Schedule "A"

Waterford Green Precinct Plan

Precinct C of Complete Communities

August 31st, 2012

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This version of the Precinct C Plan incorporates the changes Council made as a condition of their endorsement of the Plan as Council Policy on December 12, 2012. It is not the original version.

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PART A –INTRODUCTION, POLICY FRAMEWORK AND PLANNING PROCESS

A-1 Introduction

Complete Communities, a companion document to the City of Winnipeg's new development plan, *OurWinnipeg*, identifies certain under-developed areas of Winnipeg for future development and calls these areas New Communities. The New Communities policy areas have been divided into planning precincts. The development of these precincts is to be guided by a comprehensive planning process that considers the interrelationship of the socio-economic context of the community, land use, transportation, and infrastructure. Precinct C is located in the northwest portion of the City of Winnipeg, comprising approximately 165 acres of land. It is bounded by: the future extension of Chief Peguis Trail to the north, Dr. Jose Rizal Way and CPR Arborg to the east, the developed portion of the Inkster Gardens neighbourhood to the south and King Edward Street to the west.

The Waterford Green Community Plan will guide development of Precinct C towards establishing a complete community. The Plan is designed to reflect the vision of *OurWinnipeg* and its supporting documents and to meet the changing socio-demographic profile of the area, including the needs of community residents.

The Waterford Green Community Plan is organized under the following three parts:

Part A: Introduction, Policy Framework and Planning Process;

Part B: Precinct C - Characteristics and Context; and

Part C: Waterford Green (Precinct C) Land Use and Development Policies.

At the conclusion of the document is the Land Use and Transportation Policy Map (fig.1) which, along with the policies of Part C, will guide land use and development decisions.

A-1.1 Time Frame of the Plan

This plan is intended to guide the development of the precinct area over the next 5-10 years. The timing of development will be dependent on the economic conditions within the city and market conditions with regards to the supply of, and demand for, housing and commercial development.

A-1.2 Interpreting the Plan

The following provides guidance in understanding and interpreting the text and figures within the Waterford Green Precinct Plan.

1. The Plan should be read as a whole to understand its comprehensive and integrative intent as a policy framework for decision-making.

2. Boundaries and symbols shown on the Land Use Policy Map (fig.1) are intended to be approximate only and should be considered as such. Adjustments to the location or boundaries of land uses will not require amendment to the Plan, provided they meet the intent of the Plan.

3. The indication of any proposed roads, parks, municipal services or infrastructure in policy text or in the Land Use and Transportation Policy Map (fig.1) will not be interpreted as final. Adjustments to the location of these features may result from the development approval process as more detailed design information is available. Adjustments do not require an amendment to the Plan, provided they meet the general intent of the Plan.

4. The indication of any proposed roads, parks, services or infrastructure in policy text or on the Land Use and Transportation Policy Map (fig.1) will not be interpreted as necessarily being specifically, or solely, the responsibility of the City to provide, finance or otherwise implement.

A-1.3 Monitoring, Reviewing and Evaluating

Periodic assessments of the Plan may be required in response to changing conditions within the Precinct or in adjacent neighbourhoods.

A-1.4 Amending the Plan

Adjustments to the Waterford Green Community Plan will require public consultation and review and approval by Council or its designate.

A-2 Policy Framework

OurWinnipeg is the City's new municipal development plan which sets a vision for the next 25 years. This document provides policy direction in three areas of focus:

1. "A City that Works";
2. "A Sustainable City; and
3. "Quality of Life".

OurWinnipeg also uses an innovative 'Urban Structure' approach to conceiving the urban landscape by organizing areas based upon period of development and other characteristics. The Urban Structure is comprised of two primary kinds of land types: *Areas of Stability* and *Transformative Areas*. *Areas of Stability* are intended to provide contextually sensitive infill development, whereas *Transformative Areas* are intended to accommodate significant growth and change.

Under *OurWinnipeg*, a *New Community* is a policy area within the *Transformative Areas*, where the City encourages "orderly development that will provide opportunities for a mix of uses; higher density residential; parks, places and open spaces; employment options; and transit access within walking distance of diverse residential neighbourhoods" (p.38). Supporting the implementation of *Our Winnipeg*'s vision are four direction strategies: *Complete Communities*, *Sustainable Winnipeg, Sustainable Transportation*, and *Sustainable Water and Waste*. All of these supporting documents played an important part in shaping the goals, objectives, policies and implementation strategies for this precinct plan

A-2.1 Complete Communities Direction Strategy

Complete Communities is a Direction Strategy supporting *Our Winnipeg*. This strategy document provides tools and approaches to foster development with the goal to establish Winnipeg as an urban leader in transforming our neighbourhoods into more sustainable and complete communities. It recognizes that transformative areas will need to play a key role in accommodating Winnipeg's expected growth and that this growth can be managed in a more sustainable manner than before. For *New Communities*, the key direction is for these communities to be planned as "complete" from the outset. As a response, this plan was created to: provide a variety of housing options; incorporate all modes of transportation; encourage an integrated mix of land uses; and provide recreational and other amenities that meet the community's needs.

A Precinct Plan is one of the tools the City of Winnipeg uses under the *Complete Communities* Strategy to implement *Our Winnipeg* at a detailed neighbourhood level. Precinct C, as a *New Community*, is to be guided by the following six Directions:

1. be developed in a sustainable manner;

2. be established through a planning process;

3. increase opportunities to live, work, learn and play in the same neighbourhood;

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

5. encourage green development and conserve natural areas to develop new communities in a sustainable manner; and

6. reflect local heritage. (Section 03-4 New Communities)

A-2.2 Other Direction Strategies

This Precinct Plan - Waterford Green Community Plan also reflects policies outlined in three Direction Strategies: *A Sustainable Winnipeg; Sustainable Water & Waste; and Sustainable Transportation*.

A Sustainable Winnipeg contains key directions to creating a sustainable city. It identifies tools in supporting the implementation of sustainable complete communities.

Sustainable Water & Waste Direction Strategy promotes actions required to: protect public health and safety; ensure the purity and reliability of water supply; and maintain or enhance the quality of the built and natural environments.

Sustainable Transportation and its implementation document: *Transportation Master Plan* (discussed in B1.3) encourage the integration of transportation with land use and the promotion of active and healthy lifestyles. These plans provide a framework that guides how Precinct C will be developed to efficiently and effectively accommodate all transportation modes to improve access, movement and mobility.

A-3 Planning Process

A-3.1 Planning as a Collaboration

The precinct plan is the product of a collaborative consultative process that included Precinct C land owners, City staff, elected officials and adjacent community residents. Four public open houses were held as part of the community engagement component of the planning process. The goal of these open houses was to engage area residents in the discussion on the type of community they aspire to create. A series of Technical Advisory Committee (TAC) meetings were held with City of Winnipeg staff, Winnipeg School Division and Manitoba Hydro representatives to assess infrastructure and community services capacities and future requirements. Following Council approval of the Precinct Plan, the next step is a land subdivision and rezoning application and the initiation of development agreements between the developers and the City of Winnipeg.

The engagement process was important as a means of opening dialogue and is intended to provide a basis of support for the general planning direction of the Precinct Plan.

A-3.2 Public Engagement

The public engagement program involved four open houses. The first, held January 26th 2012 at Meadows West School, discussed: Winnipeg demographic trends; population characteristics within the City's northwest quadrant; projected demand for housing within the area; and the implications on the range of housing required to accommodate the anticipated population growth. The open house, attended by over 100 residents, considered the relationships between the planning area (Precinct C) and adjacent neighbourhoods, including connectivity and integration with schools, parks, roads and municipal service infrastructure.

A visual preference survey was conducted to assess participant's preferences to the following neighbourhood design elements: single family housing character, townhouse/multi-family character, neighbourhood commercial character, neighbourhood street character, and recreation and open space character. The objective of the first open house was to obtain feedback from participants on local issues and neighbourhood design preferences

The second open house, held February 1st 2012 at Meadows West School and also attended by over 100 residents, responded to the community design preferences and issues identified at the first open house. It also focused discussion on the specific kinds of land uses, housing and overall neighbourhood design of the Precinct. The objective of the second open house was to provide an opportunity for community residents to review the general layout and design of the Precinct and to provide suggestions and comments prior to the Plan being submitted to the City of Winnipeg for formal review and approval.

The third open house, held April 4, 2012 and attended by over 200 residents, provided the community with an opportunity to review and comment on draft neighbourhood plans illustrating the allocation of land use, density, residential lots, street and green space linkages and the proposed location of a N-8 school site within Precinct C.

The fourth open house, held August 31, 2012 at Meadows West School, provided the community to view the final neighbourhood plan proposed for the September 11th, 2012 Community Committee Public Hearing.

A-3.3 Key Stakeholders & Participants

Residents of North West Winnipeg were encouraged to participate in the public engagement process through advertisements in the local newspaper. A targeted mail drop was also done for community residents identified as being directly impacted by the proposed development. These residents included the neighbourhoods of Foxwarren Lake, Inkster Gardens, and portions of Mandalay West laying to the west of Scarfe Street, and the western portion of Amber Trails. Additional participants were encouraged to participate through social media. A Facebook site was created to post open house materials and results, provide information and to provide a space for community dialogue.

In addition, a series of key stakeholder meetings were organized with owners of large portions of land in the Precinct area and with the Winnipeg School Division, to review comments and suggestions on the direction of the Plan.

PART B – PRECINCT C CHARACTERISTICS AND CONTEXT

B-1 Existing Land Use, Zoning and Planning Policies

B-1.1 Existing Land Use and Zoning in the Precinct

The majority of lands in Precinct C have been in recent agricultural production. In addition, there is one single family residential building within the Precinct area. Precinct C is currently comprised of two types of zoning designations under Winnipeg's Zoning By-law 200/2006. South of Jefferson Avenue, the lands are zoned RR5. This type of zoning permits large-lot rural residential development (5 acres) and limited agricultural uses. Lands north of Jefferson Avenue are zoned agricultural (A) and are intended for general agricultural activities.

Future development will require subdividing and rezoning parcels of land in the Precinct to accommodate its development into a mixed use complete community with residential and neighbourhood commercial uses.

B-1.2 Existing Land Use and Zoning near the Precinct

Precinct C is situated adjacent to the neighbourhoods of Foxwarren Lake, Mandalay West and the developed portion of Inkster Gardens. The primary land use within these neighbourhoods is low density single family housing. Small and medium density residential multi-family housing are also present.

The primary zoning of these areas is R1 – Residential Single-Family, which is intended to accommodate primarily single family residential development in lower-density neighbourhoods. Other residential zoning districts found in these communities are: R2 - Residential Two-Family, in which two-family dwelling units are permitted and RMF – Residential Multi-Family.

Lands west of King Edward Street between Jefferson Avenue and Inkster Boulevard contain employment and agricultural land uses including the North Inkster Industrial Park. Zoning within this area includes M2 – General Manufacturing and A – Agriculture.

Lands north of Precinct C are zoned A – Agriculture.

B-1.3 Existing Planning Policies in the Precinct

Complete Communities designates Precinct C as New Communities. Until the precinct planning process is complete and approved by Council or its designate, the Rural and Agricultural designated lands policies will apply.

B-1.4 Existing Planning Policies near the Precinct

Complete Communities designates the lands immediately west of King Edward Street as *Employment Lands - General Manufacturing* (Complete Communities - figure 05b). The lands north of the future extension of Chief Peguis Trail are identified as New Communities (Complete Communities - figure 03g). The neighbourhoods of Mandalay West (to the east of Precinct C) and the developed portion of Inkster Gardens (south of precinct C) are designated as *Recent Communities* (Complete Communities - figure 04b).

B-2 Socio-economic Context

The northwest portion of the city (Seven Oaks West Census Area) consists of three established neighbourhoods (Mandalay West, Inkster Gardens, and Maples) and one newer neighbourhood (Amber Trails), within its final stages of development. Each neighbourhood is predominantly single-family in character. Recent demographic trends in the established neighbourhoods of Mandalay West, Inkster Gardens and Maples, however, may represent a changing housing market in this part of the city. . The largest population increases have occurred in the baby boom cohorts (55+); a group that can present increased demand for multiple family housing options. In 2006, this cohort represented 22.4% of the total Seven Oaks West population, compared 24.5 % for the city as a whole.

In addition to the increase in the baby boom cohort, young families with children also represent a significant portion of the Seven Oaks West Census Area. The newest neighbourhood within the Census area, Amber Trails, which began development in mid 1990s, has attracted many young families and first-time home-buyers. For example, Amber Trails experienced a population increase of 180% in adults aged 20 to 34 between 2001 and 2006. Further, the school age population of Amber Trails reflected that trend, representing 24% of the neighborhood's population in 2006. In all, the school age population within the Seven Oaks West Census Area ranged between 20% and 24% of each neighborhood's population in 2006, as compared to 19% for the City of Winnipeg as a whole. I

The higher than average proportion of young families with children has had an effect on household size. In 2006, households in Amber Trails and Inkster Gardens had 3.6 and 3.4 people per dwelling respectively, as compared to the City of Winnipeg's average of 2.4 people per dwelling.

In addition, a recent trend is the increasingly large number of newcomers from other countries who are making Manitoba and Winnipeg their home. Recent statistics published by the Province of Manitoba show increases in overall international immigration to Manitoba in 2009 (13,500) and 2010 (15,000 people)[1]. The City of Winnipeg received approximately 77% of Manitoba's international immigration between 2000 and 2008[2]. The northwest quadrant of the city has been an area of particular interest for many newcomers choosing new homes in the city. In 2006, 32% of the population in the Seven Oaks West Census Area was foreign born, compared to 18.7% for the City of Winnipeg as a whole. It is expected that the Province and the City of Winnipeg will see continued population growth fuelled by international immigration. Precinct C is anticipated

[1] Government of Manitoba. (October 6, 2010). Provincial Nominee Program Evaluation Shows Immigration Program On Right Track: Howard

[2] Carter, Tom. (2009). An evaluation of the provincial nominee program. University of Winnipeg. p18

to continue to be viewed as a desirable area for some newcomers to settle in due to the potential for familial ties and community support systems that some may experience there, and the multicultural character of the community in general.

The demographic trends showing an ageing population, growth in young families with children, and increased immigration will have a positive impact on the demand for diverse housing options in northwest Winnipeg's emerging neighbourhood areas.

B-3 History and Heritage

Historically, the land use of the Precinct has been agricultural, with residential as an accessory use. Presently, there are no culturally significant land uses, buildings or natural features within the precinct area.

B-4 Existing Features

B-4.1 Landscape

There are no significant natural features in Precinct C. The majority of the land is in cultivation with the exception of a former homestead with shelter belt on the north side of Jefferson Avenue near King Edward Street. In addition, the site includes a former rail line ROW owned by CPR. Prairie grasses occupy the remainder of the site during the summer months. Site visits have shown no watercourses or aquatic habitat on the lands within the precinct area.

The CPR Arborg R.O.W. on the eastern edge of the precinct area, north of Jefferson Avenue is the major feature on the boundary of the precinct area.

B-4.2 Topography

The lands contained within Precinct C are generally flat and do not contain any significant changes in elevation. There are localized areas of poor drainage and ponding. Dumping has occurred recently on the site near Garton Avenue and Old Commonwealth Path.

B-4.3 Soil Profile

The soil profile of the lands within Precinct C are similar to the soil conditions found in the Maples and Amber Trails neighbourhoods and is characterized by predominantly silty clay with frequent silt seams at the surface. These soil conditions do not pose any unusual constraints for urban development.

B-5 Environmental Assessment

M. Block & Associates undertook, as part of the Precinct Planning process, a Phase 1 Environmental Assessment of the lands east of the former rail ROW owned by CPR and concluded that historical uses and current environmental and geo-physical characteristics of the lands pose no environmental risks for development into a mixed use neighbourhood area.

B-6 Existing and Planned Infrastructure and Services

B-6.1 Existing and Planned Water Infrastructure

The primary water supply source is the 600 mm Inkster Boulevard Feedermain at the Keewatin Street feedpoint.

B-6.2 Existing and Planned Land Drainage Infrastructure

Precinct C lies within the Brooklands Rosser Drainage Area, which features a series of retention facilities and interconnecting land drainage sewers eventually discharging south to the Assiniboine River. The catchment area of Precinct C, including rights of way, is 66.96 ha, and is bounded by King Edward Street, the future Chief Peguis Trail, the CPR Arborg tracks, Keewatin Street, and an additional 13.23 ha of Inkster Gardens that has temporary storage capacity in the Inkster Gardens basin and the basin at the corner of Adsum Drive and Dr. Jose Rizal Way.

B-6.3 Existing and Planned Waste Water Infrastructure

Currently, there is a 1600 mm Northwest Interceptor Sewer that runs east-west along the southern edge of Precinct C. From the southwestern boundary Precinct C, this Interceptor Sewer follows an alignment in King Edward Street to Inkster Boulevard. From the southeastern boundary of Precinct C, the Interceptor Sewer runs east, crossing Dr. Jose Rizal Way south of Old Commonwealth Path, on an alignment with Adsum Drive through the Maples community. There is also an existing 375 mm connection to the interceptor sewer in Garton Avenue.

B-6.4 Existing and Planned Transportation Infrastructure

B-6.4.1 Existing and Planned Road Network

Jefferson Avenue is an east-west two-lane undivided urban collector road passing through the Mandalay West neighbourhood and becomes a rural two-lane stabilized gravel road way west of the CPR tracks within Precinct C. Jefferson Avenue presently extends west to Route 90, but is expected to be terminated east of King Edward Street with the development of Chief Peguis Trail Expressway. Currently, Jefferson Avenue does not connect with Dr. Jose Rizal Way, which limits neighbourhood interconnectivity.

King Edward Street is a north-south undivided collector road passing along the west side of Inkster Gardens and Precinct C. King Edward Street transitions into a rural two lane undivided gravel roadway north of Inkster Boulevard and extends north to the Perimeter Highway.

Keewatin/Dr. Jose Rizal Way is the primary north-south arterial route connecting Precinct C to the downtown and airport via Notre Dame Avenue. Currently, Dr. Jose Rizal Way, adjacent to Precinct C, is a two-lane undivided roadway, which has been designed to allow widening to a four-lane divided arterial cross-section in the future. Dr. Jose Rizal Way will intersect and provide access to Chief Peguis Trail.

Chief Peguis Trail is a planned expressway that will extend from Main Street westerly to Route 90 along the northern boundary of Precinct C. Chief Peguis Trail is expected to intersect with Dr. Jose Rizal Way at-grade.

Old Commonwealth Path is a collector street that connects the built up portion of Inkster Gardens to Dr. Jose Rizal Way via Garton Avenue.

Adsum Drive is an east-west two-lane undivided collector roadway east of Santa Fe Drive and forms the boundary between Mandalay West and the Maples neighbourhoods. Adsum Drive links Pipeline Road to Dr. Jose Rizal Way, where it turns into Old Commonwealth Path as it enters Inkster Gardens and Precinct C.

B-6.4.2 Existing and Planned Active Transportation Network

Active Transportation (AT) is any human-powered mode of transport and typically consists of the pedestrian and the cyclist and similar rolling modes. The City of Winnipeg Cycling Map does not identify any current multi-use paths or bike lanes near Precinct C. Sidewalks connect to Precinct C along Dr. Jose Rizal Way, Garton Avenue and Jefferson Avenue. There are no sidewalks located along King Edward Street. The Transportation Master Plan identifies Keewatin Street and Dr. Jose Rizal Way as proposed additions to the AT Network.

As stated in Section C-9, Rail Corridor Policies, the Transportation Master Plan identifies the CPR's Arborg right-of-way as a conceptual bicycle spine or super corridor and recommends that consideration should be given to creating a "cycling spine" or "super corridor" in that ROW, as part of a networking linking "the city's main activity nodes" and providing "connectivity to local and regional cycling networks."

B-6.4.3 Existing and Planned Transit Service

Transit currently operates two bus routes adjacent to Precinct C. Route #77 - Crosstown North provides weekday and weekend service from Garden City Centre to Red River College - Downtown Campus. The route intersects the southeast edge of Precinct C at Garton and Old Commonwealth Path.

Route #31 - Keewatin Express provides weekday peak time service to residents within the developed portion of Inkster Gardens to downtown. The route intersects the southeast edge of Precinct C at the same location as Route #77 - Crosstown North. The Transportation Master Plan identifies Keewatin Street/Dr. Jose Rizal Way as a potential Transit Quality Corridor.

B-6.5 Existing Libraries

The nearest library to the precinct area is Sir William Stephenson (approximately 2.4 km away). Sir William Stephenson Library is located on Keewatin Street, a four lane divided roadway, south of Burrows Avenue. Bus Route #77 provides direct access to Sir William Stephenson Library from Precinct C. The library has a large off-street parking lot and is universally accessible for those who have mobility limitations. It is anticipated that the build out of Precinct C can be accommodated by the current library facility.

B-6.6 Existing Protective and Emergency Services

Precinct C is intended to be principally serviced by the No.7 fire paramedic services station located at 10 Allan Blye Drive and the No. 17 fire paramedic services station located at 1501 Church Avenue. The extension of Dr. Jose Rizal Way to Jefferson Avenue will improve connectivity and access for emergency services vehicles within the community. In addition, connecting Dr. Jose Rizal Way to Jefferson Avenue will also improve access to Seven Oaks Hospital for neighbourhood residents. As a result, a fire-paramedic station will not be required within Precinct C.

B-6.7 Existing Parks and Recreation Facilities

There are many parks and open spaces throughout the surrounding neighbourhoods. Consideration will be given on how to link the Precinct C planning area to the existing parks and open spaces within the surrounding neighbourhoods of Mandalay West, the developed portion of Inkster Gardens and the Maples. The Amber Trails neighbourhood has a park and trail system which represents a future opportunity to inter-connect Winnipeg's north-western neighbourhoods into an integrated linear park system. There are two community recreation facilities within the neighbourhoods north of Inkster Boulevard: Maples Community Centre (approximately 1.4 km away) and Elwick Recreation Centre (approximately 2.4 km away). Maples Community Centre will be the primary community centre for residents of Precinct C. Tyndall Park Community Centre (approximately 2.0 km away) is the closest community centre to Precinct C south of Inkster Boulevard and his home to a variety of sports facilities for all ages.

B-6.8 Existing Schools

Precinct C is located within the Winnipeg School Division, just outside of the boundaries of the Seven Oaks School Division. The Winnipeg School Division maintains two K-8 schools, Meadows West School (fronting Garton Avenue) and Stanley Knowles School (located at the intersection of King Edward Street and Inkster Boulevard).

In discussions with the Winnipeg School Division, they have indicated that the Meadows West School is currently at capacity and that a K-8 School would likely be necessary within Precinct C to accommodate the expected increase in school enrolment associated with development of Precinct C and to help alleviate some of the capacity issues they currently face across the School Division.

B-7 Opportunities and Constraints

B-7.1 Socio-economic

The strong economic conditions within Winnipeg as a whole, the robust housing market and strong immigration trends to the city, create a positive economic climate for providing housing and commercial services within Precinct C.

In addition, demographic trends within northwest Winnipeg (discussed in Section B-2) show an increase in the baby boomer age cohorts and an increase in the number of young families with children. These demographic shifts provide an opportunity to address the community's housing needs by providing a range of housing types to meet the current and future housing needs of community residents.

B-7.2 Infrastructure

A review of water, wastewater, land drainage, and transportation infrastructure associated with Precinct C shows that the Precinct area does not have any identifiable infrastructure constraints that would limit or preclude urban type development. The only constraint, which is relatively minor, is that residential uses, and other uses sensitive to active rail lines, should be buffered from the Arborg rail line that is immediately east of the Precinct.

Precinct C provides the city with an opportunity to improve circulation and connectivity by completing the connection between Dr. Jose Rizal Way and Jefferson Avenue. The development of Precinct C will also provide an opportunity to connect Dr. Jose Rizal Way to the future extension of Chief Peguis Trail.

There is also an opportunity to improve the alternative transportation options for residents within this portion of the city by expanding the AT Network along Dr. Jose Rizal Way as identified within the Transportation Master Plan. The potential Transit Quality Corridor along Keewatin Street/Dr. Jose Rizal Way within the Transportation Master Plan provides an opportunity to develop Precinct C with higher densities.

B-7.3 Environmental

As per Section B-5, the lands east in the Precinct that are east of the former rail ROW owned by CPR do not pose any identifiable environmental constraints for urban type development.

PART C – WATERFORD GREEN (PRECINCT C) LAND USE AND DEVELOPMENT POLICIES

C-1 Waterford Green Development Concept

C-1.1 Vision

Quality neighbourhoods are the building blocks of successful communities. Waterford Green's neighbourhood design will contribute to the qualitative experience of the urban fabric by creating a liveable community with a pedestrian focused environment that creates a unique sense of place. It will also facilitate connectivity to recreational and commercial amenities nearby. An efficient active transportation system and convenient access to public transit will provide choices for people in how they connect to the broader community.

The neighbourhood will also reflect and celebrate the growing diversity of the community by providing a variety of housing choices and affordability options to meet the differing lifestyle needs of community residents. The neighbourhood design will focus on providing quality open spaces and recreational amenities for all residents.

The following sections present the objectives and policies that will guide development of lands within the Waterford Green Precinct. The Land Use and Transportation Policy Map (fig.1) is located at the conclusion of Part C.

C-1.2 Objectives

The following objectives will guide the development and build-out of Waterford Green:

1. ***Provide high quality living environment***. Design high quality neighbourhoods with a focus on creating a sense of place and focal points where people can interact, connect with one another and develop a sense of community.

2. ***Invest in recreational amenities***. Provide a variety of parks, open spaces and recreational amenities linked within the neighbourhood through an open space network to ensure a range of passive and active recreational needs are met within close proximity to homes. Providing quality landscape design fosters a sense of place and civic pride.

3. ***Design with nature***. High quality green spaces are potential habitats that can positively contribute to the larger eco-system. Designing with nature can be achieved through promoting biodiversity, linking green spaces, incorporating native plant species, and naturalizing stormwater retention basins to provide a contiguous network of habitats.

4. ***Provide choice of travel***. Providing choice in modes of travel begins with maximizing connectivity with the existing road and pathway network.

5. ***Focus on public transit***. Pleasant, efficient and safe pedestrian trips promote walking and transit use. Designing for transit requires a high degree of connectivity for pedestrians. This can be achieved through a well connected pathway and street and sidewalk pattern, which facilitates convenient walking routes throughout the neighbourhood.

6. ***Create places for people***. Emphasize creating safe, comfortable environments that are varied and aesthetically attractive. Vibrant places allow people to meet each other in public spaces and offer variety, choice and fun.

7. ***Design for diversity***. For communities to be resilient, neighbourhoods should build-in the flexibility to meet the needs of changing demographics and lifestyles by providing a diversity of housing options and neighbourhood commercial amenities to meet people's life cycle needs.

8. ***Make connections***. Ensure the neighbourhood is not only integrated physically through innovative use of roads, green spaces and corridors, but visually integrated with its surroundings.

C-2 Urban Design

It is the intent for the Urban Design Policies to realize the vision (Section C-1.1) and objectives (Section C-1.2) of the neighbourhood. Community residents and landowners, through the public engagement process (Section A-3), articulated a clear desire to ensure a high quality design of the neighbourhood.

As a result, the Urban Design Policies herein reflect the urban design themes the broader community has validated through the public engagement process.

The following sections have general policies that apply to all of Waterford Green (Section C-2.1) and specific policies to guide the development of *Low Density Residential Areas* (Section C-2.2)*, Medium Density Residential Areas* (Section C-2.3) and the *Neighbourhood Mixed Use Centre* (Section C-2.4).

Ultimately, these policies will guide neighbourhood design layout and decisions made during the development application process. Consequently, the policies are interrelated and intended to be read as a whole.

C-2.1 Precinct-wide Urban Design Policies

This section applies to all land use designations as shown on the Land Use and Transportation Policy Map (fig.1).

1. ***Public Realm that Places People First***: Designing for people means that communities and neighbourhoods should be designed with consideration as to how people experience space. This will include, but not be limited to the following:

    a. having sidewalks on arterial streets, collector roads and certain local roads to strengthen connectivity as shown on the Transportation and Land Use Policy Map (fig.1);

b. having green spaces within which are paths that connect people within the neighbourhood to school(s), green space amenities, bus stops and commercial amenities; and

c. having public realm elements (e.g. lighting, street furniture, public art, and plantings) that are pedestrian in scale, contribute to an inviting environment and add visual interest at the street edge.

2. ***Active Frontages***: Buildings have the ability to enliven and positively contribute to the public realm by orientating them to the street and creating pedestrian first environments. To promote a comfortable and safe neighbourhood environment encourage the development of active frontages where:

    a. building entrances are prominent from the street;

    b. doors and windows are closely spaced;

    c. blank walls and tall opaque fencing are avoided;

    d. front façades include attractive architectural details (e.g. bay windows, porches, etc.); and

    e. plazas, patios and other seating areas are provided.

3. ***Consistent Setbacks and Minimal Variations in Building Frontage***: Consistent building lines with minimal setbacks creates a more intimate and comfortable pedestrian environment while also creating a definition between public and private space. Breaks for vehicular access and green space amenities are permitted, but should be kept to a minimum to preserve the integrity of the pedestrian environment.

4. ***Strong Corners***: Corner lots at intersections are visually prominent and important sites. They should have, where possible, two active frontages that provide opportunities to have entrances on both sides. Corner buildings also act as landmarks and represent a transition between neighbourhood blocks.
5. ***Foster Places for People to Gather***: Successful public spaces are places that encourage social interaction. This can include, but not be limited to the following design considerations:

    a. determining nodes of activity;

    b. movement patterns and connectivity;

    c. visibility;

    d. seating and lighting; and

    e. landscaping.

6. ***Sustainable landscapes***: The green space network will be designed to promote a sustainable relationship between human activity and the landscape, promote biodiversity and incorporate the use of native plant species.

7. ***Built Form Compatibility***: Massing of multiple storey buildings must be respectful of the neighbourhood, especially if it is composed of one or two storey single-family residences. This can include, but not be limited to, the following design considerations:

    a. set-backs of upper floors being more than those of lower floors;

    b. yard set-backs; and

    c. landscaped buffer areas.

8. ***Gateways and view corridors***: Incorporate gateways and view corridors where possible to help define the neighbourhood, foster an appreciation of place, and create a sense of 'arrival' when entering the community at a major street gateway (i.e. Old Commonwealth Path at Dr. Jose Rizal Way and Jefferson Avenue at Dr. Jose Rizal Way). Key entrances to the neighbourhood should be marked by gateway features.

9. ***Visual & physical connections***: Integrating new neighbourhoods within existing communities requires a visual and physical connection with adjoining land uses to ensure a compatible fit. Integration can be facilitated by:

    a. creating a pedestrian scale streetscape that encourages walking and biking along major roadways; and

    b. having residential and commercial buildings with active frontages along Dr. Jose Rizal Way, Old Commonwealth Path and Garton Avenue.

C-2.2 Low Density Residential Urban Design Policies

This section applies to the *Low Density Residential Areas* as shown on the Land Use and Transportation Policy Map (fig.1).

General Low Density Residential

1. Diversity and uniqueness in the look and feel of houses will be promoted by encouraging diversity in the character and style of houses, elevations and colour schemes.

Two-Family & Townhouses

1. Two-family dwellings and townhouses (the latter of which is defined in this Plan as buildings comprised of at least three dwelling units, each of which with direct access to the outdoors), are an important component of meeting the housing lifestyle needs of the community and will:

    a. have reduced front yard setbacks to provide a more pedestrian scale streetscape and create more useable rear yards; and

b. have articulation in façades, different roof pitches and various materials and colours to highlight architectural uniqueness of each unit and to avoid repetitive design

Enhanced Lanes

1. All single family, two-family and townhouse homes that front Dr. Jose Rizal Way or share the back lane with homes that front Dr. Jose Rizal Way, will have enhanced back lanes designed to:

    a. permit off-lane parking for visitors in recognition that on-street parking may be restricted along Dr. Jose Rizal Way;

    b. incorporate, where possible, pedestrian scale lighting and tree plantings in abutting properties to create an appealing back lane character; and

    c. include a special yard setback for fencing and garages to provide off-lane parking.

C-2.3 Medium Density Residential Urban Design Policies

This section applies to the *Medium Density Residential Areas* as shown on the Land Use and Transportation Policy Map (fig.1).

Location, Built Form and Relationship to the Street

1. Medium density multi-family housing will contribute to a sustainable, diverse and pedestrian focused environment by locating and massing the building(s) in:

    a. locations with convenient access to collector and arterial streets, such as Dr. Jose Rizal Way and the extension of Old Commonwealth Path, to provide ease of access and decrease traffic infiltration into predominantly lower density areas;

    b. areas in proximity to commercial uses to capitalize on the potential to create nodes of activity;

    c. a manner that provides a transition between areas of different development densities and scale, including but not be limited to, setbacks and a stepping down of heights toward single-family residential areas; and

    d. a manner that minimizes shadow impacts on adjacent lower scale areas.

2. Medium density multi-family residential developments may be subject to site plan approval to ensure compatibility with adjoining land uses.

3. To maintain a lively pedestrian environment, the built form should:

    a. avoid featureless and blank building façades that face a public street;

    b. encourage architecturally innovative building design that positively contributes to the neighbourhood;

    c. incorporate design and use details that are pedestrian in scale and engage the pedestrian at grade;

    d. be designed to direct their primary façades to the street;

    e. have main entrances and windows incorporated into the street front side of the multiple-family building facing the street; and

    f. maximize, as much as practical, the width of buildings along street frontages.

4. Multiple-family apartment buildings located on a corner shall maintain the pedestrian focus of both streets.

5. Corner buildings will include in their design, significant architectural detail(s) that highlight the corner as an important place in the neighbourhood. These could include:

    a. a corner articulated building design;

    b. public art;

    c. bay windows; or

    d. balconies.

6. Multiple-family building design and site plans will address issues such as sunpath and shadows, wind and protection from prevailing prairie winds and preserve important views and vistas of natural, public and commercial spaces.

7. Outdoor patio spaces for multiple-unit residential projects that face the street, shall provide sufficient landscape elements to ensure privacy and clear definition between public and private spaces.

8. Front and side yard setback adjustments may be considered in order to promote a pedestrian friendly environment.

Access and Parking

1. Site planning for multi-family parking lots will consider the following:

a. siting buildings, where possible, to encompass on-site parking at the rear of the building;

b. orientating vehicular access and egress towards collector and arterial streets, where possible, to prevent traffic infiltration on adjacent residential local streets;

c. limiting the number and width of vehicular access points to the site to minimize the impact on the pedestrian environment and pedestrian safety;

d. encouraging incorporating at least one parking space per unit within the building, or such other parking ratio as may be determined under the development application to reduce the size of on-site surface parking areas visible from public streets and parks;

e. encouraging the provision of secure bike parking for visitors and, where applicable, residents;

f. screening surface parking from public streets with natural landscaping techniques and ornamental fencing.

Landscaping and Accessory Structures

1. Landscaping for multi-family site should consider the following design considerations:

    a. landscaping should be treated as quality usable space and not as left over portions of the site; and

    b. landscaping and ornamental fencing should be used to define walkways, entry points, portals, and to screen the development's paved areas.

2. Accessory structures must be compatible in style and design with the primary buildings to ensure continuity in quality of design.

C-2.4 Neighbourhood Mixed Use Centre Urban Design Policies

This section applies to the *Neighbourhood Mixed Use Centre* as shown on the Land Use and Transportation Policy Map (fig.1). Designing a new neighbourhood affords an opportunity to make spaces into places with character and uniqueness. The goal for these Urban Design Policies is to direct development of the Neighbourhood Mixed Use Centre to provide a walkable, pedestrian focused environment where people from surrounding neighbourhoods can gather and meet in a public place.

Bringing people together in public places that are comfortable and inviting is at the heart of building more complete communities. In so doing, these policies also respond to the community preferences expressed by area residents during the public engagement process.

Pedestrian Focused

1. The Neighbourhood Mixed Use Centre will be integrated into the surrounding residential land uses through a well designed streetscape that is pedestrian focused and may include boulevard trees, landscaping, pedestrian scale lighting, and street furniture that contribute to a comfortable environment for people.

2. Street furniture is expected to be an important aesthetic component of the streetscape and will play a critical role in creating a comfortable and inviting space for people.

Parking

1. Parking and servicing shall be directed internally within the site to strengthen the relationship between the street and buildings, creating active street frontages and a more pedestrian orientated environment that includes the provision of internal sidewalks or paths.

2. Encourage a more efficient off-street parking system within the Neighbourhood Mixed Use Centre by promoting the potential for shared parking among uses that have different peak time characteristics.

Design and Access

1. Building façades should be orientated to face the public street to provide an attractive pedestrian environment.

2. Building entries should be clearly identifiable, visible and accessible from the public street.

3. Building setbacks from the street may be minimal. Extended setbacks will only be permitted where it is to incorporate a seating space, patio, etc.

4. The detailed design will consider how to creatively integrate public transit and cycling infrastructure into the commercial centre with a focus on convenience and ease of access.

5. Accommodate commercial vehicle requirements to serve the needs of the mixed use centre.

Gateways and View Corridors

1. The intersection of Dr. Jose Rizal Way and Old Commonwealth Path is an important focal point to the community and a major gateway into Precinct C. As a consequence, the detailed layout of the Neighbourhood Mixed Use Centre shall preserve and maintain the view corridor from Old Commonwealth Path to the retention basin, as is generally shown in the Land Use and Transportation Policy Map (fig.1).

2. The provision of public art, including statues, will be encouraged at appropriate locations within the view corridor.

Signage and Public Art

1. The intent is for commercial signage to be pedestrian in scale and not orientated towards vehicles. Signage will:

    a. be made of durable materials;

    b. situated so it does not block out window space; and

    c. not obscure the building's primary architectural features.

C-3 Residential

The focus of the residential areas policies is to provide a variety of housing options (e.g. secondary suites, single family dwellings, townhouses, rental apartment buildings and condominium apartment buildings) to meet the life cycle and socio-economic needs of the community. The general locations of the *Low Density Residential* and *Medium Density Residential* land use areas are shown in the Land Use and Transportation Policy Map (fig.1).

In addition to the policies below, the design of the residential areas will be subject to Section C-2 Urban Design Policies.

C-3.1 Low Density Residential Land Use Policies

This section applies to the *Low Density Residential Areas* as shown on the Land Use and Transportation Policy Map (fig.1).

1. The Low Density Residential areas may be comprised of the following land uses:

    a. secondary suites, single- and two-family dwellings and townhouses (which are considered in this Plan to be buildings comprised of at least three dwelling units each of which with direct access to the outdoors);

    b. other compatible land uses such as parks and open space; and

    c. a school site, located as is generally shown in the Land Use and Transportation Policy Map.

2. The minimum density target is 5 units per gross acre.

3. Residential, and other uses that may be sensitive to a nearby rail line, shall be buffered from the CPR's Arborg rail line.

C-3.2 Medium Density Residential Land Use Policies

This section applies to the *Medium Density Residential Areas* as shown on the Land Use and Transportation Policy Map (fig.1).

1. The Medium Density Residential areas may be comprised of the following land uses:

    a. townhouses (which are considered in this Plan to be buildings comprised of at least three dwelling units each of which with direct access to the outdoors) and apartment-type buildings, located next to a collector or an arterial street, where appropriate and compatible with adjoining land uses; and

    b. land uses that are compatible with residential uses, such as parks and open spaces.

2. The minimum density target is 10 units per gross acre.

C-3.3 Precinct-Wide Residential Density Target

1. The average density within the precinct area will be a minimum of 6 units per gross acre.

C-3.4 Projected Population

The precinct area is approximately 165 acres (66.94 ha). At a target density of 6 units per gross acre the projected population for Precinct C would be 3,020, assuming an average family size of 3.05 persons per household.

C-4 Neighbourhood Mixed Use Centre

This section applies to the *Neighbourhood Mixed Use Centre* as shown on the Land Use and Transportation Policy Map (fig.1). The purpose of the Neighbourhood Mixed Use Centre is to build a more complete, walkable community by providing a closer relationship between where people live and where they shop. The location of the Neighbourhood Mixed Use Centre is identified in the Land Use and Transportation Policy Map (fig.1).

The Neighbourhood Mixed Use Centre is proposed to function as a town centre, a gathering space and focal point for residents from surrounding neighbourhoods. As a result, it is anticipated to serve approximately 6,000 residential units within the planned area and the broader community. With its prominent location at Dr. Jose Rizal Way and Old Commonwealth Path, the Neighbourhood Mixed Use Centre will also act as the principal gateway into Precinct C and help to contribute to neighbourhood character by creating a unique sense of place.

In addition to the policies below, the design of the Neighbourhood Mixed Use Centre will be subject to Section C-2 Urban Design Policies.

C-4.1 Neighbourhood Mixed Use Centre Land Use Policies

1. The Neighbourhood Mixed Use Centre may be comprised of the following land uses:

    a. neighbourhood commercial and institutional uses (e.g. restaurants, personal services, health services, grocery stores, retail shops and offices); and

    b. multi-family residential uses that are allowed in the medium density residential areas as long as they are above ground floor commercial uses.

C-5 Potential School Reserve

Consultation with the School Division has identified the need for an N-8 school site within the Inkster Garden neighbourhood. The following policies will guide its development.

C-5.1 Potential School Reserve Policies

1. A school up to grade 8 and a day care may be generally located within the Low Density Residential area as shown in the Land Use and Transportation Policy Map (fig.1) and will be subject to Conditional Use approval.

2. Should a school site not be required or approved, the underlying land use designations shown on the Land Use and Transportation Policy Map (fig.1) shall apply.

3. The school site location and its site plan design should be compatible with adjacent and near-by land uses.

4. The School Division is encouraged to share the use of its facilities, such as the school building and the sports fields, with local groups and organizations.

C-6 Parks

This section applies to the *Parks* areas as shown on the Land Use and Transportation Policy Map (fig.1). The purpose of this section is to facilitate the dedication of land for parks.

The primary purpose of the parks is to provide areas for active and passive recreational and leisure activities in a safe and inviting way.

In Waterford Green an emphasis is placed on creating a well integrated system of parks that supports and becomes part of the AT network (see section 7.4) – enhancing the connectivity within the precinct and extending out to significant areas in adjacent communities. The parks space flanking the retention pond in the centre of the precinct has become an important spine linking the active park space in the north to the space in the south and extending beyond to adjacent neighbourhood and the future regional AT corridor along Chief Peguis. This same space has also enhanced the 'view corridor' by establishing a physical connection between the two primary activity nodes of this neighbourhood – the school and the Mixed Use centre. Smaller passive park spaces have been situated to provide special points of interest within the precinct.

The specific location, size and configuration of the parks will be determined at the Development Application stage, the evaluation of which shall be on both qualitative and quantitative aspects.

C-6.1 Parks Policies

1. The parks of Waterford Green shall provide residents of Waterford Green and of adjacent and nearby neighbourhoods with:

    a. active recreation opportunities - sports fields;

    b. passive recreation and leisure opportunities such as places to play, sit, enjoy nature, garden, learn, walk, cycle or ski; and

    c. land in which an AT path may be located.

2. The parks shall enable a variety of experiences and year-round activities for people of all ages and abilities.

3. Parks should be located such that most dwellings in Waterford Green are within approximately 400 metres of a park or open space.

4. Parks shall be an appropriate size and configuration for their intended uses but, in order to provide an equitable distribution of parks, shall not be much larger than is necessary for their intended uses and not concentrated in one area.

5. Orientation and quality of the parks should be appropriate for the intended use.

6. Parks should be planned to maximize passive surveillance through site configuration, placement of access points, amount of frontage and sitelines.

7. Parks will incorporate principles of sustainable landscapes, which may include but are not limited to naturalized plantings and low maintenance vegetation.

8. To balance the provision of active and passive parks, a minimum of 30% of the parks in Waterford Green shall be allocated to each type.

9. The amount of parks allocated for active recreation assumes that the area designated "potential school reserve" will be developed into a school with accessory uses such as sports fields and also takes into account Policy 4 of Section C-5.1, which states: "The School Division is encouraged to share the use of its facilities, such as… the sports fields, with local groups and organizations."

10. Should a school site not be required or approved, the design of the residential neighbourhood underlying the potential school reserve will include provisions for the dedication of an active recreation area of a size and configuration to accommodate at least one full sized sports field.

11. The parks located along storm water retention basins shall include space in which a path, with appropriate land drainage, can be accommodated.

12. Linear Parks, and those parks having the primary purpose of accommodating a continuous path, should be designed to minimize the number of street crossings.

13. Path surfacing shall be appropriate to the context and determined, in consideration of City guidelines and standards, at the development approval stage.

14. Principles of CPTED (Crime Prevention Through Environmental Design) and Universal Design shall apply.

15. Section C-2 shall apply to all parks.
16.

C-7 Infrastructure

Infrastructure planning is key to providing sustainable communities that are able to meet current and future needs. In order to ensure sustainability, development must be managed to ensure coordinated and orderly growth of the community. A sustainable servicing strategy will involve providing infrastructure in a manner that ensures cost fairness and equity for existing residents, future residents, and developers while meeting overall community objectives laid out in Complete Communities. The following policies will guide the provision of infrastructure, and the efficient extension of municipal infrastructure in particular, in the phased development of Waterford Green.

C-7.1 Municipal Infrastructure Servicing Design Brief

1. Development proposals will include the preparation and submission of a comprehensive servicing design brief. The servicing design brief should provide details on the characteristics of proposed land uses and municipal infrastructure requirements.

2. Municipal Servicing proposals are to be designed to reflect City Development Agreement parameters.

C-7.2 Water Policies

1. The internal watermain system will provide an integrated looped water system. Water will be provided to the precinct area by a connection to the existing 300 mm main at the intersection of Dr. Jose Rizal Way and Jefferson Avenue, to the 250 mm main on Marianne Road, to the 200 mm main on Old Commonwealth Path and to the 150 mm mains at Stillmeadow Cove and Meadowland Drive.

2. The water system will be designed to provide target fire flow rates based on FUS guidelines during maximum daily demands.

3. The water distribution system will be designed to accommodate the proposed land uses within the Precinct.

4. The water system will be designed, where feasible, to provide inter-connection between the Jefferson Avenue water main and the Inkster Boulevard feeder main.

5. A water distribution management plan will be provided to the City of Winnipeg as part of the initial development application to show how the proposed system will be incorporated into the City of Winnipeg's regional system and meet design requirements.

6. Encourage water conservation initiatives by promoting use of low volume fixtures, dual flush toilets, and use of rain and grey water for household purposes.

C-7.3 Wastewater Policies

Based on a preliminary review of grades, Precinct C can be serviced by gravity sewer with no lift station.

1. The wastewater system will connect with the existing 375mm WWS stub at Garton Avenue and Old Commonwealth Path.

2. The wastewater sewer system will be designed to accommodate the proposed land uses within the Precinct.

3. A wastewater management plan will be provided to the City of Winnipeg as part of the initial development application to show how the proposed system will be incorporated into the City of Winnipeg's regional system and meet their design requirements.

C-7.4 Land Drainage Policies

1. Provide a stormwater management system that is efficient and effective in managing drainage requirements of urban development within the Precinct.

2. Waterford Green (the Precinct) will be serviced by catch basins and an underground storm drainage system conveying storm water to the centrally located retention basins.

3. Stormwater will be managed through a centrally located basin system (totaling approximately 2.43 ha). The basin water levels and discharge rate will be controlled (to the City's satisfaction) by a weir structure on Old Commonwealth Path. The site runoff will be conveyed via an interconnecting sewer to the existing Garton Avenue 900 mm LDS.

4. The land drainage system will be designed to accommodate the proposed land uses within the Precinct.

5. A storm water management plan will be provided to the City of Winnipeg as part of the initial development application to show how the proposed system will be incorporated into the City of Winnipeg's regional system and meet their design requirements.

C-7.5 Transportation Policies

The purpose of the Transportation Policies is to guide the development of Waterford Green's transportation system so that it will accommodate a wide range of transportation modes, including, but not limited to, the pedestrian and the cyclist, both of which are forms of active transportation, the private motor-vehicle driver/passenger and the public transit user. Paths, sidewalks and roads will each accommodate one or more mode of transport, resulting in the networks of each mode of transport overlapping one another in places. Paths may be located in Public Streets, Public Lanes, Public Reserves or any parcel of land that functions as a park. Sidewalks and roads may be located in Public Streets or Public Lanes.

In addition to focusing on the functional performance of the transportation network, the design of public streets will promote a high quality urban environment, sensitive to how people experience space and will be subject to Section C-2 Urban Design Policies.

The Waterford Green Land Use and Transportation Policy Map (fig. 1) shows the general locations of:

- proposed roads that would function as arterial or collector streets, each of which will include at least one sidewalk or path;

- proposed roads that would function as local streets that will include at least one sidewalk or path; and

- proposed paths that would be alongside roads or in areas designated "Parks" on the Policy Map.

C-7.5.1 Complete Streets

As stated in Section A-2.1, new communities will be developed with complete streets. *Complete Communities* defines complete streets as streets that:

> aim to provide a range of transportation options, including private automobiles, transit, cyclists and pedestrians in a safe and efficient manner. Complete streets are context sensitive and generally incorporate road treatments that address the unique issues of each corridor.

This definition recognizes that complete streets vary in their design. While some local streets can safely and efficiently accommodate a range of transportation modes without having to separate the human-powered traffic from the motor-vehicles, certain types of arterial streets can only do so by providing a sidewalk or path for human-powered traffic and a road for motor-vehicle traffic.

C-7.5.2 Active Transportation (AT) Network Policies

AT is any human-powered mode of transport and also includes power assisted modes such as electric wheelchairs.

1. The AT network may consist of:

    a. paths for cyclists and similar modes only;

    b. paths and sidewalks for pedestrians and similar modes only;

    c. paths and sidewalks for pedestrians and cyclists and similar modes;

    d. roads for cyclists and motor-vehicles only that may include cycling facilities such as sharrows, bike lanes or cycle tracks; and

    e. local roads designed to accommodate all modes of transport, located in Public Streets that can also accommodate sidewalks or paths, should either be deemed necessary by the Director of Public Works.

2. The AT network shall connect with existing and planned AT facilities adjacent to the Precinct.

3. The AT network shall be designed, where possible and practical, to make it more convenient and attractive to access local neighbourhood and community amenities by AT than by using the private motor-vehicle.

4. The AT network will provide access to parks, sports fields, the Neighbourhood Mixed Use Centre, a school (if constructed), transit facilities and residential areas to facilitate connectivity and access for human-powered and public transportation.

5. Where warranted to avoid conflicts between cyclists and pedestrians at Transit stops, pedestrians and similar modes shall have a separate path or sidewalk from cyclists and similar modes.

6. The detailed design of the AT network will be generally consistent with:

    a. Crime Prevention Through Environmental Design (CPTED) principles; and

    b. the City of Winnipeg's Universal Design Policies such that it

        i. can be efficiently used by people with a wide range of abilities operating in a wide range of situations and

        ii. provides people with the same opportunity to access various destinations in, and adjacent to, the Precinct, regardless of age, ability or life circumstances.

7. Sidewalks or paths shall be provided on all streets that function as collectors or arterials, which are shown on the Land Use and Transportation Policy Map (fig.1).

8. Sidewalks or paths may be provided on local streets that are not identified on the Land Use and Transportation Policy Map (fig.1) where deemed necessary by the Director of Public Works.

9. The design of the AT Network along Dr. Jose Rizal Way will consider providing a path for pedestrians and cyclists and similar modes of transport that is separate from the roadway in order to improve safety for all users of the public street.

10. A street with a pedestrian boulevard is proposed to connect the Neighbourhood Mixed Use Centre to the neighbourhood path system and the school, as is shown on the Land Use and Transportation Policy Map (fig.1). The design of the street should reflect its importance as a pedestrian link and a view corridor. Its design will include provisions for creating a high quality pedestrian streetscape and may include treed canopies, sidewalks, and pedestrian scale lighting.

C-7.5.3 Transit Network Policies

1. Encourage a neighbourhood layout that promotes convenient access to public transit by having bus stops within 400 m of most households, where practical.

2. Bus stops will be located at natural pedestrian "hot spots", near stores, a school and major road intersections.

3. Dr. Jose Rizal Way and the extension of Old Commonwealth Path are intended to be bus routes.

4. As stated in C-7.5.2, Policy 5, "Where warranted to avoid conflicts between cyclists and pedestrians at Transit stops, pedestrians and similar modes shall have a separate path or sidewalk from cyclists and similar modes".

C-7.5.4 Motor-Vehicle Network Policies

1. Ensure the orderly and efficient development of the motor-vehicle network by planning community development in such a way as to accommodate requirements for major roads such as the future extension of Chief Peguis Trail and connection with Dr. Jose Rizal Way.

2. Traffic flow through key intersections will be managed by traffic lights or, at the intersection of Dr. Jose Rizal Way, a roundabout.

3. The design of the motor-vehicle network will consider:

    a. incorporating an intuitive street hierarchy and loop system to facilitate way-finding through the neighbourhood;

    b. how best the neighbourhood can be connected to the existing regional street network to improve safety and traffic flow;

    c. the movements to fit the journeys that people want to make, including the accommodation of commercial trucks, heading to, and from, destinations within the precinct, on roads that function as collectors or arterials;

    d. the quality of routes in terms of how people experience the streetscape; and

    e. providing direct and attractive connections to neighbourhood focal points.

4. As part of the development review process, maintain the safe and efficient operation of roads by incorporating, where appropriate, traffic calming design approaches to manage speeds and discourage through traffic from infiltrating primarily residential areas.

C-7.6 Communications, Electricity and Natural Gas

1. Encourage the provisions of these services in a manner that ensures the facilities, rights-of-ways and easements are consistent with the policies within this plan.

C-8 Rail Corridor Policies

The Transportation Master Plan identifies the CPR's Arborg right-of-way as a conceptual bicycle spine or super corridor and recommends that consideration should be given to creating a "cycling spine" or "super corridor" in that ROW, as part of a networking linking "the city's main activity nodes" and providing "connectivity to local and regional cycling networks."

C-9 Implementation

The Waterford Green Community Plan provides a guide for development of a *New Community* under Winnipeg's Complete Communities Direction Strategy. The Plan's vision, objectives, policies, design guidelines and strategies provide direction to the community and Council on the desired development direction. The Land Use and Transportation Policy Map (fig.1) provides a geographic reference for implementation of the Plan. The Policy Map is intended to inform the zoning, subdivision and development approval process and manage land use within Waterford Green (Precinct C).
The Policy Map defines the land use policy areas and represents the intended use of lands for the expected development of Waterford Green over a build-out timeframe of 5 to 7 years.

Land use proposals will be evaluated against the land use policies of the Plan as they are applied to the lands designated in the Land Use and Transportation Policy Map (fig.1).

C-9.1 Actions

1. Municipal by-laws and public works shall be guided by this Plan.

2. Decisions and actions of the City, including public investment in services and infrastructure, shall be guided by this Plan.

3. Implementation plans and guidelines, consistent with this Plan, may be adopted, identifying priorities, guidelines and actions to advance the vision and strategies of this Plan.

4. Municipal resources, especially infrastructure, lands and buildings, shall be guided by the Plan for their best strategic advantage in advancing the strategies of this Plan and leveraging other public and private investment.

C-9.2 Site Plans

1. For medium density residential, mixed-use, and school sites, development applications will include site plans that show:

    a. the relationship and fit of the development with adjoining land uses and future development areas;

    b. how site uses and structures will be organized and located to ensure compatibility with adjoining land uses and transportation systems; and

    c. design features for special purposes such as landscaping, buffers, open space, and pedestrian and vehicular accesses.

Figure 1- Land Use and Transportation Policy Map

