Re: PLAN WINNIPEG AMENDMENT – WAVERLEY WEST

For submission to: Executive Policy Committee

Original report signed by: Director of Planning, Property and Development

Report date: December 7, 2004

Recommendation(s):

1. That By-Law No. 50/2004 be forwarded to Council for second reading to allow for a proposal to amend *Plan Winnipeg* By-Law No. 7630/2000 by:

   a. redesignating lands as identified on Attachment "A" from *Rural Policy Area* to *Neighbourhood Policy Area*.

2. That the future re-zoning, subdivision and development of the subject lands be managed by the City of Winnipeg through a comprehensive Secondary Plan adopted by Council.

REPORT SUMMARY

Key Issues:

- Plan Winnipeg Vision 2020(Section 3B-08iii) permits the conversion of land from Rural Policy Area to Neighbourhood Policy Area to facilitate future development "by allowing the redesignation of Rural land to Neighbourhood only where there is a demonstrated need for additional land to satisfy projected demand and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical and timely manner".

- A collaborative and integrated planning approach has been adopted for consideration of future development in Waverley West, in accordance with Plan Winnipeg policies.
- A case can be made for the redesignation of Waverley West from Rural Policy Area to Neighbourhood Policy Area, based on the depletion of land available for residential development in southwest Winnipeg and demand derived from moderate population growth and declining average household size.
- Background research and analysis has been completed to address a comprehensive set of relevant Plan Winnipeg policies including the impact of the proposed development on City's infrastructure.
- It is estimated that 1,740 of the 3,075 acres of land would be used for residential development, amounting to an 18-25 year supply. The balance of the land would be required for transportation, recreational facilities, utility corridors and other land uses.

- Housing market analysts, including CMHC, have suggested that Winnipeg's depleted land supply is one of several factors contributing to the recent rise in Winnipeg housing prices and limited consumer choice for housing types, prices and locations.

Implications of the Recommendation(s):

General implications:

	None
X	**For the organization overall and/or for other departments**
X	**For the community and/or organizations external to the City of Winnipeg**
	Involves a multi-year contract

Comment(s):

- Second reading of the amending by-law indicates Council's decision to proceed with an amendment to Plan Winnipeg to re-designate Waverley West from *Rural Policy Area* to *Neighbourhood Policy Area*, subject to approval by the Minister of Intergovernmental Affairs, thereby permitting further planning and development in Waverley West.

Policy implications:

	No
X	**Yes**

Comment(s):

- A Policy Area redesignation constitutes an overall land use change to Plan Winnipeg for these lands in the southwest quadrant of the city.

Environmental implications:

X	**No**
	Yes

Comment(s):

- A Policy Area redesignation in and of itself does not have environmental implications. Environmental issues will be addressed as further reports come forward with secondary plans, rezonings and subdivision of the area.

Human resources implications:

X	**No**
	Yes

Comment(s):

-

Financial implications:

X	**Within approved current and/or capital budget**
	Current and/or capital budget adjustment required

Comment(s):

- A Policy Area redesignation in and of itself does not trigger financial implications at this time. The capital costs of the redevelopment of these lands will be calculated, assessed and budgeted for accordingly as the development of the land is phased in.

REASON FOR THE REPORT:

Under the City of Winnipeg Charter, Executive Policy Committee is the designated hearing body responsible for Plan Winnipeg.

HISTORY:

Manitoba Housing and Renewal Corporation (MHRC) and Ladco Company Limited each submitted letters to the City requesting amendments to Plan Winnipeg that would allow residential development on their respective lands in Waverley West, noted on *Attachment B: Land Ownership.* The plan amendments requested by the major property owners would have placed the City in a position of reacting to two separate and independent development initiatives.

In April 2003, the major stakeholders met to discuss an approach to comprehensively plan for development of all the Waverley West lands. Ladco, MHRC, Manitoba Intergovernmental Affairs, and the City's Public Works and Planning, Property and Development Departments were involved in the discussion. All parties agreed to participate in a collaborative approach to planning for the subject lands.

An inter-governmental and inter-sectoral Waverley West Working Group was established to manage the cooperative process. It was agreed that detailed background studies would be required in order to consider a plan amendment in this area. It was also agreed that, if the information demonstrated justification for an amendment to Plan Winnipeg, the City of Winnipeg would initiate the amendment in order to ensure a comprehensive approach to the planning and development of this community.

In May 2003, the Waverley West Steering Committee agreed to a Terms of Reference that were prepared to ensure that all relevant Plan Winnipeg policies were addressed in the background studies. The developers commissioned three independent studies to respond to the Terms of Reference. ND Lea completed a *Waverley West Housing and Population Report* and a *Waverley West Transportation Review*. Royal LePage Advisors completed a *Waverley West Long Range Market Assessment*. The reports were submitted to the Planning, Property and Development Department in September 2003.

In December 2003, additional information was submitted, on behalf of the developers, with the objective of providing more detail and clarification about (1) the anticipated Waverley West housing market, (2) the costs and benefits of the proposed development, and (3) the impacts on the City's transportation infrastructure. In July 2004, ND Lea submitted a final revised draft of a study that examined the fiscal costs and benefits of Waverley West entitled *Waverley West Cost Benefit Study*.

The Plan Winnipeg Amendment application has moved forward through the following timeline:

- October 2003 – EPC considers the proposal to amend Plan Winnipeg to accommodate development in Waverley West and tables the item pending more information.
- January 2004 – Additional requested information is provided and EPC forwards the amending by-law to Council for first reading.

- March 2004 – Council gives first reading to the amending by-law and refers the matter back to EPC in order to set a date for the hearing.
- November 2004 – EPC established the hearing date of January 4, 2005.

DISCUSSION:

The entire area defined under the proposed Plan Winnipeg amendment is approximately 3,075 acres, bounded by the Perimeter Highway to the south, Brady Road to the west, the Lot 16 drain and Bishop Grandin to the north and Waverley Street on the east, as shown on Attachment A. Upon removing major transportation and utility corridors (MB Hydro corridor, Bishop Grandin extension, Kenaston Boulevard extension and Perimeter Highway berming), and other land uses in the area (storm water retention basins, former land fill and control zones, existing homes), the net developable acreage is about 2,500 acres.

The land use concept for Waverley West estimates that after the provision of parkland/open space dedications, school sites, and business and commercial areas, about 1,740 acres of land would remain available for residential development and the internal street system. Using an average overall residential density of 6 units per acre (based on 20% multiple family and 80% single family housing), approximately 10,440 new dwelling units could be developed. With projected absorption rates, this could represent an 18 – 25 year supply of land in the Waverley West area.

A number of initial discussions took place with a variety of stakeholders in 2003. Public consultation will be a component of the Waverley West Secondary Plan planning process, the next level of planning policy following a Plan Winnipeg amendment.

- The University of Manitoba hosted a design charrette in the spring of 2003 and brought together interested stakeholders for three-days of intensive consideration of development options in Waverley West. This prompted media attention and many inquiries to the Planning, Property and Development Department.
- An information-sharing meeting was held for the residents of Waverley West in June 2003 to advise them of the development interest in the area and to inform them of the municipal processes and approvals that would be required.
- Transportation engineers from the City, the Province and developers have met to discuss the regional transportation issues associated with potential development in Waverley West. The RM of Macdonald was also represented at this meeting.
- Staff have been involved in information-sharing meetings with the Provincial Council of Women and others to discuss issues related to Waverley West and encourage open communication with the community.
- The ongoing meetings of the Waverley West Working Group have ensured frequent communication among Manitoba Intergovernmental Affairs, Manitoba Housing and

Renewal Corporation, Ladco, Planning, Property and Development and other departments within the City of Winnipeg.

Plan Winnipeg Vision 2020

Plan Winnipeg policies provide a basis for guiding and evaluating new development in the city. The following subjects capture the type of information required by Plan Winnipeg in order to evaluate new development proposals. Each of these issues has been addressed in the background studies submitted to the City by the developers in support of re-designating Waverley West from a Rural Policy Area to a Neighbourhood Policy Area and through analysis by various departments within the City. The relevant Plan Winnipeg policies are attached. (see *Attachment B: Relevant Plan Winnipeg Policies*)

- ☑ Demographic and socio-economic analysis of Winnipeg & the Southwest quadrant (2B-03i)
- ☑ Social and Economic benefit / cost analysis of development in Waverley West (2B-03viii; 3A-02ii)
- ☑ Market analysis (3A-01; 3A-02i; 3B-04; 3B-05; 3B-08iii)
- ☑ Development impact analysis (3A-02v; 3A-04; 3B-02iv; 3B-08)
- ☑ Transportation impact analysis (3A-04; 3C-03iii)
- ☑ Fiscal impact analysis (3A-02)

Plan Winnipeg Vision 2020(Section 3B-08iii) permits the conversion of land from Rural Policy Area to Neighbourhood Policy Area to facilitate future development "by allowing the redesignation of Rural land to Neighbourhood only where there is a demonstrated need for additional land to satisfy projected demand and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical and timely manner".

Plan Winnipeg (Section 3A-02i) also requires that new residential subdivisions only be approved where "there is a reasonable relationship between the supply of land and the projected demand".

These policies represent critical core Plan Winnipeg principles and are intended to ensure that new development continues to be planned in a manner that promotes an efficient and compact urban form. An understanding of the current supply of residential land throughout the City in relation to the projected demand for new residential land is therefore essential for evaluating the appropriateness of designating Waverley West to Neighbourhood Policy Area.

In response to the policy direction provided by Plan Winnipeg, the Planning, Property and Development Department initiated a study of the supply of residential land within the City early in the approval process for the Waverley West Plan Winnipeg amendment. The study culminated in the release of a report by the department titled "City of Winnipeg Residential Land Supply

Study" dated October 2004. The following section summarizes the results of that study and discusses the implications for Waverley West.

Land Supply and Demand

The demand for land to accommodate residential development is a function of the demand for residential housing units or households as either single-family or multi-family forms of housing. Population increases and changing demographics are the primary drivers for housing demand and by forecasting population increases, an estimate of future demand for housing can be determined.

Population and Demographics

The Land Supply Study used the most recent population projections for the City of Winnipeg prepared by the Conference Board of Canada and released by the CAO Secretariat in October, 2004. These projections forecast a steady net annual increase in population over the next two decades and were used to estimate the future demand for housing.

A second important component of predicting future housing demand is the trend toward declining numbers of people per household which is forecasted to decline over the next twenty years. This results in an increasing demand for additional dwelling units to accommodate the growing population as fewer people are housed for every new household that is formed.

Lots Supply and Demand

The demand for new residential housing units was then calculated on the basis of forecasted population growth and declining household size. Since single-family housing is the greatest consumer of land, the study calculated the approximate demand for this housing form by discounting the demand forecast to account for ongoing multi-family development.

The Land Supply Study distributed the forecasted demand for single-family housing units between the four quadrants of the City based upon historical housing market share (North West, North East, South East and South West) to determine which areas have a sufficient supply of land available and which areas have a shortage.

The study identified and quantified the location and type of vacant land potentially available for residential development throughout the City. This included all vacant land within those areas currently designated as Neighbourhood Policy Area under Plan Winnipeg. Two broad categories of land types were mapped and quantified consisting of "infill" lots within existing mature neighbourhoods and "greenfield" land located in the suburban periphery of the City. The inventory of vacant land was then further divided into lands that are serviced and un-serviced.

By comparing the projected demand for housing against the supply of both un-serviced and serviced land, the Study made a determination of the adequacy of land supply in various quadrants of the City by estimating the number of years of supply available.

Overall, the City of Winnipeg has approximately 8 to 10 years of total land supply available for single-family residential development in both new and mature neighbourhoods with the supply

of serviced land at about 2 years. The southwest quadrant of the City has the least amount of land available and will begin to experience a severe shortage of new lots for housing construction within one year.

The forecasted steady demand for new housing combined with a traditional market preference for the south half of the City will likely result in the shifting of greater demand to the southeast areas leading to a more rapid depletion of supply there. In addition, lack of supply in these areas may result in an increase in demand for housing units outside the City of Winnipeg in Capital Region municipalities as the housing market seeks other alternatives in the face of restricted consumer choice.

Planning Implications

It is prudent long range planning practice to plan for a total land supply of serviced and un-serviced land for residential development purposes to at least a fifteen year to twenty year planning horizon in each quadrant of the City including infill land within mature neighbourhoods. This allows the development and housing industries to work toward maintaining a rolling supply of at least 5 years of land that is serviced, (Or easily serviced within one construction season.) in order to respond to market fluctuations in the demand for new housing. It also allows the City to plan comprehensively for growth and change over a longer term to facilitate strategic decision making for the provision of City services, municipal infrastructure and transportation improvements.

The City of Winnipeg Residential Land Supply Study has demonstrated that there is an ongoing, long term demand for new housing and residential land in the southwest quadrant of the City and that there is currently a shortage of new land available to meet this demand. The addition of Waverley West would increase the inventory of residential land in the southwest to provide a more suitable supply of approximately eighteen to twenty-five years. This is consistent with the past 20 years of lot absorption in the southwest which has included the build out of Linden Woods, White Ridge, Waverley Heights and Richmond West subdivisions, which, when combined, represent the approximate land area of Waverley West.

Provision of Municipal Services

Plan Winnipeg requires that a full range of municipal services must be provided in a cost effective and efficient manner. This must be evaluated in the context of determining the appropriateness of designating land from Rural Policy Area to Neighbourhood Policy Area.

In order to address this requirement, an inter-departmental team led by PP&D reviewed the existing infrastructure and determined the extent of any improvements or extensions required to service Waverley West including water, wastewater, land drainage and transportation systems as well as police, fire and emergency services, recreation facilities and parks.

Water, Wastewater and Land Drainage

Regional water mains and wastewater trunk lines are located adjacent to Waverley West to the northeast along Waverley Street and Bishop Grandin Boulevard. These facilities are sized to accommodate development of the Waverley West lands and will be extended south through the

site to provide service. A second option for servicing the site with wastewater services may be possible via a direct link from the southern portion Waverley West to the City's Southeast Water Pollution Control Centre. This second option is subject to a more thorough analysis by the Department of Water and Waste during the Secondary Plan formulation process.

Land drainage will be accommodated through a series of integrated on-site stormwater retention facilities constructed in stages as development proceeds and connected to three major existing outflow locations adjacent to the north, central and southeast boundaries of the site.

Transportation Systems

A transportation analysis was conducted by ND Lea engineering consultants using traffic modeling data generated by the Public Works Department under the direction and guidance of the Waverley West Steering Committee. The results of this analysis are published in the report by ND Lea entitled "Waverley West Transportation Review" and include an assessment of the impacts of Waverley West on the existing off-site road network and transit services.

The transportation review included an examination of the major road networks servicing the southwest including Kenaston Boulevard, Waverley Street, Pembina Highway, Roblin Boulevard, Grant Avenue, McGillivray Boulevard, Bishop Grandin Boulevard and Bison Drive. Existing traffic volume data for each of these roadways was obtained from the Public Works Department to provide a baseline for estimating future volumes at the expected build out horizon for Waverley West in 25 years.

Additional vehicle trips generated by Waverley West were estimated using a high and low trip generation rate based upon the expected mix of land uses and residential densities proposed for the development. These vehicle trips were then distributed amongst the surrounding road network in accordance with the following assignments based upon existing traffic patterns in southwest Winnipeg:

East/West Bishop Grandin Boulevard	38%
North/South Kenaston Boulevard	22%
North/South Waverley Street	19%
East/West Bison Drive	12%
To/From the south on PTH 100 or Waverley Street	9%

The estimated additional Waverley West vehicle trips were then added to the existing background traffic on the surrounding off-site road network to determine potential impacts and required improvements resulting from Waverley West at the 25 year build out.

The analysis indicated that some of the required improvements to the southwest Winnipeg arterial road network would be required regardless of the development of Waverley West, due to

the annual increase in background traffic occurring over the 25-year time frame. The following is a summary of improvements that would be triggered by Waverley West over twenty-five years:

Summary of Off-site Regional Road Network Improvements at 25-Year Build Out

Existing Road	**Improvements**
Kenaston Blvd.	Additional southbound and northbound lanes from Taylor to Bishop Grandin Blvd. to a 6 lane roadway.
Bishop Grandin Blvd.	Additional lanes in both directions to a 6 lane roadway to Pembina Hwy.
Bison Drive	Additional 2 lanes from Waverley to Pembina and dedicated lanes for rapid transit busway.
Waverley Street	Additional two lanes and grade separation at railway crossing.
Pembina Highway	Additional lanes required however widening beyond six lanes is not considered feasible due to right-of-way restrictions.

Waverley West will also require an extension of the regional road network through the site as follows:

1. Extension of Waverley Street west to Brady Road and improvements to the existing alignment of Waverley Street.

2. Intersection improvements at Waverley and Bison Drive and extension of Bison Drive west to Brady Road.

3. Extension of Bishop Grandin Blvd. From Kenaston to Brady Road.

4. Reconstruction of Brady Road to 4 lines from Bishop Grandin Blvd. To 1 km. North of the Perimeter Hwy.

These represent major extensions of the City's arterial road network to facilitate both direct access to and from Waverley West and to allow for the movement of regional traffic through the site to other destinations.

<u>Kenaston Boulevard</u>

Plan Winnipeg 2020 Vision identifies the extension of Kenaston Boulevard south to the Perimeter Highway through Waverley West as a major street addition on "Policy Plate C, Transportation Concept Plan to 2020 and Beyond". As such, Kenaston Boulevard will become a critical and vital component of the City's major road network providing a link from the Perimeter Highway to the airport and forming a component of the Provincially significant "North American Trade Corridor."

Transit Service

The demand for transit services in Waverley West was forecasted in consultation with Winnipeg Transit and is ranged based upon low (13 %) and high (25%) ridership mode splits. This forecast was used to determine the number of buses and routes required to service Waverley West at build out during regular service hours and at peak periods. In total, 13 to 18 peak period buses would be required with the lower mode split estimate, and 27 to 41 with the higher mode split estimate running along four bus routes.

The extension of the planned busway transit corridor from it's southern termination at Pembina Highway and Bison Drive into Waverley West would also require the construction of dedicated bus lanes along the Bison Drive alignment.

Police, Fire and Emergency Services - Community Centres and Recreation Facilities

Facilities for various emergency and community services represent both capital investment by the City and an ongoing requirement for the maintenance of the facilities and the service. As more detailed planning for Waverley West continues through the Secondary Planning process, the number and location of these facilities will be addressed in consultation with the various service providers.

Financial Considerations

Plan Winnipeg requires that the costs of extending or developing a new service infrastructure to support development be taken into consideration and examined in relation to the financial benefits that might be accrued from the development. Specifically, Plan Winnipeg states the redesignation of land from rural to neighbourhood take place only "…. where a full range of municipal infrastructure can be provided in an environmentally sound, economical, and timely manner…".

One definition of economical is "giving good value or return in relation to the resources used or money spent". Excluding non-financial criteria, Waverley West would give "good value" to the City of Winnipeg provided that the tax revenues generated by the development outweigh the tax-supported costs. The approach taken and assumptions employed would have a significant effect on the results of such an analysis. Also, given the fiscal framework within which the City currently functions, the timeframe over which any analysis is prepared of how "economical" Waverley West would be is critical to the conclusion drawn. The secondary planning process, discussed below, must be undertaken prior to determining whether the development would be fiscally sustainable over time. Key to this process would be the exploration of alternative and innovative approaches to the financing of infrastructure as current practices limit stakeholders' ability to achieve mutually beneficial outcomes.

Planning Process – Waverley West Secondary Plan

Detailed planning for Waverley West would commence upon the successful completion of the Plan Winnipeg amendment and would involve the formulation of a Secondary Plan for the entire area.

The Secondary Plan could provide a comprehensive and detailed guide for the development of Waverley West including the form, function and location of land uses, roads, utilities, parks and open space, land drainage, community and recreation facilities, schools, and transit facilities. It is anticipated that it also would provide tools for managing the staging of development as well as the distribution of costs.

It is expected that the Secondary Plan would incorporate more innovative principles of community design and planning that lead to the development of whole communities with a mix of land uses, densities and housing forms linked by an extensive open space and pathway network. A more connected and integrated street and transportation system is also envisioned to create enhanced opportunities for transit and other forms of non-vehicular transportation.

The Secondary Plan formulation process would include participation by the City of Winnipeg, Planning, Property and Development Department, other City departments, the project developers, local stakeholders and the public. The process would also include opportunities for public input and consultation.

Financial Impact Statement

Date: November 25, 2004

COMMENTS:

There are no financial implications specifically associated with the redesignation of the Waverley West area in Plan Winnipeg from rural to neighbourhood policy area. The financial implications associated with the redevelopment of these lands will be brought forward, assuming the land is redesignated, as part of the secondary planning process.

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

IN PREPARING THIS REPORT, THERE WAS CONSULTATION WITH AND CONCURRENCE BY:

Engineering Division, Water and Waste

Transportation Division, Public Works

Planning and Schedules Division, Transit

THIS REPORT SUBMITTED BY:

Planning, Property and Development Department
Division: Planning and Land Use
Prepared by: Martin Grady
PPD File #: PW 02/03

Attachments:
A: Bylaw
B: Land Ownership
C: Relevant Plan Winnipeg 2020 Policies

Document name: O:\Reports Directive\Planning and Land Use\Urban Planning Reports\2004 Reports\Waverley West Second Reading.doc

ATTACHMENT A: BYLAW

REFERENCE: FILE NO: EP-1.1(PW 02/03)

THE CITY OF WINNIPEG

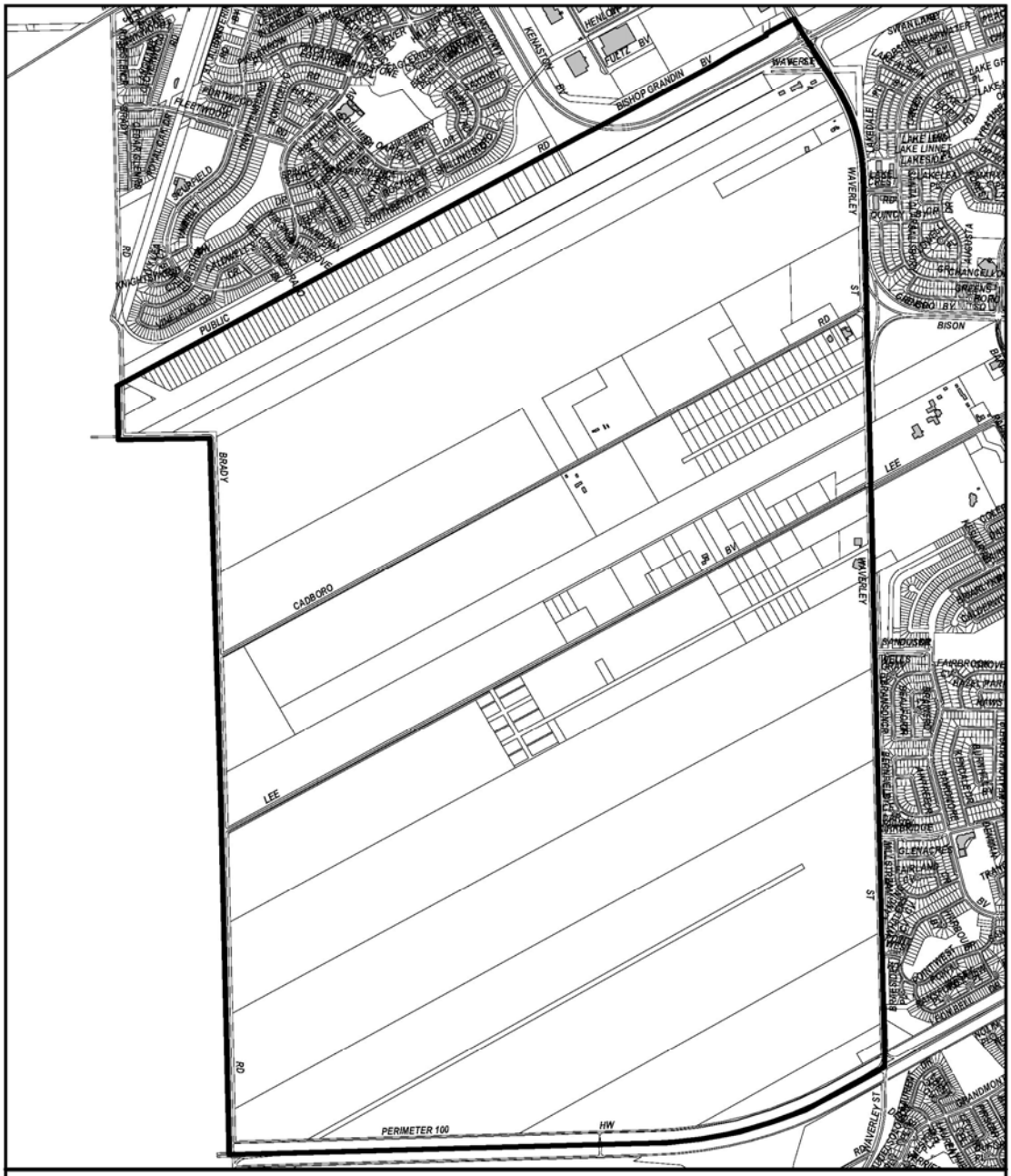
BY-LAW NO. 50/2004

A By-law of **THE CITY OF WINNIPEG** to amend By-law No. 7630/2000, a By-law establishing **PLAN WINNIPEG**, being a statement of the City's policy and general proposals in respect of development or use of land in the City.

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

1. The map titled "POLICY PLATE A, LAND USE, PLAN WINNIPEG 2020 VISION", attached to and forming part of By-law No. 7630/2000 is hereby amended as follows:

"Lands located in the neighbourhood characterization area known as Waverley West, south of a westerly extension of Bishop Grandin Boulevard, east of Brady Road, north of the Perimeter Highway, and west of Waverley Street, in the Riel Community of The City of Winnipeg, shown outlined on the map below, are hereby designated as "NEIGHBOURHOOD" Policy Area and the said Plan Winnipeg Policy Area Map shall hereafter be read and construed as though the said lands were indicated thereon as "NEIGHBOURHOOD" Policy Area."



CITY OF WINNIPEG
PLANNING, PROPERTY & DEVELOPMENT DEPT.
LAND INFORMATION SERVICES

NOTE:
Information displayed hereon has been compiled or computed from a variety of sources and should be used as a general guide only. No warranty is expressed or implied regarding the accuracy of such information.

WAVERLEY WEST:
PROPOSED NEIGHBOURHOOD POLICY AREA

SCALE 1:23500

Winnipeg

RECEIVED FIRST READING on this 24th day of March A.D., 2004.

RECEIVED SECOND READING on this _____day of _____ A.D., 2005.

RECEIVED THIRD READING on this _____day of _____ A.D., 2005.

DONE AND PASSED in Council assembled this _____ day of _____ A.D., 2005.

_____
Mayor

_____
City Clerk

Certified as to Planning Details:

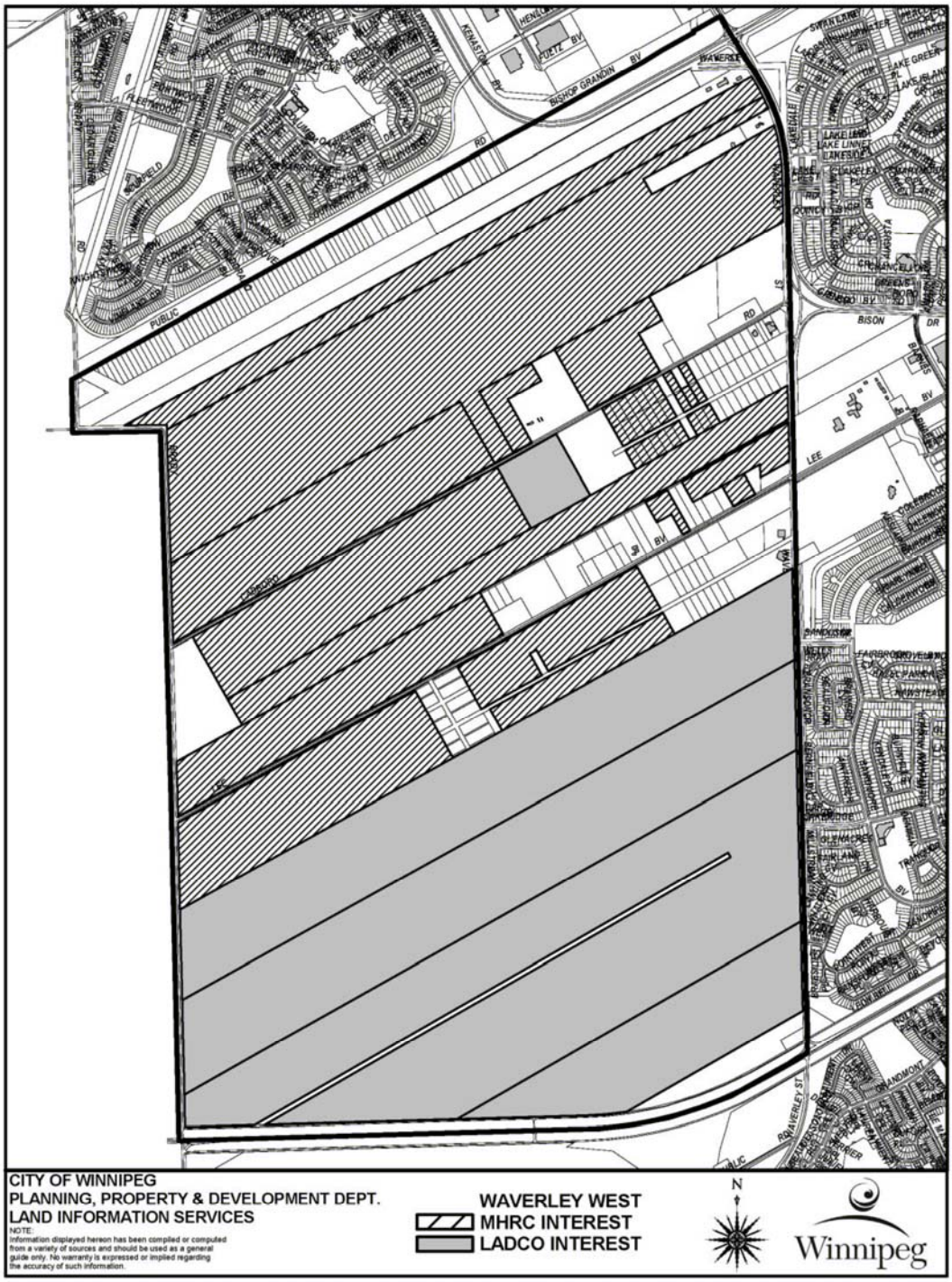
_____
for Chief Administrative Officer

Certified as to Form:

_____
for City Solicitor/Manager of
Legal Services

File No.

ATTACHMENT B: LAND OWNERSHIP



ATTACHMENT C: RELEVANT PLAN WINNIPEG 2020 POLICIES

FOR CONSIDERATION OF A PLAN WINNIPEG AMENDMENT:

1A-01 Promote Downtown Development

v) considering the effects on the downtown in the evaluation of new developments, commercial/retail policies, staff and budget resource allocations, and transportation priorities.

2A-01 Commit to Citizen Engagement

The City shall commit to citizen engagement in political decision-making processes by:

iii) actively soliciting citizen input into policy formulation, political decision-making, and program development processes through meaningful public consultation.

2B-03 Commit to Responsive Government

The City shall commit to responsive government by:

i) monitoring and responding to demographic, social, economic, and environmental trends both locally and globally;

viii) evaluating City policy decisions, core programs and services, budget allocations, and new development applications against a set of quality of life principles, including consideration of long-term economic benefits and costs.

2C-02 Facilitate Opportunities for Business Growth in Winnipeg

The City shall facilitate opportunities for business growth in Winnipeg by:

ii) assisting business in meeting government requirements associated with new development and expansion, including streamlining procedures and regulations within the civic administration;

3A-01 Promote Orderly Development

The City shall promote orderly development through land use designations on Policy Plate A by:

ii) considering the Neighbourhood designation to signify areas of local identity with mutually supportive uses generally including a residential mix together with a variety of educational, recreational, institutional, commercial, and possibly industrial uses, at a scale and density compatible with each other;

iv) considering the Rural designation to signify areas primarily devoted to agricultural uses and related support functions <u>until such time that these lands are required to be redesignated for future development</u>;

v) considering the identification of areas of Regional Commercial and Mixed-Use Concentration to signify the general desired locations for large scale commercial development attracting customers city-wide and beyond, with the intent to direct future development of that nature to those general locations;

vi) considering the Major Open Space designation to signify distinctive areas of city-wide importance that provide opportunities for passive nature-oriented activities and/or a variety of active recreational facilities; and

vii) identifying those areas of the city that are governed by secondary plans, and promoting the use of secondary plans, where warranted, to provide greater clarity in the interpretation of policy designations.

3A-02 Promote Compact Urban Form

The City shall promote compact urban form in support of sustainability by:

i) approving new residential, commercial, and industrial subdivisions only where there is a reasonable relationship between the supply of land and the projected demand and when a full range of municipal infrastructure can be provided in an environmentally-sound, economical, and timely manner;
ii) evaluating residential, commercial, and industrial development proposals using benefit-cost analysis to measure long-term revenues, expenditures, and impacts on existing developments within a life-cycle costing framework;
iv) encouraging infilling of vacant lands and the revitalization of existing neighbourhoods to maximize the use of existing infrastructure; and
v) supporting new development which is adjacent to, and compatible with, existing development and which is designed to minimize the spatial use of land.

3A-04 Protect Traffic Flows from Significant Increases

The City shall protect traffic flows from significant increases in volume as a result of new developments by:

i) requiring major developments be sited in such a manner that public investment in adjacent regional transportation facilities is protected;

3A-05 Promote Regional Consistency in Planning and Development

The City shall promote regional consistency in planning and development by:

ii) consulting with neighbouring municipalities and the Province to promote the integration of Plan Winnipeg with the development plans of adjacent municipalities and monitoring compliance with these plans;

3B-02 Guide the Development of New and Existing Residential Areas

The City shall guide the development of new and existing residential areas designated as Neighbourhood on Policy Plate A by:

ii) preparing detailed secondary plans for future neighbourhoods in consultation with residents and business interests to ensure the coordination of local and regional services and the compatibility of land uses and other objectives;
iv) evaluating new residential development proposals according to appropriateness of location and assessing their long-term impact within an evaluation framework established in consultation with the development industry; and

3B-08 Regulate Land Uses in Rural Areas

The City shall regulate land uses within locations designated as Rural on Policy Plate A by:

iii) allowing the redesignation of Rural land to Neighbourhood or Industrial only where there is a demonstrated need for additional land to satisfy projected demand and where a full range of municipal infrastructure can be provided in an environmentally-sound, economical, and timely manner;

3C-03 Commit to Traffic Operations Improvements

The City shall commit to traffic operations improvement to increase roadway efficiency by:

iii) assessing the compatibility of new development and access controls with the intended function of the adjacent arterial street system;