Waverley West 'B' Secondary Plan

Summary of Workshops and Information Session
Interim Report, February 2018

Background

The City of Winnipeg (the City) is undertaking a process to develop a secondary plan by-law for the area known as *Waverley West Neighbourhood 'B'* (Waverley West 'B'); bound by Kenaston Boulevard, the Bison Drive extension, Waverley Street and the north limit of South Pointe.

The following is an interim summary of engagement activities involving landowners in the Waverley West neighbourhood 'B' area, as well as area stakeholders who have a special interest in how this land will be developed, such as the school division, nearby neighbourhood associations, and others. More information about the secondary planning process can be found online at winnipeg.ca/WaverleyWestB.

At this information-finding stage of the project, the City's public engagement goals are to:

- Provide information to landowners about the project, the secondary planning process and development in general.
- Understand landowner values and vision for the area.
- Start developing a vision/plan for the area that is ready for public input.
- Encourage participation (and collect feedback) from landowners and stakeholders about current issues and potential opportunities in the area.

Engagement

As of February 2018, engagement activities have included an information session and two workshops (both involving landowners and area stakeholders). This information will be used by the project team when creating design concepts.

The landowner information session (December 6, 2017) provided project information and other background to landowners in the area (there are 55 different landowners). Over 70 people attended, and heard about why the project was happening, what a secondary plan is, and what to expect from the project. City staff answered individual questions from the those who attended.

On January 11 and 16, 2018, landowners and stakeholders shared their ideas through roundtable workshops. 63 attended the workshop on January 11 (representing 30 of the 55 landowners) and 10 attended the workshop on January 16. After a brief presentation, table facilitators from the City of Winnipeg and WSP (the consultant hired to help with the project) asked participants what they liked and disliked about the surrounding neighbourhoods, and what would be important to them as the area develops. They then created neighbourhood designs with their ideas about where different land uses (and the things they spoke about in the first task) could be located. After each task, tables reported back and learned about each other's priorities and ideas.

Event	Promotion activities
Landowner information night (December 6, 2017)	• Personalized letter sent to all 55 landowners by registered mail on November 16, 2017, included information about upcoming workshops. • Follow-up conversations requested landowners' preferred method of communication to ensure landowners were contacted in the most convenient and effective way. Most landowners selected email.
Landowner and Stakeholder workshops (January 11 and 16, 2018)	• Invitation sent to all 55 landowners on December 12, 2018 by landowners' preferred method of communication. If none specified, a personalized letter was sent through regular mail. • Invitation sent to six area stakeholder groups

Please find more information on the Waverley West 'B' Secondary Planning process at winnipeg.ca/WaverleyWestB

What we heard

Based on table discussions and neighbourhood designs made by participants at the workshops, we heard that the following themes are important to landowners and stakeholders in the area:

Celebrating neighbourhood character

Participants liked the idea of having a similar look and feel as other nearby neighbourhoods. They also pointed out a number of features that would enhance neighbourhood character, including existing mature trees and tree stands (groups of trees), water fountains and/or other water features. Traffic circles were a frequent topic of conversation, liked by a majority of participants.

Maintaining a sense of community

There is a strong sense of community, and participants wanted to keep this. They wanted existing houses to remain (if the owners desired), and they wanted development to be sensitive to existing landowners and homeowners. Maintaining home-based businesses, having nothing larger than smaller scale commercial ventures, and keeping extra traffic off Lee Boulevard (e.g. by not connecting Lee Boulevard to Kenaston Boulevard) were noted as important things to consider.

Connecting to other neighbourhoods

Connecting by foot, bike, transit, or car was valued by workshop participants. Participants noted that regardless of transport mode, it should be easy to get in and out of, and around, the neighbourhood. People valued access to the University of Manitoba and the Rapid Transit corridor. Sidewalks and active transportation (AT) paths should connect to both neighbourhood amenities and to surrounding Waverley West neighbourhoods.

Providing convenient access to amenities

Participants recognized the value of having a school and recreation centre as well as community-scale commercial (which could include a medical centre) in the area. In addition, participants would like to have access to greenspace, walkways, natural areas, mature trees, 'pocket parks,' and open space. There are a number of places of worship in the area, and participants by different transport modes.

Ensuring housing for everyone

Participants wanted to ensure that housing is affordable, which would involve a variety of housing types. This variety included development and areas that are kid-friendly, visitable housing (housing designed to have basic levels of accessibility for everyone), and housing for seniors. Groups s agreed that multi-family housing should be located near major roads.

All notes and results from both workshops can be found in Appendix B.

Next Steps

The project team is developing neighbourhood design concepts based on landowner and stakeholder feedback. These design concepts will be analyzed to determine their relative advantages, disadvantages, and feasibility.

The City will then host one more landowner and stakeholder workshop to get feedback about the different design concepts. After participants have given their feedback, the City will host two interactive public open house events where all members of the public can give feedback on the design concepts. A full public engagement report will be available after the open house events.

Attachments

Appendix A – Workshop Task Sheet (workshop discussion guide)
Appendix B – Workshop Feedback



Photo: Participants shared ideas by creating potential neighbourhood designs

Winnipeg

Waverley West Neighbourhood 'B'
Secondary Plan
Workshop Tasks

TASK #1 NEIGHBOURHOOD VISION

What is your vision for the area?

What do you see in other Waverley West neighbourhoods that you like or don't like?

TASK #2 LAND USES AND CONNECTIONS

Where should the land uses/elements identified in Task #1 be located or applied within Neighbourhood B?

Consider the following:

- Different land uses and where should they be located.
- Compatibility with neighbouring communities.

Conceptual planning for Neighbourhood B requires a road and pathway network. Where should these be located?

Consider the following:

- Regional and road connections in and out of the neighbourhood.
- Connectivity within the neighbourhood, including transit, cyclists and pedestrians.

Where and how should greenspace be incorporated and distributed throughout the neighbourhood?

Consider the following:

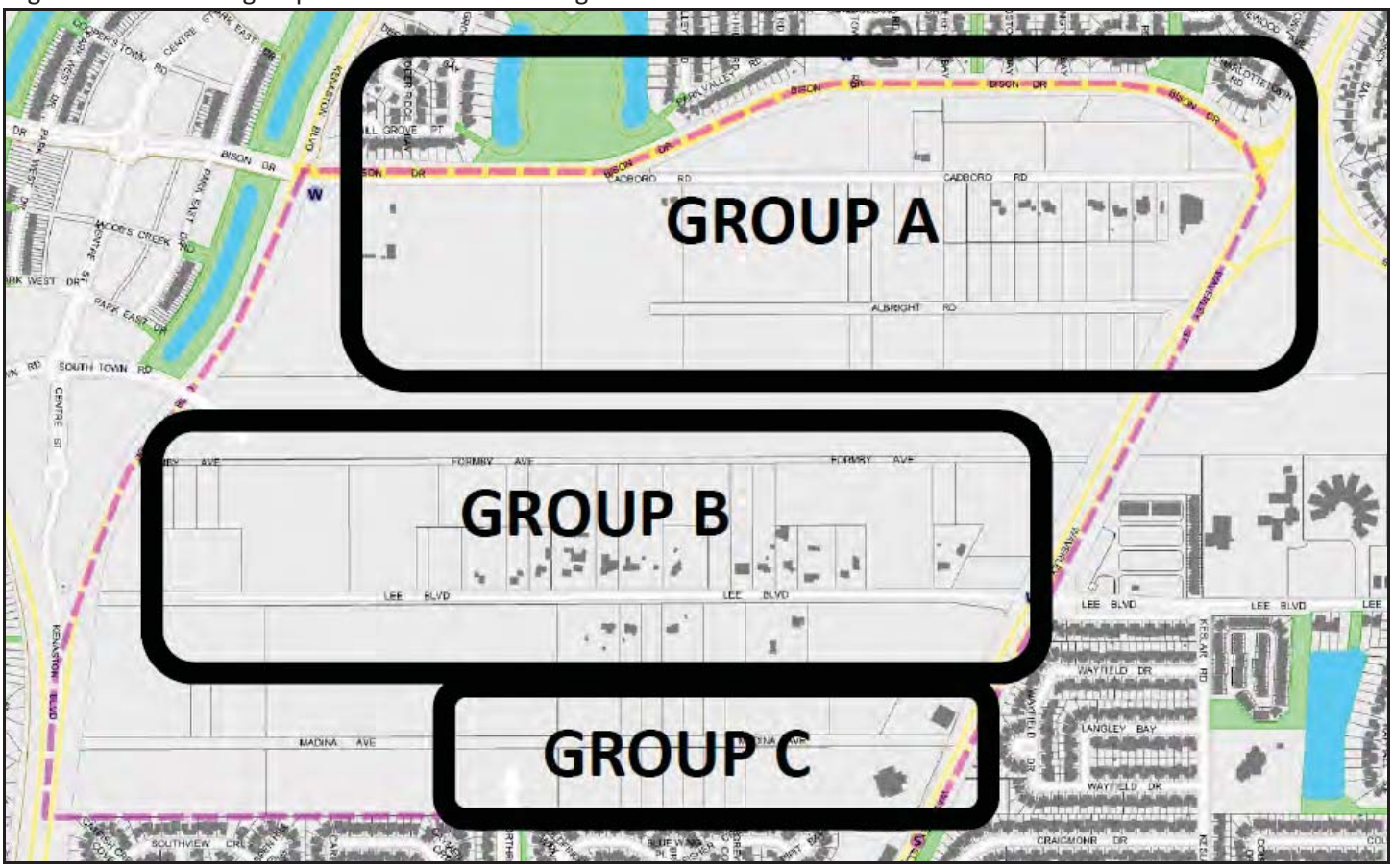
- Playgrounds, sports fields, natural areas, linear parks, etc.

Are there any other issues or opportunities we need to consider?

LANDOWNER WORKSHOP

DATE: January 11, 2018
TIME: 7 p.m. – 9 p.m.
VENUE: Soul Sanctuary (2050 Chevrier Boulevard)

Participants were seated at tables based on where they owned property within the planning area. Table groups were organized into three groups based on the following:



An attempt was made to limit participants to no more than 10 per table. Additional tables were added to the session as tables spaces filled up. The session was conducted with eight (8) tables distributed among the groups as follows:

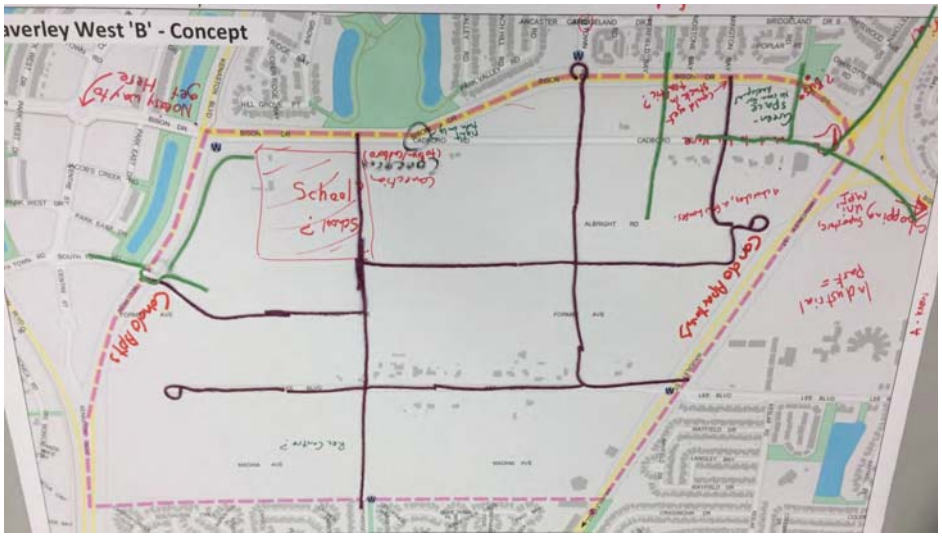
Group	# of Tables
Group A	4
Group B	3
Group C	1

A member from the Planning Team was assigned to each table to facilitate discussion and lead participants through the workshop tasks.

Appendix B – Workshop Feedback: Landowner Workshop

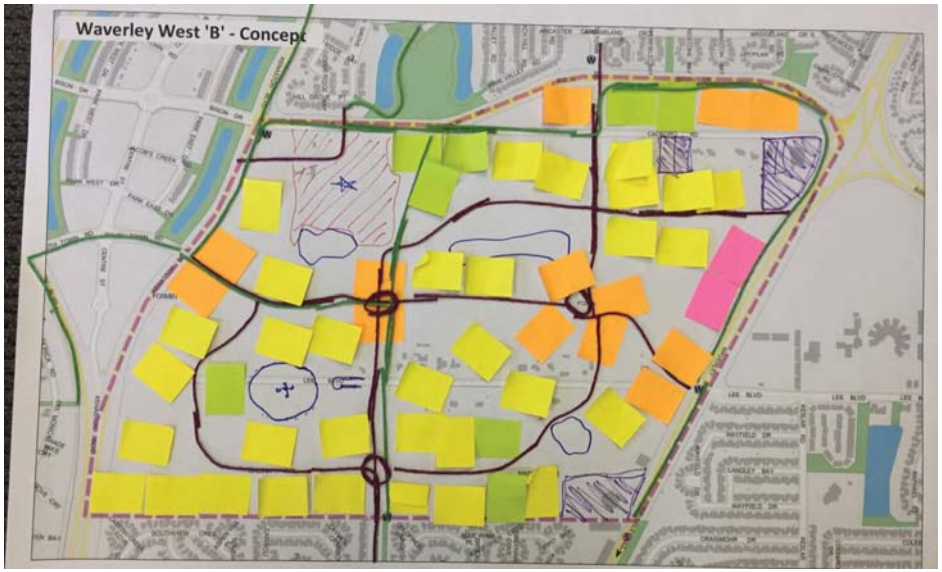
Group A
Table 1

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections

• Would like better access North East; is it possible to have a way to turn onto Cadboro Road from Bison Drive?
• Like roundabouts.
• There is no bus stop at the northeast corner of the area, and there should be.
• There are no schools, community centres (recreation centre) and there should be.
• Is it possible to consolidate land and/or buildings for churches?
• If Bison Drive is four lanes, not much space for development between Bison Drive and Cadboro Road, perhaps could be used for greenspace?
• Maintain same consistency (same feel) with surrounding neighbourhoods.
• Friendly connections to surrounding neighbourhoods, pedestrian. Also connect centre to Bridgwater Forest.
• Keep Albright as a road, build network around it.
• Bike path connection to town centre.
• Multifamily close to major roads.
• Curved roads create pockets of wasted land.
• Want sidewalks, and a way to cross Waverley. Sidewalks along Cadboro Road would be a way for people to get to institutions/places of worship in the area.
• Want to get to Bus Rapid transit (University of Manitoba, Downtown).
• Concern about rights of existing landowners – will the City make sure existing landowners are 'grandfathered'? Want landowners' rights written into plan.
• "What I do with my land depends on what the future brings."
	
	• Access in and out of neighbourhood is currently difficult and this was a priority for participants:
	  ○ to town centre (walking, biking, transit)
	  ○ to the religious institutions in the north east corner of the area
	  ○ to rapid transit and to University of Manitoba
	
	• Multi-family housing should be near major roads.
	• Greenspace is important.
	• Maintain the same feel as/consistency with other Waverley West neighbourhoods (e.g. trails, roundabouts, etc.)
	• Purple lines – proposed road network. Green lines – proposed trail network connections.

Appendix B – Workshop Feedback: Landowner Workshop

Group A
Table 2

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections
• Servicing is a major concern (water and wastewater; when and how will lots be serviced? How will servicing be phased?). • Uses to be established should include multi-family development, including assisted living and 55+ developments. • Access at Waverley is a concern. If Cadboro Road access at Waverley Street is closed, how will these parcels get access? Residential development may not appreciate the traffic from institutional uses going through the neighbourhood. • Institutional uses want to retain direct access to Waverley Street at Cadboro Road. • Open space and green space should be included within the planning area.	 • Avoid increasing traffic on Lee Boulevard (retain as a local street, not a collector). • Neighbourhood commercial along Waverley (pink). • Space for drainage should be accommodated in each quadrant of the planning area (blue). • Lots of greenspace and connections via pathways (green). • Retain existing institutional uses (places of worship in purple). • Single-family uses (yellow) and multi-family uses (orange) adjacent to collector road intersections (roundabouts).

Appendix B – Workshop Feedback: Landowner Workshop

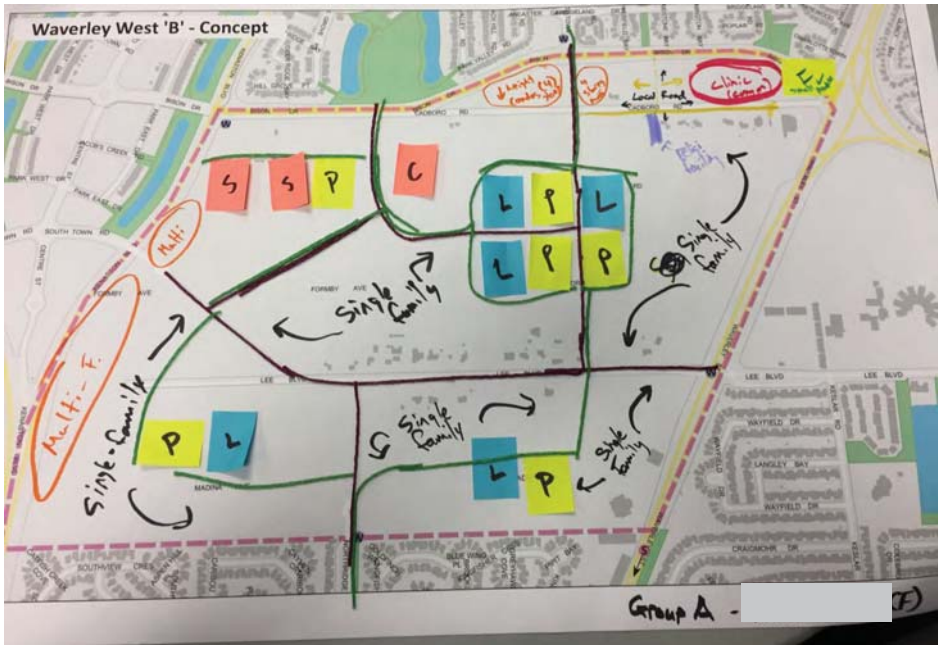
Group A
Table 3

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections

• Likes:
  ○ Green space
  ○ Walking trails
  ○ Town Centre
  ○ Round-abouts
  ○ Traffic flows on Kenaston Boulevard
  ○ Walkways
  ○ Natural areas
 	
• Dislikes:
  ○ Difficult to get out of the neighbourhood.
  ○ Roundabouts in winter are dangerous.
	
	Legend:
	Green lines: Active Transportation path
	Purple lines: collector roads
	Sticky notes – MF (Multifamily), REC (recreation), Park (Park)
	
	• Emphasis on Active Transportation connections.
	• Examples:
	  ○ AT path from recreation centre to school site, and north across Bison Drive.
	  ○ East-west AT path along Cadboro Road then east to University of Manitoba
	  ○ AT path alongside Waverley Street.

Appendix B – Workshop Feedback: Landowner Workshop

Group A
Table 4

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections
• Some level of commercial near Bison Drive is needed. • Maintain Active Transportation connectivity. • Community services/centre, school, arena, daycare, open space, YMCA (recreational facility), indoor pool. • Central park location - Close to other community services like arena, recreational centre • No roundabouts. • Should have transit service • Variety of housing: single-family, facilities to accommodate aging population, small-scale condos +/- four storeys, no condos (in northeast area) - condos closer to Town Centre in northwest. • Preserve trees. • Pocket parks. No dog park, • Would like small-scale commercial in area - neighbourhood community	 Legend: Yellow sticky notes are to represent parks Blue sticky notes are to represent retention ponds Peach-coloured sticky notes represent the school/community centre area and is meant to be interchangeable Purple sticky string = collector roads Green sticky string = AT path • Commercial (clinic/daycare) in the NE corner while preserving some forested areas in pockets on the commercial site • Multi-family on the east side of Kenaston Boulevard • 4 storey or lower multi-family south of Bison at North Town Road • Local road for access to existing homes in the northeast corner to replace Cadboro Road

Appendix B – Workshop Feedback: Landowner Workshop

Group B
Table 1

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections
• Avoid big-box – would rather have smaller shops, oriented towards Waverley West to serve the local community, which could include a medical centre and retail space • Would like drainage issues to be considered • Creative design, attached garages • Mixed-use with commercial, small scale commercial, and a new school • Parking in front not in back, minimize parking spill over • Bridgwater "Village" rep • Walk + bike in the area • 3 - 4 stories - concrete not wood frame - not obstruct view w/ taller buildings • Single Family Dwelling - mix of lot size and sidewalks on collectors - fountain • Affordability in single family areas • Bison Drive - multifamily / higher density for University of Manitoba and bus connectivity for 3 story multi-family. Like and want: ○ Trails and green space ○ Formby Avenue - Good! ○ Water fountain ○ Land use diversity - small scale commercial + single family + condos ○ Lakes and pedestrian bridges ○ All trees - more / save + space for kids ○ Multifamily on major streets ○ Commercial close to Formby Avenue ○ Bike / Active Transportation connections	 *No consensus on this connection to Lee Boulevard. This is where group agreed Lee should be a bay, and not connect to Kenaston.* Legend: Red – commercial Yellow – low density single family Orange – multi-family Green – park space Blue – fountain area Participant comments: • Emphasis on circulation on Lee Blvd. • The road was moved by someone after the group had decided where it should go (see above). • Overall, the group agreed Lee Blvd should be a quieter street and not connect with Kenaston. • Group identified existing home-based businesses on Lee – red rectangle shows area they want preserved.

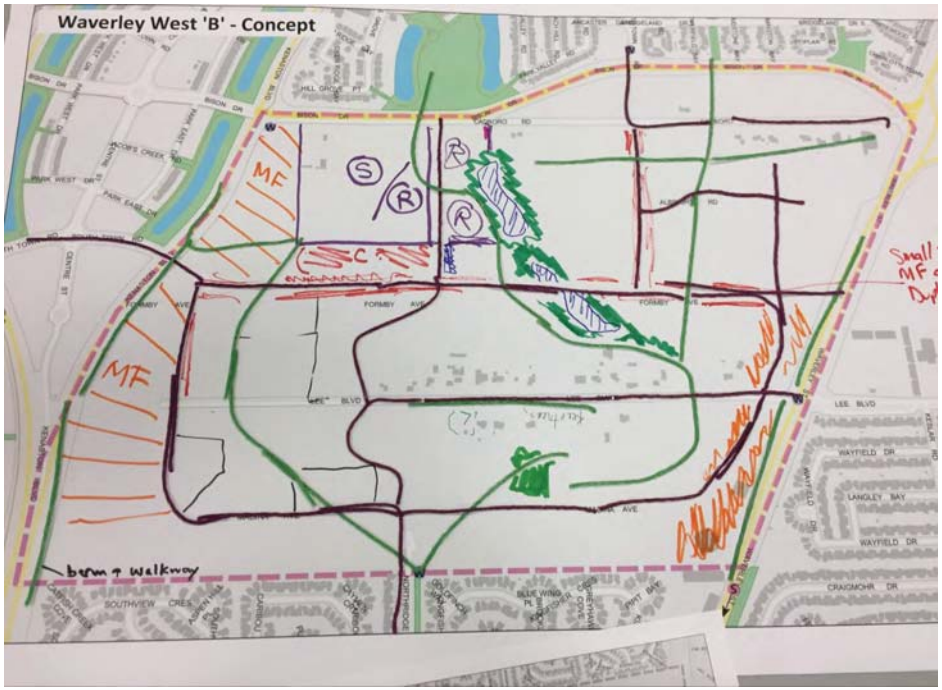
Appendix B – Workshop Feedback: Landowner Workshop

Group B
Table 2

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections
• Maintain sense of community • Beautiful trees, consider trees, nature, space • Diversity of options, lot sizes • A neighbourhood that connects with surrounding areas • Less traffic • Access to enable development • Connections to park space in Bridgwater • Neighbourhood park space • Development is sensitive to existing land owners	 • Participants wanted to preserve road and built form on Lee Boulevard, diverting new development (and roads) to the north/south • High intensity multi-family uses along major corridors • Preserve mature tree stands • High quality Active Transportation connections through developments, connecting to school and community centre. • "C" (orange) means commercial, "MF" (pink) means multi-family

Appendix B – Workshop Feedback: Landowner Workshop

Group B
Table 3

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections
• Lee to connect to Waverley (keep connection) but not to Kenaston • Move here because a rural setting (concerned about smaller development) • Low land might be good location for green space/retention pond. Concerned that there might be drainage from one lot to another. Metal grate/drainage at Lee/Waverley (SW corner) • Keep stands of trees, where possible • Bike paths along green space (go to school/community club). Connect outside neighbourhoods with bike paths. Sidewalk on Waverley, like sidewalks on local streets like Bridgwater • Visitable housing, seniors housing, apartment on major streets/bus routes • More grid system for streets (navigation), but back lanes can get messy. Big enough roundabouts • Service roads • Home-based businesses are a good thing	 Legend: Purple line – collector road Green line – Active Transportation path Orange marker: multi-family Green marker parks Red marker – commercial and small multi-family (see notes) • Commercial south of school/rec centre site, north of Formby • Multi-family along Kenaston and Waverley. Small multi-family along Formby and along N-S collector which connects to North Town Road • Keep existing trees along Lee Boulevard

Appendix B – Workshop Feedback: Landowner Workshop

Group C
Table 1

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections
• Walkable area. Walkways / bike paths. Like street trees (oak) similar to older neighbourhoods. • Want to be proud of area; should have character. Maintain country feel. • Like front driveways, not back lanes. • Like porches. • Don't like cookie cutter. • Like examples of houses on Kilkenny (in Fort Richmond). • Not a huge market for large lots. • Lots need to be affordable. • Don't like houses to be too close; no "elbow room" (dislike). • Lots too close and narrow and no street parking because cars can't fit between driveways. • Would like kid-friendly area. • Happy medium. • Madina opened as street. • Corner store / neighbourhood commercial. • Passive park (dogs walking (but not dog park), green area, maintain forest area). • High end residential. • Soccer field, skating rink. • Land uses - small scale. • Road connections – Medina, want to ensure local traffic has adequate access to Bison Drive.	 Legend: Brown line – collector roads Green line – Active Transportation pathways Purple – small-scale commercial Blue – institutional/place of worship Pink – multi-family Yellow – single-family Green – park space

Appendix B – Workshop Feedback: Stakeholder Workshop

STAKEHOLDER WORKSHOP

DATE: January 16, 2018
TIME: 7 p.m. – 9 p.m.
VENUE: Soul Sanctuary (2050 Chevrier Boulevard)

Participants included representation from:

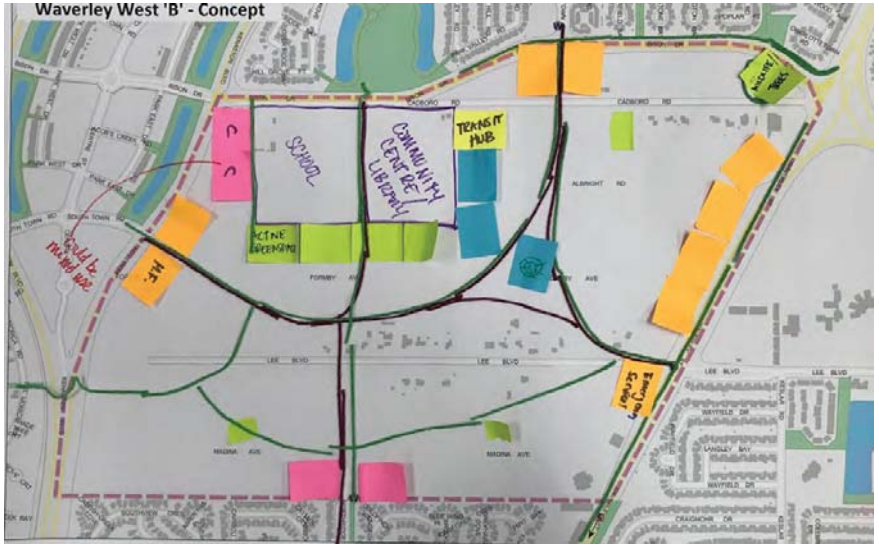
- Pembina Trails School Division
- Bridgwater Neighbourhood Association
- Bridgwater Forest Residents Association

Participants from each stakeholder group were seated together at one of two tables.

Appendix B – Workshop Feedback: Stakeholder Workshop

Table 1

Task #1: Neighbourhood Vision	Task #2: Land Uses and Connections

• Proximity to the University of Manitoba is an opportunity and threat
  ○ Some single–family dwellings are being turned into rooming houses in adjacent neighbourhoods (issues include too many cars, life safety issues, property care concerns, absentee landowners)
  ○ Opportunity to provide more appropriate student housing
 	
• Drainage concerns
  ○ Existing adjacent neighbourhoods have issues with drainage, causes existing vegetation to die
  ○ Opportunity to ensure drainage works well in this neighbourhood
 	
• Low maintenance landscaping
  ○ Existing adjacent neighbourhoods have issues with maintaining landscaping
  ○ Fountain in Bridgwater Forest requires maintenance/doesn't work
 	
• Speed limits (pedestrian safety) a concern
  ○ Consider fewer straight roads as part of the neighbourhood design
 	
• Retain existing vegetation where possible, wildlife corridor identified at northeast corner of site (near Bison and Waverley)
  ○ Opportunity to connect wildlife corridors to adjacent neighbourhoods
 	
• Pedestrian pathway/routes, transit links - connections to University of Manitoba
• Cater to demographics in the area (age in place); recreation areas (schools, community centres) for families with children
• Community centre, school, connections (road and pathways) in and out of the neighbourhood
• Community gathering spaces for casual interaction (should be flat (at-grade), fields, etc.)
• Want a nice community built around a school, pedestrian friendly
• Retain architectural controls, character
  ○ Blend aesthetics between Bridgwater Forest and South Pointe
  ○ Variety of buildings and styles
	
	• School and community centre/library should be established within the neighbourhood.
	• Collector road connections (in purple) identified throughout the neighbourhood; two connections to Bison Drive (one at the school/community centre and the other at North Town Road).
	• The school/community centre use should also be a transit hub that would link the neighbourhood to other areas of the city.
	• Multi-family at east, west and north edges of neighbourhood (orange).
	• Neighbourhood commercial ("Mom and Pop" stores, small scale) at entry of neighbourhood to the south and adjacent to the school/community centre use (pink). The neighbourhood commercial could be a mixed-use site or mixed-use buildings.
	• Retain greenspace and add additional active greenspace adjacent to school/community centre (green). It is important in this area to have active greenspace with fields and open spaces (i.e. - cricket, soccer, baseball, etc.).
	• Drainage requirements (blue) were partly accommodated adjacent to the community centre/library use identified, in part to add aesthetic value to the public spaces.
	• Fountain at the main intersection (blue).
	• Pathway connections to adjacent neighbourhoods and throughout the neighbourhood (green).
	• Single-family uses throughout remainder of neighbourhood.
	• Need for emergency services identified at the intersection of Lee Boulevard and Waverley Street (orange).
	• Orange sticky notes are multi-family, pink sticky notes are commercial, blue sticky notes are water retention ponds, green sticky notes are parks.

Appendix B – Workshop Feedback: Landowner Workshop

Table 2

<table>
<tr><th>Task #1: Neighbourhood Vision</th><th colspan="2">Task #2: Land Uses and Connections</th></tr>
<tr><td rowspan="2">

Recreation services, a place for swimming lessons
"Civic" node (lively, campus feel, always people around, walkable, services used (not retail) - community rec campus, active at different times of the day)
Multi-family development dislikes:

Lack of parking - parking should be underground, enough parking should be provided for multi-family development
Too much traffic/parking spill-over also, construction parking spill-over
Contain the parking on-site

Density of development supports bus ridership

Increased density could bring better bus services
Opportunity for park and ride facilities within the neighbourhood

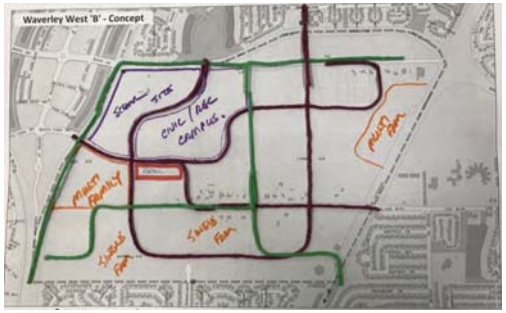
Variety of housing
Commercial

Existing is convenient
Lots of commercial amenities
Medical offices
Like not leaving the area for services
More local business - less chains
"Mom and Pop" commercial and restaurants

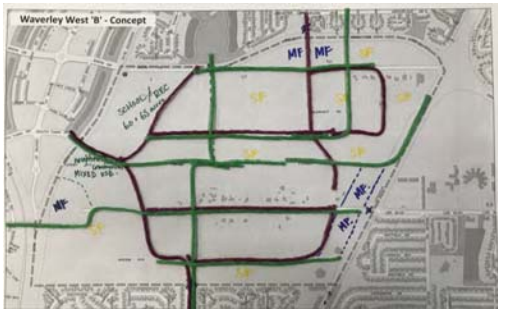
Want to see:

Some community grounds
Mixed use development – commercial on main floor with residential up top
Personal services
2-3 storeys

Multi-family should be context appropriate
Privacy should be protected
Mix of housing is desirable; should be planned in a context sensitive manner
Open houses for new development
Fountain is big draw from outsides and this creates safety issues
Safety after dark at places that draw outside visitors - e.g., turning fountain off at night
Managing facilities after dark - fountain - basketball court
Commercial kitchen to support local events
Round-abouts are problematic especial in winter; avoid one-lane streets going into round-abouts
High road speed makes biking unsafe (need protected bike lanes)

</td><td colspan="2">Participants at Table 2 decided to complete Task #2 as individuals (or small groups).</td></tr>
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A


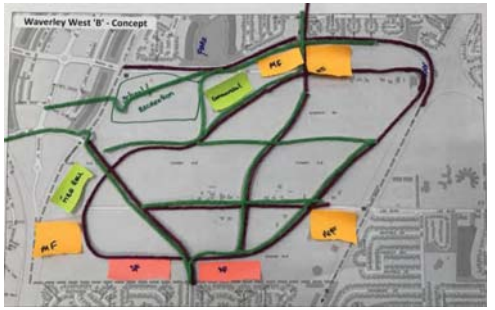
Green – Potential Active Transportation paths
Purple – potential road network

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B


Green – Potential Active Transportation paths
Purple – potential road network

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C


Greenspace area north of Lee Blvd properties buffers properties from the school/rec centre site.
Green – Potential Active Transportation paths
Purple – potential road network

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D


Includes a service road running adjacent to Bison Drive
Green – Potential Active Transportation paths
Purple – potential road network

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Waverley West 'B' Secondary Planning Process

Open House #1 Summary

July 2018

Background

The City of Winnipeg (the City) is undertaking a process to develop a secondary plan by-law for the area known as *Waverley West Neighbourhood 'B'* (Waverley West 'B'); bound by Kenaston Boulevard, the Bison Drive extension, Waverley Street, and the north limit of South Pointe.

The following is a summary of the first public open house event, in which the project team provided project information and asked for participants' comments on how the neighbourhood could develop. More information about the secondary planning process can be found online at winnipeg.ca/WaverleyWestB.

Engagement

Engagement activities undertaken so far include a stakeholder information session, two stakeholder workshops. Feedback gathered through the workshops was used by the project team to create materials for the first public open house, held on April 25, 2018.

At the public open house, participants had a chance to learn about the project, view potential future plan concepts, speak with project team members, and provide feedback on where certain land uses (like single family residential, multi-family residential, parks, institutional, and commercial uses) should be located. Approximately 200 people attended the open house, and 65 exit surveys and worksheets were completed.

Promotion activities

Public Open House	• Personalized letter to all 55 landowners, announcing second landowner workshop and first open house – March 9, 2018 • Personalized letter to all properties immediately surrounding planning area – March 21, 2018 • Bilingual postcard mail drop to over 5,725 households in Waverley West and surrounding neighbourhoods – Week of April 18, 2018 • News release – April 12, 2018 • Public engagement newsletter – April 12, 2018 • Twitter posts – April 12, 18, 24, 25 • Facebook posts – April 12, 24, 25

Format

Information boards were set up around the outside of the room, with central tables displaying three potential scenarios for development (Figure 1) on maps in the middle of the room. Examples of all three scenarios can be found in the "Scenario-specific Feedback" section. Participants provided comments about the three scenarios directly to staff at the central table, and those who were interested wrote comments (and other detailed feedback) on worksheets. Participants also provided comments on exit surveys. Comments from the worksheets and exit surveys can be found in Appendix A, and map feedback on scenarios can be found in Appendix B. The project team answered questions, and helped explain the development process. The following 'What we heard' section outlines the general themes gathered from public input. Feedback from all three scenarios will be considered when developing a final scenario, and the general themes from what we heard will form the basis of the draft plan to be presented in fall 2018.



Figure 1 - Room setup at South Pointe School

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

What we heard

All comments recorded (including peoples' comments on the scenarios, and additional scenario-related comments on the exit surveys and worksheet) can be found in Appendices A and B. Based on the comments received on all three scenarios, the project team developed themes related to specific land uses. The project team is working to integrate thesethemes into the policies (and a final development scenario) that will be presented with the draft plan at the next open house in fall 2018.

Greenspaces, wildlife and natural areas

Participants indicated that green space is desirable throughout the neighbourhood, and in the southwest in particular. Using greenspaces as buffers between existing neighbourhoods, and as a transition between low to high-density residential areas was also suggested. Existing green spaces and corridors could also provide connections to the surrounding neighbourhoods. Participants indicated that preserving existing wildlife habitats (e.g. deer habitat in the northeast) was important; and noted marshland, tree stands near Lee Boulevard, and other wildlife areas.

Pedestrian and cycling infrastructure

Participants valued pedestrian and cycling infrastructure, including sidewalks, bike paths along collector roads (roads with moderate amounts of traffic that move people between smaller local roads and major roads), and off-street trails and paths. Connectivity between residential neighbourhoods and the Town Centre was also important.

Commercial land uses

Feedback indicated that although some small neighbourhood commercial uses (like corner stores) would be appropriate, participants noted that commercial development should largely be directed to Bridgwater Centre. A few stakeholders suggested that they would like to see commercial land uses in the northeast part of Area 3 along Bison Drive.

Road network, access, traffic and parking

Within the planning area, participants generally preferred that there be no direct connection between Kenaston Boulevard and Waverley Street within Waverley West B. There were mixed feelings about the future Bison Drive extention. Many participants wanted construction to begin as soon as possible so they can better connect with the places they want to go (like University of Manitoba), while people whose properties back onto the future roadway were concerned about increased road noise. Traffic and parking needs from multi-family developments and other institutional uses were also a concern. Participants generally agreed with the limited accesses onto Waverley Street, but noted concerns about access for residents on Cadboro Road, as this road is to be closed at Waverley Street. Transit between neighbourhoods, and better public transportation to Pembina Highway and the University of Manitoba were also noted.

Estate residential

Landowners living in the area indicated a strong desire for lower density land uses along Lee Boulevard to accommodate and maintain the existing larger lot residential development in these areas. In the draft plan, there will be an area accommodating this desire, labelled 'estate residential'.

Higher density residential

The draft plan includes areas that will accommodate higher density residential buildings, like row houses, duplexes, and multi-family apartment-style housing. Some participants suggested the areas designated for higher density residential were too large, while others said there was not enough space designated for higher density residential structures. We heard from both landowners and the general public that a diverse mix of housing options and affordability is needed, especially for seniors and students. Participants also acknowledged that it is important to have enough people in the neighbourhood to support transit service.

There was general support for higher density residential along proposed collector roads. However, it was important that transitions between higher and lower density areas be addressed through adequate buffers and context-sensitive development. Participants also indicated that higher density residential areas would be a good transition between institutional land uses and lower density residential areas.

Schools and recreation

Participants indicated an immediate need for recreation facilities, community spaces, and schools in the Waverley West area. They were generally supportive about the proposed land uses and locations to accommodate facilities, and indicated support for a shared education and recreation complex with transit service and vehicle and pedestrian access to and from the existing neighbourhoods.

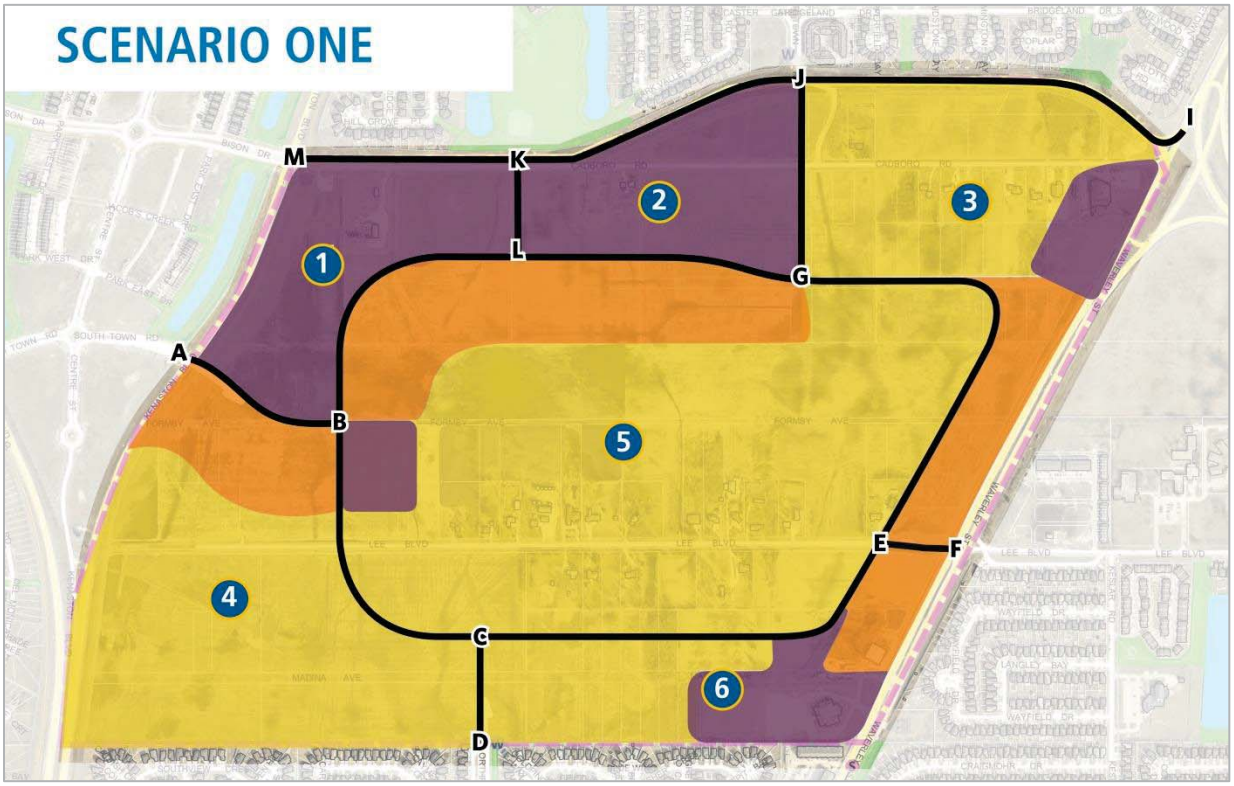
To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Scenario-specific Feedback

The following section includes summaries of comments from each of the three scenarios. All participant comments can be found in Appendices A and B.

Scenario One

- At least six participants supported the idea of having a recreational centre in the neighbourhood; two comments noted how co-locating school(s) and recreational centre was a good idea.
- The northeast and southwest corners of the area were noted as being significant spaces for wildlife.
- Comments supported Active Transportation (AT) pathways on Waverley, to University of Manitoba, from the middle of the neighbourhood to Town Centre, and along the southern edge of the neighbourhood.
- One participant liked the larger collector road around the inside of the neighbourhood, while another participant felt that the road network would be disorienting to navigate, and would make transit difficult.
- A few participants did not like the idea of higher density residential in the area.



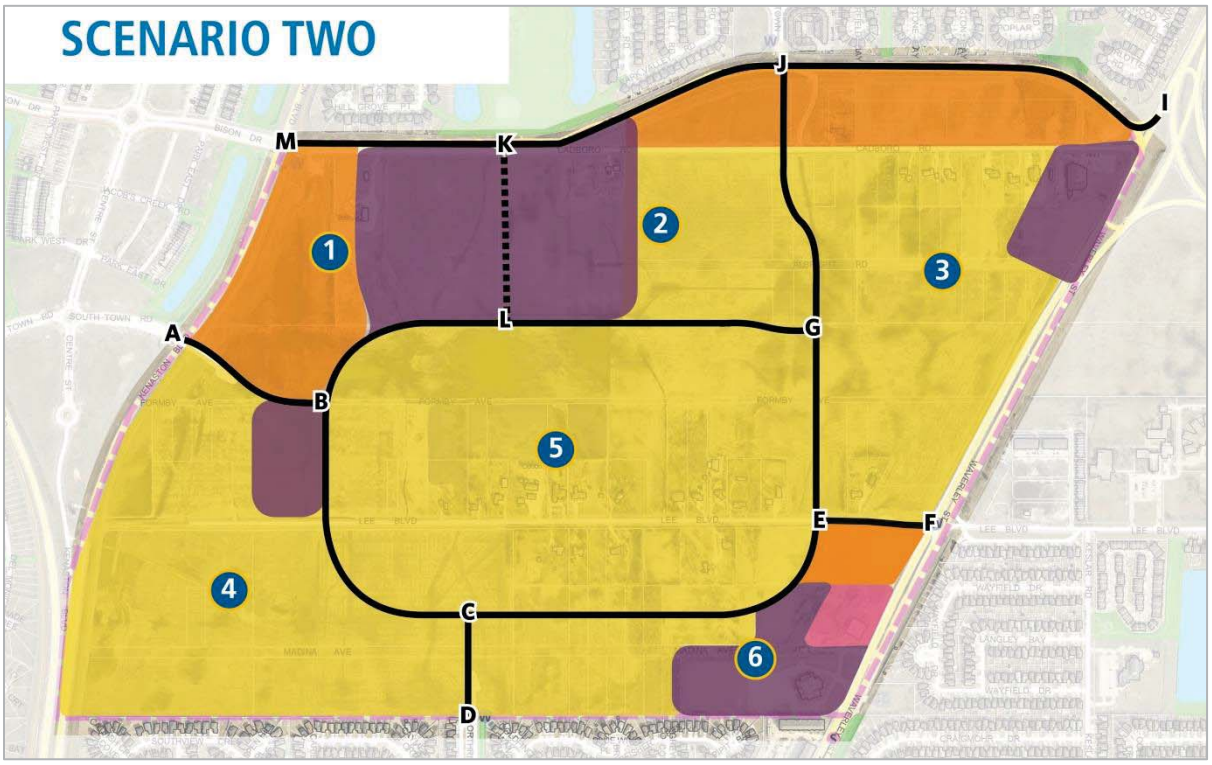
LEGEND
(Potential future land uses)

- Low Density Residential
- Medium or High Density Residential
- Institutional
- Commercial
- Collector Road
- Neighbourhood boundaries

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Scenario Two

- There was disagreement between participants about whether Bison Drive should be high speed with minimal lights and intersections.
- Three participants noted that higher density areas along the future Bison Drive made sense. One person observed that this location would make transit more viable, but all three scenarios were “relatively unambitious in terms of promoting sustainability”.
- The northeast and southwest corners of the area were noted as being significant spaces for wildlife.
- Five people recorded their desire for a central park, to increase peoples’ standards of living.
- There was a desire for medium/high density to the south of the institutional lands owned by the School Division and the City of Winnipeg (northwest area).



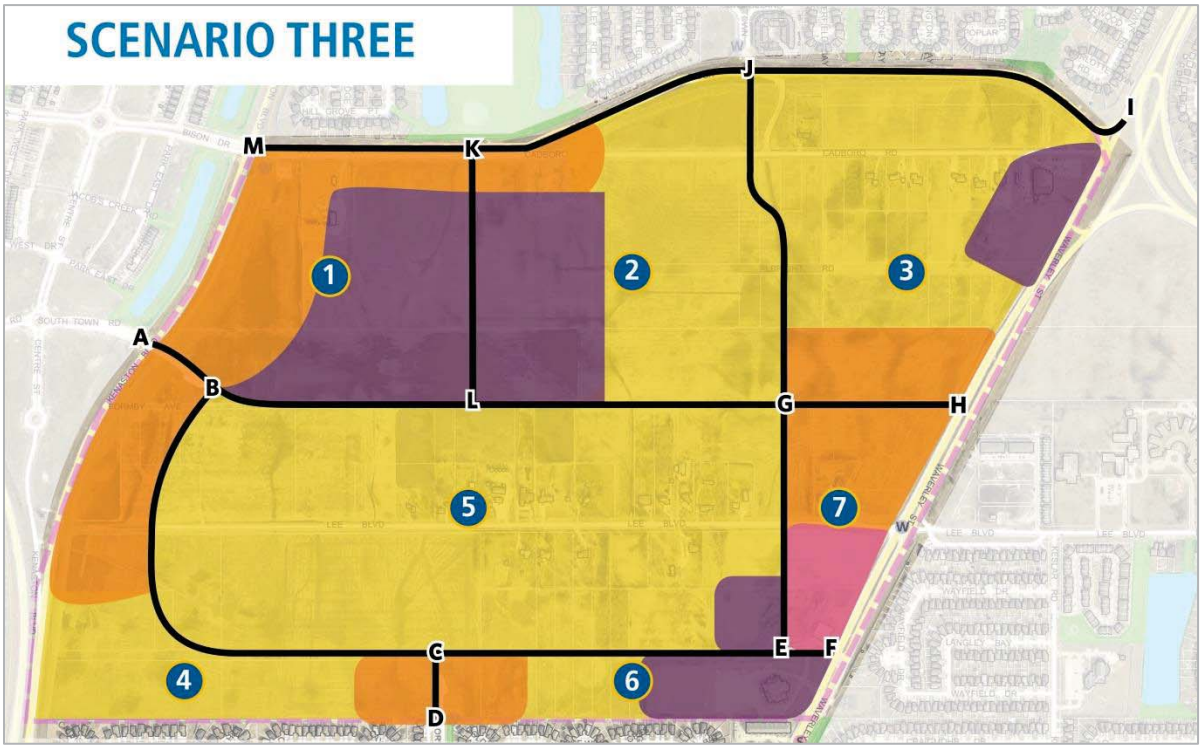
LEGEND
(Potential future land uses)

- Low Density Residential
- Medium or High Density Residential
- Institutional
- Commercial
- Collector Road
- Neighbourhood boundaries

To learn more about the Waverley West ‘B’ planning process, please visit winnipeg.ca/WaverleyWestB

Scenario Three

- One participant liked the use of dense development to buffer possible school sites from Kenaston Boulevard and the future Bison Drive, but wanted more density along Bison Drive to make transit more viable.
- There was disagreement as to the scale and placement of multi-family areas. If multifamily areas were designated in the south-central part of the neighbourhood, two comments preferred townhomes or a maximum of three storeys.
- There were concerns about intersections by Lee Boulevard and Waverley (because of a lack of lights), as well as the access to Kenaston (because a signalized intersection will likely be added)
- A concern was also noted with the road that connects Kenaston Boulevard with Waverley Street, as a through road could increase traffic speeds in the middle of the neighbourhood.
- Similar to Scenarios 1 and 2, the northeast and southwest corners of the area were noted as being significant spaces for wildlife.



LEGEND
(Potential future land uses)

- Low Density Residential
- Medium or High Density Residential
- Institutional
- Commercial
- Collector Road
- Neighbourhood boundaries

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Limitations

Worksheet responses: Public feedback was solicited through the project worksheets (Appendix A) and the mapping exercise (Appendix B). Only four worksheets were submitted, but about 10 participants chose to leave their comments on the exit survey (also included in Appendix A). All other feedback was received through the mapping exercise (Appendix B).

Diverse feedback: Although general themes and values can be gleaned from the public feedback received, we heard a wide variety of opinions through our engagement activities. All opinions will be considered along with internal feedback, feasibility analysis, available funding, land ownership, existing plans (i.e. - indicating placement of the future Bison Drive) and other stakeholder needs.

Responses to concerns

Natural areas: Although the City strives to protect mature trees and natural areas when land is developed, it is within a landowner's rights to be able to remove vegetation or trees from property they own. Preserving specific wildlife areas must also be balanced with other parks and recreation values, like the provision of active transportation (AT) linkages, linear parks, recreation centre land, and other public spaces.

Placement of Bison Drive and closure of Cadboro Road: This route has been determined since the initial Waverley West Secondary Plan was approved in 2006, and there are currently no plans to change this route.

Final location of major amenities: In winter 2018, the City acquired land for a future recreation complex. This decision was based on the best information available about land ownership and future land uses in the general area.

Parks and greenspaces: As a wide variety of feedback was received regarding placement of parks, final plans will respond to parks related values (e.g. linkages for AT, greenspace at future schools and recreation complex) rather than specific suggestions.

Specific uses: In all three scenarios, participants had specific requests and recommendations, like an indoor water park, child care spaces, corner stores, fire station, community gardens, fountain, etc. Although a secondary plan can allow for these specific uses in designated areas, it cannot ensure that these suggestions get constructed; this is largely up to private entrepreneurs, developers (and development agreements between developers and the City), and organizations. Exceptionsinclude the fire station or any other City operated facility, where placement is guided by City research and policy, as well as community gardens, where creation and placement is determined through conversations between the City and interested community groups.

Fragmented ownership of land: There are 55 different landowners in the Waverley West 'B' area. Some of these landowners are interested in developing their properties for residential (or other) uses, but others do not intend to change the use of their property in the near future. Landowners' preferences for their own properties will affect placement of parks, pathways, water retention ponds, roads, etc.

Sustainable growth: Some comments we received expressed a desire for little or no higher density residential in the area. However, it is important to offer a range of housing options, and plan new subdivisions with environmental and economic sustainability in mind. In addition, higher density could also help support small businesses, schools, and other neighbourhood amenities. Secondary plan policies can help ensure proper transitions between lower and higher density areas.

Fountains: Constructing fountains is one way to showcase the uniqueness and character of a neighbourhood. However, fountains are also costly and difficult to maintain. One way to support a fountain in the future would be for neighbourhood residents to form an organization which could fundraise for construction and maintenance.

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Next Steps

The project team is now undertaking engineering studies, consulting internally with City departments, and considering public feedback to create a plan concept, a draft parks and greenspaces map, and policies related to each of the different future land uses.

The project team will present an overview of the draft secondary plan at a second open house on Wednesday, September 26, 2018 from 5 p.m. to 8 p.m., at South Pointe School. An explanation of how input was considered and incorporated in the draft secondary plan will be provided at the open house. Those who live in the area will receive notification by mail. Those who requested project updates will receive notice by email.

Appendices

Appendix A – Additional Comments on Scenarios (from Worksheet and Exit Survey)
Appendix B – Map Feedback on Scenarios

Relevant Online Information

The documents listed below contain hyperlinks to documents used at the April 25 open house event, or documents used to advertise the open house event. Documents can also be found online at winnipeg.ca/waverleywestb.

Open House Boards
Open House Worksheet
News Release
Newspaper Ad
Postcard
Landowner and Stakeholder workshop summary

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Appendix A

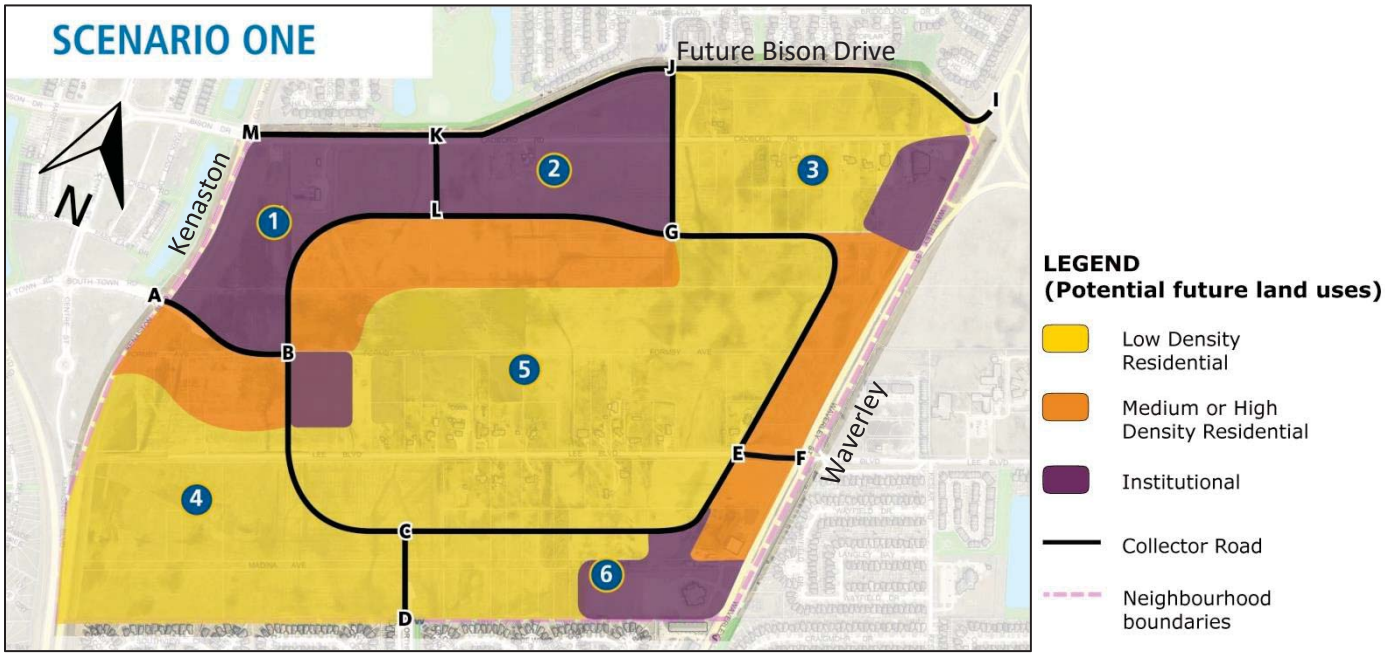
Comments on Scenarios (from Worksheet and Exit Survey)

Participants provided scenario-comments about the three scenarios in the following ways:

- Central tables displayed the three potential scenarios for development. Participants provided comments directly to staff at the central table, and written directly on the three scenarios. All comments provided to staff can be found in Appendix B.
- Worksheets were provided, and four (4) people completed a worksheet.
- Sixty five (65) exit surveys were completed. About 10 participants chose to add scenario-related comments directly on their exit survey.

Scenario-related comments from exit surveys and worksheets can be found below.

Scenario 1



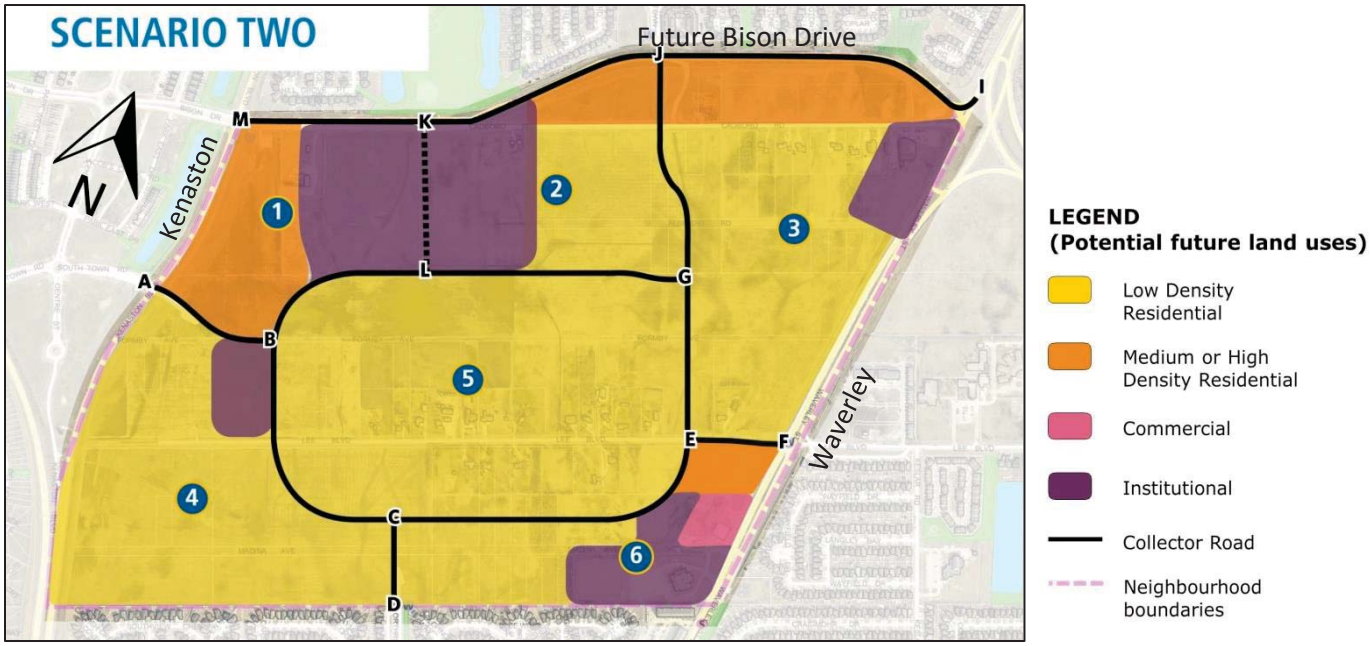
Scenario description:

- Existing religious institutional lands and existing houses are accommodated; proposed lower-density areas are located by existing residential areas.
- Active transportation network and park locations to be determined.
- The irregular shape of institutional lands may provide some site design challenges for future development.
- Higher-density areas provide a transition between lower-density areas and institutional uses.
- There is no direct connection between Kenaston and Waverley.
- Existing Albright Avenue and Madina Avenue right-of ways are used for collector roads.

Feedback from worksheets and exit surveys:

1. Smart to co-locate medium and high density with schools. Impossible to make transit in this area viable due to the indirect roads and poor distribution of dense housing and services. Disorienting to navigate. Lack of continuity may keep the neighbourhood from feeling cohesive.
2. Institutional buildings are on the collector roads.
3. Larger area for "institutional" (I'm guessing religious, school + rec) is wonderful and beneficial. All scenarios have low density residential in this area where there is a wonderful marsh [Area 6, east of C-D]. There are many, many species that call this marsh home. To name a few: deer, owls, hawks, ducks, geese, frogs, fox, skunk and many more. A number of large birds nest in this area and it would by a shame for this natural ecosystem to be destroyed for development.
4. Too many high density residential lands.
5. My favourite. I'm concerned about green space, would be nice to have some idea what % age of residential will be allocated to green space, even if just an estimate.
6. Less multi-family space, area growing too quick, add child care spaces, green space, fountain, playground areas.
7. [This] works best.
8. All – don't care, re: road alignment, don't want to see commercial space. That's what Bridgwater Centre is for, want schools (every grade), dog park (fenced/off leash) community centre, pool, library.
9. All - YMCA is needed, more commercial area, [and] bike trails.
10. [I] like this best, larger institutional land at bison and Kenaston [Boulevard]. Larger circle road in centre.
11. Not good, institutional lands sandwiched between road and high density. This weakens neighbourhood feel. [The] neighbourhood [is] also too sectored with many split zones. This is not appealing.
12. We preferred a buffer strip with trees next to our existing back yards.
13. This would be the best choice with plans for community centre including swimming pool.

Scenario 2



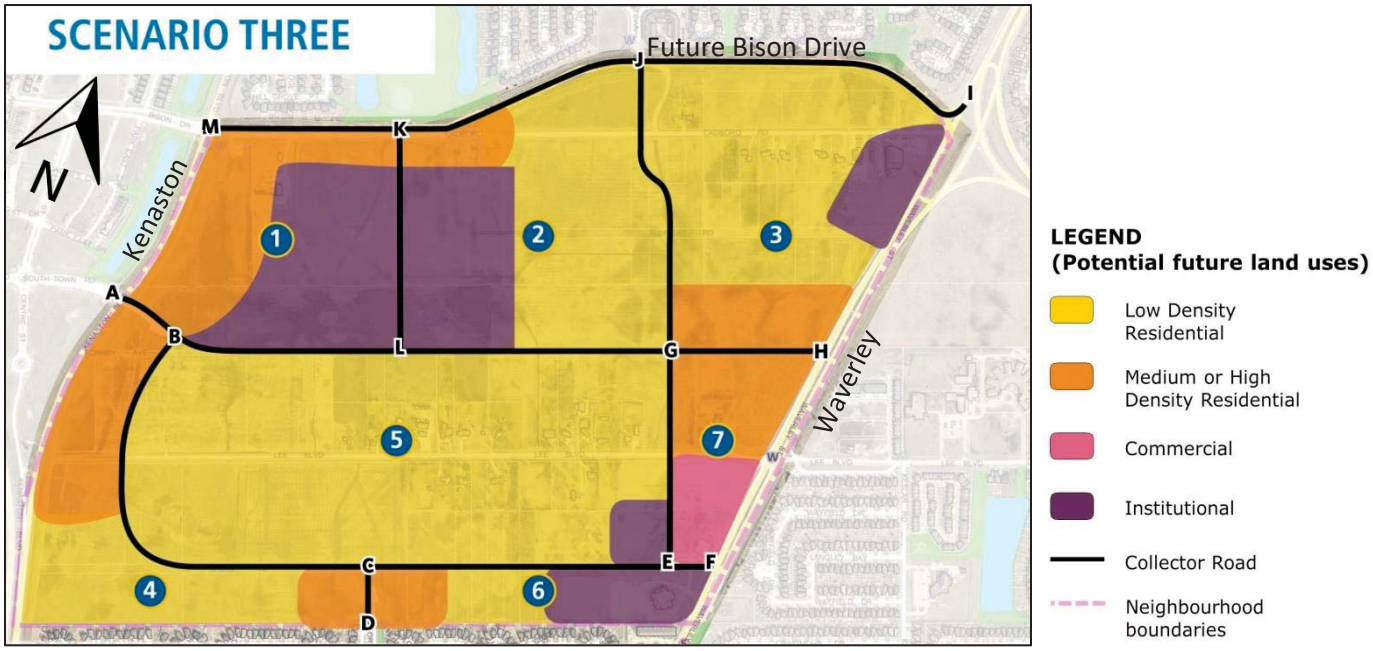
Scenario description:

- Existing religious institutional lands and existing houses are accommodated; proposed lower-density areas are by existing residential areas.
- Active transportation network and park locations to be determined.
- More low-density residential land than other scenarios; higher-density land along future Bison Drive collector road.
- There is no direct connection between Kenaston Boulevard and Waverley Street.
- Small-scale commercial adjacent to high-density residential and institutional lands.
- Existing Formby Avenue and Madina Avenue right-of-ways are used for collector roads.

Feedback from worksheets and exit surveys:

1. The placement of mid/high density makes transit along Bison Drive towards the University more viable. Has a great layout to promote medium density. Street and institution layout area great for density and walkability - take advantage of it! Best plan of the bunch but relatively unambitious in terms of promoting sustainability.
2. More low density residential land than other two scenarios. High density residential lands are close to the collector road.
3. b-c like, d-c like.
4. Less multi-family space, add child care spaces, green space, fountain, playground area.
5. I like the plan for high residential areas roadway.
6. Best balance. Very logical zoning. Good link between Kenaston [and] Waverley and high density, best for traffic.
7. Similar to scenario one.

Scenario 3



Scenario description:

- Existing religious institutional lands and existing houses are accommodated; proposed lower-density areas are by existing residential areas.
- Active transportation network and park locations to be determined.
- Two additional accesses to Waverley Street may pose road safety concerns.
- Small-scale commercial adjacent to high-density residential and institutional lands; higher density areas by Kenaston Boulevard and Waverley Street.
- Access from Waverley Street to institutional lands (south) to accommodate anticipated traffic volumes.
- Existing Madina Avenue right-of way is used for collector roads.

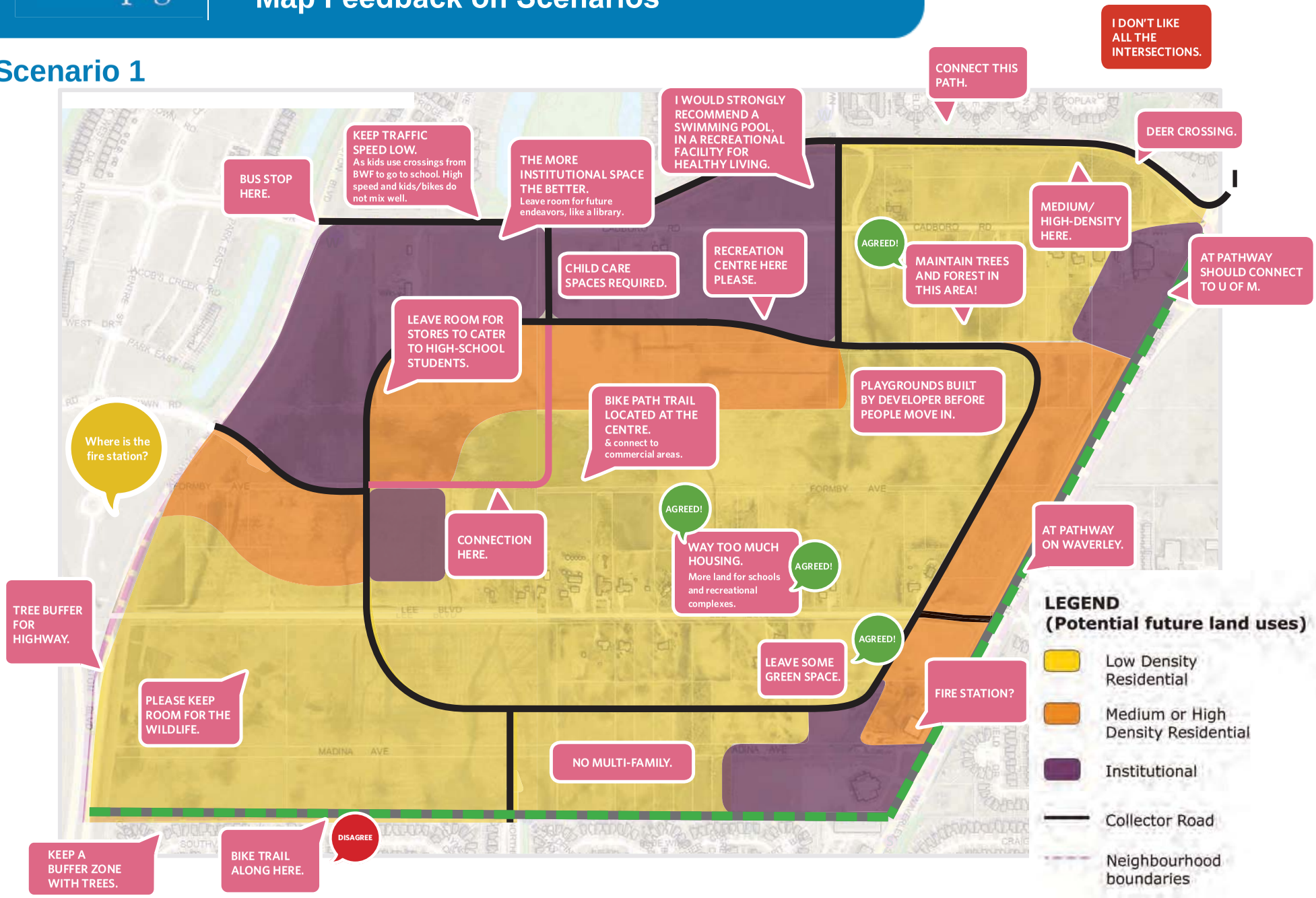
Feedback from worksheets and exit surveys:

1. Great use of dense development to buffer possible school sites from Kenaston [Boulevard] and Bison [Drive]. Needs more density along Bison [Drive] to make transit more viable. Street connections H and F make sense, but Lee should be prioritized with a set of lights.
2. Good size of commercial land and location. Too many high density residential lands.
3. It has south Pointe Road as an arterial road.
4. I don't like much about this scenario.
5. Less multi-family spaces, add child care spaces, green space, fountain, playground area.
6. Three is best for multi access ways.
7. Safety concern with through roads to Waverley [Street], high density houses at c-d road not good, neighbourhood most sectored with different zones. Not friendly feel.
8. Highly recommend community centre with swimming pool.

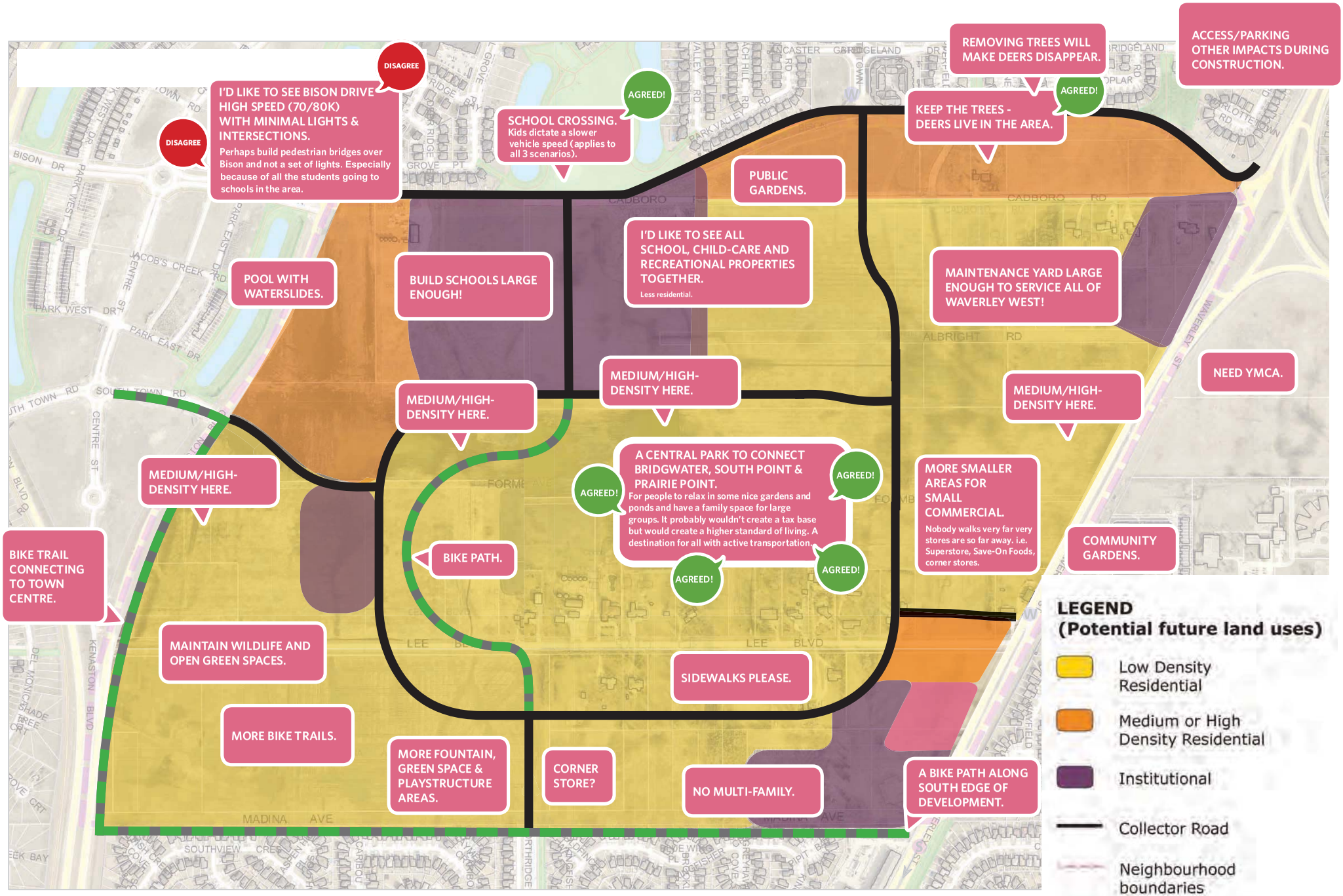
Appendix B

Map Feedback on Scenarios

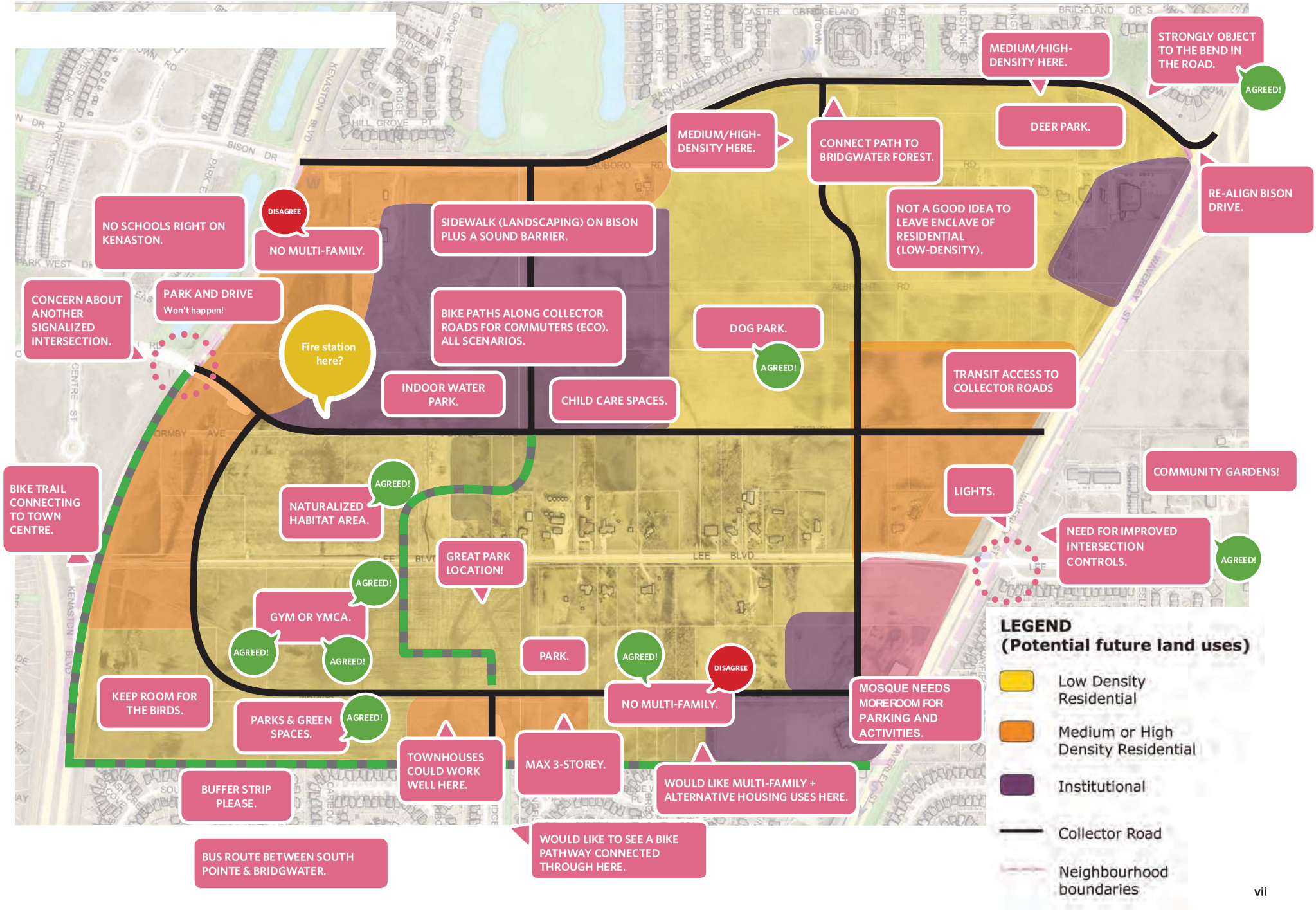
Scenario 1



Scenario 2


DISAGREE
I'D LIKE TO SEE BISON DRIVE HIGH SPEED (70/80K) WITH MINIMAL LIGHTS & INTERSECTIONS.
Perhaps build pedestrian bridges over Bison and not a set of lights. Especially because of all the students going to schools in the area.
DISAGREE
AGREED!
SCHOOL CROSSING.
Kids dictate a slower vehicle speed (applies to all 3 scenarios).
REMOVING TREES WILL MAKE DEERS DISAPPEAR.
AGREED!
KEEP THE TREES - DEERS LIVE IN THE AREA.
ACCESS/PARKING OTHER IMPACTS DURING CONSTRUCTION.
PUBLIC GARDENS.
I'D LIKE TO SEE ALL SCHOOL, CHILD-CARE AND RECREATIONAL PROPERTIES TOGETHER.
Less residential.
MAINTENANCE YARD LARGE ENOUGH TO SERVICE ALL OF WAVERLEY WEST!
POOL WITH WATERSLIDES.
BUILD SCHOOLS LARGE ENOUGH!
MEDIUM/HIGH-DENSITY HERE.
MEDIUM/HIGH-DENSITY HERE.
MEDIUM/HIGH-DENSITY HERE.
NEED YMCA.
MEDIUM/HIGH-DENSITY HERE.
A CENTRAL PARK TO CONNECT BRIDGWATER, SOUTH POINT & PRAIRIE POINT.
For people to relax in some nice gardens and ponds and have a family space for large groups. It probably wouldn't create a tax base but would create a higher standard of living. A destination for all with active transportation.
AGREED!
AGREED!
AGREED!
AGREED!
MORE SMALLER AREAS FOR SMALL COMMERCIAL.
Nobody walks very far very stores are so far away. i.e. Superstore, Save-On Foods, corner stores.
COMMUNITY GARDENS.
BIKE TRAIL CONNECTING TO TOWN CENTRE.
BIKE PATH.
MAINTAIN WILDLIFE AND OPEN GREEN SPACES.
SIDEWALKS PLEASE.
MORE BIKE TRAILS.
MORE FOUNTAIN, GREEN SPACE & PLAYSTRUCTURE AREAS.
CORNER STORE?
NO MULTI-FAMILY.
A BIKE PATH ALONG SOUTH EDGE OF DEVELOPMENT.
LEGEND
(Potential future land uses)
Low Density Residential
Medium or High Density Residential
Institutional
Collector Road
Neighbourhood boundaries

Scenario 3


MEDIUM/HIGH-DENSITY HERE.
STRONGLY OBJECT TO THE BEND IN THE ROAD.
AGREED!
DEER PARK.
MEDIUM/HIGH-DENSITY HERE.
CONNECT PATH TO BRIDGWATER FOREST.
RE-ALIGN BISON DRIVE.
NOT A GOOD IDEA TO LEAVE ENCLAVE OF RESIDENTIAL (LOW-DENSITY).
NO SCHOOLS RIGHT ON KENASTON.
DISAGREE
NO MULTI-FAMILY.
SIDEWALK (LANDSCAPING) ON BISON PLUS A SOUND BARRIER.
CONCERN ABOUT ANOTHER SIGNALIZED INTERSECTION.
PARK AND DRIVE
Won't happen!
Fire station here?
BIKE PATHS ALONG COLLECTOR ROADS FOR COMMUTERS (ECO). ALL SCENARIOS.
DOG PARK.
AGREED!
TRANSIT ACCESS TO COLLECTOR ROADS
INDOOR WATER PARK.
CHILD CARE SPACES.
COMMUNITY GARDENS!
BIKE TRAIL CONNECTING TO TOWN CENTRE.
LIGHTS.
AGREED!
NATURALIZED HABITAT AREA.
NEED FOR IMPROVED INTERSECTION CONTROLS.
AGREED!
GREAT PARK LOCATION!
AGREED!
GYM OR YMCA.
AGREED!
AGREED!
PARK.
AGREED!
DISAGREE
KEEP ROOM FOR THE BIRDS.
NO MULTI-FAMILY.
MOSQUE NEEDS MOREROOM FOR PARKING AND ACTIVITIES.
PARKS & GREEN SPACES.
AGREED!
TOWNHOUSES COULD WORK WELL HERE.
MAX 3-STOREY.
BUFFER STRIP PLEASE.
WOULD LIKE MULTI-FAMILY + ALTERNATIVE HOUSING USES HERE.
BUS ROUTE BETWEEN SOUTH POINTE & BRIDGWATER.
WOULD LIKE TO SEE A BIKE PATHWAY CONNECTED THROUGH HERE.
LEGEND
(Potential future land uses)
Low Density Residential
Medium or High Density Residential
Institutional
Collector Road
Neighbourhood boundaries

Waverley West 'B' Secondary Planning Process

Open House #2 Summary

December 2018

Background

The City of Winnipeg (the City) is undertaking a process to develop a secondary plan by-law for the area known as *Waverley West Neighbourhood 'B'* (Waverley West 'B')*;* bound by Kenaston Boulevard, the Bison Drive extension, Waverley Street, and the north limit of South Pointe.

The following is a summary of the second open house event, in which the project team provided project information and the recommended land use plan for how the neighbourhood could develop. More information about the secondary planning process can be found online at winnipeg.ca/WaverleyWestB.

Engagement

Engagement activities undertaken so far include two stakeholder information sessions, two stakeholder workshops and one open house on April 25, 2018. Feedback gathered through the workshops was used by the project team to create materials for the open house, held on September 26, 2018.

At the open house, participants had a chance to learn about the project, view highlights from the draft plan, speak with project team members, and provide comments on the plan. Approximately 146 people attended the open house, and 13 exit surveys were completed.

Promotion activities

Open House	• Personalized letter to all 55 landowners, announcing second landowner workshop and open house – August 15, 2018 • Personalized letter to all properties immediately surrounding planning area – September 10, 2018 • Bilingual postcard mail drop to over 5,767 households in Waverley West and surrounding neighbourhoods – Week of September 6, 2018 • Newspaper advertisement in the CanStar Sou'wester – September 6, 2018 • News release – September 6, 2018 • Public engagement newsletter – September 13, 2018 • Twitter posts – September 6, 19, 25, and 26, 2018 • Facebook posts – September 6, 19, 25, and 26, 2018

Format

Information boards were set up around the outside of the room displaying highlights from the draft plan, with central tables displaying the draft land use concept (Figure 1) on maps in the middle of the room. Participants asked questions and provided comments on the draft plan directly to staff throughout the room and at the central table. Participants also provided comments on exit surveys, which can be found in Appendix A. The project team answered questions and helped explain the development process. The following 'What we heard' section outlines the general themes gathered from public input. Feedback will be considered when refining the final plan before a public hearing (anticipate to occur in winter 2019).

What we heard

All comments from exit surveys can be found in Appendix A. Based on the comments received on exit surveys and in person, the project team developed themes related to the recommended plan.

Natural areas and greenspaces

Participants indicated that green space is desirable throughout the neighbourhood and expressed a desire to preserve existing treed areas. One participant noted that it is important to have an active transportation (AT) linkage to Kenaston Avenue from the northern portion of the planning area, as well as AT routes along Waverley Street and Kenaston Avenue. Participants noted that the City should create a mechanism or incentives for landowners to preserve and provide additional greenspace.

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Schools and recreation

Participants indicated an immediate need for recreation facilities, community spaces, and schools in the Waverley West area. Some participants noted they attended the open house to learn about the status of the schools, which the Province of Manitoba recently announced will be constructed.

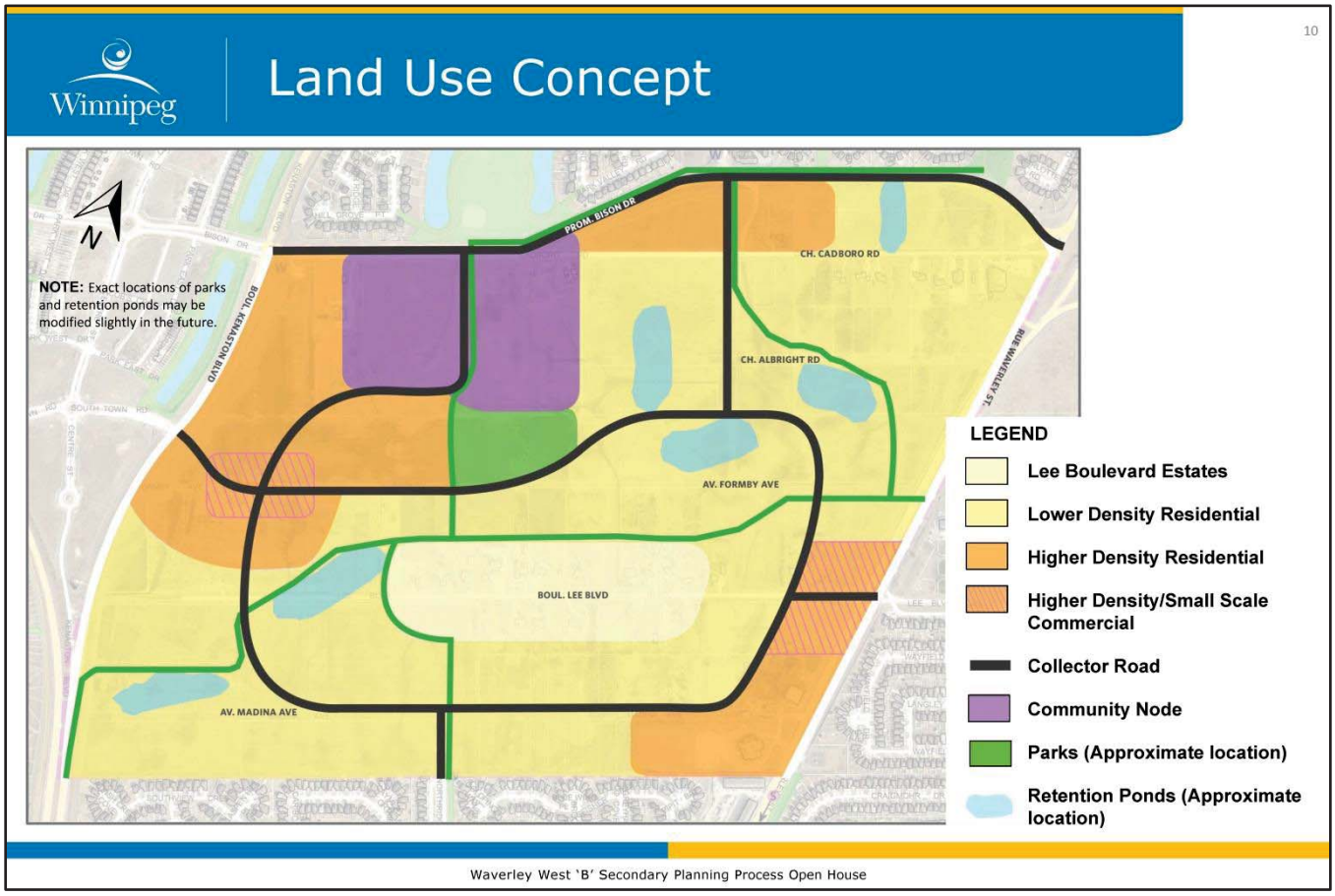


Figure 1 – Draft land use concept, proposed September 26, 2018 at open house

Commercial land uses

Participants indicated that some commercial uses would be appropriate and that they would like to see commercial land uses in the northeast part along Bison Drive, close to or within the community node land use, and at the Lee Boulevard access. Feedback from prior stakeholder and landowner workshops indicated a preference for smaller, neighbourhood-scale commercial uses (e.g. corner stores).

Road network, access, traffic and parking

Participants noted concerns about access for residents on Cadboro Road, as this road is to be closed at Waverley Street. Some participants noted that grade-separated pedestrian crossings on Bison Drive would be desirable to ensure safe connection to the schools and recreation facilities. In addition, natural buffers and greenways along Bison Drive were suggested for noise attenuation. Attendees also noted concerns about the availability of on-street parking.

Higher density residential

There was general support for higher density residential along proposed collector roads. However, it was important that transitions between higher and lower density areas be addressed through adequate buffers and context-sensitive development. This was also noted in previous stakeholder and landowner workshops. Participants also indicated that higher density residential areas would be a good transition between institutional land uses and lower density residential areas. Some participants indicated that the higher-density residential should be extended further in the northeast part of the neighbourhood.

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Subdivision details

Participants noted they would like to know more about how development will occur in the area, including detailed servicing, subdivisions and local streets design, and cost of development. Participants also had suggestions about location of specific land uses.

Process update

After the September 26, 2018 open house event, the project team continued to refine the details of the secondary plan based on feedback received, departmental review, and new information.

Following the open house on September 26, 2018, the Pembina Trails School Division entered into a land exchange arrangement with another landowner. This land exchange will allow for future schools to be more centrally located within the neighbourhood. The draft land use concept shown at the open house on September 26, 2018 (Figure 1) has been modified to accommodate the new central location of the school land. The revised draft land use concept is Figure 2 below.

Landowner input is currently being received and may result in some final changes to the revised draft plan. The final location of retention ponds and smaller neighbourhood parks wil be determined through subdivision and rezoning processes.

The revised draft plan includes the land use concept as displayed in Figure 2 below, as well as policies for major land use areas; lower density residential, higher density residential, community node, and Lee Boulevard Estates. Policies in the “community node” land use area provide for smaller scale commercial enterprises. The draft plan also includes policies related to parks, transportation, and municipal services and utilities.

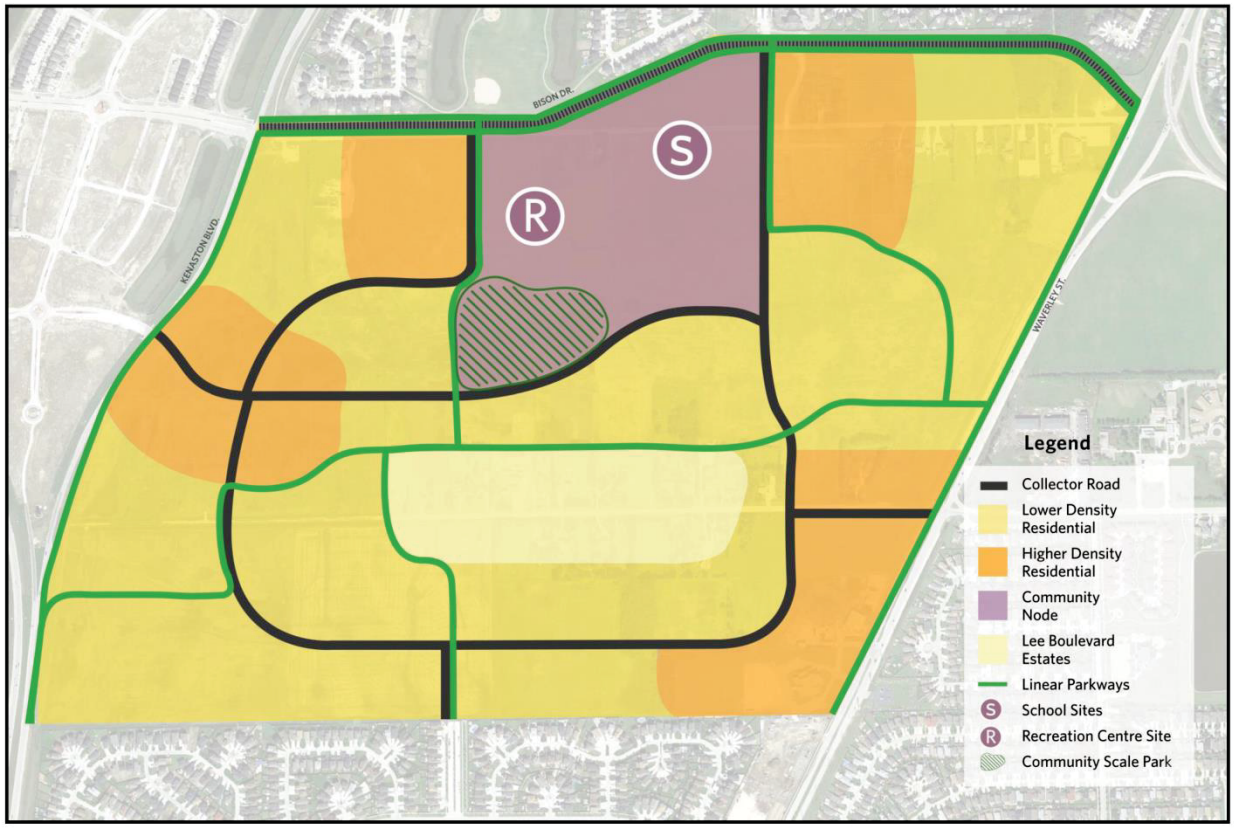


Figure 2 – Revised draft land use concept, revised late 2018

To learn more about the Waverley West ‘B’ planning process, please visit winnipeg.ca/WaverleyWestB

Responses to concerns

Natural areas and greenspaces: Participants indicated that green space is desirable throughout the neighbourhood and expressed a desire to preserve existing treed areas. Although the City strives to protect mature trees and natural areas when land is developed, it is most often within a landowner's rights to be able to remove vegetation or trees from property they own. Preserving specific wildlife areas must also be balanced with other parks and recreation values, like the provision of active transportation (AT) linkages, linear parks, recreation centre land, and other public spaces.

As a wide variety of feedback was received regarding placement of parks, final plans will respond to parks related *values* (e.g. linkages for AT, greenspace at future schools, and recreation complex) rather than specific suggestions.

It is important to note that there are 55 different landowners in the Waverley West 'B' area. Some of these landowners are interested in developing their properties for residential (or other) uses, but others do not intend to change the use of their property in the near future. Landowners' preferences for their own properties will affect placement of parks, pathways, water retention ponds, roads, etc.

Road network, access, traffic and parking: Participants expressed a desire to maintain access from Cadboro Road to Waverley Street. This route has been determined since the initial Waverley West Secondary Plan was approved in 2006, and there are currently no plans to change this route. Alternate access will be provided through improved roads as well as access points along Bison Drive, Waverley Street, and Kenaston Boulevard.

Higher density residential: Some comments we received expressed a desire for little or no higher density residential in the area. However, it is important to offer a range of housing options, and plan new subdivisions with environmental and economic sustainability in mind. In addition, higher density could also help support small businesses in the community node, schools, and other neighbourhood amenities. Secondary plan policies (which can be found in the draft plan online) can help ensure proper transitions between lower and higher density areas.

Subdivision details: One participant expressed a desire to see more details (e.g. lot sizes and locations). A secondary plan does not typically include this level of detail. Lot sizes and locations are typically dealt with at the subdivision and rezoning stage. However, any proposed subdivision and rezoning in the plan area must conform to the secondary plan.

On a similar note, participants had specific requests and recommendations, like child care spaces and corner stores. Although a secondary plan can *allow for* these specific uses in designated areas, it cannot ensure that these suggestions for specific uses will be implemented; this is largely up to private entrepreneurs, developers (and development agreements between developers and the City), and organizations. Exceptions include a fire station or any other City operated facility, where placement is guided by City research and policy, as well as community gardens, where their placement is determined through conversations between the City and interested community groups.

Limitations

Exit survey responses: Public feedback was collected through exit surveys. All other feedback was received through conversations with the project team, which were not recorded.

Diverse feedback: Although general themes and values can be summarized from the public feedback received (expressed in 'what we heard' section), we heard a wide variety of opinions through the engagement activities. All opinions will be considered along with internal feedback, feasibility analysis, available funding, land ownership, existing plans (i.e. - indicating placement of the future Bison Drive) and other stakeholder needs, with a goal of balancing perspectives, sustainability goals, and existing plans to determine the best overall solution.

Next Steps

The project team is now preparing a report to accompany the draft plan to submit to the Standing Policy Committee for Property and Development, Heritage and Downtown Development (SPC-PD) in February 2019. SPC-PD recommends whether or not the plan should be given first reading by Council. This recommendation goes to Executive Policy Committee (EPC), who decides on whether or not to concur (agree) with the recommendation made by SPC-PD. Finally, Council votes to decide whether or not to give first reading to the proposed by-law, and determines which committee will host a public hearing. As part of the decision-making process, there will be opportunities for members of the public to appear as a delegation before committees or Council or register to speak at the public hearing. Notification of these opportunities will be provided to those on the project email list with as much notice as possible. After Council votes, first reading is considered complete.

After first reading, a public hearing is held by the committee as directed by Council to allow for the public to provide feedback on the proposed by-law. As part of this decision-making process, members of the public may register to speak

at the public hearing. The hearing is most often hosted by the local community committee made up of three Councillors, one of which is the councillor for the ward in which the subject land of the proposed by-law is located.

Following the public hearing, the community committee puts forth a motion to SPC-PD with recommendations based on their assessment of the public hearing. Notification of these opportunities will be provided to landowners, stakeholders, and members of the public who have provided their email addresses to the project team. The recommendations are then sent to SPC-PD and EPC, with each voting on a motion with recommendations for Council to consider before voting to give the proposed by-law a second and third reading.

Appendices

Appendix A – Exit Survey Comments

Relevant Online Information

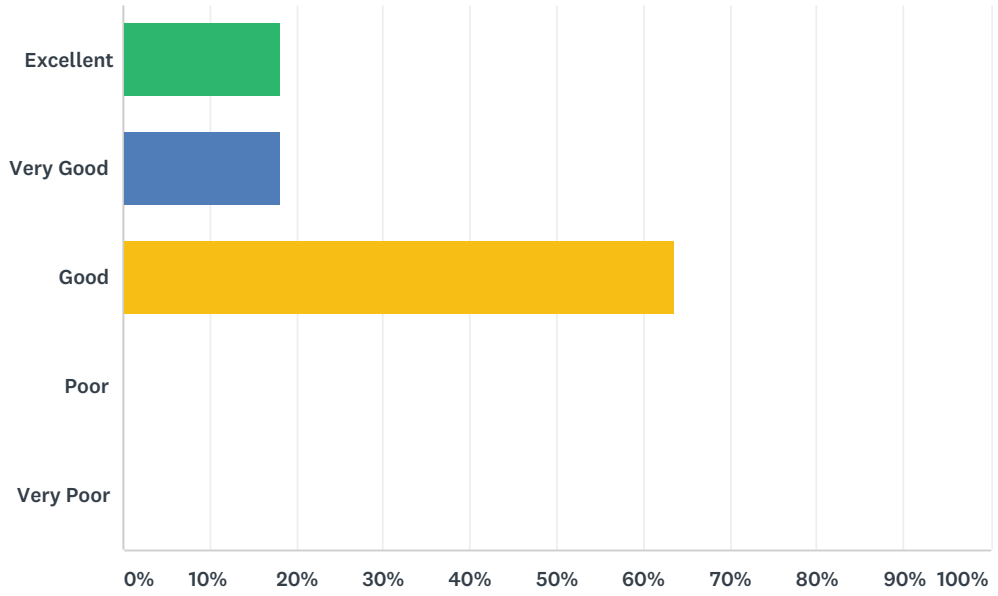
The documents listed below contain hyperlinks to documents used at the September 26 open house event, or documents used to advertise the open house event. Documents can also be found online at winnipeg.ca/waverleywestb.

Open House Boards
News Release
Newspaper Ad
Postcard

To learn more about the Waverley West 'B' planning process, please visit winnipeg.ca/WaverleyWestB

Q1 How would you rate this open house?

Answered: 11 Skipped: 2



ANSWER CHOICES	RESPONSES	
Excellent	18.18%	2
Very Good	18.18%	2
Good	63.64%	7
Poor	0.00%	0
Very Poor	0.00%	0
TOTAL		11

Q2 What did you like?

Answered: 12 Skipped: 1

#	RESPONSES	DATE
1	Informative pictures, diagrams	10/15/2018 9:47 AM
2	Access to people who are a part of the design Openness to listen	10/15/2018 9:46 AM
3	Was well displayed	10/15/2018 9:41 AM
4	Explained zoning and land usage well	10/15/2018 9:40 AM
5	Organized boards with set / scheduled timelines and strategic planning	10/15/2018 9:40 AM
6	The available layouts	10/15/2018 9:39 AM
7	Put 100 feet of gravel road to open Cadboro at Kenaston	10/15/2018 9:30 AM
8	People to ask questions who knew the answers	10/15/2018 9:28 AM
9	Presenters were open and honest.	10/15/2018 9:26 AM
10	Looks very organized.	10/15/2018 9:23 AM
11	Green walks	10/15/2018 9:08 AM
12	Posted display boards online. The display boards were clear and each focused on one theme. I was very happy to see the linear greenways and parks. Everyone wants green spaces.	10/15/2018 9:07 AM

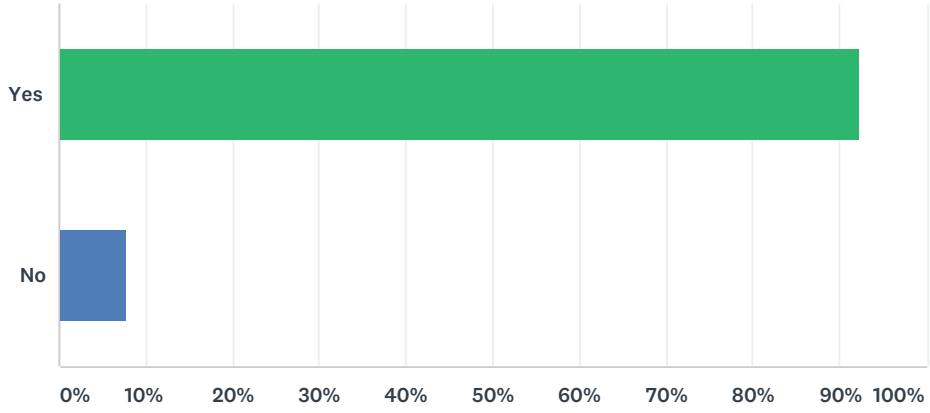
Q3 What could be improved?

Answered: 10 Skipped: 3

#	RESPONSES	DATE
1	More cookies, less donuts	10/15/2018 9:47 AM
2	I liked the fact that concerns were identified on the boards - but some issues with how they were explained in the address - responses too broad	10/15/2018 9:46 AM
3	More graphics	10/15/2018 9:40 AM
4	How many single family lots, detail specifics	10/15/2018 9:40 AM
5	Connection at Waverley	10/15/2018 9:30 AM
6	More people explaining the whys	10/15/2018 9:28 AM
7	Cadboro Road should be extended straight through to Kenaston	10/15/2018 9:26 AM
8	I was looking for info on the schools. Not too concerned with future residential development.	10/15/2018 9:19 AM
9	Overpass should be built to connect greenwalk trail on Bridgwater Forest side to the school and rec centre.	10/15/2018 9:08 AM
10	The City of Winnipeg needs more authority to require dedicated park land so that more than 10% is given. Reward developers who allocate green space.	10/15/2018 9:07 AM

Q4 Do you believe you had an opportunity to share your input?

Answered: 13 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	92.31%	12
No	7.69%	1
TOTAL		13

Q5 Please expand:

Answered: 7 Skipped: 6

#	RESPONSES	DATE
1	Discussed a few concerns I had with key people and felt was heard	10/15/2018 9:46 AM
2	Schools	10/15/2018 9:40 AM
3	Was able to bring forward my concerns	10/15/2018 9:39 AM
4	It was more look and see not engage	10/15/2018 9:28 AM
5	We will need sound barriers along Cadboro Road	10/15/2018 9:26 AM
6	To keep the planned low-density residential near Northridge Road	10/15/2018 9:23 AM
7	City planners introduced themselves and offered to explain details.	10/15/2018 9:07 AM

Q6 Are there any topics that you would like us to provide more information on in the future?

Answered: 9 Skipped: 4

#	RESPONSES	DATE
1	Dog Park "being considered" is a cop-out People want it - make it happen Get a timeframe for school	10/15/2018 9:47 AM
2	Clearer outcome statements on traffic control and flow	10/15/2018 9:46 AM
3	Just a general comment:I thought there would be more road / street layouts already planned.	10/15/2018 9:41 AM
4	Lot sizes, who is primary developer, when will it be serviced	10/15/2018 9:40 AM
5	Plan for the development of higher level / density multi family houses	10/15/2018 9:39 AM
6	The maintenance of park areas	10/15/2018 9:28 AM
7	How the City / developer provider the infrastructure such as sewer. We need to see the plans and potential impact on the existing neighbourhood.	10/15/2018 9:23 AM
8	Schools	10/15/2018 9:19 AM
9	- Incentives to protect and preserve our treed. - For every healthy tree (even on private land) that is cut, must provide 3 - 10 more trees	10/15/2018 9:07 AM

Q7 Are there any additional comments or questions you would like to share?

Answered: 5 Skipped: 8

#	RESPONSES	DATE
1	Please no more "land swaps" :)	10/15/2018 9:47 AM
2	Notification for online information and updated. I belong to the South Pointe Community Facebook and did not get any notification.	10/15/2018 9:46 AM
3	Please limit the number multi-family houses. Ensure that the number of floors will not be greater than 4 to protect the privacy of the surrounding houses in Brigwater Forest. Focus on green spaces and community centres / recreation areas instead.	10/15/2018 9:39 AM
4	Would like to know the approximate land development cost (per acre) We would like to see the City preserve the current land assignment on low density residential areas.	10/15/2018 9:23 AM
5	Thank you to all the city planners who worked on these plans and displays and made the information available online.	10/15/2018 9:07 AM