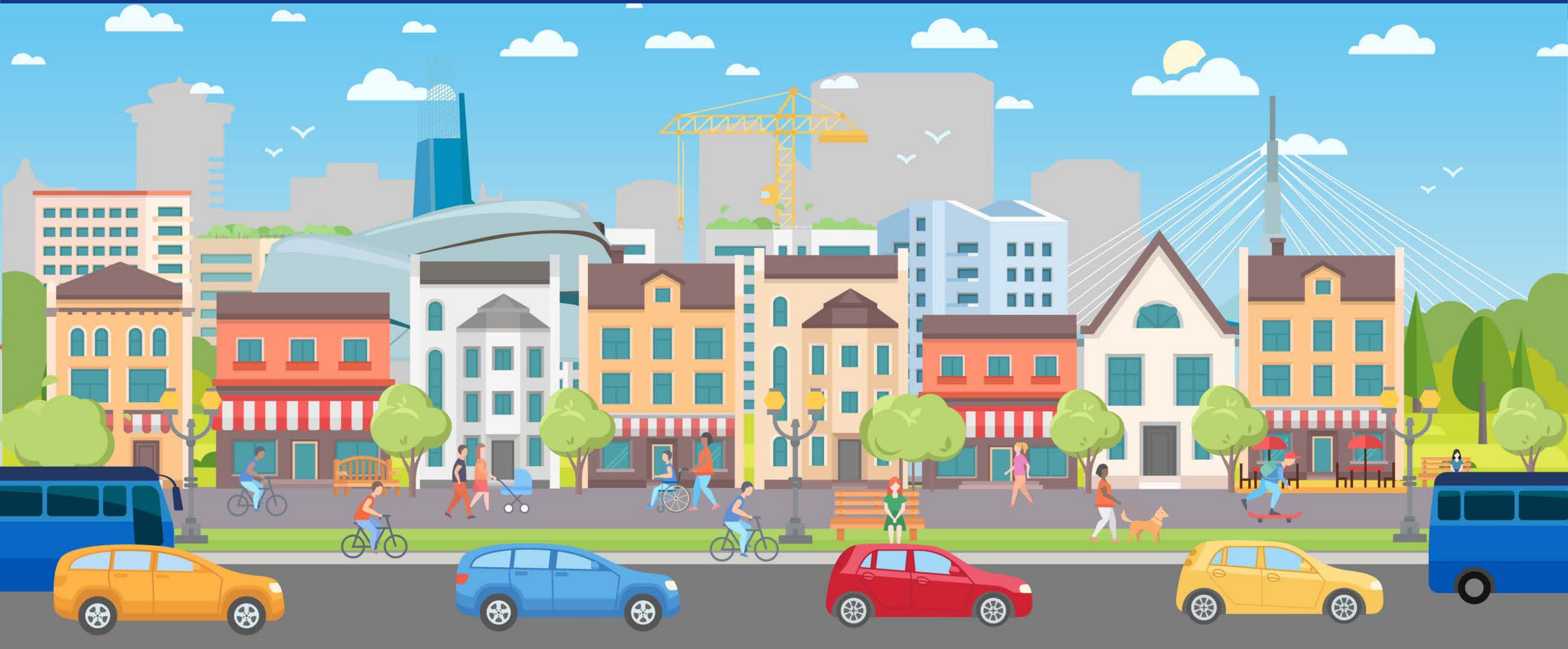


# CentrePlan 2050



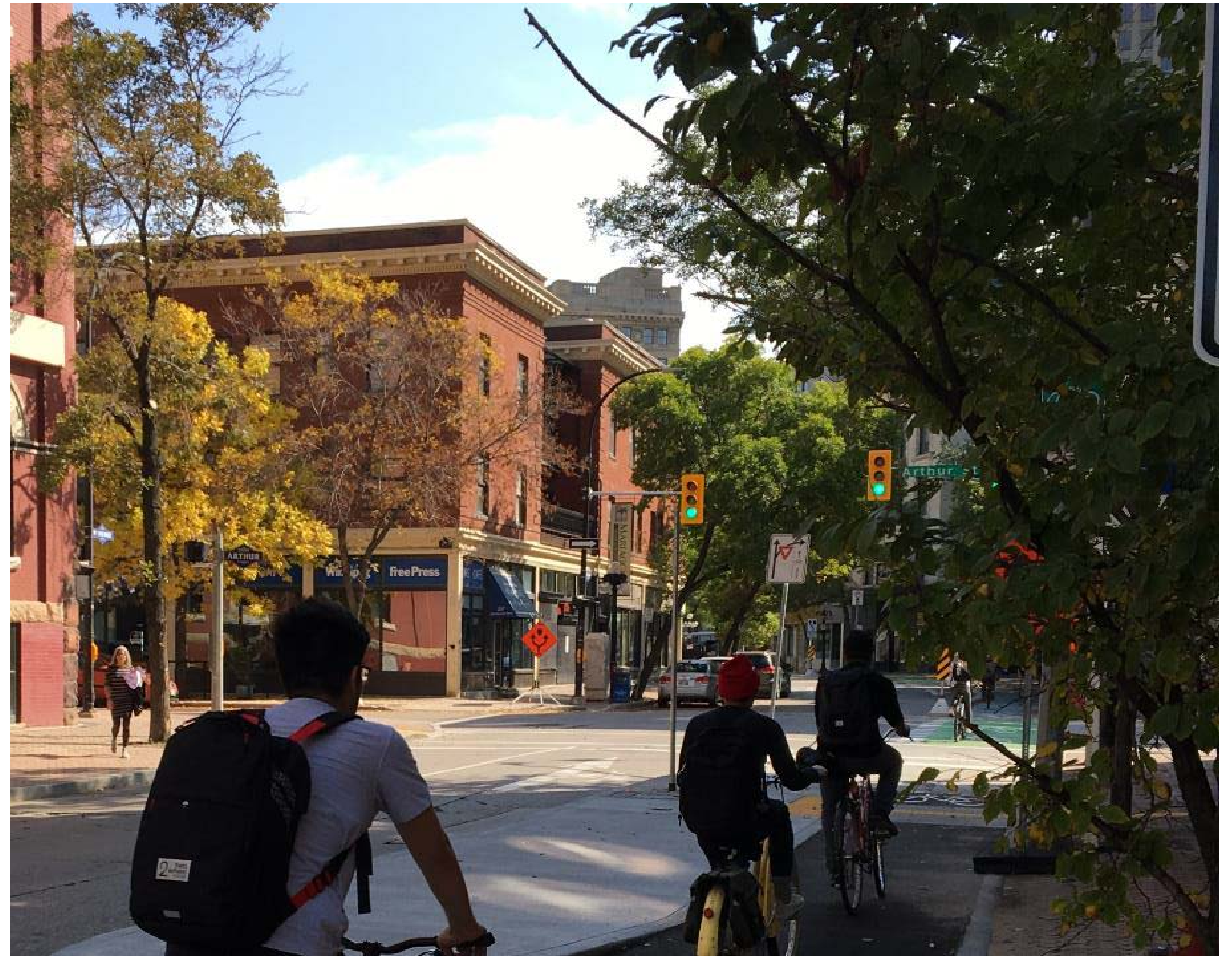
Scan here for more information or visit:  
**[winnipeg.ca/centreplan2050](http://winnipeg.ca/centreplan2050)**

# What is CentrePlan 2050?

CentrePlan 2050 will guide investment and development in Downtown parks and open spaces, streets, and buildings for the next 30 years.

The plan will help transform what Downtown looks like, how we get around, and how we experience Downtown.

The goal of CentrePlan 2050 is to get more people living and visiting Downtown.



# CentrePlan 2050 themes



**Living & visiting  
Downtown**



**Greening  
Downtown**



**Getting around  
Downtown**

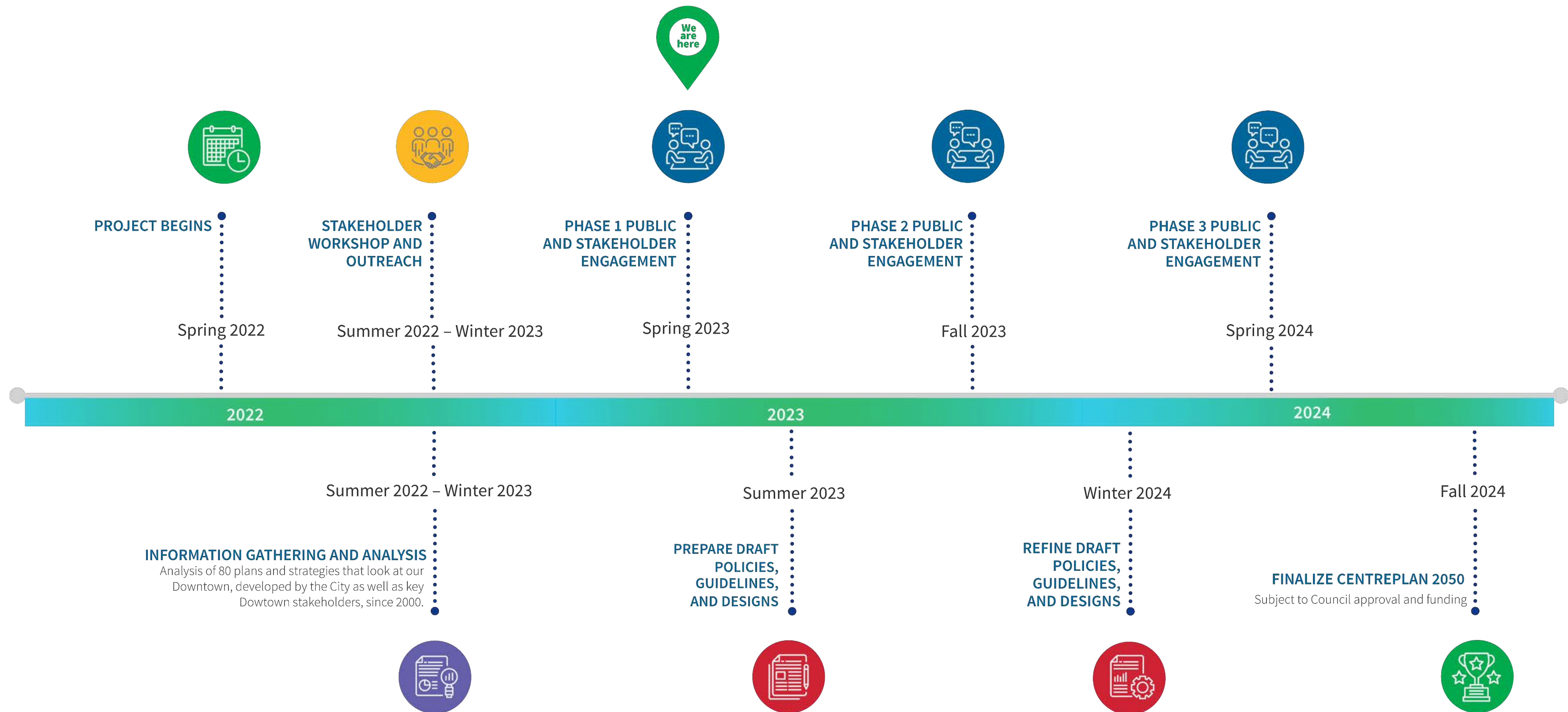


**Building  
Downtown**



**Re-imagining  
Graham Avenue**

# Project timeline





## Living & visiting Downtown

Downtown is emerging as an important residential community with both mature and growing neighbourhoods.

Our goal is to establish a minimum of 350 new dwelling units per year until 2030 and 500 units per year after that.



**+ 350 units per year**  
until 2030



**+ 500 units per year**  
after 2030



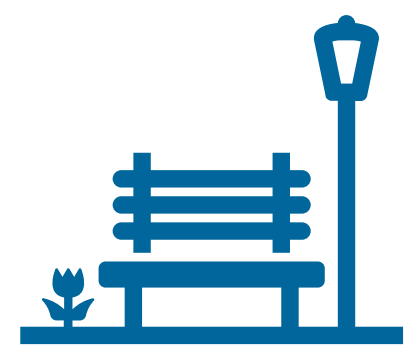


## Living & visiting Downtown

**We want more people Downtown,  
for more hours every day.**



Build vibrant neighbourhoods that support diverse housing needs



Build on the character of existing Downtown communities



Attract major grocery stores, innovative businesses, and other amenities



Foster diverse arts, culture, and entertainment options

## Related plans & strategies



### **OurWinnipeg 2045**

25-year vision for the entire city.



### **Complete Communities 2.0**

Guides growth, development, and land use in Winnipeg.



## Living & visiting Downtown

**What do you like about Downtown? Place a dot on all that apply.**

|                                          |  |
|------------------------------------------|--|
| Affordable to live Downtown              |  |
| The atmosphere/vibe                      |  |
| Parks                                    |  |
| Arts, culture, and entertainment options |  |
| Restaurants and bars                     |  |
| Easy to get around (walk, bike, bus)     |  |
| Retail stores (shopping)                 |  |
| Architecture/heritage buildings          |  |
| Everything I need is close by            |  |



**Leave us a sticky note.**



## Living & visiting Downtown

**What would make Downtown better? Place a dot on your top three choices.**

|                                                           |  |
|-----------------------------------------------------------|--|
| More types of housing/rent                                |  |
| More affordable housing/rent                              |  |
| Better/more parks                                         |  |
| More recreation facilities                                |  |
| More restaurants and bars                                 |  |
| More retail and grocery stores                            |  |
| More arts, culture, and entertainment options             |  |
| Better/easier to get around Downtown<br>(walk, bike, bus) |  |
| Improved community safety and well-being                  |  |



**Leave us a sticky note.**



## Living & visiting Downtown

LET US  
KNOW!

**What are your BIG IDEAS to get more people Downtown, for more hours every day.  
Leave us a sticky note.**

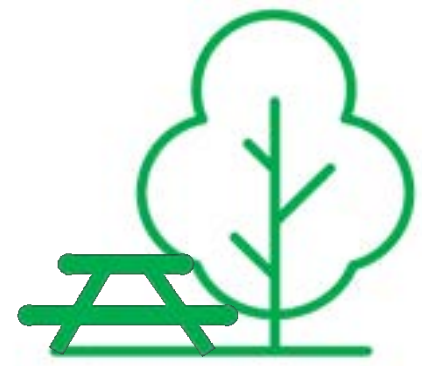


## Greening Downtown

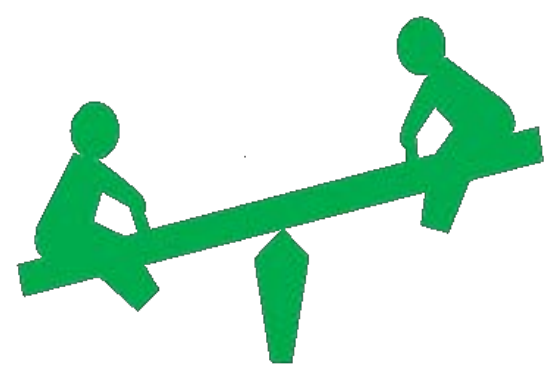
**We want our parks and open spaces to meet the needs of our Downtown communities and visitors.**



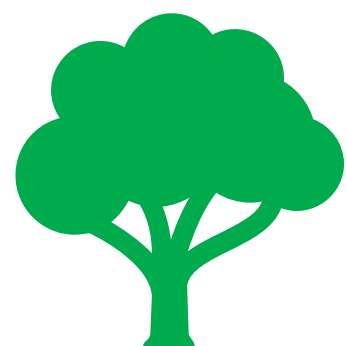
Increase access to parks, open spaces, and riverbanks



Create new parks



Improve existing parks

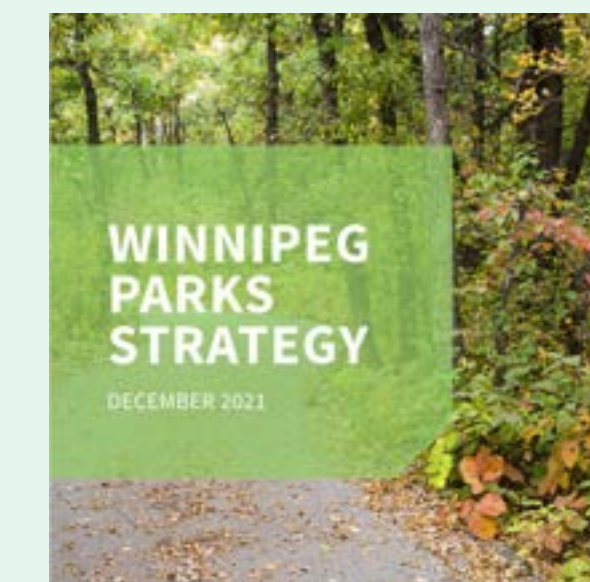


Plant more trees



Create opportunities for more winter activities

## Related plans & strategies



### **Winnipeg Parks Strategy**

Long-term vision for Winnipeg's parks.



### **Winnipeg Recreation Strategy**

Long-term vision for Winnipeg's recreation system.

### **Winnipeg Urban Forest Strategy**

*under development*

Long-term vision for Winnipeg's tree canopy.



# Greening Downtown

## Create new parks

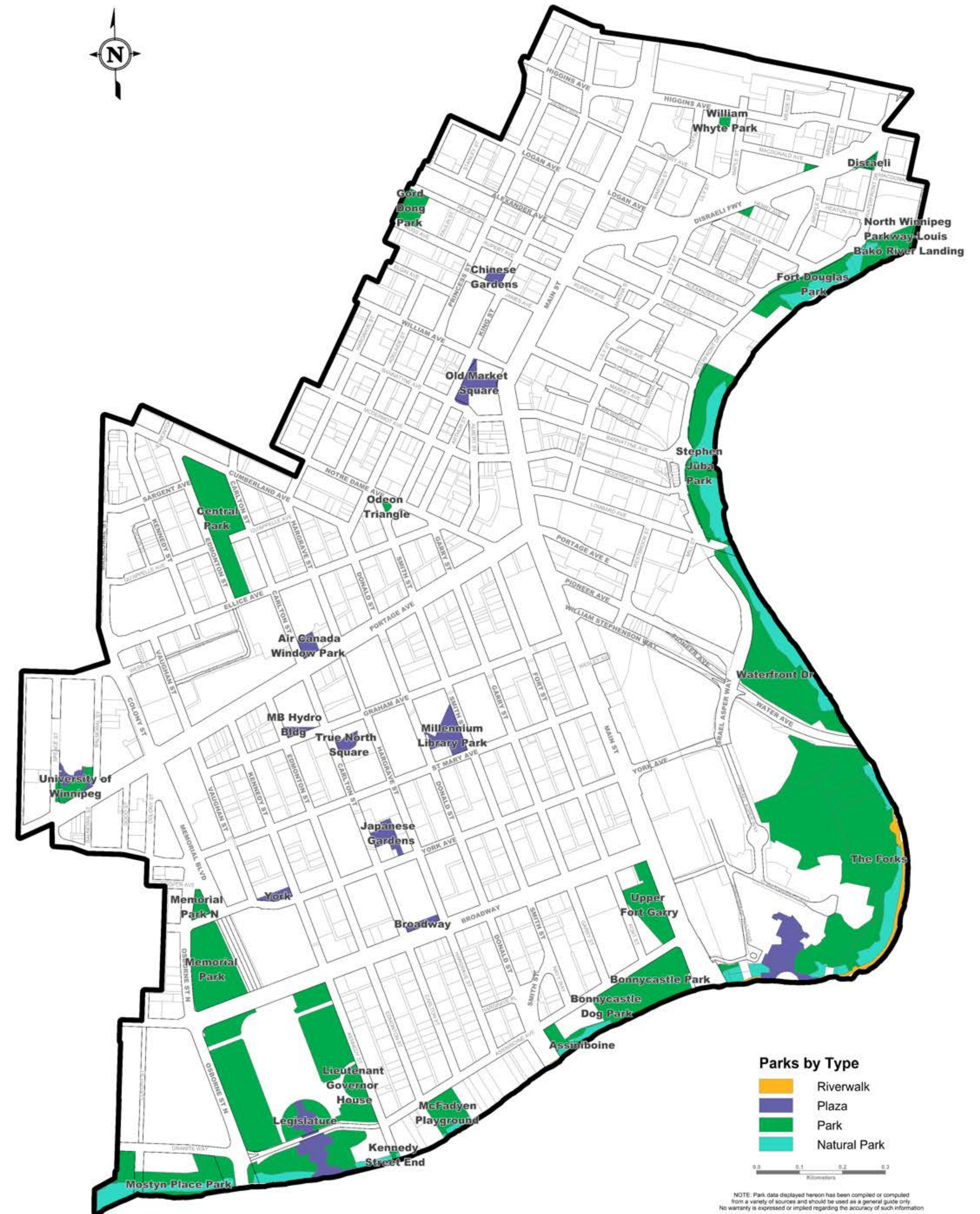
Put a GREEN DOT where a new park could go. They don't have to be existing green spaces. They could be surface parking lots, derelict buildings, or other places.

## Improve existing parks

Put a YELLOW DOT on parks that need improvement.

LET US KNOW!

Leave us a sticky note.





# Greening Downtown

Which amenities do you think Downtown parks need most?  
Put a dot on your top three choices.

|                                                  |  |
|--------------------------------------------------|--|
| Bicycle racks                                    |  |
| Fitness equipment                                |  |
| Off leash dog areas                              |  |
| Picnic area/benches                              |  |
| Playground equipment                             |  |
| Splash pad/wading pool                           |  |
| Sport courts (e.g. Basketball, soccer, tennis)   |  |
| Washrooms/drinking fountains                     |  |
| Winter amenities (e.g. skating or curling rinks) |  |

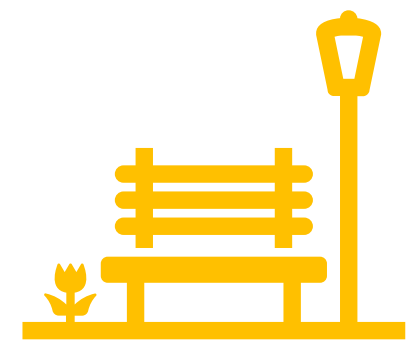


Leave us a sticky note.



## Getting around Downtown

**We want to create streets for people who live, work, and visit Downtown.**



Design streets for people first – welcoming, safe, accessible



Make it easier to get Downtown using all modes of travel



Make it easy to get around Downtown (walk, bike, bus)



Create high quality streetscapes that will attract shops, restaurants, patios

## Related plans & strategies

### **Transportation Master Plan 2050**

*under development*

Long-term vision for transportation in Winnipeg.



### **Winnipeg Pedestrian and Cycling Strategies**

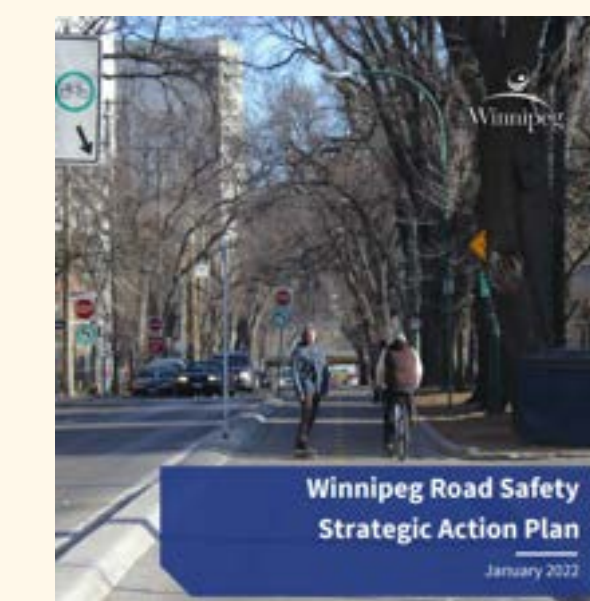
to be updated within the TMP 2050

Long-term vision for walking and cycling in Winnipeg.



### **Winnipeg Transit Master Plan**

Long-range strategic plan for public transit in Winnipeg.



### **Winnipeg Road Safety Strategic Plan**

Roadmap for road safety investments over the next 3-5 years.



### **OurWinnipeg 2045**

25-year vision for the entire city.

### **Winnipeg Parking Strategy**

*under development*

Five-year vision for parking and curbside management.



# Getting around Downtown

The look, feel, and function of our streets shape how we experience Downtown as pedestrians, cyclists, transit riders, and motorists.

We are creating a **Streetscape Design Standards Manual** that will:

- Guide how we design our Downtown streets, including what the streets look like and how much space is allocated for pedestrians, bikes, and cars
- Create categories of streets, based on their function and purpose
- Accommodate all modes of travel, all ages and abilities – with a priority for vulnerable road users like pedestrians and cyclists
- Support area residents, workers, business owners, and visitors by making streets more comfortable and liveable
- Emphasize the needs of Downtown neighbourhoods





# Getting around Downtown

**There are many types of streets in our Downtown.** Each type of street serves a different purpose and sets different expectations for how we use them to get around. We are taking a closer look at our Downtown streets and creating categories of streets and guidelines for how we design streets in the future. Our goal is to make them all better places for people to want to walk, access shops and businesses, and explore.



**Neighbourhood streets** provide safe and inviting places to walk to local residences, stores, and businesses.



**Connector streets** accommodate a moderate amount of traffic while carrying other modes in either mixed traffic or with safe accommodations.



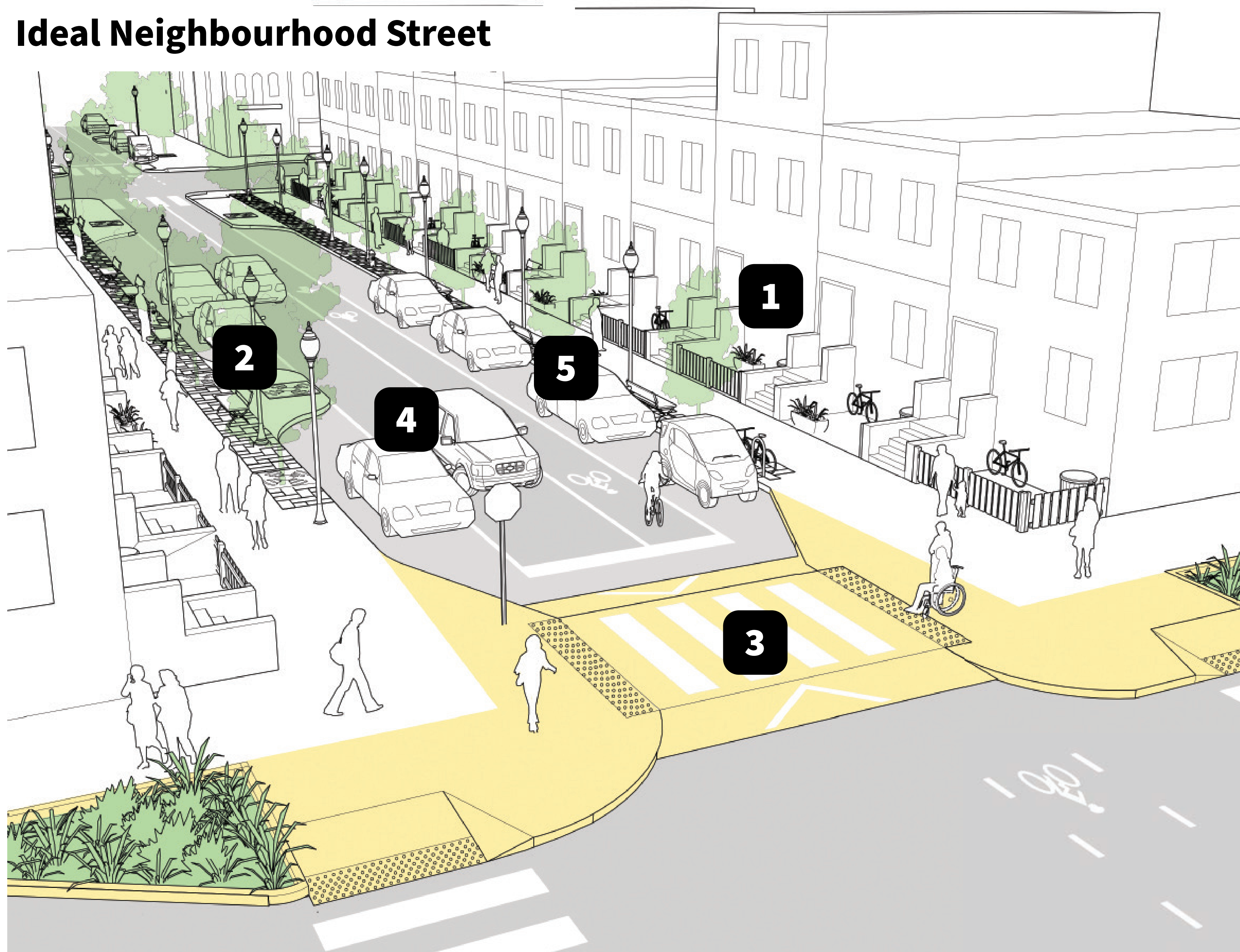
**Corridor streets** accommodate high traffic volumes while also serving as a high capacity, rapid transit corridor with separate spaces for pedestrians and bicyclists.



# Getting around Downtown

**Neighbourhood Streets** provide safe and inviting places to walk to local residences, stores, and businesses.

## Ideal Neighbourhood Street



Great neighbourhood streets typically have the following elements:

- 1 Residential buildings with frequent door entries and positive relationship to the street
- 2 Street trees and pedestrian lighting
- 3 Safe intersections where pedestrians cross the street.
- 4 Narrow lanes and street design that encourages safe travel speeds
- 5 On-street parking

1

2

3

4

5

LET US  
KNOW!

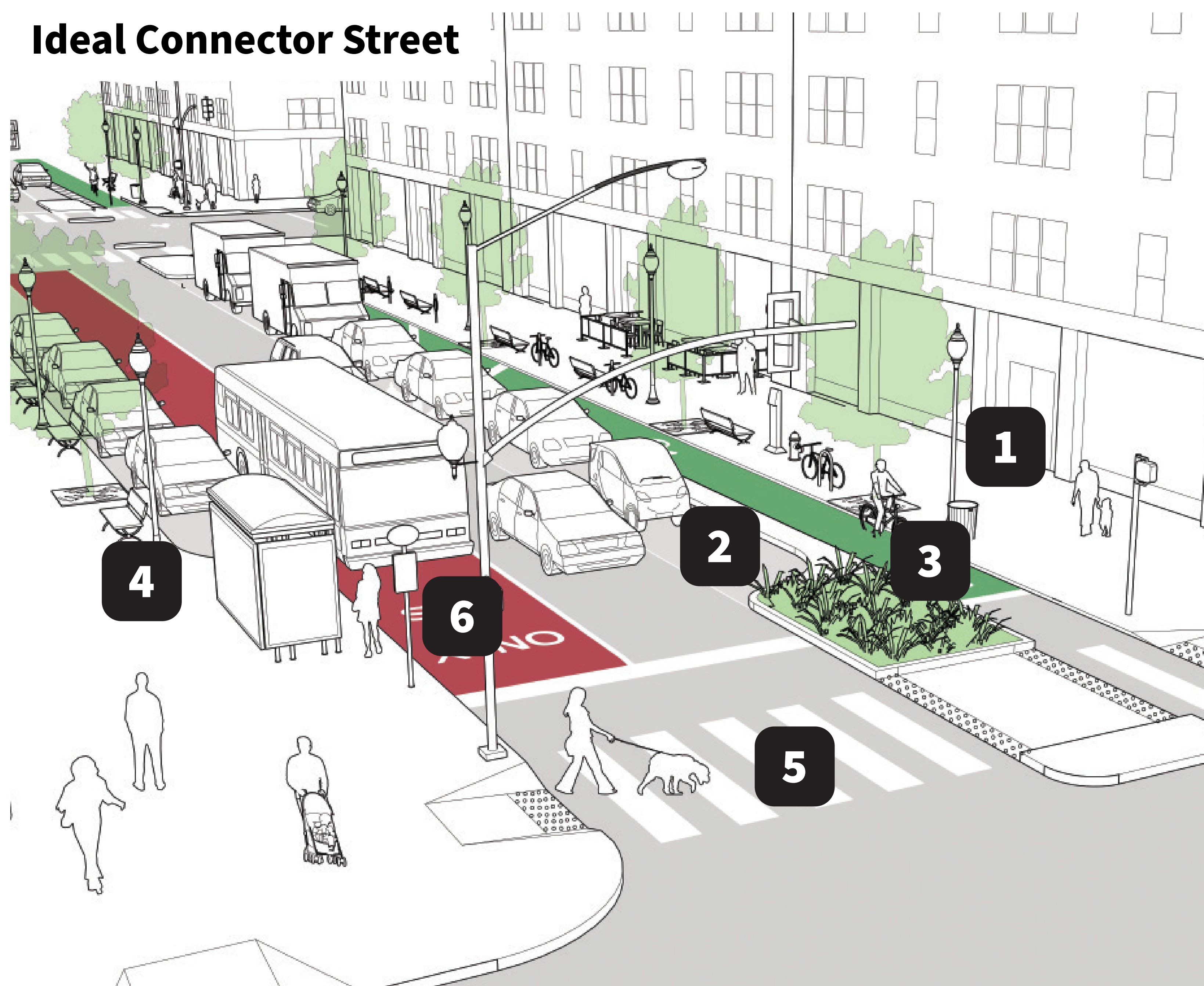
Place a dot next to the top two priorities you think are most important for neighbourhood streets.



# Getting around Downtown

**Connector Streets** accommodate a moderate amount of traffic, including bikes and transit. Bikes and transit may be mixed with vehicles or separated. Connector streets join neighbourhoods and Downtown hotspots and include both commercial and residential buildings.

## Ideal Connector Street



Great connector streets typically have the following elements:

- 1 Businesses and storefronts at street-level, with commercial or residential activities on upper floors
- 2 On-street parking lanes to buffer traffic from sidewalk activity
- 3 Protected bicycle lanes for safe bicycle movement
- 4 Wide sidewalks, when possible, to allow for greater pedestrian activity, outdoor dining, and streetscape furniture
- 5 Safe intersections where pedestrians cross the street
- 6 Bus priority measures such as bus lanes, advance signals, or in-lane stops

1

2

3

4

5

6

LET US  
KNOW!

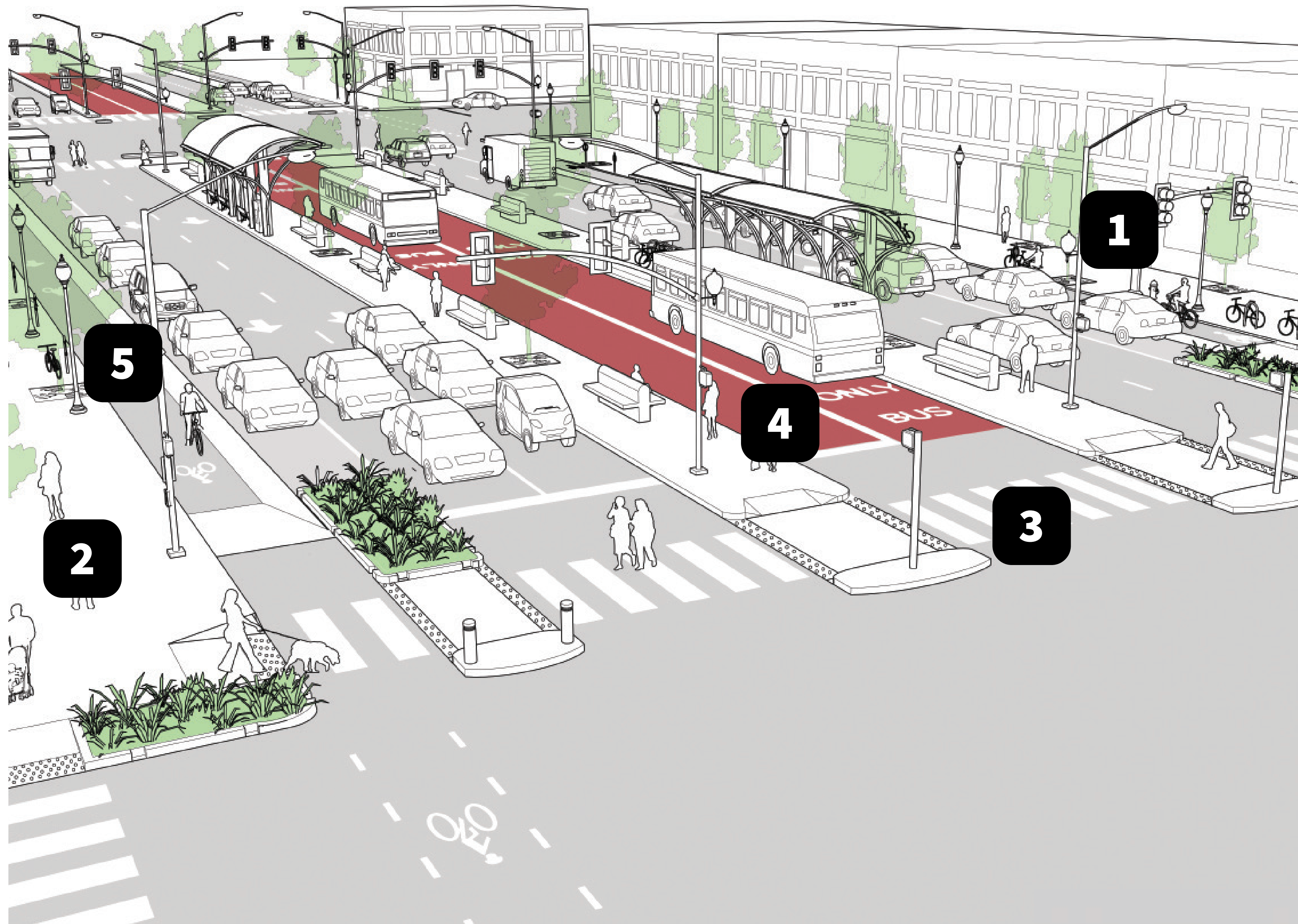
Place a dot next to the top two priorities you think are most important for connector streets.



# Getting around Downtown

**Corridor Streets** connect Downtown with the rest of Winnipeg. These streets are vibrant roadways with high-density mixed-use residential and commercial development. Corridors accommodate high traffic volumes while also serving as high capacity, rapid transit corridors.

## Ideal Corridor Street



Great corridor streets typically have the following elements:

- 1 Businesses and storefronts at street-level, with commercial or residential activities on upper floors
- 2 Wide sidewalks to allow for greater pedestrian activity, outdoor dining, and streetscape furniture
- 3 Safe intersections where pedestrians cross the street
- 4 Bus priority lanes for rapid bus movement
- 5 Dedicated bicycle facilities, accommodated on-street or on adjacent parallel streets

1

2

3

4

5

Place a dot next to the top two priorities you think are most important for corridor streets.

LET US  
KNOW!



**LET US  
KNOW!**

**What is your favourite street to explore? What about the street makes it your favourite? Leave us a sticky note!**





# Getting around Downtown

## Bike Routes

The City is looking at design options for the following routes to improve connectivity to/from and within the Downtown:

-  St. Mary Avenue and York Avenue
-  Notre Dame Avenue and Cumberland Avenue
-  William Stephenson Way
-  Graham Avenue (see Re-Imagining Graham Avenue)

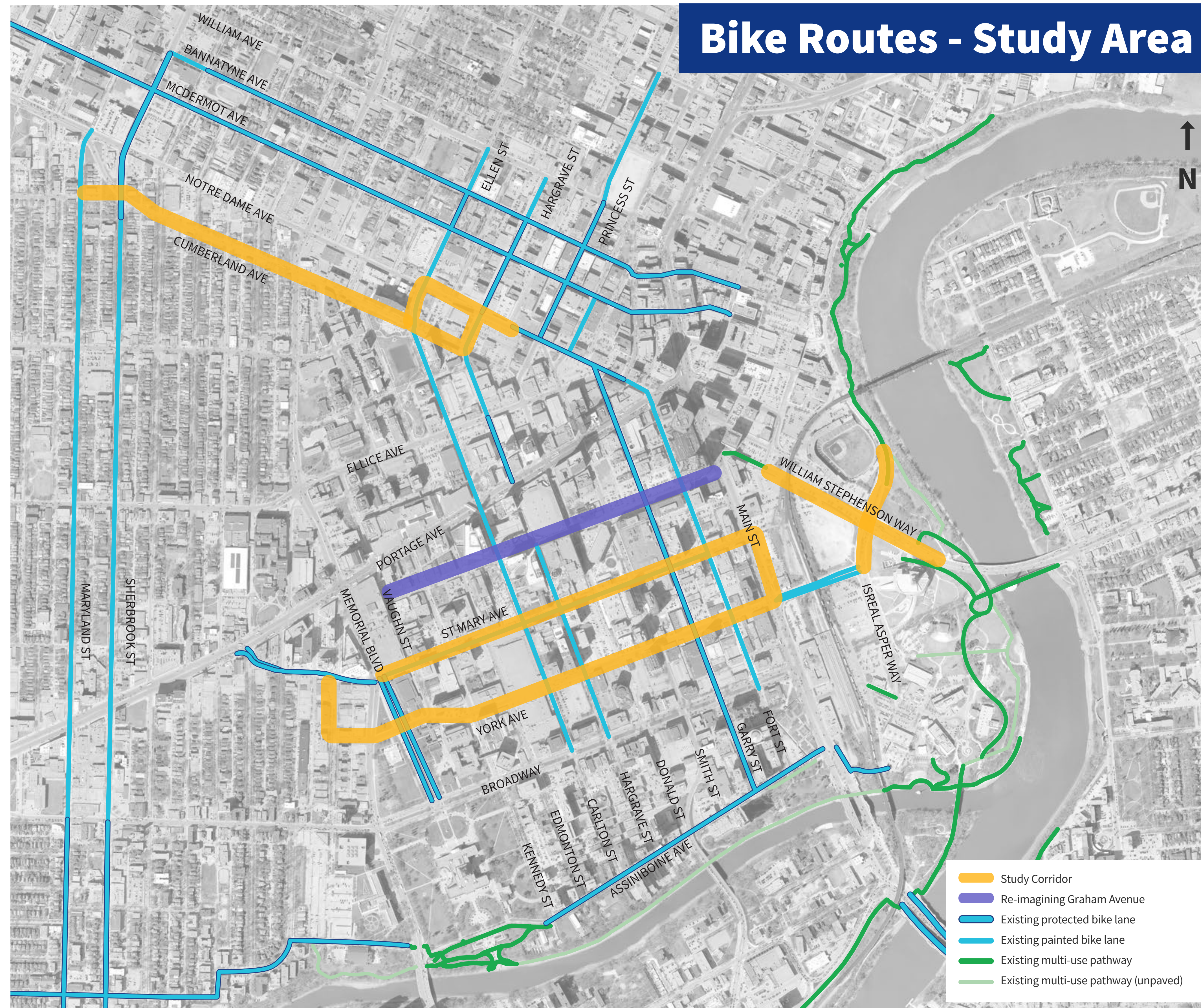
Designs will be developed that can be used for future street renewal projects and/or stand alone infrastructure projects on these streets

The Pedestrian and Cycling Strategies (PCS) provide the long-term vision for accessible, convenient and safe walking and cycling infrastructure for people of all ages and abilities. The PCS is currently undergoing an update as part of the Transportation Master Plan 2050 project.

The design of Downtown bike routes have to consider a wide variety of design constraints, including limited road space, high traffic volumes, Transit, one-way streets, and highly-utilized on-street parking and loading.



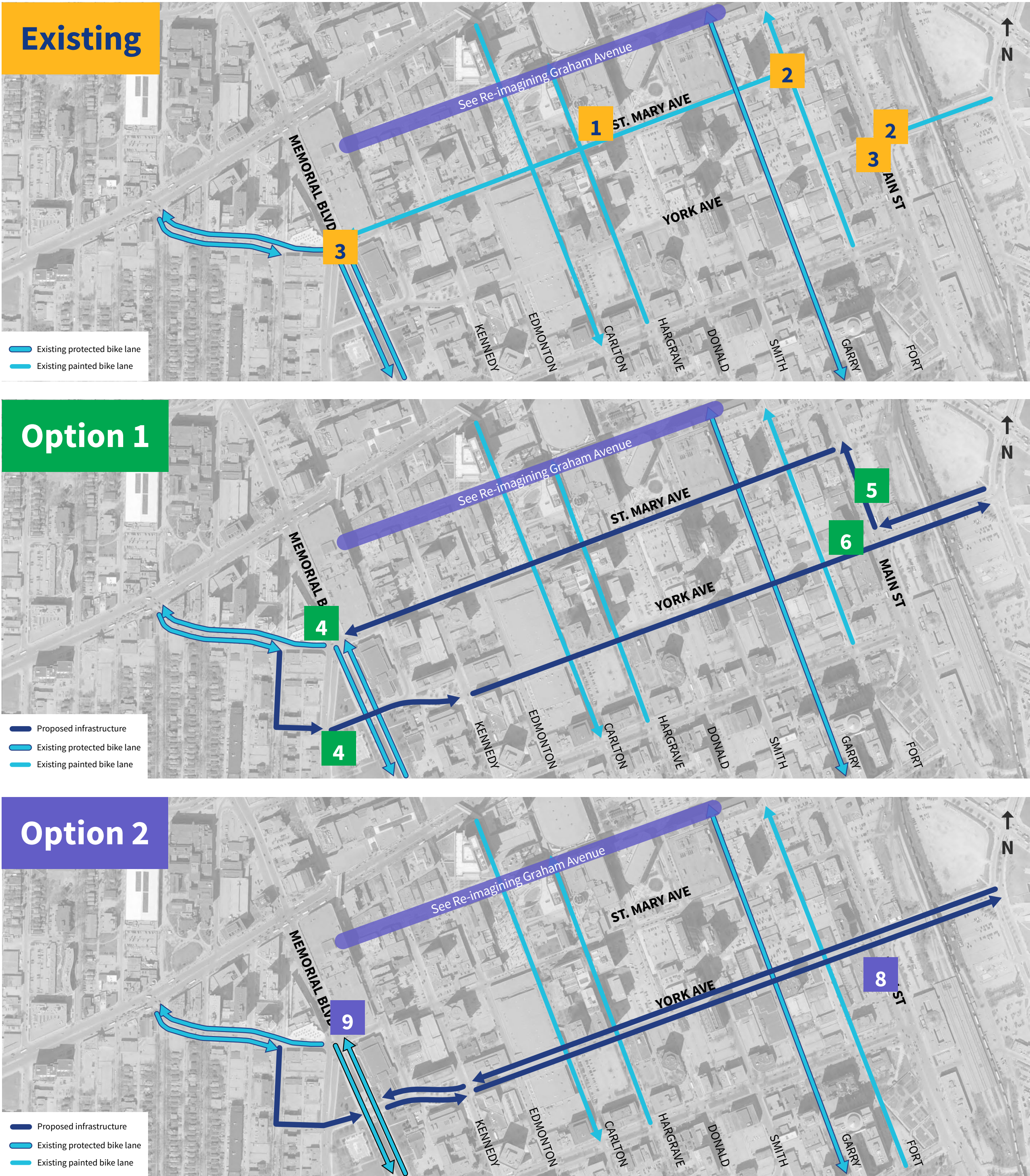
# Getting around Downtown





# Getting around Downtown

## St. Mary Avenue & York Avenue



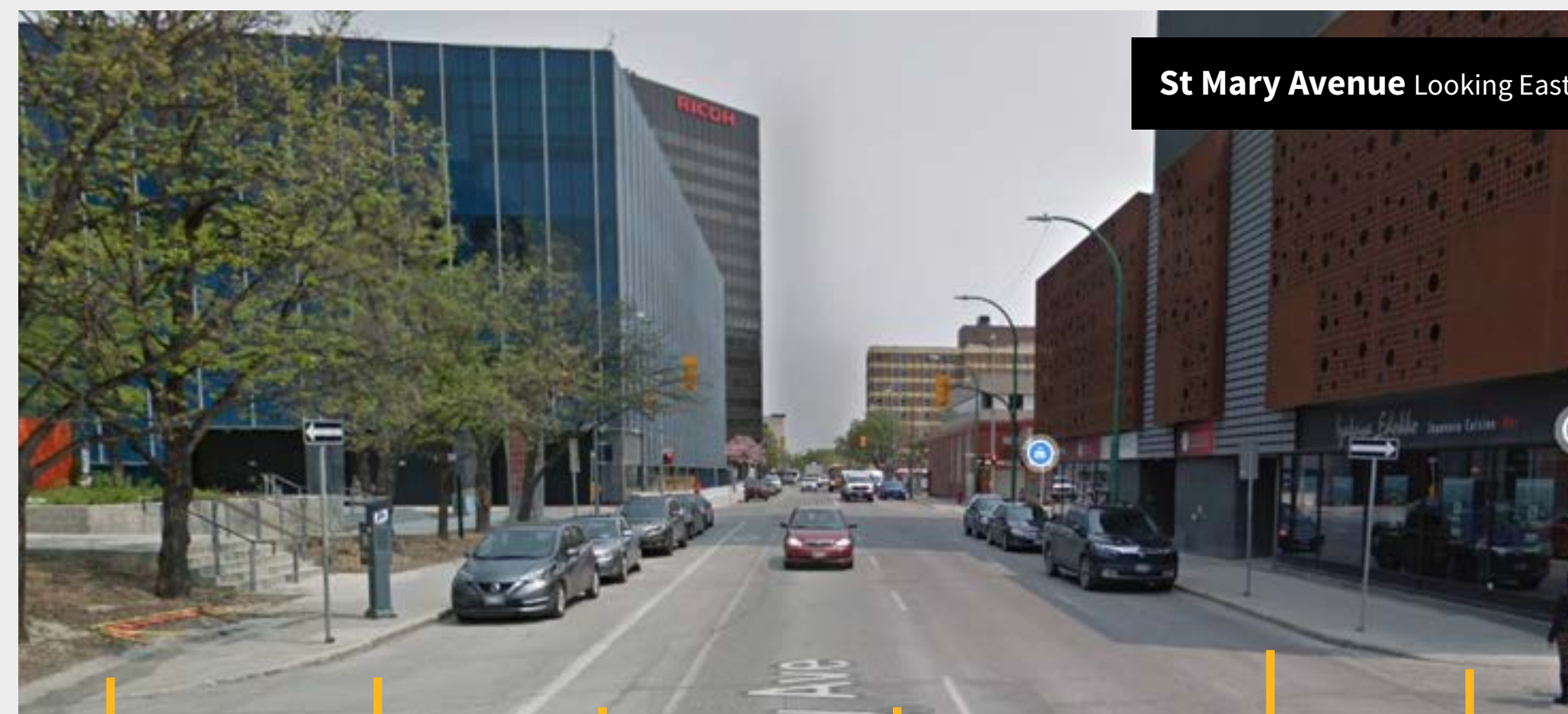
|                                        | Existing                                                                                                                                                                        | Option 1                                                                                                                                                                                                                                                                                                                                                                                                              | Option 2                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bike Infrastructure</b>             | Painted bike lanes on St. Mary Avenue and York Avenue                                                                                                                           | One-way protected bike lanes on St. Mary Avenue and York Avenue                                                                                                                                                                                                                                                                                                                                                       | Two-way protected bike lane on York Avenue                                                                                                                                                                                                                                                                                                                                                  |
| <b>Parking &amp; Loading</b>           | On-street parking and loading on both streets<br><b>1</b> Accessible parking                                                                                                    | Impacts to on-street parking and loading on both streets                                                                                                                                                                                                                                                                                                                                                              | Impacts to on-street parking and loading on York Avenue only                                                                                                                                                                                                                                                                                                                                |
| <b>Traffic</b>                         | One-way streets with typical Downtown traffic volumes (moderate amount of congestion during rush hour)                                                                          | One-way bike lane follows direction of traffic. The City prefers to build one-way bike lanes whenever feasible and practical.                                                                                                                                                                                                                                                                                         | Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers                                                                                                                                                                                                                                                                      |
| <b>Intersections &amp; Connections</b> | High volume vehicle turning movements at most intersections<br><b>2</b> Limited connection options due to underpass<br><b>3</b> Complex intersection with difficult connections | <b>4</b> One-way bike lane crossings are less impactful to traffic operations at major intersections and are more intuitive to all users as well as convenient for cyclists<br><b>5</b> Widen the sidewalk on Main Street to accommodate cyclists<br><b>6</b> One-way bike crossings of Main Street require less impacts to traffic operations and are more intuitive to all users as well as convenient for cyclists | Crossings at Main Street have more significant impact to traffic operations and are less intuitive to all users due to two-way bike lane crossing<br><b>8</b> Direct crossing for cyclists at Main Street however, signal timing may impact convenience of bike crossing<br><b>9</b> Cyclists must cross two legs of intersection to connect from northbound Memorial to westbound St. Mary |
| <b>Access to Destinations</b>          | Bike access provided to destinations on St. Mary only                                                                                                                           | Bike access provided to destinations on both streets                                                                                                                                                                                                                                                                                                                                                                  | Bike access to destinations on York Avenue only                                                                                                                                                                                                                                                                                                                                             |



# Getting around Downtown

## St. Mary Avenue & York Avenue

### St. Mary Avenue - Existing Conditions



St Mary Avenue Looking East

Sidewalk

On-street parking and loading lane

Painted bike lane

Two full-time travel lanes

Restricted on-street parking and loading during rush hours

Sidewalk

### York Avenue - Existing Conditions



York Avenue Looking West

Sidewalk

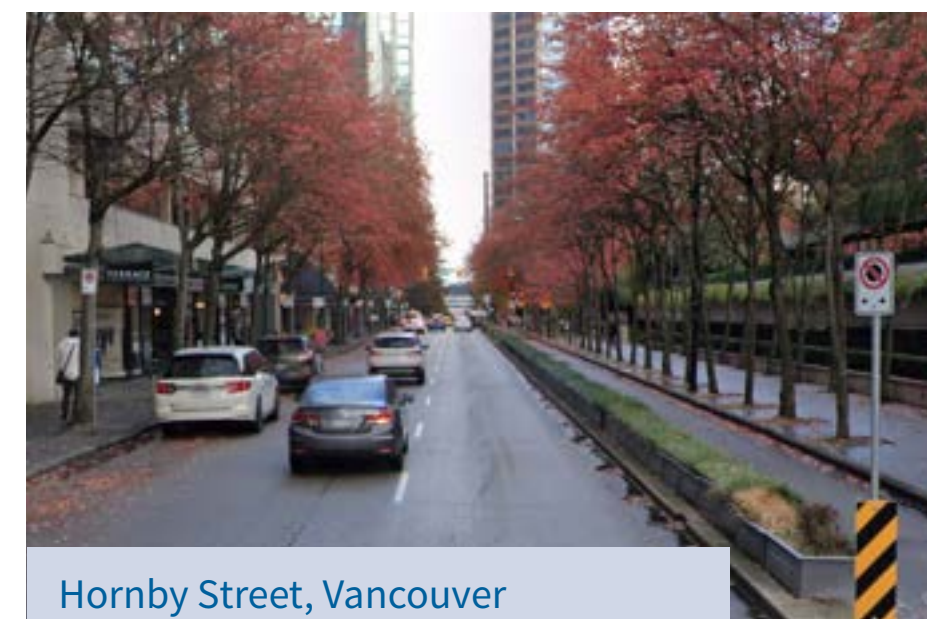
Restricted on-street parking and loading during rush hours

Two full-time travel lanes

Restricted on-street parking and loading during rush hours

Sidewalk

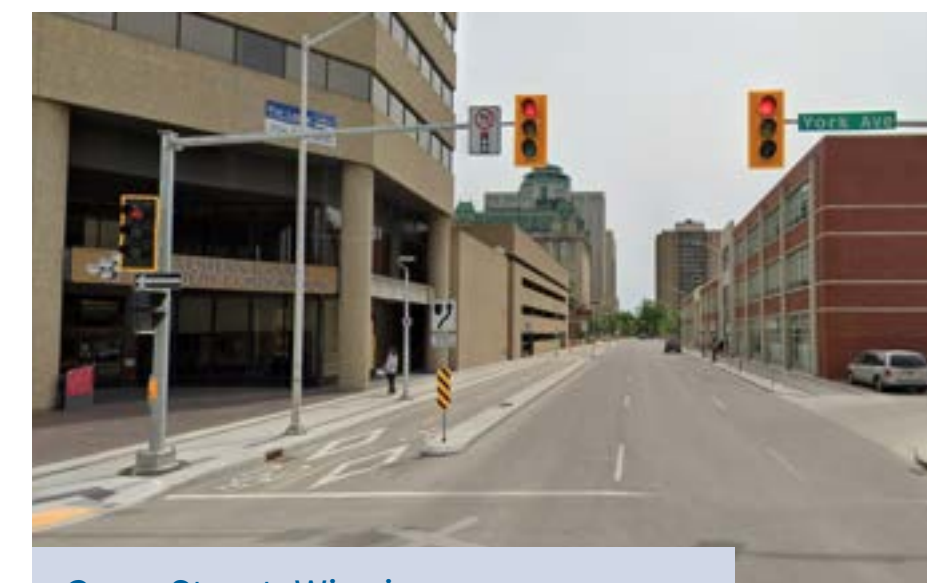
### Examples: Two-way protected bike lanes



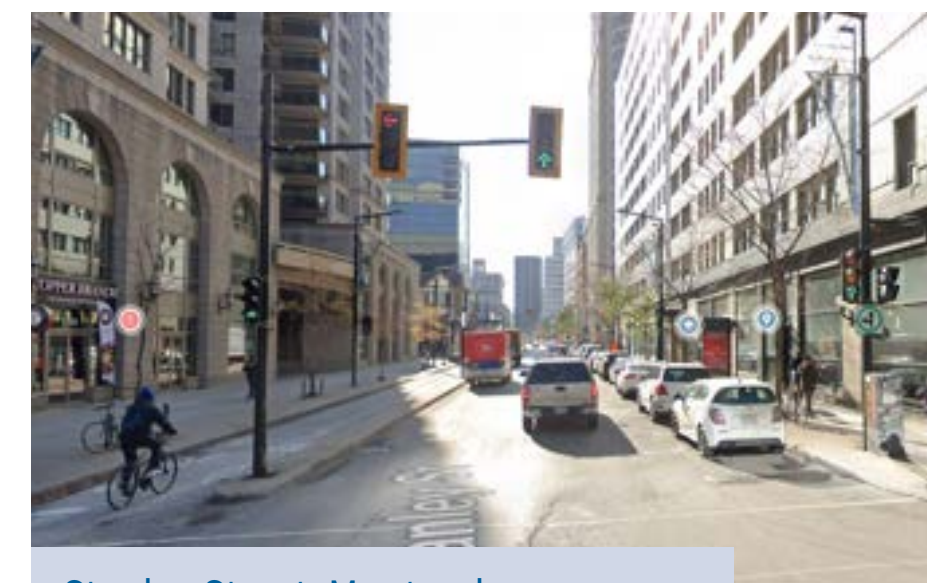
Hornby Street, Vancouver



7th Street SW, Calgary



Garry Street, Winnipeg



Stanley Street, Montreal

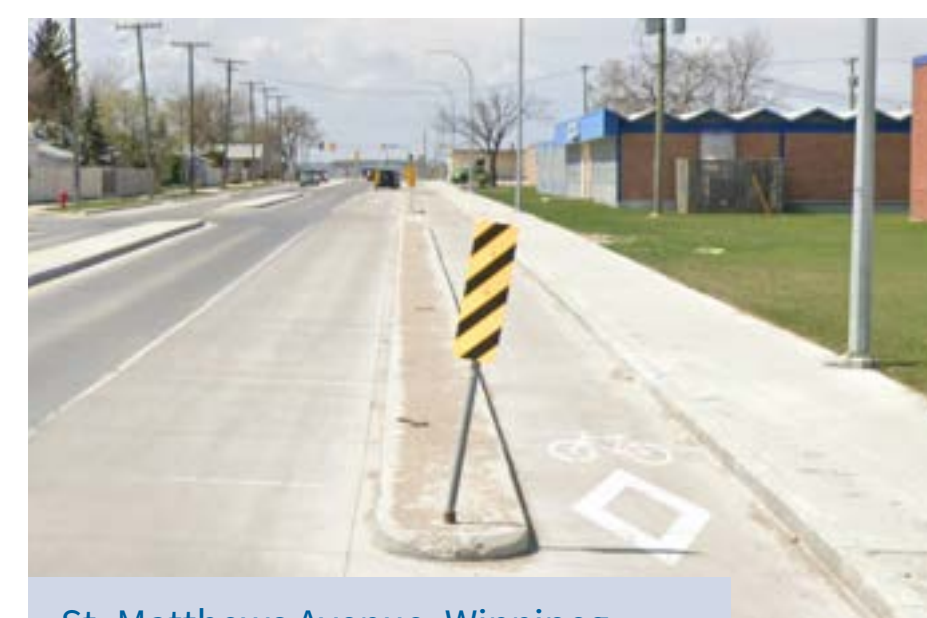
### Examples: One-way protected bike lanes



Nelson Street, Vancouver BC



76 Avenue NW, Edmonton



St. Matthews Avenue, Winnipeg



Sherbrook Street, Winnipeg



### What is a protected bike lane?

A physically separated, on-street lane designated exclusively for bike travel. Vehicles may be separated from bikes using raised concrete curbs, parking, or by raising the bike lane. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

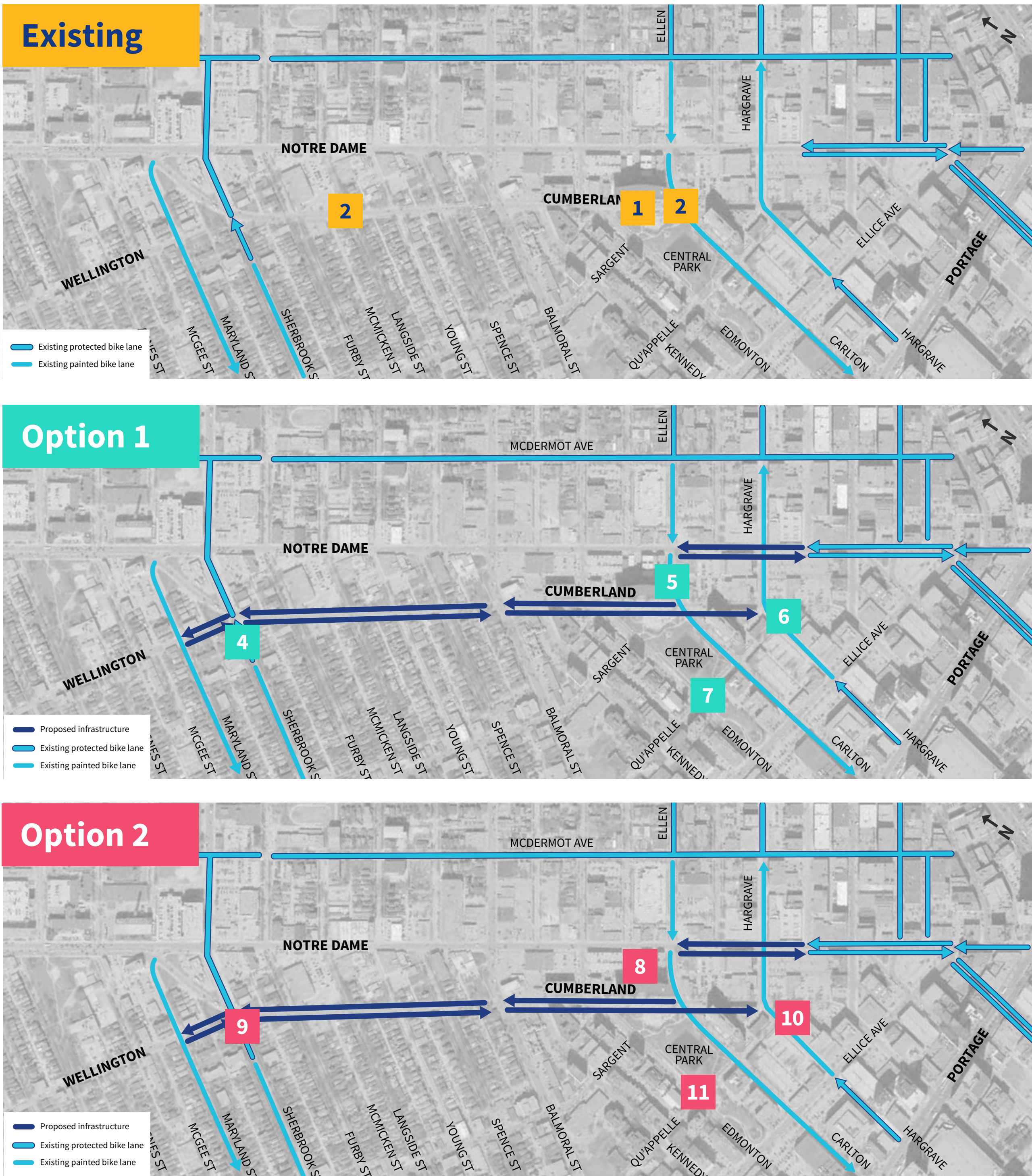
LET US KNOW!

What should we keep in mind when designing protected bike lanes on St. Mary & York Avenue?



# Getting around Downtown

## Notre Dame Avenue & Cumberland Avenue



|                                        | Existing                                                                                                                                | Option 1                                                                                                                                                                            | Option 2                                                                                                                                                             |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bike Infrastructure</b>             | Two-way protected bike lane on Notre Dame from Portage to Adelaide                                                                      | Two-way protected bike lane (south side) on Cumberland Avenue / Two-way protected bike lane (north side) on Notre Dame Avenue                                                       | Two-way protected bike lane (north side) on Cumberland Avenue / Two-way protected bike lane (north side) on Notre Dame Avenue                                        |
| <b>Parking &amp; Load-ing</b>          | On-street parking and loading on both streets<br><b>1</b> Accessible parking and Transit Plus pick-up                                   | Impacts to south lane on-street parking and loading<br>Conflicts with transit stops                                                                                                 | Impacts to north lane on-street parking and loading<br><b>8</b> Requires accommodation of high-volume Transit Plus location                                          |
| <b>Traffic</b>                         | One-way streets with typical Downtown traffic volumes (moderate amount of congestion during rush hour)<br>High volume transit corridors | Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers<br>Conflicts with vehicle right turn movements               | Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers<br>Conflicts with vehicle left turn movements |
| <b>Intersections &amp; Connections</b> | High volume vehicle turning movements at major intersections<br><b>2</b> Pedestrian corridor with overhead flashing lights              | <b>4</b> Simpler crossing at Sherbrook Street<br><b>5</b> Simpler connection to Ellen Street / Carlton Street bike lane<br><b>6</b> Two stage left-turn required at Hargrave Street | <b>9</b> Challenging crossing for cyclists at Sherbrook Street<br><b>10</b> Simpler connection to Hargrave Street                                                    |
| <b>Access to Destinations</b>          | Limited bike access provided to destinations on both streets                                                                            | <b>7</b> Direct bike access to Central Park                                                                                                                                         | <b>11</b> Bike access to Central Park requires crossing Cumberland                                                                                                   |



# Getting around Downtown

## Notre Dame Avenue & Cumberland Avenue

### Notre Dame Avenue - Existing Conditions



Sidewalk

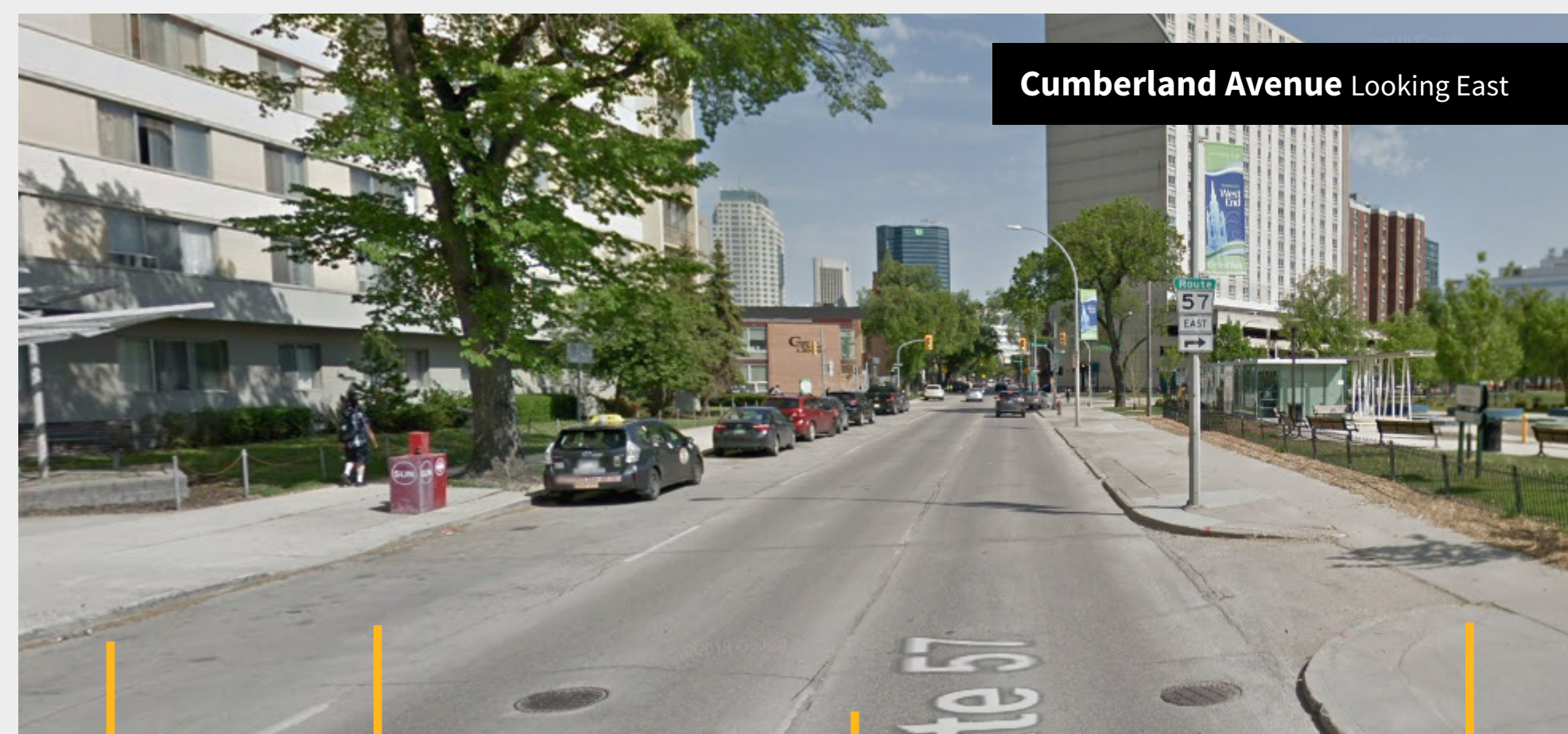
On-street parking and loading lane

Two full-time travel lanes

Restricted on-street parking and loading during rush hours

Sidewalk

### Cumberland Avenue - Existing Conditions



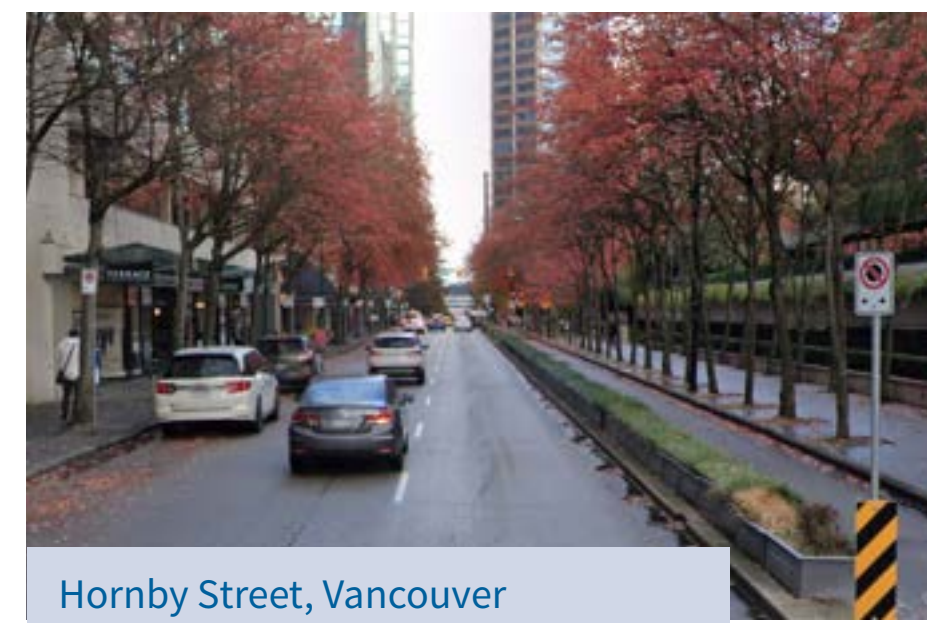
Sidewalk

On-street parking and loading lane

Two full-time travel lanes

Sidewalk

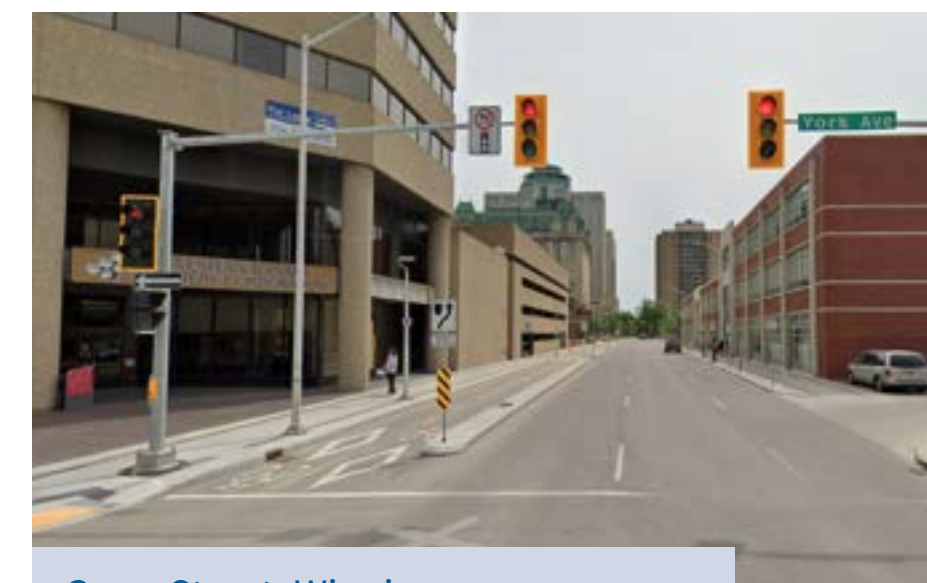
### Examples: Two-way protected bike lanes



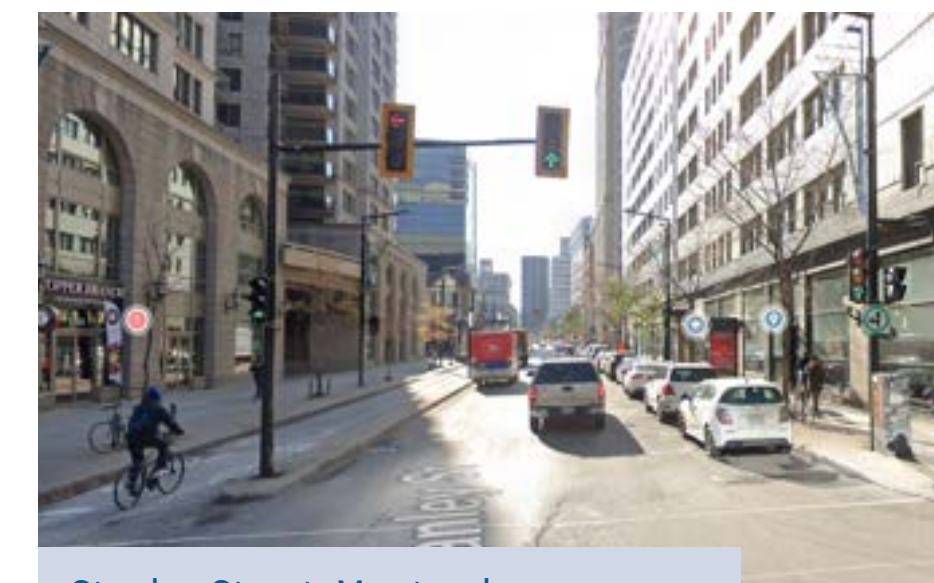
Hornby Street, Vancouver



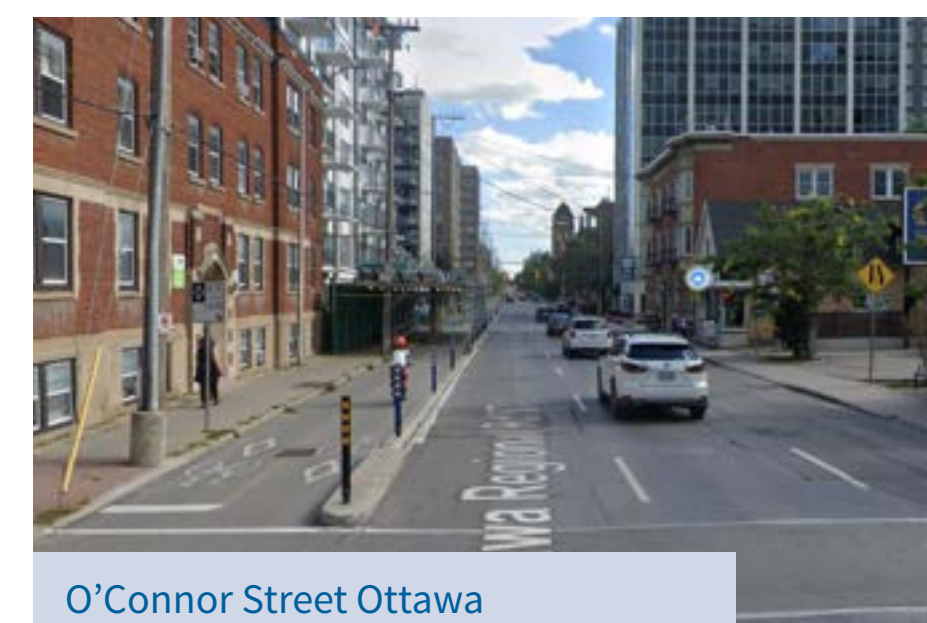
7th Street SW, Calgary



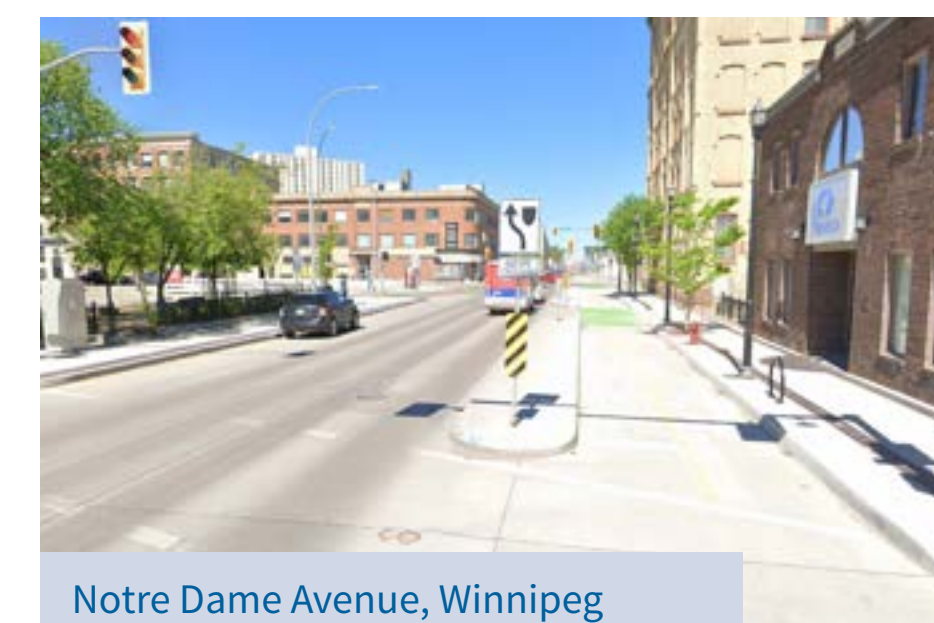
Garry Street, Winnipeg



Stanley Street, Montreal



O'Connor Street Ottawa



Notre Dame Avenue, Winnipeg



### What is a protected bike lane?

A physically separated, on-street lane designated exclusively for bike travel. Vehicles may be separated from bikes using raised concrete curbs, parking, or by raising the bike lane. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

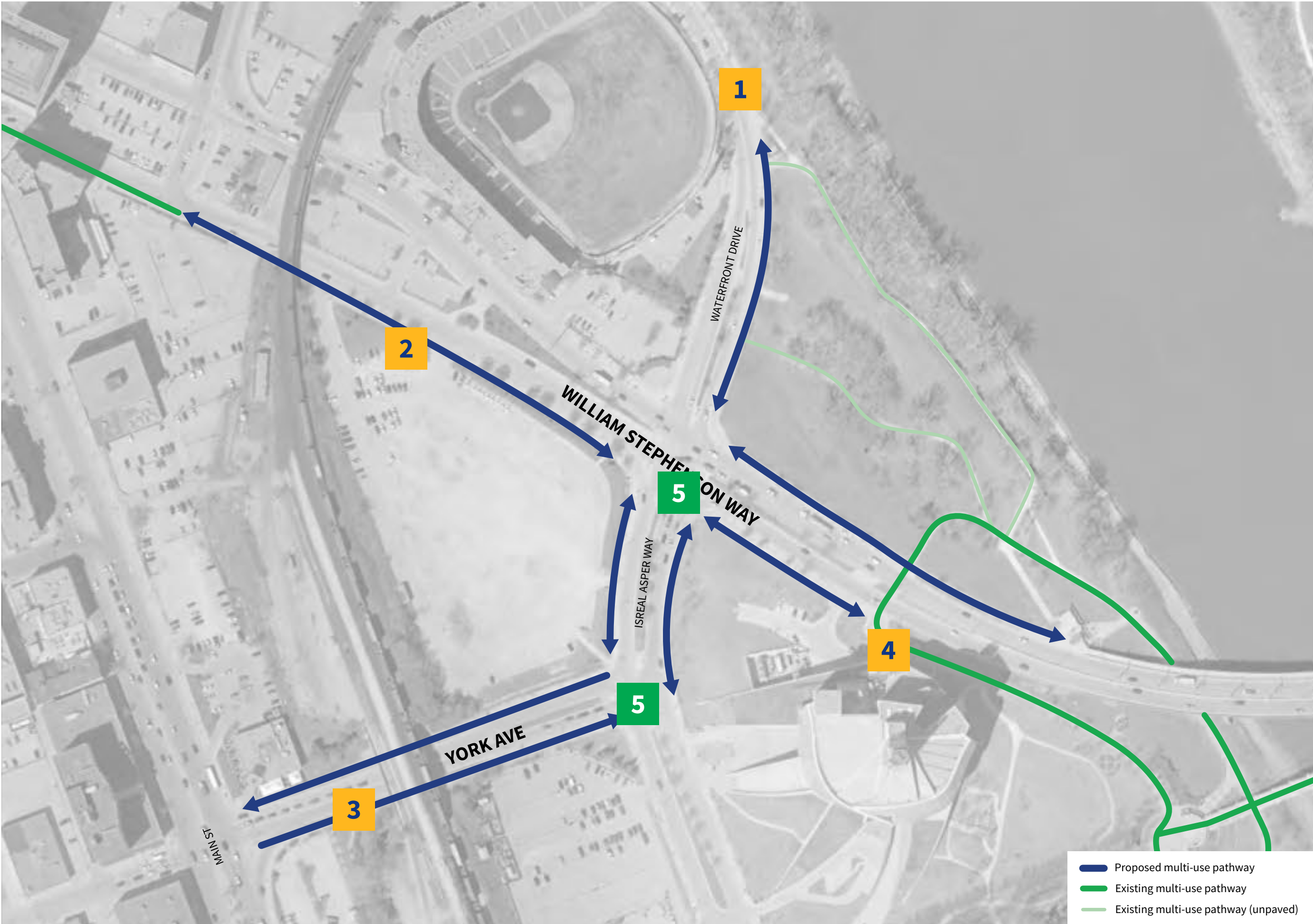
LET US KNOW!

What should we keep in mind when designing protected bike lanes on Notre Dame Avenue and Cumberland Avenue?



# Getting around Downtown

## William Stephenson Way



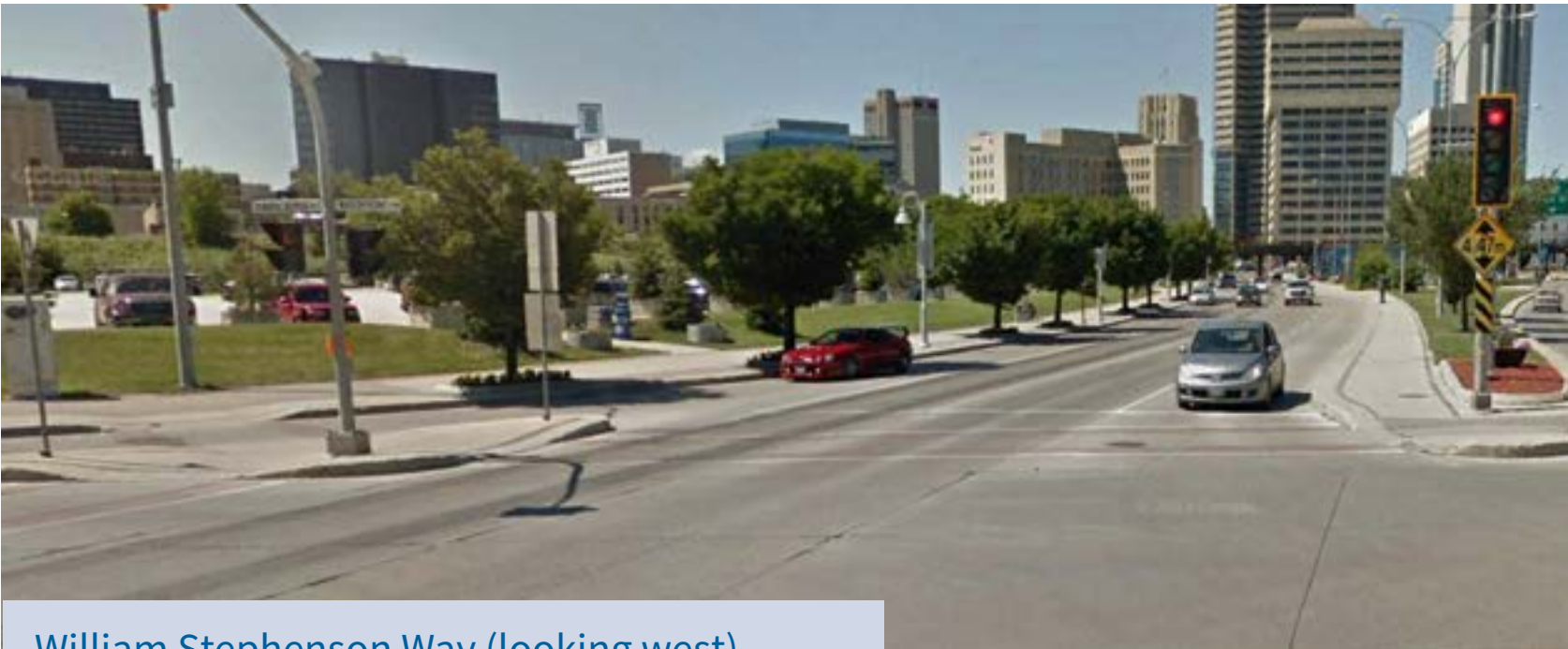
### What is a multi-use pathway?

These off-street paths are physically separated from vehicles and run alongside or nearby roadways. Multi-use paths allow for bidirectional travel and are shared by cyclists, pedestrians, and other non-motorized users.

What should we keep in mind when designing multi-use pathways on William Stephenson Way?

LET US KNOW!

|                                        | Existing                                                                                                   | Proposed                                                                                                                                                                                                                                                |
|----------------------------------------|------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bike Infrastructure</b>             | Multi-use pathways, sidewalks and unpaved paths                                                            | Multi-use pathways                                                                                                                                                                                                                                      |
| <b>Design Considerations</b>           | <div>1 Existing shared sidewalk</div> <div>2 Multi-use pathway (construction planned for 2023)</div>       | <div>Opportunities to widen existing sidewalks to accommodate multi-use pathways</div> <div>Opportunities for additional trees and landscaping</div> <div>Opportunities to relocate streetlights and signal poles and remove abandoned tree wells</div> |
| <b>Parking &amp; Loading</b>           | On-street parking on William Stephenson Way and Waterfront Drive, no on-street parking on Israel Asper Way | Potential impacts to on-street parking on William Stephenson Way and Waterfront Drive                                                                                                                                                                   |
| <b>Intersections &amp; Connections</b> | <div>3 Limited connection options due to underpass</div> <div>4 Pedestrian half-signal</div>               | <div>5 Opportunities for enhanced bike and pedestrian crossings</div>                                                                                                                                                                                   |
| <b>Access to Destinations</b>          | Pathway access to The Forks, Exchange District and Esplanade Riel Pedestrian Bridge                        | Bike access provided to Downtown, access to The Forks, Exchange District, Esplanade Riel Pedestrian Bridge, Provencher Bridge and Waterfront Drive                                                                                                      |





# Getting around Downtown

## Winnipeg Transit — Long Term Plan for Downtown

The Council-approved Winnipeg Transit Master Plan re-envisioned the transit route network and sets new priorities for rapid transit city-wide. For the first time, there is a city-wide plan for both transit service and rapid transit infrastructure.

### Rapid Transit Infrastructure Plan

- Rapid transit corridors will be developed in stages, from Downtown moving outward.
- Building the Downtown portion of the network is the first stage before expanding outward.
- All three rapid transit lines will meet on Main Street between Portage Avenue and Stradbrook Avenue. Union Station will be the central hub of the rapid transit network.
- The Downtown Corridors design study will begin in 2025 and finish in 2027. Construction would begin sometime after 2028, subject to funding approval by City Council and other levels of government.



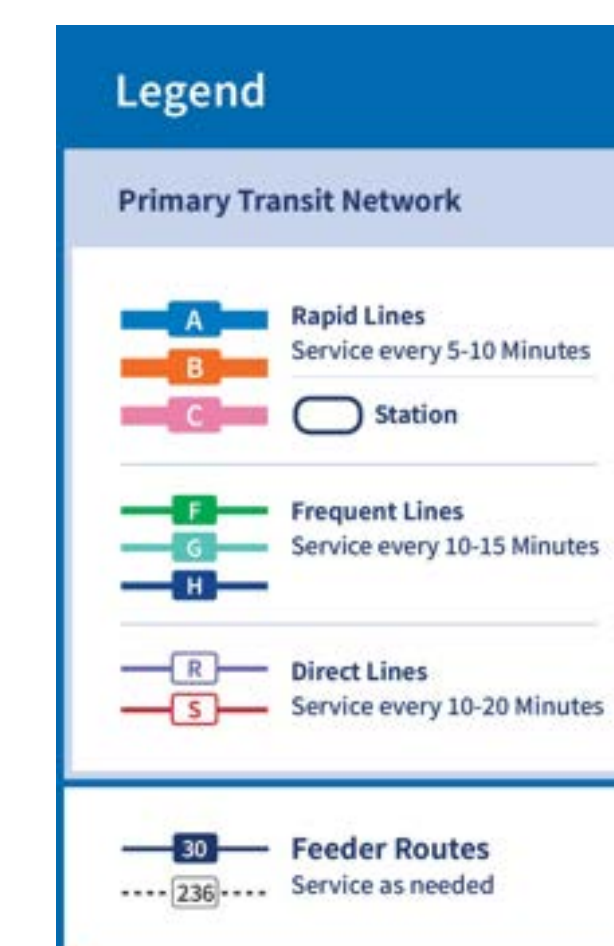


# Getting around Downtown

## Winnipeg Transit — Long Term Plan for Downtown

### Transit Service Plan

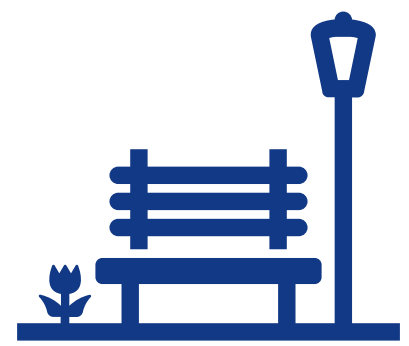
- We are transforming the transit route network by 2026.
- More buses will travel north/south through Downtown, while fewer will travel east/west.
- At first, east/west buses will still be on Graham Avenue.
- Once rapid transit infrastructure is built Downtown, all Graham routes will move to Portage Avenue.
- This future transit network is shown on the map.





## Building Downtown

**We want to build a Downtown that is comfortable and liveable for everyone.**



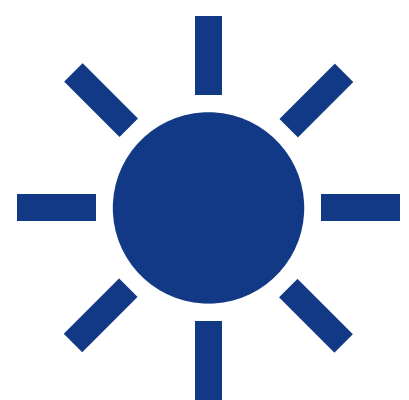
Design public spaces for people to enjoy and gather



Design buildings that fit the character of the neighbourhood they are in



Design better parking structures



Minimize the impacts of wind and heat and protect access to sunlight



Improve the quality of life of residents

## Related plans & strategies



### **OurWinnipeg 2045**

25-year vision for the entire city.



### **Complete Communities 2.0**

Guides growth, development, and land use in Winnipeg.

### **Downtown Winnipeg Zoning By-Law**

Controls and regulates the use of real property and development in Downtown Winnipeg.

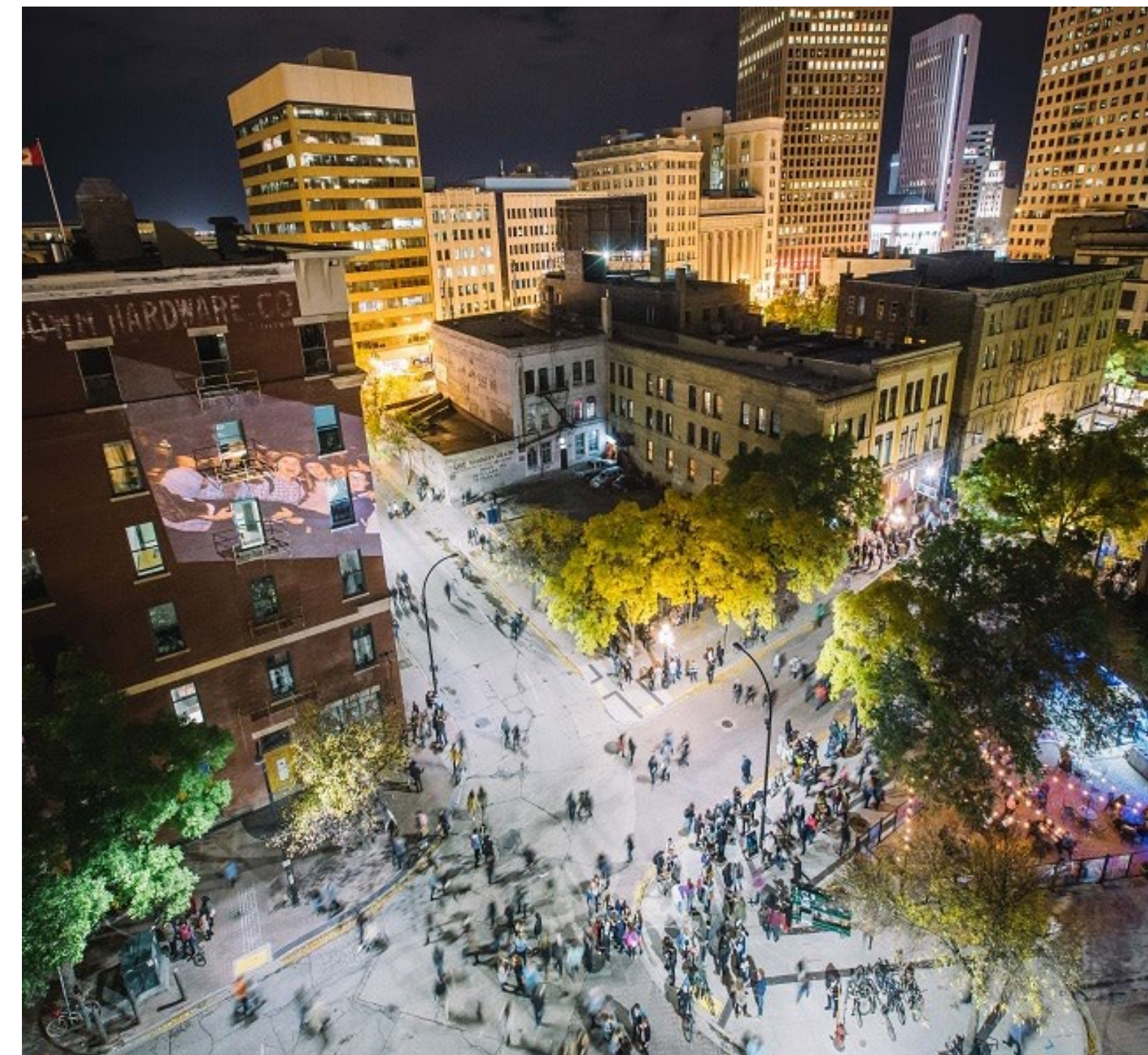


# Building Downtown

The design of our buildings shapes how we experience Downtown and helps build a Downtown that people want to spend time in. The way we design buildings and open spaces can help us make downtown more vibrant and improve the quality of life of residents.

We are creating **Urban Design Guidelines** that will:

- Help designers, developers, and residents understand the City's expectations for good design
- Help City staff evaluate proposals for new development
- Consider our unique streets, character areas and districts downtown including the Exchange District
- Provide specific guidance on the design of new buildings, additions to existing buildings, and public spaces
- Integrate with the Streetscape Design Standards Manual
- Inform future changes to the Zoning By-law

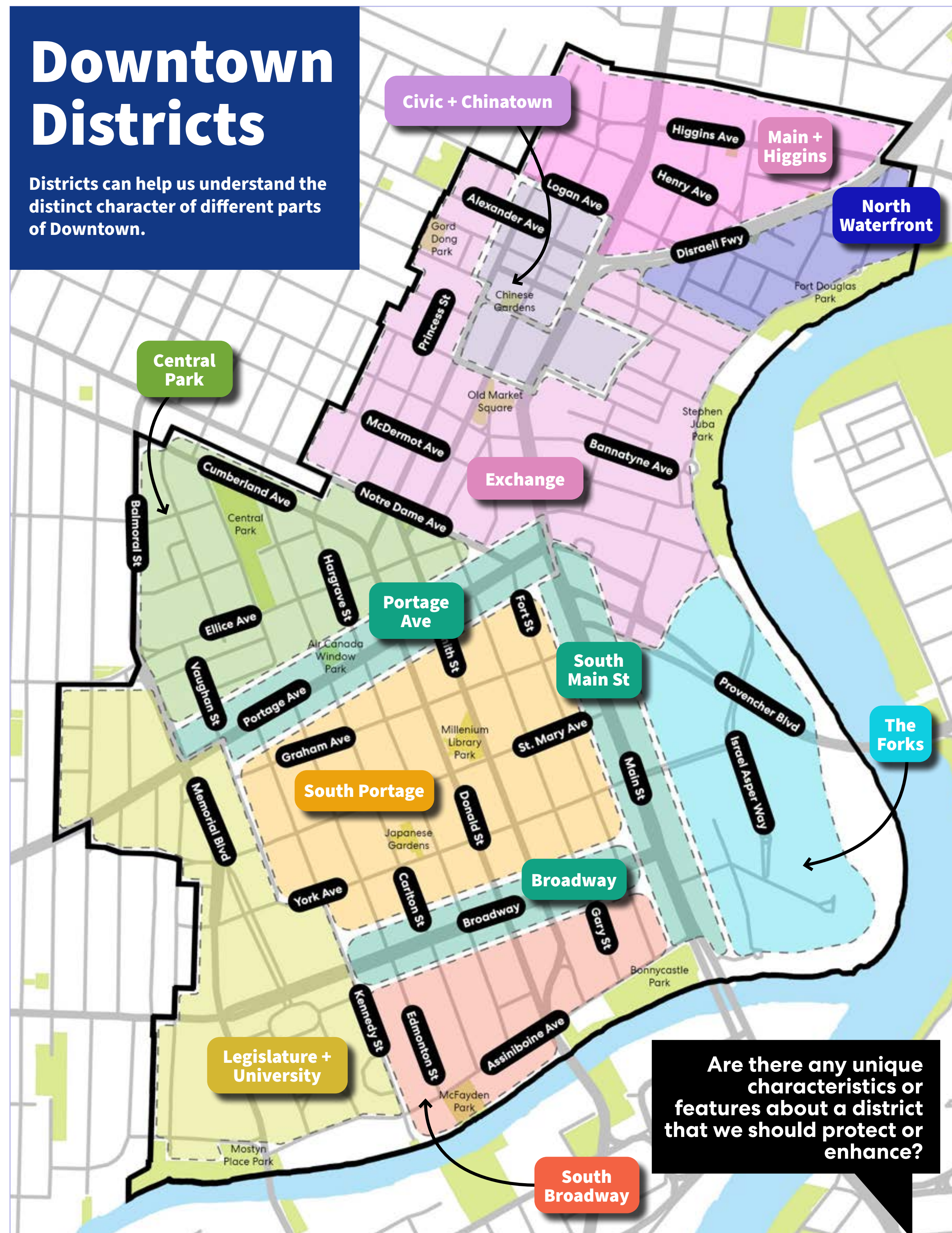




# Building Downtown

## Downtown Districts

Districts can help us understand the distinct character of different parts of Downtown.



## The Districts Today

### Portage Avenue



Historically, Winnipeg's main retail street, Portage Avenue, is a regional corridor with a mix of heritage and new development.

### Central Park



A community around the park, Central Park is home to many of Winnipeg's newest residents, largely in a mix of slab type and older mid-rise apartment buildings.

### Civic + Chinatown



The Civic District includes City Hall and many arts and cultural institutions. Winnipeg's historic Chinatown remains an important cultural hub in Downtown.

### South Main Street



South Main Street is a gateway into Winnipeg by car and train. The many surface parking lots north of Union Station make it feel like a one-sided street.

### Exchange



Winnipeg's historic warehouse district of national significance, the Exchange is Downtown's most unique district. It has a mix of reused historic buildings and modern infill and additions.

### North Waterfront



The North Waterfront District is an emerging residential district with unique architectural designs.

### Broadway



The generous width and tree canopy along Broadway offers a park-like setting in the Downtown. The street has a diverse mix of commercial, institutional, and residential uses.

### South Portage



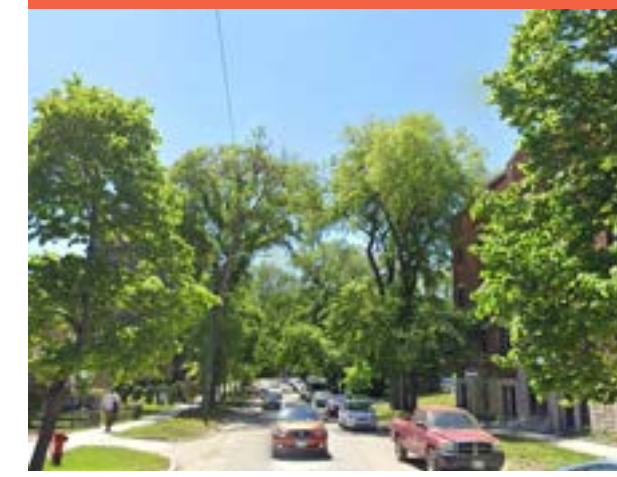
A mix of high-rise office, residential uses, and entertainment destinations, the Mixed-Use Downtown also has many surface parking lots awaiting redevelopment.

### Main + Higgins



Main and Higgins is identified as a geographic area of higher poverty. The area has a mix of institutions and community facilities to serve the population.

### South Broadway



A quiet residential neighbourhood with a wide variety of building types, South Broadway has wide green setbacks that are distinct in the Downtown.

### Legislature + University



Home to many of Winnipeg's and Manitoba's most important institutions, the Legislature is also one of the Downtown's largest open spaces.

### The Forks

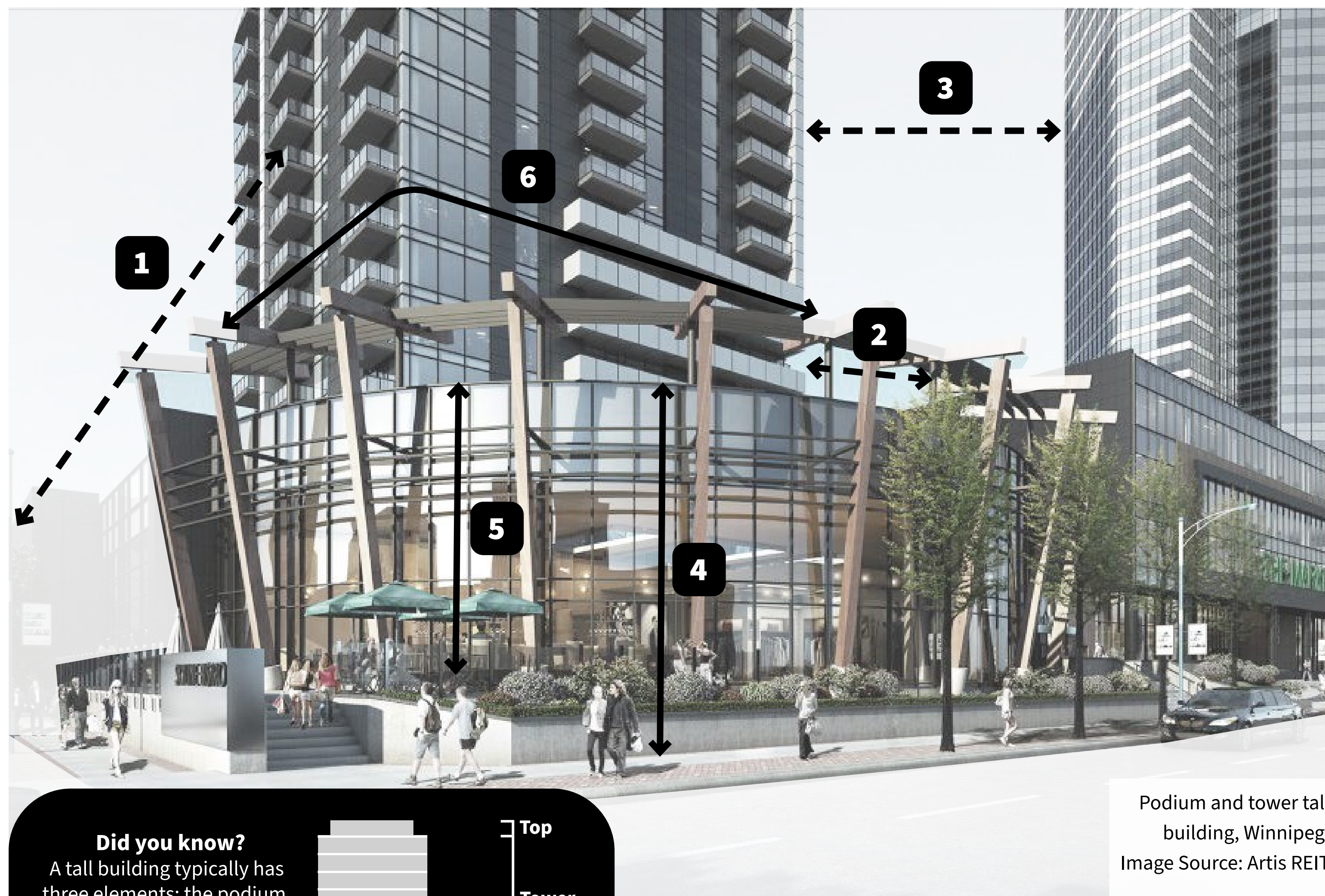


National Historic Site with recreation, culture, retail and open space that is active year round.



# Building Downtown

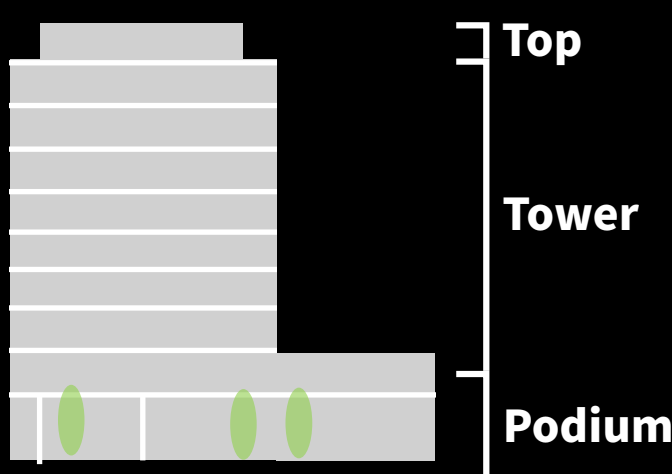
**Tall Buildings** In appropriate locations, tall buildings can provide space for new homes, offices, retail and services in the Downtown. Good tall building design considers the experience of people inside and outside the buildings.



Podium and tower tall building, Winnipeg.  
Image Source: Artis REIT

## Did you know?

A tall building typically has three elements: the podium, tower, and top. Each of these elements may be designed and scaled to make the pedestrian experience more comfortable.



## URBAN DESIGN PRIORITIES

- 1 Gradual transition in scale between tall buildings and shorter buildings
- 2 Towers stepped back from podium to reduce the perception of height from the sidewalk
- 3 Appropriate separation distances between towers to allow for privacy, preserve views of the sky and reduce shadows
- 4 Podiums that frame the sidewalk at a “human-scale” height (generally around 3-6 storeys)
- 5 Ground floor heights that are appropriate for retail, restaurants, or services
- 6 Tower floorplate sizes that minimize shadows on sidewalks and parks

1

2

3

4

5

6

LET US  
KNOW!

Place a dot next to the top two priorities you think are most important for tall buildings in the Downtown



# Building Downtown

**All Season Design** New development should minimize wind tunnels and shadowing and maximize sunlight on sidewalks, parks, and other public spaces. Together, these elements create comfortable spaces for people year-round.



Central Park. Image Source: Bryan Scott, Flickr



Wide boulevards. Image Source: City of Calgary



Overhangs and shade, Toronto. Image Source: Google Earth

## URBAN DESIGN PRIORITIES

- 1** Buildings located and designed to minimize shadows on parks. Significant community greenspaces like Central Park should be protected from extensive shadowing
- 2** Buildings shaped to minimize harsh wind conditions at the ground level
- 3** Canopies and awnings provide shelter from sun and rain for pedestrians
- 4** Trees and landscaping provide shade, break the wind, and absorb water from melting snow and extreme weather events
- 5** Providing space for snow storage without impacting pedestrians or cyclists

1

2

3

4

5

LET US  
KNOW!

Place a dot next to the top two priorities you think are most important for creating comfortable environments year-round.



# Building Downtown

**Street Level Design** The way buildings are designed at street level can create a positive or negative experience for people walking by them. Street level design should relate to the type and function of the street, the character of the district, and the use that is at ground level.



## URBAN DESIGN PRIORITIES: residential at street level

- 1** A landscaped setback creates separation between the public street and the private residence
- 2** Create activity on the street with frequent entrances or windows into lobbies or common rooms

## URBAN DESIGN PRIORITIES: non-residential at street level

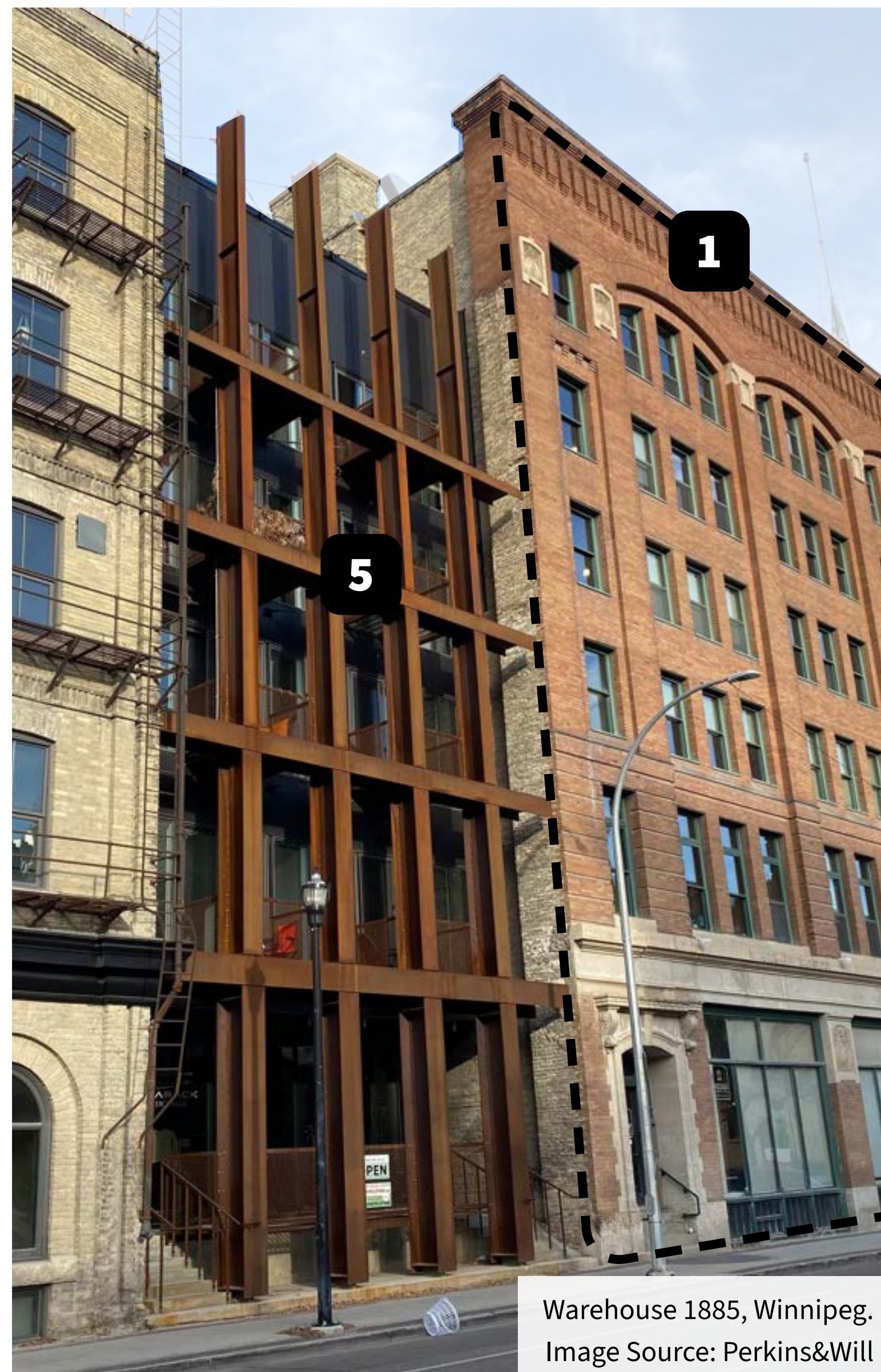
- 1** Frequent entrances and large windows create visual and physical connections between inside and outside
- 2** Setbacks can be used as “spill out” space that brings activity inside the building to the outside (retail displays, patios)





# Building Downtown

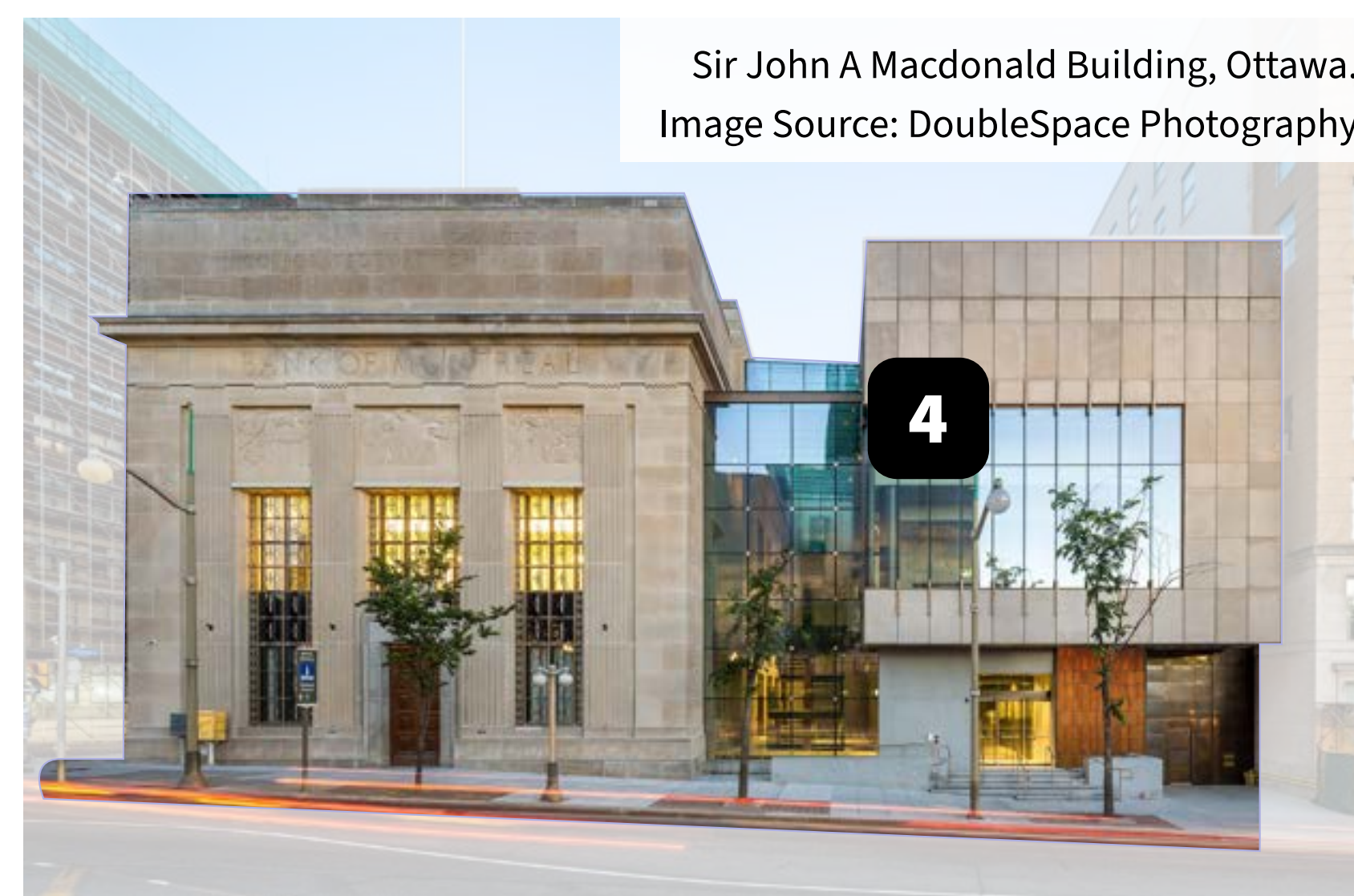
**Heritage** Downtown's heritage buildings are most concentrated in the historic Exchange District but can be found in other districts as well. Heritage buildings give an area a unique "sense of place." Well-designed new development enhances heritage areas but must respect the heritage context.



Warehouse 1885, Winnipeg.  
Image Source: Perkins&Will



Image Source: Canadian  
Architects Magazine

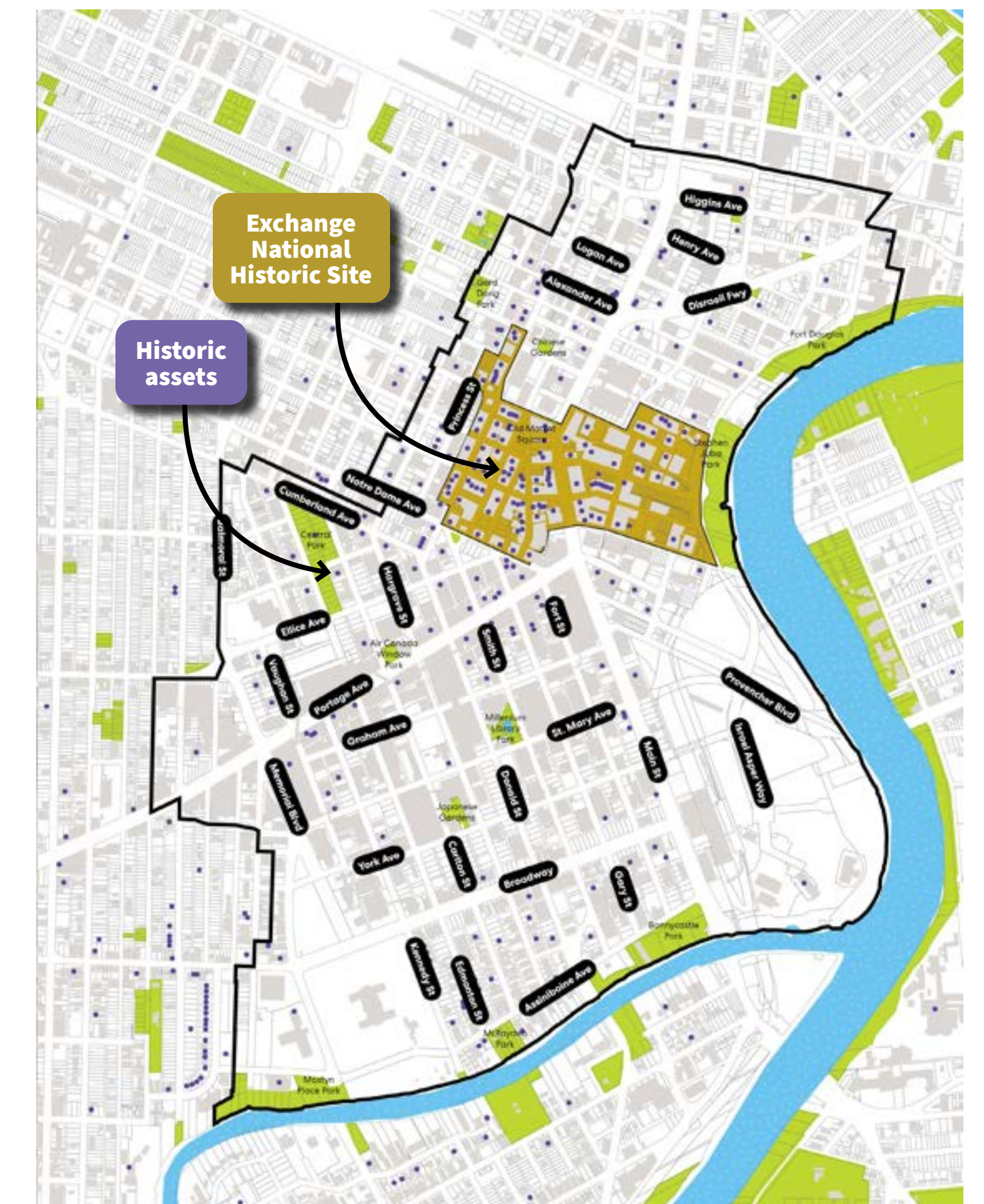


Sir John A Macdonald Building, Ottawa.  
Image Source: DoubleSpace Photography

## URBAN DESIGN PRIORITIES

- 1 Conserve heritage buildings through adaptive re-use
- 2 New development maintains views to heritage buildings
- 3 New development is compatible in scale with existing heritage context
- 4 Visually compatible and subordinate additions so that heritage buildings remain visually distinct
- 5 New development takes cues from rhythm, proportions, materials, and colour palettes of surrounding heritage buildings

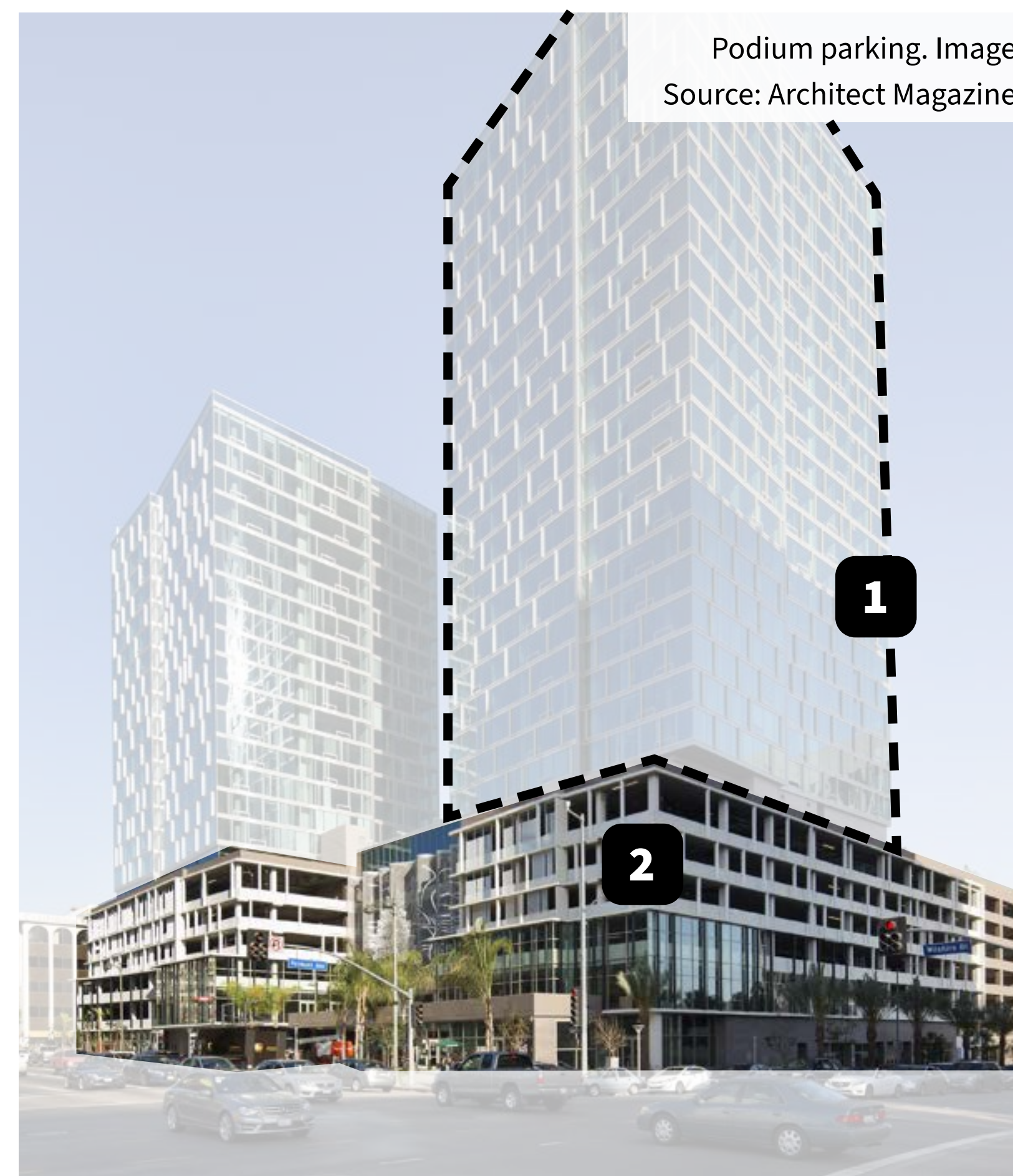
The Exchange District is a national historic site, but there are also heritage buildings all over the Downtown:





# Building Downtown

**Parking** Having places to park in the Downtown is important, but parking structures need to be carefully designed to contribute positively to the experience of people using and walking by them.



## URBAN DESIGN PRIORITIES

- 1** Parking structures should be integrated with other development rather than being stand-alone structures
- 2** Parking structure facades (the part that faces the street) should be designed with high quality materials
- 3** Landscaping can help visually screen parking structures from people on the sidewalk
- 4** Curb cuts for entrances and exits to parking structures should be limited so that they do not interfere with the sidewalk
- 5** Parking structures should be “wrapped” with other uses at the ground level so that people walking by don’t realize there is parking behind

**1**

**2**

**3**

**4**

**5**

LET US  
KNOW!

Place a dot next to the top two priorities you think are most important for parking in the Downtown.



# Re-imagining Graham Avenue

**The time to re-imagine Graham Avenue is now.**



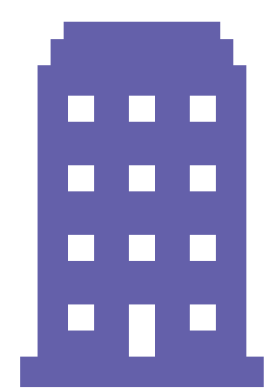
Buses will no longer use Graham Avenue in the next 5 to 10 years



Central location in Downtown's sports, hospitality, and entertainment district (SHED)



Lots of great destinations on Graham Avenue and within a short walk



New development to come at Wehwehneh Bahgahkinahgohn (former HBC building)



Many future development opportunities



Key bike linkage Downtown

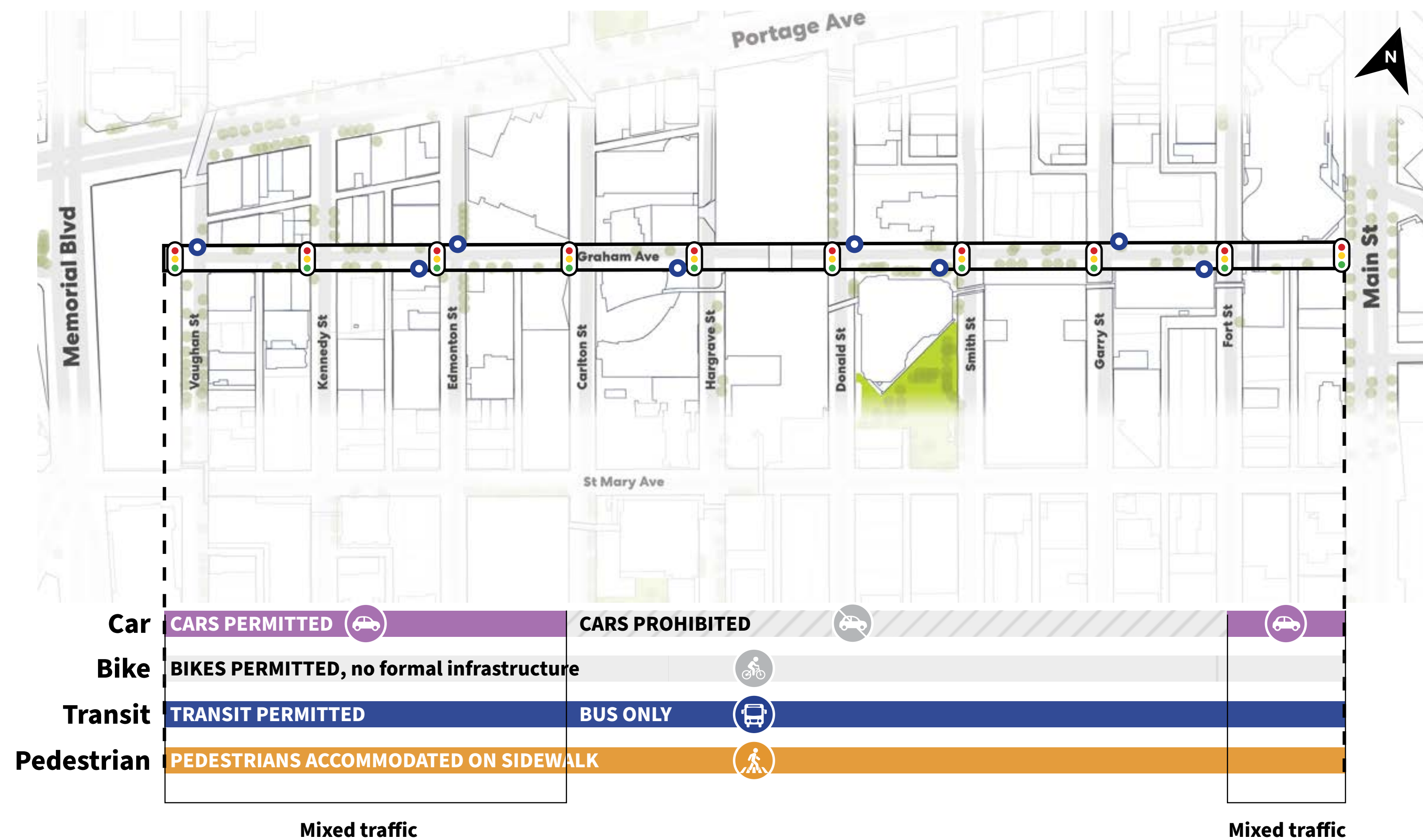


# Re-imagining Graham Avenue

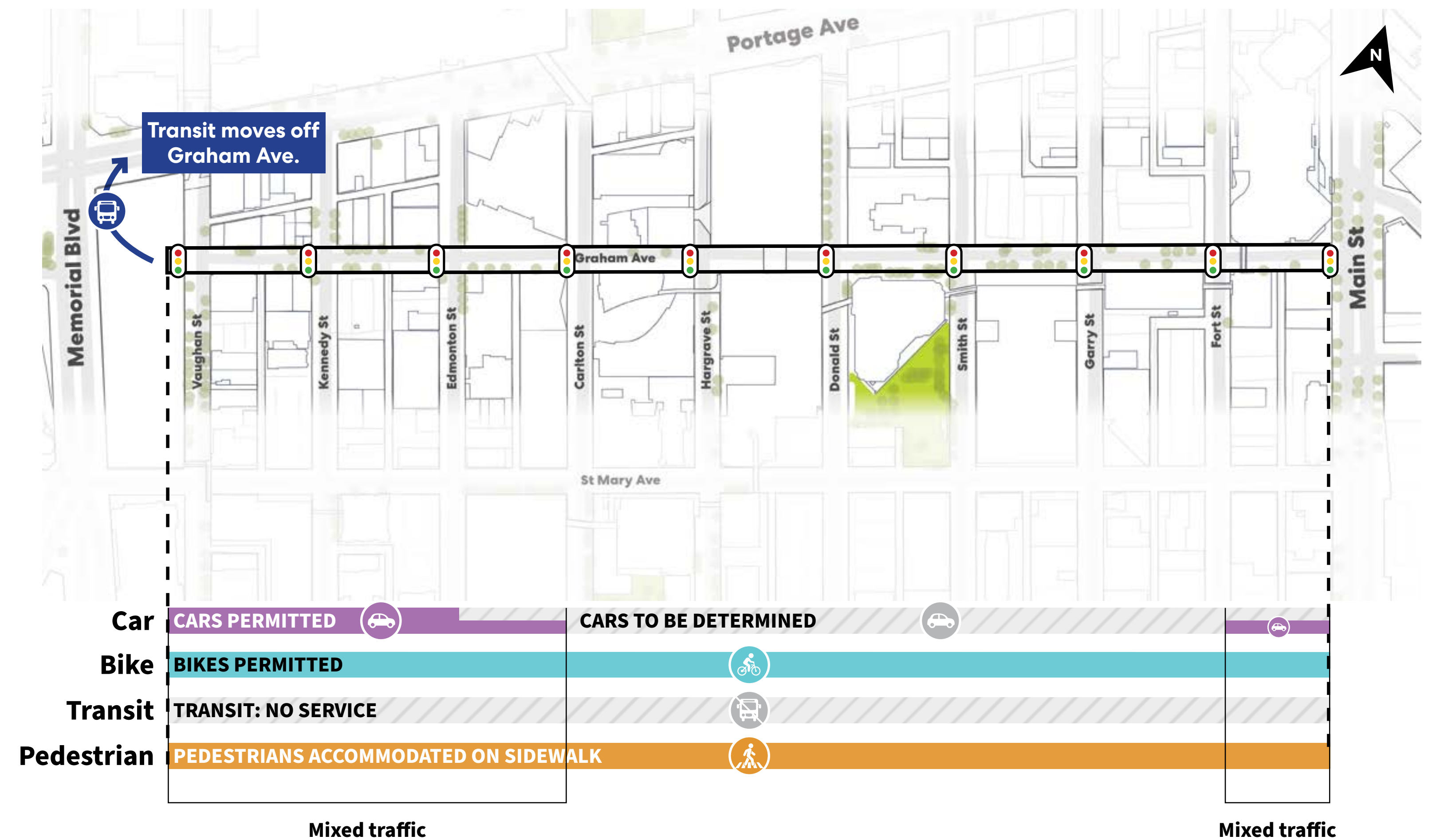
## What's Changing on Graham Avenue?

Today, Graham Avenue is primarily a bus, bike, and pedestrian only street, with cars permitted on the three most western blocks, and between Fort and Main streets. Over the next five to ten years, Winnipeg Transit will be moving off Graham Avenue. This gives us an incredible opportunity to re-imagine how we use that space and design a street to meet the needs of people living, working, and visiting Downtown.

### GRAHAM AVENUE TODAY



### GRAHAM AVENUE IN THE FUTURE (buses moved to Portage Avenue)



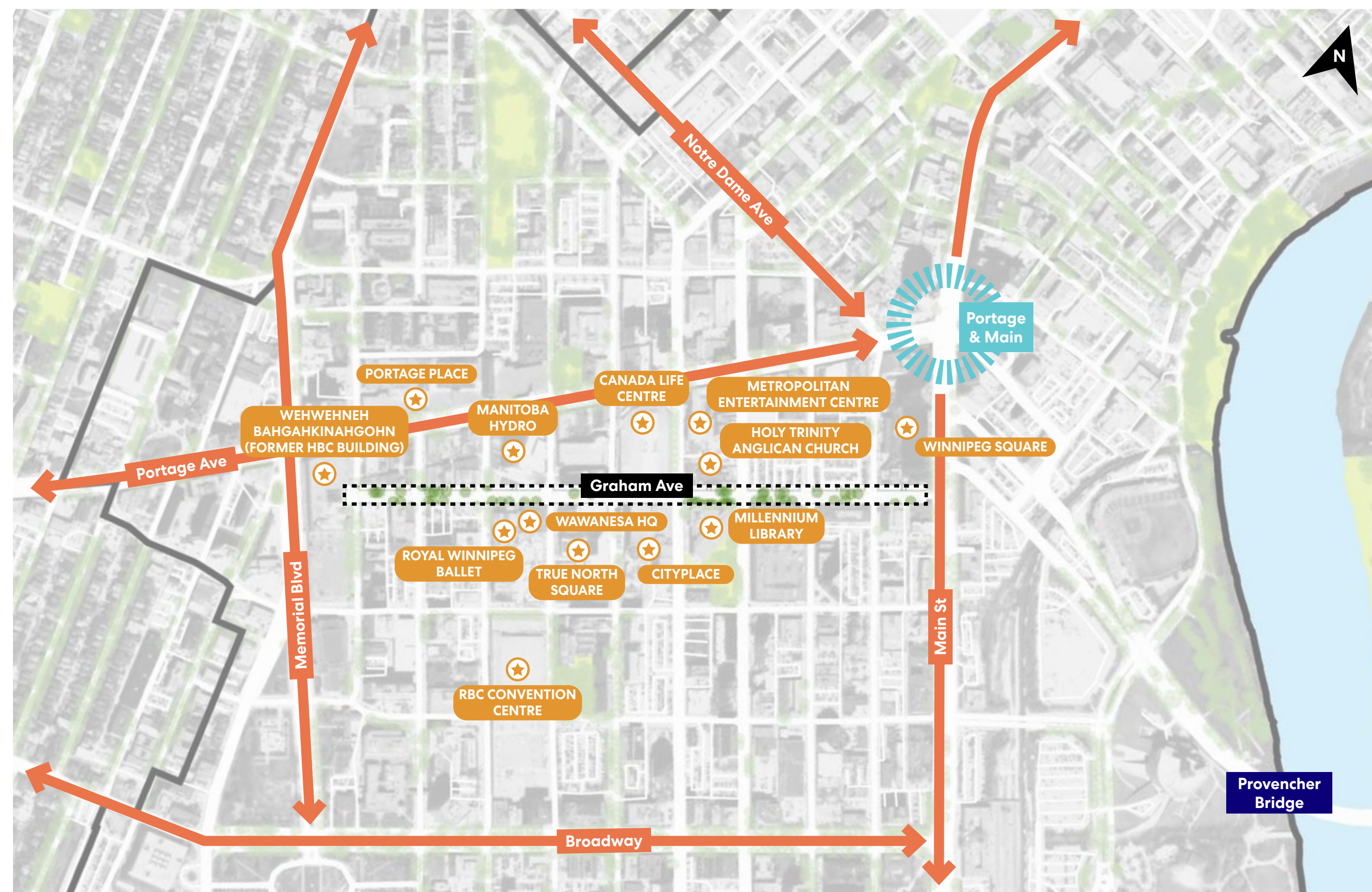


# Re-imagining Graham Avenue

## The Opportunity

Centrally located, with lots of great destinations along its length as well as some prime development sites, Graham Avenue is perfectly situated to be Downtown's signature open space.

### GRAHAM IN THE CONTEXT OF DOWNTOWN



The following objectives will help to guide the re-imagining of Graham Avenue.



#### Placemaking

Attracting people by creating a place to stay, rest, play, and shop. A new destination in the Downtown.



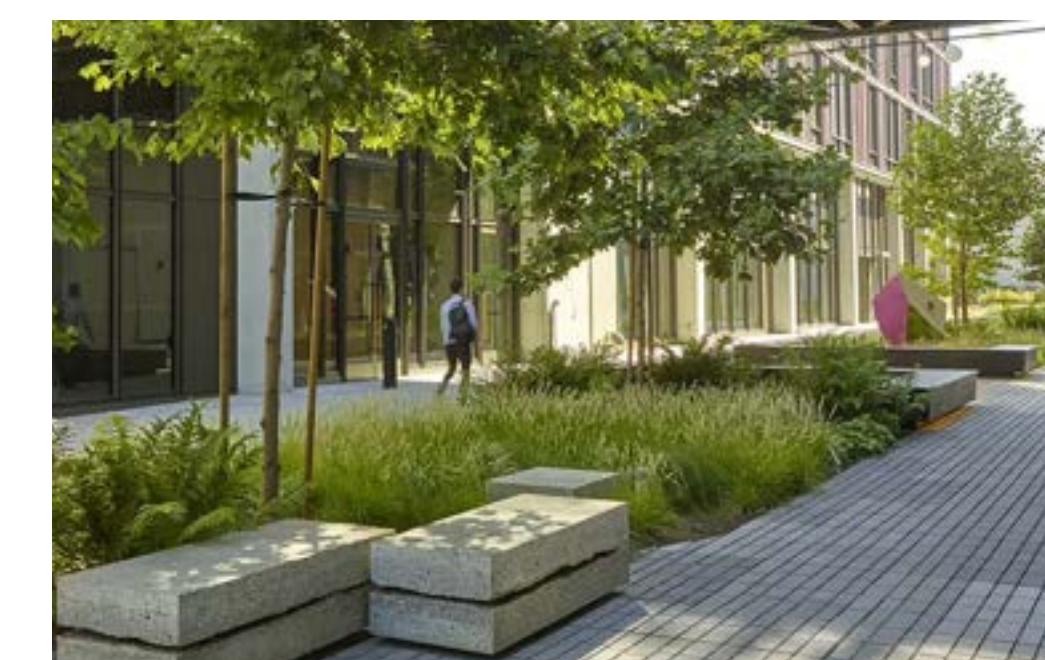
#### Bike connectivity

Maintaining Graham Avenue's role as a key bike connection in the Downtown that runs parallel to future transit on Portage Ave.



#### Encouraging infill development

Supporting investment along Graham Avenue, including the redevelopment of large existing parking lots.



#### Greening streets

Creating a gathering, resting, and recreation space in the busy Downtown with lots of seating, shading, and greenery.



#### Mixing modes

Accommodating for the modes (cars, pedestrians, cyclists) that best support the function and activities of each segment of Graham Avenue.



# Re-imagining Graham Avenue

## Tree Canopy

approximately

**21%** of Graham Avenue street sidewalks have public tree canopy



Graham Avenue has some street trees today, but many blocks would benefit from more trees to improve comfort for pedestrians.

Deeper setbacks between buildings and the sidewalk are not common on Graham Avenue. Where they exist, they are used for plazas, green spaces, or parking.

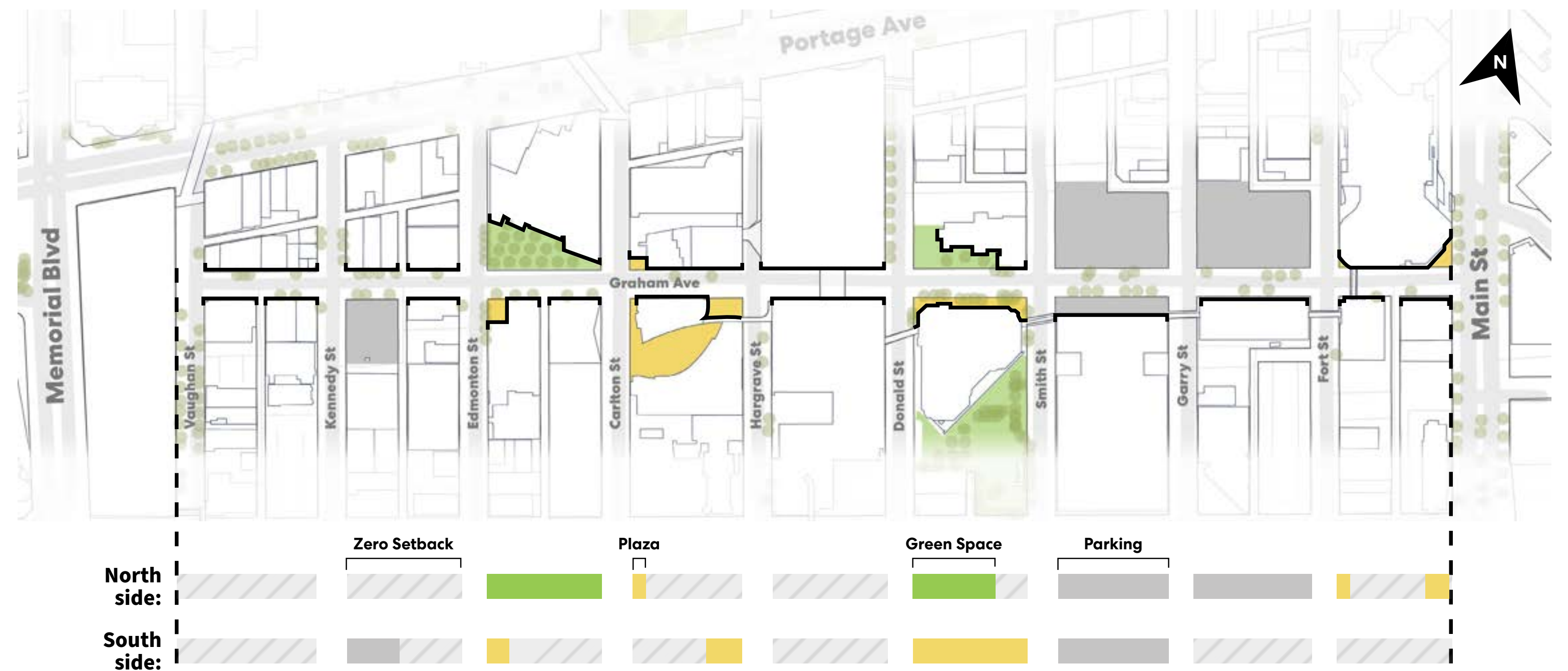
Did you know?

Street trees not only make our streets more beautiful, they are also important for providing shade, managing water, and making our city more resilient to climate change

## Setback Zone

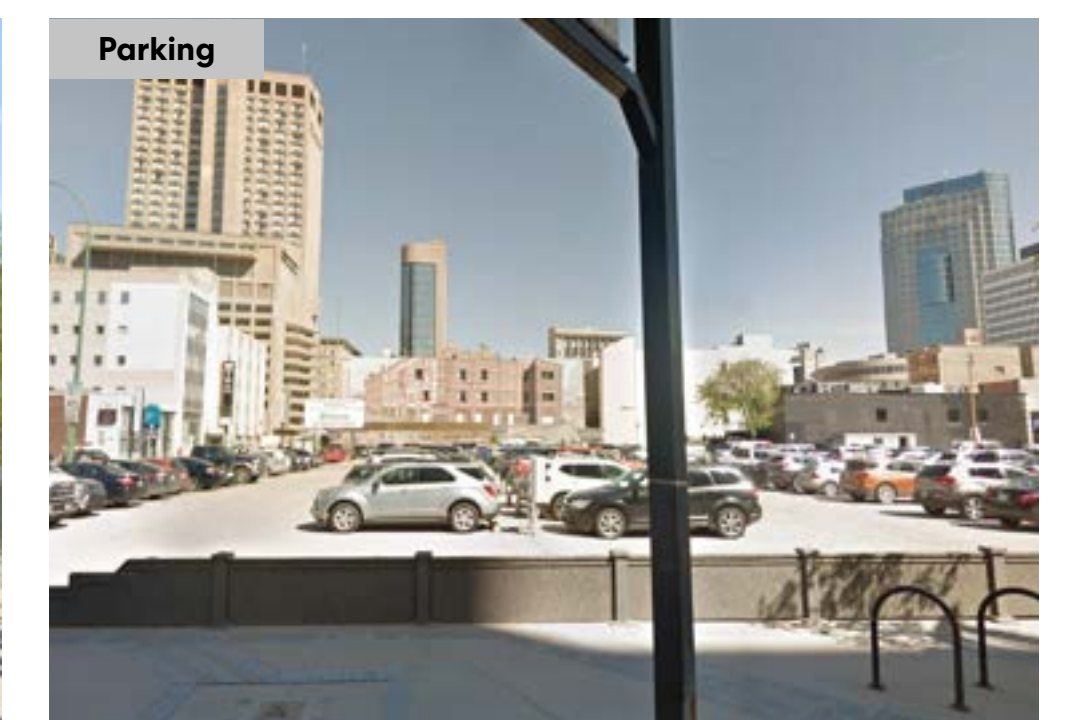
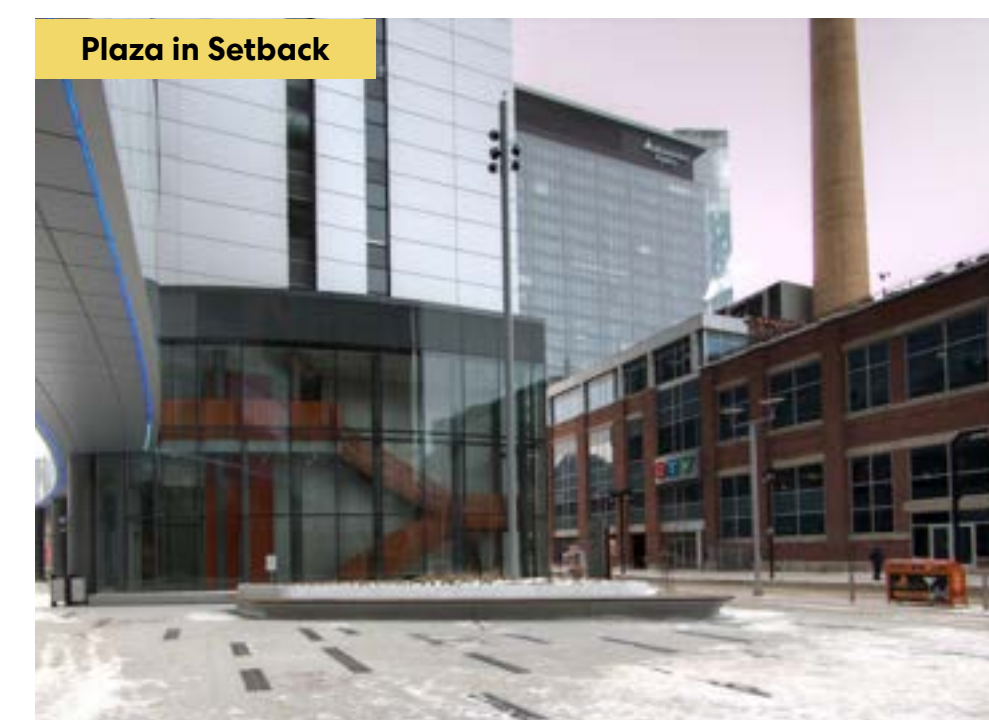
approximately

**62%** of Graham Avenue properties have no setbacks



Did you know?

Setback zones are the spaces between the building and the property line. They are privately owned, but may be programmed and designed to make public streets more vibrant

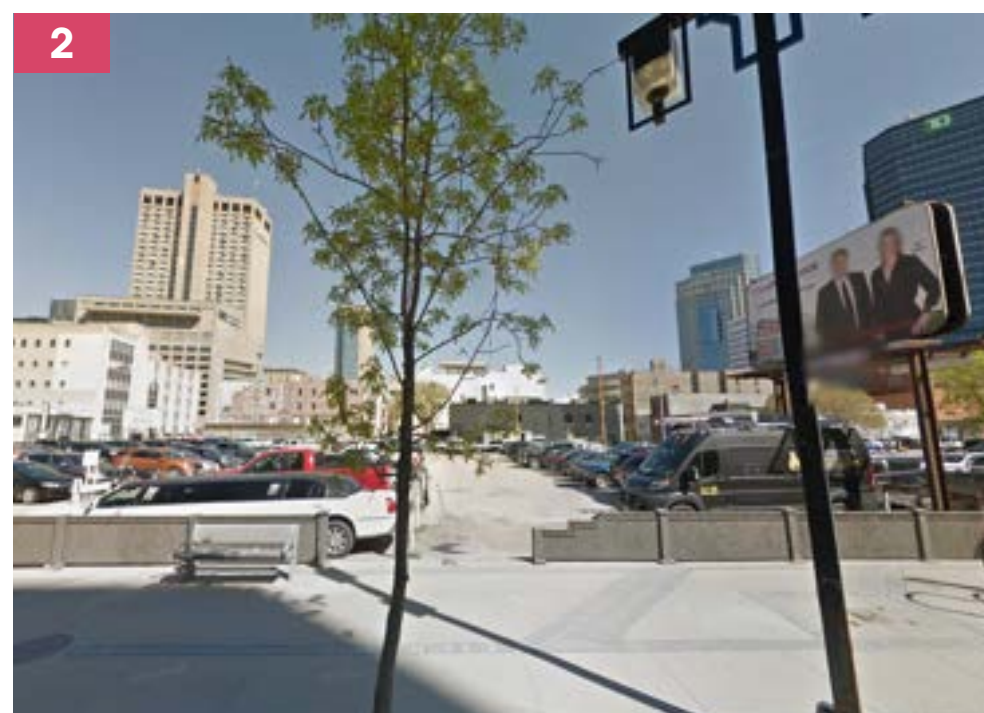
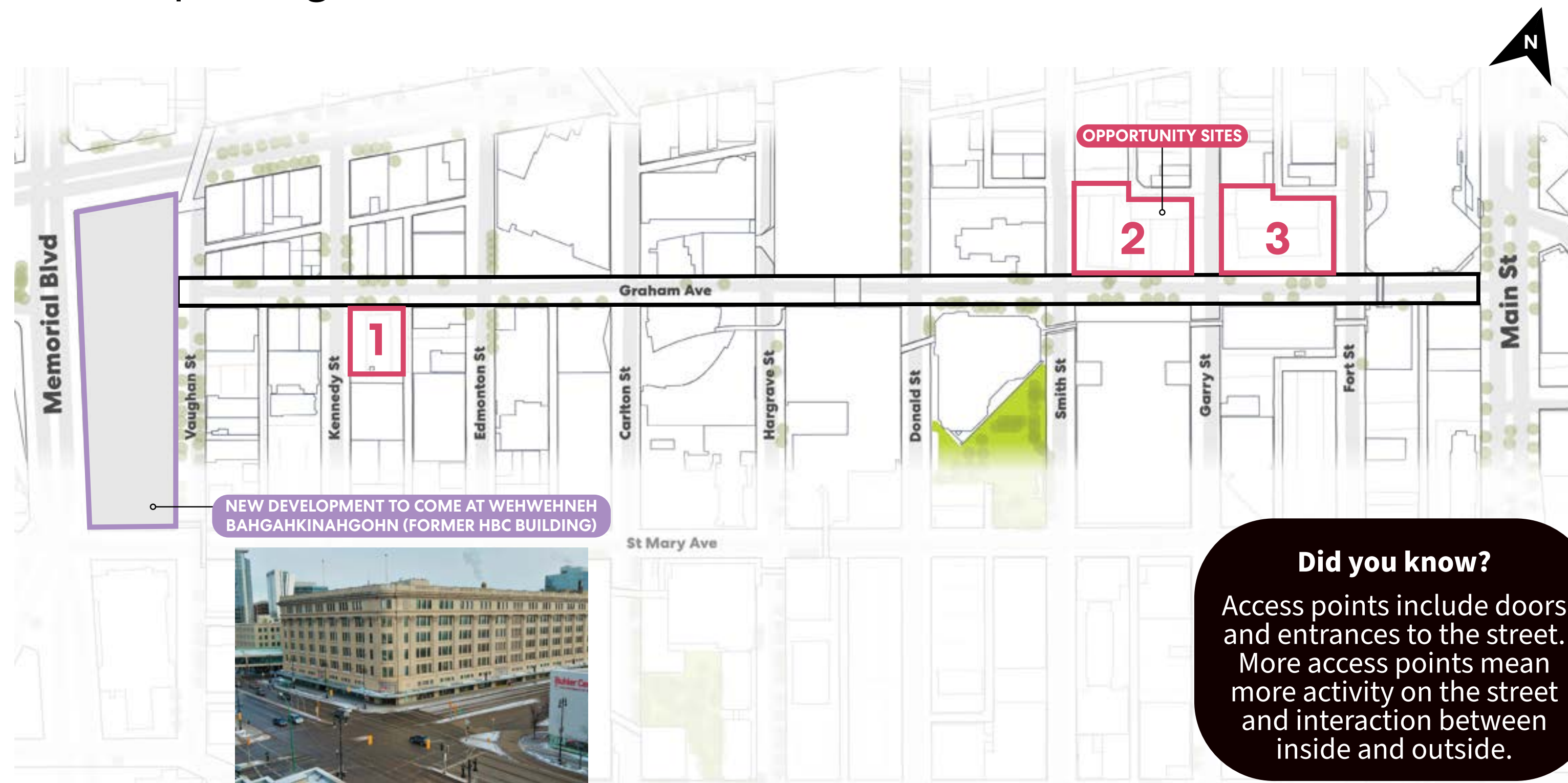




# Re-imagining Graham Avenue

## Future Development Opportunities

At the west end of Graham Avenue, the Southern Chief's Organization has plans to transform the historic Hudson's Bay building. There are several more opportunities for future development along Graham Avenue, primarily surface parking lots.



## Uses and Accesses

Graham Avenue has a mix of uses that keep it busy throughout the day and evening. Its west end features a commercial zone with lots of doors and windows that add activity to the street. Blank walls and long distances between entrances become more common moving east.





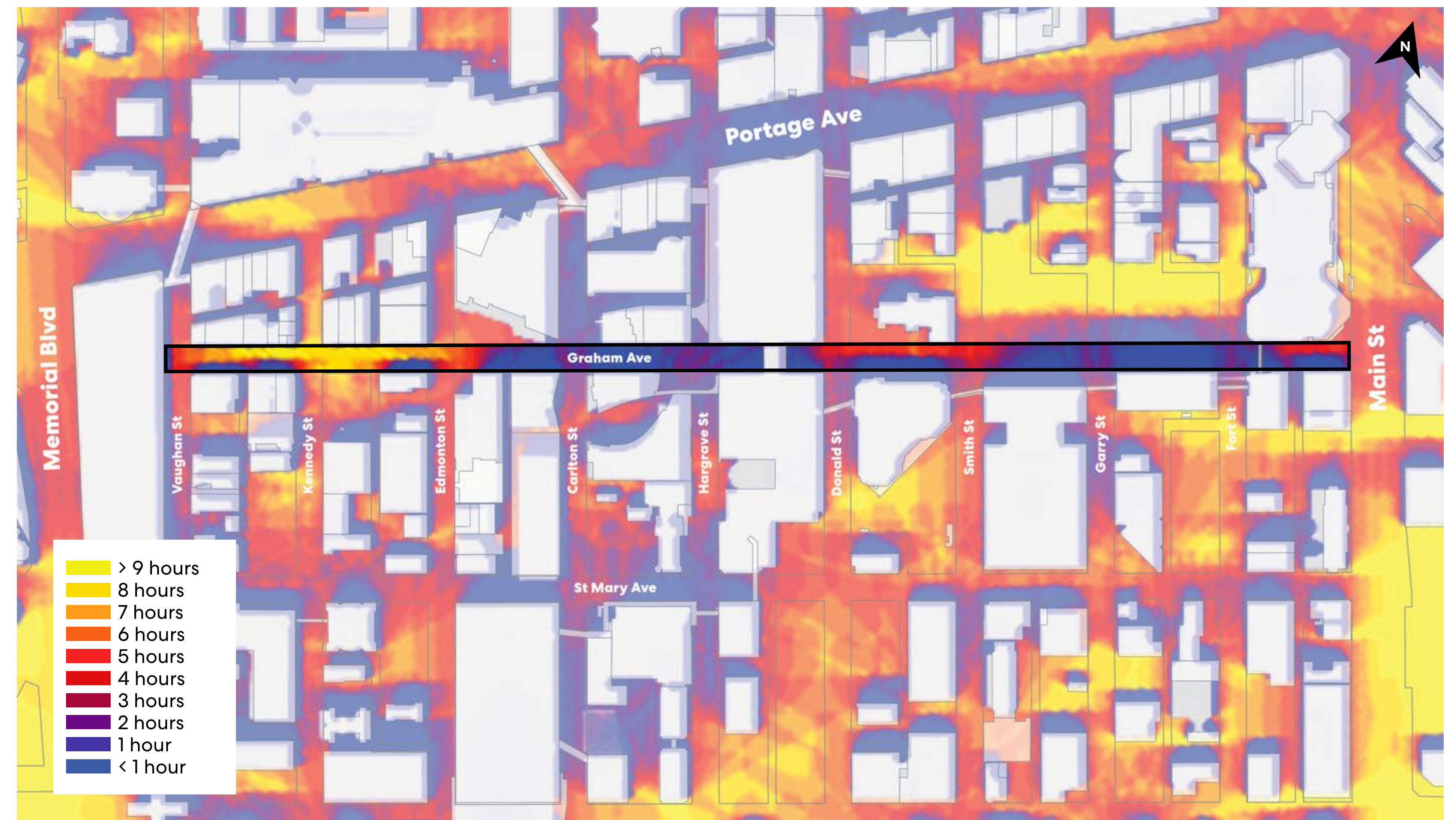
# Re-imagining Graham Avenue

## Shadows

The west side of Graham Avenue receives the most sun throughout the day. Sidewalks on the north side of the street generally receive more sun than sidewalks on the south side of the street.

### Did you know?

Access to sunlight is one metric that can be used to determine the best location for certain activities and street elements. For example, patios and play areas are most successful in locations with lots of sunlight, whereas street furniture like benches and garbage receptacles works well in the shade.





# Re-imagining Graham Avenue

## Activity

Now it is time to re-imagine Graham Avenue! Three brand new street zone types are described on the next three boards. Tell us where you think they should go along Graham Avenue!



### Key Terminology

#### Multi-use Path

A path shared by pedestrians and cyclists.

#### Green/Play Space

A well-vegetated area for trees, seating, relaxation, and play.

#### Fixed Amenity Space

An area for street furniture that is “fixed” in place. This may include benches, waste receptacles, and bike racks, among others.

#### Flexible Amenity Space

An area for removable street and patio furniture that could accommodate temporary features like food trucks, a bouncy castle, or tables for a market.



# Re-imagining Graham Avenue



Street with curbside parking, bi-directional bike lanes, and a one-way road



Flexible Amenity Space complete with removable plantings and seating



Patio in the Flexible Amenity Space

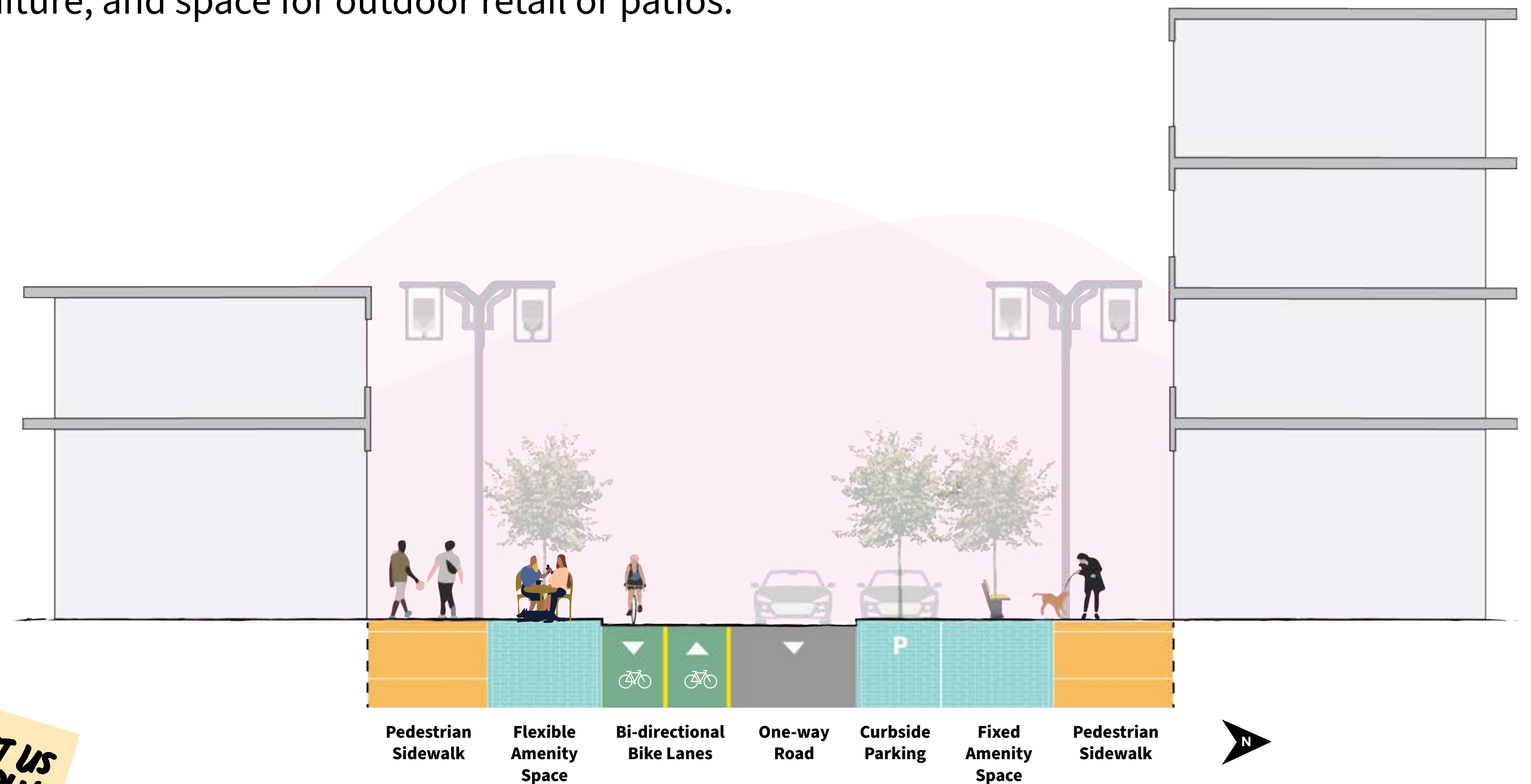


Intimate retail street with enhanced paving on a one-way road

|                                                                   |                      |
|-------------------------------------------------------------------|----------------------|
| <b>Patios</b>                                                     | <input type="text"/> |
| <b>Public art</b>                                                 | <input type="text"/> |
| <b>Trees/plantings</b>                                            | <input type="text"/> |
| <b>Seating areas</b>                                              | <input type="text"/> |
| <b>Curbside parking and loading</b>                               | <input type="text"/> |
| <b>Street furniture</b><br>(bike racks, garbage receptacles, etc) | <input type="text"/> |

## Shared Zone

In the Shared Zone cars would be permitted; however, more space would be dedicated to pedestrians, cyclists, and patios. Curbside parking and loading would be provided and a wide flexible amenity space would allow for landscaping, street furniture, and space for outdoor retail or patios.



LET US  
KNOW!

What would you like to see in the Shared Zone? Place a dot beside all features you would like to see. Leave a sticky note to tell us more!



# Re-imagining Graham Avenue



Recreational court integrated in the Green/Play Space



Permeable paving on a multi-use path calms bike and pedestrian traffic



Green infrastructure helps manage rainwater along sidewalks and in the Green/Play Space



Landscaped Green/Play Space with seating next to multi-use path

**Recreational amenities**  
(soccer court, play structure, winter skating area, etc.)

**Public art**

**Trees/plantings**

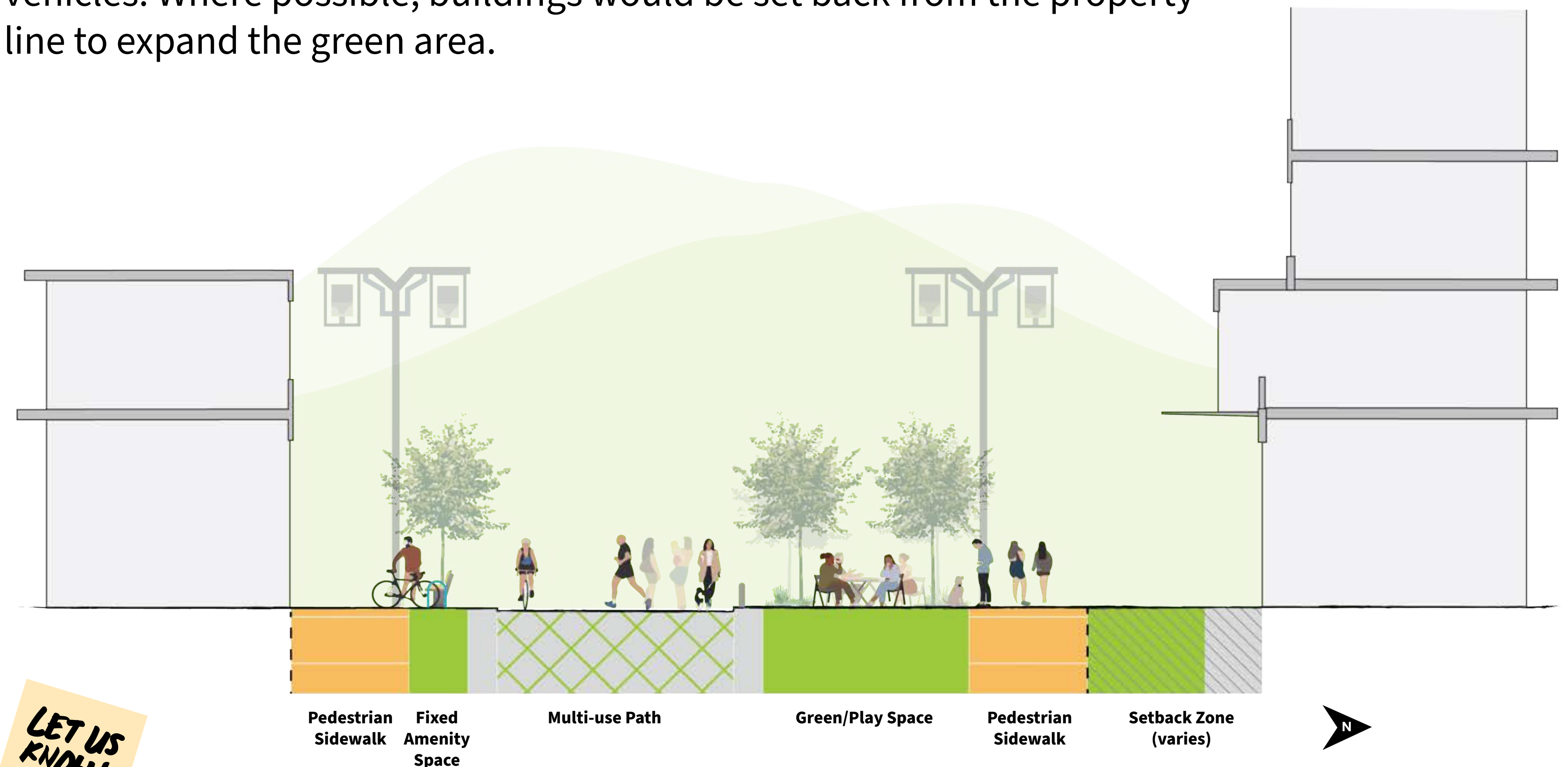
**Seating areas**

**Food trucks**

**Green infrastructure**  
to capture rainwater and snow runoff

## Green Zone

In the Green Zone, significant space would be dedicated to trees, plantings, recreational amenities, and seating. Pedestrians would have dedicated sidewalks on either side and could also use a multi-use path that would be shared with cyclists and accommodate emergency vehicles. Where possible, buildings would be set back from the property line to expand the green area.



LET US KNOW!

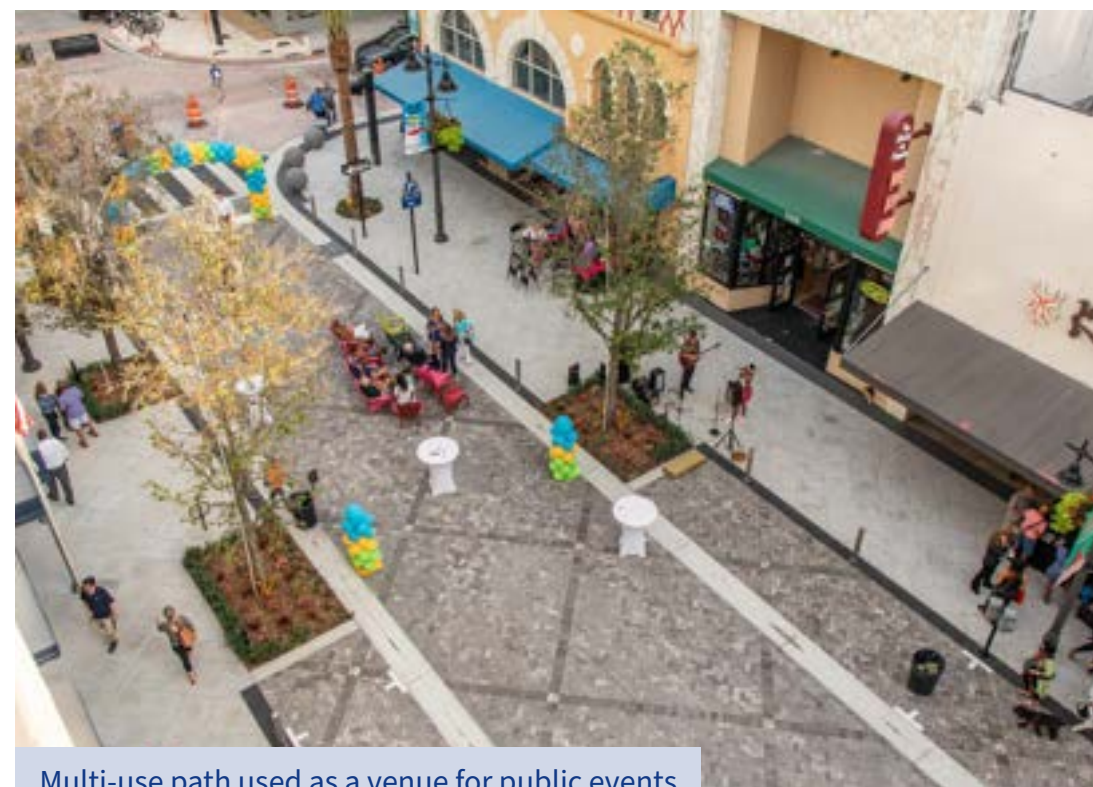
**What would you like to see in the Green Zone? Place a dot beside all features you would like to see. Leave a sticky note to tell us more!**

### Did you know?

Green streets are roads that include green infrastructure that captures rainwater and directs it to plants and trees. Their main environmental benefits include: managing stormwater runoff, cooling urban areas, and enhancing air quality.



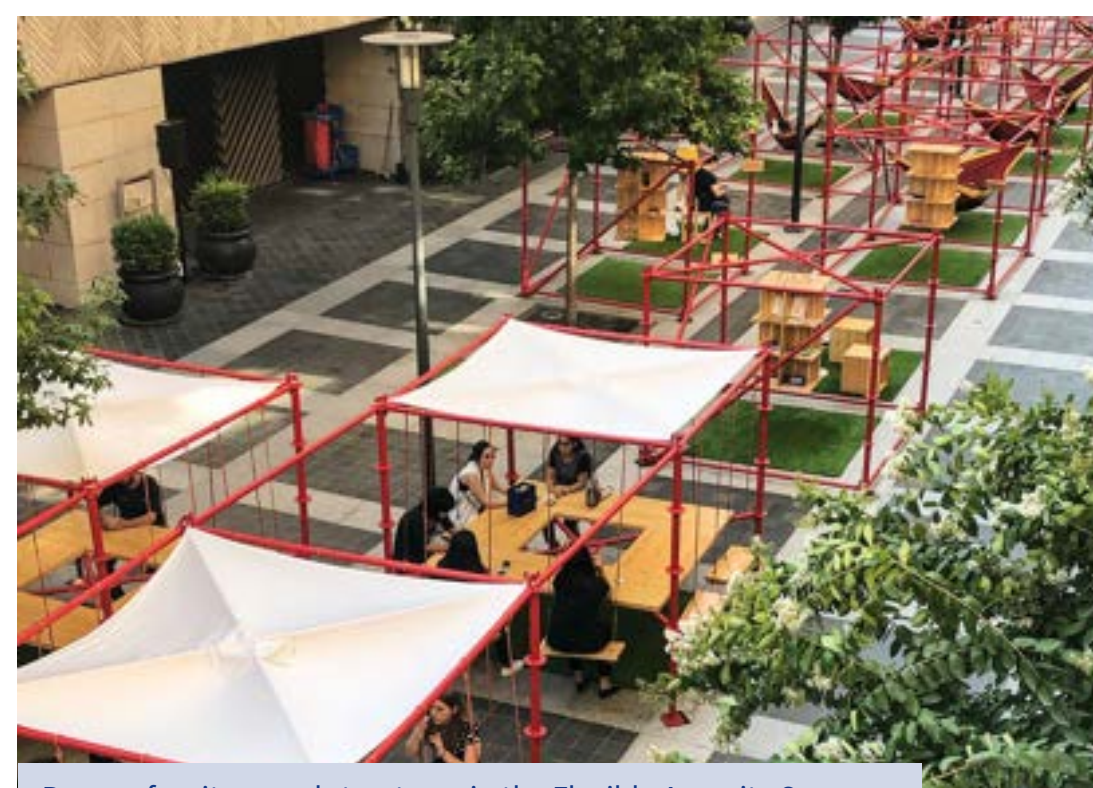
# Re-imagining Graham Avenue



Multi-use path used as a venue for public events



Opportunities for weekend and local markets in the Flexible Amenity Space



Pop-up furniture and structures in the Flexible Amenity Space



Opportunity for public art installations on the multi-use path and Flexible Amenity Space

**Event space and support infrastructure**  
(e.g. electrical connections)

**Public art**

**Trees/plantings**

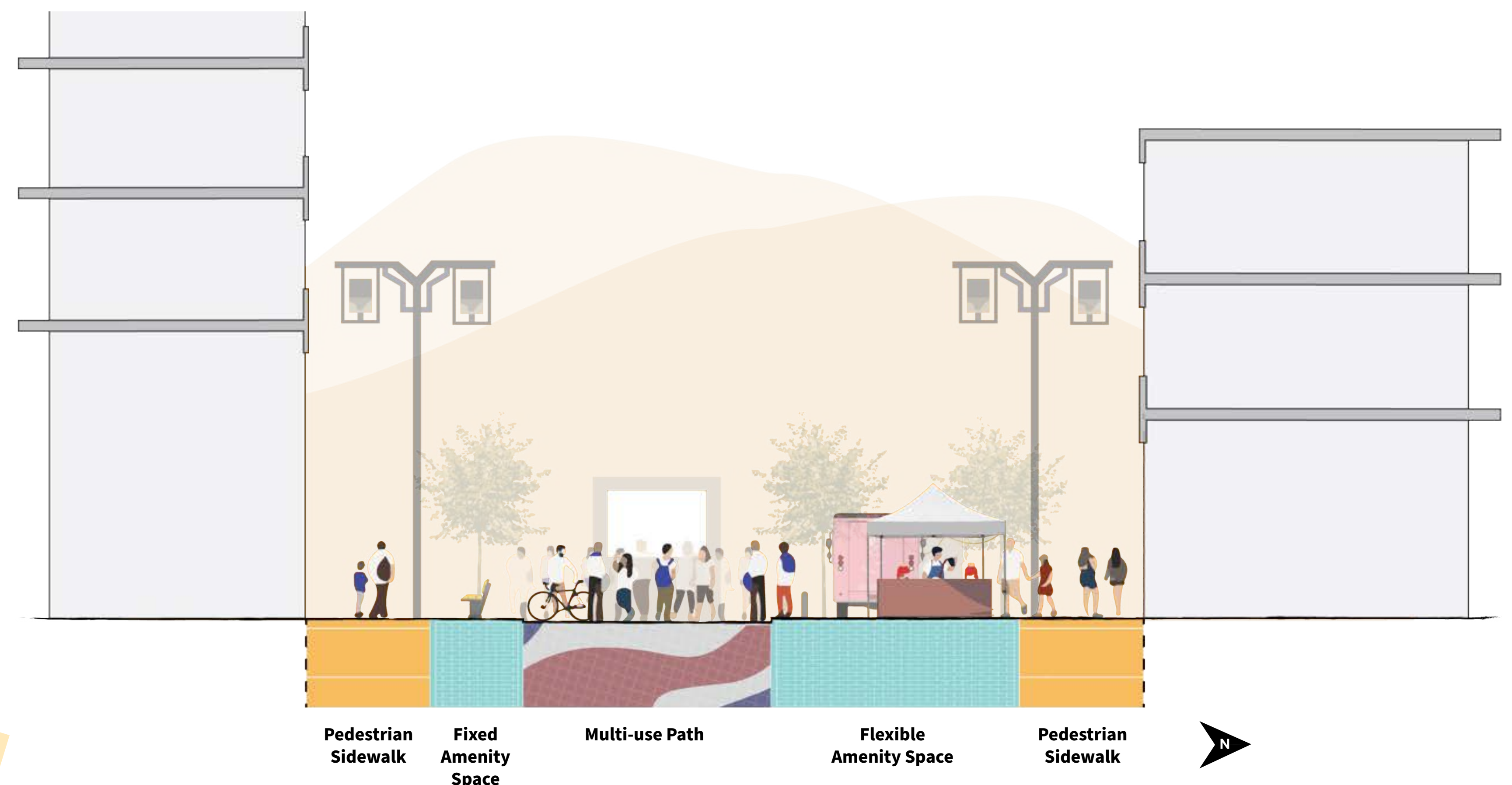
**Movable street furniture**  
(e.g. chairs, tables)

**Food trucks**

**Pavement markings**  
for sports and games

## Celebration Zone

The Celebration Zone would be the new destination for street parties in the Downtown - from Winnipeg Jets' Whiteout parties to food truck festivals and beyond. Pedestrians would have dedicated sidewalks on either side, a multi-use path would support pedestrians, cyclists, and emergency vehicles and a wide flexible amenity space could be programmed with fun activities at all times of year, not just during events.



What would you like to see in the Celebration Zone? Place a dot beside all features you would like to see. Leave a sticky note to tell us more!

# Community Safety and Well-being

## Building blocks of a safe and healthy community

Community safety and well-being is achieved when everyone in the community is safe, feels a sense of belonging, and can meet their needs.

- Safety and well-being for all is critical to the future of a healthy Downtown community.
- CentrePlan 2050 will include plans for housing, lighting, pedestrian areas, and bike lanes which contribute to the bigger safety picture.
- The City also works with community organizations and other levels of government to address safety and well-being through other related but separate initiatives.



# Community Safety and Well-being

## What is being done to address safety Downtown?

Achieving community safety and well-being requires long-term collaboration that addresses the needs of residents. Improving safety is not achieved through any single initiative and requires social development and crime prevention in addition to incident response.

### Community Safety and Well-Being Services and Initiatives

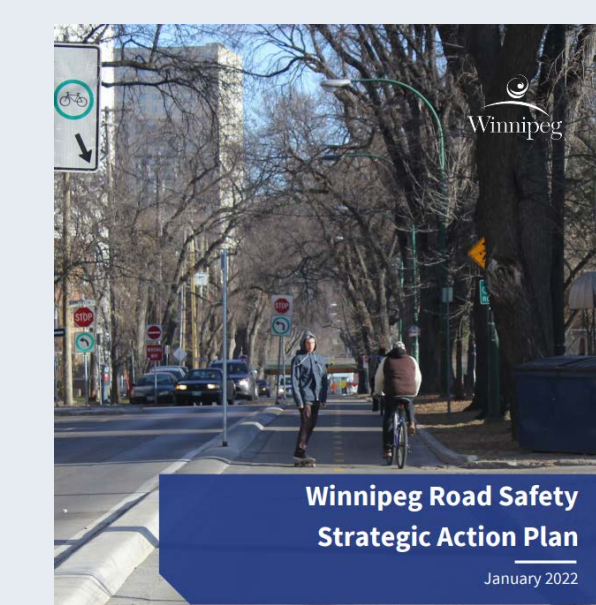
- Funding provided to: 24/7 Safe Spaces, Mobile Outreach Support Services, Community organizations, End Homelessness Winnipeg, Downtown Community Safety Partnership
- Crisis response – Emergency Paramedics in the Community (EPIC) and Alternative Response to Citizens in Crisis (ARCC)
- Winnipeg Police Service
- Winnipeg Fire and Paramedic Service
- LiveSAFE Crime Prevention Strategy Policy revision/renewal
- Winnipeg Safe City Initiative Strategic Plan
- Transit Community Safety Officers (Transit Security Initiative)

### Related plans & strategies



#### Winnipeg Poverty Reduction Strategy

Long-term, sustainable, and actionable solutions to address poverty in Winnipeg.



#### Road Safety Strategic Plan

Roadmap for road safety investments over the next 3-5 years.

# CentrePlan 2050



**Thank you!**

**Scan to learn more and provide your feedback.**