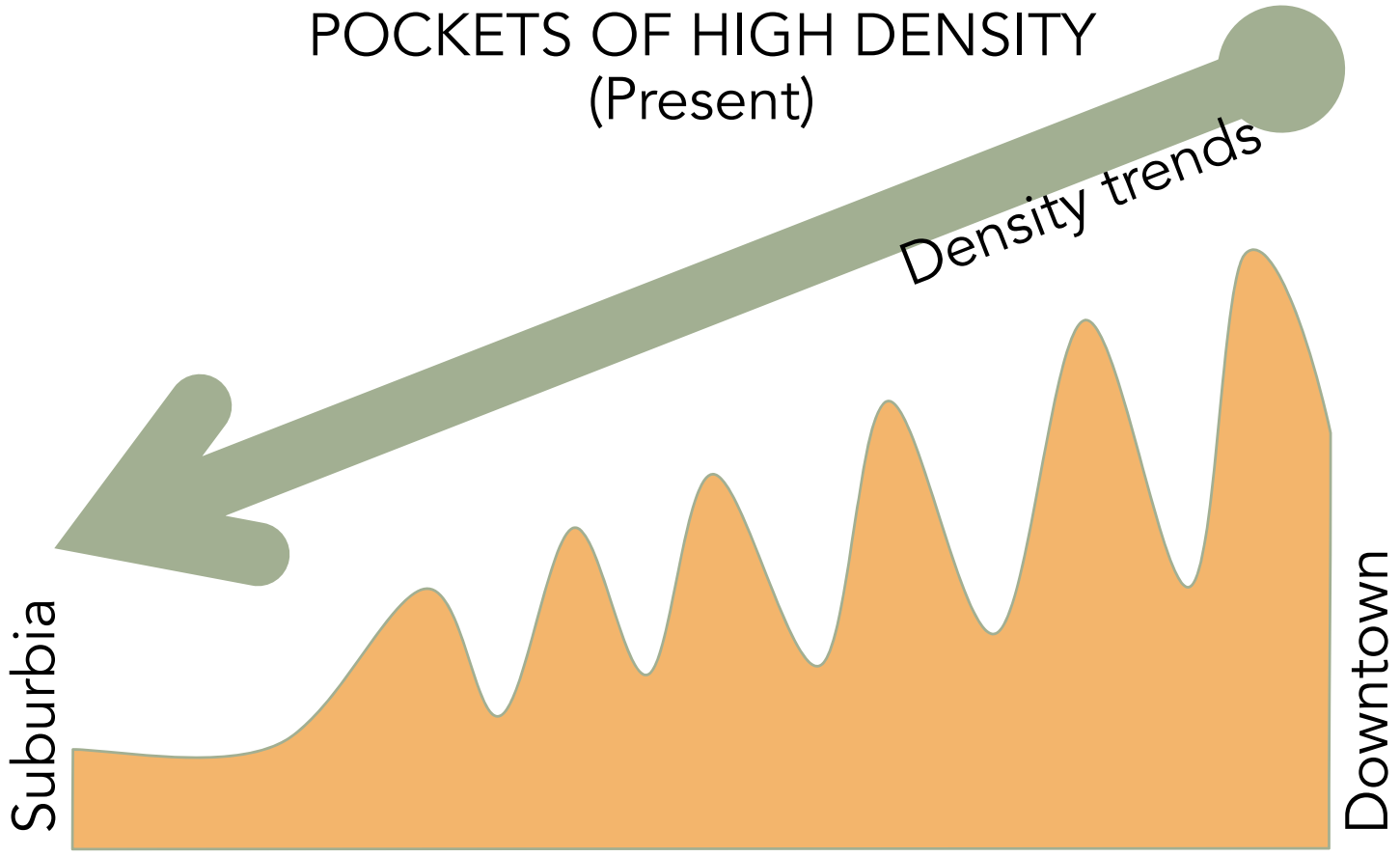
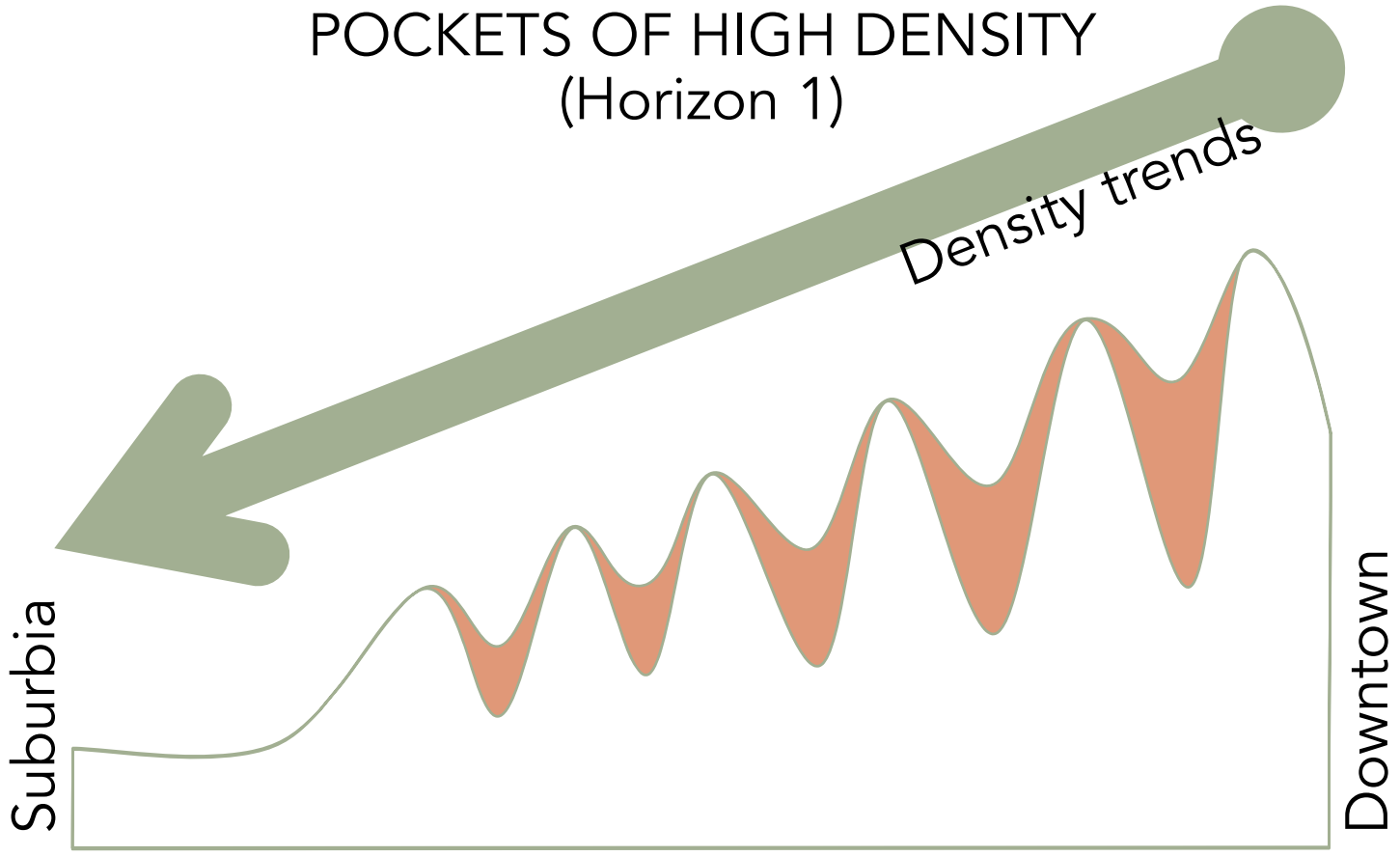
1. THE GROWTH TRANSECT
2. MAJOR REDEVELOPMENT SITES
3. COMPLETE COMMUNITIES

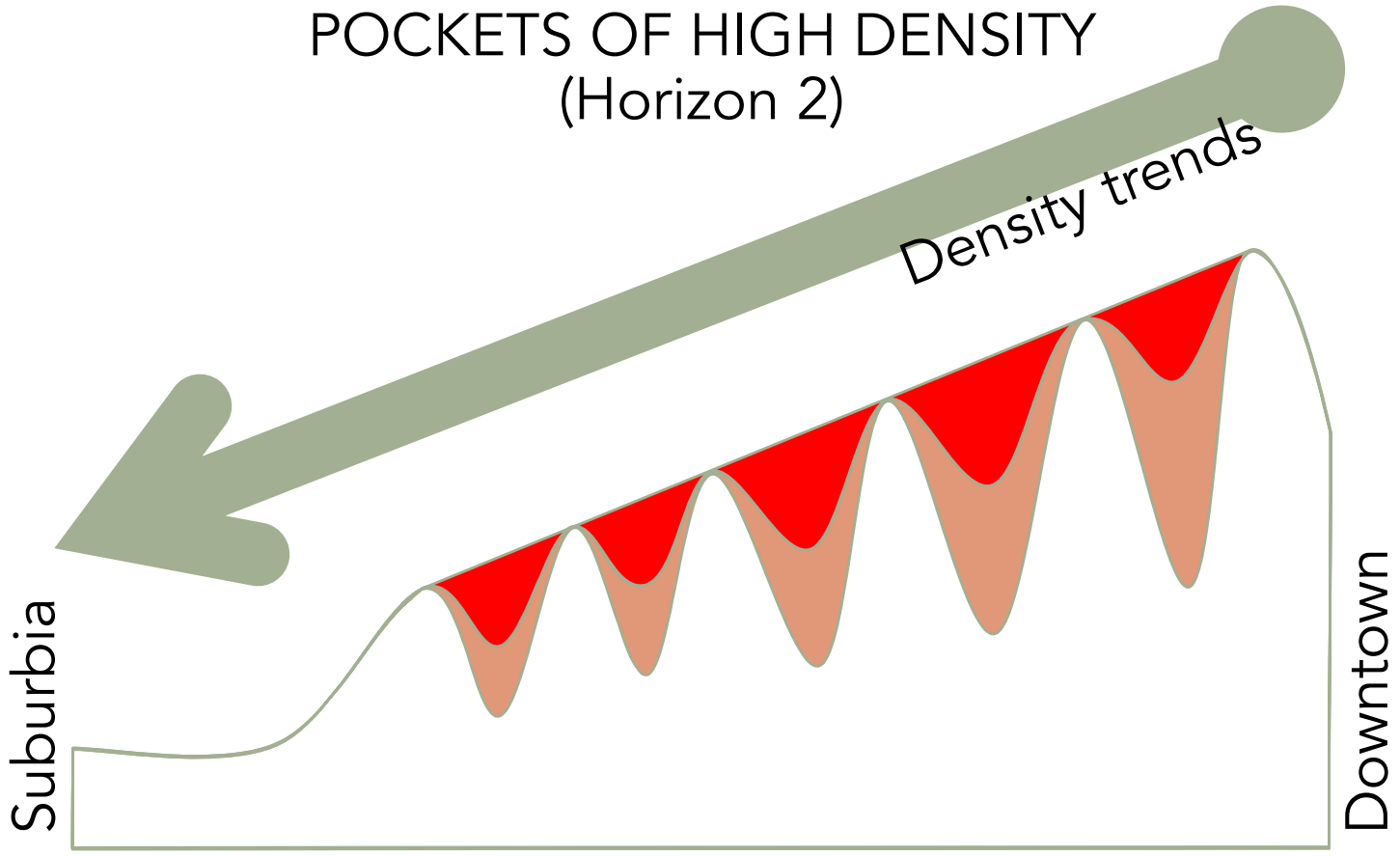
1. THE GROWTH TRANSECT

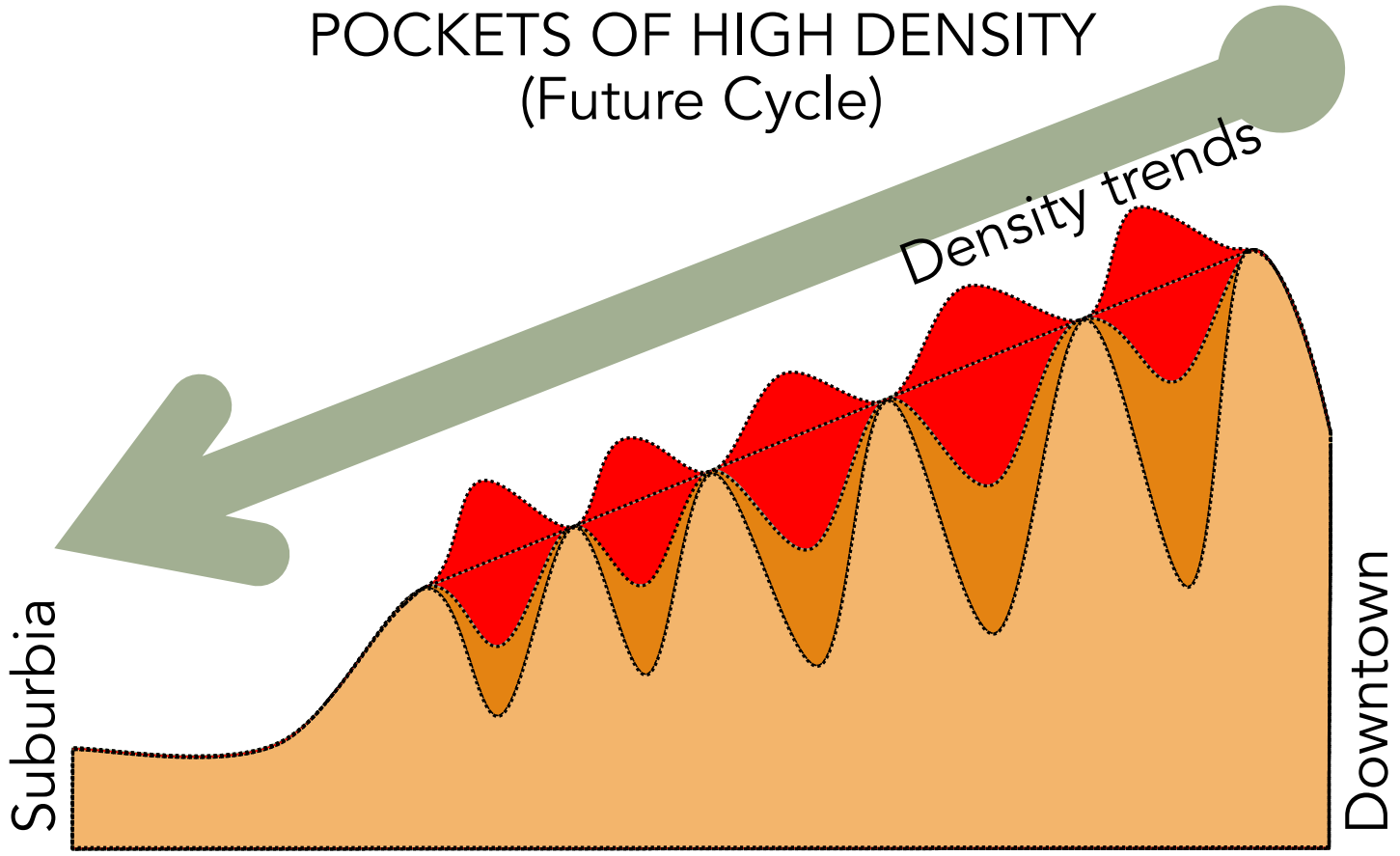

POCKETS OF HIGH DENSITY
(Present)
Density trends
Suburbia
Downtown

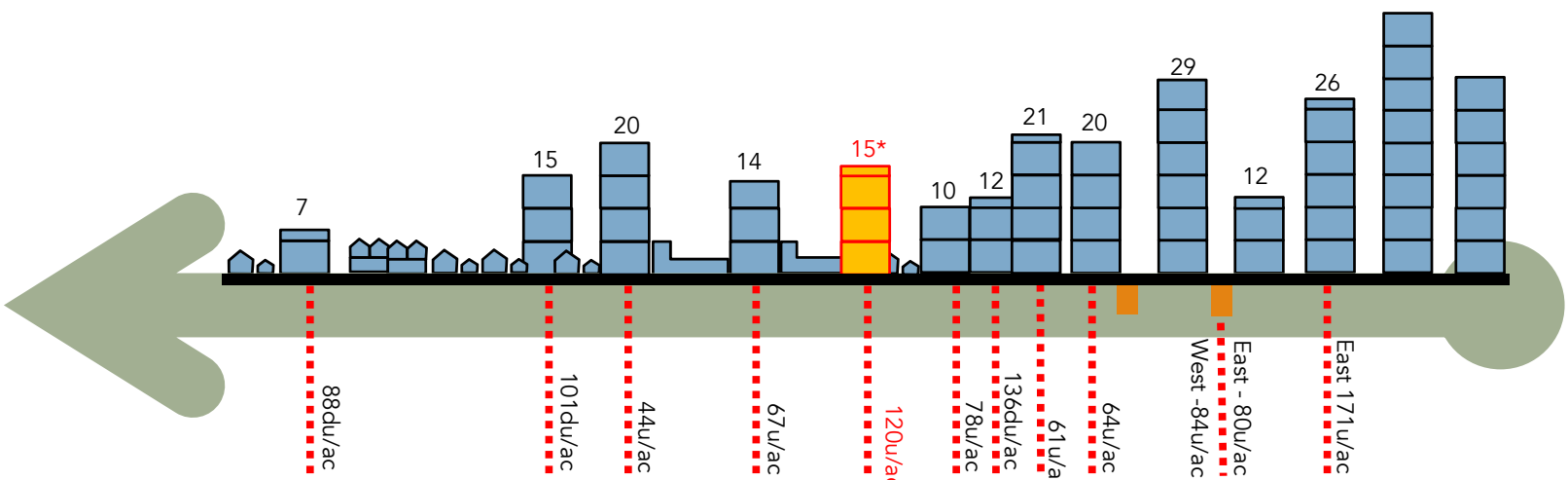
POCKETS OF HIGH DENSITY
(Horizon 1)

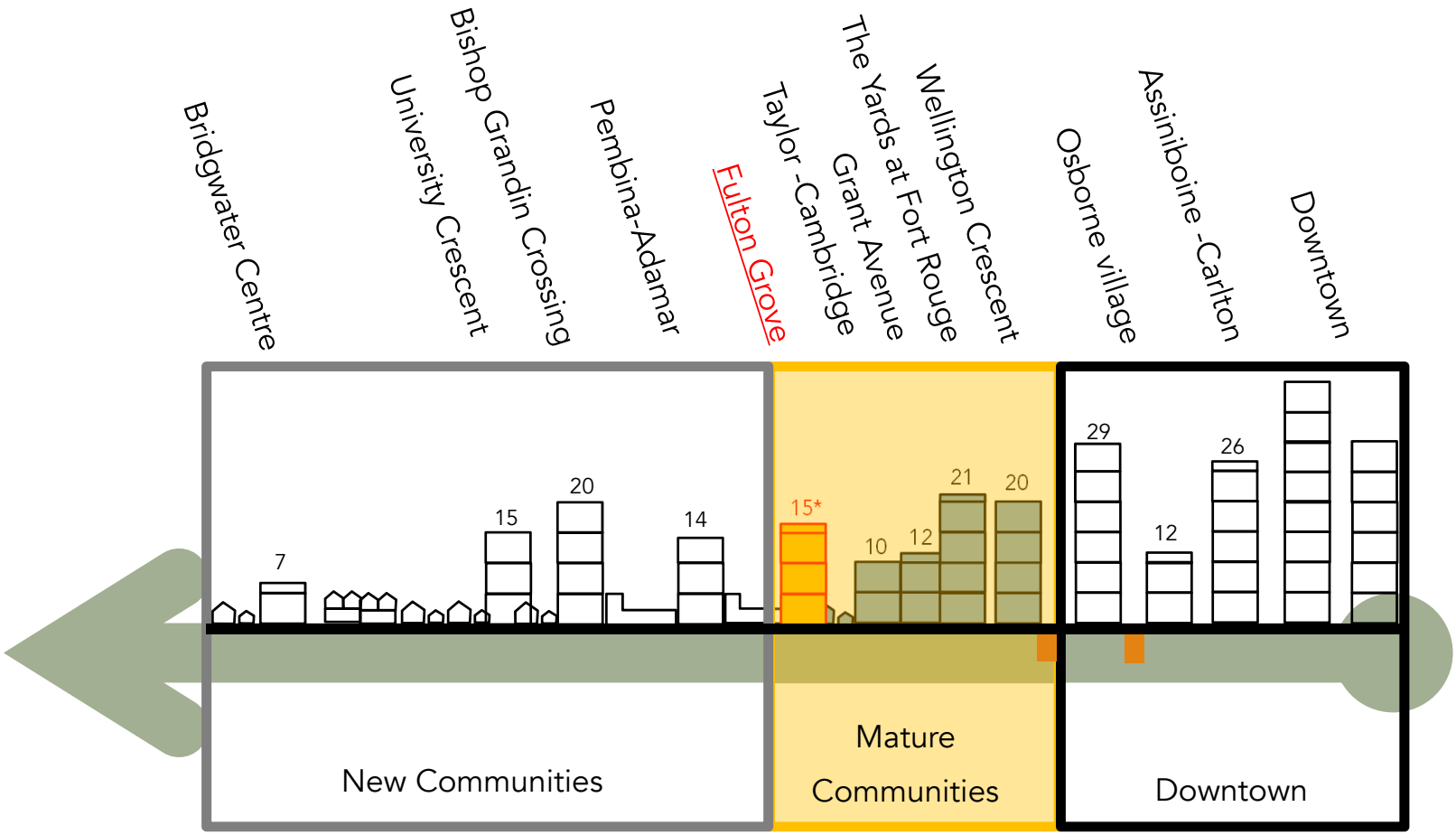


POCKETS OF HIGH DENSITY
(Horizon 2)




POCKETS OF HIGH DENSITY
(Future Cycle)
Density trends
Suburbia
Downtown

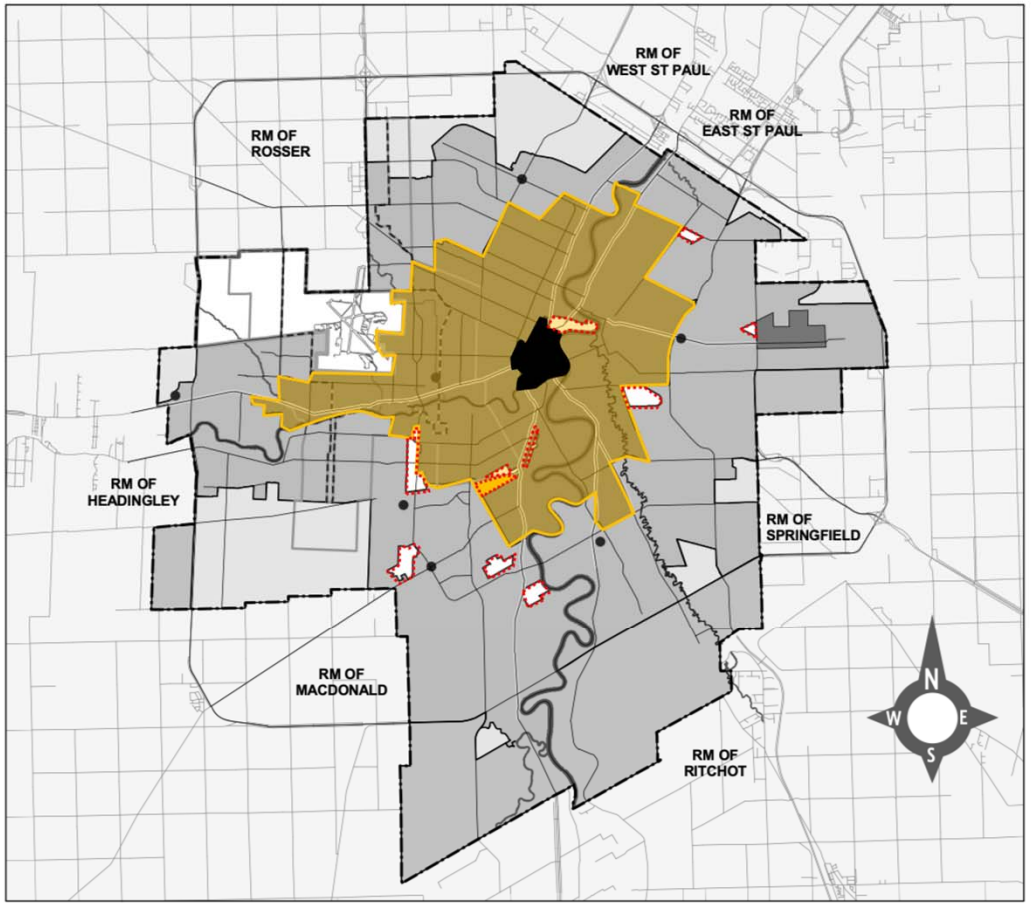

Bridgwater Centre
University Crescent
Bishop Grandin Crossing
Pembina-Adamar
Fulton Grove
Taylor -Cambridge
Grant Avenue
The Yards at Fort Rouge
Wellington Crescent
Osborne village
Assiniboine -Carlton
Downtown
7
15
20
14
15*
10
12
21
20
29
12
26
88du/ac
101du/ac
44u/ac
67u/ac
120u/ac*
78u/ac
136du/ac
61u/ac
64u/ac
West -84u/ac
East - 80u/ac
East 171u/ac


Bridgwater Centre
University Crescent
Bishop Grandin Crossing
Pembina-Adamar
Fulton Grove
Taylor -Cambridge
Grant Avenue
The Yards at Fort Rouge
Wellington Crescent
Osborne village
Assiniboine -Carlton
Downtown
7
15
20
14
15*
10
12
21
20
29
12
26
New Communities
Mature Communities
Downtown

2. MAJOR REDEVELOPMENT SITES

WINNIPEG GROWTH TRENDS

URBAN STRUCTURE

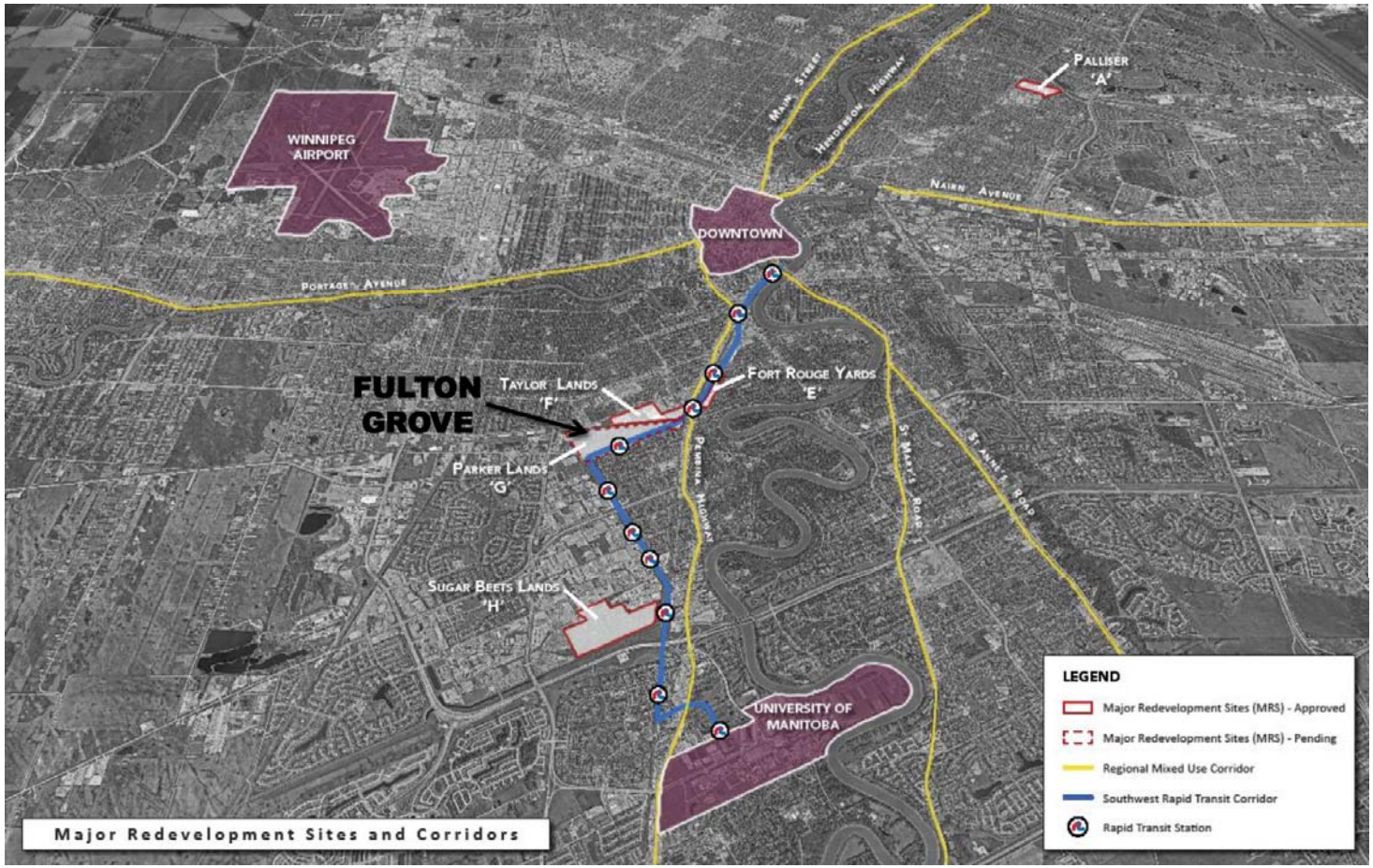


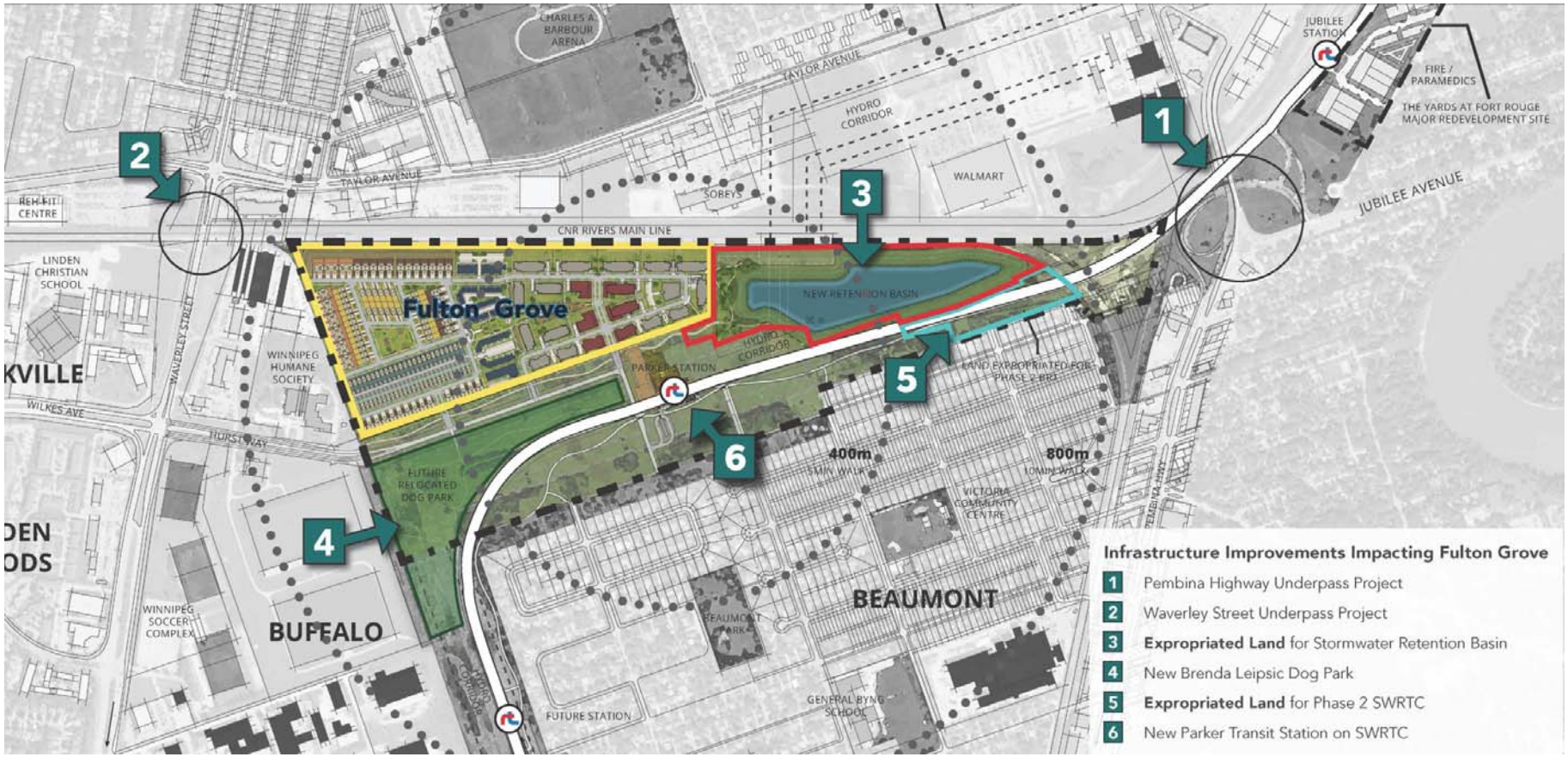
LEGEND

- Downtown
- Major Redevelopment Sites
- New Communities
- Regional Mixed Use Centre
- Regional Mixed Use Corridor
- Mature Communities
- Recent Communities
- Rural and Agricultural
- Airport Area
- Airport Vicinity Protection Area 1
- Airport Vicinity Protection Area 2

Figure 01a
Winnipeg's urban structure.

nadigroup


WINNIPEG AIRPORT
PALLISER 'A'
MAIN STREET
HENDERSON HIGHWAY
NAIRN AVENUE
DOWNTOWN
PORTAGE AVENUE
FULTON GROVE
TAYLOR LANDS 'F'
FORT ROUGE YARDS 'E'
PARKER LANDS 'G'
PEMBINA HIGHWAY
ST MARY'S ROAD
ST ANNE'S ROAD
SUGAR BEETS LANDS 'H'
UNIVERSITY OF MANITOBA
LEGEND
Major Redevelopment Sites (MRS) - Approved
Major Redevelopment Sites (MRS) - Pending
Regional Mixed Use Corridor
Southwest Rapid Transit Corridor
Rapid Transit Station
Major Redevelopment Sites and Corridors


Fulton Grove
CHARLES A. BARBOUR ARENA
TAYLOR AVENUE
HYDRO CORRIDOR
WALMART
SOBEYS
CNR RIVERS MAIN LINE
JUBILEE STATION
FIRE / PARAMEDICS
THE YARDS AT FORT ROUGE MAJOR REDEVELOPMENT SITE
JUBILEE AVENUE
REC-PLEX CENTRE
LINDEN CHRISTIAN SCHOOL
WAVERLEY STREET
WINNIPEG HUMANE SOCIETY
NEW RETENTION BASIN
PARKER STATION
LAND EXPROPRIATED FOR PHASE 2 RRT
WILKES AVE
HURST WAY
FUTURE RELOCATED DOG PARK
400m
800m
VICTORIA COMMUNITY CENTRE
BEAUMONT
BUFFALO
WINNIPEG SOCCER COMPLEX
BEAUMONT PARK
GENERAL BYNG SCHOOL
FUTURE STATION
1
2
3
4
5
6
Infrastructure Improvements Impacting Fulton Grove
1 Pembina Highway Underpass Project
2 Waverley Street Underpass Project
3 Expropriated Land for Stormwater Retention Basin
4 New Brenda Leipsic Dog Park
5 Expropriated Land for Phase 2 SWRTC
6 New Parker Transit Station on SWRTC


GRANT AVENUE
SOUTH RIVER HEIGHTS
GRANT PARK
GRANT PARK SHOPPING CENTRE
TAYLOR LANDS MAJOR REDEVELOPMENT SITE
PAN-AM POOL
CHARLES A. BARBOUR ARENA
HARROW SCHOOL
PRICE CHOPPERS
PEMBINA HWY
JUBILEE STATION
FIRE / PARAMEDICS
HYDRO CORRIDOR
WALMART
SOBEYS
WAVERLEY UNDERPASS PROJECT
REH-FIT CENTRE
CNR RIVERS MAIN LINE
BERM / BUFFER FROM RAIL NOISE
JUBILEE AVENUE
FULTON GROVE
FUTURE CITY RETENTION BASIN
LINDEN CHRISTIAN SCHOOL
WINNIPEG HUMANE SOCIETY
PARK & STATION
LAND EXPROPRIATED FOR PHASE 2 BRT
PEMBINA-JUBILEE OVERPASS WITH ACTIVE TRANSPORTATION CONNECTION
WILKES AVE
HURST WAY
FUTURE RELOCATED DOG PARK
400m 5MIN WALK
800m 10MIN WALK
VICTORIA COMMUNITY CENTRE
WAVERLEY STREET
WINNIPEG SOCCER COMPLEX
BUFFALO
BEAUMONT
BEAUMONT PARK
GENERAL BYNG SCHOOL
FUTURE STATION
FUTURE BRT ROUTE TO THE UNIVERSITY OF MANITOBA
MAJOR BUS ROUTES

3. REQUIREMENTS OF COMPLETE COMMUNITIES

GIVEN THEIR LOCATION WITHIN EXISTING COMMUNITIES, SPECIFICALLY THEIR ABILITY TO CAPITALIZE ON EXISTING INFRASTRUCTURE AND SERVICES, **THE CITY MUST MAXIMIZE THE POTENTIAL OF MAJOR REDEVELOPMENT SITES.**

DENSITIES MUST BE HIGH ENOUGH TO JUSTIFY INVESTMENT IN INFRASTRUCTURE UPGRADES, POTENTIAL REMEDIATION INITIATIVES AND TO ESTABLISH A CRITICAL MASS THAT CAN SUPPORT NEIGHBOURHOOD RETAIL AND VIBRANT, PEOPLE-ORIENTED PLACES.

THESE DENSITIES MUST BE DESIGNED IN A WAY THAT CREATES ATTRACTIVE COMMUNITIES WHERE MODES OF ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ARE COMPETITIVE WITH THE PRIVATE AUTOMOBILE.

GIVEN THEIR IMPORTANCE, IT IS IMPERATIVE THAT THE CITY MAXIMIZE THE POTENTIAL OF MAJOR REDEVELOPMENT SITES. THEIR REDEVELOPMENT WILL PROMOTE COMPLETE COMMUNITIES WITH SIGNIFICANT RESIDENTIAL DENSITIES IN A WALKABLE, WELL-DESIGNED ENVIRONMENT, EMBODYING THE PRINCIPLES OF SUSTAINABILITY AND, **WHEN ADJACENT TO HIGH FREQUENCY TRANSIT, TRANSIT ORIENTED DEVELOPMENT.**

THE CITY WILL COLLABORATE WITH ALL STAKEHOLDERS THROUGH A FRONT-END APPROACH TO PLANNING DEVELOPMENTS.
REDEVELOPMENT SHOULD BE GUIDED BY A SET OF PROACTIVE PLANNING TOOLS (SEE SECTION 14, "IMPLEMENTATION").

Despite their location within existing urban communities, the development of Major Redevelopment Sites may be hampered to varying extents by a number of impediments that reduce or preclude economic viability. This can include inadequate infrastructure capacity, issues of land assembly and contamination. **Given its interest in the redevelopment of these sites, the City will work to help reduce these barriers.**