

***Welcome***



***Waverley West***  
***Innovative New Suburb***  
***or “Same Old, Same Old”***

***APEGM***

***Paul McNeil, MCIP***

***Richard Tebinka, P.Eng.***

***March 13, 2007***

# Presentation Outline



## ➤ PART 1 – Overview

- Where is Waverley West?
- ND LEA's Role
- Current Status
- Approval Processes
- Background Investigations

## ➤ PART 2 – What's different about Waverley West?

- Transportation
- Land Use Planning
- Goals – North-East Neighbourhood

## ➤ PART 3 – Summation



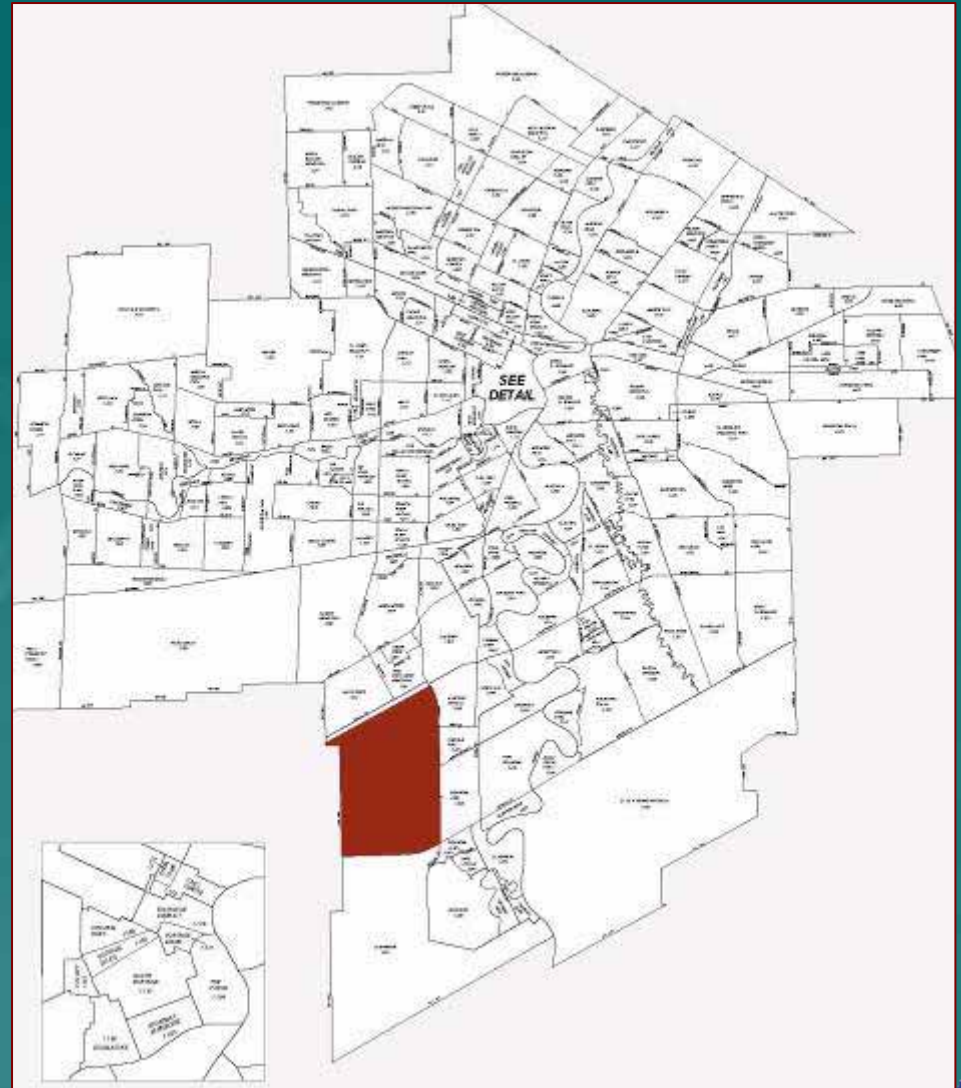
PART 1  
*Overview*

# Overview

## Where is Waverley West?



### ➤ Location



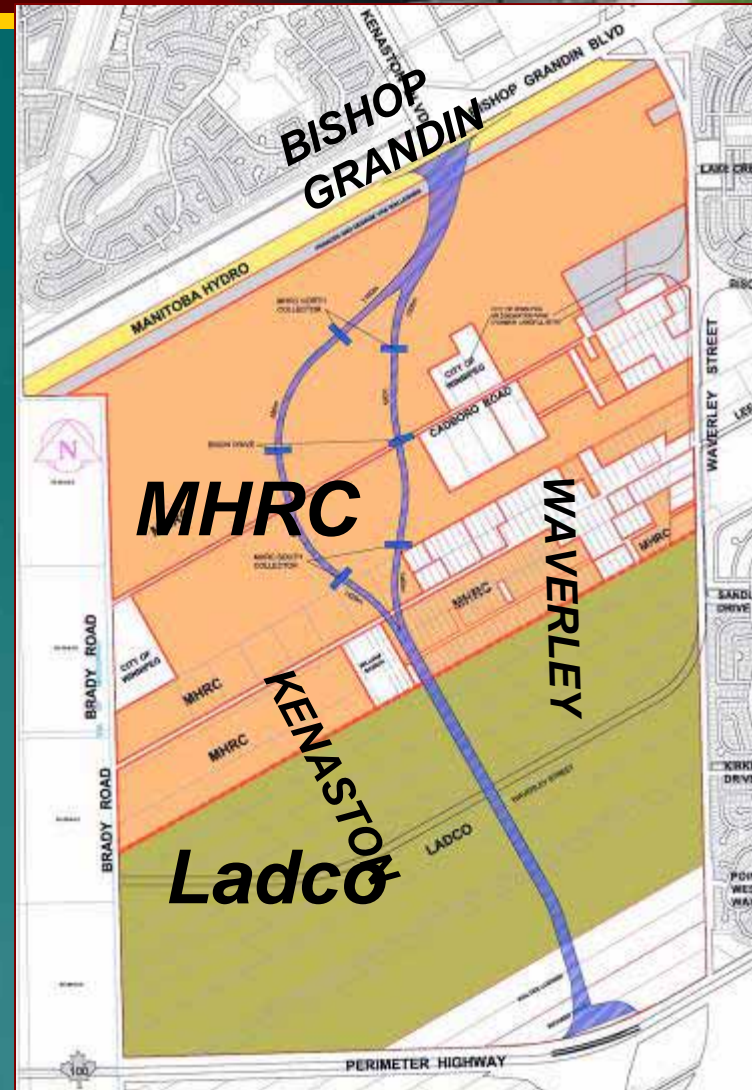
# Overview

## Where is Waverley West?



### ➤ Major Ownership

- MHRC – 43%
- Ladco – 35%
- Small private holdings – 16%



PERIMETER

# Overview

## ND LEA's Role



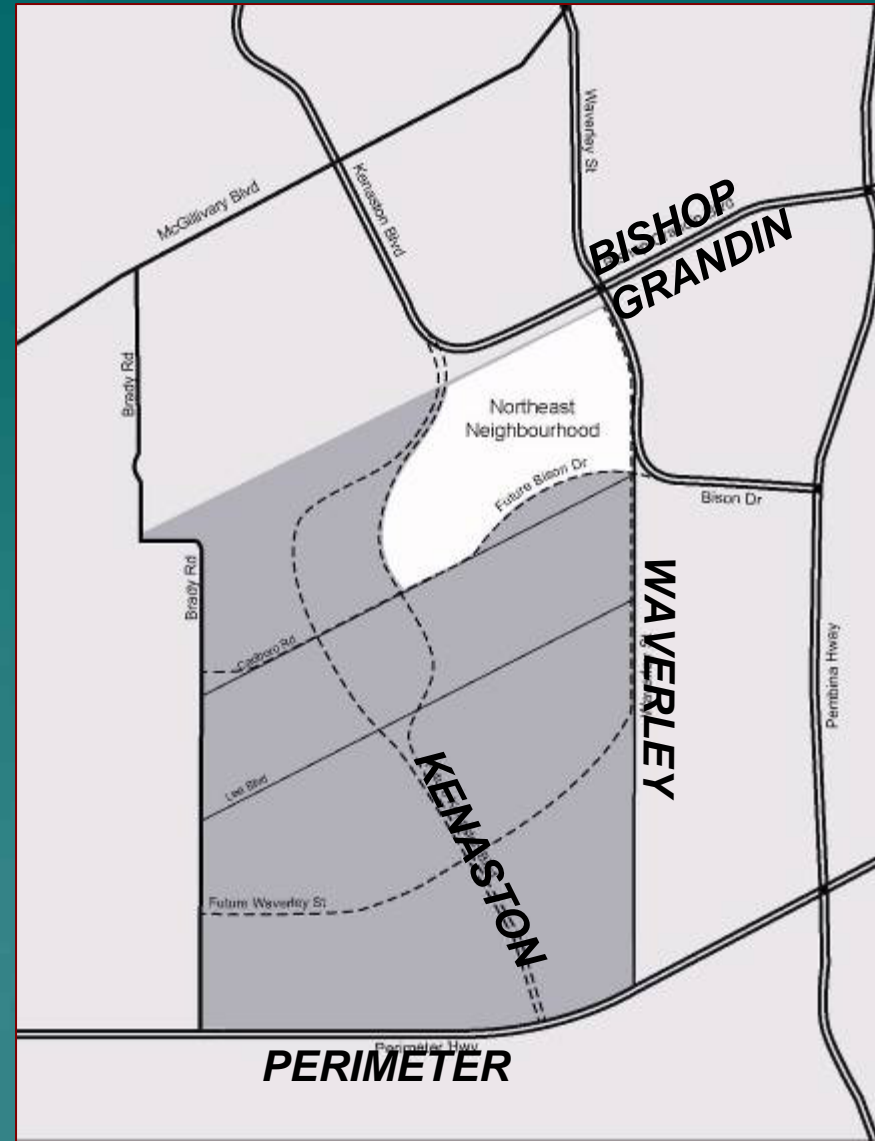
- Plan Winnipeg Application
- Area Structure Plan
- North-East Neighbourhood Plan
- North-East Rezoning & Subdivision Applications
- South-East Neighbourhood Transportation Review
  - Other consulting engineering firms involved:
    - Stantec (MHRC)
    - Wardrop (Ladco)
    - KGS (Manitoba Hydro)

# Overview

## Current Status



- North-East Neighbourhood Approved
- Draft Development Agreement under review
- Engineering for Stage 1 complete and works have been tendered
- Expected construction start within weeks
- Lots available for builders – fall 2007
- Home occupancies – 2008



# *Overview*

## *Approval Process*



- Plan Winnipeg Amendment
- Area Structure Plan
- Neighbourhood Structure Plans
- Rezoning & Subdivision Applications
- 4-year process

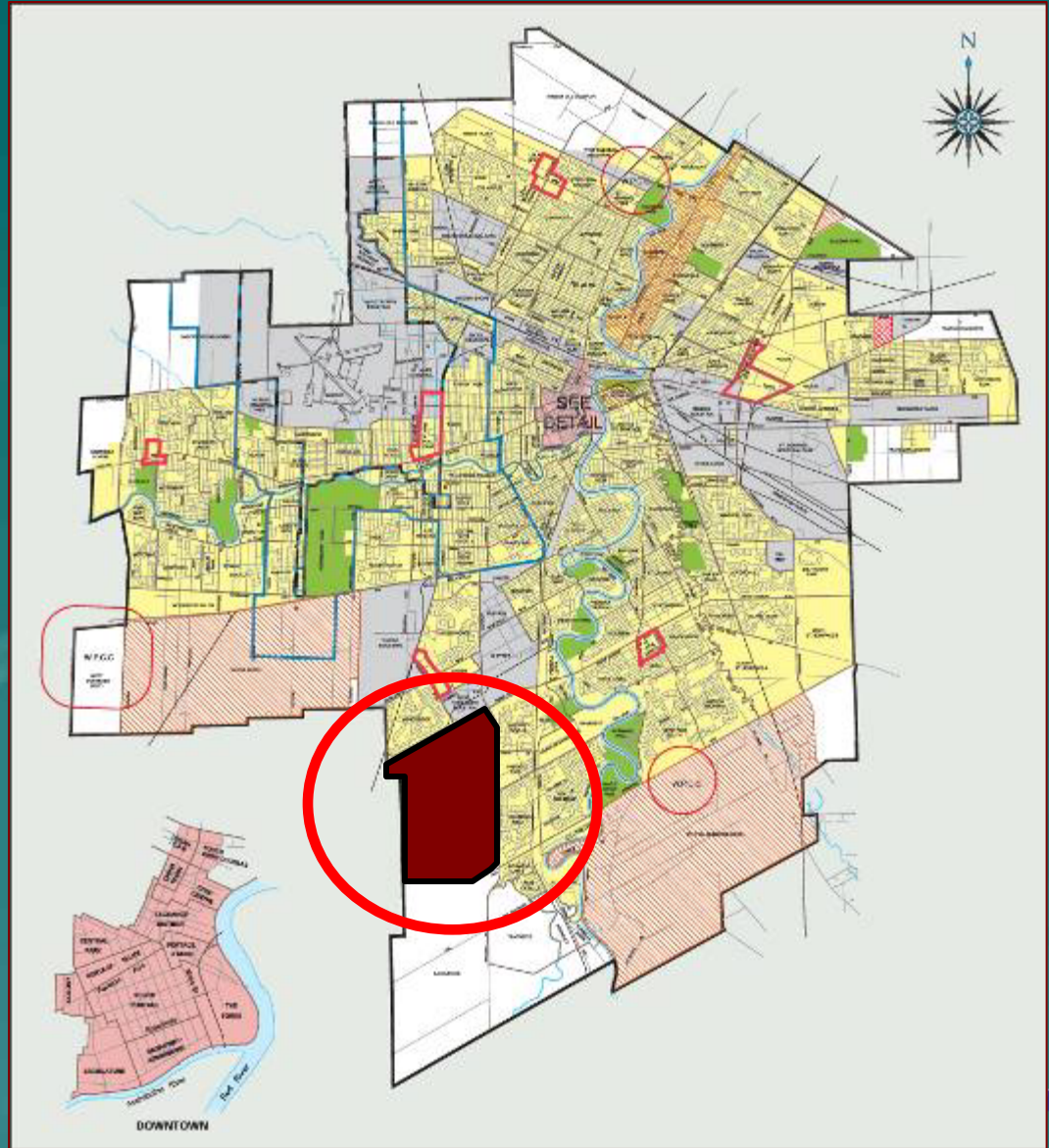


# Overview

## Plan Winnipeg



Change from  
“Rural” Policy  
Area to  
“Neighbourhood”  
Policy Area

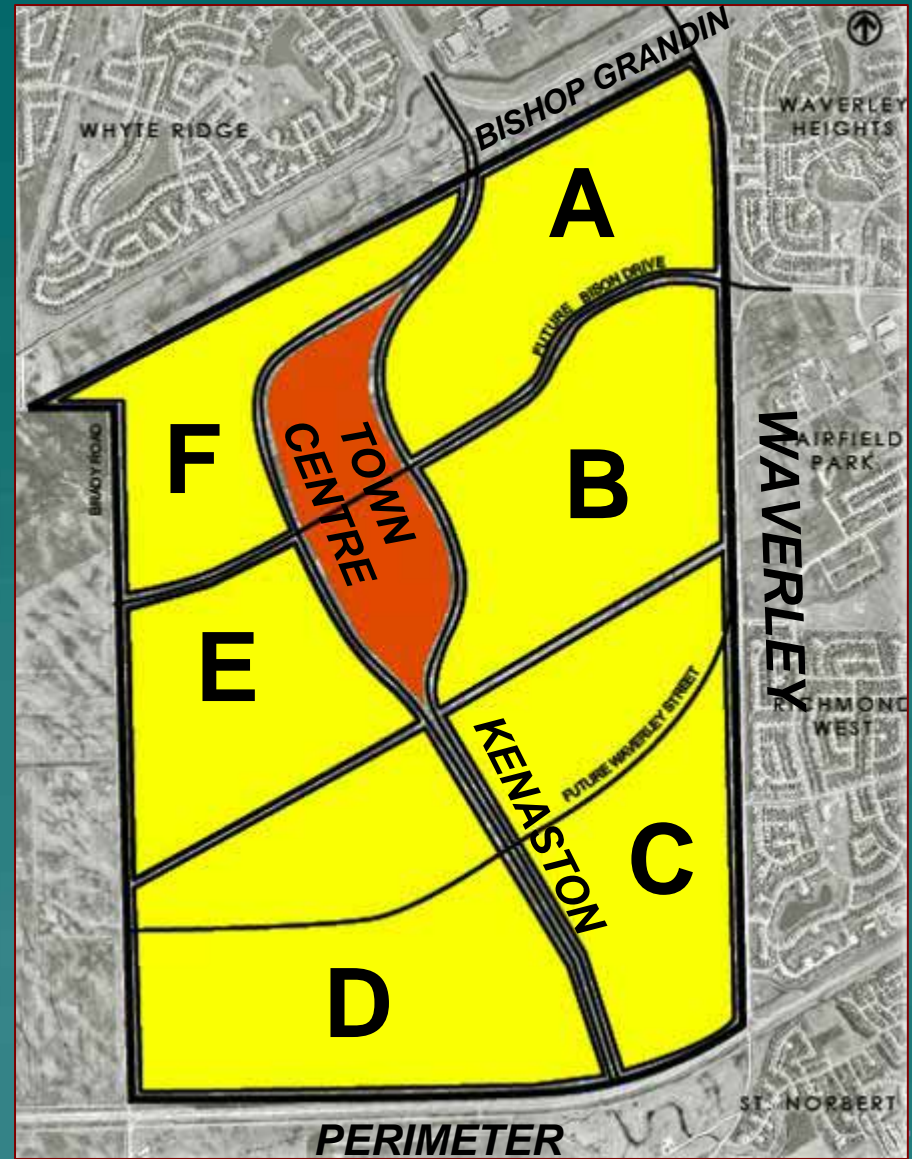


# Overview

## Area Structure Plan

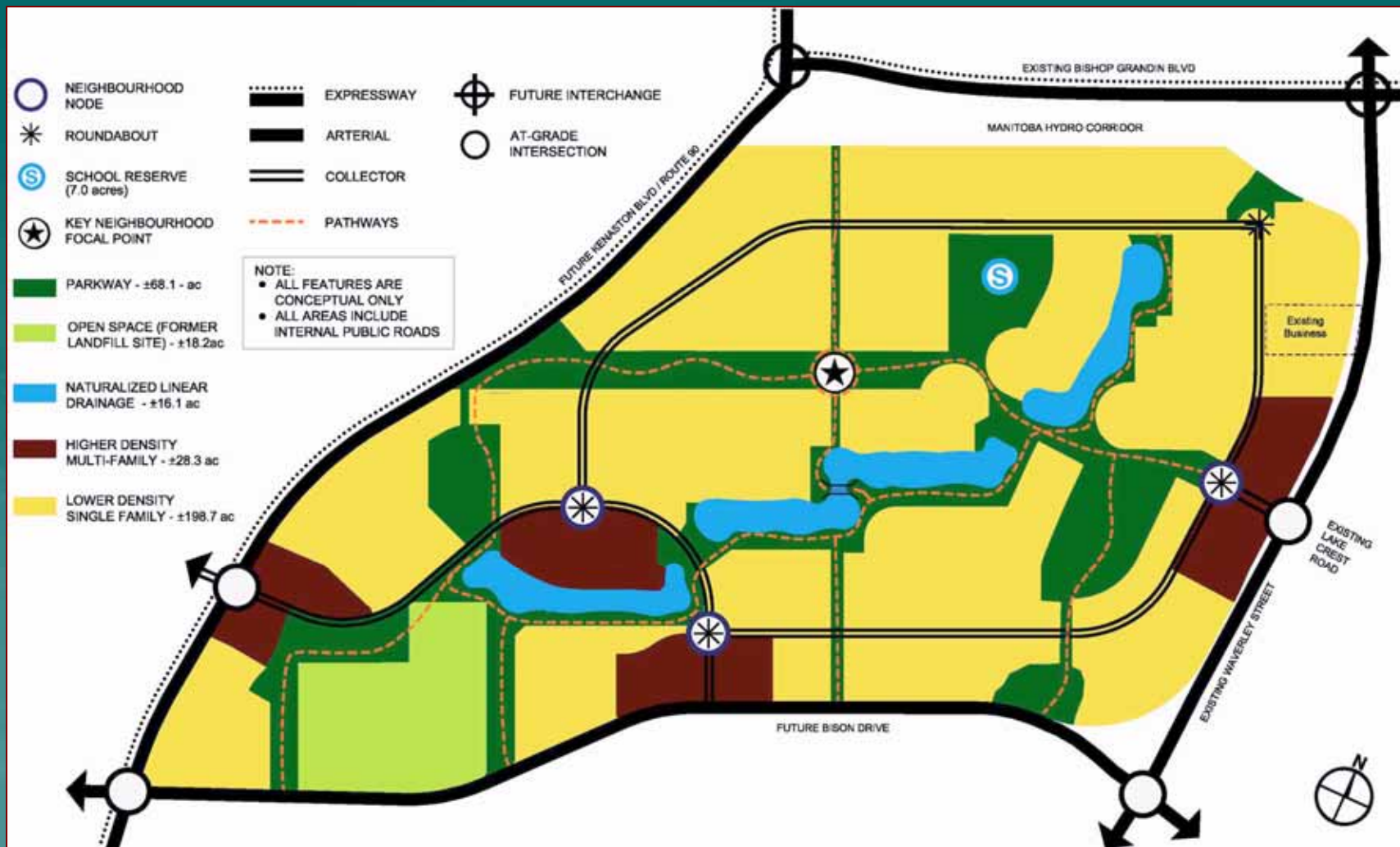


- Six Neighbourhoods
- Town Centre



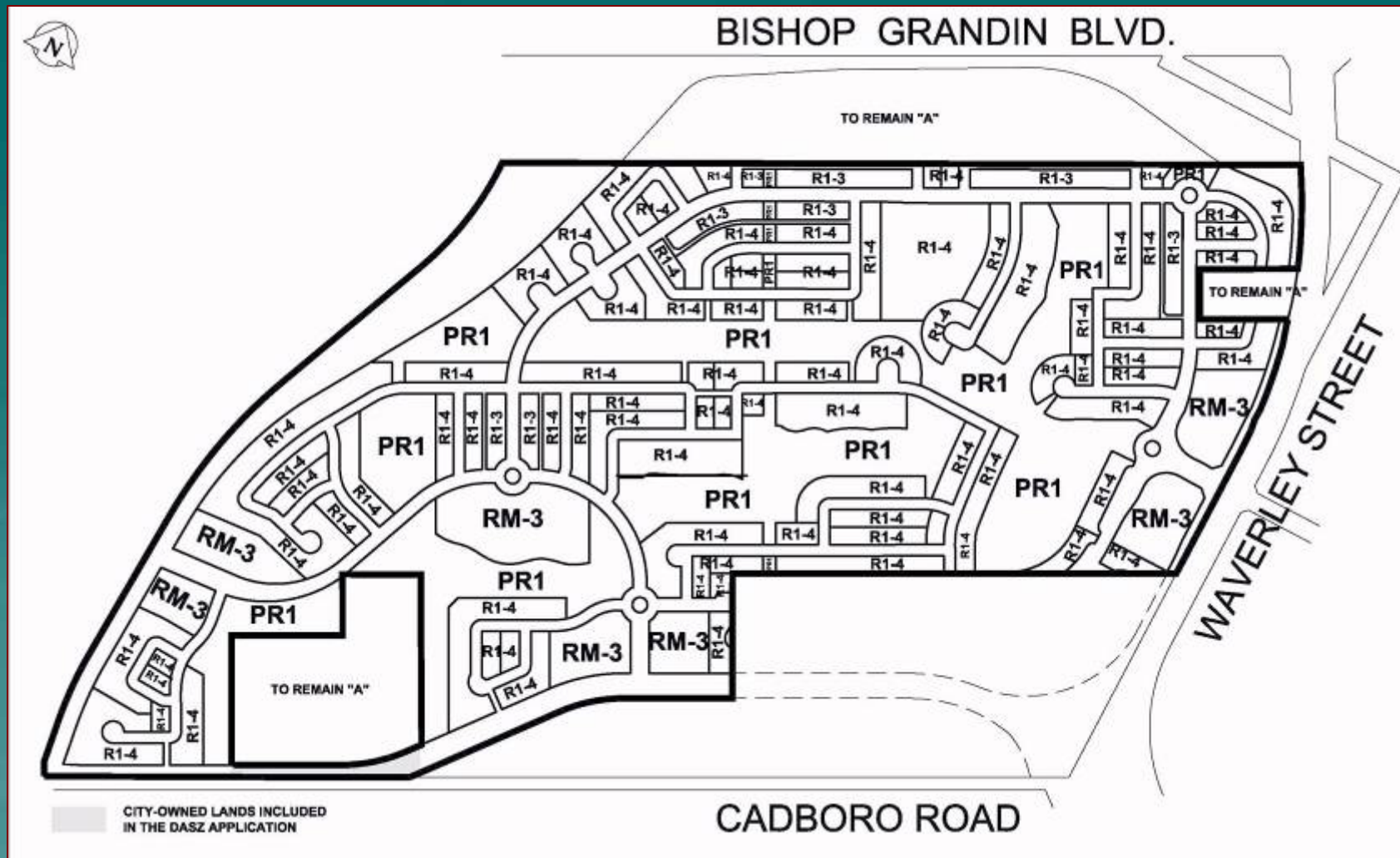
# Overview

## Neighbourhood Structure Plan



# Overview

## Rezoning & Subdivision



# Overview

## Background Studies



- Needs Analysis (Housing Supply & Demand Study)
- Transportation Report
- Financial Impact Study

# *Overview*

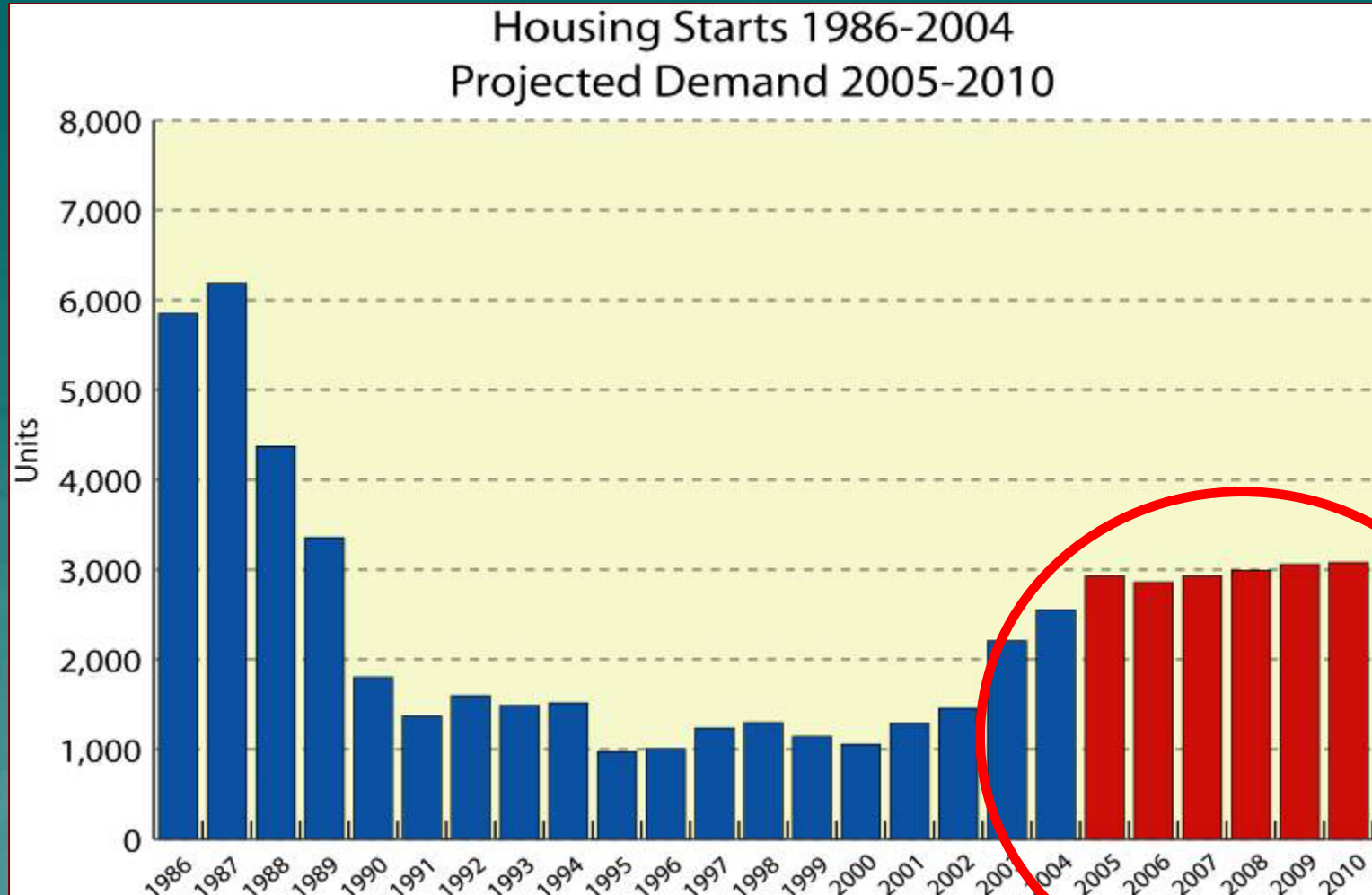
## *Background Studies*



- Needs Analysis:
- Housing Supply & Demand

# Background Investigations

## Housing Demand



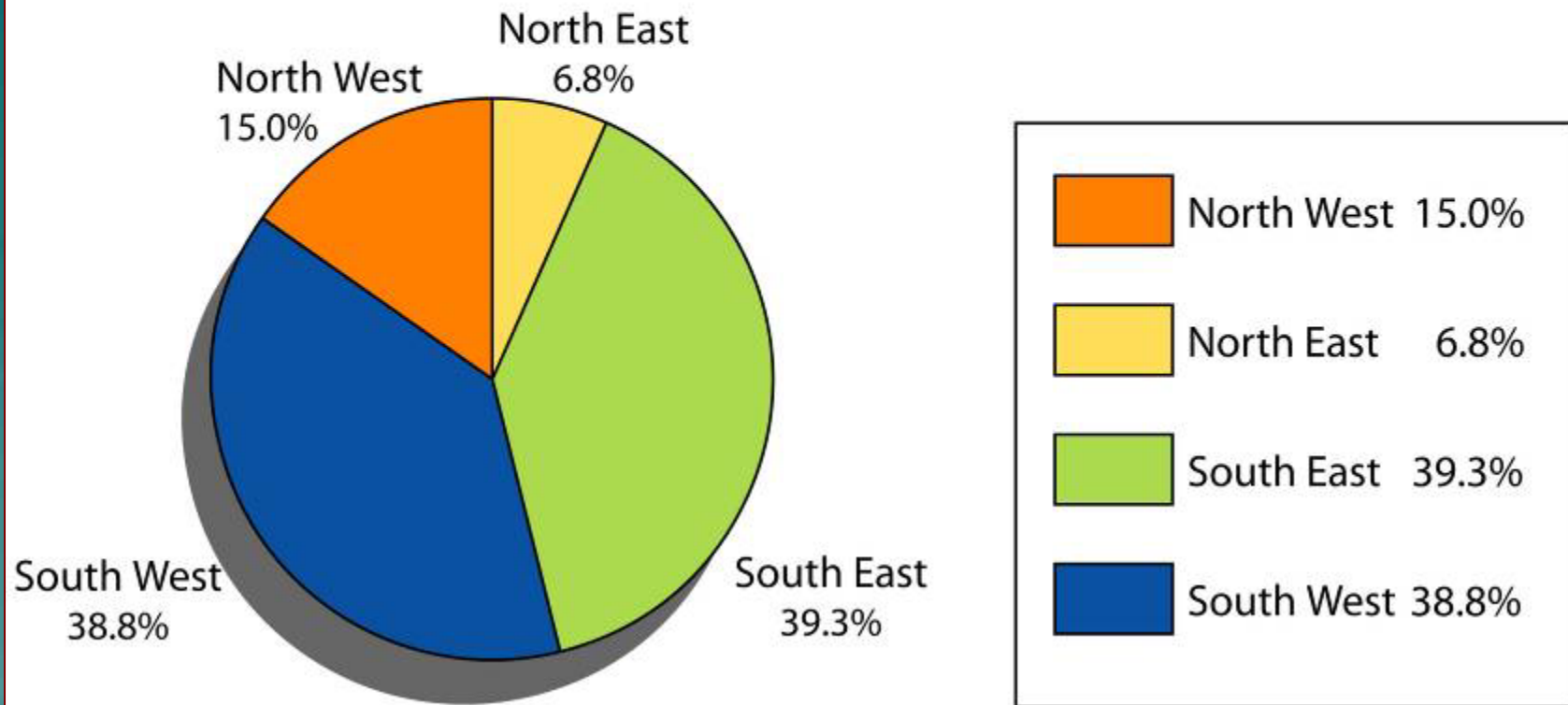
Source: City of Winnipeg Planning, Property and Development Department. ND LEA projection

# Background Investigations

## Market Share By Quadrant



### Single Family Permits By Quadrant 2003

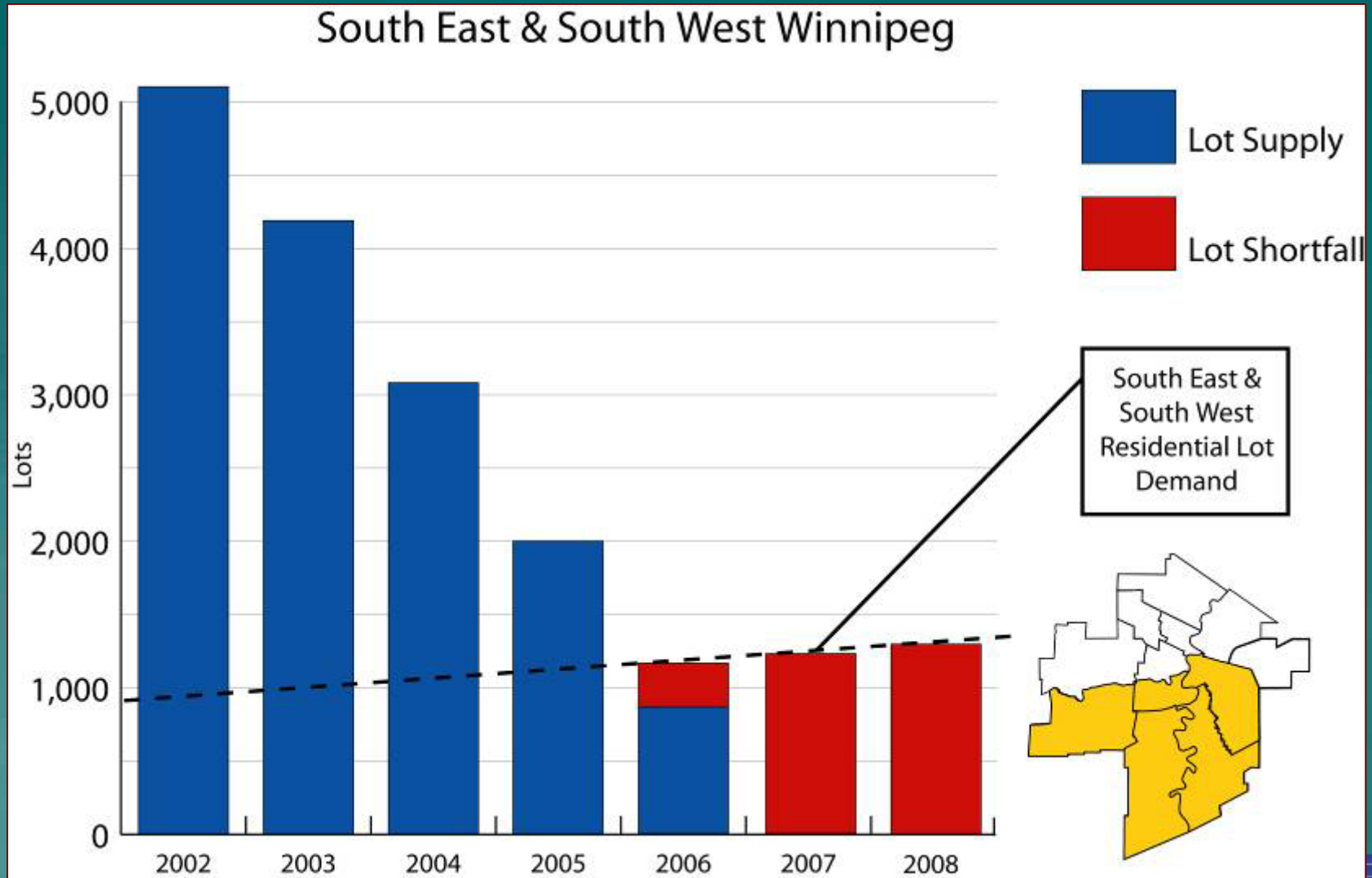


Source: City of Winnipeg Planning, Property and Development Department.



# Background Investigations

## Residential Lot Demand



**Overview**  
*Background Studies*



**Traffic Impact Study**

# *Plan Winnipeg Amendment Transportation Report*



- Macro level review of external transportation impacts in Southwest Winnipeg – items addressed included:
  - How much traffic will Waverley West generate (3,800 – 5,800 vph in the am peak hour; 6,100 – 9,100 vph in the pm peak hour)?
  - Where is the traffic going and how will it get there?
  - What are potential impacts on existing neighbourhoods?
  - What are potential impacts on the arterial street network?

# *Background Investigations*

## *Traffic Impact Study*



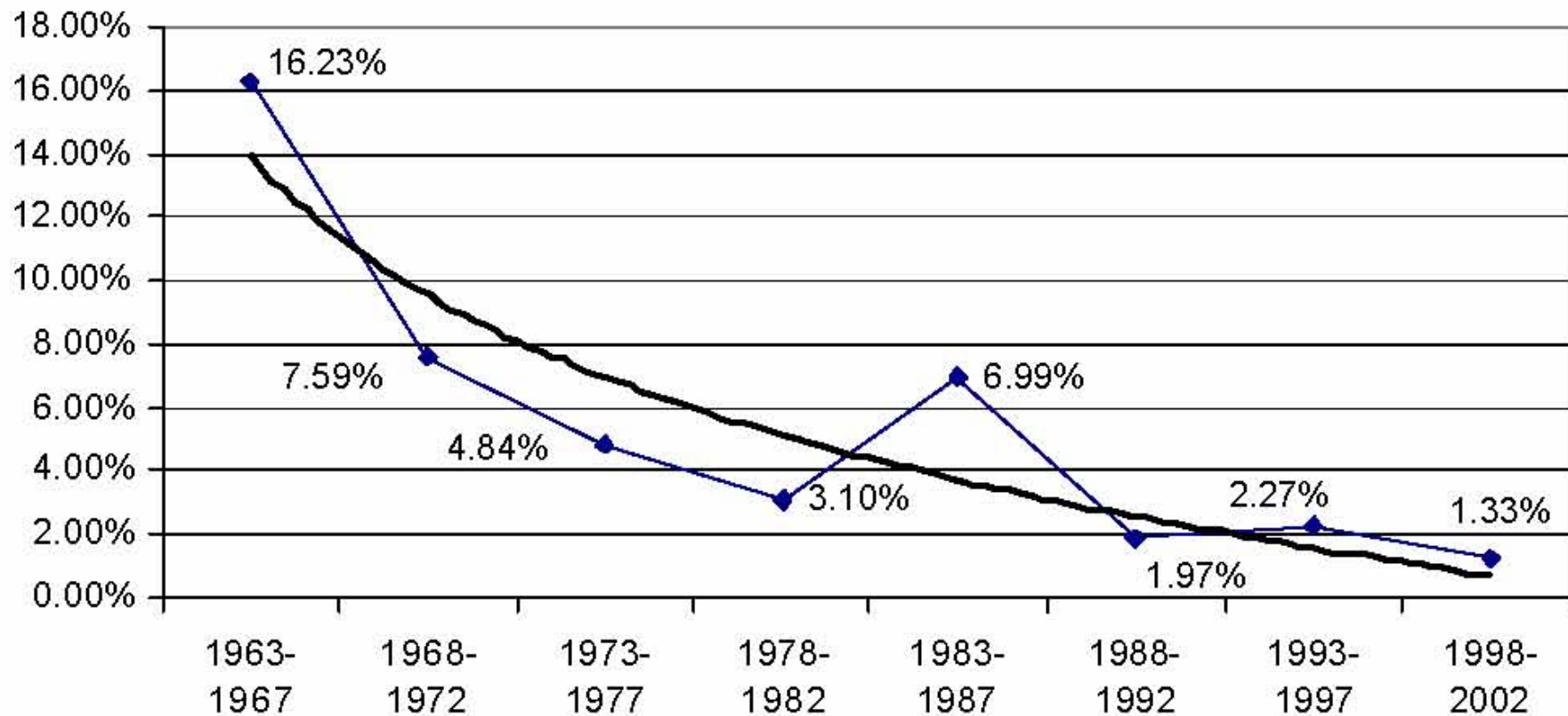
- Macro level review (continued) :
  - What role will public transit play?
  - How will Waverley West be different from other developments (smart growth principles)?
  - How may future mobility trends effect the traffic projections and potential impacts?
  - What alternative measures exist to alleviate traffic concerns (transit facilities, walkability, local employment centres)?

# Background Investigations Traffic Impact Study



## Historical Traffic Growth Rates

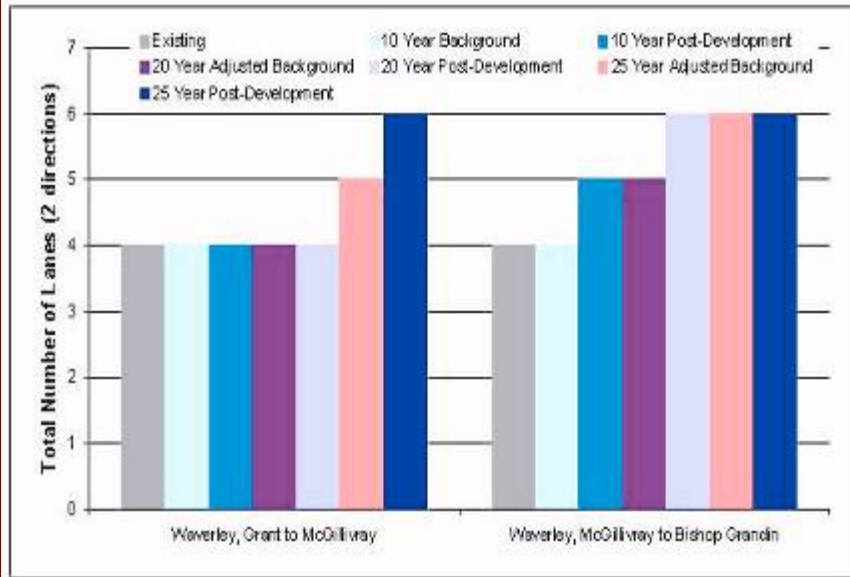
$R^2 = 0.824$



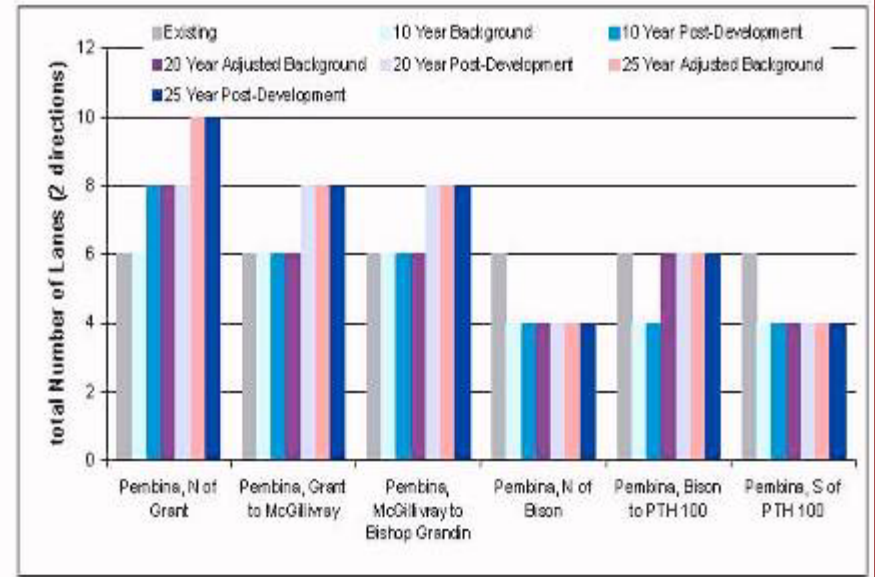
# Background Investigations Forecast Lane Requirements



### Waverley Street



### Pembina Highway



# *Background Investigations*

## *Transportation Review*



- The Plan Winnipeg report examined routes external to the development site
- The Area Structure Plan Transportation Review examined transportation impacts within Waverley West, setting out the arterial and higher street system, and roadway staging/timing
- Well over a dozen alternatives were tested in terms of road alignments, intersection locations and the number of intersections

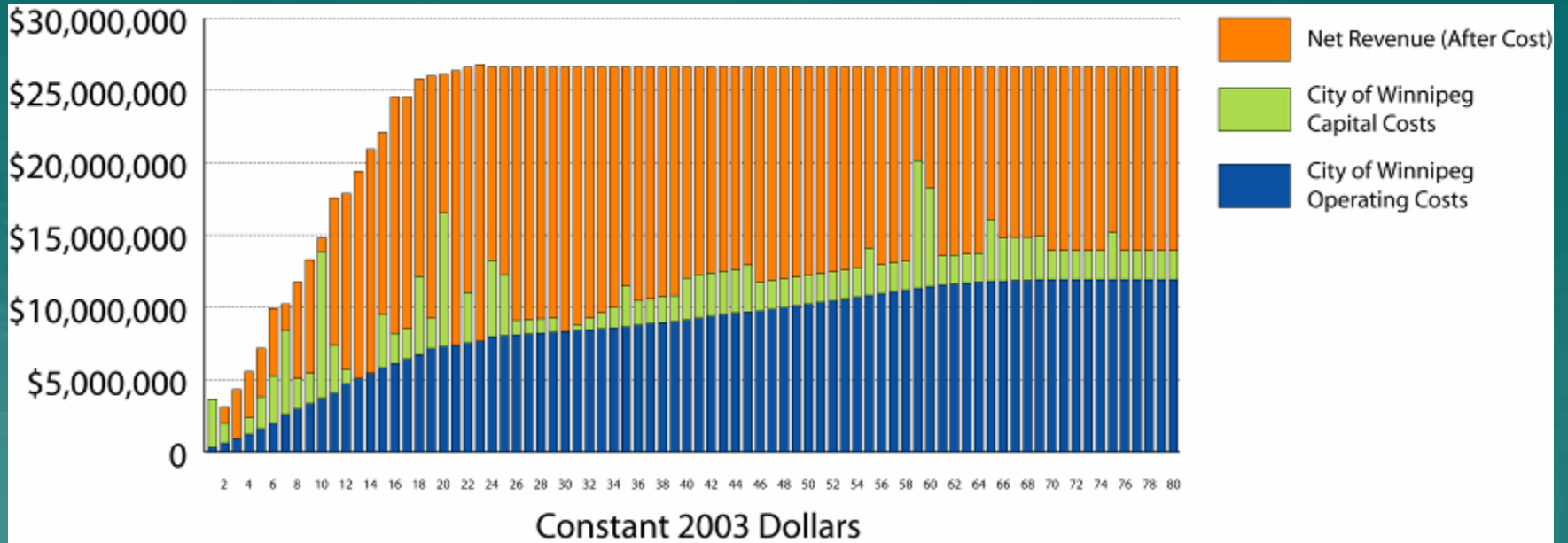
**Overview**  
*Background Studies*



# Financial Impact Study



# Background Investigations Financial Impact Study



# ***Background Investigations***

## ***Average Single-family Home***



Property Taxes (City)      **\$1,200**

Average Operating  
Cost for City Services  
Supported by Property  
Taxes      **-\$1,200**

---

**Assessed Value (1999)**

**\$94,000**

# ***Background Investigations***

## ***Average Single-family Home***



**Assessed Value (1999)**

**\$180,000**

**Property Taxes (City)      \$2,400**

**Average Operating  
Cost for City Services  
Supported by Property  
Taxes      **-\$1,200****

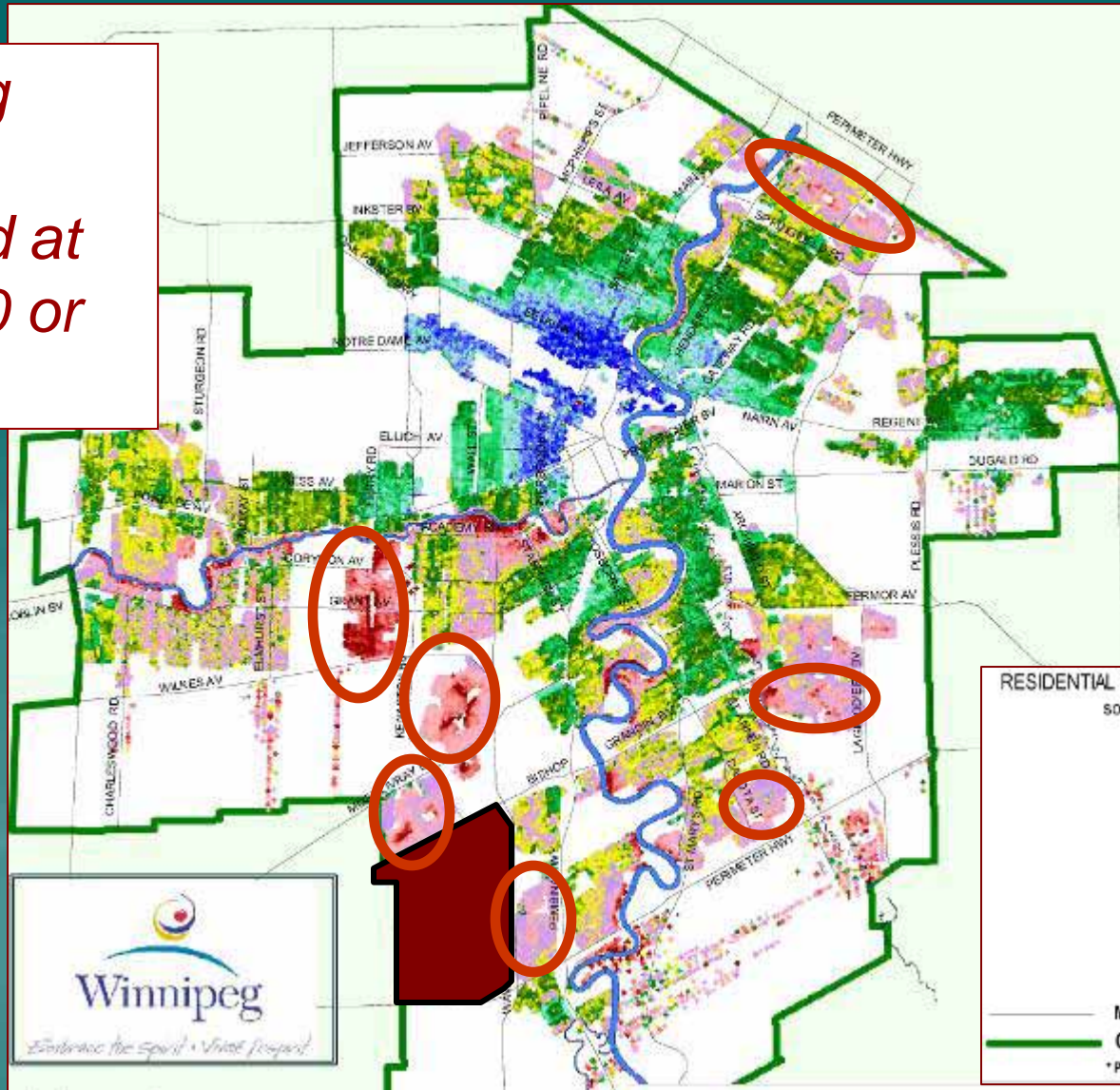
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**Difference:      \$1,200**

# Background Investigations Residential Total Assessment (2003)



*Winnipeg  
Homes  
assessed at  
\$150,000 or  
greater*



Source: City of  
Winnipeg  
Assessment  
Department





## PART 2

# *What is Different About Waverley West?*

**Overview**

*What's Different?*



# Transportation

# Transportation Kenaston Boulevard

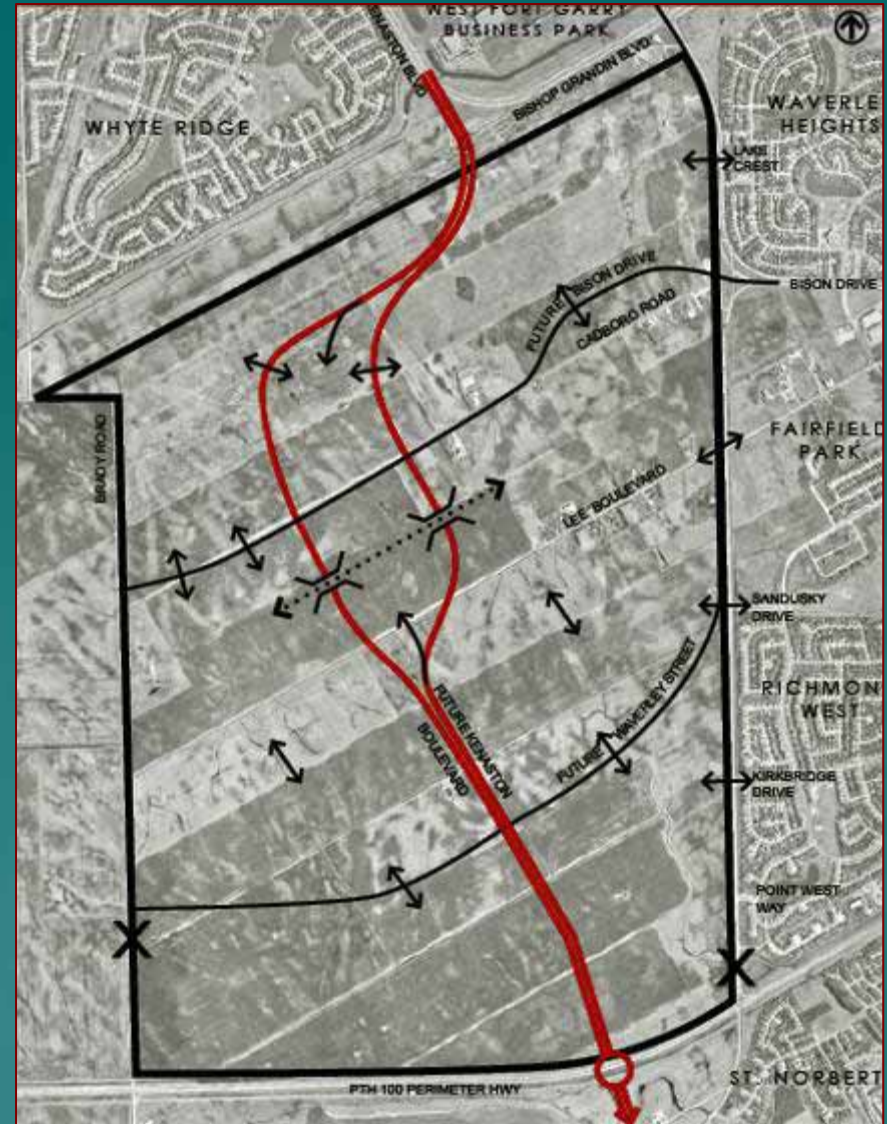


## ➤ Functions:

- Major regional arterial and economic route
- Neighbourhood access
- Commercial access
- Transit

## ➤ Design Solution:

- Split-pair



# *Transportation*

## *Developing the Road Network*



### ➤ Kenaston alternatives included:

- A conventional divided roadway (with a number of different alignments)
- A one-way pair in the northern area separated by around 400 m (to create a town centre)
- A one-way pair in the northern area separated by around 800 m

### ➤ Bison alternatives included a conventional divided roadway and a one-way pair at the town centre

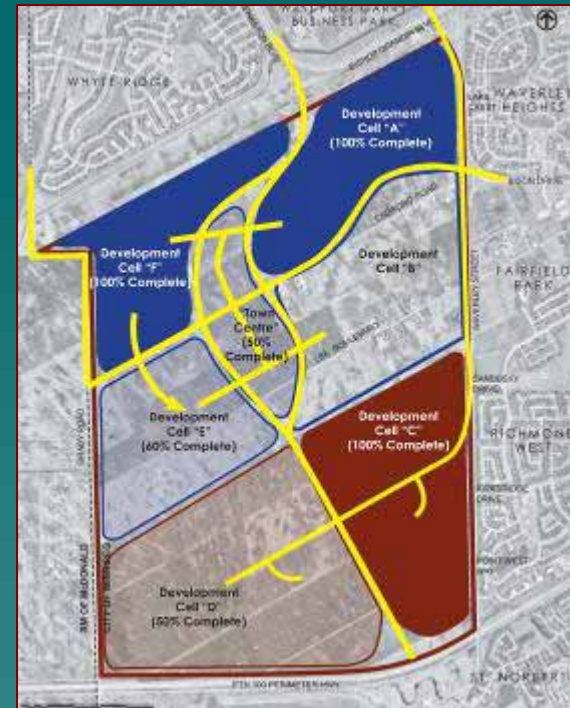


# Transportation

## Developing the Road Network



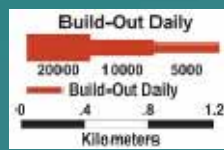
# Transportation Staging



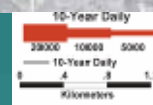
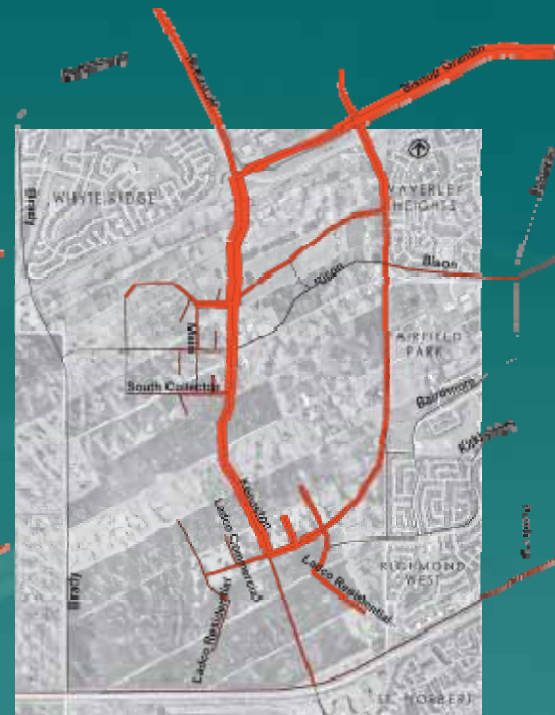
# Transportation Staging



# Transportation Build-Out Development Traffic



# Transportation Road Network Development



# *Transportation Features*



- Transit – proximity to residential areas and walkway connections
- Active Transportation – walking, rollerblading, cycling
- Connections within and between neighbourhoods
- Roundabouts – neighbourhood features
- Accessibility – wider walkways and complete sidewalk system

# *Transportation*

## *Neighbourhood Review*



- First neighbourhood includes around 340 ac., with 1,000 units on MHRC lands, and an allowance for over 350 units on lands owned by others, plus a school site
- Forecast trips – 10,300 vpd; 1,100 vph in the p.m.; 875 vph in the a.m.

# *Transportation*

## *Neighbourhood Review*



- Nearly all lots fall within 400 m of a bus route, higher density lots are within 200 m
- 30 ac. of wooded areas
- Linear park/pathway system to provide internal connections plus links to adjacent neighbourhoods and the TransCanada Trail
- Sidewalks on both sides of all streets



# Transportation

## Internal Road Classification

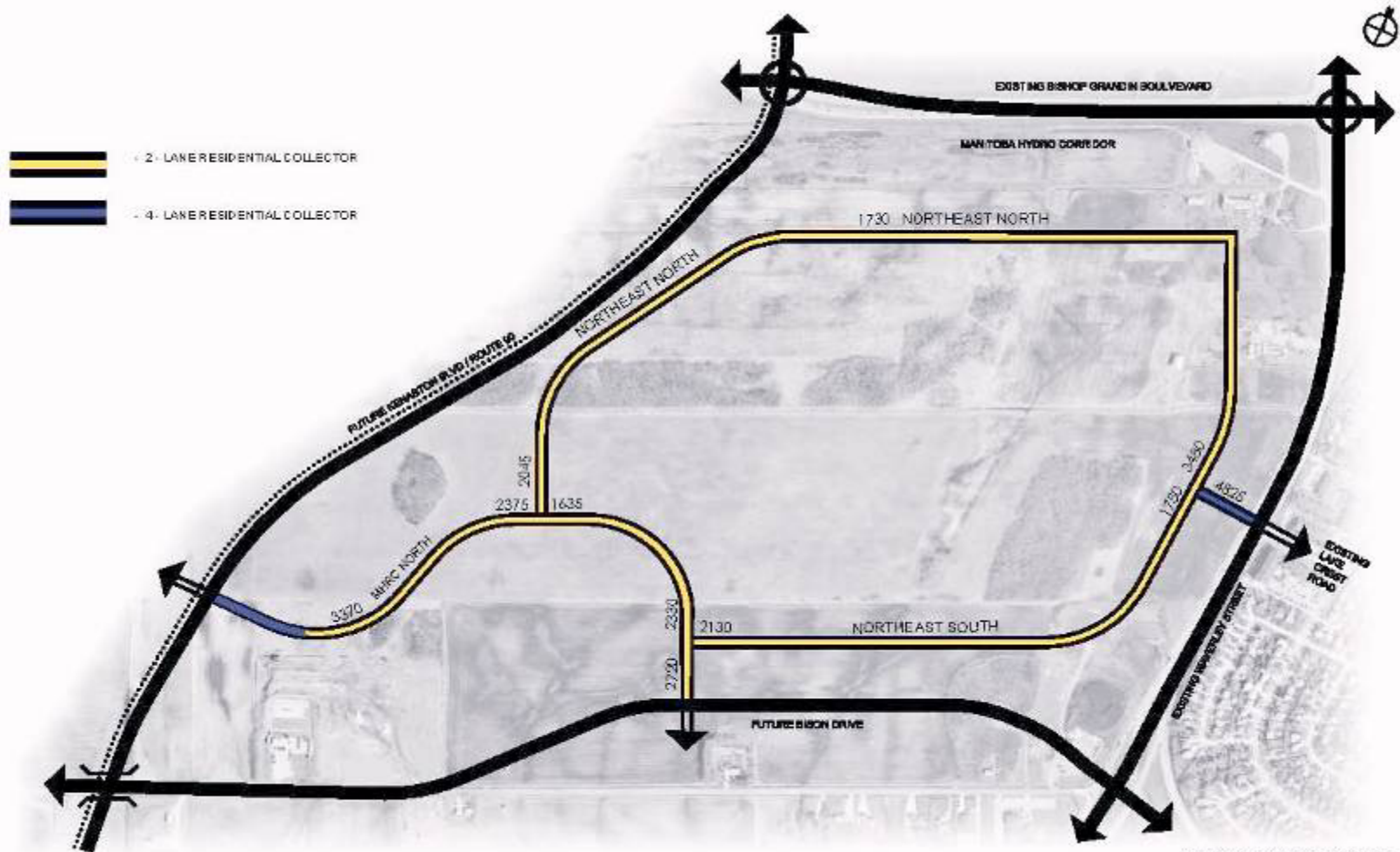


FIGURE 4: FORECAST TWO-WAY TRAFFIC DATA TRAFFIC VOLUMES

**Overview**

*What's Different?*



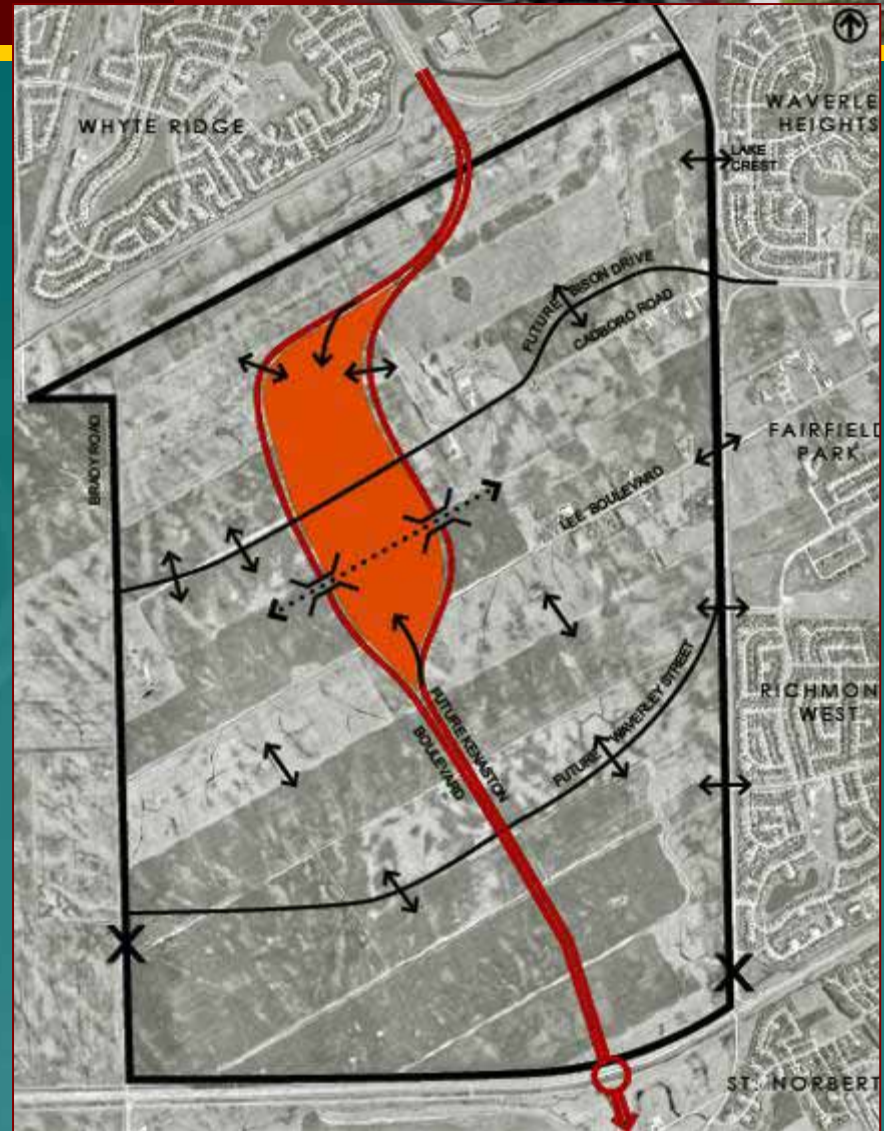
# Land Use Planning

# Land Use Planning



## ➤ Town Centre Concept

- About 120 acres
- Mix of retail, office, multi-family, regional high school and regional recreational facilities
- An internal street pattern to create a more “fine-grained” fabric and character



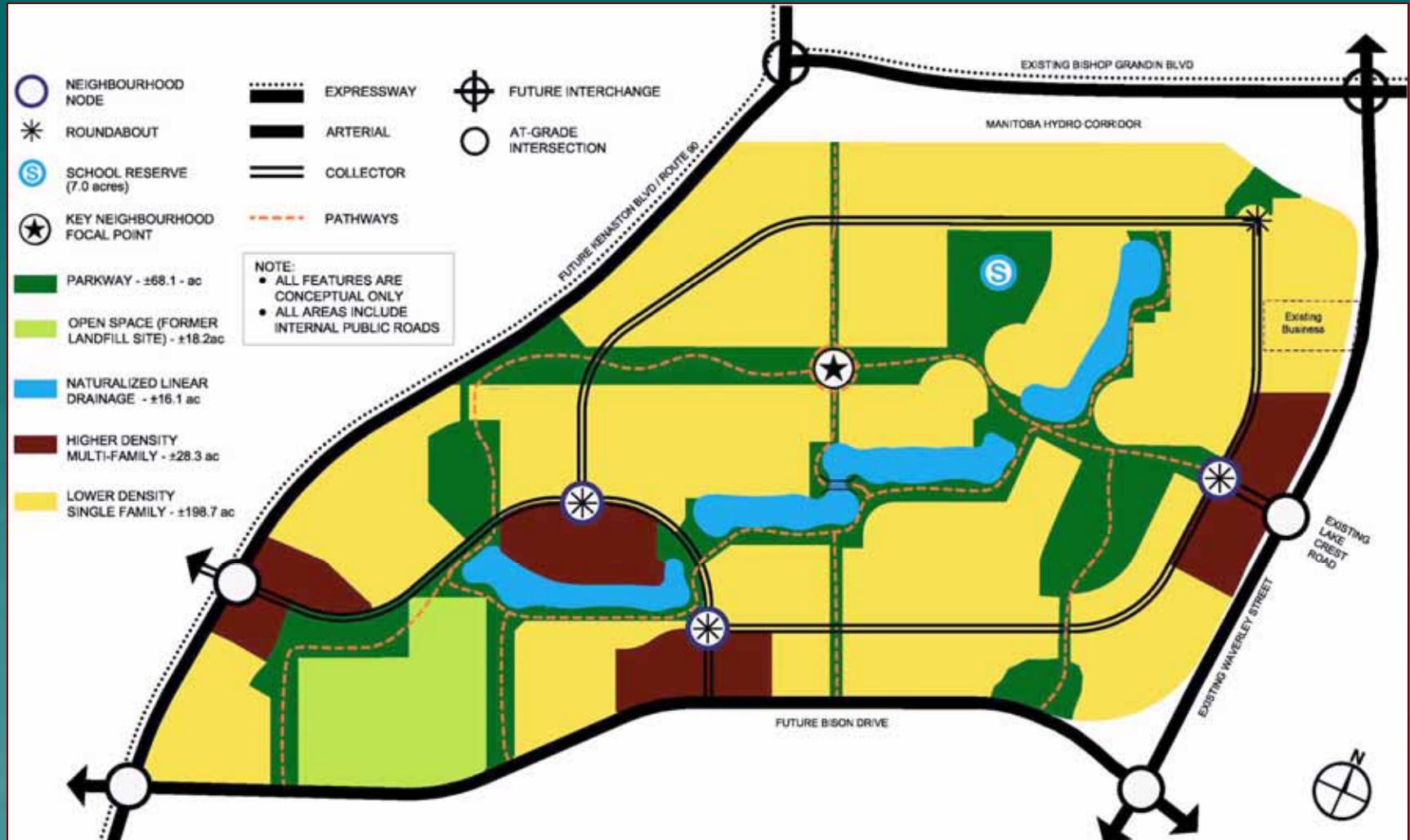
# Goals

## Design a “Walkable” Community

- Recreational walking trails (trails)
- Functional Walking (sidewalks)
- Connectivity
  - Intra-neighbourhood
  - Inter-neighbourhood
  - Regional
    - Assiniboine Park – Fort Whyte – St. Norbert



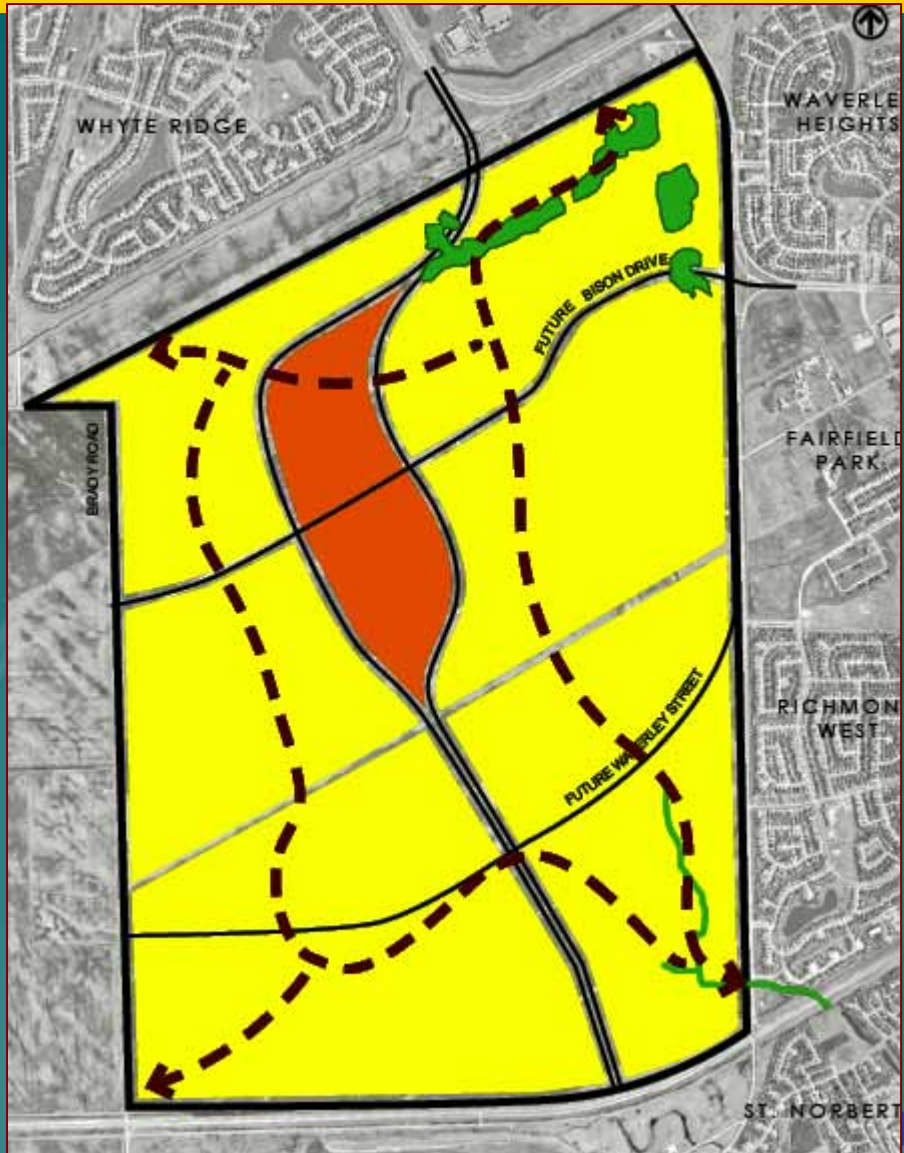
# Goals – Intra-Neighbourhood “Walkable” Community



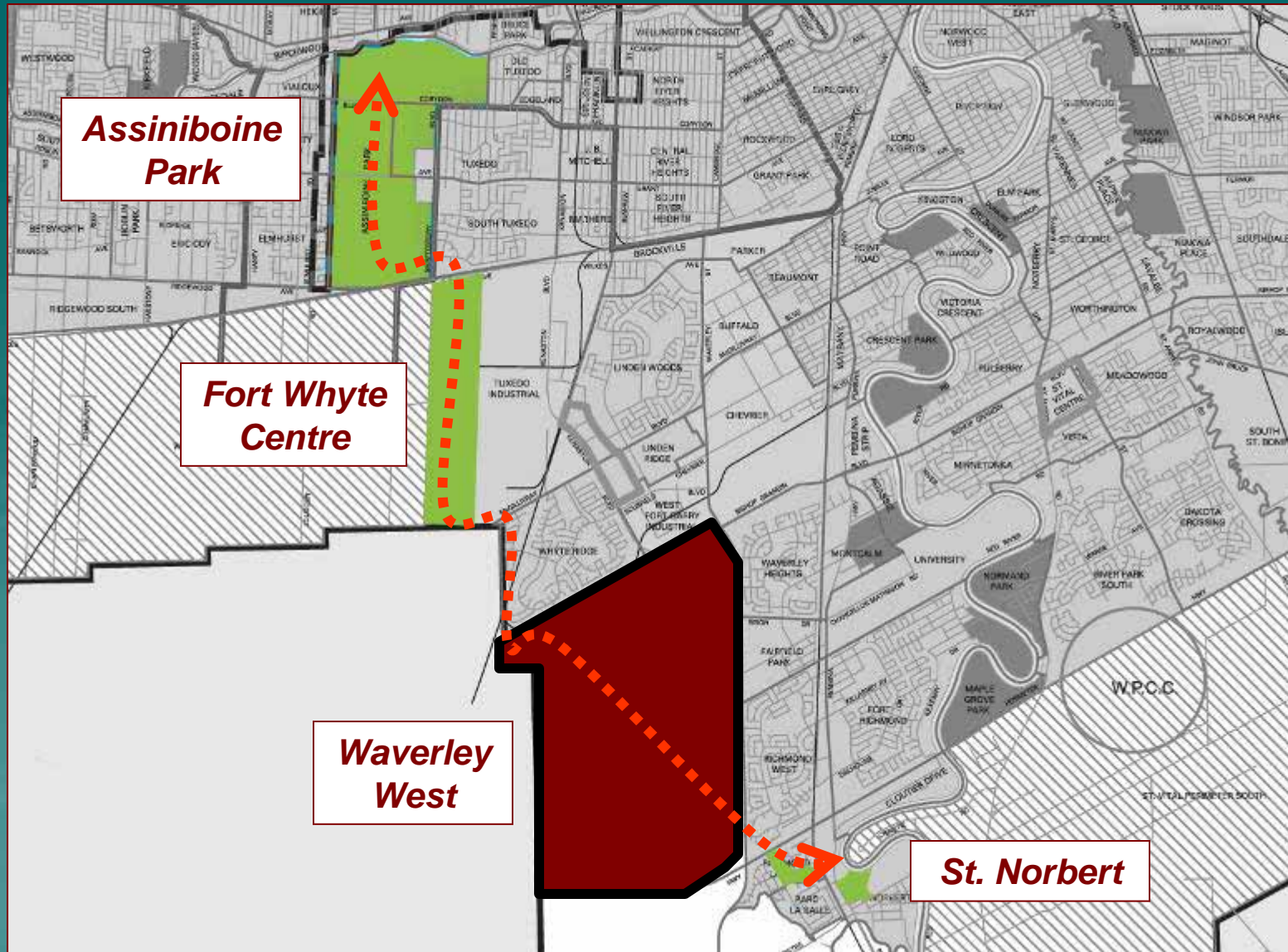
# Goals – Inter-Neighbourhood “Walkable” Community



- Recreational walking trails linking all neighbourhoods (and beyond)



# Goals – Regional “Walkable” Community



# Goals

## *Increase Densities*



- Provision for more integrated townhouse style development
- Marginal increase in overall densities (market-driven)





# Goals – Improve Residential Street Character

- Reduced right-of-way widths (not achieved)
- Reduced front yard set-backs
- “Wide-shallow” lots

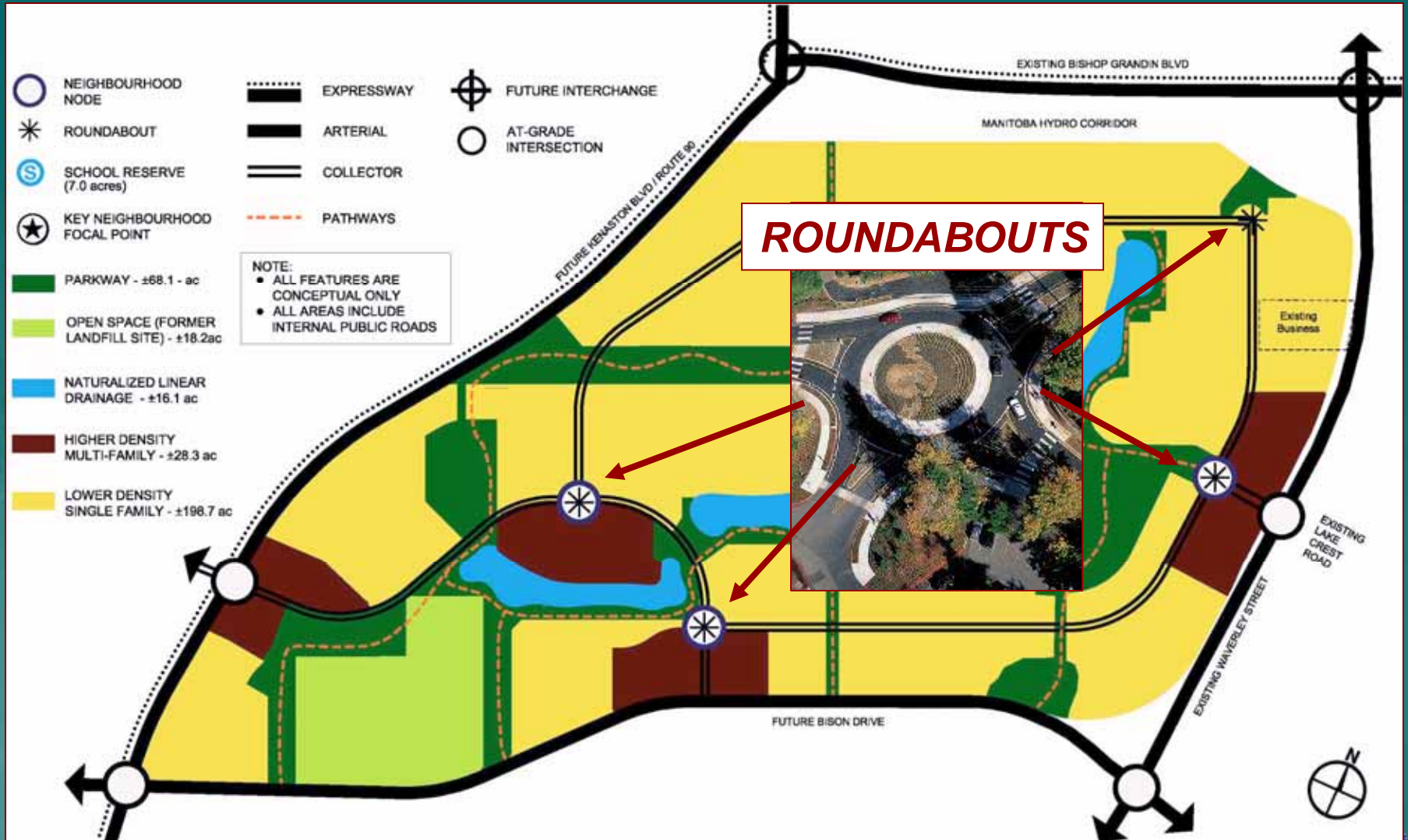


*Garrison Crossing,  
Chilliwack,  
BC*



*Kings Walk,  
Toronto, ON*

# Goals – Improve Internal Circulation & Reduce Conflicts



# Goals – Improve Internal Circulation & Reduce Conflicts



## Transit Walking Contours

PROPOSED TRANSIT ROUTE  
- BISON DRIVE - 1670m  
- NORTH COLLECTOR - 2521m

100m

200m

300m

400m

400+ m

NATURALIZED LINEAR  
DRAINAGE

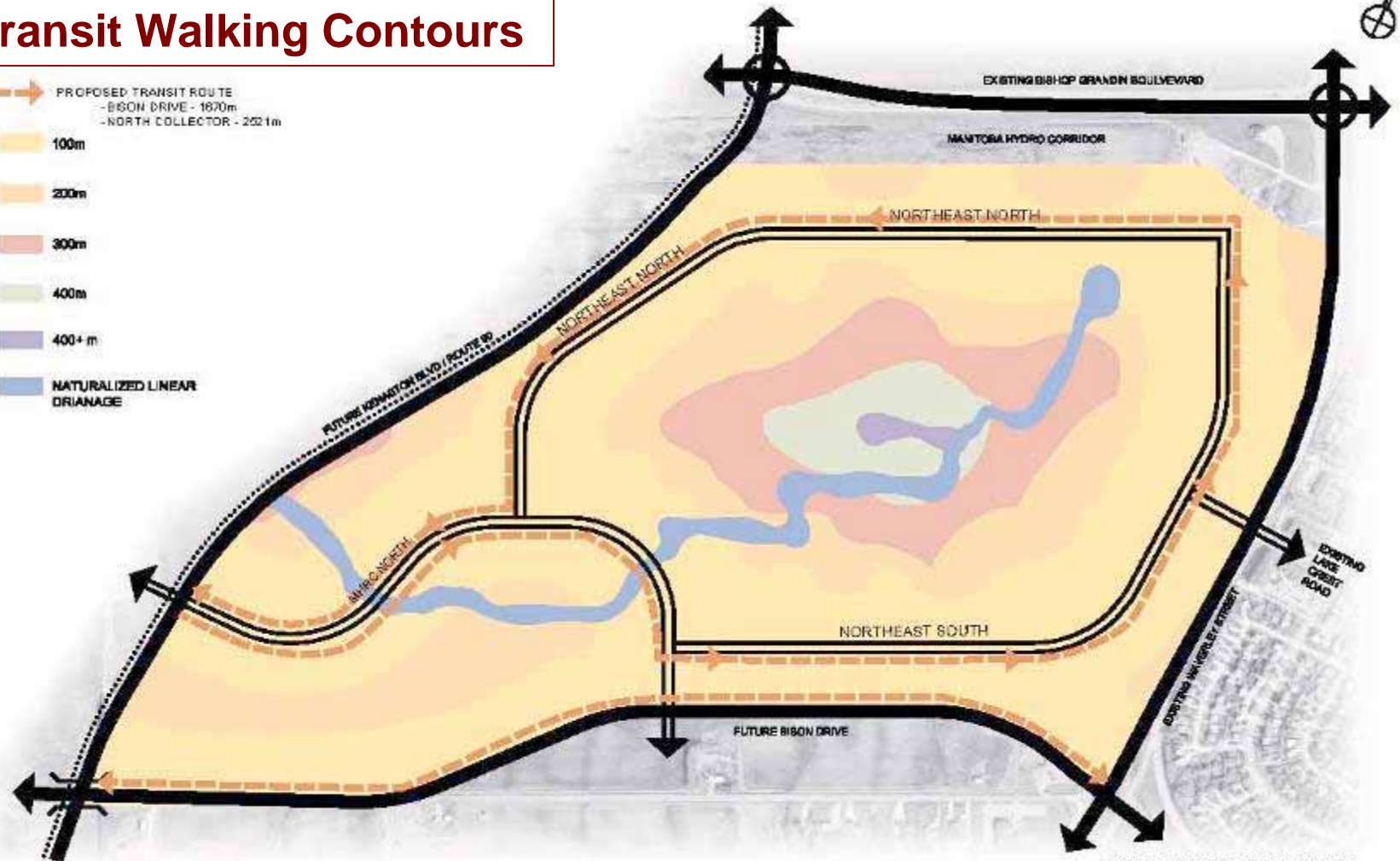
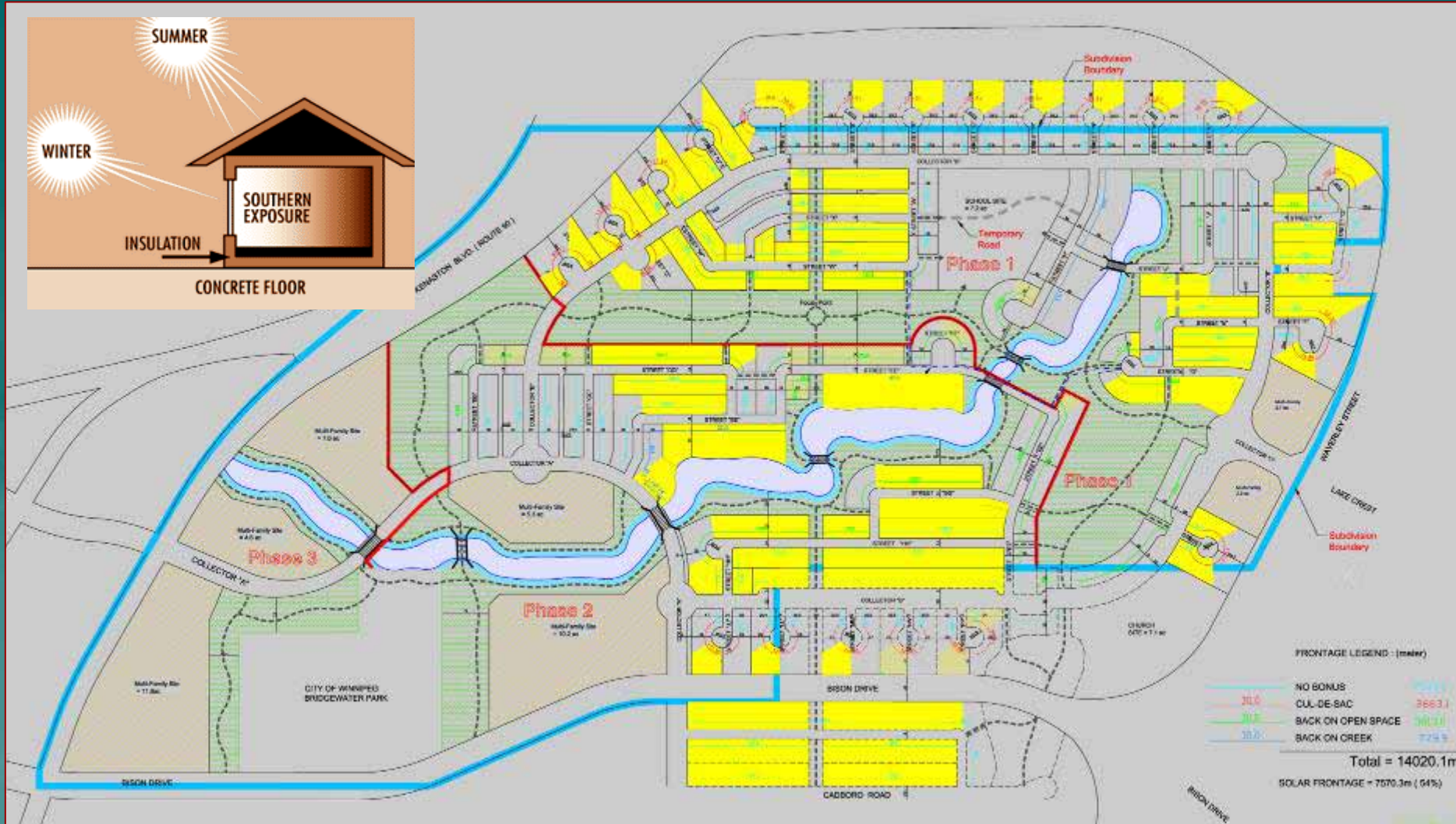


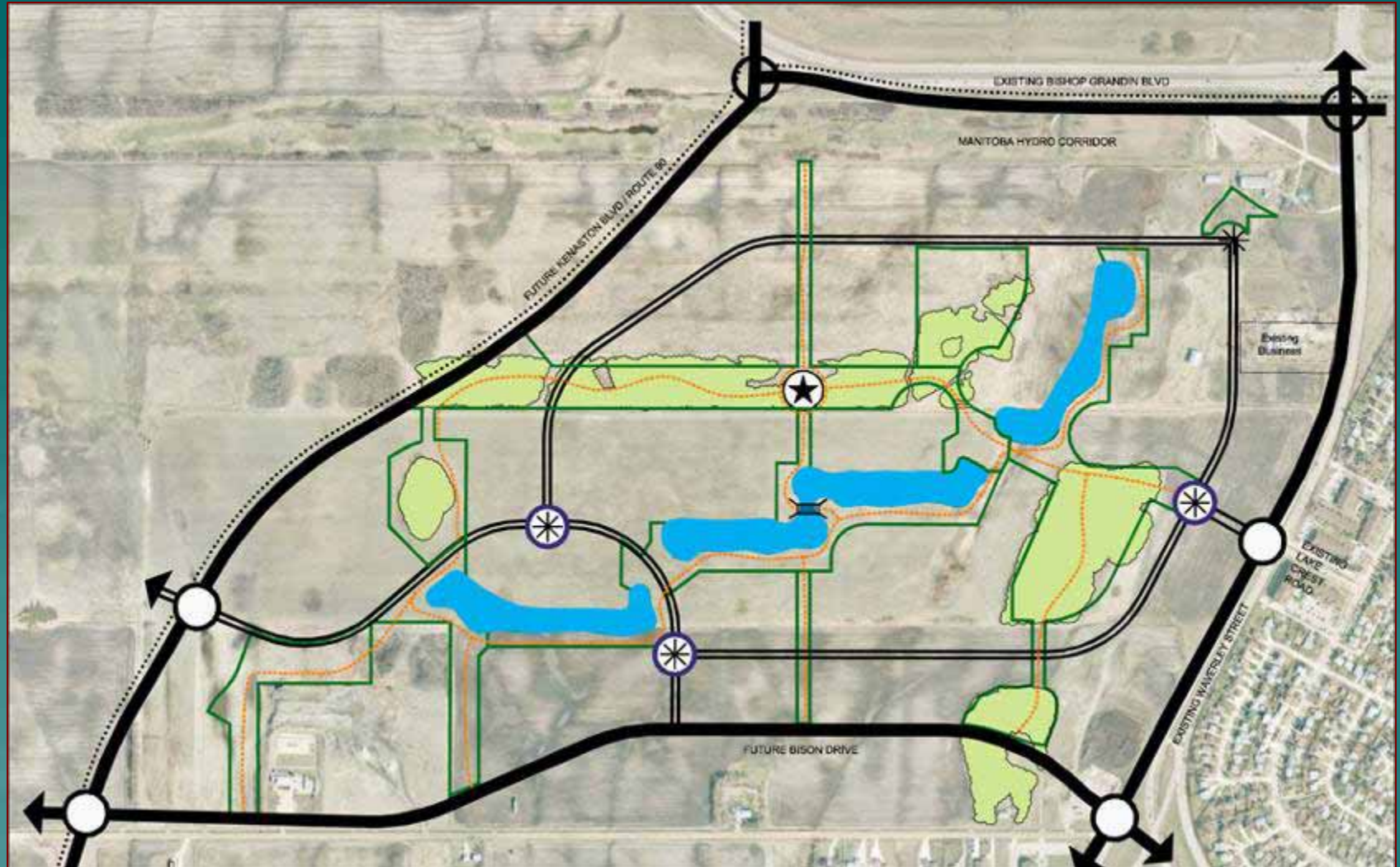
FIGURE 10: NORTHEAST NEIGHBOURHOOD  
TRANSIT WALKING DISTANCE CONTOURS

# Goals – Maximize Building Lot Solar Orientation



# Goals

## Preservation of Natural Areas





Part 3  
*Summation*

# Summation



- Will Waverley West “look” or “feel” different from a subdivision designed in the late 1990s?
- Key elements:
  - Kenaston split-pair Town Centre
  - More “walkable” community – promotes healthy living choices
  - Predominantly single family homes, but with different street character – “wide-shallow” lot configurations and reduced setbacks
  - Preservation of natural areas



Questions?