WAVERLEY WEST
NEIGHBOURHOOD "B"

SECONDARY PLAN

Schedule "A" to By-law No. 1/2019

Prepared for:
The City of Winnipeg

Prepared By:
WSP Canada Group Limited
111-93 LOMBARD AVENUE
WINNIPEG, MB, CANADA R3B 3B1

wsp.com



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1.0 INTRODUCTION

1.1 BACKGROUND

In 2006, the City of Winnipeg adopted the Waverley West Area Structure Plan (By-law No. 10/2006) which provided a framework for the future neighbourhood development of ~3,000 acres of agricultural land in south west Winnipeg. The *Waverley West Area Structure Plan* (Waverley West ASP) promotes the orderly neighbourhood development of the plan area by providing a framework in pursuit of broad land use planning, transportation and servicing objectives. In order to ensure the logical growth and sequencing of development within the plan area, the Waverley West ASP divides the plan area into seven 'Neighbourhood Plan Areas', the boundaries of which generally reflect the logical extension of connecting roadways (See **Figure 1 - Waverley West Neighbourhood Plan Areas**).

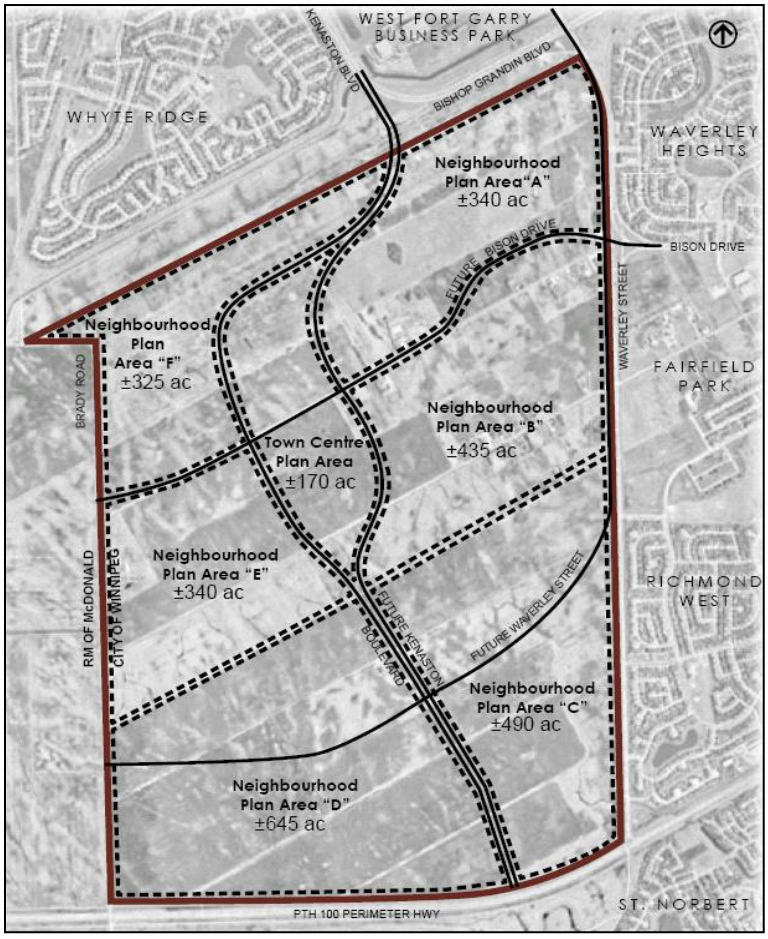


Figure 1 - Waverley West Neighbourhood Plan Areas

In order to address key land use, transportation, recreation and servicing components that require coordination and detailed planning, the Waverley West ASP requires that a Neighbourhood Area Structure Plan (NASP) be created for each of the seven individual Neighbourhood Plan Areas in advance of development of those areas.

Each NASP is required to fulfill the requirements of the Waverley West ASP. Where feasible, reasonable efforts should be provided at the Neighbourhood Plan Area level to help ensure that connections between Neighbourhood Plan Areas are created. The creation of each NASP is to be done in consultation with the general public and area resident's interests to ensure the coordination of local and regional services and the compatibility of land uses and other objectives.

The function and general characteristics of each Neighbourhood Plan Area are described in the Waverley West ASP, with the Town Centre Neighbourhood Plan Area being uniquely identified for development consistent with a commercial main street environment. Due to the relatively high number of existing residences and landowners, the Waverley West Neighbourhood Plan Area 'B' is identified as a 'Special Planning Area' requiring additional consultation and attention to planning details. The Waverley West Neighbourhood 'B' Secondary Plan represents the culmination of a planning process involving landowners of Waverley West Neighbourhood Area 'B'.

1.2 PURPOSE OF THE PLAN

The purpose of the Waverley West Neighbourhood 'B' Secondary Plan (the Plan) is to ensure that the growth and development of Waverley West Neighbourhood Area 'B' (Plan Area) occurs in a logical and integrated manner. The Plan is intended to ensure that development within the Plan Area reflects the expectations of landowners and is compatible with, and complimentary to, existing uses both within and in proximity to the Plan Area.

1.3 AUTHORITY OF THE PLAN

The City of Winnipeg Charter Act (Charter), section 234 provides The City of Winnipeg (City) with the authority to adopt secondary plan by-laws "to provide such objectives or actions as council considers necessary or advisable to address, in neighbourhood, district or area of the city, any matter within a sphere of authority of the city".

The Plan is a secondary plan by-law adopted by the City pursuant to this section of the Charter.

Under the Charter, all development applications submitted with respect to any lands within the Plan Area, as shown on **Figure 2 - Waverley West Neighbourhood 'B'** must conform with the policies of the Plan. In addition, under section 275 of the Charter, applications to rezone and/or subdivide properties must be refused without a hearing unless they conform to the policies of the Plan.

1.4 IMPLEMENTATION AND TIMEFRAME

1.4.1 IMPLEMENTATION

This Plan is future-oriented and depicts how the Plan Area is to be developed over time through a series of private and public-sector initiatives. This will be accomplished through the development application process which will include more detailed and site-specific studies dealing with matters such as servicing, park dedication, land ownership, zoning, subdivision, and development timing. Applications shall be based on and evaluated against the policies outlined in the Plan.

1.4.2 TIMEFRAME

As the development of new communities depends on a variety of factors, including market supply and demand, infrastructure investment, local and national economics, and landowner interest, it is difficult to predict how long this Plan Area might take to develop. However, the Plan is future-oriented, and is written to guide development over a 25-year time horizon. Thus, it is reasonable to assume that the majority of the Plan Area will develop within that timeframe.

1.5 INTERPRETATION

1.5.1 MAPPING

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

1.5.2 POLICY

Where a statement of intent accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy or policies that follow.

Where the term "shall" is used in a policy, development must conform to that policy.

Where the term "should" is used in a policy, development should conform to that policy in most circumstances; however, development may deviate from the policy where this is necessary to address unique circumstances or to allow an alternate means of satisfying the original intent of the policy.

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

Where a policy requires compliance at the development application stage, that requirement may be deferred to the Subdivision Approval (Plan Registration) or Building Permit stage, without requiring an amendment to the Plan.

Where a policy requires that studies, analysis or information be submitted, the exact requirements and timing of the studies, analyses or information, shall be determined at the development application stage.

In this Plan, the following words or phrases have the following meanings, unless the context requires otherwise:

"abut" or "abutting" means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares property line or boundary with it;

"adjacent" means properties or uses that would otherwise abut but are separated by a road or other publicly-dedicated right-of-way or pathway;

"*Complete Communities*" means the Complete Communities Direction Strategy By-law;

"Council" means the municipal council of the City;

"designated employee" means the Director of Planning, Property and Development, any other City employee who has been authorized by the Director to exercise any of the powers given to the Director or the designated employee under this By-law;

"multi-family dwelling" refers to a building containing three or more dwelling units, each of which is designed and used or intended to be used exclusively by one family, including townhouses and apartments, in accordance with the *Zoning By-law*;

> "ground-entry multi-family dwelling" means a multi-family dwelling where each individual dwelling unit has a separate entrance leading to street level;

"Net Developable Acre" is calculated by the "net area", meaning the total area of land contained within the property boundaries, excluding undevelopable lands, such as public roads, park space, pathways, walkways, ponds and fringe areas and other lands that are not residential in nature, such as schools, recreation and commercial uses;

"*OurWinnipeg*" means the OurWinnipeg Plan By-law No. 67/2010;

"row dwelling" refers to a particular type of multi-family dwelling that contains three or more dwelling units located side-by-side, where no dwelling unit is located entirely or partially above another dwelling unit, in accordance with the *Zoning By-law*;

"semi-detached dwelling" means a two-family dwelling where no dwelling unit is located entirely or partially above another dwelling unit, in accordance with the *Zoning By-law*.

"single-family dwelling" refers to a building designed for residential occupancy by one family, in accordance with the Zoning By-law;

"two-family dwelling" refers to a building containing two dwelling units, each designed and used, or intended to be used, exclusively by one family, in accordance with the *Zoning By-law*;

"units per acre" shall be calculated by establishing the "total number of housing units" and dividing it by the Net Developable Acres; and

"*Zoning By-law*" means the Winnipeg Zoning By-law No. 200/2006, as amended.

1.5.3 FIGURES

Where figures are provided within the Plan, they are for illustrative purposes only, meant to assist in interpretation of the objective and policies of the Plan.

1.6 MONITORING, REVIEW AND EVALUATION

The vision, objectives, and policies of the Plan will be subject to periodic review and update to ensure they remain current and relevant over time.

1.7 AMENDING THE PLAN

As a (secondary plan) by-law, application to amend the Plan must be submitted to the Planning, Property and Development Department for review and approval by Council. The applicant shall submit any and all supporting information that a designated employee determines to be necessary to justify and/or evaluate the proposed amendment. Figures (apart from the land use policy map) are conceptual and for illustrative purposes only; their modification does not require an amendment.

1.8 PLAN AREA

The Plan Area is approximately 435 acres in size and is one (1) of seven (7) neighbourhoods which comprise the larger area known as 'Waverley West' in southwest Winnipeg. It is bound on the north by the Bridgwater Forest Neighbourhood (and by what will be the extension of Bison Drive west of Waverley Street to Bridgwater Centre), on the east by Waverley Street, on the south by the South Pointe Neighbourhood and on the west by Kenaston Boulevard (**Figure 2**). The Plan Area is the final remaining neighbourhood in Waverley West without an approved Neighbourhood Area Structure Plan (adopted by Council as a Secondary Plan By-law).



Figure 2 - Waverley West Neighbourhood 'B' Plan Area

1.9 BACKGROUND AND SUPPORTING STUDIES

Several background studies were undertaken to support the development of the Plan, including a transportation study, an infrastructure and servicing study and a public engagement report.

1.10 COST SHARING

This section provides direction on the nature of agreements that may be pursued by the City to ensure the costs of providing infrastructure to the planning area are equitably shared amongst benefitting land owners.

1.10.1 OBJECTIVES

The objective of entering into cost sharing agreements between the City and landowners is:

A. To enable the equitable sharing of infrastructure, park dedication and related costs between benefitting landowners of the Plan Area; and

B. To make landowners and prospective developers aware of the range of items that may be subject to cost sharing agreements.

C. To encourage proceeds acquired from cash-in-lieu of land dedication or agreements related to provision of parks-related infrastructure to be directed to parks and related-infrastructure in the plan area.

1.10.2 POLICIES

1. The City may enter into agreements with landowners to cost share the provision of infrastructure within the Plan Area.
2. Cost sharing arrangements and/or area charges are subject to periodic review and update as appropriate.
3. Collector roads, and related infrastructure, generally identified on **Appendix A – Land Use and Transportation Concept Plan** (**Appendix A**) may be cost shared within the Plan Area. Any additional road infrastructure constructed to a collector road standard within the Plan Area that is not generally identified on **Appendix A** may not be subject to an area wide charge.
4. 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 Trunk Service Rate (TSR) charge on a per hectare/acre basis. Land required for impoundment and/or retention pond may be included as a cost of the TSR.
5. Consideration should be given to direct proceeds collected from cash-in-lieu of land dedication in the Plan Area exclusively to parks within the Plan Area.
6. Professional fees related to the preparation of this plan may be cost recovered through an area charge.
7. Offsite infrastructure improvements of mutual benefit to landowners within the Plan Area, such as water, wastewater and drainage infrastructure, may be cost recovered through an area charge.

2.0 PLANNING VISION AND GUIDING PRINCIPLES

2.1 VISION

Waverley West Neighbourhood B will be a residential community that complements and builds on the established areas in Waverley West that surround it. Connections to these neighbourhoods by paths, sidewalks, and roads will allow residents to move between the neighbourhoods, accessing services, schools and recreation. It will provide a wide range of housing and transportation options for people of all ages and abilities.

2.2 GUIDING PRINCIPLES

As an extension of the key directions outlined in *OurWinnipeg* and *Complete Communities*, the following guiding principles provide a framework for the policies specified in the Plan. The guiding principles are also represented in **Figure 3 - Guiding Principles**.

CONNECTED

Maximize connectivity throughout the Plan Area and to surrounding communities for all modes of transportation, including active transportation (walking, cycling, etc.) and motorized vehicle, in an efficient and logical manner.

VARIETY OF LAND USES

Promote a complete community by providing for a variety of land uses, in support of residential development, organized around a recreational and educational hub.

HOUSING OPTIONS

Provide a variety of housing types that meet the needs of various segments of the housing market.

AESTHETIC

Encourage scale, treatment, styles and materials to achieve a similar look and feel as other Waverley West neighbourhoods.

NATURAL AMENITIES

Maximize green space opportunities with a focus placed on naturalized landscape treatments and preservation of existing trees and habitats, where possible.

RESPECT EXISTING DEVELOPMENT

New development will be sensitive to existing residential land uses along Lee Boulevard.

EFFICIENT INFRASTRUCTURE

Development will be serviced to City urban standards, including roads, drainage, water and wastewater infrastructure.

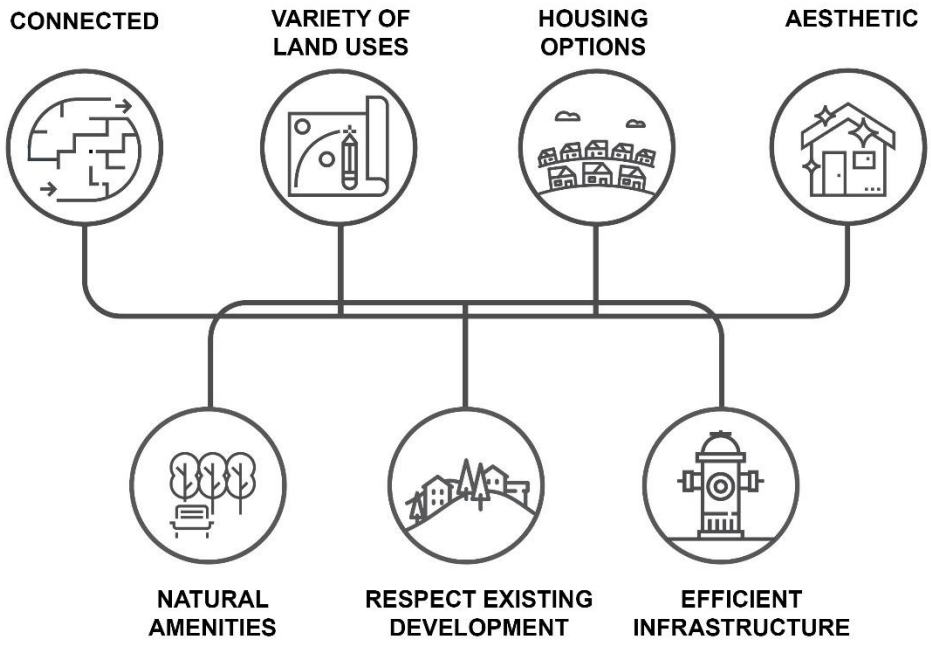


Figure 3 - Guiding Principles

3.0 LAND USE

The Land Use and Transportation Concept Plan for the Plan Area is located in **Appendix A** and consists of a series of Land Use Policy Areas that define the future land use pattern and collector road network of the Plan Area. The Land Use Policy Areas are categorized as follows:

- Lower Density Residential;
- Medium Density Residential;
- Lee Boulevard Estates; and
- Community Node.

The following sections outline the intent and polices that apply to each Land Use Policy Area illustrated in **Appendix A**.

There is also policy direction for Parks and Open Space, Neighbourhood Design, Transportation and Municipal Servicing and Infrastructure.

3.1 LOWER DENSITY RESIDENTIAL

Lower Density Residential areas provide primarily for the development of single-family dwellings and opportunities for two-family dwellings and certain styles of multi-family dwellings, where appropriate, as outlined in the policies that follow.

3.1.1 OBJECTIVES

The objective of the **Lower Density Residential** area is:

A. To provide areas to accommodate primarily single-family and two-family dwellings, with ground-entry multi-family dwellings incorporated in appropriate locations;

B. To provide areas to accommodate institutional uses, such as places of worship, in appropriate locations;

C. To design streets and lots that have sufficient landscaping areas to positively contribute to the urban tree canopy;

D. To create a safe, comfortable, accessible and aesthetically attractive private/public realm that encourages pedestrian activity;

E. To ensure lot widths provide sufficient on-street parking opportunities to meet the needs of the neighbourhood and that provide sufficient snow storage to meet the City's operational needs; and

F. To provide areas for active and passive recreational opportunities for residents through the establishment of parks, open space and an integrated pathway network.

3.1.2 POLICIES

1. Single-family and two-family dwellings shall be the predominant use of land, with ground-entry multi-family dwellings allowed in appropriate locations as determined by the City.
2. New public and institutional uses, such as places of worship, daycares and non-regional recreational uses may be allowed within the **Lower Density Residential** area, where determined by the City to be compatible and appropriate. Such uses shall be located adjacent to collector roads and the design of the site shall mitigate any negative impacts of the use on adjacent lower density residential uses.
3. Existing institutional uses within the **Lower Density Residential** areas may only expand if they are:
    a. located on and have access to a collector or arterial road; and
    b. serviced by a full range of municipal services.
4. Any residential development application for lands within a **Lower Density Residential** area should achieve a minimum density of 7.0 dwelling units per Net Developable Acre.
5. Higher density development shall be directed along collector roads within sub-areas 1 and 2 as shown in **Appendix B – Sub-areas for Concept Plans**.
6. Residential lots shall not back onto an internal collector road, unless it can be it can be demonstrated that physical site constraints limit the ability to provide lots which flank or front the collector road. In these instances a variety of lot treatments which provide visual interest and neighbourhood character may be considered.
7. Design solutions shall be provided to the satisfaction of the Director of Public Works, where the size of a proposed residential lot or series of contiguous residential lots result in difficulties with respect to
    a. the availability of front yard areas for landscaping and tree growth;
    b. adequate snow storage areas;
    c. on-street parking capacity; and
    d. street lighting;
8. Multi-family dwellings
    a. shall take exclusive access from a back lane,
    b. shall be street oriented and ground entry only; and
    c. should be limited to approximately six dwelling units per building
9. Notwithstanding policy 8(c) of this section, Multi-family dwellings on collector roads in sub-areas 1 and 2 as shown in **Appendix B**, may exceed six dwelling units per building

10. Multi-family dwellings may be considered on local roads provided they are interspersed and integrated in a manner which preserves the intent of the Lower Density Residential designation. Notwithstanding policy 8(a) of this section, such development may be considered without taking exclusive access from a back lane provided that a solution can be provided which addresses the following design considerations to the satisfaction of the Director of Public Works:
    a. the availability of front yard areas for landscaping and tree growth;
    b. adequate snow storage areas;
    c. on-street parking capacity; and
    d. street lighting.
11. Live-work style development may be allowed along collector roads in the **Lower Density Residential** areas within sub-areas 1 and 2 as shown on **Appendix B**.
12. Despite other policies in this section, only single-family dwellings shall be permitted on lots abutting the southerly edge of the Plan Area located within the **Lower Density Residential** areas.
13. Parks, open spaces and an integrated pathway network shall be provided in **Lower Density Residential** areas to meet the active and passive recreational needs of residents and visitors.
14. Properties zoned "A–Agricultural" shall be required to rezone prior to the establishment of new principal buildings or uses.

3.2 MEDIUM DENSITY RESIDENTIAL

Medium Density Residential areas provide opportunities for a range of multi-family residential development types that will serve to increase the overall density of the Plan Area and offer a range of housing options in terms of size, form and tenure.

3.2.1 OBJECTIVES

The objective of the **Medium Density Residential** area is:

A. To provide areas to accommodate multi-family dwellings, including row dwelling, townhomes and multi-storey residential buildings;

B. To provide areas to accommodate institutional uses, such as places of worship, and recreational uses in appropriate locations;

C. To encourage suitable building types and site designs to ensure new development fits well and responds appropriately to the particular site conditions and surrounding context;

D. To create a transition in height from taller buildings to adjacent lower buildings when adjacent to a single-family zoning district;

E. Minimize the visual impact of parking, service areas and similar elements on the public realm;

F. To ensure the design of all buildings reinforces the relationship between the buildings and the street and contributes to the activity and vitality at the ground level facing the street; and

G. To provide areas for active and passive recreational opportunities for residents through the establishment of parks, open space and an integrated pathway network.

3.2.2 POLICIES

1. Multi-family dwellings such as row dwellings, townhomes and multi-storey residential buildings, shall be the predominant style of development in the **Medium Density Residential** areas.
2. Single-family dwellings shall not be allowed.
3. Residential development within the **Medium Density Residential** areas should achieve a minimum density of 15.0 dwelling units per Net Developable Acre.
4. Higher-density multi-family residential dwellings should abut a collector road.
5. New Institutional and public uses, such as places of worship, daycares and recreational uses may be allowed within the **Medium Density Residential** area, where determined to be compatible and appropriate. Such uses shall be located on and have access to a collector road and shall mitigate any negative impacts of the use on any adjacent residential uses.

6. Existing institutional uses within the **Medium Density Residential** areas may only expand if they are:
    a. located on and have access to a collector or arterial road; and
    b. serviced by a full range of municipal services.
7. Ground entry and street oriented multi-family dwellings should take exclusive access from a back lane, unless a design solution can be provided, to the satisfaction of the Director of Public Works, that can address the following design considerations:
    a. the availability of front yard areas for landscaping and tree growth;
    b. adequate snow storage areas;
    c. on-street parking capacity; and
    d. street lighting.
8. Multi-family residential development is subject to the following design and siting criteria:
    a. where a building abuts a street, the building shall provide a clear common entrance oriented to the street, unless street access is provided from all individual ground floor units facing the street;
    b. where a building does not abut a street, the site design shall provide clear pedestrian connections to the building entrances and any off-street parking areas;
    c. off-street parking areas shall be located either underground, to the side or behind buildings;
    d. landscaping, including trees, around the perimeter of the lot and between rows of surface parking stalls, shall be provided;
    e. where off-street parking areas are visible from the public road, a landscaped buffer shall be provided to visually screen the off-street parking areas from the public road;
    f. large expanses of blank walls shall be discouraged; and
    g. balconies, windows, architectural details and façade treatments shall be used to provide visual interest.
9. Where a multi-family residential use is located abutting a single-family residential use, the design and siting of the multi-family dwelling shall mitigate any negative impacts on the single-family residential use. Mitigative solutions that may be considered include, but are not limited to, the following:
    a. The placement of off-street parking areas or internal roadways to buffer and reduce visual impacts of the multi-family residential use on an adjacent single-family residential use;
    b. the placement of landscaping, berming and/or fencing to reduce visual impacts of the multi-family residential building(s), drive aisles and parking areas on an abutting single-family residential dwelling;
    c. locating and massing the building(s) on the portion of the site immediately adjacent to the single-family residential uses in a manner that respects the adjacent residential scale and character through lower building height and/or increased set back.

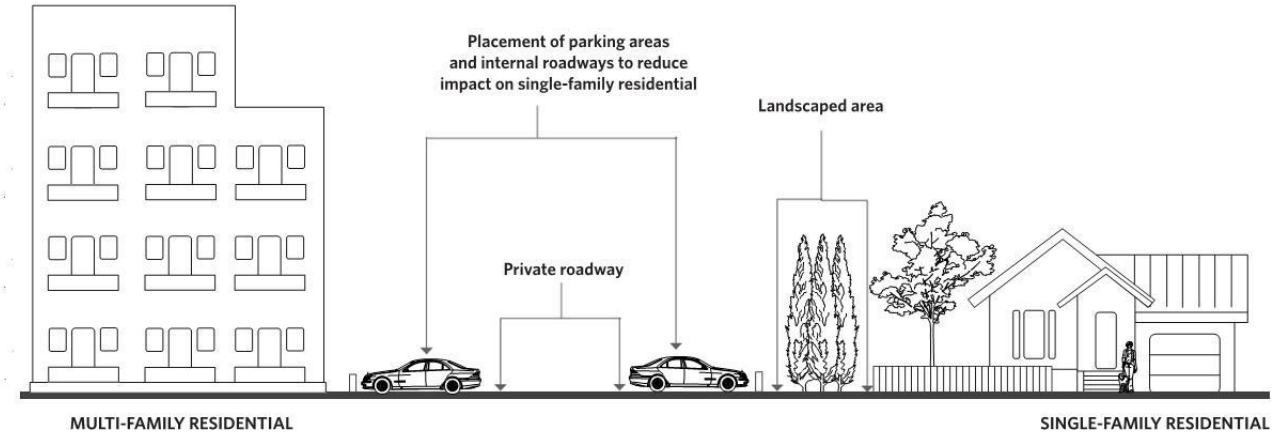


Figure 4 - Illustration of Possible Acceptable Mitigative Measures

10. Parks, open spaces and an integrated pathway network shall be provided in **Medium Density Residential** areas to meet the active and passive recreational needs of residents and visitors.
11. Properties zoned "A–Agricultural" shall be required to rezone prior to the establishment of new principal buildings or uses.

3.3 LEE BOULEVARD ESTATES

The **Lee Boulevard Estates** area has been identified to respect existing residential development along Lee Boulevard, as of the date of adoption of this Plan, and provide limited opportunities for new large-lot, single-family residential development.

3.3.1 OBJECTIVES

The objective of the **Lee Boulevard Estates** area is:

A. To assist in the transition from the existing rural residential character along Lee Boulevard to large-lot urban residential with a full range of municipal services;

B. To preserve established trees in the area, where possible; and

C. To connect the area to active and passive recreational opportunities within the Plan Area through the pathway network.

3.3.2 POLICIES

1. Development in **Lee Boulevard Estates** shall be limited to single-family dwellings and accessory uses.
2. The expansion of existing commercial uses, accessory or otherwise, shall not be permitted.
3. Alternative development patterns, such as residential Bare Land Condominium style development, being auto courts, loop lane and flag lots as per the *Zoning By-law*, may be permitted as a means to support the transition of the **Lee Boulevard Estates** area to large-lot urban residential. Such development remains subject to other policies within the **Lee Boulevard Estates** designation.
4. The subdivision of land and new residential development in the **Lee Boulevard Estates** area shall meet the minimum lot area requirements of the "R1–Estate" dimensional standards under the *Zoning By-law*.
5. New residential development in the **Lee Boulevard Estates** areas that abuts a lot(s) with an existing residential use shall provide a minimum front yard setback calculated based on the average of the "R1-Estate" zoning requirements and the front yard setback provided on the abutting residential lot(s).
6. The subdivision of land and new residential uses may only be established within the **Lee Boulevard Estates** area if they are serviced by municipal sewer and water services.
7. The portion of Lee Boulevard, that is located within the **Lee Boulevard Estates** area, shall be developed as a local road. Future road connections should be designed to discourage vehicle traffic from using Lee Boulevard to cut through the area.
8. Where possible, new development should minimize impact on established tree cover.
9. The **Lee Boulevard Estates** area shall be connected to surrounding areas by the linear pathway network to meet the active and passive recreational needs of residents.

10. Within Lee Boulevard Estates, the back of an existing lot may subdivided without triggering the requirement for services, provided the purpose of the subdivision is to provide for development within the Lower Density Residential area and the subdivision does not create a new lot that requires access from Lee Boulevard.

3.4 COMMUNITY NODE

The **Community Node** area provides for public and institutional uses, including the site for two schools and a recreation centre, limited commercial and multi-family residential, where appropriate. The **Community Node** area will contain a regional recreational and educational hub.

3.4.1 OBJECTIVES

The objective of the **Community Node** area is:

A. To provide areas to accommodate public and institutional uses, such as a recreation centre and educational uses and promote the development of a regional recreational and educational hub;

B. To accommodate small-scale, local commercial uses, in appropriate locations;

C. To accommodate multi-family residential uses, including row dwelling, townhomes and multi-storey residential buildings, in appropriate locations; and

D. To provide areas for active and passive recreational opportunities through the establishment of parks, open space and an integrated pathway network.

3.4.2 POLICIES

1. Public and institutional uses shall be allowed within the **Community Node** area. A site for two schools and a site for a recreation centre have been identified within the **Community Node** area, the general locations of which are identified in **Appendix A**.
2. Small-scale, local commercial uses may be allowed within the **Community Node** area, where determined to be compatible and appropriate. Such uses shall be located adjacent to a collector road and support the development of the **Community Node** area as a regional recreational and educational hub by providing amenities and complementary services for the users of the public and institutional uses and residents of the Plan Area.
3. Multi-family uses such as row dwellings, townhomes and multi-storey residential building may be allowed within the **Community Node** area, where determined by the City to be compatible and appropriate. Such uses shall be subject to the policies of the **Medium Density Residential** area.
4. Single-family dwellings shall not be allowed.

5. The school and recreation sites shall:
    a. have at least one property boundary fronting on a collector road to provide safe and convenient access;
    b. be accessible by a variety of transportation modes including walking, cycling, transit and automobiles;
    c. accommodate space for safe pick up and drop off zones, staff and visitor parking and bus loops within the school site; and
    d. provide convenient connections to the neighbourhood, to each other and to the **Community Scale Park**.
6. Throughout the **Community Node** area, commercial uses may be located in mixed-use buildings, such as the ground floor of a residential building or within the recreational complex.
7. Stand-alone commercial development may be located within the **Community Node** areas located on the east side of the collector road at Bison Drive and at Waverley Street and Lee Boulevard as identified in **Appendix A**.
8. Stand-alone commercial development within the **Community Node** on the east side of the collector road at Bison Drive shall be limited to neighbourhood commercial uses which have a local or neighbourhood orientation.
9. Stand-alone commercial development within the **Community Node** at Waverley Street and Lee Boulevard should be limited to neighbourhood commercial uses; however, may include fuel sales and/or drive-ins or drive-throughs more typically associated with community commercial uses.
10. The following design and siting considerations shall be made for any stand-alone commercial development within the **Community Node** area:
    a. where a building abuts a street, the building shall provide a clear common entrance oriented to the street, unless street access is provided from all individual ground floor units facing the street;
    b. where a building does not abut a street, the site design shall provide clear pedestrian connections to the building entrances and any off-street parking areas;
    c. off-street parking areas shall be located either underground, to the side or behind buildings;
    d. landscaping, including trees, around the perimeter of the lot and between rows of surface parking stalls, shall be provided;
    e. where off-street parking areas are visible from the public road, a landscaped buffer shall be provided to visually screen the off-street parking areas from the public road;
    f. large expanses of blank walls are discouraged; and
    g. windows, architectural details and façade treatments shall be used to provide visual interest.
11. Parks, open spaces, linear parks, outdoor plazas, or other similar types of amenities should be provided in the **Community Node** area to meet the active and passive recreational needs of residents and visitors.
12. Properties zoned "A–Agricultural" shall be required to rezone prior to the establishment of new principal buildings or uses.

4.0 PARKS AND OPEN SPACE

This section provides general policy direction for all parks and open space areas within the Plan Area and policy direction specific to:

- A **Community Scale Park**;
- **Neighbourhood Scale Parks**; and
- **Linear Parks**.

The **Community Scale Park** within the planning area and the **Linear Parks** are shown conceptually in **Appendix A**.

Reference to "active recreation" means those parks and open space areas that accommodate structured play areas, courts and sports fields, which are generally intended to accommodate organized recreational and sport activities.

Reference to "passive recreation" means those parks and open space areas that provide opportunities for unstructured recreation and leisure activities that may include walking, cycling, gardening and relaxing outdoors. This may include larger grassed areas that provide opportunities for outdoor games and activities that do not require additional infrastructure, but may also include resting areas.

"Linear parks" are considered a specific form of park, characterized by a configuration that is long and narrow. Their primary purpose is to provide off-road connectivity in a continuous and uninterrupted manner. They incorporate paths and trails and are planned in tandem with pedestrian and cycling infrastructure within the road right-of-way, to work as a cohesive network to accommodate recreational opportunities (cycling, walking, running, etc.), non-consumptive recreational activities (relaxing, environmental observation, etc.) and pedestrian connectivity.

4.1 OBJECTIVES

The objective of parks and open space within the Plan Area is:

A. To provide parks and open spaces for a variety of year-round recreational opportunities, including active recreation, passive recreation, and leisure opportunities;
B. To provide parks and open spaces in support of a regional recreational and educational hub;
C. To provide connections throughout the Plan Area and to surrounding neighbourhoods; and
D. To preserve established trees in the area.

4.2 GENERAL POLICIES

1. Parks and open spaces shall provide residents of and visitors to the neighbourhood with:
    a. active recreation opportunities, such as sports fields;
    b. passive recreation and leisure opportunities, such as playgrounds, sitting and picnicking areas and spaces to enjoy nature; and
    c. a linear park network that provides spaces for activities such as walking and cycling and interconnects residents with neighbourhood and community amenities.
2. Active and passive recreation amenities shall be provided through a variety of community, neighbourhood and linear parks.
3. An off-leash dog park should be encouraged within the Plan Area in accordance with the City's *Off-Leash Dog Areas Master Plan*.
4. Parks and open spaces should be sized and sited according to their intended use and to provide public park space generally within 400 metres (approximately 1,300 feet) of most dwellings.
5. All park spaces shall have frontage on a public road.
6. Parks should be planned to maximize passive surveillance through site configuration, placement of access points and sightlines.
7. Parks should incorporate principles of sustainable landscapes, which may include, but are not limited to, naturalized plantings and low maintenance vegetation. Naturalized landscaping is encouraged, where appropriate, to support environmental sustainability and reduce maintenance costs.
8. Parks shall enable a variety of experiences and year-round activities for people of all ages and abilities and shall meet the *City of Winnipeg Accessibility Design Standards*.
9. Parks shall be connected to the surrounding neighbourhoods by roads, sidewalks, trails and/or pathways.
10. Where possible and desirable, park dedication in the Plan Area should be directed to treed areas to help preserve existing trees.
11. In order to minimize the amount of park space with limited functionality (ie. sloping lands), park space, linear or otherwise, should generally not flank more than approximately one side of the perimeter of a retention basin.

4.3 COMMUNITY SCALE PARK POLICIES

1. There shall be at least one **Community Scale Park** of approximately 10-12 acres in the Plan Area, to support active uses, co-located with the school sites and recreation facility as identified in **Appendix A**.
2. Active park space provided as part of the school sites and/or recreation facility should be considered as part of the **Community Scale Park**, provided the park space is contiguous and meets the functional requirements of a community scale park.
3. The **Community Scale Park** shall be configured to accommodate at least two full sized sports fields with supporting facilities.
4. The **Community Scale Park** shall be located on a collector road and should, where possible, have frontage onto another road (local or collector) to maximize access options and visibility.
5. The **Community Scale Park** shall be accessible by a variety of modes of transportation and be connected to the linear park network.

4.4 NEIGHBOURHOOD SCALE PARKS POLICIES

1. There shall be 3-5 neighbourhood scale parks, ranging in size from approximately 0.5-3 acres each in the Plan Area, offering a mix of active and passive park space.
2. Neighbourhood scale parks should be distributed throughout the neighbourhood to provide convenient access to park spaces for all residents.
3. At a minimum, a neighbourhood scale park shall be provided in each of sub-area 1, 2 and 3 as shown in **Appendix B**.
4. At least one of the neighbourhood scale parks shall be approximately 3 acres in size.
5. Larger neighbourhood scale parks may be co-located with institutional uses, such as places of worship, to maximize the use of the facilities.
6. Stand-alone neighbourhood scale parks should be a minimum of 1 acre. If integrated into a linear park network, as a window or node along a linear park, the park space may be reduced to a minimum of 0.5 acres.
7. Neighbourhood scale parks shall be accessible from a local road.

4.5 LINEAR PARKS POLICIES

1. In order to provide opportunities for non-programmed sports, walking and cycling, public access to the local retention ponds and connections to the adjacent neighbourhoods, the linear park network shall be developed based on the **Linear Parks** identified in **Appendix A**. The exact location and orientation will be determined at the development application stage. Additional linear parks may also be identified.
2. When combined with multi-use pathways along collector roads and Bison Drive, the linear park network should form a looped pathway network throughout the Plan Area and shall serve as a connection to adjacent neighbourhoods and the active transportation network.
3. The linear park network shall be designed utilizing wayfinding design principles, including, but not limited to intuitive pathway connections and clear sight lines.
4. A north-south linear park through the Plan Area shall serve, in part, to connect the pathway on the east side of Northridge Road in South Pointe, to the school sites and recreation centre, and ultimately connect to a safe crossing at Bison Drive.
5. An east-west linear park through the Plan Area shall serve, in part, to connect the pathway on the west side of Waverley Street to the Town Centre, connecting through the signalized intersection at South Town Road and Kenaston Boulevard.
6. The linear park network shall be designed to link neighbourhood and community-level facilities and may be incorporated into the land drainage system.
7. Pathways within the linear park network are subject to the requirements of Policy 6.4.5.
8. Linear parks should be designed so that access to the linear park network is frequent. Distance between access points should range between 250-350 metres (820-1,150 feet) but shall generally not exceed 400 metres (1,310 feet), to promote connectivity, convenience and safety.

5.0 NEIGHBOURHOOD DESIGN

This section provides general policy direction for development and endorsement of concept plans and architectural and neighbourhood design.

5.1 OBJECTIVES

The objective of neighbourhood design policies in the Plan Area is:

A. To provide details for the development and endorsement of concept plans;
B. To provide an attractive community by ensuring appropriate standards of design and materials;
C. To provide a walkable and universally accessible neighbourhood;
D. To provide a community which integrates a mix of uses and types of housing;
E. To provide a safe neighbourhood; and
F. To encourage the establishment of public art.

5.2 CONCEPT PLANS

1. Applications to re-zone and/or subdivide land in the planning area should, at the discretion of the Director, be accompanied by a concept plan for the sub-area it is within. The concept plan must demonstrate the following:
    a. Compatibility with the land use designations and policies of this plan;
    b. Alignment with any existing development;
    c. Alignment of the collector road network, as presented generally in **Appendix A**;
    d. The provision and alignment of local roads;
    e. General arrangement of blocks of lots;
    f. Compatibility of intended and existing uses;
    g. The location of any public facilities, neighbourhood scale parks and linear parkways, as required; and
    h. The general location and size of stormwater retention ponds.

    Four sub-areas are identified in **Appendix B**.
2. Developers are required to consult impacted landowners prior to submitting their concept plan and are required to demonstrate that best efforts have been utilized to consult with impacted landowners.

5.3 ARCHITECTURAL AND NEIGHBOURHOOD DESIGN

1. Development abutting arterial roads should consider various siting and design treatments to break up the monotony of fence lines typically found along arterial roads between public road right-of-way and private property. Treatments that may be considered include, but are not limited to the following:
    a. providing a variation in land uses and siting of buildings and structures abutting the road right-of way;
    b. providing variation in fence lines or materials that provide an attractive aesthetic;
    c. providing landscaping to provide visual interest and a transition between the public road right-of-way and private property;
    d. the use of berms to provide varied topography to provide visual interest; and
    e. the placement of street furniture to provide interest and a sense of place that considers aesthetics and visual identity.
2. New developments are encouraged to incorporate universal accessibility guidelines.
3. New local roads shall connect to existing and planned collector and local roads and plan for future road connections into adjacent areas that have not yet been developed.
4. Local road patterns should be designed for walkability and incorporate mid-block walkways to promote connectivity and convenience where long blocks are unavoidable. Distance between access points should range between 150-250 metres (492-820 feet).
5. Road patterns and land uses at the entrances to the Plan Area shall be designed to create a sense of arrival. This could include, but is not limited to, elements such as:
    a. enhanced landscaping;
    b. unique building design;
    c. amenity spaces; and
    d. public art.
6. A mix of housing along collector roads will be encouraged, while ensuring that development is context sensitive in terms of building height, size and orientation.
7. The design of buildings at key intersections should be considered as focal points, where significant design elements, such as windows and doors, should be directed toward the road, and materials and colours, selected to provide an appealing aesthetic.
8. Encourage a safe community through the use of lighting, visible public spaces, opportunities for passive surveillance of public spaces from buildings, ensure doors to buildings are clearly visible from the road and ensure boundaries between public and private spaces are well defined through visual cues.

9. Pedestrian safety shall be considered as part of all development applications. Consideration of pedestrian safety may include, but is not limited to, the following:
    a. presence of a designated pathway, such as a sidewalk;
    b. presence of a buffer between the road and pedestrian areas (i.e.: curb and landscaped area);
    c. pedestrian refuge opportunities; and/or
    d. design and elements of the transportation network.
10. The establishment of public art in public spaces is encouraged.

6.0 TRANSPORTATION

This section provides general policy direction for transportation and policy direction specific to:

- The **External Transportation Network**;
- The **Internal Transportation Network**;
- **Sidewalks, Pedestrian Walkways and Pathways**; and
- **Transit**.

Collector roads within the Plan Area are shown conceptually in **Appendix A.**

The Plan Area is bound by Waverley Street to the east and Kenaston Boulevard to the west. The future Bison Drive extension is planned to connect Waverley Street to Kenaston Boulevard, which will border the northerly edge of the Plan Area.

There are two existing roads in the Plan Area, Lee Boulevard and Cadboro Road, each with an existing access at Waverley Street. The Cadboro Road access at Waverley Street is a right-in, right-out.

There are also three undeveloped public road right-of-ways in the Plan Area, Albright Road, Formby Avenue and Madina Avenue.

The Transportation Master Plan, approved by City Council in November 2011, identifies the following relevant to the Plan Area:

A. Southwest Rapid Transit Corridor extending to Bison Drive and Pembina Highway to serve the University of Manitoba, Investors Group stadium and Waverley West; and
B. Waverley Street is identified as part of the Active Transportation Network and as a Conceptual Bicycle Spine/Super Corridor.

6.1 OBJECTIVES

The objective of transportation policies in the Plan Area is:

A. To identify roads, including arterial roads and collector roads, that connect to and are within the planning area;
B. To provide direction for the design of internal roads, including collector roads and local roads, to ensure connectivity within the Plan Area;
C. To create safe and convenient access for motorized vehicles, pedestrians and cyclists;
D. To provide a combination of sidewalks adjacent to local and collector roadways, pedestrian walkways and pathways within linear parks to provide connections throughout and beyond the neighbourhood and opportunities for recreational activity;
E. To provide universally accessible transportation option for residents and visitors to the Plan Area;
F. To ensure the Plan Area is designed to accommodate the efficient provision of transit services; and

G. To provide for linkages to the Southwest Rapid Transit Corridor.

6.2 EXTERNAL TRANSPORTATION NETWORK POLICIES

1. Major road connections abutting the Plan Area include:
    a. the future Bison Drive extension;
    b. Waverley Street (arterial); and
    c. Kenaston Boulevard (arterial).
2. Any new access to the future Bison Drive extension, Waverley Street and Kenaston Boulevard will be from collector roads only.
3. There will be five collector road connections into the Plan Area, including:
    a. a collector road south of the future Bison Drive extension and west of the school sites and recreation centre;
    b. North Town Road from the north (across the future Bison Drive extension);
    c. Lee Boulevard from the east (across Waverley Street);
    d. Northridge Road from the south (from South Pointe); and
    e. South Town Road from the west (across Kenaston Boulevard).
4. Existing public road connections along Waverley Street at Cadboro Road, Albright Road and Madina Avenue will be closed.

6.3 INTERNAL TRANSPORTATION NETWORK POLICIES

1. The general location of collector roads within the Plan Area is shown on **Appendix A**. The exact locations of the internal collector road and local road network shall be refined at the development application stage.
2. The internal road network shall be designed with the following considerations:
    a. to provide convenient and efficient access for local trips and public transit, while discouraging regional cut through traffic and excessive speed;
    b. to ensure an interconnected road pattern, which incorporates slight bends and safe intersections, while minimizing the use of cul-de-sacs;
    c. to direct automobile traffic from local roads to collector roads when moving through and in and out of the Plan Area; and
    d. encourage the use of pedestrian scaled blocks.
3. Applications for new development shall identify future road connections at strategic locations to provide seamless connections to future development. Where a road stub has been left, new development shall create road connections to the stub.

4. Frontage access roads will not be permitted along collector roads. Where properties abut a collector road, driveway and garage access shall be from a back lane or local road only.
5. Traffic calming strategies on local roads are encouraged.
6. The transportation network shall be designed to ensure the mobility and safety needs of all users, including pedestrians, cyclists and motorists.
7. The transportation network shall include on and off-street facilities, including sidewalks and pathways; and use geometric design, traffic control, and other transportation elements that influence speed and access management, and be consistent with the adjacent land use and nature of the road type.
8. The internal transportation network design shall conform to accepted engineering practices and guidelines. A qualified professional such as Road Safety Professional, Professional Traffic Operations Engineer or a Professional Engineer with demonstrated experience in transportation safety and/or traffic operations shall participate in the design of the Plan Area.

6.4 SIDEWALK, PEDESTRIAN WALKWAY AND PATHWAY POLICIES

1. The requirement for sidewalks on local roads shall be guided by the standards or specifications of the City applicable at the development application stage and/or shall be considered in strategic locations, including but not limited to those that provide direct connections to:
   - School sites
   - Recreation facility
   - Pathways
   - Parks
   - **Community Node**
   - Commercial uses
   - **Medium Density Residential** Areas; and
   - Multi-family uses.
2. A multi-use pathway shall be provided on both sides of Bison Drive.
3. Pedestrian walkways (mid-block cut-throughs) should be provided as necessary to facilitate convenient and direct connections to parks and open spaces, the **Community Node** area, arterial and collector roads, transit stops and other community focal points.
4. Pathways shall accommodate recreation activities and form part of the pedestrian and cycling networks that facilitate linkages within and between neighbourhoods and connects to the regional network. Waverley Street is identified as part of the Active Transportation Network and as a Conceptual Bicycle Spine/Super Corridor in the City's *Transportation Master Plan*.

5. Subdivision designs within the Plan Area shall include provisions for pathways located within the **Linear Parks** as outlined in **Appendix A**. The pathway network design:
    a. shall not include mid-block pedestrian crossings or encourage demand for unsafe pedestrian crossings of arterial or major collector roads; and
    b. where required on collector and local roads, mid-block crossings shall be designed to be safe.
6. Sidewalks, pedestrian walkways and pathways shall be identified with the goal to reduce pedestrian trip length. Distance between alternate access points should range between 150-250 metres (492-820 feet).
7. All sidewalks, pedestrian walkways and pathways must be designed in accordance with City guidelines and standards.

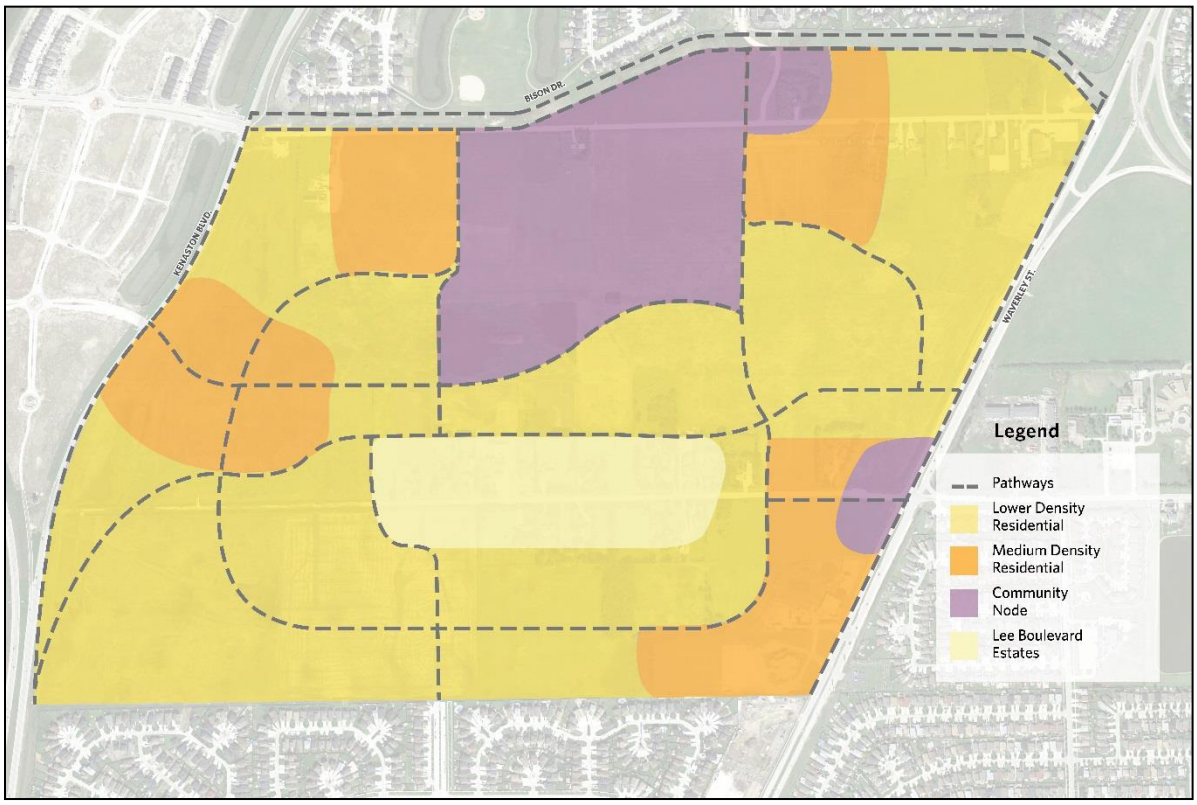


Figure 5 - Pathways

6.5 TRANSIT POLICY

1. Public transit routes and stops shall be identified in cooperation with Winnipeg Transit. The following features shall be taken into consideration:
    a. transit stops should be located in close proximity to neighbourhood facilities, such as the school sites and recreation centre, larger active park space and/or near **Medium Density Residential** and **Community Node** areas; and
    b. most dwelling units should be within 200-400 metres (656-1,312 feet) of a public transit stop.

7 . 0 MUNICIPAL SERVICES AND UTILITIES

This section provides general policy direction for the provision of municipal services and utilities and policy direction specific to:

- **Water and Wastewater**;
- **Land Drainage**; and
- **Utilities**.

7.1 OBJECTIVES

The objective of municipal services and utilities policies in the Plan Area is:

A. To ensure that adequate municipal services, including water distribution and wastewater collection, are provided to serve urban development throughout the Plan Area;

B. To provide for an adequate land drainage system; and

C. To ensure that other utility infrastructure is provided to serve urban development throughout the Plan Area.

7.2 GENERAL POLICIES

1. Any new development within the Plan Area must be serviced with a full range of municipal services as well as other utilities.
2. Existing uses within the Plan Area shall not be permitted to expand until such time as the use is serviced with a full range of municipal services.
3. Right-of-ways and easements or public utility lots shall be provided to accommodate municipal services as determined necessary by the City.

7.3 WATER AND WASTEWATER POLICIES

1. The water distribution and wastewater collection systems shall be designed to adequately and efficiently serve the phased and ultimate development of the planning area in accordance with the engineering study and analysis to the satisfaction of the City.
2. As part of the development application process, developers may be required to submit a site or development specific water distribution analysis and/or wastewater servicing analysis along with development phasing plans in order to demonstrate that any future development can be serviced in accordance with the overall design of the water distribution and wastewater collection systems for the area.

3. Oversizing of wastewater collection infrastructure may be required to accommodate future development of adjacent lands.
4. Development densities may be limited due to regional wastewater capacity. As part of the development application process, and specific wastewater servicing analysis, development may be limited in particular phases in order to ensure that future development may proceed in accordance with the land use designations in the plan.

7.4 LAND DRAINAGE POLICIES

1. The Plan Area will generally drain to the north, connecting to the Bridgwater Forest lake system.
2. The land drainage system shall be designed to adequately and efficiently serve the phased and ultimate development of the planning area in accordance with the engineering study and analysis to the satisfaction of the City.
3. As part of the development application process, developers shall submit a Stormwater Management Plan consistent with the Master Drainage Plan as approved by the City to demonstrate that future development can be serviced in accordance with the overall design of the stormwater management system for the area.
4. Land drainage detention and retention shall consist primarily of naturalized retention ponds (lakes).
5. The location, number and size of land drainage facilities shall be determined at the development application stage, guided by an engineering study and to the satisfaction of the City.

7.5 UTILITIES POLICIES

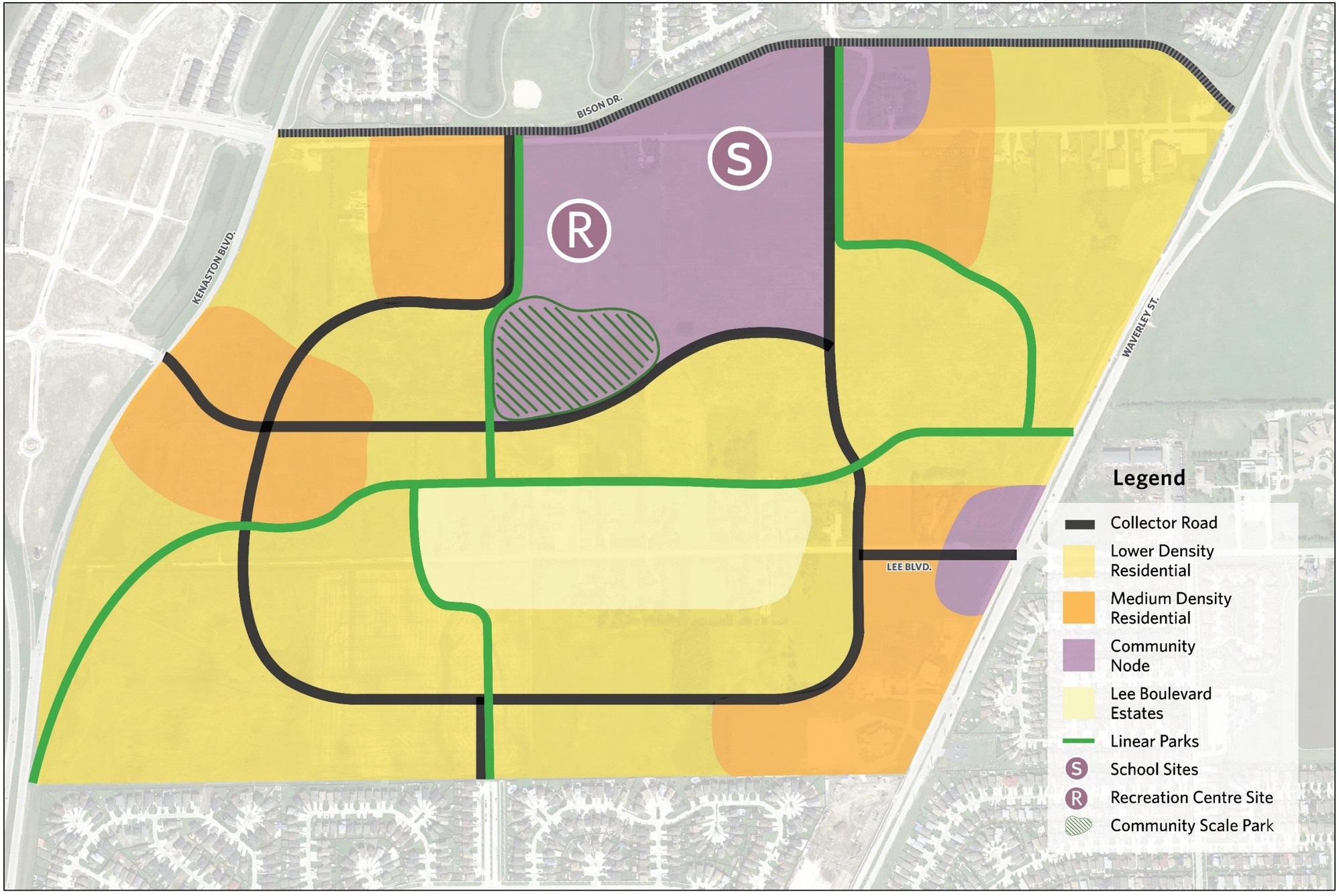
1. The location of all utilities and the provision of right-of-way and easements and related line assignments should be addressed to the mutual satisfaction of the City and the utility companies.
2. Utility right-of-way and easements shall be provided to accommodate utilities as determined necessary by the appropriate approving authority. Where possible, multiple utilities will be located within the same easement area.
3. Utility right-of-way and easements shall be provided to accommodate utilities as determined necessary.
4. Utility right-of-way, easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal services necessary for development.
5. Utility alignments will generally comply with the standard locations for placement of utilities adopted by the Underground Structures Committee.
6. A developer may be required to provide, or enter into an agreement to provide when required, the utility right-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in advance of development in order to allow for the servicing of a site.

8 . 0 APPENDICES

APPENDIX A – LAND USE AND TRANSPORTATION CONCEPT PLAN

APPENDIX B – SUB-AREAS FOR CONCEPT PLANS

APPENDIX A – LAND USE AND TRANSPORTATION CONCEPT PLAN



APPENDIX B – SUB-AREAS FOR CONCEPT PLANS

