Agenda - Executive Policy Committee – September 19, 2012

Report - Standing Policy Committee on Property and Development – September 11, 2012

Item No. 14 Subdivision and Rezoning – 3977 Portage Avenue (St. Charles Ward) File DASZ 43/2011 [c/r DAV 176258/2011D]

STANDING COMMITTEE RECOMMENDATION:

On September 11, 2012, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submits the following to Council:

1. That the plan of subdivision under File DASZ 43/2011 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 43/2011 dated September 5, 2012, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following:

    A. That the Developer be required to enter into a servicing agreement with the City containing all the conditions outlined in Schedule B, the report of the Administrative Coordinating Group dated August 27, 2012

2. That Winnipeg Zoning By-law No. 200/2006 be amended by adding the Westport Festival Planned Development Overlay 2 (PDO-2), attached as Appendix "B" ('Schedule Q').

3. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 43/2011 dated September 5, 2012 to a "C4" Commercial Regional District, subject to the following conditions:

    A. That for the development of any building or structure, plans shall be submitted showing the location and design of proposed buildings, the location and design of accessory parking areas, fencing, landscaping, lighting, and signage to the Director of Planning, Property and Development for plan approval prior to the issuance of any building or development permits, and thereafter all to be constructed and maintained to the satisfaction of the Director of Planning, Property and Development.

Report - Standing Policy Committee on Property and Development – September 11, 2012

B. That prior to the issuance of any new occupancy permit and/or upon the request of the Chief of the Winnipeg Fire Paramedic Service ("WFPS"), the Developer shall install and erect, at his own expense and at no cost to the City, signs depicting the Master Plan of development on the subject property as it exists from time to time. Such signs shall clearly show the location of all existing buildings, accessory parking areas, private approaches, garbage enclosures, internal roads, building addresses and/or unit numbers, and building names, and must be posted at outside locations near the public right-of-way and internal roads on the subject property. The location, quantity, size and illumination of such signs will be determined by the Chief of WFPS. The Developer shall maintain all such signs to the satisfaction of the Chief of the WFPS;

C. That copies of the current Master Plan be provided to the Chief of WFPS prior to the issuance of any new occupancy permit and/or upon the request of the Chief of WFPS;

D. That the address number of every building on the subject property (and the name of the building, if applicable) shall be physically attached to the building or otherwise posted on the subject property lot on which the building is located, so as to be clearly visible from the street or internal road on which the building is located;

E. That, where a building on the subject property is in a location that results in its number or name not being clearly visible from the street or internal road on which it is located, the number and name must be both attached to the building and displayed in another form that is clearly visible from the street or internal road. Where more than one building is located on a subject property lot, the requirement that the numbers and names be displayed in another form that is clearly visible from the street or internal road may be met by displaying the range of building numbers and names on that lot on signage to be approved by the Chief of the WFPS;

F. That building numbers and names required to be attached or displayed by this Zoning Agreement must be of a colour that contrasts with the colour of the structure to which they are attached so as to be clearly visible from the street or internal road on which the building is located and of a height as determined by and to the satisfaction of the Chief of the WFPS;

Report - Standing Policy Committee on Property and Development – September 11, 2012

G. That no other numbers or names are to be attached to any buildings on the subject property that could be confused with the address numbers or building names;

H. That the owner / occupier of a building must ensure that the number assigned to a building is clearly visible from the street or internal road on which the building is located while the building is under construction as determined by and to the satisfaction of the Chief of WFPS;

I. That the Developer and all successors in title to the lots in the subdivision shall enter into, and register and maintain in perpetuity by way of caveat or master or declaratory easement against the titles to the lots, private cross-access agreements with the owners of the other lots so as to ensure access to every lot at all times, via streets or internal roads, by vehicles, including but not limited to City emergency service vehicles and transit buses. The Developer and owners must submit the agreements or easements to the City Solicitor for approval prior to execution;

J. That all lighting shall upon the request of the Director of Planning, Property and Development, be equipped with whatever additional shielding, lenses, or cut-off devices as required to eliminate light trespass onto any street or abutting lot or parcel and to eliminate glare perceptual to persons on any street or abutting lot or parcel. In addition, the Director may require that the light trespass and glare be limited to a reasonable level through fixture location, height and intensity;

4. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in market value of the land.

5. That in the event the application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twenty-four (24) month period and the extension is subsequently approved by Council.

6. That the Director of Legal Services and City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

7. That the subdivision section of the by-law shall come into force and effect upon registration of the Plan of Subdivision in the Winnipeg Land Titles Office.

Report - Standing Policy Committee on Property and Development – September 11, 2012

8. That the zoning section of the by-law comes into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that the said effective date occurs within one year from the date by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within one (1) year from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of the one-year period and Council approves the extension.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twelve (12) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twelve (12) month period and the extension is subsequently approved by Council.

11. That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

12. That the Director of Legal Services and City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

Agenda - Executive Policy Committee – September 19, 2012

Report - Standing Policy Committee on Property and Development – September 11, 2012

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 11, 2012, the Standing Policy Committee on Property and Development concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to the Executive Policy Committee and Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On September 5, 2012, the Assiniboia Community Committee concurred in the recommendation contained in the revised report of the Winnipeg Public Service dated September 5, 2012, with the following amendment, namely:

- Amend Recommendation 2. by deleting the following words at the end thereof, namely:

  "with the following changes:

  A. In Section 27 (1), change the number of freestanding signs to six (6)
  B. In Section 27 (2), delete (ii) and change the maximum sign surface area per freestanding sign in (i) to 6 signs: 400 sq ft
  C. In Section 27 (3), delete (ii) and change the maximum height per freestanding sign in (i) to 6 signs: 45 feet",

and forwarded to the Standing Policy Committee on Property and Development.

On July 10, 2012, the Assiniboia Community Committee did not hear any representation on the application and adjourned the public hearing to its meeting on September 5, 2012 at 5:00 p.m. in the Council Building, 510 Main Street.

RE: **Subdivision and Rezoning**
3977 Portage Avenue
File DASZ 43/2011 [c/r DAV 176258/2011D]

For submission to: **The Standing Policy Committee on Property and Development**

Prepared by: **Ms Danielle Caron, Committee Clerk**
Assiniboia Community Committee

Report date: **September 6, 2012**

COMMUNITY COMMITTEE RECOMMENDATION:

On September 5, 2012, the Assiniboia Community Committee concurred in the recommendation contained in the revised report of the Winnipeg Public Service dated September 5, 2012, as amended, and recommends to the Standing Policy Committee on Property and Development:

1. That the plan of subdivision proposed under File DASZ 43/2011 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 43/2011 dated September 5, 2012, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following:

    A. That the Developer be required to enter into a servicing agreement with the City containing all the conditions outlined in Schedule B, the report of the Administrative Coordinating Group dated August 27, 2012

2. That Winnipeg Zoning By-law No. 200/2006 be amended by adding the Westport Festival Planned Development Overlay 2 (PDO-2), attached as Appendix "B" ('Schedule Q'), ~~***with the following changes:***~~

    ~~***A. In Section 27 (1), change the number of freestanding signs to six (6)***~~
    ~~***B. In Section 27 (2), delete (ii) and change the maximum sign surface area per freestanding sign in (i) to 6 signs: 400 sq ft***~~
    ~~***C. In Section 27 (3), delete (ii) and change the maximum height per freestanding sign in (i) to 6 signs: 45 feet***~~

3. That The Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land as shown on Schedule "A" for File DASZ 43/2011 dated September 5, 2012 to a "C4" Commercial Regional District, subject to the following conditions:

    A. That for the development of any building or structure, plans shall be submitted showing the location and design of proposed buildings, the location and design of accessory parking areas, fencing, landscaping, lighting, and signage to the Director of Planning, Property and Development for plan approval prior to the

issuance of any building or development permits, and thereafter all to be constructed and maintained to the satisfaction of the Director of Planning, Property and Development.

B. That prior to the issuance of any new occupancy permit and/or upon the request of the Chief of the Winnipeg Fire Paramedic Service ("WFPS"), the Developer shall install and erect, at his own expense and at no cost to the City, signs depicting the Master Plan of development on the subject property as it exists from time to time. Such signs shall clearly show the location of all existing buildings, accessory parking areas, private approaches, garbage enclosures, internal roads, building addresses and/or unit numbers, and building names, and must be posted at outside locations near the public right-of-way and internal roads on the subject property. The location, quantity, size and illumination of such signs will be determined by the Chief of WFPS. The Developer shall maintain all such signs to the satisfaction of the Chief of the WFPS;

C. That copies of the current Master Plan be provided to the Chief of WFPS prior to the issuance of any new occupancy permit and/or upon the request of the Chief of WFPS;

D. That the address number of every building on the subject property (and the name of the building, if applicable) shall be physically attached to the building or otherwise posted on the subject property lot on which the building is located, so as to be clearly visible from the street or internal road on which the building is located;

E. Where a building on the subject property is in a location that results in its number or name not being clearly visible from the street or internal road on which it is located, the number and name must be both attached to the building and displayed in another form that is clearly visible from the street or internal road. Where more than one building is located on a subject property lot, the requirement that the numbers and names be displayed in another form that is clearly visible from the street or internal road may be met by displaying the range of building numbers and names on that lot on signage to be approved by the Chief of the WFPS;

F. That building numbers and names required to be attached or displayed by this Zoning Agreement must be of a colour that contrasts with the colour of the structure to which they are attached so as to be clearly visible from the street or internal road on which the building is located and of a height as determined by and to the satisfaction of the Chief of the WFPS;

G. That no other numbers or names are to be attached to any buildings on the subject property that could be confused with the address numbers or building names;

H. That the owner / occupier of a building must ensure that the number assigned to a building is clearly visible from the street or internal road on which the building is located while the building is under construction as determined by and to the satisfaction of the Chief of WFPS;

I. The Developer and all successors in title to the lots in the subdivision shall enter into, and register and maintain in perpetuity by way of caveat or master or declaratory easement against the titles to the lots, private cross-access agreements with the owners of the other lots so as to ensure access to every lot at all times, via streets or internal roads, by vehicles, including but not limited to City emergency service vehicles and transit buses. The Developer and owners must submit the agreements or easements to the City Solicitor for approval prior to execution;

J. That all lighting shall upon the request of the Director of Planning, Property and Development, be equipped with whatever additional shielding, lenses, or cut-off devices as required to eliminate light trespass onto any street or abutting lot or parcel and to eliminate glare perceptual to persons on any street or abutting lot or parcel. In addition, the Director may require that the light trespass and glare be limited to a reasonable level through fixture location, height and intensity;

4. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in market value of the land.

5. That in the event the application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twenty-four (24) month period and the extension is subsequently approved by Council.

6. That the Director of Legal Services and City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

7. That the subdivision section of the by-law shall come into force and effect upon registration of the Plan of Subdivision in the Winnipeg Land Titles Office.

8. That the zoning section of the by-law comes into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that the said effective date occurs within one year from the date by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within one (1) year from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless

an extension of time is applied for prior to the expiry of the one-year period and Council approves the extension.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twelve (12) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twelve (12) month period and the extension is subsequently approved by Council.

11. That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

12. That the Director of Legal Services and City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

Note: The wording in bold and italics denotes amendments made by the Community Committee.

The Assiniboia Community Committee provided the following supporting reasons for its recommendation:

1. The project helps the Red River Exhibition Grounds. It speaks well of the future of the Exhibition as an agricultural society, and it will allow other development in the area, particularly the commodities campus.

2. Having an asset such as this at the front of the Red River Exhibition Grounds property will be outstanding for the whole west end of Winnipeg.

3. The area might become a great place for a “park and ride” initiative.

4. The proposed development is the most exciting thing that has happened in the St. Charles Ward in the last 6 years.

PUBLIC HEARING SUMMARY

File:	DASZ 43/2011 [c/r DAV 176258/2011D]
Before:	Assiniboia Community Committee Councillor Havixbeck, Chairperson Councillor Fielding Councillor Nordman
Public Hearing:	September 5, 2012 July 10, 2012 West Committee Room Council Building, 510 Main Street
Applicant:	Shindico Realty Inc. (John Pearson)
Subject:	



Premises Affected: 3977 Portage Avenue

Exhibits Filed:

1. Application dated January 23, 2012
2. Notification of Public Hearing dated June 5, 2012
3. Manitoba Status of Title 1619410
4. Letter of authorization dated September 29, 2011 from Red River Exhibition Association to Shindico Realty Inc.
5. Site Boundary Plan
6. Plans (2 pages) by Pre-Con Builders
7. Report from the Planning and Land Use Division dated July 5, 2012
8. Inspection Report
9. Notice of Adjournment dated July 12, 2012
10. Revised Report from the Planning and Land Use Division dated August 29, 2012
11. Revised Report from the Planning and Land Use Division dated September 5, 2012
12. PowerPoint Presentation titled "Westport Festival Mixed-Use Development" submitted by John Pearson, Shindico Realty, at the public hearing held on September 5, 2012
13. Audio Recording of representations of public hearing held on September 5, 2012

REPRESENTATIONS:

In Support:

John Pearson, Shindico Realty Inc.
Brennan Pearson
Garth Rogerson
Michael Stronger
John Wintrup
Justin Zarnowski

In Opposition:

Nil

For Information:

Nil

For the City:

Mr. K. Raban, Land Development Administrator, Planning, Property and Development Department
Mr. M. Robinson, Senior Planner, Planning, Property and Development Department
Mr. J. Veitch, Acting Principal Planner, Planning, Property and Development Department

Exhibit "11" referred to in File DASZ 43/2011

REVISED ADMINISTRATIVE REPORT

Title: DASZ 43/2011 – 3977 Portage Avenue

Issue: An application for consideration at the Public Hearing for subdivision and rezoning at 3977 Portage Avenue.

Critical Path: Assiniboia Community Committee – Standing Policy Committee on Property and Development – Executive Policy Committee – Council as per the *Development Procedures By-law* and *The City of Winnipeg Charter*.

AUTHORIZATION

Author	Department Head	CFO	CAO
P. Regan	n/a	n/a	

RECOMMENDATIONS

1. That the plan of subdivision proposed under File DASZ 43/2011 be approved for preparation as a plan of subdivision by a Manitoba Land Surveyor in accordance with Schedule "A" for File DASZ 43/2011 dated September 5, 2012, with such minor changes as may be required, and registration in the Winnipeg Land Titles Office, subject to the following:

    A. That the Developer be required to enter into a servicing agreement with the City containing all the conditions outlined in Schedule B, the report of the Administrative Coordinating Group dated August 27, 2012

2. That Winnipeg Zoning By-law No. 200/2006 be amended by adding the Westport Festival Planned Development Overlay 2 (PDO-2), attached as Appendix "B" ('Schedule Q'), with the following changes:

    i. In Section 27 (1), change the number of freestanding signs to **six (6)**
    ii. In Section 27 (2), delete (ii) and change the maximum sign surface area per freestanding sign in (i) to **6 signs: 400 sq ft**
    iii. In Section 27 (3), delete (ii) and change the maximum height per freestanding sign in (i) to **6 signs: 45 feet**

3. That The Winnipeg Zoning By-law No. 200/06 be amended by rezoning the subject land as shown on Schedule “A” for File DASZ 43/2011 dated September 5, 2012 to a “C4” Commercial Regional District, subject to the following conditions:

   i. That for the development of any building or structure, plans shall be submitted showing the location and design of proposed buildings, the location and design of accessory parking areas, fencing, landscaping, lighting, and signage to the Director of Planning, Property and Development for plan approval prior to the issuance of any building or development permits, and thereafter all to be constructed and maintained to the satisfaction of the Director of Planning, Property and Development.

   ii. That prior to the issuance of any new occupancy permit and/or upon the request of the Chief of the Winnipeg Fire Paramedic Service ("WFPS"), the Developer shall install and erect, at his own expense and at no cost to the City, signs depicting the Master Plan of development on the subject property as it exists from time to time. Such signs shall clearly show the location of all existing buildings, accessory parking areas, private approaches, garbage enclosures, internal roads, building addresses and/or unit numbers, and building names, and must be posted at outside locations near the public right-of-way and internal roads on the subject property. The location, quantity, size and illumination of such signs will be determined by the Chief of WFPS. The Developer shall maintain all such signs to the satisfaction of the Chief of the WFPS;

   iii. That copies of the current Master Plan be provided to the Chief of WFPS prior to the issuance of any new occupancy permit and/or upon the request of the Chief of WFPS;

   iv. That the address number of every building on the subject property (and the name of the building, if applicable) shall be physically attached to the building or otherwise posted on the subject property lot on which the building is located, so as to be clearly visible from the street or internal road on which the building is located;

   v. Where a building on the subject property is in a location that results in its number or name not being clearly visible from the street or internal road on which it is located, the number and name must be both attached to the building and displayed in another form that is clearly visible from the street or internal road. Where more than one building is located on a subject property lot, the requirement that the numbers and names be displayed in another form that is clearly visible from the street or internal road may be met by displaying the range of building numbers and names on that lot on signage to be approved by the Chief of the WFPS;

   vi. That building numbers and names required to be attached or displayed by this Zoning Agreement must be of a colour that contrasts with the colour of the structure to which they are attached so as to be clearly visible from the street or internal road on which the building is located and of a height as determined by and to the satisfaction of the Chief of the WFPS;

vii. That no other numbers or names are to be attached to any buildings on the subject property that could be confused with the address numbers or building names;

viii. That the owner / occupier of a building must ensure that the number assigned to a building is clearly visible from the street or internal road on which the building is located while the building is under construction as determined by and to the satisfaction of the Chief of WFPS;

ix. The Developer and all successors in title to the lots in the subdivision shall enter into, and register and maintain in perpetuity by way of caveat or master or declaratory easement against the titles to the lots, private cross-access agreements with the owners of the other lots so as to ensure access to every lot at all times, via streets or internal roads, by vehicles, including but not limited to City emergency service vehicles and transit buses. The Developer and owners must submit the agreements or easements to the City Solicitor for approval prior to execution;

x. That all lighting shall upon the request of the Director of Planning, Property and Development, be equipped with whatever additional shielding, lenses, or cut-off devices as required to eliminate light trespass onto any street or abutting lot or parcel and to eliminate glare perceptual to persons on any street or abutting lot or parcel. In addition, the Director may require that the light trespass and glare be limited to a reasonable level through fixture location, height and intensity;

4. That a ten percent (10%) dedication be made by a payment of a sum of money to the City in lieu of the requirement for land dedication based on the increase in market value of the land.

5. That in the event the application is not proceeded with expeditiously and the by-law is not enacted within twenty-four (24) months after adoption of the report by Council, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twenty-four (24) month period and the extension is subsequently approved by Council.

6. That the Director of Legal Services and City Solicitor be requested to prepare the necessary rezoning by-law and forward the same to Council for all three (3) readings.

7. That the subdivision section of the by-law shall come into force and effect upon registration of the Plan of Subdivision in the Winnipeg Land Titles Office.

8. That the zoning section of the by-law comes into force when the Zoning Agreement is registered in the Winnipeg Land Titles Office by caveat against the subject lands, provided that the said effective date occurs within one year from the date by-law is passed.

9. That the plan of subdivision shall be approved and signed by the Director of Planning, Property and Development within one (1) year from the date the by-law is passed, failing which the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of the one-year period and Council approves the extension.

10. That in the event the necessary City of Winnipeg mylar approval signatures have not been secured within twelve (12) months after adoption of the by-law, the matter shall be deemed to be concluded and shall not be proceeded with unless an extension of time is applied for prior to the expiry of this twelve (12) month period and the extension is subsequently approved by Council.

11. That the Proper Officers of the City are hereby authorized to execute said Zoning Agreement.

12. That the Director of Legal Services and City Solicitor be requested to do all things necessary for implementation in accordance with the terms of The City of Winnipeg Charter.

REASON FOR THE REPORT

The Report is being submitted for the Committee's consideration of the development application at the Public Hearing.

IMPLICATIONS OF THE RECOMMENDATIONS

If the recommendations of the Urban Planning Division are concurred in, the property will be rezoned and subdivided and permits may be issued.

CONSULTATION

In preparing this Report there was consultation with:
N/A

SUBMITTED BY

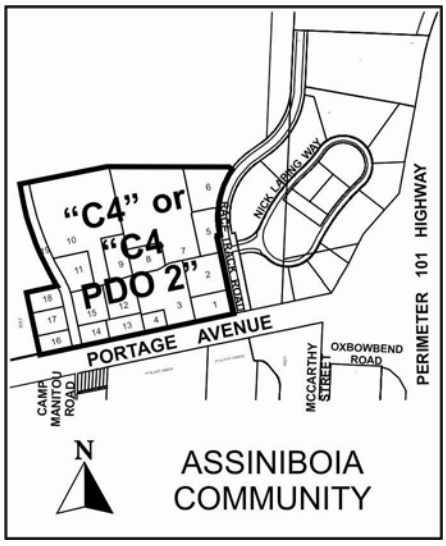
Department	*Planning, Property and Development*
Division	*Urban Planning*
Date:	September 5, 2012
File No.	DASZ 43/2011

APPENDIX 'A'

DATE: September 5, 2012
FILE: **DASZ 43/2011**
RELATED FILES: DAV 11-176258/D
COMMUNITY: Assiniboia Community
NEIGHBOURHOOD #: 2.227

SUBJECT: To rezone the subject land from an "A" Agricultural District to a "C4" Commercial Regional District

LOCATION: 3977 Portage Avenue
LEGAL DESCRIPTION: PT RLS 90/91 ST C & W 176.88F OF RL 92 ST C WHICH LIE TO N OF N LIMIT MAIN HWY PL 547 EXC THOSE PTS WHICH LIE TO N OF A LINE DRAWN S OF PARL WITH & PERP DIST 16.5F FROM THE N LIMITS OF SAID LOTS EXC OUT OF SAID LOTS 91/92 PL 36781



APPLICANT: John Pearson – Shindico Realty Inc.

OWNER: The Red River Exhibition Association

RECOMMENDATION: Approval, with conditions, and changes to the PDO-2

SITE DESCRIPTION
The subject property, which is zoned "A" Agricultural District, is located on the north side of Portage Avenue, immediately west of Race Track Road (private), in the Assiniboia Downs neighbourhood of the St. Charles ward.

North: Red River Exhibition lands zoned "A" Agricultural District
South: Cemeteries zoned "A" Agricultural District
East: Commercial uses zoned "C3" Commercial District
West: Vacant land zoned "A" Agricultural District

DESCRIPTION OF THE PROPOSED DEVELOPMENT
The applicant seeks approval to rezone and subdivide the subject lands from "A" Agricultural to "C4" Commercial Regional District. The applicant is also seeks approval for a Planned Development Overlay (PDO-2), which modifies the underlying zoning district.

The subject parcel is approximately 40 acres in size and will be subdivided into 17 lots.

The rezoning and subdivision is intended to accommodate a regional mixed use centre, which will include ± 600,000 sq ft of large and small format retail, restaurants, office, and entertainment uses.

ANALYSIS AND ISSUES
A. Policies
OurWinnipeg/Complete Communities
The subject property is identified as a Regional Mixed Use Centre in *Complete Communities*, the City's blueprint for development. *Complete Communities* states the following about Regional Mixed Use Centres:

"Regional Mixed Use Centres are intensely developed, city-wide or regional attractions. They are well-served by public transit and can contain mixed use development, including residential and specialized employment, commercial, or cultural services."

"Regional Mixed Use Centres accommodate both the greatest number of people and the greatest density and mix of uses among the three types of Centres. This makes it especially important that their development creates a high-quality street environment and is attractive to residents and visitors alike."

Design guidelines are being included Appendix 'B' to help guide the plan approval process to ensure that the principles spoken of in *Complete Communities* are considered in the final design for the site.

B. Zoning
The subject application includes a PDO-2 Planned Development Overlay District, which permits the underlying zoning to be modified, to allow for flexibility in the build out of the site. The PDO-2 takes into account the size and special context of the site (west of the Perimeter Highway and adjacent to Red River Ex) and the distinctive mix of uses that may occur here, because of its location and partnership with the Red River Ex.

Some of the key modifications to the underlying "C4" Commercial District are:

- A Parking, Bicycle Parking, and Loading Management Plan, which must be approved by the Assiniboia Community Committee and the Director of Planning, Property, and Development, will replace the parking, bicycle parking, and loading requirements in the Winnipeg Zoning By-law.

- Flexibility in sign placement, content, and dimensional standards is permitted with submission and approval of a Signage Master Plan, which is approved by the Assiniboia Community Committee and the Director of Planning, Property and Development.

- The principal and accessory use tables are modified to allow for a broader range of uses, including some employment and quasi-agricultural uses.

- Flexibility in setback requirements is permitted

Recommended changes to PDO-2
The Winnipeg Public Service is recommending one change to the PDO-2 submitted by the applicant. The recommended change is related to signage.

Applicant's sign proposal
The applicant is requesting approval, through the PDO-2, for up to eight (8) freestanding signs on the site. The breakdown of their request is as follows:

Applicant's request		
Number of freestanding signs	**Size**	**Height**
4 signs	400 sq ft	40 ft
4 signs	No limit	155 ft

The applicant is also requesting permission for the following:

- To place the signs anywhere within the PDO-2 Westport Festival lands, including on lots without access to a public street

- To include third-party advertising on these signs, for business and services that are located within the adjacent precinct area.

The applicant's request would match the height of a navigational tower that was approved for the Seasons of Tuxedo (Ikea) but otherwise, would be the tallest sign in Winnipeg. It should also be noted that this request is for four of these signs, whereas the Seasons of Tuxedo site only has one such sign.

An image in Appendix 'C' provides a comparison of different sign heights.

Winnipeg Zoning By-law
The Winnipeg Zoning By-law only permits signage on properties with access to a public street. On the subject property, there are six such lots. Each lot which has access to a public street is allowed a maximum sign area of 323 sq ft and a maximum height of 30 feet.

The By-law does not permit signs to be located on lots without access to a public street and does not permit third party advertising

Zoning By-law regulations		
Number of freestanding signs	**Size**	**Height**
6 lots with public street access	323 sq ft per lot with public street frontage	30 ft

Winnipeg Public Service recommendation
The Public Service is recommending that the applicant be permitted, with approval of a signage master plan, to place their freestanding signs anywhere within the PDO-2 Westport Festival and to include third party advertising on these signs, for businesses that are physically located within the precinct area.

The Public Service is recommending a maximum of six (6) freestanding signs and a maximum height of 45 feet and a maximum sign surface area of 400 sq ft.

Winnipeg Public Service recommendation		
Number of freestanding signs	Size	Height
6	400 sq ft	45 ft

C. Infrastructure
Underground services
The subject development, based on City of Winnipeg servicing policies, is required to be serviced to an urban standard with land drainage, water, and wastewater sewer.

Roads
All new roads which will be developed to support this development will be private. Camp Manitou Road will be extended northward and an internal roadway will connect Camp Manitou Road with Race Track Road. The Public Service recommends that the internal roadway be context sensitive – meaning that it will be designed to accommodate pedestrians, bicyclists, transit, and automobiles.

D. Transit
Winnipeg Transit will service the subject property, as soon as the internal roadway is completed from Race Track Road to Camp Manitou Road. This will allow transit buses to make a loop through the property.

Transit is requesting that the internal roadway be designed to accommodate transit service. These details will be addressed at final plan approval.

E. *Summary*
Complete Communities has designated the subject site as a Regional Mixed Use Centre. Consequently, this subdivision and rezoning is consistent with the City's plans for this area.

At this time, the detailed design of the site has not been completed. Consequently, the Winnipeg Public Service is recommending final plan approval to the Assiniboia Community Committee and the Director of Planning, Property, and Development, prior to the issuance of any development permits. Appendix 'D' includes design guidelines for Regional Mixed Use Centres, to help guide the final plan approval process.

RECOMMENDATIONS

The Winnipeg Public Service recommends approval, with conditions and with changes to the PDO-2, for the following reasons:

- The subdivision and rezoning is consistent with the subject property's designation as a Regional Mixed Use Centre in Complete Communities and Our Winnipeg

This Report Submitted by:
Planning, Property and Development Department
Urban Planning Division
PPD File # DASZ 43/2011

APPENDIX "A"
Schedule "A" for File No. DASZ 43/2011, Assiniboia Community Committee, dated September 5, 2012

By–Law No. _____

File No. **DASZ 43/11**

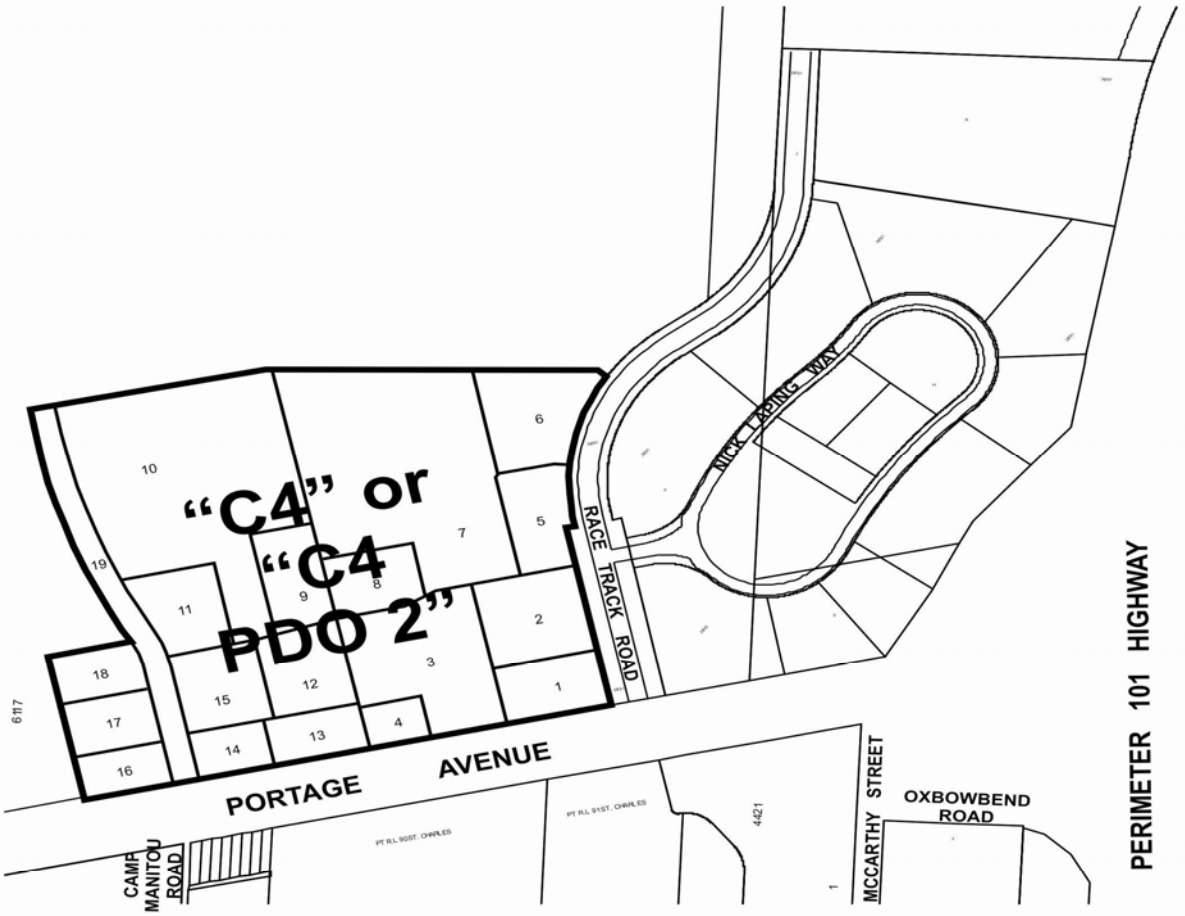
Atlas Sheet No.

N

AA10 ASSINIBOIA COMMUNITY

Explanation

An application for the approval of the plan of subdivision shown outlined below and for a proposed zoning change to By-law No. 200/2006 by rezoning the land located at 3977 Portage Avenue from "A" AGRICULTURAL DISTRICT to a "C4" COMMERCIAL REGIONAL DISTRICT or a "C4 PDO 2-WESTPORT FESTIVAL REGIONAL MIXED USE CENTRE" COMMERCIAL REGIONAL DISTRICT PLANNED DEVELOPMENT OVERLAY-2 to allow for employment, office, institutional, commercial, agri-business, recreational and/or cultural land-uses as well as a broad mix of complementary uses, at medium-to-high densities as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

SCHEDULE B

REPORT OF THE ADMINISTRATIVE CO-ORDINATING GROUP – AUGUST 27, 2012

RE: PROPOSED SUBDIVISION AND REZONING OF LAND LOCATED AT 3977 PORTAGE AVENUE - DASZ 43/2011

It is recommended that the approval of DASZ 43/2011, if granted, be subject to the applicant entering into a Servicing Agreement containing the following conditions;

1. The Developer shall submit a traffic impact study predicting the effect of this development in Portage Avenue, both east and west of the Perimeter Highway. The Developer will be required to construct any upgrades to the street system, at no cost to the City, as recommended by the approved traffic impact study report and all to the satisfaction of the Director of Public Works.

2. The Developer shall submit a municipal servicing report prepared by a qualified municipal engineer for the proposed development, and shall construct any system upgrades at no cost to the City as determined by the servicing report all to the satisfaction of the Director of Water and Waste.

3. The Developer shall, prior to the release of subdivision mylars for registration in Land Titles. provide satisfactory evidence that Manitoba Infrastructure and Transportation and/or the Rural Municipality of Headingley as applicable:

    a are satisfied with the approved off-site traffic improvements and servicing required pursuant to items 1. and 2. above and,
    b have consented to accept land drainage flows from the subject property

4. The Developer shall, prior to the release of subdivision mylars for registration in Land Titles, provide a letter of credit to guarantee performance of those works identified in items 1. and 2. above in an amount determined by, and to the satisfaction of, the Director of Water and Waste, the Director of Public Works and the Director of Planning, Property and Development.

5. The Developer shall, at no expense to the City, construct all internal roadways to be used by transit buses and emergency vehicles through the Planned Area at the locations, to widths and thicknesses, and with geometry satisfactory to the Directors of Winnipeg Transit and Winnipeg Fire Paramedic Service, and with sidewalks and pedestrian-scale ornamental street lighting satisfactory to the Director of Winnipeg Transit.

6. The Developer shall execute a private joint services agreement for the lots within the proposed development.

7. The Developer shall execute a private cross-access agreement for the lots within the proposed development.

8. The Developer shall pay the full cost of engineering services provided by or on behalf of the City in connection with the installation of, and provision of as-built drawings by March 31 of the year following substantial performance showing, the services required to serve the Planned Area.

9. Following completion of all major construction works, the Developer shall, at its cost have the locations of the survey monuments within the Planned Area verified and, where the survey monuments have been disturbed, moved, covered, mutilated, or destroyed, have them replaced by a Manitoba Land Surveyor, who shall provide the Director of Planning, Property & Development with a certificate that all survey monuments within the Planned Area have been verified and/or replaced.

10. The Developer shall pay to the City, prior to the release of the subdivision mylars for registration in the Land Titles Office, $1,200.00 plus GST per acre of the Planned Area to defray the City's administration and related costs associated with the preparation and implementation of the Servicing Agreement.

THIS REPORT SUBMITTED BY:

Administrative Co-ordinating Group
File No. DASZ 43/2011
August 27, 2012

"original signed by K.T. Raban, P. Eng."
K.T. Raban, P. Eng.
Land Development Branch

"original signed by R.J. Hartmann, P. Eng."
R. J. Hartmann, P. Eng.
Public Works Department, Transportation Division

"original signed by F.C. Mazur, P. Eng."
F. C. Mazur, P. Eng.
Water & Waste Department

APPENDIX 'B'
Draft PDO-2 provided by applicant

THE CITY OF WINNIPEG
BY-LAW NO. /2012

A By-law of The City of Winnipeg to amend the Winnipeg Zoning By-law No. 200/2006 to adopt the Westport Festival Planned Development Overlay 2.

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

1 *The Winnipeg Zoning By-law No. 200/2006 is amended by adopting the attached document, entitled "Westport Festival Regional Mixed Use Centre Planned Development Overlay (PDO-2 Westport Festival)", as a Planned Development Overlay 2 district and adding it as Schedule __ after Schedule __.*

2. *The Winnipeg Zoning By-law No. 200/2006 is amended by adding the following to Schedule "B":*

3(8) The zoning districts and zoning boundaries are hereby located in accordance with Westport Festival Planned Development Overlay 2 (Schedule), and the Zoning maps shall hereafter be read and construed in accordance with that overlay.

DONE AND PASSED this th day of , 2012.

_____
Mayor

_____
City Clerk

Approved as to planning details:

_____ _____
for Director of Planning, Property and Development

Approved as to form:

_____ _____
James Carter
for Director of Legal Services and City Solicitor

SCHEDULE Q

added TBD

WESTPORT FESTIVAL PLANNED DEVELOPMENT OVERLAY 2 (PDO-2 Westport Festival)

Purpose

1. The purpose of this overlay is to support the development of the Westport Festival Regional Mixed Use Centre.

Applicability

2. PDO-2 Westport Festival overlay district is shown on the attached map and identified as PDO-2 Westport Festival (Map 1).

Development Standards

3. Except to the extent modified by the standards in this overlay, all standards of this By-law apply within the boundaries shown on the attached map (Map 1).

Definitions

4. "**Parking, Bicycle Parking and Loading Management Plan**" means a plan prepared by a professional traffic engineer or parking consultant that may be approved by the Director as an alternative to the requirements for off-street parking, bicycle parking, and loading of the Winnipeg Zoning By-law 200/2006.

   A Parking, Bicycle Parking and Loading Management Plan will be required when a proposed development will not meet one or more of the requirements in By-law 200/2006 for off-street parking, bicycle parking, or loading.

   Each Parking, Bicycle Parking and Loading Management Plan will include:

   1 **Part 1**: Off-Street Parking
   2 **Part 2**: Bicycle Parking
   3 **Part 3**: Loading

5. **"Master Signage Plan"** means a plan with drawings, text, and specifications setting out the specifics of the location, arrangement, type and design of signs to be erected on premises within a defined area, that shall be approved by the Director and Community Committee.

Permitted Use Regulations

6. Notwithstanding other provisions of this By-law, in the PDO-2 Westport Festival, the following principal uses shall be permitted in addition to the permitted and conditional uses of the underlying C4 zoning district.

    (1) Stable or Riding Academy*
    (2) College or University*
    (3) Hospital*
    (4) Private Club, non licensed
    (5) Camping Ground*
    (6) Body Modification Establishment
    (7) Cheque-cashing facility
    (8) Funeral Chapel or Mortuary*
    (9) Pawn Shop
    (10) Bus Depot*
    (11) Transit Station
    (12) Contractor's Establishment*
    (13) Heavy Equipment Sales, Service, and Rental*
    (14) Wholesaling*
    (15) Light Manufacturing*
    (16) Mini-warehouse, Self Storage*
    (17) Warehouse*

    * See sections 8 thru 17 for applicable use specific standards

7. Notwithstanding other provisions of this By-law, in the PDO-2Westport Festival, the following accessory uses shall be permitted in addition to the permitted and conditional uses of the underlying C4 zoning district.

    (1) Apiary*
    (2) Aviary*
    (3) Stable, private*
    (4) Agricultural Cultivation*
    (5) Agricultural Grazing and Feeding*
    (6) Auction Yard*

    * See sections 8 thru 17 for applicable use specific standards

Use Specific Standards

8. Regardless of whether a use is allowed as a permitted or conditional use, the following additional standards must be met in respect of the uses identified, except as authorized by other sections of this By-law or by a Conditional Use or Variance Order.

Stable or Riding Academy, Camping Ground

9. Minimum lot area: 5 acres

College or University, Hospital

10. Subject to the Master Plan requirements in Part 5: Sections 149-151

Funeral Chapel or Mortuary

11. (1) Limited to a maximum of 15,000 square feet of gross floor area
(2) Cremation is not permitted

Bus Depot

12. All operations and storage of vehicles and equipment must occur within an enclosed building

Contractor's Establishment

13. (1) All operations must occur within an enclosed building
(2) Outdoor storage must be screened in accordance with Part 5: Section 197

Heavy Equipment Sales, Service, and Rental

14. (1) Outdoor storage must be screened in accordance with Part 5: Section 197
(2) Subject to all use specific standards in Part 4: Section 95 *Auto/Light Truck/Motorcycle Sales and Rental*

Wholesaling, Mini-Warehouse, Self-Storage, Warehouse

15. Outdoor storage must be screened in accordance with Part 5: Section 197

Light manufacturing

16. (1) Outside operations are not permitted
(2) Outside storage must be screened in accordance with Part 5: Section 197
(3) Noise, smoke, fumes, odours, glare, or health or safety hazards from the assembly, fabrication, and/or processing of goods and materials shall be fully contained within an enclosed building.

Additional Standards for Specific Accessory Uses

17. Regardless of whether an accessory use is allowed as a permitted or conditional use, the following additional standards must be met in respect of

the uses identified, except as authorized by other sections of this By-law or by a Conditional Use or Variance Order.

Apiary, Aviary, Stable, Private, Agricultural Cultivation, Agricultural Grazing and Feeding

18. Minimum lot area: 5 acres

Auction Yard

19. (1) Outside operations are not permitted
(2) Outside storage is not permitted

Outdoor Display and Sales

20. (1) Outside display area not exceeding 35% of gross floor area is permitted in PDO- 2 Westport Festival

Dimensional Standards

21. Notwithstanding Table 5-5 of this By-law, in PDO-2 Westport Festival, development must comply with the dimensional standards listed in this subsection.

Zoning District	Minimum / Maximum Front Yard (Ft.)	Minimum Rear Yard (Ft.)	Minimum Interior Side Yard (Ft.) [note a]	Minimum Corner Side Yard (Ft.)	Maximum Height of Building (Ft.)	Maximum Floor Area Ratio (FAR)
Non Residential Structures						
PDO-2 Westport Festival	0 [note b]	0 [note b]	0 [note b]	0 [note b]	n/a	5.0 [note c]

NOTES:

a. Where a side or rear lot line in a commercial or institutional zoning district abuts a side or rear lot line of an R1 or R2 zoning district, a yard of 10 feet must be provided along the side or rear lot line in the commercial or institutional zoning district. The 10 foot side yard must be landscaped pursuant to sections 188 through 193, Landscaping and Buffering, and must not be used for parking or loading areas, storage of refuse or materials, or commercial activities of any kind.

b. A 10 foot setback shall be required, free from all improvements other than parking, fences, landscaping, and drive-in or drive-throughs abutting all following roadways:

1) Portage Avenue (PTH 1) (public)
2) RaceTrack Road (private)
3) Any future north/south roadway extending north from the intersection of Camp Manitou Road and Portage Avenue (PTH 1), whether public or private

c. Maximum FAR is increased to 6.0 if the property is located within 400 meters of a transit stop served by regular daily service.

Parking, Bicycle Parking and Loading

22. Parking, Bicycle Parking and Loading Management Plan

(1) A property owner may propose to the Director a Parking, Bicycle Parking and Loading Management Plan prepared by a professional traffic engineer or parking consultant documenting that a lower amount of off-street parking, and/or bicycle parking, and/or loading is adequate to meet the needs of the proposed use or combination of uses and to prevent traffic and parking congestion on surrounding streets or public lanes: because of the unique patterns of peak hour use, the proximity of other public parking areas, proximity to major transportation routes, or other factors, without the imposition of additional parking management tools.

(2) If the Director concludes that the proposed Parking, Bicycle Parking and Loading Management Plan will provide off-street parking, bicycle parking, and/or loading adequate to meet the needs of the proposed use or combination of uses and to prevent traffic or parking congestion on surrounding streets and public lanes, the Director may approve the Parking, Bicycle Parking and Loading Management Plan and may reduce the amount of required off-street parking, bicycle parking, and/or loading required to conform with the approved plan.

(3) Once a Parking, Bicycle Parking and Loading Management Plan is approved, that owner shall provide parking spaces, bicycle parking spaces, and loading spaces in accordance with the Parking, Bicycle Parking, and Loading Management Plan which has been approved by the Director.

(4) Any owner of land in the overlay district may, in accordance with this overlay and this By-law, submit to the Director for approval

(a) A Parking, Bicycle Parking and Loading Management Plan for the overlay district; or

(b) An amended Parking, Bicycle Parking and Loading Management Plan for the overlay district.

23. All bicycle parking spaces in the PDO-2 Westport Festival must comply with the following design standards

(1) Be located with convenient access to major building entrances
(2) Include short and long-term bicycle parking facilities

(3) Racks or lockers made from high quality materials anchored with bolts to either concrete or asphalt surfaces of the ground, floor, or wall
(4) Located in well-lit areas
(5) Wherever possible, situated close to bicycle friendly routes
(6) Located at ground level or accessible from ground level

Signage

24. The Director may approve a Master Signage Plan for the overlay district in accordance with this overlay and this By-law

25. An owner of land in the overlay district must not erect signage on his land unless the sign(s) are in accordance with the Master Signage Plan which has been approved by the Director and Community Committee.

26. Any owner of land in the overlay district may, in accordance with this overlay and this By-law, submit to the Director and to the Community Committee for the area where the land is located, for approval

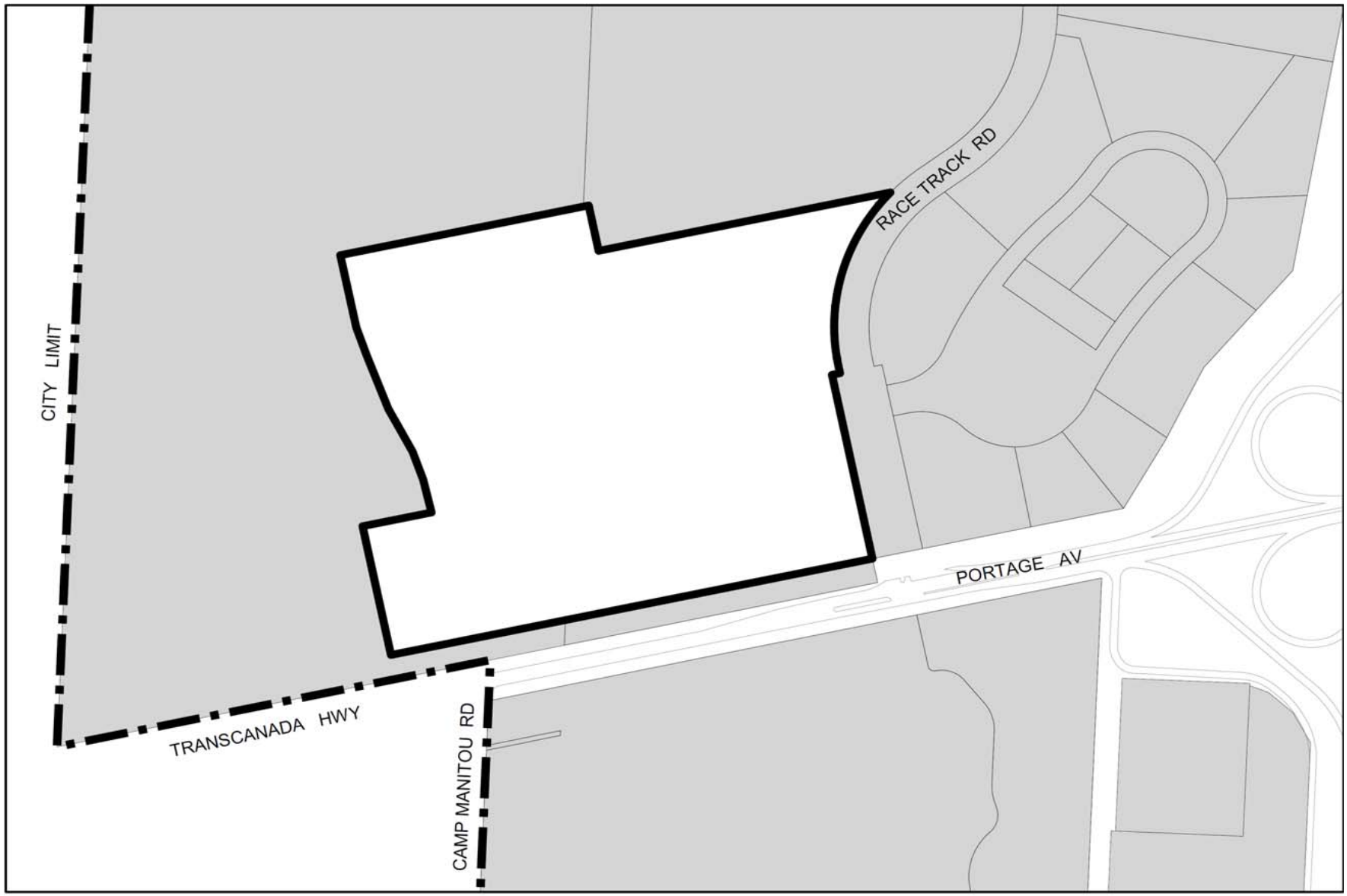
(1) A Master Signage Plan for the overlay district; or
(2) An amended Master Signage Plan for the overlay district.

27. Provided that a Master Signage Plan is submitted to and approved by the Director and the Community Committee, the following dimensional standards shall apply:

(1) Maximum number of freestanding signs permitted within the PDO-2 Westport Festival as shown on map 1: 8
(2) Maximum sign surface area per freestanding sign:
    i. 4 signs: 400 square feet
    ii. 4 signs: none
(3) Maximum height per freestanding signs:
    i. 4 Signs: 45 feet
    ii. 4 Signs: 155 feet
(4) Maximum number of flags permitted with the PDO-2 Westport Festival as shown on map 1: 8
(5) Maximum height per flag: 40 feet

28. Freestanding signage may be located anywhere within the PDO-2 Westport Festival, as identified on map 1, in accordance with an approved Master Signage Plan for the overlay district.

29. Freestanding signage may display messages directing attention to a business, commodity, service, thing, message, or entertainment conducted, sold, or offered anywhere within the precinct area identified on map 2, in accordance with an approved Master Signage Plan for the overlay district.



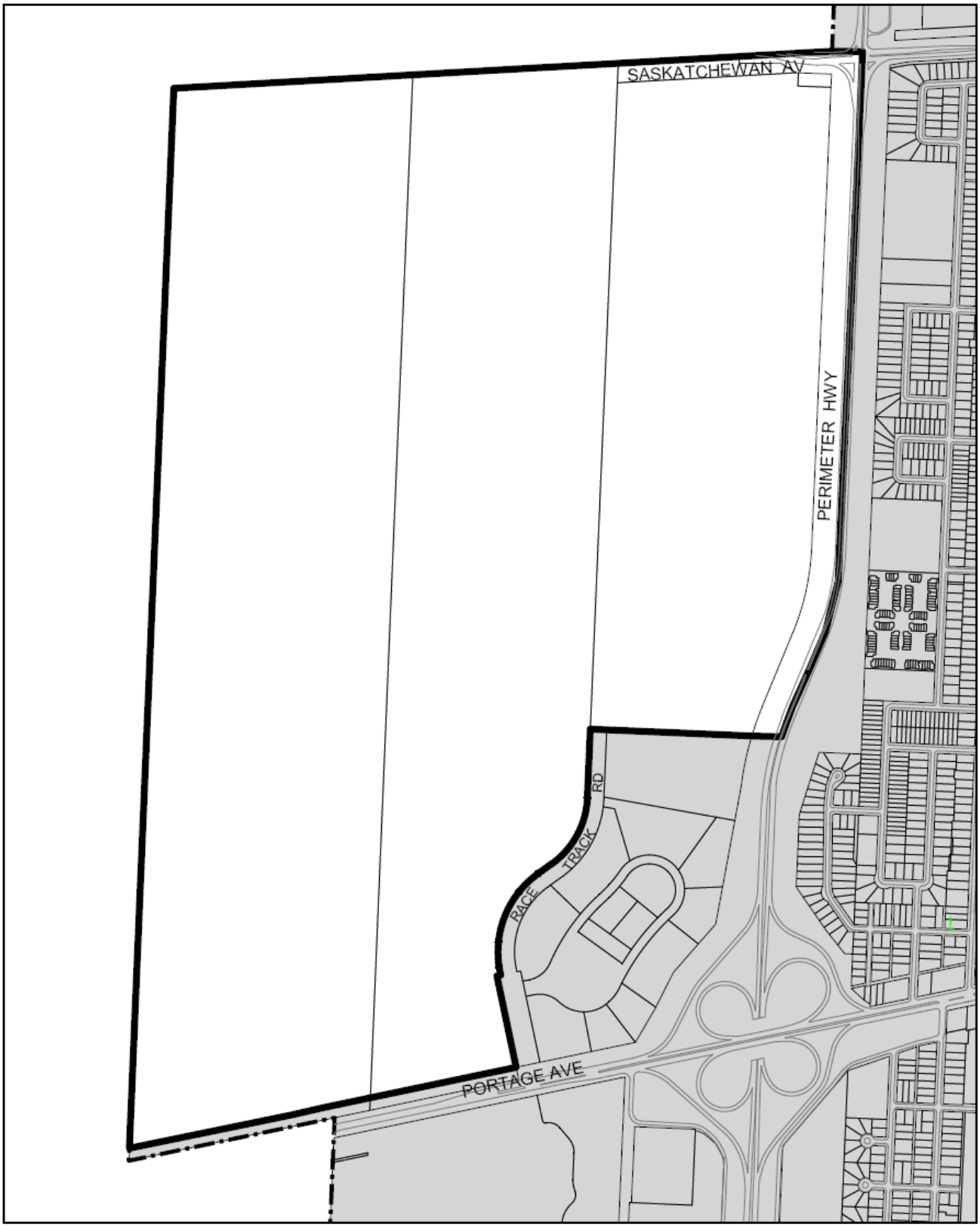
Winnipeg

"PDO-2 Westport Festival"

Map 1 - Westport Festival

0 50 100 150 200
Meters

N
W E
S



Winnipeg

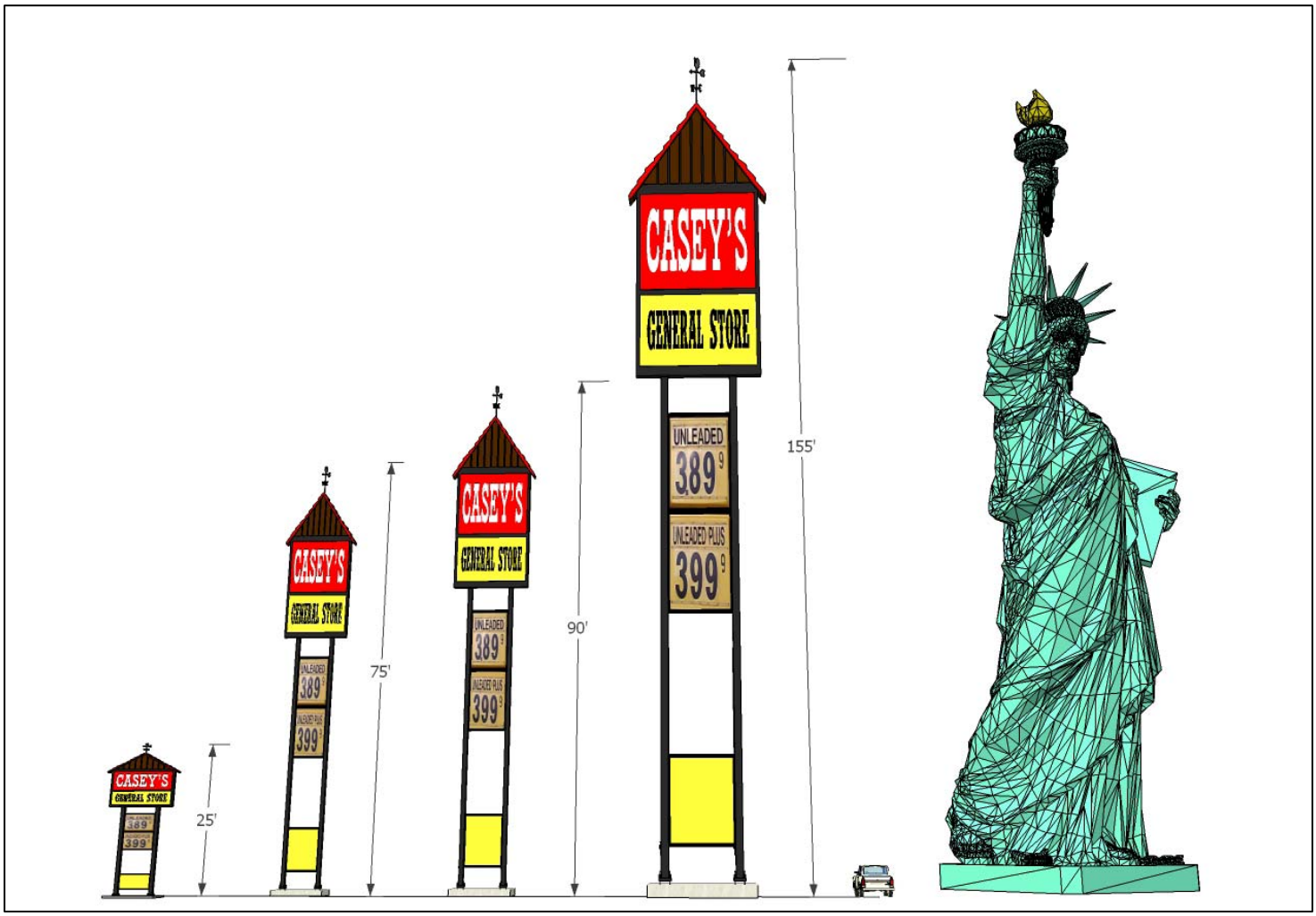
PRECINCT AREA

Map 2 - Westport Festival

0.0 0.1 0.2 0.3 0.4 0.5

Kilometers

APPENDIX 'C'
Proposed sign height of 155 feet – scale analysis



APPENDIX 'D'
Design Guidelines for Plan Approval for DASZ 43/2011

The purpose of this section is to provide design performance guidelines in the review process that are based upon sound land use planning principles and best practices, relying on the positive experience in other North American cities, to assess the site designs for new commercial developments in Community and Regional centres.

The intent of using Site Plan Guidelines and Review in the approval process is to promote, encourage, and develop the positive aspects of a project while ensuring the negative impacts are sufficiently mitigated. The site plan review and approval process provides proponents the opportunity to show how public space interacts with the private development, and to demonstrate how the proposal achieves or exceeds the following goals:

- Ensure that the pedestrian and cycling environment is safe, accessible, comfortable, convenient and attractive;

- Ensure the vehicular environment for both public and private transportation is well integrated with the pedestrian environment;

- Respect the existing context, including current uses, scale and functions of adjacent land-uses and streets;

- Strengthen the continuity of the Planned Area and the site's development by using elements and/or adding new elements that unify and connect individual areas and buildings;

- Utilize the architectural elements of the building(s) in a sensitive and cohesive manner (i.e.: facades, roofs, entrances, landscaping, signage, and lighting) to enhance the development. .

The Design Principles and General Design Guidelines identified below provide guidance on achieving these goals. These design principles and guidelines will be used when reviewing the final site plans as part of the approval process for Development Applications as required as a condition under the Zoning Agreement.

In providing the principles and guidelines in advance of the Site Plan review, the Planning, Property and Development Department is committed to a collaborative and transparent process.

A. Learning from Other Locations

A large majority of major retail complexes and destinations facilities constructed in North American cities over the past several years have been located within or on the edge of suburban areas and designed for car access. In reviewing these developments, the following is found:

- Development injects many thousands of persons into the area, mostly in evening hours and on weekends making it a much more active place. The success of this scale of development is reflected in the amount of vehicle activity, days and evenings, weekdays and weekends.

- Retail complexes and similar facilities establish major meeting places in communities. Locating these facilities appropriately reinforces the concept of the site being a meeting place for Winnipeggers and visitors, as well as a major retail, office, entertainment and residential centre.

- A major retail complex is a highly intensive activity-oriented destination. As such, it should be connected with other such destinations. The development has potential to create development synergy, and to complement and support certain other nearby businesses and land uses.

- Major commercial facilities were originally designed for cars only, characterized by a lack of pedestrian facilities and amenities; with no aesthetic consideration for a community's unique context and sense of place; consisting of internally oriented buildings located within asphalt parking lots and with no relationship to the local environment. The use of Design Guidelines / Review has proven to be successful in mitigating negative impacts and ensuring commercial facility development that respects and enhances local communities. It also ensures pedestrians can connect from the neighbouring areas to the commercial facility in a safe and accessible manner.

B. General Design Principles and Detailed Design Guidelines

The Director of Planning, Property and Development will use the design principles and guidelines to assess site design when reviewing the final plan submitted as required under the Zoning Agreement for the Planned Area.

General Design Principles embody the values and goals a redevelopment scheme should strive for in its urban design. The General Design Principles are the 'broad brush', large scale conceptual recommendations made for guiding major commercial developments. The Detailed Design Guidelines and Considerations provide more specific recommendations and strategies.

The principles, guidelines and considerations are anchored to several *OurWinnipeg policies.* These policies essentially strive to ensure that major commercial developments are designed to address the needs of its users in a sustainable manner.

<u>Principle 1</u>: *Enhance Pedestrian Comfort, Safety & Accessibility*

General Design Guidelines:

- Create a safe and comfortable pedestrian environment.
    - Apply Universal Design Guidelines.

- Promote Active Transportation.
- Ensure the principles of Crime Prevention Through Environmental Design (CPTED) are applied.
- Ensure safe and convenient access to transit facilities.
- Protect pedestrians from adverse environmental elements.

Detailed Design Considerations:

- Sidewalks
  - Size according to their intended use and place in the overall scheme: Wide sidewalks where restaurants and outdoor dining will be concentrated; narrower sidewalks on less intensively used streets.
  - Create direct, comfortable and safe pedestrian routes leading to front entrances of stores from parking areas, transit stops, public sidewalks, other stores, and other pedestrian destinations.
  - Sidewalks need to impart a sense of permanence. They should be lined by trees, high-quality landscaping, and high-quality materials.

- Parking lots
  - Ensure the parking lot design program includes pedestrian safety, comfort and amenity as key priorities.
  - Provide a pedestrian route between main buildings and the public sidewalk that is uninterrupted by surface parking and driveways.
  - Provide shade and high-quality landscaping in surface parking areas.
  - Position parking rows perpendicular to main building entrances to assist safe pedestrian movement toward the building.
  - Limit the length of parking rows to a maximum of 20-30 contiguous spaces. Longer rows should include landscaped breaks, e.g. islands with shade trees for all season to ensure pedestrian safety.
  - Divide large surface parking areas both visually and functionally into smaller parking courts through the use of landscaped islands and protected pedestrian pathways.
  - Edge treatments along public streets and other public spaces should visually screen parked vehicles but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.

- Pedestrian Crossings
  - Consider installing ‘tables’ (rolled curbs bordering slightly elevated crossings) at major internal pedestrian routes across drive aisles to serve as a traffic calming feature and provide uninterrupted pedestrian connection.
  - Where pedestrian routes cross street access driveways and other major drive aisles, clearly mark crossings and provide unobstructed sight distance for pedestrians and vehicles.

- Signage
  - Use thematic signage in a consistent way finding system to direct pedestrians to different buildings.

- Lighting
  - Select different luminaries with a coordinated appearance to light pedestrian pathways, parking spaces, drive aisles, building and site entrances and other relevant parking lot features.
  - Install lighting that is appropriately scaled to its purpose, i.e. avoid over lighting.
  - Consider providing pedestrian scale lighting, such as bollards or lower scale pole fixtures, along pedestrian routes.

- Transit
  - Ensure transit facilities are near and relate to building exits and entrances, and key on-site pedestrian routes.
  - Explore opportunities for incorporating transit stops into buildings for the purpose of creating weather protection for transit users.

- Building Design – as it impacts the pedestrian environment:
  - Preliminary thought should be given to locating potential uses with associated outdoor areas (such as cafeteria/café/restaurant) where they will receive maximum exposure to sunshine and protection from wind.
  - Buildings and streets should be oriented to provide maximum protection from prevailing winds (streets oriented east/west, buildings situated to buffer wind) and maximum exposure to sunshine in winter to improve pedestrian comfort.
  - Encourage open and inviting building facades at street and 2nd storey level to enhance the convenience, comfort and enjoyment of pedestrian experiences and enhance interactions between the public space and business operations.
  - Locate refuse storage areas and other building services internal to buildings or screened from view with appropriate fencing/landscaping.
  - Direct access to be provided to retailers, service providers and customer service areas from street level.

- Universal Design
  - Ensure the City of Winnipeg Universal Design Standard is used to guide barrier free design on public lands and encourage application of these standards on private exterior and interior spaces.
  - In particular, ensure all pedestrian routes (interior and exterior) are inclusive and incorporate a consistent way finding system through
    - signage and site design (i.e. zoned sidewalk concept - furniture zone at back of curb, pedestrian circulation zone/clear path of travel, building frontage zone); and
    - sidewalks that utilize colour and textural contrasting bands defining pedestrian circulation zone and building entries.

<u>Principle 2</u>: ***Create Identifiable Central Features & People Places Where Appropriate to the Overall Site Context***

General Design Guidelines:

- Layout the site to clearly define open spaces for people to gather.

- Provide continuity within and through the public environment through such cues as a theme or character to the development.
- Integrate art and aesthetics into all aspects of the project (signage, street furniture, planting, lighting, etc).
- Arrange buildings such that complementary uses are close to each other to minimize walking distances and the need to lock/unlock bicycles or drive personal vehicles for multiple stops.

Detailed Design Considerations

- Create "outdoor rooms" and gathering places
    - Provide comfortable places with amenities such as seating areas that provide opportunity for people to rest and observe surrounding activity; this includes creating places people want to be, be seen, and/or meet others.
- Use amenities such as water features, clock towers, public art and/or architectural features throughout the site plan as landmarks to guide people to different areas of the development.
    - Not all buildings and spaces must be landmark statements: it is equally important for non-landmark buildings to be well designed as "background buildings" and/or to define spaces on the site".
- Use central features and safe pedestrian routes from parking to building entrances to break up large parking areas into smaller parking courts.
- Open space should be designed positively with clear definition and enclosure. Each outdoor space should have a clear function, character and shape and clear boundaries through the positioning of adjacent buildings, walls, fences, trees and plantings.
- Consider using public art to provide identity to the development and use as a tool to give a distinct theme / character to the development.
    - Explore opportunities for public art early in the planning process.
    - Encourage a public art strategy - identify locations and types of work and provide a framework for commissioning artists and seeking funding.

<u>Principle 3:</u> ***Respect The Tradition Of Streets And Streetscapes***.

General Design Guidelines:

- Site layout should provide clear obvious, direct and convenient linkages to site destinations (building entrances, etc.)
- Provide a highly connected roadway system that encourages slow and safe vehicular movement while supporting non-vehicular travel modes with short direct routes.
- Use landscaping features as design elements to create or strengthen a sense of street/connection.

Detailed Design Considerations:

- Establish a site layout that is easily understood and provides visual cues so as to minimize the need for signs, especially those concerned with traffic direction and control
- Create identifiable streets that provide the framework or "mental map" that orients people as to where they are within the development.

    - Provide spatial definition by orienting buildings to the street to support walking, pedestrian accessibility, active transportation and social contact
    - Visually link the interior with pedestrian streets (CPTED).
- Promote local street connectivity to the adjacent communities by creating an interconnected system that encourages walking, cycling and transit use.
- Encourage an interconnected internal roadway pattern to accommodate the development of "town" centre feeling.
- Lay out internal roadway to reduce excessive motor vehicle traffic across primary on-site pedestrian routes.
- Configure internal roads to minimize the number of potential conflicts with walking and cycling routes.
- Parking lot edges along public streets should consist of continuous planting, alone or in combination with low decorative fence / wall or a landscaped berm.
    - Provide a variety of deciduous and coniferous vegetation in plantings for year-round interest, texture, shape, and screening.
- Make main entrances on the primary street visible and highly identifiable with landscaping features, public art and/or architectural features.
- Connect the internal transportation network to external bike routes passing the site. These connections should provide a seamless interface between the internal and external road systems.

Principle 4: ***Celebrate & Build On The Best Features Of The Surrounding Context***

General Design Guidelines:

- Reinforce the notion of place, character and identity in all aspects the project.
- Celebrate Winnipeg as a winter city, and prairie city through appropriate site planning and design.

Detailed Design Considerations:

- Open space planning should take its cue from the patterns of local natural landscape, particularly the density and composition of existing forested areas.
- Ensure active transportation linkages with adjacent, complimentary land uses.
- Ensure site planning respects the local winter conditions and prairie environment through: use of colour, light; sun and wind protection, plant selection, etc.
    - Use native species that are hardy and resistant to stresses of weather exposure;
    - Avoiding monocultures and non-native species that can be susceptible to disease.
    - Consider impacts of snow glare on people and plants
    - Celebrate and take advantage of seasonal changes:
    - Incorporate mix of deciduous and coniferous plant species to provide year round colour.

Principle 5: ***Strive For Quality & Character In The Interface Between Private & Public Space***

General Design Guidelines:

- Ensure detailed design supports the identity and quality of the place through good design; quality, sustainable materials; and commitment to long-term maintenance.
- Encourage variety in architectural expression to create richness and diversity and to strengthen local identity; architecture should appear rich at every scale from a range of viewing distances.
- Provide high quality design and construction attending to human scale, function and sensory experience.
- Design for refinement and integration.

Detailed Design Considerations

- Manage Massing of Buildings and Their Scale
    - Detailed design should create high quality urban space within the building line and three-dimensional mass that helps create the character of streets and squares.
    - Carefully consider the interface between the design of buildings and the public space that surrounds them: including but not limited to surface treatment and articulation of building elevations; fenestration; entrances style, scale and location and perimeter landscaping
    - Minimize blank walls – use landscaping, aesthetic characters (such as reveals, projecting ribs, offsets), change in cladding material, glass, etc. to break up tracts of continuous blank walls
    - Locate loading, service and garbage zones in areas not visible from the public streets.
    - Scale building elevations and cross sections to support and reinforce public spaces; to foster a sense of urbanism so that streets, squares and green space are defined by appropriately scaled buildings or trees fronting onto them.
    - Wrap the perimeter of big box stores with small units to establish a fine-grained setting, externalize active uses (cafes and boutiques) and increase their links to the street
    - Ensure building animation on pedestrian streets, with ground level retail activity, transparent windows, window displays and active uses
- Use building materials that promote permanence, quality and integrated design.
- Provide a coordinated signage strategy for the overall complex.
    - Signage is expected to enhance visibility, identity, enable orientation and to contribute to the image of a vibrant pedestrian oriented place.
- Encourage measures to enhance visibility and accessibility of building entrances
    - Make frontages ‘active’ to add interest, life and vitality to the public realm by providing multiple entry points, window openings, few blank walls, narrow frontage buildings, giving vertical rhythm to the street, articulation of facades, with projections such as bays and porches and lively internal uses visible from the outside or extending onto to the street (e.g. sidewalk café, etc.).
- Provide a comprehensive lighting plan for the development complex.
    - Select different luminaries with a coordinated appearance to light pedestrian routes, parking spaces, drive aisles, building and site entrances and other relevant site features.

- Lighting should create an identity for parking areas, enhance adjacent streets / pedestrian environments and be appropriate to the location, context and scale of the areas being lit.

Principle 6: ***Practice Sustainable Design***

General Design Guidelines:

- Incorporate sustainable materials and technologies and practices.
- Promote sustainable forms of transportation.
- Implement practices that protect and preserve our natural features and resources.

Detailed Design Considerations:

- When appropriate use site grading to enhance the screening of parking lots.
- Mitigate the urban heat island effect of surface parking lots.
  - Retain natural landscape, minimize pavement and promote natural infiltration; explore feasibility of impervious alternatives. If alternatives are not feasible, surface parking lots should be carefully designed to enhance urban design and environmental conditions.
  - Maximize tree canopy coverage by protecting existing trees and by planting large street trees with wide spreading canopies that are long-lived.
  - Select plant material to encourage sustainable landscapes; strive for maximum species diversity.
- Manage storm water quality and quantity on site.
  - Treat storm water as an environmental process (tree canopy intercept precipitation, encourage infiltration into the ground as quickly as possible).
  - Consider incorporating an oil and gas separator into the parking lot land drainage system to capture and remove these products from entering into the storm water retention pond).
  - Provide a site grading plan compatible with the storm water management approach selected for the site.
- Organize parking spaces and rows to provide consolidated soft landscaped areas and opportunity for on-site storm water management.
- If development is phased, ensure a phasing plan to identify all current and future parking requirements. Parking areas constructed incrementally should match land use build-out schedules. Areas not required for parking should be landscaped.
- Balance the need for safety and security with the reduction of energy consumption and light pollution. Avoid “over lighting”, light spillage on adjacent properties, streets and open spaces, use energy-efficient fixtures and bulbs, incorporate opportunities for off-grid power generation, e.g. solar, wind.
- Integrate bicycle parking into the design and layout of the parking facilities.
- Incorporate transit stops into building design and internal roadway design to provide easy and convenient access for its users.
- Organize and layout the site and provide site infrastructure and amenities to promote safe and convenient pedestrian, bicycle, and transit circulation to and within the site.