Minutes – Executive Policy Committee – November 17, 2021

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

Item No. 4 Local Area Planning Initiatives Update 2020-2021

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development and submitted the following to Council:

1. That this report be received as information.

Report – Standing Policy Committee on Property and Development, Heritage and Downtown Development – November 10, 2021

DECISION MAKING HISTORY:

Moved by Councillor Gilroy,

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.

Carried

Moved by Councillor Gilroy,

That the recommendation of the Standing Policy Committee on Property and Development, Heritage and Downtown Development be concurred in and forwarded to Council.

Yea:	Bowman, Allard, Browaty, Gillingham, Gilroy, Mayes, Rollins	7
Nay:		0

Carried

STANDING COMMITTEE RECOMMENDATION:

On November 10, 2021, the Standing Policy Committee on Property and Development, Heritage and Downtown Development concurred in the recommendation of the Winnipeg Public Service submitted the matter to the Executive Policy Committee and Council.

ADMINISTRATIVE REPORT

Title: Local Area Planning Initiatives Update 2020-2021

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

AUTHORIZATION

Author	Department Head	CFO	CAO
J. Veitch	A. Crocker (Acting)	N/A	M. Jack

EXECUTIVE SUMMARY

This report contains a summary of local area planning initiatives completed since the last report was considered in November 2020 and a list of planning initiatives currently underway. Four new local area plans, three plan amendments, one 'Guideline' document and one neighbourhood planning study have been completed since the previous Local Area Planning Initiatives report noted above.

In addition to being involved with projects led by other departments, the Urban Planning and Design Division has continued with comprehensive reviews and completion of the new draft *OurWinnipeg* and the *Complete Communities Direction Strategy 2.0* (CCDS). One new Secondary Plan has been added to the list of requests for planning services from Council.

The attached Appendices provide further project details on the local area planning initiatives completed and underway, a list of requests for local area planning-related projects received, a map showing the extent of coverage of secondary plans in the city and the Urban Structure map from *OurWinnipeg*.

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 Planning, Property and Development Department to report back to its September 11, 2012 meeting with a list of secondary plan initiatives. Since that time, the Department 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 in the approvals phase with the Province.

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 will be additional 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 November 2020, there have been four new local area plans, three plan amendments, one 'Guideline' document and one neighbourhood planning study completed. Local area plans and plan amendments, as well as related planning initiatives, completed since the last report are as follows (additional detail can be found in Appendix A):

- Precinct E Secondary Plan Amendment – 1206 Templeton Avenue (completed September 30, 2020).
- Complete Communities Direction Strategy Secondary Plan Amendment – 80 Snow Street (completed November 25, 2020).
- Parker Lands Major Redevelopment Site "G" Secondary Plan (completed November 26, 2020).
- Old Southwood Golf Course Major Redevelopment Site "I" Secondary Plan (completed January 28, 2021).
- Agassiz and Montcalm Neighbourhood Planning Study (completed February 24, 2021).
- Airport Area West Industrial Secondary Plan (completed June 24, 2021).
- Airport Area West Residential Secondary Plan (completed June 24, 2021).
- Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities (completed June 24, 2021).
- North Transcona Precinct I Secondary Plan Amendment – Gunn Road and Redonda Street (completed July 22, 2021).

In addition to the initiatives completed as mentioned above, the Urban Planning and Design Division was engaged in the development of the Winnipeg Transit Master Plan (led by Winnipeg Transit, completed in April 2021), the Eastern Corridor Study, and the Winnipeg Transportation Master Plan (led by Public Works and still on-going).

Participation in these initiatives was integral in ensuring alignment with work being done on *OurWinnipeg* and *Complete Communities*, and also helped identify opportunities to co-ordinate work with other local area planning initiatives.

B. LOCAL AREA PLANNING INITIATIVES UNDERWAY

The Urban Planning and Design Division continues to be involved at a variety of levels in a number of Local Area Planning-related initiatives. Details of each of these can be found in Appendix B.

The following are the Local Area Planning initiatives currently underway:

Led by Urban Planning and Design Division

- *OurWinnipeg* Review
- *Complete Communities Direction Strategy* Review
- Downtown Plan
- Heritage Conservation Plan (Crescentwood Enderton Park)
- Glenwood Secondary Plan

Led/Proposed by Others

- Naawi-Oodena (Kapyong) Area Master Plan
- Airport Vicinity Protection Area Secondary Plan Amendments - Polo Park, and west of St. James Street

On January 18, 2021 the Standing Policy Committee on Property and Development, Heritage and Downtown Development (SPC PDHDD) directed the Public Service to report back on the criteria for evaluating and prioritizing requests for planning services. The Urban Planning and Design Division is currently working to develop proposed criteria to respond to this request, and will respond back to SPC PDHDD under a separate report. With concurrence of the proposed criteria, the Division could compile a prioritized list of local area plan projects to populate its future workplan.

FINANCIAL IMPACT

Financial Impact Statement Date: September 23, 2021

Project Name:

Local Area Planning Initiatives Update 2020-2021

COMMENTS:

There are no direct financial implications associated with this report.

Mike McGinn Sept. 23, 2021

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 (2011), 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 E), 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: September 28, 2021
File No: N/A

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

APPENDIX A: LOCAL AREA PLANNING INITIATIVES COMPLETED

As of July 2021, there are 42 adopted local area plans (see map in Appendix D) across the City of Winnipeg. Since the previous Local Area Planning Initiatives report was received as information by Council in November 2020, there have been four new local area plans, three plan amendments, one policy guideline and one background study completed. A description of each is provided below, listed in order of completion:

Precinct E Secondary Plan – 1206 Templeton Avenue (Completed Sept 30, 2020)
A landowner applied to re-designate 5.5 acres of land in the Precinct 'E' Precinct Plan (BL 97/2014) from 'Lower Density Residential' to 'Higher Density Residential Policy Area'. The proposed amendment was approved by Council on September 30, 2020. The landowner is now able to apply to rezone the subject land to allow for two-family houses, townhouses or low-rise apartments to a residential density of approximately 10 dwelling units per acre.

Complete Communities Direction Strategy Secondary Plan Amendment – 80 Snow Street (Completed Nov 25, 2020)
Major Redevelopment Site 'I' was intended to include lands owned by the University of Manitoba exclusively. It was determined that the boundaries of Major Redevelopment Site 'I' included 3.8 acres of privately owned, and partially developed land, which were serviced independently from the properties owned by the University of Manitoba. The amendment removed the privately-owned land from Major Redevelopment Site 'I'.

Parker Lands Major Redevelopment Site "G" Secondary Plan (Completed Nov 26, 2020)
A proposed plan for the Parker Lands Major Redevelopment Site was approved by Council in November 2020. The Public Service is now working with the proponent on the related development applications. The area will be developed as a Transit Oriented Development in proximity of the Southwest Bus Rapid Transit Line.

Old Southwood Golf Course Major Redevelopment Site "I" Secondary Plan (Completed Jan 29, 2021)
Council adopted a plan for the 140-acre former Southwood Golf Course lands adjacent to the University of Manitoba's Fort Garry Campus in January 2021. 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. Development is expected to take place over the next 40 years.

Agassiz and Montcalm Neighbourhoods Planning Study (Completed Feb 24, 2021)
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 SPC PDHDD for the Winnipeg Public Service to undertake a Planning Study for the Agassiz and Montcalm neighbourhoods to investigate the potential creation of a secondary plan or Planned Development Overlay (PDO) district in the Zoning By-law 200/06. The Urban Planning and Design Division undertook a review of the development opportunities and constraints for multi-family uses along the portion of University Crescent that separates the Agassiz and Montcalm neighbourhoods. It was determined that a Secondary Plan and/or PDO was not warranted for the subject area. On February 24, 2021, a webinar event was provided to landowners of the Agassiz and Montcalm neighbourhoods which offered insight into the

development opportunities and constraints of the study area along with an explanation as to why a Secondary Plan and/or PDO was not warranted.

Airport Area West Industrial Secondary Plan (Completed June 24, 2021)
The Airport Area West Secondary Plan (BL 8097/2002) had become obsolete as it provided direction for development that would no longer be possible given the alignment of CentrePort Canada Way which was constructed in 2013. The Airport Area West Industrial Secondary Plan, adopted by Council in July 2021, replaces BL 8097/2002 and expands the planning area west to the Perimeter Highway. The new plan reflects the recommendations of the 'Employment and Commercial Lands Study' which identifies the need to protect and manage existing employment lands from non-compatible and encroaching uses. Adoption of the new plan also ensures that development will occur in accordance with the assumptions of the 'Airport Area West Regional Water and Wastewater Servicing Preliminary Engineering Study'. Development of the area may only begin once the regional sewer and water infrastructure has been installed, providing services to the larger Airport Area West portion of the City.

Airport Area West Residential Area Structure (Secondary) Plan (Completed June 24, 2021)
The Airport Area West Residential Area Structure Plan, adopted by Council in June 2021, allows for a residential neighbourhood to be developed west of the airport and, south of CentrePort Canada Way. The *Complete Communities Direction Strategy*, 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 future residential from industrial uses west of the airport. The plan also integrates land uses and transportation routes with the plan for the Inland Port Special Planning Area to the north. Development of the area may only begin once regional sewer and water infrastructure has been installed, providing services to the larger Airport Area West portion of the City.

Residential Infill Guidelines (Completed June 24, 2021)
Small-scale and Low-rise Residential Development Guidelines for Mature Communities was adopted by Council in June 2021. The guidelines focus on Mature Communities and the integration of new housing within neighbourhoods at a scale and density compatible with the existing lower density housing. Targeted to housing designers, developers, and residents, these guidelines 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.

Transcona North Precinct "I" Secondary Plan Design Alterations (Completed July 22, 2021)
The majority landowner of the Transcona North Precinct Plan area submitted an application to adjust the design of the land use concept, which was approved by Council in July 2021. The amendment did not introduce any new land uses not already considered in the plan. Many of the proposed alterations were administrative in nature and were considered as updates.

APPENDIX B: LOCAL AREA PLANNING INITIATIVES IN PROGRESS

As of July 2021, there are 42 adopted local area plans (see map in Appendix D). The following Local Area Planning-related initiatives are currently in progress.

OurWinnipeg and *Complete Communities Direction Strategy* Reviews

The *OurWinnipeg 2045* Plan confirms the vision, elevates current community needs and sets the stage for a collaborative and strategic implementation path forward in response to public, stakeholder and rightsholder feedback throughout the review. *OurWinnipeg 2045* enables an ongoing call to action for sustainable development and human rights that was inspired by the United Nations Sustainable Development Goals as the foundation for global and local policy development, community return on investment and measurement of progress. The interjurisdictional opportunities and issues for Winnipeg are systemic and interconnected. *OurWinnipeg 2045* creates space for genuine reflection, for learning, and for prioritizing people who the systems have disadvantaged.

The *Complete Communities Direction Strategy 2.0* By-law No. 119/2020, reviewed concurrently, is a city-wide secondary plan that accompanies *OurWinnipeg 2045*, and guides physical growth, development, and land use through more detailed policy direction.

Both *OurWinnipeg 2045* and the *Complete Communities Direction Strategy 2.0* received second reading by Council on July 22, 2021. As per *the City of Winnipeg Charter*, *OurWinnipeg 2045* is sent to the Minister of Municipal Relations after second reading. *The Complete Communities Direction Strategy 2.0 By-law* will be held in abeyance until the Minister approves, approves subject to conditions, or rejects *OurWinnipeg 2045*.

Upon Ministerial approval of *OurWinnipeg 2045*, Council may give third reading to *OurWinnipeg 2045* and third reading to the *Complete Communities Direction Strategy 2.0.*

Downtown Plan

The preparation of a Downtown Plan is identified as a priority action in the draft *Complete Communities Direction Strategy* 2.0, and will:

- Define development and intensification targets in each downtown district;
- Define and develop indicators that monitor/measure success or show improvement over time;
- Develop distinct public and private realm design parameters; and
- Recommend the review and update to the Downtown Zoning By-law 100/04.

The Downtown Plan will illustrate the community vision and ideas for growth and change at the district level (Exchange, SHED, Central Park, etc.). The Plan will also serve as a marketing tool to demonstrate the City's commitment to Downtown and instill private sector confidence. Development of the Plan will include robust community engagement involving the public at large and targeted stakeholder groups within the downtown, with a special emphasis on reaching typically marginalized communities.

Work on the Downtown Plan is occurring in tandem with the Exchange District planning process and Downtown Economic Recovery Strategy (Downtown BIZ led) and will build on the findings and ideas from those projects.

Heritage Conservation Plan (Crescentwood Enderton Park)

On January 18, 2021, SPC PDHDD directed the Public Service to prepare a Heritage Conservation District Plan for the Crescentwood-Enderton Park area based on the Study that was completed in 2020. The neighbourhood has a unique history and an outstanding collection of heritage homes and buildings, many of which were built between 1900 and 1914. The purpose of a Heritage Conservation District Plan is to manage growth and change in a manner that conserves and reinforces unique neighbourhood attributes that help tell the story of the area's history. The authority of the Plan is defined in the Heritage Conservation Districts By-law No. 87/2018 to which the Crescentwood-Enderton Park Plan will become an appendix.

A community information session was held in June 2021. The project is expected to be complete in the summer of 2022.

Naawi-Oodena Area Master Plan (Kapyong: 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 will be divided between the Treaty One Development Corporation (109 acres) and Canada Lands Company (51 acres).

The Public Service continues to collaborate with the Treaty One Development Corporation and Canada Lands Company on the completion of an Area Master Plan for the subject area.

Airport Vicinity Protection Area (AVPA) Development Plan Amendments

The Urban Planning and 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 the west side of 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, as per section 270 of the City of Winnipeg Charter, the applications were referred to the Municipal Board. A Municipal Board Hearing for SPA 1/2019 was closed on August 16, 2021 in light of the release of a new Airport Vicinity Protection Area Regulation (66/2021) by the Province which regulates new and infill development within defined protection areas. The regulation defines where new residential development may or may not be considered based on two protection areas. Area 1 restricts new residential development adjacent to the airport. Area 2 places conditions related to indoor noise level limits on both new and replacement residential development.

Glenwood Secondary Plan

On June 24, 2021, Council concurred in the recommendation from SPC PDHDD and directed the Public Service to complete a secondary plan for the Glenwood Neighbourhood by the end of March 2022. The secondary plan will reflect and build upon the infill guidelines. The project will include a stakeholder and public engagement program.

APPENDIX C: Requests for Local Area Planning-related Initiatives Received

The Public Service has received the following requests related to 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 SPC PDHDD on June 7th, 2011. Henderson Highway is designated as a Regional Mixed-Use Corridor under the current CCDS, while the surrounding neighbourhoods are designated as Mature and Recent Communities.

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). On September 4, 2018, SPC PDHDD concurred in the recommendations of a Public Service report which indicated that consideration to repeal the North Henderson Highway Secondary Plan should occur following the adoption of Complete Communities 2.0. Right-of-way improvements to Henderson Highway are currently being studied by Public Works. As part of a joint public engagement effort on the Public Works project, consideration will be given to repeal the North Henderson Highway Secondary Plan.

Action – Consideration to appeal the North Henderson Highway Secondary Plan will occur in coordination with the Henderson Highway project currently being undertaken by Public Works.

No further action will be taken on repealing the Henderson Highway Corridor Secondary Plan until OurWinnipeg and CCDS 2.0 have been given Third Reading and adopted by Council following Provincial review of OurWinnipeg.

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 PDHDD on September 20, 2016. The Area is designated as Mature Community (Area of Stability) under the current 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 20, 2011 the SPC PDHDD 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 current 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 21, 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. Development of a South Transcona Secondary Plan is expected to remain a priority following the adoption of *OurWinnipeg* and CCDS 2.0.

Action – No further action will be taken on this until OurWinnipeg and CCDS 2.0 have been adopted by Council following Provincial review of OurWinnipeg.

South Osborne

On November 6, 2012 the SPC PDHDD 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 current 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. Traffic solutions have been identified and implementation is underway. The project is anticipated to be complete by 2023.

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.

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 adoption of OurWinnipeg and CCDS 2.0.

Seine River Greenway

On June 26, 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 – Policy context and direction for the Seine River Greenway plan will be informed by both the Winnipeg Parks Strategy and the Regional Parks Investment Strategy, which are anticipated for completion by end of 2021. Work on the Seine River Greenway plan will follow the approval of both strategies. 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 PDHDD 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 PDHDD in October 2013, which recommended that the Public Service initiate a Local Area Planning process.

Action – Policies and Employment Land sub-designations have been introduced into the 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 October 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 policy designations and policies proposed in CCDS 2.0 seek to address these interface areas, the Public Service will 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 CCDS 2.0 have been 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 originally designated Industrial Policy Area under Plan Winnipeg, and is now 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 adoption of OurWinnipeg/CCDS 2.0. 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 to 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.

On January 18, 2021, the SPC PDHDD concurred in the recommendation from the Riel Community Committee and directed the Public Service to report back with a scope of work and cost estimate for a secondary plan, along with criteria for evaluating and prioritizing requests for planning services.

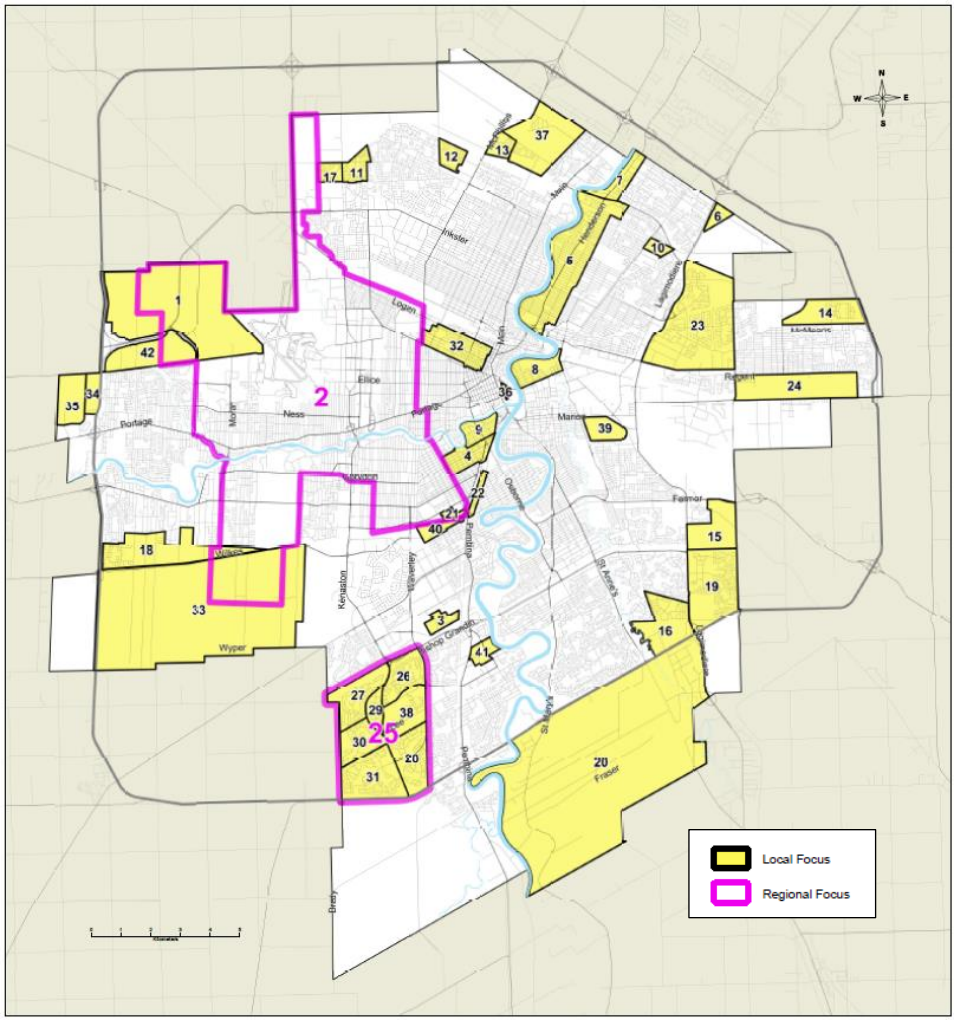
Action – As part of the *Moving on Marion Street* project, the consultant team will be establishing a set of urban design guidelines for development on Marion and Goulet streets (from Dufresne Ave to St. Mary's Road) that may be used as a base to establish a PDO in the future. In addition, CCDS 2.0 will provide direction and prioritization of planning efforts. No action will be contemplated on a Secondary Plan until OurWinnipeg and CCDS 2.0 have been adopted by Council.

Airport Vicinity Protection Area Secondary Plan Review

On June 24, 2021, Council concurred in the recommendation from SPC PDHDD and directed the Public Service to initiate a process to update the Airport Vicinity Protection Area Secondary Plan.

Action –The Public Service is in the process of determining if there is merit in updating the Airport Vicinity Protection Area Secondary Plan in light of the recent Provincial Airport Vicinity Protection Area Regulation released on August 12, 2021. Discussions between the Public Service and the Province are ongoing.

APPENDIX D: LOCAL AREA PLANNING MAP



1 Airport Area West Industrial
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
40 Parker Lands
41 North Campus Lands
42 Airport Area West Residential

APPENDIX E: URBAN STRUCTURE MAP

