Minutes – Executive Policy Committee – January 22, 2014

Minute No. 126
Report – Standing Policy Committee on Property and Development – January 14, 2014

Item No. 16 Alignment of Winnipeg Zoning By-law with the Complete Communities Direction Strategy By-law

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Property and Development and submitted the following to Council:

1. That the Winnipeg Public Service be directed to make an application for text amendments to the Winnipeg Zoning By-Law in accordance with Appendix "B" as follows:

    A. Include 'car share programs' and 'enhanced bike parking' as available means of offsetting minimum parking requirements in the Parking Management Plan;

    B. Permit parking directly off paved lanes for multi-family development;

    C. Permit multi-family housing above the ground floor in "C1", "C2" Commercial Districts, with standards;

    D. Require bicycle parking to be well lit, and located with convenient access to major building entrances, within a visible, high-traffic area, and outside of pedestrian paths of travel;

    E. Require universally accessible pedestrian connections to new developments;

    F. Require landscaping improvements upon building redevelopment, with options;

    G. In the "M2" Manufacturing District, allow additional Personal Services (such as banks, salons) as a Conditional Use, up to 5,000 sq. ft.;

    H. Change name of "Boat Dock/ Public Access" to "Public Boat Dock", and allow Boat Docks as a Conditional Use in the "PR1" Parks and Recreation District;

    I. Remove libraries, sports or entertainment arena/stadium outdoor, funeral chapel and mortuary from list of allowable uses in the "A" Agricultural District, "RR5 Rural Residential 5 District and "RR2" Rural Residential 2 Districts, where applicable;

Report – Standing Policy Committee on Property and Development – January 14, 2014

J. Continue to allow schools and places of worship as Conditional Uses in the "A" Agricultural District, "RR5" Rural Residential 5 District, and "RR2" Rural Residential 2 District but only up to 10,000 sq. ft.; and continue to allow daycares Conditional Uses in Agricultural districts, but only up to 5,000 sq. ft.;

K. Adjust the current standard for the provision of parking spaces for vans for people with disabilities, to ensure they are provided with smaller parking lots;

L. Revise the "General Purposes" of the Zoning By-Law to reflect OurWinnipeg and the Complete Communities Direction Strategy;

M. Make Contractor's Establishment "not permitted" in the "C1" Commercial District; and

N. Correct various errors and omissions.

2. That the proper officers of the City of Winnipeg be directed to do all things necessary to implement the intent of the foregoing.

Report – Standing Policy Committee on Property and Development – January 14, 2014

DECISION MAKING HISTORY:

Moved by Councillor Browaty,

That the recommendation of the Standing Policy Committee on Property and Development be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On January 14, 2014, the Standing Policy Committee on Property and Development concurred in the recommendation of the Winnipeg Public Service with the following amendments:

- Delete recommendation 2. A. in its entirety
- Recommendation 2. C.: Delete "the lane" and replace it with "paved lanes"
- Renumber the remaining recommendations accordingly,

and forwarded the matter to the Executive Policy Committee and Council.

STANDING COMMITTEE RECOMMENDATION:

On November 5, 2013, the Standing Policy Committee on Property and Development further laid the matter over for up to sixty (60) days.

On September 10, 2013, the Standing Policy Committee on Property and Development laid over the matter to its meeting on November 5, 2013.

On July 2, 2013, the Standing Policy Committee on Property and Development laid over the matter to the September 16, 2013, meeting of the Standing Policy Committee on Property and Development.

.

ADMINISTRATIVE REPORT

Title: Alignment of Winnipeg Zoning By-law with the Complete Communities Direction Strategy By-law

Critical Path: Standing Policy Committee on Property and Development – Executive Policy Committee - Council

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Smith	B. Thorgrimson	N/A	D. Joshi A/CAO

RECOMMENDATIONS

1. That Council direct the Winnipeg Public Service to make application to make text amendments to the Winnipeg Zoning By-Law in accordance with Appendix “B” as follows:

   A. Extend the current 20% parking reduction in the Urban Infill Area to include all Mature Communities;

   B. Include ‘car share programs’ and ‘enhanced bike parking’ as available means of offsetting minimum parking requirements in the Parking Management Plan;

   C. Permit parking directly off the lane for multi-family development;

   D. Permit multi-family housing above the ground floor in “C1”, “C2” Commercial Districts, with standards;

   E. Require bicycle parking to be well lit, and located with convenient access to major building entrances, within a visible, high-traffic area, and outside of pedestrian paths of travel;

   F. Require universally accessible pedestrian connections to new developments;

   G. Require landscaping improvements upon building redevelopment, with options;

   H. In the “M2” Manufacturing District, allow additional Personal Services (such as banks, salons) as a Conditional Use, up to 5,000 sq. ft.;

   I. Change name of "Boat Dock/ Public Access" to "Public Boat Dock", and allow Boat Docks as a Conditional Use in the “PR1” Parks and Recreation District;

J. Remove libraries, sports or entertainment arena/stadium outdoor, funeral chapel and mortuary from list of allowable uses in the “A” Agricultural District, “RR5 Rural Residential 5 District and “RR2” Rural Residential 2 Districts, where applicable; ;

K. Continue to allow schools and places of worship as Conditional Uses in the “A” Agricultural District, “RR5” Rural Residential 5 District, and “RR2” Rural Residential 2 District but only up to 10,000 sq. ft.; and continue to allow daycares Conditional Uses in Agricultural districts, but only up to 5,000 sq. ft.;

L. Adjust the current standard for the provision of parking spaces for vans for people with disabilities, to ensure they are provided with smaller parking lots;

M. Revise the “General Purposes” of the Zoning By-Law to reflect OurWinnipeg and the Complete Communities Direction Strategy;

N. Make Contractor's Establishment “not permitted” in the “C1” Commercial District; and

O. Correct various errors and omissions.

2. That the proper officers of the City of Winnipeg be directed to do all things necessary to implement the intent of the foregoing.

REASON FOR THE REPORT

Over the past 12 months, the Winnipeg Public Service has been moving forward on a zoning alignment review per the OurWinnipeg Implementation Plan.

The OurWinnipeg Implementation Plan outlines steps necessary to ensure effective application of OurWinnipeg policies. One of the steps in the Plan is to *“Assess and update plans and regulation (i.e. zoning), critical to ‘start up’ of OurWinnipeg – Complete Communities”.*

The Complete Communities/ Zoning By-Law alignment project helps to address regulatory alignment goals as identified in the OurWinnipeg Implementation Plan and helps to further operationalize and implement OurWinnipeg.

IMPLICATIONS OF THE RECOMMENDATIONS

Following Council endorsement of the Winnipeg Zoning By-Law proposed text amendments, the Winnipeg Public Service will prepare the corresponding amendments and advertise them in accordance with statutory requirements for a public hearing to be held at Standing Policy Committee on Property and Development.

HISTORY

Subcommittees made up of subject matter experts from Planning, Property and Development and other departments explored potential Complete Communities alignment opportunities, based on elements of the Urban Structure. Research, mapping and data support was done.

Some of the proposed text amendments are designed to further reduce the need for Variance and Conditional Use applications associated with desired forms of development, as identified in OurWinnipeg and Complete Communities. In some cases, regulations are strengthened in order to help ensure that new development will be more consistent with Council adopted policies.

Recommendations that were found to be outside the scope of this project (more than a small adjustment or needing in-depth analysis) were recorded as potential future initiatives that could help provide further alignment. These include:

- Urban Design Strategy
- Livestock Operation standards
- Corridor Analysis
- Transit Oriented Development (TOD) Zoning District or Overlay
- New minimum bike parking requirements
- Density and/or other bonusing programs
- Zoning Analysis for adjustments to minimum lot sizes
- Multi-family residential with Use Specific Standards in C4, MMU (will be dependent on Servicing Agreements)
- Explore new use: “Sport Parks” with parking standards

In addition to the comprehensive engagement that was part of the development of the Complete Communities Direction Strategy through SpeakUpWinnipeg from 2009-2010, the Public Service wanted to offer additional opportunity for engagement in this follow-up alignment project. The goal was to provide OurWinnipeg stakeholders and all Winnipeggers with the chance to have their say on the proposed text amendments designed to provide better alignment to Complete Communities. To that end, varied engagement opportunities ranging from face-to-face discussions to online blogs were provided.

Invitations to participate in the Public Open House and at speakupwinnipeg.com were published in the Winnipeg Free Press and the Metro on May 7, 2013; were extended to all members of SpeakUpWinnipeg social media; and were extended to all OurWinnipeg stakeholders including the development industry, Business Improvement Zones, community organizations and many other groups and individuals. Further public engagement details are attached in Appendix “C” – Consultation Report.

Analysis of the public engagement showed that while some respondents wanted further zoning requirements to be explored, for the most part responses were favourable and supportive of the proposed text amendments.

FINANCIAL IMPACT

Financial Impact Statement **Date:** June 4, 2013

Project Name:
Alignment of Winnipeg Zoning By-law with the Complete Communities Direction Strategy By-law

COMMENTS:

There are no financial implications associated with this report.

"Original Signed By"
Mike McGinn, CA
Manager of Finance

CONSULTATION

In preparing this Report there was consultation with:

Internal Consultation
Public Works
Water and Waste
Transit

External consultation (see Appendix "C", attached)

SUBMITTED BY

Department: Planning, Property and Development Department
Division: Urban Planning
Prepared by: Andrew Ross, MCP
Date: November 26, 2013
File No.

Attachments:

Appendix "A" – Planning Discussion

Appendix "B" – Proposed Text Amendments

Appendix "C" - Consultation Report

O:\Reports Directive\Planning and Land Use\Long Range Planning\Alignment of Wpg ZBL to Complete Communities\RIS - Alignment of Winnipeg Zoning By-law with the Complete Communities Direction Strategy By-law - Nov 25 2013

Appendix "A" – Planning Discussion

Introduction

The Winnipeg Public Service has undertaken to review its Downtown and City-wide zoning to better reflect the vision of OurWinnipeg and the Complete Communities Direction Strategy. This report deals with the Winnipeg Zoning By-Law; changes to the Downtown Zoning By-Law are being dealt with through a separate report. This initiative is part of the OurWinnipeg Implementation Plan, which guides the City of Winnipeg in helping to ensure that OurWinnipeg policies are implemented. This project is intended to provide text amendments, or small adjustments, to zoning regulations, rather than a comprehensive review. There will be no zoning map changes. Winnipeg Zoning By-Law 200/2006 has not been formally reviewed since its adoption in 2008.

Some of the proposed text amendments are designed to further reduce the need for Variance and Conditional Use applications associated with desired forms of development, as identified in OurWinnipeg and Complete Communities. In some cases, regulations are strengthened in order to help ensure that new development will be more consistent with Council adopted policies.

The following provides some background on the Public Service recommended text amendments to the Winnipeg Zoning By-Law (detailed in Appendix "B"), which included public and stakeholder consultations (detailed in Appendix "C").

Parking Reductions in Mature Communities
Complete Communities supports pedestrian friendly built form and multiple modes of transportation. Current car parking minimums can make it difficult for developers to achieve pedestrian friendly development, especially in Mature Communities, which are often characterized by smaller than average lots sizes where it is difficult to accommodate the minimum car parking requirements. It is recommended that the current parking reduction in the Urban Infill Area be extended to include all Mature Communities.

It should be noted that there have been 58 variances for parking reductions in Mature Communities outside the current Urban Infill Area since 2008 and all were approved, with little opposition. During consultation, some Winnipeggers expressed that parking reductions should be further reduced or applied to all parts of the city; however the Public Service believes that at this point, and within the scope of this project, parking reductions should be limited to those areas within Mature Communities only, for the reasons stated above.

Added flexibility in the Parking Management Plan
Complete Communities supports pedestrian friendly built form and multiple modes of transportation. New options for offsetting some required car parking helps meet these goals and also provides more flexibility for developers who are working with limited space for parking. It is recommended that 'car share programs' and 'enhanced bike parking' be included as available means of offsetting minimum parking requirements, through the Parking Management Plan.

Parking off the lane for multifamily developments
Parking directly off the lane is a more efficient use of land than parking lots, and can reduce the amount of developable land used for parking. Currently, only single and two-family residential are permitted to have parking directly off the lane. It is recommended parking directly off the lane be permitted for multifamily development, with minimum stall dimensions to provide for larger vehicles and snow clearing. The Departments of Public Works and Water and Waste (Solid Waste) have indicated support for this recommendation because their respective

departments can provide comment on each permit application, ensuring efficient service delivery in the lane is maintained.

Permit multifamily housing above ground floor in C1, C2 districts
All of the City's corridors (Regional, Community, Neighbourhood) are planned for mixed use development as per the Urban Structure, and most "C1" and "C2" Commercial Districts are located along these corridors. Currently, developers must apply for a Conditional Use to build residential above commercial in these districts. Permitting this type of development, rather than requiring a Conditional Use, removes barriers and provides clearer regulatory support for Complete Communities policies to "develop Centres and Corridors and focal points, characterized by a mix of uses". Permitted densities and heights in "C1" and "C2" Commercial Districts would remain the same, but mixed use would be easier to achieve.

There have been five applications for residential above the ground floor in these districts since 2008. The Water and Waste Department has indicated support for this recommendation because 1) impact on water and sewer services should be minimal due to the low number of applications, and 2) their Department can review each permit application.

Bike Parking
Increased bicycle accessibility is highly encouraged in Complete Communities. To increase accessibility and safety, it is recommended that bicycle parking be required to be well lit, and located with convenient access to major building entrances, within a visible, high-traffic area, and outside of pedestrian paths of travel. During consultation, some Winnipeggers felt that bike parking requirements should be further explored to address additional issues. It may be useful for the Public Service to undertake this through a future initiative, however bike parking metrics require more analysis than is feasible to undertake through the present project.

Require universally accessible pedestrian connections to new developments
Pedestrian connections link pedestrians and transit users safely from the public sidewalk to the places they need to go. Age-friendly, accessible, pedestrian friendly development is highly encouraged in both OurWinnipeg and Complete Communities; however currently, pedestrian connections from the sidewalk are only required for large scale commercial and institutional developments. It is recommended that pedestrian connections, with standards, be required for all new commercial, institutional and multifamily development in most zoning districts. If development occurs in "A", "RR5" or "RR2" districts; or if industrial development occurs in "A", "RR5", "RR2", "M1", "M2", "M3" districts, a pedestrian connection would still be required but at a more permissive built standard.

Landscaping improvements upon building redevelopment
Complete Communities promotes high quality design including adequate landscaping. Current City of Winnipeg landscaping standards are not as comprehensive as many Canadian cities, however, analysis by the Public Service finds that presently, the most pressing need regarding landscaping may be to encourage current by-law standards to be met. Current standards are often not applied when a building is redeveloped, leading to sites with little or no landscaping. It is recommended that landscaping improvements be required upon building redevelopment, with options that 1) are sensitive to the amount of redevelopment undertaken, and that 2) provide an ability to defer the work for a period of time. During consultation, some Winnipeggers sought inclusion of additional landscaping standards such as planting specifications and installation procedures. This could be considered for a future initiative.

Allow additional Personal Services in M2 districts
Personal Services are already permitted in the “M1” Light Manufacturing District and some are permitted in the “M2” General Manufacturing Districts. Complete Communities restricts Personal Services in the “M3” Heavy Manufacturing District but supports an increase in the types of Personal Services allowed in “M2”. It is recommended that additional Personal Services (such as banks and salons) be allowed as a Conditional Use in “M2” districts. Sizes should be limited, to ensure that Personal Services continue to remain subordinate to the main intended use of these lands as part of the City’s employment land supply.

Limit land uses on Agricultural Land
Complete Communities identifies the need to support the continuance of agricultural uses on Agricultural land, to help maintain the City’s agricultural land supply. There are a number of uses that do not fit within Agricultural land because of their impact on services and/or surrounding land uses. It is recommended that libraries, sports or entertainment arena/stadium outdoor, and funeral chapel or mortuary be removed from the list of allowable uses for future development; and that the size of certain non-agricultural uses on these lands be limited. Schools and places of worship are proposed to be limited to 10,000 sq. ft. and daycares limited to 5,000 sq. ft. based upon a review of current and typical sizes of these uses.The Water and Waste Department was consulted and supported this limitation.

Van Accessible Parking
Currently, parking spaces with room for vans for people with disabilities are not often provided, because they are only required when more than 500 regular car parking spaces are required. It is recommended that the current standard for the provision of van-accessible parking spaces be adjusted to ensure they are provided for smaller parking lots. This zoning adjustment aligns with age-friendly and accessibility policies of OurWinnipeg and is guided by standards of the Canadian Standards Association, which have been adopted by the Federal government.

“General Purposes”
It is recommended that the “General Purposes” of the Zoning By-Law be revised to align with OurWinnipeg and the Complete Communities Direction Strategy. This will help increase consistency between the intent of Complete Communities and the intent of Winnipeg Zoning By-Law.

Remove "contractor's establishment" from list of allowable uses in “C1” Districts
The impact of contractor’s establishments (construction or storage of vehicles, tools, materials, equipment) is an ongoing source of contention in the “C1” District, where these uses are currently permitted. These uses can safely be removed from the list of allowable uses in “C1”, because Office uses are sufficient to serve the needs of contractors who don’t have Outside Storage. Outside Storage is already not allowed in “C1”. Existing Contractor’s Establishment uses will be recognized as existing non-conforming uses.

Correction of Various Errors and Omissions
A number of errors and omissions from the Winnipeg Zoning By-Law have been compiled by the Public Service since the By-Law was adopted in 2008 and are recommended to be implemented as part of this project. Correction of these will help help clarify the regulatory intent of the By-Law, and will allow for more consistent interpretation. The Public Service will include a detailed list of the errors and omissions in its report which will be prepared for the public hearing.

Potential Future Initiatives

Some internal recommendations were made early in this process that were found to be outside the scope of this project. Some may serve as useful future initiatives to be explored, to help provide further alignment to Complete Communities:

- Urban Design Strategy
- Livestock Operation standards
- Corridor Analysis
- Transit Oriented Development (TOD) Zoning District or Overlay
- New minimum bike parking requirements
- Density and/or other bonusing programs
- Zoning Analysis for adjustments to minimum lot sizes
- Multifamily residential with Use Specific Standards in C4, MMU (will be dependent on Servicing Agreements)
- Explore new use: “Sport Parks” with parking standards

Appendix “B” – Proposed Text Amendments



Adobe Acrobat Document

Appendix "B" - Proposed Text Amendments

Winnipeg Zoning By-Law		General proposed text amendment	Policy Supports from OurWinnipeg/ Complete Communities	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
 Enlarged version - Map A - end of this document	A	Extend the current 20% parking reduction in the Urban Infill Area to include all Mature Communities.	Complete Communities Policy Section 04: "Accommodate Development that is compatible with the existing built form"	Complete Communities supports pedestrian friendly built form and multiple modes of transportation. Reduced parking requirements also provide more flexibility for developers, especially those operating within Mature Communities, which are often characterized by smaller than average lots sizes where it is difficult to accommodate the minimum car parking requirements currently in the by-law. There have been 58 variances for parking reductions in Mature Communities outside the current Urban Infill Area since 2008 and all were approved.	Mature Communities. Applies to multifamily, commercial, institutional, cultural, entertainment, and industrial uses.	Section 171 (2): Within the Urban Infill Areas designated on Maps 1 and 2 in Schedule C, the number of required off-street parking spaces for the following types of uses designated in Table 4-1 are reduced to 80 percent of the minimum number shown in Table 5-9, provided that (i) the property currently does not meet the minimum standards for accessory off-street parking set forth in Table 5-9 above, or (ii) the property is located with frontage on a public transit route with regular daily service: (a) "multi-family" uses; (b) "commercial sales and service" uses; (c) "public and institutional" uses; (d) "cultural and entertainment" uses; or (e) "industrial" uses.	Extend the current 20% parking reduction in the Urban Infill Area to include the Urban Infill area as well as all Mature Communities. Only the parking reduction component of the Urban Infill Policies would be extended to Mature Communities.
	B	Include car share programs and enhanced bike parking as available means of offsetting minimum parking requirements, through adjustments to the Parking Management Plan.	Complete Communities Policy Section 04: "Accommodate Development that is compatible with the existing built form"	Complete Communities supports pedestrian friendly built form and multiple modes of transportation. New options for offsetting car parking helps meet these goals and also provides more flexibility for developers who are working with limited space for parking.	All areas	Current wording: (4) An applicant may propose to the Director a parking management plan prepared by a professional traffic engineer or parking consultant, documenting that a lower amount of automobile parking is adequate to meet the needs of the proposed use or combination of uses and to prevent traffic or parking congestion on surrounding streets or public lanes: because of unique patterns of peak hour use, the proximity of other public parking areas, proximity to major public transportation routes or other factors, without the imposition of additional parking management tools.	Revise parking management plan section (171[4]) to include car share program and enhanced bike parking as one of the means of offsetting required parking. Suggested wording: (4) An applicant may propose to the Director a parking management plan prepared by a professional traffic engineer or parking consultant, documenting that a lower amount of automobile parking is adequate to meet the needs of the proposed use or combination of uses and to prevent traffic or parking congestion on surrounding streets or public lanes: because of unique patterns of peak hour use, the proximity of other public parking areas, proximity to major public transportation routes, **the provision of enhanced bike parking, the provision/use of a car share program or other factors**, without the imposition of additional parking management tools.

Winnipeg Zoning By-Law		General proposed text amendment	Policy Supports from OurWinnipeg/ Complete Communities	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
	C	Permit parking off the lane for multifamily development	Complete Communities Policy Section 04: "Accommodate Development that is compatible with the existing built form"	Parking off the lane is a more efficient use of land than parking lots, and can reduce the amount of developable land used for parking.	multifamily development	Currently, only single and two-family residential are permitted to have parking directly off the lane. Section 172 (8)(b): a maximum of 2 vehicles may be parked on a driveway in the front yard leading to a parking space in the principal building or in a side or rear yard.	Allow parking stalls directly off the rear lane for multifamily development. Include minimum stall dimensions (23' x 8') to provide for larger vehicles and snow clearing.
  Enlarged version - Map D - end of this document	D	Permit multifamily housing above ground floor in C1, C2 districts, with standards	Complete Communities Policy Section 03-2: "Develop Centres and Corridors as focal points, characterized by a mix of uses"	All the city's corridors (Regional, Community, Neighbourhood) are planned for mixed use. Most C1 and C2 is located along corridors. Permitted densities and heights in C1 and C2 would remain the same but mixed use would be easier to achieve. Multiple family housing permitted above ground floor commercial in C1, C2 supports Complete Communities by providing a pedestrian friendly environment and a mix of uses, higher density development, opportunities for social interaction and accessibility through multiple modes of transportation.	C1, C2 districts	See Table 4-1: Principal Use Table	Permit multifamily housing above ground floor in C1, C2 districts, with standards. The applicant must provide a site plan with their application to the City, which must include the following: (i) the location and design of the building, including building elevations, floor plans, landscaping, garbage enclosures, fencing, vehicular approaches and lighting.
	E	Require bicycle parking to be well lit, and located with convenient access to major building entrances, within a visible, high-traffic area, and outside of pedestrian paths of travel	Complete Communities Policy Section 03-2: "...High-level of Accessibility through multi modes of transportation"	Increased bicycle accessibility is highly encouraged in Complete Communities. □	All areas	Section 169: Required bicycle parking must be located with convenient access to major building entrances.	Require bicycle parking to be well lit, and located: • with convenient access to major building entrances, • within a visible, high-traffic area, • outside of pedestrian paths of travel.

Winnipeg Zoning By-Law		General proposed text amendment	Policy Supports from OurWinnipeg/ Complete Communities	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
 	F	Require universally accessible pedestrian connections to new developments	Complete Communities Policy Section 3: "Our Winnipeg supports a pedestrian and transit friendly environment"	Age-friendly, accessible, pedestrian friendly development is highly encouraged in both OurWinnipeg and Complete Communities. Currently, pedestrian connections from the sidewalk are only required for large scale commercial and institutional developments. The proposed standards are informed by the City of Winnipeg's Accessibility Design Standards.	All areas	Section 208(5)(e) each commercial or institutional development containing more than 100,000 square feet of gross floor area, whether in a single or multiple phases, and whether in a single or multiple principal buildings, must comply with the following standards, where applicable: Paths and Pathways (i) where applicable, pedestrian and bicycle paths and pathways must be developed where indicated in any plan adopted by the City Council and must be designed and developed to adopted City of Winnipeg Public Works Department standards	For commercial, institutional and multifamily development in most zoning districts, the pedestrian connection(s) should be built in accordance with Standard 'A'. If commercial, institutional or multifamily development occurs in A, RR5 or RR2 districts; or if industrial development occurs in A, RR5, RR2, M1, M2 or M3 districts, the pedestrian connection(s) should be built in accordance with Standard 'B'. Standard 'A' shall include: • A universally accessible pedestrian route from a public sidewalk to the main entrance of at least one of the principal buildings of the development. If a transit stop exists in the public right of way adjacent to the subject property, this pedestrian route must provide a direct connection to the transit stop; and • A universally accessible pedestrian route that connects the main entrances of all of the principal buildings and the main outdoor entrances of units in these buildings to one another. • The pedestrian route shall contrast highly with the **texture and appearance** of the surfaces adjacent to the route, and shall meet the City of Winnipeg Accessibility Design Standards. Standard 'B' shall include: Same as Standard 'A', except, • The pedestrian route shall contrast highly with the **appearance** of the surfaces adjacent to the route.

Winnipeg Zoning By-Law		General proposed text amendment	Policy Supports from OurWinnipeg/ Complete Communities	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
	G	Require landscaping improvements upon building redevelopment, with options	Complete Communities Policy Section 06: "Promote principles of high quality design in commercial areas, such as....the adequacy of landscaping"	Current landscaping standards are not comprehensive but are sufficient. The existing standards however are often not applied when a building is redeveloped, leading to sites with little or no landscaping. Existing standards should be met upon building redevelopment.	As per current landscaping regulations: all uses except single and two family homes and mobile homes	No requirement; discretion of Department Director.	• Redevelopment less than 25% of building - no upgrades required • 25-50% - street edge only required • More than 50% - must meet the by-law standard in full <u>Option 1 - immediate</u> <u>Option 2 - deferral of work</u> •Mechanism to ensure completion on deferral is currently being determined.
	H	In M2 (General Manufacturing) districts, allow additional Personal Services (such as banks, salons) as a Conditional Use, up to 5,000 sq. ft.	Complete Communities Policy Section 05: "Facilitate a broader range of uses within employment lands, providing flexibility"	Personal Services are already permitted in M1 (Light Manufacturing) districts and some are permitted in M2 (General Manufacturing) districts. Complete Communities restricts Personal Services in M3 but supports them in M2. Size should be limited to ensure that they remain subordinate to the main intended use of these lands as part of our manufacturing land supply.	"M2" districts	See Table 4-1: Principal Use Table	In M2 (General Manufacturing) districts, allow additional Personal Services (such as banks, salons) as a Conditional Use, up to 5,000 sq. ft. This is the same size standard as what currently applies for Personal Services in RMU and C1 districts.
	I	Change name of "Boat Dock/ Public Access" to "Public Boat Dock" for added clarity, and allow Boat Docks as a Conditional Use in PR1 districts (small public parks).	Complete Communities Policy Section 03: "Ensure that the river system continues to be incorporated in connectivity options within, to and from Downtown year round"	Boat docks are currently prohibited in PR1. Complete Communities promotes rivers as one of Winnipeg's transportation options. The Conditional Use process will allow for review to help ensure appropriateness of scale and context including parking provisions.	"PR1" districts	Boat docks are currently prohibited in PR1.	Change name of "Boat Dock/ Public Access" to "Public Boat Dock" for added clarity, and allow Boat Docks as a Conditional Use in PR1 districts (small public parks).

Winnipeg Zoning By-Law		General proposed text amendment	Policy Supports from OurWinnipeg/ Complete Communities	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
	J, K	Remove libraries, sports or entertainment arena/stadium outdoor, funeral chapel or mortuary from list of allowable uses in Agricultural districts; and limit the size of certain non-agricultural uses.	Complete Communities Policy Section 08: "Encourage Agricultural uses and related support functions as the principal uses for lands in rural and agricultural areas"	Complete Communities identifies the need to support the continuance of agricultural uses on agricultural land. Most agricultural land does not contain water and sewer services, which poses development constraints on these lands.	"A" districts	See Table 4-1: Principal Use Table	Remove libraries, sports or entertainment arena/stadium outdoor, funeral chapel or mortuary from list of allowable uses in Agricultural districts. Continue to allow schools and places of worship as Conditional Uses in Agricultural districts but only up to 10,000 sq. ft. Continue to allow daycares Conditional Uses in Agricultural districts, but only up to 5,000 sq. ft. The size limits would apply to both new development and expansions of existing development.
	L	Adjust the current standard for the provision of van-accessible parking spaces, to ensure they are provided more frequently.	OurWinnipeg Section 03: "With guidance from Complete Communities, encourage age-friendly and accessible new development..."	Currently, parking spaces with room for vans for people with disabilities are not often provided, because they are only required when more than 500 regular car parking spaces are required. This zoning adjustment aligns with age-friendly and accessibility policies of OurWinnipeg and is guided by standards of the Canadian Standards Association, which have been adopted by the Federal government.	All areas	Section 167.(1) Out of the total number of required off-street parking spaces, the owner must provide a portion of those spaces so as to be accessible to persons with disabilities. Each such space: (a) the width of each required accessible space must be at least 10 feet, and for every 10 accessible parking spaces required to be provided, at least 1 space must be a minimum of 8 feet wide and must have an adjacent loading and maneuvering area at least 8 feet wide	Adjust the current standard for the provision of van-accessible parking spaces, to ensure they are provided more frequently. Number of Van Accessible Parking Spaces less than 25 regular parking spaces: 0 26-75 1 76-300 2 301-500 3 501-1000 4 1001 and over: 4 plus 1 for Each 100 over 1000 All accessible spaces must include vertical and horizontal signage reserving the space for use by persons holding an approved parking permit displaying the international symbol of access.

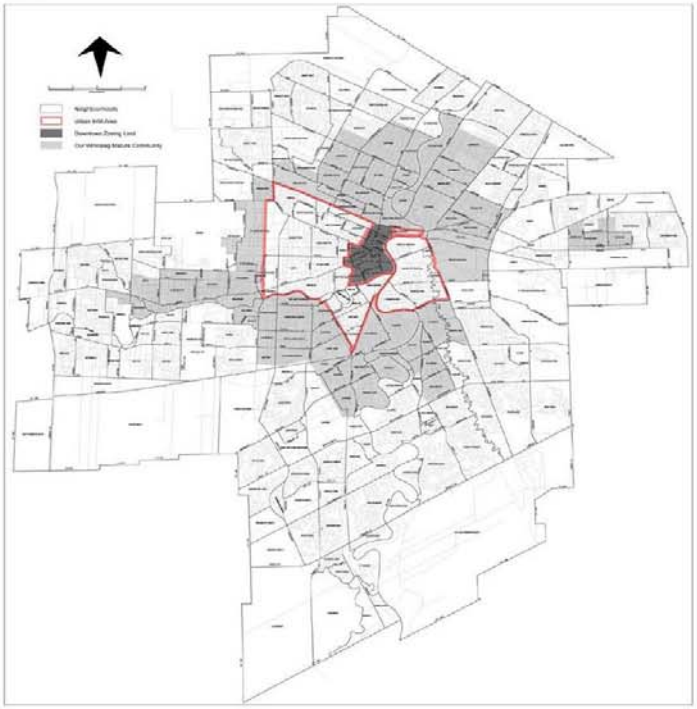
Winnipeg Zoning By-Law		General proposed text amendment	Policy Supports from OurWinnipeg/ Complete Communities	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
RESIDENTIAL DISTRICTS **General Purposes of All Residential Districts** 54. (1) The residential zoning districts con (a) provide appropriately lo consistent with *Plan Wins* general welfare;	M	Revise the "General Purposes" of the Zoning By-Law to reflect OurWinnipeg and the Complete Communities Direction Strategy	Complete Communities Policy Section 14: "Establish an enabling framework for growth and development that is aligned with the policy intent of Complete Communities..."	Aligning the General Purposes of the Winnipeg Zoning By-Law will increase consistency between Complete Communities and the Winnipeg Zoning By-Law.	All areas	See Part 3.	Change the "General Purposes" in the Zoning By-Law to reflect OurWinnipeg, Complete Communities and the Urban Structure, and to highlight convenient pedestrian access to new development from the public street.
	N	Make "contractor's establishment" not permitted in C1 districts.	Other minor change	Contractors establishments (construction or storage of vehicles, tools, materials, equipment) can be taken out of C1 districts because office uses are sufficient to serve the needs of contractors who don't have outdoor storage. Outdoor storage is not permitted in C1. Office uses accommodate "business, profession, service, industry", etc.	C1 districts	See Table 4-1: Principal Use Table	

Winnipeg Zoning By-Law		General proposed text amendment	Correct Various Errors and Omissions	Rationale	Areas of city affected	Current By-Law regulations	Details of proposed text amendment
	O						

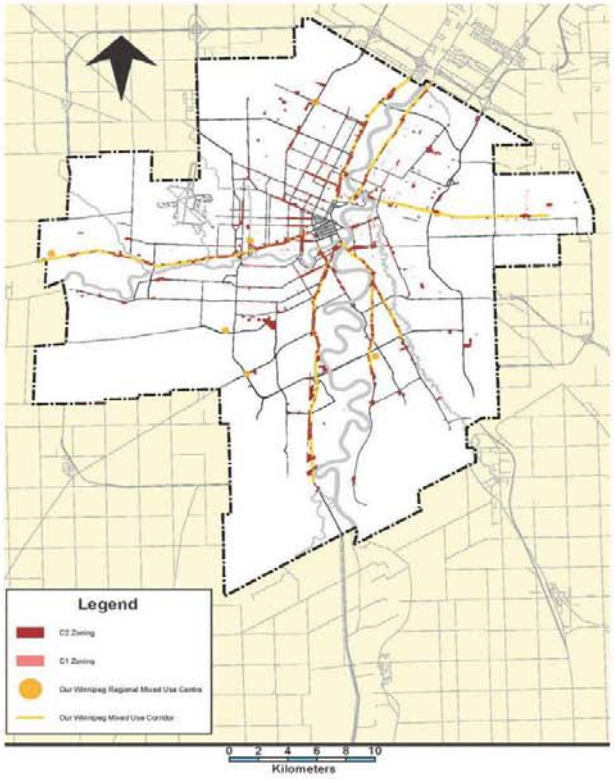
A number of errors and omissions from the Winnipeg Zoning By-Law have been compiled by the Public Service since the By-Law was adopted in 2008 and are recommended to be implemented as part of this project. The Public Service will include a detailed list of the errors and omissions in its report which will be prepared for the public hearing.

Maps

Map A



Map B



Appendix "C" - Consultation Report

In addition to the comprehensive engagement that was part of the development of the Complete Communities Direction Strategy through SpeakUpWinnipeg from 2009-2010, the Public Service wanted to offer additional opportunity for engagement in this follow-up alignment project. The goal was to provide OurWinnipeg stakeholders and all Winnipeggers with the chance to have their say on the proposed text amendments designed to provide better alignment to Complete Communities. To that end, varied engagement opportunities ranging from face to face discussions to online blogs were provided.

The initial phases of SpeakUpWinnipeg, which took place between April 2009 and June 2010, serve as a backdrop to the present Complete Communities/ Winnipeg Zoning By-Law engagement process. Those earlier phases of SpeakUpWinnipeg led to the creation of the policies of the Complete Communities Direction Strategy, which the present initiative is intended to align with. The following are some key highlights of those earlier phases:

SpeakUpWinnipeg Engagement April 2009 to June 2010: OurWinnipeg/ Complete Communities

SpeakUpWinnipeg resulted in a conversation with more than 42,000 Winnipeggers and combined online resources, face-to-face engagement opportunities, real-time updates and major events.

- ➔ Face to face engagement opportunities included roundtables, focused neighbourhood conversations, stakeholder workshops, invitations to speak to groups or at events, the SpeakUp Squad, major public events
- ➔ SpeakUpWinnipeg.com attracted 8,796,255 hits. It included videos, resources, events calendars, user submissions, questions of the day, coordinated activity on Facebook and Twitter.

Since the adoption of OurWinnipeg and the Complete Communities Direction Strategy in July 2011, OurWinnipeg has entered its implementation phase, which is articulated through the OurWinnipeg Implementation Plan and which includes the present project. The following is a summary of the engagement process for the present project:

SpeakUpWinnipeg Engagement May 2013: Complete Communities/ Winnipeg Zoning By-Law Alignment Project

Approach

The engagement process for the Complete Communities/ Winnipeg Zoning By-Law Alignment Project combined online resources and face-to-face engagement opportunities.

Invitations to participate in the Public Open House and at speakupwinnipeg.com were published in the Winnipeg Free Press and the Metro on May 7, 2013.

Email invitations to participate in the Public Open House and at speakupwinnipeg.com were sent to all OurWinnipeg stakeholders including the development industry, Business Improvement Zones, community organizations and many other groups and individuals.

OurWinnipeg Stakeholder Emails
- 615 groups and individuals

OurWinnipeg Emails (list serve)
- 283 groups and individuals

Invitations to participate in the Public Open House and at speakupwinnipeg.com were extended to all members of SpeakUpWinnipeg social media.

Facebook
- 846 members

Twitter
- 1740 followers

Key engagement opportunities

Public Open House
Who: 75 attendees
What: Display Boards, face to face discussions, images, detailed information, surveys, note pads, email lists.
Where: The Forks Market Atrium, the Forks
When: May 15, 2013, 3:00 pm – 7:00 pm

SpeakUpWinnipeg.com
Who: Winnipeggers/various
What: Moderated discussion (blog), survey, email, detailed information
When: May 1 – May 27, 2013
Activity:
- 4,507 page views
- 2,435 visits
- 1,959 unique visitors
- Of the visitors, 66% were from within the city of Winnipeg
- 18 comments received through the blog

Surveys
Who: 17 respondents
What: Open-ended questions about the proposed text amendments
Where: Public Open House, speakupwinnipeg.com
When: May 15 – May 27, 2013

Key Messages: 'What We Heard'

Common themes combined from surveys, open house, and blog

Message	Response
Parking requirements are excessive and should be further reduced and/or extended to the whole city.	Analysis was done and it was found that because lot sizes in Mature Communities are often smaller and often contain less available space for parking, that a small adjustment, within the scope of this project, would be to focus on Mature Communities.
Need to increase **bike parking** minimums for all developments.	Bike parking minimums are a complex metric and require more in depth analysis than is feasible through this project.
Halt suburban development.	The city's growth strategy is beyond the scope of this project, aside from some small measures to support infill development.
Need more robust regulations for the provision on **parking for people with disabilities**.	Parking for vans that provide transportation for people with disabilities is included in this project. It is proposed that regulations be adjusted to ensure van accessible parking spaces are provided more frequently.
More attention to creating a pedestrian city. **Walkable city** should be promoted more vigorously.	Some of the proposed text amendments in this project support a pedestrian friendly environment including pedestrian connections and residential development above commercial in some districts.
Landscaping specifications and installation requirements should be clearer and enforced.	Analysis was done and it was found that presently, the most pressing need regarding landscaping may be encouraging current by-law standards to be met upon site redevelopment. This small adjustment fits within the scope of this project.

Detailed Comments

Complete Communities/ Zoning By-Law Alignment Project				
SOURCE	DATE	AUTHOR	FEEDBACK	KEY THEMES
SpeakUpWinnipeg.com	7/5/13	Mike F	a) The above are somewhat vague and don't necessarily describe what actual goals of civic development are being sought. The black and white image at the top is great, but not nearly enough. Specify what neighbourhoods, what areas, what are the new standards. b) NO MORE STRIP MALLS (especially in urban neighbourhoods like Corydon, West End or St. Boniface.) c) Each neighborhoods should have housing density goals. And there should be a complimentary goal for the entire city. If you want to get aggressive: No fringe suburban development should be allowed unless density goals within the city are met. Density goals should be almost twice the current density. d) Finally, I want to offer this: Value small. Value a city that offers many small, creative, interesting moments. Plan for a dense downtown, but allow for the natural chaos that makes cities interesting. The little chaos that has stores off of alleys, tiny pubs or bars in weird places, small stores and buildings rammed up against each other and seemingly climbing over each other. It's the activity that happens in the "secondary" spaces that makes a city interesting.	No more strip malls, Housing density goals, no fringe suburban development, density downtown and allow natural chaos.
SpeakUpWinnipeg.com	7/5/13	Lawrence	These are great. Require the same strategies for suburban development (if it is allowed at all) as are called for in existing neighbourhoods. If these priorities are desirable for the existing urban fabric, they should be desirables for the suburbs too.	Require same strategies for suburban development
SpeakUpWinnipeg.com	7/5/13	Monica G	It is unfortunate your event is on May 15h. A lot of Winnipeg's planners, landscape architects, urban designers, developers, suppliers, architects, and associated city building professionals who would have come to contribute to the session will be at 'connections cafe' an annual networking event between the design and building industry that night. Have you given thought to having a second date?	Date conflict
SpeakUpWinnipeg.com	7/5/13	Chris W	I live in Edmonton now but I still love Winnipeg. I'm one of the young people who moved away in search of greener pastures. Since you're revisiting the bylaw, I'd like to offer my thoughts. I think that the current parking requirements, city wide, are seriously excessive. It's almost like the requirement is double what is actually needed – the current minimums should be the maximums. Giving up too much space to surface parking makes things farther apart which makes walking less attractive and driving more attractive…and more expensive. In reality, parking should really depend on three variables: density, mix of land uses, as well as access to, and frequency of, public transit. Removing barriers to residential development above commercial areas is an excellent initiative. Winnipeg's older pedestrian-oriented commercial strips would benefit greatly from a lot of added residential density. Who wouldn't want to rent a flat (buy a condo) above a shop? This would increase the market-population for an area's businesses and would also be of benefit to public transit in terms of ridership. I would also like to suggest instituting a build-to line in certain areas to prevent the further spread of strip-malls in the	Parking requirements are excessive, Removing barriers to residential development above commercial is excellent, build to line, frontage limit, fused-grid policy, ban temporary signs for commercial purposes

			historic urban part of the city as Mike Falk stated. I would also advocate for frontage limits to ensure a fine-grain of businesses continues to exist in the older areas. Large format commercial in the inner-city can be built on the second story of a building in the future. In terms of pedestrian connectivity in new suburban developments, I suggest instituting a fused-grid policy. This policy would provide for a convenient pedestrian grid to encourage walking within a suburban road regime. I would also suggest that arterial and collector roads are aligned into such a way that buses can be routed in a straight-ish manner. It's very frustrating to be on a bus in the suburbs that takes a circuitous route to its final destination – it takes way longer and makes transit even less attractive to those who have the option to drive. For Downtown, I'd like to see more multi-story parkades with retail at street level and fewer surface parking lots. I'm totally against the further demolition of the urban fabric to create more surface parking. I would also strongly advocate for greater protection for any building constructed before World War II. Those buildings are such an opportunity for the City and they need more support. The historic buildings give Winnipeg its character, without them, Winnipeg is like any other place in western North America. If Winnipeg's historic buildings were restored and reused, they would be an excellent selling feature to the hipster/creative class that cities around the world are competing for. You know, Richard Florida's bit. Finally, I think Winnipeg should look to ban Temporary Signs for commercial purposes. Those stupid signs can really make a city look like crap and Winnipeg doesn't have too many – protect yourselves while you still can… I kind of got all ranty and I apologize for that but I think SpeakUp Winnipeg is great! Thanks for taking the time to read my thoughts.	
SpeakUpWinnipeg.com	8/5/13	Hazel B	Glad to see the City taking steps to implement the Complete Communities Direction Strategy articulated in OurWinnipeg. During this process, the most important item to capture — from my perspective — is neighbourhood character. What does and does not belong within each older neighbourhood in order to stay in character or what is required to be added in the newer neighbourhoods to become complete. Items on your list are a great start for moving in this direction. Once what's in or out of character can be articulated across the rural-to-urban spectrum of Winnipeg, it's much easier to enable it within the zoning bylaw. No strip malls or snout houses anywhere is probably not an achievable goal for the 20-year planning horizon, so then it's key to establish an A-Grid where streets are more bikeable and walkable, and a B-Grid, which is more auto centric and service-oriented. The more nodal connections we have throughout the A-Grid across the City, the more walkable and bikeable we become. Good luck, and keep up the good work!	Maintaining neighborhood character, establish A-Grid streets(where streets are more walkable and bikeable) and B-Grid streets (where streets are more autocentric and service oriented)
SpeakUpWinnipeg.com	8/5/13	Matthew F	Thanks for this opportunity to comment on proposed changes. Andrew, is it possible to see that actual text amendments to each by-law in advance of the open house?	Request for information

SpeakUpWinnipeg.com	8/5/13	Mike B	There is an urgent need to allow for so-called “Granny Suites” i.e. pre-engineered or pre-fab or mobile home units up to maybe 800 sq. ft.. or to20%? of the undeveloped land space on any suburban lot subject to approved temporary sewer, water and hydro tie-ins to an existing residence on the same lot.	Allow Granny/secondary suites, pre-engineered/pre-fabricated, up to 800sq ft. or 20% of Undevelopable land, approved temporary sewer, water, and hydro in suburban lot.
SpeakUpWinnipeg.com	8/5/13	Calvin P	By 2050 three quarters of the world population will live in large cities. In the face of political, social, economic, and technological challenges, architects and urban planners have to find new ways to work. As the discussion on the future of built environment continues in every major Canadian city and as a top priority for all developed countries, it’s the provocative, flexible solutions (adopted in Vancouver) that will provide the blueprint for tomorrow’s urban spaces. But can we (Winnipeg) adapt fast enough to answer and provide development at a competitive pace? Or we may have to remain complaisant to the “pioneer life-style” calling it “character”? There’s reason why people talk to their cars, some say because they were used talking with their horses, before cars were invented. However, as much as we love horses, as a conventional source of transportation, the horse became obsolete, so the barns inside the city-limits. It is not only necessary to evolve, but is also fun and interesting to become more attractive to visitors and tourists. To enjoy living by becoming self-sustainable, self-sufficient and allocate more time and energy towards functionality, efficiency and innovation consistent with 21st. century. To allow our children and future generations to be prosperous, driven by creativity and responsible manners. Density goals within the city-limits must be reviewed with present subjectivity and the infrastructure capacity used efficiently. We can’t keep on building hospitals, fire stations and police facilities designed for urban capacity and use, while located in areas with rural density and rural occupancy, yet inside city-limits. The livability brand of a major city should be contemplated from a competitive stand-point. If Vancouver is “unaffordable”, would that be because is desirable? One should never ignore the fact that Vancouver is the only North American city in the top ten list of most livable cities in the world. (World’s#6). Bern Germany, World’s number one city for livability, is not anywhere near an ocean and has a cold climate, however well ahead of Vancouver. This is what, a city like Bern Germany, should inspire our architects and urban planners to move our city’s development strategy.	Flexible solutions, development at competitive pace, dynamics in urban evolution, self-sustaining, self-sufficient, efficiency and innovation consistent with 21st Century, density goal must be reviewed, infrastructure capacity used, development strategy geared towards livable city e.g. Bern, Germany and Switzerland.

SpeakUpWinnipeg.com	8/5/13		I like what I'm seeing in the proposed changes, especially the reductions in minimum parking and the emphasis on tying into pedestrian connectivity. How new developments get built currently with no connection to the pedestrian grid really baffles me. The one proposed change that concerns me is the increased landscaping. In an effort to have a more beautiful and livable city it seems that with respect to landscaping, the goal is sought through simply increasing the amount of plantings required. This is in some cases, making the amount of plantings very high for new developments. The thing that concerns me is that there does not seem to be sufficient consideration given to the long-term prospects of the landscaping. Good landscaping should change and grow over time as the plants grow, however, if they are installed poorly or not given the proper infrastructure, the plantings will fail and the landscaping will detract from the property and neighbourhood in a few short years. Rather than increasing the amounts of plants required, I'd rather see tighter specs for the installation such as mandated soil or root ball depth for new plantings or irrigation requirements. Properly installed landscaping should look better three years after its planted, not worse. Thanks for soliciting the feedback and good luck with the process.	Reductions in minimum parking are good, pedestrian connectivity, increased landscaping concern, tighter landscaping specification and installation
SpeakUpWinnipeg.com	9/5/13	Ted	Can you explain a little further what "Increasing support for urban agriculture by limiting other land uses on agricultural lands" entails?	Request for clarification
SpeakUpWinnipeg.com	10/5/13	Kevin M	Almost all of the proposed changes appear to be very positive. Almost all of the 17 responses prior to mine appear to be very positive	Changes are positive.
SpeakUpWinnipeg.com	11/5/13	Jason	The only way to evaluate a text review is to see a side-by-side of the old version next to a draft of the new version. There are too many gaps in this summary and too many implications, loopholes or other problems that may be unforeseen for the public unless the draft changes are able to be seen. Similarly, the word "small" is misleading. There is nothing small about having new rules about how tall building may be made next to existing homes or park areas. The new apartment complexes on Assiniboine are examples that may turn river land/bank/walks into tunnels. There is nothing "small" about a text revision that limits downtown parking. When supply is limited, price goes up. Depending on one's point of view – car-centric or bus/active transport (AT) centric – this $ increase may or may not be beneficial. For AT, parking costs are the easiest forgone expense or saving to calculate and remember when a person does a cost/benefit for AT alternatives. There is nothing "small" about the construction opportunities that will be made available by making more land available for development, which is an implication of these changes. Yet there is not requirement for interim land use or designated detour routes, created by the site crews, when construction season is in full swing. It is useless to require bike parking when the routes to the location are terrifying for cyclists. Road fear is the #1 impediment to cycling in the downtown, especially given the prevalence of fatalities in the downtown area over the years. Yet there are no changes in these rules about such routes, lanes or access ease and safety to buildings. Finally, there are no changes here to save or preserve river property. With each river development, we become even farther behind Saskatoon, Calgary and Edmonton that recognized decades ago the beauty and opportunity given to their cities. Zoning	Interpretation and clarification of "small" as it relates to text and changes to the zoning by-law. Significant setback from river property around the downtown area

			rules, especially in the dowtown, should designate significant set backs from the river before development is permitted.	
SpeakUpWinnipeg.com	11/5/13	Phil G	It's hard to believe that the City of Winnipeg will take our concerns seriously. The Lindsay Silos is one example where zoning regulations were ignored at the request of business. Most development proceeds to enable developers to get what they want, and the city benefits from the increased tax base. Input that I have given to Our Winnipeg has been belittled or trivialized. The odour problems in District 6, at both the Brady Road Landfill and the Wilkes Ave sewage pumping station are good examples of this. It seemed like I was being told about "The Emperor's New Clothes".	Concern about comments taken seriously
SpeakUpWinnipeg.com	12/5/13	Tom	It is difficult to offer specific comments on the proposed changes without more details. It seems as though the proposed changes are moving in the right direction. Re: cycling: the greater the density of the population downtown, the more cycling there will be. The more cycling there is, the safer cycling is (studies in Europe have shown), encouraging even more people to cycle. It is virtuous win-win circle. Bike parking is great; lighting is great; but the most important things for cycling are density and separated bike paths that actually connect into downtown. Re: car parking. Free street parking is an enormous subsidy to businesses and car drivers. It is very, very costly. And it tends to discourage cycling and public transit.	Changes moving in the right direction, encourage cycling in downtown, bike parking is great, separated bike paths and discourage free-street parking.
SpeakUpWinnipeg.com	12/5/13	The A	Halt new suburban developments (like Ridgewood South) until existing urban density hits significant levels. We can't afford the fiscal drag of supplying new neighbourhoods with roads, pipes, etc. with our current tax base – it only aggravates the infrastructure deficit. Develop urban housing stock & try to assist the development of new cooperative housing. Get serious about BRT.	Halt suburban development - it aggravates infrastructure deficit, increase urban density, develop urban housing stock and get serious with BRT.
SpeakUpWinnipeg.com	13/5/13	Judy H	Whatever you do, keep in mind that there are many people who require handicap parking spots. Do not make life more difficult by limiting accessible parking.	Support parking for people with disabilities
Twitter	8/5/13		Wish the city of Winnipeg would let the citizens grow food everywhere, how green our City would be. Maybe it's time to get rid of those by-laws if the action doesn't harm general public.	Grow food everywhere, creates a green city, relax by-laws for this great
Twitter	8/5/13		Neighborhood livability by-law says you can't plant on Blvd but not fruits/veggies. Don't know why not allowed.	Fruits/vegetables on boulevards
Formal Submission	16/5/13	Matt G For Terracon Development Ltd	Terracon Development Ltd. is pleased that the City of Winnipeg is moving forward with a series of text amendment to the City of Winnipeg Zoning By-Law #200/2006 so as to better reflect the vision of OurWinnipeg and Complete Communities Direction Strategy. Terracon requests that the City of Winnipeg consider additional text amendments to the "MMU"– Manufacturing Mixed usezoneand"M3"Manufacturing Heavy District. Please note the attached schedules to this document which detail the repeated history of these requests. It is imperative that amendments are made to the City of Winnipeg Zoning By-Law #200/2006 to properly align with the guiding principles of OurWinnipeg and Complete Communities Direction Strategy. Terracon would like to be involved in the City of	-Request text amendments to "MMU" Manufacturing Mixed-use zone and "M3" - Manufacturing Heavy Districts. - Call for zoning advisory committee to be re-instated. - Call for proper consultation with

			Winnipeg Zoning By-Law #200/2006 amendment process and hereby requests that the Zoning Advisory Committee be re-instated and proper consultation takes place with industry professionals. Complete Communities Direction Strategy states: "OurWinnipeg…facilitates a broader range of uses within Employment Lands, providing flexibility, adaptability and responsiveness to the market plan" (Page 92).	industry professionals.
Open House Survey	15/5/13		I am interested in mechanisms to deal with existing structures/ parking lots rather than for only new developments such that they deal with items like – mandatory cyclist parking, landscaping. I am interested in whether building code is changing i.e. to mandate showers for those employees who cycle.	Mandatory bike parking, is building code changing?
Open House Survey	15/5/13		Maintained public spaces in down town, rooftop green strategy and more options for parking.	Public spaces, rooftop greenery, parking
Open House Survey	15/5/13		Great idea, Need more design guidelines and need bike parking at all commercial sites.	Need design guidelines, bike parking commercial
Open House Survey	15/5/13		Demolition application for commercial and dilapidated buildings are ok but not for commercial. Landscape plan should be submitted during site plan process reviewed by a Landscape architect. Update zoning by-law to accommodate infill development.	Landscape plan should be reviewed by a Landscape Architect, support infill
Open House Survey	15/5/13		Mostly good and important. Many of the changes do not go far in creating dense and walkable city but it's a good start.	Further support density and walkability
Open House Survey	15/5/13		Brighter walkways give the illusion of a safer environment.	Walkway lighting
Open House Survey	15/5/13		Streamlining variance process for infill. Lots of steps in the right direction.	Remove barriers to infill
Open House Survey	15/5/13		Emphasize improvements to pedestrian facilities	Improve pedestrian facilities
Open House Survey	15/5/13		Parking reduction should be reduced further.	Further reduce parking requirements
Open House Survey	15/5/13		Discussion on transit and active transportation issues. Transit and active transportation. Issues about affordable housing	Transit, Active Transportation, affordable housing
Open House Survey	15/5/13		Should consider urban design and not just written laws. Discussed parking with staff	Urban Design approach
Open House Survey	15/5/13		More attention to landscaping	Landscaping
Open House Survey	15/5/13		Height restriction in down town residential buildings, population density needed for a vital neighborhood.	Height restriction, encourage density
Open House Survey	15/5/13		More bike paths	Bike paths

Open House comment	15/5/13		Extend parking reduction to the rest of the city, Car sharing is good and make bike parking mandatory, complete design of pedestrian facilities, North end to be part of urban infill area and parking maximum should be looked into.	Parking reduction for entire city, mandatory bike parking, bike facilities, parking maximums
Open House comment	15/5/13		Subdivision should be even less restrictive and compatibility with existing neighborhood character.	Make lot subdivisions even easier, maintain neighbourhood character
Open House comment	15/5/13		Reduced lot area in “R2” to 2,500 sq. ft. is a significant improvement and makes development easier.	Changes to R2 lot dimension is an improvement
Open House comment	15/5/13		Pedestrian main connection is essential	Pedestrian connection proposal is good
Open House comment	15/5/13		Allowing personal services in “M2” up to 5,000sq. ft. as a conditional use, is good.	Changes to M2 uses is good
Open House comment	15/5/13		Car share is excellent. Also, parking off the lane is a good idea.	Car share and parking off the lane are good.
Open House comment	15/5/13		Need to enforce landscaping by-law requirement.	Enforce landscaping by-law
Online survey	16/5/13		I hope that sometime in the near future the zoning by-law gets a complete overhaul, but for the time being some of the proposed changes are an improvement.	Complete overhaul of zoning by-law in future, proposed changes - good
Online survey	21/5/13		More needs to be done about the complete streets and new urbanism movement. Complete streets (ones that take into account all forms of transportation) are a waste of developable land and promotes unsustainable development patterns. Further, they actually decrease safety by actually widening the street, making the street less hospitable for pedestrians.	Complete Streets waste land, decrease safety for pedestrians