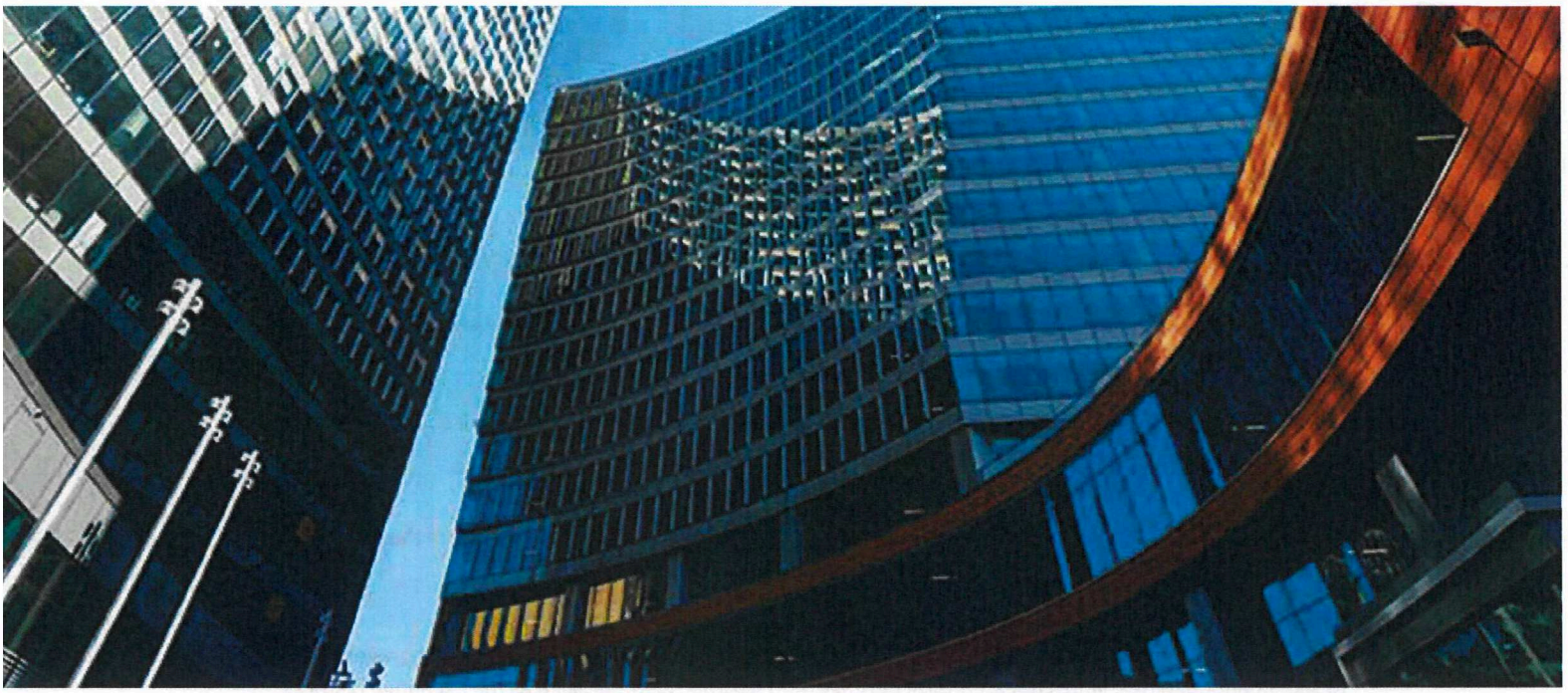


G6. Urban Design

INTRODUCTION

To compete nationally and internationally, cities must increasingly project an attractive urban image. By combining their best physical characteristics with high-quality public amenities, national and world class cities are actively creating memorable places where people like to be.

Memorable places are central to defining and enhancing the city's image. Winnipeg has several prominent landmarks, including natural features like its rivers, public places like The Forks, prominent structures like the Esplanade Riel and the Canadian Museum for Human Rights, and public artworks. These landmarks not only provide reference points that contribute to wayfinding and to a sense of place, they also contribute to a sense of civic identity.

The City recognizes that excellent urban design is important to creating great communities and neighbourhoods. Good urban design can add economic, social and environmental value. It can produce high returns on investment, reduce management, maintenance, energy and security costs, create well-connected, inclusive, and accessible new places, enhance the sense of safety and security within and across developments, and conserve urban heritage.

Complete Communities 2.0 defines urban design as the complete arrangement, look and functionality of any area(s) within a town, city or village.

Urban design is shaped by factors at various scales of design.

At the macro scale, urban design relates to how the city and individual neighbourhoods are organized. The transportation network, land uses, and their interwoven connections establish the pattern that determines how we navigate and engage with the larger community.

At the micro end of the scale, urban design relates to individual site layout and orientation, the architectural expression of building facades (projections, openings, patterns, and materials) and the details and materials of streetscape elements (trees, seating amenities, lighting, bike racks, etc.).

In order to achieve quality urban design on a consistent basis, urban design in Winnipeg is built on four interconnected goals. The goals contain a number of key urban design objectives that relate to and influence strategic themes drawn from *OurWinnipeg* and the *Complete Communities 2.0.*

Urban design is mainly focused on understanding:

- Spaces and connections between neighbourhoods and buildings
- Relationships between buildings and spaces in terms of size, appearance, uses, and access
- How the elements of cities work together with a focus on the public realm
- How people interact and move through an area or place

This section is supported by the following document:

- *Public Art Policy*

VISION

Urban design will respond to our city's dynamic character to create a legacy of high-quality public and private spaces, a lasting civic identity, and a quality built environment for years to come.

Goal 1

1.0 Enhance Winnipeg as an exceptional and distinct city through design.

Policies

Design for people

1.1 New development projects should express the contextual fit, values, needs, and aspirations of the people for whom the place is being designed.

Design for the context

1.2 Promote design that responds to the site and local area context in a way that enhances and improves it; especially to significant buildings, landscapes, cultural heritage, and heritage districts, such as the Exchange District.

Heritage resources

1.3 Recognize, use, conserve and enhance heritage resources, including districts, buildings, landscapes and cultural heritage.

Winter city design

1.4 Support exemplary winter city design through site planning and building techniques that encourage year-round use of streets and civic spaces, facilitate walking and cycling, maximize sun exposure, minimize wind, and facilitate snow storage and removal.

Goal 2

2.0 Promote the design of Winnipeg as a city of vibrant and exciting places.

Policies

Great civic spaces

2.1 Encourage a diverse mix of great civic spaces throughout the city including streets, parks, parkways, plazas, playgrounds, and natural areas to create destinations and focal points for social and cultural activities.

Improve the public realm

2.2 Incorporate pedestrian amenities such as pedestrian lighting, street trees, and site furniture when undertaking city street rehabilitation or reconstruction in the Downtown and BIZ areas.

Enhance Urban Corridors

2.3 Support Urban Corridors as complete streets by creating guidelines to improve the quality of development and streetscaping on these important community connectors.

Encourage compactness

2.4 Strengthen vibrancy, animation and walkability through the cultivation of compact, human-scale streets, blocks and buildings.

Pedestrian movement

2.5 In areas with a high concentration of pedestrian activity, make pedestrian movement a priority by adding and/or widening sidewalks, adding curb extensions, and better defining pedestrian crossings to help improve accessibility and movement to and from destinations.



Goal 3

3.0 Promote the design of a liveable and beautiful city.

Policies

Public buildings and important sites

3.1 Locate and design significant sites and public buildings to promote their civic importance.

Design excellence in everyday places

3.2 Encourage high-quality design in everyday buildings and urban landscapes through development and design review incentives, in areas identified for strategic investment.

Great buildings

3.3 In areas with a high concentration of pedestrian activity, encourage new buildings that engage the street through elements that may include, but are not limited to:

a. Windows;
b. Context appropriate materials;
c. Awnings;
d. Store signage;
e. Entrances;
f. Lighting;
g. Reduced setbacks, where appropriate;
h. Parking hidden from the view of streets and sidewalks; and
i. Ensuring that space between and surrounding buildings relates to the context.

Integrating art

3.4 Promote the integration of art into public places and private development projects through the City of Winnipeg Public Art Program with public and private sector partners.

Great streets

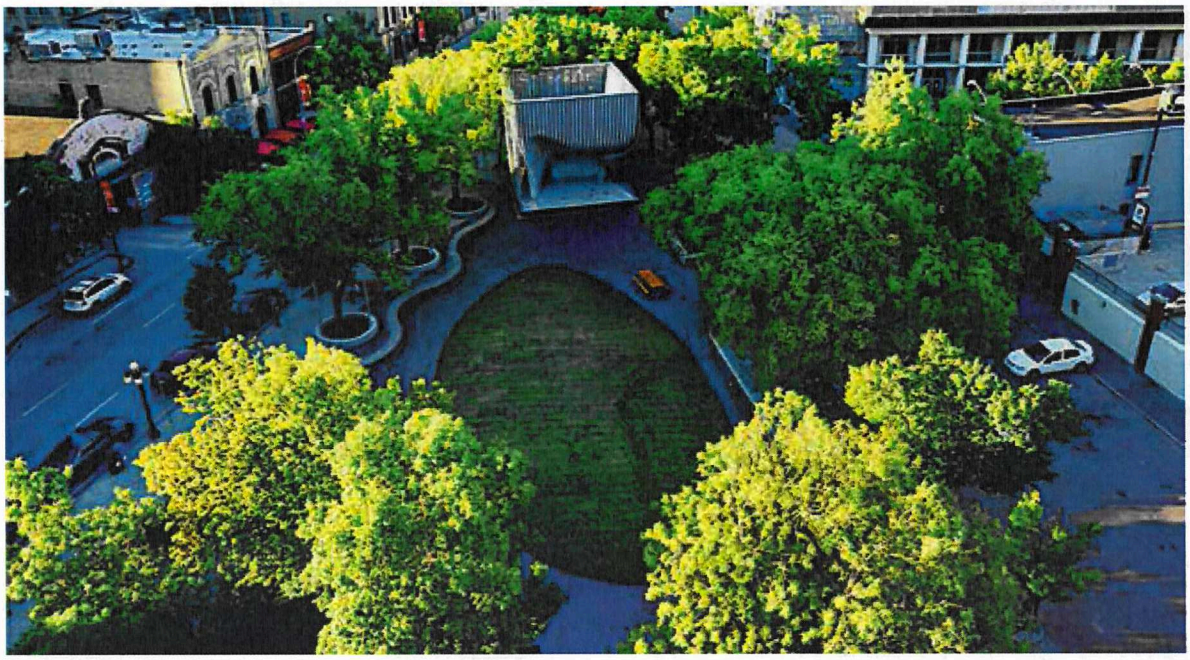
3.5 Consider the accessibility, comfort, convenience, safety, and visual interest of streets as gathering places for people, with highest priority given to streets that have a high concentration of pedestrian activity.

Quality signage

3.6 Ensure that signage makes a positive contribution to the streetscape and enhances the desired character of key neighbourhoods and districts.

3.6.1 **(A)** Develop guidelines for signage in key neighbourhoods and districts to encourage context-sensitive and pedestrian-oriented design.

3.6.2 **(A)** Explore the creation of a separate bylaw for signage.



Enhance wayfinding

3.7 Enhance and expand pedestrian wayfinding information Downtown as well as in Mixed Use Centres and Corridors.

3.7.1 **(A)** Develop pedestrian and cycling wayfinding guidelines.

Marking gateways

3.8 Celebrate points of entry to the city, neighbourhoods, and destinations using distinctive signage, public art, and other attractive design features.

Preserving views and vistas

3.9 Identify and incorporate protections for significant views and vistas to landmark buildings and important natural features Downtown and in other city neighbourhoods, into planning tools such as secondary plans and design guidelines.

Design for a human scale

3.10 New developments should reflect a human scale to ensure that it is a comfortable, safe, and appropriate environment for pedestrians.

Street and block pattern

3.11 New developments on large sites Downtown and in other traditional neighbourhoods should respect and maintain the existing traditional street grid and blocks.

Promote safety and accessibility in the design of the built environment

3.12 Promote Crime Prevention Through Environmental Design (CPTED) principles in new development to increase safety and reduce incidence and fear of crime.

3.13 Ensure CPTED interventions incorporate lived experiences and socio-economic, cultural, and historical knowledge to promote widespread access, usability, safety, and quality of life for all users and that they do not produce hostile design that excludes marginalized or vulnerable people or reduction in the quality and/or usability of the built environment.

3.14 Use the City of Winnipeg Accessibility Design Standard to promote accessibility in the built environment.

3.15 Where urban spaces are intended to be used by the broader public, encourage ownership and operation that maximizes access, usability, and quality of life for all users.

Goal 4
4.0 Promote high-quality urban design.

Policies

Align policy

4.1 Align planning, transit, and public works policies and investment decisions to enable a more holistic approach to public realm improvements.

Collaborate

4.2 Collaborate between City departments and with the community on the advancement of high-quality urban design, prioritizing Downtown and other key areas with a concentration of heritage buildings and high pedestrian traffic areas.

Privately-owned open space

4.3 Encourage landowners to provide non-dedicated publicly accessible passive and/or naturalized open spaces on private property as a site amenity, particularly for Employment Lands, Downtown, and large multiple-family developments citywide.

Share urban design research

4.4 Develop a better understanding of Winnipeg's urban design needs through shared research between the City, universities and industry.

Recognize design excellence

4.5 Recognize and celebrate design excellence throughout the city.

4.5.1 **(A)** Establish an urban design awards program which will recognize achievements in urban design throughout the city.

Sustainable land drainage management

4.6 Support the innovative and sustainable design of streets, public spaces, and parking lots that reduces impervious surface and are effective for our climate in order to reduce run off, improve water quality, and promote enhanced climate resiliency.

Urban tree canopy

4.7 In reviewing development applications, strongly encourage the retention of mature trees, where feasible.

4.7.1 Strengthen requirements for the replacement of lost trees and the planting of new trees.

Street tree planting

4.8 Ensure a healthy planting environment in the right-of-way by increasing growing space for street trees where opportunities exist.

Implementation

4.9 Use planning tools to implement urban design objectives, which include, but are not limited to:

a. Secondary plans;
b. Area or category specific design guidelines;
c. Zoning By-laws;
d. Design review;
e. Plan approval; and
f. Other tools, as appropriate.



G7. Heritage Conservation

INTRODUCTION

A valuable inheritance left to us from Winnipeg's rich history is its unique legacy of heritage resources. As a place of First Nations settlement, the birthplace of the Métis Nation, the historic gateway to Western Canada, and as a transportation hub located at the centre of the nation, Winnipeg has a unique, multi-layered and diverse sense of place that builds on its past and promises an exciting future.

This rich history has resulted in a vibrant and diverse community. Public interest in the City of Winnipeg's heritage legacy runs deep, and Winnipeggers have demonstrated their passionate support for the conservation, commemoration and celebration of our shared histories. The City, along with other levels of governments and community partners, has developed a heritage management framework that recognizes many historic sites, structures, buildings, people, and events at the municipal, provincial, and national levels. Heritage conservation is also recognized as an important part of sustainability and is crucial in the long-term development of a complete community.

The City of Winnipeg Heritage Conservation Management Plan (underway) will provide the framework to further recognize the potential of the City's heritage assets as a solid basis for the development of a vital and sustainable urban environment.

Characteristics of Heritage Conservation Management

- Celebrates the city's rich and diverse history and multi-cultural traditions and encourage a greater understanding of its past
- Preserves, protects, and commemorates significant heritage legacy resources that illustrate the broad range of Winnipeg's historical development
- Fosters economic development and viability through long-term investments in heritage resources, cultural facilities, and cultural tourism initiatives
- Plans for the development of healthy and vibrant neighbourhoods by building on existing land use patterns, historic infrastructure, and community identity
- Enhances Winnipeg's unique sense of place, inseparable from its cultural topography and historical development

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

- *Heritage Conservation Master Plan*

VISION

Winnipeg's heritage resources will provide us with a variety of architecture and neighbourhood designs and are tied to our history, identity, cultural perspectives, and sense of place. The conservation of heritage resources will align with sustainability objectives such as waste minimization and compact urban form. Supporting and delivering a heritage conservation program will be vital to developing complete communities.

Goal 1

1.0 Recognize, identify, and designate a broad range of tangible heritage resources throughout the city that illustrate Winnipeg's unique sense of place, community identity, and heritage values.

Policies

Designate heritage resources

1.1 Designate heritage resources using Winnipeg's Historical Thematic Framework as means of evaluating heritage significance.

Recognize and celebrate Indigenous heritage

1.2 Work collaboratively with Indigenous communities and stakeholders to recognize and celebrate Indigenous heritage values and spaces.

Goal 2

2.0 Provide leadership in heritage conservation and education that links to broader civic goals of economic development, reconciliation, sustainability, and neighbourhood planning.

Policies

Heritage Stewardship

2.1 **(A)** Develop Heritage Stewardship policies that allow the City to act as a leader in heritage conservation initiatives and, through community engagement, set the standards for good stewardship of heritage resources.



Sustainable development

2.2 Link heritage conservation to sustainable development initiatives, including economic, environmental and social initiatives.

Collaborate with other stakeholders

2.3 Work with senior levels of government, community groups, and building owners to conserve and commemorate tangible and intangible heritage resources.

2.4 Work with heritage advocacy groups and other community partners in the establishment, coordination, and promotion of community heritage initiatives including public education and heritage awareness.

Economic development

2.5 Promote economic development through support for heritage and cultural initiatives.

Support cultural tourism

2.6 Support cultural tourism through increased investment in City-owned heritage assets, including historic sites and museums.



Goal 3

3.0 Continue to enhance the heritage planning program and policy framework.

Policies

Heritage Conservation Management Plan

3.1 **(A)** Develop a Heritage Conservation Management Plan to support private and public sector conservation initiatives.

Support heritage preservation

3.2 Facilitate the conservation or adaptive reuse of designated heritage buildings and ensure that heritage conservation incentives are available through agencies, partnerships and senior levels of government.

Integration

3.3 Integrate heritage planning with planning initiatives across other civic departments and eliminate disincentives to conservation.

Goal 4

4.0 Plan for the sustainable development of healthy neighbourhoods and districts based on their particular historic identity and character.

Policies

Identify and maintain local heritage resources

4.1 Work with community stakeholders to identify unique heritage legacy elements at the neighbourhood scale and support the sustainable reuse of existing building stock and historic infrastructure.

Heritage conservation districts

4.2 Through community consultation, designate neighbourhoods and areas with special historical and architectural interest as heritage conservation districts by using Winnipeg's Historical Thematic Framework as a means of evaluating heritage significance.

Exchange District

4.3 Enhance the viability of the Exchange District National Historic Site as an area of conserved heritage and an exciting place to live, work, and visit.

Downtown heritage

4.4 Work with Downtown community stakeholders to identify and support key projects and heritage conservation initiatives that encourage Downtown vibrancy, that provide significant development opportunities, and that facilitate strategic economic and cultural initiatives.

Secondary plans

4.5 Work collaboratively with area planners and other civic departments to develop policies for heritage conservation when preparing secondary plans and planning studies.

H1. Implementation

INTRODUCTION

One of the messages consistently emphasized through the consultative process in developing Our Winnipeg and the *Complete Communities 2.0* is that these By-laws are only as valuable as their implementation. To succeed, these By-laws must be supported by policies and specific actions that guide their effective implementation.

The City will use indicators to measure its success, will undertake regular reviews of this By-law, and will provide updates to Council and the community to ensure this By-law responds to evolving conditions. Where change has occurred or this By-law is not adequately responding to the needs of the community, the City may need to amend this By-law accordingly.

Notwithstanding the above, the City will initiate a full review of Complete Communities 2.0 within five years of its adoption in concurrence with the review of the City's development plan as per City of Winnipeg Charter requirements.

IMPLEMENTATION TABLE

The implementation table in Figure 12 lists all of the action items that were identified in this By-law (with an **(A)** symbol next to the policy. For each action item, Figure 12 identifies a timeframe for completion, the lead City Department, the level of effort required to complete the task, and both the capital and operational impact on the City of Winnipeg.

Building upon this, the City intends to develop a Strategic Priorities Action Plan for *OurWinnipeg* and the *Complete Communities 2.0*, which identifies short-term actions to advance the goals of these Plans that are within the City's capacity. It is expected that this document will be an important next step in the implementation of this By-law.

VISION

The Complete Communities Direction Strategy 2.0 will be effectively implemented through meaningful engagement with stakeholders, effective integration with other City guiding documents and strategies, ongoing measurement and assessment of performance targets, and by carrying out actions intended to advance the goals of this By-law.

Goal 1

1.0 Foster plan ownership and implementation by city staff and council with support from the community.

Policies

Collaborative planning

1.1 Plan collaboratively in a multi-disciplinary manner across City of Winnipeg departments as well as with the community.

Community engagement

1.2 Ensure community engagement is a component of the planning process and is a fundamental tool in building ownership of this By-law and in achieving its goals and objectives.

1.3 Ensure accountability and transparency by cultivating relationships with stakeholders on an ongoing basis.

1.4 Seek new and innovative ways to raise awareness and engage the broader community.

Goal 2

2.0 Ensure alignment between this By-law and its cascading and related plans, practices, standards, and other guiding documents.

Policies

Relationship between plans

2.1 Ensure that all City development and land use related decisions, policies, and practices are consistent with this By-law and regulatory obligations that apply to the infrastructure the City is responsible for.

2.2 Assess all proposed development and land use bylaws, policies, initiatives, practices, guidelines, standards, applications and other decision-making opportunities against the goals and policies of this By-law to ensure that proposals that inhibit or deviate from the successful achievement of this By-law are not supported or approved.

2.3 Develop or renew City bylaws, plans, strategies, and approaches to ensure the goals and policies of this By-law are actionable and realized over time. Such strategies may be interdepartmental or within a particular subject area or discipline (e.g. master plans).

2.4 Require the preparation of secondary plans for sectors, precincts, Major Redevelopment Sites, Major Open Space redevelopment, greenfield Employment Lands, rapid transit station areas, and other areas where the City, at its discretion, requires a comprehensive land use, servicing, and design solution for a particular area of the city.

Goal 3

3.0 Ensure the goals and policies of this By-law are realized.

Policies

Plan monitoring and evaluation

3.1 Use the implementation table in Figure 12 as the principal resource to guide to short-, medium-, and long-term actions to implement this Plan.

3.2 Measure, monitor, assess, and report on the progress of this By-law through a monitoring and evaluation framework.

3.3 Regularly report on progress towards the realization and successful implementation of this By-law in a public and transparent way that fosters public dialogue.

3.4 Identify and monitor performance targets as directed by this By-law.

3.5 Align and adjust resources as required based on measured performance, to achieve the intended results over the duration of this By-law.

3.6 Align capital budget forecasts with growth related infrastructure requirements to further expedite planning development and provide more certainty for private investment.

3.7 **(A)** Develop a Strategic Priorities Action Plan for *OurWinnipeg* and the *Complete Communities 2.0*, that identifies priority actions to support the achievement of these bylaws, in consideration of the City's capacity.

Support creative solutions

3.8 Support creative solutions that may challenge conventional practices to achieve the goals and policies of this By-law.

Think beyond the local context

3.9 Monitor and learn from local, national, and international best practices and adapt approaches to the Winnipeg context in order to achieve the goals and policies of this By-law.

3.10 Think beyond the city to regional, national, and global issues, needs, and opportunities in partnership with other levels of government to support the achievement of the goals and policies of this By-law.

Partnerships

3.11 Pursue community partnerships and sponsorships in order to increase capacity towards mutually beneficial objectives.

Enabling Tools and Incentives

3.12 Use enabling planning tools and incentives to support projects that demonstrate the policies and objectives of *Complete Communities 2.0*, when there is an economic argument to do so.

Goal 4

4.0 Ensure that the zoning by-laws facilitate development in accordance with the goals and policies of this by-law

Policies

4.1 Ensure that the zoning bylaws establish the necessary standards and regulations to implement the policies of this By-law, and that zoning bylaws conform to this By-law and *OurWinnipeg*.

Figure 12

IMPLEMENTATION TABLE

Specific Actions	Priority			Lead	Partners	Level of Effort	Capital Impact (Y/N)	Operational Impact (Y/N)	By-law Policy Reference
	High	Med.	Low						
B1. General Growth									
Work with the Province to allow the City to enter into development agreements with developers via the building permit process.	X			PP&D		Low	Y	Y	B1 2.3.3.2
Review water, wastewater, and land drainage infrastructure capacity in the built up area.	X			Water & Waste	PP&D	High	Y	Y	B1 2.3.3.3
Undertake updated population and housing forecasts at least once every five years. This forecast should serve as a common basis for all long-range planning activities undertaken by the City of Winnipeg.	X			Infrastructure Planning Office	PP&D, Public Works	High	N	Y	B1 5.1
Report annually to Council on: 1. Residential development patterns and the achievement of the intensification target. 2. What the City has done in the past year to help achieve the intensification target. 3. The supply of vacant serviced greenfield land.	X			PP&D		Med	N	Y	B1 5.2
B2. Financing Growth									
Update and amend the Development Agreement Parameters in collaboration with development industry stakeholders.	X			PP&D	Public Works, Development industry stakeholders	Med	N	Y	B2 3.2.3
C1. Downtown									
Develop a Downtown Plan.	X			PP&D	Public Works, Downtown Stakeholders	High	N	Y	C1 1.7
Define appropriate targets for development and intensification in each Downtown District.	X			PP&D	Public Works, Downtown Stakeholders	High	N	Y	C1 1.8
Review and amend the Downtown Zoning By-law.		X		PP&D		Med / High	N	Y	C1 1.10

High Priority = Difficult to continue everyday business without (urgent/important) Medium Priority = Desired, but not critical (not as urgent/important) Low Priority = Wish list, time permitting, long term (not as urgent/important)

IMPLEMENTATION TABLE CONTINUED

Figure 12

Specific Actions	Priority			Lead	Partners	Level of Effort	Capital Impact (Y/N)	Operational Impact (Y/N)	By-law Policy Reference
	High	Med.	Low						
C1. Downtown (continued)									
Establish surface parking licensing program and fees for downtown standalone surface parking lots.	X			PP&D	Winnipeg Parking Authority, Public Works	Med	N	Y	C1 4.2
Develop Downtown pedestrian facilities design guidelines.			X	PP&D, Public Works		Med	N	Y	C1 6.1
Review level-of-service standards related to traffic moving through Downtown.			X	Public Works		Med	N	Y	C1 6.2
Develop a process for interdisciplinary review of potential right of way changes in the Downtown.		X		Public Works	PP&D	Low	N	Y	C1 6.8
Study "curbside management" best practices.		X		Public Works, Winnipeg Parking Authority		Med	N	Y	C1 6.9
Review the City of Winnipeg Manual of Temporary Traffic Control on City Streets (MTTC) to reflect best practices in pedestrian connectivity and accessibility during Downtown development.			X	Public Works	PP&D	Low	N	Y	C1 6.11
Design a new system of pedestrian wayfinding signage and maps.			X	PP&D	Public Works	Med	Y	Y	C1 8.3
Develop distinct public and private realm design parameters.		X		PP&D		Med	N	Y	C1 9.2
C2. Corridors									
Review existing secondary plans and Planned Development Overlays for conformance with Corridor policies and amend as necessary over time.	X			PP&D	Public Works, BIZs	Med	N	Y	C2 8.2
C3. Rapid Transit Corridors									
Prepare a Station Area Plan as a Secondary Plan By-law for areas within 400-800 metres of RT stations.	X			PP&D	Public Works, Water & Waste	Med	Y	Y	C3 1.2

High Priority = Difficult to continue everyday business without (urgent/important) Medium Priority = Desired, but not critical (not as urgent/important) Low Priority = Wish list, time permitting, long term (not as urgent/important)

IMPLEMENTATION TABLE CONTINUED

Figure 12

Specific Actions	Priority			Lead	Partners	Level of Effort	Capital Impact (Y/N)	Operational Impact (Y/N)	By-law Policy Reference
	High	Med.	Low						
C6. New Communities									
Develop and implement a set of performance-based site design guidelines for New Communities in concert with key stakeholders.		X		PP&D	Public Works	Med	N	Y	C6 5.1
D1. Established Neighbourhoods									
Develop small-scale and low-rise residential development guidelines for Mature Communities.	X			PP&D		Med/High	N	Y	D1 1.12
D2. Reinvestment Areas									
Develop and apply indicators to identify reinvestment areas; these areas may or may not follow neighbourhood boundaries.		X		PP&D, Community Services	Community Stakeholders	Med	N	Y	D2 1.1
E1. Employment Lands									
Undertake an Employment Lands competitiveness analysis.	X			PP&D		Med	Y	Y	E1 2.2
Explore alternative Employment Lands servicing standards.			X	Water & Waste	PP&D	Med	Y	Y	E1 2.3
Commission an employment survey to more closely understand the nature and spatial location of employment activity.	X			PP&D		Med	N	Y	E1 2.5
Develop a system to monitor the City's supply of Employment Lands.	X			PP&D		Low	N	Y	E1 3.2.1
Report on the City's supply of serviced vacant Employment Lands annually.	X			PP&D		Low	N	N	E1 3.2.2
E2. Rural and Agricultural Areas									
A Sector Plan shall be prepared and endorsed by Council as a secondary plan for areas identified as on Map 13 prior to both redesignation of any portion of the land to New Communities and the planning of individual Precincts within the Sector.			X	PP&D	Most other City Departments	High	Y	Y	E2 5.1

High Priority = Difficult to continue everyday business without (urgent/important) Medium Priority = Desired, but not critical (not as urgent/important) Low Priority = Wish list, time permitting, long term (not as urgent/important)

IMPLEMENTATION TABLE CONTINUED

Figure 12

Specific Actions	Priority			Lead	Partners	Level of Effort	Capital Impact (Y/N)	Operational Impact (Y/N)	By-law Policy Reference
	High	Med.	Low						
F3. Capital Region									
Monitor land supply and absorption of residential, commercial, and Employment Lands in the capital region.			X	PP&D, Winnipeg Metro Region		Low	N	N	F2 3.2
G1. Mobility									
Finalize and adopt new guidelines for the preparation of transportation impact studies.	X			Public Works		Medium	N	Y	G1 1.7
Explore maximum parking regulations and shared parking to reduce oversupply of parking.			X	PP&D	Public Works, Winnipeg Parking Authority	Low	N	Y	G1 4.1.1
Explore the establishment of designated on-street car share vehicle parking areas.			X	WPA	Public Works	Low	N	Y	G1 4.7
Explore strategies to encourage the provision of electric vehicle plug-ins for new development.			X	PP&D	Public Works	Low	N	N	G1 4.9.1
Update the Winnipeg Zoning By-law and Downtown Zoning By-law to enhance requirements for high quality bicycle parking and end-of-trip facilities where appropriate in new developments City-wide.		X		PP&D	Public Works	Med/ High	N	Y	G1 5.2
Develop bicycle parking guidelines to illustrate bicycle parking and end-of-trip facility designs to further facilitate implementation of high quality bicycle parking facilities.			X	Public Works	PP&D	Low	N	Y	G1 5.3

High Priority = Difficult to continue everyday business without (urgent/important) Medium Priority = Desired, but not critical (not as urgent/important) Low Priority = Wish list, time permitting, long term (not as urgent/important)

Figure 12

IMPLEMENTATION TABLE CONTINUED

Specific Actions	Priority			Lead	Partners	Level of Effort	Capital Impact (Y/N)	Operational Impact (Y/N)	By-law Policy Reference
	High	Med.	Low						
G1. Mobility (continued)									
Develop a program to support businesses in existing developments to retrofit existing buildings to provide long term, secure bicycle parking.			X	Public Works	PP&D	Med	Y	Y	G1 5.5
Develop a checklist to provide land development guidance regarding bicycle and pedestrian network design, and pedestrian, bicycle, and transit supportive site planning.			X	PP&D, Public Works		Low	N	Y	G1 6.1.1
Prepare a Transportation Master Plan.	X			Public Works		High	Y	Y	G1 1.1
Review existing land use policies to ensure alignment with the City's vision for goods movement.		X		PP&D	Public Works	Low	N	Y	G1 2.3.1
G2. Strategic Infrastructure and Resources									
Adopt guidelines for new development in proximity to freight rail operations that identify safety measures to be employed and the types of applications where incorporation of safety measures will be required.	X			PP&D	Public Works	Med	N	Y	G2 1.1.1
G3. Parks and Recreation									
Master green space and natural corridor plan by-law.	X			PP&D, Public Works		High	Y	Y	G3 4.8
G4. Major Open Space									
Develop a tree protection by-law 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.	X			Public Works	PP&D	Med	Y	Y	E3 4.1.1

High Priority = Difficult to continue everyday business without (urgent/important) Medium Priority = Desired, but not critical (not as urgent/important) Low Priority = Wish list, time permitting, long term (not as urgent/important)

IMPLEMENTATION TABLE CONTINUED

Figure 12

Specific Actions	Priority			Lead	Partners	Level of Effort	Capital Impact (Y/N)	Operational Impact (Y/N)	By-law Policy Reference
	High	Med.	Low						
G5. Housing									
Develop a housing strategy to identify actions and programs to support affordable housing development.			X	PP&D	Winnipeg Housing Steering Committee	Med	Y	Y	G4 1.6
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 setting targets.	X			PP&D	Winnipeg Housing Steering Committee	Low	N	Y	G4 3.7
G6. Urban Design									
Develop pedestrian and cycling wayfinding guidelines.			X	Public Works	PP&D	Med	Y	Y	G5 3.7.1
Establish an urban design awards program which will recognize achievements in urban design throughout the City.			X	PP&D		Low	N	N	G5 4.5.1
G7. Heritage Conservation									
Develop Heritage Stewardship policies that will allow the City to act as a leader in heritage conservation initiatives and, through community engagement, set the standards for good stewardship of heritage resources.		X		PP&D	Community Stakeholders	Low	N	Y	G6 2.1
Support private and public sector conservation initiatives through the development of a Heritage Conservation Management Plan.		X		PP&D	Community Stakeholders	Low	N	Y	G6 3.1
H1. Implementation									
Develop a Strategic Priorities Action Plan for OurWinnipeg and the *Complete Communities 2.0* that identifies priority actions to support the achievement of these By-laws, in consideration of the City's capacity.	X			PP&D	Most other City Departments, Community Stakeholders	Low/ Med	Y	Y	H1 3.7
Review and update the Winnipeg Zoning By-law to conform with this By-law and *OurWinnipeg*.	X			PP&D	Most other City Departments, Community Stakeholders	High	N	Y	H1 4.1

High Priority = Difficult to continue everyday business without (urgent/important) Medium Priority = Desired, but not critical (not as urgent/important) Low Priority = Wish list, time permitting, long term (not as urgent/important)

Glossary

Accessible Housing
The construction or modification (such as through renovation) of housing to enable independent living for persons with diverse abilities. Accessibility is achieved through architectural design, but also by adding accessibility features such as modified furniture, shelves, and cupboards that improve the overall ability to function in a home.

Active Edges
Active edges are building frontages with direct sidewalk entries and a high degree of transparency. This increases visual and physical interaction between people inside and outside the buildings, creating a safe and vibrant pedestrian environment.

Active transportation
Active transportation (AT) refers to any human powered mode of transportation, such as walking, cycling, skiing, skating, and skateboarding. Active transportation can provide safe, affordable, and efficient transportation opportunities that allow people to incorporate physical activity into their daily lives and gain associated health benefits. Along with the personal health benefits of using active modes of travel, there are broader community benefits – such as reduced greenhouse gas emissions, improved air quality and maximizing the use of existing infrastructure.

Adaptable housing
Adaptable housing is housing that can be upgraded, expanded, divided into extra units or used for a variety of purposes throughout its life. It incorporates flexible features that can accommodate occupants' changing requirements easily and inexpensively, using the principles of universal design.

Adaptive re-use
This refers to the change in use (and often structure) of a building whose original use is no longer needed. This is typically done with old industrial and warehouse buildings, but also happens with more modern buildings.

Affordable housing
Refers to housing that falls within the financial means of a household living in either market or non-market dwellings. Housing is generally considered affordable if all costs related to shelter, including rent or mortgage payment (principal, interest and a 10% down payment), taxes, insurance and utilities require 30% or less of gross annual household income. Housing affordability is also influencedby household income (e.g. the concept of housing hardship that considers if a household can afford basic non-housing expenses like food and transportation after paying for housing) as well as housing cost and supply.

Age-friendly design
An age-friendly design includes a safe pedestrian environment, safe street crossings, easy to access shopping centres, a mix of housing choices, and nearby health centers and recreational facilities. Specific age-friendly urban design features could include non-slip materials on footpaths, adequate street and park furniture and awnings for weather protection, legible and pedestrian-scale signage, well-lit walking areas, and the incorporation of Crime Prevention Through Environmental Design (CPTED) principles.

AVPA Regulation
Means the Airport Vicinity Protection Area Regulation M.R. 66/2021, or any successor to that regulation enacted pursuant to section 269(1) of the City of Winnipeg Charter Act.

Animal unit
An animal unit equals the number of animals required to excrete a total of 73 kilograms of nitrogen in a 12-month period. For example, one animal unit is defined as a 1,000 lb. (450 kg) beef cow with or without a nursing calf with a daily requirement of 26 lb.

Area Master Plan
Area Master Plans are secondary plans that apply to Major Redevelopment Sites and Major Open Space areas.

Arterial street (major)
Major arterial streets carry large traffic volumes (including passenger vehicles, trucks and buses) and connect large development areas including major residential areas, the central business district, regional shopping centres, large industrial and commercial areas and other major activity areas.

Arterial street (minor)
Minor arterial streets carry slightly lower traffic volumes than major arterials. They augment the major arterial system by connecting residential, employment, shopping and recreational areas. Minor arterials typically serve shorter trips than major arterials and have slightly lower operating speeds.

Asset Management
An integrated set of businesses processes to minimize the lifecycle cost of owning, operating, and maintaining assets, at an acceptable level of risk, while continuously delivering established levels of service.

Auto-oriented land uses
These are land uses that are primarily designed to accommodate automobiles.

Brownfield
Brownfield refers to land that was previously developed and may be abandoned, vacant, derelict or underutilized and may have some form of ground contamination. Brownfield sites often require some form of remediation before they can be redeveloped. The term brownfield is commonly used to describe land previously used for industrial or commercial purposes with known or suspected ground contamination.

Building code equivalencies
Building code equivalencies are alternative solutions or ways of meeting building code requirements.

Business Improvement Zone (BIZ)
Business improvement zones are public-private partnerships in specific geographic areas. Businesses pay an additional tax for the purpose of funding improvements within the zone that would support bringing more users to the area and to the businesses.

Business park office
Freestanding office buildings no larger than 5,000 sq. m. in floor area associated with a land-intensive industrial function such as research and development, light industrial, or prototype development.

Capital Region
This refers to the City of Winnipeg and surrounding municipalities.

Car share
A car sharing service refers to a service that offers on-demand use of shared vehicles 24 hours a day, 7 days a week to members/users, and charges the members/users for the time and/or distance. Car sharing services receive best member/user uptake if they are part of a local community network of vehicles.

CentrePort
CentrePort is an inland port being developed around the Winnipeg James Armstrong Richardson International Airport. It is Canada's first and largest tri-modal inland port and Foreign Trade Zone, strategically located in the heart of North America, with direct access to national and international rail, truck, and air cargo operations.

City of Winnipeg Charter Act
The City of Winnipeg (the City) derives its powers and authority from the City of Winnipeg Charter Act (The Charter). This provincial legislation requires that the City of Winnipeg adopt a development plan, which must set out the City's long-term plans and policies to direct all physical, social, environmental, and economic development. It also requires that the City pass zoning bylaws to control or prohibit the use of real property and development.

Collector streets
A street that typically balances traffic mobility with access to property, distributing trips from arterial streets through to destinations and collecting traffic from local streets in residential areas and channeling it to the arterial system.

Commercial site
For the purposes of measuring a Major Retail use or Community Mixed Use Centre, a commercial site is a site that consists of either one legal property or multiple legal properties occupied by principal commercial uses, or with commercial zoning where vacant, that function as a single site.

Community Mixed Use Centres
Community Mixed Use Centres are hubs for retail and service uses at a lesser, sub-regional scale, serving nearby neighbourhoods. They are defined as being a single commercial site greater than 15 acres in land area that is not already identified as a Regional Mixed Use Centre, or a single commercial sites less than 15 acres in land area if already containing a Major Retail use.

Compatibility/compatible
Land uses and building forms that are mutually tolerant and capable of existing together without conflict. Should not be narrowly interpreted to mean "the same as" or as "being similar to."

Complete streets
Complete streets are designed and operated to balance the safety and mobility needs of all users, respecting the relative regional and localized context of the street within the Urban Structure. By improving opportunities for other modes of travel, complete streets can also reduce people's dependence on cars and enhance economic and urban development opportunities.

Conservation (heritage)
All actions or processes that are aimed at safeguarding a heritage resource so that it retains its heritage value and extends its physical life.

Conveyance
The legal process of transferring property from one owner to another.

Core industrial
Industrial areas that provide for a more narrow range of industrial uses compared to the General Industrial designation. Permitted uses include a range of light to heavy industrial uses, including those that are land intensive, as well as limited employment-supportive commercial uses. The narrower range of uses is intended to provide users greater protection from potential land use conflicts.

Corridor plans
These are secondary plans that apply to Corridors.

Corridors
Corridors are segments of major roadways that, due to their excellent transit service via the Primary Transit Network as well as robust commercial opportunities, provide the best opportunity for mixed use intensification outside the Downtown. They provide a wide range of transportation options and are vibrant destinations for people to live, work, and play. There are two types of Corridors: Urban Mixed Use Corridors and Regional Mixed Use Corridors.

Crime Prevention Through Environmental Design (CPTED)
CPTED is an approach to urban and architectural design intended to increase the safety of the built environment and reduce incidence and fear of crime. For example, it would promote outside-facing windows in lieu of a blank wall to allow for passive surveillance of the public realm. CPTED interventions should incorporate lived experiences and socio-economic, cultural, and historical knowledge to maximize widespread access, usability, safety, and quality of life for all users. It should not result in design interventions that may be hostile to marginalized or vulnerable people or reduce the quality and/or usability of the built environment.

Density
In a planning context, density usually refers to the number of dwelling units, square feet of floor space, or people per acre of land.

Density bonus
A density bonus is an incentive tool allowing developers to increase the density of their development, normally in exchange for building or contributing to a community-based project.

Designate
An addition to the list of historical resources, as defined by the Historical Resources By-law.

Development agreements
Development agreements are agreements used by the City as a legal contract that sets out the terms and conditions under which land development is to take place. Development agreements are one of the tools available to the City to ensure accommodations for pedestrians and cyclists, as well as access to transit at the time of development.

Development application process
This is the process of securing the necessary approvals, permits, orders, bylaws or amendments that allow or would allow a development to proceed. This includes any appeal filed against a Variance Order or a Conditional Use Order related to any one or more of the process elements listed above.

Development plan
Development plans set out the goals, policies and guidelines intended to direct all physical, social, environmental and economic development in a city now and into the future. All other plans and Council decisions must conform to it. In Manitoba, the Planning Act requires all municipalities to prepare a development plan. *OurWinnipeg* is the City of Winnipeg's development plan. Development plans are also known as official plans, comprehensive plans or general plans.

District
A district is defined by a particular geography, character or other factors.

District parking
This refers to a defined geographic area where off-street parking is shared between multiple properties.

Downtown
Winnipeg's Downtown is located in the heart of the city and includes business, office, retail uses, mixed-use development and intense activity. The Downtown also contains other uses that are compatible with the function of the core functioning of the city, particularly those that contribute to its vibrancy and vitality, such as housing, hotels, culture and entertainment.

Ecologically-Significant Natural Land (ESNL)
These are lands identified, through a specific evaluation process outlined in the *Ecologically Significant Natural Lands Strategy and Policy*, for preservation or protection. They constitute valued natural heritage sites (important pockets of natural flora and fauna representative of the original natural ecosystems or lands susceptible to flooding or erosion) deemed important to creating a vibrant and healthy city, recognizing that protecting the environment makes the city a better place to live and work.

Emerging communities
These are residential areas that have been very recently planned and are still under development.

Employment Lands
These are lands designated for clusters of business and economic activities including, but not limited to, manufacturing, warehousing, offices, institutional uses, and ancillary retail and commercial facilities.

Enabling tools
Enabling tools are specific tools designed to assist in the implementation of *Complete Communities 2.0*. Examples are zoning, incentives, partnerships, infrastructure investment, and planning.

End-of-trip facilities
End-of-trip facilities are designated spaces that support people using active forms of transportation. Facilities often include short-term bicycle parking (outdoor bike racks), change rooms and lockers, long-term bicycle parking (rooms, cages, and bike lockers), and other amenities like pumps.

Established Neighbourhoods
Established Neighbourhoods are the existing residential areas where the majority of Winnipeggers live. They are primarily residential in character, while providing complementary commercial and employment uses.

Extended hour activity
Extended hour activity refers to having activities, including shopping, entertainment and restaurants available past regular working hours. This is generally in the Downtown area.

Fine-grained
A type of urbanism that promotes small blocks in close proximity, each with many buildings with narrow frontages, frequent storefronts, and minimal setbacks from the street. Also, as there are more intersections, traffic is slower and safer.

Fiscal impact analysis
This is a projection of the direct, current and public costs and revenues associated with residential or non-residential growth to the local jurisdiction(s) in which the growth is taking place.

Floodway
The floodway is comprised of the main river channel and adjacent lands where water flows the fastest during a major flood (i.e. a one in 100-year event). This area acts as a pathway for the floodwaters, and is where moving floodwaters are the most destructive. Flooding is expected in this area, and rules exist to keep new structures out of the floodway, minimizing the damage caused by rapidly flowing water. Generally new development is prohibited in the floodway.

Full range of municipal services
A full range of municipal services includes piped water, piped wastewater, piped land drainage, and an urban standard roadway.

General industrial
These are industrial areas that provide for the widest range of employment uses, including light and medium industrial development, quasi-industrial uses, and limited employment-supportive commercial and small office uses.

Greenfield lands
This is development that occurs on previously undeveloped land. For the purpose of measuring the achievement of the intensification target, they are urban areas outside of the intensification target area.

Greenfield land, planned
This is where a secondary plan enabling development on greenfield land has been approved by Council.

Greenfield land, serviced
This is greenfield land where City Council has approved funding for all growth-enabling infrastructure.

Greenfield supply area
This is lands designated for greenfield development with existing capacity to accommodate such development. It consists of neighbourhoods with a wide range of development timelines, from those currently undergoing development to others identified as long-term supply. Lands identified as part of the greenfield supply area shall not be considered part of the intensification target area.

Growth-enabling infrastructure
This includes regional-scale infrastructure usually funded by the City from its capital budget that is a prerequisite to development. Common examples include water feeder mains, wastewater interceptors, and major roads.

Growth-supportive infrastructure
This includes regional-scale infrastructure usually funded by the City from its capital budget that is not a prerequisite to development but is needed to support it. Common examples include community centres, fire stations, and major roads.

Heritage conservation district
A district/neighbourhood that embodies special architectural and historical interests and is designated under the Heritage Conservation Districts By-law.

Heritage conservation master plan
This is a City of Winnipeg plan, developed through consultation with the public, that is intended to maximize the potential of Winnipeg's community heritage assets.

Heritage resources
Heritage resources can be a building or land, or element of a building or land that embodies heritage values.

Heritage value
The aesthetic, architectural, historic, scientific, cultural, social, or spiritual importance or significance for past, present, and future generations. The heritage value of a heritage resource is embodied in its heritage character.

High density
This refers to a high number of dwelling units, sq. m. of floor space, or people per acre/ hectare of land.

Historical thematic framework
The historical thematic framework document that organizes and defines historical themes that identify significant sites, persons, and events within a geographical boundary. This historical framework provides the context through which heritage values can be understood, assessed, and compared.

Housing Rehabilitation Investment Reserve (HRIR)
The HRIR provides funding for housing programs in the five Housing Improvement Zones (HIZs) identified by the City of Winnipeg, as well as to Indigenous housing organizations, in order to address housing needs in these core areas. The HIZs are one tool to address the need for safe, affordable housing in Winnipeg. The five Housing Improvement Zones are: Spence, West Broadway, William Whyte, North Point Douglas and Centennial neighbourhoods.

Impact fee
An impact fee is one of several tools a city can use to fund the costs of a growing city. An impact fee can help ensure that growth pays for growth. It recognizes that new or expanded infrastructure is required to accommodate growth throughout Winnipeg and imposes some of the costs of this infrastructure on the properties that benefit from the new or expanded infrastructure.

Inclusionary zoning
This is a land use planning tool that may be used to require affordable housing units to be included in residential development.

Indigenous
The use of this term refers to *"Aboriginal Peoples of Canada"* as defined in Section 35(2) of the Constitution Act, 1982 to include the First Nation, Inuit and Métis Peoples of Canada. This Plan primarily references Indigenous governments and Peoples, specifically First Nations, Métis and Inuit Peoples.

Infill/Infill development
Infill is a type of development occurring in built-up areas of the city. Infill can occur on lots that have been vacant for a long time, or on pieces of land with existing buildings, or can involve changing the land use of a property from one type of land use to another.

Infrastructure Plan
A blueprint for maintaining sustainable and affordable service delivery for residents by incorporating information from the Plan into the City's investment planning cycle and multiyear budget process on an annual basis. The Infrastructure Plan captures the City's 10-year investment strategy, which outlines capital priorities and the funding needs to support the development of a multi-year capital budget.

Intensification
Intensification is a term that refers to the development of a site at a greater size and/or intensity than what currently exists. This includes the development of vacant/underutilized sites or the expansion/conversion of an existing building.

Intensification target area
This is the portion of the urban area of the city that is considered to be built out. Development that occurs within the existing built-up area will be considered intensification for the purposes of measuring and reaching the City's intensification target.

Joint planning agreements
Joint planning agreements require the creation of a secondary plan that anticipates the impact of the service extension on any future development. Typically agreements include:

a. An assessment of the relationship between the supply of land, service capacity, and projected demand.
b. The development of zoning guidelines and land use parameters for additional residential, commercial and industrial development resulting from the service extension.
c. An assessment of the environmental implications of the service extension.
d. A joint commitment to promote high-quality and compact urban form.

Light industrial uses
Industrial uses that are less capital-intensive than heavy industry, typically producing smaller consumer goods often produced for end users rather than intermediates for use by other industries. These uses typically minimize noise, smoke, fumes, odours, glare, or health or safety hazards beyond the building or lot where such operations take place.

Livestock confinement facilities
This refers to a feedlot, dairy farm or other operation where livestock are fed, confined, or stabled for a total of 45 days or more in any 12-month period. A "livestock confinement facility" includes all of the tax parcels of land on which the facility is located, but does not include a pasture grazing area.

Local commercial
This is a retail commercial use less than 90,000 sq. ft. (968,750 sq. ft.) in floor area.

Local commercial uses
Commercial and/or retail uses includes: grocery and food (e.g. grocery stores, restaurants), general merchandise (e.g. departments stores, financial services, personal services) and transportation (e.g. car show rooms, gas stations).

Local improvement
This is a method by which property owners share the cost of construction improvements when the frontage representing at least 60% of the benefiting property supports the improvement. The City of Winnipeg's Local Improvement Program is not applicable to the renewal of existing structures (sidewalks, street and lane pavements, sewers, water main, etc.).

Local streets
These are streets that primarily provide access to adjacent land use and serve neighbourhood travel.

Long term precincts
Greenfield lands designated as a lesser priority for investment in growth-enabling infrastructure and local area planning relative to short-to-medium term greenfield lands as per the greenfield phasing plan in the General Growth section of this By-law.

Lot of record
A lot of record is any parcel of land lawfully existing prior to the effective date of the current City of Winnipeg Zoning By-law that did not comply with the applicable district dimensional standards for lots on the effective date of the current City of Winnipeg Zoning By-law. A lot of record may also be referred to as a non-conforming lot.

Low rise residential
These are residential buildings four stories or less in height. This typically includes single-family dwellings, two-family dwellings (an up/down duplex or side-by-side), row housing (including triplex, fourplex, and stacked row housing), and apartment housing.

Major office
These are freestanding office buildings equal to or greater than 10,000 sq. m in floor area.

Major Redevelopment Sites
These are large, functionally obsolete or underutilized lands, such as former industrial areas. They are often located adjacent to existing communities along rail lines, major corridors, or Rapid Transit Corridors. Although existing infrastructure is often insufficient for immediate redevelopment, these areas present opportunities for strategic mixed-use infill and intensification in existing urban areas.

Major Retail
This is a stand-alone retail store greater than 90,000 sq. ft. in floor area or an agglomeration of multiple retail stores on a single commercial site greater than 300,000 sq. ft. in floor area.

Master Plan
A Master Plan is a specific type of plan that is required for properties within an Educational and Instuitional (EI) District, as per the Winnipeg Zoning By-Law 200/2006.

Mature Communities
Mature Communities are Winnipeg's early neighbourhoods, mostly developed before the 1950's. Key features are a grid road network with back lanes and sidewalks, low to moderate densities, and a fine-grained mix of land uses along commercial streets.

Medium office
These are freestanding office buildings with a floor area between 2,000 and 9,999 sq. m.

Mid-rise residential
These are residential buildings between five and eight storeys in height and typically includes apartment housing.

Mixed Use Centres
Mixed Use Centres are the largest commercial areas in the city and function as key strategic areas that provide a mix of uses, allowing for further intensification of these uses over time.

Mixed use development
This is development of a piece of land, building or structure that includes two or more different land uses, including residential, office, retail or light industrial.

Mobility
Mobility refers to the efficient movement of people and goods in the urban environment.

Modal split
This is the proportion of total person trips using each of the modes of transportation. In a simplified example, if 50 percent of trips are by private vehicle, 30 percent are by public transit and 20 percent are by walking, the modal split is 50:30:20. The proportion using any one mode is its modal share.

Multi-modal transportation
This refers to diverse transportation options that provide a high degree of accessibility even for non-drivers. Typical multimodal transportation options include walking, cycling, public transit and automobile. A multi-modal street is one where more than one mode of transportation (e.g. vehicle, bicycle, transit, etc.) can be accommodated at one time.

Must
When used in policy direction, that direction will be complied with and/or enforced without compromise.

Nature Park
These are lands intended for preservation or conservation of the City's natural or cultural heritage system, green spaces, or linkages for the movement of humans or animals.

Neighbourhood cluster
Neighbourhood clusters within Winnipeg are defined based on population and natural community boundaries (census divisions). Winnipeg is divided into 25 neighbourhood clusters, 23 of which are within the boundaries of the City of Winnipeg . Two additional divisions (East and West St. Paul) are just outside the city boundaries.

Neighbourhood Plans
These are secondary plans that apply to existing neighbourhoods.

New Communities
New Communities are large land areas identified for future urban development and that require approval of a precinct plan in advance of development. These areas are not currently served by a full range of municipal services.

Nodes
Nodes are areas of concentrated activity, often located at the convergence of significant transportation routes.

Ordinary high water mark
This is the visible high water mark in the case of any river, stream or other body of water where the presence and action of the water are so common and continued, as to mark upon the soil a character distinct from that of the banks, with respect to the vegetation, as well as with respect to the nature of the soil.

Our Winnipeg
This is the City of Winnipeg's development plan, which presents a 25-year vision for the city. It sets out the goals, policies and guidelines intended to direct all physical, social, environmental, and economic development in the city, now and into the future.

Pedestrian connectivity
The directness and number of routes available for pedestrians to move around.

Pedestrian friendly
This refers to a street or neighbourhood where stores, offices, residences, schools, recreational areas, and other public facilities are within walking distance of each other, and oriented to promote pedestrian access. Such areas also often feature street trees, awnings, covered transit shelters, benches, brick paving, and safe street crossings, among other elements.

Placemaking
Placemaking is the process of creating public spaces that are attractive and well-designed to promote social interaction and positive urban experiences.

Planned Development Overlay (PDO)
Planned Development Overlays (PDOs) cover specific areas within the City of Winnipeg and add an additional layer of regulatory control over and above the base zoning categories that apply to affected properties. PDOs are typically used to advance the policies of a secondary plan.

Precinct plans
Precinct plans are secondary plans that apply to New Communities areas. They ensure that planning for New Communities is comprehensive, orderly and complete.

Primary Transit Network
Refer to the Winnipeg Transit Master Plan.

Principal use
This is the primary or predominant use of any lot, building or structure.

Priority corridors
These are designated Corridors that, as determined through criteria-based planning analysis, provide the best opportunity to achieve complete communities objectives.

Private Major Open Space
Areas over 40 hectares (100 acres) that are privately owned but serve a public function and provide important ecological functions and/or recreational opportunities to the community. Examples include private golf courses and Fort Whyte Alive.

Private services
An independent water supply and wastewater disposal system, normally a well and septic system, owned and maintained by the property owner(s).

Province of Manitoba Onsite Wastewater Management Symptoms Regulations
The Province of Manitoba administers the Onsite Wastewater Management Systems Regulation (MR 83/2003) pursuant to The Environment Act. This regulation outlines provisions for the registration, installation, replacement, modification, and use of on-site wastewater management systems as well as the requirements for Installer Certification and Sewage Hauler Registration.

Provincial Land Use Policies (PLUPS)
These are policies enacted by the Province to guide the use of land and resources and to encourage sustainable development. The policies provide direction for a comprehensive, integrated and coordinated approach to land use planning for all local authorities.

Public art
Public art is publicly accessible original art that enriches the city and evokes meaning. It may include permanent visual art, performances, installations, events and other temporary works. Public art should consider the site, its context and the audience. Public art may possess functional as well as aesthetic qualities; it may be integrated into the site or stand alone as a discrete work.

Public Major Open Space
City-owned municipal golf courses, regional parks and nature parks, and other park spaces with areas over 40 hectares (100 acres) within city limits, that provide public use and enjoyment.

Public realm
The public realm is the shared component of the built environment that the public has free access to, such as sidewalks streets, plazas, waterfronts, parks, and open spaces.

Public utilities
This refers to a public body or private corporation providing infrastructure services to the public, such as hydro, natural gas, telephone, cable and sewer and water.

Quasi-industrial uses
These are uses that are more commercial in nature that, due to larger land requirements, are drawn to Employment Lands as an economically viable means of supporting their operational requirements. These uses include, but are not limited to, purpose-built indoor commercial recreation facilities, places of assembly, car dealerships, schools, and self-storage facilities.

Rapid Transit Corridors
Rapid Transit (RT) Corridors are existing dedicated rights-of-way designed specifically and exclusively for use by rapid transit.

Recent Communities
Recent Communities are areas of the city that were planned after 1950. They are primarily low- to medium-density residential areas with supportive commercial uses. The street network is a mix of modified grid and curvilinear streets, often without sidewalks or public lanes.

Re-development
This refers to the creation of new units, uses, or lots on previously developed land in existing communities, including brownfield sites.

Regional Mixed Use Centres
Regional Mixed Use Centres are the most prominent retail destinations in the City, anchored by regional-scale Major Retail uses and supported by smaller-scale retail and service uses. They are generally larger than 100 acres in area.

Regional Mixed Use Corridors
Major regional arterial roads throughout the City that link Downtown and one or more Mixed Use Centres or major activity areas.

Regional park
These are large (70 acres or more) and iconic destination parks that provide unique experiences, serve as gathering spaces for the city as a whole (generally supporting a population of 100,000), and are typically characterized by a significant cultural or environmental feature.

Reinvestment Area
Reinvestment Areas are areas of the city that normally have a desirable character but would benefit from reinvestment through infill and redevelopment, and/or major projects in small areas. They are a subset of Mature Communities.

Residential infill
This is new residential development in existing built-out neighbourhoods. This could include redevelopment of existing properties or major additions and alterations to existing buildings. Residential infill development can come in many different scales and forms. In some cases, infill development does not increase the number of units on the property, for example, replacing an older single-family dwelling with a modern home. In other cases, infill development will increase the density, or the number of units, on the property.

Residential intensification
This refers to the development of a property, site, or area at a higher density than currently exists. This is accomoplished through:

a. Redevelopment, including the reuse of brownfield sites;
b. The development of vacant and/or underutilized lots within previously developed areas;
c. Infill development; and
d. The expansion or conversion of existing buildings.

Ridesharing (see also car sharing)
Ridesharing involves adding passengers to a private trip in which the driver and passengers are going to the same destination. Such an arrangement provides additional transportation options for riders while allowing drivers to fill otherwise empty seats in their vehicles. Traditional forms of ridesharing include carpooling and vanpooling.

Right-of- way
A right-of-way (ROW) can have different meanings depending on the context of its use. For this document it refers to an urban right-of-way cross section that includes curbs with raised boulevards and drainage that utilizes catch basins. Additional right-of-way width for various cycling treatments quantifies the amount of additional right-of-way width required to accommodate the selected cycling treatment within a particular right-of-way width.

Riparian area
Riparian areas are plant and wildlife areas adjacent to perennial and intermittent streams. The area supports plant species that are typical of an area of inundated or saturated soil conditions and that are distinct from plant species on freely drained adjacent upland sites.

Riverwalk
This is a walkway beside a river that is connected to a city-wide network of pathways providing community access to major parks and recreation areas, employment and commercial areas, key cultural attractions, and the public transit system.

Rural standard roadway
See Transportation Master Plan.

Secondary plan
Secondary plans are detailed plans that have the status of a bylaw and include a statement of the City's policies and proposals for the development, redevelopment or improvement of a specific area of the city.

Sector plan
Sector plans are secondary plans that provide a broad framework for future urban development and include high-level land use policies and infrastructure alignment, including identification of City funded growth enabling and growth supportive infrastructure and their approximate costs. Sector plans occur before more detailed precinct level planning, identifying the size and location of future precincts.

Sense of place
Sense of place is a combination of characteristics that makes a place authentic and unique - a mix of natural and cultural features blending the physical character of the land with memory, culture, and story. Sense of place involves the human experience in a natural or urban landscape, providing a strong identity and character that is deeply felt, recognized by a visitor, and valued by residents.

Servicing agreement
These are agreements required as a condition of approval for a subdivision and/or rezoning application to facilitate the extension and installation or upgrade of existing municipal services and plan considerations. Servicing agreements can be registered by way of caveat on the title of the property it affects. A public hearing process and Council approval is required for an amendment to a servicing agreement, unless it is a short form subdivision which requires approval by the Standing Policy Committee on Property and Development, Heritage, and Downtown Development.

Shall
When used in policy direction, that direction will be complied with and/or enforced without compromise.

Short-to-medium term precincts
Greenfield lands designated as a higher priority for investment in growth-enabling infrastructure and local area planning relative to Long term greenfield lands as per the greenfield phasing plan in the General Growth section of this By-law.

Small office
This is a freestanding office buildings less than 2,000 sq. m. in floor area.

Specialized agriculture
The production of high value, lower volume, intensively managed agricultural products that do not require the large parcel sizes typically associated with annual crop production and livestock operations. Operations may include greenhouse production, honey production and processing, and horticultural products such as fruit and vegetables.

Special boundary conditions
See Winnipeg Zoning By-law 200/2006.

Station Area Plan
These are secondary plans which apply to rapid transit station redevelopment areas.

Statutory plan
This is a plan adopted as a bylaw that obligates the city and residents to adhere to the plan.

Streetscape
This refers to the distinguishing elements and character of a particular street as created by its width, degree of curvature, paving materials, design of the street furniture, pedestrian amenities and setback and form of surrounding buildings.

Street typology
A way of organizing and classifying streets that consider land use contexts, functions of the public right of way, such as travel needs and modes, and citywide and neighbourhood goals to determine the allocation of space to different uses and appropriate design elements.

Subdivision
When used as a verb, subdividing refers to the act of dividing a tract of land into two or more lots. When used as a noun, a subdivision refers to a tract of land that has been divided into two or more lots.

Supportive housing
These are housing and programs for low-income individuals or those who need assistance in order to live independently, including assisted living, accessible housing, and substance use recovery programs.

Surface water course
This is a naturally occurring drainage channel that includes rivers, streams and creeks.

Sustainable development
This is a development that meets the needs of the present without compromising the ability of future generations to meet their own needs. While the term is most associated with its environmental implications, it has economic and social implications as well.

Sustainable transportation
A resilient transportation system that supports the efficient and effective movement of people and goods; improves the quaility of life for all by being integrated; is affordable and reliable; manages traffic congestion and stimulates choice of mode; maintains infrastructure investments; protects our environment and champions targets for net zero carbon emissions thus improving air quality and health; capitalizes on new technology and innovation.

Tax increment financing (TIF)
TIF is a form of government incentive that uses the anticipated increase in taxes from a particular development or redevelopment to help subsidize the cost of the project.

Transformative Areas
These are specific areas within the city that provide the best opportunity to accommodate significant growth and change. These areas include Downtown, Corridors, Mixed Use Centres, New Communities, and Major Redevelopment Sites.

Transit Oriented Development (TOD)
Transit Oriented Development (TOD) is moderate to higher density compact mixed-use development, located within an easy five to ten minute (approximately 400m to 800m) walk of a major transit stop. TOD involves high quality urban development with a mix of residential, employment and shopping opportunities, designed in a pedestrian oriented manner without excluding the automobile. TOD can be new construction or redevelopment of one or more buildings whose design and orientation facilitate the use of convenient and sustainable modes of transportation, including public transit and Active Transportation.

Transportation Demand Management (TDM)
Transportation Demand Management policies and programs work to influence whether, why, when, where and how people travel. TDM can provide economic, environmental and social benefits, in that it can help to reduce or defer the need for major road infrastructure improvements, reduce emissions and congestions, improve public health, and improve the accessibility of employment opportunities.

Transportation impact study
This is a study to determine the impact of a proposed development or redevelopment on the adjacent road network and determines what measures may be required to mitigate adverse impacts in order to allow the road network to maintain an appropriate transportation flow.

Transportation Master Plan (TMP)
The TMP sets out a strategic vision for transportation in Winnipeg over the next two decades, ensuring that future transportation planning includes an integrated network of highways, roads, rapid and conventional transit, cycling and pedestrian facilities.

Universal Design
Refers to the design of inclusive environments, products, services, and communications that can be accessed, understood, and used to the greatest extent possible — regardless of a person's age, size, ability, or disability. It follows the seven principles of equitable use, flexibility in use, simple and intuitive use, perceptible information, tolerance of error, low physical effort, and size and space for approach and use. The human-centered approach to design that Universal Design supports is user-friendly and convenient, as well as respectful of user dignity, rights, and privacy.

Urban design
Urban design is the process of applying the desired functional and aesthetic parameters to the design of the city and its parts.

Urban development
The construction of a building on, over, or under land, or a change in the use or intensity of use of a building occurring in areas that are either built out or are building out to a full range of municipal services or equivalent standard as per the Servicing section of this By-law.

Urban forest
The sum total of all trees and associated vegetation, soil, natural processes and cultural elements on public and private land in and around towns, cities and other communities.

Urban Mixed Use Corridors
Urban Mixed Use Corridors are the most pedestrian oriented of the city's Corridors. Their design and land use either currently provide a high quality urban environment or are expected to transition to such a standard in the shorter term.

Urban Reserve
Canada continues to owe land through the 'Treaty Land Entitlement' (TLE) process to specific First Nations under the terms of the original treaties (signed between 1871 and 1910). As part of the settlement process, some First Nations have an opportunity to acquire land and apply to the Federal Government to have it designated as 'reserve land', through the Federal Government's Additions to Reserve process. Regardless of the function or use, lands given reserve status within or adjacent to urban municipalities for the use and benefit of a First Nation, are commonly referred to as 'urban reserves'.

Urban standard roadway
This refers to the City of Winnipeg Street Classification System. The urban standard roadway is a standard cross section that illustrates the location within the right-of-way of standard underground and above ground services.

Urban structure
This is a spatial articulation of city building objectives based on land use, physical layout, and design.

Walkability/walkable
Walkability is a measurement of how conducive a place is to walking. This includes the physical nature of a place and other factors, such as safety and perceived enjoyment. Walkability is influenced by several factors including proximity to one's destination (e.g., work or school), the quality of pedestrian facilities, the availability of parks and public spaces, urban density, the mixture of uses, and the presence of a defined urban centre.

Walkshed
The land area within a defined walking range of a specified location.

Wayfinding
Wayfinding is a term used to describe the spatial problem-solving process that a person uses to reach a destination. A mental map is formed of the overall setting and the desired destination. This map is based on information obtained from orientation cues that are available from the setting's environment. These cues include not only signage, but also overall spatial forms, structures, sounds, surface textures, colours, illumination levels, architectural features, etc. Wayfinding cues should reduce complexity and increase consistency in an environment.

Wayfinding signage
This is a network of signs that help orient people to places in the city.

Winnipeg Airports Authority (WAA)
Winnipeg Airports Authority Inc. (WAA) is a community-based, non-share capital corporation that operates, manages, maintains and invests in your community airport, the Winnipeg James Armstrong Richardson International Airport. Control of the airport was transferred from the federal government to WAA on January 1, 1997.

Winnipeg Metropolitan Region
The Winnipeg Metropolitan Region (WMR) is comprised of 18 municipalities that include and surround the City of Winnipeg. The Winnipeg Metropolitan Region provides the platform for municipalities to work on projects that cross boundaries and support good growth, good stewardship and good governance.

Zoning
Zoning classifies a city's land into specific "zones" that regulate the use, size, height, density and location of buildings and activities permitted in them. These zones are set out in zoning by-laws, as required in the *City of Winnipeg Charter Act* (see *City of Winnipeg Charter*).

Zoning agreement
A zoning agreement may impose additional approvals and/or restrictions on a development and can be registered by way of caveat on the title of the property it affects. The public hearing process with Council approval is required for an amendment to a zoning agreement.

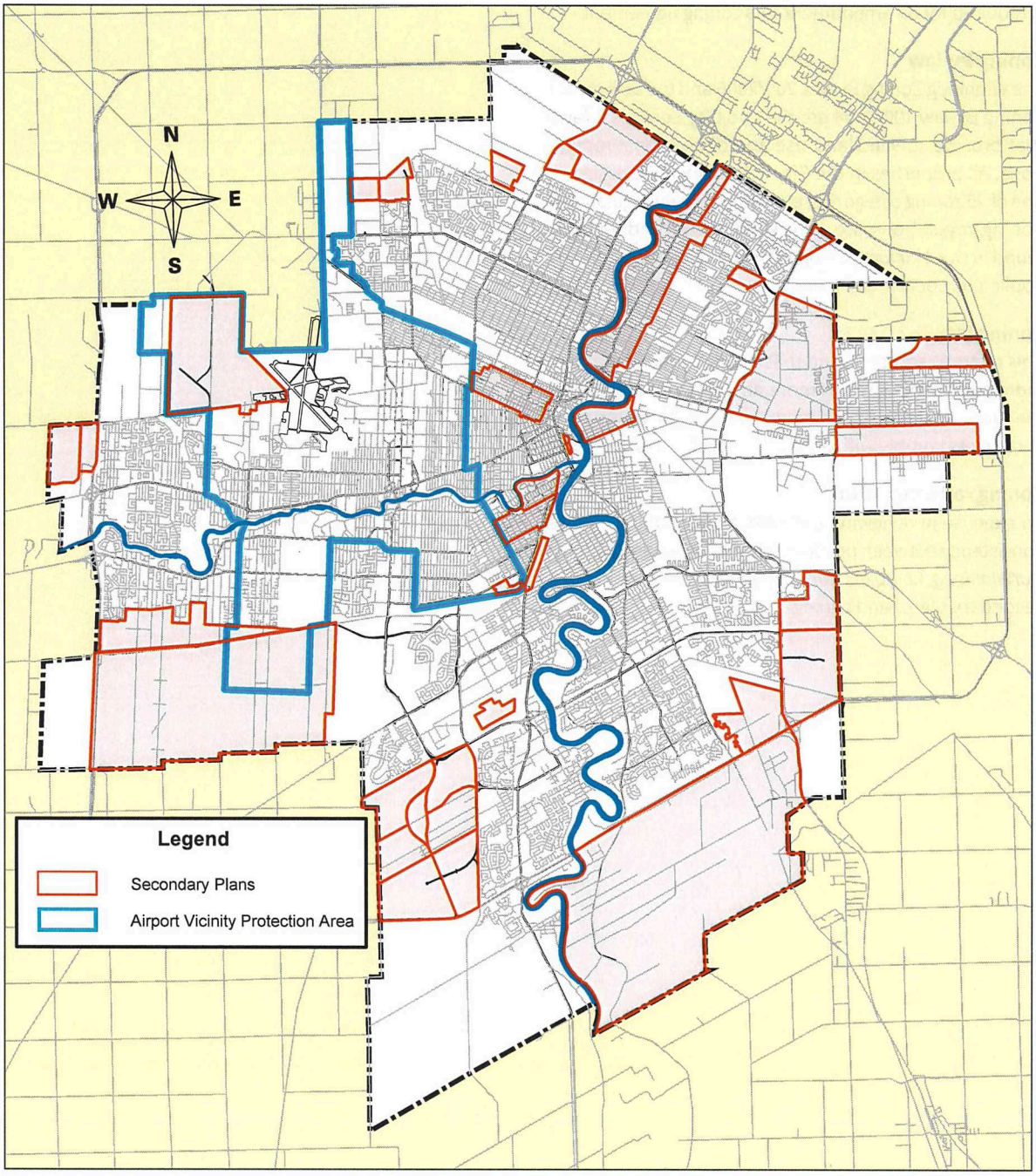
Zoning By-law
The Winnipeg Zoning By-law 200/2006 and the Downtown Zoning By-law 100/2004 are the two City Zoning By-laws that provide specific land use and dimensional regulations. All properties in the City of Winnipeg are assigned one of 25 zoning categories, each with its own regulations. Zoning regulations are consistent with the directions found in *OurWinnipeg*, *Complete Communities 2.0* and any applicable Local Area Plan.

Zoning lot
This refers to a tract of land that is subdivided into two or more zoning lots. Two or more adjoining zoning lots on the same block may be merged, provided that all resulting zoning lots comply with applicable regulations.

Zoning rationalization
An exercise in reviewing and updating zoning to ensure consistency between policies in planning documents (e.g. *OurWinnipeg*, *Complete Communities 2.0*, other applicable secondary plans) and zoning.

Appendix

MAP OF SECONDARY PLAN AREAS



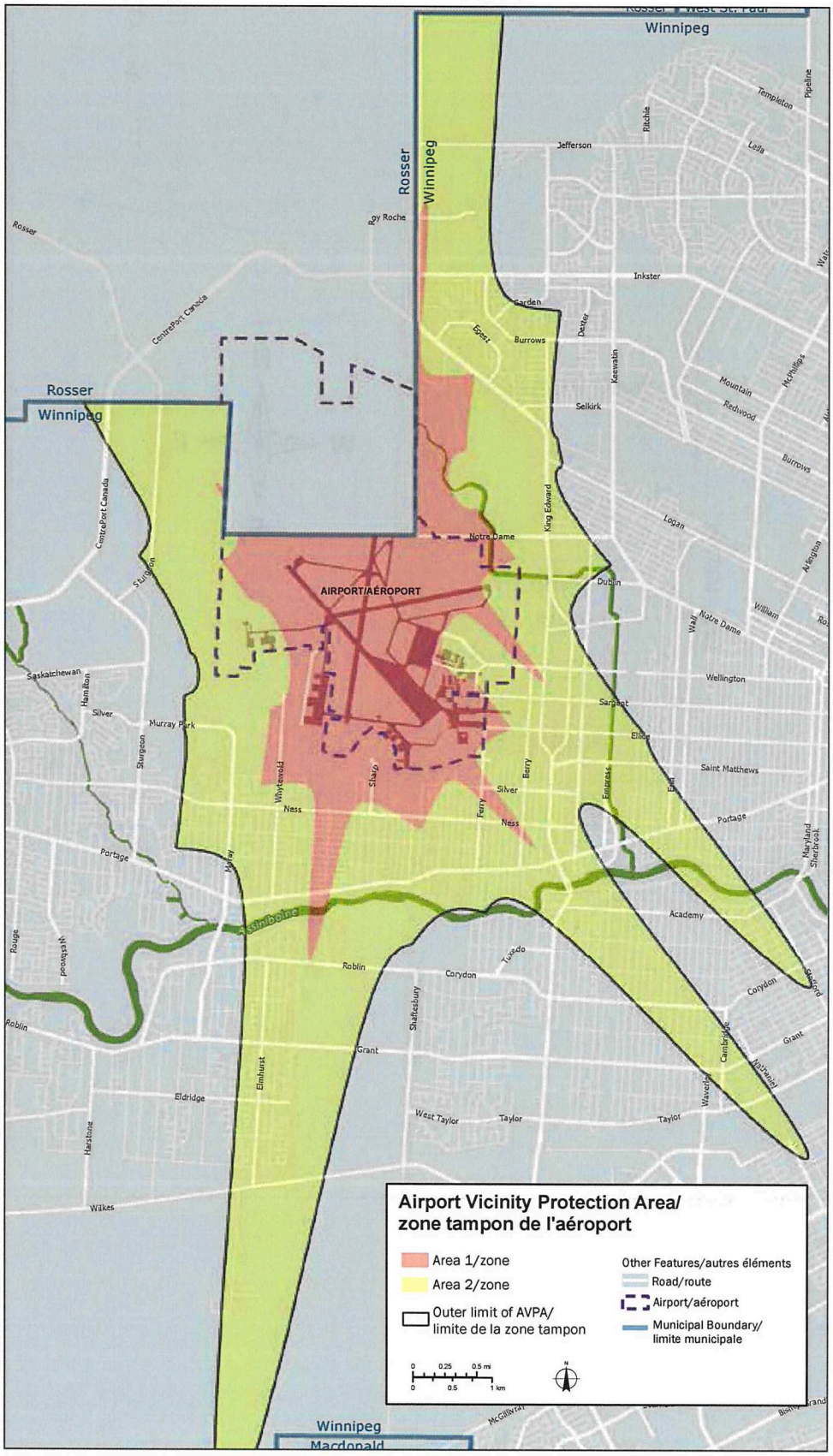
Map A

MAP OF HOLDEN NEIGHBOURHOOD

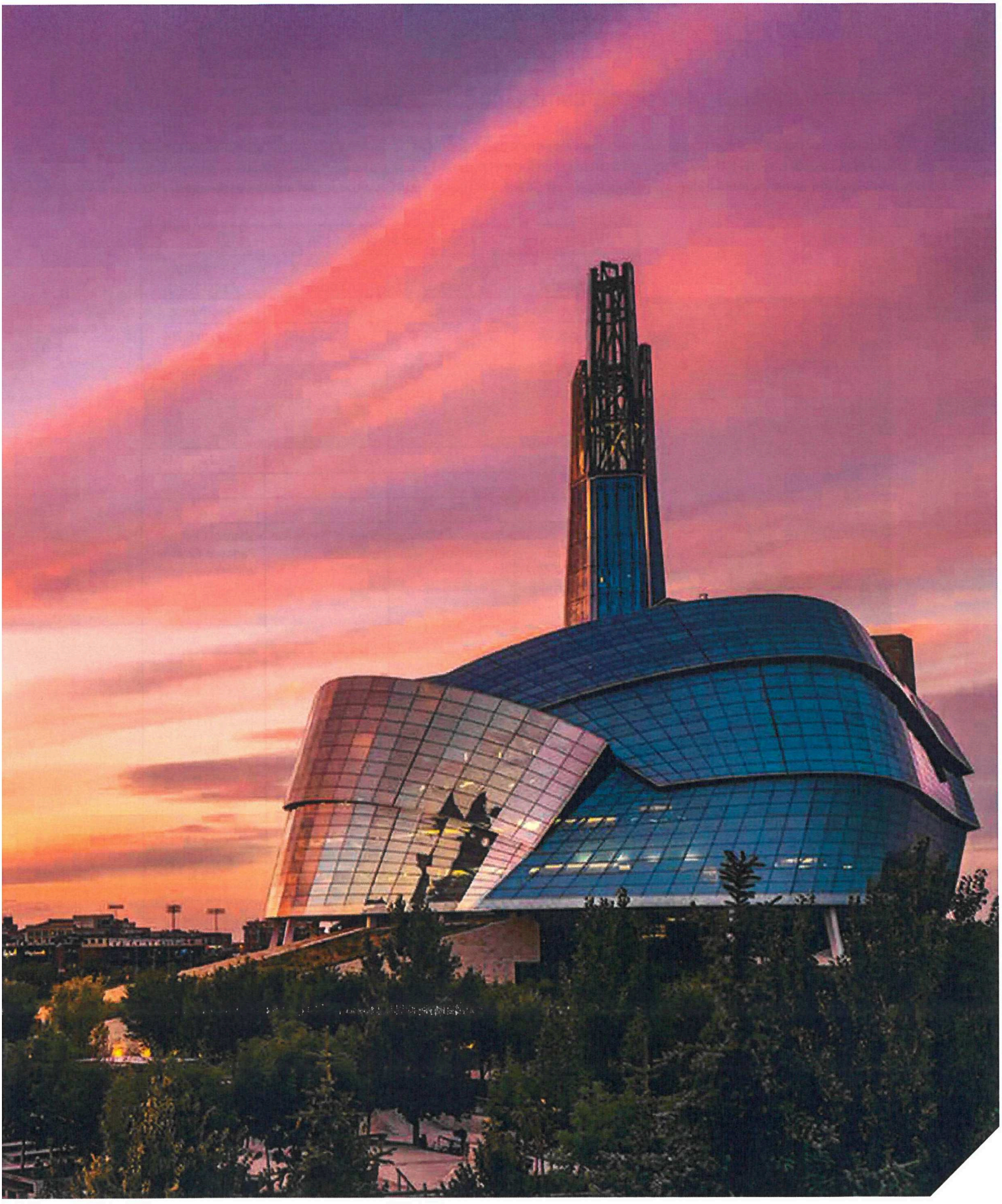


Map B

MAP OF THE AIRPORT VICINITY PROTECTION AREA



Map C



GREENFIELD DEVELOPMENT OPPORTUNITIES AND CONSTRAINTS

This table is intended to summarize greenfield development opportunities and constraints, including an understanding of key infrastructure investments required to help guide future land use planning priorities. It is a tool to help communicate and implement greenfield phasing policies under Goal 4.0 of the General Growth section and the associated map.

	Short-to-medium term			
	AA West residential	**Waverley West B**	**Precinct K South**	**Remainder Precinct Q**
Quadrant	West	Southwest	Southeast	Southwest
Potential Units	3,300 to 3,700	2,800 to 3,400	1,600 to 1,800	3,000 to 3,200
Precinct plan status	Precinct plan approved	Precinct plan approved	Precinct plan approved	Precinct plan approved
Sector plan status	–	–	–	–
Precinct plan priority	–	–	–	–
Sector plan priority	–	–	–	–
Servicing priority	1	1	2	4
Anticipated growth-enabling infrastructure	• Wastewater forcemain and pump station (2021) • Water feedermain (2021)	• Share of Southwest interceptor (2023)	• Share of Warde Ave extension	• Share of Clement Parkway (Grant to Wilkes)
Anticipated growth-supportive infrastructure	• Share of Silver Ave extension	• Share of community centre/library • Share of fire station • Share of Kenaston Blvd improvements (2020)	• Share of community centre • Share of Marion underpass • Share of St Mary's widening (2028) • Share of Osborne underpass/widening (2025)	None
Anticipated avg. City costs per unit	Below average	Average	Below average	Below average
Site dependencies	None	None	None	Wilkes South sector plan needed before Clement Parkway can be planned as per Council motion Dec. 13, 2017
Land assembly requirement	Some assembly	More assembly	More assembly	More assembly
Primary Transit Network	No planned connection	Planned connection	Planned connection	No planned connection
Decision-making guidance	Subdivision and rezoning applications may be submitted following completion of a precinct plan. Build-out may be limited by the need for growth-enabling infrastructure.			

Infrastructure comments:

- Recommended year of detailed design and authorization as per *2020 Infrastructure Plan* indicated in parentheses.
- Many identified projects benefit larger areas beyond those listed in this table. The extent to which project costs should be allocated to individual sites warrants further analysis and refinement, including in consultation with affected stakeholders. As a result, listed projects and "Anticipated avg. City costs per unit" may be subject to change.
- Identified infrastructure projects may be subject to change through the refinement of project need.

The table will be updated on an annual basis as conditions may change as per Policy 5.2 of the General Growth section. Changing conditions may include, but are not limited to, refined supply forecasts, changes to infrastructure projects, refined project costs, change in infrastructure priority, completion of local area planning, changes to the framework for financing growth, and pertinent information provided by stakeholders.

The most recent annual report should be referenced for the most accurate source of this information.

Short-to-medium term				Long term		
South Transcona	**Fort Whyte**	**Precinct D**	**Precinct B**	**Wilkes South**	**St. Vital Perim. South**	**St. Norbert**
Northeast	Southwest	Northwest	Northwest	Southwest	Southeast	Southwest
3,300 to 3,900	700 to 900	11,300 to 13,500	3,700 to 4,400	32,900 to 39,100	14,100 to 16,700	17,100 to 20,200
Precinct plan required	Precinct plan required	Precinct plan required	Precinct plan required	Precinct plan required	Precinct plan required	Precinct plan required
–	–	–	–	Sector plan required	Sector plan required	Sector plan required
1	1	2	3	4	4	5
–	–	–	–	1	1	2
2	2	3	4	5	5	6
None	• Wastewater interceptor • Share of Southwest interceptor (2023)	• Share of Chief Peguis Trail (2027) • Wastewater interceptor	• Share of Chief Peguis Trail (2027) • Wastewater interceptor	• Share of Clement Parkway (Wilkes to McGillivray) • Wastewater interceptor • Water feedermain	• Wastewater interceptor • Water feedermain	• Wastewater interceptor • Water feedermain
• Community centre • Fire station • Share of Schreyer Parkway (2025) • Share of Marion underpass • Share of Louise Bridge (2024) • Share of Mission combined sewer relief	None	• Share of community centre • Share of library • Fire station • Share of Arlington Bridge (2020)	• Share of community centre • Share of library • Share of Arlington Bridge (2020)	• Two community centres • Library • Fire station • Sterling Lyon extension	• Community centre • Share of library • Fire station • Share of Marion underpass • Share of St Mary's widening (2028) • Share of Osborne underpass/ widening (2025)	• Community centre • Library • Share of Kenaston Blvd improvements (2020)
Above average	Below average	Above average	Above average	Average	Below average	Average
None	None	Precinct G is first – Chief Peguis Trail and wastewater extended from east.	Precinct D is first – Chief Peguis Trail and wastewater extended from east.	Precinct Q is first – Clement Parkway extended from north.	None	St. Vital Perim. South. is first – wastewater extended from South End treatment plant.
More assembly	Assembled	Some assembly	Some assembly	More assembly	More assembly	Some assembly
Planned connection	Planned connection	Planned connection	No planned connection	Planned connection	Planned connection	Planned connection
These sites will be the next priorities for precinct planning. Noted growth-enabling infrastructure is a prerequisite for development.				Completion of sector plans are required before precinct planning. Noted growth-enabling infrastructure is a prerequisite for development.		

Figure 1



City Contact Information

Information on the City of Winnipeg is available at **winnipeg.ca**
Inquiries may also be directed to **311** | Outside of Winnipeg: **1-877-311-4974**

Photo and Graphics Credits

Jess Dixon
COVER

Austin Mackay
INSIDE COVER

Jess Dixon
PAGE 6 & 7

Tourism Winnipeg
PAGE 10

City of Winnipeg
PAGE 18, 29, 30, 33 & 35

Tourism Winnipeg
PAGE 37

Urban Advantage
PAGE 39

Tourism Winnipeg
PAGE 41 & 44

PPD staff
PAGE 46

Dan Harper
PAGE 48

West End BIZ
PAGE 49

Tourism Winnipeg
PAGE 51

Urban Advantage
PAGE 52

St. Vital BIZ
PAGE 53

Urban Advantage
PAGE 54

City of Winnipeg
PAGE 59, 60, 62 & 63

Photo and Graphics Credits cont.

Jess Dixon
PAGE 65

Urban Advantage
PAGE 67 & 69

City of Winnipeg
PAGE 74

Urban Advantage
PAGE 77

PPD staff
PAGE 80

Urban Advantage
PAGE 82

City of Winnipeg
PAGE 87 & 88

Urban Advantage
PAGE 90

West End Biz
PAGE 91

City of Winnipeg
PAGE 92 & 93

Jess Dixon
PAGE 103

City of Winnipeg
PAGE 105 & 109

Jess Dixon
PAGE 110

City of Winnipeg
PAGE 112 & 113

Tourism Winnipeg
PAGE 117

City of Winnipeg
PAGE 118

Winnipeg Airports Authority
PAGE 119

City of Winnipeg
PAGE 122, 127, 128 & 130

Tyler Walsh
PAGE 132

City of Winnipeg
PAGE 133 & 135

Tourism Winnipeg
PAGE 137 & 139

Dolores Matthews
PAGE 142

Tourism Winnipeg
PAGE 143

Old Grace Housing Cooperative
PAGE 148

City of Winnipeg
PAGE 150

Tyler Walsh
PAGE 151, 153 & 154

City of Winnipeg
PAGE 156, 157 & 158

Michael Pratt
PAGE 183



510 Main St. | Winnipeg | Manitoba | Canada | R3B 1B9 | winnipeg.ca