Goal 6

6.0 Ensure Neighbourhoods and communities are well served by parks, open spaces, and recreational facilities that contribute to sustainability, wellness and active living.

Policies

General policies

6.1 Maintain and improve the quality of open spaces and community facilities in Established Neighbourhoods to ensure the current and future recreational needs of residents are met.

6.2 Provide a variety of park experiences and opportunities for active and passive enjoyment in all communities in Established Neighbourhoods.

6.3 The City should acquire lands where possible to add to the linear parkway network and riverbank areas.

6.4 Where significant intensification of housing occurs within a neighbourhood, ensure parks, open spaces, and community facilities respond to community needs through strategic investment.

6.5 Encourage the expansion of the urban tree canopy on private and public property to improve the aesthetics of properties and streetscapes, assist in storm water management, provide shade, and improve the overall quality of life of our communities.

6.6 Ensure a variety of public spaces, facilities, parks, and other community amenities are provided in Established Neighbourhoods to support well-being, inclusiveness, and the social fabric of a community.

6.7 Improve the quality and increase the coverage of the urban tree canopy in Established Neighbourhoods by 10% over the next five years.

Goal 7

7.0 Strategically encourage and guide growth within Established Neighbourhoods through the use of secondary plans.

Policies

General policies

7.1 Support amendments to existing secondary plans that further the vision, goals and policies of this By-law.

7.2 Consider the creation of secondary plans in Established Neighbourhoods when the City determines an area is a strategic location for growth and that more detailed direction is needed for matters beyond the general framework provided by the policies contained within this By-law.

7.2.1 Secondary plans may be led by either the City of Winnipeg or external parties in collaboration with the City. This will be determined by the Director of Planning, Property, and Development.

Emerging Communities policies

7.3 Where an Emerging Community does not have a secondary plan to guide development, apply the policies with respect to Recent Communities contained in this By-law.

7.4 Upon full build-out of an Emerging Community that is governed by a secondary plan, repeal the secondary plan if it is no longer needed to guide development.

Goal 8

8.0 Facilitate the redevelopment of Established Neighbourhoods that contributes to the further development of walkable, bikeable and transit-oriented communities in accordance with city pedestrian and cycling strategies.

Policies

General policies

Pedestrians

8.1 Protect, maintain and expand the pedestrian network within Established Neighbourhoods to create a more comfortable and accessible pedestrian environment.

8.2 Public investments in the public realm should improve the quality of the pedestrian network and fill in gaps. Particular focus should be given to improving access to high frequency transit, schools, libraries, recreational facilities, and other commercial amenities.

8.3 Strongly discourage any development that negatively impacts the pedestrian network.

8.4 For properties with public lane access, vehicular access should be taken from the public lane in order to reduce potential conflict between pedestrians using sidewalks and motor vehicles crossing the public right-of-way to access private property.

8.5 All developments should provide a private pedestrian pathway that connects to a public sidewalk or multi-use pathway where present.

Traffic calming

8.6 Consider the deployment of traffic calming measures that can improve the quality and safety of the pedestrian and cycling environment where required in Established Neighbourhoods.

Mature Communities policies

8.7 Maintain the established street and sidewalk grid.

8.8 Strongly encourage additional connections to the AT network to fill network gaps.

8.9 Work with local neighbourhoods to further pedestrian and cycling safety initiatives such as the implementation of traffic calming measures and school route planning.



D2. Reinvestment Areas

Some of Winnipeg's mature neighbourhoods have seen a lack of maintenance and investment, have limited amenities and services, and rates of poverty higher than the City average. As a subset of Mature Communities, Reinvestment Areas would benefit from expanded partnerships to support community-based revitalization efforts and reinvestment through infill, redevelopment, and affordable housing. New development often has a rejuvenating effect on these neighbourhoods and can encourage additional investment.

Reinvestment Areas are not mapped out in *Complete Communities 2.0* – these areas do not necessarily follow neighbourhood boundaries and may change from time to time, as neighbourhoods are not static and their characteristics may change dramatically over the life of this By-law. In the future, the City will develop indicators to provide criteria for identifying Reinvestment Areas.

Characteristics of Reinvestment Areas:

- Aging building stock where deterioration is evident
- Aging or functionally obsolete community facilities
- Lack of maintenance to acceptable minimum property standards
- Incompatible mix of land uses
- Lack of services such as grocery stores, banks, and parks
- Lack of safe and adequate housing options
- Instances of poverty and higher needs

This section will be supported by the development of additional implementation documents including:

- *Small-Scale and Low-Rise Residential Development Guidelines for Mature Communities*
- *Recreation Strategy*
- *Parks Strategy*
- *Winnipeg Housing Policy*

This section is also supported by the development of additional implementation documents, including:

- *Poverty Reduction Strategy*

VISION

Recognize and nurture Reinvestment Areas to help them reach their full potential as vibrant, healthy, and complete communities.

Goal 1

1.0 Identify and monitor progress in Reinvestment Areas.

Policies

Indicators

1.1 **(A)** Develop and apply indicators to identify Reinvestment Areas. These areas may or may not follow neighbourhood boundaries. Indicators may include, but are not limited to: deficiencies in neighbourhood amenities and infrastructure, land use conflicts, high land use vacancy or underuse, low quality of housing stock, conditions underlying safety, poverty, and other social determinants of neighbourhood health.

Identify needs and reinvestment opportunities

1.2 Identify community needs, strengths, assets, and reinvestment opportunities within identified Reinvestment Areas.

Monitor progress

1.3 Regularly monitor the progress of Reinvestment Areas against the measurement indicators.

Goal 2

2.0 Build on partnerships and channel local knowledge into renewal efforts.

Policies

Collaborate with partners

2.1 Collaborate with community renewal organizations, school boards, and other relevant partners to identify community needs and support revitalization efforts.

2.2 Localize efforts by providing opportunities for community-led renewal through processes such as co-learning.

Goal 3

3.0 Promote land use and design elements to help revitalize Reinvestment Areas.

Policies

Land use

3.1 Encourage a sufficient mix of compatible land uses and housing types to ensure economic stability.

3.2 Where surplus City-owned lands exist in Reinvestment Areas, use those lands in a manner that contributes positively to revitalization efforts.

Existing buildings

3.3 Encourage the restoration, re-use, and retention of existing buildings that are economically adaptable for re-use.

Public realm

3.4 Prioritize opportunities for public space and streetscape improvements, while incorporating universally accessible design, age-friendly design, and CPTED principles.

Goal 4

4.0 Identify sufficient resources needed to achieve revitalization efforts.

Policies

Enabling tools

4.1 Employ tools to increase the impact of interventions in Reinvestment Areas which could include, tax increment financing, community benefit districts, or other similar tools.



E1. Employment Lands

INTRODUCTION

As the largest partner in the Manitoba Capital Region, the City of Winnipeg must accomodate its share of forecasted employment growth to promote the competitiveness of the larger region. In doing so, the City will also enhance the diversity and resiliency of its own tax base and enable people to live closer to their place of work. Employment Lands are a vital component of the Urban Structure and are integral to accommodating this growth.

A significant portion of forecasted jobs are expected to be industrial/manufacturing in nature. Many industrial uses can generate noise, odour or other impacts that may be incompatible with adjacent land uses. These more intensive employment uses cannot thrive in mixed-use settings and require protection from sensitive land uses that could compromise their operations. For these reasons, the Employment Lands policy designation is needed to house these industries.

Employment Lands also need to accommodate other industries that may not be as sensitive but may still require relatively large, inexpensive sites to accommodate their operations. Major institutions that need to ensure compatibility with surrounding land uses may also be located in Employment Lands.

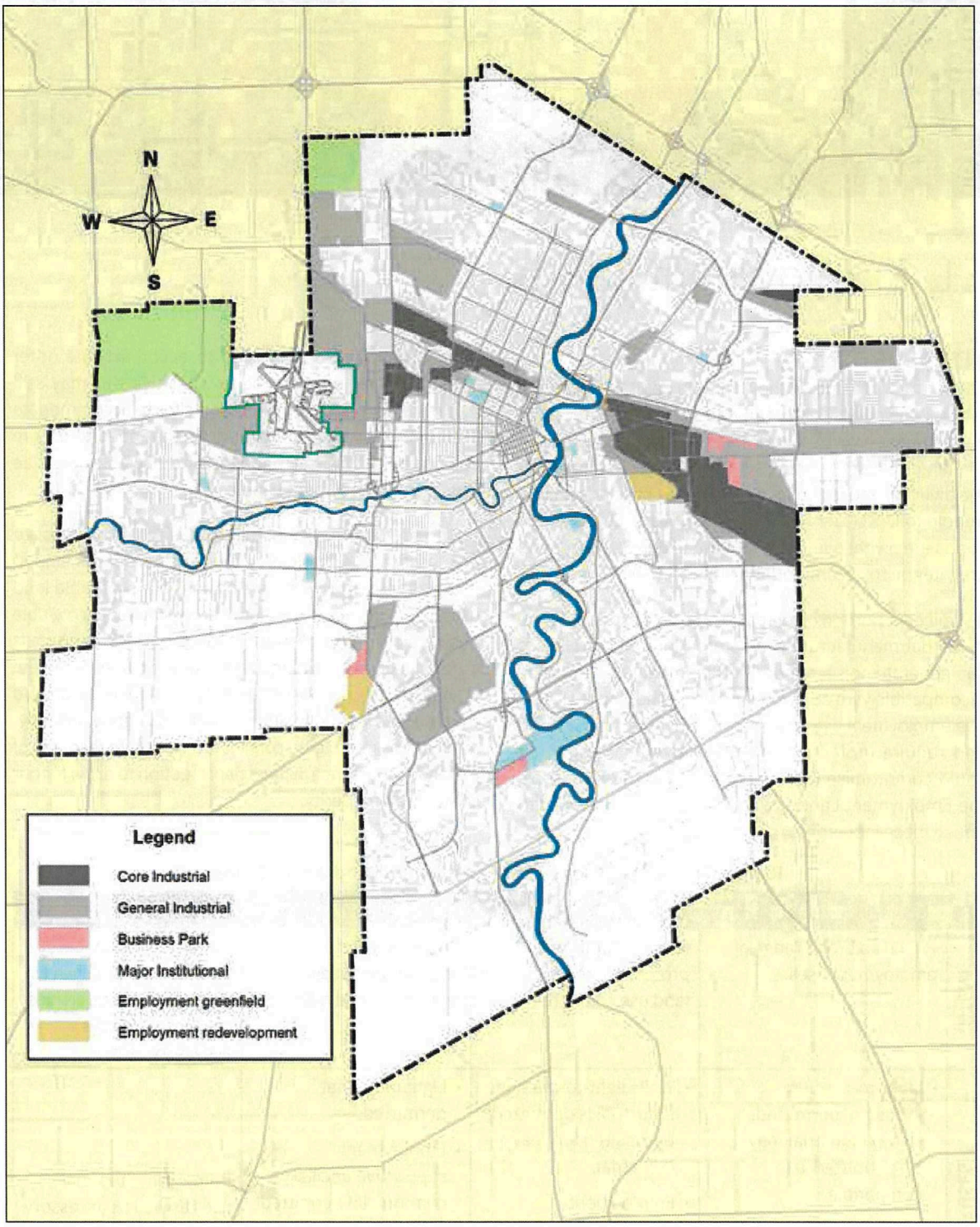
Due to the fact that industrial land is typically assessed at a lesser value than commercial or residential land, it is often targeted for conversion to more profitable land uses. Once conversion occurs, there is no longer a viable business case to convert these lands back. While there is little value in maintaining the designation where employment uses may no longer be viable, such requests should be assessed carefully and with due diligence. Employment Lands need to be considered as a finite resource of regional importance in need of protection to allow for our continued prosperity.

Range of permitted uses within Employment Land designations

	General Industrial	Core Industrial	Business Park	Major Institutional
INTENT	Provide a broad range of employment uses.	Provide additional protection from potential land use conflicts.	Broad range of employment uses with additional office entitlements.	Permitted major institutional uses such as hospitals and universities/ colleges, as well as accessory uses.
RANGE OF USES	• Light-to-medium industrial permitted. Heavy industrial may be permitted where compatible. • Employment supportive ancillary commercial permitted. • Small Office permitted. • Quasi-industrial uses may be permitted.	• While light-to-medium industrial is permitted, best suited for heavy industrial. • Employment supportive ancillary commercial permitted. • Small Office discouraged. • Quasi-industrial uses discouraged.	• Light industrial permitted. • Employment supportive ancillary commercial permitted. • Business Park Office, Small Office permitted. • Quasi-industrial uses may be permitted.	Primary institutional uses as well as accessory retail, personal services, and residential uses permitted.

Figure 11

MAP OF EMPLOYMENT LANDS



Map 12

VISION

Employment Lands will promote the competitiveness and economic diversity of the City of Winnipeg and surrounding region by accommodating and supporting existing and future employment.

Goal 1

1.0 Guide development in Employment Lands using the following designations.

Policies

General Industrial

1.1 Ensure that General Industrial areas:

a. Provide for light and medium industrial development;
b. Provide for limited employment-supportive commercial uses to serve the needs of employees within the employment area. These areas should be subordinate to the larger intent of General Industrial areas;
c. Provide for quasi-industrial uses that are more commercial in nature but may not fit well within other commercial designations due to their needs for large sites. These uses include, but may not be limited to: purpose-built commercial recreation enterprises, places of assembly, car dealerships, and self-storage facilities; and
d. Provide for limited Small Office uses.

Core Industrial

1.2 Ensure that Core Industrial areas:

a. Provide for a range of light to heavy industrial uses, including those that are land intensive; and
b. Provide for limited employment-supportive commercial uses to serve the needs of employees within the employment area. These areas should be subordinate to the larger intent of the Core Industrial designation.

Business Park

1.3 Ensure that Business Park areas:

a. Provide for office development that is directly related to a land-intensive industrial function that may be difficult to accommodate in more urban environments;
b. Provide for light industrial development;
c. Provide for quasi-industrial uses that are more commercial in nature but may not fit well within other commercial designations due to their needs for large sites. These uses include, but are not limited to: commercial recreation enterprises, places of assembly, car dealerships, and self-storage facilities; and
d. Provide for limited employment-supportive uses to serve the needs of employees within the employment area.

These areas should be subordinate to the larger intent of Business Park areas.

Major Institutional

1.4 Ensure that Major Institutional areas:

a. Provide for Major Institutional uses such as hospitals and university/college institutions and accessory uses; and
b. Provide for supportive retail, personal service, and residential uses.

Goal 2

2.0 Protect and support Employment Lands to ensure City and regional competitiveness.

Policies

2.1 Promote regional economic development by maximizing the City's competitive advantages.

2.2 **(A)** Undertake an Employment Lands competitiveness analysis to determine:

a. Advantages and disadvantages of Winnipeg's Employment Lands relative to Capital Region municipalities and other economic regions;
b. Discrepancies in economic competitiveness across city quadrants; and
c. Infrastructure investments needed to develop new Employment Lands in the city.

2.3 **(A)** Explore alternative Employment Lands servicing standards to promote city competitiveness relative to Capital Region municipalities.

2.4 Encourage brownfield remediation to promote the redevelopment and revitalization of Employment Lands.

2.5 **(A)** Commission an employment survey to more closely understand the nature and spatial location of employment activity, allowing for more effective long range planning and monitoring of development plan policies.

Goal 3

3.0 Provide a sufficient supply of vacant serviced Employment Lands.

Policies

3.1 Provide a sufficient supply of vacant serviced Employment Lands to accommodate forecasted industrial growth, promote City and regional competitiveness and economic diversity, and to provide jobs in proximity to the City's population, amenities, and services.

3.2 Regularly monitor the City's supply of Employment Lands and development activity.

3.2.1 **(A)** Develop a system to monitor the City's supply of Employment Lands.

3.2.2 **(A)** Endeavour to report on the City's supply of services vacant Employment Lands annually.

3.3 Endeavour to maintain a five-year supply of combined vacant serviced General and Core Industrial lands.

3.4 Provide a sufficient supply of large sites in Core Industrial areas.

3.5 Encourage the provision of Core Industrial areas in the planning of new Employment Lands.

Goal 4

4.0 Protect existing and future Employment Lands.

Policies

4.1 Provide a stable operating environment for businesses by preventing the intrusion of incompatible uses and by maintaining the affordability and attractiveness of Employment Lands for planned uses.

Requests for conversions

4.2 Generally discourage the conversion of Employment Lands to other designations.

4.2.1 Prioritize the protection of General and Core Industrial areas close to major transportation corridors such as railways, highways, and major arterial roads, as well as large industrial-zoned sites.

4.2.2 Consider the results of the Employment Lands competitiveness analysis as per Policy 2.2 in assessing proposals for conversions.

4.3 Require amendments to this By-law to create new Employment Land areas or to convert designated Employment Lands to another Urban Structure designation.

4.4 Require amendments to this By-law to re-designate existing lands from one Employment Land designation to another.

4.5 Require that requests to create new Employment Land areas, to convert designated Employment Lands to another designation, or to re-designate existing lands from one Employment Land category to another satisfy the following criteria:

a. The proposed use would not adversely affect the overall viability or desirability of the larger employment area and/or other surrounding existing and future land uses;
b. The proposed use will not result in land use conflicts; and
c. There is existing or planned infrastructure to accommodate the proposed use(s).

4.6 In addition to Policy 4.5, consider the following criteria when evaluating proposals to re-designate Employment Lands:

a. There is a demonstrated need for the proposed use(s) and there are no other sites that could accommodate the proposed use;
b. The lands are not required over the time horizon of this By-law for their designated purpose or the subject lands are deemed unsuitable for employment uses within and beyond this By-law's time horizon;
c. The immediate and cumulative impact on the city-wide supply of vacant serviced Employment Lands. Supply considerations shall include site size, marketability, and implications on the City's capital budget; and
d. City capital investments necessary to enable the proposed development.

4.7 Retain, at the applicant's expense, an independent, third-party consultant to peer review the proponent's proposal and provide professional analysis and recommendations to the City when considering proposals to re-designate Employment Lands and where the City determines such analysis to be necessary. The requirement for such a review will be identified at the time of application and it is expected that the applicant and the peer review consultant will collaborate to develop a mutually agreeable terms of reference.



Industrial uses

4.8 Permit light, medium, and heavy industrial uses in Core Industrial areas where compatible with surrounding land uses.

4.9 Permit light and medium industrial uses in General Industrial areas where compatible with surrounding land uses.

4.10 Generally discourage heavy industrial uses in General Industrial areas, but consider these uses if compatible with surrounding land uses.

Residential uses

4.11 Prohibit residential uses in General Industrial, Core Industrial, and Business Park areas in order to:

a. Provide a stable operating environment for existing and future industrial businesses;
b. Preserve the City's supply of existing Employment Lands for their planned purposes; and
c. Encourage residential intensification in more strategically advantageous areas as articulated elsewhere in this By-law.

Subordinate commercial uses

4.12 Permit retail and service uses in General Industrial, Core Industrial, and Business Park areas, but require that these uses be clearly ancillary to the intent of the area designation and not be of a size or nature that will primarily draw clientele from beyond the local employment area.

4.12.1 Encourage the clustering of these supportive retail and service uses within commercial amenity areas preferably located at the intersection of collector or arterial roads or at a major entrance to the employment area.

4.12.2 Assess requests for additional commercial entitlements based on whether the proposal is ancillary to the primary intent of the employment area.

4.12.3 Consider both the size of individual developments as well as the cumulative impacts of multiple developments in assessing their subordinance to the employment area.

4.13 Direct commercial, retail and service uses beyond a scale ancillary to the intent of the Employment Land area designation to appropriately designated areas.

Quasi-industrial uses

4.14 Manage quasi-industrial uses to mitigate land use incompatibility and to protect the City's supply of Employment Lands and industrial floor space for core industrial purposes, while also accommodating uses that have large land requirements and are not easily accommodated elsewhere.

4.15 Discourage quasi-industrial uses in Core Industrial areas.

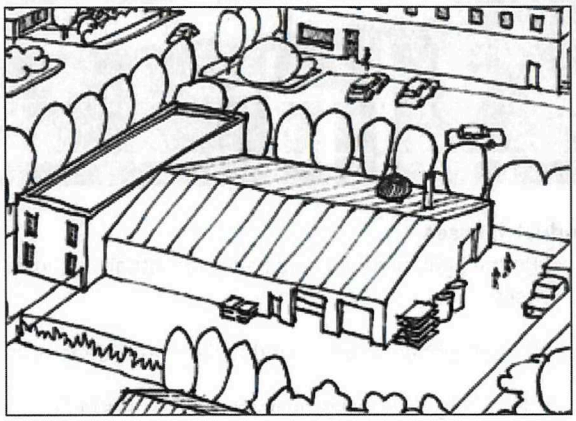
4.16 Permit quasi-industrial uses in General Industrial and Business Park areas where it can be demonstrated that such uses cannot be accommodated elsewhere in the Urban Structure.

4.16.1 Where appropriate, encourage the siting of quasi-industrial uses along arterial roads and where they can be used as buffers between traditional industrial and more sensitive land uses.

4.17 Quasi-industrial uses in General Industrial, Core Industrial, and Business Park areas may be permitted where they are not purpose-built and can be accommodated as tenants in industrial buildings as long as they do not preclude the building's potential future use for planned industrial activities.

Goal 5

5.0 Buffer and protect Employment Lands from encroachment by other incompatible uses.



Policies

5.1 Buffer and protect Employment Lands from encroachment by other incompatible land uses.

5.1.1 Endeavour to provide a minimum separation distance of 300 metres between Core Industrial areas and residential uses.

5.1.2 Provide appropriate separation distances and/or buffering between General Industrial areas and residential uses.

5.2 Encourage light industrial uses, quasi-industrial uses, and subordinate commercial uses to act as buffers in Employment Lands that are close to existing and planned residential areas, as long as the scale and type of these uses is consistent with the planned function of the area.

Protecting truck routes

5.3 Review truck routes and consider how they can best support Employment Lands.

Goal 6

6.0 Ensure the orderly development of new Employment Lands.

Policies

Planning for new Employment Lands

6.1 Require that Employment Lands identified as Greenfield Employment or Employment Redevelopment provide a secondary plan covering the entire area, which must be adopted by Council as bylaw prior to the land being subdivided and developed. It must also be developed in accordance with other applicable policies (see Major Redevelopment Sites and New Communities sections of this By-law for corresponding policies).

6.1.1 Require that such a plan include, at minimum:

a. A vision for the area;
b. Alignment of the Primary Transit Network and location of its stations where applicable, as well as alignment of the feeder network;
c. Infrastructure alignment, including the arterial and collector road network, pedestrian and cycling routes, and water, wastewater, and land drainage facilities;
d. Land use policies, including the size and location of specific Employment Land designations as well as other designations, where appropriate;
e. Phasing within the entire site, where appropriate;
f. Identification of necessary City-funded growth-enabling and growth-supportive infrastructure and their approximate costs;
g. Implementation strategy, including roles and responsibilities for implementation; and
h. Other policies or context specific guidelines as deemed appropriate.

6.1.2 Secondary plans for Employment Lands may be led by either the City of Winnipeg or external parties in collaboration with the City.

6.2 Encourage the designation of new Employment Lands in the planning of new sectors and precincts, where appropriate.

6.2.1 Require that proposals to designate new Employment Lands in the planning of new sectors and precincts address the criteria prescribed in policies 4.5 and 4.6. Plans shall indicate the approximate size and location of Employment Land designations in accordance with relevant Employment Lands policy.

Master plans for Major Institutional areas

6.3 Administer Master Plans in Major Institutional areas in accordance with Zoning By-law requirements.

Major Institutional area expansions

6.4 Requests to expand existing Major Institutional areas require an amendment to this By-law and must satisfy the following criteria:

a. There is a demonstrated need for the expansion;
b. The proponent can demonstrate there is no opportunity to accommodate the expansion within the existing boundaries of the Major Institutional area;
c. Land use incompatibilities and inappropriate intrusions into adjacent neighbourhoods will be minimized;
d. The proponent can demonstrate meaningful consultation with the affected community occurred and that concerns have been reasonably addressed; and
e. Expansion should be contiguous to the existing institutional development as much as possible while balancing the need to minimize land use incompatibilities.



Goal 7

7.0 Support high-quality design and connectivity in the City's Employment Lands.

Policies

Employment Land design

7.1 Require that Employment Land areas be designed in accordance with the following design standards:

a. Facilitate a high standard of transit and active transportation connectivity. Opportunities to enhance this connectivity in existing Employment Lands shall be encouraged;
b. Streets that provide direct connections to transit service should provide facilities and amenities for pedestrians, cyclists, and transit;
c. Pathways and sidewalks should be provided to connect businesses to transit stops;
d. Encourage a high standard of design along collector and arterial roads, particularly those with transit service, through landscaping, fencing, building elevations, and architectural elements;
e. Encourage the provision of amenity areas for employees; and
f. Loading facilities and large open storage areas should be located in areas that minimize visual impact to other industrial uses and the street and/or screened through appropriate fencing and landscaping.

Major Institutional area design

7.2 Further to Policy 7.1, require that Major Institutional areas be designed in accordance with the following:

a. Integrate Major Institutional areas and adjacent neighbourhoods from a mobility and urban design perspective;
b. Surface parking areas should be located in the rear and/or interior side yard. Encourage underground parking and structured parking that is integrated within the building design;
c. Public squares, urban parks, and other social spaces should be incorporated into new development and located in areas of high pedestrian activity, near transit stops, and/or at focal points within the Major Institutional area; and
d. Transit stops in Major Institutional areas should be situated in prominent locations where there is a high level of pedestrian activity or where they can form a focal point for the site. Sufficient space should be provided at stops with significant existing or expected passenger activity to accommodate heated shelters and other passenger amenities, especially if the stop is to be considered a transit hub or junction.

Business Park design

7.3 Further to Policy 7.1, require that Business Park areas include a high standard of building design and landscaping and an overall quality of site development that is superior to development in General Industrial or Core Industrial areas.



E2. Rural and Agricultural

INTRODUCTION

Rural and Agricultural Areas are large tracts of undeveloped land that currently support a mix of agricultural and rural residential uses within city limits. While some of these lands are planned to remain so in perpetuity due to inadequate flood protection or an inability to service these areas in a viable manner, other designated Rural and Agricultural areas represent the City's long-term supply of greenfield lands. Identified as sectors, these areas will be planned at a high level in preparation for eventual development as future urban neighbourhoods.

Until Winnipeg's population reaches a level to warrant re-designation, our Rural and Agricultural areas will be maintained as large parcels for agricultural production and compatible uses. Map 13 identifies the Rural and Agricultural designated lands within the City of Winnipeg. Preventing the fragmentation of these lands allows for a well-planned, organized and efficient approach to their development for agriculture and other low intensity uses.

Agriculture

The Red River Valley has provided sustenance to Winnipeg's residents and has made significant contributions to the city's economy from the beginning. While other urban centres lack the space to support commercial agricultural operations within their boundaries, the remaining agricultural lands within Winnipeg's city limits continue to contribute to the city, providing the opportunity for food production on a larger scale.

Small-scale or specialized agricultural production and the production of certain types of produce, meat and dairy can greatly benefit from the ability to locate in close proximity to its market. Reducing transportation costs and delivering perishable items to consumers quickly are often essential to the success of specialized agricultural producers. Winnipeg's ability to accommodate local food production of perishable and difficult to transport items within the city limits gives the residents of Winnipeg an excellent opportunity to support local agricultural producers by enjoying fresh and unique products.

Operations could include:

- Outdoor/greenhouse vegetable or fruit production
- Medicinal/high value crops
- Specialized livestock

Many specialized agricultural operations do not require large parcels of land to be economically viable. Some crops can produce very high yields, while others are expensive or difficult to produce and must be done at a much smaller scale.

Residential

These rural areas also contribute to the diversity of housing choices available to Winnipeggers. They provide opportunities for residents to keep a small number of animals, to experience an increased level of privacy, to connect with agriculture, and to enjoy many other amenities associated with living in a rural municipality.

The establishment of new residential properties will be considered in areas covered by an applicable statutory plan that allows for their creation (See Policy 2.1). These areas include St.Vital Perimeter South, Wilkes South, and Kil-Cona Park Area (West).

The subdivision of smaller parcels for existing residences in areas not covered by an applicable statutory plan will only be considered where the residual land is consolidated with another existing parcel to support massing of land (See Policy 2.1). In this situation there must be no net gain in the number of parcels or buildable sites once the subdivision/consolidation is complete. This will allow for the maintenance of existing residences, provided that the proposed site meets the requirements for on-site waste water management, without hindering the future development potential for the area.

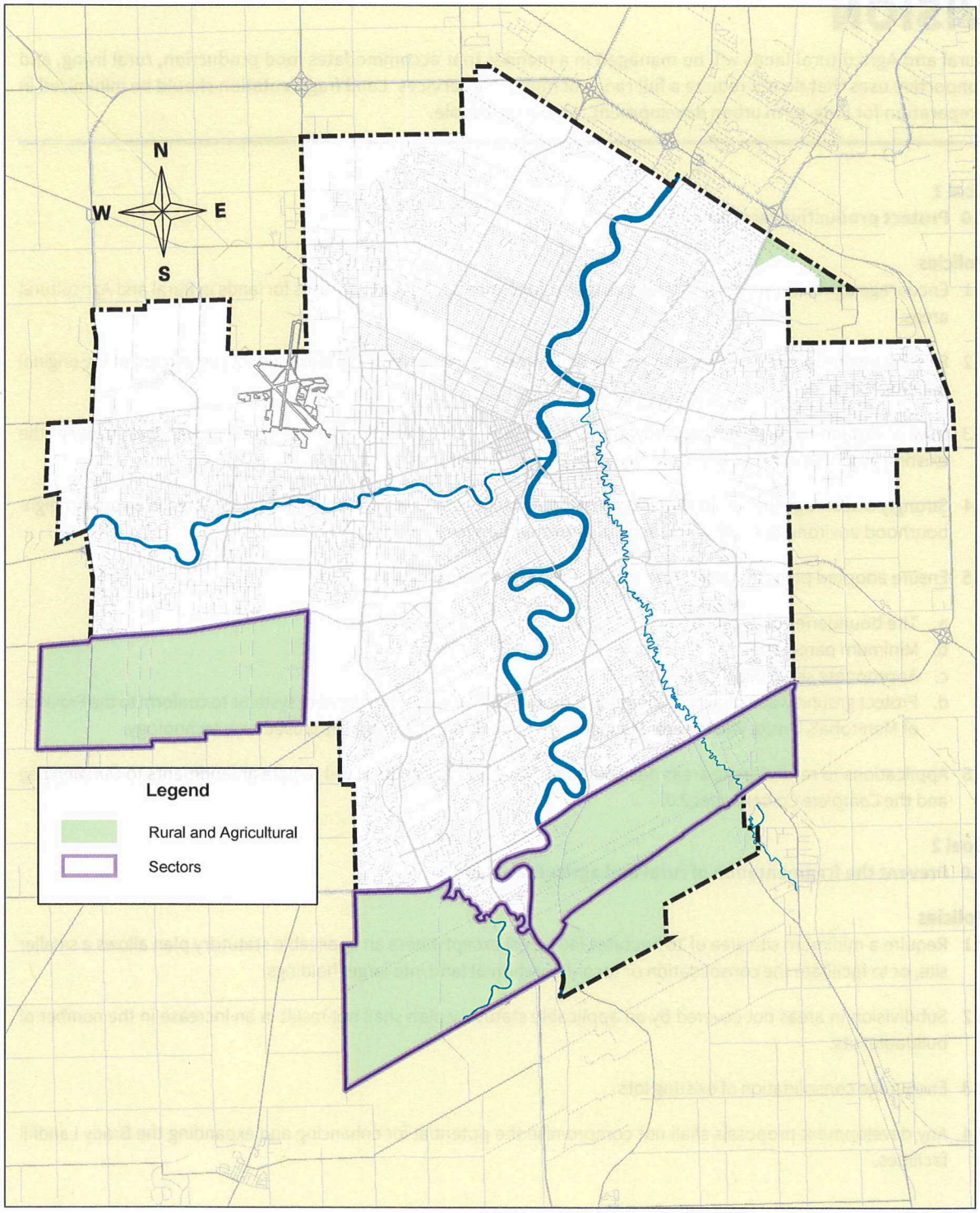
Other Uses

Uses such as camp grounds, kennels or landscape garden supply/contractors often require parcels of land larger than available in urban areas and may have to consider a Rural and Agricultural parcel to satisfy their needs. Additionally, potential negative impacts on higher density urban development may be mitigated by locating these uses in less populated areas, where they are unlikely to interfere with the regular operation of agricultural land uses.

Sector Plans

In order to plan for the orderly transition of some Rural and Agricultural lands to New Communities over the long term, the City will, in the coming years, be undertaking sector plans in accordance with this By-law's greenfield phasing plan in General Growth Policy 4.4. Sector plans are future-oriented preliminary planning studies intended to establish a framework for eventual urban development in the long term.

MAP OF RURAL AND AGRICULTURAL AREAS



Map 13

VISION

Rural and Agricultural lands will be managed in a manner that accommodates food production, rural living, and supportive uses that do not require a full range of municipal services. Land fragmentation should be minimized in preparation for long-term urban development, where applicable.

Goal 1
1.0 Protect productive farm land.

Policies

1.1 Encourage agricultural uses and related support functions as the principal uses for lands in Rural and Agricultural areas.

1.2 Existing institutional structures shall not be permitted to expand beyond a maximum of five percent of the original building footprint.

1.3 New or expanding intensive groundwater uses will only be considered when it can be proven the quality of the existing groundwater supply will not be negatively impacted.

1.4 Strongly discourage the establishment of new principal uses that would be best accommodated in an urban neighbourhood environment with a full range of municipal services.

1.5 Ensure adopted plans for unserviced residential areas identify, at a minimum:

a. The boundaries of the area;
b. Minimum parcel sizes;
c. Appropriate servicing criteria; and
d. Protect ground water quality by directing all private wastewater management systems to conform to the Province of Manitoba's Onsite Wastewater Management Regulation, or through approved new technology.

1.6 Applications to re-designate areas designated as Rural and Agricultural will require amendments to *OurWinnipeg* and the *Complete Communities 2.0*.

Goal 2
2.0 Prevent the fragmentation of rural and agricultural land.

Policies

2.1 Require a minimum site area of 16 hectares (40 acres) except where an applicable statutory plan allows a smaller site, or to facilitate the consolidation or reconfiguration of land into larger holdings.

2.2 Subdivision in areas not covered by an applicable statutory plan shall not result in an increase in the number of buildable lots.

2.3 Encourage consolidation of existing lots.

2.4 Any development proposals shall not compromise the potential for enhancing and expanding the Brady Landfill facilities.



Goal 3

3.0 Support local food production and encourage income diversification.

Policies

3.1 Permit the establishment of specialized agricultural operations in areas where urban development is unlikely in the near future, as identified in Map 3 (the Phasing Map).

3.2 Consider specialized agriculture as a conditional use on new small parcels where an adopted plan allows for the creation of lots smaller than 16 hectares (40 acres).

3.3 Certain low intensity land uses that may create land use conflicts within an urban environment may be accommodated, provided they are compatible with rural and agricultural uses.

3.4 Support initiatives that sustain agricultural livelihoods and increase access to local, culturally appropriate, and sustainable food choices.

Goal 4

4.0 Accommodate limited livestock production.

Policies

4.1 New livestock operations shall not be permitted.

4.2 Expansion of existing livestock operations may be accomodated through conditional use approval only in Rural and Agricultural designated areas. Livestock operations will not be allowed to exceed a size of 50 animal units.

4.2.1 Expansion of existing livestock operations will be required to maintain separation distances as established in the City of Winnipeg Zoning By-law in order to ensure compatibility between existing land uses and new or expanded livestock operations. These separation distances will generally be set at double the provincial minimum separation requirements. Council may consider variation of these separation distances.

4.2.2 In order to provide a measure of protection for surface water quality, livestock operations will not be allowed within a distance of 330 feet (100 metres) of the ordinary high water mark of any surface watercourse, sinkhole, spring and/or property boundary (in accordance with Manitoba Regulation 42/98), nor within any riparian area adjacent to a watercourse.





4.2.3 Existing facilities located within 1,000 feet (304.8 metres) of the Red, LaSalle, Seine, and Assiniboine rivers and Bunns, Truro, Omands, and Sturgeon creeks may only be expanded subject to the provisions of the Zoning By-law, provided that no portion of the expanded facility will be located within 330 feet (100 metres) of the ordinary high water mark of the river or creek.

4.2.4 Livestock operations will not be permitted to expand on soils determined by detailed soil survey acceptable to the Province, with a scale of 1:50,000 or better, to have an agricultural capability of Class 6, or 7, or that have unimproved organic soils as described under the Canada Land Inventory. If detailed soil survey information is not available for the area in which a new or expanded livestock operation is proposed, the applicant may be required to provide a detailed soil survey for the site, acceptable to the Province at a scale of 1:50,000 or better.

4.2.5 The establishment or expansion of livestock confinement facilities shall conform to the regulations of other levels of government, including those under the Provincial Environment Act and the Water Protection Act.

Goal 5

5.0 Plan for the orderly transition of some rural and agricultual lands to new communities over the long term.

Policies

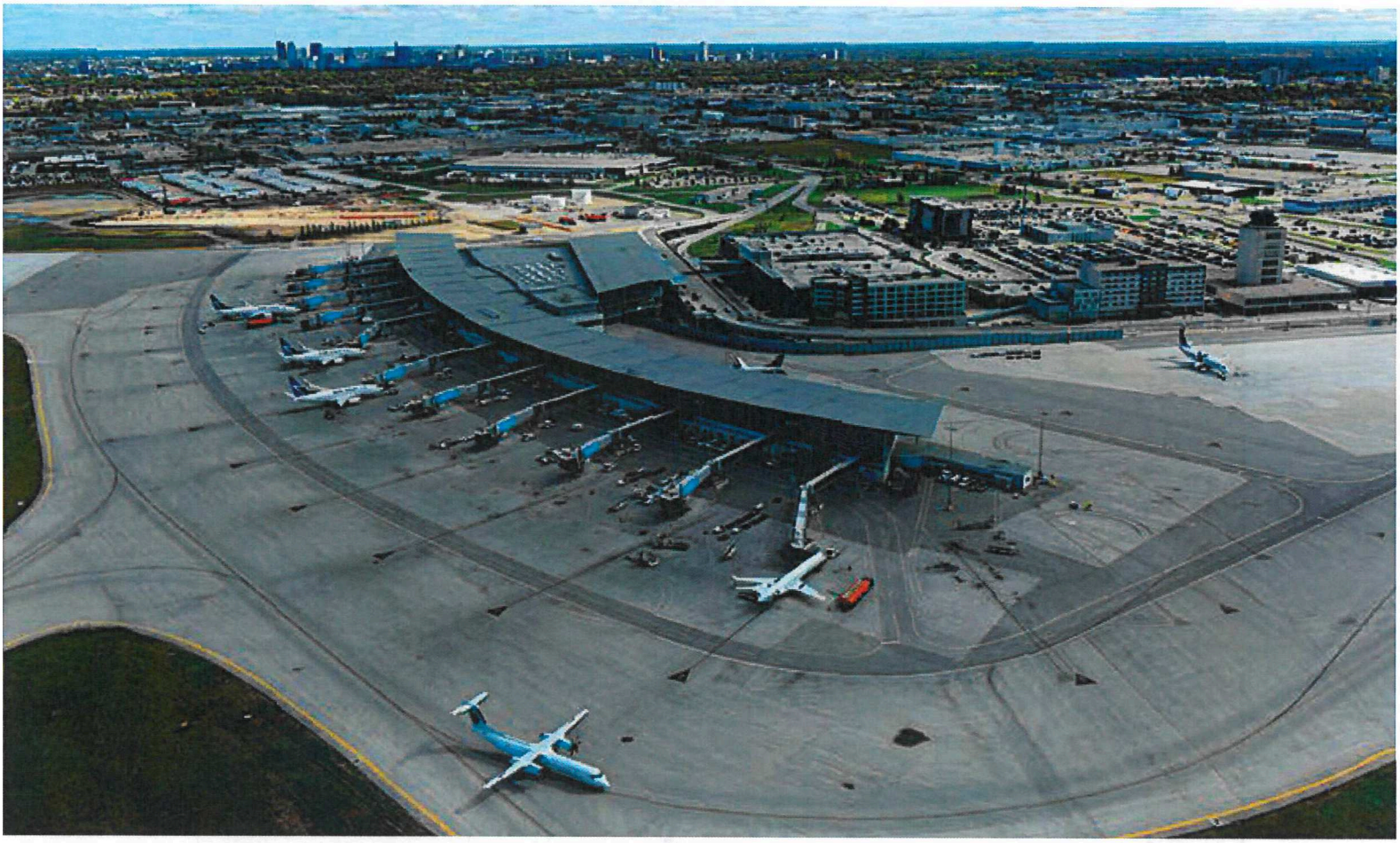
Sector Plans

5.1 **(A)** A sector plan shall be prepared and endorsed by Council as a secondary plan for areas identified as on Map 13 before re-designating any portion of the land to New Communities and before the planning of individual precincts within the sector. Sector plans should include, at minimum:

a. A vision for the area;
b. Anticipated population at full build-out;
c. The alignment of the Primary Transit Network and the location of its stations, where applicable;
d. High-level infrastructure alignment, including the arterial and collector road network, pedestrian and cycling routes, alignment of the transit feeder network, and water, wastewater, and land drainage facilities;
e. High-level land use policies, including areas to be maintained for rural/agricultural use if warranted, and the location of future urban structure designations;
f. The size and location of precincts within the sector;
g. The phasing of individual precincts;
h. Identification of necessary City-funded growth-enabling and growth-supportive infrastructure and their approximate costs;
i. Implementation strategy, including roles and responsibilities for implementation; and
j. Other policies or context specific guidelines as deemed appropriate.

5.1.1 Sector plans may be led by either the City of Winnipeg or external parties in collaboration with the City. This will be determined by the Director of Planning, Property, and Development.

5.2 Precincts identified in a sector plan should be large enough to warrant a need for more detailed precinct-level planning. Precincts should accommodate a total population between 5,000 and 15,000 people at full build-out.



F1. Airport Area

INTRODUCTION

Located in the northwest quadrant of the city, the Winnipeg James Armstrong Richardson International Airport (YWG) offers a range of services, including air passenger and cargo. Through its central location, the airport serves not only all of Manitoba but also north-western Ontario, Saskatchewan, the Northwest Territories and Nunavut. The airport is also the location of 17 Wing, a major Canadian Air Forces base.

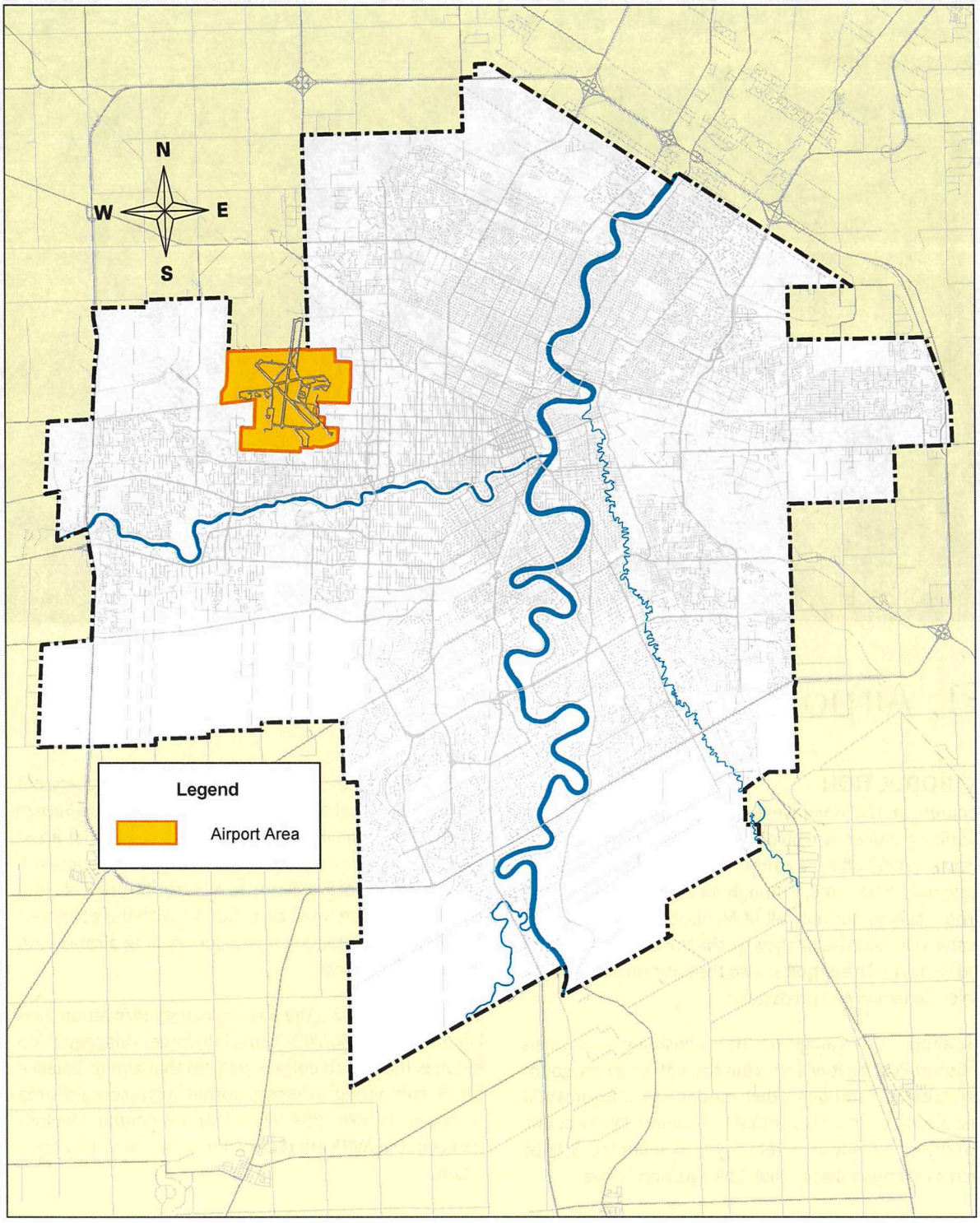
The airport is a strategic partner in ensuring the success of CentrePort as it will provide the link to air cargo for redistribution through other modes of transportation (see glossary entry on CentrePort for more information). The airport already has direct flights to multiple U.S. hubs such as Minneapolis-St. Paul, Chicago, and Denver.

YWG has undergone a major redevelopment, including the construction of a new passenger terminal building. The Winnipeg Airports Authority (WAA) has also developed a land use plan for the lands under their jurisdiction. This land use plan contains provisions for future runways and designates areas for future airport-related industrial/ commercial development.

YWG's proximity to the city is convenient for travellers, but it also means that airport operations have some impact on the commercial, employment and residential areas nearby. While area residents want neighbourhoods with a high standard of livability with minimal intrusion of noise and traffic, these must be balanced with the economic benefits of maintaining a well-functioning airport with 24-hour operations.

On August 12, 2021, the Airport Vicinity Protection Area Regulation M.R. 66/2021 came into force. This regulation requires the City to enforce policies that aim to balance these competing interests within a prescribed area surround the YWG (the "AVPA"). All residential developments in the AVPA are required to conform to this regulation.

MAP OF AIRPORT AREA



Map 14

VISION

The City of Winnipeg will support the role of the Winnipeg James Armstrong Richardson International Airport as a major transportation hub for passengers and cargo.

Goal 1

1.0 Support the 24-hour status of airport operations and airport-related activities by working with the Winnipeg Airports Authority and all stakeholders.

Policies

Airport Vicinity Protection Area Regulation

1.1 In order to maintain compatible land use relationships, regulate land use and building regulations for all those neighbourhoods or portions thereof significantly affected by airport related noise in conformity with the Airport Vicinity Protection Area Regulation M.R. 6/2021 and any successor to that regulation.

Goal 2

2.0 Collaborate with the Winnipeg Airports Authority on initiatives that capitalize on the airport's capacity to generate strategic economic development.

Policies

Economic development

2.1 Work with the Winnipeg Airports Authority and partners in the realization of the Airport Area as a major centre for goods distribution, manufacturing, and airport-related commercial/employment activity.

Multi-modal transportation

2.2 Collaborate with strategic partners and align transportation planning and capital investments to promote multi-modal transportation linkages to and from the airport.

Connectivity, design, and wayfinding

2.3 Identify and improve street connections, urban design, and signage along designated routes between the airport and Downtown.



F2. Urban Reserves

INTRODUCTION

Canada entered into seven treaties with First Nations in Manitoba between 1871 and 1906. These treaties required Canada to set aside tracts of reserve land. The sizes of reserves are based on band populations at the time the treaty was signed.

Some First Nations that entered into a treaty did not receive the full amount of land allocated to them under the terms of the original treaties. As part of the settlement process, some First Nations that have validated their land claim with Canada through a treaty land entitlement claim have an opportunity to acquire lands to create urban reserves, including within the City of Winnipeg.

Since these urban reserves are not governed by municipal bylaws, mechanisms are required to ensure for the arrangement of services and compatibility with bylaws and areas of mutual concern such as land use planning. The City of Winnipeg will negotiate agreements with First Nations to provide a seamless transition between jurisdictions enabling mutual economic development interests to be achieved.

As noted in the City of Winnipeg's Indigenous Accord, the City of Winnipeg is committed to building an ongoing process of reconciliation in Winnipeg, based on establishing and maintaining mutually respectful partnerships. Although this commitment can be integrated into all City actions, it can be clearly demonstrated through the urban reserves establishment process.

VISION

Welcome the creation of urban reserves within Winnipeg in the spirit of reconciliation.

Goal 1

1.0 Welcome and facilitate the creation of urban reserves within Winnipeg.

Policies

1.1 When new urban reserves are initiated, work in good faith with First Nations governments to negotiate Municipal Development and Services Agreements (MDSAs) that include service capacity and restraints, bylaw harmonization, land use planning, a dispute resolution process, and any additional relevant items.

F3. Capital Region

INTRODUCTION

The Capital Region is home to almost two-thirds of Manitoba's population. The area is made up of eighteen municipalities with the City of Winnipeg as its principal investment and business centre (Figure 10). Steps have been taken towards strengthening cooperation among the Capital Region municipalities in recent years, including:

- Continued effort on communication and establishing relationships
- The creation of a long-term regional growth strategy and action plan
- The establishment of service-sharing agreements with adjacent municipalities
- Participation in continued regional planning initiatives

Continued regional planning initiatives are contributing towards a greater degree of cooperation amongst municipalities in the Capital Region. Ongoing growth, both inside and outside of the City of Winnipeg, presents a compelling reason for moving towards a more coherent and comprehensive regional planning environment, including a Regional Plan.

The population of the Capital Region is estimated to grow by approximately 182,000 people by 2035, according to the 2016 Regional Growth Strategy.

COLLABORATION

Winnipeg will continue its regional collaboration to ensure that common interest goals will more likely be achieved.

In 2019, the Winnipeg Metropolitan Region released a report called "For the Benefit of All: Regional Competitiveness and Collaboration in the Winnipeg Metro Region". This report outlined the need for greater collaboration in the Capital Region. The City of Winnipeg will recognize this opportunity to continue its collaboration through frequent and productive engagement with its partners in the Capital Region and with the Province of Manitoba.

REGIONAL PLANNING

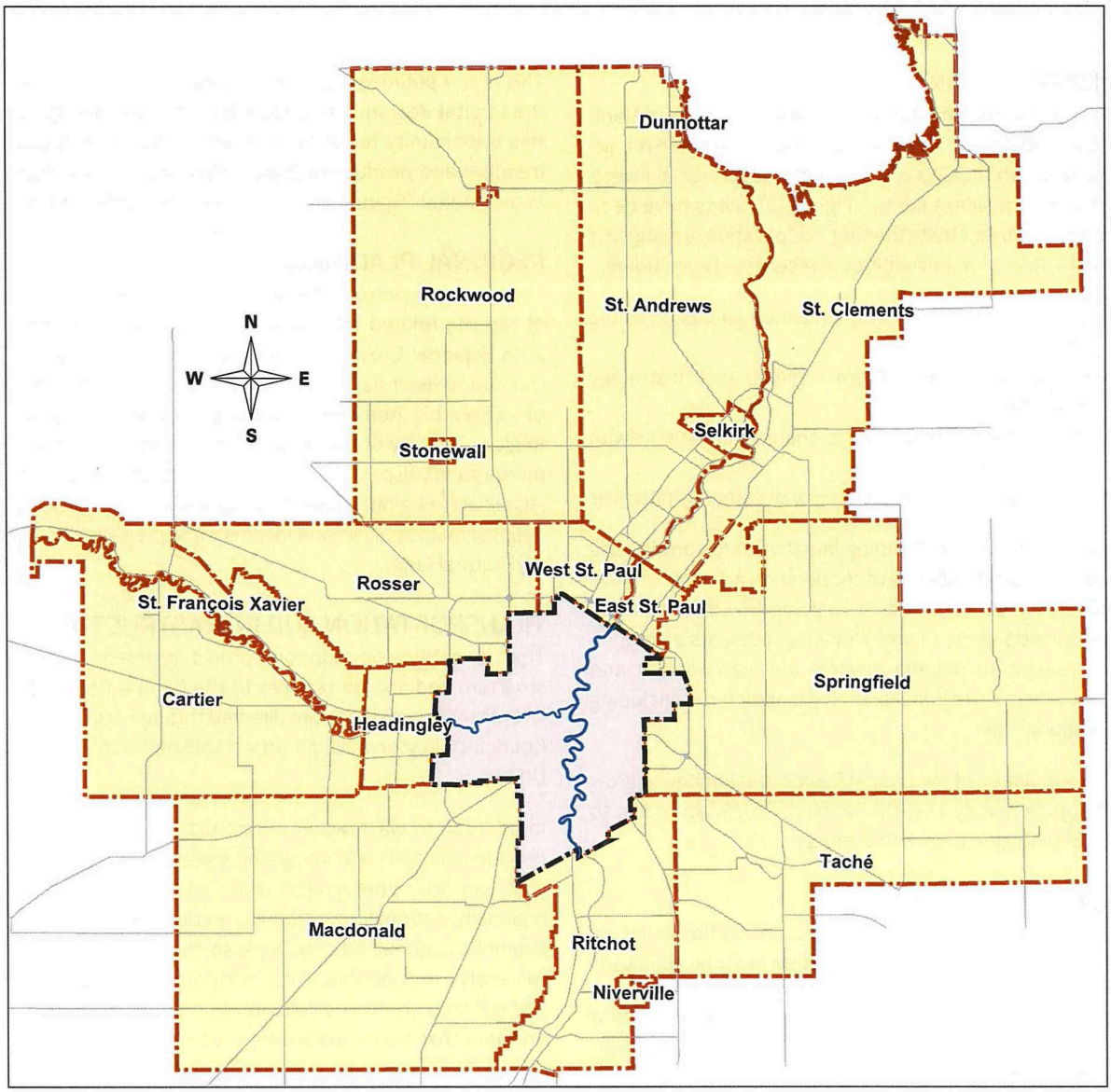
The Winnipeg Metropolitan Region has released a series of reports related to regional planning, including the 2016 Regional Growth Strategy, and the 2018 Securing Our Future Regional Action Plan, which includes a series of actionable items for municipalities in the Capital Region. The City of Winnipeg will participate in regional matters and will continue to advocate for a well-designed, sustainable Regional Plan that recognizes the strengths of regional municipalities and identifies and preserves prime agricultural land.

TRANSPORTATION AND INFRASTRUCTURE

The City of Winnipeg supports providing essential infrastructure and shared services to the Capital Region so long as these provisions are directed through established Council policy or through an established Authority or Utility.

In addition to wastewater infrastructure, the ability to provide a finely-tuned integrated transportation system that can link employment areas to markets locally, regionally, nationally and globally is critical to the Capital Region's economic success. To do so, the City of Winnipeg will apply a regional lens to its Transportation Master Plan and will seek continued collaboration on transportation priorities that are mutually agreed upon.

MAP OF MAJOR CAPITAL REGION



Map 15

VISION

Acknowledging that mutual success will come from thinking and acting as a region, the City of Winnipeg will continue to collaborate with the Winnipeg Metropolitan Region to plan for a sustainable, vibrant, and growing region.

Goal 1

1.0 Build on recent efforts to work collaboratively as a region.

Policies

Collaborate on regional planning

1.1 Work collaboratively with regional partners on regional planning initiatives.

Collaborate with the Province

1.2 Encourage the Province to take an active role in providing assistance and resources to support regional cooperation and collaboration.

Collaborate on regional economic development

1.3 Capitalize on key regional economic development advantages in a collaborative manner.

Collaborate on boundary issues

1.4 Coordinate with adjacent municipalities on growth and development in close proximity to municipal boundaries to mitigate potential future conflicts.

Goal 2

2.0 Work with the Winnipeg Metropolitan Region towards regional planning initiatives.

Policies

Regional Action Plan

2.1 Work with the Winnipeg Metropolitan Region on actionable items derived from the Regional Action Plan.

Agricultural lands

2.2 Work with the Winnipeg Metropolitan Region towards the identification and preservation of prime agricultural lands.

Regional transportation network

2.3 Coordinate with regional partners and the Province of Manitoba to enhance and maintain a regional transportation network in the Capital Region.

Indicators

2.4 Work with the Winnipeg Metropolitan Region on compiling and monitoring environmental, social, and economic indicators in ongoing planning processes.

Goal 3

3.0 Manage the long-term implications of regional growth.

Policies

Infrastructure

3.1 Continue to monitor the impacts of regional growth on Winnipeg infrastructure.

Monitor land supply

3.2 **(A)** Monitor land supply and the absorption of residential, commercial, and Employment Lands in the Capital Region.

Population and economic growth

3.3 Plan to accommodate Winnipeg's share of regional population and economic growth.

Service-sharing agreements

3.4 Ensure consistency with guiding principles requiring that City of Winnipeg service-sharing agreements:

a. Are government to government;
b. Are consistent with the City's existing and future capacity to provide the service;
c. Are founded on a strong business case to ensure the efficient delivery of the service in the region;
d. Incorporate a joint planning agreement to manage development and related environmental concerns; and
e. Include a provision for revenue sharing so that both the City and the partnering municipality share the costs and benefits associated with the delivery of services.



G1. Mobility

INTRODUCTION

A high-performing transportation system is a vital feature of a modern, competitive and sustainable city. Transportation systems are designed and managed by engineering focused City departments including Public Works and Winnipeg Transit. Although important transportation system components such as street design, traffic signal phasing and transit scheduling are outside the jurisdiction of the *Complete Communities 2.0*, this document does guide one of the most significant influences on a transportation system: land use.

History of Policy

The Mobility section of this By-law is comprised of policies that were drafted as part of previously endorsed Council policy in the *Transportation Master Plan* and the *Pedestrian and Cycling Strategies*. By including these policies in a statutory land use plan such as *Complete Communities 2.0*, they will be elevated to higher prominence and can be more effectively implemented through integrated planning and land use processes.

Integration of Transportation and Land Use

Effective integration of transportation systems and land use planning requires the consideration of five key factors: design, density, diversity, destinations and distance.

The interrelation of these five considerations is the basis for many land use planning policies in the Mobility section, as well as other sections of this By-law. By approaching land use planning decisions from an integrated perspective, taking into account how people are connected to places and spaces, we can guide the incremental redevelopment of our city in pursuit of our highest order goals: reducing our share of emissions contributing to climate change, providing citizens with reliable access to their daily needs and building communities in a financially sustainable manner.

Through successful implementation of *Complete Communities 2.0* policies, Winnipeg neighbourhoods will provide a range of amenities within walking distance. City streets will continue to evolve into quality public spaces that are comfortable environments for people of all ages and abilities, on foot, on bicycles, and when using mobility assistive devices such as wheel chairs and scooters. Strategic residential densification will provide the ridership base needed to support reliable and frequent transit service capable of outperforming personal automobile use in the highly urbanized areas of our city. Our increasingly complete streets will provide safe and efficient movement of goods, services and people in an economically sustainable fashion. This approach will reduce the length and change the type of trips Winnipeggers need to make on a daily basis. When trips are required, our citizens will be able to choose from a number of attractive, sustainable, and efficient transportation options.

This section is supported by the following documents:

- *Transportation Master Plan*
- *Winnipeg Transit Master Plan*
- *Pedestrian and Cycling Strategies*
- *Downtown Parking Strategy*
- *On-street parking strategy (yet to be completed)*

VISION

Through successful integration of transportation systems and land use planning, Winnipeg will become a better connected and more economically sustainable, environmentally responsible, and socially equitable city.

Goal 1

1.0 Integrate transportation and land use by providing a transportation network that supports the urban structure and the concept of Complete Communities.

Policies

Integrated Planning

1.1 **(A)** Prepare a Transportation Master Plan to ensure the City's transportation system supports quality of life and economic vitality and consider adopting it as a by-law.

1.2 Align the rapid transit network to support land use and transportation planning decisions.

1.2.1 When developing new Rapid Transit Corridors, select the technology that best complements the current land uses and future development potential within the service area of that corridor.

1.3 Initiate detailed integrated land use and transportation corridor planning – including alignment, technology assessment, and current and estimated population and employment density along the corridor for current and future Rapid Transit Corridors identified in the *Winnipeg Transit Master Plan* and the *Transportation Master Plan*.

1.4 Further strengthen the base transit network to support the Urban Structure and the City's intensification target.

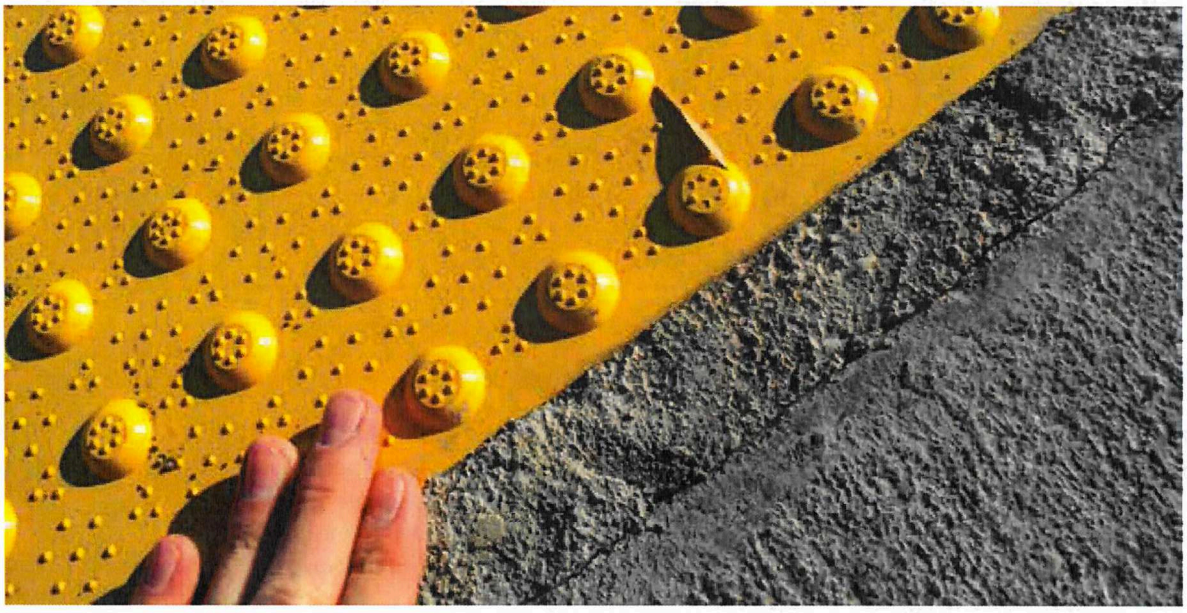
1.5 Review current processes undertaken to coordinate land use, economic development, and transportation planning, and update as required to reflect a more integrated approach.

1.6 Review proposed transportation projects and programs to ensure they support the concept of Complete Communities and the Urban Structure.

1.7 Explore opportunities to utilize transportation investments to leverage development potential in Transformative Areas.

Transportation impact studies

1.8 **(A)** Finalize and adopt new guidelines for the preparation of transportation impact studies.



Goal 2

2.0 Provide a safe, efficient, and equitable transportation system for all to support Complete Communities and the urban structure.

Policies

Active transportation

2.1 Strategically develop accessible, well-connected networks of walking and cycling facilities, supporting the concept of complete communities as directed by the *Pedestrian and Cycling Strategies*.

Access for all

2.2 Provide opportunities to access multiple modes of transportation to people of all ages and abilities to improve quality of life, economic vitality, and system efficiency.

Children's mobility

2.3 Coordinate land use decisions and the design of the built environment with the need for goods movement.

2.3.1 **(A)** Review existing land use policies to ensure alignment with the City's vision for goods movement following adoption of the updated *Transportation Master Plan*.

2.4 Incorporate accessible walking and cycling infrastructure to facilities frequently accessed by children, such as daycares, community centres, parks, and schools.

Universal design

2.5 Ensure that transportation projects, programs, and initiatives reflect accessibility and universal design principles.

Crime Prevention Through Environmental Design (CPTED)

2.6 Ensure Crime Prevention Through Environmental Design (CPTED) principles are integrated into development adjacent to rapid transit stations, along Rapid Transit Corridors and high frequency transit corridors, pedestrian pathways and cycling facilities to increase safety and perceptions of safety.

Goal 3

3.0 Support and encourage land uses and investments in the transportation network that reduce Vehicle Kilometres Travelled (VKT).

Policies

Reduce travel needs

3.1 Encourage land uses that minimize the number and length of trips that people need to make.

Integrated planning

3.2 Encourage the highest residential and employment densities close to rapid transit and the Primary Transit Network.

Complete communities

3.3 Plan complete communities in all neighbourhoods - where most amenities for daily living are within walking distance.

Goal 4

4.0 Pursue innovative parking strategies that encourage transportation means other than the personal automobile, encourage a more efficient use of land, and enable the establishment of more affordable housing options.

Policies

Parking standards

4.1 Review parking standards contained in the City's Zoning By-laws to ensure consistency with the vision and objectives in *OurWinnipeg*, *Complete Communities 2.0*, and the *Transportation Master Plan*.

4.1.1 **(A)** Explore maximum parking regulations and shared parking to reduce the oversupply of parking.



Parking requirements

4.2 Provide opportunities in the development approval process to reduce the number of parking spaces required by the Winnipeg Zoning By-law, when transportation demand offsets are present. Considerations for parking reduction include:

a. Proximity to Rapid Transit Corridors and stations;
b. Proximity to transit routes operating at a high frequency;
c. Proximity to employment, institutional and commercial amenities;
d. Proximity to structured parking;
e. Provision of carsharing services;
f. Shared parking arrangements with adjacent development;
g. Bicycle facilities that exceed the Winnipeg Zoning By-law;
h. End of trip cycling facilities including lockers and shower rooms; and
i. Proximity to bike share stations.

Payment in lieu of parking

4.3 Allow for payment in lieu of providing parking or to reduce parking requirement, with specific targets for the use of such payments to development municipally owned shared parking facilities.

On-street parking

4.4 Explore innovative strategies to increase the supply of short-term on-street parking within the existing right-of-way.

4.5 Develop strategies to manage on-street parking supply in commercial areas that encourage short-term use.

4.6 Continue to provide flexible pricing options for on-street parking.

On-street parking for car share

4.7 **(A)** Explore the establishment of designated on-street car share vehicle parking areas.

District parking

4.8 Enable the parking supply to be managed on a district scale Downtown and in other high density mixed-use areas.

Parking facility design guidelines

4.9 Develop parking design guidelines to encourage high-quality parking facilities by reducing the impact on the environment, integrating into streetscapes, and maximizing safety and security.

4.9.1 **(A)** Explore strategies to enable the widespread integration of electric vehicle charging infrastructure in new development.

Goal 5

5.0 Provide bicycle parking and other end-of-trip facilities to reduce barriers to active transportation.

Policies

Bicycle parking

5.2 **(A)** Update the Winnipeg Zoning By-law and the Downtown Zoning By-law to enhance requirements for high-quality bicycle parking and other end-of-trip facilities where appropriate in new developments city-wide.

5.3 **(A)** Develop bicycle parking guidelines to illustrate bicycle parking and end-of-trip facility designs to further facilitate the implementation of high-quality bicycle parking facilities.

5.4 Continue to expand partnerships with Business Improvement Zones (BIZs) and individual businesses to implement short-term bicycle parking in the public right-of-way.

5.5 **(A)** Develop a program to support businesses in existing developments to retrofit existing buildings to provide long-term, secure bicycle parking.

Goal 6

6.0 Use the development review and approval process to achieve integrated land use and transportation outcomes.

Policies

Integrated planning

6.1 Pedestrian, bicycle, and transit system connections should be incorporated into the plan approval process where present, planned, or appropriate.

6.1.1 **(A)** Develop a checklist to provide land development guidance regarding bicycle and pedestrian network design, and pedestrian, bicycle, and transit-supportive site planning.

6.2 Ensure that pedestrian, cycling, and transit network plans are integrated into new secondary plans and when updating existing secondary plans.

6.3 Ensure that new development incorporates pedestrian and cycling connections to both existing and planned pedestrian and cycling networks.

6.4 Work with developers at the planning stage to accommodate transit-supportive neighbourhood design.

6.5 Except in situations where access is not possible, lots that back onto a rear lane should take access from the rear lane.

Mixed Use Centres and Corridors

6.6 Ensure that the bicycle network and sidewalk network provide connections to all Mixed Use Centres and Urban and Regional Corridors.



G2. Strategic Infrastructure and Resources

INTRODUCTION

Strategic Infrastructure

Strategic infrastructure such as freight rail lines, landfills, treatment plants and major roadways support human habitation and are vital to our continued prosperity as a city. Without such infrastructure, the city would be severely limited in its ability to grow. However, due to the nature of the operations or use of these strategic assets, challenges can arise with respect to potential land use conflict if appropriate measures are not considered.

Resources

Resources such as our waterways present opportunities for both aesthetically appealing places to live and access to recreation and natural heritage. Lands near our waterways can also present challenges for construction that require careful consideration.

This section is supported by the following documents:

- *Telecommunications Protocol Policy*
- *Transportation Master Plan*
- *Garbage and Recycling Master Plan*
- *Environmental and Sensitive Natural Lands Strategy*

VISION

Planning for and protecting strategic infrastructure and resources from incompatible development will result in fewer land use conflicts, public safety concerns, and damage to property.

Freight Rail

Goal 1

1.0 Ensure that new development of sensitive uses in proximity to freight rail operations and rail lines is constructed in a manner that mitigates potential safety risks and nuisance caused by land use incompatibilities.

Policies

Mitigation measures

1.1 Require that new residential development or the intensification of residential and other sensitive land uses near freight rail operations incorporate appropriate safety and compatibility measures.

1.1.1 **(A)** Adopt guidelines for new development in proximity to freight rail operations that identify safety and compatibility measures to be employed and the types of applications where safety and compatibility measures will be required.

1.1.2 Review opportunities to plan for development or redevelopment along freight rail lines or yards and pursue the appropriate planning initiatives when warranted.



Active & Closed Landfills

Goal 2

2.0 Limit potential risks to health and safety and limit land use conflict between active landfills and new development.

Policies

Mitigation measures

2.1 Discourage new residential development or the development of new sensitive uses in proximity to active landfills by:

2.1.1 Setting a minimum separation distance and buffering requirements from the outer property line of an active landfill and new residential developments or other sensitive uses where a secondary plan process is required.

2.1.2 Considering compatible uses within the established separation distance of an operational landfill provided that the following condition is satisfied:

a) The applicant can demonstrate that the proposed use does not pose an unacceptable health risk, land use conflict, or nuisance, to the satisfaction of the Directors of Planning, Property & Development, and Water and Waste.

2.2 Continue to employ and enforce standards for development occurring on active landfill sites and within established control zones.

2.3 Plan, manage, and operate active landfills in a manner that helps minimize potential impacts on the environment and nearby neighbourhoods.

Goal 3

3.0 Limit potential risks to health and safety between closed landfill sites and new development.

Policies

Mitigation measures

3.1 Require that all development on a closed landfill site or within an established control zone be subject to the mitigation of methane gas and standards for construction requirements established by the City of Winnipeg.

3.2 Where feasible, restore closed landfills for recreational or other appropriate uses.

Snow Disposal Sites

Goal 4

4.0 Maintain setbacks or employ mitigation requirements for new sensitive uses in proximity to active snow disposal sites in order to limit land use conflict.

Policies

Mitigation measures

4.1 Require that new residential development or other new sensitive uses proposed through a secondary plan process be located at least 300 metres away from active snow disposal sites.

4.2 Notwithstanding Policy 4.1, permit new residential development or new sensitive uses within 300 metres from an existing snow disposal site where the Director of Public Works and the Director of Planning, Property & Development have approved an impact study with respect to the proposed residential development. The Director of Planning, Property & Development and the Director of Public Works must not approve an impact study unless the study demonstrates that:

4.2.1 The developer will adequately mitigate operations at the snow disposal site to not pose a nuisance to proposed residential development located less than 300 metres from the snow disposal site to the satisfaction of the Director of Planning, Property & Development and the Director of Public Works.

4.2.2 Operational changes will not be required to ensure activity at the snow disposal site will not pose a nuisance to new residential or other sensitive uses.

4.2.3 Any mitigation measures proposed by the impact study will be implemented at no cost to the City of Winnipeg.

4.3 Establish new snow disposal sites in areas with compatible land uses, such as Rural and Agricultural Areas or Employment Lands, and at least 300 metres away from existing residential and sensitive uses or planned residential areas.

Wastewater Treatment Plants

Goal 5

5.0 Improve existing wastewater treatment plants while minimizing land use conflict through appropriate separation distances and continual improvements to these facilities.

Policies

Mitigation measures

5.1 Continue to improve existing wastewater treatment plants in support of their sustainable future growth.

5.2 Consider minimum separation distances for new residential development or other new sensitive uses proposed through a secondary plan process that are to be located within the vicinity of an existing wastewater treatment plant.

Major Roadways

Goal 6

6.0 Limit potential impact on neighbourhoods from major roadways while allowing major roadways to function efficiently for their intended use.

Policies

Mitigation measures

6.1 Consider employing mitigation measures to reduce noise from major roadways, such as arterial roads or expressways, to reduce the potential negative impact on residential development.

6.2 Restrict access to expressways and limit access onto major roadways, such as arterials and collector roads, from individual properties.

6.3 Ensure that road corridors function as public spaces, while providing the necessary public infrastructure by implementing approved corridor or street design guidelines, including those for road classification types and for heritage districts, tourist areas and Business Improvement Zones.

High Pressure Gas Lines

Goal 7

7.0 Ensure the planned and orderly integration of high pressure gas lines in new development.

Policies

Mitigation measures

7.1 Where feasible and practicable, consider measures such as setbacks for new buildings from high pressure gas lines, through the secondary plan process or the development application process in consultation with the relevant utility.

Antenna Systems

Goal 8

8.0 Assist in providing a reliable communications network through maintaining clear consultation and siting criteria for developing antenna systems.



Policies

8.1 Continue to maintain an antenna systems policy that considers Health Canada's Safety Code Six and Industry Canada's protocols while detailing local siting criteria and a consultation process for developing antenna systems in the City of Winnipeg.

Strategic Infrastructure and Resources

Goal 9

9.0 Manage subdivisions and development along riverbanks and in areas that are known to be at risk of flooding by recognizing the value of protecting these lands and the natural limitations and risks associated with building in these areas.

Policies

Mitigation measures:

9.1 Regulate subdivisions or development in areas that are known to be at risk of flooding in accordance with the *City of Winnipeg Charter*, by-*laws*, and applicable Provincial regulations.

9.1.1 Discourage subdivisions where it would be impractical or impossible to comply with the applicable flood fringe regulations.

9.1.2 Notwithstanding the above, consolidation of lots or lot boundary adjustments to increase lot sizes may be accommodated in areas that are known to be at risk of flooding.

9.2 Discourage development applications seeking entitlements that may increase the risk of flood damage to property in areas not protected by the Red River Floodway.

9.3 Regulate development in proximity to waterways in order to protect built assets from flooding and natural riverbank processes, with consideration for building lifecycle.

9.3.1 Where development or re-development of riverbank properties is proposed, encourage sustainable, safe and proportionate designs that appropriately consider the natural risks associated with riverbank erosion, instabilities and flooding, and promote the preservation of riverbank, and upland areas for the long-term benefit of the environment, property owners, neighbouring properties, and the public users of the waterway and adjoining lands.

9.4 Encourage public access to riverbank lands and the preservation of riverbank lands through naturalization and by establishing and maintaining appropriate riparian areas.

9.4.1 Where possible, maintain a setback of approximately 30 metres from the normal high water mark of waterways and waterbodies, as determined by the Director of Planning, Property, and Development, to help protect riparian areas.

9.4.2 Encourage the establishment of public riverbank trails, parks and amenities weighing flood and instability-related risks, with the purpose of providing shared access to the river and the enjoyment of natural areas.

9.5 Acquire lands along waterways, predominantly through land dedication associated with subdivisions, most notably when these lands form part of a greater parks strategy.

9.6 Employ enabling tools that consider waterways in a local context, in order to implement this policy section.

Mineral Resources

Goal 10

10.0 Minimize potential land use conflicts between mining activity and established areas with existing residential development or new communities where significant residential development is anticipated.

Policies

10.1 Consider mining and extraction uses only in Rural and Agricultural areas, Core Industrial areas or long-term lands where residential development is not anticipated in the short- or medium-term future.

Brownfields and Contaminated Sites

Goal 11

11.0 Seek to bring existing brownfields or contaminated sites back to productive use.

Policies

11.1 Identify potential priority brownfield sites that align with the intensification target through future study.

11.2 Encourage context-sensitive redevelopment of existing brownfield sites.

11.3 Consider providing additional tools to help redevelop priority brownfield sites.



G3. Parks and Recreation

INTRODUCTION

Park sites and recreation facilities contribute to people's enjoyment and quality of life. These public spaces are valued and essential to the urban fabric; they encourage and promote healthy lifestyles, cleaner environments, community safety, recreation, community pride, tourism, economic development, urban beautification, and connectivity.

Winnipeg's park system is made up of City-owned parkland and a collection of other open spaces that supplement our parks service. While parks are often thought of as created, manicured spaces, our network also includes natural areas and our prized urban forest. All City recreation facilities and amenities are also located on City-owned parkland. Collectively, these spaces are reflections of civic pride that attract visitors, facilitate special events, and welcome all people into active, outdoor living opportunities.

As contributors to a healthy, self-sustaining environmentally-friendly and vibrant city, Winnipeg's park and recreations systems are guided by principles of public good, equity, sustainability, and lifelong participation. They are designed and managed to:

- Facilitate and promote active living
- Build capacity and sustainability
- Ensure inclusion and access
- Create supportive environments
- Promote natural connections

Parks sites and recreation facilities are key building blocks of any community, contributing to the overall desirability of places to live, work, and visit.

This section is supported by the following document:

- *Ecologically Significant Natural Lands Strategy and Policy*

This section will be supported by the development of additional implementation documents including:

- *Parks Strategy*
- *Recreation Strategy*
- *Comprehensive Urban Forest Strategy*

VISION

Winnipeg's parks and recreation systems will foster the well-being of individuals, communities, and natural environments by enabling everyone to engage in meaningful, accessible, indoor and outdoor experiences and activities.

Goal 1

1.0 Ensure land designated for public parks, recreation facilities and supporting open space is sufficient to provide all Winnipeggers ample, year-round opportunities for physical recreation, leisure, play, sport, natural experiences, and active transportation.

Policies

Strategic alignment

1.1 Ensure the regularly reviewed and updated *Parks Strategy* and *Recreation Strategy* reflect *Complete Communities 2.0*'s current vision and goals for land use as it relates to parks, recreation spaces, open space, and natural areas.

Provisioning and access

1.2 Provide a balanced distribution and supply of accessible and inclusive quality parks, recreation facilities, trails and natural areas based on defined levels of service.

1.2.1 Implement a transparent process to evaluate, prioritize and support defendable decision making for parks and recreation related provisioning.

1.2.2 Consider the implications of density on park and recreation demand and capacity.

1.2.3 Increase recreation, parks and natural feature provisions to align with provision targets outlined in the *Parks Strategy* and to keep pace with population growth.

Active mobility

1.3 Plan the recreation and park systems from a city-wide perspective, giving consideration to the differing areas of the Urban Structure, and their respective unique character, configuration, and need.

1.4 Create and designate spaces that increase walking and cycling opportunities and promote active mobility connectivity.

1.4.1 Enhance the linear park system through the acquisition of riverbanks and rail corridors.

1.4.2 Coordinate (complement and supplement) park trail and pathway improvements with planned active transportation networks and transit service to increase access to parks and amenities.

1.4.3 Make new and existing parks and facilities more accessible to people walking and cycling.

Goal 2

2.0 Ensure land and facilities designated for recreation services, parks, and open space can be developed to serve our changing population's physical and social needs.

Policies

Community wellness

2.1 Support community wellness and active living by accommodating a broad spectrum of uses and varying degrees of social interaction and engagement.

2.2 Ensure the high-quality design of park sites, recreation facilities and their amenities that:

a. Are interconnected across neighbourhoods and communities;
b. Facilitate public access to, movement along, and views of public amenities such as other parks or trails, recreation facilities, historic and natural features, other public spaces and other interesting focal points; and
c. Encourage year-round activity while accommodating and celebrating Winnipeg as a winter city.

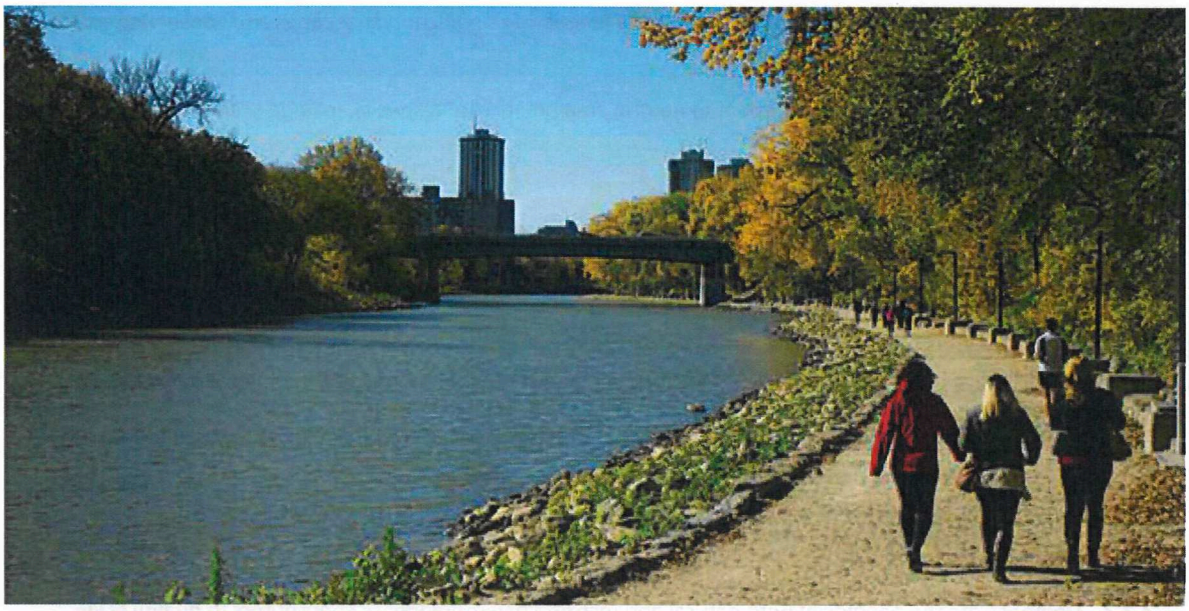
Dynamic and flexible spaces

2.3 Create dynamic parks spaces and recreation facilities that people value and want to use, and that shape and enhance the character of our neighbourhoods and our city.

2.4 Build adaptable recreation and park systems that support changing community needs.

2.4.1. Provide a range of parks configurations and sizes that respond to emerging needs of the community and align with trends in recreation, sport, and leisure activities.

2.5 Accomodate only compatible park, recreation, open space, or City operations related uses in City-owned land used as parks or under parks jurisdiction.



Goal 3

3.0 Reduce physical, geographic, social, financial and environmental barriers to accessing parks and recreation spaces and natural areas.

Policies

Inclusive design

3.1 Design recreation facilities and parks spaces to ensure they are:

a. Safe;
b. Easy to access and use;
c. Enjoyable;
d. Welcoming to all people regardless of age, ability, gender, geography, or cultural background; and
e. Reflective of the needs of the community by undertaking regular needs assessments and capitalizing on public input opportunities.

3.2 Mitigate the impact of physical barriers, such as busy streets, lack of public transit options, and unsafe pedestrian crossings, when planning the allocation, layout and pedestrian connections to park sites and recreations facilities.

Multi-modal access

3.3 Ensure community and regional parks and facilities can be serviced by all modes of transportation.

Health and social equity focused

3.4 Prioritize park provisioning and recreation services to advance the goals of health and social equity for all residents.

Goal 4

4.0 Protect, preserve, and enhance natural areas and historical features to increase opportunities for human interaction with nature and facilitate reflection on our city's cultural past.

Policies

Protect and restore

4.1 Identify, protect, enhance and restore natural and cultural resources recognized as having historical, ecological, or aesthetic value by incorporating them into the park system.

4.1.1 Preserve and conserve habitats designated through the *Ecologically Significant Natural Lands Strategy and Policy* or habitats that may be susceptible to damage from development, flooding or erosion.

4.1.2 Enhance the sense of place and community by identifying significant landscapes and conserving and celebrating them in meaningful ways.

4.1.3 Demonstrate the City's commitment to natural area preservation specific to large scale land parcels by the added designation of Major Open Space.

Climate sensitive design

4.2 Ensure the design of recreation facilities, parks, and open spaces utilizes climate-sensitive design principles, does not harm archeological and historic resources, and supports other features that further the goals of *OurWinnipeg* and the Climate Action Plan.

Ecological function

4.3 Design and manage open space and park areas for their highest environmental and ecological performance:

4.3.1 Integrate interdisciplinary natural resource goals with planned park, recreation and infrastructure improvements to reduce costs and maximize public benefit.

4.3.2 Demonstrate a commitment to biodiversity and ecological integrity through planning, regulation, and collaboration.

4.3.3 Demonstrate the benefits of both natural and restored environments as contributors to quality of life.

Harmonious integration

4.4 Preserve and enhance natural environments by ensuring their harmonious integration into urban development.

4.4.1 Maintain our "ribbons of green" (riverbanks, urbans street trees, greenways and green corridors) and provide a well-managed urban forest that contributes to air quality, water quality, and high environmental and aesthetic standards.

4.4.2 Establish requirements for minimum natural area provision.

4.4.3 Seek opportunities to educate and instill environmental and cultural values through modeled best practices and strategic passive interpretive opportunities.

Urban forest

4.5 Protect and enhance the urban forest in accordance with a comprehensive Urban Forest Strategy that addresses:

a. Preservation of natural forests within the City;
b. Expanding the number of trees on public and private lands;
c. Diversifying the variety of trees; and
d. Retention of existing trees in new developments.

Natural area protection

4.6 Establish stronger policy statements within secondary plans to ensure the protection of natural areas.

Environmental stewardship

4.7 Collaborate with community stakeholders, including environmental and stewardship organizations, on shared best practices and implementation strategies.

4.8 Develop a green space and natural corridor plan by-law that includes:

a. Consideration of municipal golf courses as major nature preserves and green space;
b. A biodiversity policy for Winnipeg that will detail, among other things, an ecological network that is interdependent, reciprocal, healthy, connected, and integrated with the built environment and life on the land; one rooted in Indigenous traditional knowledge of land, community, and ecology. This should include a requirement for an annual report to Council structured in line with The Durban Commitment: Local Governments for Biodiversity;
c. A Corridor Plan to protect and enhance Winnipeg's forests, green spaces, natural environment, and natural area corridors including Winnipeg's connecting riverbank corridors; and
d. Tracking the status of green space and regular reporting to the public and Council.

Goal 5

5.0 Increase the sustainability of recreation systems and of the lifespan of their infrastructure.

Policies

Flexible and adaptable use

5.1 Incorporate and enhance multi-functional, multi-use and multi-season options to maximize capacity and flexibility, which will support evolving needs, interests and resources.

5.2 Balance active, passive, and programmed vs unprogrammed uses and spaces in support of the community demand and metrics outlined in the *Parks Strategy* and the *Recreation Strategy.*

Encourage partnerships

5.3 Encourage and support partnership opportunities to enhance the provision, programming and maintenance of City facilities and sites.

5.4 Promote shared-use arrangements between the City, education institutions, interest groups and other public agencies to increase service capacity.

Marketing and promotion

5.5 Promote and celebrate activities and opportunities provided by the City's recreation and park services.

5.6 Recognize the role parks and recreation facilities have in supporting economic development, and tourism:

5.6.1 Promote parks and recreation facilities as a draw for new developments – by providing both formal and informal neighbourhood focal points and community gathering spaces;

5.6.2 Celebrate parks and open spaces as the backdrop to the City's urban image; and

5.6.3 Market and promote destination parks as opportunities for major games and festivals.

Collaborative programming

5.7 Promote collaboration between all City departments to facilitate efficient, impactful recreation, leisure and sport programming.



G4. Major Open Space

INTRODUCTION

The Major Open Space designation highlights large contiguous open space areas within the City (not including cemeteries) that serve a "public function" and that provide an aesthetic, recreational and/or ecological significance to the City as a whole. The valued natural features and habitats these sites contain enable people to experience nature close to home, thus contributing to improved physical and mental health, well-being and quality of life. Efforts to preserve and protect these areas align with the City's Recreation, Parks, and Ecologically Significant Natural Lands Strategies, as well as with the City's commitment to climate action and environmental resilience, by enhancing the connectivity of green spaces and parks throughout Winnipeg to support biodiversity and natural systems.

This section strives to ensure a higher level of review underlies any pressures or interest to transition these lands to another use. This section also directs that any proposed changes to Major Open Spaces must consider potential impacts on adjacent land uses, the broader community, and the city as a whole.

Major Open Space has been divided into two designations, differentiated by public vs. private ownership:

- **Public Major Open Space**
- **Private Major Open Space**

Public Major Open Space

Public Major Open Space includes all regional parks and natural parks (as defined in the *Parks Strategy*), City-owned municipal golf courses, and other parks space with areas over 40 hectares (approx. 100 acres) within the City limits, that provide public use and enjoyment. It should be noted that all City-owned parks and open space sites are also governed by the policies in the Parks and Recreation section of this By-law. The added designation of Major Open Space recognizes specific parks with the Urban Structure, highlighting them as significant land uses.

Private Major Open Space

Private Major Open Space includes areas over 40 hectares (approx. 100 acres) that are privately owned but serve a public function and provide important ecological functions and/or recreational opportunities to the community such as private golf courses and valued ecological lands. This designation should not be construed as implying these areas are free and open to the general public or that they shall be purchased by the City.



Managing Requests for Conversion of Major Open Space

The Major Public Open Space designation is intended to first and foremost prioritize retention of these significant parcels of land for continued public use and enjoyment. In the event that Council wishes to consider conversion of any of these lands to another use, in accordance with legislation in the City of Winnipeg Charter regarding the disposal of park land, the policies in this chapter set out a multistep process to determine whether or not this could occur and the process by which it would occur to ensure a formal review and analysis informs the process and provides for orderly planning and the protection of important recreational and ecological areas.

For **Public Major Open Space** the intent is to ensure park and ecological priorities are identified and valued lands set aside, protected, and retained for public benefit, in a comprehensive and collaborative manner, before any of the lands can be considered for repurposing. Most important is they are not governed by any predetermined caps or limits, but instead by what is required to maintain productive and functional recreational, ecological and cultural areas and corridors. Maintaining access to natural areas, especially waterways, riverbank lands and their associated habitats, and connective corridors will figure prominently but it is not the only consideration. Retention and preservation of these lands for any possible park and recreation needs will be evaluated based on the current strategies and standards for provisioning and enhancements to service.

Private Major Open Spaces are privately owned and may be considered by their owners for redevelopment in the future. If that happens, the intent of this policy is to preserve and protect the most valued areas for continued public use and enjoyment. If the landowner of one of these properties decides to convert the property to another use, the policies outlined in Goal 3 of this section indicate a multi-step process for how this would occur.

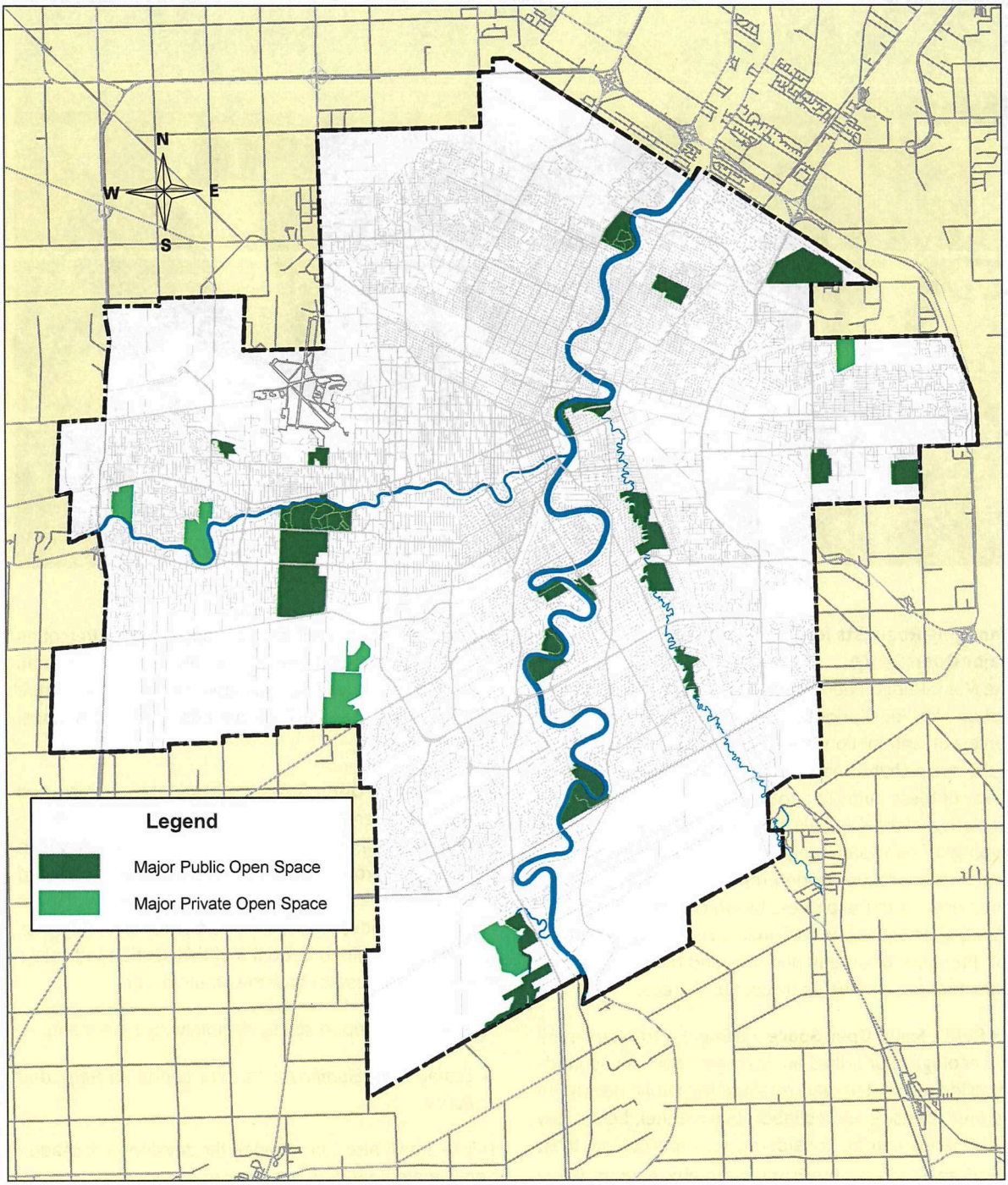
This section is supported by the following document:

- *Ecologically Significant Natural Lands Strategy and Policy*

This section is also supported by the development of additional implementation documents, including:

- *Parks Strategy*
- *Recreation Strategy*
- *Comprehensive Urban Forest Strategy*

MAP OF MAJOR OPEN SPACES



Map 16

VISION

The Major Open Space designation will identify distinctive areas of city-wide importance that have important natural features and habitat and provide for passive nature oriented activities as well as variety of active recreation areas.

Goal 1

1.0 Preserve and protect Public Major Open Space.

Policies

Intent

1.1 Designate and retain lands identified as Public Major Open Space for recreational use, to contribute to the health and wellness of the community, preserve natural features and ecological habitats, and support environmental resiliency.

1.2 Accommodate only compatible park, recreation, open space, or City operations related uses in Public Major Open Space.

Goal 2

2.0 Ensure that proposals to redesignate Public Major Open Space are guided by a comprehensive review, are well planned, and preserve areas of ecological and recreational value.

Policies

Re-designating Public Major Open Space

2.1 Requests to redesignate Major Public Open Space lands to any non-park or non-public recreation use will first be assessed by the City and shall only be considered for redesignation if any of these lands are deemed residual to park or recreation needs. This determination shall be made after ensuring sufficent lands have been retained to maintain functional recreational, ecological, and cultural areas and corridors, based on evaluating the following:

a. Natural features, important habitats and ecological areas, including but not limited to waterways, riverbank lands and their associated vegetation are identified for protection, supported by a natural area and tree preservation assessment comprising steps a-c of Policy 3.3 of this section;
b. Appropriate buffers are provided around existing areas identified in 2.1a to protect them from potential damage from drainage, encroachments, and active uses;
c. Land to preserve and facilitate recreational and ecological linkages;
d. Lands requiring protection from flooding, erosion, and bank stability are retained;
e. Sufficient upland areas are allocated for pathway provision to ensure paths can be established beyond flood-prone areas and on alignments that do not disturb natural vegetation or significant trees;
f. Important cultural or heritage areas or features are identified and appropriate access and acknowledgement can be accomodated;
g. Sufficient access to and connectivity between natural areas and other park or recreation requirements can be accomodated;
h. Park land, natural area, connection, and amenity provision gaps have been fully satisfied and City park land service level targets have been achieved, in accordance with the *Parks Strategy*; and
i. Lands needed to support recreation service provision, or accomodate facility needs, as outlined in the *Recreation Strategy*, are set aside.

Secondary plan

2.2 Require a *Complete Communities 2.0* amendment to redesignate Public Major Open Space to another use.

Exceptions

2.3 The redesignation of Public Major Open Space must be guided by a secondary plan for the subject lands, as specified in Policies 3.2 through 3.4 of this section.

2.3.1 Redesignating or repurposing areas that are comprised of less than one acre of Public Major Open Space may be processed without necessitating a secondary plan, but must be accompanied by a report containing all the requirements outlined in Policy 3.3 of this section, and must not impact natural areas.

2.3.2 To prevent incremental redesignation of a Public Major Open Space, exceptions will only be permitted once every five years.

Goal 3

3.0 Ensure any redevelopment of Private Major Open Space is well planned and preserves natural features and habitats.

Policies

Secondary plan

3.1 Require the redevelopment of Private Major Open Space to be guided by a secondary plan.

Secondary plan contents

3.2 Require that a secondary plan shall be submitted in respect of Major Open Spaces that provides for the following information, where appropriate:

a. A natural features and habitats inventory coupled with a preliminary natural area and tree preservation report, as outlined in Policy 3.3 of this section;
b. A vision for the area;
c. Anticipated population at full build-out;
d. The alignment of the Primary Transit Network and the location of its stations, where applicable;
e. Infrastructure alignment, including the arterial and collector road network, pedestrian and cycling routes, alignment of the transit feeder network, and water, wastewater, and land drainage facilities;
f. Land use policies, including the location of specific designations;
g. Existing provisions on-site and in adjacent neighbourhoods for parks and open space, highlighting any service provision gaps;
h. Urban design principles;
i. Building density, height, setback, and size ranges and the areas where they apply;
j. External and internal mobility connections (e.g. streets, rear lanes, sidewalks, and cycle paths);
k. Key gateways and streets with active edges;
l. Transitions to adjacent areas and uses;
m. Public realm improvements;
n. Servicing requirements, including green infrastructure qualities such as landscaping features and storm water management;
o. Identification of City-borne growth-enabling and growth-supportive infrastructure and their approximate costs;
p. Phasing of development and anticipated subdivisions;
q. Implementation strategy, including roles and responsibilities for implementation;
r. Other policies or context specific guidelines as deemed appropriate; and
s. A comprehensive public and stakeholder consultation process.

Natural area and tree preservation report

3.3 Require the preparation and submission of a natural area and tree protection report as a component of development applications in a Major Open Spaces which includes:

a. Details of the existing native habitat and tree species, including location, size and condition of all native habitat and tree species located within, abutting, or potentially impacted by the area of redesignation;
b. Details of any associated significant vegetation worthy of protection and preservation in accordance with the *Ecologically Significant Land Strategy and Policy* or *Comprehensive Urban Forestry Strategy*;
c. Recommendations for natural area and tree protection or preservation;
d. A description of tree preservation and protection measures (before, during and after construction) for all trees that are to be preserved on-site;
e. Details of all natural area and/or trees proposed for removal;
f. Details of tree pruning (crown and roots), as applicable;
g. Appraised value of City-owned natural areas and trees affected by the application. This valuation will be conducted by the City of Winnipeg Naturalist Services and Urban Forestry Branch in accordance with their respective appraisal and removal guidelines; and
h. A schedule for site inspection and status reporting to the City by qualified arborists throughout construction.

Protection and enhancement of natural features and habitats

3.4 Require that any redevelopment recognize the diversity and connectivity of natural features and that long-term ecological function and biodiversity of natural features and habitats should be protected, preserved, restored, and where possible, improved.

3.4.1 For Private Major Open Space areas:

a. Protect valued natural features and habitats as determined through the natural area and tree preservation report, using tools identified in the *Ecologically Significant Natural Lands Strategy and Policy*;
b. Preserve riverbanks and areas that promote ecological and recreational linkages; and
c. Ensure that additional park provisioning is in accordance with approved land dedication procedures.

Goal 4

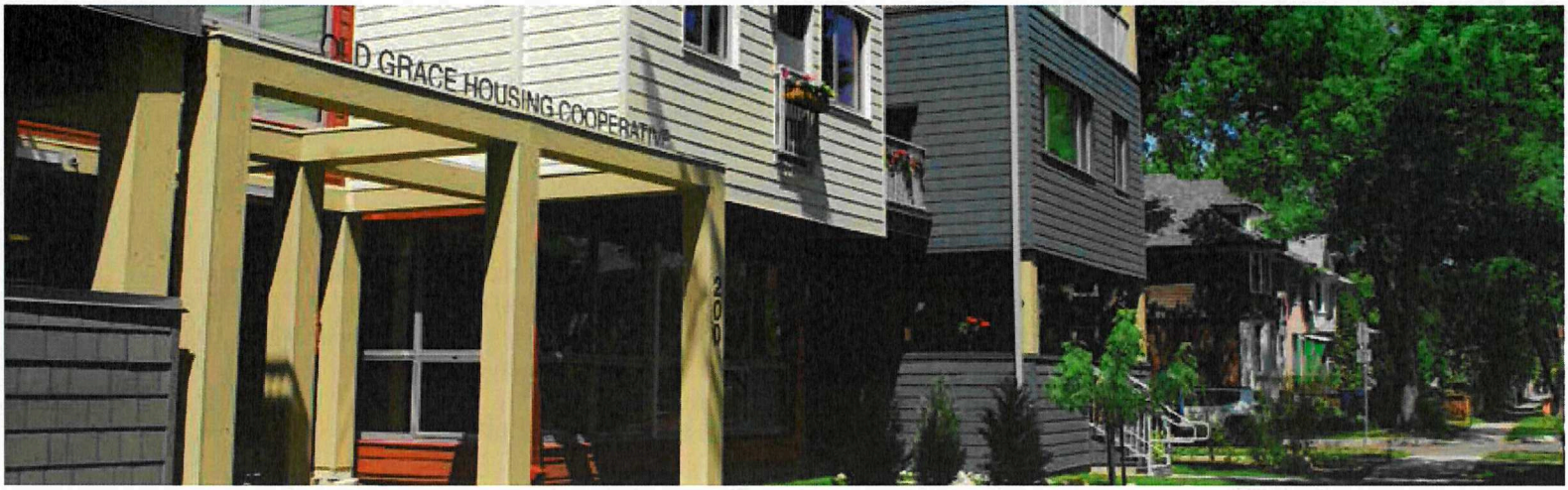
4.0 Promote and encourage the protection and responsible management of trees in Major Open Spaces.

Policies

Tree protection

4.1 Until such time that a City-wide tree protection by-law is adopted, ensure significant trees or groupings of trees within Major Open Spaces are protected.

4.1.1 **(A)** Develop a tree protection bylaw for Major Open Spaces that identifies categories of trees to be designated for protection, specific protections to be provided to these trees, and penalties for non-compliance.



G5. Housing

INTRODUCTION

The availability of a diversity of housing types that can accommodate people of different ages, incomes, household structures and physical and social needs is one of the fundamental elements of a healthy, inclusive and sustainable community. In the City of Winnipeg, an affordable and diverse housing supply is an important foundation for meeting the needs of our growing population.

The City of Winnipeg has an important role to play in planning for a diversity of housing types, tenures and affordability in each neighbourhood. We need to plan for new homes and for the upkeep and efficient use of existing homes. Progress in maintaining a healthy housing supply, one that is safe, well maintained, adequate and affordable, requires the City to continue to take a collaborative approach to housing. By working together with other levels of government, private and non-profit developers and the community, we can help ensure that affordable and accessible housing is part of the essential mix serving a diverse population and creating complete communities.

We must also ensure the City is responsive to the demands of key demographic changes. In particular, we must provide opportunities such as "aging in place" so residents can remain in their communities as they move through their life phases. Accommodating the aging population will become important over time, and will need to be factored into planning for growth in all neighbourhoods and across all housing types and tenures.

Non-profit organizations also play a critical role in meeting the needs of groups or households that may experience structural barriers to housing. The City will continue to empower non-profit housing and social service providers, as they have the mandate and capacity to support tenants in achieving successful housing outcomes.

Five specific directions the City can take to provide for the growing and changing needs of the public are as follows:

1. Use regulatory tools available to the City to encourage a diverse mix of housing types
2. Maximize use of City resources and financial tools
3. Build capacity with non-profit housing and service providers
4. Facilitate and strengthen partnership opportunities
5. Increase advocacy, awareness and education around housing issues

These goals recognize that to meet the growing and changing needs of the public, the market needs to produce a wider variety of housing options at a variety of price points, including for specific populations with distinct needs.

The City recognizes that the single detached home is increasingly out of reach for many families and that alternative options are required to meet evolving household needs and incomes. There are many costs associated with operating a home, whether rental or ownership. Focusing on ways to reduce or minimize these ongoing costs can influence affordability over the long term.

This section is supported by the following documents:

- *Winnipeg Housing Policy*
- *Housing Policy Implementation Plan*
- *Winnipeg Climate Action Plan*

This section is also supported by the development of additional implementation documents, including:

- *Small-scale and Low-Rise Residential Development Guidelines for Mature Communities*
- *Poverty Reduction Strategy*
- *Comprehensive Urban Forest Strategy*
- *Climate Resiliency and Adaptation Strategy*

VISION

Winnipeg will achieve a sustainable and healthy housing environment that meets the needs of its population.

Goal 1

1.0 Support diverse housing options in each neighbourhood or neighbourhood cluster throughout the city.

Policies

Support housing diversity

1.1 Pursue the development of new tools and regulatory approaches that support the establishment of a range of sizes, forms, affordability levels, and tenures of housing. Standards should be flexible enough to reflect the unique identity and character of each neighbourhood.

Integrate affordable housing

1.2 Investigate the integration of affordable housing with City facilities such as libraries and recreation centres.

1.3 Employ tools such as density bonusing and inclusionary zoning that encourage and/or require the development of affordable housing that is integrated with market housing. Identify minimum affordability and accessibility requirements in the development of such tools.

Support affordable housing

1.4 Support the creation of affordable housing by giving priority in the disposal of City-owned lands to projects that include affordable housing and related housing priorities. The minimum percentage of affordable/accessible units shall be no less than 25% of the total number of units created.

1.5 Explore ways to reduce developer costs associated with the creation of new affordable housing such as:

a. Reducing regulatory barriers;
b. Reducing development approvals costs and associated delays;
c. Enabling density increases; and
d. Reducing parking requirements where the proponent can demonstrate other viable transportation options.

1.6 **(A)** Develop a housing strategy that identifies actions and programs to support affordable housing development. The housing strategy shall update and replace the Housing Policy and the Housing Policy Implementation Plan.

Goal 2

2.0 Collaborate with other levels of government and other partners to renew and regenerate Winnipeg's housing stock.

Policies

Land assembly

2.1 Enhance reinvestment efforts in existing neighbourhoods by supporting the assembly of strategically located land that can be redeveloped.

Neighbourhood housing plans

2.2. Encourage and enable the development of comprehensive neighbourhood housing plans that align with *OurWinnipeg* and *Complete Communities 2.0*.

2.2.1 Consider these neighbourhood housing plans to the extent they are consistent with the goals of *OurWinnipeg*, *Complete Communities 2.0*, and legal authority.



Goal 3

3.0 Establish partnerships with the private, not-for-profit and government sectors to provide affordable housing throughout the city, with a particular focus on locations near a variety of transportation options.

Policies

Collaboration

3.1 Maintain a collaborative approach with outside partners, providing incentives and facilitating processes in order to increase Winnipeg's supply of affordable housing.

3.2 Promote partnership with housing developers and other housing stakeholders to continually resolve issues related to affordable housing, visitable housing and land use needs.

Funding

3.3 Develop long-term funding strategies for the development and sustainable maintenance of affordable housing.

3.4 Continue to support non-profit organizations striving to end homelessness and deliver non-market housing through operational funding commitments.

3.5 Continue to support investment in neighbourhoods of need through the Housing Revitalization Investment Reserve (HRIR).

3.6 Ensure programs and capital expenditures aimed at creating or supporting affordable housing initiatives are prioritized according to need.

Data

3.7 **(A)** Develop and maintain a comprehensive supply and demand analysis of housing needs within the City of Winnipeg across the entire housing continuum. Based on this information identify ways to fill gaps in housing need which may include the development of indicators and the setting of targets.

Goal 4

4.0 Support the integration of supportive housing within residential neighbourhoods, with a particular focus on locations near a variety of transportation options.

Policies

Supportive housing

4.1 Assist in building and maintaining the capacity of non-profit housing organizations in the design, development and maintenance of supportive housing. Based on current housing data and trends, identify annual targets of new supportive housing units needed to reduce and prevent chronic homelessness.