Minute No. 429
Report – Executive Policy Committee – June 29, 2016

Item No. 2 **Rezoning – Unaddressed Lot on Sterling Lyon Parkway (North of Sterling Lyon, West of Kenaston Boulevard)**
(Charleswood-Tuxedo-Whyte Ridge Ward)
File DAZ 203/2016

COUNCIL DECISION:

Council concurred in the recommendation of the Executive Policy Committee and adopted the following:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 203/2016 dated May 20, 2016 to the "CMU" Commercial Mixed Use District, subject to the following:

    A. That the applicant enter into a Zoning Agreement with the City pursuant to Section 240(1) of The City of Winnipeg Charter to include the following conditions:

        i. That for the development of any building and/or accessory parking area, plans shall be submitted showing the location and design of the proposed buildings, the location and design of accessory parking areas, private approaches, garbage enclosures, fencing, lighting, landscaping and free-standing signage to the Director of Planning, Property and Development and the Assiniboia Community Committee for plan approval prior to the issuance of any building or development permit, and thereafter all to be maintained to the satisfaction of the Director of Planning, Property and Development.

2. In lieu of the dedication of land, the Developer shall provide a cash payment representing 10% of the appraised value of the Development Application, as determined by the City.

3. 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.

Report – Executive Policy Committee – June 29, 2016

COUNCIL DECISION (continued):

4. 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.

5. 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.

Report – Executive Policy Committee – June 29, 2016

DECISION MAKING HISTORY:

Moved by His Worship Mayor Bowman,

That the recommendation of the Executive Policy Committee be adopted by consent.

Carried

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On June 29, 2016, the Executive Policy Committee concurred in the recommendation of the Assiniboia Community Committee and submitted the matter to Council.

COMMUNITY COMMITTEE RECOMMENDATION:

On June 7, 2016, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, submitted its recommendation to the Executive Policy Committee.

RE: **Rezoning – Unaddressed Lot on Sterling Lyon Parkway (North of Sterling Lyon, West of Kenaston Boulevard)**
File DAZ 203/2016

For submission to: **Executive Policy Committee**

Prepared by: **Destiny Watt, Senior Committee Clerk**
Assiniboia Community Committee

Report date: **June 8, 2016**

COMMUNITY COMMITTEE RECOMMENDATION:

On June 7, 2016, the Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and, via the Priority Rezoning Process, recommended to the Executive Policy Committee:

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 203/2016 dated May 20, 2016 to the "CMU" Commercial Mixed Use District, subject to the following:

    A. That the applicant enter into a Zoning Agreement with the City pursuant to Section 240(1) of The City of Winnipeg Charter to include the following conditions:

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4. 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.

5. 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.

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

1. The Assiniboia Community Committee agreed with the administrative comments contained in the report of the Planning and Land Use Division dated May 20, 2016.

PUBLIC HEARING SUMMARY

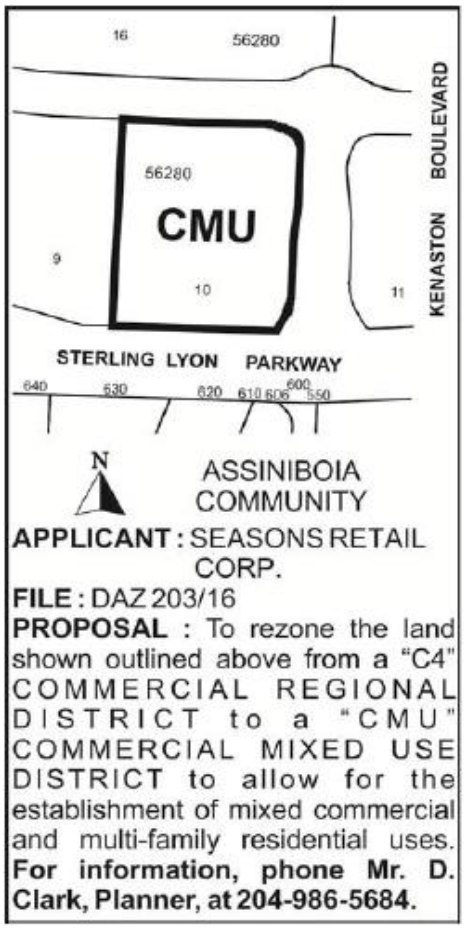
File: DAZ 203/2016

Before: Assiniboia Community Committee
Councillor Morantz, Chairperson
Councillor Dobson

Public Hearing: June 7, 2016
Council Building, 510 Main Street

Applicant: Seasons Retail Corporation
(Veronica Eno)

Subject:



Premises Affected:	Unaddressed Lot on Sterling Lyon Parkway (North of Sterling Lyon, West of Kenaston Boulevard)
Exhibits Filed:	1. Application dated April 1, 2016 2. Notification of Public Hearing dated April 12, 2016 3. Manitoba Status of Title 2767783/1 4. Zoning Development Information 5. Caveat 3850726 6. Plans (4 pages) 7. Report from the Urban Planning Division dated May 20, 2016 8. Inspection Report 9. Recording of Representations of public hearing

REPRESENTATIONS:

In Support:
Veronica Eno

In Opposition:
Nil

For Information:
Nil

For the City:
Mr. D. Clark, Planner, Urban Planning Division, Planning, Property and Development Department

Exhibit "7" referred to in File DAZ 203/2016

ADMINISTRATIVE REPORT

Title: DAZ 203/16 – North of Sterling Lyon, West of Kenaston.

Issue: For consideration at the public hearing for a rezoning of one lot from the "C4" Regional Commercial District to the "CMU" Commercial Mixed Use zoning district.

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
B. Smith	n/a	n/a	

RECOMMENDATIONS

1. That the Winnipeg Zoning By-law No. 200/2006 be amended by rezoning the subject land as shown on Schedule "A" for File DAZ 203/2016 dated May 20, 2016 to the "CMU" Commercial Mixed Use District, subject to the following:

   A. That the applicant enter into a Zoning Agreement with the City pursuant to Section 240(1) of The City of Winnipeg Charter to include the following conditions:

      i. That for the development of any building and/or accessory parking area, plans shall be submitted showing the location and design of the proposed buildings, the location and design of accessory parking areas, private approaches, garbage enclosures, fencing, lighting, landscaping and free-standing signage to the Director of Planning, Property and Development and the Assiniboia Community Committee for plan approval prior to the issuance of any building or development permit, and thereafter all to be maintained to the satisfaction of the Director of Planning, Property and Development.

2. In lieu of the dedication of land, the Developer shall provide a cash payment representing 10% of the appraised value of the Development Application, as determined by the City.

3. 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.

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

5. That the City Solicitor/Manager of Legal Services 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 applicant intends to rezone the subject property from "C4" to "CMU" for the purpose of establishing a mixed use building with commercial uses on the ground floor and approximately 80 residential units on the second and third storeys.
- Rezonings require a Public Hearing as per the *Development Procedures By-law* and *The City of Winnipeg Charter.*
- 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 subject property will be rezoned from the "C4" Regional Commercial District to the "CMU" Commercial Mixed Use District.

HISTORY

March 18, 2009 a Public Hearing at the Executive Policy Committee was held to consider a Plan Winnipeg amendment (By-law 2/2009), an application for Subdivision and Rezoning (DASZ 37/2008), variances for the establishment of lots not abutting a public street (DAV 08-157053/D) and a Street Closing (DAC 1/2009).

March 25, 2009 Council passed By-law No. 2/2009 to amend *Plan Winnipeg 2020 Vision By-law No. 7630/2000* at the SW & NW quadrants of Sterling Lyon and Kenaston by:

A. Re-designating lands identified on Schedule "A" from Industrial Policy Area to Neighbourhood Policy Area, and;

B. Creating an Area of Regional Commercial and Mixed-Use Concentration, as identified on Schedule "A'".

March 25, 2009 Council passed By-law No. 81/2009 to amend Winnipeg Zoning By-law No. 200/2006 for rezoning of land located in the southwest and northwest quadrants of Sterling Lyon Parkway and Kenaston Boulevard in the Assiniboia Community to CMU and C4, and providing that the rezoning comes into force for each lot at the SW & NW quadrants of Sterling Lyon and Kenaston when:

a) The plan of subdivision is registered in the Winnipeg Land Titles Office; and

b) Zoning Agreement DASZ 37/2008 is registered in the Winnipeg Land Titles Office by caveat against the subject lands; and

c) The City of Winnipeg issues a building permit for that lot; or that lot is sold or leased other than to the IKEA Developer Joint Venture; or ten (10) years from the date this By-law is passed, whichever comes first.

May 5, 2009 The Standing Policy Committee on Property and Development denied an appeal and concurred in the decision of the Executive Policy Committee to approve Variance DAV 08-157053/D as follows:

> 3. That the dimensional standards of the proposed "C4" Commercial Regional District and "CMU" Commercial Mixed Use District of The Winnipeg Zoning By-law No. 200/2006 are varied on "the land" for the establishment of proposed Lot 3, Block 1, Lots 6 to 11, Block 1; Lots 2 to 3, Block 3; and Lots 5 to 7, Block 3; which do not abut upon a public street;

Subject to the following condition, which the Executive Policy Committee considers necessary to ensure compliance with criteria (a) to (d) above, namely:

> 1. That the order shall come into force and effect upon the coming into force and effect of the zoning by-law for the subject land under File DASZ 37/2008.

May 21, 2014 The Board of Adjustment concurred in the recommendation of the Planning Department and approved variance DAV 14-118091C for the establishment of proposed Lots 1, 2, 3, 4, 5, 6, 14, 15, 16 and 18 having no frontage on a public street (access will be by way of cross-access agreement).

June 10, 2014 The Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and approved the site plans for the roadway layout, associated landscaping and lighting at the Outlets of Seasons.

November 10, 2015 - The Assiniboia Community Committee concurred in the recommendation of the Winnipeg Public Service and approved the plans for Outlets of Seasons Pad Sites, as submitted.

SUBMITTED BY

Department	Planning, Property and Development
Division	Urban Planning Division
Prepared by	Devin Clark
Date:	May 20, 2016
File No.	DAZ 203/16

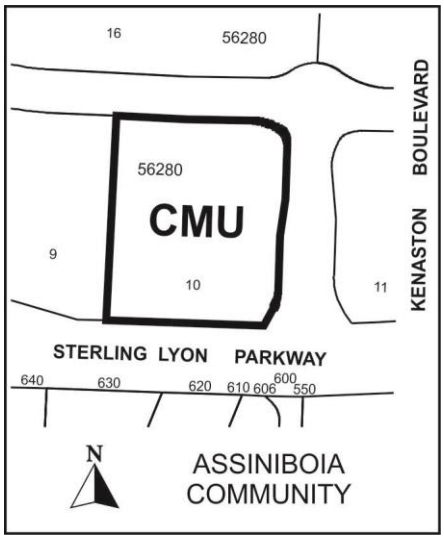
APPENDIX 'A'

DATE: May 20, 2016
FILE: **DAZ 203/16**
RELATED FILES:
COMMUNITY: Assiniboia Community
NEIGHBOURHOOD #: 2.668

SUBJECT: To rezone the subject lot from the "C4" Regional Commercial District to the "CMU" Commercial Mixed Use District.

LOCATION: North of Sterling Lyon Parkway, West of Kenaston Blvd.

LEGAL DESCRIPTION: LOT 10 PLAN 56280 WLTO IN OTM LOTS 1 TO 11 PARISH OF ST. CHARLES AND TWO MILE ROAD (NOW CLOSED)



APPLICANT: Seasons Retail Corp.
590-201 Portage Avenue
Winnipeg, MB R3B 3K6

OWNERS: Same as applicant

RECOMMENDATION: Approval

SITE DESCRIPTION

- The subject property is located on a parcel of land within the Seasons development located to the north of Sterling Lyon Parkway and west of Kenaston Blvd. in the Tuxedo Industrial neighbourhood of the Charlsewood-Tuxedo-Whyte Ridge ward.
- The subject site is approximately 4.14 acres and is currently vacant.
- The site is located within the Regional Mixed Use Centre Policy Area under the Complete Communities Direction Strategy.

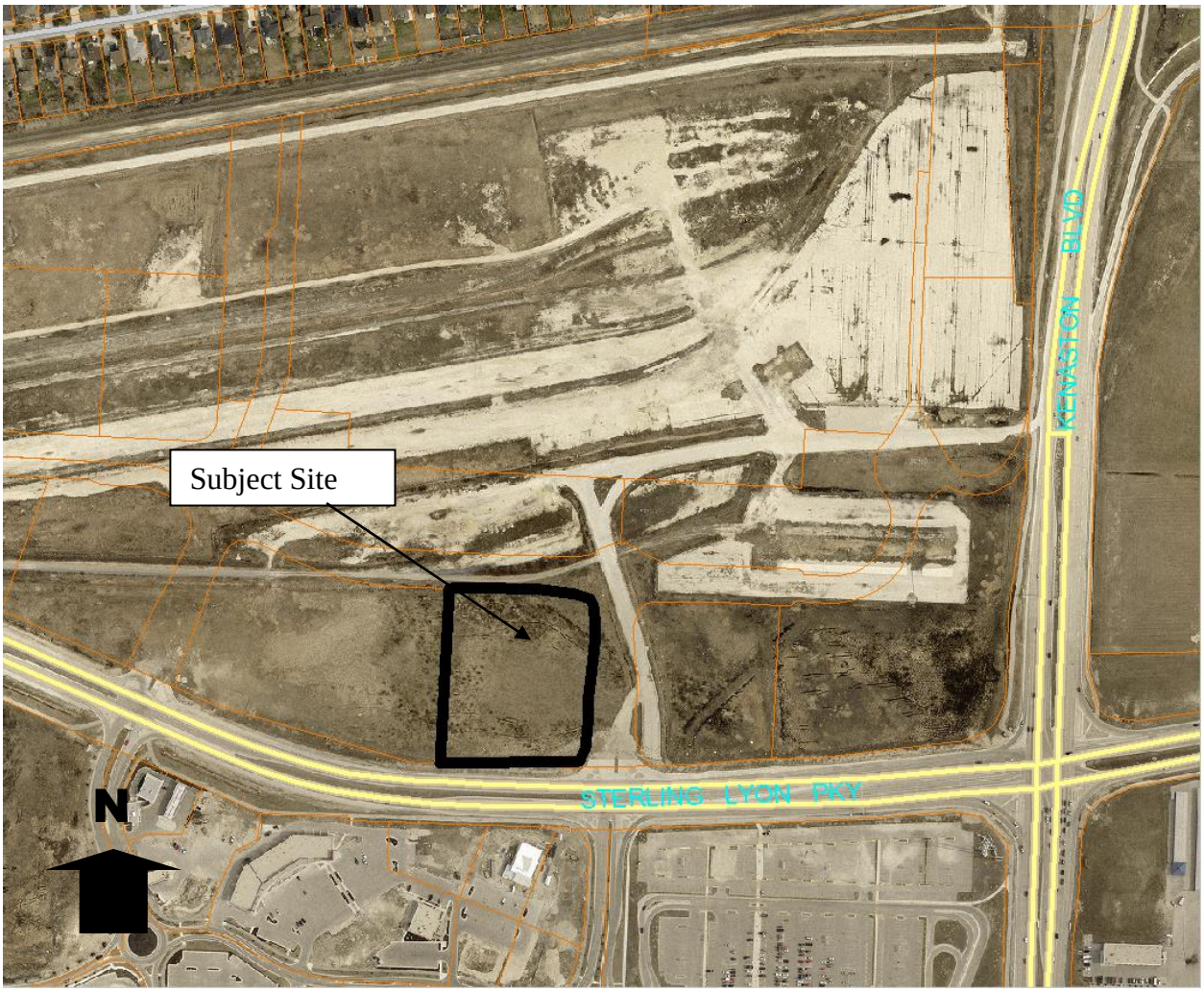


Figure 1: Site map of subject property and surrounding neighbourhood (flown 2014)

SURROUNDING LAND USES & ZONING (See Figure 2)

North: Commercial lands zoned “C4” Commercial Regional.

South: Sterling Lyon Parkway, then commercial uses zoned “C4” Commercial Regional.

East: Vacant land zoned “C4” Commercial Regional.

West: Vacant land zoned “C4” Commercial Regional.

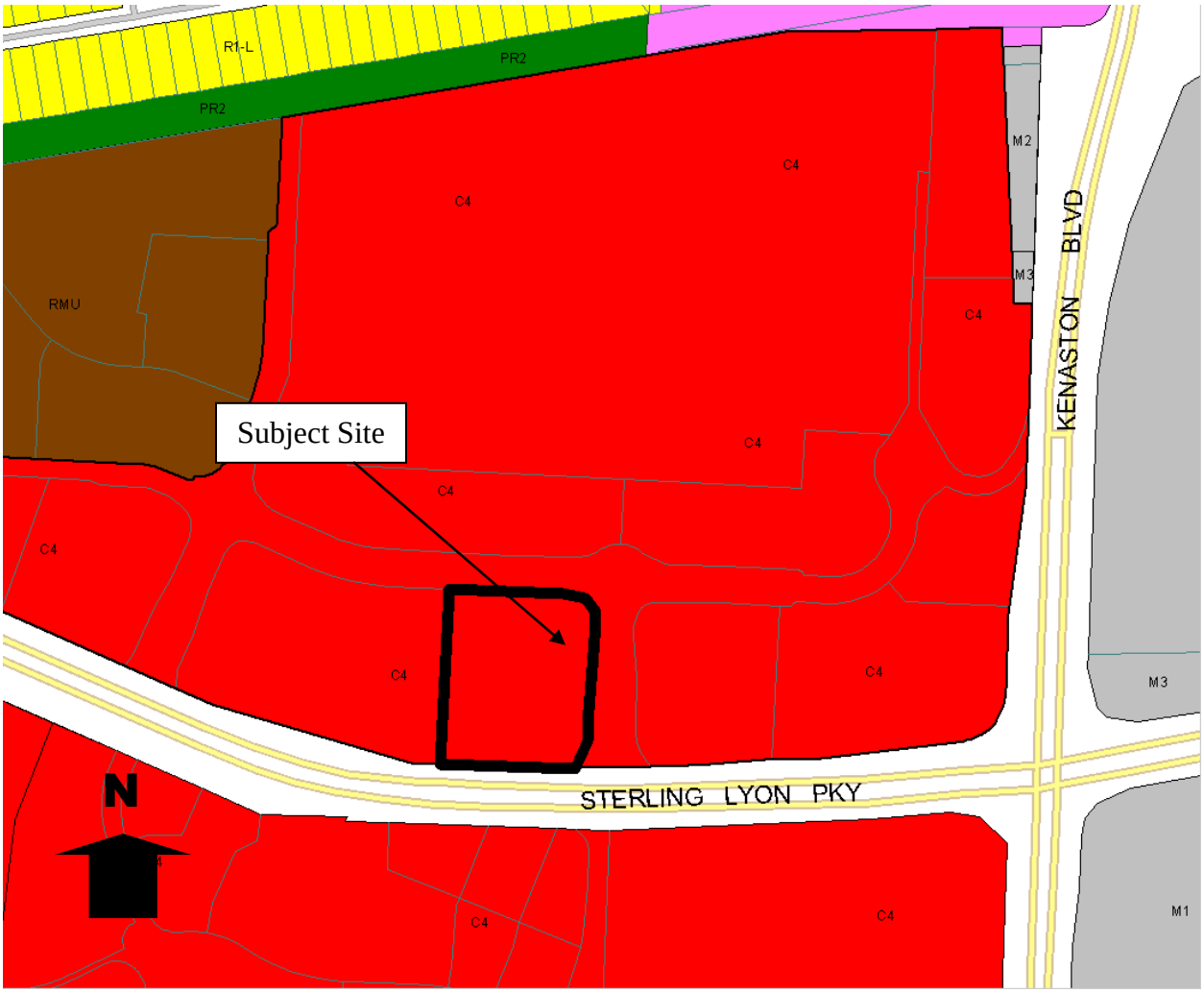


Figure 2: Zoning map of subject property and surrounding neighbourhood

DESCRIPTION OF THE PROPOSED DEVELOPMENT

- The applicant intends to rezone the approximate 4.14 acre parcel from the "C4" zoning district to the "CMU" zoning district in order to establish a commercial, residential mixed use building.
- The proposal is to establish a three storey building with commercial uses on the ground floor and residential uses on the second and third floors.
- The applicant indicates that approximately 80 residential units would be developed.

ANALYSIS AND ISSUES

- Under the *Complete Communities Direction Strategy* of *OurWinnipeg,* the proposed development is located within a **Regional Mixed-Use Centre –** identified as site E (Kenaston and Sterling Lyon Area) on figure O3d, page 47 of *Complete Communities*. Key relevant policies guiding development within **Regional Mixed-Use Centres** include:

- Provide a mix of employment, higher-density residential opportunities, retail and service uses that support the needs of and respect the context of adjacent communities.
- Support a range of housing opportunities in terms of type, tenure, unit size.
- Support active uses (such as retail and service) at street level and office and housing on the upper levels of multi-storey developments.
- Encourage urban design and/or form-based strategies that help define the character of Centres and Corridors through clarifying the massing and height of buildings, setbacks, appropriate open space areas and appropriate parking design and locations.
- Encourage the transition of development towards the outer edges of each Centre and Corridor that is sensitive to the scale, massing, height, form and character of the surrounding area.
- Mitigate the potential impacts of new development on neighbouring streets, parks and properties.
- Promote high quality plazas, parks and streetscapes as focal points and networks that are connected to the greater community.
- Focus improvements to the public realm, including pedestrian elements, such as street trees, street furniture, wide sidewalks and bicycle parking and public art.
- Support high-frequency transit service by encouraging higher density residential and higher intensity commercial and mixed uses within the centre of the development. These will be focused on major transit stops.

ZONING

Multi Family residential portions of a commercial mixed use building in the CMU zoning district must meet the requirements of the RMF-M zoning district.

- Section 137 of Zoning By-law No. 200/06 prescribes the following dimensional standards of the "CMU" district for the commercial component and the multi-family:

Commercial Component Dimensional Standards:

Minimum/Maximum Front Yard (Ft.)	Minimum Rear Yard (Ft.)	Minimum Interior Side Yard (ft.)	Minimum Corner Side Yard (Ft.)	Maximum Height of Building (Ft.)	Maximum Floor Area Ratio
0/NA	25	0	0	60	3.0

Residential Component Dimensional Standards:

Min. Lot Area (sq. ft.)	Minimum Lot Area Per Dwelling Unit (Sq. Ft.)	Min. Front Yard (ft.)	Min. Rear Yard (ft.)	Min. Interior Side Yard (ft.)	Min. Corner Side Yard	Principal Building Separation (Ft.)	Maximum Building Height (Ft.)

9,000	800	25	25	8 [note b]	20	8	60
Note b - In the RMF-M zoning district, where a building is more than one storey in height, the required interior side yard increases by 2 feet for each storey above the ground floor to a maximum of 20 feet.							

LAND USE BY-LAW

Rezoning

- The lands are currently zoned “C4” Commercial Regional. Generally, the commercial regional zoning district is intended to accommodate the development of large-scale, distinctive and attractive regional centres containing a mix of concentrated land uses, including residential uses.
- The applicant is proposing to rezone the lands to ‘CMU’ Commercial Mixed Use, which will be located adjacent to other lands remaining zoned as “C4” Commercial Regional.
- The Urban Planning Division believes that the proposed rezoning and associated residential mixed use development on the site is complementary to the retail developments in the immediate vicinity. Residential uses in close proximity to these types of commercial uses promote improved multi-modal and pedestrian connectivity and contribute to a more diverse and desirable built-form.

COMPATIBILITY WITH THE SURROUNDING NEIGHBOURHOOD

- The Complete Communities Direction Strategy promotes the form of building and spaces that are sensitive to the community context and address the transition between new and existing development.
- The applicant has provided a concept plan of what they envision for the site. The proposal shows the general location for the mixed use commercial/residential development to be within the northeast corner of the site.
- The general building footprint is anticipated to remain close to what was approved under previous plan approvals; however, will likely vary to some degree as the final design concept is reviewed.
- The 4.14 acre site could accommodate up to 225 units under the CMU district. The applicants have indicated that 80 units would be explored for development on this site.
- The Urban Planning Division believes that the proposed multi-family dwelling site is consistent with the objectives in the *Complete Communities* Direction Strategy and will integrate well into the emerging developments in the area.

PLAN APPROVAL

When the land was originally rezoned to the “C4” zoning district a comprehensive list of design guidelines was established to help direct the analysis of plans when submitted for plan approval. These guidelines have been applied consistently to each of the plan approvals on site and the subject site plans will be reviewed in relation to these guidelines as well. See Appendix B for the design criteria.

LAND DEDICATION

- When a developer rezones and/or subdivides a parcel of land, they are required to put in an application with the City of Winnipeg.
- As a condition of rezoning or subdivision, a developer is required to contribute a portion of the land to be developed to the City for parks purposes.
- The amount of land is not less than 10%.
- The developer is to provide land or 'cash in lieu' as determined by the Planning, Property and Development Department.
- The City is requesting cash in lieu for this application.

RECOMMENDATION

The Urban Planning Division recommends **approval** for the following reasons:

- The Urban Planning Division supports of the introduction of commercial/residential mixed use development within the Kenaston and Sterling Lyon Area Regional Mixed Use Centre as it provides a mix of higher-density residential opportunities, retail and service uses that support the needs of and respect the context of adjacent communities and supports a range of housing opportunities in terms of type, tenure, unit size.
- In the Complete Communities Direction Strategy it states that Regional Mixed Use Centres are envisioned to have the highest intensity and building heights and broadest range of land uses outside of Downtown. Regional Mixed Use Centres are to accommodate both the greatest number of people and the greatest density and mix of uses. This makes it especially important that their development creates a high-quality street environment and is attractive to residents and visitors alike. They are to be well served by public transit and can contain mixed use development, including residential and specialized employment, commercial or cultural services. The proposed development is in line with this vision.

This Report Submitted by:
Planning, Property and Development Department
Urban Planning Division

Report Prepared by: Devin Clark
PPD File # DAZ 203/2016

Schedule "A" for File No. DAZ 203/16, Assiniboia Community Committee, dated May 20, 2016

By-Law No. _____

File No. **DAZ 203/16**

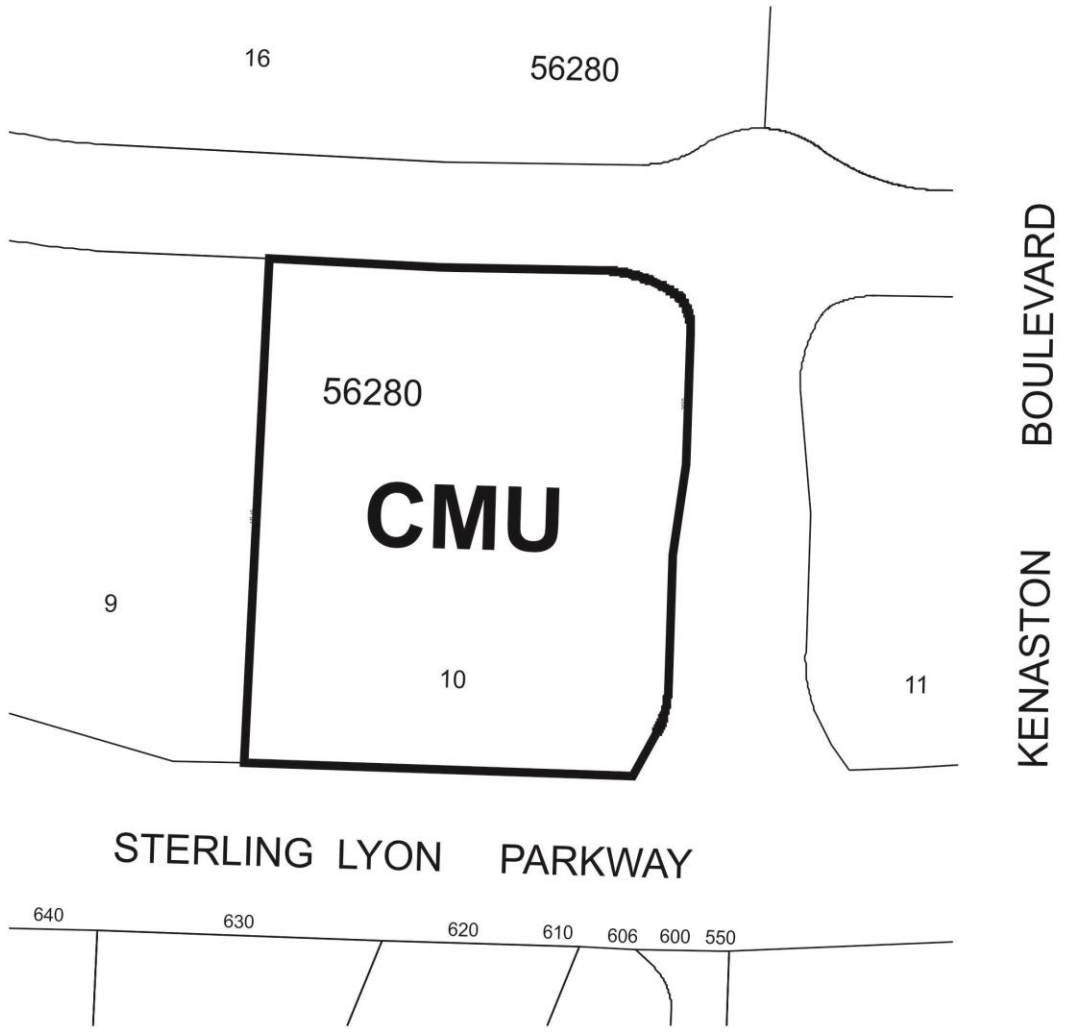
Atlas Sheet No.

N

AF19 ASSINIBOIA COMMUNITY

Explanation

A proposed zoning change to By-law No. 200/2006 by rezoning the land located on the north side of Sterling Lyon Parkway, Lot 10 Plan 56280 from a "C4" COMMERCIAL REGIONAL DISTRICT to a "CMU" COMMERCIAL MIXED USE DISTRICT to allow for the establishment of mixed commercial and multi-family residential uses as shown outlined below.



THIRD READING : _____ EFFECTIVE DATE : _____

ZONING AGREEMENT : YES ☐ NO ☐ CAVEAT No. _____

APPENDIX 'B'

DESIGN GUIDELINES FOR REGIONAL/COMMUNITY COMMERCIAL CENTRES

Regional / Community Commercial Centres Site Plan Review and Guidelines Attached to File No. DASZ 37/08

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. 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 (excluding the IKEA site).

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 *Plan Winnipeg* Policies. These policies essentially strive to ensure that major commercial developments are designed to address the needs of its users in a sustainable manner.

Principle 1: *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.

Principle 2: *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.

Principle 3: ***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.
- Be aware of adjacent development and amenities such as Fort Whyte Alive, Assiniboia Forest and promote activity linkages.
- 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.