Agenda – Executive Policy Committee – November 18, 2020

Report 'A' – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 16, 2020

Moved by Councillor

That Rule 10(3) of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than four business days preceding the committee meeting, be considered by Committee.

Item No. 3 Local Area Planning Initiatives Update

STANDING COMMITTEE RECOMMENDATION:

On November 17, 2020, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

1. That this report be received as information.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Agenda – Executive Policy Committee – November 18, 2020

Report 'A' – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 16, 2020

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On November 17, 2020, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Winnipeg Public Service and submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Local Area Planning Initiatives Update

Critical Path: Standing Policy Committee on Property and Development, Heritage and Downtown Development

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Jopling	J. Kiernan	N/A	M. Ruta, Interim CAO

EXECUTIVE SUMMARY

The report contains an updated summary of local area planning initiatives completed since the last report was considered. A significant amount of long-range planning has occurred during the last reporting period on background studies, Secondary Plans and amendments. One background study, one new Secondary Plan and one Secondary Plan amendment were completed which is consistent with the City's average in recent years.

No new requests were received from Council throughout the year and no new plans were initiated by the Public Service in keeping with the hiatus imposed during reviews of OurWinnipeg and the Complete Communities Direction Strategy.

The Plans and amendments completed relate to privately-initiated proposals occurring prior to development or redevelopment of land in new and mature communities.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On July 3, 2012, the Standing Policy Committee on Property and Development directed the Public Service to report back to its September 11, 2012 meeting with a list of secondary plan initiatives. Since that time, the Public Service has provided annual updates.

On September 25, 2013, Council directed that future Local Area Planning Initiatives reports be submitted concurrent with the annual Complete Communities update (formerly called OurWinnipeg Urban Structure Update) report to Council. An annual Complete Communities update is not being provided at this time as the reviews of OurWinnipeg and Complete Communities are currently underway.

IMPLICATIONS OF THE RECOMMENDATIONS

There are no implications to receiving this report as information. If new requests for Local Area Planning initiatives are added, there may be human resources and financial implications.

HISTORY/DISCUSSION

A. WORK COMPLETED SINCE LAST LOCAL AREA PLANNING REPORT

Since the previous Local Area Planning Initiatives report was received as information by Council in December 2019, there has been one background study, one new local area plan and one plan amendment completed (additional detail can be found in Appendix A).

The lists below show planning initiatives, local area plans and plan amendments completed or in progress.

Local Area Planning Initiatives Completed or In Progress

- Public Markets Major Redevelopment Site "D" Secondary Plan (completed)
- West Broadway Neighbourhood Background Study (completed, in collaboration with neighbourhood)
- Railside at The Forks Plan Concept Plan Amendment (completed)
- Airport Area West – Residential Secondary Plan (in progress)
- Airport Area West – Industrial Secondary Plan (in progress)
- Old Southwood Golf Course Major Redevelopment Site "I" Secondary Plan (in progress)
- Parker Lands Major Redevelopment Site "G" Secondary Plan (in progress)
- Precinct E Secondary Plan Amendment – 1206 Templeton Avenue (in progress)
- Complete Communities Direction Strategy Secondary Plan Amendment – 80 Snow Street (in progress)
- Airport Vicinity Protection Area Secondary Plan Amendments - Polo Park, and west of St. James Street (in progress)

B. LOCAL AREA PLANNING INITIATIVES UNDERWAY

The following are the Local Area Planning initiatives currently underway:

Led by the Winnipeg Public Service (see further descriptions below):

- OurWinnipeg Review
- Complete Communities Direction Strategy Review
- Residential Infill Guidelines
- Winnipeg Transit Master Plan (led by Winnipeg Transit)
- Transportation Master Plan (led by Public Works)

OurWinnipeg and Complete Communities Direction Strategy Reviews

In early 2018, the Public Service completed the first phase of the OurWinnipeg Review, which culminated with the release of an OurWinnipeg Phase 1 Report to the Community. Phase 1 included extensive background research and input from more than 2,000 Winnipeggers.

Phase 2 involved focused conversations with internal/external stakeholders and the general public around specific topic areas from OurWinnipeg and the Complete Communities Direction Strategy (CCDS). These conversations informed the development of the updated draft policy and the identification of priority actions to advance plan implementation.

This phase also included the completion of an OurWinnipeg Residential Growth study, which establishes a framework for how residential growth and change can be best accommodated over the next 20 years. Additionally, an Employment and Commercial Lands study was completed.

Phase 3 of the review involved the drafting of an updated OurWinnipeg plan and Complete Communities Direction Strategy 2.0, and sharing the document with the community. The documents were released publicly on July 13, 2020, with formal public engagement ending in August 2020.

Subsequent to the close of public engagement, the Public Service will be making application and initiating the public approval process for both documents, which includes a public hearing at Executive Policy Committee.

Until the new draft of OurWinnipeg and Complete Communities Direction Strategy documents are adopted as by-law by City Council, the Public Service will not initiate any new City-led Local Area Planning efforts but will continue to be responsive to proposals submitted by private interests.

Residential Infill Guidelines

On February 4, 2019, the Standing Policy Committee on Property and Development, Heritage and Downtown Development directed the Public Service to conduct public consultation on the infill design guidelines, revising maximum lot coverage, and density and intensification criteria. The guidelines will focus on Mature Communities and the integration of new housing within neighbourhoods at a scale and density compatible with lower density housing. Targeted to housing designers, developers, and residents, it is hoped that this work will also provide greater clarity, consistency and predictability in the development application process. CCDS 2.0 identifies these guidelines as a key element in meeting growth targets and city building objectives.

Public engagement on the draft *Small-Scale and Low-Rise Residential Development Guidelines* launched in September 2020. A report back to Standing Policy Committee is expected before the end of the year.

Winnipeg Transit Master Plan (led by Winnipeg Transit)

OurWinnipeg and the 2011 Transportation Master Plan provided a vison for a city that is socially and environmentally sustainable and has lower greenhouse gas emissions. As Winnipeg continues to grow, we will need more people to use transit if we want to meet these goals. The Winnipeg Transit Master Plan will lay out a 25-year vision for our transit system and identify the steps we need to take to get there. It will be a long-term, system-wide plan that will cover all aspects of the public transit system – Transit, Rapid Transit, and Transit Plus (formerly Handi-Transit) service and infrastructure. The Plan will guide the development of a transit system that provides a practical alternative to driving,

reducing congestion on our roads, and contributing to a transportation system that serves us now and into the future.

The Division participates in the development of the Transit Master Plan and its alignment with OurWinnipeg and Complete Communities.

Transportation Master Plan (led by Public Works)

The Transportation Master Plan (TMP) is a supporting document to OurWinnipeg, the City's Development Plan. The vision of *Transportation Master Plan: 2050* is to ensure the transportation system supports quality of life and economic vitality through safe, efficient, connected and barrier-free movement of people and goods using a choice of modes and sustainable infrastructure. The Plan will be a unique and actionable public document that will also include recommendations on implementation, budgetary implications, performance measures, and future adaptability.

The Division participates in the development of the Transportation Master Plan and its alignment with OurWinnipeg and Complete Communities.

FINANCIAL IMPACT

Financial Impact Statement

Date: October 14, 2020

Project Name:

Local Area Planning Initiatives Update

COMMENTS:

There are no financial implications associated with this report.

Mike McGinn October 14, 2020
Mike McGinn, CPA, CA
Manager of Finance

CONSULTATION

This Report has been prepared in consultation with:
N/A

OURWINNIPEG POLICY ALIGNMENT

As part of aligning area-specific planning with OurWinnipeg and CCDS, the term 'Local Area Planning' has been used to embrace a wide range of planning tools, including but not limited to, policy plans, background studies, and design guidelines. A local area plan is any plan that addresses the issues and concerns of a portion of the City, ranging in scale from dozens to thousands of acres – from mature neighbourhoods to greenfield areas.

Approaches to Local Area Planning will respond to the following objectives:

- *A Focus on Transformative Areas* – Local area planning should primarily be focused on Transformative Areas identified in the Urban Structure in OurWinnipeg and Complete Communities (see map in Appendix D), such as the Downtown, Centres & Corridors, Major Redevelopment Sites, and New Communities; or facilitating special initiatives that will assist in the implementation of Complete Communities.
- *Establishing an Enabling Framework* – It is critical that local area plans be developed and utilized in a manner that establishes an enabling framework for desired forms of growth and development consistent with Complete Communities.
- *Balancing local community context and aspirations with larger City-wide goals and civic responsibilities* – While each local area plan should meet the needs and aspirations of the local context, local area plans must be in alignment with larger City-wide goals, objectives, and vision for the future.
- *Implementing innovative approaches to delivery of local area plans* – In order to deliver local area plans in a timely and cost-effective manner within existing resources, innovative approaches to service delivery must be pursued – ones that are based not upon pure City or developer led planning efforts, but a collaborative planning partnership approach.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Local Area Planning is generally aligned with the following Key Directions:

- Direction 1.8 Ensure that City land use, transportation and built environment policy, bylaw and regulation recognize the Council-approved climate protection and mitigation priorities
- Direction 3.1 Increase Use and Efficiency of Public Transit Systems
- Direction 3.2 Increase the Density of Urban Development Along Key Transit Corridors
- Direction 3.3 Design New Suburban Communities to Enable Enhanced Transit Services and Access to Transit Corridors
- Direction 4.1 Increase Strategic Infill Development that Provides Access to and Capitalizes on Existing and Planned Corridors with Frequent Transit Service

- Direction 4.2 Ensure New Areas of Growth are Designed According to the Principles of Complete Communities
- Direction 4.3 Pursue Transit-Oriented Development
- Direction 4.4 Support Redevelopment of Former Commercial and Industrial Lands into Active Use

SUBMITTED BY

Department: Planning Property and Development
Division: Urban Planning and Design
Prepared by: Valdene Lawson, MCIP RPP
Date: October 14, 2020
File No:

Attachments:
Appendix A: Local Area Planning Initiatives
Appendix B: Requests for Local Area Planning Initiatives Received
Appendix C: Local Area Planning Map
Appendix D: Urban Structure Map

APPENDIX A: LOCAL AREA PLANNING INITIATIVES COMPLETED OR IN PROGRESS

As of September 2020, there are 39 adopted local area plans (see map in Appendix C). Since the previous Local Area Planning Initiatives report was received as information by Council in December 2019, there has been one background study, one new local area plan and one plan amendment completed. A description of each of the initiatives, Plans and amendments completed or in progress is provided below.

Public Markets Major Redevelopment Site "D" Secondary Plan (completed)
On July 23, 2020, Council adopted the Public Markets Major Redevelopment Site "D" Secondary Plan (By-law No. 47/2019). The Plan provides policy direction for the development of approximately 222 acres of land that is bounded by the Canadian Pacific Railway's Emerson Subdivision to the west, Marion Street to the north, the Canadian National Sprague Subdivision and some privately-owned properties to the east, and the Paddington Yards to the south. The creation of the Plan was supported by multiple studies, including an Emergency Access Evaluation, which was submitted due to the unique nature of the site being surrounded by active rail lines. Under the Plan's direction, future development will accommodate employment uses predominantly to the east and south of the site; commercial uses to the north, and multi-family uses predominantly to the west of the site. Restrictions on heavy manufacturing uses, building heights and the inclusion of setbacks from existing, off-site manufacturing uses are found within the policies of the Plan to help reduce potential for land use conflict with uses in the area.

Airport Area West Residential Area Structure (Secondary) Plan (in progress)
The Airport Area West Residential Area Structure Plan will allow for a residential neighbourhood to be developed west of the airport, south of CentrePort Canada Way. *Complete Communities*, as well as the existing Airport Area West Structure Plan, include policy direction that allows for limited residential development in the area west of the airport where appropriate. Clarification of an appropriate location for residential development was made clear with the construction of CentrePort Canada Way, which provides a logical boundary to separate residential from industrial uses west of the airport.

In December of 2015, an application was submitted for Council to adopt the Airport Area West Residential Area Structure Plan. Supporting studies, including the Servicing Study and Traffic Study, were submitted in May of 2016. Advancement of the Airport Area West Residential Area Structure Plan was put on hold until inconsistencies identified with the Traffic Study for the Airport Area West Industrial Secondary Plan could be resolved. The proponent is currently considering minor alterations to the Plan prior to being forwarded to the public adoption process.

Airport Area West Industrial Secondary Plan
The existing Airport Area West Secondary Plan has become obsolete as it provides direction for development that would no longer be possible given how the regional transportation network has been more recently developed in support of CentrePort. The Airport Area West Industrial Secondary Plan will expand the boundary of the existing plan by providing policy direction for industrial development west of the airport to the Perimeter Highway. The Public Service has been working with the proponent in refining the policies of the plan and anticipates application from the proponent shortly.

Old Southwood Golf Course Major Redevelopment Site "I" Secondary Plan (in progress)
The University of Manitoba has submitted application for Council to adopt a proposed plan for the 140-acre former Southwood Golf Course lands adjacent to the University of Manitoba's Fort Garry Campus. The University of Manitoba is the only private landowner in the 140-acre plan area. The proposed North Campus Plan provides vision, objectives and policies which support the establishment of a 10,000 dwelling unit mixed-use neighbourhood capitalizing on proximity to the Southwest Bus Rapid Transit line, and the University of Manitoba Fort Garry Campus over the next 40 years.

Parker Lands Major Redevelopment Site "G" Secondary Plan (in progress)
A proposed plan for the Parker Lands Major Redevelopment Site is currently in the process of being considered by Council. The Public Service is awaiting direction from the Courts on how to proceed.

Railside at the Forks Concept Plan (completed)
In 2019, the Forks Renewal Corporation (FRC) submitted requests for a series of amendments to the Railside at the Forks Concept Plan (the Concept Plan) to provide for more flexibility as building design proposals are considered. The Public Service recommended approval of the amendments since they did not impact the overall goals of the concept plan and they remained consistent with existing zoning entitlements. The amendments were approved at Council on June 26, 2020.

Airport Vicinity Protection Area (AVPA) Development Plan Amendments (in progress)
The Urban Planning & Design Division reviewed and provided recommendations on two amendment applications to the Airport Vicinity Protection Area Secondary Plan By-Law No. 6378/94, SPA 1/2019 (By-law No. 48/2019) and SPA 2/2019 (By-law 49/2019). SPA 1/2019 included approximately 80 acres of land bordered by Portage Avenue, St. James Street, St. Matthews Avenue, and Empress Street, (commonly referred to as "Polo Park" and the "former Winnipeg Stadium site"). SPA 2/2019 was comprised of approximately 34 acres of land distributed amongst 18 properties located along St. James Street between Portage Avenue and Sargent Avenue. Both applications sought to re-designate the subject lands from policy Area I to Area II of the AVPA to allow for future multi-family or mixed-use development. Notice of objections were filed with the City Clerk by the Winnipeg Airports Authority on behalf of Transport Canada and, per section 270 of the Winnipeg Charter, the applications were referred to the Municipal Board.

Precinct E Secondary Plan – 1206 Templeton Avenue (in progress)
A landowner is proposing to re-designate approximately 5.5 acres of land in the Precinct 'E' Precinct Plan (BL 97/2014) from Lower Density Residential to Higher Density Residential Policy Area. A public hearing for the proposed amendment was held by the Community Committee on September 8, 2020. If adopted by Council, the landowner will be able to apply to rezone the subject land to allow for two-family houses, townhouses or low-rise apartments to a density of approximately 10 units per acre.

Complete Communities Direction Strategy Secondary Plan Amendment – 80 Snow Street (in progress)
Major Redevelopment Site 'I' was intended to include lands owned by the University of Manitoba exclusively. It has been determined that the boundaries Major Redevelopment Site 'I' include 3.8 acres of privately owned, and partially developed land, which derives services

independently from the properties owned by the University of Manitoba. The proposed amendment will remove the privately-owned land from Major Redevelopment Site 'I'.

Transcona North Precinct "I" Secondary Plan Design Alterations (in progress)

The majority landowner of the Transcona North Precinct Plan area has submitted application to adjust the design of the land use concept. The proposed amendment does not introduce land uses not already considered in the plan. Many of the proposed alterations are administrative in nature and may be considered as updates.

APPENDIX B: Requests for Local Area Planning Initiatives Received

The Public Service has received the following requests for local area planning initiatives:

Henderson Highway

The East Kildonan-Transcona Community Committee passed a resolution asking that the Public Service initiate a preliminary review, analysis, and recommendations for a planning study or secondary plan for the Henderson Highway area, which was confirmed by the then SPC PD on June 7th, 2011. The Henderson Highway area is currently covered by two adopted plans: the Henderson Highway Corridor Secondary Plan (adopted in 1983); and the North Henderson Highway Secondary Plan (adopted in 1977). Henderson Highway is designated as a Regional Mixed-Use Corridor under the CCDS, while the surrounding neighbourhoods are designated as Mature and Recent Communities. At its April 9, 2018 meeting, the Standing Policy Committee on Property and Development, Heritage and Downtown Development (SPC PDHDD) directed the Public Service to report back in 120 days on the implications of repealing the North Henderson Highway Secondary Plan By-law No. 1300/1976.

Action – The Public Service is currently undertaking a review of OurWinnipeg and the CCDS, and preparing Residential Infill Guidelines. No further action will be taken on this until the delivery of an updated OurWinnipeg and CCDS and Residential Infill Guidelines, which will provide critical context for Henderson Highway.

Glenelm and Chalmers Area

The East Kildonan-Transcona Community Committee requested that the Public Service consider the inclusion of the Glenelm and Chalmers area for a Neighbourhood Plan in the 2016/2017 Local Area Planning Initiatives report, which was confirmed by the SPC on PDHDD on September 20, 2016. The Area is designated as Mature Community (Area of Stability) under the CCDS, with Henderson Highway designated as a Regional Mixed-Use Corridor. It should be noted that the Glenelm neighbourhood and portions of Chalmers fall within the Henderson Highway Corridor Secondary Plan (adopted in 1983). Overall the Glenelm and Chalmers area is experiencing land use change, redevelopment, and reinvestment, however, substantive land use conflicts have not been noted at this time.

Action – No action is planned at this time. The Public Service will continue to monitor this area.

South Transcona

On July 20th, 2011 the SPC PD requested that the Public Service report back within 90 days on the establishment of a secondary plan for the South Transcona area. The area is designated as Rural and Agricultural under the CCDS. The area was identified as a New Community during the OurWinnipeg initiative, however, the area was subsequently changed to a Rural and Agricultural designation via Motion by Council during the 2nd reading of the CCDS by-law on

July 21st, 2010. On December 15, 2014, the East Kildonan-Transcona Community Committee passed a resolution asking that a secondary plan for the South Transcona area be made a priority.

Action – The Public Service is currently undertaking a review of OurWinnipeg and Complete Communities. No further action is warranted at this time.

Kapyong Barracks (Canadian Forces Base Kenaston)

The Kapyong Barracks area is designated as a Major Redevelopment Site under the CCDS. On August 30, 2019, the Government of Canada and the Treaty One First Nations signed a Comprehensive Settlement Agreement for the former Kapyong Barracks land in Winnipeg. Ownership of the Kapyong Barracks site is now divided between the Treaty One Development Corporation (109 acres) and Canada Lands Company (51 acres). The City of Winnipeg continues to engage with both parties and their Consultant in preparing a Plan for the development of the area.

Action – The Public Service will continue to work collaboratively with the landowner(s) in the formulation of an Area Master Plan for the Kapyong area.

South Osborne

On November 6, 2012 the then SPC PD directed the Urban Planning Division to consider the inclusion of the South Osborne area for a Neighbourhood Plan in any future Local Area Planning Initiatives report. The area is designated as Mature Community (Area of Stability) under the CCDS, with Osborne Street conforming to the characteristics of a Community or Neighbourhood Mixed Use Corridor. The neighbourhood is experiencing land use change, redevelopment, and reinvestment; however, substantive land use conflicts have not been noted at this time.

Action – No action is planned at this time. The Public Service will continue to monitor this area. The Public Works Department is in the midst of conducting a Community Traffic Study for the Lord Roberts neighbourhood in South Osborne. The study is in the “identifying solutions” phase and the team is expecting to begin trialing solutions in 2021. The intention is to complete the study in 2022.

Polo Park Area Regional Mixed-Use Centre Planning

At its December 10, 2014 meeting, Council concurred in the recommendation of the Executive Policy Committee and directed the Planning, Property and Development Department to recommend additional planning processes that may be required to ensure the orderly development of the Polo Park Area Regional Mixed-Use Centre in a manner that is consistent

with OurWinnipeg and the CCDS. It was recommended that a planning process, including the formulation of a plan for this Regional Mixed-Use Centre, be undertaken.

Action – No action is planned at this time.

Osborne Village Neighbourhood Plan – Request for Review

The City Centre Community Committee recommended that the Public Service include a small-scale review of the Osborne Village Neighbourhood Plan in the Local Area Planning Initiatives report, which was confirmed by the SPC PDHDD on September 20, 2016.

Action – The Public Service is currently undertaking a background study in support of this request. An update to the Osborne Village Neighbourhood Plan will be considered following the review of OurWinnipeg.

Seine River Greenway

On June 16, 2014, the Riel Community Committee recommended that the Public Service initiate the development of a Local Area Plan for a portion of the Seine River Greenway. On July 6, 2015, the SPC PDHDD approved the development of a Regional Parks Capital Improvement Strategy for the City of Winnipeg.

Action – As the Regional Parks Capital Improvement Strategy may provide context for the Seine River Greenway project, it is recommended that the development of a Local Area Plan for the Seine River Greenway be deferred until delivery of the recommendations for the Regional Parks Capital Improvement Strategy. When the Seine River project is formally initiated, the City of Winnipeg will work collaboratively with key stakeholders in the development of a plan.

Mission Industrial Local Area Plan

On November 6, 2012, the SPC PD directed the Public Service to research and analyze planning approaches (including a potential new secondary plan) for mitigating conflicts between residential and heavy industrial uses, with a focus on the Mission Industrial Neighbourhood, in order to promote safe and orderly development. A report was advanced to SPC PD in October 2013, which recommended that the Public Service initiate a Local Area Planning process.

Action – As part of the OurWinnipeg and CCDS review processes, a city-wide exploration of the potential areas of conflicts between residential and heavy industrial uses was reviewed.

Policies and Employment Land sub-designations have been introduced into the draft Complete Communities 2.0 to help mitigate residential-industrial land use conflicts. A General Manufacturing designation has been proposed along the outer edge of most of the Mission Industrial Neighbourhood, generally surrounding a Core Industrial designation, which is the only designation that allows for heavy manufacturing uses. The General Industrial designation is intended to help buffer residential uses from heavy industrial uses in the Core Industrial

area (and vice versa) by encouraging uses that can be compatible with either residential or heavy manufacturing uses.
As discussed in the Oct. 8, 2013 Public Service report for the Mission Industrial Neighbourhood, the likely focus of a potential plan for the Mission Industrial Neighbourhood is the interface areas, or areas between heavy industrial and residential uses. Given that the recommended policy designations and policies proposed in the draft Complete Communities 2.0 seek to address these interface areas, the Public Service should revisit the need for a Local Area Plan in the Mission Industrial Neighbourhood, or if other planning tools should instead be considered for the neighbourhood once OurWinnipeg and Complete Communities 2.0 are adopted.

South Point Douglas Area Master Plan

The Public Service concluded background studies for South Point Douglas in 2008. An Area Master Plan would guide the redevelopment of the South Point Douglas area from its current industrial character into a mixed-use community, and would address land use, transportation, infrastructure, heritage, transit, soil contamination and riverbank stabilization issues in the area. The area was designated Industrial Policy Area under Plan Winnipeg, and is designated as a Major Redevelopment Site under the CCDS. A planning process for the area was placed on hold due to a variety of issues, including significant and complex infrastructure challenges, and the potential for the Eastern Rapid Transit Corridor to go through the area, which could result in a significant change in redevelopment potential.

Action – A planning process is currently on hold pending results of the Eastern Corridor Study and the OurWinnipeg/CCDS reviews. Due to the potentially transformative nature of this area, and its Major Redevelopment Site designation, this planning process should be considered a priority when the results of these studies are available.

Central St. Boniface

On April 9, 2018 the SPC PDHDD concurred in the recommendation from the Riel Community Committee and directed the Public Service undertake a planning study for the Central St. Boniface neighbourhood that will include a secondary plan, a PDO, urban design considerations for the public realm, with a focus on Marion Street, Tache Avenue and Goulet Street, and pedestrian and cycling infrastructure, to the 2019 Local Area Planning Initiatives Review Process.

Action - No action is currently contemplated on a Secondary Plan until the delivery of an updated OurWinnipeg and CCDS, which will provide further direction and prioritization of planning efforts. As part of the *Moving on Marion Street* project, the consultant team will be establishing a set of urban design guidelines for development on Marion and Goulet streets (from Dufresne Ave to St. Mary's Road) that may be used as a base to establish a PDO in the future.

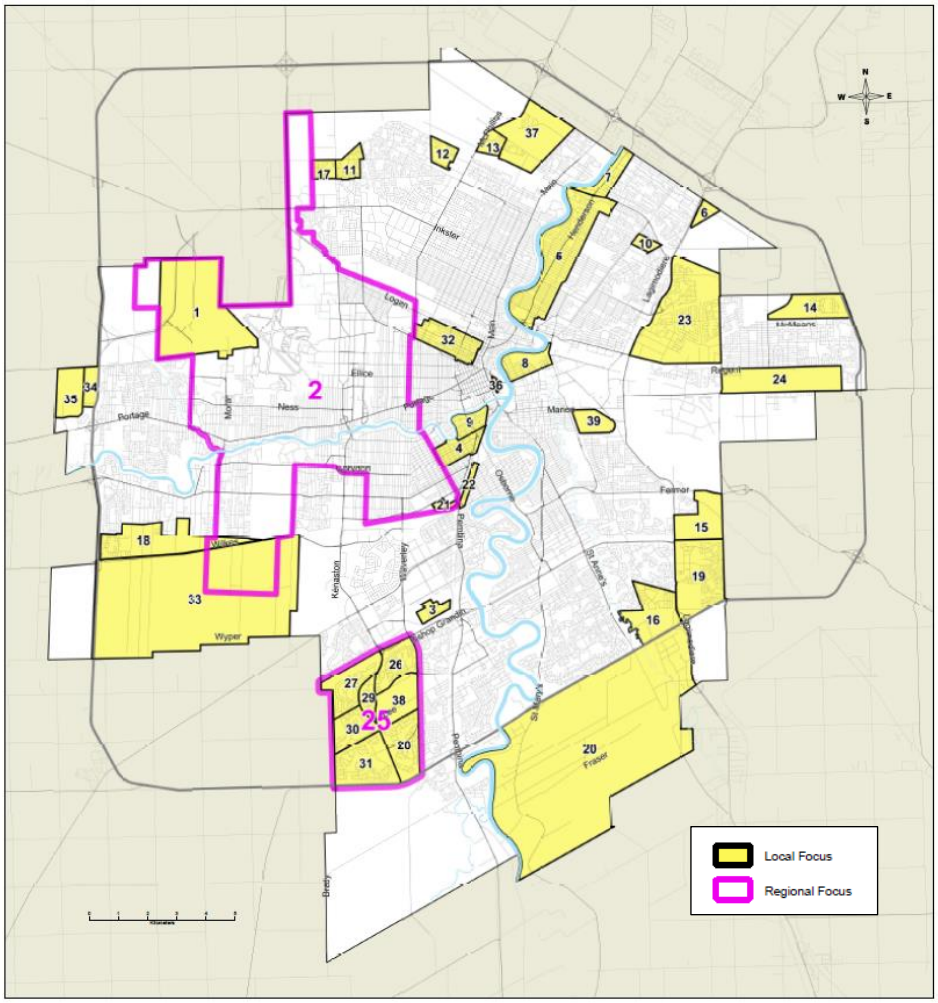
Agassiz and Montcalm Neighbourhoods

On June 25, 2018 the Standing Policy Committee on Property and Development referred the recommendation of the Riel Community Committee to undertake a planning study for the Agassiz and Montcalm neighbourhoods to investigate the potential creation of a secondary plan or Planned Development Overlay (zoning) district to the Winnipeg Public Service for consideration. The character of University Crescent, which separates the Agassiz and Montcalm neighbourhoods north of the University of Manitoba Campus, has evolved to resemble that of a 'mixed use corridor'.

On December 12, 2019 Council concurred in the recommendation of the Standing Policy Committee on Property and Development that the Planning Study for the Agassiz and Montcalm Neighborhoods be added to the list of Local Area Planning Initiatives for 2019-2020, in conjunction with the former Southwood Golf Course lands secondary planning process.

Action: The Public Service is currently working on a study to investigate the potential creation of a secondary plan or Planned Development Overlay to address development pressures in the Agassiz and Montcalm neighbourhoods.

APPENDIX C: LOCAL AREA PLANNING MAP



1 Airport Area West
2 Airport Vicinity Protection Area
3 Bishop Grandin Crossing
4 Corydon-Osborne Area Plan
5 Henderson Highway Corridor
6 Kil-Cona Park Area (West)
7 North Henderson Highway
8 North St Boniface
9 Osborne Village Neighbourhood
10 Palliser MRS Plan
11 Precinct 'C' - Waterford Green
12 Precinct 'E' - Court Avenue
13 Precinct 'F' - North Point Village
14 Precinct 'I' - Transcona North
15 Precinct 'J' - Dawson Trail
16 Precinct 'K' Plan
17 Precinct 'T' - Castlebury Meadows
18 Precinct 'Q' - Ridgewood South
19 South St Boniface ASP
20 St. Vital Perimeter South
21 Taylor Redevelopment
22 The Yards at Fort Rouge
23 Transcona West ASP
24 Transcona Yards Industrial
25 Waverley West ASP
26 Waverley West NE
27 Waverley West NW
28 Waverley West SE
29 Waverley West Town Centre
30 Waverley West West
31 Waverley West SW
32 West Alexander & Centennial
33 Wilkes South Secondary Plan
34 Assiniboia Downs AMP
35 Red River Ex
36 Railside at the Forks
37 Precinct 'G'
38 Waverley West Neighbourhood 'B'
39 Public Markets MRS Plan

APPENDIX D: URBAN STRUCTURE MAP

