NORTH CAMPUS LANDS SECONDARY PLAN BY-LAW

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1. Introduction

The development of the North Campus Lands presents an opportunity to unify and enhance the University of Manitoba campus experience through its transformation into a thriving and complete urban community.

1.1. Background

The University of Manitoba acquired the former Southwood golf course, presently known as the North Campus Lands, with the vision to develop a complete, mixed-use neighbourhood serving students, staff, faculty, and the broader residential marketplace. Envisioned as an extension of the existing campus, the development of the North Campus Lands is intended to transform the current commuter campus into a sustainable live-work-learn-play mixed-use community.

The North Campus Secondary Plan (hereafter: Secondary Plan) aims to realize this vision by establishing a comprehensive land use and development framework to guide its implementation. The Secondary Plan is a roadmap for the long-term development of the subject lands.

The Secondary Plan builds on the campus vision contained in the University of Manitoba's Visionary (re)Generation Master Plan (hereafter: VrG Plan), adopted by the University's Board of Governors in 2016, which contains development objectives and policies that align with the City policy directives affecting the subject lands.

1.2. Plan Area

The North Campus is located on original lands of Anishinaabeg, Cree, Oji-Cree, Dakota, and Dene peoples, and on the homeland of the Métis Nation.

Formerly referred to by the VrG Plan as the Southwood Lands, the North Campus Plan Area[1] totals approximately 140 acres. As shown in the **Plan Area and Context Map** on the following page, it is situated in south Winnipeg, approximately eight kilometres north of the City's southern boundary, and thirteen kilometres south of Downtown. The Plan Area is immediately adjacent to the north of the University of Manitoba Fort Garry Campus. Its southern boundary is generally defined by Sifton Road (east of University Crescent) and the Bohemier Trail extension and Transitway terminus hub (west of University Crescent). The Red River forms the eastern edge of the Plan Area, while the western boundary is generally defined by Pembina Highway (north of Markham Road) and Snow Street (south of Markham Road) . The Plan Area is bounded to the north by a row of detached residential homes fronting Thatcher Drive.

[1] The terms North Campus and Plan Area represent the same lands and are therefore used interchangeably throughout the document.



NORTH CAMPUS SECONDARY PLAN AREA

DRAFT North Campus Secondary Plan By-law

1.3. Authority of the Secondary Plan

Under Section 234 of *The City of Winnipeg Charter Act* (*The Charter*), Council is granted the authority to adopt Secondary Plan By-laws to "*…provide such objectives and actions as council considers necessary or advisable to address, in a neighbourhood, district or area of the city*". The Secondary Plan, once adopted by Council, will be recognized as a Secondary Plan By-law pursuant to *The Charter* and afforded the entitlements contained therein. As per *The Charter*, all future development within the Plan Area is required to conform to the policies of the Secondary Plan.

North Campus is designated as a 'Major Redevelopment Site' in the *OurWinnipeg* Plan and the *Complete Communities Direction Strategy*. As discussed further in Section 1.8, this Plan has been developed in conformity with the overall objectives and policy directions articulated in both *OurWinnipeg* and *Complete Communities*, as well as the objectives outlined in the City's *Pedestrian and Cycling Strategies* and the *Transit Oriented Development Handbook*.

1.4. Purpose of the Secondary Plan

The purpose of the Secondary Plan is generally as follows:

- Support the *Our Winnipeg* Plan and the key directions of *Complete Communities* regarding Major Redevelopment Sites;
- Establish a clear and implementable Vision and Guiding Principles;
- Create frameworks for development addressing land use, built form, open space, and circulation, with supporting policies to guide growth and change over an anticipated 50 years development horizon;
- Develop a strategy for phasing and implementation that provides key directions and development sequencing;
- Contribute to the long-term health and sustainability of the broader University campus and surrounding area by guiding the creation of a vibrant live-work-learn-play mixed-use community, in accordance with the principles articulated in the VrG Plan; and,
- Create a complete community that both complements and enhances the Fort Garry campus by advancing sustainable, transit-oriented, and pedestrian friendly development patterns, as well as introducing activated and high-quality public spaces.

1.5. Interpreting the Secondary Plan

The Secondary Plan is intended to be read in its entirety to comprehend the intent of its objectives and policies. The Land Use and Infrastructure Frameworks should be read with reference to the Plan Schedules, which include Policy Maps and Reference Maps. Provided they meet the intent of the Secondary Plan, minor deviations from the Policy Maps will not require an amendment as to provide sufficient flexibility as development proceeds. The Reference Maps and the boundaries and locations of streets, parks, infrastructure, or other areas therein are approximate and subject to detailed specification in the zoning, subdivision and site plan processes.

Introductory statements preceding the policies outlined in Section 3.0 of this document are provided for information purposes only. They are offered to enhance the user's understanding of the policies (which follow in bullet form) by outlining the intent and context that has informed them. The policies require compliance in accordance with the following definitions:

- Where "may" is used in a policy, it indicates a guideline or suggestion that aligns with the policy's intent.

- Where "should" is used in a policy, it indicates that the direction applies in a majority of situations. This acknowledges that some minor deviation may be appropriate to address unique circumstances where full policy compliance is impractical or impossible, or where alternate means are acceptable to the North Campus Development Trust.

- Where "must" or "shall" is used in a policy, it indicates the policy is mandatory. Where numbers or other numerical standards are referenced in a policy, these standards or quantities may be deviated from, provided that deviation is needed to address unique circumstances and otherwise conforms to the Secondary Plan.

1.6. Amending the Secondary Plan

In conformity with *The Charter*, amendments to the Secondary Plan may be considered so long as it can be demonstrated they are justified and consistent with the Plan's overall vision, principles and objectives and continue to align with *OurWinnipeg*. Applications to amend the Secondary Plan must be submitted to the Planning, Property and Development Department for consideration and approval by Council.

As indicated above, the Plan Schedules at the end of this document include both Policy Maps and Reference Maps. Any major alterations to Policy Maps require a plan amendment while Reference Maps are conceptual and for illustrative purposes. Their modification does not require an official amendment.

1.7. Alignment with University of Manitoba Policy

The Secondary Plan builds on the University of Manitoba VrG Plan, the result of a two-year public process initiated by the U of M President's office that aimed to unify and transform the campus to ensure long term prosperity of the institution. The VrG Plan and Secondary Plan share a common set of six core planning principles as follows:

1. **Connected**, networking the campus and connecting to the city;
2. A **Destination**, creating reasons to come and reasons to stay;
3. **Sustainable**, functioning as a living lab;
4. A **Community** built for density and designed for people;
5. A leader in **Indigenous Design and Planning**; and,
6. Finally, **Transformative** for the University in terms of research, learning, working, and living.

Importantly, the VrG Plan and the Secondary Plan are both anchored around a common objective to improve and develop the lands owned by the University of Manitoba in a way that advances the University's mission. The two documents are designed to be compatible and mutually supportive of creating a complete community at the University of Manitoba's Fort Garry campus.

1.8. City of Winnipeg Policy Context

The objectives and policy directions of the Secondary Plan have been developed in accordance with *OurWinnipeg*, its companion *Complete Communities* and *Pedestrian & Cycling Strategies,* and the *Transit-Oriented Development Handbook*. Other relevant city policies and guidelines were also considered, including, but not limited to: the *Bus Rapid Transit Southwest Plan* (Phase 2) and the *Transportation Master Plan*. The following provides a brief overview of the policy context informing this Secondary Plan.

OurWinnipeg

North Campus is identified as a 'Major Redevelopment Site' in *OurWinnipeg* and *Complete Communities*. This designation is used to identify areas within the city that present opportunities to create complete communities within, or adjacent to, existing neighbourhoods. Major redevelopment sites are prime locations for intensification given their proximity to public transit and their ability to integrate with existing street networks, community services, and municipal infrastructure.

Complete Communities

As one of the four Direction Strategies supporting *OurWinnipeg*, *Complete Communities* is the City's guide to land use and development, providing direction for growth in existing and new communities. The driving principles of this document include creating communities that support social, economic, and environmental sustainability, in addition to land uses and built form that encourage higher residential density, building-type variation, and integrated municipal infrastructure. Further, *Complete Communities* seeks to build on existing assets, including natural and cultural heritage features.

Pedestrian & Cycling Strategies

Another of the supporting Direction Strategies is the City's *Pedestrian & Cycling Strategies* (PCS), which provides a long term framework for encouraging walking and cycling as attractive, convenient and accessible transportation choices for people of all ages and abilities. Based on extensive engagement and technical analyses, the PCS includes six strategic directions: improve connectivity, improve safety and accessibility, improve maintenance, improve vibrancy, improve convenience, and increase awareness. As part of the implementation strategy, the City's Public Works Department is tasked with creating Annual Action Plans that recommend the initiation of projects from the PCS. Of note for North Campus, the PCS identifies a protected bicycle lane on Pembina Highway and University Crescent as potential improvements.

Transit Oriented Development Handbook

North Campus is located on the Southwest Bus Rapid Transitway and is recognized as a Transit Oriented Development (TOD) in areas along the route and nearest to the station.

The City's *Transit Oriented Development Handbook* offers direction for successfully planning implementing TOD projects in Winnipeg, discussing such important factors as scale, land use, and urban design. Aligned with the Handbook's directions, the Secondary Plan establishes targets for higher density, mixed-use development, and the development of pedestrian-friendly urban environments to maximize transit ridership potential.

1.9. Stakeholder Engagement

The North Campus Lands were part of the VrG Plan's extensive stakeholder engagement process. That process collected and incorporated input from a broad range of stakeholders from the University and surrounding communities including key partners such as an Energy & Sustainability Performance Management Group and an Indigenous Advisory Committee. Over the course of numerous engagement events, an overarching vision for the entire University campus including the North Campus Lands was discussed, developed, and defined, resulting in the creation of the VrG Plan.

The VrG Plan planning process consisted of three phases of collaborative dialogue with stakeholders over 16 months:

1. **Exploratory Phase:** This phase focused on gathering input from stakeholders based on key plan principles and elements. Input was incorporated into the creation of draft plan concepts.
2. **Generative Phase:** This phase communicated feedback from the first phase and helped shape and evolve design concepts.
3. **Evaluative Phase:** The third phase consisted of building consensus around core elements of the plan, culminating in a final Master Plan and recommendations to the Board of Governors.

2. Secondary Plan Vision and Principles

An extension of the University of Manitoba, North Campus is envisioned as an inclusive, sustainable, transit-oriented, and walkable urban neighbourhood.

2.1. Vision

North Campus will be a complete and connected urban community that is a direct extension of the University of Manitoba campus. The vision is to create an environmentally, socially, and economically sustainable campus community.

Striving to embody the best-in-class transit-oriented development (TOD) principles and design approaches, the North Campus will feature a diverse mix of land uses to expand opportunities for housing, employment, continued learning, cultural experience, connecting with nature, and leveraging the presence of University's existing fitness, arts and education facilities.

Situated within Winnipeg's existing urban fabric, North Campus will provide the University and City of Winnipeg with much needed residential intensification. At full build-out, North Campus will accommodate approximately 10,000 new residential units along with up to 1 million square feet of ancillary office and commercial space that, with direct access to the bus rapid transit (BRT) network, will be conveniently connected to the broader city. The development of North Campus will enable the transformation of the University of Manitoba from a daytime commuter campus to an urban centre that offers the full spectrum of experiences available within a complete community.

In implementing the vision described above, and in accordance with the directions of the VrG Plan, North Campus will:

- Build upon a unique heritage and sense of place;
- Enable people from different backgrounds to thrive and connect;
- Be a welcoming and vibrant place for living, working, gathering, playing, and learning;
- Demonstrate leadership in environmental sustainability;
- Deliver social and fiscal sustainability; and,
- Be a leading example of a successful complete community.

2.2. Planning Principles

Consistent with the VrG Plan, six (6) main principles guide the Secondary Plan, as follows:

1) Connected

An active transportation network will connect all areas within North Campus, and will connect it to the adjacent campus, with clear linkages between public spaces, destinations, and adjacent neighbourhoods. In addition to active transportation, North Campus will be fully connected by public transit, including stops directly on the City's Bus Rapid Transit network, making human-powered mobility and public transit a viable and attractive option in all seasons.

2) Destination
North Campus will transform the current commuter campus experience into a destination urban village – a place to live, work, play and learn. A diverse community supported by a robust public realm and affinity to the University's existing amenities, the development of North Campus will cultivate a thriving all season destination and animated urban community.

3) Sustainable
North Campus is committed to sustainability from an environmental, social, and economic standpoint, and views these aspects as interrelated and mutually supportive. Sustainability is an integral element of the vision for North Campus – aiming to demonstrate excellence as a 'Living Lab' to enable continuous improvement and leadership in sustainability.

4) Community
North Campus will be defined by a compact network of diverse public places that encourage social interaction and create an accessible, inclusive, stimulating environment for all.
With features, amenities, and a mix of uses to meet a broad range of needs, North Campus will be inclusive to those with diverse social, cultural, and economic backgrounds.

5) Indigenous Design and Planning
The University's commitment to Indigenous Achievement will have a profound effect on planning and design. Weaving Indigenous knowledge, teachings, cultures, and traditions into the fabric of University lands, including the North Campus, will be a source of unique competitive advantage and value as the community evolves.

6) Transformative
North Campus will transform the present commuter campus experience into a destination and complete urban village directly connected to the U of M; reducing the need for cars and minimizing the carbon footprint by allowing people to live within walking distance of where they work, play, and learn. This village within the city will be diverse and inclusive, providing a range of housing options, employment opportunities, and spaces for commercial amenities and services, all anchored amidst a vibrant public realm. North Campus will evolve as a complete and connected urban community within Winnipeg's built-up area.

3. Land Use Framework

The land use framework for North Campus supports the complete community vision for the overall Fort Garry Campus. Establishing four primary Land Use Policy Areas, the land use framework directs the future development, function and character of lands within North Campus. The Land Use Policy Areas are defined and summarized in **Table 1** below

Table 1. Summary of Land Use Policy Areas

LAND USE POLICY AREA	APPROX. GROSS AREA (ACRES)	UNITS PER ACRE	ESTIMATED NUMBER OF DWELLING UNITS AT FULL BUILD-OUT
Mixed-Use Campus	56	135	7,560
Mixed-Use Village	30	75	2,250
Neighbourhood	16	20	320
Major Parks	12	n/a	n/a
TOTAL	**114**		**10,130**

The **Land Use Plan**, included as **Policy Map 1**, defines the Land Use Policy Areas within the North Campus. The Land Use Plan is intended to be adopted as policy by the City of Winnipeg and used to execute the objectives and policies contained within this section. The **Building Heights Map (Policy Map 2)** defines the desired location of low, mid, and high-rise structures within the Plan Area. The strategy for building heights is supported by the objectives and policies in this section to achieve the intended character and scale within North Campus.

The sections that follow outline the intent, objectives, and policies that apply to each Land Use Policy Area, including several sub-areas with additional policies that apply only to specific locations identified on the **Land Use Plan (Policy Map 1)** or in the Reference Maps. The objectives and policies are intended to guide land use, density, and built form in alignment with the Plan Vision and Principles.

3.1. Mixed-Use Campus

The core of North Campus is the Mixed-Use Campus Policy Area. As demonstrated on the **Land Use Plan (Policy Map 1)** it is applied to the areas along and near the entrance to Pembina Highway, and extending from Bohemier Trail in the west to Riverside Park to the East, and from Investors Group Field in the south to Markham Road to the north.

In general, the intent of this Policy Area is to concentrate higher densities in a pedestrian-friendly urban environment in close proximity to public transit, the existing Fort Garry Campus, and Sport & Active Living facilities.

This Policy Area will encourage larger and taller buildings, including high-rise towers above human-scaled podiums to create a positive relationship with the street. This Policy Area provides a substantial portion of the institutional uses and residential density for North Campus, helping to animate the community and create a critical population mass to support local businesses, campus activities, and public transit. In terms of land use, this Policy Area will accommodate a wide range of multi-family residential units in addition to a range of commercial, cultural, and institutional uses that are incidental to University of Manitoba operations such as education and research facilities.

In addition to the General Mixed-Use Campus Policies, this Policy Area will promote two important Character Areas, each with additional policies to further define their intended form and function:

1. **The Sifton Central Corridor** – extending along Sifton Road, is envisioned as an activated commercial main street in the heart of North Campus.

2. **The Sydney Smith Junction** – situated along Sydney Smith Street between Markham Road and Sifton Road, will establish a unique destination within the Plan Area by leveraging key cultural elements from its adjacency to the Red River and direct connection to the existing campus.

In total, the Mixed-Use Campus Policy Area is intended to achieve the following targets:

- Residential Units: 7,560
- Floor Area Ratio (FAR): 3.0 to 5.0

Variation within the above density targets and buildings heights illustrated in **Policy Map 2** will be considered in accordance with the objectives and policies that follow.

3.1.1 Objectives

(1) To accommodate a full range of land uses, including residential, institutional, retail, commercial, and cultural uses;
(2) To encourage a mix of uses not just within the designation in general, but also on individual development sites, and within individual buildings;
(3) To encourage active uses at-grade to activate the pedestrian realm;
(4) To accommodate a range of high and mid-rise buildings, with taller buildings concentrated primarily at key gateways, corner locations, and along the north side of the Sifton Central Corridor;
(5) To encourage high quality architecture and urban design to ensure new development contributes to the creation of a positive community aesthetic that responds to the particular site conditions and surrounding context, including consideration of harsh weather conditions;

(6) To ensure the design of all buildings reinforces the relationship between the buildings and the street by maintaining a high degree of porosity and activation at the ground level; and,
(7) To minimize the visual impact of parking, service areas and similar elements on the public realm.

3.1.2 General Mixed-Use Campus Policies

(1) Land in the Mixed-Use Campus Policy Area shall be rezoned to an appropriate zoning district that supports a range of uses in accordance with Objectives 3.1.1, including:
- Multi-family residential uses;
- Institutional and educational uses;
- Cultural, recreational, and entertainment uses; and,
- A diverse range of commercial uses including retail, office, hotels, restaurants, and personal services.

(2) Mixed-use buildings are encouraged, but buildings may have up to 100% of any use in appropriate locations.
(3) Retail uses varying in size and frontage should be located at-grade, but tenants that typically occupy a large amount of space may use floors above grade for additional retail or administrative functions.
(4) Buildings heights should generally comply with the ranges shown in Policy Map 2. In particular, taller buildings should be located at prominent intersections and along the north side of the BRT corridor. The placement and design of high-rise buildings should be complimentary to the adjacent lower-density buildings and surrounding public spaces.
(5) Mid-rise buildings should be encouraged on the south side of streets and mid-block between high-rise structures to maximize sun penetration within the public realm, reduce wind tunnels, and enhance overall pedestrian comfort.
(6) Buildings taller than four storeys should be subject to a front-yard step-back above the forth storey to provide a "human scale" relationship to the public realm and to mitigate wind impacts.
(7) As a primary entryway to North Campus, the design of the area around the Pembina Highway intersection should reflect the prominence of this Gateway while mitigating the negative impacts of busy and high speed highway traffic.
(8) Parking and servicing areas in the Mixed-Use Campus Policy Area, including within the Sifton Central Corridor and Sidney Smith Junction sub-areas, shall be provided in accordance with Section 4.1.5.
(9) The Future Rapid Transit Stations shown on **Policy Map 1** are conceptual. Winnipeg Transit and the developer should work collaboratively on determining the location and design of those Stations to ensure integration with the overall Plan and achievement of shared transit-oriented development objectives.

3.1.3 Sifton Central Corridor Policies

The Sifton Central Corridor Character Area defines a commercial high street located along Sifton Road. The intent is that this area be defined by a high proportion of retail and service uses at grade, with residential and other commercial uses above. The Sifton Central Corridor is envisioned as a highly active and vibrant place in the heart of the North Campus. The land uses are intended to support the creation of an animated place throughout the day, evening, and year-round.

(1) Buildings fronting Sifton Road should include retail and service commercial uses at grade such as retail, grocers, restaurants, cafes, and other community amenities, such as banks, pharmacies, galleries, fitness facilities, with transparent frontages that address and activate the street.
(2) Commercial frontages at grade should be built to the lot line and should contain a variety of unit widths including narrow units to accommodate smaller local businesses.
(3) Non-active commercial uses such as professional services and administration should be located above the ground floor.
(4) Buildings should include some residential uses to provide a critical mass of population in order to animate the street throughout the day.
(5) Residential uses should typically be located above the main level. Any ancillary residential uses at grade, such as residential lobbies, shall incorporate design strategies to create an engaging ground floor.
(6) While prominent corners are encouraged to feature high-rise buildings, the adjacent properties should transition to a lower height range toward mid-block.

3.1.4 Sidney Smith Junction Policies

The Sidney Smith Junction Character Area defines a key nexus within the community. It is intended to serve as a meeting place and connecting point that forms the core of the complete community envisioned by the Secondary Plan and the VrG Plan. Sidney Smith will have a mix of uses in a compact transit-oriented urban village environment that is activated with gathering places at grade, and part of an active transportation network with a direct connection to the campus, the Active Living Centre, the riverside amenities to the north, a transit hub, and Indigenous celebration space. Uses at grade will be a mix of retail, commercial, community and cultural uses, with the collective intention of creating a highly active community experience. The depth of amenities within and immediately adjacent to the Sidney Smith Junction will support higher residential populations nearby, contributing to the area's overall vibrancy and attraction.

(1) The Sidney Smith Junction should encourage inclusion of cultural uses such as museums, art galleries, and theatres, with a focus on Indigenous culture and design.
(2) Development of the Sidney Smith Junction should include the creation of a destination marketplace serving the immediate and adjacent communities, offering a mix of the best-in-local merchants and products to help build upon the unique strengths of the village.
(3) Design strategies and initiatives to calm traffic and prioritize pedestrians should be considered, including curbless (woonerf-style) street design, textured pavers, bollards, and reduced speed limits.
(4) Tall buildings at key corners will include podiums to preserve the pedestrian scale and mitigate wind impacts, while encouraging higher densities characteristic of urban village environments
(5) Opportunities for public art and interactive public spaces on the adjacent river front property in particular, will be encouraged in accordance with Objective 3.4.1(5).

3.2. Mixed-Use Village

The Mixed-Use Village Policy Area will accommodate primarily mid-rise residential development types with a wide range of dwelling unit sizes and tenures. Institutional and commercial may also be accommodated at grade where appropriate. However, this Policy Area will be predominantly of residential character, with some small-scale local commercial permitted at grade. The intent of the area is to contribute to the variety of building scales featured throughout North Campus, while transitioning from higher-densities and building heights adjacent to areas designated Mixed-Use Campus down to lower-densities and building heights adjacent to the Neighbourhood Policy Area and existing low-rise residential areas.

The Mixed-Use Village Policy Area is intended to achieve the following targets:

- Residential Units: 2,250
- Floor Area Ratio (FAR): 2.0-3.0

Variation within the above density targets and buildings heights illustrated in **Policy Map 2** will be considered in accordance with the objectives and policies that follow.

3.2.1 Objectives

(1) To accommodate primarily residential uses within mid-rise buildings;
(2) To accommodate limited commercial and institutional uses in appropriate locations such as corner sites that support population needs and campus activities;
(3) To encourage suitable building types and site designs to ensure new development responds appropriately to the particular site conditions and surrounding context;
(4) To provide a gradual transition between the higher-density Mixed-Use Campus Policy Area to the existing Southwood Green condominium project and the Neighbourhood Policy Area to the north.
(5) To ensure the design of buildings and public spaces supports access and connectivity to the open space system;
(6) To ensure the design of all buildings reinforces the relationship between the buildings and the street and contributes to the vitality of the ground level; and,
(7) To minimize the visual impact of parking, service areas and similar elements on the public realm.

3.2.2 Policies

(1) Land in the Mixed-Use Village Policy Area shall be rezoned to an appropriate zoning district that supports a ranges of uses in accordance with Objectives 3.2.1, including:
    - a diverse mix of multi-family residential developments of all types, tenures, integrating accessible and age-friendly housing, and providing housing options for a range of household income levels;
    - live-work units that integrate small-scale commercial and retail uses at-grade; and,
    - other limited commercial and institutional uses at-grade for the purposes of meeting local neighbourhood needs.
(2) Buildings in this Land Use Policy Area should generally follow the ranges shown in **Policy Map 2**. Specifically, buildings should transition from taller heights on sites adjacent to higher density areas down to lower buildings adjacent to lower density areas.

(3) Lower density typologies including low-rise apartments and townhouses may be considered as a transition to existing residential areas and the Neighbourhood Policy Area.
(4) Residential at-grade units should have direct access the sidewalk with appropriate privacy measures such as porches, setbacks and landscaping.
(5) Non-residential uses in this designation should primarily be limited to the first storey.
(6) Commercial uses at grade in this designation should contain active uses only that are limited in size and designed with transparent frontages that are built to the lot line.
(7) Institutional, community, and recreational uses including schools and similar uses may be supported within the Mixed-Use Village Policy Area where it is determined to be compatible with adjacent uses.
(8) Building storeys above a three-storey podium should be stepped back from the lot line to provide a "human scale" relationship to the public realm.
(9) Seniors housing including varying levels of home care should be encouraged to allow seniors to age-in-place in the community.
(10) Parking and servicing areas in the Mixed-Use Village Policy Area shall be provided in accordance with Section 4.1.5.

3.3. Neighbourhood

This land use designation defines the most northerly end of the Plan Area towards the existing low-density residential community on Thatcher Drive. Generally, residential building types in North Campus are intended to transition from mid-rise apartment buildings in the Mixed-Use Village Policy Area down to lower density, low-rise ground-entry housing forms in the Neighbourhood Policy Area. At the south end of the Neighbourhood area will be integrated stormwater facilities and park space that will provide recreational opportunities, natural amenities, and functional land drainage infrastructure. The Neighbourhood Policy Area also features a prominent gateway to the North Campus, located at the northern boundary of the Plan Area on University Crescent, which provides an opportunity for attractive placemaking features.

The Neighbourhood Policy Area is intended to achieve the following targets:

- Residential Units: 320
- Floor Area Ratio (FAR): Max 1.5

Variation within the above density targets and buildings heights illustrated in **Policy Map 2** will be considered in accordance with the objectives and policies that follow.

3.3.1 Objectives

(1) To accommodate primarily ground-entry residential buildings containing three or more dwelling units such as townhouses, rowhouses, and low-rise apartments;
(2) To encourage a diversity of housing types and tenures for people in all life stages;
(3) To create a safe, comfortable, accessible, and aesthetically attractive private/public realm that encourages pedestrian activity;
(4) To provide abundant park space that is accessible from anywhere in the Neighbourhood Policy Area; and,

(5) To design streets and lots in a way that provides efficient circulation and connectivity to surrounding areas, as well as sufficient on-street parking to avoid negative effects on adjacent established communities.

3.3.2 Policies

(1) Land in the Neighbourhood Policy Area shall be rezoned to an appropriate zoning district that supports a range of uses in accordance with Objectives 3.3.1, including townhouses and rowhouses.
(2) Low-rise apartment buildings may be supported in appropriate locations such as corner sites and adjacent to park space.
(3) Community and recreational uses such as schools and public playgrounds that are complementary to the neighbourhood should be encouraged while other institutional and commercial uses should be directed to the Mixed-Use Village or Campus Policy Areas.
(4) Home-based businesses may be permitted and will be evaluated on a case-by-case basis for compatibility with adjacent uses.
(5) Parking and servicing areas for the Neighbourhood Policy Area shall be provided in accordance with Section 4.1.5.
(6) Single Family Detached dwellings will not be permitted in the Neighbourhood Policy Area.
(7) Residential buildings should contain three (3) or more dwelling units.
(8) All private vehicular access to individual units shall be interior to the development.

3.4. Parks and Open Space

A connected network of parks and other open spaces is a critical feature of the vision for the North Campus. As identified on the **Land Use Plan (Policy Map 1)**, two open space areas are designated as Major Parks: The Riverside Park along the Red River; and, the Linear Neighbourhood Park along the planned stormwater management pond(s) to the south of the Neighbourhood Policy Area.

With the North Campus Lands expected to remain privately owned, the policies of this section outline the provisioning expectations in accordance with the Development Agreement parameters

In addition to the Major Parks identified on the **Land Use Plan**, North Campus will contain numerous other open space areas, including: smaller pocket parks, urban plazas, and courtyards that are connected throughout the Plan Area by a pedestrian and cycling active transportation network for the enjoyment of residents, students, employees, and visitors.

The location and design of all parks and public spaces will be determined, and reviewed for conformity with the following objectives and policies, as part of future Block Plans (see Section 5.3).

3.4.1 Objectives

(1) To provide parks and open spaces for a variety of year-round recreational opportunities, including programmed and passive recreation, and leisure opportunities;
(2) To provide high quality publically accessible spaces in support of the institutional, commercial, residential and cultural uses in North Campus;

(3) To complement and enhance the North Campus' planned pedestrian and cycling network (see Section 4.1.4), and connectivity with the existing Fort Gary Campus and surrounding neighbourhoods, by providing year-round connections within the park and open space areas;
(4) To recognize the cultural and natural significance of the Red River and its riverbank by promoting access to and respectful public use of an enhanced Riverside Park; and,
(5) To provide opportunities for public art to be considered throughout the public realm that may represent the history of place, culture, identity and design innovation of Indigenous peoples.

3.4.2 General Open Space, Parks, and Public Realm Policies

(1) Land for Major Parks shall be allocated in a manner consistent with the Development Agreement Parameters and *The Charter*;
(2) In addition to lands allocated for parks per Section 3.4.2 (1), development sites should contribute to the overall public space network by creating smaller pocket parks and publicly accessible urban plazas and courtyards throughout the development.
(3) Parks and open spaces should be designed to be beautiful, functional, and sustainable.
(4) Parks and open spaces should be designed as flexible spaces in order to accommodate a variety of active and passive recreation activities, programming, and events to cater to changing community needs over time.
(5) Parks and open spaces should be designed for use during all seasons, with shelter from winds, places to enjoy sun exposure, and lighting for safe evening use.
(6) Parks and open spaces, and the public realm in general, should be designed for universal accessibility.
(7) Parks and open spaces should be designed to incorporate and preserve aspects of the cultural heritage landscape character such as the existing forested stands of healthy and mature trees.
(8) All parks and open spaces within the North Campus should implement Low Impact Development strategies, emphasizing conservation and use of on-site natural features to filter, store, and detain runoff water.
(9) Parks and open spaces shall incorporate pathways which will work in a cohesive manner as part of the pedestrian and cycling network.
(10) Opportunities for public art that maximize public interaction should be considered throughout parks and open spaces, and the public realm in general.
(11) Parks and open spaces along linear waterways shall generally run along at least one side and shall incorporate pathways which will work in a cohesive manner as part of the pedestrian and cycling network.

3.4.3 Riverside Park Policies

(1) The Riverside Park should be developed to provide connections and access to the river's edge.
(2) Opportunities for trails and pathways should be integrated in the design of the open space to allow for controlled exploration and engagement of the riverside including, where possible, the extension of the South Winnipeg Parkway from Darcy through the Campus.
(3) Outlooks and seasonal docks should be considered, where appropriate and feasible, to allow for enhanced access and connections to the river.

(4) Existing vegetation should be conserved and enhanced to provide a continuous habitat along the river's edge.
(5) Native vegetation should be used to naturalize areas in order to maintain the quality and integrity of the landscape typology, and to maintain an identity relating the site to its regional context.
(6) Public art should be considered as part of the landscape and as an opportunity to tell the Indigenous and cultural heritage landscape story.

3.4.4 Urban Plazas and Courtyards Policies

(1) Urban plazas and courtyard spaces should be incorporated as an integral part of new developments to provide publically-accessible amenity space and to improve exposure to natural daylight. Urban Plazas and Courtyards are intended as informal pedestrian spaces, in support of adjacent higher density development.
(2) Plazas and courtyards should be designed as welcoming, attractive, and comfortable places for people to interact with each other and the environment.
(3) Opportunities to physically and visually connect the private plaza and courtyard spaces with the public realm should be encouraged.
(4) Plazas and courtyards shall be designed to be flexible, to accommodate seating, spontaneous activity, events, passive recreation and play.
(5) Plazas and courtyards should be designed for use during all seasons, with shelter from winds, and open areas to allow for sun exposure.

3.4.5 Streetscape Policies

(1) Street trees should be integrated as primary defining components of all streetscape typologies to create a prolific urban tree canopy throughout North Campus;
(2) A variety of plantings other than trees such as low shrubs, ornamental grasses, and hardy perennials in at-grade planters should be included in the streetscape design for seasonal streetscape beautification and to increase the permeability of the streetscape.
(3) A matrix of street furnishings such as benches and lighting fixtures should be installed to support the public use and enjoyment of streets while creating a consistent identity to the streetscape.
(4) Consideration should be given to implementing best practice sustainable features and materials such as integrating "green (plant) and blue (water)" infrastructure into streetscape designs.

4. Infrastructure Framework

Building a successful community requires physical infrastructure that is deliberately planned, designed, and implemented to provide a high quality of life. The purpose of the infrastructure framework is to ensure all physical infrastructure supports the complete community vision for North Campus, while also advancing the University's social, environmental, and economic sustainability objectives. Accordingly, the following sections provide general policy direction for the provision of municipal services in the Plan Area, including objectives and policies for:

- Transportation
- Water, sewer, and utilities; and,
- Drainage.

4.1. Transportation

Integrated with existing circulation systems, the North Campus transportation network includes a range of street typologies, laneways, bike lanes, and multi-use pathways that support a highly connected and accessible environment for all transportation modes. The dual priorities of moving people via public transit, in particular by BRT (and potential future LRT), and achieving a highly walkable pedestrian-oriented public realm are reflected in the objectives and policies that follow. Providing safe and connected active transportation infrastructure is emphasized, while still accommodating movement and storage of vehicles delivering persons and goods.

The proposed street hierarchy, pedestrian / cycling routes, and block pattern, characterized by connected, compact, and walkable blocks, is conceptually demonstrated on the **Proposed Circulation Network (Reference Map 1)**. In accordance with the VrG Plan, new blocks will connect to and extend the existing streets and pathways of the campus. With the exception of City owned right-of-ways such as University Crescent and Sifton Road, all new streets are intended to be private.

4.1.1 Objectives

(1) To provide direction for the development of the internal transportation network, including primary and neighbourhood streets to ensure connectivity within the Plan Area;
(2) To create safe and convenient access for public transit, other motorized vehicles, pedestrians, bicyclists, and other human-powered devices;
(3) To provide a combination of sidewalks adjacent to roadways, pedestrian walkways, and multi-use pathways to facilitate safe pedestrian movement, provide recreational opportunities, and establish connections throughout and beyond the Plan Area;
(4) To ensure the Plan Area is designed to accommodate be completely integrated with public transit services; and,
(5) To provide universally accessible transportation options for residents, employees and visitors to the Plan Area.

4.1.2 General Transportation Policies

(1) Whereas the majority of streets within the Plan Area will be privately-owned, all publicly-owned streets shall be designed to City standards.
(2) Block sizes should be compact to enhance connectivity within the Plan Area.

(3) Blocks should be developed in a way that ensures permeability to facilitate pedestrian movement.
(4) Generous sidewalks should be provided throughout the Plan Area to support pedestrian movement, with particular focus on commercial areas, to allow room for street furniture including outdoor seating and resting areas.
(5) Transportation facilities for various modes of travel should form an integrated network with the BRT (and potential future LRT) corridor serving as the primary spine that provides convenient connections to streets, sidewalks, bike lanes, and multi-use pathways.
(6) Primary streets, as depicted conceptually on the **Proposed Circulation Network (Reference Map 1)**, are intended to be designed to accommodate arterial or collector-level traffic volumes, subject to further transportation analysis and detailed design.
(7) Neighbourhood streets, as depicted conceptually on the **Proposed Circulation Network (Reference Map 1)**, are intended to be designed to accommodate local-level traffic volumes, subject to further transportation analysis and detailed design.
(8) All streets should be designed using a 'complete streets' approach – enabling safe, convenient, and comfortable travel and access for all users regardless of their mode of transportation.
(9) All new streets will remain private unless otherwise acquired by the City.
(10) A Transportation Impact Study may be required at each stage of development. Recommendations resulting from the transportation impact study may be implemented through a Development Agreement.
(11) Where an upgrade or widening of a public right-of-way is required, land requirements to accommodate the upgrade or widening shall be negotiated through the Development Agreement process.

4.1.3 Vehicular Circulation Policies

(1) The provision of public transit facilities and services, and the BRT (and potential LRT) in particular, shall take priority over other motorized vehicles.
(2) Traffic circulation should follow the street hierarchy on the **Proposed Circulation Network (Reference Map 1)**.
(3) Privately-owned neighbourhood streets should be designed to encourage lower vehicle speeds for greater safety, as street space is increasingly shared with other users.
(4) Explore opportunities to use physical traffic calming devices and to post reduced speed limits in areas with higher anticipated pedestrian traffic such as the Sydney Smith Junction.

4.1.4 Pedestrian and Cycling Circulation Policies

(1) Sidewalks should be designed with generous widths, with wider sidewalks in areas anticipating higher pedestrian activity.
(2) Cycling facilities on Primary and Neighbourhood streets should be designed to provide sufficient space and protection from vehicles to accommodate and encourage cyclists of all ages and abilities.
(3) The pedestrian and cycling network should be supplemented with coordinated multi-use paths through park spaces.
(4) Multi-use paths should be designed with sufficient width to allow for simultaneous active transportation modes, such as walking, cycling, skateboarding, and roller-blading.

(5) Pedestrian facilities should be designed, constructed, and maintained to facilitate safe and comfortable use year-round.
(6) The pedestrian and cycling network should integrate with existing and future City and University active transportation facilities as guided by the *Pedestrian and Cycling Strategies* and *U of M Bike Plan*.

4.1.5 Parking Policies

(1) Off-street parking should be primarily provided below grade or in above-ground parking structures that are wrapped with active uses (e.g. residential, commercial).
(2) Off-street surface parking shall be prohibited in the Neighbourhood Policy Area, and the Sifton Central Corridor and Sidney Smith Junction Character Areas.
(3) Notwithstanding Policy 4.1.5(2), limited off-street surface parking may be located in the Mixed-Use Campus and Mixed-Use Policy Areas provided it is located to the rear of buildings with appropriate landscaping and screening measures to mitigate their visual impact on the public realm.
(4) On-street parking should be provided throughout the Plan Area with sufficient combined short term parking and loading spaces in commercial areas.
(5) Parking permits and time-limits should be used to limit overcrowding of street parking in residential areas while encouraging turnover of on-street parking spaces in commercial areas.
(6) To maximize safety, parking areas should be well lit, and any landscaping should allow for clear sight-lines into, and from within parking areas. Parking areas should be designed with consideration for Crime Prevention Through Environmental Design principles (CPTED).
(7) Notwithstanding Policies 4.1.5 above, surface parking may be considered on an interim basis to support imminent development as demonstrated with a viable Block Plan (Section 5.3) that generally conforms with the **Proposed Phasing Plan** (**Reference Map 2**).

4.1.6 Loading and Service Areas

(1) Locate service bays, site storage and access points for waste collection away from public spaces, streets and residential areas. Rear service lanes are the preferred means of accessing those areas.
(2) Use measures to provide buffers such as appropriate landscaping to reduce the visual impacts on adjoining sensitive uses.
(3) Wherever possible, enclose all utility equipment within buildings or screen them from both the public realm and private properties. Utility equipment includes, but is not limited to utility boxes, garbage and recycling container storage, loading docks and ramps and air conditioner compressors.
(4) Lighting of loading and storage areas should be designed so that there is no light that spills, glares or casts over adjacent uses.
(5) To maximize space efficiencies, service and utility areas should be shared between different users within a single building, or, wherever possible, between different buildings.
(6) The design of loading and servicing areas should also consider areas for temporary snow storage and ensure they do not conflict with the site's circulation, landscaping and utility boxes.

4.1.7 Universal Accessibility Policies

(1) Public realm improvements and building designs should align with City of Winnipeg policy on accessibility standards at a minimum. Opportunities to exceed these standards should be considered.
(2) Streets should include design features to draw attention to pedestrian crossings, including curb bump-outs to reduce crossing distance, differentiated crosswalk surface treatments, visual cues, and adequate signage.
(3) Street crossings should incorporate detectable warning surface tiles in accordance with City specifications.
(4) Ensure sidewalks, paths, and multi-use trails can comfortably accommodate wheelchairs and other mobility assistance devices, and provide uninterrupted path of travel with no obstructions (bollards, light standards, sign posts, etc.).
(5) Public transit services and related facilities shall be universally accessible for all users.

4.2. Sewer, Water, and Utilities

The reliable delivery of sewer, water, and public utility services is foundational to the success of any urban community. As an extension of the University of Manitoba, the Plan Area will provide residents, employees, and visitors with the same high quality services they have come to expect elsewhere on the campus. The orderly implementation of these services will be coordinated with the City and relevant utility companies throughout all development phases.

The intent is that the North Campus' sewer and water infrastructure will be privately owned and operated UM Properties LP or affiliates, with the exception of the water and wastewater sewer mains in the Markham Road public right-of-way between Pembina Highway and University Crescent and existing City owned infrastructure in the University Crescent right-of-way.

4.2.1 Objectives

(1) To effectively manage stormwater and drainage in the Plan Area as to mitigate adverse effects on existing residents and University facilities;
(2) To ensure that adequate municipal services, including water distribution and wastewater collection, are provided to serve urban development throughout the Plan Area on a phased basis;
(3) To provide for orderly and efficient connections to municipal services and public utilities throughout all phases of development; and
(4) To explore and support opportunities for environmental initiatives, sustainable infrastructure development, and use of renewable energy systems.

4.2.2 Policies

(1) The water distribution system shall be designed to adequately and efficiently serve all phases and the ultimate development of the Plan Area, which shall be determined through an engineering review and analysis, in addition to consultation with the City.
(2) The same requirements described above in Section 4.4.2(1) above shall apply to the wastewater collection system. The sizing of wastewater collection infrastructure should be designed to meet the high end of density projects throughout the Plan Area.

(3) In regards to new development in the southeast portion of the Plan Area, capacity of water distribution and wastewater collection infrastructure may be planned to accommodate future infill on lands to the south, between Sifton Road and Dysart Road.
(4) As the buildout of the Plan Area progresses, developers may be required to undertake a water distribution or wastewater collection analysis as it relates to their proposed project, as to ensure the capacity of municipal infrastructure is adequate for projected needs.
(5) Developers shall provide any required easement or protected right-of-way to implement public utilities or extend municipal services to new development. Wherever possible, multiple utilities may be located within the same easement or right-of-way.
(6) Servicing infrastructure should be efficiently phased in general accordance to **Proposed Development Phasing (Reference Map 2)**.
(7) Sewer, water and drainage infrastructure on private land, including private right-of-ways, shall be privately owned and maintained.
(8) Water meter requirements for multiple buildings may be applied as part of the Development Application process.
(9) The capacity of regional waste water facilities will be considered prior to each phase of development.

4.3. Drainage

Stormwater management practices have recently evolved to address a broad range of important issues, from protecting surface and groundwater resources, to preserving terrestrial habitat and promoting climate change adaptation. Rather than relying solely on grey infrastructure, such as pipes and treatment plants, green infrastructure manages stormwater through simple, cost-effective engineered landscape and design features (naturalized wetlands, bioswales, raingardens, on-roof retention, permeable surfaces, etc.). In advancing the principles of economic and environmental sustainability, water management innovation and use of green infrastructure shall be encouraged throughout the Plan Area.

As conceptually illustrated in the **Land Use Plan (Policy Map 1)**, the large stormwater management pond(s) are planned to be located in the northern part of the Plan Area to manage on-site land drainage while providing a beautiful natural amenity for the enjoyment of people and wildlife. These ponds will be privately owned and maintained facilities. The size, design, and location of the stormwater management pond(s) will be subject to an engineering study and detailed design development. The Plan Area will include combination of privately owned and City drainage ditches or land drainage sewers".

4.3.1 Objectives

(1) To provide for an adequate land drainage system throughout the Plan Area during all phases of development;
(2) To promote and support the use of green infrastructure for stormwater management to adequately and efficiently serve the phased and ultimate development of the Plan Area, which shall be determined through an engineering review and analysis to the satisfaction of the City;
(3) To mitigate adverse effects on surrounding residents and facilities resulting from changes to drainage patterns;
(4) To protect the Plan Area from flooding to ensure its long-term functionality and viability; and,

(5) Make water retention part of the system of natural amenities.

4.3.2 Policies

(1) Stormwater management features and the overall drainage system shall be incorporated into Plan Area's Open Spaces, parks, and the public realm.
(2) Land drainage systems and stormwater management features shall be designed to reduce the impact on the regional infrastructure system.
(3) The stormwater management pond(s) should be designed and planted with native upland, flood tolerant shoreline and aquatic species.
(4) In addition to the stormwater management pond(s), consideration shall be given to implementing green infrastructure into the Plan Area to strategically store water during storm events or spring melts.
(5) The use of permeable materials and other green urban design elements should be integrated into the design of sidewalks and plaza spaces.
(6) New development featuring buildings with flat rooftops should be encouraged to actively or passively store stormwater.
(7) The Plan Area will generally drain to the east toward the Red River, and to the north toward the proposed stormwater management pond(s).
(8) The stormwater management ponds shall be privately-owned and maintained.

4.4 Flood Protection

Ensuring adequate flood protection is an essential element in the planning and development of the North Lands. As the subject land is bounded by the Red River to the east, it is inherent that natural riverbank processes such as flooding, erosion, deposition, and slope instabilities pose risks to the land and potential development on this land. It is important that the impacts of these processes are understood, and the risks are appropriately addressed in the design and construction of any project on this area to ensure satisfactory long-term protection and performance of the structure and other site amenities. The existing Primary Line of Defence (PLD) runs parallel to University Crescent, then turns east along the north side of Markham Road. However, site elevations east of University Crescent and the existing PLD are above the Flood Protection Level (FPL).

Where required, flood protection measures will be implemented in accordance with City and Provincial regulations. (see **Reference Map 3: PLD and Flood Protection Plan**).

4.4.1 Objectives

(1) To ensure adequate flood protection and riverbank stability measures are in place to enable new development east of University Crescent.
(2) To create a new public open space amenity along the Riverfront, allowing for recreational trails, improved sight-lines, and river access.

4.4.2 Policies

(1) All development within the Plan Area shall comply with Provincial and City regulations pertaining to flood protection and waterways.

(2) Re-alignment and/or relocation of the PLD may be required in advance of development. The re- alignment and/or relocation may occur in phases in accordance with the development and as determined through the Development Application process.

(3) Re-aligned and/or relocated sections of the Primary Line of Defense (PLD) should be designed as an integrated element of the parks and open space system. The design should accommodate a trail or pedestrian pathway running along its highest point, connecting with and forming part of the larger regional active transportation network.

(4) In the event that all or part of the PLD is to be re-aligned or relocated, any easements or protected right-of-way requirements will be determined through the Development Application process.

(5) A Waterways Permit issued pursuant to the City of Winnipeg Waterways By-law 5888/92, must be obtained prior to commencing the of any buildings or other works within the 350' (107m) Regulated Area, measured from the edge of the River. A geotechnical engineers report considering geotechnical risk and/or hydraulic impacts, will be required by the Waterways Office in support of a Permit Application for those projects in proximity to the riverbank, where it is considered prudent to assess and address risks related to riverbank processes.

5. Implementation

5.1. Development Phasing

Development of the Plan Area will occur in efficiently planned phases. As illustrated in **Reference Map 2**, phasing is generally projected to occur from the south to the north. However, recognizing the buildout of North Campus will be subject to such factors as development interest, market conditions, and infrastructure investments, it will be necessary for the direction and timeframe of development to be flexible. Until such time that a portion of the Plan Area is deemed necessary for development, it should function as a publicly accessible open space for passive community use, or in some capacity contributing to the viability of more imminent projects.

5.2. Administering the Plan

Any future development in the Plan Area should be in keeping with the Vision, Principles and Frameworks within this document and that of the VrG Plan. In order to ensure this is achieved, the University of Manitoba may, through the developer selection and project implementation process, require development partners to provide shadow studies, parking management plans, street elevations, and other supporting materials as deemed necessary. Further direction may be provided to developers through the creation of Design Guidelines for the Plan Area, which would not form a statutory component of this plan, but rather, be enforced solely at the discretion of the University. In particular, special conditions may be placed on development plans within the Mixed-Use Campus Policy Area or that include buildings above eight storeys, as to ensure a comfortable public realm is achieved throughout the Plan Area.

5.3. Block Plans

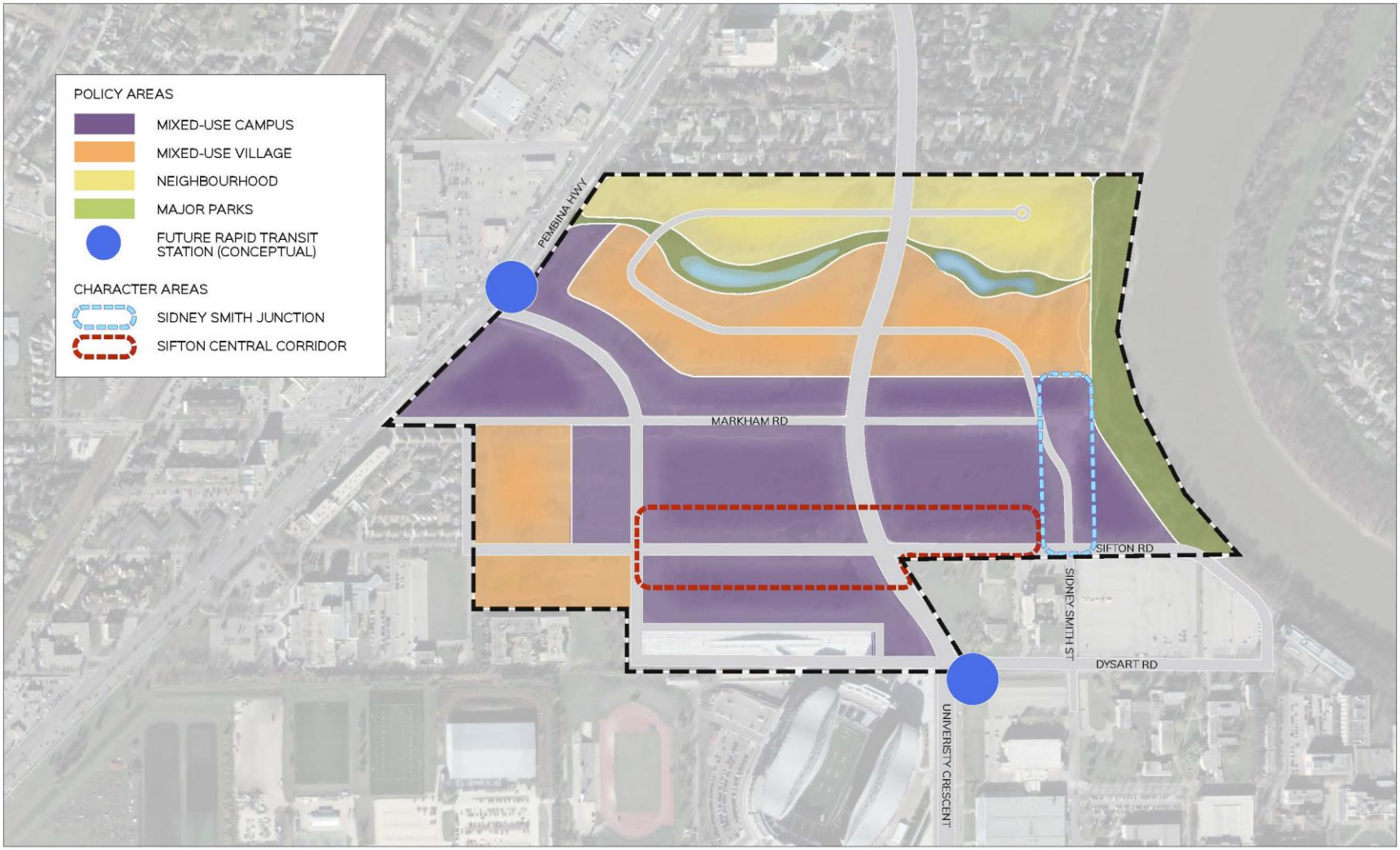
Proposals to further demise and develop blocks within the Plan Area should be supported by a Block Plan to illustrate the proposed develop of larger blocks in greater detail. Block Plans should be submitted and reviewed as part of the Plan of Subdivision, Plan of Survey, and/or Consent Application process. At minimum, Block Plans should demonstrate the following:

- Alignment with the Vision, Principles, and Policies outlined in this Plan;
- Conformity with applicable development standards and regulations;
- General composition and scale of lots and buildings;
- Proportion of developable space allocated to different uses;
- Compatibility with existing and planned buildings and land uses;
- Integration with the current and proposed open space and transportation network;
- Contribution and design of parks, public space and community amenities; and,
- Location of easements and right-of-way for public utilities.

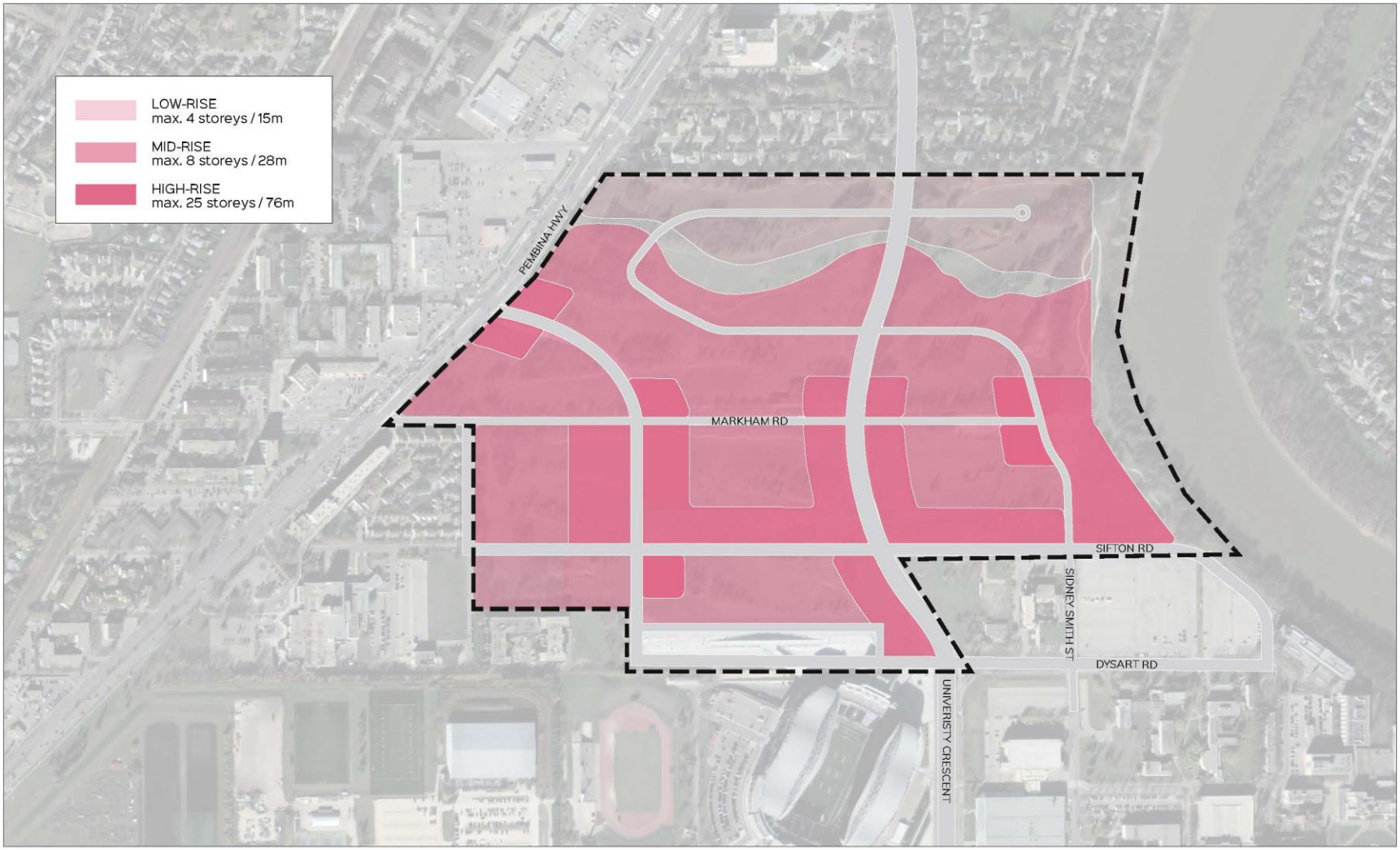
5.4. Monitoring and Review

Plans should be considered as living documents that must adapt to changing circumstances and evolving trends over time. Accordingly, the University of Manitoba should periodically review the Secondary Plan, as well as monitor outcomes according to the Plan's objectives. If deemed necessary, the vision, objectives, and policies of the Secondary Plan may be updated to ensure they remain relevant and consistent with the University of Manitoba's broader mandate.

Plan Schedules



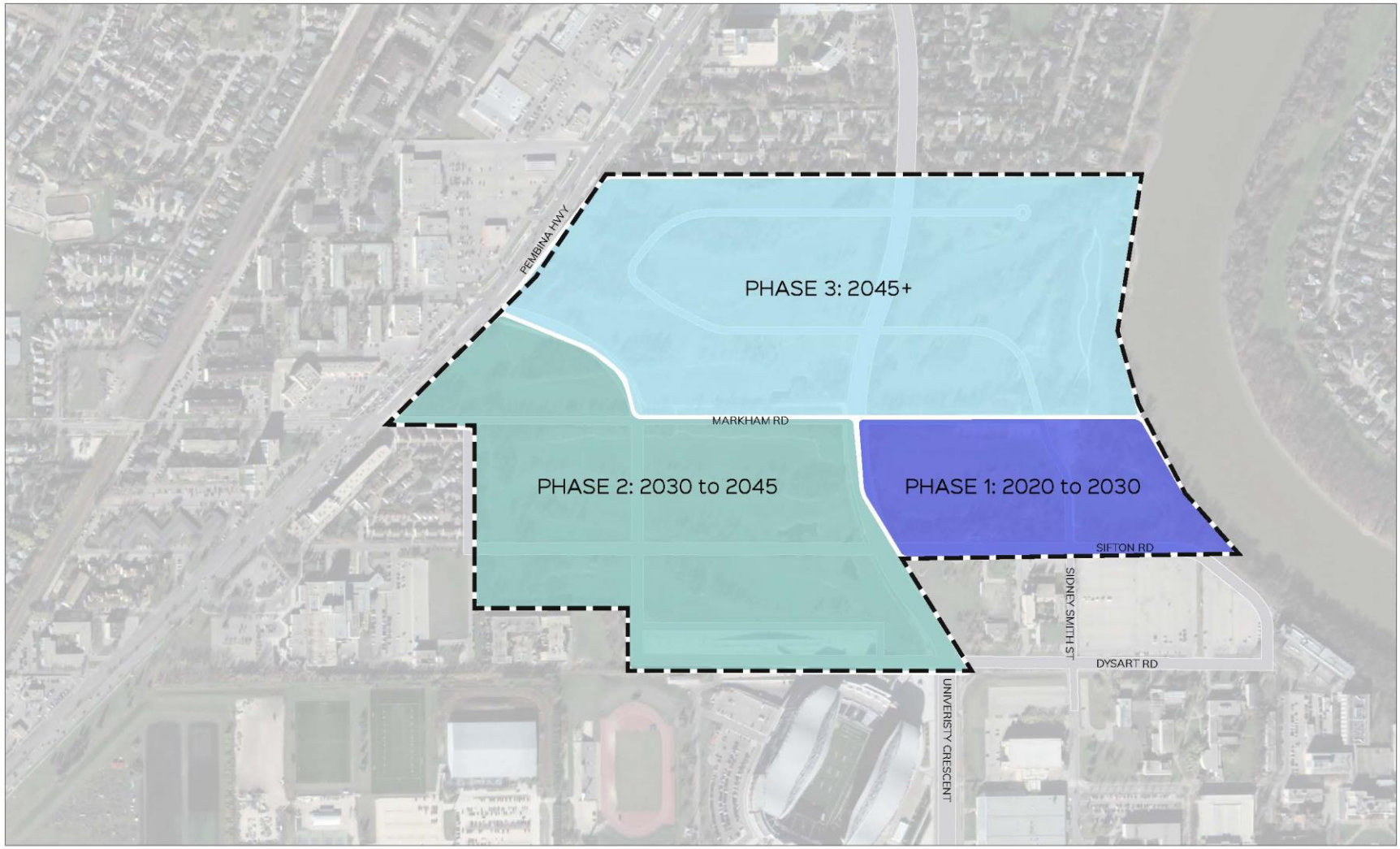
POLICY MAP 1 LAND USE PLAN
North Campus Secondary Plan By-law



POLICY MAP 2 BUILDING HEIGHTS
North Campus Secondary Plan By-law

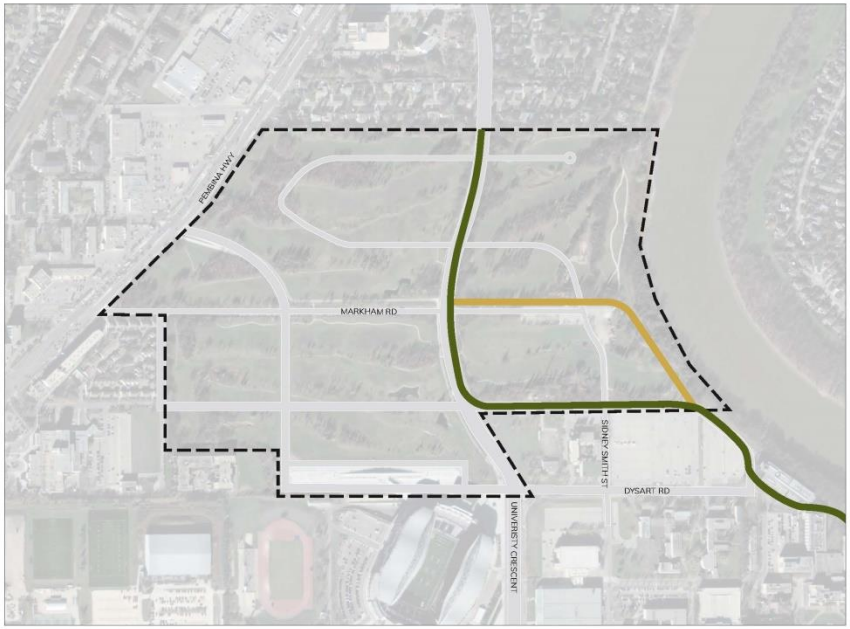


REFERENCE MAP 1 PROPOSED CIRCULATION NETWORK
North Campus Secondary Plan By-law

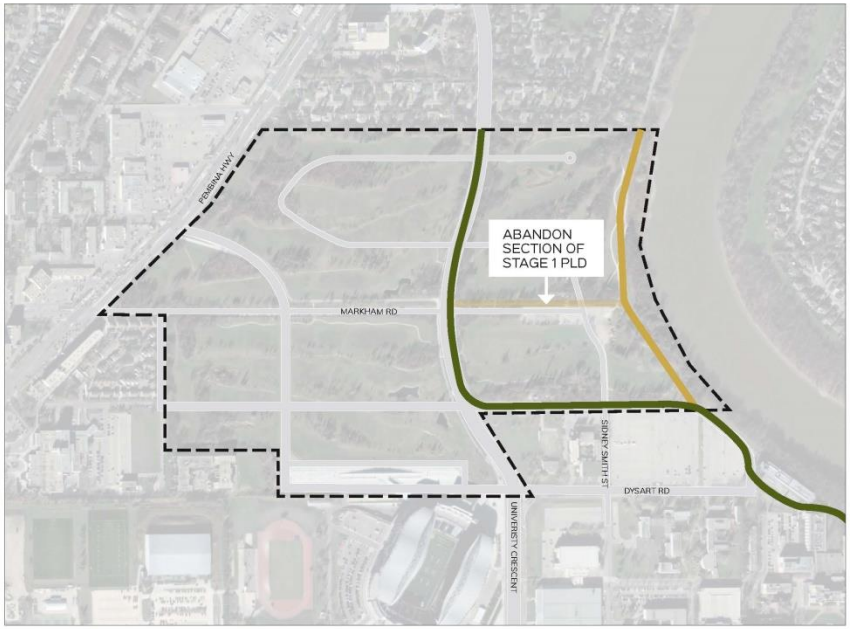


REFERENCE MAP 2 PROPOSED DEVELOPMENT PHASING
North Campus Secondary Plan By-law

STAGE 1 PROPOSED RELOCATION



STAGE 2 PROPOSED RELOCATION



EXISTING DIKE LOCATION
PROPOSED DIKE RELOCATION

REFERENCE MAP 3 PLD AND FLOOD PROTECTION PLAN
North Campus Secondary Plan By-law

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