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The Winnipeg Charter Act	OurWinnipeg	Direction Strategies
PLANNING AND DEVELOPMENT DIVISION 1 PLANS PLAN WINNIPEG Adoption of Plan Winnipeg 224 Council must, by by-law, adopt a development plan, in this Part referred to as "Plan Winnipeg", which must set out (a) the city's long-term plans and policies respecting (i) its purposes,	OurWinnipeg sets a vision for the next 25 years and provides direction in three areas of focus: ▪ A City That Works ▪ A Sustainable City ▪ Quality of Life Each area includes policies and enabling strategies. These areas are then further supported through integrated Direction Strategies which provide additional detail in key planning areas of **Complete Communities** **Sustainable Transportation** **Sustainable Water and Waste** **A Sustainable Winnipeg** Together the five documents compose a package that communicates Winnipeg's plan to compete for a skilled labour force, to sustainably accommodate growth and to address the basics of municipal infrastructure and asset management.	
(ii) its physical, social, environmental and economic objectives, and	**OurWinnipeg** and the four direction strategies integrate physical, social, environmental and economic objectives throughout. In OurWinnipeg Physical objectives are primarily located in **01 A City That Works 24** 01–1 City Building 25 01–2 Safety and Security 41 01–3 Prosperity 48 01–4 Housing 54 01–5 Recreation 58 01–6 Libraries 61 These objectives are supported by **Complete Communities**	

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	Sustainable Transportation **Sustainable Water and Waste** **A Sustainable Winnipeg** Social Objectives are primarily located in **03 Quality of Life 72** 03–1 Opportunity 73 03–2 Vitality 79 03–3 Creativity 83 **Environmental** objectives are primarily located in **02 A Sustainable City 64** 02–1 Sustainability 65 02–2 Environment 68 02–3 Heritage and are supported in **A Sustainable Winnipeg** **Complete Communities** **Sustainable Transportation** **Sustainable Water and Waste** **Economic** objectives are primarily located in **01 A City That Works 24** 01–1 City Building 25 01–2 Safety and Security 41 01–3 Prosperity 48 01–4 Housing 54 01–5 Recreation 58 01–6 Libraries 61 And are supported by **Complete Communities** **Sustainable Transportation** **Sustainable Water and Waste** **A Sustainable Winnipeg**	
(iii) sustainable land uses and development;	OurWinnipeg and the direction strategies integrates sustainable land uses and development. Sustainability is the framework for the entire planning package. In	

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	OurWinnipeg sustainable land uses and development are primarily found in 01 A City That Works 24 02 A Sustainable City 64 And are supported in **Complete Communities** **Sustainable Transportation** **Sustainable Water and Waste** **A Sustainable Winnipeg** The Urban Structure, Transportation overlay, and measurement and indicators are an integral part of this approach. A key policy in this area is 01-1a Direction 3 (30): Promote Compact Urban Form and Manage the Extension of Municipal Services for New Growth, which sets forth clear criteria regulating the physical growth of the City.	
(b) measures for implementing the plan; and	In OurWinnipeg implementation is found primarily in **04 Implementation (88).** This section provides enabling policy for regularly updated Action Plans that will be used to implement the plan package. The implementation of the plan package will be guided by an Urban Structure. Policy that establishes how this will occur is included in OurWinnipeg 01-1a Direction 2 and Complete Communities 02. As a dynamic and responsive approach to planning, the Urban Structure Map will adapt as the city changes, however the planning tools will remain static. Other implementation tools are described in Complete Communities, 14 **Implementation**. These tools include: ▪ Planning Handbook ▪ Capital Budget/Infrastructure Alignments ▪ Incentive Tools	

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	▪ Leadership, Partnership and Sponsorship ▪ Demonstration Projects ▪ Awareness Tools ▪ Complete Communities Checklist As well, Sustainability Indicators will be developed that guide the implementation of the plan package and the sustainable development of the city (see OurWinnipeg 02-1 or A Sustainable Winnipeg 06).	
(c) such other matters as the minister or council considers necessary or advisable.	OurWinnipeg includes a Regional focus that is reflected in collaborative and sustainable approaches.	
Initiation of amendments to Plan Winnipeg 225(1) An amendment to Plan Winnipeg may be initiated by (a) council; or (b) an application (i) made by the owner of real property to which the application refers, and (ii) filed with a designated employee.	Process outlined in Section 04 Implementation The City will consider proposed amendments to OurWinnipeg in accordance with The City of Winnipeg Charter and the Development Procedures By-law. Changes to the supporting Direction Strategies will be considered by Council through regular City by-law amendment procedures or other processes, as required. OurWinnipeg amendments to facilitate a proposed development may be made only after the Public Service and City Council carefully consider whether the development maintains the overall goals and objectives of OurWinnipeg, meets the City's other long term plans and is compatible with surrounding land uses. OurWinnipeg and its supporting Direction Strategies provide a framework to guide development and growth decisions in the City of Winnipeg for at least the next five years. In accordance with Section 226 of The City of Winnipeg Charter, City Council must begin a review of the Plan at least once within five	

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	years after adopting it, and if required to do so by an order of the provincial minister who administers the Charter.	
Right to hearing 225(2) Subject to subsection (3), where an owner of property applies under clause (1)(b) for an amendment to Plan Winnipeg, the person is entitled to have the application dealt with at a hearing under subsection 227(1). Application may be refused 225(3) An application made under clause (1)(b) may be refused without a hearing if, (a) in the opinion of executive policy committee, it is without merit; or (b) in the opinion of a designated employee, it is the same as or substantially similar to an earlier application that was rejected under subsection 227(2) within one year before the day when the new application is made.	Underway - Led by City Clerks	
Periodic review 226(1) Council must begin a review of Plan Winnipeg (a) when required to do so by an order made under subsection (2); and (b) at least once within five years after each re-adoption or replacement of the plan. Minister's order to review 226(2) After consulting with council the minister may, in writing, order council to review Plan Winnipeg or to pass a by-law to replace, re-adopt or amend it within a time specified in the order, or such extension of that time as the minister may by further order allow.	Timelines, as agreed upon, have been met	
Method of review 226(3) A review of Plan Winnipeg must include a comprehensive examination of the plans and policies in Plan Winnipeg, and public meetings to obtain representations from citizens, organizations and agencies respecting the review of Plan Winnipeg.	As part of the OurWinnipeg initiative, a public engagement program was created called SpeakUpWinnipeg. It was a conversation with more than 42,000 Winnipeggers. Public meetings took place in the form of • Online at SpeakUpWinnipeg.com • Stakeholder meetings	

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	• Roundtables • Open Houses • Focus groups • Street Team (SpeakUpSquad) • Major Public Events • Conferences • Workshops **See Consulation Report for more detail**. Comprehensive examination was conducted through detailed background studies: ▪ Residential Lands and Infill Strategy ▪ Commercial Lands Strategy ▪ Employment Lands Strategy ▪ Downtown Employment Study ▪ Downtown Residential Opportunities Study ▪ Sustainable Transportation Strategy ▪ Transit Oriented Development Guidelines ▪ Parks, Places and Open Spaces Strategy ▪ Urban Design Background Study ▪ Sustainable Water and Waste Infrastructure Strategy ▪ Ecologically Significant Natural Lands ▪ Heritage Conservation Management Plan ▪ Active Transportation Action Plan ▪ Origin-Destination Study	
By-law to be re-enacted, amended or replaced 226(4) On completing a review of Plan Winnipeg, council shall pass a by-law to re-enact, amend, or replace it, in accordance with the process set out in sections 227 to 233.	In process – City Clerks	
Conformance with provincial land use policies 226(5) Plan Winnipeg, as it is re-enacted,	**OurWinnipeg** conforms to existing PLUPs, and exceeds this level by also conforming to	

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amended or replaced, must conform with provincial land use policies that apply to the city.	draft PLUPs. (See PLUPs section of this document)	
PLAN WINNIPEG BY-LAWS Hearings on Plan Winnipeg by-laws 227(1) After council gives first reading to a proposed Plan Winnipeg by-law, and before second reading, (a) the city must give notice of a hearing by the executive policy committee of council respecting the proposed by-law; and (b) the executive policy committee must conduct a hearing and submit its report respecting the proposed by-law to council. Second reading of proposed by-law 227(2) After receiving a report from the executive policy committee of council respecting a Plan Winnipeg by-law, council may, without further notice, (a) proceed to give second reading to the by-law as originally proposed or with amendments; or (b) reject the by-law either in whole or in part. Submission to minister 228(1) As soon as practicable after a proposed Plan Winnipeg by-law is given second reading, the city must submit to the minister (a) a certified copy of the proposed by-law, or such greater number of certified copies of the proposed by-law as the minister may request; (b) a copy of the report of the executive policy committee of council respecting the proposed by-law; and (c) such other information and material as the minister may request; and council must not pass the proposed by-law until the minister approves it in writing. Notice of second reading 228(2) As soon as practicable after complying with subsection (1) in respect of the proposed by-law, the city must give notice by ordinary mail to every person who made	in process - City Clerks	

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submissions at the hearing conducted by the executive policy committee of council respecting the proposed by-law, stating that (a) council has given second reading to the proposed by-law; (b) a copy of the proposed by-law has been submitted to the minister for approval; and (c) any person who made submissions at the hearing respecting the proposed by-law may file an objection, with stated reasons, with the minister within 14 days after the day the notice is given.		
SECONDARY PLANS Adoption of secondary plans 234(1) Council may by by-law adopt a secondary plan to provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the city, including, without limitation, any matter (a) dealt with in Plan Winnipeg; or (b) pertaining to economic development or the enhancement or special protection of heritage resources or sensitive lands.	OurWinnipeg is the City's new municipal development plan. Detailed Direction Strategies provide additional detail in key planning areas. The four direction strategies are: o Complete Communities o Sustainable Transportation o Sustainable Water and Waste o A Sustainable Winnipeg Together the five documents compose a planning package. Complete Communities is intended to be adopted as a Secondary Plan by-law. The remaining three Direction Strategies are intended to lead to further work (e.g. Transportation Master Plan) and so are proposed to be endorsed as policy by Council.	Complete Communities is the detailed direction strategy which supports the 'City Building' section of OurWinnipeg. While comprehensive in scope and detail, Complete Communities is design to work in conjunction with all of OurWinnipeg's supporting documents to create a complete package of resources and directions.
Conformity with Plan Winnipeg 234(2) A secondary plan by-law must be consistent with Plan Winnipeg.	OurWinnipeg outlines land use and development in chapter 01 City Building. Complete Communities is consistent and provides detailed strategies to support this section. In fact, there is extensive and complete integration between the two documents. Further, all of the Direction Strategies have been created using the urban structure as a common element. In this way,	Complete Communities is consistent with OurWinnipeg. It provides more detailed strategies to support the policies in the City Building section of OurWInnipeg.

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	water and waste servicing, transportation and land use planning have been integrated, with supporting policy having also created through an integrated process involving cross-departmental working teams.	

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DEVELOPMENT PLAN BY-LAWS		
1. When preparing or reviewing a development plan by-law, *planning authorities* will, in consultation with local stakeholders, develop a long-term vision for the *planning area* that supports the health and well-being of residents, the economy and environment, and set goals and policies to achieve that vision.	As part of the OurWinnipeg initiative, a public engagement program was created called SpeakUpWinnipeg. It was a conversation with more than 42,000 Winnipeggers that reached across the city, and included residents, stakeholders, groups and the Province. Public meetings took place in the form of: • Online at SpeakUpWinnipeg.com • Stakeholder meetings • Roundtables • Open Houses • Focus groups • Street Team (SpeakUpSquad) • Major Public Events • Conferences • Workshops **See Consultation Report for more detail**.	
2. When amending a development plan by-law, *planning authorities* will rationalize proposed amendments within the context of the vision, goals and policies set out in the plan.		
3. Analysis, surveys and/or studies can include, but not be limited to: a. demographic analysis and population studies/projections; b. supply and demand studies; c. housing studies; d. economic and fiscal analysis; e. traffic impact analysis and transportation planning studies; f. greenhouse gas emissions inventories and forecasts; g. climate change vulnerability/risk assessments;	Several background studies contributed research, forecasts and recommendations to underpin OurWinnipeg. These were developed through significant stakeholder consultation. o Winnipeg Residential Lands and Infill Strategy o Commercial Land Strategy o Comprehensive Employment Lands Strategy o Downtown Winnipeg Employment Study o Downtown Residential Development Study	

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DEVELOPMENT PLAN BY-LAWS		
h. water, heritage, agriculture, forestry, wildlife, natural lands and mineral resource and capacity studies; and i. any other matter related to the present or future physical, environmental, social, cultural or economic characteristics of the planning area, of relevance to the development plan by-law. The type and degree of analysis, surveys and/or studies to be prepared will be relative to local circumstances, the nature and complexity of the plan (preparation, review or amendment), and the matters under consideration.	○ Winnipeg Sustainable Transportation Strategy ○ TOD Guidelines ○ Parks, Places and Open Spaces Strategy ○ Urban Design Background Study ○ Water and Waste Infrastructure Strategy ○ Ecologically Significant Natural Lands Strategy ○ Heritage Conservation Management Plan ○ Active Transportation Action Plan ○ Origin Destination Study	
4. To ensure that development plan by-laws are integrated and comprehensive, the preparation, review or amendment of a plan will: a. include a process that compares/overlays the location of resources and environmental features with the location of existing development to identify opportunities and limits to growth in the planning area; b. consider the policies of other local/regional plans and strategies (such as integrated watershed management plans and climate change action plans) to ensure they are mutually supportive; c. provide opportunities for public participation in the planning process and ensure that the vision, goals and policies in the plan are reflective of the cultural and social interests within the	- OurWinnipeg's urban structure provides a dynamic basis from which to direct growth to areas depending on their period of growth and descriptive characteristics. See 01-1a OurWinnipeg's Approach to City Building; Direction 2; p. 28. Also Section 01-1 City Building; pp.25-26. -OurWinnipeg and its four direction strategies are integrated and ensure that land use, transportation, and infrastructure are dynamically linked and coordinated. The Direction Strategies are: ○ Complete Communities ○ Sustainable Transportation ○ Sustainable Water and Waste ○ A Sustainable Winnipeg See Section 01-1a; OurWinnipeg's Approach to City Building; p.27. As part of the OurWinnipeg initiative, a public engagement program was created called	Complete Communities sets out conditions for the subdivision of land. See Section 04; Direction 1; p.80. And Section 08; pp. 114-115.

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DEVELOPMENT PLAN BY-LAWS		
planning area, including those associated with Aboriginal and First Nation treaty rights/obligations; d. provide guidelines for land use controls and the subdivision of land; and e. set out the measures for implementing the plan policies and timelines for expected outcomes; monitor achievement of goals by identifying targets and indicators of success.	SpeakUpWinnipeg. It was a conversation with more than 42,000 Winnipeggers. Public meetings took place in the form of • Online at SpeakUpWinnipeg.com • Stakeholder meetings • Roundtables • Open Houses • Focus groups • Street Team (SpeakUpSquad) • Major Public Events • Conferences • Workshops OurWinnipeg includes provisions to facilitate the negotiation of municipal development service agreements with Treaty Land Entitlement First Nations. See Section 01-1b; p.31. OurWinnipeg includes a robust Action Plan for implementation that includes relationship building, outreach, marketing, implementation plans, monitoring, measuring, and continuous improvement. See Section o4; pp. 89-92.	
5. Planning authorities will ensure there is an appropriate range and mix of land uses to meet the anticipated long term needs of the community(s) within the planning area. As such, the development plan by-law will: a. designate land uses and identify directions for growth on the basis of up to a 25 year, long-term planning horizon that supports the community vision; b. provide for a sufficient supply of serviceable lots to accommodate a 5 to 10 year demand for various land uses;	- OurWinnipeg's urban structure provides a dynamic basis from which to direct growth to areas depending on their period of growth and descriptive characteristics. See 01-1a OurWinnipeg's Approach to City Building; Direction 2; p. 28. Also Section 01-1 City Building; pp.25-26. OurWinnipeg, through the background analysis provided by the Residential Lands and infill Strategy, Commercial Land Strategy and Comprehensive Employment Lands Strategy, ensures a sufficient supply of land for the next 25 years, while using an efficient	Complete Communities is based on an urban structure that ensures development aligns with an area's projected capacity for change as well as its period of growth and descriptive characteristics. Sections 02-10; pp. 10-122. - Complete Communities prioritizes Regional Cooperation in decisions related to land use and housing/employment growth. See Section 11; Capital Region; pp. 126-127. - The Sustainable Transportation Direction Strategy prioritizes working with the Capital Region to develop coordinated initiatives. See pp. 36-38. - Sustainable Water and Waste Infrastructure prioritizes

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DEVELOPMENT PLAN BY-LAWS		
c. identify the public services that are planned or required and determine how new development will be financed, based on the supplies, planning horizons and designations above; and d. consider the overall supply and demand for, and suitability of, land uses on a regional basis when determining the above provisions.	land use approach including context-appropriate densities and mixing of uses. See 01-1a OurWinnipeg's Approach to City Building; Direction 2; p. 28. Also Section 01-1 City Building; pp.25-26. - OurWinnipeg provides for the extension of municipal services only in an environmentally sound, economically and timely manner. See Section 01-1a OurWinnipeg's Approach to City Building; p.30. - OurWinnipeg prioritizes Regional Cooperation in decisions related to land use and housing/employment growth. See Section 1-1c; Capital Region; p.40.	regional service sharing founded on a strong business case to ensure the efficient delivery of the service in the region. See p. 46.
6. *Planning authorities* will collaborate with the Public Schools Finance Board and local school divisions to ensure that development plan by-laws and subsequent secondary plans contain appropriate policies to support the adequate and appropriate provision of lands for public educational facilities and the consideration of the long term land use and *development* decisions that the siting of these facilities will have in the *planning area.*	Part of the formal approval process	
7. To keep development plan by-laws current, *planning authorities* must undertake a review of their plan every five years, or as often as agreed to by the *planning authority* and the Province of Manitoba, as per the provisions outlined in *The Planning Act* and *The City of Winnipeg Charter.*	Legislative requirement	

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POLICY AREA 1: GENERAL DEVELOPMENT		
1. Local authorities will direct development to areas that are suitable for the proposed use and where risk can be prevented or minimized. Assessment of risk should include: a. hazards or activities in or nearby the proposed development area that have the potential to negatively impact the development or the safety of its users; b. consideration for the accessibility of the site to emergency services; c. existing land uses in or nearby the proposed development area that could be negatively impacted by the development; d. the potential for the development to negatively impact the environment; and e. consideration of vulnerabilities to future climate change impacts. The local emergency plan should be consulted to help assess the potential for hazards or risk.	- OurWinnipeg's urban structure provides a dynamic basis from which to direct growth to areas depending on their period of growth and descriptive characteristics. See 01-1a OurWinnipeg's Approach to City Building; Direction 2; p. 28. Also Section 01-1 City Building; pp.25-26. - OurWinnipeg enables the protection of Winnipeg's parks, green spaces and riverbanks, ecologically significant lands; and protects and enhances the urban forest. See Section 02-2; Environment; p. 68. -OurWinnipeg maintains the City's Emergency Preparedness Program and Emergency Control Committee, continues a collaborative effort to build emergency preparedness capacity, and broadens emergency training to encompass new trends in response and recovery. See 01-2b: Emergency Response, Preparedness and Recovery; pp. 46-47. - The urban structure goes beyond use-related risks and addresses compatibility of form. It attempts to conserve an area's character with development and infill that is context-sensitive. See 01-1c Key Directions for Specific City Areas; p. 39.	-Uses in key areas such as employment lands and the airport vicinity are protected from unsuitable development in order to mitigate risks or negative impacts. See Section 05; Employment Lands; p. 93; Figure 05a, and Section 09; Airport Area; pp. 119-120. - An innovative new approach is being used with employment lands to balance the need for infill and mixed use with risk minimization (i.e. only 1 category of employment lands- business park – is enabled to accommodate mixed use development). See Section 05; Employment Lands; p. 93; Figure 05a
2. Lands that pose hazards to persons, property and/or investment are not suitable for *development* and should be left in their natural state, or limited to low intensity uses.	- OurWinnipeg, through Complete Communities, addresses protection of lands containing potentially hazardous uses.	- Complete Communities: Rural agricultural lands are protected from incompatible development. See Section 08; Rural Agricultural Areas; pp. 112 - 117. -Uses in key areas such as employment lands and the airport vicinity are protected from unsuitable development in order to mitigate risks or negative impacts. See Sections 05;

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POLICY AREA 1: GENERAL DEVELOPMENT		
		Employment Lands; p. 93; Figure 05a, and Section 09; Airport Area; pp. 119-120. - Contaminated sites throughout city are addressed in accordance with Manitoba Conservation regulations. Complete Communities supports land remediation. See Section: 03; Major Redevelopment Sites; p. 67.
3. Potentially dangerous or nuisance-causing uses, or otherwise incompatible developments should be located so that they: a. do not negatively affect existing development or designated land uses; and b. can operate and/or expand safely, without unreasonable limitations . Dangers and nuisances associated with these uses should be anticipated and prevented or suitably mitigated through use of separation, natural or human-made barriers, operating techniques, building materials or design.	- OurWinnipeg, through Complete Communities, addresses protection of lands containing potentially hazardous uses. See Complete Communities. - Specific buffer and barrier regulations are contained in the City's Zoning By-Law 200/06.	- Complete Communities: Rural agricultural lands are protected from incompatible development. See Section 08; Rural Agricultural Areas; pp. 112 - 117. -Uses in key areas such as employment lands and the airport vicinity are protected from unsuitable development in order to mitigate risks or negative impacts. See Sections 05; Employment Lands; p. 93; Figure 05a, and Section 09; Airport Area; pp. 119-120. - Contaminated sites throughout city are addressed in accordance with Manitoba Conservation regulations. Complete Communities supports remediation of contaminated sites. See Section: 03; Major Redevelopment Sites; p. 67.
4. Development must be compatible with its surroundings, existing uses and transportation systems.	-OurWinnipeg and its four direction strategies are integrated and ensure that land use, transportation, and infrastructure are dynamically linked and coordinated. See Section 01-1a; OurWinnipeg's Approach to City Building; p.27.	- Complete Communities is based on an urban structure that ensures development aligns with an area's projected capacity for change as well as its period of growth and descriptive characteristics. Sections 02-10; pp. 10-122 - The urban structure goes beyond compatibility of use and addresses compatibility of form. It attempts to conserve an area's character with development and infill that is context-sensitive. See 01-1c Key Directions for Specific City Areas; p. 39.
5. The dedication of land to non resource-related uses should not be wasteful of land. The designation of non resource-related uses should be consistent with the demonstrated rate of	- OurWinnipeg promotes compact urban form and provides for the extension of municipal services only in an environmentally sound, economically and timely manner. See	- Complete Communities manages rural and agricultural lands to reflect the limitations of providing a full range of municipal infrastructure to these areas. See Section 08; pp. 112 - 117.

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POLICY AREA 1: GENERAL DEVELOPMENT		
change and with the community vision for the planning area and within the region.	Section 01-1a OurWinnipeg's Approach to City Building; p.30.	
6. Non resource-related uses must be directed to existing urban centres. Exceptions to the above include rural residential and cottage development, and non resource-related uses that: a. may be directed to other areas that have been designated for those uses; b. are intended primarily to serve the farm community; c. are deemed hazardous or incompatible in an urban centre setting; or d. require larger site areas which are not available or appropriate in an urban centre For exceptions c and d, these uses should be designated in the development plan.	- OurWinnipeg, through Complete Communities, directs urban growth to the urban region; and provides the basis to direct a large share of growth to transformative areas identified within the City. This is done to strengthen existing centres of activity and maximize infrastructure efficiency.	- Complete Communities is based on an urban structure that ensures development aligns with an area's projected capacity for change as well as its period of growth and descriptive characteristics. Sections 02-10; pp. 10-122 - Complete Communities maintains rural agricultural areas for agricultural and compatible uses. See Section 08; pp. 112 - 117.
7. The exceptions outlined in policy 1.A.6 above will be directed away from prime agricultural land, viable lower class lands and existing agricultural operations wherever possible and appropriate. As a priority, such uses should be directed to areas where agriculture is less dominant due to a combination of: a diversity of landscape features, a predominance of lower class land, a high degree of land fragmentation, and the existence of a mixture of land uses.	- OurWinnipeg prioritizes Regional Cooperation in decisions related to land use and housing/employment growth. See Section 1-1c; Capital Region; p.40.	- Complete Communities prioritizes Regional Cooperation in decisions related to land use and housing/employment growth. See Section 11; Capital Region; pp. 126-127.
8. Development outside of urban centres must ensure adequate separation from those centres so as not to impede their orderly expansion, based on their land needs over a long term planning horizon	- OurWinnipeg prioritizes Regional Cooperation in decisions related to land use and housing/employment growth. See Section 1-1c; Capital Region; p.40.	- Complete Communities prioritizes Regional Cooperation in decisions related to land use and housing/employment growth. See Section 11; Capital Region; pp. 126-127.
9. The direction and pattern of development should support the strategic, economical and	- OurWinnipeg promotes compact urban form and provides for the extension of municipal	- Complete Communities provides the basis to direct a large share of growth to transformative areas identified within the

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POLICY AREA 1: GENERAL DEVELOPMENT		
accessible provision of public services to meet current and projected needs. As such, development should be directed to areas: a. where appropriate public services exist, prior to areas without services; b. where public services are planned and budgeted for and where they can be introduced in an economical and timely manner; and c. that have been identified for redevelopment or intensification as they have excess public service capacity, such as brownfield sites.	services only in an environmentally sound, economically and timely manner. See Section 01-1a OurWinnipeg's Approach to City Building; p.30. Also Section 01-1c; Key Directions for Specific City Areas; p.33 – 40.	City, in part to promote service efficiencies. A key example is Major Redevelopment Sites, which are often vacant or underutilized sites within the existing urban fabric. Further, New Communities will only be approved when a full range of municipal services can be provided in an environmentally sound, economically and timely manner. See Section 03; Transformative Areas; pp. 14-77. - Sustainable Transportation Direction Strategy Identifies and prioritizes transit, major street and highway system improvements and active transportation, based on criteria, and measures performance. See pp. 24, 28, 30. - Sustainable Transportation Direction Strategy will incorporate a Transportation Master Plan, which will include a transportation planning model for the Winnipeg area. This will be used to examine transportation needs and performance into the future. See p. 46.
10. Where feasible, public services should be co-located to promote cost-effectiveness and facilitate service integration.	- OurWinnipeg proposes a collaborative relationship with other governments to maximize regional servicing efficiencies. See 01-3; Prosperity; Direction 3; p.50	- Compete Communities proposes a cooperative relationship with other Capital Region municipalities on service sharing. See Section 11; Direction 3; p. 127. - The Sustainable Transportation Direction Strategy prioritizes working with the Capital Region to develop coordinated initiatives such as Transportation Demand Management, planning, funding and implementation of a network of facilities for transit corridors and active transportation. The focus of regional transit will be on areas where commercial development and other, more intensive land uses are concentrated. See pp. 36-38. - Sustainable Water and Waste Infrastructure prioritizes regional service sharing founded on a strong business case to ensure the efficient delivery of the service in the region. See p. 46.
11. Development should be examined at a regional scale to identify possible opportunities	- Through OurWinnipeg, the City wishes to support "thinking and acting as a region", and	- Compete Communities proposes a cooperative relationship with other Capital Region municipalities on

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POLICY AREA 1: GENERAL DEVELOPMENT		
for regional cooperation, economic and energy efficiencies and service-sharing.	collaboration with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region. See Section 1-1c; Capital Region; p.40.	planning, service sharing and transportation and infrastructure. See Section 11; Capital Region; pp. 124-127. - The Sustainable Transportation Direction Strategy prioritizes working with the Capital Region to develop coordinated initiatives such as Transportation Demand Management, planning, funding and implementation of a network of facilities for transit corridors and active transportation. The focus of regional transit will be on areas where commercial development and other, more intensive land uses are concentrated. See pp. 36-38. - Through the Sustainable Water and Waste Infrastructure Strategy, the City will collaborate with Capital Region partners to determine: ▪ Realistic approaches to joint planning, service sharing and tax sharing, in the context of the application of higher level servicing standards. and ▪ "Green Technologies" related to water, wastewater and stormwater infrastructure, and solid waste management. See p. 46.
12. Development should not result in unexpected or unreasonable costs to the public. As such, proposals for development should demonstrate: a. the anticipated short and long-term/lifecycle public costs associated with a development and any future phases; and b. that existing public services have the capacity to accommodate additional development.	- OurWinnipeg prioritizes efficient delivery of services including: a. innovative, streamlined service delivery, b. service performance measurement and reporting, c. financial strategies and targets, d. life-cycle costing for capital projects, e. consideration for all relevant financing and delivery options, f. consideration for new alternative service delivery options, g. policies to manage investments in physical assets, including infrastructure, fleet and facilities, h. management of facilities to achieve strategic fit, flexibility; and i. promotion of cross dependencies and	- Compete Communities promotes efficient service delivery, through the infrastructure efficiencies. See Sections 03-10; Transformative Areas; pp. 14-122. - The Sustainable Transportation Direction Strategy will incorporate modeling in its Transportation Master Plan, to determine capacity measurements and transportation needs and performance into the future. See p. 46. - The Sustainable Transportation Direction Strategy includes recent infrastructure deficit assessments and prioritizes life cycle costing to help meet expectations for a well-maintained system. See p. 26. - The Sustainable Water and Waste Infrastructure Strategy will continue to use Sustainable Asset Management (SAM) initiatives and:

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POLICY AREA 1: GENERAL DEVELOPMENT		
	innovative workplace strategies. - See Section 01-A; A City That Works; Direction 1; p. 49.	▪ total life-cycle costing analysis, ▪ pro-active monitoring and maintenance, and ▪ review of evolving technologies to extend useful water asset life. See p. 15. - A Sustainable Winnipeg implements life-cycle cost-of-service funding of capital projects. Specifically it will: ▪ "Manage investments in physical assets including infrastructure, fleet, and facilities to ensure sustainable and effective procurement, maintenance, replacement and disposal Introduce a common framework for sustainable asset management (SAM) across all City owned infrastructure." See. p. 33.
13. Planning authorities will ensure that development incorporates appropriate public services; vehicle, pedestrian and bicycle traffic; safe access to public amenities, commercial and employment areas; and transit where appropriate.	- OurWinnipeg prioritizes the building of Complete Communities, and the connecting and expanding of Sustainable Transportation and Infrastructure Networks. See 01-1b; Key Directions for the Entire City; pp. 31-32.	- Compete Communities promotes a full range of municipal services and a range of transportation options in Winnipeg communities. See Section 01; pp. 3-4 and Sections 03-05; pp. 14-99. - Compete Communities incorporates robust planning for commercial and employment development in the City, based on the recommendations of leading national consultants. See Sections 05 and 06; pp. 90-103.
14. To more fully identify the requirements of a proposed development, planning authorities are encouraged to prepare secondary plans when: a. developing large tracts of vacant or underutilized land; b. redeveloping an existing built up area; c. more detailed directions for land use, infrastructure, transportation, natural lands, urban design or similar matters are required beyond the general framework provided by the development plan; and/or d. coordination between local and regional services, land uses and objectives are needed.	- In Winnipeg's planning environment, secondary plans are one tool used to provide detail to the development, redevelopment or improvement of a specific area of the city. - To provide increased sophistication and flexibility in planning, OurWinnipeg will provide a set of planning tools that are responsive to different conditions and needs. These may include ▪ issue or area-specific design guidelines, ▪ high-level policy 'handbooks,' ▪ Planned Development Overlays (PDOs),	- Complete Communities describes the set of tools that may be used for implementation of its goals. See Section 02; The Urban Structure; p. 13, and Section 14; Implementation; Direction 3; pp.138-141.

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Secondary plans outline the goals and policies governing the development and redevelopment of land for the area to which it applies. The policies of the secondary plan are intended to complement the policies of the development plan and are implemented through plans of subdivision and detailed site planning.	▪ Local Area Plans and others. See Section 01; A City That Works; Direction 3; p.30.	
15. Development plans should include policies that encourage proposals for development to incorporate innovative design concepts and standards that: a. address the needs of persons with disabilities, meeting standards for accessible or universal design; b. conserve or maximize efficiencies of natural resources including, but not limited to, energy and water; c. minimize contributions of harmful emissions or expulsions, including greenhouse gases; d. support the use of renewable and alternative energy sources; e. mitigate the nutrient impacts of development through strategies such as stormwater retention and treatment, and erosion control; f. mitigate human/wildlife conflicts; g. preserve the natural landscape features and work with the natural topography of the area; h. minimize the amount of impervious surface whenever practicable by using natural engineering design methods such as the use of open, shallow, grassed street swales instead of curbs and gutters and, where feasible, encouraging alternate surfacing	- OurWinnipeg commits to collaborating with developers, community organizations and other partners to foster an age-friendly and accessible urban environment, and to integrate the World Health Organization's principles of age-friendly cities into policies, strategies, guidelines and actions. See Section 03; Direction 9; p.78, and Section 01-6; Direction 6; p.60. - OurWinnipeg enables the protection of ecologically significant lands. See 02-2; Environment; p. 68. - OurWinnipeg supports energy efficiency and GHG reductions in building codes. See Section 01-4; Direction 2; p.55. - OurWinnipeg includes a robust heritage section which will be coordinated with the City's upcoming Heritage Conservation Management Plan. See Section 02-3; Heritage; pp. 69-71.	Through the Sustainable Water & Waste Infrastructure Strategy, the City will continue in its efforts to maximize its existing water supply and protect future water sources that may add to its portfolio of safe, clean water for its citizens. This includes: ▪ "Slow the Flow" program ▪ Cost of Service Rate study ▪ Evaluation of water recycling/reuse technologies ▪ Reduction of system leakage ▪ Continuation of Sustainable Asset Management (SAM) initiatives ▪ Preserving any potential water supply sources for future requirements. See Section 03-5; pp. 14-15. Through A Sustainable Winnipeg, the City will: ▪ Enhance sustainability in its workplaces, internal Civic operations, programs and services, ▪ Promote citizen awareness of sustainability, ▪ Establish partnerships with communities, businesses, and other public sector agencies to achieve joint goals towards a sustainable Winnipeg, and ▪ Use and regularly report on a set of sustainability indicators. See pp. 17-21. - Through the Sustainable Water & Waste Infrastructure Strategy, the City will continue to strategically invest in the regional wastewater interceptor and local wastewater.

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options; and i. meet the standards of LEED® (or equivalency) and/or green design practices in: new building construction; the rehabilitation or conversion of existing buildings; and the conservation of heritage buildings, where feasible, and where consistent with heritage conservation standards as outlined in the Standards and Guidelines for the Conservation of Historic Places in Canada.		These investments have the potential of: ▪ Reducing demands on non-renewal resources, ▪ Reducing demands on electricity through the use of more energy efficient devices ▪ Lowering the green house gas (GHG) footprint of these facilities - Through A Sustainable Winnipeg, the City is will: ▪ Maintain a Climate Change Action Plan to reduce the City of Winnipeg's operational greenhouse gas emissions by a further 20 per cent below 1998 levels. ▪ Establish a corporate greenhouse gas reduction target for 2020 and 2035. ▪ Create and maintain a Climate Change Action Plan to reduce Winnipeg's community-wide greenhouse gas emissions by 6 per cent below 1998 levels. ▪ Establish a community-wide greenhouse gas reduction target for 2020 and 2035. See Section 09; Direction 1; p. 37. - The Sustainable Transportation Direction Strategy includes GHG reducing performance indicators. See Section 08; p. 42. - Through A Sustainable Winnipeg, the City is will create and maintain a Corporate Energy Plan that focuses on reducing energy consumption and on promoting the use of renewable energy sources. See Section 09; Direction 1; p. 37. - Complete Communities requires separation distances between livestock operations, and between livestock operations and watercourses and other elements. See Section 08; Direction 5; p. 117. - Through the Sustainable Water & Waste Infrastructure Strategy, the City will investigate water sensitive urban design/ green technologies. See Section 04-5; p. 28..

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POLICY AREA 1: GENERAL DEVELOPMENT		
		- Complete Communities includes a robust heritage section which will be coordinated with the City's upcoming Heritage Conservation Management Plan. See Section 13; Heritage Conservation; pp. 132-135. - Through the Sustainable Water & Waste Infrastructure Strategy, the City will ▪ Preserve natural streams and constructed drainage systems, and ▪ Encourage the use of constructed wetlands - Through the Sustainable Water & Waste Infrastructure Strategy, the City will explore the use of: ▪ Greenroofs/Blueroofs ▪ Vegetated Retention Cells ▪ Vegetated Bio-retention/Infiltration Swales or Trenches ▪ Modified Tree Pits with Stormwater Storage Capacity ▪ Bio-retention Rain Gardens ▪ Permeable Pavements
16. *Public services* and resources must be accessible to the public. *Development plans* will identify existing and planned *public services* and resources and include policies to accommodate public access to them. Some public resources, such as navigable *waterways*, are best accessed by way of public shoreland reserves.	- OurWinnipeg is committed to accessible, age-friendly and culturally appropriate services, innovation, community partnerships, sustainable and connected social service infrastructure. See Section 03-1; Opportunity; pp.73 – 78. -OurWinnipeg promotes the use of rivers and riverbanks. See Section 02-2; p. 68. - OurWinnipeg prioritizes the enhancement and showcasing of Winnipeg's unique public assets, amenities and attractions through high-quality design, maintenance and connectivity. See Section 01; A City That Works; p. 53.	- Complete Communities ensures that the river system will be incorporated in connectivity options within, to and from Downtown year round. See Section 03; Transformative Areas; p. 31.

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POLICY AREA 1: GENERAL DEVELOPMENT		
17. Development plans should include policies to protect open spaces for recreation uses and *wildlife habitat*, and promote linkages between green spaces, in particular through the creation and protection of greenways.	-OurWinnipeg promotes the use of rivers and riverbanks. See Section 02-2; p. 68. -OurWinnipeg promotes sustainable and connect ed recreation and leisure infrastructure. See Section 01-5; Direction 1; p.60	- Complete Communities pretexts, enhances and restores natural and cultural park resources, including ribbons of green. See Section 07; Direction 03; p. 109.

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POLICY AREA 2: SETTLEMENT AREAS		
1 The emphasis of future development and growth should be on existing settlement areas, where investments have already been made.	- Our Winnipeg's urban structure provides a dynamic basis from which to direct growth to areas depending on their period of growth and descriptive characteristics. This helps to maximize the use of existing infrastructure and services. See 01-1a OurWinnipeg's Approach to City Building; Direction 2; p. 28. Also Section 01-1c - p.34 – 40.	- Complete Communities: The urban structure directs growth in such as way as to help maximize the use of existing infrastructure and services. See Section 02; pp. 10-13. Also Section 03; pp. 14-77.
2 A growth centre strategy that prioritizes the settlement areas to which development will be directed, must be prepared by the local authority. The highest priority for directing growth should be to urban centres with diverse and widely accessible public services and amenities.	- Our Winnipeg's urban structure provides a dynamic basis from which to direct growth to areas depending on their period of growth and descriptive characteristics. This helps to maximize the use of existing infrastructure and services. See 01-1a OurWinnipeg's Approach to City Building; Direction 2; p. 28. Also Section 01-1c - p.34 – 40.	- Complete Communities: The urban structure directs growth in such as way as to help maximize the use of existing infrastructure and services. See Section 02; pp. 10-13. Also Section 03; pp. 14-77.
3 Municipal financial plans and capital plans should be coordinated and linked with the growth centre strategy.	Through Complete Communities, OurWinnipeg aligns the Capital Budget to infrastructure, which is linked to the urban structure. See Complete Communities Section 14; pp. 138-139. - OurWinnipeg and its supporting Direction Strategies will be used by the Public Service to develop strategies and budget proposals, coordinated through Action Plans. See Section 04; p. 91.	Through Complete Communities, OurWinnipeg aligns the Capital Budget to infrastructure, which is linked to the urban structure. See Complete Communities Section 14; pp. 138-139.
4 Growth and development of settlement areas should occur in a planned and contiguous manner that emphasizes compact form. New growth areas must take place adjacent to compatible, existing development.	- OurWinnipeg promotes compact urban form and provides for the extension of municipal services only in an environmentally sound, economically and timely manner. See Section 01-1a OurWinnipeg's Approach to City Building; p.30. Also Section 01-1c; Key	- Complete Communities: New Communities will be supported only adjacent to, and compatible with, existing development and which is designed to minimize the spatial use of land. See Section 03-4; p. 74. - Complete Communities: See Sections 02-05; pp. 10-99 for

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POLICY AREA 2: SETTLEMENT AREAS		
	Directions for Specific City Areas; p.33 – 40.	specific development provisions tied to the urban structure.
5 Settlements will be directed away from areas deemed vulnerable to future climate change impacts.	- The City of Winnipeg will provide effective emergency preparedness planning, disaster management and education services. See Section 01-2b; p.46.	
6 Development plan policies should promote a range of housing types, densities and affordability levels in urban centres to accommodate a range of income levels, the ability to age in place and diverse market demands.	- OurWinnipeg supports diverse housing options in each neighbourhood or neighbourhood cluster throughout the city. This incorporates not only affordability but also safety, diversity and visitability. See Section 01-4; Direction 1; p.54.	-Complete Communities details provisions for housing diversity according to the urban structure. See Sections 02-05; pp. 10-99. See Section 01; pp. 4-7 for Complete Communities vision.
7 Development plan policies should encourage intensification and reinvestment in existing areas before expansion into new growth areas.	-OurWinnipeg will: ▪ continue to use initiatives to facilitate housing rehabilitation in reinvestment neighbourhoods and infill housing in mature neighbourhoods; and ▪ will enhance the reinvestment efforts of existing neighbourhoods by supporting the assembly of strategically located, vacant land that can be redeveloped. See Section 01-4; Direction 2; p.55.	- Complete Communities enables higher densities and mixed uses in transformative areas. See Section 03; pp. 14-77. See Section 02; 10-13 for overview.
8 Intensification activities should not result in the loss of green space and public amenities. Wherever possible, intensification activities should contribute to the inventory of green space and public amenities.	-OurWinnipeg will: ▪ Work toward improving and increasing public access to schools, parks and other public venues, and will ▪ Promote the inclusion of parks and recreation facilities in all communities to support active, healthy lifestyle choices.	-Complete Communities includes provisions for parks and public spaces. See Section 07; Directions 1 and 5; pp. 107 & 110. Also Section 03; pp. 14-77 – Areas within the urban structure – including new communities - contain provision for public spaces or parks.

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POLICY AREA 2: SETTLEMENT AREAS		
	▪ Focus future efforts for acquisition, design, development, operation, use and promotion of our parks, places and open spaces within the context of Complete Communities. See Sections and 01-5; Direction 1; p. 58. and 01-1b; p. 31.	
9 To maximize existing public investments, an urban centre's downtown or business district must be protected and enhanced through development plan policies that: a. direct commercial facilities, public offices, institutional facilities and large scale indoor recreational facilities which serve the whole community to the downtown/business district; b. ensure safe, visible and effective public access to the downtown/business district and its public facilities by public transit, and by planned linkages of the street system, public walkways, bicycle paths, green spaces, and waterfronts; c. encourage the preservation of heritage resources and significant structures; d. promote the rehabilitation and reuse of existing buildings, encouraging the multiple use of buildings and encouraging an appropriate mix of compatible land uses (including different housing options in conjunction with other compatible uses); and e. support the revitalization of older neighbourhoods contiguous to the downtown/business district.	- OurWinnipeg will facilitate the expansion of employment and educational opportunities in the Downtown seeking to: ▪ reinforce Downtown's role as a hub for business, for learning, for government and for commercial activity. - OurWinnipeg pursues a focused district, destination and cluster approach to Downtown development that will seek to: ▪ provide predictability and opportunity ▪ for investment. ▪ increase the variety of complementary experiences and opportunities. ▪ help achieve a critical mass of people-oriented activity that is vital to ongoing economic success. ▪ Promote and enable a mix of residential development options as part of a mixed-use strategy seeking to: o accommodate the residential needs of a large cross-section of the population. o establish a number of thriving 'complete' communities Downtown. o attract additional commerce to the area, leading to active – and safer – Downtown streets.	- Complete Communities provides more detail on Downtown strategies noted in OurWinnipeg. See Section 03-1; pp. 15-33

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POLICY AREA 2: SETTLEMENT AREAS		
	▪ Capitalize upon Downtown's strategic advantages. ▪ Support the expanded presence of arts, culture, sports, entertainment and leisure throughout Downtown together with complementary services and attractions seeking to: o draw more people and create more extended hour activity strategically throughout Downtown. o establish Downtown as a place of vibrancy and celebration. ▪ Promote exemplary urban design Downtown, with the intent of producing high quality public places (districts, destinations and clusters) that: o have their own unique identity and a clear and understandable image. o are convenient and functional, easy to get to and move through and safe. o are attractive, and showcase design excellence is practical and economically sensible ▪ Facilitate the movement of people and goods within the Downtown and to it from elsewhere in the city by focusing primarily on an enhanced array of sustainable transportation options. See Section 01-1c; Downtown; p.34. - OurWinnipeg also supports regeneration of mature neighbourhoods, which includes those adjacent to downtown, by continuing to use initiatives to facilitate housing	

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	rehabilitation in reinvestment neighbourhoods and infill housing in mature neighbourhoods. See Section 01; Direction 2; p. 55. - OurWinnipeg works to conserve Downtown's rich legacy of heritage resources that provide significant and sustainable development opportunities. See Section 02; p. 70.	
10 As an exception to Policy 2.9(a), larger ***urban centres*** may permit commercial facilities and services to locate outside of the downtown area, where the primary function has been demonstrated to serve: a. the travelling public. Such facilities and services should be directed to corridors identified for these uses, or to nodes that connect multiple modes of transportation; or b. the district or neighbourhood in which it will be located. Such neighbourhood-level facilities and services must generally be located in clusters served by collector or arterial streets, and must complement rather than duplicate or directly compete with the downtown.	- OurWinnipeg, through Complete Communities, identifies centres and corridors that will be supported to accommodate mixed use intensification. These centres and corridors are served by transit; regional ones are served by high frequency transit. See Complete Communities. - Centres and corridors do not compete with downtown but are planned to help accommodate Winnipeg's growth in a sustainable way while also working to develop complete communities. See Complete Communities.	- Complete Communities identifies centres and corridors that will be supported to accommodate mixed use intensification. These centres and corridors are served by transit; regional ones are served by high frequency transit. Section 03-2; pp. 34-60. - Transit-Oriented Development is an innovative method of linking land use and transportation planning. OurWinnipeg uses TOD to ensure that mixed-use, walkable areas and transit can be mutually-supportive. See Section 03-2i; pp. 61-63.
11 Regional scale commercial facilities must only occur within designated commercial areas that are identified as key nodes in the transportation system.	- OurWinnipeg, through Complete Communities, identifies centres and corridors that will be supported to accommodate mixed use intensification. These centres and corridors are served by transit; regional ones are served by high frequency transit. See Complete Communities.	- Complete Communities identifies centres and corridors that will be supported to accommodate mixed use intensification. These centres and corridors are served by transit; regional ones are served by high frequency transit. Section 03-2; pp. 34-60.
12 The expansion of an urban centre must be directed away from prime agricultural land,	OurWinnipeg, through Complete Communities, maintains rural agricultural	- Complete Communities: Rural agricultural lands are protected from incompatible development, and from

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POLICY AREA 2: SETTLEMENT AREAS		
agricultural operations and other valuable resources and/or resource-related uses so that land is not prematurely taken out of production or its use prematurely inhibited. However, where factors such as servicing feasibility and land availability make urban expansion into these areas the best option, urban expansion will take precedence over other uses.	lands for agricultural production and compatible uses. See Complete Communities.	development to an urban standard. See Section 08; Rural Agricultural Areas; pp. 112 - 117.
13 Rural residential and cottage development must be an alternative to the urban lifestyle and reflect rural character. They should not compete with or detract from the expansion of or development in urban centres, nor interfere with existing resource-related uses or their expansion.	Not applicable to Winnipeg	Not applicable to Winnipeg
14 Rural residential and cottage development must be directed to areas designated for these uses.	Not applicable to Winnipeg	Not applicable to Winnipeg
15 To preserve the natural and rural character of the area, cottage and rural residential lot sizes must not be less than fifteen thousand square feet. Further lot size requirements will be based on the type of wastewater management system provided, as outlined in the Onsite Wastewater Management Systems Regulation and Policy 6 B.11. Lot sizes should not be so large that they are wasteful of land.	Not applicable to Winnipeg	Not applicable to Winnipeg
16 The cumulative impacts of rural residential and cottage development must be assessed to demonstrate that additional development of these types will not: a. negatively impact on existing rural residential and cottage development; b. create the requirement for urban-like services such as commercial development, neighbourhood-scale facilities and services or institutional	Not applicable to Winnipeg	Not applicable to Winnipeg

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POLICY AREA 2: SETTLEMENT AREAS		
facilities, to serve the development. Rural residential and cottage development should rely on nearby urban centres in the region for such services; c. lead to the evolution of a new urban centre; and d. detract from the natural and rural character that attracted development to the area.		

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POLICY AREA 3: AGRICULTURE		
1 With assistance from the Province, the local authority will identify the agricultural lands within the planning area and designate them for agricultural use. On these designated lands, agricultural use will be given priority over non-resource related uses. Agricultural lands include: a. lands with existing agricultural operations, b. prime agricultural land, and c. viable lower class land used mainly for different types of mixed farming enterprises, including crop production, forage production and livestock grazing.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Strategies identifies Rural Agricultural lands and maintains this land for agricultural production. Section 08; Page 112 Section 08; pp. 112 - 117.
2 For areas designated for agricultural use, land use policies will be developed to: a. protect prime agricultural land for a full range of agricultural operations; b. protect viable lower class land for agricultural use, provided that it is consistent with the natural limitations of the land and does not contribute to negative environmental impacts, such as soil degradation; c. protect agricultural operations from new non-agricultural development which might unduly interfere with their continued operation or future expansion; d. foster the development of the agricultural sector in accordance with provincial regulations; e. encourage producers to diversify in the areas of direct-farm marketing, agri-tourism and other specialized agri-businesses; and f. promote a local food industry as a	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Strategies will continue to protect agricultural and rural areas in order to provide the opportunity for large-scale food production. Section 08; page 114 and 116. • The Complete Communities Directions will encourage the establishment of specialized agriculture where the operation will benefit from the proximity of the market. Section 08; page 116 Section 08; pp. 112 - 117.

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POLICY AREA 3: AGRICULTURE		
means of reducing greenhouses gas emissions from food miles travelled and protecting food security in a changing global climate.		
3 Non-resource related uses will not be permitted on lands designated for agricultural use, except as otherwise provided for in this Policy Area.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Strategies identifies Rural Agricultural lands and maintains this land for agricultural production. Section 08; Page 112 Section 08; pp. 112 - 117.
4 Agricultural operations that carry on normal farming practices and are compliant with local by-laws and provincial acts will be protected from nuisance claims by any other person for any odour, noise, dust, smoke or other disturbance and have the right to carry on their operation and existence without fear of restriction by new land uses. Any new users of land should be made aware of these prior rights of existing agricultural uses.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Directions will protect productive farm land. Section 08; page 116 Section 08; pp. 112 - 117.
5 To minimize further fragmentation of the agricultural land base, on lands designated for agricultural use, land will be maintained in a minimum parcel size of at least 80 acres, or 2 ***legal subdivisions*** which abut one another, except as otherwise permitted under this Policy Area.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Strategies will prevent the fragmentation of the agricultural land. Section 08; page 112 • The Complete Communities Strategies will encourage a well and efficient planning of the rural and agricultural lands. Section 08; page 112 Section 08; pp. 112 - 117.
6 The subdivision of lands designated for agricultural use will only be considered under the following conditions: a. no further subdivision of the parcels created will be permitted; and	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• Complete Communities Directions recognize that the rural agricultural lands will be maintained as large parcels for agricultural production and

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b. the subdivision is limited to one of the following circumstances: i. a specialized agricultural operation that requires smaller land holdings such as apiaries, nurseries and greenhouses. ii. an existing farmstead site is no longer required as part of an agricultural operation due to farm amalgamation; iii. a residential lot is required for an individual having significant ongoing participation in the agricultural operation and deriving an income from it; iv. a single lot subdivision of a parcel of land that has been physically isolated by a transportation route or waterway and is of a size, shape and/or nature that makes farming physically impractical; or v. a single lot subdivision for an agro-commercial or agro-industrial use, where it is demonstrated that the nature or activity of the development makes it essential to be located in an agricultural area, such as when they directly serve farm operations or process and store agricultural products. c. only one subdivision per 80 acre title is permitted for circumstances under Policy 3.A.6 (b) i) - iii) above.		compatible use. Section 08; page 112 • The Complete Communities Directions will allow a specialized agricultural uses. Section 08; page 116 Section 08; pp. 112 - 117.
7 Non-agricultural parcels created under policy 3.A.6 (b) (ii – v) above will not be wasteful of agricultural land and will be confined to the existing shelterbelt that forms part of a	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Directions will accommodate others low intensity land uses that

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farmstead site, where applicable.		are compatible with Rural and agricultural uses. Section 08; page 116 • The Complete Communities strategies considered the subdivision of smaller parcels for existing residences in areas where residual land is consolidated. Section 08; page 115 Section 08; pp. 112 - 117.
8 The reconstitution of titles and/or land consolidation of existing smaller holdings with larger sized land holdings will be encouraged.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The complete Communities strategies recognize that many specialized agricultural operation do not require large parcels of land. Section 08; page 114 • The Complete communities Direction consolidate the existing lots that are too small to be a viable agricultural unit with the adjacent farm properties. Section 08 page 116. Section 08; pp. 112 - 117.
9 Development plans shall contain a livestock operation policy that sets out areas in which applications to develop or expand livestock operations: a. may be allowed; b. may be allowed up to a specified maximum number of animal units; and c. will not be allowed.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• Complete Communities Directions will accommodate limit livestock production within rural and agricultural areas. Section 08; page 117 Section 08; pp. 112 - 117.
10 If there are areas in which livestock operations are limited by size or will not be considered, the development plan shall state the reasons why. The plan shall identify the factors set out in Policy 3 B.10 that support the	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities..	• The Complete Communities Directions stated the raison of the livestock operation is limited. Section 08; page 117

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restriction.		Section 08; pp. 112 - 117.
11 When establishing a livestock operation policy, a local authority shall take into account: a. soils information identified by the Province; b. proximity to significant surface water bodies, such as lakes, rivers and wetlands; c. flood risk areas identified by the Province; d. groundwater vulnerability areas identified by the Province; e. proximity to urban centres or other settlement areas, provincial natural lands or recreational use areas designated in the development plan; and f. existing land uses in the area.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Directions adopt policies to provide a measure of protection for surface water. Section 08; page 117 Section 08; pp. 112 - 117.
12 Development plans shall set out reasonable general standards respecting the siting and setback of livestock operations, in accordance with provincial regulation. The minimum siting and setback distances are the minimum siting and setback distances that a local authority may include in its development plan.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The complete Communities Directions will require maintaining separation distances as establish in the City zoning By-law. Section 08; page 117 Section 08; pp. 112 - 117.
13 To protect existing livestock operations, development plans shall establish mutual separation distances between existing livestock operations and any new or proposed: a. designated settlement areas; b. designated parks or recreational areas; and c. residential dwellings not associated with the livestock operation.	OurWinnipeg addresses this through the Complete Communities direction strategy	• The Complete Communities Directions will adopt the livestock's separation distance that consistent with the standards. Section 08; page 117 Section 08; pp. 112 - 117.
14 The separation distances shall be generally	OurWinnipeg, through the Urban Structure	

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consistent with the standards respecting the siting and setback of livestock operations under Policy 11 above.	identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Direction will adopt a livestock operations separation distances as required in the City of Winnipeg zoning by-law. Section 08; page 117 Section 08; pp. 112 - 117.
15 New livestock operations should not be permitted on soils determined by detailed soil survey acceptable to the Province, with a scale of 1: 50,000 or better, to have an agricultural capability of Class 6, 7 or unimproved organic soils as described under the Canada Land Inventory.	OurWinnipeg, through the Urban Structure identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Directions establish that the livestock operation will be considered a conditional use in the City zoning by-law. Section 08; page 117 Section 08; pp. 112 - 117.
16 If detailed soil survey information is not available for the area in which a new or expanded livestock operation is proposed, the applicant may be required to provide a detailed soil survey for the site acceptable to the Province at a scale of 1:50,000 or better.	OurWinnipeg, through the Urban Structure, identifies Rural and Agricultural land. Policies for these areas are further developed in Complete Communities.	• The Complete Communities Directions will not permit new expanded livestock operation on soils determined by details survey acceptable to the province. Section 08; page 117 Section 08; pp. 112 - 117.

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POLICY AREA 4: NATURAL LANDS, RENEWABLE RESOURCES, HERITAGE & RECREATION		
1 With assistance from the Province, local authorities will identify the following areas in their development plans and prepare policies to protect them from incompatible land uses and developments. a. provincial natural lands and protected areas b. heritage resources	-OurWinnipeg promotes the use of rivers and riverbanks. See Section 02-2; p. 68. - OurWinnipeg enables the protection of ecologically significant lands. See 02-2; Environment; p. 68. - OurWinnipeg develop Strategies for heritage conservation. Direction 02-3; page 69.	- Complete Communities recognizes the value of the environmental and cultural capital by protecting, enhancing and restoring natural and cultural park resources. Section 07; page 109 - Complete Communities pretexts, enhances and restores natural and cultural park resources, including ribbons of green. See Section 07; Direction 03; p. 109. -Complete Communities includes provisions for parks and public spaces. See Section 07; Directions 1 and 5; pp. 107 & 110. - The Complete Communities Directions support heritage conservation. Section 13; pp. 133-135
2 When the Province establishes new provincial natural lands and protected areas every attempt shall be made by the Province to include an internal buffer to protect the critical and core portions of these areas.	Not applicable to Winnipeg	Not applicable to Winnipeg
3 Where provincial analysis supports the establishment of a provincial protected area, commercial logging and the development of oil, gas, mines, hydro electric development and other activities which significantly and adversely affect the habitat of the area, will be prohibited through legal means.	Not applicable to Winnipeg	Not applicable to Winnipeg
4 Crown land plans should identify and address the needs and concerns of local residents and communities and recognize and address First Nation and Aboriginal constitutional and treaty rights with respect to Crown natural lands and	- OurWinnipeg includes provisions to facilitate the negotiation of municipal development service agreements with Treaty Land Entitlement First Nations. See Section 01-1b; p.31.	- Complete Communities facilitates the negotiation of municipal service development agreements (MSDAs) with Treaty Land Entitlement First Nations. See Section 10; pp. 122-123

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heritage resources including traditional uses, spiritual and cultural concerns and values.	•	
5 The conservation of heritage resources will be undertaken in a manner compatible with The Standards and Guidelines for the Conservation of Historic Places in Canada.	- OurWinnipeg includes a robust heritage section which will be coordinated with the City's upcoming Heritage Conservation Management Plan. See Section 02-3; Heritage; pp. 69-71. - The city maintains an inventory archeological resources and guidelines. See Direction 02-3 page 69.	- The Complete Communities Directions support the conservation and the protection of the heritage resources that illustrate our Heritage Values. Section 13; p. 133
6 The Province will collaborate and cooperate with the local authority to identify the potential for compatible, environmentally sound sustainable development of natural lands and heritage resources, such as historic structures and sites for residential and commercial uses, heritage resources for education and tourism, and natural lands in support of ecotourism such as wildlife viewing and wilderness canoeing.	- OurWinnipeg supports partnerships with other levels of government with respect to natural lands and heritage resources: ○ Support the provision of a robust package of heritage conservation incentives through agencies, partnerships and other governments to facilitate the conservation and/or adaptive reuse of designated heritage buildings. See Sectoin 02-3; p. 69. See A Sustainable Winnipeg - p.36	• The Complete Communities Directions encourage working with the senior level of government to conserve significant heritage resources. Section 13; p. 133
7 Abandoned or unused rail lines, train stations and grounds and road allowances determined to be significant by the Province or local authority,	OurWinnipeg addresses this through the Complete Communities direction strategy.	- Complete Communities Directions encourage working all level of government to promote the redevelopment of brownfields. See Section 03; page 68

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should be identified in development plans and policies should be established for their protection, appropriate use or development.		
8 Degraded or damaged natural lands and heritage resources which are deemed significant by the Province or the local authority should be identified in development plans, and where practical prioritized for rehabilitation.	- OurWinnipeg recognizes and preserves Winnipeg's parks, green spaces and riverbanks as green oases in our urban setting. See Section 02-2; page 68 - The City is committed to collaborating with other levels of government and community stakeholders on neighbourhood vitality. See Section 03-2; p. 79	
9 Significant natural lands and heritage resources should be set aside from development through appropriate mitigation and protection methods to preserve the values of these sites.	- OurWinnipeg adopts policies to mitigate environment impact of activities and protect ecologically significant lands. See Section 02-2; page 68	- The Complete Communities Directions protectsthe significant heritage resources that illustrate the city's heritage value. See Section 13; page 133 - The Complete Communities Directions protects, enhances and restores natural land and cultural park resources that have historical and ecological value. See Section 7; page 109.
10 With assistance from the Province, local authorities will identify the following areas in development plans and prepare policies to protect them from incompatible land uses and developments. a. provincial wildlife lands and provincial forests b. critical and significant wildlife habitat, including habitats of endangered and threatened wildlife species.	OurWinnipeg addresses this through the Complete Communities direction strategy.	- The Complete Communities Directions will promote and expand biodiversity consistent with the local natural ecosystem. See Section 7; page 109. - The Complete Communities Directions will preserve and conserve habitats that are ecological and significant natural lands. See Section 7; page 109.
11 When the Province establishes new provincial wildlife management areas, special conservation areas and/or provincial forests,	Not applicable to Winnipeg	Not applicable to Winnipeg

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every attempt will be made by the Province to include an internal buffer as part of the provincial designation to protect the critical and core portions of these lands.		
12 With assistance from the Province, local authorities will facilitate voluntary actions to conserve critical and significant wildlife habitat on private land.	• OurWinnipeg, through Complete Communities, will protect ecologically significant areas. See Complete Communities.	• The Complete Communities Directions will conserve habitat designated as ecologically significant natural land. Section 7; page 109
13 Development plans will include policies and measures to prevent and mitigate the fragmentation of critical and significant habitats and support the establishment of and protection of wildlife corridors where possible.	• OurWinnipeg adopt policies to protect the natural environment. Direction. 02-2; page 68 02-2 - Environment - p.68	
14 With assistance from the Province, local authorities will identify areas where sustainable forest management and harvesting is permitted or is the dominate land use, and establish policies for the integration of sustainable forest management and harvesting in areas designated for agriculture in the development plan.		
15 Development should enhance, or encourage		

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the establishment of, urban forests and green spaces wherever possible.	• OurWinnipeg adopt policies to protect and enhance the urban forest. Direction 02-2; page 68 02-2 - Environment - p.68	• The Complete Communities Directions will encourage green corridors, riverbank protection and provide managed urban forest. Section 7; page 109
16 Crown landplans and development decisions must address the renewable resource needs and concerns of local residents and communities. The constitutional and treaty rights of First Nation and Aboriginal communities with respect to renewable resources should be recognized as they relate to provincial Crown land.	Not applicable to Winnipeg	Not applicable to Winnipeg
17 The Province, in conjunction with the local authority, will identify areas where there are sustainable renewable resource use opportunities and establish policies to promote activities such as wildlife viewing, tourism, ecotourism, hunting, trapping, collecting, associated service industries, timber harvesting in the development plan.	Not applicable to Winnipeg	Not applicable to Winnipeg
18 With assistance from the Province, local authorities will identify degraded or damaged wildlife habitats with significant wildlife potential and lands best suited for forest establishment in the development plan, and where practical, prioritize these areas for rehabilitation.	Not applicable to Winnipeg	Not applicable to Winnipeg
19 Development plans should include policies to encourage the establishment of woodlots and shelterbelts on lands which are not critical and significant wildlife habitats, including but not limited to: a. marginal land being used for agriculture, generally Canada Land Inventory classes 6 and 7 for agriculture;		

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b. land susceptible to erosion; c. lands with recreational or wildlife suitability; d. lands adjacent to highways with potential to increase public safety; e. disturbed lands which require reclamation and rehabilitation; and encroached road allowances so as to reclaim them from unauthorized development.		
20 With assistance from the Province, local authorities will identify areas with natural resources that are suitable for outdoor recreational use. In identifying areas, local authorities should consider: a. areas identified by the Canada Land Inventory as having a high recreation capability; and b. lake carrying capacity to support recreational use	• OurWinnipeg, through Complete Communities, will promote recreational activities. See Complete Communities	• The Complete Communities Direction promoter recreational use of parks, place and open space, and ensure that parks support economic development. Section 7; page 108
21 Outdoor recreational use must preserve the natural and/or recreational character of the resources that it relies upon and not exceed the carrying capacity of those resources.	OurWinnipeg addresses this through the Complete Communities direction strategy	• The Complete Communities Direction will adopt a relevant standards and guidelines for open space development. Section 7; page 110 Section 07; Direction 05; p. 110
22 Where a recreational use has a significant local or regional impact, it must be designated in the development plan.	• OurWinnipeg adopt policies to develop recreation and active living and leisure program to improve quality of life and built healthy communities. Direction 01-5; page 58	• The Complete Communities Direction will adopt a relevant standards and guidelines for open space development. Section 7; page 110

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	01-5 Recreation Direction 2 - p. 58	
23 Development plans should provide for adequate land to accommodate anticipated and arising recreational uses and ensure public access to recreational use areas and facilities.	• OurWinnipeg adopt development plan for recreation and leisure infrastructure. Direction 6; page 60 • OurWinnipeg adopt policies to fit recreation facilities with the demography. Direction 6; page 60 01-5 Recreation Direction 6 - p.60	• The Complete Communities Direction will adopt a relevant standards and guidelines for open space development. Section 7; page 110 Section 07; Direction 05; p. 110
24 Recreational use must be planned to minimize and mitigate any negative impacts on the natural environment and may include provisions to limit the: density of development, location of buildings, proximity of development to shorelines, clearing of land and construction.	• OurWinnipeg, through Complete Communities, will promote best recreational use. See Complete Communities	• The Complete Communities Direction will promote the best recreational use of parks and open spaces. Section 07; page 108

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POLICY AREA 5: WATER		
1 Local authorities should collaborate/cooperate on the preparation of development plans, integrated watershed management plans and basin/aquifer plans related to the planning area to ensure they are harmonized and mutually supportive.	SpeakUp Winnipeg provided the opportunity for interdepartmental collaboration to address development plans and a watershed management plan as they relate to the city of Winnipeg. SpeakUp Winnipeg also included the input of over 42,000 Winnipeger's. "The scale of public involvement in **SpeakUpWinnipeg** is unprecedented in Winnipeg and North America. **OurWinnipeg** was created with Winnipeggers through nearly every step of the process and it greatly surpassed the level of public involvement found in typical consultation processes. OurWinnipeg: "Ensure effective implementation efforts through integration, partnerships and collaboration across the City of Winnipeg organizational structure and with external organizations." See Section 01-1a, p.27. Capital Region will support service sharing and collaboration toward creating a sustainable, vibrant and growing region. See Section 01-1c, p.40. "Collaborate to ensure water and air quality." See section 02-2, p.68	Complete Communities: Watershed management found in open space development and management; See section 7; Parks Places and Open Spaces; p.110 Sustainable Water and Waste: "Watershed protection conserves Shoal Lake as a high quality water source for future generations"; See section 1; Executive Summary; p.3 Sustainable Water and Waste: "Regulatory compliance reduces the amount of pollution in our rivers and streams"; See section 1; Executive Summary, p.3 Sustainable Water and Waste: Continuing to protect water quality in our local rivers and Lake Winnipeg and complying with Federal and Provincial regulations. See section 04-1, p.19. Sustainable Water and Waste: The Sewer By-law is being updated to be more current and restrictive. A comprehensive review of by-laws from other jurisdictions was undertaken as part of the update. See section 04-2, p.21 A Sustainable Winnipeg: "Cooperate with other levels of government, area municipalities and private landowners to ensure common objectives for the use of waterways. See section 09, p.40.
2 Through integrated watershed management plan and development plan processes, all water within and adjacent to the planning area should be identified.	Our Winnipeg and the direction strategies Sustainable Water and Waste and Sustainable Winnipeg identify water bodies within and relating to the region and address	Sustainable Water and Waste: "The City will continue to preserve its close to 200 km of primary waterways such as the Red, Assiniboine, Seine and La Salle Rivers as well as its close to 50 km of secondary waterways such as Bunn's

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	the significance of protecting and preserving them.	Creek, Omand's Creek, Sturgeon Creek and Truro Creek." See section 06-4, p.45 Sustainable Water and Waste: "Watershed protection conserves Shoal Lake as a high quality water source for future generations"; See section 1; Executive Summary; p.3 Sustainable Water and Waste: Protecting the health of local rivers and Lake Winnipeg is addressed through reducing nutrients in wastewater treatment plants, See section 04-3a, p.22 Sustainable Water and Waste: "Providing wastewater treatment to maintain river water quality at the highest practical and cost-effective level consistent with the natural characteristics of our rivers and in accordance with the water quality objective established for the Red and Assiniboine Rivers and Lake Winnipeg. See section 8-2, p.50
3 Intensive and high-pollution risk developments will be restricted in or near water. Where restriction is not possible, such development must be limited and may be subject to: a. demonstration by the proponent that no significant negative affect on water is likely to occur; b. the implementation of mitigation measures and alternative approaches that protect, improve or restore these areas; c. the preparation of a strategy for mitigation in the event that negative impacts do occur.	OurWinnipeg refers to A Sustainable Winnipeg and Complete Communities to address protection of lands containing potentially hazardous uses near water. High-pollution risk developments are not encouraged within the City of Winnipeg and the direction strategies focus on pollution prevention/reduction and protection against waterways.	A Sustainable Winnipeg: Provides an overarching statement regarding pollution. "Pollution prevention should be at the centre of programs and policies delivered by all orders of government. The fundamental idea is that environmental pollution is best prevented or reduced at the source. This reduces the release of contaminants into the environment and is important as pollution can impair ecosystem integrity, present risks to human health and compromise the competitiveness of Canada's cities and communities. Pollution that cannot be prevented should be recycled, treated and disposed of in an environmentally sound manner." Complete Communities: Livestock operations are identified as agricultural land uses that are restricted to be within 100m of water. See section 8; Rural Agricultural Areas; p. 117. A Sustainable Winnipeg: Looks at enabling the protection of

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		ecologically significant areas within the city. To: - Evaluate proposed developments that affect high quality natural areas and encourage the protection and preservation of such lands to the greatest extent possible. - Utilize the **Ecologically Significant Natural Lands Strategy and Policy** to evaluate proposed developments and transfers of City owned land. - Designate natural areas that are environmentally sensitive and/or significant and provide measures for the possible acquisition, preservation, protection and maintenance of such lands.
4 To protect surface water quality, including drinking water sources, developments in or near surface waters and riparian areas will be restricted or limited if they: a. lead to the contribution of nutrients, deleterious chemicals or materials to these waters; b. accelerate erosion and bank instability; c. cause the removal of natural vegetative cover; and/or d. may have an impact on in-stream flows needed to maintain healthy aquatic ecosystems.	OurWinnipeg supports waterway management. See section 2-2, p. 68 Protection of water is also addressed in A Sustainable Winnipeg and Sustainable Water and Waste.	A Sustainable Winnipeg: "Protect flood plains and unstable riverbank slopes by identifying susceptible areas and employing protective and preventive measures, including the possible acquisition of such lands, to reduce the risk of property damage where appropriate". See section 9, p.39. A Sustainable Winnipeg. "Evaluate proposed developments that affect highquality natural areas and encourage the protection and preservation of such lands to the greatest extent possible." See section 9, p.39 A Sustainable Winnipeg. "Designate natural areas that are environmentally sensitive and/or significant and provide measures for the possible acquisition, preservation, protection and maintenance of such lands." See section 9, p.39. Sustainable Water and Waste: "Watershed protection conserves Shoal Lake as a high quality water source for future generations"; See section 1; Executive Summary; p.3
5 To ensure the protection, retention and, where required, rehabilitation of riparian areas, the following conditions apply to development along waterways or water bodies: a. That a minimum setback of 30-metres	OurWinnipeg, through the urban structure, identifies different areas of the city based on certain characteristics with policies for each of these areas.	A Sustainable Winnipeg: "Protect flood plains and unstable riverbank slopes by identifying susceptible areas and employing protective and preventive measures, including the possible acquisition of such lands, to reduce the risk of property damage where appropriate". See section 9, p.39.

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upslope from the normal high water mark be applied to all natural waterways and water bodies connected to the surface water network, including any ephemeral or intermittent streams and wetlands, but excluding first and second order drains; b. That a minimum setback of fifteen-metres upslope from the normal high water mark be applied to first and second order drains; c. That a setback wider than 30 metres may be applied to provincially designated or socially, historically, and culturally important waterways or water bodies with unique aquatic assemblages and species identified by the Species at Risk Act, Manitoba Endangered Species Act, or the Committee on the Status of Endangered Wildlife in Canada; d. That the natural vegetative cover be retained or rehabilitated within the above setback distances; e. That docks, pathways, boathouses, or other alterations within riparian areas be kept to a minimum and not comprise more than 25 percent of the length of the lot's shoreline and incorporate best management practices; and f. That no alteration is made to the near shore aquatic habitat unless the activity adheres to a Fisheries and Oceans Canada Operational Statement or is reviewed by Fisheries and Oceans Canada.	Winnipeg is located in the wide, nearly-flat Red River Valley. Because of its extremely flat topography, heavy clay soils and substantial snowfall, Winnipeg is subject to annual flooding. A system of dikes and diversions, including the 47km-long Red River Floodway, are used to manage water in the city. Drainage must always be dealt with thoughtfully here, evidenced by the city's comprehensive land drainage system. This system requires space, and is comprised of many retention structures including innovative constructed wetlands. See Section Context +Opportunities, p.6	
6 Developments that discharge effluent, pollutants or involve nutrient applications, or that	OurWinnipeg uses the Sustainable Water and Waste Direction strategy to address	Sustainable water and Waste; See section 04-3 Water Quality of our Rivers…. p.22-24

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have the potential to impact water, must obtain all relevant permits and licenses as required by provincial regulations, policies and guidelines (Manitoba Water Quality Standards, Objectives and Guidelines and Nutrient Management Regulation, etc.) prior to the commencement of activity.	these issues.	The City will continue the nutrient reduction upgrades in order to protect the health of local rivers and lake Winnipeg. Sustainable Water and Waste; See section 04-2d Biosolids management, p.21
7 To protect drinking water sources, local authorities will, in consultation with and on the advice of the Province, restrict or limit developments that: a. contribute pathogenic organisms to water that supplies drinking water systems; b. increase turbidity to water that supplies drinking water systems; or c. contribute deleterious chemicals and nutrients to water that supplies drinking water systems.	OurWinnipeg identifies under its key directions for the city, the need to provide clean, safe, reliable, sustainable drinking water. See section 01-1b, p. 31 The City of Winnipeg is directly invested in protecting the drinking water source of Shoal Lake.	Sustainable Water and Waste: "Watershed protection conserves Shoal Lake as a high quality water source for future generations"; See section 1; Executive Summary; p.3 Sustainable Water and Waste: "Monitoring and protecting the quality of water to ensure it meets or exceeds the Canadian Drinking Water Quality Guidelines including but not limited to, maintaining and upgrading if necessary the water treatment works." See section 08-1, policy 1, p. 49
8 To protect the sustainability of drinking water sources, local authorities will: a. promote efficient and sustainable use of drinking water sources, including identifying and implementing practices and targets for water efficiency/ conservation; b. limit water extraction and consumption activities that deplete drinking water sources in either the short-term or long-term; c. prioritize the use and consumption of drinking water sources to those land uses and developments that require drinking water; d. where drinking water is not required (e.g. irrigation and industrial operations), investigate the possibilities of using water other than drinking water sources	OurWinnipeg identifies under its key directions for the city, the need to provide clean, safe, reliable, sustainable drinking water. See section 01-1b, p. 31	Sustainable Water and Waste: "Adopting demand management and efficiency measures such as water conservation, to keep the consumption levels within the capacity of the aqueduct and to allow adequate revenue to allow ongoing maintenance and upgrading of water infrastructure." See section 08-1, p.49. Sustainable Water and Waste. "Incorporate sustainable neighbourhood design principles promoting water efficiency and innovative wastewater recycling technologies such as rainwater harvesting and grey water recycling/reuse systems." See section 08-1, p.49 Sustainable Water and Waste. "The City will continue with its successful "Slow the Flow" water conservation program. Water consumption for the entire city peaked in the early 1990s at roughly 300 million litres per day and has since reduced, despite an increased customer base, to an average consumption in 2009 of roughly 225 million litres

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or potential drinking water sources (such as rain capture or grey water collection and redistribution).		per day." See section 03-5a, p. 14. Sustainable Water and Waste. "The City will consider water recycling/reuse technologies such as grey-water and rainwater harvesting as an efficient way to maximize, supplement and protect its existing water supply." See section 03-5c, p. 14.
9 Proposals for development that may have a significant impact on recharge are required to demonstrate that development will not affect the quantity and quality of the recharge of groundwater systems such that unacceptable changes occur to natural systems or to the ability of aquifers to provide groundwater for normal usage.	The City of Winnipeg does not rely on aquifers for its source water. OurWinnipeg identifies: Enabling the intensification of land-uses through the development application process only when a full range of municipal services is provided. Full range of municipal services is defined as: piped water, piped wastewater, piped land drainage, and an urban standard roadway. See section 1, p.30	Sustainable Water and Waste includes sections: 03-4 Secure and Protect Water Supply and Watersheds (13) 06-3 Promote Strategies to Reduce Runoff Using Natural Amenities (40) 06-4 Water Quality and Sustainability (43)
10 To ensure the sustainability of the aquifer, developments that require the removal of groundwater must not: a. allow removal to occur at rates that exceed the long-term ability of the aquifer to provide groundwater; b. degrade the quality of water within the aquifer; c. result in significant or unacceptable impacts on ecosystems reliant on groundwater discharge.	The City of Winnipeg does not rely on aquifers for its source water. OurWinnipeg identifies: Enabling the intensification of land-uses through the development application process only when a full range of municipal services is provided. Full range of municipal services is defined as: piped water, piped wastewater, piped land drainage, and an urban standard roadway. See section 1, p.30	Sustainable Water and Waste includes sections: 03-4 Secure and Protect Water Supply and Watersheds (13) 06-3 Promote Strategies to Reduce Runoff Using Natural Amenities (40) 06-4 Water Quality and Sustainability (43)
11 Local authorities, in cooperation with the Province, will identify any degraded or damaged water and, where practical, prioritize these for rehabilitation.	OurWinnipeg addresses the need to preserve ecologically significant lands, which includes water bodies. The Sustainable Water and Waste direction strategy identifies specific	Sustainable Water and Waste. "Upgrades to pollution control centres protect water quality in local rivers and in Lake Winnipeg. Reducing Combined Sewer Overflows also reduces pollution in local water bodies" See section 01, p. 3.

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	means of protecting these lands and reducing further increased pollution.	Sustainable Water and Waste. "The City will continue to operate the Wastewater PollutionControl Centres (WPCCs) to comply with Federal Wastewater Systems Effluent Regulations and Provincial Environment Act Licences issued for each WPCC to protect aquatic life by controlling the following pollutants: **>** Carbonaceous Biological Oxygen Demand (cBOD) **>** Total Suspended Solids (TSS) **>** Ammonia (NH3)." See section 04-3d, p.24 Sustainable Water and Waste. "Continuing to protect water quality in our local rivers and Lake Winnipeg and complying with Federal and Provincial regulations." See section 04-1, p.19
12 In cooperation with the Province, local authorities will identify lands subject to flooding, erosion and bank instability in their development plans and develop policies to limit development in these areas and reduce risks through mitigative measures.	OurWinnipeg identifies the need to protect flood plains and unstable riverbank slopes. "Enhance and maintain stormwater management and flood protection systems." See section 01-1b, p.31 A Sustainable Winnipeg address this further. Sustainable Water and Waste identifies protective measures to reduce flood	A Sustainable Winnipeg: "Protect flood plains and unstable riverbank slopes by identifying susceptible areas and employing protective and preventive measures, including the possible acquisition of such lands, to reduce the risk of property damage where appropriate". See section 9, p.39.
13 Of those lands identified in policy 5.C.12 above, those that experience prolonged annual flooding and/or chronic erosion and bank instability must be left in their natural state. Where this is not possible, development will be restricted to low intensity uses (e.g. greenways, native haying and native grazing, outdoor recreation uses and forestry).	OurWinnipeg identifies some key directions: - "Reduce the environmental impact of our activities, through strategies such as planning for sustainable energy use and greenhouse gas reduction. - Recognize and preserve Winnipeg's parks, green spaces and riverbanks as green oases in our urban setting. - Set long range goals for solid waste diversion. - Collaborate to ensure water and air quality." See section 02-2, p. 68.	

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14 Development will only be considered on lands subject to flooding, erosion, and bank instability where the risk is eliminated or significantly reduced by mitigation. These developments will be subject to the following conditions: a. that additional risk to life, health or safety is negligible; b. that all structures and services (wells, septic fields, holding tanks, manure storage, etc) are protected to eliminate or minimize damages from hazards related to flooding, erosion or bank instability; c. that development will not adversely alter, obstruct or increase water flow, velocities (especially overbank velocities) or flood levels; d. that identified protection levels maintain a minimum 0.67 metre (two foot free board for lands subject to flooding); e. that identified protection levels incorporate effects of wind set-up and wave uprush for lands adjacent to lakes and large reservoirs; f. that in areas where the flooding and erosion hazard cannot be readily defined, permanent structures shall be set back from all waterways a distance of at least ten times the height of the bank above the normal summer water level or 30 metres, whichever is greater, unless a geotechnical engineering investigation shows that these limits may be altered; g. that public access roads to developments be maintained at the static water level in areas subject to flooding (some tolerance may be	OurWinnipeg: Key Directions - Reduce the environmental impact of our activities, through strategies such as planning for sustainable energy use and greenhouse gas reduction. - Recognize and preserve Winnipeg's parks, green spaces and riverbanks as green oases in our urban setting. - Set long range goals for solid waste diversion. - Collaborate to ensure water and air quality See Section 02-2 Environment, p. 68	A Sustainable Winnipeg: "Protect flood plains and unstable riverbank slopes by identifying susceptible areas and employing protective and preventive measures, including the possible acquisition of such lands, to reduce the risk of property damage where appropriate". See section 9, p.39.

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permitted in areas where roads can impede river flows; however roads must be designed and constructed in such a manner that they will remain functional under design flood conditions); h. that activities that accelerate or promote erosion or bank instability and the removal of natural vegetation be minimized and not allowed within the riparian area; and i. that natural vegetative cover is preserved within riparian areas to reduce erosion and maintain bank stability.		
15 In areas where land is subject to flooding and flood protection is required, local authorities will ensure that the flood protection works are constructed in accordance with guidelines set out by the Province. Flood protection works can include options other than just pads or dykes (i.e elevated structures, wet flood proofing, structural dykes).	OurWinnipeg identifies the system of dikes and diversions, including the 47km-long Red River Floodway, are used to manage water in the city. See section, Context + Opportunities, p. 6	Sustainable Water and Waste. Reducing the unnecessary run off into sewers can allow for a higher flood protection capacity. Water Sensitive Urban Design (WSUD), rainwater harvesting, green roofs, are all ways which reduce loads on the sewer systems, allowing for higher capacity flood protection. See section 06, p.36-44
16 Any proposed water control works on private or public lands must be licensed by the Province under The Water Rights Act. Larger projects may require an Environment Act license and projects, with potential to impact fish habitat may require approval from Fisheries and Oceans Canada.	The City of Winnipeg complies with Provincial and Federal regulations.	
17 Development will not result in alteration to permanent or semi-permanent wetlands by ditching, filling, subsurface drainage works, pumping, consolidation of wetlands or other means, unless it is for the purpose of flood mitigation and then the natural boundaries of permanent or semi-permanent wetlands must be	OurWinnipeg uses the Sustainable Water and Waste direction strategy to respond to this.	Sustainable Water and Waste: Encourages the use of constructed wetlands. “The City will continue to support the use of more naturalized facilities. These constructed wetlands have shown to improve the water quality, reduce maintenance costs while at the same time increasing bio-diversity around these facilities. In the past five years nearly half of all stormwater basins have been built with a wetland

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maintained.		type of shoreline environment. These naturalized basins have been shown to be less attractive to geese." See section 06-4b, p.45.
18 Development proposals that include crossings (bridges, culverts, and low level crossings) should be required to identify and address the following: a. the environmental impact on water and fisheries; b. the hydraulic impacts on the receiving drainage works, natural waterways or water bodies; c. means to minimize vegetation and soil disturbance during and following construction; d. erosion control measures necessary to ensure sediment is not transported offsite to storm drains or water bodies; e. plans for the immediate re-vegetation of the area; f. municipal design standards; g. federal and provincial Manitoba Stream Crossing Guidelines for the Protection of Fish and Fish Habitat; h. Manitoba Water Control Works design manual; and i. review by Fisheries and Oceans Canada unless it adheres to a Fisheries and Oceans Canada Operational Statement.	OurWinnipeg: Key Directions - Reduce the environmental impact of our activities, through strategies such as planning for sustainable energy use and greenhouse gas reduction. - Recognize and preserve Winnipeg's parks, green spaces and riverbanks as green oases in our urban setting. - Set long range goals for solid waste diversion. - Collaborate to ensure water and air quality. See Section 02-2 Environment, p. 68	

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1 Development plans should be coordinated with municipal financial and capital plans for investing in infrastructure to provide a coordinated decision framework for development and spending priorities within a planning area.	OurWinnipeg uses an urban structure map to identify and coordinate land use development, infrastructure, and transportation to provide a framework for development. This framework will help identify spending priorities within the planning area. The Complete Communities direction strategy further identifies these areas in detail and provides a rationale for this approach. A Sustainable Winnipeg direction strategy addresses the importance of infrastructure budgets.	Complete Communities: "A budget process that is well integrated with other activities of government, such as planning and management functions will also provide better financial and programming decisions, leading to improved governmental efficiencies. A process that effectively involves and reflects the priorities and needs of all stakeholders— elected officials, the public service, citizens," See section 14; pp. 138-139 A Sustainable Winnipeg: "The City of Winnipeg is committed to working with other levels of government on sustainable infrastructure funding strategies and to applying creativity and innovation in addressing infrastructure needs." See section 4, p.12 and graph, p. 13.
2 Municipal and regional infrastructure plans, including multi-modal transportation; water and wastewater; and recreation services should be coordinated with one another and the growth centre strategy.	OurWinnipeg recognizes the need for collaboration within the Capital Region. Steps are identified in OurWinnipeg to help ensure alignment of needs and goals. "Acknowledging that mutual success will come from thinking and acting as a region, the City of Winnipeg will collaborate with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region." See section 01, p.40. OurWinnipeg identifies several directions toward improving municipal and regional infrastructure - Create a safe, efficient and equitable transportation system for people, goods and services. - Create a transportation system that supports active, accessible and healthy lifestyle options. - Invest strategically in new water, waste and transportation infrastructure. - Support the role of the James Armstrong	Complete Communities: "Ensure consistency with guiding principles requiring that City of Winnipeg service sharing agreements: - are government to government. - are consistent with the City's existing and future capacity to provide the service. - are founded on a strong business case to ensure the efficient delivery of the service in the region. - incorporate a joint planning agreement to manage development and related environmental concerns. - include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of services." See Section 11; p. 127

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	Richardson International Airport as a major transportation hub for passengers and cargo. - Dynamically integrate transportation with land use. - Provide transportation infrastructure that is well maintained. - Establish, and report on, a transportation system performance measurement framework." See section 01-1b, p.32	
3 The provision of infrastructure should be planned and appropriate for the type, scale and location of existing and proposed development, and should therefore consider: a. the full costs of the infrastructure, on a lifecycle basis; b. the ability of a local authority to maintain the infrastructure, on a sustainable service delivery basis; c. the cost-benefits of different infrastructure options; d. public health and/or safety; and e. environmental impacts, such as greenhouse gas emissions.	OurWinnipeg uses an urban structure map to identify land use planning and infrastructure development. OurWinnipeg will "Invest strategically in new water, waste and transportation infrastructure." See section 01-1b, p.32. A Sustainable Winnipeg, Sustainable Water and Waste, and Sustainable Transportation address this in further detail.	Sustainable Winnipeg: Addresses the importance of economic sustainability in long term planning. "The **Sustainable Water and Waste** Direction Strategy for **OurWinnipeg** addresses key sustainability pillars, going beyond environmental issues to consider long-term economic viability and community wellness, innovative approaches to infrastructure delivery and regional servicesharing. The Strategy builds on a number of initiatives currently in progress and provides policy directions that reinforce the City's approaches to water conservation, wastewater management, stormwater management, solid waste minimization and sustainable asset management." See section 08-2, p.32 Sustainable Water and Waste: **"**Weigh the lifecycle implications of any proposed investment in new infrastructure, recognizing the economic, environmental, and social benefits and costs to the community associated with its development, operation and disposal." See section 08-5, p.55.
4 To achieve full cost recovery, municipalities should ensure that taxes, fees/charges and rates are sufficient to generate enough revenue to cover the lifecycle costs of their infrastructure assets.	OurWinnipeg is based on a sustainability framework. In order to ensure economic sustainability, sufficient revenue must be generated to cover the lifecycle costs of the infrastructure. A Sustainable Winnipeg and Sustainable Water and Waste direction strategies address how economic sustainability will be addressed and	Sustainable Winnipeg: Addresses the importance of economic sustainability in long term planning. "The **Sustainable Water and Waste** Direction Strategy for **OurWinnipeg** addresses key sustainability pillars, going beyond environmental issues to consider long-term economic viability and community wellness, innovative approaches to infrastructure delivery and regional servicesharing. The Strategy builds on a number of

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	achieved.	initiatives currently in progress and provides policy directions that reinforce the City's approaches to water conservation, wastewater management, stormwater management, solid waste minimization and sustainable asset management." See section 08-2, p.32 Sustainable Water and Waste: "The City will examine options for a Source Separated Organics collection and processing program at the residential level to increase waste diversion and reduce the amount of waste requiring landfilling at the Brady Landfill." See section 08-3, p. 51 Sustainable Water and Waste: "The net cost of the City's waste diversion programs are funded by the Solid Waste Disposal Utility. Operating revenue for the City's Solid Waste Management Program is generated from a combination of municipal taxes, tipping fees, sales of recyclables, and in some cases, Provincial funding support. Tipping fees in and around Winnipeg are among the lowest in Canada, largely due to the existing competitive market between the City's Brady Landfill and the two privately owned landfills in the Capital Region." See section 05-1a, p.31 Sustainable Water and Waste: **"**Weigh the lifecycle implications of any proposed investment in new infrastructure, recognizing the economic, environmental, and social benefits and costs to the community associated with its development, operation and disposal." See section 08-5, p.55.
5 The costs of infrastructure provided for new development must be borne equitably by the beneficiaries of the development.	OurWinnipeg addresses new development: "Promote the extension of municipal services such as piped water, piped waste water, piped drainage and urban standard roadway, only in an environmentally sound, economically and timely manner. **-** Fulfill requests to extend servicing to	

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	private property through the Local Improvement process only where it can be demonstrated that there is a net financial benefit to the City of Winnipeg. - Support the preparation of detailed planning studies for New Communities through the local area planning process, where warranted, to ensure the coordination of municipal infrastructure with proposed land-uses; and the future development of adjacent lands with a full range of municipal services." See section 01, p.30.	
6 Prior to investing in the expansion/extension of existing infrastructure or building new infrastructure, local authorities should optimize existing services and/or consider alternative solutions. Optimization and alternatives include, but are not limited to: a. emphasizing maintenance, repair and upgrades; b. demand side management techniques and low impact development; c. service-sharing with neighbouring municipalities that have excess infrastructure capacity and establishing regional-scale services or facilities.	OurWinnipeg promotes a compact urban form. See section 01-1a, Direction 3: Promote compact urban form and manage the extension of municipal services for new growth. p.30	Complete Communities identifies areas of stability as opportunities for infill development. "Support low to moderate change in low-density neighbourhoods through development and redevelopment that is complementary to the existing scale, character and built form. See section 04; pp. 80-89. Complete Communities: "Ensure Service Sharing Agreements for maximizing the existing and future capacities of water and wastewater, land drainage infrastructure and solid waste collection and disposal systems are consistent with Provincial Land Use Policies and any current or future direction established by City Council.Section 11; p. 127 addresses service-sharing with neighbours.
7 Water and wastewater infrastructure services must be provided in a manner that: a. does not exceed the capacity of the water upon which such services rely; b. protects human health and safety and the natural environment from contaminants; c. meets national and/or provincial regulations and standards; and	OurWinnipeg, through Sustainable Water and Waste addresses water and wastewater infrastructure.	Sustainable Water and Waste: "At current usage rates, and with successful citywide water conservation efforts, the Shoal Lake Aqueduct will have the capacity to provide water for the roughly 850,000 people expected by 2031." See section 03-1, p.10. Sustainable Water and Waste: "The City will continue with its successful "Slow the Flow" water conservation program. Water consumption for the entire city peaked in the early

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d. promotes water conservation and water use efficiency.		1990s at roughly 300 million litres per day and has since reduced, despite an increased customer base, to an average consumption in 2009 of roughly 225 million litres per day. See section 03-5, p.14 Sustainable Water and Waste: "Related to this initiative, the City will also continue installation and replacement of valves and other watermain infrastructure required to improve service reliability and mitigate environmental risks." See section 03-6a, p. 17
8 In settlement areas with piped water and/or wastewater infrastructure services, development not intended to be serviced by piped services must not be permitted. As such: a. new development must connect to those services; and b. existing development with onsite water and/or wastewater infrastructure will be connected to those services through a phased approach and/or in accordance with the Onsite Wastewater Management Systems Regulation. Exceptions to this policy may be permitted where it is demonstrated that extending piped services to a particular development is not reasonably practicable physically. In these exceptions, onsite systems in accordance with the Onsite Wastewater Management Systems Regulation must be used for wastewater management.	OurWinnipeg: Promote compact urban form and manage the extension of municipal services for new growth. Enabling Strategies: - Define 'full range of municipal services' as piped water, piped wastewater, piped land drainage, and an urban standard roadway. - Enable the intensification of land-uses through the development application process only when a full range of municipal services is provided. - Promote the extension of municipal services such as piped water, piped waste water, piped drainage and urban standard roadway, only in an environmentally sound, economically and timely manner. See section 01, p. 30	
9 Municipalities will be responsible for ensuring that piped services are appropriately operated and maintained.	OurWinnipeg addresses the need for adequate and appropriate water infrastructure.	Sustainable Water and Waste acknowledges the presence of an aging water infrastructure and explains that upgrades will be necessary. "Much of that infrastructure is 75 to 100 years old, nearing the end of its physical design life. Responding to these challenges in a sustainable manner requires a comprehensive understanding of the City's existing infrastructure systems, as well as sensitivity to a range of local considerations, including the role of

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		geography and climate in selecting viable infrastructure solutions, the dynamics of the local economy in achieving sustainable funding mechanisms for infrastructure and recognition of the geopolitical context within the Capital Planning Region in evaluating opportunities for shared servicing."
10 Piped water and wastewater infrastructure is the preferred form of servicing for urban centres.	- OurWinnipeg defines municipal services as piped water, piped wastewater, piped land drainage and an urban standard roadway. See Section 01; Direction 3; p. 30.	- Complete Communities - OurWinnipeg defines municipal services as piped water, piped wastewater, piped land drainage and an urban standard roadway. See p. 144: definition of "Full Range of Municipal Services".
11 In settlement areas with piped wastewater management systems, density of development can be increased to optimize the cost-effectiveness of the service. For rural residential and cottage development, please refer to Policy 2.C.15 for the maximum density.	Not applicable to Winnipeg	Not applicable to Winnipeg
12 Where development is not intended to be connected to a piped wastewater management system, lot sizes must be a minimum of 2 acres to accommodate disposal fields, or otherwise be in accordance with the Onsite Wastewater Management Systems Regulation.	- Our Winnipeg, through Complete Communities, requires all non-agricultural land within the City of Winnipeg to be serviced to an urban standard, which includes piped water and wastewater. See complete Communities.	-Complete Communities does not allow urban standard servicing to rural agricultural areas. All other land in the City of Winnipeg is serviced to an urban standard, which includes piped water and wastewater. See Sections 08; pp. 166-117, and see p. 144: definition of "Full Range of Municipal Services".
13 Where development is not intended to connect to a piped drinking water system, a drinking water source must be identified that can provide a sustainable, onsite supply of drinking water over the long term.	Not applicable to Winnipeg	Not applicable to Winnipeg
14 Development plans should be coordinated with and make reference to local wastewater management plans to ensure: a. the provision of appropriate wastewater managementas needs or standards change by: i. identifying those areas where piped wastewater services are planned to be provided within two	- OurWinnipeg, through the Sustainable Water and Waste Direction Strategy, improves existing wastewater systems capabilities and upgrades wastewater systems to support future growth and development using long-term solutions that are founded on principles of sustainability. See Sustainable Water and Waste Direction Strategy.	Sustainable Water and Waste: "By 2031, our City's population is projected to grow by nearly 27% to roughly 850,000 people. Realizing this level of growth while maintaining high standards for our natural, built and social environments will require significant planning and investment to upgrade the City's existing physical water and wastewater infrastructure." See section 02-1, p.7 - The Sustainable Water and Waste Direction Strategy

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to five years; ii. assessing the cumulative impacts of increased development and/or density and determining if and when piped services should be phased in or extended to areas without piped services; and iii. identifying how new wastewater management systems will be phased in or extended, what the costs are and how they will be recovered. b. the sufficient capacity of municipal wastewater management systems to accept and treat sewage, septage, etc by: i. getting provincial confirmation that there is sufficient capacity to accommodate new development, prior to approving new development or land use designations. ii. identifying options and means to increase capacity where the Province has confirmed it is insufficient (innovative and inter-municipal solutions are encouraged); iii. addressing capacity issues before approving more development reliant on disposal fields for onsite wastewater management to satisfy development pressures. c. any environmental and/or health problems associated with inadequate wastewater management systems, in particular those associated with onsite services, are addressed. Municipalities should identify these problems and set		improves existing wastewater systems capabilities and upgrades wastewater systems to support future growth and development using long-term solutions that are founded on principles of sustainability. See Section 04-1; p. 19.

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out plans to remediate them prior to permitting additional development.		
15 Development plans should be coordinated with and make reference to local drinking water services plans to ensure: a. the sustainability of the drinking water sources upon which the municipal drinking water systems rely; b. the sufficient reserve capacity in municipal drinking water systems to accommodate new development and sustain service to existing development. Prior to approving new development or land use designations, confirmation from the Province that there is sufficient capacity is required; c. the provision of appropriate drinking water systems as needs or standards change by determining: i. if and when piped services should be phased in or extended to areas without piped services; ii. how they will be phased in or extended, what the costs are and how they will be recovered. d. the efficient and sustainable use of drinking water sources, including identifying and implementing practices and targets for water efficiency/conservation; e. water extraction and consumption activities that deplete short and long-term supplies are limited; f. prioritization of the use and consumption of drinking water sources to those land uses and developments that require potable water; and	OurWinnipeg ensures access to sustainable drinking water. Details are found in the Sustainable Water and Waste direction paper.	Sustainable Water and Waste: "Adopting demand management and efficiency measures such as water conservation, to keep the consumption levels within the capacity of the aqueduct and to allow adequate revenue to allow ongoing maintenance and upgrading of water infrastructure." See section 08-1, p.49. Sustainable Water and Waste. "Incorporate sustainable neighbourhood design principles promoting water efficiency and innovative wastewater recycling technologies such as rainwater harvesting and grey water recycling/reuse systems." See section 08-1, p.49 Sustainable Water and Waste. "The City will continue with its successful "Slow the Flow" water conservation program. Water consumption for the entire city peaked in the early 1990s at roughly 300 million litres per day and has since reduced, despite an increased customer base, to an average consumption in 2009 of roughly 225 million litres per day." See section 03-5a, p. 14. Sustainable Water and Waste. "The City will consider water recycling/reuse technologies such as grey-water and rainwater harvesting as an efficient way to maximize, supplement and protect its existing water supply." See section 03-5c, p. 14. Sustainable Water and Waste: "Monitoring and protecting the quality of water to ensure it meets or exceeds the Canadian Drinking Water Quality Guidelines including but not limited to, maintaining and upgrading if necessary the water treatment works." See section 08-1, policy 1, p. 49

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g. the exploration of using water other than drinking water sources or potential drinking water sources in situationswhere drinking water is not required (i.e., irrigation and industrial operations).		
16 Extension of an urban centre's piped water and/or wastewater infrastructure services beyond its boundaries must occur in a planned regional context and is permitted when: f. servicing areas of existing development, where necessitated by health and safety or environmental concerns; g. servicing a new industrial or major institutional development in a rural location; or h. a regional or service-sharing approach is the most cost-effective and sustainable option, and is not detrimental to the growth and development of the urban centre.	Direction 3: Promote compact urban form and manage the extension of municipal services for new growth. Enabling Strategies: > Define 'full range of municipal services' as piped water, piped wastewater, piped land drainage, and an urban standard roadway. > Enable the intensification of land-uses through the development application process only when a full range of municipal services is provided. > Promote the extension of municipal services such as piped water, piped waste water, piped drainage and urban standard roadway, only in an environmentally sound, economically and timely manner.	Complete Communities Section 11; p. 127
17 Prior to extending piped water and/or wastewater infrastructure services to areas outside the urban centre, revenue sharing and joint planning arrangements must be considered.	OurWinnipeg addresses the idea service and revenue sharing throughout the capital region. The Complete Communities and Sustainable Water and Waste Direction strategies also address the role of service and revenue sharing throughout the capital region. "Include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of the service." See section 01, p.40 "Steps have been taken towards strengthening cooperation among the Capital	Complete Communities: "Ensure Service Sharing Agreements for maximizing the existing and future capacities of water and wastewater, land drainage infrastructure and solid waste collection and disposal systems are consistent with Provincial Land Use Policies and any current or future direction established by City Council. See Section 11, p. 127 (Section 11, pp.124-127) Sustainable Water and Waste: "The City will collaborate with the Province, Capital Region Rural Municipalities, Towns and Cities interested in service sharing. The purpose will be to determine realistic approaches to joint planning, service sharing and tax sharing, in the context of the application of higher level servicing standards and "Green Technologies" related to water, wastewater and stormwater infrastructure,

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	Region municipalities in recent years, including: Support towards regional service sharing." See section 01, p.40	and solid waste management." See section 07, p.46
18 Municipalities must confirm that local solid waste facilities have sufficient capacity to accommodate new development, prior to the approval of new development or land use designations. Where insufficient capacity is confirmed, municipalities should seek to remedy this (innovative and inter-municipal solutions are encouraged).	OurWinnipeg's approach to city building focuses on a more compact urban form. Sustainable Water and Waste Infrastructure addresses capacity of solid waste facilities.	Sustainable Water and Waste: looks at a comprehensive waste management strategy (Section 05-2, p. 32). This strategy will extend the capacity of the landfill by diverting recyclables and compost.
19 Solid waste facilities established to meet present and future demands for the disposal of waste generated in the planning area or region will be sited in an ecologically sound and cost effective manner. The siting process must meet the requirements of The Waste Disposal Grounds Regulation under The Environment Act.	OurWinnipeg refers to the Sustainable Water and Waste Direction strategy to address more specific approaches.	Sustainable Water and Waste: addresses the role of providing a sustainable waste management program, by reducing the levels of solid waste disposal at landfills and diverting more recyclables and compost. See section 05, p.30-35

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POLICY AREA 7: TRANSPORTATION		
1. To support an integrated transportation system across Manitoba that provides adequate transportation facilities and services to meet current and future travel needs, ***local authorities*** should prepare transportation plans that address the following issues: a. asset management – inventory locally-owned transportation assets (e.g. roads, trails, sidewalks, intersections, etc) within the planning area as well as important regional assets; b. functional classification – identify a road hierarchy for local roads and their place within the regional and provincial transportation system; determine the functions and significance of these roads and ensure they are integrated into the overall network; c. define major nodes – identify multi-modal/inter-modal transfer points at high volume junctions to act as act as focal points within the regional transportation network; develop strategies to enhance and protect these nodes; d. safe mobility - identify existing safe and convenient transportation facilities for biking, walking and for use by the mobility challenged; encourage appropriate enhancement of those facilities, and address safety concerns around intersections and major transfer nodes; e. connectivity - identify gaps in connectivity in the local/regional transportation network that impede flow or access; f. level of service - determine the level of	OurWinnipeg dynamically integrates transportation and land use planning. Connecting and expanding our sustainable transportation network entails: ▪ Create a safe, efficient and equitable transportation system for people, goods and services. ▪ Create a transportation system that supports active, accessible and healthy lifestyle options. ▪ Invest strategically in new water, waste and transportation infrastructure. ▪ Support the role of the James Armstrong Richardson International Airport as a major transportation hub for passengers and cargo. ▪ Dynamically integrate transportation with land use. ▪ Provide transportation infrastructure that is well maintained. ▪ Establish, and report on, a transportation system performance measurement framework. (p32)	Complete Communities, through the Urban Structure, identifies Regional Mixed Use Centres and Regional Mixed Use Corridors. Policies for these areas address their high level of use and role as regional destinations and corridors. The concept of Complete Communities looks towards safely accommodating multiple transportation modes for all abilities in existing and new communities. The Sustainable Transportation Direction Strategy identifies the current street, transit and active transportation systems while planning for future travel demands through: ▪ the Public Transit System ▪ the Major Street network o Maintenance and Asset Management o Management of Operational improvements o Strategic Network Improvements ▪ Active Transportation ▪ Funding Transportation The Transportation Master Plan which is currently underway will guide the planning, development and maintenance of a multi-modal transportation system that will contribute to the sustainable development of the city and region.

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service (i.e. traffic capacity) for roads, transit routes, bike lanes and walkways; g. traffic management - forecast traffic over a defined planning timeframe; compare with projected land use to ensure consistency; develop an access management plan based on the functional classifications identified; h. system improvements - identify system expansion needs and a management system to meet these needs; outline transportation demand management measures.		
2. Transportation plans should be integrated with local *development plans* and any regional strategies, as well as a municipality's financial plans and capital budgets to ensure strategic decision-making and investments.	OurWinnipeg dynamically integrates transportation and land use planning. OurWinnipeg is committed to collaborating with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region. OurWinnipeg will be implemented through inter-departmental and community involvement when appropriate and through the City's budgeting process (Capital and Operational). Monitoring, measurement and continuous improvement will be critical for the effective budgeting and delivery of planning services.	Sustainable Transportation includes a number of goals, measures and performance indicators that will allow the City to assess the success of actions taken and to provide guidance for future implementation. (p 40-45)
3. In collaboration with the Province, ***local authorities*** will incorporate all provincially approved plans for highway system upgrading or enhancement into ***development plans*** for information and to support planning purposes.	OurWinnipeg, Section 03-1, Direction 3 maintains strong intergovernmental cooperation. Its policies include: ▪ Pursue collaborative approaches to crime prevention, infrastructure renewal, competitive taxation, regulatory overlap and regional economic development. ▪ Pursue cost-effective sharing agreements with other governments and with the private sector for priority infrastructure projects.	In Sustainable Transportation, Winnipeg will work with the regional municipal governments and the Province to identify transit corridors that can link to existing transit service, as well as corridors to be protected for future service. Section 07, Region Interface, recognizes that a "coordinated planning of the regional transportation system will ensure that major areas of regional employment and residence are well-served by a variety of travel modes." (pg 36)

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4. To ensure an integrated transportation system, ***local authorities*** should work with neighbouring jurisdictions and the Province to link transportation across regions.	OurWinnipeg encourages collaboration with the Capital Region in many areas, including transportation. This includes: ▪ Foster city-to-city relationships, particularly along the Mid-Continent Trade and Transportation Corridor and Asia Pacific Corridor with select national and international cities. (pg 50) ▪ Work with regional partners to develop and implement a long-term City Competitiveness strategy.(pg 50)	Sustainable Transportation identifies: ▪ Working with the Capital Region to develop coordinated initiatives such as Transportation Demand Management and other appropriate measures. ▪ The consideration of strategic capacity improvements to city streets of regional significant as part of any Capital Region transportation strategy. ▪ Discussion with the Province on funding strategies to achieve improvements to the essential identified linkages. ▪ The importance of discussing the planning, funding and implementation of a network of facilities for active transportation with the Province to ensure the needs of users throughout the Capital Region are met. ▪ Participating in the development of a coordinated and integrated approach to planning and funding regional transit services.
5. ***Development plans*** should promote and identify multi-use transportation corridors where **major utilities**, trails and other transportation rights of way can share space. **GAP?**	One of the key areas for City Building in OurWinnipeg is the connection and expansion of our Sustainable Transportation and Infrastructure Networks. The creation of Complete Communities will "provide options for mobility by facilitating a range of transportation alternatives." (p.33) Downtown is identified as "the focal point for the city's multi-modal transportation network" that "makes the best use of existing infrastructure". (p34) Centres and Corridors are identified as areas where growth can be focused to concentrate urban development "that helps to optimize existing investment, municipal infrastructure, and facilities."	The Complete Communities Direction Strategy identifies Community Mixed Use Corridors with characteristics that include ▪ "urban design features that make them accessible, safe and attractive for pedestrians and cyclists." (p 55) Rapid Transit Corridors are also identified in Complete Communities (p61-63). These corridors will be characterized with: ▪ compact, high quality pedestrian-oriented environment ▪ Innovative parking strategies A Sustainable Winnipeg identifies as tools: ▪ Accommodate all modes and reduce both delay and emission by investing in selected

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	(36)	capacity improvements to existing major streets networks. (p 35) ▪ Investigate the implementation of a Complete Streets Policy. (p 35)
6. To ensure compatibility between ***development*** and the transportation network and minimize potential conflicts, transportation and ***development*** decisions should be coordinated. As such, ***development plans*** will include policies to: a. restrict proposed development that may be negatively impacted (e.g. traffic noise, dust, hazardous goods, etc.) by its proximity to the major transportation facility, unless suitable mitigative measures are incorporated in the development; b. restrict new residential development in areas that do not meet the national noise exposure standards in the vicinity of airports/airfields (refer to Transport Canada's publication on Land Use in the Vicinity of Airports); c. require that noise insulation measures for buildings, based on noise exposure information, be incorporated into development near airports; d. limit the height of structures/buildings in the vicinity of airports and runways so as not to restrict or interfere with aircraft operations (refer to Transport Canada's publication on Land Use in the Vicinity of Airports); e. limit the use of lighting that could affect aircraft safety during land and takeoffs (refer to Transport Canada's publication on Land Use in the Vicinity of Airports); f. impose limits on land uses that could	OurWinnipeg ensures "land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced." (p. 27) The Urban Structure framework will be used "as the basis for integrated transportation and infrastructure planning." (p28) The policies in OurWinnipeg dynamically integrate land use and transportation sustainably and safely. Additionally, section 01-2 Safety and Security (p 41-47): ▪ Implement traffic engineering strategies to maximize traffic safety OurWinnipeg "supports the 24-hour operation of the James A. Richardson International Airport." (p. 50). The Urban Structure identifies the Airport Area, enabling specific policies in Complete Communities.	In the Complete Communities Direction Strategy, strategies include: ▪ Adhere to the Airport Vicinity Development Plan (AVDP) and periodically review the plan in cooperation with relevant stakeholders. ▪ In order to maintain compatible land use relationships, regulate land use and building regulations for all those neighbourhoods or portions thereof significantly affected by airport related noise through: o The Airport Vicinity Development Plan by-law 6378/94 o Airport Vicinity Protection Area Planned Development Overlay (p 120)

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generate smoke, steam, dust or other airborne material that may affect aircraft and vehicle operations; *g.* restrict land uses in the vicinity of airports that could attract birds (refer to Transport Canada's publication on Land Use in the Vicinity of Airports).		
7. All modes of transportation, particularly more active and environmentally sustainable forms such as walking, cycling and public transit, should be facilitated through ***development plans***.	Connecting and expanding Winnipeg's sustainable transportation and infrastructure networks, including active transportation and public transit are fundamental to OurWinnipeg. It recognizes that to be both a sustainable and prosperous city, multiple modes of transit will contribute to our quality of life and competitiveness. Key to this will be the implementation of Complete Communities which will provide for alternative modes of transit and Transit Oriented Development. OurWinnipeg Section 01	Throughout the Complete Communities Direction Strategy, all modes of transportation are supported. Emphasis is found through the concept of complete communities (p 04-05), downtown (p 15-33), centres and corridors (p 34-63), and the planning for major redevelopment sites (64-69) and new communities (p 70-77). One of the strategic goals for Sustainable Transportation Direction Strategy is "a transportation system that supports active, accessible and healthy lifestyle options." (p 06) This direction strategy takes into account: ▪ The major street network, ▪ Public transportation, and ▪ Active transportation. This is also supported by Section 08-3 Sustainable Transportation in A Sustainable Winnipeg
8. ***Development plan*** policies should support increased densities and mixed land uses in appropriate locations to reduce the number and length of vehicle trips, increase opportunity to use public transportation, and encourage pedestrian and bicycle trips.	Providing for a mix of sustainable housing and transportation options, and lifestyles is a characteristic of Complete Communities. It is also fundamental to how Winnipeg will be providing options to accommodate growth. Directions Include: ▪ Promote compact urban form and manage the extension of municipal services for new growth (p 30). ▪ Create a transportation system that supports active, accessible and healthy lifestyle options (p 32). ▪ Focus a significant share of growth to	Complete Communities identifies through the Urban Structure areas that will support increased densities mixed use and sustainable transportation options. This includes: ▪ Downtown o Promote intensification and high-density mixed use development within Downtown… (p 17) o Promote the completeness of established Downtown neighbourhoods while supporting intensification and densification

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	Centres and Corridors in a matter that… provides compact, mixed-use, high quality urban development (p 36).	where appropriate. (p 21) ▪ Centres and Corridors o Centres and Corridors will serve to accommodate a portion of this growth both by promoting intensification and by providing high-quality urban environments with cohesive community development. (p 35) o Centres will function as key strategic areas that provide a mix of uses, allowing for further intensification of these uses over time, while serving as vibrant gathering spaces that support the daily activities of local residents. (p 38) o Corridors also serve the additional purpose of accommodating a mix of uses, functioning as vibrant urban places for Winnipeggers to live, work and play…Through their residential, employment and commercial intensification, people will be able to access a greater number of goods and services with one trip. (p 39) ▪ Major Redevelopment Sites ▪ New Communities ▪ Mature Communities ▪ Recent Communities ▪ Employment Lands ▪ Commercial Areas This is also supported by Section 08-3 Sustainable Transportation in A Sustainable Winnipeg
9. To reduce reliance on the automobile, ***development plans*** should include policies to promote walkable and transit-supportive communities. Such policies could promote:	OurWinnipeg promotes sustainable transportation options including walking and transit. Specific policies include: ▪ Base OurWinnipeg on an urban structure	Complete Communities identifies through the Urban Structure areas that will support increased densities, mixed use and sustainable transportation options. Some policies include:

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a. the mixing of compatible land uses instead of separation; b. linkages between public transit, streets, sidewalks, river corridors, pathways and green spaces that form an interconnected network to connect communities; c. the use of abandoned transportation corridors for public transit and trails; d. street designs with direct connections that reduce walking times, over those with infrequent intersections; e. the incorporation of bicycle paths and sidewalks into the existing built up area and into the design of new developments; f. the inclusion of public transit routes where it is planned or available; g. pedestrian, cyclist and public transit user access in developments catering to the public, such as schools, shopping, employment, health and recreation related facilities; h. the concentration of high trip generating uses and public spaces in or adjacent to existing or planned transit stations and stops to enhance the viability of transit.	that provides a vision for the growth and development of the city. (p28) ▪ Connect and expand our Sustainable Transportation network (p32) ▪ Promote compact urban form and manage the extension of municipal services for new growth (p30) ▪ Dynamically integrate transportation with land use (p31) ▪ Where appropriate, develop Corridors in accordance with Transit Oriented Development principles. (p36)	▪ Downtown o Promote intensification and high-density mixed use development within Downtown… (p 17) o Promote the completeness of established Downtown neighbourhoods while supporting intensification and densification where appropriate. (p 21) ▪ Centres and Corridors o Centres and Corridors will serve to accommodate a portion of this growth both by promoting intensification and by providing high-quality urban environments with cohesive community development. (p 35) o Centres will function as key strategic areas that provide a mix of uses, allowing for further intensification of these uses over time, while serving as vibrant gathering spaces that support the daily activities of local residents. (p 38) o Corridors also serve the additional purpose of accommodating a mix of uses, functioning as vibrant urban places for Winnipeggers to live, work and play…Through their residential, employment and commercial intensification, people will be able to access a greater number of goods and services with one trip. (p 39) o Promote high quality pedestrian-oriented environments, particularly in public spaces, such as sidewalks and transit stations. (p 62) ▪ Major Redevelopment Sites o Support rapid transit and high-

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		frequency transit service by encouraging higher density residential and higher intensity commercial and mixed uses within the centre of the development. These will be focused on major transit stops. (p68) o Create strong, multi-modal and active transportation linkages from each Major Redevelopment Site to the Downtown, other Major Redevelopment Sites, Centres, Corridors, Parks, major attractions. and employment areas. (p68) ▪ New Communities o Encourage higher residential density in areas adjacent to commercial and employment lands, especially where the area is served by transit, services and other community amenities. These locations should be identified through the planning process.(p76) o Encourage New Communities to include a mixture of residential, commercial, employment and institutional uses that are supported by multiple transportation options for residents.(p76) o Provide parks at the neighbourhood and community level that address both active and passive requirements for recreation, sport and leisure and that promote connectivity and walkability between park sites and neighbourhood features.(p76) This is also supported by Section 08-3 Sustainable Transportation in A Sustainable Winnipeg

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10. Where public transit exists or is anticipated, it should be integrated into the local transportation plan. Transit planning considerations should identify: a. the public transit needs in the planning area, based on background studies, the b. development plan and growth centre strategy; c. areas where public transit exists, locally or regionally, and the feasibility of providing transit service; and 'nodes' and 'corridors' for transit-oriented development (TOD), where higher density, mixed use development can be directed; d. transit supporting measures, such as: i. the location of transit stops within reasonable walking distances (e.g. 200 to 400 metres) from residential, commercial/business and institutional areas; ii. the establishment of safe and secure park and ride facilities at appropriate locations; and iii. the implementation of transit priority measures to assist in the unrestricted flow of transit vehicles and overall efficiency.	OurWinnipeg dynamically integrates transportation and land use planning. It ensures that "land use, transportation and infrastructure planning efforts are aligned to identify where growth will be accommodated and how it will be serviced." (p. 27)	Complete Communities considers transportation needs in tandem with land use decisions. Through the urban structure, areas of growth, stability and change are identified allowing for transportation planning at the regional, neighbourhood and community scales. Centres and Corridors are identified in section 03-2 (p34-63) and include a focus on Rapid Transit Corridors and Transit Oriented Development. (p61-63) Sustainable Transportation identifies the current conditions of Winnipeg's transportation facilities and a vision for future directions. This includes: ▪ Street System ▪ Public Transit ▪ Active Transportation ▪ Current Travel Demand and its Accommodation Transit supporting measures include: ▪ On-street transit priority measures ▪ Intelligent Transportation System (ITS) technology for transit and new park & ride facilities ▪ Transit Quality Corridors ▪ Rapid Transit Facilities (p 09) This is also supported by Section 08-3 Sustainable Transportation in A Sustainable Winnipeg
11. Public transit considerations should be incorporated into the design of affordable housing ***developments***.	Section 01-4 Housing, Direction 3 provides for public transit and affordable housing by: ▪ Establishing partnerships with the private, not-for-profit and government sectors to provide affordable housing throughout the city, with a particular focus on locations near a variety of transportation options. (p 56)	

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12. To protect Manitoba's ***Trade and Major Tourism Routes,*** direct access to these routes will be restricted to ***development***, in accordance with *The Highways Protection Act*.	OurWinnipeg is committed to working with partners and other levels of government collaboratively as Through the following directions and strategies: ▪ Maintain strong intergovernmental cooperation (p. 50) ▪ Advance local and global market access through a multi-modal and inter-modal transportation master plan that addresses efficient goods movement. (p 50) ▪ Create a safe, efficient and equitable transportation system for people, goods and services. (p 32)	Sustainable Transportation outlines the role that the forthcoming Transportation Master Plan will have in reflecting the role of Winnipeg as an urban core in an efficient regional transportation system. This document recognizes Winnipeg streets of regional significance that connect to the provincial highway network (p 36-37).
13. ***Development*** which contributes to the evolution of a row of lots with ***provincial highway*** frontage whereby direct connections to a ***provincial highway*** are continuously relied upon for providing access (strip development) will not be permitted. Exceptions may be considered on ***Regional Highway Routes*** where adjacent ***development*** has already occurred to the extent that this policy can no longer be fully applied, as is the case in some urban centres.	n/a	
14. Land uses and *developments* that have broad public impact should be assessed by the *local authority*. For example: a. areas where land uses have been concentrated, such as an urban centre or commercial corridor; b. large scale developments, such as a multi-lot residential subdivision or industrial park; c. those developments whose nature or activity is dependent on transportation, such as freight companies; and regional destinations/attractions, such as	OurWinnipeg provides policies that will guide sustainable development in Winnipeg. Through the Urban Structure, it proactively identifies areas where development may occur. Specific directions and strategies are provided for each of these areas.	Complete Communities provides additional detail for the areas identified in the Urban Structure. In section 14 Implementation, a number of tools are identified that can be used to provide and encourage sustainable development: ▪ Ensure more effective implementation efforts by establishing a collaborative planning role within the City of Winnipeg and externally, as an integral part of plan implementation. ▪ Establish an enabling framework for growth and development that is aligned with the policy intent of Complete Communities and that measures progress

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recreation, shopping and tourism areas. Local authorities will ensure that a qualified engineer assesses proposals for development to determine their traffic and safety implications, access needs, upgrades, and improvements to local and provincial transportation systems and share it with the Province. If it is determined that the impacts of a development will affect provincial transportation facilities, the proposal will be submitted to the Province for review, along with appropriate mitigation measures.		▪ Use new and innovative tools to complement and enhance planning efforts toward the implementation of Complete Communities objectives. ▪ Develop a 'Complete Communities Checklist' in concert with the broad development community that will utilize the full range of enabling tools to support plan implementation.
15. ***Development plans*** should direct ***development*** to those areas that already have an improved intersection in place or rely on an internal road system for access.	OurWinnipeg will "enable the intensification of land-uses through the development application process only when a full range of municipal services is provided." (p 30)	
16. ***Development*** that may negatively affect plans for road widening or expansion will not be permitted unless provisions suitable to the road authority are made to accommodate future widening or expansion.	OurWinnipeg dynamically integrates land use and transportation planning.	
17. The cost of any ***provincial highway*** improvements (e.g. design, construction, traffic control devices, drainage, etc.) required to accommodate a ***development*** will be the responsibility of the developer, unless otherwise determined by the Province.	n/a	
18. Expansion of existing areas of ***development*** that are bordered on one side by a ***provincial highway***, a major road or rail line, should be kept to the developed side of the transportation corridor so as not to jeopardize transportation facility user safety and efficiency.	n/a	
19. ***Developments*** proposed in the vicinity of provincial winter roads, future seasonal corridors, ferry docking facilities and ports that	n/a	

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may have a detrimental impact on the operation, safety, function and expansion of these facilities will not be permitted unless appropriate ***mitigative*** measures can be incorporated into the ***development*** at the developer's cost.		
20. All airports and intermodal facilities shall be protected from incompatible land uses that may adversely impact their operation and/or endanger public safety or create a potential safety hazard.	OurWinnipeg will "Collaborate with all public, private and community economic development agencies to advance economic advantages." Enabling strategies include: ▪ Advance local and global market access through a multi-modal and inter-modal transportation master plan that addresses efficient goods movement. ▪ Support the 24-hour operation of the James A. Richardson International Airport. (p 50) The Airport Area is also identified in the Urban Structure Map	In the Complete Communities Direction Strategy, the protection of the Airport Area is provided through the following strategies: ▪ Adhere to the Airport Vicinity Development Plan (AVDP) and periodically review the plan in cooperation with relevant stakeholders. ▪ In order to maintain compatible land use relationships, regulate land use and building regulations for all those neighbourhoods or portions thereof significantly affected by airport related noise through: o The Airport Vicinity Development Plan by-law 6378/94 o Airport Vicinity Protection Area Planned Development Overlay ▪ Collaborate with strategic partners, transportation planning and capital investments to promote multi-modal transportation linkages to and from the airport. (p 120) In Sustainable Transportation, future trade initiatives such as Centreport will be taken into consideration as part of the Transportation Master Plan (p34).
21. New ***developments*** or land uses must be planned and designed to negate the need for new at-grade rail crossings.	**???**	
22. ***Development*** that will generate truck traffic requiring heavier loading than that is allowed on ***a provincial highway*** or local road shall not be permitted unless appropriate highway loading improvements are incorporated with cost borne	n/a	

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by the developer.		

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1. With assistance from the Province, Manitoba's ***mineral, oil*** and ***gas*** resources, including lands containing high ***mineral*** potential, such as ***greenstone belts*** and the Thompson Nickel Belt, will be identified in ***development plans*** and protected from conflicting surface land uses that could interfere with access to these resources.	Mineral, oil and gas resources are not applicable to the city of Winnipeg. However, the Plan has a regional focus, emphasizing collaboration and partnership. Key Direct ion > Acknowledging that mutual success will come from thinking and acting as a region, the City of Winnipeg will collaborate with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region. (p40)	
2. The Province will designate areas of "High", "Medium" or "Low" ***mineral, quarry mineral, metallic mineral*** and ***oil*** and ***gas*** potential on maps for all regions of Manitoba and share them with ***local authorities*** for land use planning purposes. e. An area designated as being "High" mineral, quarry mineral, metallic mineral and oil and gas potential is an area that contains a known valuable mineral, quarry mineral, metallic mineral and oil and gas deposit or an area of high mineral, quarry mineral, metallic mineral and oil and gas discovery potential. Lands containing a valid mining claim, or quarry mineral lease in good standing is considered to be an area of high mineral potential within the context of this policy. Mineral exploration and extraction should be considered to be the dominant land use in lands designated as high mineral potential. f. "Medium" indicates a mineral, quarry mineral, metallic mineral and oil and gas deposit which is not of high quality or which has not had its full potential	NA	

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proven. Lands containing an exploration licence or quarry exploration permit are areas of medium mineral potential within the context of this policy. Conflicting surface land uses may be approved after provincial consultation and approval. g. "Low" indicates a mineral, quarry mineral, metallic mineral and oil and gas deposit or mineral resource area of little or no present recognizable value.		
3. ***Mineral, oil*** and ***gas exploration***, extraction and development is a heavy industrial land use and the activity must be located as close as practical to the ***mineral, oil*** and ***gas*** resource. Land uses on the surface of and adjacent to ***mineral, oil*** and ***gas*** resources must be compatible with ***exploration***, extraction and development activities. Appropriate buffers will be created and enforced to ensure that adjacent land uses do not unduly restrict ***mineral, oil*** and ***gas exploration***, extraction and development.	NA	
4. The ***mineral tenure*** system and rights must be effectively integrated into provincial land and resource planning regimes. Manitoba and other planning jurisdictions will honour valid ***mineral access rights*** and ensure that appropriate security of ***tenure*** is achieved.	NA	
5. ***Mineral exploration*** should be considered the dominant land use on lands containing a valid mining claim or ***quarry mineral*** lease where existing surface land use allows for mining.	NA	
6. ***Mineral exploration*** and development is an interim land use. A non-conflicting land use should be applied to the surface of a high quality ***quarry mineral*** deposit or area of high quality ***metallic mineral*** discovery potential prior to development.	NA	

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7. ***Mineral exploration*** must be undertaken in an environmentally responsible manner and best environmental management practices will be adopted as part of the ***exploration*** program. The principles of sustainable development have been codified in *The Mines and Minerals Act* and the sustainable development principles will be used to manage all activities of the mining, ***oil*** and ***gas*** industry.	NA	
8. Surface land uses approval for ***mineral exploration***, including all relevant permits and licences authorized by Manitoba law, must be obtained prior to the commencement of ***exploration*** activities.	NA	
9. Lands disturbed by ***mineral, quarry mineral, metallic mineral*** or ***oil*** and ***gas exploration*** or development, in accordance with *The Mines and Minerals Act, The Oil and Gas Act* and *The Environment Act*, will be reclaimed to a condition that is environmentally safe, stable and compatible with adjoining lands. On ***prime agricultural land***, ***rehabilitation*** of the site will be required to restore soils to the same average soil quality for agriculture of the surrounding lands. A Mine Closure Plan, together with the appropriate financial security, shall be submitted and approved by the appropriate regulatory authority prior to local planning approvals being granted.	NA	

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1. To ensure Manitoba's Capital Region is competitive with other Canadian urbancentred regions, governments in the Capital Region should collaborate on strategies to guide the future growth and development of the region. Regional strategies could include: d. sustainable economic development; e. immigration; f. growth management; g. transportation network integration; h. natural lands and heritage resources; i. tourism and recreational development; j. water quality and supply; k. agricultural lands protection and diversification; and l. i. any other regional strategy that may be determined through consensus.	01-1c Capital Region - p.40 Key Direction ▪ Acknowledging that mutual success will come from thinking and acting as a region, the City of Winnipeg will collaborate with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region. (p40) Select Additional Directions ▪ Build upon efforts to work collaboratively as a region. ▪ Advocate for a more concrete regional planning approach, optimally resulting in a Sustainable Region Plan ▪ Work with those Capital Region municipalities interested in service sharing. ▪ Ensure consistency with guiding principles that require City of Winnipeg service sharing agreements: o Are government to government o Are consistent with the City's existing and future capacity to provide the service o Are founded on a strong business case to ensure the efficient delivery of the service in the region o Incorporate a joint planning agreement to manage development and related environmental concerns o Include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of the service See A Sustainable Winnipeg 01-1a Direction 2 - p.28	CC Section 11 Capital Region; pp. 126-127 D1 Build upon recent efforts to work collaboratively as a region. D2 Advocate for a more concrete regional planning approach, optimally resulting in a sustainable region plan. D3 Work with those capital regional municipalities interested in service sharing. A Sustainable Winnipeg 04 The Opportunity for Change (15) Our environment is the foundation for our economic and social health, and collectively, we need to continue to take responsibility for it. Our actions should contribute to the protection of the natural environment locally, regionally and globally, both for our own well-being and for future generations. Sustainable Water and Waste Direction Strategy Chapter 07 Inter-Jurisdictional Cooperation (46) The City will collaborate with the Province, Capital Region Rural Municipalities, Towns and Cities interested in service sharing. The purpose will be to determine realistic approaches to joint planning, service sharing and tax sharing, in the context of the application of higher level servicing standards and "Green Technologies" related to water, wastewater and stormwater infrastructure, and solid waste management. In this context, any service sharing agreements would have to be in accordance with policies adopted by City Council. Sustainable Transportation 07 Regional Interface p. 36-39

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2. Ensure that the Capital Region's key potential economic development advantages are protected and capitalized upon, such as: c. existing inter-modal transportation facilities and opportunities to enhance multimodal transportation operations; d. the Mid-Continent Trade Corridor for air, rail and truck transport industry development; e. the Twenty-four hour operation status of the Winnipeg James Armstrong Richardson International Airport and industrial clustering of development in the vicinity of the airport; f. the clustered bio-medical facilities in Winnipeg; and g. any other emerging sectors of economic growth identified by Capital Region governments.	01-1a Key Directions - p.32 Key Direct ions for Connecting and expanding our sustainable transportation and infrastructure network. ▪ Create a safe, efficient and equitable transportation system for people, goods and services. ▪ Create a transportation system that supports active, accessible and healthy lifestyle options. ▪ Invest strategically in new water, waste and transportation infrastructure. ▪ Support the role of the James Armstrong Richardson International Airport as a major transportation hub for passengers and cargo. ▪ Dynamically integrate transportation with land use. ▪ Provide transportation infrastructure that is well maintained. ▪ Establish, and report on, a transportation system performance measurement framework.	Complete Communities Section 11; pp. 126-127. Also Section 09; p. 120 Sustainable Transportation 07 Regional Interface p. 36-39 Winnipeg has become the focus of complex growth issues that demand a regional perspective. The Transportation Master Plan will reflect the opportunity and the need for more integrated planning, inter-municipal and Provincial co-operation. The Transportation Master Plan will build on Winnipeg's strengths as a major city. It will also show Winnipeg's leadership in responding to the pressures caused by growth by accommodating that growth in a sustainable manner, basing it on integrating land use and transportation and on using infrastructure more efficiently. This approach will establish a strong urban core for Winnipeg within the Capital Region and will be the basis for an efficient regional transportation system. Coordinated planning of the regional transportation system will ensure that major areas of regional employment and residence are well-served by a variety of travel modes.
3. To ensure Manitoba's Capital Region is enhanced as an attractive place to live, ***local authorities*** in the Capital Region should coordinate and cooperate on their plans for the provision of: e. a range of community housing and transportation options, including housing types and densities and access to public services by foot, bicycle or automobile efficient, environmentally sound and sustainable public services; f. a diversity of recreational, cultural and educational amenities; g. safe and healthy neighbourhoods; h. efficient, integrated public transportation	01-1c Capital Region - p.40 Key Direction ▪ Acknowledging that mutual success will come from thinking and acting as a region, the City of Winnipeg will collaborate with the municipalities comprising the Capital Region to plan for a sustainable, vibrant and growing region. (p40)	Complete Communities Section 11; pp. 126-127 D1 Build upon recent efforts to work collaboratively as a region. D2 Advocate for a more concrete regional planning approach, optimally resulting in a sustainable region plan. D3 Work with those capital regional municipalities interested in service sharing. Complete Communities Section 01; pp. 4-7 The "Complete Communities" concept is the basic approach to development in OurWinnipeg. Complete Communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop,

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services on a regional scale and reducing the reliance on the automobile; i. interconnectivity to parks, open spaces, natural lands, wildlife areas, heritage resources and waterfronts in the Capital Region by bicycle and pedestrian pathways or trails; j. improved riparian area management in the Capital Region to complement other measures that protect water quality and to enhance the stability, biodiversity, and aesthetic appeal of the Capital Region waterways; and k. a human-wildlife conflict co-management strategy to reduce the negative interaction between people and wildlife through vehicle collisions, etc.		learn and play in close proximity to one another (CC 04). Sustainable Transportation Analysis of potential corridors using a regional demand simulation model will occur as part of the development of the Transportation Master Plan. (20) Sustainable Water and Waste Direction Strategy Chapter 07 Inter-Jurisdictional Cooperation (46)
4. In support of a strong core city for the Capital Region and to build on Winnipeg's existing ***infrastructure***, Winnipeg will be the priority for economic development initiatives and its inner city and downtown will be the priority for renewal and revitalization.	Economic policies are found in section 01-3 Prosperity. Direction 2: Provide a predictable and cost-effective business environment that promotes investment and growth. Direction 3: Maintain strong intergovernmental cooperation. Direct ion 4: Collaborate with all public, private and community economic development agencies to advance economic advantages. (50) 01-1c KEY DIRECTIONS FOR SPECIFIC CITY AREAS Key Directions ▪ Pursue a focused district, destination and cluster approach to Downtown development that will seek to: o provide predictability and opportunity for investment. o increase the variety of complementary experiences and opportunities.	Complete CommunitiesSection 11; pp. 126-127 D1 Build upon recent efforts to work collaboratively as a region. D2 Advocate for a more concrete regional planning approach, optimally resulting in a sustainable region plan. D3 Work with those capital regional municipalities interested in service sharing. Sustainable Transportation 07 Regional Interface p. 36-39

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	○ help achieve a critical mass of people-oriented activity that is vital to ongoing economic success. ▪ Promote and enable a mix of residential development options as part of a mixed-use strategy seeking to: ○ • accommodate the residential needs of a large crosssection of the population. ○ • establish a number of thriving 'complete' communities Downtown. ○ • attract additional commerce to the area, leading to active – and safer – Downtown streets. ▪ Facilitate the expansion of employment and educational opportunities in the Downtown seeking to: ○ reinforce Downtown's role as a hub for business, for learning, for government and for commercial activity. ○ capitalize upon Downtown's strategic advantages. ▪ Support the expanded presence of arts, culture, sports, entertainment and leisure throughout Downtown together with complementary services and attractions seeking to: ○ draw more people and create more extended hour activity strategically throughout Downtown. ○ establish Downtown as a place of vibrancy and celebration. ▪ Promote exemplary urban design Downtown, with the intent of producing high quality public places (districts, destinations and clusters) that: ○ have their own unique identity and a clear and understandable image.	

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	○ are convenient and functional, easy to get to and move through and safe. ○ are attractive, and showcase design excellence ○ is practical and economically sensible ▪ Facilitate the movement of people and goods within the Downtown and to it from elsewhere in the city by focusing primarily on an enhanced array of sustainable transportation options. (33-35)	
5. ***Development plans*** for ***urban centres*** in the Capital Region should embrace the concept of "liveable communities" by adopting policies that support "mixed use" and "live-near-your-work".	01-1a Direction 1 - p.27, Direction 2 - p.28 Direct ion 1: Develop and apply Direction Strategies. Enabling Strategies: ▪ Adopt Complete Communities as the City's land use and development guide.	Complete Communities Section 01; pp. 4-7 The "Complete Communities" concept is the basic approach to development in OurWinnipeg. Complete Communities are places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn and play in close proximity to one another (CC 04).
6. Encourage efficient and cost effective provision of ***public services*** by collaborating on the potential for regional services and revenue sharing.	01-1c Capital Region - p.40 Select Aditional Direct ions ▪ Build upon efforts to work collaboratively as a region. ▪ Advocate for a more concrete regional planning approach, optimally resulting in a Sustainable Region Plan ▪ Work with those Capital Region unicipalities ▪ interested in service sharing. ▪ Ensure consistency with guiding principles that require City of Winnipeg service sharing agreements: ○ Are government to government ○ Are consistent with the City's existing and future capacity to provide the service ○ Are founded on a strong business case to ensure the efficient delivery of the service in the region ○ Incorporate a joint planning	Complete Communities Section 11; p. 127 D3 Work with those capital regional municipalities interested in service sharing. ▪ Ensure Service Sharing Agreements for maximizing the existing and future capacities of water and wastewater, land drainage infrastructure and solid waste collection and disposal systems are consistent with Provincial Land Use Policies and any current or future direction established by City Council. Sustainable Transportation 07 Regional Interface p. 36-39 Sustainable Water and Waste Direction Strategy Chapter 07 Inter-Jurisdictional Cooperation (46)

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	agreement to manage development and related environmental concerns o Include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of the service	
7. Promote regional consistency by encouraging the coordination and integration of planning policies prepared by ***local authorities*** in the Capital Region.	01-1c Capital Region - p.40 ▪ Advocate for a more concrete regional planning approach, optimally resulting in a Sustainable Region Plan	Complete Communities Section 11; p. 126-127 D1 Build upon recent efforts to work collaboratively as a region. D2 Advocate for a more concrete regional planning approach, optimally resulting in a sustainable region plan. D3 Work with those capital regional municipalities interested in service sharing. Sustainable Transportation 07 Regional Interface p. 36-39 Sustainable Water and Waste Direction Strategy Chapter 07 Inter-Jurisdictional Cooperation (46)