THE CITY OF WINNIPEG

BY-LAW NO. 37/2026

A By-law of THE CITY OF WINNIPEG to adopt a secondary plan for The Waters Urban Village in accordance with s. 234.7 of The City of Winnipeg Charter.

THE CITY OF WINNIPEG, in Council assembled, enacts as follows:

Short title

1 This By-law may be referred to as "The Waters Urban Village Secondary Plan By-law".

The Waters Urban Village Secondary Plan adopted

2 The document entitled "The Waters Urban Village Neighbourhood Plan", attached hereto and marked as Schedule "A" to this By-law, is hereby adopted as The Waters Urban Village Secondary Plan.

Winnipeg Zoning By-law amended

3 Schedule "A" to the Winnipeg Zoning By-law No. 200/06 is amended in section 1 by adding the following as the next available subsection:

The Waters Urban Village Secondary Plan

RECEIVED FIRST READING this	day of	, 2026;
RECEIVED SECOND READING this	day of	, 202_;
RECEIVED THIRD READING this	day of	, 202_;
DONE AND PASSED this	day of	, 202_.

_____
Mayor

_____
City Clerk

Approved as to content:

_____
Director of Planning, Property
and Development

Legally reviewed and certified as to form:

_____
for Director of Legal Services
and City Solicitor

The Waters Urban Village Neighbourhood Plan

By-law No. [37/2026]

OFFICE CONSOLIDATION

Current As Of June 16th, 2026

Corporate vision

To be a vibrant and healthy city which places its highest priority in quality of life for all its citizens.

Corporate mission

Working together to achieve affordable, responsive and innovative public service.



Land and Water Acknowledgement

Winnipeg is located in Treaty One Territory, the home and traditional lands of the Anishinaabe (Ojibwe), Ininew (Cree), and Dakota peoples, and in the National Homeland of the Red River Métis. Our drinking water comes from Shoal Lake 40 First Nation, in Treaty Three Territory.

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1 INTRODUCTION

1.1 Introduction

The Waters Urban Village Major Redevelopment Site responds to a growing demand for new homes in Winnipeg, balancing the need for new residential areas with demand for employment, commercial and recreational land uses in a worker village model. According to *OurWinnipeg* and *Complete Communities* principles, a neighbourhood is complete when it offers opportunities for its residents to work, recreate, and access services in proximity to where they reside.

Similar to other complete communities located in the context of industrial areas (Refinery District and Water Tower District), The Waters Urban Village Major Redevelopment Site provides a genuine mix of uses while accommodating significant employment land floor area in a modern and innovative way.

1.2 Purpose of the Plan

The Waters Urban Village presents a large scale opportunity to enhance Winnipeg's urban fabric by repurposing an underutilized parcel of land designated for employment, offering significant advantages to the City and its residents through improved design and aesthetics, the provision of new housing, and growing the City's tax base. Major Redevelopment Sites are characterized by their large size, proximity to transit and existing neighbourhoods, and their ability to be transformed into high-density developments. To ensure The Waters Urban Village develops in alignment with guiding policy documents, development is to be guided by this Plan.

The purpose of The Waters Urban Village Neighbourhood Plan is to ensure The Waters Urban Village Major Redevelopment Site is developed in a logical, orderly manner that mitigates potential land use conflicts, achieves the principles of Complete Communities, and provides high-quality urban design. This Plan is consistent with OurWinnipeg, the City's development plan, and Complete Communities, the City's land use direction strategy.

1.3 Plan Area

The Waters Urban Village is a 110-acre Major Redevelopment Site in the St. Boniface Industrial Park neighbourhood. It is bounded by Dugald Road to the north, Mazenod Road to the east, the Greater Winnipeg Water District Railway (GWWDR) to the south, and existing industrial lands to the west.

The site was formerly designated as Employment Lands – Business Park, however after decades of being serviced and zoned, the site was largely underutilized and undeveloped. Existing land uses include a business park-style office building and commercial uses located in the northeast quadrant of the plan area. The Greater Winnipeg Water District Railway to the south of the plan area supports an existing aqueduct from Shoal Lake to provide drinking water to the City of Winnipeg. Today, the GWWDR is used exclusively for City of Winnipeg water supply needs and is owned by the City of Winnipeg's Water and Waste Department, and operations are minimal.



Figure 1: Site boundary

1.4 Policy Interpretation

1.4.1 Should there be any inconsistencies between an objective and a policy, the policy shall take precedence. Each paragraph, sentence or clause that is a policy statement, or portion thereof, is numbered.

1.4.2 In this Plan, where the following terms are used in a policy statement, they shall be interpreted as follows:

a. **"Appropriately"** means in a manner deemed suitable based on applicable standards or regulations as determined by adopted by-laws; or, where noted, to the satisfaction of the Designated Officer.

b. **"Approximately"** means within a 15 percent deviation of the indicated requirement.

c. **"Discouraged"** means not advised but may be considered on a case-by-case basis.

d. **"Encouraged"** means recommended but not mandatory.

e. **"May"** means permitted, however neither required nor prohibited.

f. **"Must"** means a mandatory requirement or obligation.

g. **"Predominant"** means greater than 50 percent of the element/use/area being referred to.

h. **“Section”** means a reference to a contained set of regulations within a Part of this Plan.

i. **“Shall”** means a mandatory requirement or obligation.

j. **“Should”** means strongly recommended/advised but not required.

1.4.3 In this Plan, the following words or phrases have the defined meanings, unless the context requires otherwise:

a. **“Abut”** or **“abutting”** means immediately contiguous to or sharing a property line.

b. **“Active edges”** or **“active streets”** means a segment of a block or street in which building frontages have a high degree of transparency, building entrances, direct sidewalk entries, and/or active ground floor uses for at least a portion of the building.

c. **“Active interior space”** means interior portions of a building that are in regular use by people such as lobbies, retail interior, dining areas, meeting rooms, and living spaces.

d. “**Active transportation route”** means a designated pathway or corridor designed for human-powered travel, such as walking, cycling, and wheeling.

e. **“Adjacent”** means properties or uses that would otherwise abut however are separated by a public right-of-way or pathway.

f. **“Block”** means a section of land enclosed by intersecting streets, active transportation routes, or pedestrian routes.

g. **“Complete Communities”** means the Complete Communities Direction Strategy By-law.

h. **“Council”** means the municipal council of the City of Winnipeg.

i. **“Designated Officer”** means the Director of Planning, Property and Development or any other City employee who has been authorized to exercise any of the powers given to the Director or the Designated Officer under this By-law.

j. **“Development application process”** means the process of securing the necessary approvals, permits, orders, by-laws, or amendments that would allow a development to proceed.

k. **“Frontage”** means the part of a zoning lot fronting onto a public street.

l. **“Gateway intersection”** means the intersection of a Priority Pedestrian Street and a Secondary Pedestrian Street intended to be treated as a gateway or entrance to the Waters Urban Village Neighbourhood.

m. **“Local commercial”** means commercial and/or retail uses that serve the needs of the surrounding neighbourhood, including but not limited to grocery and food stores, general merchandise, and personal services.

n. **“Low-rise residential”** means buildings four storeys or less in height, including row housing (triplex, fourplex, and stacked row housing) and apartment housing.

o. **“Major retail”** means 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.

p. **“Medium-rise residential”** means buildings between five and eight storeys in height.

q. **“Multi-family residential building”** means a building containing three or more dwelling units, each of which is designed or intended to be used exclusively by one family.

r. **“High-rise residential”** means buildings taller than eight storeys in height.

s. **“OurWinnipeg”** means the City of Winnipeg’s development plan by-law.

t. **“Pedestrian route”** means a designated path, walkway or corridor designed and intended for people traveling on foot or using mobility devices.

u. **“Principal building”** means the building or structure on a lot used to accommodate the principal permitted use, such use possibly occurring in more than one building or structure.

v. **“Priority Pedestrian Street”** means a street of significant pedestrian importance intended to maximize pedestrian comfort through site, building, and public realm design considerations.

w. **“Public street”** or **“public streets”** means a designated right-of-way such as streets, roads, or lanes dedicated to public use.

x. **“Secondary Pedestrian Street”** means a street of significant, though lessened, pedestrian importance that provides a comfortable pedestrian experience while also prioritizing vehicle access and service.

y. **“Quasi-industrial uses”** means 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.

z. **“Zoning By-law”** means the Winnipeg Zoning By-law No. 200/2006, as amended.

1.4.4 The development concept for The Waters Urban Village is conceptual in nature, intended to demonstrate the overall vision, land use structure, transportation network, and open space network envisioned for the neighbourhood. The layout, land use configurations, specific road locations and alignments, parcel boundaries, and densities may be refined or adjusted through subsequent development application processes.

1.4.5 Where a policy requires that studies, analysis or information be submitted, the exact requirements and timing of the studies, analyses or information shall be determined at the development application stage.

1.5 Map Interpretation

1.5.1 The boundaries and locations of any symbols or areas shown on the maps forming part of the Plan are approximate only and are not intended to define exact locations and shall be interpreted as such, except where such symbol coincides with a known physical feature or a fixed boundary such as existing property lines or existing right-of-way.

2 PLANNING VISION AND PRINCIPLES

2.1 Overall Vision

2.1.1 It is envisioned that The Waters Urban Village will develop as a vibrant, well-connected community that builds on linkages to existing neighbourhoods and regional streets that provide greater connectivity to east Winnipeg and downtown. A genuine mix of uses around a public central park space will create residential, light industrial (employment), commercial mixed-use, and educational nodes throughout the plan area.

2.1.2 The plan area is anticipated to accommodate 2,835 dwelling units and a population of 7,087 people at full build-out, as well as 1,095 jobs. The City may monitor this over the course of the site's build-out as market conditions and development plans evolve.

2.2 Planning Goals

2.2.1 General Planning Goals:

a. To provide a planning framework to promote residential, employment and commercial growth.

b. To encourage and promote the enduring viability and desirability of the adjacent employment area for a range of light to heavy industrial uses and to mitigate potential noise-related impacts on residential dwellings from adjacent employment and rail operations.

2.2.2 Neighbourhood Planning Goals:

a. To create a viable and cohesive neighbourhood by integrating new development into the existing community fabric.

b. To foster a complete community, including opportunities for residential, commercial, employment, recreation, and institutional (educational) uses.

c. To support educational needs by integrating a school site with parks, pathways, and community features to ensure shared use with public amenities.

d. To promote compatibility and connectivity with existing and future neighbourhoods.

e. To mitigate potential land use conflicts by ensuring adequate buffering and separation distances are provided between new residential dwellings and the existing employment area to protect the viability of employment uses.

2.2.3 Residential Planning Goals:

a. To accommodate existing and anticipated demand for urban housing.

b. To provide opportunities for the creation of a planned neighbourhood that responds to market needs and demands.

c. To accommodate a variety of housing types and tenures that work to meet various life cycle housing needs.

d. To ensure that residential development occurs within an acceptable density range in order to utilize municipal infrastructure efficiently, and to maximize the viability of transit use by locating the highest residential densities closest to the best transit service.

2.2.4 Employment and Commercial Planning Goals:

a. To foster opportunities for employment and commercial land uses within the St. Boniface Industrial Park neighbourhood.

b. To provide additional services to existing area residents, as well as tenants and employees of the St. Boniface Industrial Park neighbourhood.

c. To accommodate mixed-use development that fosters innovation and high-quality design.

2.2.5 Recreation Planning Goals:

a. To meet the active and passive recreational needs of residents.

b. To provide a connected system of parks and public spaces that link focal points and capitalize on opportunities for shared corridors and existing neighbourhood connections to promote pedestrian and cycling activities.

c. To provide a complete active transportation loop network.

2.2.6 Transportation Planning Goals:

a. To create an interconnected and efficient road network that limits interaction between employment and residential traffic while promoting alternative modes of transportation.

b. To encourage all forms of active transportation (including walking, wheeling, and cycling) through the provision of safe and well-connected networks of pedestrian and cycling infrastructure.

2.2.7 Infrastructure Planning Goals:

a. To promote the efficient use of infrastructure and services within the City's intensification target area.

b. To supply and improve necessary utility infrastructure within the area.

3 DEVELOPMENT CONCEPT

3.1 Development Concept

The development concept for The Waters Urban Village (the Village) is shown in Figure 2. The concept utilizes the existing arterial road network abutting the plan area to create a mixed-use commercial node abutting Dugald Road. Higher-density residential uses and mixed-use commercial and residential buildings create a town centre in the northern portion of the Village in proximity to transit, with residential densities generally decreasing towards the Greater Winnipeg Water District Railway in the south. The land use concept provides for densities that promote a mixed-use neighbourhood and support transit.

Employment uses (business park-style buildings) are situated at the perimeter of the site to provide buffering between existing and future development. Employment uses were also planned to buffer new residences from existing offsite industrial uses while maintaining employment land square footage to support a worker village concept. A service road and sidewalk network between planned employment uses will help to ensure the separation of employment and residential traffic to promote better walkability and provide a pedestrian-oriented environment throughout the Village.

Centralized park space will support both active and passive recreation needs of residents, tenants, and employees of the Village. These park spaces are situated with the intention of creating a network of active and passive park and pathway systems connecting community features and amenities to planned homes. Additional pedestrian connections are planned to make use of an internal road network that separates residential traffic from anticipated employment traffic.

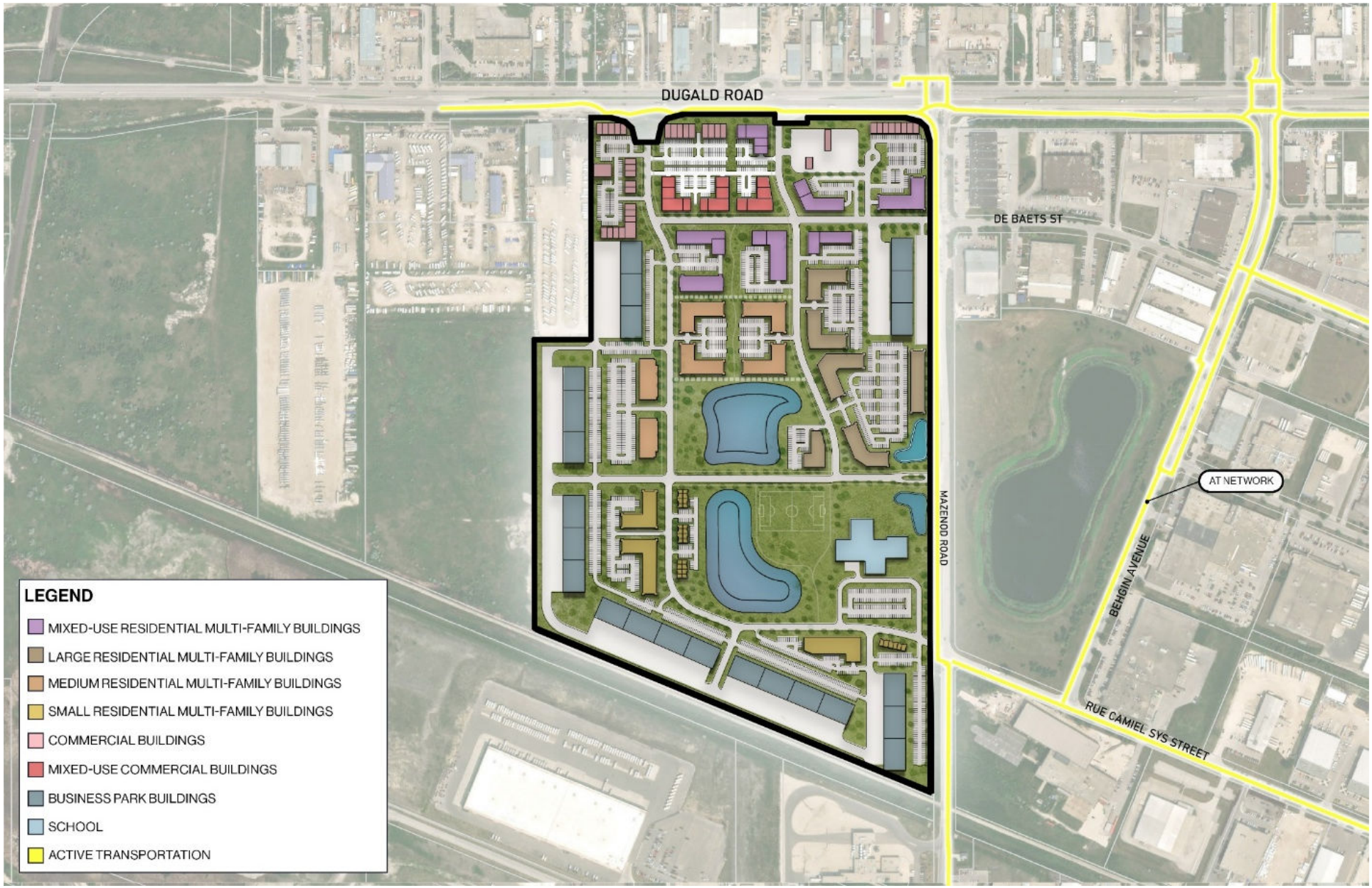


Figure 2: The Waters Urban Village development concept

4 LAND USE AREA POLICIES

The Land Use map for the plan area is shown in Appendix A. The Land Use map includes the following Land Use Policy Areas to guide development within the Village:

- Lower Density Residential
- Medium Density Residential
- Town Centre
- Productive Lands

There is also policy direction for a School Site, Parks and Open Space, Transportation, High-Quality Urban Design, and Buffering.

4.1 Lower Density Residential

4.1.1 Low-rise residential dwellings shall be the predominant use of land within the Lower Density Residential policy areas.

4.1.2 Other land uses that may be considered in this policy area include public and institutional, recreational facilities, parks and other open spaces where determined to be compatible and appropriate.

4.1.3 Additional housing types beyond those noted in 4.1.1 are discouraged.

4.1.4 A school site may be located within this policy area subject to the policies of 5.1.

4.1.5 Residential dwellings in this policy area should generally not exceed RMF-S zoning standards for site density, as approved or amended by Council from time to time.

4.1.6 Buffering and screening should be provided where needed to ensure compatibility between adjacent land uses in accordance with the applicable policies in Section 5.5 of this plan.

4.2 Medium Density Residential

4.2.1 Low-rise residential and medium-rise residential multi-family dwellings shall be the predominant use of land within the Medium Density Residential policy areas.

4.2.2 Other land uses that may be considered in this policy area include public and institutional, recreational facilities, parks and other open spaces where determined to be compatible and appropriate.

4.2.3 Additional housing types beyond those noted in 4.2.1 are discouraged.

4.2.4 Buffering and screening should be provided where needed to ensure compatibility between adjacent land uses in accordance with the applicable policies in Section 5.5 of this plan.

4.3 Town Centre

4.3.1 Low-rise residential, medium-rise residential, and high-rise residential multi-family dwellings, as well as commercial and mixed-use commercial and residential buildings, shall be the predominant use of land within the Town Centre policy area.

4.3.2 Other land uses that may be considered in this policy area include public and institutional, recreational facilities, parks and other open spaces where determined to be compatible and appropriate.

4.3.3 Additional housing types beyond those noted in 4.3 are discouraged.

4.3.4 Vertical mixed-use buildings with commercial uses on the ground floor shall be encouraged.

4.3.5 Local commercial uses should be provided to meet neighbourhood needs.

4.3.6 Major retail uses may be considered subject to applicable OurWinnipeg and/or Complete Communities policies.

4.3.7 Auto-oriented uses, including but not limited to automotive repair/sales/rental and fuel sales, should be located on properties fronting onto Dugald Road and Suffield Street.

4.3.8 Mixed-use buildings should provide on-site amenity features such as benches, gardens, treed areas, or covered seating areas to meet passive recreation/leisure needs of residents.

4.3.9 The perimeter of any block in this policy area should not exceed approximately 550m. Blocks may be defined by any of the following:

a. Public streets;

b. Active transportation routes; and

c. Pedestrian routes.

4.3.10 Buffering and screening should be provided where needed to ensure compatibility between adjacent land uses in accordance with the applicable policies in Section 5.5 of this plan.

4.4 Productive Lands

4.4.1 A broad range of business park-type uses, including light industrial, ancillary commercial, retail, business park, office, and quasi-industrial uses, shall be the predominant use of land within the Productive Lands policy area.

4.4.2 Other land uses that may be considered in this policy area include public and institutional where determined to be compatible and appropriate.

4.4.3 Residential uses shall not be permitted.

4.4.4 Retail uses may be permitted as an accessory use or as incidental to the principal use.

4.4.5 Outdoor gathering spaces, including but not limited to restaurant patios and daycare play areas, should not be permitted to face the west and south property lines.

4.4.6 Loading zones for employment uses should be located to the rear of the principal building to minimize potential land use conflict with residential dwellings.

4.4.7 Where it is not possible to locate loading zones to the rear of the principal building, loading should be screened from public view abutting a public right-of-way through measures such as landscaping and/or fencing and should incorporate noise-attenuation measures.

4.4.8 Buffering and screening should be provided where needed to ensure compatibility between adjacent land uses in accordance with the applicable policies in Section 5.5 of this plan.

5 GENERAL LAND USE POLICIES

5.1 School Site

5.1.1 A school (including an optional day care) may be located within the plan area.

5.1.2 A school site shall have frontage on a collector street in addition to at least one boundary of the property fronting onto an adjacent parallel street to facilitate adequate frontage for safe pick up and drop off zones, school bus loop, and staff and visitor parking.

5.1.3 A school site may be co-located with public park space.

5.2 Parks and Open Space

5.2.1 Parks shall be provided to accommodate both active and passive opportunities, including any required core amenities (such as playground, picnic area, and seating) and an athletic field, in alignment with the *Winnipeg Parks Strategy*.

5.2.2 Parks shall be designed to enable a variety of year-round experiences for people of all ages and abilities, in accordance with the *City of Winnipeg Accessibility Design Standards*.

5.2.3 Parks shall be provided in convenient, central locations that reduce walking distances to residential uses.

5.2.4 Parks should be located such that most dwellings are within a 600m walking distance of a park.

5.2.5 Parks may be co-located with larger public facilities, including schools.

5.2.6 The size, location, and design of parks shall be appropriate for their intended uses, in accordance with the *Park Design Standards and Park Development Guidelines*.

5.2.7 Parks should be strategically planned, located, and designed to maintain and/or enhance connections with any existing natural corridors, where appropriate.

5.2.8 Trees shall be planted within the Village to promote the City's canopy targets as outlined in the *Comprehensive Winnipeg Urban Forest Strategy*.

5.3 Transportation

5.3.1 All sidewalks, pathways, and cycling facilities shall be designed in accordance with City standards.

5.3.2 Sidewalks and pathways shall be strategically planned and located to connect residents with key neighbourhood amenities and destinations including parks, schools, recreation facilities, and commercial areas.

5.3.3 Sidewalks and pathways within the plan area shall provide broader linkages to the St. Boniface Industrial Park neighbourhood and both connect to and form part of the regional active transportation network.

5.3.4 Policies 5.3.2 and 5.3.3 should be supported by intelligible wayfinding to support active transportation.

5.3.5 The general location of collector roads within the plan area is shown on the Land Use Map in Appendix A. The exact location of the collector road network and any local roads shall be refined at the development application stage.

5.3.6 The road network internal to the plan area shall be designed according to the following considerations:

a. To ensure an interconnected road pattern.

b. To direct employment use traffic to arterial and collector roads.

c. To direct residential traffic to collector and local roads.

d. To preserve sufficient width to accommodate a potential future public road right-of-way at the westernmost point of Waters Drive, should the lands to the west of the plan area be developed.

5.3.7 All roads shall be designed and constructed in accordance with City standards.

5.3.8 Collector roads shall be designed to support the provision of Transit services within the plan area.

5.3.9 Specific right-of-way requirements for arterial, collector, and local streets shall be further refined at the development application stage and in accordance with established City of Winnipeg standards.

5.3.10 Winnipeg Transit will determine transit routing as required.

5.4 High Quality Urban Design

5.4.1 New development on sites located on Priority Pedestrian Streets (as identified on the mobility map in Appendix C) shall adhere to the following:

5.4.1.1 Buildings should provide active interior space located on at least a portion of the ground floor fronting onto the Priority Pedestrian Street.

5.4.1.2 Where properties allow for multiple buildings on a lot/site, large single-use buildings should be directed to the interior of the site where possible to ensure buildings fronting the Priority Pedestrian Street encourage a retail/commercial presence or other active ground floor uses.

5.4.1.3 Buildings are encouraged to maximize the length of building frontage along the street-facing block face.

5.4.1.4 Building entrances should be oriented to the fronting street, with adequate fenestration (such as display windows, retail frontages, attractive landscaping and screening, and/or a variety of durable building materials) to create interest at the pedestrian level.

5.4.1.5 Commercial or retail uses at grade should be incorporated to help animate the street by incorporating appealing and transparent frontages.

5.4.2 New development on sites located on Priority Pedestrian Streets and Secondary Pedestrian Streets (as identified on the mobility map in Appendix C) shall adhere to the following:

5.4.2.1 New development shall contribute to an attractive, pedestrian-scale streetscape.

5.4.2.2 Buildings should be situated so that the primary frontage is oriented along the public right-of-way.

5.4.2.3 For buildings on a corner property, entrances should be located at or near the corner to reinforce pedestrian activity. Additional entrances may be provided along both street frontages.

5.4.2.4 Minimal building setbacks are encouraged to maintain a pedestrian-oriented streetscape.

5.4.2.5 Weather protection elements such as canopies and/or awnings should be considered for buildings with minimal setbacks.

5.4.2.6 Long segments of blank massing along building frontages are discouraged.

5.4.2.7 Accessory vehicular parking should be located below – or above-grade in structures, or behind buildings. Parking and loading areas that are not located below ground or at the rear of a building must be screened by means of significant pedestrian-oriented landscaping and/or fencing.

5.4.2.8 Loading spaces should not be located between the frontage of any building and a public sidewalk.

5.4.2.9 Sidewalks shall be of sufficient width to accommodate anticipated pedestrian volumes, public utilities, and amenities such as street furniture, tree planting, and patios.

5.4.2.10 Direct pedestrian connections between primary building entrances and the sidewalk should be provided.

5.4.2.11 The public realm shall incorporate pedestrian amenities that enhance comfort and safety to promote year-round usability, such as seating areas and benches, landscaping, bike racks, and waste and recycling bins.

5.4.2.12 Street trees shall be planted to promote the City's canopy targets and provide a comfortable pedestrian experience.

5.4.2.13 Pedestrian-scale signage and lighting should be provided throughout the plan area.

5.4.2.14 At-grade pedestrian crossings shall be visible, clearly indicated, and designed to minimize crossing distances.

5.4.2.15 Clear sightlines along pedestrian routes and public spaces are encouraged.

5.4.2.16 Utility infrastructure should be placed in a manner to minimize visual clutter.

5.4.2.17 All public realm improvements shall comply with applicable accessibility design standards.

5.4.3 Gateway intersections, as identified on the Mobility Map in Appendix C, should create a sense of arrival and establish the identity of the Village by incorporating any of the following features:

a. Buildings fronting onto a gateway intersection should incorporate high-quality building materials, minimal building setbacks, and enhanced landscaping;

b. Buildings fronting onto a gateway intersection should accommodate commercial spaces that cater to uses intended to serve high volumes of customers or pedestrians;

c. The public realm should incorporate enhanced landscaping, widened sidewalks, widened boulevards, and coordinated street tree planting where feasible;

d. The public realm should incorporate distinctive paving treatments; and

e. The public realm should provide for neighbourhood/community signage.

5.4.4 Gateway features shall be integrated into the built form and streetscape design and shall not rely solely on freestanding signage.

5.5 Buffering

5.5.1 New residential development shall include the following mitigation measures to help reduce the potential impact of rail and surrounding industrial operations in proximity to the plan area:

5.5.1.1 A 100m setback to the south property boundary of the plan area measured from the building wall of any habitable room or space within a dwelling.

5.5.1.2 A 115m setback to the west property boundary of the plan area from the southwest corner of the site to a point approximately 400m to the north measured from the building wall of any habitable room or space within a dwelling.

5.5.1.3 A 65m setback from boundary of properties on the north side of Dugald Road outside of the plan area to the building wall of any habitable room or space within a dwelling.

5.5.2 Within each building site, residential buildings should be located and designed to minimize noise exposure.

5.5.3 No principal buildings used for any purpose other than employment uses shall be constructed within 15m of the south property boundary of the plan area.

5.5.4 The following measures shall be undertaken related to buffering along the south property boundary as well as the west property boundary from the southwest corner of the site to a point approximately 400m to the north to protect the enduring viability and desirability of the employment area:

5.5.4.1 A wood fence a minimum of 2.4m in height shall be required to be erected along the south as well as the west property boundary from the southwest corner of the site to a point approximately 400m to the north to protect the enduring viability and desirability of the employment area at the earlier stage of:

a. One (1) year of an occupancy permit being issued for any residential development within the plan area; or

b. Prior to the development of any new structure located on the vacant lands immediately west of Phases D and E of the plan area.

5.5.5 To further minimize potential concerns related to potential nuisance from the employment area exterior to the plan area, noise attenuation features for new residential development, such as exterior noise attenuation fencing and/or security fencing or interior climate-controlled units, may be required. Such requirements shall be dealt with at the Development Application stage, detailed in a Zoning or Development Agreement and registered on title.

6 SERVICING AND IMPLEMENTATION

6.1 Purpose

Phasing will be driven by the extension of municipal services, as well as by market conditions. The policies in this Section provide certainty that major infrastructure will be appropriately established as the Village develops. The phasing plan for the plan area is illustrated in Appendix B; the timing of development of each phase will be based on land drainage and roadway infrastructure requirements.

6.2 Phasing Policies

6.2.1 The sequencing of each phase within the plan area shall be in keeping with the constraints as outlined in Appendix B:

a. Areas shown as orange in colour can be developed independent of other phases.

b. Areas shown as brown in colour require the installation of land drainage and road infrastructure in other phases prior to development.

c. Areas shown as blue in colour require the installation of road infrastructure in other phases prior to development.

6.2.2 Phasing constraints outlined in 6.2.1 can be revised subject to detailed technical analysis to the satisfaction of the Director of Public Works and/or the Director of Water and Waste.

6.2.3 All servicing infrastructure for the plan area shall meet Water and Waste design standards/criteria.

6.2.4 Servicing details are to be confirmed at the Development Application stage.

6.2.5 Any infrastructure crossing the Dugald Drain must be designed and constructed with no negative impact to the existing drainage system performance.

6.2.6 Anticipated growth-enabling and growth-supportive infrastructure is described in Appendix D.

6.3 Implementation

6.3.1 To facilitate the development of the plan area, the Developer/Landowner will:

6.3.1.1 Submit applications to the City of Winnipeg in order to facilitate the creation of lots/parcels to accommodate new development.

6.3.1.2 Ensure sufficient capacity is available to service proposed development within the plan area in sequencing with the Phasing Plan in Appendix B at the time of development.

6.3.1.3 Undertake consultation with landowners and businesses in the adjacent employment area prior to filing any application to amend the *Waters Urban Village Neighbourhood Plan* secondary plan by-law.

6.3.1.4 Provide adequate buffering and fencing upon initial phases of development to mitigate potential noise-related impacts and to protect the enduring viability and desirability of the adjacent employment area, in accordance with 5.5.

6.3.2 To facilitate the development of the plan area, the City of Winnipeg will:

6.3.2.1 Process development applications in accordance with the *Waters Urban Village Neighbourhood Plan* secondary plan by-law and other City by-laws, policies, and standards.

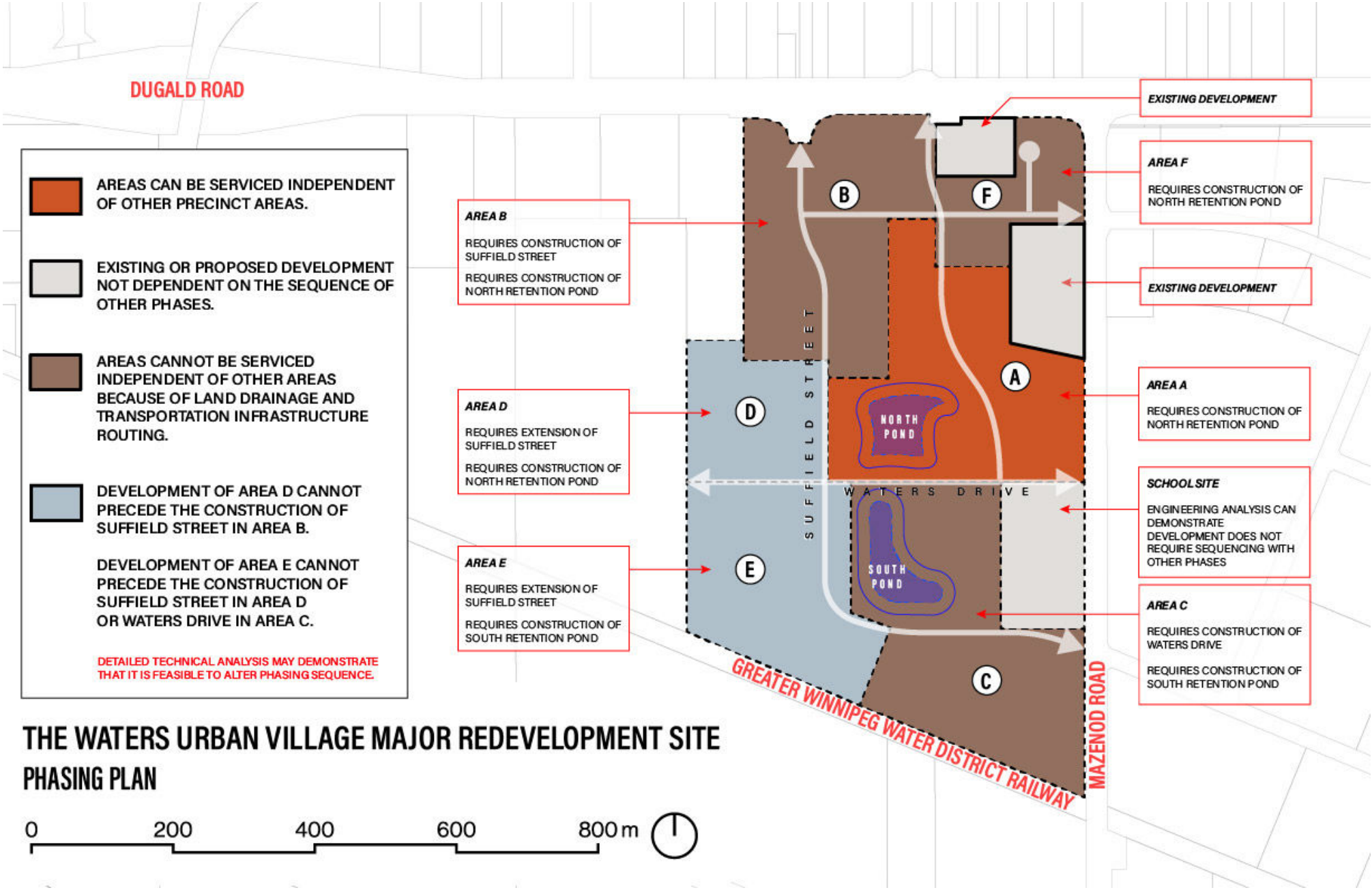
6.3.2.2 Endeavour to fund, design, and build improvements to Dugald Road, Plessis Road, and the Lagimodiere & Dugald and Lagimodiere & Marion intersections in accordance with forecasted traffic volumes and City investment planning.

6.3.2.3 Endeavour to procure transit buses needed to service the development in accordance with the anticipated build-out of the plan area as well as city-wide growth.

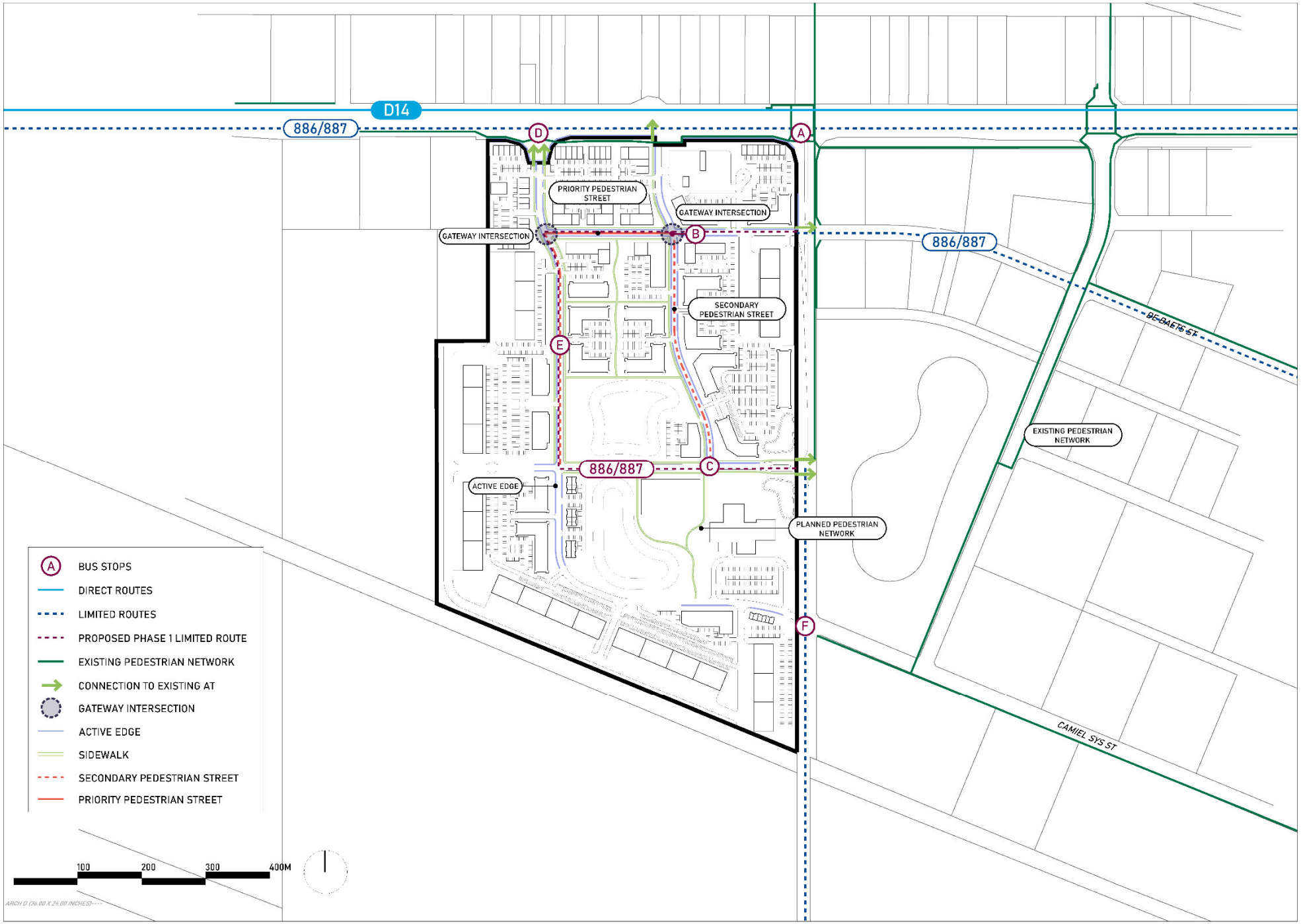
APPENDIX A – Land Use Map


DUGALD ROAD
AREA 3:
TOWN CENTRE
AREA 4:
PRODUCTIVE LANDS
DE BAETS ST
AREA 2:
MEDIUM DENSITY
RESIDENTIAL
AREA 4:
PRODUCTIVE LANDS
AREA 1:
LOWER DENSITY RESIDENTIAL
MAZENOD ROAD
CAMIEL SYS ST
100
200
300
400M

APPENDIX B – Phasing Map


DUGALD ROAD
AREAS CAN BE SERVICED INDEPENDENT OF OTHER PRECINCT AREAS.
EXISTING OR PROPOSED DEVELOPMENT NOT DEPENDENT ON THE SEQUENCE OF OTHER PHASES.
AREAS CANNOT BE SERVICED INDEPENDENT OF OTHER AREAS BECAUSE OF LAND DRAINAGE AND TRANSPORTATION INFRASTRUCTURE ROUTING.
DEVELOPMENT OF AREA D CANNOT PRECEDE THE CONSTRUCTION OF SUFFIELD STREET IN AREA B.
DEVELOPMENT OF AREA E CANNOT PRECEDE THE CONSTRUCTION OF SUFFIELD STREET IN AREA D OR WATERS DRIVE IN AREA C.
DETAILED TECHNICAL ANALYSIS MAY DEMONSTRATE THAT IT IS FEASIBLE TO ALTER PHASING SEQUENCE.
AREA B
REQUIRES CONSTRUCTION OF SUFFIELD STREET
REQUIRES CONSTRUCTION OF NORTH RETENTION POND
AREA D
REQUIRES EXTENSION OF SUFFIELD STREET
REQUIRES CONSTRUCTION OF NORTH RETENTION POND
AREA E
REQUIRES EXTENSION OF SUFFIELD STREET
REQUIRES CONSTRUCTION OF SOUTH RETENTION POND
EXISTING DEVELOPMENT
AREA F
REQUIRES CONSTRUCTION OF NORTH RETENTION POND
EXISTING DEVELOPMENT
AREA A
REQUIRES CONSTRUCTION OF NORTH RETENTION POND
SCHOOL SITE
ENGINEERING ANALYSIS CAN DEMONSTRATE DEVELOPMENT DOES NOT REQUIRE SEQUENCING WITH OTHER PHASES
AREA C
REQUIRES CONSTRUCTION OF WATERS DRIVE
REQUIRES CONSTRUCTION OF SOUTH RETENTION POND
B
F
A
D
E
C
NORTH POND
SOUTH POND
SUFFIELD STREET
WATERS DRIVE
GREATER WINNIPEG WATER DISTRICT RAILWAY
MAZENOD ROAD
THE WATERS URBAN VILLAGE MAJOR REDEVELOPMENT SITE
PHASING PLAN
0
200
400
600
800 m

APPENDIX C – Mobility Map


D14
886/887
D
A
PRIORITY PEDESTRIAN STREET
GATEWAY INTERSECTION
GATEWAY INTERSECTION
B
886/887
SECONDARY PEDESTRIAN STREET
DE GAETE ST
E
EXISTING PEDESTRIAN NETWORK
886/887
C
ACTIVE EDGE
PLANNED PEDESTRIAN NETWORK
F
CAMIEL SYS ST
A BUS STOPS
DIRECT ROUTES
LIMITED ROUTES
PROPOSED PHASE 1 LIMITED ROUTE
EXISTING PEDESTRIAN NETWORK
CONNECTION TO EXISTING AT
GATEWAY INTERSECTION
ACTIVE EDGE
SIDEWALK
SECONDARY PEDESTRIAN STREET
PRIORITY PEDESTRIAN STREET
100
200
300
400M

APPENDIX D - Growth-Enabling and Growth-Supportive Infrastructure

CITY-FUNDED GROWTH-ENABLING AND GROWTH-SUPPORTIVE INFRASTRUCTURE FOR THE WATERS URBAN VILLAGE

Growth-enabling infrastructure includes regional-scale infrastructure usually funded by the City from its capital budget that is a prerequisite to development. There is no anticipated growth-enabling infrastructure needed to enable the development of the plan area.

Growth-supportive infrastructure 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. Growth-supportive infrastructure includes the purchase of transit buses needed to service the development. Capital costs for the high dwelling density of the plan area related to transit are estimated to be $6.2 million (in 2025 dollars) with the development's share of cost being 100%. The development will also contribute small shares of traffic volumes to the Dugald Road and Plessis Road widening projects and Lagimodiere & Dugald and Lagimodiere & Marion intersection improvements. Total estimated indirect capital costs as a result of The Waters Urban Village are estimated to be $5.3 million (in 2025 dollars). The total estimated capital costs associated with this development range between $6.6 million (assuming standard residential densities as per the Financial and Economic Impact Analysis) and $11.5 million (assuming high residential densities) in 2025 dollars.

Service	Cost Estimate[1]	Municipal Share of Costs[2]	Development Share of Costs[3]	Capital Cost[1]
Approximately 1 bus per 1,100 residents	$1.6 to $6.2	100.0%	100.0%	$1.6 - $6.2
Plessis Road Widening	$50.5	100.0%	1.7%	$0.9
Dugald Road Widening	$152.4	100.0%	2.3% - 2.4%	$3.5 - $3.7
Lagimodiere & Dugald Intersection Improvements	$5.2	100.0%	6.7% - 8.2%	$0.3 - $0.4
Lagimodiere & Marion Intersection Improvements	$11.9	100.0%	2.6% - 3.3%	$0.3 - $0.4
Development Total (2025 dollars):	**$221.6 - $226.2**	**100.0%**	**3.0% - 5.1%**	**$6.6 - $11.5**

[1] Dollars in millions.

[2] The share of a project/s total costs to be paid for by the municipality after contributions from other levels of government.

[3] The assumed share of total project costs that are driven by the proposed development area.

Anticipated growth-enabling and growth-supportive infrastructure and associated costs may change depending on changing market conditions, development plans, and construction costs, as well as refined technical needs. Infrastructure needs and costs should be monitored over time.

Development of The Waters Urban Village is expected to start in 2027 and be complete by 2046 and could result in a taxable assessment value of $345 million to $551 million (in 2025 dollars). Due to its compact footprint, road network maintenance needs are minimal. The development requires minimal municipal capital investment to enable and support growth and is expected to generate positive financial returns for the municipality starting from the initial year of development.

Over the next 75 years the development would cost the municipality $299 million to $608 million to service and generate up to $851 million in revenue, with a net position of $213 to $243 million at the end of the evaluation period (all in 2025 dollars), depending on the density of residential dwelling units. Ultimately, this development would provide a financial surplus to the municipality from the very first year of development and throughout the analysis period, owing to the small municipal capital requirements necessary to enable and support this development. With respect to the economy, the proposed development would add $167 million in GDP and $60 million in wages and salaries (in 2025 dollars) to the local economy annually at full build out.

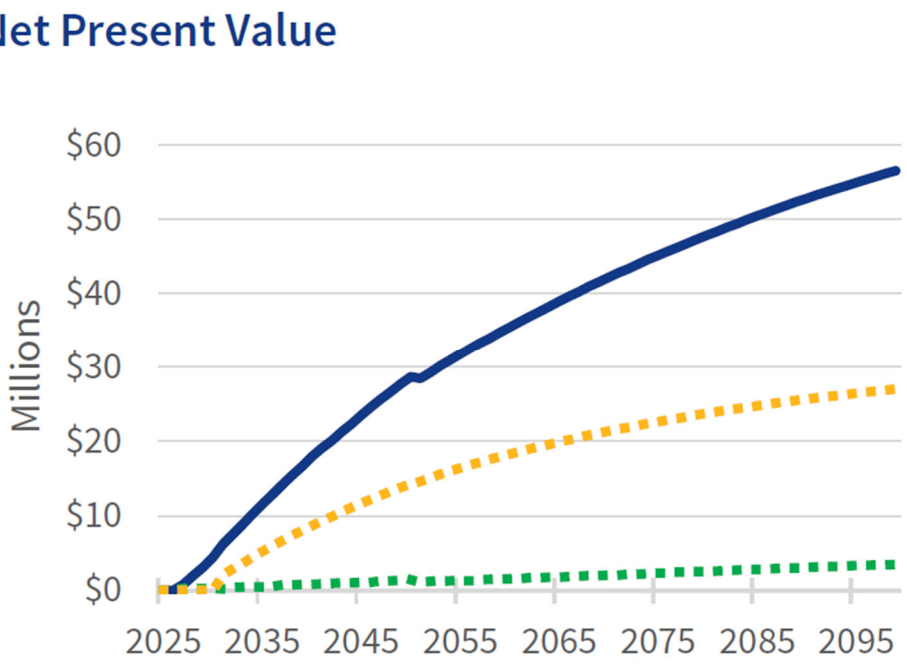


Figure 3: Net present value (millions)