

Winnipeg Metropolitan Region
BY-LAW NO. 01/2024

BEING a By-law of the Capital Planning Region Board, operating as the Winnipeg Metropolitan Region, to adopt a regional plan.

WHEREAS Section 10.3(1) of *The Planning Act* provides the authority for a board of a planning region to prepare and adopt a regional plan for the entire region;

AND WHEREAS Section 10.4(1) of *The Planning Act* provides that a planning region must adopt its regional planning by-law in accordance with the regulations and the procedures of the planning region;

AND WHEREAS, pursuant to Section 10.4(3) of *The Planning Act*, the Minister approved *Plan20-50: A Regional Plan for the Winnipeg Metropolitan Region* on the ____ day of _____ 202__;

NOW THEREFORE the Board of the Winnipeg Metropolitan Region, in a meeting duly assembled, enacts as follows:

1. That *Plan20-50: A Regional Plan for the Winnipeg Metropolitan Region*, attached hereto and marked as "Attachment 1" is hereby adopted; and
2. That *Plan20-50: A Regional Plan for the Winnipeg Metropolitan Region* shall take force and effect on the date the by-law is given third reading and signed in accordance with *The Planning Act* and relevant regulations.

DONE AND PASSED by the Winnipeg Metropolitan Region Board, in an open session assembled in the City of Winnipeg, in the Province of Manitoba, this ____ day of _____ 202__.

Chair

Executive Director

Read a 1st time this 13th day of June 2024 .

Read a 2nd time this ____ day of _____ 202__.

Read a 3rd time this ____ day of _____ 202__.

PLAN20-50

A Regional Plan for the
Winnipeg Metropolitan Region

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PLAN 20-50

**A Regional Plan for
the Winnipeg Metropolitan Region**

LAND AND WATER ACKNOWLEDGEMENT

We acknowledge that Manitoba's Capital Region is located on Treaty 1 Territory, the ancestral lands of the Inineew, Anishinaabe, Anisininew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis. We also acknowledge Shoal Lake 40, Treaty 3 Territory, sources water to the City of Winnipeg. The Winnipeg Metropolitan Region (WMR) is committed to working in collaboration and partnership with First Nations and the Red River Métis in the spirit of truth and reconciliation.

RESOLUTION

This Regional Planning By-law, Plan20-50, has been given first reading on the 13th day of June, 2024 by the Winnipeg Metropolitan Region (WMR) Board of Directors.

The Capital Planning Region operates as the Winnipeg Metropolitan Region (WMR). The Regional Planning By-law applies to the WMR member municipalities: City of Winnipeg; City of Selkirk; Town of Niverville; Town of Stonewall; Village of Dunnottar; and the Rural Municipalities of Cartier, East St. Paul, Headingley, Macdonald, Ritchot, Rockwood, Rosser, Springfield, St. Andrews, St. Clements, St. François Xavier, Taché and West St. Paul.

Please refer to winnipegmetroregion.ca for the most current version of the Regional Plan.

THE WMR BOARD OF DIRECTORS



WMR | Chair
Michael Moore
(Provincial Appointee)



WMR | Vice Chair
Elisabeth Saftiuk
(Provincial Appointee)



WMR | Member at Large
Chief Gordon Bluesky
(Provincial Appointee)



City of Winnipeg | Mayor
Scott Gillingham



City of Selkirk | Councillor
John Buffie



Town of Niverville | Mayor
Myron Dyck



Town of Stonewall | Mayor
Sandra Smith



Village of Dunnottar | Mayor
Rick Gamble



RM of Cartier | Reeve
Christa Vann Mitchell



RM of East St. Paul | Mayor
Carla Devlin



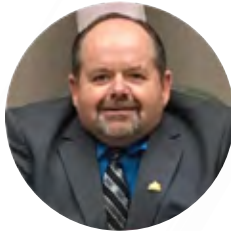
RM of Headingley | Mayor
Jim Robson



RM of Macdonald | Reeve
Brad Erb



RM of Ritchot | Deputy Mayor
Shane Pelletier



RM of Rockwood | Reeve
Wes Taplin



RM of Rosser | Reeve
Ken Mulligan



RM of Springfield | Mayor
Patrick Therrien



RM of St. Andrews | Mayor
Joy Sul



RM of St. Clements | Reeve
Debbie Fiebelkorn



RM of St. François Xavier | Reeve
Delmer Nott



RM of Taché | Mayor
Armand Poirier



RM of West St. Paul | Mayor
Peter Truijen

THE PLAN20-50 TEAM

Plan20-50 has been delivered through an integrated team of local, national and global experts, who brought with them an array of leading best practice, expertise and understanding to the project.

WMR TEAM

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Executive Director

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Planner & Project Manager

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Former Executive Director

Jennifer David

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MESSAGE FROM THE CHAIR

Plan20-50 is the first regional plan for the Winnipeg Metropolitan Region (WMR). It signifies the culmination of extensive collaboration and dedication from the 18 distinct communities forming our Board.

Our transition to the Capital Planning Region for Manitoba marks a pivotal moment in our journey. Since assuming the role of Chair in March 2023, I have witnessed the unwavering commitment of our board members and WMR staff as we challenged the status quo and worked toward the shared vision of building a sustainable and economically viable region.

Plan20-50 embodies our collective efforts to embrace regionalism through deliberate, innovative, and collaborative thinking. It has been developed through an inclusive process that made room for all stakeholders to provide input, reflecting our commitment to transparency and engagement.

We are grateful for the support and collaboration of the Province of Manitoba throughout this process. We also extend our sincere appreciation to all who have contributed their time, expertise, and support to our region's collective vision.

As a proud Manitoban, I believe in leaving a place better than we found it, and I am confident that Plan20-50 will contribute to the betterment of our region. I am honoured to present to you, on behalf of the Mayors and Reeves of the Winnipeg Metropolitan Region, the completed regional plan, Plan20-50.

Sincerely,

Michael Moore

Board Chair, Winnipeg Metropolitan Region



MESSAGE FROM THE EXECUTIVE DIRECTOR

As the new Executive Director for the Winnipeg Metropolitan Region (WMR), I am proud to continue the legacy of collaboration that defines this region. Reflecting on our journey, I am excited to share the significant strides we've made toward our collective vision of building a stronger metro region where everyone's voice matters. Establishing the WMR as a statutory corporation under provincial legislation in early 2023 marked a pivotal moment. Now, with the addition of three provincially appointed board members being Chair, Vice-Chair, and Member at Large, alongside our original 18 dedicated board members, we've broadened our perspectives at the table.

Plan20-50, is a long-term policy framework that underscores our dedication to sustainable land use and development, ensuring resilient infrastructure and services for generations to come. This endeavor, spearheaded by a team of local, national, and global experts since 2019, symbolizes the power of collaboration in shaping our shared future. Our commitment to developing the first regional plan in Manitoba has been unwavering.

I would like to take a moment to acknowledge the foundational work laid by past Executive Director Colleen Sklar, whose efforts paved the way for this momentous endeavour. Additionally, I extend my heartfelt gratitude to the amazing staff who have committed thousands of hours of work to ensure we have a quality regional plan we can all be proud of.

As we navigate towards our goal of implementing Plan20-50, we remain deeply connected with municipalities, stakeholders, and Indigenous communities. Their invaluable input, gathered through extensive public consultations, enriches our understanding of the region's diverse needs and aspirations.

Together, we've worked to realize a shared vision of a region that thrives economically, socially, and environmentally. I'm honoured to present that vision to you today, a testament to our collective efforts and a plan to steward our land, empower our communities, honour our pride that defines our region, and create a better future for all.

Sincerely,

Jennifer Freeman

Executive Director, Winnipeg Metropolitan Region

MESSAGE FROM JIM BEAR

To quote Chief Seattle “This we know: The earth does not belong to humankind, humankind belongs to the earth. All things are connected like the blood that unites us all. Humankind did not weave the web of life; humans are merely a strand in it. Whatever humans do to the web, humans do to themselves.”

The Winnipeg Metropolitan Region (WMR) has collaborated effectively with all the communities and partners within the 18 municipalities that include and surround the City of Winnipeg. Like the web of life, the planning process for Plan20-50 has been inclusive of planning together and relying on each other to build a stronger more inclusive community for the region and with those that surround it.

The Plan20-50 planning process has kept in mind the inter-connectedness of the web of life and that everything is for our use, not abuse. Monetary value being put into its proper context, avoiding greed and planning using socio-economic, holistic, sustainable, and balanced practices. In planning for the region, it was also kept in mind that the living organisms of Mother Earth, similar to our body, do not adhere to political jurisdictions and that it is necessary to collaborate with other levels of government. It has also been worthwhile noting that we must plan by valuing, respecting and living in harmony with the natural organisms or relatives rather than destroying or altering them so that they are no longer useful for their intended purpose.

The WMR has also noted the Truth and Reconciliation Calls to Action, including recommendations 43, 75 and 92. That the WMR planning process for Plan20-50 would assist with addressing these Calls to Action is something that they are to be commended for as this has supported their participation in enhancing the Treaty relationship with the Indigenous Governments.

I have been encouraged by the Collaborative Leadership Initiative (CLI) that brought together Indigenous and municipal leaders to learn from each other, find common ground and seek solutions that benefit our communities. Together we strive for sustainable socio-economic initiatives through holistic and inclusive planning. It gave me hope that future generations will benefit from what has been started.

Sincerely,

Jim Bear
First Nations Knowledge Keeper



“ I witnessed the beneficial results of bringing together leaders to learn from each other, find common ground, and explore solutions to ongoing challenges.

It gave me hope that future generations will benefit from what we started.

”

OUR VISION

In 2050, the quality of life here is second to none in the world.

Our communities will thrive because of the environment of trust, coordination, and collaboration that guides good decision-making, transforming all 18 member municipalities into a globally attractive and resilient region.

Through collaboration, innovation, and a focus on best practice, we can facilitate strategic infrastructure investment and coordinate land use planning and services while protecting our land and water.

Plan20-50 will ignite Manitoba's economy and create a high quality of life in a way that cultivates resilience to secure our future for generations to come.

IN THIS FUTURE, WE SEE...



A broad and diversified economy that provides good jobs to support our growing region, leveraging our competitive advantage with an eye toward a circular economy.



A vibrant collection of unique and thriving complete communities that provide a range of housing choices, amenities, and recreation to support healthy communities and a high quality of life for all.



Long-term, strategic, and planned infrastructure and services that support our growing communities, business, and industry, and protect our environment.



Future ready and coordinated transportation routes that safely connect our communities to, from, and within the region, moving people to jobs and goods to market.



Strong collaborative relationships between all levels of government, including Indigenous, business, and industry, NGOs, and the public.



Robust, healthy ecosystems supported by a network of natural assets, protecting our communities and enhancing resilience to the impacts of a changing climate and biodiversity loss.



Innovative, high performing wastewater treatment, and high-quality, abundant water for communities, the economy, and ecosystem health.



Protection of agricultural lands to support the economy and food security.

KEEPING UP WITH THE FUTURE...

Policy lenses in Plan20-50 direct policy to consider future climate conditions, protect our precious land, water, and natural resources, ensure we are ready for technological transformations, and set the direction to honour our Treaty Relationship.

POLICY LENSES

1

BUILD AND PLAN FOR CLIMATE RESILIENCE

Planning, infrastructure, services and investment that allows us to withstand, adapt, and emerge rapidly from disruptions and extremes – build back better.

2

PROTECT, RESTORE, AND ENHANCE WATER, LAND AND NATURAL RESOURCES

Actions to protect, restore, and enhance water, land and natural resources in ways that conserve the environment, the economy and our way of life.

3

RECONCILIATION

The process of “establishing and maintaining a mutually respectful relationship between Aboriginal (i.e. Indigenous) and non-Aboriginal (non-Indigenous) peoples in this country.” (TRC, 2015)

4

ECONOMIC AND TECHNOLOGICAL TRANSFORMATION

Global forces and technology that are driving changes and reshaping our infrastructure, services and systems.



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If you want to go fast, go alone. If you want to go far, go together.

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SECTION 1

INTRODUCTION

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Our history of leadership
is our future.

THE MANDATE

Organizations exist for one purpose: to help people reach ends together that they couldn't achieve individually.

BACKGROUND

What is the Capital Planning Region?

On January 1, 2023, the Capital Planning Region Regulation came into force by the Province of Manitoba, establishing the Capital Planning Region. The Capital Planning Region's mandate is to:

“Enhance economic and social development across the region by improving and coordinating sustainable land use and development.”

The Capital Planning Region Regulation establishes the roles and responsibilities of the Capital Planning Region Board of Directors. The Board is made up of 18 elected officials from the region's member municipalities, a Mayor, Reeve or member of council, with the addition of up to four provincial appointees.

In April of 2023, the Winnipeg Metropolitan Region Board accepted the roles and responsibilities of the Capital Planning Region and the organization transitioned to a statutory corporation. The Capital Planning Region operates as the Winnipeg Metropolitan Region (WMR). The WMR has formal planning authority and is required to adopt a regional plan. Plan20-50 has been prepared to meet this goal.

The journey to Plan20-50 began in 2019 when the Province of Manitoba mandated the Winnipeg Metropolitan Region Board to coordinate economic development, reduce red tape and duplication, and develop a strategy to coordinate land use and servicing in the region by drafting Manitoba's first regional plan: Plan20-50.

Developed with the support of local, national, and global expertise and with the feedback of many collected through consultations, meetings, and submissions, the WMR released draft Plan20-50 version 1.0 in 2021. In 2022, the WMR released draft Plan20-50 version 2.0, strengthened and refined by feedback from various stakeholders and the public. Plan20-50 that you are reading today, is the version formally adopted by the WMR Board.

Plan20-50 is a 30-year regional plan that is the blueprint for a resilient, sustainable, and globally competitive Winnipeg Metropolitan Region. Plan20-50 aligns with the objectives of the United Nations 2030 Sustainable Development Goals (SDGs) that aim to foster a sustainable and prosperous future for people and the planet. Plan20-50 provides the consistency and predictability required for investors to grow the economy and population of the region sustainably, supporting a high quality of life for all residents.

REGIONAL PLANNING

Enhancing the region's global competitiveness involves fostering mutually beneficial regional relationships through a collective approach to land use planning, infrastructure development, and service delivery. Regional collaboration and coordination drives innovation, capacity building, efficiencies, and allows for the leveraging of resources and economies of scale.

A regional plan is a policy framework which aligns growth, servicing, and infrastructure investment to support a growing region and economic development. Regional planning provides a critical lens for decision-making and investment necessary to achieve sustainability. Regional planning ensures the infrastructure and services needed to attract global investment and economic competitiveness are available while supporting safe, healthy and resilient communities.

OVER A CENTURY OF PLANNING

The Winnipeg Metropolitan Region and the Province of Manitoba have a long rich history of planning spanning as far as the establishment of the City Planning Commission in 1911 and the Province of Manitoba adopting the first Planning Act in Canada in 1916.

Earlier versions of the Winnipeg Metropolitan Region drafted a plan for the Metropolitan Corporation of Greater Winnipeg or what was then known as the Metro, which was adopted in 1968.

In 1999, the Province of Manitoba kickstarted a major program named the Sustainable Development Initiative (SDI). Under this program, a strategy called the Capital Region Strategy was developed and was the first iteration of the Winnipeg Metropolitan Region. This group was formed by then-Mayor of the City of Winnipeg Susan Thompson and comprised the region's then-16 municipalities.

In 2001, the government appointed the Regional Planning Advisory Committee (RPAC), which created a report titled *A Partnership for the Future*, which recommended the creation of a new regional body called the Mayors and Reeves of the Capital Region (MRCR).

In 2009, *A Vision Framework for Manitoba's Capital Region* was adopted by the MRCR, establishing four regional priorities. 2011 brought an amendment to The Planning Act requiring drinking water and wastewater management plans to be adopted as a part of the development plan process in WMR communities. In 2013, the MRCR changed their name to The Partnership of the Manitoba Capital Region (PMCR), and in 2018, again to the Winnipeg Metropolitan Region (WMR).

Over the past decade, the WMR has created a strong foundation of reports and studies that have helped inform and refine Plan20-50, including *A Blueprint for Collaboration - Building Something Big* in 2014, *Securing our Future, a Growth Strategy* in 2016, and 2020's *Capital Region Growth Strategy: Long-Range Residential and Employment Land Forecasts*. These reports, along with several others, set the foundation for Plan20-50.

REGIONAL MANDATE

The adoption of Plan20-50 is enabled by provisions of The Planning Act. Section 9(1) of the Planning Act allows the Minister, by regulation, to establish a planning region for any region of the province. Section 8(1) of the Planning Act establishes the Capital Planning Region and 8(2) confirms its member municipalities. Member municipalities include the City of Winnipeg, City of Selkirk, Town of Niverville, Town of Stonewall, Village of Dunnottar, and Rural Municipalities of Cartier, East St. Paul, Headingley, Macdonald, Ritchot, Rockwood, Rosser, Springfield, St. Andrews, St. Clements, St. François Xavier, Taché, and West St. Paul. The Capital Planning Region operates as the WMR.

In accordance with section 9(2) of the Planning Act, when establishing a planning region, the Minister must have regard for the economic and social integration of the region and the need to include at least one area that has sufficient population density, infrastructure and services to serve as the centre of the region, with contiguous municipalities forming the region as per Section 9(3).

According to Section 10.1(1) of the Planning Act, the mandate of a planning region is to enhance economic and social development by improving and coordinating sustainable land use and development. To support this, in accordance with section 10.3(1) of the Planning Act, a regional planning board must prepare and adopt a regional plan. Plan20-50 has been prepared to satisfy this requirement.

The Planning Act provides the WMR with the ability to create a plan that facilitates and promotes regional considerations in providing infrastructure and services and leading development of regional responses to planning issues of its member municipalities. Additionally, the plan must identify and promote opportunities for cooperation between member municipalities for cost-effective development of regional infrastructure and services. This will strengthen the ability of municipalities to act regionally, supporting the emergence of a strong regional economy that benefits all.

PROVINCIAL DIRECTION FOR ESTABLISHING A REGIONAL PLAN

As per section 10.3(2) of The Planning Act, a regional plan must contain plans and policies respecting:

- The physical, social, environmental, economic, and fiscal objectives for the region for at least a 30-year time span; and
- Sustainable land use and development in the region.

Further, a regional plan must be consistent with provincial policy including the Provincial Planning Regulation. In addition to being informed by legislation and regulation, the Minister provided direction in 2020 to the components necessary to include in the regional plan including:

- Establishing a regional structure;
- Establishing a growth policy framework for each component of the regional structure including, but not limited to, development, servicing, criteria and density targets;
- Identifying regional systems and corridors to be enhanced to support economic development and livability of the region;
- Addressing airport protection requirements;
- Advancing efforts to preserve economic development resources through the plan including the requirement for contiguous, compact form;
- Establishing a common language and data repository for the region;
- Establishing an intention for a comprehensive servicing strategy;
- Establishing an intention to create common development parameters for the region; and
- Establishing a robust implementation plan.

A TIMELINE OF PLANNING

1911

The City Planning Commission: the first known planning initiative involving multiple municipalities in the region



1916

The Province of Manitoba adopted The Town Planning Act



1968

A development plan for the Metropolitan Corporation of Greater Winnipeg was adopted



1913

Provincial legislation formed the Greater Winnipeg Water District



1944

The Province of Manitoba has engaged in long term planning for land use planning and municipal works



1990s

The Province of Manitoba undertook a major program called the Sustainable Development Initiative (SDI)

Timeline of multi-municipal planning in the Winnipeg Metropolitan Region.

2001

The Province of Manitoba appointed the Regional Planning Advisory Committee (RPAC)



2016

A regional growth strategy, Securing our Future, was completed by the Winnipeg Metropolitan Region



2023

The WMR accepted the roles and responsibilities of the Capital Planning Region under the CPR Regulation in January 2023



2006

The Capital Region Partnership Act was passed by the Province of Manitoba



2020

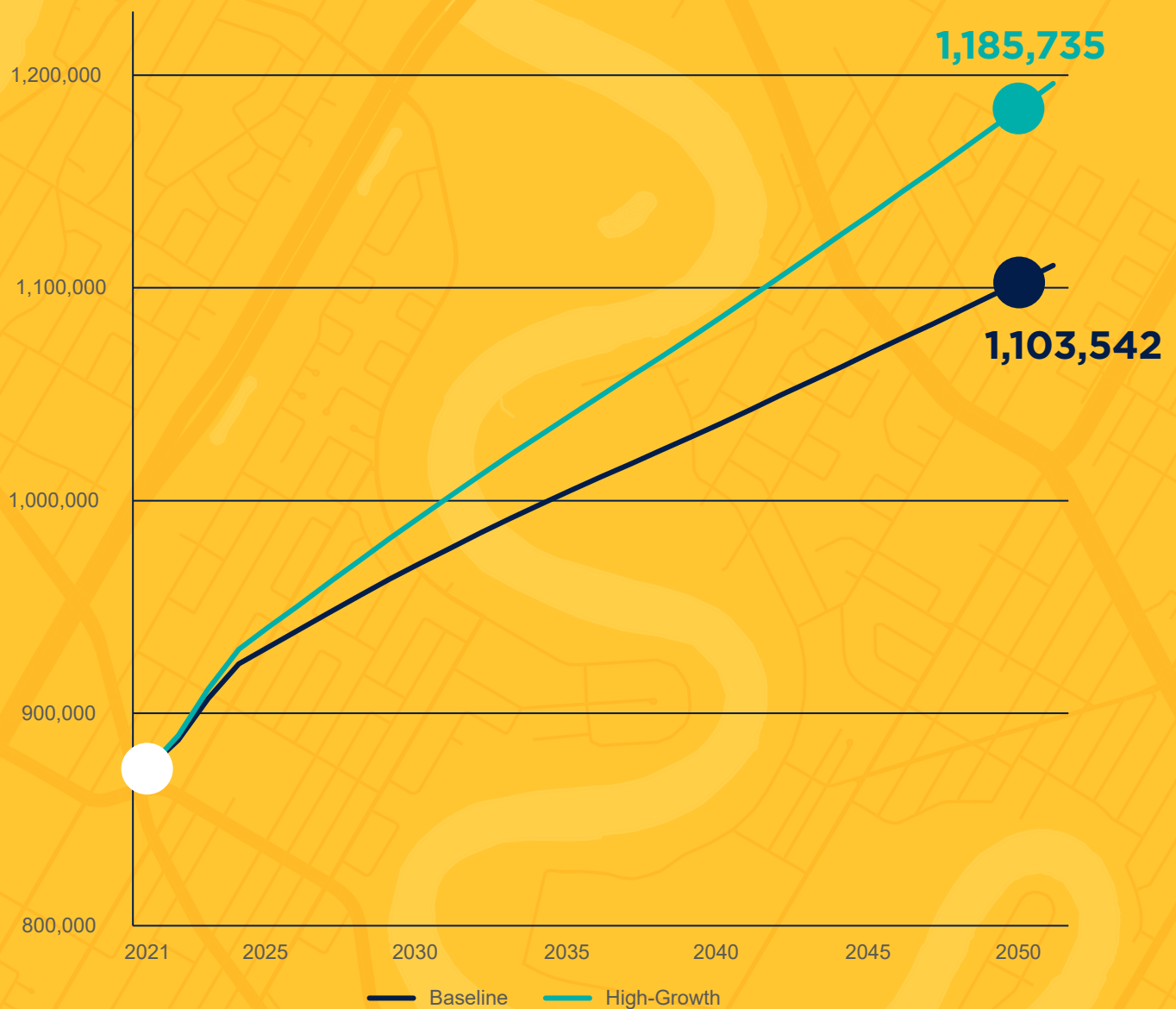
Plan20-50 is drafted by the Winnipeg Metropolitan Region

OUR GROWING REGION

Small opportunities are
often the beginning of
great enterprises.

Manitoba's Capital Region is a diversified landscape. The City of Winnipeg forms the core of the region and is surrounded by suburban communities, urbanizing rural areas, and growing centres in many different forms. A significant rural landscape surrounds the region, comprising of agricultural lands, resources, natural and recreational areas. Over the past 30 years, the region has grown from approximately 618,000 people to over 874,000 people and is projected to grow to over 1 million people by 2050. The City of Winnipeg is projected to have a population of between 938,000 and 1,005,000, representing over 80% of the region's forecasted growth. Collectively, the region's remaining member municipalities are forecasted to grow to between 166,000 and 180,000 residents.

FIGURE 1: PROJECTION—TOTAL WMR POPULATION



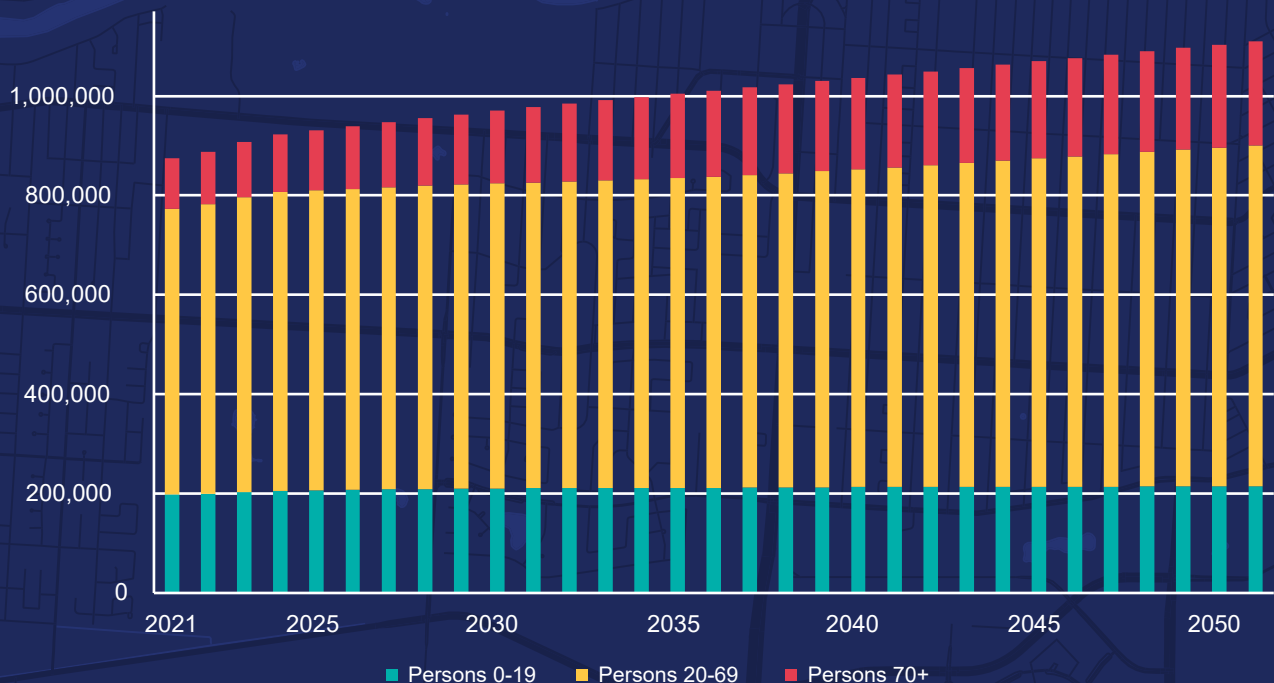
Population Projections for the Winnipeg Metropolitan Region. Source: metroeconomics, 2024.

Population and employment projections are planning tools that estimate the amount of growth projected across the region over the next 30 years based on modelling and analysis. Using the 2021 census data, population, employment, and housing projections were developed for baseline and high growth scenarios. The Baseline Scenario projections assume growth over the next 30 years will be dictated by normal patterns of economic growth, representing the region's expected share of the national and provincial GDP. The High-Growth Scenario projections assume a better-than-expected share of national and provincial GDP that will stimulate robust migration into the region. Both scenarios consider the demographic trends of the region using an age-cohort survival model that anticipates how people age over time and annual birth and death rates. This best practice model has provided the region with a benchmark to evaluate population and employment growth.

Moving toward 2050, the region's demographic profile is expected to substantially change. This will be largely driven by community lifecycle patterns, namely: small households (i.e., singles and couples) transitioning into larger households (i.e., families with children), and then returning to smaller households (i.e., empty nesters, single person households). Additionally, the projections indicate changing family sizes and an aging population as predominant trends.

An aging population will be driven by the baby boomer cohort (people born in years 1946-1965) where these individuals will be transitioning into the oldest of age cohorts over the next several years. These changes will provide both challenges and opportunities for communities that may be addressed through strategic planning and investments in infrastructure.

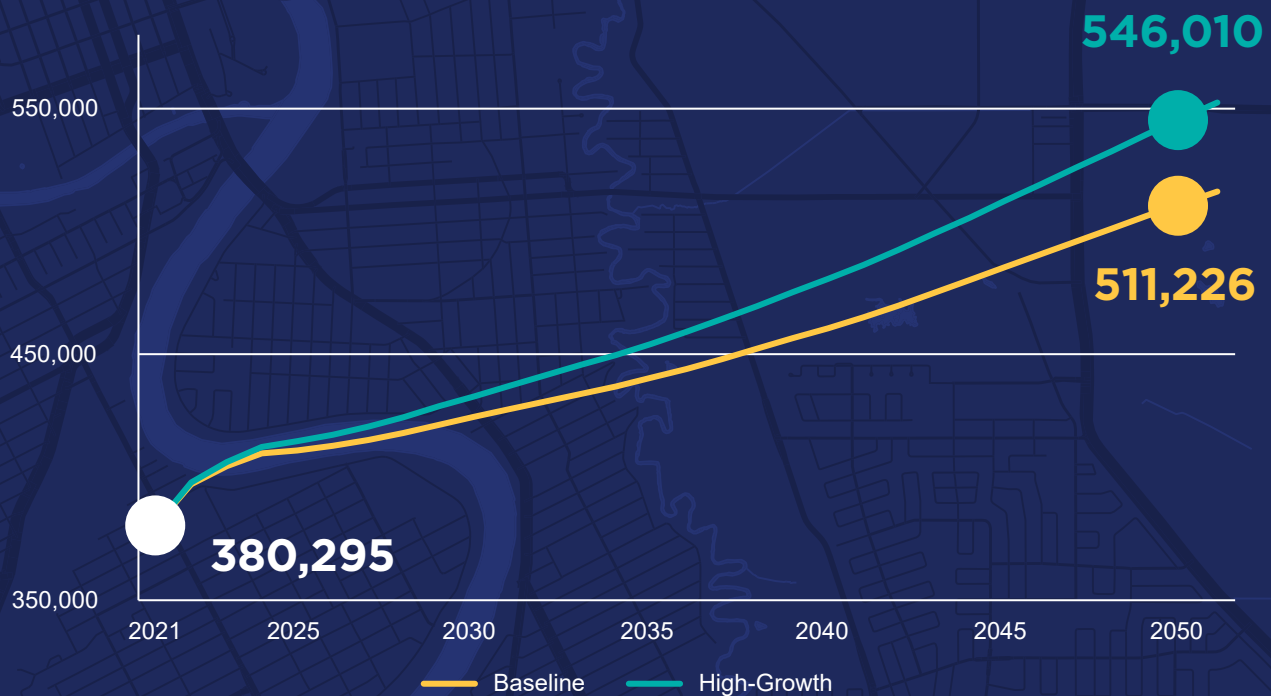
FIGURE 2: POPULATION PROJECTION BY MAJOR AGE GROUP



Baseline Population Projections for the Winnipeg Metropolitan Region, by Major Age Group. Source: metroeconomics, 2024.

With 65% of the total population of Manitoba and approximately 66% of its Gross Domestic Product (GDP), the region represents a significant economic centre linking eastern and western Canada. The region provided approximately 380,000 jobs in 2021 and is projected to increase to between 511,000 to 546,000 jobs, adding up to an additional 131,000 to 166,000 jobs as 2050 approaches.

FIGURE 3: PROJECTION—TOTAL JOBS



Total Jobs Projections for the Winnipeg Metropolitan Region (2020-2051). Source: metroeconomies, 2024.

With changing demographics, the region will increasingly rely on in-migration growth to supplement the labour force. A declining “net natural” population, defined as the difference between the number of births and deaths, will be balanced by “net migration,” with immigrants outnumbering emigrants in the near and long-term. This means the region must create the conditions that will allow it to draw capital and jobs that attract skilled individuals in sectors where demand is high. This will be an important determinant of net immigration and population growth.

FIGURE 4: PROJECTION—SOURCES OF POPULATION CHANGE (BASELINE SCENARIO)

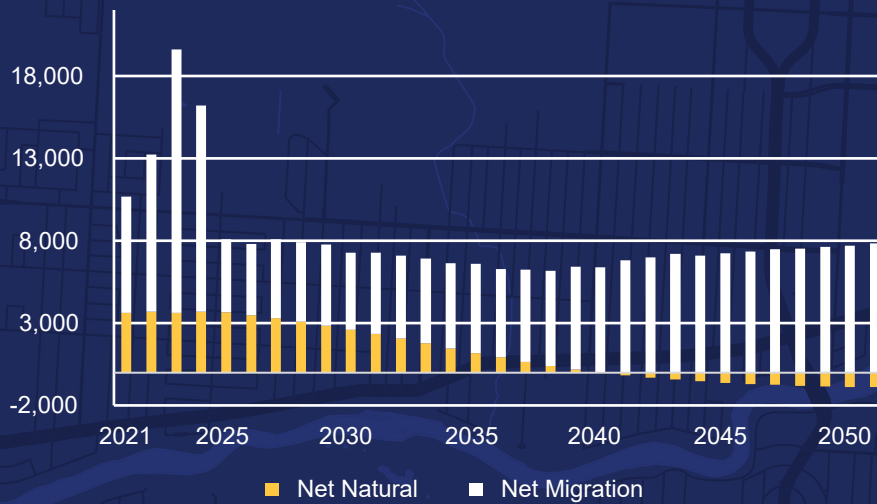
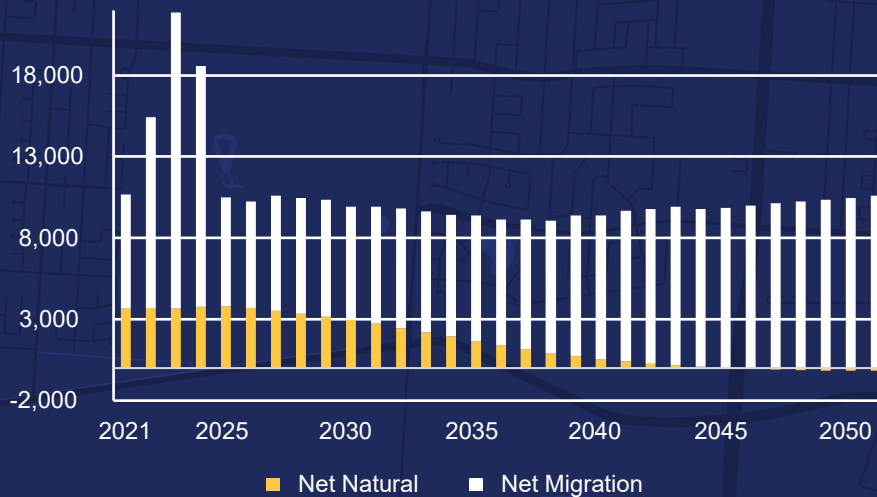


FIGURE 5: PROJECTION—SOURCES OF POPULATION CHANGE (HIGH-GROWTH SCENARIO)



Source of Population Change in the Winnipeg Metropolitan Region. Source: metroeconomies, 2024.

CREATING OUR UNIQUE COMPETITIVE ADVANTAGE

As we accommodate growth and changing demographics, we can advance complete communities, strategically plan and develop infrastructure, and capitalize on opportunities that enhance economic development. This is our opportunity to establish a new policy framework to grow a strategic, sustainable, climate-resilient region that fosters economic competitiveness and secures our future.

SUPPORTING GLOBAL ECONOMIC COMPETITIVENESS

A significant factor to increasing our competitiveness is coordinating the region's planning and investments in infrastructure. Well-planned regions are gaining global influence as they offer greater value propositions to potential investors. The region supports a diversified economic base including agri-business, advanced manufacturing, and transportation and logistics. It is a strategic connection and strong link to various trade and transportation corridors providing access to markets across North America. The challenge is to increase our economic enterprise and drive economic development through competitiveness in the global marketplace.

To improve the region's investment readiness, the region must capitalize and harness its unique advantage for low-carbon, circular approaches to economic development, attracting investment, and jobs to ensure business and industry have what they need. In an increasingly competitive and globalized world, attracting the right economic investment to grow our region is key.

Identifying and understanding our economic strengths is important to guide decision making for strategic investments in infrastructure, servicing, and land use planning. A regional approach to planning and investment will allow us to do this.

JOBS ARE KEY

Employment in our region has focused on agriculture, manufacturing, and transportation and logistics. The agricultural industry is a stable source of employment, an economic anchor that also supports service, innovation, and technology-based employment. Manufacturing continues to support employment and presents opportunities to drive the economy forward. The region's geographic position supports strategic transportation logistics and trade infrastructure enabling it to emerge as an important hub for Manitoba, as well as portions of Saskatchewan, Ontario, and the northern United States.

Our economic strength is also supported by our leading institutions such as universities, colleges, trade schools, and hospitals. These institutions draw students and patrons from across Manitoba, Canada, and the world. These crucial institutions support growth of Manitoba-based businesses and employers.

Net migration is expected to play an important role in increasing our population.

BUILDING COMPLETE COMMUNITIES

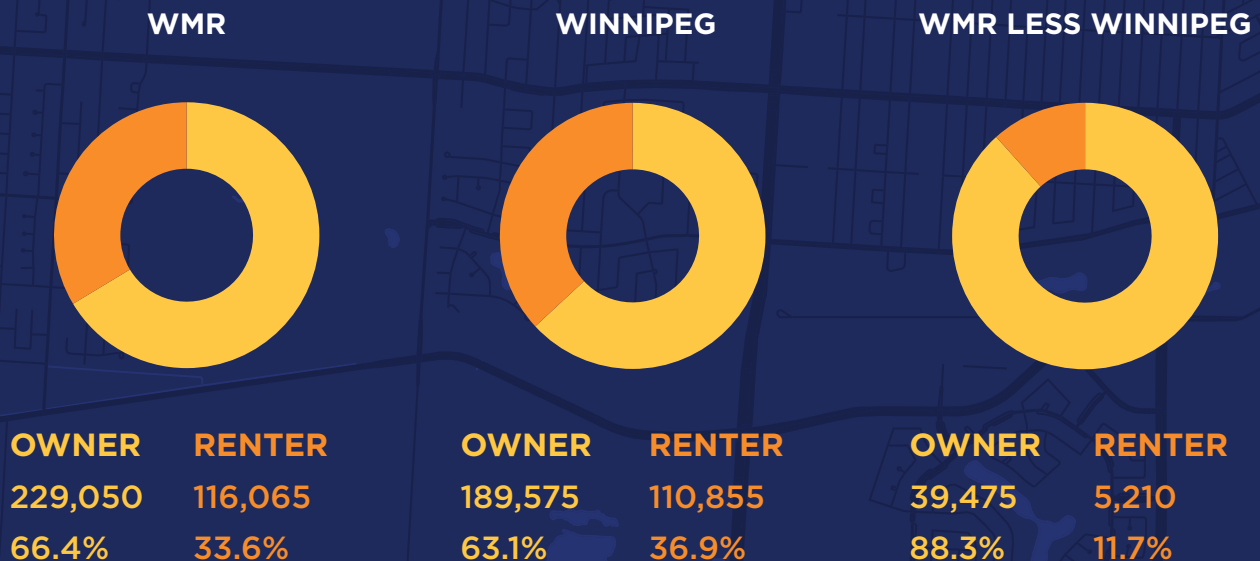
The region is made up of diverse communities that differ in size, growth dynamics, and development patterns. Planning and developing complete communities with uses and amenities that are currently missing helps the region meet market demand and retain and increase its population, while maintaining its rural character, conserving natural assets, and protecting agricultural lands. As the region grows, changing household sizes and an aging population will require a variety of housing options and enhanced mobility through transit and active transportation modes. Current housing choice across the region is somewhat limited, with a large proportion of single-family housing. Limited transportation options exist outside of the City of Winnipeg.

The predominance of single-family homes in the region limits affordable choices, job access, aging in place, compact development, transit, and active transportation. Gentle density can provide a variety of housing types such as row houses, duplexes, semi-detached homes, and small apartment blocks. This increases livability and allows individuals to have more options to live closer to job centres as well as to downsize without leaving a neighbourhood.

As climate change accelerates, how we live and move in the region will need to be addressed. Communities will need to mitigate the risk of a changing climate, plan for extreme weather, and adapt to increased flooding and drought. Limited transportation options not only hinder our economic competitiveness but contribute to congestion and encourage single-occupant vehicle use, increasing our commuting times and our greenhouse gas emissions. Planning for a multi-modal transportation network that includes public transit will support growing and aging communities as well as climate change mitigation.

The challenge for the region is to accommodate growth in such a way that advances the development of complete communities in a sustainable and climate-resilient way. This requires strategic and careful planning of land use and transportation patterns to create complete communities with diverse and attractive environments that foster a shift to a low-carbon economy.

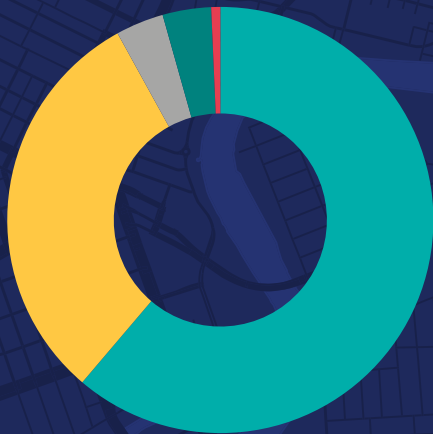
FIGURE 6: HOUSING TENURE



Source: Statistics Canada, 2023

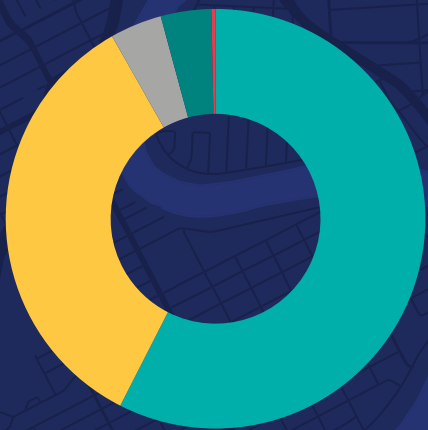
FIGURE 7: HOUSING TYPE

WMR



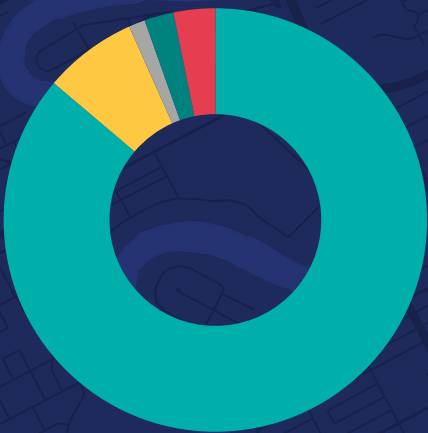
SINGLE	211,260	61.2%
APARTMENT	106,185	30.8%
SEMI-DETACHED	12,575	3.6%
ROW	12,700	3.7%
OTHERS	2,370	0.7%

WINNIPEG



SINGLE	172,765	57.5%
APARTMENT	103,000	34.3%
SEMI-DETACHED	12,015	4.0%
ROW	11,700	3.9%
OTHERS	950	0.3%

WMR LESS WINNIPEG



SINGLE	38,495	86.2%
APARTMENT	3,185	7.1%
SEMI-DETACHED	560	1.3%
ROW	1,000	2.2%
OTHERS	1,420	3.2%

Source: Statistics Canada, 2023

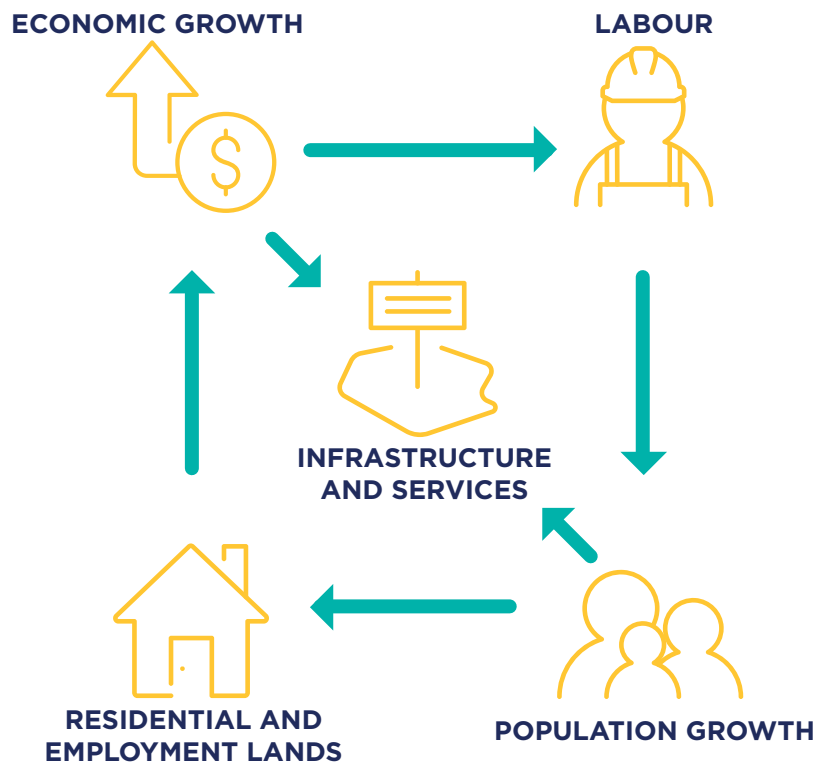
INFRASTRUCTURE DEVELOPMENT AND INVESTMENT

Moving toward 2050, the region must strategically plan and make investments for economic development to enhance the region's competitive position to attract investment and opportunities. We need to strategically plan for new infrastructure investment and upgrades to support existing infrastructure. This includes water, wastewater and land drainage systems, transportation, emergency services, solid waste, and community facilities that will service growing and aging communities as well as support the needs of the economy.

Planning for services and infrastructure investments enhances the region's value, drawing more opportunities for investment that will attract new industries and emerging sectors, bringing further employment opportunities, and enhancing economic competitiveness. Strategic infrastructure and servicing can allow for alignment of investment in schools, daycares, medical facilities, and utility infrastructure. Together, this supports driving the Manitoba economy forward and ensuring economic prosperity and growth for the benefit of all. The challenge is to strategically plan and invest in services and infrastructure to ensure the region can meet the needs of a changing and growing population while creating the conditions to attract and retain industries and a skilled workforce.


FIGURE 8: RELATIONSHIP OF ECONOMIC PERFORMANCE TO POPULATION GROWTH AND LAND REQUIREMENTS

Economic growth drives labour requirements. Labour requirements drive population growth. Population growth drives land and housing requirements. Then, economic and population growth drive the need for residential and employment lands. Infrastructure and services support all of these elements.





WINNIPEG METROPOLITAN REGION MUNICIPALITIES

A small propeller plane is parked on a runway. In the background, there is a control tower and a line of trees under a cloudy sky. The entire image has a blue tint.

There is no power for
change greater in the
world than a community
discovering what it
cares about.

Today, the Winnipeg Metropolitan Region includes eighteen (18) municipalities, covering an area of approximately 7,800 square kilometers. While this translates to approximately 1.4% of Manitoba's land base, the region represents nearly two thirds of the provincial population with over 874,290 residents. Municipalities include:

CITY OF WINNIPEG

The City of Winnipeg is Canada's eighth largest city located at the junction of the Red and Assiniboine Rivers near the geographic centre of North America. Winnipeg was incorporated as a city in 1873 and as of 2021 has a population of 749,607 people. The city is the largest urbanized area within the region. Known as the "Gateway to the West", Winnipeg has historically been and continues to be a transportation hub and supports a considerable transportation sector. Winnipeg has a fairly diverse economy with substantial employment supported in the health and social services, retail trade, and manufacturing sectors. Employment is focused in the downtown but also other areas including CentrePort Canada, a tri-modal inland port, partially located in the city. Three major rivers flow through the city including the Assiniboine River, Red River, and Seine River.

CITY OF SELKIRK

The City of Selkirk is located along the Red River northeast of the City of Winnipeg. Selkirk was incorporated in 1882 and has since grown to a population of 10,504 people as of 2021. It is known as the "gateway to the Interlake Region," serving as a vital hub with essential services and amenities. The mainstays of the local economy are tourism, steel, light manufacturing, the service sector, and government administration. The Trans Canada Trail, a regional trail that crosses the region, passes through Selkirk.

TOWN OF NIVERVILLE

The Town of Niverville is located south of the City of Winnipeg. Niverville was first incorporated as a village in 1969 and later as a town in 1993. Niverville has a population of 5,947 people as of 2021. While agriculture remains the heart of Niverville's economy, there are additional employment sectors including retail, health, and social services. The Trans Canada Trail passes through Niverville.

TOWN OF STONEWALL

The Town of Stonewall is located north of the City of Winnipeg. Stonewall was incorporated in 1908 and has grown to a population of 5,046 people as of 2021. Limestone quarrying has been central to Stonewall's economy since the early 20th century, but since the 1960s Stonewall has been diversifying its economy.

VILLAGE OF DUNNOTTAR

The Village of Dunnottar is located on the shores of Lake Winnipeg north of the City of Winnipeg. It has a population of 989 people as of 2021, which expands in the cottage communities during the summer season. Three settlement areas, Ponemah, Whytewold, and Matlock, incorporated in 1948 as the Village of Dunnottar. Dunnottar is surrounded by rural areas and is well-known for its beaches and as a vacation spot for Manitobans. The economic base of Dunnottar consists mainly of retail services which support local cottages and summer tourists. Lake Winnipeg has historically provided residents with employment in commercial fisheries.

RURAL MUNICIPALITY OF CARTIER

The RM of Cartier is located west of the City of Winnipeg and is bordered by the Assiniboine River. The municipality was incorporated in 1914 and has grown to a population of 3,344 as of 2021. Cartier is home to multiple communities including Dacotah, Elie, St. Eustache, Springstein, and Lido Plage. Cartier is home to Beaudry Provincial Park, which is connected to the Trans Canada Trail. The RM has a historic Franco-Manitoban culture and continues to support several French-speaking communities.

RURAL MUNICIPALITY OF EAST ST. PAUL

The RM of East St. Paul abuts the northern edge of the City of Winnipeg, directly east of the Red River. East St. Paul was incorporated in 1916 and has grown to a population of 9,725 people as of 2021. East St. Paul has significant development in its southern half, including serviced residential, industrial, and commercial areas, and further north remains agricultural in nature. East St. Paul is home to two regional trails: the Trans Canada Trail and Duff Roblin Parkway Trail.

RURAL MUNICIPALITY OF HEADINGLEY

The RM of Headingley abuts the western edge of the City of Winnipeg. The municipality was incorporated in 1992 and has a population of 4,331 as of 2021. Headingley is intersected by the Assiniboine River, the Trans-Canada Highway, and the Trans Canada Trail. The municipality is largely agricultural, with residential concentrated around the Assiniboine River, and commercial development adjacent to the Trans-Canada Highway and along the Perimeter Highway.

RURAL MUNICIPALITY OF MACDONALD

The RM of Macdonald abuts the southwestern edge of the City of Winnipeg. Macdonald was incorporated in 1881 and is home to 8,120 residents as of 2021. It includes the communities of Oak Bluff, La Salle, Domain, Brunkild, Sanford, and Starbuck. The La Salle River flows through the municipality. The municipality's economy is primarily focused on agriculture, wood processing, and building supply products.

RURAL MUNICIPALITY OF RITCHOT

The RM of Ritchot abuts the southern edge of the City of Winnipeg. Ritchot was incorporated in 1890 and has grown to a population of 7,469 people as of 2021. Communities within Ritchot include St. Adolphe, Ste. Agathe, Ile des Chênes, and Grande Pointe. Highway 75 intersects the municipality, and the Trans Canada Trail crosses it. Four rivers flow through the municipality including the Red River, Rat-Marsh River, La Salle River, and Seine River. The RM has a historic Franco-Manitoban culture and continues to support several French-speaking communities.

RURAL MUNICIPALITY OF ROCKWOOD

The RM of Rockwood is located northwest of the City of Winnipeg. It consists of multiple communities including Gunton, Balmoral, Stony Mountain, and Argyle, and surrounds the Towns of Stonewall and Teulon. The municipality was incorporated in 1880 and has grown to a population of 8,440 as of 2021. Rockwood is home to Oak Hammock Marsh and Netley Creek flows through it. Throughout its history, one of the main industries in the municipality has been limestone quarries, however, today agriculture is the predominant industry.

RURAL MUNICIPALITY OF ROSSER

The RM of Rosser abuts the northwestern edge of the City of Winnipeg. Rosser was incorporated in 1893 and has grown to a population of 1,270 people as of 2021. Rosser is made up of the communities of Grosse Isle, Meadows, Marquette, Gordon, and Lilyfield. While the majority of Rosser remains agricultural in nature, significant industrial development is occurring within the Rosser CentrePort lands. Approximately half of the lands designated for industrial development in CentrePort are located within Rosser.

RURAL MUNICIPALITY OF SPRINGFIELD

The RM of Springfield abuts the eastern edge of the City of Winnipeg. Springfield was incorporated in 1873 and has grown to a population of 16,142 people as of 2021. The largest communities in Springfield include Oakbank, Dugald, and Anola. The municipality contains Birds Hill Provincial Park, one of the busiest of Manitoba's Provincial Parks with about one million visitors per year and host of the annual Folk Festival that draws in 80,000 visitors annually to the region. A section of the Trans Canada Trail goes through Springfield from Birds Hill Park to Oakbank. Cooks Creek flows through the municipality.

RURAL MUNICIPALITY OF ST. ANDREWS

The RM of St. Andrews is located along the Red River north of the City of Winnipeg. It consists of multiple communities including Lockport, Clandeboye, and Petersfield. The municipality was incorporated in 1880 and has grown to a population of 11,723 as of 2021. Netley Creek flows through the municipality. The RM can be described as an agricultural community with residential areas, seasonal cottages, neighbourhood businesses, and an industrial area surrounding the St. Andrews Airport.

RURAL MUNICIPALITY OF ST. CLEMENTS

The RM of St. Clements is located northeast of the City of Winnipeg and east of the Red River. It consists of multiple communities including East Selkirk and Grand Marais. St. Clements was incorporated in 1883 and has grown to a population of 11,586 people as of 2021. The municipality is known for its many parks and beach communities including Grand Beach Provincial Park on Lake Winnipeg—Manitoba's most popular tourist destination on the province's largest lake. Cooks Creek flows through the municipality. St. Clements is home to two regional trails: the Trans Canada Trail and Duff Roblin Parkway Trail.

RURAL MUNICIPALITY OF ST. FRANÇOIS XAVIER

The RM of St. François Xavier is located west-northwest of the City of Winnipeg along the Assiniboine River and was incorporated in 1880. As of 2021, the population of the municipality has grown to 1,449 people and contains the communities of Pigeon Lake and St. François Xavier. The economy is largely focused on agriculture. The RM has a historic Franco-Manitoban culture and continues to support several French-speaking communities.

RURAL MUNICIPALITY OF TACHÉ

The RM of Taché is located southeast of the City of Winnipeg and was incorporated in 1880. As of 2021, Taché has a population of 11,916. Communities within Taché include Landmark, Lorette, Ste. Genevieve, Dufresne, Ross, and Linden. The Trans-Canada Highway intersects the municipality and the Seine River flows through it. The municipality has a diverse resource-based industry supported by mineral aggregate and strong agricultural roots. Taché contains a large and notable Indigenous population, particularly Métis people. 15% of the population identify as Métis, resulting in Taché having the second-largest Métis population ratio for any settlement with more than 10,000 people in Canada. The RM has a historic Franco-Manitoban culture and continues to support several French-speaking communities.

RURAL MUNICIPALITY OF WEST ST. PAUL

The RM of West St. Paul abuts the northern edge of the City of Winnipeg, directly west of the Red River. West St. Paul was incorporated in 1916 and has grown to a population of 6,682 people as of 2021. West St. Paul is largely agricultural, with concentrations of residential development abutting the City of Winnipeg. West St. Paul has some business park-type development, largely within the Perimeter Highway and adjacent to the City of Winnipeg.

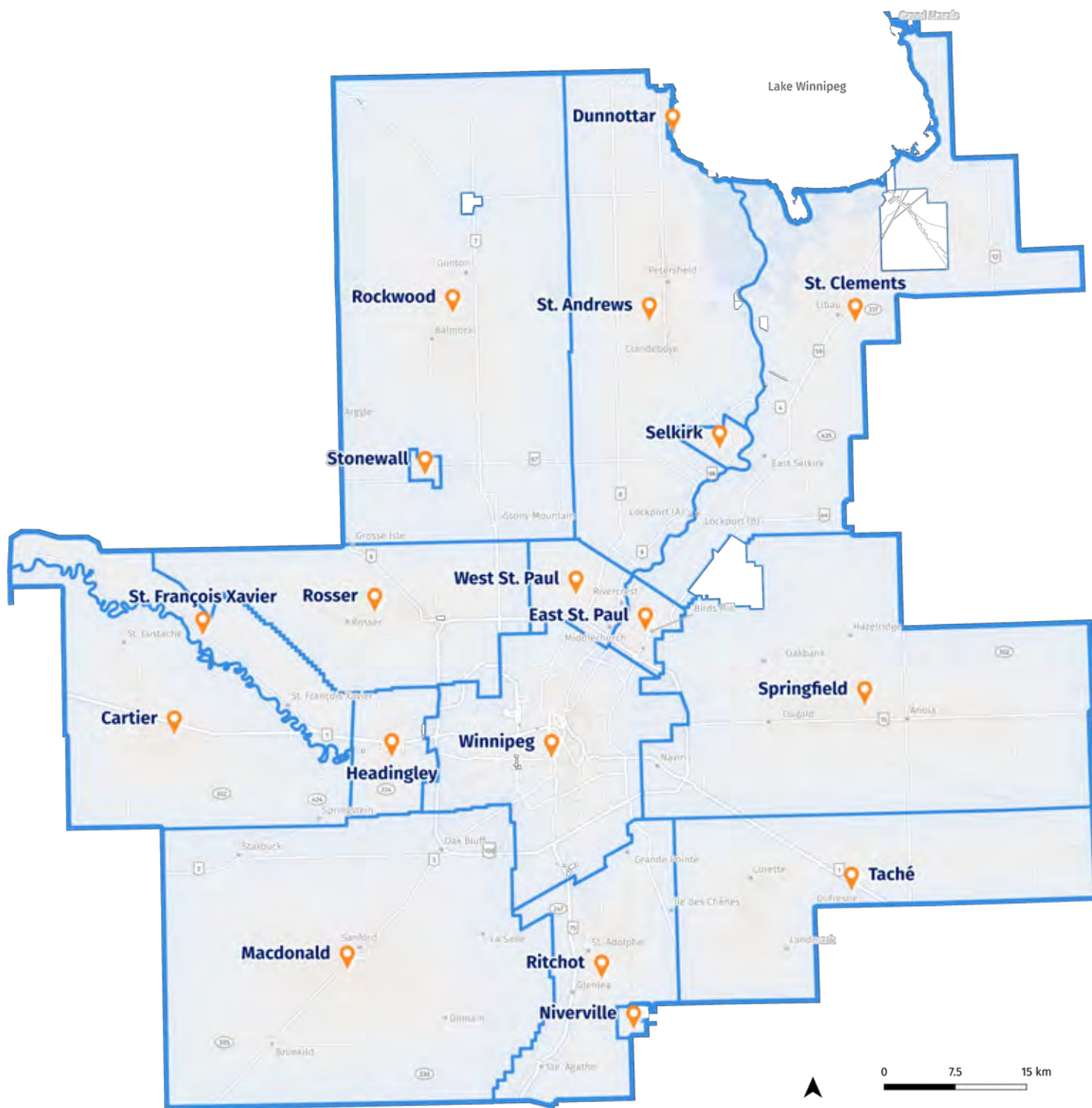


FIGURE 9: WINNIPEG METROPOLITAN REGION MEMBERS

Notes

Identified lands are located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisininew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis.

Map Projection

NAD83 / UTM zone 14N (EPSG:26914)

Feature Layer Sources

Government of Canada, Province of Manitoba, Winnipeg Metropolitan Region

Base Layer Sources

Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada



INDIGENOUS NATIONS

LAND AND WATER ACKNOWLEDGEMENT

We acknowledge that Manitoba's Capital Region is located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisininew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis. We also acknowledge Shoal Lake 40, Treaty 3 Territory, sources water to the City of Winnipeg. The WMR is committed to working in collaboration and partnership with First Nations and the Red River Métis in the spirit of truth and reconciliation.

This acknowledgement is very important to how we plan for the region as it recognizes and respects the inherent rights of Indigenous Peoples to the land. Further, this acknowledgement honours the historical and ongoing connection to the ancestral lands of the inhabitants that are still here today.

When planning and development is being undertaken it is important to acknowledge, respect, include and implement Indigenous perspectives.

Constitutionally protected inherent rights and Aboriginal and Treaty rights acknowledge the need for Indigenous People to provide free, prior and informed consent to development to ensure their priorities for their lands are reflected. While municipalities and the region may not be held to same duty to consult as the Crown (Government of Canada and Province of Manitoba), we acknowledge that planning must include Indigenous Nations as policy decisions can impact inherent rights and Aboriginal and Treaty rights.

To respect, promote, protect, and accommodate inherent rights, policy can be used as a tool towards legislative reconciliation. Plan20-50 attempts to advance this idea and works toward embracing collaborative partnerships that support planning together.

Knowledge Keepers from First Nation communities teach that everything has been created by Kitchi Manitou (Creator) and has been loaned to humans to be good stewards and give respect to Mother Earth as caretakers of all that is inter-connected within the complex ecosystems. From a First Nations perspective, planning needs to respect Mother Earth and all forms of living organisms and needs to be approached from a socio-economic, holistic, and balanced mindset.

First Nations Knowledge Keepers teach that we all have a spirit and that all our relatives or all of our relations from Mother Earth must be respected. Further, Knowledge Keepers teach that all our relations have a purpose and are important to the survival of a healthy ecosystem. Mother Earth is living, and all natural ecosystems are similar to humans as the Creator intended. The rivers are referred to as the veins that the water (life blood) runs through, the trees (lungs) provide clean air and the wetlands (kidneys) cleanse the water. All relations and ecosystems are important and serve a purpose. Planning must restore and create harmony in the ecosystem and among all our living relations.



SPIRIT AND INTENT: TREATIES AND COLLABORATION

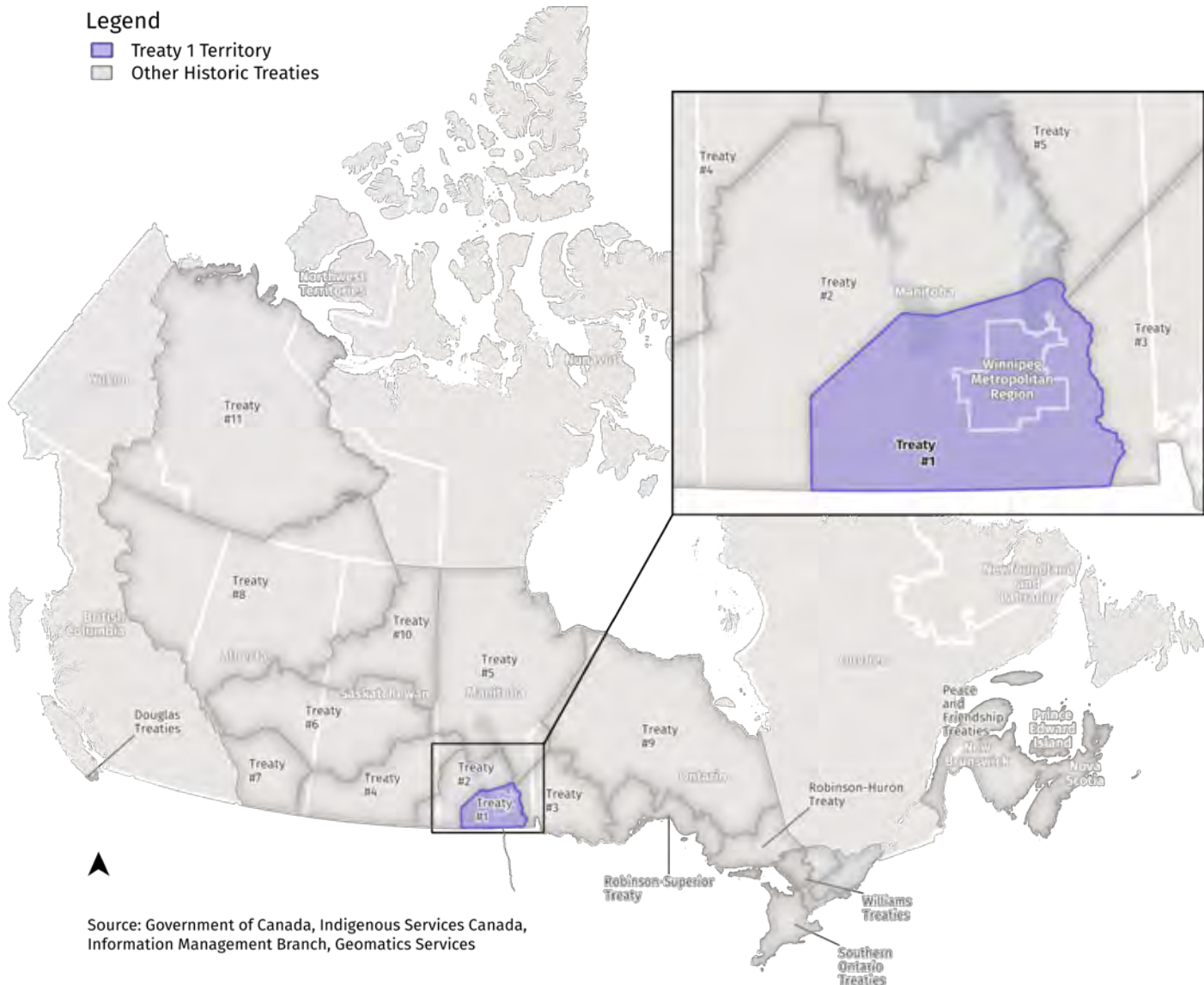
In 1817, prior to the numbered treaties, a Treaty in Manito Ahbee between Lord Selkirk and Chief Peguis, who represented four First Nations, was negotiated. This Treaty was based on peace and friendship and acknowledged that permission from First Nations was required prior to Lord Selkirk and his peoples settling in the region. It respected the rights of First Nations to co-exist in peace and harmony and to not impose their ways upon one another. This was the first unnumbered treaty in

western Canada. This Treaty relationship continues to this day and is respected by the ancestors of Lord Selkirk and Chief Peguis.

Signed in 1871, Treaty 1 was the first of the numbered treaties in Canada. The Treaty process, spirit and intent was not an act of surrender, but wisdom and foresight of the First Nation leadership to co-exist in peace and harmony with the settlers for as long as the sun shines, the grass grows and the rivers flow. The Treaty was signed with the spirit and intent to co-exist in peace and harmony, share the resources, respect First Nations form of governance and to not impose their ways on each other.

Legend

- Treaty 1 Territory
- Other Historic Treaties



Source: Government of Canada, Indigenous Services Canada, Information Management Branch, Geomatics Services

Seven First Nations are signatory to Treaty 1 including: Baaskaandibewiziibiing Brokenhead Ojibway Nation, Long Plain First Nation, Peguis First Nation, Roseau River Anishinaabe First Nation, Sagkeeng First Nation, Sandy Bay Ojibway First Nation, and Swan Lake First Nation. There are two First Nations, Dakota Tipi and Dakota Plains, that are located within the Treaty 1 geography but are not signatory to a Treaty. Treaties set obligations and commitments that are constitutionally protected.

There are various First Nation Reserves and land holdings across Treaty 1 territory and within the region. Many First Nations have the ability to obtain lands through First Nations Treaty Land Entitlement (TLE) Agreements or other Land Claim agreements. TLE represents the Crown's obligation to fulfill outstanding land obligations entitled to First Nations as per established Treaties. To address outstanding TLE, the Crown entered into TLE Settlement Agreements.

Baaskaandibewiziibiing Brokenhead Ojibway Nation and Rolling River First Nation are signatory to the Manitoba Framework Agreement Treaty Land Entitlement (MFA-TLE), and Peguis First Nation, Long Plain First Nation, Roseau River First Nation and Swan Lake First Nation have independent TLE agreements. The MFA-TLE and other independent agreements are agreements between the Crown and First Nations that set out the conditions and process for government to fulfill their outstanding land obligations set out in Treaties.

Through the MFA-TLE and other independent agreements, when First Nations select or acquire land in a municipality, they may decide to set it apart as Reserve land. In these instances, municipalities have an obligation to engage with the First Nation(s) and an opportunity to identify any concerns they may have with setting apart the land as Reserve. If a First Nation(s) declares their intention to use the infrastructure of the municipality, municipalities must negotiate with the First Nation(s) a Municipal Development and Services Agreement (MDSA). MDSA are intended to be mutually beneficial to both parties and may incorporate conditions that speak to land use planning, development and compatibility, to infrastructure and servicing, and to rates of payment among other things. Supporting the MDSA process in good faith and advancing TLE provides long-term socio-economic benefits to First Nations and municipalities alike and supports reconciliation.

RED RIVER MÉTIS

The Red River Settlement, now the city of Winnipeg, is the birthplace of the Métis Nation. The Red River Métis is made up of Métis Citizens and settlements, also known as local communities and traditional territories. The Manitoba Métis Federation (MMF) was established in 1967 to provide democratic, responsible, and accountable governance on behalf of Red River Métis. The MMF represents the claims, rights, and interests of the Red River Métis.¹

¹Adapted from Manitoba Métis Federation - The National Government of the Red River Métis | Manitoba Métis Federation, 2024 (<https://www.mmf.mb.ca/manitoba-metis-federation-the-national-government-of-the-red-river-metis>)

Legend

- First Nation Reserve
- TLE Site—Crown land
- TLE Acquisition—Other land

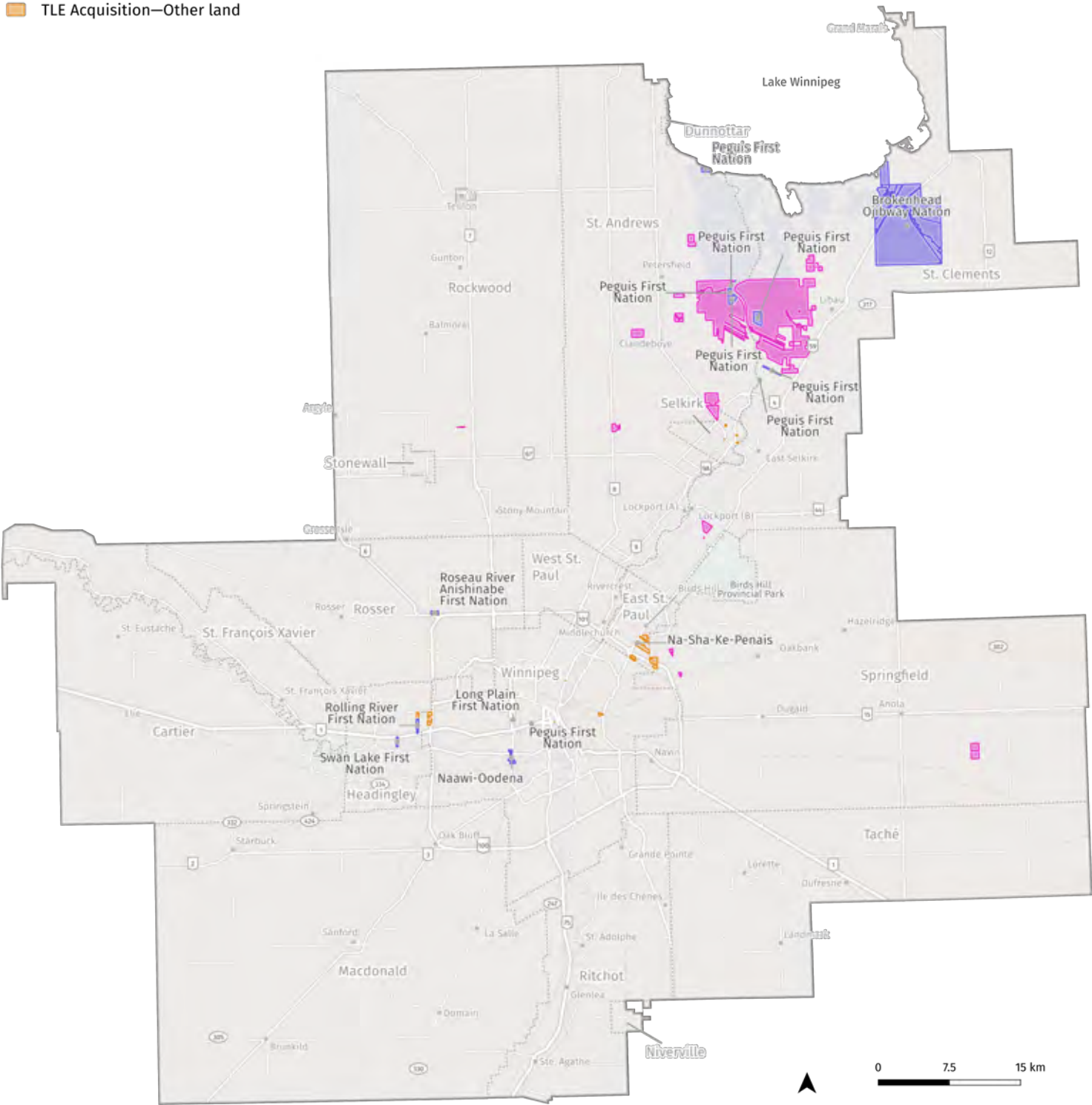


FIGURE 10: FIRST NATIONS RESERVE LANDS & TREATY LAND ENTITLEMENT (TLE) LANDS

Notes

Identified lands are located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisininew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis.

Map Label Name	Indigenous Name
Brokenhead Ojibway Nation	Baaskaandibewiziibiing
Long Plain First Nation	Gaa-ginooshkodeyaag
Peguis First Nation	Oshki-ishkonigan
Rolling River First Nation	Ditibineya-ziibiing
Roseau River Anishinabe First Nation	Okwewanashko-ziibiing
Swan Lake First Nation	Gaa-biskigamaag

TLE Site—Crown land: Crown land selections by First Nations as outlined by the Treaty Land Entitlement (TLE) Agreements in Manitoba.

TLE Acquisition—Other land: First Nation land acquisitions designated as Other Land as outlined by the Treaty Land Entitlement (TLE) Agreements in Manitoba.

Map Projection
NAD83 / UTM zone 14N (EPSG:26914)

Feature Layer Sources
Province of Manitoba

Base Layer Sources
Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada, Winnipeg Metropolitan Region

COLLABORATIVE OPPORTUNITIES

Regional planning and collaboration are critically important and need to be inclusive of all communities. Leaders of the WMR have recognized that regional progress is not only supported by inter-municipal working relationships, but also by relationships with First Nations and the Red River Métis to ensure the needs of all are considered. Collaboration is not only necessary for planning and effective socio-economic development, but it is critical to addressing pressing cross jurisdictional issues such as climate change. Ecosystem boundaries do not adhere to established political boundaries.

Since 2017, Mayors and Reeves of the WMR and Chiefs of the Southern Chiefs' Organization have been working toward establishing new relationships via the Collaborative Leadership Initiative (CLI). Facilitated by the Centre for Indigenous Environmental Resources (CIER), the CLI is a government-to-government approach that helps leaders build shared governance and advance reconciliation. In 2019, leaders formalized their relationship through a Memorandum of Understanding (MOU) and recommitted to reformed governance and reconciliation.

The CLI is a story of building relationships and establishing trust, which set the foundation to work together on initiatives that move beyond municipal boundaries to realize a regional vision to benefit all communities. The WMR's engagement efforts with Indigenous leaders and communities have yielded valuable insights and collaboration. The WMR is committed to open communication and collaboration with all Indigenous governments and remains open to future opportunities for dialogue and partnership. Plan20-50 sets a roadmap to foster these goals.





CHAPTER 2

POLICY FRAMEWORK

The following constitutes the formal content of Plan20-50. This includes Plan Interpretation, Regional Structure, the Integrated Policy Areas, Schedules, Implementation and Glossary.



PLAN INTERPRETATION

All meanings, we
know, depend on the
key of interpretation.

LEGAL CONTENT

The Regional Structure, Integrated Policy Areas, Schedules, Implementation, and Glossary represent the legal content of Plan20-50. They are to be read and interpreted together as an integrated policy framework. The policy framework applies to all the lands within the municipal boundaries of the WMR member municipalities with the exception of First Nation lands and Reserves, federal lands, such as airports or military bases, and lands designated as provincial parks under The Provincial Parks Act.

Where policies reference the WMR this means the Winnipeg Metropolitan Region. The Winnipeg Metropolitan Region is the operating name of the Capital Planning Region. Responsibilities of the Capital Planning Region are defined in The Planning Act and the Capital Planning Region Regulation.

Where a planning district has been established and is responsible for the adoption, administration and enforcement of development plan by-law, secondary plan by-law, and zoning by-law, policies referencing municipalities will apply as it relates to the subject by-law.

The preamble for each policy area is intended to be introductory for context and background to support interpretation of the policies and is not considered policy. Policies apply to the entire region unless a specific policy tier or centre is indicated. Where the policies contain a list of sub-policies or criteria, they are required to be met, unless otherwise noted. The implementation of the plan is outlined in the Implementation section and directed by provincial legislation.

Policy definitions are indicated in italics and defined in the Glossary. All terminology used in the regional plan will be interpreted using its usual and customary definition, except for terms defined in the Glossary. In the event of conflict, the WMR board of directors, in consultation with municipalities, will have discretion for interpreting the meaning of words.

The Schedule Maps are conceptual and are instruments for illustrating long-term land use, *infrastructure* and servicing planning and development. The following rules apply in the interpretation and application of the Schedule Maps:

- a) Boundaries indicated as approximately following site lines on a registered plan are construed as following such site lines;
- b) Boundaries indicated as approximately following settlement area limits are construed as following settlement area limits;
- c) Boundaries indicated as following a rail right-of-way or public utility right-of-way are construed as following the centre line of such rights-of-way unless clearly designated otherwise;
- d) If a street, public lane, footpath, or public walk shown on the Schedule Map is lawfully closed, the land formerly comprising it will be included within the Designation within which it is located. If the centre line of said closed right-of-way was a Designation area boundary between two or more different areas, the area boundary will continue to be the former centre line; and
- e) Where features on the ground are at variance with those shown on a Schedule Map or in other circumstances not mentioned above, the local planning officer in consultation with the WMR will interpret the area boundaries. Any such decision may be appealed to WMR board of directors.

The plan appendices are tools to provide direction to implement the regional plan but are not policy. The appendices may be subject to further elaboration and refinement following the adoption of this plan.

PREVAILING LAW

All federal and provincial acts, regulations, and policies in effect apply. Whenever provisions contained in any appropriate federal or provincial legislation impose overlapping regulations, laws or policies over the use of land, buildings or structures, or contain any restrictions covering any of the same subject matter contained herein, the most restrictive or highest standard will apply.

PROJECTIONS

Where population and employment projections are referenced, projections should be considered to ensure the region is planning to accommodate projected growth in a way that is consistent with the goals and policies of the regional plan. This should not be interpreted as a way to direct the pace and sequencing of development. This does not constitute market demand or market performance, which continues to evolve and can be accommodated by periodic updates of the regional plan as outlined in the Implementation section.

Projections do not constitute a limit on the amount of growth of any individual municipality or what type, pace, or location of development will occur. The regional population and employment projections will not be used to restrict or prevent land development interests from advancing projects which have been approved by local Councils, or those which maintain as-of-right planning and development permission.

CONFORMITY

The policies contained within this plan require various degrees of conformity:

ENCOURAGE / CONSIDER

When used in a policy, it is provided as a guideline or suggestion toward implementing the original intent of the policy.

SHOULD

When used in policy, the intent is that the policy is to be complied with. However, the policy may be deviated from to address unique circumstances that will otherwise render compliance impractical or to introduce an acceptable alternate means to achieve the general intent of the policy. A planning rationale to support local policy direction will be provided.

WILL

When used in policy, the policy is considered mandatory.



REGIONAL STRUCTURE

We are one—
but we're not the same.

POLICY TIERS

The region is a large geographic area that includes diverse communities with varying urban and rural characteristics, creating a complex mixture of communities. The Regional Structure is a core component of Plan20-50 and provides a visual interpretation of the region (Schedule A-1). The Regional Structure provides for a spatial representation of the alignment of where policies of the plan apply and does not represent a governance model. It relates to where and how growth and development will be accommodated in the region.

The focus of this plan is to align growth with servicing to maximize the region's *infrastructure* investment and support *complete communities* that include a range of housing, employment, services, and amenities. The Regional Structure supports communities and employment areas, protects *agricultural land*, and builds on existing *infrastructure* and land use patterns. The policies of this plan are aligned with the Regional Structure.

The Regional Structure fosters sustainable climate-resilient growth, supports the development of *complete communities*, and considers the servicing and *infrastructure* investments needed to meet the demands of the future at scale.

THREE TIERS

The Regional Structure introduces three policy tiers that allow policies to be applied differently across the region. The three tiers are:



Within each of these tiers, policy development may occur in three ways:

Driveable single-use

Walkable mixed-use





Rural

Policies within this plan support the transition of single-use communities toward *complete communities*.

Legend

Tiers

Metro Core

-  Downtown Winnipeg
-  Metro Mixed-Use Node
-  Metro Corridor
-  Rapid Transit Corridor—Existing
-  Rapid Transit Corridor—Future




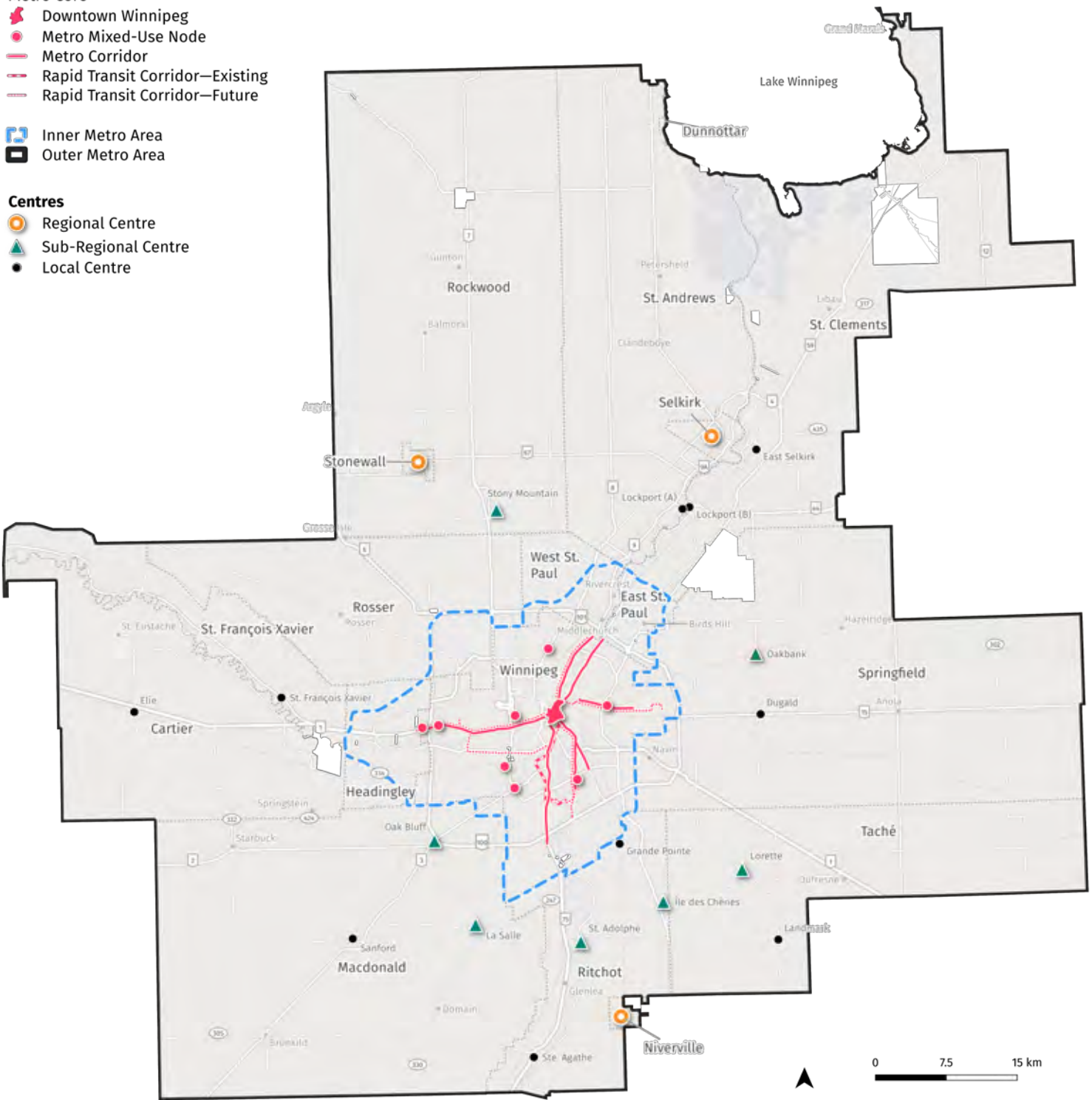
Inner Metro Area



Outer Metro Area

Centres

-  Regional Centre
-  Sub-Regional Centre
-  Local Centre



SCHEDULE A-1: WINNIPEG METROPOLITAN REGIONAL STRUCTURE



Notes

Identified lands are located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisininew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis.

Map Projection

NAD83 / UTM zone 14N (EPSG:26914)

Feature Layer Sources

City of Winnipeg, Natural Resources Canada, Province of Manitoba, Winnipeg Metropolitan Region

Base Layer Sources

Government of Canada, Natural Resources Canada, Open Street Map, Province of Manitoba, Statistics Canada

SCHEDULE A-2: REGIONAL STRUCTURE IMPLEMENTATION MATRIX

Schedule A-2 indicates which Plan20-50 Regional Structure components apply in each member municipality.

Municipality/Community	Policy Tiers			Outer Metro Area Centres		
	Metro Core	Inner Metro Area	Outer Metro Area	Regional Centre	Sub-Regional Centre	Local Centre
City of Winnipeg	●	●				
City of Selkirk			●	●		
Town of Niverville			●	●		
Town of Stonewall			●	●		
Village of Dunnottar			●			
RM of Cartier			●			
<i>Elie</i>						●
RM of East. St Paul		●	●			
RM of Headingley		●	●			
RM of Macdonald		●	●			
<i>La Salle</i>					●	
<i>Oak Bluff</i>					●	
<i>Sanford</i>						●
RM of Ritchot			●			
<i>Grande Pointe</i>						●
<i>Île des Chênes</i>					●	
<i>St. Adolphe</i>					●	
<i>Ste. Agathe</i>						●
RM of Rockwood			●			
<i>Stony Mountain</i>					●	
RM of Rosser		●	●			
RM of Springfield			●			
<i>Dugald</i>						●
<i>Oakbank</i>					●	
RM of St. Andrews			●			
<i>Lockport (part A)</i>						●
RM of St. Clements			●			
<i>East Selkirk</i>						●
<i>Lockport (part B)</i>						●
RM of St. François Xavier			●			
<i>St. François Xavier</i>						●
RM of Taché			●			
<i>Landmark</i>						●
<i>Lorette</i>					●	
RM of West St. Paul		●	●			

POLICY TIER DESCRIPTIONS



METRO CORE

Represents areas in the City of Winnipeg, including the structure components of **Downtown Winnipeg**, **Rapid Transit Corridors**, **Metro Corridors**, and **Metro Mixed-Use Nodes**. The **Metro Core** is planned and developed to the highest density within the region, offers a *full range of municipal services* and built to an urban standard. The **Metro Core** comprises the highest concentration of regionally significant amenities and services, supports *institutional clusters*, and offers a broad base of employment. The **Metro Core** is serviced with existing or planned *high-order transit* service and supports *transit-oriented development*. Mobility of the **Metro Core** is planned for a range of *multi-modal transportation* options and considers future connections to the **Inner Metro Area**.



INNER METRO AREA

Represents the area that surrounds the **Metro Core**, including parts of the City of Winnipeg and parts of the Rural Municipalities of Headingley, West St. Paul, East St. Paul, Macdonald, and Rosser. The **Inner Metro Area** is defined to the lands within the blue dashed line on Schedule A-1 and has specific policy direction. It is not intended to be interpreted as a growth boundary.

The **Inner Metro Area** encompasses the highest regional concentration of existing and future growth and development. The **Inner Metro Area** is planned and developed to an increasing density, offers a *full range of municipal services*, and is built to an urban standard. The **Inner Metro Area** supports a range of amenities, services, and *institutional clusters*, and offers a broad base of employment where employment lands are protected for the defined use. The **Inner Metro Area** is serviced with existing or planned transit service and planned for future connections to **Rapid Transit Corridors**. Mobility of the **Inner Metro Area** is planned for a range of *multi-modal transportation* options and considers future connections to the **Metro Core** and **Regional Centres**.



OUTER METRO AREA

Represents lands beyond the **Inner Metro Area** within the wider region. The **Outer Metro Area** consists of agricultural areas that provide a full range of agricultural uses, natural resources, and *natural asset* areas. The **Outer Metro Area** includes urbanizing areas with varying degrees of density and levels of service and amenities that offer local employment. Regionally significant urbanizing areas include: **Regional Centers**, **Sub-Regional Centres**, and **Local Centres**.

STRUCTURE COMPONENTS

The Regional Structure components should be read together with the Integrated Policy Areas and the Implementation sections of this plan.

• LOCAL CENTRES

Smaller urban areas within the **Outer Metro Area** that provide some *local level of service* for their community. New development is built to an urban standard with a *full range of municipal services* where available with exceptions for *drainage infrastructure*. Mobility of **Local Centres** is planned for increased *multi-modal transportation* options and connectivity. Land area for **Local Centres** is defined as the extent of contiguous urban-oriented land uses constituting the settlement.

▲ SUB-REGIONAL CENTRES

Urban areas within the **Outer Metro Area** that provide a *local level of service* for their community with potential to accommodate higher density *mixed-use development*, appropriate to the size and scale of the community. New development is built to an urban standard with a *full range of municipal services* whenever possible with exceptions for *drainage infrastructure*. Mobility of **Sub-Regional Centres** is planned for increased *multi-modal transportation* options and connectivity. Land area for **Sub-Regional Centres** is defined as the extent of contiguous urban-oriented land uses constituting the settlement.

○ REGIONAL CENTRES

Incorporated urban areas in the **Outer Metro Area** that provide some *regional level of services* and are intended to accommodate *mixed-use development* at higher densities. New development is built to an urban standard with a *full range of municipal services*. Mobility of **Regional Centres** is planned for *multi-modal transportation* options and connectivity including *commuter transit services* and considers future connections to the **Inner Metro Area**. Land area for **Regional Centres** is defined as the boundary of the incorporated municipality.

📍 DOWNTOWN WINNIPEG

The regional scale centre located in the **Metro Core**. **Downtown Winnipeg** includes a concentration of regionally significant amenities and services, the highest levels of residential and employment density, *mixed-use development*, *high-order transit* service and *active transportation* options.

🚇 RAPID TRANSIT CORRIDOR

Existing and planned dedicated right of way for transit vehicles or a right of way for a multitude of modes forming part of the **Metro Core**.

— METRO CORRIDORS

Strategic major regional arterial roads in the City of Winnipeg forming part of the **Metro Core**. **Metro Corridors** are intended to serve as an entry into the city and as a link between **Downtown Winnipeg** and one or more **Metro Mixed-Use Node** or major activity area.

● METRO MIXED-USE NODE

Intensely developed, regional attractions located in the City of Winnipeg forming part of the **Metro Core**. **Metro Mixed-Use Nodes** are serviced with existing or planned *high-order transit* service and, where appropriate, support *transit-oriented development*. **Metro Mixed-Use Nodes** can contain *mixed-use development*, including residential and specialized employment, commercial, or cultural services, or *institutional clusters*.

INTEGRATED POLICY AREAS

Nature laughs at the
difficulties of integration.

OVERVIEW

Plan20-50 includes five integrated policy areas. The policies are comprehensive in nature and must be read together and applied consistently. Plan20-50 policies guide growth and development to support the efficient and effective provision of *infrastructure* and services, the stewardship of the natural environment, resources and community well-being, and opportunities for collaboration.



Plan20-50 Policy Areas

POLICY AREA SCHEDULES

SCHEDULE A-3: DENSITY MINIMUMS AND TARGETS

Tier	Location	Residential and Mixed-use Density— dwelling units/ha (approximate units/acre)	
		Minimum	Target
Metro Core	Downtown Winnipeg	124 (-50)	370 (-150)
	Rapid Transit Corridors • <i>Transit-oriented development (TOD)</i>	99 (-40)	247 (-100)
	Locations along Metro Corridors Metro Mixed-Use Node (non-TOD)	86 (-35)	247 (-100)
Inner Metro Area	<i>Greenfield areas</i> in parts of City of Winnipeg	12 (-5)	24 (-10)
	<i>Greenfield areas</i> in parts of the RM of East St. Paul, RM of West St. Paul, RM of Headingley	10 (-4)	20 (-8)
	<i>Greenfield areas</i> in Regional Centres : • City of Selkirk, Town of Niverville, Town of Stonewall	12 (-5)	22 (-9)
Outer Metro Area	<i>Greenfield areas</i> in Sub-Regional Centres : • Oak Bluff, La Salle, Îles des Chênes, Lorette, Oakbank, St. Adolphe, Stony Mountain	12 (-5)	17 (-7)
	<i>Greenfield areas</i> in Local Centres : • Dugald, East Selkirk, Elie, Grande Pointe, Landmark, Lockport (part A), Lockport (part B), Sanford, St. François Xavier, Ste. Agathe	7 (-3)	10 (-4)
	Intensification Sites in Regional Centres, Sub-Regional Centres and Local Centres .	*	*
Various	Higher density Intensification Sites serviced by existing or planned <i>high-order transit</i> .	86 (-35)	247 (-100)
	Intensification Sites	12 (-5)	24 (-10)

Notes:

*Density minimums and targets for Intensification Sites in **Regional Centres, Sub-Regional Centres** and **Local Centres** will be identified on a case-by-case basis through local planning.

See 6.3 Density Minimums and Targets for further details.

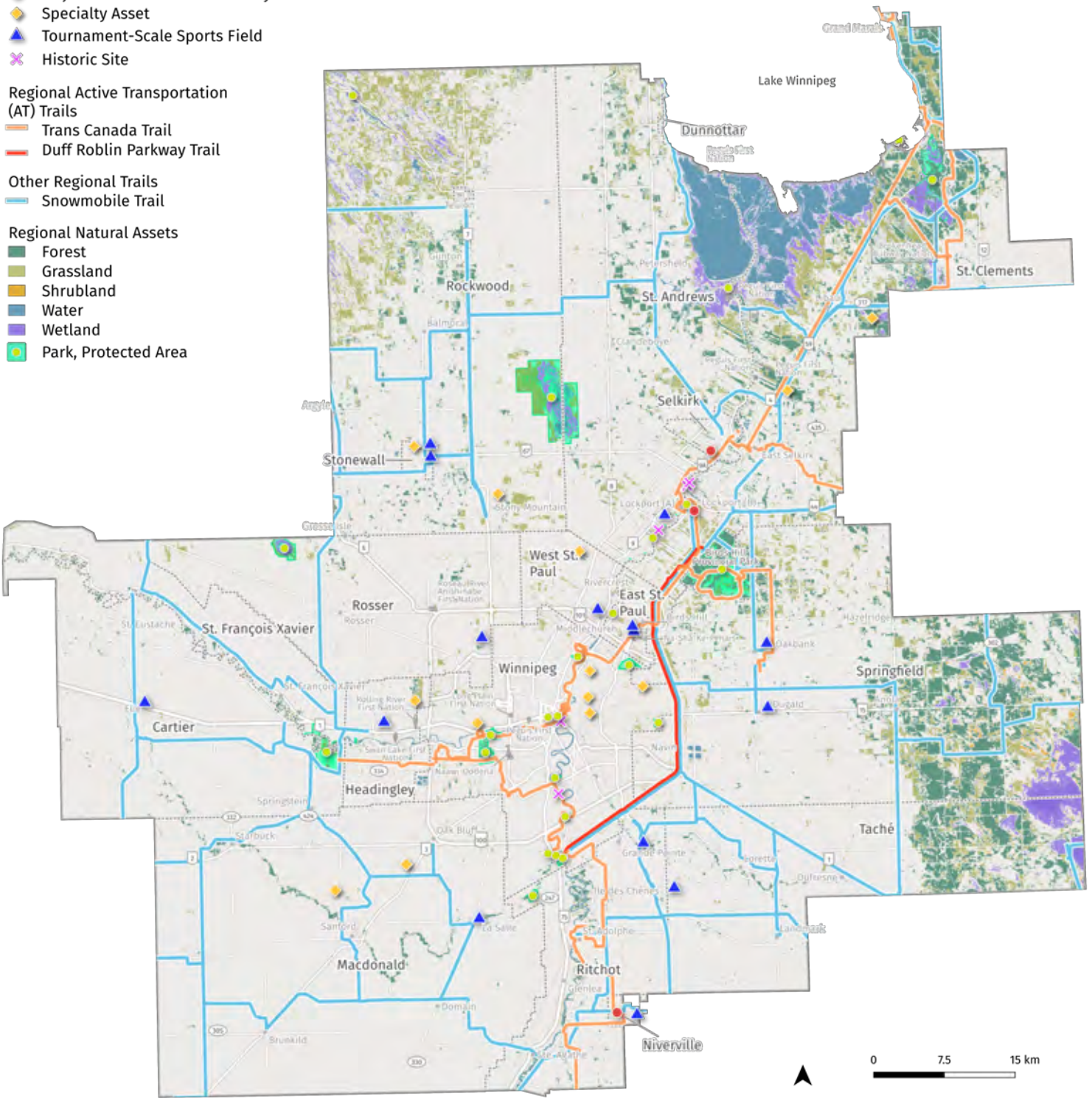
Legend

- Regional Recreational Assets
- Major Indoor Recreation Facility
 - Specialty Asset
 - Tournament-Scale Sports Field
 - Historic Site

- Regional Active Transportation (AT) Trails
- Trans Canada Trail
 - Duff Roblin Parkway Trail

- Other Regional Trails
- Snowmobile Trail

- Regional Natural Assets
- Forest
 - Grassland
 - Shrubland
 - Water
 - Wetland
 - Park, Protected Area



SCHEDULE A-4: REGIONAL NATURAL AND RECREATIONAL ASSETS

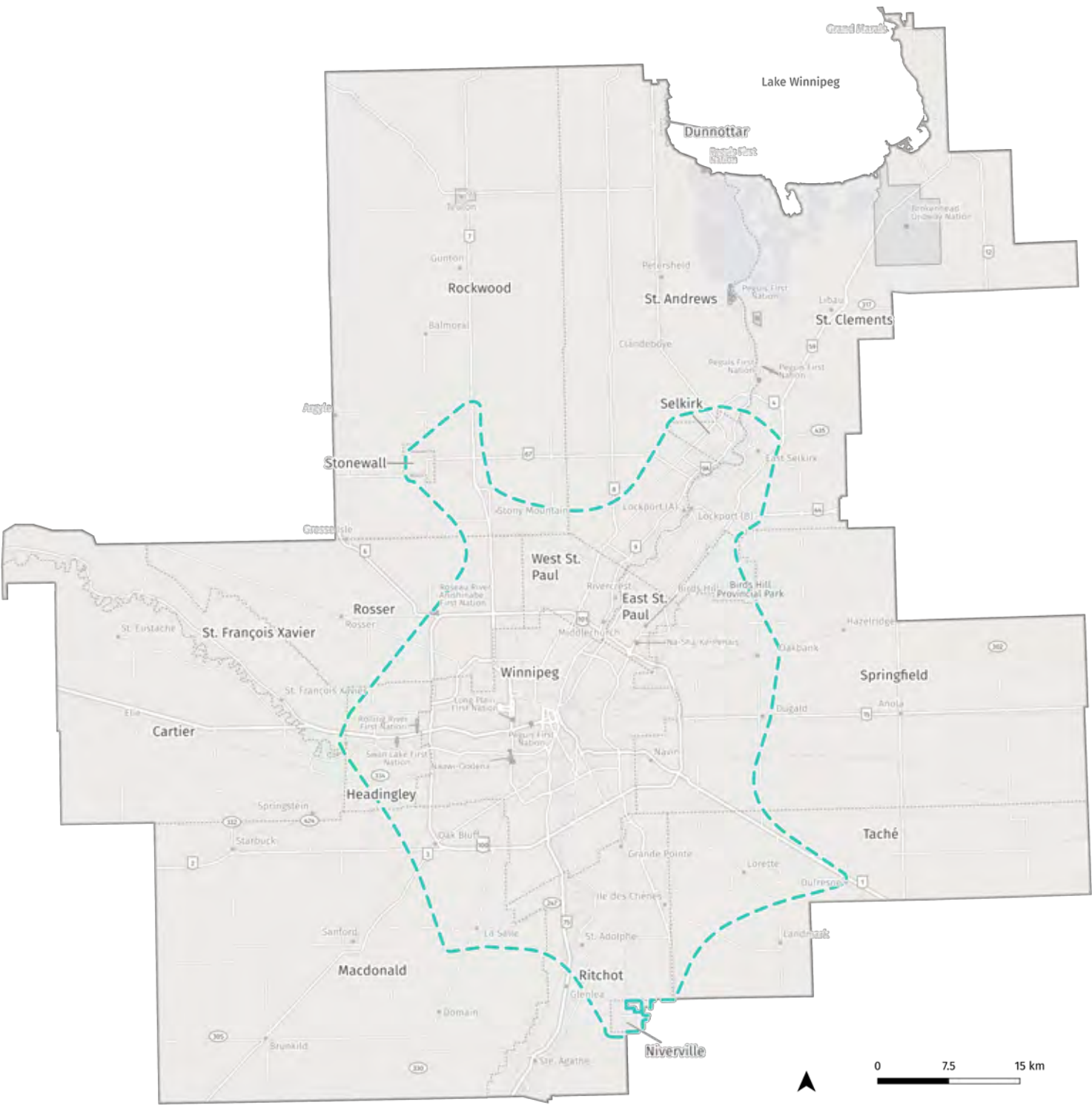


Notes
Identified lands are located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisninew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis.

Map Label Name	Indigenous Name
Brokenhead Ojibway Nation	Baaskaandibewiziibiing
Long Plain First Nation	Gaa-ginooshkodeyaag
Peguis First Nation	Oshki-ishkonigan
Rolling River First Nation	Ditibineya-ziibiing
Roseau River Anishinabe First Nation	Okwewanashko-ziibiing
Swan Lake First Nation	Gaa-biskigamaag

Map features are conceptual and represent information available when generated.

Map Projection
NAD83 / UTM zone 14N (EPSG:26914)
Feature Layer Sources
Agriculture and Agri-Food Canada, All Trails, ATVM Trails, City of Winnipeg, HTFC Planning and Design, Natural Resources Canada, Province of Manitoba, Trans Canada Trail, Winnipeg Metropolitan Region
Base Layer Sources
Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada, Winnipeg Metropolitan Region



SCHEDULE A-5: RURAL RESIDENTIAL BOUNDARY



Notes

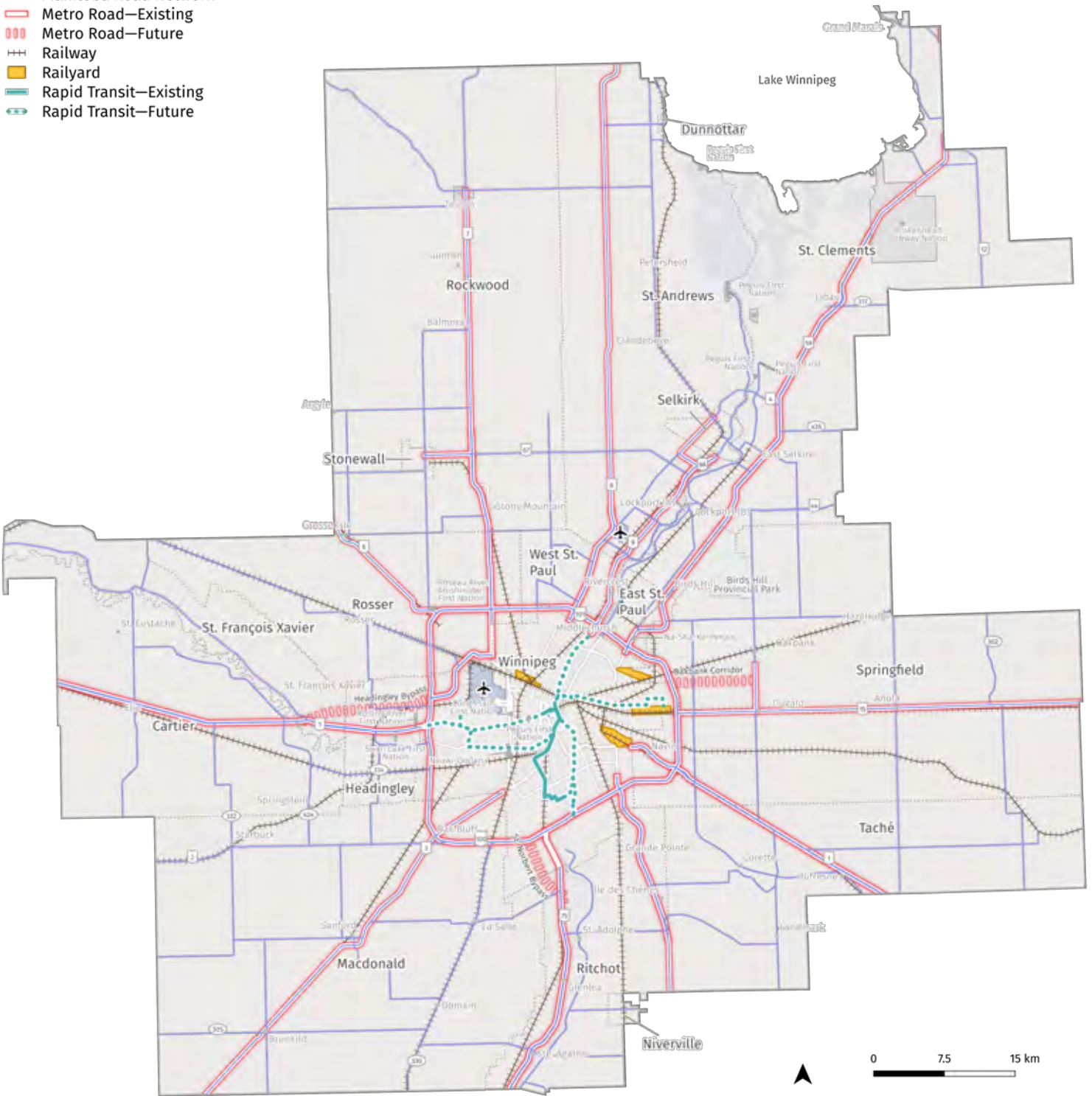
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Swan Lake First Nation	Gaa-biskigamaag

Map Projection
NAD83 / UTM zone 14N (EPSG:26914)
Feature Layer Sources
Province of Manitoba, Winnipeg Metropolitan Region
Base Layer Sources
Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada, Winnipeg Metropolitan Region

Legend

-  Airport
-  Manitoba Road Network
-  Metro Road—Existing
-  Metro Road—Future
-  Railway
-  Railyard
-  Rapid Transit—Existing
-  Rapid Transit—Future



SCHEDULE A-6: REGIONAL TRANSPORTATION INFRASTRUCTURE NETWORK



Notes

Identified lands are located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisninew, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis.

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Map features are conceptual and represent information available when generated.

Map Projection

NAD83 / UTM zone 14N (EPSG:26914)

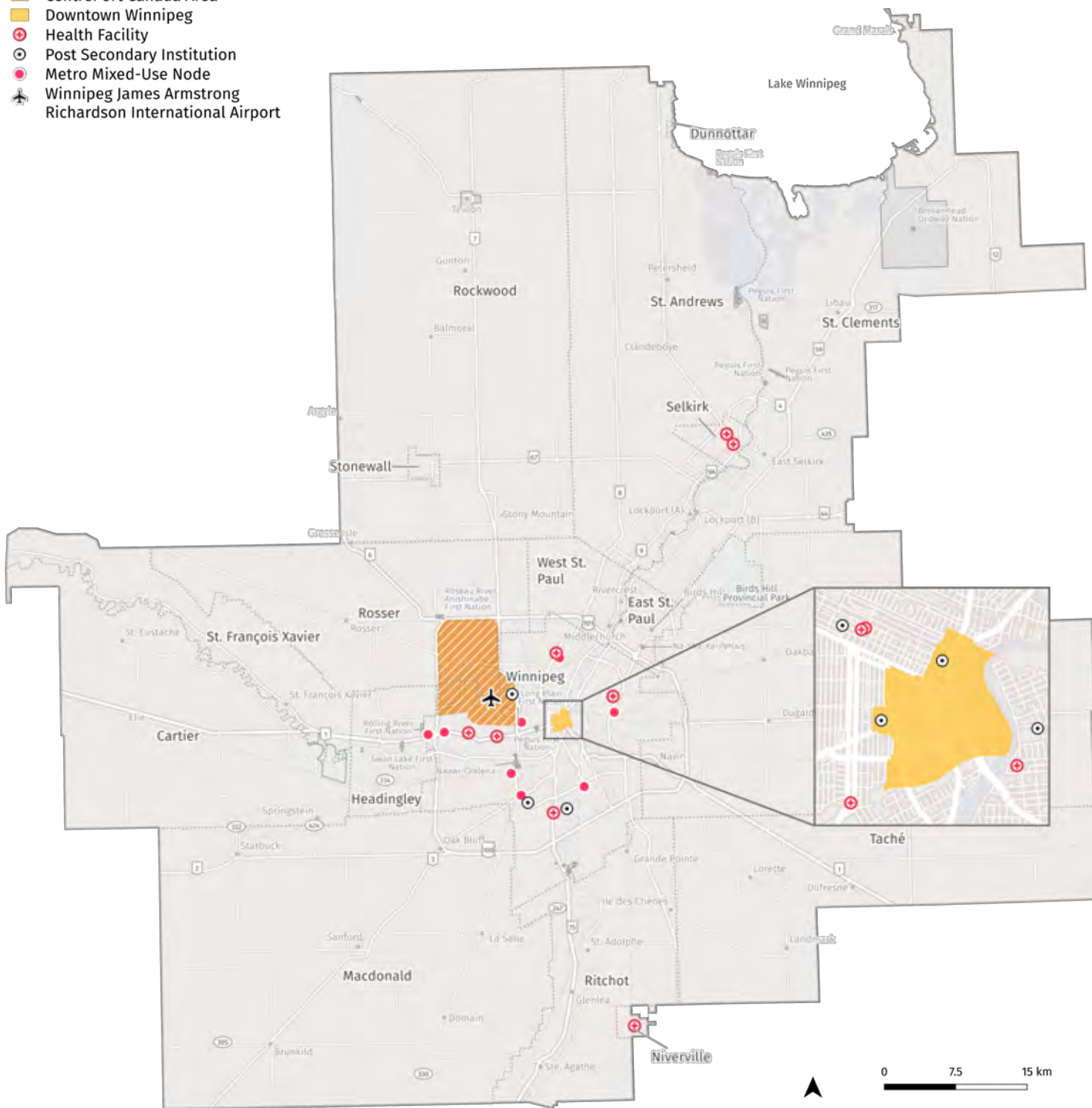
Feature Layer Sources

City of Winnipeg, Government of Canada, Natural Resources Canada, Province of Manitoba, Winnipeg Metropolitan Region

Base Layer Sources

Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada, Winnipeg Metropolitan Region

- Regional Employment Area**
-  CentrePort Canada Area
 -  Downtown Winnipeg
 -  Health Facility
 -  Post Secondary Institution
 -  Metro Mixed-Use Node
 -  Winnipeg James Armstrong Richardson International Airport



SCHEDULE A-7: REGIONAL EMPLOYMENT AREAS






Notes

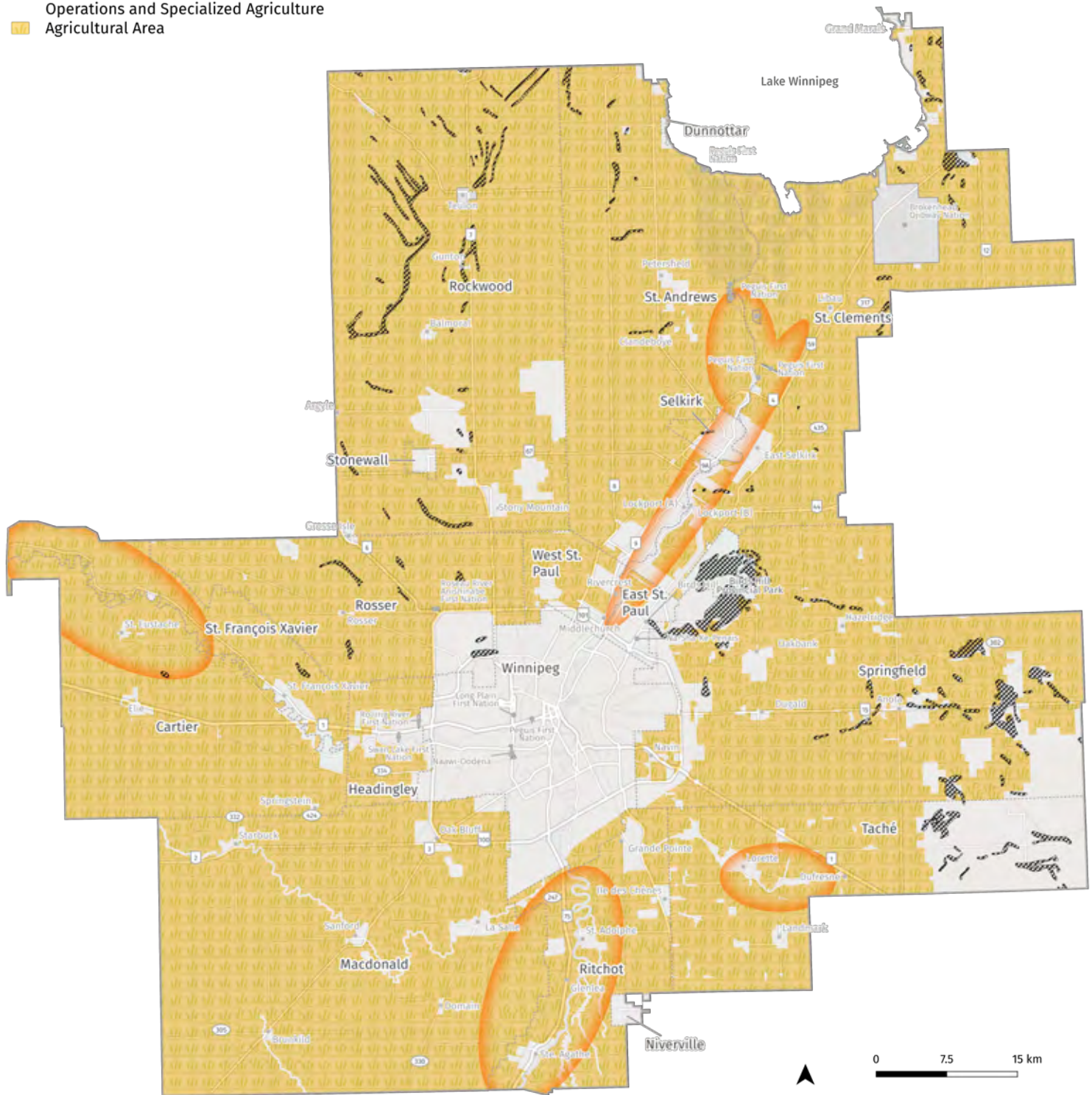
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Roseau River Anishinabe First Nation	Okwewanashko-ziibiing
Swan Lake First Nation	Gaa-biskigamaag

Map Projection
NAD83 / UTM zone 14N (EPSG:26914)
Feature Layer Sources
City of Winnipeg, Google Maps, Province of Manitoba
Base Layer Sources
Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada, Winnipeg Metropolitan Region

Legend

-  Aggregate Deposit
-  River Lot Areas with Potential for Agri-Tourism Operations and Specialized Agriculture
-  Agricultural Area



SCHEDULE A-8: RESOURCE-BASED ECONOMIC ASSETS



Notes

Identified lands are located on Treaty 1 Territory, the ancestral lands of the Ininew, Anishinaabe, Anisiniw, Dene, Dakota, Lakota and Nakota, and is the Homeland of the Red River Métis.

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Map Projection

NAD83 / UTM zone 14N (EPSG:26914)

Feature Layer Sources

City of Winnipeg, Natural Resources Canada, Province of Manitoba

Base Layer Sources

Government of Canada, Natural Resources Canada, OpenStreetMap, Province of Manitoba, Statistics Canada, Winnipeg Metropolitan Region



1. INTEGRATED COMMUNITIES AND INFRASTRUCTURE



OUR GOAL

Building strong, prosperous and sustainable communities by aligning growth with *infrastructure* and services.

ACTIONS:

- Coordinate growth and servicing across the region
- Manage growth to protect *agriculture lands* and *agricultural operations*, resource areas and the *natural asset* networks
- Provide resiliency from flooding
- Provide housing for all to address an aging population, affordability, and accessibility
- Collaborate with Indigenous Nations
- Prioritize *infrastructure* investment for servicing and transit aligned with urban *intensification* and supportive densities within the region
- Provide equitable access to regional services and amenities to support a high quality of life

Integrated Communities and Infrastructure aligns growth with servicing in order to maximize the region's *infrastructure* investment. It focuses on *intensification* in areas with critical *infrastructure* for servicing and transit within the city centred region. Providing *complete communities* includes supply of a range of housing, employment, services, and amenities, including access to broadband.

A coordinated region encourages the *compact* and contiguous development of a mix of land uses toward existing communities to protect *agricultural lands*, *agricultural operations*, natural lands and water, and support economic development and community well-being.

An integrated region promotes a strong and safe transportation network that guides the efficient movement of goods, provides for community connectivity to enable access to employment, services, and amenities, and promotes mode shift from a dependency on single-occupancy vehicles. The region's global economic competitiveness relies

on strong *complete communities* with regional objectives that provide fluid movement through transportation networks to access global markets, an available skilled and educated labour force, and access to available serviced lands.

The region will see the majority of growth within the City of Winnipeg, with communities around the city accommodating growth through new development. Addressing an aging population and changing demographics will require a range of housing types and communities that support walkability, green spaces, amenities, and access to transit.

Gentle density and *compact communities* will ensure efficient use of existing *infrastructure*, preservation of natural areas, and protection of drinking water and *agricultural lands*. Higher densities within the region does not mean overcrowding and congestion. *Intensification* in the region will happen in a subtle, incremental way through built form that "fits" into the existing community.



1.1 COMMUNITY GROWTH AND DEVELOPMENT

- 1.1.1 To optimize investment in *infrastructure* and services, the majority of growth and development should be accommodated in the **Metro Core**, **Inner Metro Area**, and **Regional Centres**.
- 1.1.2 To support sustainable *infrastructure* and servicing investment and to promote orderly *compact* and contiguous development supporting *agricultural land* protection, *low carbon* objectives and climate-resiliency, the majority of growth and development will:
- a) Be in a contiguous manner, involving *infill* and the rounding out of *built-up areas*;
 - b) Be connected to existing municipal water and wastewater servicing, however, consideration will be given to **Local Centres** where servicing may be limited;
 - c) Be compatible with existing *built-up areas*;
 - d) Provide a mix of land uses in *compact* form;
 - e) Promote a mix of housing types close to existing and planned *local employment areas*;
 - f) Support connectivity with the existing transportation system and incorporate an internal road system;
 - g) Support *active transportation* routes and trails, with a focus on *Regional Active Transportation Trails* as per Schedule A-4; and
 - h) Incorporate transit and protect for future transit viability, where appropriate.
- 1.1.3 To support *low carbon*, resilient growth and sustainable *infrastructure* and servicing development, *residential and mixed-use density* minimums should be achieved as per Schedule A-3 for the **Metro Core**, Intensification Sites, and for *greenfield areas* in the **Inner Metro Area**, **Regional Centres**, **Sub-Regional Centres** and **Local Centres**.



- 1.1.4 To support long-term, aspirational density, the **Metro Core**, Intensification Sites, and *greenfield areas* in the **Inner Metro Area**, **Regional Centres**, **Sub-Regional Centres**, and **Local Centres** will incorporate *density targets* that may be achieved over the planning horizon to 2050. Municipalities will:
- a) Incorporate *density targets* indicated in Schedule A-3; or
 - b) Identify and incorporate *density targets*, which will be:
 - i. For each Regional Structure tier and component applicable to the respective municipality;
 - ii. Greater than the minimum *residential* and *mixed-use density* indicated in Schedule A-3; and
 - iii. Supported by a planning rationale that considers the cost of development including, but not limited to, *infrastructure* capacity, long-term *infrastructure* maintenance, service delivery needs, demographics, and population growth.
- 1.1.5 To optimize existing *infrastructure* and minimize the expansion of the *built-up area*, municipalities should develop *infill* guidelines and tools appropriate to the local context where *infill* development:
- a) Should be focused to strategic locations within the **Metro Core**, **Inner Metro Area**, **Regional Centres**, **Sub-Regional Centres**, and **Local Centres**;
 - b) Will be connected to municipal water and wastewater servicing and include existing un-serviced development in a phased approach where available;
 - c) Will be identified and planned appropriately to support *intensification*, housing diversification, and *infrastructure* investment; and
 - d) Should include a mix of uses where appropriate.
- 1.1.6 To support walkable, transit-supportive communities, municipalities will identify locations of *transit-oriented development (TOD)* along **Rapid Transit Corridors** that incorporate existing or future rapid transit stations. *TODs* may include Intensification Sites or **Metro Mixed-Use Nodes**. Primarily within a 400 to 800 metre radius from an existing or future station, these identified locations should:
- a) Achieve minimum *residential* and *mixed-use density* as per Schedule A-3 and may achieve *density targets* as per 1.1.4;
 - b) Include a diversity of uses, such as residential and employment; and
 - c) Include a pedestrian-oriented urban design and support linkages to *active transportation* networks.



- 1.1.7 Municipalities will identify locations of strategic *intensification* along **Metro Corridors**. These locations should achieve minimum *residential and mixed-use density* as per Schedule A-3 and may achieve *density targets* as per 1.1.4.
- 1.1.8 Where applicable, municipalities will establish Intensification Sites. Intensification Sites:
- a) Are large, under-utilized lands located within an existing land use designation related to residential and/or employment uses that support major redevelopment opportunities;
 - b) Can accommodate a mixture of uses, including residential and employment uses; and
 - c) Should achieve the *residential and mixed-use density* minimum as per Schedule A-3 and encourage *density targets* be achieved as per 1.1.4. An Intensification Site should achieve higher minimum *residential and mixed-use density* and *density targets* if an Intensification Site can be serviced with existing or planned *high-order transit* service.
- 1.1.9 Where development straddles municipal boundaries within the **Inner Metro Area**, those areas will be planned and developed to be compatible with surroundings, existing uses, and transportation systems, including *active transportation infrastructure* and should support *natural assets* corridor connections.



- 1.1.10 To protect *agricultural lands*, *agricultural operations*, resource-related uses, and *natural assets* and to encourage *complete communities*, expansion of the **Inner Metro Area** and a **Regional Centre, Sub-Regional Centre**, or **Local Centre** will only be permitted if the area proposed for expansion:
- a) Is contiguous with existing urban-oriented land use designations and municipal services can be provided efficiently;
 - b) Is directed away from *prime agricultural lands*, *viable lower-class lands*, and existing or areas for future expansion of *agricultural operations* when possible;
 - c) Meets minimum separation distances for *livestock operations*, *provincial water infrastructure*, and waste disposal grounds as per provincial regulation;
 - d) Supported through studies identifying potential impacts of the expansion including, but not limited to:
 - i. Demographic, population, and employment projections;
 - ii. Supply and demand or market analysis for residential and other land uses, which may include consideration for development constraints;
 - iii. Traffic and transportation;
 - iv. Existing and future municipal servicing *infrastructure*;
 - v. *Agricultural land* and *agricultural operations*;
 - vi. *Natural assets*.



- 1.1.11 To protect *agricultural lands*, *agricultural operations*, resource-related uses, and *natural assets*, prevent *fragmentation*, and encourage *complete communities*, new *rural residential* land designations, including cottage development, will only be permitted in the **Outer Metro Area** (identified in Schedule A-1) and beyond the *Rural Residential Boundary* (identified in Schedule A-5), and meets the following criteria:
- a) The proposed *rural residential* and cottage development land designation expansion represents a maximum of five-year land supply based on the municipality's last five-year absorption of *rural residential* and cottage development land;
 - b) 90% or more of the municipality's existing *rural residential* and cottage development land supply has been built out;
 - c) Is directed away from *prime agricultural lands*, *viable lower-class lands*, and existing or areas for future expansion of *agricultural operations* when possible;
 - d) Meets minimum separation distances for *livestock operations*, *provincial water infrastructure*, and waste disposal grounds as per provincial regulation;
 - e) Can be developed in a contiguous manner with existing *rural residential* clusters where planned open space may be considered a component of such development;
 - f) If proposed *rural residential* is located on or adjacent to *natural assets*, including those identified in Schedule A-4, environmental and technical studies completed by qualified professionals will be submitted. Studies will identify the impacts of development on *natural assets*, include conservation buffers, development setbacks, and mitigation measures into the proposed development, and be informed by the Regional Natural Assets Network Plan when available; and
 - g) Be serviced with on-site water and wastewater *infrastructure* in accordance with provincial regulations.
 - i. Areas located in the *Red River Corridor* as identified in provincial regulation require connection to municipal wastewater *infrastructure*.



1.2 FLOOD PROTECTION

- 1.2.1 To protect communities from the risk of flooding, development will be restricted in *flood risk areas*, the *Designated Flood Area* and the *Designated Floodway Fringe Area* as per provincial regulation. This includes restrictions on multi-lot subdivision in areas where flood protection would require expansion. Within these areas:
- a) Where *infill* is not possible, expansion of an urban-oriented land designation may be permitted within *flood risk areas* and the *Designated Flood Area* provided the area is within an area with existing municipal servicing *infrastructure*, meets flood protection requirements as per provincial regulation and is designed to a 200-year flood standard, or flood of record, whichever is greater;
 - b) Growth will be directed away from *wetland* and *riparian areas*; and
 - c) Where development may be permitted, will meet minimum requirements for flood protection as per provincial regulation. Standards for flood resiliency, such as Canadian Standards Association (CSA) tools, should be incorporated in local land use and *infrastructure* planning and development, as identified in Schedule A-10.
- 1.2.2 To protect important flood protection *infrastructure*, development abutting or adjacent to *provincial water infrastructure* will require environmental and technical studies completed by a qualified professional to identify appropriate buffers, development setbacks, and mitigation measures.

1.3 HOUSING

- 1.3.1 Providing a diversity of housing types, forms, and affordability is a priority for the region. Municipalities:
- a) Will provide housing close to jobs, community and health services, and where the housing can be integrated as part of *mixed-use development*; and
 - b) Should enhance housing options by building of affordable, inclusive, supportive, multi-generational, and higher energy and environmental performance housing.
- 1.3.2 The WMR in collaboration with member municipalities and other stakeholders may develop a Regional Housing Strategy.



1.4 COLLABORATION WITH INDIGENOUS NATIONS

- 1.4.1 Where land has been selected or acquired as part of a *Treaty Land Entitlement (TLE)* agreement, land claim agreement or Addition to Reserve (ATR) process, municipalities will identify in development plans and secondary plans the location of Reserve lands and all lands referred to in this section where they exist abutting to the municipal jurisdiction.
- 1.4.2 When a First Nation(s) intends to set apart land selected or acquired as Reserve land and has declared intention to use the *infrastructure* of a municipality or requires services provided by the municipality, municipalities will negotiate in good faith and expeditiously with the First Nation(s) with a view to conclude a Municipal Development and Services Agreement.

1.5 HERITAGE RESOURCES

- 1.5.1 To protect, preserve, and enhance significant historical, archaeological, geological, architectural, environmental or scenic areas, buildings and structures, municipalities should identify *heritage resources* in local planning and ensure their protection from incompatible land use and development. As per provincial legislation, *heritage sites* will not be damaged, destroyed, removed, developed, or altered, where a *heritage resource* impact assessment may be a required prior to development.
- 1.5.2 To support the conservation of local *heritage sites*, municipalities are encouraged to designate *municipal heritage sites* as per provincial legislation. Municipalities may develop a Community Heritage Management Plan informed by provincial and federal standards and guidelines as identified in 6.6.3. Collaboration with Indigenous Nations should be undertaken where appropriate.
- 1.5.3 To protect and preserve burials and cemeteries, municipalities should identify burials and cemeteries in local planning as per provincial regulation. Collaboration with Indigenous Nations should be undertaken where appropriate.
- 1.5.4 To foster a *circular economy*, municipalities are encouraged to promote the adaptive re-use of heritage buildings where appropriate.



1.6 INFRASTRUCTURE INVESTMENT

- 1.6.1 Growth should be directed towards areas where public servicing and *infrastructure* can accommodate development. Planning for new or expanded *infrastructure* will occur in an integrated manner with land use planning, and:
- a) Should be informed by asset management and account for the full life cycle costs of *infrastructure*;
 - b) Consider the risk of *climate change* and opportunities for *green infrastructure*; and
 - c) Be informed by a Regional Servicing Strategy, when available, with emphasis on the **Metro Core, Inner Metro Area, Regional Centres, Sub-Regional Centres**, and **Local Centres**.

1.7 WATER AND WASTEWATER

- 1.7.1 To ensure sufficient revenue to recover the full cost of providing and maintaining necessary services, planning for municipal water and wastewater services will be coordinated. Where possible:
- a) Municipalities should explore opportunities for service sharing when *infrastructure* expansion and upgrades are required; and
 - b) Capital *infrastructure* investments will be identified in partnership with the Manitoba Water Services Board, when applicable.
- 1.7.2 To ensure *infrastructure* is planned, designed, constructed, or expanded in an efficient manner, municipalities will prepare drinking water and wastewater management plans. Plans will be prepared in accordance with the Drinking Water Safety Act, the Environment Act, and the Water Protection Act.
- 1.7.3 The extension of piped water or wastewater services will be undertaken in accordance with provincial legislation and will be limited beyond the boundary of incorporated municipalities and beyond the boundaries of the **Inner Metro Area, Sub-Regional Centres, Local Centres**, or other locations within a Rural Municipality with settlement area unless the:
- a) Need for the extension has been demonstrated; or
 - b) Province has declared a public health and safety issue or has identified an environmental concern.
- 1.7.4 To foster the development of a *circular economy*, municipalities should incorporate wastewater resource recovery through water reclamation processes.



1.8 TRANSPORTATION

- 1.8.1 The WMR in collaboration with the Province of Manitoba, member municipalities, and other stakeholders will:
- a) Establish a common regional road hierarchy with consideration for safety, efficiency, connectivity, and reliability of the regional transportation network including identified *Metro Roads* as per Schedule A-6; and
 - b) Establish common municipal road standards for modification by municipalities, including typologies for street standards that are designated for contexts that are *walkable mixed-use* and *drivable single-use*.
- 1.8.2 To guide regional transportation planning, the WMR will lead regional transportation master planning which at minimum:
- a) Identifies where possible to implement regional transportation options including regional transit;
 - b) Ensures transportation *infrastructure* planning is aligned with land use planning and emphasizes connections to *Regional Employment Areas*, **Downtown Winnipeg**, **Metro Mixed-Use Nodes**, the Winnipeg James Richardson International Airport, and nodes within the **Outer Metro Area**;
 - c) Develops and strengthens a regional network of *active transportation infrastructure*;
 - d) Supports the establishment of regional *park and ride facilities*; and
 - e) Considers future technology such as *zero emission vehicles* and autonomous vehicles.
- 1.8.3 To support efficient mobility, including transportation options to economic, educational, recreational, and cultural opportunities, municipalities will ensure transportation planning is aligned with land use planning, and informed by provincial regulation and the regional transportation master plan. Municipalities:
- a) Will protect the provincial road network and *Metro Roads* as per Schedule A-6;
 - b) Should coordinate land use planning to direct non-residential development to key nodes in the transportation system with emphasis on regionally significant sites;
 - c) Will, as appropriate, require traffic impact studies for proposed development and establish development controls including buffers, development setbacks, and mitigation measures to protect the provincial road network as identified in Schedule A-6;
 - d) Should deliver viable *multi-modal transportation* choice; and
 - e) Are encouraged to complete a transportation master plan that is coordinated with adjacent municipalities.



1.8.4 To coordinate the investment in regional transit priorities, integrated regional transit corridor planning and development will be undertaken by the WMR in collaboration with member municipalities and other stakeholders to:

- a) Develop a regional transit governance and cost-sharing model for the provision of regional public transit services;
- b) Identify lands and corridors for a regional transit system, with a focus on the **Inner Metro Area, Regional Centres** and *Regional Employment Areas* as per Schedule A-7;
- c) Support modal shift and alignment with *active transportation infrastructure*, with a focus on *Regional Active Transportation Trails* as per Schedule A-4; and
- d) Support the co-location of *infrastructure* in these corridors, where appropriate.

1.8.5 To support *greenhouse gas* mitigation and advance *low carbon* transportation options, the WMR will pursue strategies and options that:

- a) Identify potential *zero emission vehicle* charging/refuelling corridors; and
- b) Identify opportunities to install and align supporting *infrastructure*.

1.9 UTILITY

1.9.1 To support equitable access to *infrastructure*, services for development will be planned for coordinated efficient and effective delivery with a focus on:

- a) Utility *infrastructure* planning for hydroelectricity; and
- b) Broadband networks to support equal access to high speed and high-quality coverage to bridge the urban and rural digital divide.

1.10 SOLID WASTE

1.10.1 To support a regional approach to waste resourcefulness, minimization, and diversion, municipalities will support the cost effectiveness of waste management by coordinating capacity and service levels. Municipalities:

- a) Should examine approaches to rationalization, particularly as it relates to consolidating and upgrading waste disposal grounds and waste transfer stations;
- b) Should implement innovative approaches and technologies relating to servicing and *infrastructure*; or
- c) Will establish solid waste facilities, if required to meet present and future demands, in an ecologically sound and cost-effective manner.



- 1.10.2 To support the *circular economy*, the WMR will work towards developing regional waste recovery, reduction, and reuse strategies and plans.

1.11 RECREATION

- 1.11.1 To support the management and accessibility of high quality social, cultural, and recreational opportunities to all municipalities, regional recreational assets are identified in Schedule A-4 of this plan. Regional recreation planning efforts will:
- a) Include the consideration of management through shared servicing agreements; and
 - b) Support opportunities for passive recreation, co-location of assets, and *multi-modal transportation* options.
- 1.11.2 To ensure sustainable fiscal stewardship and industry best practice in operating and maintaining recreation assets and services, municipalities will:
- a) Consider partnerships and collaboration for the inter-municipal use of recreation services, including private-public partnerships; and
 - b) Focus on the co-location of recreation services and multi-purpose facilities with a contemporary mix of recreation options to meet long-term needs.

1.12 EMERGENCY SERVICES

- 1.12.1 To protect communities from risk and hazards and provide resiliency, municipalities will:
- a) Guide growth away from areas deemed at risk from natural hazards, including:
 - i. Areas in *flood risk areas*, including lands in the *Designated Flood Area* and *Designated Floodway Fringe Area*, in accordance with provincial regulation;
 - ii. Areas at elevated risk from *climate change* induced hazards;
 - b) Review fire suppression requirements as per the Manitoba Office of the Fire Commissioner and Manitoba Water Services Board guidelines and update firefighting protection plans accordingly;
 - c) Consider emergency response catchment areas; and
 - d) Incorporate standards for fire, emergency response, and fire suppression water supply, and may use National Fire Protection Association (NFPA) standards, as identified in Schedule A-10.





2. INVESTMENT AND EMPLOYMENT

OUR GOAL

Support economic development as the foundation to grow a transformative, leading, regional economy.

ACTIONS:

- Expand economic opportunities
- Focus regional employment development in areas with serviced land supply and good access for employees
- Promote a high quality of life in support of a strong and diverse workforce
- Facilitate investment and regional transportation networks and trade *infrastructure*
- Provide direction on the establishment of shared revenue agreements

Investment and Employment provides the base to advance a collaborative regional economy that presents a value proposition on the region's competitiveness. Regional economic development supports servicing and site availability, attracting jobs and investment.

Supporting effective and efficient *infrastructure* investment and fostering a skilled workforce supports business retention and expansion. Identifying, protecting, and planning strategically for serviced employment areas and *multi-modal transportation* enhances the movement of people and goods to, from and within the region. This supports and contributes to continued prosperity.

Moving toward 2050, attracting new investment remains a critical element for the regional economy. New investment brings state-of-the-art technologies and innovation. *Circular economy* opportunities can transform existing sectors, implement new production value chains, and create new industries, bringing new investment into the region.

The economy is also leveraged by developing *complete communities*. *Complete communities* maximize the value of *infrastructure* investment and offer an array of housing options in proximity to jobs. *Complete communities* cultivate sustainable, climate-resilient development and strategically positions the region to attract investment.

Capitalizing on the strengths of our regional character also means taking advantage of our unique seasonality. With the world's longest skating trail and renowned warming huts, the world's largest snow maze, Western Canada's longest running winter festival and winter activities of all types, focusing on this unique regional attribute can foster many economic opportunities. The region's summer season offers numerous opportunities to access Lake Winnipeg. The many rivers and waterways, parks and natural areas support a robust tourism and recreation industry. Cabins dot these areas and support local economies. The region's rich agricultural history supports numerous *agri-tourism operations* that provide opportunities to showcase unique cultural and agricultural attractions and experiences.



2.1 DIVERSIFIED ECONOMY

- 2.1.1 To coordinate and promote regional economic viability, diversity, and growth, the WMR will prepare a Regional Economic Development Framework for the region to:
- a) Develop a coordinated regional approach to economic development with clear objectives that serve to identify the regional competitive advantage and pathway to guide investments;
 - b) Support the alignment of stakeholder activities to build mutually beneficial relationships and collectively support a prosperous regional economy; and
 - c) Guide economic development to respond to the future regional economy and support a transition to a *low carbon, circular economy*.
- 2.1.2 To align local efforts with a Regional Economic Development Framework, municipal development plans and economic strategies should:
- a) Promote existing and emerging sectors of economic growth to foster job creation and optimize global economic competitiveness; and
 - b) Support the economic development role of **Downtown Winnipeg** and *Regional Employment Areas*, where applicable, and *local employment areas* through land use and transportation policies.
- 2.1.3 In support of regional tourism, the WMR will:
- a) Support *infrastructure* investment that fosters the development and enhancement of regional tourism and recreation assets that improve destination development and draw local, national, and international visitors;
 - b) Plan and develop corridors to facilitate opportunities for linkages within and beyond the region; and
 - c) Support investment in *heritage resources* and cultural, natural, *agri-tourism operation* destinations and events, and leverage the region's unique seasonality.
- 2.1.4 To support a *circular economy*, the WMR will plan and develop a roadmap to identify and advance circular economic development opportunities.

2.2 EMPLOYMENT LANDS

- 2.2.1 An adequate supply of land will be protected by municipalities to accommodate employment projections to provide a variety of employment types and support economic diversification. *Local employment areas* should be adequately serviced, where development should be directed to areas with existing *infrastructure* and servicing. Priority *local employment areas* will be defined by municipalities to prioritize investments.
- 2.2.2 To protect the viability of *local employment areas* and support *complete communities*, the majority of employment uses will be directed to:
- a) *Regional Employment Areas* as identified in Schedule A-7, if applicable, and existing *local employment areas*; and
 - b) The **Metro Core, Inner Metro Area, Regional Centres, and Sub-Regional Centres** identified in Schedule A-1.
- 2.2.3 To protect the viability of existing designated *local employment areas* and to encourage their development for economic purposes, new *local employment areas* will only be designated:
- a) Where such lands:
 - i. Contribute to the provincial and/or national interest; or,
 - ii. If serviced, will be contiguous and compatible with existing land use designations; or,
 - iii. If un-serviced, *local employment areas* will be clustered;
 - b) Where such lands can be directed away from *prime agricultural lands, viable lower-class lands*, and existing or areas for future expansion of *agricultural operations* when possible;
 - c) Where such lands meet minimum separation distances for *livestock operations, provincial water infrastructure*, and waste disposal grounds as per provincial regulation; and
 - d) Where supported through studies identifying potential impacts of the expansion including, but not limited to:
 - i. Demographic, population, and employment projections;
 - ii. Regional supply and demand or market analysis for employment land, which may include consideration for development constraints;
 - iii. Traffic and transportation;
 - iv. Existing and future municipal servicing *infrastructure*;
 - v. *Agricultural lands and agricultural operations*; and
 - vi. *Natural assets*.



- 2.2.4 The conversion of employment uses to non-employment uses, with the exception of **Downtown Winnipeg**, will be evaluated as part of a comprehensive review through a municipal development plan update or amendment.
- 2.2.5 To support viability of *local employment areas*, the WMR will work to ensure employment uses of regional significance are directed to appropriate locations with full municipal servicing.
- 2.2.6 To support existing local employment growth, municipalities will coordinate land use planning by:
- a) Promoting *intensification* of underutilized existing designated *local employment areas*;
 - b) Promoting clusters to link economic activity, innovative technologies, human resources, and optimize servicing *infrastructure*;
 - c) Promoting *multi-modal transportation* to existing *local employment areas*; and
 - d) Supporting *mixed-use development*, office use, and *institutional clusters* within the downtown, central business district, or local main street in the **Metro Core, Inner Metro Area, Regional Centres, Sub-Regional Centres**, and **Local Centres**.

2.3 JOB CREATION AND RETENTION

- 2.3.1 To support a high quality of life and *complete communities*, regional economic development and investment should focus to:
- a) Attract and retain a diverse workforce for a mix of employment;
 - b) Provide services, recreation, amenities, housing, and transportation options developed in accordance with policies of this plan; and
 - c) Promote the region's unique seasonality and encourage creative placemaking.
- 2.3.2 To foster economic competitiveness and support the future regional economy, job creation should be supported by collaboration in skills development to:
- a) Identify regional labour force readiness to support current and future workforce needs, including workforce needs to support the transition to a *low carbon, circular economy* and *green infrastructure*;
 - b) Promote programs that incentivize training and development to support regional workforce capacity needs and encourage entrepreneurial development; and
 - c) Work with other governments and agencies.

2.4 INFRASTRUCTURE AND GOODS MOVEMENT

- 2.4.1 To support economic competitiveness and trade, municipalities will plan for the efficient movement of goods and services to, from and within the region with a focus on:
- a) Capitalizing on the Mid-Continent Trade and Transportation Corridor for road, rail, and air connectivity;
 - b) Ensuring *Metro Roads* identified in Schedule A-6 provide and maintain connections to *Regional Employment Areas* identified in Schedule A-7, and rail and air *infrastructure*;
 - c) Ensuring the effective and efficient movement of goods into and out of significant *local employment areas*, including industrial, commercial, and agricultural areas; and
 - d) Collaborating with the province, WMR and other stakeholders to coordinate the planning and development of priority goods movement routing.
- 2.4.2 To protect *Metro Roads* for priority access, municipal development plans will limit direct access to *Metro Roads* and support appropriate intersection upgrades and public transit connections where applicable.
- 2.4.3 To protect for the safe movement of goods and economic development, land use planning and development will be coordinated to recognize the existing rail network and enhance its integration with existing and future *Metro Roads*, *Regional Employment Areas*, *local employment areas*, and other industrial land uses to:
- a) Minimize new at-grade rail crossings;
 - b) Encourage municipalities to adopt Federation of Canadian Municipalities (FCM) guidelines for land use in the vicinity of rail lines, as identified in Schedule A-10; and
 - c) Foster collaboration in pursuit of rail rationalization and repurposing within the region.
- 2.4.4 To ensure land use compatibility, the Winnipeg James Armstrong Richardson International Airport and other airport lands in the region:
- a) Will be protected from land use and development that may adversely impact their operations and potential for future expansion, as per Transport Canada and Province of Manitoba regulations;
 - b) Should include clustering of commercial and industrial lands in adjacent areas as supported through municipal development plans; and
 - c) Should be considered in municipal servicing and transportation *infrastructure* plans to ensure future airport expansion requirements are considered in municipal development plans.



2.5 SHARED BENEFIT

2.5.1 To support mutually beneficial efficiencies and innovation, the WMR will investigate and establish a framework mechanism to share benefits regionally for:

- a) *Regional Employment Areas;*
- b) *Regional Infrastructure; and*
- c) *Regional Assets.*



3. ONE ENVIRONMENT



OUR GOAL

Build a sustainable, climate-resilient region that can meet the challenges of the future and thrive.

ACTIONS:

- Protect ecological health
- Develop a *natural assets* network to support *ecosystem* health, climate *resilience*, species habitat and recreation
- Plan for and build *resilience* to flood and drought within the region
- Ensure a sustainable, fresh water supply
- Reduce *greenhouse gases* and improve climate resiliency

A healthy environment is critical to ecological well-being as well as a necessity to human health and a high quality of life. To provide for healthy communities, safe and sufficient water quality and quantity, wildlife habitat, and to mitigate, adapt, and add *resilience* to *climate change*, regional planning is critical.

The region is rich in *natural assets* and encompasses a vast landscape located in the Lake Winnipeg Watershed. Lake Winnipeg is the 11th largest freshwater lake in the world. The region is also located at the confluence of the Boreal Shield and Prairie Ecozones, supporting various *ecosystems* such as *wetlands*, grasslands, and riparian and upland forests. *Natural assets* and systems intersect the region's many communities providing significant social and economic value. An interconnected *natural assets* network that supports biodiversity and ecological processes is essential.

Climate change is one of the most pressing issues of the 21st century. A regional approach to withstand, respond, and recover from the impacts of a changing climate and ensure continued growth and prosperity is imperative. Extreme weather and other climate induced impacts has increased the risk of flooding and drought and has already taken an incalculable emotional and social toll on communities as well as a significant monetary toll.

Climate change is creating hydrologic shifts, especially between snowmelt- and rainfall-driven streams and rivers and subsequent changes in peak water flows. Weather events are becoming more extreme, traditional animal territories and vegetative ranges are changing, and invasive species ranges are expanding. Bold action is needed to secure our future.

3.1 INTEGRATED WATERSHED MANAGEMENT PLANNING

- 3.1.1 To protect regional *watershed* health, notably of the sub-*watersheds* flowing into Lake Winnipeg and the Red River, Assiniboine River, and Seine River, municipalities, partnering with Watershed Districts when applicable, will ensure that *watershed* planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of water quality and quantity within a *watershed*.
- 3.1.2 To support *watershed* health, development plans will be based on *watershed* planning to inform:
- a) The identification of *water bodies* and *riparian areas* to provide for the long-term protection of key hydrologic features and areas, and their functions;
 - b) The protection, enhancement, or restoration of *water bodies* and *riparian areas*;
 - c) The establishment of development controls that protect *water bodies* and *riparian areas* from the risks associated with development; and
 - d) Planning for water, wastewater, and stormwater *green infrastructure* and *grey infrastructure*.
- 3.1.3 To prioritize *drainage infrastructure* in relation to growth and development and protect the ecological function of *watersheds*, the WMR will work in collaboration with municipalities, the Province of Manitoba, and Watershed Districts to:
- a) Identify, classify, and map the region's *drainage infrastructure* network and other *provincial water infrastructure* as deemed appropriate; and
 - b) Assess the ability of the *drainage infrastructure* network to accommodate current and future land use across the region.
- 3.1.4 To support best practice, the planning, design, and construction of new development and *infrastructure* in *greenfield areas* and *built-up areas* should:
- a) Incorporate innovation and *green infrastructure* stormwater management practices; and
 - b) Use Canadian Standards Association (CSA) tools, as identified in Schedule A-10.

3.2 NATURAL ASSETS NETWORK: STEWARDSHIP OF LAND, WATER AND NATURAL RESOURCES

- 3.2.1 To support *resilience to climate change*, conserve wildlife habitat and reduce biodiversity loss, *natural assets* will be protected from incompatible land use and development. *Fragmentation of natural assets* should be limited and appropriate measures to restore and connect *natural assets* should be pursued.
- 3.2.2 To guide the protection, restoration and connectivity of regional *natural assets*, the WMR in collaboration with municipalities and Indigenous Nations will prepare a Regional Natural Assets Network Plan. The plan will at a minimum:
- a) Identify, map, and assess the *natural assets*, systems, and corridors, and critical and significant habitats, species- and *ecosystems-at-risk*, building from regional *natural assets* identified in Schedule A-4;
 - b) Incorporate recognition of traditional Indigenous Knowledge;
 - c) Recognize features of *agricultural land* in the provision of *ecosystem services*; and
 - d) Support passive recreation, *heritage resources*, and *active transportation infrastructure* connections, with a focus on *Regional Recreation Assets* and *Regional Active Transportation Trails* as per Schedule A-4.
- 3.2.3 To create *resilience to climate change*, an adaptive *ecosystem-based* approach with an emphasis on *natural assets* will be pursued. Municipalities should reflect regional priorities and be informed by the Regional Natural Assets Network Plan when available, by:
- a) Ensuring a land use designation is established in municipal development plans and/or secondary plans to protect, preserve, restore, and enhance the connectivity of *natural assets*. This should include at minimum native vegetative communities, tree canopy, and *natural assets* with significant biodiversity value;
 - b) Promoting programs that incentivize environmental stewardship on private and public lands meant to protect, restore, and enhance *natural assets* and *ecosystem* goods and services especially as it relates to flood and drought mitigation, source water protection, and carbon sequestration;
 - c) Restricting development in *wetland* and *riparian areas* as per provincial regulation. Where development may be considered, municipalities should consider the acquisition of the *wetland* and/or *riparian area*, as public reserve and as an investment into *green infrastructure*; and
 - d) Developing and maintaining a land acquisition program to protect and support *natural assets* and their ecological functions and to support *green infrastructure* investment.

3.3 FLOOD AND DROUGHT RESILIENCY

- 3.3.1 To protect communities from significant flooding, protect water recharge and retention areas, reduce risk, and build regional *resilience*, municipalities will:
- a) Identify lands in *flood risk areas* not already identified as *Designated Flood Area* or *Designated Floodway Fringe Area* under provincial regulation, including lands adjacent to *provincial water infrastructure*;
 - b) Identify lands located in potential water recharge areas, where applicable, and water retention areas; and
 - c) Establish development restrictions for lands identified in (a) and (b) as per provincial regulation and encourage that they be left in a natural state or developed only for low intensity use such as passive recreation, grazing, cropping, forestry, and wildlife habitat.

3.4 SUSTAINABLE WATER SUPPLY

- 3.4.1 To protect source water from intensive and high-risk impacts, including risks associated with development, development will be restricted in identified Source Water Protection Zones as delineated by *Integrated Watershed Management Plans*. The following considerations should be met where restriction is not possible:
- a) The proponent provides adequate engineering or hydro-geological investigation that the proposed activity will not cause pollution of the public drinking water supply; or
 - b) Ensure appropriate precautionary measures for mitigation.
- 3.4.2 To ensure long-term groundwater supply across the region, strategies and actions will be pursued in collaboration with Watershed Districts to:
- a) Identify current use, future demands, and risks to regional aquifers, including those posed by *climate change*;
 - b) Prioritize the decommission and sealing of unused and abandoned wells that do not meet provincial standards within a Source Water Protection Zone where growth is prioritized; and
 - c) Determine areas to limit development where risk to groundwater aquifers has been identified.

3.4.3 To protect surface and ground water, notably Lake Winnipeg, from sources of contamination, land uses should minimize nutrient and sediment loading. Municipalities:

- a) Should promote the voluntary use of *Environmental Farm Plans* to agricultural producers to reduce risks to ground and surface water, including *riparian areas*, in collaboration with the province and agricultural organizations;
- b) Where applicable, will prepare combined sewer overflow action plans aimed at mitigating combined sewer overflows and ensure emergency discharge plans are in place to prevent the unscheduled or emergency release of wastewater due to an extreme event, unplanned capacity, or system breaches;
- c) Will consider innovative strategies and solutions to wastewater and/or biosolids management that minimize peak wastewater flows and reduce nutrient loading to waterbodies, including the use of short-term storage tanks, *wetlands*, and *green infrastructure*; and
- d) Will promote in local land use and *infrastructure* planning and development stormwater management practices that enhance water infiltration and limit run-off as well as development controls that minimize vegetation disturbance to reduce erosion, silt, and sediment run-off into *water bodies*. Canadian Standards Association (CSA) tools should be used, as identified in Schedule A-10.

3.4.4 To foster a *circular economy*, enhance *resilience* to *climate change* and mitigate *greenhouse gas* emissions, the WMR and municipalities will move away from the “Take-Use-Discharge” water management practice and promote the reduction of water consumption, the reuse and recycling of water and wastewater, and the recovery of materials including heat and minerals from water and wastewater.

3.5 LOW CARBON, GREENHOUSE GAS REDUCTION, AND CLIMATE RESILIENCE

3.5.1 To build regional *resilience* and reduce *climate change* risk, hazard prevention and management will be pursued by the WMR and municipalities to:

- a) Ensure solutions to mitigate *climate change* are incorporated into local emergency preparedness programs and plans, specifically updating risk and hazard vulnerabilities mapping;
- b) Support enhanced public awareness in identifying risks and hazards;
- c) Protect, restore, and enhance linkages of *natural assets*, systems, and corridors to maximize *ecosystem* function; and
- d) Invest in and incorporate risk-based planning tools, incentives, and green technologies into the planning of land use and *infrastructure* assets.

3.5.2 To mitigate *greenhouse gas* emissions and support *climate change* adaptation, the WMR in collaboration with municipalities will prepare a Regional Climate Action Plan reflecting the provincial direction and reduction targets. The plan will, at minimum:

- a) Include an inventory that identifies *greenhouse gas* emission sources and intensities regionally, establishes a regional *greenhouse gas* emissions baseline, identifies regional *greenhouse gas* emissions reduction priorities, and establishes regional *greenhouse gas* emissions reduction targets;
- b) Support *low carbon* opportunities through electrification, alternative energy systems, and bioenergy;
- c) Support enhancing the ability of *natural assets* to mitigate climate-exacerbated effects and their capacity to serve as carbon stores; and
- d) Support strategies for existing building retrofits and construction of new buildings to green performance guidelines and standards.

3.5.3 To support climate action, municipalities:

- a) Should establish and adopt local *greenhouse gas* emissions reduction strategies that contribute to meeting regional reduction targets, when established;
- b) Should identify land use, transportation, and *infrastructure* planning and development policies, plans, and/or development control programs to meet their *greenhouse gas* reduction strategies; and
- c) May consider supporting the development of Community Energy Plans, community design and facility provisions that encourage mode shift to public transit and *active transportation*, the planting of trees, and the promotion of agricultural best practices that enhance carbon sequestration.



4. RESOURCE MANAGEMENT



OUR GOAL

Manage regional resources to support our communities, our environment and our economy.

ACTIONS:

- Protection and preservation of *agricultural lands* and *agricultural operations*
- Promote diversification and value-added agricultural production
- Foster a regional food system and support the agricultural sector
- Recognize the economic value of mineral, oil, and natural gas resources through sustainable management

Agriculture and mineral aggregate resources are important economic assets and contribute to the region's prosperity as they generate substantial income, employment, and export opportunities.

Agricultural lands and *agricultural operations* are key to supporting the region's food production, supply, and security. The region's *prime agricultural land* consists of high-class soil types that provide a high-quality resource to support viable agricultural production. Lower class soils are also found in the region and, among other agricultural uses, support forage production important to livestock grazing.

Mineral deposits are located in the region, supporting local economies and providing unique opportunities for communities with the rehabilitation of spent pits and quarries. Resources must be sustainably managed and protected from conversion, *fragmentation*, and degradation.

To maintain viable industries, protection of resource bases from incompatible land uses is critical to ensuring their ongoing access. Not only do resource lands support economic prosperity, but they are also vital to environmental stewardship and can be an important component to building a climate resilient region. The added importance of meeting health and food security needs reinforces the need to protect the region's *agricultural lands* and consider best practices for soil conservation. This will also continue to encourage a diverse sector and support the export market as well as foster the local food system. Thinking regionally facilitates the development of an agricultural system that provides regenerative ecological benefits as well as economic and social.



4.1 AGRICULTURE

- 4.1.1 To protect and preserve *agricultural lands* (identified on Schedule A-8) and *agricultural operations* within the **Outer Metro Area** (identified in Schedule A-1), growth will primarily be directed to the **Metro Core, Inner Metro Area, Regional Centres, Sub-Regional Centres, and Local Centres**.
- 4.1.2 To limit *fragmentation of agricultural lands* and facilitate agricultural uses within the region, generally, a minimum 80-acre agricultural parcel size will be maintained for land designated for agricultural uses, except for *specialized agriculture*.
- 4.1.3 To limit *fragmentation of agricultural lands* and facilitate agricultural uses, subdivision of land designated for agricultural uses will be restricted as per provincial regulation. New residential development on residual *agricultural land* parcels should be restricted where subdivision is permitted by the approving authority.
- 4.1.4 To ensure the protection and preservation of *agricultural lands* and *agricultural operations* and support the growth of the agricultural sector, the WMR will prepare a *Regional Agricultural Master Plan* in collaboration with member municipalities, Indigenous Nations, the Province of Manitoba, agricultural organizations and other stakeholders. The *Regional Agricultural Master Plan* will:
 - a) Support the monitoring of *agricultural land* status;
 - b) Identify and pursue strategies and actions related to regional food security, *specialized agriculture* opportunities, *circular economy*, and agricultural *infrastructure* investment;
 - c) Encourage working with Indigenous Nations to support agricultural production on Indigenous-owned lands; and
 - d) Define the requirements of an *agricultural impact assessment* tool, such as identifying impacts of development on *agricultural land* and active *agricultural operations* and recommending measures to avoid, minimize, or mitigate impacts.
- 4.1.5 To support economic agricultural diversity, *specialized agriculture* operations and *agri-tourism operations*:
 - a) Should be located on lands that have been fragmented and are otherwise not viable for large-scale agricultural activities including but not limited to locations identified as river lot areas with potential for *agri-tourism operations* and *specialized agriculture* as per Schedule A-8;
 - b) Should not be the purpose of *agricultural land* subdivision unless otherwise allowed by the approving authority;
 - c) Should be compatible with existing *livestock operations*; and
 - d) Will be defined in further requirements as part of the *Regional Agricultural Master Plan*.



- 4.1.6 To foster a *circular economy*, the WMR and municipalities, in collaboration with agricultural organizations and other stakeholders, will work toward developing strategies and actions that foster healthy soil, increase efficiencies that minimize food waste, enhance access to affordable and sustainable food, create new collaborative partnerships, and optimize circular economic opportunities.

4.2 MINERAL, OIL, AND NATURAL RESOURCES

- 4.2.1 To recognize mineral, oil and natural gas resources, development plans will include policies to protect and preserve areas for extraction and identify lands designated for mineral, oil, and natural gas extraction including areas identified on Schedule A-8, if mineral, oil, and natural gas deposits are located within the planning area.
- 4.2.2 To protect lands designated for mineral, oil, and natural gas resource exploration, extraction, and development, including existing and future operations:
- a) Incompatible land uses will be minimized and directed away from lands containing mineral, oil, and natural gas; and
 - b) Where existing land uses present limitations, mitigation measures will be incorporated, as appropriate, within the area being developed, including but not limited to buffers and setbacks to minimize land use conflict in accordance with provincial requirements.
- 4.2.3 To support the rehabilitation of extraction sites, where rehabilitation for agricultural uses is not possible, rehabilitation of extraction sites to new uses with a view to support ecological integrity and opportunities for open space and recreation land uses supported by this plan may be considered.



5. COLLABORATIVE GOVERNANCE



OUR GOAL

Build partnerships through a collaborative governance approach that supports coordinated planning and investment across the region.

ACTIONS:

- Coordinate land use planning and development across the region
- Promote asset management as a planning tool to support regional priorities
- Coordinate regional data collection, storage, delivery, and analysis
- Collaborate with partners for strategic benefit
- Restore and honour our Treaty Relationship

Regional planning and development is supported by working relationships between all governments, including municipal, provincial, federal, and Indigenous. These relationships provide the foundation to incorporate the needs of communities and build a prosperous region. This is supported by collaborative governance that builds an environment of trust and collaboration across all levels of government.

Collaborative governance and partnerships support *infrastructure* investment, community planning, and economic development. Through regional planning, consistency is provided, and development is simplified across the region. Adopting common data management practices, procedures, and templates enables regionally consistent data. Together, predictability is fostered.

Partnerships offer an opportunity to share knowledge, skills, and expertise in addition to resources and capacity. Inter-jurisdictional collaboration in service delivery can maximize the value of tax dollars, while ensuring services are relevant to each community.

Partnerships offer opportunities to advance reconciliation by supporting relationships between municipalities and Indigenous Nations, enhancing access to services, *infrastructure*, and the economy for all residents of the region.



5.1 REGIONAL COORDINATION OF LAND USE PLANNING AND DEVELOPMENT

- 5.1.1 To support regional coordination of land use, the WMR will develop a land use designation and zoning guide applicable to various place types across the region, which may be used by municipalities to support development of *complete communities*.

5.2 ASSET MANAGEMENT

- 5.2.1 To support *infrastructure* investment and efficiencies, the WMR will establish a Regional Asset Management Program which will assess *infrastructure* risk and hazard vulnerabilities for regional assets and identify and prioritize regional actions and investment.
- 5.2.2 To enhance the *resilience* of *infrastructure*, municipalities will assess *infrastructure* risks and vulnerabilities over their full lifecycle, including those caused by the impacts of a changing climate, and identify actions and investments to address these challenges.
- 5.2.3 To enhance collaboration for supporting *infrastructure* and investment efficiencies, municipalities will assess *infrastructure* risks and vulnerabilities as they relate to available fire protection based on guidelines identified by the Manitoba Water Services Board and the Manitoba Office of the Fire Commissioner. Municipalities will review and update firefighting protection plans to identify actions and investments to address these challenges, including where service agreements are in place or could be identified with Indigenous Nations.

5.3 DATA COLLECTION AND SHARING

- 5.3.1 The WMR will collaboratively develop and establish a data sharing program for municipalities to encourage the availability and accessibility of information to enable more effective regional coordination and analysis. The program will:
- a) Establish standards, methods, and protocols for data collection, storage, and delivery using internationally-recognized ISO developed tools as a model;
 - b) Ensure interoperable, consistent, and accurate information is produced and shared across the region while respecting the requirements for data protection and privacy as per regulations; and
 - c) Establish a template for data sharing agreements.
- 5.3.2 To support efficiencies and accessibility to data, in collaboration with municipalities, the WMR will pursue the development of a tool to organize and disseminate data while adhering to applicable legislation including privacy, security, and confidentiality provisions.



5.4 SERVICE SHARING, PARTNERSHIP, AND COLLABORATION

- 5.4.1 To advance regional service sharing, partnerships, and collaboration between municipalities and with Indigenous Nations where it is logical and beneficial, the WMR will work to support:
- a) Collaboration and partnership between governments, Indigenous Nations, and the private sector in the planning and development of land, infrastructure and the delivery of services; and
 - b) When significant *infrastructure* investment or services are required, service sharing and partnership opportunities will be prioritized.
- 5.4.2 To support service sharing, the WMR will establish a Service Sharing Framework to simplify and expedite agreements. The WMR will coordinate with municipalities on the framework, including the establishment of common templates for service sharing between municipalities.
- 5.4.3 To support reconciliation, the WMR will engage in ongoing dialogue with Indigenous Nations to:
- a) Examine appropriate regional governance models to advance reconciliation and facilitate service sharing;
 - b) Facilitate the compatibility of planning and development initiatives; and
 - c) Explore appropriate protocols for collaboration.



6. IMPLEMENTATION

If everyone is moving
forward together, then
success takes care of itself.

A KEY COMPONENT TO SUCCESS

Successful implementation requires continued collaboration between the WMR, municipalities, Province of Manitoba, Indigenous Nations, and other regional stakeholders to implement the policies of the plan and realize its goals. Implementation of the regional plan coordinates planning and development by member municipalities and ensures consistency with provincial land use policies.

This section provides direction for the implementation of Plan20-50, and outlines how all development plan by-laws, secondary plan by-laws, zoning by-laws and drinking water and wastewater management plans will conform to the regional plan. It describes, at a high level, how the policies and schedules will be implemented and interpreted, lists tools for implementation, the key performance indicators used to measure success, and the future work that needs to be undertaken to further the Plan20-50 vision.

Plan20-50 implementation is determined and guided by provincial legislation and regulation. The following are primary components of implementation.

6.1 SUMMARY OF ROLES AND RESPONSIBILITIES

The Province of Manitoba, the WMR, and member municipalities have specific roles in the implementation of the regional plan. These roles are defined through provincial legislation and regulation.

The Province of Manitoba maintains approving authority for development plan by-laws. Municipal Councils and Planning District Boards maintain approving authority for secondary plan by-laws and zoning by-laws. The City of Winnipeg, South Interlake Planning District, and Red River Planning District maintain subdivision approving authority, subject to provincial delegation. The WMR will review development plan by-laws and drinking water and wastewater management plans to ensure they are not inconsistent with the regional plan by-law. The WMR will review secondary plan by-laws and zoning by-laws to ensure they are not inconsistent with the regional plan by-law.

6.2 CONFORMITY

All local development plan by-laws, secondary plan by-laws, zoning by-laws, and drinking water and wastewater management plans will comply with The Planning Act, Provincial Planning Regulations, and other applicable federal and provincial legislation. Municipalities and planning districts will ensure that periodic review and amendments to development plan by-laws, secondary plan by-laws, zoning by-laws and drinking water and wastewater management plans are not inconsistent with the regional plan. Should the regional plan be amended or replaced and said change would have the effect of making a local planning by-law inconsistent with the regional plan, the WMR will notify the applicable municipality or their planning district of the change to ensure by-laws are amended accordingly.

To support conformity of development plan by-laws, secondary plan by-laws, zoning by-laws, and drinking water and wastewater management plans to the regional plan, consultation is referred to in the following sections. Municipalities and their planning districts are encouraged to engage with the WMR early and regularly in the planning process to ensure proposed by-laws are not inconsistent with the regional plan.

6.2.1 Development Plans—Periodic Review

- a) As per The Planning Act and the City of Winnipeg Charter, prior to first reading, municipalities and/or planning districts will consult with the WMR when a detailed review of a development plan is undertaken. Consultation will support local conformity to the regional plan and identify concerns prior to the initiation of the formal adoption process for a development plan by-law.
- b) To support consultation, a municipality and/or planning district will prepare and submit the information required by the WMR prior to consultation. This will include:
 - i. Letter of intent;
 - ii. A completed submission form;
 - iii. The proposed development plan;
 - iv. A completed Regional Context Statement that demonstrates alignment to the regional plan (see 6.2.2 for more details); and
 - v. The corresponding GIS data set.
- c) The WMR will review the information included in clause (b) and provide recommendations to support consistency to the regional plan during the pre-consultation process. The pre-consultation process may identify additional technical studies and other supporting documents required. It is recommended that these technical studies and supporting documents be provided with the submission information described in clause (b) to provide context and planning rationale to the submission. These documents may include, but are not limited to, the following:
 - i. Water, wastewater and drainage capacity study;
 - ii. Drinking water and wastewater management plan;
 - iii. *Integrated Watershed Management Plan*;
 - iv. Engineering or hydro-geological investigation;
 - v. Demographic, population, employment, and housing projections;
 - vi. Supply and demand or market analysis;
 - vii. Traffic and transportation study; and
 - viii. *Natural assets* assessment.
- d) The WMR will be included in the provincial circulation of a proposed development plan by-law. The WMR will review the proposed by-law to ensure it is not inconsistent with the regional plan.
- e) The WMR will prepare a planning report and administrative recommendation pertaining to the consistency of a proposed development plan by-law to the regional plan.

- f) Municipalities and planning districts will provide the WMR a copy of the notice of public hearing.
- g) The WMR will provide the planning report and administrative recommendation described in clause (e) as a written submission to the municipality or planning district holding the public hearing and the Province of Manitoba. The WMR may make a representation at the public hearing and file an oral submission. The WMR may object to the proposed by-law.
- h) Should the WMR file an objection to the proposed by-law at the public hearing, the planning region will receive a notice that second reading was provided to the proposed by-law. The WMR may file an objection to the Minister. The Minister may decide to refer the objection to the Municipal Board.
- i) The Minister may approve (with or without conditions or alterations) or reject the proposed development plan by-law. A Municipal Council or Planning District Board will have final decision on the adoption of the proposed by-law.
- j) A municipality or planning district will notify the WMR if the proposed by-law has been given third reading and adopted.

6.2.2 Regional Context Statement

- a) The Regional Context Statement is an implementation tool provided by the WMR that will be used by municipalities and planning districts in the detailed periodic review of a development plan. The Regional Context Statement will outline how an existing development plan by-law conforms with, or diverges from the regional plan, and how municipalities and planning districts will bring their development plan by-law into compliance. This process will include consideration of:
 - i. Description of how the Regional Structure, Schedule A-1, applies;
 - ii. The intent of the Integrated Communities and Infrastructure policy area, including the expectations for density and serviced development;
 - iii. The intent of the Investment and Employment policy area, including recognition of the regional transportation *infrastructure* and modal shift policies, support of regional and *local employment areas*, and the depiction of *Regional Employment Areas* in municipal mapping;
 - iv. The intent of the One Environment policy area, including of protection of *natural assets* and integration of local environment and recreation connections;
 - v. The intent of the Resource Management policy area, including the protection of *agricultural lands*, *agricultural operations*, *livestock operations*, and mineral, oil, and natural gas resources and recognition of their economic importance to the region; and
 - vi. The intent of the Collaborative Governance policy area, including opportunity for partnerships.

6.2.3 Development Plans—Amendments

- a) Should an amendment to a development plan by-law be initiated, a municipality or planning district will be subject to the process identified in 6.2.1, excluding clauses (a), (b), (c) and (j).
- b) Municipalities should consult with the WMR on any proposed development plan by-law amendment to ensure that the proposed amendment is not inconsistent with the regional plan.
- c) To support consultation as it relates to a development plan amendment, a municipality and/or planning district will prepare and submit the information required by the WMR prior to consultation. This will include:
 - i. Letter of intent;
 - ii. A completed submission form; and
 - iii. The proposed development plan amendment.
- d) To provide context and support the planning rationale of the proposed amendment, the WMR may request items included in 6.2.1 (c) or the corresponding GIS data set, if applicable.
- e) A municipality or planning district will notify the WMR when an amended development plan by-law has been adopted.
- f) A municipality or planning district may apply to the Minister to make a minor amendment to a development plan by-law or amend the by-law to correct an error or omission. If approved by the Minister, a municipality or planning district will not be subject to 6.2.3 (a), (b), (c), (d) and (e). A copy of the amended development plan by-law will be provided to the WMR.

6.2.4 Secondary Plan By-laws and Zoning By-laws

- a) As per The Planning Act and the City of Winnipeg Charter, a secondary plan by-law or an amendment to a secondary plan by-law is subject to the same adoption and approval process required for a zoning by-law or an amendment to a zoning by-law.
- b) Municipalities and planning district should consult with the WMR prior to first reading of a proposed by-law or proposed by-law amendment to ensure they are not inconsistent with the regional plan. Consultation will support local conformity to the regional plan and identify concerns prior to the initiation of the formal adoption process for a proposed by-law or proposed by-law amendment.
- c) The WMR will be included in the provincial circulation of a proposed by-law or by-law amendment. The WMR may review the proposed by-law or by-law amendment to ensure it is not inconsistent with the regional plan.
- d) When a secondary plan by-law or zoning by-law is proposed or an amendment to a secondary plan by-law or zoning by-law is proposed outside the City of Winnipeg:
 - i. The WMR will be provided notice of a public hearing. The WMR will be provided notice of any additional public hearing, if applicable.
 - ii. The WMR may object to a proposed secondary plan by-law or zoning by-law or proposed by-law amendment. As per The Planning Act, an objection received from the WMR will be referred to the Municipal Board for a public hearing and recommendation on the matter.
 - iii. As per The Planning Act, a municipality or planning district may proceed to give second and third reading to a proposed by-law or by-law amendment should no sufficient objections to the proposed by-law or by-law amendment be received. Notice of second reading and by-law adoption will be given to the WMR.
 - iv. As per The Planning Act, a municipality or planning district may apply to the Minister to make a minor amendment to a secondary plan by-law or zoning by-law to correct an error or omission. If approved by the Minister, a municipality or planning district will not be subject to 6.2.3 (b) and (d) (i)(ii)(iii). A copy of the amended by-law will be provided to the WMR.
- e) When a secondary plan by-law or zoning by-law is proposed or an amendment to a secondary plan by-law or zoning by-law is proposed in the City of Winnipeg:
 - i. The WMR will be provided notice of a public hearing. The WMR will be provided notice of any additional public hearing, if applicable.
 - ii. The WMR may object to a proposed secondary plan by-law or zoning by-law or proposed by-law amendment.

- iii. As per the City of Winnipeg Charter, a proposed by-law can be adopted should no sufficient objections to the proposed by-law or proposed by-law amendment be received. Notice of by-law adoption will be given to the WMR.
- iv. As per the City of Winnipeg Charter, a minor amendment to a secondary plan by-law or zoning by-law or amendment to correct an error or omission can be passed by Council. If approved, the municipality will not be subject to 6.2.3 (b) and (e) (i)(ii)(iii). A copy of the amended by-law will be provided to the WMR.

6.2.5 Drinking Water and Wastewater Management Plans

- a) When reviewing or amending or re-enacting a development plan by-law, municipalities and planning districts will prepare drinking water and wastewater management plans.
- b) Drinking water and wastewater management plans will not be inconsistent with the regional plan. Municipalities and planning districts are encouraged to consult with the WMR on the proposed plan as part of the proposed development plan by-law adoption process.
- c) The content of a drinking water and wastewater management plan will reflect provisions included in The Planning Act. A drinking water and wastewater management plan will demonstrate if the capacity of existing services is sufficient to accommodate projected development identified in the proposed development plan by-law. If capacity is insufficient, the drinking water and wastewater management plan will identify necessary *infrastructure* investments and how those investments will be made in a sustainable and financially viable way.

6.2.6 Transition Period Conformity

- a) Plan20-50 will be effective immediately once adopted by the WMR board of directors.
- b) As per The Planning Act, municipalities and planning districts will update their development plan by-laws, secondary plan by-laws, and zoning by-laws to conform to Plan20-50 within three years of the date when Plan20-50 comes into force. As per The Planning Act, municipalities and planning districts will not give third reading to a development plan by-law, secondary plan by-law or zoning by-law that is inconsistent with Plan20-50.
- c) Any application approved prior to Plan20-50 coming into force for a conditional use, a variance, or a subdivision are to be completed in accordance with the provisions of the development plan by-law, secondary plan by-law and zoning by-law of the municipality or planning district, as those by-laws read immediately before the coming into force of Plan20-50. On or after the day Plan20-50 is adopted, municipalities will not approve or give conditional approval to a subdivision or any other development that is inconsistent with Plan20-50.
- d) To support the conformity process, during the transition period between the coming into force of Plan20-50 and the updating of development plan by-law, secondary plan by-law, and zoning by-law for conformance with Plan20-50 municipalities and planning districts will:
 - i. consult with the WMR on proposed changes to development plan by-law, secondary plan by-law, and zoning by-law.
 - ii. prepare a Regional Context Statement (see 6.2.2 for details).
- e) To provide context and support the planning rationale of the conformity amendments proposed during the transition period, the WMR may request items included in 6.2.1 (c) or the corresponding GIS data set, if applicable.

6.2.7 Enforcement

Municipalities and planning districts will administer and enforce local by-laws and plans. Under The Planning Act, if the WMR board of directors determines that a member municipality is proposing to take, or has taken, an action that conflicts or is inconsistent with the regional plan, the WMR board of directors may, by written notice, require the action in question be stopped within the time set out in the notice. If the municipality fails or refuses to comply, the WMR board of directors may apply to the Court of King's Bench for an injunction or other order, which may at the discretion of the Court be granted or refused.

6.3 DENSITY MINIMUMS AND TARGETS

The following section provides clarity on the regional application, calculation, measurement, and reporting of *residential and mixed-use density*. Density policies included in this plan support sustainable and efficient use of *infrastructure* and servicing. Policies support protection of *agricultural lands, resources, natural assets*, and drinking water, and the building of climate *resilience*. Policy emphasis is placed on building *complete communities* which over time intend to address changing demographics, which will benefit from the outcomes that include improved access to transit and services residents and businesses need. This will support more walkable, *compact* communities with a greater diversity of uses and housing options.

The approach to density implementation introduced in this plan balances flexibility in local needs with regional consistency in calculation and measurement. This approach ensures community design is determined locally without compromising the regional vision. This approach:

- Allows municipalities to interpret how density will be applied, relative to regional policy, providing the opportunity to consider *infrastructure* and servicing, community design and long-term vision.
- Applies regional best practice and introduces key concepts.
- Supports flexibility in application by enabling non-residential uses as part of *mixed-use development* to contribute towards density measurement.

The following sections define the regional framework for the application, calculation, measurement, and reporting of *residential and mixed-use density*. A Density Manual prepared by the WMR will provide guidance for strategies municipalities and planning districts may pursue to refine local approaches to the implementation of density.

6.3.1 Application of Density

- a) Municipalities and planning districts will establish policy in development plan by-law and applicable secondary plan by-laws that incorporate *residential and mixed-use density* minimums and *density targets* policies included in this plan;
- b) *Residential and mixed-use density* will be applied to the **Metro Core**, Intensification Sites, and *greenfield areas* in the **Inner Metro Area**, **Regional Centres**, **Sub-Regional Centres** and **Local Centres** as per Schedule A-3;
- c) To apply density policies in the **Inner Metro Area**, **Regional Centres**, **Sub-Regional Centres** and **Local Centres**, municipalities will identify *greenfield areas* in development plan by-law and/or secondary plan by-laws;
- d) To support density measurement, boundaries for applicable locations identified in Schedule A-3 will be delineated and mapped in development plan by-law and/or secondary plan by-laws; and
- e) Minimum *residential and mixed-use density* will be the minimum density that *residential and mixed-use development* should achieve. If *residential and mixed-use density* achieved deviates from established policy, a planning rationale will be provided to the WMR as part of Key Performance Indicator (KPI) reporting (see 6.3.4) demonstrating the unique circumstances towards achieving regional policy expectations.

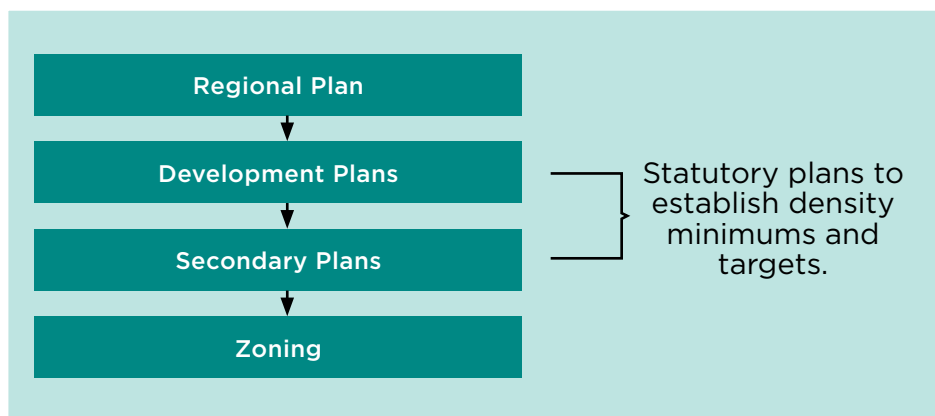


FIGURE 11: POLICY HIERARCHY FOR APPLICATION OF DENSITY

6.3.2 Density Minimum

- a) *Residential and mixed-use density* minimums and *density targets* will be calculated as the total number of dwelling units and *dwelling unit equivalents* divided by the total net hectares of parcels where residential uses are permitted (see Schedule A-9);
- b) *Residential and mixed-use density* minimums and *density targets* will be measured:
 - i. at the level of a site to be developed for **Downtown Winnipeg**, locations along **Metro Corridors**, and **Metro Mixed-Use Nodes**;
 - ii. for area(s) identified in development plan by-law and/or secondary plan by-laws for *greenfield areas* in the **Inner Metro Area**, **Regional Centres**, **Sub-Regional Centres** and **Local Centres** identified as part of 6.3.1 (d);
- c) The area to be measured as part of the density calculation will be determined by the parcel hectares within the area considered in 6.3.2 (b); and
- d) Where non-residential uses are permitted in addition to residential uses (i.e., *mixed-use development*), density calculations will include *dwelling unit equivalents*.
 - i. *Dwelling unit equivalents* will be determined by dividing the total square metres of floor area of the non-residential use by the area equivalent indicated Schedule A-9.

SCHEDULE A-9: DENSITY REQUIREMENTS

Item	Metric
Density Calculation	Formula: $\text{Residential and mixed-use density} = \frac{\text{Number of dwelling units and dwelling unit equivalents}}{\text{Total net hectares of parcels where residential is permitted}}$
Area Equivalent	Value: 93 square metres (m ²) (-1000 square feet) Description: The value used for converting floor area of non-residential uses to <i>dwelling unit equivalents</i> when calculating density for mixed-use areas.
<i>Dwelling Unit Equivalent</i>	Formula: $\text{Number of dwelling unit equivalents} = \frac{\text{Total floor area for non-residential use (in m}^2\text{)}}{\text{Area equivalent (93m}^2\text{)}}$

6.3.3 Density Targets

Policy 1.1.4 establishes regional expectations for aspirational *density targets* that may be achieved over the long-term to 2050. Local policy will incorporate *density targets* established in this plan as per Schedule A-3 or will identify and incorporate locally determined *density targets*. If *density targets* are identified locally, in addition to the requirements of 1.1.4 (b), *density targets*:

- a) will be expressed as dwelling units per hectare and will be at least one integer unit per hectare greater than the *residential and mixed-use density* minimum identified in Schedule A-3 for each Regional Structure tier and component applicable to the municipality; and
- b) may vary across the subject area(s) identified as per 6.3.1 (d). Different *density targets* established may consider factors including but not limited to the cost of development, *infrastructure* and services, demographics and population growth, and the planning horizon to 2050.

6.3.4 Density Review

Residential and mixed-use density will be measured over the long-term through KPIs (see 6.6.4). The WMR and municipalities and/or planning districts will measure *residential and mixed-use density* on an annual basis where data will be provided to the WMR for monitoring as part of KPI reporting.

6.4 REGIONAL PLAN AMENDMENTS AND UPDATES

To continue guiding the planning and development of growth in the region, the goals and policies of the regional plan will be subject to periodic review and update to ensure they are current and relevant over time. The outcomes of the Future Regional Plan Schedules identified in 6.6.5 will become future schedules of the regional plan and subject to the process described in 6.4.1 or 6.4.2. As per the Capital Planning Region Regulation, the WMR will inform municipalities or planning districts if any amendment or update to the regional plan may make a development plan by-law, secondary plan by-law, or zoning by-law inconsistent.

6.4.1 Amendment to the Regional Plan

The WMR may consider amendments to the regional plan as per the process established in the Capital Planning Region Regulation. Proposed amendments may be initiated by the Minister, WMR board of directors, a member municipality, or a planning district in writing. All amendments to the regional plan require approval by the Province of Manitoba and adoption by the WMR board of directors.

6.4.2 Updates to the Regional Plan

The WMR will commence a comprehensive review of the regional plan after the eighth year of the plan coming into effect. A comprehensive review and any amendments will take no longer than two years to complete, including ministerial approval. The plan will be reviewed as per the process established in the Capital Planning Region Regulation. A regional plan update will require approval by the Province of Manitoba and adoption by the WMR board of directors.

6.5 IMPLEMENTATION MECHANISMS

6.5.1 Regional Evaluation Framework for Local By-law Review

A Regional Evaluation Framework (REF) will be used by the WMR to evaluate the conformance of local by-laws set out in section 10.8(1) and 10.20(2) of The Planning Act to the regional plan. To support conformance by member municipalities with the regional plan, the WMR will work with the Province of Manitoba to ensure that the REF is aligned with provincial processes to support consistent evaluation of local by-laws set out in sections 10.8(1) and 10.20(2) of The Planning Act. The WMR will periodically update and amend the REF to ensure it aligns with the regional plan based on criteria review.

6.5.2 Non-Statutory Plans

Non-statutory planning exercises (e.g., concept plan, master plan) will not be inconsistent with local by-laws set out in sections 10.8(1) and 10.20(2) of The Planning Act. Municipalities or planning districts are encouraged to include the WMR as a project stakeholder on the alignment of all non-statutory plans with the regional plan. Municipalities and planning districts will provide the non-statutory plan to the WMR as information.

6.6 IMPLEMENTATION TOOLS

The implementation tools as outlined in this section are intended to provide consistency, efficiency of processes, and to support the municipal alignment with Plan20-50.

6.6.1 Supporting Timing of Development

The policies of this plan provide for the completion of *infrastructure* master plans to support growth and servicing. Municipalities should anticipate and plan for needed wastewater and water treatment capacity to accommodate municipal growth and development objectives through the adoption of conservation measures to extend existing capacity and/or the expansion of capacity.

Accordingly, an integral part of planning for services is determining the status of uncommitted reserve capacity at water and wastewater treatment facilities and monitoring this capacity on an on-going basis. Municipalities responsible for wastewater and water servicing should assume responsibility for tracking, reporting, and allocating uncommitted reserve capacity, in conjunction with water conservation measures to optimize the use of this capacity.

Development delays should be avoided through understanding of issues, sharing of data, and addressing requirements that can impact timing and scheduling through the development application process. Process requirements will be further refined for implementation.

Required studies for supporting development applications may include but are not limited to:

- Water and wastewater *infrastructure* capacity;
- Transportation capacity and demand;
- *Agricultural impact assessment*;
- Land conveyance and environmental issues;
- Transit related construction; and
- *Heritage Resource Impact Assessment*.





6.6.2 Density Evaluation of Persons and/or Jobs Per Hectare




The calculation of persons/jobs per hectare presents a more common national measure for density. To support improved positioning in the global marketplace, the WMR will work with member municipalities to update data and move towards this measure of density to support broader interpretation and consistency for density interpretation.

6.6.3 Use of Standards and Guidelines

To guide the implementation of policies included in this plan, standards and guidelines have been included. Standards and guidelines represent global industry best practice and are used to provide a consistent, common approach to the implementation of policy. They also provide a way to measure and evaluate performance. Schedule A-10 provides a description of standards and guidelines that are referred to in the policies of this plan.

SCHEDULE A-10: STANDARDS AND GUIDELINES FOR IMPLEMENTING PLAN20-50

Standard	Policy Area	Name of Standard	Description
Canadian Standards Association (CSA)		CSA W204 Flood Resilient Design for new Residential Communities	This standard provides criteria and guidance on the design of flood-resilient new residential communities as it relates to <i>greenfield areas</i> development.
		CSA W200 Design of Bioretention Systems	This standard provides requirements and recommendations for the design of bioretention systems intended for the management of urban stormwater runoff.
		CSA W201 Construction of Bioretention Systems	This standard provides requirements and recommendations for construction activities specific to bioretention systems.
		CSA W211 Management Standard for Stormwater Systems	This standard provides a consistent process for decision makers responsible for the design, construction, operation, maintenance, and management of stormwater systems.
		CSA W210 Prioritizing Flood Resiliency in Existing Residential Communities	This standard provides requirements and recommendations for screening flood hazards and vulnerabilities within existing residential communities.
		CSA W202 Erosion and Sediment Control, Inspection and Monitoring	This standard specifies minimum requirements for the inspection of erosion and sediment control measures throughout the duration of a construction project, as well as requirements and recommendations for monitoring certain water quality parameters.
		CSA W208 Erosion and Sediment Control, Installation and Maintenance	This standard provides requirements and recommendations for the installation and maintenance of commonly applied erosion and sediment control measures.
		CSA PLUS 4013 Technical Guide: Development, Interpretation and use of Rainfall IDF Information: Guideline for Water Resources Practitioners	A resource for understanding water system planning and design as it relates to rainfall intensity-duration-frequency (IDF).
International Organization for Standardization (ISO)		ISO 37120 Sustainable Cities and Communities	This standard provides indicators for city services and quality of life as a contribution to the sustainability of the city.


Standard	Policy Area	Name of Standard	Description
National Fire Protection Association (NFPA)		NFPA 1201 Providing Fire and Emergency Services to the Public	This standard contains requirements on the structure and operations of fire emergency service organizations (FESOs) to help protect lives, property, critical <i>infrastructure</i> , and the environment from the effects of hazards.
		NFPA 1300 Community Risk Assessment and Community Risk Reduction Plan Development	This standard contains requirements on the process to conduct a community risk assessment (CRA) and to develop, implement, and evaluate a community risk reduction (CRR) plan.
		NFPA 1730 Organization and Deployment of Fire Prevention Inspection and Code Enforcement, Plan Review, Investigation, and Public Education Operations	This standard contains minimum requirements relating to the organization and deployment of code enforcement, plan review, fire investigation, and public education operations to the public.
		NFPA 1143 Wildland Fire Management	This standard specifies management practices and policies necessary for a fire protection organization to develop a wildland fire management program.
		NFPA 1142 Water Supplies for Suburban and Rural Fire Fighting	This standard identifies a method of determining the minimum water supply necessary for structural fire-fighting purposes in areas where it has been determined that there is no water or inadequate water for fire fighting.
Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC)		Guidelines for New Development in Proximity to Railway Operations	These guidelines are intended for use when developing and reviewing planning policies and developing lands in proximity to railway operations and facilities. As well, they support establishing a process for making site specific recommendations and decisions to reduce land-use incompatibilities and conflict.
Province of Manitoba and Government of Canada		Designating Municipal Heritage Sites in Manitoba	These standards and guidelines are intended to provide guidance in the development of Community Heritage Management Plans. These documents support establishing good conservation practices in the planning for, intervening on, and use of a historic places.
		Standards and Guidelines for the Conservation of Historic Places in Canada	



6.6.4 Monitoring and Reporting





Key Performance Indicators (KPI) are quantifiable measures that support interpretation and effective evaluation of regional policy against the intended outcomes. They also reflect and evaluate the progress of Plan20-50 to meet global best practice including the United Nations 2030 Sustainable Development Goals.


Measuring KPIs supports updates of the regional plan to respond to changes observed. The WMR will report on the implementation of Plan20-50 and its progress towards meeting goals using the identified KPIs. To accurately report on KPIs that reflect a planning tier, municipality, and/or centre, the WMR will work with member municipalities to provide information and data.

SCHEDULE A-11: KEY PERFORMANCE INDICATORS FOR IMPLEMENTATION

Policy area	Metric	Geography	Source	Frequency
Integrated Communities & Infrastructure 	Number of new building permits, absolute and % change	Region, policy tier, municipality, Regional Centres, Sub-Regional Centres, Local Centres	Municipality	Annual
	<i>Residential and mixed-use density</i> , absolute and % change	Region, policy tier, municipality, Regional Centres, Sub-Regional Centres, Local Centres	Province of Manitoba, Municipality	Annual
	Area of land designated for development, absolute and % change	Region, policy tier, municipality, Regional Centres, Sub-Regional Centres, Local Centres	Province of Manitoba, Municipality	Annual
	Unabsorbed land supply (residential, employment), absolute and % change	Region, municipality	Province of Manitoba, Municipality	Every 2-years
	Total population and dwellings, absolute and % change	Region, municipality	Statistics Canada Census	Every 5-years
	Dwelling unit growth directed to existing centres, absolute and % change	Region, policy tier, municipality, Regional Centres, Sub-Regional Centres, Local Centres	Province of Manitoba, Municipality	Annual
	Housing starts, completions, and absorptions, absolute and % change	Region, municipality	Canada Mortgage Housing Corporation (CMHC)	Annual

Policy area	Metric	Geography	Source	Frequency
Integrated Communities & Infrastructure (cont'd) 	Housing mix, housing distribution per structure type, absolute and % change	Region, municipality	Statistics Canada Census	Every 5-years
	Number of private households by shelter-cost-to-income ratio, absolute and % change	Region, municipality	Statistics Canada Census	Every 5-years
	Number of private households by tenure, absolute and % change	Region, municipality	Statistics Canada Census	Every 5-years
	Number of buildings built to green standards (e.g., LEED)	Region, municipality	Municipality	Annual
	Average serviced water consumption (litres/day), per capita	Region, municipality	Municipality	Annual
	Number of kilometers of <i>active transportation infrastructure</i> , absolute and % change	Region, municipality	Municipality	Annual
	Number of commuters by commute mode share, absolute and % change	Region, municipality	Statistics Canada Census	Every 5-years
	Number of commuters by commute duration, absolute and % change	Region, municipality	Statistics Canada Census	Every 5-years
	Residential solid waste going to landfill (tonnes/annually), absolute and % change	Region, municipality	Municipality	Annual
	Residential solid waste going to recycling (tonnes/annually), absolute and % change	Region, municipality	Municipality	Annual
	Area of public indoor and outdoor recreation space, per capita	Region, municipality	Municipality	Every 5-years
Investment & Employment 	Employment growth, absolute and % change	Region, policy tier, municipality	Statistics Canada Census	Every 5-years

Policy area	Metric	Geography	Source	Frequency
Investment & Employment (cont'd) 	Employment diversity, job classification (NAICS)	Region, municipality, employment area	Statistics Canada Census and other Statistics Canada sources	Every 5-years
	Investment of regional road <i>infrastructure</i> by level of government	Region, policy tier	Government of Canada, Province of Manitoba, Municipality	Every 5-years
	Area of designated employment land, absolute and % change	Region, municipality	Province, Municipality	Annual
	Number of permits issued in designated employment areas, absolute and % change	Region, policy tier, municipality, Regional Centres, Sub-Regional Centres, Local Centres	Municipality	Annual
One Environment 	Amount of total <i>wetland</i> area, absolute and % change	Region, policy tier, municipality	Government of Canada, Province of Manitoba	Every 5-years
	% total area designated for <i>natural asset</i> protection, absolute change	Region, policy tier, municipality	Province of Manitoba, Municipality	Annual
Resource Management 	Total area of agricultural land designations converted, absolute and % change	Region, municipality	Province of Manitoba, Municipality	Annual
	Total area of mineral, oil, and natural gas land designated, absolute and % change	Region, municipality	Province of Manitoba, municipality	Annual
Collaborative Governance 	Number of distinct land use designations, absolute and % change	Region, municipality	Province of Manitoba, Municipality	Annual

Policy area	Metric	Geography	Source	Frequency
Collaborative Governance (cont'd) 	Number of datasets made consistent and compatible, absolute and % change	Region	Province of Manitoba, Municipality	Annual
	Number of datasets entered into data sharing agreements, absolute and % change	Region	Province of Manitoba, Municipality	Annual
	Number of service sharing agreements adopted by type, absolute and % change	Region	Municipality	Annual

6.6.5 Future Works

Best practice in regional planning provides an opportunity for ongoing research and evaluation to support long-term planning objectives and the continued development of robust Key Performance Indicators (KPIs). The Plan20-50 planning process, including comprehensive stakeholder engagement, identified supporting future works to support the implementation of the regional plan. Three categories of future works have been established: Future Regional Plan Schedules, Future Regional Policy, and Local Work Items.




Future Regional Plan Schedules and Future Regional Policy are subject to funding approval. A Future Regional Plan Schedule or Future Regional Policy will not be inconsistent or in conflict with the regional plan.

All municipalities and planning districts are encouraged to share and provide the WMR all data, information, studies, reports and works prepared internally or externally, which intersect with the Integrated Policy Areas of the regional plan.

a) Future Regional Plan Schedules

Future Regional Plan Schedules identified in Schedule A-12 are items of regional significance that will form part of the regional plan once adopted by a regional plan update or amendment process (see 6.4). Following the adoption of Future Regional Plan Schedules to the regional plan, each Future Regional Plan Schedule will become a Schedule to the regional plan and will be implemented by member municipalities.

SCHEDULE A-12: FUTURE REGIONAL PLAN SCHEDULES




Policy area	Future Regional Plan Schedule	Description	*Expected Timeline
Integrated Communities & Infrastructure 	Regional Servicing Strategy	Develop a regional strategy for providing safe, cost-efficient, and reliable <i>infrastructure</i> and services to meet community needs now and into the future.	•
	Regional Transportation Master Plan	Update the existing plan and ensure alignment with Plan20-50 policies.	•
	Regional Housing Strategy	Develop a regional strategy to address the market and <i>affordable housing</i> needs of the region.	••
One Environment 	Regional Natural Assets Network Plan	Develop a holistic approach to foster a multi-functional, integrated network of open space and <i>natural assets</i> .	••
	Regional Climate Action Plan	Develop a plan to align efforts regionally to reduce <i>greenhouse gas emission</i> , enhance energy efficiency, and support adaptation.	•
Resource Management 	<i>Regional Agricultural Master Plan</i>	Develop an overarching framework to support the regional food system, diversify the agriculture sector, contribute to the value-added growth of the agri-economy, guide agricultural supportive infrastructure investment, and support the development of an <i>Agricultural Impact Assessment</i> tool.	•

* Expected Timeline: • means in the short-term by 2035, •• means in the medium-term by 2045

b) Future Regional Policy

Future Regional Policy identified in Schedule A-13 will become regional policy of the WMR and will be adopted by the WMR board of directors. Future Regional Policy will support implementation of regional plan policy and will be used by the WMR to enhance and implement future updates and amendments to the regional plan. If required, a Future Regional Policy can become a Future Regional Plan Schedule so long as it is adopted pursuant to processes described in 6.4.

SCHEDULE A-13: FUTURE REGIONAL POLICY

Policy Area	Future works	Description	*Expected timeline
Integrated Communities & Infrastructure 	Density Manual	Develop a manual to provide additional guidance on strategies that municipalities and planning district could pursue in the application of density.	•
Investment & Employment 	Regional Economic Development Framework	Develop a framework to align regional strengths and plan for future investment.	•
	Circular Economy Roadmap	Identify the circular roadmap to turn waste into resources and optimize economic opportunities.	••
	Shared Benefit Framework	Develop a framework that identifies the mechanism and approach to share benefits between municipalities.	•
Collaborative Governance 	Land Use Designation and Zoning Guide	Develop an example for <i>walkable mixed-use</i> , <i>drivable single-use</i> , and rural place types to support the development of <i>complete communities</i> .	•
	Regional Asset Management Program	From the Regional Servicing Strategy, establish a program to support <i>infrastructure</i> prioritization and investment.	••
	Data Sharing Program	Establish a program that enables regional consistency in data management practices, procedures, and sharing to foster digital literacy.	•

* Expected Timeline: • means in the short-term by 2035, •• means in the medium-term by 2045

c) Local Work Items

Local Work Items identified in Schedule A-14 will be prepared by municipalities and planning districts to provide rationale to local planning. Local Work Items are requirements from provincial policy and support regional priorities and the conformity process.

To support regional consistency, reduce duplication and costs, and pool resources and capacity, the WMR will compile regional baseline information to provide the foundation to Local Work Items. All municipalities and planning districts are encouraged to use the region's baseline information to inform local planning, as it becomes available. If a municipality or planning district opts to undertake the necessary baseline information locally, a planning rationale supporting results that deviate from the regional baseline will be provided to the WMR as part of the conformity process described in 6.2.

SCHEDULE A-14: LOCAL WORK ITEMS

Local Work Items	Description
Demographic, population, employment and housing projections*	Projections used to understand land use and housing needs a planning area may require over time.
Traffic/transportation analysis and survey	Information used to identify traffic impacts of development and the options to address future transportation needs.
Supply and demand or market analysis and survey	Information used to identify the supply and demand for residential and other land uses.
<i>Natural assets</i> analysis and survey	Information used to identify locations of natural assets within the planning area and identify opportunities for and limits to development.
Drinking water and water management plan	Provincially mandated plan that addresses the capacity and use of water and wastewater infrastructure, including water sources, and the sustainable provision of services to ensure health, safety, and environmental protection.
Flood and drought risk and hazards analysis and survey	Information used to identify flood and drought risk and hazards across the region.
* Baseline information is included in this plan.	

GLOSSARY

Active Transportation: Human powered travel, including but not limited to: walking, cycling, inline skating, scooting, skiing, sledding, canoeing, kayaking, paddling, and travel with the use of mobility aids, including motorized wheelchairs and other power assisted devices moving at a comparable speed.

Accessible Housing: Housing that is user-friendly to people of all ages and abilities.

Affordable Housing: Rental or owned housing that is affordable and targeted for long-term occupancy costing less than 30% of before tax household income. Shelter costs include the following: for renters (rent and any payments for electricity, fuel, water, and other municipal services); and for owners (mortgage payments for principal and interest, property taxes, and any condominium fees, along with payments for electricity, fuel, water, and other municipal services).

Agricultural Impact Assessment: An assessment to determine if a development proposal will adversely affect existing and future agricultural activities on-site and in the surrounding area. The assessment recommends ways to avoid or, if avoidance is not possible, minimize and mitigate adverse impacts. The Agricultural Impact Assessment tool will define the level of assessment and mitigation measures required. The *Regional Agricultural Master Plan* will further clarify requirements. An Agricultural Impact Assessment will be completed by a qualified professional which may include an agrologist and/or land use planner.

Agricultural Lands: Land with *prime agricultural land* and *viable lower-class land*. Shown conceptually in Schedule A-8.

Agricultural Operation: An agricultural, horticultural, or silvicultural operation that is conducted in order to produce agricultural products on a commercial basis and includes:

- a) the production of crops, including grains, oil seeds, hay and forages, and horticultural crops, including vegetables, fruit, mushrooms, sod, trees, shrubs and greenhouse crops;
- b) the use of land for livestock *operations* and grazing;
- c) the production of eggs, milk and honey;
- d) the raising of game animals, fur-bearing animals, game birds, bees and fish;
- e) the processing necessary to prepare an agricultural product for distribution from the farm gate;
- f) the operation of agricultural machinery and equipment, including the tillage of land and the application of fertilizers, manure, soil amendments and pesticides, whether by ground or aerial application;
- g) the storage, use or disposal of organic wastes for agricultural purposes.

Agri-tourism Operation: An establishment that provides a service to promote and educate the public about farming and agricultural activities. Typical accessory uses to the farming operation include bed and breakfast, farm produce retail outlets, corn and hay mazes, petting zoos, hay rides, sleigh rides, buggy or carriage rides, seasonal activities, and events related to the farm such as tours and event facilities.

Brownfield: Undeveloped or previously developed properties that may be contaminated. Brownfield sites are usually industrial or commercial properties that may be underutilized, vacant, derelict, or abandoned. The expansion and redevelopment of brownfield sites may involve the remediation of hazardous or contaminated substances or pollutants. Brownfields could be considered *infill* or *greenfield* area depending on size and scale.

Built-up Area: A meaningful cluster of uses and buildings.

Circular Economy: A new economic model focused on waste reduction, regenerating nature, and addressing *climate change* and biodiversity loss. A circular economy shifts economic activity from “take-make-dispose” processes to processes that support conservation and are regenerative.

Climate Change: A long-term change in the statistical distribution of weather patterns over an extended period of time (typically decades or longer). It may be a change in the average weather conditions or a change in the distribution of weather events with respect to an average, for example, greater or fewer extreme weather events. Climate change may be due to natural internal processes or external forces, or to persistent anthropogenic changes in the composition of the atmosphere and land use.

Commuter Transit Service: Regional transit service from larger urban communities to key destinations in the **Metro Core** and **Inner Metro Area**.

Compact (Development or Form): A land use pattern that reflects efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, employment, and institutional), *multi-modal transportation* access, and the efficient use of *infrastructure*. Compact development may include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments, multi-story commercial developments, and apartments or offices above retail.

Complete Communities: Places that both offer and support a variety of lifestyle choices, providing opportunities for people of all ages and abilities to live, work, shop, learn, and play in close proximity to one another.

Density Target: An aspirational target for *residential* and *mixed-use density*.

Designated Flood Area (DFA): Specific flood area designated under The Water Resources Administration Act. There are two DFAs in Manitoba: the Red River Valley DFA south of Winnipeg, and the Lower Red River DFA north of Winnipeg.

Designated Floodway Fringe Area (DFFA): Specific flood area in the City of Winnipeg designated under the City of Winnipeg Charter.

Drainage Infrastructure: Natural or constructed *infrastructure* that moves surface and subsurface water from one area to another. Construction of drainage infrastructure is subject to approval as per The Water Rights Act.

Drivable Single-Use: Development patterns that separate uses from differing uses and require an automobile to get between each use because the streets discourage walking, cycling, or transit use.

Dwelling Unit Equivalent: Floor area divided by the area equivalent indicated in the Density Manual, used to derive a number of dwelling units from floor area when calculating density, such as for non-residential uses. See 6.3 Density Minimums and Targets.

Ecosystem: A biological environment consisting of all the organisms living in a particular area, as well as all the non-living, physical components of the environment with which the organisms interact, such as air, soil, water, and sunlight.

Environmental Farm Plan: A voluntary, confidential, self-assessment of a producer's own farm or ranch delivered in partnership with Keystone Agricultural Producers (KAP). Environmental Farm Plans assists farm managers in identifying agri-environmental assets and risks in order to develop an action plan to address the identified risks.

Flood Risk Area: Lands subject to flooding or erosion, and bank instability that are not suitable for development. Within flood risk areas, development should be restricted or require adequate flood protection as per provincial regulation.

Fragmentation: The process of reducing the size and connectivity of an area. In the context of natural living systems, fragmentation of an *ecosystem* or habitat results in reduction in the total habitat area, the isolation of patches of habitat from each other, the increase in edge effects, and can affect the ability of organisms to maintain healthy populations and to survive. In *agricultural lands*, fragmentation occurs when a contiguous agricultural area is divided into isolated parcels separated by non-agricultural uses and can impact the productivity of the land. Fragmentation can also occur within a given agricultural parcel of land by access roads, utility developments and/or linear *infrastructure*.

Full Range of Municipal Services: Piped water, piped wastewater, land drainage, and an urban standard roadway.

Greenhouse Gas (GHG): Gases (e.g., carbon dioxide, methane, nitrous oxide) that are emitted into the atmosphere from man-made and natural sources. These gasses trap heat from the sun within the atmosphere, causing a greenhouse effect. GHG emissions are a key contributor to *climate change*.

Green Infrastructure: Natural and engineered elements that provide ecological and hydrologic functions and processes. Green infrastructure can include but are not limited to *natural assets* and features such as parklands, stormwater management systems, street trees, urban forests, natural channels, permeable surfaces, bioswales, rain gardens, and green roofs.

Greenfield Areas: An area designated for future growth located in an existing *built-up area* that was not previously developed or serviced, which may be further identified by municipalities.

Grey Infrastructure: Conventional engineered *infrastructure* systems.

Heritage Resource: Includes (a) a *heritage site*, (b) a heritage object, and (c) any work or assembly of works of nature or of human endeavour that is of value for its archaeological, palaeontological, pre-historic, historic, cultural, natural, scientific, or aesthetic features, and may be in the form of sites or objects or a combination thereof.

Heritage Site: Means a site designated as a heritage site under Part I of The Heritage Resources Act. Important features of (a) the historic or pre-historic development of the province or a specific locality within the province, or of the peoples of the province or locality and their respective cultures; or (b) the natural history of the province or a specific locality within the province; may be designated a heritage site by the minister.

High-order Transit: Transit that offers more frequent, faster, and/or direct service than other available levels of transit service. High-order transit may use dedicated transit *infrastructure* such as partially or completely dedicated right of way.

Infill: Parcels of land within existing *built-up areas* suited for redevelopment that may include vacant, underutilized, or *brownfield* lots, which may be further identified by municipalities.

Infrastructure: Physical structures (facilities and corridors) that form the foundation for development. Infrastructure includes: wastewater and water systems, septage treatment systems, stormwater management systems, solid waste management systems, electricity generation facilities, electricity transmission and distribution systems, communications/telecommunications, transit and transportation corridors and facilities, recreation assets, oil and gas pipelines and associated facilities, and *green infrastructure*.

Institutional Cluster: A concentration of interconnected institutions that can include post-secondary, health, and government uses and surrounding lands.

Intensification: Developing at higher densities than currently exists through: redevelopment, *infill* development, the expansion or conversion of existing buildings, reusing *brownfields*, and developing under-utilized property and *mixed-use development*.

Integrated Watershed Management Plans: A cooperative effort by *watershed* residents, government, and other stakeholders to create a long-term plan to manage land, water, and related resources on a *watershed* basis. The purpose of Integrated Watershed Management Plans is to identify and document current *watershed* health, create a drinking water source protection plan, and provide a management plan for other local water-related issues. All *watershed* management plans are unique and are a reflection of the landscape and concerns of the community within each *watershed*.

Livestock Operation: A permanent or semi-permanent facility or non-grazing area where at least 10 animal units of livestock are kept or raised indoors or outdoors, and includes all associated manure collection facilities, but does not include an auction mart.

Local Employment Area: Areas with industrial, commercial, and/or institutional land uses that have locally significant business and economic activities and generate a small concentration of employment for the local area; or in rural areas, land with existing resource based economic assets resulting in dispersed employment through agricultural activities, mineral aggregate operations, etc.

Local Level of Service: A range of services that meet the daily needs of the local community and may include: local employment and convenience retail; smaller scale arts, entertainment, cultural, leisure, and sports amenities; some or all levels of primary and secondary education; services with potential for local or *commuter transit service*; limited government services; some community health and small medical facilities; and potential for social and supportive services.

Low Carbon: An approach to growth, development, and economy that proposes structural solutions with lower carbon emission trajectories while addressing and integrating considerations for *climate change* with development and economic objectives. Important components of transitioning to low carbon includes decarbonization via alternative options for *infrastructure*, transportation, built form, and land use.

Metro Roads: Provincial Trunk Highways and Provincial Roads intended to enhance the mobility and connectivity of people and goods to, from, and within the region in a safe, reliable, and efficient way. Criteria for selection includes: functional classification, National Highway System designation, connectivity, traffic volume, division, number of lanes, volume/capacity ratio, and network density. Shown conceptually in Schedule A-6.

Mixed-Use Development: Development that mixes compatible residential, commercial, institutional, light industrial, civic, and/or recreational land uses within buildings or in close proximity in order to increase density, reduce development footprint through land use, and improve public accessibility to amenities. Mixed-use may be vertical mixed-use, mixing compatible uses within the building, or horizontal mixed-use, mixing uses within the block or neighbourhood.

Multi-modal Transportation: The availability or use of more than one form of transportation, such as *active transportation*, automobiles, transit, rail (commuter/freight), trucks, and air.

Municipal Heritage Site: Means a municipal site designated municipal heritage site under Part III of The Heritage Resources Act.

Natural Asset: Natural features, *water bodies* and/or *ecosystems* that contribute to the provision of one or more services required for the health, well-being, and long-term sustainability of the environment, a community, and its residents. This can include, but is not limited to, forests, *riparian areas*, *wetlands*, grasslands, rivers, and streams. Shown conceptually in Schedule A-4.

Park and Ride Facility: A multi-modal exchange facility where commuters enter the facility by one mode of access (e.g., by car, bicycle, bus, etc.) and leave by another. Encourages a shift from single-occupancy vehicle trips toward multi-modal trips where bus transit can make up a significant portion of each trip.

Prime Agricultural Lands: Lands composed of dryland Agricultural Capability - Class 1, 2, 3 (mineral soil), Class O1, O2 or O3 (organic soil), and/or determined to be of Irrigation Suitability Class 1A, 1B, 2A or 2B, and/or a land unit of one quarter section or more, or a river lot, in which 60% or more of the land is dryland Agricultural Capability Class 1, 2 or 3.

Provincial Water Infrastructure: Consists of water control works including drains, dikes, diversions, detention basins, floodways, dams, reservoirs, and designated provincial waterways.

Red River Corridor: An area along the Red River between north of the City of Winnipeg and south of the City of Selkirk crossing the most eastern areas of the Rural Municipalities of West St. Paul and St. Andrews and the most western areas of the Rural Municipalities of East St. Paul and St. Clements, as defined by provincial regulation.

Regional Active Transportation Trails: Trails that are primarily used for *active transportation* that connect different parts of the region. In general, these trails are greater than 40 kilometres in length. Existing examples include the Trans Canada Trail (includes the Crow Wing Trail, Red River North Trail, and the City of Winnipeg section), and Duff Roblin Parkway Trail. Shown conceptually in Schedule A-4.

Regional Agricultural Master Plan: An overarching framework and rationale for the region's agricultural policies to conserve and maintain a secure supply of agricultural lands with the aim to: support the regional food system, diversify the agri-food production base, contribute to the value-added growth of the agri-economy, and guide agricultural supportive *infrastructure* investment.

Regional Assets: Economic drivers and wealth generators including *Regional Employment Areas*, resource-based assets, and *infrastructure*.

Regional Employment Areas: An area with a concentration of industrial, commercial, and/or *institutional clusters* that have regionally significant business and economic activities, specialized institutional uses, high levels of employment, and strategic access to the transportation network. Shown conceptually on Schedule A-7.

Regional Infrastructure: *Infrastructure* developed by one or more levels of government and/or regional service commissions to provide services to citizens, businesses, and agriculture and to support the function of a regional economy. This may include transportation, energy corridors, *drainage infrastructure*, *green infrastructure*, and broadband.

Regional Level of Service: Services that meet the needs of a substantial portion of the region. This includes, but is not limited to: a broad base of employment; bus and *commuter transit services*; all types of convenience, major, and specialized retail; all levels of education including primary, secondary, and post-secondary; regional hospitals and specialized health care facilities; regional arts, entertainment cultural, recreation, and sports amenities; and all government services—federal, provincial, and municipal.

Regional Recreation Asset: Major recreation facilities, outdoor recreation spaces, specialty assets, and parks and protected areas that serve a wide geographic area. Major recreation facilities and outdoor recreation spaces have the ability to host regional and national competitions and exhibitions as well as meet local uses. Specialty assets include underrepresented or emergent sports facilities that, due to their limited availability in the province, can draw visitors from across the region and beyond due to their specialized nature. Shown conceptually in Schedule A-4.

Residential and Mixed-use Density: Total number of dwelling units divided by the total net hectares of parcels measured where residential uses are permitted by right. For parcel hectares where both residential and non-residential uses are permitted, *dwelling unit equivalents* will be incorporated into the measurement. See 6.3 Density Minimums and Targets.

Resilience: The capacity of a system to withstand and bounce back intact from environmental or human disturbances.

Riparian Area: An area of land on the banks of or near a *water body* that, due to the influence of water, is capable of naturally supporting an *ecosystem* that is distinct from the *ecosystem* of the adjacent upland areas.

Rural Residential: Non-farm residential development, including cottage development, located only in the **Outer Metro Area**. Typically, single-family residential development with a larger lot size and reliant on onsite water and wastewater *infrastructure* that is located outside of **Regional Centres**, **Sub-Regional Centres**, and **Local Centre**.

Rural Residential Boundary: General boundary capturing **Regional Centres**, **Sub-Regional Centres**, and **Local Centres** within commuter distance to the City of Winnipeg. Shown conceptually in Schedule A-5.

Specialized Agriculture: Means an *agricultural operation* in which high-value, lower-volume, intensively-managed agricultural products are produced on a smaller parcel than the required minimum size. Operations may include greenhouse production, honey production and processing, and horticultural products such as fruit and vegetables.

Transit-oriented Development (TOD): Higher density, *compact, mixed-use development* located near transit stations with high quality urban design, supporting a diversity of uses, and designed to support walkable communities and *active transportation* options.

Treaty Land Entitlement (TLE): The process to restore land that was originally intended for First Nations that signed the numbered Treaties (1, 3, 4, 5, 6, and 10) in Manitoba. It refers to the lands that the First Nations were entitled to at the date of first survey that were not set apart as reserve for the use and benefit of the First Nations. Included within these TLE agreements is the right to select Crown land or with funds to buy private land. These agreements are modern legal commitments that recognize the government's failure to comply with its Treaty obligations.

Viable Lower-class Land: Land, other than *prime agricultural land*, that is used for *agricultural operations* or that has been used for *agricultural operations* in the past and continues to have the potential to be used for that purpose.

Walkable Mixed-use: Development patterns that include traditional main street formats of vertical *mixed-use development* as well as horizontal *mixed-use development*, such as corner stores, in predominantly residential subdivisions that allow people to use *active transportation* to some of their daily needs, provided *compact* development patterns are encouraged along with sidewalks, bike lanes, and traffic calmed streets. Walkable mixed-use *complete communities* require a pedestrian priority street network where cars move more slowly along with a higher speed auto-priority road network.

Water Body: A body of flowing or standing water, whether naturally or artificially created and whether the flow or presence of water is continuous, intermittent or occurs only during a flood, and includes lakes, rivers, creeks, streams, sloughs, marshes, swamps and *wetlands*, and the frozen surface of any of them.

Watershed: An area of land, bounded by topographic features, that drains into a shared destination such as a river, stream, lake, pond, or ocean. The size of a watershed can be small or immense and its boundaries and velocity of flow are determined by landforms such as hills, slopes, and mountain ranges that direct water. Within each large watershed, there are many smaller watersheds.

Wetlands: Land saturated with water long enough to promote formation of water altered soils, growth of water tolerant vegetation, and various kinds of biological activity that are adapted to the wet environment. Wetlands are highly diverse, productive ecosystems that provide a host of ecological services and form an integral component of Manitoba's diverse landscapes.

Zero Emission Vehicles (ZEV): Various classes of electric vehicles of which the unifying feature is the ability to provide propulsion via an electric motor for at least a portion of total distance driven. Classes of vehicles may include battery electric, plug-in hybrid electric, and hydrogen fuel cell electric vehicles. Sometimes the term low emission vehicle (LEV) is used to refer to the same group of vehicles.



APPENDIX

20^{TO} 01 50

APPENDIX A

POPULATION AND EMPLOYMENT

WMR POPULATION AND EMPLOYMENT PROJECTIONS

Population Projections to 2050

The population projections are generated using 2021 census data in an age-cohort survival and economic growth model. Projections will be updated as new census data is made available.

Municipality/Geography	2021 Census	Projection scenario	2030	2040	2050
Winnipeg Metropolitan Region	874,290	Baseline	970,260	1,036,360	1,103,542
		High-Growth	992,062	1,086,263	1,185,735
City of Winnipeg	749,607	Baseline	828,376	882,635	937,787
		High-Growth	846,272	923,601	1,005,268
City of Selkirk	10,504	Baseline	11,607	12,364	13,131
		High-Growth	11,857	12,934	14,068
Town of Niverville	5,947	Baseline	8,321	9,956	11,618
		High-Growth	8,860	11,191	13,652
Town of Stonewall	5,046	Baseline	5,591	5,965	6,346
		High-Growth	5,714	6,248	6,811
Village of Dunnottar	989	Baseline	1,122	1,216	1,312
		High-Growth	1,153	1,287	1,432
RM of Cartier	3,344	Baseline	3,685	3,918	4,154
		High-Growth	3,762	4,094	4,442
RM of East St. Paul	9,725	Baseline	10,352	10,784	11,222
		High-Growth	10,494	11,109	11,759
RM of Headingley	4,331	Baseline	5,666	6,586	7,521
		High-Growth	5,970	7,280	8,665
RM of Macdonald	8,120	Baseline	9,821	10,993	12,184
		High-Growth	10,207	11,877	13,641

Municipality/Geography	2021 Census	Projection scenario	2030	2040	2050
RM of Ritchot	7,469	Baseline	8,872	9,838	10,820
		High-Growth	9,190	10,567	12,022
RM of Rockwood	8,440	Baseline	9,378	10,025	10,682
		High-Growth	9,591	10,513	11,488
RM of Rosser	1,270	Baseline	1,089	964	837
		High-Growth	1,048	870	682
RM of Springfield	16,142	Baseline	17,562	18,541	19,535
		High-Growth	17,885	19,280	20,752
RM of St. Andrews	11,723	Baseline	12,906	13,716	14,535
		High-Growth	13,174	14,325	15,532
RM of St. Clements	11,586	Baseline	12,847	13,715	14,598
		High-Growth	13,133	14,371	15,678
RM of St. François Xavier	1,449	Baseline	1,516	1,563	1,610
		High-Growth	1,532	1,598	1,668
RM of Taché	11,916	Baseline	12,534	12,960	13,392
		High-Growth	12,674	13,281	13,921
RM of West St. Paul	6,682	Baseline	9,015	10,622	12,256
		High-Growth	9,545	11,836	14,254
Notes:					
Source: metroeconomics, 2024; Statistics Canada, 2023.					

Employment Forecast 2020 to 2050

The employment projections are generated using 2021 census data in an age-cohort survival and economic growth model. Employment projections are grouped into quadrants (except for Winnipeg) as employment numbers for areas of lower population are more representative when aggregated. Projections will be updated as new census data is made available.

Geographies for Employment Projections

Quadrant/Geography	Municipality
Winnipeg	City of Winnipeg
East	RM of Springfield
	RM of Taché
North	City of Selkirk
	Town of Stonewall
	Village of Dunnottar
	RM of East St. Paul
	RM of Rockwood
	RM of St. Andrews
	RM of St. Clements
	RM of West St. Paul
South	Town of Niverville
	RM of Macdonald
	RM of Ritchot
West	RM of Cartier
	RM of Headingley
	RM of Rosser
	RM of St. François Xavier

Employment—Place of Work

Quadrant/ Geography	2021	Projection scenario	2030	2040	2050
Winnipeg Metropolitan Region	380,295	Baseline	424,545	460,714	511,226
		High-growth	433,016	480,695	546,010
Winnipeg	334,205	Baseline	384,835	417,968	464,187
		High-growth	392,386	435,802	495,278
East	10,785	Baseline	7,473	7,748	8,218
		High-growth	7,572	7,978	8,613
North	19,645	Baseline	18,753	20,398	22,676
		High-growth	19,181	21,400	24,408
South	8,855	Baseline	6,682	7,449	8,454
		High-growth	6,944	8,056	9,493
West	6,805	Baseline	6,802	7,152	7,692
		High-growth	6,933	7,459	8,218

Notes:

Place of Work count indicates the number of jobs located within the indicated geography.

Source: metroeconomics, 2024; Statistics Canada, 2023.

Employment—Place of Residence

Quadrant/ Geography	2021	Projection scenario	2030	2040	2050
Winnipeg Metropolitan Region	427,585	Baseline	472,860	513,021	569,124
		High-growth	482,340	535,367	608,006
Winnipeg	366,595	Baseline	422,132	458,476	509,174
		High-growth	430,414	478,039	543,279
East	14,385	Baseline	10,358	10,684	11,279
		High-growth	10,481	10,971	11,771
North	30,890	Baseline	27,173	29,233	32,162
		High-growth	27,769	30,623	34,553
South	11,350	Baseline	8,515	9,527	10,848
		High-growth	8,855	10,318	12,204
West	4,365	Baseline	4,683	5,100	5,661
		High-growth	4,820	5,417	6,200

Notes:

Place of Residence count indicates the employed labour force status of individuals residing within the indicated geography.

Source: metroeconomics, 2024; Statistics Canada, 2023.

INDIGENOUS POPULATION

Reserve

There is one First Nation Reserve within the area of the WMR considered a Census Sub-Division (CSD) by Statistics Canada. The following data counts the number of persons of Indigenous identity residing at Baaskaandibewiziibing Brokenhead Ojibway Nation #4 CSD and is drawn from the Indigenous Population Profile—2021 Census of Population from Statistics Canada.

First Nation	Population 2021
Baaskaandibewiziibing Brokenhead Ojibway Nation #4	415

Source: Statistics Canada. 2023. Indigenous Population Profile. 2021 Census of Population.

Indigenous Population

The following data counts the number of persons of Indigenous identity residing within each municipal CSD in the WMR and is drawn from the Indigenous Population Profile—2021 Census of Population from Statistics Canada.

Municipality/First Nation/Geography	Population 2021
Winnipeg Metropolitan Region	109,325
City of Winnipeg	90,990
City of Selkirk	3,485
Town of Niverville	740
Town of Stonewall	820
Village of Dunnottar	170
RM of Cartier	445
RM of East St. Paul	700
RM of Headingley	285
RM of Macdonald	690
RM of Ritchot	1,355
RM of Rockwood	1,110
RM of Rosser	110
RM of Springfield	1,770
RM of St. Andrews	1,645
RM of St. Clements	1,935
RM of St. François Xavier	290
RM of Taché	2,105
RM of West St. Paul	680
Source: Statistics Canada. 2023. Indigenous Population Profile. 2021 Census of Population.	





