE RECOMMENDATION:

On September 9, 2013, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service, as amended, and recommended to the Standing Policy Committee on Property and Development:

1. That By-law No. 62/2013, the Ridgewood South Precinct Plan, be forwarded to Council for second and third reading with the following amendments:

    A. That the title page be amended by deleting the words "April 2013" and "Draft rev 2".

    B. That the List of Figures be deleted and replaced with the following list:

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Y. That Figures 6, 7 and 8 be replaced with the revised figures included in Schedule 2 attached.

Z. That the text in Section 9.1.2 3) be amended by replacing the word "may" with the word "shall".

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

Note: The wording in bold and italics denotes amendments made by the Community Committee.

The Assiniboia Community Committee provided the following supporting reason(s) for its recommendation:

1. The subject proposal has undergone extensive consultations resulting in a strong precinct plan which has been further improved with the proposed amendments.

2. The habitat group has indicated its endorsement as a result of the proposed changes to the plan.

3. The overall precinct plan makes sense on the land development issue, and future development applications can further ensure improvements.

4. The subject plan offers the least amount of interference to the current state of flora and fauna and natural environment.

PUBLIC HEARING SUMMARY

File:	SP 4/2012
Before:	Assiniboia Community Committee Councillor Nordman, Chairperson Councillor Fielding Councillor Havixbeck
Public Hearing:	September 9, 2013 June 25, 2013 Council Building, 510 Main Street
Applicant:	Landmark Planning and Design Inc. (Donovan Toews)

Subject:



Premises Affected: Ridgewood South

Exhibits Filed:

1. Application dated December 19, 2012
2. Notification of Public Hearing dated May 15, 2013
3. Council Decision of May 29, 2013; contains report from the Director of Planning, Property and Development dated April 29, 2013
4. First Reading of By-law No. 62/2013 by Council on May 29, 2013
5. Ridgewood South Precinct Plan (Draft), December 2012

5a. Ridgewood South Cost/Benefit Analysis
5b. Ridgewood South Public Consultation Report
5c. Ridgewood South Traffic Impact Assessment
5d. Ridgewood South Servicing Infrastructure Report
5e. Ridgewood South Biological Inventory

6. Report from the Urban Planning Division dated June 3, 2013
7. Communication dated June 20, 2013, from Angela Reeves in opposition to the application
8. Inspection Report
9. Communication dated June 23, 2013, from Paola Rico Garcia in opposition to the application
10. Communication dated June 24, 2013, from Gerry Bettig with respect to the application
11. Communication dated June 24, 2013, from Gail Langdale and Nicole Langdale in opposition to the application
12. Communication dated June 24, 2013, from Pauline Bailey in opposition to the application
13. Communication dated June 24, 2013, from Valerie Pearson in opposition to the application
14. Communication dated June 25, 2013, from Trisha Gertner in opposition to the application
15. Communication dated June 24, 2013, from Susan Trigg in opposition to the application
16. Communication dated June 17, 2013, from Jane Karpa in opposition to the application
17. Communication dated June 23, 2013 from Nicole Clement in opposition to the application
18. Communication dated June 23, 2013 from Gail Watson with respect to the application
19. Communication dated June 23, 2013 from Karl and Amanda Roberts in opposition to the application
20. Communication dated June 24, 2013 from Peter Strausz in opposition to the application

21. Communication dated June 24, 2013 from Darryl Bates in opposition to the application
22. Communication dated June 24, 2013 from Tracy and Mark Chambers in opposition to the application
23. Communication dated June 24, 2013 from Elizabeth Rannie in opposition to the application
24. Communication dated June 24, 2013 from Lois Caron, President, Friends of the Harte Trail, with respect to the application
25. Communication dated June 17, 2013 from Eileen MacDonald, Director, Charleswood Historical Society, with respect to the application
26. Communication dated June 25, 2013 from Mike Karakas in opposition to the application
27. Communication dated June 25, 2013 from Tami Reynolds in opposition to the application
28. Communication dated June 25, 2013 from Ken Friesen in opposition to the application
29. Communication dated June 25, 2013 from Jan Connon in opposition to the application
30. Communication dated June 25, 2013 from Anne Struk-Savage and Ed Savage in opposition to the application
31. Communication dated June 25, 2013 from Diane Peters, on behalf of Vincent Martin, Stephanie McCorriston, Rob McCorriston and Kaitlin Rose in opposition to the application
32. Communication dated June 25, 2013 from Lynda and Albert Bowman in opposition to the application
33. Communication dated June 25, 2013 from William (Bill) Smith in opposition to the application
34. Communication dated June 21, 2013 from Angela Reeves in opposition to the application
35. PowerPoint presentation from Donovan Toews and Robert Kurylko, Landmark Planning & Design Inc., applicant, together with Eric Vogan, Qualico Winnipeg, and Lynn Dupuis, Native Plant Solutions, submitted at the public hearing
36. List of Figures 1 to 9 of the Ridgewood South Precinct Plan submitted by the applicant at the public hearing
37. Proposed Amendments to the Ridgewood South Precinct Plan (Schedule “1 to By-law No. 62/2013) submitted by the applicant at the public hearing
38. Communication (undated), from Kathy Solmundson in opposition to the application, submitted at the public hearing

39. PowerPoint presentations submitted by Victoria Macdonald and Alan Roberts, Citizens for Charleswood Habitat Preservation, at the public hearing
40. "Conditions of Support for the Ridgewood Precinct Development Plan – A Partial Summary", dated June 25, 2013 submitted by Alan Roberts, Citizens for Charleswood Habitat Preservation, at the public hearing
41. PowerPoint presentation and slide summary from Wesley Chamberlin, submitted at the public hearing
42. Communication (undated) from Harold Shuster in opposition to the application, submitted at the public hearing
43. Communication (undated) from Wendy Josephson, with respect to the application, submitted at the public hearing
44. Communication (undated) from Ken Howell in opposition to the application, submitted at the public hearing
45. Communication (undated) from Walter Czyrnyj in opposition to the application, submitted at the public hearing
46. Communication dated June 25, 2013 from Judy Taylor together with photo illustration (1 page), in opposition to the application, submitted at the public hearing
47. Executive Summary titled "A Review of the Proposed Ridgewood Precinct Development Plan and Recommendations for Implementation", dated January 2, 2012, from Charles S. Conyette, submitted at the public hearing
48. Report titled "A Review of the Proposed Ridgewood Precinct Development Plan and Recommendations for Implementation", dated January 2, 2012, submitted by Charles S. Conyette at the public hearing
49. Communication dated June 25, 2013 from Angela Reeves, in opposition to the application, submitted at the public hearing
50. PowerPoint presentation from Len Van Roon, President, Charleswood Historical Society, in opposition to the application, submitted at the public hearing
51. Communication dated June 25, 2013 from Cathy Dorland in opposition to the application
52. Communication dated June 25, 2013 from Ron Henderson in opposition to the application
53. Communication dated June 25, 2013 from Joan Anderson in opposition to the application
54. Communication dated June 25, 2013 from Michael Mandrick in opposition to the application

55. Communication dated June 25, 2013 from Karen Stock in opposition to the application
56. Communication dated June 25, 2013 from Michelle and Jonathan Methot in opposition to the application
57. Communication dated June 25, 2013 from Jody Firth in opposition to the application
58. Audio Recording of representations of public hearing held on June 25, 2013
59. Communication dated June 26, 2013 from Keri Renouf in opposition to the application
60. Communication dated June 25, 2013 from Gary Carson and Brandi Taylor in opposition to the application
61. Communication dated June 25, 2013 from Bran Adams and Heather Laurie in opposition to the application
62. Notice of Adjournment dated July 2, 2013
63. Revised Report from the Urban Planning Division dated September 3, 2013
64. Communication dated September 8, 2013, from Gail Langdale and Nicole Langdale in opposition to the application
65. Citizens for Charleswood Habitat Preservation (CCHP) Summary dated September 9, 2012, in support of the application, submitted by Victoria Macdonald at the public hearing
66. Communication from Jaclyn Clement, read by Otto Ament in opposition to the application, submitted at the public hearing
67. Communication from Verna Hare in opposition to the application submitted at the public hearing
68. Communication dated September 9, 2013, from Sonja Strausz in opposition to the application submitted at the public hearing
69. Communication dated September 9, 2013, from Tom McMahon in support of the application
70. Communication dated September 9, 2013, from Michael Lackmanec and Angelika Nass-Lackmanec in opposition to the application
71. Communication dated September 9, 2013, from Elaine and Gavin Reid in opposition to the application
72. Communication dated September 9, 2013, from Grant and Kylene Wiseman in opposition to the application
73. Communication dated September 9, 2013, from Pierce Oswald in opposition to the application
74. Audio Recording of representations of public hearing held on September 9, 2013

REPRESENTATIONS:

In Support:

Donovan Toews, Landmark Planning & Design Inc.
Mike Armstrong
Darlene and Terry Boettcher
Wesley Chamberlin
Gregg Davey
Jennifer and Ryan Deluny
Roland Demauleon
Lynn Dupuis
Bill Eva
Abe and Marlene Friesen
Don Hester
Ken Howell
Barbara Hutton
Lyne Jones
Ravi Joshi
Robert Kurylko
Victoria Macdonald
Ian McKinnon
Tom McMahon
Scott Minty
John C. Morrow
Jeff Pratte
Alan Roberts
Phillip Rose
Susan Russell
Deborah L. Schlamp
Pamela K. Schlamp
Douglas Scott
Adam Sharfe
Judy Taylor
Eric Vogan
Laurie Wilson-Czyrnyj

In Opposition:

Bran Adams
Otto Ament
Joan Anderson
Vanda Araujo
Boris Bachynski

Pauline Bailey
Darryl Bates
Lance Bell
Lynda and Albert Bowman
A. Gail Buffington
Neil Candaele
Tracy and Mark Chambers
Jaclyn Clement
Nicole Clement
Steve Coates
Claire Coleman
Jan Connon
Charles and Ann Conyette
Deanne Coombs
Rodney Coutu and Helena Walczak
Walter Czyrnyj
T. Michelle Daoust
Cathy Dorland
Maurice Doucette
Randy Drew
Gerald Engel
Jody Firth
Ken Friesen
Paola Rico Garcia
Trisha Gertner
Joan and Stan Hagborg
Teresa Hallas
Verna Hare
Bruce and Louise Hembroff
Ron Henderson
Greg Hore
John and Ruth Howson
Stan Hutton
Gwen Jamieson
Michael Karakas
Jane Karpa
Curtis Kluke
Lyle Koncan
William Krosney
Michael Lackmanec and Angelika Nass-Lackmanec
Gail Langdale
Nicole Langdale
Steve Lesavage
Claudette Lupu and Mike Stairs
Paula Makarenko

Michael Mandrick
Kathleen Mastrobuono
Verena Menec
Michelle and Jonathan Methot
Christine Michalyshen
James Munro
Colin Nichols
David W. A. Nichols
Janet Nixdorf
Walter and Wilma Nowosad
Pierce Oswald
Elizabeth Otter
William Pawlyk
Valerie Pearson
Diane Peters, on behalf of Vincent Martin,
Stephanie McCorriston, Rob McCorriston and
Kaitlin Rose
Sue Pimentel
Elizabeth Rannie
Angela Reeves
Richard Geoff Renouf
Gavin and Elaine Reid
Tracy and Terry Reimer
Tami Reynolds
Karl and Amanda Roberts
John and Nerina Robson
Brian D. Saul
Harold Shuster
Brian Smith
William (Bill) Smith
Kathy Solmundson
Joe and Wilma Staska
Margaret Stimson
Karen Stock
Peter Strausz
Sonja Strausz
Harald Strom
Anne Struk-Savage and Ed Savage
Richard and Sally Tattersall
Inga Thorsteinson
Joan Tremblay
Susan Trigg
Lawrence M. Urban
Len A.W. Van Roon Jr., Charleswood Historical Society
Leonard A.C. Van Roon

Rick Weind
Grant and Kylene Wiseman

For Information:

Gerry Bettig
Barb Cannons
Lois Caron, President, Friends of the Harte Trail
Dan Furlan
Brad and Kim Hewlett
Bob Hinkelman
Pete G. Josephson
Wendy Josephson
Eileen MacDonald, Director, Charleswood Historical Society
Lorne Sharfe
Steve Snyder
Gail Watson

For the City:

Ms D. Beaton, Park Strategic Planner, Planning, Property and Development Department
Ms C. Desjardine, Community Traffic Engineer, Public Works Department
Mr. R. Penner, City Naturalist, Public Works Department
Mr. K. Raban, Land Development Administrator, Planning, Property and Development Department
Mr. B. Smith, Chief Planner, Planning, Property and Development Department
Mr. J. Veitch, Principal Planner, Planning, Property and Development Department

Exhibit "63" referred to in SPA 4/2012

REVISED ADMINISTRATIVE REPORT

Title: SP 04/12 – Ridgewood South Precinct Plan (Precinct Q of Complete Communities) Public Hearing.

Issue: For consideration at the public hearing for a precinct plan for the Ridgewood South Neighbourhood, (SP 04/2012).

Critical Path: Assiniboia Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	N/A	N/A	

RECOMMENDATIONS

1. That By-law No. 62/2013, the Ridgewood South Precinct Plan, be forwarded to Council for second and third reading with the following amendments:
   A. That the title page be amended by deleting the words "April 2013" and "Draft rev 2".
   B. That the List of Figures be deleted and replaced with the following list:

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

      And that the titles on each Figure be amended, and all references to the Figures be amended, accordingly, which references include:

      Figure 2, page 5
      Figure 3, page 13

Figure 4, page 22

Figure 5, page 22

Figure 6, page 22 and page 28

Figure 7, page 28 and page 31

Figure 8, page 34

Figure 9, page 36 (three times)

C. That reference to the background study “Ridgewood South Precinct Biological Inventory” be deleted and replaced with the following text:

- Ridgewood South Precinct Biological Inventory – Scientific Findings
- Ridgewood South Precinct Biological Inventory - Habitat and Species Recommendations

D. That Map 6: *Greenway Network Policy Map* be modified as follows:

i. Remove southerly extent of the north south trail between Area 1 and Area 2,
ii. Connect the natural area Park located in the northwest corner of Area 1 flanking the Harte trail by sidewalk in a westerly direction to the sidewalk on the collector,
iii. Add all existing parks outside of the precinct area,
iv. Add all existing schools outside the precinct area,
v. Add an arrow to red dashed lines (Recreational Pathways) with Sub Areas to show intention to connect into the existing neighbourhood.

E. That in Section 6.4.1 the text “linear park system” be replaced with “Greenway Network”.

F. That in Section 6.4.1 the text “which outlines land areas” be replaced with “which describes which land types”.

G. That following policy 6.4.2 8) the following policy be added:

“9) If public parks are named in subdivision plans, site signage or other relevant documents or signs, such names shall be chosen from the Charleswood Historical Names List as provided by the Charleswood Historical Society or its successor.”

H. That heading “6.4.3 Parkland Dedication Policies” be replaced with “6.4.7 Parkland Dedication Policies”.

I. That the text for Section 6.4.3 1) be replaced with:

“Subdivision designs within the Precinct shall include provisions for integrated park spaces linked by continuous pathways and forming a Greenway Network (as conceptually illustrated on Figure 6). This will serve to connect neighbourhoods and other community features such as the Harte Trail, existing and new parks, nearby schools and retained natural areas, wherever possible. The Greenway Network shall be designed with consideration to the following principles:”

J. That Policy 6.4.3 1) i be replaced with:

“An east-west Greenway Network shall be established connecting sub-areas 1 – 6 generally mid-way through each sub-area from north to south, and providing at least one pathway connection from the Greenway Network within each of sub-areas 1-11 to the Harte Trail”.

K. That the text for Section 6.4.3 1) vii be moved / renumbered to 6.4.6 5)

L. That a new 6.4.3 1) vii be added which reads:

> "Pathway road crossings should be at right angles to the road they are crossing, and/or ensure their placement can ensure clear site lines between driver and pedestrian and shall be directly aligned from each other across the road"

M. That in Policy 6.4.4 2) the reference to "6.4.2 2)" be replaced with "6.4.3"

N. That the text for Section 6.4.4 4) be replaced with:

> "Recreation pathways should be located within or integrated with the parks, natural areas, stormwater impoundment areas, and the Harte trail, connect with the pathway system, local sidewalks and bicycle facilities within and beyond the community and be provided in accordance with Section 6.1.2 (8) of this Plan"

O. That the text for Section 6.4.4 5) be replaced with:

> "The Harte Trail shall be protected and enhanced wherever possible as a naturalized pedestrian route"

P. That the text for Section 6.4.4 6) be replaced with:

> "Stormwater retention facilities should provide a connected pathway along one side of the water area"

Q. That Section 6.4.6 Natural Areas be replaced with:

> 1) The "Ridgewood South Natural Areas Priority Evaluation - Background Report" shall be recognized as a companion document to the Precinct Plan and shall inform the long term decision making associated with all future development applications within the Ridgewood South Precinct boundaries, in an effort to focus preservation efforts on the highest ranking habitat areas
>
> > i. ESNL assessments shall be undertaken at the time of Development Application and efforts shall be made to preserve those areas of highest preservation ranking identified by the above referenced background report, and reconfirmed through ESNL
>
> 2) If additional natural areas over and above normal land dedication amounts are to be preserved, these must be done through other methods (e.g. vegetation easement, purchase) as recommended by the above referenced background report
>
> 3) Pathway development within natural areas should be planned in consultation with the City Naturalist and 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

R. That the text for Section 6.4.7 2) be amended to replace the two references to "landscapes" with "landscapes / habitats".

S. That in Section 6.4.7 4) the words "Ridgewood South Precinct Biological Inventory Report Attached as Appendix B" be replaced with "*Ridgewood South Precinct*

Biological Inventory –Scientific Report, and *Ridgewood South Precinct Biological Inventory – Habitat and Species Recommendations.*

T. That a clause 5) be added to Section 6.4.7 which reads:

5) "Should any of the existing park sites within the planned area be decreased in size as a result of the precinct area development, a compensating area of land shall be set aside, to the satisfaction of the Director of Public Works, the provision of which shall be cost shared proportionally by all developers"

U. That following policy 7.1.2 5) the following policy be added:

"6) A minimum of 50% of new streets legally opened within each sub-area, and in no case not less than one street, shall be chosen from the *Charleswood Historical Names List* as provided by the *Charleswood Historical Society* or its successor."

and subsequent policies be renumbered accordingly.

V. That heading "7.3 Pathway, AT and Sidewalk" be replaced with "7.3 Pedestrian and Cycling Facility Policies".

W. That Section 7.3 be deleted in its entirety and replaced with:

"1) Subdivision applications shall clearly identify all pedestrian and cycling facilities to demonstrate pedestrian and cycling connectivity within and beyond the subdivision area including the relationship to the greenway network and recreational pathways.

2) Recreational pathways 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) Roadway, pedestrian facility and cycling facility connections should be designed for easy and direct access to community focal points

4) New vehicular crossings of the Harte Trail should be minimized to the greatest extent feasible

5) Pathways should be built in such a manner that they are accessible and usable for the majority of the year

6) Cycling facilities shall be provided as follows:

i) Two lane collector roads shall be of a standard width to accommodate standard 1.5m wide bike lanes, one in each direction of travel.

ii) Arterial roads shall include a dedicated off-street bicycle pathway designed to meet the Accessibility Design Standards for the City of Winnipeg.

7) All new recreational pathways and sidewalks shall meet the Accessibility Design Standards for the City of Winnipeg.

X. That a text for Section 12.1 (9) be amended to read:

(9) "Greenway Network means a system of active, passive, and linear parks (often associated with stormwater retention basins) and natural areas, linked by a contiguous pathway that serves not just to connect the various park areas but facilitates and promotes pedestrian access to between neighbourhoods, activity areas and features, within and beyond the precinct area."

and subsequent definitions be renumbered accordingly.

Y. That Figures 6, 7 and 8 be replaced with the revised figures included in Schedule 2 attached.

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

REASON FOR THE REPORT

- The applicant has submitted a Precinct Plan for the Ridgewood South Neighbourhood with the intent to have the plan adopted by Council as a statutory by-law.
- The Ridgewood South Neighbourhood, 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. 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.
- In addition to the Precinct Plan, six (6) background studies were also submitted;
    - Cost Benefit Analysis: Ridgewood Community
    - Public Consultation Report
    - Traffic Impact Assessment
    - Servicing Infrastructure Report
    - Biological Inventory – Scientific Findings
    - Biological Inventory – Recommendations
- An additional, independent study by Dr. Sue Cosens entitled *'Report of Breeding Bird Survey in Ridgewood South'* submitted by the Citizens for Charleswood Habitat Protection, (CCHP) will be used by the City of Winnipeg during its Ecologically Significant Natural Lands Strategy, (ESNL) process on each individual development application within the precinct,
- 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*.
- 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.

- The Development Procedures By-Law (160/2011) specifies that the required public hearings shall be combined and heard by the designated committee, which is the Assiniboia Community Committee.

IMPLICATIONS OF THE RECOMMENDATIONS

The Ridgewood South Neighbourhood is identified as Precinct Q in the *Complete Communities Direction Strategy. OurWinnipeg / Complete Communities* require a comprehensive planning process for Precincts prior to the acceptance of development applications.

As such, Council would need to adopt the Ridgewood South Precinct Plan before it can approve any subdivision and rezoning applications within the precinct plan boundaries.

HISTORY

- **May 2011** - The applicants and their client(s) first initiated the creation of the subject Ridgewood South Precinct Plan over two years ago,
- **May 29, 2013** - Council gave First Reading to By-Law No. 62/2013, to allow the Assiniboia Community Committee to conduct a public hearing with respect to the adoption of the Ridgewood South Precinct Plan.
- **June 25, 2013** – SP 4/2012 Ridgewood South Precinct Plan was heard at the Assiniboia Community Committee public hearing. Presentations from delegations in favour, in opposition and for information were made. The file was adjourned to the September 9, 2013 Assiniboia Community Committee public hearing.

CONSULTATION

In preparing this report there was consultation with:

Public Works Department
Transit Department
Water and Waste Department

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning
Prepared by:	James Veitch
Date:	September 3, 2013
File No.	SP 4/2012

List of Schedules and Attachments

Appendix ‘A’ – Administrative Report

Attachment ‘A’ – Ridgewood South Precinct Plan By-law No. 62/2013
Schedule 1 – Ridgewood South Precinct Plan and Figures 1 to 5 and Figure 9
Schedule 2 – Ridgewood South Precinct Plan REVISED Figures 6, 7 & 8

APPENDIX 'A'

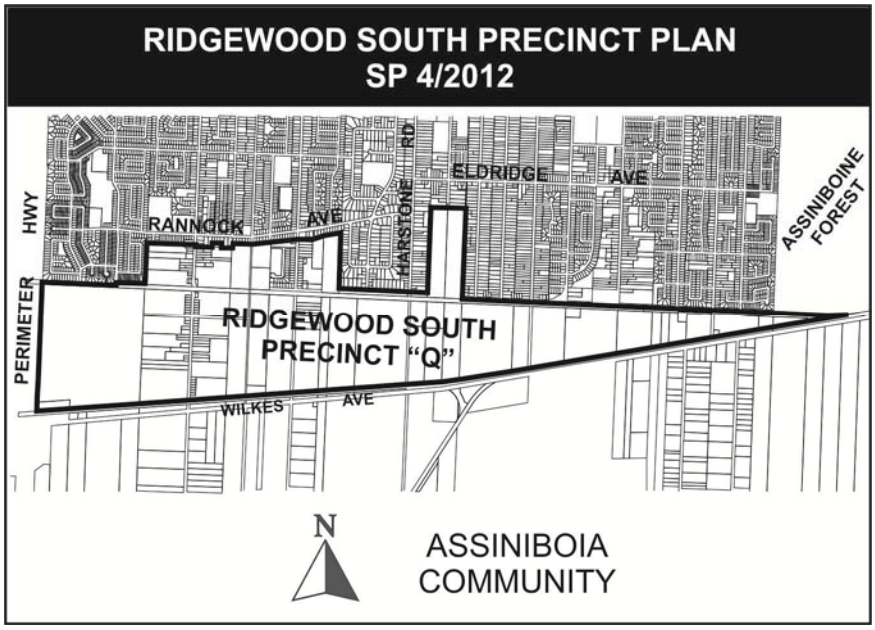
DATE: September 3, 2013

FILE: **SP 4/2012**
RELATED FILES: DASZ 24/13, DASZ 27/12 & DAZ 231/12

COMMUNITY: Assiniboia
NEIGHBOURHOOD #: 2.649 (Ridgewood South)

SUBJECT: Ridgewood South Precinct Plan

LOCATION: Ridgewood South Neighbourhood, 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.



APPLICANT: Donovan Toews
Landmark Planning & Design Inc.
298 Waterfront Drive
Winnipeg MB R3B 0G5

OWNER(S): Multiple Private Land Owners

REPORT SUMMARY

Update

- The subject application; SP 4/2012 Ridgewood South Precinct Plan was heard at the June 25, 2013 Assiniboia Community Committee public hearing. Presentations from delegations in favour, in opposition and for information were made. The file was adjourned to the September 9, 2013 Assiniboia Community committee public hearing.
- Further meetings with the project consultants, area stakeholders, the public and the Public Administration were held in the three month period between June and September 2013.
- The applicant has submitted a Precinct Plan for the Ridgewood South Neighbourhood with the intent to guide future land development through Council adopted policy for the Ridgewood South Neighbourhood.
- The consultants and their clients involved in drafting the precinct plan undertook a significant, two year public and stakeholder consultation process beginning in May 2011 and still ongoing to date.
- The approximately 947 acre precinct area has been divided into eleven (11) Sub-Areas. The sub-areas were defined based on a combination of infrastructure / servicing and existing uses and are organized within an overall phasing plan for the entire precinct.
- An excerpt from the Precinct Plan's stated vision describes how the development will take shape:
    - *'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.'* (page 13, Ridgewood South Precinct Plan draft)
- The Ridgewood South Neighbourhood will be comprised of a series of new neighbourhoods with predominantly low density residential, (i.e. single family, duplex, 4-plex). Opportunities for medium density residential as well as mixed use nodes are also provided for in the majority of the proposed sub-areas.
- The Plan conceptually illustrates a variety of linear parks, pathways and stormwater retention ponds.

SITE DESCRIPTION

- The subject site is generally the area 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.
- The site is vacant and is approximately **947 acres**, (383 hectares) in area.
- The site is located in the New Communities Policy Area under the *Complete Communities Direction Strategy.*
- The site, also identified as Precinct 'Q' under the *Complete Communities Direction Strategy,* is predominantly zoned "A" Agricultural, with some small pockets of 'R1-L' Residential Single Family Large as well as an area of 'M1' Manufacturing General located at the eastern end of the precinct.

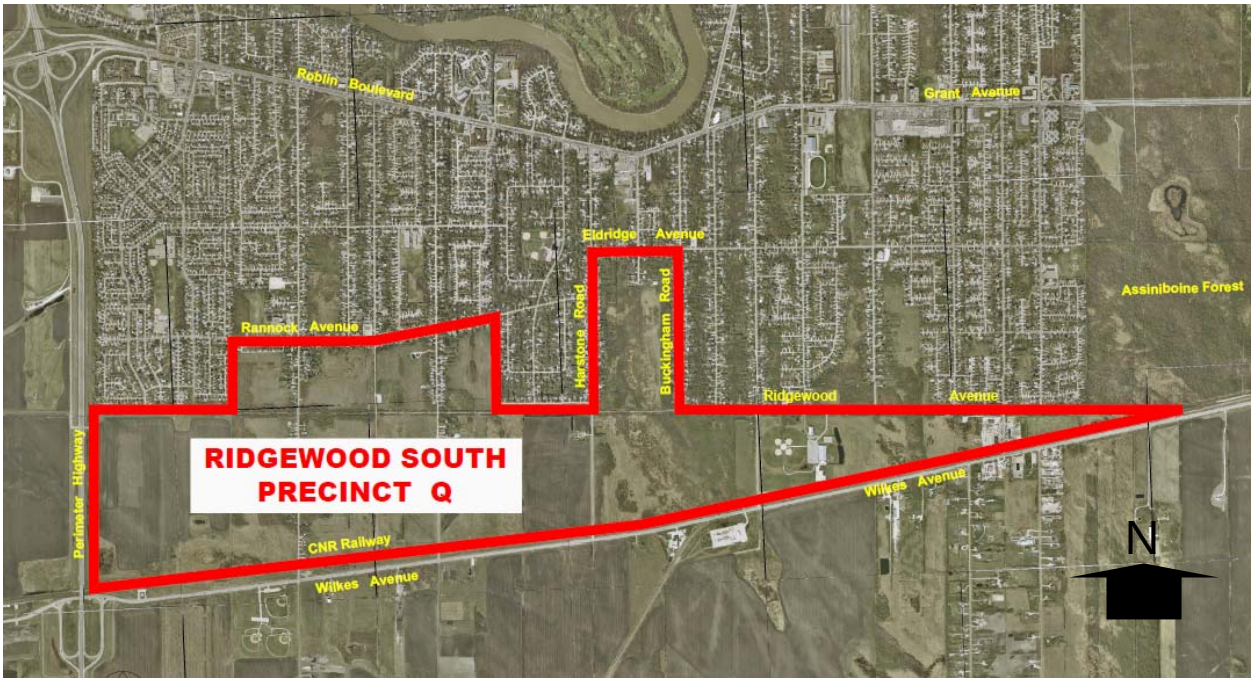


Figure 1: Ridgewood South Precinct Plan Area

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant has submitted a Precinct Plan for the Ridgewood South Neighbourhood with the intent to guide future land development through Council adopted policy for the Ridgewood South Neighbourhood.
- The consultants and their clients involved in drafting the precinct plan undertook a significant, two year public and stakeholder consultation process beginning in May 2011 and still ongoing to date,
- The approximately 947 acre precinct area has been divided into eleven (11) Sub-Areas. The sub-areas were defined based on a combination of infrastructure / servicing and existing uses and are organized within an overall phasing plan for the entire precinct.
- An excerpt from the Precinct Plan's stated vision describes how the development will take shape:

- *'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.'* (page 13, Ridgewood South Precinct Plan draft)

- The Ridgewood South Neighbourhood will be comprised of a series of new neighbourhoods with predominantly of low density residential, (i.e. single family, duplex, 4-plex). Opportunities for medium density residential as well as mixed use nodes are also provided for in the majority of the proposed sub-areas.
- The Plan conceptually illustrates collector roadways, a variety of linear parks, pathways and storm water retention ponds.

ANALYSIS AND ISSUES

- The Ridgewood South Neighbourhood has been designated for residential development for over 27 years, appearing as Neighbourhood Policy since the first *Plan Winnipeg* was adopted in 1986,
- To date, it has remained largely undeveloped due to significant infrastructure challenges. Cost benefit analysis and pro-forma calculations could not reconcile with current City of Winnipeg servicing policies.
- In 2012, with the adoption of the City's new development plan *OurWinnipeg* and the *Complete Communities Direction Strategy,* the Precinct Planning model enables a comprehensive and collaborative planning process of entire communities allowing new opportunities to solve complicated servicing issues on a larger macro development scale.

COMPLETE COMMUNITIES DIRECTION STRATEGY

Under the Complete Communities Direction Strategy the proposed development is within the New Communities policy area. Relevant Direction and Enabling Strategies include:

- **Direction 1** – New Communities will be developed in a sustainable manner.
    - *New Communities should contribute to the City's balance of residential, commercial, industrial, natural and recreational land uses to ensure economic, social and environmental sustainability.*
        - Only approve new development when a full range of municipal services, as defined in **OurWinnipeg**, can be provided in an environmentally-sound, economical and timely manner.
        - Only approve new development when there is a reasonable relationship between the supply of land and the projected demand.
        - Support new development that is adjacent to, and compatible with, existing development and which is designed to minimize the spatial use of land.
- **Direction 2** – New Communities will be established through a planning process.
    - *'… All New Communities will require some degree of planning,.. the final scope of planning will be determined on a case by case basis, generally including at the minimum:'*

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

- **Direction 3** – New Communities will increase opportunities to live, work, learn and play in the same neighbourhood.
    - Encourage New Communities to include a mixture of residential, commercial, employment and institutional uses that are supported by multiple transportation options for residents.
    - Encourage greater choices in housing type, density, style and tenure.
    - Provide parks at the neighbourhood and community level that address both active and passive requirements for recreation, sport and leisure and that promote connectivity and walkability between park sites and neighbourhood features.
- **Direction 4** – New Communities will be developed with complete streets (see Sustainable Transportation), enabling safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.
    - Promote the design of all streets to maximize connectivity, visual appeal, amenity space and safety where practical and cost effective.
- **Direction 5 –** Encourage green development and conserve natural areas (see ecologically significant natural lands policy strategy) to develop new communities in a sustainable manner.
    - Balance the provision (scale, distribution and design) of parks and open space with density, demographics and distance.
    - Park sites will be selected in ways that maximize the conservation, protection and integration of existing natural features.
    - Parks will be integrated purposively into the overall community design.
    - Promote and expand biodiversity and ‘green’ principles consistent with the local natural ecosystem to all Parks, Places and Open Spaces, beyond

the expected environments of the urban forest and designated 'natural areas'.

- Support green design principles and construction methods for new buildings and neighbourhoods where practical and cost effective.

- **Direction 6** – Reflect local heritage in the development of New Communities.
    - Identify and conserve heritage resources, encouraging awareness, understanding, and appreciation of them.
    - Man made or natural features with particular cultural or historic significance should be identified, conserved, and incorporated into New Communities.
    - Street names and parks should reflect and contribute to the heritage of New Communities.

Section *4.2 – 'Goals for Ridgewood South Precinct Q'* in the draft precinct plan addresses the above noted Directions for New Communities from the *Complete Communities Direction Strategy* highlighting how the plan policies align with the City's development plan.

NATURAL AREAS

- Currently the Ridgewood South Neighbourhood is largely undeveloped, as such there is a variety of existing natural areas scattered throughout the precinct. These natural areas are a characterized by mix of native and non-native species and represent an important asset requiring careful consideration at all stages of development.
- As per City policy every development application within the Ridgewood South Precinct will be subject to a rigorous Environmentally Sensitive Natural Lands, (ESNL) survey to review, rank and highlight existing natural areas arriving at recommendations for protection.
- There are a series of studies that The City of Winnipeg will use when assessing the impact of specific development applications on the Ridgewood South Neighbourhood;
    - ***'Natural Areas Assessment'***, City of Winnipeg Natural Services, November 2011,
    - ***'Ridgewood South Precinct Biological Inventory - Findings'*****,** Native Plant Solutions, Fall 2012,
    - ***'Ridgewood South Precinct Biological Inventory - Recommendations'*****,** Native Plant Solutions, February 2013,
    - ***'Report on Breeding Bird Survey',*** Dr. Sue Cosens; Citizens for Charleswood Habitat Protection, December 2012.
- The Parks and Open Space policies in the Ridgewood South Precinct Plan are intended to provide for the dedication of park land and the preservation of selected natural areas.

PARKS AND OPEN SPACE

- 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.
- The Ridgewood South Precinct Plan Parks policies provide for a range of park and open space to serve the new residents of Ridgewood South as well as the surrounding Charleswood community.
- A key feature of the entire plan is the integrated system of paths and trails that provide opportunities for passive use and active transportation consistent with and linking into the existing Harte Trail.
- The plan anticipates the addition of one large 'active park', (i.e. sports fields) within the Ridgewood South Neighbourhood in addition to the existing facilities at Varsity View Recreation Complex, likely located towards the western end of the precinct.
- There are a significant number of existing natural areas scattered throughout Ridgewood South. The companion background studies authored by Native Plant Solutions submitted as part of the precinct planning process by the consultants and the independent neighbourhood group CCHP will help guide the City of Winnipeg during its development application review of potential parkland dedication.

RESIDENTIAL DEVELOPMENT

- The Ridgewood South Precinct Plan provides for the development of several residential neighbourhoods at predominantly low densities with some medium density and mixed-use nodes located at key collector road intersections, (see Figure 5 Land Use Policy Map in the Draft Ridgewood South Precinct Plan).
- The estimated build-out time line for the Ridgewood South Precinct area is 10 to 20 years, depending on variables such as servicing constraints.
- Other complementary uses are also recognized as appropriate within these residential areas and might include recreational amenities and institutional uses such as schools and churches.

COMMERCIAL DEVELOPMENT

- The Complete Communities Direction Strategy identifies that a mixture of residential, commercial, employment and institutional uses is an integral part of the creation of complete communities.
- The proposed precinct plan identifies the 'Medium Density', and 'Mixed Use' policy areas for future local commercial development.
- It is expected that the amount of local commercial development within Ridgewood South will be modest and will reflect market forces as the Charleswood area is already serviced by significant commercial development along Roblin Boulevard and Kenaston Boulevard.

STREETS AND SIDEWALKS

- Direction 4 in the *Complete Communities Direction Strategy* requires New Communities to 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 Ridgewood South Precinct Plan outlines the following goals to achieve this 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.'*
- Sidewalks will be provided throughout the Ridgewood South Neighbourhood in accordance with the City of Winnipeg's Transportation Manual.
- The plan also includes a separate policy section for pathways, active transportation and sidewalks. The 8 (eight) policies address ease of use, direct connections, accessibility as well as highlighting the protection of the Harte Trail by limiting new vehicular crossings.

TRANSIT

- Winnipeg Transit was involved in the City review process of the Ridgewood South Precinct Plan as a member of the Technical Advisory Committee. They were supportive of the Plan policies dealing with Transit,
- Transit service will be provided when demand warrants, routes and stops will be developed and added as per Winnipeg Transit policy,
- The precinct plan Transit policies state:
    - *'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.'*

CNR MAINLINE

- The CNR Mainline ('Rivers') runs along the entire southern boundary of the Ridgewood South Neighbourhood,
- The rail line is very active with several trains passing throughout each day, the rail line poses challenges in terms of rail crossings, connectivity, as well as noise and vibration impacts,
- Representatives from CNR were included in stakeholder consultations with the plan consultants,
- Noise attenuation requirements for development adjacent to the CN Rivers Mainline shall be reviewed at the development application stage; zoning agreement conditions pertaining to setback, fencing, berming, etc. will be recommended by the Public Service.

SCHOOL SITE

- The consultants met with the Public School Finance Board and the Pembina Trails School Division, discussions highlighted current substantial enrolment capacity within the existing Charleswood schools thus determining no new school sites would be required within the Ridgewood South Neighbourhood,
- The Pembina Trails School Division were involved in reviewing the final precinct plan and their requested changes were incorporated into the final draft policy language.

SERVICING AND PHASING

- The precinct plan divides the Ridgewood South Neighbourhood into a series of 11 (eleven) sub-areas, development phasing within the precinct is primarily based on land drainage requirements and roadway infrastructure requirements on a sub-area basis,
- The boundaries of the sub-areas are typically based servicing catchment perimeters; each of the sub-areas have unique servicing design requirements, some may be serviced independently and some may be dependent on the installation of services in adjacent sub-areas,
- Figure 8 of the Ridgewood South Precinct Plan outlines the general servicing concept for the entire precinct, with the disclaimer that the layouts are conceptual and subject to a detailed technical analysis,
- The City of Winnipeg will require individual developers to provide detailed servicing reports with each development application to ensure it conforms to the plan as well as relevant City standards and policies,
- Figure 9 illustrates the recommended phasing of the Ridgewood South development, the plan acknowledges that detailed technical analysis may show that it is feasible to revise the sequence of sub-area development,
- A full-range of municipal services (water, sewer, land drainage, and urban standard roadway) will be provided within each development phase of the precinct.

DENSITY

- Residential density is often calculated in two ways; ‘Gross Developable Acres’ and ‘Net Developable Acres’.
    - Gross Developable Acres refers to the overall area of the residential development measured to the centre line of streets.
    - Net Developable Acres refers to the area of the actual lots only and is thus a higher number when translated from Gross.
- 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,
- 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,
- Based on the development densities the consultants estimate approximately 3,400 new dwelling units established at final build-out of the entire Ridgewood South Neighbourhood,
- At the typical 2.3 persons per household estimate over a range of dwelling types from single family homes to multiple family units the project consultants expect an overall population at final build-out to be somewhere between 7,000 to 9,000 people.

- It should be noted that between 4 and 5 dwelling units per Gross Developable Acre is generally accepted as a standard to sustainably service a neighbourhood with on-street transit. Considering the multi-unit target in the Plan, the neighbourhood should easily reach this density.

PUBLIC CONSULTATION

- Commencing in May 2011 and continuing throughout the precinct plan development phase, the consultants included the Charleswood neighbourhood, area stakeholders and the City of Winnipeg in an extensive public engagement program;
    - *'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.'*
- Consultation mechanisms employed;
    - stakeholder group meetings,
    - individual and group landowner meetings,
    - public open houses,
    - one-on-one conversations, emails,
    - a detailed project website.
- Key stakeholders consulted include:
    - **Government and Schools**
        - 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 Historical 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

- A Public Consultation Report was submitted by the consultants as a background study to the precinct 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.

RECOMMENDATION

The Urban Planning Division recommends approval.

The Ridgewood South Precinct Plan provides a comprehensive set of guidelines for managing the development of land within the Ridgewood South Neighbourhood, consistent with *OurWinnipeg* and the *Complete Communities Direction Strategy*.

This Report Submitted by:
Planning, Property and Development Department
Urban Planning Division

Report Prepared By: James Veitch
PPD File # SP 4/2012

Attachment 'A': The Ridgewood South Precinct Plan By-law

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 29 day of May , 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

Schedule 1: The Ridgewood South Precinct Plan and Figures 1 to 5 & 9



P752012.5 Ridgewood South Pre



Sept 9, 2013 Ridgewood South Fig

Schedule 2: Ridgewood South Precinct Plan REVISED Figures 6, 7 & 8



Sept 9, 2013
Ridgewood South Fig

RIDGEWOOD SOUTH PRECINCT PLAN

Precinct Q of Complete Communities

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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

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 Mapare 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

6.4.7 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
   iv) 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.

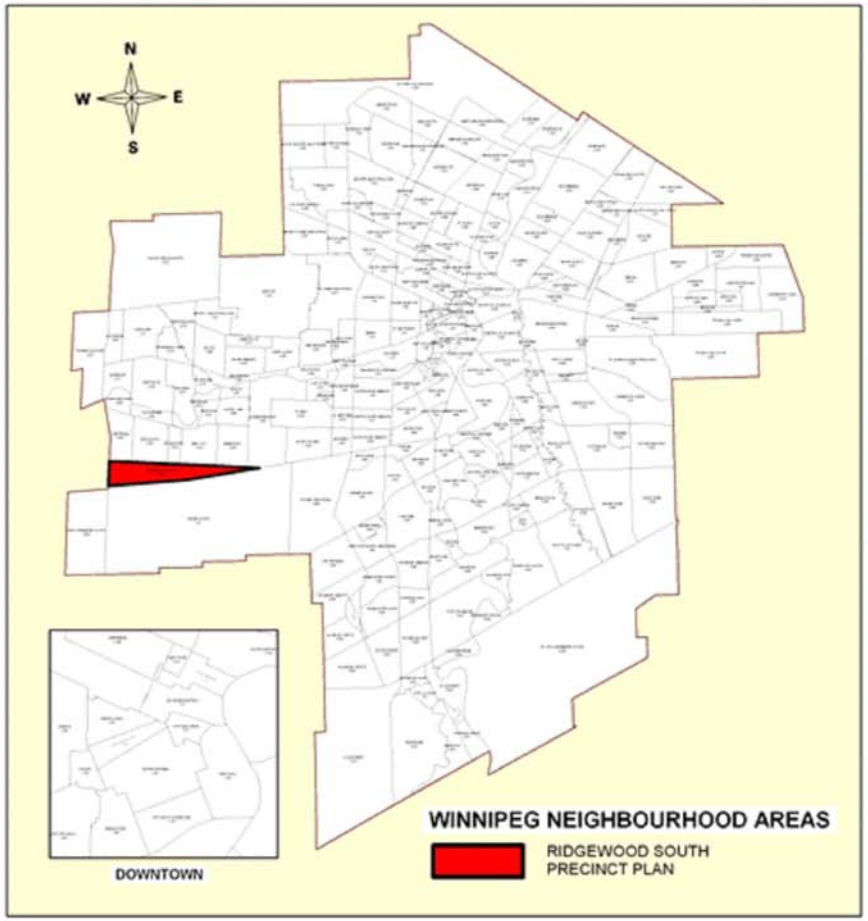
(22) **Recreational Use** means the use of land, buildings or structures for the purpose of active or passive leisure pursuits, sporting activities and other customary and usual recreational pursuits and may include, but is not limited to, golf courses and driving ranges, ice skating rinks, sport fields,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

Figures 1 to 5 and 9

Precinct Q Location

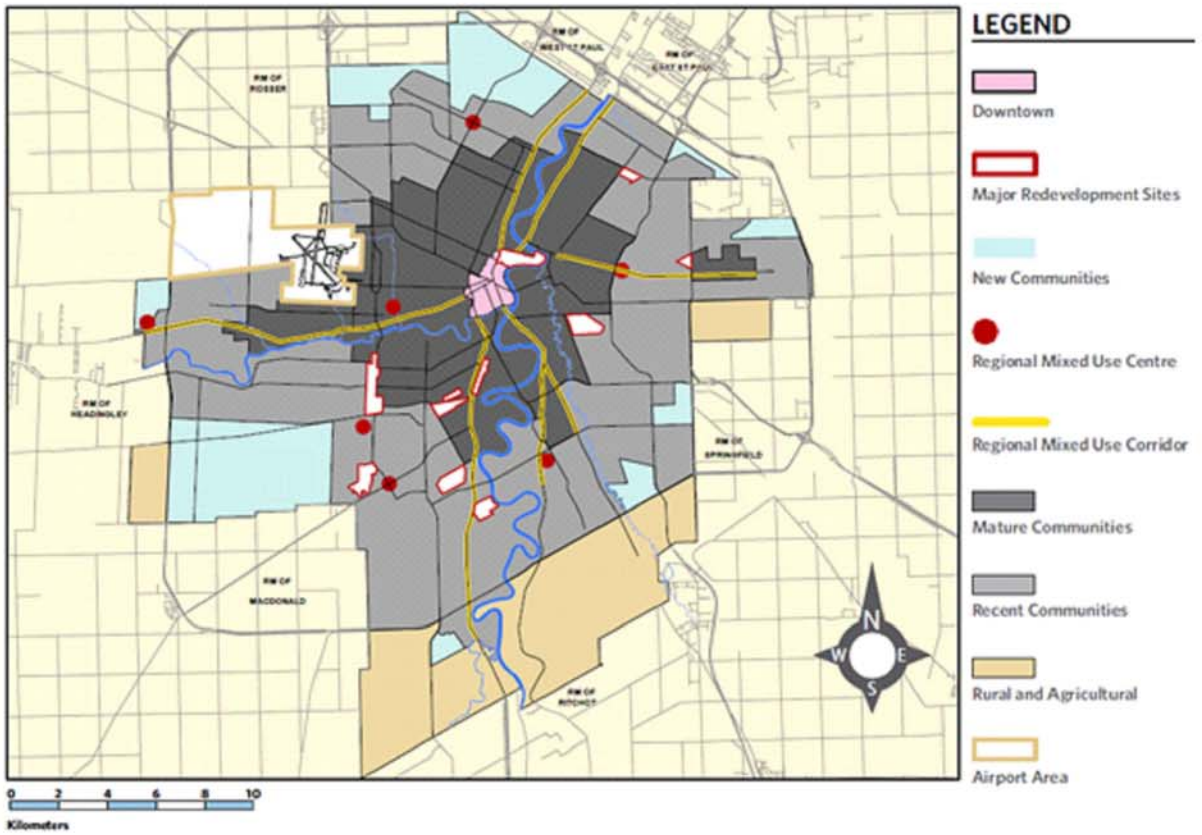


Stantec

Landmark
Planning & Design Inc.

Figure 1

OurWinnipeg - Urban Structure

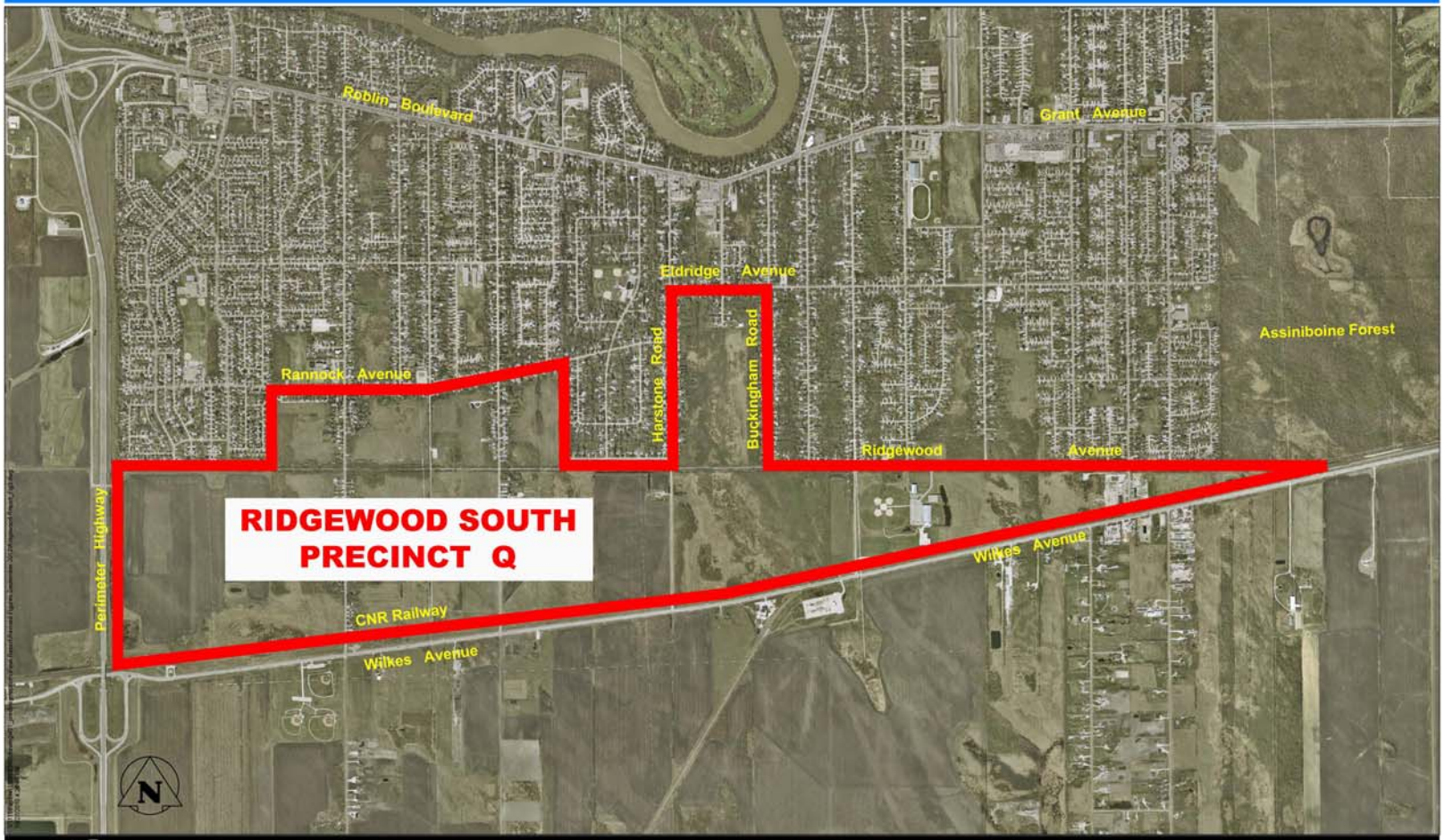


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Figure 2

Precinct Q Boundaries

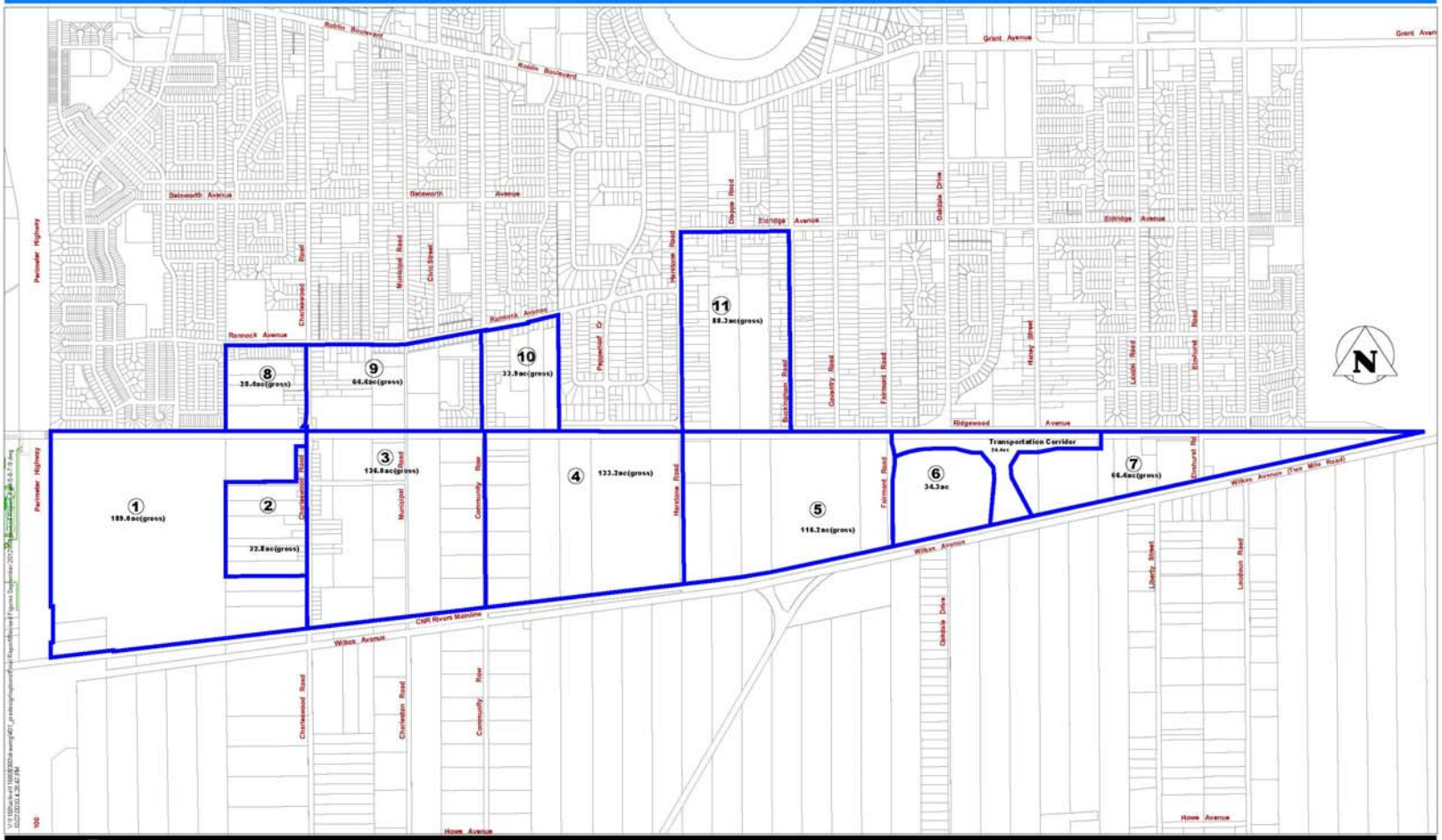


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Figure 3

Sub-Areas

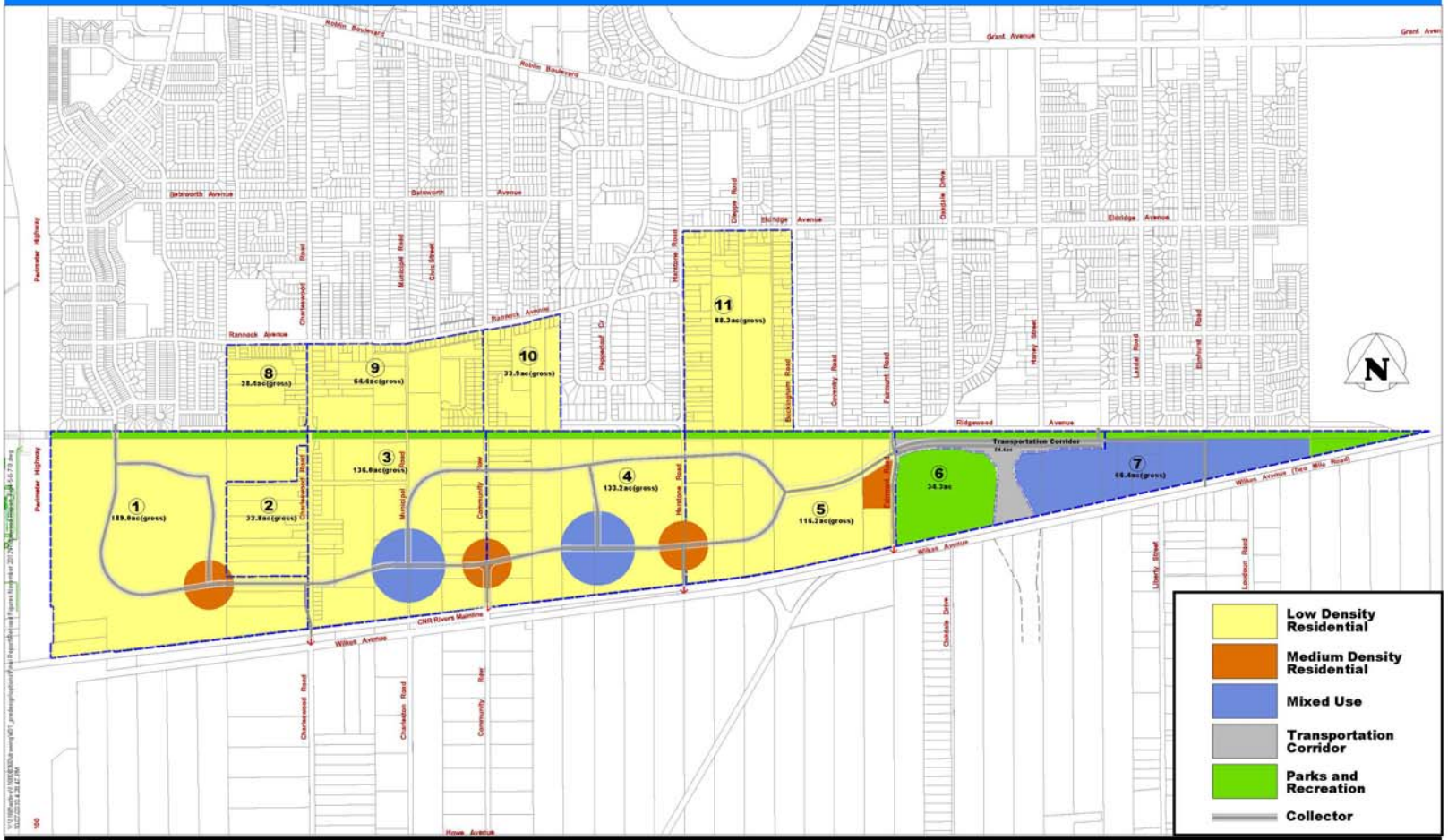


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Figure 4

Land Use Concept Plan

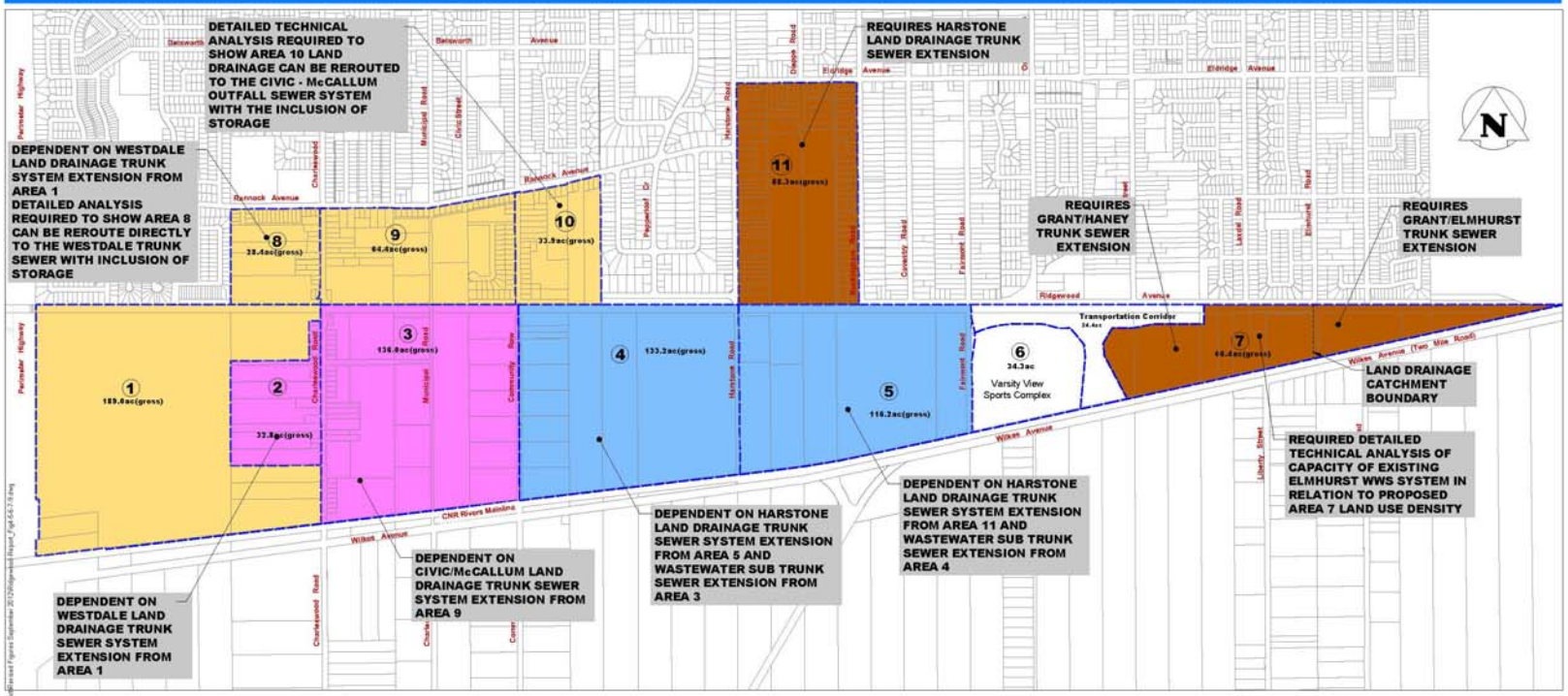


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Figure 5

Phasing



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

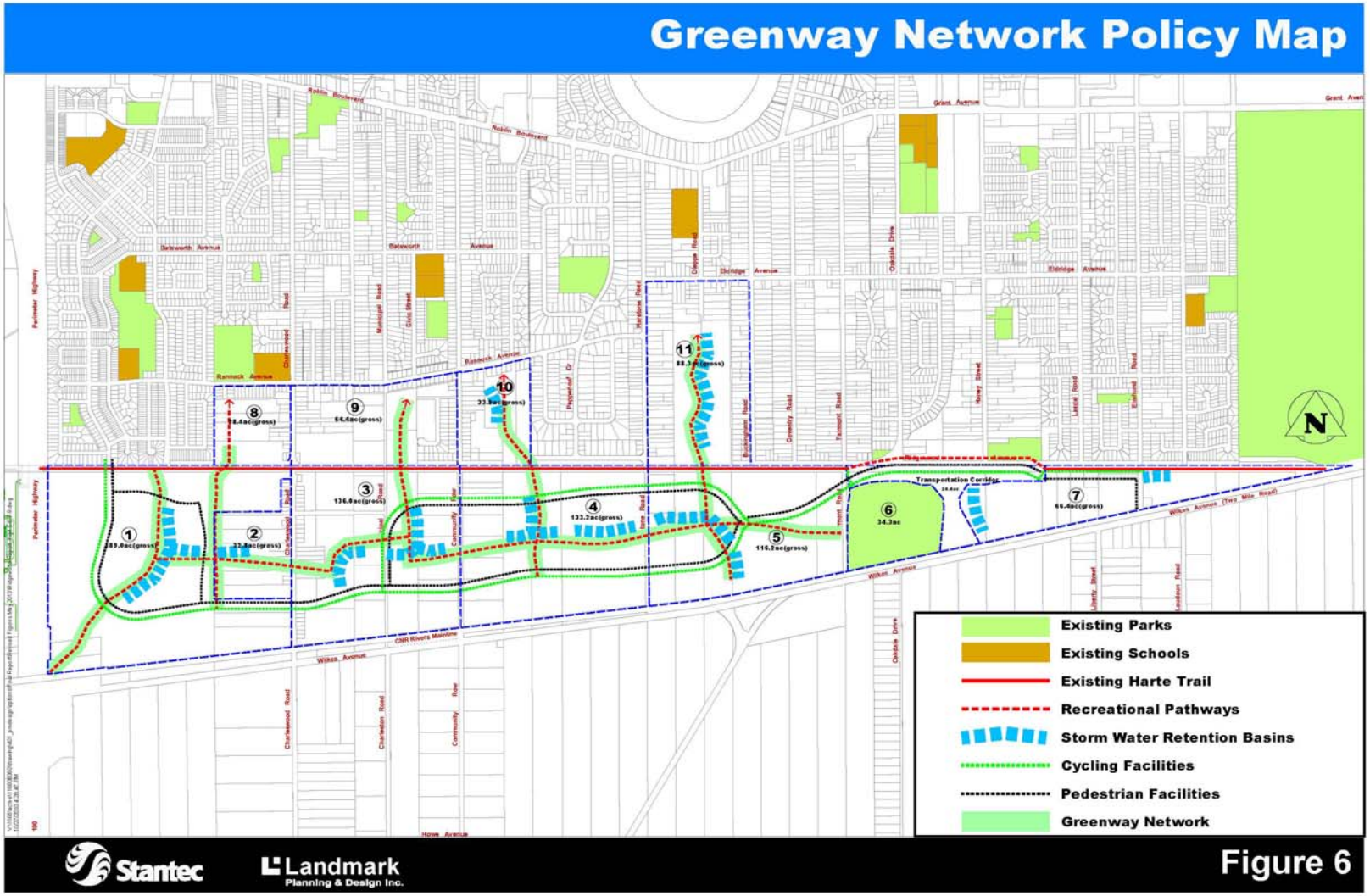
Areas cannot be serviced independent of other precinct areas because of land drainage trunk system and wastewater sewer sub trunk routing

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

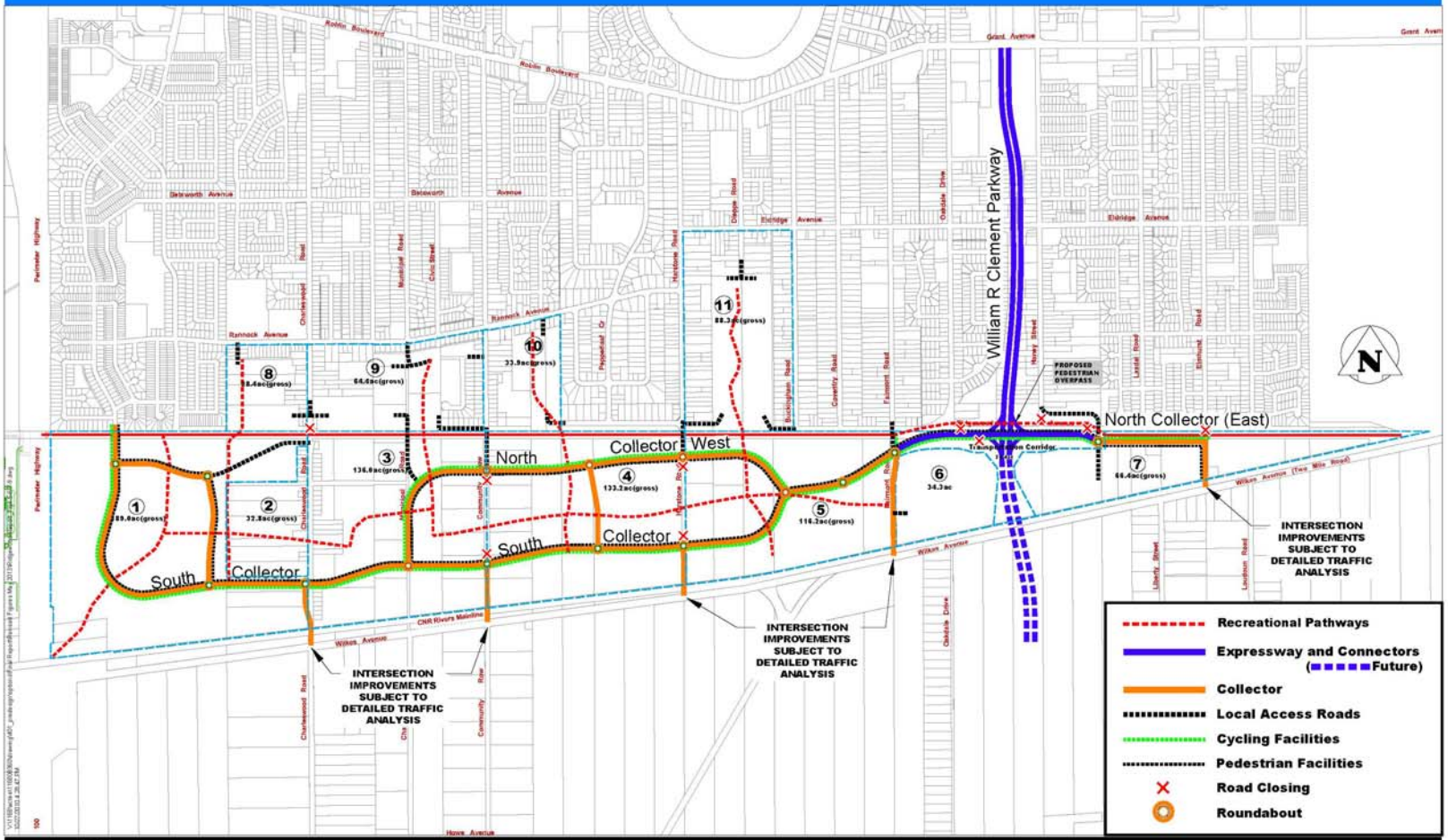
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Figure 9

REVISED Figures 6, 7 & 8



Transportation Policy Map

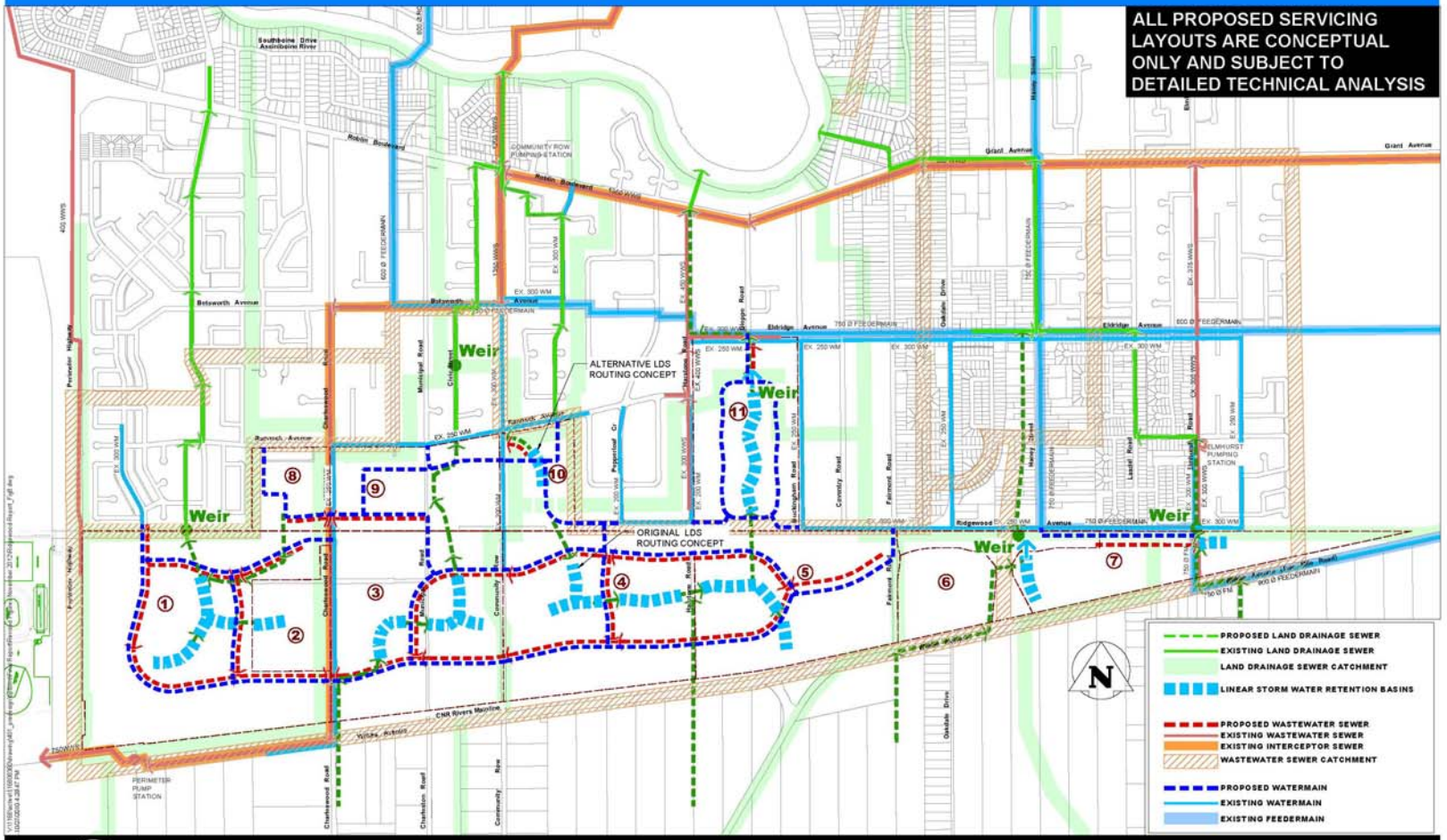


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Figure 7

Servicing Concept



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Figure 8