THE CITY OF WINNIPEG

BY-LAW NO. 30/2017

A By-law of THE CITY OF WINNIPEG to approve a Secondary Plan for the North St. Boniface neighbourhood.

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

1 This By-law shall be known as the "North St. Boniface Secondary Plan By-law".

2 The document attached to this By-law and identified as "*North St. Boniface Secondary Plan (Schedule "A" to By-Law No. 30/2017)*" is hereby adopted as the North St. Boniface Secondary Plan.

3 North St. Boniface Secondary Plan By-law No. 965/75 is hereby repealed.

RECEIVED FIRST READING on this 26th day of April, 2017;

RECEIVED SECOND READING on this 19th day of July, 2017;

RECEIVED THIRD READING on this 19th day of July, 2017.

DONE AND PASSED, this 19th day of July, 2017.

North St. Boniface Secondary Plan

(Schedule “A” to By-Law No. 30/2017)

Adopted: July 19, 2017

Winnipeg

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1 Introduction

1.1 Purpose of the Plan

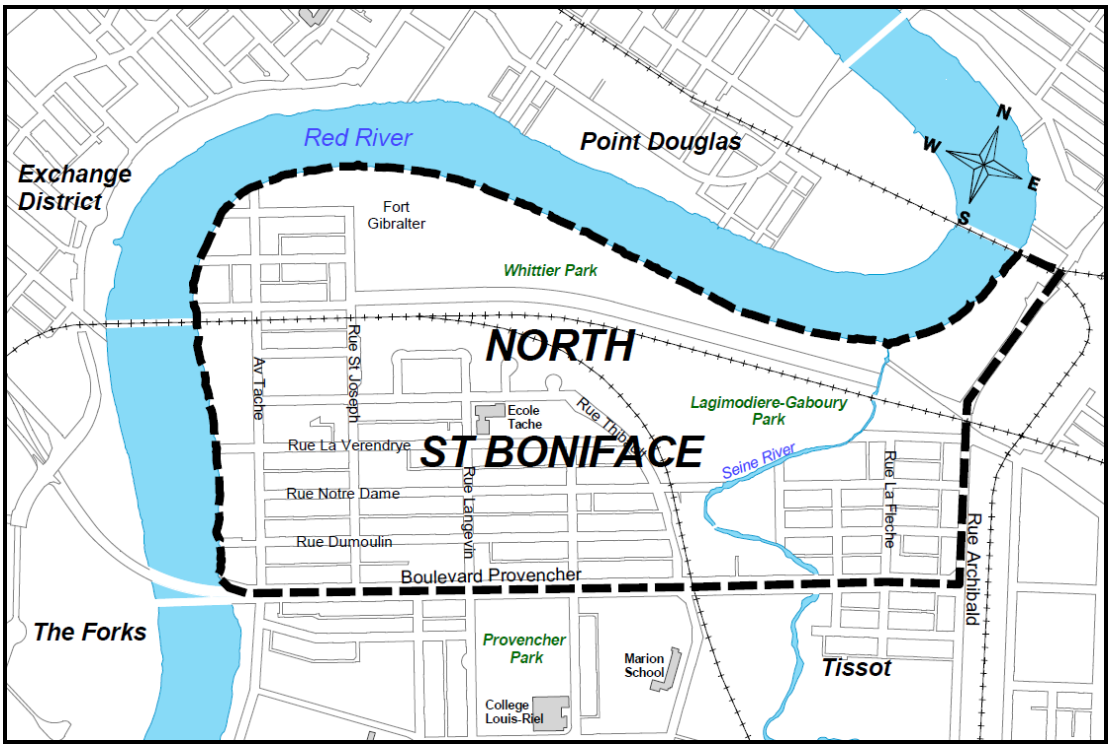
The *City of Winnipeg Charter* authorizes Council to adopt a secondary plan to provide such objectives and actions as Council considers or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the City. This includes matters dealt with in *OurWinnipeg*, or matters relating to economic development or the enhancement or special protection of heritage resources or sensitive lands.

The purpose of the North St Boniface Secondary Plan ("the Plan") is to provide direction on the use and development of land within the North St Boniface neighbourhood. The Plan is a reflection of the civic and local community needs and priorities which are to be considered when making land use planning decisions. In accordance with *the City of Winnipeg Charter*, all future development within the North St Boniface Neighbourhood must be consistent with the policies of the Plan.

1.2 Planning Area

The Planning Area is bounded by the Red River and the Canadian Pacific Rail Line on the north, the Red River on the west, rue Archibald on the east and boulevard Provencher on the South (See Figure 1 – Location Map).

Figure 1 - Location Map



1.3 Amending the Plan

The Plan is intended to be a flexible document that may be periodically reviewed and amended as development circumstances change within and adjacent to the planning area change. To make any changes to the text or the graphic content within the Plan, an amendment to the Plan that includes a public hearing shall be required in accordance with *The City of Winnipeg Charter* and *The Development Procedures By-Law* (for review and approval by Council or its designate).

Where a landowner requests amendment to the Plan, the landowner shall submit supporting information necessary to evaluate and justify the amendment. The type and scope of the supporting information will depend on the nature of the amendment and will be determined in consultation with the City administration. Where appropriate, the amendment process should include a public consultation with other local landowners and other key stakeholders.

1.4 Interpretation

1.4.1 Policy Interpretation

Should there be any inconsistencies between an objective and a policy, the policy shall take precedence. Each paragraph, sentence or clause that is a policy statement, or portion thereof, is numbered.

Where the word “may” or “encourage” or “discourage” is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

In cases where the word “shall” is included in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, so that the intent of the policy is still achieved.

In cases where the word “should” is used in a policy, the policy is intended to apply to a majority of situations. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced instead.

1.4.2 Map Interpretation

The Policy Map which forms part of this Plan (see Appendix ‘A’), showing the boundaries of existing and proposed land use policy areas, thoroughfares and other features, indicates only approximate boundaries or locations thereof and precise boundaries or locations will be determined by land use control or other appropriate by-laws.

2 Planning Vision & Objectives

2.1 Vision

The North St. Boniface neighbourhood possesses a rich heritage, a diverse built form and a wide range of land uses. This diversity has contributed to the character of the neighbourhood, but it has also been a source of land use conflict between industrial and residential uses. Since the 1970s, this neighbourhood has focused on creating a predominantly residential neighbourhood adjacent to a vibrant neighbourhood main street. Today, due to its proximity to downtown and to boulevard Provencher - one of the City's most recognizable "main streets"– it continues to attract residential and commercial investments with a mix of densities. This plan seeks to build upon the neighbourhood's strengths to develop a more "complete community". As North St. Boniface evolves into becoming a more complete community, a focus will be placed upon:

- Providing a range of housing options to meet the wants and needs of residents at different stages in their lives;
- Having residential densities that support a safe and liveable community as well as a thriving boulevard Provencher as a community main street;
- Designing buildings and spaces that are attractive, context-sensitive and pedestrian-oriented; and
- Building on the area's natural and cultural assets to create a unique sense of place.

2.2 Objectives

1. To provide clarity, certainty, and consistency to area residents and builders on land use planning directions and outcomes.

2. To support a range of housing options that accommodate a range of incomes, households, type, density, style and tenure for all life stages at strategic locations within the neighbourhood.

3. To encourage site and building plans that promote good urban design and are pedestrian focused.

4. To establish a process and a set of criteria to evaluate infill development proposals and to mitigate the potential for land use conflicts.

5. To develop safe, convenient and functional community wide 'complete street' networks for public transit users, pedestrians and cyclists.

6. To transition out industrial uses from residential areas.

7. To enhance existing parks and open spaces with a focus on completing the planned public riverbank parkway and greenway networks.

8. To recognize and celebrate the neighbourhood's cultural assets.

9. To encourage sustainable development which is designed to minimize the spatial use of land, conserve natural areas and reflects local heritage.

3 Land Use Policies

The policies and objectives in this section are to be applied to the land use designations as represented on the "Policy Map" included as Appendix 'A' of this Plan.

3.1 Low Density Residential Policy Area

3.1.1 Objectives

1. To provide for lower density residential housing options (generally single-family residential) in a context sensitive manner.

2. To ensure commercial, multi-family and industrial uses do not establish as primary uses.

3. To allow for public, recreational and/or institutional uses to establish when compatible and supportive with surrounding uses.

3.1.2 Policies

1. The Low Density Residential Policy Area should predominantly be composed of single-family residential uses.

2. Two-family residential uses may be supported, if the property is adjacent to a public lane and is at least 30 feet wide.

3. Attached secondary suites will be encouraged for properties not adjacent to a rail line.

4. Detached secondary suites will be encouraged for properties abutting a public lane and not adjacent to a rail line.

5. Public, institutional, and recreational uses may be supported within the Low Density Residential Policy Area where it is determined to be compatible with adjacent uses.

6. Home-based businesses may be permitted and will be evaluated on a case-by-case basis for compatibility with adjacent uses.

7. Commercial uses, residential multi-family uses, and industrial uses shall not be permitted.

8. The maximum height for development within the Low Density Residential Policy Area should not exceed 35 feet.

3.2 Medium Density Residential Policy Area

3.2.1 Objective

1. To provide single-family housing options.
2. To accommodate two-family and small scale multi-family housing options in a context sensitive manner.

3.2.2 Policies

1. Single-family dwellings are permitted.
2. Two-family residential uses may be supported if the property is adjacent to a public lane and the property is at least 30 feet wide.
3. Residential multi-family uses may be supported where there is a public lane and the property is at least 30 feet wide.
4. Parking areas shall not be established in the front yard of residential multi-family buildings; all parking areas shall be accessed from a public lane.
5. Attached secondary suites will be encouraged for properties not adjacent to a rail line.
6. Detached secondary suites will be encouraged for properties abutting a public lane and not adjacent to a rail line.
7. Public, institutional, and recreational uses may be supported within the Medium Density Residential Policy Area where it is determined to be compatible with adjacent uses.
8. New commercial uses shall not be established when incompatible with low to medium density residential properties.
9. Industrial uses shall not be permitted.
10. Home-based businesses may be permitted and will be evaluated on a case-by-case basis for compatibility with adjacent uses.
11. All development applications for residential multi-family uses that seek to reduce the parking standards shall provide an analysis of how their project will minimize its impact of on-street parking capacity within the immediate area.
12. The minimum lot area per dwelling unit for a multi-family residential development within the Medium Density Residential Policy Area should not be less than 800 square feet.
13. The maximum height for development within the Medium Density Residential Policy Area should not exceed 35 feet.

3.3 High Density Residential Policy Area

3.3.1 Objective

1. To continue to provide a range of housing options with a focus on meeting multi-family housing needs.
2. To ensure the design of all buildings reinforces and contributes to a strong residential streetscape character and pedestrian environment.
3. To ensure the design of all buildings reinforces the relationship between the buildings and the street and contributes to the activity and vitality at the ground level facing the street.

3.3.2 Policies

1. Single-family dwellings are permitted.
2. Two-family and multi-family uses will be encouraged where there is a back lane.
3. Where a property is not a corner lot or does not have access to a back lane, residential multi-family uses shall only be considered where the property is at least 9,000 square feet in area.
4. New commercial uses will only be permitted along avenue Taché and rue St. Joseph when part of a residential-commercial mixed use building.
5. New standalone commercial development is not permitted. Applications for rezoning, subdivision, conditional use, variance, consent to registration or filing of a conveyance associated with new standalone commercial development shall be refused as per the City of Winnipeg Charter.
6. Parking areas shall not be established in the front yard of residential multi-family or mixed-use buildings.
7. All development applications for residential multi-family uses that seek to reduce the parking standards shall provide an analysis of how their project will minimize its impact of on-street parking capacity within the immediate area.
8. New industrial uses or the expansion of existing industrial uses shall not be permitted.
9. With the exception of structured parking, new private motor vehicle related uses or the expansion of existing private motor vehicle related uses shall not be permitted.
10. The minimum lot area per dwelling unit for a multi-family residential development within the High Density Residential Policy Area should not be less than 400 square feet.

3.4 Mixed Use Commercial Policy Area

3.4.1 Objectives

1. To encourage mixed-use developments that help create a vibrant, pedestrian-oriented boulevard Provencher main street.

2. To encourage a mix of commercial uses that support local residents and encourage a dynamic street life.

3. To encourage building designs that positively contribute to the pedestrian environment.

3.4.2 Policies

1. Vibrant, pedestrian-oriented concentration of residential, retail, service, restaurant, entertainment, and cultural uses along boulevard Provencher will be encouraged.

2. Automobile-oriented land uses, such as gas stations and other drive-through uses will be discouraged.

3. Residential uses shall be located above the first storey along boulevard Provencher between rue Taché and rue Langevin.

4. Mixed use developments with commercial at-grade and residential above the first storey will be encouraged.

5. Industrial uses shall not be permitted.

6. Multi-family residential uses will be discouraged within the Mixed Use Commercial Policy Area when in proximity to large scale industrial uses.

3.5 Industrial Policy Area

3.5.1 Objectives

1. To encourage small-scale manufacturing and industrial type uses which do not significantly impact the use and enjoyment of nearby residential properties.

2. To encourage the upgrading of the physical appearance of existing buildings and properties.

3.5.2 Policies

1. The Industrial Policy Area will predominantly be composed of small-scale, light manufacturing and industrial type uses.

2. Commercial uses may be permitted where the proposed use is supportive or compatible with the manufacturing uses nearby.

3. The following uses shall not be permitted within the Industrial Policy Area:
    a. Residential uses;
    b. Billboard signs;
    c. Heavy manufacturing uses;
    d. Mining and extraction uses;
    e. Outside storage uses; and
    f. Waste and salvage uses.

3.6 Parks and Open Space Policy Area

3.6.1 Objectives

1. To recognize that riverbank areas along the Red and Seine Rivers are an integral part of the park system in North St. Boniface.

2. To ensure that Whittier Park continues to be an important cultural, heritage and recreational space for the residents of North St. Boniface, as well as residents within greater Winnipeg and the region.

3. To ensure that Whittier Park and the riverbank parkway system continues to be an accessible destination space for local residents and for all Winnipeggers as a cultural, historical and recreation destination.

4. To complete the linear parkway system along the Red and Seine Rivers.

3.6.2 Policies

1. Whittier Park shall be preserved as a major park linking the linear parkway system along the Red and Seine Rivers.

2. Assemble and enhance riverbank properties, or portions of properties, to enable an integrated and continuous linear parkway system when suitable sites become available, whether through acquisitions or as part of the development application process.

3. Retention and enhancement of existing riverbank public access points will be encouraged.

4. When appropriate, riverbank portions of properties along rue Archibald will be acquired in order to establish the Elmwood Parkway.

5. Work collaboratively with community groups and organizations to ensure that Whittier Park and the parkway system continue to be a cultural, historical and recreation destination spots.

3.7 Design Review

1. Except as otherwise provided in this plan, all development, redevelopment, expansion, demolition, signage or exterior alteration visible from public rights-of-way is subject to urban design review and must be approved by the Riel Community Committee or the Director, as provided in this section, prior to commencement.

2. The Riel Community Committee shall make decisions on urban design review applications for new construction, expansion or signage, excluding design review applications for two-family dwellings and associated accessory structures.

3. The Director shall make decisions on all other urban design review applications, including design review applications for two-family dwellings and associated accessory structures.

4. The Standing Policy Committee responsible for land use planning matters may approve urban design guidelines, standards or criteria, not inconsistent with the requirements of this plan.

5. In making decisions on urban design review applications, the Riel Community Committee and Director must consider any requirements in this plan and any urban design guidelines, standards or criteria approved by the Standing Policy Committee responsible for land use planning matters.

6. An applicant may, in accordance with *The City of Winnipeg Charter*, appeal a decision by the Riel Community Committee to deny approval of an urban design review application, to the Standing Policy Committee responsible for land use planning matters.

7. This section does not apply to detached single-family dwellings and associated accessory structures.

4 Infrastructure Policies

4.1 Transportation

4.1.1 Objectives

1. To provide an efficient and accessible transportation system that takes into account all users and modes of transportation.

2. To design the transportation network to improve personal mobility, promote healthy living, and reduce greenhouse gas emissions.

3. Given the proximity to the Downtown, ensure that the transportation network focuses on providing infrastructure that focuses on the accessibility, comfort, and safety of cyclists, pedestrians, and transit users.

4. To ensure that the pedestrian network is planned, designed, implemented and maintained to address year-round pedestrian needs.

5. To incorporate “complete streets” wherever possible.

6. To establish a program to introduce or improve pedestrian sidewalks and pathways.

7. To ensure that transit service is accessible and continues to meet the needs of the public within the Planning Area.

8. To ensure that changes to the cycling and pedestrian networks meet local needs while aligning with the vision and direction strategies of the City of Winnipeg Pedestrian and Cycling Strategies.

4.1.2 Policies

1. Private approaches onto collector roads will be discouraged.

2. Where a property has access to a public lane, access should be taken from the public lane instead of the street.

3. Rapid Transit may be accommodated in the Planning Area.

4. Public transit routes, stops, facilities and service should be assessed from time-to-time.

5. The provision of Rapid Transit in the Planning Area shall be subject to consultation with community stakeholders and the public.

6. New development shall not impede the ability to provide effective transit service within the Planning Area.

7. Sidewalks should be located on both sides of local, collector and regional streets.

8. The design of the active transportation infrastructure network within the planning area should provide for recreational and commuter opportunities.

9. Expansion of the off-street pathway system should provide links between unconnected portions as a priority.

10. Changes to the cycling and pedestrian network shall include consultation with community stakeholders and the public to ensure local needs are adequately addressed.

11. Changes to the cycling and pedestrian network shall align with the City of Winnipeg Pedestrian and Cycling Strategies.

4.2 Municipal Services and Utilities

4.2.1 Objectives

1. To ensure the provision of municipal services are adequate to meet the objectives of the policy areas within this Plan.

2. To transition from the use of overhead distribution of hydro/telephone services to underground distribution services.

3. To pursue the replacement and upgrading of municipal services in the Planning Area.

4.2.2 Policies

1. The water distribution system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

2. The wastewater collection system for the planning area shall be designed to adequately and efficiently serve the ultimate development of the area.

3. The land drainage and stormwater management facilities shall be designed to reduce the impact on the regional infrastructure system.

4. Developers will be required to replace overhead hydro/telephone distribution with underground services where possible.

5. The creation and implementation of a program for the replacement and upgrading of municipal services will be encouraged.

5 Historical Buildings and Places

5.1 Objectives

1. To encourage the recognition of the historical significance of buildings and sites that form part of the cultural fabric of St. Boniface.

2. To encourage the preservation and creative re-use of historically designated buildings and sites as identified through *The Historical Resources By-law*.

3. To capitalize on the economic, social, and cultural tourism opportunities of historically significant buildings and sites within the Planning Area.

4. To recognize the neighbourhood's heritage resources are inseparably tied to its culture, identity and cultural perspective.

5. To celebrate the historically significant buildings and places as important elements of our collective consciousness that help to define a unique sense of place for our community.

6. To encourage the preservation of the character old St. Boniface City Hall Campus, and its access to the public, in recognition of its on-going historical and cultural importance.

7. To support the protection of existing buildings on the City of Winnipeg's List of Historical Resources.

5.2 Policies

1. Conservation of historic buildings on the old St. Boniface City Hall Campus will be encouraged.

2. The adaptive re-use of existing buildings on the City of Winnipeg's Commemorative List and List of Historic Resources will be encouraged.

3. Development which supports economic, environmental and social initiatives, including cultural tourism efforts, of community organizations will be encouraged.

4. Development related to cultural tourism opportunities within City-owned heritage assets, including historical sites and museums, will be encouraged.

Appendix 'A' – Policy Map

