Winnipeg

Point Douglas Neighbourhood Plan

By-law No. 11/2026

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 BACKGROUND AND PLAN AREA

The Point Douglas Neighbourhood Plan (the Plan) identifies future land uses, key areas for development, appropriate densities, design elements, strategies to promote neighbourhood revitalization, and strategies to transition from industrial land uses to more suitable commercial and residential uses within the Plan Area (see **Figure 1**).

The Plan Area encompasses both the North and South Point Douglas neighbourhoods, two neighbourhoods in central Winnipeg separated by the Canadian Pacific Railway (the railway). The Plan Area is bounded by Redwood Avenue to the north, the Red River to the east, the railway and the Red River to the south, Main Street to the west. Properties fronting onto Main Street, or those included in the Downtown Planning Area, are excluded from the Plan Area.

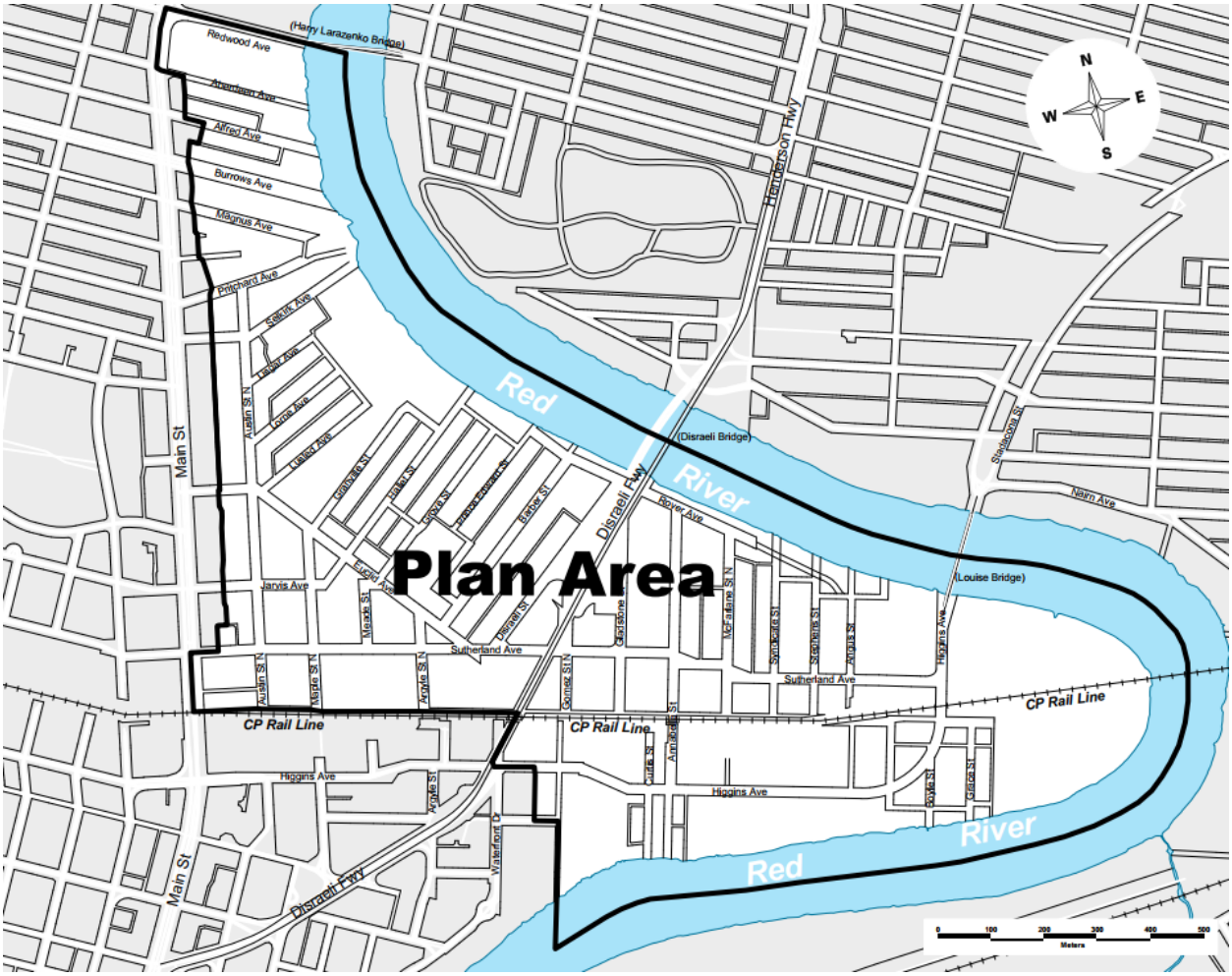


Figure 1: Plan Area

The overall content of the plan is informed by the direction provided in the City of Winnipeg Development Plan *OurWinnipeg 2045* (OurWinnipeg) and the *Complete Communities Direction Strategy 2.0* (Complete Communities). OurWinnipeg establishes an urban structure which applies two designations within the Plan Area. The portion of the Plan Area north of Sutherland Avenue is identified as part of the 'Mature Communities' designation, while the area south of Sutherland Avenue (including lands east of Higgins Avenue) is identified as a 'Major Redevelopment Site'. Policy direction regarding these designations is provided in Complete Communities. Notably, development of Major Redevelopment Sites must be guided by a secondary plan.

To respond to local community issues and opportunities, the policies and maps within this Plan are developed based on a comprehensive background study and a robust public engagement process. The Plan is practical, yet innovative, building on previous planning efforts and relevant background research.

1.2 PURPOSE OF THE PLAN

The purpose of the Plan is to ensure that growth and development within the Plan Area occurs in a manner that reflects local expectations and is both compatible and complementary to existing uses. The Plan aims to ensure that development occurs in a logical and integrated manner.

1.3 AUTHORITY OF THE PLAN

The *City of Winnipeg Charter Act* (Charter), section 234 provides The City of Winnipeg (City) the authority to adopt secondary plan by-laws "to provide such objectives or actions as Council considers necessary or advisable to address, in a neighbourhood, district or area of the city, any matter within a sphere of authority of the city".

The Plan is a secondary plan by-law adopted by the City pursuant to this section of the Charter. Under the Charter, all development applications submitted with respect to any lands within the Plan Area, as shown on **Figure 1 – Plan Area**, must conform with the policies of the Plan. In addition, under section 275 of the Charter, applications to rezone and/or subdivide properties must conform to the policies of the Plan or be refused without a hearing.

1.4 TIMEFRAME

The Plan is future-oriented, and guides development over a 25-year time horizon. However, the timing and eventual form of development depends on a variety of factors including market supply and demand, infrastructure investment, local and national economics, and landowner interest.

1.5 INTERPRETATION

1.5.1. Mapping and Figures

The maps in **Appendix A – Policy Maps** identify the extent of where the policy areas outlined in Chapter 3: Land Use apply throughout the Plan Area. Figures in the Plan and maps contained in **Appendix B –**

Reference Maps are conceptual and for illustrative purposes only, meant to assist in interpretation of the objectives and policies of this Plan.

The boundaries and locations of any symbols or areas shown on the maps and attached to and 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.

1.5.2. Policy

Where a statement of intent accompanies a policy or policies, it is provided for information purposes only to enhance the understanding of the policy or policies that follow.

Where the term "shall" is used in a policy, development must conform to that policy.

Where the term "should" is used in a policy, development is to conform to that policy unless unique circumstances make full compliance unfeasible. In such cases, deviation from the policy may be considered if alternate means of satisfying the original intent of the policy are achieved.

Where the term "may" is used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

Where a policy requires compliance at the development application stage, that requirement may be deferred to the Rezoning, Subdivision Approval (Plan Registration), or Development Permit or Building Permit stage, without requiring an amendment to the Plan.

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.

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

"**abut**" or "**abutting**" means immediately contiguous to or touching and, when used with respect to a lot or site, means that lot touches upon another lot, site, right-of-way, or piece of land and shares property line or boundary with it;

"**adjacent**" means properties or uses that would otherwise abut but are separated by a road or other publicly-dedicated right-of-way or pathway;

"**affordable housing**" refers to housing that falls within the financial means of a household living in either market or non-market dwellings. Housing is considered affordable when households spend no more than 30 percent of their before-tax income on housing-related costs, however this analysis is not always available. Housing may also be considered affordable if rent is at or below the Province of Manitoba's Affordable Housing Rental Program rate, or less than 80 percent of the median market rent;

"**community service facilities**" refers to community recreation centres, libraries, childcare, public schools and community agency spaces that provide social services such as public health services, human services, cultural services and employment services;

"**Council**" means the municipal council of the City;

"**dwelling, multi-unit**" refers to a building containing three or more dwelling units, in accordance with the City of Winnipeg Zoning By-law;

"**dwelling, row**" refers to a particular type of multi-unit dwelling that contains three or more dwelling units located side-by-side, where no dwelling unit is located entirely or partially above another dwelling unit, in accordance with the City of Winnipeg Zoning By-law;

"**dwelling, single-unit**" refers to a building containing one dwelling unit, in accordance with the City of Winnipeg Zoning By-law;

"**dwelling, two-unit**" refers to a building containing two dwelling units, either as two units side-by-side or above and below, in accordance with the City of Winnipeg Zoning By-law; and

"**shared streets**", in accordance with *The Highway Traffic Act,* refers to reduced-speed streets where formal boundaries between spaces dedicated to pedestrians and other modes of transportation are removed, and all persons using the shared street have equal access and priority.

1.6 MONITORING, REVIEW AND EVALUATION

The vision, objectives, and policies of the Plan will be subject to periodic review and update to ensure they remain current and relevant over time.

1.7 AMENDING THE PLAN

As a secondary plan by-law, application to amend the Plan must be submitted to the City of Winnipeg Planning, Property and Development Department for review and approval by Council. The applicant shall submit supporting information determined by a designated employee as necessary to justify and/or evaluate the proposed amendment. Figures in the Plan and reference maps contained in **Appendix B – Reference Maps** are conceptual and for illustrative purposes only; their modification does not require an amendment.

1.8 BACKGROUND AND SUPPORTING STUDIES

Several background studies were undertaken to support the development of the Plan, including an overall background study, a transportation study, an infrastructure and servicing study and two public engagement summaries.

2 PLANNING VISION AND GUIDING PRINCIPLES

The vision statement and guiding principles for the Plan articulate the preferred direction moving forward. The vision and principles for Point Douglas build on the area's strengths, and were developed through engagement with residents, businesses, and local groups.

2.1 VISION

Point Douglas will be a safe, unique, and inclusive neighbourhood that welcomes and accommodates people of all incomes, ages, backgrounds, and physical abilities. New development will expand the range of housing and amenities available, creating a complete community, and preserving affordability as the neighbourhood changes.

Point Douglas will be an area where ecological health and climate resilience are supported. Parks, open spaces, and community facilities will be safe and accessible, providing places to gather, play, and celebrate the neighbourhood's history and culture. This will include a publicly accessible parkway system along the Red River.

Walking and cycling throughout the neighbourhood will be convenient in all seasons, supported by complete streets that prioritize safety, accessibility, and comfort for all users. Reliable, frequent, and accessible public transit will keep the neighbourhood connected with other parts of the city. Development close to transit stations will provide appropriate and compatible employment opportunities, amenities and residential densities to maximize benefit of future rapid transit in Point Douglas.

2.2 GUIDING PRINCIPLES

As an extension of the key direction outlined in OurWinnipeg and Complete Communities, the following guiding principles provide a framework for the objectives and policies specified in the Plan.

RECONCILIATION

Continue to move forward in partnership with Indigenous communities in a spirit of truth, reconciliation, and collaboration.

SENSE OF PLACE

The neighbourhood's identity is shaped by its distinctive cultural heritage, long-standing community legacy, and established residential character. A high standard of liveability is supported by development that complements these qualities and contributes to a vibrant, inclusive, and well-designed public realm.

COLLABORATION

Meaningful neighbourhood change that respects local land-use preferences and priorities, is shaped by strong collaboration and partnerships with the community.

DIVERSE LAND USES

A balanced mix of residential, commercial, and light industrial land uses contributes to making Point Douglas a complete community with accessible amenities and diverse employment opportunities.

GROWING IN PLACE

Supporting the ability of residents to grow in place is essential to maintaining community stability and inclusivity. A diverse range of housing options, with a strong emphasis on affordability, ensures that long-term residents can remain in their neighbourhood while meeting the evolving needs of future generations.

NATURAL AMENITIES

A connected network of parks, greenspaces, and riparian zones is essential to supporting ecological health, recreation, and vibrant community life. Protecting and enhancing natural areas, while expanding access to public spaces, strengthens environmental resilience and fosters inclusive, active neighbourhoods.

CONNECTED

A well-connected transportation network for all modes of transportation, including walking, cycling, and motorized vehicles enables safe, efficient movement and strengthens links between people, places, and opportunities.

EFFICIENT INFRASTRUCTURE

Building and design practices that reduce greenhouse gas emissions, promote climate resilience, enhance biodiversity, and expand the urban tree canopy are essential to supporting long-term environmental health and livability. These approaches contribute to building a more adaptive, ecologically balanced, and future-ready neighbourhood.

3 LAND USE

The land use policy areas that guide future development in the Plan Area are illustrated in **Appendix A.1 Land Use Policy Map**. The land use policy areas are as follows:

- Infill Area;
- Mid-Rise Mixed-Use Area; and
- Higher-Rise Mixed-Use Area, which is divided further into sub-areas A, B, and C (see **Appendix A.2 Higher-Rise Mixed-Use Area Sub Areas**).

The next section provides general policy direction for the entire Plan Area, including architecture and site design, affordable housing, brownfield redevelopment, and proximity to rail operations policies. It is followed by sections containing the unique intent, objectives, and policies that apply to each land use policy area.

Policies of this chapter should be read in conjunction with subsequent chapters of the Plan which contain policy direction applicable to the entire Plan Area related to the Public Realm, Mobility, Building Community, Municipal Services and Utilities, and Implementation.

3.1 GENERAL

This section provides general policy direction for architecture and site design, affordable housing, and brownfield redevelopment in the Plan Area.

3.1.1. Objectives

A. Encourage development that reinforces and contributes to a pedestrian-oriented public realm that is aesthetically pleasing and reinforces community identity;

B. Encourage building and design practices that improve energy efficiency, reduce greenhouse gas emissions, promote climate resilience, enhance biodiversity, and expand the tree canopy;

C. Ensure development is informed by Crime Prevention through Environmental Design principles, in support of a safe and inclusive neighbourhood;

D. Protect built heritage features that contribute to the cultural landscape of the Plan Area;

E. Ensure the development of diverse housing options that include a range of sizes, forms, and tenures to accommodate a range of incomes, ages, and household types;

F. Maintain or increase the current supply of affordable rental housing;

G. Ensure brownfield sites are remediated appropriately; and

H. Ensure new development does not conflict with rail operations.

3.1.2. Architecture and Site Design Policies

1. To ensure a high level of urban design is achieved, all new development and redevelopment within the Plan Area is subject to the following design and siting criteria:

    a. buildings should be designed in a manner that orients the front façade to the public street, except where otherwise provided in this Plan;

    b. where a building is on a corner lot, the front façade should be oriented to the higher order street (e.g. the collector street, as opposed to local street);

    c. pedestrian entrances shall be prominently located, clearly visible from the street and easily accessible from the sidewalk;

    d. buildings should be designed to minimize energy consumption, such as incorporating passive building design standards for heating and cooling;

    e. building design elements such as materials, finishes, signage, window and door placement, height and massing of buildings, shall be used to provide visual interest complementary to the surrounding area;

    f. principal buildings shall not contain continuous blank walls on the ground floor facing a public street or public park space; and

    g. adequate space and conditions should be provided to incorporate shade trees and landscaping, including the preservation of established tree cover where possible.

2. New development and infrastructure located within proximity to existing and/or planned parks and open spaces, as generally illustrated in **Appendix B.1 Parks and Open Space Concept Plan**, is subject to the following design and siting criteria:

    a. any negative effects on ecologically significant natural lands, particularly riverbank vegetation, that would result from the development shall be mitigated;

    b. buildings should be oriented to maximize public access to parks and open spaces, especially along the riverbank as per section 4.2.2 of this Plan;

    c. where feasible, buildings should be oriented to maximize public views to parks and open spaces, providing clear sightlines and casual overlook to increase sense of safety;

    d. lighting should be dark sky friendly, including limiting upward directed lights;

    e. buildings should be located and designed to mitigate impacts to seasonal wind conditions and sunlight on adjacent parks and open spaces;

    f. where loading areas, servicing areas, and/or surface parking are deemed necessary, they shall be located to minimize vehicular parking abutting parks; and

    g. landscaping shall be included to screen vehicular parking, loading and service areas from abutting parks.

3. Notwithstanding any other provisions within this Plan, development in the Mid-Rise Mixed-Use and Higher-Rise Mixed-Use Areas are subject to the following design and siting criteria:

   a. pedestrian pathways and entrances shall be fully illuminated, with any pole-mounted fixtures designed to be pedestrian-scale and minimize upward-directed light;

   b. outdoor amenity spaces that provide opportunities for social interaction shall be encouraged as part of multi-unit residential developments;

   c. publicly accessible gathering places at accessible and highly visible locations, such as pedestrian plazas, outdoor seating areas, and patios, will be encouraged as a complement to the public realm;

   d. waste collection areas accessible by City solid waste collection shall be required for all commercial and/or residential development; and

   e. any portion of a building exceeding 13.7 m (45 ft) in height shall not extend into a 45-degree angular plane projected toward the site from 12 feet above grade at the property line of an adjacent or abutting lot in the Infill Area (illustrated in **Figure 2 – 45-Degree Analysis**).

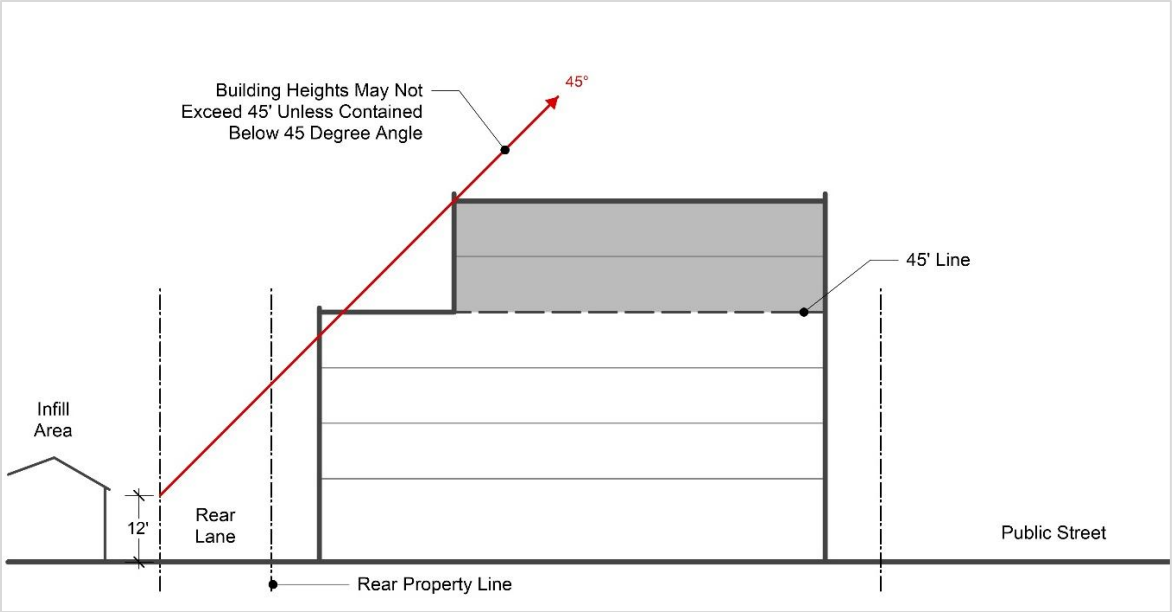


Figure 2: 45-degree analysis

4. Innovative and flexible solutions to vehicle parking are encouraged, including but not limited to the following:

   a. shared parking agreements;

   b. dedicated spaces for car-share vehicles;

   c. public electric vehicle charging stations; and

   d. provision of accessible outdoor and indoor lockable bicycle parking spaces.

5. In the Mid-Rise Mixed-Use and Higher-Rise Mixed-Use Areas, loading facilities for both person and service loading and delivery loading shall be provided, in accordance with policy 5.27.b, if deemed necessary by the City.

6. Off-street vehicle parking and loading is subject to the following placement and design criteria:

    a. off-street parking areas shall not be located in front yards;

    b. off-street parking shall not be located in the corner side yards of lots adjacent to Sutherland Avenue;

    c. where possible and appropriate, loading and service entrances shall be located at the rear of buildings;

    d. a landscaped buffer shall be provided to visually screen the off-street parking areas where it is visible from the public road or a public park space; and

    e. where there is more than one row of surface parking stalls, landscaping should be provided between rows.

7. Notwithstanding policy 6(a) of this section, off-street vehicle parking located in the front yard may be considered:

    a. on lots abutting the river provided the building is integrated with public park space along the river in a manner which preserves the intent of Chapter 4: Public Realm; or

    b. on lots fronting Higgins Avenue where the parking acts as a buffer from vehicular traffic.

8. Shared service areas will be considered for mixed-use developments when appropriate.

9. Redevelopment proposals should incorporate existing structures of architectural or historical interest, where feasible and appropriate, and provide rationale for adaptive reuse or demolition as part of development applications. Opportunities that may be considered include, but are not limited to, the following:

    a. adaptive reuse of the existing structure;

    b. an addition where the new construction scale and massing does not obscure the heritage attributes of the existing structure; or

    c. preservation of the existing structure's façade or architectural features.

10. To ensure compliance with the policies of this Plan and other applicable by-laws, applicants are encouraged to undertake an urban design review before the commencement of:

    a. any development, redevelopment, expansion, or exterior alteration of principal buildings in the Mid-Rise Mixed-Use Area and Higher-Rise Mixed Use Area; and

    b. any residential development exceeding four units in the Infill Area.

11. New development of sensitive uses, such as residential, shall mitigate potential negative impacts of rail operations that are in proximity to the new development, to the satisfaction of the City (e.g. setbacks, berms, and/or fencing).

12. Development shall be subject to the policies contained in Chapter 7 and any applicable City water and sewer By-law requirements.

3.1.3. Affordable Housing Policies

1. New multi-unit residential developments located in the Mid-Rise and Higher-Rise Mixed-Use Policy Areas are encouraged to include a mix of tenure types, market, and non-market housing.
2. Applicants may be required to demonstrate how their proposed development responds to the City of Winnipeg Housing Policy and other Council-adopted plans and policies related to affordable housing.
3. The establishment of new or expansion of existing single-room occupancies may be permitted in the Mid-Rise Mixed-Use and Higher-Rise Mixed-Use Policy Areas.
4. New residential or mixed-use development on a site 836.1 sq m (9,000 sq ft) or greater in size, or containing over 20 dwelling units, should provide and maintain at least 20 percent of total new units as affordable housing.
5. New multi-unit residential development should include a mix of unit sizes, including units containing two or more bedrooms.

3.1.4. Brownfield Redevelopment Policies

1. Contaminated soil that needs to be relocated off-site as a result of property development must be disposed of in accordance with relevant Provincial regulations.
2. In accordance with the *Contaminated Sites Remediation Act* contaminated sites must be remediated as necessary prior to development.
3. Prior to any new development a Phase 2 Environmental Site Assessment (ESA) is encouraged, to identify remediation requirements for properties:
    a. with a history of potential environmental concern, such as a current or former industrial site;
    b. with a record on the Provincial Contaminated Sites Registry; and
    c. within 50 metres of sites with a record on the Provincial Contaminated Sites Registry.
4. In addition to policy 2 of this section, proposals for development of sites with a record in the Provincial Contaminated Sites Registry shall include a review of historic environmental reports.
5. Strategies and incentive programs that encourage government collaboration to facilitate brownfield redevelopment will be encouraged.

3.2 INFILL AREA

Policies within this section apply to the Infill Area as shown in **Appendix A.1 Land Use Policy Map**.

The Infill Area provides primarily for the development of new low-rise residential building types such as single-unit dwellings, two-unit dwellings, and certain styles of multi-unit dwellings where compatible with the existing character.

3.2.1. Objectives

A. Maintain the area as primarily residential;

B. Increase residential density through infill and redevelopment opportunities; and

C. Encourage suitable building types and site designs to ensure new development fits well and responds appropriately to site conditions and surrounding context.

3.2.2. Policies

1. Single-unit dwellings, two-unit dwellings, row dwellings, and other multi-unit dwellings with up to four units shall be the predominant use of land.
2. New public and institutional uses, such as daycares and non-regional recreational uses, may be allowed within the Infill Area, where determined by the City to be compatible and appropriate. The design of the site shall mitigate any negative impacts of the use on adjacent residential uses.
3. Commercial and industrial uses shall not be permitted as primary uses.
4. New development:
    a. shall take exclusive access from a back lane where available;
    b. shall have a maximum building height of four storeys; and
    c. should, other than row dwellings, be limited to four dwelling units per building.
5. Multi-unit dwellings that exceed four units may be considered where the design and siting mitigates negative impacts on light, view and privacy of abutting residential buildings and land. Mitigative solutions that may be considered include, but are not limited to, the following:
    a. the placement of landscaping and/or fencing to reduce visual impacts of the development; and
    b. locating and massing the development on the portion of the site immediately abutting residential uses in a manner that respects the adjacent residential scale and character through lower building height and/or increased setback.

3.3 MID-RISE MIXED-USE AREA

Policies within this section apply to the Mid-Rise Mixed-Use Area shown in **Appendix A.1 Land Use Policy Map**.

The Mid-Rise Mixed-Use Area will develop as the social heart of the community. It will provide opportunities for a mix of low and medium density residential uses complemented by commercial, public, institutional, and recreational uses. The public realm will be designed to encourage social activity and alternative forms of transportation, with strong connections to the planned rapid transit route along Sutherland Avenue.

3.3.1. Objectives

A. Provide areas to accommodate two-unit dwellings, row dwellings, and multi-unit dwellings;

B. Encourage mixed-use development that integrates residential, employment, and recreational opportunities;

C. Encourage the development of Euclid Avenue and Sutherland Avenue as mixed-use, pedestrian-focused, neighbourhood main streets;

D. Encourage intensification of development in proximity to planned rapid transit stations;

E. Create a transition between taller buildings in the Higher-Rise Mixed-Use Area and lower buildings in the Infill Area; and

F. Minimize the visual impact of parking, service areas and similar elements on the public realm.

3.3.2. Policies

1. Multi-unit residential and mixed-use buildings shall be the predominant land use.
2. Single-unit, two-unit, and row dwellings shall be discouraged on lots abutting Sutherland Avenue.
3. New industrial uses and/or the expansion of existing industrial uses shall not be permitted.
4. The siting and design of new public and institutional uses, such as daycares and recreational uses, should mitigate negative impacts of the use on adjacent residential uses.
5. Mixed-use buildings combining residential with compatible commercial uses on the ground floor are encouraged throughout the Mid-Rise Mixed-Use Area.
6. Stand-alone neighbourhood-oriented commercial uses are encouraged, except on lots north of Euclid Avenue that front onto Austin Street North.
7. Stand-alone commercial uses that support the broader community, by providing amenities and complementary services to residents of the Plan Area, may be allowed on Euclid Avenue and Sutherland Avenue.
8. Development of commercial uses will be encouraged to provide flexible spaces that can act as business incubators.

9. Notwithstanding any other policy in this section, automobile-oriented commercial uses, such as drive-in or drive-through facilities, shall not be permitted.

10. New development is subject to the following building height criteria:

    a. minimum height shall be two storeys; and

    b. maximum height shall be six storeys subject to the requirements of policy 3.1.2.3.e.

11. Excluding accessible parking spaces, reductions in parking requirements may be allowed in the following circumstances:

    a. where a lot abuts Sutherland Avenue, a removal of parking requirements may be allowed;

    b. where a lot does not abut Sutherland Avenue, a maximum of 0.5 off-street parking spaces per dwelling unit may be allowed; and

    c. where a solution can be provided which addresses on-street parking capacity, to the satisfaction of the City.

3.4 HIGHER-RISE MIXED-USE AREA

Policies within this section apply to the Higher-Rise Mixed-Use Area shown in **Appendix A.1 Land Use Policy Map**, including some policies specific to each of the sub-areas identified in **Appendix A.2 Higher-Rise Mixed-Use Area Sub** Areas. This section also provides policy direction specific to industrial uses in this area.

The Higher-Rise Mixed-Use Area will develop as a mixed-income, mixed-use community with significant affordable housing in mid-rise and higher-rise buildings. The transformation of this primarily industrial area to a thriving mixed-use neighbourhood will build off successes from the nearby redevelopment along Waterfront Drive, and the planned routing of bus rapid transit along Sutherland Avenue.

Existing non-residential land uses will largely be incorporated into the Higher-Rise Mixed-Use Area. To ensure employment uses remain in the neighbourhood, especially while the area transitions to mixed-use, certain areas are reserved for continued industrial use.

3.4.1. Objectives

A. Leverage planned rapid transit infrastructure along Sutherland Avenue to enable transit-oriented growth;

B. Provide areas to accommodate high density residential, mixed-use, and local commercial uses such as the continuation of development along Waterfront Drive;

C. Promote a liveable and walkable neighbourhood with easy access to services and amenities;

D. Accommodate the expansion or establishment of industrial uses that provide local employment opportunities in appropriate locations, while transitioning away from heavy industrial uses;

E. Preserve lands adjacent to the river for the use and enjoyment of the public through the establishment of an integrated park, open space and pathway network; and

F. Provide and maintain a minimum of three public access points south of Higgins Avenue to the river.

3.4.2. Policies

1. Multi-unit residential and mixed-use buildings shall be the predominant land use.
2. High residential densities are encouraged, particularly in proximity to proposed rapid transit stations.
3. Retention, renovation, and additions to existing single-unit and two-unit residential uses shall be permitted.
4. New single-unit and two-unit residential uses shall not be permitted except where the lot fronts onto Curtis Street, Boyle Street, or Grace Street south of Higgins Avenue.
5. Live/work units or artist studios integrated into larger developments shall be encouraged.

6. Notwithstanding any other policies in this section, residential development shall not be permitted in sub area C as shown on **Appendix A.2 Higher-Rise Mixed-Use Area Sub Areas**, except that:
    a. rezoning to permit high density residential uses east of Mordaunt Street may be considered, provided that land may be assembled to allow for large scale residential is feasible and adequate buffering from remaining industrial uses is provided.
7. The siting and design of new public and institutional uses, such as daycares and recreational uses, should mitigate negative impacts of the use on adjacent residential uses.
8. Neighbourhood-oriented commercial uses and commercial uses that support the broader community shall be permitted.
9. Notwithstanding policy 8 of this section:
    a. new automobile-oriented uses shall not be permitted on Sutherland Avenue, and are discouraged elsewhere in the Higher-Rise Mixed-Use Area;
    b. existing automobile-oriented uses on Sutherland Avenue shall be considered non-conforming;
    c. auto-accessed drive-through facilities shall not be permitted.
10. Development of commercial uses will be encouraged to provide flexible spaces that can act as business incubators.
11. Retention and expansion of arts and culture uses will be supported in sub-area A as shown on **Appendix A.2 Higher-Rise Mixed-Use Area Sub Areas**, in accordance with section 6.2.
12. New development is subject to the following building height criteria:
    a. minimum height shall be two storeys, or three storeys where the building has more than two dwelling units; and
    b. maximum height shall be six storeys subject to the requirements of policy 3.1.2.3.e.
13. Notwithstanding policy 12(b) of this section, a greater maximum building height between seven and sixteen storeys may be permitted if the following criteria are met to the satisfaction of the City:
    a. the lot is a minimum of 1,858.1 sq m (20,000 sq ft) in area; and
    b. a sun and shadow study is submitted which demonstrates that the building's siting and design will maintain sufficient sunlight exposure on any surrounding residential properties and public spaces.
14. Excluding accessible parking spaces, removal of parking requirements may be allowed for residential or mixed-use development in the Higher-Rise Mixed-Use Area.
15. The development of gathering places and active areas, such as pedestrian plazas, outdoor seating areas, and patios at prominent, highly visible locations is encouraged in both the public and private realms.

16. The following design criteria apply to new development, except light industrial, fronting on Sutherland Avenue:
    a. the ground floor should include street-oriented commercial uses such as retail, restaurant, entertainment, or personal services, with residential or office uses above; and
    b. the ground floor façade of any building shall be designed so that the majority features active interior space (portions of a building that are in regular use by people such as lobbies, retail interiors, dining areas, classrooms, offices, meeting rooms, and living spaces).
17. Development adjacent to the river:
    a. shall contribute to and/or enhance the pedestrian-oriented realm whenever possible, and as appropriate;
    b. should design buildings in a manner that orients the front façade towards either a public street, or public park space adjacent the river;
    c. should design buildings in such a manner as to maintain or create views to the river from the public realm and proposed buildings;
    d. should design buildings to mitigate impact to existing vegetation, especially mature trees;
    e. is encouraged to leverage its proximity to the river through business opportunities, such as ecotourism and recreational activities; and
    f. is encouraged to support, or be accessory to, the establishment of a continuous linear parkway and public gathering spaces.
18. Any future redevelopment of the Buchanan Boat Launch site east of Higgins Avenue adjacent to the river should consider the following:
    a. expansion and/or redevelopment of the existing boat launch to include a marina with public access and other types of water recreation and programming;
    b. establishment of an interpretive centre to facilitate land-based education programming and recreation; and
    c. inclusion of private mixed-use development as part of the redevelopment in a manner which maintains public access to the river and is consistent with the overall intent of the Higher-Rise Mixed-Use Area.
19. Public access to the river should be provided or maintained south of Higgins Avenue at intervals of approximately 200m (656.12 ft), and shall include access at the following locations:
    a. the southern terminus of Annabella Street; and
    b. land southeast of the intersection of Higgins Avenue and Acores Street.

3.4.3. Industrial Use Specific Policies

1. New heavy industrial uses and/or the expansion of existing heavy industrial uses, as outlined in the Zoning By-law, shall not be permitted.
2. The expansion or establishment of light or general industrial uses shall be permitted in sub-area C, and may be considered in sub-area B, as shown in **Appendix A.2 Higher-Rise Mixed-Use Area Sub Areas**, if:
    a. no nuisance factor is created or apparent outside an enclosed building;
    b. outdoor activities such as loading and service are limited;
    c. outdoor storage of materials is limited and adequately screened from public roads; and
    d. there is no outdoor waste, or salvage.
3. The expansion or establishment of light or general industrial uses shall not be permitted in sub-area A as shown on **Appendix A.2 Higher-Rise Mixed-Use Area Sub Areas**. Existing industrial uses shall be considered non-conforming.
4. Notwithstanding policy 3 of this section, the expansion or establishment of light or general industrial uses may be considered if it can be demonstrated, to the satisfaction of the City, that the development will not interfere with the objectives of this section.
5. Where a new or expanding light or general industrial use is located adjacent to a residential use, the design and siting shall mitigate any negative impacts on enjoyment and use of the residential properties. This could include the addition of trees and vegetation or other forms of buffering.

4 PUBLIC REALM

This chapter provides general policy direction related to the public realm within the Plan Area and policy direction specific to a linear parkway along the riverbank.

The location of existing and potential future parks and open spaces in the Plan Area are identified in **Appendix B.1 Parks and Open Space Concept Plan**. Objectives and policies guide the provision of new parks and improvements to existing parks, coordinated with enhancements to other elements of the public realm, to create a connected and cohesive public realm network serving Point Douglas. This includes connecting the North Winnipeg Parkway, an active transportation corridor intended to connect The Forks to the Chief Peguis Trail along the Red River, through Point Douglas. The North Winnipeg Parkway is part of the Trans Canada Trail.

4.1 OBJECTIVES

A. Guide the provision of new parks and improvements to existing parks;

B. Create a connected and cohesive public realm;

C. Ensure residents have easy access to year-round recreational opportunities, such as a park or natural space, within walking distance of their home;

D. Encourage the development of gathering places and active areas that provide opportunities for social interaction, such as pedestrian plazas, at highly visible locations;

E. Develop an attractive and safe riverfront easily accessible by the public;

F. Protect, maintain, and restore existing natural areas and riparian zones to support aquatic health, riverbank stability, flood protection and habitat biodiversity; and

G. Establish a continuous linear parkway system along the river.

4.2 POLICIES

1. Locations for new parks and open spaces are conceptually shown in **Appendix B.1 Parks and Open Space Concept Plan.** The precise size, location and configuration of new public realm elements will be identified and secured through the development process, and as other opportunities arise. Refinements to new public realm elements including new parkland and open spaces will not require an amendment to this Plan provided refinements are consistent with the objectives and policies of this Plan.

2. Provision of park and open space will be in accordance with the *Winnipeg Recreation Strategy* and the *Winnipeg Parks Strategy*.

3. The provision of new parks and open space will be encouraged to pursue opportunities such as:

    a. converting existing rights-of-way, surface parking lots, derelict properties, sites requiring environmental remediation, and land acquisition; and

b. consolidating parkland dedication from more than one development to create a larger park.

4. Nothing in this Plan shall prevent areas south and/or east of Higgins Avenue being developed as neighbourhood, community or regional park space.

5. The provision of an off-leash dog park in the Plan Area, in accordance with the City's *Off Leash Dog Areas Master Plan*, is encouraged.

6. Parks and recreation needs should be re-evaluated as growth occurs to account for recent development, residential growth targets, higher levels of poverty, and desired amenities.

7. Parks, open spaces, and other investments in the public realm should be informed by Crime Prevention through Environmental Design principles, including:

   a. providing clear paths of visibility and natural surveillance through design;

   b. providing adequate lighting, in coordination with Manitoba Hydro where necessary, that is pedestrian-scaled and designed to limit upward directed light;

   c. controlling access through well-demarcated entrances and exits;

   d. clearly defining public, semi-private, and private space to increase a sense of ownership; and

   e. designing space to be easily maintained.

8. The design of the public realm should incorporate principles of sustainable landscapes, which may include, but are not limited to:

   a. the provision of shade trees, and other shade structures;

   b. naturalized landscaping, particularly using native plant species that are more resistant to drought; and

   c. encouraging adoption of boulevards by community groups or private individuals for the purposes of gardening and maintenance, provided access to city services and infrastructure are maintained.

9. New developments will be encouraged to enhance the public realm by including gathering places and active areas at accessible and highly visible locations. This may include pedestrian plazas, outdoor seating areas, and patios.

10. Fees collected through land dedication should be directed to providing and enhancing park space in the Plan Area.

11. In addition to land dedication, the City may consider easements and/or purchasing land to designate areas for environmental conservation and/or ensure compliance with the objectives and policies of this Plan.

12. The City should pursue opportunities to enhance the public realm, including existing parks and open spaces. This may include, but is not limited to, the following:

   a. planting micro forests (or pocket forests) to reduce urban heat island effect and provide opportunities to connect people with nature;

b. supporting food security by incorporating community gardening, urban farming and edible plantings where feasible, provided any concerns regarding contaminated soil have been adequately addressed;

c. expanding or improving connections to existing parks and open spaces, where feasible when adjacent sites are being redeveloped;

d. increasing programming options for parks and open spaces through partnerships, including partnerships with community organizations;

e. where appropriate, considering temporary or semi-permanent commercial amenities in public spaces that increase use, expand recreational opportunities, or complement existing park amenities; and

f. facilitating increased community use of the public realm—such as gardens, markets, and other activities—by implementing strategies that reduce financial and administrative barriers.

4.2.2. Riverbank Linear Parkway Policies

1. The City shall assemble and enhance riverbank properties, or portions of properties, when suitable sites become available, whether through acquisitions or as part of the development application process.

2. The potential for pedestrian, visual, and/or wildlife habitat connections to the river shall be considered in the design and review of proposed development.

3. Development adjacent to the river is encouraged, where appropriate and in coordination with the City, to:

   a. improve physical and visual access to the river using elements such as stairs, ramps, bridges, signage, viewpoints, interpretation elements and other means, as appropriate; and

   b. include landscape elements designed to promote biodiversity, prioritize native plants and improve habitat connections adjacent to the river.

4. Expanded use of the river should be promoted by:

   a. encouraging the redevelopment of the boat launch site to include seasonal public docks that could be expanded to include a docking station for commercial river taxis.

   b. establishing stronger connections to the river from Michaëlle Jean Park, including construction of a canoe launch;

   c. protecting and expanding safe seasonal access to the river, including through the property development process; and

   d. working with the Forks Renewal Corporation to establish river connections to Point Douglas.

5. Enhancements along the Rover Avenue right-of-way should be considered, including:
    a. development and maintenance of small park areas and other amenities of interest;
    b. provision and enhancement of the active transportation environment; and
    c. adjustments to vehicular traffic movement and speed as appropriate.
6. The impacts of public access in or near riparian habitats shall be minimized by defining and developing trails which maximize public safety while minimizing human impact on the most sensitive and vulnerable areas.

5 MOBILITY

This chapter provides general policy direction on mobility within the Plan Area. It guides the design and redesign of transportation infrastructure within the Plan Area, to ensure a variety of transportation options are available to suit community needs.

Existing roads and active transportation paths are identified in **Appendix B.2 Transportation Network Concept Plan**. The map also identifies potential active transportation paths and the planned future bus rapid transit route. The planned bus rapid transit route along Sutherland Avenue and across a new Louise Bridge creates a significant opportunity to re-imagine mobility in the Plan Area. The planned bus rapid transit design includes:

- a transit boulevard and pedestrian and cycling infrastructure on Sutherland Avenue,
- a new signalized intersection at Main Street and Sutherland Avenue,
- a new pedestrian crossing under the railway near the Disraeli Freeway, and
- two bus rapid transit stations along Sutherland Avenue, one at the intersection of the Disraeli Freeway and another at the intersection of Higgins Avenue.

5.1 OBJECTIVES

A. Provide an efficient and accessible transportation network that considers all users and modes, while prioritizing the comfort and safety of cyclists, pedestrians, and public transit riders;

B. Ensure that the active transportation network is designed and maintained to address year-round demand;

C. Promote linkages, particularly for active transportation, within the Plan Area and to surrounding neighbourhoods;

D. Ensure the Plan Area is designed to accommodate attractive, efficient, and easy to use public transit services;

E. Ensure connectivity within the Plan Area by providing direction for the design of internal roads; and

F. Ensure new development and infrastructure does not conflict with primary truck route operations.

5.2 POLICIES

1. The location of existing arterial, collector, and local roads within the Plan Area is shown in **Appendix B.2 Transportation Network Concept Plan**. The exact locations of any new roads shall be refined at the development application stage.

2. The establishment and/or enhancement of safe and accessible transportation connections within the Plan Area and to adjacent neighbourhoods, parks and recreational opportunities, will be prioritized. This includes:
    a. providing links between unconnected portions of off-street pathway systems, sidewalks, and cycling routes; and
    b. considering the construction of an active transportation bridge connecting South Point Douglas to St. Boniface.
3. Notwithstanding any policy in this section, proposed changes to cycling and pedestrian networks in the Plan Area should align with the vision and direction strategies of the *Winnipeg Pedestrian and Cycling Strategies* and accommodate both recreational and commuter travel.
4. The following design considerations shall guide any street-related improvements, modifications, or renewals within the Plan Area:
    a. road safety improvements shall be informed by the *Winnipeg Road Safety Strategic Action Plan*, with a particular focus on improving pedestrian and cyclist safety and reducing collisions;
    b. street renewals should align with the *Winnipeg Streetscape Design Standards Manual* and reflect the character of the neighbourhood.
    c. existing or future low-traffic routes may be designed as shared streets, in accordance with *The Highway Traffic Act*; and
    d. opportunities for creative on-street parking management should be considered, including the provision of electric vehicle charging spaces (or be electric vehicle ready) and dedicated car share spaces.
5. The design or redesign of roads – particularly Sutherland Avenue, Higgins Avenue, and Euclid Avenue – shall seek opportunities to enhance the public realm by:
    a. including sidewalks that that meet accessibility standards on both sides of the street, except for permanent shared streets, particularly where outdoor seating and retail activities are expected;
    b. including wayfinding and furnishing zones that incorporate elements such as benches and community planters at key locations, like public transit stops, to maximize pedestrian comfort;
    c. integrating cycling and active transportation facilities such as bicycle parking spaces and lockers;
    d. including traffic calming to improve pedestrian safety, such as reduced crossing distances at intersections, and buffers between the road and pedestrian areas.
    e. including landscaping, with necessary space and soil volume to support healthy shade trees and achieve canopy cover targets in accordance with the *Winnipeg Comprehensive Urban Forest Strategy*;

f. incorporating green infrastructure, where feasible, such as the reduction of street widths to accommodate bioswales to increase permeability and enhance stormwater management;

g. emphasizing public access points to the river where they connect with streets by prioritizing active transportation and framing views to the river;

h. engaging with local community and Indigenous groups in the design of streets, where appropriate; and

i. considering community priorities, including the policies of this Plan, and allowing for deviation from city-wide specifications where appropriate.

6. New development and infrastructure shall not impede the ability to provide effective public transit service within the Plan Area. The following design and siting considerations should be made for any development near a public transit route:

   a. most dwelling units should be located within walking distance from a public transit stop or station;

   b. the design and siting of development adjacent to public transit stops and stations should consider the safety, convenience, and comfort of transit riders arriving, waiting, or departing the stop; and

   c. where possible, development near public transit stops and stations should include neighbourhood amenities and/or residential uses to improve the safety, convenience, and comfort of transit riders.

7. To ensure the future Eastern Transit Corridor design can be accommodated, including replacement of the Louise Bridge, development and infrastructure located along the route (illustrated in **Appendix B.2 Transportation Network Concept Plan**) shall be subject to the following design and siting criteria:

   a. any building shall be sufficiently setback, at the discretion of the City; and

   b. all loading areas shall be located entirely on the property they service or within existing curb-to-curb road widths of adjacent local streets, without removing space from the pedestrian right-of-way or sidewalk amenity zone.

8. Intensification and infill projects should respect the existing patterns of streets, lanes, blocks, and public open spaces.

9. Applications for redevelopment of large blocks, as well as the former industrial lands east of Higgins Avenue, shall be designed with the following considerations:
    a. to increase walkability and enhance the pedestrian-oriented public realm;
    b. to create additional public streets, where deemed necessary to improve connectivity and ensure an interconnected road pattern; and
    c. to identify future road connections at strategic locations to provide seamless connections to future development.
10. Private front approaches should not be permitted along arterial and collector roads.
11. Notwithstanding any other policy in this plan, new development shall not impede Higgins Avenue as a primary truck route.

6 BUILDING COMMUNITY

This chapter provides policy direction specific to:

- Arts, culture, and heritage;
- Supporting development;
- Inclusive economic development; and
- Community facilities.

This Plan outlines a vision for Point Douglas that balances physical growth with community identity. The history of Winnipeg's Point Douglas neighbourhood is rich and constantly evolving. First populated by Indigenous communities, Point Douglas eventually became the first residential district established in Winnipeg. An influx of workers and industrial development followed the Canadian Pacific Railway routing through the neighbourhood in 1881. The neighbourhood has many sites and buildings that represent the areas many transformations, preserving these places is importance for maintaining neighbourhood character and sense of place.

Point Douglas offers diverse affordable housing options, and future investments like the Sutherland Avenue rapid transit corridor will bring new development opportunities. This Plan prioritizes housing affordability, preventing displacement, and supporting community-led housing initiatives through policy, advocacy, and incentives.

Building community also means investing in arts, inclusive economic development, and accessible facilities—creating spaces for connection, creativity, and opportunity. Together, these policies aim to make Point Douglas vibrant, resilient, and welcoming to all.

6.1 OBJECTIVES

A. Promote continued presence of arts and culture, including the establishment of public art, with an emphasis on recognizing and celebrating Indigenous cultures and histories in public spaces;

B. Encourage recognition, conservation, and repurposing of buildings and spaces that contribute to the cultural landscape of the Plan Area;

C. Ensure an attractive and safe neighbourhood;

D. Increase overall housing supply, with a specific focus on affordable housing, by promoting the development of new housing and encouraging both the maintenance and revitalization of existing housing stock;

E. Advance social equity and economic inclusion for current and future residents; and

F. Support and encourage growth and development, including local institutions, community spaces, and facilities.

6.2 ARTS, CULTURE, AND HERITAGE

1. Development is encouraged to include, retain, and expand arts and culture uses through the inclusion of dedicated spaces for such uses.
2. To support and promote a thriving art and culture scene in Point Douglas, cultural events, street festivals, cultural attractions, and spaces for culture sector employment are encouraged.
3. Indigenous art, culture and history should be featured prominently and in a meaningful way in the public realm network through:
    a. placemaking, public art, naming (as outlined in any applicable naming policy), land-based education, ceremonial gatherings, and other initiatives in partnership with Indigenous communities;
    b. protecting and creating safe spaces for Indigenous cultural and ceremonial practices; and
    c. planting and identification of Indigenous foods and medicines in partnership with the Indigenous community.
4. Public art should be diverse and reflect the history and vibrancy of Point Douglas, to contribute to a sense of place.
5. Opportunities for the local arts community and local artists to participate in the provision of public art will be encouraged.
6. The voluntary application for a building, land, or an element thereof to be listed as a heritage resource, is encouraged in accordance with applicable City of Winnipeg heritage conservation bylaws.
7. The City should prioritize programs and policy tools that encourage the conservation and repurposing of heritage resources, which may include the following:
    a. development incentives (e.g. tax increment financing) for projects that redevelop heritage resources; and
    b. condition assessment grant programs to help the City and owners procure engineering assessments of the structural viability, and viability of remediation, of the historical resource.

6.3 SUPPORTING DEVELOPMENT

1. A culture of safety and crime prevention may be promoted by building trusting relationships with residents and organizations to enable collaborative action.
2. Consider partnerships with community organizations and other levels of government to develop innovative ways to efficiently address litter and waste in the public realm. This could include supporting people through income generation opportunities.
3. The City will support opportunities to advance inclusive economic development in the Plan Area. Opportunities may include, but are not limited to, the following:

a. coordinating public infrastructure projects with new private development projects to encourage economic growth and ensure alignment in placemaking efforts;

b. supporting initiatives that promote Indigenous-led economic development, including partnerships for consultation and collaboration in planning and development projects;

c. encouraging commercial community land trusts and cooperative models to secure new commercial space; and

d. fostering partnerships between the private sector, non-profit organizations, and all levels of government to help innovative housing projects and other community projects come to fruition.

4. The retention of existing affordable housing in the Plan Area should be prioritized and advanced through various program and policy tools. This may include:

   a. encourage the repair, maintenance, and retention of existing rental and non-rental housing; and

   b. ensure tenant and landlord rights and responsibilities are protected.

5. The City should prioritize and advance the development of vacant lots and lots used for surface parking and/or storage, as well as the redevelopment of vacant or derelict buildings, in the Plan Area through various program and policy tools. These may include, but are not limited to, the following:

   a. proactive identification of vacant buildings;

   b. encouraging By-law Enforcement Officers to engage and educate the community on issues related to vacant buildings, including identification and the City's enforcement processes;

   c. acquisition of vacant lots to create additional community greenspaces for local community-building initiatives supported through grant programs, such as community gardens and tot lots; and

   d. use of regulatory tools or financial incentives.

6. The City will support the development of new affordable housing in the Plan Area, through programs and policies. These may include, but are not limited to, the following:

   a. collaborating with non-profit groups, community organizations, private developers, and other levels of government;

   b. selling or leasing City-owned lands to non-profit groups for the development of affordable housing;

   c. offering density bonuses for developments that include affordable units;

   d. prioritizing affordable housing development applications, including assisting applicants with the development process;

   e. providing financial support through capital grants and/or tax-increment financing; and

   f. encouraging opportunities for community land trusts and cooperative models to secure new affordable housing.

7. Strategies to guide new residential development in the Plan Area are encouraged, including:
    a. the development and maintenance of a Neighbourhood Housing Plan, as facilitated by the City of Winnipeg Housing Policy;
    b. the creation of targeted incentive programs that provide greater certainty to potential investors, such as the Gomez-MacDonald Residential Development Investment Zone outlined in the Exchange District Community Investment Strategy;
    c. exploring opportunities to expand the boundaries of CentreVenture into the Higher-Rise Mixed Use Area; and
    d. investing Federal and Provincial funding directly through grants to housing projects, and indirectly through public infrastructure improvements.
8. The City should consider the implementation of incentives to support developers in the integration of sustainable design into their developments within the Plan Area. This could include expedited permitted processes, financial incentives, or technical assistance on projects that meet or exceed the standards.

6.4 COMMUNITY FACILITIES

1. The City is encouraged to conduct an audit of existing public and institutional buildings to identify any necessary upgrades required to comply with current accessibility code requirements.
2. The City is encouraged to consider strategies for increasing use of community recreation centres, including partnerships with community organizations. A wide range of inclusive programming should be provided, with opportunities for people of all ages and abilities.
3. The City is encouraged to identify locations to install public water sources that can be adapted for the use of emergency cooling systems like misting stations.
4. New community service facilities, to support population growth and complete communities, are encouraged to be:
    a. Supported by a well-designed public realm and located in highly visible and accessible locations with strong pedestrian, cycling, and transit connections;
    b. Designed to provide flexible, multi-purpose space that can be used throughout the year to deliver diverse programming and adapt over time to meet varied needs;
    c. Incorporated at grade or within the lower storeys of mixed-use buildings containing other uses;
    d. Designed with an equity lens and through consultation with local community to create spaces that are safe, accessible and inviting for all, including by identifying and removing barriers for the most marginalized and vulnerable community members.

5. Community service facilities are encouraged to provide free, publicly accessible Wi-Fi, including within adjacent outdoor open spaces, to provide equitable access to the internet and technology.
6. Community service facilities are encouraged to include:
    a. Landscaping and outdoor spaces that support community food production;
    b. Food preparation spaces including community kitchens and spaces for food processing and distribution;
    c. Spaces to support educational programming and entrepreneurship; and
    d. Spaces for large community gatherings.

7 MUNICIPAL SERVICES AND UTILITIES

This chapter provides general policy direction for the provision of municipal services and utilities, and policy direction specific to flood protection.

Wastewater treatment capacity at the North End Wastewater Treatment Plant is currently limited, which may in turn limit development in the Plan Area until treatment system upgrades are complete. Additionally, the development envisioned in Chapter 3 may require improvements to municipal servicing capacity. Land drainage from, and wastewater generated in, the Plan Area are handled by the combined sewer system. In the past decades, portions of the combined sewer system have been partially separated from the land drainage sewer.

To comply with Clause 8 of the *Provincial Environment Act Licence* #3042 ("the Licence"), development must ensure that the sum of wastewater and land drainage discharges into the combined sewer system do not increase. Compliance with the Licence may be achieved at the property level for sites serviced only by a combined sewer (ie. without a separate land drainage sewer). In these cases, increases in wastewater discharge can be offset by the restriction and storage of land drainage runoff on the site.

For properties that are serviced by a land drainage sewer installed before the Licence was enacted, minor offsite infrastructure improvements may be needed to meet the requirements of the Licence. For example, redirecting land drainage flow from a combined sewer to a nearby land drainage sewer allows for an increase in wastewater discharge, with potential for that benefit to be shared by several developers.

In the future, challenges of complying with the Licence are expected to be reduced or even eliminated altogether through the implementation of the City's *Combined Sewer Overflow Master Plan*.

7.1 OBJECTIVES

A. Ensure the provision of municipal services are adequate to meet the objectives of the policy areas within this Plan;

B. Align land use and infrastructure planning;

C. Pursue upgrading municipal services in the Plan Area over time; and

D. Ensure land drainage discharges into the combined sewer system do not increase.

7.2 POLICIES

7.2.1. General Policies

1. Development will not exceed the capacity of existing or planned piped servicing infrastructure in the Plan Area.

2. Adequate space and infrastructure required for the sorting and storage of garbage, recycling and bulky waste (and future composting), particularly for commercial and multi-unit residential buildings, shall be considered in the design and review of proposed development.

3. Developers will complete water main upgrades and combined sewer-related works, if needed, during the development process.
4. The City shall encourage and support coordination between landowners/developers in the creation of engineering studies of mutual benefit to all parties.
5. In addition to meeting land drainage standards to the satisfaction of the City, new development should maximize permeable surface areas and incorporate green infrastructure, including low impact development features, where feasible and appropriate.
6. Where feasible, developers shall replace overhead hydro/telephone distribution with underground services.

7.2.2. Flood Protection Policies

1. Development of lands beyond the Primary Line of Defence (for flood protection) will need to adhere to flood proofing criteria in accordance with the latest version of *City of Winnipeg Charter* and the *Designated Floodway Fringe Area Regulation, M.R. 266/91* throughout the development process.
2. Areas prone to flooding may be used for open space and recreation.
3. Development may require improvements and/or re-alignment of the Primary Line of Defence (for flood protection).

8 IMPLEMENTATION

This chapter provides direction on strategies to implement this Plan, and policy direction specific to cost-sharing.

This Plan is future-oriented and depicts how the Plan Area is to be developed over time through a series of private and public-sector initiatives. This will be accomplished through the development application process which will include more detailed and site-specific studies dealing with matters such as servicing, park dedication, land ownership, zoning, subdivision, and development timing. Applications shall be based on and evaluated against the policies outlined in the Plan.

Cost sharing policies provide direction on the nature of agreements that may be pursued by the City to ensure the costs of providing infrastructure to the Plan Area are equitably shared amongst benefitting landowners.

8.1 OBJECTIVES

A. Improve processes related to development in the Plan Area;

B. Enable the equitable sharing of infrastructure, park dedication and related costs between benefitting landowners of the Plan Area;

C. Make landowners and prospective developers aware of the range of items that may be subject to cost sharing agreements; and

D. Encourage reinvestment of proceeds from cash-in-lieu of land dedication and parks-infrastructure provision agreements to parks and supporting infrastructure within the Plan Area.

8.2 POLICIES

1. Development applications may be required to demonstrate a record of community consultation conducted prior to the submission of a formal planning application.

2. To implement the Plan, the City should:

    a. create and augment development incentives focused on projects that implement the policies of this Plan, particularly the affordable housing policies of section 3.1.3, including those specific to supporting development as outlined in section 6.3;

    b. consider incentives to expedite development and minimize the disruption to the public realm, such as waiving fees associated with on-street staging costs for a limited time;

    c. create a forum to engage Point Douglas stakeholders on Plan implementation and provide a venue for on-going dialog to discuss and coordinate development in Point Douglas; and

    d. work with non-profit groups and community organizations, private developers, and other levels of government to implement this Plan.

8.2.2. Cost Sharing Policies

1. The City may enter into agreements with landowners and/or developers to share the cost of infrastructure, including small-scale sewer works, within the Plan Area.
2. Cost sharing arrangements and/or area charges are subject to periodic review and update as appropriate.
3. Improvements to collector roads, including intersection upgrades and related infrastructure, may be cost shared within the Plan Area. Any additional road infrastructure constructed to a collector road standard within the Plan Area that is not generally identified in the Transportation Concept Plan may not be subject to an area wide charge.
4. Consideration should be given to direct proceeds collected from cash-in-lieu dedication in the Plan Area exclusively to parks within the Plan Area.
5. Offsite infrastructure improvements of mutual benefit to landowners and/or developers within the Plan Area, such as water, wastewater and drainage infrastructure, may be cost recovered through an area charge included in a development agreement.

APPENDICES

APPENDIX A – POLICY MAPS

A.1 Land Use Policy Map

A.2 Higher-Rise Mixed-Use Area Sub Areas

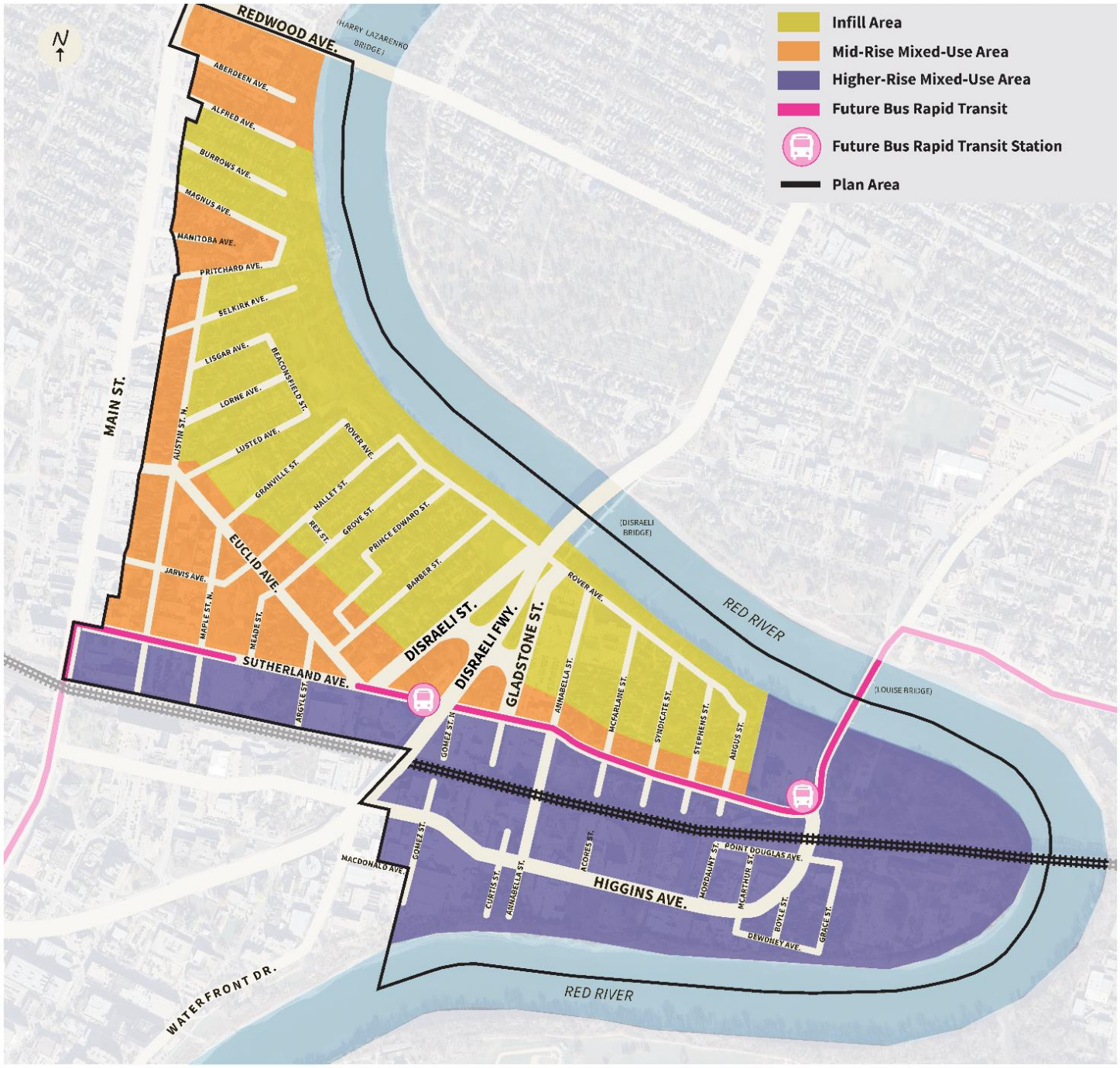
APPENDIX B – REFERENCE MAPS

B.1 Parks and Open Space Concept Plan

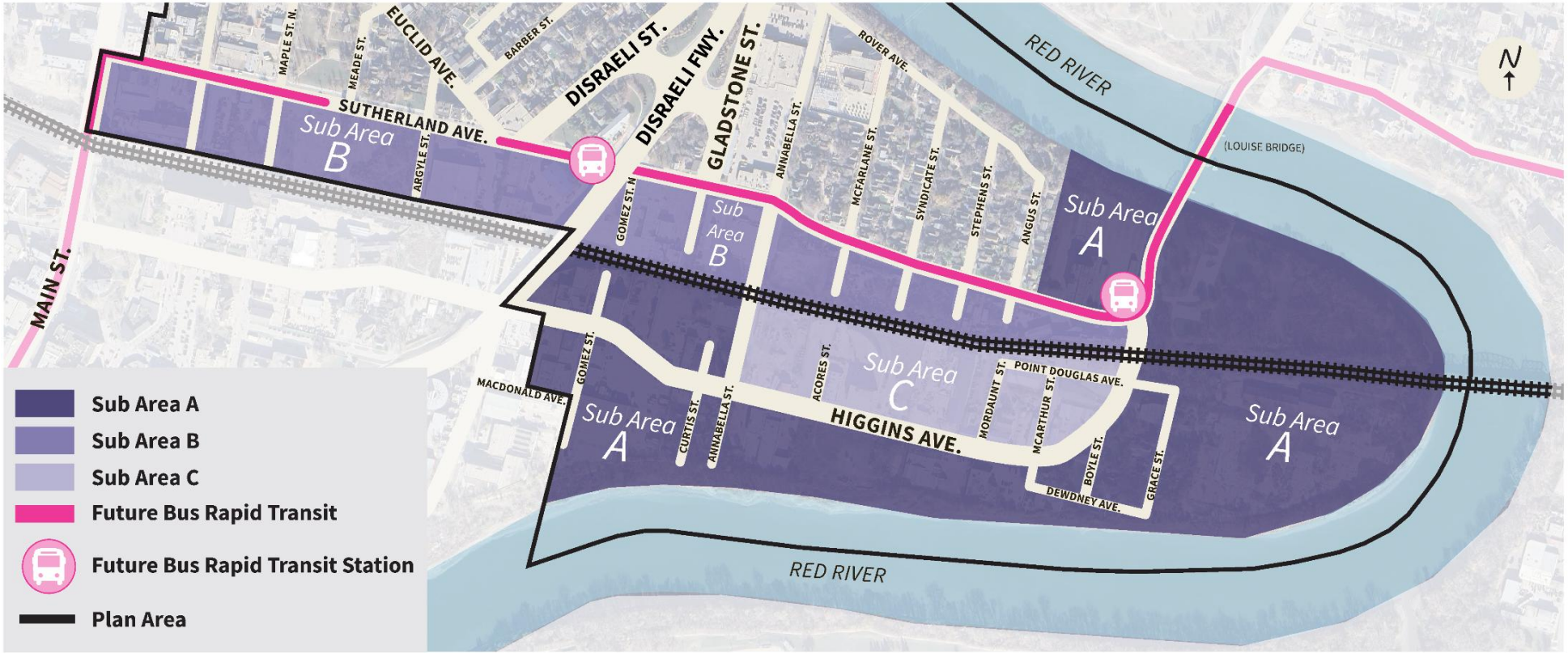
B.2 Transportation Network Concept Plan

APPENDIX A – POLICY MAPS

A.1 Land Use Policy Map

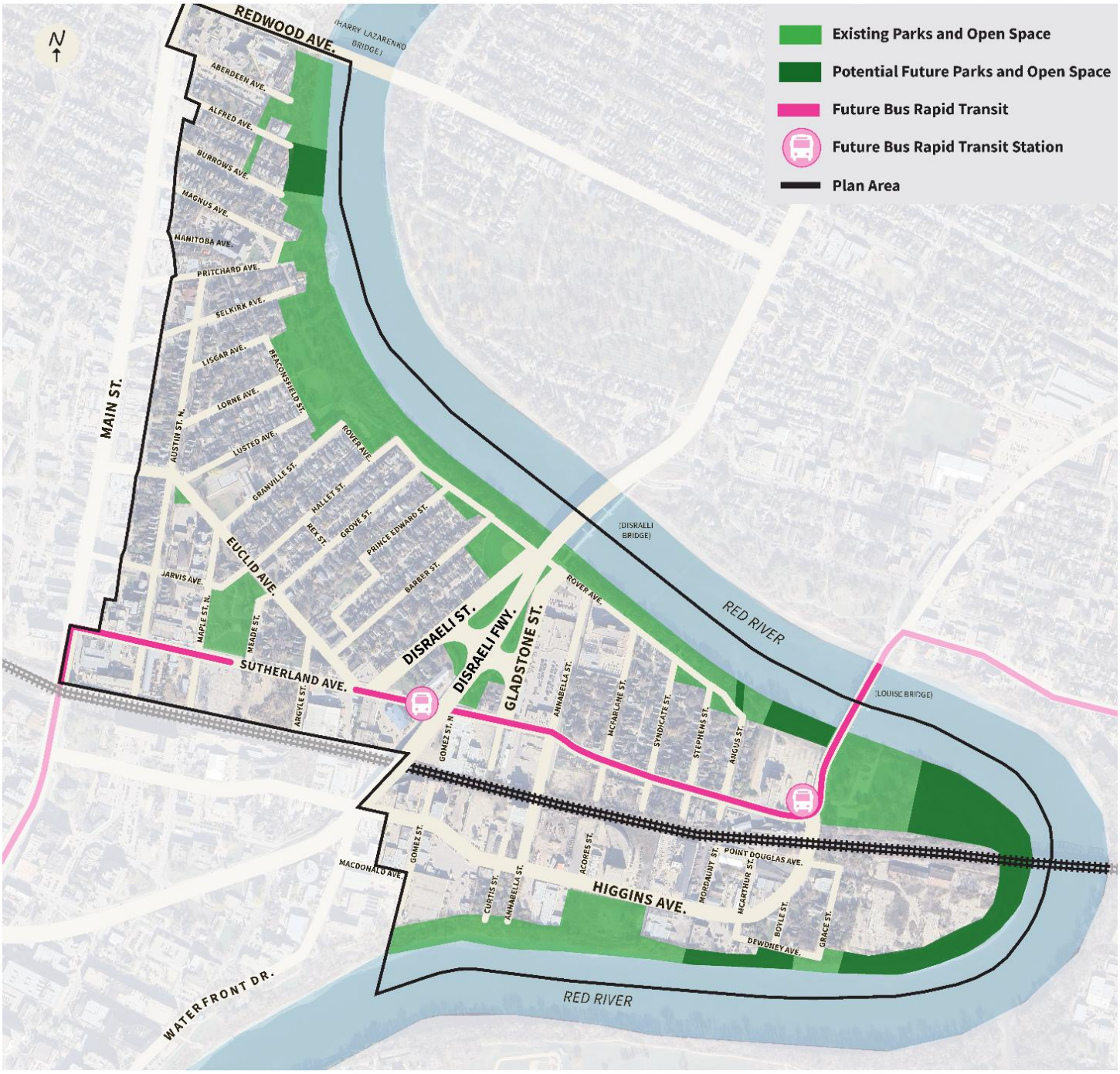
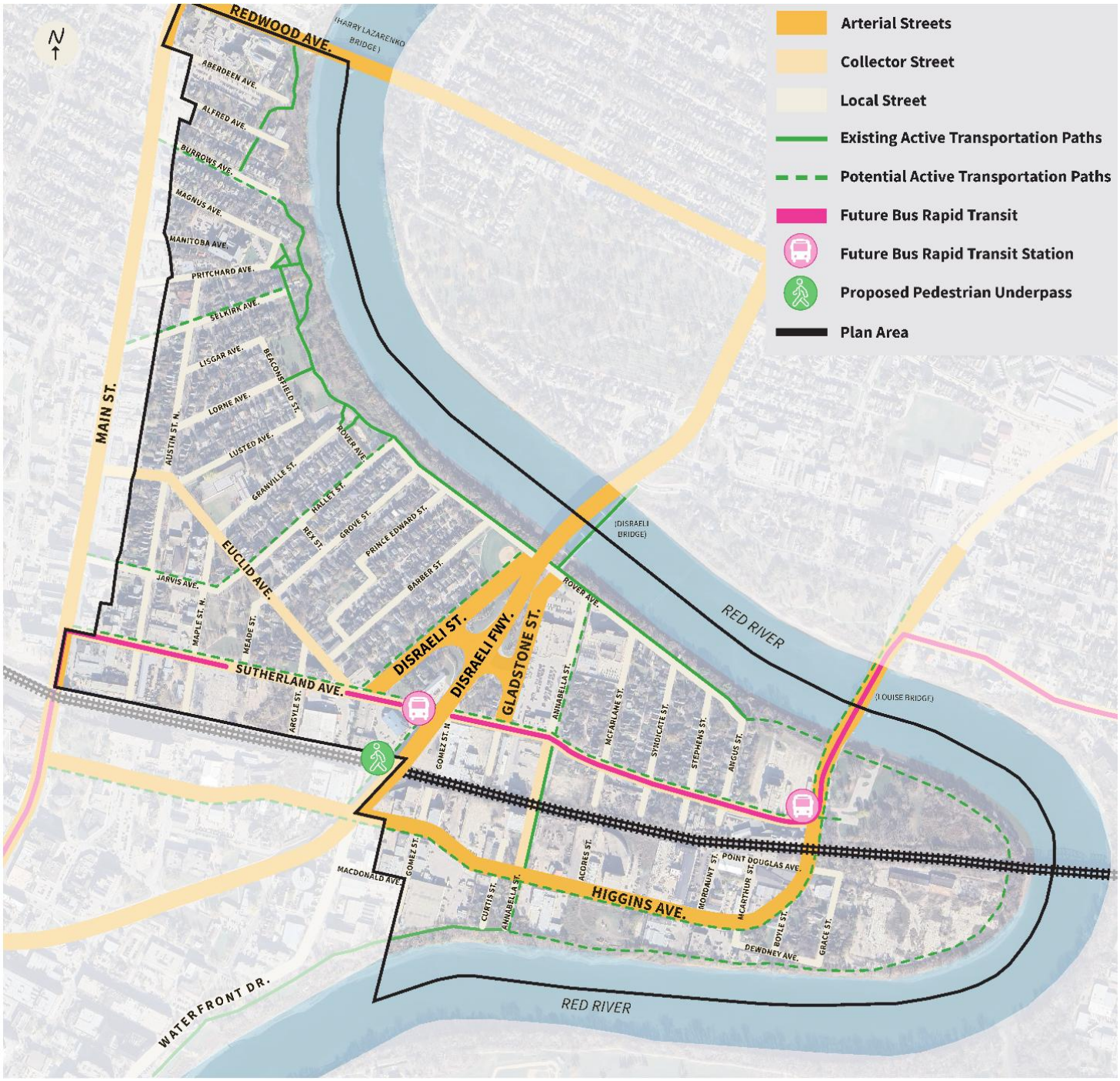


A.2 Higher-Rise Mixed-Use Area Sub Areas



APPENDIX B – REFERENCE MAPS

B.1 Parks and Open Space Concept Plan



B.2 Transportation Network Concept Plan